

Little Miami Trading Company

Used Tractor Processing

All tractors get the following:

A rigorous examination specified by an 80+ point checklist that gets signed by the mechanic. Ask any other dealer you shop to show you the processing list used for the tractor you are going to buy.

A general operational review by a trained mechanic.

A load test on a dynamometer for overheating or performance issues.

A professional quality re-paint.

A final operational check by an inspector whose sole job is this final inspection of all units.

All of the above is done here, in the USA, and is under the direct control of the two businesses involved in this cooperative venture. We can make on the spot decisions and changes as needed to guarantee the best final product.

We go a long, long way to find any and all problems.

And all problems found are fixed. PERIOD.

All 2210 tractors get both rear axle seals and the PTO seal replaced.

All 1610D tractors have the front knuckles dropped, cleaned and checked for wear, and new seals installed..

All tractors go through two voltage tests to assure proper operation of the charging system.

All tractors have fuel tanks drained & cleaned and fuel hoses replaced.

All tractors get a five minute pressure test on the cooling system.

All tractors get new air, fuel, and oil filters, and new coolant and engine oil.

All tractors are checked for brake adjustment, clutch adjustment, steering column play, lights working, 3 point operation, throttle linkage operation, PTO operation, operation of all transmission gears, and much, much more.

All our tractors will have a tag on the air filter housing with the names of the mechanic and the final inspector. We KNOW who processed our tractor.

Why do we do all these things? Because our combined 22+ years of experience in this market tells us that these particular items are the most likely to be a problem, and we want to sell the BEST. We know the tendencies of these tractors, model by model. Most people selling Yanmar tractors in the US today had never even HEARD of Yanmar when we sold our first one.

If you are shopping somewhere else....especially if you are considering a so-called "factory-reconditioned" tractor....please ask these questions, of yourself and of the seller you are considering.

1. What "factory" reconditioned the tractor? Can the seller tell you first-hand what gets done to the tractor? Can they

modify the process if necessary, or is it controlled by some out of country business?

2. If it is truly possible to ship quality tractors from Japan to another country, recondition them properly there, then ship them to the US and sell them for less than those of us who import directly from Japan and process the tractors here, why aren't we, Fredricks Equipment, and many other large and respected dealers in this market doing just that?

3. For your sake, get references. Some recent, some at least a year old. Most people are happy at first. Part of the measure of a dealer is how well he helps the customer resolve problems down the road.

4. Research your seller....and their source if the seller is not an importer. It's probably not a good sign if the seller or source have changed business names several times.

5. Why don't others include an overrunning clutch? It's an absolute must for safety with a rotary cutter, and most of these tractors will eventually use a rotary cutter.

6. Why don't they include a ROPS certified to OSHA standard 1928.52 (look for this certification on the ROPS)? Read THIS and learn that "Forty percent of the 250 persons involved in unprotected tractor rollover incidents died. In contrast, the study found that only 2%, or one person died, of the 61 persons operating ROPS-equipped tractors that rolled over. The one fatal victim was not personally restrained and was thrown from the ROPS protective zone during rollover. This incident emphasizes the need to use safety restraints, such as seat belts, in conjunction with ROPS in order to keep the operator within the space protected by the ROPS." Can you put a price on your safety? On the safety of your spouse, or children?

LMTC and Fredricks Equipment have an aftermarket parts catalogue containing literally THOUSANDS of different parts for Yanmar tractors. We can have most of them to you in one to three days. Ask anyone you shop where they will get parts for you. LMTC has a policy of being very gentle to their tractor customers when it comes to parts...our tractor customers will almost always pay less than retail for their parts once the warranty is up. Just another part of our commitment to our customers.

Do Your Homework - Know Your Source - Then Buy With Confidence

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