

SERVICE



BULLETIN

SB #: F172
DATE: JUNE 2021
TO: ALL AUTHORIZED FERRIS DEALERS
SUBJECT: IS6200 PLASTIC SHAVINGS
 RESTRICTING DIESEL FUEL FLOW

BRANDS:

- | | |
|-------------------------------------|--------------------|
| ☒ | - ACTION REQUIRED |
| ☐ | - IF ENCOUNTERED |
| ☐ | - INFORMATION ONLY |

Brand	Model Numbers	Serial Number Range	Description
Ferris	5901849	4001933017 and below	IS6200 Series Zero-Turn Riding Mower
Ferris	5901850	4001933017 and below	IS6200 Series Zero-Turn Riding Mower

DESCRIPTION

Ferris has identified that the diesel fuel tanks may not have been properly cleaned out by the tank vendor after the pickup, return, and vent line holes were drilled during the manufacturing process. Plastic shavings left behind during this process could cause a blockage at the diesel fuel outlet at the bottom of the tank (**A, Figure 1**), the diesel fuel lines (**B**) leading to the pre-filter water separator head or at the water separator filter (**C**) itself. If diesel fuel flow is restricted in any way, this could cause the engine to lose power and potentially display a code on the operator display.

CORRECTION PROCEDURE

All IS6200 zero-turn mowers in the above model and serial number range need to have both diesel fuel tanks removed from the unit and checked for debris prior to filling with diesel fuel.

For all sold units currently in operation by end users, if the user experiences a loss of power:

- both diesel fuel tanks need to be removed from the unit and flushed out, and;
- the diesel fuel lines from both diesel fuel tanks to the pre-filter water separator will need to be cleared, and;
- the pre-filter water separator head will need to be checked and the water separator filter replaced.

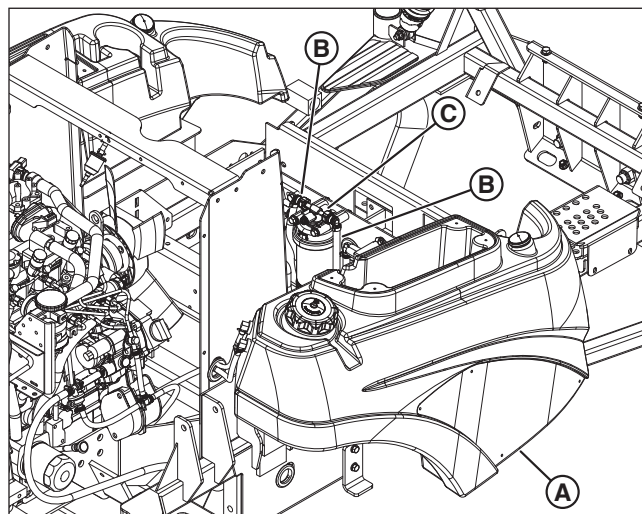


Figure 1. Location of Components

REMOVING AND RINSING THE DIESEL FUEL TANKS

WARNING

Diesel fuel is highly flammable and must be handled with care. **DO NOT** perform this procedure when the engine is still hot from recent operation. Do not allow open flame, smoking or matches in the area. Avoid over-filling and wipe up any spills.

Do not drain or replace fuel filter when engine is hot, as spilled fuel may ignite. Make sure the filter drain valve is fully closed before returning the unit to service.

Units in operation will have diesel fuel in the tanks and will need to have the diesel fuel removed from the tank.

1. Remove the diesel fuel cap (A, Figure 2) from the tank (B).
2. Use a siphon to remove the diesel fuel from the diesel fuel tank.
3. Remove the screws (C) that hold the control panel (D) to the tank. Remove the control panel from the tank.
4. Remove the two (2) bolts (E), lock washers (F) and washers (G) that secure the diesel fuel supply elbow guard (H) to the diesel fuel tank.
5. Remove the diesel fuel supply elbow guard.
6. Disconnect the return line (I) and vent line (J) from the diesel fuel tank. Have a suitable container ready to capture any diesel fuel that make exit the return line.
7. Remove the four (4) bolts (K), lock washers (L), and washers (M) that secures the diesel fuel tank to the mount (N).
8. Have an assistant tip the diesel fuel tank forward so that any remaining diesel fuel will move to the front of the tank and away from the diesel fuel supply fitting.
10. Have a suitable container ready to capture the diesel fuel that will drain from the tank. Remove the pickup up line (O) from the diesel fuel tank and drain the diesel fuel into your container.
11. Remove the grommet (A, Figure 3) and fitting (B) from the bottom of the diesel fuel tank. Discard the grommet.

The diesel fuel outlet hole (C) in the bottom of the tank should be used to drain any diesel fuel that is being used to rinse the tank out as it is the largest unrestricted hole of the drilled holes and will allow any debris and diesel fuel to flow out of the tank. **DO NOT** use the diesel fuel tank fill opening (D) to drain the tank. It has a substantial neck on it that will stop any debris from coming out of the tank.

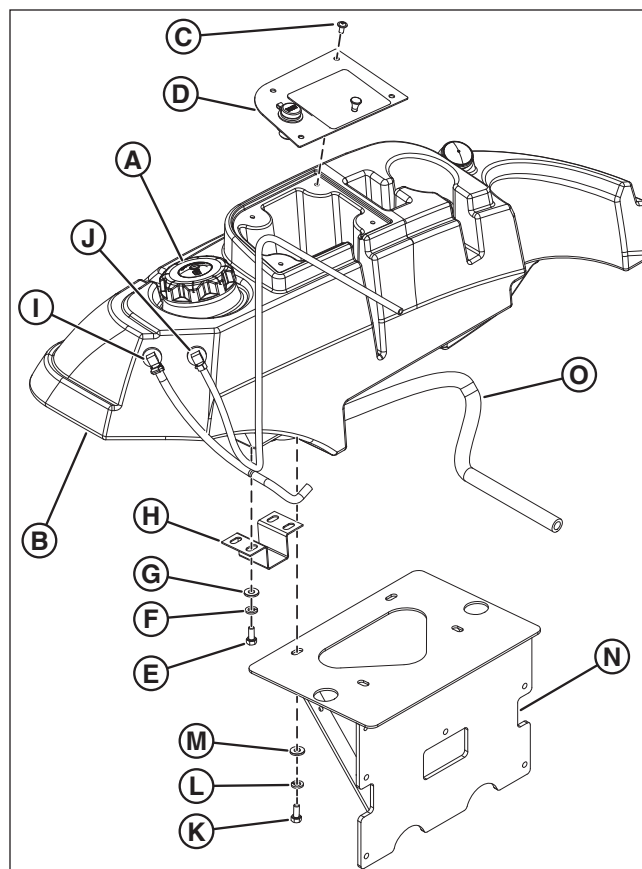


Figure 2. Removing Components

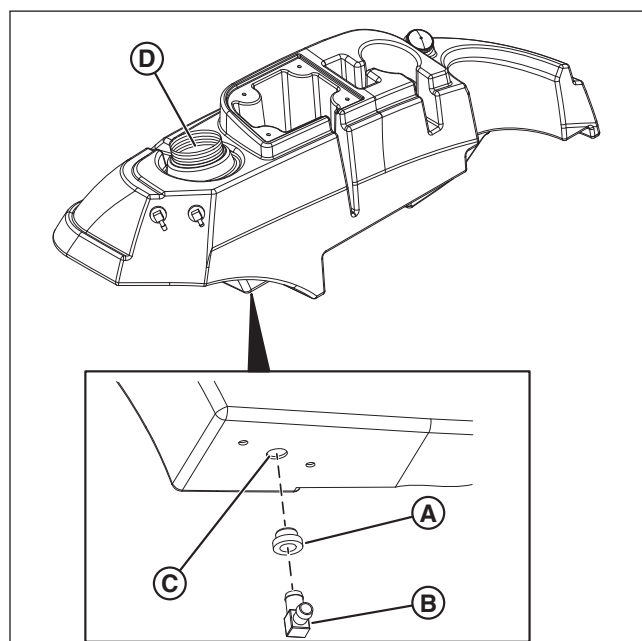


Figure 3. Grommet and Fitting

12. Add a small amount of diesel fuel in through the tank fill opening, slosh it around in the tank, and then drain the fuel out of the diesel fuel outlet hole to rinse the tank.
13. Repeat the process on the other side of the unit to remove and rinse the other diesel fuel tank.
14. Wipe up any spilled fuel.

CLEARING THE SUPPLY LINES

1. Remove the diesel fuel lines (**A**, **Figure 4**) from the pre-filter water separator head (**B**) by pressing the release buttons (**C**) and pulling away from the head.
2. Have a container ready to catch any debris and diesel fuel that may exit both fuel supply lines and then use compressed air to flush the lines.

NEVER pressure the lines while they are hooked to the diesel fuel tank or to the diesel fuel filters as damage to these components could be caused from the high air pressure.

3. Put the fuel supply lines back onto the pre-filter water separator head.
4. Wipe up any spilled fuel.

REPLACE THE FILTER ELEMENT

1. Place an absorbent cloth below the pre-filter water separator to catch any spilled fuel. Clean up any spilled fuel. Clean the outside body of the filter assembly.
2. Open the drain valve (**A**, **Figure 5**) and open the vent screw (**B**) to drain the filter. Close the drain screw and close the vent screw. Use only hand pressure to tighten the drain screw and the vent screw.
3. Remove the filter (**C**) from the filter head (**D**) by turning the filter to align the unlocked padlock (**E**) on the filter with the unlocked padlock on the filter head.
4. Remove the filter bowl (**F**) from the filter.
5. Ensure that the filter bowl is clean and free from dirt.
6. Install the new filter to the filter bowl. Use hand pressure only to tighten the filter bowl.
7. Install the filter to the filter head by turning the filter to align the locked padlock (**G**) on the filter with the locked padlock on the filter head.
8. Wipe up any spilled fuel.

ASSEMBLE THE UNIT

1. Install a new grommet (**A**, **Figure 3**) and the existing fitting (**B**) into the bottom of the tank.
2. Connect the fuel supply line (**O**, **Figure 2**) to the fitting.

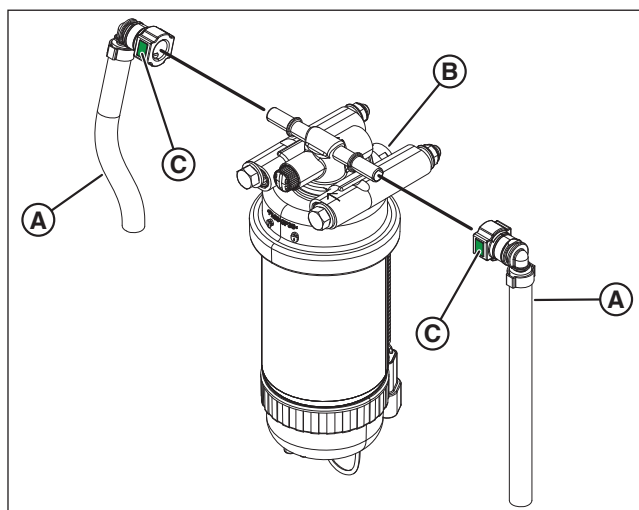


Figure 4. Water Separator and Lines

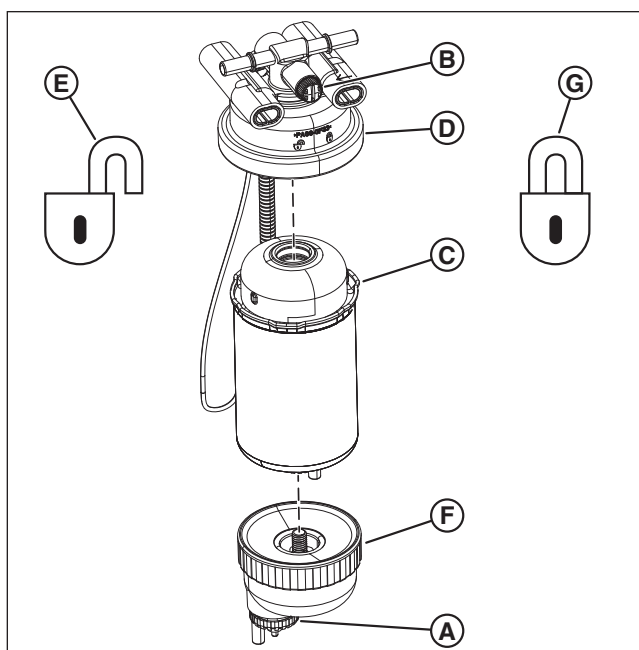


Figure 5. Changing the Filter

- Place the fuel tank (A) on the fuel mount (N) and secure using the four (4) bolts (K), lock washers (L), and washers (M) that were previously removed.
- Install the fuel supply fitting guard (H) to the tank using the two (2) bolts (E), lock washers (F), and washers (G) that were previously removed.
- Connect the return line (I) and the vent line (J) to the diesel fuel tank.
- Install the control panel (D) using screws (C) previously removed.
- Repeat the process on the other side of the unit.

ADD FUEL

NOTICE

Use ultra low sulfur fuel only.

Do not use kerosene in place of diesel fuel or mix with diesel fuel.

Consult the engine manufacturer's manual for specific fuel recommendations.

- Fill the fuel tank to the bottom of the fill tube. This will leave room in the tank for fuel expansion.
- Install and hand tighten the fuel cap.
- Repeat the process for the opposite tank.

PRIMING THE FUEL SYSTEM

NOTICE

Do NOT crank the engine continuously for more than thirty (30) seconds.

Allow the starting motor to cool for two (2) minutes before cranking the engine again.

WARNING

Fuel leaked or spilled onto hot surfaces or electrical components can cause a fire. To help prevent possible injury, turn the ignition switch OFF when changing fuel filters or water separator element. Clean up fuel spills immediately.

- Loosen the vent screw (A, Figure 6) on the water separator.
- Turn the ignition switch to the RUN/HEAT position.
- The ignition switch will allow the electric priming pump to operate. When fuel free from air comes from the vent screw, tighten the vent screw to a torque of 24 Nm (212 in-lbs). Then, operate the electric priming pump for two (2) minutes.

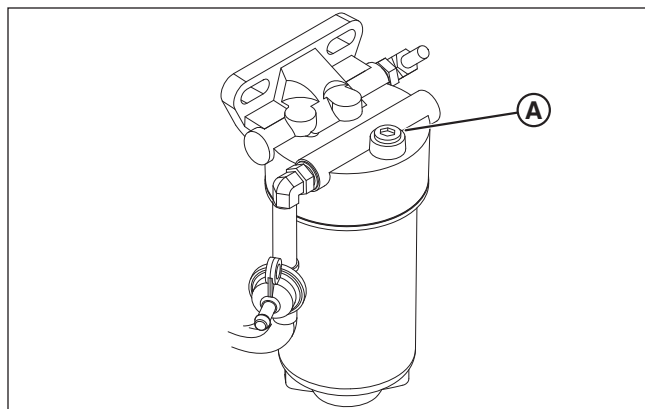


Figure 6. Priming the Fuel System

- Turn the key switch to the OFF position. The fuel system will now be primed and the engine should be able to start.
 - Wipe up any spilled fuel.
 - Turn the key switch to the START position to crank the engine. After the engine has started, operate the engine at low idle for a minimum of five (5) minutes. For constant engine speed do not apply a load for five (5) minutes.
- NOTE:** Operating the engine for this period of time will help ensure that the fuel system is free of air. Do NOT loosen the high-pressure fuel lines to purge air from the fuel system.
- Ensure that the fuel system is free from leaks.

WARRANTY:

Warranty coverage of this bulletin coincides with the unit's standard warranty period.

File for warranty reimbursement using e-Claim at www.ThePowerPortal.com. Use the values listed below when filling out the claim. The information in the "Brand" block indicates which tab the claim should be filed under. *Note: File only one unit per claim form.*

Brand	Ferris
Control/Evaluation Number	F172
Customer Experience Category (Symptoms)	Other Product Performance
Product Category	COM Commercial Equipment
Key Part Identification Category	
Key Part Identification Code	F172
Condition Code	
Tech Comments	F172
Pick-Up & Delivery	N/A
Labor Required (1/4 hours):	hours (minutes)
Repair Parts Used	

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