

Used Kubota Tractor Inspection Checklist

Print this. Bring it. Check every box before you hand over the money.

TractorPartsCentral.com — Free Download

1. PRE-VISIT — Do This Before You Drive Out

- Got full model name (BX2380, L3301, etc.)
- Model decal matches serial tag on frame
- Asked: Hours when purchased vs now
- Asked: Stored inside or outside?
- Requested cold-start video (engine cold, hand near exhaust)
- Requested photo: loader tower bases and welds
- Requested photo: tire sidewalls
- Got serial number — cross-check for year/gray-market
- Asked: Why selling? How long owned?
- Asked: Oil/fluid change history + receipts?
- Asked: Any repairs, leaks, warning lights?
- Requested photo: under-belly BX HST fan area
- Requested photo: ROPS, fenders, rear axle housings
- Searched model + 'problems' on OrangeTractorTalks

2. ENGINE — Inspect Cold First

- Engine is genuinely cold (not pre-warmed by seller)
- Oil pressure light goes off within 1-2 sec of startup
- Idle is smooth — no surging or hunting
- Oil cap underside: no mayonnaise-like residue
- Coolant: translucent, bright color — not brown/rusty
- Used fluid test strips to check coolant condition
- White smoke: clears quickly — NOT persistent + sweet smell
- Air filter: dusty but not caked solid or oily
- No dampness or diesel smell at fuel lines/fittings
- No discolored/blistered paint around head or exhaust
- Cold start: fires within a few seconds of cranking
- No rhythmic knocking, rapping, or metallic clunking
- Engine oil: dark brown/black — NOT milky or gray
- Oil texture: slick between fingers — not gritty
- Coolant: no oily film or rainbow sheen on surface
- Blue smoke: brief puff on cold start only (not continuous)
- Black smoke: none under light load
- Fuel filter bowl: no water layer or rust/algae
- BX: checked plastic HST fan with telescoping mirror
- No seepage at head gasket area

3. HST / TRANSMISSION

- HST fluid: clear amber/honey — not dark brown or milky
- HST reverse pedal: smooth response, no dead zones
- No loud changing-pitch whine under load
- Gear trans (if applicable): no grinding in any gear
- Clutch (if applicable): engages midway — not at floor/top
- Asked when HST fluid was last changed
- HST forward pedal: smooth response, no surging
- Neutral drift test: tractor stops quickly on flat ground
- No jerking or hesitation under load
- Gear trans: no popping out of gear under load
- Under load: RPM drops — NOT flares — as load increases

4. HYDRAULIC SYSTEM

- Hydraulic fluid at correct level, clear and bright
- 3-pt drift test: holds under load for 60+ seconds
- Loader curl/dump: no binding, asymmetry, or squealing
- Loader drift: no rapid drop when held in neutral
- Cylinder rods: smooth — no scoring or pitting
- Remote spools (if equipped): move crisply, no sticking
- 3-pt hitch raises/lowers smoothly — no jerks or pauses
- Loader raises smoothly at idle and higher RPM
- Loader with weight: hydraulics don't whine or stall
- All cylinder rods: no wet seals or dripping
- All hoses: no cracks at crimps, bulges, or rub spots
- No active leaks anywhere under hydraulic pressure

5. ELECTRICAL SYSTEM

- Battery date code: less than 4-5 years old
- Battery tray: no acid residue or heavy rust
- Warning lights extinguish properly after startup
- Headlights, tail lights, work lights all functional
- PTO engages cleanly — no squeal, no smell
- Battery terminals: minimal corrosion
- All warning lights illuminate on key-on bulb check
- Hour meter: verified incrementing during test drive
- Flashers and horn functional
- PTO disengages and stops fully within seconds

- Glow plug indicator illuminates before cold crank
- No rodent nests under seat, dash, or near battery
- No chewed wiring or taped amateur repairs visible
- Pulled fault codes with OBD tool — clean or explainable

6. STRUCTURAL AND EXTERIOR

- Loader mounting brackets: no cracks or bent plates
- Front axle pivot: no cracks, fresh paint, or welds
- Rear axle housings: no stress cracks near 3-pt mounts
- ROPS: straight, not bent or twisted
- ROPS: no drilled holes or welded modifications
- ROPS base bolts: no severe rust or elongated holes
- Hood/fenders: both sides symmetrical — no impact damage
- No mismatched paint panels suggesting rollover repair
- Tires: deep even tread, no edge rounding
- Tire sidewalls: no cracking, bulges, or cuts
- Front wheel rock test: no clunking or wobble
- Wheels spin smoothly by hand — no grinding
- Steering lock-to-lock: smooth, no hard spots or growl
- Drawbar: straight, no bends or cracked brackets
- 3-pt arms: straight, no welded repairs, pins intact

7. LOADER — LA Series (LA344, LA435, LA525, LA534, LA535)

- Swift-Tach stands deploy easily and latch securely
- SSQA bucket latch: pivots fully, locks positively
- SSQA pin holes: not egg-shaped or elongated
- Boom cylinders: no leaks at rod seals
- Curl cylinders: no leaks, no scored rods
- Sight down both arms: perfect mirror image — no twist
- Cross-tube and tower bases: no cracks or weld repairs
- Level indicator rod: present, straight, moves correctly
- LA525: checked upper pin housing area for bending

8. TEST DRIVE

- Tested unloaded: all ranges, all gears
- Tested under real load (full bucket or implement)
- Under load: RPM lugs proportionally — no slip
- HST transitions smooth: forward to reverse no banging
- HST pedal self-centers on mild slope
- PTO engaged under load: smooth, no rattle
- PTO re-engaged several times — consistent operation
- Individual brakes: each side bites evenly
- Brakes hold tractor on slight downhill in low gear
- Steering smooth over uneven ground — no clunks
- No rhythmic engine knocks during operation
- No transmission grinding during operation
- No constant hydraulic pump growl at neutral

■ ABSOLUTE WALK-AWAY RED FLAGS — No Price Justifies These

- Milky or gray engine oil — coolant contamination
- Persistent thick white smoke with sweet smell — coolant burning
- Structural cracks or amateur welds: frame, loader, ROPS, axle housings
- Non-functional or tampered hour meter — unknown wear history
- HST won't pull a load — slipping or whining under real work
- Non-functional 4WD — expensive repair, sign of neglect
- Mismatched serial number and model decal — rollover or gray-market
- Major hydraulic leaks actively dripping during operation

9. NEGOTIATING NOTES — Document Your Findings

Issue Found	Estimated Cost	Your Notes
Tires worn/cracked	\$800-\$1,500	
Hydraulic cylinder seals	\$300-\$600 each	
No service history — immediate fluid change	\$150-\$300	
Battery replacement needed	\$100-\$200	

PTO clutch replacement	\$400-\$800	
Other: _____	\$ _____	
Other: _____	\$ _____	
TOTAL DEDUCTIONS:	\$ _____	<i>Asking Price minus total = Your Offer</i>