

How Much Is Too Much?

So you've noticed a little chunking on the roadwheels and support rollers on your Bradley or MLRS. You may be asking yourself, "Is it bad enough to replace the wheel?" and "How do I keep it from happening next time?"

Here's what you need to answer those questions.

Inspection

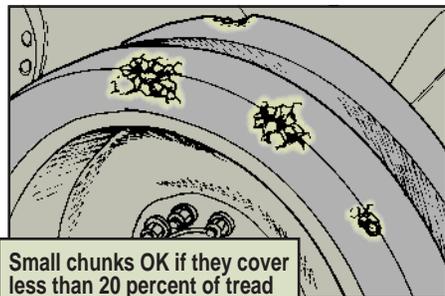
☒ **Weather cracking.** If weather cracks extend completely across the tread surface and are deeper than 1/4 inch, the wheel is unserviceable.

☒ **Chunking.** For roadwheels, one missing chunk of rubber that measures three by 4 inches or larger is enough to make your vehicle NMC.



Large chunks of missing rubber make vehicle NMC

Depth of the chunking doesn't matter. Even smaller chunks can make the



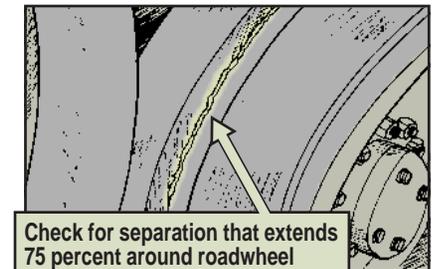
Small chunks OK if they cover less than 20 percent of tread



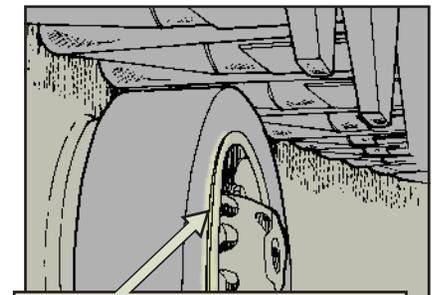
roadwheel unserviceable if they cover more than 20 percent of the tread surface.

For support rollers, it only takes a chunk measuring one inch by two inches to cause a deadline. Again, the depth of the chunking doesn't matter and a collection of smaller chunks that cover more than 20 percent of the tread surface make the support roller unserviceable.

☒ **Tread separation.** Separation of the tread that is one inch or wider and goes around 75 percent of the roadwheel makes your vehicle NMC. The same goes for support rollers, except the separation only has to be 1/2 inch or wider.



Check for separation that extends 75 percent around roadwheel



Check support rollers for separation, too

Prevention

Damage to roadwheels and support rollers has three main causes:

1. Improper track adjustment.

Loose track lets the center guides hit the rubber tread on roadwheels and support rollers. That results in gouging and chunking of the rubber.

2. Loose hardware. Loose lug nuts allow the roadwheels and support wheels to wobble. That further strips the lug bolt threads and eats away at the wheel's mounting holes.

The more the wheels move, the greater the chance that the center guides will hit and damage the tread.

3. Track debris. Rocks that get thrown up by the track lodge between

the roadwheel arms. That results in gouging and deep cuts or grooves in the tread.

Check track tension after every operation and adjust it as necessary. Eye-ball roadwheel and support roller mounting nuts for looseness. Report any you find. Make sure you check your track daily for rocks and other debris. Remove them before they kill the wheels.

Finally, check out the good words in TM 9-2530-200-24, *Standards for Inspection and Classification of Tracks, Track Components and Solid-Rubber Tires*, for additional information.



M2/M3-Series Bradleys, MLRS . . .

Don't Let Roadwheels Get Wired

Drivers, one of the first things you need to do after bringing your Bradley or MLRS back from the field is check the roadwheels. They may be getting really wired.

Commo wire that's picked up by moving track snags on the road arms. As it tightens, the wire slips down the road arms to the roadwheels where it starts eating away at the roadwheel seals.

Eventually, a leak develops and the hub goes dry. Bearings burn out and the road arm has to be replaced.

While checking for loose hardware and low oil in the hubs during PMCS, take a look at the back of each roadwheel. If you spot commo wire, cut it loose and prevent damage before it starts.

