

KEEPING THE ACE IN A-1 SHAPE

The ACE is a hard-working earthmover, and will move mountains for you if you pile on the PM.

Follow the word in TM 5-2350-262-10 and use these pointers that others have learned the hard way to keep your ACE on the job.

Keep a Keen Edge

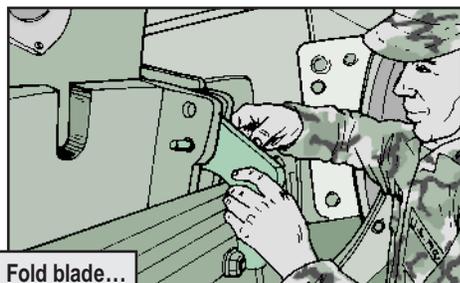
The dozer blade's cutting edge protects the moldboard. If the edge wears down too far, the moldboard is damaged and has to be replaced or sent to DS for repair.

Make sure the moldboard is still protected. Get down on your knees and clear away the dirt to eyeball the blade's cutting edge. To get an even better look, fold the blade like you do for cross-country travel.

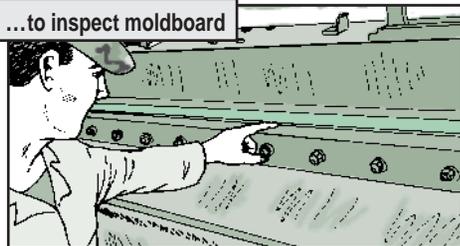
If the cutting edge is worn to 1/4 inch—report it. Your mechanic can reverse the edge or replace it if it can't be reversed.

Fold the Blade

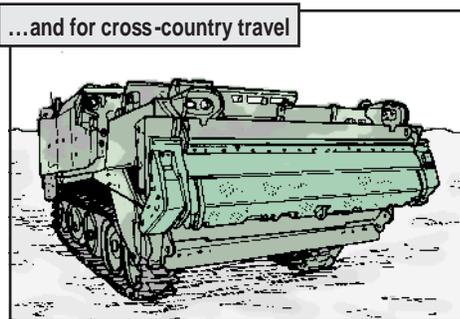
As always, follow the word in the TM and fold the blade when traveling cross-country, no matter what the soil conditions are—even if it's sand or loosely packed dirt. That way, the blade can't dig into a ridge or other obstruction—damaging the blade, moldboard, ejector and hydraulic system.



Fold blade...



...to inspect moldboard



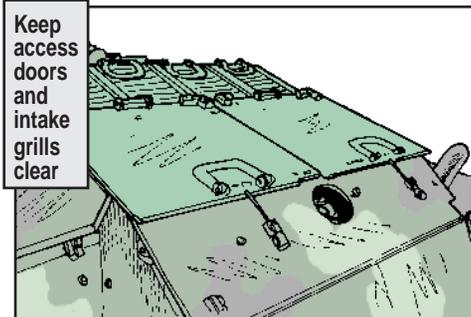
...and for cross-country travel

Fire Prevention Tip

When you're ready to go to the field, don't stack duffel bags or camouflage netting on top of the engine's access doors. Those items can shift during travel and end up on top of the exhaust stack. The stack gets hot enough to start a fire.

Keep things off the air intake grills, too. Anything stacked there restricts airflow to the engine and radiator—overheating the engine and transmission.

Keep access doors and intake grills clear



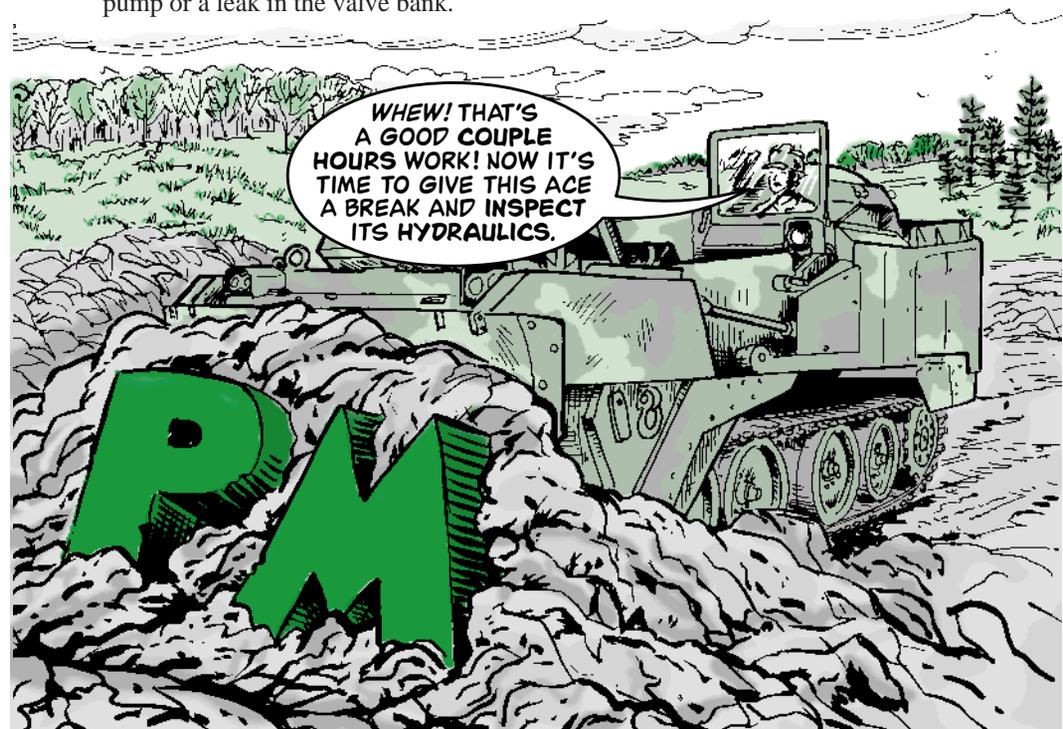
Time for a Break

It's no secret that the ACE is hard on its hydraulic system, especially when you're digging in the hard stuff.

Taking a break every 2 or 3 hours for vehicle downtime is an unwritten rule for many ACE operators. That short time off lets them look for any potential hydraulic problems.

While training other operators, leave the vehicle's ejector out about 2 feet when digging or extracting dirt. With your CO's OK, do the same thing during normal operations.

With the ejector forward, there's enough room to see a busted compensation pump or a leak in the valve bank.



WHEW! THAT'S A GOOD COUPLE HOURS WORK! NOW IT'S TIME TO GIVE THIS ACE A BREAK AND INSPECT ITS HYDRAULICS.