

Cover Leg, or Lose It

1 One sure way to lose the use of a rear landing leg on the M1000 HET trailer is to let its cover get damaged.

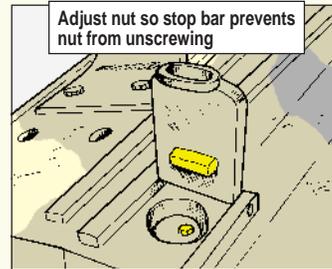
While it's true that a 70-ton tank track will sometimes do a job on the cover no matter what you do to prevent it, most of the damage can be prevented.

Here's how:

fl Keep the support leg cover closed and latched completely when loading or unloading a tank.

Make sure the stop bar—the raised ridge under the cover—doesn't rest on the actuator nut setscrew when the cover's closed. The bar is there to keep the nut from turning on its own and lowering the support leg.

Adjust the nut so the bar clears the setscrew.



Always lock the cover closed using the clamping catch. If the catch won't close easily, look to see if the stop bar is resting on the setscrew.



If the catch is broken, get it replaced as soon as possible. Parts for the cover and catch are found in Fig 44 of TM 9-2330-381-24P. The cover, NSN 5340-01-385-9861, costs almost nine times as much as the catch, NSN 5340-01-116-3348. So, it makes sense to replace the catch to save the cover.

fl If a rear support leg cover is already missing from your trailer, put something (piece of canvas, plastic, etc.) over the top of the leg to keep rain and dirt out until a replacement cover is installed. Leaving the cover off can result in a "frozen" leg that is almost useless in supporting the trailer in operation.



fl Lubricate the actuator nut and the actuator monthly as prescribed in the lubrication chart on Pages 3-12 and 3-13 of TM 9-2330-381-14.

The actuator has a grease fitting and needs just a couple of pumps of GAA. But the nut must be lubed by hand, so clean off the nut and surrounding area, removing old grease and dirt. Then apply GAA on and around the nut so it will turn freely. Don't overlube, 'cause it'll just attract dirt, which can gum up the works.

