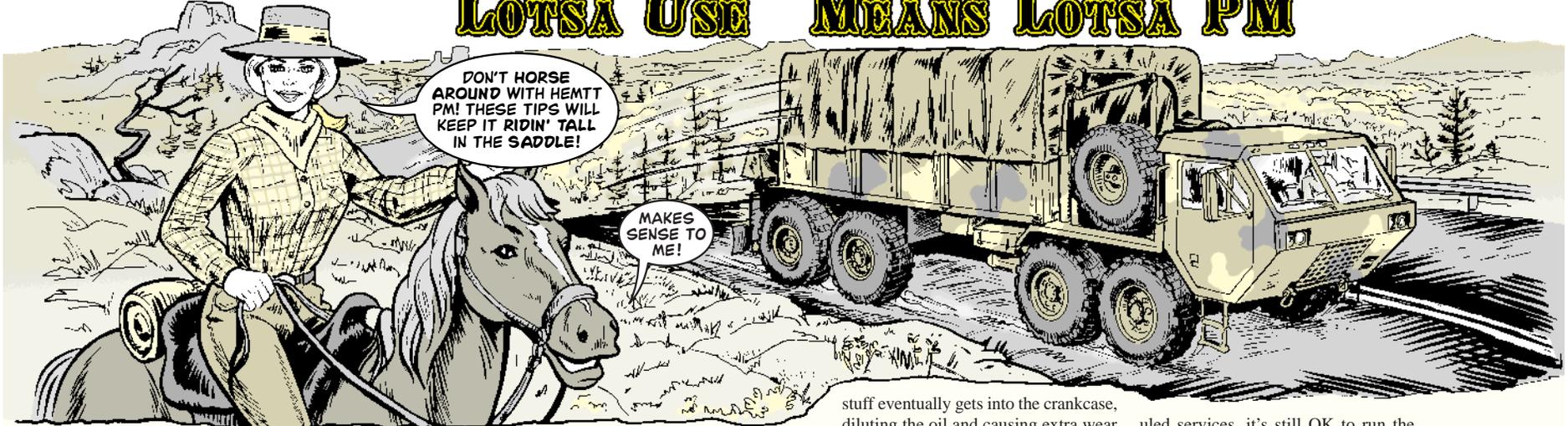


HEMTT...

LOTS A USE MEANS LOTS A PM



HEMTTs are the workhorses of hauling, and to keep any “horse” ready to work you’ve got to take care of it.

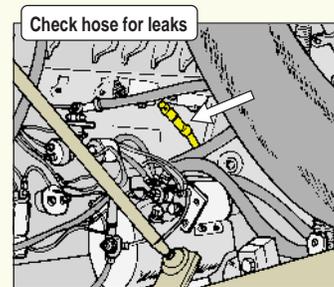
That takes all the know-how you can gain from PMCS items in TM 9-2320-279-10, plus these tips:

Limit Idling

HEMTT engines are known “slobberers” when they’re idled too long. Unburned fuel condenses in the air box and drips from the drain hose, making a mess that looks like an oil leak.

Before you write up diesel slobber as an oil leak, warm up the engine. Run it at high idle—between 1,000 and 1,200 rpm—for 5–10 minutes. Watch the temperature gauge. When the gauge needle is in the normal range, run the engine another couple of minutes. Then

look at the air box drain hose. If it’s just slobber, the wetness will be gone.



To prevent as much slobbering as possible, limit idling to 10 minutes or less, especially when the humidity is high and the outside temperature is low. Under those conditions, a diesel engine doesn’t stay hot enough to completely burn the fuel. The unburned

stuff eventually gets into the crankcase, diluting the oil and causing extra wear and tear on engine parts.

Prevent as much of this damage as possible by shutting down if you’ll be sitting still for longer than 10 minutes.

Engine Leaks

The HEMTT engine is a known leaker, too, losing oil from the front seal. But not every Class III leak makes your truck immediately NMC. Report the leak, but keep an eye on it. There are 7 1/2 gallons of oil in the engine, so a little loss while you complete your mission or scheduled repairs is OK.

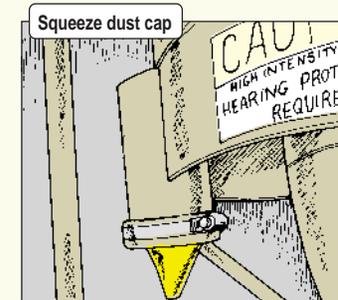
Once the mission is complete and scheduled repairs finished, then the truck is NMC for the Class III leak.

Even with no leaks, the engine uses a lot of oil. A good rule of thumb is that if you add less than 20 percent of the oil—6 or 7 quarts—between sched-

uled services, it’s still OK to run the truck. Use more than that and the engine needs repair.

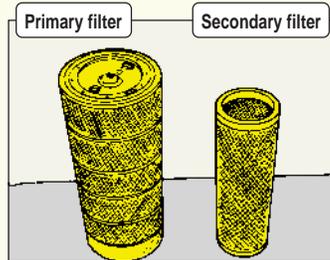
Clean Air

Before operation, squeeze the dirt out of the dust cap on the bottom of the air cleaner. Do it more often if you’re operating in a dusty or sandy area.



Keep an eye on the air cleaner indicator, too. If it shows red, stop and clean out the filters.

Pop the canister lid and pull out the air filters. The secondary filter is inside the primary filter. Tap each one—hard—with the heel of your hand to loosen dirt. Then tap some more to knock stuff out of the filters.



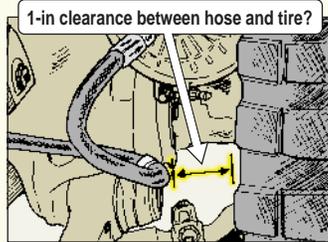
Never bang either filter on a rock or hard surface 'cause you can bend or dent them so badly they won't seal right in the canister and keep dirt out.

Air Hose Rub

Eyeball the air hoses for the front wheel brake chambers. Hoses tend to rub against the tires when you turn, especially if there's not enough clearance between the hose and the tire.

Enough rubbing will cause leaks and you'll be brake-less next time you need to stop.

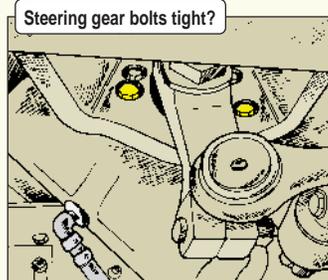
Before leaving the motor pool, turn the front wheels full right. Get down and look for an air hose worn through its outer cover. Look also for an inch of clearance between the hose and the tire. Then turn the wheels full left and make the same check on the other side of the truck.



If you find wear or a clearance problem, write it down so your mechanic can replace the hose or fix the clearance.

Loose Steer Gear?

Steering gear bolts work loose, which makes for sloppy steering. So, eyeball the bolts before you move out. If you see shiny spots—or rusty spots that were shiny before corrosion set in—around the bolt heads or nuts, report them.

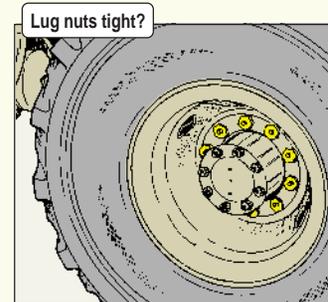


Your mechanic will back off each bolt and then torque it to 125–135 lb-ft.

Wheel Nut Torque

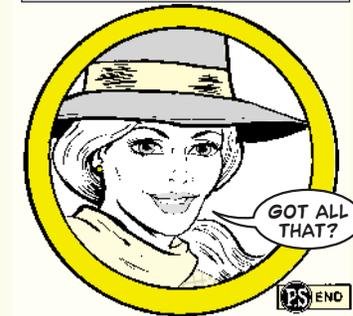
Wheel nuts loosen in use, too. This makes for bent or broken studs and possibly a runaway wheel.

Before heading out, take a look at the nuts on each wheel. Look for chipped paint, shiny spots or rust around a nut. If you see any signs of loose nuts, grab your tools. Back off the nut, then retighten it.



During the next scheduled service, your mechanic will torque nuts to:

Vehicle	Front (lb-ft)	Rear (lb-ft)
All (except M984E1)	575–625	450–500
M984E1	575–625	575–625



HEMTT Wreckers ...

Wrap Hoses Against Heat

You HEMTT wrecker operators and mechanics know well that the hydraulic fluid inside the system hoses and lines gets very hot when you're recovering another vehicle.

What you may not know is that there's a bigger heat danger from outside the hydraulic system—the power take-off (PTO) assembly. Heat from the PTO can weaken hydraulic hoses enough to cause a rupture, spraying hot fluid over everything and everybody.

So, eyeball the outlet and inlet hoses that crisscross above the PTO assembly. If the hoses touch it, you need to isolate them so there's extra protection against heat and wear.

Take pieces of battery matting, NSN 6160-01-389-1966, and install them with worm-type clamps wherever a hose rests against the PTO. You can get worm clamps with NSN 4730-01-273-3671.

