

PM Keeps You Scrapping By!

YOU'RE READY TO GO, BIG FELLA!

GREAT! YOUR PM WILL KEEP ME SCRAPIN' FOR THE LONG HAUL!



Operators, that old 621B scraper has moved dirt like it's supposed to for a long time now. But, it'll go a lot longer if you stay on top of PMCS and keep it in shape.

After you follow the PMCS in TM 5-3805-248-14&P-1, go the extra mile with these PM tips.

Keep Your Eye on PSI

Before you head out, gauge tire pressure. An underinflated front tire may slip on the rim, causing it to overheat and blow out. Or the tire-to-rim seal will break and the tire will go flat.

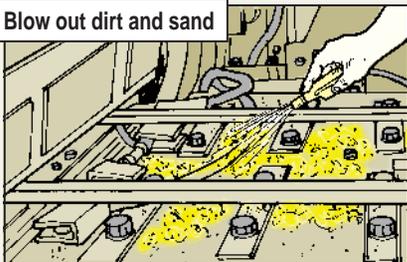


GAUGE TIRE PRESSURE BEFORE OPERATION. FRONT TIRES GET 60 PSI AND REAR TIRES GET 40 PSI.

Battery Box Clean-up

Eyeball the battery box during your weekly PMCS. Dirt and sand will settle around the batteries.

When that stuff gets wet and packed in, the batteries are a bear for your mechanic to get out. So, blow out dirt and sand with compressed air.



Blow out dirt and sand

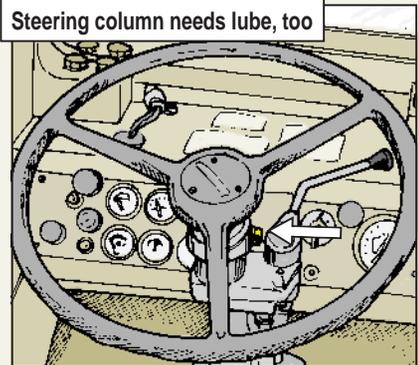
Snub No Grease Fitting

Even with power steering, that big dirt-moving rig is hard to steer. There are up to 33 tons of iron and dirt to move around.

One of the grease fittings often overlooked during lubing is the one that

greases the shaft in the scraper's steering column. You'll know something's up when the steering starts to bind when you make a turn.

Give the fitting four or five pumps of grease during the 2,000-hour service or annual service, whichever comes first.



Steering column needs lube, too

Differential Lock No-No

Using the scraper's footrest is a great idea—unless your left heel rests against the differential lockout. Any bump the

scraper hits engages and disengages the differential. That overpressurizes the transmission and blows its internal differential seal. End result—your scraper is going nowhere!

So use the footrest, but keep your boot away from the differential lockout.

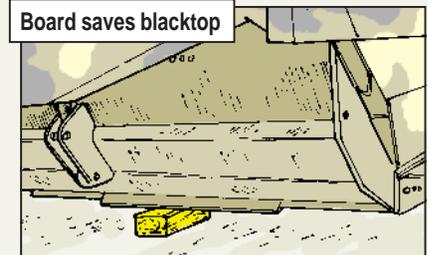


Keep heel off differential lockout

Moldboard Needs a Rest

Protect your motor pool blacktop when you park your scraper at the end of the day. When your scraper shuts down, the vehicle's hydraulic pressure is released. The weight of the moldboard rests on the ground—letting the cutting edge settle an inch or two into the blacktop. When it's time to get up and go, the blacktop gets ripped up.

Prevent that damage by putting a 6x4-in or 4x4-in board between the blacktop and the vehicle's moldboard.



Board saves blacktop