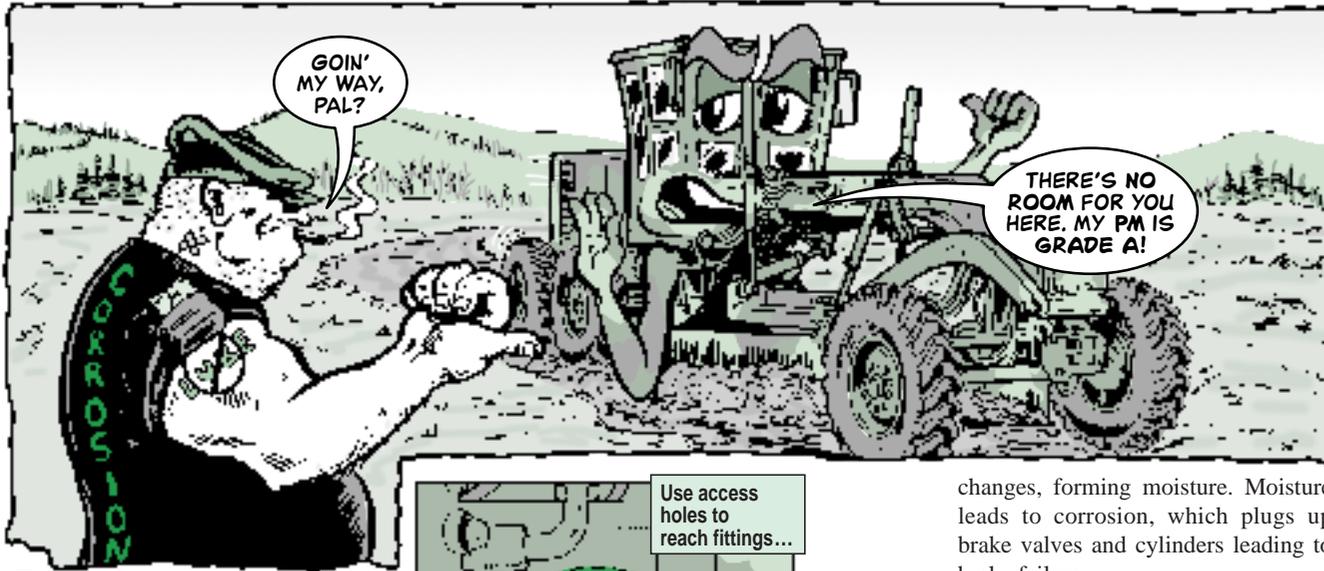


Two for the Road



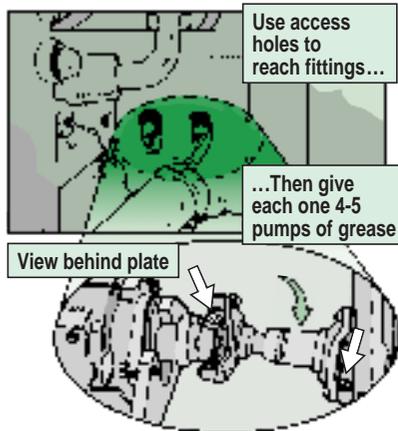
Operators, here are two PM reminders that'll help keep your road-grading operations corrosion-free.

Lube Hydraulic Pump

Three grease fittings on the grader's hydraulic pump are often missed during scheduled maintenance.

Without lube, the U-joints on the pump's drive shaft shake loose from vibration and excessive wear. Also, the shaft's bearings rust and burn out.

Eventually, the drive shaft and pump stop working. Then, no hydraulic fluid gets pumped to the grader's blade, circle drive, scarifier or front wheel tilt. End result: an NMC grader. So always give each fitting 4-5 pumps of grease during scheduled services.



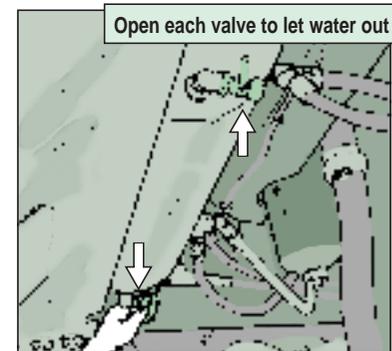
Bleed the Brakes

It doesn't matter if you're at the worksite or in the motor pool, you must bleed your grader's air brakes after each use.

That's because air in the brake system will condense due to temperature

changes, forming moisture. Moisture leads to corrosion, which plugs up brake valves and cylinders leading to brake failure.

So drain the water from the air tank after each day's run. Just open the drain cocks on each side of the tank and leave them open until no more water comes out. Close the valve tightly when you're done.



Let the Water Out

Operators, you've got to drain the M917A1 dump truck's fuel/water separator after operation.

Not draining the separator leaves water and crud in the vehicle's fuel system. Then the engine runs rough...or not at all.

Open the separator—located under the engine on the roadside of the vehicle—by turning its drain cock counterclockwise. Store drained fuel in an approved hazardous waste container. Never dump it down a drain or on the ground.

If the fuel is clear, you're OK. If the fuel doesn't run clear, close the valve and report it to your mechanic.

Also, make sure your mechanic replaces the fuel filter twice a year.

