

PM FOR DUMPING

Drivers, to keep your dump truck mission-ready, get on a first-name basis with the PMCS in both TM 9-2320-363-10 for the truck, and TM 5-3805-264-14&P for the dump bed. Then key in on these PM tips:

Flaps Up to Dump

Before dumping, be sure to hook up the dump truck's mud flaps.

The hooks are located above the rear wheels, underneath the dump bed on the vehicle's frame. Left unhooked, the flaps get torn off.

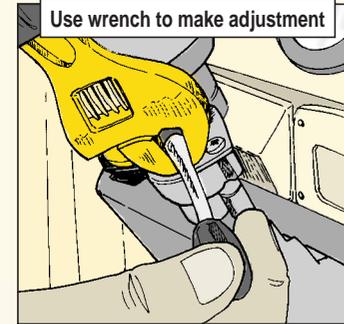
Loose Brake Lever

The trailer brake hand control lever gets a constant workout when you're towing a trailer. Eventually it loosens from moving back and forth. Using a loose lever to brake a vehicle in tow could cause an accident.

So get a firm grip. Here's how:

- Loosen the lever's set-hold nut, next to the steering column. Use the 8-in crescent wrench that's part of the truck's BII to loosen the nut.

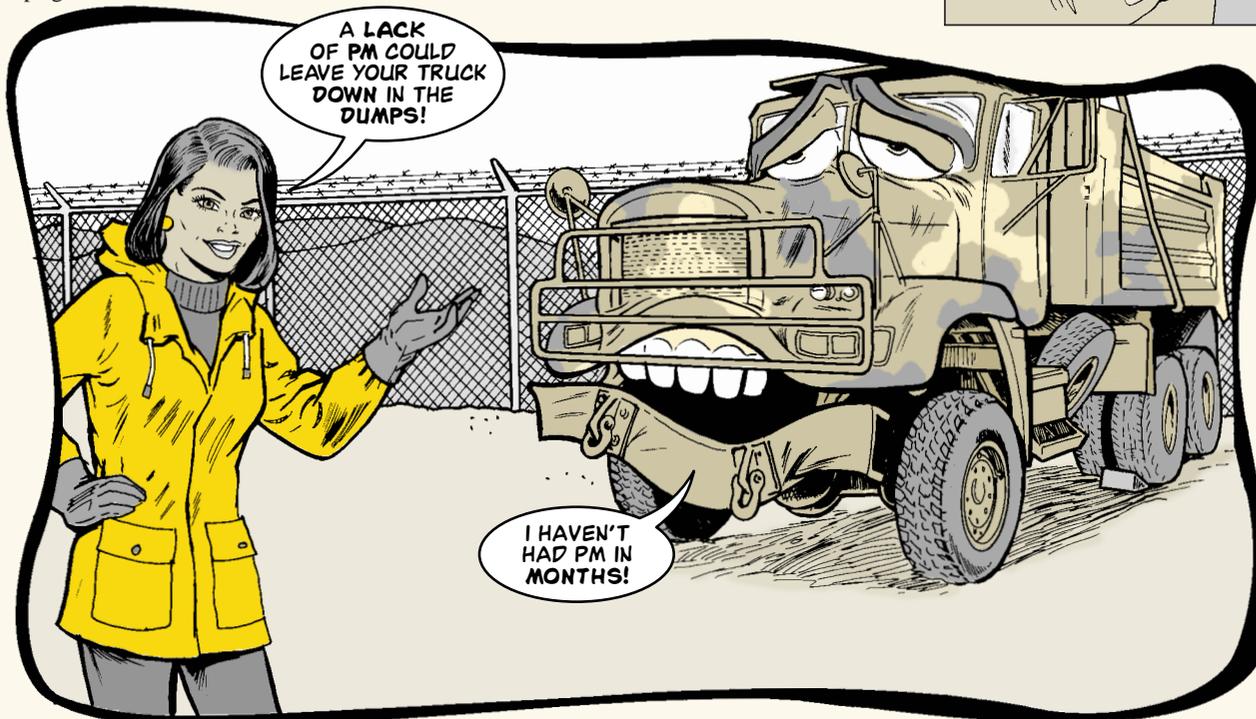
- Position the lever so its bend faces directly upwards.
- Tighten the nut.



Brake Line Rub

Air line hoses for the air brake chambers are getting a raw deal. These hoses rub up against the dump truck's backup alarm. All that rubbing can wear holes in the hoses, leading to air leaks and no brakes.

Eyeball the hoses for wear marks. If you see any, report them.

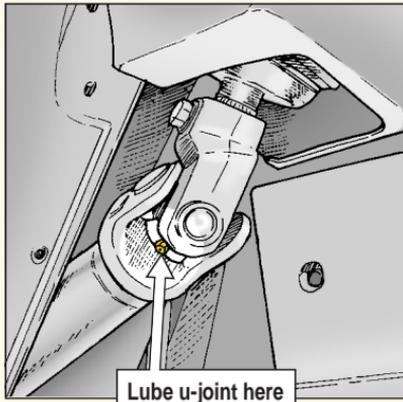


DON'T FORGET THE DUMP BED'S TM 5-3805-264-14&P, WHEN PULLING YOUR PM.



Grease Fitting Lowdown

A grease fitting that's often overlooked is the one that lubes the U-joints for the steering shaft spline.



The fitting is "in the dark" because it's inside the cab. It's also hard to find on the vehicle's lube plate.

Forget it, though, and steering just gets harder.

Watch Your Step

Watch your feet around the air inflation extension valves on the rear wheels.

Step on one while climbing onto the truck, and you can break the valve. End result—flat tire.



Have your mechanic use some black CARC paint to stencil NO STEP on the area in front of the valve. The stencils are in the Common shop sets.

