

SEE...

Torsion Boot Look-out



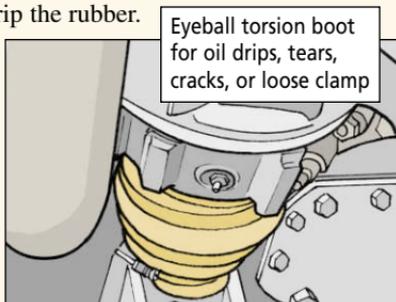
The excavator's front and rear driveshaft torsion boots are out of sight—under the vehicle—protecting the driveshaft's U-joints.

Over time, dry rot weakens the boots. Add to that a beating the boots take during off-road use. Rocks, brush and dirt tear and rip the rubber.

Once the boots tear, U-joints are exposed to dirt and water. That causes 'em to rust. Driveshaft failure is the end result.

So you operators need to crawl under the vehicle and eyeball the boots for tears, cracks and loose clamps. Do this once a month.

Report any problems to your mechanic.



eyeball torsion boot for oil drips, tears, cracks, or loose clamp

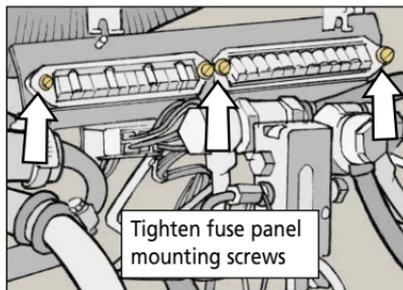
CURE FOR A LOOSE FUSE

While doing the before-operation PMCS on your small emplacement excavator, you get no instrument readings on the vehicle's dash. You try the windshield wipers and turn signals...nothing seems to work.

What gives?

The first thing to check is the fuse panel under the excavator's hood. Vibration may have loosened the panel. A loose panel shakes fuses loose. That stops current flow to wipers, turn signals and the dash, among other places.

Stamp out loose fuses by tightening the fuse panel's mounting screws. That keeps the panel and fuses from shaking loose.



Tighten fuse panel mounting screws