

WATER IN, WATER OUT!



Drain fuel/water separator before operation

Cool nights and warm days cause condensation to form in the 22-ton crane's fuel tank. That means you operators have to drain the fuel/water separator before each day's operation.

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

Open the separator—located behind the curb-side engine access door—by turning its drain cock counterclockwise. Store drained fuel in an approved hazardous waste container. Never dump it down a drain or let it run on the ground from the separator's drain hose.

If the fuel is clear, you're OK. If the fuel doesn't run clear after you've drained half a pint or so, close the valve and report it to your mechanic.

Also, make sure your mechanic replaces the fuel filter at semiannual service time.

Centershift Pin Needs Exercise



Without weekly exercise, rust will "freeze" centershift pin in place

The 130G grader's centershift guide pin rusts in place when the vehicle sits too long without exercise.

When that happens, you can't move the pin in and out of the centershift hole to position the grader's blade. Your grader's sloping operations just came to a screeching halt!

It just can't be said often enough—exercise your grader! Pull the centershift pin from the centershift hole **at least once a week**. That way rust won't "freeze" the pin in place.

Pages 2-8 and 2-9 of TM 5-3805-261-10 have the lowdown on the centershift pin.