

130G Grader...

# TANDEM PM TALES

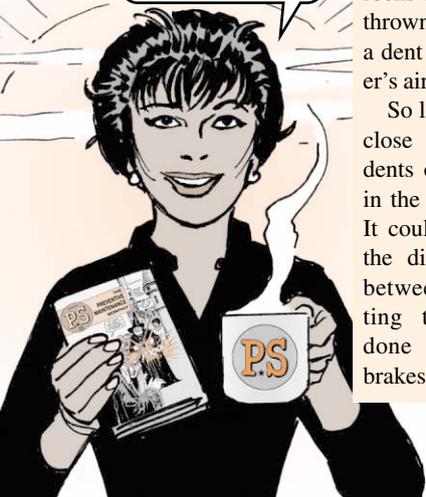


HEY, BIG GUY, YOU READY FOR THE DAY?

NOT UNTIL YOU RUN THROUGH SOME TANDEM CHECKS.

KEEP THESE PM TIDBITS IN MIND BEFORE THE DAY'S RUN.

THEY'RE IN TANDEM WITH YOUR GRADER'S MISSION REQUIREMENTS.

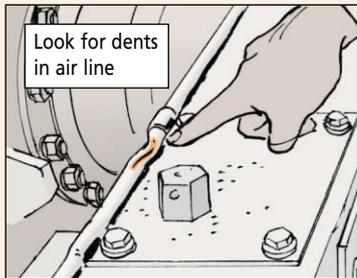


## Air Line Bind

Eyeball the air line that's mounted along the grader's tandems. This air line is part of the vehicle's air brake system.

Look for dents and holes in the air line caused by rocks and gravel. During construction operations, rocks and gravel pile up on the tandem. A large rock thrown on the tandem will dent the air line. Enough of a dent or hole means loss of air pressure for the grader's air brake system and loss of brakes at the worksite!

So look real close for any dents or holes in the air line. It could mean the difference between getting the job done and no brakes at all.

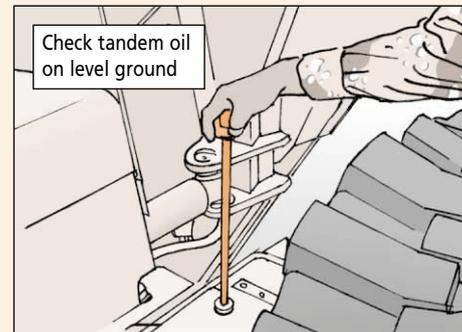


Look for dents in air line

## Oil Level

Make sure the grader is on level ground before you do the tandem oil check shown on Page 2-27 of TM 5-3805-261-10. That way you get an accurate reading. Keep the level between the ADD and FULL marks on the dipstick.

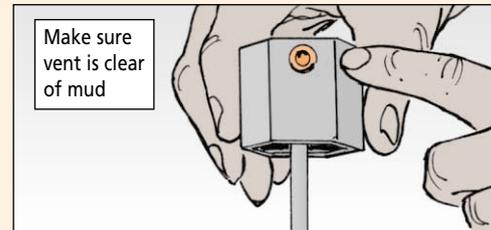
Too much oil in the tandem is just plain wasteful. Not enough oil means the drive wheel components inside the tandem don't get lubricated.



Check tandem oil on level ground

## Dipstick Vent Hole

Once you've checked the oil level in the tandem, make sure the vent hole in the dipstick cap is clear. When it's clean, the cap acts as a breather valve for the tandem. Use a paper clip to clean any crud out of the vent hole.



Make sure vent is clear of mud