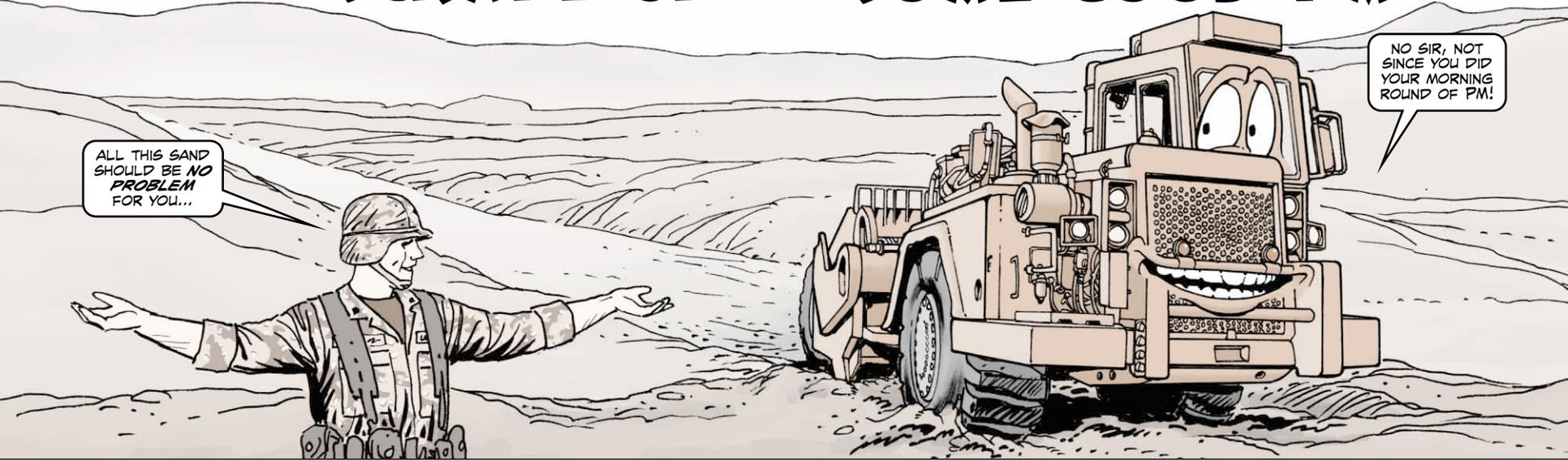


# SCRAPE UP SOME GOOD PM



ALL THIS SAND SHOULD BE NO PROBLEM FOR YOU...

NO SIR, NOT SINCE YOU DID YOUR MORNING ROUND OF PM!

AFTER FOLLOWING THE PM IN TM 5-3805-248-14&P-1, GO THE EXTRA MILE WITH YOUR 621B SCRAPER BY FOLLOWING THESE TIPS **BEFORE** HEADING OUT FOR YOUR DAY'S WORK.



## Brake Chamber Boot

The rubber boot that protects the air brake chamber's spring gets worn and torn from rough terrain, heavy use, and the elements. A torn boot lets dust, water and dirt into the chamber, causing brake failure.

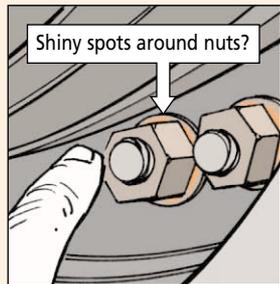
So check the boot to see if it's torn away from the chamber. If it is, report it. Your mechanic can replace the boot with NSN 2530-01-065-9104.



Check brake chamber boot to see if it's worn

## Oh, Nuts!

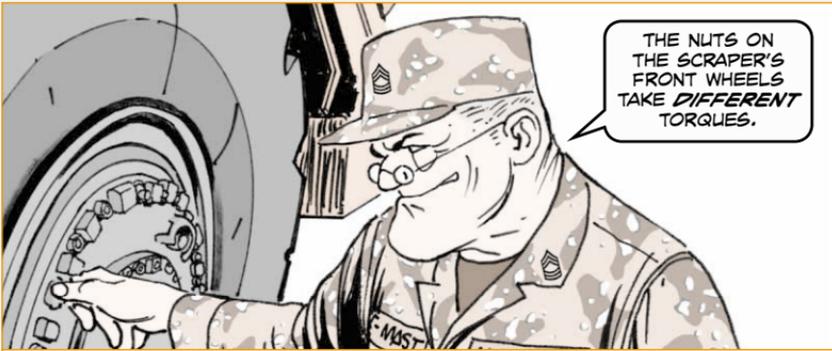
Stud nuts that hold the inner wheel assembly together are rarely seen. You have to crawl under the vehicle and look for 'em in the assembly between the rim and axle.



When one nut comes loose, the other nuts are stressed, and can come loose, too. Then the wheel begins to wobble, wallowing out the holes and ruining the wheel. Enough wobble and wallow and the wheel assembly breaks off. It's happened!

So eyeball the nuts visually for tightness. You'll probably need a flashlight to see 'em clearly. Look for shiny spots on the stud's washer and for corrosion around the stud.



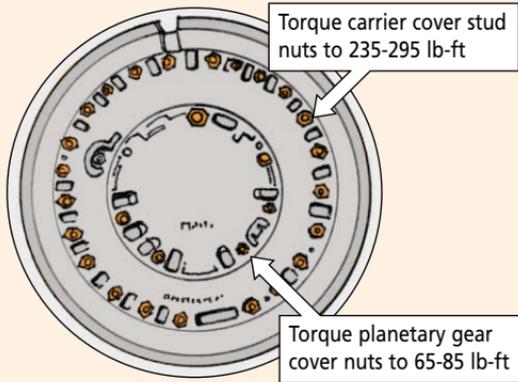


### Torque Talk

Nuts on the scraper's front wheels take different torques.

Too much torque on the planetary gear cover will put the squeeze on the O-ring underneath. Then the cover will let oil leak. Low or no oil means the bearings will burn out.

You won't find torque values in the TM, so torque carrier cover stud nuts to 235-295 lb-ft and planetary gear cover nuts to 65-86 lb-ft.



### Tire PSI Reminder

Check the scraper's tire pressure before operation. Front tires get 60 psi and rear tires get 40 psi.

Low air pressure in front tires may cause 'em to slip on the rim, overheat and blow out. Or it could cause the tire-to-rim seal to break and lead to a flat tire.

When you have a flat front tire, you may lose the driver, that little piece of metal that ties together the final drive and the side ring. Without it, there's no way to deliver power to the wheel.

Replace lost drivers with  
NSN 2530-01-060-4345

