

# BUMPS IN THE ROAD

## SEE Hall of Fame

NOT ALL SEE OPERATORS ARE OLD HANDS WHEN IT COMES TO DRIVING AND OPERATING THE SMALL EMPLACEMENT EXCAVATOR AT THE CONSTRUCTION SITE.

HERE ARE SOME HELPFUL POINTERS TO KEEP IN MIND FOR NEW OPERATORS—AND SEASONED ONES, TOO. THEY'LL HELP SMOOTH OUT SOME OF THOSE BUMPS IN THE ROAD.



**PVT Al Einstein**  
Came up with a new way to get an AOAP sample from a SEE!

**SGT Trencher Patton**  
Dug 30 trenches in one day with his SEE!

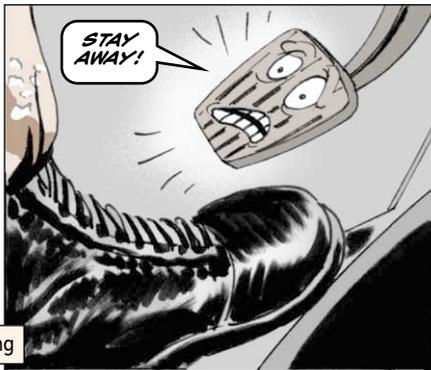
**SPC Digger Cogburn**  
Got 200,000 foxholes out of his SEE with good PM!

### Clutch Pedal No-No

Using the excavator's clutch pedal as a footrest is a big no-no! Any bump or pothole you hit disengages or engages the SEE's transmission. This yo-yo effect puts a lot of unnecessary wear and tear on the clutch and transmission—like wearing out the clutch disk or the release bearing. End result—your excavator is going nowhere!

So play it safe and keep your foot off the clutch pedal while driving the SEE.

Keep your foot off clutch pedal while driving

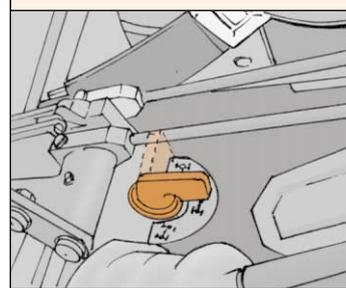


### Four-Wheel Drive

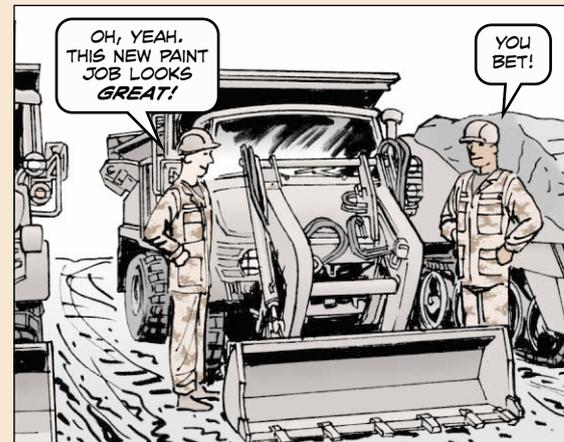
Don't engage either of the SEE's four-wheel drive options when a wheel is spinning in sand, dirt or mud. You'll damage a differential or U-joints if you do.

Instead, engage the four-wheel drive **before** getting into the soft stuff. If you forget and wheels start spinning, **STOP!** Then, switch into four-wheel drive and move out. Also, never drive on a hard surface road with the differential locks engaged. That puts a strain on differentials, U-joints and tires.

STOP -- then shift to four-wheel drive



## TIRE PSI REMINDER



The excavator just got back from the paint shop looking like new...except.

Before the vehicle heads out of the motorpool, you mechanics have to make sure "40 PSI" is stenciled on the fenders as a reminder to your operators.

The excavator needs just 40 psi per tire for both highway and cross-country driving. Any more or any less air pressure leads to sidewall damage.

