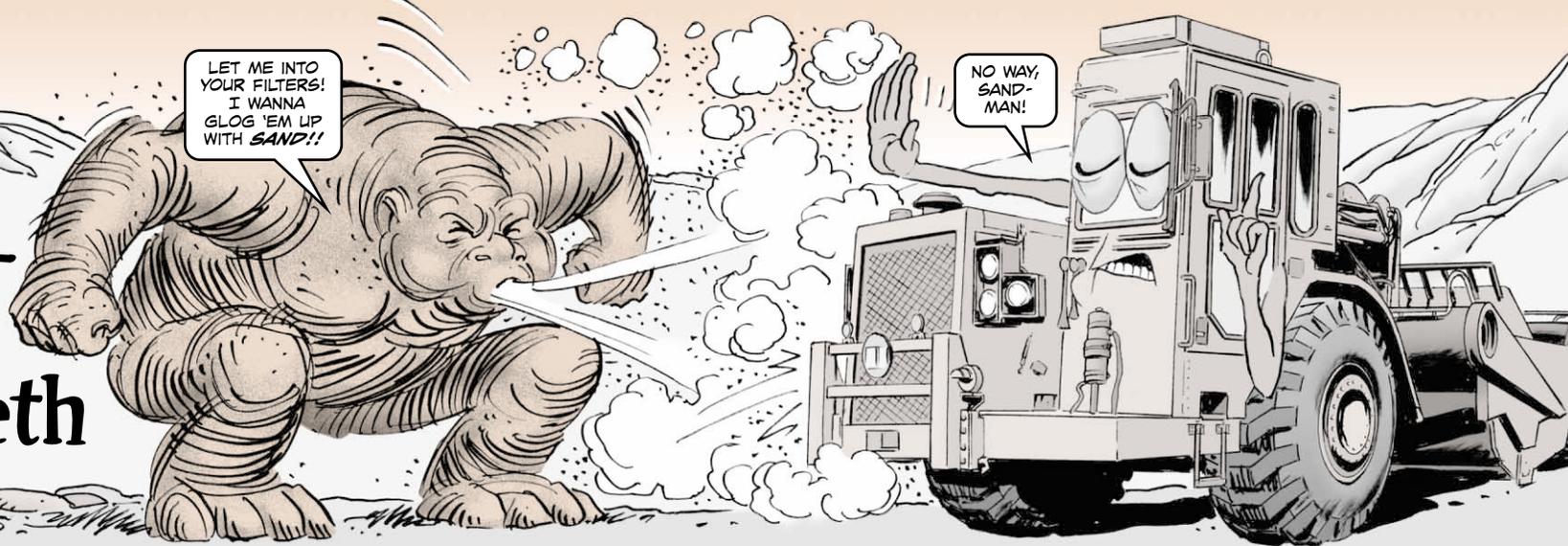


# The Sand-man Cometh

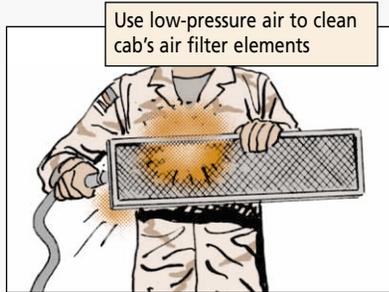


**T**hese scrapers are racking up many hours as they keep moving sand at faraway work sites. Stay up on the info in TM 5-3805-248-14&P-1 and keep these pointers in mind.

## Cab Filters

Both filter elements for the cab's air system are located on the roof of the scrapper's cab. Most of the time, the air system keeps clean air circulating inside the cab, no matter how dusty the worksite is.

But a loss of fresh air inside the cab is a signal for you to remove the filter elements to see if they're clogged with dust and sand. If they are, clean the filter elements only with low-pressure air.



## Vents Open and Close

Make sure the cab vents are closed after the day's run. That way dust and sand stay out of the cab.

## Air Tank Reminder

Scorching hot days and cool nights in the desert mean condensation is forming in the scrapper's air brake system.

Condensation leads to corrosion, slow stops and brake failure.

After the day's run, open the manual draincocks on the two air tanks near the cab step on the roadside. Both of these tanks are overlooked because they're located under the cab platform.

Make sure the draincocks are closed when you finish.



## Differential Lockout

Using the scrapper's footrest is a great idea—unless your heel rests against the differential lockout. Any bump the scrapper hits engages and disengages the differential. That overpressurizes that transmission and blows its internal differential seal. End result: Your scrapper is going nowhere!

So use the footrest, but keep your boot away from the differential.

