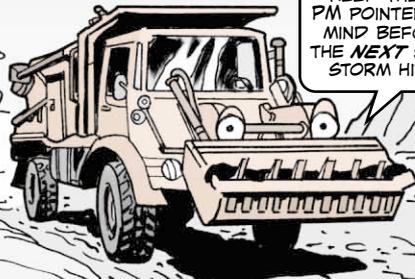


Small Emplacement Excavator...



KEEP THESE PM POINTERS IN MIND BEFORE THE NEXT SAND STORM HITS!



**H**igh winds, lots of dust, deserts of sand, hot days and cool nights. You might want to keep these conditions in mind before the next sand storm hits.

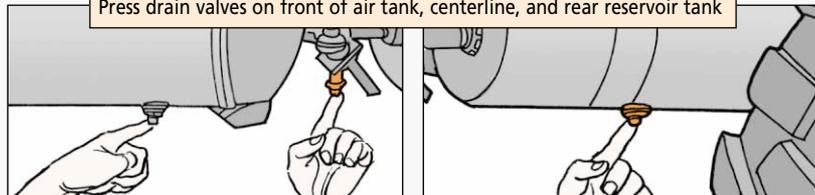
### Tank Drain Again

It's no secret that temperature changes, like cool nights and real hot days, increase condensation in the excavator's air brake system.

Condensation leads to corrosion and brake failure.

Drain water out of the air tanks before the day's run by pressing the drain valves on the front air tank, then on the centerline and rear reservoir tanks.

Press drain valves on front of air tank, centerline, and rear reservoir tank



### Expansion Tank

The coolant level in the excavator's expansion tank is often overlooked—and in some cases just completely forgotten.

That's because the tank is under the doghouse inside the vehicle's cab.

When coolant gets low, the engine overheats. It could seize up and leave you stranded. That's the last thing you need in the desert!

Your PMCS in TM 5-2420-224-10 tells you to keep the expansion tank half full. There's no marking on the tank that shows where the level should be.

Do your excavator's cooling system a real favor. Mark the tank with a permanent marker. Label the tank at one-half and three-quarters full.

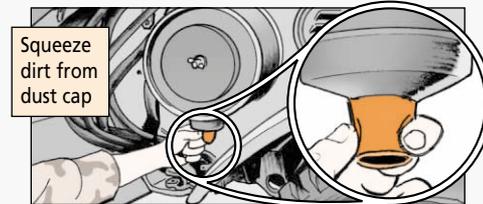
This means no more guesswork. Just add coolant when the tank's below half full.



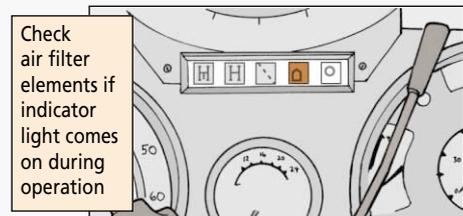
### Air Filters

Clean air filters are crucial for the excavator's smooth operation—especially in the desert.

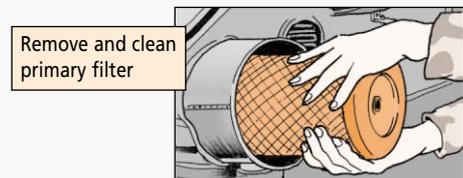
Start by squeezing the dust cap on the bottom of the air canister. Do this before the day's run. This gets rid of **only** the sand and dust at the bottom of the canister, but not from the primary or secondary air filters. Sand that's left in the canister will end up in the filters—causing them to clog up.



Keep an eye on the air cleaner indicator lamp on the dash. When it lights up, call in your mechanic for service.



Mechanics, give the filter the brush off when the operator notices a loss of engine power and black smoke from the exhaust. Pop the canister lid and remove the outer (primary) filter. Do not remove or clean the inner (safety or secondary) filter.



Tap the primary filter with the heel of your hand to loosen sand, then shake and tap some more. This quick PM tip works well at the work site until the primary filter can be cleaned or replaced. Whatever you do, do not operate the excavator without both filters in place.

And make sure you don't bang the filter on a rock or hard surface. That only dents the filter so it won't fit back properly.