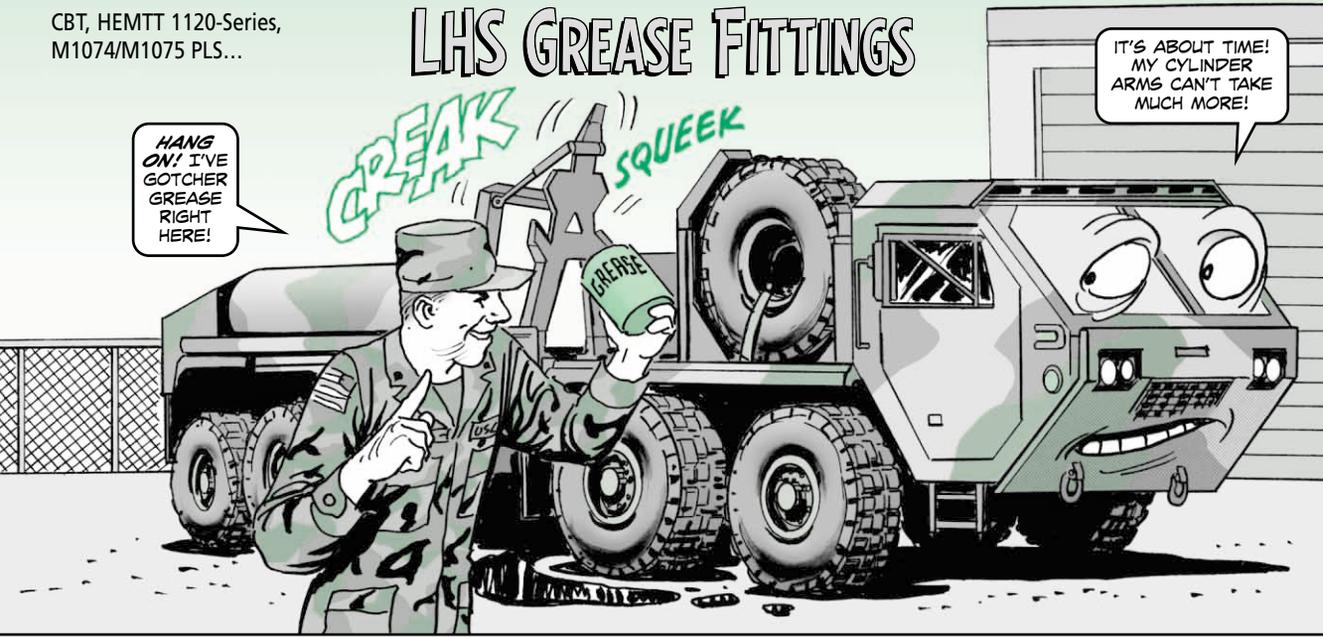


LHS GREASE FITTINGS

HANG ON! I'VE GOTCHER GREASE RIGHT HERE!

CRACK
SQUEEK

IT'S ABOUT TIME! MY CYLINDER ARMS CAN'T TAKE MUCH MORE!



LACK OF LUBE = NMC

CREWMEN, A LACK OF LUBE WILL CAUSE REAL PROBLEMS FOR YOU...

...AND PUT YOUR LOAD HANDLING SYSTEM (LHS) DOWN FOR REPAIRS.

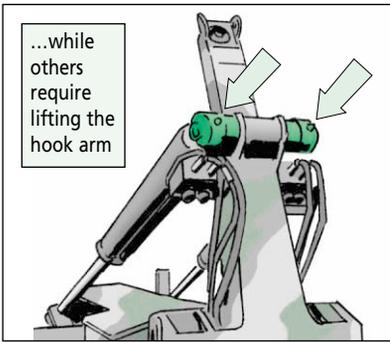
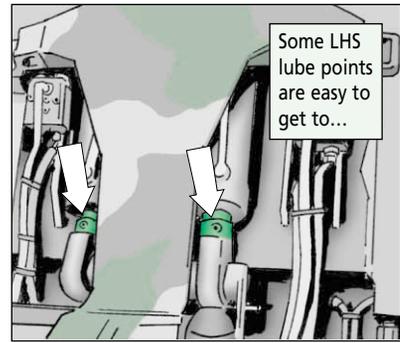
SO WHAT'S UP? READ ON...



Twelve grease fittings lube the load handling system (LHS) on the CBT, HEMTT M1120-series, and M1074/M1075 PLS trucks.

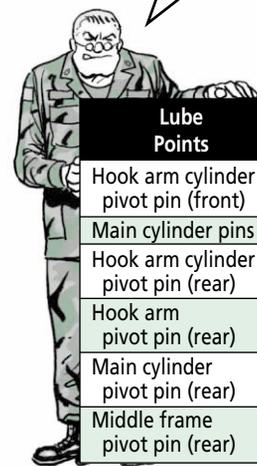
You'll find that info in your vehicle LO or -10 technical manual. Problem is, some of these fittings are getting no lube at all!

Sure, it's easy to lube the fittings in plain sight, but what about the ones you won't find until the hook arm is raised? They're a little harder to see and get at.



But, if you don't lube all of 'em, the LHS hook arm will start sticking. Eventually it won't do any lifting at all.

SO LUBE ALL THE TWELVE FITTINGS MONTHLY, OR EVERY 50 OPERATING HOURS OF THE LHS... WHICH EVER COMES FIRST.



Lube Points	# of fittings
Hook arm cylinder pivot pin (front)	2
Main cylinder pins	2
Hook arm cylinder pivot pin (rear)	2
Hook arm pivot pin (rear)	2
Main cylinder pivot pin (rear)	2
Middle frame pivot pin (rear)	2

Middle frame shaft cylinder locking arms are breaking on the vehicle's load handling system (LHS). That's because a lack of lube on the cylinder bushings is causing them to seize. When they seize, the locking arms break as they try to turn with the movement of the LHS.

Broken locking arms deadline your truck. That means your truck has to go to DS for repair and to have the mainframe boss inspected for wear.

So keep the LHS lubed. Grease all twelve fittings once a month or every 50 operating hours.

