

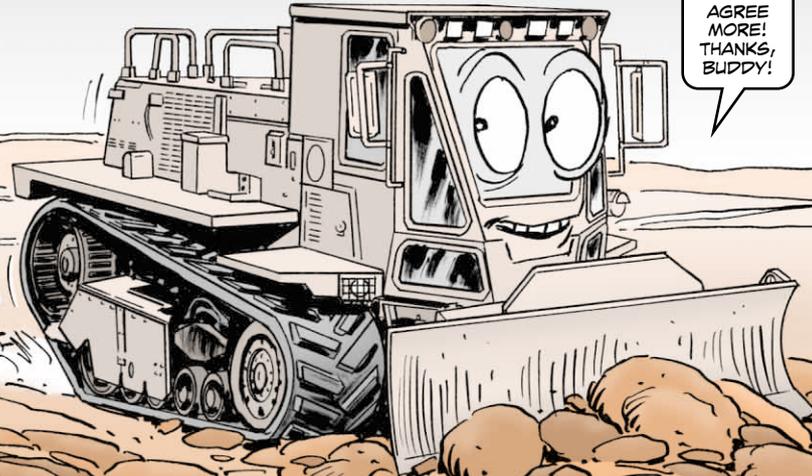
DEUCE...

KEEP 'EM RUNNING

IF WE WEREN'T DOING YOUR PM, ALL THIS WORK WOULDN'T BE GETTIN' DONE!



I COULDN'T AGREE MORE! THANKS, BUDDY!



THESE EARTHMOVERS ARE RACKING UP **MORE AND MORE HOURS** IN THE SANDBOX.

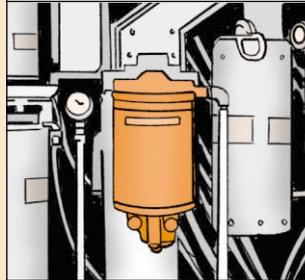
HERE ARE SOME PM POINTERS TO KEEP IN MIND WHILE YOU'RE THUMBING THROUGH TM 5-2430-200-10.

Water in Fuel

Water in your DEUCE's fuel will leave its engine running rough, or not at all.

Water gets there when warm days and cool nights cause condensation to form in the fuel tank. You get rid of it by draining the fuel/water separator each day before you head out. The separator sits behind the oil filter compartment door.

Open the fuel/water separator each day **before** you head out



If the fuel runs clear when you drain the separator, your DEUCE is OK for another day. If it doesn't run clear, close the valve and report it to your mechanic.

A strong line of defense against water contamination is the fuel filter. Make sure your mechanic replaces it twice a year per the TM.

Then, to limit condensation forming overnight, fill the fuel tank at the end of the day.



Loose Bolt Jolt

Loose bolts on the DEUCE's front and rear idler wheels can leave you waist deep in sand.

Just one loose bolt can cause the other bolts to loosen. Then the wheels begin to wobble, wallowing out the stud holes and ruining the wheel.

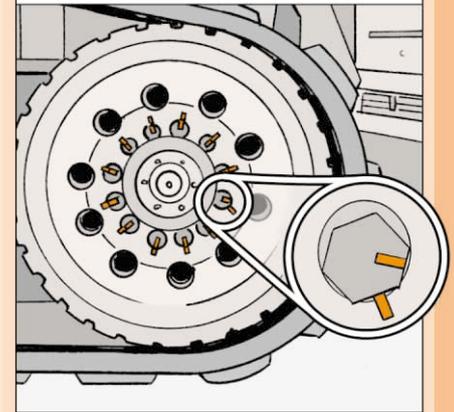
Enough wobble and wallow and the wheel could break off.

So, it's in your best interest to eyeball bolts for tightness before and after operation.

Look for any shiny spots on the bolts' washers or corrosion on the bolts. For a quick visual check any time, use a marker pen or torque seal, NSN 8030-00-408-1137, and mark a line across each bolt head and onto the wheel rim.

Marks on the bolt head and wheel rim that don't line up mean the bolt has moved and must be loose. Tighten bolts if you can and report them.

Paint line across bolts heads and onto wheel



End-of-Day Cleanup

Before you leave the DEUCE for the day, make sure you dig out and wash off all the mud or sand it has picked up during operations.

That earthmover can work in mud up to its catwalk platform. But the mud will harden around the vehicle's drive wheels, scraper bars, mid-rollers, front and rear idler wheels and belt guides.

Once hard, that mud prevents the mid-rollers from turning properly. Flat spots form on the rollers and cause extra wear on the rubber track.

So get rid of the mud, and while you're at it, look for loose bolts, leaking seals, oil on the mid-rollers, and uneven track wear. Report bum parts or anything that needs adjusting.

You also need to clean the mud away to get at the suspension's grease fittings. There are more than two dozen fittings on each side of the earthmover that need lube!



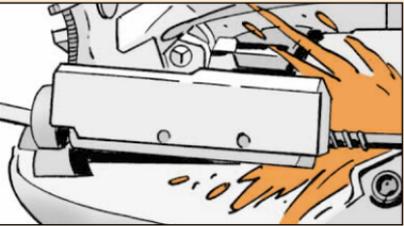
Rock Guard, Too

The rock guard on your DEUCE's blade tilt cylinder is a haven for sand and mud. All that crud breaks down the hydraulic hoses inside the rock guard.

When the hydraulic hoses start to rot, they spring leaks. Without hydraulic oil, the blade won't retract, elevate or push sand forward. Then your earthmover's blade is out of commission.

So, after the day's run, use a high-pressure water hose on the tilt cylinder's rock guard. You may have to get your mechanic to remove the rock guard so you can get out all that hard-packed crud.

Use high-pressure water to clean inside the rock guard



GIVE YOUR DEUCE A GOOD CLEANING AT THE END OF THE DAY.

PS
END