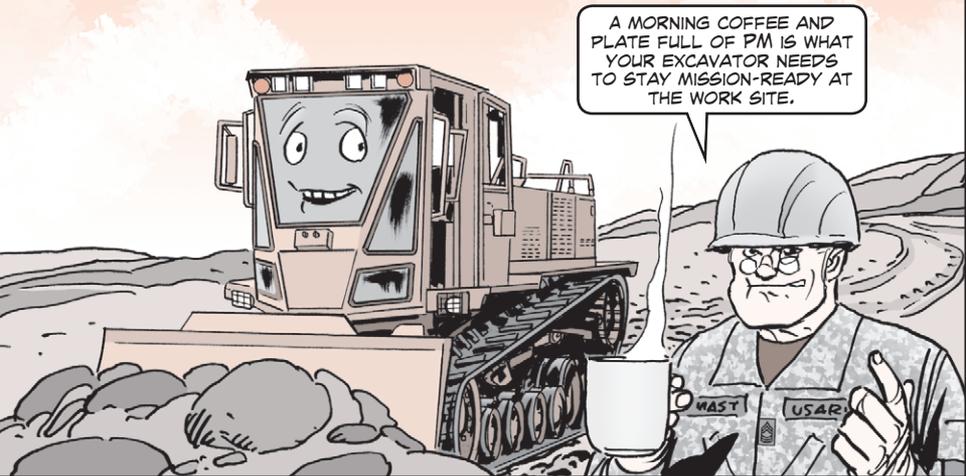


A Plate Full of PM

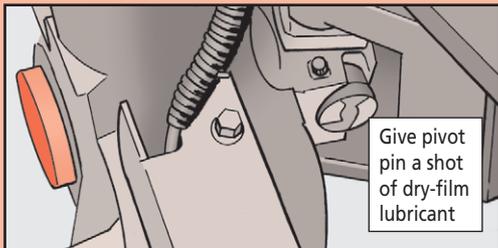


Blade Lower Pivot Pin

The blade lower pivot pin rusts in place when the excavator sits too long without exercise.

When that happens, you can't elevate or lower the blade until the rust breaks free, causing lots of wear and tear on the vehicle's front-end hydraulics.

It just can't be said enough—exercise your excavator! Operate the blade **at least once a week**. That way rust won't "freeze" the pin in place. A shot of dry-film lubricant spray, NSN 9150-01-260-2534, keeps rust on the pivot pin at bay.

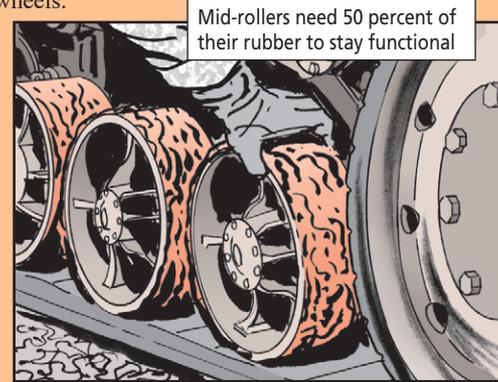


Enough Rubber?

Get down on your hands and knees and take a good look at the rubber on the mid-rollers and front and rear idler wheels.

These excavators are racking up more and more hours of use. So how much rubber is enough?

According to the PMCS check on Page A-4 of TM 5-2430-200-10, the mid-rollers need 50 percent of their rubber to stay functional. The front and rear idler wheels are NMC if they're missing more than 25 percent of their rubber. That's it—plain and simple.



Dried Mud = Cut Seals

Operators, your DEUCE can work in mud up to its catwalk platform. But eventually, 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.

Also remember that any dried mud that builds up on the cylinder rods will scrape or cut the rod's seals when the rod retracts or extends. Damaged seals lead to fluid leaks, which lead to an NMC excavator.

So when you see mud and dirt buildup after the day's run, wash it off before it dries and hardens.

