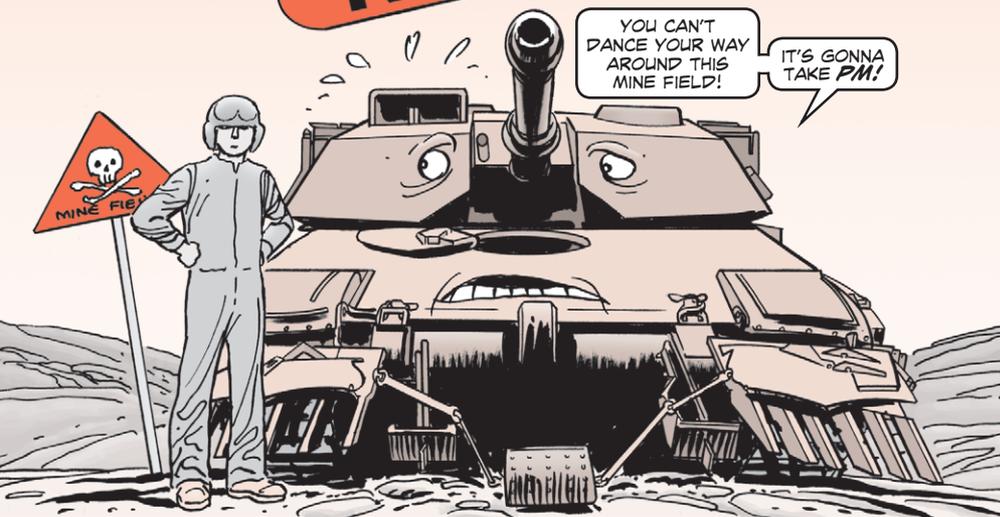


DOING THE MINE BLADE TWO-STEP



CREWMEN, FOLLOWING THE INFO IN TM 9-2590-509-10 IS A GOOD **FIRST STEP** TO KEEPING YOUR TANK'S MINE CLEARING BLADE UP AND RUNNING.

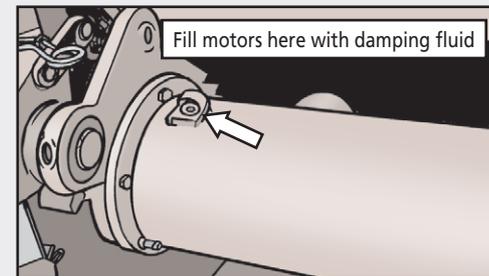
HERE'S **STEP TWO...**



Motors

If the blades come crashing down when the electrical or manual blade release is used, too little oil or oil contamination could be the culprit.

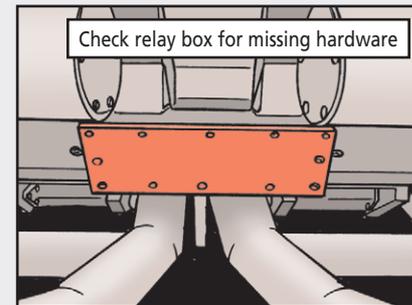
After you've confirmed the oil level is OK, use the electrical switch to raise and lower the blades once more. If they come crashing down again, have your mechanic drain the old oil from each motor and replace it with four ounces of damping fluid, NSN 9150-00-607-0897.



Water Damage

Heavy rain or high-pressure water can seep into the relay box if any of the cover assembly bolts are missing or if the cover seal is missing or damaged. Water buildup causes electrical shorts.

Your mechanic can replace a missing or damaged seal with NSN 5330-01-277-5647. New bolts come with NSN 5305-00-269-3235. NSN 5310-00-637-9541 gets new lock washers.



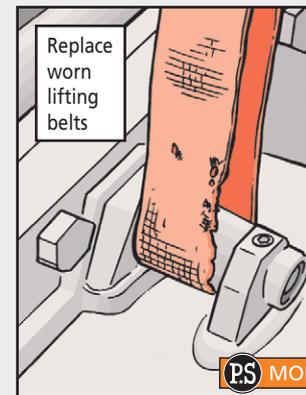
Lifting Belts

Take care of the mine clearing blade's lifting belts and they won't let you down. That means using the right lifting techniques.

During operations, always make sure you back the vehicle 8-10 feet before lifting the blades. That keeps the blades from hanging up on anything that'll snap the belts.

Never use the mine clearing blade to recover mired vehicles or to lift anything. Either the lifting belts will break or the motors will burn out.

Never drive the blade through concertina wire. It'll nick and cut the belts. When that happens, your mechanic has to replace them with new belts, NSN 4020-01-289-8249.



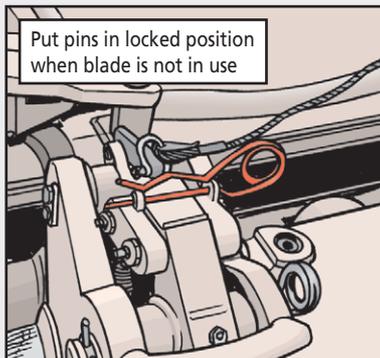
PS MORE

Depth Adjustment

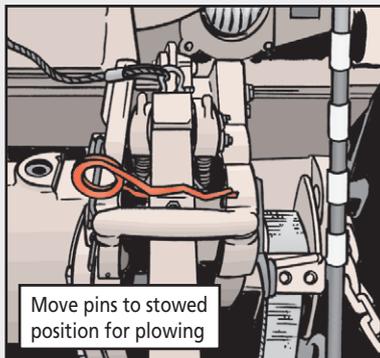
When you're training with the mine clearing blade, keep the adjusting plate set at its shallowest depth—eight inches. That prevents damage to your tank's engine and the blade's teeth.

Travel Lock Locking Pins

The travel lock locking pins, NSN 5315-01-382-5953, should be put in the locked position whenever the mine clearing blade is not in use. That keeps the blade from being accidentally dropped while the tank is moving.



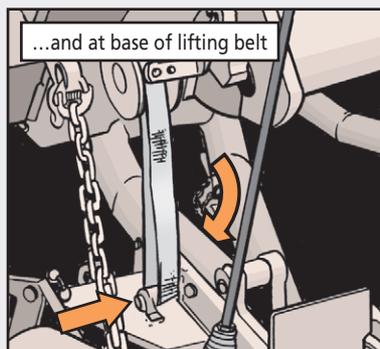
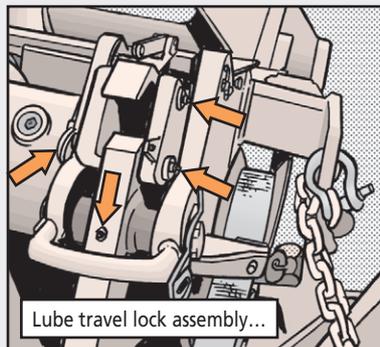
Before starting mine clearing operations, move both pins to the stowed position so the blade can be lowered.



Lubing

There are only six lube points on each side of the mine clearing blade, but some of them still get missed.

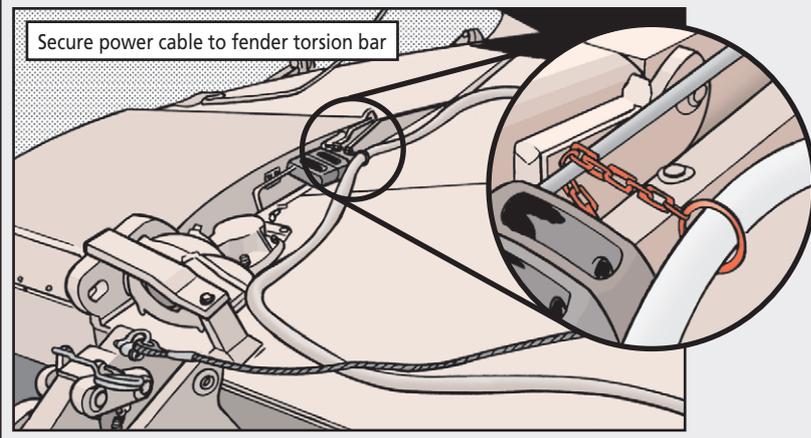
There are four lube points on each of the travel lock assemblies. The rest are at the base of the lifting straps.



Give each of these lube points a good shot of general purpose aircraft grease after every operation. NSN 9150-00-145-0268 brings a 6.5-lb can of the grease.

Power Cable

Make sure the power cable is secured to the fender torsion bar. That keeps the cable from getting pinched when the driver's hatch is opened.



Don't Forget the Tank

Now that you've got the mine clearing blade checked out, don't forget the tank it's attached to.

The blade's weight puts a lot of extra stress on your tank's suspension system, so check the shock absorber housings for leaks each time you stop. If the fluid level is low, add lubricating oil, NSN 9150-01-439-0756, until it reaches the halfway point in the sight glass.

Never park your tank with the mine blade in the travel position for an extended period. Lower the mine blade to the ground. If the ground is soft or muddy when in the field, use dunnage to keep the blades from getting stuck.

