

IHMEE...

AIR FILTER PM REMINDERS

ENGINEER BATTALIONS IN SOUTHWEST ASIA (SWA) ARE GIVING THE INTERIM HIGH MOBILITY ENGINEER EXCAVATORS (IHMEE) A REAL RUN FOR THEIR MONEY.

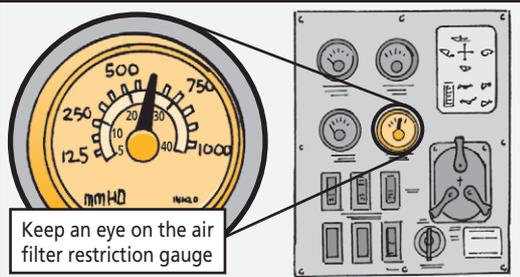
THEY'RE MOVING, DUMPING AND EXCAVATING DIRT AND SAND IN THE WORST POSSIBLE CONDITIONS.

KEEP YOUR IHMEE ON THE JOB BY FOLLOWING THE PMCS IN TM 5-2420-230-10 AND USE THESE PM TIPS FOR SMOOTH AIRFLOW THROUGH THE EXCAVATOR'S AIR FILTERS.

Filter Element Is Crucial

A clean air filter element is crucial in dusty and sandy areas. So keep an eye on the air cleaner restriction gauge located on the cab's dashboard.

If the gauge reads more than 25 in H₂O (625mm H₂O), it means the air filter element is dirty and needs to be cleaned.

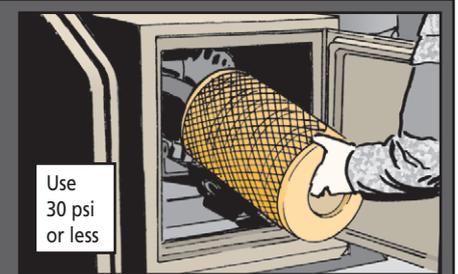


Keep an eye on the air filter restriction gauge

Use low-pressure air—30 psi or less—from inside-to-out, to loosen dirt and sand from the filter element. Never bang the element on a hard surface. That damages it. Replace the element once a year, or after six cleanings.

By the way, squeeze the dust and sand out of the dust cap on the bottom of the air filter element canister. Do this before the day's run.

Also, make sure the cap is in place on the canister. It has a bad record of getting knocked off when the air hose or tools are removed from the canister's storage compartment.

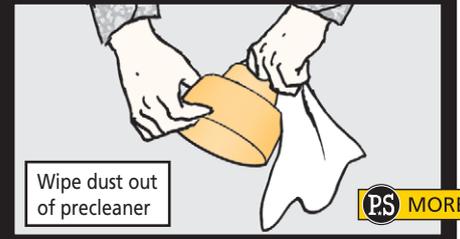


Use 30 psi or less

Dust Bowl Precleaner

The dust bowl precleaner is located on the back of the excavator's rear curbside fender. It collects fine dust before it gets into the cab air system's air filter element.

Remove the precleaner lid by unscrewing the knurled nut. Use a clean rag to wipe out the dust and sand that collects inside the precleaner.



Wipe dust out of precleaner



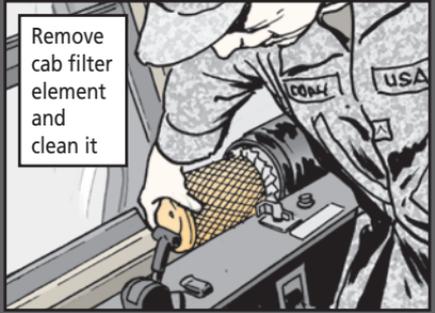
Cab Air System

The filter element for the cab's air system is located next to your right elbow when you're sitting in the driver's seat.

Most of the time, the air system keeps clean air circulating inside the cab, no matter how dusty the worksite is.

But a loss of fresh air inside the cab signals you to remove the filter element to see if it's clogged with dust and sand. If it is, clean it with low-pressure air.

Remove cab filter element and clean it



REMEMBER...
FOR A **SMOOTH**
AIRFLOW, DO
YOUR PROPER
PM ON THESE
FILTERS!



PS END

DEUCE...

OPERATORS,
GET DOWN ON
YOUR HANDS
AND KNEES.

NOW TAKE A
CLOSE LOOK
AT THE RUBBER
ON THE DEUCE'S
MID-ROLLERS
AND FRONT AND
REAR IDLER
WHEELS.

HOW MUCH
CHUNKING IS
THERE?

How Much Rubber is Enough?

With vehicles racking up more and more hours of use, the question comes down to this: 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 work smoothly. 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.



Mid-rollers need at least 50 percent of their rubber to work smoothly