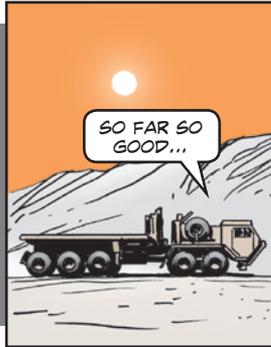
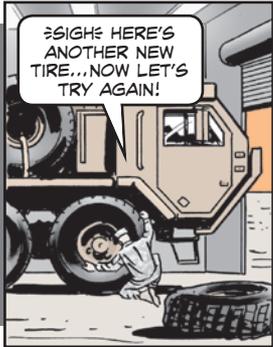
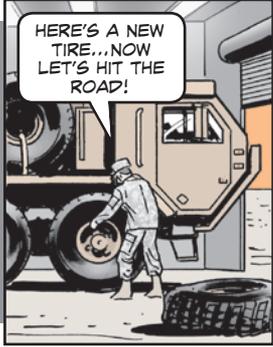


Spindle Is Key to Tire Leak Mystery!



Dear Editor,
 A problem with an M1075A1 PLS was recently brought to my attention. The truck had low miles, but it kept dumping air out of the tire on the front passenger side of the vehicle.

At first, we thought it was a tire leak because only the front passenger tire deflated to 25 psi after shutting down the vehicle. We followed the troubleshooting guidance in the TM and still couldn't find the solution.

After swapping out the pneumatic control unit, quick-release valve, wheel valve, wet tank transducer, pneumatic brake valve, and the CTIS controller, the problem didn't go away. We even swapped out wheel seals, hubs and tires, but the front passenger tire still deflated to 25 psi.

Finally, the truck's front axle was taken apart down to the spindle. We found that one of the three holes drilled on the back side of the spindle for the central tire inflation system (CTIS) had a check ball that was depressed into its machined hole. The spindle was compared to a known good one, and its check balls were *NOT* depressed into the machined holes.

We replaced the spindle on the truck and the problem was corrected.

This has happened with a few other trucks Army-wide, so your readers can save a lot of trouble by checking the spindle if they ever get a slow leak that won't go away with normal troubleshooting.

David M. Watts
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Editor's note: Thanks, Mr. Watts. Your letter may keep others from spinning their wheels over a faulty spindle! By the way, TACOM tells us that this problem may affect M1074A1 trucks, also.

