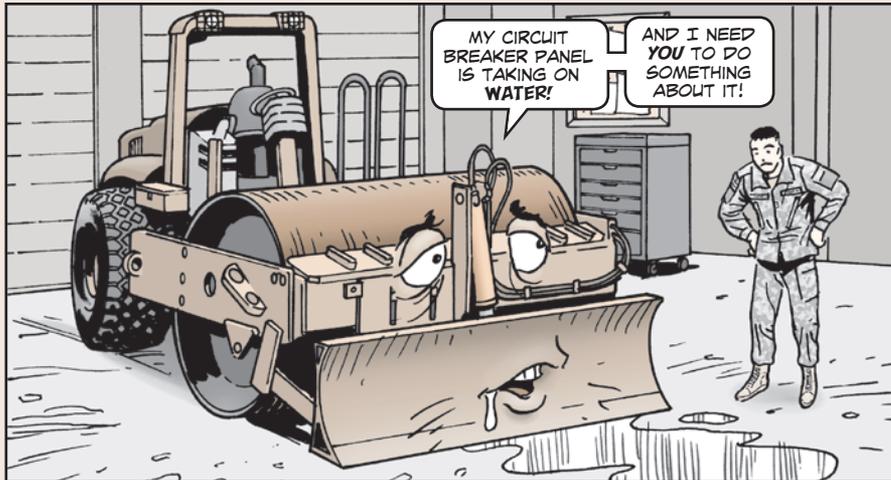
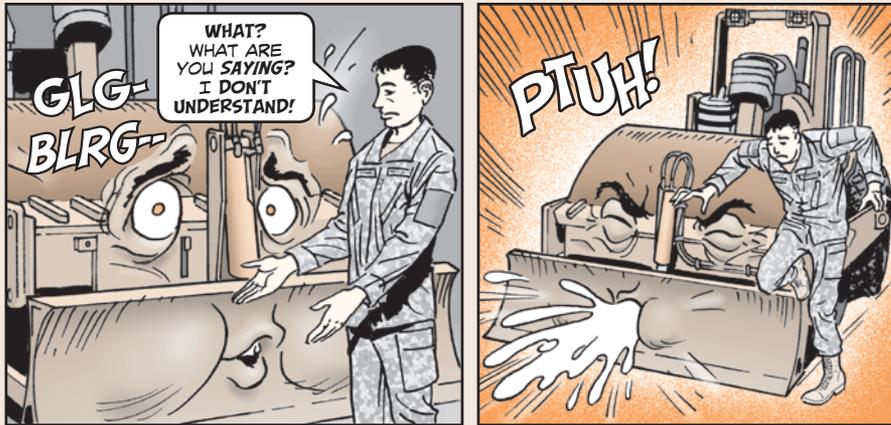


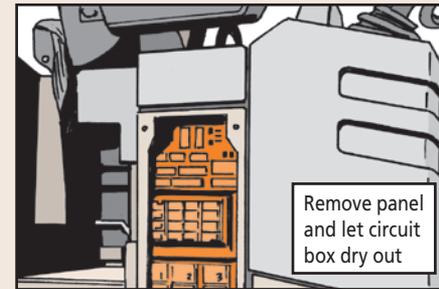
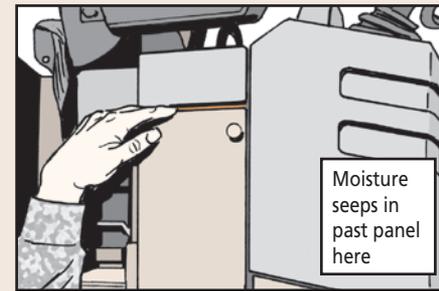
# KEEP ROLLER ROLLING WITH PM



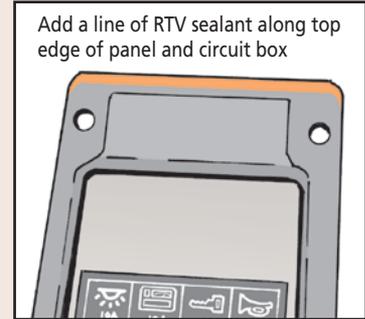
**O**perators, keep these PM pointers in mind so your vibratory roller keeps on rolling during paving operations.

## Circuit Breaker Panel

Water plays havoc with the vehicle's circuit breakers. Over time, any moisture that leaks or builds up inside the circuit breaker housing corrodes the breakers and shorts them out. That means the vibratory roller will run erratically or not at all!



So, if you detect water seepage around the access panel, open the panel and let it dry out. Have your mechanic dab some RTV sealant around the top edge of the panel next to the housing. That will help keep moisture out. It's also a good idea to make sure the panel's turn knobs are tight so moisture can't seep in.

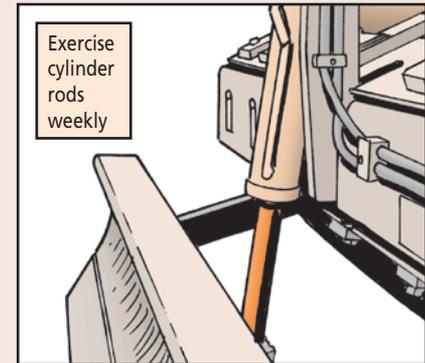


## Cylinder Rod Protection

It's not uncommon for rollers to sit in the motor pool for long periods between operations. So the roller's hydraulic lift-cylinder rod is constantly exposed to all kinds of weather.

That means the rod can become corroded and pitted. In fact, the pitting can become bad enough that the rod's seal can't prevent fluid leaks. Once the leak gets to Class III, your roller becomes NMC.

Stop corrosion in its tracks by exercising the cylinder once a week. That keeps a thin coat of hydraulic oil on the cylinder rod. If you can't exercise the roller, protect the cylinder rod with a thin coat of GAA.



## Battery Disconnect Switch

The batteries on your self-propelled vibratory rollers can run down if you don't put a stop to it.

So after the day's run, make sure you turn off the battery disconnect switch. It's located behind the passenger side engine access door. If you leave it on, the batteries will lose their charge within three to five days! No juice means your roller needs a slave start or it won't be going anywhere!