

WITH ALL THIS AIR FORCED DOWN MY EXHAUST PIPE...

...MY TURBO-CHARGER HAS HAD IT!



Turn the Tables on Turbo Burnout

During checks and services, you may find that your 130G road grader's turbocharger is shot. Talk about an unwelcome surprise!

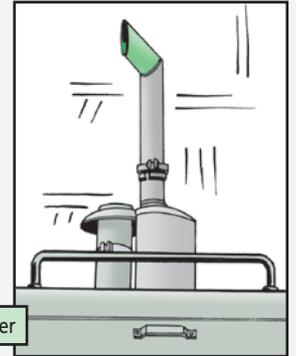
So what gives?

When the grader is transported on the back of a semitrailer, the exhaust pipe faces directly into the wind. That forces air down the exhaust pipe and into the turbocharger.

All that forced air causes the turbocharger's impeller to spin. But since the grader isn't running, no oil is being pumped to the impeller bearings. No lubrication means a damaged turbocharger.

So how do you prevent turbocharger burnout? Try one of these two methods:

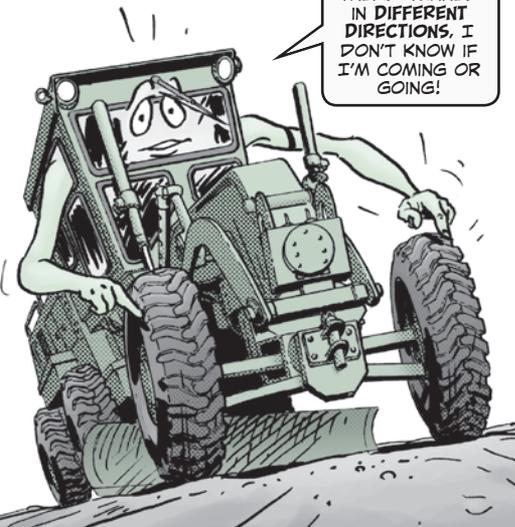
1. Put a few strips of duct tape, NSN 5640-00-103-2254, over the exhaust stack opening. The duct tape keeps air out of the stack and away from the turbocharger. Just remember to remove the tape before startup.
2. Have your mechanic loosen the exhaust pipe's pipe clamp. Turn the pipe so its opening faces the back of the trailer. Then re-tighten the clamp. There's no need to reposition the exhaust pipe once you arrive at the construction site.



Make sure opening faces back of trailer

JUST FOLLOW THE ARROW!

WITH MY TREAD TURNED IN DIFFERENT DIRECTIONS, I DON'T KNOW IF I'M COMING OR GOING!



Dear Half-Mast,

While chewing the fat in the break room of our engineering battalion, we had a little maintenance disagreement about tires.

Some say it doesn't matter which way the tread pattern on a tire faces. Others argue that mounting a tire with the tread facing the wrong way results in lost traction and faster wear.

We finally decided you could set us straight. So which is it? Does the direction of tread pattern matter or not?

SFC G.V.J.

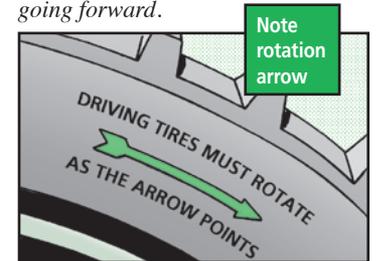
Dear Sergeant,

Unfortunately, the answer is both yes **and** no. It all depends on the vehicle.

Tactical vehicles, like HEMTTs and M939-series trucks, use non-directional tires. That means the tread pattern can go either direction. Of course, it's always a good idea to make sure the tread pattern faces the same direction for all tires on the same axle.

But with the large tires used on construction equipment, it's a whole different story. Those tires are designed for off-road use in loose sand, dirt, mud and gravel. When pointed in the right direction, the chevron pattern on the tires provides the traction the vehicle needs.

If you're not sure which way to mount one of these tires, take a close look at the sidewall. You'll see a direction arrow that points the way the tire should turn when going forward.



Half-Mast