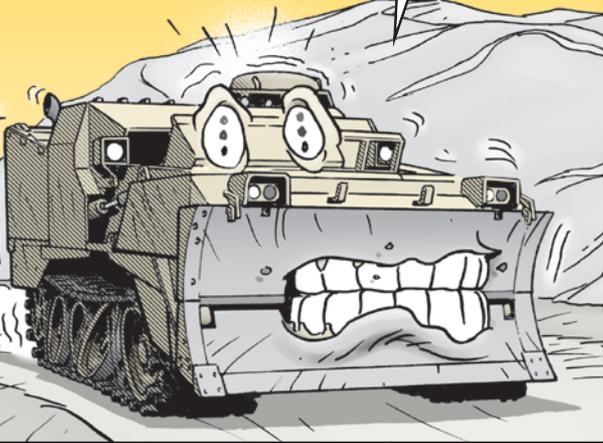


MAKE ROADWHEEL DAMAGE A THING OF THE PAST

THE CUH-CONDITION OF MY RUH-RUH-ROADWHEELS IS TURNING THIS SMOOTH PUH-PATH INTO A RUH-RUH-ROCKY ONE! HOPE THEY CHECK 'EM OUT SUH-SOON.



OPERATORS, TAKE A CLOSE LOOK AT THE RUBBER ON YOUR EARTHMOVER'S ROADWHEELS AFTER EACH DAY'S RUN. HERE ARE THE **TWO TYPES OF DAMAGE** YOU SHOULD BE ON THE LOOKOUT FOR.

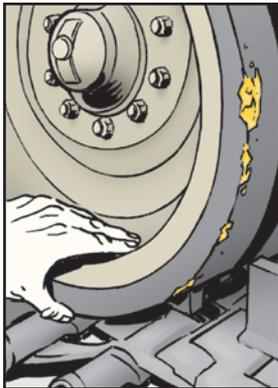
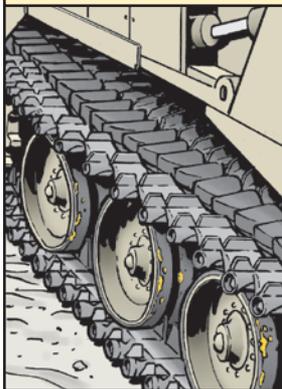
Chunking

JUST ONE MISSING CHUNK OF RUBBER THAT EXPOSES METAL MEASURING 3 X 4 INCHES OR LARGER IS ENOUGH TO MAKE YOUR VEHICLE NMC.

EVEN SMALLER CHUNKS CAN MAKE THE ROADWHEEL UNSERVICABLE IF THEY COVER MORE THAN 20 PERCENT OF THE TREAD SURFACE WHEN ADDED TOGETHER.

THE DEPTH OF THE SMALLER CHUNKING DOESN'T MATTER.

Large chunks of missing rubber can make vehicle NMC

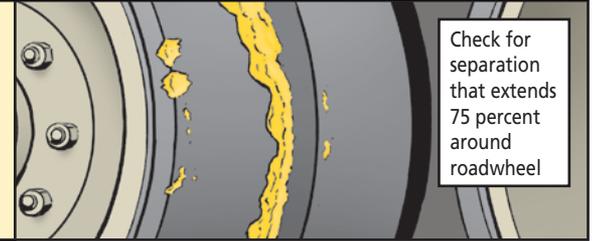


Small chunks OK if they cover less than 20 percent of tread

Tread Separation/Weather Cracking

SEPARATION OF THE TREAD THAT IS 1 INCH OR WIDER AND GOES AROUND 75 PERCENT OF THE ROADWHEEL MAKES YOUR VEHICLE NMC.

WEATHER CRACKS THAT EXTEND COMPLETELY ACROSS THE TREAD SURFACE, MAKE THE WHEEL UNSERVICABLE.



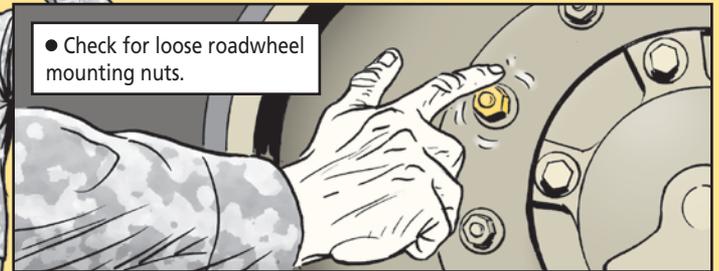
Check for separation that extends 75 percent around roadwheel

An Ounce of Prevention

NOW THAT YOU KNOW WHAT TO LOOK FOR, HERE'S HOW TO PREVENT THOSE PROBLEMS...



• Check track tension after every operation and adjust it as necessary.



• Check for loose roadwheel mounting nuts.



• Eyeball the track daily for rocks and other debris that get wedged into crevices.

• Read and heed the words in TM 9-2350-200-24, *Standards for Inspection and Classification of Tracks, Track Components and Solid-Tires.*