

A TWIST ON BRAKE BLEEDER VALVE TORQUE



Dear Bonnie,

It's not just cereal that goes snap, crackle and pop. Every time I go to tighten a HMMWV's brake bleeder valve, it seems like I end up destroying it! I've followed every step in the TM, but Soldiers keep coming back to the shop with leaky or broken bleeder valves.

How do we fix this problem?

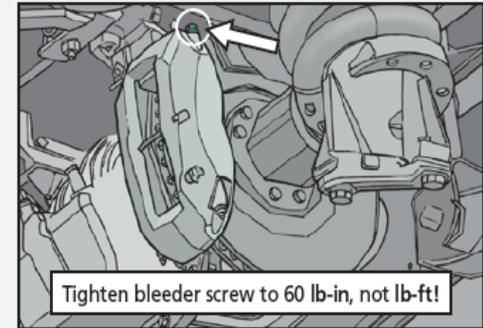
SSG D.U.N.

Dear Sergeant D.U.N.,

Believe it or not, you're not the only one with this issue.

The torque specification listed in TM 9-2320-387-24-1 instructs users to "Tighten bleeder screw to 60 lb-ft, or 81 newton meters" and TM 9-2320-387-24-2 lists the bleeder screw torque as "6-15 lb-ft, or 8-20 newton meters."

TACOM LCMC says that both TMs should read, "Tighten bleeder screw to 60 lb-in (7 newton meters)."



You should see this correction in the next TM change. Until then, make a note of the right torque in the following TM sections:

- TM 9-2320-387-24-1 (Page 7-4.3, Step 4, Paragraph 7-2.1 and Page 7-4.4, Step 5, Paragraph 7-2.1 of Change 6)
- TM 9-2320-387-24-2 (Page 22-10, Step 16, Paragraph 22-5 of Change 1)

Bonnie

Dump Trucks...

HOIST CYLINDERS NORMALLY LEAK!

IT'S A NO BRAINER... DUMP TRUCK HYDRAULIC HOIST CYLINDERS LEAK!

SOME LEAK JUST A LITTLE, OTHERS LEAK A LITTLE MORE.

LEAKS DO NOT MAKE YOUR TRUCK NMC UNLESS THEY ADD UP TO MORE THAN A QUART A DAY, OR IF THE CYLINDERS WON'T LIFT AN EMPTY DUMP BED.



THAT'S BECAUSE SINGLE-RAM CYLINDERS MUST LEAK ENOUGH TO KEEP THE ROD COATED WITH OIL AND THE SEAL WET.

THE OIL PROTECTS THE ROD FROM THE ELEMENTS AND CORROSION.

TELESCOPING CYLINDERS, LIKE THOSE ON M917 DUMP TRUCKS, HAVE SEALS AT EACH SECTION OF THE CYLINDERS THAT LEAK/LUBRICATE THE ROD FOR THE SAME REASONS.