



THE
PREVENTIVE
MAINTENANCE
MONTHLY

SERGEANT'S TIME TRAINING SUPPORT

M-1 Tank Roadwheel Damage An Easy Outline for Sergeant's Time Training

(Note to Sergeants: Here's an easy training outline you can follow any time your unit has a free minute. A problem & solution format is provided below, with visuals if you scroll down. Use this outline or add more info as you see fit. Make it yours & make it matter! –*PS Magazine*)

Problem: Chunking and separation on M1 tank roadwheels and compensating idler wheels can't be avoided. It happens from normal use. But how much is too much?

Solution: It's too much if you observe the following measurements. Replace the wheels when:

1. Chunking exposes $\frac{3}{4}$ inch or more of the wheel's metal surface
2. There's one inch or more of rubber tread missing from 75% or more of the wheel's metal surface.

Problem: Debris and rocks damage M1 tank wheels, but again, these things can't be avoided. What can you do?

Solution: Minimize damage by performing these three daily checks; follow -10 TM directions:

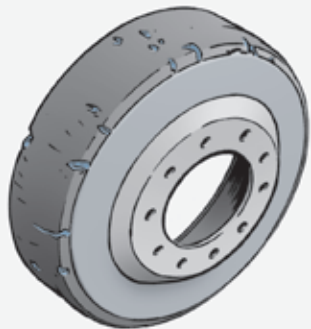
1. Check the track for debris and rocks, especially anything lodged between the roadwheel arms. Rocks stuck there will gouge and cut grooves in the tread. Remove them immediately.
2. Adjust track tension as needed after every operation. Loose track tension allows center guides to hit rubber tread on the wheels, which then gouges the tread. Tighten track to correct tension.
3. Keep lug nuts tight. Loose lug nuts allow wheels to wobble, which strip bolt threads/mounting holes and cause center guides to gouge rubber treads, as described above. Tighten any loose lug nuts; torque to specs in -10 TM.

CHUNK THE ROADWHEEL DAMAGE

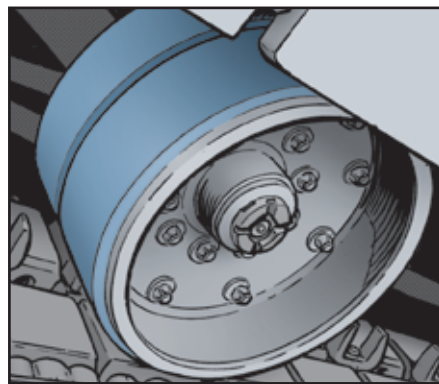
SOME OF YOUR ROADWHEELS ARE LOOKIN' KINDA **CHUNKY**! WONDER IF THEY NEED REPLACING?

MAYBE YOU OUGHTA CHECK THE TM!

Some chunking and separation on the roadwheels and compensating idler wheels on your M1-series tank are normal. But how much is too much and when do you need to replace a roadwheel or idler wheel?



Check roadwheels and idler wheels for chunking and separation from rubber tread



Checking for proper track tension, loose hardware and debris will keep roadwheels and idler wheels in good shape



THERE ARE A FEW WAYS TO KEEP DAMAGE TO ROADWHEELS AND IDLER WHEELS TO A **MINIMUM**.

CHECK TRACK TENSION AFTER EVERY OPERATION AND ADJUST IT AS NECESSARY.

LOOSE TRACK LETS THE CENTER GUIDES HIT THE RUBBER TREAD ON ROADWHEELS AND IDLER WHEELS. THAT RESULTS IN RUBBER GOUGING AND CHUNKING.

CHECK ROADWHEEL AND IDLER WHEEL MOUNTING NUTS FOR LOOSENESS.

IF YOU FIND ANY, TIGHTEN THEM LIKE IT SAYS IN THE -10 TM.

KEEP THOSE LUG NUTS TIGHT.

LOOSE LUG NUTS ALLOW THE ROADWHEELS AND SUPPORT WHEELS TO WOBBLE. THAT STRIPS THE LUG BOLT THREADS AND EATS AWAY AT THE WHEEL'S MOUNTING HOLES. THE MORE THE WHEELS MOVE, THE BETTER THE CHANCE THAT THE CENTER GUIDES WILL HIT AND DAMAGE THE TREAD.

MAKE SURE YOU CHECK TRACK DAILY FOR ROCKS AND OTHER DEBRIS.

ROCKS GET THROWN UP BY THE TRACK AND LODGE BETWEEN THE ROADWHEEL ARMS. THAT RESULTS IN GOUGING AND DEEP CUTS OR GROOVES IN THE TREAD.

REMOVING THEM WILL GO A LONG WAY TOWARD KEEPING THE ROADWHEELS AND IDLER WHEELS IN GOOD SHAPE.

CHECK OUT YOUR TANK'S -10 TM AND TM 9-2530-200-24, **STANDARDS FOR INSPECTION AND CLASSIFICATION OF TRACKS, TRACK COMPONENTS AND SOLID-RUBBER TIRES**, FOR MORE INFORMATION.