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AID'S MISMANAGEMENT OF THE EXCESS PROPERTY PROGRAM 113

with synthetic lacquer primer in accordance with Specification TT-P-664. Check all clutch linkage to master clutch control lever and repair or replace as required.

TRANSMISSIONS

Remove transmission covers (main and starting engine transmission) and flush interior to facilitate inspection of all seals, bearings, shafts, idlers and gears.

Replace all worn and defective parts. Replace all seals. Check ring and pinion for wear and cracks. Dial indicates wear.

WINCH ASSEMBLY AND FRONT P.C.U.

Disassemble units and repair in accordance with applicable manuals. All non-friction surfaces of P.C.U. clutch to be coated with TT-P-664. All cable and related parts are to be unwound, inspected and preserved in accordance with applicable manuals and specifications. Replace cable as required.

Inspect dead axles in accordance with applicable manuals. Diagonal brace track frame bushings to be replaced as required.

TRACK FRAME AND TRACK GROUP ASSEMBLY

Extend track to its maximum and measure across five pins and compute internal pin and bushing wear. Replace or turn pins and bushing 180° as required. Measure link wear and grouser wear in accordance with prescribed manner. Build up links by submersible arc welding and rework grousers with specified applicator bars as required. Evaluate the complete reclamation of the track assembly as to cost and determine the economics of repair. If tracks require more than 2 of the 3 reclamation processes, replace tracks. Gauge sprockets and check splines. Replace or rerim sprockets as required. Replace bellow seals. Check bottom rollers, carrier rollers and idlers for wear and repair. Reclaim rollers and idlers by submersible arc welding. Rebush, reseal and repair in accordance with applicable manuals and manufacturer's recommendations. NOTE: Track assembly must have minimum 75% track life remaining for acceptance.

BULLDOZER BLADE

Replace all cutting edges.

REMARKS

Overall condition of unit—Fair.