

Vehicle Operational Test Procedures

SERIAL #

POINT 13 (rev 3)

Ref.

- 13.1 CARRIER LUBRICATED
- 13.2 FUEL IN TANK
- 13.3 MASTER SWITCH IS ON
- 13.4 MASTER POWER SWITCH LIGHT IS ON
- 13.5 BATTERY GAUGE NEEDLE IN UPPER HALF OF YELLOW ZONE
- 13.6 FUEL GAUGE IS WORKING
- 13.7 ENGINE OIL PRESSURE TEMP GAUGE LIGHT IS ON
- 13.8 PARKING BRAKE INDICATOR LIGHT IS ON
- 13.9 ENGINE COOLANT LOW LEVEL LIGHT IS OFF
- 13.28 OPERATE FRONT AND REAR BILGE PUMPS, VERIFY BOTH ARE WORKING

START ENGINE

- 13.11 OIL LOW PRESSURE HIGH TEMP LIGHT IS OUT WITHIN 10 SECONDS AFTER ENGINE IS STARTED
- 13.12 COOLANT GAUGE INDICATES 185F (85C)

ENGINE OPERATING BETWEEN 750 AND 1000 RPM AND STEERING LOCKED VERIFY THE FOLLOWING:

- 13.13.a BATTERY GAUGE IN GREEN ZONE
- 13.13.b AIR FILTER INDICATOR SHOWS CORRECT ZONE
- 13.13.c STEERING LOCK LIGHT IS ON
- 13.13.d PARKING BRAKE LIGHT IS ON
- 13.13.e NO FUEL LEAKS
- 13.13.f NO COOLING LEAKS
- 13.13.g NO HYDRAULIC LEAKS
- 13.13.h NO EXHAUST LEAKS
- 13.14 VERIFY VEHICLE DRIFT NOT TO EXCEED 4 FEET IN 100 FEET (WITHOUT STEERING)
- 13.15 CARRIER DRIVEN FOR 1½ MILES MINIMUM AT 20 MPH MAXIMUM
- 13.16 CARRIER CAPABLE OF REACHING 38 MPH
 - o RECORD ACTUAL TOP SPEED _____

DURING OPERATION CHECK FOLLOWING:

- 13.17.a SPEEDOMETER, TACHOMETER, AND ALL GAUGES ARE OPERATIONAL
- 13.17.b NO EVIDENCE OF ENGINE OVERHEATING
- 13.17.c NO EVIDENCE OF COMPONENTS OVER HEATING
- 13.18 FROM STANDING START CARRIER MUST ACCELERATE 0-20 MPH IN 12 SECONDS
- 13.19 CARRIER OPERATED AT 20 MPH MUST STOP IN 40 FEET WITH MINIMUM DRIFT NOT TO EXCEED 3 FEET
- 13.20 MAKE TWO CONTINUOUS 360° TURNS WITH RANGE SELECTOR IN "PV" IN EACH DIRECTION. REAR POINT OF

DRIVE CARRIER OVER UNDULATING SURFACE FOR SUFFICIENT DISTANCE TO VERIFY FOLLOWING:

- 13.22.a SHOCK ABSORBERS WARM
 13.22.b NO FLUID LEAKS FROM SHOCK ABSORBERS IN EXCESS OF CLASS 1
 13.22.c ROADWHEEL HUBS ARE NOT OVERHEATING
 13.22.d IDLER WHEEL HUBS ARE NOT OVERHEATING
 13.22.e NO EVIDENCE OF GREASE LEAKAGE FROM TRACK ADJUSTERS
 13.22.f SPROCKET CUSHIONS PROPERLY ALIGNED

IMMEDIATELY AFTER ROAD TEST WHILE COMPONENTS ARE STILL WARM VERIFY THE FOLLOWING:

- 13.23 ENGINE:
 13.23.a NO FUEL LEAKS
 13.23.b NO COOLING LEAKS
 13.23.c NO LUBRICATION SYSTEM LEAKS IN EXCESS OF CLASS 1

- 13.24 TRANSMISSION:
 13.24.a NO LUBRICATION SYSTEM LEAKS IN EXCESS OF CLASS 1
 13.24.b NO EVIDENCE OF OVERHEATING
 13.24.c NO CRACK IN HOUSING

- 13.25 FINAL DRIVES:
 13.25.a NO LUBRICATION SYSTEM LEAKS IN EXCESS OF CLASS 1
 13.25.b NO EVIDENCE OF OVERHEATING
 13.25.c NO CRACK IN HOUSING

- 13.26 FAN DRIVE:
 13.26.a NO LUBRICATION SYSTEM LEAKS IN EXCESS OF CLASS 1
 13.26.b NO EVIDENCE OF OVERHEATING
 13.26.c NO CRACK IN HOUSING

RAMP OPERATION**WITH ENGINE OPERATING BETWEEN 1190-1200 RPM AND RAMP FULLY LOWERED VERIFY THE FOLLOWING:**

- 13.27.a CHECK RAMP FLUID LEVEL
 13.27.b RAMP CLOSES IN 18 SECONDS
 13.27.c VALVE RETURNS TO NEUTRAL POSITION WHEN RELEASED
 13.27.d RAMP LOCK CONTROLS AND LOCKS FUNCTION PROPERLY
 13.27.e NO EVIDENCE OF FLUID LEAKAGE IN RAMP OPERATING SYSTEM

TRANSMISSION

- 17.B.I SL: STEERING YOKE LOCKED AND NO VEHICLE MOVEMENT
 17.B.II R: VEHICLE REVERSES STRAIGHT AND YOKE RESPONDS BOTH DIRECTIONS
 17.B.III PV: VEHICLE PIVOTS IN BOTH DIRECTIONS
 17.B.IV RANGES 1-4: VEHICLE TRACKS STRAIGHT AND RESPONDS TO YOKE IN BOTH DIRECTIONS
 17.B.V RANEGS 1-4: VERIFY SHIFTING IN ALL RANGES

ALL PARAMETERS OF THIS TEST HAVE BEEN MET AND DULY SIGNED-OFF

INSPECTOR _____ DATE ____/____/____