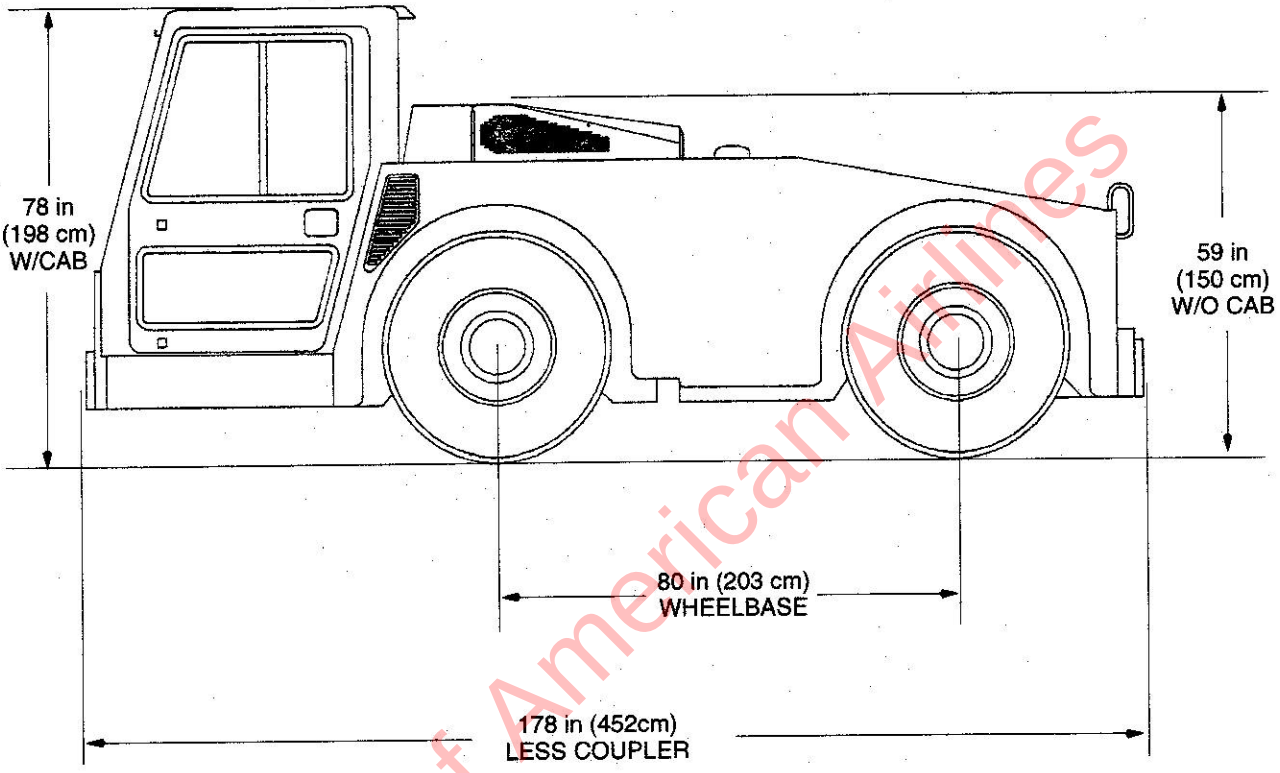
Section 4. Shipping

B350 DIMENSIONS (WITH CAB)



1. GENERAL

Type of Vehicle	Push/Towing Tractor
Gross Vehicle Weight	35,000 lbs.
Length (with couplers)	228 in. (580 cm)
Width	90.00 in. (229 cm)
Height (without cab)	61.75 in. (157 cm)
Height (with cab)	78.00 in. (198 cm)
Ground Clearance	9.00 in. (22 cm)
Wheelbase	80.00 in. (203 cm)
Turning Radius (2 wheel steer)	223.00 in. (566 cm)
Track	77.00 in. (184 cm)

2. RECOMMENDED SHIPPING TRAILER

Shipping Trailer "COZAD" 3-axle, removable gooseneck trailer.

Section 5. Storage

1. STORAGE, ONE MONTH

A. Tractor: No special action needed.

B. Engine

(1) Drain the engine crankcase.

(2) Fill the crankcase to the proper level with the recommended viscosity and grade oil.

(3) Fill the fuel tank with the recommended grade of fuel oil. Operate the engine for two minutes, or until the engine is warm, at 1200 rpm at no load.

(4) Check the air cleaner and service it, if necessary.

(5) If freezing weather is expected during the storage period, add an ethylene glycol-based antifreeze solution in accordance with the manufacturer's recommendations.

(6) Clean outside of engine (except electrical system) with fuel oil. Dry with compressed air.

(7) Seal all engine openings. The material used for this purpose must be waterproof, vapor-proof and possess sufficient physical strength to resist puncture or damage from the expansion of entrapped air.

C. Transmission: No special action needed.

D. Axle: No special action needed.

E. Tires: The tractor should be raised and axles chocked to prevent tire contact with ground. The pressure should be reduced to 15 psi.

F. Hydraulic System: No special action needed.

2. STORAGE, INDEFINITE PERIOD

A. Tractor

(1) Touch up all worn or damaged paint to prevent rust.

(2) Ensure that all points are lubricated with specified grease, oil, etc.

(3) Attach a **CAUTION** tag on the steering wheel stating: "All lubricants have been drained from this tractor."

B. Engine

(1) Drain the cooling system and flush with clean, soft water. Refill with clean, soft water and add a rust inhibitor to the cooling system.

(2) Remove, check and recondition the injectors, if necessary, to make sure they will be ready to operate when the engine is restored to service.

(3) Reinstall the injectors, time them and adjust the exhaust valve clearance.

(4) Circulate the coolant by operating the engine until normal operating temperature is reached.

(5) Stop the engine.

(6) Drain the engine crankcase, then reinstall and tighten the drain plug. Install new lubricating oil, filter elements and gaskets.

(7) Fill the crankcase to the proper level with a 30-weight preservative lubricating oil MIL-L-21260B, Grade 2.

(8) Drain the fuel tank. Refill with enough clean No. 1 diesel fuel (or pure kerosene) to permit the engine to operate for about ten minutes. If it is not convenient to drain the fuel tank (i.e., marine), use a separate supply of the recommended fuel.

(9) Drain and disassemble the fuel filter and strainer. Discard the used elements and gaskets. Wash the shells in clean No. 1 diesel fuel (or pure kerosene) and insert new elements. Fill the cavity between the element and shell with No. 1 diesel fuel (or pure kerosene) and reinstall on the engine. If spin-on fuel filters and strainers are used, discard the used cartridges, fill the new ones with No. 1 diesel fuel (or pure kerosene) and install on the engine.

(10) Operate the engine for five minutes to circulate the clean fuel oil throughout the fuel system.

(11) Service the air cleaner.

(12) Apply a non-friction, rust preventive compound to all exposed parts. If convenient, apply the rust preventive compound to the engine flywheel. If not, disengage the clutch mechanism to prevent the clutch disc from sticking to the flywheel.

CAUTION **DO NOT APPLY OIL, GREASE, OR ANY WAX-BASED COMPOUND TO THE FLYWHEEL. THE CAST IRON WILL ABSORB THESE SUBSTANCES WHICH CAN "SWEAT" OUT DURING OPERATION AND CAUSE THE CLUTCH TO SLIP.**

(13) Drain the engine cooling system.

(14) Drain the preservative oil from the engine crankcase. Reinstall and tighten the drain plug.

(15) Remove and clean the battery and battery cables with a baking soda solution and rinse them with fresh water. Do not allow the soda solution to enter the battery. Add distilled water to the electrolyte, if necessary, and fully charge the battery. Store the battery in a cool (never below 32°F or 0°C) dry place. Keep the battery fully charged. Check the level and the specific gravity of the electrolyte regularly.

(16) Insert heavy paper strips between the pulleys and belts to prevent sticking.

(17) Seal all of the openings in the engine, including the exhaust outlet, with moisture-resistant tape. Use cardboard, plywood or metal covers where practical.

(18) Clean and dry the exterior painted surfaces of the engine and spray with a suitable liquid automobile body wax, a synthetic resin varnish, or a rust preventive compound.

(19) Protect the engine with a good, weather-resistant tarpaulin and store it under cover, preferably in a dry building which can be heated during the winter months.

(20) Outdoor storage of engines (or transmissions) is not recommended. However, in some cases, outdoor storage may be unavoidable. If units must be kept outdoors, follow the preparation and storage instructions already given. Protect units with quality weather-resistant tarpaulins (or other suitable covers) arranged to provide air circulation.

CAUTION **DO NOT USE PLASTIC SHEETING FOR OUTDOOR STORAGE. PLASTIC IS FINE FOR INDOOR STORAGE. WHEN USED OUTDOORS, HOWEVER, ENOUGH MOISTURE CAN CONDENSE ON THE INSIDE OF THE PLASTIC TO RUST VARIOUS METAL SURFACES AND PIT ALUMINUM SURFACES. IF A UNIT IS STORED OUTSIDE FOR ANY EXTENDED PERIOD OF TIME, SEVERE CORROSION DAMAGE CAN RESULT.**

(21) The stored engine should be inspected periodically. If there are any indications of rust or corrosion, corrective steps must be taken to prevent damage to the engine parts. Perform a complete inspection at the end of one year and apply additional treatment as required.

C. Transmission

(1) Drain transmission fluid.

(2) Seal all openings with moisture-proof covers or tape.

(3) Spray 4 ounces of atomized NOX RUST VC1 No. 10 oil into drain hole. This fluid is covered and approved per MIL-D-46002 & MIL-I-23310.

(4) Dip, spray, or brush all exposed, unpainted surfaces with NOX RUST X-110. This includes shafts, flanges, seals, etc.

(5) Store under shelter.

CAUTION **PROLONGED STORAGE MAY BE DETRIMENTAL TO THE SEALS IN THE TRANSMISSION.**

D. Axle: No special action needed.

E. Tires: The tractor should be raised and axles chocked to prevent contact with ground. Tire pressure should be reduced to 15 psi. Tires should be sprayed with a rubber preservative.

F. Battery: The battery IES should be removed and stored separately in a cool, dry place, not exposed to direct sunlight. A recommended storeroom temperature of 32°F (0°C) to 90°F (32°C) should be maintained. The battery must be covered for protection against dirt and moisture. A slow charge should be given to the battery every one to two months.

G. Hydraulic System

(1) Drain hydraulic oil fluid.

(2) Hydraulic tank should be removed to swab and clean out the bottom of the tank.

CAUTION **LINT-FREE RAGS SHOULD BE USED FOR CLEAN OUT. A LINT-TYPE RAG WILL LEAVE HARMFUL PARTICLES IN THE HYDRAULIC SYSTEM.**

(3) Remove the filler breather and outlet strainer. Clean and remove any harmful particles.

(4) With the hydraulic tank cleaned, replace and clean the hydraulic system by the short fill method.

(5) A short fill of hydraulic oil, circulated through the system for 15 to 20 minutes, will ensure that the new, cleaner hydraulic oil is completely circulated and the dirty oil left in the system is returned to the reservoir.

NOTE: Be sure that the hydraulic oil level does not go below the recommended minimum.

(6) Once the hydraulic oil has been completely circulated, drain the hydraulic tank again.

(7) The hydraulic tank should then be removed again to swab and clean out any remaining particles.

(8) Remove and replace all hydraulic filters.

(9) Check all hydraulic hoses, fittings and components. Be sure they are securely mounted, then remove and/or replace any component that might interfere with the proper functioning of the hydraulic system.

(10) Fill the hydraulic tank to the proper level with the recommended viscosity and grade of hydraulic oil.

(11) Circulate the hydraulic oil to remove the sponginess caused by aeration and air entrapment in the system.

(12) Seal all openings with moisture-proof covers or tape.

(13) Periodically inspect the hydraulic system. If there are any indications of rust or corrosion, corrective steps must be taken to prevent damage to the hydraulic components.