

Set up your Load and Pack

Maintenance Program

The first step is to determine how often you should do maintenance inspections and follow up with preventive maintenance on the Load and Pack. All of our intervals will be based on time and hours. Also, there will be parts or maintenance that will have cut off points where the repair or part will be replaced. An example would be hydraulic filters, sprockets and drive chains, etc.

All shops should have a program for the Load and Pack maintenance to control the repair costs and lengthen the life of the unit. Your program should cause the Load and Pack to be systematically inspected, repaired and maintained subject to your control.

Broyhill has developed a program for "kit parts" to be very competitively priced to save the user from 21-33% over individually purchased parts. We have 10 kits that fall into this category for our users.

Preventive maintenance (PM) is the key to any successful maintenance schedule for the Load and Pack. It is also an attitude, a commitment and it means being constantly on the prowl for items that might break or wear out. It's the most cost effective way to run your shop and you save money. Fix things that go wrong during PM's because it is cheaper.

Our program will be divided into a schedule of standardized inspections and maintenance by your shop. This will become the vehicle scheduled service outline. We will divide ours schedule into A, B, C etc. We will define the PM activities as providing the right maintenance at the right time at the lowest overall cost.

Your operators will have a responsibility for their particular Load and Pack vehicle and they are expected to inspect this unit daily, checking the items listed on the PM schedule. Local usage and environmental conditions should be taken into consideration ie. beach salt and sand (corrosion), tire wear, radiator debris (over heating), vehicle storage location, etc.

"A" Level will consist of systematic inspection of the vehicle inside, outside and underneath. A safety check, lubrication, lights, tire condition/inflation, and/or fluids would be common "A" level items.

"B" Level will consist of all of "A", "B" plus inspection of components having a higher rate of wear and tear or frequent adjustment. These could include any engine/driveline problems or adjustments and all remaining items such as: replace hydraulic fluids, bearings, drive sprockets and chains, wind screen whiskers (brushes), fuel filters, etc.

"C" Level will consist of a schedule to rebuild or replace major components and parts that are just worn out and on their last leg or are not repairable.

We have included a LP 2018 (Equipment Condition Report) that can be used (filled out) to help facilitate your program. This can be filled out for additional work to be done to correct any problems. It should include the vehicle number, hours on the meter, work needed and who to contact if there are further questions. (See sample attached).