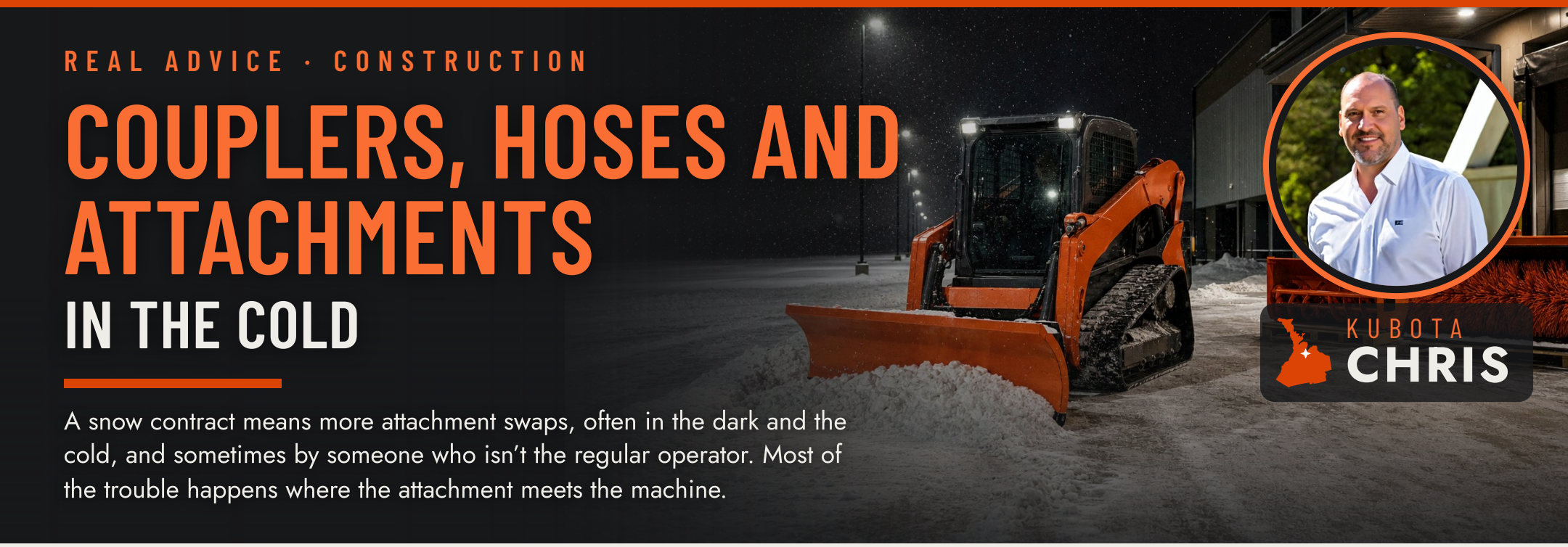
REAL ADVICE · CONSTRUCTION

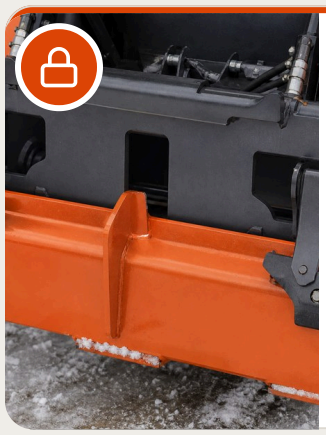
COUPLERS, HOSES AND ATTACHMENTS

IN THE COLD



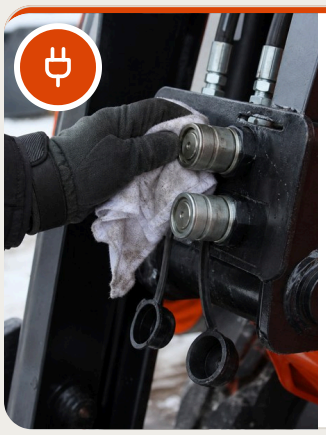
KUBOTA CHRIS

A snow contract means more attachment swaps, often in the dark and the cold, and sometimes by someone who isn't the regular operator. Most of the trouble happens where the attachment meets the machine.



QUICK-ATTACH: SEE IT LOCKED

- Levers or wedges fully engaged on both sides.
- Look at them. Don't go by feel.
- Clear packed snow and ice off the coupler plate first.
- Confirm it at every hookup, not just the first.



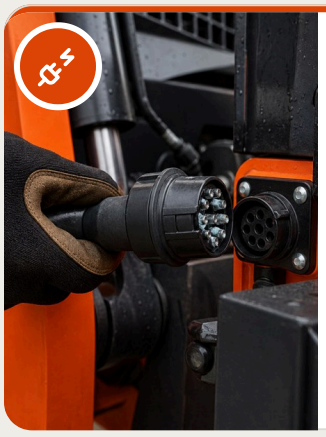
HYDRAULIC COUPLERS

- Wipe both halves before you connect.
- Cap them when disconnected.
- Relieve pressure first, per the manual. Never force one with a hammer.
- Never heat a coupler or hose with a torch.



HOSES GET STIFF IN THE COLD

- Look for cracked or rubbing covers and weeping fittings.
- Check routing through full lift and tilt.
- Check for leaks with cardboard, never your hand.
- Fluid injection needs a doctor right away, even if it looks minor.



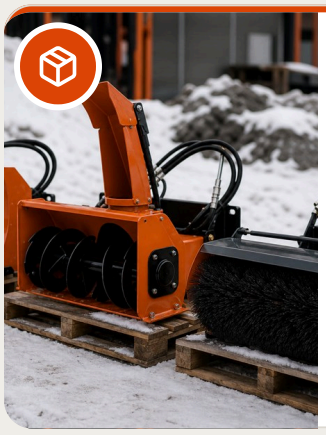
ELECTRICAL CONNECTORS

- Salt and moisture corrode the pins.
- Keep plugs clean; dielectric grease on the pins.
- Cap them when unplugged.



GREASE THE ATTACHMENTS TOO

- Blower chute and deflector pivots.
- Pusher trip pivots and broom mounts.
- They get missed because they're off the machine.



WHERE THE ATTACHMENTS SIT

- Up on blocks or a pallet so they can't freeze in.
- Hoses and couplers up off the snow.
- Same spot every time. At 3 a.m., nobody should be looking for the blower.

BEFORE YOU START: WORK SAFE

Lower the attachment to the ground, shut the engine off and relieve the hydraulic pressure before you disconnect anything.

Never stand or reach under a raised attachment or loader arms.

Coupler types, pressure-relief steps and hose specs vary by machine, so let your operator's manual set the procedure.

We're here to help when you need us.

CALL OR TEXT

519-374-9461

FULL ARTICLE

www.ChrisRea.ca/advice

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