

# Making PM Work

KEEP THESE PM TIPS IN MIND BEFORE AND AFTER THE DAY'S OPERATION!

THANKS, HALF-MAST! I'M FEELIN' BETTER ALREADY!



The new Buffalo A2 is a route clearance vehicle (RCV) equipped with infrared technology and ballistic-blast protection. It has a 30-ft robotic arm and claw that's operated from within the armored hull via a mounted-camera and sensory equipment. The claw probes debris and dirt to detect and safely expose mines and IEDs.

So crewmen, keep these PM pointers in mind. They'll keep your A2 mission-ready as the vehicle racks up more miles on the rough road ahead.

## Fuel Tank Fill Up

MAKE IT A HABIT OF TOPPING OFF THE FUEL TANK TO 95 PERCENT AT EACH FILL UP.



THAT KEEPS CONDENSATION FROM WARM DAYS AND COOL NIGHTS FROM BUILDING UP IN THE TANK.

TOO MUCH WATER IN THE TANK CLOGS THE ENGINE'S FUEL/WATER SEPARATOR, MAKING THE VEHICLE RUN ROUGH, ESPECIALLY DURING START UP.



## Going Nowhere?

ELECTRONICS INSIDE THE A2 HAVE A SNEAKY HABIT OF RUNNING DOWN THE VEHICLE'S BATTERIES.

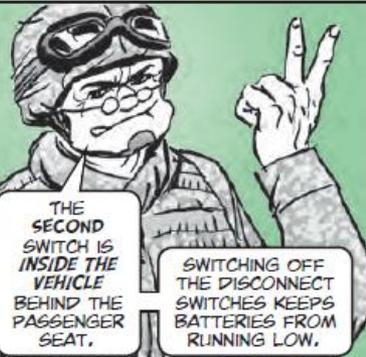
THAT MEANS THE BATTERIES CAN LOSE THEIR CHARGE IN JUST A WEEK!

NO JUICE MEANS A SLAVE START OR YOU'LL BE GOING NOWHERE AT ALL!



AFTER THE DAY'S RUN, THERE ARE TWO BATTERY DISCONNECT SWITCHES THAT NEED YOUR ATTENTION.

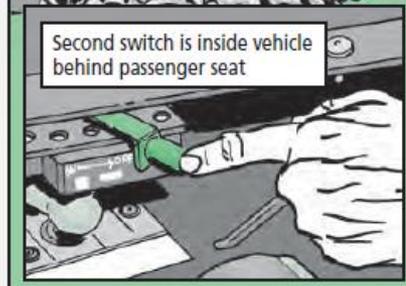
THE FIRST SWITCH IS UNDER THE HOOD ON THE LEFT SIDE OF THE VEHICLE.



THE SECOND SWITCH IS INSIDE THE VEHICLE BEHIND THE PASSENGER SEAT.

SWITCHING OFF THE DISCONNECT SWITCHES KEEPS BATTERIES FROM RUNNING LOW.

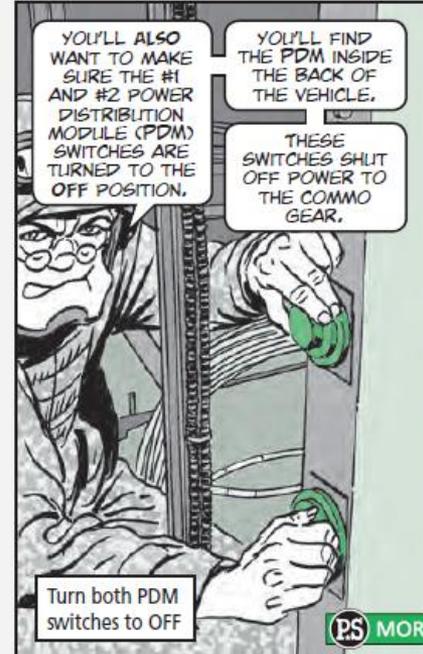
Second switch is inside vehicle behind passenger seat



YOU'LL ALSO WANT TO MAKE SURE THE #1 AND #2 POWER DISTRIBUTION MODULE (PDM) SWITCHES ARE TURNED TO THE OFF POSITION.

YOU'LL FIND THE PDM INSIDE THE BACK OF THE VEHICLE.

THESE SWITCHES SHUT OFF POWER TO THE COMMO GEAR.



Turn both PDM switches to OFF

## Emergency Door Reminder



KEEP THE EMERGENCY DOOR CLOSED WHILE THE VEHICLE IS MOVING!

SOME CREWMEN LEAVE THE DOOR OPEN TO KEEP AIR CIRCULATING INSIDE THE HULL. THAT'S A BAD IDEA.

LEAVE THE DOOR OPEN AND IT CAN COME CRASHING DOWN ON YOUR HEAD...



ALSO, LEAVING THE DOOR OPEN IS AN EASY TARGET FOR A THROWN GRENADE, AND THAT'S NOT GOOD EITHER!

## Using the Ladder

WHEN CLIMBING DOWN THE LADDER IN THE BACK OF THE A2, MAKE SURE YOU'RE FACING THE VEHICLE.

DO NOT STEP DOWN THE LADDER WITH YOUR BACK TO THE VEHICLE!

BATTLE-READY GEAR GETS HUNG UP IN THE LADDER STEPS, CAUSING YOU TO SLIP AND FALL OFF THE LADDER!



## Get the Water Out

YOU'VE GOT TO DRAIN THE AIR TANKS ON YOUR A2 EVERY DAY AFTER OPERATION. IF YOU FORGET, MOISTURE BUILDS UP. IT CREATES CORROSION THAT PLUGS UP THE ENTIRE AIR SYSTEM, INCLUDING BRAKE VALVES AND CYLINDERS. IT CAN ALSO LEAD TO BRAKE FAILURE.

SO, DRAIN WATER FROM THE PRIMARY AND SECONDARY AIR TANKS ON THE DRIVER'S SIDE OF THE VEHICLE. THE TANK HAS THREE PULL CABLES. BY THE WAY, YOU'LL FIND THIS LISTED AS CHECK 209 IN WP 0093-BG OF TM 9-2355-352-10 (SEP 10).

