

Stryker...

**GURGLE,  
GURGLE!**

HEY!  
HE'S  
CHOKING!  
DOES  
ANYONE  
KNOW  
CPR?!

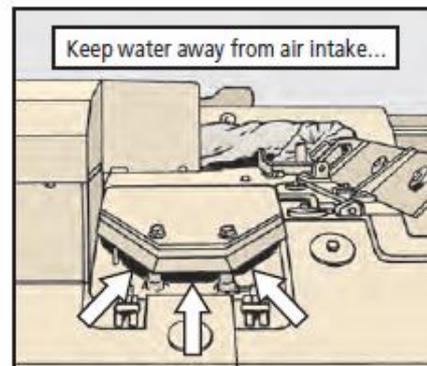


**W**hat's that sound, you ask? Could it be your Stryker's engine drowning in wash water?

Sure, you want to give your Stryker a good washing, but that doesn't mean you need to spray every nook and cranny. And the air intake definitely rates as an important cranny!

Even low-pressure water can get inside an uncovered air intake. Then the next time your Stryker is started, all that water gets sucked straight into the air filter canister. A wet filter blocks good air flow, choking the engine. That's a sound that's sure to make you cringe.

Before you wash your Stryker, make sure the air intake is properly covered with the environmental cover, NSN 5340-20-000-0188.



Tactical Vehicles...

# CAN YOUR VEHICLE PASS THE HEAT TEST?

LOOKS LIKE MINE CAN!

WELL, OBVIOUSLY MINE CAN'T!



ENGINES CRANK OUT A LOT OF HEAT...



...AND SUMMER OR DESERT TEMPERATURES JUST PILE ON MORE.



YOUR VEHICLE'S COOLING SYSTEM MUST **KNOCK DOWN** OR **CONTROL** HEAT TO KEEP THE WHEELS ROLLING.



EVEN SMALL PROBLEMS IN COOLING SYSTEMS, LIKE LOW COOLANT LEVELS OR CRACKED HOSES...



...CAN QUICKLY TURN INTO **BIG** ONES.



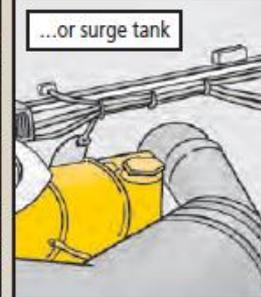
HERE'S HOW TO HELP YOUR ENGINE KEEP ITS **COOL**...



CHECK THE COOLANT LEVEL OFTEN, BEFORE YOU ROLL, WHILE THE ENGINE IS STILL COOL, MAKE SURE THE COOLANT IS BETWEEN THE ADD AND FILL MARKS.



Check coolant level in radiator...



...or surge tank

IF IT'S LOW, ADD COOLANT TO BRING THE LEVEL UP, NEVER OVERFILL, THOUGH. WHEN THE ENGINE HEATS UP, THE EXTRA COOLANT WILL OVERFLOW.

ADD COOLANT ONLY WHILE THE ENGINE IS COOL. ADDING COOLANT TO A HOT ENGINE CAN CRACK THE ENGINE BLOCK OR BURST A SEAM IN THE RADIATOR.



DUDE! WAIT FOR ME TO **COOL DOWN!**

A 60-40 MIX OF ANTIFREEZE AND WATER IS BEST, BUT KEEP AT LEAST A 50-50 MIX TO RAISE THE BOILING POINT OF THE COOLANT SO IT WON'T BOIL AWAY LIKE PLAIN WATER.

Plain water...



BOILING POINT 212°

50% antifreeze  
50% water



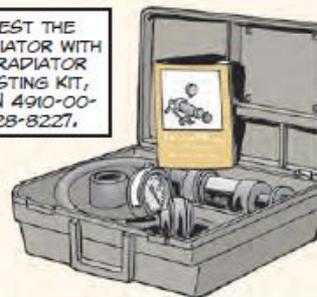
BOILING POINT 226°

60% antifreeze  
40% water



BOILING POINT 230°

TEST THE RADIATOR WITH A RADIATOR TESTING KIT, NSN 4910-00-728-8221.



TO CHECK 2 1/2-TON OR LARGER TRUCKS, ORDER THE ADAPTER THAT COMES WITH NSN 4910-01-447-5586.

FOR STEP-BY-STEP INSTRUCTIONS ON USING THE RADIATOR TESTING KIT, SEE PAGES 14-16 IN PS 667:

<https://www.logs.army.mil/psmag/archives/PS2008/667/667-14-16.pdf>



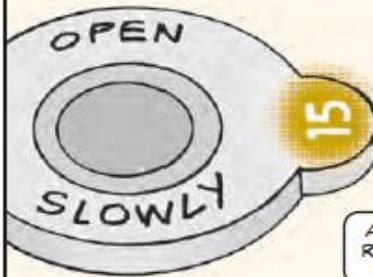
PS MORE

USE DISTILLED-DEIONIZED WATER, NSN 6810-00-356-4936, IN RADIATORS IF POSSIBLE. IF NOT, USE POTABLE WATER. GROUND WATER CONTAINS CHEMICALS AND CONTAMINANTS THAT CAN **CLOG** UP THE RADIATOR.

REMEMBER! USE ONLY **CLEAN** WATER FROM A **RELIABLE** SOURCE!

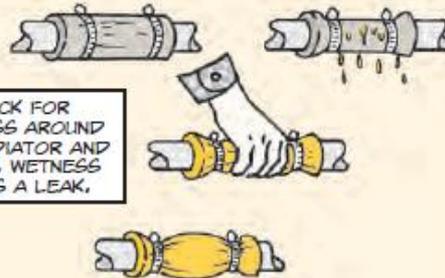


WHEN YOU'RE ADDING COOLANT, TAKE A CLOSE LOOK AT THE RADIATOR CAP, CHECK THAT IT'S IN TOP-NOTCH CONDITION AND THE RIGHT CAP FOR YOUR ENGINE.



ALSO CHECK THE PRESSURE RATING ON THE CAP AGAINST THAT LISTED IN YOUR TM.

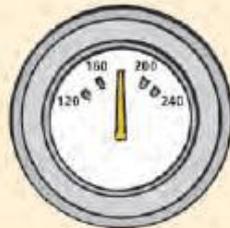
CHECK FOR WETNESS AROUND THE RADIATOR AND HOSES. WETNESS MEANS A LEAK.



FEEL THE HOSES AND REPLACE ANY THAT ARE **MUSHY, CRACKED** OR **LEAKING**.



DURING OPERATIONS, KEEP AN EYE ON THE TEMPERATURE GAUGE. IF IT GOES ABOVE THE NORMAL OPERATING RANGE LISTED IN YOUR TM, SHUT 'ER DOWN AND FIND OUT WHY.



FINALLY, REMEMBER THAT **LOW RPM** WON'T TURN FANS FAST ENOUGH TO KEEP COOLANT COOL. GEAR DOWN WHEN YOU NEED TO **BUMP UP RPM**.



ES  
END

HMMWV...

OPERATORS, THERE'S ONE QUESTION YOU'VE GOTTA ANSWER **YES** TO AFTER OPERATING YOUR HMMWV...

**HAVE YOU TURNED OFF ALL SWITCHES?**



That's because special equipment mounted in or on your HMMWV—like a rear-mounted radio, a comms shelter, an ambulance body, or an arctic personnel shelter—often draws electricity directly from the truck's batteries.

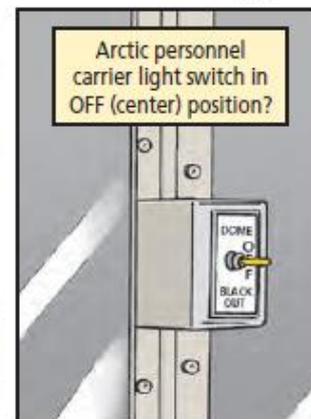
Turning off the master switch on the dashboard does **not** turn off the battery power to the equipment in back.

If a switch is left on, power will continue to drain from the batteries. Then you could be left with no power to start your truck.

Following your -10 TM, make sure **all** electrical switches in your HMMWV are off before you leave the truck. If you don't know where all of them are located, get a medic (if you're driving an ambulance) or a mechanic to show you what to look for.

The white lights inside the ambulance are a battery drain that is often missed at shutdown. Their switch has three positions and only one ensures that no lights come on when the doors are opened or closed. Make sure it's switched **OFF**.

Another switch that gets left **ON** is the one for the rear overhead lights in the arctic personnel carrier. It has three positions, but only the middle position turns the lights out when the rear door is closed.

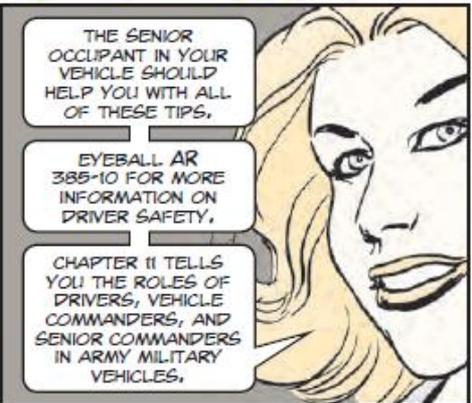




# SAFETY REMINDERS FOR DRIVERS ...



- Don't operate your vehicle when you're fatigued or physically, mentally or emotionally impaired.  
 Para 11-4b of AR 385-10, *The Army Safety Program*, says: "Operators will be provided with at least 8 consecutive hours of rest during any 24-hour period. An operator will not drive more than 10 hours in a duty period (including rest and meal breaks)." Of course, if the mission takes more than 10 hours to complete, this shouldn't be a show stopper. Just make sure you have an assistant driver.
- Recognize when traffic or your vehicle is unsafe.
- Make sure you don't carry more passengers than authorized for your vehicle.
- Make sure everyone in the vehicle uses the restraint system.
- Use a ground guide to help you back up or perform tough maneuvers.
- Obey road signs and posted speed limits. Also, make adjustments as needed for weather, traffic and road conditions.
- If your vehicle breaks down, be sure you properly display highway warning devices.



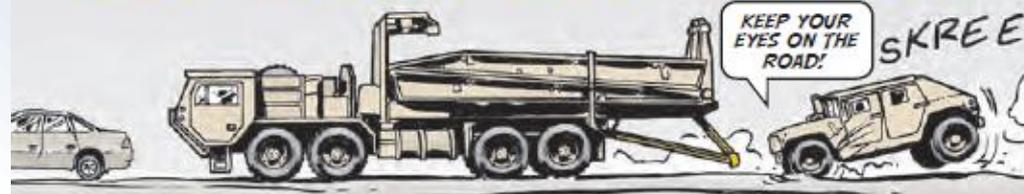
**W**ord from the field is that some Soldiers are hopping out of their trucks the wrong way. They hang on the door while getting out!

That extra stress pulls the truck's doors out of alignment. Then the doors won't close properly and protect you like they should.

So get out of your truck the **right** way. Don't hang on the door. Instead, use the handles and steps that are installed on your truck to help you get in and out of it safely.



# REBS UNDER-RIDE BAR KIT



The under-ride bar kit is used anytime the Rapidly Emplaced Bridge System (REBS) is transported on the Common Bridge Transporter (CBT) in convoys. It works as an extended bumper that reduces the risk of a vehicle, like a Stryker or HMMWV, hitting the back of the REBS. Such accidents can cause serious injury and may disrupt vehicle operations.

The REBS under-ride bar assembly is removed and stowed prior to launch and retrieval of the bridge, connection of the PLS trailer (PLST) to the CBT, or whenever the pallet is unloaded to the ground.

Units that have earlier REBS will find under-ride bar assemblies added to RESET REBS they receive.

REBS users can access the under-ride bar training video on the Library of TACOM Training Information Site (LOTTIS). Go to: <https://utap.army.mil>

Then click on the VIDEOS tab and do a search for Under Ride Bar Video.