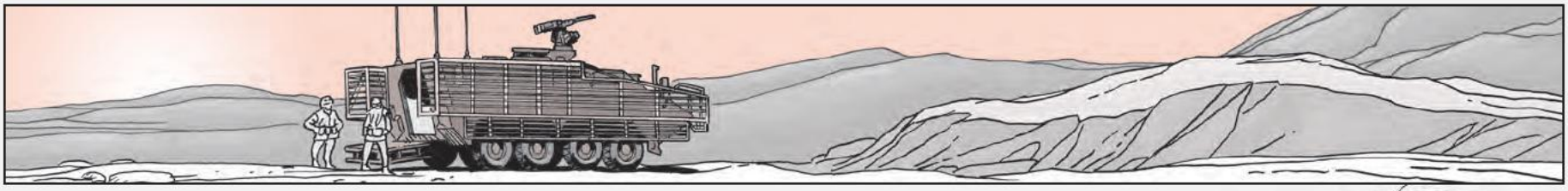
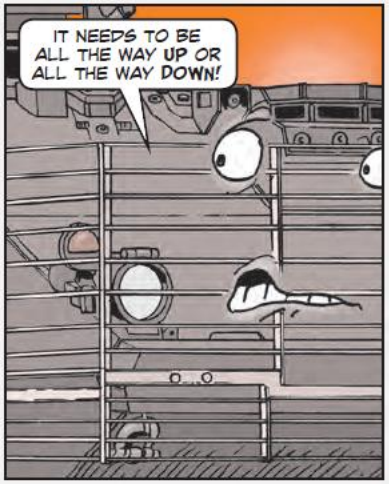
RAMP BASICS ARE CRITICAL!



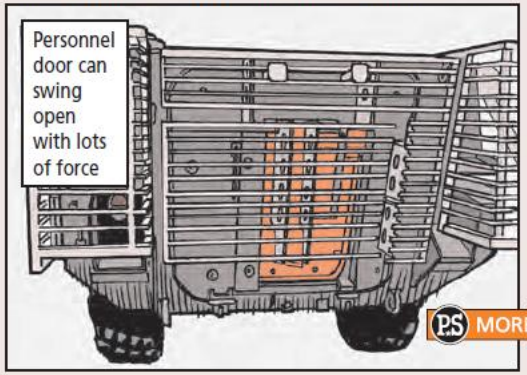


- Tap the horn twice and then wait a few seconds before raising or lowering the ramp. That gives others a warning and enough time to get out of the way.
- Before closing the ramp, make sure the vehicle has enough air pressure built up. It needs to be above 60 psi without slat armor and above 90 psi with slat armor. If the air pressure's low, the ramp locks may not engage completely. Check to make sure the ramp open LED goes out.

  If you're closing the ramp from the squad compartment, make sure the cam locks rotate all the way to the closed position.

- A Stryker facing downhill on a slope of more than 15° may need a push from inside the vehicle to help the ramp start opening, especially if slat armor is installed.
- When the vehicle is parked facing an uphill incline, be very careful when opening the ramp's personnel door, especially if slat armor is installed.

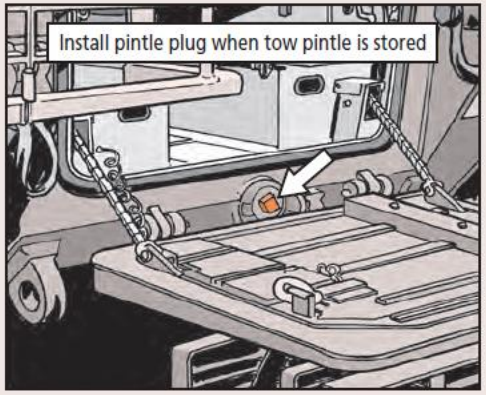
  The door can swing open suddenly when the latch is released. A few Soldiers have been nearly crushed between the door and the slat armor that covers the right fuel tank cap!



PS MORE

- You cannot lower the ramp fully if the tow pintle is installed. It juts out enough that the ramp will hit and bend the pintle shaft.

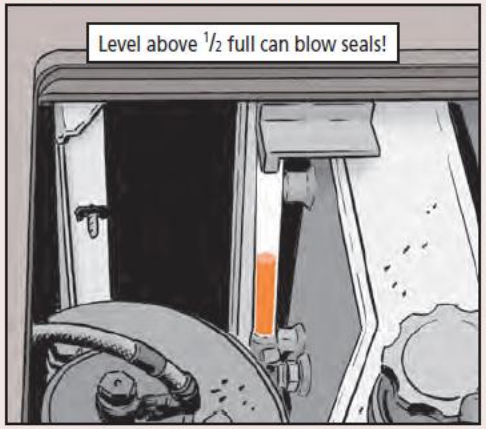
  Until it's actually needed, remove and stow the pintle and replace it with the pintle plug, NSN 5340-20-001-0203. That keeps dirt and moisture out of the vehicle. You'll also need an O-ring, NSN 5331-00-585-1068, and a lock pin, NSN 5315-01-328-5286, to install the plug properly.



Note that this information is for flat-bottomed Strykers, not the newly fielded double V-hulled (DVH) vehicles. These parts will not fit DVH Strykers.

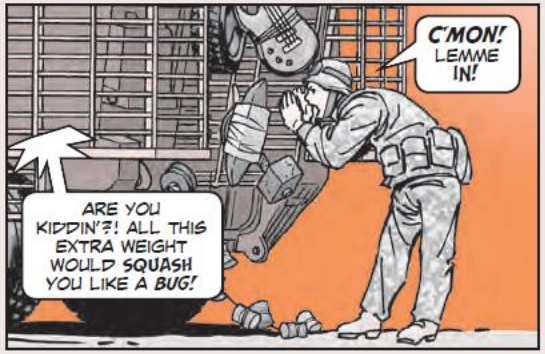
- If the ramp is slow or balky, it could be a sign of hydraulic problems. Open the rear service hatch and eyeball the vertical tube at the back. If the fluid is 1/4 to 1/2 full in the tube, the hydraulic level is OK.

  If the hydraulic level is too high (above 1/2 full), hydraulic seals will blow. Too low (below 1/4 full) and you'll have trouble raising and lowering the ramp. The annunciator panel should flash and sound if the hydraulic fluid drops below 6 1/2 gallons.



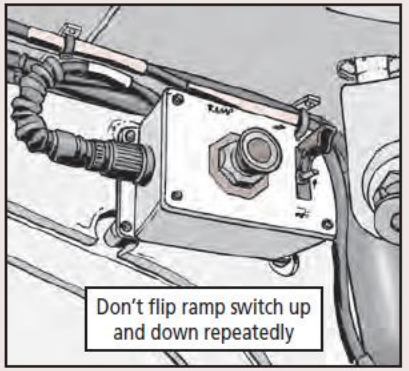
- Never exceed the load capacity for the ramp and ramp door. The ramp chains may stretch or break and you can ruin the hydraulics. The ramp door seal or hinges could be damaged.

  With slat armor, the ramp's load capacity is 1,000 pounds and the door's load capacity is 500 pounds.



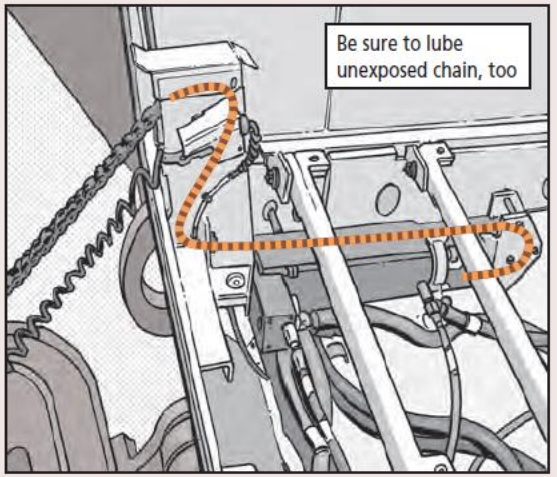
- Always raise or lower the ramp completely. Don't lower the ramp partially to give Soldiers a seat or to carry equipment, especially when slat armor is installed. Just leaving the ramp partially opened for a while can stretch the chains. Extra weight from you and your buddies just makes it worse.

  And make sure you open and close the ramp smoothly. Flipping the ramp switch up and down will make the ramp jump and jerk as it moves. That puts extra strain on the hydraulic rams and can blow the seals.

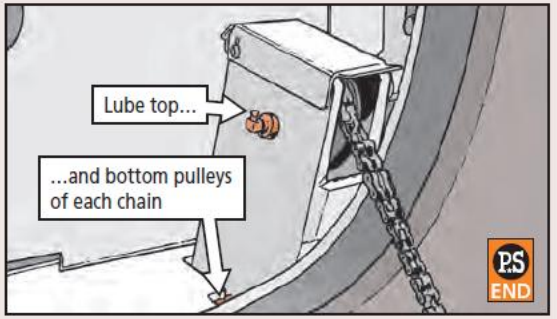


- Remove any water buildup under the floor plates, then have your mechanic give the ramp chains a light coat of GAA semiannually to prevent rust.

  Sometimes only the portion of the chain that shows when the ramp is down gets lubed. There's quite a bit more wrapped around the pulleys and hidden beneath the floor plates. So make sure he lubes all of the chain.

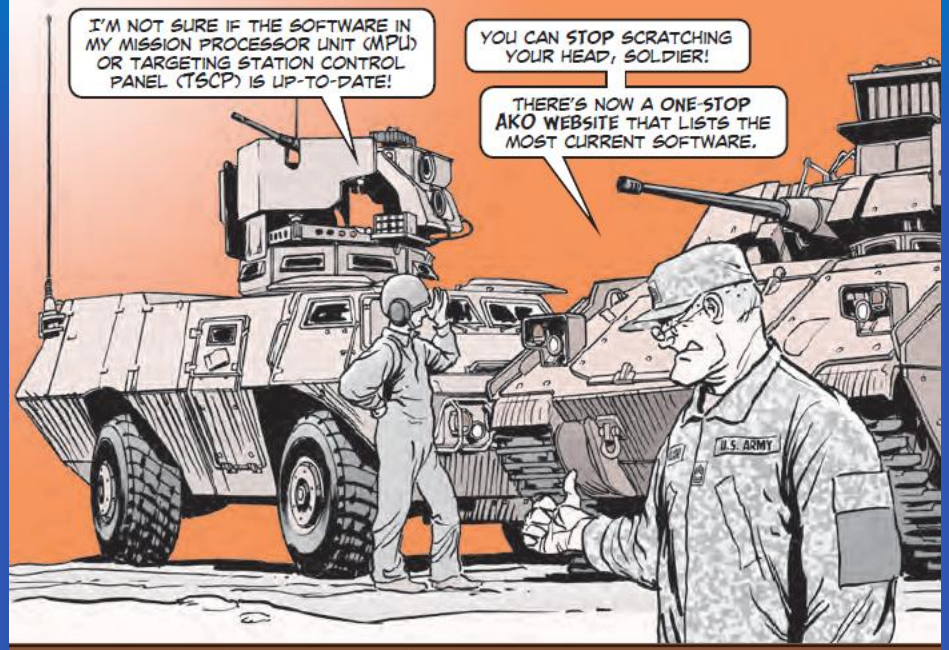


- Give the ramp chain pulleys a few shots of GAA, too. A well-greased ramp chain won't do much good if the pulleys seize up. There's a lube point at the top and bottom of both housings holding the pulleys. The bottom ones are easy to miss.



M1200 Armored Knight FSV, M707 Knight FSV, M7 BFIST & M1131 Stryker...

Software Updates a Breeze on AKO



IF YOUR SOFTWARE HAPPENS TO BE OUT-OF-DATE, YOU CAN DOWNLOAD AND BURN THE NEW MISSION LOADER/VERIFIER (MLV) SOFTWARE FILES TO A CD FOR INSTALLATION ON YOUR MPU AND TSCP. JUST GO TO:
https://www.us.army.mil/suite/page/453627

Operators, cold weather is no excuse to chill on PM. If you do, you'll be hot under the collar if your Armored Security Vehicle (ASV) breaks down!

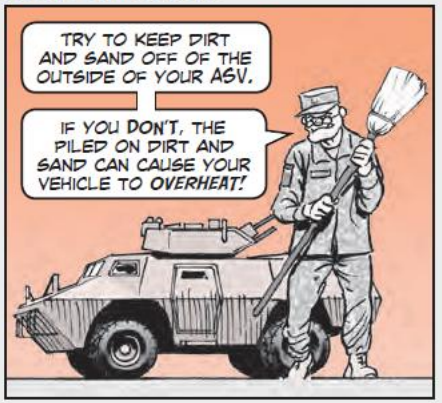
Your ASV should run fine if you follow the PMCS guidance in TM 9-2320-307-10. Here are some basics you need to follow.

PMCS Considerations

- Check the heating system before you go out on a mission. If it doesn't blow hot air, get your unit's maintenance folks to check the system for leaks.

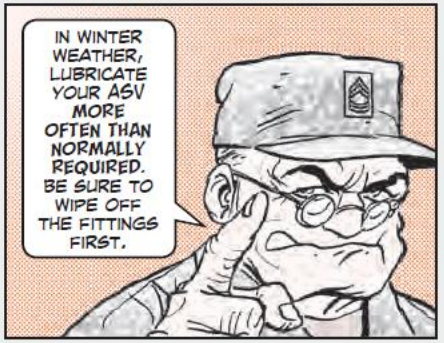
Extreme Temperature Operations

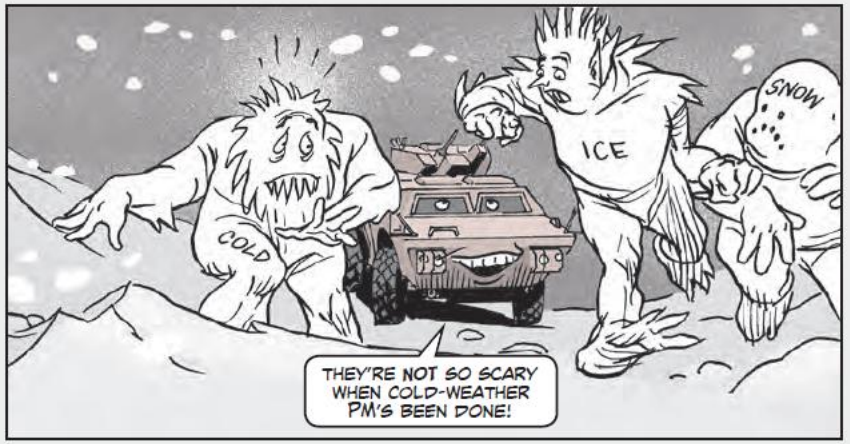
- Check fluid levels daily. That includes the old lead-acid batteries that aren't maintenance-free.
- Check all batteries for cracks.
- Replace engine belts that show any sign of wear.
- Clean air filters and radiator fins daily.
- Wipe dirt away from the fuel tank lid before you open it. That keeps dirt from mixing with the fuel.
- Watch all gauges and indicator lights for proper readings.
- Cover the windows when they're not in use. That should prevent ice and snow from building up on them.



Recommended Fluids and Lubricants

- Engine lubricating oil is prescribed according to temperature ranges. Make sure you follow the engine lubrication guidance in TM 9-2320-307-10.
- Use OE 15W40 for your transmission.
- Use a mixture of 40% water and 60% antifreeze in the radiator, based on outside temps. Refer to your TM for specifics.
- Keep fuel tanks full during cold temperatures to prevent condensation that can turn into ice.





Annual Service Kit NSNs

Vehicle System	NSN (Annual except as noted)
ASV	4910-01-526-7869
M1074/M1075 PLS	2590-01-521-9978 2590-01-521-9985 semiannual
M1000 HET semitrailer	4910-01-523-1410
M1070 HET tractor	4910-01-523-1645 4910-01-523-1408 semiannual
HMMWV	2590-01-495-6900* 2590-01-496-0055 semiannual
M977, M985 HEMTT (cargo)	2530-01-496-2588 2530-01-496-3052 semiannual
M978 HEMTT (tanker)	2530-01-496-1974 2530-01-496-4057 semiannual
M984A1 HEMTT (wrecker)	2530-01-496-2839 2530-01-496-2097 semiannual

Vehicle System	NSN (Annual except as noted)
M977A2, M985A2 HEMTT (cargo), M1120A2 HEMTT (LHS), M1977A2 HEMTT (CBT)	4910-01-591-4454
M978A2 HEMTT (tanker)	4910-01-591-5409
M983A2 HEMTT (LET)	4910-01-591-4463
M984A2 HEMTT (wrecker)	4910-01-591-4489
M977A4, M985A4 HEMTT (cargo), M1120A4 HEMTT (LHS)	4910-01-588-1344
M978A4 HEMTT (tanker)	4910-01-588-1366
M983A4 HEMTT (LET)	4910-01-588-1407
M984A4 HEMTT (wrecker)	4910-01-588-1415
M985A4 HEMTT (GMT)	4910-01-588-1421
M915 tractor truck	4330-01-538-9910
M915A1	4330-01-538-9934
M915A2	4330-01-538-9919
M915A3	4330-01-538-9926
M915A4	4330-01-539-1488

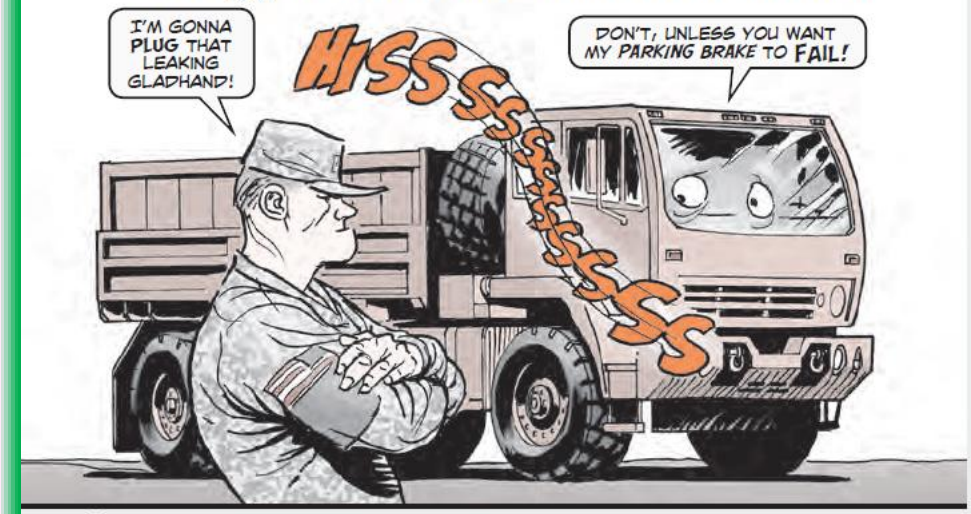
***Does not include engine oil filter, NSN 2940-00-082-6034, or fuel filter element, NSN 4330-01-190-3579. Order those items separately.**

Vehicle System	NSN (Annual except as noted)
M916, M920	4330-01-538-9955
M917, M918, M919	4330-01-538-9946
M916A1, M916A2, M917A1, M917E1	4330-01-538-9923
M916A3, M917A2, M917E2	4330-01-538-9930
M939/A1-series trucks	2590-01-541-4620
M939A2-series trucks	2590-01-541-4611
FMTV MTV A1 Serial numbers 11,438 – 99,999	2590-01-528-7507
FMTV LMTV A1 Serial numbers 11,438 – 99,999	2590-01-528-7239
FMTV MTV A1R Serial numbers 100,001 and up	2590-01-533-6748

Vehicle System	NSN (Annual except as noted)
FMTV LMTV A1R Serial numbers 100,000 and up	2590-01-533-6745
FMTV MTV Serial numbers 0001 – 11,437	2590-01-528-7508
FMTV LMTV Serial numbers 0001 – 11,437	2590-01-528-7243
MRAP RG-33 RG-33 Plus	2990-01-570-3733
MRAP RG-31A2/ A2M1/A2RTR	2990-01-570-3759
MRAP RG-31A3	2990-01-578-9652
MRAP Cougar	4910-01-576-3422
MRAP MaxxPro	2990-01-570-3792
MRAP MaxxPro Plus (Ambulance and Dash Service Kit)	2990-01-578-9655
MRAP Caiman/ Caiman Plus	2990-01-570-3716

FMTV...

Plugged Gladhand Can *Lock* Brakes



Resist the urge to plug a leaking front air system gladhand on your FMTV truck. If it's plugged, the parking brake won't be able to lock the spring brakes on the rear wheels.

The gladhands must vent as designed when the truck is placed in SYSTEM PARK so it won't roll away. Any plug used to seal off a gladhand takes away the venting.

If the spring brake system doesn't work right, the truck will roll when put in SYSTEM PARK. Then that truck you were sure would stay where you left it could end up really close to you—maybe too close!

So when you've got a front gladhand leak, get a mechanic to fix it. Most of the time, the problem can be fixed by servicing or replacing the one-way check valve inside the front gladhands.

Note that your truck's rear brake could also seize in freezing temperatures. If your rear brake seizes, check to see if there is snow or ice on the front bumper's service gladhand vent.

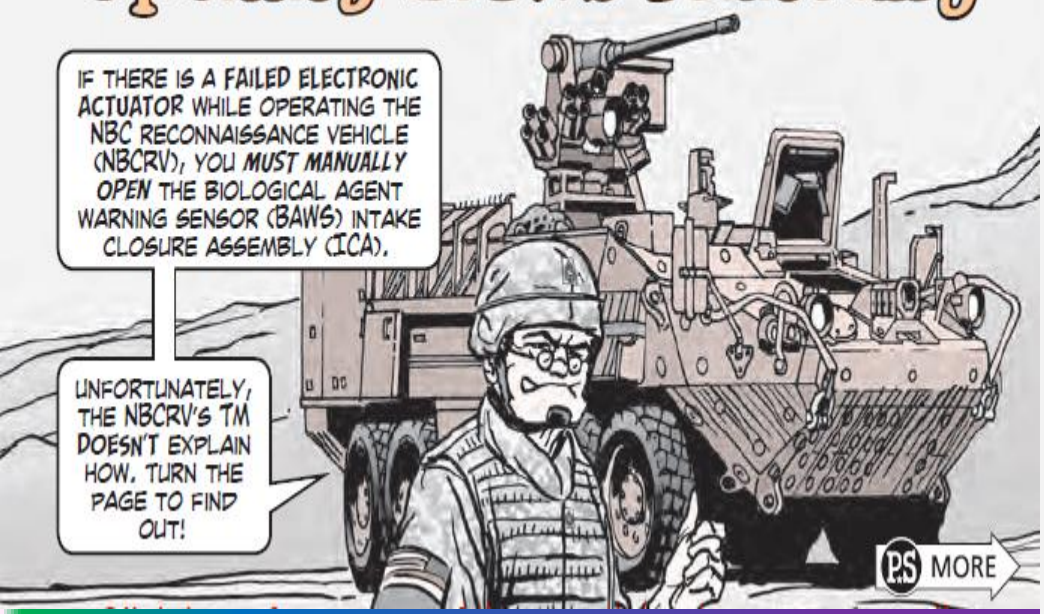
If there is, remove the snow and ice by lightly tapping the gladhand vent. That may solve the problem.

If it doesn't, wait about 10 minutes to see if that makes a difference. That short delay can sometimes produce good results.

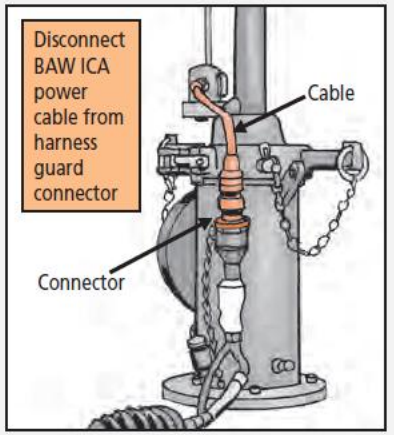
Still have the brake problem? Time for a mechanic to do some brake troubleshooting.

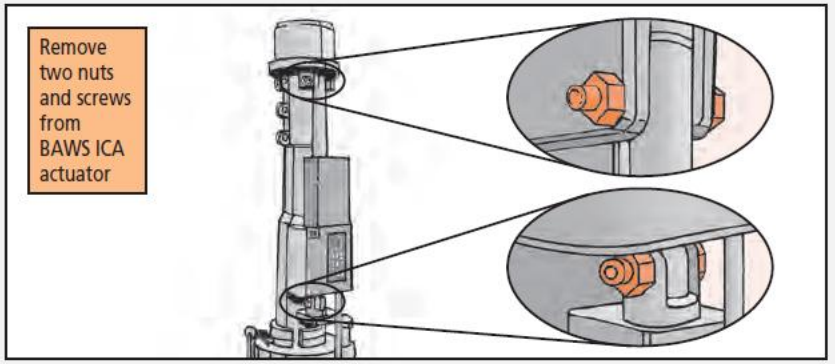
M1135 NBCRV Stryker...

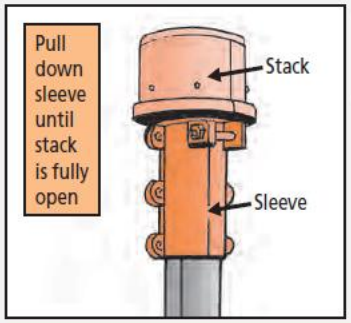
Opening BAWS Manually



- Disconnect the BAWS ICA power cable from the harness guard connector.
- Put the protective cap on the connector.
- Use a cross-tip screwdriver and a $^{7}/_{16}$ box-and-open-end wrench to remove the two nuts and screws from the BAWS ICA actuator.
- Remove the actuator from the BAWS ICA stack and put it in stowage.
- Reinstall the two screws and two nuts on the BAWS ICA stack.
- Pull down the sleeve of the stack until the stack is fully open.
- Continue the mission and notify field maintenance as soon as possible.

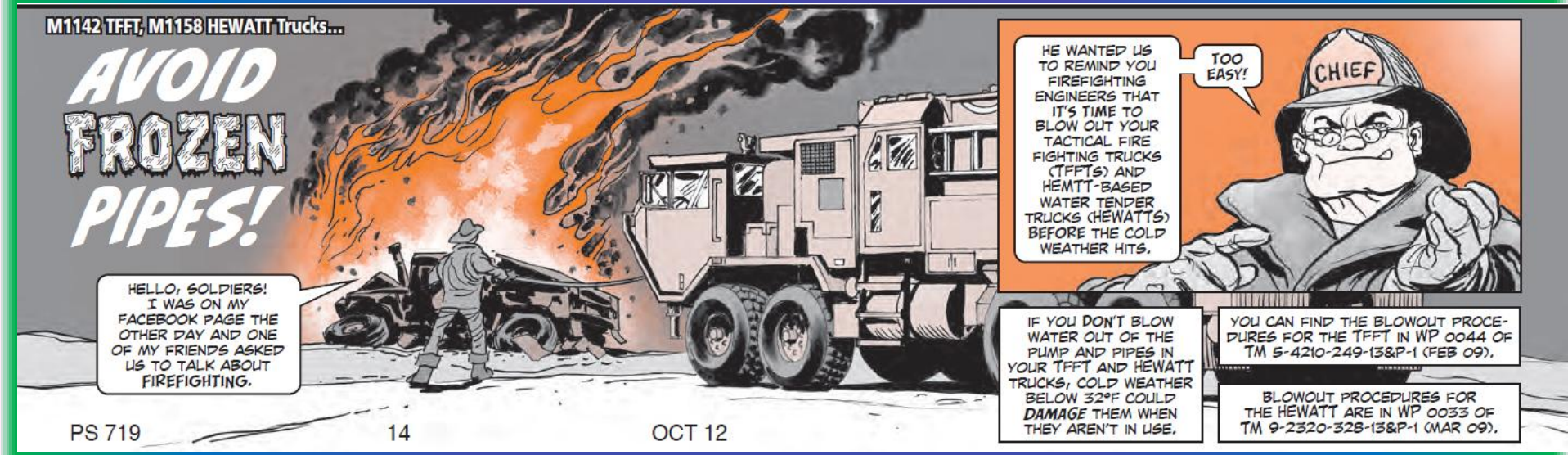






For more info, check out TACOM Maintenance Information message 12-012:
https://tulsa.tacom.army.mil/safety/mam/tacom_wn/MI12-012.html

PS END


M1142 TFFT, M1158 HEWATT Trucks...
AVOID FROZEN PIPES!
HELLO, SOLDIERS! I WAS ON MY FACEBOOK PAGE THE OTHER DAY AND ONE OF MY FRIENDS ASKED US TO TALK ABOUT FIREFIGHTING.
HE WANTED US TO REMIND YOU FIREFIGHTING ENGINEERS THAT IT'S TIME TO BLOW OUT YOUR TACTICAL FIRE FIGHTING TRUCKS (TFFTS) AND HEMTT-BASED WATER TENDER TRUCKS (HEWATTS) BEFORE THE COLD WEATHER HITS.
TOO EASY!
CHIEF
IF YOU DON'T BLOW WATER OUT OF THE PUMP AND PIPES IN YOUR TFFT AND HEWATT TRUCKS, COLD WEATHER BELOW 32°F COULD DAMAGE THEM WHEN THEY AREN'T IN USE.
YOU CAN FIND THE BLOWOUT PROCEDURES FOR THE TFFT IN WP 0044 OF TM 5-4210-249-13&P-1 (FEB 09).
BLOWOUT PROCEDURES FOR THE HEWATT ARE IN WP 0033 OF TM 9-2320-328-13&P-1 (MAR 09).