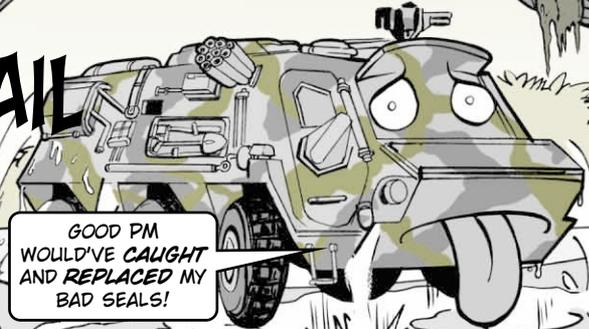


KEEP FOX ON THE TRAIL

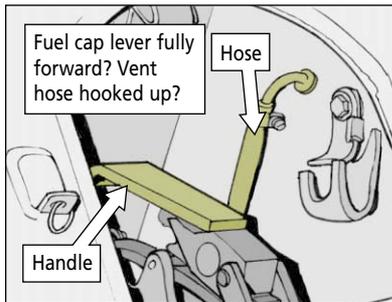


GOOD PM
WOULDN'T HAVE
CAUGHT
AND REPLACED MY
BAD SEALS!

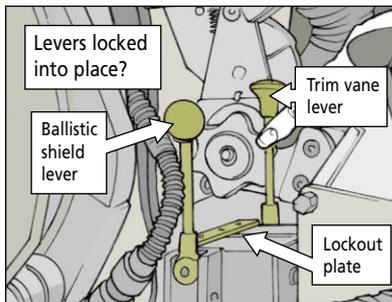
Remember a few precautions to help your Fox stay on the trail of chemical threats. Begin by making sure you have a copy of the Fox IETM, TM 9-6665-339-10. It's on EM 0177 and has an IDN of 280850 and PIN 076787-000.

Swimming and Driving

Before you swim the Fox, check that seals for the fuel tank access door and fuel cap are in good shape. Also make sure the fuel cap handle is fully forward. If the seals are bad or the handle's not forward or cap's not centered, water gets in the fuel and the Fox stalls. Also make sure the vent hose is hooked up, or water gets in there, too. See Item 51 in the PMCS in TM 9-6665-339-10's APG FOX 10-M-001.1 for more details.



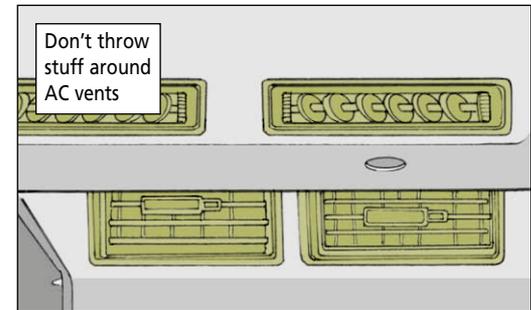
Before starting your Fox, make sure both the windshield ballistic shield lever and the trim vane lever are pushed forward. Once they are, be sure the lockout plate is all the way to the right and secured by its wing nut. That will keep the ballistic shield and trim vane from activating and blocking your vision.



When shutting down the Fox, make sure the ballistic shield and trim vane levers are locked either forward or rearward. That keeps hydraulic fluid from seeping back into its reservoir. That loss of oil makes the hydraulic pump run constantly to keep up the pressure. That can burn out the pump.

AC Knobs and Vents

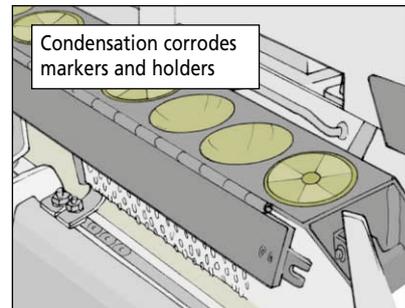
Take it easy with the air conditioning knobs and vents. Turn the AC knobs, don't pull on them. Never use pliers on the knobs if they jam. That just strips them. Keep stuff like camouflage away from the AC vents. That can damage vents and keep you from staying cool.



Fighting Humidity

If the Fox is going to sit for long periods in humid conditions, open the glove port. That lets air flow through the Fox and helps keep mildew from forming.

Moisture causes corrosion, which can ruin the markers and their holders. So, in humid weather, wipe the markers and their bases dry at least monthly.

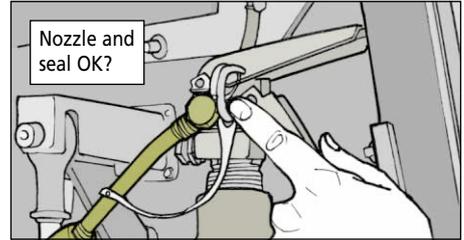




BEFORE YOU TAKE ME OUT OF THE MOTOR POOL ON A MISSION, MAKE THESE CHECKS...

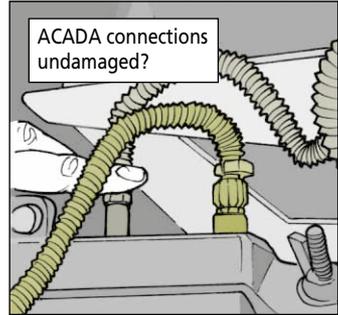
Fire Extinguisher Nozzle and Seal

Some FOX units have had trouble with the rear door hitting the fire extinguisher and damaging its nozzle and seal. Make sure there's clearance between the door and fire extinguisher. If you spot problems, report them. You don't want to go to the field with an extinguisher that doesn't work. See Item 16 in APG FOX 10-M-001.1.



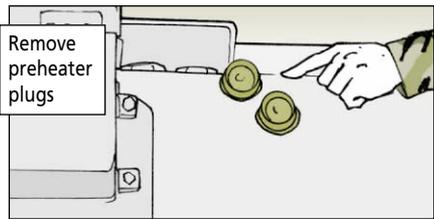
ACADA

The back door has damaged some ACADA hose connections, too, which means no chemical alarm. The ACADA hoses should be routed behind the ACADA. Report any damaged connections.



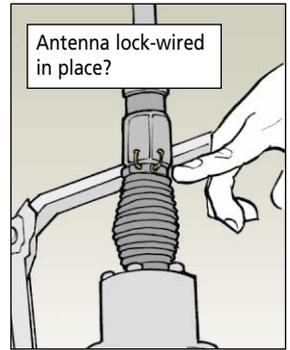
Preheater Plugs

If you're going to operate the preheater in the field, remove the plugs. Otherwise, the heater will melt the plugs into the heater exhaust holes. Remember to reinstall the plugs when you're done. See the caution and note in APG FOX 10-0-042.



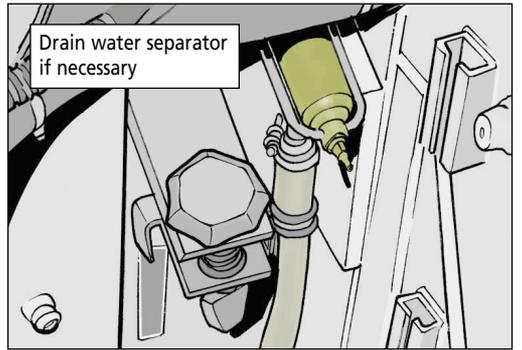
Antenna

Make sure the antenna is lock-wired in place. That keeps the antenna tight and your communications clear.



NBC Collective Protection System

Check the water separator and drain it if necessary. Make sure the filter housing is sealed. The water separator keeps the overpressure alarm gauge reading accurately.



Drain Valves

If mud or leaves clog any of the three drain valves, you won't be able to close them for operation. So clean the valves with rags and a wire brush, being careful not to use the brush on the valves' O-rings. Clean O-rings with the rag only. See Item 9 in APG FOX 10-M-001.1 for more info.

Trim Vane Caution

Never test the trim vane with the doors open. That will snap off the side mirrors. Close the door first. This is spelled out in Item 69 of APG FOX 10-M-001.1.



Stowing the Sampler

Keep the sampler wheels stored in the stow position. If you don't, the wheels can be bumped and the arms bent. Then the arms jam and you can't collect sample.

