

DON'T IGNORE SAFETY



Most of us agree that the TM is the first tool of every mechanic and operator in the Army.

A very important part of that number one tool is the short messages clearly identified throughout the TM—the **WARNINGS**, **CAUTIONS** and **NOTES**. They are just as important as the maintenance procedures themselves.

Most mechanics and operators read and heed those messages. As a result, they remain healthy and their equipment stays fully mission capable.

But some mechanics and operators skip right over the messages. They have lots of excuses for ignoring them. But they can't ignore the results: a scar here, a limp there, and other assorted dings and scratches—just like those on their equipment.

WARNINGS, **CAUTIONS** and **NOTES** are placed in TMs to protect you, your co-workers and your equipment. Read them. Heed their message. The life you save.....

WARNINGS signal danger like a red flag. They warn you of conditions which, if not avoided, could injure or kill you and the soldiers you work with.

WARNINGS

tical **WARNINGS** in this manual. They are repeated. Study these **WARNINGS** carefully; they can save you work with.



WARNING

Energized system and equipment can burn you, if **MASTER POWER** switch is ON, electrical system and equipment will be energized. **Make sure MASTER POWER** switch is OFF when you work on electrical system or equipment.

CAUTIONS accompany specific operations and maintenance procedures in your TM. If you don't follow them to the letter, you could damage or destroy your equipment.

- b. Check for leaks around collar of track adjuster.

- a. Perform final vehicle road test. Drive vehicle at least 5 miles.

CAUTION

Power unit can be damaged. Do not pivot steer when vehicle is moving except in a track failure emergency.

- b. Check steering in left or right pivot steer.

NOTES highlight important operations and maintenance procedures. If you ignore them, you may miss a step, waste time and effort, or jeopardize safety.

TRK, and check that display screen shows present vehicle heading.

- f. Move driver's control box function knob to OFF.
- g. Move master power switch to OFF.

- a. Move master power switch to ON.

NOTE

The verification procedures below will be changing number values. Before changing values, write down the existing value to be reprogrammed into the driver's control box upon completion of driver's control box verification.

- a. Verify driver's control box functions.
- b. Move master power switch to ON.
- c. Rotate driver's control box function knob to XTE/ST (CTE).