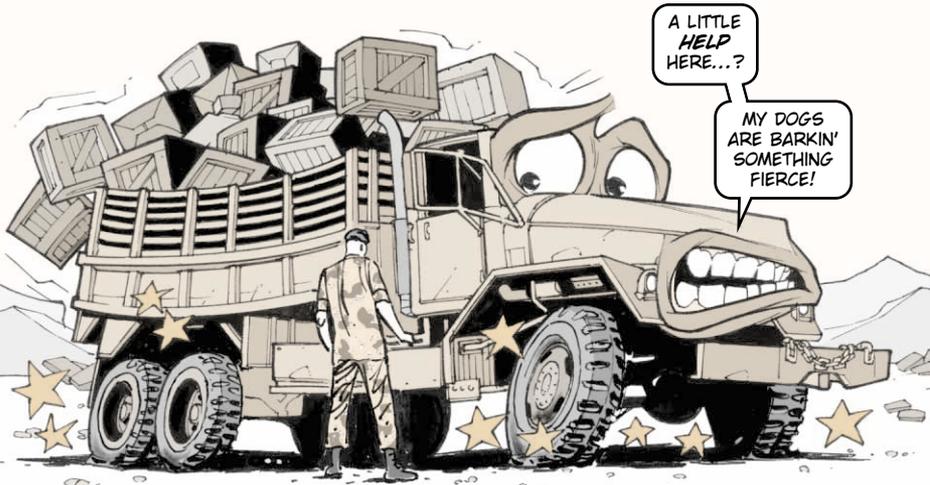


Tires...

# KEEP THEM ROLLING WITH PM



**T**ires catch a lotta grief when you drive in the desert. Heat and terrain team up to deliver a one-two punch that can KO your mission—unless you are prepared by PM.

## Cut the Heat

During normal operations in an average climate, tires get hot as they flex under a load. But they have a chance to cool off when the mission is done. When the air temperature is high, the tires can't cool off, and the excess heat weakens them.

Since you can't do anything about the outside temperature, you can help by not overloading the vehicle. An overloaded vehicle creates extra heat on the tires.

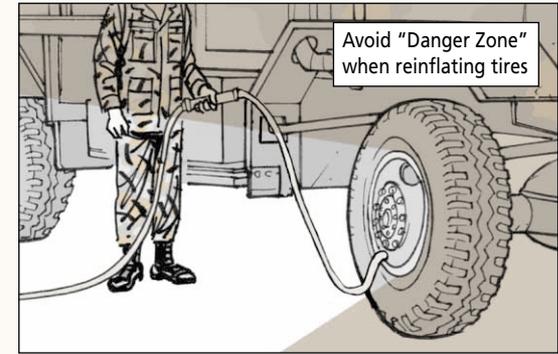
Take that heat off the tires by reducing the load. Plus, a reduced load will reduce the chances that you'll bog down in sand. This goes double for trailers you're pulling. Keep them loaded as lightly as possible.

## In Sand?

Some vehicle operator's manuals list a lower tire pressure for driving in sand. A lower tire pressure gives more flotation and traction in sand. However, be sure to add air back to those tires before you drive on pavement.

TIRE PRESSURES FOR HEMTTs (for example)				
	Highway	Cross Country-Dry	Cross Country-Wet	Sandy Terrain
<b>Front (all models)</b>				
Standard Tire	60 psi (414 kPa)	35 psi (241 kPa)	20 psi (138 kPa)	30 psi (207 kPa)
Sand tire	60 psi (414 kPa)	NA	NA	25 psi (172 kPa)
<b>Rear</b>				
<b>M977, M978, M983</b>				
Standard Tire	70 psi (483 kPa)	40 psi (276 kPa)	30 psi (207 kPa)	35 psi (241 kPa)
Sand tire	70 psi (483 kPa)	NA	NA	30 psi (207 kPa)

Note that if you must add more than 10-15 psi to the tires you need to use a tire inflator gauge, NSN 4910-00-441-8685. That gives you 10 feet of hose between the gauge and the chuck so you can stand away from the danger zone created by a flying split ring or an exploding tire.



## Avoid Flats

Try not to run over overgrowth or brush that may have spines and thorns that break off in tires and work their way through. You'll have more leaks than you can handle.



Take it easy moving over rocky, rough terrain. The sidewalls of radial tires are thinner than those of bias tires, and rocks cut them to ribbons. Wheeled construction and material handling equipment are especially prone to tire damage because the mission often requires them to work where the going is rough.

Tubeless tires have a special problem—bead breaking. The bead pulls away from the rim, letting air escape. Bead breaking is caused by traveling over rocky terrain. Check the air pressure in tubeless tires often.

