

STOP HEAT EXHAUSTION



WHAT A GREAT MORNING FOR A DRIVE!

SPEAK FOR YOURSELF! LACK OF PM HAS ME SUFFERING FROM HEAT EXHAUSTION!

WHEN IT GETS HOT OUTSIDE, IT'S A LOT HARDER TO KEEP YOUR M113A2 CARRIER COOL ON THE INSIDE.

FACT IS, OVER-HEATING IS A LEADING CAUSE OF ENGINE DAMAGE.

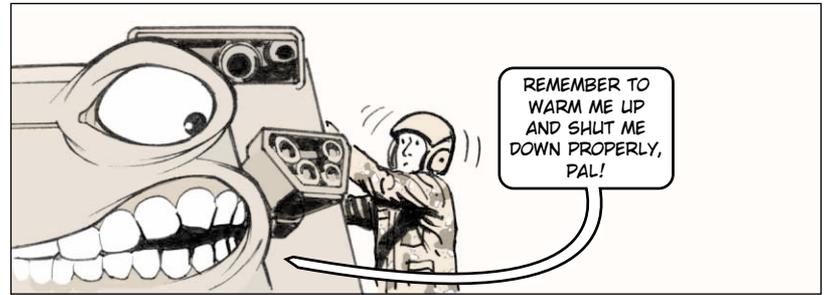
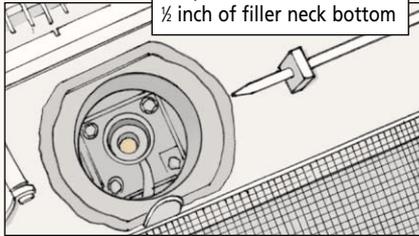
BUT NO MATTER HOW HIGH THE TEMPERATURE GOES, PM IS STILL THE BEST WAY TO KEEP YOUR VEHICLE RUNNING COOL.

Coolant Levels

If you operate with low coolant levels, the engine overheats and is ruined. So take a look at the coolant level daily before operation. Be sure coolant is within 1/2 inch of the bottom of the filler neck. Keep the level up at all times.

If the coolant level is low, have your mechanic give the system a complete inspection for leaks.

Keep coolant level within 1/2 inch of filler neck bottom

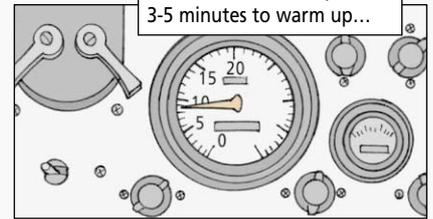


Engine Warmup

Your engine will last longer if you always warm it up before you move out. Oil drains out of bearings when the engine is at rest. You need to give the oil time to circulate before you move your carrier.

After you start the engine, check the ENGINE OIL HI TEMP LO PRESS warning light. Make sure it goes out within 10 seconds. Then, set the hand throttle between 800 and 1,000 rpm and let the engine run for 3-5 minutes. That lets the coolant and engine oil warm up.

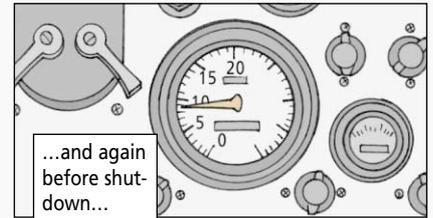
Idle at 800 to 1,000 rpm for 3-5 minutes to warm up...



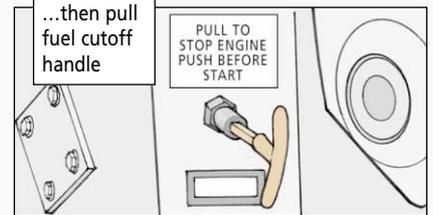
Engine Shutdown

Before you shut off the engine, run it in neutral at 800 to 1,000 rpm until you get a normal idle temperature of 160-180°F on the TEMP gauge. Then, set the engine back to idle (650-700 rpm) for a few seconds. Finally, pull the fuel cut-off handle to shut down the engine.

SHUT DOWN PROPERLY OR YOU MAY BE SHUTTING DOWN PERMANENTLY!

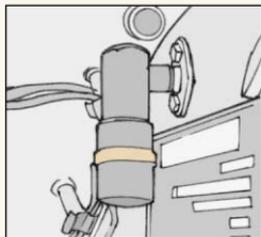
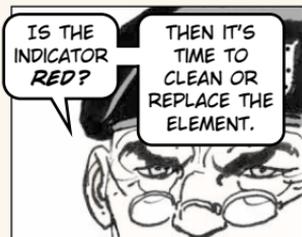


...and again before shutdown...



Air Cleaner

Your engine will lose power and overheat if the air cleaner element is choked with dirt. If the air cleaner restriction indicator shows red in the window, clean or replace the element.



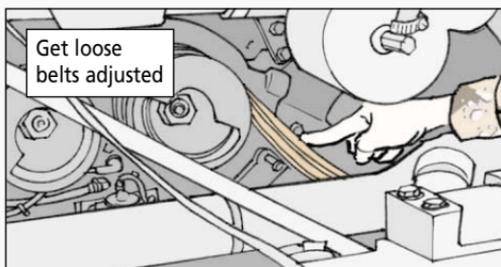
Belts

The fan and generator belts can contribute to engine overheating, too.

When the belts get too loose, the fan and the coolant pump can't operate fast enough to keep the engine from overheating.

Check the belts by pushing on them halfway between the pulleys. If you can push either belt more than $\frac{1}{2}$ inch, get your mechanic to adjust them.

Check the idler adjuster rod, too. If the rod is not between the operating range marks, tell your mechanic.



Radiator Fins

Your radiator can't do a good job of conducting heat if its fins are clogged with dirt, oil, leaves, grass or twigs. Anything that restricts air-flow through the radiator keeps the coolant hot and overheats the engine.

Keep your equipment—picks, water cans, tents, camouflage screening, poles, etc—off the air intake and the air exhaust grilles. Make sure both are clean and free of dirt, twigs, leaves and other debris.

If you use protective covers over the grilles, make sure they're rolled up and strapped in place before you operate your vehicle.

