

TREAT PLS WITH TLC

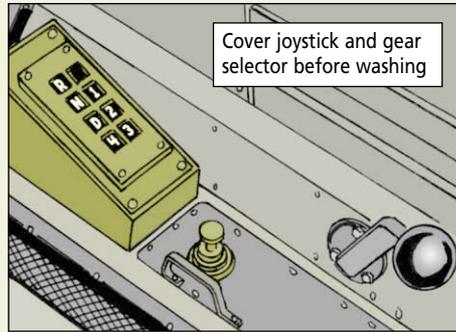


You've gotta be careful when operating the palletized loading system (PLS) truck. Since it works differently from other trucks in the Army inventory, keep these tips in mind:

- Never shift the transmission into first gear while the PLS is moving. That applies too much torque to the drive train and damages components.



- Keep water away from the joystick and gear selector when cleaning the cab. Water can seep inside and short out or corrode the contacts. As extra protection, try covering them with a plastic bag before cleaning.



- Keep an eye out for overhead power lines or other obstructions before beginning load handling system (LHS) operations. The LHS hook reaches a height of 18 feet when lifting a standard shipping container.

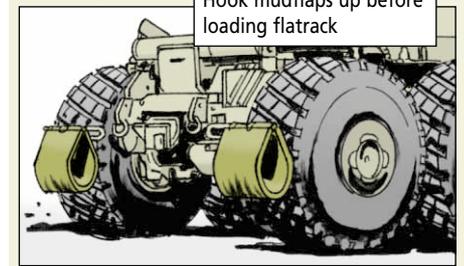
- Do not back up while the LHS hook arm is attached to a flatrack on the ground. A flatrack roller could get caught in a pothole or uneven ground and damage the LHS.

- Do not hold the PLS' steering wheel at full left or full right for more than 10 seconds. Otherwise, oil overheating and pump damage can result.

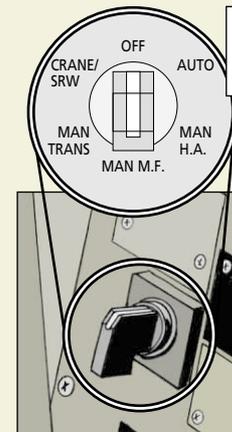
- Never drive the PLS with the LHS NO TRANSIT light on. When the light is on, the LHS load locks are not engaged and the LHS is not fully stowed. You can lose your load and damage your equipment.



- The mudflaps hang real close to the tires—so close that it's a good idea to hook 'em up any time you're traveling in mud, sand, or snow. It's easy for the flaps to "catch" and get pulled over the tires. Be sure to hook 'em up before you load a flatrack if the terrain is soft or deeply rutted.



- You must be extra careful when loading and unloading flatracks. In MANUAL mode (MAN H.A., MAN M.F. and MAN TRANS), you control every part of the loading and unloading process. You must follow the steps exactly or risk damage. In AUTO mode, the cycle is controlled by the LHS controller.



Be *extra careful* using MAN H.A., MAN M.F., and MAN TRANS modes

Keep the instructions in front of you any time you use MANUAL mode. They'll help you prevent hydraulic seal, hose and cylinder damage, roller damage and hook arm/main frame cylinder damage. The info starts on Page 2-264 in TM 9-2320-364-10.