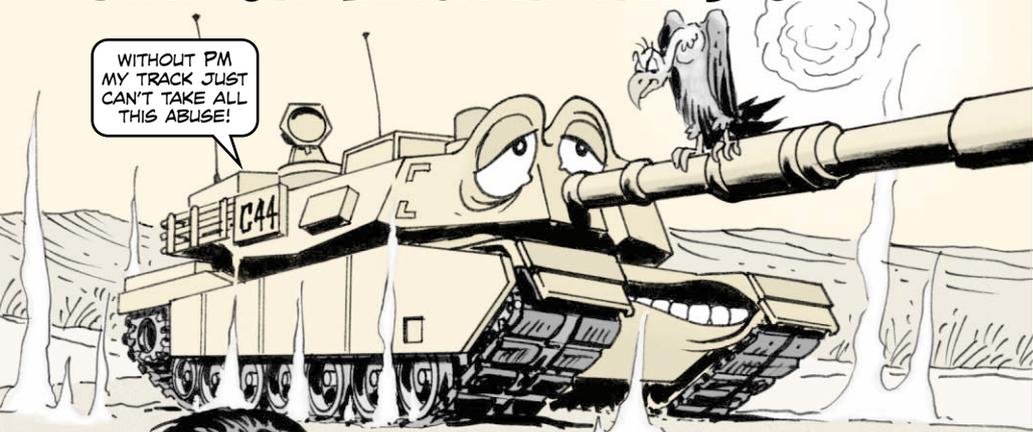


STAY ON TRACK IN THE DESERT

WITHOUT PM MY TRACK JUST CAN'T TAKE ALL THIS ABUSE!



DESERT ENVIRONMENTS CAN BE LETHAL TO YOUR COMBAT VEHICLE TRACKS, CREWMEN. HEAT, SAND, AND ROCKS ALL COMBINE TO TAKE A HEAVY TOLL-UNLESS YOU'RE WILLING TO ANTE UP WITH PM!

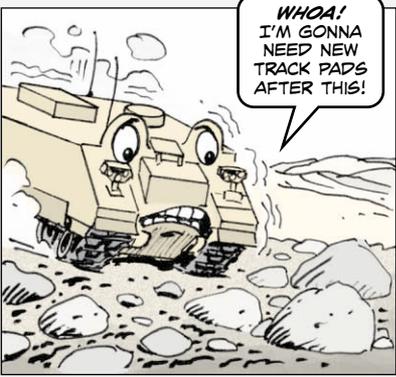
Heat

Air temperatures of up to 120°F are bad enough, but sand absorbs the heat and can get as hot as 165°F!

Those temperatures are extremely hard on rubber parts. Heat makes track shoes soft and weakens their resistance to sharp rocks and plant spines. High temperatures also increase rubber/metal separation on roadwheels.

Pay special attention to shoes and roadwheels during PMCS. Replace shoes that are severely damaged or worn down to the grouser.

Roadwheels with tread separation of 1 inch or wider (½ inch or wider for M113-series FOV, M992A2 ammo carrier and M109-series SP howitzers) around 75 percent of the wheel should be replaced. Also, replace M113-series FOV roadwheels that have chunking across ½ the width or more of the outer rubber surface.



Track Tension

Since metal expands and contracts with the ups and downs of temperature, proper track tension is essential in the desert.

During the heat of the day, track parts expand and the track runs looser. That results in thrown track.

At night and early in the morning, it's much cooler. Track parts contract and the track runs tighter. The track can bind, causing bent road arms, damaged end connectors and more.

Check track tension often in the desert. Don't try to make it extra loose or tight to compensate for temperature changes. Your best bet is to adjust it according to the TM.



Driving

Drivers, be wary of a lack of steering response. That indicates sand is building up between the treads and sprockets or idler wheels. If you allow the buildup to continue, the sand will throw the track.

Try "shaking" the vehicle with the steering or backing up to remove sand buildup. Remove accumulated sand by hand at your next stop.

