

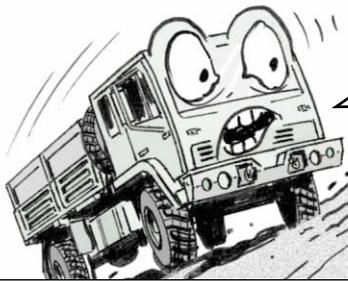
FMTV... THE BIG SANDBOX

PLAYING WITH TOY SOLDIERS IN THE SANDBOX WAS GREAT FUN WHEN YOU WERE A KID.

NOW THAT YOU'RE OLDER, THE SANDBOX IS A LOT BIGGER!

SO REMEMBER THESE DRIVING AND OPERATIONAL TIPS WHEN IT COMES TO YOUR FMTV.

- Avoid driving diagonally up or down a hillside. You can lose control and roll the vehicle.



HEY, IN THERE! DON'T SLIDE OVER IN YOUR SEAT ANY FURTHER! OR I'LL BE SLIDING OVER!!

WHOA! YOU'LL HAVE TO DRY MY BRAKES OUT NOW!

Operating in mud gets brake linings wet

- Operating in mud gets the brake linings wet. That greatly reduces braking power. To dry the brakes, first find a dry area, or at least an area where the brake drums will be totally out of the mud. Drive the truck about 500 feet, applying the service brakes frequently. If you still have problems with the brakes, call in your unit mechanic.



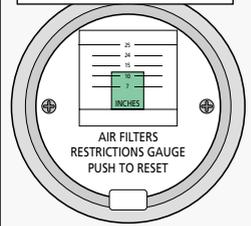
- Keep high-pressure water, steam and air away from glass surfaces, seals, air intake, exhaust outlet, and any other component that might be damaged.

- Keep glass surfaces covered whenever possible to prevent scratching by dust and sand.

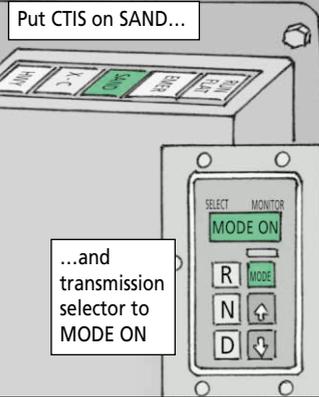
- Check the air filter restriction gauge frequently. Shut down the engine immediately and clean the air filter if the yellow diaphragm enters the red zone.



Make sure diaphragm stays in safe zone



- When operating in sand or mud, set the CTIS system to SAND mode, the transmission shift selector to MODE ON, and select a lower gear range for added traction.



Put CTIS on SAND...

...and transmission selector to MODE ON

- Watch for sand and dust accumulation on the radiator. Too much accumulation can cause the engine to overheat. Use low-pressure water or air to clean away dust and sand.



HEY, BRING THAT HOSE OVER HERE!

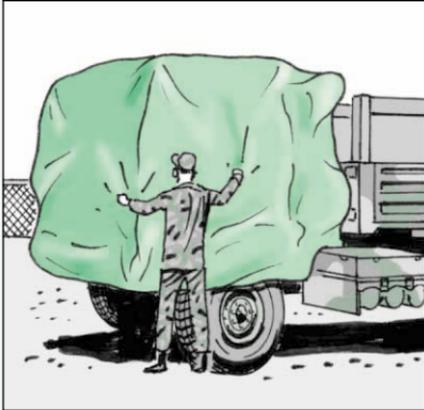
MY RADIATOR'S CHOCK FULL OF DUST 'N' SAND!

- Clean mud off the vehicle as soon as possible. Pay special attention when cleaning to the wheels, brakes, axles, universal joints, steering mechanism, radiator and oil cooler.

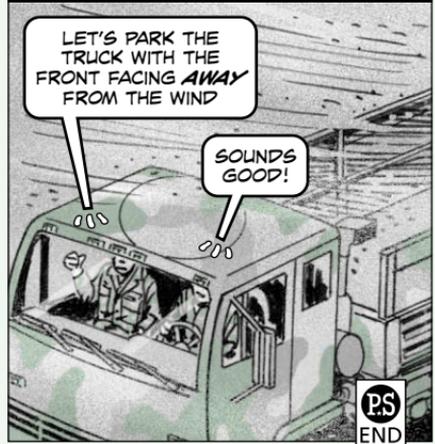


LET'S GET YOU CLEANED UP RIGHT AWAY!

- Cover the air intake, radiator and cab with a tarpaulin when the vehicle will not be used for a while.

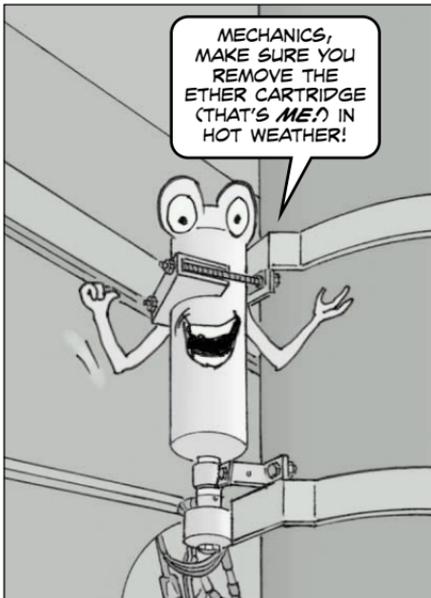


- Park the vehicle with the front facing away from the wind.



HEMTT...

REMOVE ETHER CARTRIDGE



The hot and humid days of summer means it's time to remove the HEMTT's ether cartridge.

Summer weather causes the cartridge to rust and leak. Then the vehicle's ether start won't kick in when you need it for those winter months down the road.

So do your HEMTT a favor. Remove the cartridge in the summer or in places where it's warm all year around. The cartridge is there only to help the truck start in cold temps.

Just unscrew the cartridge from the solenoid valve and plug the hole with the cap that is chained to the solenoid.

Be sure to store the ether cartridge in a cool, dry place so it can be put back on when you need it—in cold weather.