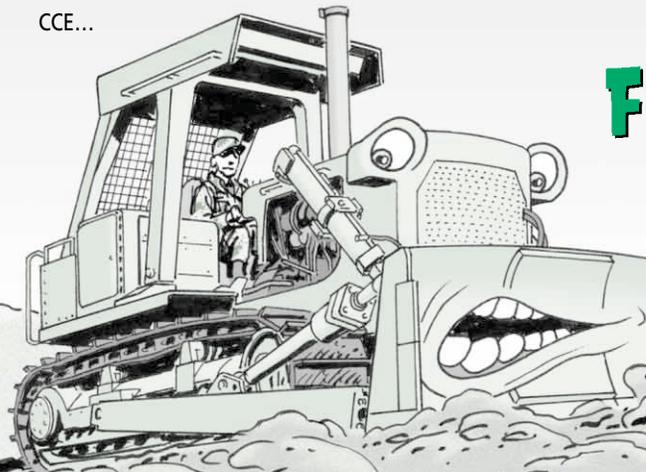


FUEL IN -SAND OUT



IT'S A DIRTY JOB BUT **SOMEONE** HAS TO DO IT!



WE'VE GOT THE SCOOP ON GOOD PM RIGHT HERE!

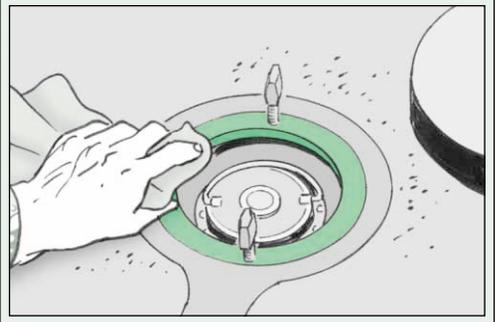
WHEN YOU TALK TO AN OPERATOR IN ANY ENGINEERING BATTALION, HE WILL TELL YOU IT'S A **DIRTY JOB**. BUT WHAT THE HECK, **SOMEONE** HAS TO DO IT!



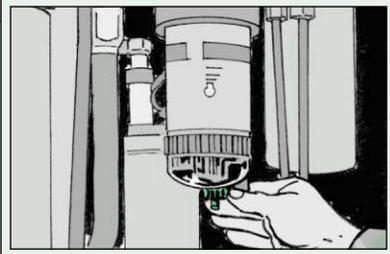
THAT DIRTY JOB MEANS DUST AND SAND CAN GET INTO THE VEHICLE'S FUEL. COMMERCIAL CONSTRUCTION EQUIPMENT IS BUILT TO LAST, BUT DIRTY FUEL WILL PUT IT DOWN IN A HURRY.

THESE PM POINTERS ARE A GREAT WAY TO KEEP EQUIPMENT MISSION-READY WHEN IT COMES TO FUEL MATTERS IN THE DESERT.

- Keep your fuel supply covered and protected.
- Before you refuel equipment, wipe off any sand around the fuel tank's filler cap.



- Before the day's run, drain off water and sediment from the fuel system's fuel/water separator. Water can rust out the fuel system. Sand in the fuel system can damage the engine's ejectors.

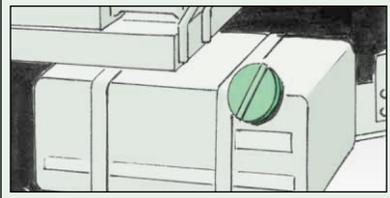


- If it's raining or sand is blowing, lay a clean rag around the nozzle while you refuel. When refueling is done, replace the cap and snug it down to keep dirt out during operations.



If your equipment's fuel tank has a strainer, make sure it's in place and in good shape. If it's damaged or missing, replace it.

- Fill the fuel tank at the end of operations to help prevent condensation in the tank.



WITH GOOD FUEL PM, YOU'LL KEEP THE SAND AND WATER WHERE THEY BELONG—OUT OF THE VEHICLE'S FUEL SYSTEM.

