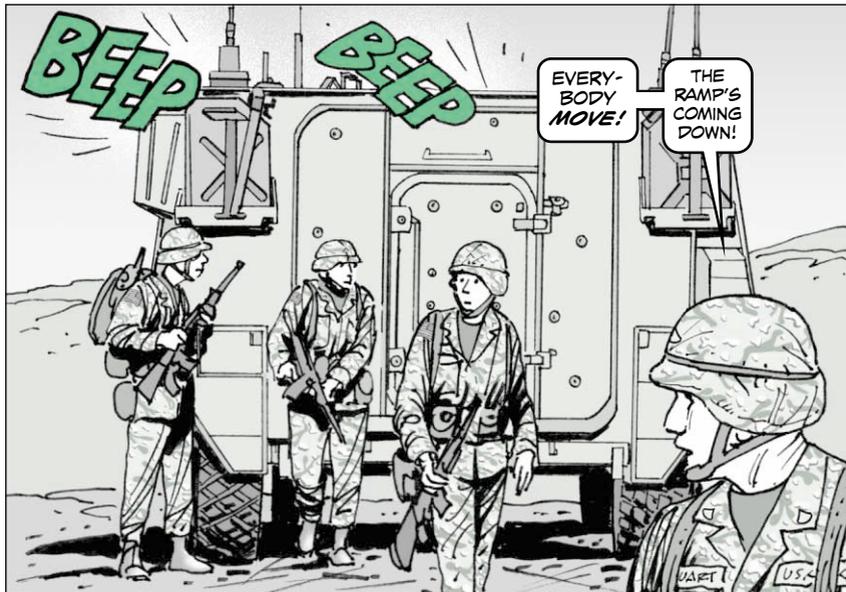
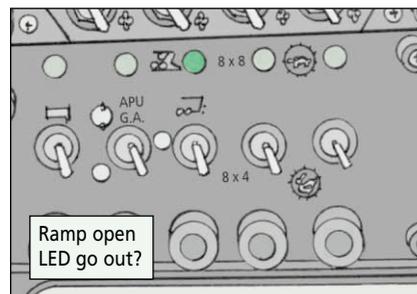
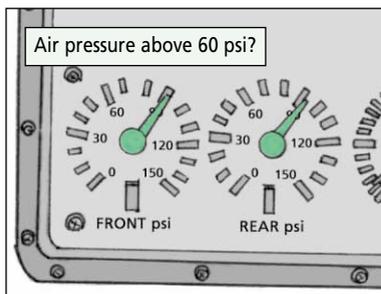


Ramp Basics Are Vital



Drivers, ramp PM and safety on your Stryker is mighty important. So follow these tips to keep your ramp—and everyone around it—functioning properly.

- Sound the horn twice before raising or lowering the ramp. That gives others a warning so they can get out of the way.
- Before closing the ramp, make sure the vehicle has enough air pressure built up—above 60 psi. Otherwise, the ramp may not close completely. Check to make sure the ramp open LED goes out.



If you're closing the ramp from the squad compartment, make sure the cam locks rotate all the way to the closed position.

A Stryker on a downslope of more than 15° may need a push from inside the vehicle to open the ramp.

- You cannot lower the ramp fully if the tow pintle is installed. The ramp will hit and bend the pintle shaft. Your best bet is to remove and stow the pintle until it's needed.

When removing the tow pintle, make sure you install the pintle plug. That keeps dirt and moisture out of the vehicle.

- Never exceed the load capacity for the ramp and ramp door. The ramp chains may stretch or break and you can ruin the hydraulics.

The ramp's load capacity is 1,000 lbs. The door's load capacity is 500 lbs.

Always raise or lower the ramp completely. Don't lower the ramp partially to give soldiers a seat or to carry equipment.

- Have your mechanic give the ramp chains a light coat of GAA semiannually to prevent rust. If your vehicle is going to be unused for some time, he'll need to clean out any water buildup from condensation under the floor plates periodically. If the chains sit in water, they'll rust no matter how well lubed they are.

