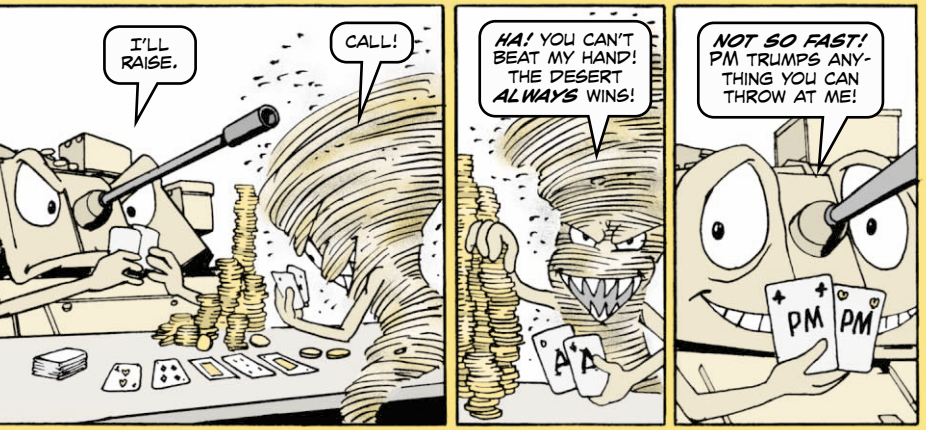
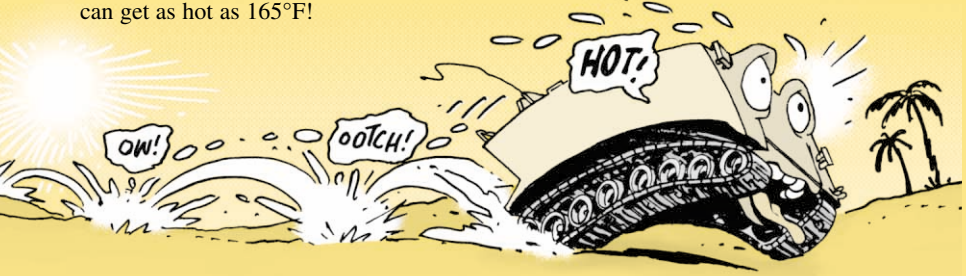
Trump Desert Damage with PM



Desert environments can deal the track on your combat vehicle a deadly hand. Heat, sand, and rocks all combine to take a heavy toll—unless you're willing to play the PM trump card!

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 pads that are severely damaged or worn down to the grouser.

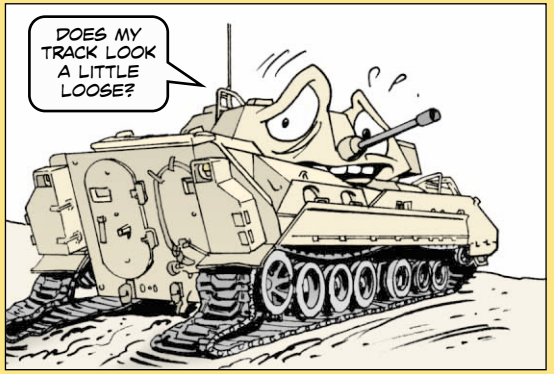
Roadwheels with tread separation extending around 75 percent of the wheel that is 1 inch or wider for M1-series tanks, ¾ inch or wider for M113-series FOV, or ½ inch or wider for M2/M3-series Bradleys, M109-series howitzers and MLRS should be replaced. Also, replace roadwheels that have chunking extending across half the width or more of the outer rubber surface.

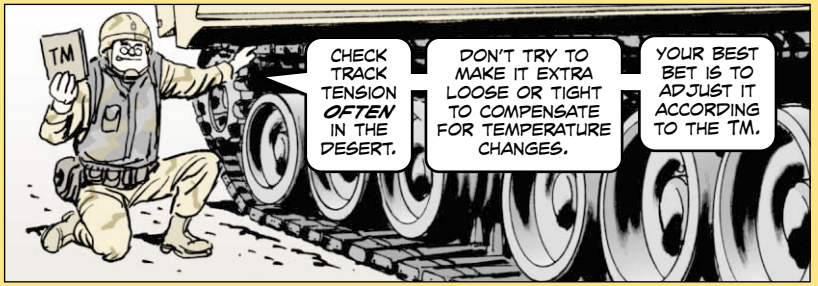
Track Tension

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.





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.