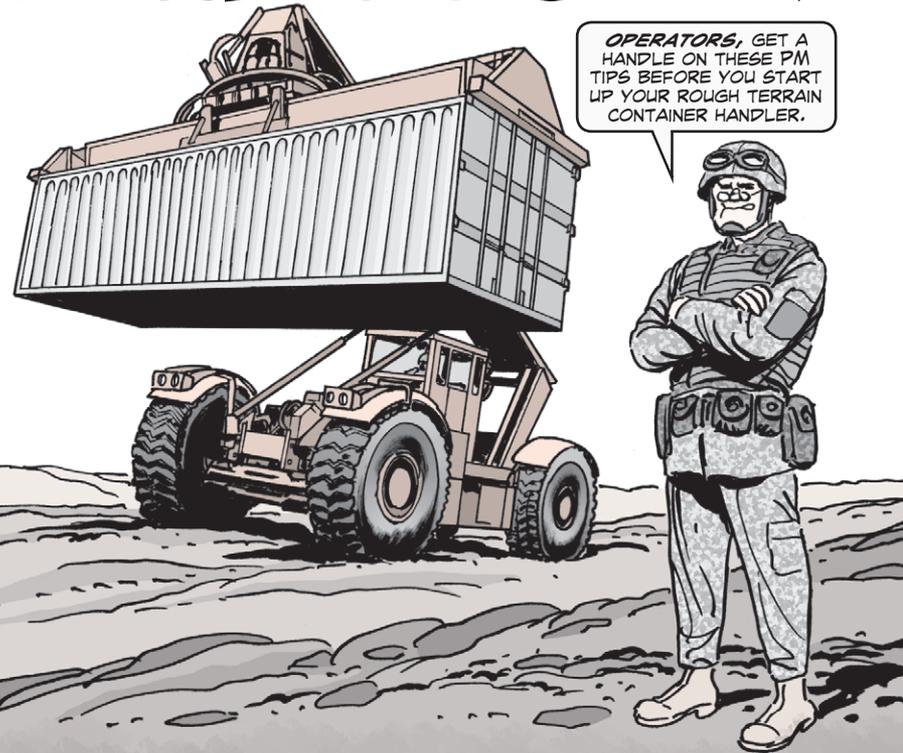


A Handle on PM

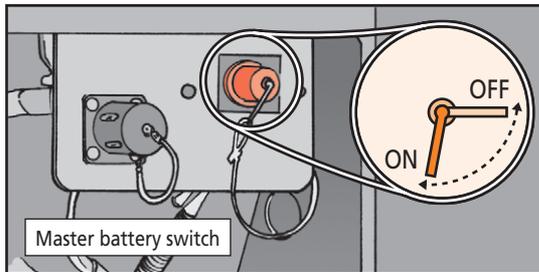


OPERATORS, GET A HANDLE ON THESE PM TIPS BEFORE YOU START UP YOUR ROUGH TERRAIN CONTAINER HANDLER.

Master Disconnect Switch

The batteries on the RTCH can run down, especially if the vehicle sits for long periods of time.

You operators can put an end to dead batteries. Turn the master disconnect switch to the OFF position after the day's run. You'll find this same info on WP 0005 00-1 of TM 10-3930-675-10.



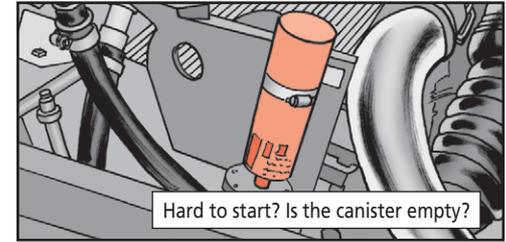
Master battery switch

Rough Start Reminder

Your RTCH may be hard to start when the temperature drops below freezing.

The cold weather starter system has a fuel canister that automatically injects ether into the engine when you push the cold start button.

If your handler is hard to start, chances are the ether canister is empty. Have your mechanic replace it.



Hard to start? Is the canister empty?

Stuck in the Muck

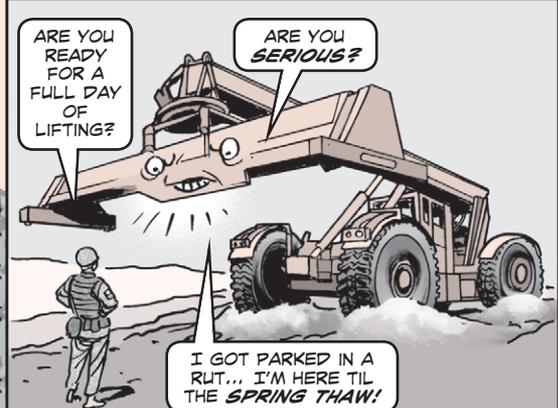
Conditions at the worksite can fool you.

Mud that is wet and soft during the day can freeze and become hard as concrete at night. A handler left sitting in mud at the end of the day will be frozen on its wheels the next morning.

Even with all of the handler's weight, you can't rock the vehicle loose. You'll end up putting too much stress on the engine, transmission and drive train components.

FOLLOW THE INFO ON WP 0006 00-5 OF THE -10 TM AND KEEP THESE POINTERS IN MIND BEFORE THE SUN GOES DOWN...

- Park your handler on high ground if possible. Water drains downhill, so the mud won't be quite as deep.
- Avoid parking in deep ruts worn by other vehicles. Some are deep enough to bottom out your vehicle's hull. Leave it there and your handler will be there until spring!



- Use planks or brush to make a raised or dry surface. Keep the tires out of mud, ice or snow if possible.
- Use a shovel to scoop out mud between and around the tires. If there's no mud, it can't freeze.