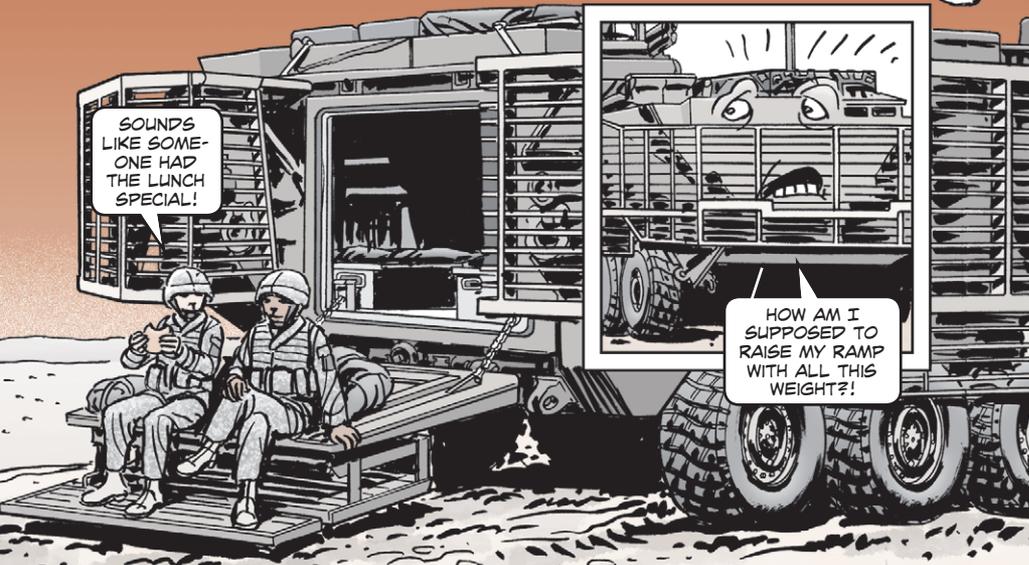


Ramp PM

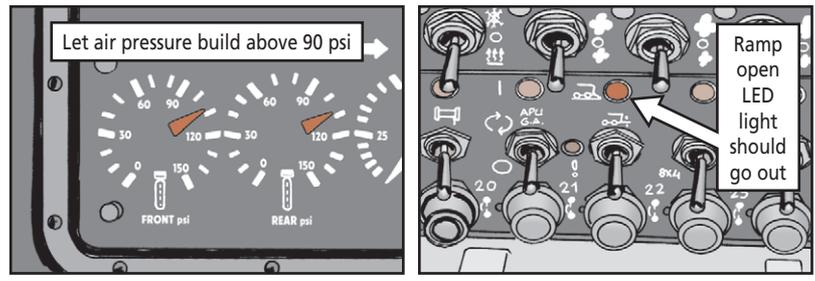
Always a PLUS

ARRRGH



Drivers, if your Stryker is equipped with slat armor, ramp PM and safety become more important than ever. So follow these tips to keep your ramp—and everyone around it—functioning properly.

- Tap the horn twice and then wait a few seconds before raising or lowering the ramp. That gives others a warning and enough time to get out of the way.
- Before closing the ramp, make sure the vehicle has enough air pressure built up—above 90 psi. Otherwise, the ramp locks may not engage 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 pointed downhill on a slope 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. So remove and stow the pintle until it's needed.

When removing the tow pintle, make sure you install the pintle plug, NSN 5340-20-001-0203. That keeps dirt and moisture out of the vehicle. You'll also need an O-ring, NSN 5331-00-585-1068, and a lock pin, NSN 5315-01-328-5286, to install the plug.

- 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 pounds. The door's load capacity is 500 pounds.

Always raise or lower the ramp completely. Don't lower the ramp partially to give soldiers a seat or to carry equipment, especially when slat armor is installed.

- Remove any water buildup under the floor plates, then have your mechanic give the ramp chains a light coat of GAA semiannually to prevent rust. Make sure he gets all of the chain, too. Sometimes only the portion of the chain that shows when the ramp is down gets lubed. With slat armor installed, there's about another three feet of chain that's hidden under the floor plates.

- Give the ramp chain pulleys a few shots of GAA, too. A well-greased ramp chain won't do much good if the pulleys seize up.

