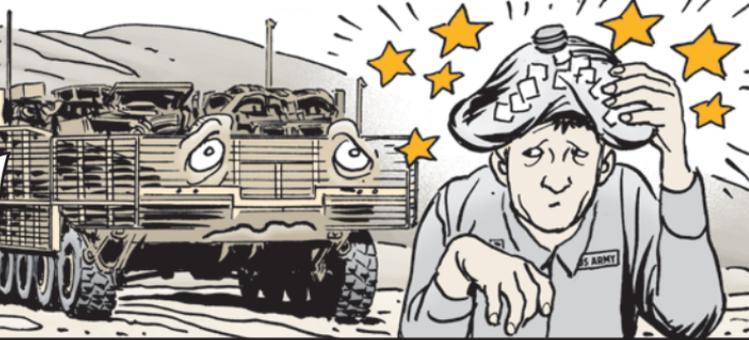


Stryker...

**AVOID
A HATCH
HANG
OVER!**



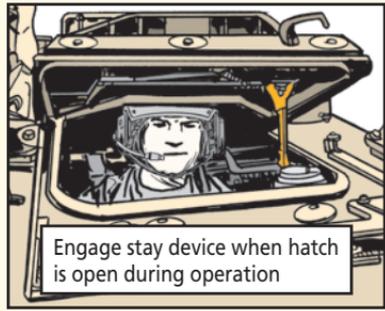
Most crewmen eventually learn the lesson, even if it takes a conk on the head: The driver's hatch is too heavy to stay open on its own during operation!

There are two safety devices designed to keep the hatch in place and your head from getting a heavy-duty dent: the stay device and the detent assembly.

Stay Device

The stay device is a spring-loaded pivot support bar with a sliding latch. It's located on the interior left-hand side of the driver's compartment.

When used properly, the stay device holds the hatch open at the 10° and 25° positions—the only two positions allowed for driving the vehicle. If the hatch springs or the detent assembly should fail, the stay device keeps that 250-lb hatch from landing on your head. But only if you use it!



Detent Assembly

As the hatch is raised to each position, the spring-loaded pin on the detent assembly engages the teeth on the interlock plate to keep it in place.

If you don't lube the detent assembly, the pin can begin to stick. When that happens, the pin may not fully engage the interlock plate and could slip loose during operation.

The detent assembly is supposed to be lubed as required, so do it whenever the pin shows any sign of sticking. Just pump in GAA, NSN 9150-01-197-7693, until you see clean grease coming out around the locking pin. Then wipe off the excess grease so it doesn't attract dirt and sand.

It takes both safety devices to keep your noggin from taking a knocking. So use 'em both!

