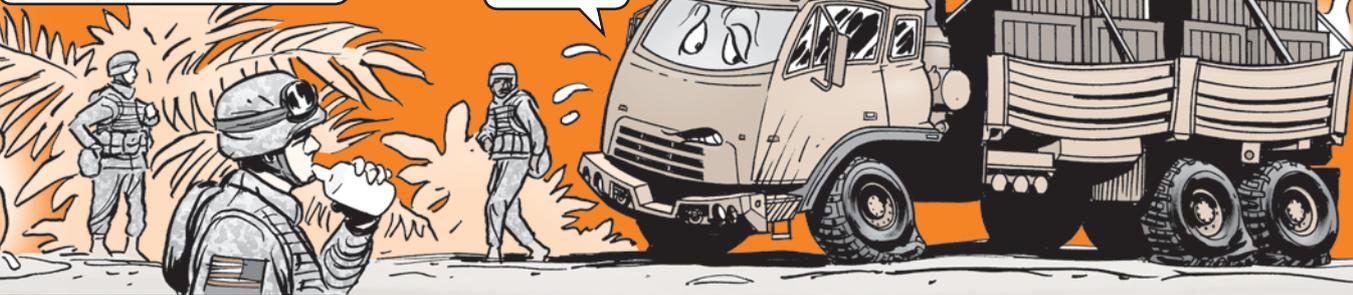


DEFEATING OVERHEATING

IF YOU HAD ONLY TAKEN CARE OF ME LIKE YOU HAVE YOURSELVES I WOULDN'T BE **OVERHEATING!**

NOW LOOK AT ME! I'M **MELTING!!**



IF YOU'VE EVER BEEN IN THE DESERT, YOU KNOW HOW HOT IT FEELS WHEN THE TEMPERATURE SOARS ABOVE 100°F.

YOU HAVE TO TAKE **EXTRA CARE** TO KEEP YOURSELF FROM OVERHEATING.

AND YOUR FMTV NEEDS THE **SAME PROTECTION.**

A LITTLE EXTRA CARE FROM YOU CAN PREVENT YOUR TRUCK FROM OVERHEATING IN EXTREME TEMPERATURES.

OVERHEATING STARTS WHEN THE ENGINE TEMPERATURE MOVES PAST 230°F.

HERE'S HOW TO AVOID THAT...

- Watch the water temperature gauge, STOP engine indicator and coolant temperature indicator closely for signs of overheating.

Check water temperature gauge...

...STOP engine indicator...

...and coolant temperature indicator

- Check oil levels often. Since the cooling and lubrication systems support each other, failure of one system can quickly lead to failure of the other.

- Never operate the vehicle unless the engine fan switch is in the ON position. That means double-check to make sure that the engine fan OFF indicator is **not lit**.

Engine fan OFF switch...

...should be ON so fan can run

But the fan switch **should** be turned OFF whenever the vehicle is fording water at unknown depths.

- Always idle the engine for about two minutes before shutdown. That cools the engine and prevents damage.

- Never operate the engine longer than 30 seconds at full throttle if the vehicle is not moving. (For example, while operating the self-recovery winch or other auxillary equipment.) This quickly raises the transmission oil temperature and can damage the transmission. Watch the service indicator light in the shift window. If it lights up, or if the water temp gauge is near 230°F, the transmission oil is overheating.

Keep eye on service indicator light

- Check the battery fluid level often in extreme heat if you have older lead-acid batteries in your truck instead of maintenance-free batteries. Batteries do not hold their charge well in extreme heat, so the specific gravity must be adjusted. See TM 9-6140-200-13, *Operator and Field Maintenance for Automotive Lead-Acid Storage Batteries*, for details.