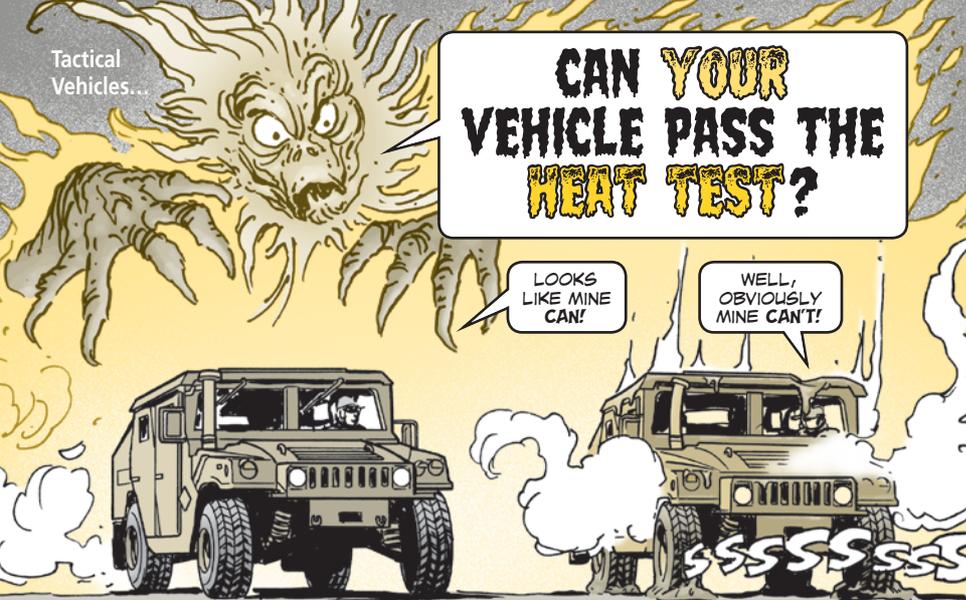


CAN YOUR VEHICLE PASS THE HEAT TEST?



LOOKS LIKE MINE CAN!

WELL, OBVIOUSLY MINE CAN!

ENGINES CRANK OUT A LOT OF HEAT...



...AND SUMMER OR DESERT TEMPERATURES JUST PILE ON MORE.



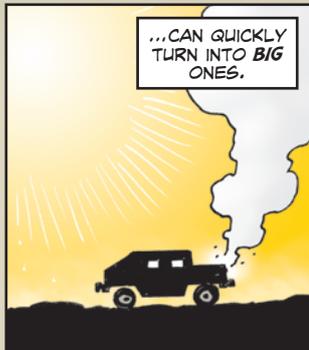
YOUR VEHICLE'S COOLING SYSTEM MUST **KNOCK DOWN** OR **CONTROL HEAT** TO KEEP THE WHEELS ROLLING.



EVEN **SMALL** PROBLEMS IN COOLING SYSTEMS, LIKE **LOW COOLANT LEVELS** OR **CRACKED HOSES...**



...CAN QUICKLY TURN INTO **BIG** ONES.



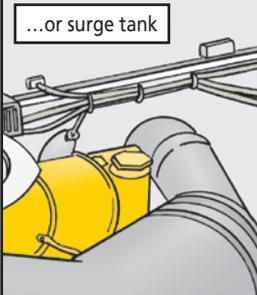
HERE'S HOW TO HELP YOUR ENGINE KEEP ITS **COOL**...



CHECK THE COOLANT LEVEL OFTEN. BEFORE YOU ROLL, WHILE THE ENGINE IS STILL COOL, MAKE SURE THE COOLANT IS BETWEEN THE ADD AND FILL MARKS.



Check coolant level in radiator...



...or surge tank

IF IT'S LOW, ADD COOLANT TO BRING THE LEVEL UP. NEVER OVERFILL, THOUGH. WHEN THE ENGINE HEATS UP, THE EXTRA COOLANT WILL OVERFLOW.

ADD COOLANT **ONLY** WHILE THE ENGINE IS COOL. ADDING COOLANT TO A HOT ENGINE CAN CRACK THE ENGINE BLOCK OR BURST A SEAM IN THE RADIATOR.



DUDE! WAIT FOR ME TO COOL DOWN!

A 60-40 MIX OF ANTIFREEZE AND WATER IS BEST, BUT KEEP AT LEAST A 50-50 MIX TO RAISE THE BOILING POINT OF THE COOLANT SO IT WON'T BOIL AWAY LIKE PLAIN WATER.

Plain water...



BOILING POINT 212°

50% antifreeze
50% water



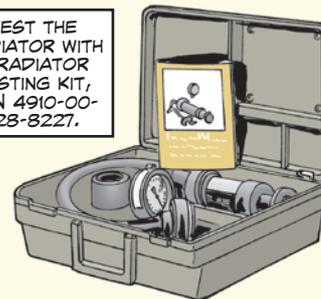
BOILING POINT 226°

60% antifreeze
40% water



BOILING POINT 230°

TEST THE RADIATOR WITH A RADIATOR TESTING KIT, NSN 4910-00-728-8227.



TO CHECK 2 1/2-TON OR LARGER TRUCKS, ORDER THE ADAPTER THAT COMES WITH NSN 4910-01-447-5586.

FOR STEP-BY-STEP INSTRUCTIONS ON USING THE RADIATOR TESTING KIT, SEE PAGES 14-16 IN PS 667:

<https://www.logsa.army.mil/psmag/archives/PS2008/667/667-14-16.pdf>



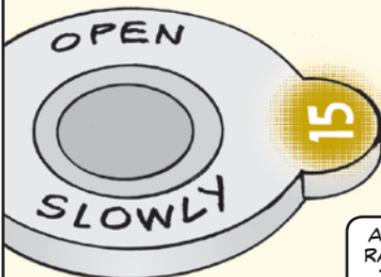
PS MORE

USE DISTILLED-DEIONIZED WATER, NSN 6810-00-356-4936, IN RADIATORS IF POSSIBLE. IF NOT, USE POTABLE WATER. GROUND WATER CONTAINS CHEMICALS AND CONTAMINANTS THAT CAN CLOG UP THE RADIATOR.

REMEMBER!
USE ONLY **CLEAN** WATER FROM A **RELIABLE** SOURCE!

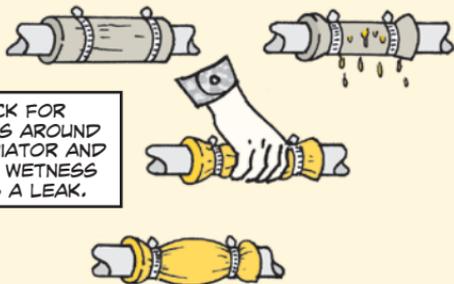


WHEN YOU'RE ADDING COOLANT, TAKE A CLOSE LOOK AT THE RADIATOR CAP. CHECK THAT IT'S IN TOP-NOTCH CONDITION AND THE RIGHT CAP FOR YOUR ENGINE.

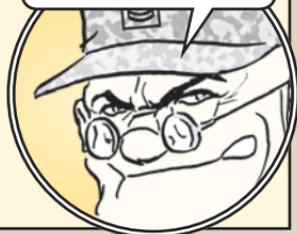


ALSO CHECK THE PRESSURE RATING ON THE CAP AGAINST THAT LISTED IN YOUR TM.

CHECK FOR WETNESS AROUND THE RADIATOR AND HOSES. WETNESS MEANS A LEAK.



FEEL THE HOSES AND REPLACE ANY THAT ARE **MUSHY, CRACKED** OR **LEAKING**.



DURING OPERATIONS, KEEP AN EYE ON THE TEMPERATURE GAUGE. IF IT GOES ABOVE THE NORMAL OPERATING RANGE LISTED IN YOUR TM, SHUT 'ER DOWN AND FIND OUT WHY.



FINALLY, REMEMBER THAT **LOW RPM** WON'T TURN FANS FAST ENOUGH TO KEEP COOLANT COOL. GEAR DOWN WHEN YOU NEED TO **BUMP UP RPM**.

