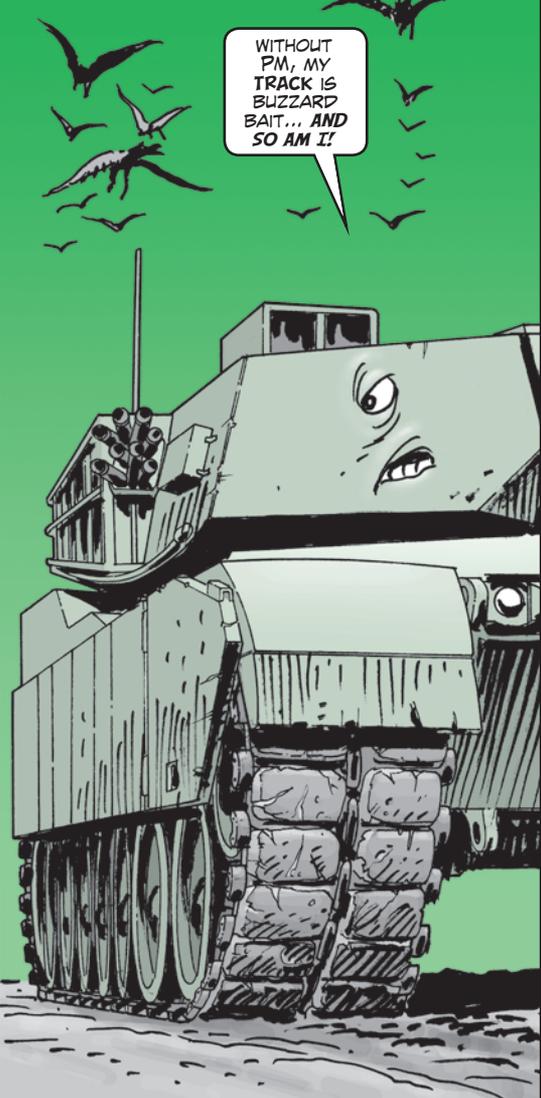


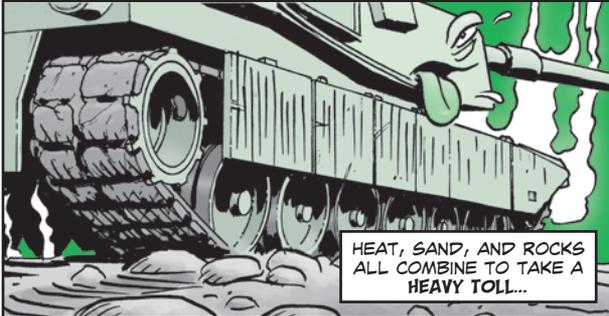
STAY ON TRACK IN THE DESERT



WITHOUT PM, MY TRACK IS BUZZARD BAIT... AND SO AM I!



DESERT ENVIRONMENTS CAN BE LETHAL TO THE TRACK ON YOUR COMBAT VEHICLE, CREWMEN.



HEAT, SAND, AND ROCKS ALL COMBINE TO TAKE A HEAVY TOLL...



...UNLESS YOU'RE WILLING TO STAY ON TRACK WITH PM.

Heat

Air temperatures of up to 120°F are bad enough, but the ground absorbs the heat and can get as hot as 165°F! Those temperatures are extremely hard on rubber parts. Heat makes track shoes soft and weakens their resistance to sharp rocks and plant spines. High temperatures also increase rubber/metal separation on roadwheels.



YIKES! I MAY NEED NEW TRACK PADS AFTER THIS!

Pay special attention to shoes and roadwheels during PMCS. Replace pads that are severely damaged or worn down to the grouser. Roadwheels with tread separation on each side up to the entire circumference of the wheel that is 1 inch or wider for M1-series tanks and M88A1/A2 recovery vehicles, 3/4 inch or wider for M113-series FOV, or 1/2 inch or wider for M2/M3-series Bradley, M109-series howitzers and MLRS should be replaced. Also, replace roadwheels that have chunking extending across half the width or more of the outer rubber surface in one or more spots.



Track Tension

Because metal expands and contracts with the ups and downs of temperature, maintaining proper track tension is essential in the desert.

During the heat of the day, track parts expand and the track runs looser. That results in thrown track.

At night and early in the morning, it's much cooler. Track parts contract and the track runs tighter. The track can bind, causing bent road arms, damaged end connectors and more.

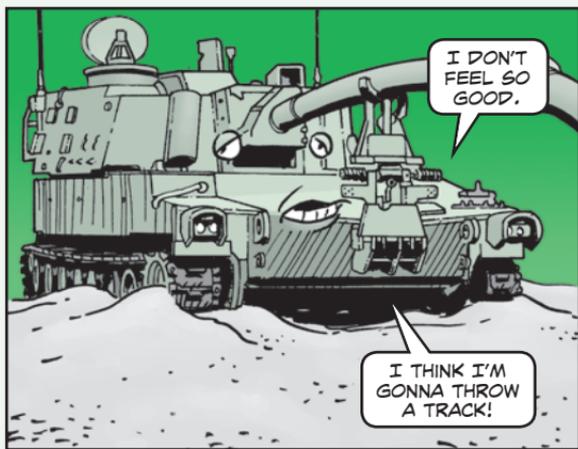
Check track tension often in the desert. Don't try to make it extra loose or tight to compensate for temperature changes. Your best bet is to adjust it according to the TM.



Driving

Drivers, be wary of a lack of steering response. That indicates sand is building up between the treads and sprockets or idler wheels. If you allow the buildup to continue, the sand will throw the track.

Try “shaking” the vehicle with the steering or backing up to remove sand buildup. Remove accumulated sand by hand at your next stop.



Check It Out

For more information on track, check out TM 9-2530-200-24 (Mar 06), *Standards for Inspection and Classification of Tracks, Track Components and Solid-Rubber Tires*.