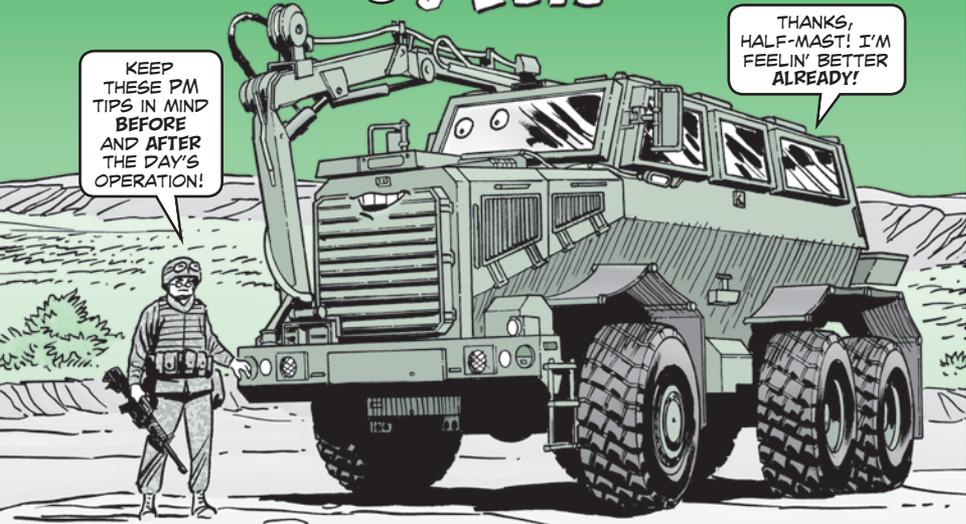


# Making PM Work

KEEP THESE PM TIPS IN MIND BEFORE AND AFTER THE DAY'S OPERATION!

THANKS, HALF-MAST! I'M FEELIN' BETTER ALREADY!



The new Buffalo A2 is a route clearance vehicle (RCV) equipped with infrared technology and ballistic-blast protection. It has a 30-ft robotic arm and claw that's operated from within the armored hull via a mounted-camera and sensory equipment. The claw probes debris and dirt to detect and safely expose mines and IEDs.

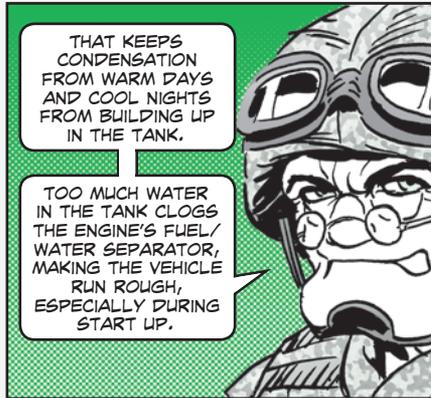
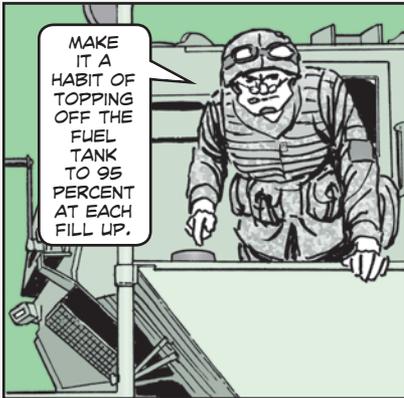
So crewmen, keep these PM pointers in mind. They'll keep your A2 mission-ready as the vehicle racks up more miles on the rough road ahead.

## Fuel Tank Fill Up

MAKE IT A HABIT OF TOPPING OFF THE FUEL TANK TO 95 PERCENT AT EACH FILL UP.

THAT KEEPS CONDENSATION FROM WARM DAYS AND COOL NIGHTS FROM BUILDING UP IN THE TANK.

TOO MUCH WATER IN THE TANK CLOGS THE ENGINE'S FUEL/WATER SEPARATOR, MAKING THE VEHICLE RUN ROUGH, ESPECIALLY DURING START UP.



## Going Nowhere?

ELECTRONICS INSIDE THE A2 HAVE A SNEAKY HABIT OF RUNNING DOWN THE VEHICLE'S BATTERIES.

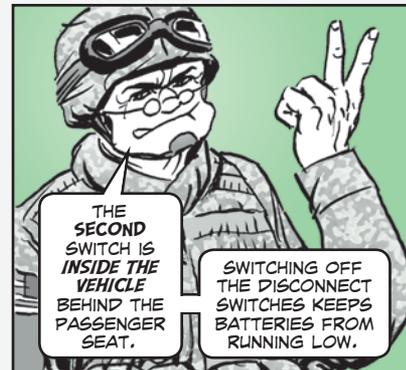
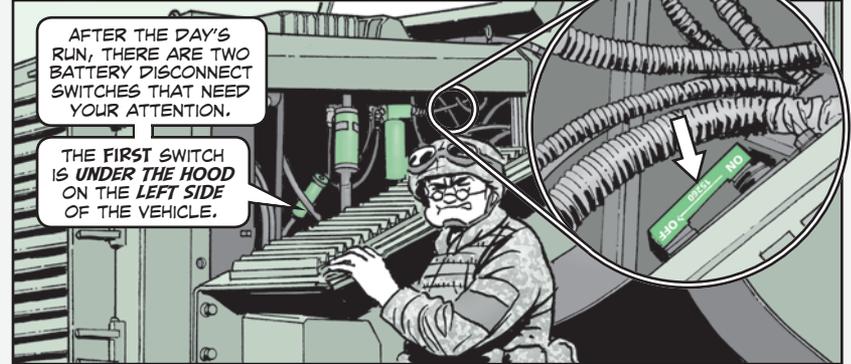
THAT MEANS THE BATTERIES CAN LOSE THEIR CHARGE IN JUST A WEEK!

NO JUICE MEANS A SLAVE START OR YOU'LL BE GOING NOWHERE AT ALL!



AFTER THE DAY'S RUN, THERE ARE TWO BATTERY DISCONNECT SWITCHES THAT NEED YOUR ATTENTION.

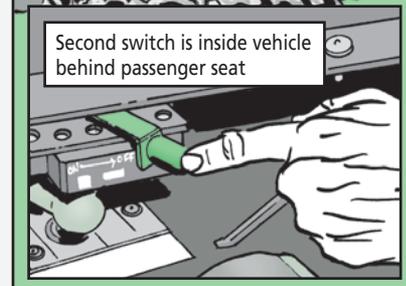
THE FIRST SWITCH IS UNDER THE HOOD ON THE LEFT SIDE OF THE VEHICLE.



THE SECOND SWITCH IS INSIDE THE VEHICLE BEHIND THE PASSENGER SEAT.

SWITCHING OFF THE DISCONNECT SWITCHES KEEPS BATTERIES FROM RUNNING LOW.

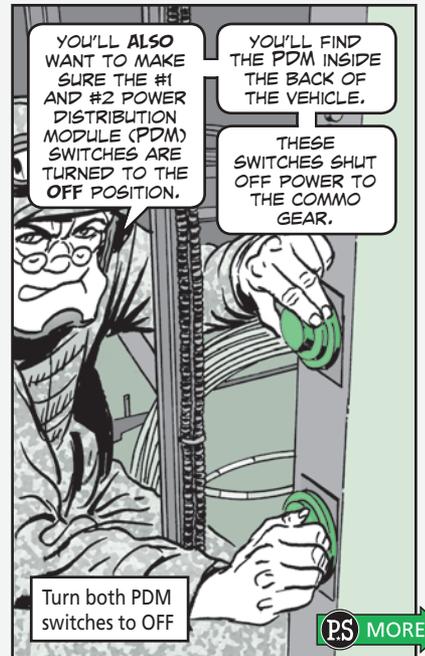
Second switch is inside vehicle behind passenger seat



YOU'LL ALSO WANT TO MAKE SURE THE #1 AND #2 POWER DISTRIBUTION MODULE (PDM) SWITCHES ARE TURNED TO THE OFF POSITION.

YOU'LL FIND THE PDM INSIDE THE BACK OF THE VEHICLE.

THESE SWITCHES SHUT OFF POWER TO THE COMMO GEAR.



Turn both PDM switches to OFF

## Emergency Door Reminder



KEEP THE  
EMERGENCY  
DOOR  
CLOSED  
WHILE THE  
VEHICLE IS  
MOVING!

SOME  
CREWMEN  
LEAVE THE  
DOOR OPEN  
TO KEEP AIR  
CIRCULATING  
INSIDE  
THE HULL.  
THAT'S A  
**BAD IDEA.**

LEAVE THE  
DOOR OPEN  
AND IT  
CAN COME  
CRASHING  
DOWN ON  
YOUR HEAD...



ALSO, LEAVING THE  
DOOR OPEN IS AN EASY  
TARGET FOR A THROWN  
GRENADE, AND THAT'S  
NOT GOOD EITHER!

## Using the Ladder

WHEN CLIMBING  
DOWN THE  
LADDER IN THE  
BACK OF THE  
A2, MAKE SURE  
YOU'RE **FACING**  
THE VEHICLE.

**DO NOT**  
STEP DOWN  
THE LADDER  
WITH YOUR  
**BACK TO THE**  
VEHICLE!

BATTLE-  
READY  
GEAR  
GETS HUNG  
UP IN THE  
LADDER  
STEPS,  
CAUSING  
YOU TO  
SLIP AND  
FALL  
OFF THE  
LADDER!



## Get the Water Out

YOU'VE GOT TO DRAIN THE AIR TANKS  
ON YOUR A2 **EVERY DAY** AFTER  
OPERATION. IF YOU FORGET,  
**MOISTURE** BUILDS UP.  
IT CREATES CORROSION THAT **PLUGS**  
UP THE ENTIRE AIR SYSTEM, INCLUDING  
BRAKE VALVES AND CYLINDERS. IT CAN  
ALSO LEAD TO **BRAKE FAILURE.**

SO, DRAIN WATER FROM THE PRIMARY  
AND SECONDARY AIR TANKS ON THE  
DRIVER'S SIDE OF THE VEHICLE. THE  
TANK HAS **THREE** PULL CABLES.  
BY THE WAY, YOU'LL FIND THIS LISTED  
AS CHECK 209 IN WP 0093-86 OF TM  
9-2355-352-10 (SEP 11).

