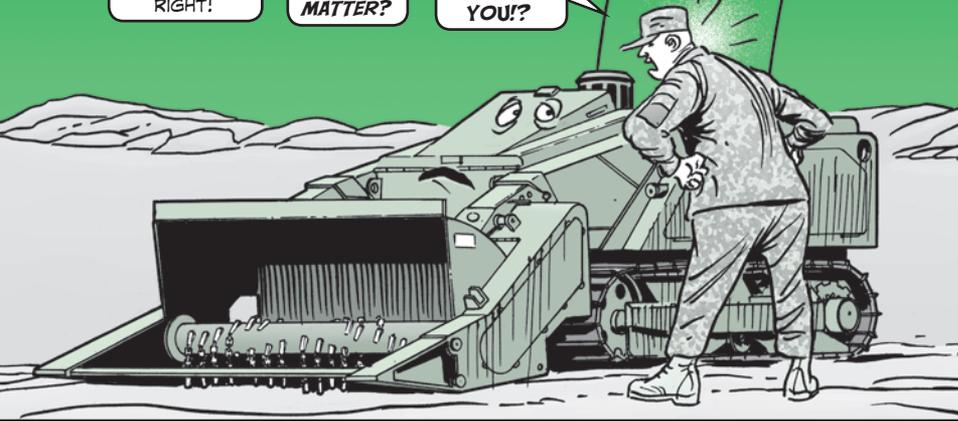


# M160 Warmup and Cool Down

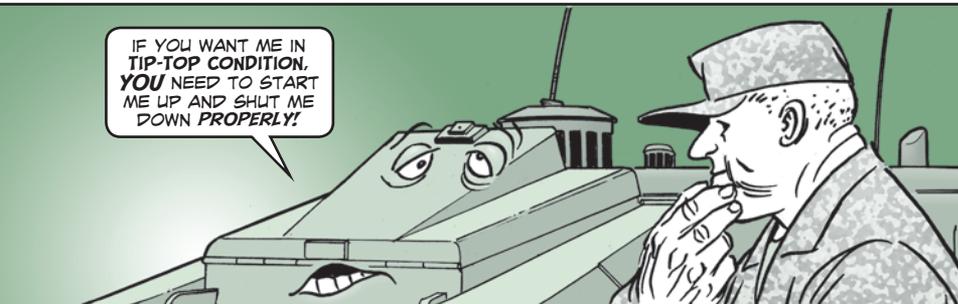
YOU'RE NOT RUNNING RIGHT!

WHAT'S THE MATTER?

WHO DID THIS TO YOU?!



IF YOU WANT ME IN TIP-TOP CONDITION, YOU NEED TO START ME UP AND SHUT ME DOWN PROPERLY!



OPERATORS, PAGES 24-26 IN WP 0005 OF TM 9-2350-392-10 (SEP 11) ARE LOADED WITH GOOD INFO ON STARTING UP OR SHUTTING DOWN YOUR M160 SYSTEM.

HERE'S WHAT YOU NEED TO REMEMBER TO KEEP ME MISSION-READY...



AFTER THE VEHICLE HAS WARMED UP APPROXIMATELY FIVE MINUTES, CHECK FOR THESE READINGS ON THE VEHICLE CONTROL PANEL.

NORMAL VEHICLE READINGS DEPEND ON CLIMATE, BUT HERE'S THE GENERAL RULE OF THUMB...



## Warm It Up

<b>F1</b>	Water temp	172–212°F
	Hydraulic oil temp	194–230°F
	Fuel level	2-100%

<b>F2</b>	Hydraulic oil level	Varies
	Eng oil pressure	66–88 psi
	Fuel rate	Varies

<b>F3</b>	Eng rpm	Varies
	Turbo pressure	0–8.7 psi
	Intake air temp	0–212°F

Warming up the M160 gives the oil time to lubricate the vehicle's parts. It also lets the engine warm up enough to boil off condensation caused by normal engine breathing. That way, you won't have to worry about condensation mixing with the oil and forming a sludge that'll clog the engine.

So, once the M160 is warmed up and operating, check these readings, especially those for water temperature and engine oil pressure. They should be within normal operating range.

## Cool It Down

After operation, let the M160 cool down before shutting it off. Idle the M160 for 2–3 minutes. The engine needs to cool down after operations to prevent excessive heat in the engine, particularly in the turbocharger center housing.

Overheating can crack the block, warp a head or valves, or bake the oil until it's not slick enough to lube the bearings. Cooling down also lets the turbocharger slow down, reducing coking in the turbocharger bearings.