



WHOA!
I SMELL SMOKE!
WHERE'S IT COMING FROM?!



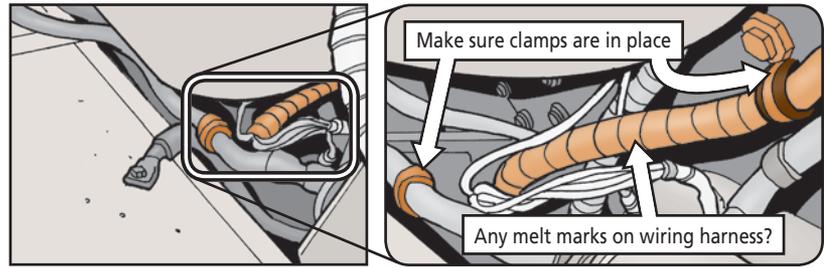
HERE ARE TWO HOT SPOTS ON THE M9 EARTHMOVER THAT WILL HELP KEEP YOU PUSHING DIRT!

Wiring Harness

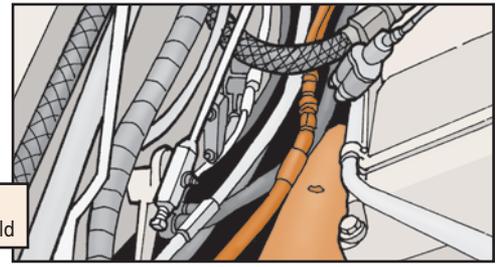
Take a look at the wiring harness for the engine's fuel shutoff valve. It's right next to the exhaust manifold on the driver's side.

If the harness is too close to the manifold, the wiring will melt and burn, shutting down the M9.

Push the wiring harness down with your hand and look for any melt marks on the wiring. If you see any mark, report it to your mechanic.



Make sure any clamps on the nearby wire or hydraulic hoses are in place and attached. Use a tie-strap, NSN 5975-00-074-2072, to pull the wiring harness away from the exhaust manifold.



Look for lines rubbing against exhaust manifold

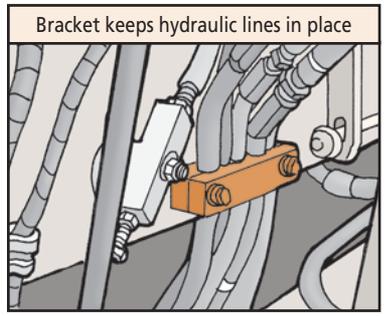
Retainer Bracket

While the access door to the engine compartment is open, eyeball the same driver's side wall where five hydraulic lines are mounted—directly across from the engine's exhaust manifold.

These hydraulic lines go to a hydraulic shift control valve that operates the vehicle. Each line is held in place by a retainer bracket that keeps it snug against the wall.

Sometimes the bracket gets misplaced when a hydraulic line or the engine is repaired. **Do not** run or operate the earthmover when the bracket is missing. Those hydraulic lines will rub up against the engine's exhaust manifold. That manifold gets hot enough to start a fire!

Have your mechanic replace a missing bracket with NSN 5340-01-179-7530. It's shown as Item 40 in Fig 156 of TM 5-2350-262-24P (Jun 12).



AS ALWAYS, REMEMBER TO FILE A DA FORM 285, TECHNICAL REPORT OF US ARMY GROUND ACCIDENT, ON ALL FIRES.

PROBLEMS CAN'T BE FIXED UNLESS THEY'RE REPORTED!

PA FORM 285