

COLD WEATHER PM

DRIVERS,
ANOTHER SEASON
OF COLD WEATHER
IS UPON US.

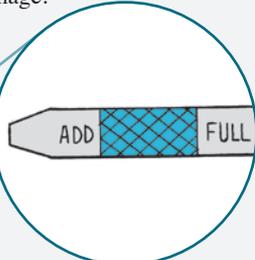
IF YOU WANT TO
KEEP YOUR SMALL
UNIT SUPPORT
VEHICLE (SUSV)
PLUGGING AWAY
LIKE A DOG TEAM
OVER THE ICE AND
SNOW, PRACTICE
THESE PM TIPS.



Before Heading Out

Use **only approved diesel fuel**. Never use an additive to enhance engine performance. All you'll do is burn up pistons and pre-chambers.

Check the oil. It should be between the ADD and FULL mark on the dipstick once the engine has warmed up. An oil level above the FULL mark can blow seals. Oil levels below ADD can lead to friction damage.

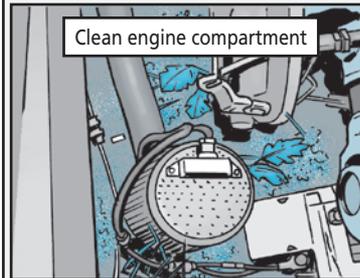


Oil level
between
ADD and
FULL?

Pay close attention to the payload limitations in Table 1-2 of TM 9-2350-285-10 (Apr 90, w/Ch 2, Jan 01). An overloaded vehicle puts too much wear-and-tear on the engine.

Good Housekeeping

Eyeball the engine and transmission compartment for fluid leaks or debris before operation.



Clean engine compartment

IF YOU FIND TRASH, CLEAN IT UP. IF YOU FIND LEAKS, LET YOUR MECHANIC KNOW.

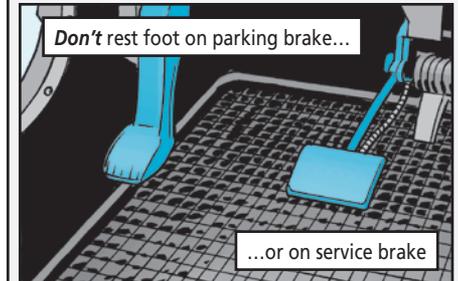
A THOROUGH STEAM CLEANING AT EVERY SEMIANNUAL SERVICE WILL KEEP THE COMPARTMENT CLEAN.



Watch That Boot

Make sure the parking brake is released before you drive off. An overheated brake system can cause a fire.

As you drive, keep your boot straight up-and-down on the accelerator. If your boot is held at an angle, it can press on the service brake. The brake heats up and burns out.



Don't rest foot on parking brake...

...or on service brake

Same goes for the parking brake. It's only eight inches from the service brake. Accidentally hitting the parking brake will partially set it. That overheats the brake system, too.

Arctic Cover Reminder



Some drivers are known to scratch their heads about when and how to use the arctic cover to help the vehicle warm up.

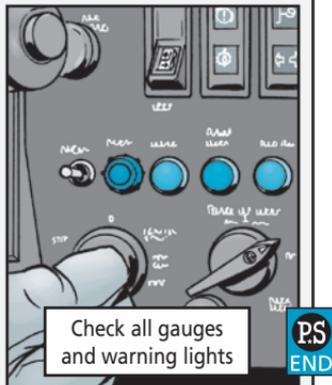
Here's the rule of thumb: take the cover off before startup when the temperature is above -15°F . If it's colder than that, leave the cover on. Just make sure you remove it before operation or the engine will overheat.

Before You Shut Down

Let the SUSV's engine cool down slowly. Once the engine is shut off, there's no way for the heat to dissipate. The sudden rise in heat can crack the block, warp a head or valves, or bake the oil until it's not slick enough to lube the bearings.

Let the engine idle at least 3 minutes before shutdown. This cool-down period also gives you time to eyeball the gauges, switches and warning lights for anything out of the ordinary.

If your SUSV has a full payload, it'll run even hotter. Before shutdown, idle the engine at 1,400 rpm for 30 seconds, then 900 rpm for at least 3 minutes for extra cooling.



Inspect HEWATT Hydraulic Drive Pump

Firefighters, there may be a problem with your unit's HEWATTs. An orifice plug in the hydraulic drive pump can come loose and fall into the pump. That puts a stop to water pumping, so inspect and repair your HEWATT's charge pump using these instructions: https://tulsa.tacom.army.mil/SAFETY/mam/tacom_wn/HEWATTChargePump2.docx If the orifice is missing, the manufacturer will supply a replacement pump. Eyeball TACOM MAM 12-016 for more details:

<https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=MA12-016.html>

M1235A1/A2 MaxxPro Dash DXM Tire Chain

Get a single tire chain for the Michelin 16.00R20 XZL tire on your M1235A1 MaxxPro Dash DXM and M1235A2 MaxxPro Dash DXM ambulance with NSN 2540-01-597-3332. To get a complete set of chains for this vehicle, make sure you order a quantity of four.