

If you're stationed in Alaska or any other place with arctic conditions, you're probably no stranger to operating vehicles in extreme cold. But in that type of environment, your unit's M1074, M1074A1, M1075, and M1075A1 Palletized Loading System (PLS) trucks will need extra prep and more maintenance to operate well.

Why? Cold weather puts more stress on vehicles, creating issues that don't exist in normal temperatures. So follow the guidance in TM 9-2320-364-14&P for your M1074 and M1075 PLS and TM 9-2320-319-13&P for your M1074A1 and M1075A1 PLS. Then you can properly operate and maintain your trucks.

Winter Resources

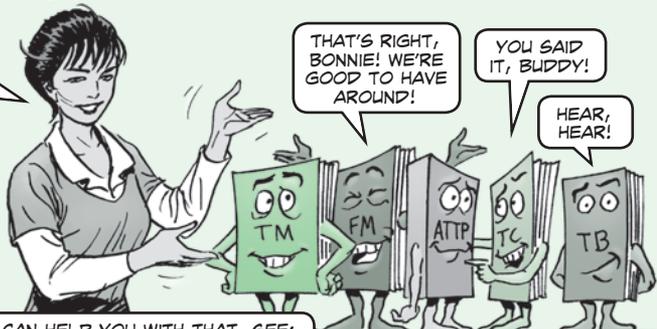
Pay special attention to these other pubs that can help keep your vehicles up and running in winter weather:

- FM 9-207, *Operations and Maintenance of Ordnance Materiel in Cold Weather* (Jul 13)
- ATP 3-97.11, *Cold Region Operations* (Jan 11)
- TC 21-305-20, *Manual for the Wheeled Vehicle Operator* (Jul 09)
- TB 750-651, *Use of Antifreeze Multi-Engine Type Cleaning Compounds and Test Kit in Engine Cooling Systems* (Sep 06)
- TM 750-254, *Cooling Systems: Tactical Vehicles* (Mar 72, w/Ch 2, Apr 73)

KEEP THESE REFERENCES IN YOUR MAINTENANCE SHOP.

JUST MAKE SURE YOU HAVE THE LATEST VERSION OF THE TM AND THESE OTHER PUBS.

DA PAM 25-30 CAN HELP YOU WITH THAT. SEE: <http://armypubs.army.mil/2530.html>



Ether and Engines

The engines in PLS trucks have built-in ether starting aids. They use measured amounts of ether to help start your trucks in very cold weather. Use only the approved procedures shown in the TM for ether usage. External spray cans of ether **are not authorized** for use on any PLS trucks.

If you think it's no big deal to spray the ether anyway, maybe this will change your mind. Ether has a higher and hotter rate of burn than JP8 and diesel. Spraying external ether can damage your PLS truck's engine, causing your vehicle to stop instead of start!

Spraying ether into engines will crack pistons, fracture cylinder sleeves, bend connecting rods and ruin engine cylinder heads. This can lead to permanent damage and your vehicle will be NMC. That's **not** what you want.

So remember, whenever your PLS truck won't start, do this:

- Follow the troubleshooting guidance in the Operator's TM.
- If that doesn't help, call your mechanic to find out what's wrong.



Don't use spray can ether!