

CHECK RAMP RESERVOIR DAILY

OH, BOY! MY RAMP IS STUCK! NOW WHAT AM I GONNA DO?

THAT'S A TOUGH ONE. I GUESS YOUR CREW DOESN'T KNOW ABOUT CHECKING THE RAMP RESERVOIR *DAILY*.



Drivers, if you forget to check your M113's ramp hydraulic reservoir, the ramp could let you down when you need it most.

To make sure that doesn't happen, check the fluid daily. And, most importantly, check it the right way.

Make sure your vehicle is parked on level ground. If you park it on an incline, the sight glass reading might make it appear there's either too much or too little hydraulic fluid in the reservoir.

If you adjust the level based on a faulty reading, you could end up with too much or too little hydraulic fluid. Too much means a big mess with FRH leaking out of the hydraulic system tank breather. Too little fluid could make your ramp act all funny or stop working altogether.

Don't forget that the ramp has to be all the way down when you check the fluid. Follow the ramp lowering instructions in the -10 TM. If you read the reservoir sight glass while the ramp's closed or partially open, the reservoir will appear to have too little hydraulic fluid.

Check out the lubrication table on Card 21 of LO 9-2350-261-12 (Jul 90, w/Ch 4, Jul 97) for the M113A2 and Card 18 and 19 of LO 9-2350-277-13 (May 12) for the M113A3. They have more information about keeping the hydraulic system up and running in all conditions.

