

# SHOW SOME

# RESPECT FOR RAMP

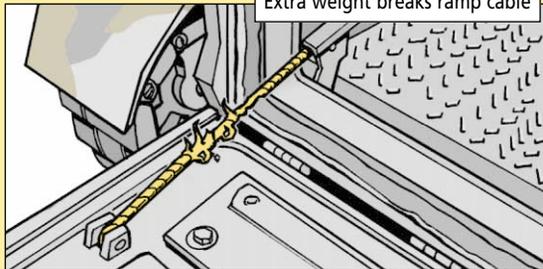


IF YOU WANT THE RAMP ON YOUR M113-SERIES CARRIER TO WORK ON THE BATTLEFIELD, YOU'LL HAVE TO TAKE GOOD CARE OF IT NOW.

KEEP THESE CAUTIONS IN MIND...

- The ramp is not a storage rack for tent poles, barbed wire and camouflage nets.

The ramp is heavy enough as it is. Strapping extra weight to the ramp can break the ramp cable or damage the hydraulic pump.



- Never move the carrier while the ramp is down (fully or partially) or not fully locked. That breaks locks and damages hinges. If the ramp warps, you won't be able to seal it properly.

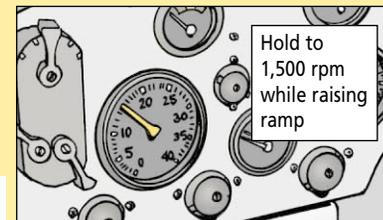
Moving with an open ramp can also break the ramp cable and damage the pump. Make sure the ramp is up and locked **before** you move out.

- Never partially lower the ramp for use as a table. That puts a lot of stress on the ramp rope and hydraulic pump. You wouldn't want to be sitting at your "makeshift table" if either one fails!

- Lock the ramp door, too. An unlocked door will fly open suddenly when the ramp is lowered. That breaks the door's hinges and can ruin the ramp's hydraulics.



- Never race the engine to raise the ramp faster. The ramp will raise in about 15 seconds at 1,500 rpm. It comes up a little quicker at higher revs, but you risk damaging the system.



- Protect hinges from warping by lowering the ramp carefully and on level ground.

