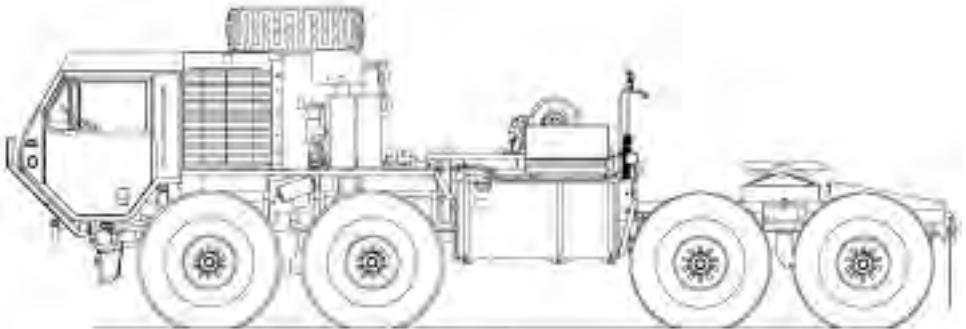


TM 9-2320-341-10

**TECHNICAL MANUAL
OPERATOR'S MANUAL
FOR**

**TRUCK, TRACTOR, LIGHT EQUIPMENT
TRANSPORTER (LET), 8X8
M983A4 LET
NSN 2320-01-534-2229 (EIC BG4)**



Distribution Statement A - Approved for public release; distribution is unlimited.

**HEADQUARTERS, DEPARTMENT OF THE ARMY
15 OCTOBER 2008**

WARNING SUMMARY

GENERAL SAFETY CAUTION/WARNING SUMMARY

- This list summarizes critical warnings. They are repeated here to let you know how important they are.
- Study these warnings carefully.
- They can save your life and the lives of personnel you work with.
- If there is any doubt about handling tools, materials, equipment, and procedures, see TB 43-0216, Safety and Hazard Warnings for Operation and Maintenance of TACOM Equipment.

Table 1. Warning Icons Used In This Manual.





| WARNING ICON | DESCRIPTION |
|---|---|
|  | <p><u>AIR PRESSURE</u> - human hand blocking air gun shows the need to reduce air pressure before use, or debris may injure user and/or damage equipment.</p> |
|  | <p><u>BIOLOGICAL</u> - abstract symbol bug shows that a material may contain bacteria or viruses that present a danger to life or health.</p> |
|  | <p><u>CHEMICAL</u> - drops of liquid on hand shows that the material will cause burns or irritation to human skin or tissue.</p> |
|  | <p><u>CRYOGENIC</u> - hand in block of ice shows that the material is extremely cold and can injure human skin and tissue.</p> |

Table 1. Warning Icons Used In This Manual. - Continued






| WARNING ICON | DESCRIPTION |
|---|--|
|  | <p><u>ELECTRICAL</u> - electrical wire to arm with electricity symbol running through human body shows that shock hazard is present.</p> |
|  | <p><u>EXPLOSION</u> - rapidly expanding symbol shows that the material may explode if subjected to high temperatures, sources of ignition, or high pressure.</p> |
|  | <p><u>EXTREMELY COLD SURFACE</u> - hand touching object with ice formed on both shows that surface is extremely cold and can damage human tissue.</p> |
|  | <p><u>EYE PROTECTION</u> - person with goggles shows that the material will injure the eyes.</p> |
|  | <p><u>FIRE</u> - flame shows that material may ignite and cause burns.</p> |

Table 1. Warning Icons Used In This Manual. - Continued






| WARNING ICON | DESCRIPTION |
|---|--|
|  | <p><u>FIRE EXTINGUISHER</u> - shows that material may ignite and a fire extinguisher should be within easy reach.</p> |
|  | <p><u>HEAVY OBJECT</u> - human figure stooping over heavy object shows physical injury potential for improper lifting technique, and/or aid of assistant(s) and/or lifting device (as required).</p> |
|  | <p><u>HEAVY PARTS</u> - hand with heavy object on top shows that heavy parts can crush and harm.</p> |
|  | <p><u>HEAVY PARTS</u> - foot with heavy object on top shows that heavy parts can crush and harm.</p> |
|  | <p><u>HEAVY PARTS</u> - moving heavy object pinning human figure against stationary object shows that heavy, moving parts/objects present a danger to life or limb.</p> |

Table 1. Warning Icons Used In This Manual.






| WARNING ICON | DESCRIPTION |
|---|--|
|  | <p><u>HEAVY PARTS</u> - heavy object on human figure shows that heavy parts present a danger to life or limb.</p> |
|  | <p><u>HOT AREA</u> - hand over object radiating heats shows that part is hot and can burn.</p> |
|  | <p><u>MOVING PARTS</u> - hand with fingers caught between gears shows that the moving parts of the equipment present a danger to life or limb.</p> |
|  | <p><u>PRESSURE/TENSION HAZARD</u> - human body being impacted by rotating projectile shows that equipment is under pressure or tension presenting a danger to life or limb if pressure or tension is not carefully released.</p> |
|  | <p><u>PROJECTILE HAZARD</u> - human body with object passing through it shows that a projectile hazard exists.</p> |

Table 1. Warning Icons Used In This Manual.






| WARNING ICON | DESCRIPTION |
|---|---|
|  | <p><u>RADIATION</u> - three circular wedges show that the material emits radioactive energy and can injure human tissue.</p> |
|  | <p><u>ROLLOVER HAZARD</u> - vehicle indicating direction of human figure shows that vehicle may roll over if conditions are not avoided, presenting a danger to life or limb.</p> |
|  | <p><u>RUN OVER HAZARD</u> - vehicle running over human body shows hazard.</p> |
|  | <p><u>SHARP OBJECT</u> - pointed object in hand shows that a sharp object presents a danger to life or limb.</p> |
|  | <p><u>SKIN IRRITATION</u> - hand radiating shows that material can cause skin irritation.</p> |

Table 1. Warning Icons Used In This Manual.







| WARNING ICON | DESCRIPTION |
|---|--|
|  | <p><u>SLICK FLOOR</u> - wavy line on floor with legs prone shows that slick floor presents a danger of falling.</p> |
|  | <p><u>STEAM HAZARD</u> - human engulfed in steam cloud shows steam hazard exists that could injure/burn human tissue.</p> |
|  | <p><u>TIRE BLOWOUT</u> - tire with hole shows that an over or under inflated tire may rupture, presenting a danger to life or limb.</p> |
|  | <p><u>VAPOR</u> - human figure in a cloud shows that material vapors present a danger to life or health.</p> |
|  | <p><u>WARNING/CAUTION</u> - triangle with exclamation point within shows that a WARNING or CAUTION is present that indicates a potential hazard, which may cause injury or death to personnel (warning), or damage to equipment (caution).</p> |

Table 1. Warning Icons Used In This Manual.

| WARNING ICON | DESCRIPTION |
|---|--|
|  | <p><u>WIRE CABLE/ROPE</u> - human hand with frayed wire cable/rope running across shows injury to unprotected (bare) hands may result.</p> |

FOR INFORMATION ON FIRST AID:

Reference FM 4-25.11. (WP 0146)

WARNING



MODIFICATION HAZARD

- Unauthorized modifications to, alterations to, or installations on this equipment are prohibited and are in violation of AR 750-10.
- Failure to comply may result in injury or death to personnel or damage to equipment.

WARNING



HIGH-PRESSURE HYDRAULIC SYSTEM

- Hydraulic systems can cause serious injuries if high-pressure lines or equipment fails.
- Never work on hydraulic systems or equipment unless there is another person nearby who is familiar with the operation and hazards of the equipment and can give first aid.
- Never disconnect any hydraulic hose or part while the engine is running. Allow several minutes to elapse after shutting off engine, to

allow pressure to relieve itself, before attempting to remove hoses. Failure to comply may result in injury to personnel.

- The HEMTT vehicles contain hydraulic systems operating at oil pressures up to 3,000 psi (20,685 kPa) and 3,200 psi (22,064 kPa). Never disconnect any hydraulic line or fitting without first dropping the pressure to zero. Failure to comply may result in serious injury or death to personnel.

WARNING



ELECTRICAL SYSTEM

- Remove all jewelry, such as rings, ID tags, bracelets, etc. If jewelry or tools contact electrical circuits, a direct short may result. Failure to comply may result in serious injury or death to personnel.
- Do not smoke, use open flame, make sparks or other ignition sources around batteries. A battery giving off gas could explode. Failure to comply may result in serious injury or death to personnel.
- Be careful when working on or with electrical equipment. Do not be misled by the term “low voltage”. Voltages as low as 50 volts can cause death. For artificial respiration, refer to FM 4-25.11.
- When working inside the vehicle with power off, be sure to ground every capacitor likely to hold a dangerous voltage potential.
- Never work on electronic equipment unless there is another person nearby who is familiar with the operation and hazards of the equipment.

WARNING



SOLVENT CLEANING COMPOUND

- Solvent cleaning compound MIL-PRF-680 Type II and III may be irritating to the eyes and skin. Use protective gloves and goggles. Use in a well-ventilated area. Use respirator as needed. Accidental ingestion can cause irritation of digestive tract and respiratory tract,

may cause lung and central nervous system damage. Can be fatal if swallowed. Inhalation of high/massive concentrations can cause coma or be fatal. First aid for ingestion: do not induce vomiting. Seek immediate medical attention. First aid of skin contact: remove contaminated clothing. Wash skin thoroughly with soap and water. If symptoms persist, seek medical attention. First aid for eye contact: flush with water for 15 minutes or until irritation subsides. If symptoms persist, seek medical attention. First aid for inhalation: move to fresh air. If not breathing, provide artificial respiration. If symptoms persist, seek medical attention. Keep away from open flames and other sources of ignition. Failure to follow this warning may result in injury or death to personnel.

- The flashpoint for Type II solvent cleaning compound is 141-198°F (61-92°C), and Type III is 200-241°F (93-116°C).
- Improper cleaning methods and use of unauthorized cleaning solvents may injure personnel and damage equipment.
- Fire extinguishers should be placed nearby when using solvent cleaning compound. Failure to follow this warning may result in injury or death.
- Cloths or rags saturated with solvent cleaning compound must be disposed of IAW authorized facilities' procedures. Failure to follow this warning may result in injury.
- Eye shields must be worn when cleaning with a wire brush. Flying rust and metal particles may cause injury.

WARNING



POLYURETHANE COATING (CARC)

- Eye and hearing protection must be worn at all times when using power tools for grinding, cutting, sawing, and drilling. Failure to do so may result in injury to personnel. Chemical Agent Resistant Coating (CARC) paint contains isocyanate which is highly irritating to skin and respiratory system. High concentrations of isocyanate can produce symptoms of itching and reddening of skin, a burning sensation in the throat and nose, and watering of the eyes. In extreme concentrations, isocyanate can cause cough, shortness of breath, pain during respiration, increased sputum production, and chest tightness. First aid for ingestion: do not induce vomiting. Seek immediate medical

attention. First aid for skin contact: remove contaminated clothing. Wash skin thoroughly with soap and water. If symptoms persist, seek medical attention. First aid for eye contact: flush with water for 15 minutes or until irritation subsides. If symptoms persist, seek medical attention. First aid for inhalation: move to fresh air. If not breathing, provide artificial respiration. If symptoms persist, seek medical attention.

- The following precautions must be taken whenever using CARC paint:
- Protective equipment (gloves, goggles, ventilation mask) must be worn when using CARC paint.
- NEVER cut CARC-coated materials without high-efficiency, air-purifying respirators in use.
- DO NOT grind or sand painted equipment without high-efficiency, air-purifying respirators in use.
- BE AWARE of CARC paint exposure symptoms; symptoms can occur a few days after initial exposure. Seek medical help immediately if symptoms are detected.
- Use only in well-ventilated area. Check with local environmental office for methods and locations approved for painting in accordance with local and state environmental regulations.
- Always use air line respirators when using CARC paint unless air sampling shows exposure to be below standards. Use chemical cartridge respirator if air sampling is below standards.

WARNING



ADHESIVE

- Adhesive, solvents and sealing compounds can burn easily and are harmful causing immediate bonding on contact with eyes, skin, or clothing and gives off harmful vapors.
- If adhesive, solvent, or sealing compound gets on skin or clothing, wash immediately with soap and water.
- If adhesive gets in your eyes, try to keep them open; flush them with water for 15 minutes and get immediate medical attention.
- Wear protective goggles and use in a well-ventilated area.

- Keep away from open fire and use in well-ventilated area to avoid injury or death.

WARNING



FLAMMABLE LIQUID AND COMBUSTIBLE VAPOR

- Gasoline, fuel oil, lubricating oil, grease, paint, paint thinner, cleaning solvents, and other combustible liquids present a serious fire hazard.
- Combustible liquids must ALWAYS be stored in their approved containers and designated compartments or deck storage locations.
- Ensure exhaust and ventilation fans are operating while using cleaning solvents or paint products.
- Never store or charge batteries in a confined space without ventilation or near electrical equipment.
- Fuel is very flammable and can explode easily.
- To avoid serious injury or death, keep fuel away from open fire and keep fire extinguisher within easy reach when working with fuel.
- Do not work on fuel system when engine is hot. Fuel can be ignited by hot engine.
- When working with fuel, post signs that read NO SMOKING WITHIN 50 FEET OF VEHICLE.
- Starting fluid is toxic and flammable. Do not store in cab and do not breathe fumes. Do not puncture or burn containers. Dispose of container following manufacturer's recommendations on the container.

WARNING



MOVING MACHINERY

- Use extreme care when operating or working near moving machinery including running engine, rotating shafts, and other moving parts. Failure to comply may result in injury or death to personnel.

- Use extreme care when measuring voltage while engine is running around rotating fan blade and hot engine parts. Failure to comply may result in injury or death to personnel.

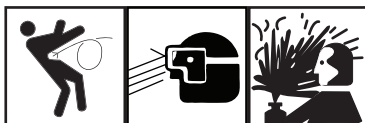
WARNING



HEAVY-DUTY WINCH OPERATION

- All personnel must stand clear during winching operations from possible snapping cable or shifting load. Failure to comply may result in injury or death to personnel.
- When hooking up for winching operations, position throat (open part) of hook upward in case overloading straightens out hook. Failure to comply may result in injury or death to personnel.
- The cable drum requires a minimum of three or four wraps of wire rope (cable) for safety. Failure to comply may result in injury or death to personnel.
- Be careful when handling the winch cable. Ensure cut ends are taped. Ensure cut ends of cable on winch assembly are securely fastened down. Failure to comply may result in injury or death to personnel.
- Always wear leather gloves when handling winch cable. Failure to comply may result in injury or death to personnel.

WARNING



PARTS UNDER PRESSURE

- Wear safety goggles and use caution when removing or installing springs, snap rings, retaining rings, and other parts under spring tension. These parts can act as projectiles. Failure to comply may result in injury or death to personnel.
- The radiator is very hot and pressurized during vehicle operation. Let radiator cool before removing cap. Failure to do so can result in serious burns.

- During pressure tests, ensure air pressure is drained to 0 psi (0 kPa) before taking off any components. If pressure is not released, plates or line could blow off and harm personnel. Do not drain air from tank with any part of body in air spray path. Skin embolisms and/or debris in eyes can occur from released pressure.
- High air pressure may be released from valve stem when valve core is removed. Stay clear of valve stem after core is removed. Ensure all personnel wear suitable eye protection. Failure to comply may result in injury to personnel.
- Stand clear of trajectory area during deflation or personal injury or death may result.
- Lock-ring is under tension. If lock-ring breaks loose it could cause injury to personnel. Keep hands and fingers away from lock-ring when removing.
- Never adjust relief valve so that personnel must stand on strongback to operate latch.
- If there is any residual pressure in tank when relief valve is open, personnel may lose their balance and fall. Failure to comply may result in injury or death to personnel.
- Use extreme care when removing or installing spring retainers. Spring retainers are under tension and can act as projectiles when released suddenly. Ensure proper eye protection is worn to prevent injury to personnel.
- Use extreme care when removing or installing springs. Springs are under tension and can act as projectiles when released. Ensure proper eye protection is worn to prevent injury to personnel. Eye protection is required during all grinding operations. Failure to comply may result in serious injury to personnel.
- Failure to relieve tank pressure may result in sudden, unexpected loss of pressure. Failure to comply may result in personal injury or death.
- Do not remove the radiator cap when the engine is hot, as steam and hot coolant can escape. Failure to comply may result in personal injury or death.

WARNING



HEAVY PARTS

Any part or component that weigh over 50 lbs (23 kg) must be removed with the aid of an assistant and a lifting device. Failure to comply may result in personal injury or death.

WARNING



CARBON MONOXIDE (EXHAUST GAS) CAN CAUSE DEATH

- Carbon monoxide does not have color or smell and can cause death.
- Breathing air with carbon monoxide produces symptoms of headache, dizziness, loss of muscular control, a sleepy feeling and coma. Brain damage or death can result from heavy exposure.
- Carbon monoxide is in exhaust fumes of fuel-burning heaters and internal combustion engines.
- Carbon monoxide can become dangerously concentrated under conditions of no ventilation.
- Precautions must be followed to ensure crew safety when the personnel heater or engine of any vehicle is operated for any purpose. Failure to comply may result in injury or death to personnel.
- DO NOT operate vehicle engine in a closed place unless the place has proper ventilation. Failure to comply may result in injury or death to personnel.
- DO NOT drive any vehicle with inspection plates, cover plates, or engine compartment covers removed unless necessary for maintenance purposes. Failure to comply may result in injury or death to personnel.
- BE ALERT at all times during vehicle operation for exhaust odors and exposure symptoms. If either odor or exposure symptoms are present, IMMEDIATELY VENTILATE personnel compartments. If symptoms continue, remove affected crew to fresh air and keep

warm. DO NOT PERMIT PHYSICAL EXERCISE. If necessary, give artificial respiration and get immediate medical attention. For artificial respiration, refer to FM 4-25.11 . Failure to comply may result in injury or death to personnel.

- BE AWARE that the gas particulate filter unit or the field protection mask for nuclear-biological-chemical protection WILL NOT offer safety from carbon monoxide poisoning.

WARNING



EXTREME HEAT

If required to remain inside the vehicle during extreme heat, occupants should follow the water intake, work/rest cycle, and other heat stress preventive medicine measures contained in FM 21-10, Field Hygiene and Sanitation.

WARNING



CABLES

- Always wear heavy gloves when handling winch cables; never let cable run through hands. Frayed cables can cut. Failure to comply may result in injury or death to personnel.
- Never operate winch with less than five wraps of cable on winch drum. Frayed cables can cut. Failure to comply may result in injury or death to personnel.

WARNING



LEAD-ACID BATTERIES

- Wear proper eye protection when working around batteries. Failure to comply may result in injury or death to personnel.
- Use extreme care not to short out battery terminals. Remove all jewelry such as rings, ID tags, bracelets, etc. prior to working on or around vehicle. Jewelry and tools can catch on equipment, contact positive electrical circuits, and cause a direct short, severe burns, or electrical shock. Failure to comply may result in injury or death to personnel.
- Batteries produce explosive gases. Do not smoke or use open flame near batteries. Do not allow hot, sparking, or glowing objects near batteries. If batteries are giving off gases, presence of a heat, flame, or spark may cause fire and/or explosion. Failure to comply may result in injury or death to personnel.
- Battery electrolyte is harmful to skin, and eyes. Avoid battery electrolyte contact with skin, eyes, or clothing. If battery electrolyte spills, take immediate action to stop burning effects:

WARNING



NBC

- NBC-contaminated air filters must be handled and disposed of only by authorized and trained personnel.
- The unit commander or senior officer in charge of maintenance personnel must ensure that prescribed protective clothing (FM

3-11.4) is used, and prescribed safety measures and decontamination procedures (FM 3-11.5) are followed.

- The local unit SOP is responsible for final disposal of contaminated air filters. Failure to comply may cause severe injury or death to personnel.

WARNING



TIRE OPERATION

- Operating a vehicle with a tire in an overinflated or underinflated condition, or with a questionable defect, may lead to premature tire failure. Ensure tire has proper tire pressure. Failure to comply may result in injury or death to personnel.
- When inflating tires mounted on the vehicle, all personnel must remain out of trajectory of the side ring and lock-ring as shown by the areas indicated. Failure to follow proper procedures may result in serious injury or death to personnel.
- Cracked, broken, bent or otherwise damaged rim components shall not be reworked, welded, brazed, or otherwise heated or damage or personal injury or death may result.
- No heat shall be applied to a multi-piece wheel or wheel component or damage or injury or death may result.
- Failure to place wheel/tire assembly in safety cage prior to initial inflation could result in serious injury or death to personnel.
- When a wheel/tire is in a restraining device, do not rest or lean any part of body or equipment on or against the restraining device, or injury or death could result.
- While changing tires or while performing tire maintenance, stay out of the trajectory path. Failure to comply may result in injury or death to personnel.
- Always use an inflation hose with an in-line gauge and a clip-on chuck when inflating tires. The gauge and valve must be mounted a minimum of 10 feet (3.10 m) away from air chuck.
- High air pressure may be released from valve stem when valve core is removed. Stay clear of valve stem after core is removed. Ensure

all personnel wear suitable eye protection. Failure to comply may result in injury to personnel.

- Tire is heavy. Brace tire to ensure tire will not fall over on you or on others.

WARNING



VEHICLE OPERATION

- Speed limits posted on curves reflect speeds that are considered safe for automobiles. Heavy trucks with a high center of gravity can roll over at these speed limits. Use caution and reduce your speed below the posted limit before entering a curve. Failure to comply may result in vehicle crash and injury to personnel.
- Use caution and reduce your speed below the posted limit before entering a curve. Failure to comply may result in vehicle crash and injury to personnel.
- Always use seatbelts when operating vehicle. Failure to use seatbelt can result in serious injury or death in case of accident.
- Operation at speeds over 15 mph (24 kph) on paved roads can be achieved when the operator determines that the vehicle being towed and the terrain allow safe operation.
- Under no condition can speeds over 35 mph (55 kph) on paved road and 15 mph (24 kph) off-road be allowed. Loss of control can cause serious injury or death. Excessive speed can cause damage to vehicle being towed.

WARNING



BRAKES

- Ensure all personnel are clear from front of truck before performing brake stall check. Be ready to apply service brake. Operator must remain in cab while performing this check. Failure to comply could result in personnel injury.

- Never use parking brake for normal braking or wheels will lock up causing severe skid. Skidding vehicle may result in serious personal injury or death.
- Do not use trailer brakes as a parking brake. Trailer brakes may not hold loaded vehicle and trailer on a grade. A runaway vehicle may cause severe personal injury or death.
- Engine must be shut OFF and parking brake set before performing PMCS walkaround. Failure to comply may result in injury or death to personnel.

WARNING



BURNS

The exhaust pipe and muffler can become very hot during vehicle operation. Be careful not to touch these parts with bare hands, or allow body to come in contact with exhaust pipe or muffler. Exhaust system parts can become hot enough to cause serious burns.

WARNING



HEARING PROTECTION

- Excessive noise levels are present any time the heavy-duty winch or crane is operating.
- Wear single hearing protection (earplugs or equivalent) while working around equipment while it is running. Failure to do so could result in damage to your hearing.
- Seek medical aid should you suspect a hearing problem.

WARNING



COMPRESSED AIR

- Brake shoes may be coated with dust. Breathing this dust may be harmful to your health.
- Do not use compressed air to clean brake shoes. Wear a filter mask approved for use against brake dust. Failure to comply may result in injury or death to personnel.
- Compressed air used for cleaning purposes will not exceed 30 psi (207 kPa).
- Use only with effective chip guarding and personal protective equipment, goggles, shield, and gloves.

LIST OF EFFECTIVE PAGES/WORK PACKAGES

NOTE:

Zero in the "Change No." column indicates an original page or work package.

Date of issue for the original manual is:

Original 15 October 2008

TOTAL NUMBER OF PAGES FOR FRONT AND REAR MATTER IS 68 AND TOTAL NUMBER OF WORK PACKAGES IS 149, CONSISTING OF THE FOLLOWING.

| Page/WP No. | Change No. | Page/WP No. | Change No. |
|-------------------------------|------------|--------------------|------------|
| Front Cover | 0 | WP 0023 (2 pages) | 0 |
| Warning Summary | 0 | WP 0024 (2 pages) | 0 |
| i-xxxviii | 0 | WP 0025 (2 pages) | 0 |
| Chp 1 - General Information, | | WP 0026 (4 pages) | 0 |
| Equipment Description and | | WP 0027 (2 pages) | 0 |
| Theory of Operation | 0 | WP 0028 (4 pages) | 0 |
| WP 0001 (10 pages) | 0 | WP 0029 (4 pages) | 0 |
| WP 0002 (8 pages) | 0 | WP 0030 (2 pages) | 0 |
| WP 0003 (2 pages) | 0 | WP 0031 (2 pages) | 0 |
| WP 0004 (6 pages) | 0 | WP 0032 (6 pages) | 0 |
| WP 0005 (4 pages) | 0 | WP 0033 (4 pages) | 0 |
| WP 0006 (10 pages) | 0 | WP 0034 (4 pages) | 0 |
| WP 0007 (2 pages) | 0 | WP 0035 (2 pages) | 0 |
| WP 0008 (2 pages) | 0 | WP 0036 (6 pages) | 0 |
| WP 0009 (4 pages) | 0 | WP 0037 (14 pages) | 0 |
| WP 0010 (2 pages) | 0 | WP 0038 (18 pages) | 0 |
| WP 0011 (2 pages) | 0 | WP 0039 (10 pages) | 0 |
| WP 0012 (8 pages) | 0 | WP 0040 (4 pages) | 0 |
| WP 0013 (8 pages) | 0 | WP 0041 (28 pages) | 0 |
| WP 0014 (2 pages) | 0 | WP 0042 (18 pages) | 0 |
| WP 0015 (2 pages) | 0 | WP 0043 (22 pages) | 0 |
| WP 0016 (2 pages) | 0 | WP 0044 (8 pages) | 0 |
| Chp 2 - Operator Instructions | 0 | WP 0045 (2 pages) | 0 |
| WP 0017 (2 pages) | 0 | WP 0046 (2 pages) | 0 |
| WP 0018 (4 pages) | 0 | WP 0047 (2 pages) | 0 |
| WP 0019 (2 pages) | 0 | WP 0048 (4 pages) | 0 |
| WP 0020 (16 pages) | 0 | WP 0049 (2 pages) | 0 |
| WP 0021 (6 pages) | 0 | WP 0050 (2 pages) | 0 |
| WP 0022 (2 pages) | 0 | WP 0051 (4 pages) | 0 |

| Page/WP No. | Change No. | Page/WP No. | Change No. |
|--------------------|-------------------|--------------------------------|-------------------|
| WP 0052 (6 pages) | 0 | WP 0096 (2 pages) | 0 |
| WP 0053 (2 pages) | 0 | WP 0097 (6 pages) | 0 |
| WP 0054 (2 pages) | 0 | WP 0098 (4 pages) | 0 |
| WP 0055 (2 pages) | 0 | WP 0099 (8 pages) | 0 |
| WP 0056 (2 pages) | 0 | WP 0100 (2 pages) | 0 |
| WP 0057 (2 pages) | 0 | WP 0101 (4 pages) | 0 |
| WP 0058 (4 pages) | 0 | WP 0102 (8 pages) | 0 |
| WP 0059 (4 pages) | 0 | Chp 3 - Troubleshooting | |
| WP 0060 (2 pages) | 0 | Procedures | 0 |
| WP 0061 (2 pages) | 0 | WP 0103 (8 pages) | 0 |
| WP 0062 (2 pages) | 0 | WP 0104 (8 pages) | 0 |
| WP 0063 (4 pages) | 0 | WP 0105 (4 pages) | 0 |
| WP 0064 (2 pages) | 0 | WP 0106 (6 pages) | 0 |
| WP 0065 (4 pages) | 0 | WP 0107 (4 pages) | 0 |
| WP 0066 (2 pages) | 0 | WP 0108 (4 pages) | 0 |
| WP 0067 (2 pages) | 0 | WP 0109 (4 pages) | 0 |
| WP 0068 (4 pages) | 0 | WP 0110 (4 pages) | 0 |
| WP 0069 (4 pages) | 0 | WP 0111 (4 pages) | 0 |
| WP 0070 (4 pages) | 0 | WP 0112 (4 pages) | 0 |
| WP 0071 (2 pages) | 0 | WP 0113 (4 pages) | 0 |
| WP 0072 (2 pages) | 0 | WP 0114 (2 pages) | 0 |
| WP 0073 (2 pages) | 0 | WP 0115 (4 pages) | 0 |
| WP 0074 (2 pages) | 0 | WP 0116 (6 pages) | 0 |
| WP 0075 (4 pages) | 0 | WP 0117 (4 pages) | 0 |
| WP 0076 (2 pages) | 0 | WP 0118 (2 pages) | 0 |
| WP 0077 (24 pages) | 0 | WP 0119 (4 pages) | 0 |
| WP 0078 (4 pages) | 0 | WP 0120 (6 pages) | 0 |
| WP 0079 (8 pages) | 0 | WP 0121 (2 pages) | 0 |
| WP 0080 (4 pages) | 0 | WP 0122 (2 pages) | 0 |
| WP 0081 (2 pages) | 0 | WP 0123 (4 pages) | 0 |
| WP 0082 (16 pages) | 0 | WP 0124 (2 pages) | 0 |
| WP 0083 (18 pages) | 0 | WP 0125 (4 pages) | 0 |
| WP 0084 (14 pages) | 0 | WP 0126 (2 pages) | 0 |
| WP 0085 (2 pages) | 0 | Chp 4 - Preventive Maintenance | |
| WP 0086 (4 pages) | 0 | Checks and Services (PMCS) | 0 |
| WP 0087 (2 pages) | 0 | WP 0127 (4 pages) | 0 |
| WP 0088 (16 pages) | 0 | WP 0128 (38 pages) | 0 |
| WP 0089 (4 pages) | 0 | WP 0129 (12 pages) | 0 |
| WP 0090 (2 pages) | 0 | WP 0130 (22 pages) | 0 |
| WP 0091 (4 pages) | 0 | WP 0131 (36 pages) | 0 |
| WP 0092 (2 pages) | 0 | WP 0132 (16 pages) | 0 |
| WP 0093 (6 pages) | 0 | WP 0133 (10 pages) | 0 |
| WP 0094 (2 pages) | 0 | | |
| WP 0095 (2 pages) | 0 | | |

| Page/WP No. | Change No. | Page/WP No. | Change No. |
|---------------------|-------------------|--------------------------------|-------------------|
| Chp 5 - Maintenance | | WP 0141 (8 pages) | 0 |
| Instructions | 0 | WP 0142 (6 pages) | 0 |
| WP 0134 (14 pages) | 0 | WP 0143 (8 pages) | 0 |
| WP 0135 (4 pages) | 0 | WP 0144 (4 pages) | 0 |
| WP 0136 (6 pages) | 0 | WP 0145 (2 pages) | 0 |
| WP 0137 (2 pages) | 0 | Chp 6 - Supporting Information | 0 |
| WP 0138 (18 pages) | 0 | WP 0146 (6 pages) | 0 |
| WP 0139 (2 pages) | 0 | WP 0147 (12 pages) | 0 |
| WP 0140 (6 pages) | 0 | WP 0148 (4 pages) | 0 |
| | | WP 0149 (8 pages) | 0 |

**HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON D.C., 15 OCTOBER 2008**

TECHNICAL MANUAL

**OPERATOR'S MANUAL
TRUCK, TRACTOR, LIGHT EQUIPMENT TRANSPORTER (LET), 8X8
M983A4LET
NSN 2320-01-534-2229**

REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS

You can help improve this publication. If you find any errors, or if you would like to recommend any improvements to the procedures in this publication, please let us know. The preferred method is to submit your DA Form 2028 (Recommended Changes to Publications and Blank Forms) through the Internet, on the Army Electronic Product Support (AEPS) website. The Internet address is <https://aeps.ria.army.mil>. The DA Form 2028 is located under the Public Applications section in the AEPS Public Home Page. Fill out the form and click on SUBMIT. Using this form on the AEPS will enable us to respond quicker to your comments and better manage the DA Form 2028 program. You may also mail, e-mail, or fax your comments or DA Form 2028 directly to the U.S. Army TACOM Life Cycle Management Command. The postal mail address is U.S. Army TACOM Life Cycle Management Command, ATTN: AMSTA-LC-LMPP / TECH PUBS, 1 Rock Island Arsenal, Rock Island, IL 61299-7630. The e-mail address is tacomlcmc.daform2028@us.army.mil. The fax number is DSN 793-0726 or Commercial (309) 782-0726.

TABLE OF CONTENTS

| | <u>WP Sequence No.</u> |
|---|------------------------|
| | <u>Page No.</u> |
| Warning Summary | |
| How to Use this Manual | |
| Chapter 1 - General Information, Equipment Description and Theory of Operation | |
| INTRODUCTION..... | WP 0001 |
| Table 1. Overview..... | 0001-1 |
| Figure 1. | 0001-1 |
| Table 2. Common Nomenclature..... | 0001-3 |
| Table 3. Common Abbreviations..... | 0001-4 |
| Table 4. Significant Hazard And Safety Recommendations..... | 0001-9 |
| WARRANTY PROGRAM..... | WP 0002 |
| Table 1. Vehicle Information..... | 0002-3 |
| EQUIPMENT CHARACTERISTICS, CAPABILITIES, AND FEATURES..... | WP 0003 |
| LOCATION AND DESCRIPTION OF MAJOR COMPONENTS..... | WP 0004 |
| Table 1. HEMTT Series Vehicle Common Component Location..... | 0004-1 |
| Figure 1. | 0004-1 |
| Figure 2. | 0004-2 |
| Table 2. M983A4 LET Tractor Vehicle Specific Component Location..... | 0004-4 |
| Figure 3. | 0004-4 |
| DIFFERENCES BETWEEN MODELS..... | WP 0005 |
| Table 1. Differences Between HEMTT A4 Models..... | 0005-1 |

| | <u>WP Sequence No.</u> | <u>Page No.</u> |
|--|------------------------|-----------------|
| Table 2. Notes..... | 0005-2 | |
| EQUIPMENT DATA..... | WP 0006 | |
| Table 1. Vehicle Operation..... | 0006-1 | |
| Table 2. M983A4 LET Vehicle Dimensions..... | 0006-1 | |
| Table 3. M983A4 LET Vehicle Weight..... | 0006-1 | |
| Table 4. M983A4 LET Vehicle Weight Distribution..... | 0006-2 | |
| Table 5. Vehicle Performance..... | 0006-2 | |
| Table 6. Fluid Capacities..... | 0006-3 | |
| Table 7. Engine..... | 0006-3 | |
| Table 8. Fuel System..... | 0006-4 | |
| Table 9. Electrical System..... | 0006-4 | |
| Table 10. Cooling System..... | 0006-4 | |
| Table 11. Transmission..... | 0006-4 | |
| Table 12. Transfer Case..... | 0006-5 | |
| Table 13. Front Tandem Axles..... | 0006-5 | |
| Table 14. Rear Tandem Axles..... | 0006-5 | |
| Table 15. Brake System..... | 0006-5 | |
| Table 16. Wheels..... | 0006-6 | |
| Table 17. Tires..... | 0006-6 | |
| Table 18. Steering System..... | 0006-6 | |
| Table 19. Towing Eyes..... | 0006-6 | |
| Table 20. Pintle Hook..... | 0006-6 | |
| Table 21. Fifth Wheel..... | 0006-7 | |
| Table 22. Cab..... | 0006-7 | |

| | <u>WP Sequence No.</u> |
|--|------------------------|
| | <u>Page No.</u> |
| Table 23. Heavy-Duty Winch..... | 0006-7 |
| Table 24. Auxiliary Equipment..... | 0006-8 |
| Table 25. M983A4 LET Tractor Vehicle Load Classification..... | 0006-8 |
| Table 26. M983A4 LET Tractor Vehicle Tire Pressures..... | 0006-8 |
| Table 27. Operating Speeds..... | 0006-9 |
| SELF-RECOVERY WINCH..... | WP 0007 |
| Figure 1. | 0007-1 |
| ELECTRICAL SYSTEM..... | WP 0008 |
| Figure 1. | 0008-1 |
| AIR SYSTEM..... | WP 0009 |
| Figure 1. | 0009-2 |
| MAIN HYDRAULIC SYSTEM..... | WP 0010 |
| Figure 1. | 0010-1 |
| Figure 2. | 0010-2 |
| STEERING SYSTEM..... | WP 0011 |
| Figure 1. | 0011-1 |
| POWER TRAIN..... | WP 0012 |
| Figure 1. | 0012-1 |
| Figure 2. | 0012-3 |
| Figure 3. | 0012-5 |
| Figure 4. | 0012-6 |
| Figure 5. | 0012-6 |
| Figure 6. | 0012-7 |

WP Sequence No.
Page No.

| | | |
|-----------------------|--------|---------|
| ENGINE SYSTEMS..... | | WP 0013 |
| Figure 1. | 0013-1 | |
| Figure 2. | 0013-2 | |
| Figure 3. | 0013-3 | |
| Figure 4. | 0013-4 | |
| Figure 5. | 0013-6 | |
| CAB..... | | WP 0014 |
| Figure 1. | 0014-1 | |
| WHEELS AND TIRES..... | | WP 0015 |
| Figure 1. | 0015-1 | |
| HEAVY-DUTY WINCH..... | | WP 0016 |
| Figure 1. | 0016-1 | |

Chapter 2 - Operator Instructions

| | | |
|--|--------|---------|
| CAB-MOUNTED FOOT CONTROLS..... | | WP 0017 |
| Table 1. Cab-Mounted Foot Controls..... | 0017-1 | |
| Figure 1. | 0017-1 | |
| CAB-MOUNTED HAND CONTROLS..... | | WP 0018 |
| Table 1. Cab-Mounted Hand Controls..... | 0018-2 | |
| Figure 1. | 0018-2 | |
| STEERING COLUMN MOUNTED CONTROLS..... | | WP 0019 |
| Table 1. Steering Column Mounted Controls..... | 0019-1 | |
| Figure 1. | 0019-1 | |
| INSTRUMENT PANEL CONTROLS AND INDICATORS..... | | WP 0020 |
| Table 1. Instrument Panel Controls and Indicators..... | 0020-1 | |

| | <u>Page No.</u> | <u>WP Sequence No.</u> |
|---|-----------------|------------------------|
| Figure 1. | 0020-1 | |
| Figure 2. | 0020-2 | |
| Figure 3. | 0020-3 | |
| Figure 4. | 0020-4 | |
| Figure 5. | 0020-6 | |
| Figure 6. | 0020-9 | |
| Figure 7. | 0020-13 | |
| HEATER COMPARTMENT CONTROLS AND INDICATORS..... | | WP 0021 |
| Table 1. Heater Compartment Controls and Indicators..... | 0021-1 | |
| Figure 1. | 0021-1 | |
| Figure 2. | 0021-4 | |
| Figure 3. | 0021-5 | |
| CENTER DASH PANEL CONTROLS..... | | WP 0022 |
| Table 1. Center Dash Panel Controls..... | 0022-1 | |
| Figure 1. | 0022-1 | |
| OPERATOR AND CREW FOUR-POINT SEATBELT/AIR-RIDE SEAT ADJUSTMENT CONTROLS..... | | WP 0023 |
| Table 1. Operator and Crew Four-Point Seatbelt/ Air-Ride Seat Adjustment Controls..... | 0023-1 | |
| Figure 1. | 0023-1 | |
| 24V BATTERY DISCONNECT SWITCH..... | | WP 0024 |
| Table 1. 24V Battery Disconnect Switch..... | 0024-2 | |
| Figure 1. | 0024-2 | |
| HYDRAULIC SELECTOR VALVE CONTROL..... | | WP 0025 |
| Table 1. Hydraulic Selector Valve Control..... | 0025-2 | |

| | <u>WP Sequence No.</u> | |
|---|------------------------|---------|
| | <u>Page No.</u> | |
| Figure 1. | 0025-2 | |
| TIRE CARRIER PUMP CONTROLS..... | | WP 0026 |
| Table 1. Tire Carrier Pump Controls..... | 0026-2 | |
| Figure 1. | 0026-2 | |
| SUSPENSION DUMP VALVE CONTROL..... | | WP 0027 |
| Table 1. Suspension Dump Valve Control..... | 0027-1 | |
| Figure 1. | 0027-1 | |
| HEAVY-DUTY WINCH CONTROLS..... | | WP 0028 |
| Table 1. Heavy-Duty Winch Controls..... | 0028-2 | |
| Figure 1. | 0028-2 | |
| RIFLE STOWAGE MOUNT..... | | WP 0029 |
| Table 1. Rifle Stowage Mount..... | 0029-2 | |
| Figure 1. | 0029-2 | |
| FIFTH WHEEL CONTROLS..... | | WP 0030 |
| Table 1. Fifth Wheel Controls..... | 0030-1 | |
| Figure 1. | 0030-1 | |
| OPERATE WINDSHIELD WIPERS/WASHER..... | | WP 0031 |
| Figure 1. | 0031-1 | |
| Figure 2. | 0031-2 | |
| OPERATE CAB TEMPERATURE CONTROLS..... | | WP 0032 |
| Figure 1. | 0032-2 | |
| Figure 2. | 0032-4 | |
| Figure 3. | 0032-5 | |
| OPERATE FIRE EXTINGUISHER..... | | WP 0033 |

| | <u>Page No.</u> | <u>WP Sequence No.</u> |
|--|-----------------|------------------------|
| Figure 1. | 0033-1 | |
| Figure 2. | 0033-2 | |
| Figure 3. | 0033-3 | |
| OPERATE ACCESS LADDER..... | | WP 0034 |
| Figure 1. | 0034-1 | |
| Figure 2. | 0034-2 | |
| Figure 3. | 0034-3 | |
| OPERATE DRAIN PLUG..... | | WP 0035 |
| Figure 1. | 0035-1 | |
| Figure 2. | 0035-2 | |
| OPERATE AIR SUSPENSION DUMP VALVE..... | | WP 0036 |
| Figure 1. | 0036-2 | |
| Figure 2. | 0036-3 | |
| Figure 3. | 0036-4 | |
| Figure 4. | 0036-5 | |
| Figure 5. | 0036-6 | |
| HEAVY-DUTY WINCH OPERATION USING VEHICLE MOUNTED (MANUAL) CONTROLS..... | | WP 0037 |
| Figure 1. | 0037-2 | |
| Figure 2. | 0037-3 | |
| Figure 3. | 0037-3 | |
| Figure 4. | 0037-5 | |
| Figure 5. | 0037-6 | |
| Figure 6. | 0037-7 | |

| | <u>WP Sequence No.</u> |
|--|------------------------|
| | <u>Page No.</u> |
| Table 1. Heavy-Duty Winch Pull Capacity..... | 0037-8 |
| Figure 7. | 0037-9 |
| Figure 8. | 0037-11 |
| Figure 9. | 0037-13 |
| Figure 10. | 0037-14 |
| OPERATE TIRE CARRIER..... | WP 0038 |
| Figure 1. | 0038-2 |
| Figure 2. | 0038-3 |
| Figure 3. | 0038-3 |
| Figure 4. | 0038-4 |
| Figure 5. | 0038-5 |
| Figure 6. | 0038-6 |
| Figure 7. | 0038-8 |
| Figure 8. | 0038-9 |
| Figure 9. | 0038-10 |
| Figure 10. | 0038-11 |
| Figure 11. | 0038-12 |
| Figure 12. | 0038-13 |
| Figure 13. | 0038-14 |
| Figure 14. | 0038-15 |
| Figure 15. | 0038-16 |
| Figure 16. | 0038-17 |
| OPERATE INSTRUMENT PANEL..... | WP 0039 |
| Figure 1. | 0039-1 |

| | <u>Page No.</u> | <u>WP Sequence No.</u> |
|---|-----------------|------------------------|
| Figure 2. | 0039-2 | |
| Figure 3. | 0039-3 | |
| Figure 4. | 0039-4 | |
| Figure 5. | 0039-4 | |
| Figure 6. | 0039-5 | |
| Figure 7. | 0039-5 | |
| Figure 8. | 0039-6 | |
| Figure 9. | 0039-6 | |
| Figure 10. | 0039-7 | |
| Figure 11. | 0039-7 | |
| Figure 12. | 0039-8 | |
| Figure 13. | 0039-8 | |
| Figure 14. | 0039-9 | |
| Figure 15. | 0039-9 | |
| Figure 16. | 0039-10 | |
| OPERATE AIR SUSPENSION BALL VALVES..... | | WP 0040 |
| Figure 1. | 0040-2 | |
| Figure 2. | 0040-4 | |
| CONNECT/DISCONNECT M870/M870A1 SEMITRAILER..... | | WP 0041 |
| Table 1. Lockout Requirements..... | 0041-2 | |
| Figure 1. | 0041-2 | |
| Figure 2. | 0041-4 | |
| Figure 3. | 0041-6 | |
| Figure 4. | 0041-7 | |

| | <u>WP Sequence No.</u> |
|--|------------------------|
| | <u>Page No.</u> |
| Figure 5. | 0041-8 |
| Figure 6. | 0041-9 |
| Figure 7. | 0041-10 |
| Figure 8. | 0041-10 |
| Figure 9. | 0041-11 |
| Figure 10. | 0041-12 |
| Figure 11. | 0041-13 |
| Figure 12. | 0041-15 |
| Figure 13. | 0041-15 |
| Figure 14. | 0041-16 |
| Figure 15. | 0041-17 |
| Figure 16. | 0041-18 |
| Figure 17. | 0041-19 |
| Figure 18. | 0041-20 |
| Figure 19. | 0041-21 |
| Figure 20. | 0041-21 |
| Figure 21. | 0041-22 |
| Figure 22. | 0041-22 |
| Figure 23. | 0041-24 |
| Figure 24. | 0041-24 |
| Figure 25. | 0041-26 |
| Figure 26. | 0041-27 |
| HEAVY-DUTY WINCH OPERATION USING REMOTE-CONTROL UNIT..... | WP 0042 |

| | <u>WP Sequence No.</u> |
|---|------------------------|
| | <u>Page No.</u> |
| Figure 1. | 0042-2 |
| Figure 2. | 0042-3 |
| Figure 3. | 0042-3 |
| Figure 4. | 0042-4 |
| Figure 5. | 0042-5 |
| Figure 6. | 0042-6 |
| Figure 7. | 0042-7 |
| Figure 8. | 0042-8 |
| Table 1. Heavy-Duty Winch Pull Capacity..... | 0042-9 |
| Figure 9. | 0042-10 |
| Figure 10. | 0042-12 |
| Figure 11. | 0042-14 |
| Figure 12. | 0042-15 |
| Figure 13. | 0042-16 |
| Figure 14. | 0042-17 |
| CONNECT/DISCONNECT M870A3 SEMITRAILER..... | WP 0043 |
| Table 1. Lockout Requirements..... | 0043-2 |
| Figure 1. | 0043-3 |
| Figure 2. | 0043-4 |
| Figure 3. | 0043-5 |
| Figure 4. | 0043-6 |
| Figure 5. | 0043-7 |
| Figure 6. | 0043-8 |
| Figure 7. | 0043-8 |

| | <u>WP Sequence No.</u> |
|------------------------------------|------------------------|
| | <u>Page No.</u> |
| Figure 8. | 0043-9 |
| Figure 9. | 0043-10 |
| Figure 10. | 0043-10 |
| Figure 11. | 0043-11 |
| Figure 12. | 0043-12 |
| Figure 13. | 0043-12 |
| Figure 14. | 0043-13 |
| Figure 15. | 0043-14 |
| Figure 16. | 0043-15 |
| Figure 17. | 0043-16 |
| Figure 18. | 0043-17 |
| Figure 19. | 0043-18 |
| Figure 20. | 0043-18 |
| Figure 21. | 0043-19 |
| Figure 22. | 0043-20 |
| Figure 23. | 0043-21 |
| START ENGINE..... | WP 0044 |
| Figure 1. | 0044-2 |
| Figure 2. | 0044-3 |
| Figure 3. | 0044-4 |
| Figure 4. | 0044-6 |
| Figure 5. | 0044-7 |
| OPERATE PARKING BRAKES..... | WP 0045 |
| Figure 1. | 0045-1 |

| | <u>WP Sequence No.</u> |
|---|------------------------|
| | <u>Page No.</u> |
| OPERATE SERVICE BRAKES..... | WP 0046 |
| Figure 1. | 0046-2 |
| OPERATE TRAILER BRAKES..... | WP 0047 |
| Figure 1. | 0047-2 |
| OPERATE TRANSMISSION AND TRANSFER CASE..... | WP 0048 |
| Figure 1. | 0048-2 |
| Figure 2. | 0048-3 |
| OPERATE ENGINE BRAKE..... | WP 0049 |
| Figure 1. | 0049-2 |
| DRIVE VEHICLE FORWARD..... | WP 0050 |
| Figure 1. | 0050-2 |
| DRIVE VEHICLE IN REVERSE..... | WP 0051 |
| Figure 1. | 0051-2 |
| DRIVE VEHICLE IN CITY TRAFFIC AND ON HIGHWAY..... | WP 0052 |
| Figure 1. | 0052-2 |
| Figure 2. | 0052-3 |
| Figure 3. | 0052-4 |
| DRIVE VEHICLE IN OFF-ROAD CONDITIONS..... | WP 0053 |
| Figure 1. | 0053-1 |
| DRIVE VEHICLE UP/DOWN STEEP GRADE..... | WP 0054 |
| Figure 1. | 0054-1 |
| Figure 2. | 0054-2 |
| DRIVE VEHICLE IN SLIPPERY CONDITIONS..... | WP 0055 |
| Figure 1. | 0055-2 |

| | <u>WP Sequence No.</u> | |
|-----------------------------------|------------------------|---------|
| | <u>Page No.</u> | |
| PARK VEHICLE..... | | WP 0056 |
| Figure 1. | 0056-1 | |
| SHUT OFF ENGINE..... | | WP 0057 |
| Figure 1. | 0057-1 | |
| OPERATE RIFLE STOWAGE MOUNT..... | | WP 0058 |
| Figure 1. | 0058-2 | |
| Figure 2. | 0058-3 | |
| PORTABLE WORK LAMP OPERATION..... | | WP 0059 |
| Figure 1. | 0059-1 | |
| Figure 2. | 0059-2 | |
| Figure 3. | 0059-3 | |
| OPERATE DOME LIGHT..... | | WP 0060 |
| Figure 1. | 0060-2 | |
| OPERATE PANEL LIGHTS..... | | WP 0061 |
| Figure 1. | 0061-1 | |
| OPERATE PARKING LIGHTS..... | | WP 0062 |
| Figure 1. | 0062-2 | |
| OPERATE SERVICE DRIVE LIGHTS..... | | WP 0063 |
| Figure 1. | 0063-2 | |
| Figure 2. | 0063-2 | |
| Figure 3. | 0063-3 | |
| Figure 4. | 0063-4 | |
| OPERATE STOPLIGHTS..... | | WP 0064 |
| Figure 1. | 0064-1 | |

| | <u>WP Sequence No.</u> | |
|--------------------------------------|-------------------------------|---------|
| | <u>Page No.</u> | |
| OPERATE CLEARANCE LIGHTS..... | | WP 0065 |
| Figure 1. | 0065-2 | |
| OPERATE BLACKOUT DRIVE LIGHT..... | | WP 0066 |
| Figure 1. | 0066-2 | |
| OPERATE BLACKOUT MARKERS..... | | WP 0067 |
| Figure 1. | 0067-2 | |
| OPERATE WORK LIGHTS..... | | WP 0068 |
| Figure 1. | 0068-1 | |
| Figure 2. | 0068-2 | |
| Figure 3. | 0068-3 | |
| PORTABLE BEACON LIGHT OPERATION..... | | WP 0069 |
| Figure 1. | 0069-1 | |
| Figure 2. | 0069-2 | |
| Figure 3. | 0069-2 | |
| Figure 4. | 0069-3 | |
| Figure 5. | 0069-4 | |
| OPERATE TURN SIGNALS..... | | WP 0070 |
| Figure 1. | 0070-2 | |
| OPERATE EMERGENCY FLASHERS..... | | WP 0071 |
| Figure 1. | 0071-2 | |
| INSTALL/REMOVE WHEEL CHOCKS..... | | WP 0072 |
| Figure 1. | 0072-1 | |
| Figure 2. | 0072-2 | |
| CHANGE VEHICLE WEIGHT INDICATOR..... | | WP 0073 |

| | <u>WP Sequence No.</u> | |
|--|------------------------|---------|
| | <u>Page No.</u> | |
| Figure 1. | 0073-1 | |
| OPERATE 24V BATTERY DISCONNECT SWITCH..... | | WP 0074 |
| Figure 1. | 0074-2 | |
| ADJUST AIR-RIDE SEAT..... | | WP 0075 |
| Figure 1. | 0075-2 | |
| OPERATE FOUR-POINT SEATBELT..... | | WP 0076 |
| Figure 1. | 0076-1 | |
| LIMP HOME/FLAT TIRE WITH NO SPARE..... | | WP 0077 |
| Figure 1. | 0077-2 | |
| Figure 2. | 0077-3 | |
| Figure 3. | 0077-4 | |
| Figure 4. | 0077-5 | |
| Figure 5. | 0077-5 | |
| Figure 6. | 0077-6 | |
| Figure 7. | 0077-6 | |
| Figure 8. | 0077-7 | |
| Figure 9. | 0077-7 | |
| Figure 10. | 0077-8 | |
| Figure 11. | 0077-8 | |
| Figure 12. | 0077-9 | |
| Figure 13. | 0077-10 | |
| Figure 14. | 0077-11 | |
| Figure 15. | 0077-12 | |
| Figure 16. | 0077-13 | |

| | <u>WP Sequence No.</u> |
|---|------------------------|
| | <u>Page No.</u> |
| Figure 17. | 0077-14 |
| Figure 18. | 0077-14 |
| Figure 19. | 0077-15 |
| Figure 20. | 0077-16 |
| Figure 21. | 0077-16 |
| Figure 22. | 0077-17 |
| Figure 23. | 0077-17 |
| Figure 24. | 0077-18 |
| Figure 25. | 0077-19 |
| Figure 26. | 0077-19 |
| Figure 27. | 0077-20 |
| Figure 28. | 0077-21 |
| Figure 29. | 0077-21 |
| Figure 30. | 0077-22 |
| Figure 31. | 0077-23 |
| Figure 32. | 0077-24 |
| PERFORM IMMEDIATE ACTION FOR LOSS OF AIR SUPPLY SYSTEM PRESSURE..... | WP 0078 |
| Figure 1. | 0078-1 |
| INSTALL/REMOVE TIRE CHAINS..... | WP 0079 |
| Figure 1. | 0079-2 |
| Figure 2. | 0079-2 |
| Figure 3. | 0079-3 |
| Figure 4. | 0079-4 |

| | <u>Page No.</u> | <u>WP Sequence No.</u> |
|--|-----------------|------------------------|
| Figure 5. | 0079-5 | |
| Figure 6. | 0079-5 | |
| Figure 7. | 0079-6 | |
| Figure 8. | 0079-6 | |
| FORD WATER OBSTACLE..... | | WP 0080 |
| Figure 1. | 0080-2 | |
| INTERIM NUCLEAR, BIOLOGICAL, AND CHEMICAL (NBC) DECONTAMINATION PROCEDURES..... | | WP 0081 |
| OPERATE TIRE CARRIER USING HAND PUMP..... | | WP 0082 |
| Figure 1. | 0082-2 | |
| Figure 2. | 0082-3 | |
| Figure 3. | 0082-3 | |
| Figure 4. | 0082-4 | |
| Figure 5. | 0082-5 | |
| Figure 6. | 0082-6 | |
| Figure 7. | 0082-7 | |
| Figure 8. | 0082-8 | |
| Figure 9. | 0082-9 | |
| Figure 10. | 0082-10 | |
| Figure 11. | 0082-11 | |
| Figure 12. | 0082-12 | |
| Figure 13. | 0082-13 | |
| Figure 14. | 0082-14 | |
| Figure 15. | 0082-15 | |

| | <u>WP Sequence No.</u> | |
|---|------------------------|---------|
| | <u>Page No.</u> | |
| Figure 16. | 0082-16 | |
| OPERATE TIRE CARRIER USING OUTSIDE AIR SOURCE..... | | WP 0083 |
| Figure 1. | 0083-2 | |
| Figure 2. | 0083-3 | |
| Figure 3. | 0083-3 | |
| Figure 4. | 0083-4 | |
| Figure 5. | 0083-5 | |
| Figure 6. | 0083-7 | |
| Figure 7. | 0083-8 | |
| Figure 8. | 0083-9 | |
| Figure 9. | 0083-10 | |
| Figure 10. | 0083-12 | |
| Figure 11. | 0083-12 | |
| Figure 12. | 0083-13 | |
| Figure 13. | 0083-14 | |
| Figure 14. | 0083-15 | |
| Figure 15. | 0083-16 | |
| Figure 16. | 0083-17 | |
| SELF-RECOVER VEHICLE USING SELF-RECOVERY WINCH..... | | WP 0084 |
| Figure 1. | 0084-1 | |
| Figure 2. | 0084-2 | |
| Figure 3. | 0084-3 | |
| Figure 4. | 0084-4 | |
| Figure 5. | 0084-5 | |

| | <u>Page No.</u> | <u>WP Sequence No.</u> |
|---|-----------------|------------------------|
| Figure 6. | 0084-6 | |
| Table 1. Self-Recovery Winch Pull Capacity..... | 0084-7 | |
| Figure 7. | 0084-10 | |
| Figure 8. | 0084-11 | |
| Figure 9. | 0084-12 | |
| Figure 10. | 0084-13 | |
| Figure 11. | 0084-13 | |
| SNATCH BLOCK INSTALLATION/REMOVAL..... | | WP 0085 |
| Figure 1. | 0085-1 | |
| Figure 2. | 0085-2 | |
| CONNECT/DISCONNECT SELF-RECOVERY WINCH CABLE TO ANOTHER VEHICLE..... | | WP 0086 |
| Figure 1. | 0086-1 | |
| Figure 2. | 0086-2 | |
| Figure 3. | 0086-3 | |
| Figure 4. | 0086-4 | |
| TOW DISABLED VEHICLE..... | | WP 0087 |
| Figure 1. | 0087-2 | |
| CONNECT/DISCONNECT TOW BAR..... | | WP 0088 |
| Figure 1. | 0088-2 | |
| Figure 2. | 0088-3 | |
| Figure 3. | 0088-3 | |
| Figure 4. | 0088-5 | |
| Figure 5. | 0088-6 | |

| | <u>Page No.</u> | <u>WP Sequence No.</u> |
|---|-----------------|------------------------|
| Figure 6. | 0088-7 | |
| Figure 7. | 0088-8 | |
| Figure 8. | 0088-9 | |
| Figure 9. | 0088-10 | |
| Figure 10. | 0088-10 | |
| Figure 11. | 0088-11 | |
| Figure 12. | 0088-12 | |
| Figure 13. | 0088-13 | |
| Figure 14. | 0088-14 | |
| Figure 15. | 0088-15 | |
| Figure 16. | 0088-15 | |
| OPERATE VEHICLE IN EXTREME HEAT..... | | WP 0089 |
| Figure 1. | 0089-2 | |
| OPERATION IN EXTREME DUST..... | | WP 0090 |
| Figure 1. | 0090-1 | |
| Figure 2. | 0090-2 | |
| OPERATE VEHICLE IN SAND OR MUD..... | | WP 0091 |
| Figure 1. | 0091-2 | |
| OPERATE VEHICLE IN DESERT ENVIRONMENT..... | | WP 0092 |
| OPERATE VEHICLE IN COLD ENVIRONMENT (32°F [0°C] to -25°F [-32°C])..... | | WP 0093 |
| Figure 1. | 0093-2 | |
| OPERATION IN EXTREME COLD ENVIRONMENT..... | | WP 0094 |
| OPERATE VEHICLE IN FOREST OR ROCKY TERRAIN..... | | WP 0095 |

| | <u>WP Sequence No.</u> |
|---|------------------------|
| | <u>Page No.</u> |
| OPERATE VEHICLE IN SALTWATER AREAS..... | WP 0096 |
| SET UP/SECURE HIGHWAY EMERGENCY MARKER KIT..... | WP 0097 |
| Figure 1. | 0097-1 |
| Figure 2. | 0097-2 |
| Figure 3. | 0097-2 |
| Figure 4. | 0097-2 |
| Figure 5. | 0097-3 |
| Figure 6. | 0097-3 |
| Figure 7. | 0097-4 |
| Figure 8. | 0097-4 |
| Figure 9. | 0097-5 |
| Figure 10. | 0097-5 |
| Figure 11. | 0097-6 |
| MANUALLY RELEASE SPRING BRAKES..... | WP 0098 |
| Figure 1. | 0098-1 |
| Figure 2. | 0098-2 |
| Figure 3. | 0098-3 |
| Figure 4. | 0098-4 |
| Figure 5. | 0098-4 |
| SLAVE START VEHICLE..... | WP 0099 |
| Figure 1. | 0099-2 |
| Figure 2. | 0099-2 |
| Figure 3. | 0099-3 |
| Figure 4. | 0099-4 |

| | <u>WP Sequence No.</u> |
|--|------------------------|
| | <u>Page No.</u> |
| Figure 5. | 0099-4 |
| Figure 6. | 0099-5 |
| Figure 7. | 0099-7 |
| Figure 8. | 0099-7 |
| Figure 9. | 0099-8 |
| PERFORM IMMEDIATE ACTION FOR LOSS OF HYDRAULIC SYSTEM..... | WP 0100 |
| LIMP HOME/TRANSMISSION FAULT..... | WP 0101 |
| Figure 1. | 0101-2 |
| STOWAGE AND SIGN GUIDE..... | WP 0102 |
| Table 1. Inside Driver Side Door..... | 0102-1 |
| Table 2. Front Exterior..... | 0102-2 |
| Table 3. M983A4 LET Tractor Cabin..... | 0102-3 |
| Table 4. M983A4 LET Tractor Driver Side Exterior..... | 0102-4 |
| Table 5. M983A4 LET Tractor Passenger Side Exterior..... | 0102-5 |
| Table 6. M983A4 LET Tractor Rear Exterior..... | 0102-6 |
| Table 7. M983A4 LET Miscellaneous Decals/ Placards/Plates/Stencils..... | 0102-6 |
| Chapter 3 - Troubleshooting Procedures | |
| BUZZER SOUNDS AND AIR INDICATOR IS LIT..... | WP 0103 |
| Figure 1. | 0103-2 |
| Figure 2. | 0103-3 |
| Figure 3. | 0103-4 |
| Figure 4. | 0103-5 |
| Figure 5. | 0103-6 |

| | <u>WP Sequence No.</u> | |
|--|------------------------|---------|
| | <u>Page No.</u> | |
| Figure 6. | 0103-7 | |
| AIR SYSTEM LOSES PRESSURE DURING OPERATION..... | | WP 0104 |
| Figure 1. | 0104-2 | |
| Figure 2. | 0104-3 | |
| Figure 3. | 0104-4 | |
| Figure 4. | 0104-5 | |
| Figure 5. | 0104-6 | |
| TRAILER BRAKE DOES NOT APPLY WHEN SERVICE BRAKE TREADLE OR PARKING BRAKE IS USED..... | | WP 0105 |
| Figure 1. | 0105-2 | |
| Figure 2. | 0105-3 | |
| WINDSHIELD WASHER WILL NOT OPERATE..... | | WP 0106 |
| Figure 1. | 0106-1 | |
| Figure 2. | 0106-2 | |
| Figure 3. | 0106-3 | |
| Figure 4. | 0106-4 | |
| Figure 5. | 0106-4 | |
| Figure 6. | 0106-5 | |
| AIR HORN WILL NOT OPERATE..... | | WP 0107 |
| Figure 1. | 0107-2 | |
| Figure 2. | 0107-3 | |
| Figure 3. | 0107-4 | |
| ARCTIC ENGINE HEATER FAILS TO OPERATE..... | | WP 0108 |
| Figure 1. | 0108-2 | |

| | <u>WP Sequence No.</u> | |
|--|------------------------|---------|
| | <u>Page No.</u> | |
| Figure 2. | 0108-4 | |
| ONE OR MORE LIGHTING CIRCUITS NOT OPERATING..... | | WP 0109 |
| Figure 1. | 0109-2 | |
| Figure 2. | 0109-3 | |
| FAILS TO CRANK WHEN ENGINE START SWITCH IS TURNED TO START POSITION..... | | WP 0110 |
| Figure 1. | 0110-1 | |
| Figure 2. | 0110-2 | |
| CRANKS BUT FAILS TO START..... | | WP 0111 |
| Figure 1. | 0111-1 | |
| Figure 2. | 0111-2 | |
| Figure 3. | 0111-3 | |
| STARTS OR RUNS ROUGHLY AFTER PROPER WARM-UP, DOES NOT MAKE FULL POWER, OR MAKES EXCESSIVE EXHAUST SMOKE..... | | WP 0112 |
| Figure 1. | 0112-2 | |
| Figure 2. | 0112-3 | |
| Figure 3. | 0112-4 | |
| ENGINE OVERHEATS..... | | WP 0113 |
| Figure 1. | 0113-2 | |
| Figure 2. | 0113-3 | |
| LOW OIL PRESSURE GAUGE INDICATION..... | | WP 0114 |
| Figure 1. | 0114-1 | |
| EXCESSIVE OIL CONSUMPTION..... | | WP 0115 |
| Figure 1. | 0115-2 | |

WP Sequence No.
Page No.

| | | |
|--|--------|---------|
| HYDRAULIC SYSTEM OPERATES TOO SLOW, TOO FAST, WITH JERKY MOVEMENTS; OR ONE OR MORE HYDRAULICS CIRCUITS WILL NOT OPERATE..... | | WP 0116 |
| Figure 1. | 0116-2 | |
| Figure 2. | 0116-4 | |
| SELF-RECOVERY WINCH DOES NOT WORK..... | | WP 0117 |
| Figure 1. | 0117-2 | |
| Figure 2. | 0117-3 | |
| UNUSUALLY NOISY WHEN OPERATING..... | | WP 0118 |
| Figure 1. | 0118-1 | |
| Figure 2. | 0118-2 | |
| VEHICLE IS HARD TO STEER, SHIMMIES, WANDERS, OR PULLS TO ONE SIDE..... | | WP 0119 |
| Figure 1. | 0119-2 | |
| Figure 2. | 0119-3 | |
| VEHICLE STEERING SLOW TO RESPOND OR INTERMITTENT..... | | WP 0120 |
| Figure 1. | 0120-2 | |
| Figure 2. | 0120-4 | |
| UNUSUALLY NOISY WHEN OPERATING..... | | WP 0121 |
| Figure 1. | 0121-1 | |
| SLOW OR DIFFICULT ENGAGEMENT..... | | WP 0122 |
| Figure 1. | 0122-1 | |
| TRANSFER CASE SHIFT LEVER WILL NOT SHIFT..... | | WP 0123 |
| Figure 1. | 0123-1 | |
| Figure 2. | 0123-2 | |

| | <u>WP Sequence No.</u> | |
|--|------------------------|---------|
| | <u>Page No.</u> | |
| Figure 3. | 0123-3 | |
| Figure 4. | 0123-4 | |
| TRANS TEMP GAUGE INDICATES OVERHEATING DURING NORMAL OPERATION..... | | WP 0124 |
| Figure 1. | 0124-1 | |
| Figure 2. | 0124-2 | |
| WHEEL WOBBLER..... | | WP 0125 |
| Figure 1. | 0125-2 | |
| Figure 2. | 0125-3 | |
| TIRES WORN UNEVENLY OR EXCESSIVELY..... | | WP 0126 |
| Figure 1. | 0126-2 | |
| Chapter 4 - Preventive Maintenance Checks and Services (PMCS) | | |
| INTRODUCTION - PREVENTIVE MAINTENANCE | | WP 0127 |
| Figure 1. | 0127-3 | |
| BEFORE - PREVENTIVE MAINTENANCE..... | | WP 0128 |
| Table 1. PMCS - BEFORE..... | 0128-1 | |
| Figure 1. | 0128-4 | |
| Figure 2. | 0128-5 | |
| Figure 3. | 0128-8 | |
| Figure 4. | 0128-9 | |
| Figure 5. | 0128-10 | |
| Figure 6. | 0128-11 | |
| Figure 7. | 0128-12 | |
| Figure 8. | 0128-14 | |

WP Sequence No.
Page No.

| | | |
|---|---------|----------------|
| Figure 9. | 0128-18 | |
| Figure 10. | 0128-19 | |
| Figure 11. | 0128-21 | |
| Figure 12. | 0128-22 | |
| Figure 13. | 0128-24 | |
| Figure 14. | 0128-28 | |
| Figure 15. | 0128-31 | |
| Figure 16. | 0128-33 | |
| Figure 17. | 0128-35 | |
| Figure 18. | 0128-36 | |
| Figure 19. | 0128-37 | |
| DURING - PREVENTIVE MAINTENANCE..... | | WP 0129 |
| Table 1. PMCS - DURING..... | 0129-1 | |
| Figure 1. | 0129-2 | |
| Figure 2. | 0129-5 | |
| Figure 3. | 0129-7 | |
| Figure 4. | 0129-10 | |
| AFTER - PREVENTIVE MAINTENANCE | | WP 0130 |
| Table 1. PMCS - AFTER..... | 0130-1 | |
| Figure 1. | 0130-5 | |
| Figure 2. | 0130-8 | |
| Figure 3. | 0130-9 | |
| Figure 4. | 0130-11 | |
| Figure 5. | 0130-12 | |

| | <u>WP Sequence No.</u> |
|---|------------------------|
| | <u>Page No.</u> |
| Figure 6. | 0130-13 |
| Figure 7. | 0130-14 |
| Figure 8. | 0130-15 |
| Figure 9. | 0130-16 |
| Figure 10. | 0130-17 |
| Figure 11. | 0130-18 |
| Figure 12. | 0130-21 |
| Figure 13. | 0130-22 |
| WEEKLY - PREVENTIVE MAINTENANCE..... | WP 0131 |
| Table 1. PMCS - WEEKLY..... | 0131-1 |
| Figure 1. | 0131-4 |
| Figure 2. | 0131-6 |
| Figure 3. | 0131-7 |
| Figure 4. | 0131-8 |
| Figure 5. | 0131-9 |
| Figure 6. | 0131-10 |
| Figure 7. | 0131-11 |
| Figure 8. | 0131-12 |
| Figure 9. | 0131-13 |
| Figure 10. | 0131-15 |
| Figure 11. | 0131-16 |
| Figure 12. | 0131-18 |
| Figure 13. | 0131-20 |
| Figure 14. | 0131-23 |

WP Sequence No.
Page No.

| | | |
|---|---------|----------------|
| Figure 15. | 0131-24 | |
| Figure 16. | 0131-25 | |
| Figure 17. | 0131-27 | |
| Figure 18. | 0131-29 | |
| Figure 19. | 0131-30 | |
| Figure 20. | 0131-32 | |
| Figure 21. | 0131-34 | |
| Figure 22. | 0131-35 | |
| Figure 23. | 0131-36 | |
| SEMIANNUAL - PREVENTIVE MAINTENANCE..... | | WP 0132 |
| Table 1. PMCS- SEMIANNUAL..... | 0132-1 | |
| Figure 1. | 0132-3 | |
| Figure 2. | 0132-6 | |
| Figure 3. | 0132-8 | |
| Figure 4. | 0132-9 | |
| Figure 5. | 0132-10 | |
| Figure 6. | 0132-11 | |
| Figure 7. | 0132-11 | |
| Figure 8. | 0132-12 | |
| Figure 9. | 0132-13 | |
| Figure 10. | 0132-14 | |
| Figure 11. | 0132-15 | |
| Figure 12. | 0132-16 | |
| MONTHLY - PREVENTIVE MAINTENANCE..... | | WP 0133 |

| | <u>WP Sequence No.</u> |
|------------------------------|------------------------|
| | <u>Page No.</u> |
| Table 1. PMCS - MONTHLY..... | 0133-1 |
| Figure 1. | 0133-4 |
| Figure 2. | 0133-5 |
| Figure 3. | 0133-6 |
| Figure 4. | 0133-7 |
| Figure 5. | 0133-8 |
| Figure 6. | 0133-9 |

Chapter 5 - Maintenance Instructions

| | |
|--|---------|
| LUBRICATION INSTRUCTIONS..... | WP 0134 |
| Table 1. Engine Lubrication..... | 0134-2 |
| Table 2. Transmission and Transfer Case Lubrication..... | 0134-3 |
| Table 3. Axle Lubrication..... | 0134-4 |
| Table 4. Hydraulic Reservoir Servicing..... | 0134-7 |
| Table 5. Radiator Servicing..... | 0134-8 |
| Table 6. Tire Carrier Lubrication..... | 0134-10 |
| Table 7. Heavy-Duty Winch Lubrication..... | 0134-10 |
| Table 8. Oil Can Point Lubrication..... | 0134-11 |
| Table 9. Miscellaneous Lubrication Points..... | 0134-12 |
| Table 10. Vehicle Cleaning..... | 0134-13 |
| CLOSE/OPEN HEATER VALVES..... | WP 0135 |
| Figure 1. | 0135-1 |
| Figure 2. | 0135-2 |
| Figure 3. | 0135-3 |
| Figure 4. | 0135-3 |

WP Sequence No.
Page No.

| | | |
|--|---------|---------|
| PRE/POST TOWING PROCEDURE (FRONT LIFT ONLY)..... | | WP 0136 |
| Figure 1. | 0136-2 | |
| Figure 2. | 0136-3 | |
| Figure 3. | 0136-4 | |
| Figure 4. | 0136-5 | |
| CLEAN VEHICLE..... | | WP 0137 |
| Figure 1. | 0137-1 | |
| Figure 2. | 0137-2 | |
| CHANGE WHEEL AND TIRE ASSEMBLY..... | | WP 0138 |
| Figure 1. | 0138-2 | |
| Figure 2. | 0138-3 | |
| Figure 3. | 0138-4 | |
| Figure 4. | 0138-5 | |
| Figure 5. | 0138-6 | |
| Figure 6. | 0138-6 | |
| Figure 7. | 0138-7 | |
| Figure 8. | 0138-8 | |
| Figure 9. | 0138-9 | |
| Figure 10. | 0138-10 | |
| Figure 11. | 0138-11 | |
| Figure 12. | 0138-11 | |
| Figure 13. | 0138-13 | |
| Figure 14. | 0138-13 | |
| Figure 15. | 0138-15 | |

| | <u>WP Sequence No.</u> | |
|---|------------------------|---------|
| | <u>Page No.</u> | |
| Figure 16. | 0138-15 | |
| Figure 17. | 0138-16 | |
| Figure 18. | 0138-17 | |
| CLEAN FUEL TANK STRAINER..... | | WP 0139 |
| Figure 1. | 0139-1 | |
| Figure 2. | 0139-2 | |
| SERVICE AIR CLEANER ELEMENT..... | | WP 0140 |
| Figure 1. | 0140-1 | |
| Figure 2. | 0140-2 | |
| Figure 3. | 0140-3 | |
| Figure 4. | 0140-4 | |
| Figure 5. | 0140-4 | |
| Figure 6. | 0140-5 | |
| SERVICE TIRES..... | | WP 0141 |
| Figure 1. | 0141-3 | |
| Figure 2. | 0141-4 | |
| Figure 3. | 0141-5 | |
| Figure 4. | 0141-6 | |
| Figure 5. | 0141-7 | |
| OPEN/CLOSE BATTERY BOX..... | | WP 0142 |
| Figure 1. | 0142-3 | |
| Figure 2. | 0142-5 | |
| OPEN/CLOSE ENGINE COVERS AND ENGINE SIDE PANEL REMOVAL/INSTALLATION..... | | WP 0143 |

WP Sequence No.
Page No.

| | | |
|---|--------|---------|
| Figure 1. | 0143-1 | |
| Figure 2. | 0143-2 | |
| Figure 3. | 0143-3 | |
| Figure 4. | 0143-4 | |
| Figure 5. | 0143-5 | |
| Figure 6. | 0143-5 | |
| Figure 7. | 0143-6 | |
| Figure 8. | 0143-7 | |
| PRIMING FUEL SYSTEM..... | | WP 0144 |
| Figure 1. | 0144-2 | |
| OPEN/CLOSE CIRCUIT BREAKER ACCESS PANEL..... | | WP 0145 |
| Figure 1. | 0145-1 | |
| Figure 2. | 0145-2 | |
| Chapter 6 - Supporting Information | | |
| REFERENCES..... | | WP 0146 |
| COMPONENTS OF END ITEM AND BASIC ISSUE ITEMS LISTS..... | | WP 0147 |
| Table 1. List of Usable On Codes..... | 0147-2 | |
| Table 2. Components of End Item..... | 0147-2 | |
| Table 3. Basic Issue Items..... | 0147-3 | |
| ADDITIONAL AUTHORIZATION LIST (AAL)..... | | WP 0148 |
| Table 1. List of Usable On Codes..... | 0148-1 | |
| Table 2. Additional Authorization List..... | 0148-2 | |
| EXPENDABLE AND DURABLE ITEMS LIST..... | | WP 0149 |
| Table 1. Expendable and Durable Items List..... | 0149-1 | |

HOW TO USE THIS MANUAL

USABLE ON CODE (UOC) INFORMATION

Usable On Code (UOC) - the user should be aware that the M983A4 LET Tractor HEMTT series vehicle (without self-recovery winch installed) UOC is "L14". Dependent on the format used for printing this manual, the user may or may not see instructions printed in this manual stating what information is applicable to which model HEMTT series vehicle by UOC.

WARNINGS, CAUTIONS, AND NOTES

Read all WARNINGS, CAUTIONS, AND NOTES before performing any procedure.

Warnings, cautions, notes, subject headings, and other essential information are printed in **BOLD** type, making them easier for the user to see.

GENERAL INFORMATION

This manual is designed to help operate and maintain the Heavy Expanded Mobility Tactical Truck (HEMTT). Listed below are some features included in this manual to help locate and use the required information:

- Chapter 1 of this manual includes HEMTT series vehicle general information, theory of operation, differences between models, etc.
- Chapter 2 of this manual provides operating procedures and operator Preventive Maintenance Checks and Services (PMCS) for both the HEMTT series vehicle, and its accompanying operating systems.
- Chapter 3 of this manual provides operator troubleshooting procedures for both the HEMTT series vehicle, and its accompanying operating systems.

In addition to text, there are illustrations showing:

1. Components, controls, and indicators.
2. How to take a component off, and put it back on.
3. Cleaning and inspection criteria are also listed when necessary.

CHAPTER 1

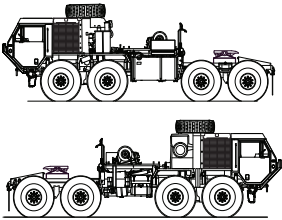
GENERAL
INFORMATION,
EQUIPMENT
DESCRIPTION AND
THEORY OF
OPERATION

OPERATOR MAINTENANCE INTRODUCTION

SCOPE

This manual is used for operation and operator-performed maintenance of HEMTT series vehicles which consist of a number of different models all built on similar chassis, but specially equipped to perform different missions.

Table 1. Overview.

| M983A4 LET TRACTOR | DESCRIPTION |
|---|--|
|  <p style="text-align: center;"><i>Figure 1.</i></p> | <p>Tractor vehicle with 86,000 lbs (39 044 kg) GVWR and 151,000 lbs (68 554 kg) GCWR. Vehicle is equipped with fifth wheel, 3.5 in. (8.9 cm) kingpin, and 45,000 lbs (20 430 kg) recovery winch.</p> |

MAINTENANCE FORMS AND RECORDS

Department of the Army forms and procedures used for equipment maintenance will be those prescribed by DA PAM 750-8 The Army Maintenance Management System (TAMMS) Users Manual. (WP 0146)

EQUIPMENT IMPROVEMENT REPORT AND MAINTENANCE DIGEST (EIR MD) AND QUALITY DEFICIENCY REPORTING (QDR).

The quarterly TB 43-0001-62 (series) Equipment Improvement Report and Maintenance Digest (WP 0146) contains valuable field information on equipment covered in this manual. Information in the TB 43-0001-62 (series) Equipment Improvement Report and Maintenance Digest (WP 0146) is compiled from some of the Equipment Improvement Reports (EIR) that have been prepared on vehicles covered in this manual. Many of these articles result from comments, suggestions, and improvement recommendations that were submitted to the EIR program. TB 43-0001-62 (series) Equipment Improvement Report and Maintenance Digest (WP 0146) contains information on equipment improvements, minor alterations, proposed Modification Work Orders (MWOs), warranties (if applicable), actions

taken on some of the DA Form 2028's (WP 0146) (Recommended Changes to Publications), and advance information on proposed changes that may affect this manual. Refer to the TB 43-0001-62 (series) Equipment Improvement Report and Maintenance Digest (WP 0146) periodically for the most current and authoritative information on the equipment. The information will help to do a better job and will advise of the latest changes to this manual. Also refer to DA PAM 25-30, (WP 0146) Consolidated Index of Army Publications and Blank Forms at <http://www.army.mil/usapa/2530.html>, and reference section (WP 0146) of this manual. If you have a change recommendation to this manual, submit a DA Form 2028's (WP 0146) (Recommended Changes to Publications) via e-mail to: ROCK-TACOM-TECH-PUBS@conus.army.mil.

You can help improve this publication. If you find any mistakes or if you know of a way to improve the procedures, please let us know. Submit your DA Form 2028 (WP 0146) (Recommended Changes to Equipment Technical Publications) through the Internet, on the Army Electronic Product Support (AEPS) website. The Internet address is <https://aeps.ria.army.mil>. The DA Form 2028 (WP 0146) is located under the Public Applications section in the AEPS Public Home Page. Fill out the form and click on SUBMIT. Using this form on the AEPS will enable us to respond quicker to your comments and better manage the DA Form 2028 program. You may also mail, fax or e-mail your letter or DA Form 2028 (WP 0146) direct to: TACOM Life Cycle Management Command, ATTN: AMSTA-LC-LMPP / TECH PUBS, TACOM-RI, 1 Rock Island Arsenal, Rock Island, IL 61299-7630. The e-mail address is ROCK-TACOM-TECH-PUBS@conus.army.mil. The fax number is DSN 793-0726 or Commercial (309) 782-0726.

HAND RECEIPT (HR) INFORMATION

The is a companion document to this manual which consists of preprinted hand receipts (DA Form 2062) (WP 0146) that list end item related equipment (COEI, BII, (WP 0147) and AAL (WP 0148)) which must be accounted for. As an aid to property accountability, additional Hand Receipt (-HR) Manuals may be requisitioned from the following source in accordance with procedures in DA PAM 25-30, (WP 0146) Consolidated Index of Army Publications and Blank Forms; Commander US Army Distribution Operation Facility, 1655 Woodson Road, St Louis, MO 63114-6181.

CORROSION PREVENTION AND CONTROL

Corrosion prevention and control (CPC) of Army material is a continuing concern. It is important that any corrosion problems be reported so they can be corrected and improvements can be made to prevent problems in the future. While corrosion is typically associated with the rusting of metals, it can also include deterioration of other materials, such as rubber and plastic. Unusual cracking, softening, swelling, or breaking of these materials may be a corrosion problem.

If a corrosion problem is identified, it can be reported using SF 368 (WP 0146). The use of key words, such as "corrosion", "rust", "deterioration", and "cracking" will ensure that the information is identified as a CPC problem.

DESTRUCTION OF ARMY MATERIEL TO PREVENT ENEMY USE

Procedures for the destruction of Army materiel to prevent enemy use are contained in TM 750-244-6 (WP 0146).

PREPARATION FOR STORAGE OR SHIPMENT

See information on preparing the HEMTT series vehicle for storage or shipment.

WARRANTY INFORMATION

The HEMTT series vehicles are warranted by Oshkosh Truck Corporation for 12 months or 12,000 miles (19 308 km), whichever comes first. The warranty starts on the date found in block 23 of DA Form 2408-9 (WP 0146) in the vehicle logbook. Report all defects in material or workmanship to the supervisor, who will take appropriate action through the field level maintenance shop.

NOMENCLATURE CROSS-REFERENCE LIST

Table 2. Common Nomenclature.

| COMMON NAME | OFFICIAL NOMENCLATURE |
|---------------------------|-------------------------------------|
| Brake Pedal | Service Brake Pedal |
| Cable/Hoist Cable | Wire Rope |
| Cold Start System | Ether Quick-Start System |
| Electrical Control Box | Junction Box |
| Engine Coolant | Antifreeze, Ethylene Glycol Mixture |
| Glad Hand | Quick Disconnect Coupling |
| High Idle Switch | Engine Speed Control Switch |
| Jake Brake, Jacobs® Brake | Engine Retarder, Engine Brake |
| Manual Controls | Directional Control Valves |
| O-Ring | Preformed Packing |
| Snap Ring | Retaining Ring |

LIST OF ABBREVIATIONS***Table 3. Common Abbreviations.***

| ABBREVIATION | OFFICIAL NOMENCLATURE |
|---------------------|---------------------------------------|
| AAL | Additional Authorization List |
| AMDF | Army Master Data File |
| amp | Ampere |
| BAP | Bridge Adapter Pallet |
| bar | Barometric Pressure |
| BII | Basic Issue Items |
| BL | Bottom Load |
| BOI | Basis of Issue |
| C | Celsius |
| CAGEC | Commercial And Government Entity/Code |
| CARC | Chemical Agent Resistant Coating |
| CBR | Chemical, Biological, Radiological |
| CBT | Common Bridge Transporter |
| CCA | Cold Cranking Amperes |
| CHU | Container Handling Unit |
| CID | Cubic Inch Displacement |
| CKT | Circuit |
| cm | Centimeter |
| COEI | Components of End Item |
| CPC | Corrosion Prevention Control |

Table 3. Common Abbreviations. - Continued

| ABBREVIATION | OFFICIAL NOMENCLATURE |
|---------------------|---------------------------------------|
| CROP | Container Roll-In/Out Platform |
| CTA | Common Table of Allowance |
| DA | Department of the Army |
| dia. | Diameter |
| DS | Direct Support |
| EIR | Equipment Improvement Recommendations |
| F | Fahrenheit |
| FHTV | Family of Heavy Tactical Vehicles |
| FLA | Front Lift Adapter |
| fl. oz. | Fluid Ounce |
| FR | Flatrack |
| FRS | Forward Repair System |
| ft. | Foot |
| GAA | Grease, Automotive, and Artillery |
| gal | Gallon |
| GCWR | Gross Combination Weight Rating |
| GMT | Guided Missile Transport |
| GPFU | Gas Particulate Filter Unit |
| gpm | Gallons Per Minute |
| GS | General Support |
| GVWR | Gross Vehicle Weight Rating |

Table 3. Common Abbreviations. - Continued

| ABBREVIATION | OFFICIAL NOMENCLATURE |
|---------------------|--|
| HDI | Hexamethylene Diisocyanate |
| HEMTT | Heavy Expanded Mobility Tactical Truck |
| hp | Horsepower |
| HVAC | Heating, Ventilation, and Air Conditioning |
| IBC | Improved Boat Cradle |
| I.D. | Inside Diameter |
| in. | Inch |
| ISO | International Standards Organization |
| JTA | Joint Table of Allowances |
| kg | Kilogram |
| km | Kilometer |
| Kmh or km/h | Kilometer per Hour |
| kPa | Kilopascals |
| kw | Kilowatt |
| L | Liter |
| lbs | Pound |
| lb-ft | Pound-Foot |
| lb-in | Pound-Inch |
| LCD | Liquid Crystal Display |
| LED | Light Emitting Diode |
| LH | Left-Hand |

Table 3. Common Abbreviations. - Continued

| ABBREVIATION | OFFICIAL NOMENCLATURE |
|---------------------|---|
| LHS | Load Handling System |
| M | Meter |
| MAC | Maintenance Allocation Chart |
| mi | Mile |
| ml | Milliliter |
| MLC | Military Load Class |
| mm | Millimeter |
| Mph | Miles Per Hour |
| MTOE | Modified Tables of Organization and Equipment |
| NBC | Nuclear, Biological, Chemical |
| NIIN | National Item Identification Number |
| Nm | Newton Meter |
| NOC | Not Usable-On Code |
| NSN | National Stock Number |
| O.D. | Outside Diameter |
| OEA | Oil, Engine, Arctic |
| OE/HDO | Oil, Engine/Hydraulic Oil |
| O/R | Outrigger |
| OTC | Oshkosh Truck Corporation |
| Oz | Ounce |
| PLS | Palletized Load System |

Table 3. Common Abbreviations. - Continued

| ABBREVIATION | OFFICIAL NOMENCLATURE |
|---------------------|--|
| PMCS | Preventive Maintenance Checks and Services |
| psi | Pounds per Square Inch |
| pt. | Pint |
| PTO | Power Take-Off |
| qt. | Quart |
| Qty. Recm. | Quantity Recommended |
| Qty. Rqr. | Quantity Required |
| RCU | Remote Control Unit |
| RFI | Radio-Frequency Interference |
| RH | Right-Hand |
| rpm | Revolutions Per Minute |
| RPSTL | Repair Parts and Special Tools List |
| SAE | Society of Automotive Engineers |
| SMR | Source, Maintenance, and Recoverability |
| SRA | Specialized Repair Activity |
| SRW | Self-Recovery Winch |
| TAMMS | The Army Maintenance Management System |
| TDA | Tables of Distribution and Allowance |
| TM | Technical Manual |
| TMDE | Test, Measuring, and Diagnostic Equipment |
| TOE | Tables of Organization and Equipment |

Table 3. Common Abbreviations. - Continued

| ABBREVIATION | OFFICIAL NOMENCLATURE |
|---------------------|------------------------------|
| u/m | Unit of Measure |
| UOC | Usable-On Code |
| Vdc | Volts Direct Current |
| XHD | Extra Heavy-Duty |

SAFETY, CARE, AND HANDLING

Significant hazards and safety recommendations are listed in the table below.

Table 4. Significant Hazard And Safety Recommendations.

| HAZARD | SAFETY RECOMMENDATION OR PRECAUTION | OPERATING CONDITION |
|--|--|----------------------------|
| Low air pressure for brakes. | Do not drive vehicle while low air pressure warning buzzer is sounding or red light is on. | Abnormal |
| Connecting towing devices. | Do not go between vehicles until vehicles are stopped and brakes are set. | Normal |
| Refueling vehicle. | Shut off engine and no smoking when filling tank. | Normal |
| <p>NOTE</p> <p>Category of hazards as to whether or not they may be expected under normal or abnormal operating conditions.</p> | | |

METRIC SYSTEM

The equipment described herein contains metric components and requires metric, common, and special tools. Therefore, metric units and English units will be used throughout this publication. An English-to-metric conversion table is included as the last page of this manual inside the back cover.

END OF WORK PACKAGE

OPERATOR MAINTENANCE WARRANTY PROGRAM

GENERAL

This work package provides implementation instructions for the warranty on the HEMTT. It contains instructions for obtaining services and/or supplies covered under warranty. This work package also describes methods of processing warranty claims. For additional warranty information on the HEMTT or any U.S. Army Tank-Automotive and Armaments Command (TACOM) equipment, contact your local Warranty Control Office/Officer (WARCO) or TACOM Logistics Assistance Representative (LAR). If your WARCO or TACOM LAR is not available or if additional information is required, contact TACOM.

EXPLANATION OF TERMS

Abuse

The improper use, maintenance, repair or handling of warranted items that may cause the warranty of those items to become void (for example, not following service intervals, using the vehicle for other than what is intended).

Acceptance

The execution of the acceptance block and signing of DD Form 250 (WP 0146), by the authorized Government representative, unless end items are placed in storage in which case acceptance shall mean date of shipment from storage facility as reflected on DD Form 1149 (WP 0146) or DD Form 1348-1. (WP 0146)

Acceptance Date

The date an item of equipment is accepted into the Army's inventory by the execution of the acceptance block and signing of a DD Form 250 (WP 0146) or approved acceptance document, by an authorized representative of the Government.

Contractor

The supplier of equipment who enters into an agreement directly with the Government to furnish supplies.

Correction

The elimination of a defect.

Defect

Any condition or characteristic in any supplies furnished by the contractor that does not otherwise function or threatens not to function as intended.

Failure

A part, component, or end item that fails to perform its intended use.

Manufacturer's Recall

Safety Recall An item is recalled to repair or replace a defective part or assembly which may affect safety.

Service Recall An item is recalled to repair or replace a defective part(s) or assembly which does not affect the safe use of this item.

Owning Unit

The Army Unit authorized to operate, maintain, and use the equipment.

Reimbursement

A written provision in this warranty in which the Using/Support Unit may make the necessary repairs, with or without prior approval from the contractor, and the Government will be reimbursed for the repair parts and labor costs.

Repair

A maintenance action required to restore an item to serviceable condition without affecting the warranty.

Supplies

The end item and all assemblies/parts furnished by the contractor.

Supporting Repair Facility

The repair activity authorized to accomplish warrantable repairs at the appropriate level of maintenance identified in the Maintenance Allocation Chart.

WARCO

Serves as the intermediary between the troops owning the equipment and the local dealer, contractor or manufacturer. All warranty claim actions will be processed through the WARCO.

Warranty

A written agreement between a contractor and the Government which outlines the rights and obligations of both parties for defective supplies.

Warranty Claim

Action started by the equipment user for authorized warranty repair reimbursement.

Warranty Expiration Date

The date the warranty is no longer valid. This date will be 13 months from the contractor shipment date. This warranty period covers the basic 12 months plus on additional month for shipping time.

Warranty Period

Time during which the warranty is in effect; normally measured as the maximum number of years, months, days, miles, or hours used.

Warranty Start Date

The day shipment is put into effect (Contractor Shipment Date).

COVERAGE-SPECIFIC

This work package applies to:

Table 1. Vehicle Information

| Noun | Model | NSN | Cage |
|--|------------------------------|------------------|-------------|
| Truck, Tractor, LET | M983A4LET (without winch) | 2320-01-534-2229 | 45152 |
| <p>NOTE</p> <p>The item is manufactured by Oshkosh Truck Corporation (OTC), under contract #W56HZV-07-C-0248. Inquiries to OTC can be made by calling (920) 235-9151.</p> | | | |

The contractor warrants the supplies are free from defects in design, material, and workmanship for a period of thirteen (13) months from warranty start date.

If a Safety recall defect occurs during the vehicle warranty period, the contractor agrees to extend the terms of the warranty to the time required to make necessary safety defect

corrections. Also, if the contractor or his supplier(s) provide a greater warranty for the supplies furnished, the contractor will provide the greater warranty to the Government.

If a defect/failure is caused by or falls within any of the following categories, it is not considered warrantable and a claim should not be initiated:

1. Misuse or negligence
2. Accidents
3. Improper operation
4. Improper storage
5. Improper transport
6. Improper or insufficient maintenance
7. Improper alterations or repairs
8. Defect/failure discovered or occurring after warranty expiration date.
9. Fair wear and tear items (brake shoes, pads, armatures, brushes, etc.).

In addition to the 13 month warranty, the vehicles will be warranted for a total service life of 10 years including extended periods in a corrosion hazard military environment. During this 10 year service life, there will be no damage caused by corrosion requiring repair or replacement of parts. No actions beyond normal washing or replacement of accident-damaged paint shall be necessary to maintain the corrosive protection in place.

This 13 month warranty is extended up to nine (9) months from date of acceptance if the vehicle is put into government storage before use. In this case, the warranty starts when the vehicle is either taken out of storage or until nine (9) months from the warranty start date shown on the warranty data plate, whichever occurs first. Refer to preparation for storage.

CONTRACTOR RESPONSIBILITIES

When the owning unit has directed the contractor to correct the supplies, the contractor will furnish all material required to correct the defective supplies. Repairs and parts shall be initiated/provided within ten (10) working days after receipt of written claim notification. Furthermore, the contractor will provide a copy of the work order to owning unit upon completion of repair.

When the contractor receives written notification requiring contractor repair, they will have the option:

1. Correct the supplies in the field.
2. Return the vehicle or parts to the contractor's designated facility for correction.

When the contractor corrects the supplies, all labor involved shall be borne by the contractor. Additionally, the contractor shall arrange and bear all transportation costs of the supplies to its facility and return to user.

The contractor, within five (5) working days of receiving such notice, shall notify the warranty claimant by telephone as to the method of correction, date(s) work is to be performed and by whom.

GOVERNMENT RESPONSIBILITIES

The Major Subordinate Command for the HEMTT is the U.S. Army Tank-Automotive and Armaments Command (TACOM), Warren, MI 48397-5000. TACOM is responsible for managing and implementing the warranty.

TACOM will:

Insure the contractor performs in accordance to the terms of the contract.

Equipment owning unit will:

1. Identify defects/failures and verify the defects/failures are warrantable.
2. Submit warranty claims, using DA Form 2407 (WP 0146) or DA Form 2407-1 (WP 0146) to your local Warranty Coordinator.
3. Tag and retain (IAW DA PAM 750-8 and this work package) (WP 0146) parts, pieces of parts and/or assemblies removed at the owning unit level and as a result of a warrantable defect/failure and/or correction.

Supporting repair facility will:

1. Identify defects/failures as warrantable (if owning unit has not already identified them). Verify defects/failures are warrantable.
2. Review, process, and submit valid warranty claims to the local WARCO if the DA Form 2407 (WP 0146) is complete and correctly filled out.
3. Reject invalid warranty claims or request additional information for incomplete and incorrect claims.
4. Coordinate with the owning unit and decide which option for repair is desired to correct the warrantable defect/failure.
5. Depending on which repair option was chosen (Government or contract repair) provide labor/parts required to accomplish the warrantable repairs.
6. Tag and retain (IAW DA PAM 750-8 and this work package) (WP 0146) all parts, pieces, or parts and/or assemblies removed as a result of warrantable defect/failure and/or correction.

Local WARCO will:

1. Verify, review, process, and if valid and complete, submit claims (reimbursable and/or disputes) to the contractor.
2. Reject claims that are not valid, and send them back to the local Unit with a short explanation of why the claim is rejected.
3. Request additional information for incomplete claims.
4. Provide warranty claim acknowledgment closeout and/or parts/assemblies disposition instructions to the local Unit.
5. Insure the contractor performs in accordance to the terms of the contract.
6. Verify, administer and process warranty claims.
7. Act as a liaison between owning unit, the contractor, supporting repair facility and TACOM.

8. Notify the owning units of all warranty claim acknowledgments/close-outs, information and/or instructions received from TACOM or the contractor.
9. Act as a liaison between local dealers and the Army.
10. Enter all open and closed WCAs into the Army Electronics Product Support (AEPS), Electronic Deficiency Reporting System.
11. The information/data provided on the DA Form 2407 (WP 0146) are placed into the AEPS Deficiency Reporting System (DRS) at the installation WARCO office to facilitate MSC management and tracking of warranties.

Alterations/Modifications

Alterations/modifications shall not be applied unless authorized by TACOM.

WARRANTY DATA PLATE

All vehicles will have a warranty data plate. The contractor is required to mount his data plate within clear view of the operator.

When the vehicle is received, the owning unit should locate the warranty data plate and check the warranty start date with date shown on the applicable DD Form 250 (WP 0146) or DD Form 1149. (WP 0146) If these dates differ, disregard the data plate. The date shown on the DD Form 250 (WP 0146) or DD Form 1149. (WP 0146) is the date to be used as a warranty start date.

CLAIM PROCEDURES

The procedures for reporting warranty claims are found in DA PAM 750-8 (WP 0146) and this work package. Responsibilities of the MACOM are found in AR 700-139. (WP 0146) All Warranty Claim Actions are processed on DA Form 2407 (WP 0146) and DA Form 2407-1. (WP 0146) It is very important to fill in the blocks on the forms as accurately as possible.

The contractor shall be notified in writing within 30 days, utilizing DA Form 2407 (WP 0146) by the local Warranty Control Office/Officer (WARCO) following the discovery of a defect in supplies which requires contractor repair and/or replacement parts. This shall constitute formal notification of a warranty claim, and initiate the time period for contractor responsibilities and action under the warranty. This notification shall include, but not be limited to furnishing of the equipment serial number, operating hours, part number or NSN of the defective part and circumstances surrounding the defect(s). At this time, the contractor will further be informed whether the owning unit has elected:

1. To correct the defect themselves.
2. To direct the contractor to correct the defect.

Upon completion of contractor repair, forward completed warranty claims (Information Only) electronically to AEPS (Army Electronic Product Support) <http://aeprs.ria.army.mil>.

The contractor shall reimburse the government for the cost of labor and/or replacement parts involved in the government correction of the defect. The government's Maintenance

Allocation Chart (MAC) determines the times. Additionally, the cost of replacement parts obtained through the Government's supply channels will be determined by the amount identified in the contractor's current commercial dealer net price or Army Master Data File (AMDF) price, whichever is less. Furthermore, the owning unit may direct the contractor to provide the replacement parts that prove to be defective within the warranty period, without costs to the government, directly to their location or F.O.B., U.S. Port of Embarkation for OCONUS. The contractor shall furnish replacement parts within 10 working days after receipt of written claim notification. DO NOT submit warranty claims for reimbursement where repair labor costs and replacement parts costs combined do not exceed \$150.00 for any one failure.

Identification Of Failed Items. Failed warranty items shall be tagged/identified to prevent improper repair or use. Documents that describe the use of DA Form 2402 Maintenance Tag (WP 0146) and DA Form 2407 Maintenance Request (WP 0146) shall be referenced. Items requiring special handling, storage, or shipment during the processing of claims shall be identified.

Disposition. The repair activity shall retain defective supplies for thirty (30) days following receipt of acknowledgment of warranty claim from WARCO or contractor. If receipt of acknowledgment is not received, inquiries should be made to your local WARCO. If receipt of acknowledgment is received but no instructions are forthcoming within thirty (30) days of receipt, supplies may be disposed.

Invalid Warranty Claims. When supplies are inspected by the contractor and found to be non-warrantable due to abuse or improper maintenance, or the supplies are found to be serviceable, the repair activity submitting the claim will be required to make reimbursement for contractor services. All failed items returned for warranty claim action will be monitored by the WARCO. Additionally, regarding contractor repair, the local WARCO must stipulate at the time of request for services that either no non-warranty work be done or be prepared to pay for such work.

REIMBURSEMENT FOR ARMY REPAIR

In the event that the repair activity should receive any reimbursement from the contractor, the monies must be forwarded to the following address: Defense Accounting Office, DAOTACOM, ATTN: DFAS-IN/EM-BED, TACOM, Warren, Michigan 48397-5000.

CLAIM DENIAL/DISPUTES

All denials or disputes will be handled by TACOM.

REPORTING

Reporting or recording action on a failed item shall be specified in DA PAM 750-8. (WP 0146) Contractor or repair activity unique forms shall not be used.

STORAGE/SHIPMENT/HANDLING**Storage**

See coverage-specific data above (last paragraph) and preparation for storage for further information.

Shipment

See contractor responsibilities data above (second paragraph), claim procedures (third paragraph), and preparation of equipment for transportation/shipment for further information.

Handling

See contractor responsibilities data above (second paragraph), claim procedures (third paragraph), and safety, care, and handling for further information.

END OF WORK PACKAGE

OPERATOR MAINTENANCE EQUIPMENT CHARACTERISTICS, CAPABILITIES, AND FEATURES

EQUIPMENT CHARACTERISTICS

The M983A4 LET tractor is used to transport construction equipment.

EQUIPMENT CAPABILITIES

1. All models are capable of operating in temperatures from -25 to 120°F (-32 to 49° C) and to -50 to 120°F (-46 to 49°C) with arctic kit installed.
2. All models can ford water up to 48 in. (1 219 mm) deep for 5 minutes without damage or without requiring maintenance before operation can continue.
3. Normal operating range of all models is 300 miles (483 km), based upon 154 gallons (583 L) of fuel and 109,000 lbs (49 486 kg) GCWR, traveling over mixed terrain. Varying loads, prolonged idle, use of power takeoff (PTO), off-road driving, and climatic conditions affect operating range.
4. All models are provided with sufficient tiedown points located so vehicles can be restrained in all directions during air transport in C-130, C-5A, and C-17 type aircraft.
5. All models are also capable of being transported by highway, rail, and sea.

EQUIPMENT FEATURES

1. Caterpillar C15 (on-highway) electronically controlled, in-line six-cylinder, 4-cycle, fuel injected, turbocharged diesel engine.
2. Push button automatic transmission with one reverse speed and five forward speeds.
3. Anti-Lock Braking System (ABS) to all eight wheels which can be disabled by the operator for off-road operation.
4. Operator controlled 4-wheel/8-wheel drive and high and low range transfer case for positive traction in areas of unimproved road surfaces.
5. Power steering system consists of basic manual steering system with hydraulic boost. Mechanical linkage also provides operator control in event of hydraulic oil pressure loss.
6. Fuel system includes one fuel tank, fuel lines, fuel/water separator, fuel pump, secondary filter, fuel pipes, and fuel injectors.
7. Two front and two rear towing eyes.
8. Manual-release-type rear pintle hook which will allow towing of a trailer.
9. Radio frequency interference suppression to permit voice radio communications during all phases of operation.

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
LOCATION AND DESCRIPTION OF MAJOR COMPONENTS**

VEHICLE COMPONENT LOCATION

Table 1. HEMTT Series Vehicle Common Component Location.

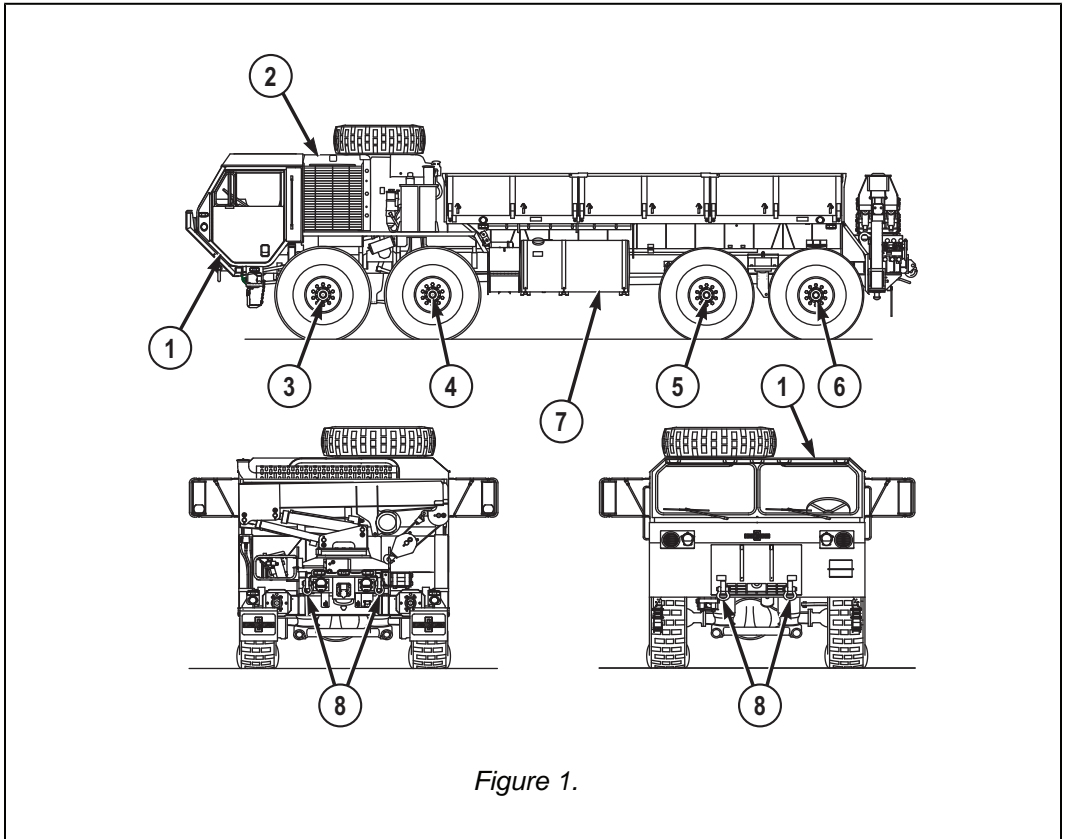


Figure 1.

| | |
|---|---|
| 1 | Personnel Cab. Provides protection from weather for crew and vehicle controls, gauges, and indicators. |
| 2 | Engine Compartment. Engine supplies power to move vehicle and operate equipment and accessories. |

Table 1. HEMTT Series Vehicle Common Component Location. - Continued

| | |
|---|---|
| 3 | No. 1 Driving Axle. Controls direction of vehicle when in motion. When needed, transmits power to hubs to turn wheels. |
| 4 | No. 2 Driving Axle. Controls direction of vehicle when in motion. When needed, transmits power to hubs to turn wheels. |
| 5 | No. 3 Driving Axle. Supports weight of vehicle, and transmits power to hubs to turn rear wheels. |
| 6 | No. 4 Driving Axle. Supports weight of vehicle, and transmits power to hubs to turn rear wheels. |
| 7 | Fuel Tank. Stores fuel used to operate engine. Receives excess fuel not used by engines fuel injection system. |
| 8 | Tow Eyes. Attachment points for safety chains, towing shackles, and towing. |

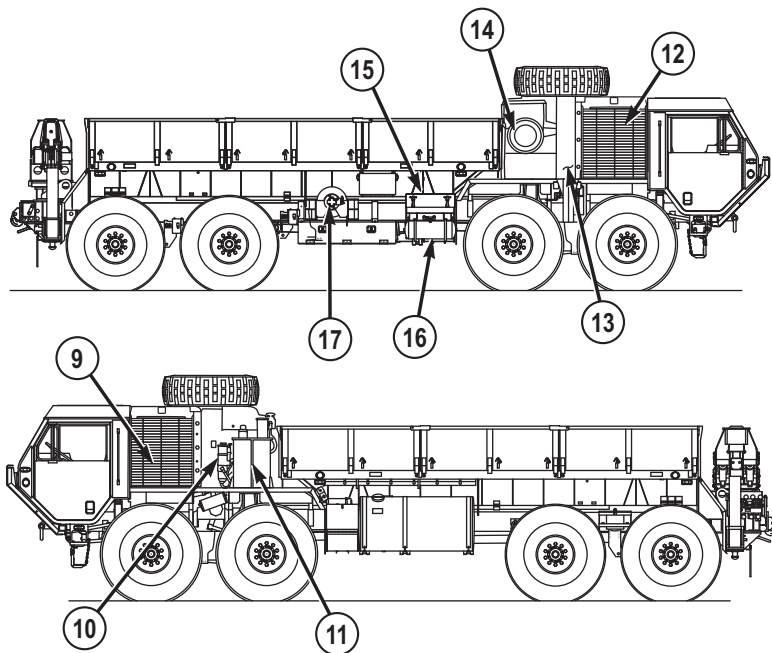


Figure 2.

Table 1. HEMTT Series Vehicle Common Component Location. - Continued

| | |
|----|--|
| 9 | Charge Air Cooler. Intake of air is used to cool engine inlet air temperature, transmission oil, and hydraulic system fluid. |
| 10 | Fuel/Water Separator. Acts as primary fuel filter and removes any water from fuel before entering engine. Ether Canister. Located next to fuel/water separator, the ether canister contains ether for use as cold weather starting aid. |
| 11 | Hydraulic Reservoir. Stores, cools, and filters oil used in hydraulic and power steering systems. |
| 12 | Radiator. Intake of air is used to cool engine coolant and cabin air conditioning system. |
| 13 | Tire Carrier (shown raised). Used to raise and lower spare tire. |
| 14 | Air Cleaner. Filters out dust and debris from air entering air induction system. |
| 15 | Battery Box. Houses and protects four storage batteries. |
| 16 | Air Reservoirs. Used to store air system air. |
| 17 | Self-Recovery Winch (not used on all vehicles). Used to help vehicle pull itself free of obstructions. |

Table 2. M983A4 LET Tractor Vehicle Specific Component Location.

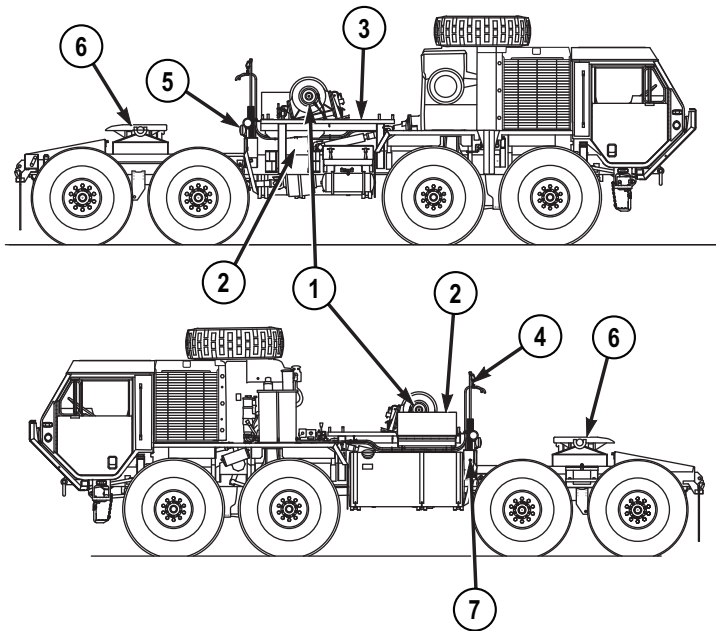


Figure 3.

| | |
|---|---|
| 1 | Heavy-Duty Winch. Powered by PTO to perform winching operations. |
| 2 | Stowage Box. Used to stow COEI, BII, (WP 0147)AAL, (WP 0148) and other mission essential items. |
| 3 | Access Ladder. Used by crew to clean window, check oil, or perform other tasks requiring access to parts of vehicle out of normal reach. |
| 4 | Semitrailer Gladhands. Provides air to semitrailer brake system through interconnecting air lines. |
| 5 | Semitrailer Electrical Connector. Supplies power to semitrailer electrical system through intervehicular cable. |
| 6 | Fifth Wheel. Couples semitrailer to tractor vehicle. |
| 7 | Wheel Chock Stowage Box. Used to stow two wooden wheel chocks. |

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
DIFFERENCES BETWEEN MODELS**

Table 1. Differences Between HEMTT A4 Models.

| Equipment | Model | | | | | | | | |
|-----------------------------------|------------------|------------------|------------------|-------------------------|------------------|------------------|-------------------------|--------------------------|--------------------------|
| | M977 (Note 1) | M978 (Note 1) | M983 (Note 2) | M983 LET (Note 3) | M984 (Note 2) | M985 (Note 1) | M985 GMT (Note 2) | M1120 LHS (Note 1) | M1977 CBT (Note 1) |
| 10 ft. (3.05 m) Equipment Body | | | | | • | | | | |
| 18 ft. (5.49 m) Cargo Body | • | | | | | • | • | | |
| Cargo Cover Kit | • | | | | | • | • | | |
| Heavy-Duty Winch | | | | • | • | | | | |
| Rear Beacon Lights (Note 4) | | | | | • | | | | |
| Work Lights (Note 5) | | | • | • | • | | | | • |
| MHC977 Grove Crane | • | | | | | | | | |

Table 1. Differences Between HEMTT A4 Models. - Continued

| Equipment | Model | | | | | | | | |
|--|------------------|------------------|------------------|-------------------------|------------------|------------------|-------------------------|--------------------------|--------------------------|
| | M977 (Note 1) | M978 (Note 1) | M983 (Note 2) | M983 LET (Note 3) | M984 (Note 2) | M985 (Note 1) | M985 GMT (Note 2) | M1120 LHS (Note 1) | M1977 CBT (Note 1) |
| MHC985 Grove Crane | | | | | | • | | | |
| MHC984 Grove Crane | | | | | • | | | | |
| 8108-2/2C D HIAB Crane (Note 6) | | | | | | | • | | |
| Fifth Wheel | | | • | • | | | | | |
| 3.5 inch (89 mm) Kingpin | | | • | • | | | | | |
| Semitrailer Spare Tire Carrier | | | • | | | | | | |
| Load Han- dling System | | | | | | | | • | • |

Table 2. Notes.

Note:

1. Vehicle can be equipped in either of two configurations: with or without optional self-recovery winch.
2. Vehicle equipped with self-recovery winch.
3. Self-recovery winch not available for this model.
4. All HEMTT series vehicles are authorized to carry portable beacon light as an optional accessory.

Table 2. Notes. - Continued

5. All HEMTT series vehicles are authorized to carry portable work lamp as an optional accessory.
6. See data plate on base of crane loader body unit to determine model number.

END OF WORK PACKAGE

OPERATOR MAINTENANCE EQUIPMENT DATA

EQUIPMENT DATA

Table 1. Vehicle Operation.

| |
|---|
| Operating Mode: On and off-road |
| Operating Temperature w/o Arctic Kit: -25 to 120°F (-32 to 49°C) |
| Operating Temperature w/Arctic Kit: -50 to 120°F (-46 to 49°C) |

Table 2. M983A4 LET Vehicle Dimensions.

| |
|--|
| Width (overall): 96 in. (2 438 mm) |
| Height (overall): 119 in. (3 022 mm) |
| Height (reduced for shipping): 102 in. (2 590 mm) |
| Length Overall: 359 in. (9 119 mm) |
| Wheelbase: 184 in. (4 673 mm) |
| Turn Circle (curb to curb): 95 ft. (29 m) |
| Ground Clearance: 24 in. (610 mm) |
| Center of Gravity: See shipping data plate on inside of driver side door. |

Table 3. M983A4 LET Vehicle Weight.

| |
|--|
| Curb Weight: 37,400 lbs (16 980 kg) |
| Gross Vehicle Weight Rating (GVWR): 86,000 lbs (39 044 kg) |
| Gross Combination Weight Rating (GCWR): 151,000 lbs (68 554 kg) |

Table 4. M983A4 LET Vehicle Weight Distribution.

| |
|---|
| Fifth Wheel Vertical Load Rating: 40,000 lbs (18 160 kg) |
| Gross Towing Weight: 100,000 lbs (45 400 kg) |
| Front Tandem Axles-Curb: 21,800 lbs (9 897 kg) |
| Front Tandem Axles-Loaded: 32,000 lbs (14 528 kg) |
| Rear Tandem Axles-Curb: 10,400 lbs (4 721 kg) |
| Rear Tandem Axles-Loaded (maximum): 52,000 lbs (23 608 kg) |

Table 5. Vehicle Performance.

| |
|---|
| Cruising Range at GCWR: 300 mi. (483 km) |
| Maximum Sustained Forward Speed (at 1696 rpm) - 5th Gear: 62 mph (101 km/h) |
| Maximum Sustained Forward Speed (at 2100 rpm) - 4th Gear: 60 mph (97 km/h) |
| Maximum Sustained Forward Speed (at 2100 rpm) - 3rd Gear: 39 mph (63 km/h) |
| Maximum Sustained Forward Speed (at 2100 rpm) - 2nd Gear: 27 mph (43 km/h) |
| Maximum Sustained Forward Speed (at 2100 rpm) - 1st Gear: 12.7 mph (20 km/h) |
| Speed on 3% Grade at GCWR: 25 mph (40 km/h) |
| Speed on 3% Grade at GVWR: 40 mph (64 km/h) |
| Speed on 30% Grade at GCWR: 3 mph (5 km/h) |
| Speed on 30% Grade at GVWR: 5 mph (8 km/h) |
| Maximum Grade at GCWR: 30 percent |
| Maximum Grade at GVWR: 60 percent |
| Maximum Side Slope w/Adequate Traction Surface: 30 percent |
| Maximum Towed Speed (refer to FM 4-30.31): 15 mph (24 km/h) |

Table 5. Vehicle Performance. - Continued

| |
|---|
| Maximum Ford Depth: 48 in. (1 219 mm) |
| Approach Angle: 32 degrees |
| Departure Angle: 43 degrees |
| Limp Home Speed: 10 mph (16 km/h) for up to 30 miles (48 km) |

Table 6. Fluid Capacities.

Refer to lubrication instructions in operator's PMCS (WP 0134) for vehicle fluid capacities.

Table 7. Engine.

| |
|---|
| Make: Caterpillar |
| Model: C15 (On-Highway) |
| Type: 4-Stroke, In-line Diesel |
| Cylinders: 6 |
| Bore: 5.4 in. (137 mm) |
| Stroke: 6.75 in. (171.5 mm) |
| Displacement: 927.6 cid (15.2 L) |
| Torque (at 1200 rpm): 1650 lb-ft (2237.4 Nm) |
| Maximum Brake Horsepower (at 1800 rpm): 515 BHP (384 kW) |
| Maximum Governed Engine Speed - Loaded: 2050 - 2150 rpm |
| Maximum Governed Engine Speed - No Load: 2070 - 2170 rpm |
| Oil Filter Type: Full flow, replaceable element |
| Oil Filter Quantity: 1 |

Table 8. Fuel System.

| |
|---|
| Type: Diesel Injection |
| Tank Quantity: 1 |
| Air Cleaner Type: Dry element with pre-cleaner |
| Element Quantity: 1 Primary |

Table 9. Electrical System.

| |
|---|
| Voltage: 24 |
| Alternator (amps): 260 |
| RFI Suppression Ability: Yes |
| Number of Batteries: 4 |
| Battery Voltage (each): 12 volts |
| Battery Connection: Series - parallel |
| Battery Capacity (at 20 hour rate): 900 amp |
| Battery Reserve Capacity (each, at 80°F/27°C): 180 minutes |
| Battery Cold Cranking Amps (each, at 80°F/27°C): 575 CCA |
| Battery Amp Hours (each, at 20 hour rate): 100 amp |

Table 10. Cooling System.

| |
|--|
| Radiator Working Pressure: 7 psi (48 kPa) |
|--|

Table 11. Transmission.

| |
|------------------------|
| Make: Allison |
| Model: 4500 SP |
| Type: Automatic |

Table 11. Transmission. - Continued

| |
|------------------------------------|
| Number of Forward Speeds: 5 |
| Number of Reverse Speeds: 1 |

Table 12. Transfer Case.

| |
|---|
| Make: Oshkosh |
| Model: 55000 |
| Type: Air-operated front tandem disconnect |
| Ratios: 0.98:1 and 2.66:1 |

Table 13. Front Tandem Axles.

| |
|--|
| Front Tandem |
| Make: Oshkosh/Dana Heavy Axle |
| Differential Carrier Model Nos.: No. 1 axle: RS480, No. 2 axle: DS480-P |
| Maximum Steering Angle: 28 degrees |

Table 14. Rear Tandem Axles.

| |
|--|
| Make: Dana Heavy Axle |
| Differential Carrier Model Nos.: No. 3 axle: DS520-P, No. 4 axle: RS520 |

Table 15. Brake System.

| |
|--|
| Actuation: Air with integrated Automatic Braking System (ABS) |
| Number of Brake Chambers: 8 |
| Pressure Range: 60 - 120 psi (4.14 - 8.27 bar) |

Table 16. Wheels.

| |
|--|
| Type: Two-piece bolt together wheel |
| Quantity: 8 |
| Spare Quantity: 1 |
| Rim Size: 20 x 10 |
| Stud Quantity Per Wheel: 10 |

Table 17. Tires.

| |
|---|
| Type: Radial without tube |
| Quantity: 8 |
| Spare Quantity: 1 |
| Tread Type: Radial traction, non-directional |
| Size: 16.00R x 20 in. |
| Load Range: M |

Table 18. Steering System.

| |
|---|
| Type: Dual gear with integrated hydraulic power assist |
|---|

Table 19. Towing Eyes.

| |
|---|
| Quantity: 4 (2 front, 2 rear) |
| Maximum Load Capacity Each: 60,000 lbs (27 240 kg) |

Table 20. Pintle Hook.

| |
|--|
| Type: Manual Release |
| Maximum Load Capacity - Pulling: 30,000 lbs (13 620 kg) in off-road application |
| Maximum Load Capacity - Vertical: 1,700 lbs (771 kg) |

Table 21. Fifth Wheel.

| |
|--|
| Type: Full (4-way) oscillating with kingpin lock |
| Kingpin Size: 3.5 in. (89 mm) |
| Side Articulation of Top Plate: 5 degrees |
| Front and Rear Articulation of Top Plate: 27-28 degrees |

Table 22. Cab.

| |
|--|
| Windshield: Tinted, two-piece, safety glass |
| Personnel Capacity: 2 |
| Air Conditioning |

Table 23. Heavy-Duty Winch.

| |
|---|
| Make: DP Manufacturing |
| Model: 45K |
| Type: Two Speed Variable Displacement |
| Wire Rope Diameter: 7/8 in. (22 mm) |
| Wire Rope Length: 150 ft. (45.75 m) |
| Line Pull - First Layer: Low Speed: 45,000 lbs (20 430 kg), High Speed: 16,600 lbs (7 536kg) |
| Line Pull - Second Layer: Low Speed: 37,200 lbs (16 889 kg), High Speed: 13,700 lbs (6 220 kg) |
| Line Pull - Third Layer: Low Speed: 31,700 lbs (14 392 kg), High Speed: 11,700 lbs (5 312 kg) |
| Line Pull - Fourth Layer: Low Speed: 27,700 lbs (12 576 kg), High Speed: 10,200 lbs (4 631 kg) |

Table 24. Auxiliary Equipment.

| |
|--|
| Arctic Engine Heater Kit |
| Chemical Alarm |
| Decontamination Unit |
| Gas Particulate Filter Unit |
| Machine Gun Ring with Gunner's platform and Gunner's restraint system |
| Radio Installation Kit |
| Rifle Mounting Kit |
| C4ISR Electronic Suite |
| Armor with Gunner's Protection Kit (GPK) |
| Note: Vehicle may or may not be equipped with any of these items depending on mission, climate, or other factors. |

Table 25. M983A4 LET Tractor Vehicle Load Classification.

| UNLOADED (TONS) | FULL LOAD (TONS) | WITH TRAILER LOADED (TONS) |
|-----------------|------------------|----------------------------|
| 14 | N/A | Unknown at time of publish |

TIRE PRESSURES**Table 26. M983A4 LET Tractor Vehicle Tire Pressures.**

| TIRE | HIGHWAY | CROSS-COUNTRY (DRY) | CROSS-COUNTRY (WET) | SANDY TERRAIN |
|----------------------------|------------------|---------------------|---------------------|------------------|
| Front Tire Pressure | | | | |
| STANDARD (XZL) TIRE | 60 psi (414 kPa) | 35 psi (241 kPa) | 20 psi (138 kPa) | 20 psi (138 kPa) |

Table 26. M983A4 LET Tractor Vehicle Tire Pressures. - Continued

| TIRE | HIGHWAY | CROSS-COUNTRY (DRY) | CROSS-COUNTRY (WET) | SANDY TERRAIN |
|----------------------------|-------------------|----------------------------|----------------------------|----------------------|
| SAND TIRE | 60 psi (414 kPa) | NA | NA | 25 psi (172 kPa) |
| Rear Tire Pressure | | | | |
| STANDARD (XZL) TIRE | 100 psi (690 kPa) | 75 psi (517 kPa) | 45 psi (310 kPa) | 45 psi (310 kPa) |
| SAND TIRE | 100 psi (690 kPa) | NA | NA | 45 psi (310 kPa) |
| Spare Tire Pressure | | | | |
| STANDARD (XZL) TIRE | 100 psi (690 kPa) | 100 psi (690 kPa) | 100 psi (690 kPa) | 100 psi (690 kPa) |
| SAND TIRE | 100 psi (690 kPa) | NA | NA | 100 psi (690 kPa) |

OPERATING SPEEDS

Table 27. Operating Speeds.

| | HIGHWAY | CROSS-COUNTRY (DRY) | CROSS-COUNTRY (WET) | SANDY TERRAIN |
|--|-------------------|----------------------------|----------------------------|----------------------|
| STANDARD (XZL) TIRE (maximum Speed) | 62 mph (100 km/h) | 40 mph (64 km/h) | 20 mph (32 km/h) | 20 mph (32 km/h) |
| SAND TIRE (maximum Speed) | 62 mph (100 km/h) | NA | NA | 20 mph (32 km/h) |

END OF WORK PACKAGE

OPERATOR MAINTENANCE SELF-RECOVERY WINCH

SELF-RECOVERY WINCH

The self-recovery winch (1), when used, is mounted on the passenger side chassis frame rail between the second and third axles.

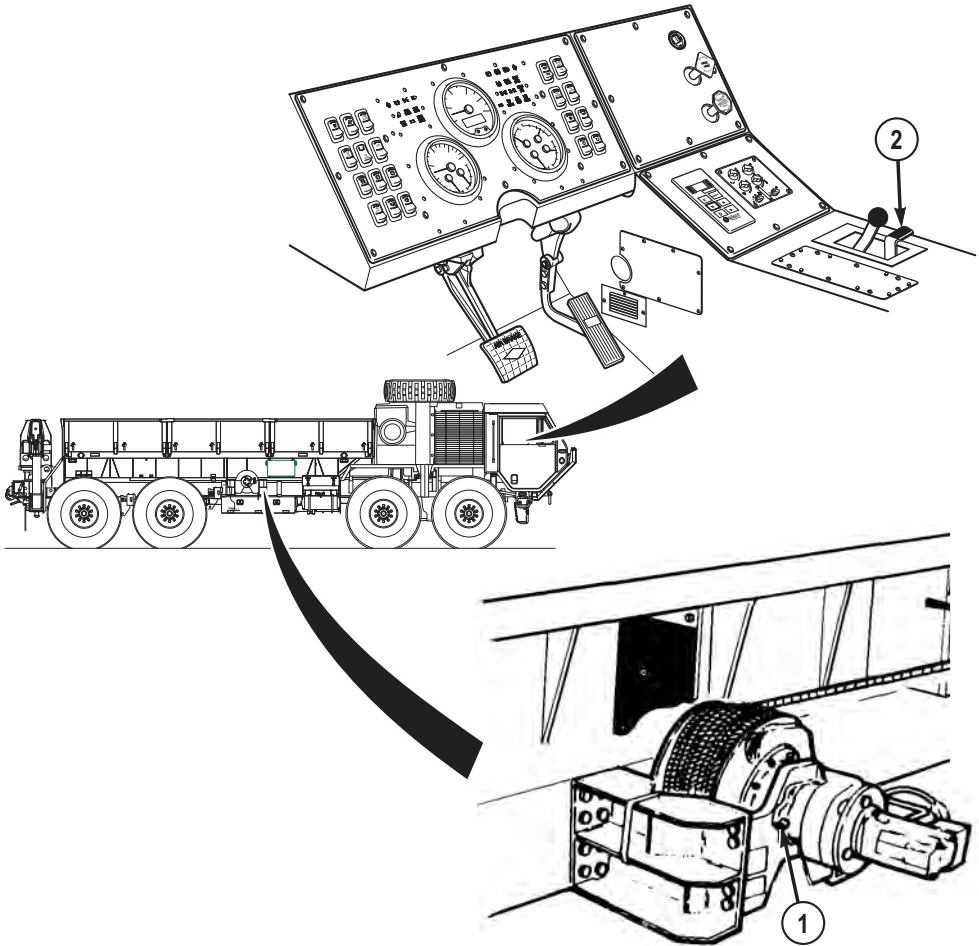


Figure 1.

The self-recovery winch (1) is powered by a reversible hydraulic motor which drives the winch drum through a planetary gearbox.

It is equipped with an automatic brake that is applied whenever the cab control lever (2) is in center position.

NOTE

The M984A4 wrecker equipped with a self-recovery winch does not employ an operator controlled, two-position hydraulic selector valve to activate the reversible winch motor.

All vehicles (except the M984A4 wrecker) equipped with a self-recovery winch (1) have an operator controlled, two-position hydraulic selector valve (WP 0025) to activate the reversible winch motor.

END OF WORK PACKAGE

OPERATOR MAINTENANCE ELECTRICAL SYSTEM

ELECTRICAL SYSTEM

NOTE

- Wiring harnesses are used to carry current to operate equipment and accessories.
- The electrical system is a 24 VDC system.

Four 12 VDC storage batteries (1) are connected in series-parallel with the negative terminal grounded.

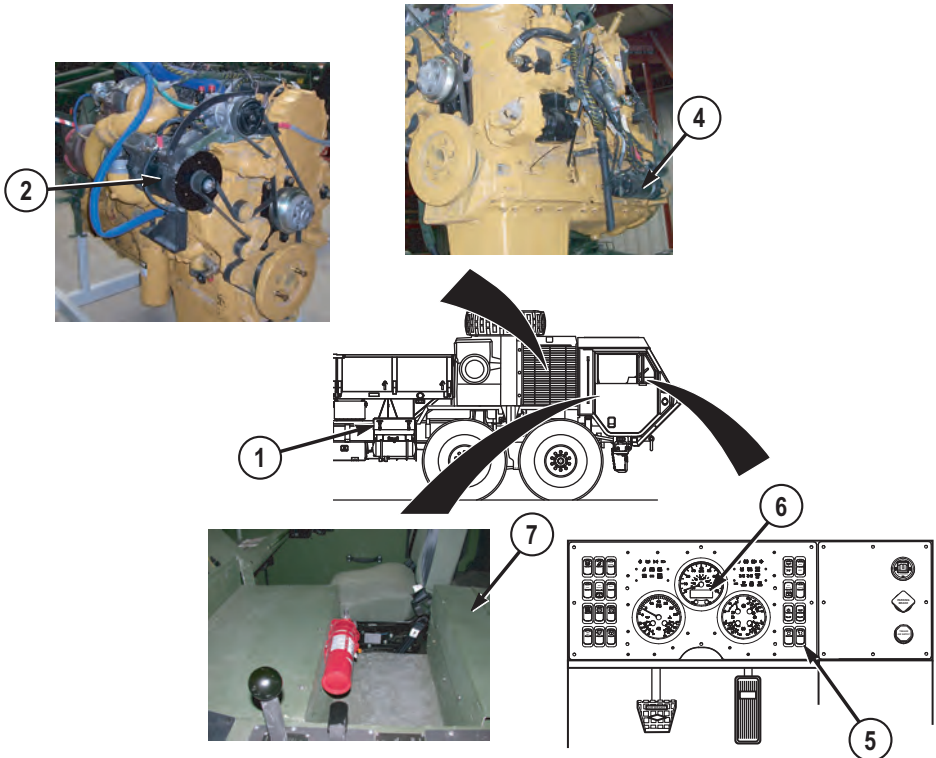


Figure 1.

A belt-driven 24 VDC alternator (2) having a capacity of 260 amps maintains the charge on the batteries.

The voltage regulator (3) is mounted on the belt-driven 24 VDC alternator (2) and maintains a 24-volt level for battery charging.

The heavy-duty starting motor (4) operates directly from the 24 VDC source through the engine start switch (5).

NOTE

The battery readout is located in the top right corner of the instrument panel liquid crystal display (LCD).

The battery readout (6) shows the state of charge of the batteries and alternator voltage output.

The vehicle electrical circuits are protected against overloads by automatic reset circuit breakers (7) located below the cab engine access panel along the aft bulkhead between the operator and crew seats.

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
AIR SYSTEM**

AIR SYSTEM**NOTE**

The call out number for the air reservoirs below matches the actual air reservoir number.

The air system consists of five air reservoirs (1, 2, 3, 4, and 5) and an engine-driven air compressor (6).

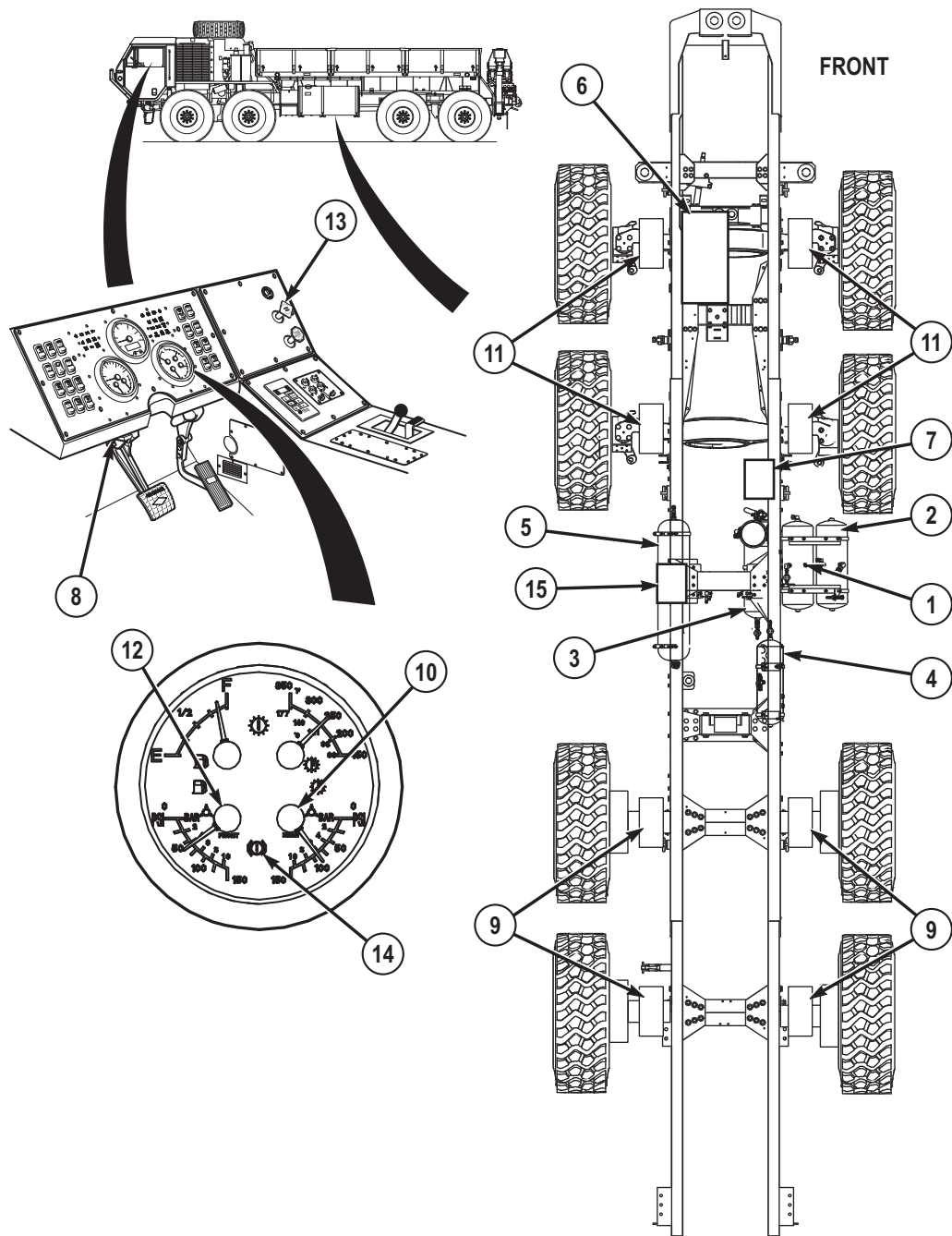


Figure 1.

NOTE

- The air system includes the necessary valves and air lines to control the vehicle's air-operated parts.
- On the M983A4 LET tractor vehicle, air from reservoir is controlled by the winch tensioner and winch declutch manual valves, which in turn operate the heavy-duty winch kickout and cable hold down systems.

Pressurized air from the air compressor (6) is passed through the air dryer (7) to the reservoir (1) - also called the "wet tank." The air dryer (7) removes dirt and moisture from the pressurized air.

Once air pressure in reservoir (1) rises above 65 to 75 psi (4.5 to 5.2 bar), a valve opens and allows reservoirs (2, 3, 4, and 5) to be pressurized up to 133 psi (9.2 bar).

Air from reservoir (4 and 5) goes to the brake treadle valve (8). This air controls the rear axle service parking brakes (9). Air pressure for reservoirs (4 and 5) is displayed by REAR air pressure gauge (10).

Air from reservoir (2 and 3) goes to the brake treadle valve (8). This air controls the front axle service brakes (11). Air pressure for reservoirs (2 and 3) is displayed by FRONT air pressure gauge (12).

The PARKING BRAKE valve (13) controls air from reservoirs (4 and 5) and applies or releases the rear axle service parking brakes (9).

Reservoirs (2 and 3 or 4 and 5) are interconnected so that if one reservoir fails, air is supplied to release the rear axle service parking brakes (9) from whichever reservoir is functioning.

A buzzer will sound and the brake system failure (low air) indicator (14) will illuminate if air pressure falls below 65 to 75 psi (4.5 to 5.2 bars).

NOTE

- There is a SPNSN LOW AIR indicator that warns when the suspension system is low with air and it will not dump.
- A SPNSN LOW AIR indicator will illuminate if one or more zones of air springs are deflated.

Specific to the M984A4, the front brake actuator valve (15) is used to apply the front axle service brakes when using heavy-duty winch.

END OF WORK PACKAGE

OPERATOR MAINTENANCE MAIN HYDRAULIC SYSTEM

MAIN HYDRAULIC SYSTEM

The main hydraulic system consists of a power take-off (PTO) driven hydraulic pump (1) and a fluid reservoir (2) shared with the power steering hydraulic system.

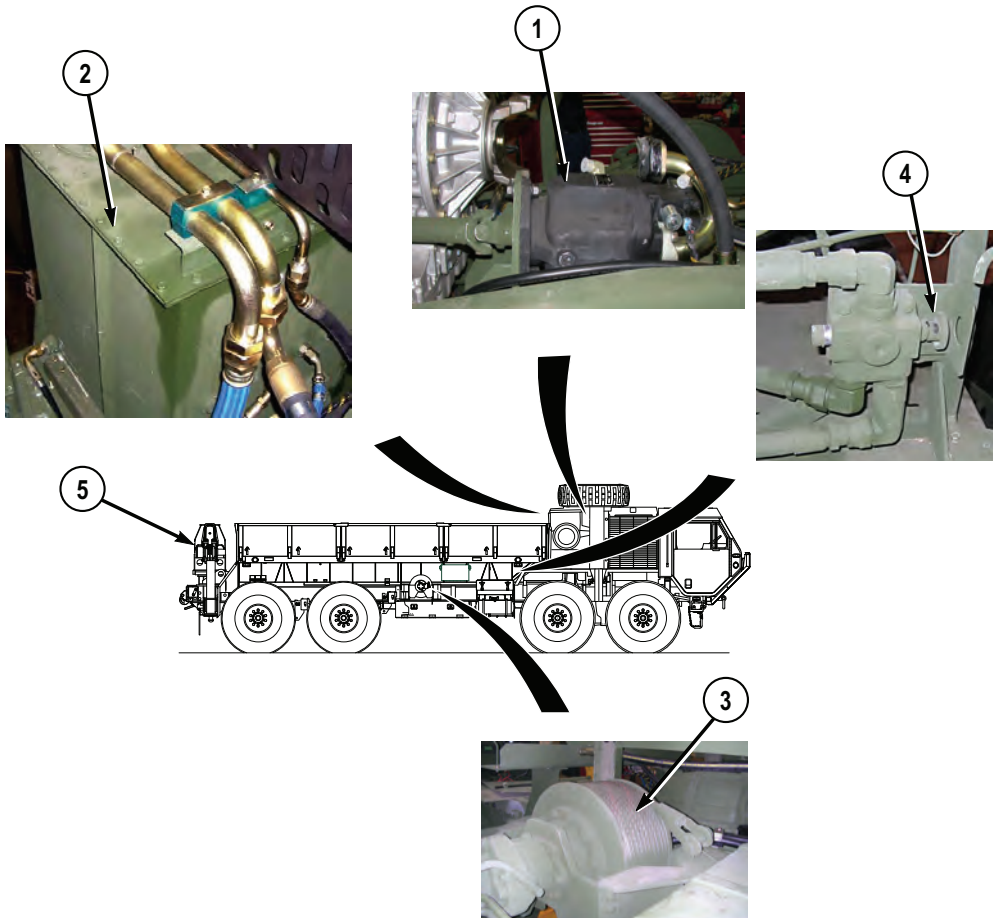


Figure 1.

NOTE

- The M983A4 LET is not equipped with a self-recovery winch, but is equipped with a manually-operated hydraulic selector valve to supply hydraulic power to the heavy-duty winch.
- The M984A4 is equipped with a self-recovery winch, but does not have a manually-operated hydraulic selector valve.

Any vehicle (see notes above) may also be equipped with a self-recovery winch (3) and a manually operated hydraulic selector valve (4).

The main hydraulic system includes the material handling cranes (5) on the M977A4 (shown), M985A4, and M985A4 GMT as well as the main fuel pump on the M978A4, and load handling system on both the M1120A4 LHS and M1977A4 CBT.

FLUID SYSTEM

Pump (1) mounted on the rear of engine provides the fluid power to operate the power steering (2).

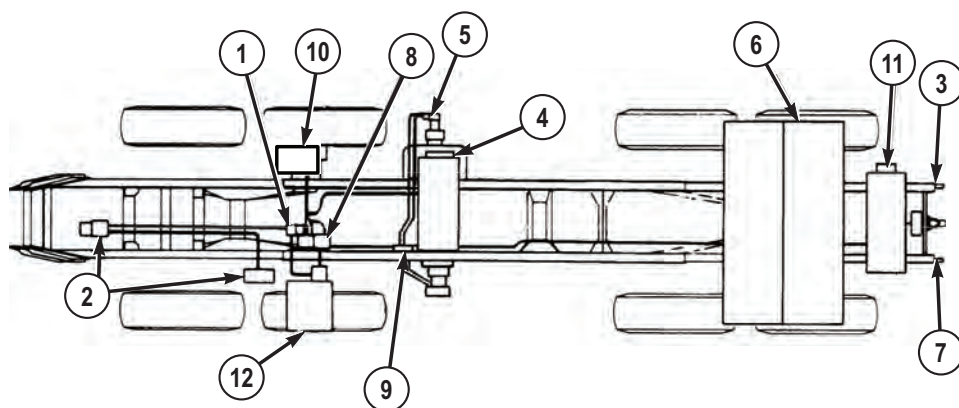


Figure 2.

Fluid power for operating the self-recovery winch (3) and crane (4) is provided by a hydraulic pump (5) driven by the power take-off (PTO) mounted on the transmission.

A manually-operated selector valve (6) is used to activate either the self-recovery winch (3), crane (4), fuel tanker dispensing components (M978 only), or load handling system (LHS) on M1120 LHS and M1977 CBT.

Operation on the crane (4) is controlled from the control panel (7) at the rear of the vehicle.

Both hydraulic pumps (1 and 5) share the same reservoir (8).

END OF WORK PACKAGE

OPERATOR MAINTENANCE STEERING SYSTEM

POWER STEERING HYDRAULIC SYSTEM

Power is supplied to the main steering gear by an engine-driven pump (1).

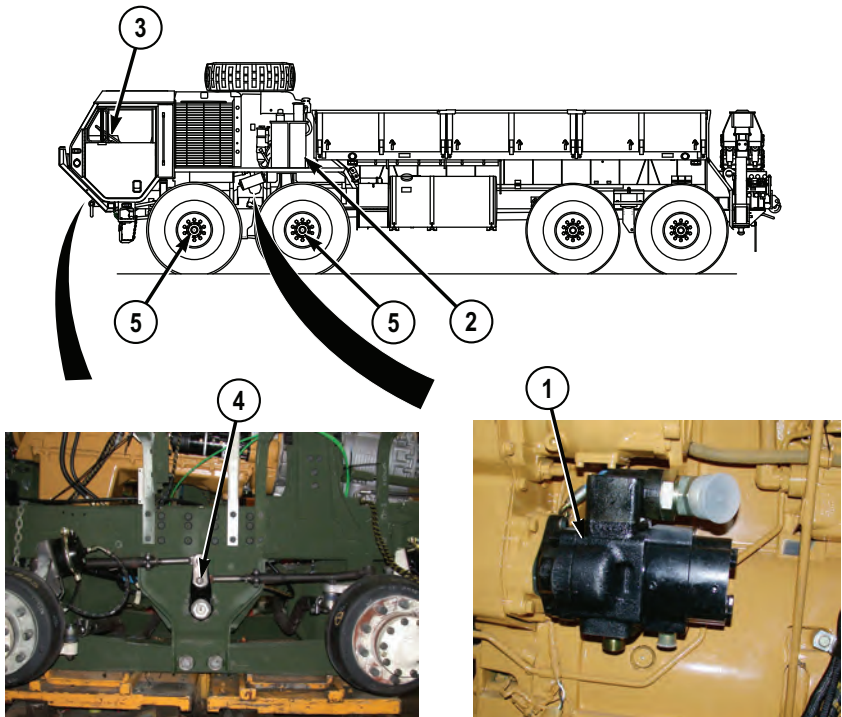


Figure 1.

The fluid reservoir (2) is shared with the main hydraulic system.

The steering wheel (3), which is mechanically linked to the main steering gear, rotates a gear that positions a spool in the main steering gear.

This motion is hydraulically transmitted to a piston in the slave gear causing it to follow the rotation of the main gear.

The main gear pitman arm (4) is mechanically connected to the slave gear pitman arm.

These pitman arms move the steering mechanism on the front axles (5) left or right causing the vehicle to steer left or right.

END OF WORK PACKAGE

OPERATOR MAINTENANCE POWER TRAIN

POWER TRAIN

The drivetrain control system consists of the engine and transmission systems.

The vehicle drivetrain is enhanced through the use of an engine electrical control system and 4500SP electronic transmission controller.

The engine electrical control and 4500SP transmission systems perform self-diagnostics, engine/transmission system diagnostics, and vehicle performance diagnostics.

Self-diagnostics includes personnel-initiated checks of main electronic components such as solenoids, wiring, sensor, and control modules.

System-diagnostics monitor critical engine and transmission parameters such as oil temperature, oil pressure, coolant temperature, voltage, and gear range attained.

Vehicle performance diagnostic capabilities aid the mechanic in isolating problems outside of the electronic control system.

Operating data is stored in the engine electrical control system and 4500SP electronic transmission controller memory for display at a later time.

Power Train

Power for the vehicle is provided by a diesel engine (1), which is coupled directly to an automatic transmission (2).

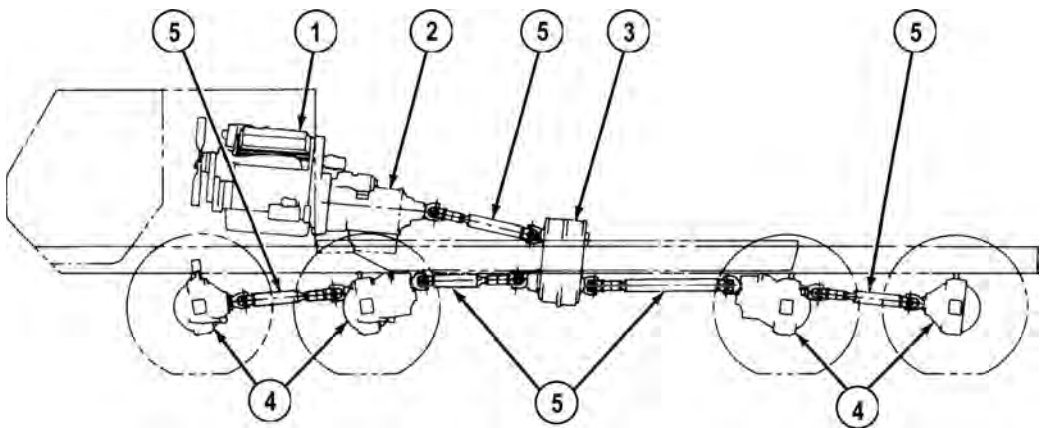


Figure 1.

Power from the transmission is transferred to the transfer case (3) and on to front and rear axles (4) through a series of drive shafts and universal joints (5).

AUTOMATIC TRANSMISSION

HEMTT series vehicles use an Allison HD4000 series transmission model 4500SP.

This hydrokinetic type transmission has an integral-locking torque converter, lock-up clutch, constant mesh planetary gearing, the GEN IV, a speedometer, and control valve module assembly.

The primary components of the GEN IV system are the Transmission Control Module (TCM), transmission range selector in the vehicle cab, a control valve module beneath the transmission gearing section which contains solenoid valves for clutch control, an engine speed sensor, a turbine speed sensor, and an output speed sensor that relays the transmission output speed to the TCM for shifting and control functions.

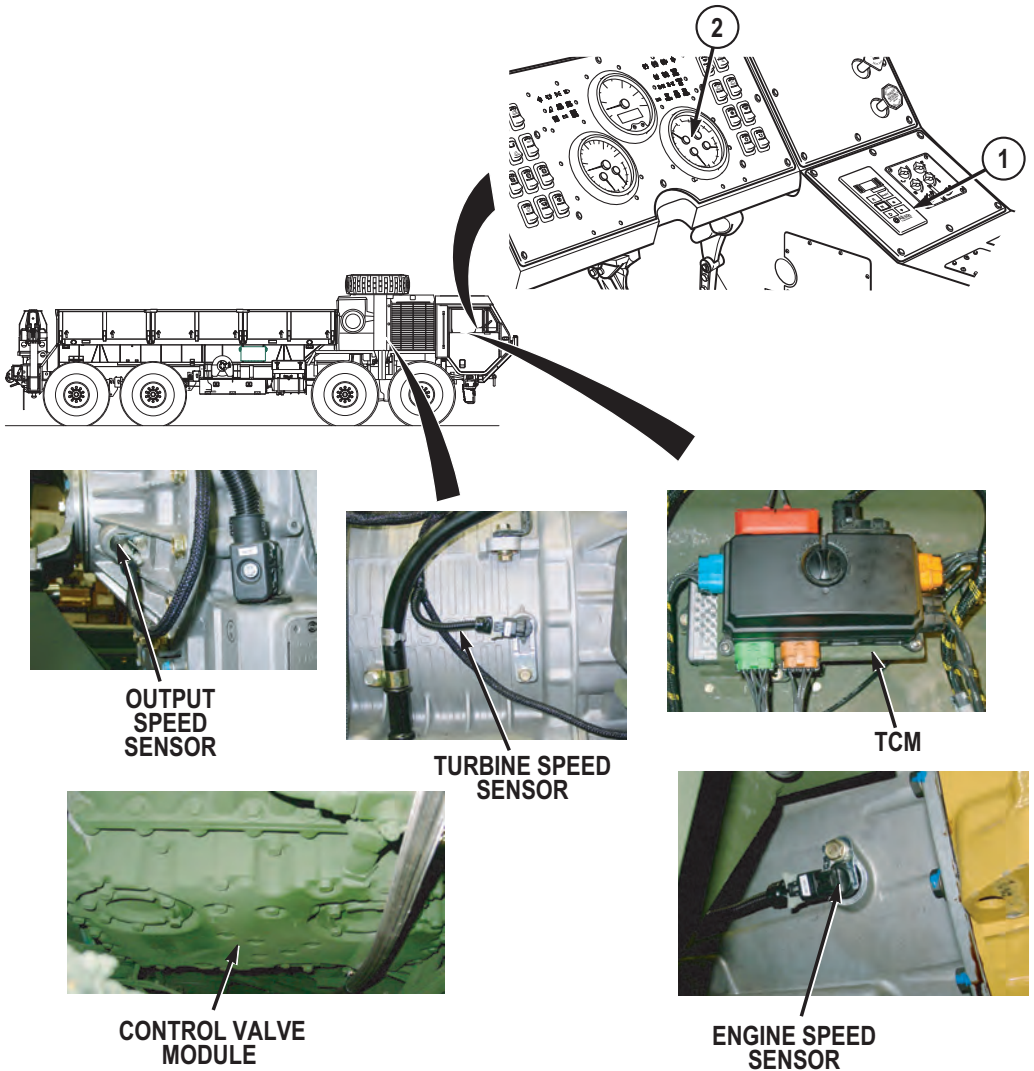


Figure 2.

The TCM also protects the transmission from cold weather startups by inhibiting normal shifting functions until a minimum sump temperature of 20°F (-7°C) is attained.

A check transmission indicator (2) located on the instrument panel alerts the operator, momentarily, every time the system is activated as a lamp check, and when the TCM finds a problem in the system.

If check transmission indicator (2) comes on during vehicle operation, the transmission will continue to operate normally, in most cases. However, in some cases, the TCM will take

action to reduce the possibility of damage to the vehicle or the transmission (refer to limp home/transmission fault (WP 0101) for more information. The transmission should be serviced at the next opportunity.

The transmission range selector (1) allows the operator to select a vehicle drive range.

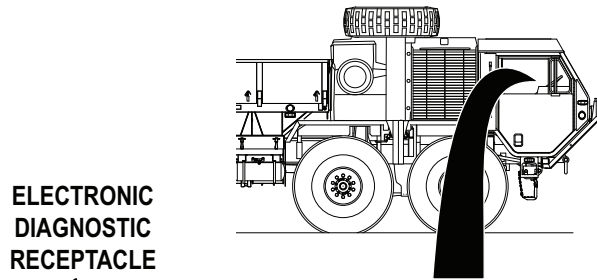
Operate transmission and transfer case (WP 0048) provides full operating instructions for the transmission.

The TCM contains the microprocessor based electronics and is located in a protected area within the vehicle cab.

The TCM receives information in the form of signals from switches and sensor, processes the information, and sends electrical signals to the appropriate components, which control the operation.

The TCM features diagnostics, which can sense electronic system malfunctions and identify them with a displayed code.

Diagnostic codes can be accessed by two methods: a diagnostic data reader connected to the vehicle at the electronic diagnostic receptacle or through the transmission range selector (1) push buttons.



**ELECTRONIC
DIAGNOSTIC
RECEPTACLE**



Figure 3.

All lubricating and clutch-applied oil is provided by an engine-driven pump (in the transmission).

The transmission includes an electrically-controlled power take-off (PTO).

The PTO provides power to a hydraulic pump, which powers the vehicle's hydraulic system.

The hydraulic system operates the self-recovery winch, the material handling crane, the heavy-duty recovery winch, and the pumping equipment, depending on how the vehicle is equipped.

TRANSFER CASE

The transfer case (1) connects the drivetrain to the No.1 and No. 2 axles (2) when 8-wheel drive is needed.

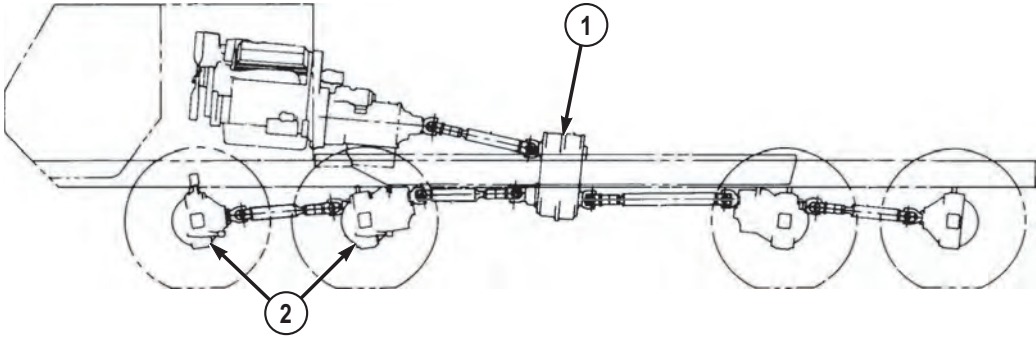


Figure 4.

The transfer case has two gear ratios (high and low) and neutral. The vehicle must be stopped before the transfer case can be shifted between ranges because the gears are not synchronized.

Engagement of the transfer case in low range will automatically engage the drivetrain to the front axles.

TANDEM AXLES AND SUSPENSION

Front and rear axles (1) are single reduction, full floating axle shaft type.

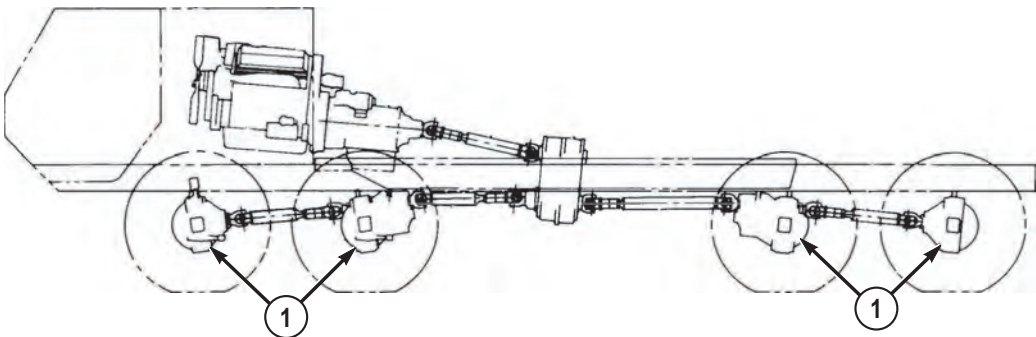


Figure 5.

The front two axles provide vehicle steering

The rear two axles are non-steering.

Both front and rear axles are equipped with wheel differentials and inter-axle differentials. The inter-axle differential have driver-controlled lockouts for positive drive to all axles in low range.

The rear axles are equipped with permanently engaged controller traction differentials.

The front and rear suspensions are air spring, transverse beam type.

PROPELLER SHAFTS AND UNIVERSAL JOINTS

The propeller shafts and universal joints (1) transmit engine power to the axles.

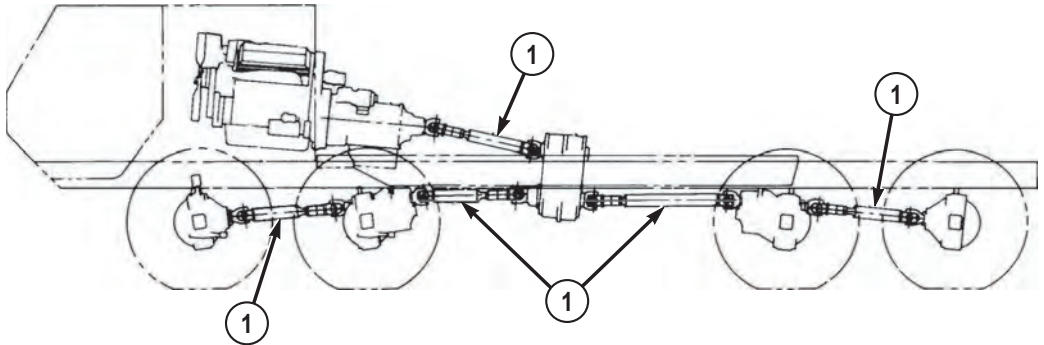


Figure 6.

END OF WORK PACKAGE

OPERATOR MAINTENANCE ENGINE SYSTEMS

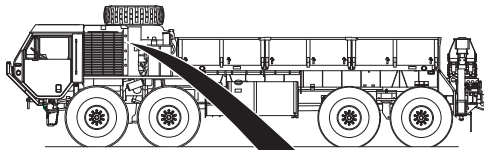
ENGINE

NOTE

The Caterpillar C15 (on-highway) engine and is controlled electronically.

The primary components of electronic control system are electronic unit injector (EUI), electronic control module (ECM), and engine sensors.

The ECM (1) contains:



1

Figure 1.

1. A microprocessor that continuously monitors and analyzes the engine and accompanying systems with electronic sensors during engine operation.
2. A programmable read only memory (PROM) provides basic engine control function instructions.
3. An electronically erasable, programmable, read only memory (EEPROM) stores engine calibration values.

4. A backup EEPROM and microprocessor monitors and analyzes engine operation should the main microprocessor fail and a throttle position sensor (2) input, which is activated by the accelerator pedal.

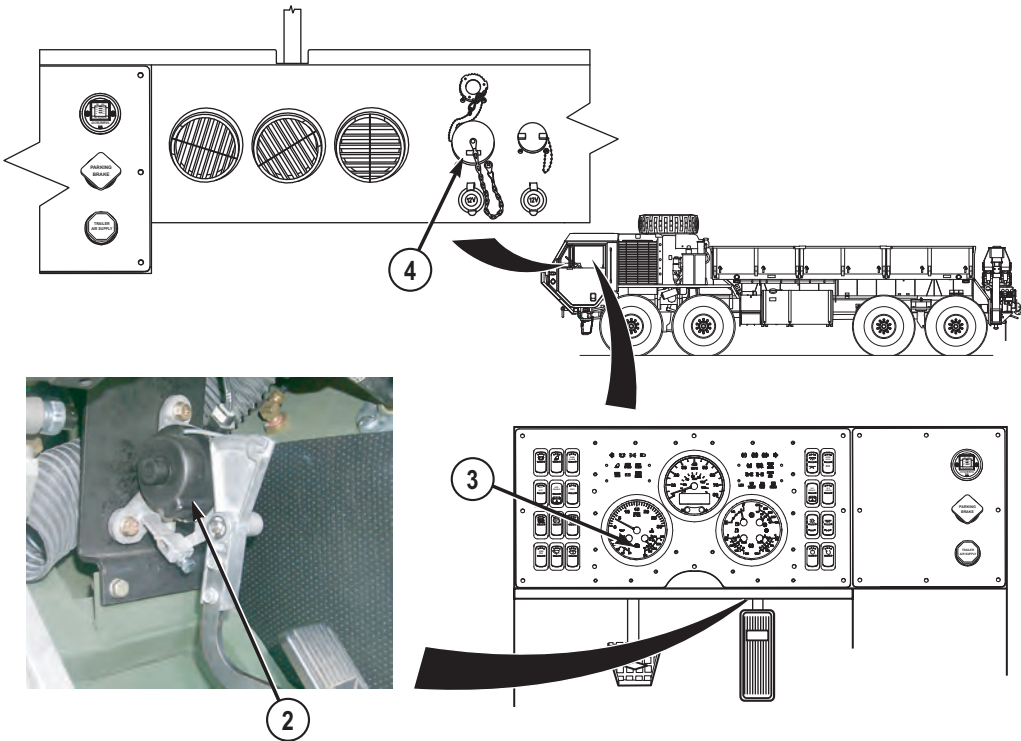


Figure 2.

The EUI allows precise metering and injection timing.

The engine sensors monitor key parts of the engine for performance and environmental variables.

The ECM (1) features diagnostics which can sense electronic system malfunctions and identify them by displaying a code.

A check engine indicator (3) on instrument panel will illuminate when a noncritical fault occurs, but the vehicle can still be operated.

Diagnostic codes can be accessed by a PC based software program or a diagnostic data reader connected to the vehicle at the electronic diagnostic receptacle (4).

AIR INTAKE SYSTEM

The air intake system consists of a dry type air cleaner (1), turbocharger (2), engine blower (3), and an aftercooler (4).

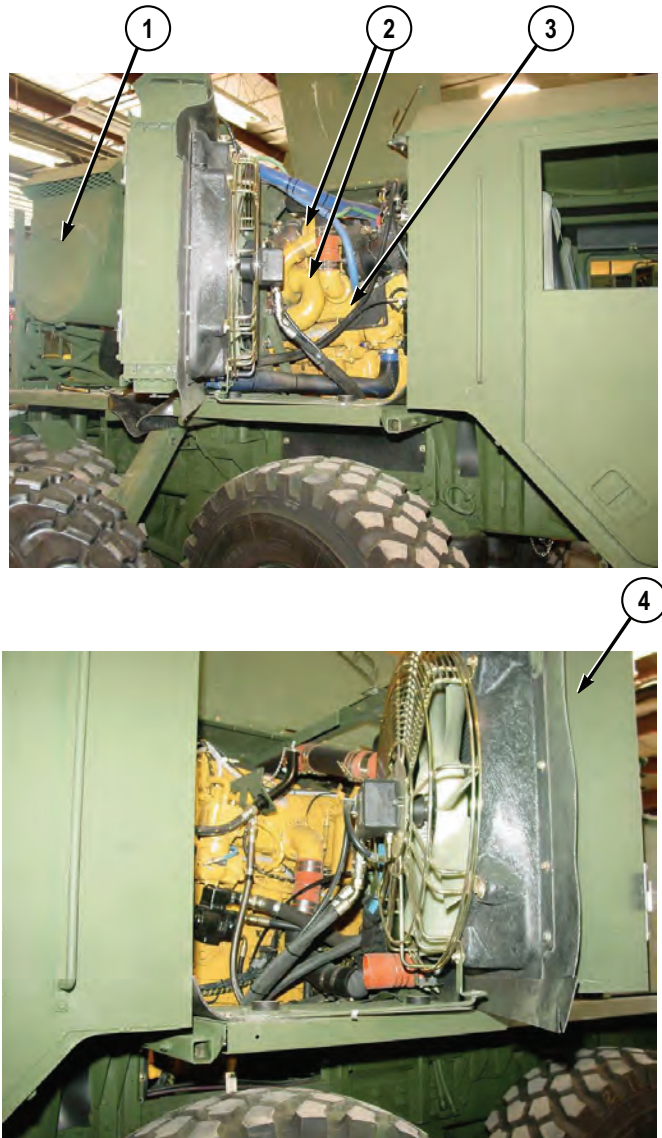


Figure 3.

Engine exhaust gases flow through the turbocharger (2) driving a turbine wheel.

A compressor wheel on the opposite end of the turbine wheel shaft rotates and draws in fresh air through the air cleaner (1), compresses the air, and delivers it to the engine blower (3).

Air from the engine blower (3) flows through the aftercooler (4) which cools the air before it is delivered to the engine cylinders.

FUEL SYSTEM

NOTE

The fuel circuit is a conventional design for electronic unit injector diesel engines.

The fuel transfer pump (1) draws fuel from fuel tank (2).

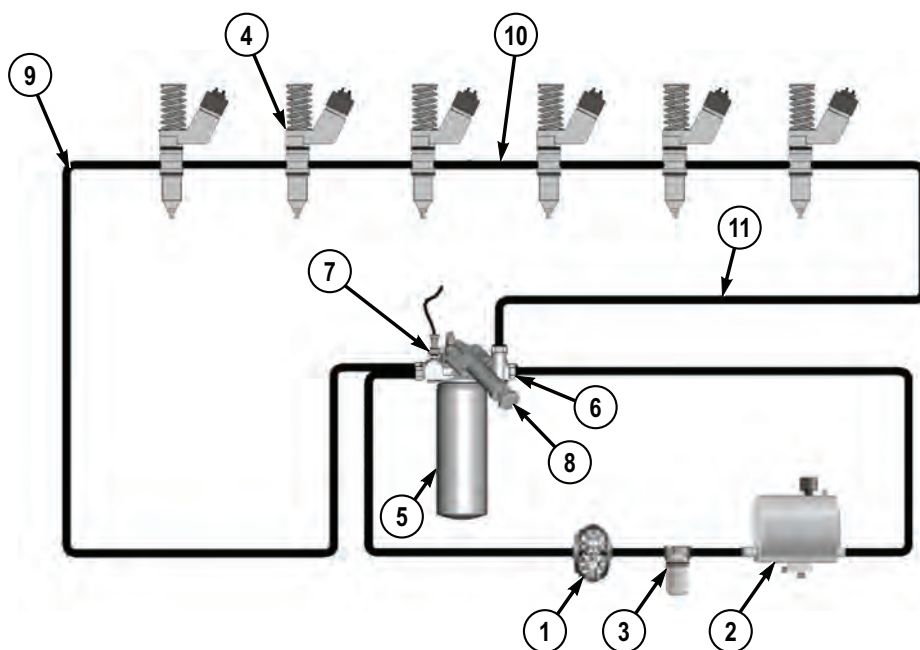


Figure 4.

The fuel passes through primary filter/water separator (3).

The fuel passes into the fuel transfer pump (1) and the fuel is then pressurized.

The fuel transfer pump (1) incorporates a check valve in order to permit a fuel flow around the gears for hand priming.

The fuel transfer pump (1) also incorporates a relief valve in order to protect the system from extreme pressure.

NOTE

The excess fuel flow also purges the air from the fuel system.

The excess fuel flow that is provided by the transfer pump (1) is used in order to cool the electronic unit injectors (4).

The fuel from the transfer pump (1) flows through two micron fuel filters (5) at fuel filter base (6).

Fuel temperature sensor (7) is mounted in the fuel filter base (6).

NOTE

- The engine control module (ECM) uses the sensor to monitor the temperature of the fuel that is entering the engine.
- The information is used by the ECM to calculate a fuel correction factor during engine operation.

Fuel priming pump (8) is positioned on the fuel filter base (6) in order to prime the system when air has been introduced into the fuel system.

NOTE

The fuel enters the cylinder head at the front of the engine.

The fuel leaves the fuel filter base (6) and flows through fuel supply line (9) to the cylinder head.

Fuel is delivered to electronic unit injectors (4) through fuel manifold (10) that is drilled into the cylinder head during the manufacturing process.

NOTE

Excess fuel exits the cylinder head at the rear.

The fuel returns to the fuel filter base (6) through fuel return line (11) to the pressure regulating valve that maintains a sufficient amount of back pressure in the system in order to fill the electronic unit injectors (4).

NOTE

After the fuel passes through the pressure regulating valve, the fuel returns to the fuel tank.

The fuel flows continuously from the fuel supply through the electronic unit injectors (4) in the head and back of the tank.

COOLING SYSTEM

Air is pulled through the air cleaner, and into the air inlet (1) by the low pressure turbocharger (2).

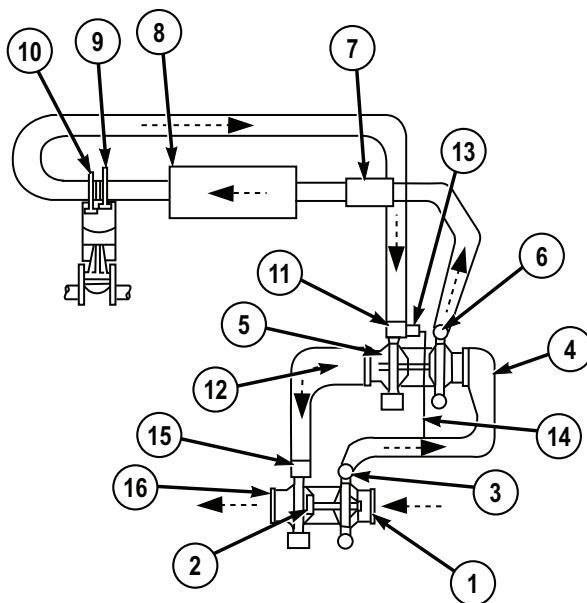


Figure 5.

NOTE

Pressurizing the inlet air causes the air to heat up.

The low pressure turbocharger (2) compresses the air.

NOTE

- The high pressure turbocharger is used to compress the air to a higher pressure.
- This increase in pressure continues to cause the inlet air's temperature to increase.

Pressurized air exits the low pressure turbocharger (2) through an outlet (3) and the air is forced into the inlet (4) of high pressure turbocharger (5).

NOTE

- The precooler uses engine coolant to cool the air.
- Without the precooler, the inlet air would be too hot in order to be cooled sufficiently by the aftercooler

As the air is compressed, the air is forced through the high pressure turbocharger's outlet (6) and into the precooler (7).

NOTE

- The inlet air is cooled further by transferring heat to the ambient air.
- The combustion efficiency increases as the temperature of the inlet air decreases.
- Combustion efficiency helps to provide increased fuel efficiency and increased horsepower output.
- The aftercooler core is a separate cooler core that is mounted in front of the engine radiator.
- The engine fan and the ram effect of the forward motion of the vehicle causes ambient air to move across the core.

The pressurized inlet air is cooled by the precooler (7) prior to being sent to the aftercooler (8).

Inlet air is forced from the aftercooler (7) into the engine's intake manifold.

NOTE

- The airflow from the intake manifold into the cylinders and out of the cylinders is controlled by engine's valve mechanisms.
- The inlet valves open when the piston moves downward on the inlet stroke.
- When the inlet valves open, cooled, compressed air from the intake manifold is pulled into the cylinder.
- The inlet valves close when the piston begins to move upward on the compression stroke.
- The air in the cylinder is compressed by the piston.
- As the air is compressed by the piston, the temperature of the air in the cylinder is heated.
- Fuel is injected into the cylinder when the piston is near the top of the compression stroke.
- Combustion begins when the fuel mixes with the hot, pressurized air.
- The force of the combustion pushes the piston downward on the power stroke.
- The exhaust valves are opened as the piston travels upward to the top of the cylinder.
- The exhaust gases are pushed through the exhaust port into the exhaust manifold.
- After the piston completes the exhaust stroke, the exhaust valves close and the cycle begins again.

Each cylinder has two inlet valves (9) and two exhaust valves (10) that are mounted in the cylinder head.

Exhaust gases from the exhaust manifold flow into the high pressure turbocharger's exhaust inlet (11).

NOTE

- The hot gases that are expelled from the engine are used to turn the turbine wheel of the turbocharger.
- The turbine wheel drives the compressor wheel that is used in order to compress the inlet air that enters the inlet side of the turbocharger.

The exhaust gas exits from the high pressure turbocharger through the high pressure turbocharger's exhaust outlet (12).

NOTE

The wastegate also prevents excessive boost of the engine during acceleration.

Wastegate (13) is used by the high pressure turbocharger (5) to prevent an overspeed condition of the turbocharger turbine wheel during engine acceleration.

The wastegate (13) is controlled by the boost pressure that is felt in the air hose assembly that connects the inlet side of the two turbochargers.

NOTE

- As the diaphragm reacts to high boost pressure, a valve is activated.
- The valve allows exhaust gas to bypass the high pressure turbocharger's turbine, which effectively controls the speed of the turbine.

Wastegate pressure line (14) provides the air pressure to the wastegate's diaphragm.

NOTE

- The exhaust gases drive the turbocharger's turbine.
- This energy is used in order to compress the inlet air in the same manner as the high pressure turbocharger.

The exhaust gases then enter the exhaust inlet (15) for the low pressure turbocharger (2).

The exhaust gases then exit the low pressure turbocharger (2) through the exhaust outlet (16) into the vehicle's exhaust system.

END OF WORK PACKAGE

OPERATOR MAINTENANCE CAB

CAB

The cab (1) contains all of the driving controls and gauges, operating controls for some of the mounted equipment, and adjustable seats for a crew of two. For explanation of cab controls, refer to vehicle controls and indicators.

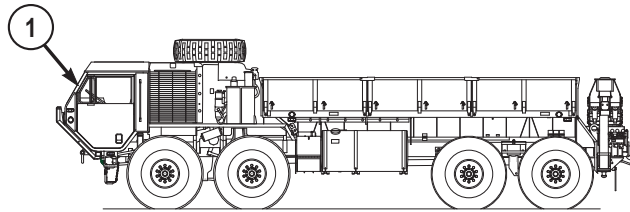


Figure 1.

END OF WORK PACKAGE

OPERATOR MAINTENANCE WHEELS AND TIRES

WHEELS AND TIRES

There are four front and four rear steel disc, 20.00 x 10.00 wheels (1) with 16.00 R20, tubeless, radial traction, non-directional tires.

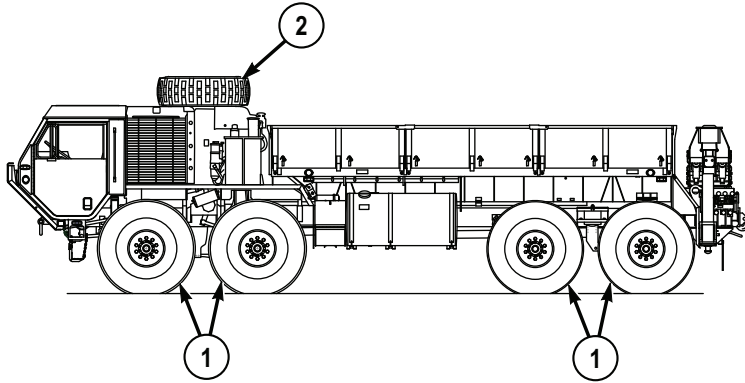


Figure 1.

One spare tire (2) is mounted on top of vehicle.

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
HEAVY-DUTY WINCH**

HEAVY-DUTY WINCH

The heavy-duty winch assembly (1) is mounted onto chassis frame. It is powered by an automatic two-speed hydraulic motor which drives the winch drum through a planetary gearbox.

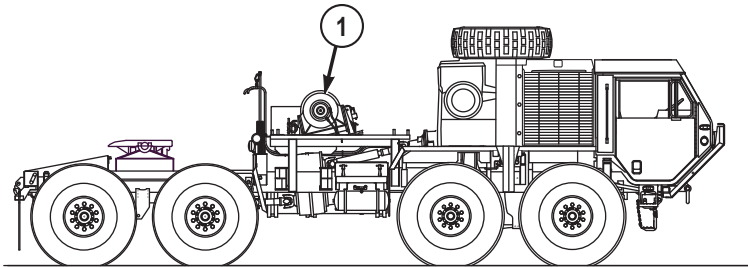


Figure 1.

END OF WORK PACKAGE

CHAPTER 2
OPERATOR
INSTRUCTIONS

**OPERATOR MAINTENANCE
CAB-MOUNTED FOOT CONTROLS**

CONTROLS AND INDICATORS INTRODUCTION

This section displays the location and describes the use of cab-mounted foot controls which are used in the operation of HEMTT series vehicles. Controls and indicators described in this section are the same for all vehicles, except where otherwise indicated.

LOCATION AND USE OF CONTROLS AND INDICATORS

Know the location and proper use of every control and indicator before operating HEMTT series vehicles. Separate illustrations with keys are provided for learning about cab-mounted foot controls.

Table 1. Cab-Mounted Foot Controls.

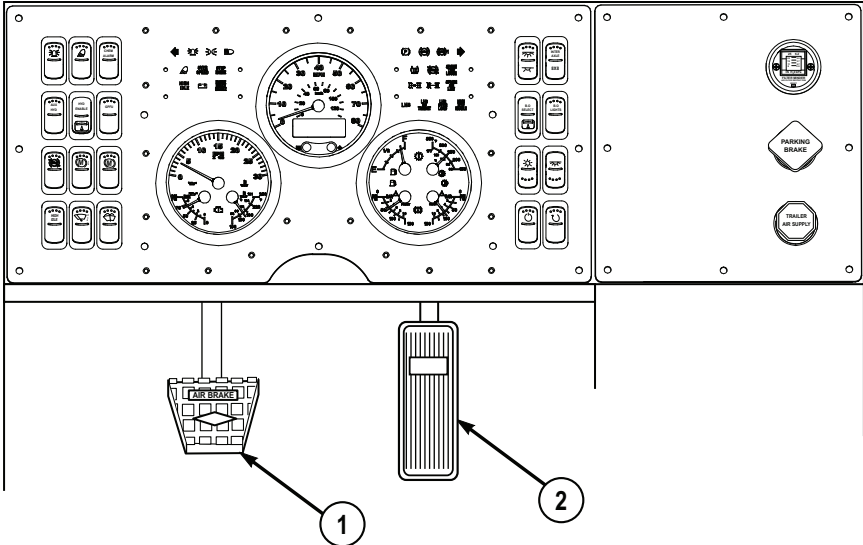
| Key | Control/ Indicator | Function |
|---|-----------------------|----------|
|  | | |

Figure 1.

Table 1. Cab-Mounted Foot Controls. - Continued

| Key | Control/ Indicator | Function |
|------------|-------------------------------|--|
| 1 | Service Brake Pedal | Applies service brakes. If vehicle is properly coupled to a trailer, trailer service brakes will also operate when vehicle service brakes are applied. |
| 2 | Throttle Pedal | Controls vehicle speed. |

END OF WORK PACKAGE

OPERATOR MAINTENANCE CAB-MOUNTED HAND CONTROLS

CONTROLS AND INDICATORS INTRODUCTION

This section displays the location and describes the use of cab-mounted hand controls which are used in the operation of HEMTT series vehicles. Controls and indicators described in this section are the same for all vehicles, except where otherwise indicated.

LOCATION AND USE OF CONTROLS AND INDICATORS

Know the location and proper use of every control and indicator before operating HEMTT series vehicles. Separate illustrations with keys are provided for learning about cab-mounted hand controls.

Table 1. Cab-Mounted Hand Controls.

| Key | Control/ Indicator | Function |
|-----|-----------------------|----------|
|-----|-----------------------|----------|

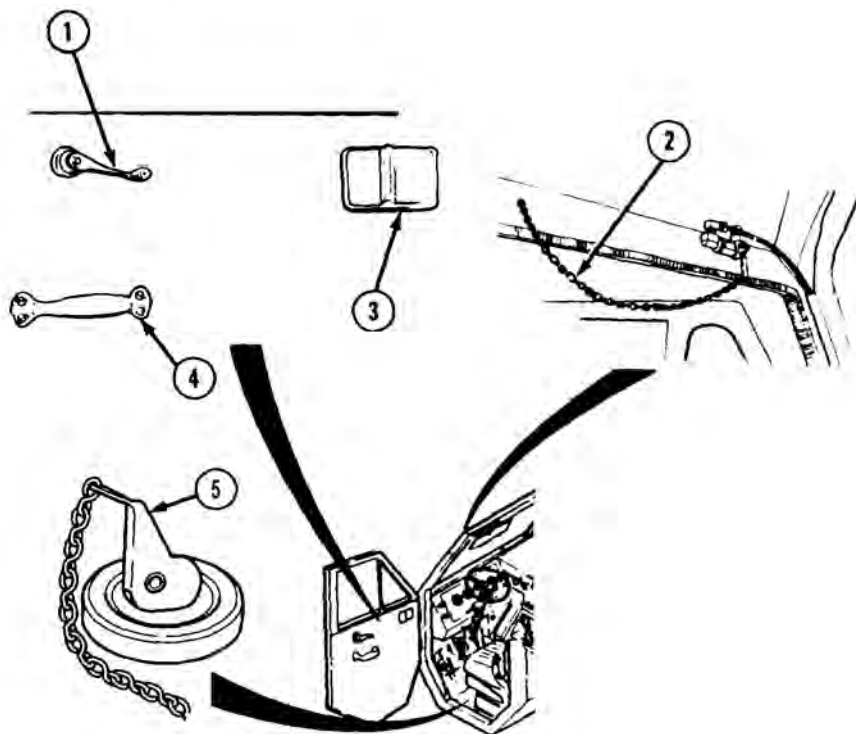


Figure 1.

| | | |
|---|--|--|
| 1 | Cab Door Window Glass Regulator (one on each door) | Rotate driver side regulator counterclockwise to lower left window glass, clockwise to raise left window glass. Rotate passenger side regulator clockwise to lower right window glass, counterclockwise to raise right window glass. |
| 2 | Air Horn Chain | Pull chain to sound air horn. Release chain to silence air horn. |
| 3 | Cab Door Inside Handle | Pull to open cab door from inside of cab. |

Table 1. Cab-Mounted Hand Controls. - Continued

| Key | Control/ Indicator | Function |
|------------|---|---|
| | (one on each door) | |
| 4 | Cab Door Handle (one on each door) | Pull to close cab door from inside of cab. |
| 5 | Drain Plug (one under both operator seat and crew seat) | Pull up on lever to remove drain plug and drain liquid from floor of cab. |

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
STEERING COLUMN MOUNTED CONTROLS**

CONTROLS AND INDICATORS INTRODUCTION

This section displays the location and describes the use of steering column mounted controls which are used in the operation of HEMTT series vehicles. Controls and indicators described in this section are the same for all vehicles, except where otherwise indicated.

LOCATION AND USE OF CONTROLS AND INDICATORS

Know the location and proper use of every control and indicator before operating HEMTT series vehicles. Separate illustrations with keys are provided for learning about steering column mounted controls.

Table 1. Steering Column Mounted Controls.

| Key | Control/ Indicator | Function |
|-----|-----------------------|----------|
|-----|-----------------------|----------|

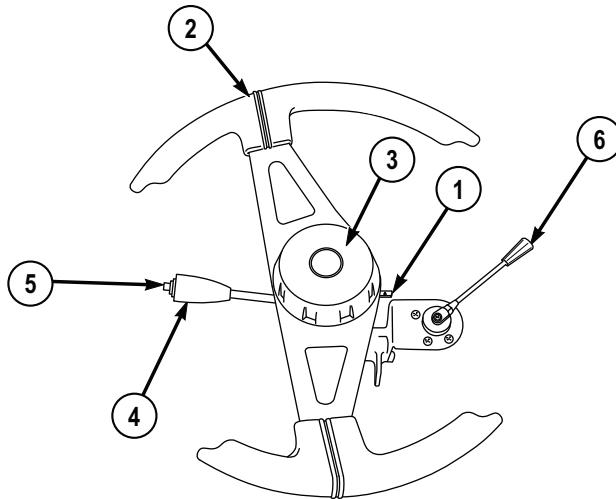


Figure 1.

| | | |
|---|------------------------------|--|
| 1 | Emergency Flasher Control | To turn on emergency flashers, push in red tab. Pull red tab out to turn emergency flashers off. |
|---|------------------------------|--|

Table 1. Steering Column Mounted Controls. - Continued

| Key | Control/ Indicator | Function |
|------------|---|--|
| 2 | Steering Wheel | Controls direction of vehicle. |
| 3 | Horn Button | Sounds electric horn when pressed. Release to silence horn. |
| 4 | Turn Signal Lever | Push up to signal right turn. Pull down to signal left turn. When turn is complete, return lever to center position. |
| 5 | Headlight Dim- mer Button | Push in button to switch headlights between high and low beam. The high beam indicator on the instrument panel will illuminate (blue) when high beams are activated, and go out when low beams are selected. (WP 0020) |
| 6 | Trailer Hand- brake Control Lever | Used to test the trailer brakes. Pull control lever down to apply trailer brakes. Push control lever up to release trailer brakes. |

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
INSTRUMENT PANEL CONTROLS AND INDICATORS**

CONTROLS AND INDICATORS INTRODUCTION

This section displays the location and describes the use of instrument panel controls and indicators which are used in the operation of HEMTT series vehicles. Controls and indicators described in this section are the same for all vehicles, except where otherwise indicated.

LOCATION AND USE OF CONTROLS AND INDICATORS

Know the location and proper use of every control and indicator before operating HEMTT series vehicles. Separate illustrations with keys are provided for learning about instrument panel controls and indicators.

Table 1. Instrument Panel Controls and Indicators.

| Key | Control/ Indicator | Function |
|-----|-----------------------|----------|
|-----|-----------------------|----------|

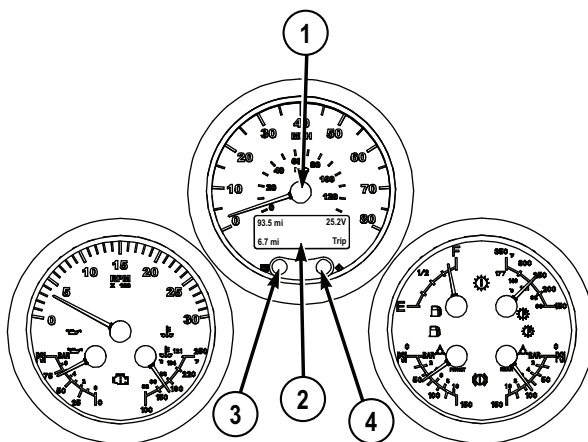


Figure 1.

| | | |
|---|-------------|--|
| 1 | Speedometer | Displays vehicle speed in miles per hour (MPH) and kilometer per hour (kmh). |
|---|-------------|--|

Table 1. Instrument Panel Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|-----|------------------------------|--|
| 2 | Liquid Crystal Display (LCD) | Displays performance and diagnostic information. |
| 3 | Mode (M) Button | Cycles and selects displays on the LCD. |
| 4 | Trip (T) Button | Cycles and selects displays on the LCD. |

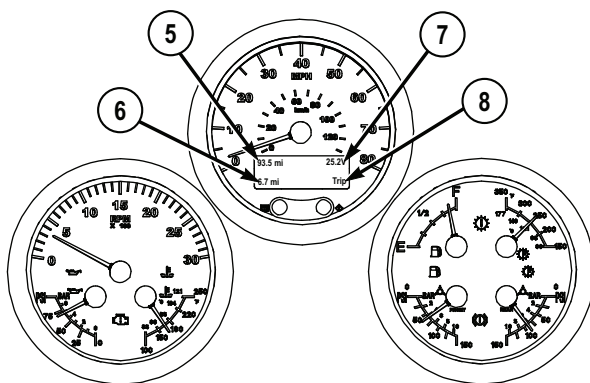


Figure 2.

| | | |
|---|--------------------|--|
| 5 | Odometer | Displays total vehicle miles since production. |
| 6 | Trip / Hrs Display | Displays either of two drive mode displays (trip display shown): 1) Trip - distance vehicle was driven since trip display was reset. 2) Hrs - total vehicle operating hours. |

Table 1. Instrument Panel Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|-----|--------------------|---|
| | | Trip display can be reset to "0.0" by pressing and holding (T) button for two or more seconds while in "Trip" display. Vehicle operating hours (Hrs display) cannot be reset. |
| 7 | Battery Voltage | Displays battery output in volts (V). |
| 8 | Drive Mode Display | Operator may choose between either drive mode display option by momentarily pressing and releasing (T) button. |

Displays "Trip" or "Hrs" dependent on drive mode selected.

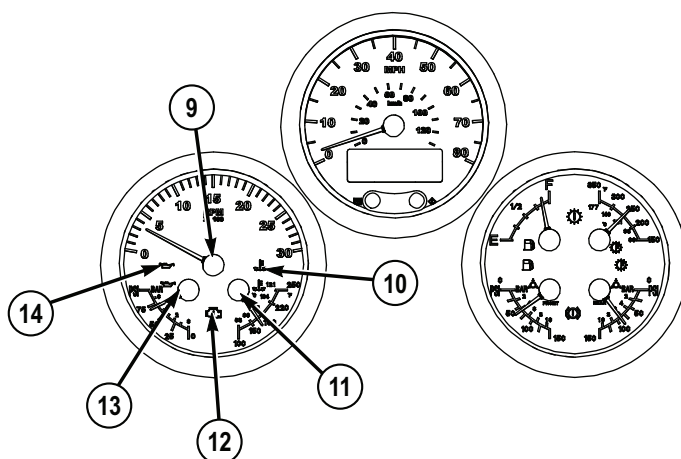


Figure 3.

| | | |
|----|---|---|
| 9 | Tachometer | Displays engine speed in revolutions per minute (RPM x 100). |
| 10 | High Engine Coolant Temperature Indicator | Illuminates (red) when the engine monitoring system logs a high coolant temperature fault code and will also cause the check engine indicator (12) to illuminate. |

Table 1. Instrument Panel Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|-----|-----------------------------------|---|
| 11 | Engine Coolant Temperature Gauge | Displays engine coolant temperature in degrees Fahrenheit (°F) and Celsius (°C). |
| 12 | Check Engine Indicator | Illuminates (amber) when the engine monitoring system logs an engine fault code. |
| 13 | Engine Oil Pressure Gauge | Displays engine oil pressure in pounds per square inch (psi) and bar. |
| 14 | Low Engine Oil Pressure Indicator | Illuminates (red) when the engine monitoring system logs a low oil pressure fault code and will also cause the check engine indicator (12) to illuminate. |

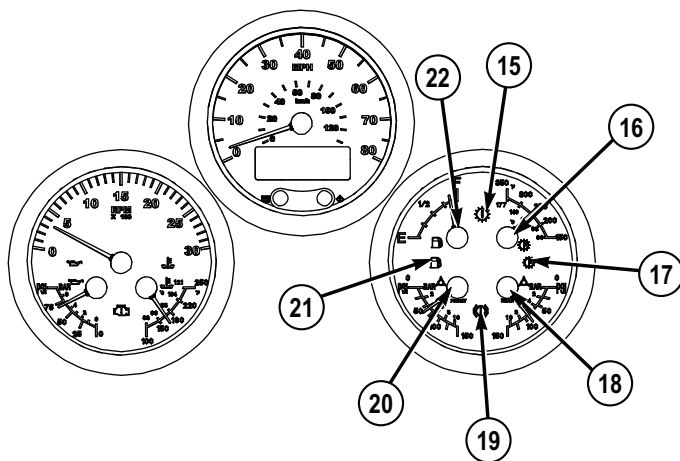


Figure 4.

| | | |
|----|------------------------------|--|
| 15 | Check Transmission Indicator | Illuminates (amber) when the transmission monitoring system indicates a problem. |
|----|------------------------------|--|

Table 1. Instrument Panel Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|------------|--|--|
| 16 | Transmission Oil Temperature Gauge | Displays transmission oil temperature in degrees Fahrenheit (°F) and Celsius (°C). |
| 17 | High Transmission Temperature Indicator | Illuminates (red) when transmission pump temperature is above 482°F (250°C) or torque converter temperature is above 350°F (177°C). |
| 18 | REAR Air Pressure Gauge | Displays rear air system pressure in pounds per square inch (psi) and bar. |
| 19 | Brake System Failure (LOW AIR) Indicator | Illuminates (red) when either FRONT or REAR Air Pressure Gauge falls below 70 psi (5 bar), or the brake system controller indicates a problem. A buzzer will sound until indicator goes out. |
| 20 | FRONT Air Pressure Gauge | Displays front air system pressure in pounds per square inch (psi) and bar. |
| 21 | Low Fuel Indicator | Illuminates (amber) when fuel quantity falls below 1/8 of a full tank. |

Table 1. Instrument Panel Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|-----|--------------------|----------|
|-----|--------------------|----------|

22 Fuel Gauge Displays fuel remaining in tank.

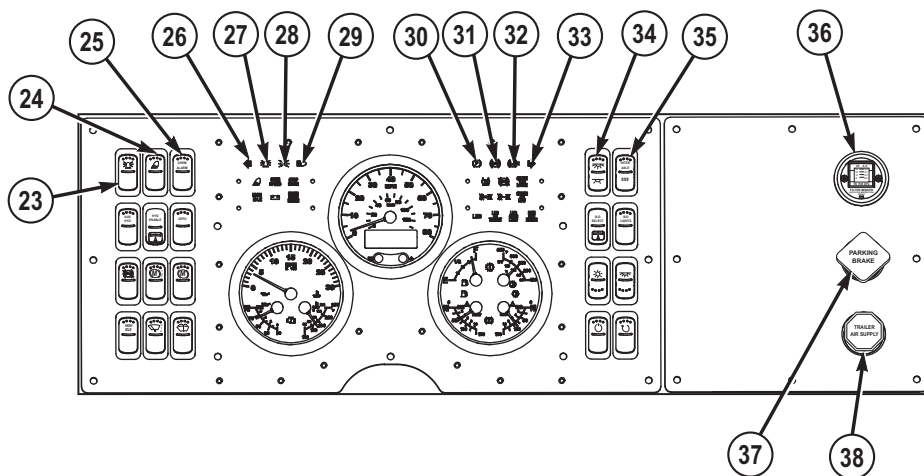


Figure 5.

| | | |
|----|------------------------|---|
| 23 | Beacon Light Switch | Turns beacon lights on/off. Switch only active on M984A4 wrecker. |
| 24 | Work Light Switch | Turns work lights on/off. Switch only active on M983A4, M983A4 LET, M984A4, and M1977A4 Models. |
| 25 | CHEM ALARM Switch | Turns M-8 chemical alarm on/off. Switch only active if M-8 chemical alarm option installed. |
| 26 | Left Turn Indicator | Flashes (green) when left turn signal or emergency flasher control is activated. |
| 27 | Beacon Light Indicator | Illuminates (green) when Beacon Light Switch is set to on position (active on M984A4 Only). |

Table 1. Instrument Panel Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|------------|--|---|
| 28 | Clearance Light Indicator | Illuminates (green) when Master Lighting Switch is set to on position. |
| 29 | High Beam Indicator | Illuminates (blue) when headlight high beams are activated. |
| 30 | PARKING BRAKE Indicator | Illuminates (red) when PARKING BRAKE Control is applied (pulled out). |
| 31 | Vehicle ABS Indicator | Illuminates (amber) when vehicle anti-lock braking system (ABS) experiences a failure. |
| 32 | Trailer ABS Indicator | Illuminates (amber) when trailer anti-lock braking system (ABS) experiences a failure. |
| 33 | Right Turn Indicator | Flashes (green) when right turn signal or emergency flasher control is activated. |
| 34 | Dimmer Switch (Two-Position Momentary) | Adjusts brightness of backlighting for instrument panel switches and gauges, transmission range selector, an HVAC panel. Each upward/downward momentary depression of the switch will increase/decrease panel light intensity by 5%. Depressing the dimmer switch upward for 3+ seconds will increase panel light intensity to 100%. Depressing the dimmer switch downward for 3+ seconds will decrease panel light intensity to 10%. |
| 35 | Traction Control Switch (Three-Position) | The Traction Control Switch is a three-position switch: |

Table 1. Instrument Panel Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|-----|--|--|
| | | INTER AXLE - locks inter-axle differentials in front and rear tandems. |
| | | Center (middle) - off. Vehicle is in normal drive mode. |
| | | 8x8 - engages transfer case drive to front axles. |
| 36 | Air Filter Re- striction Indica- tor | Displays condition of air cleaner filter. Shows (red) when filter becomes clogged. VACUUM INCHES H ₂ O window displays degree of restriction. Push yellow button on bottom of gauge to reset. |
| 37 | PARKING BRAKE Con- trol | Applies (pull out) and releases (push in) vehicle parking brakes. Automatically applies parking brake when air pressure drops below 30 psi (2.1 bar). |
| 38 | TRAILER AIR SUPPLY Con- trol | Supplies air to (push in) and shuts off (pull out) air to trailer brake system. When TRAILER AIR SUPPLY control is applied (pushed in), vehicle PARKING BRAKE Control acti- |

Table 1. Instrument Panel Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|-----|--------------------|----------|
|-----|--------------------|----------|

vates/deactivates the trailer parking brakes in concert with the vehicle parking brakes.

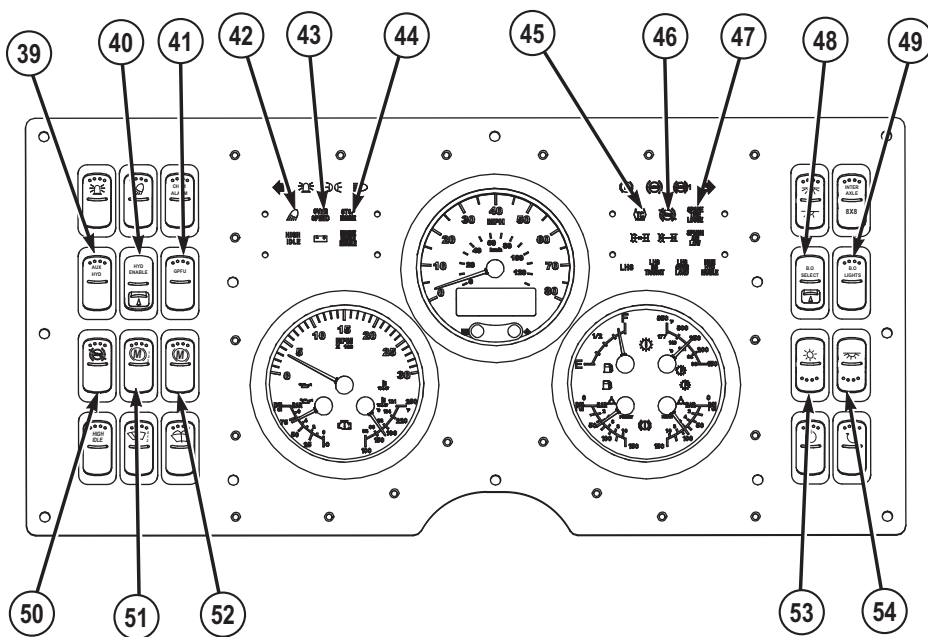


Figure 6.

| | | |
|----|----------------------|---|
| 39 | AUX HYD Switch | Not in use at this time. |
| 40 | HYD ENABLE Switch | Turns main hydraulic power on/off. |
| 41 | GPFU | Turns gas particle filter unit (GPFU) on/off. |
| 42 | Work Light Indicator | Illuminates (green) when Work Light Switch is set to on position. |

Table 1. Instrument Panel Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|------------|--|--|
| 43 | OVER SPEED Indicator | Illuminates (red) when engine speed exceeds 2,450 RPM. |
| 44 | STOP ENGINE Indicator | Illuminates (red) when engine oil pressure, manifold air temperature, and/or engine coolant temperature/fluid level is outside safe operating limits. |
| 45 | Automatic Traction Control Indicator (ATC) | Flashes (amber) when traction control system is automatically activated during vehicle operation. Illuminates steady (amber) when traction control is experiencing a fault and/or ABS Disable Switch (50) is set to on position. |
| 46 | ABS Disabled Indicator | Illuminates (amber) when anti-lock disable switch is set to on position. |
| 47 | SPARE TIRE LOOSE Indicator | Illuminates (amber) when spare tire carrier is unlatched. |
| 48 | B.O. SELECT Switch | Setting the blackout service select switch to on position disables the master lighting switch (all functions including brake lights, turn signals, and emergency flashers), work light switch, beacon light switch, dome light switch, electric horn, and reverse alarm. |
| 49 | B.O. LIGHTS Switch (Three-Position) | The blackout lights switch is a three-position switch: DOWN - off. |

Table 1. Instrument Panel Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|-----|--|--|
| | | CENTER (middle) - Blackout markers located in the composite lights illuminate. |
| | | UP - Blackout markers and blackout driving light illuminate. |
| | | Blackout stop lights illuminate when Service Brake Pedal is applied. |
| 50 | Anti-Lock Brake System (ABS) Disable Switch | Disables vehicle anti-lock brake system. The automatic traction control (ATC) indicator (45) will also illuminate steady (amber) when ABS is disabled. |
| 51 | Engine Brake High/Medium/Low Switch (Three-Position) | The engine brake high/medium/low switch becomes active when the engine brake ON/OFF Switch is set to on position. The amount of engine braking provided is dependant on the position of the engine brake high/medium/low switch: |
| | | (1) - High position (full up) provides maximum engine braking. |
| | | (2) - Medium position (center) provides less engine braking. |
| | | (3) - Low position (full down) provides least amount of engine braking. |
| 52 | Engine Brake On/Off Switch | Turns the engine retarder on/off which provides engine braking to the vehicle. The amount of engine braking provided is dependant on the position of the Engine Brake High/Medium/Low Switch. |

Table 1. Instrument Panel Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|------------|---|---|
| 53 | Master Lighting Switch (Three-Position) | <p>The Master Lighting Switch is a three-position switch:</p> <p>DOWN - off</p> <p>CENTER (middle) - clearance lights and parking lights illuminate.</p> <p>UP - clearance lights, parking lights, and headlights illuminate.</p> |

Table 1. Instrument Panel Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|-----|--------------------|----------|
|-----|--------------------|----------|

54 Dome Light Switch Turns dome light in cab overhead on/off.

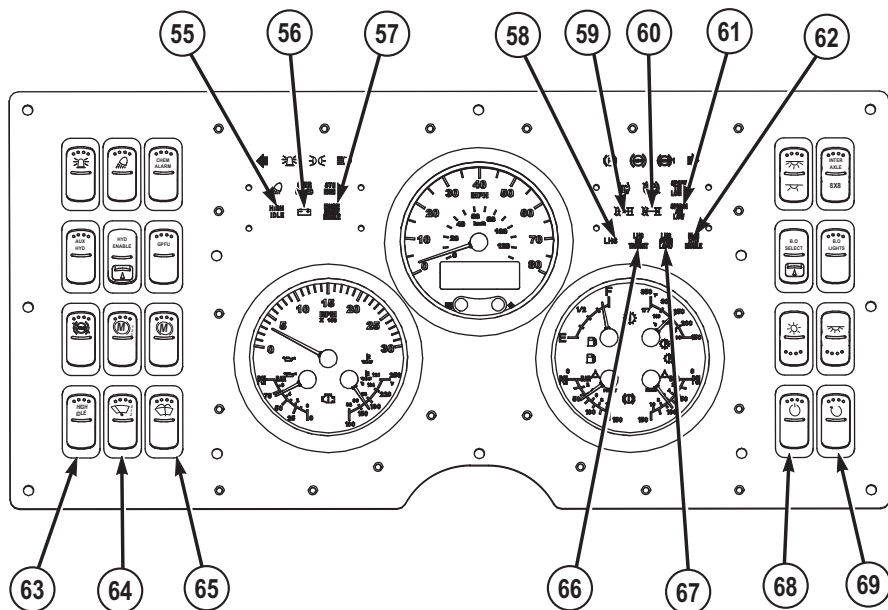


Figure 7.

55 HIGH IDLE Indicator Illuminates (green) when HIGH IDLE Switch is set to on position.

56 Charging System Indicator Illuminates (amber) when alternator indicates a charging system problem.

57 ENGINE BRAKE ENABLE Indicator Illuminates (green) when Engine Brake On/Off Switch is set to on position.

Table 1. Instrument Panel Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|------------|--|--|
| 58 | LHS Indicator | Illuminates (green) when vehicle load handling system (LHS) is activated (active on M1120A4 only). |
| 59 | 8X8 Indicator | Illuminates (green) when Traction Control Switch (Three-Position) is set to 8x8 position and/or TRANSFER CASE shift lever is positioned to "LO". |
| 60 | Inter-Axle Indicator | Illuminates (green) when Traction Control Switch (Three-Position) is set to INTER AXLE position. |
| 61 | SPNSN AIR LOW Indicator | Illuminates (amber) when suspension system air is low. |
| 62 | MAIN HYD ENABLE | Illuminates (green) when HYD ENABLE Switch is set to on position. |
| 63 | HIGH IDLE Switch | Turns engine high idle on/off. |
| 64 | Windshield Wiper Switch (Three-Position) | The Windshield Wiper Switch is a three-position switch: DOWN - off. CENTER (middle) - low speed. UP - high speed. |

Table 1. Instrument Panel Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|------------|---|--|
| 65 | Windshield Washer Switch (Two-Position Momentary) | With windshield wipers at desired speed, press and hold Windshield Washer Switch to clean windshield. Release switch to stop fluid flow. |
| 66 | LHS NO TRANSIT Indicator | Illuminates (amber) when hook arm assembly is not in the completely stowed position. The vehicle is not to be driven except in the immediate loading and unloading area when LHS NO TRANSIT indicator is illuminated (active on M1120A4 only). |
| 67 | LHS OVER LOAD Indicator | Illuminates (amber) when vehicle Load Handling System (LHS) detects an overload condition (active on M1120A4 only). |
| 68 | Ignition Switch | This switch provides electrical power to the cab and must be positioned on to energize the engine start switch. |
| 69 | Engine Start Switch (Two-Position Momentary) | Push switch until engine starts, then release. |

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
HEATER COMPARTMENT CONTROLS AND INDICATORS**

CONTROLS AND INDICATORS INTRODUCTION

This section displays the location and describes the use of heater compartment controls and indicators which are used in the operation of HEMTT series vehicles. Controls and indicators described in this section are the same for all vehicles, except where otherwise indicated.

LOCATION AND USE OF CONTROLS AND INDICATORS

Know the location and proper use of every control and indicator before operating HEMTT series vehicles. Separate illustrations with keys are provided for learning about heater compartment controls and indicators.

Table 1. Heater Compartment Controls and Indicators.

| Key | Control/ Indicator | Function |
|-----|-----------------------|----------|
|-----|-----------------------|----------|

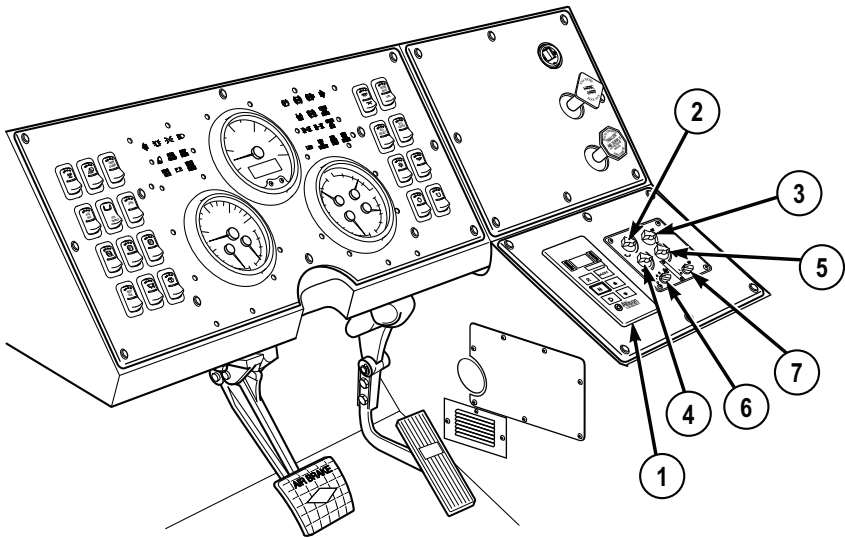


Figure 1.

Table 1. Heater Compartment Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|-----|--------------------------------|--|
| 1 | Transmission Range Selector | <p>R (reverse) - Used to back up vehicle.</p> <p>N (neutral) - Used when starting vehicle, parking vehicle, or if vehicle controls are left unattended while engine is running.</p> <p>D (drive) - Used for all normal driving conditions. When vehicle is in motion, transmission will upshift/downshift automatically.</p> <p>UP ARROW (increase) - Once the D (drive) is pressed, pressing the (increase) button allows the operator to override the automatic function of the transmission and shift to a higher gear range. Pressing the D (drive) button returns the transmission to its automatic function.</p> <p>DOWN ARROW (decrease) - Once the D (drive) is pressed, pressing the (decrease) button allows the operator to override the automatic function of the transmission and shift to a lower gear range. Pressing the D (drive) button returns the transmission to its automatic function.</p> <p>MODE - Used for maintenance/troubleshooting procedures.</p> |
| 2 | Cabin Floor Vent Control | <p>Regulates amount of airflow directed to the floor vents. This is a rheostat-type control. Turning control CW gradually lessens airflow until it stops. Turning control CCW gradually increases airflow to the cabin floor until the vents are completely open.</p> |

Table 1. Heater Compartment Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|------------|-------------------------------|---|
| 3 | Cabin Air Directional Control | Directs airflow within the cabin between the midsection and defroster vents. This is a rheostat-type control with the mid-point position equally distributing airflow between the midsection and defroster vents. |
| 4 | Vent Control | Regulates amount of outside air allowed through the cabin fresh air vents. This is a rheostat-type control with full CCW completely closing, and full CW completely opening the cabin fresh air vents. |
| 5 | Heater Temperature Control | Regulates temperature level of the cabin heater. This is a rheostat-type control with full CCW the lowest (coolest) setting and full CW the highest (hottest) setting. |
| 6 | Fan Control | Regulates fan output: Off - Turn control to the full left position. Low - One position to the right of off. Medium - Two positions to the right of off. High - Turn control to the full right position. |
| 7 | Air Conditioning Control | Off - Full left position. |

Table 1. Heater Compartment Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|-----|-----------------------|----------|
|-----|-----------------------|----------|

On - Full right position.



Figure 2.

| | | |
|---|--------------------|---|
| 8 | EPLRS Power Outlet | Supplies electrical power to enhanced position location reporting system (EPLRS). |
|---|--------------------|---|

Table 1. Heater Compartment Controls and Indicators. - Continued

| Key | Control/ Indicator | Function |
|-----|-------------------------|---|
| 9 | SINGARS Power Outlet | Supplies electrical power to Single Channel Ground and Airborne Radio System (SINGARS). |

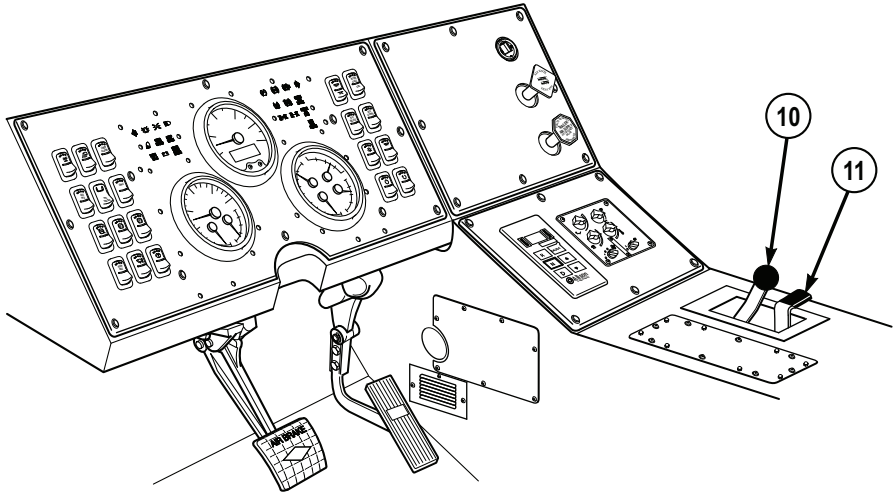


Figure 3.

| | | |
|----|---------------------------------------|--|
| 10 | TRANSFER CASE Shift Lever | Used to select high (HI) or low (LO) range. Center position is neutral (NEUT). |
| 11 | Self-Recovery Winch (SRW) Lever | Used to pay out (push lever forward) and take up (pull lever aft) winch cable. Lever will return to neutral (center) position when released. Lever not included in vehicles without SRW. |

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
CENTER DASH PANEL CONTROLS**

CONTROLS AND INDICATORS INTRODUCTION

This section displays the location and describes the use of dash panel controls which are used in the operation of HEMTT series vehicles. Controls and indicators described in this section are the same for all vehicles, except where otherwise indicated.

LOCATION AND USE OF CONTROLS AND INDICATORS

Know the location and proper use of every control and indicator before operating HEMTT series vehicles. Separate illustrations with keys are provided for learning about dash panel controls.

Table 1. Center Dash Panel Controls.

| Key | Control/ Indicator | Function |
|-----|-----------------------|----------|
|-----|-----------------------|----------|

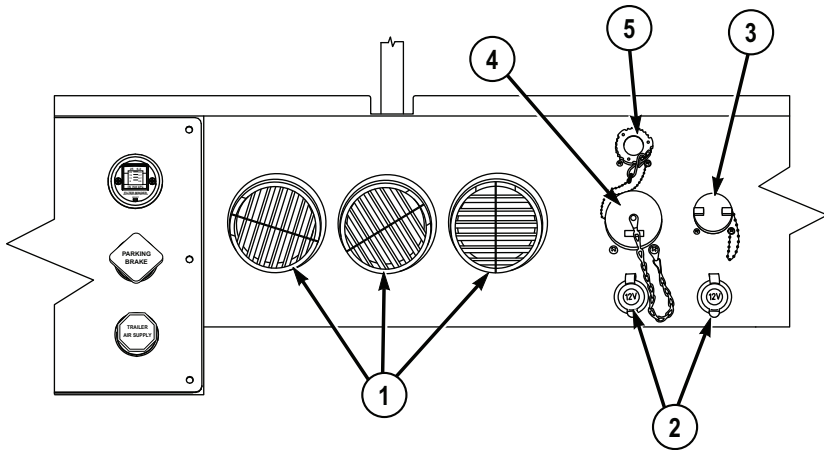


Figure 1.

- | | | |
|---|-------------------------------|---------------------------------------|
| 1 | Operator/Crew Air Vents | Rotate to direct air as desired. |
| 2 | 12 Volt Recep- tacle (Two) | Supplies 12V electrical power to cab. |

Table 1. Center Dash Panel Controls. - Continued

| Key | Control/ Indicator | Function |
|------------|----------------------------------|---|
| 3 | 24 Volt Receptacle | Supplies 24V electrical power to cab. |
| 4 | STE/ICE Receptacle | Receptacle for connecting simplified test equipment/internal combustion engine (STE/ICE). |
| 5 | Electronic Diagnostic Receptacle | Used to connect diagnostic equipment for troubleshooting vehicle systems. |

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATOR AND CREW FOUR-POINT SEATBELT/AIR-RIDE SEAT ADJUSTMENT
CONTROLS**

CONTROLS AND INDICATORS INTRODUCTION

This section displays the location and describes the use of operator and crew four-point seatbelt/air-ride seat adjustment controls which are used in the operation of HEMTT series vehicles. Controls and indicators described in this section are the same for all vehicles, except where otherwise indicated.

LOCATION AND USE OF CONTROLS AND INDICATORS

Know the location and proper use of every control and indicator before operating HEMTT series vehicles. Separate illustrations with keys are provided for learning about operator and crew four-point seatbelt/air-ride seat adjustment controls.

Table 1. Operator and Crew Four-Point Seatbelt/Air-Ride Seat Adjustment Controls.

| Key | Control/ Indicator | Function |
|-----|-----------------------|----------|
|-----|-----------------------|----------|

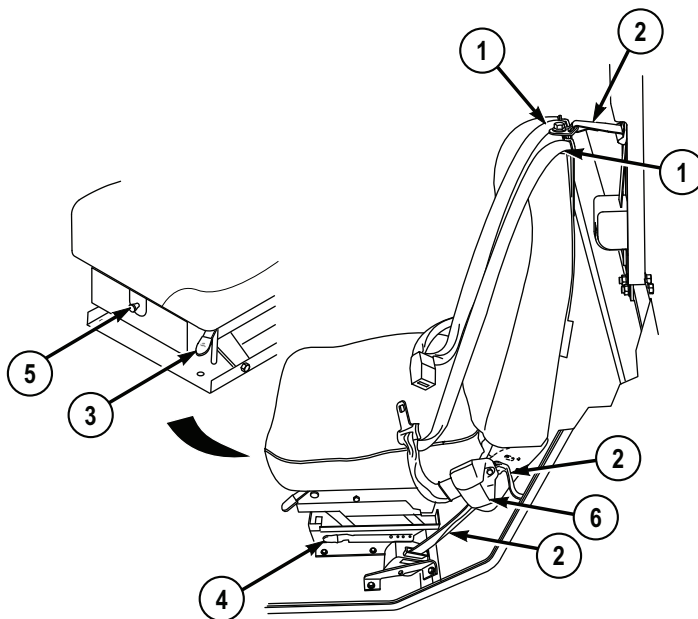


Figure 1.

Table 1. Operator and Crew Four-Point Seatbelt/Air-Ride Seat Adjustment Controls. - Continued

| Key | Control/ Indicator | Function |
|------------|-------------------------------------|--|
| 1 | Seatbelt | Secures personnel to seat. |
| 2 | Seat Connector Straps | Secures seat to cab frame. |
| 3 | Height Adjustment Control | Used to adjust seat height. |
| 4 | Forward/Backward Adjustment Control | Used to move seat forward or backward on slides. |
| 5 | Ride Adjustment Control | Used to adjust seat tension and ride firmness. |
| 6 | Retractor | Locks seatbelt in event of accident, stows belt when not in use. |

END OF WORK PACKAGE

OPERATOR MAINTENANCE 24V BATTERY DISCONNECT SWITCH

CONTROLS AND INDICATORS INTRODUCTION

This section displays the location and describes the use of 24V Battery Disconnect Switch which is used in the operation of HEMTT series vehicles. Controls and indicators described in this section are the same for all vehicles, except where otherwise indicated.

LOCATION AND USE OF CONTROLS AND INDICATORS

Know the location and proper use of every control and indicator before operating HEMTT series vehicles. Separate illustrations with keys are provided for learning about 24V Battery Disconnect Switch.

Table 1. 24V Battery Disconnect Switch.

| Key | Control/ Indicator | Function |
|-----|-----------------------|----------|
|-----|-----------------------|----------|

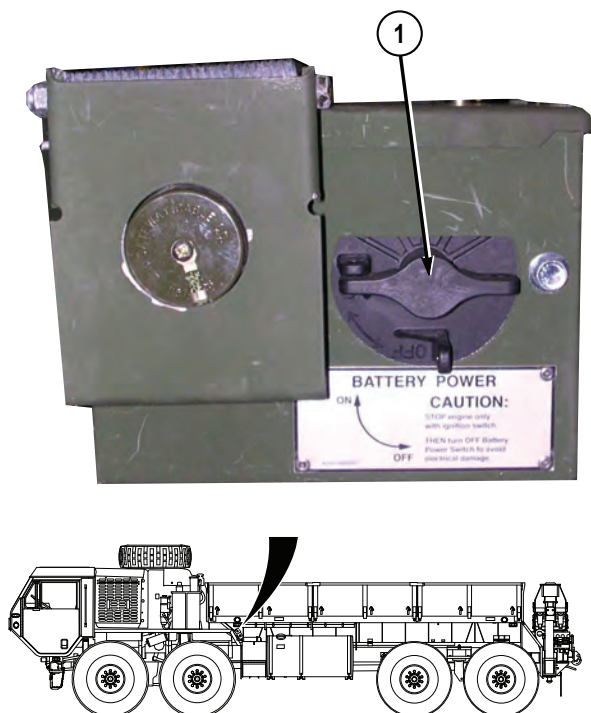


Figure 1.

| | | |
|---|-------------------------------|---|
| 1 | 24V BATTERY DISCONNECT Switch | When in the ON position, power is available to control modules and electrical system. When in OFF position, battery does not run down due to control module load. |
|---|-------------------------------|---|

END OF WORK PACKAGE

OPERATOR MAINTENANCE HYDRAULIC SELECTOR VALVE CONTROL

CONTROLS AND INDICATORS INTRODUCTION

This section displays the location and describes the use of Hydraulic Selector Valve Control which are used in the operation of HEMTT series vehicles. Controls and indicators described in this section are the same for all vehicles, except where otherwise indicated.

LOCATION AND USE OF CONTROLS AND INDICATORS

Know the location and proper use of every control and indicator before operating HEMTT series vehicles. Separate illustrations with keys are provided for learning about Hydraulic Selector Valve Control.

Table 1. Hydraulic Selector Valve Control.

| Key | Control/ Indicator | Function |
|-----|-----------------------|----------|
|-----|-----------------------|----------|

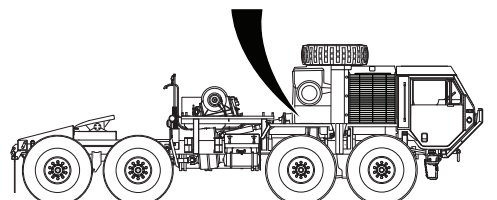
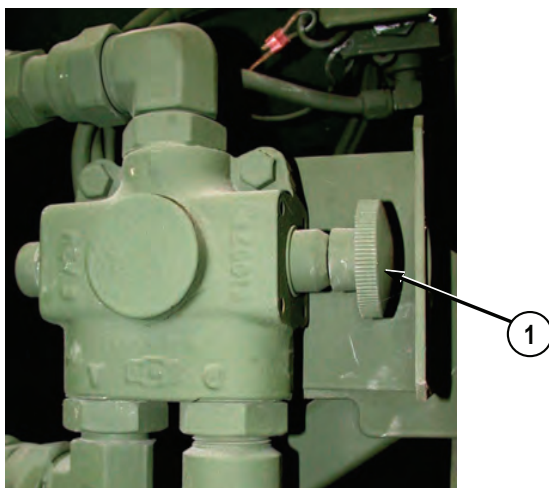


Figure 1.

| | | |
|---|----------------------------------|---|
| 1 | Hydraulic Selector Valve Control | Diverts main hydraulic power to/from Heavy-Duty Winch: Heavy-Duty Winch operation - PULL OUT. All other operations - PUSH IN (shown). |
|---|----------------------------------|---|

END OF WORK PACKAGE

OPERATOR MAINTENANCE TIRE CARRIER PUMP CONTROLS

CONTROLS AND INDICATORS INTRODUCTION

This section displays the location and describes the use of tire carrier pump controls which are used in the operation of HEMTT series vehicles. Controls and indicators described in this section are the same for all vehicles, except where otherwise indicated.

LOCATION AND USE OF CONTROLS AND INDICATORS

Know the location and proper use of every control and indicator before operating HEMTT series vehicles. Separate illustrations with keys are provided for learning about tire carrier pump controls.

Table 1. Tire Carrier Pump Controls.

| Key | Control/ Indicator | Function |
|-----|--------------------|----------|
|-----|--------------------|----------|

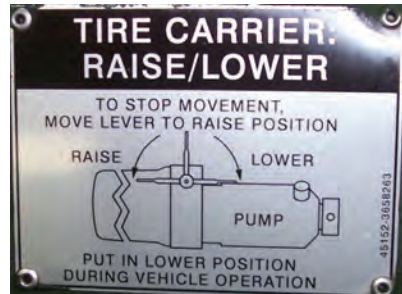
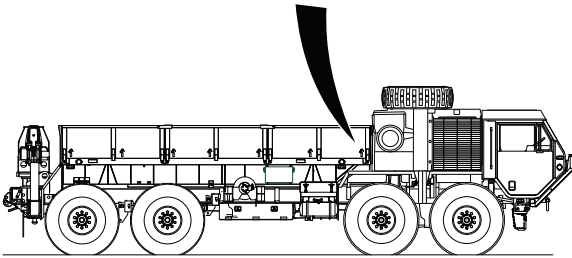
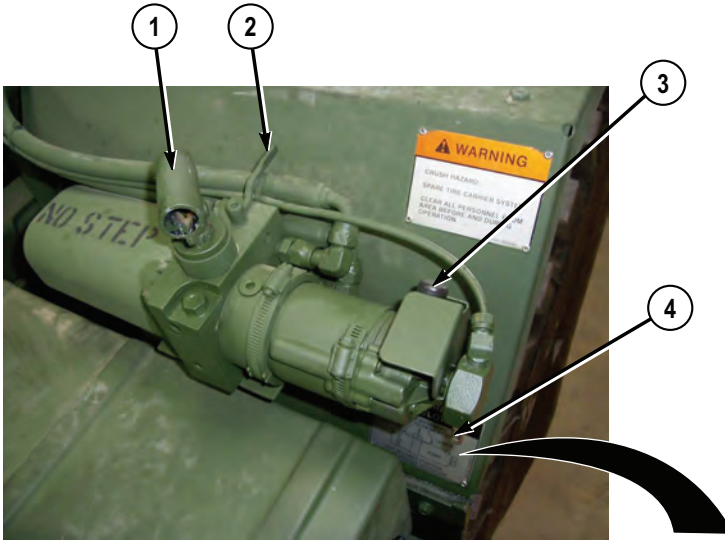


Figure 1.

| | | |
|---|---------------------------|---|
| 1 | Hand Pump Receptacle | Receiver for handle which is used in conjunction with directional control lever (2) to manually raise and lower tire carrier. |
| 2 | Directional Control Lever | Controls tire carrier direction of movement: Outboard - LOWER |

Table 1. Tire Carrier Pump Controls. - Continued

| Key | Control/ Indicator | Function |
|------------|-------------------------------|---|
| | | Inboard - RAISE |
| 3 | Power Control (momentary) | Push in to move tire carrier in direction selected via directional control lever (2). Release to stop movement. |
| 4 | Auxiliary Air Fitting | Accepts outside air source to pneumatically power tire carrier during lowering and raising operations. |

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
SUSPENSION DUMP VALVE CONTROL**

CONTROLS AND INDICATORS INTRODUCTION

This section displays the location and describes the use of Suspension Dump Valve Control which is used in the operation of HEMTT series vehicles. Controls and indicators described in this section are the same for all vehicles, except where otherwise indicated.

LOCATION AND USE OF CONTROLS AND INDICATORS

Know the location and proper use of every control and indicator before operating HEMTT series vehicles. Separate illustrations with keys are provided for learning about Suspension Dump Valve Control.

Table 1. Suspension Dump Valve Control.

| Key | Control/ Indicator | Function |
|-----|-----------------------|----------|
|-----|-----------------------|----------|

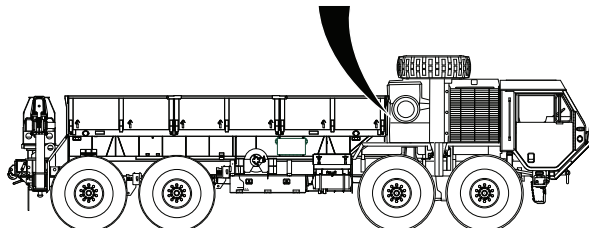


Figure 1.

Table 1. Suspension Dump Valve Control. - Continued

| Key | Control/ Indicator | Function |
|------------|-------------------------------------|--|
| 1 | Suspension Dump Valve Control | Inflates/deflates vehicle air suspension system: DUMP (deflate) - Push in. SERVICE (inflate) - Pull out. |

END OF WORK PACKAGE

OPERATOR MAINTENANCE HEAVY-DUTY WINCH CONTROLS

CONTROLS AND INDICATORS INTRODUCTION

This section displays the location and describes the use of heavy-duty winch controls which are used in the operation of HEMTT series vehicles. Controls and indicators described in this section are the same for all vehicles, except where otherwise indicated.

LOCATION AND USE OF CONTROLS AND INDICATORS

Know the location and proper use of every control and indicator before operating HEMTT series vehicles. Separate illustrations with keys are provided for learning about heavy-duty winch controls.

Table 1. Heavy-Duty Winch Controls.

| Key | Control/ Indicator | Function |
|-----|------------------------|--|
| 1 | Winch Control Lever | Reels in/pays out heavy-duty winch cable. Push lever inboard to reel heavy-duty winch cable in. |

Figure 1.

- 1 Winch Control Lever
Reels in/pays out heavy-duty winch cable.

Push lever inboard to reel heavy-duty winch cable in.

Table 1. Heavy-Duty Winch Controls. - Continued

| Key | Control/ Indicator | Function |
|-----|--|---|
| | | Pull lever outboard to pay out heavy-duty winch cable. |
| 2 | Winch KickOut Control | Engage/disengage heavy-duty winch KickOut. |
| | | Engage (push in) - This will engage heavy-duty winch KickOut which disengages winch gears, allowing cable drum to spin freely. |
| | | Disengage (pull out) - This will disengage heavy-duty winch KickOut which engages winch gears. Cable drum will only move via input to winch control lever (manual or remote-control) under power. |
| 3 | Cable Hold Down Control | Engage/disengage heavy-duty winch cable hold down assembly. |
| | | Engage (push in) - This will engage heavy-duty winch cable hold down. |
| | | Disengage (pull out) - This will disengage heavy-duty winch cable hold down. |
| 4 | HD WINCH REMOTE POWER Switch | Turns power to remote-control receptacle ON/OFF. |
| 5 | Remote-Con- trol Unit Recep- tacle | Allows operator to hook remote-control unit into heavy-duty winch system. |

Table 1. Heavy-Duty Winch Controls. - Continued

| Key | Control/ Indicator | Function |
|------------|---|---|
| 6 | Remote-Control Unit | Allows operator to control heavy-duty winch away from vehicle. |
| 7 | High Idle Switch (Remote-Control Unit) | Turns engine high idle circuit ON/OFF. |
| 8 | Winch Control Lever (Remote-Control Unit) | Reels in/pays out heavy-duty winch cable. Push inboard (IN) to reel heavy-duty winch cable in. Pull outboard (OUT) to pay heavy-duty winch cable out. |

END OF WORK PACKAGE

OPERATOR MAINTENANCE RIFLE STOWAGE MOUNT

CONTROLS AND INDICATORS INTRODUCTION

This section displays the location and describes the use of Rifle Stowage Mounts which are used in the operation of HEMTT series vehicles. Controls and indicators described in this section are the same for all vehicles, except where otherwise indicated.

LOCATION AND USE OF CONTROLS AND INDICATORS

Know the location and proper use of every control and indicator before operating HEMTT series vehicles. Separate illustrations with keys are provided for learning about Rifle Stowage Mount.

Table 1. Rifle Stowage Mount.

| Key | Control/ Indicator | Function |
|-----|-----------------------|----------|
|-----|-----------------------|----------|

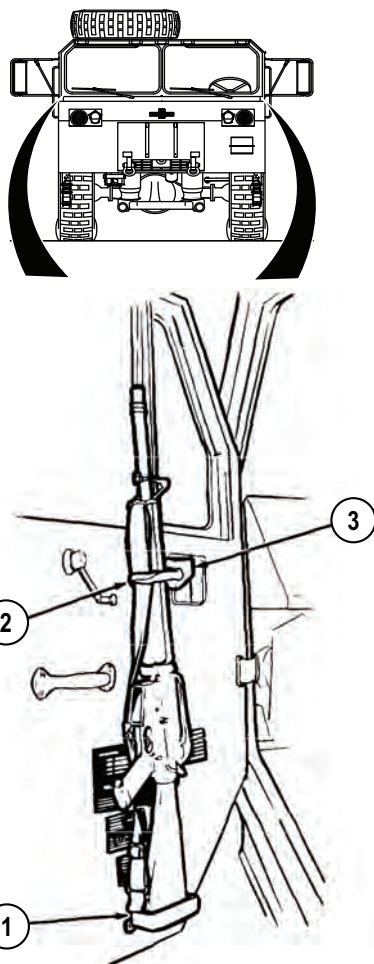


Figure 1.

| | | |
|---|-------------------|----------------------|
| 1 | Lower Rifle Mount | Holds butt of rifle. |
|---|-------------------|----------------------|

Table 1. Rifle Stowage Mount. - Continued

| Key | Control/ Indicator | Function |
|------------|-------------------------------|--|
| 2 | Rifle Mount Handle | Secures heat guard of rifle against top rifle mount. |
| 3 | Top Rifle Mount | Holds heat guard of rifle. |

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
FIFTH WHEEL CONTROLS**

CONTROLS AND INDICATORS INTRODUCTION

This section displays the location and describes the use of Fifth Wheel Controls which are used in the operation of HEMTT series vehicles. Controls and indicators described in this section are the same for all vehicles, except where otherwise indicated.

LOCATION AND USE OF CONTROLS AND INDICATORS

Know the location and proper use of every control and indicator before operating HEMTT series vehicles. Separate illustrations with keys are provided for learning about Fifth Wheel Controls.

Table 1. Fifth Wheel Controls.

| Key | Control/ Indicator | Function |
|-----|-----------------------|----------|
|-----|-----------------------|----------|

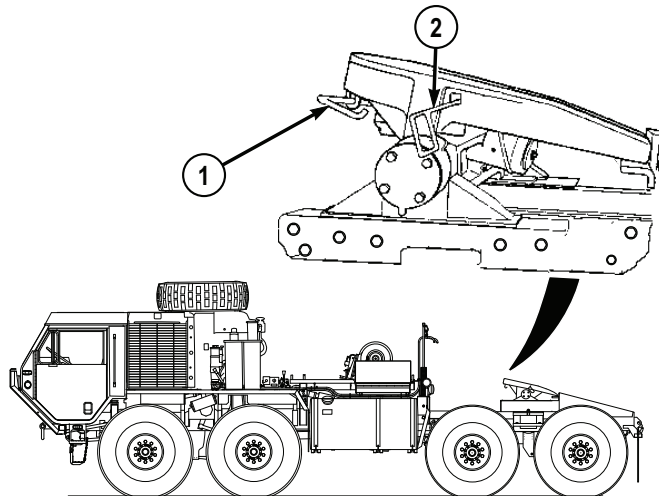


Figure 1.

| | | |
|---|-------------------------|--|
| 1 | Primary Lock Release | Pull out (push up and hook tab to lock) to open fifth wheel coupler jaws. Push in to close fifth wheel coupler jaws. Primary lock release will not function when secondary lock release is locked. |
|---|-------------------------|--|

Table 1. Fifth Wheel Controls. - Continued

| Key | Control/ Indicator | Function |
|-----|---------------------------|--|
| 2 | Secondary Lock Release | Pull out to unlock fifth wheel coupler jaws. Allows primary lock release to open/close fifth wheel coupler jaws. |
| 3 | Lockout | <p>Lockouts (one each on driver side and passenger side of fifth wheel) have three settings:</p> <p>FULL LOCK - Inhibits the fifth wheel from pivoting (rolling) side to side.</p> <p>HALF LOCK - Fifth wheel is able to pivot (roll) three degrees side to side.</p> <p>NO LOCK - Fifth wheel is able to pivot (roll) its full range of six degrees side to side.</p> |

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE WINDSHIELD WIPERS/WASHER

INITIAL SETUP:

Not Applicable

OPERATE WINDSHIELD WIPERS

NOTE

24V battery disconnect switch must be positioned to ON (WP 0074) to operate windshield wipers.

1. Ensure ignition switch (1) is set to on position.

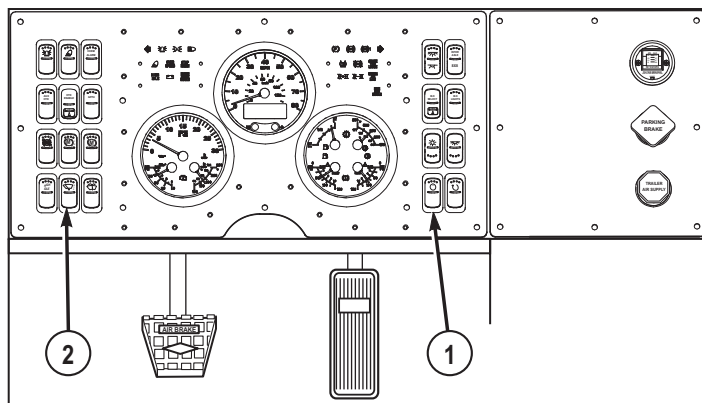


Figure 1.

2. Press three-position windshield wiper switch (2) up one position for low speed, or up two positions for high speed as desired.
3. Press three-position windshield wiper switch (2) all the way down to stop wipers.

OPERATE WINDSHIELD WASHER

NOTE

24V battery disconnect switch must be positioned to ON (WP 0074) to operate windshield wipers.

1. Set ignition switch (1) to on position.

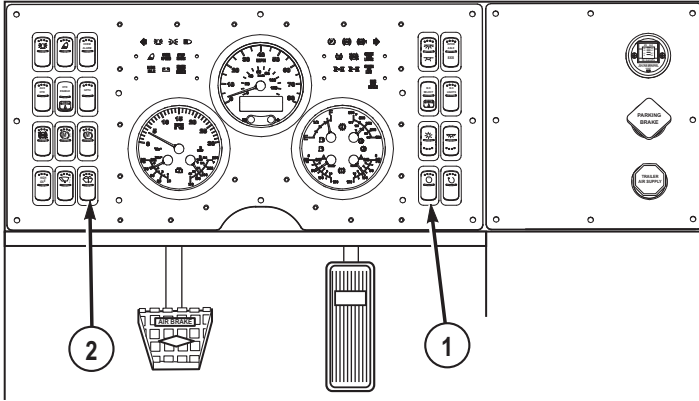


Figure 2.

2. Push in and hold windshield washer switch (2) to spray cleaning fluid on windshield.
3. Release windshield washer switch (2) to stop spray.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATE CAB TEMPERATURE CONTROLS**

INITIAL SETUP:

Not Applicable

OPERATE PERSONNEL HEATER

NOTE

- If heater does not blow hot air, ensure heater valves are open.
 - Air temperature is controlled by position of temperature control switch.
 - Turn temperature control switch CW to increase temperature.
 - Turn temperature control switch CCW to decrease temperature.
1. Position temperature control switch (1) to desired setting.

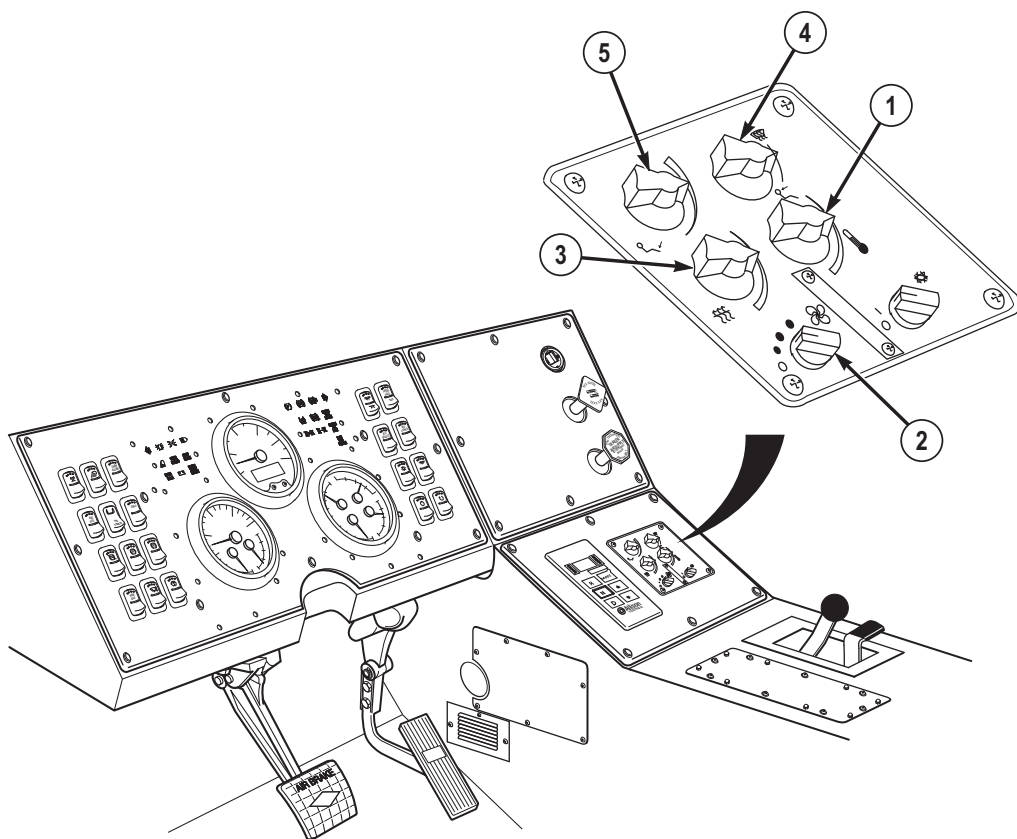


Figure 1.

2. Set fan switch (2) to desired position:
 - Off - full CCW.
 - Low - one position CW from off.
 - Medium - two positions CW from off.
 - High - full CW.
3. Position vent control switch (3) as desired to control outside airflow for cab ventilation. Full CCW shuts outside air ventilation off.
4. Position mid-level/defrost vent control switch (4) as desired to control airflow direction:
 - a. Turning the mid-level/defrost vent control switch (4) full CCW position turns maximum airflow to defrost vent, and shuts off all airflow to mid-level vents.
 - b. Turning the mid-level/defrost vent control switch (4) CW causes a relative distribution of airflow between defrost and mid-level vents.

-
- c. Turning the mid-level/defrost vent control switch (4) full CW turns maximum airflow to mid-level vents and shuts off all airflow to defrost vents.
 5. Position floor vent control switch (5) as desired to control airflow to the floor vents:
 - a. Turning the floor vent control switch (5) full CCW directs maximum airflow to floor vents.
 - b. Turning the floor vent control switch (5) CCW causes a relative decrease in airflow.
 - c. Turning the floor vent control switch (5) full CW shuts airflow to foot vents off.
 6. When personnel heater is no longer required:
 - a. Position temperature control switch (1) to desired setting.
 - b. Set FAN switch (2) to OFF (full CCW).
 - c. Adjust vent switches (3, 4, and 5) as desired.

OPERATE WINDSHIELD DEFROST

NOTE

If windshield defrost does not blow hot air, ensure heater valves are open.

1. Turn mid-level/defrost vent control switch (4) to full CCW position.

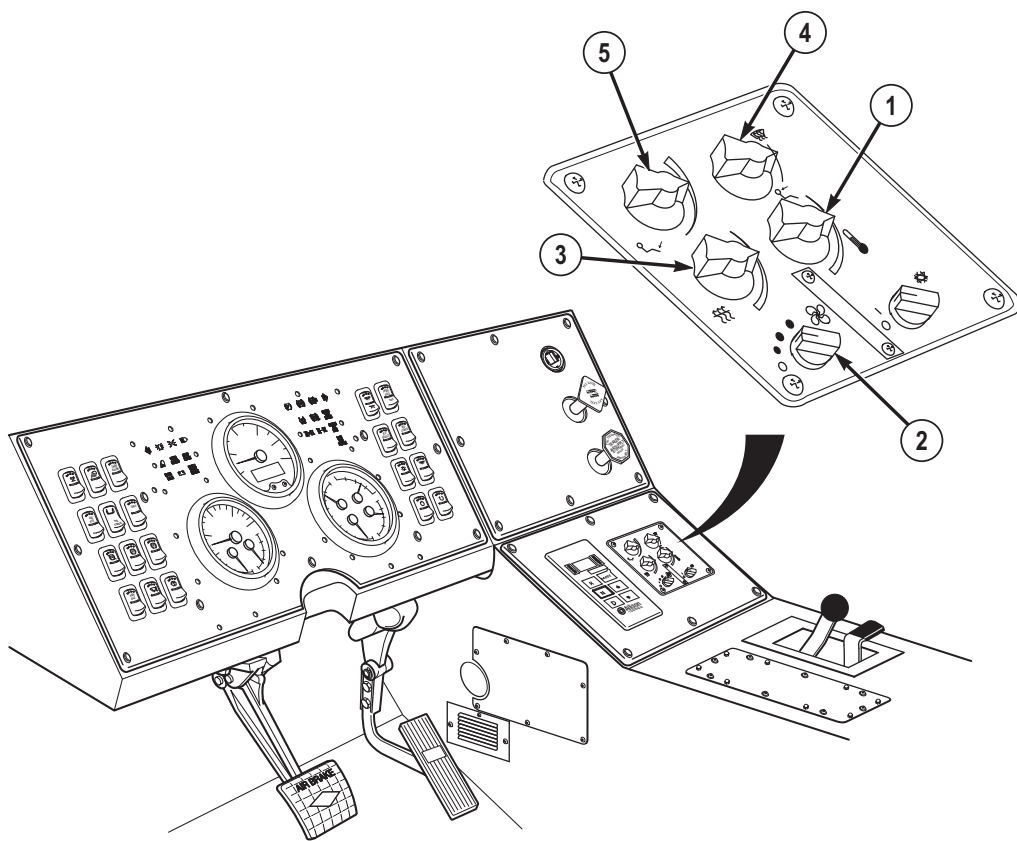


Figure 2.

2. Position temperature control switch (1) to desired setting.
3. Set fan switch (2) to desired setting:
 - a. Off - full CCW.
 - b. Low - one position CW from off.
 - c. Medium - two positions CW from off.
 - d. High - full CW.
4. When windshield defrost is no longer required:
 - a. Position mid-level/defrost vent control switch (4) to desired setting.
 - b. Position temperature control switch (1) to desired setting.
 - c. Set FAN switch (2) to off.

OPERATE AIR CONDITIONER**NOTE**

- Close heater valves to improve the efficiency of cabin air conditioning.
- Closing the heater valves disables cabin heat.

1. Set air conditioning control switch (6) to on (full CW).

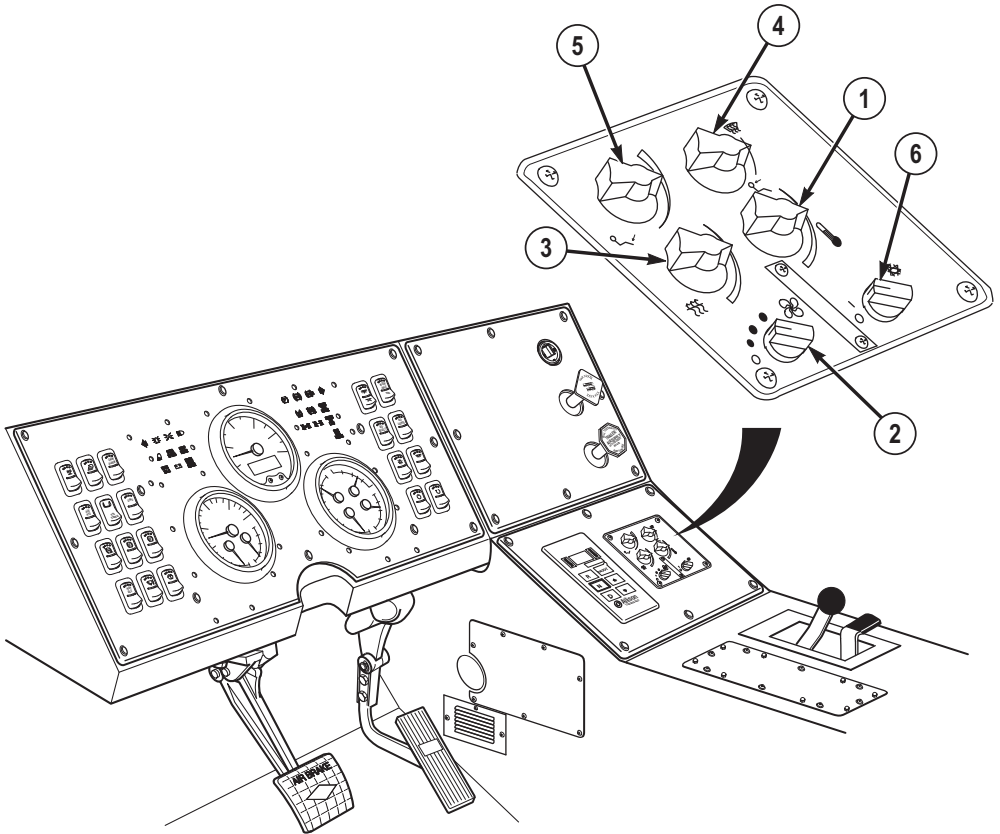


Figure 3.

2. Set fan switch (2) to desired setting:
 - a. Off - full CCW.
 - b. Low - one position CW from off.
 - c. Medium - two positions CW from off.

- d. High - full CW.
3. Position vent control switch (3) as desired to control outside airflow for cab ventilation. Full CCW shuts outside air ventilation off.
 4. Position mid-level/defrost vent control switch (4) as desired to control airflow direction:
 - a. Turning the mid-level/defrost vent control switch (4) full CCW position turns maximum airflow to defrost vent, and shuts off all airflow to mid-level vents.
 - b. Turning the mid-level/defrost vent control switch (4) CW causes a relative distribution of airflow between defrost and mid-level vents.
 - c. Turning the mid-level/defrost vent control switch (4) full CW turns maximum airflow to mid-level vents and shuts off all airflow to defrost vents.
 5. Position floor vent control switch (5) as desired to control airflow to the floor vents:
 - a. Turning the floor vent control switch (5) full CCW directs maximum airflow to floor vents.
 - b. Turning the floor vent control switch (5) CW causes a relative decrease in airflow.
 - c. Turning the floor vent control switch (5) full CW shuts airflow to foot vents off.
 6. When air conditioner is no longer required:
 - a. Set air conditioning control switch (6) to off (full CCW).
 - b. Position temperature control switch (1) to desired setting.
 - c. Set FAN switch (2) to OFF (full CCW).
 - d. Adjust vent switches (3, 4, and 5) as desired.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE FIRE EXTINGUISHER

INITIAL SETUP:

Not Applicable

REMOVE FIRE EXTINGUISHER FROM CAB

NOTE

Fire extinguisher is located on rear of heater compartment between driver and passenger seats.

1. Pull up top clamp (1) and disengage from top hook (2).

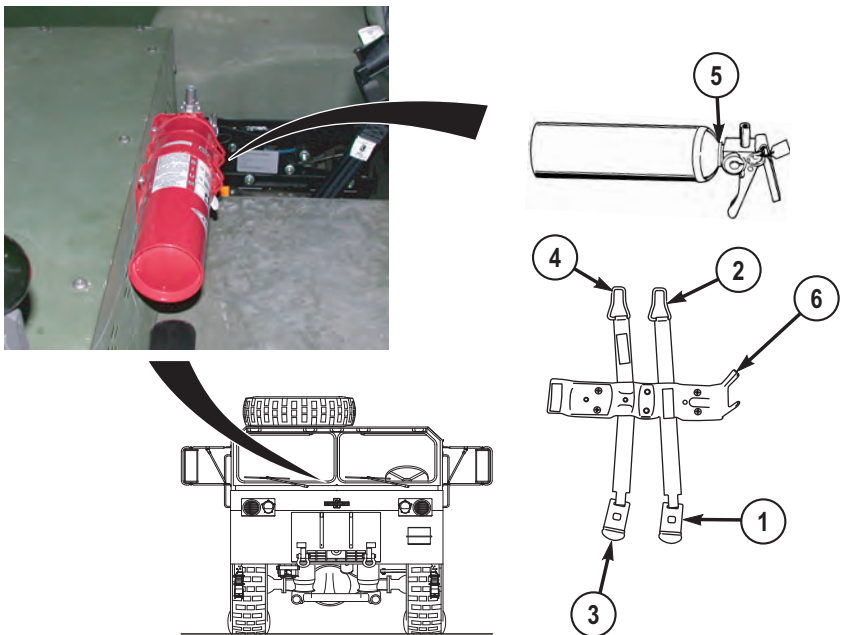


Figure 1.

2. Pull up bottom clamp (3) and disengage from bottom hook (4).
3. Remove fire extinguisher (5) from bracket (6).

EXTINGUISH FIRE**NOTE**

- Fire extinguisher is a dry chemical type. Refer to MSDS for specific extinguisher warnings and cautions for use.
- Remember the word “PASS” to operate fire extinguisher:

1. Hold fire extinguisher (1) upright and pull safety pin (2) to break plastic tie (3).

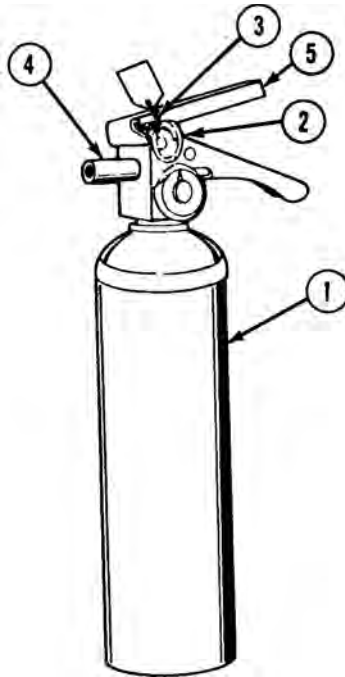


Figure 2.

2. Point nozzle (4) at base of fire.
3. Press down on stop lever (5) and spray discharge in a side-to-side motion at base of fire.
4. Let go of stop lever (5) when fire is out.
5. Notify field level maintenance to replace fire extinguisher.

INSTALL FIRE EXTINGUISHER IN CAB

1. Put neck of fire extinguisher (1) on bracket (2).

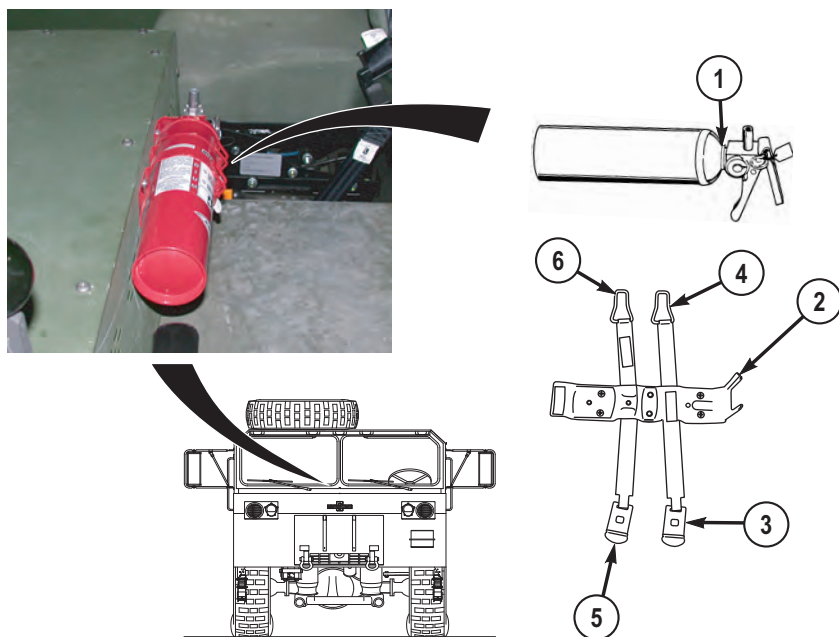


Figure 3.

2. Hook top clamp (3) on top hook (4) and push top clamp (3) down, tightening strap.
3. Hook bottom clamp (5) on bottom hook (6) and push bottom clamp (5) down, tightening strap.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATE ACCESS LADDER**

INITIAL SETUP:

Not Applicable

INSTALL ACCESS LADDER**NOTE**

M983 and M983 LET stow access ladder in same location. M983 shown.

1. Pull two pins (1) from brackets (2).

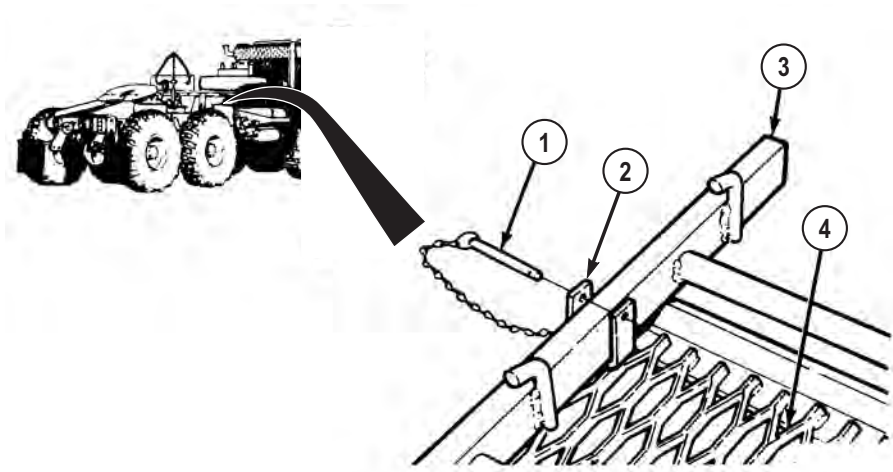


Figure 1.

2. Remove access ladder (3) from walkway grating (4).

NOTE

Front skid plate has two sets of mounting holes centered on both driver side and passenger side windshield.

3. Install access ladder (3) hooks (5) in front (driver or passenger side) skid plate mounting holes (6), driver side charge air cooler mounting holes (8), or passenger side radiator grill mounting holes (7), as required.

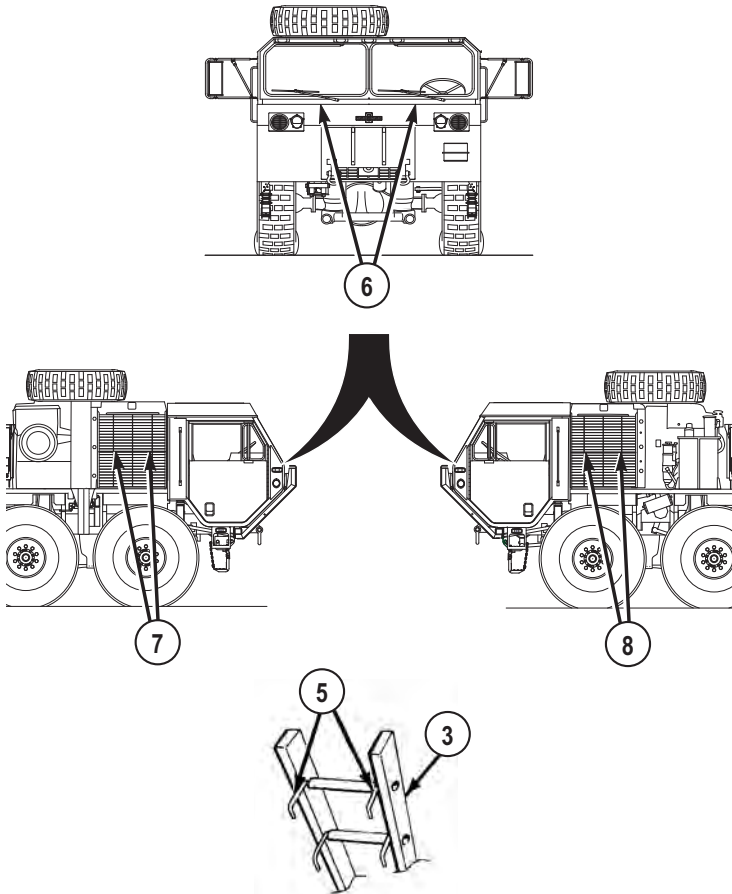


Figure 2.

STOW ACCESS LADDER

NOTE

M983 and M983 LET stow access ladder in same location. M983 shown.

1. Place access ladder (1) in brackets (2).

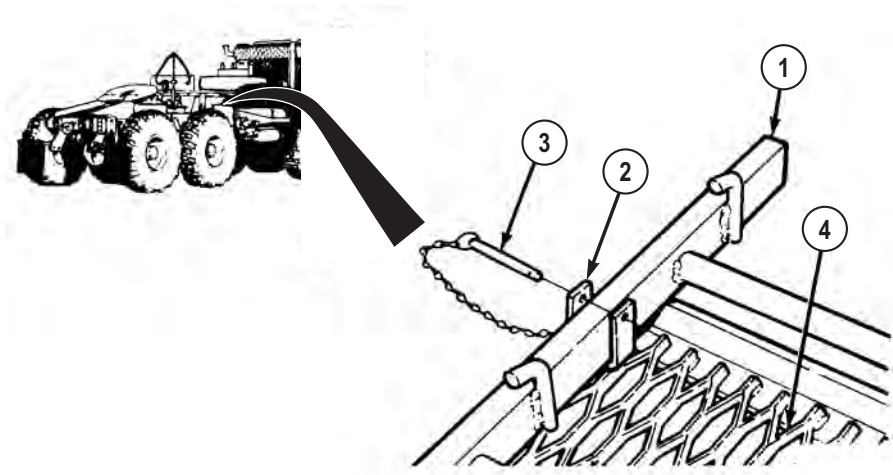


Figure 3.

2. Install two pins (3) into brackets (2) on walkway grating (4).

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE
OPERATE DRAIN PLUG

INITIAL SETUP:

Not Applicable

REMOVE DRAIN PLUG**NOTE**

There are two drain plugs. One located on each side of cab floor, just below operator/crew seats.

1. Pull up on lever (1).

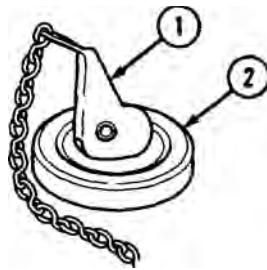


Figure 1.

2. Remove drain plug (2) to drain any liquid from floor of cab.

INSTALL DRAIN PLUG

1. Push drain plug (2) in opening on cab floor.

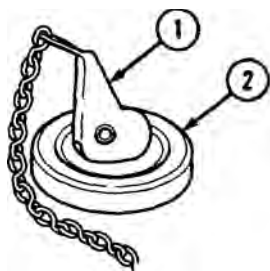


Figure 2.

2. Press down on lever (1) to secure drain plug (2).

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE AIR SUSPENSION DUMP VALVE

INITIAL SETUP:

Not Applicable

DUMP (DEFLATE) AIR SUSPENSION

CAUTION

- Ensure all tools and equipment are removed from 'pinch points' in suspension as vehicle will lower to suspension stops. Failure to comply may result in damage to equipment.
- Never operate vehicle with suspension dumped (deflated) during normal driving operations. Failure to comply may result in damage to equipment.
- Do not dump (deflate) vehicle air suspension system when spare tire is attached to tire carrier and in contact with the ground. Failure to comply may result in damage to equipment.

NOTE

Refer to operate air suspension ball valves (WP 0040) for further information on ball valve operation.

1. Position all required (air springs to be dumped) ball valves to ON. (WP 0040)

NOTE

Suspension dump valve requires 70 psi (4.8 bar) of air in vehicle rear air system to function. If rear air system has less than 70 psi (4.8 bar) reading on rear air pressure gauge, suspension dump valve will not dump (deflate) the vehicle air suspension system.

2. Ensure rear air pressure gauge (1) reads at least 70 psi (4.8 bar).

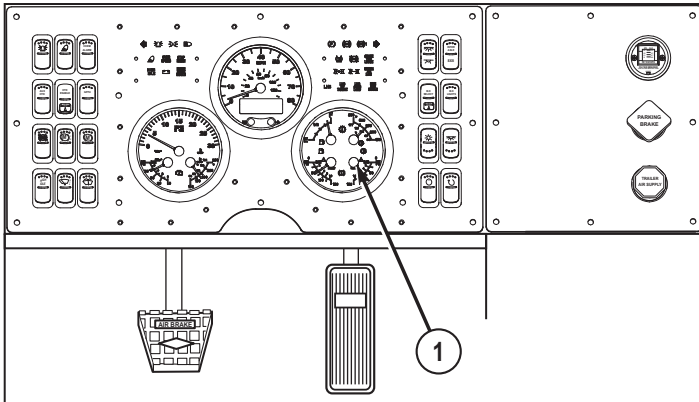


Figure 1.

3. If rear air pressure gauge (1) reads less than 70 psi (4.8 bar), start engine (WP 0044) and allow air system to recharge.

NOTE

- The operator can choose to dump (deflate) one to all four zones of air springs by positioning appropriate ball valves to OFF (on air springs desired to remain inflated) prior to pushing in suspension dump valve button.
 - Suspension dump valve will not dump (deflate) any suspension air springs that have ball valves positioned OFF.
4. Remove pin (2) from suspension dump valve, and push suspension dump valve button (3) in.

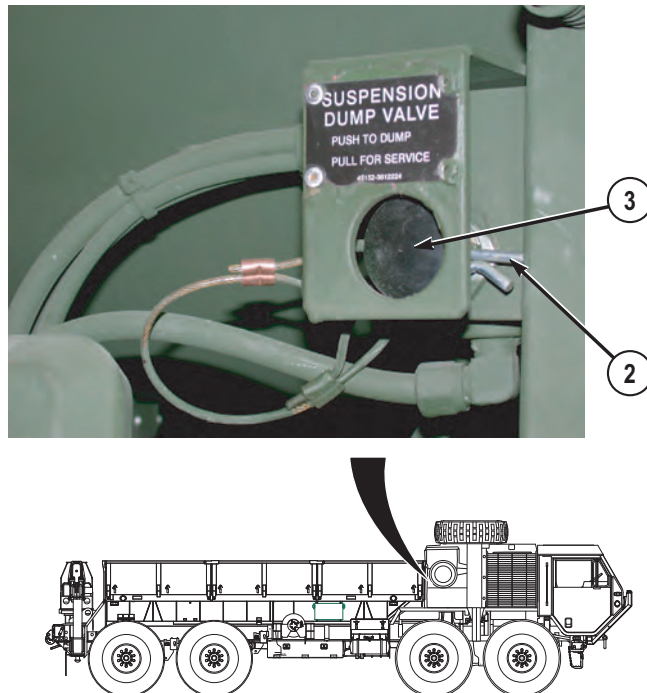


Figure 2.

NOTE

- All air springs with ball valves positioned ON will dump (deflate).
 - Suspension dump valve button will remain in PUSH TO DUMP position.
5. (If required) tag suspension dump valve to ensure no personnel service (inflate) air suspension.

SERVICE (INFLATE) AIR SUSPENSION

CAUTION

- Ensure vehicle has adequate overhead clearance prior to servicing (inflating) air suspension bags. Vehicle will raise approximately 4 in. (10 cm) when air springs transition from deflated to fully inflated. Failure to comply may result in damage to equipment.
- Never operate vehicle with suspension dumped (deflated) during normal driving operations. Failure to comply may result in damage to equipment.

NOTE

- If possible, start engine (WP 0044) and idle during air suspension servicing.
- Refer to operate air suspension ball valves (WP 0040) for further information on ball valve operation.

1. Ensure all (air springs to be serviced) ball valves are positioned ON. (WP 0040)

NOTE

Servicing (inflating) a dumped (deflated) suspension system requires approximately 70 psi (4.8 bar) of air from vehicle rear air system. If rear air system has less than 70 psi (4.8 bar) reading on rear air pressure gauge, suspension may not fully inflate.

2. Ensure rear air pressure gauge (1) reads at least 70 psi (4.8 bar).

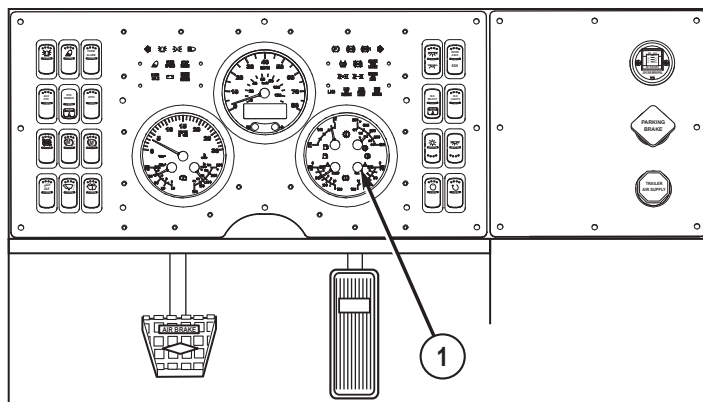


Figure 3.

3. If rear air pressure gauge (1) reads less than 70 psi (4.8 bar), start vehicle and allow air system to recharge.

NOTE

- The operator can choose to service (inflate) one to all four zones of air springs by positioning appropriate ball valves to OFF (on air springs desired to remain deflated) prior to pushing in suspension dump valve button.
- Suspension dump valve will not service (inflate) any suspension air springs that have ball valves positioned OFF.

4. Pull suspension dump valve button (3) out. All air springs with ball valves (1) positioned ON will service (inflate). Insert pin (2) in suspension dump valve to lock suspension dump valve button (3) in OUT FOR SERVICE position.

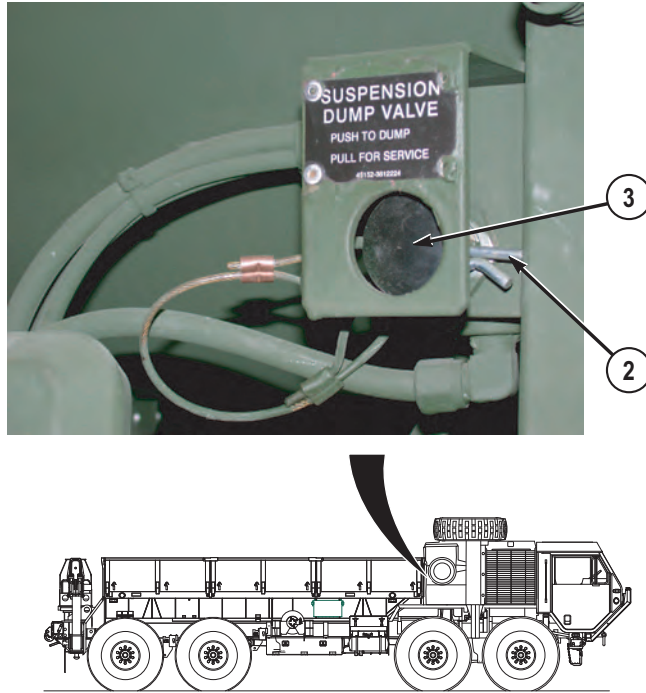


Figure 4.

CAUTION

Vehicle should never be operated with any zone of vehicle air suspension dumped (deflated). Failure to comply may result in damage to equipment.

5. Ensure that SPSN LOW AIR indicator (4) has gone out prior to resuming normal vehicle operation. If SPSN LOW AIR indicator (4) is illuminated, there may be at least one zone of air suspension system that has a ball valve in OFF position:

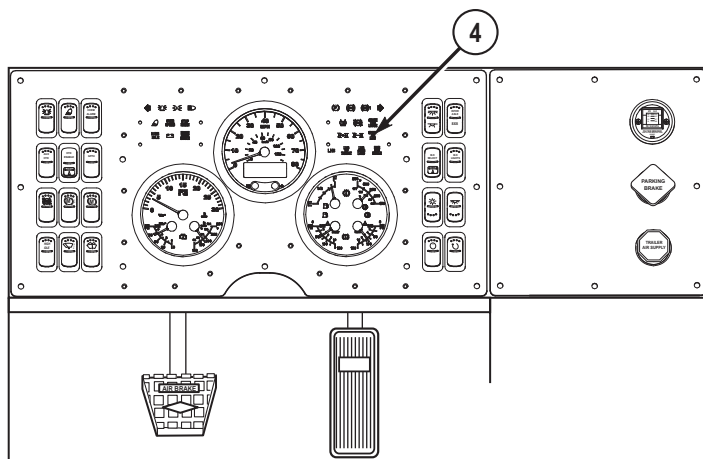


Figure 5.

- a. Complete Steps (1) and (2) of this procedure again.
- b. If SPSN LOW AIR indicator (4) remains illuminated, notify field level maintenance.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
HEAVY-DUTY WINCH OPERATION USING VEHICLE MOUNTED (MANUAL)
CONTROLS**

INITIAL SETUP:

Not Applicable

PREPARE TO OPERATE HEAVY-DUTY WINCH

WARNING



- Due to reduced field of vision when using the vehicle mounted (manual) controls, the remote-control unit should always be used when operating the heavy-duty winch. The vehicle mounted (manual) controls should only be used as a last resort (remote-control lost or inoperable). Failure to comply may result in injury or death to personnel.
- Use of vehicle mounted (manual) controls requires an additional safety observer whenever the heavy-duty winch is being operated. Failure to comply may result in injury or death to personnel.
- Excessive noise levels are present any time the heavy-duty winch is operating. Wear single hearing protection (earplugs or equivalent) while working around equipment when it is running. Failure to comply may result in injury or death to personnel. Seek medical aid should you suspect a hearing problem.

NOTE

This procedure is a two soldier task.

1. Start engine. (WP 0044)
2. Position vehicle for straight pull and on solid ground so tires have good traction.
3. Set transmission range selector (1) to N (neutral).

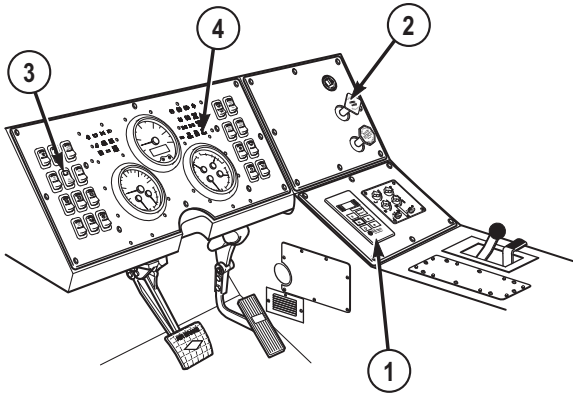


Figure 1.

NOTE

Dashboard parking brake indicator will illuminate when PARKING BRAKE control is applied.

4. Pull out PARKING BRAKE control (2).
5. Set HYD ENABLE switch (3) to off position. MAIN HYD ENABLE indicator (4) will go out.

CAUTION

Do not move hydraulic selector valve control while HYD ENABLE switch is set to on position. Failure to comply may result in damage to hydraulic equipment.

6. Pull out hydraulic selector valve control (5) for heavy-duty winch operation.

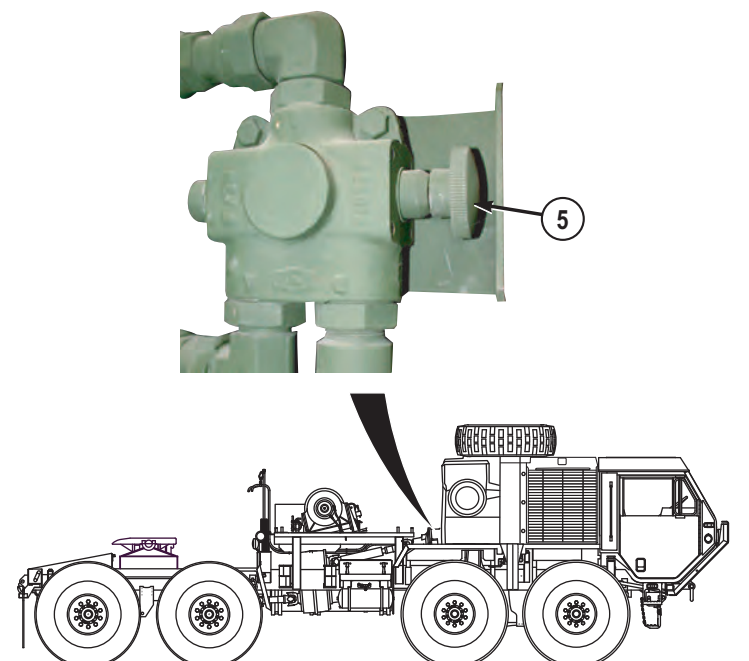


Figure 2.

7. Set HYD ENABLE switch (3) to on position. MAIN HYD ENABLE indicator (4) will illuminate.

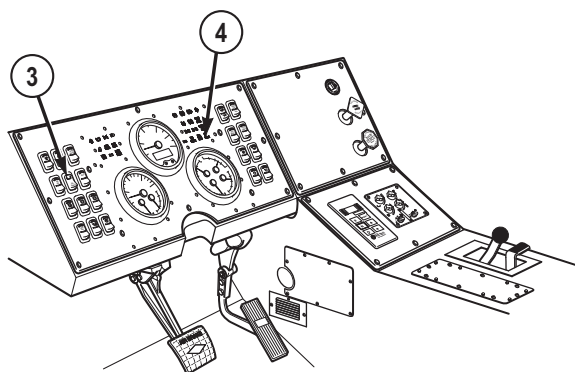


Figure 3.

PAY OUT CABLE AND CONNECT TO EQUIPMENT**WARNING**

Using remote-control unit and operating heavy-duty winch away from vehicle will lessen the possibility of injury or death to personnel if winch cable separates under tension.

CAUTION

- Do not allow other vehicles to run over heavy-duty winch cable. Heavy-duty winch cable may be damaged. Failure to comply may result in damage to equipment.
- Cable Hold Down control should never be engaged (pushed in) when winch cable is being payed out under power. Failure to comply may result in damage to equipment.

NOTE

- The operator will be limited to slow speed only for heavy-duty winch operations as high idle (which enables fast speed) is only available via the remote-control unit or cabin high idle switch.
 - It is not advisable for the operator to use the cabin high idle switch during heavy-duty winch operations, as it will decrease operator's situational awareness by leaving the heavy-duty winch vehicle mounted (manual) controls to turn high idle ON/OFF via the cabin high idle switch.
1. Disengage (pull out) Cable Hold Down control (1).

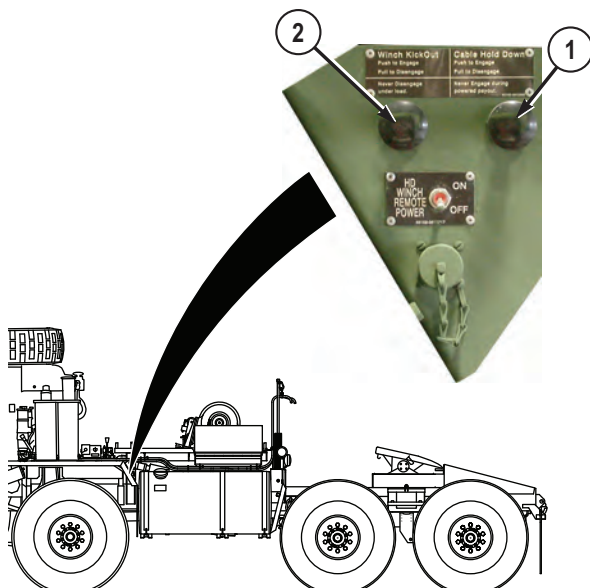


Figure 4.

CAUTION

Winch KickOut control should never be engaged (pushed in) under load. Failure to comply may result in damage to equipment.

2. Disengage (pull out) Winch KickOut control (2).
3. Unhook clevis retention chain (3) from clevis (4).

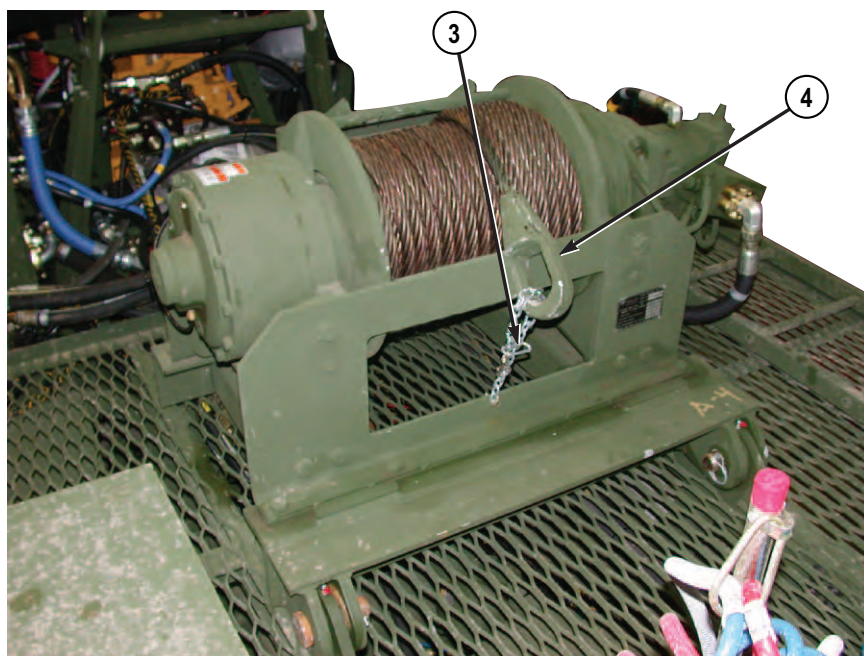


Figure 5.

WARNING



- Heavy-duty winch operator shall ensure all personnel keep hands and feet clear of heavy-duty winch during operation. Failure to comply may result in injury or death to personnel.
- Keep all personnel clear of area when tension is on winch cable. Winch cable could come loose or break. Failure to comply may result in injury or death to personnel.
- Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel.
- Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel.

CAUTION

Ensure assistant routes winch cable to avoid snag hazards on tractor vehicle and trailer. Failure to comply may result in damage to equipment.

- Pull winch control lever (5) to pay out winch cable (6) while assistant routes winch cable (6) to equipment. Release winch control lever (5) when it is determined ample winch cable (6) is available for connection to equipment.

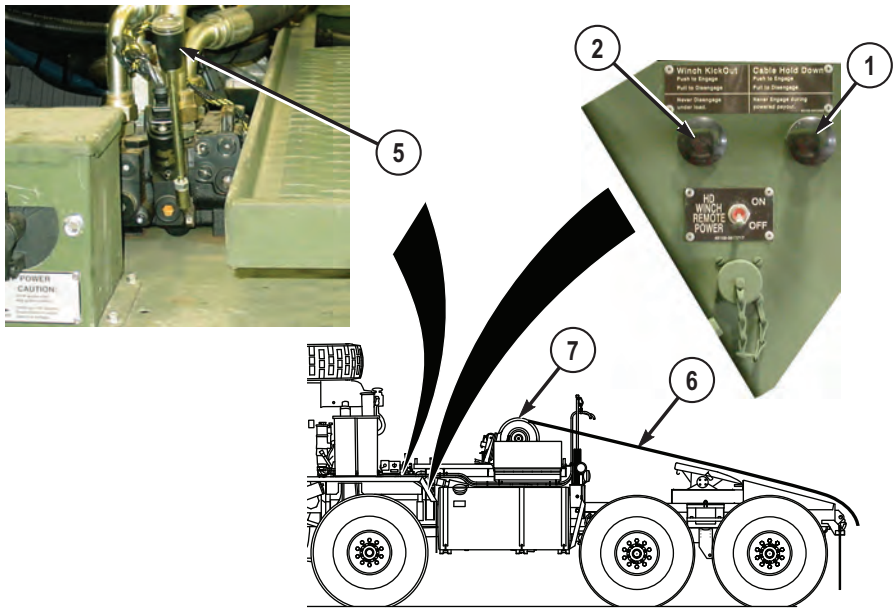


Figure 6.

CAUTION

Always be sure there are at least five wraps of cable on winch drum. If there are less than five wraps of cable on winch drum, cable may come loose and damage equipment.

NOTE

Ensure weight of equipment and amount of winch cable left on winch does not go over pull capacity (refer to FM 4-30.31 (WP 0146) and Heavy-Duty Winch Pull Capacity Table below).

- Check that there are at least five wraps of winch cable (6) on winch (7). If there are not at least five wraps of winch cable (6) left on winch (7), move tractor vehicle closer to equipment and continue loading or shut down winch (7).

Table 1. Heavy-Duty Winch Pull Capacity.

| CABLE LAYER | CABLE ON DRUM (ft.) | CAPACITY (lbs) |
|-------------|---------------------|----------------|
| 1 | 37 | 45,000 |
| 2 | 81 | 37,200 |
| 3 | 133 | 31,700 |
| 4 | 150 | 27,700 |

6. Connect winch cable (6) to equipment.

LOAD EQUIPMENT**WARNING**

Using remote-control unit and operating heavy-duty winch away from vehicle will lessen the possibility of injury or death to personnel if winch cable separates under tension.

1. Engage (push in) Cable Hold Down control (1).

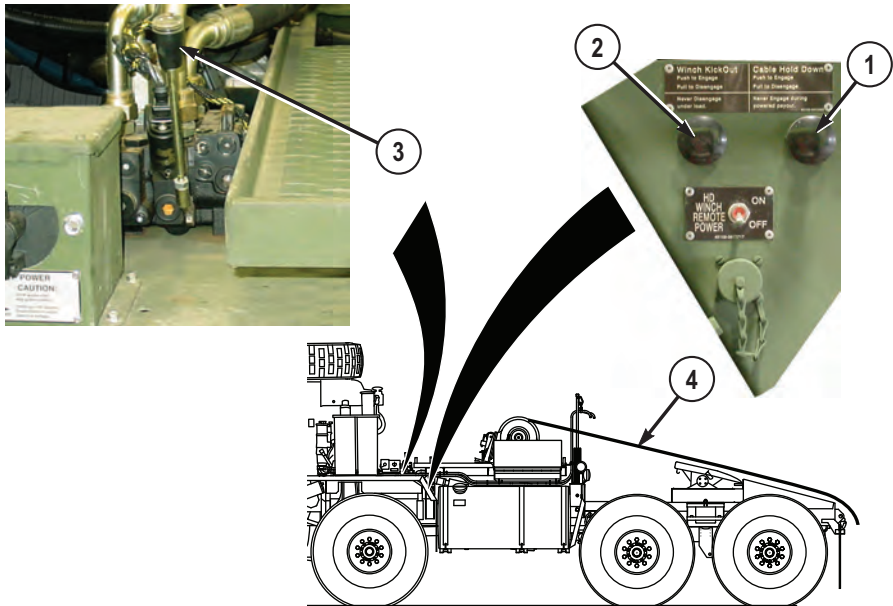


Figure 7.

CAUTION

Winch KickOut control should never be engaged (pushed in) under load. Failure to comply may result in damage to equipment.

2. Disengage (pull out) Winch KickOut control (2).
3. Ensure loading area is clear of personnel.

WARNING



- Heavy-duty winch operator shall ensure all personnel keep hands and feet clear of heavy-duty winch during operation. Failure to comply may result in injury or death to personnel.
- Keep all personnel clear of area when tension is on winch cable. Winch cable could come loose or break. Failure to comply may result in injury or death to personnel.

- Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel.
- Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel.

CAUTION

Gradually apply power to avoid high impact loading of winch cable.

NOTE

Maintaining a safe distance, visually recheck your rigging once light tension (slack taken out of winch cable) is applied to winch cable.

4. Push in winch control lever (3) slightly to slowly tighten winch cable (4).

NOTE

- Expect vehicle air suspension system to continuously adjust during loading procedure. This is a normal condition.
- Assistant should be in a position to safely monitor the loading operation and advise the operator of progress.

5. Push in winch control lever (3) and load equipment.

NOTE

Pull winch control lever just enough to allow adequate slack in winch cable to disconnect from equipment.

6. When equipment is fully loaded, pull out winch control lever (3).

DISCONNECT WINCH CABLE AND STOW

1. Ensure Cable Hold Down control (1) is engaged (pushed in).

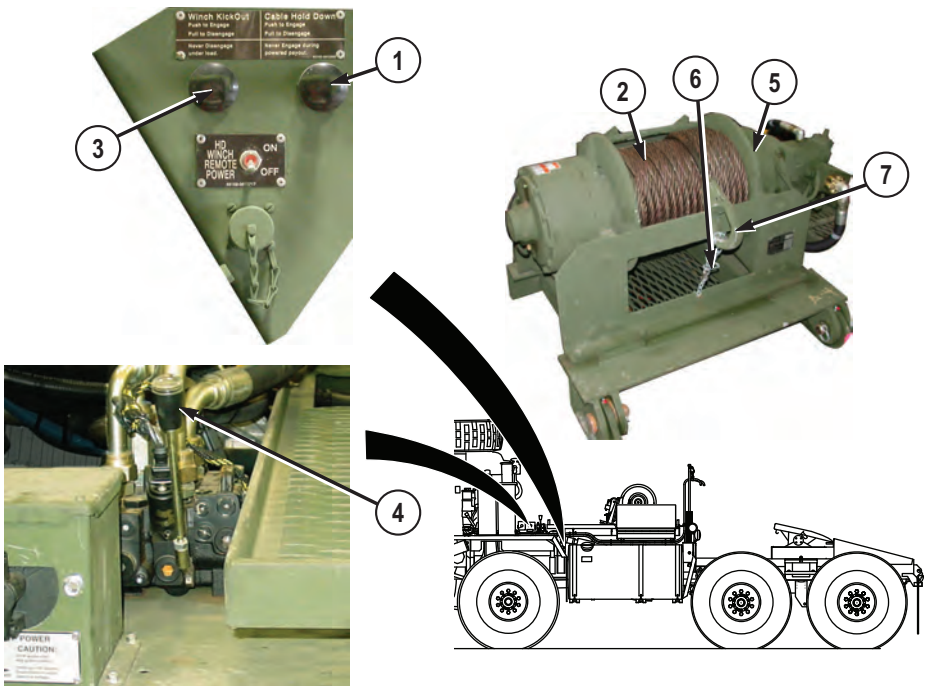


Figure 8.

2. Disconnect winch cable (2) from equipment.

CAUTION

Winch KickOut control should never be engaged (pushed in) under load. Failure to comply may result in damage to equipment.

3. Disengage (pull out) Winch KickOut control (3).

WARNING



- Heavy-duty winch operator shall ensure all personnel keep hands and feet clear of heavy-duty winch during operation. Failure to comply may result in injury or death to personnel.
- Keep all personnel clear of area when tension is on winch cable. Winch cable could come loose or break. Failure to comply may result in injury or death to personnel.
- Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel.
- Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel.

CAUTION

- Ensure assistant routes winch cable to avoid snag hazards on tractor vehicle and semitrailer. Failure to comply may result in damage to equipment.
 - Ensure tension is kept on winch cable at all times during winch cable retrieval. This accompanied with guidance from the assistant will ensure the winch cable gets evenly wrapped onto winch drum.
 - Both operator and assistant should ensure that winch cable wraps properly and evenly onto winch drum. Failure to comply may result in damage to equipment.
4. Push in winch control lever (4) as assistant routes winch cable (2) onto winch drum (5).
 5. Once winch cable (2) is completely and evenly wrapped onto winch drum (5), release winch control lever (4).
 6. Assistant connects clevis retention chain (6) to clevis (7).
 7. Set HYD ENABLE switch (8) to off position. MAIN HYD ENABLE indicator (9) will go out.

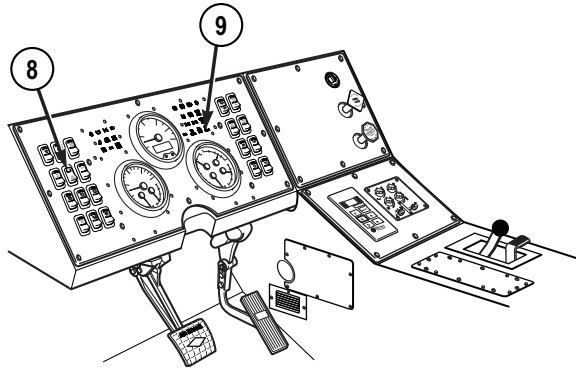


Figure 9.

CAUTION

- The operator should always push in hydraulic selector valve control when use of the heavy-duty winch is no longer required to ensure the heavy-duty winch won't accidentally moved during other operations.
 - Do not move hydraulic selector valve control while HYD ENABLE switch is set to on position. Failure to comply may result in damage to hydraulic equipment.
8. Push in hydraulic selector valve control (10) for all tractor vehicle operations that do not require use of heavy-duty winch.

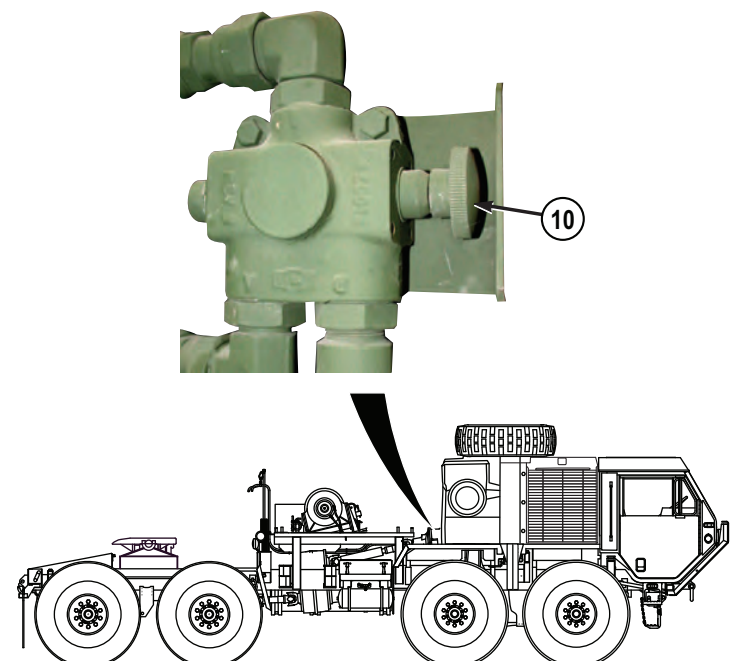


Figure 10.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATE TIRE CARRIER**

INITIAL SETUP:

Not Applicable

LOWER TIRE CARRIER**CAUTION**

- Ensure the passenger side of the vehicle has 6 ft. (1.83 m) of clearance from the battery box forward to accommodate the tire carrier lowering or damage to equipment may occur.
- Do not dump (deflate) vehicle air suspension system (WP 0036) when spare tire is attached to tire carrier and in contact with the ground. Failure to comply may result in damage to equipment.
- Do not add a significant amount of weight to the vehicle when spare tire is attached to tire carrier and in contact with the ground. Failure to comply may result in damage to equipment.

NOTE

- This procedure is a two soldier task.
 - Lowering the tire carrier requires approximately 10 psi (1 bar) of air from the vehicle rear air system.
1. Remove access ladder from stowage and connect to passenger side front fender. (WP 0034)
 2. Disconnect safety pin (1) from right lock rod (2). Leave safety pin (1) hang from its lanyard (3).

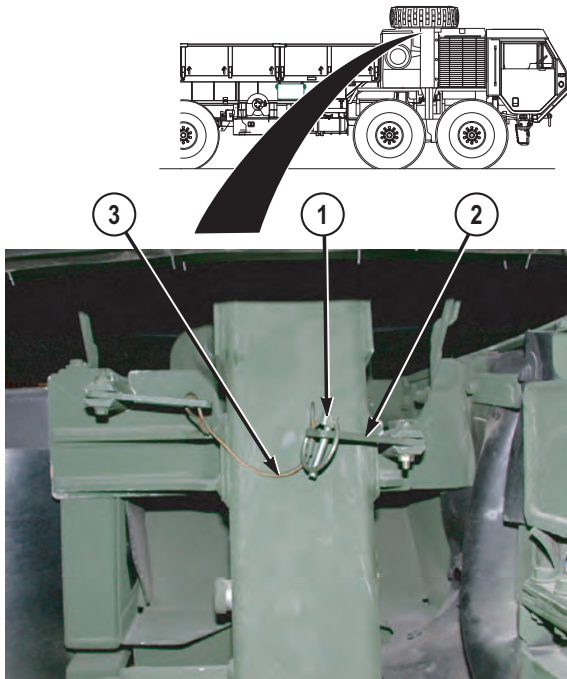


Figure 1.

CAUTION

The tire carrier lock rods are a snag hazard to the movement of the tire carrier and must be properly stowed in stowage brackets prior to lowering the tire carrier. Failure to properly stow tire carrier lock rods prior to lowering operation may result in damage to equipment.

3. Turn left lock rod (4) CCW until enough slack is made to push left lock rod (4) up and into its stowage bracket (5).

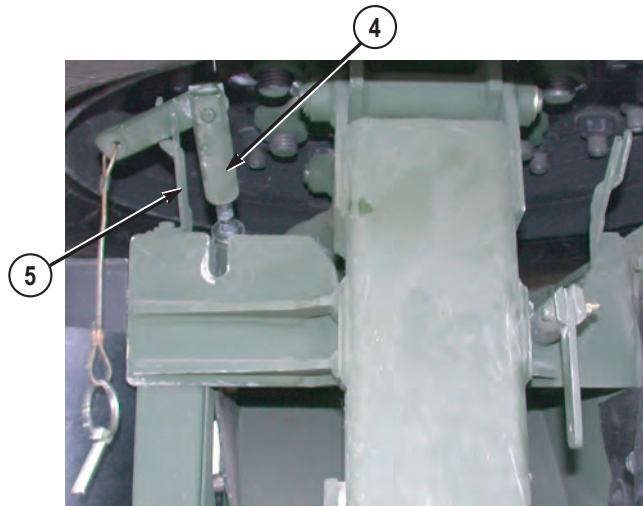


Figure 2.

4. Turn right lock rod (6) CCW until enough slack is made to push right lock rod (6) up and into its stowage bracket (7).

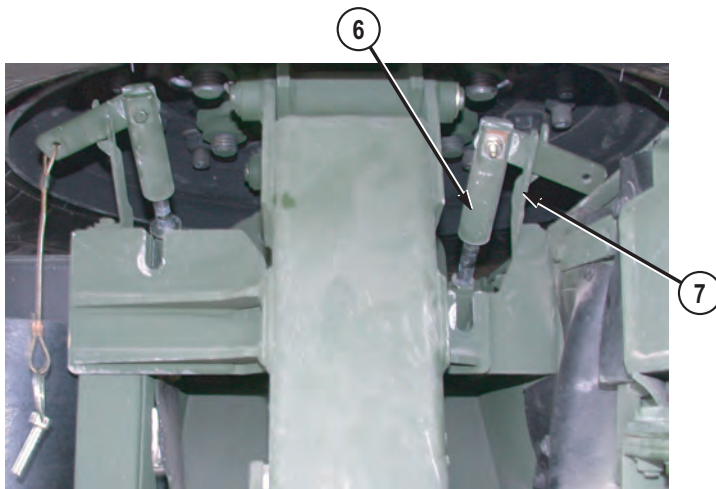


Figure 3.

WARNING

If tire carrier is in any position other than full up and locked (tire carrier latch engaged) or resting on ground, only tire carrier pump operator should be within six feet (1.83 m) of passenger side of vehicle from battery box forward. Failure to comply may result in personnel being struck by tire carrier/spare tire, causing injury or death to personnel.

5. Ensure safety area clear of personnel and equipment. Assistant will stand outside the safety area and ensure no personnel wander into safety area while lowering operation is taking place.

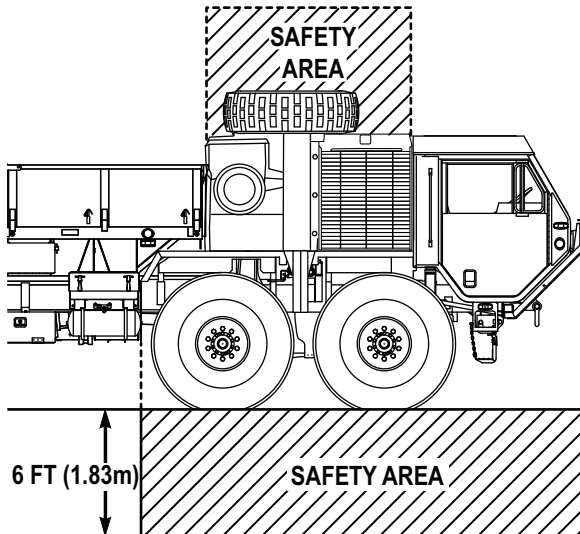


Figure 4.

6. Set directional control lever (8) to LOWER (pointing outboard) position.



Figure 5.

NOTE

The operator will notice a small amount of oil being expelled with the air from the tire carrier pump each time it cycles, this is a normal condition.

7. Press and hold power control (9). The tire carrier pump cyclic rate will be rapid at first, and then slow noticeably. As cyclic rate slows, the operator should notice the tire carrier begin to move.

CAUTION

Once tire is in contact with the ground, do not press power control with directional control lever in LOWER (pointing outboard) position. This may put undue stress on tire carrier. Failure to comply may result in damage to equipment.

NOTE

The tire carrier can be stopped at any time during lowering operations by releasing the power control and moving the directional control lever to RAISE (pointing inboard) position.

8. Once tire carrier has passed vertical (approximately 6 in. [15.24 cm] of movement), release power control (9) and allow the tire carrier to lower on its own until tire contacts ground.
9. Set directional control lever (8) to RAISE (pointing inboard) position.

RAISE TIRE CARRIER**CAUTION**

Ensure the passenger side of the vehicle has 6 ft. (1.83 m) of clearance from the battery box forward to accommodate the tire carrier raising or damage to equipment may occur.

NOTE

- This procedure is a two soldier task.
- Raising the tire carrier requires approximately 70 psi (5 bar) of air from the vehicle rear air system. If possible, the operator should start engine (WP 0044) and let idle during raise operation to ensure adequate supply of air.

1. If vehicle is not idling, set ignition switch (1) to on position , and check the following:

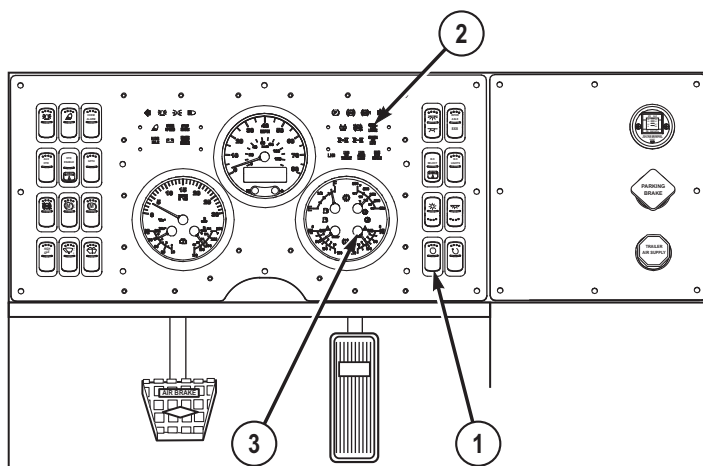


Figure 6.

- a. SPARE TIRE LOOSE indicator (2) illuminated.
 - b. Rear air pressure gauge (3) reads at least 70 psi (5 bar). If less than 70 psi (5 bar), the operator has the following options:
 - (1) Start engine (WP 0044) and allow rear air system to recharge.
 - (2) Raise tire carrier using outside air source. (WP 0083)
 - (3) Raise tire carrier using hand pump. (WP 0082)
2. Ensure spare tire is securely fastened to the tire carrier.

CAUTION

Ensure the passenger side top engine access cover is closed and secured prior to raising the tire carrier with spare tire installed. If access cover is braced open, spare tire will contact it and cause damage to the cover as well as prevent the tire carrier from locking in full up position.

NOTE

If passenger side top engine access cover is open and laying flat, the tire (in the full up position) will not allow the access cover to be closed.

3. Ensure passenger side top engine access cover is secured closed.

CAUTION

The tire carrier lock rods are a snag hazard to the movement of the tire carrier and must be properly stowed in stowage brackets prior to lowering the tire carrier. Failure to properly stow tire carrier lock rods prior to lowering operation may result in damage to equipment.

4. Ensure left lock rod (4) is properly stowed in stowage bracket (5).

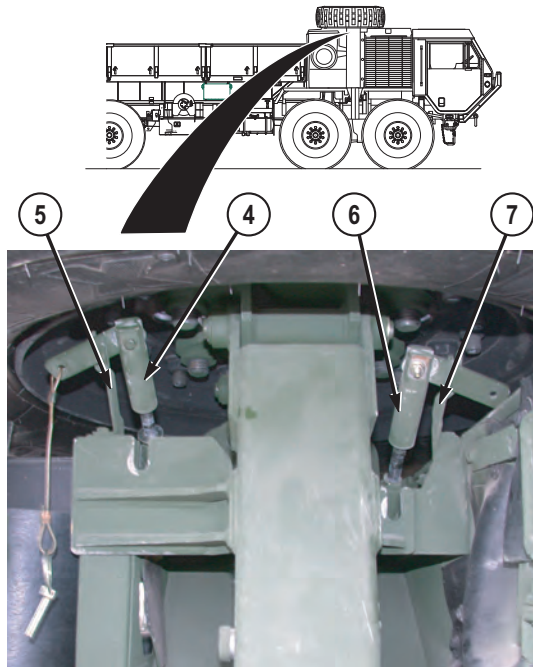


Figure 7.

5. Ensure right lock rod (6) is properly stowed in stowage bracket (7).

WARNING



If tire carrier is in any position other than full up and locked (tire carrier latch engaged) or resting on ground, only tire carrier pump operator should be within six feet (1.83 m) of passenger side of vehicle from battery box forward. Failure to comply may result in personnel being struck by tire carrier/spare tire, causing injury or death to personnel.

6. Ensure safety area is clear of personnel and equipment. Assistant will stand outside the safety area and ensure no personnel wander into safety area while raising operation is taking place.

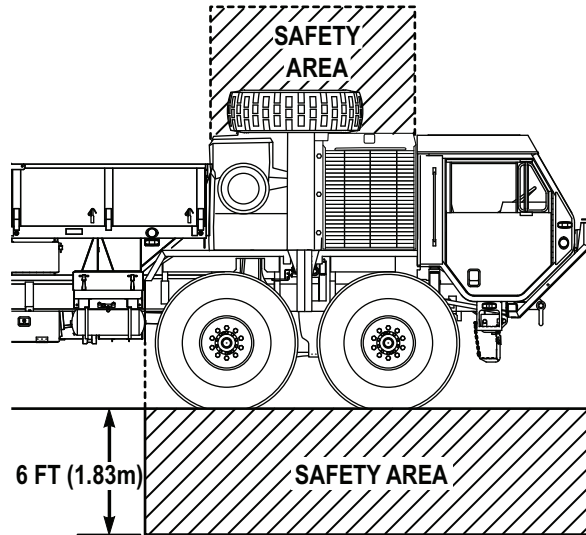


Figure 8.

7. Set directional control lever (8) to RAISE (pointing inboard) position.

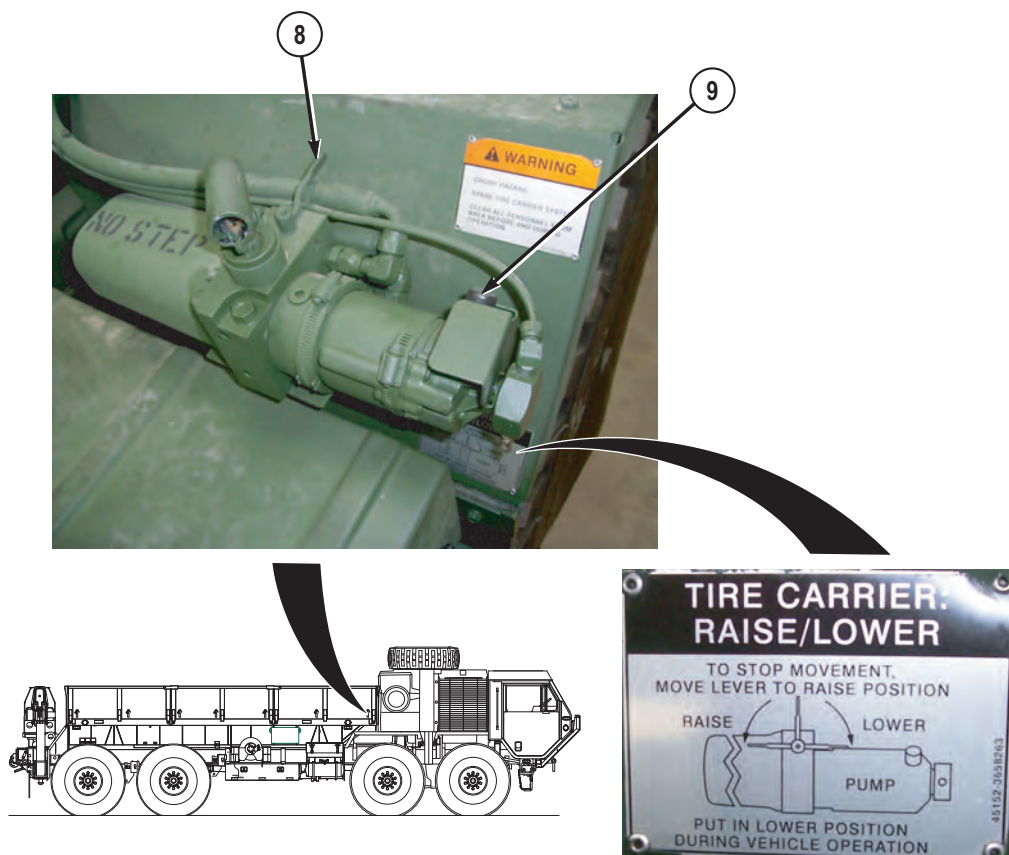


Figure 9.

NOTE

- The operator will notice a small amount of oil being expelled with the air from the tire carrier pump each time it cycles, this is a normal condition.
- When the power control is pressed, the tire carrier pump cyclic rate will be rapid at first, and then slow noticeably. As cyclic rate slows, the operator should notice the tire carrier begin to move.

8. Press and hold power control (9).

NOTE

- The tire carrier can be stopped at any time during raising operations by releasing power control.

- As the tire carrier is raised, the tire carrier pump will begin to cycle at an increased rate.
9. Continue to raise tire carrier until it is in the full up position. The operator will notice a significant slow down in the tire carrier pump cyclic rate. Release power control (9).

WARNING



Always maintain a distance of six feet (1.83 m) until confirmation that tire carrier latch is engaged. Failure to comply may result in personnel being struck by tire carrier/spare tire causing severe injury or death to personnel.

10. Maintaining a safe distance of 6 ft. (1.83 m), the assistant will check the tire carrier latch (10), ensuring it has fully engaged the tire carrier arm bar (11).

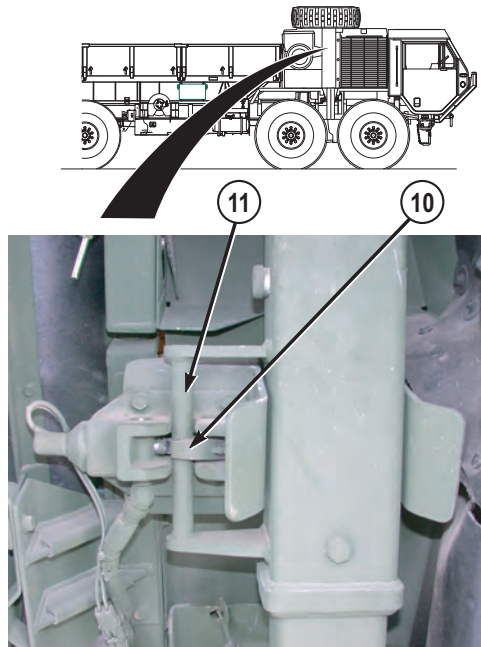


Figure 10.

11. With the assistant maintaining the safety area, the operator will proceed to the driver side cabin and check to ensure the SPARE TIRE LOOSE indicator (2) has gone out.

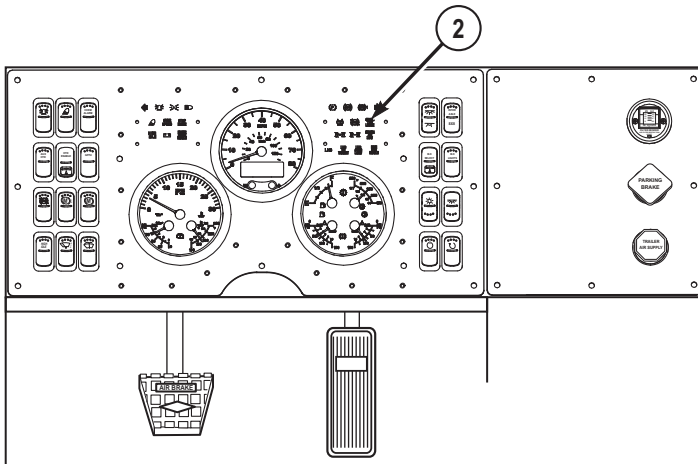


Figure 11.

NOTE

- If tire carrier latch is fully engaged, and SPARE TIRE LOOSE indicator light has gone out, skip to Step (15).
- If tire carrier latch fails to fully engage tire carrier bar, or SPARE TIRE LOOSE indicator fails to go out, perform Steps (12) through (14).

12. Set directional control lever (8) to LOWER (pointing outboard) position.

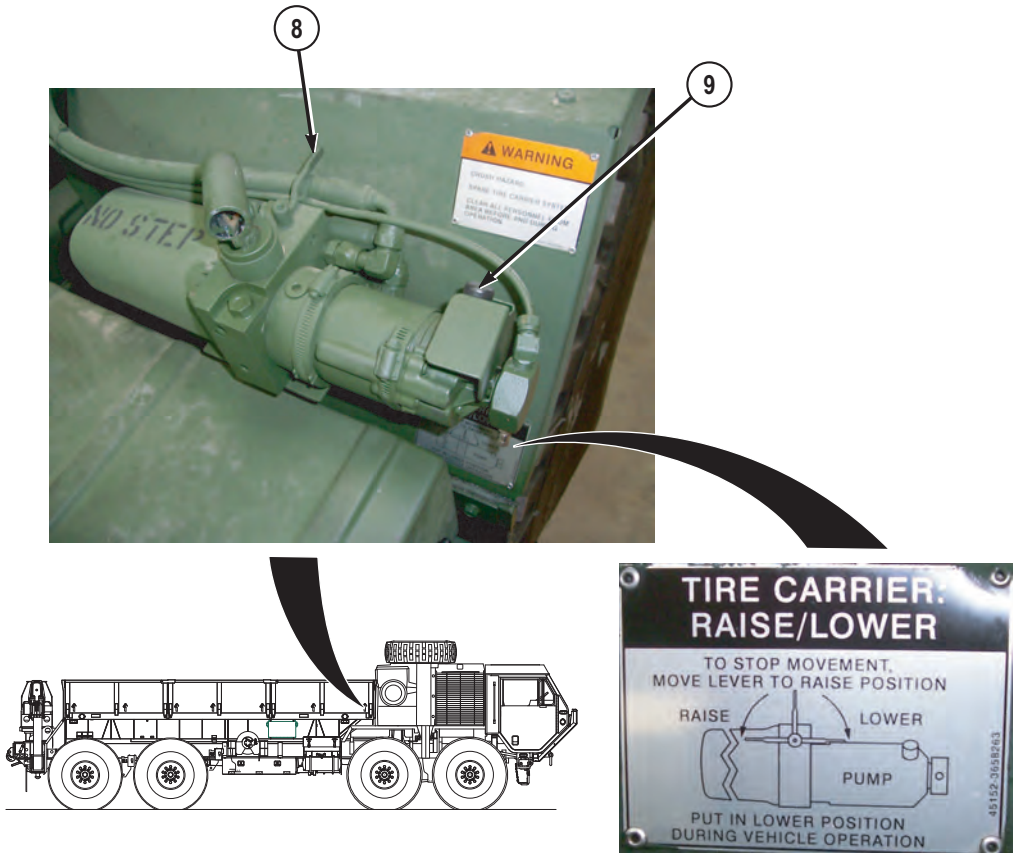


Figure 12.

13. Press power control (9) until tire carrier lowers approximately 1 ft. (30 cm).
14. Repeat Steps (7) through (11).

NOTE

If tire carrier latch is fully engaged, and SPARE TIRE LOOSE indicator light has gone out, complete Steps (15) through (20).

15. Remove right lock rod (6) from stowage bracket (7) and pull down to end of groove (12) until it stops. Turn right lock rod (6) CW until it is hand tight, with jointed end (13) across tire carrier arm (14).

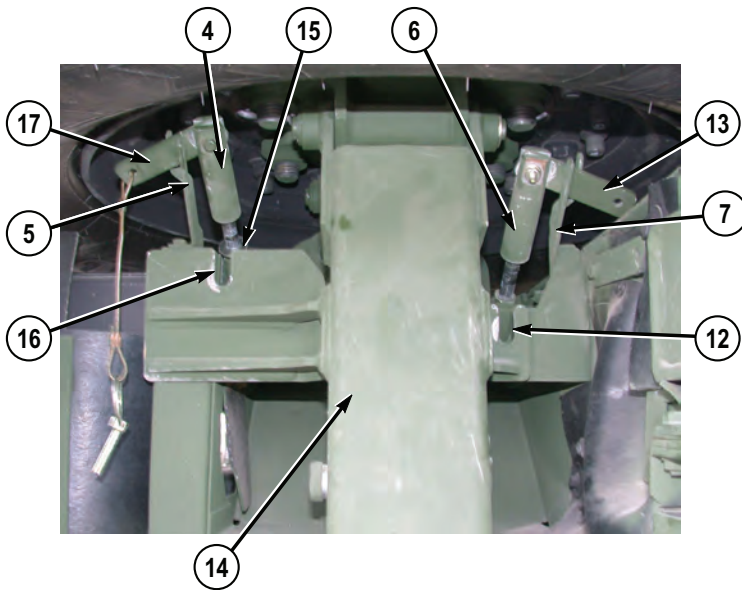


Figure 13.

16. Remove left lock rod (4) from stowage bracket (5), locate washer (15) and pull towards left lock rod (4) until it stops. Pull both left lock rod (4) and washer (15) down to end of groove (16). Turn left lock rod (4) CW until it is hand tight, with jointed end (17) pointed towards tire carrier arm (14).
17. Insert safety pin (18) through hole located on right lock rod jointed end (13).

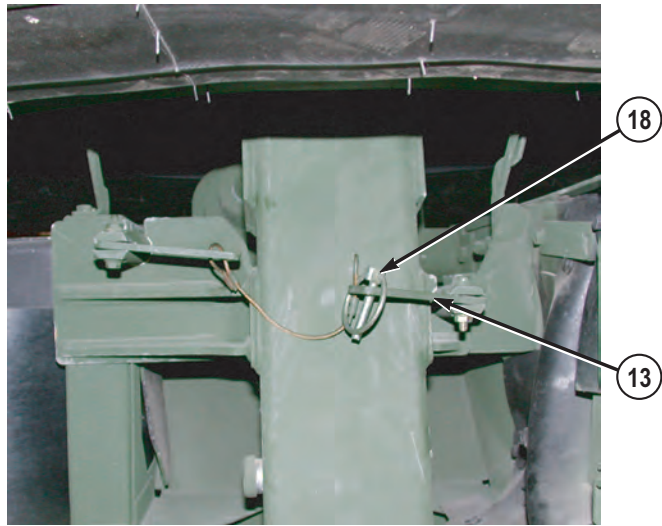


Figure 14.

NOTE

Tire carrier directional control lever should always be in LOWER position for vehicle operation.

18. Set directional control lever (8) to LOWER (pointing outboard) position.

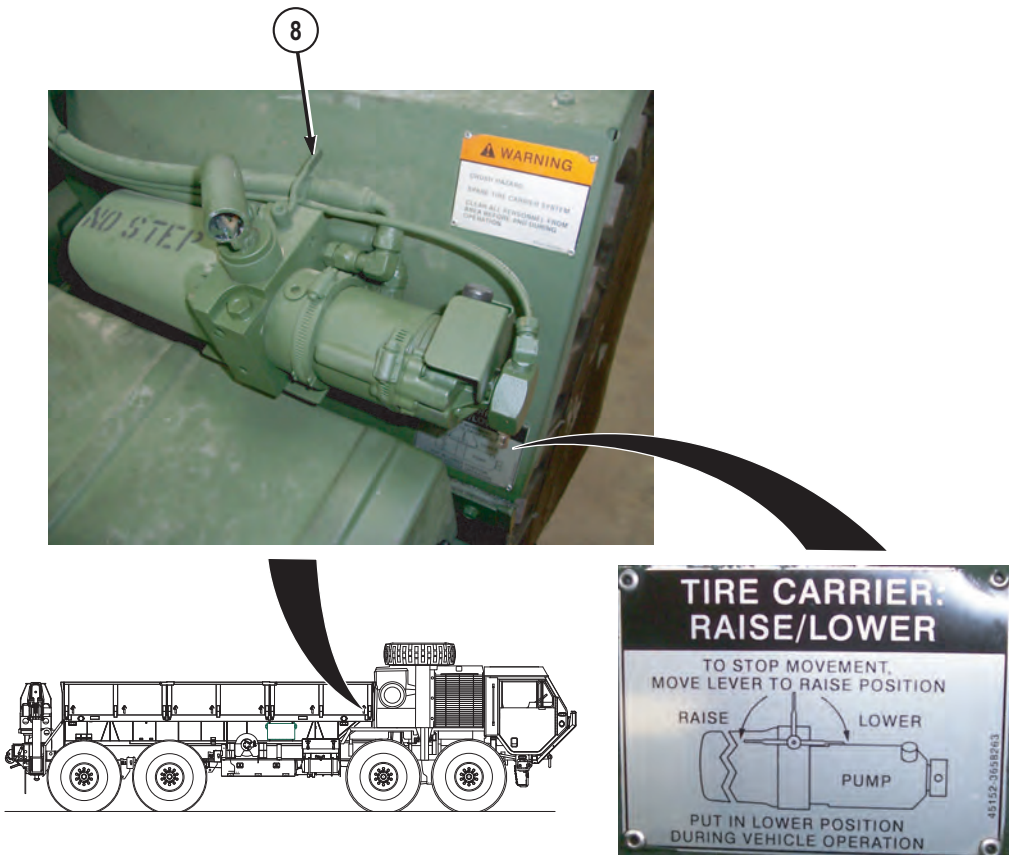


Figure 15.

19. Shut off engine (WP 0057) or set ignition switch (1) to off position (as applicable).

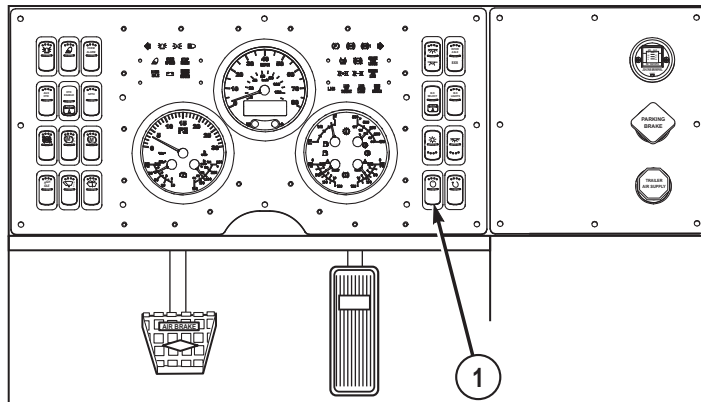


Figure 16.

20. Stow access ladder. (WP 0034)

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE INSTRUMENT PANEL

INITIAL SETUP:

Not Applicable

GENERAL

Instrument panel on HEMTT A4 series vehicle incorporates electronic gauges, indicator lights, and liquid crystal display LCD to communicate information to operator. LCD has multiple modes and functions.

LCD can display odometer reading as well as testing gauges and indicator lights. LCD can also be set to display measured units in English or Metric.

INSTRUMENT PANEL MODES

Sleep Mode: Instrument panel is normally in sleep mode when ignition switch (1) is turned off. No gauges, indicator lights, or LCD screen (2) will operate in this mode.

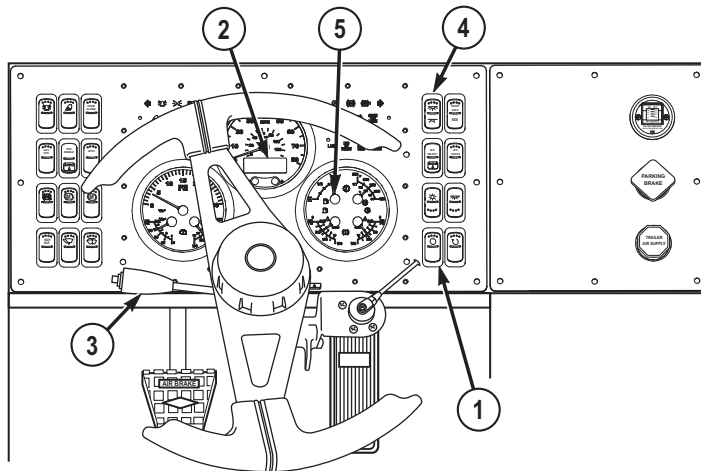


Figure 1.

Limited Mode: If turn signal lever (3) or panel dimmer switch (4) is actuated, instrument panel goes into limited mode. In limited mode, turn signals, odometer on LCD (2), and fuel gauge (5) are active. Remaining gauges will go to zero.

Start-up Mode: Instrument panel enters start-up mode when ignition switch (1) is positioned on. After key-on, an optional gauge start-up self test (SST) may be performed. Operator can enable or disable SST by pressing and holding both M (mode) button (6) and trip T (trip) button (7) while setting ignition switch (1) to on position. A screen will be displayed that allows operator to enable SST (Yes) or disable SST (No).

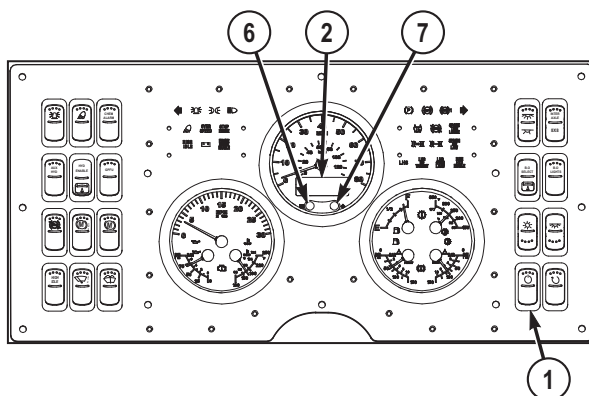


Figure 2.

During start-up mode:

- With SST disabled, gauges will go to zero and move to current status positions. With SST enabled, gauges move upscale, pausing at half scale before going to full scale. Gauges will go to zero before moving to current status positions.
- LCD (2) will display any warning messages and will then display odometer, trip odometer, engine hour meter, and battery voltage readings. LCD (2) will revert to normal drive mode screen. If SST is enabled, LCD (2) will also turn on and off, followed by OSHKOSH logo, and finally, software information before going to normal drive mode screen.
- Warning lights will turn on and off followed by active warning lights (if any) coming back on.
- With SST disabled, there is no alarm at start-up. With SST enabled, a one second alarm will sound at start-up.

Ignition Mode: Instrument panel will be in ignition mode whenever ignition switch (1) is positioned on. Instrument Panel is fully active in this mode.

Diagnostic Mode: From ignition mode with vehicle speed at zero, pressing M button (6) for more than two seconds allows instrument panel to enter diagnostic mode. This mode provides following functions.

- Set units.
- Adjust contrast.
- Instrument diagnostics.

LCD MESSAGE CENTER

NOTE

LCD will display warning as dictated by various control systems on vehicle. Warning will remain on screen until warning is no longer valid or, until operator pushes T (trip) button.

Drive Mode Screen. This is normal display screen when operating vehicle. In drive mode, LCD (1) will display odometer reading, system voltage reading, and either operating hours or trip odometer reading. To toggle back and forth between these two options, operator must press and release M (mode) button (2) in less than two seconds.

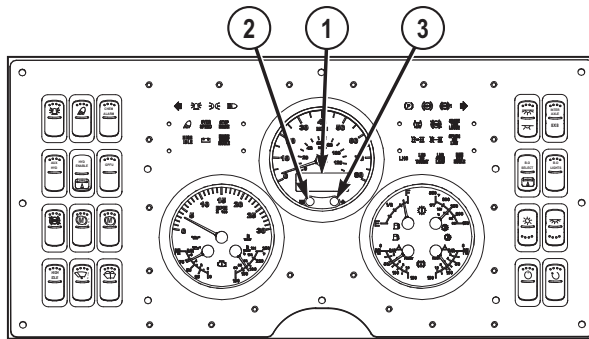


Figure 3.

Settings and diagnostics. Operator can enter settings and diagnostics menu from drive mode screen when engine is running and vehicle speed is zero. To enter settings and diagnostics menu, operator must push M button (2) for more than two seconds. Item highlighted will be item selected when both M button (2) and T button (3) are pressed together. Pressing M button (2) or T button (3) separately will scroll through various selections.

1. **To change measurement units.**
 - a. Enter LCD (1) settings and diagnostics screen.

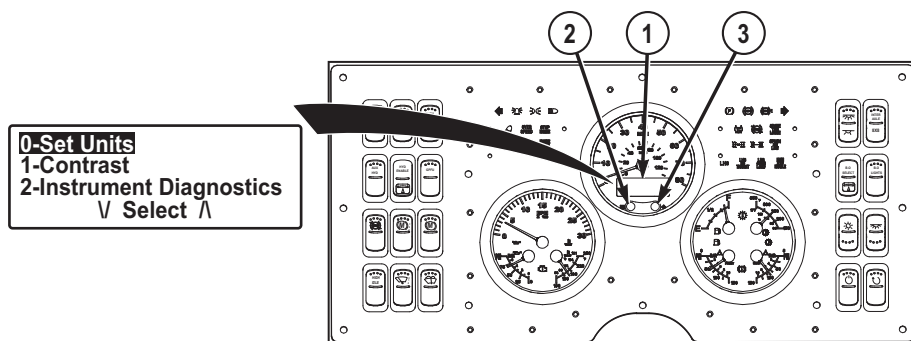


Figure 4.

- b. Scroll down using M button (2) or up using T button (3) until '0-Set Units' is selected (shown).
- c. Press M button (2) and T button (3) at same time. Current Units screen will appear.

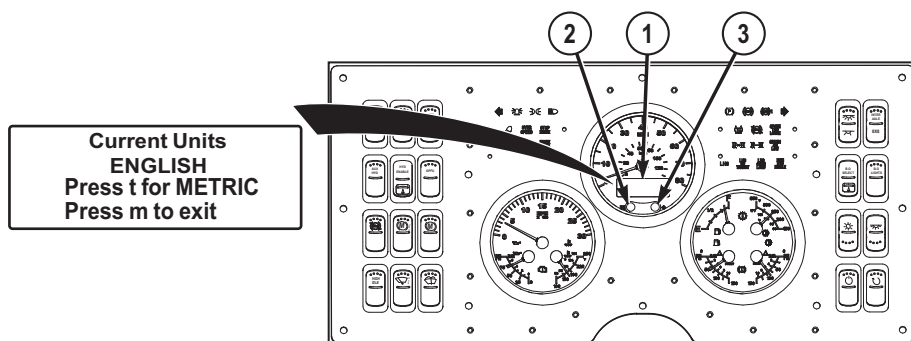


Figure 5.

- d. Press T button (3) to change measurement units to English or Metric.
 - e. Press M button (2) to return LCD (1) to drive mode screen.
2. **To change LCD screen contrast setting.**
- a. Enter LCD (1) settings and diagnostics screen.

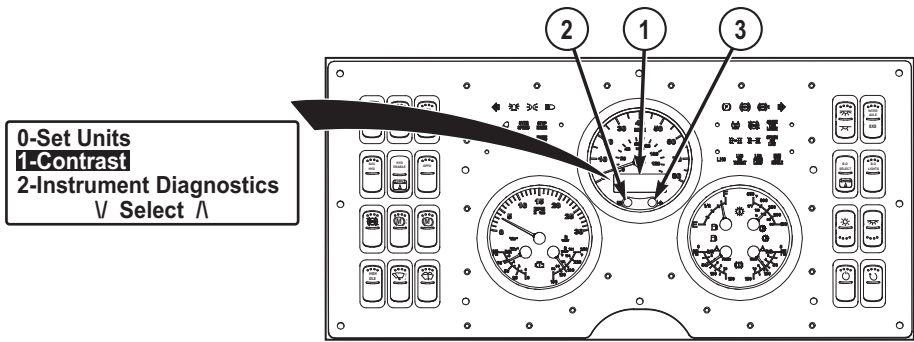


Figure 6.

- b. Scroll down using M button (2) or up using T button (3) until '1-Contrast' is selected (shown).
- c. Press M button (2) and T button (3) at same time. CONTRAST ADJUST screen will appear.

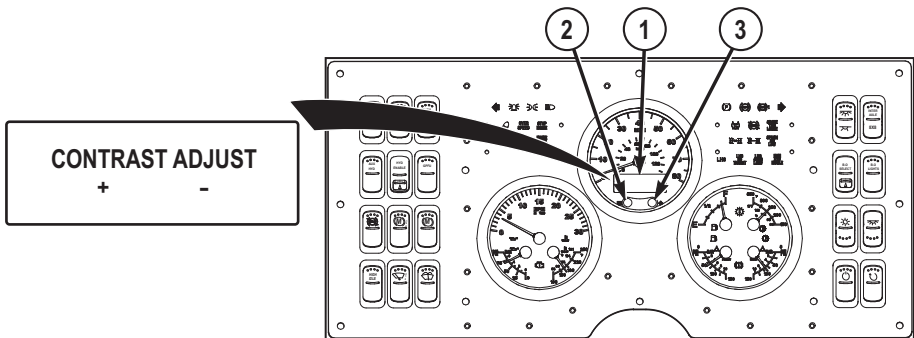


Figure 7.

- d. Press M button (2) to increase LCD (1) contrast.
 - e. Press T button (3) to decrease LCD (1) contrast.
 - f. LCD (1) will automatically return to drive mode screen.
3. **Instrument Panel Gauges Testing.**
- a. Enter LCD (1) settings and diagnostic screen.

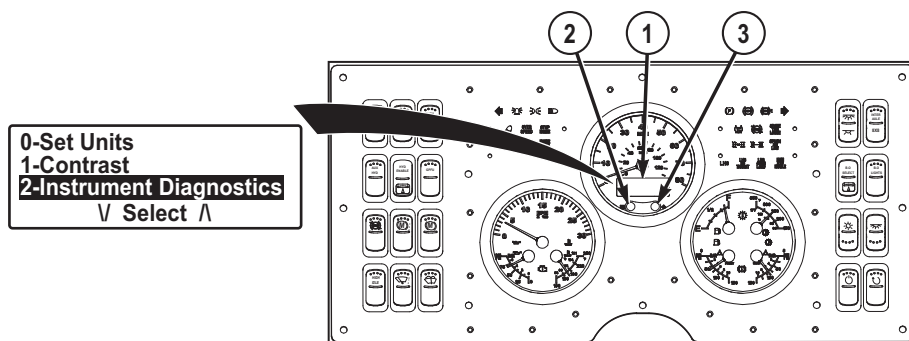


Figure 8.

- b. Scroll down using M button (2) or up using T button (3) until '2-Instrument Diagnostics' is selected (shown).
- c. Press M button (2) and T button (3) at same time. Instrument diagnostic screen will appear.

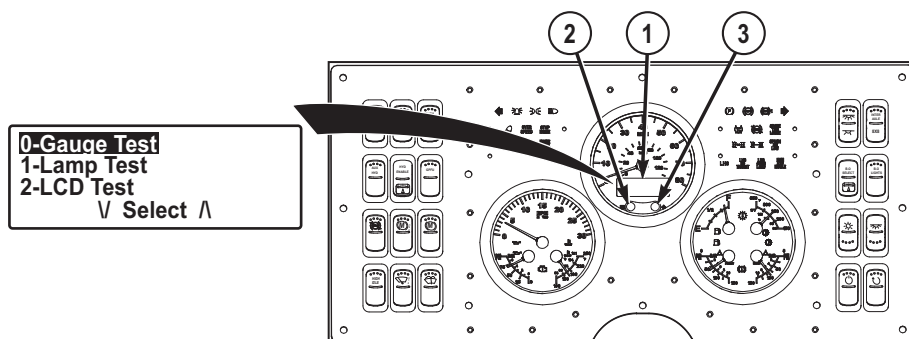


Figure 9.

- d. Scroll down using M button (2) or up using T button (3) until '0-Gauge Test' is selected (shown).
- e. Press M button (2) and T button (3) together to begin testing gauges (fuel gauge test shown). Each gauge is tested in turn at 0%, 50%, and 100%. LCD (1) displays corresponding percentage.

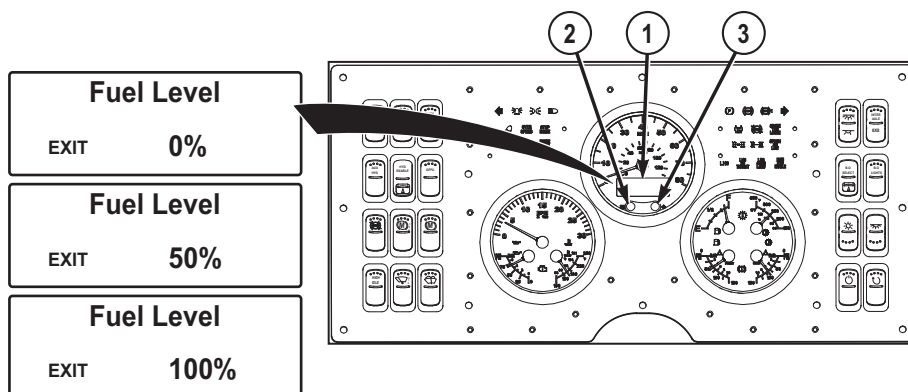


Figure 10.

- f. Press M button (2) to end test and return LCD (1) to drive mode screen.
 - g. Contact field level maintenance to replace gauge/instrument panel if corresponding gauge does not reflect reading on LCD (1).
4. **Instrument Panel Indicator Lamps Testing.**
- a. Enter LCD (1) settings and diagnostic screen.

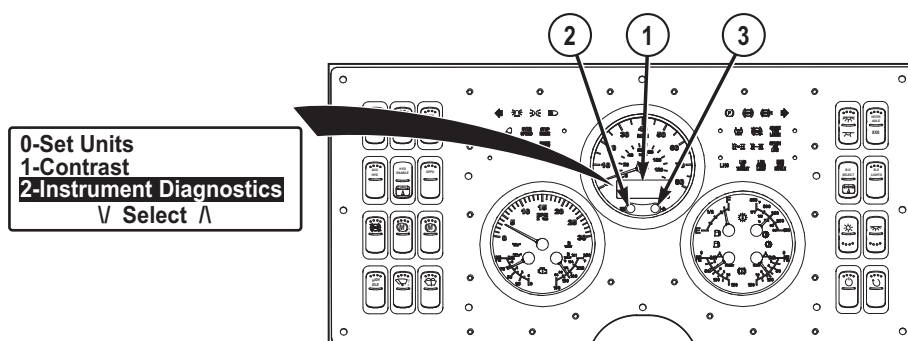


Figure 11.

- b. Scroll down using M button (2) or up using T button (3) until '2-Instrument Diagnostics' is selected (shown).
- c. Press M button (2) and T button (3) at same time. Instrument diagnostic screen will appear.

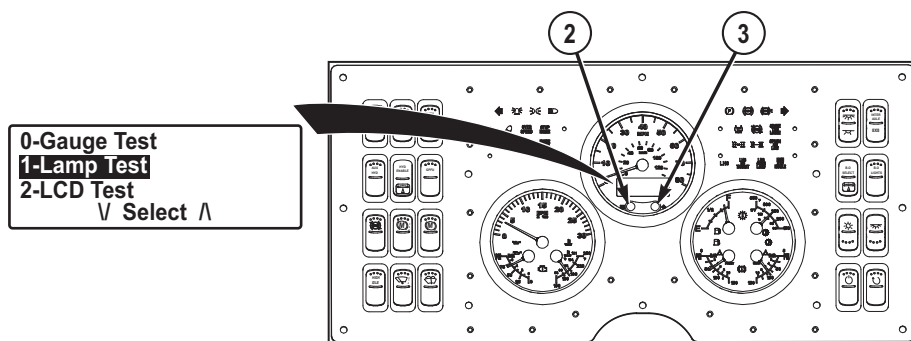


Figure 12.

- d. Scroll down using M button (2) or up using T button (3) until '1-Lamp Test' is selected (shown).
- e. Press M button (2) and T button (3) together to begin testing warning and indicator lamps. Each warning and indicator lamp on main gauge/instrument panel is turned on and off in turn. LCD (1) displays corresponding warning or indicator lamp under test (high beam indicator test shown).

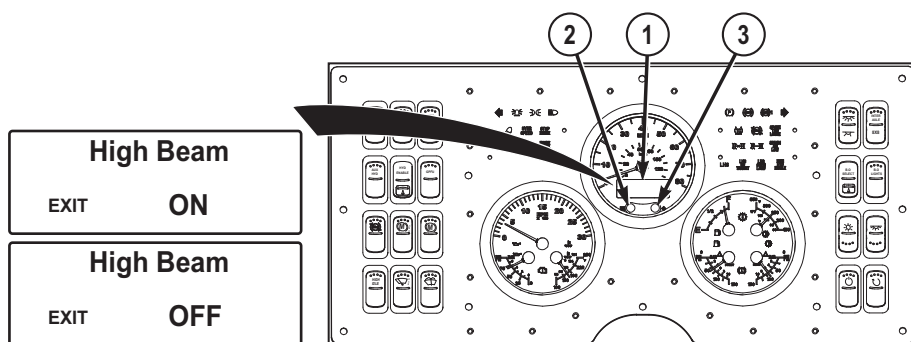


Figure 13.

- f. Press M button (2) to end test and return LCD (1) to drive mode screen.
- g. Contact field level maintenance to replace main gauge/instrument panel if warning or indicator lamp fails to illuminate as indicated by LCD (1).

NOTE

Instrument panel LCD is used as part of test procedure. If LCD is unreadable during any part of test, it should be considered defective and replaced.

5. Instrument Panel Liquid Crystal Display (LCD) Testing.

- a. Enter LCD (1) settings and diagnostic screen.

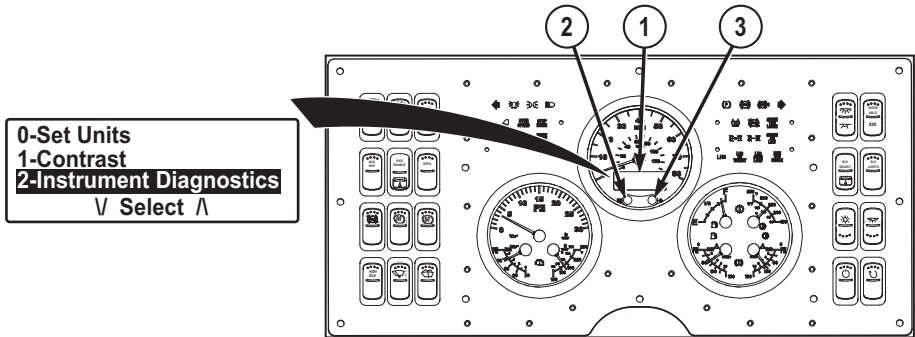


Figure 14.

- b. Scroll down using M button (2) or up using T button (3) until '2-Instrument Diagnostics' is selected (shown).
- c. Press M button (2) and T button (3) at same time. Instrument diagnostic screen will appear.

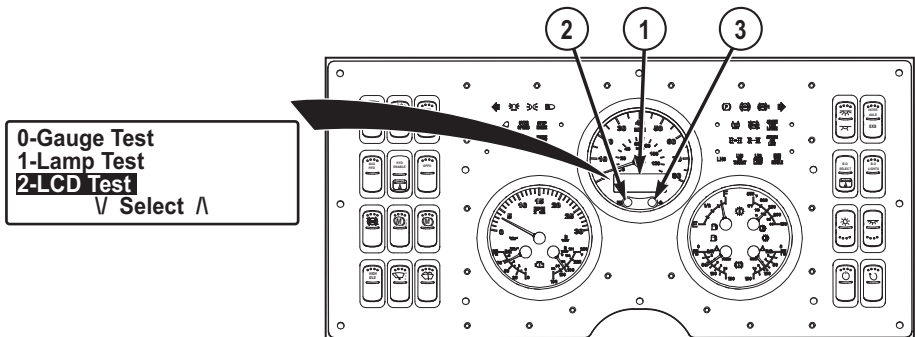


Figure 15.

- d. Scroll down using M button (2) or up using T button (3) until '2-LCD Test' is selected (shown).
- e. Press M button (2) and T button (3) together to begin testing LCD (1). Display should alternate between normal (shown-top) and negative (shown-bottom) mode three times before returning to drive mode screen.

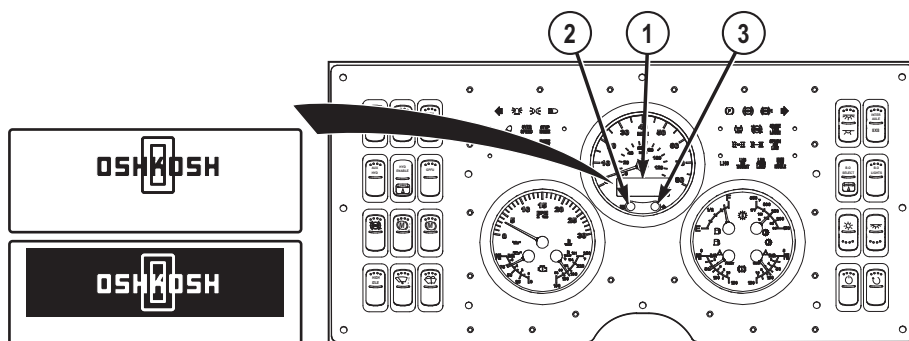


Figure 16.

- f. Contact field level maintenance to replace main gauge/instrument panel if LCD (1) fails to illuminate as shown and described in Step (f).

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE AIR SUSPENSION BALL VALVES

INITIAL SETUP:

Not Applicable

TURN BALL VALVES ON

CAUTION

- Never operate vehicle with suspension dumped (deflated) during normal driving operations. Failure to comply may result in damage to equipment.
- Never operate vehicle with one or more ball valves positioned OFF. Failure to comply may result in damage to equipment.

NOTE

- Vehicle is equipped with four ball valves, one on top of each air spring on No. 1 and No. 4 axles. Each ball valve controls two air springs (zone).
 - No. 1 axle driver side ball valve controls both No. 1 and No. 2 axle air springs (zone) for that side of vehicle.
 - No. 1 axle passenger side ball valve controls both No. 1 and No. 2 axle air springs (zone) for that side of vehicle.
 - No. 4 axle driver side ball valve controls both No. 4 and No. 3 axle air springs (zone) for that side of vehicle.
 - No. 4 axle passenger side ball valve controls both No. 4 and No. 3 axle air springs (zone) for that side of vehicle.
1. Position ball valve (1) ON (shown):
 - a. Pull lock (2) towards handle (3) and push handle (3) in until parallel with ball valve (1).

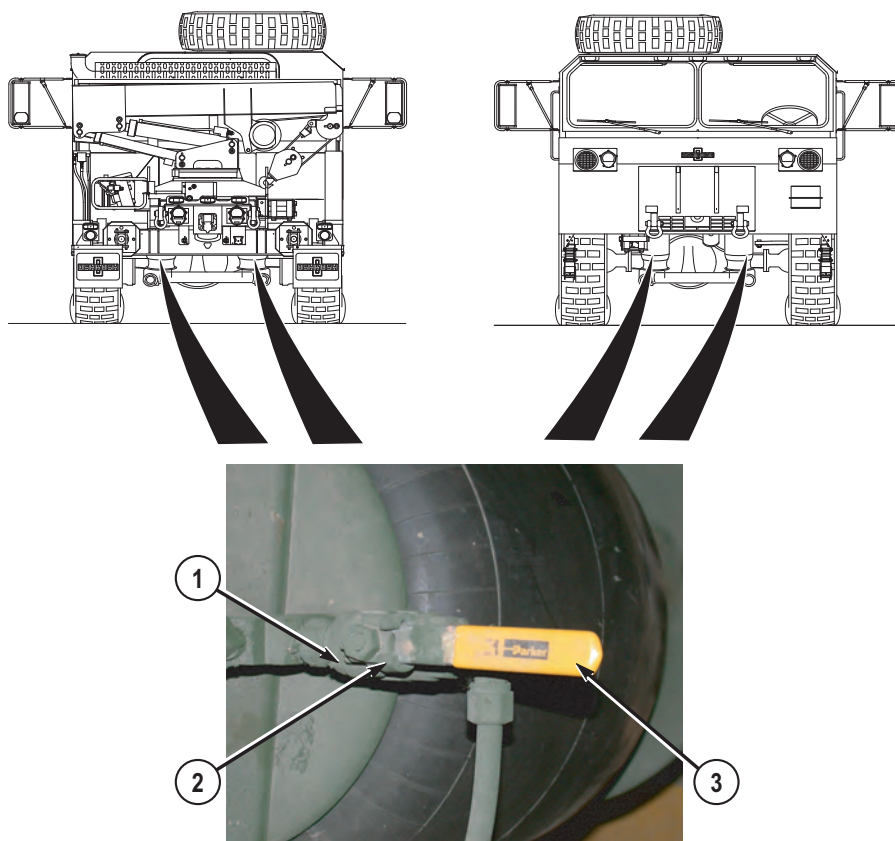


Figure 1.

- b. Release lock (2), and gently move handle (3) back and forth until lock is engaged.

NOTE

Refer to operate air suspension dump valve (WP 0036) for more information on air suspension servicing/dumping procedures.

2. Repeat Step (1) as necessary on remaining ball valves (1).

TURN BALL VALVES OFF

CAUTION

- Never operate vehicle with suspension dumped (deflated) during normal driving operations. Failure to comply may result in damage to equipment.

- Never operate vehicle with one or more ball valves positioned OFF. Failure to comply may result in damage to equipment.

NOTE

- Vehicle is equipped with four ball valves, one on top of each air spring on No. 1 and No. 4 axles. Each ball valve controls two air springs (zone).
 - No. 1 axle driver side ball valve controls both No. 1 and No. 2 axle air springs (zone) for that side of vehicle.
 - No. 1 axle passenger side ball valve controls both No. 1 and No. 2 axle air springs (zone) for that side of vehicle.
 - No. 4 axle driver side ball valve controls both No. 4 and No. 3 axle air springs (zone) for that side of vehicle.
 - No. 4 axle passenger side ball valve controls both No. 4 and No. 3 axle air springs (zone) for that side of vehicle.
1. Position ball valve (1) OFF (shown):
 - a. Pull lock (2) towards handle (3) and push handle (3) until at 90 degree angle with ball valve (1).

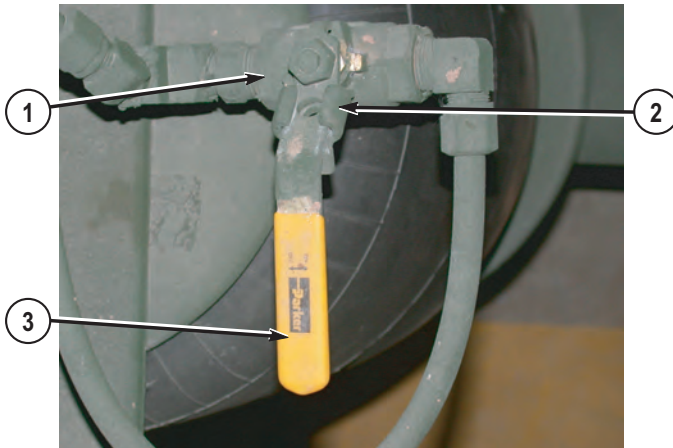
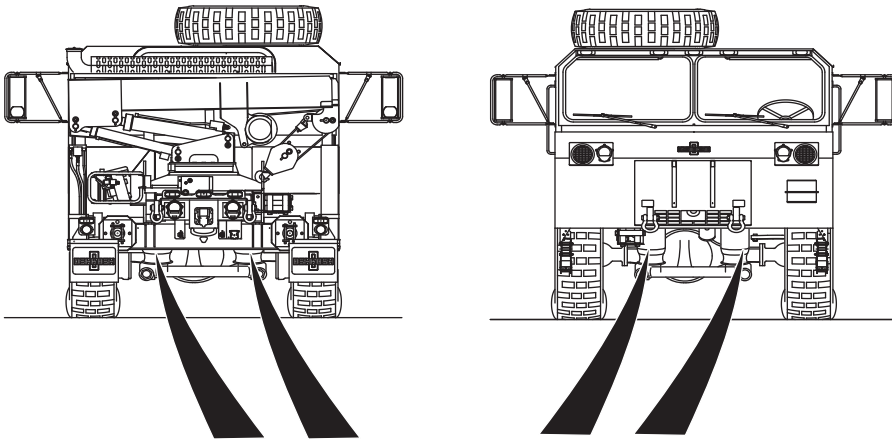


Figure 2.

- b. Release lock (2), and gently move handle (3) back and forth until lock is engaged.

NOTE

Refer to operate air suspension dump valve (WP 0036) for more information on air suspension servicing/dumping procedures.

- 2. Repeat Step (1) as necessary on remaining ball valves (1).

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE CONNECT/DISCONNECT M870/M870A1 SEMITRAILER

INITIAL SETUP:

Not Applicable

CONNECT M870/M870A1 SEMITRAILER

WARNING



- This procedure should be performed on level ground. Failure to comply may result in injury or death to personnel.
- Operator must always be stationed in driver's seat any time the tractor vehicle is in N (neutral) with wheel chocks removed. Failure to comply may result in injury or death to personnel.

CAUTION

- Always refer to semitrailer specific operator's manual (TM 5-2330-378-14&P) prior to coupling. Failure to comply may result in damage to equipment.
- Lockouts must be positioned as identified in Table 1. Failure to comply may result in damage to equipment.

NOTE

- This procedure is a two soldier task.
- Leave tractor vehicle running during procedure for heavy-duty winch operation.
- Tractor vehicle is equipped with fifth wheel to accept 3.5 in. (89 mm) kingpin.
- If fifth wheel lockout assemblies are not positioned correctly, complete Step (2) or (3) as applicable.

- Remove lockout assembly only if desired locking position (HALF LOCK or FULL LOCK) is not located to the inside (against the fifth wheel). To remove lockout assembly, complete Step (2).
- Loosen and rotate locking if NO LOCK position is desired, or if desired locking position (HALF LOCK or FULL LOCK) is located to the inside (against the fifth wheel). To loosen and rotate lockout assembly, complete Step (3).

1. Refer to Table 1. to determine whether lockout assembly lockrings are in correct position.

Table 1. Lockout Requirements.

| SEMITRAILER CENTER OF GRAVITY (CG) | ON-ROAD | OFF-ROAD |
|---|-------------------------------|-----------------------------|
| BELOW 65 in. (165 cm) | HALF LOCK (3° Oscillation) | NO LOCK (6° Oscillation) |
| ABOVE 65 in. (165 cm) | FULL LOCK (No Oscillation) | NO LOCK (6° Oscillation) |

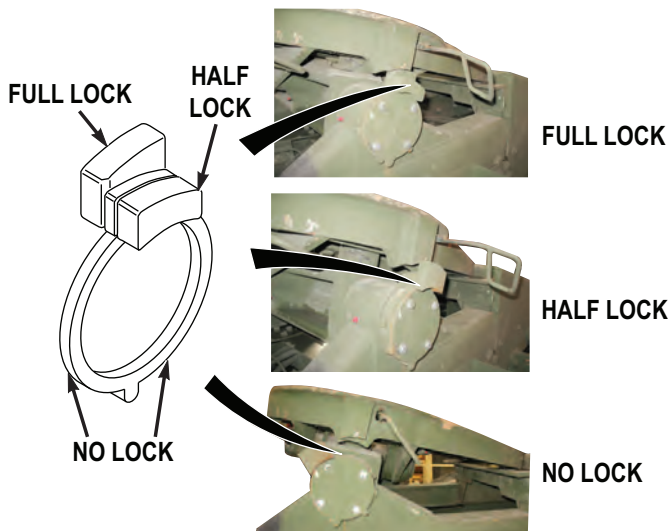


Figure 1.

NOTE

- If lockout assembly is oriented correctly (refer to table 1), skip to Step (4).
 - Remove lockout assembly only if desired locking position (HALF LOCK or FULL LOCK) is not located to the inside (against the fifth wheel).
 - To remove lockout assembly, complete Step (2).
 - Loosen and rotate locking if NO LOCK position is desired, or if desired locking position (HALF LOCK or FULL LOCK) is located to the inside (against the fifth wheel).
 - To loosen and rotate lockout assembly, skip to Step (3).
 - Both fifth wheel lockout assemblies are removed the same way (driver side shown).
2. Remove fifth wheel lockout assembly and orient correctly:

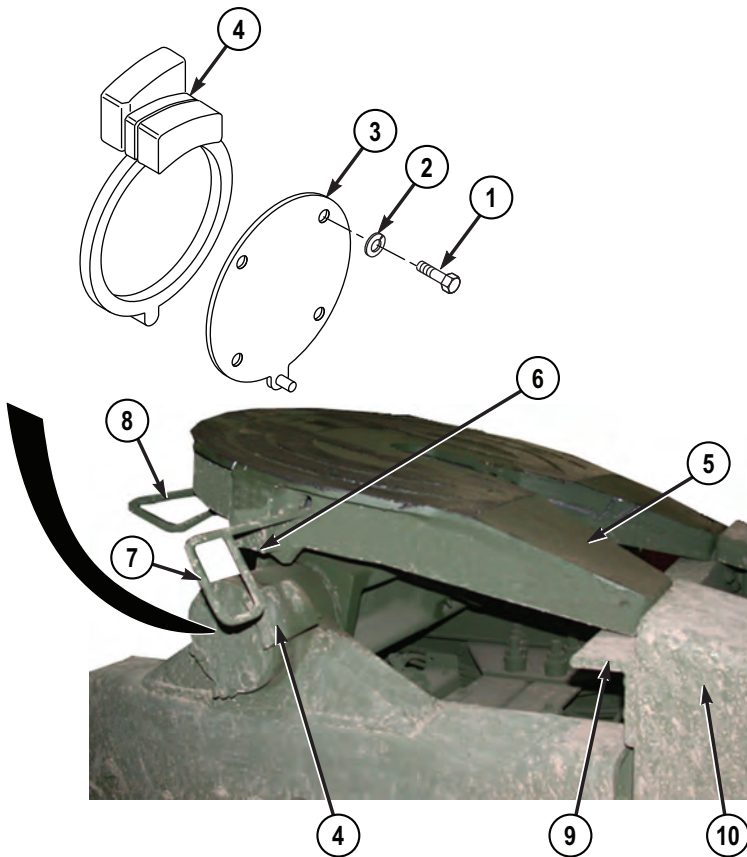


Figure 2.

- a. Remove four screws (1), lockwashers (2), cover plate (3), and lockring (4) from fifth wheel (5).
- b. Install lockring (4) so desired surface area (see Table 1 above) is oriented directly under engagement area (6) of fifth wheel (5) with cover plate (3), four lockwashers (2) and screws (1).
- c. Repeat Step (2) for opposite side of fifth wheel (5).

NOTE

- If lockout assembly is oriented correctly (refer to table 1), skip to Step (4).
- Loosen and rotate lockring if NO LOCK position is desired, or if desired lockring position (HALF LOCK or FULL LOCK) is located to the inside (against the fifth wheel).

- Both fifth wheel lockout assemblies are rotated the same way (driver side shown).
3. Rotate fifth wheel lockout assembly:
 - a. Loosen four screws (1).

NOTE

- Driver side locking rotates toward the rear of vehicle.
 - Passenger side locking rotates toward the front of vehicle.
- b. Rotate locking (4) so desired surface area (see table 1 above) is oriented directly under engagement area (6) of fifth wheel (5).
 - c. Tighten four screws (1).
 - d. Repeat Step (3) for opposite side of fifth wheel (5).

NOTE

Fifth wheel has two lock release handles.

4. Pull fifth wheel secondary lock release handle (7) completely out as far as it will go.
5. Pull out fifth wheel primary lock release handle (8) and hook it in out position.
6. Push down rear of fifth wheel (5) until it rests on stop (9) below guide ramps (10).

CAUTION

- Ensure there is a generous amount of grease on fifth wheel, ramps, kingpin, and steering wedge. Failure to comply may result in damage to equipment.
 - Tractor vehicle and semitrailer coupling should be performed with the tractor vehicle and semitrailer in a straight line. If wedge of trailer is not aligned with tractor vehicle fifth wheel, adjust either tractor vehicle, trailer, or both to align them. Failure to comply may result in damage to equipment.
7. Prepare semitrailer for coupling (refer to TM 5-2330-378-14&P). (WP 0146)
 8. Slowly back tractor vehicle (WP 0051) to within 3 ft. (.92 m) of semitrailer. Stop tractor vehicle.

WARNING

Ensure that no one is standing between vehicle and semitrailer during coupling procedure. Failure to comply may result in injury or death to personnel.

9. Set transmission range selector (8) to N (neutral).

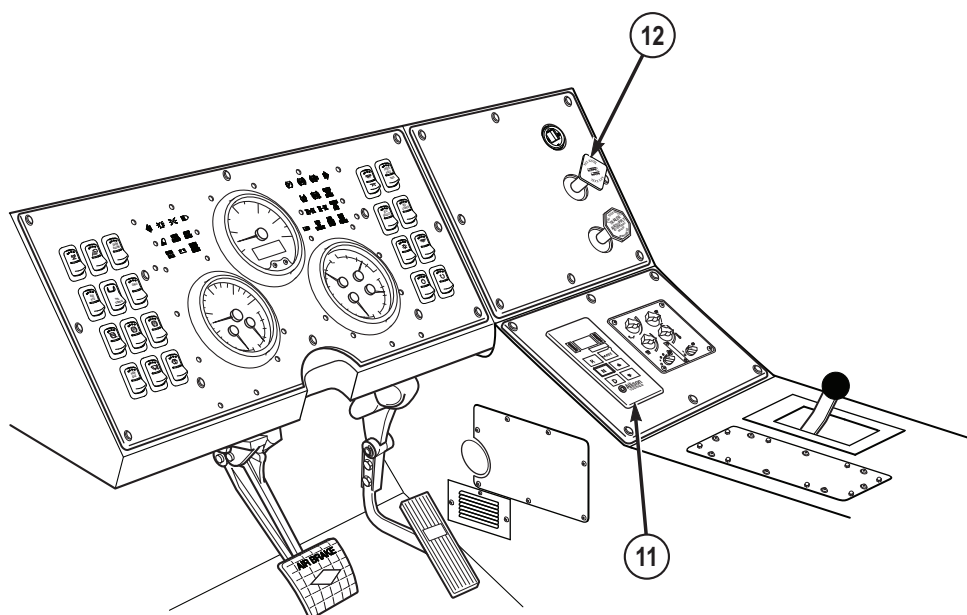


Figure 3.

NOTE

Dashboard parking brake indicator will illuminate when PARKING BRAKE control is applied.

10. Pull out PARKING BRAKE control (12).
11. Prepare heavy-duty winch (13) for operation. (WP 0037)

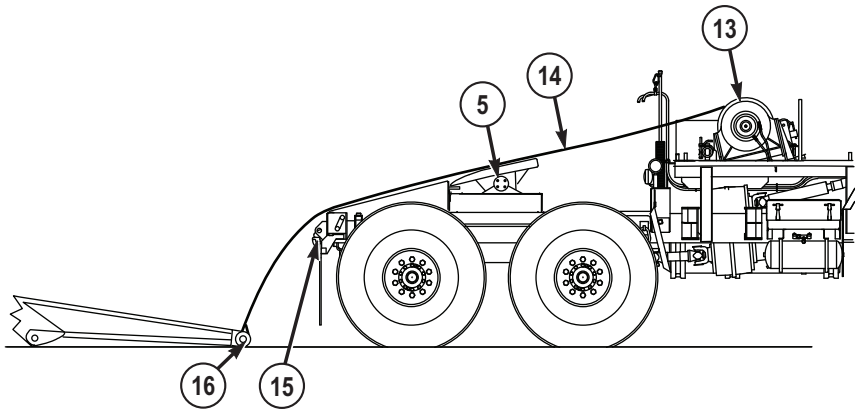


Figure 4.

WARNING

- Heavy-duty winch operator shall ensure all personnel keep hands and feet clear of heavy-duty winch during operation. Failure to comply may result in injury or death to personnel.
 - Keep all personnel clear of area when tension is on winch cable. Winch cable could come loose or break. Failure to comply may result in injury or death to personnel.
 - Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel.
 - Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel.
12. With aid of an assistant, pay out heavy-duty winch cable (14) over fifth wheel (5) and guide roller (15), and connect heavy-duty winch cable (14) to lifting eye (16) of semitrailer.
 13. Ensure tractor vehicle does not have parking brake or service brakes engaged while assistant reels in heavy-duty winch cable (9) and lifts semitrailer off ground. (WP 0037)

NOTE

Dashboard parking brake indicator will go out when PARKING BRAKE control is released.

14. Push in PARKING BRAKE control (12).

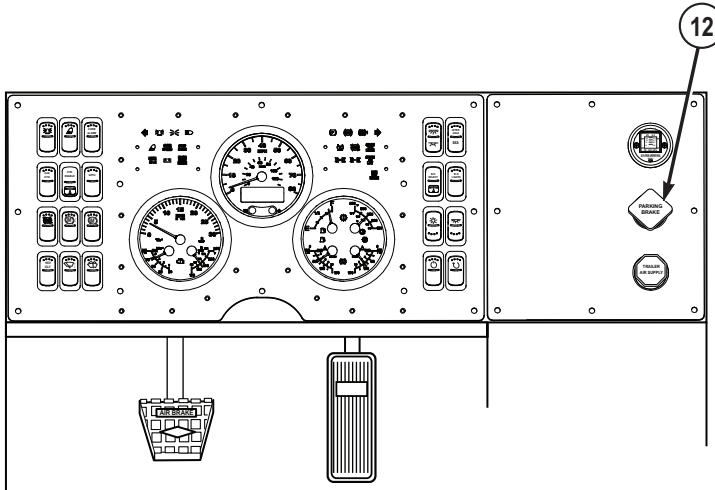


Figure 5.

WARNING

Ensure that no one is standing between vehicle and semitrailer during coupling procedure. Failure to comply may result in injury or death to personnel.

CAUTION

Ensure tractor vehicle does not have parking brake or service brakes engaged while assistant reels in heavy-duty winch cable and lifts semitrailer off ground. Failure to comply may result in damage to equipment.

15. Reel in heavy-duty winch cable (14) until semitrailer gooseneck (17) is in maximum upright position. Operator allows semitrailer and tractor vehicle to roll together.

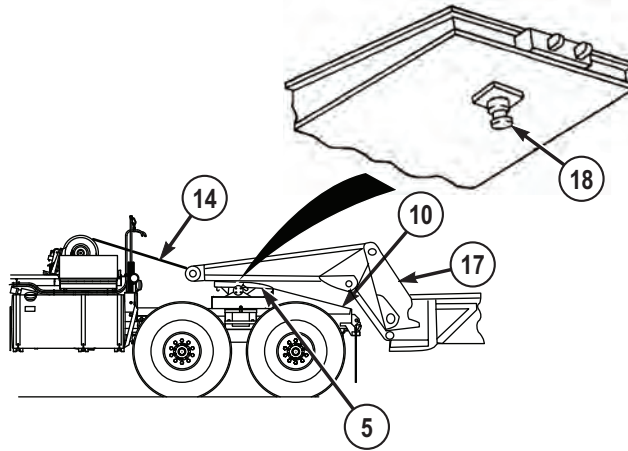


Figure 6.

CAUTION

Do not run kingpin up guide ramps to prevent damage to kingpin, guide ramps, or fifth wheel.

NOTE

- As semitrailer contacts tractor vehicle, second assistant should visually check that front of semitrailer is on guide ramps.
- Tractor vehicle is equipped with fifth wheel to accept 3.5 in. (89 mm) kingpin.

16. Continue to reel in heavy-duty winch cable (14) as semitrailer moves up guide ramps (10), and semitrailer kingpin (18) locks in fifth wheel (5).

NOTE

If coupling is not secure, rock tractor vehicle back and forth slowly until kingpin is locked in fifth wheel.

17. Verify semitrailer kingpin (18) is fully engaged and locked within fifth wheel (5).

NOTE

Dashboard parking brake indicator will illuminate when PARKING BRAKE control is applied.

18. Pull out PARKING BRAKE control (12).

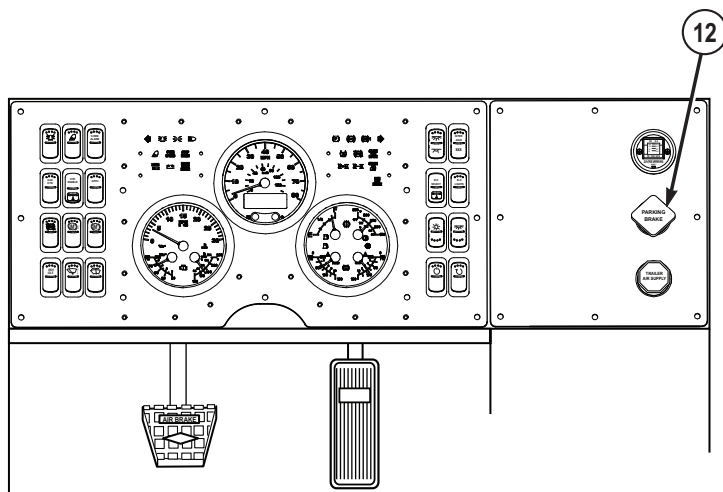


Figure 7.

19. Ensure primary lock release handle (8) is pushed completely in.

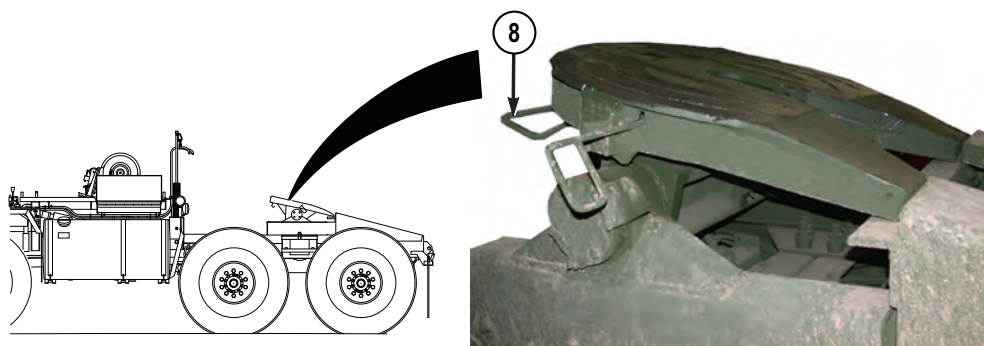


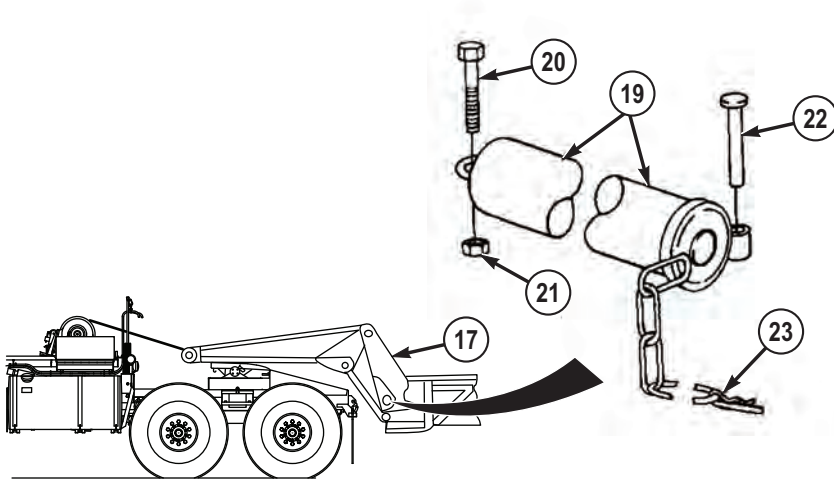
Figure 8.

NOTE

- If semitrailer is M870, continue with Step (19).
- If semitrailer is M870A1, skip to Step (20).

20. Perform the following for a M870 semitrailer:

- a. Install two lockpins (19), one on each side of semitrailer gooseneck (17).



M870

Figure 9.

- b. Install two safety screws (20), nuts (21), safety locking pins (22), and safety clips (23) in lockpins (19).

NOTE

If semitrailer is M870A1, continue with Step (20).

21. Perform the following for a M870A1 semitrailer:

CAUTION

Ensure safety latches on locking pins lay flat against the frame of semitrailer and in holder. Failure to comply may result in damage to equipment.

- a. Install two lockpins (19), one on each side of semitrailer gooseneck (17).

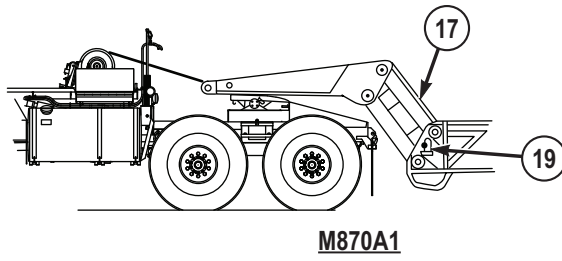


Figure 10.

22. Disconnect tractor vehicle air lines (24) from tree (25).

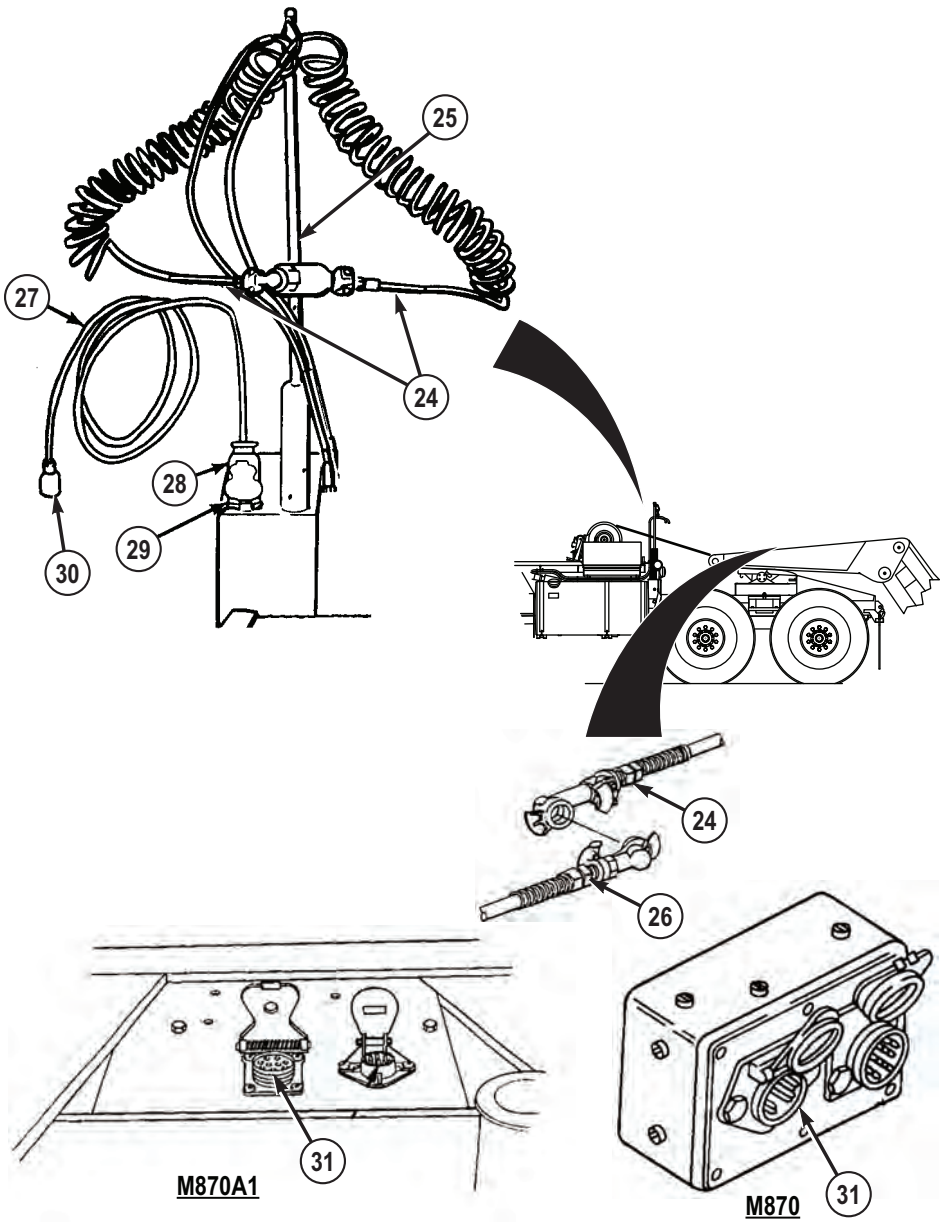


Figure 11.

NOTE

- Connect tractor vehicle emergency (red) air line to semitrailer emergency (red) air line.

- Connect tractor vehicle service (blue) air line to semitrailer service (blue) air line.
23. Connect tractor vehicle air lines (24) to semitrailer air lines (26).
 24. Remove inter-vehicular wiring harness (27) from stowage box and connect cable plug (28) to receptacle on tractor vehicle (29).

NOTE

M870/M870A1 semitrailers have both 12-volt and 24-volt receptacles, use the 24-volt receptacle.

25. Connect free end of inter-vehicular harness cable plug (30) to receptacle (31) on semitrailer.

NOTE

The M870 and M870A1 semitrailers have different air reservoir configurations (refer to figure below).

26. Ensure semitrailer air reservoirs (32) have drain cocks (33) in closed position.

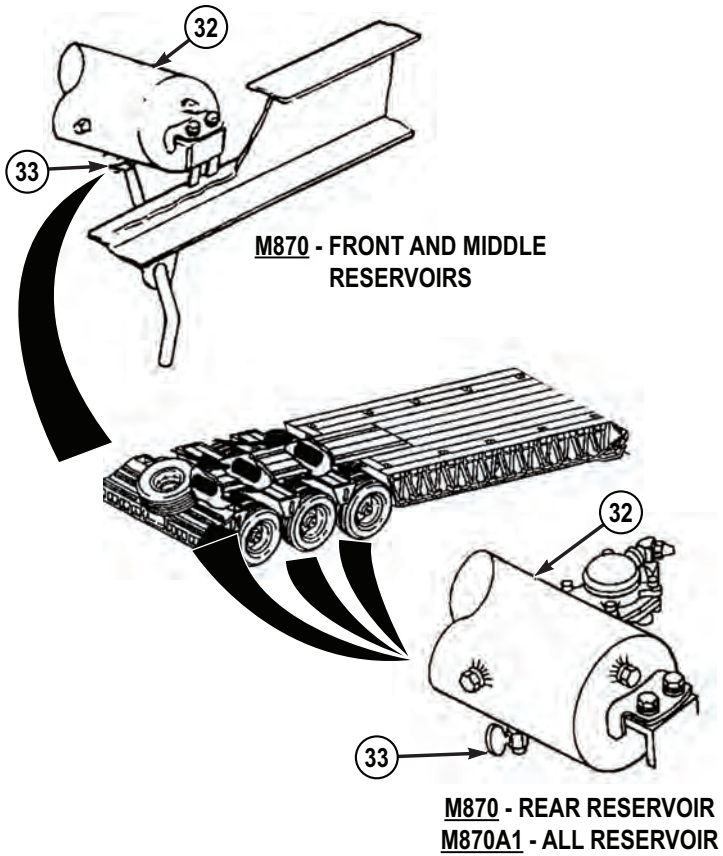


Figure 12.

27. With aid of an assistant, disconnect heavy-duty winch cable (14) from semitrailer lifting eye (16) and stow heavy-duty winch cable (14).

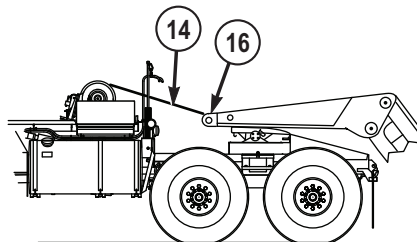


Figure 13.

28. With aid of an assistant, prepare semitrailer for transport (refer to TM 5-2330-378-14&P). (WP 0146).

29. Push in TRAILER AIR SUPPLY control (34).

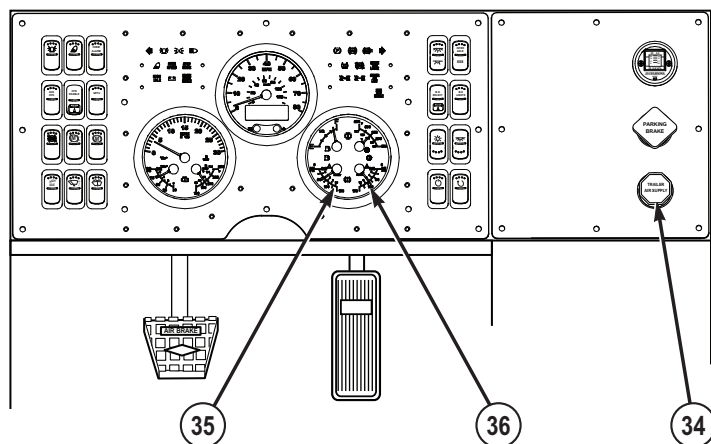


Figure 14.

30. Both FRONT (35) and REAR (36) air pressure gauges must indicate at least 100 psi (6.9 bar) before transporting semitrailer.

31. Transport semitrailer (refer to TM 5-2330-378-14&P for semitrailer specific operating procedures). (WP 0146)

DISCONNECT M870/M870A1 SEMITRAILER

WARNING



- This procedure should be performed on level ground. Failure to comply may result in injury or death to personnel.
- Operator must always be stationed in driver's seat any time the tractor vehicle is in N (neutral) with wheel chocks removed. Failure to comply may result in injury or death to personnel.

CAUTION

- Operator should not leave cab of tractor vehicle during these procedures. Tractor vehicle will have engine running, wheel chocks removed, and PARKING BRAKE control released (disengaged) for extended periods of time. Failure to comply may result in damage to equipment.

- Always refer to semitrailer specific operator's manual (TM 5-2330-378-14&P) (WP 0146) prior to uncoupling. Failure to comply may result in damage to equipment.

NOTE

- This procedure is a two soldier task.
 - Leave tractor vehicle running during procedure for heavy-duty winch operation.
1. Position tractor vehicle and semitrailer.
 2. Set transmission range selector (1) to N (neutral).

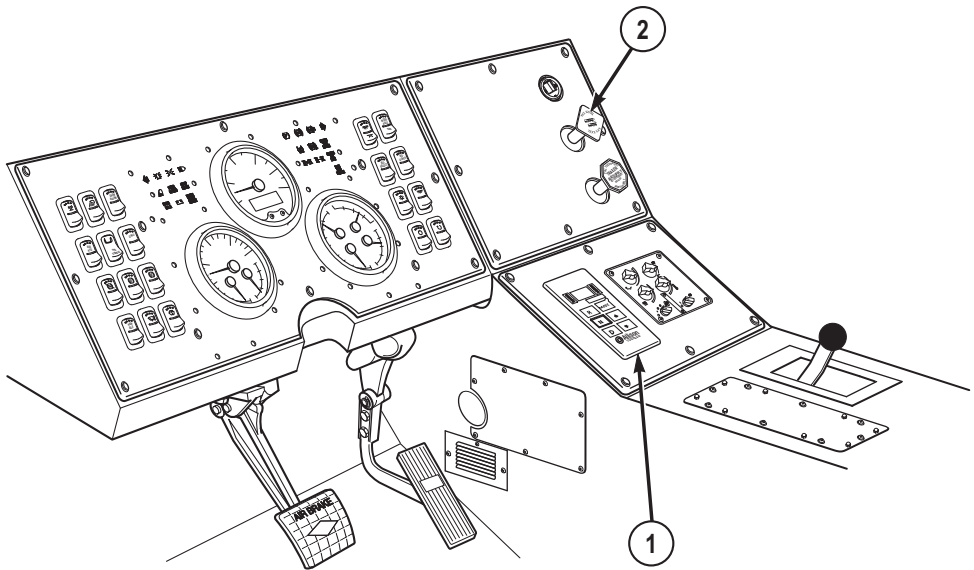


Figure 15.

NOTE

Dashboard parking brake indicator will illuminate when PARKING BRAKE control is applied.

3. Pull out PARKING BRAKE control (2).

CAUTION

Payload must be positioned over rear axles before starting uncoupling procedures. Failure to comply may result in damage to equipment.

4. With aid of an assistant, prepare semitrailer load for uncoupling (refer to TM 5-2330-378-14&P). (WP 0146)
5. Position semitrailer handbrake control (3) off.

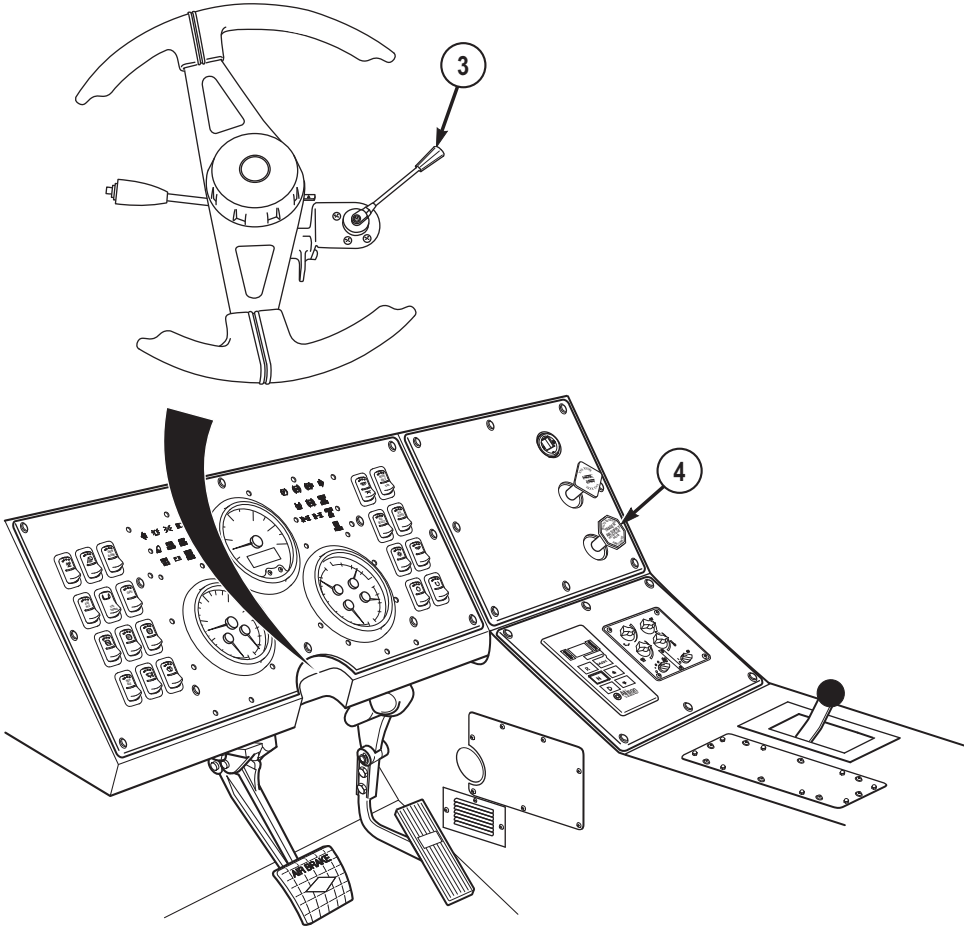


Figure 16.

6. Pull out TRAILER AIR SUPPLY control (4).
7. Disconnect air lines (5) from semitrailer and stow air lines on tree (6).

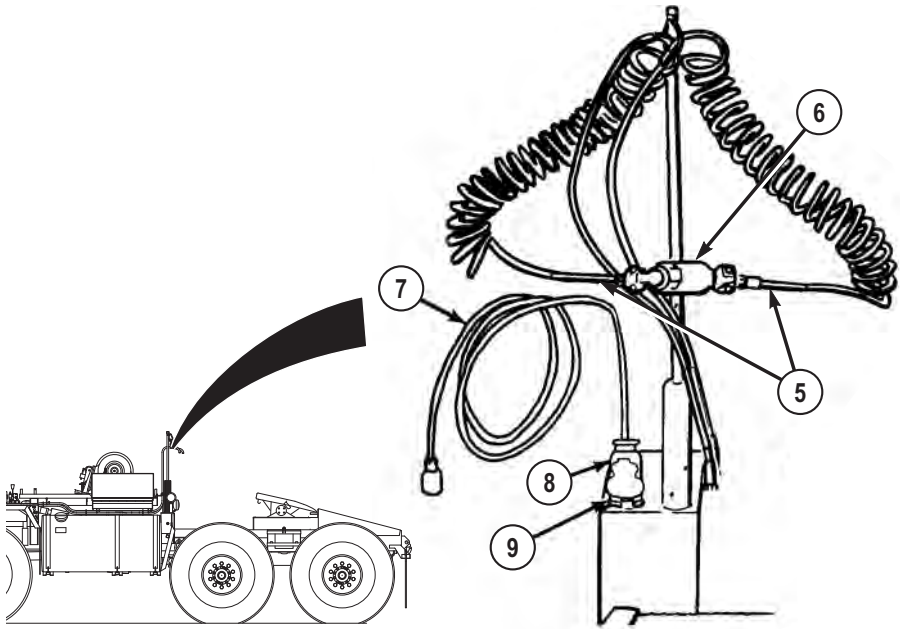


Figure 17.

8. Disconnect inter-vehicular wiring harness (7) from semitrailer, remove cable plug (8) from tractor vehicle receptacle (9), and stow inter-vehicular wiring harness (7) in stowage box.

WARNING



- Heavy-duty winch operator shall ensure all personnel keep hands and feet clear of heavy-duty winch during operation. Failure to comply may result in injury or death to personnel.
- Keep all personnel clear of area when tension is on winch cable. Winch cable could come loose or break. Failure to comply may result in injury or death to personnel.
- Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel.

- Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel.

NOTE

9. With aid of an assistant, pay out heavy-duty winch cable (10) (WP 0037) and connect to lifting eye (11) of semitrailer.

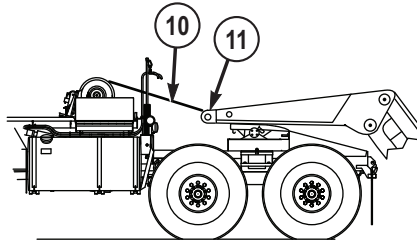
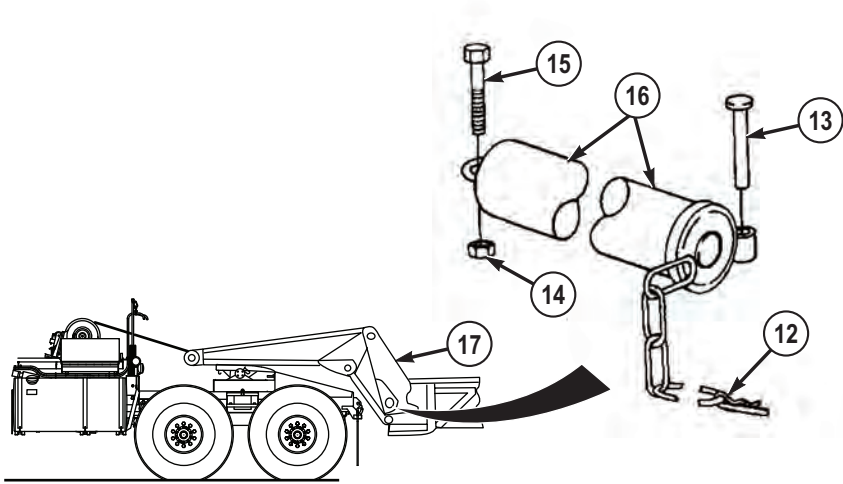


Figure 18.

NOTE

- If semitrailer is M870, continue with Step (10).
 - If semitrailer is M870A1, skip to Step (11).
10. Perform the following for a M870 semitrailer:
 - a. Remove two safety clips (12), safety locking pins (13), nuts (14), and screws (15) from lockpins (16).

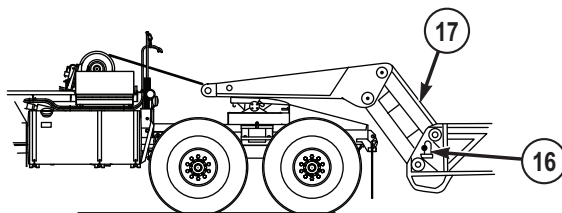
**M870***Figure 19.*

- b. Remove two lockpins (16), one from each side of semitrailer gooseneck (17).
- c. Install two safety screws (15), nuts (14), safety locking pins (13), and safety clips (12) in lockpins (16) to prevent loss.

NOTE

- If semitrailer is M870, skip to Step (12).
- If semitrailer is M870A1, continue with Step (11).

11. Remove two lockpins (16), one from each side of semitrailer gooseneck (17).

**M870A1***Figure 20.***NOTE**

Fifth wheel has two lock release handles.

12. Pull fifth wheel secondary lock release handle (18) completely out as far as it will go.

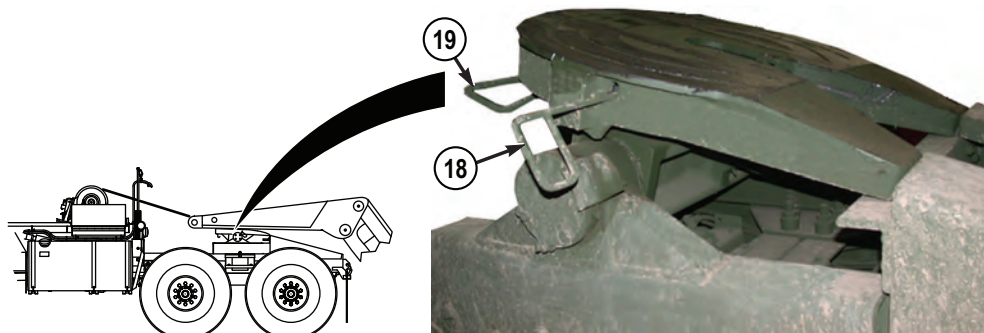


Figure 21.

13. Pull out fifth wheel primary lock release handle (19) and hook it in out position.

NOTE

Dashboard parking brake indicator will go out when PARKING BRAKE control is released.

14. Push in PARKING BRAKE control (2).

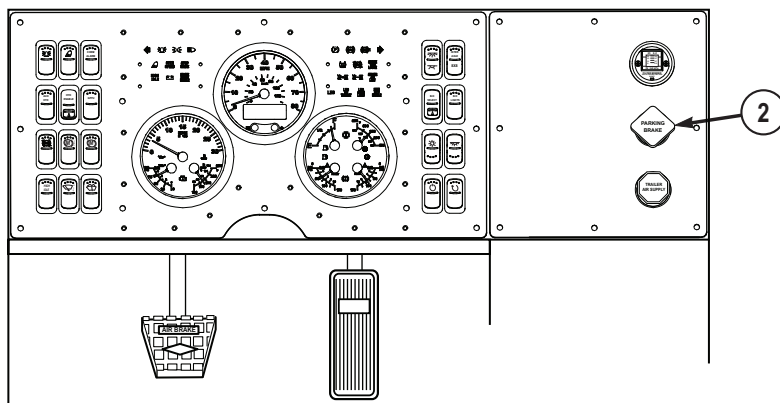


Figure 22.

WARNING

- Heavy-duty winch operator shall ensure all personnel keep hands and feet clear of heavy-duty winch during operation. Failure to comply may result in injury or death to personnel.
- Keep all personnel clear of area when tension is on winch cable. Winch cable could come loose or break. Failure to comply may result in injury or death to personnel.
- Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel.
- Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel.

CAUTION

- When uncoupling on soft or rough terrain, tractor vehicle may not roll forward as heavy-duty winch cable is payed out. It will be necessary to move tractor vehicle forward as assistant pays out heavy-duty winch cable. Failure to comply may result in damage to equipment.
 - Do not pay out too much heavy-duty winch cable before tractor vehicle is moved forward or semitrailer gooseneck may contact tractor vehicle. Failure to comply may result in damage to equipment.
15. Ensure proper tractor vehicle position while slowly paying out heavy-duty winch cable (10) (WP 0037) and assistant checks clearance between tractor vehicle (20) and semitrailer (21).

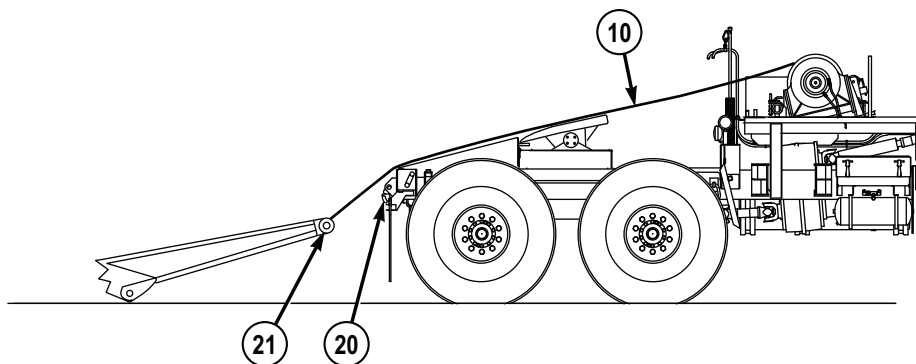


Figure 23.

NOTE

Continue Step (15) as semitrailer landing pads touch ground, and until semitrailer gooseneck fully extends and rests on ground.

- 16. Verify semitrailer (21) is in full contact with ground.

NOTE

Dashboard parking brake indicator will illuminate when PARKING BRAKE control is applied.

- 17. Pull out PARKING BRAKE control (2).

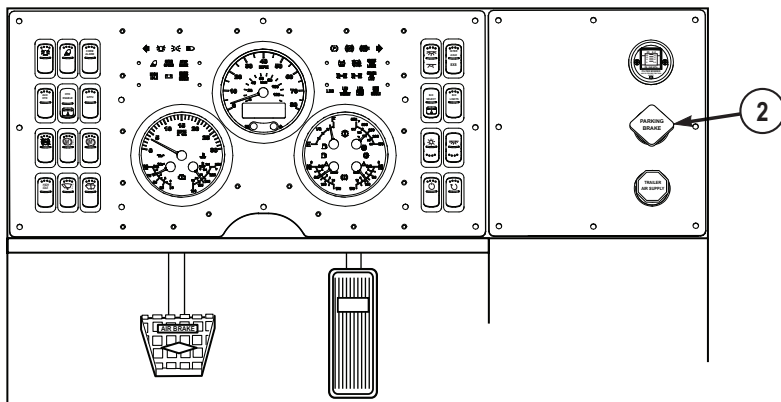


Figure 24.

CAUTION

Use wheel chocks when uncoupling tractor vehicle from semitrailer. Failure to comply may result in damage to equipment.

NOTE

- If semitrailer is parked on level ground; put one wheel chock in front of tire on one side and one wheel chock in back of tire on other side of tractor vehicle.
- If semitrailer is parked uphill; place one wheel chock on each side of semitrailer in back of tire.
- If semitrailer is parked downhill; place one wheel chock on each side of semitrailer in front of tire.

18. Chock semitrailer wheels (refer to TM 5-2330-378-14&P). (WP 0146)

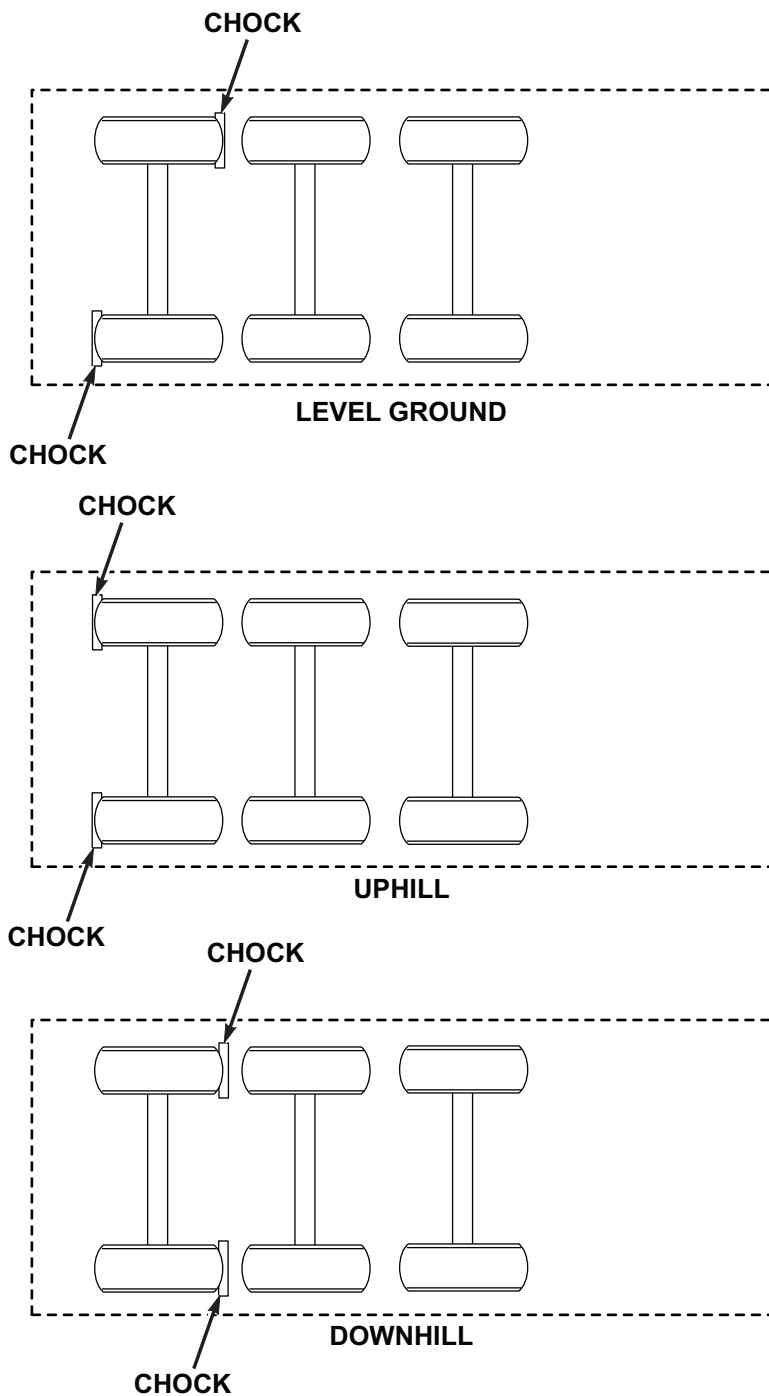


Figure 25.

NOTE

- If semitrailer is M870, continue with Step (19).
- If semitrailer is M870A1, skip to Step (20).

19. Perform the following for a M870 semitrailer:

- Install two lockpins (16), one on each side of semitrailer gooseneck (17).
- Install two safety screws (15), nuts (14), safety locking pins (13), and safety clips (12) in lockpins (16).

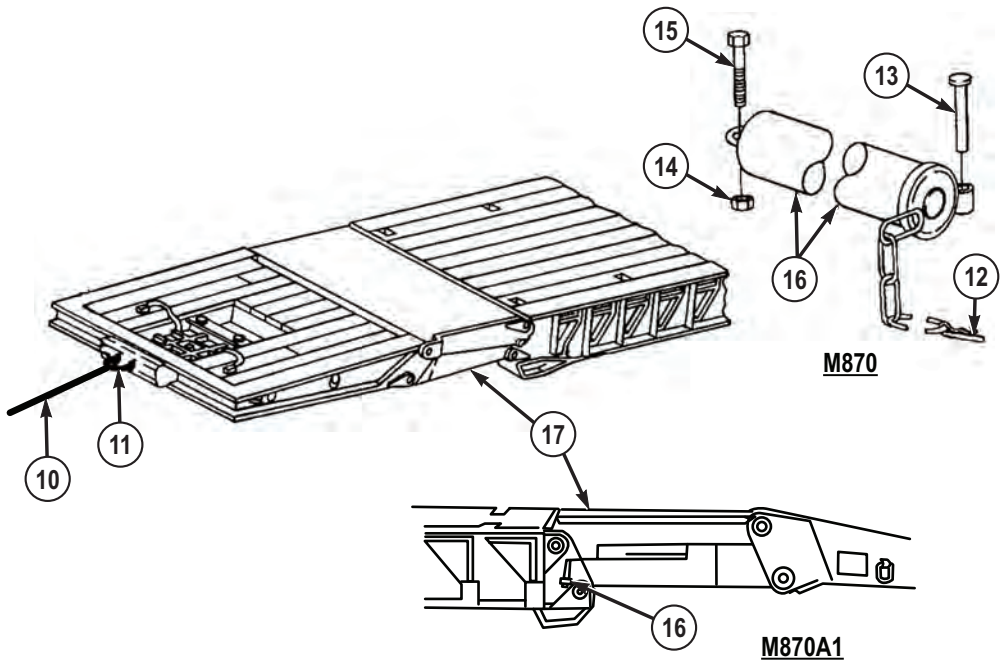


Figure 26.

NOTE

- If semitrailer is M870, skip to Step (21).
- If semitrailer is M870A1, continue with Step (20).

20. Install two lockpins (16), one on each side of semitrailer gooseneck (17).

WARNING

- Heavy-duty winch operator shall ensure all personnel keep hands and feet clear of heavy-duty winch during operation. Failure to comply may result in injury or death to personnel.
- Keep all personnel clear of area when tension is on winch cable. Winch cable could come loose or break. Failure to comply may result in injury or death to personnel.
- Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel.
- Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel.

21. With the aid of an assistant, disconnect heavy-duty winch cable (10) from semitrailer lifting eye (11) and stow. (WP 0037)
22. Refer to TM 5-2330-378-14&P (WP 0146) for further instructions regarding M870/M870A1 semitrailer.

END OF TASK**END OF WORK PACKAGE**

**OPERATOR MAINTENANCE
HEAVY-DUTY WINCH OPERATION USING REMOTE-CONTROL UNIT**

INITIAL SETUP:

Not Applicable

PREPARE TO OPERATE HEAVY-DUTY WINCH

WARNING



- Using remote-control unit and operating heavy-duty winch away from vehicle will lessen the possibility of injury or death to personnel if winch cable separates under tension.
- Excessive noise levels are present any time the heavy-duty winch is operating. Wear single hearing protection (earplugs or equivalent) while working around equipment when it is running. Failure to comply may result in injury or death to personnel. Seek medical aid should you suspect a hearing problem.

NOTE

This procedure is a two soldier task.

1. Start engine. (WP 0044)
2. Position vehicle for straight pull and on solid ground so tires have good traction.
3. Set transmission range selector (1) to N (neutral).

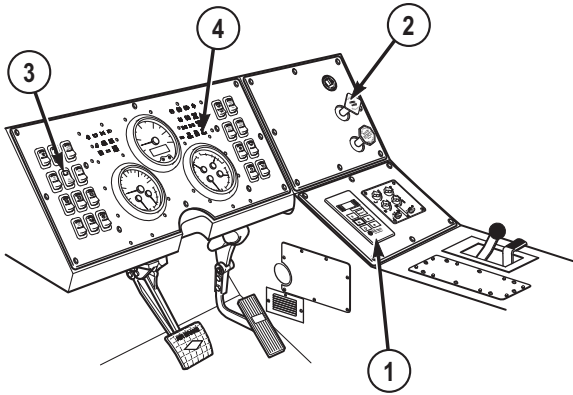


Figure 1.

NOTE

Dashboard parking brake indicator will illuminate when PARKING BRAKE control is applied.

4. Pull out PARKING BRAKE control (2).
5. Set HYD ENABLE switch (3) to off position. Indicator light (4) will go out.

CAUTION

Do not move hydraulic selector valve control while HYD ENABLE switch is set to on position. Failure to comply may result in damage to hydraulic equipment.

6. Pull out hydraulic selector valve control (5) for winching operations.

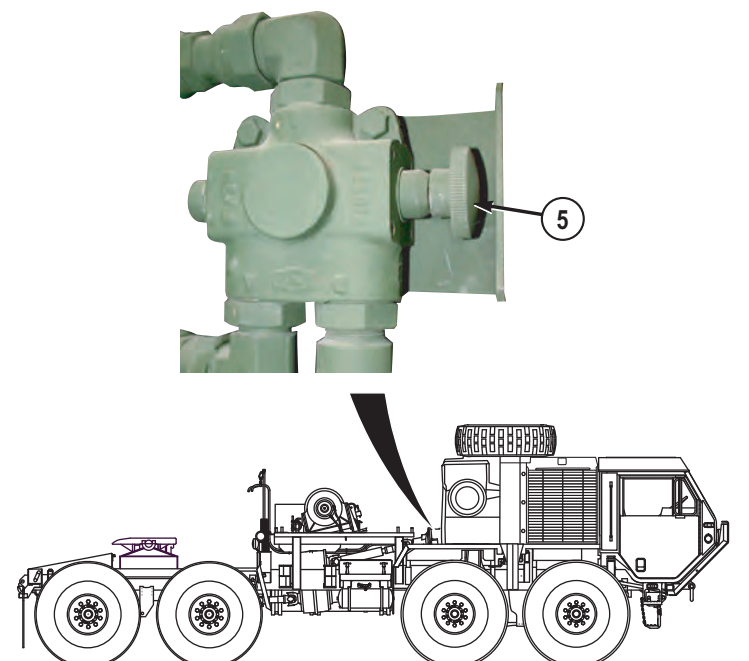


Figure 2.

7. Set HYD ENABLE switch (3) to on position. Indicator light (4) will illuminate.

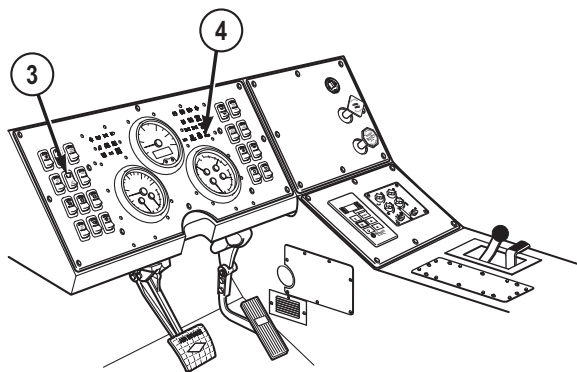


Figure 3.

WARNING

Using remote-control unit and operating heavy-duty winch away from vehicle will lessen the possibility of injury or death to personnel if winch cable separates under tension.

8. Remove remote-control unit (6) and remote-control unit cable (7) from stowage.

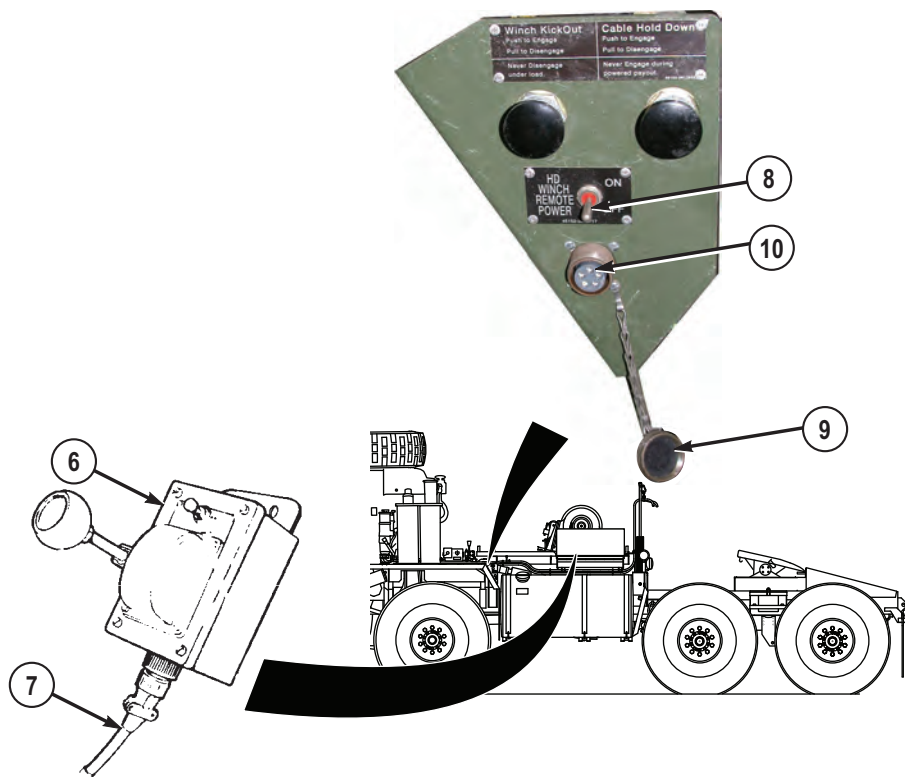


Figure 4.

9. Set HD WINCH REMOTE POWER switch (8) to OFF position.
10. Remove cap (9) from remote-control unit hookup receptacle (10).
11. Clean any dirt and debris from both remote-control unit hookup receptacle (10) and remote-control unit cable plug (11).

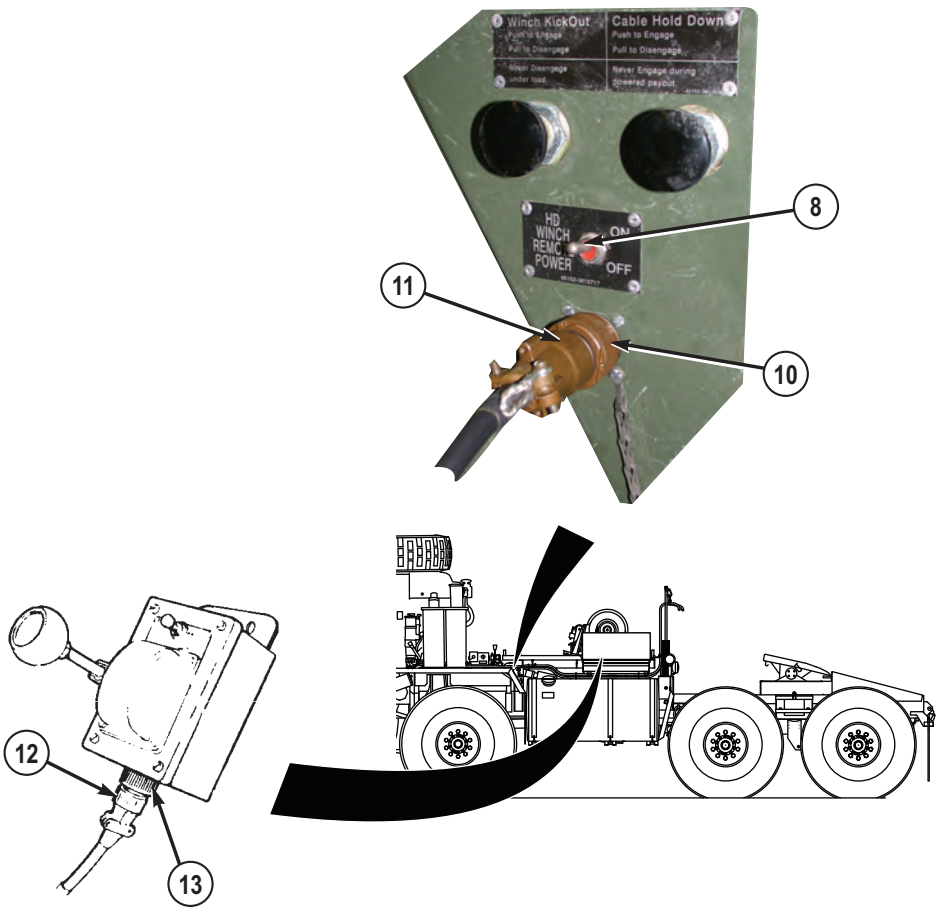


Figure 5.

12. Connect remote-control unit cable plug (11) to remote-control unit hookup receptacle (10).
13. Clean any dirt and debris from both remote-control unit cable plug (12) and remote-control unit receptacle (13).
14. Connect remote-control unit cable plug (12) to remote-control unit receptacle (13).

CAUTION

Operator should only perform Step (15) just before operator intends to pay out/reel in cable. HD WINCH REMOTE POWER switch should remain OFF in all other instances to preclude accidental cable movement. Failure to comply may result in damage to equipment.

15. Set HD WINCH REMOTE POWER switch (8) to ON position.

PAY OUT CABLE AND CONNECT TO EQUIPMENT**CAUTION**

- Do not allow other vehicles to run over winch cable. Winch cable may be damaged. Failure to comply may result in damage to equipment.
- Cable Hold Down control should never be engaged (pushed in) during winch cable pay out under power. Failure to comply may result in damage to equipment.

1. Disengage (pull out) Cable Hold Down control (1).

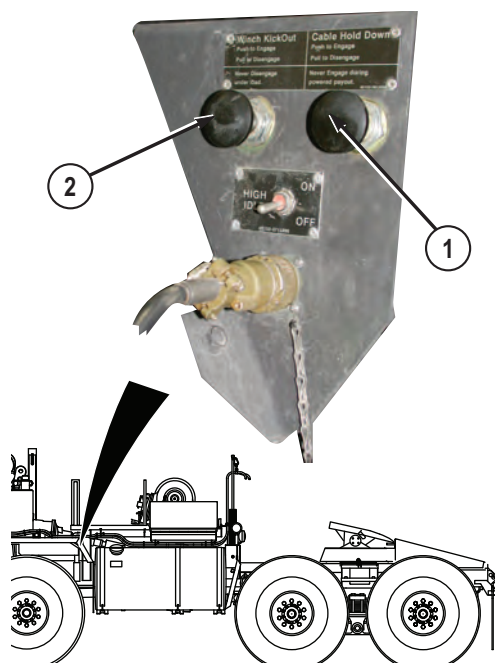


Figure 6.

CAUTION

Winch KickOut control should never be engaged (pushed in) under load. Failure to comply may result in damage to equipment.

2. Disengage (pull out) Winch KickOut control (2).
3. Unhook clevis retention chain (3) from clevis (4).

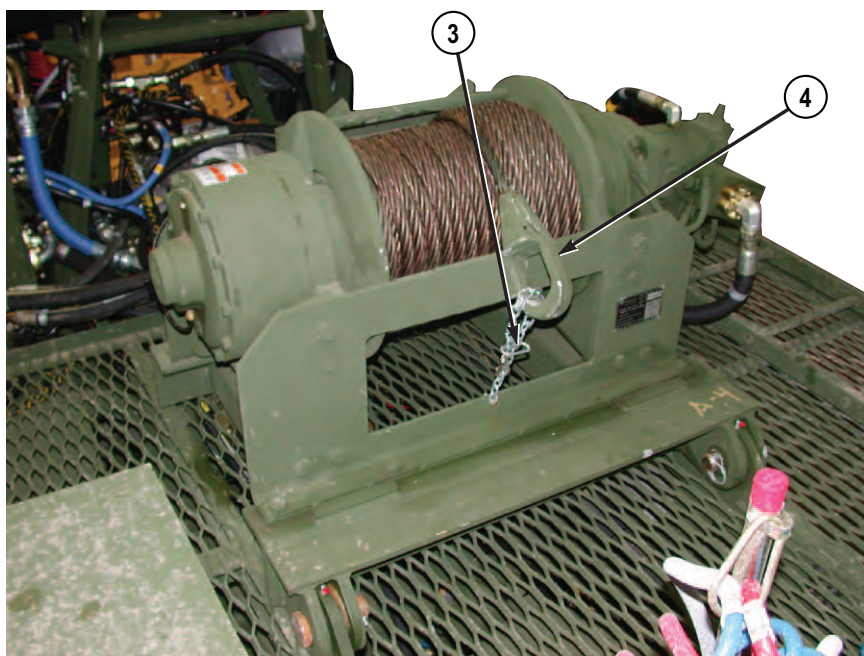


Figure 7.

NOTE

- Setting the HIGH IDLE switch to ON position enables fast speed in heavy-duty winch. HIGH IDLE should only be used when normal speed operation is too slow while loading mired equipment or a semitrailer laden with heavy equipment.
 - Due to the increased speed of winch cable payout, it is not recommended that HIGH IDLE be used to pay out winch cable.
4. Use of remote-control unit HIGH IDLE switch (5) is at the discretion of the operator.

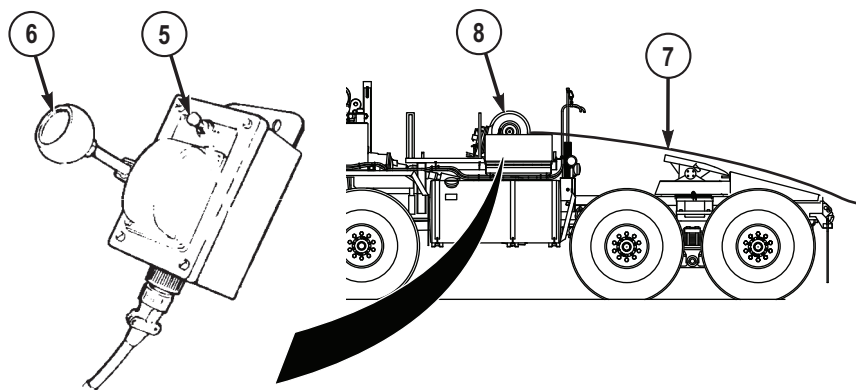


Figure 8.

WARNING



- Heavy-duty winch operator shall ensure all personnel keep hands and feet clear of heavy-duty winch during operation. Failure to comply may result in injury or death to personnel.
- Keep all personnel clear of area when tension is on winch cable. Winch cable could come loose or break. Failure to comply may result in injury or death to personnel.
- Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel.
- Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel.

CAUTION

Ensure assistant routes winch cable to avoid snag hazards on tractor vehicle and semitrailer. Failure to comply may result in damage to equipment.

NOTE

The operator may notice the vehicle mounted (manual) winch control lever mimicking the inputs applied to remote-control unit winch control lever. This is a normal condition.

5. Pull remote-control unit winch control lever (6) to pay out winch cable (7) while assistant routes winch cable to equipment. Release remote-control unit winch control lever (6) when it is determined ample winch cable (7) is available for connection to equipment.

CAUTION

Always be sure there are at least five wraps of winch cable on winch drum. If there are less than five wraps of winch cable on winch drum, winch cable may come loose and damage equipment.

NOTE

Ensure weight of equipment and amount of winch cable left on winch does not go over pull capacity (refer to FM 4-30.31 and Heavy-Duty Winch Pull Capacity Table below).

6. Check that there are at least five wraps of winch cable (7) on winch (8). If there are not at least five wraps of winch cable (7) on winch (8), move tractor vehicle closer to equipment and continue loading, or shut down winch (8).

Table 1. Heavy-Duty Winch Pull Capacity.

| CABLE LAYER | CABLE ON DRUM (ft.) | CAPACITY (lbs) |
|--------------------|----------------------------|-----------------------|
| 1 | 37 | 45,000 |
| 2 | 81 | 37,200 |
| 3 | 133 | 31,700 |
| 4 | 150 | 27,700 |

NOTE

If HIGH IDLE was not utilized during winch cable pay out, skip to Step (8).

7. Set remote-control unit HIGH IDLE switch (5) to OFF position (as applicable).
8. Connect winch cable (7) to equipment.

LOAD EQUIPMENT

1. Engage (push in) Cable Hold Down control (1).

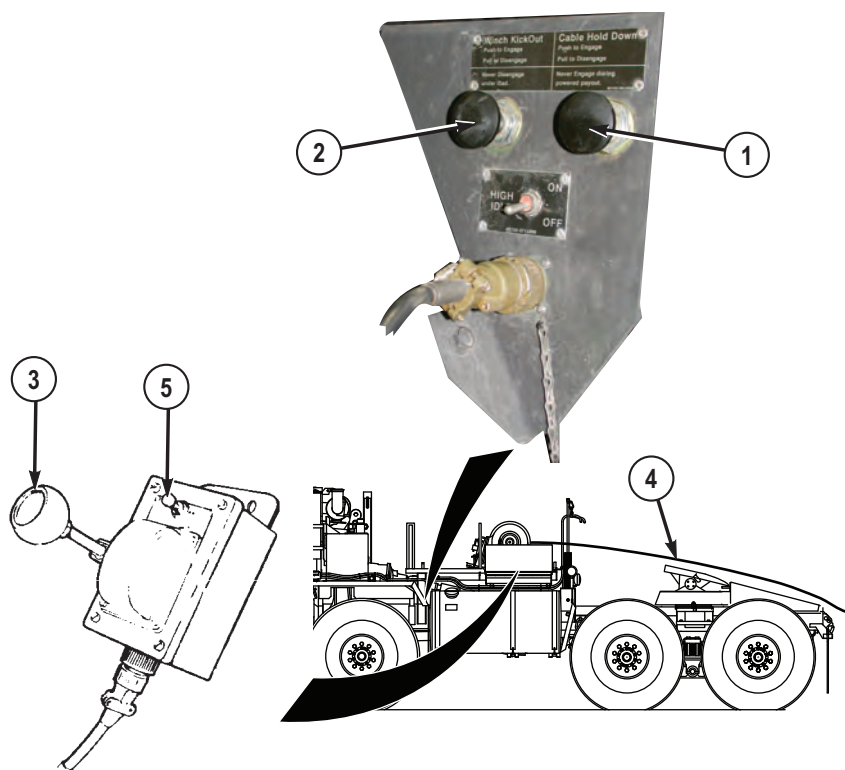


Figure 9.

CAUTION

Winch KickOut control should never be engaged (pushed in) under load. Failure to comply may result in damage to equipment.

2. Disengage (pull out) Winch KickOut control (2).
3. Ensure loading area is clear of personnel.

WARNING

- Heavy-duty winch operator shall ensure all personnel keep hands and feet clear of heavy-duty winch during operation. Failure to comply may result in injury or death to personnel.

- Keep all personnel clear of area when tension is on winch cable. Winch cable could come loose or break. Failure to comply may result in injury or death to personnel.
- Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel.
- Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel.

CAUTION

Gradually apply power to avoid high impact loading of winch cable.

NOTE

Maintaining a safe distance, visually recheck your rigging once light tension (slack taken out of winch cable) is applied to winch cable.

4. Push in remote-control unit winch control lever (3) slightly to slowly tighten winch cable (4).

NOTE

- Setting the HIGH IDLE switch to ON position enables fast speed in heavy-duty winch. HIGH IDLE should only be used when normal speed operation is too slow while loading mired equipment or a semitrailer laden with heavy equipment.
 - Due to the increased speed of winch cable payout, it is not recommended that HIGH IDLE be used for loading an empty or lightly laden semitrailer.
5. Use of remote-control unit HIGH IDLE switch (5) is at the discretion of the operator.

NOTE

- Assistant should be in a position to safely monitor the loading operation and advise the operator of progress.
 - The operator may notice the vehicle mounted (manual) control winch control lever mimicking the inputs applied to remote-control unit winch control lever. This is a normal condition.
6. Push in remote-control unit winch control lever (3) and load equipment.

NOTE

Pull remote-control unit winch control lever just enough to allow adequate slack in winch cable to disconnect from equipment.

- When equipment is fully loaded, pull remote-control unit winch control lever (3).

NOTE

If high idle was not utilized during winch cable pay out, skip Step (8).

- Set remote-control unit HIGH IDLE switch (4) to OFF position (as applicable).

DISCONNECT WINCH CABLE AND STOW

- Ensure Cable Hold Down control (1) is engaged (pushed in).

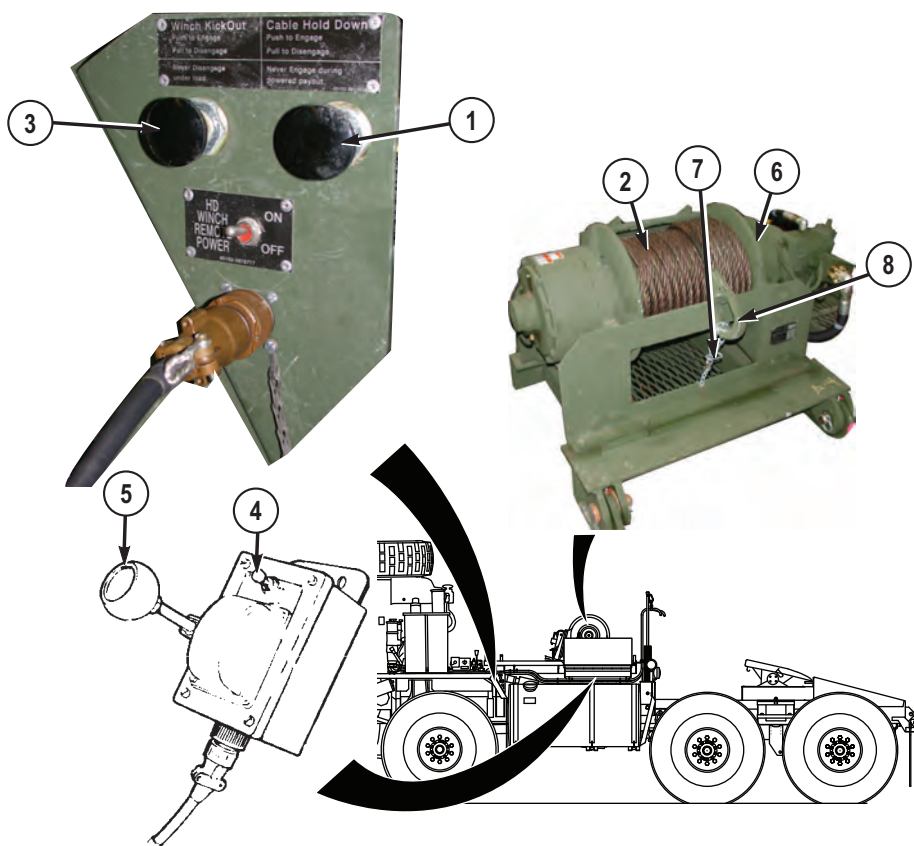


Figure 10.

- Disconnect winch cable (2) from equipment.

CAUTION

Winch KickOut control should never be engaged (pushed in) under load. Failure to comply may result in damage to equipment.

3. Disengage (pull out) Winch KickOut control (3).

NOTE

- Setting the HIGH IDLE switch to ON position enables fast speed in heavy-duty winch. HIGH IDLE should only be used when normal speed operation is too slow while loading mired equipment or a semitrailer laden with heavy equipment.
 - Due to the increased speed of winch cable payout, it is not recommended that HIGH IDLE be used to reel in and stow winch cable.
4. Use of remote-control unit HIGH IDLE switch (4) is at the discretion of the operator.

WARNING



- Heavy-duty winch operator shall ensure all personnel keep hands and feet clear of heavy-duty winch during operation. Failure to comply may result in injury or death to personnel.
- Keep all personnel clear of area when tension is on winch cable. Winch cable could come loose or break. Failure to comply may result in injury or death to personnel.
- Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel.
- Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel.

CAUTION

- Ensure assistant routes winch cable to avoid snag hazards on tractor vehicle and trailer. Failure to comply may result in damage to equipment.
- Both operator and assistant should ensure that winch cable wraps properly and evenly onto heavy-duty winch drum. Failure to comply may result in damage to equipment.

NOTE

- The operator may notice the vehicle mounted (manual) control winch control lever mimicking the inputs applied to remote-control unit winch control lever. This is a normal condition.
 - Ensure tension is kept on winch cable at all times during winch cable retrieval. This accompanied with guidance from the assistant will ensure the winch cable gets evenly wrapped onto winch drum.
5. Push in remote-control unit winch control lever (5) as assistant routes winch cable (2) onto winch drum (6).
 6. Once winch cable (2) is completely and evenly wrapped onto winch drum (6), release remote-control unit winch control lever (5).

NOTE

If high idle was not utilized during winch cable pay out, skip to Step (8).

7. Set remote-control unit HIGH IDLE switch (4) to OFF position (as applicable).
8. Assistant connects clevis retention chain (7) to clevis (8).
9. Set HYD ENABLE switch (9) to off position. Indicator light (10) will go out.

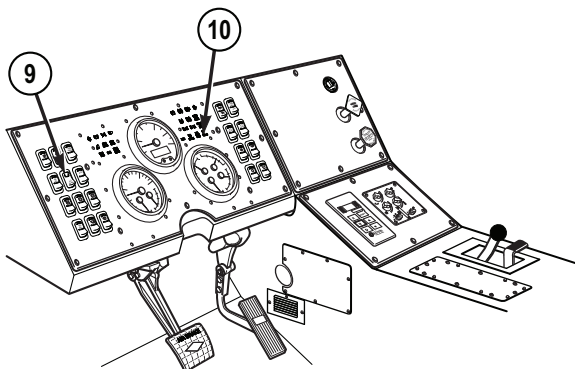


Figure 11.

10. Set HD WINCH REMOTE POWER switch (11) to OFF position.

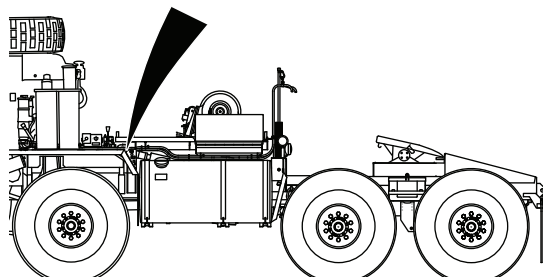
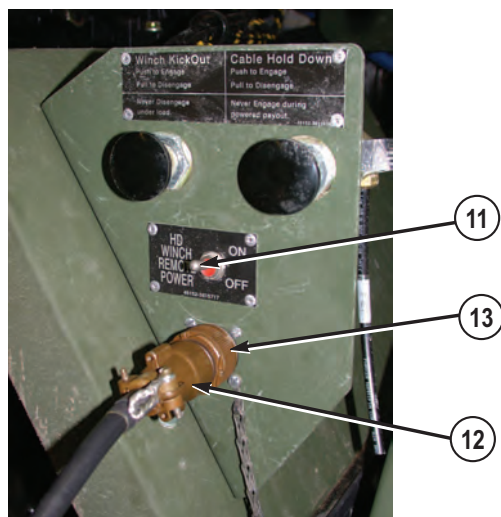


Figure 12.

11. Disconnect remote-control unit cable plug (12) from remote-control unit hookup receptacle (13).
12. Install cap (14) on remote-control unit hookup receptacle (13).

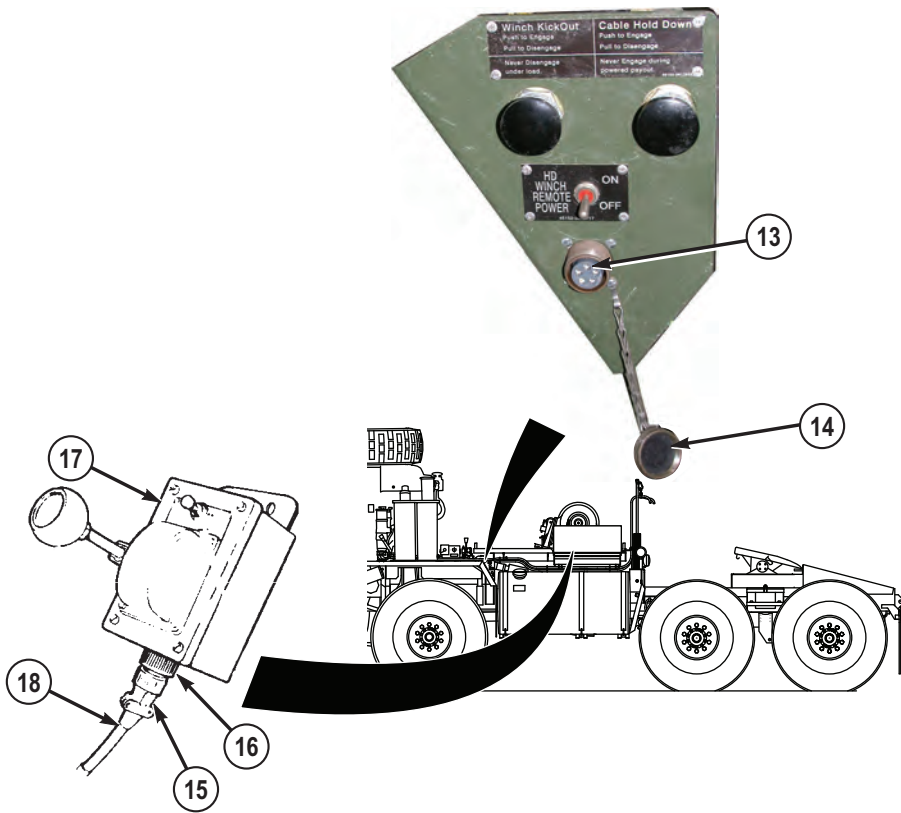


Figure 13.

13. Disconnect remote-control unit cable plug (15) from remote-control unit hookup receptacle (16).
14. Return remote-control unit (17) and remote-control unit cable (18) to stowage.

CAUTION

- The operator should always push in hydraulic selector valve control when use of the heavy-duty winch is no longer required to ensure the heavy-duty winch will not be accidentally engaged during other tractor vehicle operations. Failure to comply may result in damage to equipment.
 - Do not move hydraulic selector valve control while HYD ENABLE switch is set to on position. Failure to comply may result in damage to hydraulic equipment.
15. Push in hydraulic selector valve control (19) for all tractor vehicle operations that do not require use of heavy-duty winch.

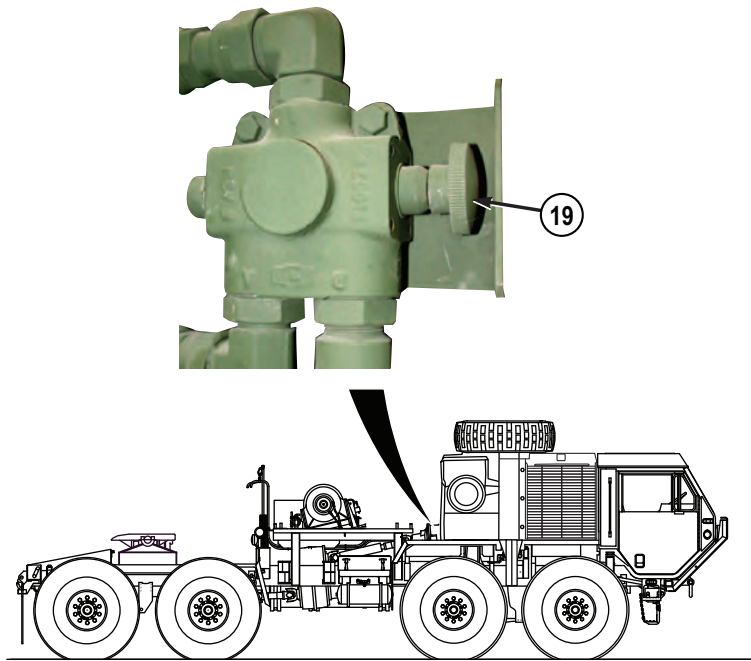


Figure 14.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE CONNECT/DISCONNECT M870A3 SEMITRAILER

INITIAL SETUP:

Not Applicable

CONNECT M870A3 SEMITRAILER

CAUTION

- The following are general procedures for connecting the M870A3 semitrailer to a tractor vehicle. Always refer to TM 5-2330-325-14&P (WP 0146) for specific instructions with regard to operating the semitrailer. Failure to comply may result in damage to equipment.
- Lockouts must be positioned as identified in Table 1. Failure to comply may result in damage to equipment.

NOTE

- This procedure is a two soldier task.
- Tractor vehicle is equipped with fifth wheel to accept 3.5 in. (89 mm) kingpin.
- If fifth wheel lockout assemblies are not positioned correctly, complete Step (2) or (3) as applicable.
- Remove lockout assembly only if desired locking position (HALF LOCK or FULL LOCK) is not located to the inside (against the fifth wheel). To remove lockout assembly, complete Step (2).
- Loosen and rotate locking if NO LOCK position is desired, or if desired locking position (HALF LOCK or FULL LOCK) is located to the inside (against the fifth wheel). To loosen and rotate lockout assembly, complete Step (3).

CAUTION

- Always refer to semitrailer specific operator's manual (TM 5-2330-378-14&P) prior to coupling. Failure to comply may result in damage to equipment.

- Lockouts must be positioned as identified in Table 1. Failure to comply may result in damage to equipment.

NOTE

- This procedure is a two soldier task.
 - Leave tractor vehicle running during procedure for heavy-duty winch operation.
 - Tractor vehicle is equipped with fifth wheel to accept 3.5 in. (89 mm) kingpin.
 - If fifth wheel lockout assemblies are not positioned correctly, complete Step (2) or (3) as applicable.
 - Remove lockout assembly only if desired locking position (HALF LOCK or FULL LOCK) is not located to the inside (against the fifth wheel). To remove lockout assembly, complete Step (2).
 - Loosen and rotate locking if NO LOCK position is desired, or if desired locking position (HALF LOCK or FULL LOCK) is located to the inside (against the fifth wheel). To loosen and rotate lockout assembly, complete Step (3).
1. Refer to Table 1. to determine whether lockout assembly lockrings are in correct position.

Table 1. Lockout Requirements.

| SEMITRAILER CENTER OF GRAVITY (CG) | ON-ROAD | OFF-ROAD |
|---|-------------------------------|-----------------------------|
| BELOW 65 in. (165 cm) | HALF LOCK (3° Oscillation) | NO LOCK (6° Oscillation) |
| ABOVE 65 in. (165 cm) | FULL LOCK (No Oscillation) | NO LOCK (6° Oscillation) |

Table 1. Lockout Requirements. - Continued

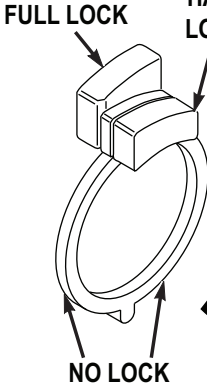



| SEMITRAILER CENTER OF GRAVITY (CG) | ON-ROAD | OFF-ROAD |
|---|---|-----------|
|  |  | FULL LOCK |
| |  | HALF LOCK |
| |  | NO LOCK |

Figure 1.

NOTE

- If lockout assembly is oriented correctly (refer to table 1), skip to Step (4).
- Remove lockout assembly only if desired locking position (HALF LOCK or FULL LOCK) is not located to the inside (against the fifth wheel).
- To remove lockout assembly, complete Step (2).
- Loosen and rotate locking if NO LOCK position is desired, or if desired locking position (HALF LOCK or FULL LOCK) is located to the inside (against the fifth wheel).
- To loosen and rotate lockout assembly, skip to Step (3).
- Both fifth wheel lockout assemblies are removed the same way (driver side shown).

2. Remove fifth wheel lockout assembly and orient correctly:

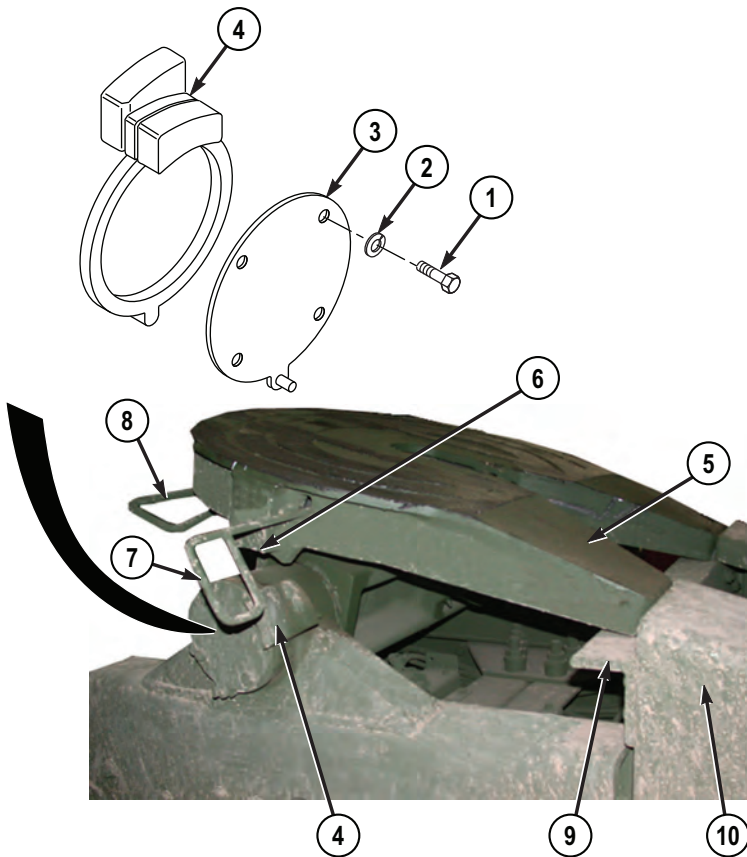


Figure 2.

- a. Remove four screws (1), lockwashers (2), cover plate (3), and lockring (4) from fifth wheel (5).
- b. Install lockring (4) so desired surface area (see Table 1 above) is oriented directly under engagement area (6) of fifth wheel (5) with cover plate (3), four lockwashers (2) and screws (1).
- c. Repeat Step (2) for opposite side of fifth wheel (5).

NOTE

- If lockout assembly is oriented correctly (refer to table 1), skip to Step (4).
- Loosen and rotate lockring if NO LOCK position is desired, or if desired lockring position (HALF LOCK or FULL LOCK) is located to the inside (against the fifth wheel).

- Both fifth wheel lockout assemblies are rotated the same way (driver side shown).

3. Rotate fifth wheel lockout assembly:

- a. Loosen four screws (1).

NOTE

- Driver side lockring rotates toward the rear of vehicle.
 - Passenger side lockring rotates toward the front of vehicle.
- b. Rotate lockring (4) so desired surface area (see table 1 above) is oriented directly under engagement area (6) of fifth wheel (5).
- c. Tighten four screws (1).
- d. Repeat Step (3) for opposite side of fifth wheel (5).

NOTE

Fifth wheel has two lock release handles.

4. Pull fifth wheel secondary lock release handle (7) completely out as far as it will go.
5. Pull out fifth wheel primary lock release handle (8) and hook it in out position.
6. Push down rear of fifth wheel (5) until it rests on stop (9) below guide ramps (10).
7. Set transmission range selector (11) to N (neutral).

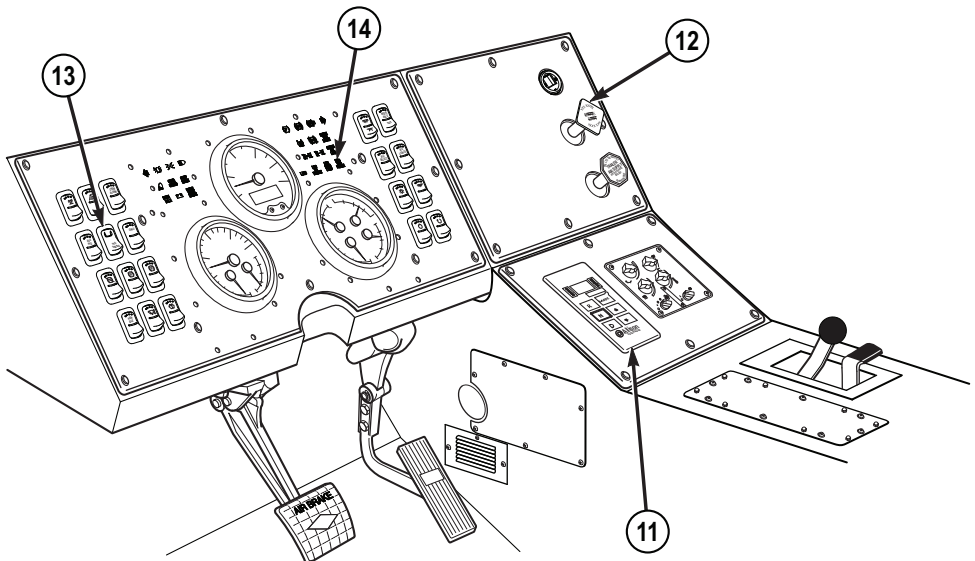


Figure 3.

NOTE

Dashboard parking brake indicator will illuminate when PARKING BRAKE control is applied.

8. Pull out PARKING BRAKE control (12).
9. Set HYD ENABLE switch (13) to OFF position. MAIN HYD ENABLE indicator (14) will go out.

CAUTION

Do not move hydraulic selector valve control while PTO ENGAGE switch is set to ON position. Failure to comply may result in damage to hydraulic equipment.

10. Push in hydraulic selector valve control (15) for M870A3 semitrailer coupling operations.

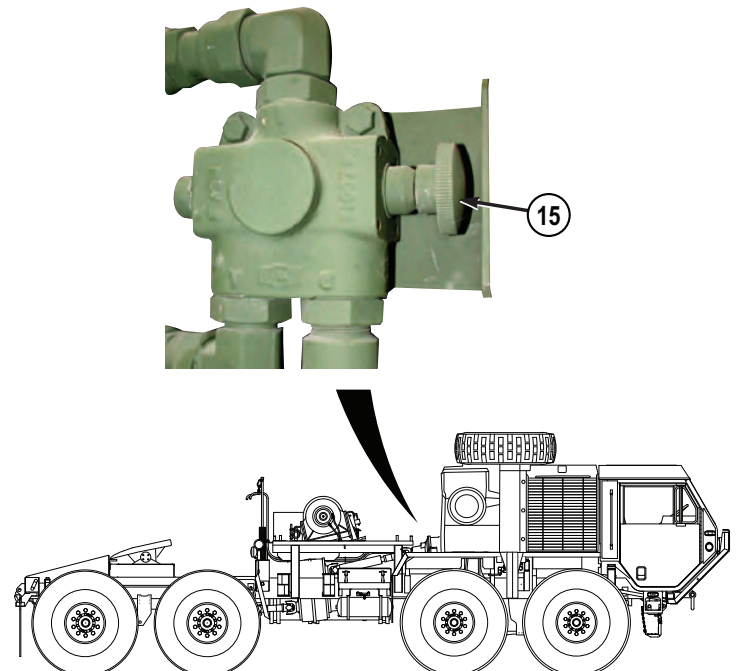


Figure 4.

11. Set HYD ENABLE switch (13) to ON position. MAIN HYD ENABLE indicator (14) will illuminate.

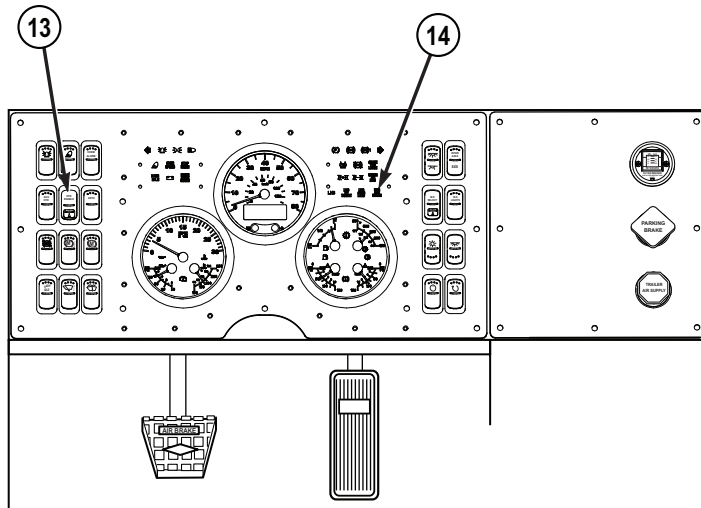


Figure 5.

NOTE

- If trailer gooseneck is not high enough to couple to tractor vehicle fifth wheel, position tractor vehicle on left side of semitrailer (preferred) aligning tractor vehicle auxiliary hydraulic connections with trailer hydraulic connections (shown).
- Always wipe down all hydraulic connection points on tractor vehicle, trailer, and hydraulic hoses with a clean rag prior to coupling.

12. Prepare M870A3 semitrailer for coupling (refer to TM 5-2330-325-14&P). (WP 0146). Ensure hydraulic hoses (16) are not kinked or otherwise impeded.



Figure 6.

13. Set HYD ENABLE switch (13) to OFF position. MAIN HYD ENABLE indicator (14) will go out.

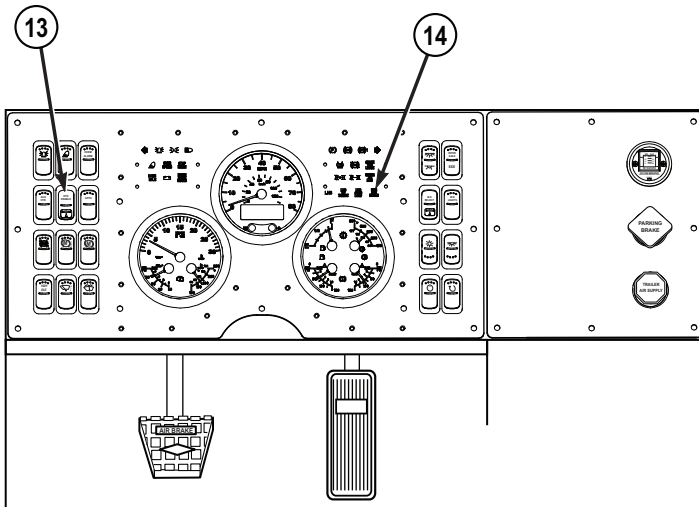


Figure 7.

14. Disconnect hydraulic hoses (16) from semitrailer and stow on tractor vehicle work platform (17).

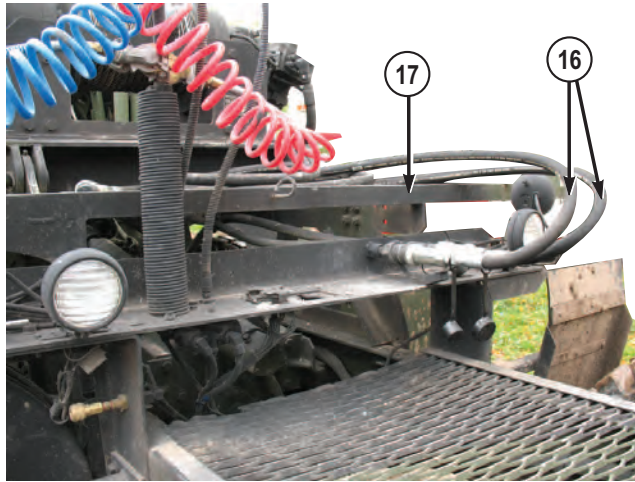


Figure 8.

WARNING



Ensure that no one is standing directly behind vehicle or semitrailer during coupling procedure. Failure to comply may result in injury or death to personnel.

CAUTION

- Ensure there is a generous amount of grease on fifth wheel, ramps, kingpin, and steering wedge. Failure to comply may result in damage to equipment.
 - Tractor vehicle and semitrailer coupling should be performed with the tractor vehicle and semitrailer in a straight line. If wedge of trailer is not aligned with tractor vehicle fifth wheel, adjust either tractor vehicle, trailer, or both to align them. Failure to comply may result in damage to equipment.
 - Do not run kingpin up guide ramps to prevent damage to kingpin, guide ramps, or fifth wheel.
15. Move tractor vehicle forward into position in front of semitrailer. Slowly back tractor vehicle under semitrailer while assistant stands beside front of semitrailer and gives hand signals to aid alignment of semitrailer kingpin with throat of fifth wheel.

16. Assistant visually checks that front of semitrailer is on guide ramps (10).

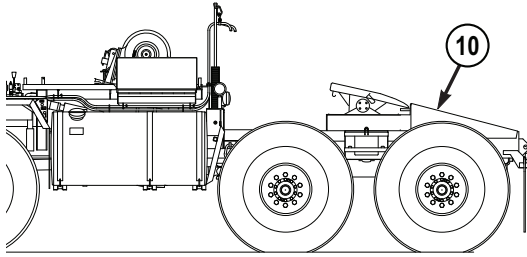


Figure 9.

17. Slowly back tractor vehicle until fifth wheel jaws lock around kingpin. Stop tractor vehicle.

NOTE

Daylight should not show between top of fifth wheel plate and bottom of semitrailer.

18. Assistant visually checks that kingpin is in fifth wheel throat.
19. Ensure primary lock release handle (8) is pushed completely in.

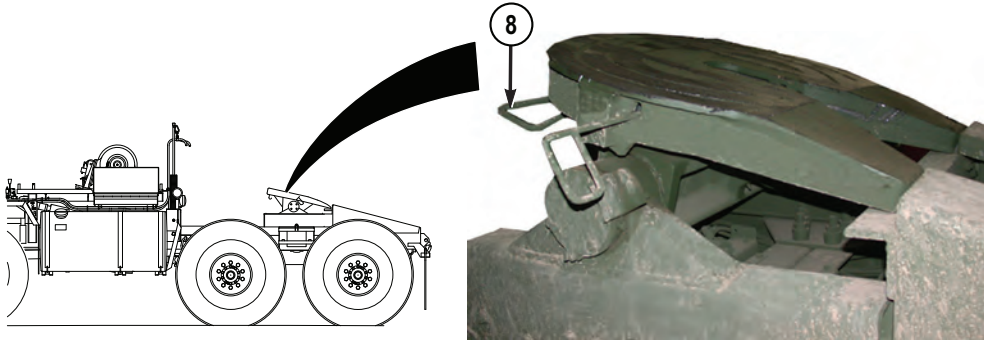


Figure 10.

NOTE

If coupling is not secure, rock tractor vehicle back and forth slowly until kingpin is locked in fifth wheel.

20. Verify semitrailer kingpin is fully engaged and locked within fifth wheel.

21. Set transmission range selector (11) to N (neutral).

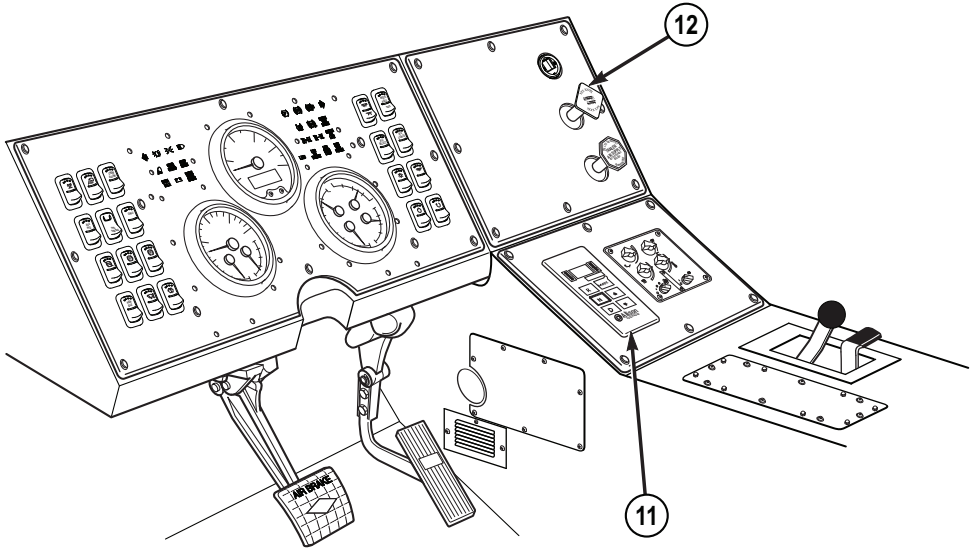


Figure 11.

NOTE

Dashboard parking brake indicator will illuminate when PARKING BRAKE control is applied.

22. Pull out PARKING BRAKE control (12).

NOTE

Always wipe down all hydraulic connection points on trailer and hydraulic hoses with a clean rag prior to coupling.

23. Reconnect hydraulic hoses (16) to M870A3 semitrailer.



Figure 12.

24. Set HYD ENABLE switch (13) to ON position. MAIN HYD ENABLE indicator (14) will illuminate.

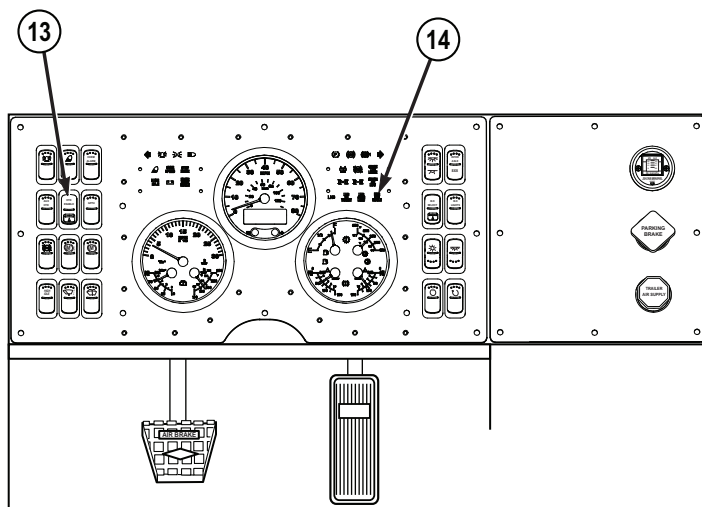


Figure 13.

25. Position semitrailer gooseneck as required (refer to TM 5-2330-325-14&P). (WP 0146)

26. Set HYD ENABLE switch (13) to OFF position. MAIN HYD ENABLE indicator 14) will go out.

27. Disconnect two hydraulic hoses (16) from semitrailer and tractor vehicle. Stow two hydraulic hoses in semitrailer tool box (18).



Figure 14.

NOTE

- Connect blue (service) tractor vehicle air brake line gladhand to blue (service) semitrailer gladhand.
- Connect red (emergency) tractor vehicle air brake line gladhand to red (emergency) semitrailer gladhand.

28. Connect tractor vehicle air brake lines (19) to semitrailer gladhands (20).

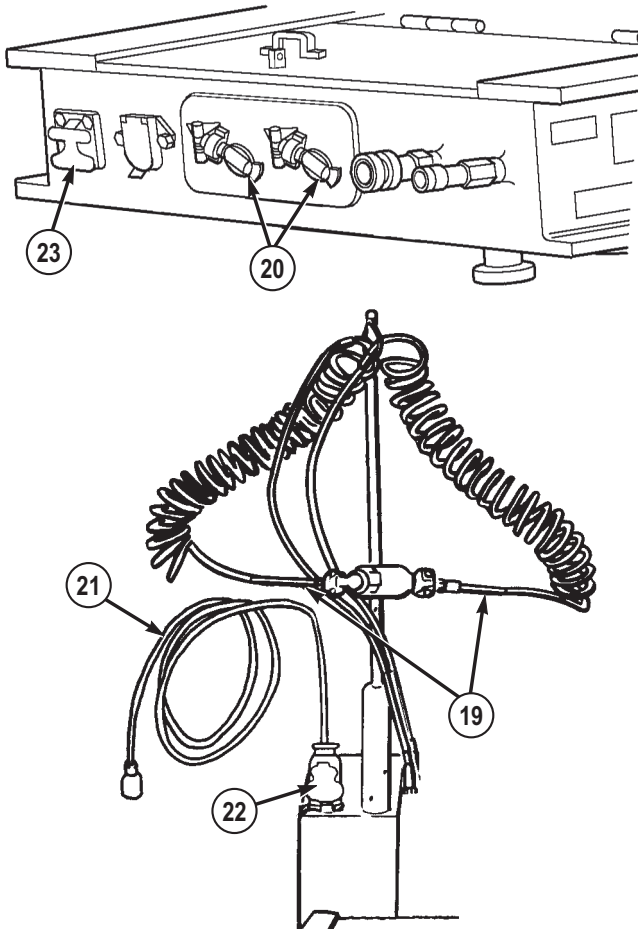


Figure 15.

29. Connect inter-vehicular wiring harness (21) to tractor vehicle 24V electrical connector (22) and semitrailer 24V electrical connector (23).
30. With aid of an assistant, prepare M870A3 semitrailer for transport (refer to TM 5-2330-325-14&P). (WP 0146)
31. Push in TRAILER AIR SUPPLY control (24).

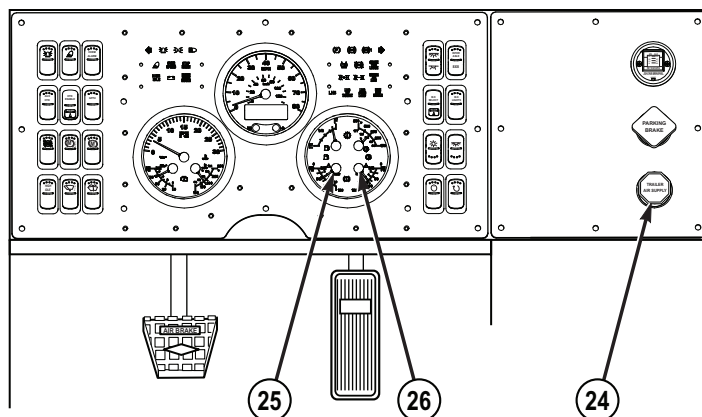


Figure 16.

32. Both FRONT (25) and REAR (26) air pressure gauges must indicate at least 100 psi (6.9 bar) before transporting semitrailer.
33. Transport M870A3 semitrailer (refer to TM 5-2330-325-14&P for semitrailer specific operating procedures). (WP 0146)

DISCONNECT M870A3 SEMITRAILER

CAUTION

The following are general procedures for disconnecting the M870A3 semitrailer from a tractor vehicle. Always refer to TM 5-2330-325-14&P for specific instructions with regard to operating the semitrailer. Failure to comply may result in damage to equipment.

NOTE

This procedure is a two soldier task.

1. Position tractor vehicle and semitrailer.
2. Set transmission range selector (1) to N (neutral).

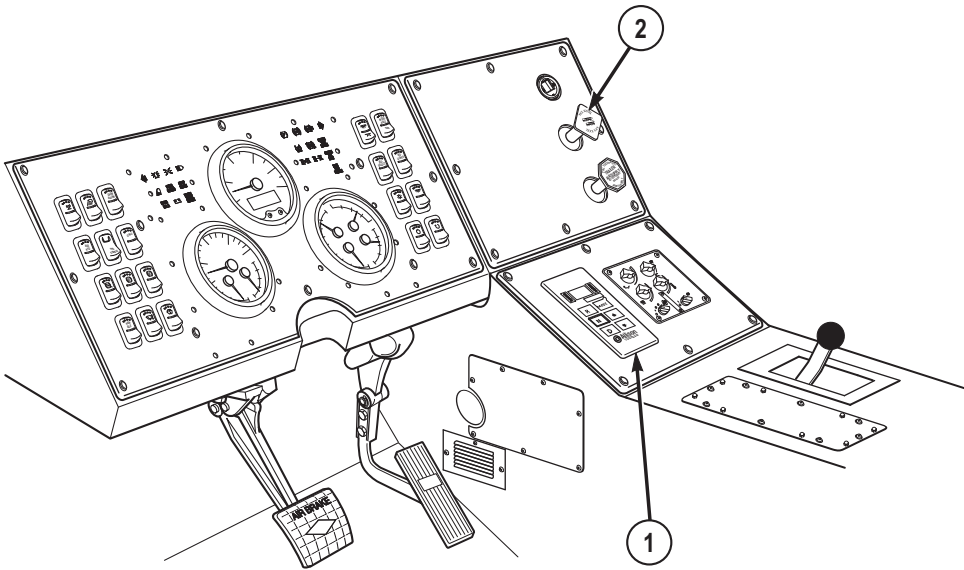


Figure 17.

NOTE

Dashboard parking brake indicator will illuminate when PARKING BRAKE control is applied.

3. Pull out PARKING BRAKE control (2).

CAUTION

Use wheel chocks when uncoupling tractor vehicle from semitrailer. Failure to comply may result in damage to equipment.

NOTE

- If semitrailer is parked on level ground; put one wheel chock in front of tire on one side and one wheel chock in back of tire on other side of tractor vehicle.
- If semitrailer is parked uphill; place one wheel chock on each side of semitrailer in back of tire.
- If semitrailer is parked downhill; place one wheel chock on each side of semitrailer in front of tire.

4. Chock semitrailer wheels.

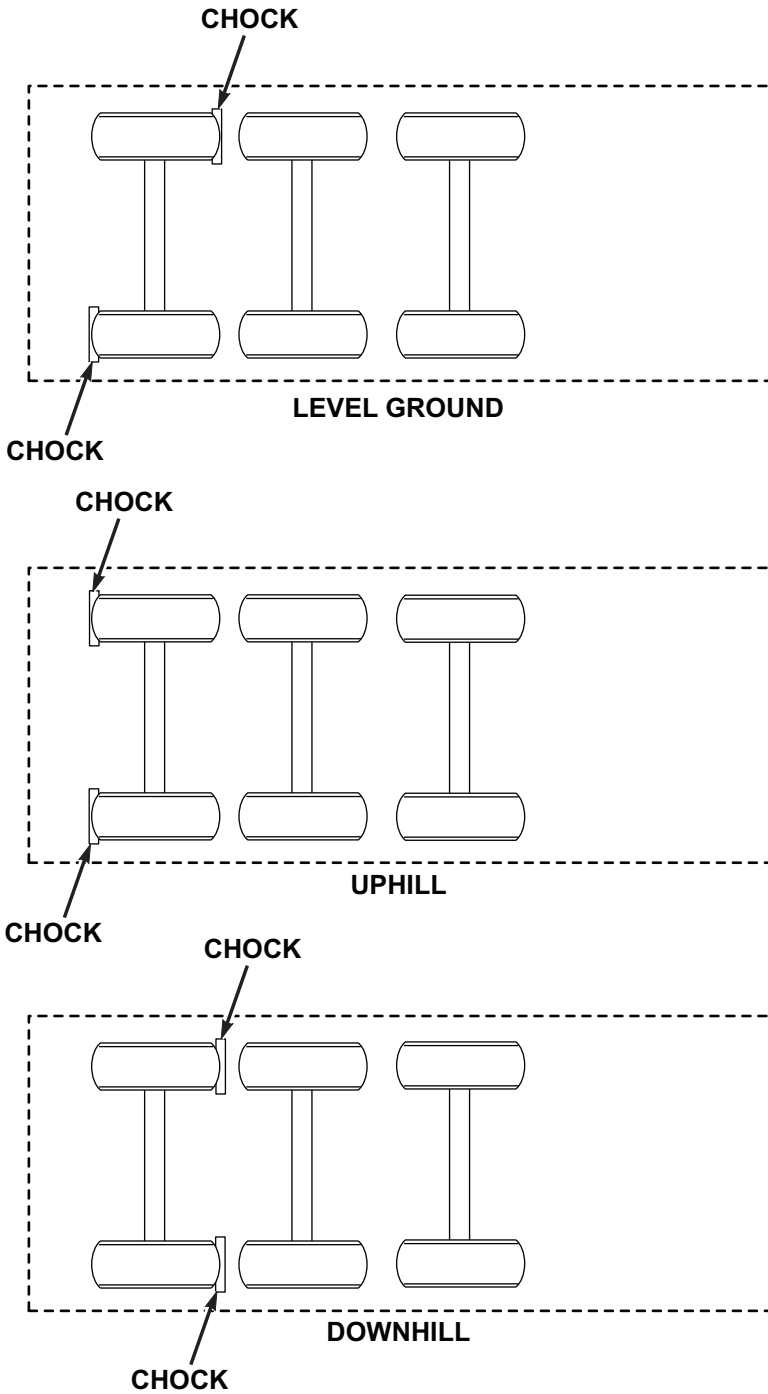


Figure 18.

5. Set HYD ENABLE switch (3) to ON position. MAIN HYD ENABLE indicator (4) will illuminate.

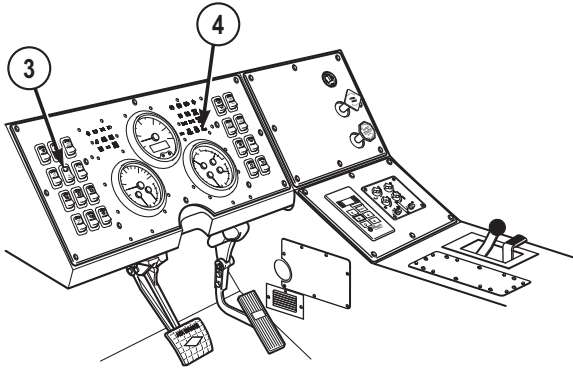


Figure 19.

6. Prepare M870A3 semitrailer for uncoupling (refer to TM 5-2330-325-14&P). (WP 0146)
7. Set PTO ENGAGE switch (3) to OFF position. Indicator light (4) will go out.
8. Ensure two hydraulic hoses (5) are disconnected from tractor vehicle and semitrailer. Stow two hydraulic hoses in semitrailer toolbox (6).



Figure 20.

9. Ensure handbrake control (7) off.

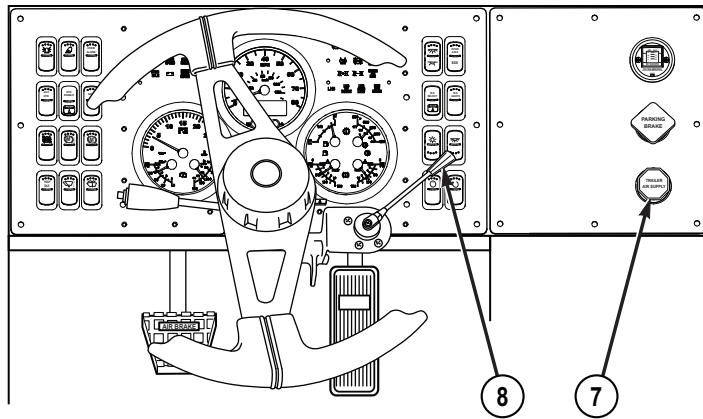


Figure 21.

10. Pull out TRAILER AIR SUPPLY control (8).

NOTE

- Disconnect blue (service) tractor vehicle air brake line gladhand from blue (service) semitrailer gladhand.
- Disconnect red (emergency) tractor vehicle air brake line gladhand from red (emergency) semitrailer gladhand.

11. Disconnect tractor vehicle air brake lines (9) from semitrailer gladhands (10) and stow on tree (11).

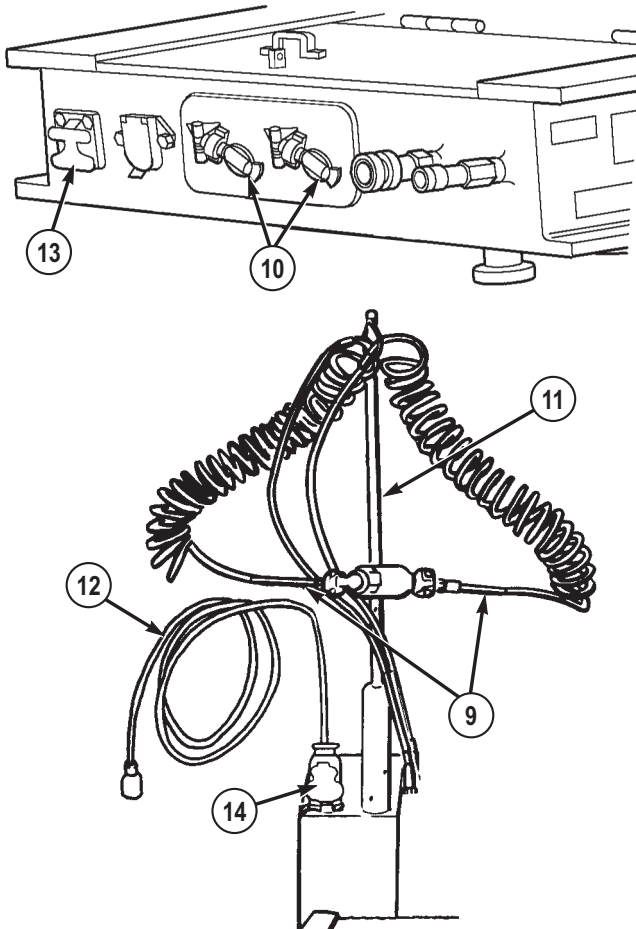


Figure 22.

12. Disconnect inter-vehicular wiring harness (12) from semitrailer 24V electrical connector (13) and tractor vehicle 24V electrical connector (14). Return inter-vehicular wiring harness (12) to tractor vehicle stowage.

NOTE

Fifth wheel has two lock release handles.

13. Pull fifth wheel secondary lock release handle (15) completely out as far as it will go.



Figure 23.

14. Pull out fifth wheel primary lock release handle (16) and hook it in out position.
15. Drive tractor vehicle slowly forward for approximately 4 ft. (1.2 m), or until semitrailer kingpin is clear of fifth wheel, and semitrailer is on ground. Stop tractor vehicle.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE START ENGINE

INITIAL SETUP:

Not Applicable

START COLD ENGINE

WARNING



Do not start, crank engine, or move vehicle when anyone is near, working on, or working under vehicle. Failure to comply may result in injury or death to personnel.

WARNING



Keep away from moving engine parts, alternator belts, and pulleys while engine is running. Failure to comply may result in injury or death to personnel.

NOTE

- Ensure that 24V battery disconnect switch is set to ON position (WP 0074) before attempting to start engine.
- Dashboard parking brake indicator will illuminate when PARKING BRAKE control is applied.

1. Pull out PARKING BRAKE control (1).

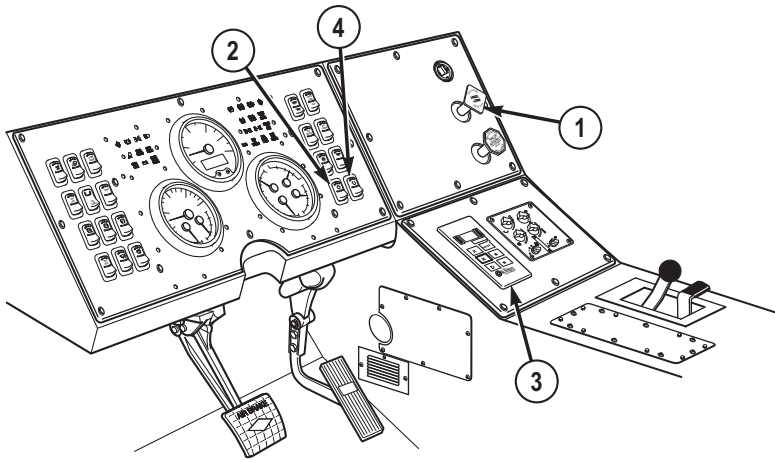


Figure 1.

2. Set ignition switch (2) to ON position.
3. Set transmission range selector (3) to N (neutral).

NOTE

Perform Step (4) up to seven times. If engine does not start after eight attempts, notify field level maintenance.

4. Push engine start switch (4) for no longer than 15 seconds, or until engine starts.

NOTE

- Engine start switch will spring back to off position when released.
- Brake system failure (LOW AIR) indicator may illuminate and buzzer may sound upon engine start.

5. Release engine start switch (4) immediately after engine starts.

CAUTION

- Do not position engine start switch to start position while motor is running. Failure to comply may result in damage to equipment.
- If engine fails to start, repeat Step (4) up to seven times. If engine doesn't start after eight starting attempts, notify field level maintenance.
- If oil pressure gauge does not show engine oil pressure within 10 to 15 seconds after starting engine, immediately shut off engine (WP 0057) and notify field level maintenance. Failure to comply may result in damage to equipment.

6. With engine at idle (625-725 rpm), check that engine oil pressure gauge (5) reads 15-88 psi (1.03-6.07 bar).

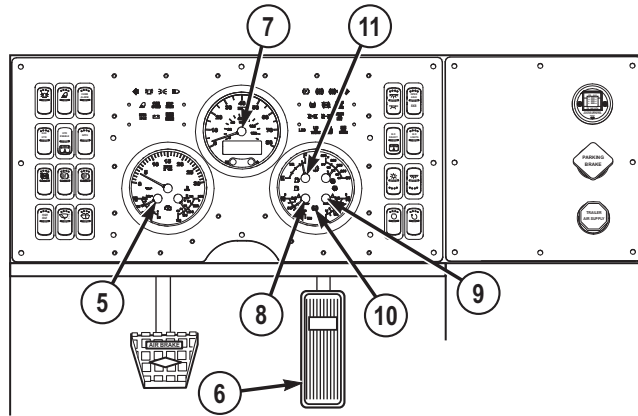


Figure 2.

7. Press throttle pedal (6) until tachometer (7) reads 800-1000 rpm.
8. Run engine at 800-1000 rpm for about 5 minutes.

CAUTION

If FRONT and REAR air pressure gauges do not read 60 to 120 psi (4 to 8 bar) after warm-up, shut off engine (WP 0057) and notify field level maintenance. Failure to comply may result in damage to equipment.

9. Check that FRONT (8) and REAR (9) air pressure gauges read 60 to 120 psi (4 to 8 bar). Brake system failure (LOW AIR) indicator (10) will illuminate and buzzer may sound until both gauges reach 60 to 75 psi (4 to 5 bar).
10. Check that fuel gauge (11) shows enough fuel to complete mission.

NOTE

Engine coolant temperature gauge may not show reading at engine idle.

11. Check that engine coolant temperature gauge (12) does not read over 219°F (104°C).

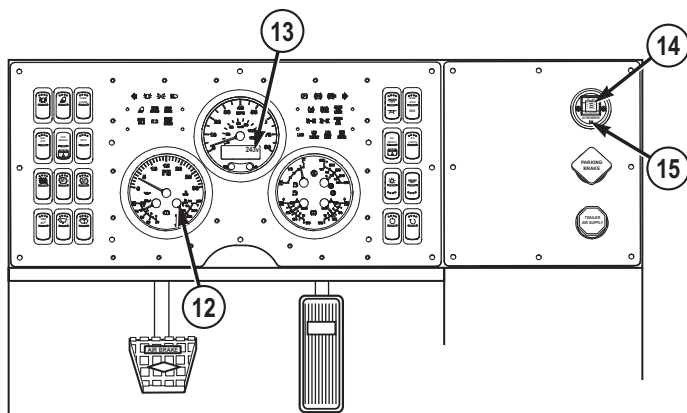


Figure 3.

NOTE

Battery voltage readout is located in the top right corner of the LCD.

12. Check that battery voltage readout (13) reads between 24 and 28 volts.
13. Check that air filter restriction indicator (14) shows yellow.
14. If air filter restriction indicator (14) shows red, press and release RESET button (15).

WARNING



If NBC exposure is suspected, all air filter media should be handled by personnel wearing protective equipment. Consult your unit NBC Officer or NBC NCO for appropriate handling or disposal instructions. Failure to comply may result in injury or death to personnel.

NOTE

Bouncing or jarring of indicator may put indicator in red zone while air cleaner elements are still good. Turn engine off and press reset button to recheck indicator.

15. If air filter restriction indicator (14) still shows red and/or VACUUM INCHES H₂O window shows 18, shut off engine (WP 0057) and clean air filter elements. (WP 0140)

START WARM ENGINE**WARNING**

Do not start, crank engine, or move vehicle when anyone is near, working on, or working under vehicle. Failure to comply may result in injury or death to personnel.

WARNING

Keep away from moving engine parts, alternator belts, and pulleys while engine is running. Failure to comply may result in injury or death to personnel.

NOTE

- Ensure that 24V battery disconnect switch is set to ON position (WP 0074) before attempting to start engine.
- Dashboard parking brake indicator will illuminate when PARKING BRAKE control is applied.

1. Pull out PARKING BRAKE control (1).

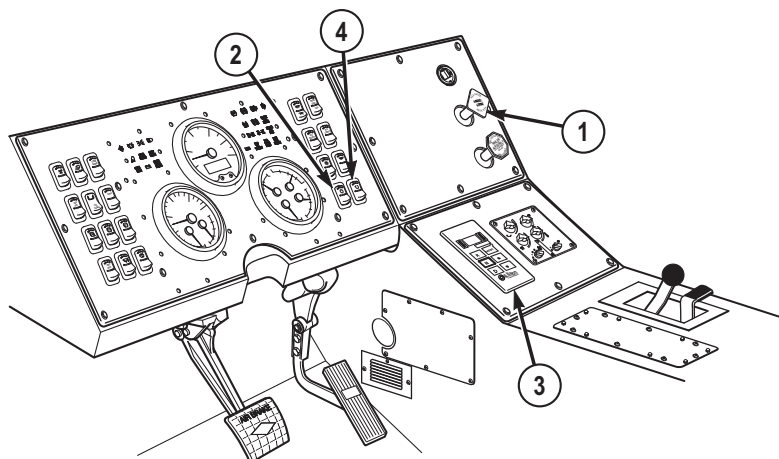


Figure 4.

2. Set ignition switch (2) to ON position.
3. Set transmission range selector (3) to N (neutral).

NOTE

Perform Step (4) up to seven times. If engine does not start after eight attempts, notify field level maintenance.

4. Push engine start switch (4) for no longer than 10 seconds, or until engine starts.

NOTE

- Engine start switch will spring back to off position when released.
- Brake system failure (LOW AIR) indicator may illuminate and buzzer may sound upon engine start.

5. Release engine start switch (4) immediately after engine starts.

CAUTION

If engine oil pressure gauge does not show engine oil pressure within 10 to 15 seconds after starting engine, shut off engine (WP 0057) immediately and notify field level maintenance. Failure to comply may result in damage to equipment.

NOTE

- Minimum engine oil pressure for safe operation (vehicle moving) is 30 psi (2 bar).

- At idle, engine oil pressure can drop as low as 5 psi (0.34 bar), this is a normal condition.
6. Check that engine oil pressure gauge (5) indicates normal operating range of 40 to 70 psi (2.76 to 4.83 bar) at 1800 to 2100 rpm.

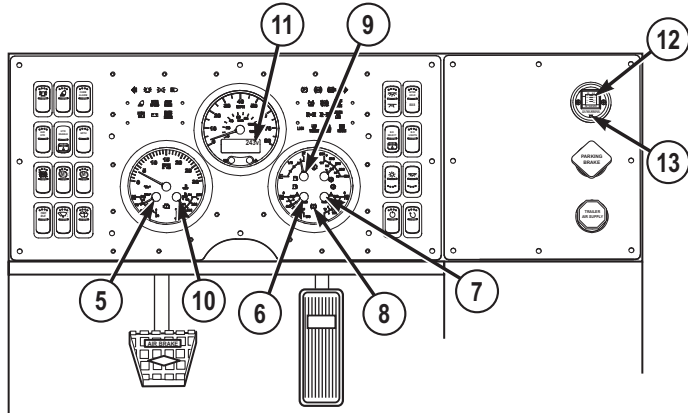


Figure 5.

7. Check that FRONT (6) and REAR (7) air pressure gauges read 60 to 120 psi (4 to 8 bar). Brake system failure (LOW AIR) indicator (8) will illuminate and buzzer may sound until both gauges reach 60 to 75 psi (4 to 5 bar).
8. Check that fuel gauge (9) shows enough fuel to complete mission.

NOTE

Engine coolant temperature gauge may not show reading at engine idle.

9. Check that engine coolant temperature gauge (10) does not read over 219°F (104°C).

NOTE

Battery voltage readout is located in the top right corner of the LCD.

10. Check that battery voltage readout (11) reads between 24 and 28 volts.
11. If air filter restriction indicator (12) shows red, press and release RESET button (13).
12. If air filter restriction indicator (12) still shows red and/or VACUUM INCHES H₂O window shows 18, shut off engine (WP 0057) and clean air filter elements. (WP 0140)

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE PARKING BRAKES

INITIAL SETUP:

Not Applicable

OPERATE PARKING BRAKES

NOTE

- Vehicle is equipped with automatic parking brake valve (square/yellow knob).
 - Automatic parking brake valve will apply parking brakes when air pressure is approximately 30 psi (2 bar) or less.
1. Pull out PARKING BRAKE control (1) to apply, parking brake indicator (2) will illuminate.

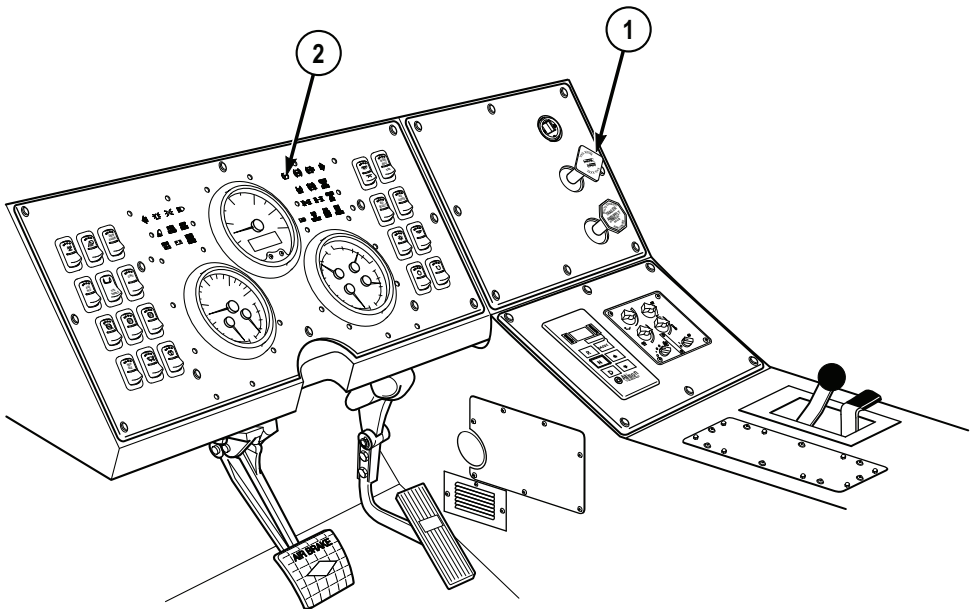


Figure 1.

2. Push in PARKING BRAKE control (1) to release, parking brake indicator (2) will go out.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE SERVICE BRAKES

INITIAL SETUP:

Not Applicable

OPERATE SERVICE BRAKES

WARNING



Do not press service brake treadle hard three or four times in a row. Air supply will be used up and service brakes will not work until air is built up again. Failure to comply may result in injury or death to personnel.

1. Make sure FRONT (1) and REAR (2) air pressure gauges both read at least 100 psi (7 bar) before operating vehicle.
2. Push down and hold service brake pedal (3) as needed to slow or stop vehicle.

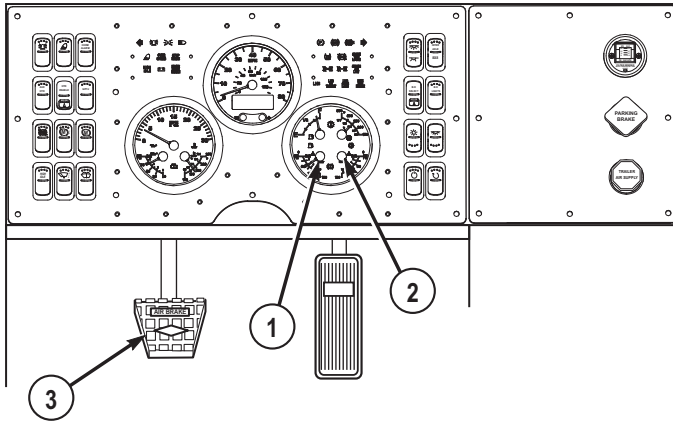


Figure 1.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATE TRAILER BRAKES**

INITIAL SETUP:

Not Applicable

OPERATE TRAILER BRAKES**WARNING**

Trailer handbrake control is used only when testing trailer brakes. Do not use trailer handbrake control while driving or the trailer may skid and jackknife, causing an accident. Failure to comply may result in injury or death to personnel.

1. Slowly pull trailer handbrake control (1) down to test application of trailer brakes.
2. Push trailer handbrake control (1) up to test release of trailer brakes.

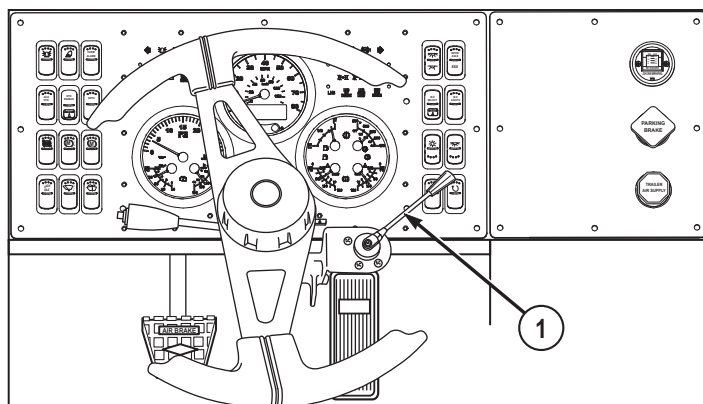


Figure 1.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE TRANSMISSION AND TRANSFER CASE

INITIAL SETUP:

Not Applicable

OPERATE TRANSMISSION

CAUTION

If transmission range selector flashes current range selection while operating vehicle (shift selection is inhibited), DO NOT shut off engine or attempt to change range selection. Shutting off engine may result in the inability to select a drive range at startup, and diagnostic data may be lost. Move vehicle to safe place and notify field level maintenance as soon as possible (refer to limp home/transmission fault for more information). (WP 0101)

NOTE

- When transmission oil is below 19°F (-7 C), the only gears available are R (reverse), N (Neutral), and 3 (third gear range) when D (drive) is selected. The remaining gears in D (drive) will not be available until transmission oil in sump warms above 19°F (-7 C).
- The transmission range selector has six buttons and digital display window. The six buttons are: R (reverse), N (neutral), D (drive), up arrow, down arrow, and MODE. The transmission has five forward gears.
- The MODE button located on the transmission range selector does not perform any operator function.
- The digital display window on the transmission range selector will display R (reverse), N (neutral), or the number 1 through 5, depending on gear range selected.
- The lowest gear of any gear range is always first gear.
- When transmission is set to D (drive), 5 (fifth gear range) is automatically chosen and displayed in the digital display window.
- When engine brake is activated and vehicle is decelerating, 2 (second gear range) will be displayed in the digital display window.

1. Press the N (neutral) button (1) for the following:
 - a. Start engine. (WP 0044)

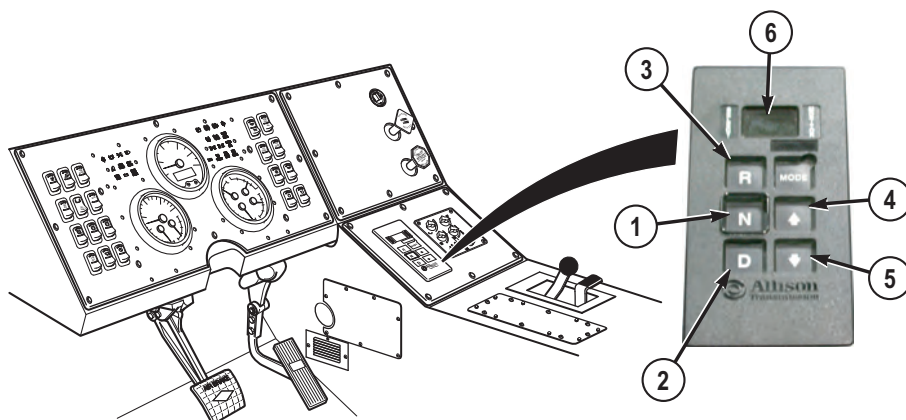


Figure 1.

- b. Park vehicle. (WP 0056)
 - c. Perform stationary power takeoff.
 - d. Shift transfer case.
 - e. Operate auxiliary equipment.
2. Press the D (drive) button (2) or R (reverse) button (3) depending on directional required:
 - a. R (Reverse) button (3):
 - (1) Drive vehicle in reverse. (WP 0051)
 - b. D (Drive) (2):
 - (1) Drive in normal conditions.
 - (2) Drive vehicle forward (WP 0050) from a stop.

NOTE

When setting a new transmission operating range, the top gear of the desired operating range must be chosen and displayed on the transmission range selector digital display.

3. Complete the following if a lower gear range is required:
 - a. Using the up arrow button (4) or down arrow button (5), adjust the digital display window (6) until top gear of desired transmission operating range is displayed:

NOTE

- Use up or down arrow buttons to adjust gear settings as required.
 - Once the arrow buttons are used, the transmission will not upshift past the gear range displayed in the transmission range selector digital display, but will downshift normally.
 - Press the D (drive) button to return transmission to normal function (using all gears).
- (1) 4 (fourth), 3 (third), or 2 (second) gear range to:
- (a) Drive vehicle in off-road conditions. (WP 0053)
 - (b) Drive vehicle in city traffic and on highway. (WP 0052)
 - (c) Haul a heavy load.
 - (d) Drive down moderate grades.
 - (e) Drive in other conditions as needed.
- (2) 1 (first gear range) when:
- (a) Maximum pulling power is required.
 - (b) Drive vehicle up/down steep grade. (WP 0054)
 - (c) Drive vehicle in slippery conditions. (WP 0055)

OPERATE TRANSFER CASE

1. Start engine. (WP 0044)

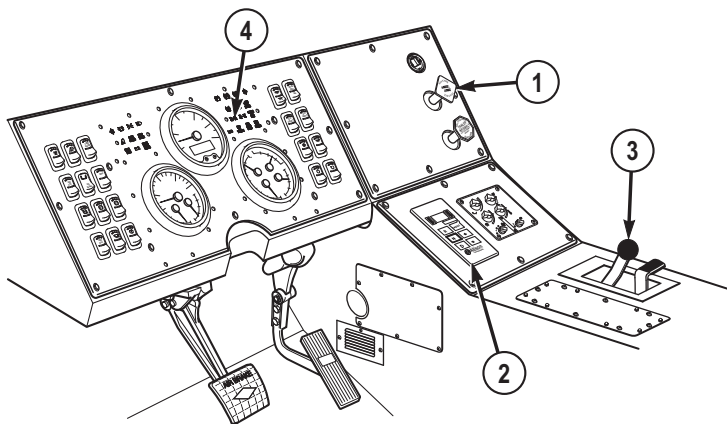


Figure 2.

NOTE

Dashboard parking brake indicator will go out when PARKING BRAKE control is released.

2. Push in PARKING BRAKE control (1).
3. Set transmission range selector (2) to N (neutral).

CAUTION

- Do not force TRANSFER CASE shift lever. Lever may work hard if there is drive line windup. Using excessive force on shift lever may cause damage to shift linkage or change linkage adjustment.
- Do not move TRANSFER CASE shift lever when vehicle is moving, or when transmission is in gear. Severe damage to drive line may result.

4. Select transfer case position.

NOTE

If TRANSFER CASE shift lever is hard to move, set transmission range selector to D, then back to N. If transfer case will not shift, refer to troubleshooting procedures. (WP 0123)

5. Set TRANSFER CASE shift lever (3) to H (HI) for highway driving.

NOTE

Selecting L (LO) position automatically selects 8X8 drive in the vehicle traction control system.

6. Set TRANSFER CASE shift lever (3) to L (LO) for off-road driving, 8X8 indicator (4) will illuminate.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE ENGINE BRAKE

INITIAL SETUP:

Not Applicable

OPERATE ENGINE BRAKE

WARNING



Do not use engine brake when vehicle is on slippery surface. If engine brake is used incorrectly, vehicle may skid out of control. Failure to comply may result in injury or death to personnel.

WARNING



Do not use engine brake on M983 Tractor when operating without a trailer. Failure to comply may result in injury or death to personnel.

NOTE

Service brakes must be used in addition to engine brake for optimum braking capability.

1. Set engine brake high/medium/low switch (1) to low (full down) position.

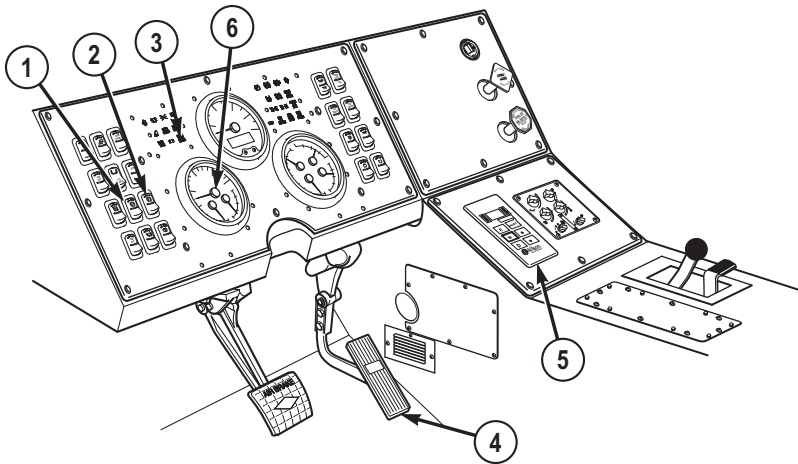


Figure 1.

2. Set engine brake on/off switch (2) to on (up) position, ENGINE BRAKE ENABLE indicator (3) will illuminate.
3. Lift foot off throttle pedal (4). Engine brake will automatically slow vehicle.
4. If too much braking occurs, set transmission range selector (5) to a higher range.
5. If more braking is required, set engine brake high/medium/low switch (1) to medium (center) position, and then high (full up) position (as required).

NOTE

Engine brake operates best when engine speed is between 1650 and 2100 rpm.

6. Check that tachometer (6) reads between 1650 and 2100 rpm whenever engine brake is used.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE DRIVE VEHICLE FORWARD

INITIAL SETUP:

Not Applicable

PREPARE VEHICLE

NOTE

If vehicle has less than 500 miles (805 km), check controls and indicators often during operation and listen for unusual noises or vibrations. Notify field level maintenance of any problems.

1. Remove and stow wheel chocks. (WP 0072)
2. Ensure trailer spare tire is secured to deck.
3. Adjust air-ride seat and mirrors as needed. (WP 0075)
4. Adjust four-point seatbelt as needed. (WP 0076)
5. Ensure air suspension dump valve control is pinned in 'service' position. (WP 0027)
6. Ensure all four suspension ball valves are open. (WP 0040)
7. Ensure tire carrier is secure in raised position.
8. Start engine. (WP 0044)
9. Turn on lights as required.

WARNING



Do not press service brake treadle hard three or four times in a row. Air supply will be used up and service brakes will not work until air is built up again. Failure to comply may result in injury or death to personnel.

10. Ensure both (FRONT and REAR) air pressure gauges (1) read at least 100 psi (7 bar) before driving vehicle.

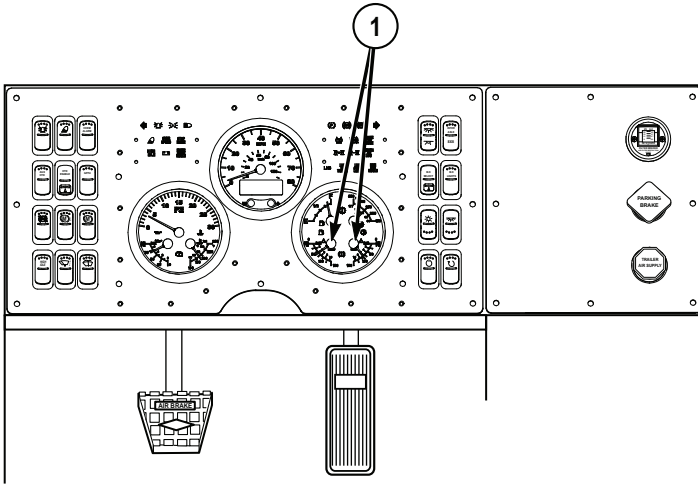


Figure 1.

DRIVE VEHICLE FORWARD

1. Drive vehicle in city traffic and on highway. (WP 0052)
2. Drive vehicle in off-road conditions. (WP 0053)
3. Drive vehicle in slippery conditions. (WP 0055)
4. Drive vehicle up/down steep grade. (WP 0054)

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE DRIVE VEHICLE IN REVERSE

INITIAL SETUP:

Not Applicable

PREPARE VEHICLE

1. Remove and stow wheel chocks.
2. Adjust air-ride seat and mirrors as needed. (WP 0075)
3. Adjust four-point seatbelt as needed. (WP 0076)
4. Start engine. (WP 0044)
5. Turn on lights as required.

DRIVE VEHICLE IN REVERSE

WARNING



Do not press service brake treadle hard three or four times in a row. Air supply will be used up and service brakes will not work until air is built up again. Failure to comply may result in injury or death to personnel.

1. Make sure both (FRONT and REAR) air pressure gauges (1) read at least 100 psi (7 bar) before driving vehicle.

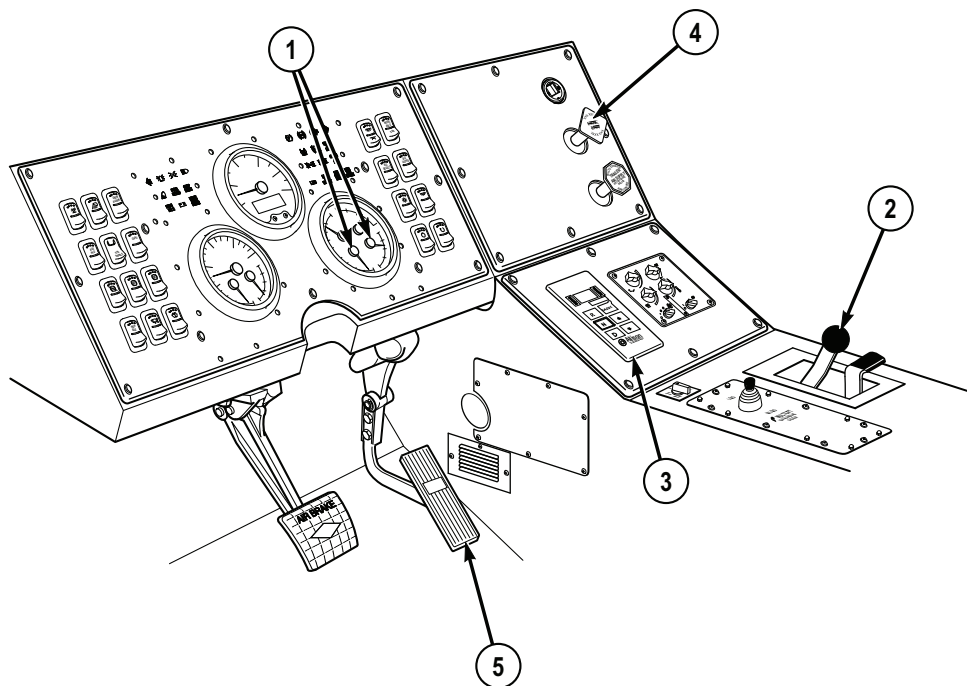


Figure 1.

WARNING



Driver has limited vision to rear. Ground guide is required when driving vehicle in reverse. Failure to comply may result in injury or death to personnel.

CAUTION

Do not move TRANSFER CASE shift lever when vehicle is moving or when transmission is in gear. Severe damage to drive line may result.

2. Set TRANSFER CASE shift lever (2) to HI.

NOTE

Reverse alarm will not sound if blackout lighting is selected.

3. Set transmission range selector (3) to R (reverse).

NOTE

Dashboard parking brake indicator will go out when PARKING BRAKE control is released.

4. Push in PARKING BRAKE control (4).
5. Slowly apply throttle pedal (5).
6. Follow direction from ground guide (as required).

CAUTION

Do not hold steering wheel at full left or full right position for longer than 10 seconds. Oil overheating and pump damage may result.

7. Accelerate, brake, and steer as required.

END OF TASK**END OF WORK PACKAGE**

**OPERATOR MAINTENANCE
DRIVE VEHICLE IN CITY TRAFFIC AND ON HIGHWAY**

INITIAL SETUP:

Not Applicable

OPERATE VEHICLE

WARNING



Speed limits posted on curves reflect speeds that are considered safe for automobiles. Heavy vehicles with a high center of gravity can roll over at these speed limits. Use care and reduce your speed below the posted limit prior to entering a curve. Failure to comply may result in injury or death to personnel.

CAUTION

Do not move TRANSFER CASE shift lever when vehicle is moving or when transmission is in gear. Severe damage to drive line will result.

1. Set TRANSFER CASE shift lever (1) to HI.

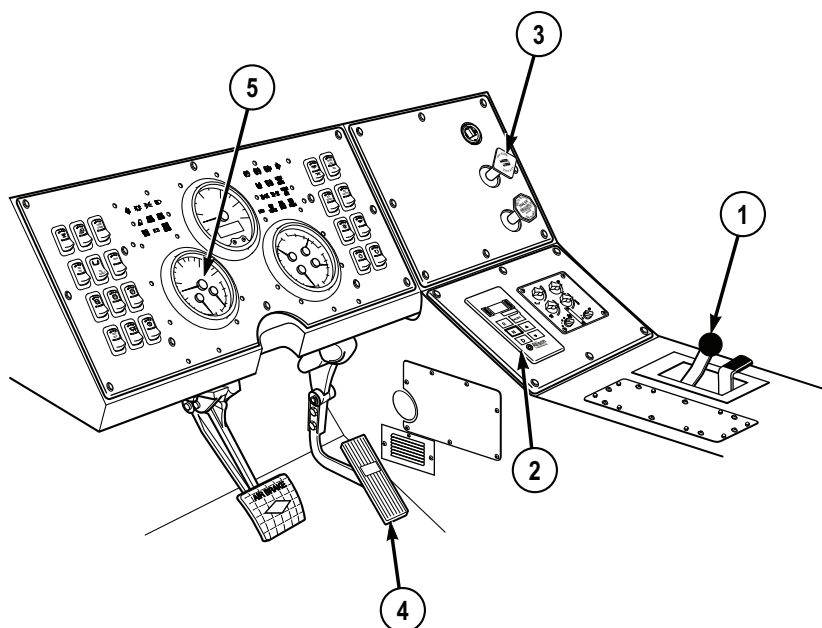


Figure 1.

2. Set transmission range selector (2) to D (drive).

NOTE

Dashboard parking brake indicator will go out when PARKING BRAKE control is released.

3. Push in PARKING BRAKE control (3).

CAUTION

Never let engine exceed maximum no-load governed engine speed (approximately 2170 rpm) or maximum governed engine speed under load (approximately 2150 rpm). If engine is allowed to go over governed engine speeds, serious engine damage may result.

4. Slowly depress throttle pedal (4) until vehicle reaches desired speed. Tachometer (5) should read 1650 to 2100 rpm.

CAUTION

Do not hold steering wheel at full left or full right position for longer than 10 seconds. Power steering oil can overheat and pump can be damaged.

5. Accelerate, brake, and steer as required.

NOTE

Check system gauges often during vehicle operation. If gauges read other than normal, stop engine and troubleshoot problem.

6. Check that fuel gauge (6) shows enough fuel to complete mission.

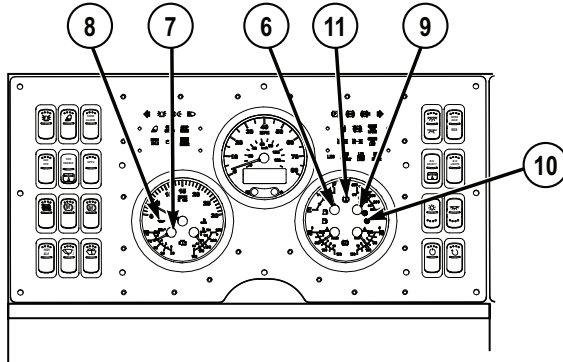


Figure 2.

CAUTION

Minimum safe operating engine oil pressure is 40 psi (2.76 bar) at 1200 rpm. If engine oil pressure gauge reads over 88 psi (6.06 bar) or lower than 40 psi (2.76 bar) at any engine speed of 1200 rpm or higher, shut off engine (WP 0057), and notify field level maintenance.

NOTE

With engine at idle (625-725 rpm), engine oil pressure can go as low as 15 psi (1.03 bar) or as high as 88 psi (6.06 bar).

7. Check that engine oil pressure gauge (7) reads 40 to 88 psi (2.76 to 6.06 bar) between 1200-2100 rpm.
8. If engine oil pressure gauge indicator (8) illuminates (red), this indicates that an engine oil pressure fault code has been logged. Shut off engine (WP 0057), and notify field level maintenance.
9. Check that transmission temperature gauge (9) reads 160 to 220°F (71 to 104°C).
10. If transmission temperature indicator (10) illuminates (red), this indicates that the transmission temperature is above 250°F (121°C), or torque converter temperature is above 350° (177°C); park vehicle (WP 0056) and allow transmission to cool. Notify field level maintenance upon completion of mission.

CAUTION

If transmission range selector flashes current range selection while operating vehicle (shift selection is inhibited), DO NOT SHUT DOWN ENGINE OR FURTHER ATTEMPT TO CHANGE TRANSMISSION RANGE SELECTION. Shutting down engine may result in inability of selecting a drive range at engine startup (vehicle will be unable to move), and diagnostic data will be lost. Move vehicle to safe place for maintenance or perform limp home/transmission fault emergency procedures. (WP 0101)

11. If check transmission indicator (11) illuminates (amber), there is a potential problem with the transmission and/or the transmission may need to be serviced. Check for correct oil level and/or high transmission oil temperature. If indicators are normal, continue mission and notify field level maintenance as soon as possible.
12. Check that engine coolant temperature gauge (12) reads 180 to 200°F (82 to 93°C).

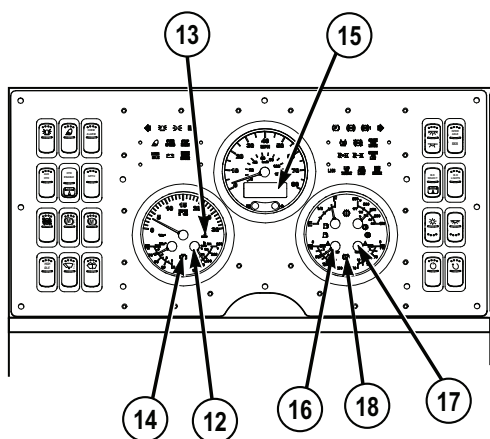


Figure 3.

13. If engine coolant temperature gauge (12) reads over 219°F (104°C), idle engine until water temperature cools. If coolant does not cool, shut off engine (WP 0057) and notify field level maintenance.
14. If high engine coolant temperature indicator (13) illuminates (red), this indicates the engine monitoring system has logged a high engine coolant fault code and will cause the check engine indicator (14) to illuminate (amber). Check engine coolant temperature gauge (12) and allow engine to cool as necessary. Notify field level maintenance as soon as possible.
15. If check engine indicator (14) illuminates (amber), engine must be serviced by field level maintenance as soon as possible.

NOTE

Battery voltage readout is in the top right corner of LCD. (WP 0020)

16. Check that battery voltage readout (15) reads 24 to 28 volts.
17. Check that front air pressure gauge (16) and rear air pressure gauge (17) both read 100 to 130 psi (7 to 9 bar).
18. If low air indicator (18) illuminates (red), perform immediate action for loss of air supply system pressure emergency procedures. (WP 0078)

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE DRIVE VEHICLE IN OFF-ROAD CONDITIONS

INITIAL SETUP:

Not Applicable

DRIVE VEHICLE IN OFF-ROAD CONDITIONS

NOTE

Vehicle Anti-Lock Brake System (ABS) should always be disabled when driving vehicle in off-road conditions.

1. Set ABS disable switch (1) to on position, ABS disabled indicator (2) will illuminate.

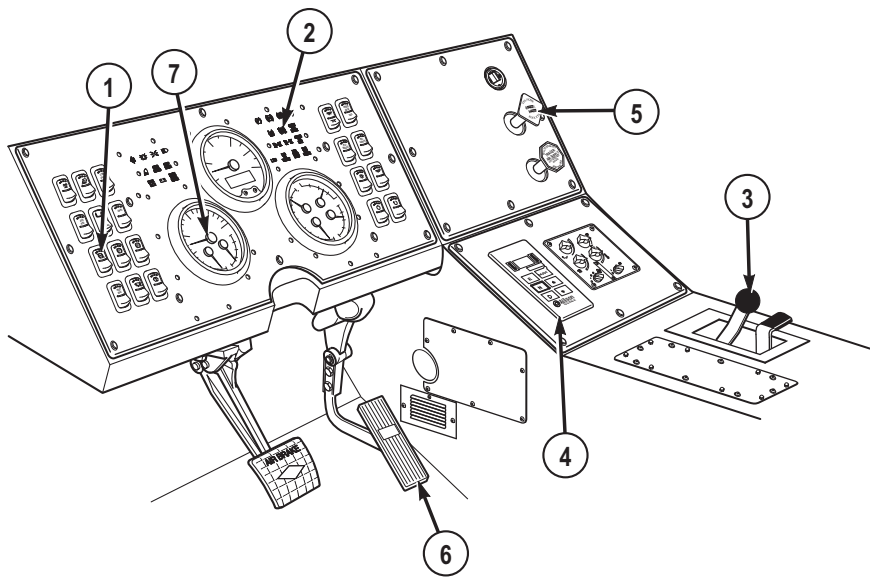


Figure 1.

CAUTION

Do not move TRANSFER CASE shift lever when vehicle is moving or when transmission is in gear. Severe damage to drive line may result.

NOTE

8x8 indicator (WP 0020) will illuminate when TRANSFER CASE shift lever is positioned to L (LO).

2. Set TRANSFER CASE shift lever (3) to L (LO).
3. Set transmission range selector (4) to 2 (2nd gear range) or 1 (1st gear range), (WP 0048) depending on ground condition.

NOTE

Dashboard parking brake indicator will go out when PARKING BRAKE control is released.

4. Push in PARKING BRAKE control (5).

CAUTION

Never let engine exceed maximum no-load governed engine speed (approximately 2170 rpm) or maximum governed engine speed under load (approximately 2150 rpm). If engine is allowed to go over governed engine speeds, serious engine damage may result.

5. Slowly depress throttle pedal (6) until vehicle reaches desired speed. Tachometer (7) should read 1650 to 2100 rpm.

CAUTION

Do not hold steering wheel at full left or full right position for longer than 10 seconds. Power steering oil can overheat and pump can be damaged.

6. Accelerate, brake, and steer as required.

NOTE

When off-road driving is completed, enable vehicle Anti-Lock Brake System (ABS).

7. Set ABS disable switch (1) to off position, ABS disabled indicator (2) will go out.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE DRIVE VEHICLE UP/DOWN STEEP GRADE

INITIAL SETUP:

Not Applicable

DRIVE VEHICLE UP STEEP GRADE

Press and hold throttle pedal (1) all the way down as vehicle moves up grade. Transmission will automatically downshift gears as needed.

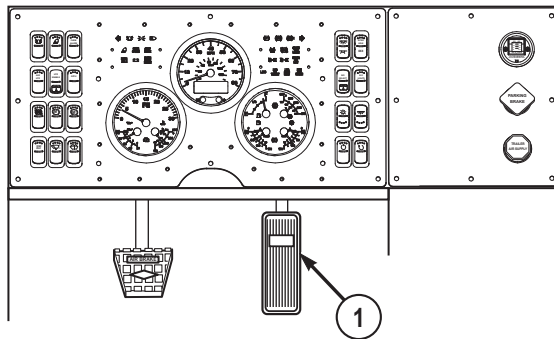


Figure 1.

DRIVE VEHICLE DOWN STEEP GRADE

CAUTION

- Do not allow speed to go above 2100 RPM when driving downhill, or damage to engine can result.
 - Engine brake operates best when engine speed is between 1650 and 2100 RPM. Transmission torque converter lockup valve may disengage below 1650 RPM resulting in loss of engine power.
1. Set transmission range selector (1) to lower range as needed to keep engine speed on tachometer (2) between 1650 and 2100 RPM.

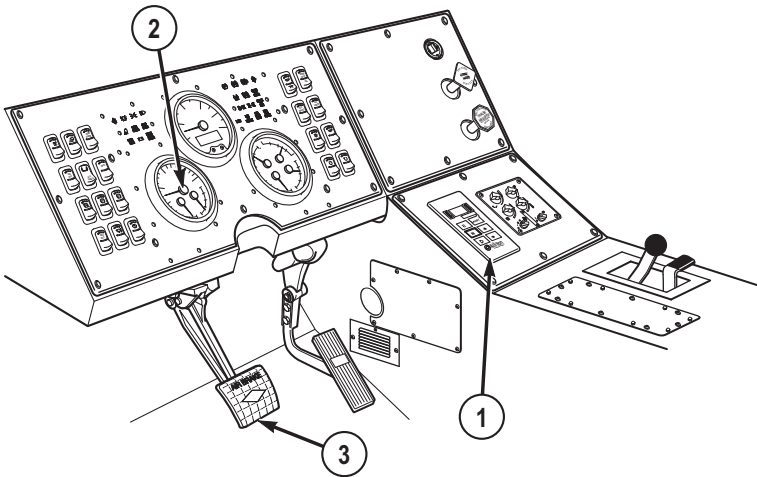


Figure 2.

WARNING



Do not press service brake treadle hard three or four times in a row. Air supply will be used up and service brakes will not work until air is built up again. Failure to comply may result in injury or death to personnel.

2. Use service brake pedal (3) as needed to control vehicle speed.
3. Operate engine brake (WP 0049) as required.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
DRIVE VEHICLE IN SLIPPERY CONDITIONS**

INITIAL SETUP:

Not Applicable

OPERATE VEHICLE**CAUTION**

Do not move traction control switch while vehicle is moving. Damage to drive line may result.

NOTE

- The traction control switch has three positions:
 - After traction control switch is positioned on, let vehicle creep forward several feet to allow shift collars to fully engage.
1. If TRANSFER CASE shift lever (1) is set to LO, 8X8 is automatically engaged and indicator light (4) will illuminate. Set traction control switch (2) to INTER AXLE. Indicator light (3) will come on.

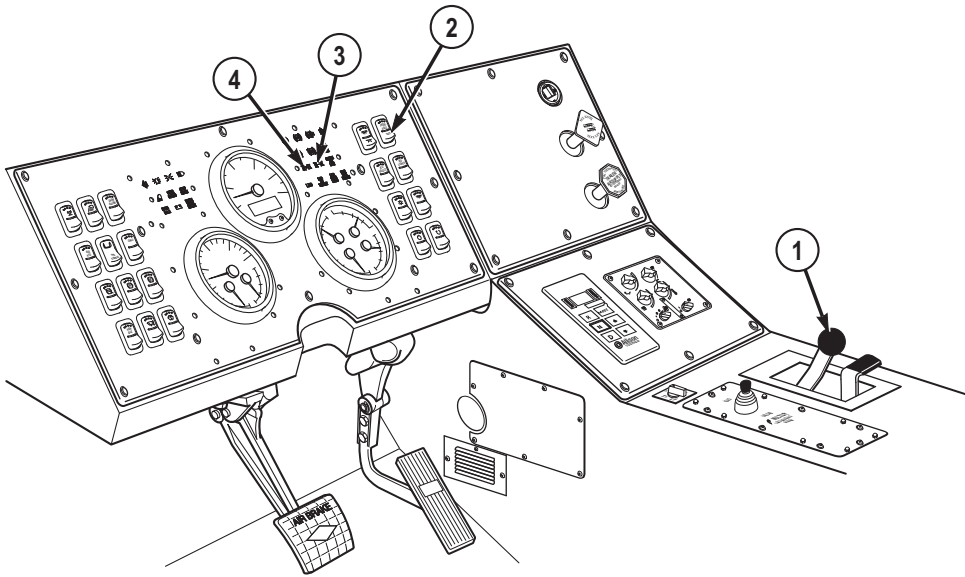


Figure 1.

2. If TRANSFER CASE shift lever (1) is set to HI, set traction control switch (2) to 8X8. Indicator light (4) will come on.

CAUTION

Do not move traction control switch while vehicle is moving. Damage to drive line may result.

NOTE

After traction control switch is positioned off, let vehicle creep forward several feet to allow shift collars to fully disengage.

3. When vehicle gets good traction again, stop vehicle and set traction control switch (2) to off (center) position. Indicator light (3 or 4 as applicable) will go out.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE PARK VEHICLE

INITIAL SETUP:

Not Applicable

OPERATE VEHICLE

1. Lift foot off throttle pedal (1). Let automatic downshifting of transmission slow vehicle.

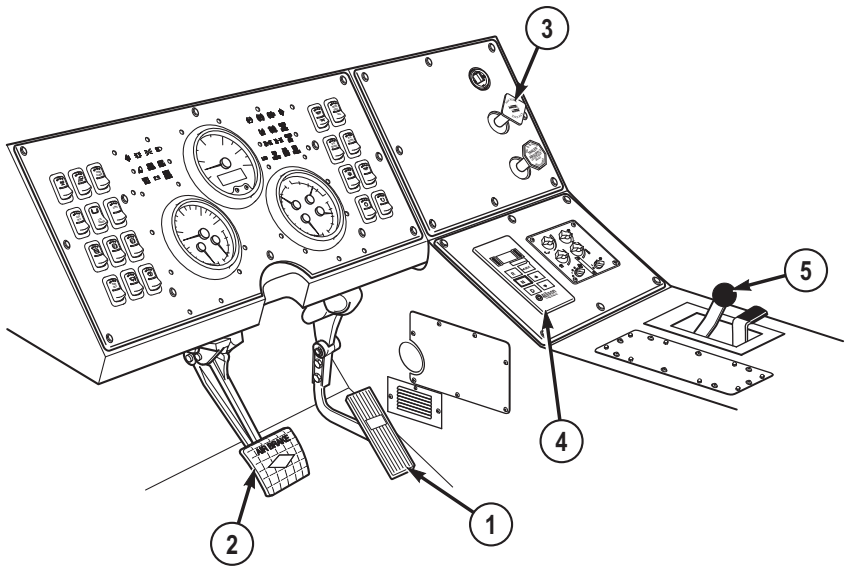


Figure 1.

WARNING



Do not press service brake treadle hard three or four times in a row. Air supply will be used up and service brakes will not work until air is built up again. Failure to comply may result in injury or death to personnel.

2. Push down on service brake pedal (2) until vehicle comes to complete stop.

NOTE

Dashboard parking brake indicator illuminates when PARKING BRAKE control is applied.

3. Pull out PARKING BRAKE control (3).
4. Set transmission range selector (4) to N (neutral).
5. Leave TRANSFER CASE shift lever (5) set to HI or LO.
6. Align front tires in straight-ahead position.
7. Install wheel chocks (WP 0072) as required.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE SHUT OFF ENGINE

INITIAL SETUP:

Not Applicable

SHUT OFF ENGINE

1. Park vehicle. (WP 0056)

CAUTION

Before shutting down engine, run at reduced speed (800 to 1000 rpm) at no-load for three to five minutes to allow turbocharger to slow down and cool off. Turbocharger may be damaged if not allowed to cool off.

2. Push down and hold throttle pedal (1) until tachometer (2) reads 800 to 1000 rpm for three to five minutes.

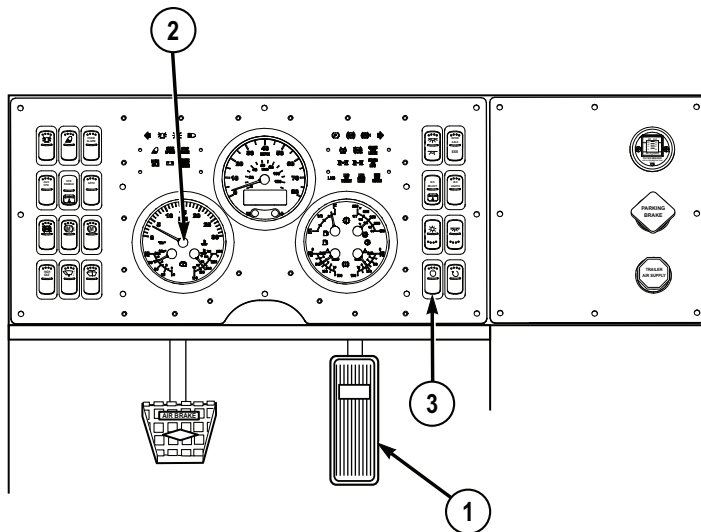


Figure 1.

3. Lift foot off throttle pedal (1).

CAUTION

Failure to place light switches in OFF position when vehicle is not in use may cause battery and/or vehicle damage.

4. Turn off lights as required.
5. Set ignition switch (3) to off (down) position.
6. Turn 24V battery disconnect switch (4) to OFF position. (WP 0074)

END OF TASK**END OF WORK PACKAGE**

**OPERATOR MAINTENANCE
OPERATE RIFLE STOWAGE MOUNT**

INITIAL SETUP:

Not Applicable

STOW RIFLE IN STOWAGE MOUNT

1. Position butt (1) of M-16 rifle (2) in lower mount (3) with trigger guard (4) toward rear of vehicle.

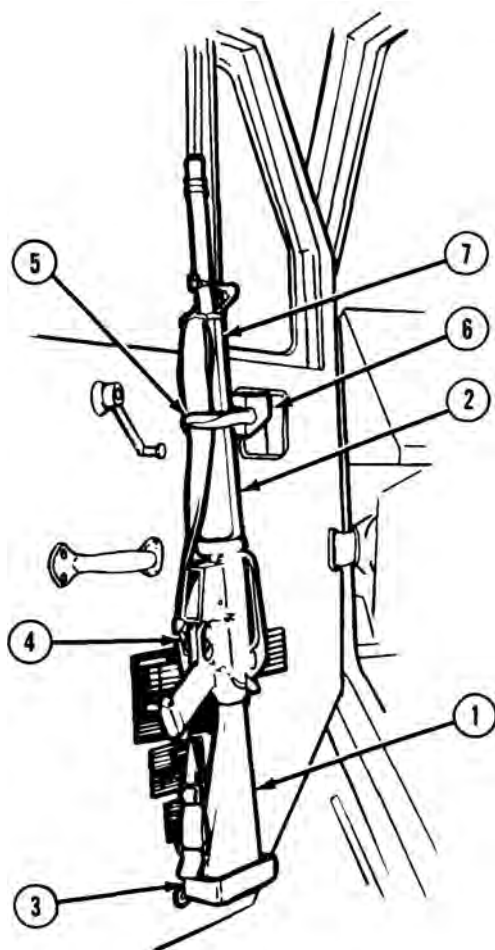


Figure 1.

2. Pull handle (5) of top mount (6) toward middle of cab.
3. Place heat guard (7) of M-16 rifle (2) in top mount (6).
4. Push handle (5) across heat guard (7).
5. Check that M-16 rifle (2) is held tightly.

REMOVE RIFLE FROM STOWAGE MOUNT

1. Pull handle (1) of top mount (2) down and toward middle of cab.

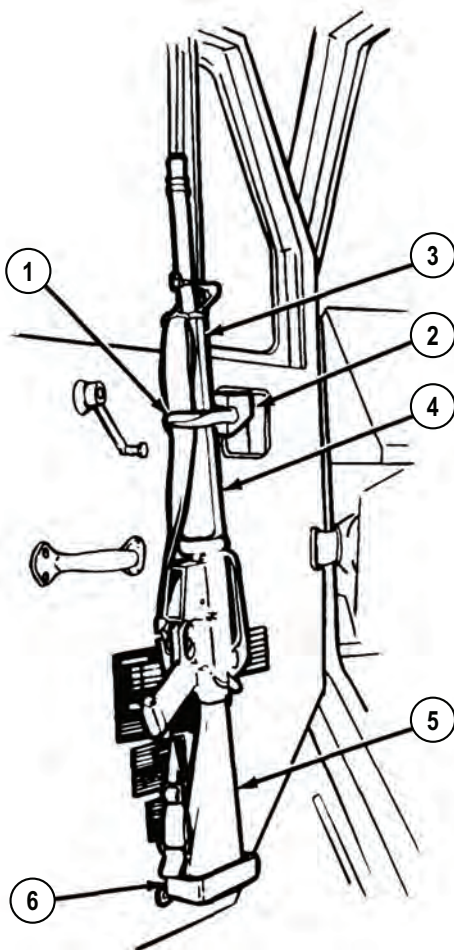


Figure 2.

2. Remove heat guard (3) of M-16 rifle (4) from top mount (2).
3. Remove butt (5) of M-16 rifle (4) from lower mount (6).

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE PORTABLE WORK LAMP OPERATION

INITIAL SETUP:

Not Applicable

INSTALL/OPERATE/REMOVE PORTABLE WORK LAMP

NOTE

Ensure that 24V battery disconnect switch is ON (WP 0074) before operating work lamp.

1. Remove work lamp (1) and work lamp harness (2) from stowage.

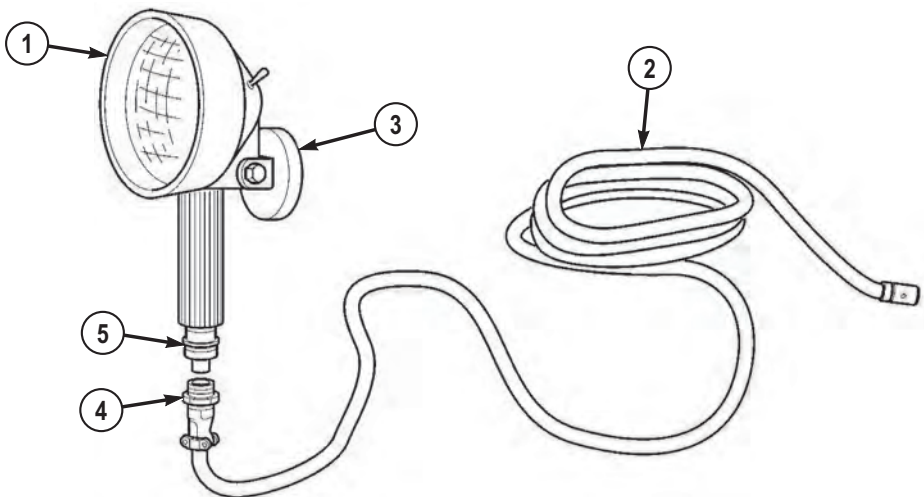


Figure 1.

2. Mount work lamp (1) on vehicle using magnet (3).
3. Install work lamp harness plug (4) on work lamp terminal (5).
4. Route work lamp harness (2) through driver side door opening (6), between inside of cab roof (7) and air horn valve hoses (8).

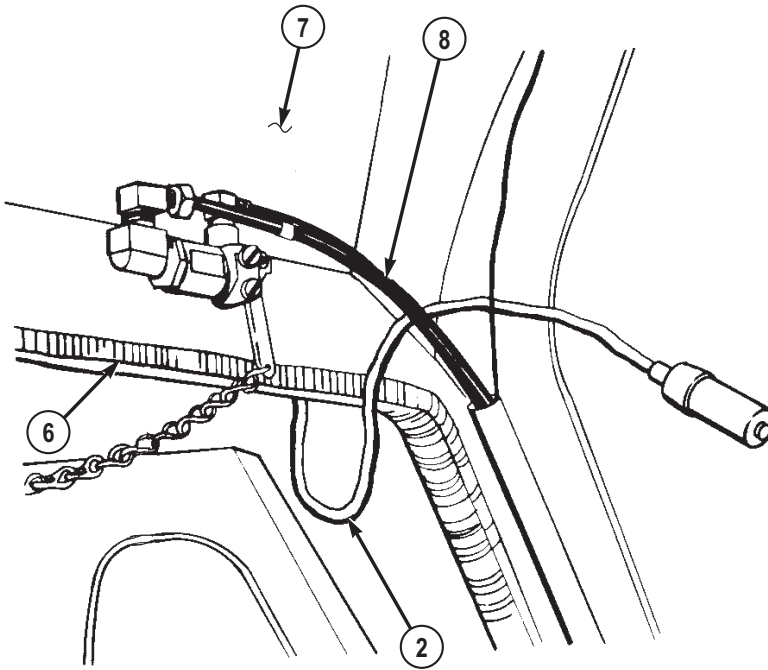


Figure 2.

5. Route work lamp harness (2) across driver side defroster (9) and across center dash panel (10) to utility outlet (11).

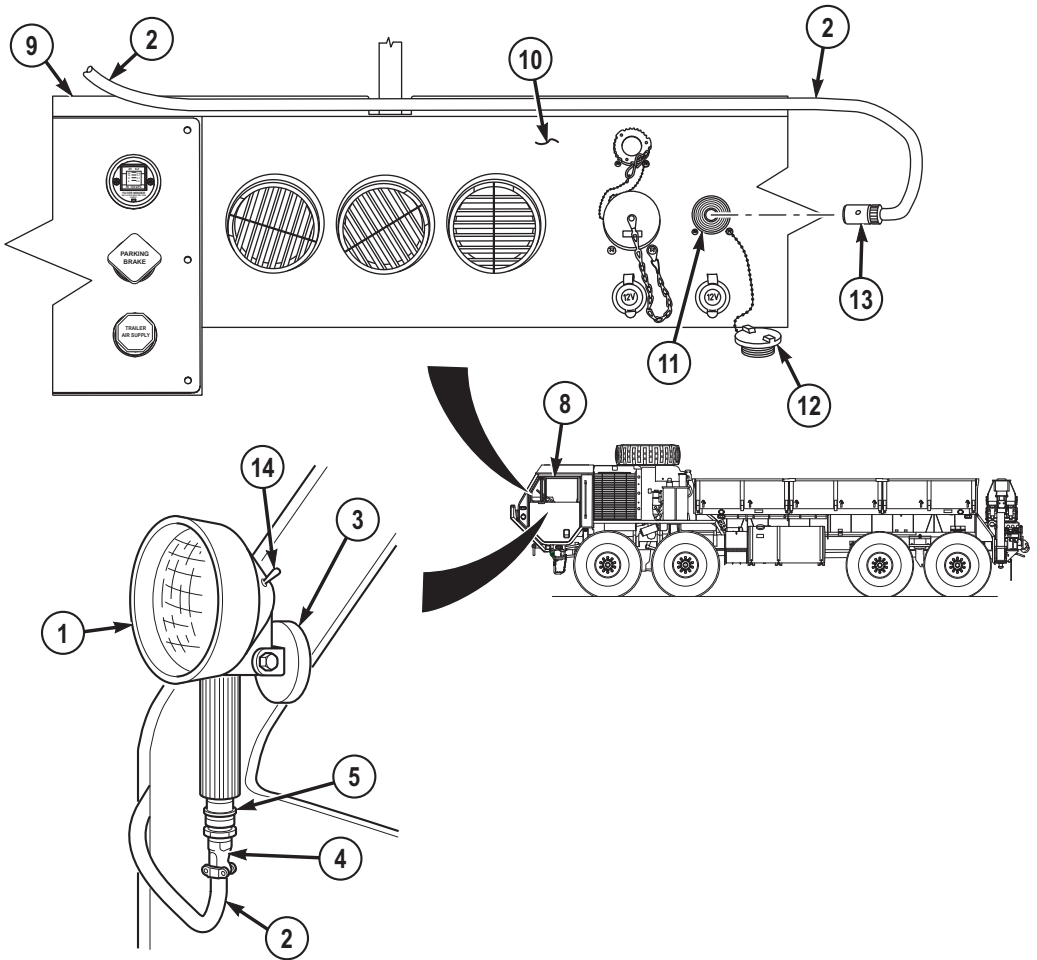


Figure 3.

6. Remove utility outlet cover (12). Insert work lamp harness plug (13) into utility outlet (11).

NOTE

Ignition switch must be positioned to on for portable work lamp to operate.

7. Turn on work lamp (1) using toggle switch (14).

NOTE

Perform Steps (8) through (13) when use of the portable work lamp is no longer required.

8. Turn off work lamp (1) using toggle switch (14).
9. Remove work lamp harness plug (13) from utility outlet (11). Install utility outlet cover (12).
10. Remove work lamp harness (2) from interior of cab.
11. Remove work lamp harness plug (4) from work lamp terminal (5).
12. Disengage magnet (3) from vehicle.
13. Return work lamp (1) and work lamp harness (2) to proper stowage.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATE DOME LIGHT**

INITIAL SETUP:

Not Applicable

TURN DOME LIGHT ON/OFF**CAUTION**

Failure to place light switches in off position when vehicle is not in use may cause battery and/or vehicle damage.

NOTE

- Dome light is located on very rear of cabin overhead centered between operator and crew seats.
 - Dome light switch is a 2-position switch; down is off, up is on.
 - Dome light is disabled when B.O. SELECT switch is positioned on.
 - Ensure that the 24V battery disconnect switch is set to ON position (WP 0074) before operating lights.
1. Set DOME switch (1) to on/off position as required.

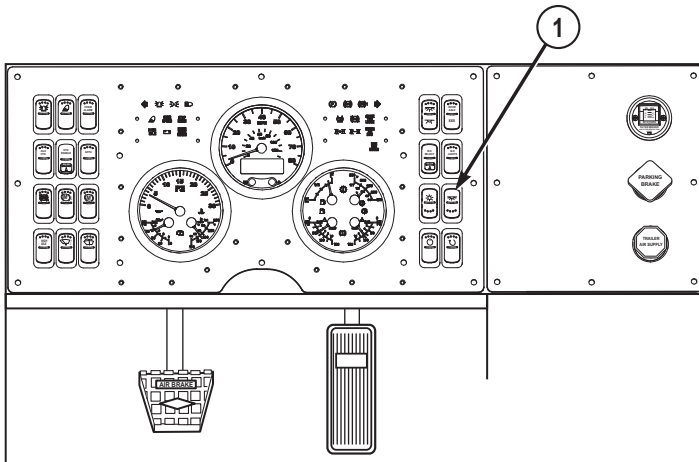


Figure 1.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE PANEL LIGHTS

INITIAL SETUP:

Not Applicable

TURN PANEL LIGHTS ON/OFF

CAUTION

Failure to place light switches in the off position when vehicle is not in use may cause battery and/or vehicle damage.

NOTE

Ensure that the 24V battery disconnect switch is set to ON position (WP 0074) before operating lights.

1. Set ignition switch (1) to on position.

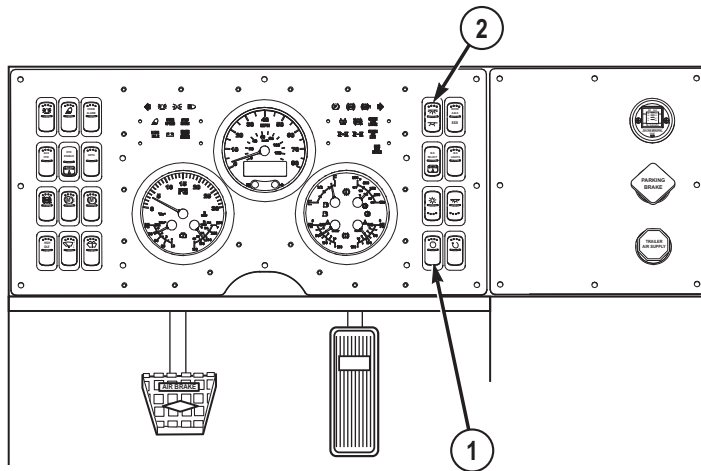


Figure 1.

NOTE

- The dimmer switch is a two-position momentary switch. Each upward/downward momentary depression of the switch will increase/decrease panel light intensity by 5%.
 - Pressing and holding dimmer switch up for 3+ seconds will increase panel light intensity to 100%.
 - Pressing and holding dimmer switch down for 3+ seconds will decrease panel light intensity to 10%.
2. Adjust panel light brightness using dimmer switch (2).

NOTE

Complete Step (3) when panel lights are no longer required.

3. Set ignition switch (1) to off position.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE PARKING LIGHTS

INITIAL SETUP:

Not Applicable

TURN PARKING LIGHTS ON/OFF

CAUTION

Failure to place light switches in the off position when vehicle is not in use may cause battery and/or vehicle damage.

NOTE

- The master lighting switch is a three-position switch:
 - Ensure that the 24V battery disconnect switch is set to ON position (WP 0074) before operating lights.
 - Clearance lights indicator will illuminate whenever master light switch is moved out of off position.
1. Set master lighting switch (1) up one click to center position, clearance light indicator (2) will illuminate.

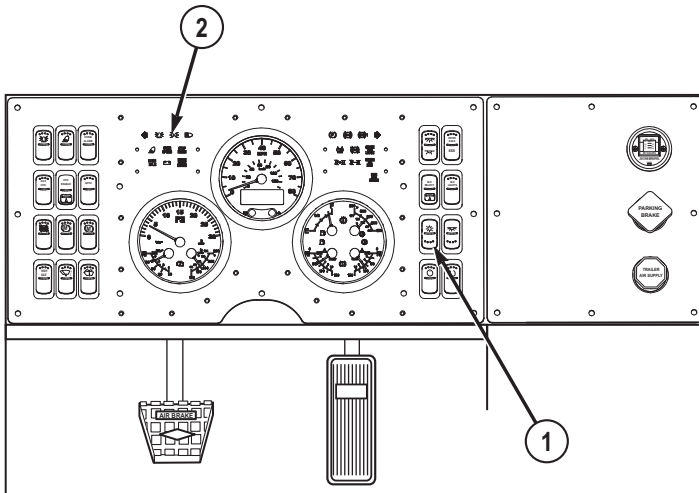


Figure 1.

NOTE

Complete Step (2) when parking lights are no longer required.

2. Position master lighting switch (1) down one click to off position, clearance light indicator (2) will go out.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATE SERVICE DRIVE LIGHTS**

INITIAL SETUP:

Not Applicable

TURN SERVICE DRIVE LIGHTS ON/OFF

CAUTION

Failure to place light switches in the off position when vehicle is not in use may cause battery and/or vehicle damage.

NOTE

- The master lighting switch is a three-position switch:
 - Ensure that the 24V battery disconnect switch is set to ON position (WP 0074) before operating lights.
 - For full explanation of clearance lights, go to operate clearance lights . (WP 0065)
 - Clearance lights indicator will illuminate whenever master light switch is moved out of off position.
1. Position master lighting switch (1) up two clicks to full up position, clearance light indicator (2) will illuminate. Service headlights (3), composite lights (4), taillights (5), and clearance lights (6) will illuminate.

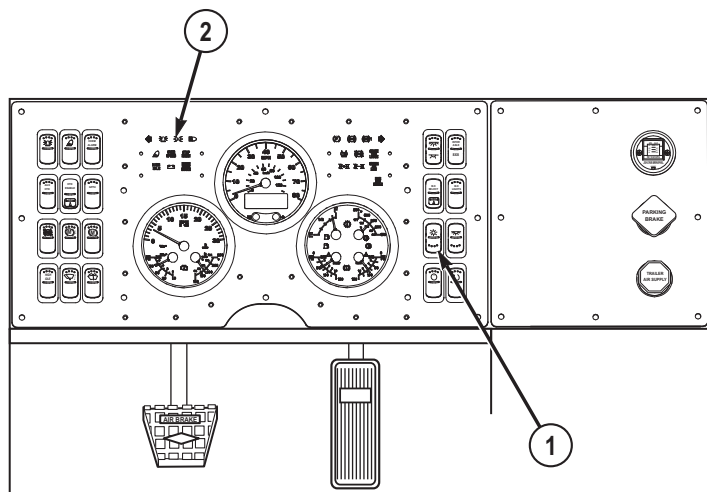


Figure 1.

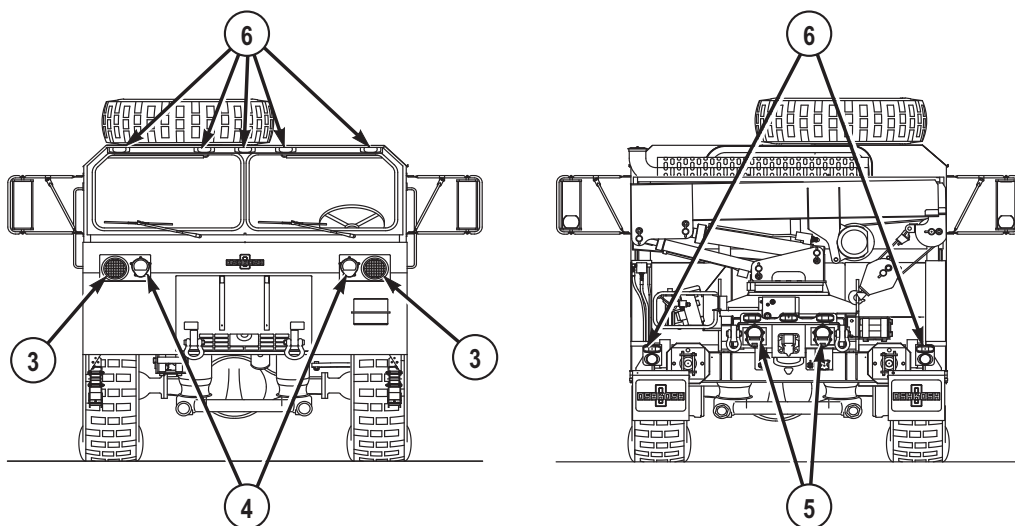


Figure 2.

NOTE

Service stop lights (incorporated in taillights) will illuminate when service brake pedal is applied.

2. Press dimmer switch (7) to cycle between high and low headlight beams. High beam indicator (8) will illuminate (blue) when high beams are selected.

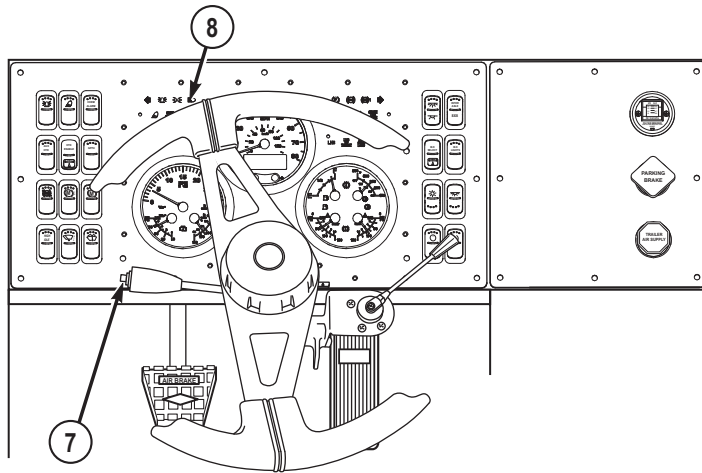


Figure 3.

NOTE

Complete Step (3) when service drive lights are no longer required.

3. Position master lighting switch (1) down two clicks to off position, clearance light indicator (2) will go out.

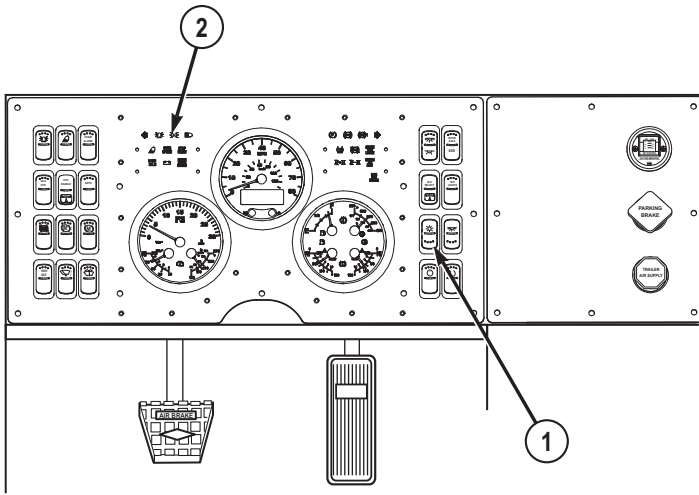


Figure 4.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATE STOPLIGHTS**

INITIAL SETUP:

Not Applicable

TURN STOPLIGHTS ON/OFF**NOTE**

Ensure that the 24V battery disconnect switch is set to ON position (WP 0074) before operating lights.

1. Stoplights (1) will illuminate when service brake pedal (2) is applied.

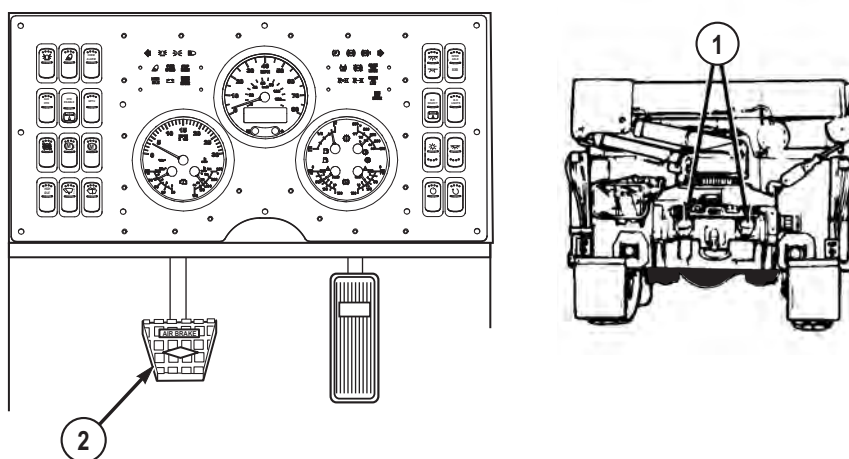


Figure 1.

END OF TASK**END OF WORK PACKAGE**

**OPERATOR MAINTENANCE
OPERATE CLEARANCE LIGHTS**

INITIAL SETUP:

Not Applicable

TURN CLEARANCE LIGHTS ON/OFF**CAUTION**

Failure to place light switches in the OFF position when vehicle is not in use may cause battery and/or vehicle damage.

NOTE

- The master lighting switch is a three-position switch:
 - Ensure that the 24V battery disconnect switch is set to ON position (WP 0074) before operating lights.
 - Clearance lights indicator will illuminate whenever master light switch is moved out of off position.
1. Set master lighting switch (1) up one or two clicks; clearance light indicator (2) and clearance lights (3) will illuminate.

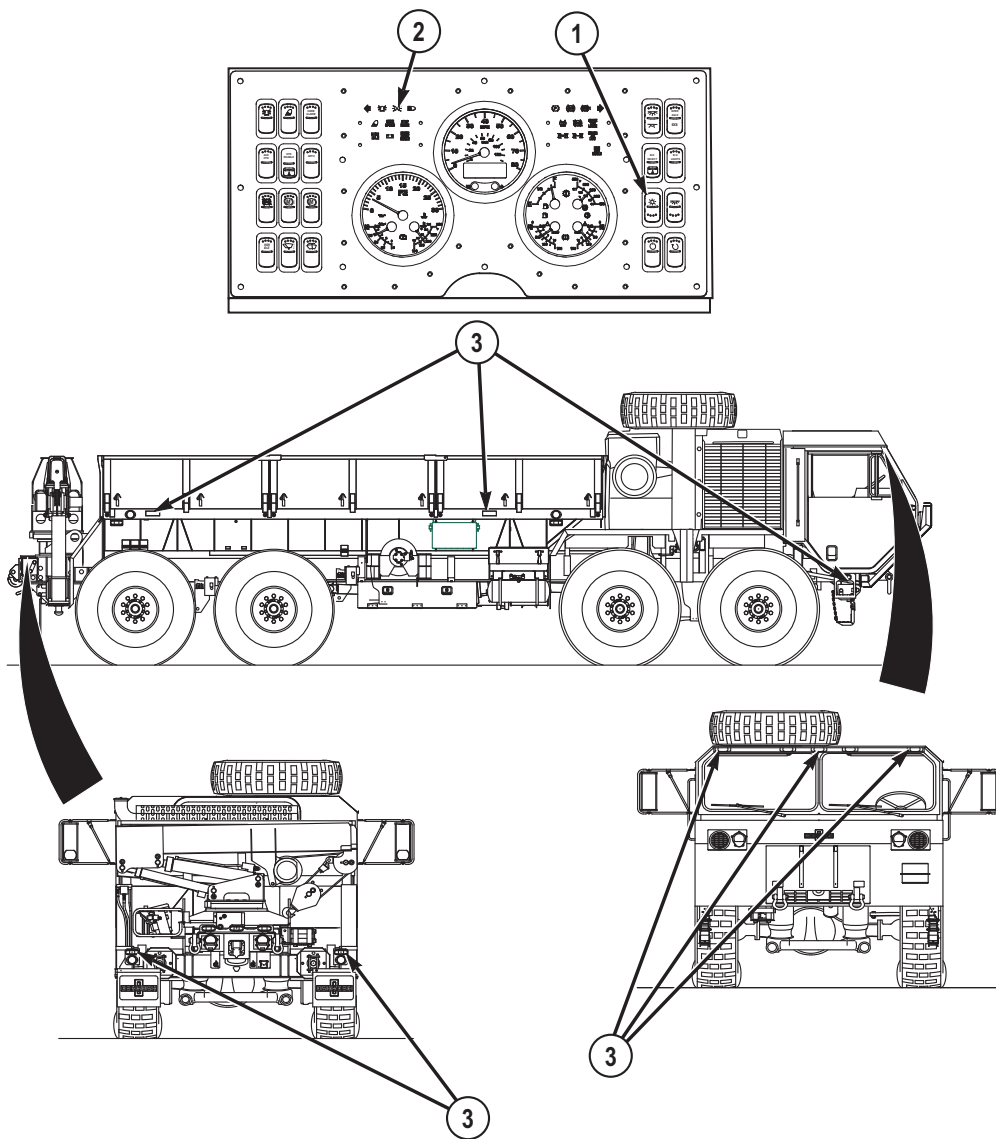


Figure 1.

NOTE

Complete Step (2) when clearance lights are no longer required.

2. Set master lighting switch (1) full down to off position; clearance light indicator (2) and clearance lights (3) will go out.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATE BLACKOUT DRIVE LIGHT**

INITIAL SETUP:

Not Applicable

TURN BLACKOUT DRIVE LIGHT ON/OFF

CAUTION

Failure to place light switches in the OFF position when vehicle is not in use may cause battery and/or vehicle damage.

NOTE

- The B.O. LIGHTS switch is a three-position switch:
 - Ensure that the 24V battery disconnect switch is set to ON position (WP 0074) before operating lights.
 - Use blackout drive light for night driving under blackout conditions.
 - Master lighting switch, dome light switch, work light switch, beacon light switch, electric horn (on steering column), and reverse alarm are disabled when B.O. SELECT switch is positioned on.
1. Set B.O. SELECT switch (1) to on position.

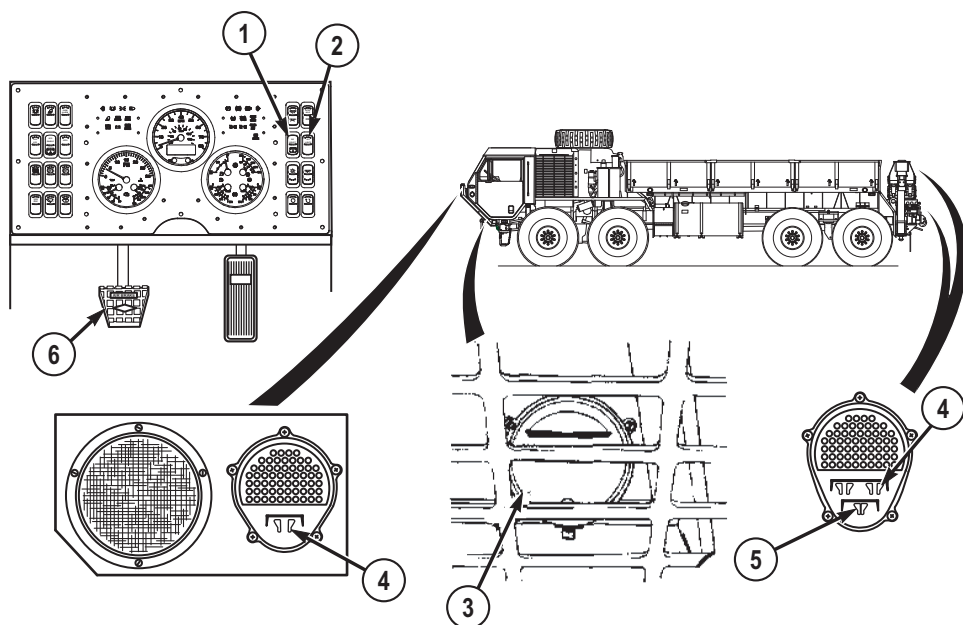


Figure 1.

2. Set B.O. LIGHTS switch (2) up two clicks. Blackout drive light (3) and blackout markers (4) will illuminate.
3. Blackout stoplights (5) will illuminate when service brake pedal (6) is applied.

NOTE

Complete Steps (4) and (5) when blackout lights are no longer required.

4. Set B.O. LIGHTS switch (2) down two clicks to off position. Blackout drive light (3) and blackout markers (4) will go out.
5. Lift switch lock and set B.O. SELECT switch (1) off position.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATE BLACKOUT MARKERS**

INITIAL SETUP:

Not Applicable

TURN BLACKOUT MARKERS ON/OFF**CAUTION**

Failure to place light switches in the OFF position when vehicle is not in use may cause battery and/or vehicle damage.

NOTE

- The B.O. LIGHTS switch is a three-position switch:
 - Ensure that the 24V battery disconnect switch is set to ON position (WP 0074) before operating lights.
 - Master lighting switch, dome light switch, work light switch, beacon light switch, electric horn (on steering column), and reverse alarm are disabled when B.O. SELECT switch is positioned on.
1. Set B.O. SELECT switch (1) to on position.

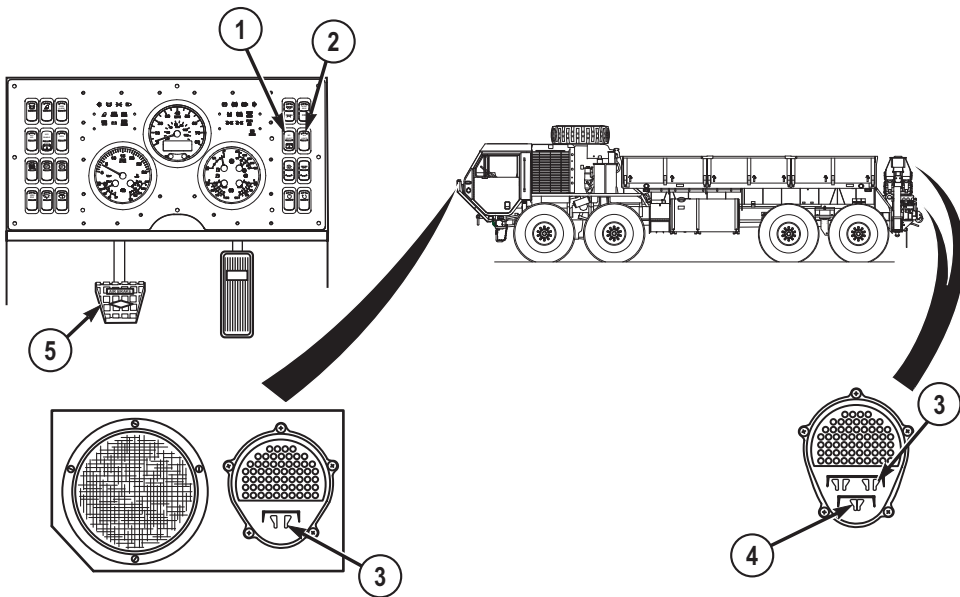


Figure 1.

2. Set B.O. LIGHTS switch (2) up one click to center position. Blackout markers (3) will illuminate.
3. Blackout stoplight markers (4), which are located on vehicle taillights, will illuminate when service brake pedal (5) is applied.

NOTE

Complete Steps (4) and (5) when blackout markers are no longer required.

4. Set B.O. LIGHTS switch (2) one click to off position. Blackout markers (3) will go out.
5. Lift switch lock and set B.O. SELECT switch (1) to off position.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE WORK LIGHTS

INITIAL SETUP:

Not Applicable

TURN WORK LIGHTS ON/OFF

CAUTION

Failure to place light switches in the off position when vehicle is not in use may cause battery and/or vehicle damage.

NOTE

- Work light switch is disabled whenever blackout lights are selected on light control switch.
- Ensure that the 24V battery disconnect switch is set to ON position (WP 0074) before operating lights.

1. Set work light switch (1) to on position, work light indicator (2) will illuminate.

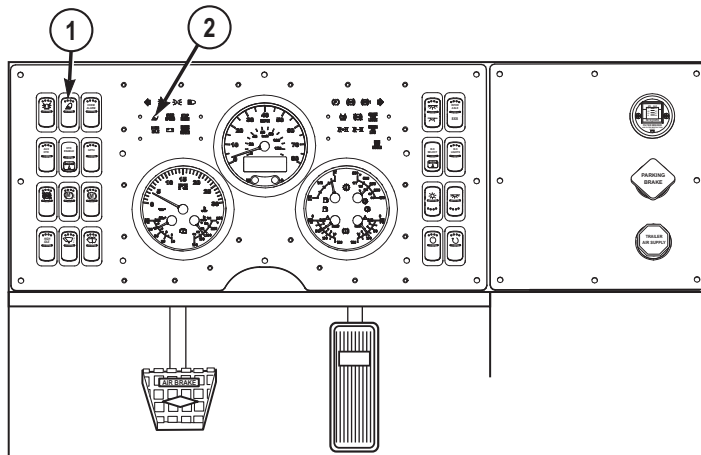


Figure 1.

2. Stationary work lights (3) will illuminate. Portable work lights (4) may or may not illuminate dependant on the position of their individual ON/OFF switches (5).

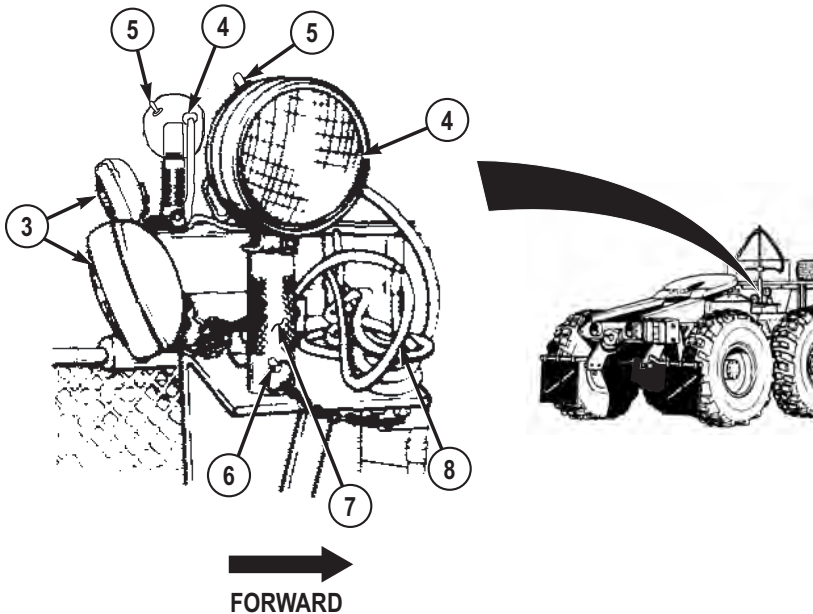


Figure 2.

NOTE

- Both driver side and passenger side portable work lights are operated in the same way. Passenger side shown.
- Perform Steps (3) through (6) if use of portable work lights is required.

3. Set switch (5), located on portable work light (4), to on position.
4. Pull quick pin (6) from portable work light (4).
5. Lift portable work light (4) from bracket (7).
6. Unwrap cord (8) from stowage hooks as required.

NOTE

- Both driver side and passenger side portable work lights are operated in the same way. Passenger side shown.
- Perform Steps (7) through (10) when use of portable work lights is no longer required.

7. Set switch (5), located on portable work light (4), to off position.

8. Wrap cord (8) onto stowage hooks as required.
9. Insert portable work light (4) into bracket (8).
10. Install quick pin (6) through both portable work light (4) and bracket (7).

NOTE

- Both driver side and passenger side portable work lights are operated and installed in the same way. Passenger side shown.
 - Perform Steps (11) and (12) when use of all work lights is no longer required.
11. Ensure portable work light switches (5) are turned off and portable work lights (4) are properly stowed on mounting brackets (7).
 12. Set WORK LIGHT switch (1) to off position, work light indicator (2) and all work lights will go out.

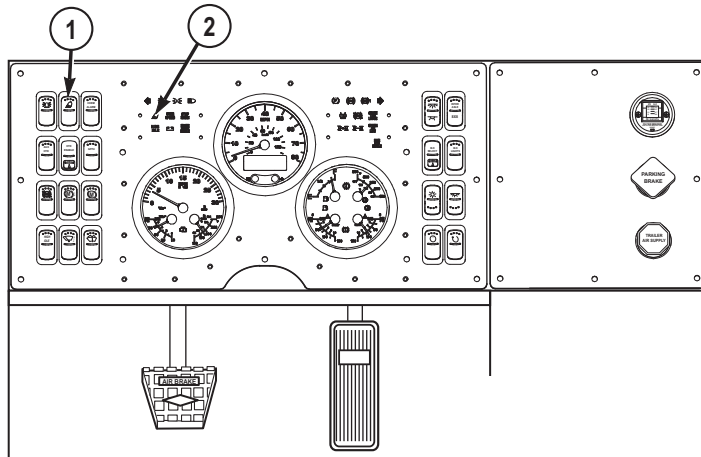


Figure 3.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE PORTABLE BEACON LIGHT OPERATION

INITIAL SETUP:

Not Applicable

INSTALL/REMOVE PORTABLE BEACON LIGHT

NOTE

Ensure that the 24V battery disconnect switch is set to ON position (WP 0074) before operating lights.

1. Remove beacon light (1) from stowage and unwind cord (2).

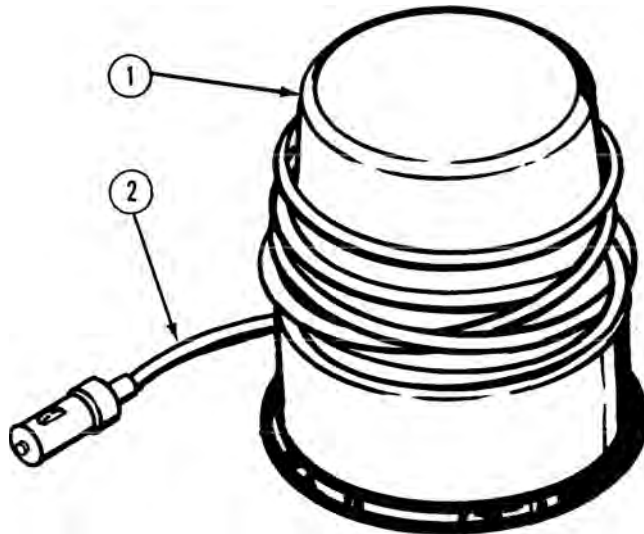


Figure 1.

2. Place beacon light (1) on driver side front corner of cab roof (3) approximately 12 in. (30 cm) from driver side cab, and approximately 2 in. (5 cm) from front edge of cab roof.

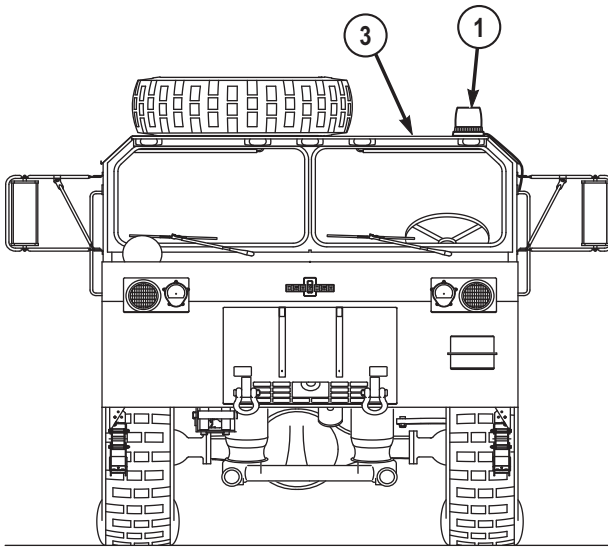


Figure 2.

3. Route beacon cord (2) through driver side door opening (4) and between inside of cab roof (3) and air horn valve hoses (5).

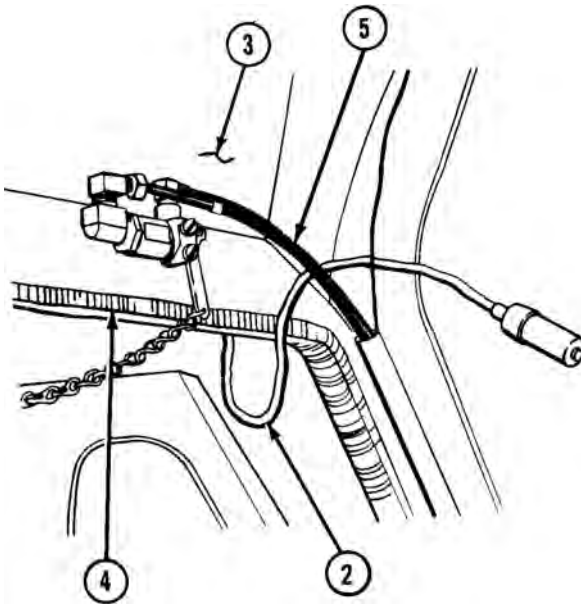


Figure 3.

4. Route beacon cord (2) down left side of driver's windshield (6), across driver side defroster (7), and across center dash panel (8) to utility outlet (9).

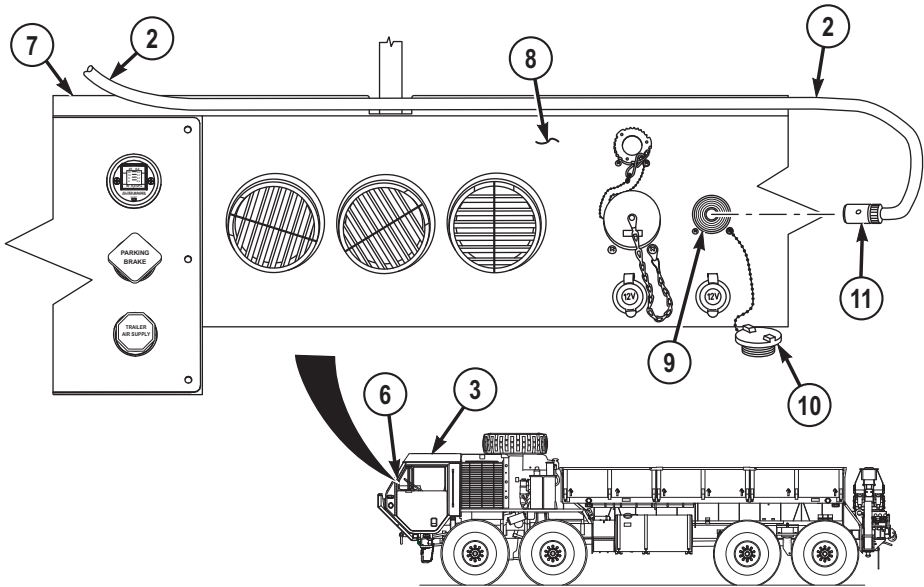


Figure 4.

5. Remove utility outlet cover (10).

NOTE

Ignition switch must be positioned to on for portable beacon light to operate.

6. Insert beacon cord plug (11) into utility outlet (9).

NOTE

Perform Steps (7) through (11) when use of portable beacon light is no longer required.

7. Remove beacon cord plug (11) from utility outlet (9).
8. Install utility outlet cover (10).
9. Remove beacon cord (2) from interior of cab.
10. Remove beacon light from cab roof (3).
11. Rewind cord (2) and return beacon light (1) to appropriate stowage.

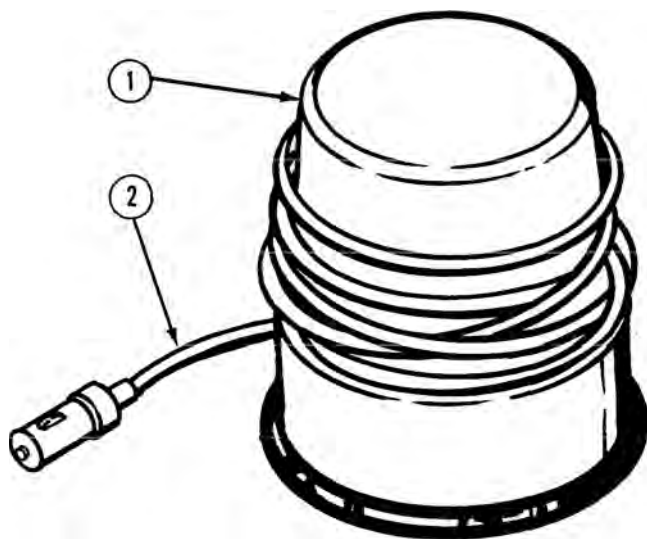


Figure 5.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATE TURN SIGNALS**

INITIAL SETUP:

Not Applicable

SET TURN SIGNAL ON/OFF**NOTE**

- Ensure that the 24V battery disconnect switch is set to ON position (WP 0074) before operating turn signals.
 - If left turn is desired, complete Step (1). If right turn is desired, skip to Step (2).
1. Set turn signal lever (1) down to left turn position. Left turn indicator (2), and driver side front (3) and rear (4) composite lights will flash (approximately once per second) simultaneously.

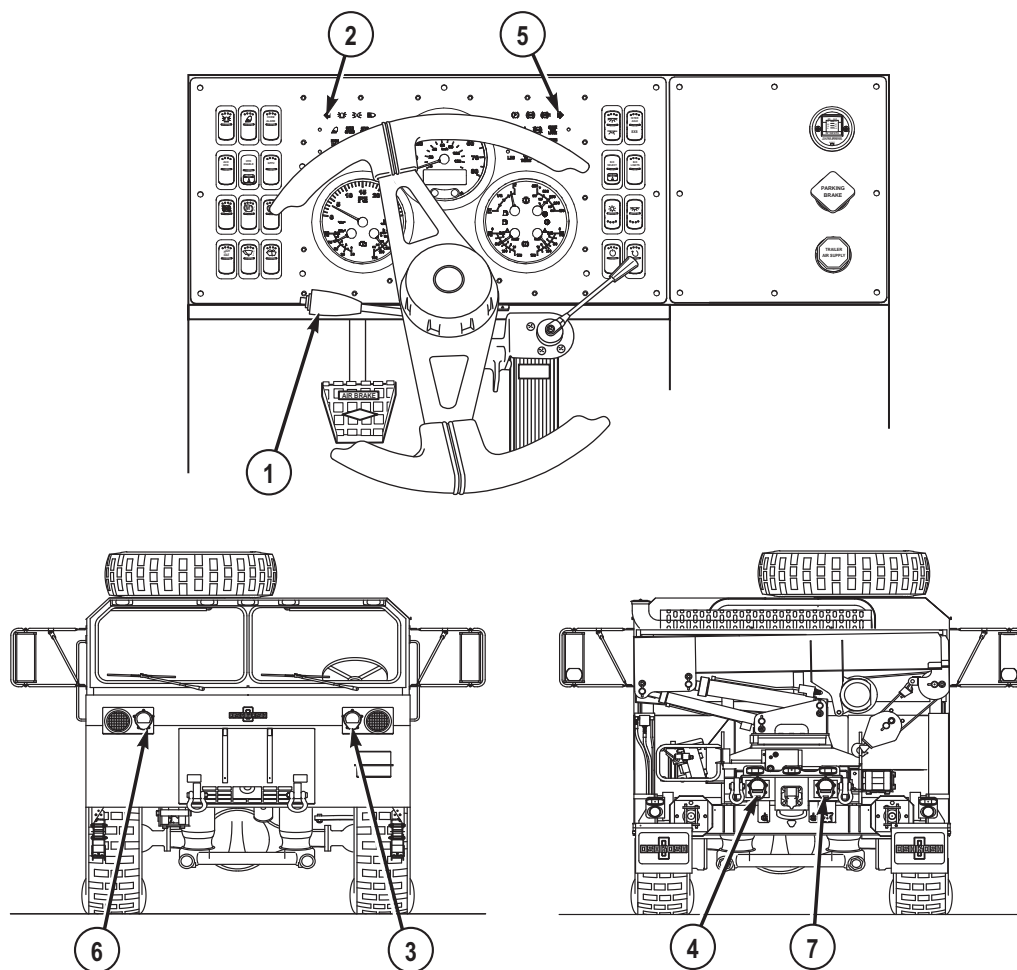


Figure 1.

NOTE

If right turn is desired, complete Step (2).

2. Set turn signal lever (1) up to right turn position. Right turn indicator (5), and passenger side front (6) and rear (7) composite lights will flash (approximately once per second) simultaneously.

NOTE

Turn signal level may return to off (center) position automatically once turn is complete, if this is not the case and/or turn signal is no longer desired, complete Step (3).

3. Set turn signal control lever (1) to off (center) position. Appropriate turn indicator and composite lights will go out.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATE EMERGENCY FLASHERS**

INITIAL SETUP:

Not Applicable

TURN EMERGENCY FLASHERS ON/OFF**NOTE**

- Ensure that the 24V battery disconnect switch is set to ON position (WP 0074) before operating emergency flashers.
 - Highway Emergency Marker Kit (WP 0097) should be used to mark location and caution oncoming traffic whenever vehicle is disabled or must park in areas where there is other traffic.
1. Push emergency flasher switch (1) in. Both left (2) and right (3) turn indicators, and front (4) and rear (5) composite lights will flash simultaneously at approximately once per second.

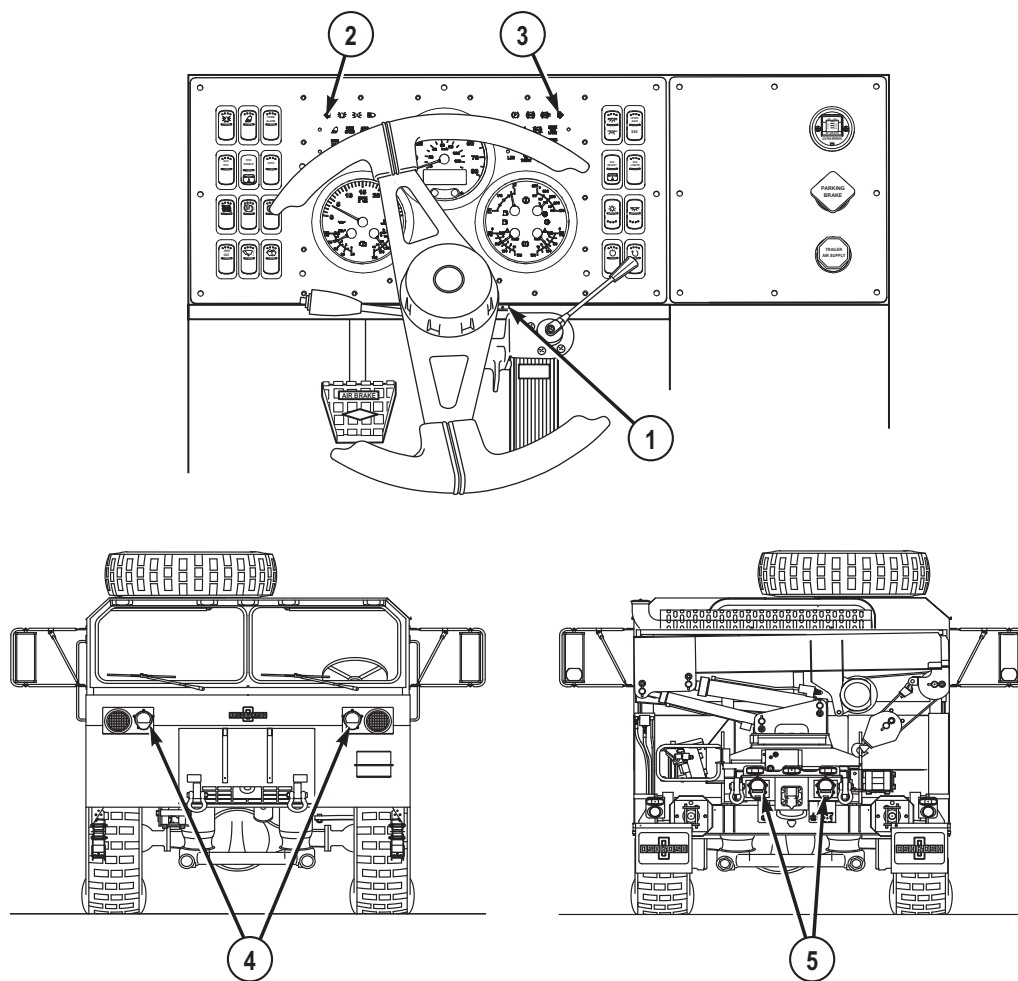


Figure 1.

NOTE

Perform Step (2) when emergency flashers are no longer desired.

2. Pull emergency flasher switch (1) out.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE INSTALL/REMOVE WHEEL CHOCKS

INITIAL SETUP:

Not Applicable

INSTALL WHEEL CHOCKS

NOTE

- Vehicle is equipped with four wheel chocks.
- Always chock tires if vehicle is shut down on uneven terrain.
- Always chock tires if vehicle parking brake is inoperative.
- Ensure local policy for chocking vehicle tires is followed.

1. Remove two wheel chocks (1) from stowage.

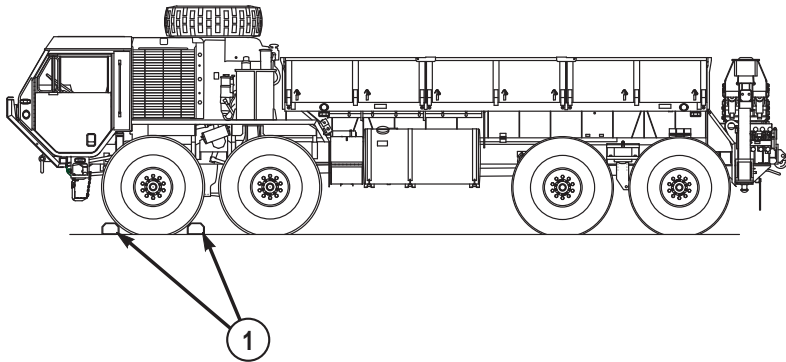


Figure 1.

2. Place one wheel chock (1) snugly against both front and rear of tire (No. 1 axle driver side tire shown).

REMOVE WHEEL CHOCKS

NOTE

- Vehicle is equipped with four wheel chocks.

- Ensure local policy for removing wheel chocks (1) is followed.

1. Remove wheel chocks (1) from both front and rear of tire (No. 1 axle driver side tire shown).

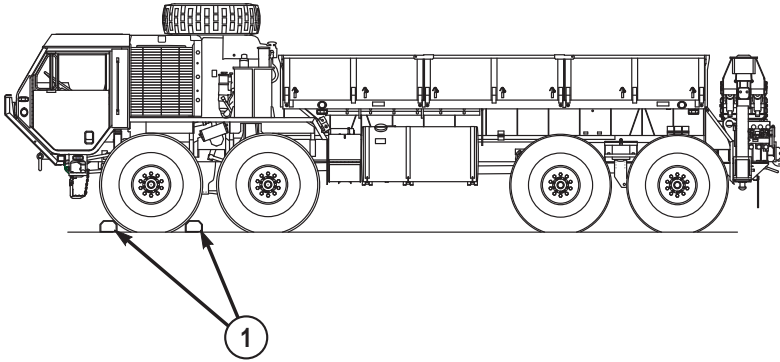


Figure 2.

2. Return wheel chocks (1) to stowage.
3. Repeat Steps (1) and (2) if more than one wheel is chocked.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE CHANGE VEHICLE WEIGHT INDICATOR

INITIAL SETUP:

Not Applicable

CHANGE VEHICLE WEIGHT INDICATOR

NOTE

Refer to load classification table for appropriate vehicle weight.

1. Press in bottom of lockplate (1).

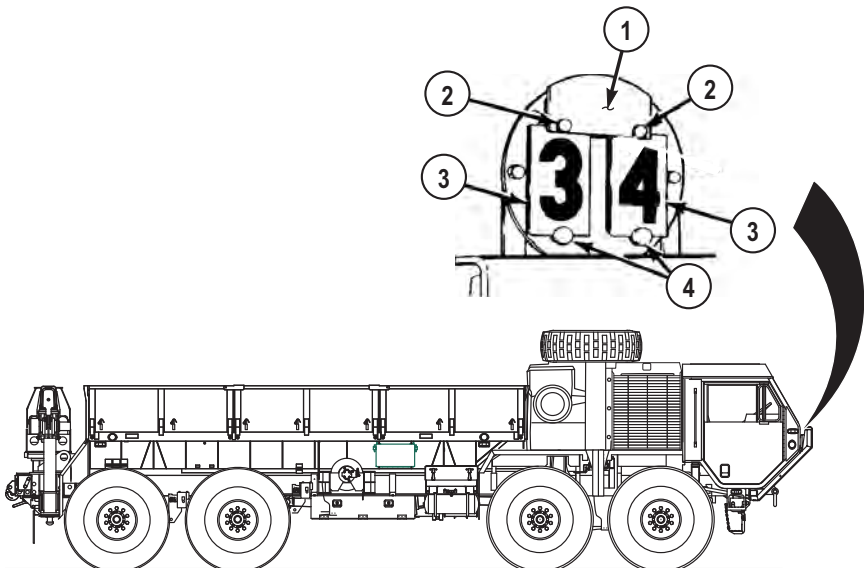


Figure 1.

2. Push lockplate (1) up and off one lockpin (2).
3. Remove number plates (3).
4. Place new number on top of number plates (3).
5. Install number plates (3) on lockpin (4).

6. Push down number plates (3). Slide lockplate (1) on lockpin (2).
7. Repeat Steps (1) through (7) to change other number.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATE 24V BATTERY DISCONNECT SWITCH**

INITIAL SETUP:

Not Applicable

OPERATE 24V BATTERY DISCONNECT SWITCH

NOTE

All electrical power to the cab is turned ON/OFF by the 24V disconnect switch.

Turn switch (1) full clockwise (CW) to ON position or full counterclockwise (CCW) to OFF position as desired.

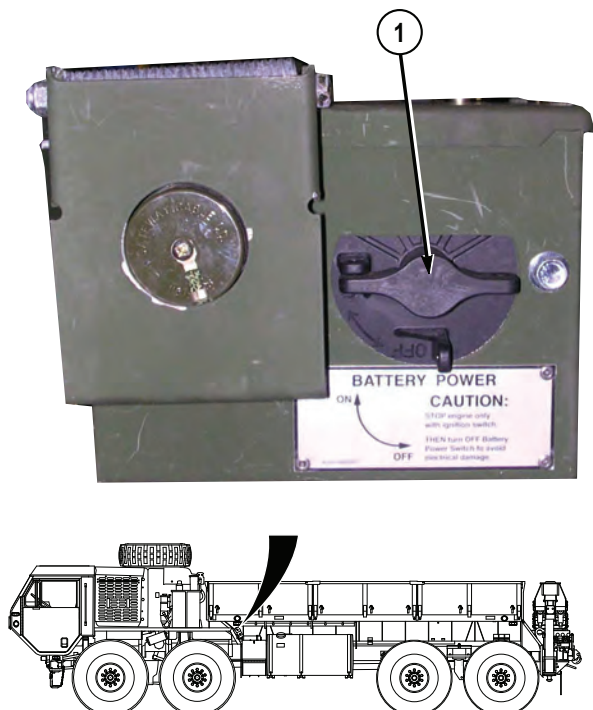


Figure 1.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
ADJUST AIR-RIDE SEAT**

INITIAL SETUP:

Not Applicable

ADJUST AIR-RIDE SEAT**WARNING**

When adjusting seat ride firmness, keep fingers out from under seat. Failure to comply may result in injury or death to personnel.

NOTE

- Sit in seat and perform Steps (1) through (6) as necessary.
 - Driver and crew (passenger side) side seats are adjusted the same way.
1. Pull out (increase) or push in (decrease) knob (1) to adjust seat ride firmness.

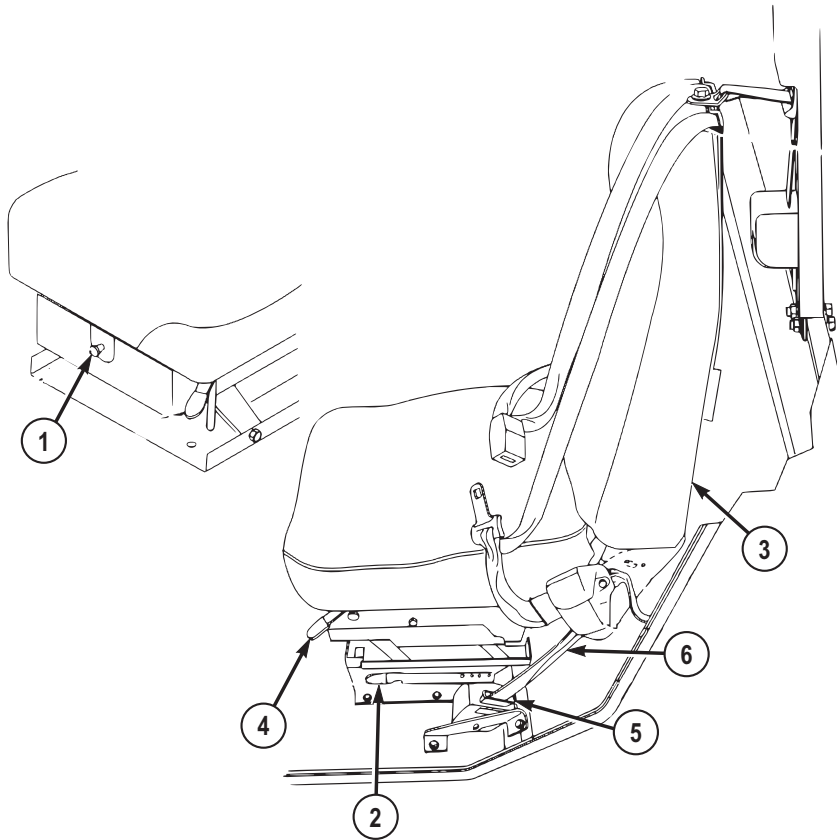


Figure 1.

2. Move lever (2) away from seat (3) and slide seat (3) forward or backwards.
3. Move lever (2) towards seat (3) to lock seat (3) in place.
4. Pull up lever (4) and lift self off seat (3) to raise, or pull up lever (4) and push down on seat (3) to lower.
5. Release lever (4) to lock seat (3) in place.
6. Adjust all vehicle mirrors as necessary once driver's seat is properly adjusted.

NOTE

If vehicle is bounced too hard, seat tether may lock seat in down position. Park vehicle (WP 0056) and perform Steps (7) through (10) to free seat.

7. Push in knob (1) to decrease seat ride firmness.

8. Move lever (2) away from seat (3), and slide seat (3) backwards to relieve tension on retractor (5).
9. Feed some seat tether (6) into retractor (5) until it releases.
10. Perform Steps (1) through (5) as required to reset seat (3) to desired position.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE FOUR-POINT SEATBELT

INITIAL SETUP:

Not Applicable

OPERATE FOUR-POINT SEATBELT

1. Insert seatbelt flat metal end (1) into buckle (2) until click is heard.

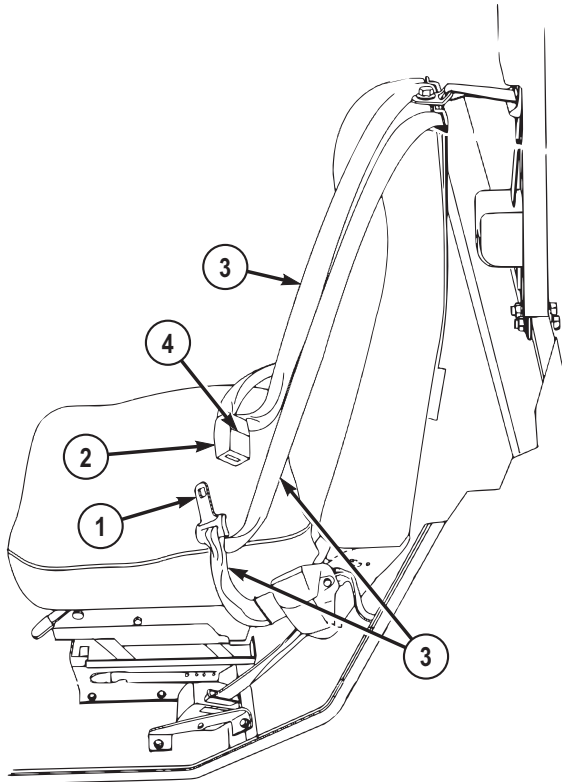


Figure 1.

2. To release seatbelt (3), push in button (4) on buckle (2).

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
LIMP HOME/FLAT TIRE WITH NO SPARE**

INITIAL SETUP:

Not Applicable

INSTALL LIMP HOME SETUP ON NO. 1 AND NO. 2 AXLE TIRES

CAUTION

- Do not use this procedure on fully loaded M983A4 or M983A4 LET vehicle with trailer in tow. Limp home setup will not support extra weight and equipment may be damaged.
- Vehicle must not be driven faster than 10 mph (16 km/h) or farther than 30 miles (48 km) in limp home condition.

NOTE

- Use limp home procedure for emergency only in case of wheel bearing failure, wheel damage, or when unable to change wheel and tire.
- Limp home setup for passenger side No. 1 axle is shown. All limp home setups for No.1 and No.2 axle are done in same manner.

1. Drive flat/shredded tire onto two wheel chocks (1).

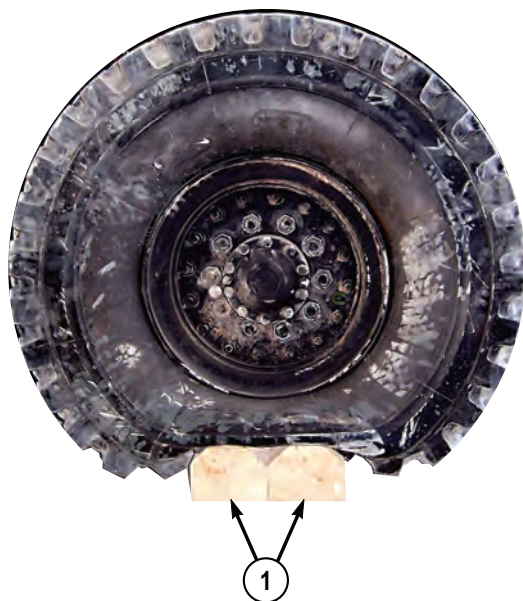


Figure 1.

2. Dump (deflate) air suspension.

NOTE

The distance between the axle and axle stop should be no greater than 2 in. (5 cm) or the limp home setup will not work as intended.

3. Check axle (2) proximity to axle stop (3).

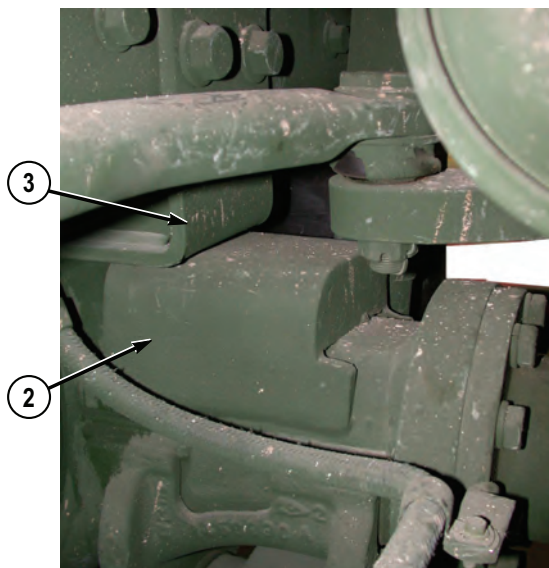


Figure 2.

NOTE

- If axle is too far from axle stop (more than 2 in. [5 cm]) to effectively install limp home setup, discontinue procedure and arrange for vehicle recovery.
 - If axle and axle stop are close enough (2 in. [5 cm] or less) to effectively install limp home setup, continue with Step (4).
4. Remove two wheel chocks (4) and 7 ft. (2.1 m) chain (5) from stowage.

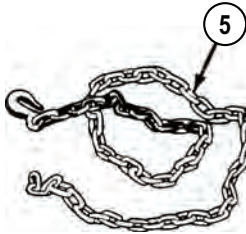
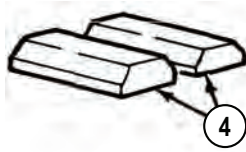


Figure 3.

5. Install two wheel chocks (WP 0072) (4) in front of and behind tire across (on same axle) from tire in which limp home setup is being installed.

CAUTION

Wrap 7 ft. (2.1 m) chain around frame rail and axle only. Do not wrap 7 ft. (2.1 m) chain around lateral torque rod, shock absorber, etc., as they could be crushed. Route 7 ft. (2.1 m) chain so hoses or lines are not between frame and 7 ft. (2.1 m) chain or axle and 7 ft. (2.1 m) chain. Failure to comply may result in damage to equipment.

6. Route 7 ft. (2.1 m) chain (5) around frame rail (6) and axle (2).

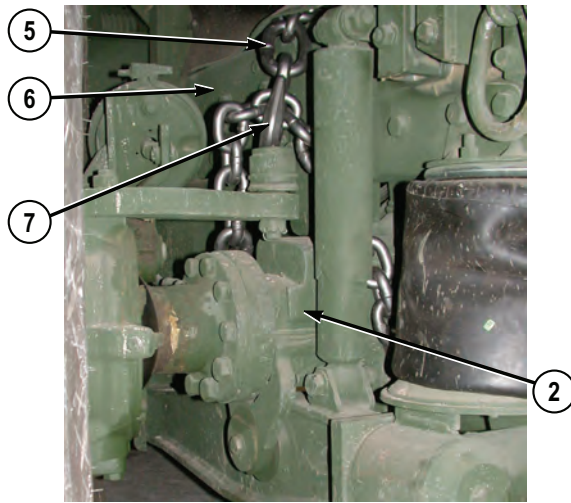


Figure 4.

7. Route end of 7 ft. (2.1 m) chain (5) to chain grab hook (7) and fasten 7 ft. (2.1 m) chain (5) back into itself as tight as possible.

NOTE

Axle will drop slightly when air suspension is serviced (inflated).

8. Service (inflate) air suspension.
9. Remove and stow two wheel chocks (4) from tire opposite of limp home setup.

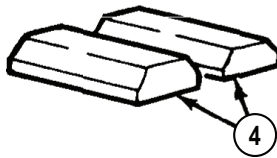


Figure 5.

10. Drive vehicle off two wheel chocks (1) and return wheel chocks (1) to vehicle stowage.

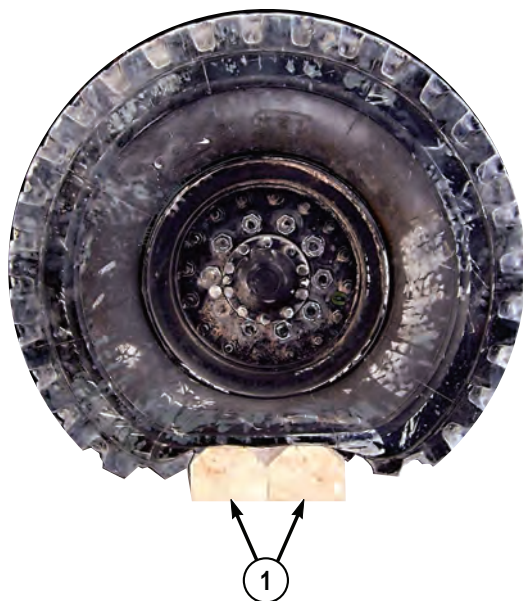


Figure 6.

REMOVE LIMP HOME FROM NO. 1 AND NO. 2 AXLE TIRES

1. Dump (deflate) air suspension.
2. Check to see if 7 ft. (2.1 m) chain (1) can be disconnected from grab hook (2).



Figure 7.

NOTE

- If 7 ft. (2.1 m) chain can be disconnected, skip to Step (5).
- If 7 ft. (2.1 m) chain is too tight to disconnect, continue with Step (3).
- Removal of limp home setup No. 1 axle is shown. Removal of limp home setup for No. 2 axle is done in same manner.

3. Drive flat/shredded tire onto two wheel chocks (3).

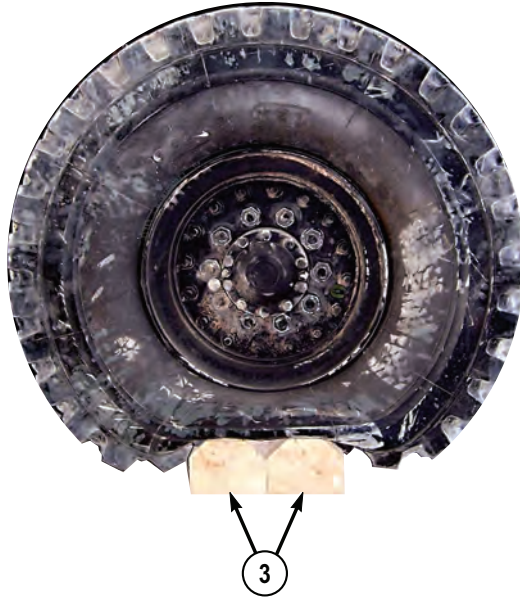


Figure 8.

4. Install two wheel chocks (WP 0072) (4) in front of and behind tire across (on same axle) from tire in which limp home setup is being removed.

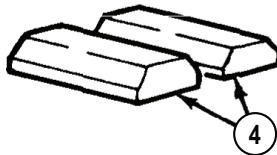


Figure 9.

5. Unhook 7 ft. (2.1 m) chain (1) and remove from around frame rail (5) and axle (6).

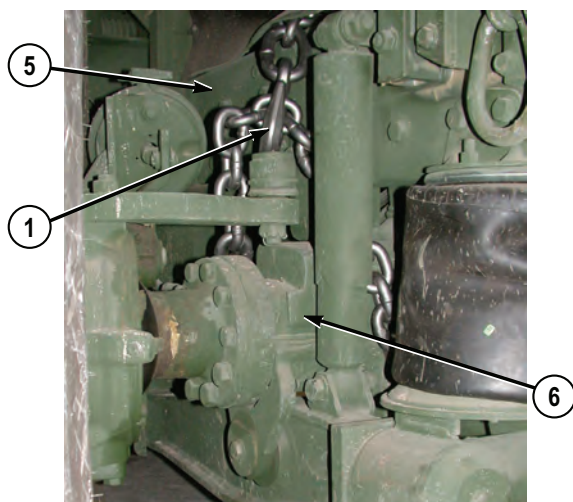


Figure 10.

6. Return 7 ft. (2.1 m) chain (1) to storage.

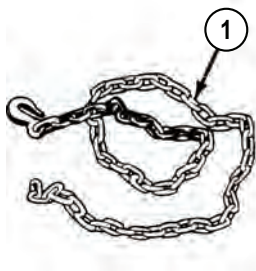


Figure 11.

7. Service (inflate) air suspension.
8. Drive vehicle off two wheel chocks (3) and return wheel chocks (3) to vehicle storage.

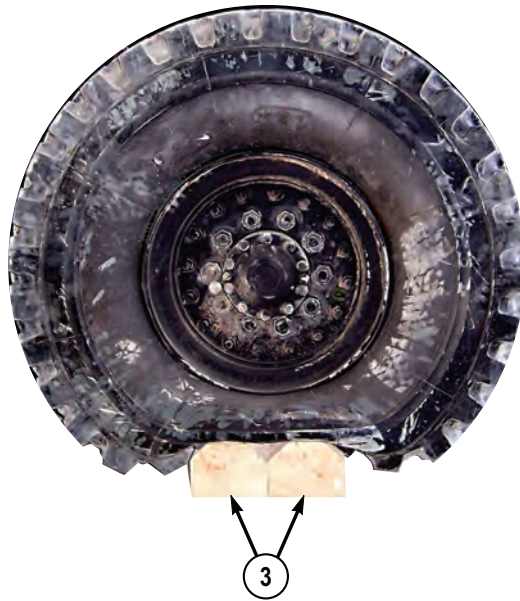


Figure 12.

INSTALL LIMP HOME SETUP ON NO. 3 AND NO. 4 AXLE TIRES

CAUTION

- Do not use this procedure on fully loaded M983A4 or M983A4 LET vehicle with trailer in tow. Limp home setup will not support extra weight and equipment may be damaged.
- Vehicle must not be driven faster than 10 mph (16 km/h) or farther than 30 miles (48 km) in limp home condition. Failure to comply may result in damage to equipment.

NOTE

- Use limp home procedure for emergency only in case of wheel bearing failure, wheel damage, or when unable to change wheel and tire.
- Limp home setup for passenger side No. 4 axle is shown. All limp home setups for No. 3 and No. 4 axle are done in same manner.
- If possible, place wheel chock under flat/shredded tire to assist in axle/axle stop proximity before vehicle air suspension is dumped.

1. Drive flat/shredded tire onto two wheel chocks (1).

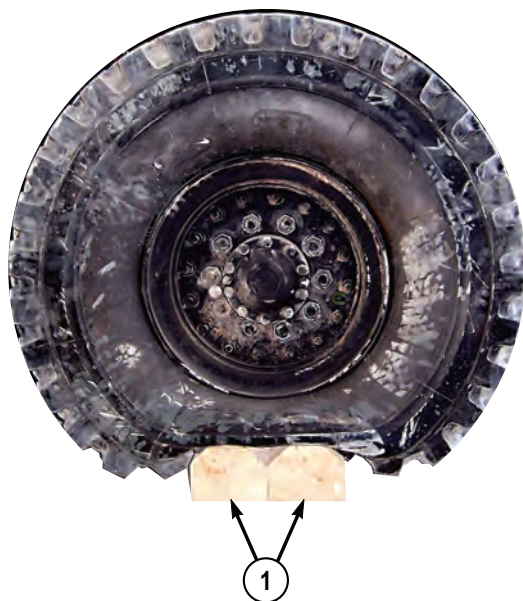


Figure 13.

2. Dump (deflate) air suspension.

NOTE

The distance between the axle and axle stop should be no greater than 2 in. (5 cm) or the limp home setup will not work as intended.

3. Check axle (2) proximity to axle stop (3).

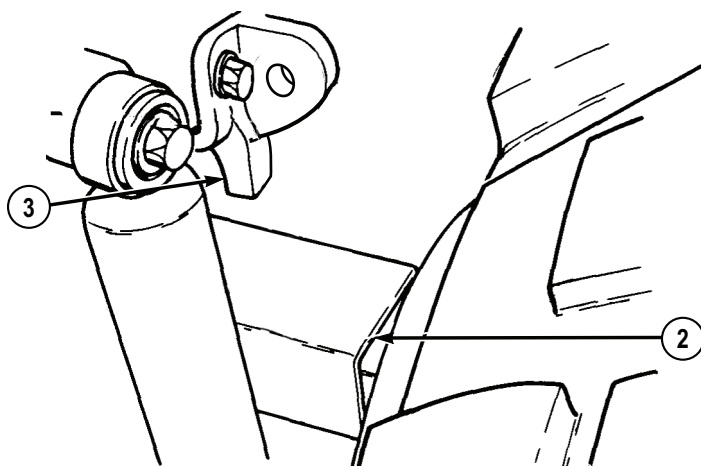


Figure 14.

NOTE

- If axle and axle stop are close enough (2 in. [5 cm] or less) to effectively install limp home setup, skip to Step (9).
 - If axle is too far from axle stop (more than 2 in. [5 cm]) to effectively install limp home setup, continue with Step (4).
4. Remove two wheel chocks (4), jack base plate (5), jack (6), 7 ft. (2.1 m) chain (7), and shackle (8) from stowage.

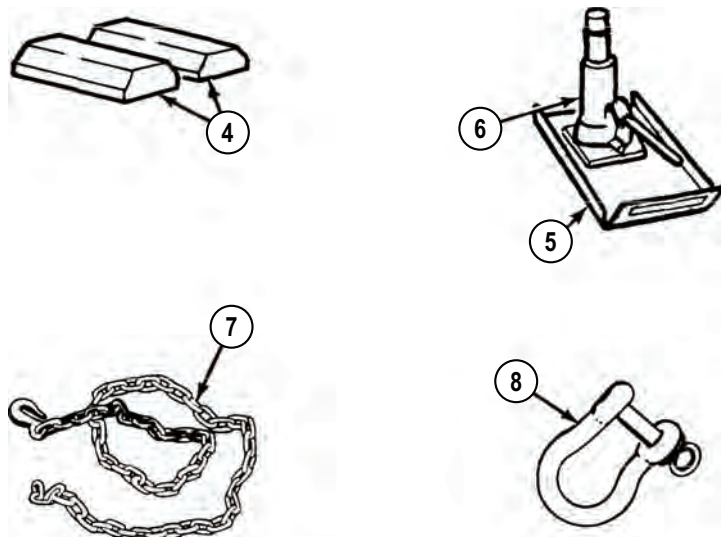


Figure 15.

5. Install two wheel chocks (WP 0072) (4) in front of and behind tire across (on same axle) from tire in which limp home setup is being installed.

CAUTION

Jack placement is critical to avoid damaging vehicle suspension components. Follow jack placement notes and procedures carefully. Failure to comply may result in damage to equipment.

NOTE

Center jack on flat spot in center of transverse beam casting.

6. Place jack base plate (5) and jack (6) under transverse beam casting (9).



Figure 16.

7. Unscrew jack ram (10) until it contacts transverse beam end casting (9), or is at full extension.

NOTE

If axle cannot be jacked close enough to axle stop (2 in. [5 cm] or less) to effectively install limp home setup, discontinue procedure and arrange for vehicle recovery.

8. Raise vehicle until axle (2) is as close as it will go to axle stop (3).

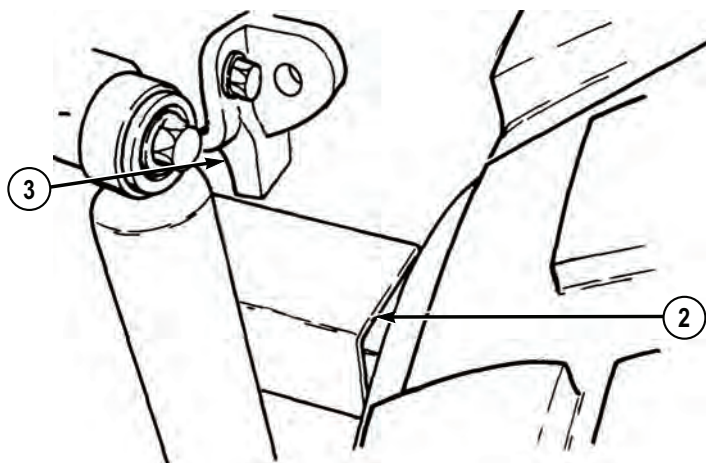


Figure 17.

9. Install shackle (8) on axle stop (3) with pin (11).

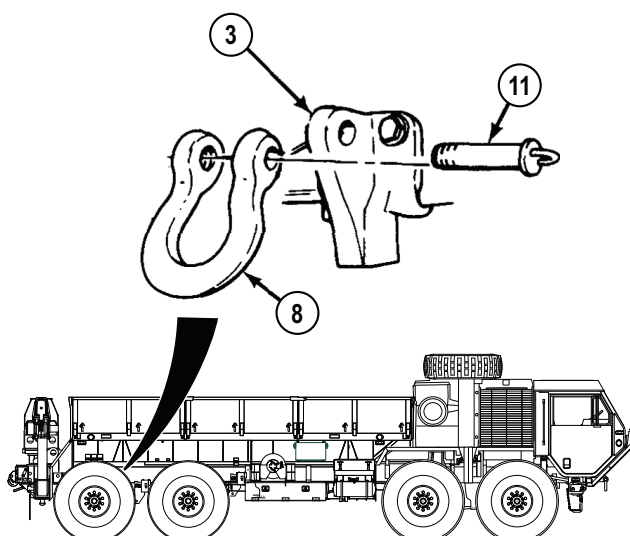


Figure 18.

CAUTION

Wrap 7 ft. (2.1 m) chain around axle only. Do not wrap 7 ft. (2.1 m) chain around shock absorber or brake chamber bracket. Route 7 ft. (2.1 m) chain so hoses or lines are not between axle and 7 ft. (2.1 m) chain. Failure to comply may result in damage to equipment.

10. Route 7 ft. (2.1 m) chain (7) through shackle (8).

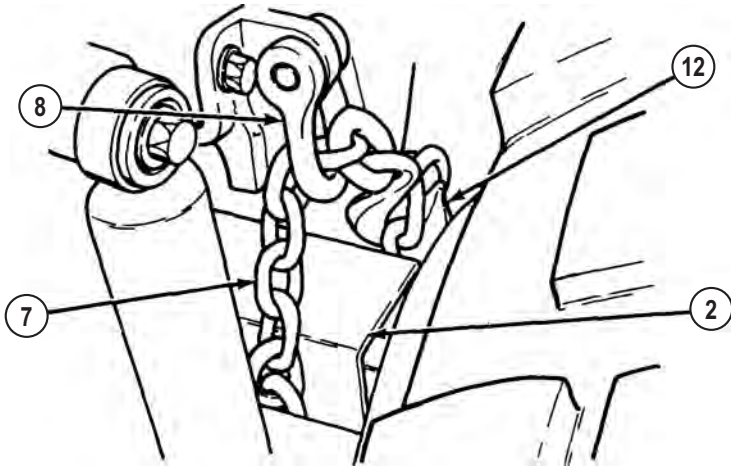


Figure 19.

11. Route end of 7 ft. (2.1 m) chain (7) around axle (2).

12. Bring end of 7 ft. (2.1 m) chain (7) up to chain grab hook (12) and fasten 7 ft. (2.1 m) chain (7) back into itself as tight as possible.

WARNING



Keep hands away from chain when lowering jack. Hands and fingers could be crushed. Failure to comply may result in injury or death to personnel.

NOTE

- If vehicle DID NOT require jacking, skip to Step (15).
- If vehicle DID require jacking, continue with Step (13).
- Axle will drop slightly when jack is lowered.

13. Lower jack (6) and remove jack base plate (5) and jack (6) from under transverse beam casting (9).



Figure 20.

14. Return jack base plate (5) and jack (6) to stowage.
15. Service (inflate) air suspension.
16. Remove two wheel chocks (WP 0072) (4) from in front of and behind tire across (on same axle) from tire in which limp home setup was installed.

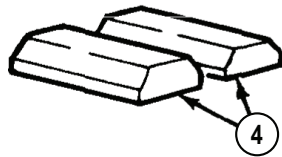


Figure 21.

17. Drive vehicle off two wheel chocks (1) and return wheel chocks (1) to vehicle stowage.

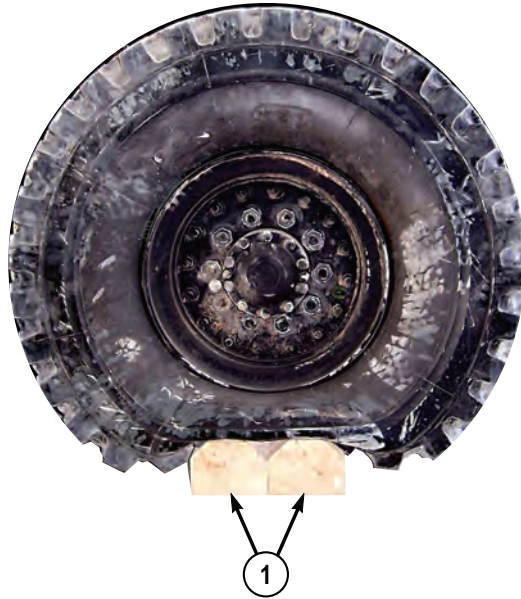


Figure 22.

REMOVE LIMP HOME SETUP FROM NO. 3 AND NO. 4 AXLE TIRES

1. Dump (deflate) air suspension.
2. Check to see if 7 ft. (2.1 m) chain (1) can be disconnected from grab hook (2).

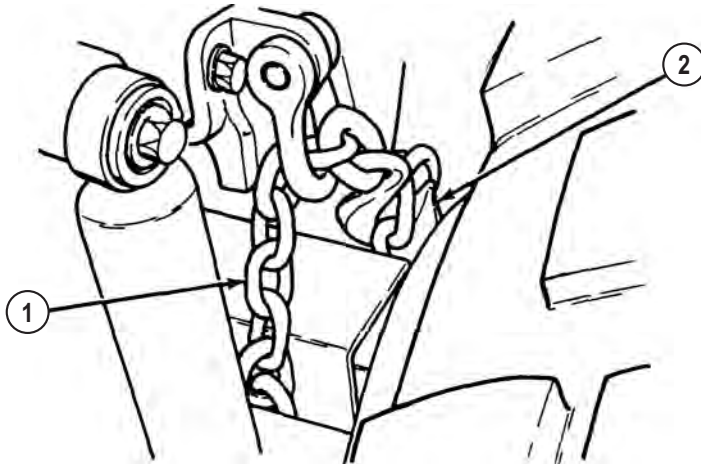


Figure 23.

NOTE

- If 7 ft. (2.1 m) chain can be disconnected, skip to Step (9).
- If 7 ft. (2.1 m) chain is too tight to disconnect, continue with Step (3).
- Removal of limp home setup No. 4 axle is shown. Removal of limp home setup for No. 3 axle is done in same manner.

3. Drive flat/shredded tire onto two wheel chocks (3).

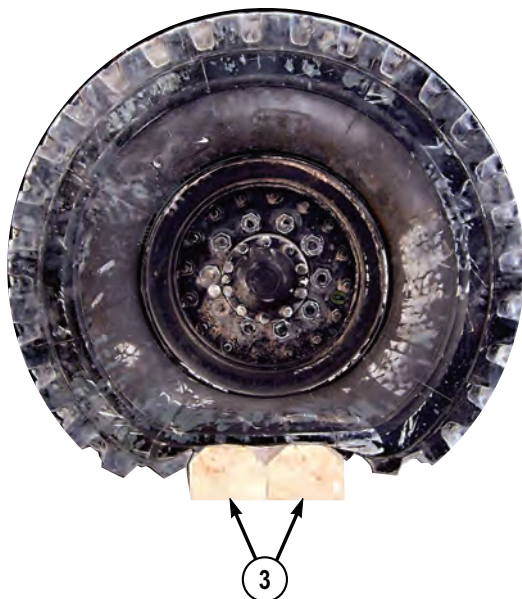


Figure 24.

4. Check to see if 7 ft. (2.1 m) chain (1) can be disconnected from grab hook (2).

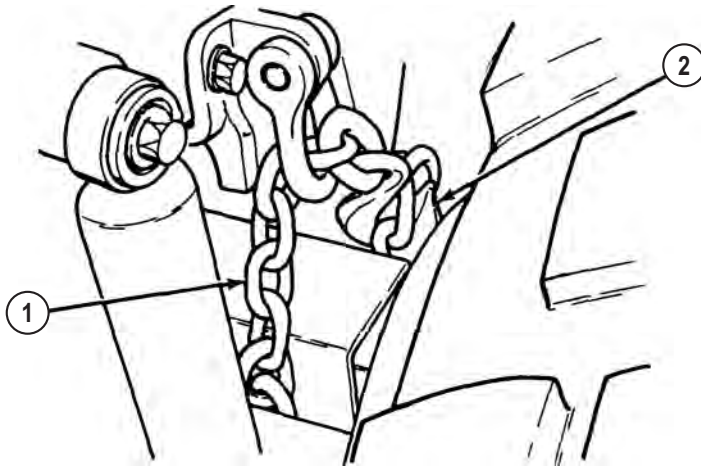


Figure 25.

NOTE

- If 7 ft. (2.1 m) chain can be disconnected, skip to Step (9).
- If 7 ft. (2.1 m) chain is too tight to disconnect, continue with Step (5).
- Removal of limp home setup No. 4 axle is shown. Removal of limp home setup for No. 3 axle is done in same manner.

5. Remove two wheel chocks (4), jack base plate (5), and jack (6) from stowage.



Figure 26.

6. Install two wheel chocks (WP 0072) (4) in front of and behind tire across (on same axle) from tire in which limp home setup is being installed.

CAUTION

Jack placement is critical to avoid damaging vehicle suspension components. Follow jack placement notes and procedures carefully. Failure to comply may result in damage to equipment.

NOTE

- Jack ram should be fully screwed down (making jack as short as possible) for Step (7).
- Center jack on flat spot in center of transverse beam casting.

7. Place jack base plate (5), and jack (6) under transverse beam casting (7).



Figure 27.

NOTE

If possible, unscrew jack ram until it contacts jacking point on equalizing beam.

8. Raise vehicle until axle (8) is as close as it will go to axle stop (9).

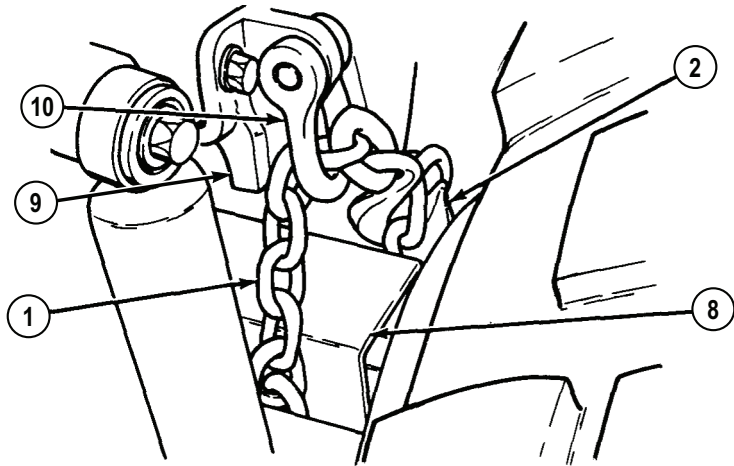


Figure 28.

9. Unhook 7 ft. (2.1 m) chain (1) from grab hook (2) and remove 7 ft. (2.1 m) chain (1) from shackle (10) and axle (8).
10. Remove pin (11) from shackle (10) and axle stop (9).

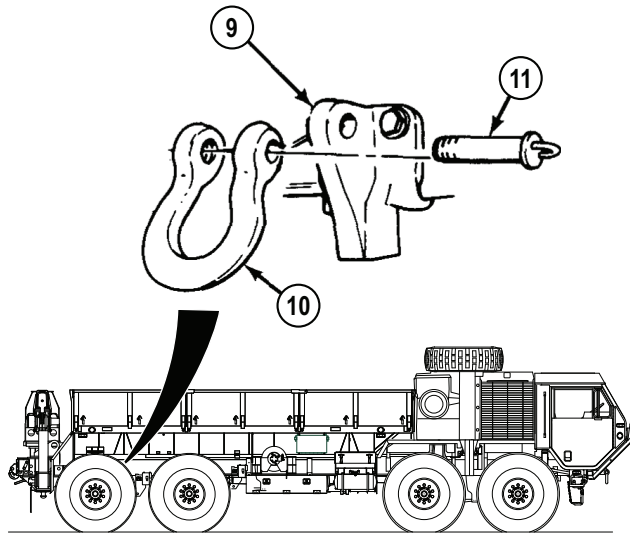


Figure 29.

NOTE

- If vehicle DID NOT require jacking, skip to Step (13).

- If vehicle DID require jacking, continue with Step (11).

11. Lower vehicle until jack (6) and jack base plate (5) can be removed from under transverse beam casting (7).



Figure 30.

12. Return jack base plate (5) and jack (6) to stowage.

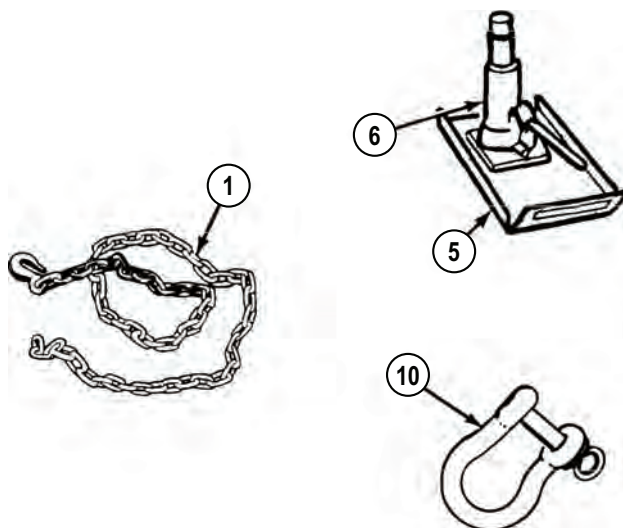


Figure 31.

13. Return 7 ft. (2.1 m) chain (1), and shackle (10) to stowage.
14. Service (inflate) air suspension.

NOTE

Complete Step (15) if vehicle was driven onto two wheel chocks to facilitate 7 ft. (2.1 m) chain removal.

15. Drive vehicle off two wheel chocks (3) and return wheel chocks (3) to vehicle stowage.

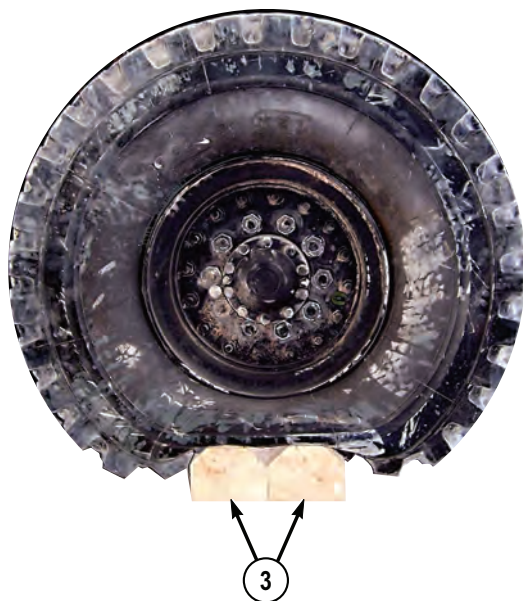


Figure 32.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE
PERFORM IMMEDIATE ACTION FOR LOSS OF AIR SUPPLY SYSTEM PRESSURE

INITIAL SETUP:

Not Applicable

PERFORM PROCEDURE

1. If brake system failure (LOW AIR) indicator (1) illuminates and warning buzzer sounds while driving vehicle, check both FRONT (2) and REAR (3) air pressure gauges.

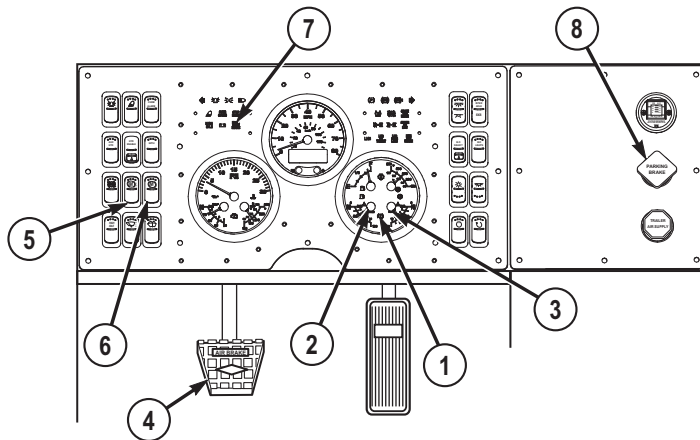


Figure 1.

NOTE

If both FRONT and REAR air pressure gauges read zero, skip to Step (4).

2. If REAR air pressure gauge (3) reads zero and FRONT air pressure gauge (2) reads normal air pressure of 100 to 130 psi (7 to 9 bar), complete the following:
 - a. Continue operation of vehicle. Brakes on all eight wheels and trailer (if applicable) will operate.
 - b. Notify field level maintenance as soon as possible.

WARNING

When REAR air pressure gauge reads zero, vehicle braking capability is greatly reduced. Extra care must be taken to avoid collision. Failure to comply may result in injury or death to personnel.

NOTE

If both FRONT and REAR air pressure gauges read zero, skip to Step (4).

3. If FRONT air pressure gauge (2) is at zero and REAR air pressure gauge (3) shows normal air pressure of 100 to 130 psi (7 to 9 bar), complete the following:
 - a. Continue operation of vehicle. Brakes on No. 3 and No. 4 axles and trailer (if applicable) will operate. Use caution, and comply with the following:
 - (1) Leave additional distance between vehicles.
 - (2) Apply service brake pedal (4) earlier than usual when slowing vehicle.
 - (3) Downshift as necessary when slowing vehicle.

WARNING

Do not use engine brake when vehicle is on slippery surface. If engine brake is used incorrectly, vehicle may skid out of control. Failure to comply may result in injury or death to personnel.

- (4) If necessary to slow vehicle, set engine brake high/medium/low switch (5) to low position and set engine brake on/off switch (6) to on. ENGINE BRAKE ENABLE indicator (7) will illuminate.
 - (5) Notify field level maintenance as soon as possible.
4. If both FRONT (2) and REAR (3) air pressure gauges read zero, complete the following:
 - a. Look for a place to stop vehicle without blocking other traffic.
 - b. Downshift as needed to control vehicle speed until place is found to stop.

WARNING

Use of service brake pedal will not slow or stop vehicle when both FRONT and REAR air pressure gauges read zero. Use the following procedure to safely stop vehicle after loss of air pressure. Failure to comply may result in injury or death to personnel.

NOTE

- When spring brakes are applied, vehicle will stop quickly. Vehicle cannot be driven again until malfunction is repaired and there is enough air supply for operation of service brakes.
 - Dashboard parking brake indicator will illuminate when PARKING BRAKE control is applied.
- c. When suitable area is found to stop vehicle, pull out PARKING BRAKE control (8) to apply spring brakes on four rear wheels.
 - d. Notify field level maintenance.

END OF TASK**END OF WORK PACKAGE**

OPERATOR MAINTENANCE INSTALL/REMOVE TIRE CHAINS

INITIAL SETUP:

Not Applicable

INSTALL TIRE CHAINS

CAUTION

When tire chains are used, they must be used on all four rear wheels. Chains must not be used when driving on hard surfaces where there is no wheel slippage. Improper use of tire chains may result in equipment damage.

NOTE

- This procedure is a two soldier task.
 - Tire chains on No. 3 and No. 4 axle tires are all installed the same. Passenger side No. 4 axle shown.
 - Maximum speed limit for vehicles driving with chains in city or on highway is 10 mph (16 km/h).
 - Maximum speed limit for vehicles driving with chains off-road is 15 mph (24 km/h).
1. With aid of an assistant, place tire chain (1) on ground with cross chain connecting links (2) facing down.

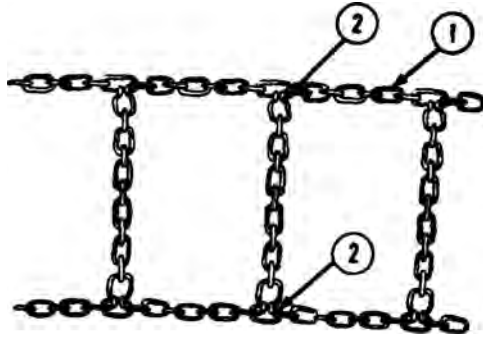


Figure 1.

NOTE

Assistant shall ensure vehicle is stopped when only tire in contact with tire chains is tire being equipped.

2. Move vehicle onto tire chain (1) while assistant guides vehicle so tire (3) is about one-third of way on tire chain.

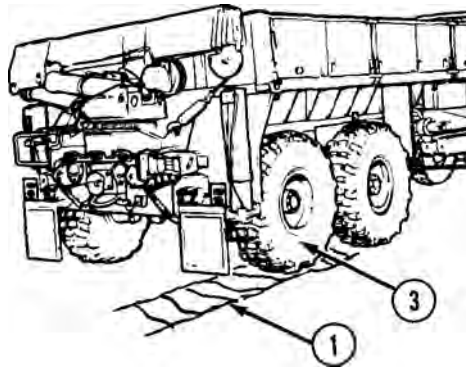


Figure 2.

NOTE

Ensure only tire in contact with tire chains is tire being equipped.

3. Park vehicle. (WP 0056)
4. With aid of an assistant, wrap tire chain (1) around tire (3).

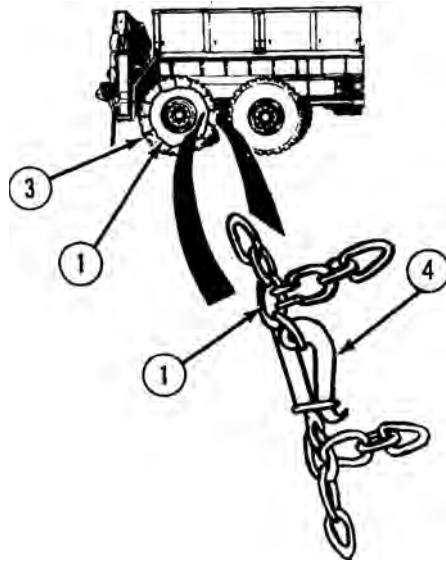


Figure 3.

5. With aid of an assistant, connect and secure inside and outside clamps (4) so tire chain (1) is as tight as possible.
6. With aid of an assistant, repeat Steps (1) through (5) on remaining tires of No. 3 and No. 4 axles.
7. Drive vehicle forward (WP 0050) about 15 ft. (4.6 m) and then drive vehicle in reverse (WP 0051) about 15 ft. (4.6 m) as guided by assistant.
8. Park vehicle. (WP 0056)

NOTE

Tire chains on No. 3 and No. 4 axle tires are all tightened up the same.
Passenger side No. 4 axle shown.

9. With aid of an assistant, disconnect inside clamp (4) of tire chain (1) on tire (3).

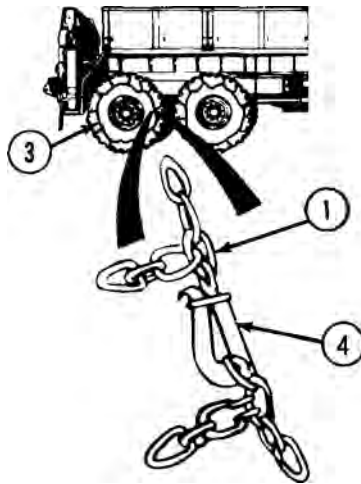


Figure 4.

10. With aid of an assistant, take up slack in tire chain (1).
11. With aid of an assistant, connect inside clamp (4).
12. With aid of an assistant, disconnect outside clamp (4) of tire chain (1) on tire (3).
13. With aid of an assistant, take up slack in tire chain (1).
14. With aid of an assistant, connect outside clamp (4).
15. With aid of an assistant, take up slack in tire chains on other three rear tires by repeating Steps (10) through (15).

REMOVE TIRE CHAINS

NOTE

- This procedure is a two soldier task.
 - Tire chains on No. 4 axle tires are both removed the same. Passenger side shown.
1. Move vehicle into position so tire chain (1) and clamps (2) on tire (3) are at 4 o'clock position while assistant guides vehicle.

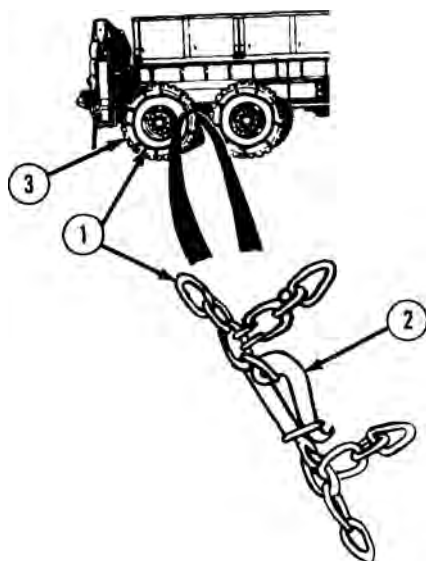


Figure 5.

2. Park vehicle. (WP 0056)
3. With aid of an assistant, disconnect inside and outside clamps (2) of tire chain (1).

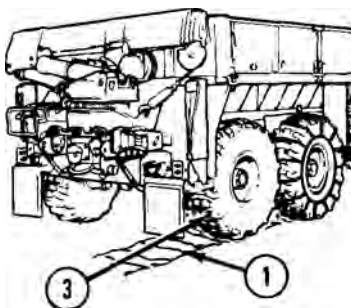


Figure 6.

4. With aid of an assistant, unwrap tire chain (1) from tire (3) and spread tire chain out on ground behind vehicle.
5. Drive vehicle forward (WP 0050) off tire chain (1) while assistant guides vehicle.
6. With aid of an assistant, repeat Steps (2) through (5) for opposite side tire.

NOTE

Tire chains on No. 3 axle tires are both removed the same. Passenger side shown.

7. Move vehicle into position so tire chain (4) and clamps (5) on tire (6) are at 8 o'clock position while assistant guides vehicle.

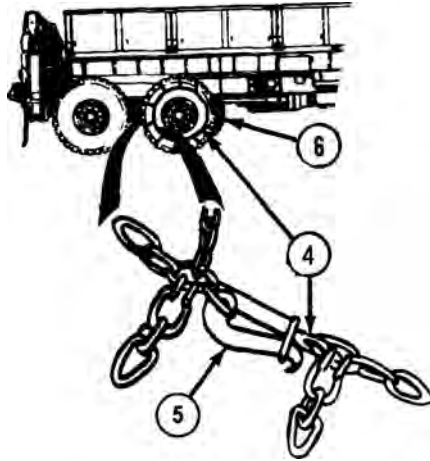


Figure 7.

8. Park vehicle. (WP 0056)
9. With aid of an assistant, disconnect inside and outside clamps (5) of tire chain (4).
10. With aid of an assistant, unwrap tire chain (4) from tire (6) and spread tire chain out on ground in front of tire.

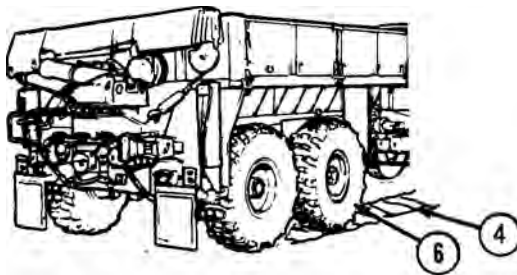


Figure 8.

11. Drive vehicle forward (WP 0050) off tire chain (4) while assistant guides vehicle.

12. With aid of an assistant, repeat Steps (7) through (11) for opposite side tire.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE FORD WATER OBSTACLE

INITIAL SETUP:

Not Applicable

WARNING



Do not ford water unless depth is known. Water deeper than 4 ft. (1.2 m) may enter vehicle. Failure to comply may result in injury or death to personnel.

NOTE

After vehicle fords water obstacle, service all lubrication points below fording depth and check submerged gearboxes for presence of water upon return from mission (refer to lubrication instructions (WP 0134) for more information).

CAUTION

Towing a semitrailer or trailer may affect maximum fording depth (refer to applicable semitrailer/trailer operators manual). Do not ford water obstacle deeper than maximum depth allowed by either tractor vehicle or semitrailer/trailer (whichever depth is less). Failure to comply may result in damage to equipment.

1. Ensure depth of fording site is not more than 4 ft. (1.2 m).
2. Ensure bottom at fording site is firm enough that 4 ft. (1.2 m) maximum fording depth will not be exceeded and vehicle will not become mired.
3. Stop vehicle at edge of water.
4. If brakes have been used heavily and are hot, allow drums and shoes to cool before entering water if possible.
5. Ensure engine is operating correctly before entering water.
6. Set TRANSFER CASE shift lever (1) to LO, 8X8 drive indicator (2) will illuminate.

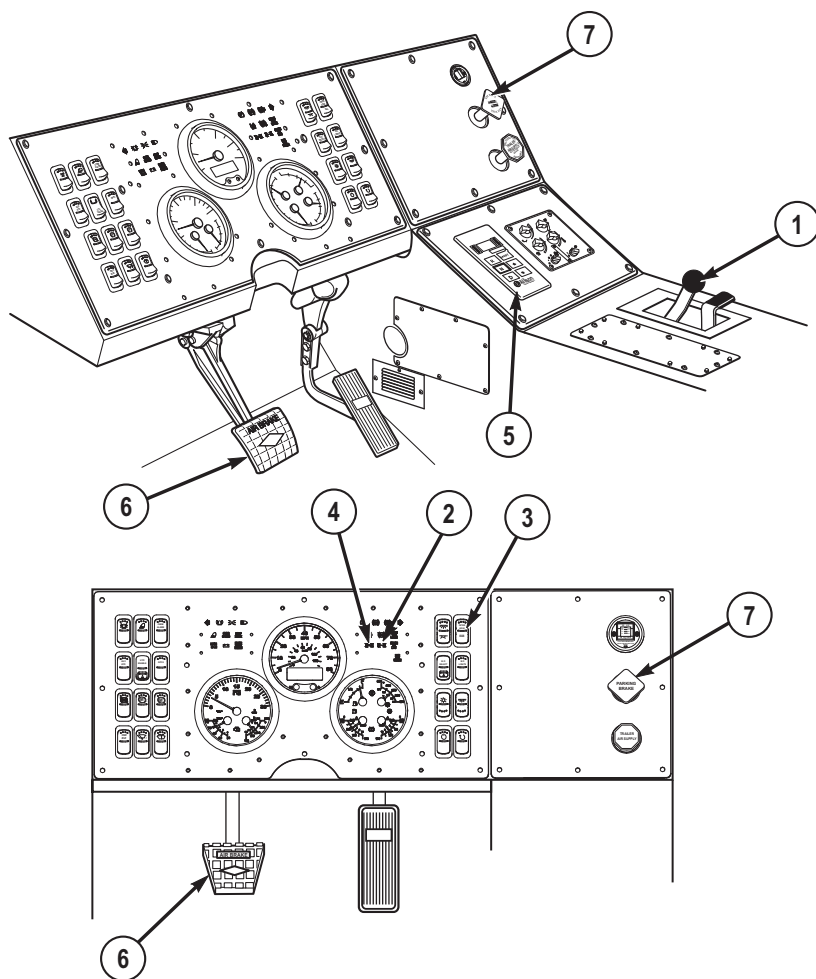


Figure 1.

7. Position traction control switch (3) to INTER AXLE for added traction, indicator (4) will come on.
8. Set transmission range selector (5) to 1 (1st gear range).
9. Drive vehicle slowly into water.
10. If engine stops, immediately attempt to restart engine. If engine will not start, tow or winch vehicle from water with another vehicle as soon as possible.
11. Drive vehicle at 3 to 4 mph (5 to 6 km/h) or less, through water.
12. Unless absolutely necessary, do not stop while in water.
13. If vehicle accidentally enters water deeper than 4 ft. (1.2 m), do the following:

- a. Apply service brake pedal (6) and hold to stop vehicle.
 - b. Set transmission range selector (5) to R (reverse).
 - c. Release service brake pedal (6).
 - d. Slowly back vehicle out of deep water.
14. After leaving water, lightly press service brake pedal (6) and hold while driving slowly to dry out brake linings.
 15. When clear of fording area, stop vehicle.
 16. Apply and release PARKING BRAKE control (WP 0045) (7) several times to remove water from brake components.
 17. Remove water and clean deposits from all vehicle parts as soon as possible.
 18. Deliver vehicle to field level maintenance as soon as possible.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
INTERIM NUCLEAR, BIOLOGICAL, AND CHEMICAL (NBC) DECONTAMINATION
PROCEDURES**

INITIAL SETUP:

Not Applicable

INTRODUCTION AND PROCEDURES

NOTE

To reduce the effects of contamination in an NBC-contaminated environment, the HEMTT series vehicle should be operated with all windows, doors, and stowage boxes closed.

1. The HEMTT series vehicle is capable of being operated by personnel wearing nuclear, biological, or chemical (NBC) protective clothing without special tools or supporting equipment. Refer to FM 3-11.5 (WP 0146) for information on decontamination procedures. Specific procedures for the HEMTT series vehicle are as follows:
 - a. Rubber sleeves and other rubber items, rope, and gaskets will absorb and retain chemical agents. Replacement of these items is the recommended method of decontamination.
 - b. Lubricants or fluids may be present on the external surfaces of the HEMTT series vehicle or its components due to leaks or normal operation. These fluids will absorb NBC agents. The preferred method of decontamination is removal of these fluids using conventional decontamination methods in accordance with FM 3-11.5. (WP 0146)
 - c. Continued decontamination of the external HEMTT series vehicle surfaces with supertropical bleach (STB)/decontamination solution number 2 (DS2) will degrade clear plastic (e.g., hydraulic fluid reservoir sight glass) to the point where looking through it will become impossible. This problem will become more evident for soldiers wearing protective masks. Therefore, the use of STB or DS2 decontamination in the area of clear plastic should be minimized. Clear plastic should be decontaminated with warm, soapy water.
 - d. External surfaces of the HEMTT series vehicle and related equipment such as the remote control units that are marked with painted or stamped lettering will not withstand repeated decontamination with STB or DS2 without degradation of this lettering. Therefore, the recommended method of decontamination for these areas is washing with warm, soapy water.

NOTE

Replacement of hardware, as well as conventional methods of decontamination, are the preferred methods of decontamination for the areas listed below.

2. Areas that will entrap contaminants, making efficient decontamination extremely difficult include the following:
 - a. Exposed heads of screws.
 - b. Areas adjacent to and behind exposed hydraulic lines.
 - c. Hinged areas or access doors on the stowage boxes.
 - d. Retaining chains for lynchpins and lockpins.
 - e. Areas around the tiedowns, lifting rings, crevices around access doors, external valves and drains, and exposed hydraulic connectors.
 - f. Areas behind knobs, levers, externally-mounted equipment, specification and advisory data plates, and roller and locking mechanisms.
 - g. Winch cable and winch hook assembly.
3. Conventional methods of decontamination should be used on all areas listed in Steps (1) and (2), while stressing the importance of thoroughness, and the probability of some degree of continuing contact, including vapor hazard.
4. For additional NBC information, refer to FM 3-11.3 (WP 0146) and FM 3-11.4. (WP 0146)

END OF TASK**END OF WORK PACKAGE**

**OPERATOR MAINTENANCE
OPERATE TIRE CARRIER USING HAND PUMP**

INITIAL SETUP:

Not Applicable

LOWER TIRE CARRIER

CAUTION

- Ensure the passenger side of the vehicle has 6 ft. (1.83 m) of clearance from the battery box forward to accommodate the tire carrier lowering or damage to equipment may occur.
- Do not dump (deflate) vehicle air suspension system (WP 0036) when spare tire is attached to tire carrier and in contact with the ground. Failure to comply may result in damage to equipment.
- Do not add a significant amount of weight to the vehicle when spare tire is attached to tire carrier and in contact with the ground. Failure to comply may result in damage to equipment.

NOTE

This procedure is a two soldier task.

1. Remove access ladder from stowage and connect to passenger side front fender. (WP 0034)
2. Disconnect safety pin (1) from right lock rod (2). Leave safety pin (1) hang from its lanyard (3).

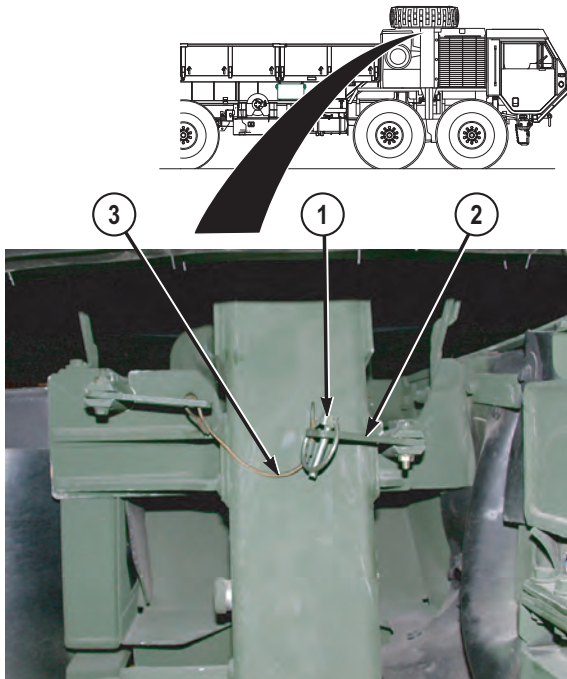


Figure 1.

CAUTION

The tire carrier lock rods are a snag hazard to the movement of the tire carrier and must be properly stowed in stowage brackets prior to lowering the tire carrier. Failure to properly stow tire carrier lock rods prior to lowering operation may result in damage to equipment.

3. Turn left lock rod (4) CCW until enough slack is made to push left lock rod (4) up and into its stowage bracket (5).

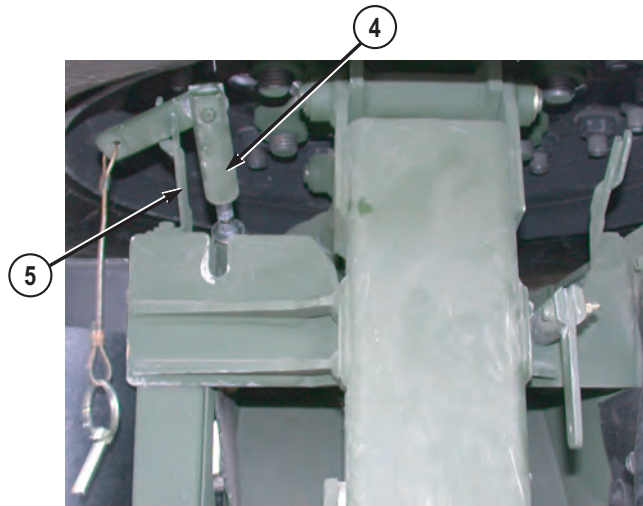


Figure 2.

4. Turn right lock rod (6) CCW until enough slack is made to push right lock rod (6) up and into its stowage bracket (7).

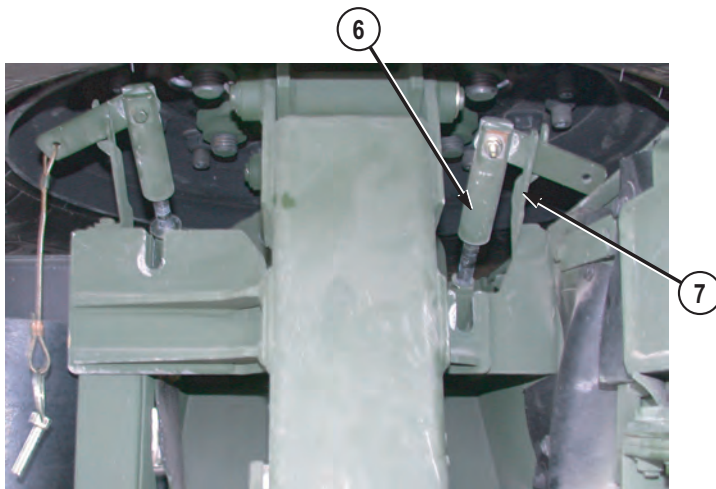


Figure 3.

WARNING

If tire carrier is in any position other than full up and locked (tire carrier latch engaged) or resting on ground, only tire carrier pump operator should be within six feet (1.83 m) of passenger side of vehicle from battery box forward. Failure to comply may result in personnel being struck by tire carrier/spare tire, causing injury or death to personnel.

5. Ensure safety area is clear of personnel and equipment. Assistant will stand outside the safety area and ensure no personnel wander into safety area while lowering operation is taking place.

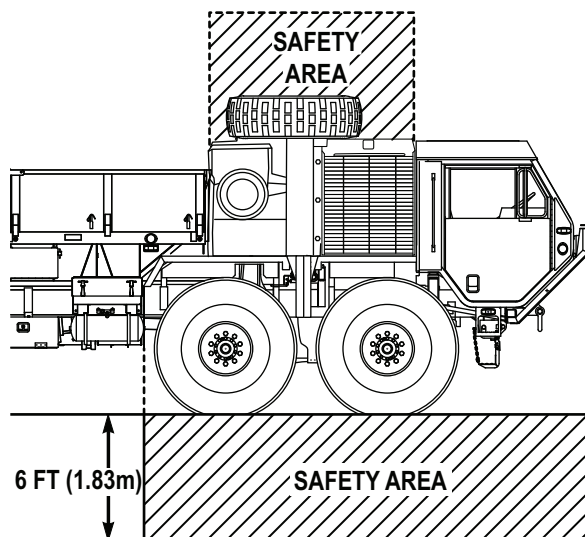


Figure 4.

6. Set directional control lever (8) to LOWER position.

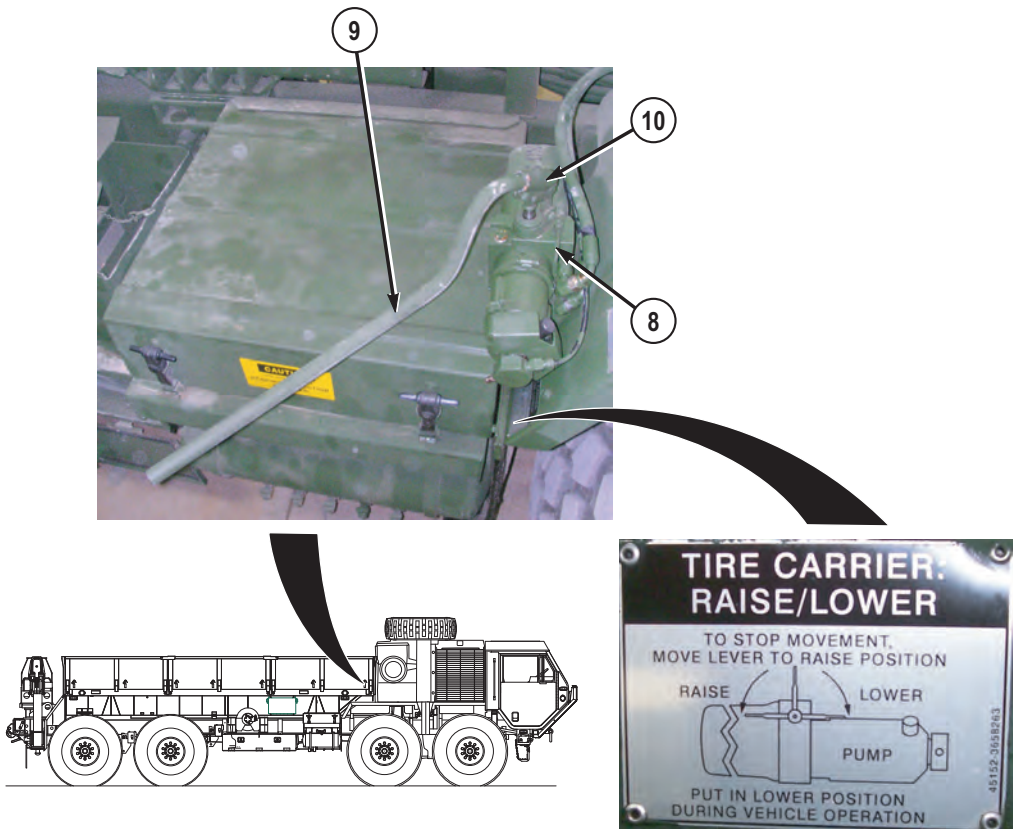


Figure 5.

7. Remove hand pump handle (9) from stowage, insert into hand pump receptacle (10). Move hand pump handle (9) up and down rapidly, tire carrier should begin to move.

CAUTION

Once tire is in contact with the ground, do not pump hand pump handle with directional control lever in LOWER position. This could put undue stress on tire carrier and may cause damage to equipment.

NOTE

The tire carrier can be stopped at any time during lowering operations by stopping use of hand pump and moving the directional control lever to RAISE position.

8. Once tire carrier has passed vertical (approximately 6 in. [15.24 cm] of movement), stop pumping hand pump handle (9) and allow the tire carrier to lower on its own until spare tire contacts ground.

9. Move directional control lever (8) to raise position.

RAISE TIRE CARRIER

CAUTION

Ensure the passenger side of the vehicle has 6 ft. (1.83 m) of clearance from the battery box forward to accommodate the tire carrier lowering or damage to equipment may occur.

NOTE

This procedure is a two soldier task.

1. If vehicle is not idling, set ignition switch (1) to on position, and check that SPARE TIRE LOOSE indicator (2) is illuminated.

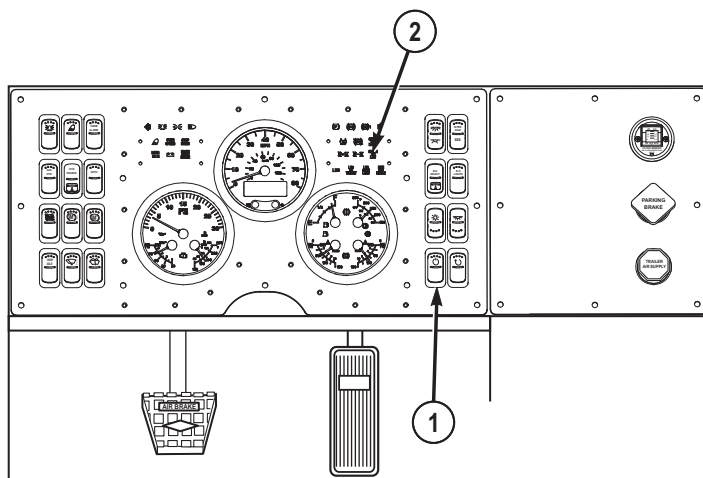


Figure 6.

2. Ensure spare tire is securely fastened to the tire carrier.

CAUTION

Ensure the passenger side top engine access cover is closed and secured prior to raising the tire carrier with spare tire installed. If access cover is braced open, spare tire will contact it and cause damage to the cover as well as prevent the tire carrier from locking in full up position.

NOTE

If passenger side top engine access cover is open and laying flat, the tire (in the full up position) will not allow the access cover to be closed.

3. Ensure passenger side top engine access cover is secured closed.

CAUTION

The tire carrier lock rods are a snag hazard to the movement of the tire carrier and must be properly stowed in stowage brackets prior to lowering the tire carrier. Failure to properly stow tire carrier lock rods prior to lowering operation may result in damage to equipment.

4. Ensure left lock rod (3) is properly stowed in stowage bracket (4).

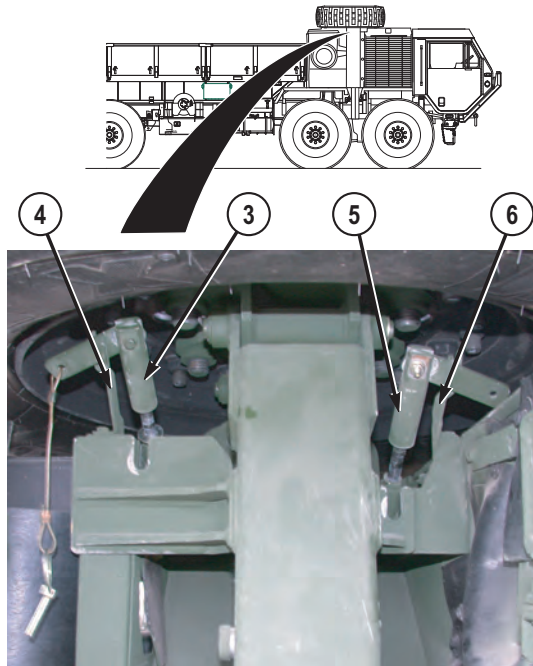


Figure 7.

5. Ensure right lock rod (5) is properly stowed in stowage bracket (6).

WARNING



If tire carrier is in any position other than full up and locked (tire carrier latch engaged) or resting on ground, only tire carrier pump operator should be within six feet (1.83 m) of passenger side of vehicle from battery

box forward. Failure to comply may result in personnel being struck by tire carrier/spare tire, causing injury or death to personnel.

6. Ensure safety area is clear of personnel and equipment. Assistant will stand outside the safety area and ensure no personnel wander into safety area while raising operation is taking place.

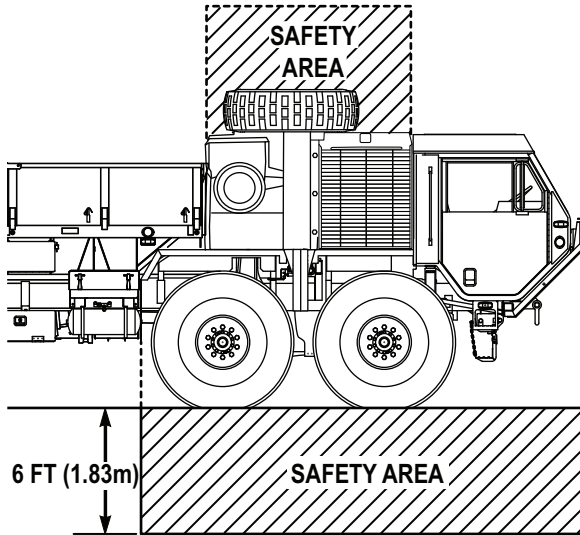


Figure 8.

7. Set directional control lever (7) to RAISE position.

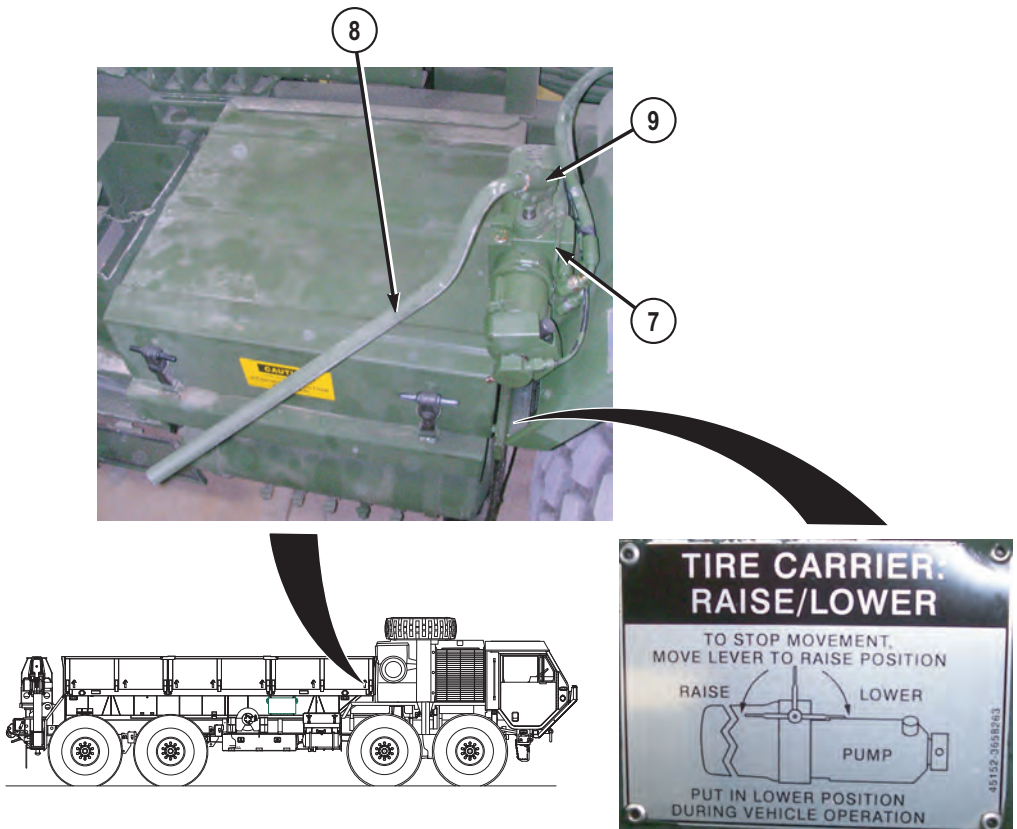


Figure 9.

8. Remove hand pump handle (8) from stowage, insert into hand pump receptacle (9). Move hand pump handle (8) up and down rapidly, tire carrier should begin to move.

NOTE

The tire carrier can be stopped at any time during raising operations.

9. Continue to raise tire carrier until it is in the full up position. Stop use of hand pump.

WARNING



Always maintain a distance of six feet (1.83 m) until confirmation that tire carrier latch is engaged. Failure to comply may result in personnel being

struck by tire carrier/spare tire causing severe injury or death to personnel.

10. Maintaining a safe distance of 6 ft. (1.83 m), the assistant will check the tire carrier latch (10), ensuring it has fully engaged the tire carrier arm bar (11).

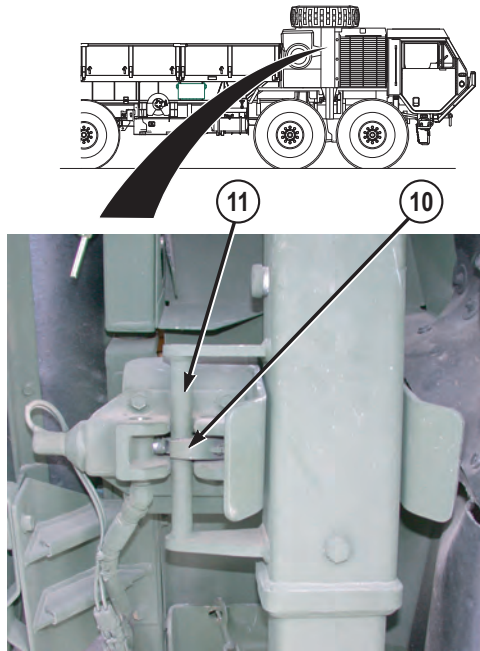


Figure 10.

11. With the assistant maintaining the safety area, the operator will proceed to the driver side cabin and check to ensure the SPARE TIRE LOOSE indicator (2) has gone out.

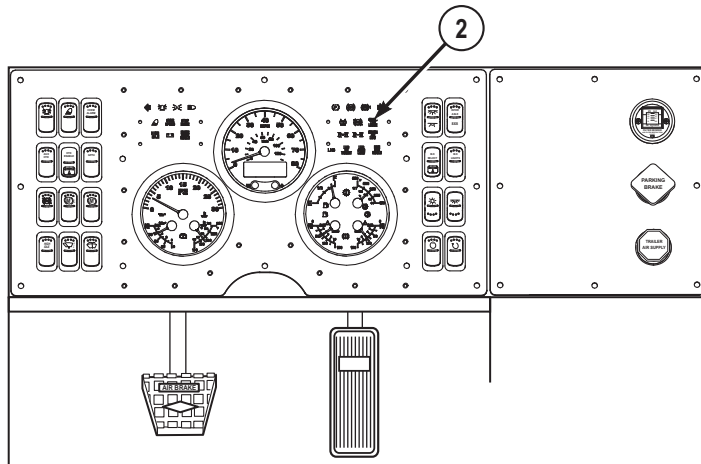


Figure 11.

NOTE

- If tire carrier latch is fully engaged, and SPARE TIRE LOOSE indicator light has gone out, skip to Step (15).
- If tire carrier latch fails to fully engage tire carrier bar, or SPARE TIRE LOOSE indicator fails to go out, perform Steps (12) through (14).

12. Move directional control lever (7) to LOWER.

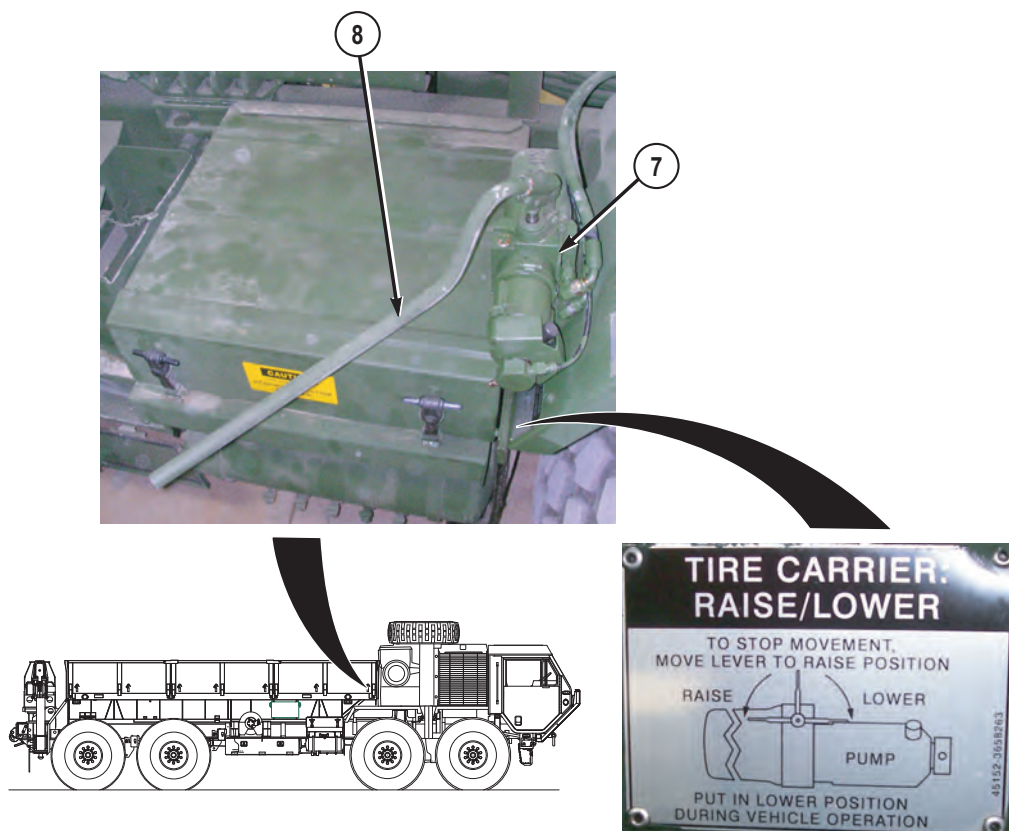


Figure 12.

13. Pump hand pump handle (8) until tire carrier lowers approximately 1 ft. (30 cm).
14. Repeat Steps (7) through (11).

NOTE

If tire carrier latch is fully engaged, and SPARE TIRE LOOSE indicator light has gone out, complete Steps (15) through (20).

15. Remove right lock rod (5) from stowage bracket (6) and pull down to end of groove (12) until it stops. Turn right lock rod (5) CW until it is hand tight, with jointed end (13) across tire carrier arm (14).

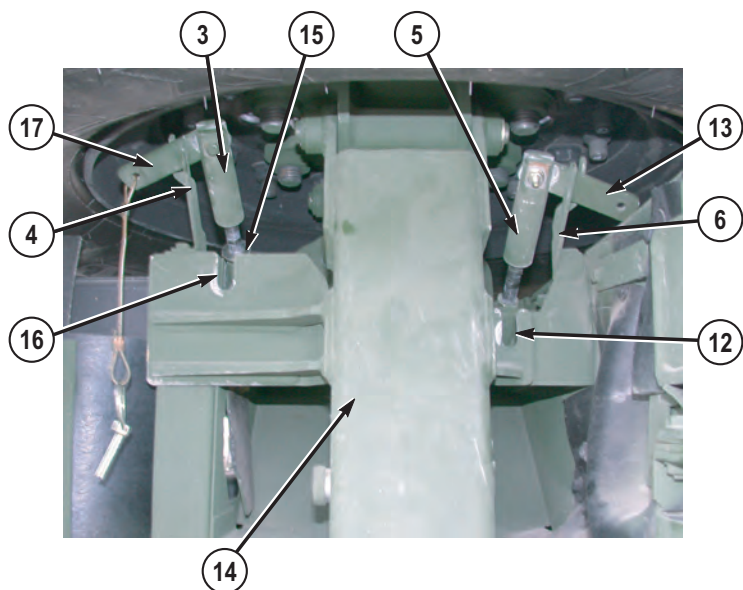


Figure 13.

16. Remove left lock rod (3) from stowage bracket (4), locate washer (15) and pull towards left lock rod (3) until it stops. Pull both left lock rod (3) and washer (15) down to end of groove (16). Turn left Lock rod (4) CW until it is hand tight, with jointed end (17) pointed towards tire carrier arm (14).
17. Insert safety pin (18) through hole located on right lock rod jointed end (13).

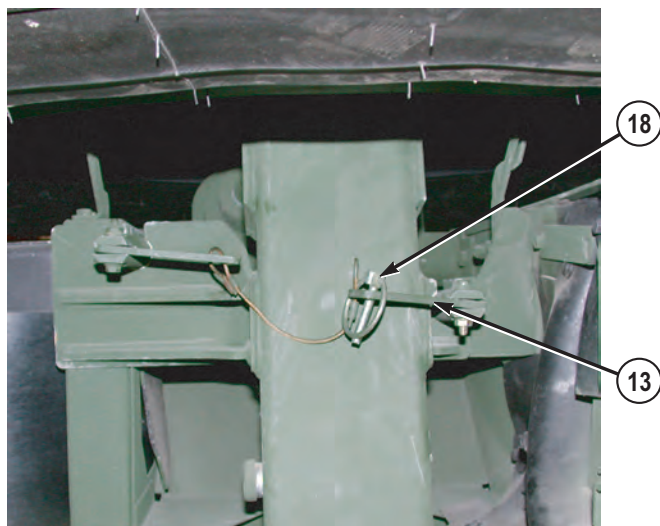


Figure 14.

NOTE

Tire carrier directional control lever should always be in LOWER position for vehicle operation.

18. Set directional control lever (7) to LOWER position.

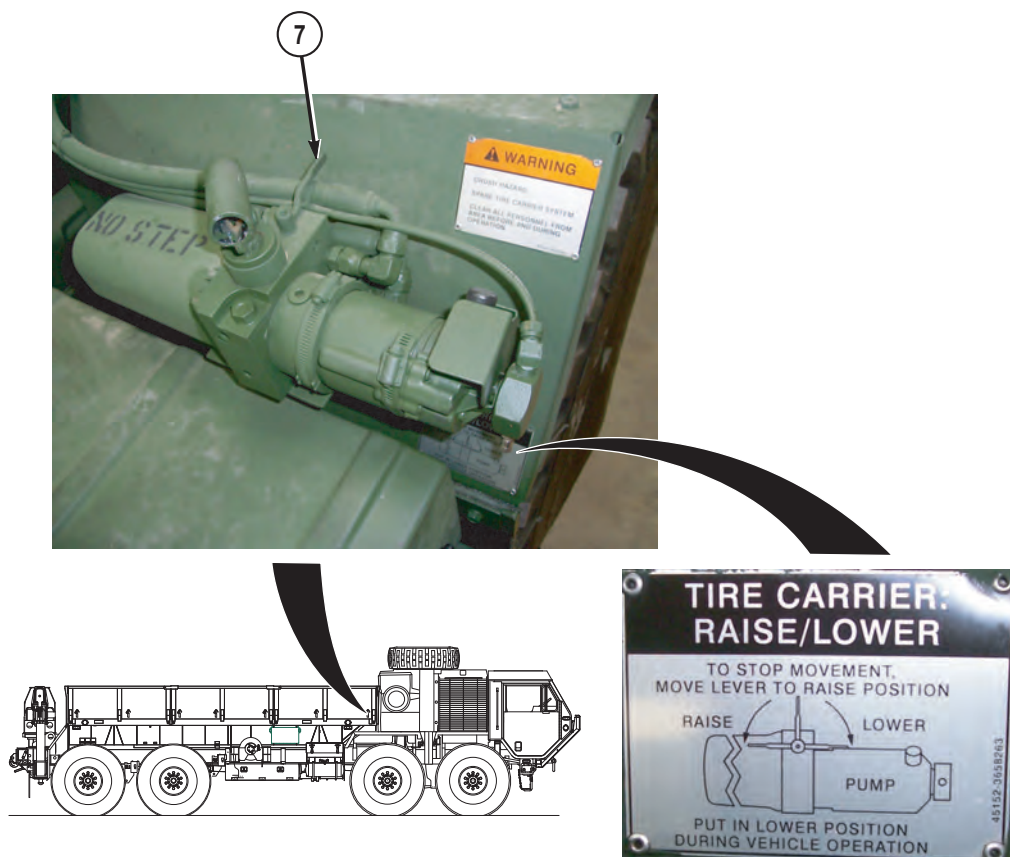


Figure 15.

19. Shut off engine (WP 0057) or set ignition switch (1) to off position (as applicable).

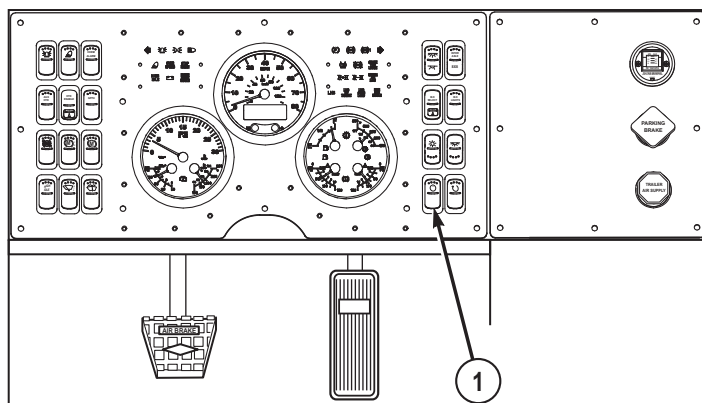


Figure 16.

20. Stow access ladder. (WP 0034)

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE TIRE CARRIER USING OUTSIDE AIR SOURCE

INITIAL SETUP:

Not Applicable

LOWER TIRE CARRIER

CAUTION

- Ensure the passenger side of the vehicle has 6 ft. (1.83 m) of clearance from the battery box forward to accommodate the tire carrier lowering or damage to equipment may occur.
- Do not dump (deflate) vehicle air suspension system (WP 0036) when spare tire is attached to tire carrier and in contact with the ground. Failure to comply may result in damage to equipment.
- Do not add a significant amount of weight to the vehicle when spare tire is attached to tire carrier and in contact with the ground. Failure to comply may result in damage to equipment.

NOTE

This procedure is a two soldier task.

1. Remove access ladder from stowage and connect to passenger side front fender. (WP 0034)
2. Disconnect safety pin (1) from right lock rod (2). Leave safety pin (1) hang from its lanyard (3).

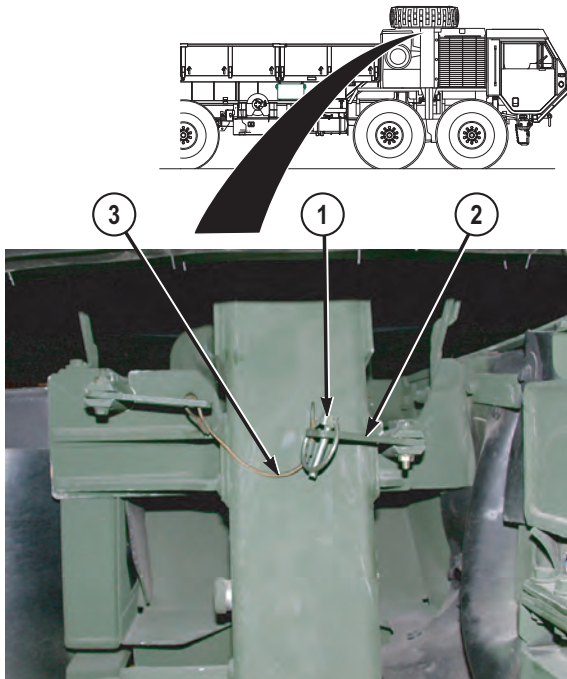


Figure 1.

CAUTION

The tire carrier lock rods are a snag hazard to the movement of the tire carrier and must be properly stowed in stowage brackets prior to lowering the tire carrier. Failure to properly stow tire carrier lock rods prior to lowering operation may result in damage to equipment.

3. Turn left lock rod (4) CCW until enough slack is made to push left lock rod (4) up and into its stowage bracket (5).

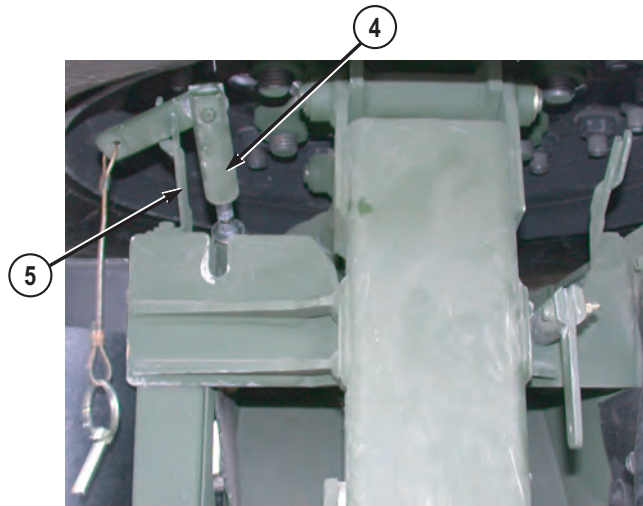


Figure 2.

4. Turn right lock rod (6) CCW until enough slack is made to push right lock rod (6) up and into its stowage bracket (7).

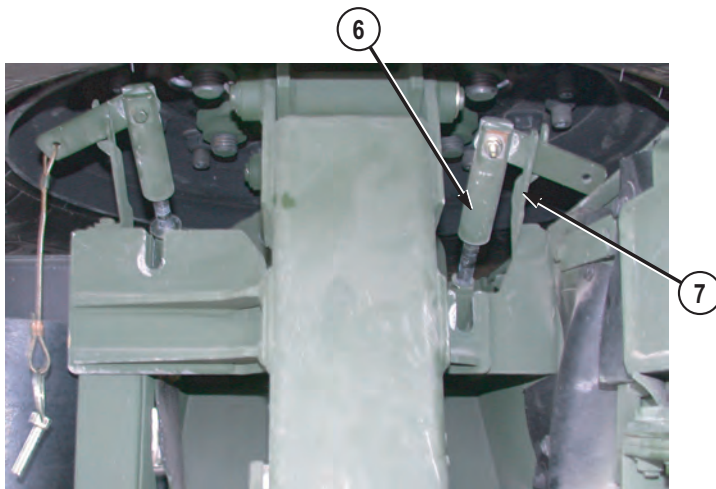


Figure 3.

WARNING

If tire carrier is in any position other than full up and locked (tire carrier latch engaged) or resting on ground, only tire carrier pump operator should be within six feet (1.83 m) of passenger side of vehicle from battery box forward. Failure to comply may result in personnel being struck by tire carrier/spare tire, causing injury or death to personnel.

5. Ensure safety area is clear of personnel and equipment. Assistant will stand outside the safety area and ensure no personnel wander into safety area while lowering operation is taking place.

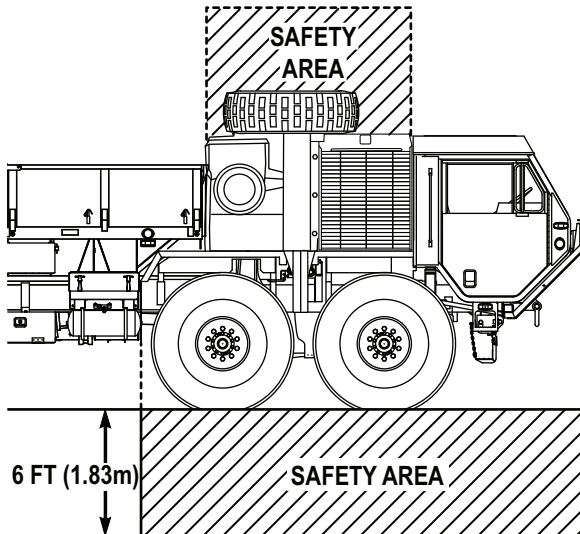


Figure 4.

6. Set directional control lever (8) to LOWER position.

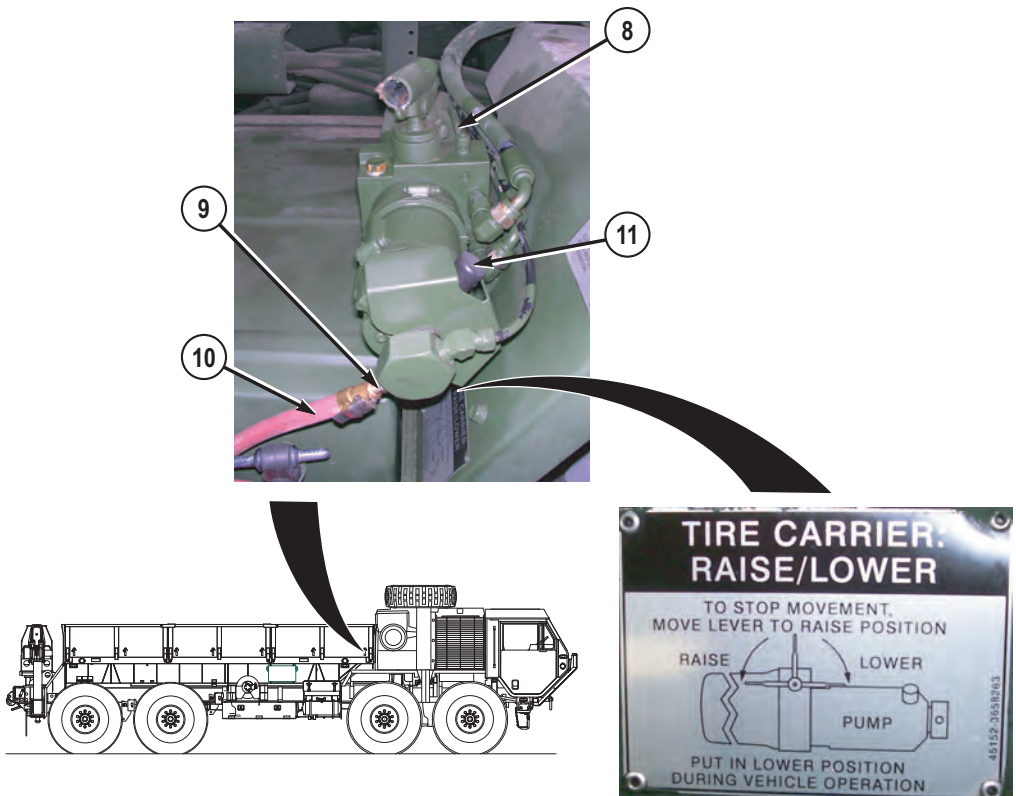


Figure 5.

7. Remove cap from auxiliary air fitting (9).
8. Connect air hose (10) to auxiliary air fitting (9).

NOTE

- It may be necessary to simultaneously hold lever on air hose with tire carrier pump power control dependant on type air hose used.
 - The operator will notice a small amount of oil being expelled with the air from the tire carrier pump each time it cycles, this is a normal condition.
9. Press and hold power control (11). The tire carrier pump cyclic rate will be rapid at first, and then slow noticeably. As cyclic rate slows, the operator should notice tire carrier begin to move.

CAUTION

Once tire is in contact with the ground, do not press power control with directional control lever in LOWER position. This could put undue stress on tire carrier and may cause damage to equipment.

NOTE

The tire carrier can be stopped at any time during lowering operations by releasing the power control and moving the directional control lever to RAISE position.

10. Once tire carrier has passed vertical (approximately 6 in. [15.24 cm] of movement), release power control (11) and allow tire carrier to lower on its own until tire contacts ground.
11. Move directional control lever (8) to raise position.

RAISE TIRE CARRIER**CAUTION**

Ensure the passenger side of the vehicle has 6 ft. (1.83 m) of clearance from the battery box forward to accommodate the tire carrier lowering or damage to equipment may occur.

NOTE

This procedure is a two soldier task.

1. If vehicle is not idling, set ignition switch (1) to on position , and check that SPARE TIRE LOOSE indicator (2) is illuminated.

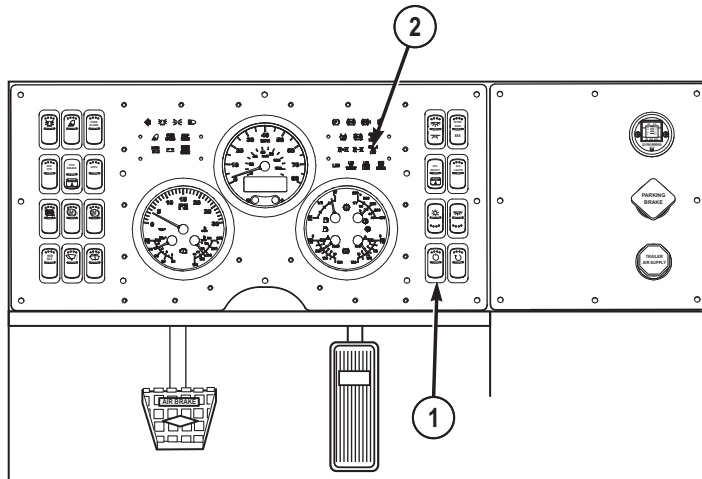


Figure 6.

2. Ensure spare tire is securely fastened to the tire carrier.

CAUTION

Ensure the passenger side top engine access cover is closed and secured prior to raising the tire carrier with spare tire installed. If access cover is braced open, spare tire will contact it and cause damage to the cover as well as prevent the tire carrier from locking in full up position.

NOTE

If passenger side top engine access cover is open and laying flat, the tire (in the full up position) will not allow the access cover to be closed.

3. Ensure passenger side top engine access cover is secured closed.

CAUTION

The tire carrier lock rods are a snag hazard to the movement of the tire carrier and must be properly stowed in stowage brackets prior to lowering the tire carrier. Failure to properly stow tire carrier lock rods prior to lowering operation may result in damage to equipment.

4. Ensure left lock rod (3) is properly stowed in stowage bracket (4).

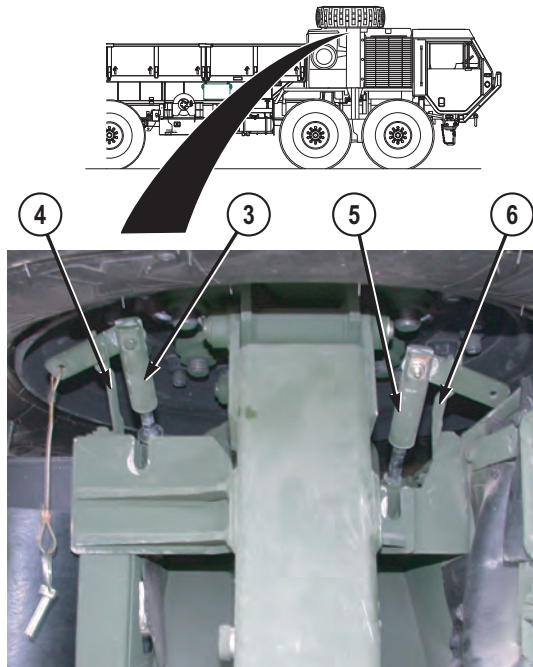


Figure 7.

5. Ensure right lock rod (5) is properly stowed in stowage bracket (6).

WARNING



If tire carrier is in any position other than full up and locked (tire carrier latch engaged) or resting on ground, only tire carrier pump operator should be within six feet (1.83 m) of passenger side of vehicle from battery box forward. Failure to comply may result in personnel being struck by tire carrier/spare tire, causing injury or death to personnel.

6. Ensure safety area is clear of personnel and equipment. Assistant will stand outside the safety area and ensure no personnel wander into safety area while raising operation is taking place.

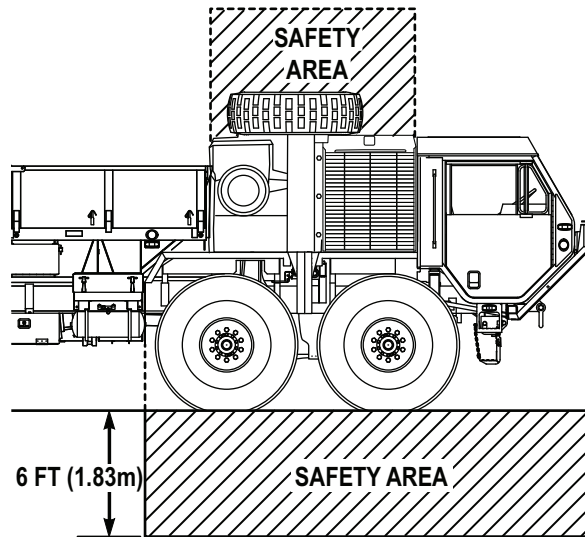


Figure 8.

7. Set directional control lever (7) to RAISE position.

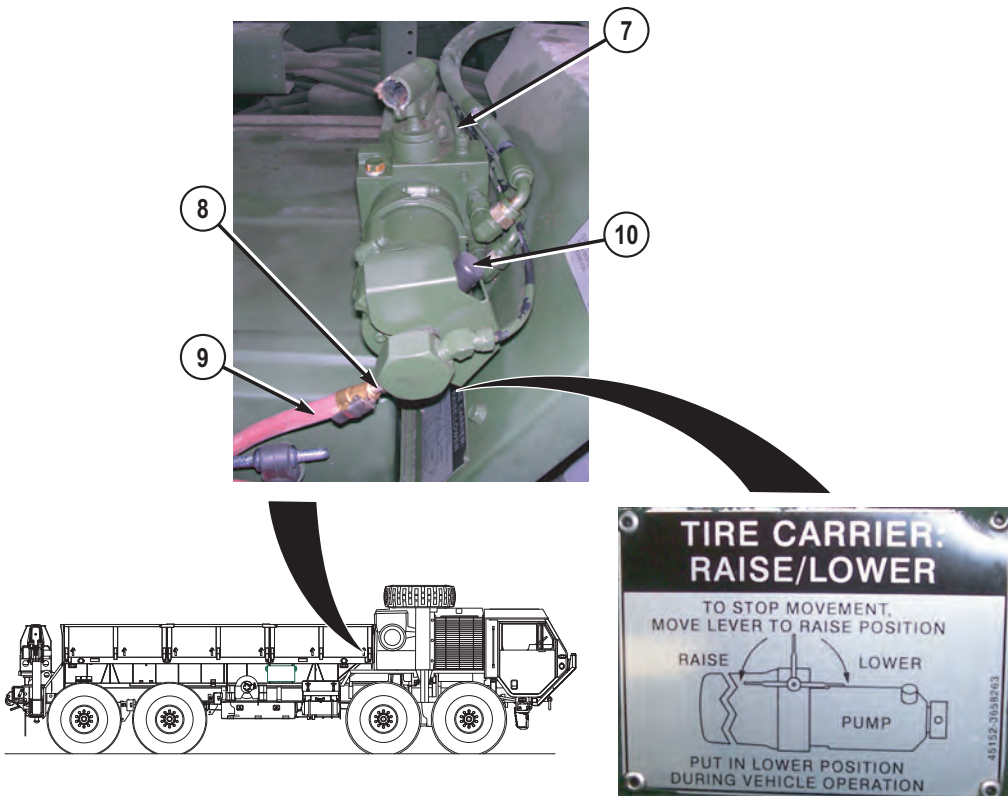


Figure 9.

8. Remove cap from auxiliary air fitting (8).
9. Connect air hose (9) to auxiliary air fitting (8).

NOTE

- It may be necessary to simultaneously hold lever on air hose with tire carrier pump power control dependant on type air hose used.
- The operator will notice a small amount of oil being expelled with the air from the tire carrier pump each time it cycles, this is a normal condition.
- When the power control is pressed, the tire carrier pump cyclic rate will be rapid at first, and then slow noticeably. As cyclic rate slows, the operator should notice the tire carrier begin to move.

10. Press and hold power control (10).

NOTE

- The tire carrier can be stopped at any time during raising operations by releasing power control.
 - As the tire carrier is raised, the tire carrier pump will begin to cycle at an increased rate.
11. Continue to raise tire carrier until it is in the full up position. The operator will notice a significant slow down in the tire carrier pump cyclic rate. Release power control (10).

WARNING

Always maintain a distance of six feet (1.83 m) until confirmation that tire carrier latch is engaged. Failure to comply may result in personnel being struck by tire carrier/spare tire causing severe injury or death to personnel.

12. Maintaining a safe distance of 6 ft. (1.83 m), the assistant will check the tire carrier latch (11), ensuring it has fully engaged the tire carrier arm bar (12).

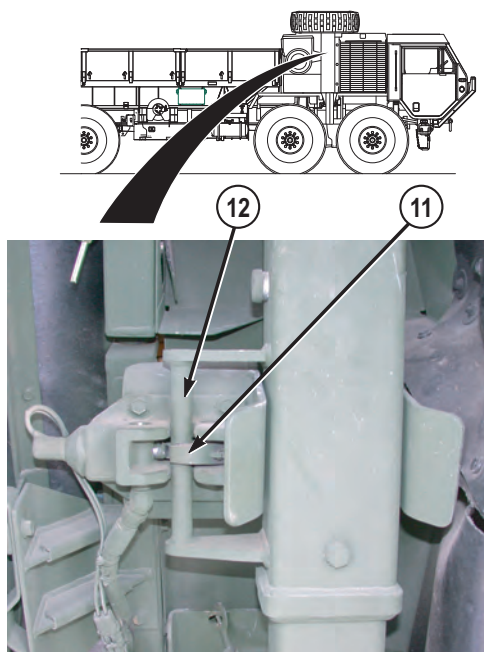


Figure 10.

13. With the assistant maintaining the safety area, the operator will proceed to the driver side cabin and check to ensure the SPARE TIRE LOOSE indicator (2) has gone out.

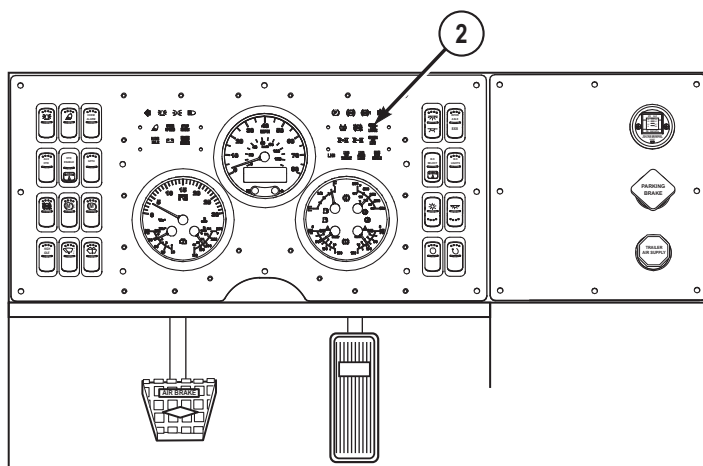


Figure 11.

NOTE

- If tire carrier latch is fully engaged, and SPARE TIRE LOOSE indicator light has gone out, skip to Step (17).
- If tire carrier latch fails to fully engage tire carrier bar, or SPARE TIRE LOOSE indicator fails to go out, perform Steps (14) through (16).

14. Move directional control lever (7) to LOWER.

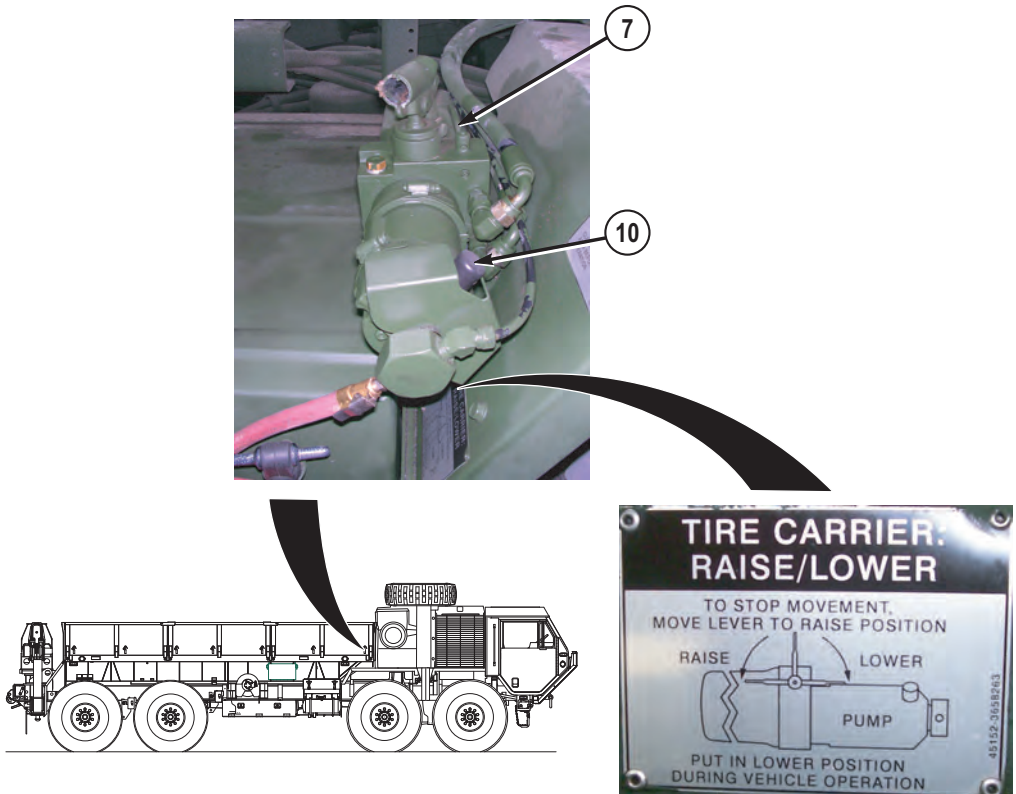


Figure 12.

15. Press power control (10) until tire carrier lowers approximately 1 ft. (30 cm).

16. Repeat Steps (7) through (13).

NOTE

If tire carrier latch is fully engaged, and SPARE TIRE LOOSE indicator light has gone out, complete Steps (17) through (22).

17. Remove right lock rod (5) from stowage bracket (6) and pull down to end of groove (13) until it stops. Turn right lock rod (5) CW until it is hand tight, with jointed end (14) across tire carrier arm (15).

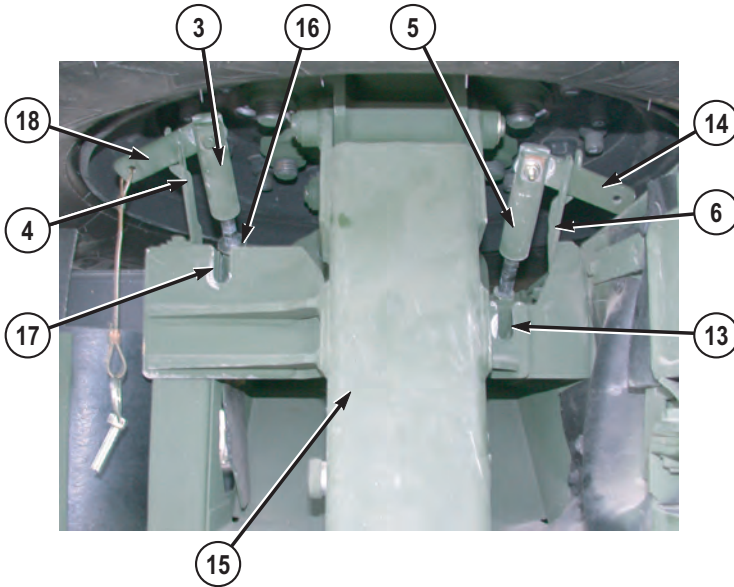


Figure 13.

18. Remove left lock rod (3) from stowage bracket (4), locate washer (16) and pull towards left lock rod (3) until it stops. Pull both left lock rod (3) and washer (16) down to end of groove (17). Turn left lock rod (3) CW until it is hand tight, with jointed end (18) pointed towards tire carrier arm (15).
19. Insert safety pin (19) through hole located on right lock rod jointed end (14).

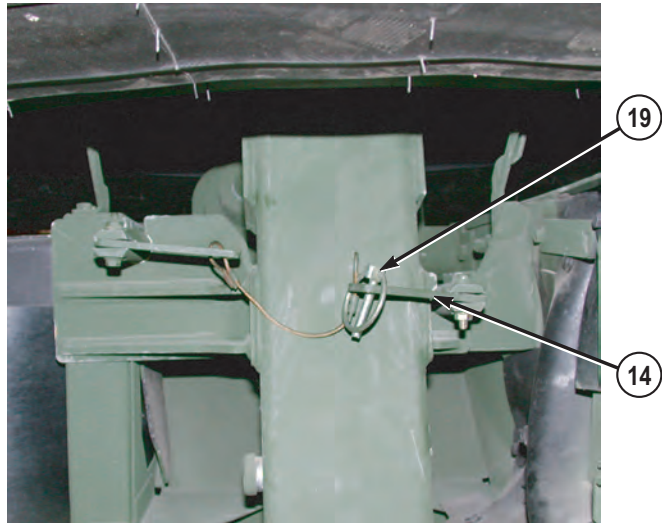


Figure 14.

NOTE

Tire carrier directional control lever should always be in LOWER position for vehicle operation.

20. Set directional control lever (7) to LOWER position.



Figure 15.

21. Shut off engine (WP 0057) or set ignition switch (1) to off position (as applicable).

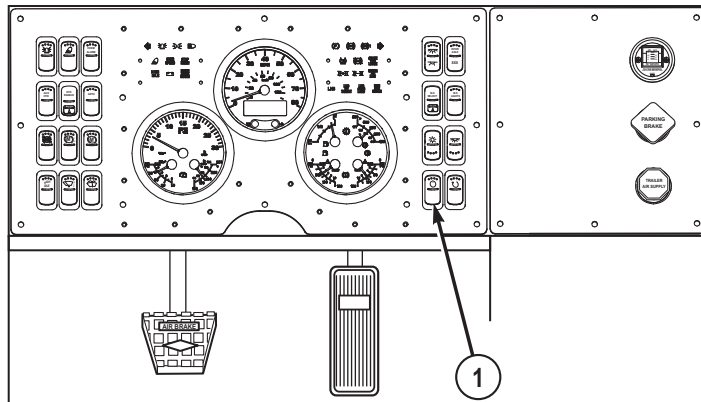


Figure 16.

22. Stow access ladder. (WP 0034)

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE SELF-RECOVER VEHICLE USING SELF-RECOVERY WINCH

INITIAL SETUP:

Not Applicable

WINCH MIRED VEHICLE FORWARD

NOTE

- For additional information on vehicle self-recovery, refer to FM 4-30.31. (WP 0146)
 - Vehicle self-recovery is a two soldier task. Soldiers must communicate by hand signals.
1. Shut off engine. (WP 0057)
 2. Adjust mirror (1) so assistant can be clearly seen during procedure.

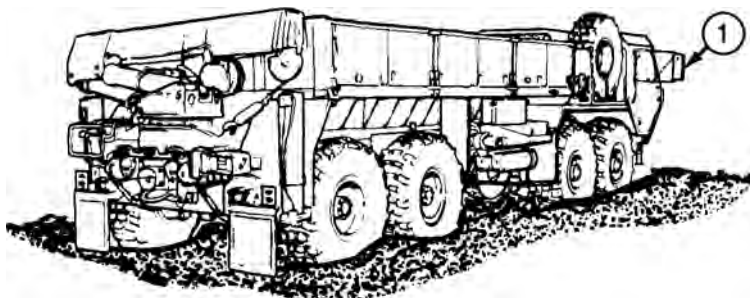
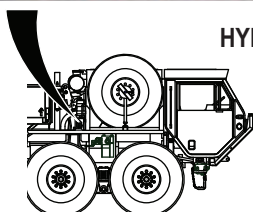
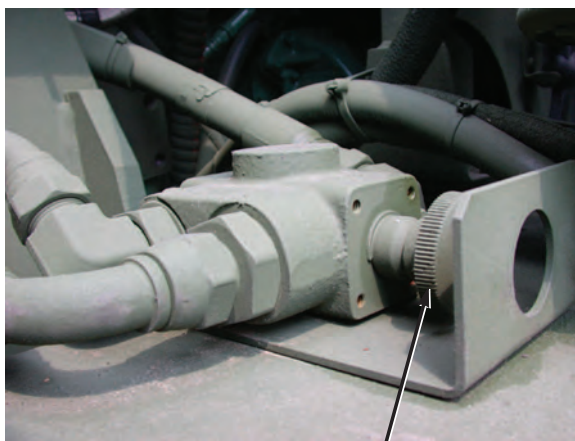


Figure 1.

3. Pull out hydraulic selector valve control.



HYDRAULIC SELECTOR
VALVE CONTROL

Figure 2.

4. Start engine. (WP 0044)
5. Move winch shift lever (4) to OUT position to pay out small amount of cable.
6. Release winch shift lever (4) to center position.
7. Set PTO ENGAGE switch (2) to OFF position. Indicator light (3) will go out.
8. Remove cotter pin (5) from pin (6).

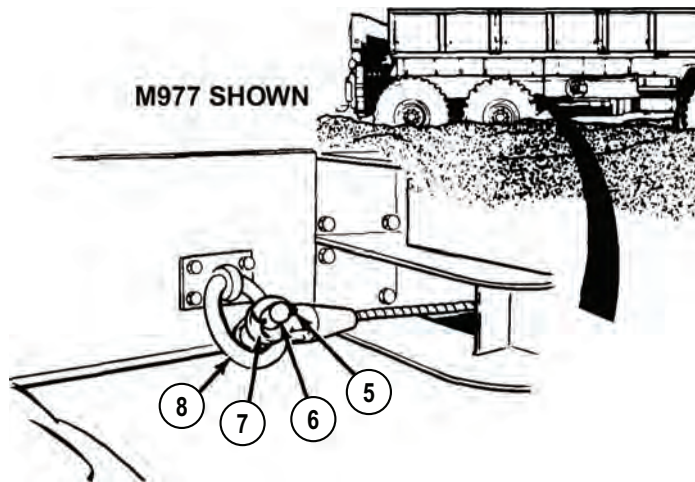


Figure 3.

9. Remove pin (6) from clevis (7) and disconnect clevis (7) from tiedown ring (8).

WARNING



- Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel.
 - Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel.
10. Route winch cable (9) around, and over top of winch (10) toward front of vehicle (as shown).

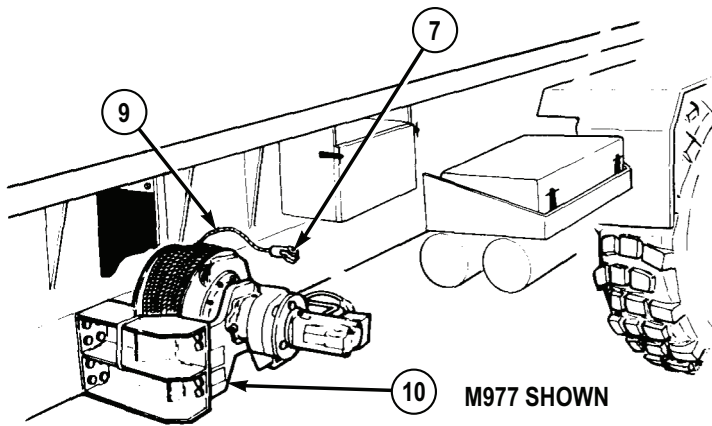


Figure 4.

11. Move winch shift lever (4) to OUT and pay out winch cable (9), while assistant routes cable (9) through notch in fender (11).

NOTE

- Do not place cable between tensioning device pulleys at this time.
- When pulling cable through tensioning device, push sheave towards frame rail to allow clevis to pass through.

12. Pay out cable (9) while assistant pulls cable (9) until it is 6 in. to 1 ft. (15 cm to 30 cm) past the front roller guide (12).

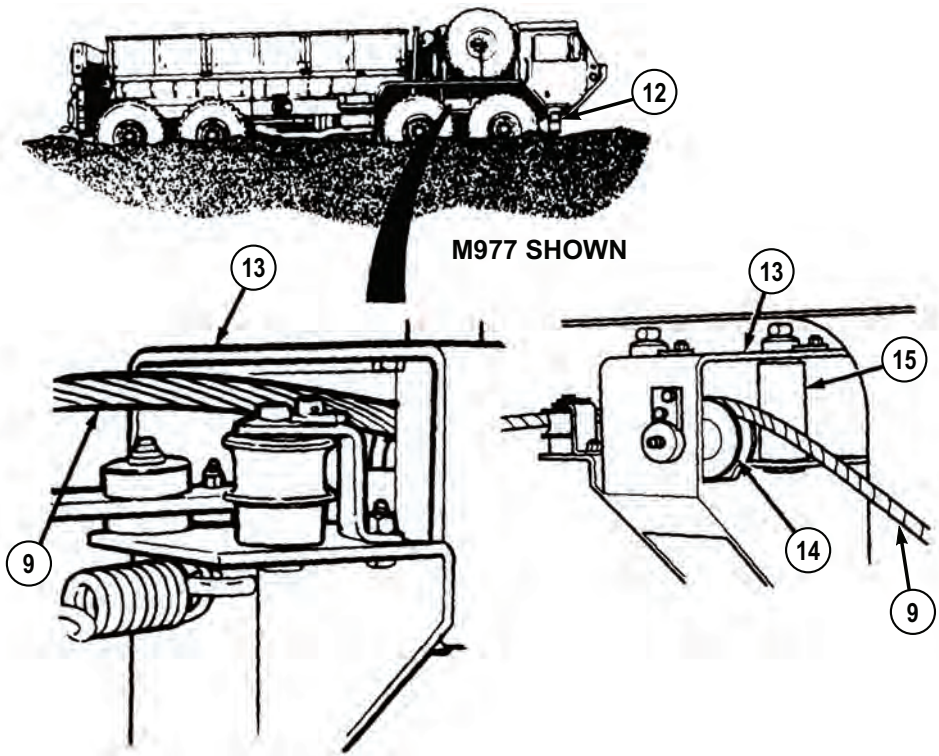


Figure 5.

13. Stop paying out cable (9).
14. Assistant routes cable (9) through cable guide (13), over sheave (14), between roller (15), and side of cable guide (13).
15. Pay out winch cable (9) as assistant routes cable over first axle and 1 ft. (30 cm) past front roller guide assembly (12).

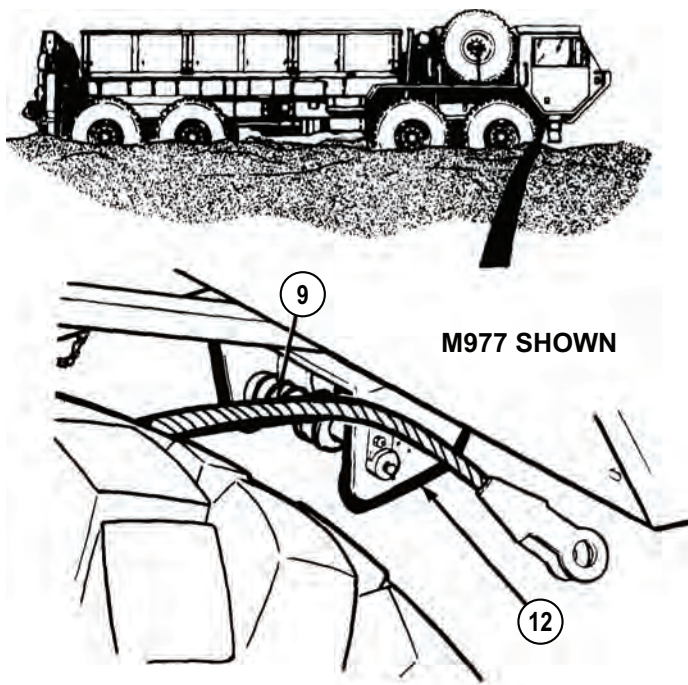


Figure 6.

16. Set PTO ENGAGE switch (2) to OFF position. Indicator light (3) will go out.
17. Remove quick release pin (16) and guide bracket (17). Move cable guide brackets (18) apart so cable (9) can be placed against bottom of sheave (19).
18. Move cable guide brackets (18) together and install guide bracket (17) and quick release pin (16).
19. Set PTO ENGAGE switch (2) to ON position. Indicator light (3) will illuminate.
20. Move winch shift lever (4) to OUT and pay out winch cable (9) while assistant pulls cable to tree, another heavy vehicle (WP 0086), or another heavy object refer to FM 4-30.31. (WP 0146)
21. When winch cable (9) is let out to heavy object, release winch shift lever (4) to center position.
22. Set PTO ENGAGE switch (2) to OFF position. Indicator light (3) will go out.
23. If snatch block must be used for self-recovery operation, attach self-recovery winch cable (9) to snatch block (WP 0085) and connect end of self-recovery winch cable to mired vehicle left front towing eye. (WP 0086) Attach snatch block to tree, another vehicle, or heavy object refer to FM 4-30.31. (WP 0146)

CAUTION

There must always be at least five wraps of cable on winch. If load is applied with less than five wraps of cable on winch, cable may come loose on drum.

24. Check that there are at least five wraps of winch cable (9) left on winch (10). If there are not at least five wraps of winch cable left on self-recovery winch, stop using self-recovery winch and continue with Step (54) of this procedure.

CAUTION

Do not go over winch pull capacity or winch may be damaged.

25. Ensure weight of mired vehicle and amount of winch cable (9) left on self-recovery winch (10) does not go over pull capacity (refer to FM 4-30.31 (WP 0146) and Self-Recovery Winch Pull Capacity table below). If pull will go over capacity, stop using self-recovery winch and continue with Step (54) of this procedure.

Table 1. Self-Recovery Winch Pull Capacity.

| Cable Layer | Maximum Line Pull |
|------------------------|-----------------------|
| 1st layer (five wraps) | 20,000 lbs (9 080 kg) |
| 2nd layer | 18,173 lbs (8 251 kg) |
| 3rd layer | 16,663 lbs (7 565 kg) |
| 4th layer | 15,361 lbs (6 974 kg) |
| 5th layer | 14,254 lbs (6 471 kg) |

NOTE

If winch cable will be connected to another vehicle acting as a stationary anchor, refer to FM 4-30.31 (WP 0146) or Connect/Disconnect Self-Recovery Winch Cable to Another Vehicle (WP 0086) for connecting procedures.

26. If it is determined using self-recovery winch (10) will not go over winch pull capacity, connect winch cable (9) to heavy object.
27. Ensure winch shift lever (4) is at center position.
28. Ensure PTO ENGAGE switch (2) is set to OFF position. Indicator light (3) will go out.
29. Put winch cable (9) between tensioning device pulleys (21).
30. Release tension pulley lever (20).

31. Check that winch cable (9) rests inside grooves of both tensioning device pulleys (21) and sheave (22).
32. Check that winch cable (9) is not caught on vehicle or any other objects.

WARNING



Keep all personnel clear of area near winch cable when tension is on cable. Failure to comply may result in injury or death to personnel.

33. Ensure all personnel are clear of self-recovery winch (10) and winch cable (9).
34. Set PTO ENGAGE switch (2) to ON position. Indicator light (3) will illuminate.
35. Move winch shift lever (4) to IN until slack is out of cable.
36. Release winch shift lever (4) to center position.
37. Ensure TRACTION CONTROL lever (24) is set to INTER-AXLE DIFF. LOCK.
38. Apply service brake pedal (25).
39. Set transmission range selector (26) to 1 (1st gear range).
40. Release service brake pedal (25).
41. Move winch shift lever (4) to IN and apply slight pressure to throttle pedal (27).

NOTE

Keep winch cable tight at all times so cable does not get tangled with vehicle.

42. Adjust position of throttle pedal (27) to change engine speed as needed to keep winch cable (9) tight and vehicle moving.
43. When mired vehicle is on solid ground, release winch shift lever (4) to center position.
44. Park vehicle. (WP 0056)
45. Set winch shift lever (4) to OUT and pay out winch cable (9) until all tension is off cable.
46. When all tension is off winch cable (9), release winch shift lever (4) to center position.
47. Set PTO ENGAGE switch (2) to OFF position. Indicator light (3) will go out.

NOTE

If winch cable is connected to another vehicle, refer to Connect/Disconnect Self-Recovery Winch Cable to Another Vehicle (WP 0086) for disconnecting procedures.

48. Disconnect winch cable (9) from heavy object.
49. If snatch block was used, disconnect end of winch cable (10) from vehicle and remove snatch block from winch cable and from tree, other vehicle, or heavy object refer to FM 4-30.31. (WP 0146)

CAUTION

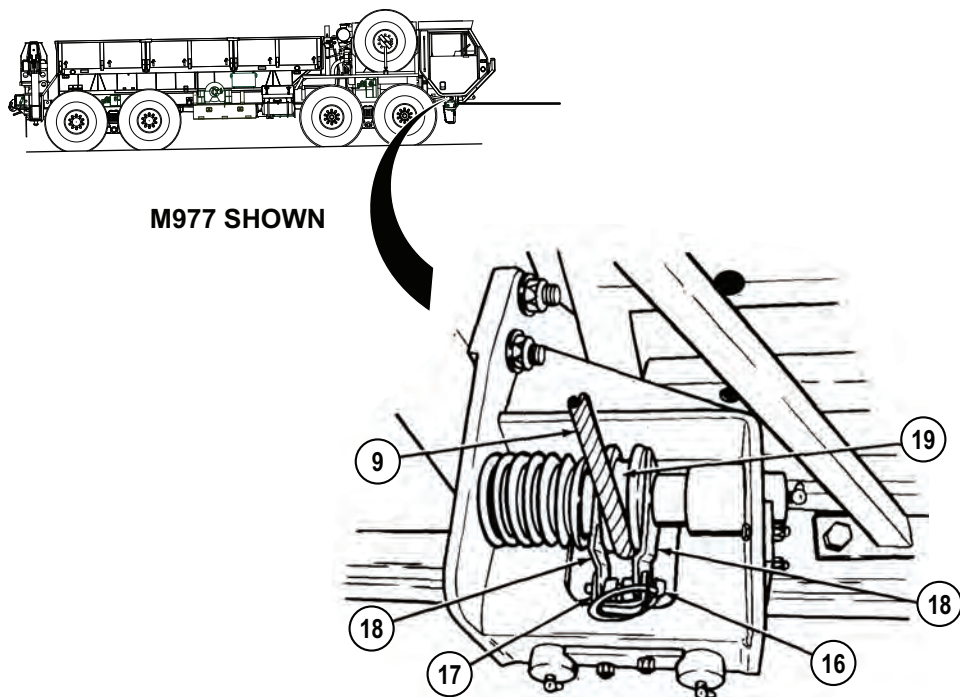
Do not reel clevis end of winch cable through roller guides. Clevis may catch on roller guide and cause cable or roller guide to break.

50. Set PTO ENGAGE switch (2) to ON position. Indicator light (3) will illuminate.
51. Move winch shift lever (4) to IN.

WARNING



- Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel.
 - Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel.
52. Reel in winch cable (9) while assistant uses tire iron extension handle to guide cable (9) onto self-recovery winch (10) so cable wraps are level across face of self-recovery winch (10).
 53. When end of cable (9) is near front of vehicle, release winch shift lever (4) to center position.
 54. Set PTO ENGAGE switch (2) to OFF position. Indicator light (3) will go out.
 55. Remove quick release pin (16) and guide bracket (17). Move cable guide brackets (18) apart so winch cable (9) can be removed from sheave (19).



M977 SHOWN

Figure 7.

56. Move cable guide bracket (18) together. Install guide bracket (17) and quick release pin (16).

57. Pull back and hold tension pulley lever (20).

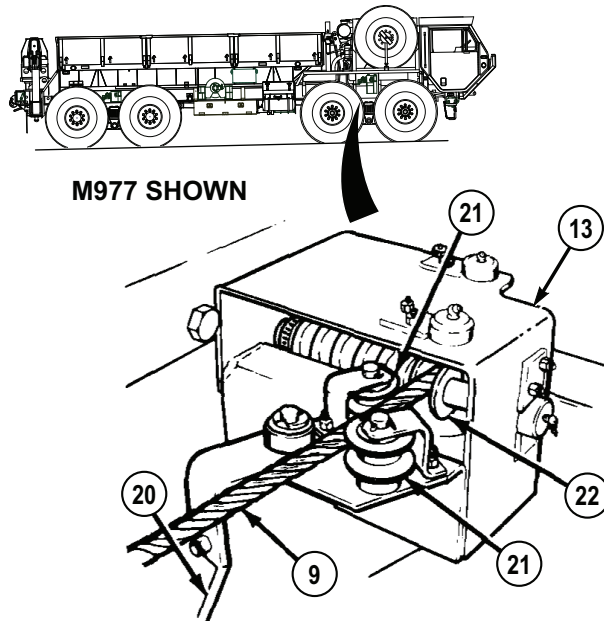


Figure 8.

58. Lift winch cable (9) out of tensioning device pulleys (21).
59. Release tension pulley lever (20).
60. Pull winch cable (9) back and out of cable guide (13).
61. While assistant guides winch cable (9), move winch shift lever (4) to IN.
62. When clevis (7) is approximately 2 ft. (61 cm) from winch (10), release winch shift lever (4) to center position.
63. Set PTO ENGAGE switch (2) to OFF position. Indicator light (3) will go out.
64. Assistant routes end of winch cable (9) down along front face of winch (10).

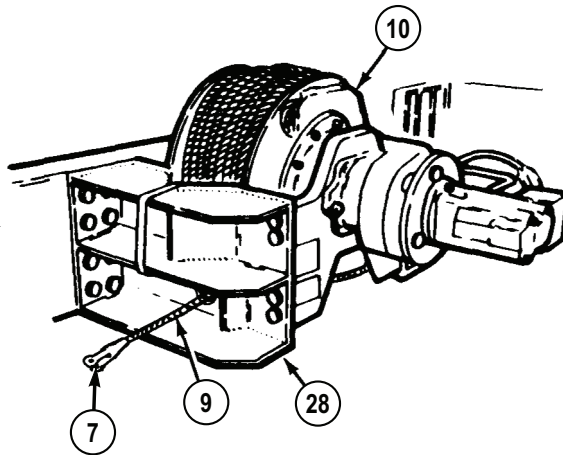


Figure 9.

65. Assistant routes end of winch cable (9) under winch (10) and out through hole in bottom of rear winch frame (28).

66. Set PTO ENGAGE switch (2) to ON position. Indicator light (3) will illuminate.

WARNING



Keep all personnel clear of area near winch cable when tension is on cable. Failure to comply may result in injury or death to personnel.

67. Order all personnel to stand clear of area near winch (10).

CAUTION

Do not reel in winch cable too tightly. If too much tension is applied, cable or tiedown ring can break, or winch may be damaged.

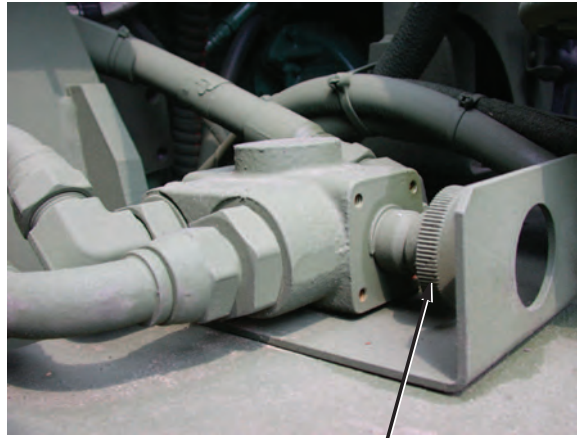
68. Once assistant and all other personnel are clear of area, move winch shift lever (4) to IN and take all slack out of winch cable (9).

69. When winch cable (9) is tight, release winch shift lever (4) to center position.

70. Set PTO ENGAGE switch (2) to OFF position. Indicator light (3) will go out.

71. Shut off engine. (WP 0057)

72. Push in hydraulic selector valve control.



HYDRAULIC SELECTOR
VALVE CONTROL

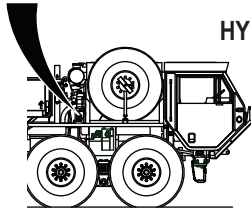


Figure 10.

73. Adjust mirror (1) for driving.

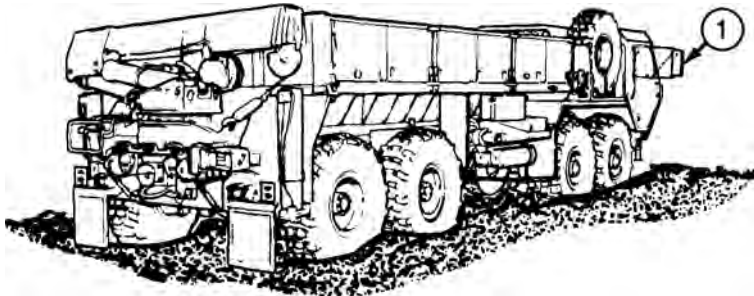


Figure 11.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE SNATCH BLOCK INSTALLATION/REMOVAL

INITIAL SETUP:

Not Applicable

ATTACH SNATCH BLOCK TO SELF-RECOVERY WINCH CABLE

1. Remove snatch block (1) from stowage.

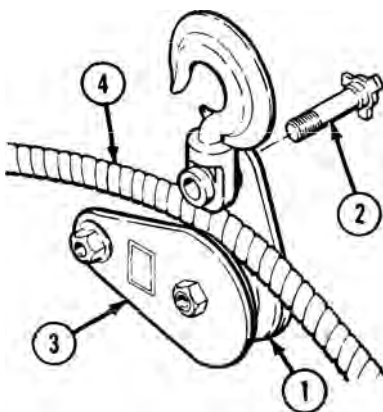


Figure 1.

2. Remove screw (2).
3. Move plate (3) to side to open snatch block (1).
4. Place winch cable (4) in snatch block (1).
5. Close plate (3) and align holes.
6. Install screw (2).
7. Ensure screw (2) is tight and winch cable (4) can be moved freely through snatch block (1).
8. Continue with self-recovery operation (WP 0084).

REMOVE SNATCH BLOCK FROM SELF-RECOVERY WINCH CABLE

1. Check that there is enough slack in winch cable (1).

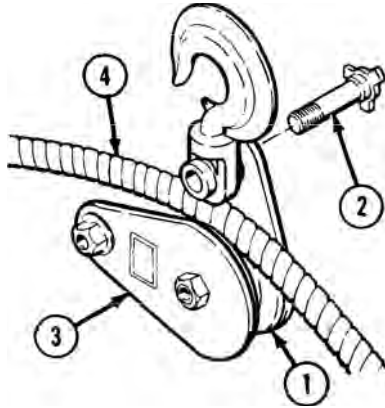


Figure 2.

2. Remove screw (2).
3. Move plate (3) to side to open snatch block (4).
4. Take winch cable (1) out of snatch block (4).
5. Close plate (3) and align holes.
6. Install screw (2).
7. Stow snatch block (4) in stowage box.
8. Continue with self-recovery operation (WP 0084).

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE
CONNECT/DISCONNECT SELF-RECOVERY WINCH CABLE TO ANOTHER VEHICLE

INITIAL SETUP:

Not Applicable

CONNECT CABLE TO VEHICLE

CAUTION

When attaching self-recovery winch cable to another vehicle, that vehicle must be used only as an anchor point or damage to equipment can result.

NOTE

There are three tiedown rings on each side of vehicle.

1. Unscrew one tiedown ring (1) from mounting plate (2).

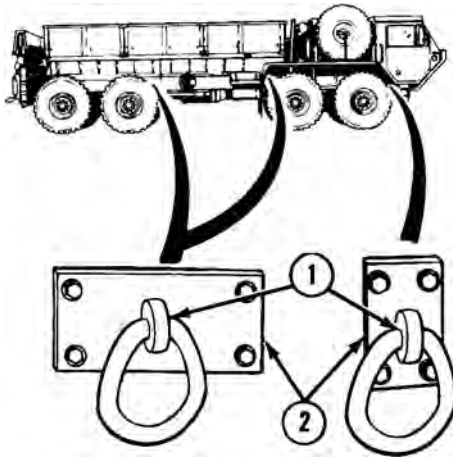


Figure 1.

2. Remove lifting shackle (3) from stowage.

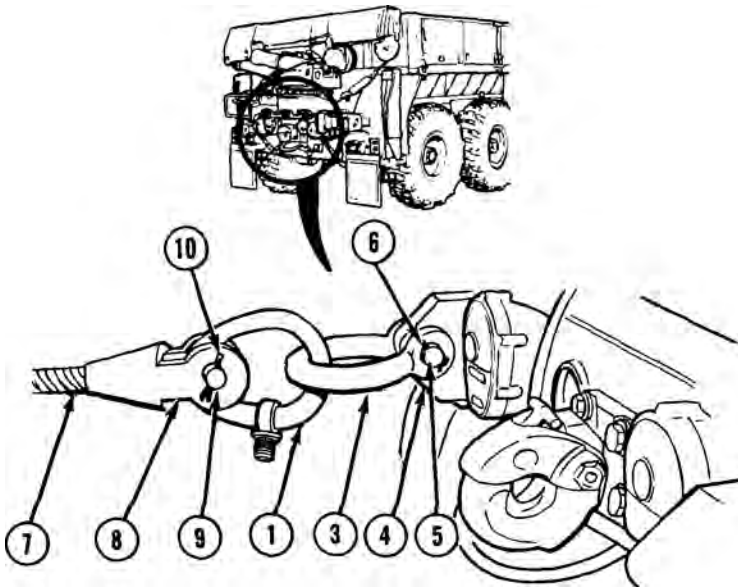


Figure 2.

3. Insert lifting shackle (3) through tiedown ring (1).
4. Connect lifting shackle (3) to left front of left rear tow eye (4) with pin (5).
5. Install cotter pin (6).
6. Connect self-recovery winch cable (7) with clevis (8) to tiedown ring (1) with pin (9).
7. Install cotter pin (10).
8. Continue with self-recovery winch operation (WP 0084).

DISCONNECT CABLE FROM VEHICLE

1. Ensure there is enough slack in winch cable (1).

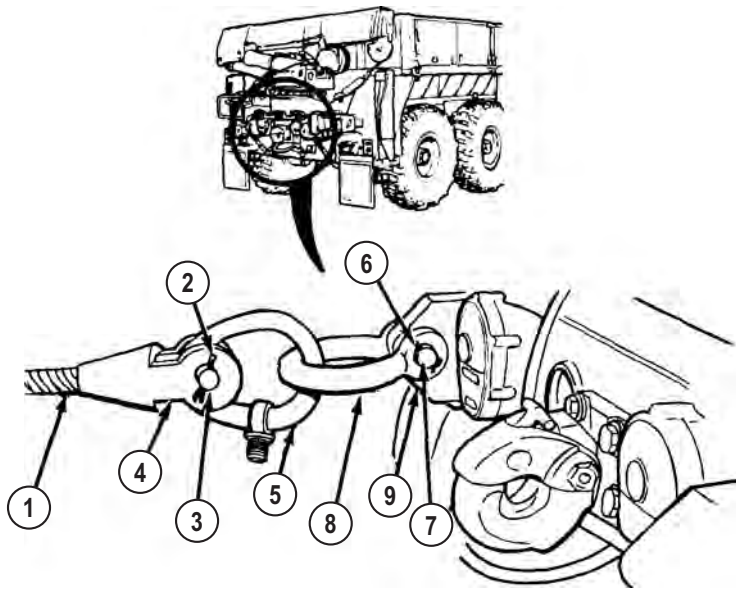


Figure 3.

2. Remove cotter pin (2).
3. Remove pin (3) and disconnect clevis (4) from tiedown ring (5).
4. Remove cotter pin (6).
5. Remove pin (7) and disconnect lifting shackle (8) from tow eye (9).
6. Remove tiedown ring (5) from lifting shackle (8).
7. Stow lifting shackle (8).

NOTE

There are three tiedown rings on each side of vehicle.

8. Install tiedown ring (5) into mounting plate (10).

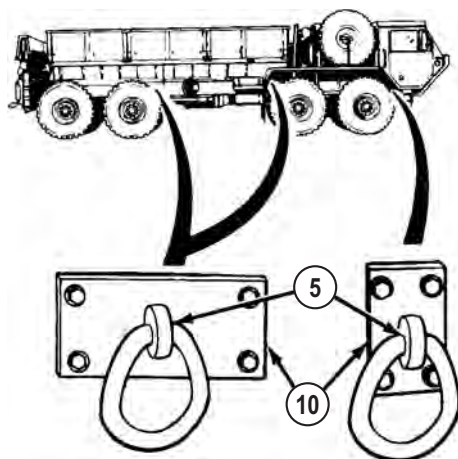


Figure 4.

9. Continue with self-recovery winch operation (WP 0084).

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
TOW DISABLED VEHICLE**

INITIAL SETUP:

Not Applicable

TOW DISABLED VEHICLE**CAUTION**

- When towing another vehicle, do not go over GCWR given in equipment data (WP 0006). Failure to comply may result in damage to equipment.
- Propeller shaft must be removed by field level maintenance before towing disabled vehicle or equipment may be damaged.

NOTE

Disabled vehicles must be prepared and moved in accordance with FM 21-305 . If instructed to do so, manually release spring brakes (WP 0098) as part of preparing disabled vehicle for towing.

1. Install and operate portable beacon lights. (WP 0069)
2. Set TRANSFER CASE shift lever (1) to NEUT (neutral) position.
3. Set traction control switch (2) to off (center) position.

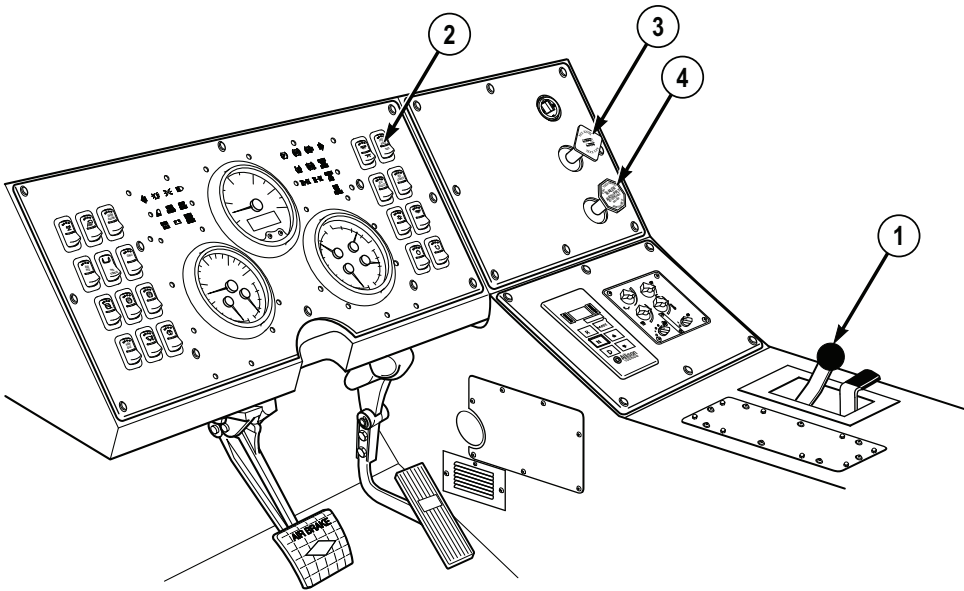


Figure 1.

4. Push in PARKING BRAKE control on disabled vehicle (refer to operator's manual).
5. Push in TRAILER AIR SUPPLY control (4) on recovery vehicle.
6. Transport disabled vehicle.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE CONNECT/DISCONNECT TOW BAR

INITIAL SETUP:

Not Applicable

CONNECT TOW BAR

WARNING



Do not use 10-ton tow bar with self-guided coupler (normally found on some M1120 LHS and M1977 CBT models). Self-guided coupler is not compatible with 10-ton tow bar. Failure to comply may result in injury or death to personnel

WARNING



Tow bar is heavy. Do not attempt to lift or move tow bar without the aid of two assistants and a lifting device. Failure to comply may result in injury or death to personnel.

NOTE

- This procedure is a three soldier task.
- The 10-ton tow bar should always be used in conjunction with two 16 ft. (5 m) safety chains.
- Allow ample distance between towing vehicle and disabled vehicle to connect 10-ton tow bar.

1. Align rear of towing vehicle near front of disabled vehicle.

WARNING

Tow bar is heavy. Do not attempt to lift or move tow bar without the aid of two assistants and a lifting device. Failure to comply may result in injury or death to personnel.

2. With aid of two assistants and a lifting device, remove tow bar (1) from stowage.

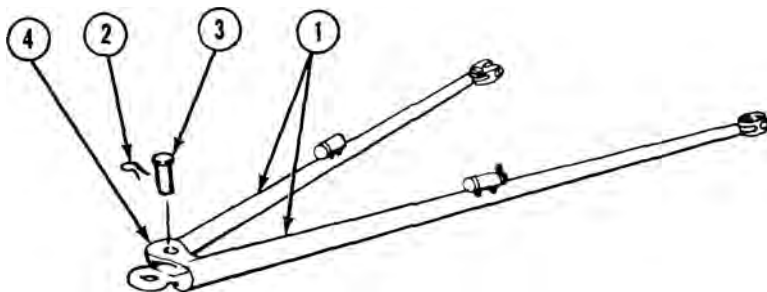


Figure 1.

3. Remove cotter hairpin (2) and pin (3) from tow bar (1).
4. Separate tow bar (1) at pivot point (4).

NOTE

Towing eyes on all models of HEMTT series vehicles are same in appearance, operation, and location. HEMTT M977 shown.

5. Position legs of tow bar (1) in front of disabled vehicle with spare pins (5) facing up.

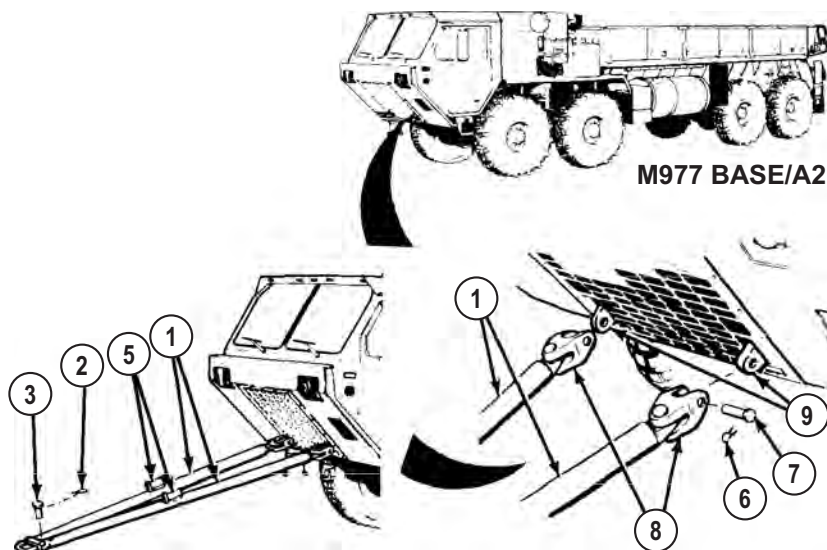


Figure 2.

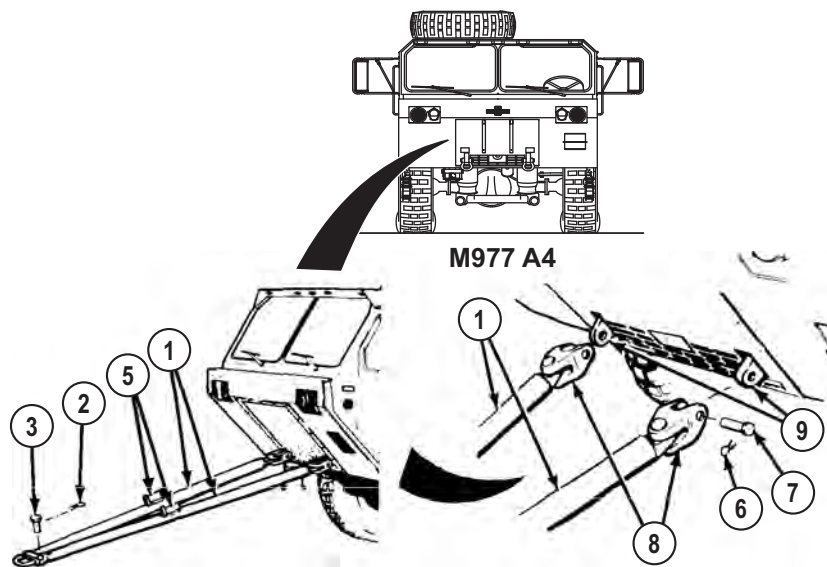


Figure 3.

6. Remove two cotter hairpins (6) and pins (7) from tow bar shackles (8).

WARNING

Tow bar is heavy. Do not attempt to lift or move tow bar without the aid of two assistants and a lifting device. Failure to comply may result in injury or death to personnel.

7. While two assistants hold one leg of tow bar (1) and align shackle (8) with towing eye (9), install pin (7) and cotter hairpin (6).
8. Repeat Step (7) for other leg of tow bar (1).
9. Align legs of tow bar (1) at pivot point (4) and install pin (3) and cotter hairpin (2).

WARNING

Do not use 10-ton tow bar with self-guided coupler (normally found on some M1120 LHS and M1977 CBT models). Self-guided coupler is not compatible with 10-ton tow bar. Failure to comply may result in injury or death to personnel

NOTE

Pintle hook on all models of HEMTT series vehicles are same in appearance, operation, and location. HEMTT M977 shown.

10. Position the towing vehicle so pintle hook is aligned with tow bar lunette eye.
11. Remove cotter pin (10) from pintle hook (11).

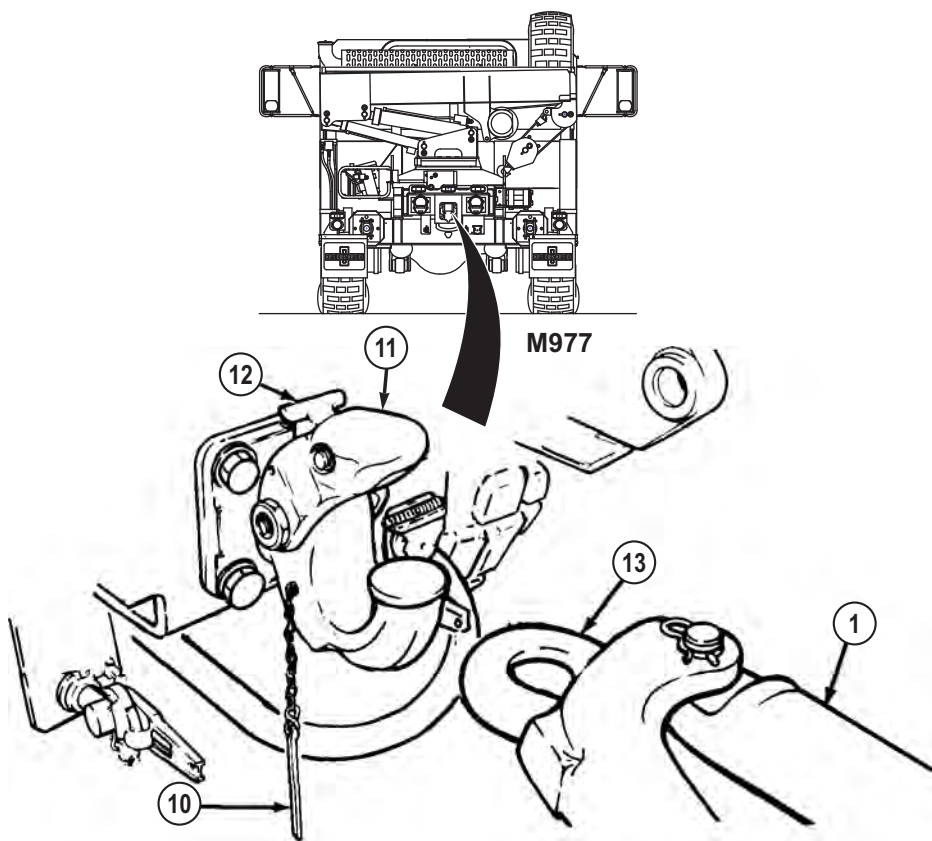


Figure 4.

12. Remove cotter pin (10) from pintle hook (11).

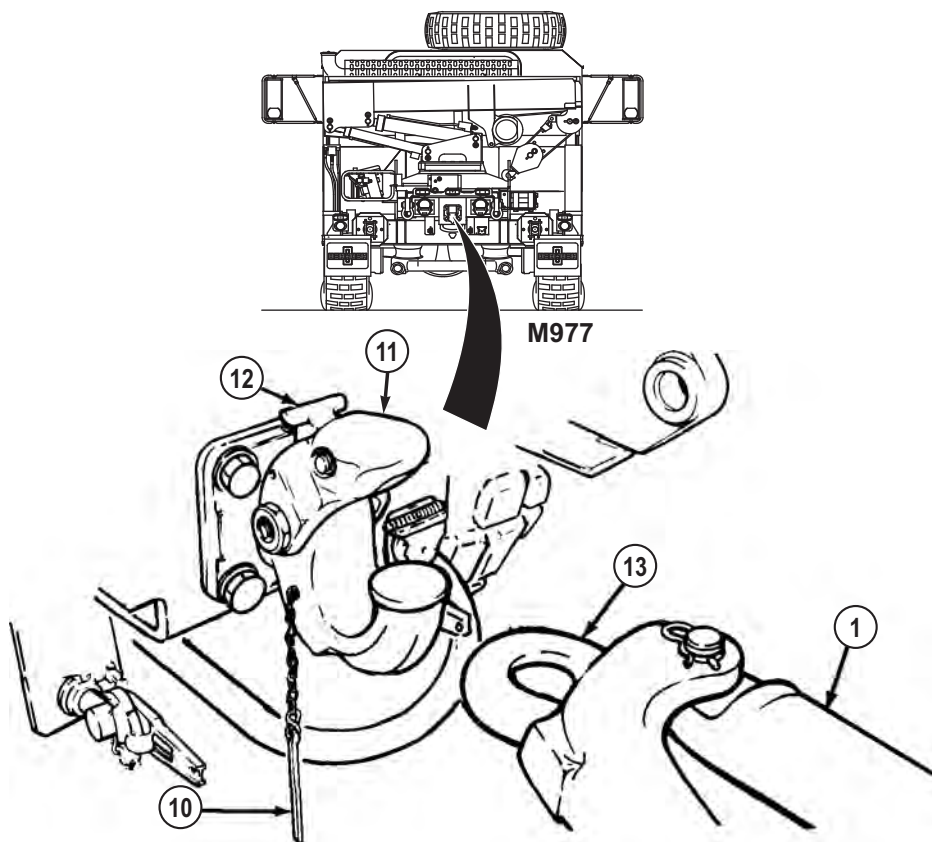


Figure 5.

13. Pull latch (12) away from vehicle and hold.

14. Lift top of pintle hook (11) and let go of latch (12). Pintle hook (11) will be locked open.

WARNING



Tow bar is heavy. Do not attempt to lift or move tow bar without the aid of two assistants and a lifting device. Failure to comply may result in injury or death to personnel.

WARNING

Do not put hands near pintle hook while aligning lunette eye with pintle hook. Failure to comply may result in injury or death to personnel.

15. While two assistants lift tow bar (1), slowly back up towing vehicle until tow bar lunette eye (13) connects to pintle hook (11).
16. Pull latch (12) and close top half of pintle hook (11).
17. Install cotter pin (10) in pintle hook (11).

NOTE

If air system of disabled vehicle is damaged, manually release spring brakes (WP 0098) and skip to Step (20).

18. Remove two inter-vehicular air lines (14) from stowage.

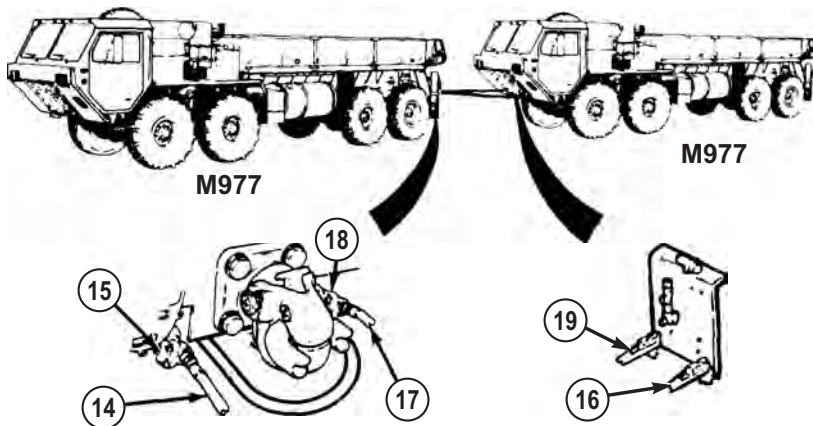


Figure 6.

NOTE

If air system of disabled vehicle is damaged, manually release spring brakes (WP 0098) and skip to Step (20).

19. Remove two inter-vehicular air lines (14) from stowage.

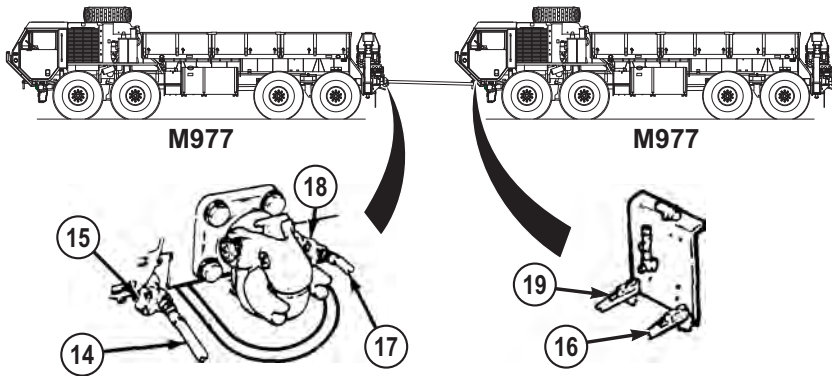


Figure 7.

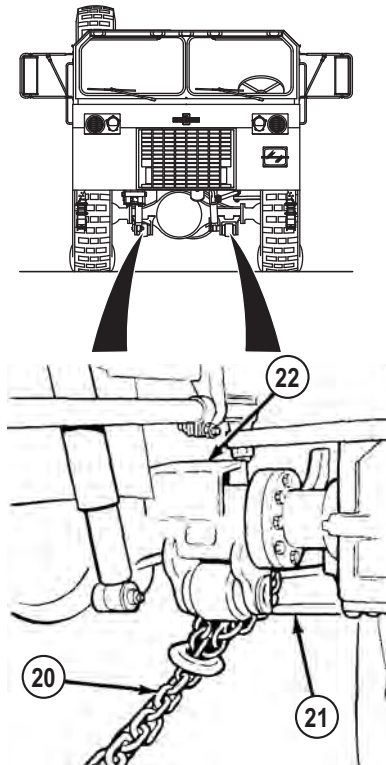
NOTE

Gladhands on all models of HEMTT series vehicles are same in appearance, operation, and location. HEMTT M977 shown.

20. Connect first intervehicular air line (14) to driver side rear gladhand (15) of towing vehicle and driver side front gladhand (16) of disabled vehicle.
21. Connect second intervehicular air line (17) to passenger side rear gladhand (18) of towing vehicle and passenger side front gladhand (19) of disabled vehicle.
22. Remove two 16 ft. (5 m) safety chains (20) from stowage.

NOTE

- Both driver side and passenger side walking beams are same. Driver side shown.
 - If disabled vehicle is either a BASE or A2 model HEMTT series vehicle (refer to data plate on inside of drivers door), complete Step (21). If disabled vehicle is an A4 model HEMTT series vehicle (refer to data plate on inside of drivers door), skip to Step (22).
23. Route one 16 ft. (5 m) safety chain (20) over walking beam (21) behind No. 1 axle (22) on disabled vehicle, and hook 16 ft. (5 m) safety chain (20) back into itself under walking beam (21) as shown.

**BASE/A2 MODELS***Figure 8.***CAUTION**

Special care should be taken when connecting 16 ft. (5 m) safety chain to tiedown ring. The procedure listed below routes the 16 ft. (5 m) safety chain in such a way as to minimize excessive contact with vehicle air suspension air springs during towing. Failure to comply may result in damage to equipment.

NOTE

Both driver side and passenger side tiedown rings are same. Driver side shown.

24. Connect 16 ft. (5 m) safety chain (20) to disabled vehicle tiedown ring (23):
 - a. Route end (without safety shackle) of 16 ft. (5 m) safety chain (20) through tiedown ring (23) from inboard to outboard until grab hook (24) hangs just below bottom of air spring (25).

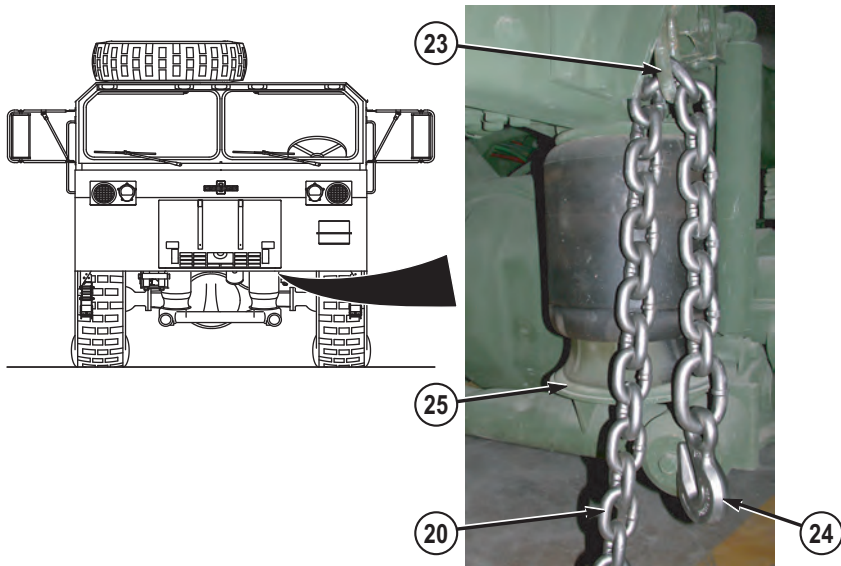


Figure 9.

- b. Hook 16 ft. (5 m) safety chain (20) back to itself. Grab hook (24) should open towards ground (shown) when tension is applied to 16 ft. (5 m) safety chain (20).

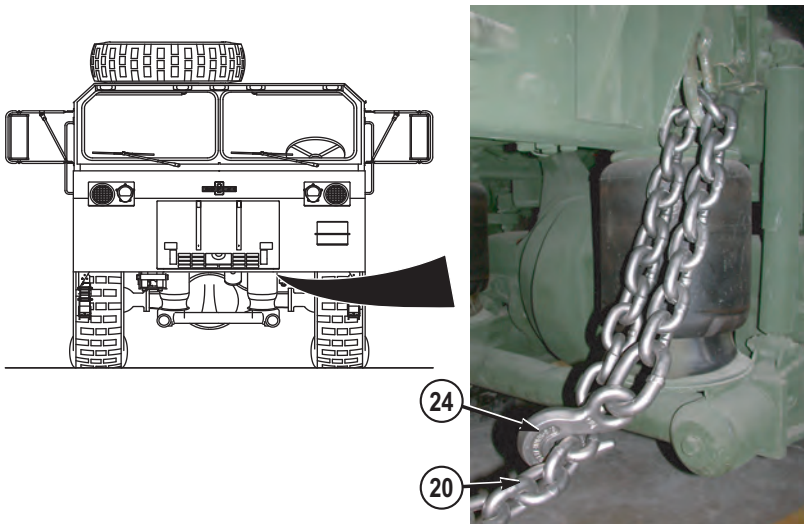


Figure 10.

- 25. Repeat Steps (21) or (22) for other side of disabled vehicle.

NOTE

- 16 ft. (5 m) safety chain may be attached to either safety chain loop or towing shackles.
- 16 ft. (5 m) safety chain should be attached so they are just above, but not in contact with the ground.

26. Route free ends of two 16 ft. (5 m) safety chain (20) through safety chain loop (26) on towing vehicle and attach each 16 ft. (5 m) safety chain (20) back into itself as shown.

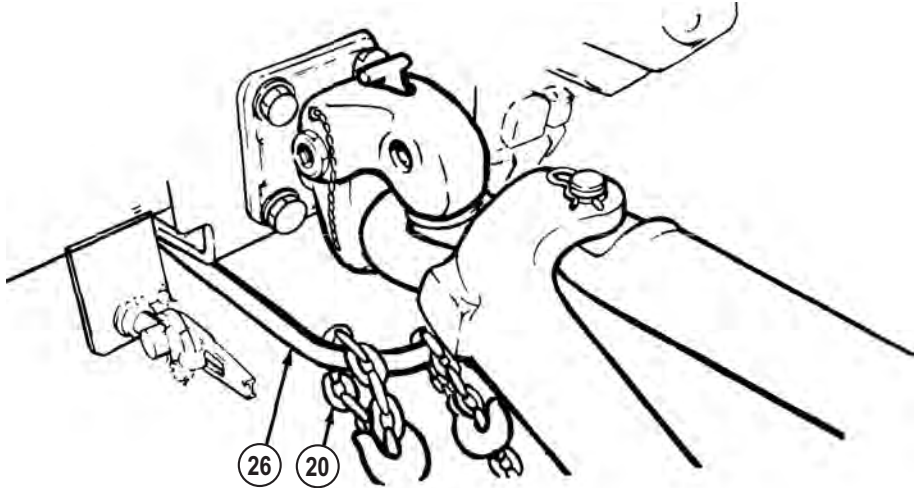


Figure 11.

27. Tow disabled vehicle. (WP 0087)

DISCONNECT TOW BAR**NOTE**

- This procedure is a three soldier task.
- Vehicle should be parked and disconnected on level ground.

1. Park towing vehicle. (WP 0056)
2. Pull out TRAILER AIR SUPPLY control (1) on towing vehicle.

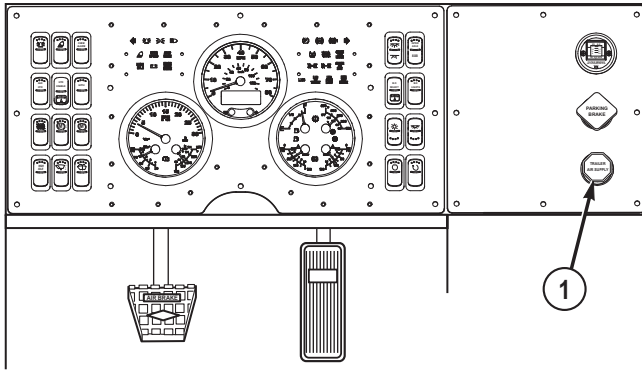


Figure 12.

NOTE

If disabled vehicle parking brake is inoperable and/or spring brakes on disabled vehicle were manually released, install wheel chocks (refer to operator's manual).

3. Engage parking brake on disabled vehicle (refer to operator's manual).
4. Disconnect two 16 ft. (5 m) safety chains (2) from towing vehicle and disabled vehicle. Return 16 ft. (5 m) safety chains (2) to stowage.

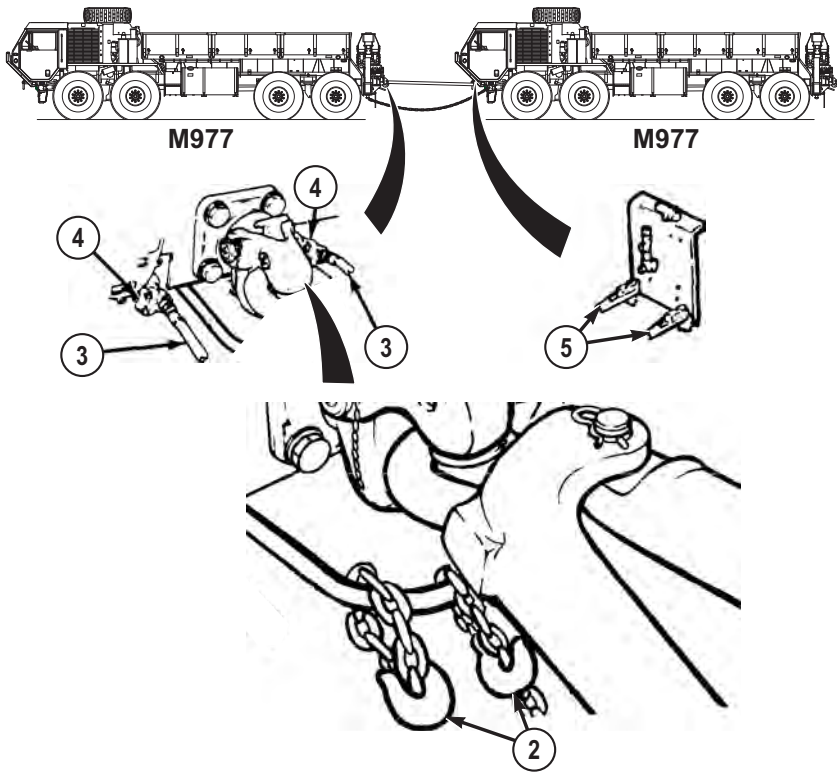


Figure 13.

NOTE

If spring brakes on disabled vehicle were manually released before towing, skip to Step (6).

5. Disconnect two intervehicular air lines (3) from towing vehicle rear gladhands (4) and from disabled vehicle front gladhands (5). Return intervehicular air lines (5) to stowage.
6. Remove cotter pin (6) from towing vehicle pintle hook (7).

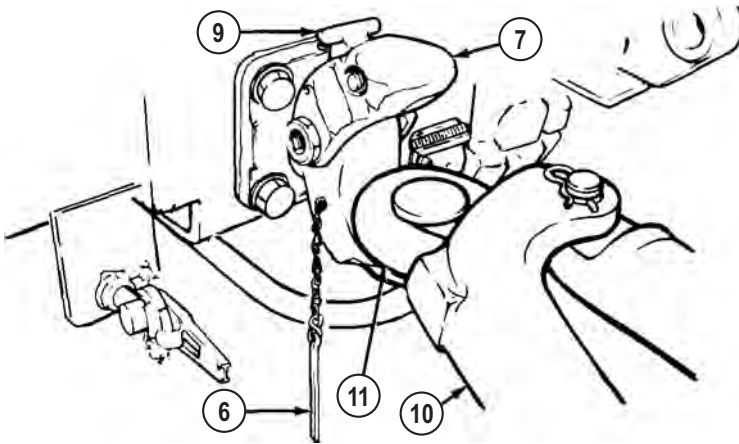


Figure 14.

7. Pull latch (9) away from vehicle and hold.
8. Lift top of pintle hook (7) and let go of latch (9). Pintle hook (7) will be locked open.
9. As two assistants lift tow bar (10) until lunette eye (11) is clear of pintle hook (10), drive towing vehicle forward approximately 15 ft. (4.6 m).
10. As assistants lower tow bar (10) to the ground, park towing vehicle.
11. Pull latch (9) to close towing vehicle pintle hook (7) and install cotter pin (6) in pintle hook (7).
12. Remove cotter hairpin (12) and pin (13) and separate tow bar (10) at pivot point (14).

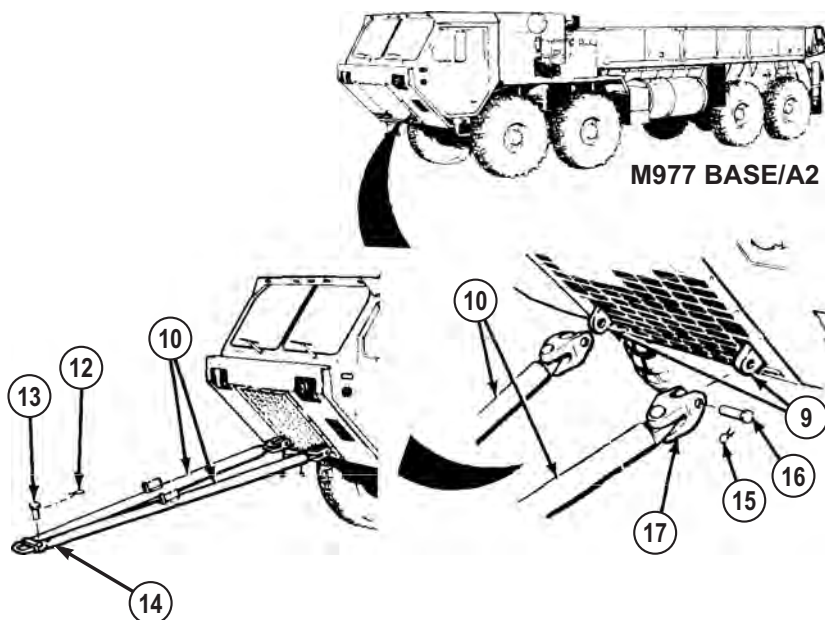


Figure 15.

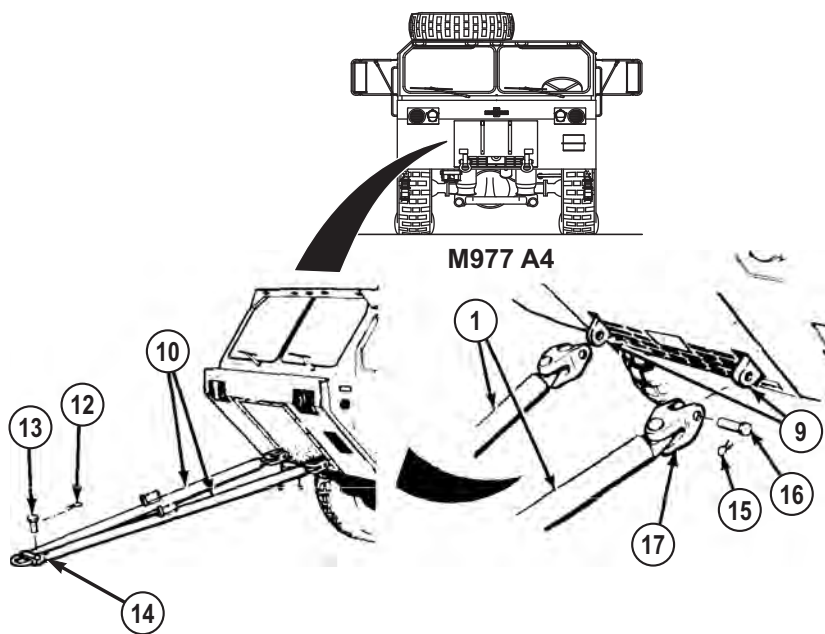


Figure 16.

13. With aid of an assistant, hold one leg of tow bar (10) while another assistant removes cotter hairpin (15) and pin (16) from shackle (17).
14. Repeat Step (13) for other leg of tow bar (10).
15. With aid of two assistants, lower tow bar (10) to the ground.
16. Install two pins (16) and cotter hairpins (15) in shackles (17).
17. Align legs of tow bar (10) at pivot point (14) and install pin (13) and cotter hairpin (12).

WARNING



Tow bar is heavy. Do not attempt to lift or move tow bar without the aid of two assistants and a lifting device. Failure to comply may result in injury or death to personnel.

18. With aid of two assistants and lifting device, return tow bar (10) to stowage.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE VEHICLE IN EXTREME HEAT

INITIAL SETUP:

Not Applicable

EXTREME HEAT OPERATION

CAUTION

- When operating vehicle in very hot temperatures of above 100°F (38° C), extra care must be taken to prevent overheating engine (temperatures over 230°F (110°C) and transmission (temperatures over 300°F, 149°C). Watch water and transmission temperature gauges closely. Failure to comply may result in damage to equipment.
- Check oil levels often and keep operating strain as low as possible. Vehicle cooling and lubrication systems support each other. Failure of one system will rapidly cause failure of other systems.

NOTE

- Close heater valves to improve the efficiency of cabin air conditioning.
 - Closing the heater valves disables cabin heat.
1. Keep operating temperatures as low as possible:
 - a. Set transmission range selector (1) to N (neutral) while engine is running and not required to move.
 - b. Use low gear ranges only when necessary.
 - c. Stop vehicle for cooling off periods, and idle engine as often as possible. Let engine idle for approximately 3 minutes before shutting down. Idling will cool engine faster than quick shutdown and may prevent damage from remaining engine heat.
 - d. Check oil levels often. Oil seals are more likely to leak in extreme hot weather.
 - e. Check air filter restriction indicator (2) frequently. If indicator shows red:
 - (1) Park vehicle. (WP 0056)
 - (2) Shut off engine. (WP 0057)

(3) Notify field level maintenance.

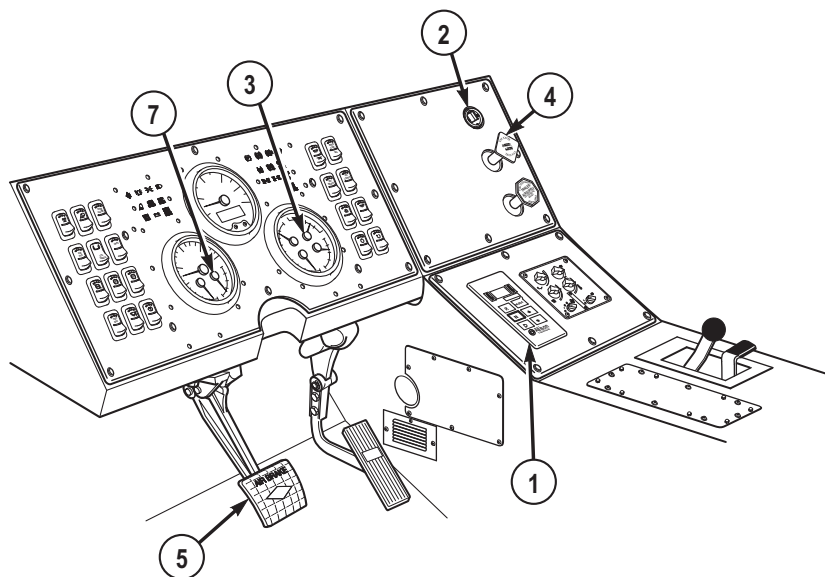


Figure 1.

2. If transmission temperature gauge (3) reads 300°F (149°C) or above, perform the following steps:
 - a. Slow vehicle.
 - b. Set transmission range selector (1) to next lower gear range.
 - c. Continue operation.
 - d. When transmission temperature gauge (3) reads normal range:
 - (1) Set transmission range selector (1) to normal gear range.
 - (2) Continue operation.
 - e. If transmission temperature gauge (3) does not return to normal range:
 - (1) Stop vehicle.
 - (2) Set transmission range selector (1) to N (neutral).

NOTE

Dashboard parking brake indicator will illuminate when PARKING BRAKE control is applied.

(3) Pull out PARKING BRAKE control (4).

- (4) Allow transmission to cool.
- f. When transmission temperature gauge (3) reads normal range:
 - (1) Apply service brake pedal (5).

NOTE

Dashboard parking brake indicator will go out when PARKING BRAKE control is released.

- (2) Push in PARKING BRAKE control (4).
 - (3) Set transmission range selector (1) to normal gear range.
 - (4) Continue operation.
3. If water temperature gauge (6) indicates coolant temperature is near overheating, perform the following steps:
 - a. Slow vehicle.
 - b. Set transmission range selector (1) to next lower gear range.
 - c. Continue operation.
 - d. When water temperature gauge (6) reads normal range:
 - (1) Set transmission range selector (1) to normal gear range.
 - (2) Continue operation.
 - e. If water temperature gauge (6) does not return to normal range:
 - (1) Stop vehicle.
 - (2) Set transmission range selector (1) to N (neutral).

NOTE

Dashboard parking brake indicator will illuminate when PARKING BRAKE control is applied.

- (3) Pull out PARKING BRAKE control (4).
 - (4) Allow engine to cool.
- f. When water temperature gauge (6) reads normal range:
 - (1) Apply service brake pedal (5).

NOTE

Dashboard parking brake indicator will go out when PARKING BRAKE control is released.

- (2) Push in PARKING BRAKE control (4).

- (3) Set transmission range selector (1) to normal gear range.
 - (4) Continue operation.
4. Check cooling system often and notify field level maintenance if any of the following are found:
 - a. Low coolant level in radiator.
 - b. Leaking hose connections which have been tightened but still leak.
 - c. Cracked or leaking hoses.
 - d. Radiator or charge air cooler fins/grill plugged with mud, debris, etc.

NOTE

- Batteries do not hold charge well in extreme heat.
 - Battery will be tagged (white circle printed on top) for use in extreme heat conditions as specific gravity must be changed to adjust for heat (refer to TM 9-6140-200-14).
5. Keep batteries full, but do not overfill. Check battery electrolyte daily.
 6. In hot, damp climates check body and chassis often and notify field level maintenance if any of the following are found:
 - a. Signs of pitting or paint blistering on metal surfaces.
 - b. Signs of mildew, mold, or fungus on fabrics and rubber.
 7. Adjust lubrication intervals as specified in applicable Lubrication Table.
 8. Park vehicle (WP 0056) in sheltered area, out of wind if possible. If no shelter is available, park so vehicle does not face into wind.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATION IN EXTREME DUST

INITIAL SETUP:

Not Applicable

OPERATE VEHICLE IN EXTREME DUST

CAUTION

Clouds of dust can scratch glass surfaces. Keep glass surfaces covered as much as possible in these conditions to prevent scratching.

1. Leave glass surfaces covered if not needed for operations. Take extra care when cleaning glass to prevent scratching surfaces.
2. Keep close watch on air filter restriction indicator (1) located on top right side of driver's instrument panel.

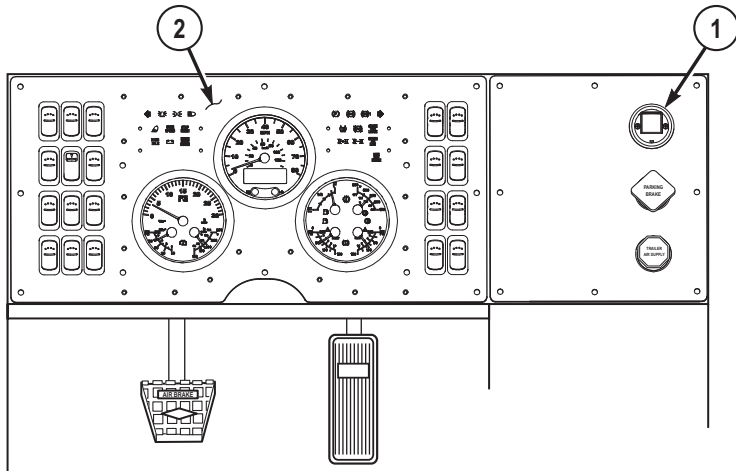


Figure 1.

3. Continuously scan gauges and indicators on driver's instrument panel (2) to be sure dust does not affect equipment.
4. Allow as much distance as possible between vehicles and operate at low speeds.

- At stops, check and drain fuel/water separator (3).

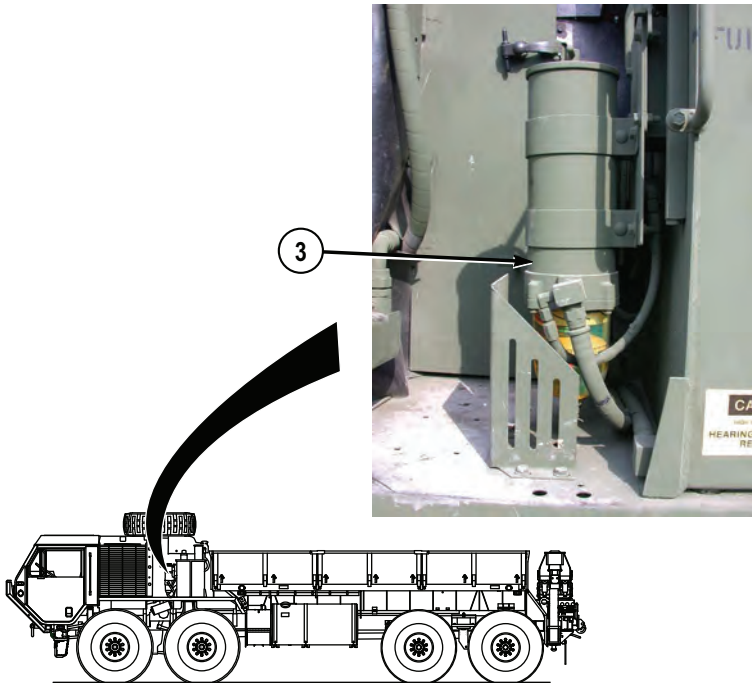


Figure 2.

- When possible, park vehicle so it does not face into wind.

FIFTH WHEEL ASSEMBLY CONSIDERATIONS IN EXTREME DUST

NOTE

Clean and re-lubricate fifth wheel parts more often when vehicle is operated in sandy or dusty conditions. Lubricate daily under severe operating conditions (refer to PMCS - weekly procedures (WP 0131) for more information).

- Continuously clean dust deposits from fifth wheel components.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATE VEHICLE IN SAND OR MUD**

INITIAL SETUP:

Not Applicable

OPERATE VEHICLE IN SAND OR MUD

CAUTION

Blowing sand may scratch glass surfaces. Glass surfaces should remain covered as much as possible in these conditions to prevent scratching.

NOTE

Operating in mud can worsen vehicle braking and speed up brake wear. If braking worsens while operating in mud, dry brakes by driving vehicle approximately 500 ft. (153 m) with service brakes frequently applied. This must be done with brake drums totally out of mud, so that drying action can take place. If adequate braking is not restored by drying brakes, notify field level maintenance.

1. Leave glass surfaces covered if not needed for operations. Extra care should be taken when cleaning glass surfaces to prevent scratching surfaces.

NOTE

Principles of driving in sand can also be applied to driving in mud. Best time to drive on sand is at night or early morning when sand is damp. Damp sand gives better traction.

- a. Check air filter restriction indicator (1) often.
2. Adjust tires to correct tire pressure for type tire and environment. (WP 0006)
3. Set TRANSFER CASE shift lever (2) to LO. 8X8 drive indicator (3) will illuminate.

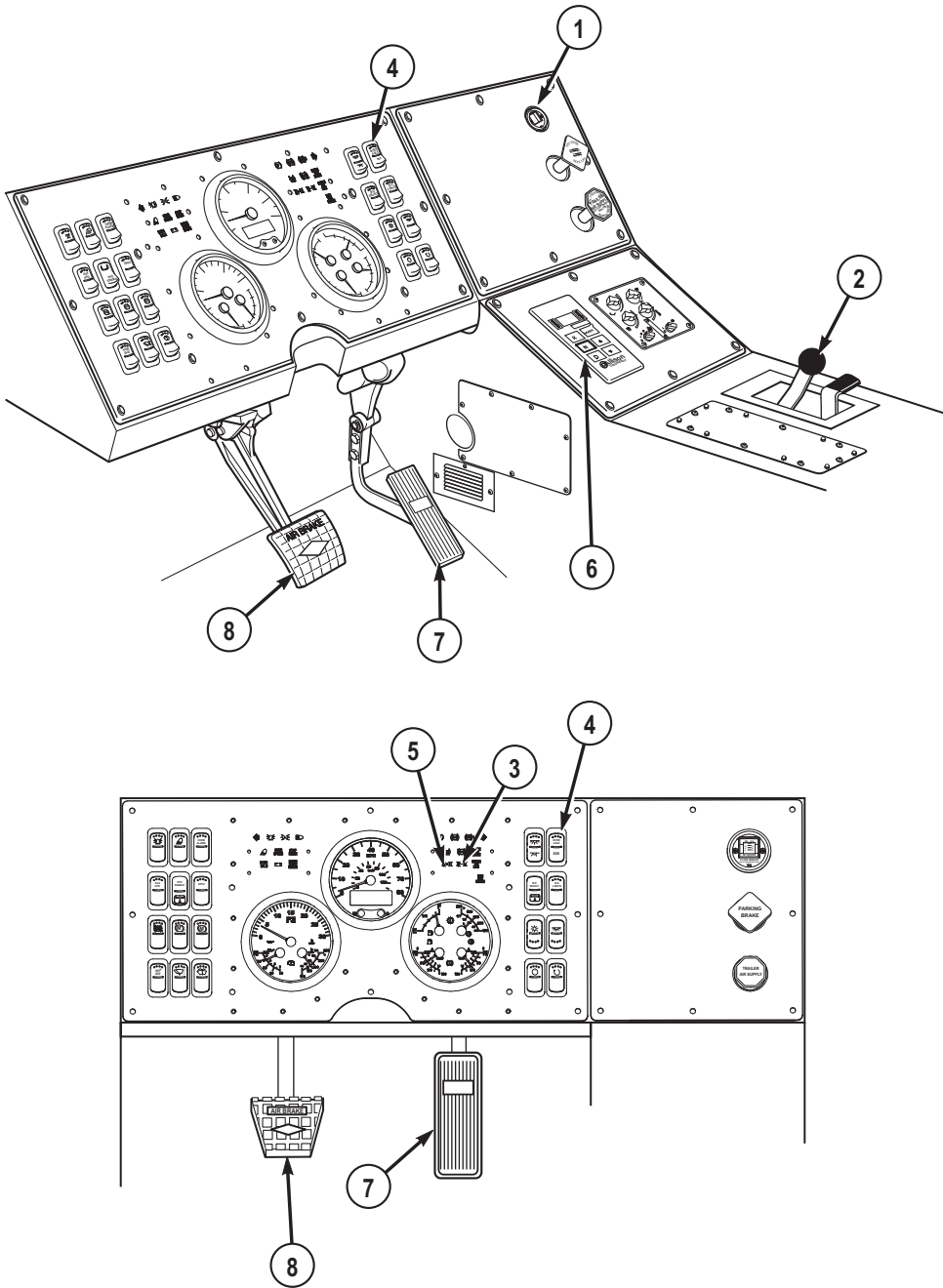


Figure 1.

CAUTION

Wheel hop condition should be avoided to prevent possible damage to drivetrain. If wheel hop begins to occur, ease up on throttle to allow tires to grip surface. If wheel hop continues, release throttle and apply brakes. Apply throttle slowly as traction permits.

4. Start slowly. Do not spin wheels when starting to move vehicle.
5. Set traction control switch (4) to INTER AXLE for added traction. Indicator light (5) will illuminate.
6. Set transmission range selector (6) to 2 (2nd) or 1 (1st), as needed for added traction.
7. Do not straddle sand mounds or drive on sides of two sand mounds. Loose sand will not support vehicle on steep slopes.
8. Keep throttle pedal (7) steady after vehicle reaches desired speed.
9. Turn vehicle slowly when on loose sand or mud.
10. Steer vehicle straight up and down hills if possible.
11. To move vehicle forward and turn after vehicle is stopped in loose sand or mud, do the following:
 - a. Set transmission range selector (6) to R (reverse).
 - b. Press throttle pedal (7) and move vehicle straight back about 20 ft. (6.1 m).
 - c. Release throttle pedal (7) and press service brake pedal (8).
 - d. Set transmission range selector (6) to 1 (1st).
 - e. Release service brake pedal (8) and press throttle pedal (7) to move vehicle forward.
 - f. Turn vehicle gradually.
 - g. Set transmission range selector (6) to D (drive) when vehicle picks up speed and is moving forward smoothly.
12. If vehicle starts to skid, do the following:
 - a. Release throttle pedal (7).
 - b. Steer in direction of skid until vehicle stops skidding.
 - c. Press throttle pedal (7) slowly and steer vehicle on straight course.

FIFTH WHEEL ASSEMBLY CONSIDERATIONS IN SANDY CONDITIONS

NOTE

Clean and re-lubricate fifth wheel parts more often when vehicle is operated in sandy or dusty conditions. Lubricate daily under severe operating

conditions (refer to PMCS - weekly procedures (WP 0131) for more information).

1. Continuously clean sand deposits from fifth wheel components.

PARK VEHICLE

1. Park vehicle as follows:
 - a. Vehicle should not face into wind.
 - b. Clean mud off vehicle as soon as possible.

CAUTION

- Do not hit axle breathers when cleaning mud from axles.
 - Do not direct high pressure water stream at glass surfaces, seals, air intake, axle breathers, exhaust outlet, or any other component of vehicle that could be easily damaged by high pressure water stream.
2. Clean mud from wheels, brakes, axles, universal joints, steering mechanism, and radiator as soon as possible.
 3. Make sure axle breather vent caps move freely on breather body.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPERATE VEHICLE IN DESERT ENVIRONMENT

INITIAL SETUP:

Not Applicable

DESERT ENVIRONMENT OPERATION

NOTE

FM 90-3 contains detailed instructions for living and working in desert.

1. Principles for operating in extreme heat (WP 0089) and extreme dust (WP 0090), sand, or mud (WP 0091) apply to desert environment.

NOTE

- Close heater valves to improve the efficiency of cabin air conditioning.
 - Closing the heater valves disables cabin heat.
2. Temperatures may change as much as 70°F (21°C) degrees between day and night. These changes may damage equipment if vehicle is not properly prepared.
 - a. Due to expansion and contraction of all fluids and air, care should be taken when filling fuel tank and fluid reservoirs to prevent overflow when temperatures change.
 - b. Precision instruments may be affected by temperature changes and may need adjustment more often.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE
OPERATE VEHICLE IN COLD ENVIRONMENT (32°F [0°C] TO -25°F [-32°C])

INITIAL SETUP:

Not Applicable

OPERATE VEHICLE IN COLD ENVIRONMENT

WARNING



Do not touch extremely cold metal (below -26°F, -32°C to -65°F, -54°C). Bare skin may freeze to cold metal. Failure to comply may result in injury or death to personnel.

CAUTION

- Before operating vehicle in extreme cold environment, ensure engine arctic kit is installed and vehicle has been prepared as described in FM 9-207 . Refer to FM 31-70 , FM 31-71 , and FM 21-305 for additional information on operations in extreme cold environment.
- Watch instrument panel closely. If any unusual readings occur, stop vehicle and shut off engine. Check engine immediately.
- Park in shelter when possible. If shelter is not available, park so vehicle does not face into wind. Place planks or brush under wheels so vehicle will not freeze in place.
- Fuel filter should be drained before topping off fuel tank. Keep fuel tank as full as possible during cold operations. Water forms in empty fuel tank as it cools. Water in fuel system could freeze and block system.
- All snow and ice should be removed from vehicle as soon as possible. Snow and ice may slow or stop movement of critical parts if allowed to pile up.
- Special care must be used during operations in extreme cold environment. In extreme cold, engine coolant and fluid in windshield

washer can freeze. Batteries can freeze and crack. Oil and grease may get thick and stiff. Rubber and metal parts may crack or become brittle and break easily.

- Proper component lubrication is a must for extreme cold operation.

1. Install tire chains (WP 0079) (as needed).
2. Start engine (WP 0044) and allow engine warm up thoroughly.

NOTE

Positioning TRANSFER CASE shift lever to LO automatically activates 8X8 drive.

3. Set TRANSFER CASE shift lever (1) to LO. 8X8 DRIVE indicator (2) will illuminate.

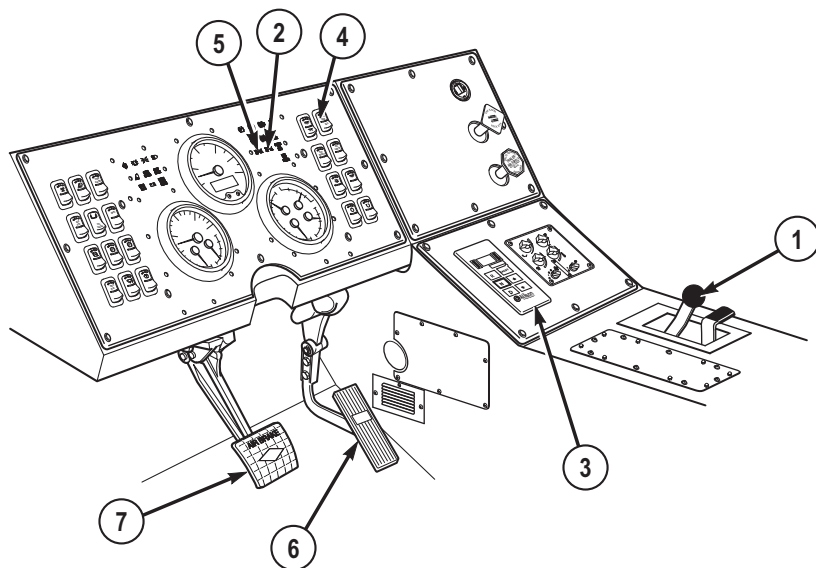


Figure 1.

4. Set transmission range selector (3) to 1 (1st gear range) and drive at lowest possible speed to warm driveline components and tires.
5. Drive on mud, snow, ice, and slippery surfaces as follows:

NOTE

- Traction control switch should be set to 8X8 when transfer case shift lever is set to HI range while driving on slippery surfaces.

- Positioning TRANSFER CASE shift lever to LO automatically activates 8X8 drive.
- a. Set TRANSFER CASE shift lever (1) to LO for added traction. 8X8 DRIVE indicator (2) will illuminate.

NOTE

Traction control switch should be set to INTER AXLE when transfer case shift lever is set to LO range while driving on slippery surfaces.

- b. Set traction control switch (4) in INTER AXLE (when LO range is used - recommended) or 8X8 (if HI range is required), as needed, when driving on slippery surfaces. INTER-AXLE LOCK indicator (5) and/or 8X8 DRIVE indicator (2) will illuminate as applicable.
- c. Press throttle pedal (6) slowly when changing speed.
- d. Keep throttle pedal (6) steady after vehicle reaches desired speed.
- e. Turn vehicle slowly when on slippery surfaces.
- f. Steer vehicle away from ruts and large snowbanks.
- g. Steer vehicle straight up and down hills if possible.
- h. Use gear range 2 (2nd) or 3 (3rd) to go down medium grades.
- i. Use gear range 1 (1st) to go down steep or very slippery grades.
- j. Drive at slower speeds and stay twice normal distance from vehicle ahead.
- k. Signal turns sooner than normal to give vehicles behind ample time to safely slow down.

WARNING



Do not use engine brake when vehicle is on slippery surface. If engine brake is used incorrectly, vehicle may skid out of control. Failure to comply may result in injury or death to personnel.

NOTE

Pressing service brake pedal lightly will help keep vehicle from skidding.

- l. Apply brakes sooner, and press service brake pedal (7) lightly to give early warning that vehicle will slow or stop.

-
- m. Downshift, if necessary, when slowing or stopping vehicle on slick surfaces.
 - n. Keep windshield, windows, mirrors, headlights, stoplights, and body lights clean and free of snow and ice. Use defroster and windshield wipers to keep windshield free of snow and ice.
 - o. Drive slowly and test brakes after driving through slush or water. If brakes slip, do the following:
 - (1) Continue to drive slowly.
 - (2) Apply moderate pressure on service brake pedal (7) to cause slight brake drag.
 - (3) When brakes are dry and no longer slip, release service brake pedal (7).
 - (4) Resume normal driving speed for conditions.
 - p. If absolutely necessary for better traction, lower vehicle tire pressure to emergency air pressure limit:
 - (1) Ensure each tire has a valve cap.
 - (2) Drive at low speed when tire pressures are reduced.
 - q. If rear of vehicle skids, do the following:
 - (1) Ease up on throttle pedal (6).
 - (2) Steer in same direction that vehicle is skidding.
 - (3) When vehicle is under control, lightly apply service brake pedal (7).
 - (4) Steer vehicle on a straight course and slowly apply throttle pedal (6).
 - r. If vehicle starts to slide while climbing a grade, do the following:
 - (1) Ease up on throttle pedal (6).
 - (2) Steer in same direction that vehicle is skidding.
 - (3) Slowly apply throttle pedal (6) and steer vehicle on a straight course.
 - s. If vehicle becomes stuck, do the following:
 - (1) Shovel a clear path ahead of each tire.
 - (2) Put boards, brush, or similar material in cleared paths to get better traction.
 - (3) If vehicle remains stuck, use another vehicle to winch or tow stuck vehicle clear.
 - (4) If another vehicle is not available, self-recover vehicle using self-recovery winch. (WP 0084)
6. Park vehicle (WP 0056) as follows:

NOTE

If no shelter is available, park vehicle so it does not face into the wind. Vehicle facing opposite of the direction of the wind is optimal.

- a. Park vehicle in sheltered area, out of wind if possible.

NOTE

If no high, dry ground is available, spread out planks, brush, etc., to create a raised area so that vehicle tires will not freeze in snow, water, ice, or mud.

- b. Park vehicle on high, dry ground if possible.
- c. Park vehicle on level ground so vehicle body does not twist.
- d. Leave transfer case shift lever (1) in LO.

NOTE

Do not hit axle breathers when cleaning mud, snow, and ice from axles.

7. Clean snow, ice, and mud off vehicle as soon as possible.
8. Clean mud, snow, and ice from wheels, brakes, axles, universal joints, mirrors, steering mechanism, and radiator as soon as possible.
9. Ensure axle breather vent caps move freely on breather body.

END OF TASK

END OF WORK PACKAGE

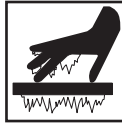
OPERATOR MAINTENANCE OPERATION IN EXTREME COLD ENVIRONMENT

INITIAL SETUP:

Not Applicable

OPERATE VEHICLE IN EXTREME COLD ENVIRONMENT (-26°F[-32°C] to -65°F[-54°C])

WARNING



Do not touch extremely cold metal (below -26°F, -32°C to -65°F, -54°C). Bare skin may freeze to cold metal. Failure to comply may result in injury or death to personnel.

CAUTION

- Before operating vehicle in extreme cold environment, ensure engine arctic kit is installed and vehicle has been prepared as described in FM 9-207.
- Refer to FM 31-70 , FM 31-71 , and FM 21-305 for additional information on operations in extreme cold environment.
- Watch instrument panel closely. If any unusual readings occur, stop vehicle and shut off engine. Check immediately.
- Park in shelter when possible. If shelter is not available, park so vehicle does not face into wind. Place planks or brush under wheels so vehicle will not freeze in place.
- Fuel filter should be drained before topping off fuel tank. Keep fuel tank as full as possible during cold operations. Water forms in empty fuel tank as it cools. Water in fuel system could freeze and block system.
- All snow and ice should be removed from vehicle as soon as possible. Snow and ice may slow or stop movement of critical parts if allowed to pile up.

- Special care must be used during operations in extreme cold environment. In extreme cold, engine coolant and fluid in windshield washer can freeze. Batteries can freeze and crack. Oil and grease may get thick and stiff. Rubber and metal parts may crack or become brittle and break easily.
 - Proper component lubrication is a must for extreme cold operation.
1. Principles and procedures for operating in cold environment (WP 0093) also apply to extreme cold environment.
 2. Ensure arctic engine heater kit has been installed.
 3. Operate arctic engine heater as needed.

WARNING



Do not touch extremely cold metal (below -26°F, -32°C to -65°F, -54°C). Bare skin may freeze to cold metal. Failure to comply may result in injury or death to personnel.

NOTE

If additional air is put in tires for standby periods, lower tire pressure to normal amounts before driving vehicle.

4. In areas where temperatures reach -50°F (-46°C) or colder, fill tires with air approximately 10 psi above normal for long standby periods and overnight.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATE VEHICLE IN FOREST OR ROCKY TERRAIN**

INITIAL SETUP:

Not Applicable

OPERATE VEHICLE IN FOREST OR ROCKY TERRAIN

WARNING



Ensure tire pressure is correct for vehicle operation. Failure to comply may result in injury or death to personnel.

NOTE

When driving over very rocky terrain is part of the mission route, be sure spare wheel and tire are on vehicle, in good repair, and at correct pressure for normal operations. There is greater chance of tire punctures when operating in rocky terrain.

1. Fold vehicle side mirrors in far enough so area to rear of vehicle can still be seen, but mirrors will not be damaged by rocks, trees, and other obstructions.

CAUTION

Before driving over ground obstructions such as stumps and large rocks, ensure vehicle has adequate clearance. Stumps and rocks may damage components underneath vehicle.

2. Avoid driving over obstructions if possible.

CAUTION

Ensure vehicle can clear overhanging tree limbs and other obstructions. Low overhead obstructions may damage cargo, cargo cover, and other parts on top of vehicle.

3. Avoid low overhanging obstructions if possible.

4. Check traction and braking. Rocks and fallen leaves can be very slick, especially when wet.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
OPERATE VEHICLE IN SALTWATER AREAS**

INITIAL SETUP:

Not Applicable

OPERATION

1. Inspect vehicle and major components (crane, tanker module, LHS, etc.) frequently for the buildup of salt deposits, rust, and corrosion.

NOTE

Do not direct high-pressure water hose nozzles, or steam cleaner nozzles into hydraulic system seals and/or electrical junction boxes.

2. If salt deposits are located, clean the affected areas using authorized local procedures.
3. Frequently wash the vehicle and major components to prevent the buildup of salt deposits.
4. If corrosion is present, notify your supervisor as these conditions need to be corrected immediately.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
SET UP/SECURE HIGHWAY EMERGENCY MARKER KIT**

INITIAL SETUP:

Not Applicable

PREPARE VEHICLE/MARKERS FOR USE

1. Turn vehicle emergency flashers on. (WP 0071)
2. Remove emergency marker kit (1) from stowage brackets (2).

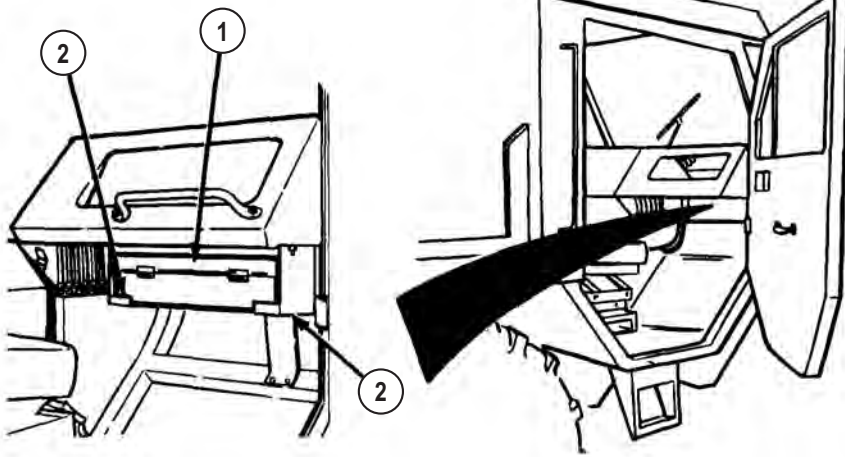
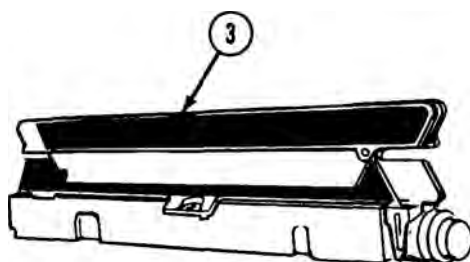
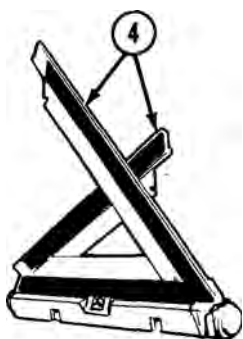


Figure 1.

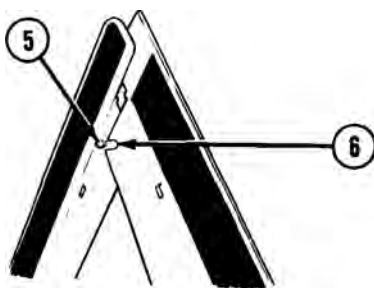
3. Remove markers (3) from case.

*Figure 2.*

4. Raise arms (4).

*Figure 3.*

5. Snap pin (5) into slot (6).

*Figure 4.*

6. Rotate marker (3) about $\frac{1}{4}$ turn on base (7) until it stops.

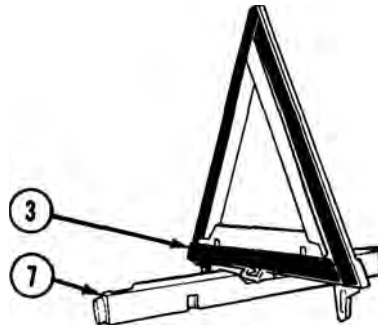


Figure 5.

PLACE MARKERS ON UNDIVIDED HIGHWAY

1. Place one marker (1) about 40 paces (100 ft. [30 m]) in front of vehicle, so marker faces traffic approaching from front.

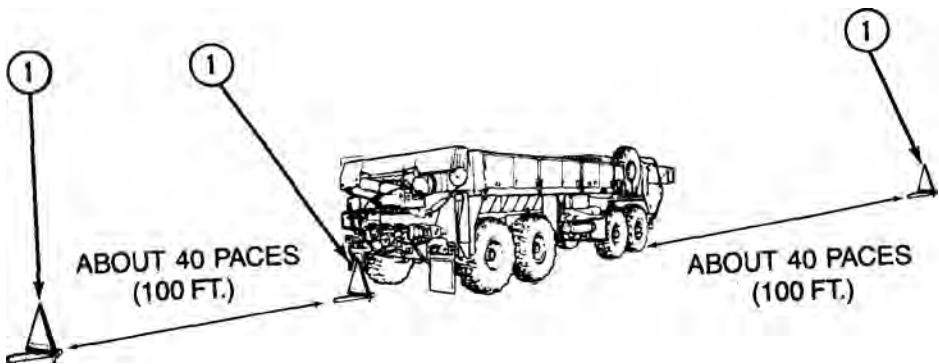


Figure 6.

2. Place another marker (1) directly behind vehicle, so marker faces traffic approaching from rear.
3. Place third marker (1) approximately about 40 paces (100 ft. [30 m]) behind vehicle, so marker faces traffic approaching from rear.

PLACE MARKERS ON DIVIDED HIGHWAY

1. Place one marker (1) directly behind vehicle, so marker faces traffic approaching from rear.

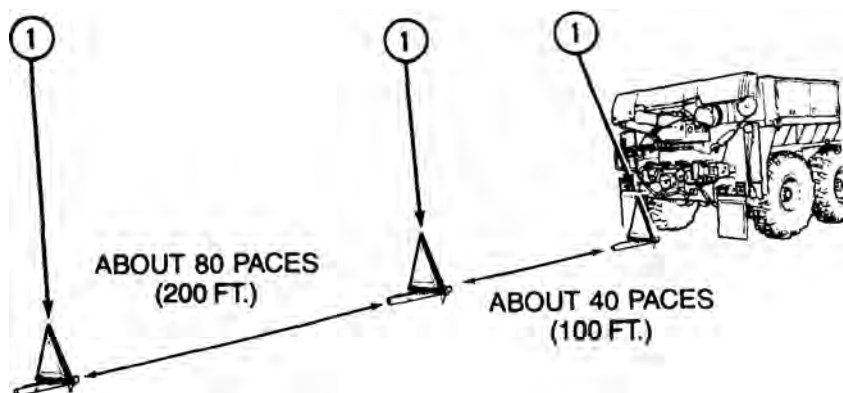


Figure 7.

2. Place second marker (1) about 40 paces (100 ft. [30 m]) behind vehicle, so marker faces traffic approaching from rear.
3. Place third marker (1) about 80 paces (200 ft. [60 m]) behind second marker, so marker faces traffic approaching from rear.

SECURE MARKERS

1. Rotate marker (1) over base (2).

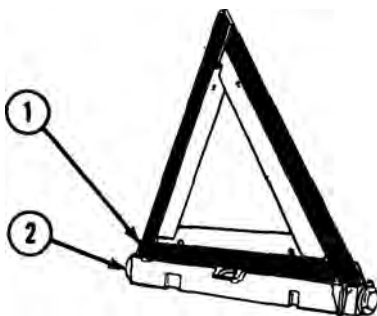


Figure 8.

2. Separate arms (3).

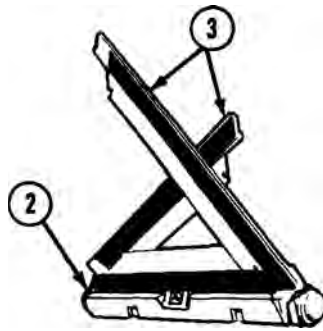


Figure 9.

3. Fold arms (3) down onto base (2).

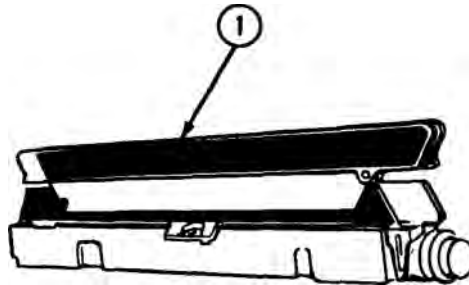


Figure 10.

4. Put markers (1) in case.
5. Put emergency marker kit (4) in stowage brackets (5).

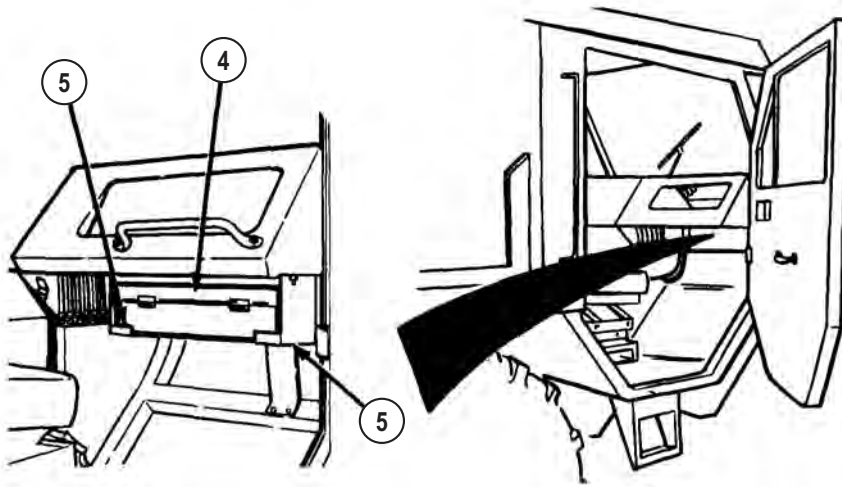


Figure 11.

6. Turn vehicle emergency flashers off. (WP 0071)

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
MANUALLY RELEASE SPRING BRAKES**

INITIAL SETUP:

Not Applicable

CHOCK REAR WHEELS**NOTE**

This procedure should only be used when vehicle air system is totally inoperative and vehicle cannot be towed with rear end raised by wrecker.

1. Remove wheel chocks (1) from stowage.

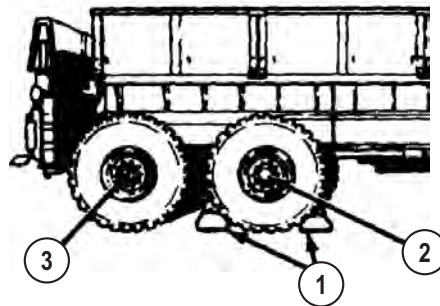


Figure 1.

2. Place wheel chocks (1) in front and back of one wheel on No. 3 (2) or No. 4 (3) axle.

RELEASE BRAKES**WARNING**

Ensure brake chamber is caged while releasing brakes. Spring is under 2,500 lbs (1,136 kg) tension. Failure to comply may result in injury or death to personnel.

NOTE

Driver side brake chamber on No. 4 axle is shown. Steps are same for No. 4 axle passenger side and No. 3 axle.

1. Remove dust cap (1) from brake chamber (2).

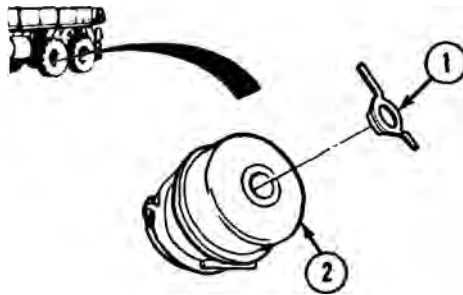


Figure 2.

2. Remove nut (3), washer (4), and release-bolt (5) from bracket (6).

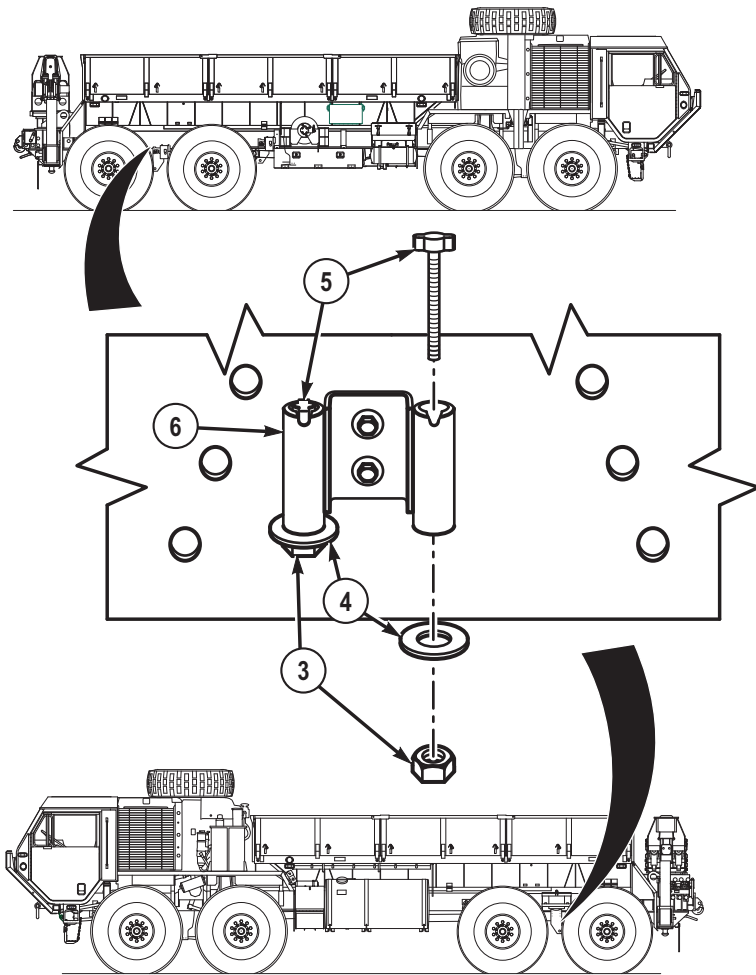


Figure 3.

3. Insert release-bolt (5) into brake chamber (2).

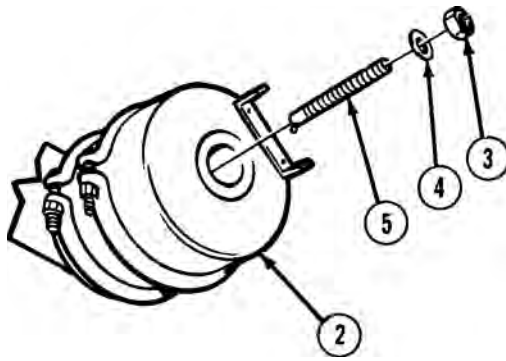


Figure 4.

4. Turn release-bolt (5) 1/4 turn to engage inside brake chamber (2).
5. Install washer (4) and nut (3) on release-bolt (5).
6. Tighten nut (3) until clevis (7) is pulled to rear of brake chamber (2).

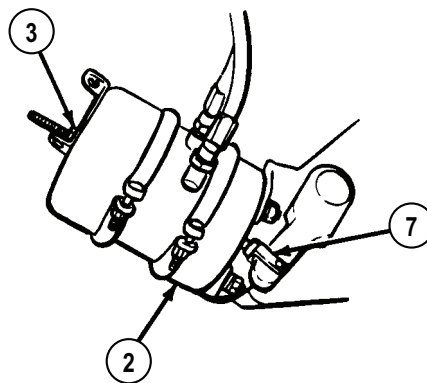


Figure 5.

7. Repeat Steps (1) through (6) to release three remaining spring brakes on No. 3 and No. 4 axles.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
SLAVE START VEHICLE**

INITIAL SETUP:

Not Applicable

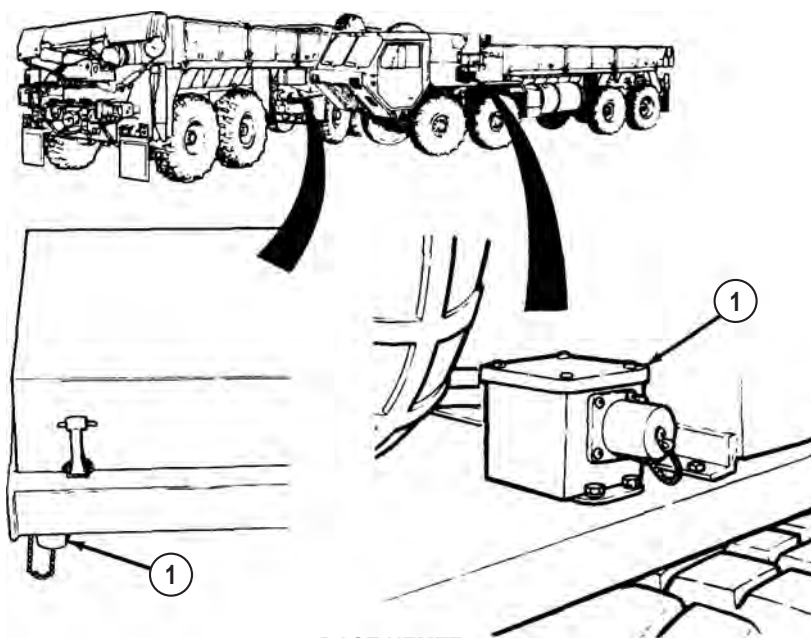
PREPARE ASSIST VEHICLE**NOTE**

This procedure is a two soldier task.

1. Start engine of assist vehicle. (WP 0044)

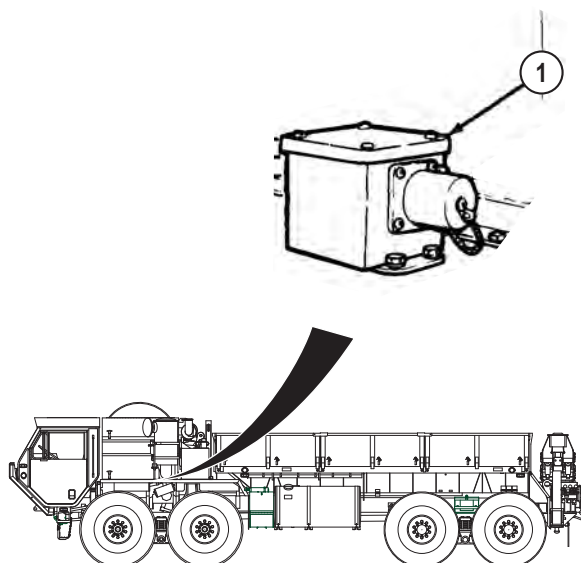
NOTE

- Model of truck can be determined by information plate on inside of driver side cabin door.
 - Base Model HEMTT - Slave receptacle may be located either on battery box or driver side front fender.
 - A2 Model HEMTT - Slave receptacle is located on driver side front fender.
 - A4 Model HEMTT - Slave receptacle is located on driver side front fender.
2. Move assist vehicle into position beside disabled vehicle so slave receptacles (1) on both vehicles are side by side.



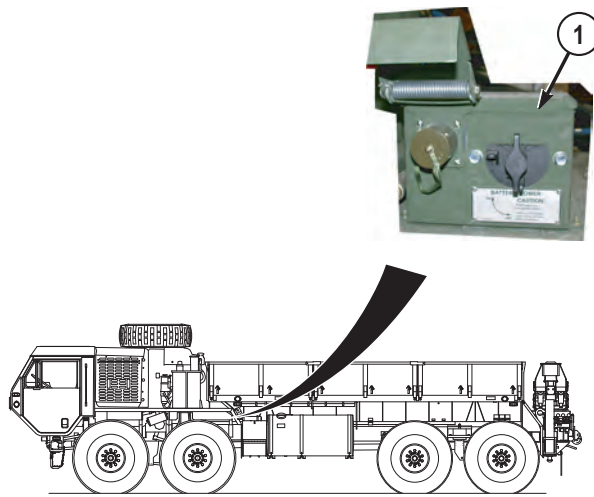
BASE HEMTT

Figure 1.



A2 HEMTT

Figure 2.



A4 HEMTT

Figure 3.

3. Shut off engine of assist vehicle. (WP 0057)

SLAVE START DISABLED VEHICLE

NOTE

- Model of truck can be determined by information plate on inside of driver side cabin door.
 - Base Model HEMTT - Slave receptacle may be located either on battery box or driver side front fender.
 - A2 Model HEMTT - Slave receptacle is located on driver side front fender.
 - A4 Model HEMTT - Slave receptacle is located on driver side front fender.
1. Remove caps (2) from slave receptacles (1) on both vehicles.

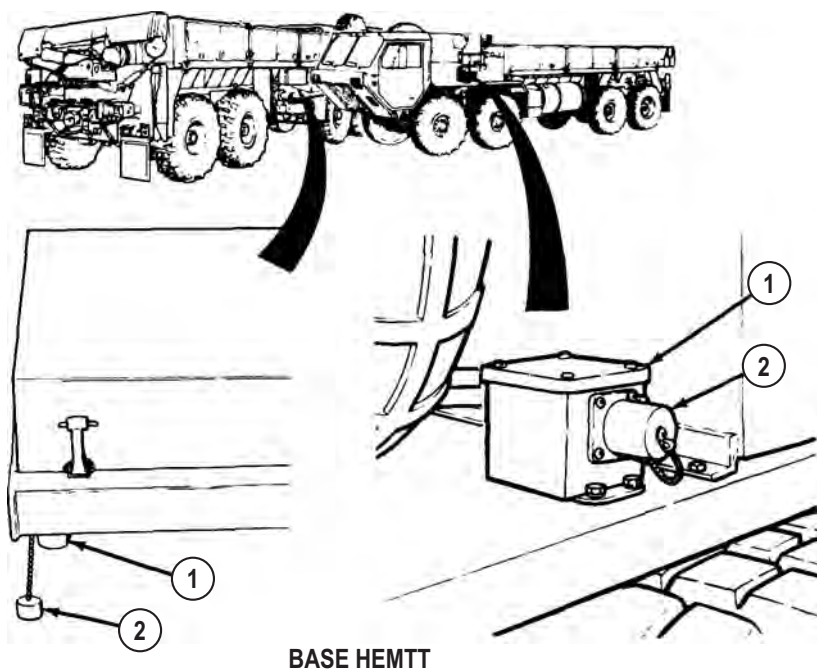
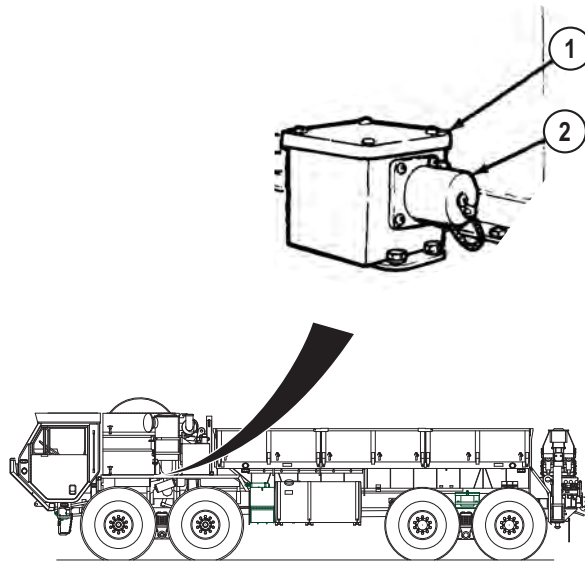
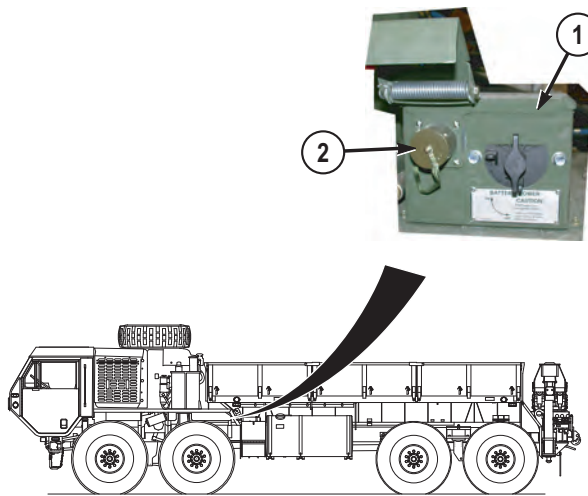


Figure 4.



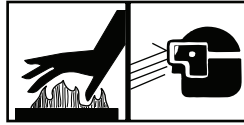
A2 HEMTT

Figure 5.



A4 HEMTT

Figure 6.

WARNING

Hot transmission/oil can cause severe burns. Wear gloves and proper eye protection while performing troubleshooting or maintenance. Failure to comply may result in injury or death to personnel.

NOTE

Make sure connectors and receptacles are free from dirt, sand, and debris before use.

2. Remove NATO slave cable from stowage and plug into slave receptacles of both vehicles.
3. Start engine of assist vehicle. (WP 0044)
4. Using the throttle pedal, increase assist vehicle engine speed to more than 1000 rpm, while assistant starts engine of disabled vehicle. (WP 0044)
5. As soon as disabled vehicle engine is running smoothly, remove NATO slave cable from slave receptacles (1) on both vehicles and return to stowage.
6. Install caps (2) on slave receptacles (1) of both vehicles.
7. Move assist vehicle. (WP 0050)
8. Shut off engine of assist vehicle. (WP 0057)

NOTE

- Model of truck can be determined by information plate on inside of driver side cabin door.
 - A4 Model HEMTT does not have an AMPERES gauge. Battery voltage readout is located in top right corner of Liquid Crystal Display (LCD) on instrument panel.
 - Gauges are located in different places dependant on model HEMTT. Select correct view below for model HEMTT being serviced.
9. Check BATTERY gauge (3) of disabled vehicle. If BATTERY gauge (3) shows less than 24 volts, notify field level maintenance. If BATTERY gauge (3) shows 24 volts or more, continue with Step (11).

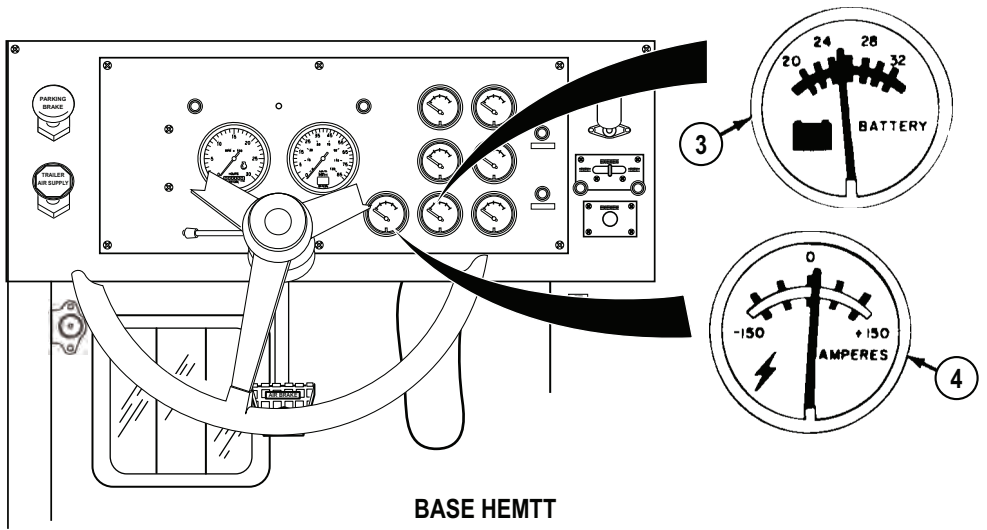


Figure 7.

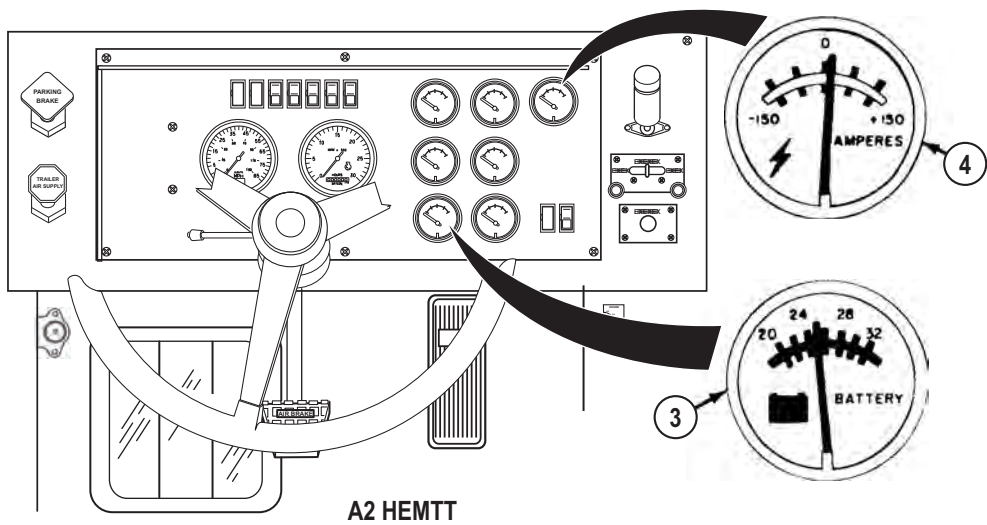
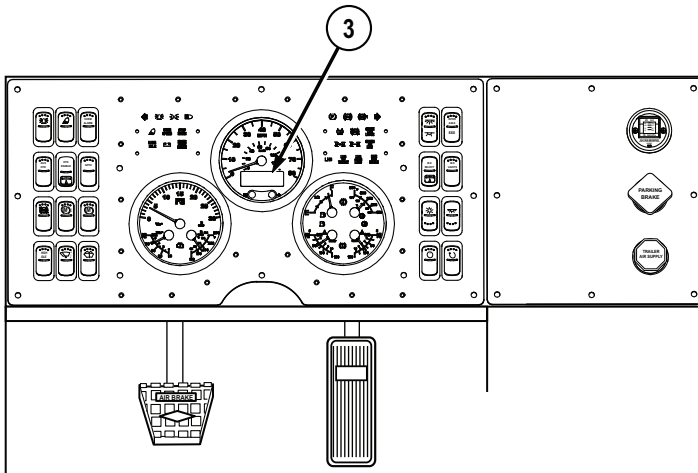


Figure 8.

**A4 HEMTT***Figure 9.*

10. Check AMPERES gauge (4) of disabled vehicle (as applicable). If AMPERES gauge shows discharge condition, notify field level maintenance. If AMPERES gauge (4) shows charging, continue operation of vehicle.

END OF TASK**END OF WORK PACKAGE**

**OPERATOR MAINTENANCE
PERFORM IMMEDIATE ACTION FOR LOSS OF HYDRAULIC SYSTEM**

INITIAL SETUP:

Not Applicable

NOTE

Steering wheel will be harder to turn after failure of hydraulic system.

1. If failure occurs while driving, continue steering as before.

NOTE

Failure of hydraulic system will stop operation of any crane, winch, or hydraulic motor on vehicle. All cranes and winches are equipped with automatic locking mechanisms to hold cranes and winches in position they were in before hydraulics failed.

2. Do not try to continue operation of any crane or winch.
3. Do not try to repair hydraulic system. Notify your supervisor.
4. Notify field level maintenance.

END OF TASK**END OF WORK PACKAGE**

This page intentionally left blank

**OPERATOR MAINTENANCE
LIMP HOME/TRANSMISSION FAULT**

INITIAL SETUP:

Not Applicable

TRANSMISSION WILL NOT SHIFT INTO OR OUT OF GEAR (CHECK TRANSMISSION INDICATOR ILLUMINATED)**CAUTION**

If transmission range selector flashes current range selection while operating vehicle (shift selection is inhibited), **DO NOT SHUT OFF ENGINE** or attempt to change range selection. Shutting off engine may result in the inability of selecting a drive range at startup, and diagnostic data may be lost. Move vehicle to safe place and notify field level maintenance as soon as possible.

NOTE

When transmission oil is below 19°F (-7°C), the only gears available are R (reverse), N (Neutral), and 3 (third gear range) when D (drive) is selected. The remaining gears in D (drive) will not be available until transmission oil in sump warms above 19°F (-7°C).

1. If check transmission indicator (1) illuminates when operating vehicle, apply service brake pedal (2) and stop vehicle.

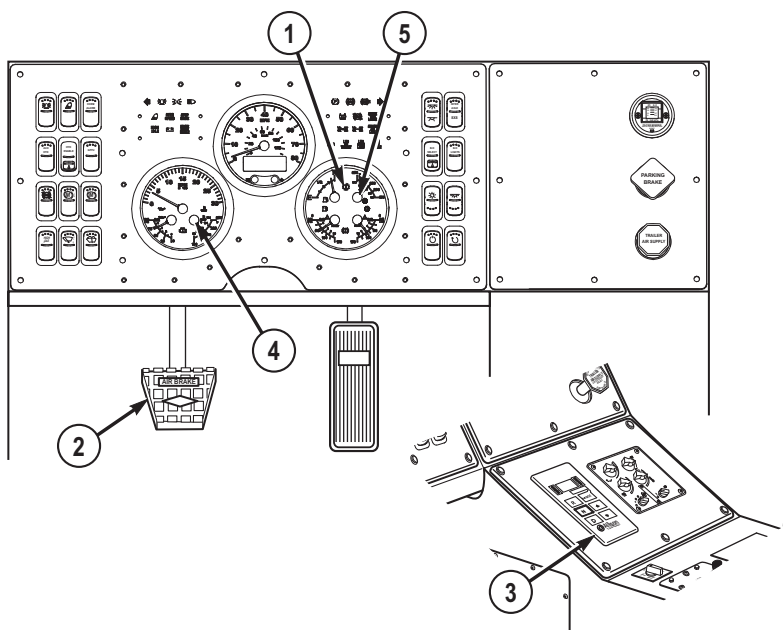


Figure 1.

NOTE

DO NOT shift transmission to N (neutral).

2. Set transmission range selector (3) to R (reverse):
 - a. If vehicle DOES shift into R (reverse):
 - (1) Set transmission range selector (3) to appropriate position.
 - (2) Continue with mission, and notify field level maintenance when mission is completed.
 - b. If vehicle DOES NOT shift into R (reverse):

NOTE

The operator must be aware that once the engine is turned off, the vehicle will not be operable until the problem is corrected.

- (1) The transmission may be locked into specific gear, and may not come out of that gear until the engine is turned off.

WARNING

When operating the vehicle in the transmission limp home mode, the operator must not rely on the parking brake to hold the vehicle in place. The service brakes must also be applied. Failure to comply may result in injury or death to personnel.

NOTE

The operator should consider the following guidelines carefully with regard to type of mission, environment, terrain, etc., when deciding on whether to continue the mission, deadline, or return vehicle to field level maintenance.

- (2) No additional damage to the transmission will occur. The operator can continue to operate vehicle in the limp home mode and complete mission. However, the operator must be aware of the following guidelines:
 - (a) DO NOT shut off engine until the decision is made to deadline vehicle. Once the engine is shut off, the vehicle will not be operable until the problem is corrected.
 - (b) As the engine cannot be turned off and the transmission is locked into gear, the operator will not be able to leave the cab until vehicle is deadlined.
 - (c) The vehicle will not be able to operate in R (reverse).
 - (d) Depending on gear range the transmission is locked into, the operator may not be able to drive vehicle up steep grades. (WP 0054)
 - (e) The service brake pedal (2) may need to be applied slightly earlier than normal when stopping the vehicle.
 - (f) Depending upon gear range the transmission is locked into and the terrain the vehicle is operating in, the engine and/or transmission may overheat. The operator must closely monitor the engine coolant temperature gauge (4) and the transmission oil temperature gauge (5).

CAUTION

If overheating occurs when operating in the transmission limp home mode, the operator should stop the vehicle (do not shut off engine), and allow the transmission and engine to cool down to normal operating levels. If the engine and transmission do not cool down, or overheating reoccurs, the operator should

shut off engine and notify field level maintenance. Failure to comply may result in damage to equipment.

(g) Notify field level maintenance as soon as possible.

END OF TASK

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
STOWAGE AND SIGN GUIDE**

SCOPE

This work package shows locations for data plates, decals, and stencils that are required to be in place on the HEMTT series vehicles.

GENERAL

The following figures show the location of metal signs, decals, and stencils used on the vehicle. Most of these signs and stencils contain cautions or information needed to operate the vehicle safely. For stowage locations of Components Of End Item (COEI) and Basic Issue Items (BII), refer to Components of End Item and Basic Issue Items tables. (WP 0147)

Table 1. Inside Driver Side Door.

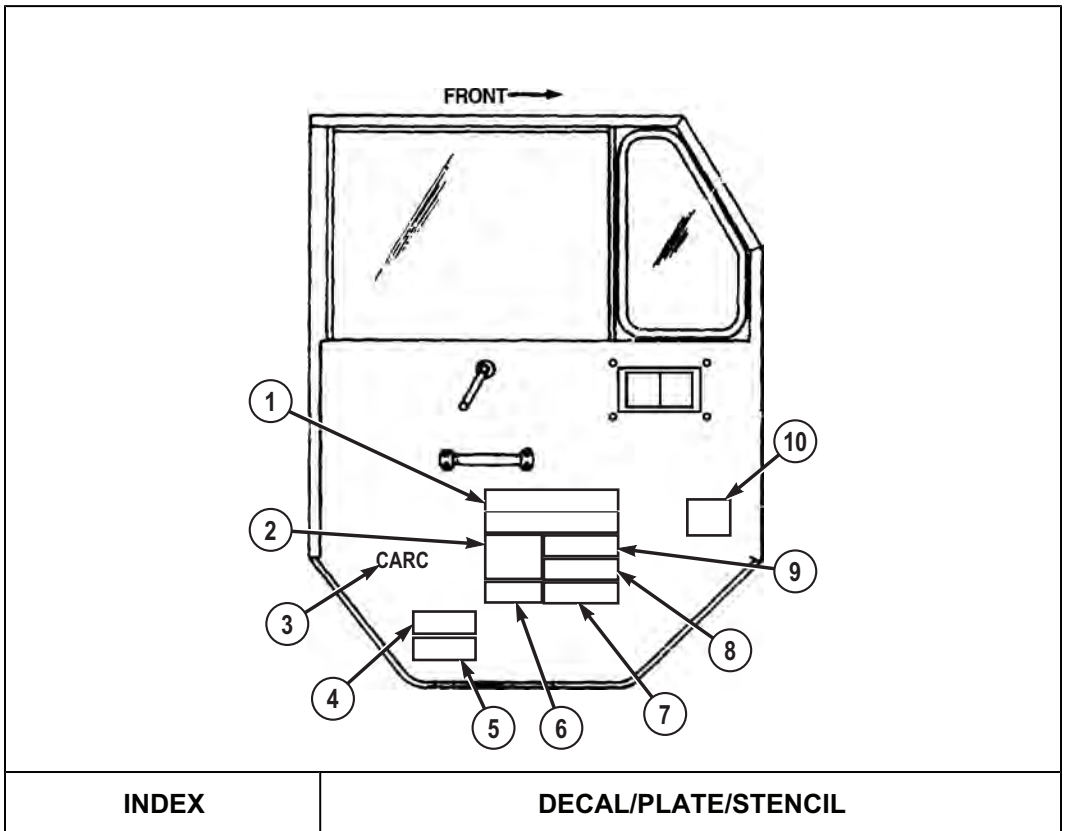


Table 1. Inside Driver Side Door. - Continued

| | |
|----|--|
| 1 | Manufacturer's Certification Information |
| 2 | Parts Data |
| 3 | "CARC" Stencil |
| 4 | Overhaul Data (included on all vehicles) |
| 5 | Noise Exemption Decal |
| 6 | Rustproofing CAUTION |
| 7 | Rustproofing Data |
| 8 | Warranty Information |
| 9 | Tire Inflation Data |
| 10 | Shipping Data |

Table 2. Front Exterior.

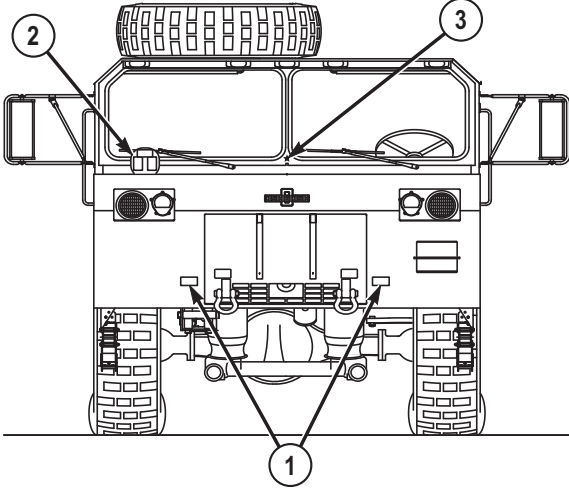
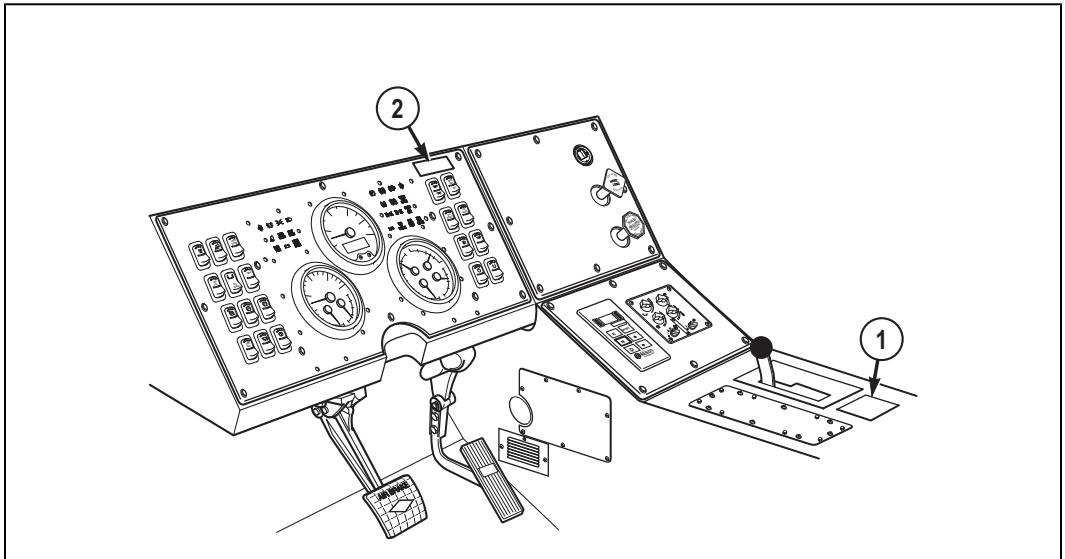
| | |
|---|------------------------|
|  | |
| INDEX | PLACARD/STENCIL |

Table 2. Front Exterior. - Continued

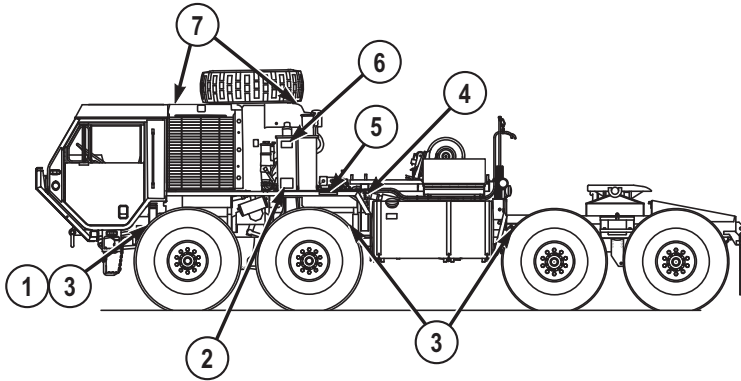
| | |
|---|---------------------------|
| 1 | "TIEDOWN" Stencil |
| 2 | Sign Kit/Weight Indicator |
| 3 | US Army Star Stencil |

Table 3. M983A4 LET Tractor Cabin.



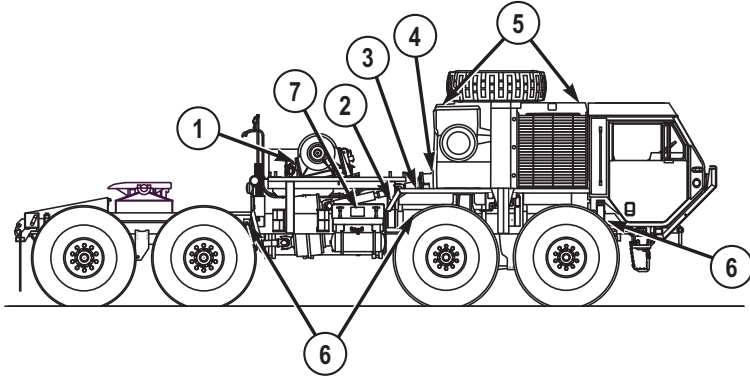
| INDEX | DECAL/PLATE |
|-------|-----------------------------|
| 1 | Transfer Case Data Plate |
| 2 | Traction Control Data Decal |

Table 4. M983A4 LET Tractor Driver Side Exterior.



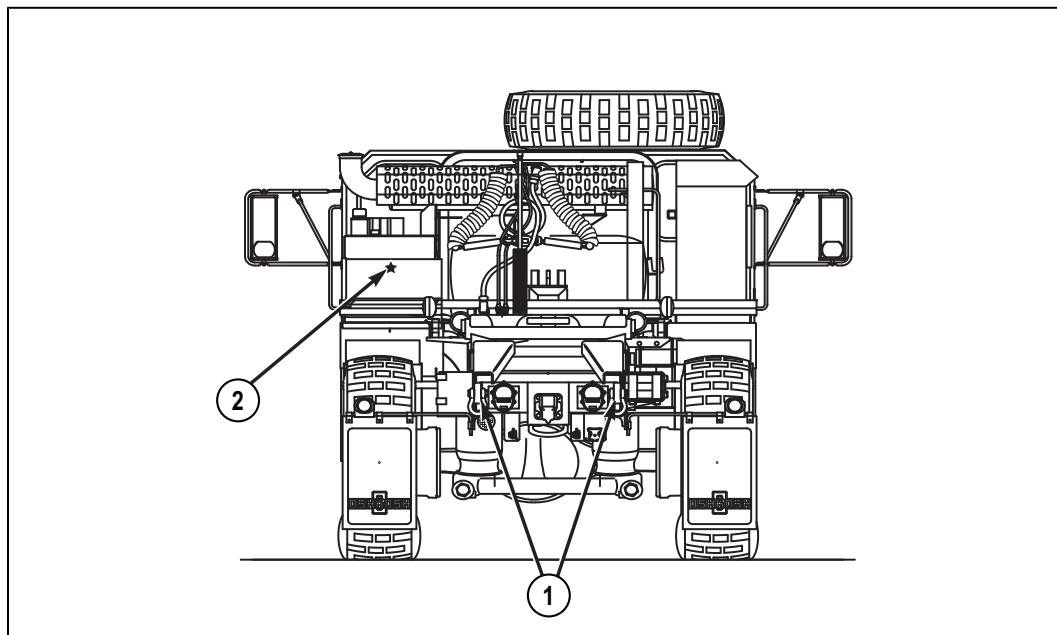
| INDEX | DECAL/PLACARD/STENCIL |
|-------|---|
| 1 | Vehicle Identification Number (VIN) Placard |
| 2 | CAUTION Decal (hearing protection required) |
| 3 | "TIEDOWN" Stencil |
| 4 | Heavy-Duty Winch Controls Placard |
| 5 | "24V" Stencil |
| 6 | "FULL COLD" Stencil |
| 7 | "NO STEP" Stencil (multiple on exhaust and engine access panels) |

Table 5. M983A4 LET Tractor Passenger Side Exterior.



| INDEX | DECAL/PLACARD/PLATE/STENCIL |
|-------|---|
| 1 | Heavy-Duty Winch Data Plate |
| 2 | WARNING and Instructions for Tire Carrier Pump (2 placards total) |
| 3 | CAUTION (hydraulic selector valve) Decal |
| 4 | SUSPENSION DUMP VALVE Placard |
| 5 | "NO STEP" Stencil (multiple on exhaust and engine access panels) |
| 6 | "TIEDOWN" Stencil |
| 7 | CAUTION Decal (hearing protection required) |

Table 6. M983A4 LET Tractor Rear Exterior.



| INDEX | STENCIL |
|-------|--|
| 1 | "SLING POINT" and "TIEDOWN" Stencils (one each per side) |
| 2 | US Army Star Stencil |

Table 7. M983A4 LET Miscellaneous Decals/Placards/Plates/Stencils.

| LOCATION | QUANTITY |
|---------------|----------|
| Axle Housing | 4 |
| Carrier | 4 |
| Transfer Case | 1 |
| Engine | 1 |
| Transmission | 1 |

Table 7. M983A4 LET Miscellaneous Decals/Placards/Plates/Stencils. - Continued

| | |
|-------|----|
| Total | 11 |
|-------|----|

END OF WORK PACKAGE

CHAPTER 3
TROUBLESHOOTING
PROCEDURES

**OPERATOR MAINTENANCE
BUZZER SOUNDS AND AIR INDICATOR IS LIT**

INITIAL SETUP:**Equipment Condition**

Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)

Wheels chocked. (WP 0072)

**TROUBLESHOOTING PROCEDURE
BUZZER SOUNDS AND AIR INDICATOR IS LIT**

TEST 1 - Is air pressure greater than 75 psi (517 kPa)?

1. Start engine, (WP 0044) and allow air pressure to build.
2. Check air pressure.

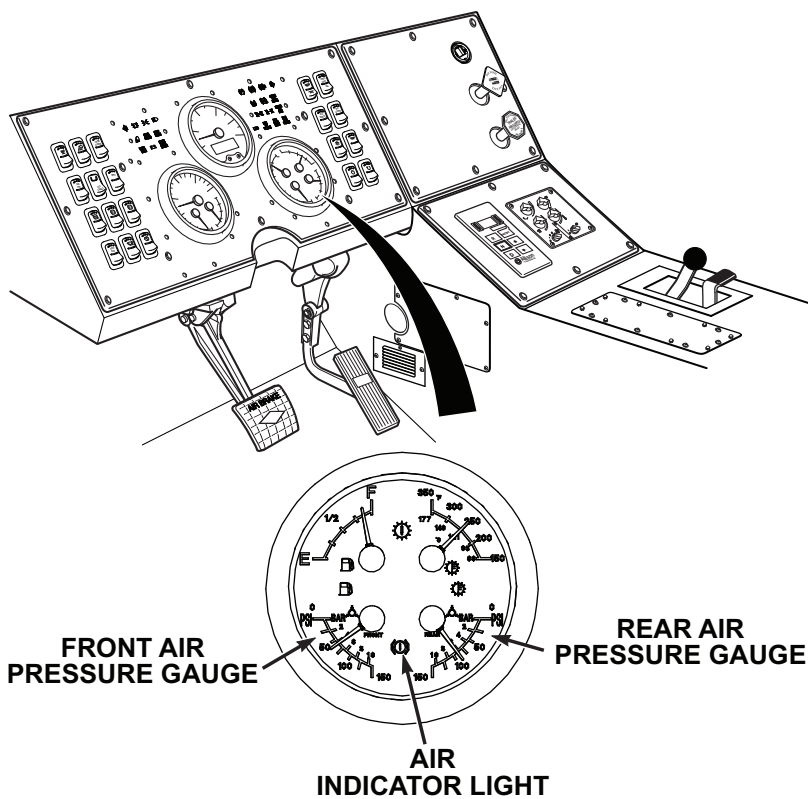


Figure 1.

3. Turn engine OFF. (WP 0057)

CONDITION/INDICATION

Is air pressure greater than 75 psi (517 kPa)?

DECISION

No - Test 2 - Are any petcock valves open?

Yes - Notify Supervisor.

TEST 2 - Are any petcock valves open?

1. Check if any air reservoir petcock/drain valves are open. If valve(s) open, close petcock (s).

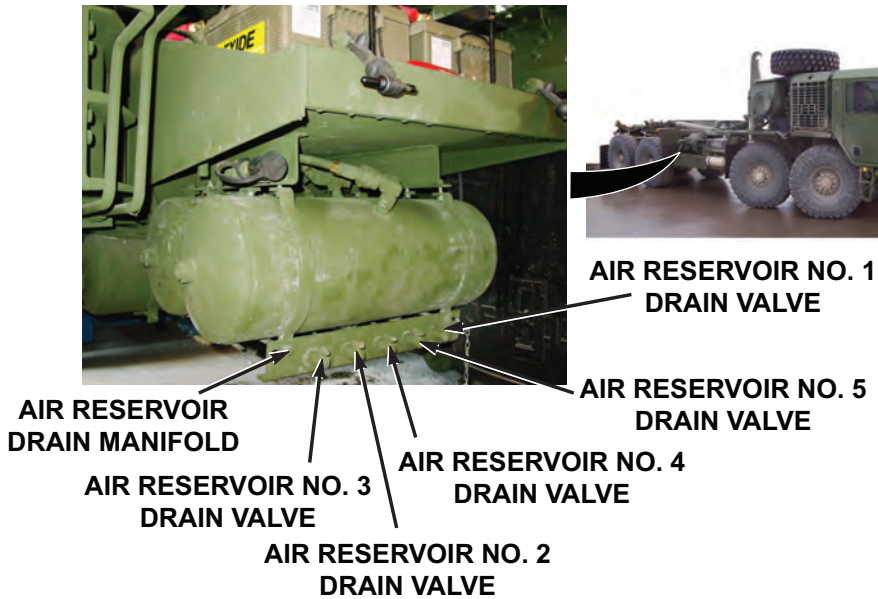


Figure 2.

CONDITION/INDICATION

Are any petcock valves open?

DECISION

Petcock(s) open - Test 6 - Does buzzer stop, and air indicator light extinguish?

Petcock's closed - Test 3 - Is trailer air supply control in correct position?

TEST 3 - Is trailer air supply control in correct position?

1. Check that trailer air supply control is pulled out (OFF position) if no trailer is coupled, and pushed in (ON position) if trailer is coupled.
2. If trailer air control is found in an incorrect position, set to correct position.

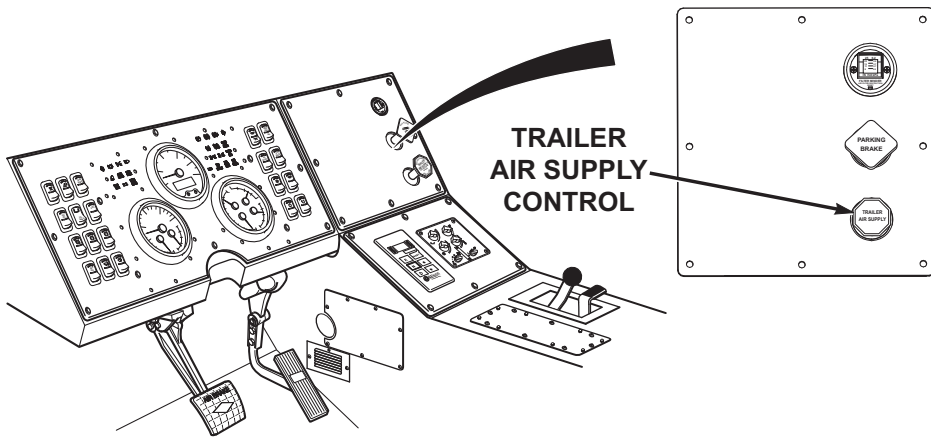


Figure 3.

CONDITION/INDICATION

Is trailer air supply control in correct position?

DECISION

No - Test 6 - Does buzzer stop, and air indicator light extinguish?

Yes - Test 4 - Does air reservoir, hoses, lines, fittings, and/or connectors leak?

TEST 4 - Does air reservoir, hoses, lines, fittings, and/or connectors leak?

1. Check air reservoir, hoses, lines, fittings, and/or connectors for leaks. Tighten any leaks found.

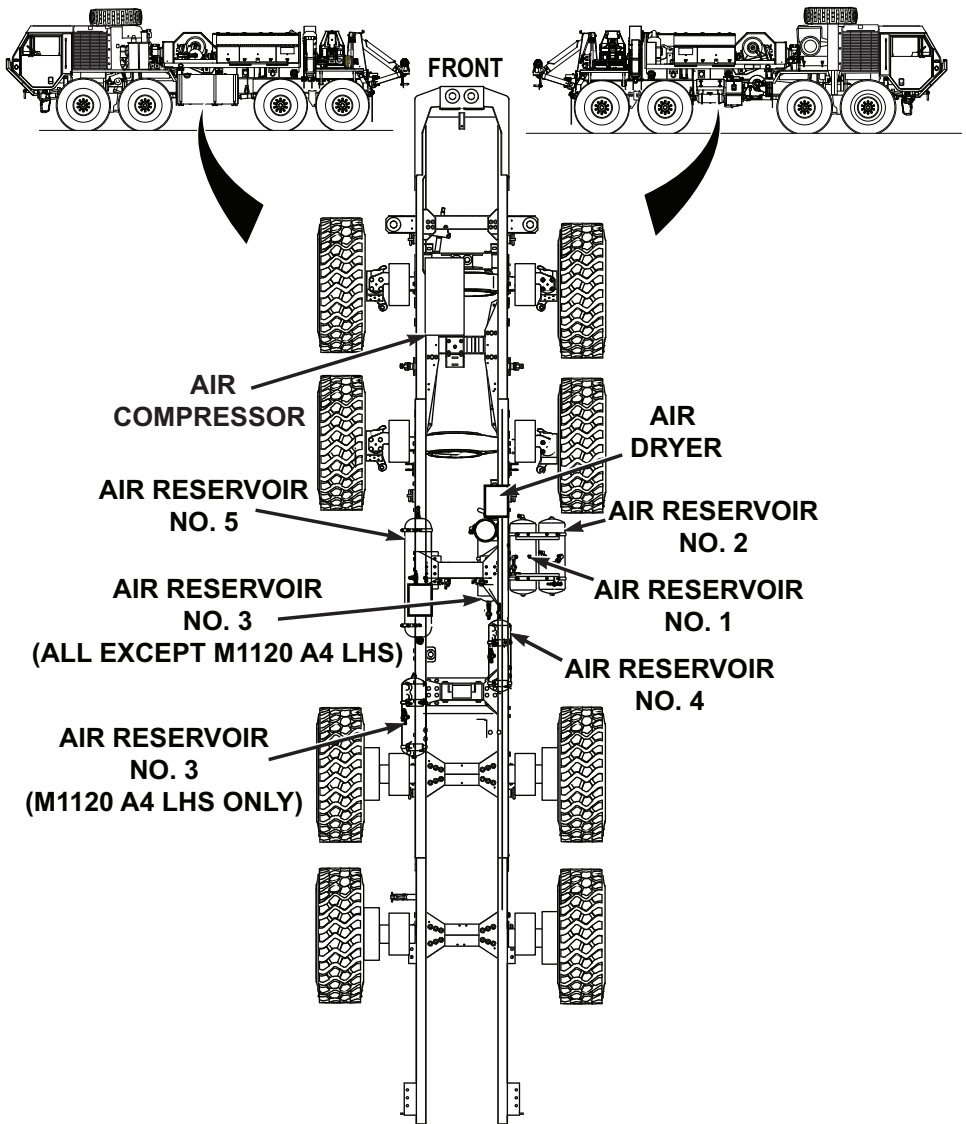


Figure 4.

CONDITION/INDICATION

Does air reservoir, hoses, lines, fittings, and/or connectors leak?

DECISION

Air reservoir, hoses, lines and/or connectors leak. - Notify Supervisor. Test 6 - Does buzzer stop, and air indicator light extinguish? Notify Supervisor.

Air reservoir, hoses, lines, fittings, and/or connectors OK - Test 5 - Does buzzer sound, and air indicator light illuminate when trailer is disconnected?

TEST 5 - Does buzzer sound, and air indicator light illuminate when trailer is disconnected?

1. If trailer is coupled, disconnect trailer from vehicle.

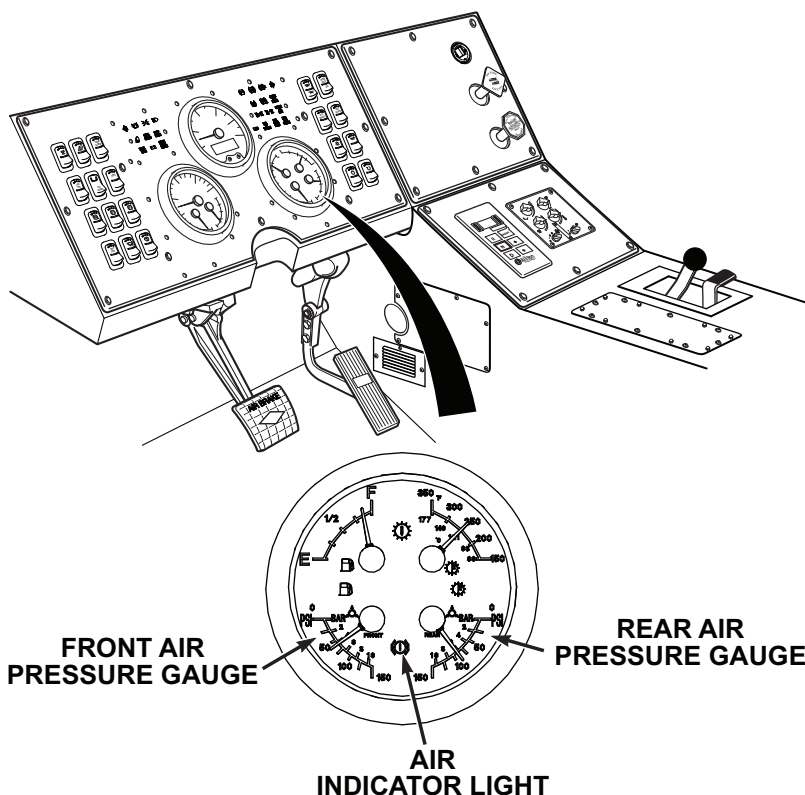


Figure 5.

2. Start engine, (WP 0044) and allow air pressure to build.
3. Check if buzzer continues to sound, and if air indicator light is illuminated.
4. Turn engine off. (WP 0057)

CONDITION/INDICATION

Does buzzer sound, and air indicator light illuminate when trailer is disconnected?

DECISION

- No - Notify Supervisor.
- Yes - Problem corrected.

TEST 6 - Does buzzer stop, and air indicator light extinguish?

1. Start engine, (WP 0044) and allow air pressure to build.
2. Check that buzzer does not sound, and air indicator light is off.

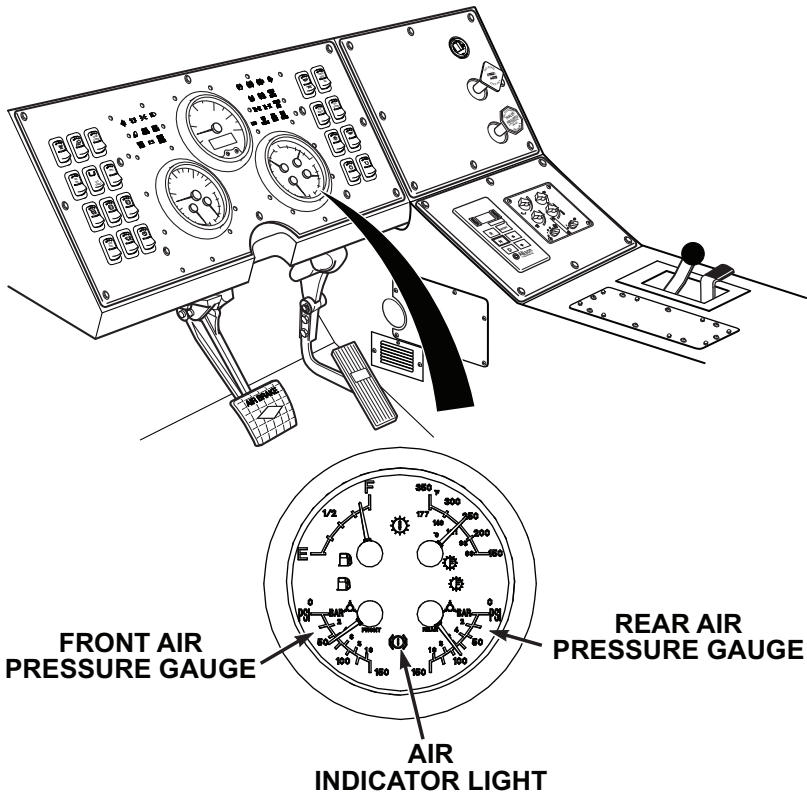


Figure 6.

3. Turn engine off. (WP 0057)

CONDITION/INDICATION

Does buzzer stop, and air indicator light extinguish?

DECISION

- No - Notify Supervisor.
- Yes - Problem corrected.

END OF WORK PACKAGE

OPERATOR MAINTENANCE AIR SYSTEM LOSES PRESSURE DURING OPERATION

INITIAL SETUP:

Equipment Condition

Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)

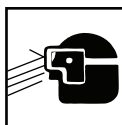
Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE

AIR SYSTEM LOSES PRESSURE DURING OPERATION

TEST 1 - Are any petcock valves open?

WARNING



Caution the hose connections could be under pressure be sure to wear eye protection to avoid personal injury.

1. Check to make sure all five air reservoir petcock/drain valves are closed.

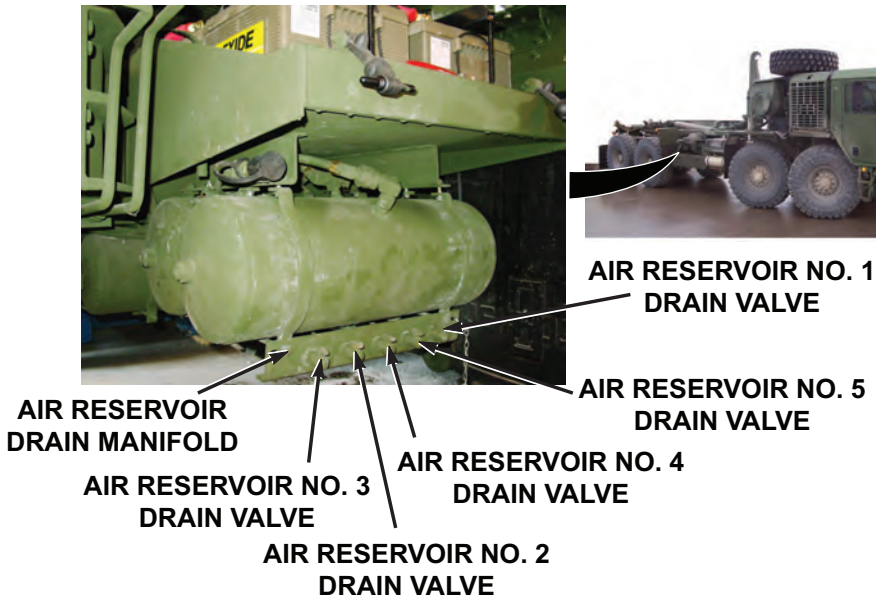


Figure 1.

CONDITION/INDICATION

Are any petcock valves open?

DECISION

Petcock(s) open - Test 5 - Does air system lose pressure during operation?

Petcocks closed - Test 2 - Is trailer air supply control in correct position?

TEST 2 - Is trailer air supply control in correct position?

1. Check if trailer air supply control is pulled out (OFF position) if no trailer is coupled, and pushed in (ON position) if trailer is coupled.
2. If trailer air supply control is found in an incorrect position, set to correct position.



Figure 2.

3. If trailer air supply control is found in an incorrect position, set to correct position.

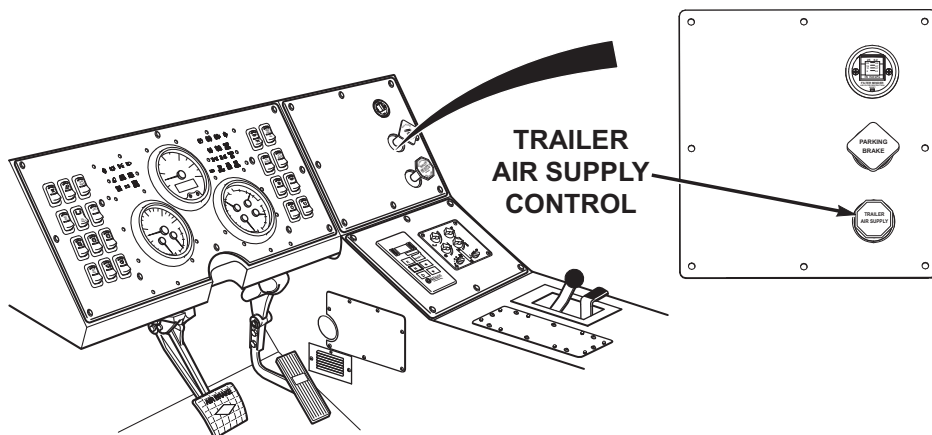


Figure 3.

CONDITION/INDICATION

Is trailer air supply control in correct position?

DECISION

No - Test 5 - Does air system lose pressure during operation?

Yes - Test 3 - Does air pressure reach 120 psi (827 kPa) with engine accelerated?

TEST 3 - Does air pressure reach 120 psi (827 kPa) with engine accelerated?

1. Start engine. (WP 0044)
2. Accelerate engine and check if air pressure reaches 120 psi (827 kPa).

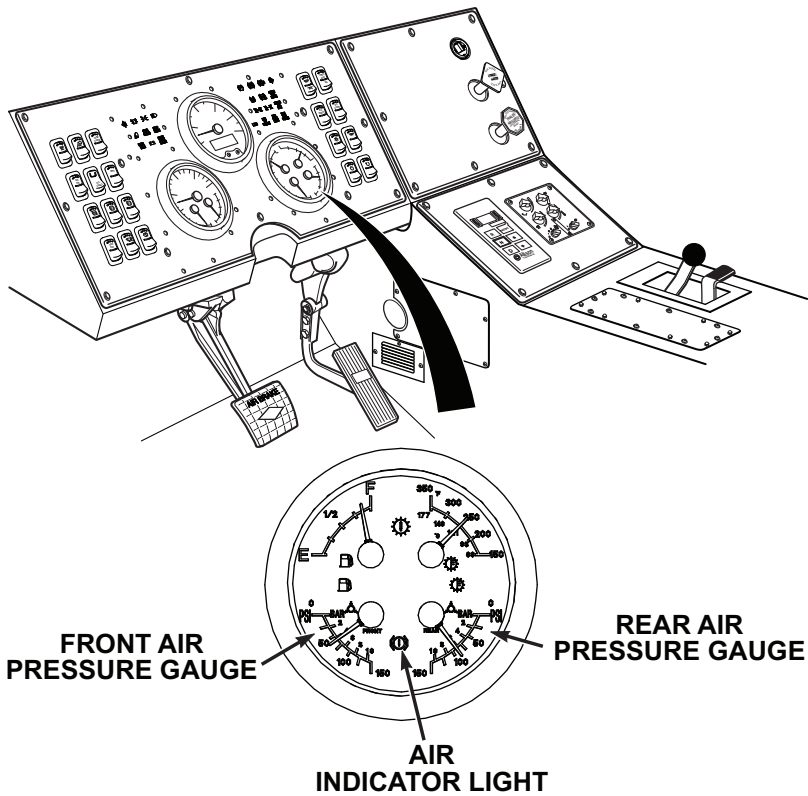


Figure 4.

CONDITION/INDICATION

Does air pressure reach 120 psi (827 kPa) with engine accelerated?

DECISION

No - Notify Supervisor.

Yes - Test 4 - Are air leaks present?

TEST 4 - Are air leaks present?

1. Turn engine off. (WP 0057)
2. Press service brake treadle completely down, and have crew member check for air leaks.

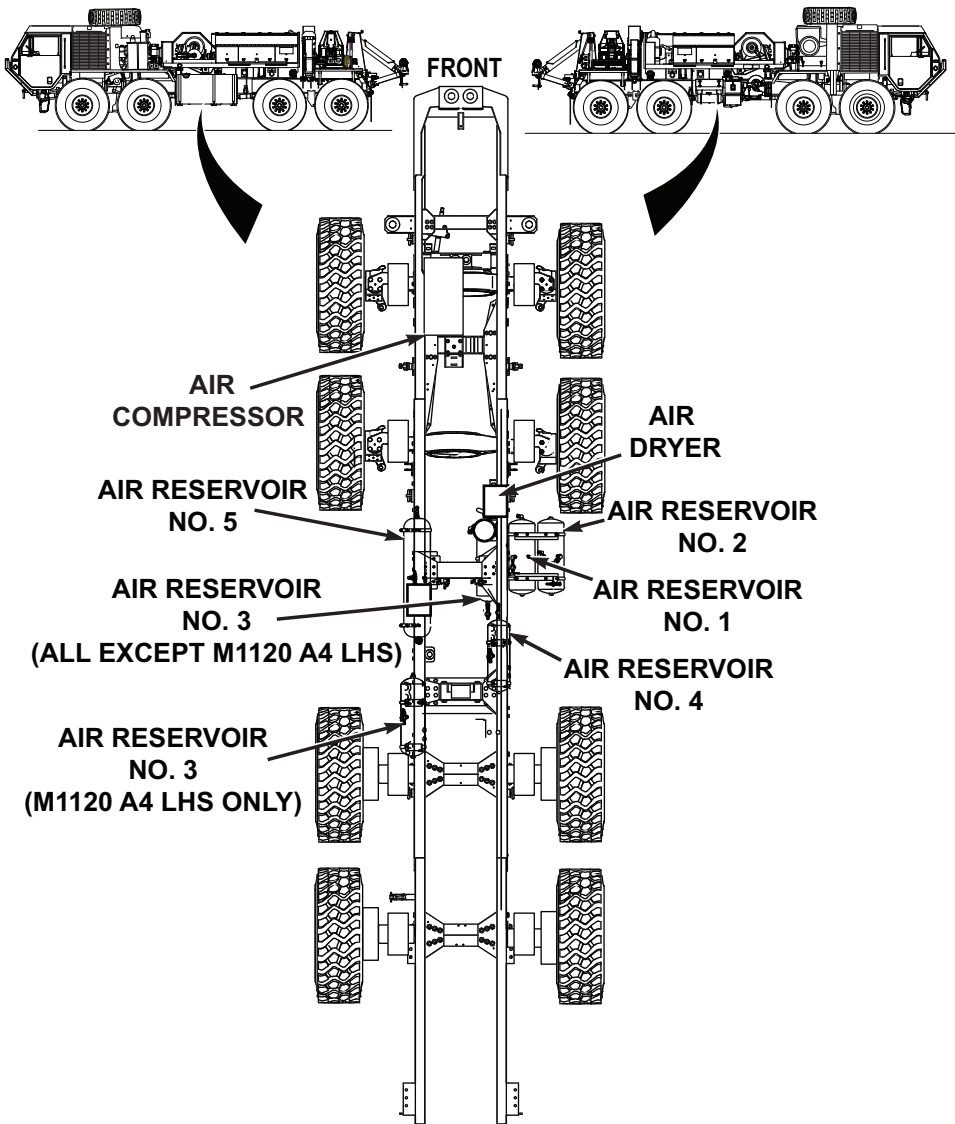


Figure 5.

3. If leaky fitting(s) found, tighten fittings.

CONDITION/INDICATION

Are air leaks present?

DECISION

Air leaks found - Notify Supervisor.

No air leaks found - Test 5 - Does air system lose pressure during operation?

TEST 5 - Does air system lose pressure during operation?

1. Start engine. (WP 0044)
2. Test drive vehicle.
3. Observe and note air pressure.

CONDITION/INDICATION

Does air system lose pressure during operation?

DECISION

No - Notify Supervisor.
Yes - Problem corrected.

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
TRAILER BRAKE DOES NOT APPLY WHEN SERVICE BRAKE TREADLE OR
PARKING BRAKE IS USED**

INITIAL SETUP:

Equipment Condition

Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)

Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE

**TRAILER BRAKE DOES NOT APPLY WHEN SERVICE BRAKE TREADLE OR
PARKING BRAKE IS USED**

TEST 1 - Are intervehicular air hoses securely and correctly connected?

1. Check that intervehicular air hoses are secure and correctly connected. If not, reconnect correctly.

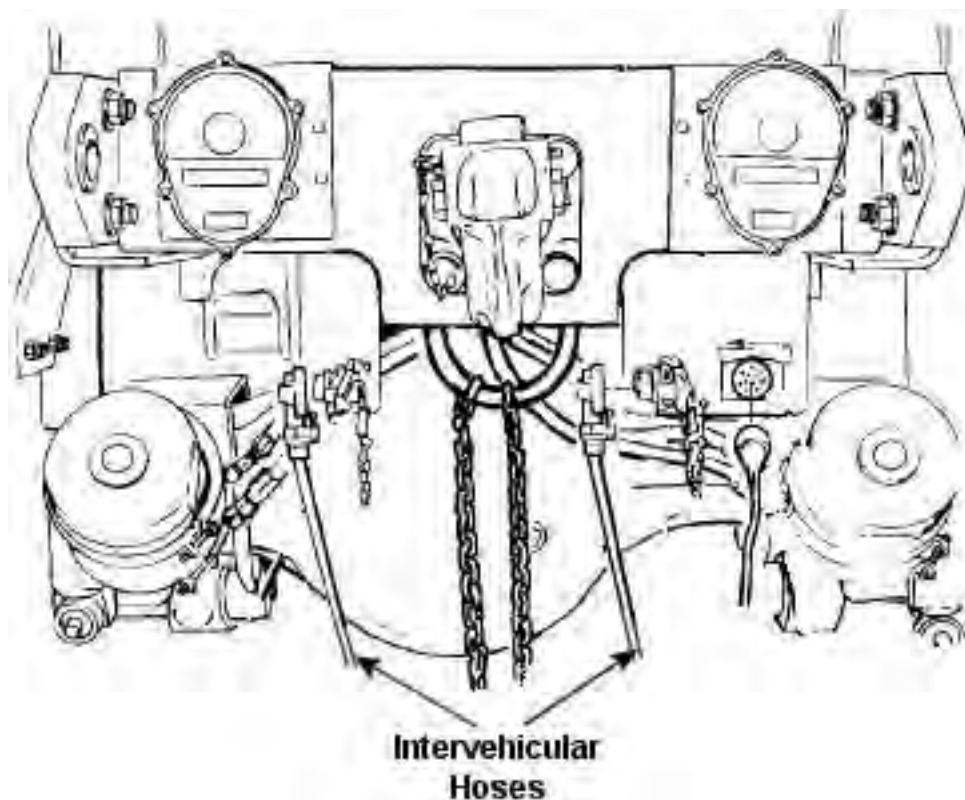


Figure 1.

CONDITION/INDICATION

Are intervehicular air hoses securely and correctly connected?

DECISION

No - Test 3 - Do trailer brakes apply when service brake treadle or parking brake is used?

Yes - Test 2 - Is trailer air supply control pushed in (ON position)?

TEST 2 - Is trailer air supply control pushed in (ON position)?

1. Check if trailer air supply control is pushed in (ON position).

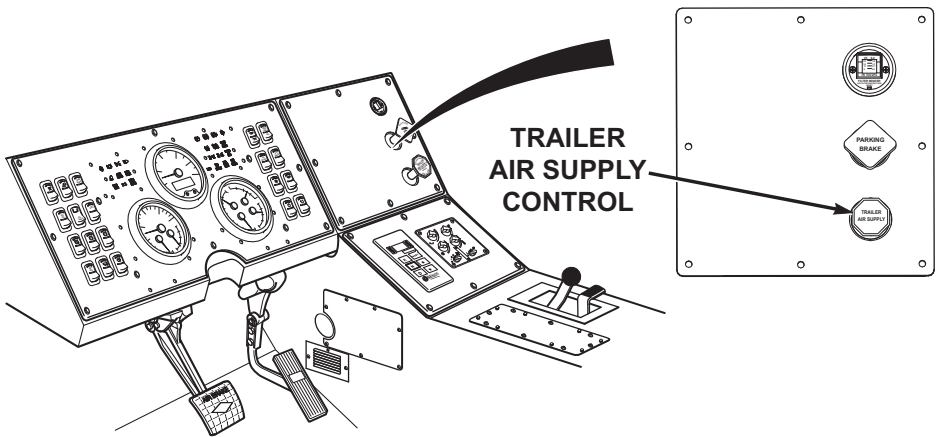


Figure 2.

2. If trailer air supply control is found pulled out (OFF position), push in.

CONDITION/INDICATION

Is trailer air supply control pushed in (ON position)?

DECISION

No - Test 3 - Do trailer brakes apply when service brake treadle or parking brake is used?

Yes - Notify Supervisor.

TEST 3 - Do trailer brakes apply when service brake treadle or parking brake is used?

1. Start engine. (WP 0044)
2. Test drive vehicle.
3. Note trailer brake operations.

CONDITION/INDICATION

Do trailer brakes apply when service brake treadle or parking brake is used?

DECISION

No - Notify Supervisor.

Yes - Problem corrected.

END OF WORK PACKAGE

OPERATOR MAINTENANCE WINDSHIELD WASHER WILL NOT OPERATE

INITIAL SETUP:

Equipment Condition
Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)
Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE WINDSHIELD WASHER WILL NOT OPERATE

TEST 1 - Is washer fluid reservoir free from damage or cracks?

1. Check washer fluid reservoir for cracks and/or damage.

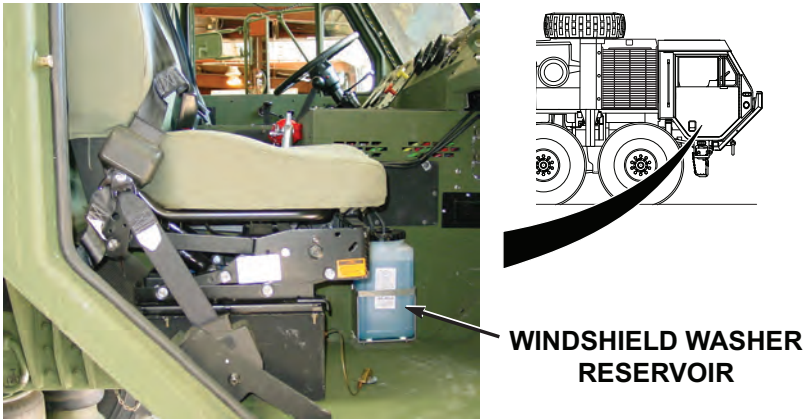


Figure 1.

CONDITION/INDICATION

Is washer fluid reservoir free from damage or cracks?

DECISION

No - Notify Supervisor.

Yes - Test 2 - Is washer fluid present in washer fluid reservoir?

TEST 2 - Is washer fluid present in washer fluid reservoir?**CAUTION**

Do not fill windshield washer reservoir with water when temperatures are likely to be 32°F (0°C) or less. If water freezes, reservoir can crack or break.

1. Check washer fluid level in reservoir. if low, fill windshield washer reservoir.

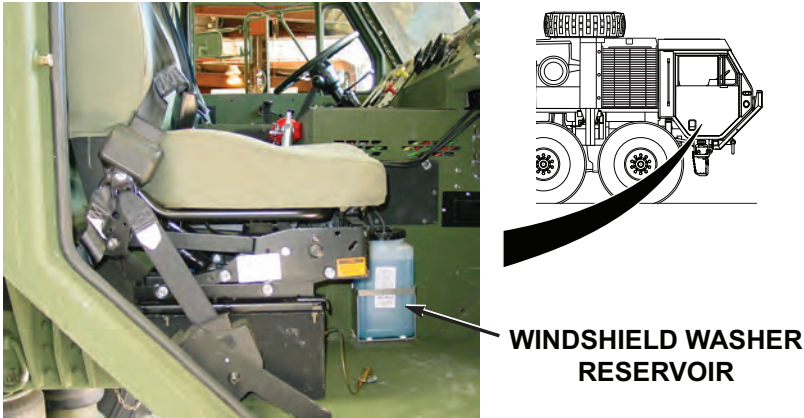


Figure 2.

CONDITION/INDICATION

Is washer fluid present in washer fluid reservoir?

DECISION

No - Test 6 - Does the windshield washer operate?

Yes - Test 3 - Are all hoses securely attached to reservoir?

TEST 3 - Are all hoses securely attached to reservoir?

1. Check that all hoses are securely attached to reservoir. If loose hoses are found, attach to reservoir.

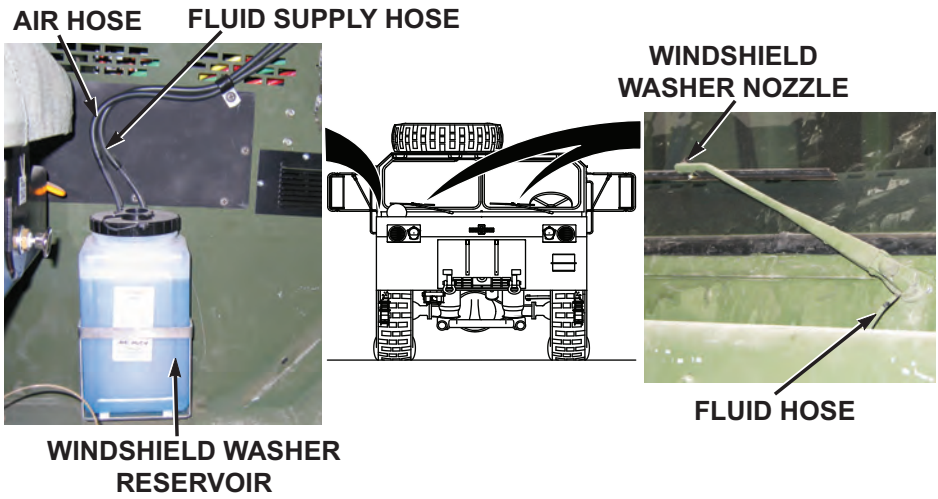


Figure 3.

CONDITION/INDICATION

Are all hoses securely attached to reservoir?

DECISION

- No - Test 6 - Does the windshield washer operate?
- Yes - Test 4 - Are hoses free of cracks or damage?

TEST 4 - Are hoses free of cracks or damage?

1. Check if hoses are cracked or damaged.

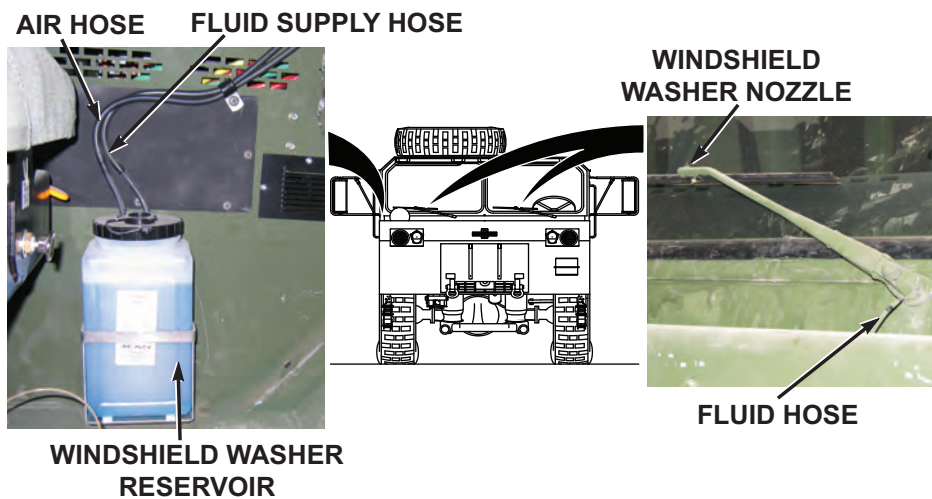


Figure 4.

CONDITION/INDICATION

Are hoses free of cracks or damage?

DECISION

No - Notify Supervisor.

Yes - Test 5 - Are washer spray openings free of debris?

TEST 5 - Are washer spray openings free of debris?

1. Check washer spray openings on wipers for clogs.

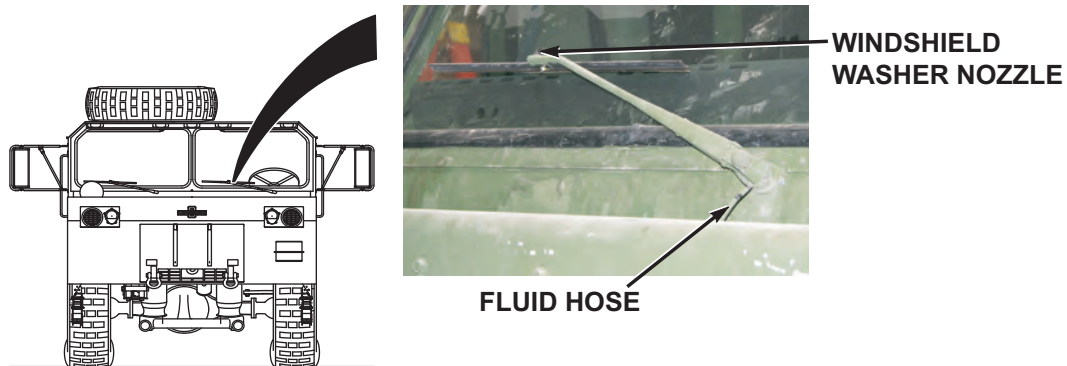


Figure 5.

2. If openings are clogged, clear washer spray opening using pin, wire, or similar item.

CONDITION/INDICATION

Are washer spray openings free of debris?

DECISION

No - Test 6 - Does the windshield washer operate?

Yes - Notify Supervisor.

TEST 6 - Does the windshield washer operate?

1. Start engine, (WP 0044) and allow air pressure to build.
2. Check windshield washer for proper operation.

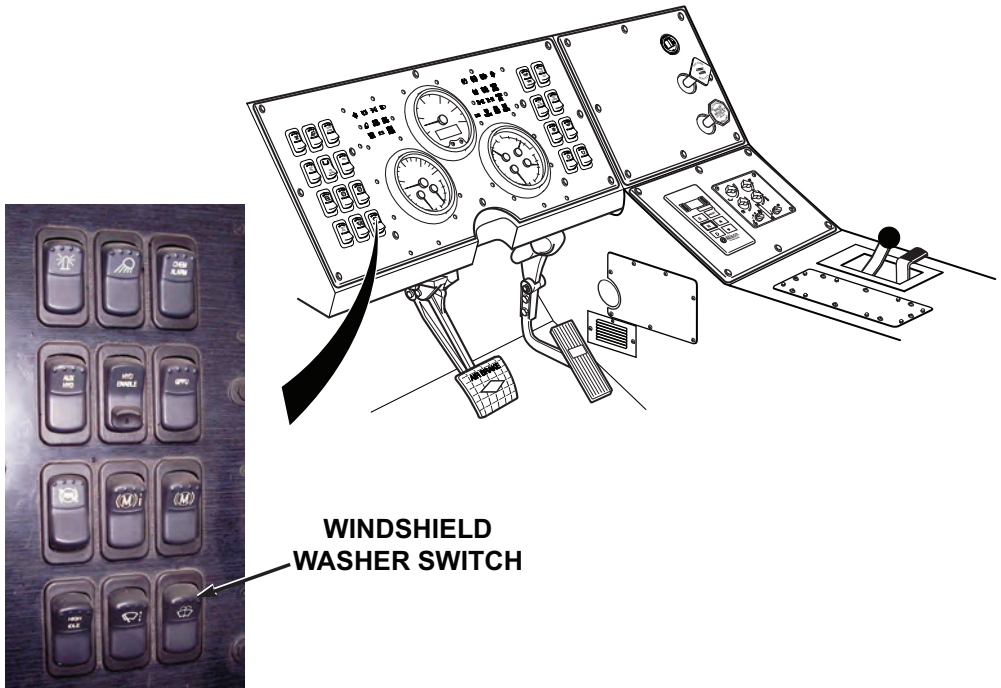


Figure 6.

CONDITION/INDICATION

Does the windshield washer operate?

DECISION

No - Notify Supervisor.

Yes - Problem corrected.

END OF WORK PACKAGE

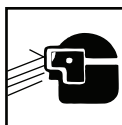
**OPERATOR MAINTENANCE
AIR HORN WILL NOT OPERATE**

INITIAL SETUP:**Equipment Condition**

Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)

Wheels chocked. (WP 0072)

**TROUBLESHOOTING PROCEDURE
AIR HORN WILL NOT OPERATE****TEST 1 - Are air hoses tight?****WARNING**

Caution the hose connections could be under pressure be sure to wear eye protection to avoid personal injury.

1. Check air hose connections for tightness. Tighten any loose hose connections found.

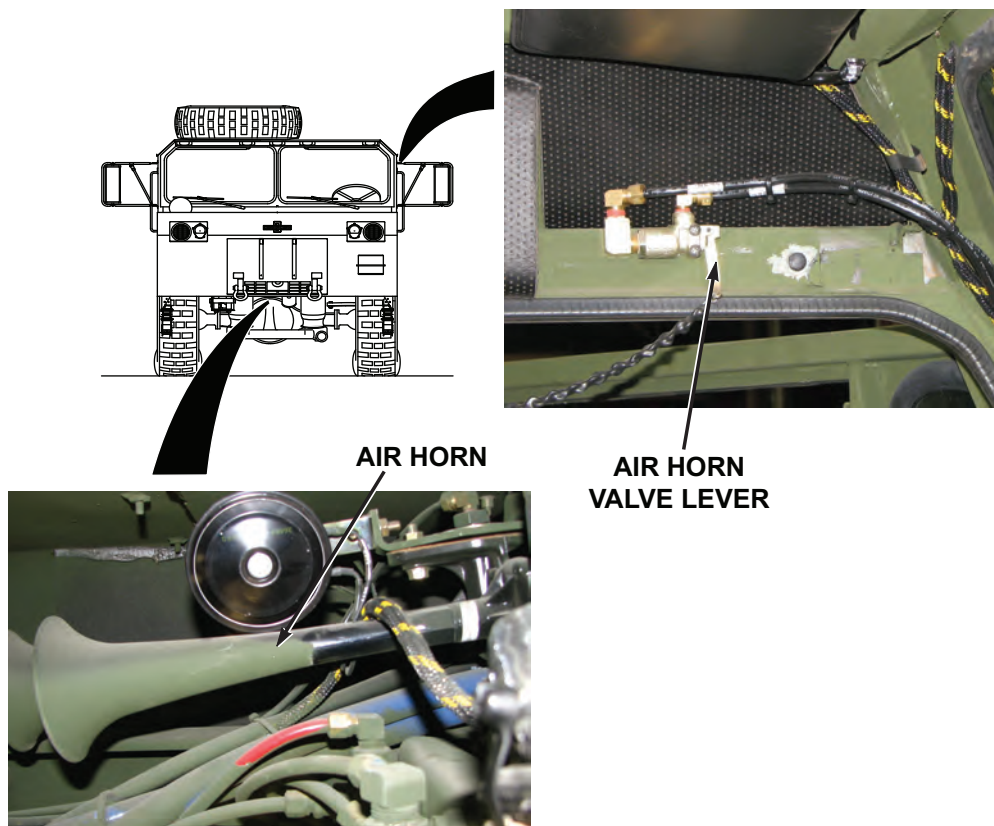


Figure 1.

CONDITION/INDICATION

Are air hoses tight?

DECISION

Connections loose - Test 3 - Does air horn operate?

Connections OK - Test 2 - Does horn valve lever move freely?

TEST 2 - Does horn valve lever move freely?

1. Check horn valve lever for freedom of movement.

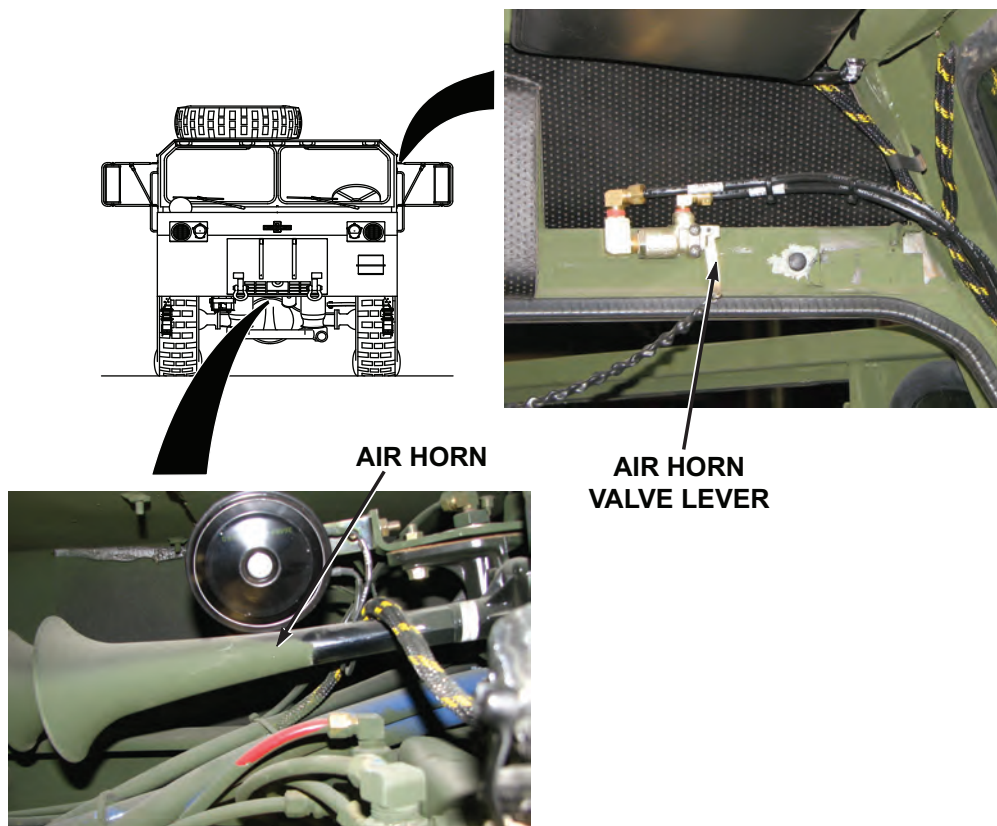


Figure 2.

CONDITION/INDICATION

Does horn valve lever move freely?

DECISION

No - Notify Supervisor.

Yes - Test 3 - Does air horn operate?

TEST 3 - Does air horn operate?

1. Start engine, (WP 0044) and allow air pressure to build.
2. Check air horn for proper operation.

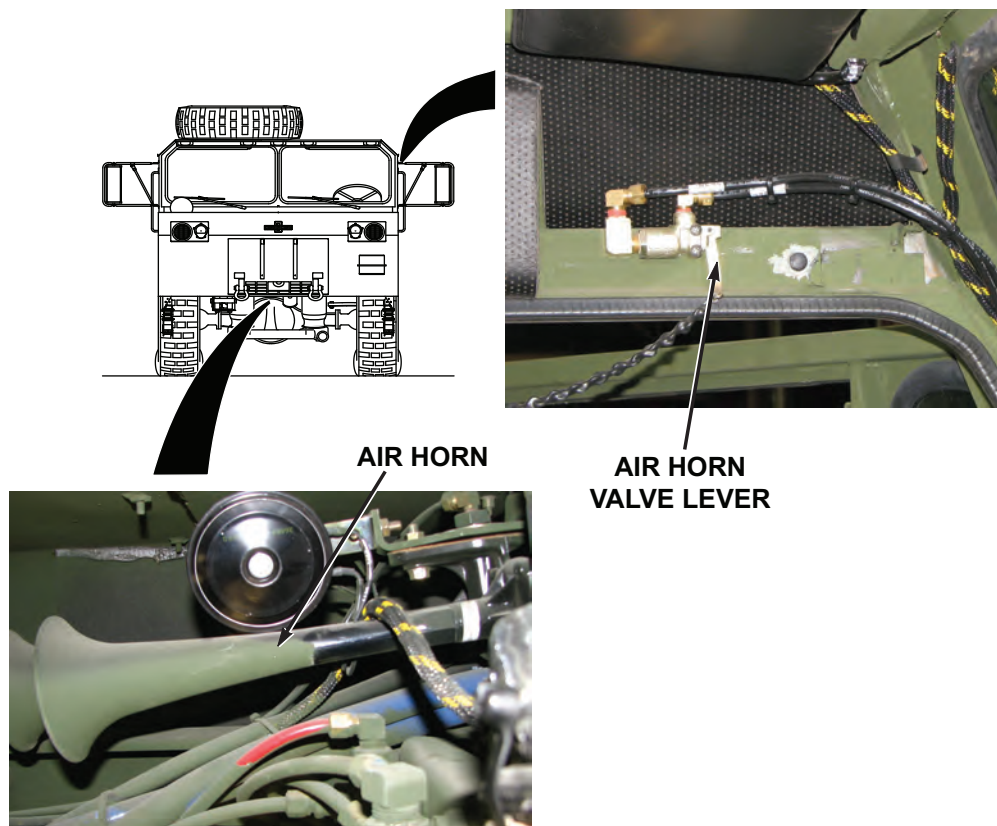


Figure 3.

3. Turn engine off. (WP 0057)

CONDITION/INDICATION

Does air horn operate?

DECISION

No - Notify Supervisor.

Yes - Problem corrected.

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
ARCTIC ENGINE HEATER FAILS TO OPERATE**

INITIAL SETUP:

Equipment Condition
Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)
Wheels chocked. (WP 0072)

**TROUBLESHOOTING PROCEDURE
ARCTIC ENGINE HEATER FAILS TO OPERATE**

TEST 1 - Is fuel present in fuel tank?

1. Turn engine start switch ON. (WP 0020)
2. Turn engine start switch OFF.
3. Add fuel to fuel tank if no fuel present.

CONDITION/INDICATION

Is fuel present in fuel tank?

DECISION

No - Test 3 - Does arctic heater operate?

Yes - Test 2 - Are arctic heater intake port and exhaust tube free from blockage?

TEST 2 - Are arctic heater intake port and exhaust tube free from blockage?

1. Inspect arctic heater inlet port and exhaust tube for foreign objects and obstructions.
Remove any items found.

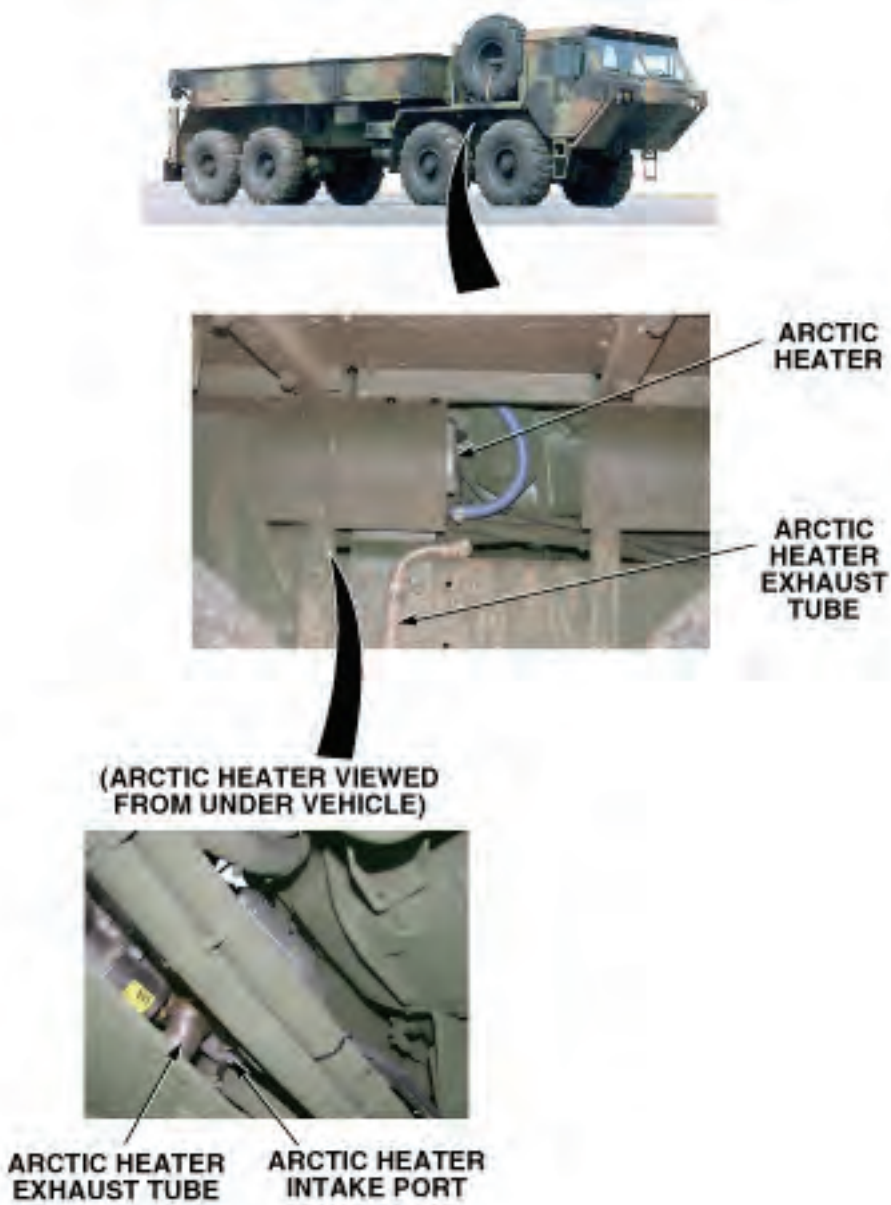


Figure 1.

CONDITION/INDICATION

Are arctic heater intake port and exhaust tube free from blockage?

DECISION

-
Continue - Test 3 - Does arctic heater operate?

TEST 3 - Does arctic heater operate?**CAUTION**

Do not attempt to operate arctic heater if arctic heater fails to start, or shutdown occurs during normal operation. System shutdown may indicate an arctic heater system fault. Failure to comply may cause system lockout.

CAUTION

Do not operate arctic heater if arctic heater indicator light flashes during normal operation. Arctic heater indicator light flashing indicates an arctic heater system fault. Failure to comply may cause system lockout.

NOTE

If arctic heater does not operate, arctic heater may be in lockout mode due to, either too many overheat occurrences (code 15), or too many start attempts (code 50). Arctic heater lockout mode (code 50) is activated if arctic heater fails to start after 20 successive start attempts (10 start cycles in succession).

NOTE

The arctic heater will attempt to start two times per start cycle. After the second failed start attempt, the arctic heater will not operate until the arctic heater on/off switch is turned off, then back on.

NOTE

Audible clicking from the arctic heater fuel metering pump may indicate that the arctic heater fuel system isn't primed. If audible clicking is heard from the arctic heater fuel metering pump, repeat steps (1) through (4) four times, or until arctic heater starts. Do not attempt to start arctic heater more than five times. The arctic heater should prime itself within nine start attempts.

1. Turn arctic heater ON.
2. Observe arctic heater indicator light for steady illumination.
3. Observe arctic heater for proper operation.
4. Turn arctic heater on/off switch OFF.



Figure 2.

CONDITION/INDICATION

Does arctic heater operate?

DECISION

No - Notify Supervisor.

Yes - Problem corrected.

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
ONE OR MORE LIGHTING CIRCUITS NOT OPERATING**

INITIAL SETUP:**Equipment Condition**

Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)

Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE**ONE OR MORE LIGHTING CIRCUITS NOT OPERATING****TEST 1 - Is the lighting system control in the ON or OPERATING position?**

1. Check if lighting system control is ON or in OPERATING position.

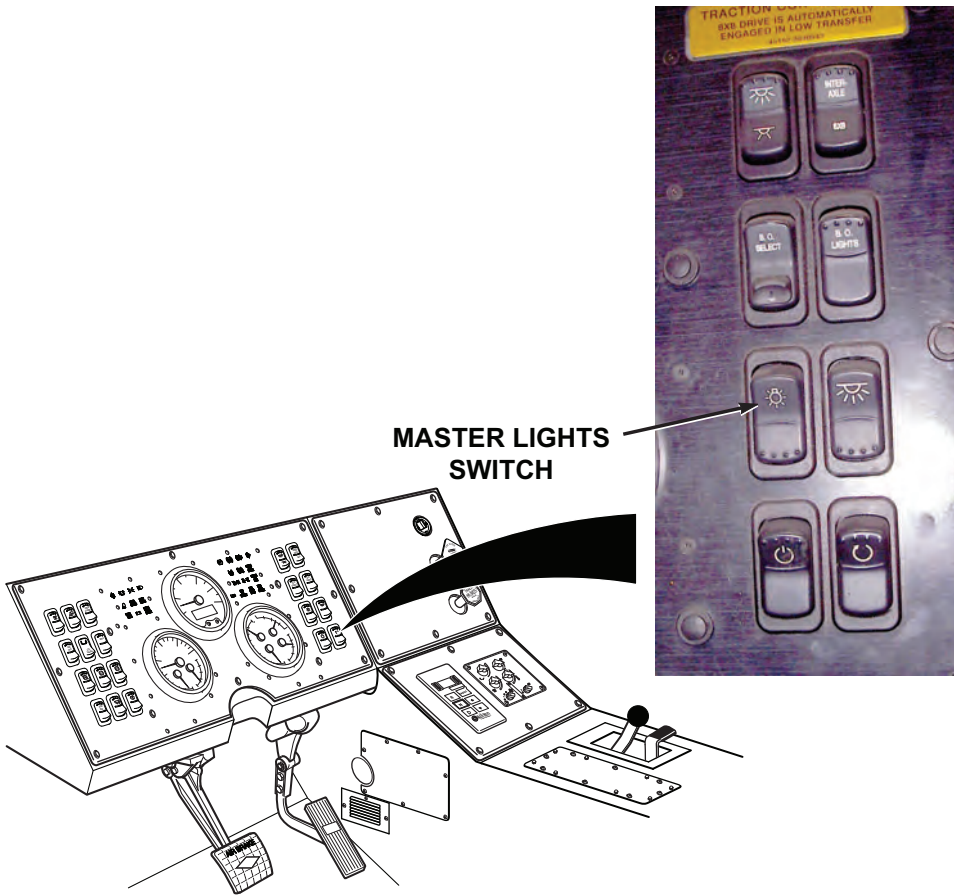


Figure 1.

CONDITION/INDICATION

Is the lighting system control in the ON or OPERATING position?

DECISION

No - Test 3 - Do all lighting circuits operate properly?

Yes - Test 2 - Is intervehicular connection secure and/or connected correctly?

TEST 2 - Is intervehicular connection secure and/or connected correctly?

1. If trailer is attached, and trailer lighting system is not working, check intervehicular connection.
2. If trailer lights are the problem, make sure cable is securely connected.

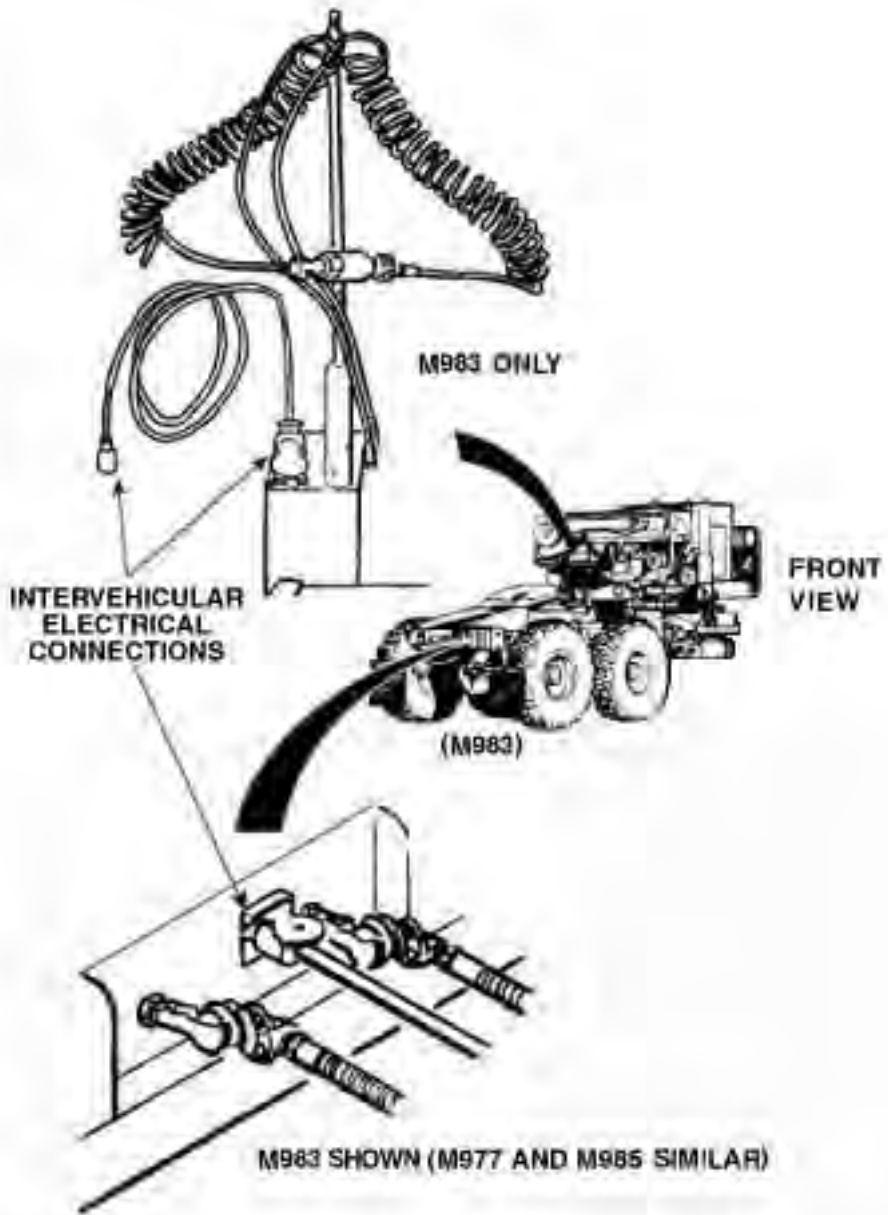


Figure 2.

CONDITION/INDICATION

Is intervehicular connection secure and/or connected correctly?

DECISION

Intervehicular cable loose. - Test 3 - Do all lighting circuits operate properly? Notify Supervisor.

Intervehicular connection OK. - Notify Supervisor.

TEST 3 - Do all lighting circuits operate properly?

1. Check for proper operation of dome lights. (WP 0060)
2. Check for proper operation of panel lights. (WP 0061)
3. Check for proper operation of service drive lights. (WP 0063)
4. Check for proper operation of parking lights. (WP 0062)
5. Check for proper operation of clearance lights. (WP 0065)
6. Check for proper operation of stoplight. (WP 0064)
7. Check for proper operation of blackout drive lights. (WP 0066)
8. Check for proper operation of blackout marker lights. (WP 0067)
9. Check for proper operation of turn signal lights. (WP 0070)

CONDITION/INDICATION

Do all lighting circuits operate properly?

DECISION

No - Notify Supervisor.

Yes - Problem corrected.

END OF WORK PACKAGE

OPERATOR MAINTENANCE
FAILS TO CRANK WHEN ENGINE START SWITCH IS TURNED TO START POSITION

INITIAL SETUP:

Equipment Condition
 Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)
 Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE
FAILS TO CRANK WHEN ENGINE START SWITCH IS TURNED TO START POSITION

TEST 1 - Is transmission range selector in neutral (N)?

1. Verify range selector is in neutral (N) position. If not in neutral (N), shift it to neutral (N).

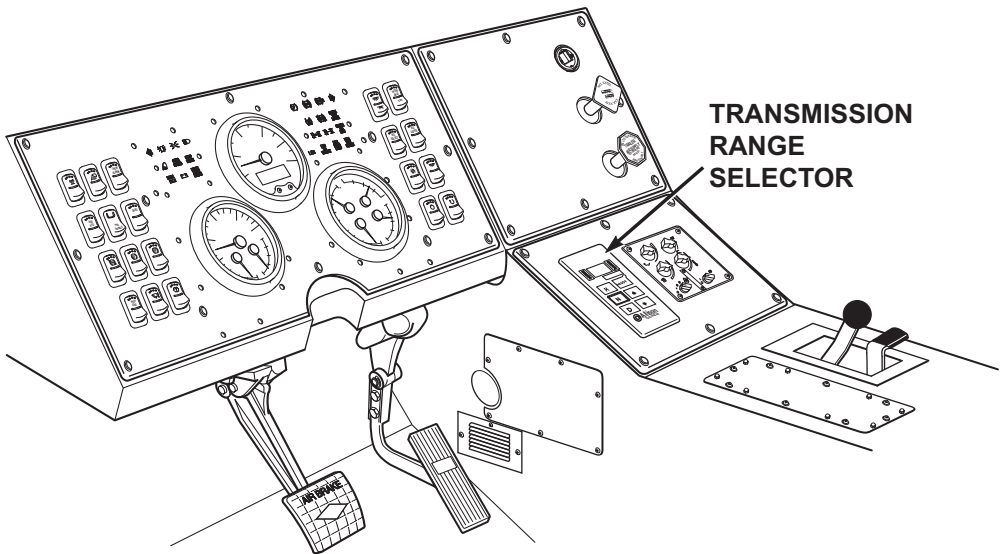


Figure 1.

CONDITION/INDICATION

Is transmission range selector in neutral (N)?

DECISION

No - Test 3 - Does engine crank when engine start switch is turned to start position?
 Yes - Test 2 - Are battery cable connections clean, tight, and free from damage?

TEST 2 - Are battery cable connections clean, tight, and free from damage?

1. Remove battery box cover. (WP 0142)
2. Check battery cable connections for dirt, corrosion and/or looseness.

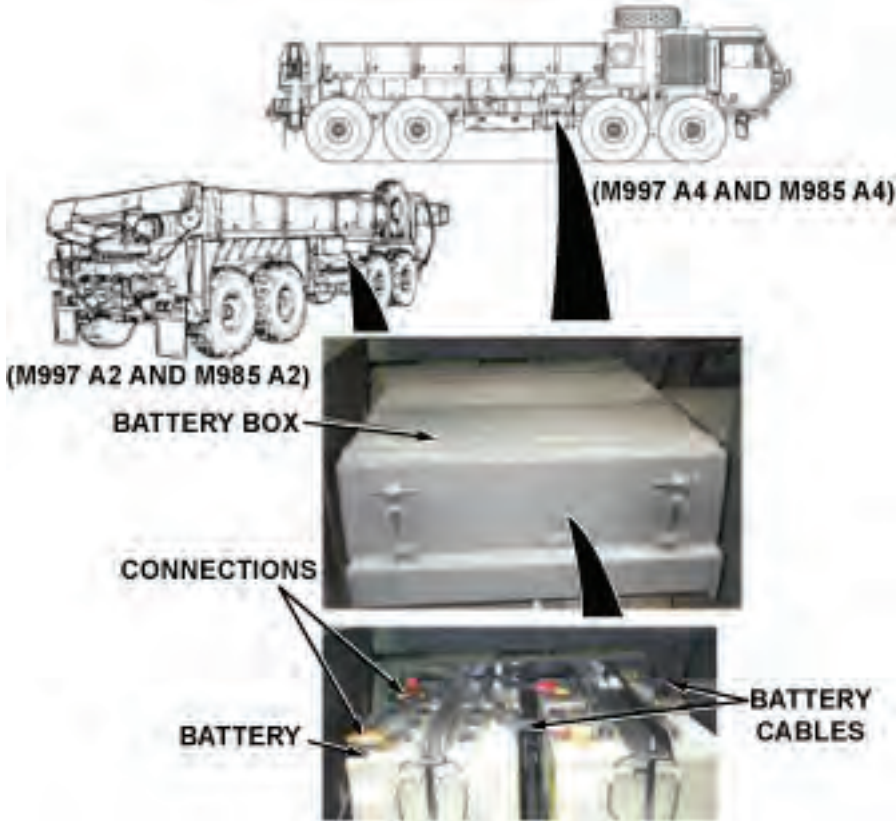


Figure 2.

3. Check battery cables for damage.

CONDITION/INDICATION

Are battery cable connections clean, tight, and free from damage?

DECISION

No - Notify Supervisor.

Yes - Test 3 - Does engine crank when engine start switch is turned to start position?

TEST 3 - Does engine crank when engine start switch is turned to start position?

1. Install battery box cover. (WP 0142)
2. Attempt to start engine. (WP 0044)

CONDITION/INDICATION

Does engine crank when engine start switch is turned to start position?

DECISION

No - Notify Supervisor.

Yes - Problem corrected.

END OF WORK PACKAGE

OPERATOR MAINTENANCE CRANKS BUT FAILS TO START

INITIAL SETUP:

Equipment Condition
Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)
Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE CRANKS BUT FAILS TO START

TEST 1 - Does fuel gauge indicate the presence of fuel?

1. Turn engine start switch ON. (WP 0020)
2. Check fuel gauge for indication of fuel presence.

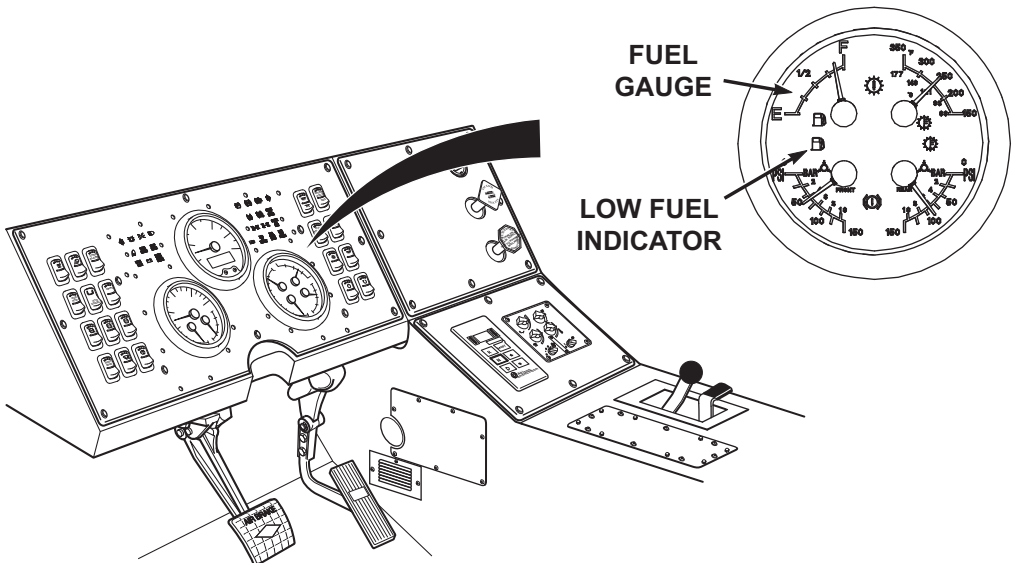


Figure 1.

3. Turn engine start switch OFF. (WP 0020)

CONDITION/INDICATION

Does fuel gauge indicate the presence of fuel?

DECISION

No - Test 4 - Does engine start?

Yes - Test 2 - Is there fuel present in fuel tank?

TEST 2 - Is there fuel present in fuel tank?

1. Remove fuel tank cap and filter screen from fuel tank.



Figure 2.

2. Check fuel tank for presence of fuel.
3. Add fuel to fuel tank if no fuel was present.
4. Replace filter screen and fuel tank cap on fuel tank.

CONDITION/INDICATION

Is there fuel present in fuel tank?

DECISION

No - Test 4 - Does engine start?
 Yes - Test 3 - Is air filter restricted?

TEST 3 - Is air filter restricted?

1. Attempt to start engine and note indication on air filter restriction indicator.

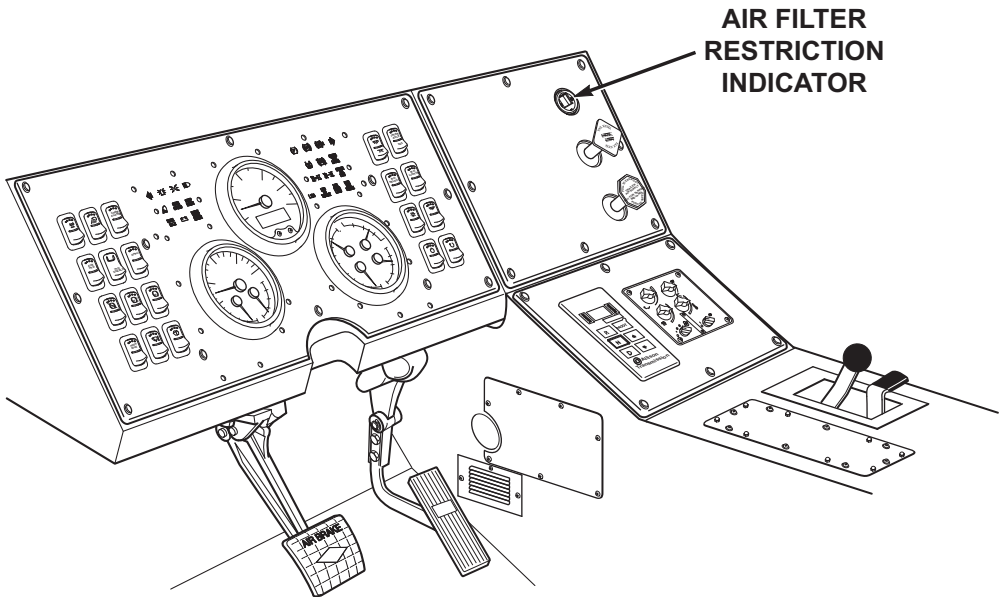


Figure 3.

CONDITION/INDICATION

Is air filter restricted?

DECISION

Restricted - Service air filter. (WP 0140)
 Not Restricted - Test 4 - Does engine start?

TEST 4 - Does engine start?

1. Attempt to start engine. (WP 0044)

CONDITION/INDICATION

Does engine start?

DECISION

Air filter indicator shows red after cleaning filter. - Notify Supervisor. Notify Supervisor.
Engine starts. - Problem corrected.

END OF WORK PACKAGE

OPERATOR MAINTENANCE
STARTS OR RUNS ROUGHLY AFTER PROPER WARM-UP, DOES NOT MAKE FULL
POWER, OR MAKES EXCESSIVE EXHAUST SMOKE

INITIAL SETUP:

Equipment Condition

Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)

Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE

STARTS OR RUNS ROUGHLY AFTER PROPER WARM-UP, DOES NOT MAKE FULL
POWER, OR MAKES EXCESSIVE EXHAUST SMOKE

TEST 1 - Is PTO engaged?

1. Start engine and allow engine to reach normal operating temperature. (WP 0044)
2. Check HYD Enable switch and Main HYD Enable indicator to make sure that PTO is disengaged. Light should be off.

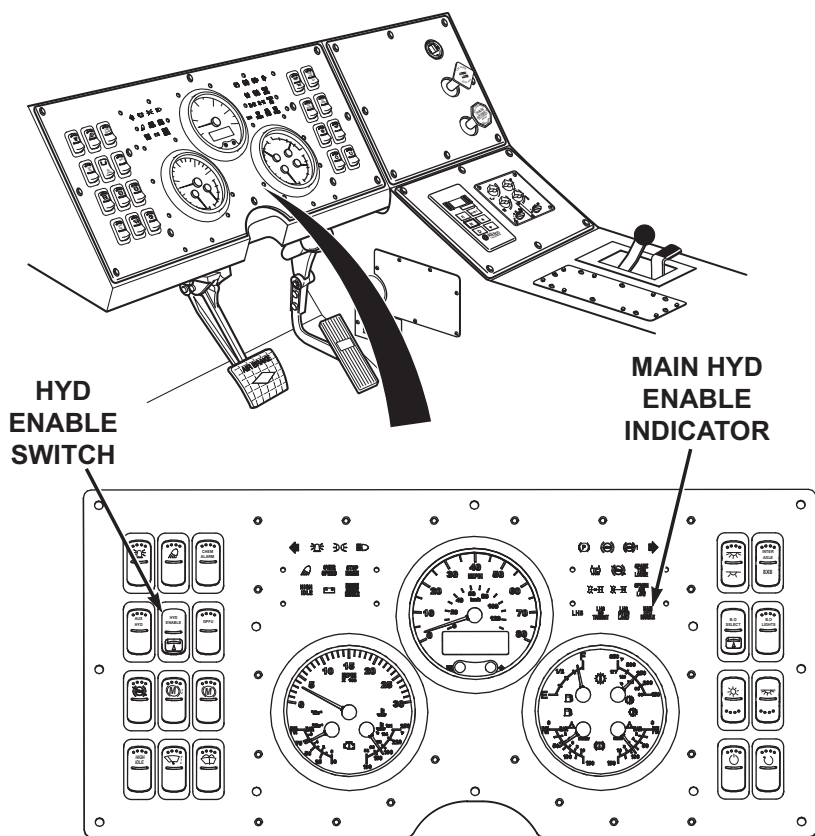


Figure 1.

CONDITION/INDICATION

Is PTO engaged?

DECISION

PTO engaged. - Test 4 - Does engine start or run roughly after proper warm-up, and/or does not make full power or makes excessive exhaust smoke?

PTO disengaged. - Test 2 - Does air filter restriction indicator show red and/or VACUUM INCHES H₂O window show 18 or more after being reset?

TEST 2 - Does air filter restriction indicator show red and/or VACUUM INCHES H₂O window show 18 or more after being reset?

1. Reset air filter restriction indicator.
2. Start engine. (WP 0044)
3. Check if air filter restriction indicator is red and/or VACUUM INCHES/kPa H₂O window shows 18 or more.

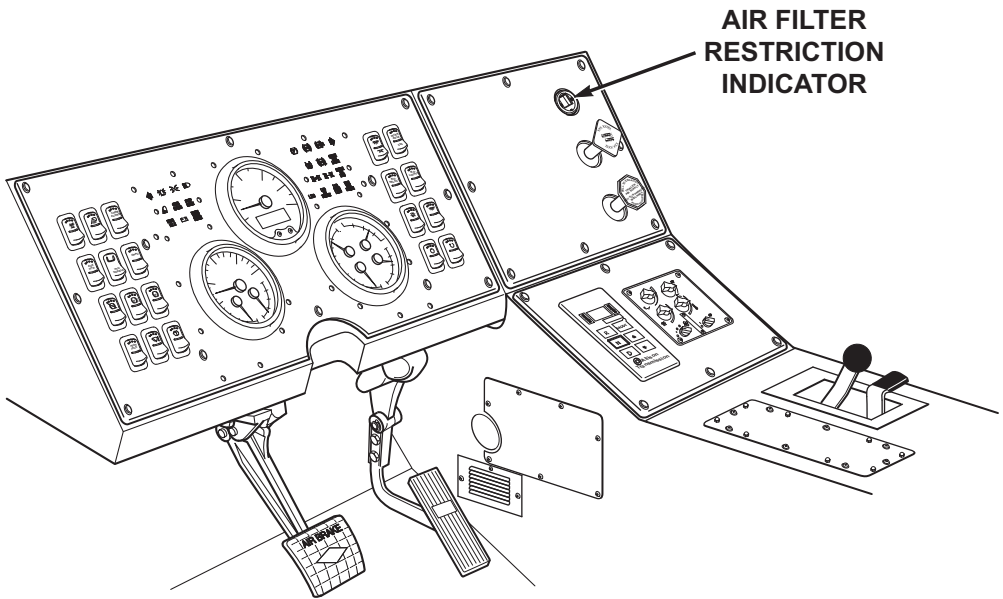


Figure 2.

CONDITION/INDICATION

Does air filter restriction indicator show red and/or VACUUM INCHES H₂O window show 18 or more after being reset?

DECISION

Restricted. - Test 3 - Does air filter restriction indicator show red and/or VACUUM INCHES H₂O window show 18 or more after being cleaned?

Not restricted. - Test 4 - Does engine start or run roughly after proper warm-up, and/or does not make full power or makes excessive exhaust smoke?

TEST 3 - Does air filter restriction indicator show red and/or VACUUM INCHES H₂O window show 18 or more after being cleaned?

1. Turn engine OFF. (WP 0057)
2. Clean air filter. (WP 0140)
3. Start engine. (WP 0044)
4. Check if air filter restriction indicator is red and/or VACUUM INCHES/kPa H₂O window shows 18 or more.

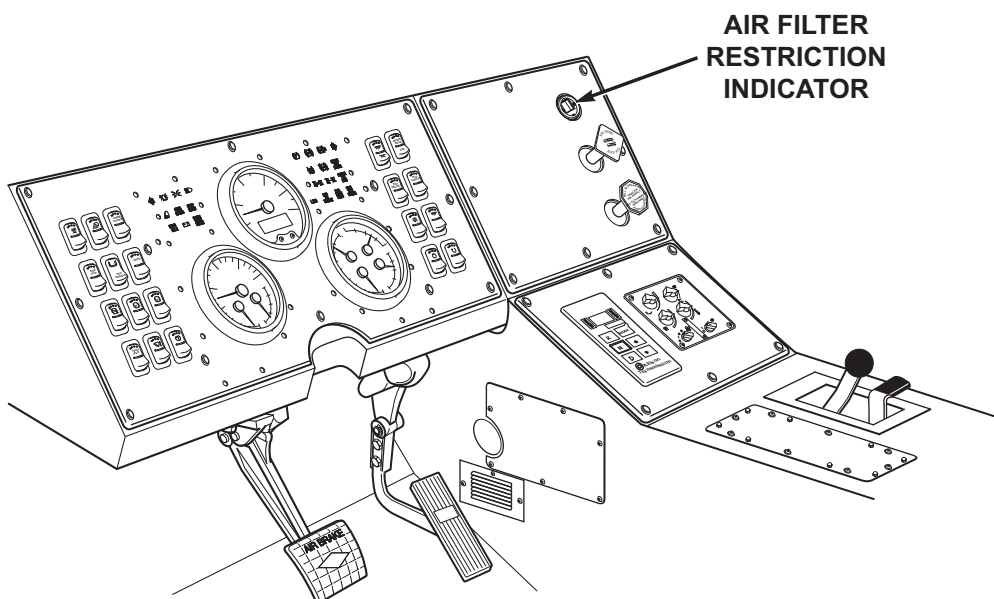


Figure 3.

CONDITION/INDICATION

Does air filter restriction indicator show red and/or VACUUM INCHES H₂O window show 18 or more after being cleaned?

DECISION

Restricted. - Notify Supervisor.

Not restricted. - Test 4 - Does engine start or run roughly after proper warm-up, and/or does not make full power or makes excessive exhaust smoke?

TEST 4 - Does engine start or run roughly after proper warm-up, and/or does not make full power or makes excessive exhaust smoke?

1. Test drive vehicle.

CONDITION/INDICATION

Does engine start or run roughly after proper warm-up, and/or does not make full power or makes excessive exhaust smoke?

DECISION

Runs rough. - Notify Supervisor.

Runs normal. - Problem corrected.

END OF WORK PACKAGE

OPERATOR MAINTENANCE ENGINE OVERHEATS

INITIAL SETUP:

Equipment Condition
Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)
Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE ENGINE OVERHEATS

TEST 1 - Are right-side radiator hoses and housing free from leaks?

WARNING



Radiator coolant hoses are very hot and pressurized during vehicle operation. Allow radiator to cool prior to checking hoses. Failure to comply may result in injury or death to personnel.

1. Open driver and passenger side engine covers. (WP 0143)
2. Check upper and lower radiator hoses and housing for leaks.
3. Check that all clamps are tight and secure.

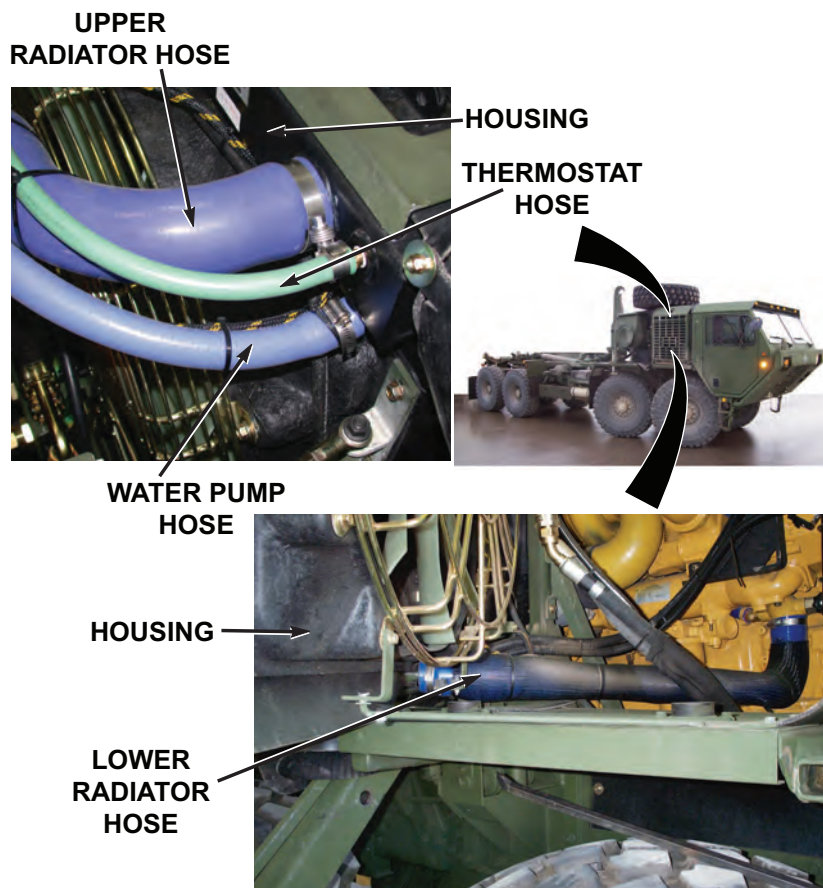


Figure 1.

CONDITION/INDICATION

Are right-side radiator hoses and housing free from leaks?

DECISION

Radiator hoses and/or housing damaged. - Notify Supervisor. Test 2 - Does engine overheat? Notify Supervisor.

Radiator hoses and/or housing free from damage and/or leaks. - Notify Supervisor.

TEST 2 - Does engine overheat?

1. Close driver and passenger side engine covers. (WP 0143)
2. Start engine. (WP 0044)

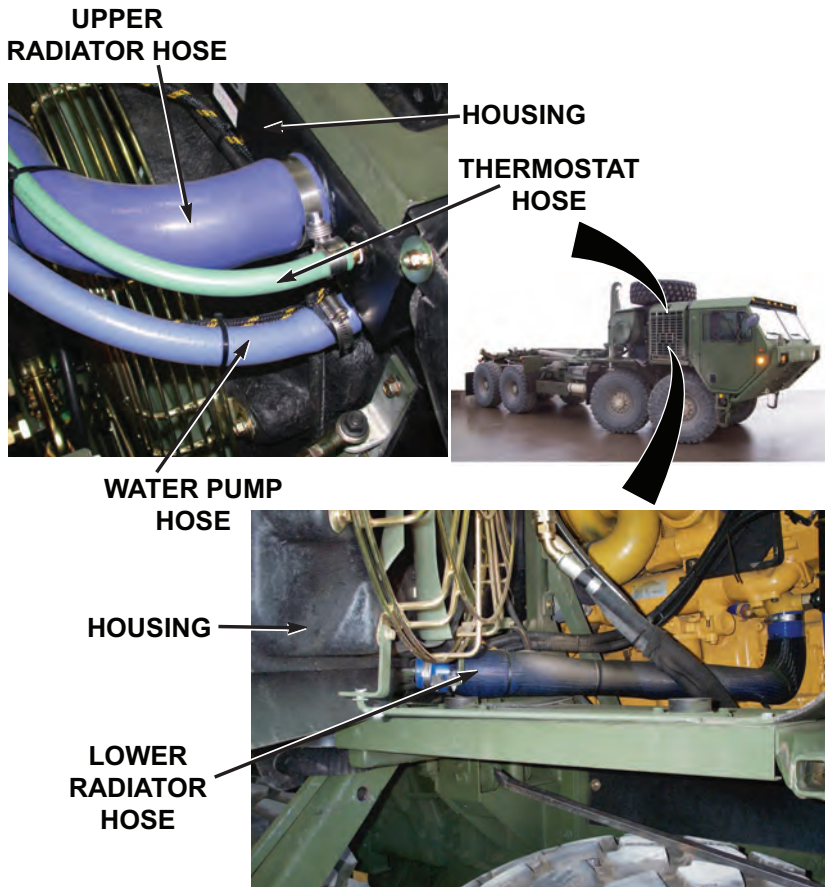


Figure 2.

3. Test drive vehicle.

CONDITION/INDICATION
Does engine overheat?

DECISION
Engine overheats - Notify Supervisor.
Engine OK - Problem corrected.

END OF WORK PACKAGE

OPERATOR MAINTENANCE LOW OIL PRESSURE GAUGE INDICATION

INITIAL SETUP:

Equipment Condition
Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)
Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE LOW OIL PRESSURE GAUGE INDICATION

TEST 1 - Is engine oil level low?

1. Check engine oil level. (WP 0130)

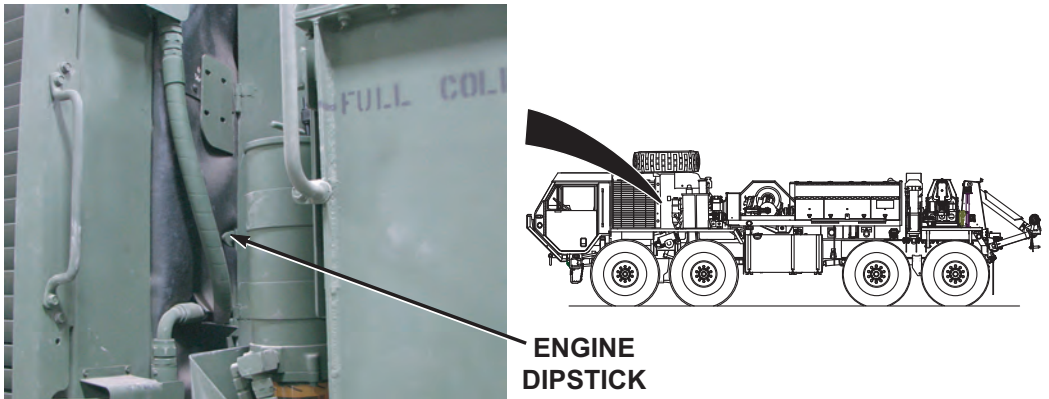


Figure 1.

2. If oil level is low, fill oil to proper level. (WP 0130)

CONDITION/INDICATION

Is engine oil level low?

DECISION

-
Continue - Test 2 - Is engine oil pressure still low?

TEST 2 - Is engine oil pressure still low?

1. Start engine and allow engine to reach operating temperature. (WP 0044)
2. Check OIL PRESS gauge. Gauge should read as follows:

- At idle, oil pressure can go as low as 5 psi (34 kPa).
- Normal operation range is 40 psi to 60 psi (276 to 414 kPa) between engine speeds 1800 to 2100 rpm. Minimum for safe operation is 30 psi (207 kPa).

CONDITION/INDICATION

Is engine oil pressure still low?

DECISION

Oil pressure low. - Notify Supervisor.

Oil pressure OK. - Problem corrected.

END OF WORK PACKAGE

OPERATOR MAINTENANCE EXCESSIVE OIL CONSUMPTION

INITIAL SETUP:

Equipment Condition

Engine OFF. (WP 0057)

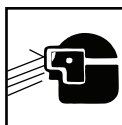
Parking brakes applied. (WP 0056)

Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE EXCESSIVE OIL CONSUMPTION

TEST 1 - Are engine oil lines loose?

WARNING



Caution the oil lines could be under pressure be sure to wear the proper eye protection to avoid personal injury.

1. Open driver and passenger side engine covers. (WP 0143)

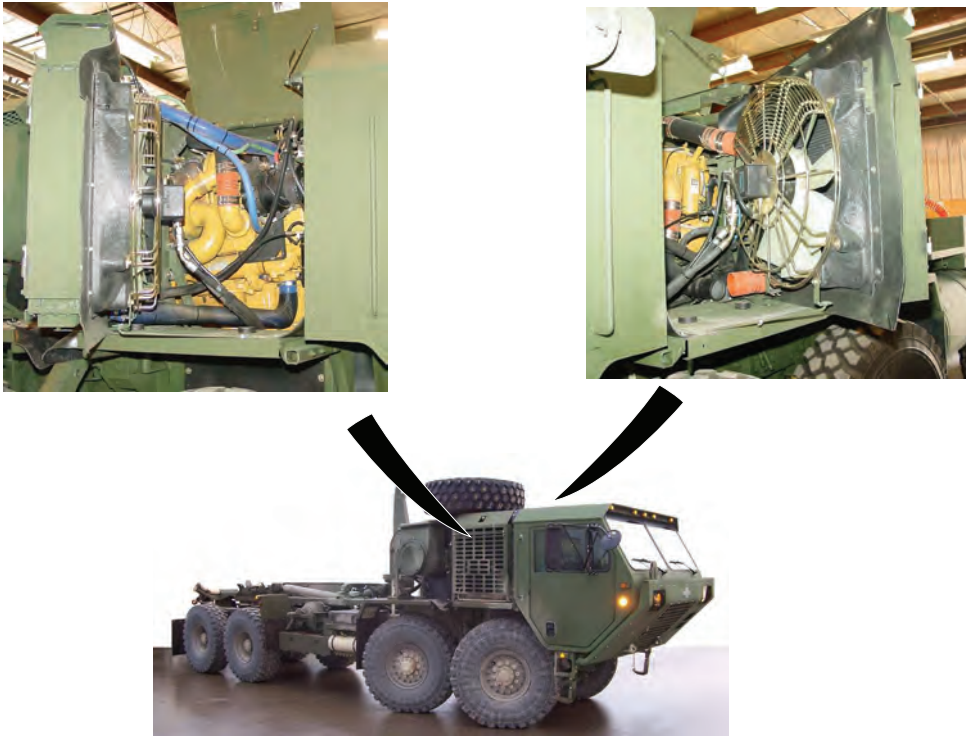


Figure 1.

2. Check for loose engine oil lines or damaged components.

CONDITION/INDICATION

Are engine oil lines loose?

DECISION

Lines Loose - Notify Supervisor.

Lines OK - Test 2 - Are any engine oil leaks present?

TEST 2 - Are any engine oil leaks present?

1. Tighten any loose fittings/components if found.
2. Visually check for engine oil leaks.

CONDITION/INDICATION

Are any engine oil leaks present?

DECISION

Leaks found. - Notify Supervisor.

No leaks found. - Notify Supervisor.

END OF WORK PACKAGE

OPERATOR MAINTENANCE
HYDRAULIC SYSTEM OPERATES TOO SLOW, TOO FAST, WITH JERKY
MOVEMENTS; OR ONE OR MORE HYDRAULICS CIRCUITS WILL NOT OPERATE

INITIAL SETUP:

Equipment Condition

Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)

Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE

HYDRAULIC SYSTEM OPERATES TOO SLOW, TOO FAST, WITH JERKY
MOVEMENTS; OR ONE OR MORE HYDRAULICS CIRCUITS WILL NOT OPERATE

TEST 1 - Is hydraulic fluid level within normal operating range?

1. Check hydraulic fluid level. If low, add hydraulic fluid. (WP 0130)

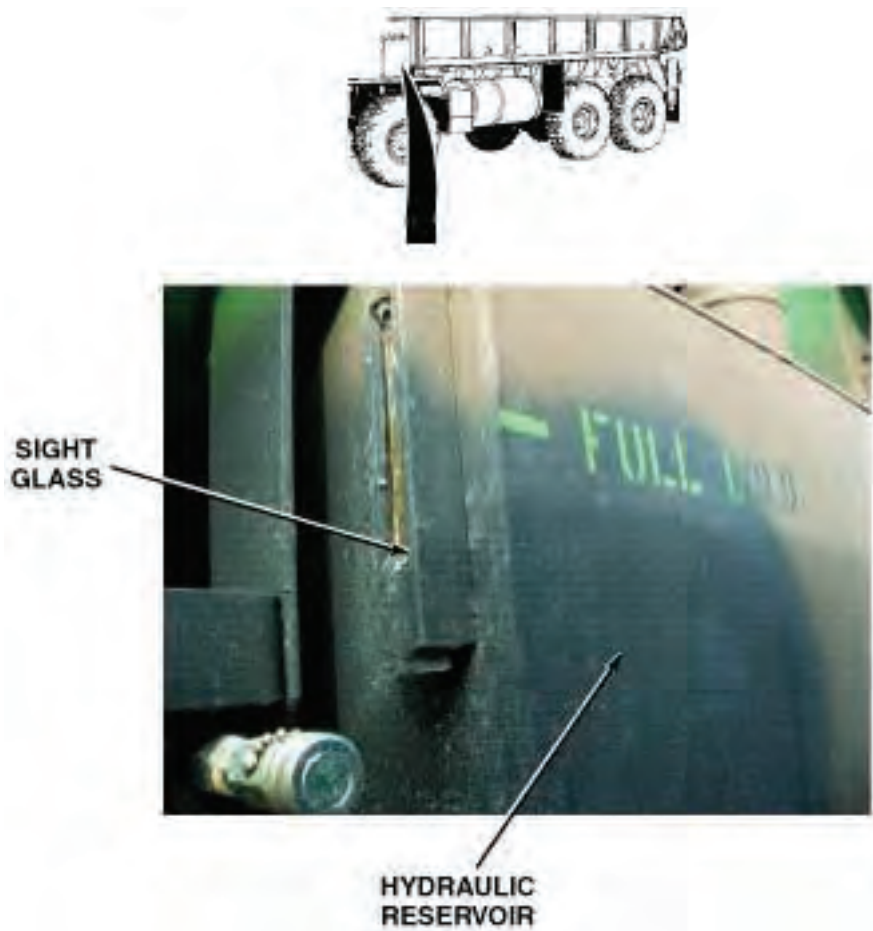


Figure 1.

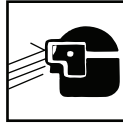
CONDITION/INDICATION

Is hydraulic fluid level within normal operating range?

DECISION

No - Test 3 - Do all hydraulic systems operate properly?

Yes - Test 2 - Are hydraulic hoses and connections free from leaks and/or damage?

TEST 2 - Are hydraulic hoses and connections free from leaks and/or damage?**WARNING**

Caution the hydraulic system maybe under pressure be sure to wear the proper eye protection to avoid personal injury.

1. Check hydraulic hoses and connections for leaks and/or damage.

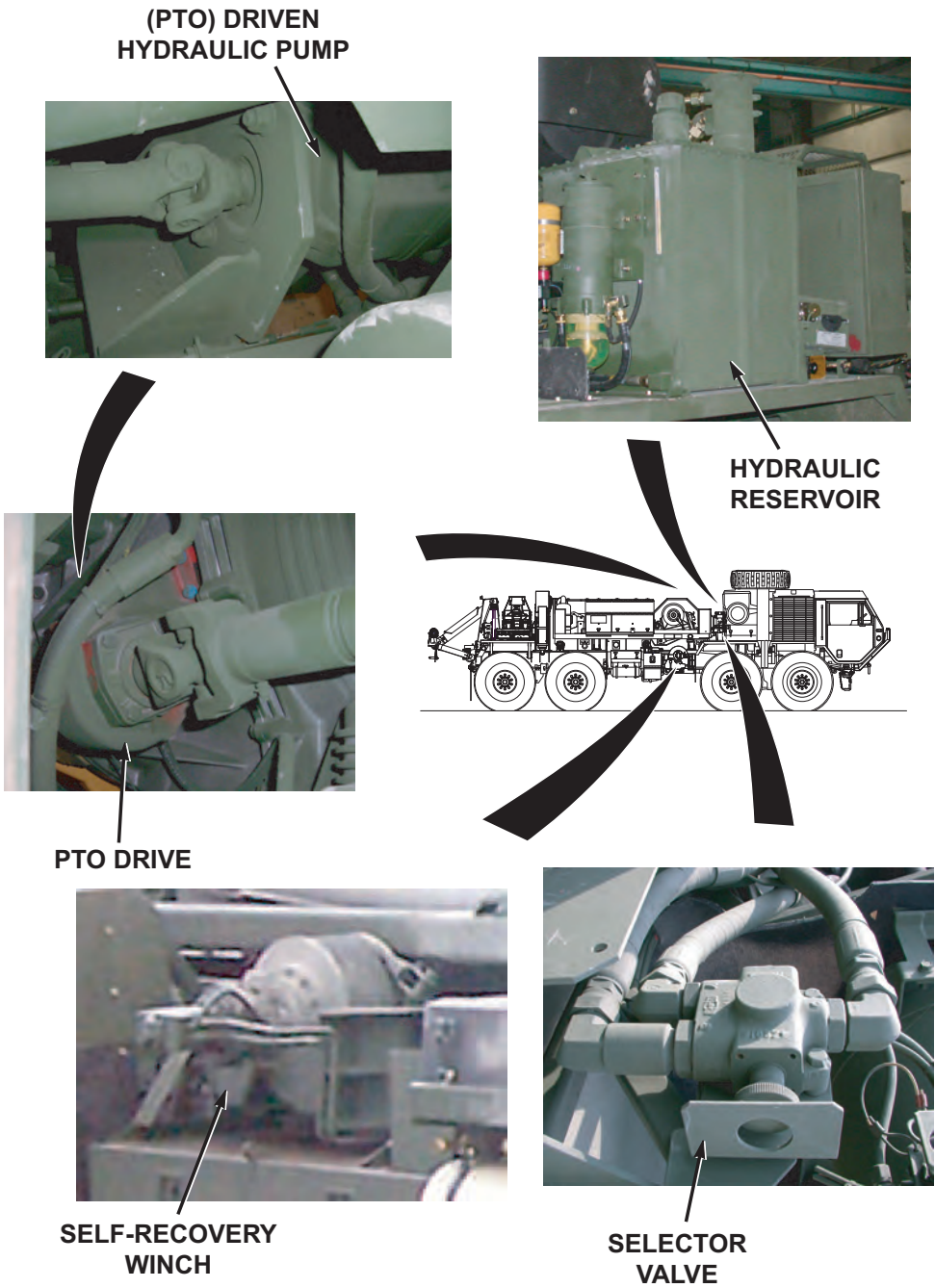


Figure 2.

2. Attempt to tighten loose hose(s) and/or connection(s).

CONDITION/INDICATION

Are hydraulic hoses and connections free from leaks and/or damage?

DECISION

Hydraulic hose or connection damaged. - Notify Supervisor. Test 3 - Do all hydraulic systems operate properly? Notify Supervisor.

Hydraulic hoses and connections OK. - Notify Supervisor.

TEST 3 - Do all hydraulic systems operate properly?

1. Start engine. (WP 0044)
2. Operate hydraulic systems to check for proper operation.

CONDITION/INDICATION

Do all hydraulic systems operate properly?

DECISION

No - Notify Supervisor.

Yes - Problem corrected.

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
SELF-RECOVERY WINCH DOES NOT WORK**

INITIAL SETUP:**Equipment Condition**

Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)

Wheels chocked. (WP 0072)

**TROUBLESHOOTING PROCEDURE
SELF-RECOVERY WINCH DOES NOT WORK**

TEST 1 - Is hydraulic fluid level within normal operating range?

1. Check hydraulic fluid level. If low, add hydraulic fluid. (WP 0130)

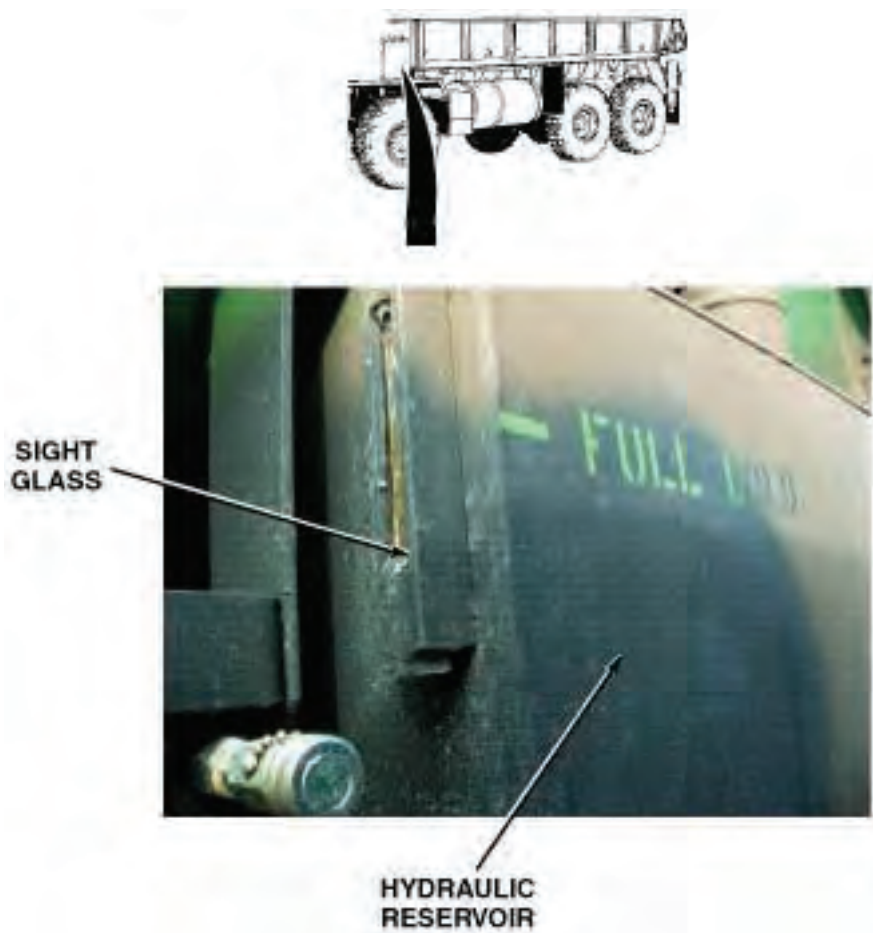


Figure 1.

CONDITION/INDICATION

Is hydraulic fluid level within normal operating range?

DECISION

No - Test 3 - Does self-recovery winch operate properly?

Yes - Test 2 - Is self-recovery winch shift linkage free from debris and damage?

TEST 2 - Is self-recovery winch shift linkage free from debris and damage?

1. Check self-recovery winch shift linkage for debris and damage. If debris found, clean shift linkage. (WP 0137)



Figure 2.

CONDITION/INDICATION

Is self-recovery winch shift linkage free from debris and damage?

DECISION

Linkage damaged. - Notify Supervisor. Test 3 - Does self-recovery winch operate properly? Notify Supervisor.

Linkage OK. - Notify Supervisor.

TEST 3 - Does self-recovery winch operate properly?

1. Start engine. (WP 0044)
2. Check operation of self-recovery winch. (WP 0084)

CONDITION/INDICATION

Does self-recovery winch operate properly?

DECISION

No - Notify supervisor.

Yes - Problem corrected.

END OF WORK PACKAGE

OPERATOR MAINTENANCE UNUSUALLY NOISY WHEN OPERATING

INITIAL SETUP:

Equipment Condition
Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)
Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE UNUSUALLY NOISY WHEN OPERATING

TEST 1 - Is self-recovery winch cable free of twists, tangles, or binding?

1. Check if self-recovery winch cable is twisted, tangled, or causing drum to bind. If cable is tangled, pay out or take up cable as necessary to straighten.

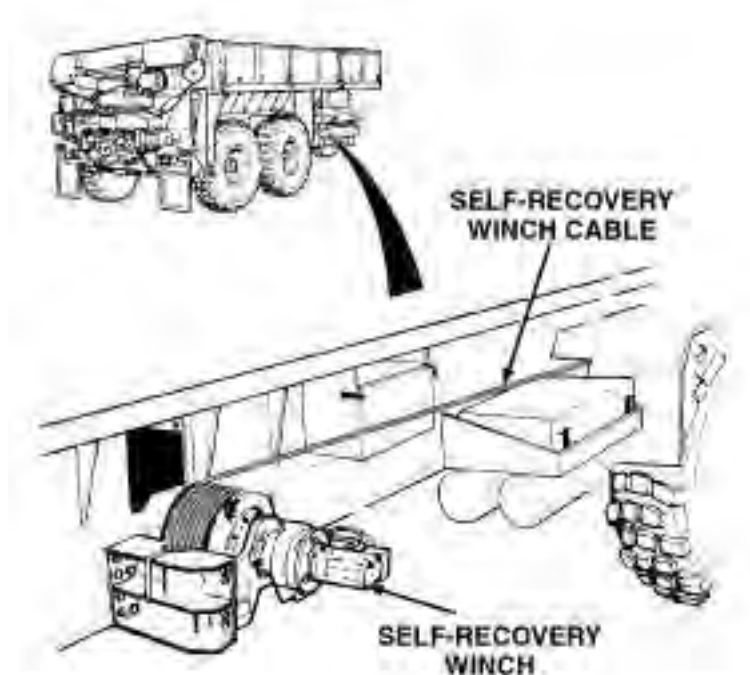


Figure 1.

CONDITION/INDICATION

Is self-recovery winch cable free of twists, tangles, or binding?

DECISION

No - Notify supervisor.

Yes - Test 2 - Is self-recovery winch free of unusual noise when operating?

TEST 2 - Is self-recovery winch free of unusual noise when operating?

1. Start engine. (WP 0044)
2. Operate self-recovery winch, and listen for unusual noise. (WP 0084)



Figure 2.

CONDITION/INDICATION

Is self-recovery winch free of unusual noise when operating?

DECISION

No - Notify supervisor.

Yes - Problem corrected.

END OF WORK PACKAGE

OPERATOR MAINTENANCE
VEHICLE IS HARD TO STEER, SHIMMIES, WANDERS, OR PULLS TO ONE SIDE

INITIAL SETUP:

Equipment Condition
Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)
Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE
VEHICLE IS HARD TO STEER, SHIMMIES, WANDERS, OR PULLS TO ONE SIDE

TEST 1 - Are tires inflated to proper pressure for road condition?

WARNING



- Prior to entering tank, read and follow all safety precautions in FM 10-67-1 . Liquids and vapors carried in the M978 tanker are flammable and may cause injury or death.
- To prevent fire or explosion, do not allow smoking, flame, sparks, and hot or glowing objects within 50 ft. (15 m) of vehicle. Failure to comply may result in injury or death to personnel.

NOTE

- Inflate tires only when they are cool. Inflate to proper pressure for road condition.
Tire tread is non-directional. Vehicle operation is not affected by direction of traction bars.
1. Check tires for proper inflation. (WP 0128)

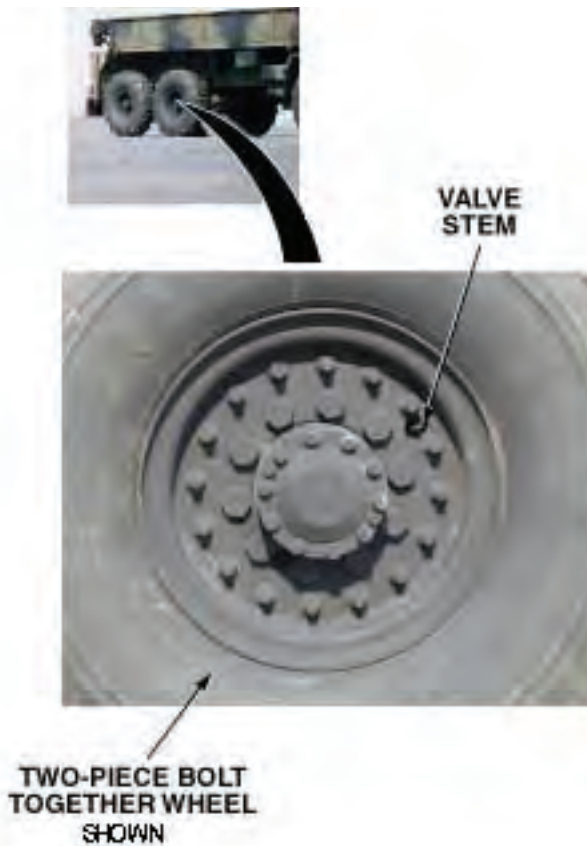


Figure 1.

2. If tires are improperly inflated, inflate or deflate tires to proper pressure.

CONDITION/INDICATION

Are tires inflated to proper pressure for road condition?

DECISION

Improperly inflated - Test 3 - Is vehicle hard to steer; or does it shimmy, wander, or pull to one side?

Inflation OK - Test 2 - Are wheels free of loose, missing, or broken lugnuts?

TEST 2 - Are wheels free of loose, missing, or broken lugnuts?

1. Check for loose, missing, or broken lugnuts.



Figure 2.

CONDITION/INDICATION

Are wheels free of loose, missing, or broken lugnuts?

DECISION

No - Tighten and/or replace loose, missing, or damaged lugnut(s). (WP 0138)

Yes - Notify Supervisor.

TEST 3 - Is vehicle hard to steer; or does it shimmy, wander, or pull to one side?

1. Start engine. (WP 0044)
2. Test drive vehicle.

CONDITION/INDICATION

Is vehicle hard to steer; or does it shimmy, wander, or pull to one side?

DECISION

No - Notify Supervisor.

Yes - Problem corrected.

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
VEHICLE STEERING SLOW TO RESPOND OR INTERMITTENT**

INITIAL SETUP:**Equipment Condition**

Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)

Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE**VEHICLE STEERING SLOW TO RESPOND OR INTERMITTENT****TEST 1 - Is hydraulic fluid low?**

1. Check for low hydraulic fluid. (WP 0130)
2. If fluid level is low, add hydraulic fluid. (WP 0130)

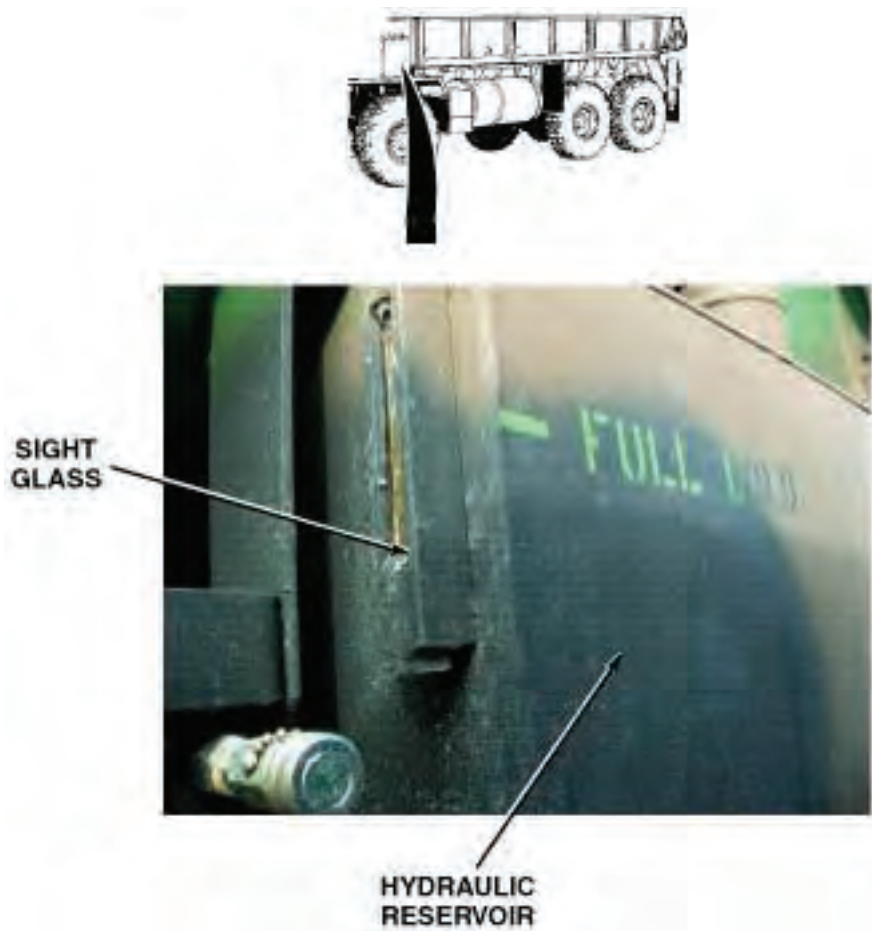


Figure 1.

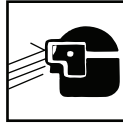
CONDITION/INDICATION

Is hydraulic fluid low?

DECISION

Fluid level low - Test 3 - Is steering slow to respond or intermittent?

Fluid level OK - Test 2 - Are there any leaking or damaged hydraulic fittings or lines?

TEST 2 - Are there any leaking or damaged hydraulic fittings or lines?**WARNING**

Caution the hydraulic system maybe under pressure be sure to wear the proper eye protection to avoid personal injury.

1. Check for leaking or damaged hydraulic lines and/or fittings.

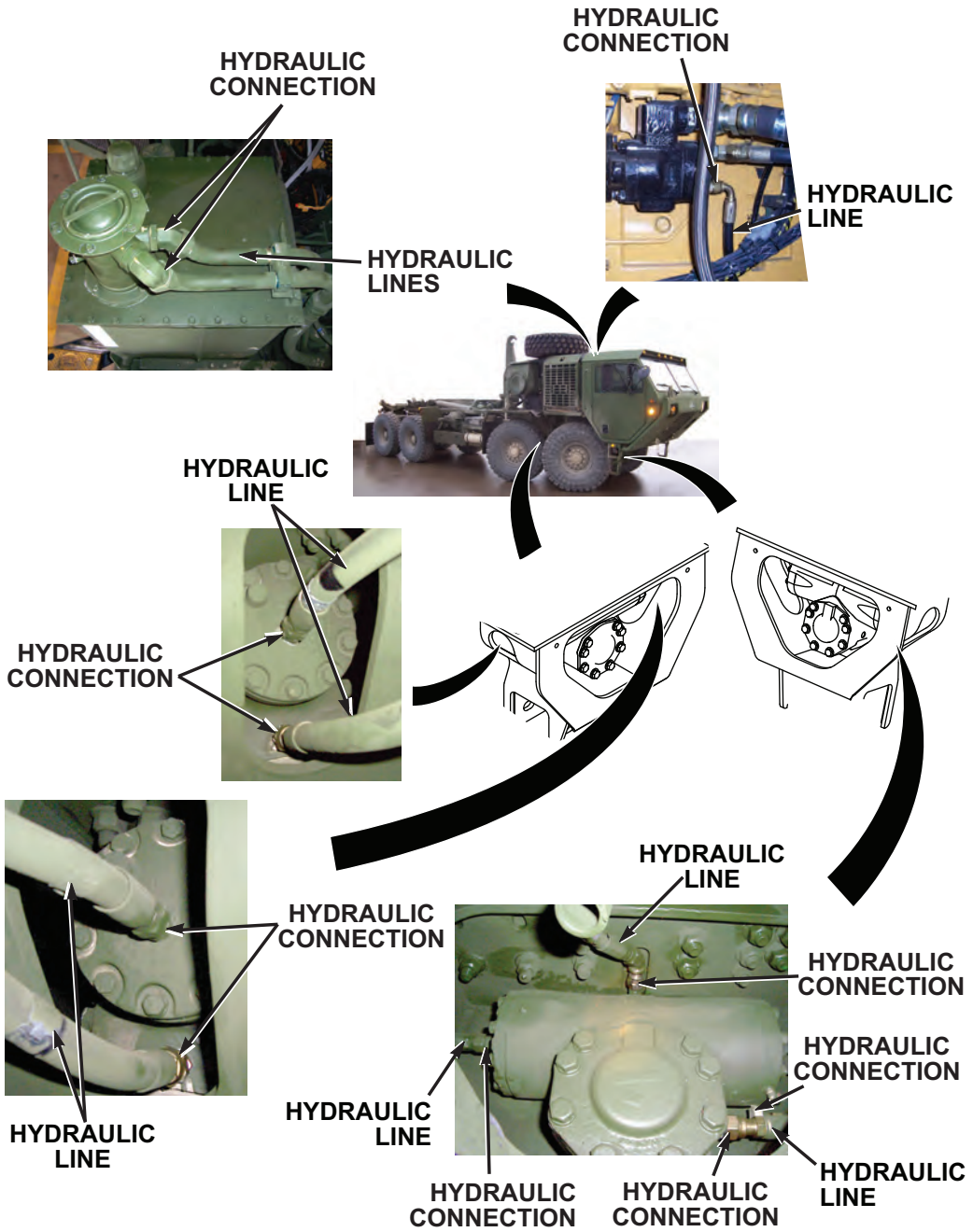


Figure 2.

- 2. If loose hydraulic fluid fittings are found, tighten fittings.

CONDITION/INDICATION

Are there any leaking or damaged hydraulic fittings or lines?

DECISION

Hydraulic lines damaged or leaking. - Ensure fittings are tightened and notify supervisor of faulty hydraulic lines. Tighten loose fittings. (Test 3 - Is steering slow to respond or intermittent?) Notify Supervisor.

No leaks, damaged lines or loose fittings found. - Notify Supervisor.

TEST 3 - Is steering slow to respond or intermittent?

1. Start engine. (WP 0044)
2. Test drive vehicle.

CONDITION/INDICATION

Is steering slow to respond or intermittent?

DECISION

Steering faulty - Notify Supervisor.

Steering OK - Problem corrected.

END OF WORK PACKAGE

OPERATOR MAINTENANCE UNUSUALLY NOISY WHEN OPERATING

INITIAL SETUP:

Equipment Condition

Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)

Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE UNUSUALLY NOISY WHEN OPERATING

TEST 1 - Is transmission/transfer case free from unusual noise while operating?

1. Start engine. (WP 0044)
2. Test drive vehicle.



Figure 1.

CONDITION/INDICATION

Is transmission/transfer case free from unusual noise while operating?

DECISION

No - Notify supervisor.

Yes - Problem corrected.

END OF WORK PACKAGE

OPERATOR MAINTENANCE SLOW OR DIFFICULT ENGAGEMENT

INITIAL SETUP:

Equipment Condition

Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)

Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE SLOW OR DIFFICULT ENGAGEMENT

TEST 1 - Does transmission and/or transfer case engage normally?

1. Start engine. (WP 0044)
2. Test drive vehicle.



Figure 1.

CONDITION/INDICATION

Does transmission and/or transfer case engage normally?

DECISION

No - Notify Supervisor.
Yes - Problem corrected.

END OF WORK PACKAGE

OPERATOR MAINTENANCE
TRANSFER CASE SHIFT LEVER WILL NOT SHIFT

INITIAL SETUP:

Equipment Condition
Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)
Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE
TRANSFER CASE SHIFT LEVER WILL NOT SHIFT

TEST 1 - Does transfer case shift lever shift when transmission is shifted from Neutral (N) to Drive (D)?

1. Start engine (WP 0044)
2. Move transmission range selector from Neutral (N) to Drive (D). Apply throttle to roll vehicle slightly, and shift transmission from (D) to (N). As vehicle stops, shift TRANSFER CASE shift lever.

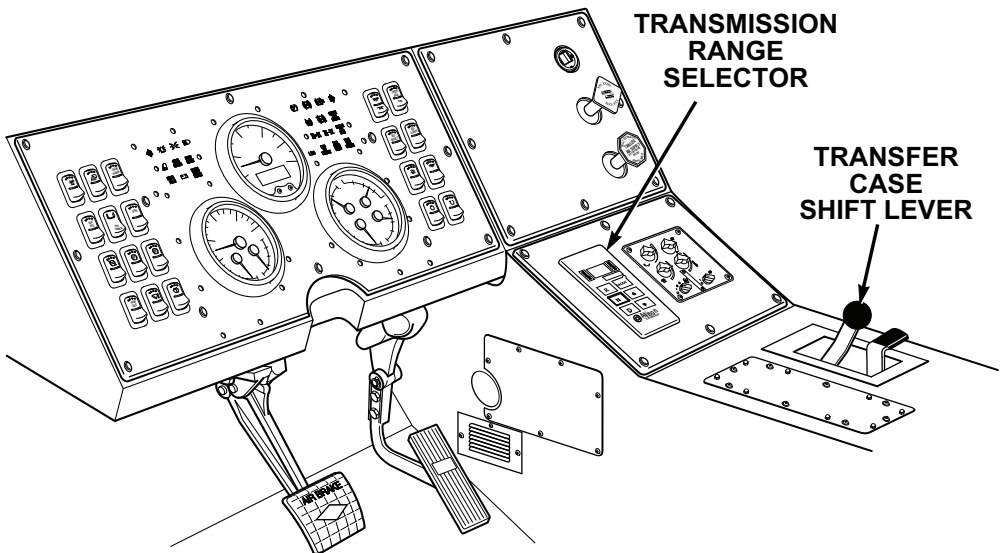


Figure 1.

CONDITION/INDICATION

Does transfer case shift lever shift when transmission is shifted from Neutral (N) to Drive (D)?

DECISION

No - Test 2 - Does transfer case shift lever shift when transmission is shifted from Neutral (N) to Reverse (R)?

Yes - Problem corrected.

TEST 2 - Does transfer case shift lever shift when transmission is shifted from Neutral (N) to Reverse (R)?

1. Move transmission range selector from Neutral (N) to Reverse (R). Apply throttle to roll vehicle slightly and shift transmission from R to N. As vehicle stops, shift TRANSFER CASE shift lever.

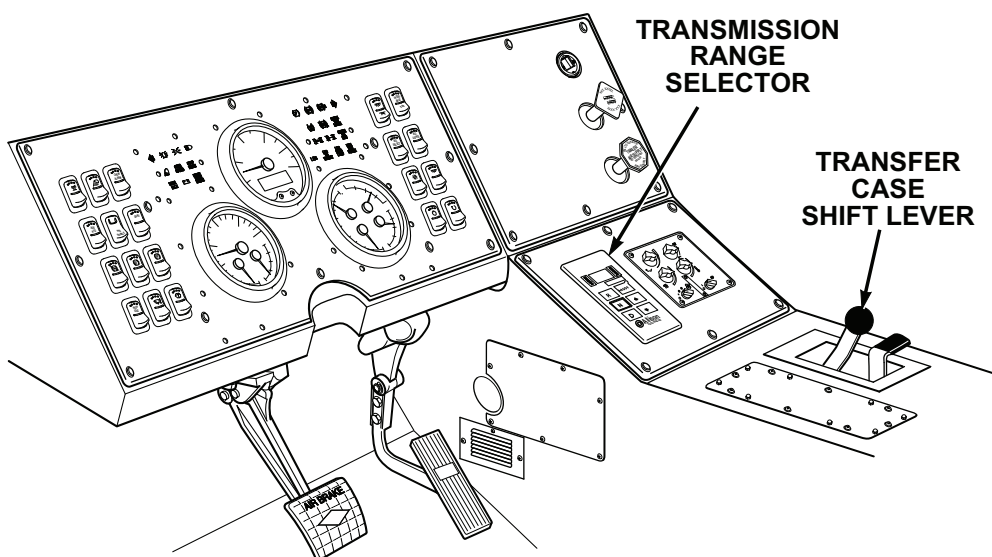


Figure 2.

CONDITION/INDICATION

Does transfer case shift lever shift when transmission is shifted from Neutral (N) to Reverse (R)?

DECISION

No - Test 3 - Is shift cable free of mud and debris?

Yes - Problem corrected.

TEST 3 - Is shift cable free of mud and debris?

1. Turn engine OFF. (WP 0057)

2. Check shift cable for mud and/or debris.

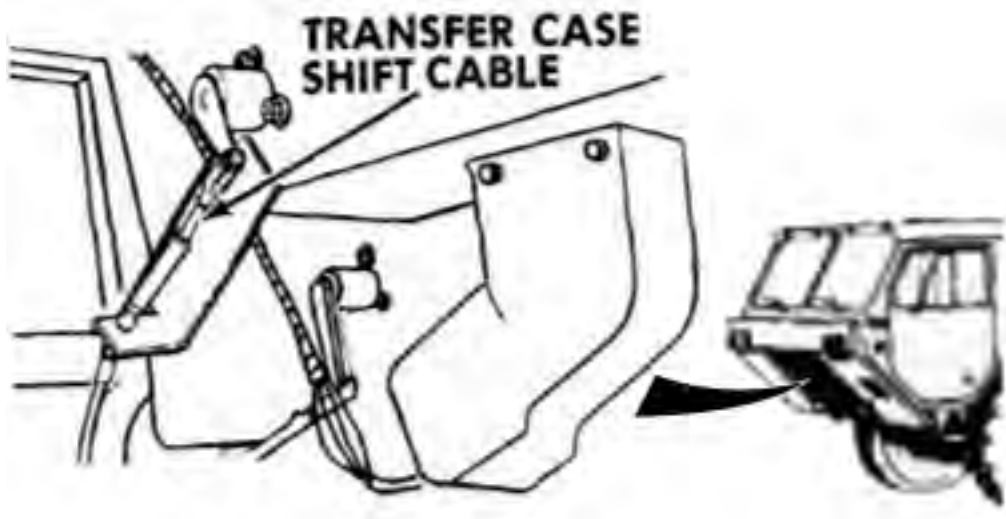


Figure 3.

3. If needed, clean shift cable. (WP 0137)

CONDITION/INDICATION

Is shift cable free of mud and debris?

DECISION

Dirty - Test 4 - Does transfer case shift lever shift normally?

Clean - Notify Supervisor.

TEST 4 - Does transfer case shift lever shift normally?

1. Start engine. (WP 0044)
 - a. Test drive vehicle.
2. Attempt to shift transfer case. (WP 0048)

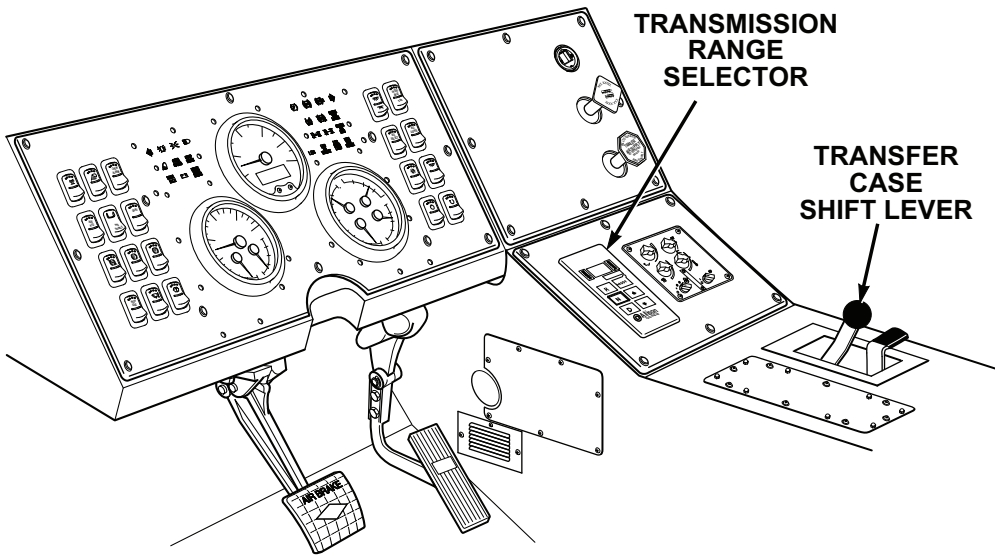


Figure 4.

3. Turn engine OFF. (WP 0057)

CONDITION/INDICATION

Does transfer case shift lever shift normally?

DECISION

No - Notify Supervisor.

Yes - Problem corrected.

END OF WORK PACKAGE

OPERATOR MAINTENANCE
TRANS TEMP GAUGE INDICATES OVERHEATING DURING NORMAL OPERATION

INITIAL SETUP:

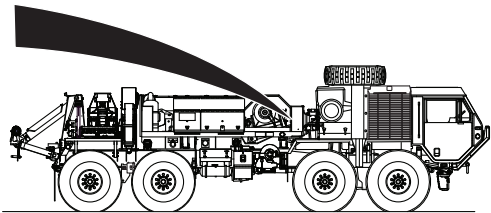
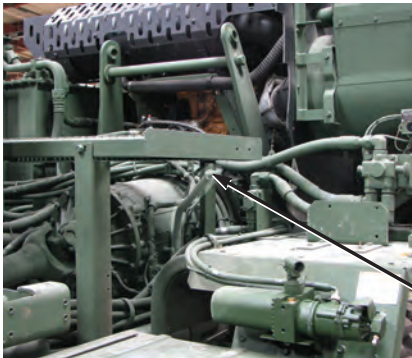
Equipment Condition
 Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)
 Wheels chocked. (WP 0072)

TROUBLESHOOTING PROCEDURE
TRANS TEMP GAUGE INDICATES OVERHEATING DURING NORMAL OPERATION

TEST 1 - Is transmission fluid at proper operating level?

1. Check transmission fluid level. (WP 0130)



**TRANSMISSION
 DIPSTICK**

Figure 1.

2. If transmission fluid is low, add transmission fluid. (WP 0130)

CONDITION/INDICATION

Is transmission fluid at proper operating level?

DECISION

Transmission fluid was high. - Notify Supervisor. Test 2 - Does TRANS TEMP gauge indicate overheating during normal operation?

Transmission fluid was at proper level. - Notify Supervisor.

TEST 2 - Does TRANS TEMP gauge indicate overheating during normal operation?

1. Start engine. (WP 0044)
2. Test drive vehicle.

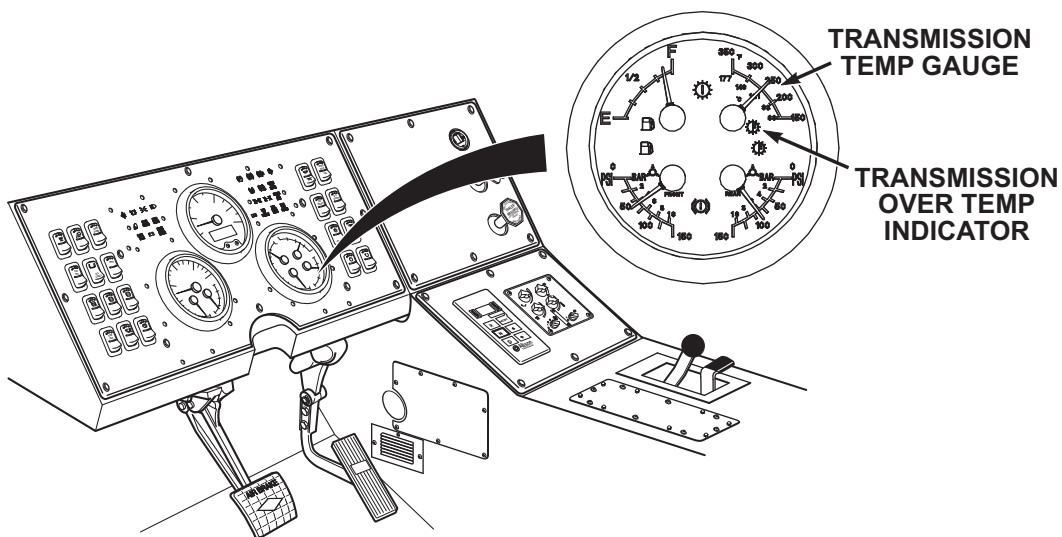


Figure 2.

CONDITION/INDICATION

Does TRANS TEMP gauge indicate overheating during normal operation?

DECISION

Overheating - Notify Supervisor.

Correct temperature - Problem corrected.

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
WHEEL WOBBLES**

INITIAL SETUP:**Equipment Condition**

Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)

Wheels chocked. (WP 0072)

**TROUBLESHOOTING PROCEDURE
WHEEL WOBBLES****TEST 1 - Are any lugnuts loose, missing or broken?**

1. Check wheels for loose, missing or broken lugnuts.



Figure 1.

CONDITION/INDICATION

Are any lugnuts loose, missing or broken?

DECISION

No - Tighten or replace lugnut(s). (WP 0138)

Yes - Test 2 - Are any of the wheels bent?

TEST 2 - Are any of the wheels bent?

1. Check to see if any of the wheels are bent.



Figure 2.

CONDITION/INDICATION

Are any of the wheels bent?

DECISION

Wheel bent - Replace damaged wheel(s). (WP 0138)

Wheels OK - Notify Supervisor.

TEST 3 - Do any of the wheels wobble?

1. Start engine. (WP 0044)
2. Test drive vehicle.

CONDITION/INDICATION

Do any of the wheels wobble?

DECISION

Wheel wobbles - Notify Supervisor.

Wheel OK - Notify Supervisor.

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
TIRES WORN UNEVENLY OR EXCESSIVELY**

INITIAL SETUP:

Equipment Condition
Engine OFF. (WP 0057)

Parking brakes applied. (WP 0056)
Wheels chocked. (WP 0072)

**TROUBLESHOOTING PROCEDURE
TIRES WORN UNEVENLY OR EXCESSIVELY**

TEST 1 - Are tires inflated to proper pressure for road condition?

WARNING



Tire air pressure must be checked properly. Failure to comply may result in injury or death to personnel.

NOTE

- Inflate tires only when they are cool. Inflate to proper pressure for road condition.
Tire tread is non-directional. Vehicle operation is not affected by direction of traction bars.

1. Check tires for proper inflation. (WP 0131)

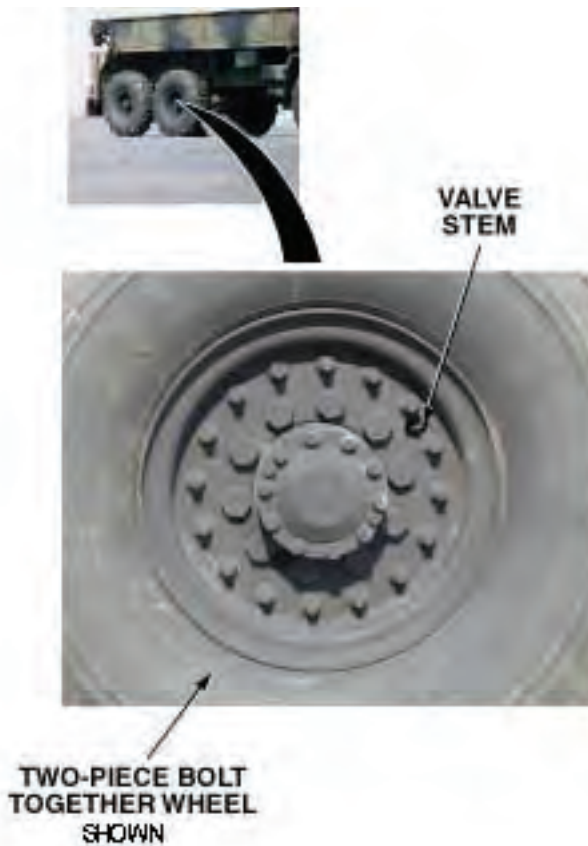


Figure 1.

2. If tires are improperly inflated, inflate or deflate to proper pressure.

CONDITION/INDICATION

Are tires inflated to proper pressure for road condition?

DECISION

Improperly inflated - Notify Supervisor.

Inflation OK - Notify Supervisor.

END OF WORK PACKAGE

CHAPTER 4

PREVENTIVE
MAINTENANCE
CHECKS AND
SERVICES (PMCS)

OPERATOR MAINTENANCE INTRODUCTION - PREVENTIVE MAINTENANCE

PMCS INTRODUCTION

This section contains PMCS requirements for HEMTT series vehicles. The PMCS tables contain checks and services necessary to ensure that the vehicle is ready for operation. Using PMCS tables, perform maintenance at specified intervals.

MAINTENANCE FORMS AND RECORDS

Every mission begins and ends with paperwork. There is not much of it, but it must be kept up. The filled out forms and records have several uses. They are a permanent record of services, repairs, and modifications made on the vehicle; they are reports to unit maintenance and to your Commander; and they serve as a checklist to find out what is wrong with the vehicle after its last use, and whether those faults have been fixed. For the information needed on forms and records, refer to DA PAM 750-8. (WP 0146)

PREVENTIVE MAINTENANCE CHECKS AND SERVICES

- Do the before (B) PREVENTIVE MAINTENANCE just before operating vehicle. Pay attention to the CAUTIONS and WARNINGS.
- Do the during (D) PREVENTIVE MAINTENANCE while vehicle and/or its component systems are in operation. Pay attention to the CAUTIONS and WARNINGS.
- Do the after (A) PREVENTIVE MAINTENANCE right after operating vehicle. Pay attention to the CAUTIONS and WARNINGS.
- Do the (W) PREVENTIVE MAINTENANCE weekly. Pay attention to the CAUTIONS and WARNINGS.
- Do the (M) PREVENTIVE MAINTENANCE once a month. Pay attention to the CAUTIONS and WARNINGS.
- If something does not work, troubleshoot and notify the supervisor.
- Always do PREVENTIVE MAINTENANCE in the same order until it gets to be habit. Once practiced, problems can be spotted in a hurry.
- If something looks wrong and cannot be fixed right then, write it on DA Form 2404 (WP 0146) or DA Form 5988-E. (WP 0146) If something seems seriously wrong, report it to organizational maintenance RIGHT NOW.
- When doing PREVENTIVE MAINTENANCE, take along the tools needed and a rag or two to make all the checks.

GENERAL MAINTENANCE PROCEDURE

- **Cleanliness:** Dirt, grease, oil, and debris only get in the way and may cover up a serious problem. Use solvent cleaning compound (WP 0149, Table 1, Item 6, 7, 8, 9, 10, 11) on all metal surfaces and soapy water on rubber.
- **Bolts, Nuts, and Screws:** Check bolts, nuts, and screws for obvious looseness, missing, bent, or broken condition and tighten or replace as necessary. They cannot all be checked with a tool, of course, but look for chipped paint, bare metal, or rust around bolt heads.
- **Welds:** Look for loose or chipped paint, rust, or gaps where parts are welded together. If a bad weld is found, have it repaired.
- **Electric Wires and Connectors:** Look for cracked or broken insulation, bare wires, and loose or broken connectors. Tighten loose connectors and make sure wires are in good shape.
- **Hydraulic Lines and Fittings:** Look for wear, damage, and leaks, and make sure clamps and fittings are tight. Wet spots show leaks, of course, but a stain around a fitting or connector can indicate a leak. If a connector or fitting is loose, tighten it. If something is broken or worn out, repair or replace per applicable procedure.
- **Damage is defined as:** Any conditions that affect safety or would render the vehicle unserviceable for mission requirements.

FLUID LEAKAGE

It is necessary to know how fluid leakage affects the status of fuel, oil, coolant, and the hydraulic systems. The following are definitions of types/classes of leakage necessary to know in order to determine the status of the vehicle.

NOTE

Equipment operation is allowable with minor leakage (Class I or II). Consideration must be given to the fluid capacity in the item/system being checked/inspected. When in doubt, notify the supervisor. When operating with Class I or II leaks, continue to check fluid levels as required in the PMCS. Class III leaks should be repaired per applicable procedure.

Class I : Seepage of fluid (as indicated by wetness or discoloration) not great enough to form drops.

Class II: Leakage of fluid great enough to form drops but not enough to cause drops to drip from item being checked/inspected.

Class III: Leakage of fluid great enough to form drops that fall from the item being checked/inspected.

PREVENTIVE MAINTENANCE CHECKS AND SERVICES (PMCS)

Prior to performing your PMCS, check with your PLL clerk to verify that the latest publications are being used by the operator and organizational unit.

Listed below are links to each section of the PMCS. Just click on desired PMCS.

PMCS - BEFORE (WP 0128)

PMCS - DURING (WP 0129)

PMCS - AFTER (WP 0130)

PMCS - WEEKLY (WP 0131)

PMCS - MONTHLY (WP 0133)

PMCS - SEMIANNUAL (WP 0132)

Vehicles designated or dispatched to transport Class A or B ammunition, explosives, poisons, or radioactive yellow III materials over public highways require more stringent inspections.

Daily Walk Around PMCS Diagram. This routing diagram will be of help to complete the B, D, or A PMCS. It shows the vehicle PMCS routing track, which matches the sequence of PMCS to be performed.

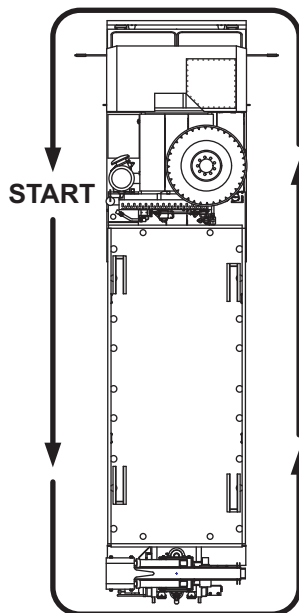


Figure 1.

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
BEFORE - PREVENTIVE MAINTENANCE**

INITIAL SETUP:

Tools and Special Tools

Gloves, Welders

Table 1. PMCS - BEFORE

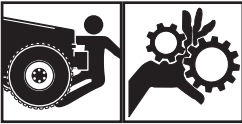
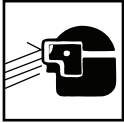
| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|------------------------------------|
| | | | <p style="text-align: center;">WARNING</p>  <p>Do not start engine or move vehicle when personnel are under vehicle or working on brake lines. Failure to comply may result in injury or death to personnel.</p> <p style="text-align: center;">WARNING</p>  <p>Ensure engine is OFF and eye protection is worn when checking for leaks. Failure to comply may result in injury or death to personnel.</p> | |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| | | | <p style="text-align: center;">NOTE</p> <p>Perform Operator's Before, After, and Weekly PMCS checks if:</p> <ul style="list-style-type: none"> • You are the assigned driver but have not operated the vehicle since the last weekly inspection. • You are operating the vehicle for the first time. <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • Clean all lubrication points with cleaning compound, solvent and allow to dry prior to servicing. • When using a grease gun, apply lubricant to the fitting until clean lubricant squeezes out of the part being lubricated. • Always refer to lubrication instructions (WP 0134) to ensure equipment has correct lubricants appropriate to operating environment (expected continuous temperatures). If not, remove/drain and reapply/refill equipment with appropriate lubricants for operating environment as | |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| 1 | Before | Driver Side Exterior | <p>prescribed in lubrication instructions. (WP 0134)</p> <p style="text-align: center;">NOTE</p> <p>If leakage is detected, further investigation is needed to determine the location and cause of the leak. If there is any doubt, contact your supervisor or field level maintenance.</p> <ol style="list-style-type: none"> 1. Check underneath entire length of driver side of vehicle for fluid and air leaks. 2. Visually check driver side of vehicle for obvious damage that would impair operation. | <p>Any fuel, Class III leak, or air lines/fittings leaking or damaged.</p> <p>Any damage that would impair operation.</p> |
| 2 | Before | Driver Side Air Springs | <p style="text-align: center;">NOTE</p> <p>Ball valve is in ON position when handle is in line with ball valve body (shown below).</p> <ol style="list-style-type: none"> 1. Ensure two driver side air suspension ball valves are in ON position. (WP 0040) | <p>Ball valves have damage that would prevent normal operation.</p> |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

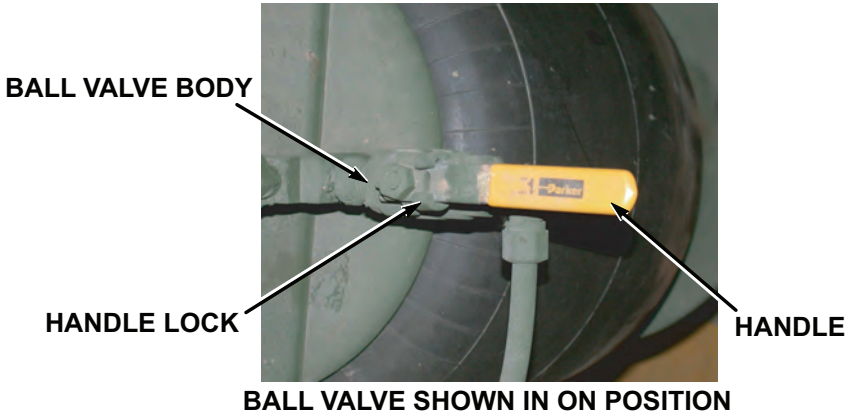
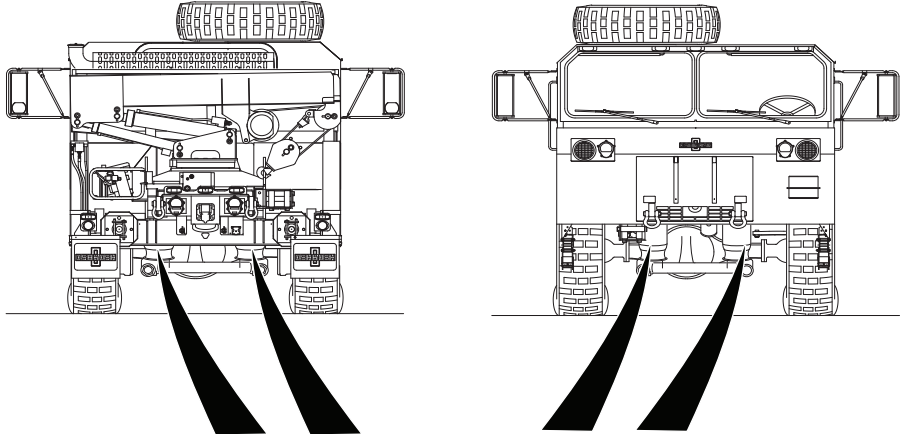


Figure 1.

| | | | |
|--|--|---|---|
| | | <p>2. Check each air spring for inflation and obvious damage.</p> | <p>Air springs will not inflate or have damage that would</p> |
|--|--|---|---|

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | prevent normal operation. |



AIR SPRING

AIR SPRING SHOWN IS ON THE PASSENGER SIDE OF VEHICLE. EACH AXLE HAS AN AIR SPRING THAT IS SIMILAR.

Figure 2.

WARNING



Do not operate a vehicle with a tire in an over-inflated or under-inflated condition, or with a questionable defect. Failure to comply may result in injury or death to personnel and damage to equipment.

Table 1. PMCS - BEFORE - Continued

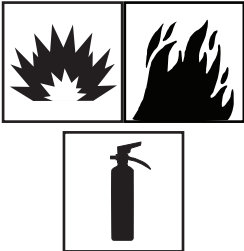
| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|--|
| 3 | Before | Driver Side Tires | <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • A tire is bad or in need of repair if the bead, sidewall, and tread areas show signs of damage. • Remember that this process requires you to make judgement calls and the goal is to safely maintain equipment in top quality conditions. <p>Check for correct air pressure on each driver side tire and service tire (WP 0141) as required.</p> <p style="text-align: center;">WARNING</p> <div style="text-align: center;">  </div> <p>Fuel is very flammable and can explode easily. Keep fuel away from open fire and keep fire extinguisher within easy reach when working with fuel. Do not work on fuel system when engine is hot. Fuel can be ignited when engine is hot. When working with fuel, post</p> | Tire missing, deflated, or un-serviceable. |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| 4 | Before | Fuel/Water Separator | <p>signs that read NO SMOKING WITHIN 50 FEET OF VEHICLE. Failure to comply may result in injury or death to personnel.</p> <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • Drain fuel into suitable container. • Operation of vehicle with malfunctioning fuel/water separator may violate AR 385-55. (WP 0146) <p>1. Check for level of water in bowl of fuel/water separator. If there is water, turn thumb nut on bottom of bowl to open contaminant drain valve. Keep drain open until only pure fuel is flowing out of drain tube. Close drain valve by turning thumb nut.</p> | |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

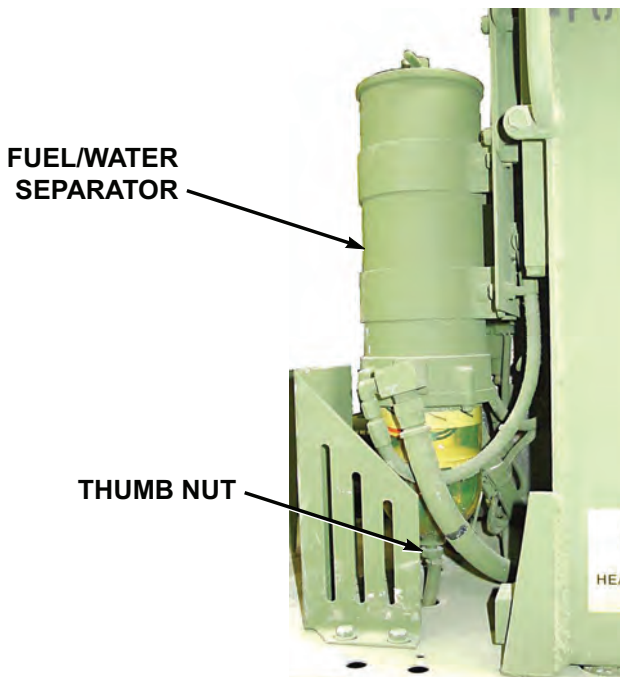


Figure 3.

| | | | | |
|---|--------|--------|---|----------------|
| 5 | Before | Engine | <ol style="list-style-type: none"> 2. Check fuel/water separator for leaks and damage. 1. Check engine oil level on dipstick. | Any fuel leak. |
|---|--------|--------|---|----------------|

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

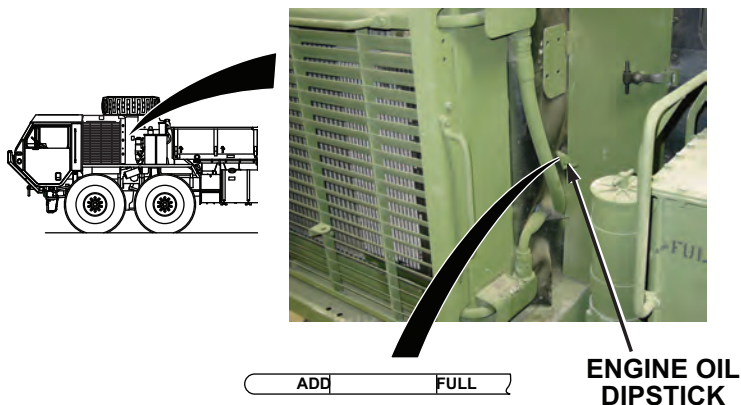


Figure 4.

| | | | | |
|---|--------|-------------------------------|--|--|
| 6 | Before | 24V Battery Disconnect Switch | <p style="text-align: center;">NOTE</p> <p>Engine oil level should be between ADD and FULL mark on dipstick.</p> <ol style="list-style-type: none"> a. Add engine oil as required. (WP 0134, Table 1) b. Drain excess engine oil as required, or notify field level maintenance. <p>Check 24V battery disconnect switch for proper operation. (WP 0074)</p> | 24V battery disconnect switch inoperative. |
|---|--------|-------------------------------|--|--|

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

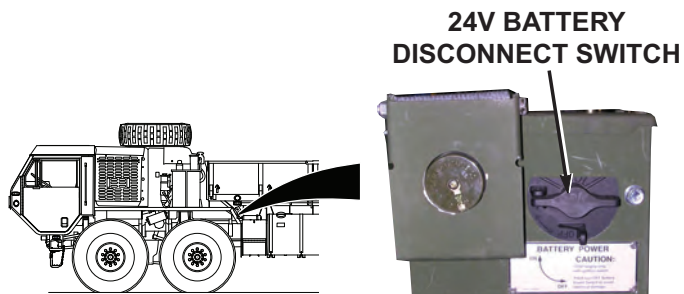


Figure 5.

| | | | | |
|---|--------|---|--|---|
| 7 | Before | Rear of Vehicle | Visually check rear of vehicle for obvious damage that would impair operation. | Any damage that would impair operation. |
| 8 | Before | Air Lines, Electrical Connector, and Inter-vehicular Wiring Harness | 1. Check semitrailer air brake lines for obvious damage. | Air line is missing or unserviceable. |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | |

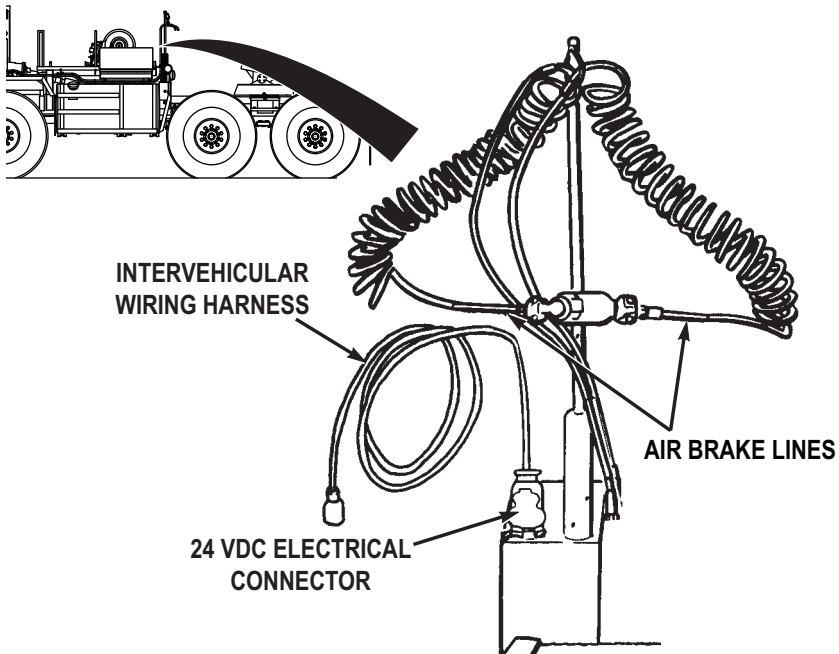


Figure 6.

| | | | |
|--|--|--|--|
| | | <p>2. Check inter-vehicular wiring harness, electrical cables and 24 Vdc connector for obvious damage.</p> | <p>Electrical cables and connectors have damage that</p> |
|--|--|--|--|

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|--|
| 9 | Before | Fifth Wheel | <ol style="list-style-type: none"> 3. Check operation of work lights. (WP 0068) 1. Check primary release handle, linkage, and locking plunger for damage and proper operation. (WP 0030) | <p>would prevent normal operation. Inter-vehicular wiring harness is missing or unserviceable.</p> <p>Mechanism is damaged or will not operate properly.</p> |

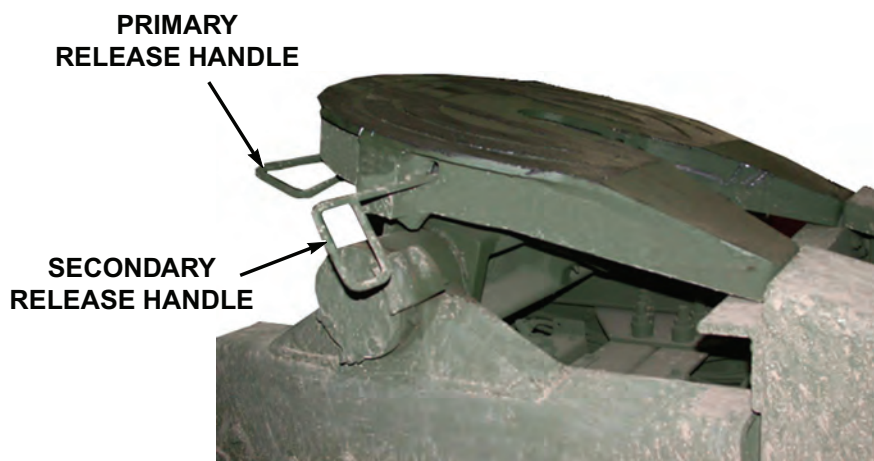


Figure 7.

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|--|
| 10 | Before | Wheel Chocks | <p>2. Check secondary release handle linkage and locking plunger for damage and proper operation. (WP 0030)</p> <p>3. Check that both release handles are pushed completely in.</p> <p>Ensure vehicle is equipped with four wheel chocks.</p> <p style="text-align: center;">NOTE</p> <p>If leakage is detected, further investigation is needed to determine the location and cause of the leak. If there is any doubt, contact your supervisor or field level maintenance.</p> | <p>Mechanism is damaged or will not operate properly.</p> <p>Vehicle is equipped with less than four wheel chocks.</p> |
| 11 | Before | Passenger Side Exterior | <p>1. Check underneath entire length of driver side of vehicle for fluid and air leaks.</p> <p>2. Visually check driver side of vehicle for obvious damage that would impair operation.</p> | <p>Any fuel, Class III leak, or air lines/fittings leaking or damaged.</p> <p>Any damage that would im-</p> |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| 12 | Before | Passenger Side Air Springs | 1. Ensure two passenger side air suspension ball valves are in ON position. (WP 0040) | <p>pair operation.</p> <p>Ball valve damaged/ will not move to ON position.</p> |



AIR SPRING

AIR SPRING SHOWN IS ON THE PASSENGER SIDE OF VEHICLE. EACH AXLE HAS AN AIR SPRING THAT IS SIMILAR.

Figure 8.

| | | | |
|--|--|--|--|
| | | 2. Check each air spring for inflation and obvious damage. | Air springs will not inflate or have damage that would prevent normal operation. |
|--|--|--|--|

Table 1. PMCS - BEFORE - Continued


| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| 13 | Before | Passenger Side Tires (in- | <p style="text-align: center;">WARNING</p>  <p>Do not operate a vehicle with a tire in an over-inflated or under-inflated condition, or with a questionable defect. Failure to comply may result in injury or death to personnel and damage to equipment.</p> <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • Remember that a tire in storage (spare) can be flat but not look like it. The HEMTT tire sidewalls can support the wheel. Don't be fooled. • A tire is bad or in need of repair if the bead, sidewall, and tread areas show signs of damage. • Remember that this process requires you to make judgement calls and the goal is to safely maintain equipment in top quality conditions. <p>1. Check for correct air pressure on each passenger side tire (includ-</p> | Tire missing, defla- |

Table 1. PMCS - BEFORE - Continued


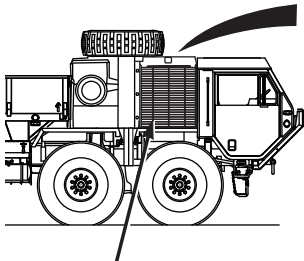
| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|------------------------------------|
| | | cluding spare tire) | <p>ing spare tire) and service tire (WP 0141) as required.</p> <p style="text-align: center;">WARNING</p>  <ul style="list-style-type: none"> • During normal vehicle operation, cooling system can become very hot. Allow cooling system to cool prior to servicing. Failure to comply may result in injury to personnel. • Use extreme care when removing radiator cap. Sudden release of pressure can cause a steam flash. Slowly loosen radiator cap to the first stop to relieve pressure before removing radiator cap completely. Failure to comply may result in injury to personnel. • Use a clean, thick waste cloth or like material to remove radiator cap. Avoid using gloves. If hot water soaks through gloves, personnel could | ted, or un-serviceable. |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|------------------------------------|
| 14 | Before | Radiator | <p>be burned. Failure to comply may result in injury to personnel.</p> <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • Coolant should completely fill lower sight glass at any engine temperature. • Coolant should completely fill upper sight glass if engine is hot. • Coolant should partially fill upper sight glass if engine is cold. <p>Check sight glass on radiator to ensure coolant level is correct.</p> | Coolant is low. |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|



RADIATOR

SIGHT GLASS

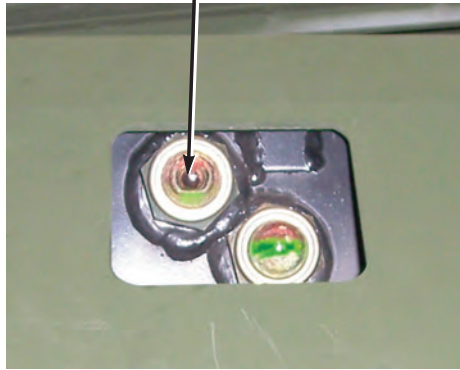


Figure 9.

WARNING



Ensure proper inspection and maintenance procedures of seat belt systems are adhered to. Failure to comply may result in injury or death to personnel.

NOTE

Vehicle operation with inoperative seat belts may violate AR 385-55. (WP 0146)

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| 15 | Before | Seat Belts | 1. Check seat belt strap webbing wear, tears, fraying, etc. | Webbing is cut, frayed or excessively worn. |

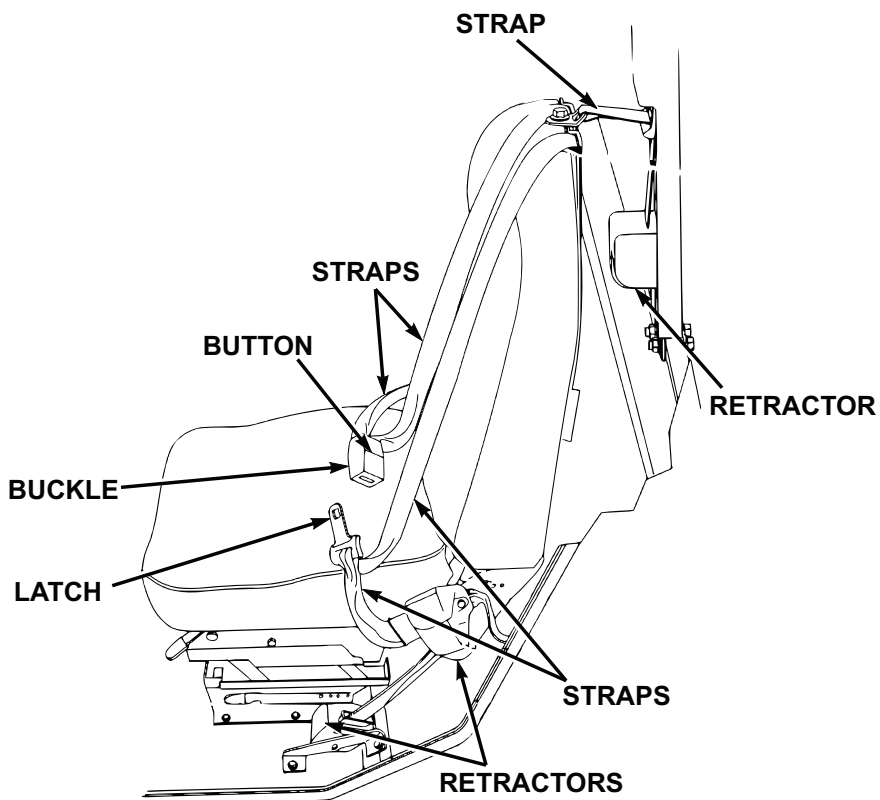


Figure 10.

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|--|
| 16 | Before | Seats | <p>2. Check latch and buckle for proper operation, wear, deformation, damage, and broken casing.</p> <p>3. Check all seat belt retractors are not locked up and pay out/reel in webbing straps properly.</p> <p>4. Check all seat belt mounting hardware for looseness and other damage.</p> <p>Check operation of seat adjusting mechanisms. (WP 0023)</p> | <p>Buckle/latch does not engage with a solid-sounding "click" and/ or does not release freely when button is pushed. Molded plastic around buckle/latch is deformed, cracked, or broken.</p> <p>Retractor(s) do not operate properly, or retractor cover(s) are cracked/ broken.</p> <p>Hardware is loose, missing, rusted, corroded, or damaged.</p> <p>Seat adjustment mech-</p> |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | anism broken or missing. |

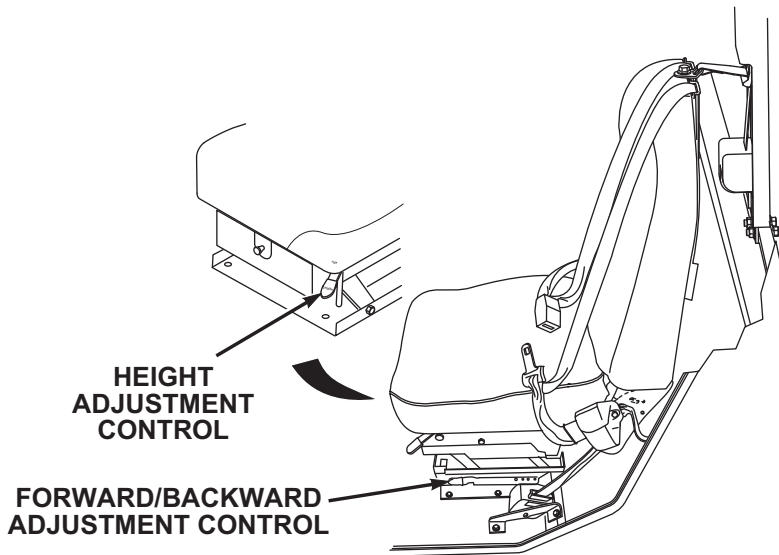


Figure 11.

| | | | | |
|----|--------|-------------------------|--|---------------------------------------|
| 17 | Before | Fire Extinguisher (cab) | 1. Check for missing or damaged fire extinguisher. | Fire extinguisher missing or damaged. |
|----|--------|-------------------------|--|---------------------------------------|

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | |

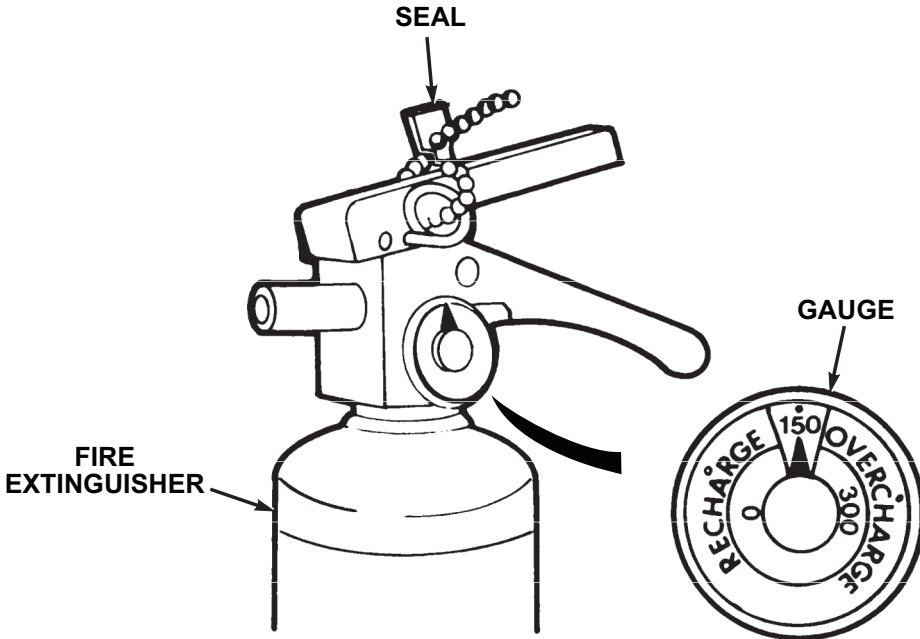


Figure 12.

| | | | |
|--|--|--|--|
| | | <ol style="list-style-type: none"> 2. Check gauge for proper pressure of about 150 psi (1034 kPa). 3. Ensure fire extinguisher mounting is secure. | <p>Pressure gauge needle in RECHARGE area.</p> |
|--|--|--|--|

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| 18 | Before | Engine | <p>4. Check for damaged or missing seal.</p> <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • Complete all start engine (WP 0044) procedures, and comply with all notes, cautions, and warnings within that procedure before completing the PMCS checks below. • Once all start engine (WP 0044) procedures are completed, engine should be kept running for the remaining PMCS checks. <p>Start engine. (WP 0044)</p> | <p>Seal broken or missing.</p> |
| 19 | Before | Instru-ments | <p style="text-align: center;">NOTE</p> <p>Check the instruments listed below for damage, operation, and condition.</p> <p>1. Engine oil pressure gauge.</p> | <p>Engine fails to start.</p> <p>Engine oil pressure gauge is in-operative.</p> |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

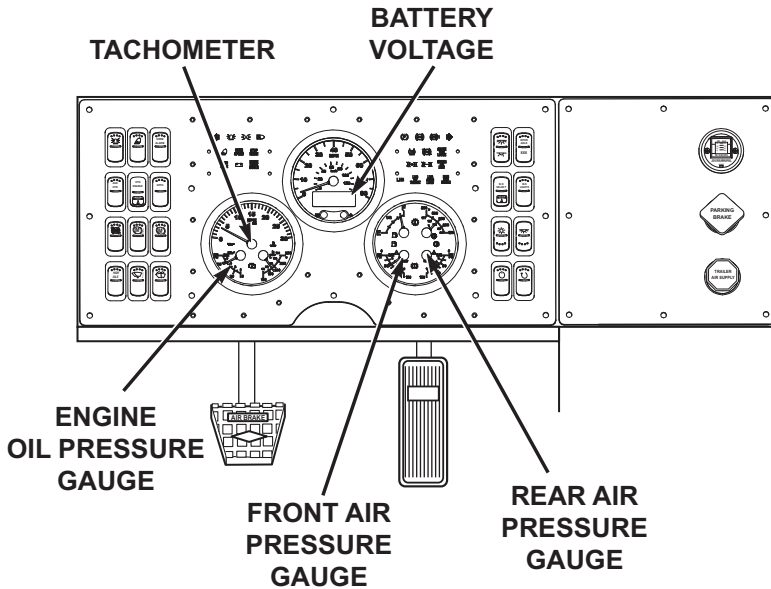


Figure 13.

| | | | |
|--|--|-----------------------|---|
| | | <p>2. Tachometer.</p> | <p>Tachometer is inoperative or indicates less than 625 rpm or more than 725 rpm at idle after engine has been properly warmed up (start engine (WP</p> |
|--|--|-----------------------|---|

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| | | | <p data-bbox="543 578 879 606">3. Battery voltage readout.</p> <p data-bbox="715 960 807 988" style="text-align: center;">NOTE</p> <p data-bbox="587 1008 937 1215">Air pressure buzzer will sound anytime low air indicator is illuminated. Ensure low air indicator and buzzer activate when air pressure falls below 60 to 70 psi (4.83 bar) in FRONT air system.</p> <p data-bbox="543 1253 924 1281">4. FRONT air pressure gauge.</p> | <p data-bbox="1030 456 1173 542">0044) procedure completed).</p> <p data-bbox="1030 578 1176 911">Battery voltage readout is inoperative, or indicates less than 24 VDC or more than 28 VDC with engine running.</p> <p data-bbox="1030 1253 1176 1616">FRONT air pressure gauge is inoperative or indicates FRONT air system is below 70 psi (4.83 bar) after engine has been properly</p> |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|---|
| | | | <p style="text-align: center;">NOTE</p> <p>Air pressure buzzer will sound anytime low air indicator is illuminated. Ensure low air indicator and buzzer activate when air pressure falls below 60 to 70 psi (4.83 bar) in REAR air system.</p> <p>5. REAR air pressure gauge.</p> | <p>warmed up (start engine (WP 0044) procedure completed). Low air pressure indicator and/or buzzer remain on, or do not operate.</p> <p>REAR air pressure gauge is inoperative or indicates REAR air system is below 70 psi (4.83 bar) after engine has been properly warmed up (start en-</p> |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--------------------------------------|---|
| | | | 6. Air filter restriction indicator. | <p>gine (WP 0044) procedure completed). Low air pressure indicator and/ or buzzer remain on, or do not operate.</p> <p>Air filter restriction indicator inoperative, cracked, or unserviceable.</p> |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | |

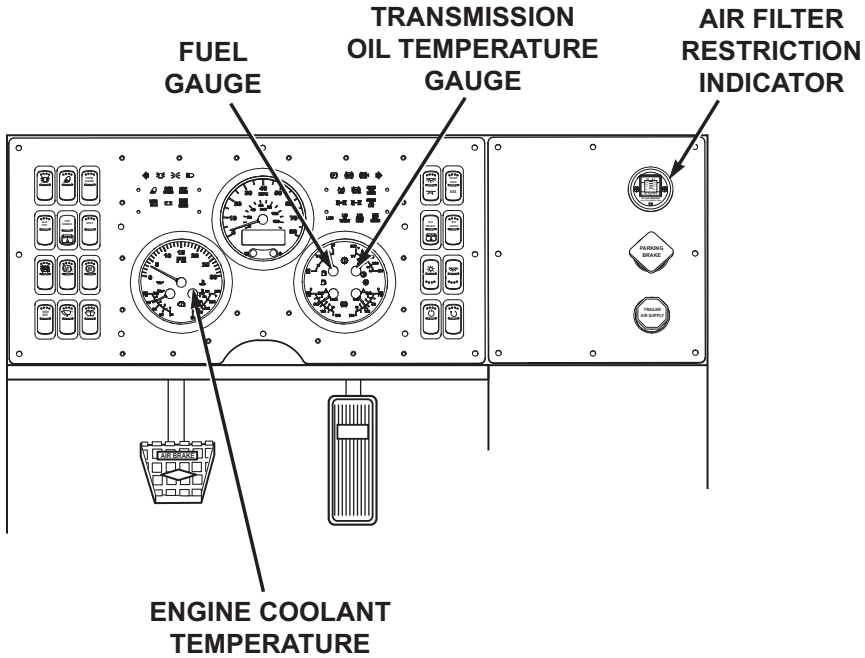


Figure 14.

NOTE

Several minutes are required for engine to warm up so an accurate reading can be taken.

- 7. Engine coolant temperature gauge.

Engine coolant temperature gauge is in-

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|--|
| | | | <p style="text-align: center;">NOTE</p> <p>Transmission may not reach 160°F (71°C) oil temperature at idle for several minutes.</p> <p>8. Transmission oil temperature gauge.</p> <p>9. Fuel gauge.</p> | <p>operative, or indicates less than 180°F (82°C) or more than 219°F (104°C) after engine has been properly warmed up (start engine (WP 0044) procedure completed).</p> <p>Transmission oil temperature gauge indicates more than 250°F (121°C).</p> <p>FUEL gauge is inoperative, or indicates less than the required amount of</p> |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|---|---|--------------------------------------|
| 20 | Before | TRANSFER CASE Shift Lever and Traction Control Switch | <p style="text-align: center;">CAUTION</p> <p>Vehicle must be parked when making this check. Failure to comply may result in damage to equipment. Transfer case will be damaged if shifted while vehicle is moving.</p> <p style="text-align: center;">NOTE</p> <p>Engine must be running to perform this check.</p> <p>1. TRANSFER CASE Shift Lever - Check operation: (WP 0048)</p> | fuel needed to complete the mission. |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

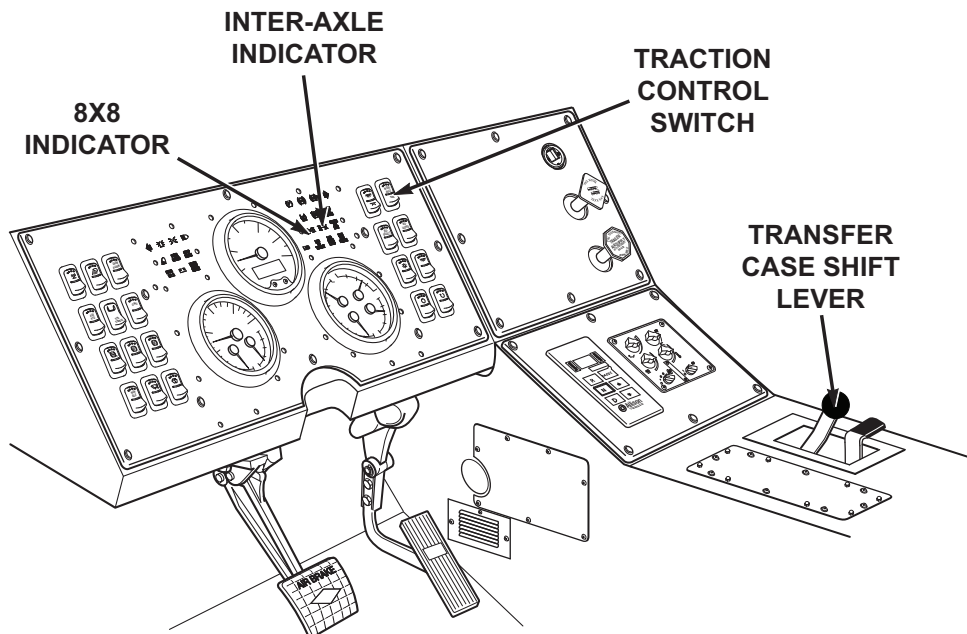


Figure 15.

| | | | |
|--|--|--|---|
| | | <p>a. With transmission in N (neutral), shift transfer lever through all range positions. Lever should move freely through all range positions.</p> <p>2. Traction Control Switch - Check operation: (WP 0020)</p> | <p>TRANSFER CASE shift lever inoperable or binds between range detents.</p> |
|--|--|--|---|

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| 21 | Before | Engine Brake | <p>a. Switch should interact with transfer case shift lever to show correct indications on instrument panel. (WP 0020)</p> <p style="text-align: center;">NOTE</p> <p>Engine must be running to perform this check.</p> <p>1. Check engine retarder/brake for proper operation: (WP 0049)</p> <p>a. Set transmission range selector to N (neutral) position.</p> | Traction control switch or indicators inoperable. |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | |

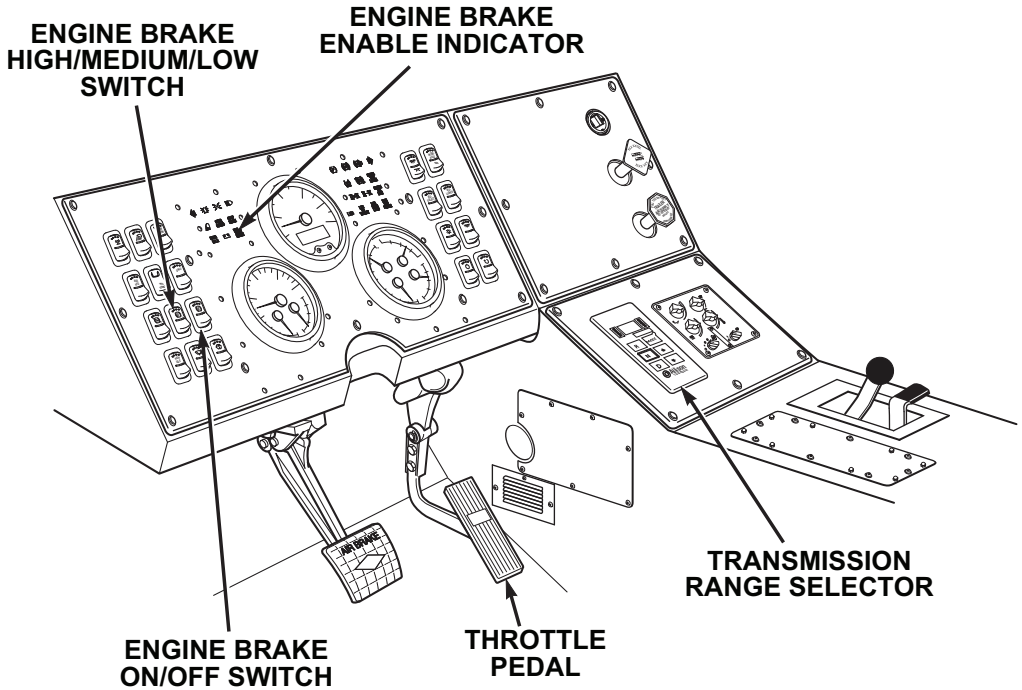


Figure 16.

| | | |
|--|--|--|
| | | <ul style="list-style-type: none"> b. Push in throttle pedal and increase engine speed to between 1900 and 2100 rpm. c. Set engine brake high/medium/low switch to low position. d. Place engine retarder/brake switch to ON. |
|--|--|--|

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|--|
| 22 | Before | Steering | <p>e. Lift foot off throttle pedal and listen for a popping or chattering sound, which indicates the engine retarder/brake is working.</p> <p style="text-align: center;">NOTE</p> <p>Engine must be running to perform this check.</p> <p>1. Check vehicle steering for proper operation:</p> <p>a. Turn steering wheel from full left to full right, back to full left.</p> <p style="text-align: center;">NOTE</p> <p>Engine must be running to perform this check.</p> | <p>Engine retarder/brake does not engage.</p> <p>Steering inoperable or binds.</p> |
| 23 | Before | HYD ENABLE Switch | <p>Set HYD ENABLE switch to on position. MAIN HYD ENABLE indicator will illuminate.</p> | <p>HYD ENABLE switch and/or MAIN HYD ENABLE indicator does not operate.</p> |

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

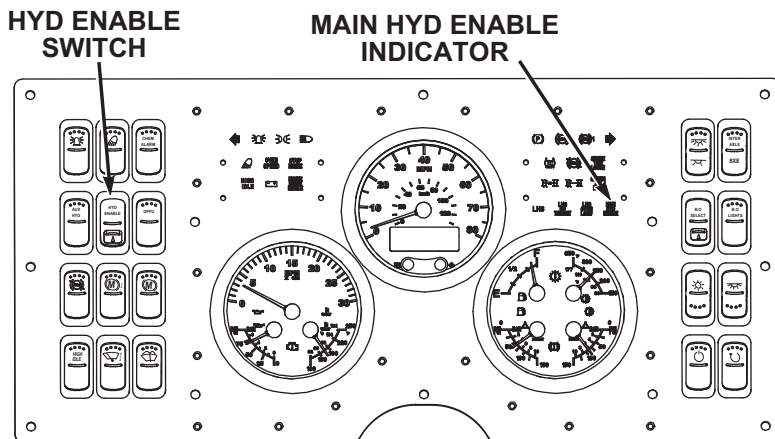
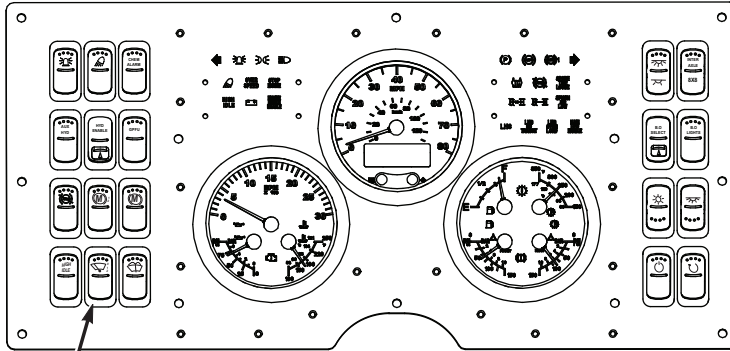


Figure 17.

| | | | |
|----|--------|----------------------------------|---|
| 24 | Before | Windshield Wiper/Washer Switches | <p style="text-align: center;">NOTE</p> <p>Operation of vehicle with malfunctioning windshield wiper may violate AR 385-55. (WP 0146)</p> <ol style="list-style-type: none"> 1. Check windshield wiper switch for proper operation. (WP 0031) |
|----|--------|----------------------------------|---|

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|



WINDSHIELD WIPER CONTROL

Figure 18.

| | | |
|----|--------|--|
| 25 | Before | <p>Parking Brake Control</p> <ol style="list-style-type: none"> Check windshield washer switch for proper operation. (WP 0031) <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> Engine must be running to perform this check. Operation of vehicle with malfunctioning windshield wiper may violate AR 385-55. (WP 0146) <ol style="list-style-type: none"> Check PARKING BRAKE control for proper operation: (WP 0045) |
|----|--------|--|

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | |

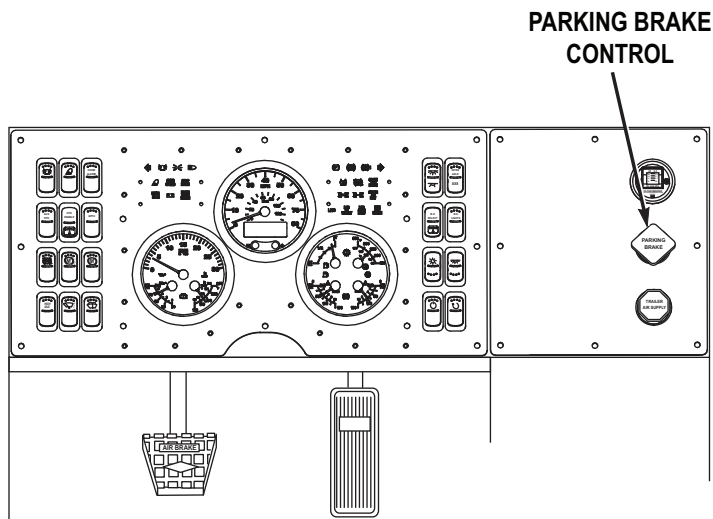


Figure 19.

- a. With vehicle at idle and service brake pedal engaged, (WP 0046) set transmission range selector to D (drive). (WP 0048)

NOTE

Dashboard parking brake indicator will illuminate when PARKING BRAKE control is applied.

- b. Pull out PARKING BRAKE control. (WP 0045)

Table 1. PMCS - BEFORE - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|---|
| 26 | Before | Engine | <p>c. Release service brake pedal. (WP 0046)</p> <p>d. Set transmission range selector to N (neutral). (WP 0048)</p> <p style="text-align: center;">NOTE</p> <p>Operator may continue on with mission if vehicle requires no servicing.</p> <p>Shut OFF engine (WP 0057) (as required).</p> | <p>Vehicle moves with PARKING BRAKE control applied (pulled out).</p> |

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
DURING - PREVENTIVE MAINTENANCE**

INITIAL SETUP:

Tools and Special Tools

Gloves, Welders

Table 1. PMCS - DURING


| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|--|
| 1 | During | Engine | <p style="text-align: center;">WARNING</p> <div style="text-align: center;">  </div> <p>Ensure engine is OFF and eye protection is worn when checking for leaks. Failure to comply may result in injury or death to personnel.</p> <p>Check and/or listen for excessive smoke, unusual noise, rough running, and misfiring.</p> <p style="text-align: center;">NOTE</p> <p>Check trailer handbrake control lever only if a trailer is hooked up to vehicle.</p> | <p>Engine has excessive smoke, unusual noise, runs rough, or misfires.</p> |

Table 1. PMCS - DURING - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|---------------------------------|---|--|
| 2 | During | Trailer Handbrake Control Lever | Check trailer handbrake control lever for proper operation. (WP 0047) | Control lever does not apply trailer brakes. |

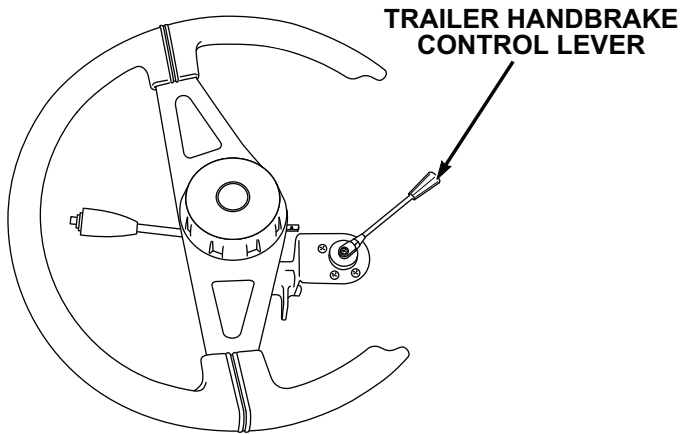


Figure 1.

| | | |
|--|--|---|
| | | <p>Listen for actuation. If none, refer to applicable trailer operator's manual.</p> <p style="text-align: center;">NOTE</p> <p>During operation, all gauges should maintain the proper readings listed in the PMCS BEFORE checks. (WP 0128)</p> |
|--|--|---|

Table 1. PMCS - DURING - Continued

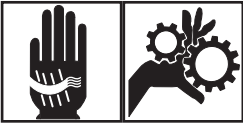
| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|--|
| 3 | During | Instru- ments | Monitor all gauges, indicators, and warning lights for proper reading and operation while operating vehicle. | Gauges, indicators, and warning lights do not read/operate properly. |
| 4 | During | Trans- mission | Check transmission for proper operation. (WP 0048) | Transmission slips or will not shift. |
| 5 | During | Steering | Be alert for any unusual noise, binding, or difficulty in steering during operation. | Steering binds or is unresponsive. |
| 6 | During | Service Brakes | Be alert for chatter, noise, and side pull. <p style="text-align: center;">WARNING</p>  <p>Keep hands clear of heavy-duty winch cable. Failure to comply may result in injury or death to personnel.</p> | Service brakes do not operate properly. |

Table 1. PMCS - DURING - Continued


| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|--------------------------------------|
| 7 | During | Heavy-Duty Winch | <p style="text-align: center;">WARNING</p> <div style="text-align: center;">  </div> <ul style="list-style-type: none"> • Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel. • Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel. <p>Check cable of winch for kinks, frays, and breaks.</p> | Evidence of kinks, frays, or breaks. |

Table 1. PMCS - DURING - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | |

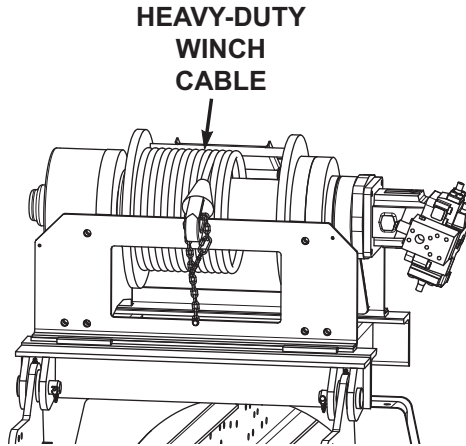
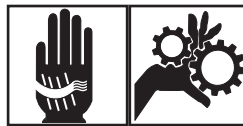


Figure 2.

WARNING



Keep hands clear of heavy-duty winch cable. Failure to comply may result in injury or death to personnel.

Table 1. PMCS - DURING - Continued


| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|------------------------------------|
| | | | <p style="text-align: center;">WARNING</p> <div style="text-align: center;">  </div> <ul style="list-style-type: none"> • Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel. • Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel. <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • PMCS for heavy-duty winch should only be performed when retrieval system is required for mission. • Engine must be running to perform this check. • Check all controls and hardware for proper operation, (WP 0037) obvious damage, missing | |

Table 1. PMCS - DURING - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--|---|--|
| 8 | During | Heavy-Duty Winch Vehicle Mounted (Manual) Controls | parts, binding, and excessive looseness. 1. Check winch control lever. | Control malfunctions, binds, or does not respond to input. |

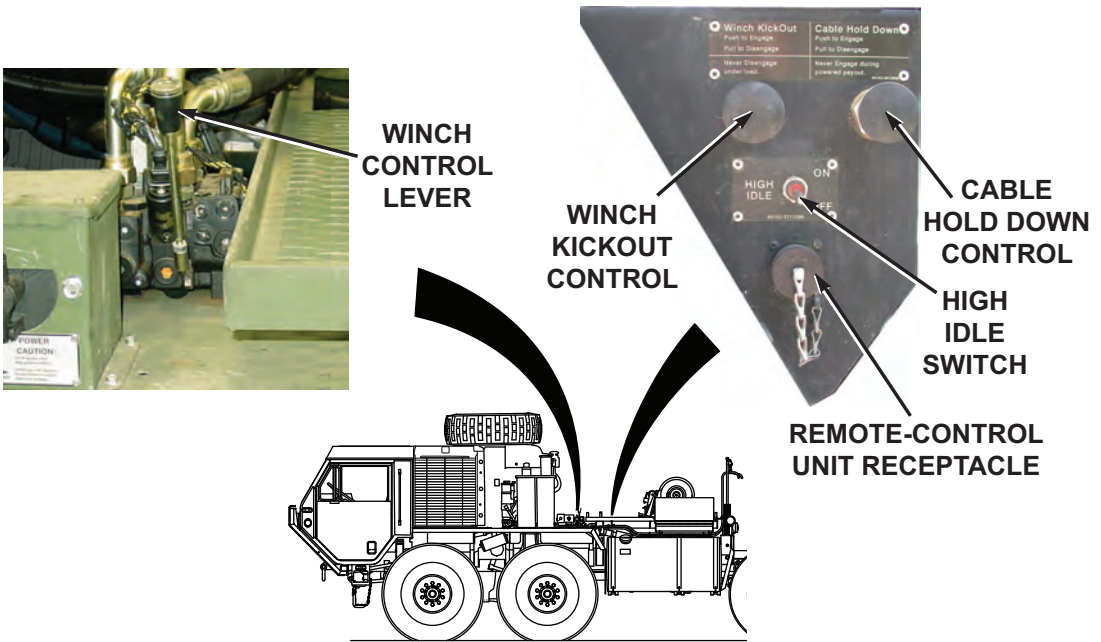


Figure 3.

Table 1. PMCS - DURING - Continued


| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| | | | <p>2. Check winch kickout control.</p> <p>3. Check cable hold down control.</p> <p>4. Check HIGH IDLE switch.</p> <p>5. Check remote-control unit receptacle.</p> <p style="text-align: center;">WARNING</p> <div style="text-align: center;">  </div> <p>Keep hands clear of heavy-duty winch cable. Failure to comply may result in injury or death to personnel.</p> | <p>Control malfunctions, binds, or does not respond to input.</p> <p>Control malfunctions, binds, or does not respond to input.</p> <p>Control malfunctions, binds, or does not respond to input.</p> |

Table 1. PMCS - DURING - Continued



| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| | | | <p style="text-align: center;">WARNING</p> <div style="display: flex; justify-content: center; align-items: center;">   </div> <ul style="list-style-type: none"> • Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel. • Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel. <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • PMCS for heavy-duty winch should only be performed when retrieval system is required for mission. • Engine must be running to perform this check. • Check all controls and hardware for proper operation, (WP 0042) obvious damage, missing | |

Table 1. PMCS - DURING - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------------|--|--|
| 9 | During | Heavy-Duty Winch Remote-Control Unit | <p>parts, binding, and excessive looseness.</p> <p>1. Check winch control lever.</p> | Control malfunctions, binds, or does not respond to input. |

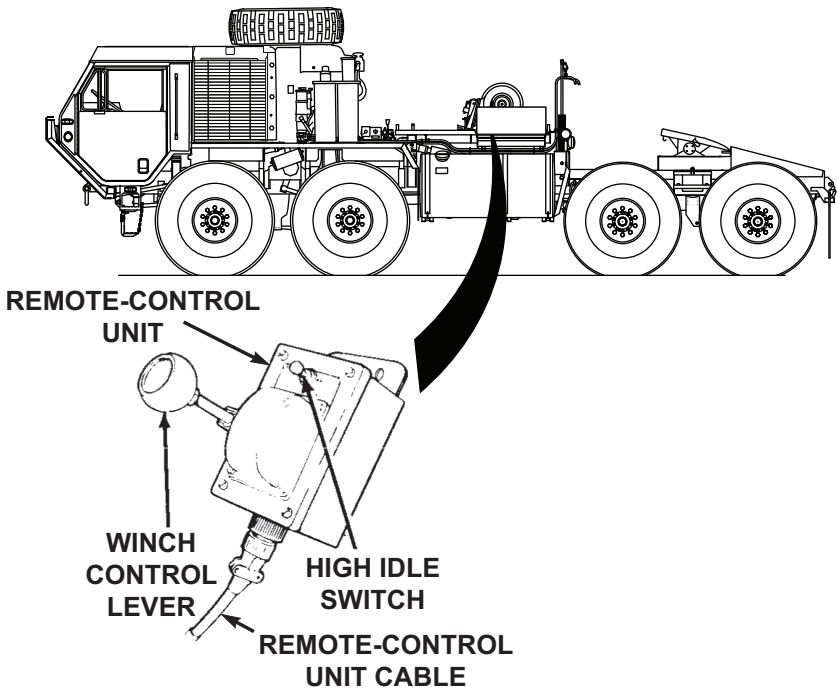


Figure 4.

Table 1. PMCS - DURING - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|-----------------|-----------------|---------------------------------------|---|--|
| | | | 2. Check HIGH IDLE switch. 3. Check remote-control unit cable. | Control malfunctions, binds, or does not respond to input. |

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
AFTER - PREVENTIVE MAINTENANCE**

INITIAL SETUP:

Tools and Special Tools

Gloves, Welders

Table 1. PMCS - AFTER

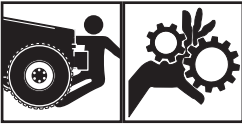

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|------------------------------------|
| | | | <p style="text-align: center;">WARNING</p>  <p>Do not start engine or move vehicle when personnel are under vehicle or working on brake lines. Failure to comply may result in injury or death to personnel.</p> <p style="text-align: center;">WARNING</p>  <p>Ensure engine is OFF and eye protection is worn when checking for leaks. Failure to comply may result in injury or death to personnel.</p> | |

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| | | | <p style="text-align: center;">NOTE</p> <p>Perform Operator's Before, After, and Weekly PMCS checks if:</p> <ul style="list-style-type: none"> • You are the assigned driver but have not operated the vehicle since the last weekly inspection. • You are operating the vehicle for the first time. <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • Clean all lubrication points with cleaning compound, solvent and allow to dry prior to servicing. • When using a grease gun, apply lubricant to the fitting until clean lubricant squeezes out of the part being lubricated. • Always refer to lubrication instructions (WP 0134) to ensure equipment has correct lubricants appropriate to operating environment (expected continuous temperatures). If not, remove/drain and reapply/refill equipment with appropriate lubricants for operating environment as | |

Table 1. PMCS - AFTER - Continued


| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| 1 | After | Underneath Vehicle | <p>prescribed in lubrication instructions. (WP 0134)</p> <ol style="list-style-type: none"> 1. Check entire underside of vehicle for fluid and air leaks. 2. Check entire underside of vehicle for signs of fluid leakage (fuel, oil, and coolant). <p style="text-align: center;">WARNING</p> <div style="text-align: center;">  </div> <p>Prolonged contact with lubricating oil may cause skin rash. Immediately wash skin and clothing that come in contact with lubricating oil thoroughly and remove saturated clothing. Keep area well-ventilated to keep fumes at a minimum. Failure to comply may result in injury or death to personnel.</p> <p style="text-align: center;">CAUTION</p> <p>Do not fill hydraulic reservoir past FULL COLD mark. Fail-</p> | <p>Any fuel, Class III leak, or air lines/fittings leaking or damaged.</p> <p>Any fuel leak. Class III leak of any other fluid.</p> |

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| 2 | After | Hydraulic Fluid Reservoir | <p>ure to comply may result in damage to equipment.</p> <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • Hydraulic oil expands when heated, which may give the operator false (high) fluid level readings if the vehicle has been recently operated. • If possible, wait until hydraulic reservoir is completely cooled down (minimum of 2 hours) prior to adding hydraulic oil, otherwise fill reservoir to FULL COLD mark. <p>1. Check that hydraulic fluid level in sight glass on hydraulic fluid reservoir is at FULL COLD mark (may be above FULL COLD mark if vehicle has been recently operated). If low, add hydraulic oil to FULL COLD mark:</p> | |

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|



Figure 1.

| | | | |
|--|--|--|--------------------------------------|
| | | <ol style="list-style-type: none"> a. Remove cap from hydraulic reservoir. b. Fill hydraulic reservoir with lubricating oil (WP 0134, Table 4) until sight glass reads at FULL COLD mark. c. Install cap on hydraulic reservoir. <ol style="list-style-type: none"> 2. Check appearance of hydraulic fluid in sight glass. Make sure it is clear and not milky or foamy. | <p>Fluid appears milky or foamy.</p> |
|--|--|--|--------------------------------------|

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| 3 | After | Driver Side Wheels | <ol style="list-style-type: none"> 1. Check wheels for broken, cracked, and bent surfaces. 2. Check lugnuts and wheel studs for obvious looseness and damage. If loose, tighten and report to maintenance as soon as practical. | <p>Wheel is broken, cracked, or bent.</p> <p>Two or more lugnuts or studs on the same wheel are missing, broken, or bent.</p> |
| 4 | After | Driver Side Shock Absorbers | Check driver side shock absorbers for leaks and damage. | Damaged or Class III leak present. |
| 5 | After | Rear Exterior | Check rear of vehicle for obvious damage that would impair operation. | Any damage that would impair operation. |
| 6 | After | Towing Gladhands | Check for presence and condition of towing gladhands and rubber grommets. | |
| 7 | After | Passenger side Wheels | <ol style="list-style-type: none"> 1. Check wheels for broken, cracked, and bent surfaces. 2. Check lugnuts and wheel studs for obvious looseness and dam- | <p>Wheel is broken, cracked, or bent.</p> <p>Two or more lug-</p> |

Table 1. PMCS - AFTER - Continued


| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| 8 | After | Passenger Side Shock Absorbers | <p>age. If loose, tighten and report to maintenance as soon as practical.</p> <p>Check passenger side shock absorbers for leaks and damage.</p> <p style="text-align: center;">WARNING</p>  <p>Vehicles air system is pressurized, be sure to wear proper eye protection and keep face away from drain valves while draining air reservoirs. Open air drain valves slowly to prevent sudden blast of air. Failure to comply may result in injury to personnel.</p> | nuts or studs on the same wheel are missing, broken, or bent. |
| 9 | After | Air Reservoirs | <ol style="list-style-type: none"> 1. Drain all air reservoirs by opening five air reservoir drain valves on air system drain manifold under battery box. | |

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | |



**AIR RESERVOIR
DRAIN VALVES**

Figure 2.

2. Once all air is exhausted from air reservoirs, close air reservoir drain valves on air system drain manifold.

CAUTION

Clean around end of fill tube prior to removing dipstick. This will aid in preventing dirt or foreign matter from entering the transmission and causing damage.

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| 10 | After | Transmission | <p style="text-align: center;">NOTE</p> <p>Vehicle is parked (WP 0056) on a flat, level surface.</p> <p>Engine is at idle.</p> <p>Transmission is at normal operating temperature, 160-200°F (71-93°C).</p> <p>1. With engine running, check transmission fluid level on dipstick.</p> | |

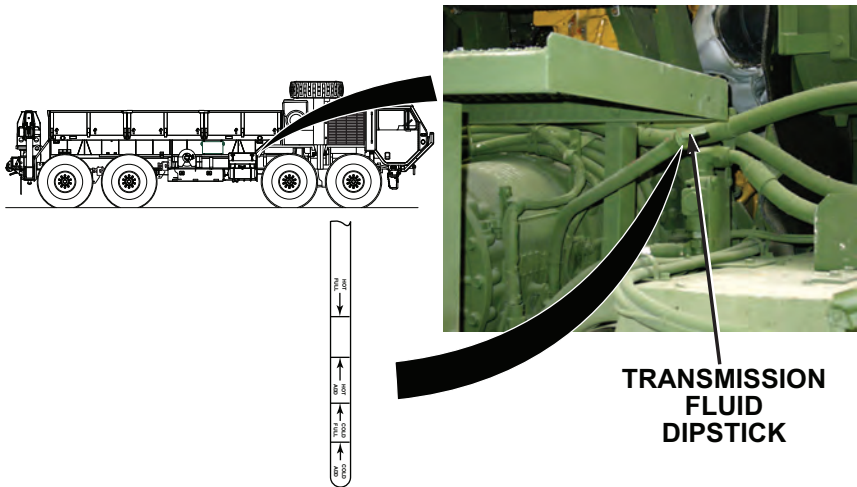


Figure 3.

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| 11 | After | Spare Tire/ Wheel | <p style="text-align: center;">NOTE</p> <p>Fluid level should be between HOT FULL and HOT ADD marks.</p> <ol style="list-style-type: none"> 2. Add OE/HDO (WP 0134, Table 2) as required. <ol style="list-style-type: none"> 1. With engine running, lower tire carrier (WP 0038) and check spare tire for cuts, gouges, cracks, or scratches. Remove any sharp objects. 2. Check wheel for broken, cracked, and bent surfaces. 3. Check lugnuts and wheel studs for obvious looseness and damage. 4. Raise tire carrier. | <p>Overfull. Notify field level maintenance.</p> <p>Tire has cuts, gouges, or cracks that could result in tire failure. Tire is missing or unserviceable.</p> <p>Wheel is broken, cracked, or bent.</p> <p>Two or more lugnuts or studs are missing, broken, or bent.</p> |

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|---|
| 12 | After | Exterior of Cab | 1. Visually inspect cab and components for damage. <p style="text-align: center;">NOTE</p> Operation of vehicle with broken/missing mirrors may violate AR 385-55. (WP 0146) | Any component is damaged that would impair vehicle mission. |
| 13 | After | Mirrors | Check condition of mirrors. | |

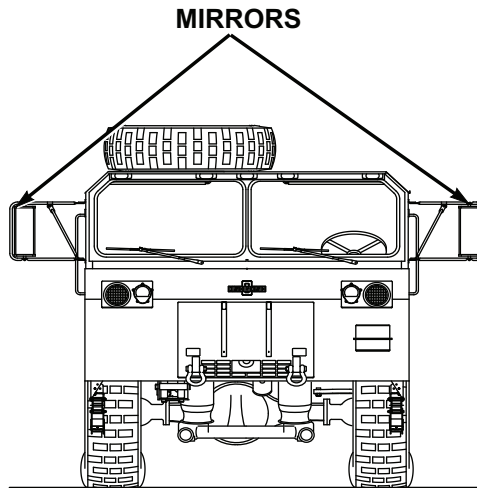


Figure 4.

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|----------------------------------|---|------------------------------------|
| 14 | After | Windshield and Wiper Arms/Blades | <p style="text-align: center;">NOTE</p> <p>Operation of vehicle with damaged or missing windshield may violate AR 385-55. (WP 0146)</p> <p>1. Check windshield glass for presence and condition.</p> | |

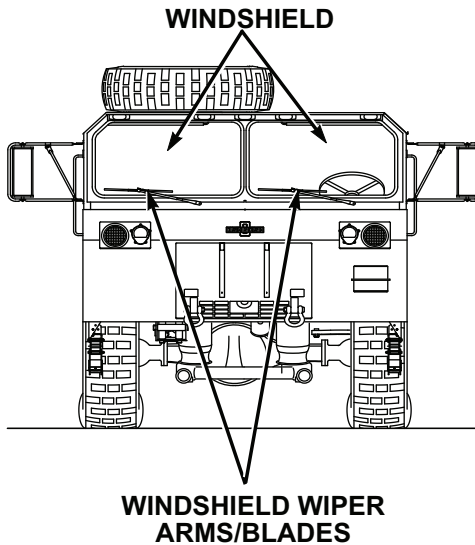


Figure 5.

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| 15 | After | Fan Switch | <p style="text-align: center;">NOTE</p> <p>Operation of vehicle with damaged wiper arms/blades may violate AR 385-55. (WP 0146)</p> <p>2. Check condition of wiper arms and blades.</p> <p>Check fan control switch for proper operation (WP 0032) in low, medium, and high positions.</p> | |

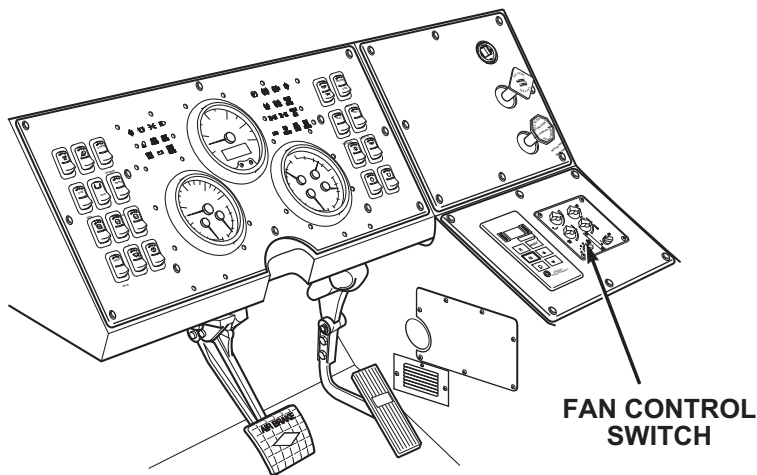


Figure 6.

| | | |
|--|--|---|
| | | <p style="text-align: center;">NOTE</p> <p>Operation of vehicle with malfunctioning windshield wash-</p> |
|--|--|---|

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| 16 | After | Washer Control | <p>er may violate AR 385-55. (WP 0146)</p> <p>Check windshield washer control for proper operation.</p> | |

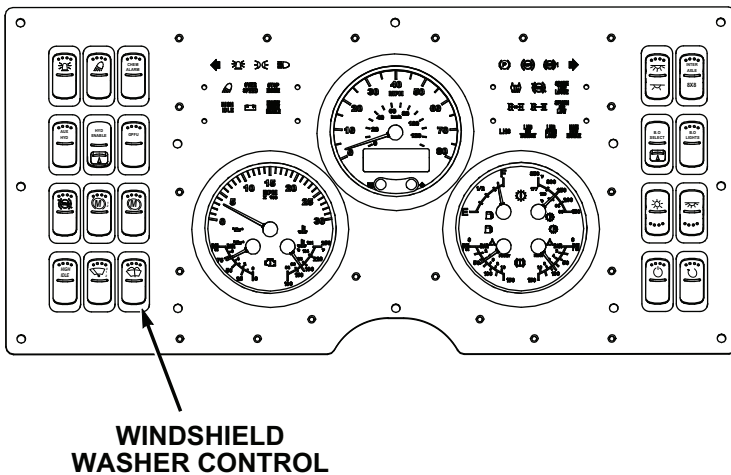
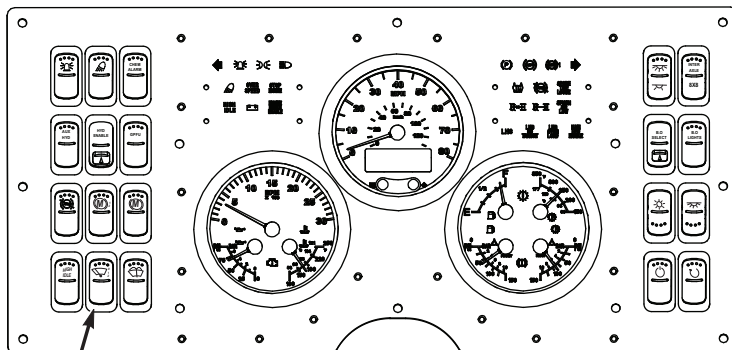


Figure 7.

| | | | |
|----|-------|---------------|--|
| 17 | After | Wiper Control | <p style="text-align: center;">NOTE</p> <p>Operation of vehicle with malfunctioning windshield wiper may violate AR 385-55. (WP 0146)</p> <p>Check windshield wiper control for proper operation (WP 0031) in both low and high speed position.</p> |
|----|-------|---------------|--|

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|



WINDSHIELD WIPER CONTROL

Figure 8.

| | | | | |
|----|-------|-------|---|--|
| 18 | After | Horns | <p style="text-align: center;">NOTE</p> <p>Operation of vehicle with malfunctioning horn may violate AR AR 385-55. (WP 0146)</p> <p>Check both horns (air and electric) for proper operation.</p> <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • Light checks will require assistance. • Operation of vehicle with malfunctioning turn signal | |
|----|-------|-------|---|--|

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| 19 | After | Turn Signal Control | control may violate AR 385-55. (WP 0146) Check turn signal control for proper operation. (WP 0019) | |

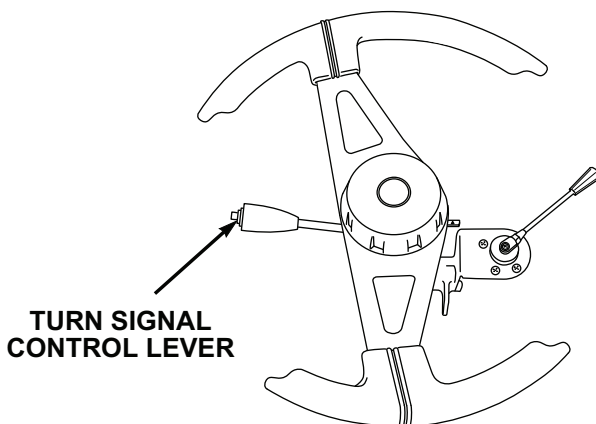


Figure 9.

| | | | | |
|----|-------|------------------------|--|--|
| 20 | After | Turn Signal Indicators | Check turn signal indicators for proper operation. (WP 0020) | |
|----|-------|------------------------|--|--|

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

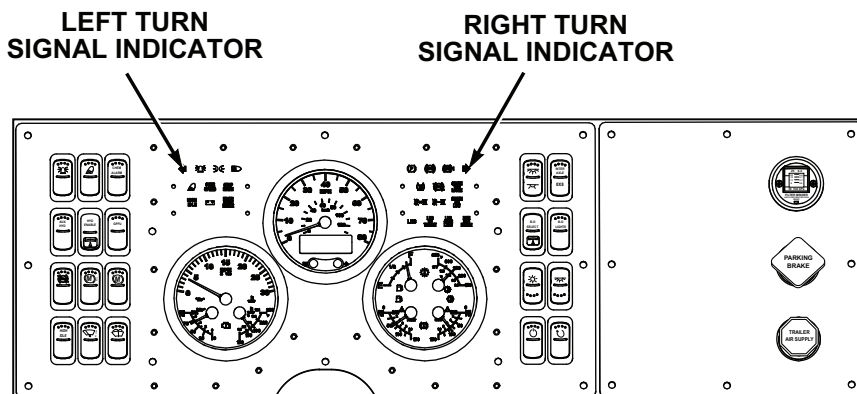


Figure 10.

| | | | |
|----|-------|---------------------------|--|
| 21 | After | Emergency Flasher Control | <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • Light checks will require assistance. • Operation of vehicle with malfunctioning emergency flasher control may violate AR 385-55. (WP 0146) <p>Check emergency flasher control for proper operation. (WP 0019)</p> |
|----|-------|---------------------------|--|

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

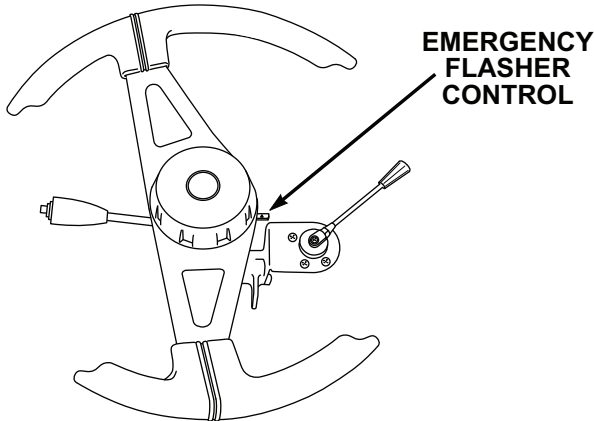


Figure 11.

NOTE

- Light checks will require assistance.
- Operation of vehicle with malfunctioning service lights may violate AR 385-55. (WP 0146)

NOTE

Operation of vehicle with malfunctioning beacon light may

| | | | | |
|----|-------|--------|--|--|
| 22 | After | Lights | Check headlights, clearance lights, turn signals, and brake lights for proper operation. | |
|----|-------|--------|--|--|

Table 1. PMCS - AFTER - Continued



| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|-------------------------------------|--|------------------------------------|
| 23 | After | Portable Beacon Light (If equipped) | <p>violate AR 385-55. (WP 0146)</p> <p>Remove beacon light from glove box and check for proper operation. (WP 0069)</p> <p style="text-align: center;">WARNING</p> <div style="text-align: center;">  </div> <p>Keep hands clear of heavy-duty winch cable. Failure to comply may result in injury or death to personnel.</p> <p style="text-align: center;">WARNING</p> <div style="text-align: center;">  </div> <ul style="list-style-type: none"> Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel. | |

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| 24 | After | Heavy-Duty Winch (if used) | <ul style="list-style-type: none"> • Never operate winch with less than five wraps of cable on winch drum. Failure to comply may result in injury or death to personnel. <p style="text-align: center;">NOTE</p> <p>Complete this PMCS procedure only if heavy-duty winch was used during mission.</p> <ol style="list-style-type: none"> 1. Check for evidence of bent or crushed hydraulic hoses or leakage at any threaded coupling or quick disconnect. <p style="text-align: center;">NOTE</p> <p>This procedure is a two soldier task.</p> <ol style="list-style-type: none"> 2. Unwind heavy-duty winch cable (WP 0042) and check cable of winch for kinks, frays, or breaks. | <p>Class III leak present. Lines or fittings are damaged.</p> <p>Evidence of kinks, frays, or breaks.</p> |

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | |

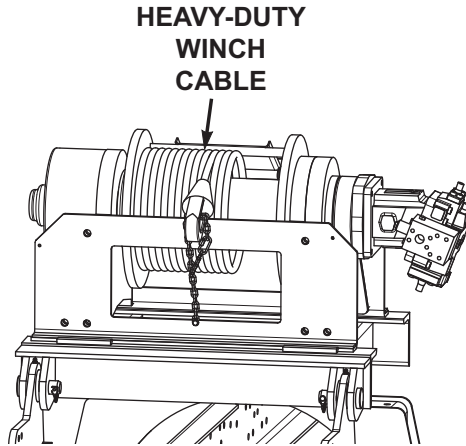


Figure 12.

NOTE

This procedure is a two soldier task.

3. Clean and lubricate heavy-duty winch cable with OE/HDO. (WP 0134)

NOTE

- Complete drain and refill of heavy-duty winch drum gearbox after first 10 hours of heavy-duty winch operation.
- After initial 10 hour drain and refill this procedure

Table 1. PMCS - AFTER - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|------------------------------------|
| | | | <p>becomes an annual requirement.</p> <p>4. Drain and refill heavy-duty recovery winch gearboxes (both motor end and gear end) with lubricant appropriate to operating environment (refer to lubrication instructions for more information). (WP 0134)</p> | |

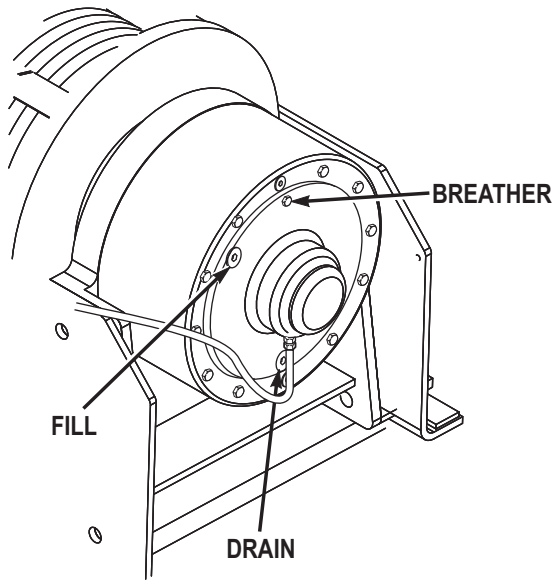


Figure 13.

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
WEEKLY - PREVENTIVE MAINTENANCE**

INITIAL SETUP:

Tools and Special Tools

Gloves, Welders

Table 1. PMCS - WEEKLY

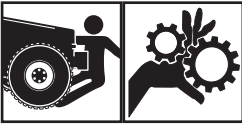

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|------------------------------------|
| | | | <p style="text-align: center;">WARNING</p>  <p>Do not start engine or move vehicle when personnel are under vehicle or working on brake lines. Failure to comply may result in injury or death to personnel.</p> <p style="text-align: center;">WARNING</p>  <p>Ensure engine is OFF and eye protection is worn when checking for leaks. Failure to comply may result in injury or death to personnel.</p> | |

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| | | | <p style="text-align: center;">NOTE</p> <p>Perform Operator's Before, After, and Weekly PMCS checks if:</p> <ul style="list-style-type: none"> • You are the assigned driver but have not operated the vehicle since the last weekly inspection. • You are operating the vehicle for the first time. <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • Lubrication intervals are for normal operating conditions. Intervals may be shortened as required for severe operating conditions. • Clean all lubrication points with cleaning compound, solvent and allow to dry prior to servicing. • When using a grease gun, apply lubricant to the fitting until clean lubricant squeezes out of the part being lubricated. • Always refer to lubrication instructions (WP 0134) to ensure equipment has correct lubricants appropriate to operating environment (expected continuous | |

Table 1. PMCS - WEEKLY - Continued


| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|--|
| | | | <p>temperatures). If not, remove/drain and reapply/refill equipment with appropriate lubricants for operating environment as prescribed in lubrication instructions. (WP 0134)</p> <p style="text-align: center;">WARNING</p> <div style="text-align: center;">  </div> <p>Do not operate a vehicle with a tire in an over-inflated or under-inflated condition, or with a questionable defect. Failure to comply may result in injury or death to personnel and damage to equipment.</p> | |
| 1 | Weekly | Driver Side Tires | Check tires for correct air pressure. | |
| 2 | Weekly | Propeller Shafts and U-Joints | <ol style="list-style-type: none"> 1. Check propeller shafts and U-joints for excessive movement, obvious damage, and loose, missing or broken nuts and screws. | <p>Propeller shaft or U-Joint has excessive movement, obvious damage, or one or more nuts or screws are loose, miss-</p> |

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | ing, or damaged. |

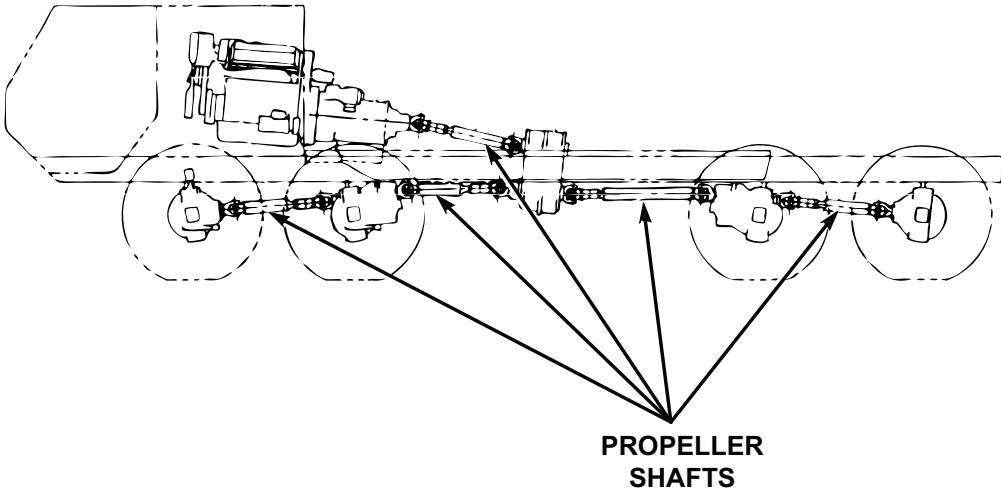


Figure 1.

NOTE

- When vehicle is operating under severe conditions, lubricate propeller shafts and universal joints every 50 hours of vehicle operation.
- Complete Step 2 only if vehicle is operating under severe conditions.

2. Lubricate all propeller shafts, transmission to transfer case

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|-----------------|-----------------|---------------------------------------|--|--|
| 3 | Weekly | Axle Breathers | <p>propeller shaft, and U-joints with GAA (WP 0134) as required (refer to operator's semiannual PMCS table (item no. 2) for procedures. (WP 0132)</p> <p>Check four axle breathers for damage and free movement of vent caps on breather body.</p> | Any axle breather caps are damaged or vent caps do not move freely on breather body. |

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | |

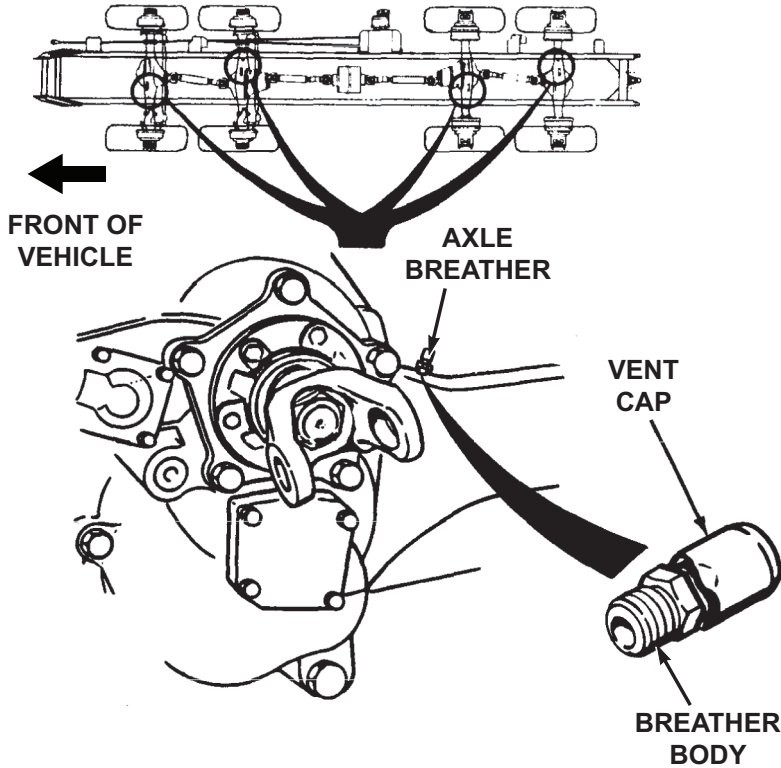


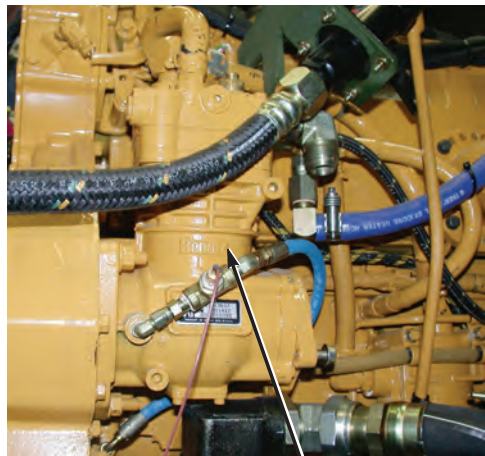
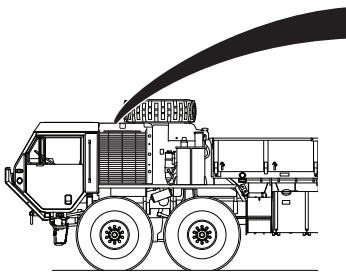
Figure 2.

NOTE

Operation of vehicle with damaged/malfunctioning air compressor may violate AR 385-55. (WP 0146)

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|--|
| 4 | Weekly | Air Compressor | Check air compressor for loose screws, damaged mounting flange and air hoses, and loose fittings/connections. | Screws missing, mounting flange broken, air hoses damaged or fittings/connections loose. |



**AIR
COMPRESSOR**

Figure 3.

| | | | | |
|---|--------|-----------------------|--|----------------|
| 5 | Weekly | Secondary Fuel Filter | Check secondary fuel filter for leaks or damage. | Any fuel leak. |
|---|--------|-----------------------|--|----------------|

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

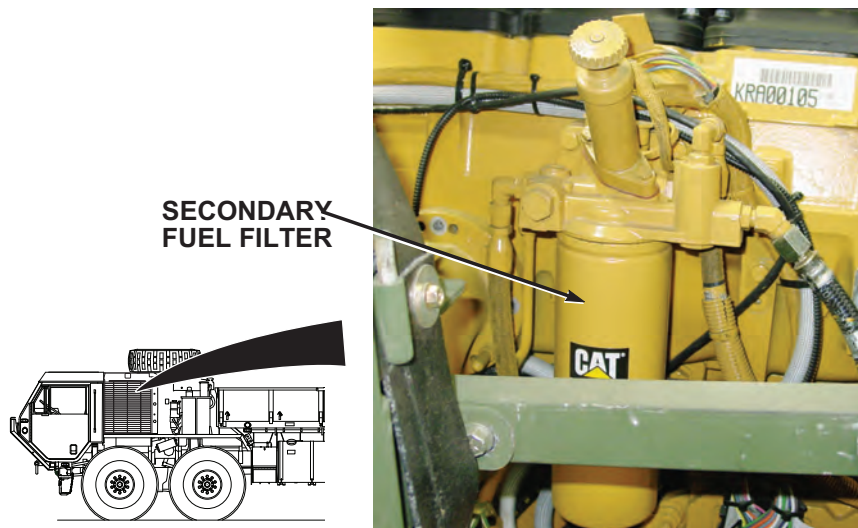


Figure 4.

NOTE

Operation of vehicle with any exhaust leaks may violate AR 385-55. (WP 0146)

6

Weekly

Exhaust System

Check exhaust pipe, muffler, heat-shield, tailpipe, raincap, clamps, and mounting for obvious damage, looseness, exhaust leak, and carbon build-up.

Exhaust pipe between turbocharger and exhaust manifold leaks. Any exhaust pipe miss-

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | ing or damaged. |

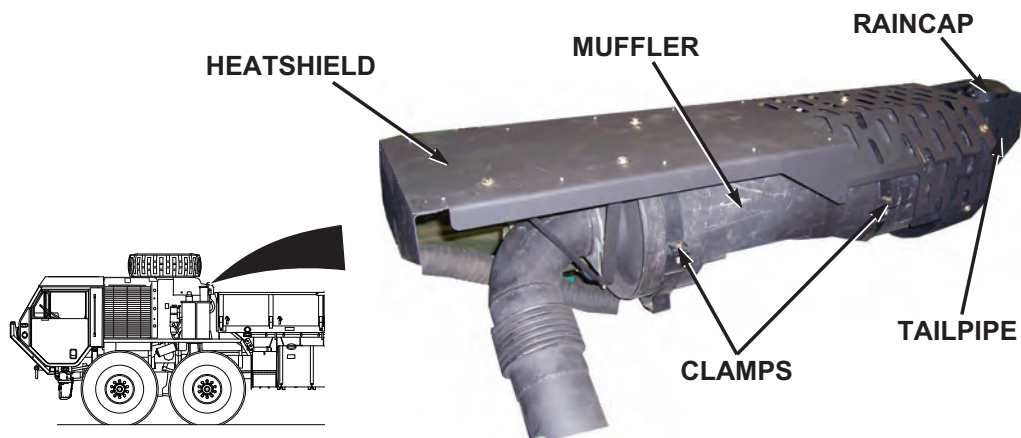


Figure 5.

| | | | | |
|---|--------|-----------|--|----------------|
| 7 | Weekly | Fuel Tank | Check fuel tank, fuel hoses, fuel tank connections, and fuel tank socket head pipe plug for leaks and/or damage. | Any fuel leak. |
|---|--------|-----------|--|----------------|

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

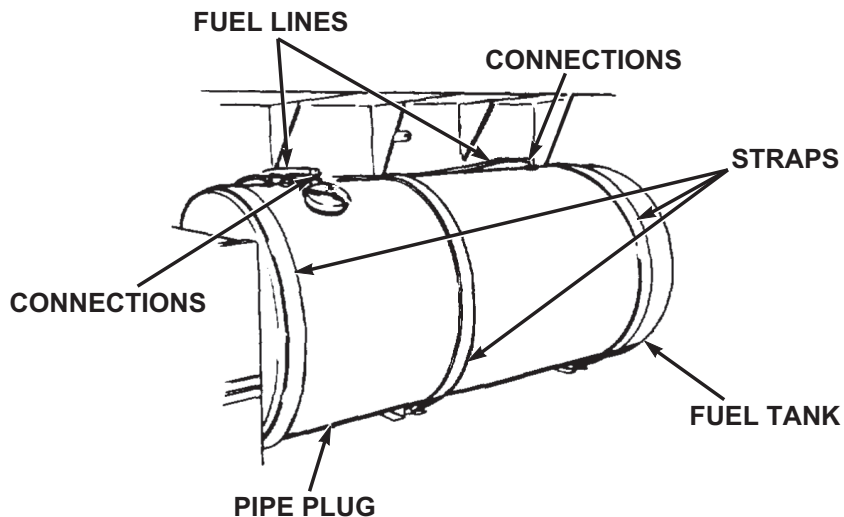


Figure 6.

| | | | | |
|---|--------|--------------------|---|--|
| 8 | Weekly | Fuel Tank Strainer | Check fuel tank strainer for clogs or damage. If strainer is clogged, clean strainer. | |
|---|--------|--------------------|---|--|

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

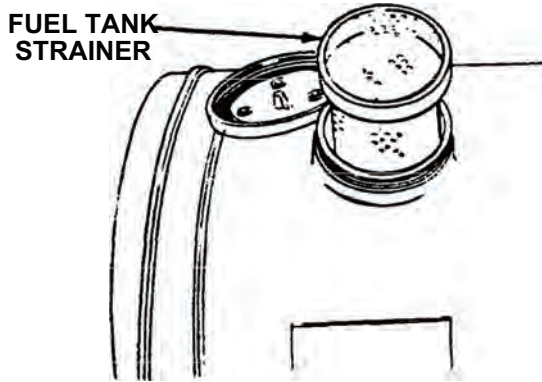


Figure 7.

| | | | | |
|---|--------|----------------|--|---|
| 9 | Weekly | Hydraulic Pump | Check hydraulic pump for loose screws, leaks, and damage. Check for loose hose fittings. | Any Class III leak present or any mounting screw is loose or missing. |
|---|--------|----------------|--|---|

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

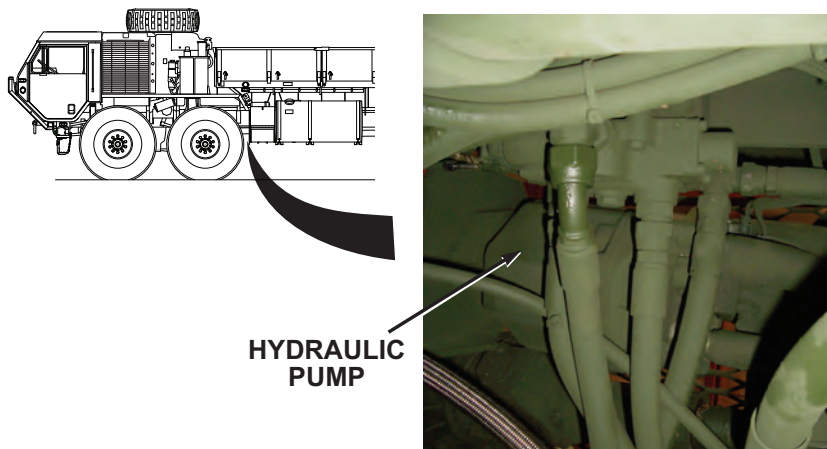


Figure 8.

| | | | | |
|----|--------|-----------------|--|--|
| 10 | Weekly | Hydraulic Hoses | <p>Check all hydraulic hose routing for obvious damage to hydraulic hoses, chaffing, and leaks.</p> <p style="text-align: center;">NOTE</p> <p>Clean and re-lubricate fifth wheel parts more often when vehicle is operated in sandy or dusty conditions. Lubricate</p> | <p>Class III leak present. Chaffing or obvious damage to hydraulic hose present.</p> |
|----|--------|-----------------|--|--|

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| 11 | Weekly | Fifth Wheel Lubrication | <p>daily under severe operating conditions.</p> <ol style="list-style-type: none"> <li data-bbox="543 547 971 638">1. Clean fifth wheel plate and coat lightly (completely cover) with GAA. (WP 0134, Table 9) | |

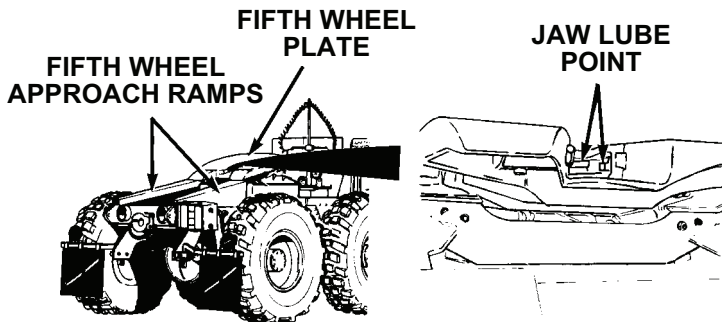


Figure 9.

| | | |
|--|--|--|
| | | <ol style="list-style-type: none"> <li data-bbox="543 1334 980 1457">2. Clean fifth wheel approach ramps and coat lightly (completely cover) with GAA. (WP 0134, Table 9) <li data-bbox="543 1488 965 1548">3. Clean fifth wheel jaws and coat with GAA. (WP 0134) |
|--|--|--|

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--|--|--|
| 12 | Weekly | Stowage Boxes | <ol style="list-style-type: none"> 1. Check all stowage boxes/compartments for missing hardware and other obvious damage. 2. Check inside all stowage boxes/compartments for torn or damaged seals, water in bottom of stowage box/compartment, or other obvious damage. | |
| 13 | Weekly | Rear Spring/ Parking Brake Chambers | Check rear spring/parking brake chambers to ensure dust covers are in place and secure. | |
| 14 | Weekly | Towing Shackles | Check towing shackles for serviceability. | |
| 15 | Weekly | Pintle Hook | <ol style="list-style-type: none"> 1. Check pintle hook for looseness and damaged locking mechanism of locking pin. | Pintle hook loose or locking mechanism damaged/ unserviceable. |

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

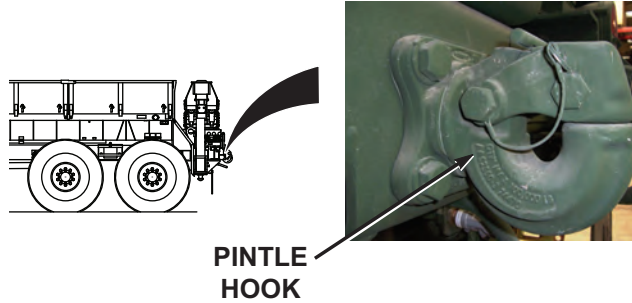
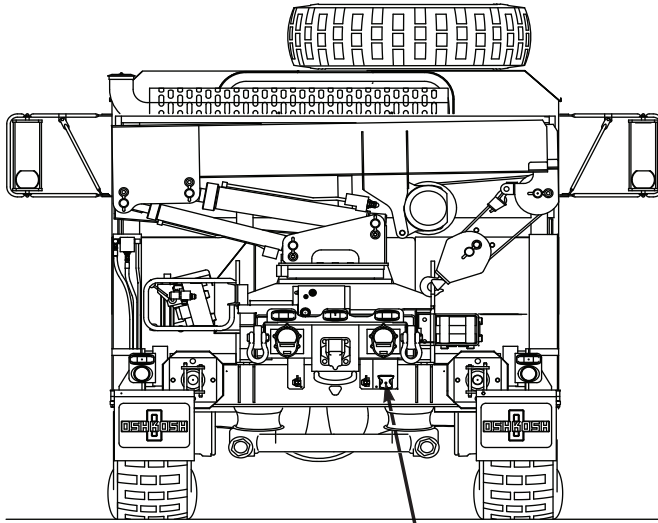


Figure 10.

| | | | | |
|----|--------|-------------------------|---|--|
| 16 | Weekly | Rear Lifting Shackles | 2. Clean pintle hook and coat with GAA. (WP 0134, Table 9) Check rear lifting shackles for serviceability. | |
| 17 | Weekly | Inter-vehicle Connector | Check inter-vehicle connector seal and cable for damage. | |

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | |



**INTER-VEHICLE
ELECTRICAL
CONNECTOR**

Figure 11.

WARNING

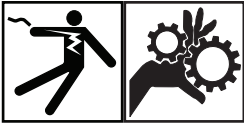


Do not operate a vehicle with a tire in an over-inflated or under-inflated condition, or with a questionable defect. Failure

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| 18 | Weekly | Passenger Side Tires | <p>to comply may result in injury or death to personnel and damage to equipment.</p> <p style="text-align: center;">NOTE</p> <p>Inspection of passenger side tires includes spare tire.</p> <p>Check tires for correct air pressure.</p> <p style="text-align: center;">WARNING</p> <div data-bbox="640 906 885 1155" style="text-align: center;"> </div> <p>Wear proper eye and skin protection when working around batteries. Do not smoke, have open flames, or make sparks around batteries, especially if caps are off. Batteries can explode. Failure to comply may result in injury or death to personnel.</p> | |

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| 19 | Weekly | Batteries | <p style="text-align: center;">WARNING</p> <div style="text-align: center;">  </div> <p>Remove all jewelry such as rings, ID tags, bracelets, etc. prior to working on or around vehicle. Jewelry and tools can catch on equipment, contact positive electrical circuits, and cause a direct short, severe burns, or electrical shock. Failure to comply may result in injury or death to personnel.</p> <ol style="list-style-type: none"> 1. Check battery box for damage. | Cracks or holes in battery box. |

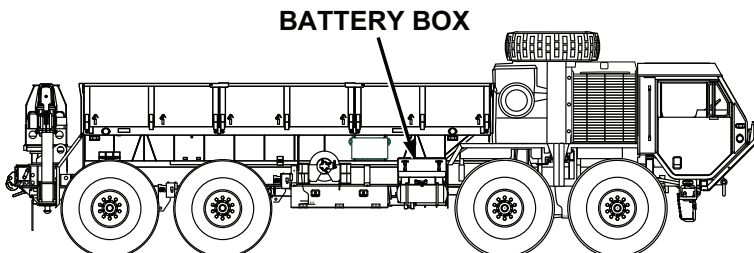


Figure 12.

| | | | |
|--|--|---|---------------------------------|
| | | <ol style="list-style-type: none"> 2. Check battery cables for presence, frays, splits, and looseness. | Battery cables missing, frayed, |
|--|--|---|---------------------------------|

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|--|
| 20 | Weekly | Tire Carrier | <p>3. Check for loose, missing, or damaged batteries and corroded or burnt battery terminals.</p> <p style="text-align: center;">NOTE</p> <p>The tire carrier pump will normally vent a small amount of oil as a mist when in use. This results in a coating of oil on the pump and the immediate surrounding area. This is normal and is not to be considered as a leak.</p> <p>1. Check tire carrier pump for obvious damage and leaks.</p> | <p>split, or loose.</p> <p>One or more batteries missing, cracked, or unserviceable. Any battery terminal corroded or burnt. Any hold down not secure.</p> <p>Tire carrier pump has obvious damage or Class III leak is present.</p> |

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

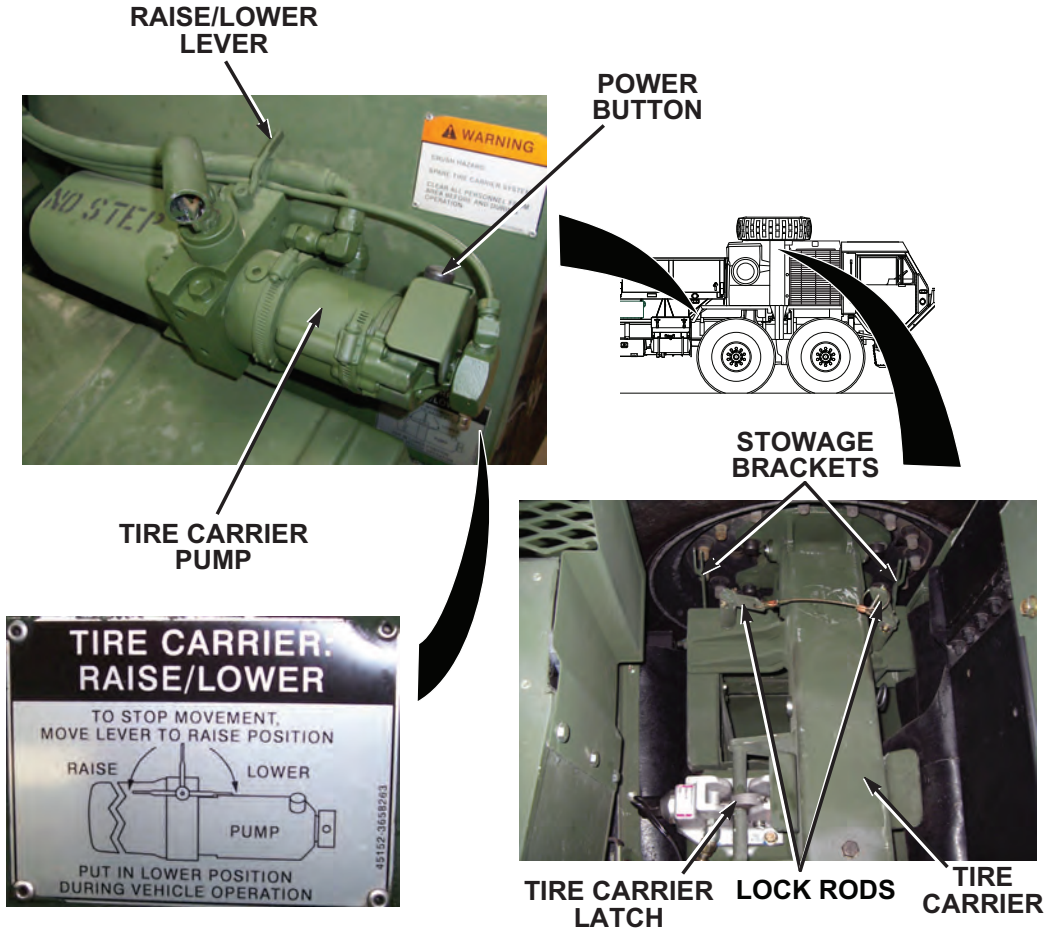


Figure 13.

- | | | |
|--|--|---------------------------------------|
| | <p>2. Check tire carrier latch for obvious damage and leaks.</p> | <p>Tire carrier latch has obvious</p> |
|--|--|---------------------------------------|

Table 1. PMCS - WEEKLY - Continued


| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|---|
| | | | <p>3. Check operation/lower tire carrier: (WP 0038)</p> <p>a. Remove both lock rods from tire carrier and place on stowage brackets.</p> <p style="text-align: center;">WARNING</p> <div style="text-align: center;">  </div> <p>If tire carrier is in any position other than full up and locked (tire carrier latch engaged) or resting on ground, only tire carrier pump operator should be within six feet (1.83 m) of passenger side of vehicle from battery box forward. Failure to comply may result in personnel being struck by tire carrier/spare tire, causing injury or death to personnel.</p> <p style="text-align: center;">CAUTION</p> <ul style="list-style-type: none"> • Ensure passenger side of vehicle has six ft. (1.8 m) of clearance from battery box forward to | <p>damage or Class III leak is present.</p> |

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| | | | <p>accommodate lowering of tire carrier or damage to equipment may result.</p> <ul style="list-style-type: none"> • Do not dump air suspension system with tire carrier in down position. Damage to tire carrier arm may result. <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • Once tire carrier has passed vertical (approximately 6 in. [15.24 cm] of movement), release power control (9) and allow the tire carrier to lower on its own until tire contacts ground. • The tire carrier can be stopped at any time during lowering operations by releasing the power control and moving the directional control lever to RAISE (pointing inboard) position. <p>b. Set directional control lever to LOWER (pointing out-board) position. Push and hold power control on tire carrier pump to lower tire to ground.</p> | <p>Tire carrier does not lower to ground.</p> |

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|---|
| 21 | Weekly | Air Intake System | 1. Check air intake system for damaged air intake tube and loose clamps. Tighten clamps as needed. | Air intake system has damaged air intake tube or un-serviceable clamps. |

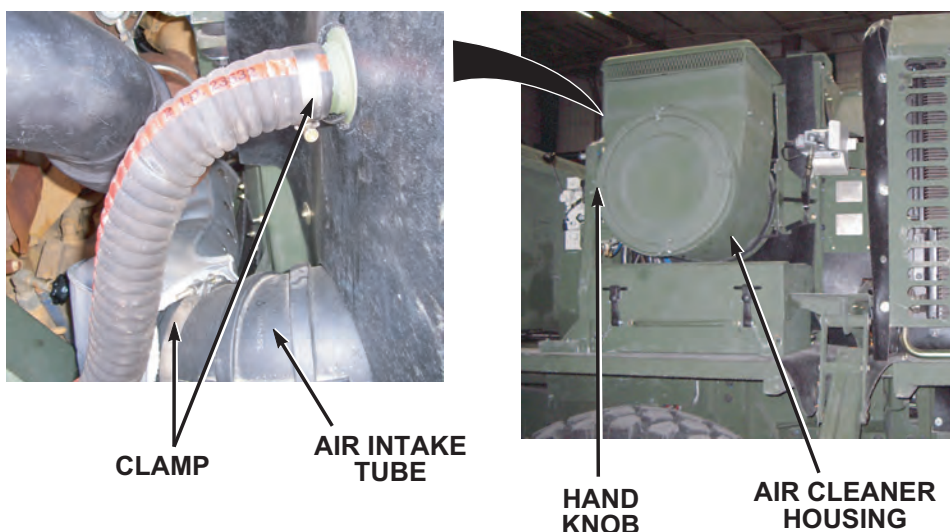


Figure 14.

| | | | |
|----|--------|-----------|--|
| 22 | Weekly | Air Dryer | 2. Check air cleaner housing for loose hand knobs. Tighten as needed. Check air dryer for loose screws and connections. |
|----|--------|-----------|--|

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

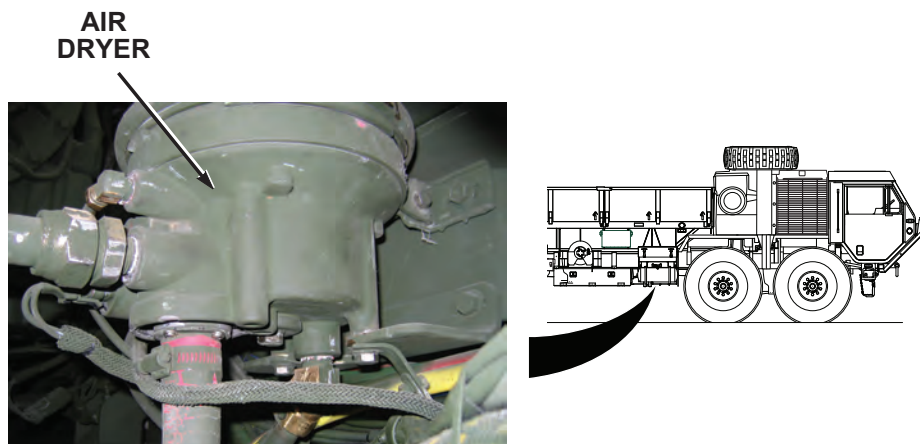


Figure 15.

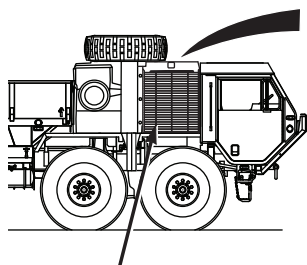
NOTE

Pressurize air system prior to performing this check.

| | | | | |
|----|--------|---------------------|---|---|
| 23 | Weekly | Air Lines and Hoses | Check routing, for obvious damage to air lines and hoses. Check for leaks. | Any leaks or damage to air lines, hoses, or fittings are found. |
| 24 | Weekly | Radiator and Hoses | 1. Check radiator and hoses for leaks, clogs, or damaged fins. Check for loose hose clamps. | Any Class III leak. |

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | |



RADIATOR

SIGHT GLASS

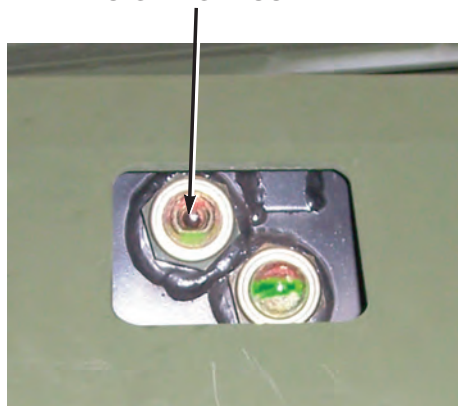


Figure 16.

CAUTION

Ensure lock rods are secured on stowage brackets before raising tire carrier. Damage to tire carrier may result.

NOTE

- Raising the tire carrier requires approximately 70 psi (5 bar) of air from the vehicle rear air system. If possible, the operator should start engine (WP 0044) and let idle during raise operation to ensure adequate supply of air.

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| 25 | Weekly | Raise Tire Carrier | <ul style="list-style-type: none"> • Ensure engine covers are closed before raising tire carrier. <ol style="list-style-type: none"> 1. Raise tire carrier: | |

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

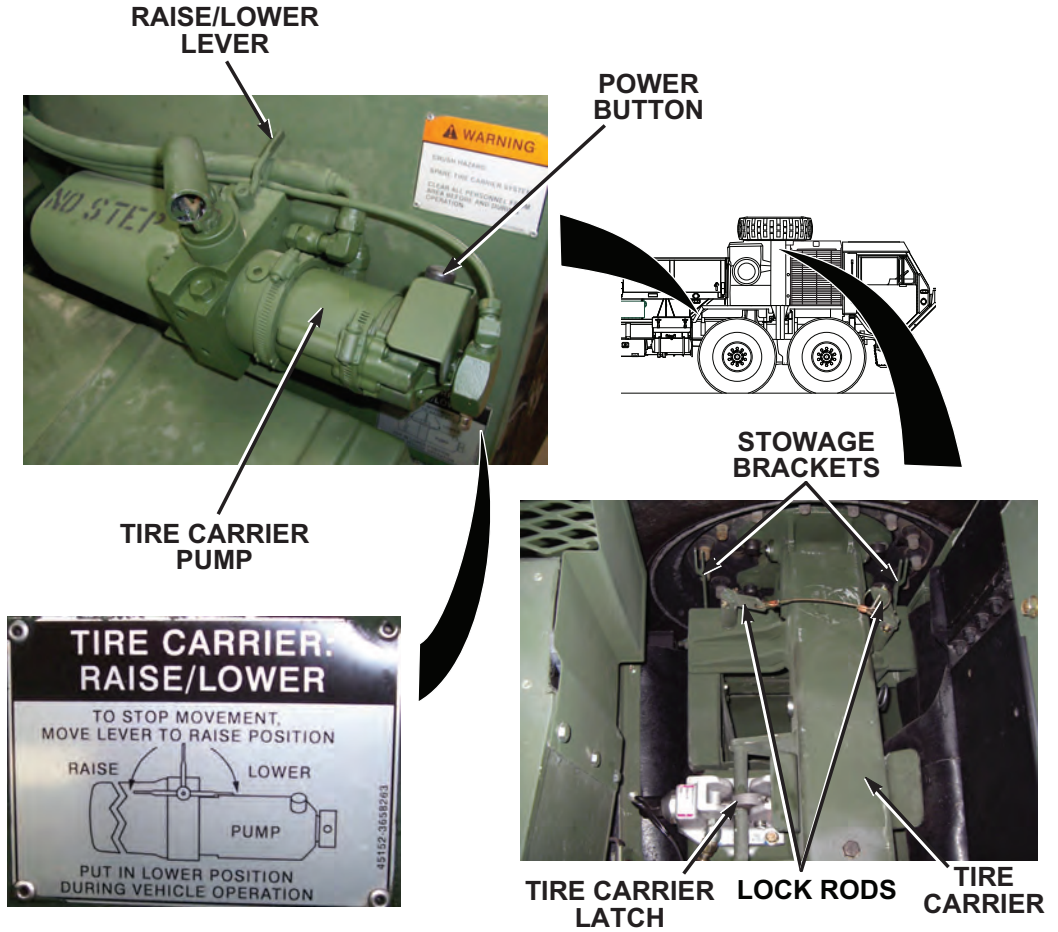


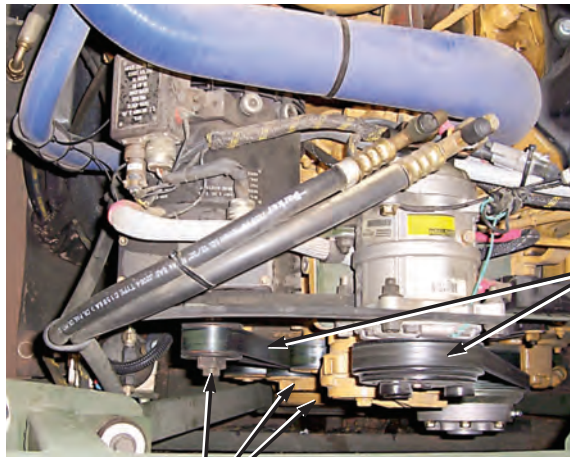
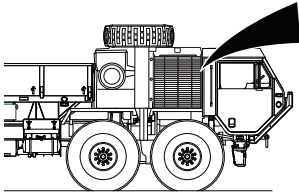
Figure 17.

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| | | | <ol style="list-style-type: none"> 2. Set directional control lever to RAISE (pointing inboard) position. 3. Push and hold power control until tire carrier is fully raised and tire carrier latch is engaged. 4. Remove lock rods from stowage brackets and install on tire carrier. 5. Tighten lock rods as required to properly secure tire carrier. <p style="text-align: center;">NOTE</p> <p>Operation of vehicle with damaged doors or windows may violate AR 385-55. (WP 0146)</p> | <p>Tire carrier does not raise or does not engage carrier latch.</p> |
| 26 | Weekly | Doors, Handles, and Windows | Check condition and operation of door, handles, and windows. (WP 0018) | |
| 27 | Weekly | Drive Belts and Pulleys | <ol style="list-style-type: none"> 1. Check drive belts for cracking, fraying, and breaks. Check for tightness. Play should be about 1/2 in. (13 mm). | <p>Any drive belt is broken, cracked to the belt fiber, has more than</p> |

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|--|
| | | | | one crack (1/8 in. in depth or 50% of belt thickness), has frays more than 2 in. long or excessive play. |



DRIVE BELTS

PULLEYS

Figure 18.

| | | | |
|--|--|--------------------------------------|-----------------------------------|
| | | 2. Check for bent or damaged pulley. | Pulley damaged or un-serviceable. |
|--|--|--------------------------------------|-----------------------------------|

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| 28 | Weekly | Cab Temperature Controls | <p style="text-align: center;">NOTE</p> <p>Start Engine. (WP 0044) Engine must be running for remaining PMCS checks.</p> <p>1. Check cab temperature controls for proper for proper operation: (WP 0032)</p> | |

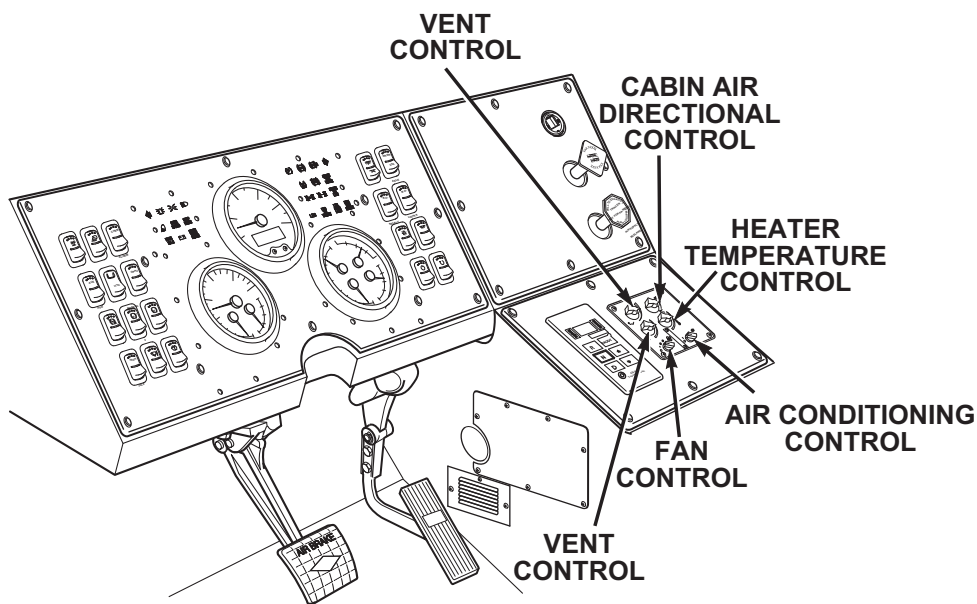


Figure 19.

- a. Check two vent controls.

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|--|
| 29 | Weekly | Heavy-Duty Winch | <ul style="list-style-type: none"> b. Check fan control. c. Check cabin air directional control. d. Check heater temperature control. e. Check air conditioning control. <ol style="list-style-type: none"> 1. Check for evidence of bent or crushed hydraulic hoses or leakage at any threaded coupling or quick disconnect. 2. Check cable hold down for obvious damage. | Class III leak present. Hoses or fittings are damaged. |

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | |

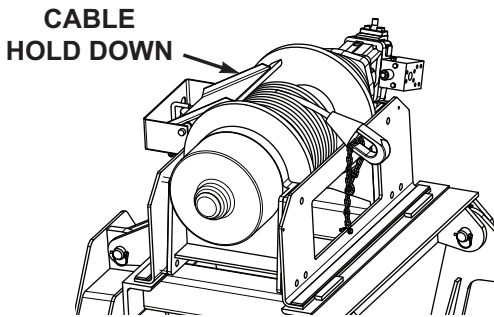
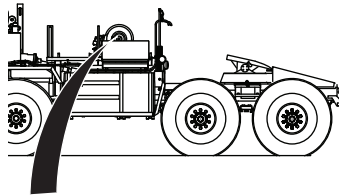


Figure 20.

WARNING



Keep hands clear of heavy-duty winch cable. Failure to comply may result in injury or death to personnel.

Table 1. PMCS - WEEKLY - Continued


| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| | | | <p style="text-align: center;">WARNING</p> <div style="text-align: center;">  </div> <p>Always wear protective gloves when handling winch cable. Never let cable run through hands. Frayed cables can cut severely. Failure to comply may result in injury or death to personnel.</p> <p style="text-align: center;">NOTE</p> <p>This procedure is a two soldier task.</p> <p>3. Pay out heavy-duty winch cable (WP 0042) and check cable for kinks, frays, or breaks.</p> | <p>Evidence of kinks, frays, or breaks.</p> |

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

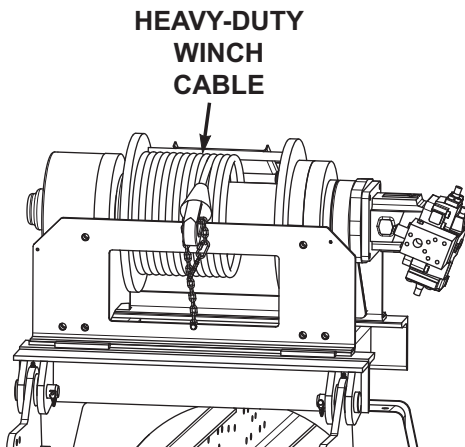


Figure 21.

| | | | |
|--|--|--|---|
| | | <p>4. Check heavy-duty winch manual control lever for proper operation (WP 0037) in both directions.</p> | <p>Controls malfunction, bind, or do not respond.</p> |
|--|--|--|---|

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

WINCH CONTROL LEVER

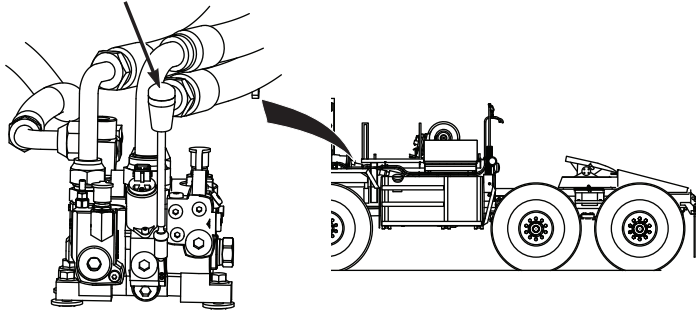


Figure 22.

| | | | |
|--|--|---|---|
| | | <p>5. Check heavy-duty winch remote control and cable for proper operation (WP 0042) obvious damage, missing parts, binding, and excessive looseness.</p> | <p>Controls malfunction, bind, or do not respond.</p> |
|--|--|---|---|

Table 1. PMCS - WEEKLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

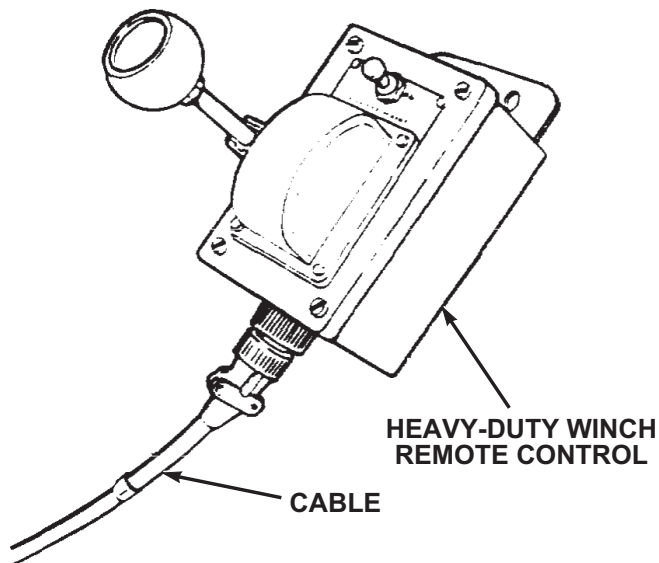


Figure 23.

NOTE

This procedure is a two soldier task.

6. Clean and lubricate heavy-duty winch cable with OE/HDO. (WP 0134)

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
SEMIANNUAL - PREVENTIVE MAINTENANCE**

INITIAL SETUP:

Tools and Special Tools

Gloves, Welders

Table 1. PMCS- SEMIANNUAL

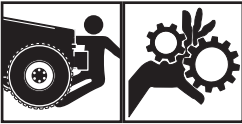

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|------------------------------------|
| | | | <p style="text-align: center;">WARNING</p>  <p>Do not start engine or move vehicle when personnel are under vehicle or working on brake lines. Failure to comply may result in injury or death to personnel.</p> <p style="text-align: center;">WARNING</p>  <p>Ensure engine is OFF and eye protection is worn when checking for leaks. Failure to comply may result in injury or death to personnel.</p> | |

Table 1. PMCS- SEMIANNUAL - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|-------------|--------------------------------|---|--------------------------------------|
| 1 | Semian-nual | Brake System | <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • Lubrication intervals are for normal operating conditions. Intervals may be shortened as required for severe operating conditions. • Clean all lubrication points with cleaning compound, solvent and allow to dry prior to servicing. • When using a grease gun, apply lubricant to the fitting until clean lubricant squeezes out of the part being lubricated. • Always refer to lubrication instructions (WP 0134) to ensure equipment has correct lubricants appropriate to operating environment (expected continuous temperatures). If not, remove/drain and reapply/refill equipment with appropriate lubricants for operating environment as prescribed in lubrication instructions. (WP 0134) <p>Lubricate axles No. 1, No. 2, No. 3, and No. 4 brake camshafts and slack</p> | Fitting will not purge old lubricant |

Table 1. PMCS- SEMIANNUAL - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| | | | adjusters (four fittings per axle) with GAA. (WP 0134, Table 9) | out of component. |

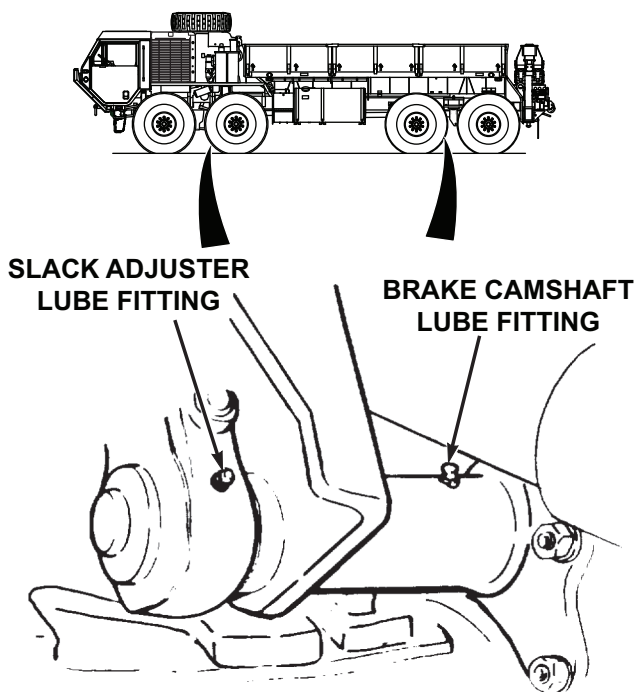


Figure 1.

NOTE

- When vehicle is operating under severe conditions, lubricate propeller shafts and universal joints every 50 hours of vehicle operation.

Table 1. PMCS- SEMIANNUAL - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|------------------------------------|
| | | | <ul style="list-style-type: none"> • Use the proper lubricant to purge all four bearing seals of each universal joint. This flushes abrasive contaminants from each bearing and assures all four bearings are filled properly. Pop the seals, these seals are made to be popped. • If any seals fail to purge, move propeller shaft from side-to-side while applying gun pressure. This allows greater clearance on thrust end of bearing that is not purging. If seals still do not purge, rock vehicle by releasing the parking brake, start engine, put transmission in D (drive) or R (reverse), and allow vehicle to roll. This removes the windup in the drive line and allows for a greater clearance on the thrust end of the universal joint. • Because of the design of the universal joint seal, there will occasionally be one or more bearing seals of a joint that may not purge. If this occurs, notify field level maintenance. | |

Table 1. PMCS- SEMIANNUAL - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|-----------------|-----------------|---------------------------------------|---|--|
| 2 | Semian-nual | Propeller Shafts and U-Joints | <ul style="list-style-type: none"> • Universal joint may have one or two grease fittings. If there are two grease fittings, either fitting can be greased. It is not necessary to grease both fittings. <ol style="list-style-type: none"> 1. Lubricate all axle propeller shafts, transmission to transfer case propeller shaft, and U-joints with GAA: (WP 0134, Table 9) | Fitting will not purge old lubricant out of component. |

Table 1. PMCS- SEMIANNUAL - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

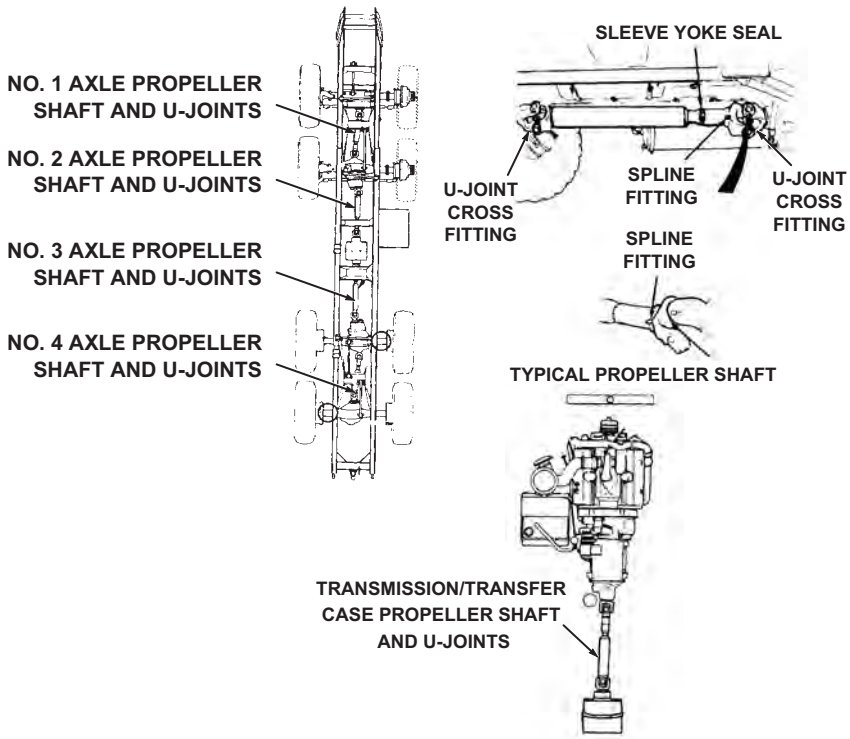


Figure 2.

| | | | |
|--|--|---|---|
| | | <p>a. Complete the following when lubricating the spline end of the propeller shafts:</p> <p>(1) Apply GAA (WP 0134, Table 9) to spline fitting</p> | <p>Fitting will not purge old lubricant out of component.</p> |
|--|--|---|---|

Table 1. PMCS- SEMIANNUAL - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|-------------|--------------------------------|---|---|
| 3 | Semian-nual | Steering System | <p>until lubricant appears at pressure relief hole.</p> <p>(2) Cover pressure relief hole with finger and continue adding grease until it appears at sleeve yoke seal.</p> <p>1. Lubricate steering column linkage, two steering gear boxes, and steering shaft universal joints (four fittings) with GAA. (WP 0134, Table 9)</p> | <p>Damage or wear present. Fitting will not purge old lubricant out of component.</p> |

Table 1. PMCS- SEMIANNUAL - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | |

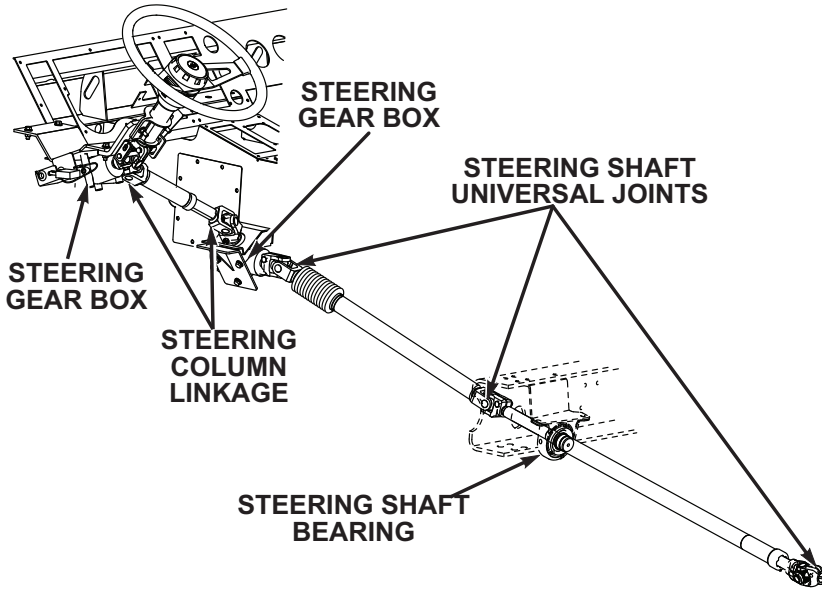


Figure 3.

| | | | | |
|--|--|--|--|---|
| | | | <ol style="list-style-type: none"> 2. Lubricate steering shaft bearing (four fittings) with GAA. (WP 0134, Table 9) 3. Lubricate master steering gear input shaft end (one fitting) with GAA. (WP 0134, Table 9) | <p>Fitting will not purge old lubricant out of component.</p> <p>Fitting will not purge old lubricant out of component.</p> |
|--|--|--|--|---|

Table 1. PMCS- SEMIANNUAL - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

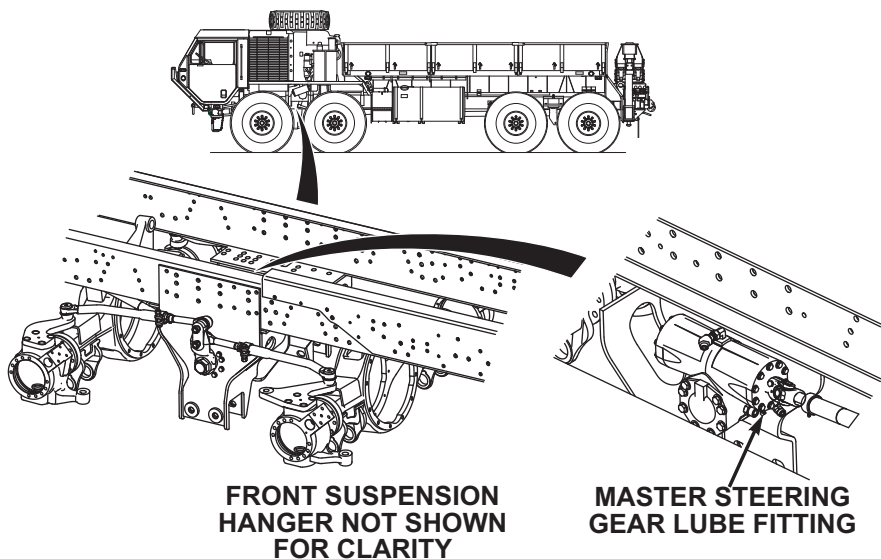


Figure 4.

NOTE

- The top trunnion bearing should be given 10 to 12 strokes with a grease gun through existing fitting.
- The plug below the bottom should temporarily be removed and a grease fitting installed. The lower trunnion bearing should be lubricated with 10 to 12 strokes from a grease

Table 1. PMCS- SEMIANNUAL - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|---|
| | | | <p>gun. The grease fitting should then be removed and the plug reinstalled.</p> <p>4. Lubricate axles No. 1 and No. 2 trunnion bearings with GAA. (WP 0134, Table 9)</p> | <p>Fitting will not purge old lubricant out of component.</p> |

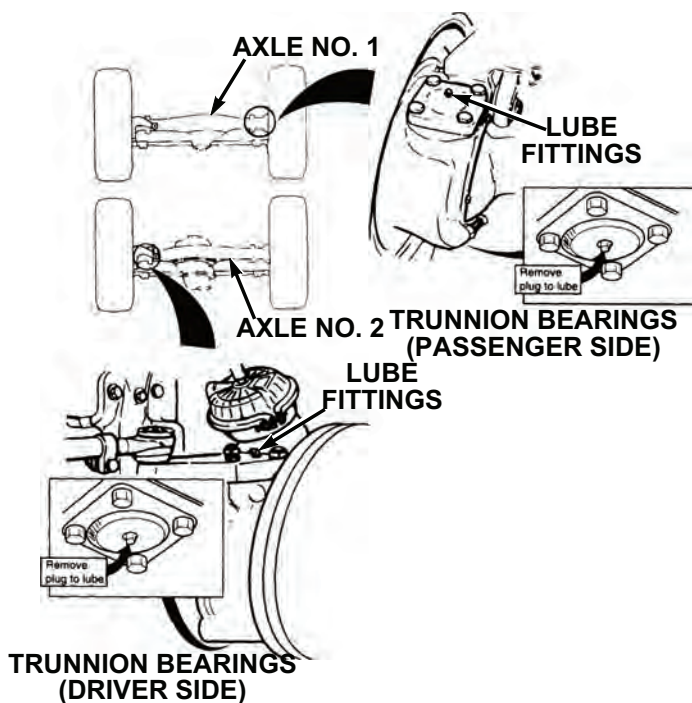


Figure 5.

Table 1. PMCS- SEMIANNUAL - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|-------------|--------------------------------|---|------------------------------------|
| 4 | Semian-nual | Battery Electrical System | Coat slave receptacle with corrosion preventive compound. | |

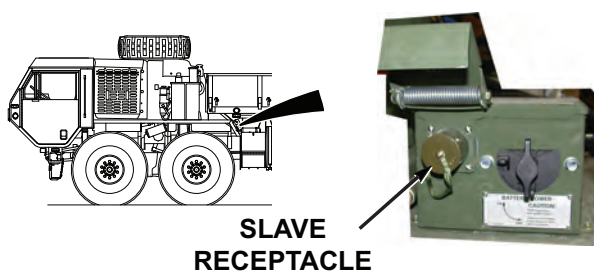


Figure 6.

| | | | | |
|---|-------------|------------------|---|--|
| 5 | Semian-nual | Mirror As-sembly | Lubricate mirror assembly swivel joints with GAA. (WP 0134) | |
|---|-------------|------------------|---|--|

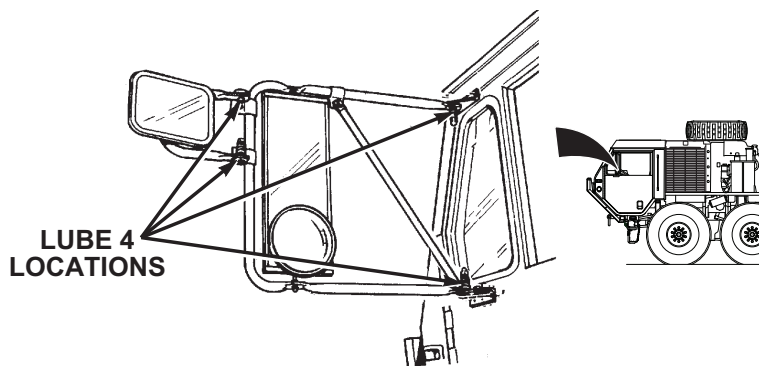


Figure 7.

Table 1. PMCS- SEMIANNUAL - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|-------------|--------------------------------|--|------------------------------------|
| 6 | Semian-nual | Fifth Wheel | 1. Lubricate locking linkage, springs, and pivot points with OE/ HDO. (WP 0134, Table 8) | |

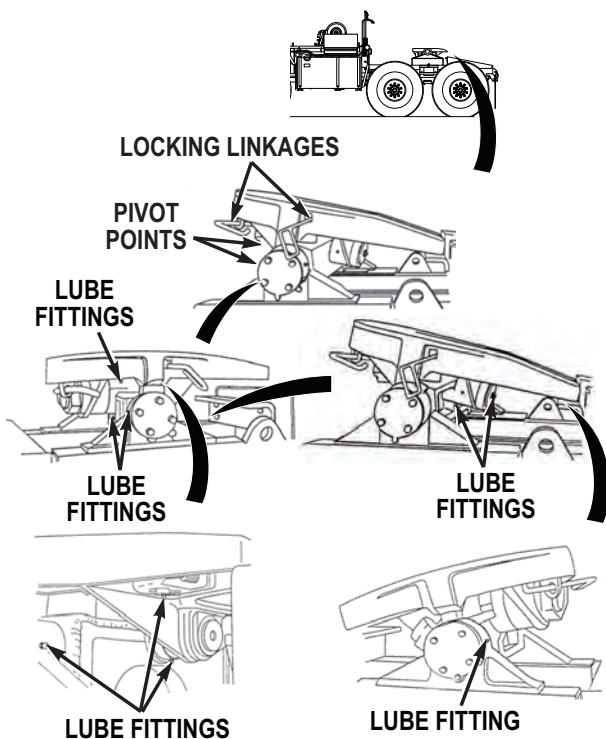


Figure 8.

| | | | |
|--|--|---|--------------------------------------|
| | | 2. Lubricate fifth wheel (nine fittings) with GAA. (WP 0134, Table 9) | Fitting will not purge old lubricant |
|--|--|---|--------------------------------------|

Table 1. PMCS- SEMIANNUAL - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|-------------|--------------------------------|---|---|
| 7 | Semian-nual | Heavy-Duty Winch | 1. Lubricate winch mounts (three fittings) with GAA. (WP 0134, Table 9) | out of component. Fitting will not purge old lubricant out of component. |

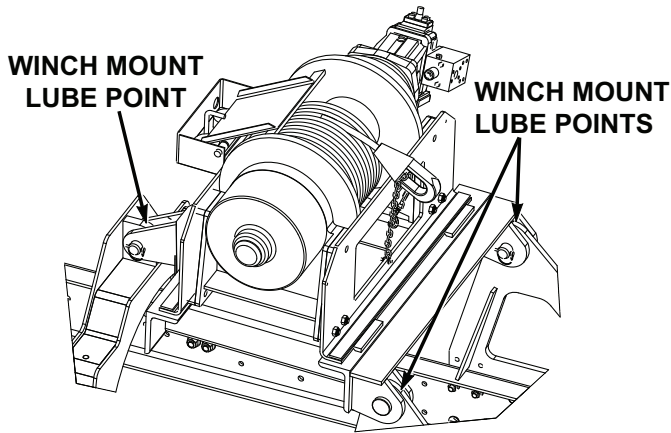


Figure 9.

| | | |
|--|--|---|
| | | 2. Check level of heavy-duty recovery winch gearboxes (both motor end and gear end) and fill with GO. (WP 0134, Table 7) as required. |
|--|--|---|

Table 1. PMCS- SEMIANNUAL - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

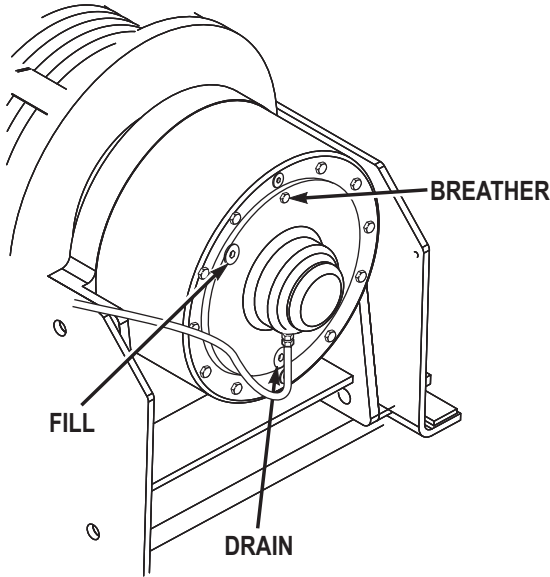


Figure 10.

| | | | | |
|---|-----------------|----------------------|--|--|
| 8 | Semian- nual | Roller As- sembly | 1. Lubricate roller assembly (two fittings) with GAA. (WP 0134, Table 7) | Fitting will not purge old lubricant out of component. |
|---|-----------------|----------------------|--|--|

Table 1. PMCS- SEMIANNUAL - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

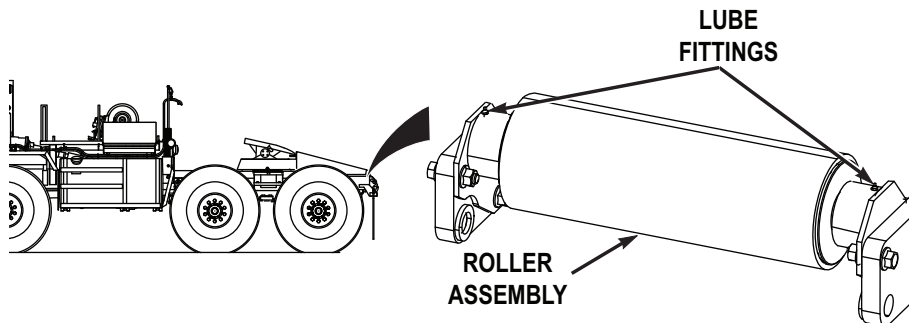


Figure 11.

| | | | | |
|---|-------------|-------------|---|--|
| 9 | Semian-nual | Pintle Hook | <p>2.</p> <p style="text-align: center;">NOTE</p> <p>Pintle hook plate lubrication fitting can be on any side.</p> <p>1. Lubricate pintle hook (3 fittings) with GAA. (WP 0134, Table 9)</p> | Fitting will not purge old lubricant out of component. |
|---|-------------|-------------|---|--|

Table 1. PMCS- SEMIANNUAL - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | |

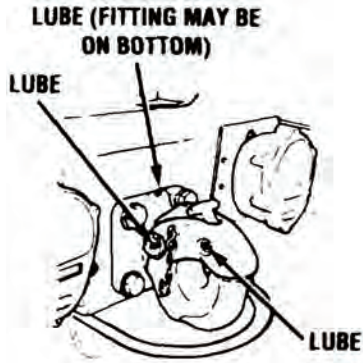


Figure 12.

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
MONTHLY - PREVENTIVE MAINTENANCE**

INITIAL SETUP:

Tools and Special Tools

Gloves, Welders

Table 1. PMCS - MONTHLY

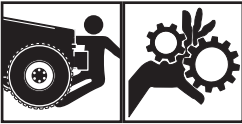

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|--|------------------------------------|
| | | | <p align="center">WARNING</p>  <p>Do not start engine or move vehicle when personnel are under vehicle or working on brake lines. Failure to comply may result in injury or death to personnel.</p> <p align="center">WARNING</p>  <p>Ensure engine is OFF and eye protection is worn when checking for leaks. Failure to comply may result in injury or death to personnel.</p> | |

Table 1. PMCS - MONTHLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|------------------------------------|
| 1 | Monthly | Damage And Cor- | <p style="text-align: center;">NOTE</p> <ul style="list-style-type: none"> • Lubrication intervals are for normal operating conditions. Intervals may be shortened as required for severe operating conditions. • Clean all lubrication points with cleaning compound, solvent and allow to dry prior to servicing. • When using a grease gun, apply lubricant to the fitting until clean lubricant squeezes out of the part being lubricated. • Always refer to lubrication instructions (WP 0134) to ensure equipment has correct lubricants appropriate to operating environment (expected continuous temperatures). If not, remove/drain and reapply/refill equipment with appropriate lubricants for operating environment as prescribed in lubrication instructions. (WP 0134) | Any broken, cracked, bent frame |
| | | | Check entire vehicle for obvious damage and/or corrosion. | |

Table 1. PMCS - MONTHLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--|--|--|
| 2 | Monthly | Corrosion Check Lubricate Oilcan Points | <ol style="list-style-type: none"> <li data-bbox="543 607 937 698">1. Lubricate cabin door latching mechanisms and hinges with OE/HDO. (WP 0134) <li data-bbox="543 729 967 851">2. Lubricate all side panel and engine cover hinges, locks, and latches with OE/HDO. (WP 0134) <p data-bbox="715 899 807 930" style="text-align: center;">NOTE</p> <p data-bbox="587 948 937 1062">Steady illumination of the arctic engine heater indicator light indicates proper operation.</p> | rails, cross-members, or screws are found. |
| 3 | Monthly | Arctic Engine Heater | <ol style="list-style-type: none"> <li data-bbox="543 1099 980 1190">1. Position arctic engine heater ON/OFF switch to ON position, indicator light will illuminate. | |

Table 1. PMCS - MONTHLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

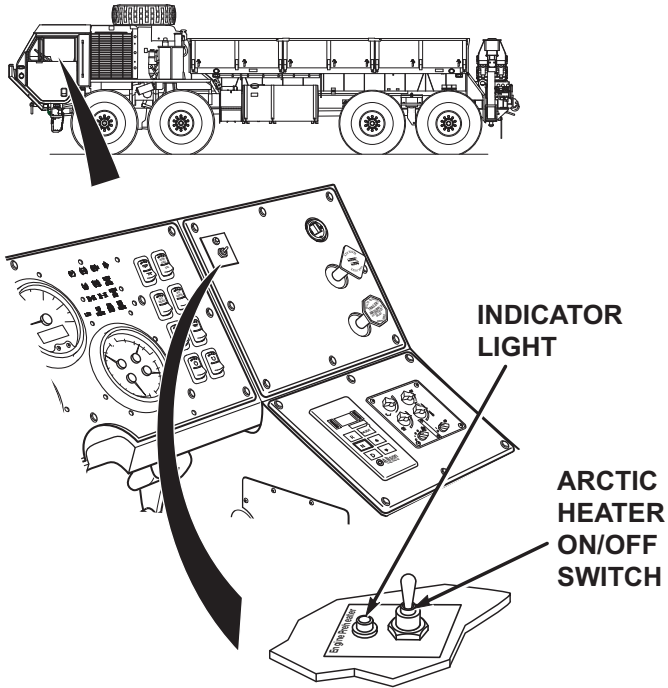


Figure 1.

| | | | |
|--|--|--|----------------------------|
| | | <p>2. Visually check all fuel lines for leaks, cuts, loose clamps, and other obvious damage.</p> | <p>Any Class III leak.</p> |
|--|--|--|----------------------------|

Table 1. PMCS - MONTHLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
| | | | | |

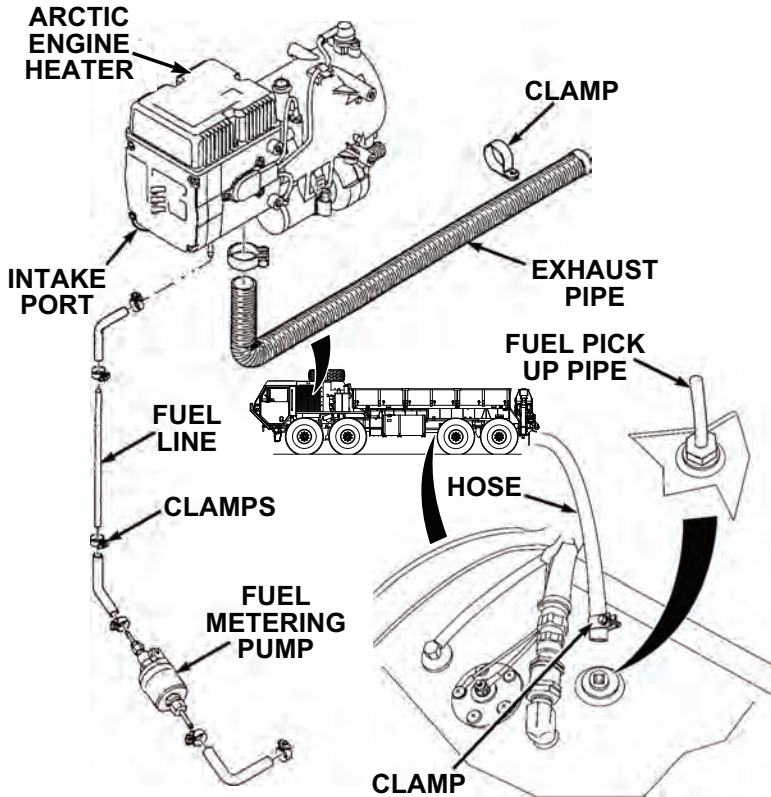


Figure 2.

- | | | | |
|--|--|--|--|
| | | | <ol style="list-style-type: none"> 3. Visually check intake port and exhaust pipe for blockage. 4. Check water pump for unusual noise. |
|--|--|--|--|

Table 1. PMCS - MONTHLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

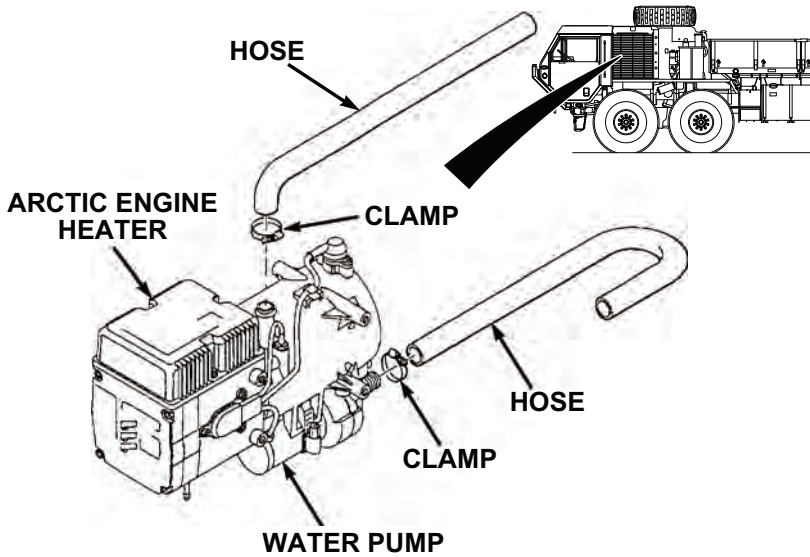


Figure 3.

| | | | |
|--|--|--|---|
| | | <p>5. Check coolant hoses at arctic engine heater for leaks, cuts, loose hose clamps, and other obvious damage.</p> <p>6. Check coolant hoses and fittings on engine for leaks, cuts, loose hose clamps, and other obvious damage.</p> | <p>Any Class III leak.</p> <p>Any Class III leak.</p> |
|--|--|--|---|

Table 1. PMCS - MONTHLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

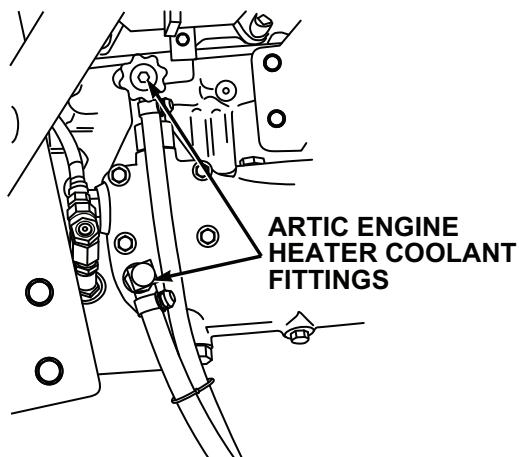


Figure 4.

| | | | | |
|---|---------|------------------------------------|--|--|
| 4 | Monthly | Gas Particulate Filter Unit (GPFU) | <p>7. Run arctic engine heater for a minimum of 15 minutes at least once a month.</p> <p style="text-align: center;">NOTE</p> <p>Gas particulate filter unit must be in operation to perform the following checks.</p> <p>1. Check heater for unusual loud noise or improper operation.</p> | Heater does not operate/ operates abnormally and GPFU is required for mission. |
|---|---------|------------------------------------|--|--|

Table 1. PMCS - MONTHLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|-----------|------------------------------------|
|----------|----------|--------------------------------|-----------|------------------------------------|

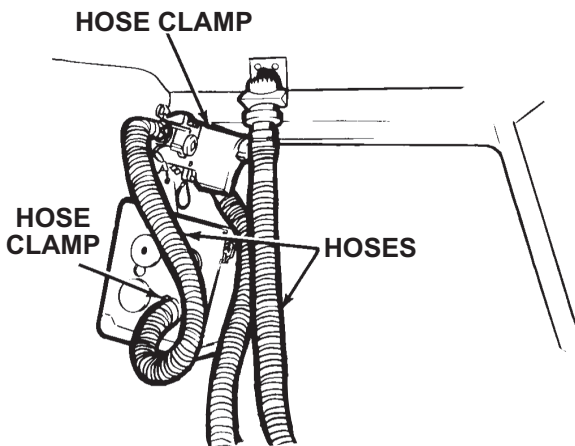


Figure 5.

| | | | |
|--|--|--|--|
| | | <ol style="list-style-type: none"> 2. Disconnect two air duct break-away sockets from mount and feel for airflow. 3. Turn heater control knob clockwise to make sure indicator light illuminates. 4. Check hoses for cuts, tears, and other obvious damage. | <p>No airflow or not enough air-flow and GPFU is required for mission.</p> <p>Heater is in-operative and GPFU is required for mission.</p> <p>Hoses cut, torn, or damaged and GPFU</p> |
|--|--|--|--|

Table 1. PMCS - MONTHLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|----------|----------|--------------------------------|---|---|
| 5 | Monthly | Rifle Stowage Mount | <ol style="list-style-type: none"> 1. Check that mounting screws on top mount and lower mount are not broken or missing. 5. Make sure hose clamps are secure. | <p>is required for mission.</p> <p>Clamps loose and GPFU is required for mission.</p> |

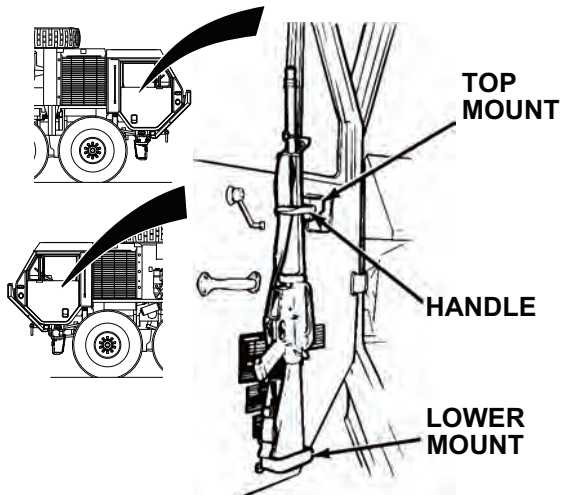


Figure 6.

| | | |
|--|--|---|
| | | <ol style="list-style-type: none"> 2. Check handle for excessive looseness or binding. |
|--|--|---|

Table 1. PMCS - MONTHLY - Continued

| Item No. | Interval | Item to be Checked or Serviced | Procedure | Equipment Not Ready/ Available If: |
|-----------------|-----------------|---|--|---|
| 6 | Monthly | Machine Gun Operator's Platform Support | Check machine gun operator's platform support for loose, broken, or missing mounting screws. | |
| 7 | Monthly | Machine Gun Operator's Platform | Check machine gun operator's platform for cracks, loose or broken leg, missing or broken tie down strap. | |
| 8 | Monthly | Ring Mount | Check machine gun mounts for loose, broken, or missing mounting screws. | |
| 9 | Monthly | M-13 Decontamination Unit | Refer to TM 3-4230-214-12&P (WP 0146) for M-13 Decontamination Unit PMCS. | |
| 10 | Monthly | M-8 Chemical Alarm | Refer to TM 3-6665-225-12 (WP 0146) for M-8 Chemical Alarm PMCS. | |
| 11 | Monthly | Radio | Refer to TM 11-5820-498-12 (WP 0146) for radio PMCS. | |

END OF WORK PACKAGE

CHAPTER 5

MAINTENANCE
INSTRUCTIONS

OPERATOR MAINTENANCE LUBRICATION INSTRUCTIONS

INITIAL SETUP:

Not Applicable

WARNING



Adhesives, solvents, and sealing compounds can burn easily, can give off harmful vapors, and are harmful to skin and clothing. Keep away from open fire and use in well-ventilated area. If adhesive, solvent, or sealing compound gets on skin or clothing, wash immediately with soap and water. Failure to comply may result in injury or death to personnel.

NOTE

- The lowest level of maintenance authorized to lubricate a specific point is indicated by where that lubrication point falls within the PMCS tables. Operator/crew are only authorized to lubricate those points within the operator PMCS tables. Field level maintenance personnel are authorized to lubricate all points regardless of which tables (operator or field level) those lubrication points are listed.
- Refer to PMCS tables for specific lubrication points and localized views.
- Lubrication intervals are for normal operating conditions. Intervals may be shortened as required for severe operating conditions.
- Clean all lubrication points with cleaning compound, solvent and allow to dry prior to servicing.
- When using a grease gun, apply lubricant to the fitting until clean lubricant squeezes out of the part being lubricated.
- After a thorough high pressure washing, lubricate all grease fittings and oil can points outside and underneath vehicle.

- If vehicle fords water obstacle, service all lubrication points below fording depth and check submerged gearboxes for presence of water.
- Ensure equipment has correct lubricants appropriate to operating environment (expected continuous temperatures). If not, remove/drain and reapply/refill equipment with appropriate lubricants for operating environment as prescribed in these lubrication instructions.

Table 1. Engine Lubrication.

| Item | Capacities | Expected Temperatures Above +15°F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26°C) | Expected Temperatures +40 to -50°F (+4 to -46°C) | Desert Conditions | Interval |
|------------------------------------|------------------|--|---|---|------------------------|-------------------|
| Engine Oil (with filter change) | 42 qt. (39.73 L) | OE/HDO-15W/40 MIL-PRF-2104 | OE/HDO-15W/40 MIL-PRF-2104 or OEA MIL-PRF-46167 (Notes 1 and 2) | OE/HDO-15W/40 MIL-PRF-2104 or OEA MIL-PRF-46167 (Notes 1 and 2) | OE/HDO-40 MIL-PRF-2104 | A-Annual (1 year) |
| Engine Oil (without filter change) | 40 qt. (37.84 L) | OE/HDO-15W/40 MIL-PRF-2104 | OE/HDO-15W/40 MIL-PRF-2104 or OEA MIL-PRF-46167 (Notes 1 and 2) | OE/HDO-15W/40 MIL-PRF-2104 or OEA MIL-PRF-46167 (Notes 1 and 2) | OE/HDO-40 MIL-PRF-2104 | A-Annual (1 year) |

Table 1. Engine Lubrication. - Continued

| Item | Capacities | Expected Temperatures Above +15°F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26°C) | Expected Temperatures +40 to -50°F (+4 to -46°C) | Desert Conditions | Interval |
|---|------------|--|--|--|-------------------|----------|
| NOTE | | | | | | |
| 1. OEA must be used when temperatures are consistently below 0°F (-18°C). | | | | | | |
| 2. OE/HDO-15W/40 must be used when temperatures are consistently above 0°F (-18°C). | | | | | | |

Table 2. Transmission and Transfer Case Lubrication.

| Item | Capacities | Expected Temperatures Above +15°F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26°C) | Expected Temperatures +40 to -50°F (+4 to -46°C) | Interval |
|--|------------------|---|---|---|----------------------|
| Transmission Oil (with filter change) | 40 qt. (37.84 L) | OE/ HDO-15W/ 40 MIL- PRF-2104 | OE/ HDO-15W/ 40 MIL- PRF-2104 (Note 2) | OE/ HDO-15W/ 40 MIL- PRF-2104 (Note 2) | A-Annual (1 year) |
| Transmission Oil (without filter change) | 39 qt. (36.89 L) | OE/ HDO-15W/ 40 MIL- PRF-2104 | OE/ HDO-15W/ 40 MIL- PRF-2104 (Note 2) | OE/ HDO-15W/ 40 MIL- PRF-2104 (Note 2) | A-Annual (1 year) |
| Transfer Case | 6.5 qt. (6.15 L) | OE/ HDO-15W/ 40 MIL- PRF-2104 | OE/ HDO-15W/ 40 MIL- PRF-2104 or | OE/ HDO-15W/ 40 MIL- PRF-2104 or | A-Annual (1 year) |

Table 2. Transmission and Transfer Case Lubrication. - Continued

| Item | Capacities | Expected Temperatures Above +15° F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26°C) OEA MIL- PRF-46167 (Notes 1 and 2) | Expected Temperatures +40 to -50°F (+4 to -46° C) OEA MIL- PRF-46167 (Notes 1 and 2) | Interval |
|---|-------------|---|--|--|-------------------------|
| All Other Transmission and Transfer Case Lubrication Points | As Required | GAA MIL- PRF-10924 | GAA MIL- PRF-10924 (Note 2) | GAA MIL- PRF-10924 (Note 2) | As Required (Note 3) |

NOTE

1. OE/HDO-15W/40 must be used when temperatures are consistently above 0°F (-18°C).
2. Refer to FM 9-207 (WP 0146) for arctic operation.
3. Refer to PMCS tables for specific lubrication intervals.

Table 3. Axle Lubrication.

| Item | Capacities | Expected Temperatures Above +15° F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26° C) | Expected Temperatures +40 to -50°F (+4 to -46° C) | Interval |
|--------|-----------------------|---|--|--|-------------------------------------|
| Axle 1 | 17.5 qt. (16.56 L) | GO-85W/ 140 MIL- PRF-2105 | GO-85W/ 140 MIL- PRF-2105 or GO-80W/90 | GO-80W/90 MIL- PRF-2105 or GO-75 | B-Biennial (2 Years) (Note 4) |

Table 3. Axle Lubrication. - Continued

| Item | Capacities | Expected Temperatures Above +15° F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26° C) MIL-PRF-2105 (Notes 1 and 3) | Expected Temperatures +40 to -50°F (+4 to -46° C) MIL-PRF-2105 (Notes 2 and 3) | Interval |
|----------------------------|--------------------|---|---|---|-------------------------------|
| Axle 2 (and Power Divider) | 21.5 qt. (20.34 L) | GO-85W/140 MIL-PRF-2105 | GO-85W/140 MIL-PRF-2105 or GO-80W/90 MIL-PRF-2105 (Notes 1 and 3) | GO-80W/90 MIL-PRF-2105 or GO-75 MIL-PRF-2105 (Notes 2 and 3) | B-Biennial (2 Years) (Note 4) |
| Axle 3 (and Power Divider) | 21.5 qt. (20.34 L) | GO-85W/140 MIL-PRF-2105 | GO-85W/140 MIL-PRF-2105 or GO-80W/90 MIL-PRF-2105 (Notes 1 and 3) | GO-80W/90 MIL-PRF-2105 or GO-75 MIL-PRF-2105 (Notes 2 and 3) | B-Biennial (2 Years) (Note 4) |
| Axle 4 | 22 qt. (20.81 L) | GO-85W/140 MIL-PRF-2105 | GO-85W/140 MIL-PRF-2105 or GO-80W/90 MIL-PRF-2105 (Notes 1 and 3) | GO-80W/90 MIL-PRF-2105 or GO-75 MIL-PRF-2105 (Notes 2 and 3) | B-Biennial (2 Years) (Note 4) |

Table 3. Axle Lubrication. - Continued

| Item | Capacities | Expected Temperatures Above +15° F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26°C) | Expected Temperatures +40 to -50°F (+4 to -46°C) | Interval |
|-----------------------------------|------------------|---|---|--|-------------------------------|
| Axle 4 | 18 qt. (17.03 L) | GO-85W/140 MIL-PRF-2105 | GO-85W/140 MIL-PRF-2105 or GO-80W/90 MIL-PRF-2105 (Notes 1 and 3) | GO-80W/90 MIL-PRF-2105 or GO-75 MIL-PRF-2105 (Notes 2 and 3) | B-Biennial (2 Years) (Note 4) |
| Oil Lubed Wheel Bearings | N/A | GO-85W/140 MIL-PRF-2105 | GO-85W/140 MIL-PRF-2105 or GO-80W/90 MIL-PRF-2105 (Notes 1 and 3) | GO-80W/90 MIL-PRF-2105 or GO-75 MIL-PRF-2105 (Notes 2 and 3) | B-Biennial (2 Years) |
| All Other Axle Lubrication Points | As Required | GAA MIL-PRF-10924 | GAA MIL-PRF-10924 (Note 3) | GAA MIL-PRF-10924 (Note 3) | As Required (Note 5) |

NOTE

1. GO-85W/140 must be used when temperatures are consistently above 30°F (-1° C).
2. GO-85W/90 must be used when temperatures are consistently above -15°F (-26° C).
3. Refer to FM 9-207 (WP 0146) for arctic operation.
4. An initial lubrication change on new or rebuilt axles should occur between 500 mi. (805 km) and 1,000 miles (1 609 km). Refer to Field Level Annual PMCS for more information.

Table 3. Axle Lubrication. - Continued

| Item | Capacities | Expected Temperatures Above +15° F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26° C) | Expected Temperatures +40 to -50°F (+4 to -46° C) | Interval |
|---|------------|---|--|--|----------|
| 5. Refer to PMCS tables for specific lubrication intervals. | | | | | |

Table 4. Hydraulic Reservoir Servicing.

| Item | Capacities | Expected Temperatures Above +15° F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26° C) | Expected Temperatures +40 to -50°F (+4 to -46° C) | Interval |
|---------------------|-----------------------|--|--|--|----------------------|
| Hydraulic Reservoir | 151 qt. (142.85 L) | OE/HDO-10 MIL- PRF-2104 or OE/HDO-30 MIL- PRF-2104 (Note 1) | OE/HDO-10 MIL- PRF-2104 (Note 2) | OEA MIL- PRF-46167 (Notes 2 and 3) | A-Annual (1 year) |

NOTE

1. OE/HDO-30 must be used only when temperatures are consistently above 60°F (16°C).
2. Refer to FM 9-207 (WP 0146) for arctic operation.
3. OEA must be used when temperatures are consistently below 0°F (-18°C).

Table 5. Radiator Servicing.

| Item | Capacities | Expected Temperatures Above +15° F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26°C) | Expected Temperatures +40 to -50°F (+4 to -46°C) | Interval |
|-------------------------------------|--------------------|---|---|--|----------------------------|
| Antifreeze (CID A-A-52624) (Note 1) | 58.5 qt. (55.34 L) | 58.5 qt. (55.34 L) 50% Ethylene Glycol Type IC (Recycled) (Notes 1 and 2) | 58.5 qt. (55.34 L) 50% Ethylene Glycol Type IC (Recycled) (Notes 1 and 2) | 58.5 qt. (55.34 L) 60% Ethylene Glycol Arctic Type IB (Recycled) (Notes 1, 2, and 3) | A-Annual (1 year) (Note 4) |
| Antifreeze (CID A-A-52624) (Note 1) | 58.5 qt. (55.34 L) | 29.5 qt. (27.91 L) 100% Ethylene Glycol Type IA (Recycled) plus 29 qt. (27.43 L) water (Notes 1 and 5) | 29.5 qt. (27.91 L) 100% Ethylene Glycol Type IA (Recycled) plus 29 qt. (27.43 L) water (Notes 1 and 5) | 35.1 qt. (33.2 L) 100% Ethylene Glycol Type IA (Recycled) plus 23.4 qt. (22.14 L) water (Notes 1, 3, and 6) | A-Annual (1 year) (Note 4) |
| Antifreeze (CID A-A-52624) (Note 1) | 58.5 qt. (55.34 L) | 29.5 qt. (27.91 L) 100% Propylene Glycol Type IIA (virgin) plus 29 qt. (27.43 L) water (Notes 1 and 7) | 29.5 qt. (27.91 L) 100% Propylene Glycol Type IIA (virgin) plus 29 qt. (27.43 L) water (Notes 1 and 7) | 35.1 qt. (33.2 L) 100% Propylene Glycol Type IIA (virgin) plus 23.4 qt. (22.14 L) water (Notes 1, 3, and 8) | A-Annual (1 year) (Note 4) |

Table 5. Radiator Servicing. - Continued

| Item | Capacities | Expected Temperatures Above +15°F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26°C) | Expected Temperatures +40 to -50°F (+4 to -46°C) | Interval |
|------------------------------|-----------------|--|--|--|-------------|
| Corrosion Inhibitor (Note 1) | 1.8 qt. (1.7 L) | (Note 1) | (Note 1) | (Notes 1 and 3) | As Required |

NOTE

1. Refer to TB 750-651 (WP 0146) for more information on antifreeze and additives used in the HEMTT series vehicle engine cooling system, and TM 750-254 (WP 0146) for detailed instructions for draining, cleaning, and flushing cooling systems of tactical vehicles.
2. Type 1C (normal) and Type 1B (arctic) antifreeze is premixed, and DOES NOT REQUIRE the addition of water. Never add water or inhibitor to Type 1B antifreeze.
3. Refer to FM 9-207 (WP 0146) for arctic operation.
4. Engine coolant contaminant level is checked annually. Engine coolant does not need to be changed until it fails check.
5. A mixture of 50% Ethylene Glycol (EG) antifreeze to 50% water will provide freeze protection down to -34°F (-37°C).
6. A mixture of 50% Propylene Glycol (PG) antifreeze to 50% water will provide freeze protection down to -27°F (-33°C).
7. A mixture of 60% Ethylene Glycol (EG) antifreeze to 40% water will provide freeze protection down to -62°F (-52°C).
8. A mixture of 60% Propylene Glycol (PG) antifreeze to 40% water will provide freeze protection down to -56°F (-49°C).

Table 6. Tire Carrier Lubrication.

| Item | Capacities | Expected Temperatures Above +15° F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26° C) | Expected Temperatures +40 to -50°F (+4 to -46° C) | Interval |
|----------------------------|------------------|---|---|---|---|
| Tire Carrier Pump (Note 1) | 1.5 qt. (1.42 L) | OE/HDO-10 MIL-PRF-2104 | OE/HDO-10 MIL-PRF-2104 (Note 2) | OEA MIL-PRF-46167 (Note 2) | S-Semianual (WP 0132) (6 Months) (Note 3) |

NOTE

1. Refer to tire carrier hydraulic system fill for information on servicing tire carrier pump.
2. Refer to FM 9-207 (WP 0146) for arctic operation.
3. Check level and add fluid as necessary. Currently there is no requirement to drain/fill tire carrier pump reservoir.

Table 7. Heavy-Duty Winch Lubrication.

| Item | Capacities | Expected Temperatures Above +15° F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26° C) | Expected Temperatures +40 to -50°F (+4 to -46° C) | Interval |
|---------------------------|------------------|---|---|---|-------------------|
| Winch Gearbox (Motor End) | 2 qt. (1.89 L) | GO-85W/140 MIL-PRF-2105 | GO-75 MIL-PRF-2105 or GO-80W/90 MIL-PRF-2105 (Note 1) | GO-75 MIL-PRF-2105 (Note 1) | A-Annual (1 year) |
| Winch Gearbox (Gear End) | 3.5 qt. (3.31 L) | GO-85W/140 | GO-75 MIL-PRF-2105 | GO-75 MIL-PRF-2105 | A-Annual (1 year) |

Table 7. Heavy-Duty Winch Lubrication. - Continued

| Item | Capacities | Expected Temperatures Above +15°F (-9°C) MIL-PRF-2105 | Expected Temperatures +40 to -15°F (+4 to -26°C) or GO-80W/90 MIL-PRF-2105 (Note 1) | Expected Temperatures +40 to -50°F (+4 to -46°C) (Note 1) | Interval |
|------------------------------------|-------------|---|--|---|------------------------------------|
| Winch Cable | As Required | OE/HDO-30 MIL-PRF-2104 | OE/HDO-10 MIL-PRF-2104 (Note 1) | OEA MIL-PRF-46167 (Note 1) | S-Semian-nual (WP 0132) (6 Months) |
| All Other Winch Lubrication Points | As Required | GAA MIL-PRF-10924 | GAA MIL-PRF-10924 (Note 1) | GAA MIL-PRF-10924 (Note 1) | As Required (Note 2) |

NOTE

1. Refer to FM 9-207 (WP 0146) for arctic operation.
2. Refer to PMCS tables for specific lubrication intervals.

Table 8. Oil Can Point Lubrication.

| Capacities | Expected Temperatures Above +15°F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26°C) | Expected Temperatures +40 to -50°F (+4 to -46°C) | Intervals |
|-------------|---|---|---|----------------------|
| As Required | OE/HDO-30 MIL-PRF-2104 | OE/HDO-10 MIL-PRF-2104 (Note 1) | OEA MIL-PRF-46167 (Note 1) | As Required (Note 2) |

NOTE

1. Refer to FM 9-207 (WP 0146) for arctic operation.

Table 8. Oil Can Point Lubrication. - Continued

| Capacities | Expected Temperatures Above +15°F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26°C) | Expected Temperatures +40 to -50°F (+4 to -46°C) | Intervals |
|--|--|--|--|-----------|
| 2. Refer to PMCS tables for specific oilcan lubrication intervals. | | | | |

Table 9. Miscellaneous Lubrication Points.

| Item | Capacities | Expected Temperatures Above +15°F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26°C) | Expected Temperatures +40 to -50°F (+4 to -46°C) | Interval |
|---------------------------|-------------|--|--|--|---|
| Brake Cam Slack Adjusters | As Required | GAA MIL-PRF-10924 | GAA MIL-PRF-10924 (Note 1) | GAA MIL-PRF-10924 (Note 1) | S-Semianual (WP 0132) (6 Months) |
| Fifth Wheel Plate | As Required | GAA MIL-PRF-10924 | GAA MIL-PRF-10924 (Note 1) | GAA MIL-PRF-10924 (Note 1) | W-Weekly (WP 0131) |
| Fifth Wheel Ramp | As Required | GAA MIL-PRF-10924 | GAA MIL-PRF-10924 (Note 1) | GAA MIL-PRF-10924 (Note 1) | W-Weekly (WP 0131) |
| Pintle Hook | As Required | GAA MIL-PRF-10924 | GAA MIL-PRF-10924 (Note 1) | GAA MIL-PRF-10924 (Note 1) | W-Weekly (WP 0131) S-Semianual (WP 0132) (6 Months) (service fittings) |
| Propeller Driver Shafts | As Required | GAA MIL-PRF-10924 | GAA MIL-PRF-10924 | GAA MIL-PRF-10924 | S-Semianual (WP 0132) (6 Months) |

Table 9. Miscellaneous Lubrication Points. - Continued

| Item | Capacities | Expected Temperatures Above +15° F (-9°C) | Expected Temperatures +40 to -15°F (+4 to -26° C) | Expected Temperatures +40 to -50°F (+4 to -46°C) | Interval |
|-----------------|-------------|---|---|---|------------------------------------|
| and U-Joints | | | (Note 1) | (Note 1) | (Note 2) |
| Steering System | As Required | GAA MIL-PRF-10924 | GAA MIL-PRF-10924 (Note 1) | GAA MIL-PRF-10924 (Note 1) | S-Semian-nual (WP 0132) (6 Months) |

NOTE

1. Refer to FM 9-207 (WP 0146) for arctic operation.
2. When vehicle is operating under severe conditions, lubricate propeller shafts and universal joints every 50 hours of vehicle operation.
3. Refer to PMCS tables for specific lubrication intervals.

Table 10. Vehicle Cleaning.

| Item | Capacities | Expected Temperature | Intervals |
|-------------------------------------|-------------|------------------------------|-------------|
| Cleaning Compound, Solvent (Note 1) | As Required | SD All Temperatures (Note 2) | As Required |

NOTE

1. After a thorough high pressure washing, lubricate all grease fittings and oil can points outside and underneath vehicle.
2. Refer to FM 9-207 (WP 0146) for arctic operation.

END OF WORK PACKAGE

OPERATOR MAINTENANCE CLOSE/OPEN HEATER VALVES

INITIAL SETUP:

Equipment Condition

Engine OFF. (WP 0057)

Wheels chocked. (WP 0072)

Open passenger side engine cover.
(WP 0143)

CLOSE HEATER VALVES

NOTE

- Closing two heater valves will improve the efficiency of the cabin air conditioning.
- Closing two heater valves will disable cabin heat.
- Heater valve knob is located on rear passenger side of engine.

1. Turn heater valve knob (1) counterclockwise to close.

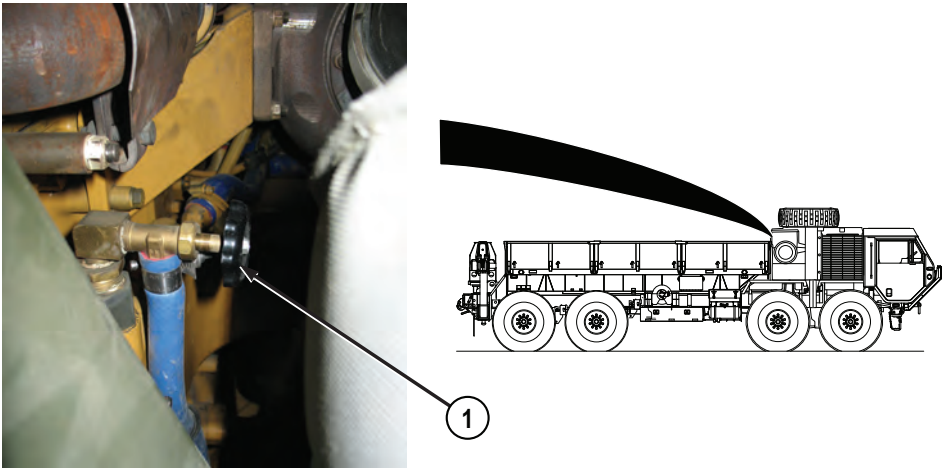


Figure 1.

NOTE

Heater valve knob is located towards bottom of front passenger side of engine.

- Turn heater valve knob (2) counterclockwise to close.

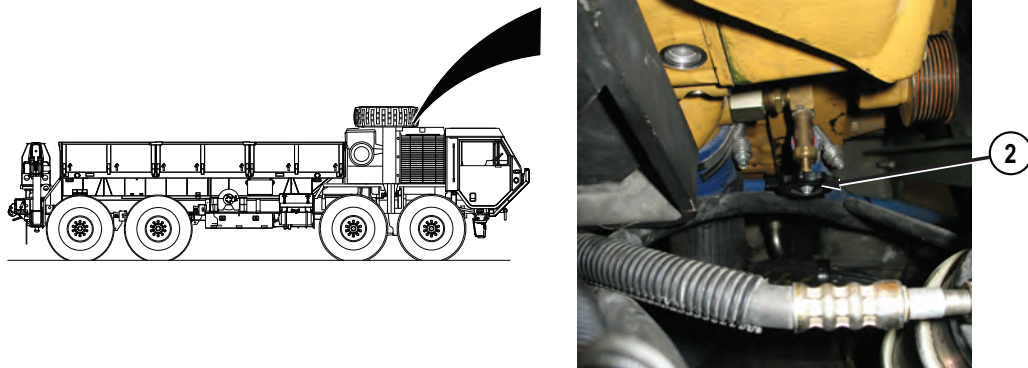


Figure 2.

END OF TASK

OPEN HEATER VALVES

NOTE

- Opening two heater valves will diminish efficiency of air conditioning kit.
- Opening two heater valves will enable cabin heat.
- Heater valve knob is located on rear passenger side of engine.

- Turn heater valve knob (1) clockwise to close.

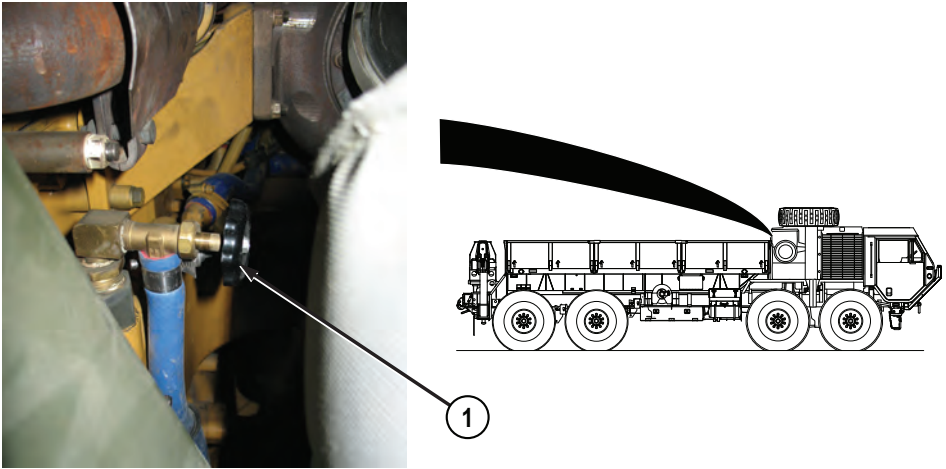


Figure 3.

NOTE

Heater valve knob is located towards bottom of front passenger side of engine.

2. Turn heater valve knob (2) clockwise to close.

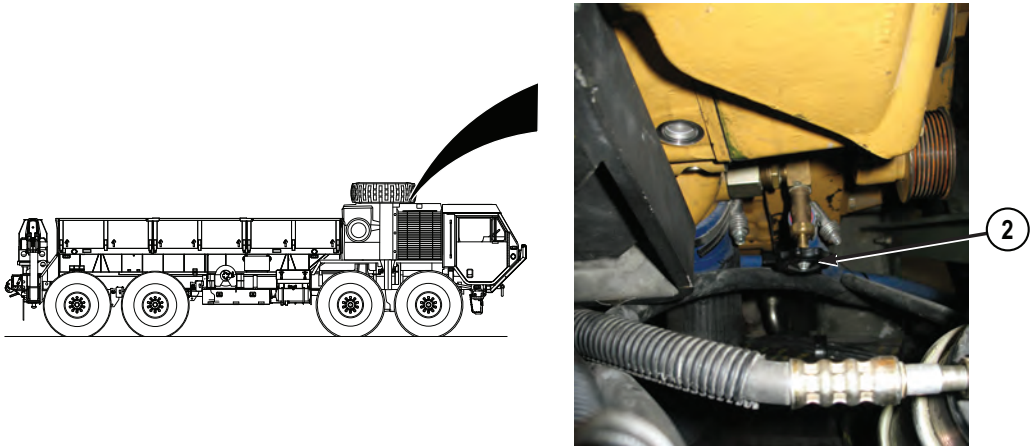


Figure 4.

END OF TASK

FOLLOW-ON MAINTENANCE

1. Close passenger side engine cover. (WP 0143)
2. Remove wheel chocks.

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
PRE/POST TOWING PROCEDURE (FRONT LIFT ONLY)**

INITIAL SETUP:**Tools and Special Tools**

Chain, 8 ft. (supplied by wrecker)
Chain, 7 ft. (supplied by wrecker) (WP
0147, Table 3, Item 3)

Equipment Condition

Engine OFF. (WP 0057)

PREPARE VEHICLE FOR TOWING**CAUTION**

When installing axle restraint chains, route chains so hoses or lines are not between frame and chain or axle and chain. Failure to comply may result in damage to equipment.

NOTE

- This procedure is applicable to preparation for towing a HEMTT series vehicle from the front **ONLY** (refer to tow HEMTT-front lift for further information).
 - If disabled vehicle is either a BASE or A2 model HEMTT series vehicle (refer to data plate on inside of driver side door), complete Step (1).
 - If disabled vehicle is an A4 model HEMTT series vehicle (refer to data plate on inside of driver side door), skip to Step (2).
1. Perform the following on disabled vehicle:
 - a. Remove propeller shaft between transfer case and No. 3 axle.
 - b. Install axle restraint chains (1):

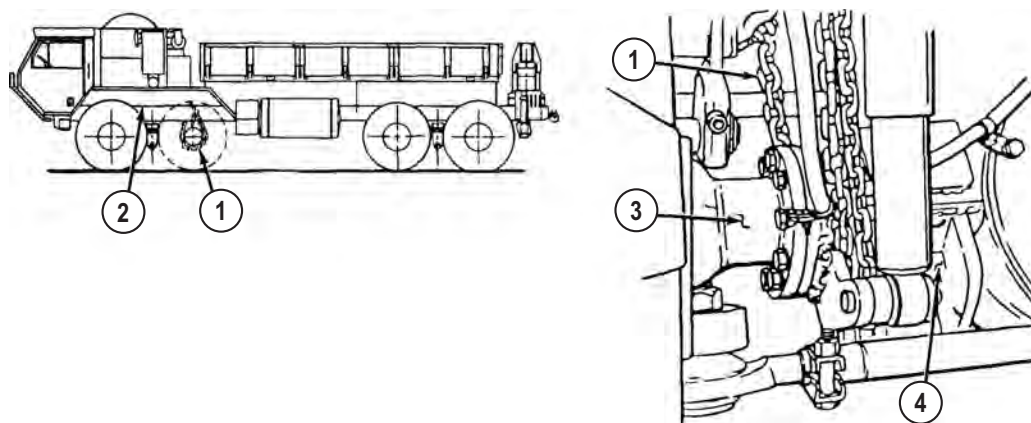


Figure 1.

NOTE

- Axle restraint chains are installed the same way, driver side shown.
- No. 2 axle should be restrained with chains on both sides of vehicle.

- (1) Route axle restraint chain (1) over frame rail (2) and around axle (3) beside walking beam (4).
- (2) Hook axle restraint chain (1) back into itself.
- (3) Repeat Steps (1) and (2) for opposite side of No. 2 axle (3).

CAUTION

When installing axle restraint chains, route chain around frame rail and axle only. Do not wrap chain around lateral torque rod, shock absorber, shift cables, etc. as they could be crushed. Route chains so hoses or lines are not between frame and chain or axle and chain. Failure to comply may result in damage to equipment.

NOTE

- This procedure is applicable to preparation for towing a HEMTT series vehicle from the front ONLY (refer to tow HEMTT-front lift for further information).
- If disabled vehicle is an A4 model HEMTT series vehicle (refer to data plate on inside of driver side door), complete Step (2).

2. Perform the following on disabled vehicle:

- a. Remove propeller shaft between transfer case and No. 3 axle.
- b. Install axle restraint chains (1):

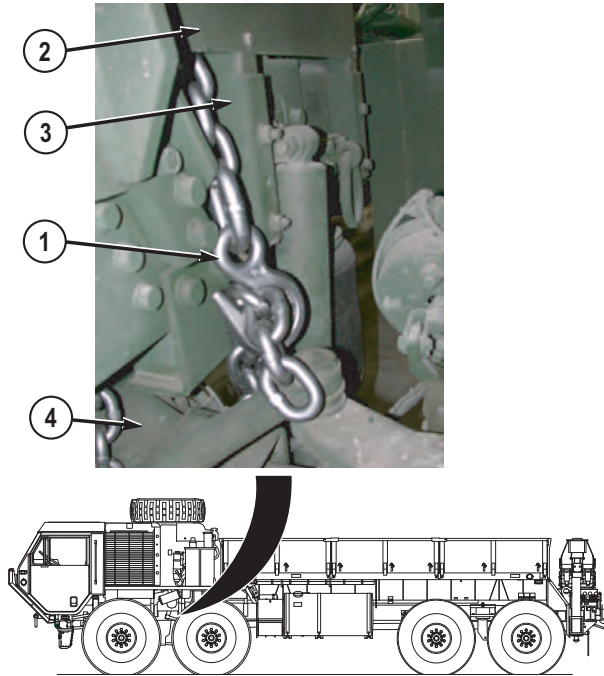


Figure 2.

NOTE

- Axle restraint chains are installed the same way, driver side shown.
- No. 2 axle should be restrained with chains on both sides of vehicle.

- (1) Route axle restraint chain (1) under engine shroud (2), over frame rail (3), and around axle (4).
- (2) Hook axle restraint chain (1) back into itself as shown.
- (3) Repeat Steps (1) and (2) for opposite side of No. 2 axle (3).

END OF TASK

POST TOWING PROCEDURE

NOTE

- This post towing procedure is applicable to a HEMTT series vehicle that has been towed from the front ONLY (refer to tow HEMTT-front lift for further information).
- If disabled vehicle is either a BASE or A2 model HEMTT series vehicle (refer to data plate on inside of driver side door), complete Step (1).
- If disabled vehicle is an A4 model HEMTT series vehicle (refer to data plate on inside of driver side door), skip to Step (2).

1. Perform the following to disabled vehicle:

- Remove two axle restraint chains (1) from around frame rails (2) and No. 2 axle (3).

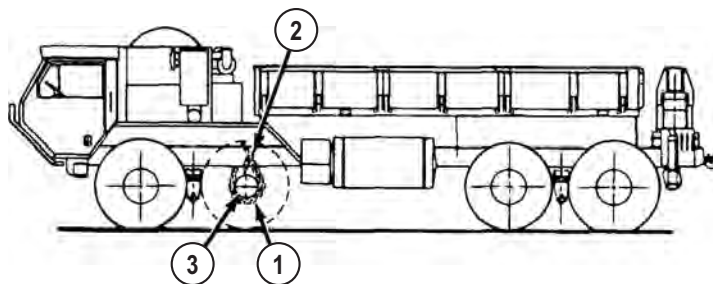


Figure 3.

- Return two axle restraint chains (1) to wrecker stowage.
- Install propeller shaft between transfer case and No. 3 axle.

NOTE

- This post towing procedure is applicable to a HEMTT series vehicle that has been towed from the front ONLY (refer to tow HEMTT-front lift for further information).
- If disabled vehicle is an A4 model HEMTT series vehicle (refer to data plate on inside of driver side door), complete Step (2).

2. Perform the following to disabled vehicle:

- Remove two axle restraint chains (1) from under engine shroud (2), around frame rail (3), and No. 2 axle (4).

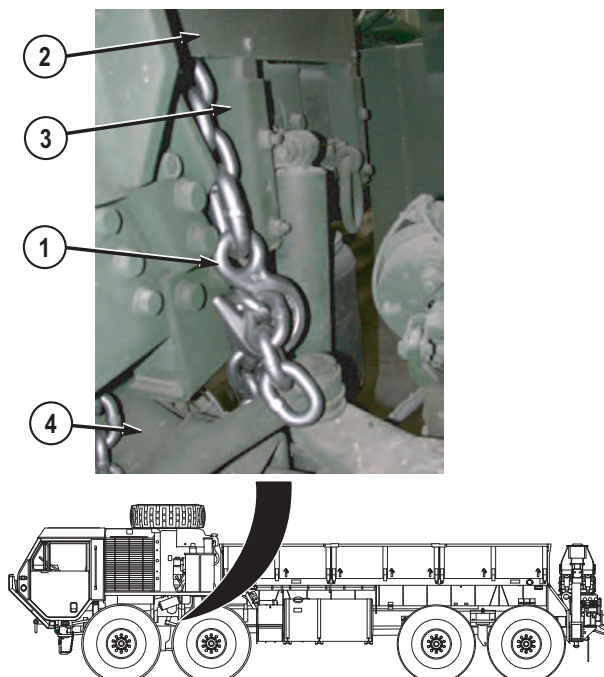


Figure 4.

- b. Return two axle restraint chains (1) to wrecker stowage.
- c. Install propeller shaft between transfer case and No. 3 axle.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE CLEAN VEHICLE

INITIAL SETUP:

Materials/Parts

Rag, Wiping (WP 0149, Table 1, Item 50)

Equipment Condition

Engine OFF. (WP 0057)
Wheels chocked. (WP 0072)

CLEAN EXTERIOR

CAUTION

Do not wipe dirt off vehicle when vehicle is dry. Dirt, stones, or debris may scratch and damage vehicle.

NOTE

After a thorough high pressure washing, lubricate all grease fittings and oil can points outside and underneath vehicle (refer to lubrication instructions (WP 0134) for more information).

1. Wash vehicle often with cool or warm water. Do not use strong detergent or abrasives.

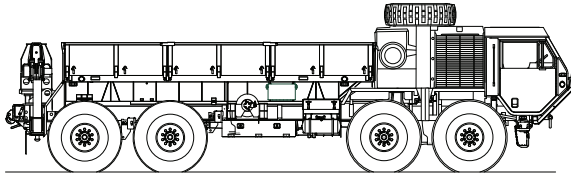


Figure 1.

2. While cleaning vehicle, look closely for rust, corrosion, bare metal, or other damage. Report any damage to Field Level Maintenance.

END OF TASK

CLEAN INTERIOR

1. Remove loose dirt and dust from cab interior components (1).

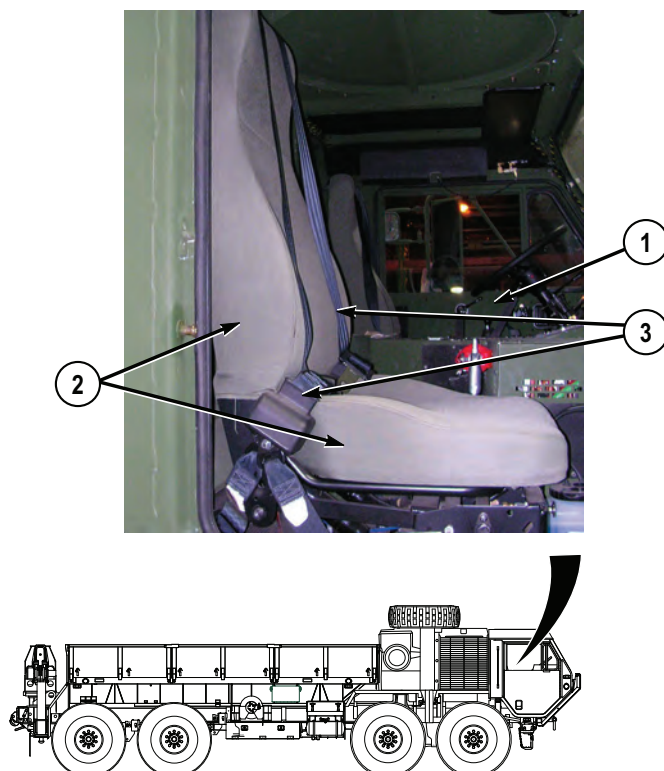


Figure 2.

2. Clean seat cushions (2) and seatbelts (3) with warm soapy water. Do not use abrasives or solvents.
3. Wipe seat cushions (2) and seatbelts (3) dry.

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE CHANGE WHEEL AND TIRE ASSEMBLY

INITIAL SETUP:

Tools and Special Tools

Chocks, Wheel (4) (WP 0147, Table 3, Item 5)
 Extension, Handle (WP 0147, Table 3, Item 9)
 Handle, Wrench (WP 0147, Table 3, Item 11)
 Jack, 12-ton, With Handle (WP 0147, Table 3, Item 14)
 Jack, Base Plate (WP 0147, Table 3, Item 17)

Warning Device Set, Triangular (WP 0147, Table 3, Item 19)
 Wrench, Wheel Lugnut (WP 0147, Table 3, Item 27)
 Wrench, Adjustable (WP 0147, Table 3, Item 25)

Personnel Required

Motor Transport Operator MOS 88M
 (2)

PREPARE VEHICLE

1. Shut off engine. (WP 0057)

WARNING



Park vehicle in safe area, out of traffic, where there is no danger to personnel changing tire assembly. Park vehicle on hard level ground. Failure to comply may result in injury or death to personnel.

2. Turn on emergency flashers. (WP 0071)
3. Set up emergency marker kit, as necessary. (WP 0097)

END OF TASK

REMOVE SPARE WHEEL AND TIRE ASSEMBLY FROM TIRE CARRIER

NOTE

- This procedure is a two soldier task.

- This procedure is not applicable when removing wheel and tire assembly for maintenance purposes and installing same wheel and tire assembly on vehicle:
If wheel and tire assembly to be removed and reinstalled is on No. 1 or No. 2 axle, refer to remove wheel and tire assembly from No. 1 or No. 2 axle.
If wheel and tire assembly to be removed and reinstalled is on No. 3 or No. 4 axle, refer to remove wheel and tire assembly from No. 3 or No. 4 axle.

1. Lower tire carrier. (WP 0038)
2. With spare wheel and tire assembly resting on ground, remove four spare wheel and tire assembly retention screws (1) from tire carrier mounting bracket (2).



Figure 1.

3. While assistant steadies spare wheel and tire assembly, lower tire carrier (WP 0038) until completely clear of spare wheel and tire assembly.
4. With aid of an assistant, roll spare wheel and tire assembly to vehicle near flat wheel and tire assembly, and lean spare wheel and tire assembly against vehicle.
5. Check spare wheel and tire assembly air pressure.
6. Service spare wheel and tire assembly as required. (WP 0141)

END OF TASK

REMOVE WHEEL AND TIRE ASSEMBLY FROM NO. 1 OR NO. 2 AXLE

1. Service (inflate) vehicle air suspension to perform jacking procedure.
2. Turn No. 1 axle ball valves OFF to perform jacking procedure.

CAUTION

Jack placement is critical to avoid damaging vehicle suspension components. Follow jack placement notes and procedures carefully. Failure to comply may result in damage to equipment.

NOTE

- If wheel and tire assembly to be removed is on No. 3 or No. 4 axle, refer to remove wheel and tire assembly from No. 3 or No. 4 axle.
 - All wheel and tire assemblies on No. 1 and No. 2 axles are removed the same. Passenger side No. 1 axle wheel and tire assembly shown.
 - Jack ram should be fully screwed down (making jack as short as possible) for Step (3).
3. Check if jack base plate (1) and jack (2) will fit under apex of equalizing beam (3):



Figure 2.

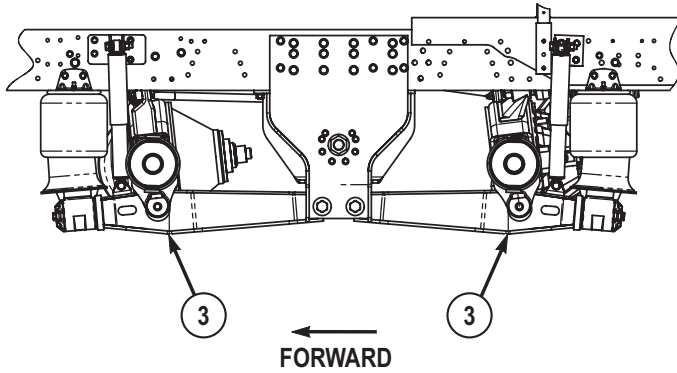


Figure 3.

NOTE

Position jack 12 in. (30 cm) from end of equalizing beam. The jack should be centered on apex as shown.

- a. If jack base plate (1) and jack (2) fit under apex of equalizing beam (3), skip to Step (5).
 - b. If jack base plate (1) and jack (2) DO NOT fit under apex of equalizing beam (3), continue with Step (4).
4. Drive flat/shredded wheel and tire assembly onto two wheel chocks (4).

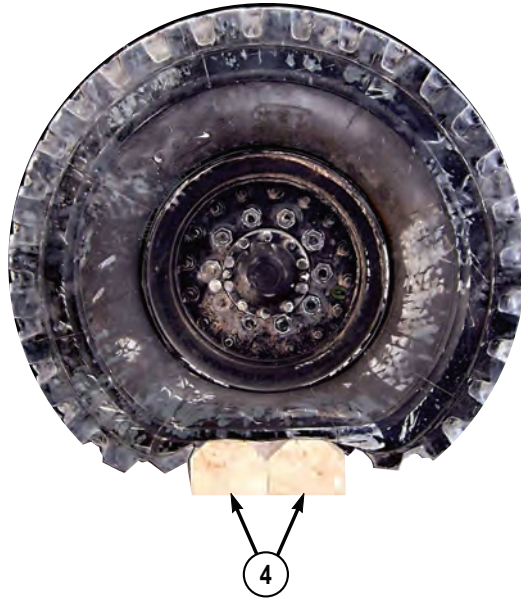


Figure 4.

5. Install two wheel chocks (WP 0072) (4) in front of and behind tire across (on same axle) from tire and wheel assembly which is being removed.

CAUTION

Jack placement is critical to avoid damaging vehicle suspension components. Follow jack placement notes and procedures carefully. Failure to comply may result in damage to equipment.

NOTE

- Jack ram should be fully screwed down (making jack as short as possible) for Step (6).
 - Center jack on apex, 12 in. (30 cm) from end of equalizing beam.
6. Position jack base plate (1) and jack (2) under apex of equalizing beam (3).

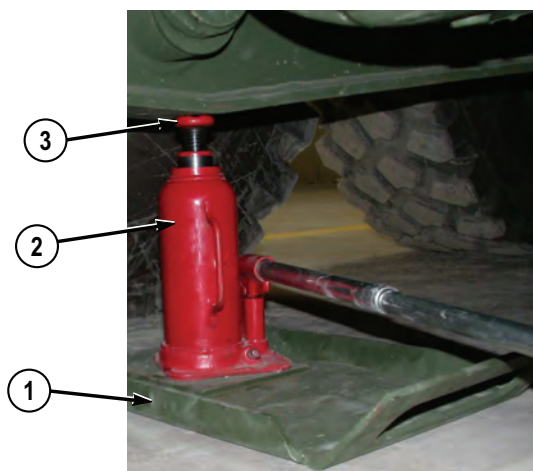


Figure 5.

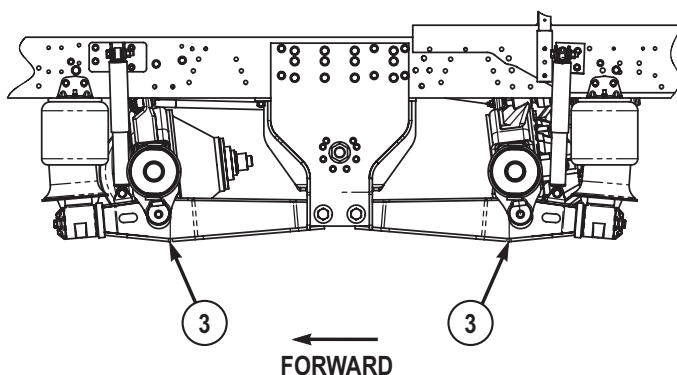


Figure 6.

NOTE

If possible, unscrew jack ram until it contacts jacking point on equalizing beam prior to completing Step (7).

7. Raise jack (2) until firm contact is established with apex of equalizing beam (3).

NOTE

- Studs and lugnuts on driver side of vehicle have left-hand threads. Rotate lugnuts clockwise to loosen, counterclockwise to tighten. Studs and lugnuts on passenger side of vehicle have right-hand

threads. Rotate lugnuts counterclockwise to loosen, clockwise to tighten.

- Loosen lugnuts enough so they can be easily removed once weight is off wheel and tire assembly, but do not remove them.

8. Assistant loosens 10 lugnuts (5) until they turn easily.

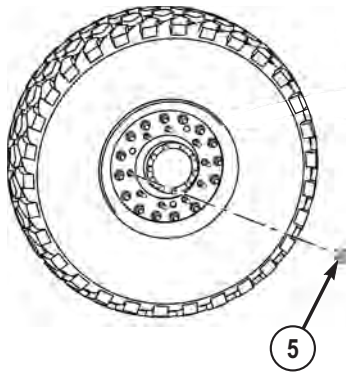


Figure 7.

NOTE

If wheel chocks were used under flat/shredded wheel and tire assembly to aid in jack placement, wheel and tire assembly does not have to be clear of wheel chocks.

9. Raise vehicle until wheel and tire assembly can be removed.
10. Assistant removes and sets 10 lugnuts (5) aside.

NOTE

If wheel chocks were used under flat/shredded wheel and tire assembly to aid in jack placement, remove them and return to vehicle stowage.

11. Lower vehicle until wheel and tire assembly is just touching ground.
12. Raise vehicle slightly while assistant tilts top of wheel and tire assembly forward. Flat wheel and tire assembly should move forward.
13. Repeat Steps (11) and (12) to walk wheel and tire assembly off axle studs (6).

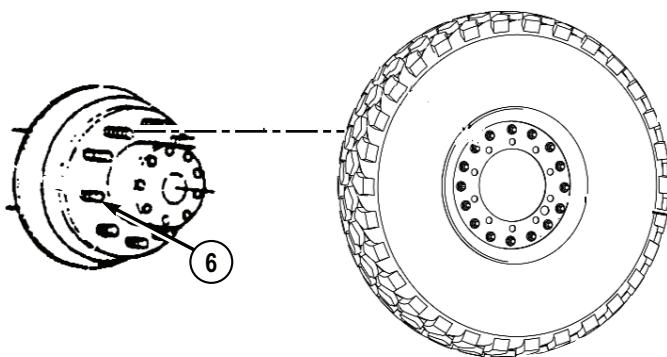


Figure 8.

14. With aid of an assistant, remove wheel and tire assembly and lean wheel and tire assembly against vehicle.

END OF TASK

REMOVE WHEEL AND TIRE ASSEMBLY FROM NO. 3 OR NO. 4 AXLE

NOTE

- If wheel and tire assembly to be removed is on No. 1 or No. 2 axle, refer to remove wheel and tire assembly from No. 1 or No. 2 axle.
 - All wheel and tire assemblies on No. 3 and No. 4 axles are removed the same. Passenger side No. 4 axle wheel and tire assembly shown.
 - It may be necessary to drive flat/shredded wheel and tire assembly onto two wheel chocks in order to fit jack base plate and jack under transverse beam casting.
1. Service (inflate) vehicle air suspension needs to be serviced (inflated) to perform jacking procedure.
 2. Turn No. 4 axle ball valves OFF to perform jacking procedure.
 3. Install two wheel chocks (WP 0072) in front of and behind tire across (on same axle) from tire and wheel assembly which is being removed.

CAUTION

Jack placement is critical to avoid damaging vehicle suspension components. Follow jack placement notes and procedures carefully. Failure to comply may result in damage to equipment.

NOTE

Position jack directly under flat spot in center of transverse beam casting.

4. Place jack base plate (1) and jack (2) under transverse beam casting (3):

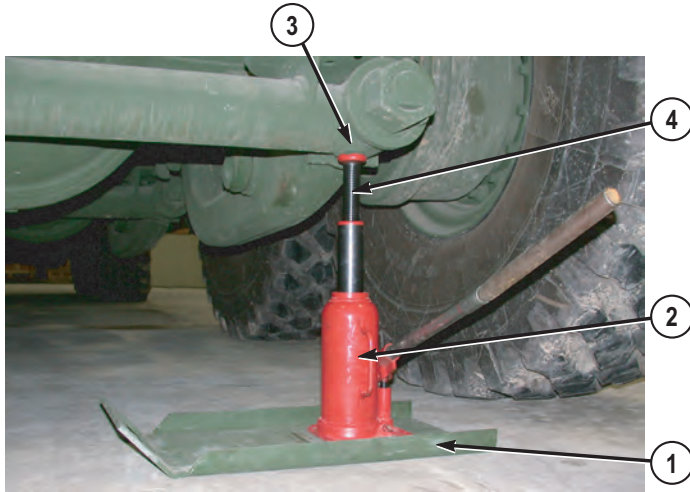


Figure 9.

5. Unscrew jack ram (4) until it is at full extension or contacts transverse beam end casting (3).
6. Raise jack (2) until firm contact is established with jacking point on transverse beam end casting (3).

NOTE

- Studs and lugnuts on driver side of vehicle have left-hand threads. Rotate lugnuts clockwise to loosen.
 - Studs and lugnuts on passenger side of vehicle have right-hand threads. Rotate lugnuts counterclockwise to loosen.
 - Loosen lugnuts enough so they can be easily removed once weight is off wheel and tire assembly, but do not remove them.
7. Assistant loosens 10 lugnuts (5) until they turn easily.

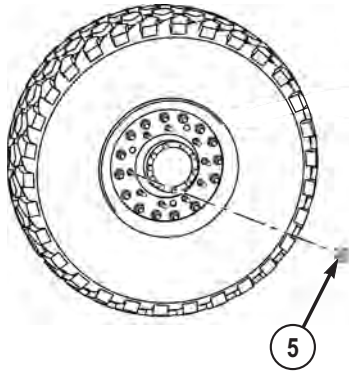


Figure 10.

NOTE

If wheel chocks were used under flat/shredded wheel and tire assembly to aid in jack placement, wheel and tire assembly does not have to be clear of wheel chocks.

8. Raise vehicle until wheel and tire assembly can be removed.
9. Assistant removes and sets 10 lugnuts (5) aside.

NOTE

If wheel chocks were used under flat/shredded wheel and tire assembly to aid in jack placement, remove them and return to vehicle stowage.

10. Lower vehicle until wheel and tire assembly is just touching ground.
11. Raise vehicle slightly while assistant tilts top of wheel and tire assembly forward. Tire should move forward.
12. Repeat Steps (10) and (11) to walk wheel and tire assembly off studs (6).

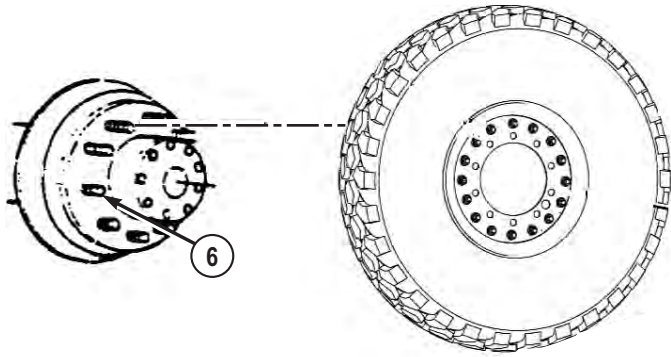


Figure 11.

13. With aid of an assistant, remove wheel and tire assembly and lean wheel and tire assembly against vehicle.

END OF TASK

INSTALL WHEEL AND TIRE ASSEMBLY

NOTE

Tire tread is non-directional. Vehicle operation is not affected by direction of traction bars.

1. With aid of an assistant, roll wheel and tire assembly (1) up to axle (2).

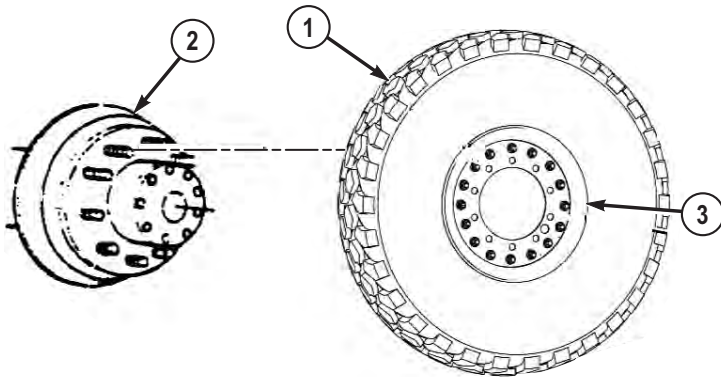


Figure 12.

NOTE

Check that spare wheel and tire assembly wheel dish is in same position as flat wheel and tire assembly wheel dish. Deep side of wheel dish will face toward vehicle on four front wheels. Deep side of wheel dish will face away from vehicle on four rear wheels except M984A4. All eight wheels on M984A4 are installed with deep side of wheel dish facing toward vehicle.

2. Make sure deep side of spare wheel and tire assembly wheel dish (3) is in same position as flat/shredded wheel and tire assembly wheel dish when flat/shredded wheel and tire assembly was removed.

NOTE

- Tire valve stem extension must be removed to reposition wheel and tire assembly valve stem extension.
 - It may be necessary to reposition valve stem to accomplish installation of valve stem extension.
3. Make sure wheel and tire assembly valve stem (4) is pointing out, away from vehicle.

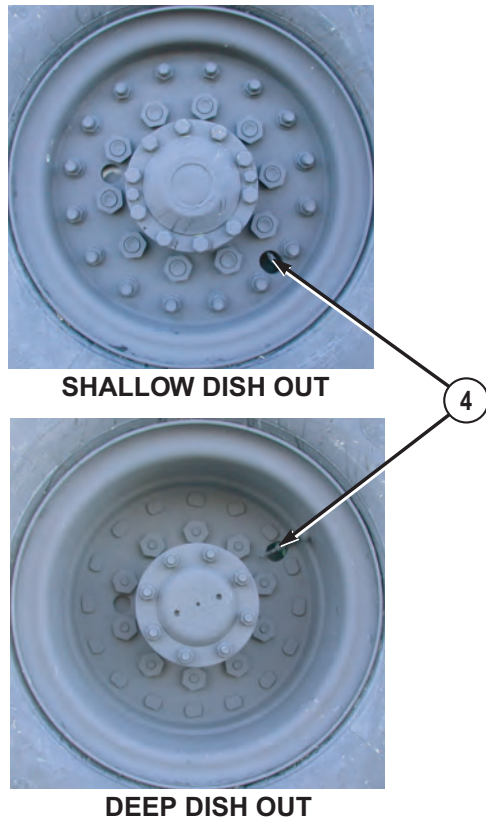


Figure 13.

4. Line up holes in rim (5) of wheel and tire assembly (1) with studs (6) on axle (2).

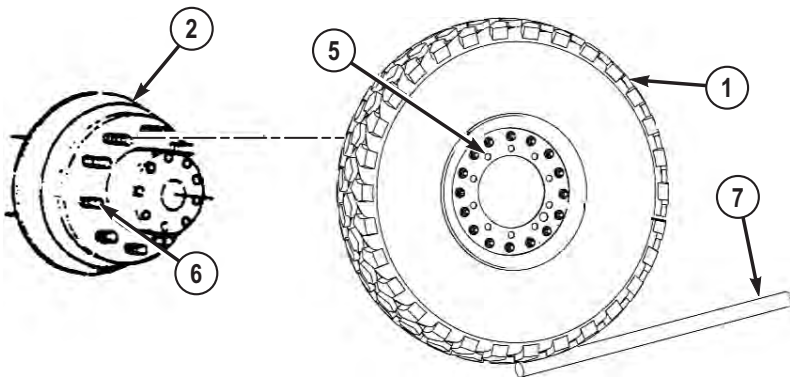


Figure 14.

WARNING

Wheel/tire assembly weighs 540 lbs (245 kg). Do not attempt to lift or move wheel/tire assembly without the aid of an assistant and a lifting device. Failure to comply may result in injury or death to personnel.

5. Lean top of wheel and tire assembly (1) against studs (6) and axle (2).

NOTE

Install a lugnut on top stud, and hand-tighten to hold wheel and tire assembly in place.

6. Using handle extension (7), slide spare wheel and tire assembly onto studs (6) while assistant raises vehicle with jack. Bottom of wheel and tire assembly (1) should swing toward axle (2).
7. Assistant lowers vehicle until wheel and tire assembly (1) just touches ground.
8. Repeat Steps (5) through (7) until wheel and tire assembly (1) is seated on axle (2) and studs (6).

NOTE

- Studs and lugnuts on driver side of vehicle have left-hand threads. Rotate lugnuts counterclockwise to tighten.
 - Studs and lugnuts on passenger side of vehicle have right-hand threads. Rotate lugnuts clockwise to tighten.
9. Install and tighten 10 lugnuts (8) in order shown using wheel lugnut wrench.

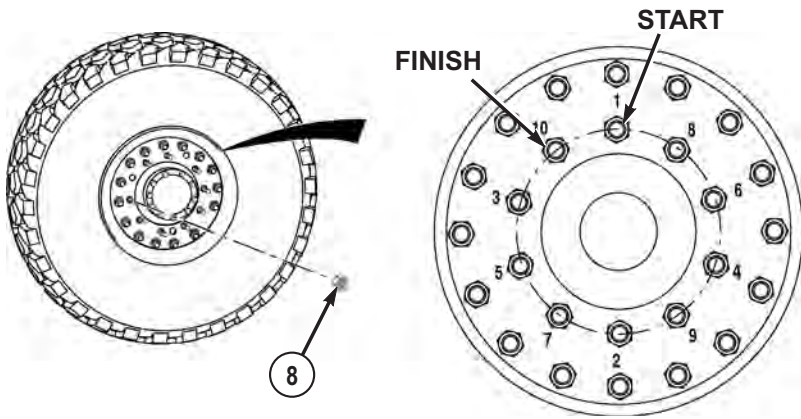


Figure 15.

- 10. Assistant lowers jack (9) until vehicle weight is fully supported by suspension system.
- 11. Remove jack (9) and jack base plate (10) from under vehicle.

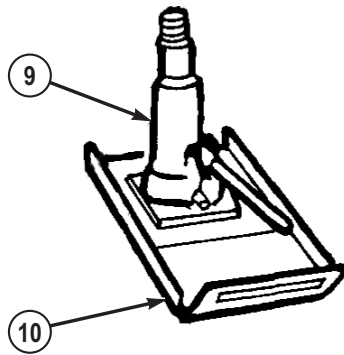


Figure 16.

- 12. Tighten 10 lugnuts (8) in order shown until they no longer tighten.

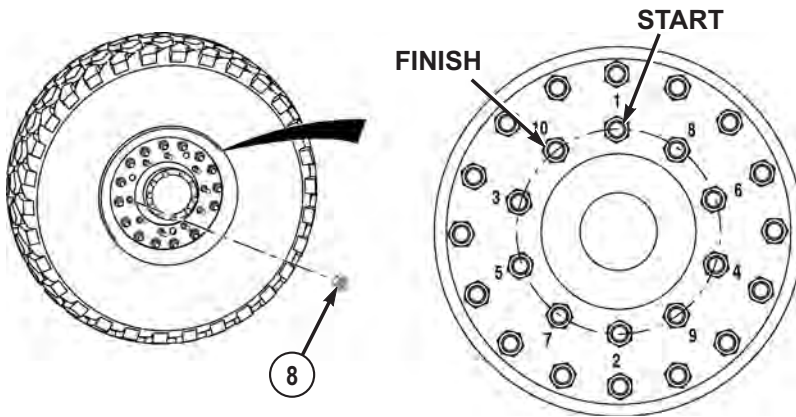


Figure 17.

13. Return all tools and equipment to proper stowage boxes.
14. Turn No. 1 or No. 4 axle ball valves ON (WP 0040) (as applicable).
15. Return vehicle to field level maintenance and have lugnuts (8) tightened to torque requirements as soon as possible.

END OF TASK

STOW FLAT/SHREDDED WHEEL AND TIRE ASSEMBLY

1. With aid of an assistant, roll flat/shredded wheel and tire assembly into position in front of wheel and tire assembly carrier.
2. While assistant maneuvers flat/shredded wheel and tire assembly, raise and lower wheel and tire assembly carrier (WP 0038) until wheel and tire assembly carrier mounting bracket tooth (1) catches rim (2) of spare wheel and tire assembly.

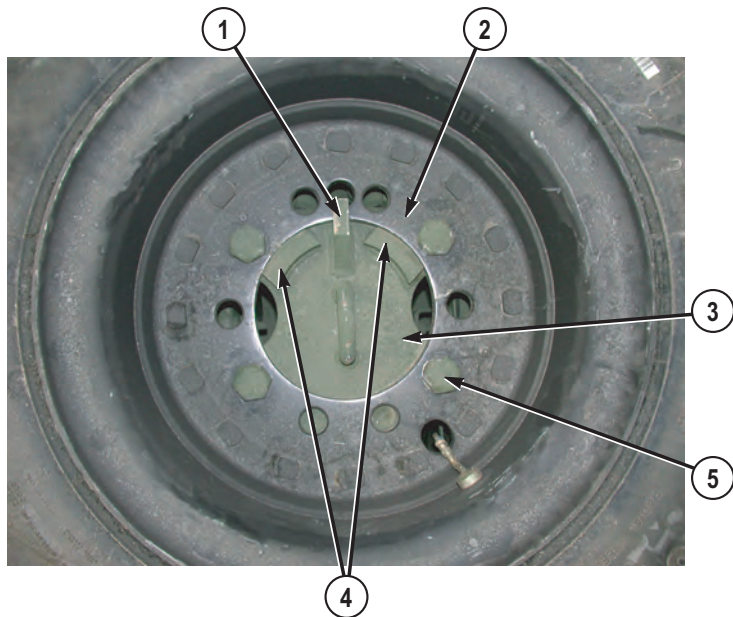


Figure 18.

3. Raise tire carrier slightly so weight of flat wheel and tire assembly pulls itself closer to tire carrier mounting bracket (3) and onto carrier mounting bracket alignment ridges (4).
4. Install and hand-tighten four spare wheel and tire assembly retention screws (5) into holes provided in tire carrier mounting bracket (3).
5. Securely tighten four spare wheel and tire assembly retention screws (5).
6. Raise tire carrier.
7. Pick up and stow emergency marker kit (as necessary).

END OF TASK

END OF WORK PACKAGE

OPERATOR MAINTENANCE CLEAN FUEL TANK STRAINER

INITIAL SETUP:

Materials/Parts

Rag, Wiping (WP 0149, Table 1, Item 50)

Equipment Condition

Engine OFF. (WP 0057)
Wheels chocked. (WP 0072)

REMOVE/CLEAN FUEL TANK STRAINER

WARNING



Fuel is very flammable and can explode easily. Keep fuel away from open fire and keep fire extinguisher within easy reach when working with fuel. Do not work on fuel system when engine is hot. Fuel can be ignited when engine is hot. When working with fuel, post signs that read NO SMOKING WITHIN 50 FEET OF VEHICLE. Failure to comply may result in injury or death to personnel.

1. Wipe off dirt from fuel filler cap (1).

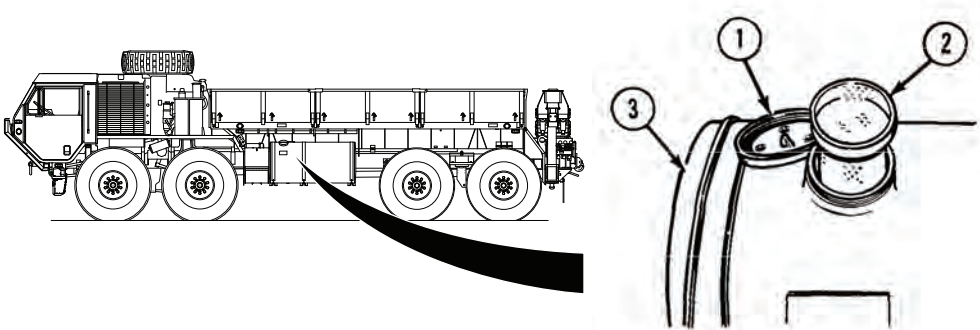


Figure 1.

2. Remove fuel filler cap (1).

3. Pull strainer (2) out of fuel tank (3).
4. Clean strainer (2) with clean dry rag.

END OF TASK**INSTALL FUEL TANK STRAINER**

1. Put strainer (2) in fuel tank (3).

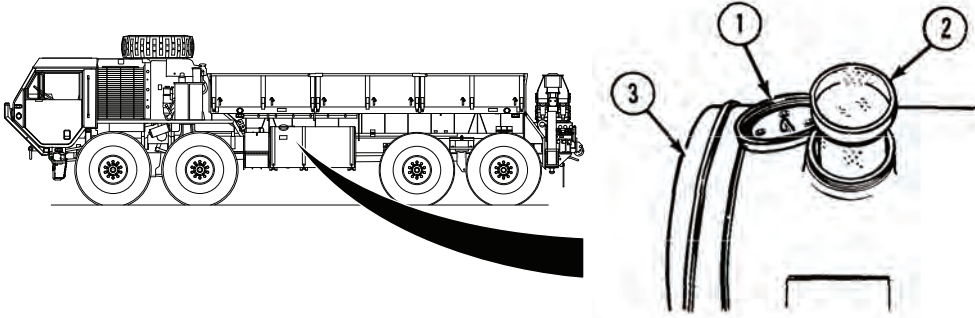


Figure 2.

2. Install and tighten fuel filler cap (1).

END OF TASK**FOLLOW-ON MAINTENANCE**

1. Remove wheel chocks.

END OF WORK PACKAGE

OPERATOR MAINTENANCE SERVICE AIR CLEANER ELEMENT

INITIAL SETUP:

Tools and Special Tools

Ladder (WP 0147, Table 2, Item 2)

Equipment Condition

Engine OFF. (WP 0057)

Wheels chocked. (WP 0072)

Materials/Parts

Rag, Wiping (WP 0149, Table 1, Item 50)

REMOVE AIR CLEANER ELEMENT

1. Unscrew four knobs (1) until retaining ring (2) is loose.

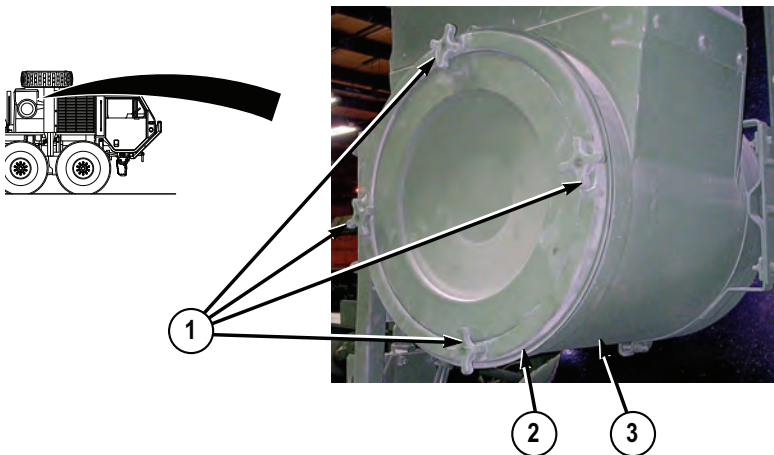


Figure 1.

2. Remove retaining ring (2) from canister (3).
3. Remove air cleaner element (4) from canister (3).

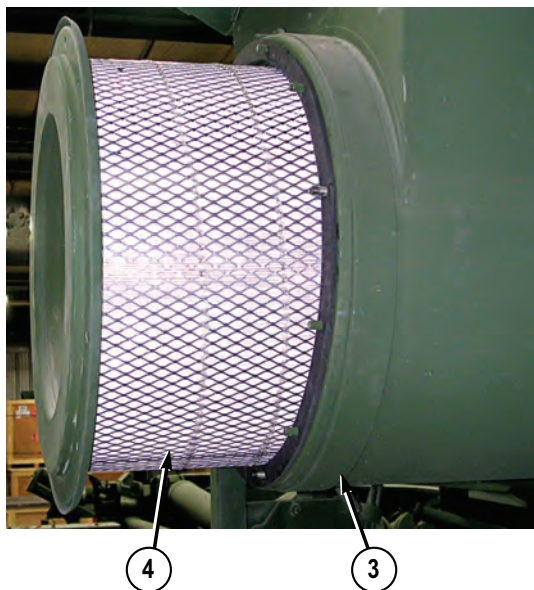


Figure 2.

END OF TASK

CLEAN AIR CLEANER ELEMENT

NOTE

Notify field level maintenance if air cleaner element is damaged or cannot be cleaned by tapping.

1. Tap side of air cleaner element (4) lightly against hand.

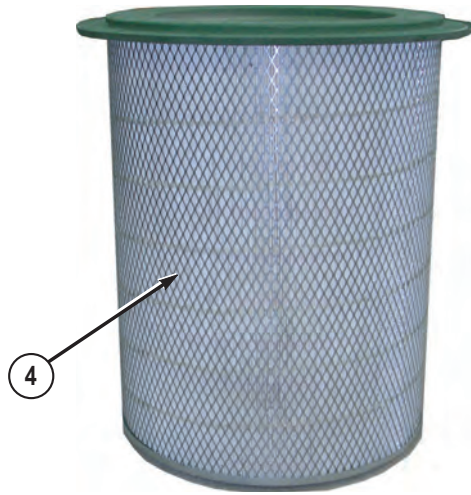


Figure 3.

2. Dump out dirt and dust from primary element (4).
3. Wipe air cleaner element (4) with clean rag.

END OF TASK

INSTALL AIR CLEANER ELEMENT

1. Install air cleaner element (4) in canister (3).

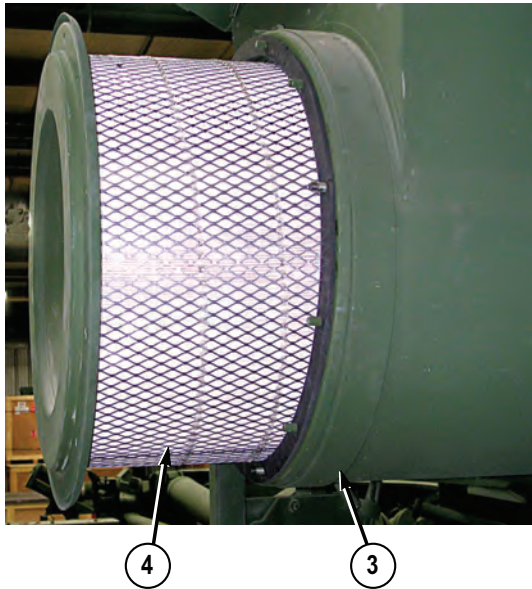


Figure 4.

2. Position retaining ring (2) over canister (3).

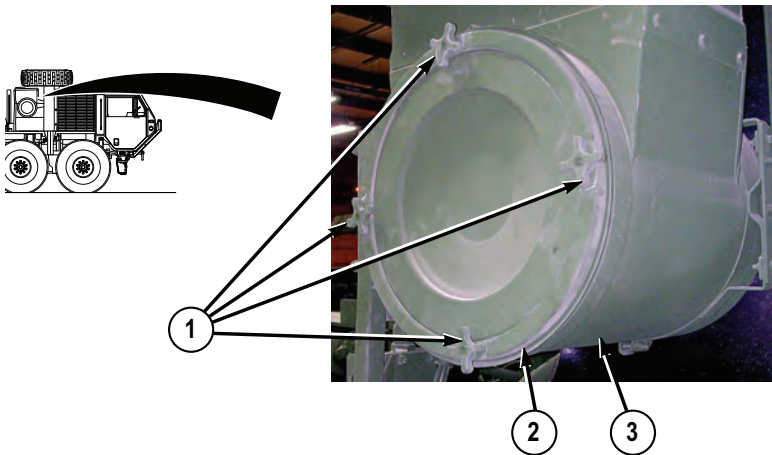


Figure 5.

3. Tighten four knobs (1) to secure retaining ring (2).
4. Start engine. (WP 0044)
5. Push button (5) to reset air cleaner restriction indicator (6). If indicator window (7) shows VACUUM INCHES H2O below 20, continue with vehicle operation. If indicator window

shows VACUUM INCHES H2O above 20, notify Field Level Maintenance as soon as possible.

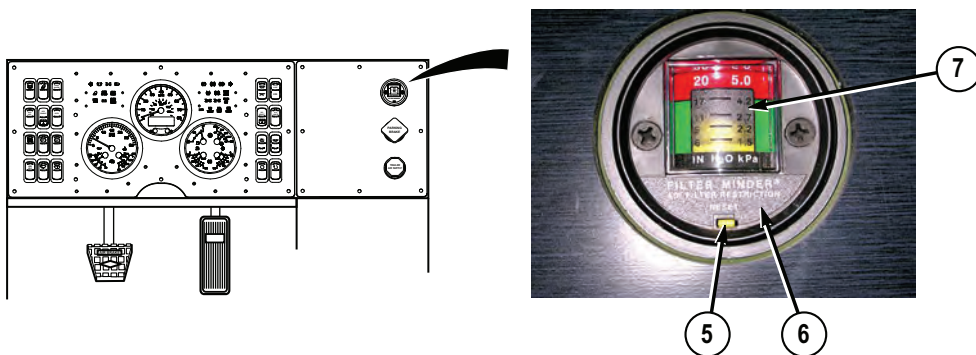


Figure 6.

6. Shut OFF engine. (WP 0057)

END OF TASK

FOLLOW-ON MAINTENANCE

1. Remove wheel chocks.

END OF WORK PACKAGE

OPERATOR MAINTENANCE SERVICE TIRES

INITIAL SETUP:

Tools and Special Tools

Gauge, Tire Pressure (WP 0147, Table 3, Item 8)

Gauge, Tire Pressure (WP 0147, Table 3, Item 13)

Hose: Air, Pneumatic (WP 0147, Table 3, Item 12)

Equipment Condition

Engine OFF. (WP 0057)

Wheels chocked. (WP 0072)

CHECK TIRE PRESSURE

WARNING



Failure to comply with these procedures may result in faulty positioning of the tire and/or rim parts and cause the assembly to burst with explosive force. Never mount or use damaged tires or rims. Failure to comply may result in injury or death to personnel.

NOTE

There are two types of air pressure gauges. One is a separate handheld gauge. The other is a combined pressure gauge/inflation hose.

Both may be used to check air pressure in tire.

ALWAYS use combined pressure gauge/inflation hose to inflate tire.

1. Check tire air pressure with tire pressure gauge.
2. Ensure tires have correct air pressure for road conditions and driving speed .

END OF TASK

INFLATE TIRE

1. Remove air hose (1) from stowage and connect air hose (1) to quick-disconnect coupling (2) by pushing back sleeve (3).

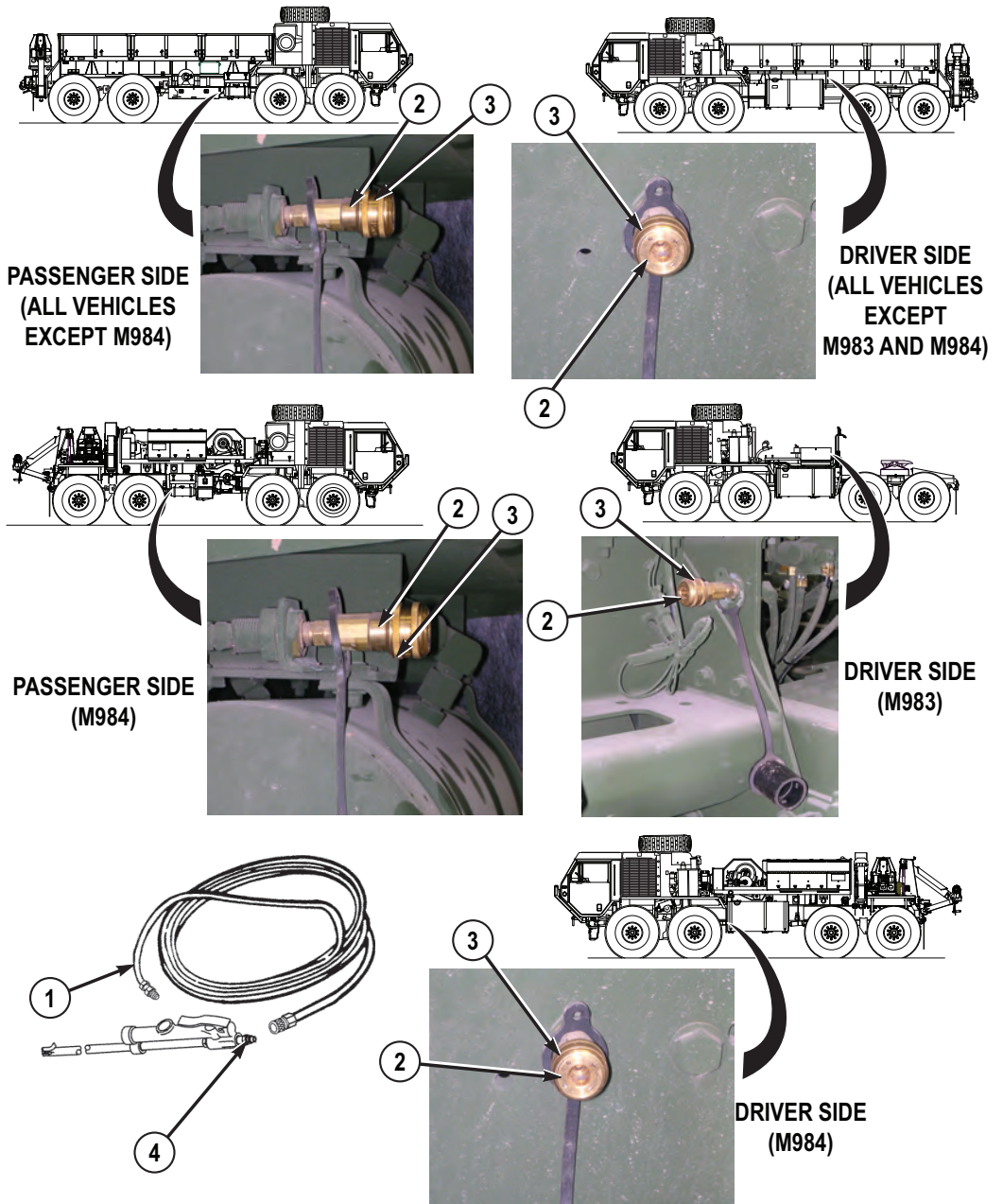


Figure 1.

2. Connect combined pressure gauge/inflation hose (4) to air hose (1).
3. Start engine. (WP 0044)

4. Remove valve stem cap (5) from valve stem (6).

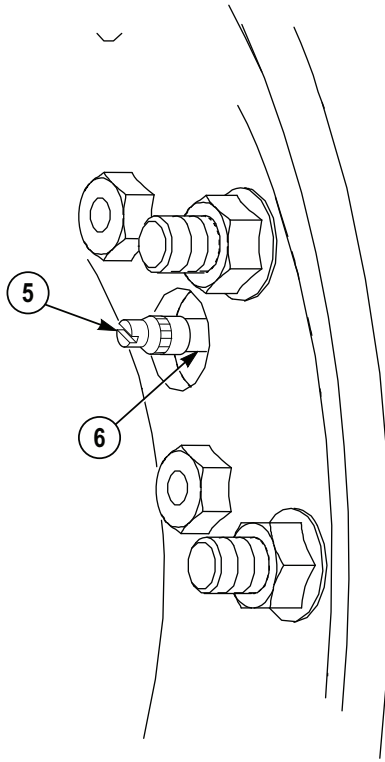


Figure 2.

WARNING



Prior to inflating or deflating tire, stand clear of trajectory area. Failure to comply may result in injury or death to personnel.

NOTE

- Trajectory area as shown applies to all wheel/tire assemblies.
- Air chuck must clamp securely with no leaks or air pressure gauge readings will be inaccurate.

- There are two types of air pressure gauges. One model is a separate handheld gauge . The other is a combined pressure gauge/inflation hose.
 - Both may be used to check air pressure in tire.
 - ALWAYS use combined pressure gauge/inflation hose to inflate tire.
5. Push latch handle (7) inward, while pushing air chuck (8) onto valve stem (6). Release latch handle (7) and immediately step out of the trajectory area and read tire air pressure gauge.

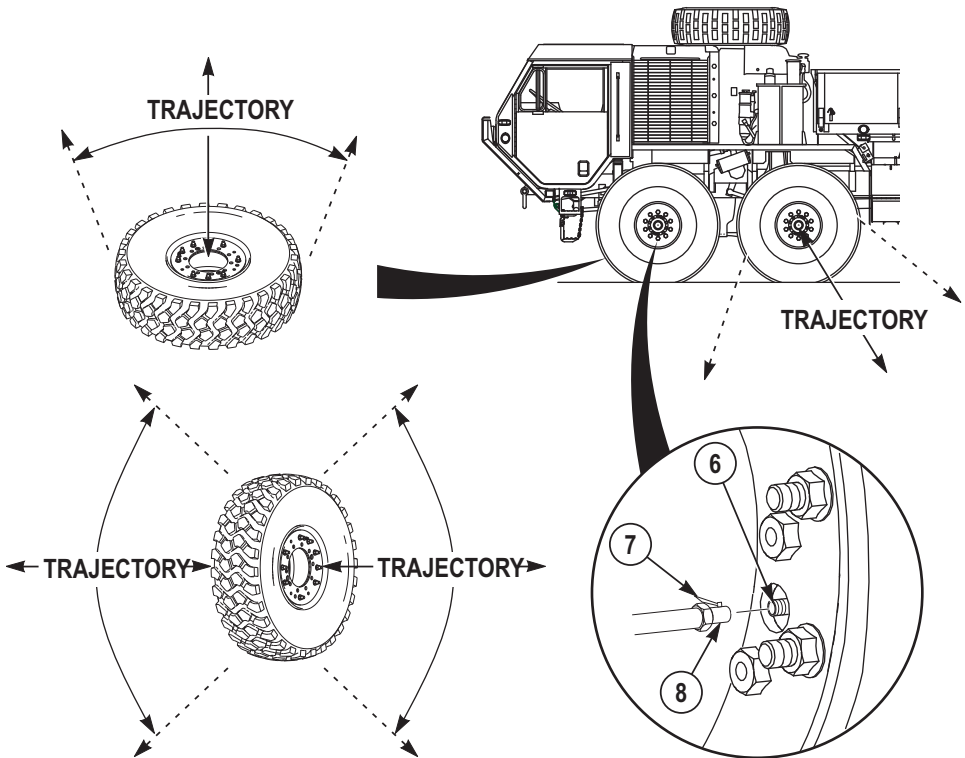


Figure 3.

WARNING



Prior to inflating or deflating tire, stand clear of trajectory area. Failure to comply may result in injury or death to personnel.

NOTE

Trajectory area as shown applies to all wheel/tire assemblies.

6. Inflate or deflate until proper pressure is attained. Press latch handle (7) and pull air chuck (8) from valve stem extension (6). Install valve cap (5).

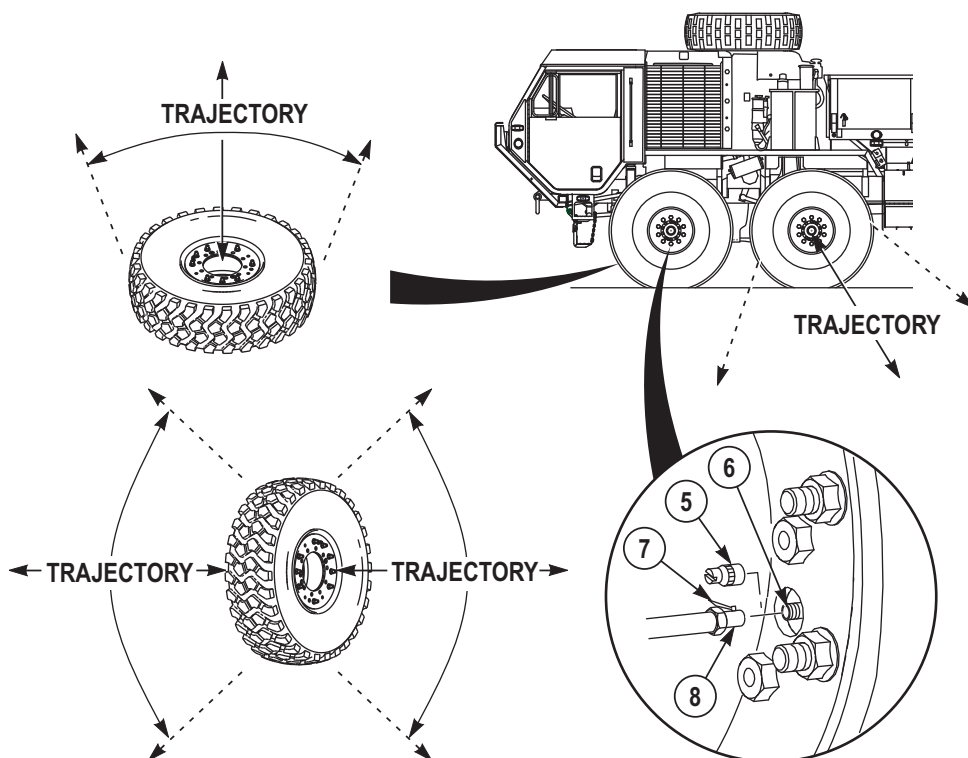


Figure 4.

7. Shut OFF engine. (WP 0057)

WARNING

Hold end of air line when disconnecting from quick-disconnect coupling. Air line is under pressure and can be ejected at a high rate of speed. Failure to comply may result in injury or death to personnel.

8. Remove combined pressure gauge/inflation hose (4) from air hose (1).

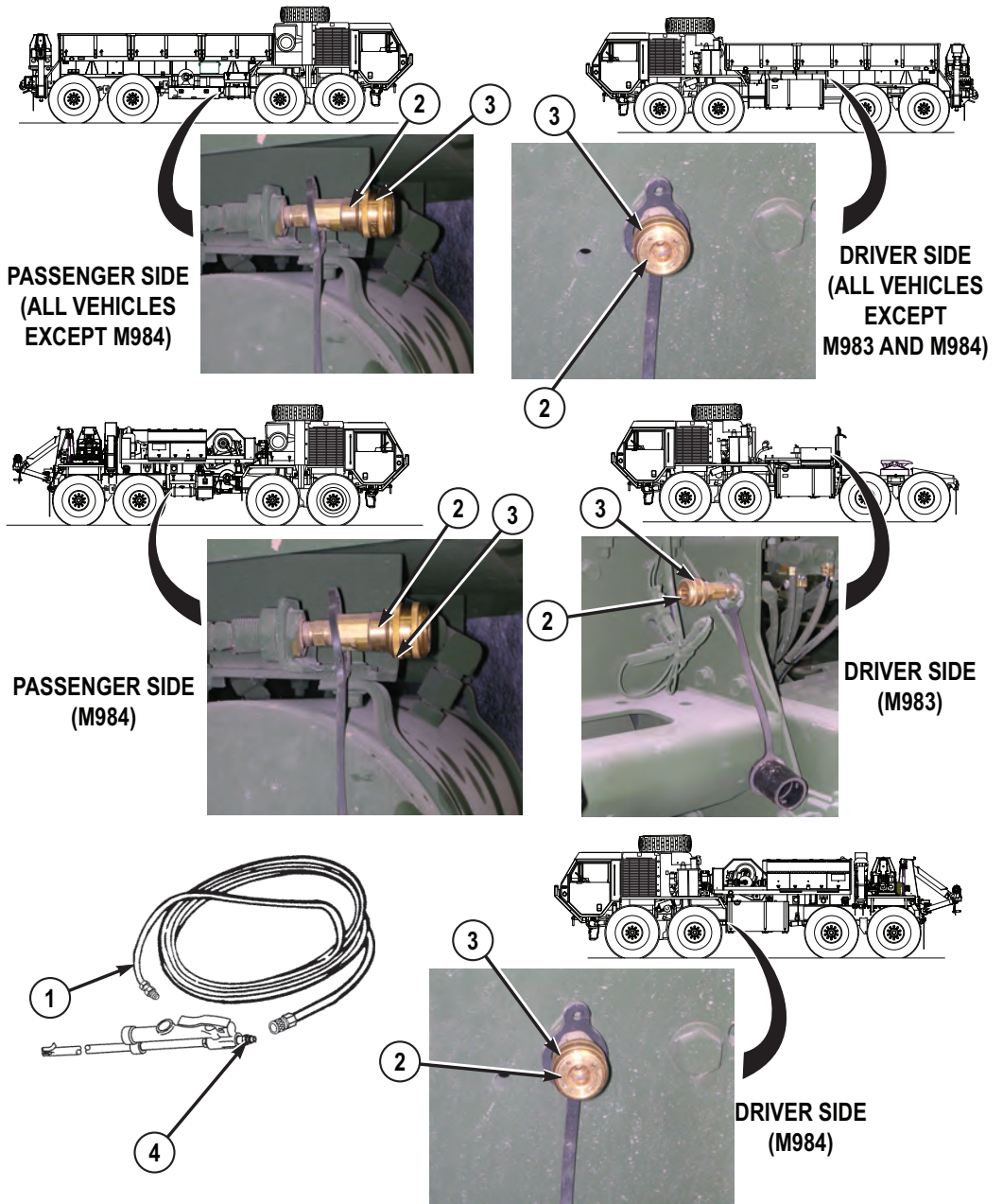


Figure 5.

9. Hold end of air hose (1) and push sleeve (3) back and remove air hose (1) from quick-disconnect coupling (2).

10. Stow air hose (1) and combined pressure gauge/inflation hose (4).

END OF TASK**FOLLOW-ON MAINTENANCE**

1. Remove wheel chocks.

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPEN/CLOSE BATTERY BOX

INITIAL SETUP:

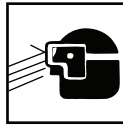
Equipment Condition

Engine OFF. (WP 0057)

Wheels chocked. (WP 0072)

OPEN BATTERY BOX

WARNING



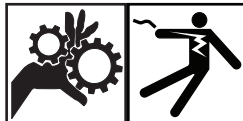
Wear proper eye protection when working around batteries. Failure to comply may result in injury or death to personnel.

WARNING



Batteries produce explosive gases. Do not smoke or use open flame near batteries. Do not allow hot, sparking, or glowing objects near batteries. If batteries are giving off gases, presence of a heat, flame, or spark may cause fire and/or explosion. Failure to comply may result in injury or death to personnel.

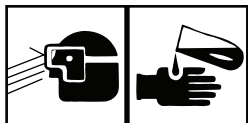
WARNING



Use extreme care not to short out battery terminals. Remove all jewelry such as rings, ID tags, bracelets, etc. prior to working on or around vehicle. Jewelry and tools can catch on equipment, contact positive elec-

trical circuits, and cause a direct short, severe burns, or electrical shock. Failure to comply may result in injury or death to personnel.

WARNING



LEAD-ACID BATTERIES - Avoid battery electrolyte contact with skin, eyes, or clothing. If battery electrolyte spills, take immediate action to stop burning effects:

- External - If battery electrolyte contacts skin, immediately flush effected area with cold running water to remove all acid. Failure to comply may result in injury or death to personnel.
- Eyes - If battery electrolyte contacts eyes, immediately flush eyes with cold water for 15 minutes and seek immediate medical attention. **IMPORTANT** - If only one eye is affected, ensure the affected eye is always (during both flushing and transport) kept lower (the lower the better) than unaffected eye. This will help keep affected eye from draining into (and contaminating) the unaffected eye. Failure to comply may result in injury or death to personnel.
- Internal - If battery electrolyte is ingested (swallowed), drink large amounts of water or milk. Follow with milk of magnesia, a beaten egg, or vegetable oil and seek immediate medical attention. Failure to comply may result in injury or death to personnel.
- Clothing or vehicle - Immediately flush area with cold water and neutralize battery electrolyte with baking soda or household ammonia solution. Failure to comply may result in injury or death to personnel.

1. Disconnect two rubber hooks (1).

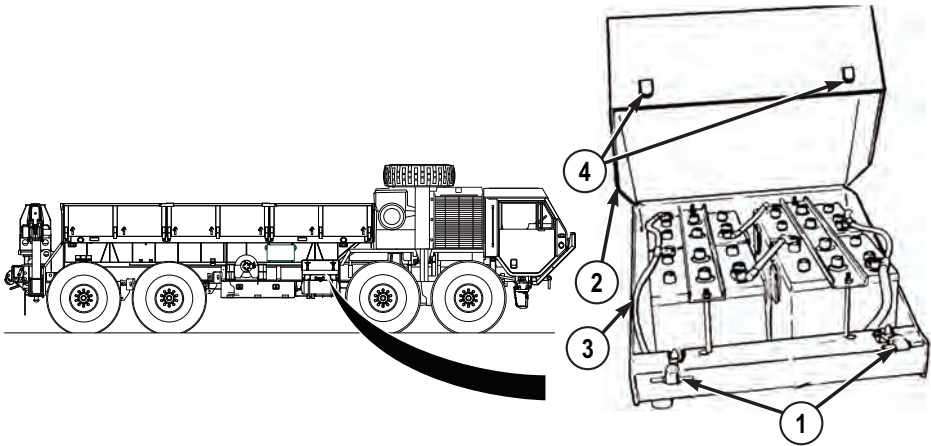


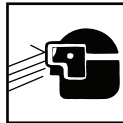
Figure 1.

2. Slide cover (2) up and out.
3. Hold cover (2) in place or remove cover.

END OF TASK

CLOSE BATTERY BOX

WARNING

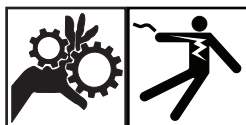


Wear proper eye protection when working around batteries. Failure to comply may result in injury or death to personnel.

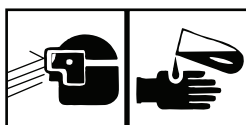
WARNING



Batteries produce explosive gases. Do not smoke or use open flame near batteries. Do not allow hot, sparking, or glowing objects near batteries. If batteries are giving off gases, presence of a heat, flame, or spark may cause fire and/or explosion. Failure to comply may result in injury or death to personnel.

WARNING

Use extreme care not to short out battery terminals. Remove all jewelry such as rings, ID tags, bracelets, etc. prior to working on or around vehicle. Jewelry and tools can catch on equipment, contact positive electrical circuits, and cause a direct short, severe burns, or electrical shock. Failure to comply may result in injury or death to personnel.

WARNING

LEAD-ACID BATTERIES - Avoid battery electrolyte contact with skin, eyes, or clothing. If battery electrolyte spills, take immediate action to stop burning effects:

- External - If battery electrolyte contacts skin, immediately flush effected area with cold running water to remove all acid. Failure to comply may result in injury or death to personnel.
- Eyes - If battery electrolyte contacts eyes, immediately flush eyes with cold water for 15 minutes and seek immediate medical attention. **IMPORTANT** - If only one eye is affected, ensure the affected eye is always (during both flushing and transport) kept lower (the lower the better) than unaffected eye. This will help keep affected eye from draining into (and contaminating) the unaffected eye. Failure to comply may result in injury or death to personnel.
- Internal - If battery electrolyte is ingested (swallowed), drink large amounts of water or milk. Follow with milk of magnesia, a beaten egg, or vegetable oil and seek immediate medical attention. Failure to comply may result in injury or death to personnel.
- Clothing or vehicle - Immediately flush area with cold water and neutralize battery electrolyte with baking soda or household ammonia solution. Failure to comply may result in injury or death to personnel.

1. Slide cover (2) on battery box (3).

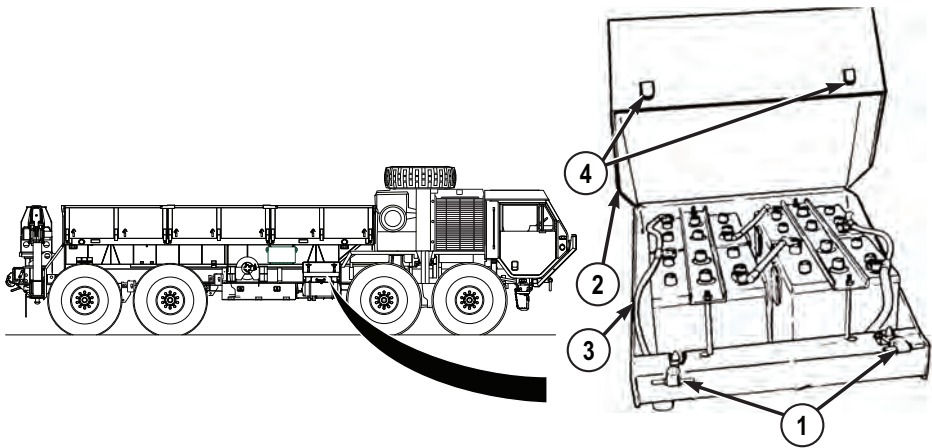


Figure 2.

2. Align rubber hooks (1) and brackets (4).
3. Connect rubber hooks (1).

END OF TASK

FOLLOW-ON MAINTENANCE

1. None.

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPEN/CLOSE ENGINE COVERS AND ENGINE SIDE PANEL REMOVAL/ INSTALLATION

INITIAL SETUP:

Equipment Condition
Engine OFF. (WP 0057)

Wheels chocked. (WP 0072)
Tire carrier lowered (if opening
passenger side engine cover). (WP
0038)

OPEN ENGINE COVERS

NOTE

Driver side and passenger side engine covers are opened the same way.
Driver side shown.

1. Lift handle (1) and turn clockwise.

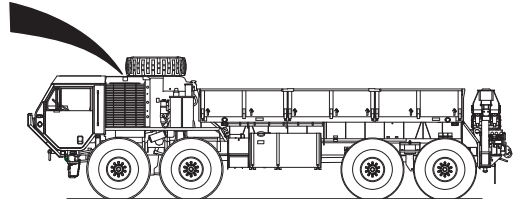
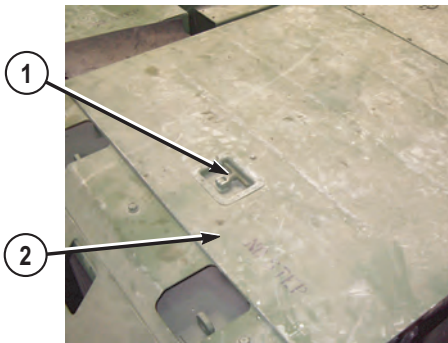


Figure 1.

2. Lift engine cover (2).
3. Release hood prop rod (3) from holding bracket (4).

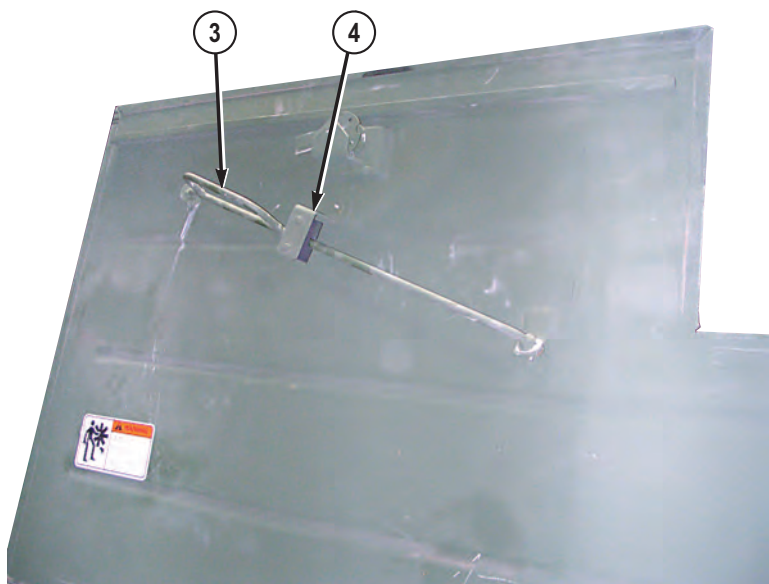


Figure 2.

4. Insert hood prop end (5) into support bracket (6).

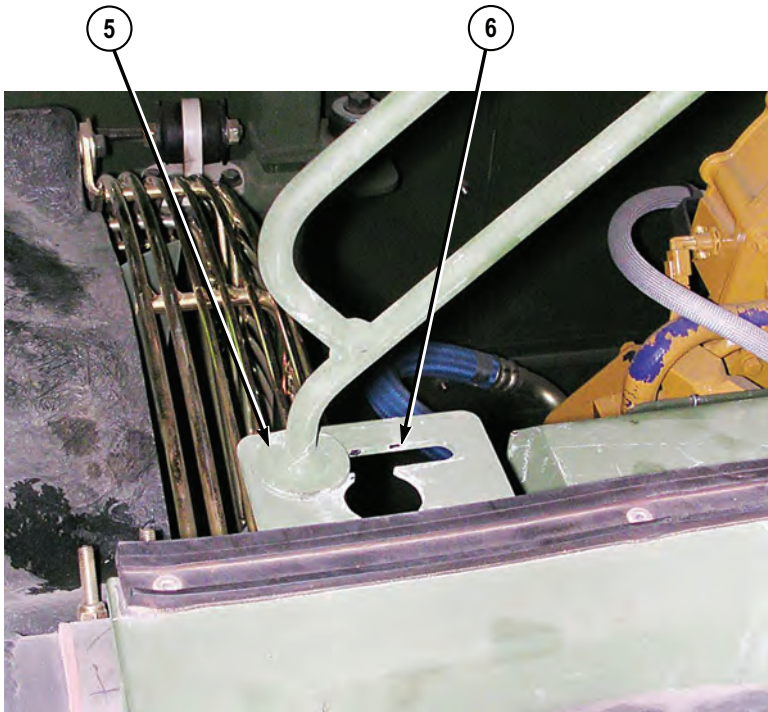


Figure 3.

END OF TASK

CLOSE ENGINE COVERS

NOTE

Driver side and passenger side engine covers are closed the same way.
Driver side shown.

1. Remove hood prop rod end (5) from support bracket (6).

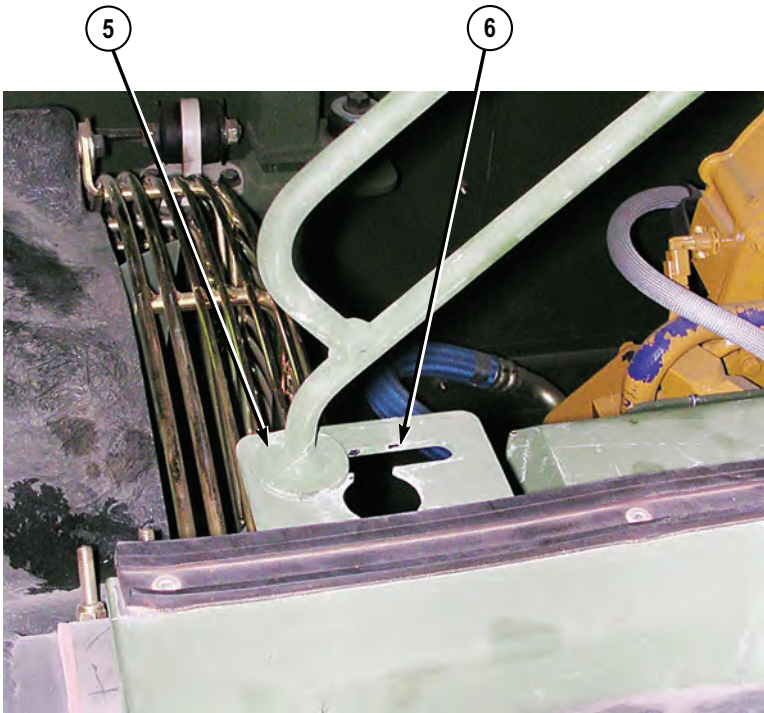


Figure 4.

2. Insert hood prop rod (3) into holding bracket (4).

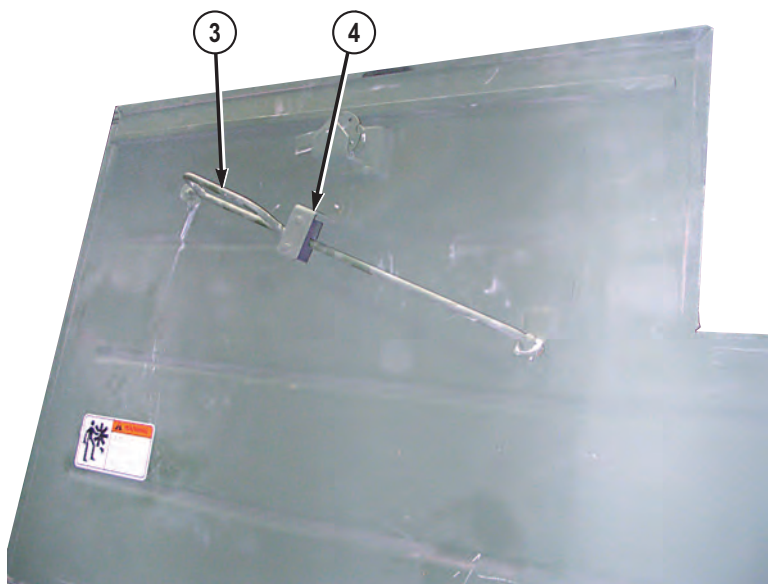


Figure 5.

3. Close engine cover (2).

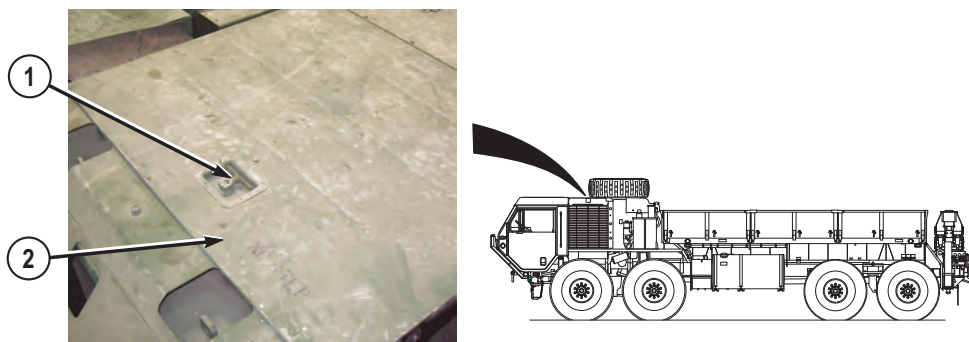


Figure 6.

4. Turn handle (1) counterclockwise and fold down handle (1).

END OF TASK

DRIVER SIDE ENGINE ACCESS PANEL REMOVAL

1. Unlatch two rubber latches (1) from brackets (2).

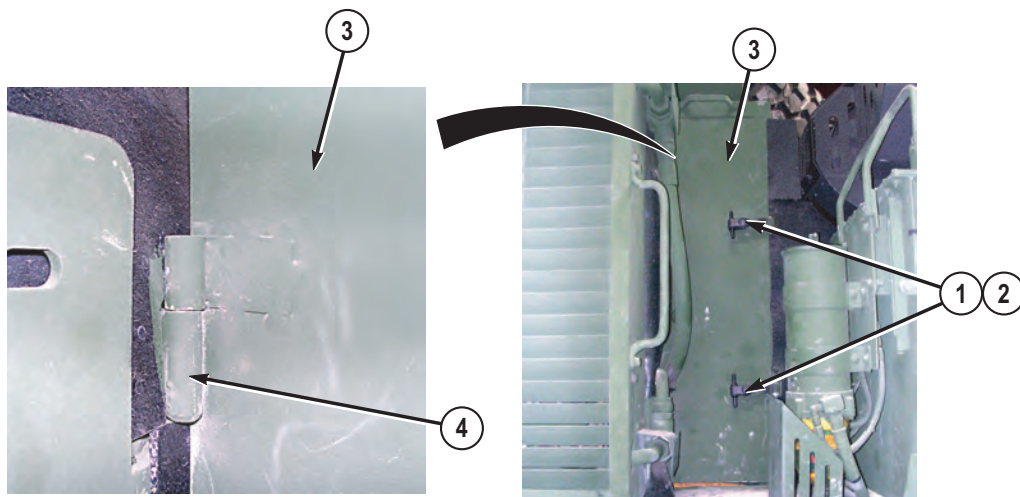


Figure 7.

2. Open access panel (3).
3. Lift access panel (3) straight up and remove from two hinge pins (4).

END OF TASK

DRIVER SIDE ENGINE ACCESS PANEL INSTALLATION

1. Install access panel (3) on two hinge pins (4).

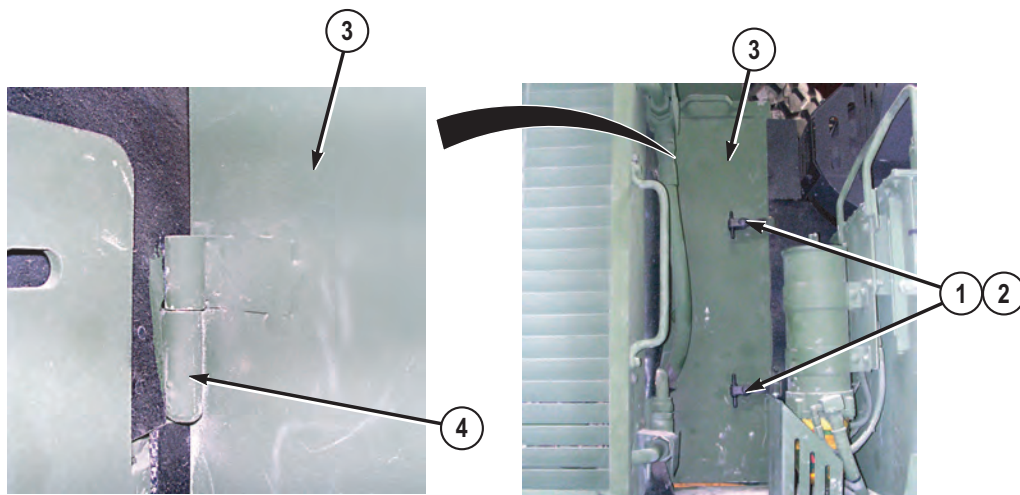


Figure 8.

2. Close access panel (3).
3. Latch two rubber latches (1) on brackets (2).

END OF TASK

FOLLOW-ON MAINTENANCE

1. Raise tire carrier (if passenger side engine cover was opened). (WP 0038)
2. Remove wheel chocks.

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
PRIMING FUEL SYSTEM**

INITIAL SETUP:**Materials/Parts**

Rag, Wiping (WP 0149, Table 1, Item 50)

Equipment Condition

Driver side engine cover opened. (WP 0143)
Driver side engine access panel opened. (WP 0143)

PRIMING**WARNING**

Fuel and oil are slippery and can cause falls. To avoid injury, wipe up spilled oil with a clean cloth. Failure to comply may result in injury or death to personnel.

WARNING

Fuel is very flammable and can explode easily. Keep fuel away from open fire and keep fire extinguisher within easy reach when working with fuel. Do not work on fuel system when engine is hot. Fuel can be ignited when engine is hot. When working with fuel, post signs that read NO SMOKING WITHIN 50 FEET OF VEHICLE. Failure to comply may result in injury or death to personnel.

1. Loosen air bleed plug (1) three full turns. Do not remove air bleed plug.

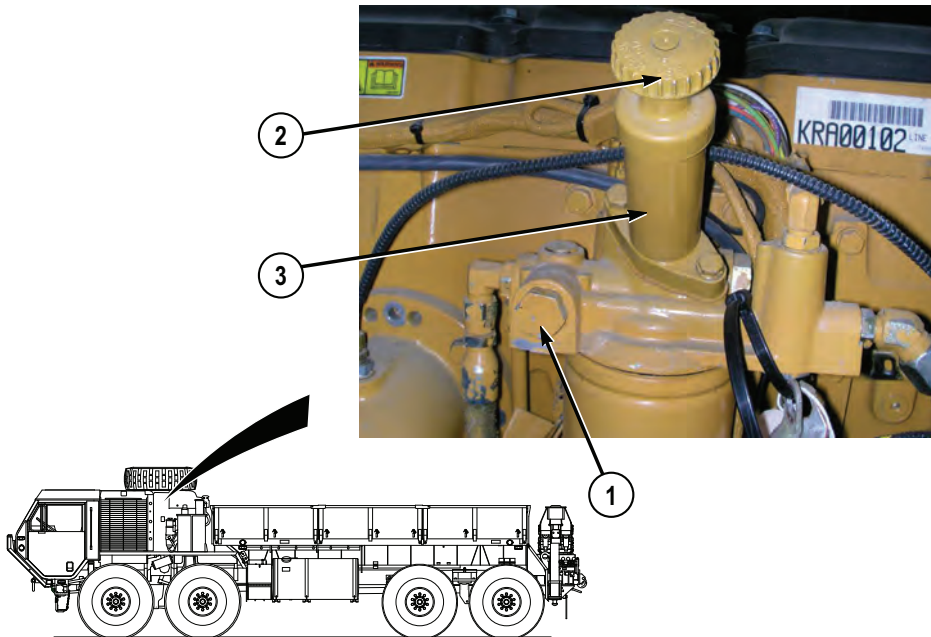


Figure 1.

2. Turn knob (2) counterclockwise until knob (2) can be pulled out.
3. Push and pull knob (2) on priming pump (3) until fuel appears at air bleed plug (1).
4. Tighten air bleed plug (1).
5. Push and pull knob (2) until strong resistance is felt.

CAUTION

Fuel priming pump knob must be in locked position prior to starting engine. Failure to comply may result in damage to equipment.

6. Push knob (2) in and turn clockwise until locked.

CAUTION

If engine fails to start within 30 seconds, turn ignition switch to OFF and allow starter motor to cool at least two minutes before trying again. Failure to comply may result in damage to equipment.

NOTE

If vehicle does not start after three attempts, contact field level maintenance.

7. Attempt to start engine. (WP 0044) If engine fails to start or does not operate smoothly for more than 30 seconds, repeat Steps (1) through (6).

END OF TASK**FOLLOW-ON MAINTENANCE**

1. Close driver side engine access panel. (WP 0143)
2. Close driver side engine cover. (WP 0143)

END OF WORK PACKAGE

OPERATOR MAINTENANCE OPEN/CLOSE CIRCUIT BREAKER ACCESS PANEL

INITIAL SETUP:

Equipment Condition

Engine OFF. (WP 0057)

Wheels chocked. (WP 0072)

OPEN

1. Push in two screws (1) and turn counterclockwise to release screws (1) and open circuit breaker access panel (2).

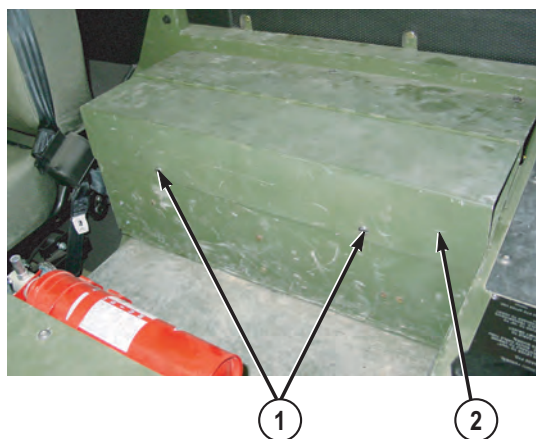


Figure 1.

END OF TASK

CLOSE

1. Close circuit breaker access panel (2) and turn two screws (1) clockwise to lock.



Figure 2.

END OF TASK

FOLLOW-ON MAINTENANCE

1. None.

END OF WORK PACKAGE

CHAPTER 6

SUPPORTING
INFORMATION

FIELD MAINTENANCE REFERENCES

SCOPE

This work package lists all pamphlets, forms, field manuals, technical manuals, and other publications referenced in this manual. Also, those publications that should be consulted for additional information about vehicle operations are listed.

DEPARTMENT OF ARMY PAMPHLETS

The following indexes should be consulted frequently for latest changes or revisions and for new publications relating to material covered in this technical manual.

| | |
|----------------|---|
| DA PAM 25-30 | Consolidated Index of Army Publications and Blank Forms |
| DA PAM 25-33 | User's Guide for Army Publications and Forms |
| DA PAM 710-2-1 | Using Unit Supply System (Manual Procedures) |
| DA PAM 750-8 | The Army Maintenance Management System (TAMMS) Users Manual |

FORMS

| | |
|----------------|---|
| DA FORM 2028 | Recommended Changes to Publications and Blank Forms |
| DA FORM 2401 | Organization Control Record for Equipment |
| DA FORM 2402 | Maintenance Tag |
| DA FORM 2404 | Equipment Inspection and Maintenance Worksheet |
| DA FORM 2407 | Maintenance Request |
| DA FORM 2407-1 | Maintenance Request Continuation Sheet |
| DA FORM 2408 | Equipment Log Assembly (Records) |
| DA FORM 2408-9 | Equipment Control Record |
| DA FORM 5988-E | Equipment Inspection Maintenance Worksheet (EGA) |
| DD FORM 250 | Material Inspection and Receiving Report |
| DD FORM 314 | Preventive Maintenance Schedule and Record |
| DD FORM 1149 | Requisition and Invoice/Shipping Document |
| DD FORM 1348-1 | DOD Single Line Item Release/Receipt Document |
| DD FORM 1397 | Processing and Deprocessing Record for Shipment, Storage, and Issue of Vehicles and Spare Engines |

FORMS - Continued

| | |
|--------------------|--|
| DD FORM 2282 | Reinspection Decal Convention for Safe Containers |
| OPTIONAL FORM 346 | U.S. Government Motor Vehicle Operator Identification Card |
| STANDARD FORM 91 | Motor Vehicle Accident Report |
| STANDARD FORM 364 | Report of Discrepancy (ROD) |
| STANDARD FORM 368 | Product Quality Deficiency Report |
| STANDARD FORM 4895 | Equipment Preservation Data Sheet (EPDS) |

FIELD MANUALS

| | |
|-------------|--|
| FM 3-6 | Field Behavior of NBC Agents (Including Smoke and Incendiaries) |
| FM 3-11.3 | Multiservice Tactics, Techniques, and Procedures For Chemical, Biological, Radiological, and Nuclear Decontamination Avoidance {MCWP 3-37.2A, NTTP 3-11.25, AFTTP(I) 3-2.56} |
| FM 3-11.4 | Multiservice Tactics, Techniques, and Procedures For Nuclear, Biological, and Chemical (NBC) Protection {MCWP 3-37.2; NTTP 3-11.27; AFTTP (I) 3-2.46} (This Item is included on EM 0205) |
| FM 3-11.5 | Multiservice Tactics, Techniques, and Procedures For Chemical, Biological, Radiological, and Nuclear Decontamination {MCWP 3-37.3; NTTP 3-11.26; AFTTP(I) 3-2.60} |
| FM 4-25.11 | First Aid |
| FM 4-30.31 | Recovery and Battle Damage Assessment and Repair |
| FM 5-100-15 | Corps Engineer Operations |
| FM 5-125 | Rigging Techniques, Procedures, and Applications |
| FM 9-207 | Operation and Maintenance of Ordnance Materiel in Cold Weather |
| FM 10-16 | General Fabric Repair |
| FM 10-67-1 | Concepts and Equipment of Petroleum Operations |
| FM 20-3 | Camouflage, Concealment, and Decoys |
| FM 21-10 | Field Hygiene and Sanitation |
| FM 21-305 | Manual for the Wheeled Vehicle Driver |
| FM 31-70 | Basic Cold Weather Manual |
| FM 31-71 | Northern Operations |
| FM 55-21 | Railway Operating and Safety Rules |

FIELD MANUALS - Continued

| | |
|----------|---|
| FM 55-30 | Army Motor Transport Units and Operations |
| FM 90-3 | Desert Operations |
| FM 90-13 | River Crossing Operations |

TECHNICAL BULLETINS

| | |
|----------------------|--|
| TB ORD 1030 | Manufacture of Data Plates |
| TB 5-5420-234-15 | Warranty Program for Common Bridge Transporter (CBT) |
| TB 9-2300-281-35 | Standards for Oversea Shipment or Domestic Issue of Special Purpose Vehicles, Combat, Tactical, Construction, and Selected Industrial and Troop Support US Army Tank-Automotive Materiel Readiness Command Managed Items |
| TB 9-2300-422-20 | Security of Tactical Wheeled Vehicles |
| TB 43-0001-62-SERIES | Equipment Improvement Report and Maintenance Digest for Tank, Automotive, and Armament Equipment |
| TB 43-0142 | Safety Inspection and Testing of Lifting Devices |
| TB 43-0209 | Color, Marking and Camouflage Painting of Military Vehicles, Construction Equipment, and Materials Handling Equipment |
| TB 43-0212 | Purging, Cleaning, and Coating Interior Ferrous and Terne Sheet Vehicle Fuel Tanks |
| TB 43-0216 | Safety and Hazard Warnings for Operation and Maintenance of TACOM Equipment |
| TB 750-651 | Use of Antifreeze Solutions, Antifreeze Extender, Cleaning Compounds and Test Kit in Engine Cooling Systems |
| TB 9-289 | Reconditioning of Type I and Type II Reusable Metal Containers |

TECHNICAL MANUALS

| | |
|--------------------|--|
| TM 3-4230-214-12&P | Operator's and Unit Maintenance Manual Including Repair Parts and Special Tools List for Decontamination Apparatus |
| TM 3-4240-280-10 | Operator's Manual for Mask, Chemical-Biological: Aircraft, ABC-M24 and Accessories and Mask, Chemical-Biological, Tank, M25A1 and Accessories (Reprinted W/Basic Incl C1-2) (This item is included on EM 0045) |
| TM 3-6665-225-12 | Operator's and Organizational Maintenance Manual: for Alarm Chemical |
| TM 5-1940-277-10 | Operator's Manual for Boat, Bridge Erection, Twin Jet, Aluminum Hull, Models USCSBMK 1 (NSN 1940-01-105-5728) and USCSBMK 2 (1940-01-218-9165) |
| TM 5-2090-202-12&P | Operator's and Unit Maintenance Manual (Including Repair Parts and Special Tools List) for Cradle, Bridge Erection Boat, Twin Jet, Aluminum Hull (NSN 2090-01-106-9789) |

TECHNICAL MANUALS - Continued

| | |
|--------------------|---|
| TM 5-5420-208-12&P | Operator and Unit Maintenance Manual Including Repair Parts and Special Tools List for Cargo Pallet, Ribbon Bridge Transporter (NSN 5420-01-006-7436) |
| TM 5-5420-209-12 | Operator's and Unit Maintenance Manual for Improved Float Bridge (Ribbon Bridge) |
| TM 5-5420-277-14&P | Operator's, Unit, Direct Support, and General Support Maintenance Manual (Including Repair Parts and Special Tools List) for Cradle, Boat, Improved, M14, (NSN 3990-01-442-1914) |
| TM 9-214 | Inspection, Care and Maintenance of Antifriction Bearings |
| TM 9-243 | Use and Care of Hand Tools and Measuring Tools |
| TM 9-1005-245-13&P | Operator's, Unit, and Direct Support Maintenance Manual with Repair Parts and Special Tools List (RPSTL) for Machine Gun Mounts and Combinations for Tactical/Armored Vehicles |
| TM 9-1440-600-10 | Operator's Manual, Launching Station, M901 Guided Missile, Semitrailer Mount |
| TM 9-2330-357-14&P | Operator's, Organizational, Direct Support, and General Support Maintenance Manual (Including Repair Parts and Special Tools Lists) For Semitrailer, Flatbed, Radar Set and Launching Station M860A1 (NSN 2330-01-117-3280) (This Item Is Included On EM 0049) |
| TM 9-2330-385-14 | Operator's, Unit, Direct Support and General Support Maintenance Manual for Palletized Load System Trailer (PLST) Model M1076 (NSN 2330-01-303-5197) |
| TM 9-2330-385-24P | Unit, Direct Support and General Support Maintenance Repair Parts and Special Tools List for Trailer, Palletized Load System (PLST) Model M1076 (NSN 2330-01-303-5197) |
| TM 9-2610-200-14 | Operator's, Unit, Direct Support, and General Support Maintenance Manual for Care, Maintenance, Repair, and Inspection of Pneumatic Tires and Inner Tubes |
| TM 9-3990-206-14&P | Operator's Unit, Direct Support and General Support Maintenance Manual (Including Repair Parts and Special Tools List) for Palletized Load System (PLS) Flatrack Model M1077/ M1077A1 |
| TM 9-3990-260-14&P | Operator's, Unit, Direct Support and General Support Maintenance Manual (Including Repair Parts and Special Tools List) For Container Roll-In/Out Platform (CROP) Model M3 (NSN 3990-01-442-2751); Container Roll-In/Out Platform (CROP) Model M3A1 (3990-01-450-5671) (This Item is Included on EM 0038 and EM 0052) |
| TM 9-2330-366-14&P | Operator's, Organizational, Direct Support, and General Support Maintenance Including Repair Parts and Special Tools Lists For Semitrailer, Lowbed, 12-Ton, XM974 (NSN 2330-01-116-0288) |

TECHNICAL MANUALS - Continued

| | |
|--------------------|---|
| TM 9-4910-571-12&P | Operator's and Organizational Maintenance Manual (Including Repair Parts and Special Tools List) for Simplified Test Equipment for Internal Combustion Engines (STE/ICE-R) |
| TM 9-4910-783-13&P | Operator's, Unit, and Direct Support Maintenance Manual (Including Repair Parts and Special Tools List) for Standard Automotive Test Set (SATS) |
| TM 9-4940-468-13 | Operator's, Unit, and Direct Support Maintenance Manual for Tool Outfit, Hydraulic Systems Test and Repair Unit (HSTRU) |
| TM 9-4940-568-10 | Operator's Maintenance Manual for Forward Repair System (FRS) |
| TM 9-6115-465-24P | Unit, Direct Support and General Support Maintenance Repair Parts and Special Tools List (Including Depot Maintenance Repair Parts and Special Tools List) for Generator Set, Diesel Engine Driven, Tactical |
| TM 9-6140-200-14 | Operator's, Unit, Direct Support and General Support Maintenance Manual for Lead-Acid Storage Batteries |
| TM 9-8000 | Principles of Automotive Vehicles |
| TM 11-5820-498-12 | Operator's and Organizational Maintenance Manual: Radio Sets |
| TM 11-5820-498-35 | Direct Support, General Support, and Depot Maintenance Manual for Radio Sets |
| TM 38-250 | Preparing Hazardous Materials for Military Air Shipments |
| TM 43-0139 | Painting Instructions for Army Materiel |
| TM 55-2200-001-12 | Transportability Guidance for Application of Blocking, Bracing and Tiedown Materials for Rail Transport |
| TM 55-2320-279-14 | Transportability Guidance Heavy Expanded Mobility Tactical Truck (HEMTT) |
| TM 750-244-3 | Procedures for Destruction of Equipment to Prevent Enemy Use (Mobility Equipment Command) |
| TM 750-244-6 | Procedures for Destruction of Tank Automotive Equipment to Prevent Enemy Use (U.S. Army Tank-Automotive Command) |
| TM 750-254 | Cooling Systems: Tactical Vehicles |
| TM 5-2330-378-14&P | Operator's, Unit, Direct Support, and General Support Maintenance Manual (Including Repair Parts and Special Tools List) for Semitrailer, Lowbed: 40-Ton Construction Equipment Transporter, M870 (CCE) (CMI/Load King Model 403LF), and M870A1 |
| TM 5-2330-325-14&P | Operator's, Unit, and Direct Support Maintenance Manual with Repair Parts and Special Tools List (RPSTL) for Trailer, Medium Heavy Equipment Transporter (MHET), 40-Ton, M870A3 |
| TM 9-2330-213-14&P | Operator's, Unit, Direct Support, and General Support Maintenance Manual (Including Repair Parts and Special Tools Lists) For Trailer, Chassis: 1-1/2-Ton, 2-Wheel M103A1 (NSN |

TECHNICAL MANUALS - Continued

| | |
|--------------------|---|
| | 2330-00-835-8629) M103A3 (NSN 2330-00-141-8052) Trailer, Cargo: 1-1/2-Ton, 2-Wheel M105A1 (NSN 2330-00-835-8631) M105A2 (NSN 2330-00-141-8050) M105A2C (NSN 2330-00-542-5689) Trailer, Tank, Water: 1-1/2-Ton, 2-Wheel, 400-Gallon M107A1 (NSN 2330-00-835-8633) M107A2 (NSN 2330-00-141-8049) M107A2C (NSN 2330-00-542-5688) Trailer, Van, Shop: Folding Sides, 1-1/2-Ton, 2-Wheel M448 (NSN 2330-00-631-5692) |
| TM 9-2330-231-14&P | Technical Manual Operator's, Organizational, Direct Support, And General Support Maintenance (Including Repair Parts and Special Tools List) Trailer, Ammunition: 1 1/2-Ton, 2-Wheel, M332 (NSN 2330-00-200-1785) |
| TM 9-2330-368-14&P | Operators, Organizational, Including Repair Parts and Special Tools List For Trailer, Ammunition, Heavy Expanded Mobility, 11-Ton, M989 (NSN 2330-01-109-4258) |

MISCELLANEOUS PUBLICATIONS

| | |
|--------------|--|
| AR 70-1 | Army Acquisition Policy |
| AR 200-1 | Environmental Protection and Enhancement |
| AR 385-55 | Prevention of Motor Vehicle Accidents |
| AR 700-138 | Army Logistics Readiness and Sustainability |
| AR 700-139 | Army Warranty Program |
| AR 702-7 | Product Quality Deficiency Report Program |
| AR 750-1 | Army Materiel Maintenance Policy |
| AR 750-10 | Army Modification Program |
| CTA 8-100 | Army Medical Department Expendable/Durable Items |
| CTA 50-970 | Expendable/Durable Items (Except Medical, Class V, Repair Parts, and Heraldic Items) |
| GPM 94-02 | Maintenance Advisory for Purging all Fuel Tankers using a Biodegradable Purging Solution |
| SB 725-92-1 | US Army Missile Command Nonexpendable Reusable Shipping and Storage Containers |
| TC 9-237 | Welding Theory and Application |
| TC 9-510 | Metal Body Repair and Related Operations |
| TO 00-25-234 | General Shop Practice Requirements for Repair, Maintenance, and Test of Electronic Equipment |

END OF WORK PACKAGE

OPERATOR MAINTENANCE COMPONENTS OF END ITEM AND BASIC ISSUE ITEMS LISTS

INTRODUCTION

Scope

This work package lists COEI and BII for the HEMTT series vehicles to help you inventory items required for safe and efficient operation.

General

The Components of End Item and Basic Issue Items Lists are divided into the following lists:

Components of End Item (COEI) This listing is for informational purposes only and is not authority for requisition replacements. These items are part of the HEMTT series vehicle. As part of the end item, these items must be with the end item whenever it is issued or transferred between property accounts. Items of COEI are removed and separately packaged for transportation or shipment only when necessary. Illustrations are furnished to help you find and identify the items.

Basic Issue Items (BII) These are the minimum essential items required to place the HEMTT series vehicle in operation, to operate it, and to perform emergency repairs. Although shipped separately packaged, BII must be with the vehicle during operation and when it is transferred between property accounts. Listing these items is your authority to request/requisition them for replacement based on your authorization of the end item by the TOE/MTOE. Illustrations are furnished to help you find and identify the items.

Explanation of Entries in the COEI List and BII List

The following provides an explanation of columns found in the tabular listings:

Item Number. Gives you the reference number of the item listed.

National Stock Number (NSN) and Illustration. Identifies the stock number of the item to be used for requisitioning purposes and provides an illustration of the item.

Description, Part Number/(CAGEC). Identifies the Federal item name (in all capital letters) followed by a minimum description when needed. The stowage location of COEI and BII is also included in this entry. The last line below the description is the part number and the Commercial and Government Entity Code (CAGEC) (in parentheses).

Usable On Code. When applicable, gives you a code if the item you need is not the same for different models of equipment. These codes are identified below:

Table 1. List of Usable On Codes

| Code | Used On |
|------|-----------------------------|
| L14 | M983A4LET Tractor w/o winch |

Column (5) - U/I Unit of Issue (U/I) U/I. Unit of Issue (U/I) indicates the physical measurement or count of the item as issued per the National Stock Number shown in column (2).

Column (6) - Qty. Indicates the quantity required.

COMPONENTS OF END ITEM

Table 2. Components of End Item



| (1) | (2) | (3) | (4) | (5) | (6) |
|-----------|---|---|----------------|-----|---------|
| Illus No. | National Stock Number (NSN) | Description, Part Number/(CAGEC) | Usable On Code | U/I | Qty Rqr |
| 1 | 6150-01-231-6662  | CABLE ASSEMBLY, POWER, ELECTRICAL: HD Winch (Located in driver side stowage box) 1491030(45152) | L14 | EA | 1 |
| 2 | 2540-01-166-1384  | LADDER, VEHICLE BOARDING (Located on passenger side of vehicle on walkway grating) 1766590W(45152) | L14 | EA | 1 |

Table 2. Components of End Item - Continued



| (1) | (2) | (3) | (4) | (5) | (6) |
|-----------|---|--|----------------|-----|---------|
| Illus No. | National Stock Number (NSN) | Description, Part Number/(CAGEC) | Usable On Code | U/I | Qty Rqr |
| 3 | 2590-01-217-8317  | STATION, WINCH CONTROL: HD Winch (Located in driver side stowage box) 1437940U(45152) | L14 | EA | 1 |
| 4 | 5995-00-772-8813  | WIRE, VEHICLE TO TRAILER 64297CX(45152) | L14 | EA | 1 |

Table 3. Basic Issue Items

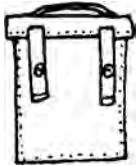
| (1) | (2) | (3) | (4) | (5) | (6) |
|-----------|---|--|----------------|-----|---------|
| Illus No. | National Stock Number (NSN) | Description, Part Number/(CAGEC) | Usable On Code | U/I | Qty Rqr |
| 1 | 8105-01-353-2497  | BAG, TEXTILE: Pamphlet (Located in cabin in glove box forward of passenger/ crew seat) 1362710(45152) | L14 | EA | 1 |

Table 3. Basic Issue Items - Continued





| (1) Illus No. | (2) National Stock Number (NSN) | (3) Description, Part Number/(CAGEC) | (4) Usable On Code | (5) U/I | (6) Qty Rqr |
|-------------------------|---|---|---------------------------------|----------------|-----------------------|
| 2 | 7510-00-889-3494  | BINDER, LOOSE-LEAF (Located on passenger side of cab in glove box) 11677003(19207) | L14 | EA | 1 |
| 3 | 4010-01-200-1506  | CHAIN ASSEMBLY, SINGLE LEG: 7 ft. Limp Home (Located in driver side tool box) 1452490(45152) | L14 | EA | 1 |
| 4 | 4010-01-249-0548  | CHAIN ASSEMBLY, SINGLE LEG: 14 ft. Utility (Located in driver side tool box) 00044-9973(96508) | L14 | EA | 1 |
| 5 | 2540-01-165-6136  | CHOCK, WHEEL- TRACK (Located in wheel chock storage box (carries a maximum of two wheel chocks) and vehicle mounted storage boxes) CS-2540-0067(16236) | L14 | EA | 4 |

Table 3. Basic Issue Items - Continued


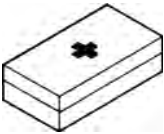

| (1) Illus No. | (2) National Stock Number (NSN) | (3) Description, Part Number/(CAGEC) | (4) Usable On Code | (5) U/I | (6) Qty Rqr |
|-------------------------|---|---|---------------------------------|----------------|-----------------------|
| 6 | 4210-01-133-9053  | EXTINGUISHER, FIRE: 2.7 lbs, 10 BC (Located: mounted to rear cabin wall, left of crew/ passenger seat) 429101(03670) | L14 | EA | 1 |
| 7 | 6545-00-922-1200  | FIRST AID KIT, GENERAL PURPOSE (Located in cabin in glove box forward of passenger/crew seat) SCC-6545-ILVOL2 (64616) | L14 | EA | 1 |
| 8 | 4910-01-003-9599  | GAUGE, TIRE PRESSURE, SELF- CONTAINED (Located in cabin in glove box forward of passenger/ crew seat) 61-J2-1506(94894) | L14 | EA | 2 |

Table 3. Basic Issue Items - Continued


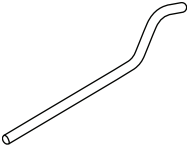

| (1) Illus No. | (2) National Stock Number (NSN) | (3) Description, Part Number/(CAGEC) | (4) Usable On Code | (5) U/I | (6) Qty Rqr |
|-------------------------|---|---|---------------------------------|----------------|-----------------------|
| 9 | 5340-01-209-7841  | HANDLE, EXTENSION (for lug wrench) (Located in driver side tool box) 1347720(45152) | L14 | EA | 1 |
| 10 | 5340-01-558-6515  | HANDLE, PUMP, TIRE CARRIER (Located in passenger side stowage box) 3636440(45152) | L14 | EA | 1 |
| 11 | 5120-01-233-9508  | HANDLE, SOCKET WRENCH: Wheel Lugnut (Located in driver side toolbox) ORR301(66784) | L14 | EA | 1 |

Table 3. Basic Issue Items - Continued


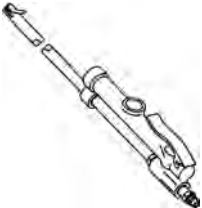

| (1) Illus No. | (2) National Stock Number (NSN) | (3) Description, Part Number/(CAGEC) | (4) Usable On Code | (5) U/I | (6) Qty Rqr |
|-------------------------|---|--|---------------------------------|----------------|-----------------------|
| 12 | 4720-01-558-6415  | HOSE ASSEMBLY, NONMETALLIC: Air 50 ft. 2155210U(45152) | L14 | EA | 2 |
| 13 | 4910-01-386-4300  | INFLATOR-GAUGE, PNEUMATIC TIRE (Located in cabin in glove box forward of passenger/crew seat) I-405M(63900) | L14 | EA | 2 |
| 14 | 5120-01-146-8096  | JACK, HYDRAULIC, HAND: 12 Ton with Handle (Located in driver side tool box) EBJ-12GC(26952) | L14 | EA | 1 |

Table 3. Basic Issue Items - Continued





| (1) Illus No. | (2) National Stock Number (NSN) | (3) Description, Part Number/(CAGEC) | (4) Usable On Code | (5) U/I | (6) Qty Rqr |
|-------------------------|---|--|---------------------------------|----------------|-----------------------|
| 15 | 5340-00-158-3807  | PADLOCK: With Chain (for stowage boxes) AA59487-2SC(58536) | L14 | EA | 2 |
| 16 | 5340-00-158-3805  | PADLOCK: Without Chain (for steering column) (Located in steering column lock bracket under dash) AA59487-2S(58536) | L14 | EA | 1 |
| 17 | 2540-01-165-5987  | PLATE, BASE, JACK (Located in driver side toolbox) 2540V0730(16236) | L14 | EA | 1 |
| 18 | 5120-01-480-0640  | PLIERS, SLIP JOINT: 10 in. Adjustable (Located in driver side toolbox - part of tool roll) 1350150(45152) | L14 | EA | 1 |

Table 3. Basic Issue Items - Continued





| (1) Illus No. | (2) National Stock Number (NSN) | (3) Description, Part Number/(CAGEC) | (4) Usable On Code | (5) U/I | (6) Qty Rqr |
|-------------------------|---|---|---------------------------------|----------------|-----------------------|
| 19 | 9905-01-480-0644  | REFLECTOR SET, HIGHWAY WARNING, TRIANGULAR (Located in cabin mounted under glove box forward of passenger/crew seat) 6432GBX(45152) | L14 | SE | 1 |
| 20 | 5140-01-167-1541  | ROLL, TOOLS AND ACCESSORIES (Located in driver side stowage box) 1350190(45152) | L14 | EA | 1 |
| 21 | 5120-01-398-8053  | SCREWDRIVER, CROSS TIP: Phillips No. 3 (Located in driver side toolbox - part of tool roll) SDFP56(96508) | L14 | EA | 1 |
| 22 | 5120-00-293-3309  | SCREWDRIVER, FLAT TIP: No. 6 (Located in driver side toolbox - part of tool roll) 66-110(03914) | L14 | EA | 1 |

Table 3. Basic Issue Items - Continued






| (1) Illus No. | (2) National Stock Number (NSN) | (3) Description, Part Number/(CAGEC) | (4) Usable On Code | (5) U/I | (6) Qty Rqr |
|-------------------------|---|---|---------------------------------|----------------|-----------------------|
| 23 | 4030-00-377-1397  | SHACKLE: Anchor, Limp Home (Located in driver side toolbox) RR-C-271 TY4AGRBCL2SZ 1.000(81348) | L14 | EA | 1 |
| 24 | 4030-01-316-1552  | SHACKLE: Towing: (Located on front and rear towing eyes) RR-C-271D TYIVAGRACL1 3/8 IN (81348) | L14 | EA | 4 |
| 25 | 5120-01-436-2924  | WRENCH, ADJUSTABLE: 8 in. (Located in driver side toolbox - part of tool roll) AC18(96508) | L14 | EA | 1 |
| 26 | 5120-00-264-3796  | WRENCH, ADJUSTABLE: 12 in. (Located in driver side toolbox - part of tool roll) 120405A(45152) | L14 | EA | 1 |

Table 3. Basic Issue Items - Continued

| (1) Illus No. | (2) National Stock Number (NSN) | (3) Description, Part Number/(CAGEC) | (4) Usable On Code | (5) U/I | (6) Qty Rqr |
|---------------------|---|---|-----------------------------|------------|-------------------|
| 27 | 5120-01-070-8386  | WRENCH, SOCKET: Wheel Nut (Located in driver side tool box) 1048-TR(45152) | L14 | EA | 1 |

END OF WORK PACKAGE

OPERATOR MAINTENANCE ADDITIONAL AUTHORIZATION LIST (AAL)

INTRODUCTION

Scope

This work package lists additional authorization items that are needed to operate and maintain the HEMTT Series Vehicles.

General

This list identifies items that do not have to accompany the HEMTT Series Vehicles and that do not have to be turned in with it. These items are all authorized to you by CTA, MTOE, TDA, or JTA.

Explanation of Columns in the AAL

Column (1) - National Stock Number (NSN). Identifies the stock number of the item to be used for requisitioning purposes.

Column (2) - Description, Part Number/(CAGEC). Identifies the Federal item name (in all capital letters) followed by a minimum description when needed. The last line below the description is the part number and the Commercial and Government Entity Code (CAGEC) (in parentheses).

Column (3) - Usable On Code. When applicable, gives you a code if the item you need is not the same for different models of equipment.

Table 1. List of Usable On Codes

| Code | Used On |
|------|-----------------------------|
| L14 | M983A4LET Tractor w/o winch |

Column (4) - U/I. Unit of Issue (U/I) indicates the physical measurement or count of the item as issued per the National Stock Number.

Column (5) - Qty Recm. Indicates the quantity recommended.

Table 2. Additional Authorization List

| (1) National Stock Number (NSN) | (2) Description, Part Number/ (CAGEC) | (3) Usable On Code | (4) U/I | (5) Qty Recom |
|--|---|--------------------------|------------|---------------------|
| 5110-00-293-2 336 | AXE, SINGLE BIT 6150925(19207) | L14 | EA | 1 |
| 4910-00-347-9 703 | BAR ASSEMBLY, HOISTING 8690061(52793) | L14 | EA | 1 |
| 2540-00-409-8 891 | BRACKET ASSEMBLY, TOOL: PIONEER MS53053-1(96906) | L14 | EA | 1 |
| 6150-01-022-6 004 | CABLE ASSEMBLY, POWER, ELECTRICAL: NATO 11682336-1(19207) | L14 | EA | 1 |
| 2540-01-152-7 813 | CHAIN, TIRE, EMERGENCY 2624-10-8(46156) | L14 | PR | 2 |
| 4230-01-220-3 221 | DECONTAMINATION KIT, INDIVIDUAL EQUIPMENT 5705588(19207) | L14 | EA | 1 |
| 5130-01-400-0 129 | EXTENSION, SOCKET WRENCH: IMPACT 3/4 in. DRIVE, 13 in. LONG 07569(1CV05) | L14 | EA | 1 |
| 4240-01-220-6 373 | GAS PARTICULATE KIT 3SK663(45152) | L14 | KT | 1 |
| 8415-00-634-4 658 | GLOVES, LEATHER 37G2940(90142) | L14 | PR | 2 |
| 5120-00-288-6 574 | HANDLE, MATTOCK-PICK 10501973(56161) | L14 | EA | 1 |

Table 2. Additional Authorization List - Continued

| (1) National Stock Number (NSN) | (2) Description, Part Number/ (CAGEC) | (3) Usable On Code | (4) U/I | (5) Qty Recom |
|--|--|--------------------------|------------|---------------------|
| 2990-01-509-1 954 | HEATER, COOLANT, ENGINE: ARCTIC 3460259(45152) | L14 | EA | 1 |
| 4720-01-341-4 912 | HOSE ASSEMBLY 1759750U(45152) | L14 | EA | 1 |
| 4720-01-254-0 189 | HOSE ASSEMBLY, NONMETALLIC: INTER- VEHICULAR MS39325-9-140-8(96906) | L14 | EA | 2 |
| 5895-01-506-4 503 | INSTALLATION KIT, ELECTRONIC EQUIPMENT: C4ISR 3418900(45152) | L14 | EA | 1 |
| 1005-01-519-2 126 | INSTALLATION KIT: MOUNTING, MACHINE GUN 1301740UW/OR45152 | L14 | KT | 1 |
| 6665-01-220-3 220 | KIT, CHEMICAL ALARM 5705589(19207) | L14 | KT | 1 |
| 6220-01-250-5 190 | LIGHT, WARNING: BEACON 3145661(45152) | L14 | EA | 1 |
| 5120-00-243-2 395 | MATTOCK: PICK 11677022(19207) | L14 | EA | 1 |
| 5120-00-892-5 709 | MIRROR, INSPECTION UH1487(11676) | L14 | EA | 1 |
| 1005-01-266-1 233 | MOUNT, RIFLE: INSTALLATION 5705590(19207) | L14 | EA | 1 |

Table 2. Additional Authorization List - Continued

| (1) National Stock Number (NSN) | (2) Description, Part Number/ (CAGEC) | (3) Usable On Code | (4) U/I | (5) Qty Recom |
|--|---|--------------------------|------------|---------------------|
| 5120-00-197-9 473 | PUNCH, BLACKSMITH'S: 17 in. 647008(60903) | L14 | EA | 1 |
| 4030-01-316-1 552 | SHACKLE: TOWING (used with towbar, 10 ton) 1307540(45152) | L14 | EA | 2 |
| 3940-01-270-3 389 | SLING, MULTIPLE LEG: 16 FT. SAFETY CHAINTwo (2) 16 ft. safety chains should be used in conjunction with Tow Bar: 10 Ton NSN: 2540-00-378-2012, P/N: 8383802, C/C: 19207. 1482010(45152) | L14 | EA | 2 |
| 5130-01-400-0 164 | SOCKET, SOCKET WRENCH (3/4 in. drive, 1 3/4 in. hex, impact) J07528L(1CV05) | L14 | EA | 1 |
| 5210-01-220-6 381 | TOOL, FIFTH WHEEL RELEASE 12343468(19207) | L14 | EA | 1 |
| 2540-00-378-2 012 | TOW BAR, MOTOR VEHICLE: 10 tonShould be used in conjunction with two (2) safety chains: 16 ft. NSN: 3940-01-270-3389, P/N: 1482010, C/C: 45152. 8383802(19207) | L14 | EA | 1 |
| 5130-01-428-3 751 | WRENCH, IMPACT, PNEUMATIC 1789100U(45152) | L14 | EA | 1 |

END OF WORK PACKAGE

**OPERATOR MAINTENANCE
EXPENDABLE AND DURABLE ITEMS LIST**

INTRODUCTION

Scope

This work package lists expendable supplies and materials that are needed to operate and maintain the HEMTT Series Vehicles. This list is for information only and is not authority to requisition the listed items. These items are authorized to you by CTA 50-970, Expendable/Durable Items (Except Medical, Class V Repair Parts, and Heraldic Items), CTA 50-909, Field and Garrison Furnishings and Equipment or CTA 8-100, Army Medical Department Expendable/Durable Items.

Explanation of Entries in the Expendable/Durable Items List

Item No. This number is assigned to the entry in the list and is referenced in the narrative instructions to identify the item (e.g., Use brake fluid (Expendable/Durable Items List)).

Level. This column identifies the lowest level of maintenance that requires the listed item.

- C -- Operator/Crew
- O -- Unit/AMC
- F -- Direct Support/ASB
- H -- General Support
- D -- Depot

National Stock Number (NSN). This is the NSN assigned to the item which you can use to requisition it.

Item Name, Description, Part Number/(CAGEC). This column provides the other information you need to identify the item. The last line below the description is the part number and the Commercial and Government Entity Code (CAGEC) (in parentheses).

(U/I). Unit of Issue (U/I) code shows the physical measurement or count of an item, such as gallon, dozen, gross, etc.

Table 1. Expendable and Durable Items List

| (1) | (2) | (3) | (4) | (5) |
|----------|-------|-----------------------------|--|-----|
| Item No. | Level | National Stock Number (NSN) | Item Name, Description, Part Number/ (CAGEC) | U/I |
| | | | | |

Table 1. Expendable and Durable Items List - Continued

| (1) Item No. | (2) Level | (3) National Stock Number (NSN) | (4) Item Name, Description, Part Number/ (CAGEC) | (5) U/I |
|-----------------|--------------|------------------------------------|---|------------|
| | | | Antifreeze, Arctic Type | |
| 1 | O | 6850-01-441-3 248 | Antifreeze, Arctic Type 55-gal drum A-A-52624 (58536) | DR |
| | | | Antifreeze, Permanent, Glycol, Inhibited | |
| 2 | O | 6850-01-464-9 125 | Antifreeze, Permanent, Glycol, Inhibited 1-gal container AA52624 (58536) | GL |
| 3 | O | 6850-00-181-7 933 | Antifreeze, Permanent, Glycol, Inhibited 5-gal container MILA46153 (81349) | CO |
| 4 | O | 6850-01-464-9 152 | Antifreeze, Permanent, Glycol, Inhibited 55-gal drum A-A-52624 TY I RECYCLED (58536) | DR |
| | | | Cleaner, Lubricant | |
| 5 | O | 9150-01-079-6 124 | Cleaner, Lubricant A, 4 oz bottle w/ extender tube MIL-PRF-63460 (81349) | BT |
| | | | Cleaning Compound, Solvent | |
| 6 | O | 6850-01-474-2 319 | Cleaning Compound, Solvent 1 gallon can MIL-PRF-680 Type II (81349) | GL |
| 7 | O | 6850-01-474-2 317 | Cleaning Compound, Solvent 5 gallon can MIL-PRF-680 Type II (81349) | CO |

Table 1. Expendable and Durable Items List - Continued

| (1) Item No. | (2) Level | (3) National Stock Number (NSN) | (4) Item Name, Description, Part Number/ (CAGEC) | (5) U/I |
|-----------------|--------------|------------------------------------|--|------------|
| 8 | O | 6850-01-474-2316 | Cleaning Compound, Solvent 55 gallon drum MIL-PRF-680 Type II (81349) | DR |
| 9 | O | 6850-01-474-2318 | Cleaning Compound, Solvent 1 gallon can MIL-PRF-680 Type III (81349) | GL |
| 10 | O | 6850-01-474-2320 | Cleaning Compound, Solvent 5 gallon can MIL-PRF-680 Type III (81349) | BX |
| 11 | O | 6850-01-474-2321 | Cleaning Compound, Solvent 5 gallon can MIL-PRF-680 Type III (81349) | DR |
| | | | Compound, Cleaning Windshield | |
| 12 | O | 6850-00-926-2275 | Compound, Cleaning Windshield 1-pt can 0854-000 (0FTT5) | BX |
| | | | Fuel, DF-1, Winter | |
| 13 | O | 9140-01-413-7511 | Fuel, DF-1, Winter Bulk VV-F-800 (81348) | GL |
| 14 | O | 9140-00-286-5286 | Fuel, DF-1, Winter Bulk ASTM D 975 (81346) | GL |
| 15 | O | 9140-00-286-5287 | Fuel, DF-1, Winter 5-gal can ASTM D 975 (81346) | CN |
| 16 | O | 9140-00-286-5288 | Fuel, DF-1, Winter 55-gal drum, 16 gauge ASTM D 975 (81346) | DR |
| 17 | O | 9140-00-286-5289 | Fuel, DF-1, Winter 55-gal drum, 18 gauge ASTM D 975 (81346) | DR |

Table 1. Expendable and Durable Items List - Continued

| (1) Item No. | (2) Level | (3) National Stock Number (NSN) | (4) Item Name, Description, Part Number/ (CAGEC) | (5) U/I |
|-----------------|--------------|------------------------------------|--|------------|
| | | | Fuel | |
| 18 | O | 9130-01-031-5816 | Fuel, JP8 Bulk MILT83133 GR JP8 (81349) | GL |
| 19 | O | 9140-01-412-1311 | Fuel, DF-2, Regular Bulk VV-F-800 (81348) | GL |
| 20 | O | 9140-00-286-5294 | Fuel, DF-2, Regular Bulk ASTM D 975 (81346) | GL |
| 21 | O | 9140-00-286-5295 | Fuel, DF-2, Regular 5-gal can ASTM D 975 (81346) | CN |
| 22 | O | 9140-00-286-5296 | Fuel, DF-2, Regular 55-gal drum, 16 gauge ASTM D 975 (81346) | DR |
| 23 | O | 9140-00-286-5297 | Fuel, DF-2, Regular 55-gal drum, 18 gauge ASTM D 975 (81346) | DR |
| | | | Grease, Automotive and Artillery GAA | |
| 24 | O | 9150-01-197-7688 | Grease, Automotive and Artillery GAA 2-1/2 oz tube M-10924-A (81349) | TU |
| 25 | O | 9150-01-197-7693 | Grease, Automotive and Artillery GAA 14-oz cartridge M-10924-B (81349) | CA |
| 26 | O | 9150-01-197-7690 | Grease, Automotive and Artillery GAA 1-lb can M-10924-C (81349) | CN |

Table 1. Expendable and Durable Items List - Continued

| (1) Item No. | (2) Level | (3) National Stock Number (NSN) | (4) Item Name, Description, Part Number/ (CAGEC) | (5) U/I |
|-----------------|--------------|------------------------------------|--|------------|
| 27 | O | 9150-01-197-7 689 | Grease, Automotive and Artillery GAA 5-lb can M-10924-D (81349) | CN |
| 28 | O | 9150-01-197-7 692 | Grease, Automotive and Artillery GAA 35-lb can M-10924-E (81349) | CN |
| | | | Oil, Lubricating Gear, GO 75 | |
| 29 | O | 9150-01-035-5 390 | Oil, Lubricating Gear, GO 75 1-qt can M2105-1-75W (81349) | QT |
| 30 | O | 9150-01-048-4 593 | Oil, Lubricating Gear, GO 75 5-gal can MIL-PRF-2105 (81349) | GL |
| 31 | O | 9150-01-035-5 391 | Oil, Lubricating Gear, GO 75 55-gal drum M2015-3-75W (81349) | CN |
| | | | Oil, Lubricating Gear, GO 80W/90 | |
| 32 | O | 9150-01-035-5 393 | Oil, Lubricating Gear, GO 80W/90 5-gal can J2360 (81343) | CN |
| | | | Oil, Lubricating OEA Ice, Subzero | |
| 33 | O | 9150-00-402-4 478 | Oil, Lubricating OEA Ice, Subzero 1-qt can EMERY3908D (33358) | QT |
| 34 | O | 9150-00-402-2 372 | Oil, Lubricating OEA Ice, Subzero 5-gal can MIL-PRF-46167 (81349) | CN |

Table 1. Expendable and Durable Items List - Continued

| (1) Item No. | (2) Level | (3) National Stock Number (NSN) | (4) Item Name, Description, Part Number/ (CAGEC) | (5) U/I |
|-----------------|--------------|------------------------------------|--|------------|
| 35 | O | 9150-00-491-7 197 | Oil, Lubricating OEA Ice, Subzero 55-gal drum, 16 gauge MIL-PRF-46167 (81349) | DR |
| | | | Oil, Lubricating OE/HDO 10 | |
| 36 | O | 9150-00-189-6 727 | Oil, Lubricating OE/HDO 10 1-qt can M2104-1-10W (81349) | QT |
| 37 | O | 9150-00-186-6 668 | Oil, Lubricating OE/HDO 10 5-gal can M2104-3-10W (81349) | CN |
| 38 | O | 9150-00-191-2 772 | Oil, Lubricating OE/HDO 10 55-gal drum, 18 gauge M2104-4-10W (81349) | DR |
| 39 | O | 9150-01-496-1 939 | Oil, Lubricating OE/HDO 10 55-gal drum, 16 gauge MIL-PRF-2104 (81349) | DR |
| | | | Oil, Lubricating OE/HDO 30, (SAE 30) | |
| 40 | O | 9150-00-183-7 808 | Oil, Lubricating OE/HDO 30, (SAE 30) Bulk M2104-2-30W (81349) | GL |
| 41 | O | 9150-00-186-6 681 | Oil, Lubricating OE/HDO 30, (SAE 30) 1-qt can M2104-1-30W (81349) | QT |
| 42 | O | 9150-00-188-9 858 | Oil, Lubricating OE/HDO 30, (SAE 30) 5-gal can M2104-3-30W (81349) | CN |
| 43 | O | 9150-01-433-7 978 | Oil, Lubricating OE/HDO 30, (SAE 30) 55-gal drum, 16 gauge MIL-PRF-2104 (81349) | DR |

Table 1. Expendable and Durable Items List - Continued

| (1) Item No. | (2) Level | (3) National Stock Number (NSN) | (4) Item Name, Description, Part Number/ (CAGEC) | (5) U/I |
|-----------------|--------------|------------------------------------|--|------------|
| 44 | O | 9150-00-189-6729 | Oil, Lubricating OE/HDO 30, (SAE 30) 55-gal drum, 18 gauge M2104-4-30W (81349) | DR |
| | | | Oil, Lubricating OE/HDO 50 | |
| 45 | O | 9150-00-188-9865 | Oil, Lubricating OE/HDO 50 5-gal drum BRAYC0423H (98308) | CN |
| | | | Oil, Lubricating Gear, GO 85W/140 | |
| 46 | O | 9150-01-035-5396 | Oil, Lubricating Gear, GO 85W/140 J2360 (81343) | DR |
| | | | Oil, Lubricating, OE/HDO-15W/40 | |
| 47 | O | 9150-01-352-2962 | Oil, Lubricating, OE/HDO-15W/40 5-gal can A-A-52306 (58536) | CO |
| 48 | O | 9150-01-152-4119 | Oil, Lubricating OE/HDO 15W/40 55-gal drum, 18 gauge M2104-4-15W40 (81349) | DR |
| | | | Oil, Lubricating, OE/HDO 40 | |
| 49 | O | 9150-01-467-8161 | Oil, Lubricating, OE/HDO 40 55-gal drum 40 GRADE (81343) | DR |
| | | | Rag, Wiping | |
| 50 | O | 7920-00-205-1711 | Rag, Wiping 50-pound bale 7920-00-205-1711 (80244) | BE |

Table 1. Expendable and Durable Items List - Continued

| (1) Item No. | (2) Level | (3) National Stock Number (NSN) | (4) Item Name, Description, Part Number/ (CAGEC) | (5) U/I |
|-----------------|--------------|------------------------------------|---|------------|
| | | | Rope | |
| 51 | O | 4020-00-968-1357 | Rope, Fibrous MIL-R-17343 (81349) | RL |

END OF WORK PACKAGE

| RECOMMENDED CHANGES TO PUBLICATIONS AND BLANK FORMS For use of this form, see AR 25-30; the proponent agency is GAASA | | | | | | Use Part II (<i>reverse</i>) for Repair Parts and Special Tool Lists (RPSTL) and Supply Catalogs/Supply Manuals (SC/SM). | DATE |
|--|------|------------|------|------------|-------|--|-----------|
| TO: (<i>Forward to proponent of publication or form</i>) (<i>Include ZIP Code</i>) TACOM Life Cycle Management Command, ATTN: AMSTA-LC-LMPP/TECH PUBS, 1 Rock Island Arsenal, Rock Island, IL 61299-7630 | | | | | | FROM: (<i>Activity and location</i>) (<i>Include ZIP Code</i>) | |
| PART I - ALL PUBLICATIONS (EXCEPT RPSTL AND SC/SM) AND BLANK FORMS | | | | | | | |
| PUBLICATION/FORM NUMBER | | | | | | DATE | TITLE |
| ITEM | PAGE | PARA-GRAPH | LINE | FIGURE NO. | TABLE | RECOMMENDED CHANGES AND REASON | |
| | | | | | | | |
| <i>* Reference to line numbers within the paragraph or subparagraph.</i> | | | | | | | |
| TYPED NAME, GRADE OR TITLE | | | | | | TELEPHONE EXCHANGE/AUTOVON, PLUS EXTENSION | SIGNATURE |

| | | |
|---|---|------|
| TO: <i>(Forward direct to addressee listed in publication)</i> TACOM Life Cycle Management Command, ATTN: AMSTA-LC-LMPP/TECH PUBS, 1 Rock Island Arsenal, Rock Island, IL 61299-7630 | FROM: <i>(Activity and location) (Include ZIP Code)</i> | DATE |
|---|---|------|

PART II - REPAIR PARTS AND SPECIAL TOOL LISTS AND SUPPLY CATALOGS/SUPPLY MANUALS

| PUBLICATION NUMBER | | | | DATE | | TITLE | | |
|--------------------|----------|----------|-----------------------|---------------|------------|----------|------------------------------------|--------------------|
| PAGE NO. | COLM NO. | LINE NO. | NATIONAL STOCK NUMBER | REFERENCE NO. | FIGURE NO. | ITEM NO. | TOTAL NO. OF MAJOR ITEMS SUPPORTED | RECOMMENDED ACTION |
| | | | | | | | | |

PART III - REMARKS *(Any general remarks or recommendations, or suggestions for improvement of publications and blank forms. Additional blank sheets may be used if more space is needed.)*

| | | |
|----------------------------|--|-----------|
| TYPED NAME, GRADE OR TITLE | TELEPHONE EXCHANGE/AUTOVON, PLUS EXTENSION | SIGNATURE |
|----------------------------|--|-----------|

| RECOMMENDED CHANGES TO PUBLICATIONS AND BLANK FORMS For use of this form, see AR 25-30; the proponent agency is GAASA | | | | | | Use Part II (<i>reverse</i>) for Repair Parts and Special Tool Lists (RPSTL) and Supply Catalogs/Supply Manuals (SC/SM). | DATE |
|--|------|------------|------|------------|-------|--|-----------|
| TO: (<i>Forward to proponent of publication or form</i>) (<i>Include ZIP Code</i>) TACOM Life Cycle Management Command, ATTN: AMSTA-LC-LMPP/TECH PUBS, 1 Rock Island Arsenal, Rock Island, IL 61299-7630 | | | | | | FROM: (<i>Activity and location</i>) (<i>Include ZIP Code</i>) | |
| PART I - ALL PUBLICATIONS (EXCEPT RPSTL AND SC/SM) AND BLANK FORMS | | | | | | | |
| PUBLICATION/FORM NUMBER | | | | | | DATE | TITLE |
| ITEM | PAGE | PARA-GRAPH | LINE | FIGURE NO. | TABLE | RECOMMENDED CHANGES AND REASON | |
| | | | | | | | |
| <i>* Reference to line numbers within the paragraph or subparagraph.</i> | | | | | | | |
| TYPED NAME, GRADE OR TITLE | | | | | | TELEPHONE EXCHANGE/AUTOVON, PLUS EXTENSION | SIGNATURE |

| | | |
|---|---|------|
| TO: <i>(Forward direct to addressee listed in publication)</i> TACOM Life Cycle Management Command, ATTN: AMSTA-LC-LMPP/TECH PUBS, 1 Rock Island Arsenal, Rock Island, IL 61299-7630 | FROM: <i>(Activity and location) (Include ZIP Code)</i> | DATE |
|---|---|------|

PART II - REPAIR PARTS AND SPECIAL TOOL LISTS AND SUPPLY CATALOGS/SUPPLY MANUALS

| PUBLICATION NUMBER | | | | DATE | | TITLE | | |
|--------------------|----------|----------|-----------------------|---------------|------------|----------|------------------------------------|--------------------|
| PAGE NO. | COLM NO. | LINE NO. | NATIONAL STOCK NUMBER | REFERENCE NO. | FIGURE NO. | ITEM NO. | TOTAL NO. OF MAJOR ITEMS SUPPORTED | RECOMMENDED ACTION |
| | | | | | | | | |

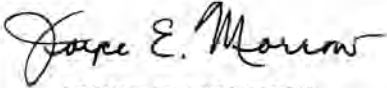
PART III - REMARKS *(Any general remarks or recommendations, or suggestions for improvement of publications and blank forms. Additional blank sheets may be used if more space is needed.)*

| | | |
|----------------------------|--|-----------|
| TYPED NAME, GRADE OR TITLE | TELEPHONE EXCHANGE/AUTOVON, PLUS EXTENSION | SIGNATURE |
|----------------------------|--|-----------|

By Order of the Secretary of the Army:

GEORGE W. CASEY, JR.
General, United States Army
Chief of Staff

Official:



JOYCE E. MORROW
Administrative Assistant to the
Secretary of the Army
0809918

DISTRIBUTION: To be distributed in accordance with the initial distribution requirements for IDN: 381185, requirements for TM 9-2320-341-10.

THE METRIC SYSTEM AND EQUIVALENTS

LINEAR MEASURE

1 Centimeter = 10 Millimeters = 0.01 Meters = 0.3937 Inches
 1 Meter = 100 Centimeters = 1000 Millimeters = 39.37 Inches
 1 Kilometer = 1000 Meters = 0.621 Miles

SQUARE MEASURE

1 Sq Centimeter = 100 Sq Millimeters = 0.155 Sq Inches
 1 Sq Meter = 10,000 Sq Centimeters = 10.76 Sq Feet
 1 Sq Kilometer = 1,000,000 Sq Meters = 0.386 Sq Miles

WEIGHTS

1 Gram = 0.001 Kilograms = 1000 Milligrams = 0.035 Ounces
 1 Kilogram = 1000 Grams = 2.2 Lb
 1 Metric Ton = 1000 Kilograms = 1 Megagram = 1.1 Short Tons

CUBIC MEASURE

1 Cu Centimeter = 1000 Cu Millimeters = 0.06 Cu Inches
 1 Cu Meter = 1,000,000 Cu Centimeters = 35.31 Cu Feet

LIQUID MEASURE

1 Milliliter = 0.001 Liters = 0.0338 Fluid Ounces
 1 Liter = 1000 Milliliters = 33.82 Fluid Ounces

TEMPERATURE

$5/9 (F - 32) = C$
 212 Fahrenheit is equivalent to 100 Celsius
 90 Fahrenheit is equivalent to 32.2 Celsius
 32 Fahrenheit is equivalent to 0 Celsius
 $9/5 C + 32 = F$

APPROXIMATE CONVERSION FACTORS

| <u>TO CHANGE</u> | <u>TO</u> | <u>MULTIPLY BY</u> |
|------------------|----------------------|--------------------|
| Inches | Centimeters | 2.540 |
| Feet | Meters | 0.305 |
| Yards | Meters | 0.914 |
| Miles | Kilometers | 1.609 |
| Square Inches | Square Centimeters | 6.451 |
| Square Feet | Square Meters | 0.093 |
| Square Yards | Square Meters | 0.836 |
| Square Miles | Square Kilometers | 2.590 |
| Acres | Square Hectometers | 0.405 |
| Cubic Feet | Cubic Meters | 0.028 |
| Cubic Yards | Cubic Meters | 0.765 |
| Fluid Ounces | Milliliters | 29.573 |
| Pints | Liters | 0.473 |
| Quarts | Liters | 0.946 |
| Gallons | Liters | 3.785 |
| Ounces | Grams | 28.349 |
| Pounds | Kilograms | 0.454 |
| Short Tons | Metric Tons | 0.907 |
| Pound-Feet | Newton-Meters | 1.356 |
| Pounds/Sq Inch | Kilopascals | 6.895 |
| Miles per Gallon | Kilometers per Liter | 0.425 |
| Miles per Hour | Kilometers per Hour | 1.609 |

| <u>TO CHANGE</u> | <u>TO</u> | <u>MULTIPLY BY</u> |
|-------------------|--------------------|--------------------|
| Centimeters | Inches | 0.394 |
| Meters | Feet | 3.280 |
| Meters | Yards | 1.094 |
| Kilometers | Miles | 0.621 |
| Sq Centimeters | Square Inches | 0.155 |
| Square Meters | Square Feet | 10.764 |
| Square Meters | Square Yards | 1.196 |
| Square Kilometers | Square Miles | 0.386 |
| Sq Hectometers | Acres | 2.471 |
| Cubic Meters | Cubic Feet | 35.315 |
| Cubic Meters | Cubic Yards | 1.308 |
| Milliliters | Fluid Ounces | 0.034 |
| Liters | Pints | 2.113 |
| Liters | Quarts | 1.057 |
| Liters | Gallons | 0.264 |
| Grams | Ounces | 0.035 |
| Kilograms | Pounds | 2.205 |
| Metrication | Short Tons | 1.102 |
| Newton-Meters | Pound-Feet | 0.738 |
| Kilopascals | Pounds per Sq Inch | 0.145 |
| Km per Liter | Miles per Gallon | 2.354 |
| Km per Hour | Miles per Hour | 0.621 |

