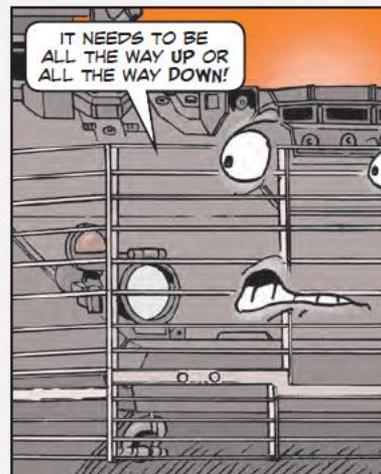
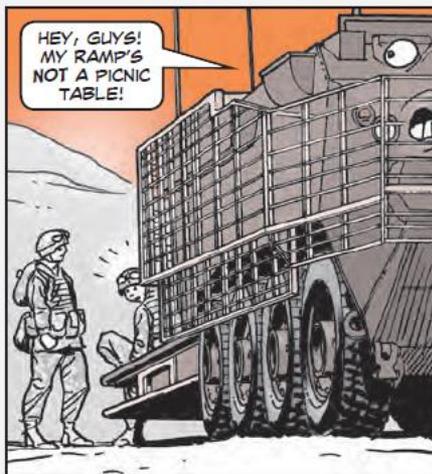
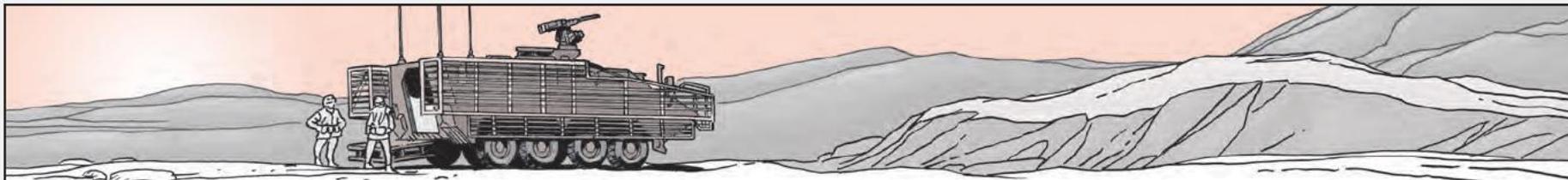


RAMP BASICS

ARE CRITICAL!



DRIVERS, RAMP PM AND SAFETY ON YOUR STRYKER ARE MIGHTY IMPORTANT.

SO FOLLOW THESE TIPS TO KEEP YOUR RAMP-AND EVERYONE AROUND IT-FUNCTIONING PROPERLY.

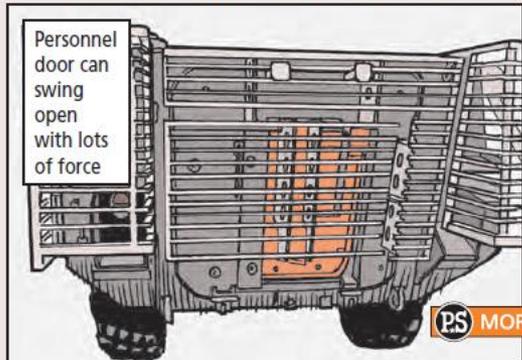
- Tap the horn twice and then wait a few seconds before raising or lowering the ramp. That gives others a warning and enough time to get out of the way.

• Before closing the ramp, make sure the vehicle has enough air pressure built up. It needs to be above 60 psi without slat armor and above 90 psi with slat armor. If the air pressure's low, the ramp locks may not engage completely. Check to make sure the ramp open LED goes out.
If you're closing the ramp from the squad compartment, make sure the cam locks rotate all the way to the closed position.



- A Stryker facing downhill on a slope of more than 15° may need a push from inside the vehicle to help the ramp start opening, especially if slat armor is installed.
- When the vehicle is parked facing an uphill incline, be very careful when opening the ramp's personnel door, especially if slat armor is installed.

The door can swing open suddenly when the latch is released. A few Soldiers have been nearly crushed between the door and the slat armor that covers the right fuel tank cap!



- You cannot lower the ramp fully if the tow pintle is installed. It juts out enough that the ramp will hit and bend the pintle shaft.

Until it's actually needed, remove and stow the pintle and replace it with the pintle plug, NSN 5340-20-001-0203. That keeps dirt and moisture out of the vehicle. You'll also need an O-ring, NSN 5331-00-585-1068, and a lock pin, NSN 5315-01-328-5286, to install the plug properly.

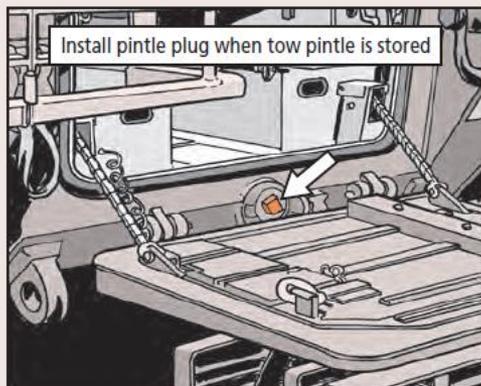
Note that this information is for flat-bottomed Strykers, not the newly fielded double V-hulled (DVH) vehicles. These parts will not fit DVH Strykers.

- If the ramp is slow or balky, it could be a sign of hydraulic problems. Open the rear service hatch and eyeball the vertical tube at the back. If the fluid is $\frac{1}{4}$ to $\frac{1}{2}$ full in the tube, the hydraulic level is OK.

If the hydraulic level is too high (above $\frac{1}{2}$ full), hydraulic seals will blow. Too low (below $\frac{1}{4}$ full) and you'll have trouble raising and lowering the ramp. The annunciator panel should flash and sound if the hydraulic fluid drops below $6\frac{1}{2}$ gallons.

- Never exceed the load capacity for the ramp and ramp door. The ramp chains may stretch or break and you can ruin the hydraulics. The ramp door seal or hinges could be damaged.

With slat armor, the ramp's load capacity is 1,000 pounds and the door's load capacity is 500 pounds.



- Always raise or lower the ramp completely. Don't lower the ramp partially to give Soldiers a seat or to carry equipment, especially when slat armor is installed. Just leaving the ramp partially opened for a while can stretch the chains. Extra weight from you and your buddies just makes it worse.

And make sure you open and close the ramp smoothly. Flipping the ramp switch up and down will make the ramp jump and jerk as it moves. That puts extra strain on the hydraulic rams and can blow the seals.

- Remove any water buildup under the floor plates, then have your mechanic give the ramp chains a light coat of GAA semiannually to prevent rust.

Sometimes only the portion of the chain that shows when the ramp is down gets lubed. There's quite a bit more wrapped around the pulleys and hidden beneath the floor plates. So make sure he lubes all of the chain.

- Give the ramp chain pulleys a few shots of GAA, too. A well-greased ramp chain won't do much good if the pulleys seize up. There's a lube point at the top and bottom of both housings holding the pulleys. The bottom ones are easy to miss.

