mulated water in the fuel tank should be drained semi-annually or every 1000 miles.

(5) Refer to TM 9-207 for starting engine under extreme emergency conditions.

36. EXTREME HOT-WEATHER OPERATION AND MAINTENANCE

a. General.

(1) Continuous operation of the vehicle at high speeds, or on long hard pulls on steep grades or in soft terrain, may cause the engine to overheat. Watch the engine overheat warning light and halt the vehicle for a cooling-off period whenever necessary and if the tactical situation permits.

(2) Do not park the vehicle in the sun for long periods. When possible, park the vehicle under cover to protect it from sun, sand and dust.

b. Cooling System.

(1) Frequently inspect and service the cooling system components, oil filter, fan belt, air cleaner, and engine ventilating blower. If the engine overheat warning light comes on and does not go off when the clutch is engaged, notify organizational maintenance personnel. If the engine overheat warning light consistently indicates high engine temperature, inspect the engine oil cooler for dust and dirt accumulation and clean out with a brush.

c. Batteries.

(1) In torrid zones, check level of electrolyte in cells daily and replenish with pure distilled water. If distilled water is not available, rain or drinking water may be used; however, continuous use of water with high mineral content will eventually cause damage to batteries and should be avoided.

(2) Batteries operating in torrid climates should have a weaker electrolyte than for temperate climates. The electrolyte (sulphuric acid), specific gravity 1.280, should be diluted to 1.200 to 1.240 specific gravity (TM 9-6140-200-15). This is the correct reading for fully charged batteries in torrid climates. Batteries should be recharged at about 1.160 specific gravity.

(3) A battery will self-discharge at a greater rate if left standing for long periods at high temperatures. This must be considered when operating in torrid zones. If necessary to park for several days, remove the batteries and store in a cool place.

Note: Do not store acid-type storage batteries near stacks of tires. Acid fumes have a harmful effect on rubber.

d. Hull.

(1) In hot damp climates, corrosive action will occur on all parts of the vehicle and will be accelerated during the rainy season. Evidences will appear in the form of white blotches and paint blisters on metal surfaces, and mildew, mold, or fungus growth on wood, fabrics, leather, and glass.

(2) Protect all exposed exterior painted surfaces from corrosion by touchup painting. Cables and terminals should be protected by ignition-insulation compound.

(3) Make frequent inspections of idle inactive vehicles. Remove corrosion from exterior metal surfaces with abrasive paper or cloth and apply a protective coating of paint.

37. OPERATION ON UNUSUAL TERRAIN

a. Mud. Select gear ratio to move vehicle steadily. When below-freezing temperature is anticipated, make sure the vehicle is parked on solid ground or footing to prevent the tracks from being frozen in.

38. MAINTENANCE AFTER OPERATION ON UNUSUAL TERRAIN

a. Mud. Thorough cleaning and lubrication of all parts affected must be accomplished as soon as possible after operation in mud. Clean suspension components and lubricate as specified in the Lubrication Order, POMM-2320-240-12.

b. Sand or Dust. Clean engine and engine compartment. Touch up all painted surfaces