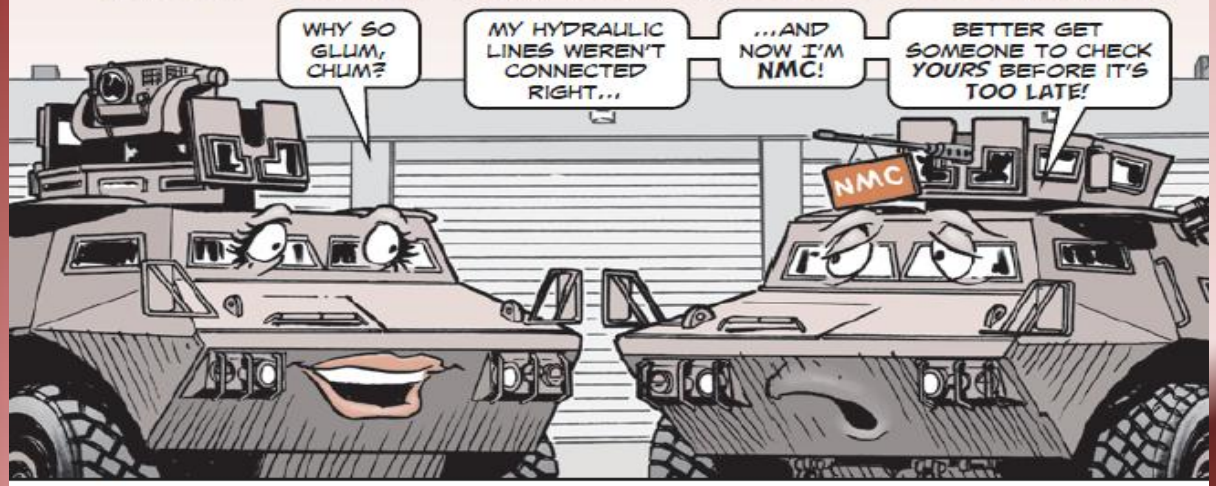
M1117 ASV, M1200 Armored Knight...

QUICK CHECK FOR THE QUICK-DISCONNECT

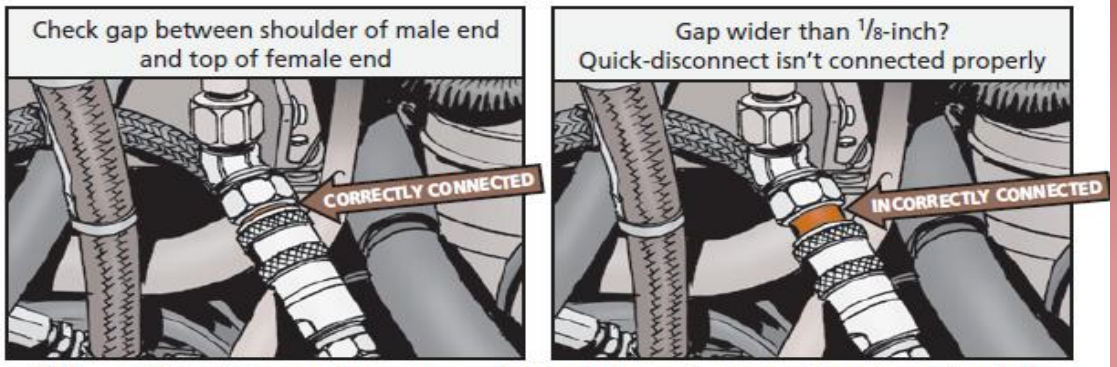


There's been a rash of blown steering gear seals on the M1117 armored security vehicle (ASV) and M1200 Armored Knight fire support vehicle (FSV) lately.

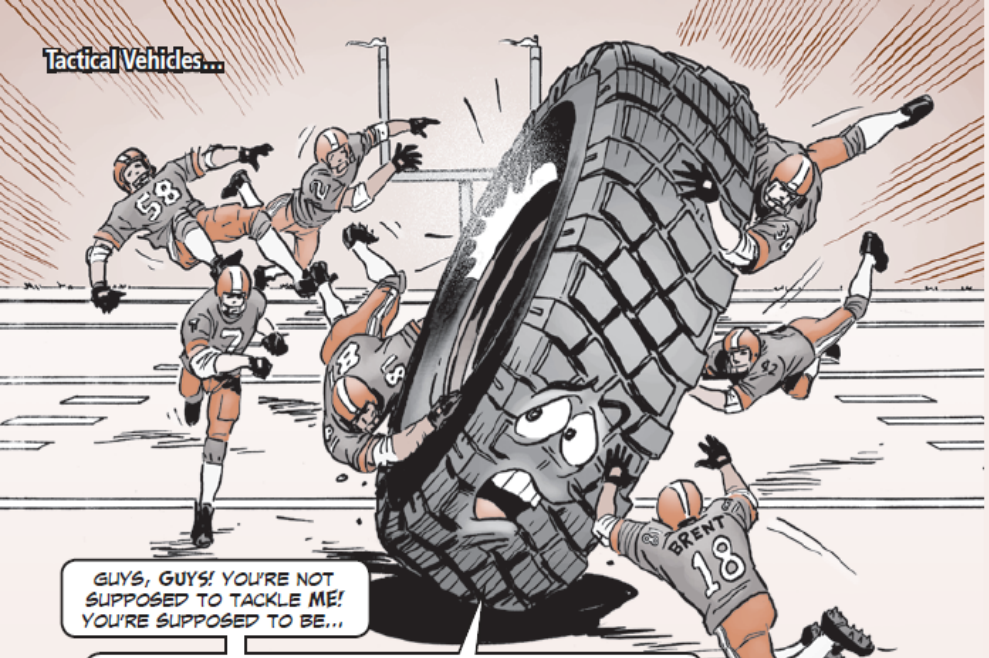
Why?

Some mechanics haven't been careful enough when connecting the hydraulic system's supply and return lines. If the quick-disconnect isn't fully seated, the hydraulic system will over-pressurize, causing a blown seal on the steering gearbox. A blown seal makes the vehicle NMC!

When connecting the supply and return line quick-disconnects, make sure there's no more than a $^{1}/_{8}$-in gap between the shoulder of the male end and the top of the female end. A wider gap means the hose line isn't properly connected.



This problem is happening more and more often after annual services. So before you finish with services, eyeball the hydraulic line connection for the correct gap.

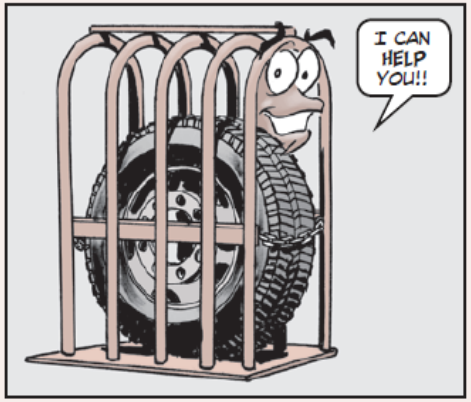


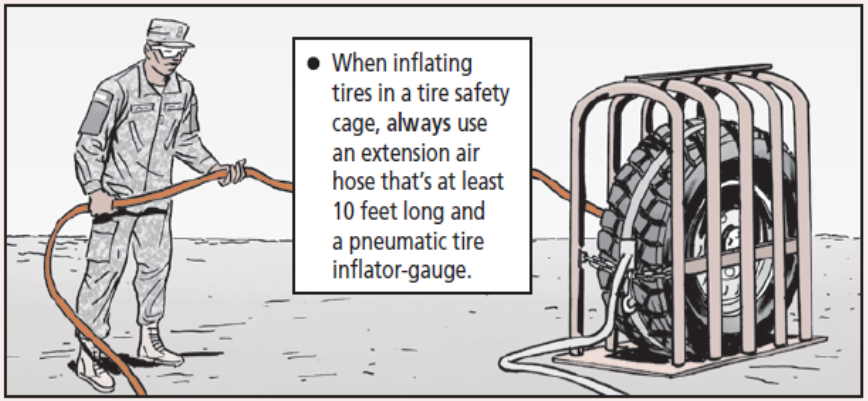
TACKLING TIRE MAINTENANCE!

Training qualifies you to perform tire maintenance, but the training has to be done the right way. That's because tire maintenance is a high-risk task. Everyone doing it must understand and correctly perform the procedures using the proper tools and equipment. Otherwise, someone could be injured or killed.

For units that choose to mount and de-mount their vehicle's tires, stay safe with these tire maintenance safety tips:

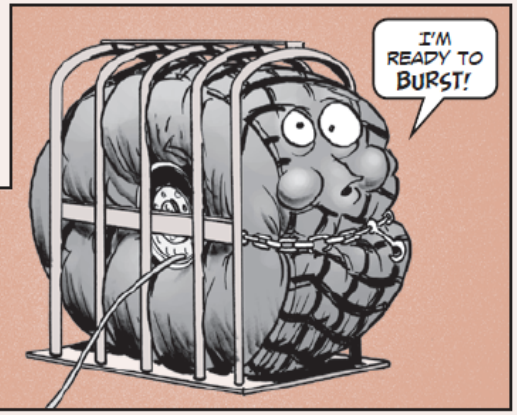
- Follow all the steps outlined in the vehicle's TMs, including cautions and warnings.
- Always use a tire safety cage when inflating a tire.
- Never lean, stand or reach over the tire during inflation. And stay out of the possible paths of exploding side ring flanges and lockrings.



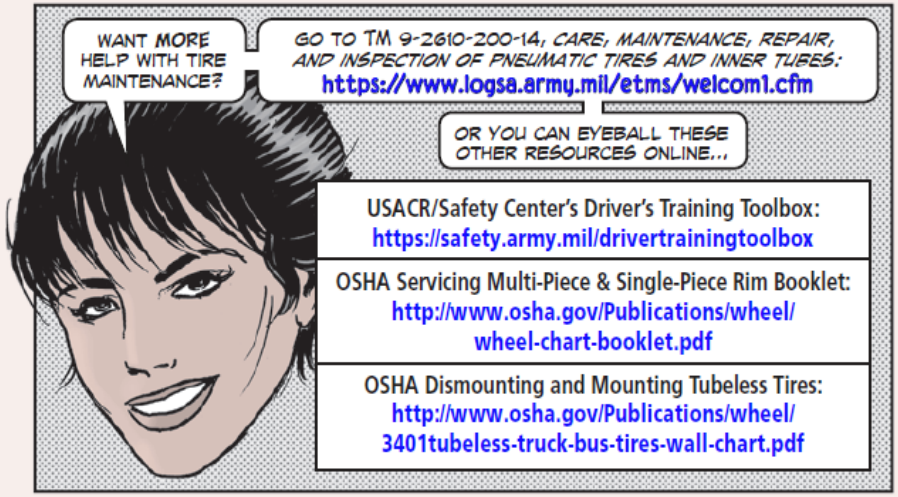


- When inflating tires in a tire safety cage, always use an extension air hose that's at least 10 feet long and a pneumatic tire inflator-gauge.

- Make sure you apply composite risk management to all tasks, including tire maintenance. Take into account mission importance, equipment characteristics and environmental conditions.
- Never put hands or fingers near the rim flanges or bead seats. Keep all body parts out of the safety cage during inflation. Don't overinflate tires, either. Just stick to the psi requirements listed in the TM.

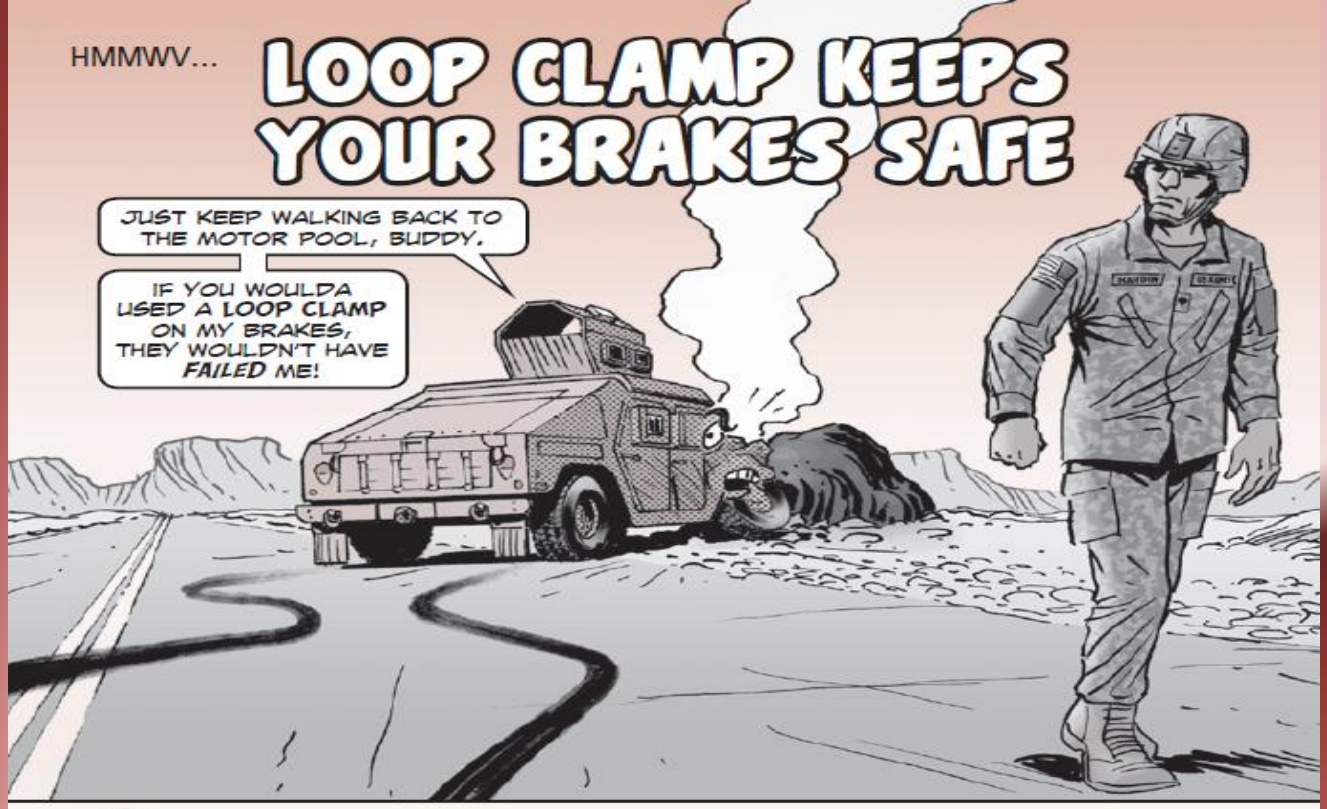


Also, order complete wheel assemblies through your SSA and turn in unserviceable wheel assemblies.



HMMWV...

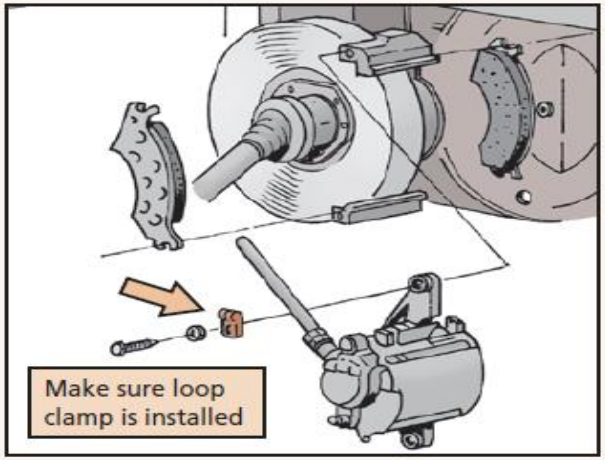
LOOP CLAMP KEEPS YOUR BRAKES SAFE



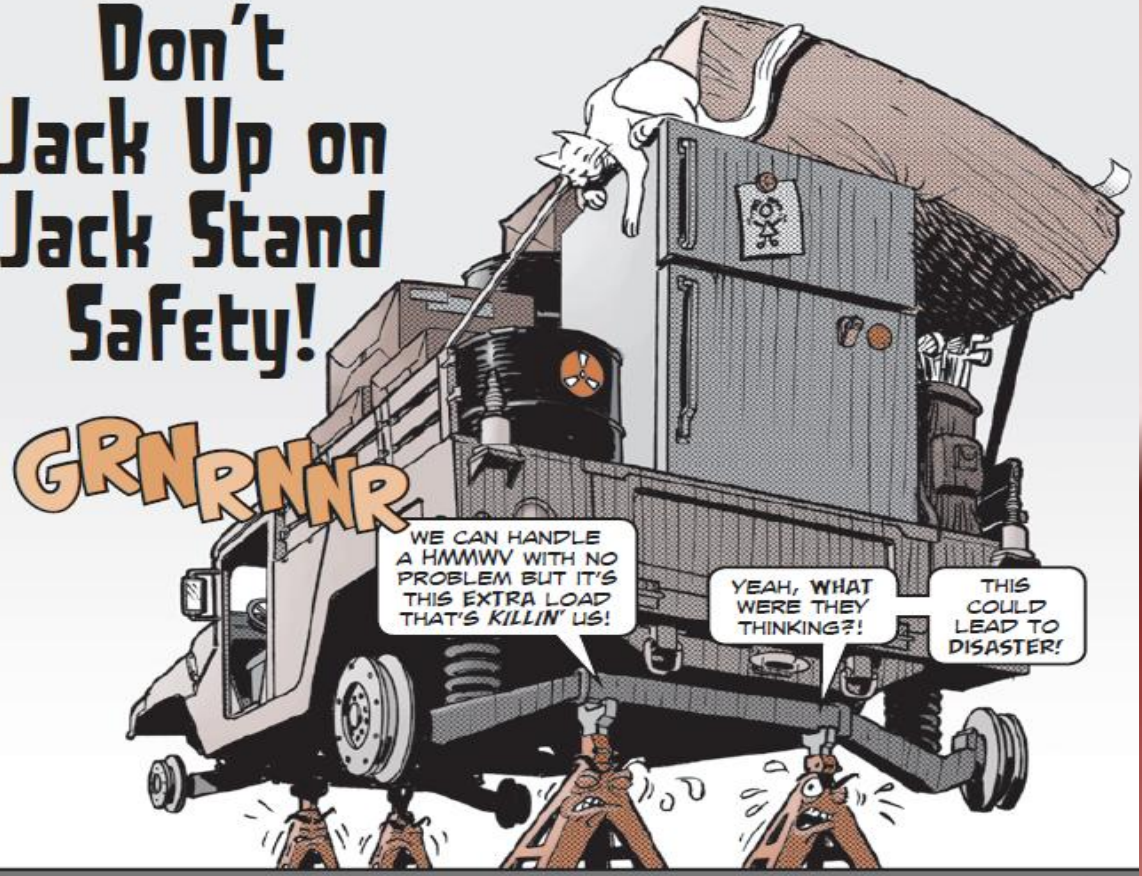
If you've just finished brake maintenance, the last thing you want happening to that HMMWV is brake failure! But it can happen to HMMWVs with serial numbers 299,999 and below if you don't give them the special attention they need.

Whenever you pull maintenance on any part of the brake system, make sure the loop clamp, NSN 5340-01-189-7640, that holds the brake line to the caliper on the right side of the vehicle is installed. If you don't, you could be super-sorry! Your HMMWV's brakes may not fail right away, but the jostling and rubbing could eventually lead to a long walk home.

You'll find the loop clamp in Chapter 7, *Brake System (Field) Maintenance,* of TM 9-2320-387-24-1 (Dec 97, w/Ch 6, Jun 09).



Don't Jack Up on Jack Stand Safety!



Dear Editor,

In my work as a safety officer at Ft Carson, I see units putting cargo, fuel and water-carrying vehicles and trailers that have heavy secondary loads on jack stands. These loads could weigh hundreds of pounds.

A jack stand that can safely support an empty truck or trailer may not be able to carry all the extra weight of the load. And most of the time Soldiers have no idea how much that extra load weighs. Plus the extra load changes the center of balance, which means the vehicle could fall off the jack stands. If a jack stand collapses, someone could be killed.

So I strongly recommend that units unload trucks and trailers *before* they put them up on jack stands. There is no point in taking chances.

Richard Fenner
43rd Sustainment Bde
Ft Carson, CO

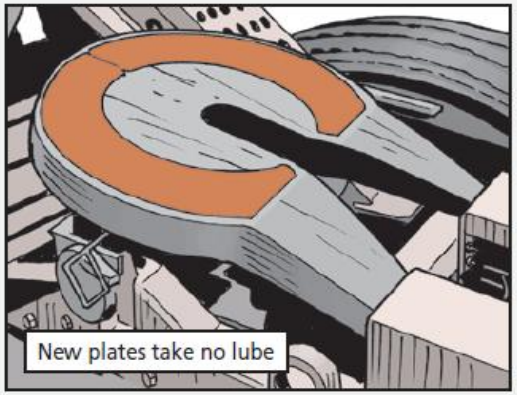
Editor's note: Excellent point, Mr. Fenner. Jack stands are the last thing you want to take chances with. Always unload your truck or trailer before putting it on jack stands.

No More Lube for 5th Wheel Plates

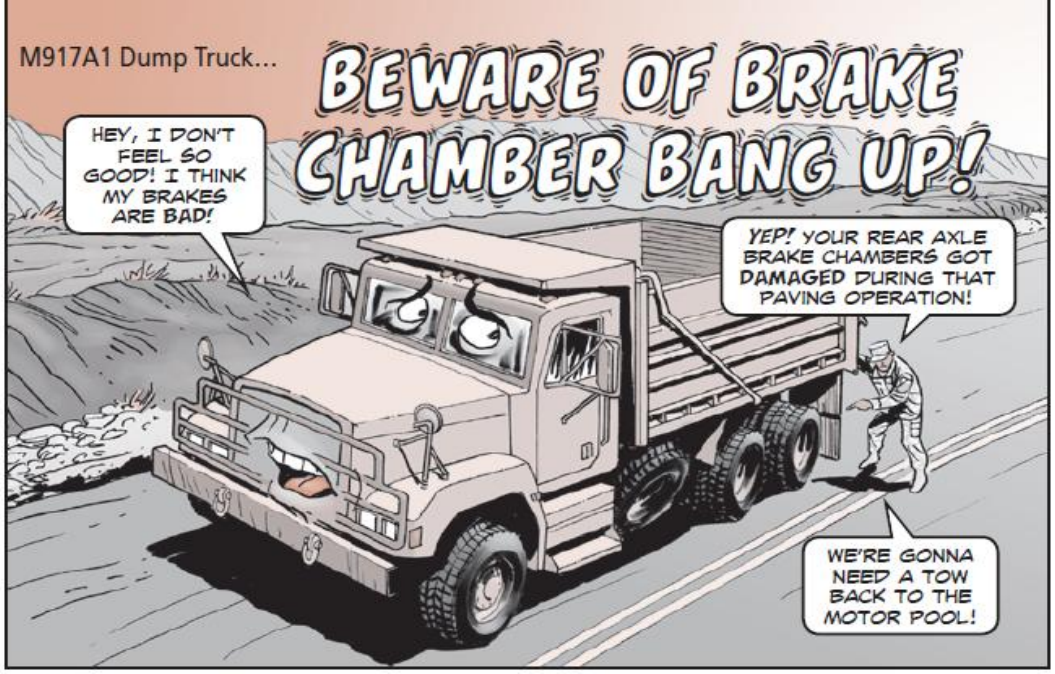
The new M1070A1 HETs have an upgrade that you might not know about, drivers. The 5th wheel now comes equipped with new plates that take **no lubrication.**

You heard it right! **No lube!** In fact, if you lube the non-lubrication plates, they'll collect sand, dirt and grit that will severely damage the plates.

You should continue putting a coat of GAA on the top surface of the 5th wheel's ramps, just like before. Before hookup, be sure to remove any grease on the M1000 semitrailer that would come into contact with the 5th wheel's non-lubrication plates.


New plates take no lube

Replacement plates are available as part of a kit, NSN 5340-01-603-7792. Both the left and right plate and 18 mounting screws come with the kit.

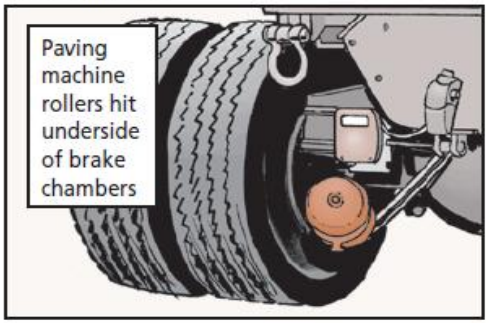


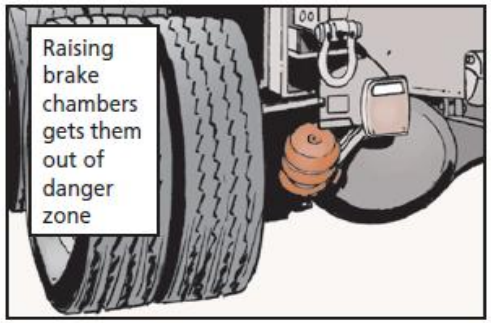
Operators, if you're going to use your M917A1 dump truck in a paving operation with the 780T bituminous paving machine, your mechanic first needs to reposition the vehicle's left and right rear-axle brake chambers.

The chambers are located so low on the truck axle that the rollers from the paving machine hit them during paving. The resulting damage can leave you brakeless.

This problem is nothing new. Just look around the motor pool and you'll probably see plenty of banged-up brake chambers.

To move the chambers, follow the info on Pages 3-4 through 3-10 of TB 43-0001-62-5 (Apr 00).





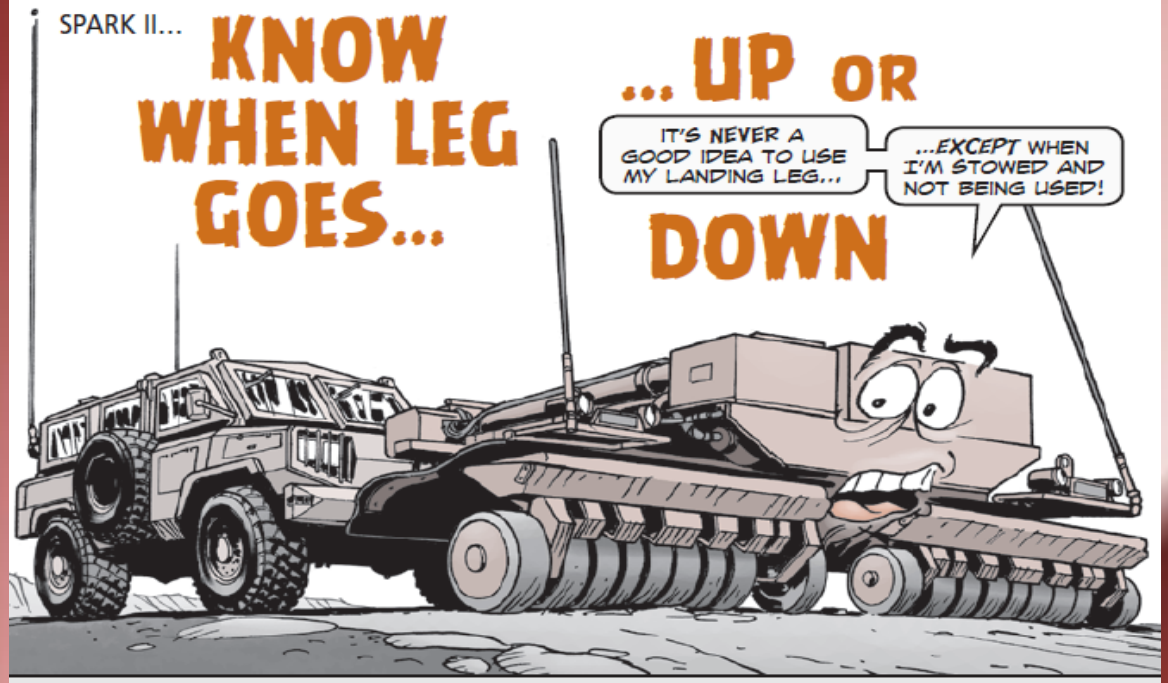
Need a copy? Ask your TACOM logistics assistance representative for help. Or you can ask ol' Half-Mast to send you a copy of the TB pages by e-mail:

half.mast@us.army.mil

SPARK II...

KNOW WHEN LEG GOES...

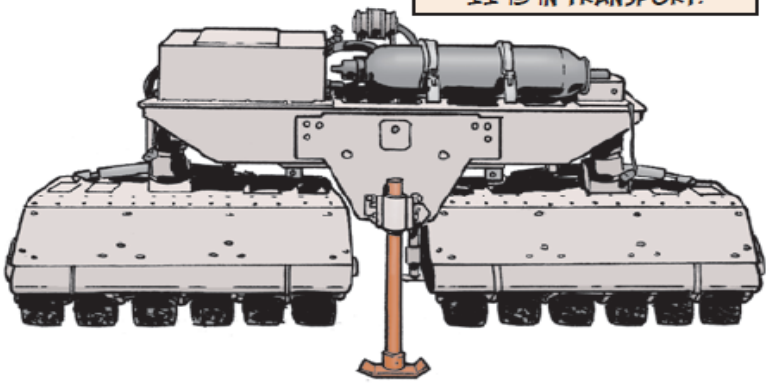
...UP OR DOWN



THAT MEANS YOU ***SHOULD NOT*** USE THE LANDING LEG TO ATTACH THE SPARK II TO THE VEHICLE SYSTEM'S PLATFORM.

Use landing leg ***only*** when SPARK II is stowed and not in use

THE LEG SHOULD ALSO BE STOWED WHEN THE SPARK II IS IN TRANSPORT.



AND NEVER HAVE IT LOWERED DURING VEHICLE OPERATION.

THAT'LL EITHER DAMAGE OR COMPLETELY BREAK THE LEG ASSEMBLY, PN 120000940.

IT'LL SET YOUR UNIT BACK ABOUT $350!