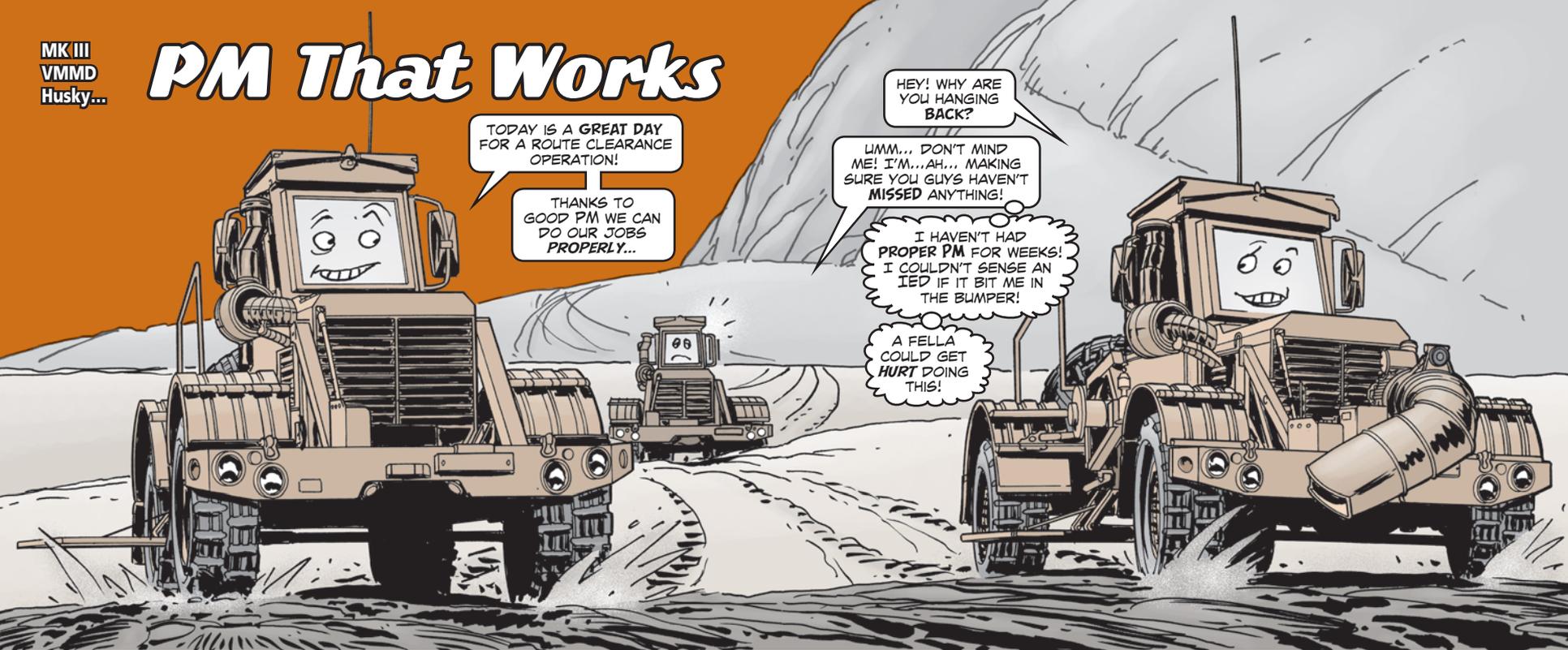


PM That Works



TODAY IS A GREAT DAY FOR A ROUTE CLEARANCE OPERATION!

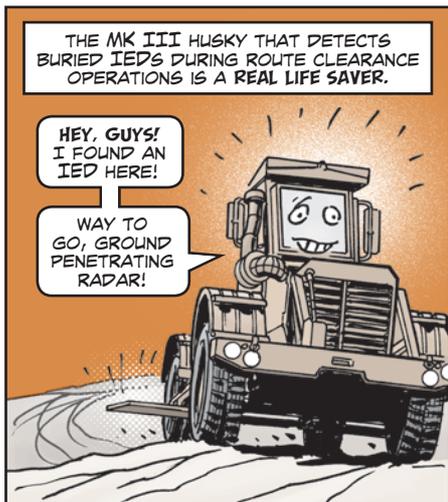
THANKS TO GOOD PM WE CAN DO OUR JOBS PROPERLY...

HEY! WHY ARE YOU HANGING BACK?

UMM... DON'T MIND ME! I'M...AH... MAKING SURE YOU GUYS HAVEN'T MISSED ANYTHING!

I HAVEN'T HAD PROPER PM FOR WEEKS! I COULDN'T SENSE AN IED IF IT BIT ME IN THE BUMPER!

A FELLA COULD GET HURT DOING THIS!



THE MK III HUSKY THAT DETECTS BURIED IEDS DURING ROUTE CLEARANCE OPERATIONS IS A REAL LIFE SAVER.

HEY, GUYS! I FOUND AN IED HERE!

WAY TO GO, GROUND PENETRATING RADAR!



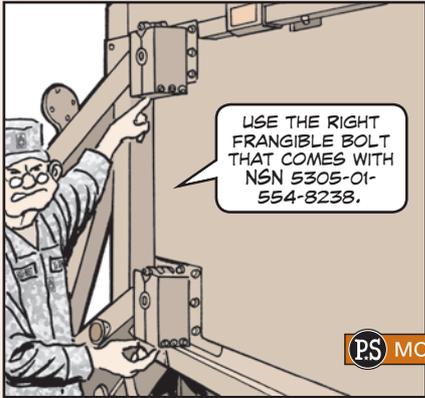
COMBAT ENGINEERS NEED TO KEEP THESE PREVENTIVE MAINTENANCE TIPS IN MIND TO KEEP THE HUSKY MISSION-READY.

Module Bolt Replacement

Some frangible bolts in the vehicle's front and rear wheel modules are designed to break during IED or land mine explosions.

Some well-meaning, but misguided, mechanics are replacing the bolts with stronger Grade 8 bolts that reduce Soldier protection. Plain and simple, these frangible bolts were designed for crewmember survivability, not maintenance efficiency.

The correct bolt comes with NSN 5305-01-554-8238. Use it! Also, use the nylon-locknut, NSN 5310-01-554-4749, that holds each bolt in place.

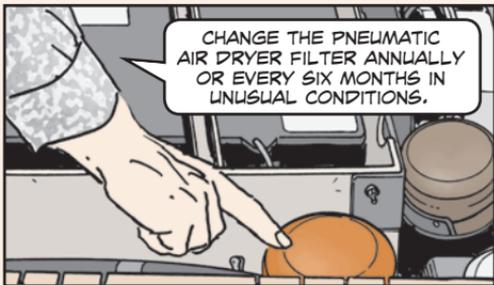


USE THE RIGHT FRANGIBLE BOLT THAT COMES WITH NSN 5305-01-554-8238.



Air Dryer Filter Update

You'll end up scratching your head trying to find the service interval for the vehicle's air dryer filter. Stop looking! It's missing from the technical manual and lubrication order. So, play it safe and change the filter annually or every six months for unusual conditions.



Access Cover Reminder

Use a little TLC when you remove the front or rear access door to the transmission. It's real easy to bump a door into a quick-disconnect coupling that attaches hydraulic oil lines to the vehicle's power steering.

When that happens, a loose connection causes hydraulic oil in the power steering pump to back up. When oil can't flow and has no place to go, guess what? All that pressure causes the pump to crack and leak. Enough of a leak means no oil, causing the pump to burn out. Then you're stuck with a "dead head" pump and a Husky without power steering!

Do yourself a favor and make sure the couplings are good and tight when you remove or reinstall an access door.

Also, when the couplings are removed during maintenance, make sure the locking bearings in the female coupling slide back-and-forth freely. Stuck couplings may be clogged with dirt and sand.

Damaged couplings? Replace the female coupling with NSN 4730-01-554-8869 and male coupling with NSN 4730-01-555-5385.

