

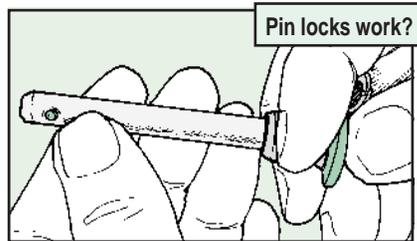
ECS & ICC &

Checking the little things on the ECS (engagement control station) and ICC (information control center), and CRG (communications relay group) can give you a bit of R & R when it comes to Patriot firing problems.

Check the exhaust fans on the rear of the shelters. If the fans get out of alignment due to dirt buildup, they will burn out their motors. You're supposed to check them semiannually during PMCS. But if you're operating in the desert where the fans really have to

work, check them more often to head off problems. And any time the fans become loud, clean them. That's usually a sign they need it.

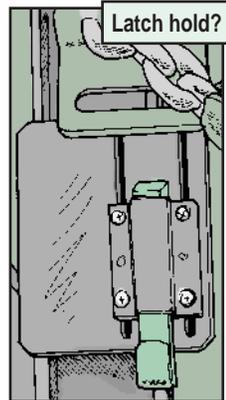
Check the pin locks on the ECS, CRG and ICC data link antenna platforms. If the locking pins work



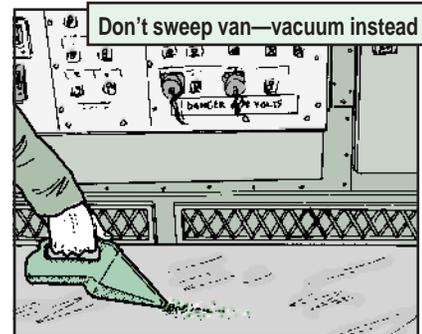
CRG R&R

loose and fall out, the platform collapses, damaging equipment and anyone standing on or under the platform. Just make sure the pin locks go in and out when you push and release the release button. And be sure the pins are fully seated in their holes.

Test the latch for the ECS, CRG and ICC modular collective protective entrance rack. Over time, the latch gets beat up or misadjusted and won't hold. Then the wind can blow the rack shut, which crushes the A112 air inlet door and can cause the system interlock to shut off the ECS, CRG or ICC. Just pull gently on the rack to make sure the latch holds.

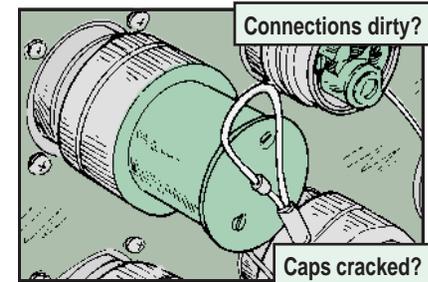


Vacuum—don't sweep—the ECS and ICC vans. Keep the vans clean.



That prevents dirt from clogging the air filters and causing the computers to overheat. But sweeping out the vans can stir up dirt and make the problem worse. So use the vacuum that comes with the Patriot maintenance center to suck up the dirt. Vacuum daily in the field and check the filters at least monthly like it says in the systems' -10 TMs.

Keep all fiber optic connections clean and in good shape. If the eight connections on the ECS or CRG and the two on the launching station are dirty or cracked, the ECS or CRG launching station can't communicate and you can't fire. If the connections are dirty, clean them with isopropyl alcohol, a swab, and a soft toothbrush. If the protective caps are cracked, tell your repairmen and get them replaced with NSN 5340-01-362-6138.



THESE TIPS SEND FIRING PROBLEMS ON A PERMANENT VACATION!

