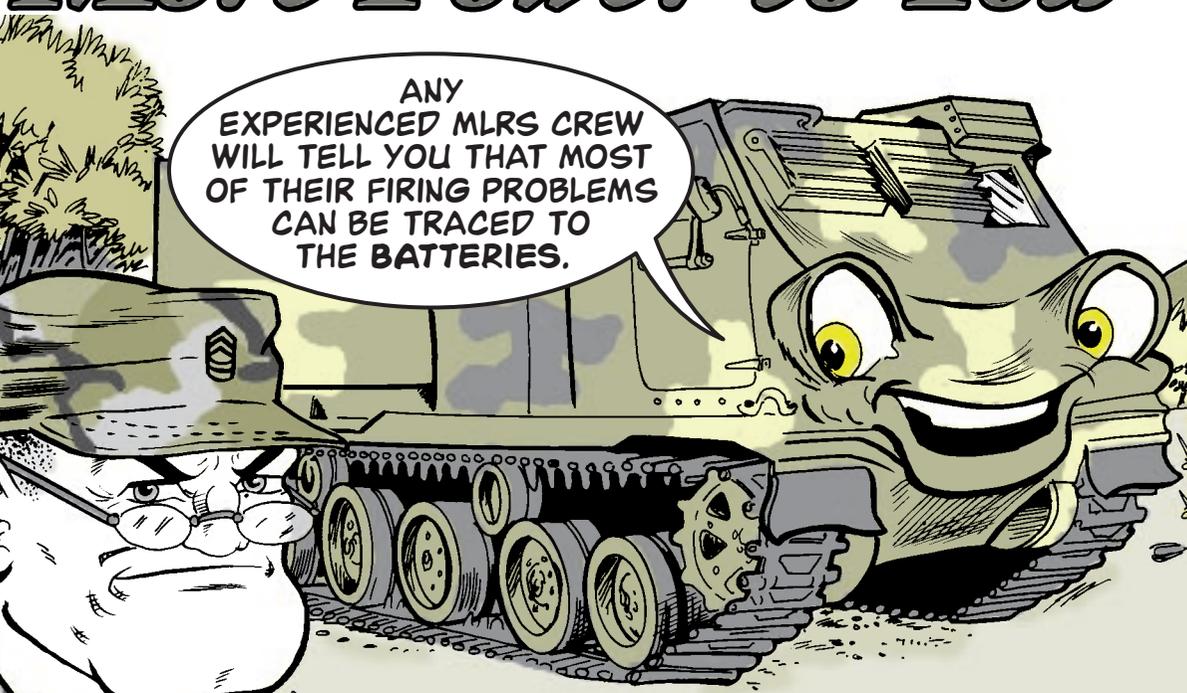


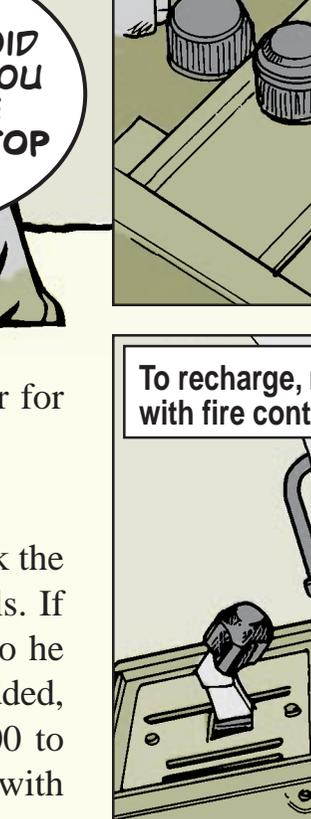
# More Power to You



ANY EXPERIENCED MLRS CREW WILL TELL YOU THAT MOST OF THEIR FIRING PROBLEMS CAN BE TRACED TO THE BATTERIES.



IF YOU WANT TO AVOID PROBLEMS, YOU MUST GIVE BATTERY PM TOP PRIORITY.



Check electrolyte level in all batteries



To recharge, run at high idle with fire control panel on

**H**ere's how to get more power for you and your MLRS.

## PMCS

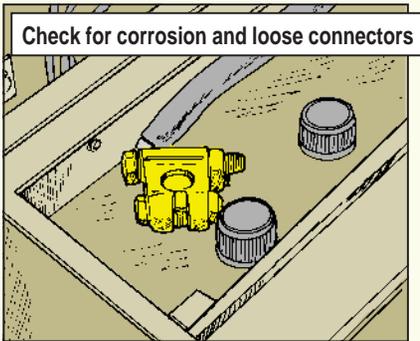
Before you go to the field, check the electrolyte level in all battery cells. If any are low, tell your mechanic so he can add distilled water. Once it's added, run the engine at high idle—1,200 to 1,400 rpm—for 15–20 minutes with the fire control panel turned on to recharge the batteries.



Then look for corrosion around the battery terminals and clamps. Your mechanic can clean away corrosion with a mixture of baking soda and water.

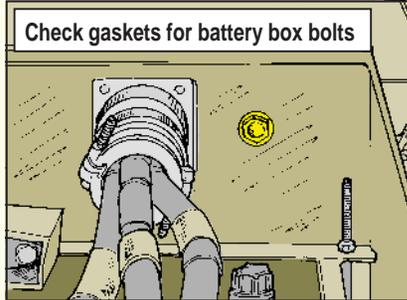


Gently tug at the battery post connections to see if they are loose. Get your mechanic to tighten loose connections.



If new batteries have been installed, don't assume they're fully charged. Run the engine at high idle for 15-20 minutes with the fire control panel in the ON position to charge them.

Check the gaskets that go around the eight bolts that hold the battery and electronics boxes together. If they're missing or in bad shape, water can get in both boxes and cause corrosion and electrical problems. Report gasket problems.



### In the Field

The launcher/loader module (LLM) can operate on battery power alone for only 20 minutes. So operate the LLM with the engine running at high idle as much as possible. That'll provide enough juice to recharge the batteries and run the LLM.

Check the batteries' electrolyte level daily. Operating with such a high load requirement can dry out the batteries.



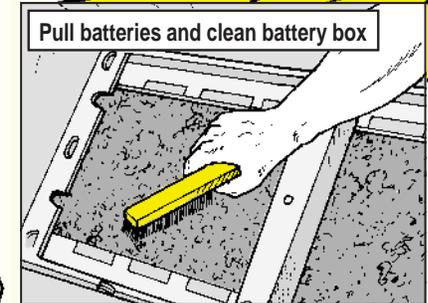
### In the Motor Pool

Don't let your MLRS sit idle for long periods. Weekly, run the engine at high idle for 30 minutes with the fire control panel in the ON position to charge the batteries.



Every 6 months, you and your mechanic need to pull all the batteries and check the battery box for corrosion. If you spot any, rub it off with a wire brush and spot paint any bare areas.

SPOT PAINT TO KEEP RUST FROM COMING BACK!



Coat the box with corrosion preventive compound, NSN 8030-01-134-6513.

