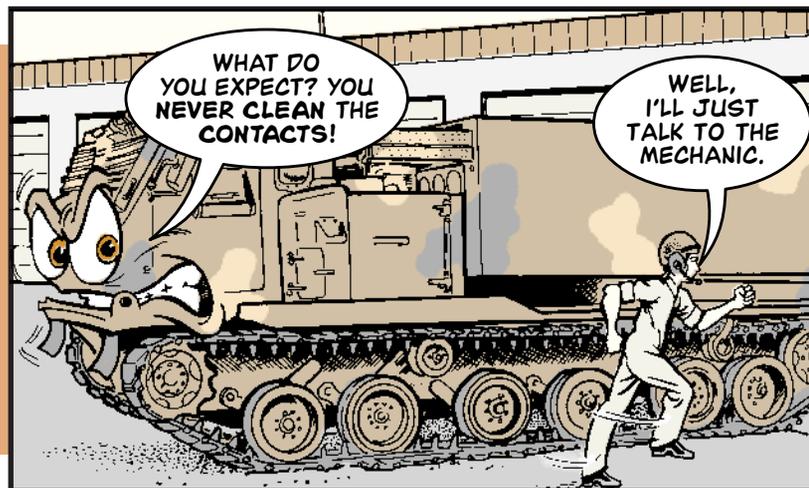


A BIT of Advice



Drivers, are you getting lots of built-in-test (BIT) light warnings on the fire control panel of your MLRS? If so, chances are the problem is sand and dirt, not a malfunction.

When enough dirt gets inside your vehicle's electrical connectors, the BIT lights signal a problem. Before you call in your mechanic to troubleshoot, try cleaning the connectors. Here's how:

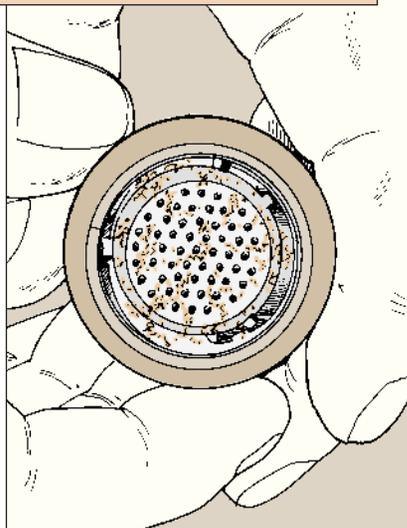
Unhook the connector indicated by the BIT light and use an air hose to blow out loose sand and dirt. Keep the air pressure to 30 psi or less, though, to protect the connector.

Then, spray the connector with cleaner, NSN 6850-01-453-5703. Order it on a DD Form 1348-6 and put "NSN not on AMDF" in the REMARKS block.

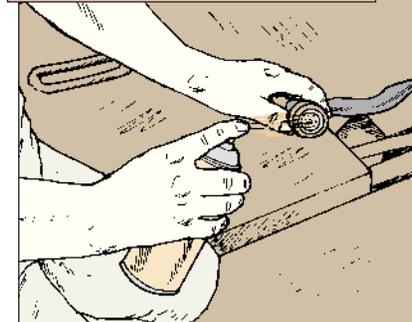
Spray it on and let it sit for a minute or two, then lightly scrub the connector with a foam swab. A box of 50 swabs comes with NSN 7045-01-154-1317.

If the BIT light still comes on after recycling the system, call in your mechanic.

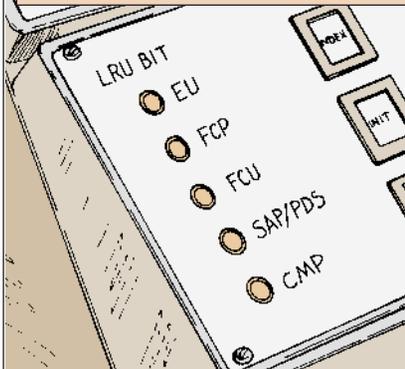
...could be caused by dirt in connector



Spray connector with contact cleaner



BIT warning lights on fire control panel...



Know Where to Hang Your Helmet

MLRS drivers, where you hang your CVC helmet is important, especially during launcher reload and other times when the engine is running.

If you're in the habit of hanging your helmet on the steering yoke, *stop!*

The weight of the helmet pulls the steering yoke to one side. That tells the transmission to turn the vehicle, wearing out the transmission disconnect clutches.

If the engine's running, put your helmet on the seat, on the floor, or better yet, keep it on your head. Just don't hang it on the steering yoke.