Locking Nut Locked?

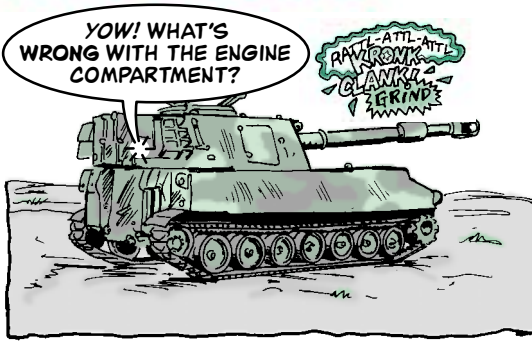
Crewmen, an impeller fan that gets loose in the engine compartment of your howitzer or ammo carrier can cause a lot of damage.

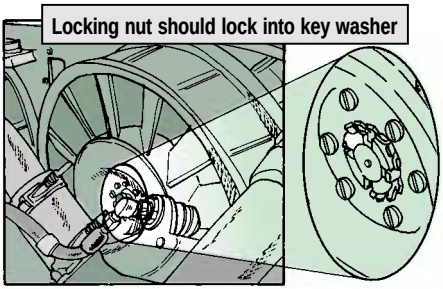
That's why it's a good idea to check the locking nut, NSN 5310-00-059-2831, on both of your vehicle's impeller fans before each operation. Here's how:

Make sure the locking tab of the key washer, NSN 5310-00-045-3812, is locked into one of the slots on the locking nut. Then try to turn the locking nut by hand.

If the nut is loose or missing, your vehicle is NMC. Call in your mechanic.

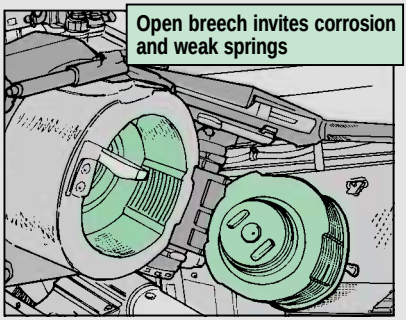
Make a note of this new before-operation check until the TM can be updated.





An Open and Shut Case

Before you locked up your M109-series howitzer for the night, did you remember to close the breech?

Leaving the breech open puts a lot of extra stress on the leafsprings. Pretty soon those leafsprings lose their spring and you'll have a hard time closing the breech.

Keeping the breech closed also helps keep condensation from forming. That keeps corrosion problems to a minimum.