

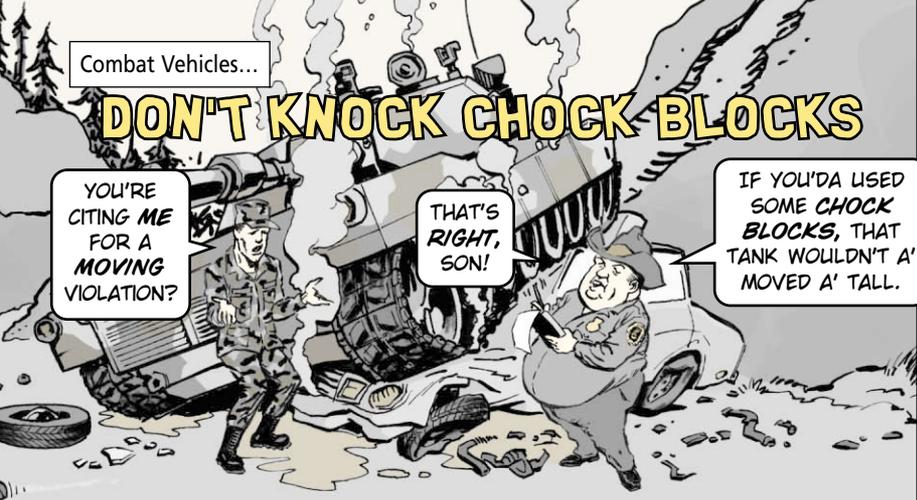
Combat Vehicles...

DON'T KNOCK CHOCK BLOCKS

YOU'RE CITING ME FOR A MOVING VIOLATION?

THAT'S RIGHT, SON!

IF YOU'DA USED SOME CHOCK BLOCKS, THAT TANK WOULDN'T A' MOVED A' TALL.



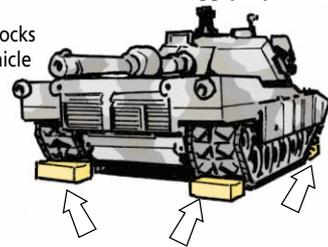
Crewmen, it's always a good idea to chock the tracks on your combat vehicle, particularly when you have to park on an incline. After all, there's nothing worse than several tons of metal rolling down a hillside when you happen to be at the bottom!

You won't find chock blocks for your tracked vehicle in the supply system, though. You'll have to make your own.

Most units make the chock blocks out of 4x4-in lumber. Treated wood works best because it's less likely to crack or rot.

Cut each block about 18 inches long. You'll need four per vehicle. Put blocks under each track at both ends.

Chock blocks keep vehicle from moving



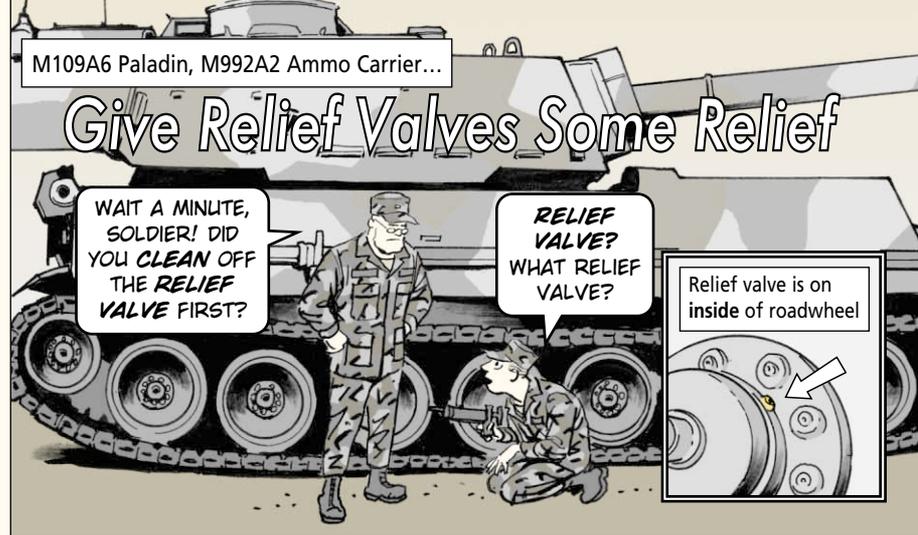
M109A6 Paladin, M992A2 Ammo Carrier...

Give Relief Valves Some Relief

WAIT A MINUTE, SOLDIER! DID YOU CLEAN OFF THE RELIEF VALVE FIRST?

RELIEF VALVE? WHAT RELIEF VALVE?

Relief valve is on inside of roadwheel



Crewmen, you know that you're supposed to clean mud and dirt off the relief valve before pumping new grease into the roadwheels of your Paladin or M992A2 ammo carrier. Otherwise, the grease has nowhere to go except past the roadwheel seal.

So why are so many of those vehicles ending up with blown roadwheel seals anyway?

It's a simple case of out-of-sight, out-of-mind. The relief valves are located on the **backside** of each roadwheel. That makes them hard to see and reach, so many crewmen forget them.

Don't let your vehicle fall victim to blown roadwheel seals. Use a cloth to wipe those relief valves clean first. Then have someone eyeball each relief valve to make sure old grease is coming out while you're pumping in new grease.

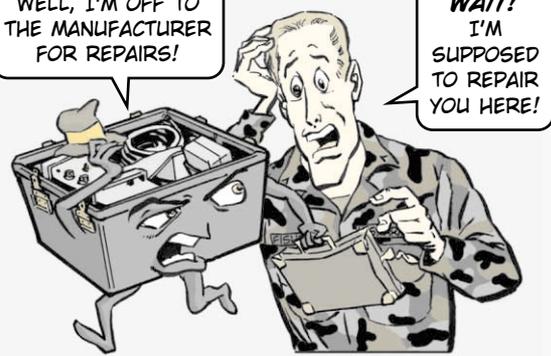
Wipe off the relief valves again when you're finished to avoid attracting dirt.

Howitzers...

You Repair the M90

WELL, I'M OFF TO THE MANUFACTURER FOR REPAIRS!

WAIT! I'M SUPPOSED TO REPAIR YOU HERE!



If your howitzer's M90 radar chronograph, NSN 1290-01-073-0764, is down for the count, **don't** send it back to the manufacturer for repairs!

The M90 is being replaced by the M93 muzzle velocity system (MVS), NSN 1290-01-412-5759, for the M109A6 Paladin and the M94 MVS, NSN 1290-01-412-5760, for all other howitzers. The manufacturer, Borish Manufacturing, now repairs the **new** MVS only.

Until you receive a replacement MVS through free issue, keep your M90 running by cannibalizing repair parts from existing unissuable M90s in the supply system. Just order an M90 through the supply system and use the parts you need.

After you receive your new MVS, contact the item manager, Pressie Beckett, at DSN 793-3096 or (309) 782-3096. She'll provide disposition instructions for your old M90 so that other units can keep their chronographs in service.