

# DON'T LEAVE OUTRIGGERS OUT



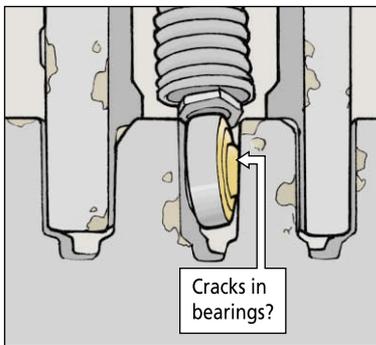
You know how good you'd be as a soldier if your feet failed you. It's the same with your Patriot. If its outriggers are in bad shape, your missile battery is in bad shape for firing.

Here's how to keep your Patriot system patriotic:

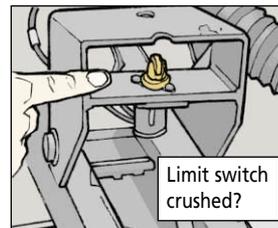
- **Exercise the outriggers.** If they don't get at least weekly exercise, the actuator oil seals dry and leak. The ball screws also need to move in and out to get a coating of lube. If the screws rust and freeze in place, you can't move the outrigger. The outriggers are covered by Item 10 in TM 9-2330-357-14&P's PMCS.



- **Look for cracks.** If the chrome bearings or the welded areas of the outriggers have even hairline cracks, they should be reported. The outrigger could be unsafe.



- **Check the limit switches.** If a switch is crushed, the outrigger won't get the signal to stop raising. That can break its strut welds.



But even if the switches look OK, watch the outriggers when they're raised or lowered. If the pads do snag, the welds can be broken.

Bumping a pad with your foot or hand often frees it. If that doesn't work, reverse direction. No change? Tell your repairman. Cleaning sand or ice away from the pads' pivots helps prevent snagging.



- **Don't let the pads freeze to the ground.** If that happens, the actuator can be broken when you try to raise the outrigger. Prevent pad freezing by putting plywood or three sandbags in a triangle underneath the pad. If a pad does freeze, free it by pounding a sledgehammer on the ground around the edge of the pad.

