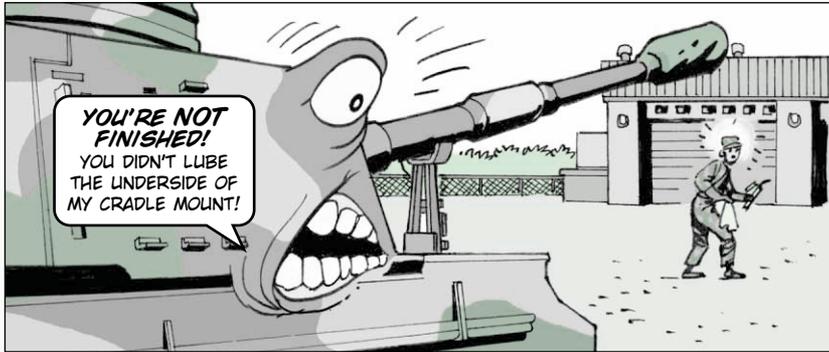
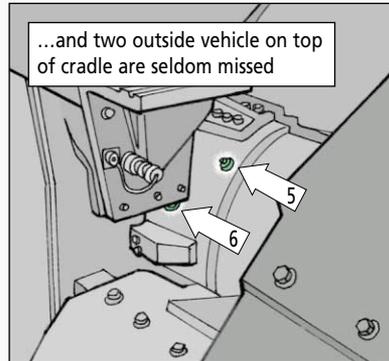
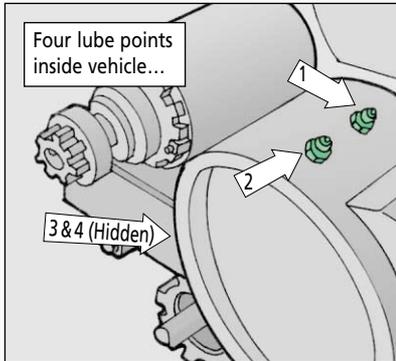


# Bearings Take a Beating



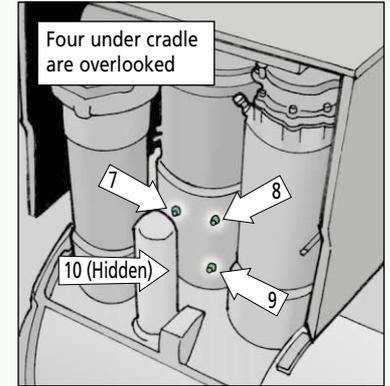
It's inevitable. Lube points that are hidden or hard to reach are usually forgotten. The cradle mount bearings on your M109A6 Paladin are a good case in point.

There are 10 lube points on the cradle mount—four inside and six outside the vehicle. The inside lube points and the two exterior lube points on top of the cradle mount usually get lubed regularly.



The four on the bottom of the cradle mount are another story. To get to those lube points, you must raise the gun tube. If you forget—or just don't go to the trouble of raising the gun—the cradle mount bearings go dry. Whenever the cannon is fired, the tube is scored during recoil.

To protect the bearings, you'll need to lube **all 10** cradle mount lube points quarterly with molybdenum disulfide grease (GMD) or general purpose grease (GGP). GMD comes in a 14-oz cartridge, NSN 9150-00-935-4018, or 1¼-lb can, NSN 9150-00-754-2595. A 1¼-lb can of GGP comes with NSN 9150-00-985-7316.



Personnel Heaters...

# WHO REPAIRS A-20?



Don't be confused about who can repair what on the A-20 Global personnel heater. Here's the straight scoop:

**Unit-level maintenance:** Limited to replacement of ignitors and removal and replacement of the entire heater.

**DS/GS-level maintenance:** All troubleshooting and repair with the exception of vent sensor replacement, which is a depot-level maintenance task.

Keep in mind that this heater has sensitive electronics on board, mechanics. You must be grounded when working on the heater. Also, the heater should be removed or disconnected from the vehicle before doing any welding.

TM 9-2540-207-14&P covers all heater troubleshooting and repair procedures.