

Mine Clearing Line Charge...

# CLEAR MICLIC'S WAY WITH PM



TIPTOEING THROUGH A MINE FIELD CERTAINLY MAKES YOU QUESTION YOUR CAREER CHOICE.

THAT JOURNEY IS MUCH EASIER IF A MICLIC HAS CLEARED A PATH FOR YOU.

BUT FIRST YOU NEED TO CLEAR THE MICLIC'S PATH WITH PM. THE JOURNEY BEGINS LIKE THIS...



## Pay attention to the MICLIC's hydraulic system.

If air gets in the hydraulic system, you won't be able to raise the launcher arm high enough to fire. How do you tell if there's air in the system? Put the selector lever in MANUAL RAISE/LOWER and pump the hand pump a few times. If the arm doesn't move within the first few strokes, either the hydraulic fluid is low or there's air in the system. If the fluid's OK, bleed the system with the procedure beginning on Page 4-28 in TM 9-1375-215-13&P.

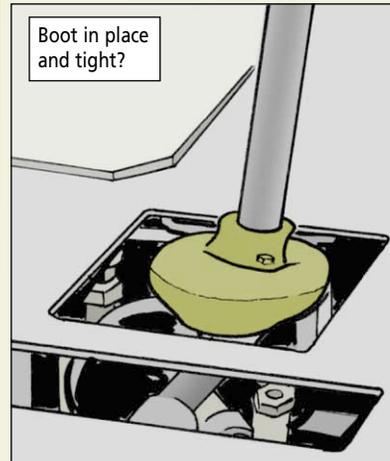
Pump hand pump and see if launcher arm raises



## Make sure the boot for the hydraulic reservoir is tightly in place.

It disappears a lot. Without the boot, dirt gets into the pivot point for the hand pump, which makes it hard to pump and wears out the pump. The whole pump must be replaced.

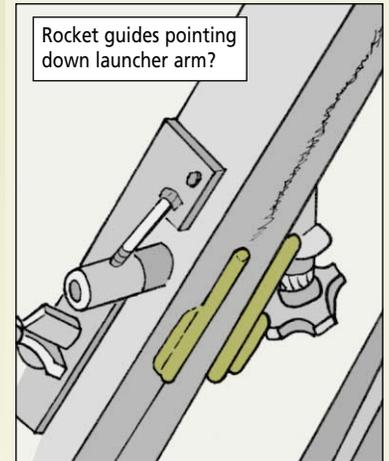
Boot in place and tight?



## Check that the rocket guides point down the launcher arm.

The guides are often bent or broken off. If they're pointing out, you'll have trouble loading the rocket. You can usually just bend the guides back in place. Report missing rocket guides.

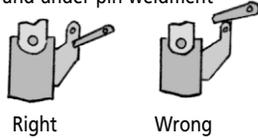
Rocket guides pointing down launcher arm?



**Make sure the rocket release actuator cam is forward and under the pin weldment.**

If it's to the rear and on top of the weldment stop, the rocket fires but stays on the launcher! One MICLIC crew suffered burns when that happened.

Release actuator cam should be forward and under pin weldment

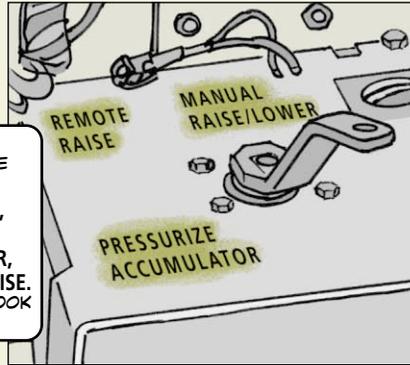


**Check the rope between sausages after firing.**

If it has broken, the rocket will fly miles next time you fire. Then you have to spend lots of time hunting it down.

**Make sure the three positions for the selector lever are marked.**

They are often painted over and then crews have to guess. That sometimes leads to accidentally dumping all the hydraulic pressure.



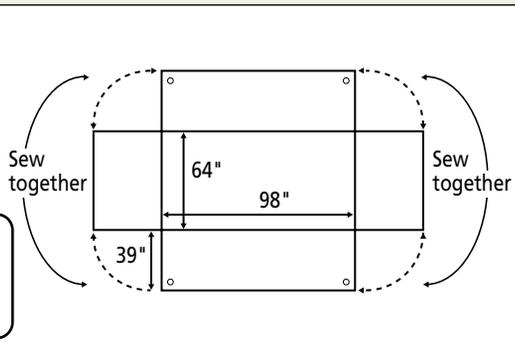
THE THREE POSITIONS ARE MANUAL RAISE/LOWER, PRESSURIZE ACCUMULATOR, AND REMOTE RAISE. THEY SHOULD LOOK LIKE THIS...

**Keep the MICLIC covered in the motor pool.**

If it sits uncovered, rain washes out lubricants, starts corrosion, and—worst of all—gets in the hydraulic pump and freezes during cold weather.

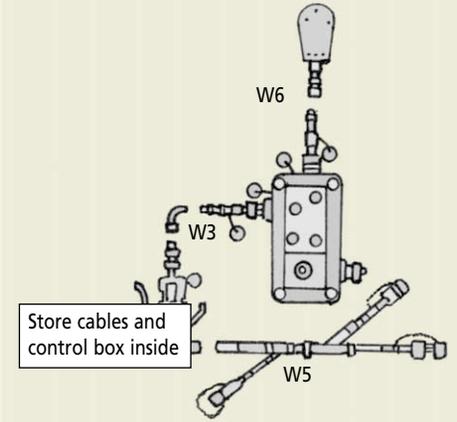


AN OLD 1 1/2-TON TRAILER COVER WORKS WELL OR YOU CAN HAVE YOUR CANVAS SHOP MAKE ONE WITH THIS DIAGRAM...



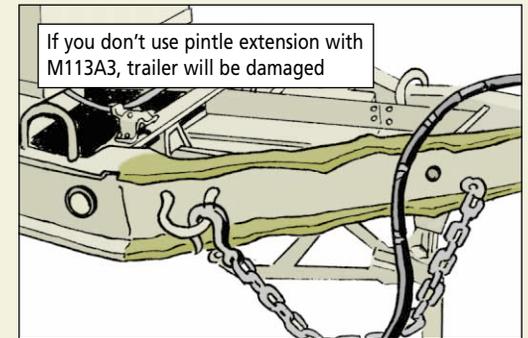
**Remove the W3, W5, and W6 cables and control box when the MICLIC is going to sit for weeks.**

Store them inside or in the storage box. If you leave the cables and control box exposed to the elements, they will dry rot or corrode. Replacements can be expensive. The W3 cable alone costs more than \$1,000.



**Towing with M113A3**

In case you haven't heard, you need a tow pin extension, NSN 2540-01-458-4846, if you tow the MICLIC with a M113A3. Without the extension, the M113A3 bangs the trailer and eventually the trailer has to be replaced. You don't need the extension with the other versions of the M113.



**Hydraulic Pump**

Make sure you have the correct hydraulic pump, NSN 4320-01-226-1226. See the data plate on top of the pump. The other version of the pump does not have a boot to seal out water and dirt, which can ruin the pump. Make sure also the pump handle is tightly screwed in so it doesn't come off and disappear.

