

MLRS...

**LISTEN UP,  
ALL A' YA!**

THESE  
REPAIRMEN  
HAVE SOME  
**GOOD IDEAS**  
FOR KEEPING  
YOUR MLRS  
ROCKING AND  
ROLLING!

# PREVENT FIRES, BREAKDOWNS, DAMAGE

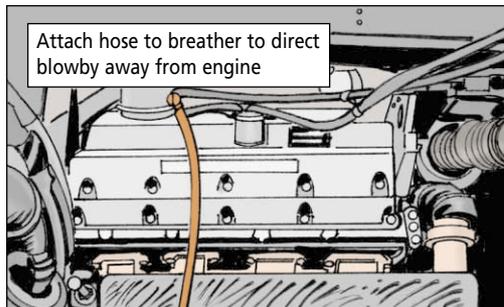
Dear Editor,

We've come up with three suggestions that will help repairmen and crews keep their MLRSs moving and shooting.

• As MLRSs grow older, the engines often have more of a blowby problem, no matter how careful you are about proper idling. The oil from the blowby comes out of the crankcase and drips on the hot manifold. That makes a mess and could be a fire hazard.

We direct the blowby away from the engine by attaching 18 inches of 3/4-in hose to the breather with a standard hose clamp. Position the hose so it sends the oil onto the hull floor. Of course, you need to clean the hull floor when the oil collects there. But that's easier than cleaning the gunk off the engine.

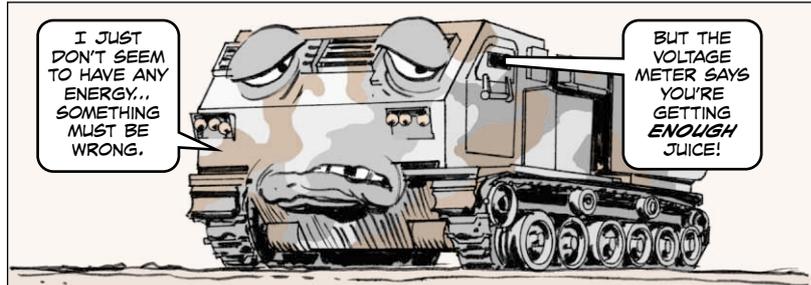
Attach hose to breather to direct blowby away from engine



• The voltage meter measures the output of both generators, which can sometimes lead to problems. One generator may not be doing its job, but the voltage meter still reads in the green. Then you get to the field and start having problems with the fire control panel because the batteries have gotten weak.

I JUST  
DON'T SEEM  
TO HAVE ANY  
ENERGY...  
SOMETHING  
MUST BE  
WRONG.

BUT THE  
VOLTAGE  
METER SAYS  
YOU'RE  
GETTING  
**ENOUGH**  
JUICE!



We head off those problems by testing both generators with a multi-meter before we go to the field. That way we catch generator problems while they're easily fixable and don't run into surprises in the field.

To check the generators, do a voltage check at the J10 connector behind the slave receptacle door. For the front generator, Pin N to ground should read 28 volts and, for the rear, Pin R to ground should be 28. If you don't get 28 for both, troubleshoot the generators.

• The locking mechanism for the doors to the engine access panel generally gets missed during lubing. If the mechanism goes unlubed long enough, it can stick in the up position and the doors go too far back. Then when the launcher comes down it catches on the doors. This can damage the doors *and* cage and your unit's bank account. Preventing that is as simple as spraying a light oil such as WD-40 on the locking mechanism and working the pin up and down to spread the lube. Do that at least monthly and you won't have have trouble with a sticking lock.

Lube locking mechanism at least monthly



YOU TELL 'EM,  
SERGEANTS!

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