

# Lessons Learned the *Hard* Way



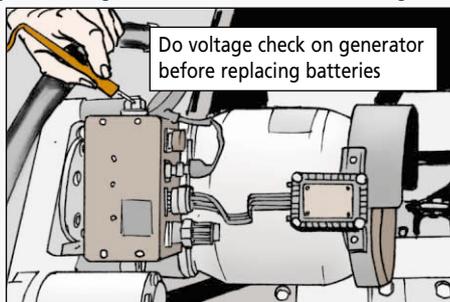
Dear Editor,

Through our experiences with the MLRS in the field, we've learned these lessons the hard way. We hope they make operating easier for other MLRS units.

## *Check the Generator*

One of the first things you learn about the MLRS is how important voltage is for it to operate properly. If the launcher doesn't get 27.5 to 29 volts, it starts having system faults. Most of the time weak batteries are the cause and replacing batteries cures the problem. But sometimes it's the generator that's the culprit, not the batteries. You replace the batteries and soon start getting faults again because of weak voltage.

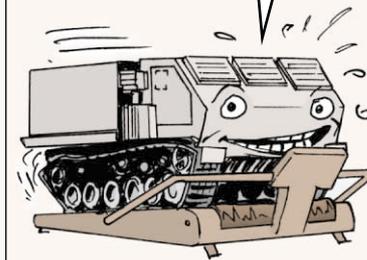
So before you start swapping out any batteries, dig out your multimeter and do a voltage check on the generator. With the engine running, put the positive lead on the generator's power point and the negative lead to ground. If you don't get a reading between 27.5 to 29, you might have a generator problem. Have your mechanic check it out before replacing any batteries.



## *Exercise*

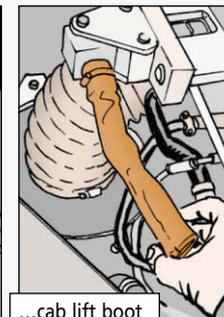
You would have trouble moving if you sat in the same position for days or even weeks. Same goes for your MLRS. If it sits and sits with no exercise, moving parts start having trouble moving. The answer is weekly exercise. If you can actually take your MLRS out on the road, that would be ideal. If that's not possible, start it up and run it at high idle (1,000 rpm) for an hour. That charges the batteries. Bring the firing system up, move the LLM in all directions, and simulate loading and unloading pods. Try to give all the moving parts a chance to move.

I FEEL SO MUCH *BETTER* SINCE I STARTED THIS WEEKLY EXERCISE PROGRAM.



## *Lube According to the LO*

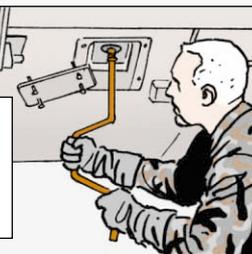
If you try just to remember everything that needs lubing, you'll probably miss some things. One that we find is often missed is the boot for the cab lift. If you don't lube it, the cab will be difficult to raise and lower. Something that the LO doesn't mention and should be the four lube points under the foot pedal plate. Lube them with a light-weight oil monthly or the accelerator pedal will bind.



## *Relax the Cab Lift Mechanism*

If you leave the mechanism tightened down after securing the cab, the hinge that holds the cab in place could break when the cab bounces up and down on the road. After you lower the cab all the way down, turn the nuts on the two cab anchors 3/4 turn past finger tight. Then turn the cab lift mechanism counterclockwise until you feel it relax.

Turn cab lift mechanism counterclockwise until you feel mechanism relax



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*(Editor's note: Your suggestions should fire up MLRS crews everywhere. Thanks for the help.)*