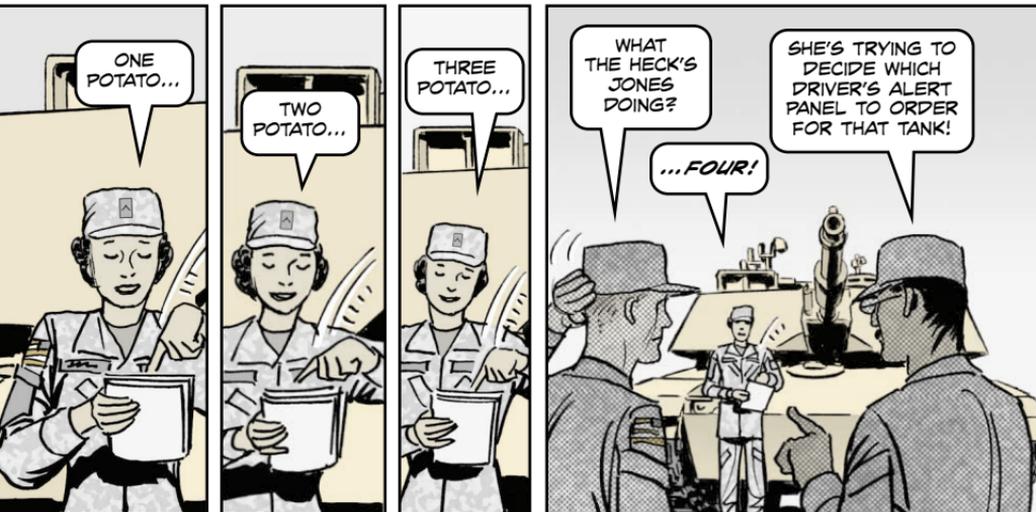


Solving the Panel Puzzle



TACOM reports that the number of requisitions for the old configuration of the M1A1 tank's driver's alert panel (DAP), NSN 2510-01-073-0020, is pretty high, especially from Southwest Asia.

"So what?" you might ask.

Well, the old DAP was designed for use on tanks that **have not** been equipped with the driver's hatch interlock (DHI). And since all active Army tanks should have had the DHI installed with MWO 9-2350-264-50-11, demand for the old DAP should actually be going down.

Figs 114 and 115 of TM 9-2350-264-24P-1 (Mar 03) list both DAPs, but don't make a clear distinction between the two configurations. That, combined with the number of orders for the old DAP, makes it likely that some units are ordering the wrong panel.

For active Army tanks that have the DHI installed, order DAP, NSN 2501-01-459-1662. National Guard and war reserve tanks that have **not** been modified with the DHI should continue to use the old configuration DAP.

