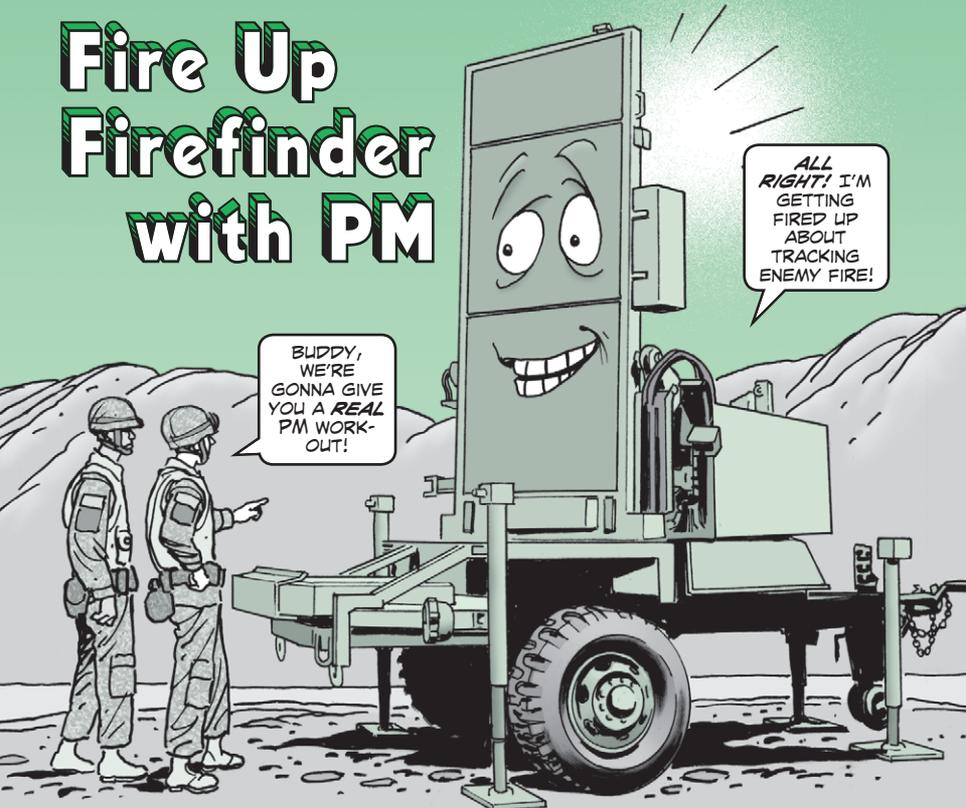
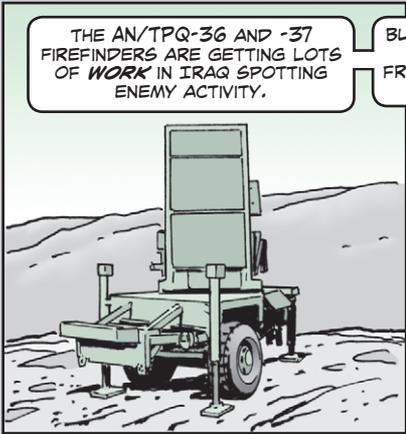


Fire Up Firefinder with PM

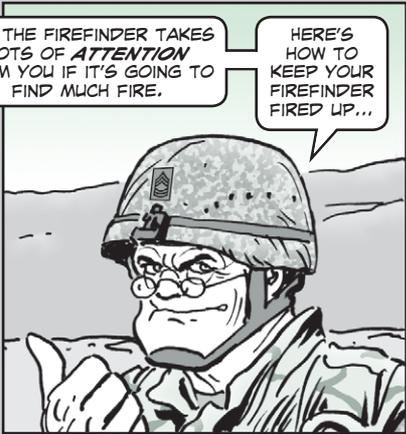


BUDDY, WE'RE GONNA GIVE YOU A **REAL** PM WORK-OUT!

ALL RIGHT! I'M GETTING FIRED UP ABOUT TRACKING ENEMY FIRE!



THE AN/TPQ-36 AND -37 FIREFINDERS ARE GETTING LOTS OF **WORK** IN IRAQ SPOTTING ENEMY ACTIVITY.



BUT THE FIREFINDER TAKES LOTS OF **ATTENTION** FROM YOU IF IT'S GOING TO FIND MUCH FIRE.

HERE'S HOW TO KEEP YOUR FIREFINDER FIRED UP...

Go online. The FIREFINDER GLOBAL SUPPORT CENTER website has a wealth of info:

- technical publications
- knowledge database, including a means to report a problem/incident
- system description and contact info
- field incident reports
- online support and user manual
- links to other helpful Internet sites

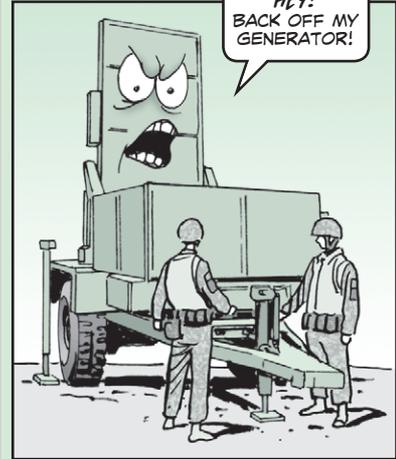
Be sure to check out the three maintenance bulletins (MB) that Tobyhanna Army Depot has put on the site to help AN/TPQ-36(V)8 Firefinder units: MB 171, *Relocation of the CD-ROM*; MB 172, *Relocation of the SINGARS Radios and W55 Cable Repair*; and MB 173, *Radar Processor Coherent Oscillator Modification and Shelter Door Ground Replacement*.



THE SITE'S ADDRESS IS <https://rdit.army.mil/firefinder/menu.cfm>

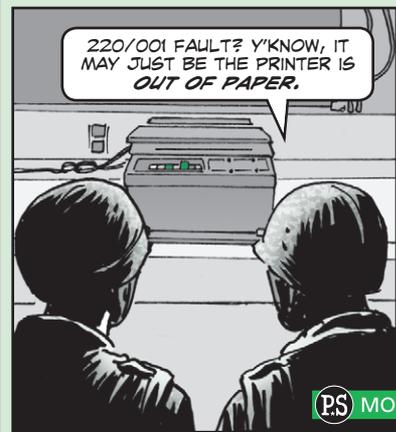
YOU WILL NEED TO APPLY FOR A PASSWORD TO ACCESS IT.

Never push the AN/TPQ-37 60-KW generator past 115 volts. That can cause the power distribution box and low-voltage power supply drawer to overheat. The output of the generator is set at 115 volts and that's where it should stay.



HEY! BACK OFF MY GENERATOR!

If you get a 220/001 shelter fault isolation test failure when you try to print AN/TPQ-36(V)8 Firefinder output, check to see if the printer has jammed or is out of paper. Codes of 140 or 210 can also be caused by printer problems. Save troubleshooting by making the printer the first check.



220/001 FAULT? Y'KNOW, IT MAY JUST BE THE **PRINTER IS OUT OF PAPER.**

Pay attention to the Firefinder transmitter cooler. The cooler is what keeps the transmitter cool enough to operate. To operate correctly, the cooler needs the correct glycol, NSN 6810-00-006-4205. To make sure you have enough glycol in the cooler, you must do a specific gravity test every other week.

Check cooler with specific gravity test every other week

INFO ON CHECKING THE COOLER IS ON PAGE 3-62 IN TM 11-5840-355-20-1 AND INFO ON MIXING THE GLYCOL IS ON PAGE 3-113.



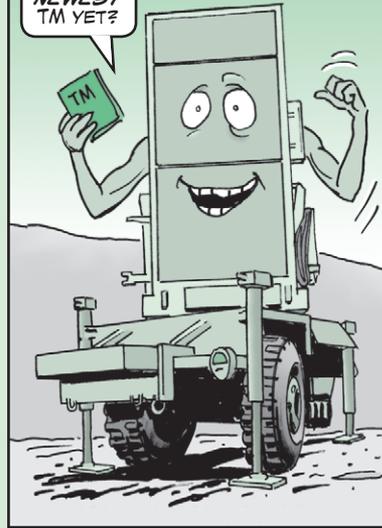
Remember to roll up the air intake cover before start up. Otherwise, the air conditioning unit relay trips and you can't operate. To reset the relay, remove the intake cover and use a pencil or small screwdriver to push down on the relay switch located at the bottom of the control panel. Depress the switch until you hear a click. There will be a 30-second delay before the system powers up.

Roll up air intake cover before start up



Update your pubs. A new edition of the Firefinder's TM 11-6605-308-12&P for MAPS and MAPS-H comes out in 2006. Make sure you get a copy.

GOT MY NEWEST TM YET?



Turn-in and Shipment

The Army is running short of Firefinder dynamic reference units-hybrid (DRUH) and -37 speedometer interface units (SIU). If you have DRUHs or SIUs that aren't being used or need repair, send them to Tobyhanna ASAP. For shipping instructions, contact Tobyhanna's Ed Sabecky at (570) 895-8792 or email:

edward.f.sabecky@tobyhanna.army.mil

or contact Cindy Evans at (570) 895-8098 or email:

cindy.evans@tobyhanna.army.mil

If you have the old dynamic reference unit (NSN 6605-01-334-9447, PN HG9083D), turn it in so it can be upgraded to a DRUH.

DON'T REMOVE LINE REPLACEABLE UNITS (LRU) BEFORE SENDING YOUR FIRE-FINDER TO DEPOT FOR REPAIR.

LRUs ARE IN SHORT SUPPLY AND WITHOUT THEM THE FIREFINDER'S RETURN TO THE FIELD WILL BE DELAYED.



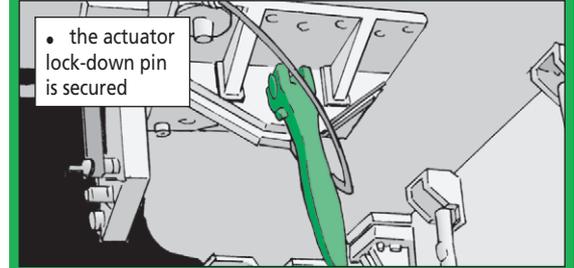
Make sure:

- all MAPS (modular azimuth positioning system) cables and air lines are disconnected before you pull the truck away from the ATG (antenna transceiver group)



- the -37 trailer tracks are aligned right

- the actuator lock-down pin is secured



IF YOU ARE HAVING PROBLEMS LIKE "KEYBOARD WORKS ONLY SOMETIMES", WRITE THE PROBLEM ON A TAG AND ATTACH IT TO THE FIREFINDER. THIS SPEEDS UP REPAIR.

EVERY FIREFINDER IS SHIPPED WITH A PROTECTIVE COVER. KEEP THE COVER AND USE IT ANY TIME THE FIREFINDER IS TRANSPORTED TO PROTECT THE SYSTEM FROM DAMAGE.

