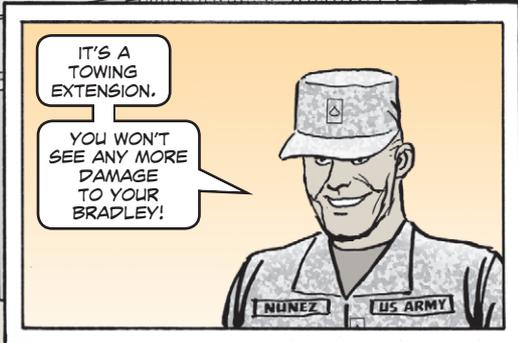
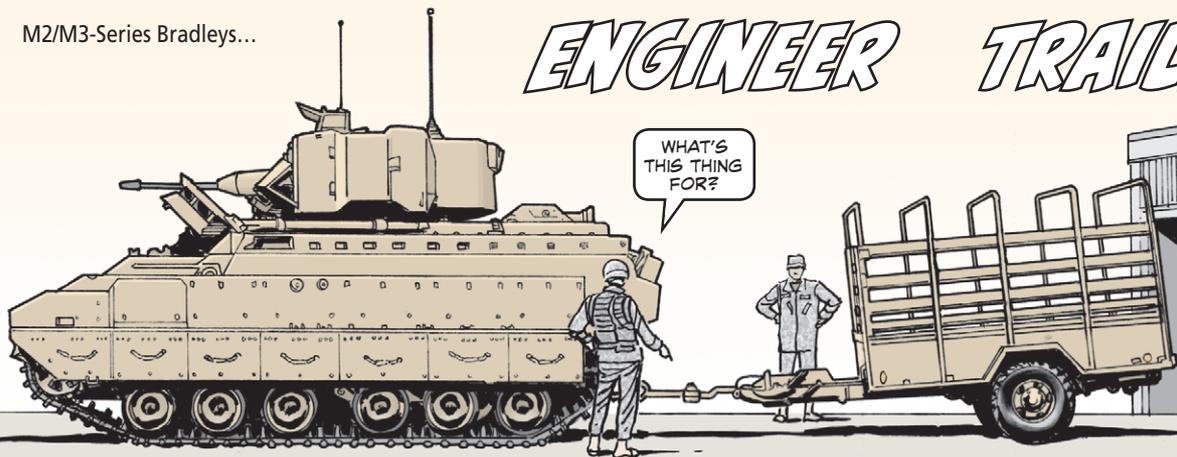


ENGINEER TRAILER TROUBLE



Dear Editor,

Our unit recently received some M2A2 ODS-E Bradleys and discovered a problem that other Bradley-equipped engineer units may have.

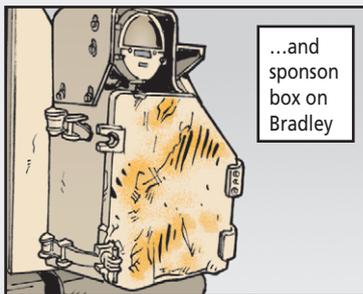
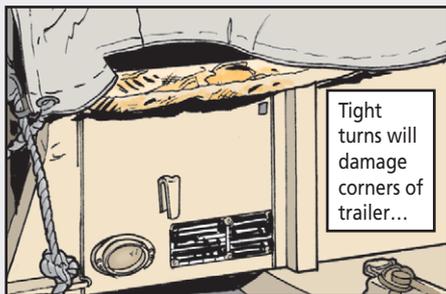
We have M105 trailers that are used to carry the tools and supplies for each squad. When we had M113A3s, we used a tow pintle extension to ensure that the trailer had enough clearance for the vehicle to turn.

No such item exists for the Bradley, though. So when we started towing our trailers, the left and right front corners of the trailers hit the sponson boxes on our Bradleys during turns. The end result was damage to both vehicles.

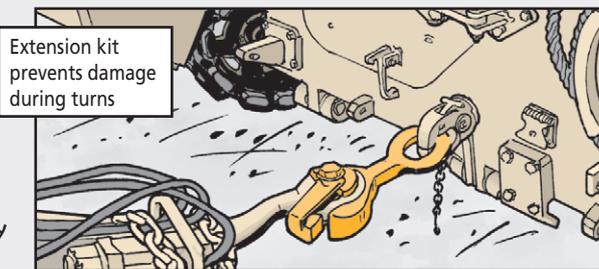
The kit attaches directly to the gooseneck on the trailer and provides enough clearance to prevent damage during turns. Before installing the kit, we first turn the gooseneck upside down. That tilts the trailer closer to level and adds another 1-2 inches of clearance.

SSG
1/64 Armor
Ft Stewart, GA

Editor's Note: That's an idea you engineers can take to the bank!



We've recently discovered an extension kit that has solved our problem. Towbar adapter kit, NSN 2540-01-408-1538, was originally developed to allow PLS vehicles to safely tow smaller trailers.



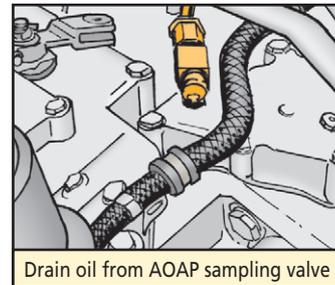
M88A2 Recovery Vehicle...

DRAIN BEFORE PULLING

Dear Editor,

Mechanics who are preparing to pull the powerpack on an M88A2 recovery vehicle can save themselves a big mess with a little preparation.

Before pulling the pack, they should attach a hose to the AOAP sampling valve and drain about a gallon of oil from the vehicle. If they don't, oil will pour out of the final drives when the pack is pulled. Then they've got a huge environmental mess on their hands.



TACOM LAR
Ft Hood, TX

Editor's note: Good call, . Mechanics, a few minutes of effort before pulling the pack will save you a lot of headaches later!