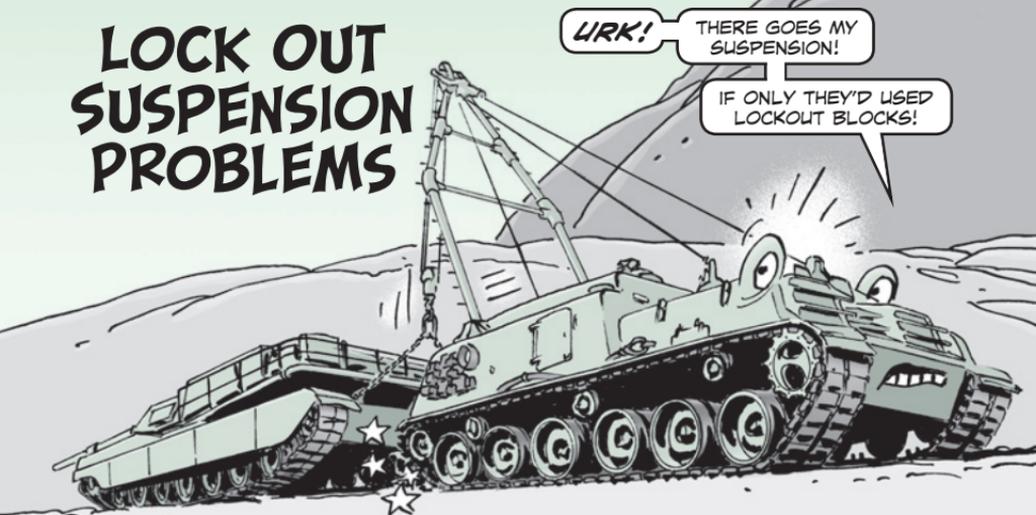
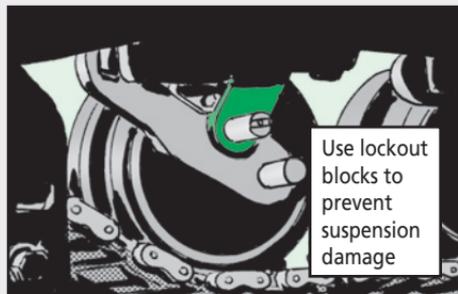


LOCK OUT SUSPENSION PROBLEMS



It's sometimes hard to tell the difference between light and heavy loads for your M88A1/A2 recovery vehicle, crewmen. Yet it's a distinction that can mean the difference between an easy lift and suspension damage.

Loads over six tons can play havoc with torsion bars, shock absorbers and road arms. That's why you should always use lockout blocks when lifting heavy loads. It's also a good idea when you're not sure just how heavy the load is.



Lockout blocks take the extra stress off the front suspension system. You'll find the procedures for installing and using lockout blocks for the M88A1 starting on Page 2-144 of TM 9-2350-256-10 and in WP 0047 00-14 of TM 9-2350-292-10 for the M88A2.

Don't think you're in the clear, though, even if the load's less than six tons.

Some operators leave the engine deck on the ground between the tank and the recovery vehicle while pulling a powerpack. The M88A1 straddles the deck as it gets ready to lift the pack.

As the pack goes up, the weight compresses the suspension enough that the hull bottoms out on the deck. The pressure can warp the deck.

Play it safe on light loads. Either use the lockout blocks or keep anything that might be damaged out of the way.