

MLRS...

MECHANICS, REMEMBER THESE POINTS AND YOU WILL SAVE YOUR MLRS AND YOURSELF HEADACHES DOWN THE LINE.

YES, LET'S AVOID THOSE HEADACHES!

A FEW THINGS TO REMEMBER

Make sure you have the Duo-Chek battery tester. It should be part of every MLRS repairman's tool kit. The tester lets you easily test every battery cell, which is critical for the MLRS. Because the MLRS needs all the battery power possible, even one bad cell can cause problems. If you're missing the Duo-Chek, order it with NSN 6630-00-105-1418.

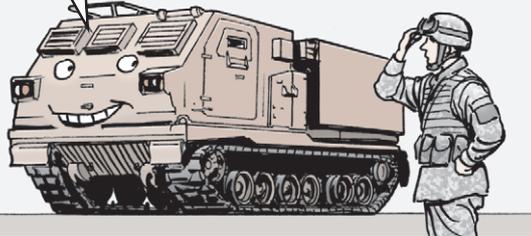
Duo-Chek makes battery testing quick and easy



AHHH, MY LLM IS SETTLING IN STOW.

BUT DON'T WORRY ABOUT THAT SLIGHT MOVEMENT.

THAT'S NORMAL FOR ME!



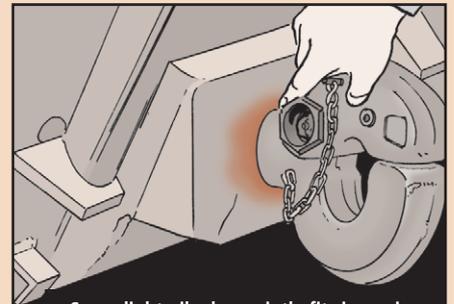
Don't worry about slight movement when you stow the LLM.

After you stow the LLM, it will sometimes come back up 1/4 inch after it settles into place. This is not abnormal as long as the LLM hooks engage. If they don't, then you've got a problem.

Check the boom adjust handle for corrosion during weekly PMCS. The MLRS TM says to lube the handle quarterly. If you're firing often or are in a humid area, you may need to lube more often. If the screw in the handle freezes from corrosion, the handle might break when you try to use it. If you spot corrosion, clean it off with a wire brush and then lube the handle with CLP.

Don't forget the tow pintle.

Most MLRS crews forget it because it's rarely used. But if you let it freeze up from corrosion, you will be hurting if you need a tow. Check during weekly PMCS that the pintle moves freely. If it doesn't, give a couple of squirts of GAA to each of its two lube points. It's also a good idea to spray a coat of light oil where the pintle fits into the carrier. Then move the pintle back and forth to spread the lube.

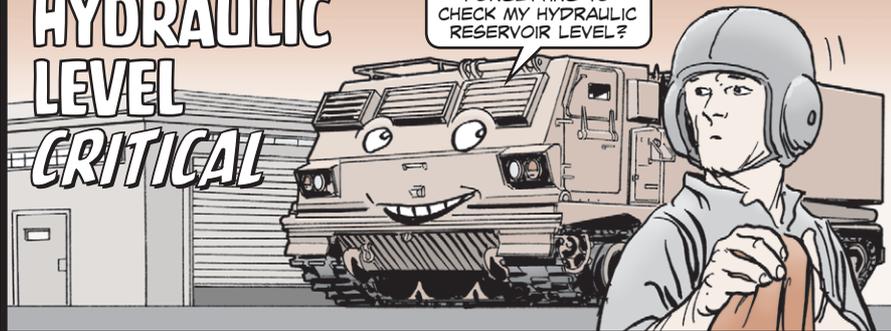


Spray light oil where pintle fits in carrier and work pintle back and forth

MLRS Launcher...

HYDRAULIC LEVEL CRITICAL

HEY! AREN'T YOU FORGETTING TO CHECK MY HYDRAULIC RESERVOIR LEVEL?



When you shut down your MLRS launcher for the day, don't forget to check the fluid level in the hydraulic reservoir.

Because the launcher has to be raised and the struts put in place to do it safely, a lot of crewmen shrug it off. But if the level is low, you'll get erratic movement of the launcher during operation. And that makes your vehicle NMC.

Eyeball the sight glass on the reservoir. If the level is between the two arrows, you're good to go. If not, tell your mechanic. He'll add hydraulic fluid, NSN 9150-00-111-6254, to bring the fluid level back up.

Check sight glass on hydraulic reservoir

