

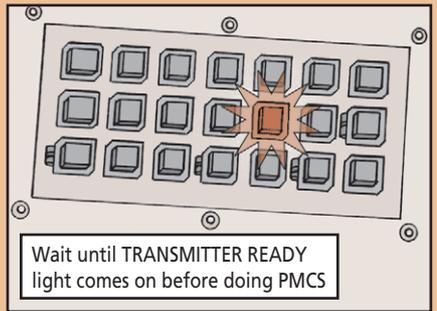
# The Power of Positive PM



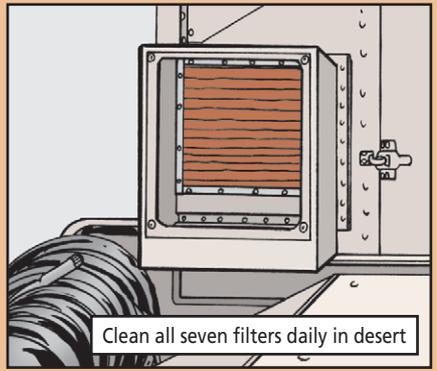
**PM** can have a powerful effect on your Sentinel's ability to alert you to the enemy. Here's how you can tap in to the power of positive PM:

## PMCS

To do a PMCS that gives you an accurate diagnosis of your Sentinel, you need to power it up until the **TRANSMITTER READY** light comes on and then rotate the radar. If you don't give the Sentinel that much time, it won't have enough time to show you faults. You won't discover problems until you're ready to operate for real.

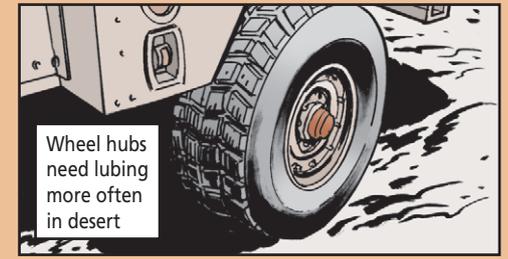


In the desert, clean all seven filters daily, even if you're not operating daily. Blowing sand can quickly clog them and that leads to overheating and transmitting faults.



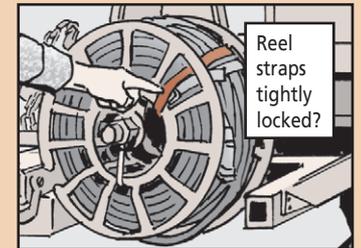
Remember, trailer PM for the Sentinel is important, too. Some units disagree who's responsible for the trailer, the vehicle mechanic or Sentinel repairmen. As a result, no one services the trailer. But if it can't go anywhere, neither can the Sentinel.

Carefully follow the lube instructions in Appendix G of TM 9-2330-392-14&P, particularly the part about the wheel hubs. In the desert, they may need lubing monthly instead of semiannually. Check the brake fluid more frequently in the desert, too.

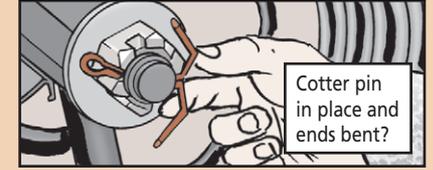


## Reel Facts

It can be very discouraging to look back while on the road and see the Sentinel's data cable reel unreeling. Before hitting the road, make sure all cable reel straps are fastened and the cable reel nuts are tightly locked. Also check that both cables have their protective caps installed so that their connectors don't finish the trip plugged up.

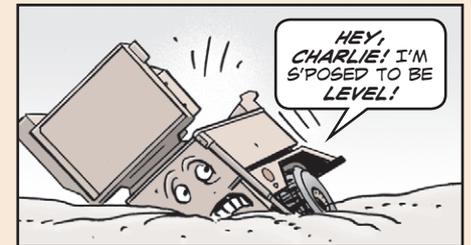


The power cable reel has a cotter pin to keep the reel's hub bolt tight. If the pin's missing, the bolt can work loose and the reel takes a tumble. Check that the cotter pin is installed and its ends are bent so it can't work its way out.



## On the Level

The Sentinel needs to be level to operate. So when you emplace it, try to put it on as solid ground as possible. In the desert, that's not always possible. In those cases, put something solid under the jack pad, such as a flat piece of metal or sturdy plywood, to increase the footprint of the jack pad. Use heavy duty materials that can support the weight of the trailer.



When you're finished checking the circular levels, put their caps back on. If the gauges are left exposed, sun and moisture can ruin them.

