

DON'T FORGET THE TRAILER

SURE I'M IN GREAT SHAPE THANKS TO YOUR CARE...

...BUT YOU PAID NO ATTENTION TO MY TRAILER!

HOW AM I GOING TO GET TO THOSE MINE FIELDS NOW?

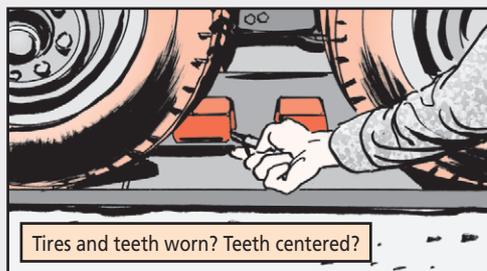
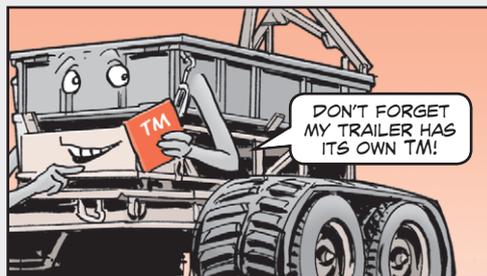


The MICLIC won't be able to clear any paths through mine fields if it can't get to the mine field. That's why you need to pay just as much attention to the MICLIC's trailer as you do to the MICLIC itself.

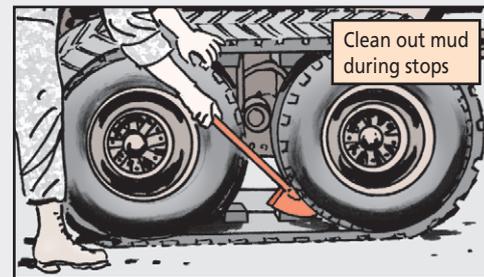
The first thing to remember about the trailer is that it has its own TM: TM 9-2330-389-14&P. You can't do trailer PM correctly if you don't have the trailer TM.

Tires and track—Because the trailer has tires and track, it needs more attention than other trailers. Lots of bumping through rough country can quickly knock the wheels out of alignment and before you know it tires and track are ruined. A replacement track costs several thousand dollars.

Before leaving the motor pool, check all eight tires for gouges or bad wear, especially along the inside of the tires. Look at the track teeth for uneven wear. Check that the teeth are centered between the tires. If you spot problems, your mechanic can align the track with the procedure beginning on Page 4-38 in TM 9-2330-389-14&P.

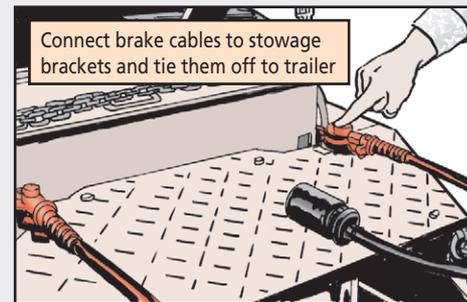


If you're traveling through heavy mud, use the truck or APC pioneer tools to clean between the tracks and tires at every stop. If too much mud gets between the tracks and tires, the track comes off. It's much easier to clean out the mud than to try to get the track back on in the field.



Any time the MICLIC goes through heavy mud or deep water, the trailer wheel bearings need to be re-lubed. See the lube chart in Chapter 3 of the TM for more info.

Brakes—Because the MICLIC is generally hooked up to a tracked vehicle, the brake cables usually aren't hooked up. Too often, they're left dangling where they can be ripped loose during travel. Connect the brake cables to the stowage brackets and tie off the cables to the trailer so they don't dangle.



In fact, make sure all cables—electric and brake—are tied off to the trailer frame. But leave enough slack in the cables so they won't be ripped out when you make sharp turns.

If your MICLIC sits for long periods, it's a good idea to hook up the trailer at least monthly and pull it forward. That way you can make sure the brakes haven't locked up, which often happens when the MICLIC just sits.

Landing leg—Another thing to check monthly is whether the landing leg can actually be cranked down. Its support sometimes gets bent and then the leg can't be moved.

M113A3—Remember, if you tow the MICLIC with an M113A3, you need a tow pintle extension, NSN 2540-01-458-4846. Without the extension, the M113A3 bangs the trailer during sharp turns. That damages the trailer and the carrier's fuel pods. The other M113s don't need the extension.

