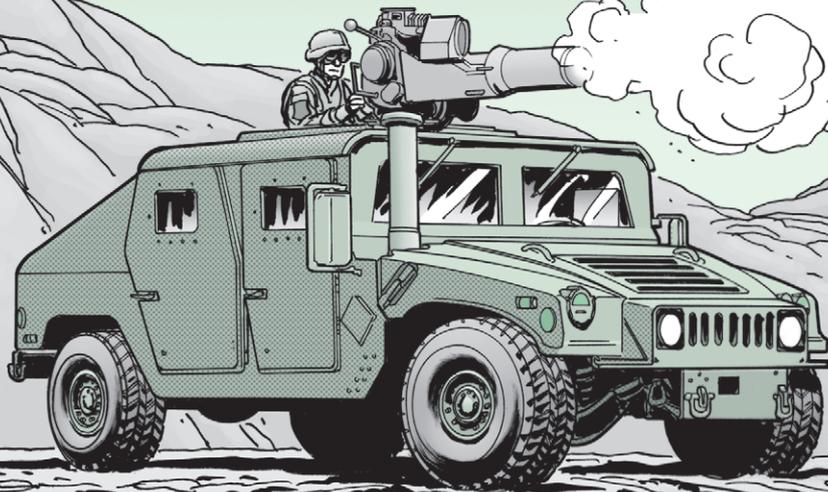


The ITAS Has It!



IF YOUR UNIT NEEDS THE ABILITY TO DETECT AND DESTROY ENEMY TARGETS DAY OR NIGHT FROM NEAR AND FAR, THE ITAS (IMPROVED TARGET ACQUISITION SYSTEM) CAN DO IT.

BUT TO PROTECT YOU, THE ITAS NEEDS PROTECTION BY ITS CREW.

FOR INSTANCE...



Do the weekly PMCS and systems checks. That makes sure that when lives are on the line the ITAS is ready to deliver. The lithium battery box (LBB) is the power source for the ITAS. The LBB needs to be recharged to at least nine battery capacity (BAT CAP) bars once a week. Charging the LBB can be done either on the vehicle using the vehicle-mounted charger (VMC) or off the vehicle using the lithium-ion AC charger (LIAC).

The VMC and LIAC provide a “fast charge” to the LBB up to 90% (nine BAT CAP bars) within four to five hours. The VMC and LIAC will continue to provide a “balance charge” to balance the LBB cells to 100% (10 BAT CAP bars). When balance charging, the LBB CHARGE indicator will cycle on and off. This is normal. Continue to charge the LBB until it’s at nine to ten bars.

If the LBB is not allowed to balance charge, the cells will be out of balance and won’t fully charge. But an extended charge will take care of that problem. An unbalanced LBB will seem to stop charging at six to eight bars, but it’s really balancing the internal cells. Balance charging is very slow. For every unlit BAT CAP bar, the LBB may need to be left on charge for up to three days. **So keep it charged and balanced!**

The LBB should be fully charged prior to placing it in storage. Check the LBB every **three** months while it’s in storage and recharge it to a BAT CAP of nine to ten bars.

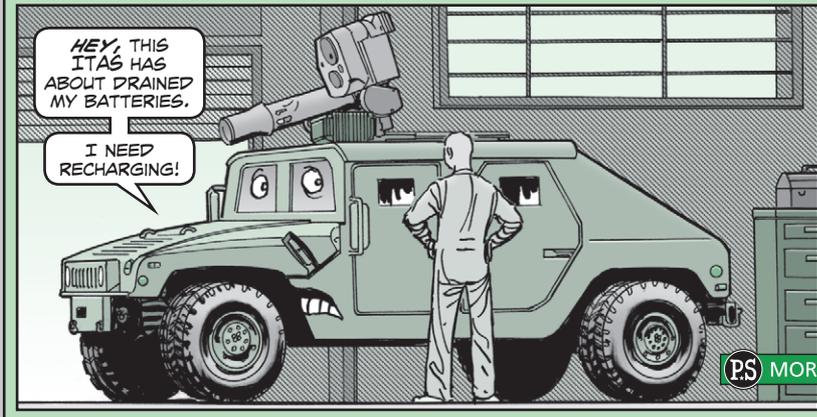
If the LBB displays a constant BAT or ELEC fault indicator or it will not charge above five BAT CAP bars, turn it in to maintenance.

This information will be included in the updated ITAS TM 9-1425-923-10.

Don’t forget truck batteries. When the ITAS is mounted on a truck, remember that when you get a BPS INTERNAL message that means the ITAS has switched over to LBB power to prevent the truck batteries from being drained. The HMMWV’s radio and other electronic gear, however, continue to draw truck battery power. So as soon as you safely can, start your HMMWV and recharge its batteries. This is also a good time to charge the LBB.

HEY, THIS ITAS HAS ABOUT DRAINED MY BATTERIES.

I NEED RECHARGING!



PS MORE

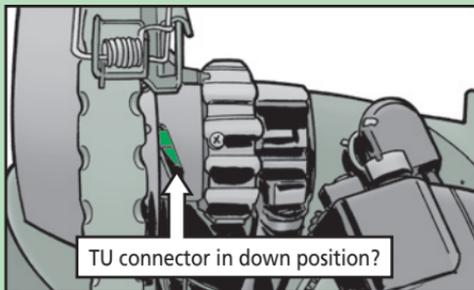
Keep track of how long the ITAS needs to cool down to operating temperature.

No matter how hot it is, the ITAS should cool to operating temperature within 15 minutes. If your ITAS is taking longer, it needs to be checked out by maintenance. Something is wrong.

Take it slow and easy hooking up the TAS (target acquisition system) to the TU (traversing unit). If you follow the procedures in WP 0006 in the TM, paying close attention to the cautions and notes, you can't go wrong. Never use force to mate the connectors. If you've done your PMCS and it's still difficult to hook up the TAS, something is wrong. Your maintenance folks need to check it out.

Here are the most common TAS mounting problems:

- The TU connector is not in the down position before putting the TAS on the TU.
- The connectors have broken pins or are plugged with debris or dirt.
- The locking knob is missing any of its three connector guide pins, which ensure the cable connector goes on straight.
- The TAS coupling clamp tab is binding on the locking knob. The tab is often bent, which prevents a good connection.



You can usually blow out any debris or dirt yourself. All other problems must be fixed by your maintenance.

Don't use the right-hand grip as a handle during travel. One good bump on the road and you break the handle. If you need to hold onto something, hold onto the grip's protection bar.

