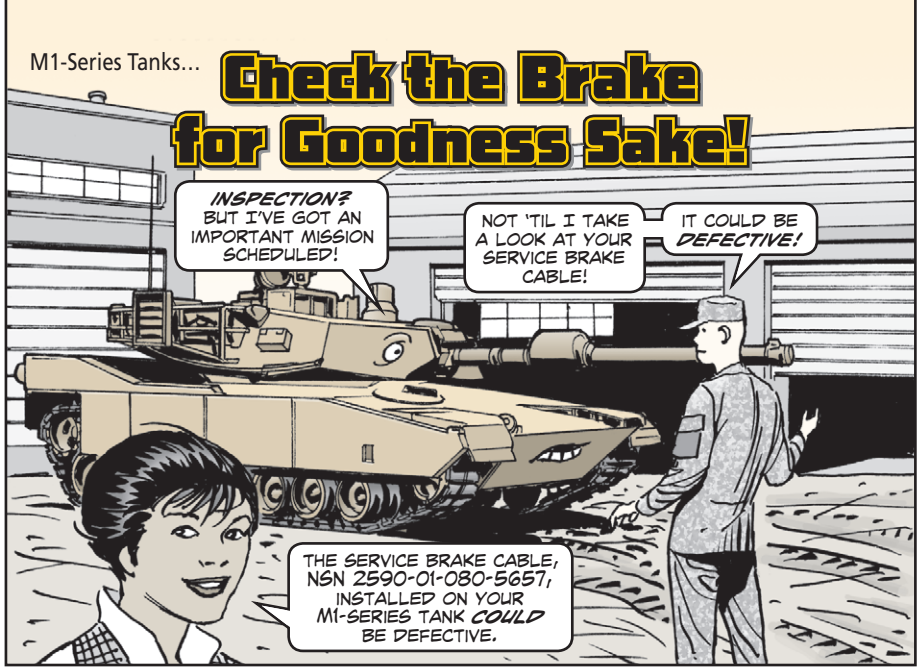
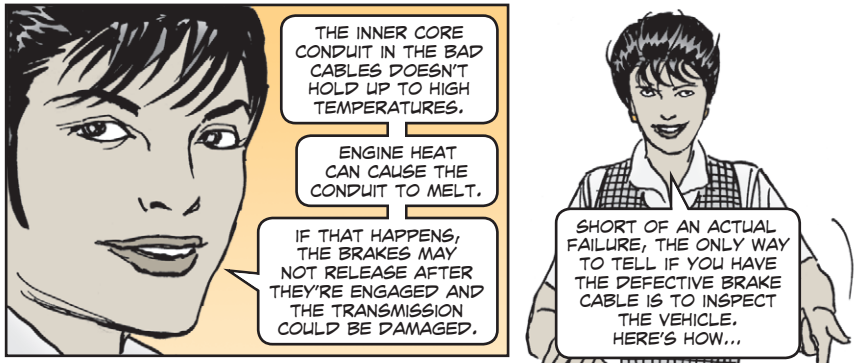
M1-Series Tanks...

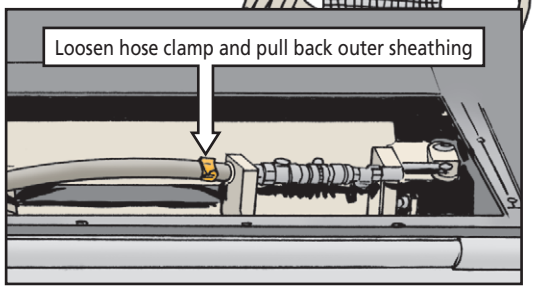
# Check the Brake for Goodness Sake!



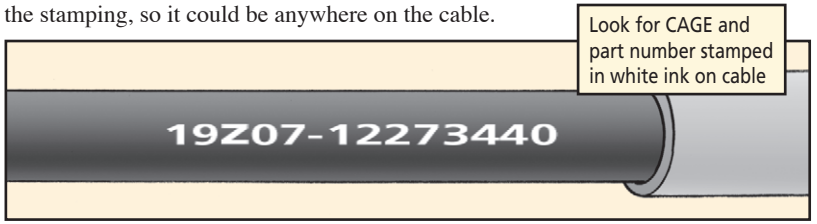

Access the service brake cable through the exhaust duct door panel assembly. Loosen the hose clamp holding the outer sheathing on the cable in place.

If the service brake cable is green, you're good to go. However, if the cable is black, you're not finished.




Further inspection means removing the tank's powerpack. It's up to your commander to decide whether the inspection should be done right away or at the next scheduled service.

There are two manufacturers of the black service brake cables. The only way to tell the difference between the two cables is by the CAGE and part number stamped in white ink on the cable's plastic outer sheathing. There is no standard location for the stamping, so it could be anywhere on the cable.




The bad cables will have 19207-12273440 stamped on the cable. Note that the "2" in the 19207 may appear to look like a Z. These cables should be replaced and an SF 368, *Product Quality Deficiency Report,* submitted for credit and disposition instructions.

The good black service cable will be white stamped with 72166-12273440. You can continue to use these cables.

For the complete scoop, check out TACOM Ground Precautionary Message 08-010. You can find it online at the AEPS website:

**https://aeps2.ria.army.mil/commodity/Gpm/Tacom_WN/08/gpm08-010.html**

M2/M3-Series Bradleys...

# CHECK THE VALVES *FIRST!*

If your Bradley or its personnel heater won't start, don't pull your hair out! The problem could be caused by an accidentally closed fuel shutoff valve.

The valves are located inside the bottom of the turret wall. With the close confines of the Bradley turret, it's easy for a misplaced foot or loose gear to snag one of the valves and turn it off.

So, if your Bradley's engine or heater won't start, make the shutoff valves your first check. It might save your mechanic some troubleshooting time and you a whole lot of embarrassment.