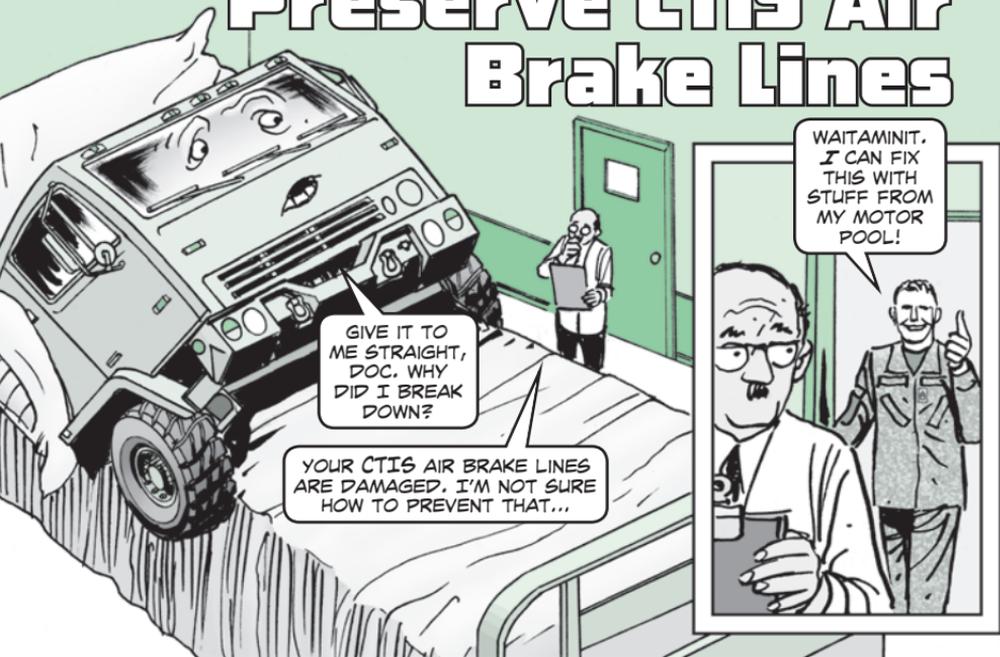


Preserve CTIS Air Brake Lines



Dear Editor,

While servicing our FMTV, I noticed that the front CTIS air brake lines had been damaged—even punctured! This happened because the brake lines rubbed against each other whenever the steering knuckle assembly turned.

Unnecessary breakdowns or early replacement of these lines can be easily avoided using my solution that was approved by the Army's SMART program.

This fix is cheap, works on all FMTVs, extends the life of the hoses and cuts down on maintenance costs. Plus, the materials needed to do the work can be found in any motor pool.

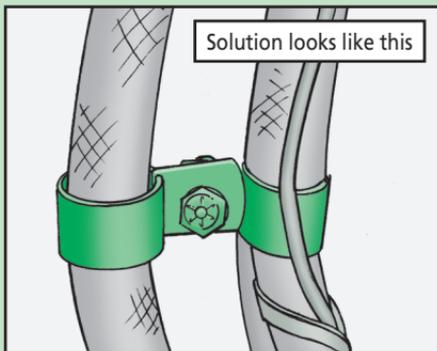
First, cut the zip ties that hold the ABS cable. Then install two $\frac{5}{8}$ -in wide nylon-coated loop clamps, NSN 5340-00-725-5280. Interconnect these clamps with each other at the top of the CTIS main lines using bolt, NSN 5306-01-330-8490; washer, NSN 5310-01-359-8806; and nut, NSN 5310-01-429-7239.



It's all right if you don't have these exact NSNs. The important thing is that the parts fit snugly and have a protective coating on them so they don't chafe the lines.

Also, make sure the hose clamps are the same diameter as the hoses to avoid slippage. Finally, secure the ABS cable back to one of the CTIS hoses with a zip tie after installing the clamps.

SSG J.E.B.
137th QM Co.
Iraq

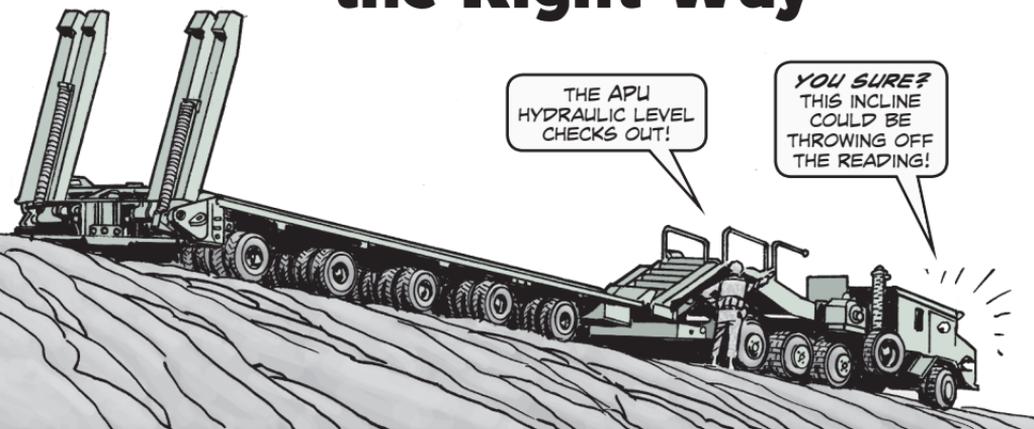


Editor's note: This tip extends the life of your FMTV's CTIS air brake lines. Thanks, Sergeant Bascovsky.



M1000 HET
Semitrailer...

Check APU Reservoir the Right Way



When checking the auxiliary power unit (APU) hydraulic reservoir level on the semitrailer's gooseneck, a lot of operators just take a quick look at the indicator tube.

Being in a hurry can lead to trouble, especially if you're parked on uneven ground or the trailer's platform or gooseneck height is off. Either one could mean you get a FULL reading even if the hydraulic fluid level is low or high.

Too little fluid and you can't raise or lower the trailer. Too much fluid can blow seals.