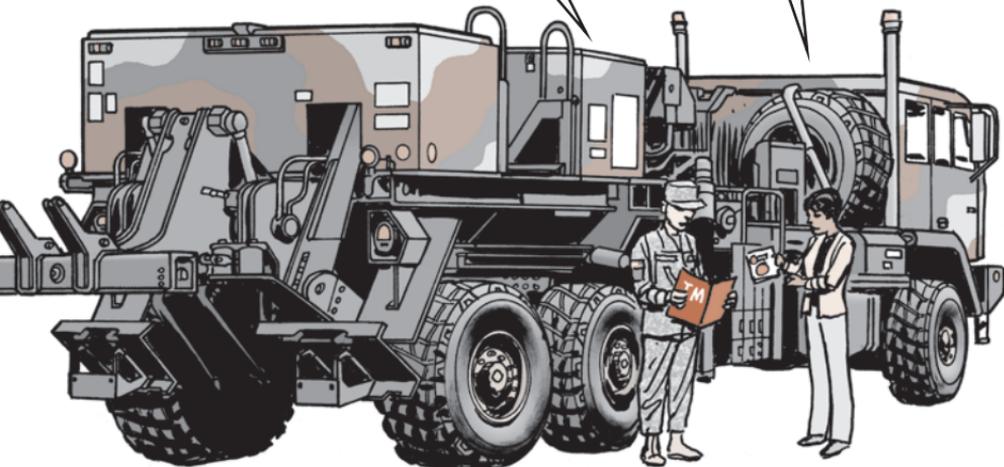


TM Art Can *Damage* Wrecker's Boom Winch

THIS TM TELLS ME TO HAVE THIS HYDRAULIC SHUTOFF VALVE IN THE OPEN POSITION, BUT THE PICTURE DOESN'T LOOK RIGHT.

YOU'RE RIGHT! HERE'S THE WORD.



MOST OF THE TIME, YOUR TM DOES A GOOD JOB OF SHOWING YOU WHAT "RIGHT" LOOKS LIKE.

BUT THERE *ARE* EXCEPTIONS.

YOUR M1089A1 FMTV'S UNDERLIFT ASSEMBLY OPERATION IN TM 9-2320-392-10-1 IS AN EXAMPLE.

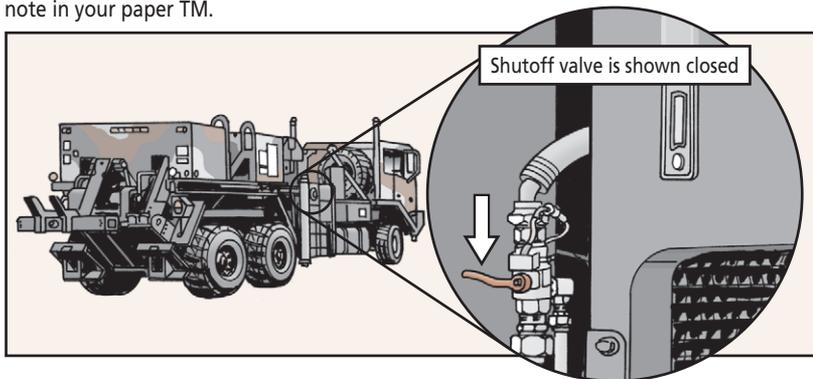
≡BOO HOO HOO≡ IT'S *NOT* MY FAULT!



The artwork for the Underlift Assembly Operation in WP 0037 00-01 of TM 9-2320-392-10-1 (Mar 09) and IETM 9-2320-391-10-1/2 (Mar 09) is incorrect. The shutoff valve is shown in the closed position but the callout says the valve is in the open position.

The written instructions for this task correctly state that the valve must be in the open position. However, because the artwork is wrong, some users have mistakenly placed the valve in the closed position, damaging the boom winch.

So disregard the artwork showing the position of the shutoff valve for this procedure. The valve is open when the handle is straight down *in line* with the valve, *not* at a right angle. Make sure the valve is in the open position when performing this task. And make a note in your paper TM.



The valve should only be closed for maintenance purposes. Secure the valve in the open position using a zip tie, such as NSN 5975-01-034-5871. Any zip tie will do, and you should be able to find them in your motor pool.

There is also a kit, PN 57K2035, which disengages the PTO when the valve is in the wrong position. This kit has already been installed on wreckers with serial numbers greater than 113414. If you need this kit, get it through BAE's Veronica Mallard at (281) 616-6354 or email: veronica.mallard@baesystems.com

How does the PTO—or power takeoff—relate to the shutoff valve? The PTO drives a hydraulic pump that pressurizes the hydraulic system to make it work. If the shutoff valve isn't open, too much pressure builds on the hydraulic system when operating. That can lead to blown seals and even blown hydraulic lines, which can render the whole system NMC.



FMTVs...



Dear Half-Mast,

My unit is deployed to Southwest Asia. One of our M1088A1s short-circuited and cooked the green PDU circuit panel on the passenger side of the dashboard.

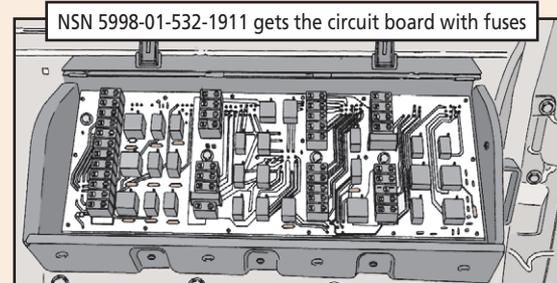
When ordering the part from TM 9-2320-366-24P, I ended up with the wrong part—a black, plastic board that doesn't even fit on the truck!

I have searched LIW and LOGSA for an updated TM with no luck. Do you have an IETM or an NSN that helps? This truck is NMC and is a crucial piece of equipment for our unit's mission.

Any help you can offer would be appreciated.

SGT R.R.

Dear Sergeant R.R.,
You bet. Order the next higher assembly, the power distribution panel's printed circuit board (with fuses), NSN 5998-01-532-1911, if your A1 truck's serial number is within the 11,438 – 99,999 range.



TM 9-2320-365-24&P and TM 9-2320-366-24P are used *only* for FMTV AO trucks with a serial range of 00001 – 11,437. Use IETM 9-2320-391-24&P (EM 0195) dated March 2008, for PMCS, maintenance and ordering repair parts for 2½- and 5-ton A1 trucks. The IETM is a four compact-disk set and each CD needs to be loaded onto a laptop computer or MSD prior to viewing.

FMTV A1 trucks use two serial number ranges based on the configuration of the truck. Earlier A1 trucks equipped with the 3126 CAT engine have a serial range of 11,438 – 99,999. Newer A1 trucks with the C7 CAT engine use a serial number range of 100,001 and above. You'll find these serial numbers on the data plate found on the left side of the steering column.

These IETMs are sent through normal pin-point distribution. All TACOM LARs and BAE FSRs should have copies of this IETM and be able to load the manuals onto your MSD. If you can't contact your LAR or FSR and need a copy of the FMTV's IETM, email the vehicle's equipment specialist, Mr. Tomas Tarrell:

tomas.tarrell@conus.army.mil

Half-Mast