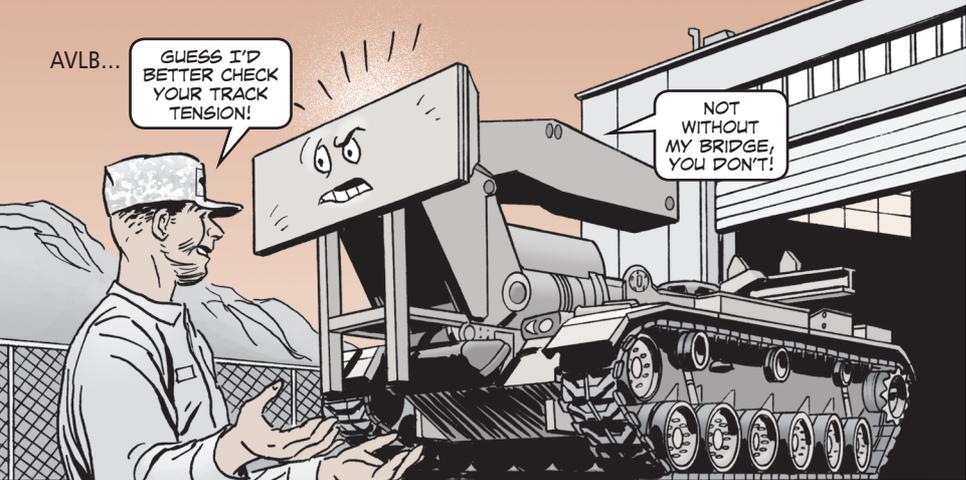


AVLB...

GUESS I'D BETTER CHECK YOUR TRACK TENSION!

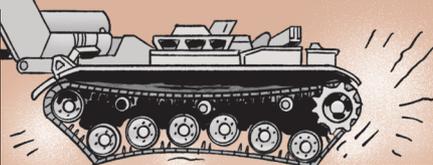
NOT WITHOUT MY BRIDGE, YOU DON'T!



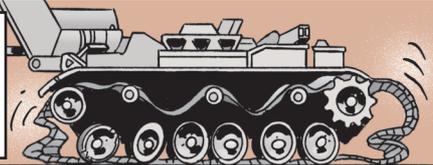
# CHECKING TRACK CAN BE TENSE

AN AVLB WITH BAD TRACK TENSION IS A MAINTENANCE NIGHTMARE.

TRACK THAT'S TOO TIGHT CLIPS SPROCKET TEETH AND STRAINS SHOE PINS AND END CONNECTORS.



LOOSE TRACK GETS THROWN AND THAT DAMAGES ROADWHEELS AND SUPPORT ROLLERS.



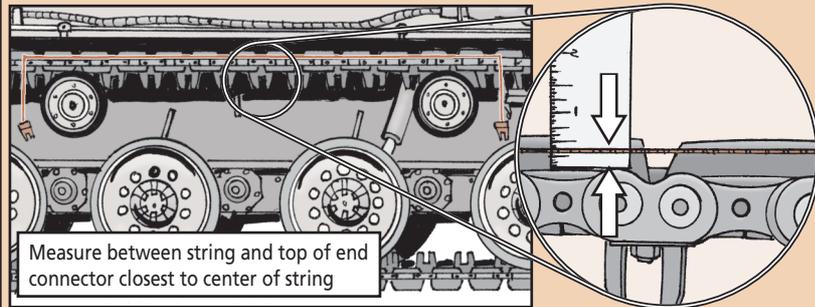
KEEP TRACK TENSION JUST RIGHT BY CHECKING IT AFTER EVERY OPERATION.

HERE'S HOW...



1. Load the bridge on your AVLB. If you adjust track tension without it, the track will be too loose when the bridge is in place. That could result in a thrown track.
2. Move the AVLB backward at least two vehicle lengths. Then move forward and let the vehicle coast (no brakes!) to a complete stop on firm, level ground.
3. Clean off any dirt or mud from the outboard end connectors between the first and second support rollers.

4. Get a strong, 10-ft string and tie a weight, such as an extra centerguide or end connector, to each end. Place one end of the string over the first end connector in front of the No. 1 support roller. Extend the string past the No. 2 support roller and over the next end connector. The weights should hang freely.



5. Find the center of the string and mark the nearest end connector with a piece of chalk.
6. Measure the distance between the string and the top of the marked end connector. If the measurement is between 3/8 and 9/16 inch, track tension is good. A measurement below 3/8 inch means the track is too tight. Above 9/16 inch means the track is too loose.

Adjust the track following the instructions in TM 5-5420-202-10 (Aug 85 w/Ch 9, Dec 06). For AVLBs that have mechanical track adjusting links, the instructions start on Page 3-53. Follow the instructions starting on Page 3-56 for vehicles with grease-actuated links.

M577A2

Command Post Carrier...

# SAVE THE BATTERIES!

If you've been using the 5-kW auxiliary power unit (APU) generator in your M577A2 command post carrier, there's more involved than shutting down the generator at the end of the day.

You also need to shut off the APU switch on the remote control panel. If the switch is left on, the panel keeps drawing power. That drains the vehicle's batteries.

So remember to flip that switch off to keep your batteries fresh.

