

# Make Sure Serial Numbers Match

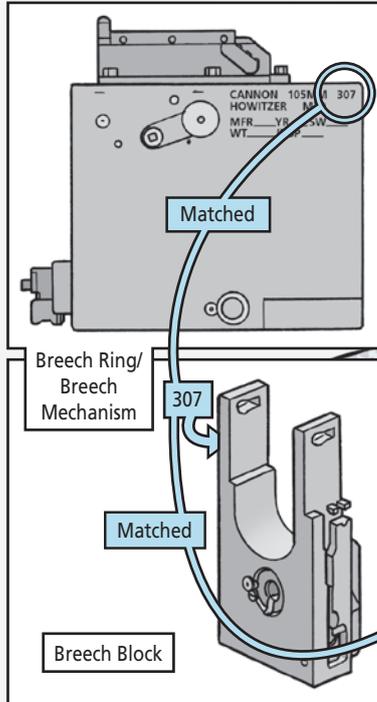
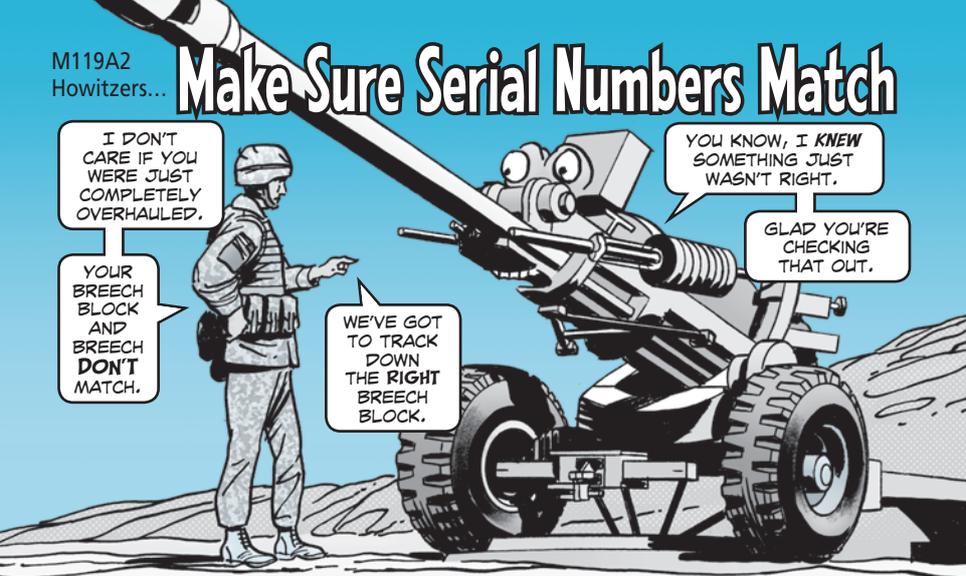
I DON'T CARE IF YOU WERE JUST COMPLETELY OVERHAULED.

YOUR BREECH BLOCK AND BREECH DON'T MATCH.

WE'VE GOT TO TRACK DOWN THE RIGHT BREECH BLOCK.

YOU KNOW, I *KNEW* SOMETHING JUST WASN'T RIGHT.

GLAD YOU'RE CHECKING THAT OUT.



WHenever your unit receives an M119A2 howitzer, you **MUST** make sure the serial number on the breech block matches the number on the breech.



THIS INCLUDES HOWITZERS COMING FROM THE LEFT BEHIND EQUIPMENT (LBE) PROGRAM AND DEPOT OVERHAUL, AS WELL AS LATERAL TRANSFERS FROM ANOTHER UNIT AND BRAND NEW M119A2s.

1. Tube Serial 330	2. Cannon Type, Model or Series M20/M20A1/M119A2 Cannon, 105mm Howitzer	
5. End Item Identification SN: 521 (Howitzer, Light, Towed: 105mm, M119A2)		
7. Cannon Serial 307	8. Retubings 0	9. Rebrushings 0
6. RDS/EFC COMPUTATION Alternative EFC RDS fired for Cannon: 6.150		
3. ORGANIZATION (UIC/UNIT) WABLTO (FA RGT 03 HHB)		DA Form 2408-4
6. RDS/EFC COMPUTATION		

The breech block is part of the M119A2's cannon assembly, along with the muzzle brake, cannon tube and breech. If the breech block ends up with the wrong cannon, there is no longer any way to accurately track rounds fired and the life left in the cannon assembly. Info on DA Form 2408-4, which tracks rounds fired, won't be valid. Your howitzer could be unsafe to fire.

The only way to remedy a mismatched breech block is to order a new one. That will set your unit back \$25,764.

If you do find that you have the wrong breech block, check the other howitzers for the correct block. If you find it, check the two howitzers' 2408-4s to see if they have been fired with the wrong breech blocks. If both howitzers **have NOT been fired**, you can just switch the breech blocks.

If the howitzers have been fired or you can't determine from the 2408-4s if they've been fired, you will need to order new breech blocks, NSN 1015-01-344-5835. Don't fire either howitzer until you've got new breech blocks.

# Don't Limit the Limit Switches

Crewmen, the M88A2's main winch has two sets of limit switches. Both play very important roles.

The first set limits the angle of the winch cable as a load is being pulled in. They automatically shut down the winch if the angle goes beyond 5° in either direction. The second set of switches shut down the winch if the cable starts to bunch on the reel.

Some operators don't like limitations. They disconnect the switches so they aren't limited when using the winch. Bad idea!

Operating without the limit switches will overstress the winch and can cause a breakdown. And if the cable doesn't reel in smoothly, the added stress can break off the corner of the winch housing.

