

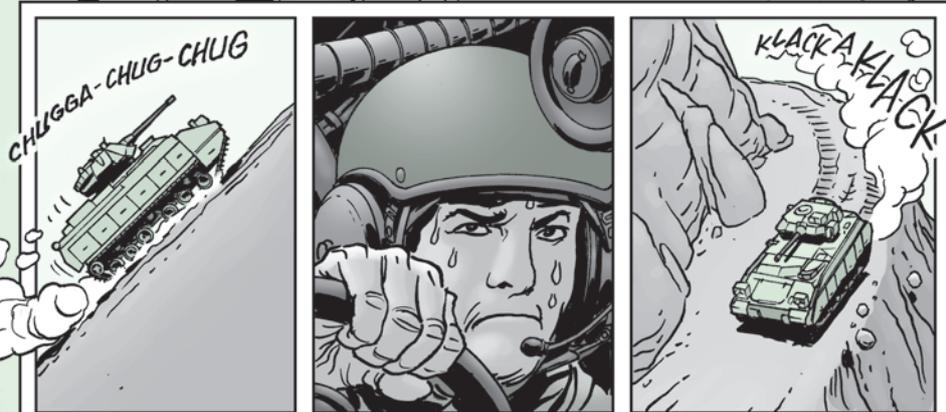
M2A2/M3A2, M2A2/M3A2 ODS,  
M2A2 ODS-E, M2A3/M3A3,  
M7/M7A3 BFIST,  
M270/M270A1 MLRS...

# BRAKE SHAFT NEEDS INSPECTION



OH,  
MAN!

THAT'S THE  
LAST THING I  
NEED OUT HERE.  
I'D BETTER GET  
BACK TO POST!



CHUGGA-CHUG-CHUG

KLACKA  
KLACK

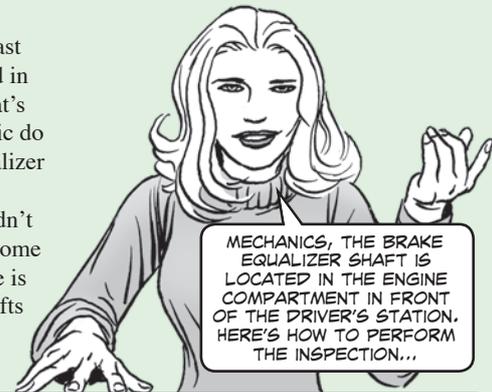
BACK  
AT THE  
POST...

WHAT'RE YOU  
DOING BACK,  
HERNANDEZ?

I JUST SAW  
THIS ARTICLE IN  
PS. CAN YOU DO  
A QUICK BRAKE  
INSPECTION ON  
MY BRADLEY?

Drivers, losing your brakes is the last thing you need while tooling around in your Bradley, BFIST or MLRS. That's why you need to have your mechanic do a quick inspection of the brake equalizer shaft, NSN 3040-01-378-7674.

It seems that the manufacturer didn't apply thread locking compound to some of the 3-piece shafts. While a failure is unlikely, it is possible that these shafts could separate during operation, leaving you with no brakes.



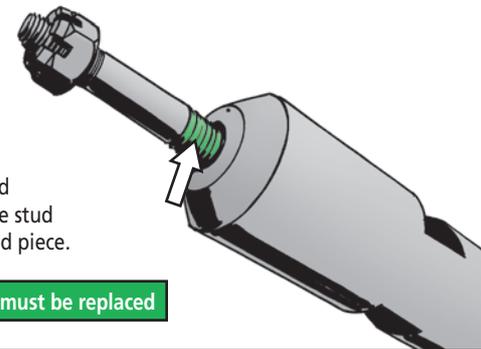
MECHANICS, THE BRAKE EQUALIZER SHAFT IS LOCATED IN THE ENGINE COMPARTMENT IN FRONT OF THE DRIVER'S STATION. HERE'S HOW TO PERFORM THE INSPECTION...

1. Take a look at the vendor ID code on the shaft. If it has a code of 000405 or 002166, it's a 1-piece shaft and is good to go. If you see no vendor ID code or the number is other than the two above, go to Step 2.

Check vendor ID code



2. The older style 3-piece shafts have a wire-laced bolt that secures the linkage rod in place. If the shaft you're inspecting has this bolt and the lacing wire has been applied, the vehicle is good for operation. Otherwise, go to Step 3.
3. Remove the cotter pin from the end of the shaft that has the castle nut.
4. Unscrew the castle nut and slide the rod bearing off the shaft.
5. Look closely at where the threaded stud is attached to the equalizer shaft body. If the stud is a separate part that has been screwed into the body, it's a 3-piece shaft and should be replaced. On a 1-piece shaft, the stud and body will be a single, machined piece.



If stud screws into body, shaft must be replaced

To get a replacement shaft, send an email that includes the number of shafts requested, your shipping address, DODAAC, unit identification code, vehicle serial numbers, and POC with phone number to:

[gregory.m.mendell@us.army.mil](mailto:gregory.m.mendell@us.army.mil)

You'll find the complete scoop in TACOM GPA 11-019:

[https://tulsa.tacom.army.mil/safety/gpm/tacom\\_wn/gpa11-019.html](https://tulsa.tacom.army.mil/safety/gpm/tacom_wn/gpa11-019.html)