



MORE ON SLAT DANGERS!

Dear Editor,

We saw your article in PS 700 (Mar 11) on the dangers of opening and closing the Fox's rear door when the Fox is equipped with slat armor. Through our experience supporting the Fox here at Ft Leonard Wood, we would like to offer these comments and suggestions:

- With the slat armor, the door weighs close to 100 pounds. Plus there are only about 1 1/2 inches of clearance between the door slats and the slats on each side of the door. So you need to not only worry about the door falling and conking someone on the head, which happened here, but also the danger of a Soldier getting his fingers caught between the slots if he tried to catch a falling door. He could easily lose fingers if that happened.
- We've found the best way to close the door is to have one person sit on the door entrance's edge, while another stands outside to the side of the door. The person sitting releases the locking handle and then both guide the door down while maintaining upward pressure. The person outside needs to stay to the side, out of the door's path.



- To open the door, the safest way is to push from the inside with both hands until you feel the door lock in the open position. Of course, you want to make *very* sure the door has locked in place before you release it.
- PS 700 said the fix for the additional weight from the slat armor was to have your Fox field rep adjust the gas cylinder that controls the upper rear door. That's a good idea, but you should still use these procedures for opening and closing the rear door in case the gas cylinder fails.



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M101-Series Bulk Brake Line

You can order bulk brake line for M101A1/A2/A3-series 3/4-ton cargo trailers using NSN 4710-00-350-9896. Bend, cut and flare the metal line to the desired length. Order the line in one-foot increments up to 24 feet.

M105A3 Landing Leg

The original landing leg on the M105A3 cargo trailer is not stable enough to hold up the trailer without being attached to a prime mover. Mechanics can replace the landing leg with a kit, NSN 2590-01-564-2057, that's part of MWO 9-2330-324-23-1. Installation instructions come with the kit. By the way, the landing leg is shown as Item 1 in Fig 14 of TM 9-2320-324-14&P.