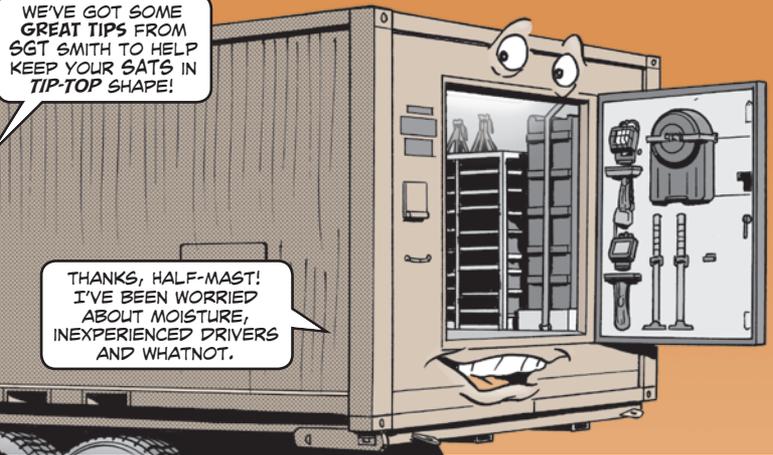


# Hats Off to SATS Tips!



WE'VE GOT SOME GREAT TIPS FROM SGT SMITH TO HELP KEEP YOUR SATS IN TIP-TOP SHAPE!

THANKS, HALF-MAST! I'VE BEEN WORRIED ABOUT MOISTURE, INEXPERIENCED DRIVERS AND WHATNOT.



Dear Editor,

Through my work with the standard automotive tool set (SATS), I've come up with a few suggestions that will help other units keep SATS at it:

### Moisture Defense

Where moisture is left standing, corrosion will soon follow. Corrosion can eventually ruin tools, so you want to fight moisture buildup. The vapor capsules that hang in the van help absorb moisture, but they need to be changed at least yearly—more often in humid areas. If you're operating in humid areas, it's a good idea to add extra vapor capsules, too. NSN 6850-01-590-1676 gets four capsules.

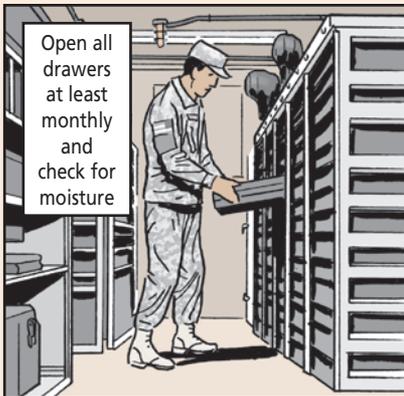
At least monthly (weekly if it's humid), open all the tool drawers and check for moisture. If you find any, wipe everything dry.

Change vapor capsules at least yearly—more often in humid areas



If moisture is a big problem, add more capsules

Open all drawers at least monthly and check for moisture



### Hidden A/C Circuit Breaker

Power surges can trip the circuit breakers for the SATS air conditioner and then you have no A/C. But many repairmen don't realize that often the first circuit breaker that trips is behind the A/C inlet panel. Remove the panel's four screws and check the circuit breaker before you call in the A/C repairman.

The TM for the A/C is TM 5-4120-386-14 and it's on the ETM site:

<https://www.logsa.army.mil/etms/online.cfm>

### Experienced Drivers Only

Because SATS is top-heavy, it can be more difficult to handle than many other Army trailers. You don't want rookie drivers driving SATS. SATS requires the skill of an experienced driver.

When dealing with high winds, units might want to consider using a heavier truck, like the HEMTT, for towing SATS. The LMTV is light enough that it can have trouble dealing with strong gusts of wind knocking SATS around.



### *Don't Trust Step*

If the step at the rear of SATS isn't securely latched, it can swing in when you step on it, sending you tumbling. Even if the step is latched, it sometimes has enough give to cause a tumble if you're not careful. It's safer to use the step bracket as a step. It won't move.

Now I have three questions about SATS that Soldiers could really use help with:

1. Is there an NSN for the lightbulb for the SATS worklights?
2. Is there an updated drawer layout? What we have doesn't reflect the tools that have been added.
3. Are there any other tires that can be used on the trailer? The current tire sinks in the sand too much.

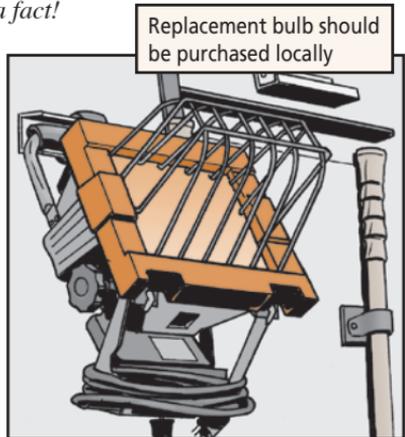


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**Editor's note:** *Great SATS advice and that's a fact!*

*Here are the answers to your questions:*

1. No, You must purchase the 500-watt or smaller halogen bulb locally. You can find the instruction book for the light at [http://www.cooperindustries.com/content/dam/public/lighting/products/documents/consumer\\_products/instruction\\_sheets/sqs505qd\\_825\\_0532\\_is.pdf](http://www.cooperindustries.com/content/dam/public/lighting/products/documents/consumer_products/instruction_sheets/sqs505qd_825_0532_is.pdf)
2. Yes. You can access the most current SATS TMs, tool locator guides and 2062 hand receipts at PM SKOT: <https://www.us.army.mil/suite/page/601934>
3. Per TM 9-2330-328-14&P, you should use only the LT 235/85/R16 on/off road pneumatic radial. But for driving on sand, the tires need to be inflated to 75 psi.



PS END