

STEERING COLUMN WIRING HARNESS CHANGED!



Ever wish your problems could just disappear? Well, one problem with HEMTT A4 trucks that rolled off the line between Mar 10 and 3 Aug 12 and all PLS A1 trucks produced before 3 Aug 12 is about to do just that. Vanish!

A production issue caused a cab wiring harness to rub against a grease fitting on the steering column of these HEMTT A4 and PLS A1 trucks. That contact can lead to a damaged wiring harness, including sparking of exposed wires or shearing of the wires. But the good news is, steering and other safety-related functions aren't affected.

More good news is that Oshkosh Corporation will inspect and modify suspect trucks. In fact, Oshkosh will provide the required parts and labor to correct this problem at no cost to units. The repair work will include removing and disposing of the problem grease fitting, installing a plug to fill the opening, and adding two half-inch wide cable ties.

The trucks that need to be fixed are identified at this link:

[https://tulsa.tacom.army.mil/maintenance/
?t=mam&f=HEMTT4PLSA1STEERWI.xlsx](https://tulsa.tacom.army.mil/maintenance/?t=mam&f=HEMTT4PLSA1STEERWI.xlsx)

Units should schedule repairs by contacting Christopher Schweitzer at:

cshweitzer@defense.oshkoshcorp.com

And you shouldn't see this problem in the future because the steering shaft wiring harness change was added to HEMTT A4 and PLS A1 production on 3 Aug 12.

What about the TMs? The HEMTT A4's TM 9-2320-326-14&P (EM 0288, May 09), and the PLS A1's TM 9-2320-319-13&P (EM 0298, May 09) will be updated in the next revision. The grease fitting will be removed and two half-inch wide cable ties will be added.

Want more details? See TACOM LCMC's maintenance information message 12-051 online:

<https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=MI12-051.html>