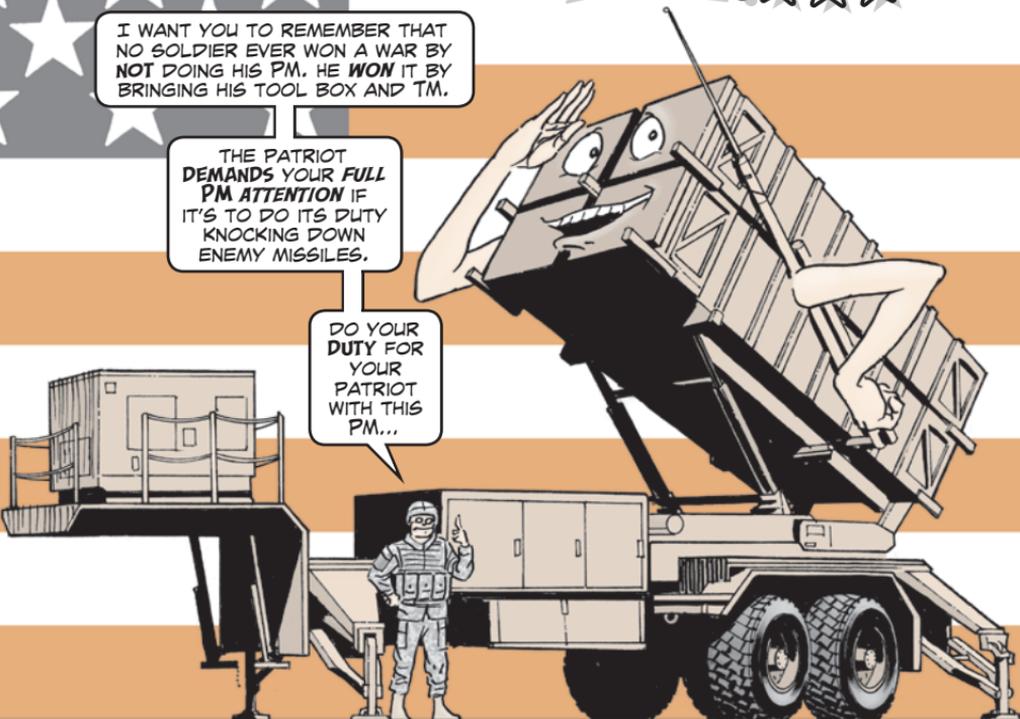


PM IT'S YOUR PATRIOTIC DUTY!☆☆☆

I WANT YOU TO REMEMBER THAT NO SOLDIER EVER WON A WAR BY **NOT** DOING HIS PM. HE **WON** IT BY BRINGING HIS TOOL BOX AND TM.

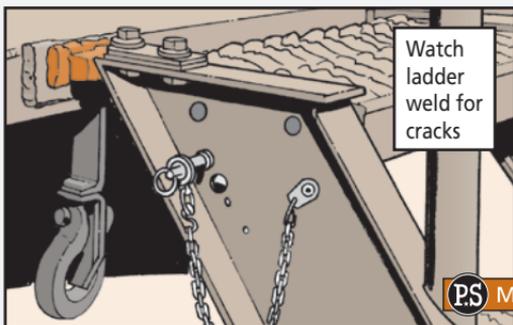
THE PATRIOT **DEMANDS YOUR FULL PM ATTENTION** IF IT'S TO DO ITS DUTY KNOCKING DOWN ENEMY MISSILES.

DO YOUR DUTY FOR YOUR PATRIOT WITH THIS PM...



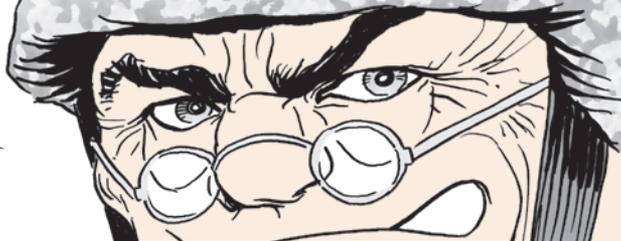
Ladder Lookout

The AMG ladder is prone to cracking at the welds that secure it to the trailer. Eventually, a ladder can break off if the cracks get bad enough. You could end up hurtling through space if you're the unlucky one on the ladder when that happens. At least monthly, eyeball the ladder welds for cracks. Report any you find.



PS MORE

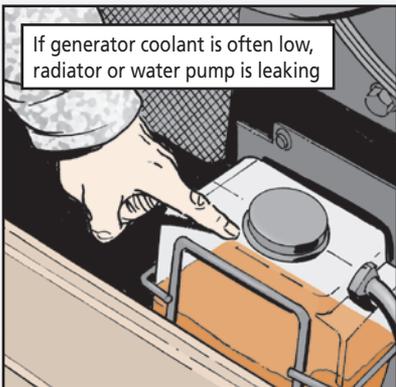
KEEP READING FOR MORE WAYS TO HELP YOUR PATRIOT!



Generating PM

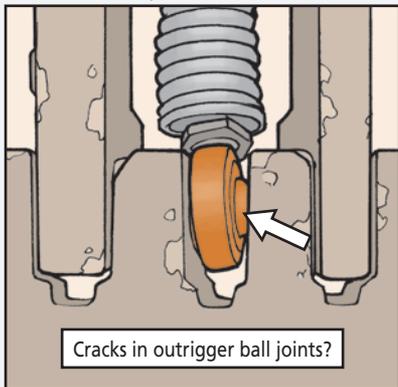
Adjust the voltage, hertz and governor knobs like WP 0044 00 in TM 9-1440-600-10 says. You're not going to help the generator run better by randomly adjusting voltage, hertz or the governor. If you get the generator's settings wrong, you'll start getting voltage faults.

Check the oil and coolant before operating. The generator is bad on oil consumption. It will often need more oil if it's been operating for a while. If the coolant is often low, the radiator or the water pump is leaking. Tell your repairman.

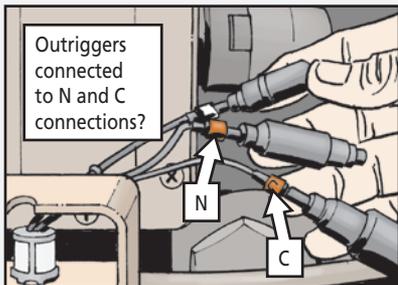


Check Out Outriggers

Look for cracks in ball joints. Hairline cracks regularly develop in the ball joints. Eventually they can become so bad that the ball joint splits. Then the outrigger has trouble going up and down. Check all the outrigger ball joints at least monthly for cracks.



Make sure the limit switches limit. If a limit switch has stopped working or is adjusted wrong, the outrigger or its motor could be damaged during operations. The easiest way to check them is to just raise and lower the outrigger while watching the limit switches. Also make sure they are connected to the N and C connections, not the 0. Never bypass the interlock circuitry for the outriggers.



Radar Reminders

Make sure the AN/MPQ-65's shroud is secured completely for storage and for operation. First, properly fold the shroud for storage. If it's bunched up, it will be damaged. Then ensure all the shroud straps are tight and buckled. If the shroud is not secured completely before lowering the antenna, its frame can punch holes in the top of the radar. Water can then get in the radar and cause expensive damage.



Also make sure the shroud straps are securely buckled for operations. If the shroud flips back down while the radar is radiating, it could catch fire from the transmitted radio frequency.

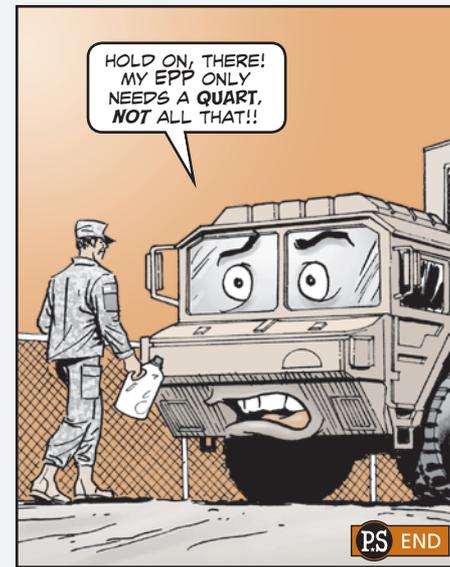
Don't rush the manual drive for the main array. Some Soldiers attach a power tool to the manual drive to try to make it move faster. All that does is destroy the manual drive's gears. Crank the drive with a wrench like you're supposed to.

EPP

Easy does it when adding oil to the electrical power plant (EPP). If you overfill the EPP, a gasket will be blown and you've got a major oil leak. Check the dipstick to see if the EPP needs oil and how much. Then use an oil dispenser to add just the right amount. If you use a funnel and a 5-gal jug, you will have trouble getting it right.

Add fuel just to the bottom of the fill neck. If you push fuel past the bottom of the neck, it can leak from heat expansion and that's a fire hazard.

Check the rubber hinges on the generator access doors for dry rot. If the hinges start to fall apart, the doors won't shut correctly and then rain can get in the generator.



PS END