

Watch Out For Moving SATS



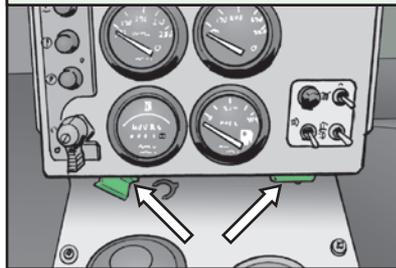
Mechanics, if your standard aircraft towing system (SATS), NSN 1740-01-575-5662, suddenly moves while you're doing PMCS, a faulty, shorted diode is most likely the culprit.

When the gear selector is in park with the parking brake applied and the reverse work light turned on, the SATS can shift into reverse and begin moving. That's not supposed to happen!

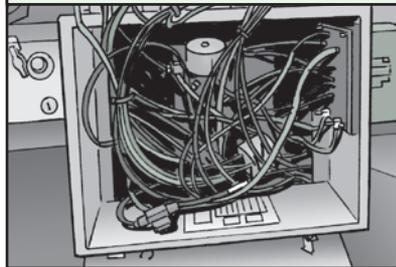
TO KEEP THE SATS FROM MOVING WHEN IT SHOULDN'T, YOU'LL NEED TO REMOVE THE PROBLEM DIODE. FOLLOW THESE STEPS...



1. Loosen the two clamps on the bottom of the dash panel.

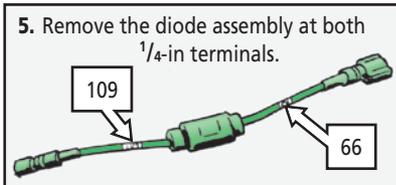
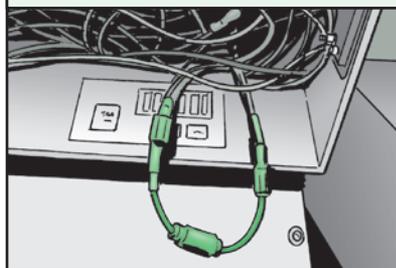


2. Open the panel to expose the dash wiring harness.

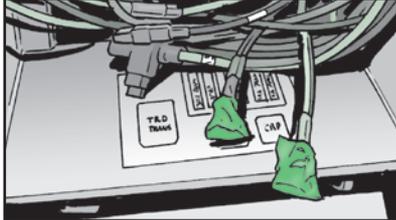


3. Cut the wire ties as necessary.

4. Locate the diode assembly on wires 66 and 109.



5. Remove the diode assembly at both 1/4-in terminals.



6. Tape over or place heat shrink tubing on the terminal ends.
7. Install wire ties as necessary.
8. Close the panel and reinstall the clamps on the dash cover.

Removal of the diode does not deadline the SATS. The only function lost is the reverse work lights won't come on automatically when the vehicle is in reverse. But the backup alarm will function normally and the reverse work lights can still be manually activated.

For more information, check out the safety action message AGSE-13-ASAM-01. You find it on the Joint Technical Data Integration (JTDI) website: <https://upw.jtdi.mil>

After removing the faulty reverse light diode assembly, check out the permanent fix with installation instructions for the reverse light relay assembly in aviation maintenance action message (AMAM) AGSE-13-AMAM-01, issued by the original equipment manufacturer (OEM). *PS Magazine* will publish a full article on the permanent fix in an upcoming issue. This fix will appear in the next change to TM 1-1740-221-13&P.