

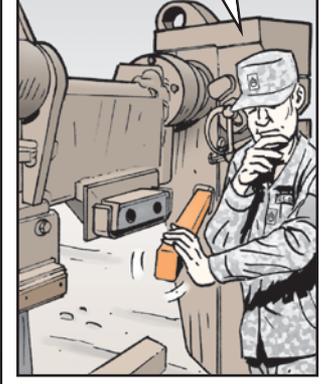
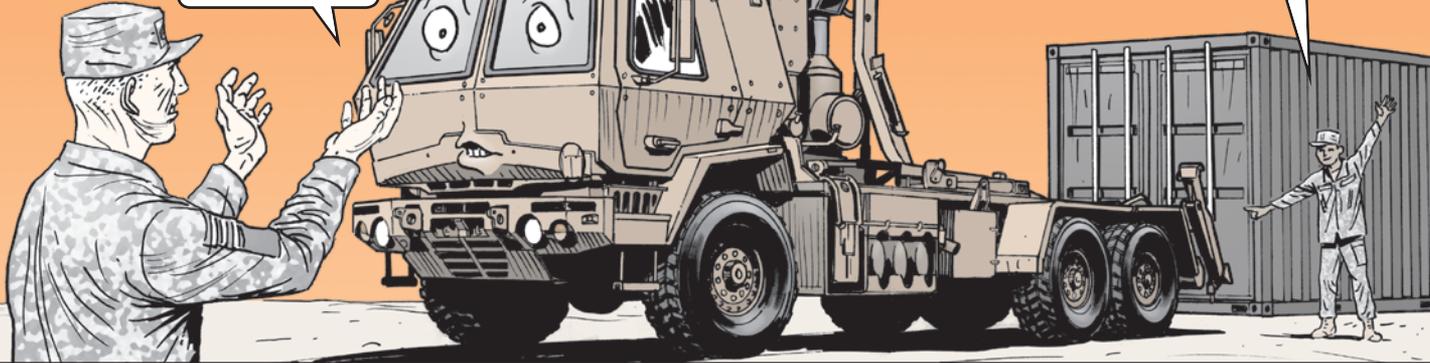
STOP BENT STOP BAR DANGER!

C'MON!
WHAT'RE YOU
WAITIN' FOR?

YOU WANT ME TO
LIFT THAT NOW?
CAN'T YOU GUYS
SEE MY STOP BAR
IS BENT?

HEY, THE FMTV'S RIGHT!
THERE'S SOMETHING
BACK HERE YOU NEED
TO LOOK AT!

WHOA! WOULDJA LOOK
AT THAT! WE GOTTA FIX
THAT PRONTO!



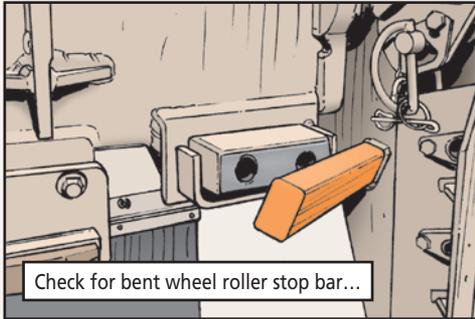
Dear Editor,

We've discovered a problem with the M1148A1P2 load handling system (LHS) that units need to be on the lookout for: The stop bar for the right wheel roller bends out of position. If you try to lift a CONEX with a bent stop bar, the CONEX could slide to the left and maybe even slide completely off.

Before lifting with the M1148A1P2, check to see if either stop bar for the wheel rollers is bent. It's also a good idea to look for cracks in the welds.

If you spot any problems, report 'em. Don't lift *any* CONEXs until the stop bar is fixed or replaced.

SFC Edward Day
G4 Maintenance
Ft Polk, LA



Editor's note: Thanks for the warning, Sergeant Day.

TACOM did a study of this problem and offers these solutions:

- Before loading, clean the roller beds of any debris, particularly rocks.
- Use ground guides during loading to ensure that the containers or flatracks aren't dragged.
- Pay attention to the loading cautions in TM 9-2320-392-10-2, especially making sure the guide roller bed on each side of the truck is outside of the bottom of the container.
- Keep the proximity sensors and sensing plates clean and free of paint. If they're dirty, the M1148 won't operate in the automatic mode.
- Carefully do all the PMCS called out in the -10, particularly lubrication and cleaning of the truck and roller beds.
- Do not drag the containers or flatracks. They should be picked up as close to the LHS as possible.

