

DON'T LET HATCH SPRING A SURPRISE!

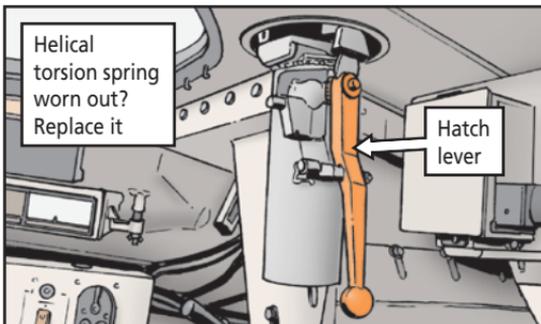


Mechanics, your M88's top hatches might not weigh a ton, but they certainly weigh enough. So the last thing you want is an open hatch crashing down on your head!

A driver was hurt recently by a hatch that closed without warning. The accident was caused by a worn-out spring in the hatch lever's safety latch.

Inspect your M88's hatch levers right away. Follow the PMCS checks in TM 9-2350-256-10 (Oct 14) for the A1 and TM 9-2350-292-10 (Oct 14) for the A2. Make sure the helical torsion spring, NSN 5360-00-999-5125, is properly tensioned and that the latch spring is mounted in the small hole that anchors it to the housing.

If the hatch lever doesn't operate smoothly or have full range of motion, replace the helical torsion spring. It's listed as Item 16 in Fig 221 of TM 9-2350-256-24P-1 (May 92, w/Ch 2, Aug 98) for the A1 and Item 29 in Fig 241 of TM 9-2350-292-24P in IETM EM 0266 (Jun 07) for the A2.



For more details, check out TACOM ground precautionary action message 15-001 on the TACOM-Unique Logistics Support Applications (TULSA) website:

<https://tulsa.tacom.army.mil/Safety/message.cfm?id=GPA15-001.html>

You'll need your CAC and first-time users must first request access.

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