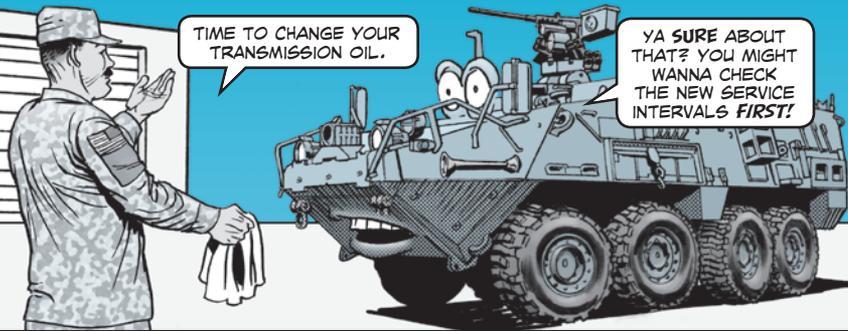


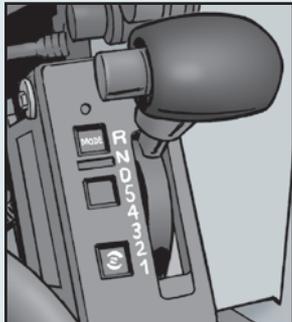
TRANSMISSION SERVICE INTERVALS EXTENDED



Listen up, crews and mechanics! The transmission fluid service and filter change intervals for Strykers have been extended. Because fluid and filters don't have to be changed as often, your unit will save lots of time and money. Here's the scoop:

Lever-Style Transmission Shifters

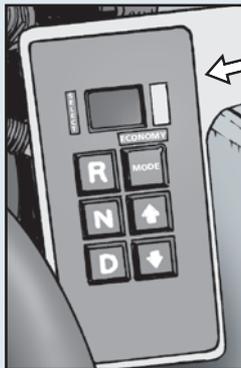
For Strykers with lever-style transmission shifters, found on vehicles with CAT 3126 and some CAT C7 engines, the fluid and filter interval has changed from annually to every three years.



Three-year service interval for transmissions with shift lever

Button-Style Transmission Shifters

For Strykers with button-style transmission shifters, found only on vehicles with CAT C7 engines, you should change the oil and filters every five years or when directed by the oil and filter life monitor, whichever comes first.



Transmissions with button shifters are serviced every five years...

...or when wrench icon illuminates



If the wrench icon illuminates and stays on—or flashes on and off—for 2 minutes after the drive range (D) is selected, notify field-level maintenance because the transmission is due for service.

MECHANICS, MAKE SURE YOU ONLY USE TES-295 AUTOMATIC TRANSMISSION FLUID AND HIGH-CAPACITY FILTERS IN BOTH TRANSMISSION TYPES. TES-295 COMES WITH THESE NSNs...

NSN 9150-	Qty
01-552-9119	1-qt bottle
01-565-0981	Six 1-gal containers
01-552-9157	5-gal container
01-551-2796	55-gal drum

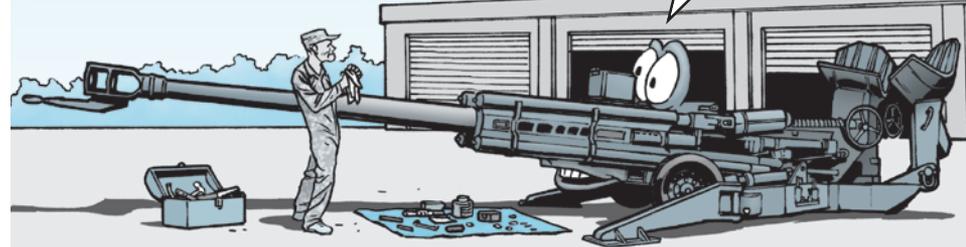


NSN 4330-01-425-7701 BRINGS A KIT WITH TWO FILTERS, FOUR O-RINGS AND TWO GASKETS.

THE INTERVAL CHANGES WILL BE REFLECTED IN THE NEXT UPDATE TO THE STRYKER FOV IETM.

More Help for Your M777A2 Howitzer

WHILE YOU HAVE MY BREECH DISASSEMBLED, WHY DON'T YOU GIVE MY INTERRUPTED THREADS A LOOK-SEE? I THINK I FEEL A BURR DEVELOPING DOWN THERE!



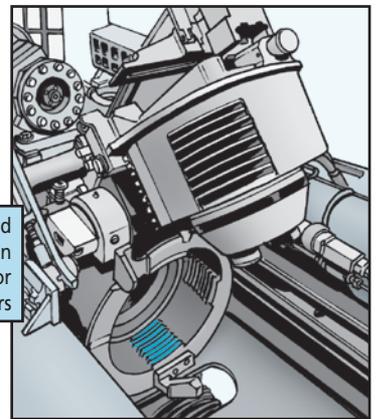
Dear Editor,

I agree with Ron Witt's tip in *PS* 751 (Jun 15) about the importance of at least weekly disassembling, cleaning and lubing the M777A2 breech, PFM body and tray. That is an excellent way to prevent firing problems.

One additional tip is to thoroughly inspect the interrupted sector threads on the breech ring for any burrs while you have the breech disassembled. Usually crews check the block threads because they are easy to see, but don't check the threads down in the breech ring. You can generally just file away burrs with the file in the M777A2's BII.

Andy Stewart
BAE Systems
Fayetteville, NC

Inspect interrupted sector threads on breech ring for burrs



Editor's note: This tip definitely needs to be filed under TO DO. Thanks, Andy.