

KIT!



**JACKAL
&
COYOTE**

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HINTS AND TIPS
HUSKY

page 15

A quarterly guide to equipment care

Issue 79 | 2012

Welcome to KiT! 79 Spring 2012

KiT! magazine has changed ownership. Still DE&S, it is now part of Land Equipment, Telephone numbers remain unchanged but it does mean a new email address:

DES LE-KIT [redacted]

There is also, a new address below.

It appears to be the norm now - due to limited space I'm afraid there is no suggestions page again, please don't let this stop you sending the usual helpful suggestions - address below and please do note the change of email.

All queries regarding Distribution, Back Copies etc. The contact is opposite. Joint Support Chain Services (JSCS) Bicester (formally DSDA).

As usual, if you have something that may be of interest to the wide tri-service readership then please get in touch with me.

You can call on the work mobile: [redacted]

You can email too on MOD network to [redacted]

The external address is [redacted]

New address is:

DE&S LE KiT,
Elm 0, #3024, Abbey Wood, Bristol. BS34 8JH

Distribution If you wish to be added to the KiT! distribution list or wish to amend the quantities that you already receive, ring **JSCS Bicester** on [redacted]

Recent copies of KiT! can only be obtained from JSCS Bicester, request by Issue number. All issues of KiT! may be accessed through the Defence Intranet.

Poster reproductions (A3, A2 & A1) - Contact CDS (Corporate Document Services Ltd) on [redacted] or e-mail [redacted]

KiT! binders are no longer available from the Lyreco Catalogue. An alternative supplier will be available soon. We are hopeful; we shall be able to provide details in KiT 80 on how you can get them.

KiT! magazine is unclassified and should be distributed to reach the widest possible readership. KiT! may be accessed on the Defence Intranet by running a search on 'kit magazine'. Follow the link, all issues are available grouped by years.

KiT! magazine is published quarterly on behalf of D Land Equipment. There are no restrictions on the reproduction of articles for Service use; however, if articles are incorporated into other publications, copies of each should be forwarded to the KiT! Editor.

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Pennant

Technical information in this magazine is for guidance only. Always refer to the relevant AESP, EMER or other authoritative technical document when working on equipment.



Made from 100% recycled material ♻️

I've had a Road Traffic Accident (RTA)... What do I do?

SO GUYS...WHERE'S YOUR MONEY GOING?



CONTRIBUTED BY:

Road Safety

Who reports the accident?

The MOD driver informs the Transport Manager who makes sure that the correct paperwork is submitted

When is a FMT3 Initial Report used?

When there has been Civilian involvement or injuries. Fax to the claims handlers and IMPACT within 24 hours. An FMT3-1 should follow.

Do I have to report accidents in hired vehicles?

Yes - all vehicles used by MOD whether owned, leased or hired count as MOD vehicles.

When is a FMT3-1 Accident Report used?

When there is Civilian involvement or injuries. Send to claims handlers and IMPACT within 5 days

When is a FMT3-4 Incident Report used?

When there is NO Civilian interest and NO injuries or a Green on Green incident. Copy sent to IMPACT - DO NOT fax a FMT3.

I am still confused! Where can I go for further information or advice?

The MOD driver informs the Transport Manager who makes sure that the correct paperwork is submitted

Do I need to report tyre punctures and criminal damage to IMPACT?

The MOD driver informs the Transport Manager who makes sure that the correct paperwork is submitted

Do I need to report accidents that take place on MOD property?

Yes - all accidents to MOD vehicles have to be reported to IMPACT no matter where they occur.

Who do I contact?

Don't call Davina, there is a number and email to use for any contact requirement

Play along online at

[redacted] or contact the IMPACT Data Cell Manager, [redacted]

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Bowman

BUCK Portal

The Bowman User Community Knowledgebase (BUCK) Portal is your first point of call for any Bowman issues.

It contains the most up to date Bowman information and is accessible through both BACMS terminals (when connected to a live DII network point) and any DII computer.

URL: <https://www.buck.dii.r.mil.uk/>

All units are to check this weekly to keep up to date with changes to Bowman equipment and support.

For Bowman Technical support, call 15 Sigs Reg (IS)

All workarounds and changes can be found in Bowman Release Documents (BRD), under the support tab of the BUCK.

It is advised that units check for new BRDs for changes in Bowman support or equipment at least once a week.

There is also a forum available on Level 2 of the BUCK, you will need to fill in the application on the front page to gain access.



IETP

IETP 27 was released on 30 January 2012. Please ensure all your IETP terminals are brought up to date. As only a handful of discs are distributed, units are responsible for downloading the current IETP from Level 2 of the BUCK. See BRD 2012.001 for more information.

IETP 28 will go live around April, keep an eye on the BUCK for updates.

UORs

Any issues with UORs are to be escalated through the Chain of Command for assistance.

This will then escalate to Army headquarters, which will take the necessary action.

TNG Support Policy

The TNG support policy published in Kit 78 contained some discrepancies. The correct policy can be found on the BUCK in BRD 2012.012.

Recent BRDs Released

These can be found under the Support section of the BUCK.

BRD 2011.049	Reducing loss of Key Encryption Key (KEK) on UKPRC354 VHF Radios
BRD 2011.050	"KEK Protocol Error" and "Invalid Data Fail" errors while filling VHF Radios
BRD 2011.051	VHF Voice delay due to inconsistencies within BCMS Plans
BRD 2011.052	Mk2 Lightweight Data Terminal (LDT) Battery Performance Guidance Notes
BRD 2011.053	Bowman Vehicle Casting and Disposal Procedure For Bowman Fitted Equipment
BRD 2011.056	PBPU screen goes dark after displaying the GD Matrix boot screen
BRD 2011.058	Release of RTS 22.01a
BRD 2011.061	PRC355 VHF Radio enhancement and swap-out
BRD 2011.062	Interim Level 3 VHF Radio maintenance policy for OP HERRICK
BRD 2012.009	RFPA/IFPA checks
BRD 2012.010	SSA Users only: ComBAT 8.4.2a Symbol aging
BRD 2012.011	TacSA Phase 2a Release (Mojave+)
BRD 2012.013	Release of BCIP 5.4 BCMS Eq file Type 3

VHF Radio Improvements

The PRC355 VHF radio now has an improved RF module. These radios are currently being fielded to OP HERRICK under a swap-out program and there is a temporary change to the maintenance policy. See BRDs 2011.061 and 2011.062 for more information.

The RF module improvement will extend to include the UKVRC358 at a later date, both radios and modules will be available to all units later this year. Keep an eye on the BUCK for a new BRD to announce the change.

Bowman



ARTY systems



Fire Control Application (FCA)

The current FCA hardware is reaching the end of it's in-service life. Procurement of replacement hardware to field in 2013 is in progress.

In the meantime the FCA needs extra care and attention as a number of items in the CES have obsolescence issues.

Help us to help you.

Batteries

A refurbishment programme is now up and running to look after existing clip-on battery stocks. To enable refurbishment please send any dead or underperforming batteries you have back to Donnington as per the FCA ESPD.

Work is underway to identify an existing in-service battery to supplement the current clip-on battery, which will offer greater performance.

To identify the refurbished batteries from the originals, **they have the Roman numeral 'I' branded into the side**, as shown in the picture.

These batteries are not to be returned for subsequent refurbishment unless explicitly requested.

Missing FCAs

We cannot locate the following serial numbers; for all you FCA spotters, if you find any of them can you please contact [redacted]

- 0103, 0109, 0134, 0172, 0222, 0225, 0238, 0261, 0264, 0278, 0328, 0378, 0419, 0437, 0464, 0505, 0585, 0653, 0658, 0662, 0678.

Software

The latest version of the FCA software is v5.1 and any older versions should no longer be in the field. If you find an FCA with an old version of software installed, please contact the USSO or ESM asap (see contacts) in order to have your FCA upgraded to v5.1.

Older versions of FCA are no longer covered by a safety approval!

Peli Cases

Please return any yellow or olive peli cases (NSN: 8145-99-502-2867 and 8145-99-979-1874) you have to depot; they have none!

Repaired FCAs should be returned to units in the yellow peli case – you won't get them back if we haven't got anything to send them in.

Demands

The decreasing number of available spare FCAs is affecting demands. Operationally deploying units are still the priority, but without giving enough time prior to deployment, we are struggling to meet demands. Units are requested to demand any FCA supplies at least 6 weeks before deploying on Ops. With the current shortages, we need as much notice as possible!

FCA General Husbandry

The FCA bible is the newly amended FCA ESPD 7010-C-109-111. The most up to date version can be found on TDOL along with all the other AESPs.

...Great bedtime reading!

Please look after your FCA, there is a high degree of misuse, which is leading to unnecessary damage. The more that need repairing, the less there are to use!

Please Look after your External Memory Devices (NSN: 5935-99-131-5413). They are scaled 1 per FCA and they can no longer be demanded due to obsolescence.

Kit complete to CES includes the transit case (NSN: 8145-99-502-2867). Please do not return these items on 'their own' to depot. When returning FCA complete to CES, Units are reminded to do so in the transit case – not just the satchel. Transit cases can be demanded through normal means.



When returning FCAs to depot with IR reports: please can you put them under the lid of the FCA. The reports are constantly going missing – without the report; it's not always obvious what the fault is.

FCA Contacts

- The USSO Unified System Support Organisation is the level 3 technical support for the FCA. To get in touch ring the helpdesk [redacted]
- For demand issues or as an alternative contact [redacted] (FCA Equipment Support Manager) [redacted]



Parking brake



Parking and Main brake disc

A recent CVRT fire was caused by a seized parking brake cable – the parking brake lever was in the released position but the externally contracting brake band was still firmly clamped to the brake disc.

There was sufficient torque available for the vehicle to move off in the low ratio gears **despite the parking brake on the LH side being permanently applied.** The driver was unable to change from 3rd gear to 4th gear as the vehicle stopped in the interval between 3rd gear being de-selected and 4th gear being engaged.

The vehicle was recovered and caught fire again, despite the quill shafts being disengaged, because the brake disc is splined to the final drive and continues to rotate as the final drive is driven by the tracks. Removal of the parking brake bands allowed the vehicle to be towed without further incident.

Units are requested to check that the brake bands fully release when the parking brake is disengaged. Drivers should be aware that any tendency for the vehicle to steer or pull to one side should be reported.

SEFIT 11-0112

Lack of Lube

CVRT road wheel hubs

The damage to this stub axle, which the road wheel hub is mounted on, was caused by a lack of lubrication. The wear was so severe that the road wheel and hub were only retained on the vehicle by the track horns.

This is a direct result of a deficiency in the CVRT maintenance schedule, AESP 2350-T-220-601 which states that the road and idler wheel hubs should be checked for leaks.

There is currently no requirement to check the hub oil levels. Table 12 (500 mile track examination) will be amended to include a physical check of the road and idler wheel hub oil levels.

Units are advised to include this check in advance of the AESP amendment



WARRIOR

! WARNINGS

DOUBLE TOP ROLLER

The double top rollers support the top run of the track (to reduce the loading on the idler wheels and final drives) and ensure that the track is aligned with the sprockets by guiding the track horns between the wheels.

The picture shows a witness mark where the track horns have contacted the inner face of the top roller wheel. This foul has occurred because of casting irregularities in the top roller wheel. The crew may have noticed an unusual vibration, the frequency increasing with vehicle speed.

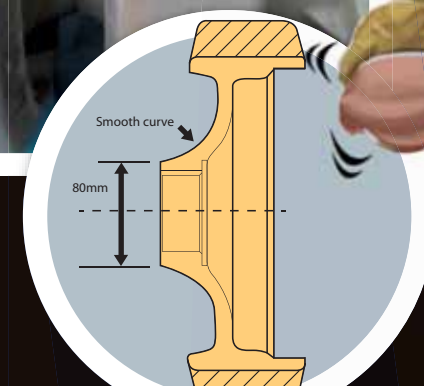
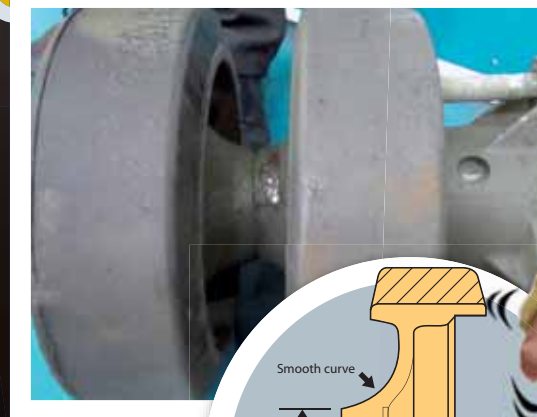
The impacts will reduce the life of the top roller bearings and reduce crew comfort.

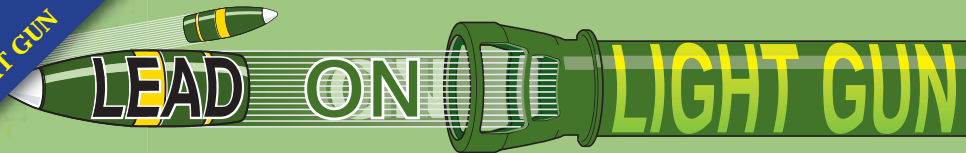
Under no circumstances should members of the crew or inspectors be tempted to observe the passage of the track over the top rollers whilst the vehicle is being driven.

The correct procedure is to run the vehicle for a short distance and then inspect the top roller wheels with the parking brake applied, the track chocked and the engine switched off.

The possibilities of a foul increase as the top roller wheels wear - the track horns pass closer to the hub.

Minor irregularities can be removed by grinding provided that the OD of the boss is a minimum of 80 mm and the centre of the boss is concentric with the axis of the roller – see drawing





JACKAL & COYOTE

MEI Paperwork

As of 01 Jan 12 new legislation requires that the previous AF G932(B) is now replaced with a FMT 932W and a FMT 933. These forms should be completed in conjunction with the AF G1024. DIN2012DIN04-002 refers.

Units are reminded that the AF G1024 is to be conducted by a class 1 Armourer and the FMT 932W/933 are completed by an authorised vehicle inspector (still using the de-accelerometer).

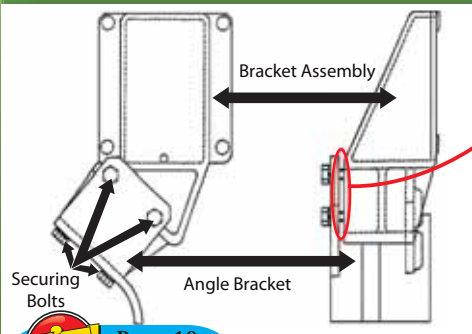
The FMT 933 may have a number of boxes that are non-applicable but must still be filled in. All forms must be attached and are part of the gun docs.

JAMES and AESPs will be updated soon to reflect this.

New Routine General Instruction No 51 - for Insertion of MVR Mounting Bracket Spacer

The MVR mounting bracket complete, consists of the bracket assembly and the angle bracket. There should be a gap of approx 5mm present between the bracket assembly and the angle bracket once secured in place. Previously some securing bolts have been tightened to remove this gap resulting in the failure of the bracket. To reduce unnecessary and costly MVR bracket replacements a spacer will be fitted to ensure that the required gap is retained.

These changes are detailed within AESP 1015-K-100-822 Gen Instruction 51. Units are requested to action this instruction accordingly.



Ejector Projectile Part No's

There have been some queries regarding the correct part numbers for the Ejector Projectile

NSN N1/1015-99-840-3633, these are:

Head Projectile Ejector	1015-99-611-6745
Head Projectile Ejector (HESH)	1015-99-811-9626
Tube Ejector Body Front	1015-99-258-1573
Tube Ejector Body Intermediate	1015-99-599-0755
Tube Ejector Body Rear	1015-99-811-9408
Screwed Thrust Block	1015-99-151-3259
Screw Operating Ejector	1015-99-371-0735

Navigation Display Unit

In the event of a NDU becoming unserviceable it is unlikely that a replacement will be issued. However users should note that if a NDU is only unserviceable due to a battery failure the NDU can still be powered through cabled means.

However, should cable power be removed the NDU will immediately shut down.



BRAKES

There are new brake callipers and pads on the Jackal, all callipers come with new pads. They can be used on both sides of the vehicle, unlike the old ones.

Items to demand are:

Description	NSN	MPN
Alcon brake calliper with pads	2530-99-667-6937	70-30-5000
Alcon brake pad set	2530-99-551-8689	70-30-5000-3

You cannot put the new pads in the old callipers, or the old pads in the new callipers

READING MATERIAL

New publications are on their way for the Jackal and Coyote covering the following octads: 201, 512, 522, 523, 532, 601, 711 and 741 aiming to be in circulation by April 12.

The search criteria for the publications will be "HMTV".

The base AESP reference will be 2320-D-104...

WRONG ITEMS BEING DEMANDED

NSN for the winch rope is:

NSN	
Jackal (all variants)	4010-99-375-5763
Coyote	4020-99-151-6518

We have quite a high number of instances with the winch rope breaking. Units need to protect the winch rope as it has a tendency to break when it is dirty, **GEMS suggestions are welcome.**

EFRs

100% EFR reporting, we now have a PDS contract with Supacat. The more we hear about a problem the more evidence we have to change it.

BALL JOINTS

Some units in the UK have reported problems with ball joints, SEFIT are currently investigating. However, there have been no reports from operations.

It is requested to submit EFRs for all failures from theatre so the PT can action if required.

Units are also to be made aware that when changing the ball joints in either the upper or lower wishbone, that there is a laid down procedure to ensure they are pressed in squarely.

This procedure will be in the new tech pubs, however if required sooner contact the PT.

Submitting EFRs in relation to this is classed as a high priority within the PT.

CONTACT

Jackal/Coyote Project Manager, [Redacted], DES LE CWG-PMT-TLS7

WHERE'S THAT WINCH ROPE



CONTRIBUTED BY: Arty Sys Team, DE&S Abbey Wood, Tel [Redacted]



challenger chat



Power Pack Testing

There is sufficient drag within the TN54E transmission fitted to CR2 and CRARRV (No.2 Mk2) or Trojan and Titan (No.5 Mk1) to rotate the output gears when the transmission is in neutral, the engine is running at idle and the outputs are not constrained by the weight of the vehicle. The transmission speed probe reports the output gear speed to the VICS and this signal determines whether gear selection is enabled.

Power packs being ground run using the umbilical harness or being tested on either; PPRF, PPRUF or PPRUT may exhibit the symptoms of a loss of reverse gears, as the transmission will not select R1/R2; this is due to the output gear forward speed.



The system is designed to protect D Clutch as it is a static clutch (as opposed to a dynamic clutch) that cannot tolerate differences between the driving and driven speeds. The outputs can be stopped momentarily, by applying the brakes by manually operating the brake control valve, to allow selection of reverse gears.

CR2 and T2 sprocket bolts



The sprocket bolts used on T2 and CR2 (5305-99-577-1913) are used solely to secure the sprockets to the sprocket carrier. The bolts are manufactured in accordance with FV2260123.

This bolt – which does not have the FV No. stamped onto the head is not compliant with the FV drawing and should not be used. These bolts do not have sufficient tensile strength to withstand the loads imposed



This picture shows the correct bolt with the FV No. plainly visible. Units are requested to examine all stocks of the sprocket bolt and reduce to scrap any holdings of the incorrect bolt.

by a tightening torque of 700 Nm (CR2) or 730 Nm (T2) and have been known to stretch beyond the elastic limit.

Track Tension

Statement from a recent CR2 EFR:

The crew reported that the LH idler wheel was running hot. With the HTT ram fully retracted it was noted that the track was still under tension. The idler wheel bearings were examined and the inner bearings had collapsed.

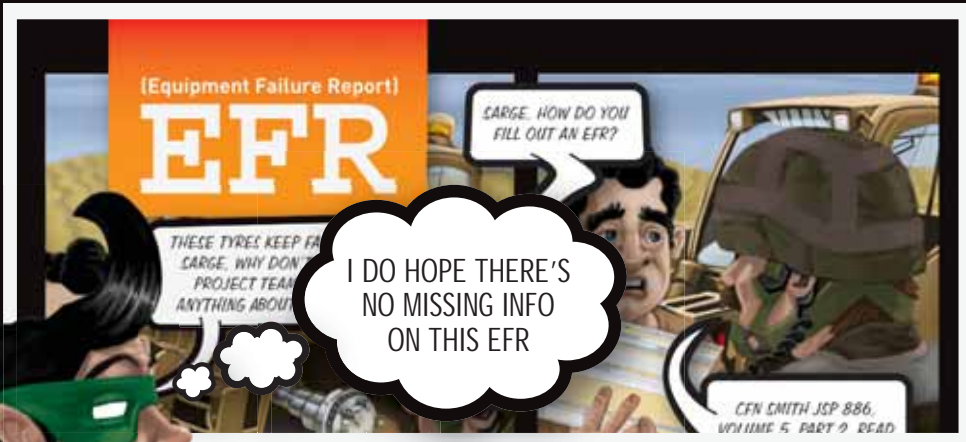
A new track had recently been fitted to the vehicle (80 links per track) and a link had been removed prematurely so that the tracks contained 79 links - which was acceptable when the suspension units were cold. The suspension units warmed up when the vehicle was used, increasing the track tension so that there was insufficient travel in the HTT ram to completely de-tension the track – the tracks were too short.



The excessive track tension was discovered because the idler wheel bearings were running hot. There will have also been less visible damage to the final drive bearings, the track end connectors, the sprockets and the hull of the vehicle which would have had to withstand the excessive forces that were trying to tear the final drive, top rollers and idler arm bracket away from the hull.

The picture shows an excessively worn idler wheel – the rate of wear increasing as the track tension increases.

SPOT THE DIFFERENCE...



The answers in KIT BITZ if you need it

ANY QUESTIONS OR A COPY OF THE GUIDE ON COMPLETING EFRs CONTACT THE FRACAS TEAM:

AF 68267A/B - EQUIPMENT FAILURE REPORT	NSR	LN	DATE	Sub-Unit	Serial No (XXXX) (XXXX)
1	1	1	1	1	1
2	2	2	2	2	2
3	3	3	3	3	3
4	4	4	4	4	4
5	5	5	5	5	5
6	6	6	6	6	6
7	7	7	7	7	7
8	8	8	8	8	8
9	9	9	9	9	9
10	10	10	10	10	10
11	11	11	11	11	11
12	12	12	12	12	12
13	13	13	13	13	13
14	14	14	14	14	14
15	15	15	15	15	15
16	16	16	16	16	16
17	17	17	17	17	17
18	18	18	18	18	18
19	19	19	19	19	19
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30	30	30	30	30	30
31	31	31	31	31	31
32	32	32	32	32	32
33	33	33	33	33	33
34	34	34	34	34	34
35	35	35	35	35	35
36	36	36	36	36	36
37	37	37	37	37	37
38	38	38	38	38	38
39	39	39	39	39	39
40	40	40	40	40	40
41	41	41	41	41	41
42	42	42	42	42	42
43	43	43	43	43	43
44	44	44	44	44	44
45	45	45	45	45	45
46	46	46	46	46	46
47	47	47	47	47	47
48	48	48	48	48	48
49	49	49	49	49	49
50	50	50	50	50	50

IMPORTANT: IT'S THE ONLY WAY TO TRACK YOUR EFR

HINTS AND TIPS

HUSKY



Engr Regt LAD

START UP PROCEDURE

HINTS & TIPS (for driver and commander)

It is imperative that both driver and commander have a thorough understanding of the vehicle's capabilities and limitations, information can be found in AESP: 2320-D-110-201 Operating Information. It is especially important that drivers are aware of Chapter 6, (Preventative Maintenance) this details the specifics of the drivers responsibilities.

The aim of this article is to support the AESP by providing practical hints and tips with regards to good vehicle husbandry and to develop the driver's preventative maintenance skills in order to maintain vehicle reliability.

The master switch (Fig 1), in the middle on the floor, the white arrow must point to the six o'clock position.

The switch (white arrow) needs to return to 9 o'clock position once running in order to charge AUX (radio & ECM) batteries.

The battery disconnect switch must be moved to the centre 12 o'clock (Normal) position (Fig 2). The dials on the instrument panel will then sweep.

If the batteries are low move the battery disconnect switch fully over to the right, this may help the vehicle to start, remember to move the switch back to the 12 o'clock (Normal) position once the vehicle has started.



Fig 1

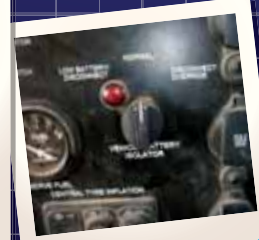


Fig 2

Move the ignition switch to the IGN position and again the dials will sweep, wait for the WAIT TO START light on the dash to go out before starting. Failing to allow the dials to sweep could result in fault codes and starting faults from the vehicle's CPUs.

The correct procedure is detailed in AESP 2320-D-110-201 Chapter 4, pages 12 and 13. The following information is extracted.

PRIOR TO STARTING THE VEHICLE

- >>> Apply parking brake and depress service brake pedal
- >>> Ensure transmission is in neutral (N)
- >>> Turn off all headlights and accessories.

CAUTION

To avoid engine damage, if the engine fails to start within 30 seconds, release ignition switch and wait 2 to 3 minutes to allow the starter motor to cool. If three attempts are made to start engine and engine still fails to start, investigate and determine the cause for non start condition. Continued attempts can damage the starter motor.

TO START THE VEHICLE

- >>> Use the ignition switch to start the engine and to turn all vehicle systems on and off
- >>> Turn the ignition switch clockwise to the RUN position
- >>> If the WAIT TO START light comes on wait until the light goes out and then proceed
- >>> Turn the ignition switch to START position for no more than 30 seconds
- >>> Release the switch as soon as the engine starts. The engine will continue to run with the ignition switch in the RUN position.

HINTS & TIPS

If when turning the battery disconnect switch to the 12 o'clock (NORMAL) position the dials don't sweep and no power is available first check the master switch is in 6 o'clock position, if no power then check the vehicle battery terminals. Located under the right hand side of the vehicle, in front of the right hand rear wheel. (An access plate must be removed Fig 3).

The terminals must be free from dirt and should be tightly connected, loose connections will cause all kinds of electrical faults often resulting in damage to other electrical components.

If the terminals are ok and the problem persists contact REME. Fig 4 shows location of batteries.

When using ECM and radios with the engine switched off the Master switch MUST be turned to the AUX position, this will prevent the vehicle batteries from draining. It is necessary to run the engine for at least 15 mins in every hour which will give the batteries chance to re-charge. If the engine fails to start with the battery disconnect switch in the 12 o'clock (NORMAL) position and the master switch at the 6 o'clock position, move the battery disconnect switch clockwise to the (DISCONNECT| OVERRIDE) position and try again.

The new variant of Husky TCV has additional batteries fitted to cope with the extra radio kit. A master switch is fitted on the left hand upright between the front and rear doors. Commanders should ensure that this is switched off as part of vehicle closedown SOPs.

REMEMBER never run the starter motor for more than 30 seconds



Fig 3



Fig 4



Fig 5

AIR ASSISTED DOORS

When closing the air assisted doors the operator must ensure that the door is fully closed until the door catches engage, an audible click will be heard, continue to hold the handle in the closed position for 2- 3 seconds to confirm that the door is fully closed.

The internal door emergency air reservoir bottles must be checked as part of every 1st pde. Any gauge showing less than 3000PSI should be reported through the normal ES chain with FMT 1005 paperwork completed requesting a recharge of emergency air reservoir. THIS IS NOT A SUGGESTION it is a mandatory requirement as stated in AESP 2320-D-110-601 Table 6, page 11, serial 22.

If any gauge is less than 3000PSI the vehicle is sentenced Non-Taskworthy due to safety.

It is also important that the door lock catches are cleaned and lubricated as part of every 1st pde. If the catches become heavily soiled they have a tendency to seize, which causes problems when trying to open and close the door. Clear away any dirt with a rag or brush and use ZX-54 to clean. Lubricate with XG 279.

CAUTION

If the door becomes seized in the closed position, ensure that personnel, equipment and kit are clear of the door before trying to open it, The door could open suddenly and may cause serious injury to personnel or irreparable damage to equipment.

HINTS & TIPS

The external battle locks and emergency door reservoir handle can be operated from the outside with a standard Philips screwdriver, provided in the vehicle CES. Be sure to stand clear when the door opens.

AIR CONDITIONING

To avoid damage to the A/C unit when cleaning or replacing the A/C filter, the correct procedure to gain access to the filter is:

- >>>> Vehicle ignition on and engine running
- >>>> Set A/C control switch to NORMAL

This allows the motor in the A/C unit to lower the flap giving access to the filter.

If this procedure is not carried out and the flap is forced open this can cause the motor to jam or may even break the motor completely which will bring up fault codes and render the A/C system unserviceable.

Be Aware that the AESP doesn't include this procedure however the procedure for Filter removal, cleaning and re fitting is detailed in AESP 2320-D-110-201, chapter 6, pages 58 - 60.

HINTS & TIPS

If the air flow through the air vents is weak even when the switch is set to the highest speed setting, it is a strong indication that the A/C filters need to be cleaned/replaced. The A/C filters **should not** be blown out with an airline, this can cause damage to the filter pores. Use a solution of warm soapy water and a container large enough to submerge the filter, gently rinse away any dust and debris. Shake off the excess water and allow drying naturally. The filter should only be washed three times after which a replacement filter is required.

If the air through the vents is warm when the temperature switch is set all the way over to the cool position it is likely that the A/C system needs re charging. This is a REME task. Report as a fault on FMT 1005.

Keep the A/C filter clear of kit otherwise it will not work.

GREASING

When conducting a 1st pde it is required that all grease nipples are greased, however it is quite often the case that certain components are being over greased. When greasing ball joints with rubber boots it is worth while checking the boot first, before greasing. The boots can only hold a certain amount of grease and over filling can cause the boot to burst. The best check is to squeeze the boot with your thumb and index finger; if the boot feels empty then it most likely requires a little grease. If the boot feels firm then it does not require grease.

When greasing, it is required that the nipple should be clear of dirt. Rub off the excess dirt with a rag and clean with de-greasing product.

Be sure to clean away any excess grease afterwards as this will only attract more dirt.

If a boot is split it will not retain the grease, if the vehicle is required for Ops then it is worthwhile remembering that the component will require grease at regular intervals. If the vehicle is not required for immediate Ops, report to REME for repair/replacement, FMT 1005 required.

DO NOT wait for the component to fail as this will leave you without a vehicle until repaired.



Location of all grease points can be seen in AESP 2320-D-110-601 pages 22 - 26.


**If you look after your kit,
your kit will look after you!
DRIVE SAFE**



Warning - Terex Crane Hook Block Assembly

It was noted recently that doubt exists as to the correct method of reeving the TEREX 30T/50T hook block assembly, in relation to the position of the steel wire rope (SWR) and the hook block upper cross bars.

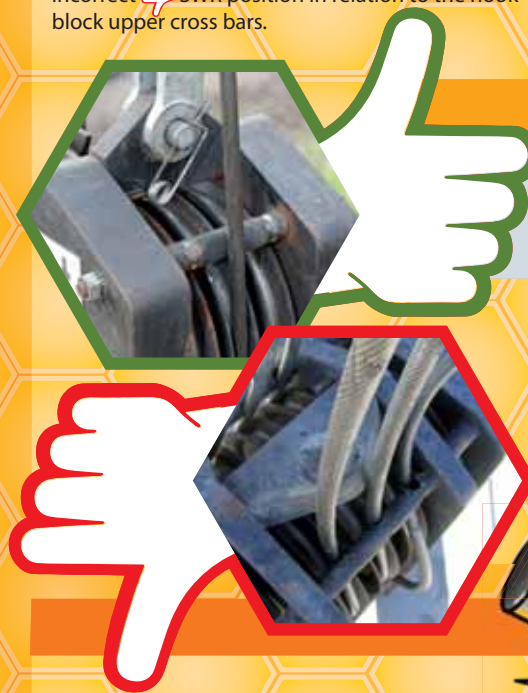
The two photographs show the correct  and incorrect  SWR position in relation to the hook block upper cross bars.

The  photograph clearly shows the heating and cutting effect which the SWR has upon the upper cross bars; however, what the photograph CANNOT show is the potential damage to the integrity of the SWR.

Any SWR, which has been subjected to this form of misuse, should be considered to be suspect and therefore in the interests of safety renewed immediately.

The reeving procedure should be carried out in accordance with the following AESPs:

- TEREX 30T: AESP 3810-E-716-201 Chapter 10, pages 47-51
- TEREX 50T: AESP 3810-E-715-201 Chapter 10, pages 48-56



WARNING

PERSONNEL HANDLING CABLES SHOULD ALWAYS WEAR PROTECTIVE GLOVES.

In the event that an operator has any doubt about the correct reeving procedure then they should consult the relevant AESP or seek further advice.



Pinzgauer

Heater Blower Motor Fires

As part of the investigation into the heater blower motor fires, we have established the following: Heaters tend to become clogged with dirt over time, which can very occasionally cause them to stick and overheat.

The existing fuse rating should prevent this being a problem as this is a slow blow type.

However, it is possible that normal faster-reacting fuses can be fitted by mistake, then when they

blow, a higher fuse rating might be fitted on the assumption that the fuse was under-rated - increasing the chance of the loom burning out if the heater sticks

The best thing to check in the first instance is that the correct slow-blow type fuses are being used - 7581851431 "Fuse, 5 Amp, Anti-Surge".



CR2 (CRARRV & T2)

Track rope Karabiner

A recent failure of a karabiner – included in the CES of CR2, Trojan, Titan and CRARRV, caused an injury to one of the crew.

Extract from SEFIT report 12-009:

The track guide bar was inserted into the track pin to lift the track over the single top roller. At this stage the driver was given a further hand signal to reverse the vehicle. It was then noticed that the vehicle was stationary and that the tension on the rope was increasing. It was at this point that the karabiner failed.

It is presumed that the leading edge of the track failed to ride over the single track roller, causing a sudden increase in the track rope tension. The Karabiner has a Safe Working Load (SWL) of 2000 kg; this exceeds the SWL of the track rope - which should have failed before the karabiner.

The karabiner, which had been used on many occasions, suffered from a fatigue failure.

How to... from AESP 2350-P-102-201 Chapter 1-9-3:

Pass the track rope over the idler wheel, in front of the single track guide roller, over and between the rollers of the double track guide rollers. Make a turn of the rope over and around the sprocket ring carrier so that the rope feeds on/off from the top.

Slow rotation of the sprocket is an important safety factor when replacing a track. Drivers must be instructed to apply the steering lever before building up the engine speed. The guide must also give the driver a clear indication that the sprocket is rotating at a controllable speed. The crewman on the rope must not apply the capstan until the correct sprocket speed has been established.

Units are advised to check that the karabiner is serviceable before every use.

The twist lock gate should be functioning correctly and should snap closed under spring tension.

There should be no distortion of the karabiner and the gate must be closed before any tension is applied.

Karabiners must not be used if there are any visible defects and should be destroyed to prevent inadvertent use.



A further incident involving the Karabiner is currently being investigated.



CRARRV Track

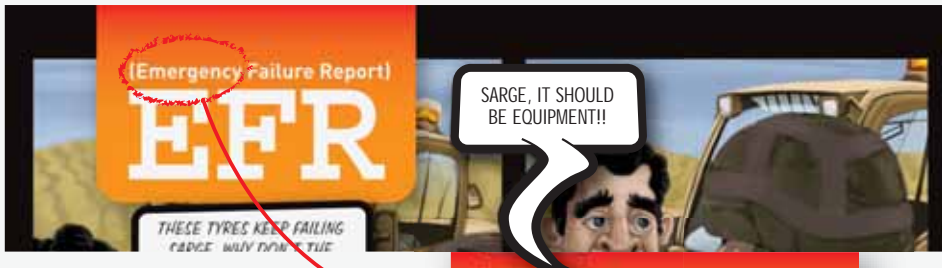


It was decided at the last CRARRV safety meeting that the original CR1 track would no longer be covered by the safety case.

Units have been directed that there is to be no movement or usage of CRARRV fitted with CR1 track after 01 Feb 2012.

Any units that require assistance to convert the few remaining CRARRVs to CR2 track, should contact the CRARRV availability Manager on [redacted] to arrange the issue of the necessary parts.

EFR (Equipment Failure Report)



A Test 'mistake' from Issue 78 - Glad you all spotted it!

Please fill EFRs in correctly - it does make a real difference

(Equipment Failure Report)

EFR

Battery Recycling Bins - FIRE

There have been a number of fires reported which have started in battery recycling bins, caused by the 'spontaneous combustion' of (for instance), lithium ion batteries.

Most battery recycling receptacles are made of either plastic or cardboard which have assisted the spread of fire.

There is a risk of serious injury, especially if the bins are located within tented accommodation.

It is fast becoming necessary to consider the use of specifically designed fire retardant metal battery recycling bins for use in domestic or, technical Tier 1 accommodation.

Reducing the possibility of recycle bin fires can be achieved by the use of electrical insulation tape covering the battery terminals before batteries are placed into the bin.

Regularly emptying the bins will also reduce the possibility of spontaneous combustion and the spread of fire.



Joint Operational Fuel System (JOFS)

Help us Help you

JOFS equipment returned to the manufacturer/store must be complete to CES, must include all relevant documentation and must include a copy of the EFR of equipment for repair. A correctly completed EFR will provide the ESM and the repair agency with crucial information, greatly assist in the resolution of problems and ensure the timely replenishment of spares.

To ensure that the JOFS project team can provide you with the best service Users should also send a copy of their EFR to either:

e-mail: [Redacted]

Fax: [Redacted]

Address: BFU PT, MOD Abbey Wood, #1304, Bristol. BS34 8JH

We Have Moved

The Packaging and Drill & Instructional team, part of the Defence General Munitions Project Team (DGM PT), has now moved to Abbey Wood.

The section manages all the ammunition containers and internal packaging pieces plus Drill and Instructional Ammunition (T8 and DGM9) associated with conventional munitions across the Tri Service Community.

Packaging - the principle work involves the processing and regeneration of used packaging and then re-supplying in support of new munitions production required for operations and training.

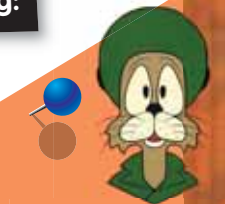
Our new address is:

NH4, Fir 1b, Mail Point #4115, MOD Abbey Wood, Bristol. BS34 8JH

Mil: [Redacted]
Civ: [Redacted]
Fax: [Redacted]

Extensions for Packaging:

[Redacted]



FELIX'S Corner

AS90 - DON'T FORGET!

The AS90 JPT (Arty-Sys, Abbey Wood) can provide support over the phone, as well as on-site site support for AS90 through the use of Artillery Support Technicians (ASTs).

Support can be provided pre/post exercise, if you need general support, advice or have a spares enquiry, please call to discuss, a visit will be arranged if required.

Extensions for Drill and Instructional items:

[Redacted]

Tn2EY Problems

We have R Units returned for contractor repair with a BIT fault code of 191 (R Unit faulty).

Closer inspection has revealed tiny pieces of brittle white plastic in the front panel receptacle, obscuring the light path of the optical link. The white plastic is breaking away from a sleeve inside the panel-mounted connectors.

We are looking to replace the connector cables, however, users and maintainers should take extra care when removing and replacing Tn2EY cables.

In the first instance of failure the receptacle should be cleaned using an air duster, available through the stores system.

ROLE	MIL TEL NO	CIV TEL NO	MOBILE NO	REMARKS
MOD AST Lead (VM)	[Redacted]	[Redacted]	[Redacted]	MOD AST Lead (VM)
AST ECE	[Redacted]	[Redacted]		
AST WPNS	[Redacted]	[Redacted]		

STTE

Special Tools & Test Equipment

Special Tools & Test Equipment Recording – The Way Forward!

The recently amended JSP the Defence Logistics Support Chain Manual - Material Accounting (JSP 886, Volume 4, Part 204) is out on the street. In particular, the revision of Chapter 7 for Special Tools & Test Equipment (STTE). **This is an opportune time to get Section 11 of your Equipment Table updated.**

All unit Section 11s will be saved as a PDF on the new DEMA(A) Equipment Tables website, under the following STTE Link:

<http://defenceintranet.diiweb.rmil.uk/DefenceIntranet/Library/Army/ArmyOfficialPublications/G4/HqDemeaEquipmentTableset.htm>

HAVE YOU SEEN THAT SECTION 11?



YEAH, MY SECTION 11 STTE HASN'T BEEN LOOKED AT IN YEARS. ITS WAY OUT OF DATE!

Due to the sheer number of REME units, it will be impossible to update them all at once, so you are encouraged to check the website over the coming months to see when your Section 11 is available.



HANG ON; I'M NOT A REME UNIT. WHAT AM I SUPPOSED TO DO?

If you are not a REME unit but know you are holding STTE, you should contact your ET Sponsor and check to see when your Section 11 will be available for update.

STTE

Special Tools & Test Equipment

THAT'S GREAT I'M A REME UNIT! BUT HOW DO I GO ABOUT GETTING MY SECTION 11 STTE UPDATED ONCE I SEE IT ON THE WEBSITE?



SUPPOSING I CAN'T E-MAIL YOU? MY COMPUTERS CRASHED!

JSP 886, Vol 4, Part 204, Chapter 7, Paragraph 5 onwards outlines the new instructions for recording STTE, for further information you may contact [redacted] on [redacted]

There are two new forms available in JSP 886:

Form CJL-G - for informing the ET Sponsor of a new STTE Block-Scale that has been received from a PT or which is not showing on the Section 11.

Form MJB - for informing the ET Sponsor that you have back-loaded a STTE Scale.

All instructions will be sent to you once you have contacted either the ET Sponsor or [redacted]

Most STTE Block-Scales can be accounted for under the High-Level NSN, which is available on the Defence Intranet STTE Downloads Page. There are three indexes, which have been split into the following:

- F - Field Force (A1, A2, B1, B2, B3)
- B - (DSG) Base OLD ABRO WKSP
- T - Training

WOW AT LAST, I CAN SEE MY STTE PROPERLY RECORDED AND SORTED OUT!

That's easy – simply e-mail your unit UIN to [redacted] ET Admin, DEMA-OD-ET-Admin asking for the Section 11 to be updated. All the relevant instructions and forms will then be e-mailed back to you.

The web address for the High Level NSNs can be easily accessed from the Defence Intranet home page by simply typing “**STTE Downloads Page**” into the Search Engine.

Alternatively the web address is:

<http://defenceintranet.diiweb.rmil.uk/DefenceIntranet/Library/CivilianAndJointService/BrowseDocumentCategories/LogisticSupport/SupportChain/SupplyChainSupport/StteDownloadsPage.htm>



DSS

Dismounted Soldier Systems

Casualty Locating Beacon (CLB)

CLB provides Commanders with an operational aid to rapidly locate and recover casualties. Made possible, through the provision of accurate and current situational awareness of own forces, utilising GPS, in an operational Dismounted Close Combat (DCC) environment.

The CLB is to assist in the location of casualties and is not a replacement of existing procedures. The User should not place sole reliance on the CLB to locate casualties.

Technical Documentation

AESP 5895-L-265-201 Casualty Locating Beacon (CLB) 5895-99-613-6112, Commander System; 5895-99-814-4743, Soldier System Operating Information 1st Edition.

AESP 5820-B-150-201 Enhanced Encrypted Personal Role Radio (EZPRR) - Operating Information

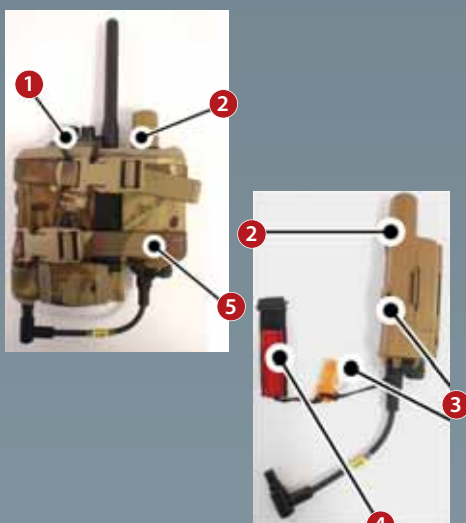
AESP 5820-C-108-201 CLB Information Management System (IMS) - Operating Information

CLB Commander System



- 1 Dual data-switch pack EZPRR
- 2 Radio/locator pouch (common)
- 3 GPS locator module (common)
- 4 PRR headset (common)
- 5 EZPRR antenna extension (common)
- 6 CBRN microphone adapter (common)
- 7 Commanders display unit (CDU)
- 8 CDU pouch

CLB soldier system



- 1 Single-switch pack EZPRR
- 2 GPS locator module
- 3 Casualty alert pin and slot
- 4 Warning tab
- 5 Radio/locator pouch

Power Requirements

Equipment	Type	Qty	Duration
GPS locator:	1.5V AA Lithium, Primary NSN: 6135-01-333-6101	1	37hrs - Normal 23hrs - High accuracy
CDU:	1.5V AA Lithium, Primary NSN: 6135-01-333-6101	3	60hrs
EZPRR:	1.5V AA Alkaline, Primary NSN: 6135-99-195-6708	1	20hrs

The GPS Locator and CDU are configured to monitor battery life of LITHIUM batteries only. Alkaline batteries can be used if Lithium are unavailable, however these will last only half as long (considerably less in colder weather), and the system will give incorrect Low Battery warnings.

Squad positions shown on the CDU display



CLB is supported by the CLB Information Management System (IMS), which is a fully ruggedized commercial laptop computer that provides required mission planning and upload/download capabilities for the following equipments: **CLB, Commanders Lightweight Radio (CLR) and EZPRR.** The CLB IMS is encrypted (using BeCrypt), to prevent unauthorized access to stored data. The laptop has been "locked down" to prevent upload of unauthorized software applications.



In addition to BeCrypt, a Windows user login will control User privileges and what software functionality they can access and change. This is provided at two levels, which will be controlled by the Username and password:

- The Administrator role is able to access the laptop to update and manage the Users and passwords and is able to implement some changes to software configurations (as authorised).
- The User role will be able to operate the CLB IMS software applications, import/export data and be allowed limited rights to change some User configuration settings, but will not be allowed rights to change software applications.



Although the Unit Security Officer (USO) will control the CLB IMS usernames and passwords, each User is responsible for remembering their unique login password, which will change every 60 days.

- 1 Own position
- 2 Location bar (if enabled)
- 3 Blue force positions are arranged relative to Own position
- 4 Scale bar

Contact Details

Contact for CLB related issues, including BeCrypt passwords:



Designated Equipment Support Officer

OSD
OUT OF SERVICE

DISPOSALS (COMMS)

Withdrawal of Cougar/Keystone Communications System from Service

Have you still got one of these Cougar Radios or any associated Cougar equipment?
The Cougar/Keystone communications system was declared 'Out of Service' (OSD) in December 2010. All units holding Cougar/Keystone assets against **DMC Z1SP** must be declared to SPCISR DT equipment manager [redacted]

by no later than **30th March 2012**. (Please include any uncodified items).

Once received [redacted] will provide back loading/local demilitarisation instructions.

All Units using Cougar/Keystone assets post the OSD must obtain authority from [redacted] and forward this authority to [redacted].

SPCISR DT will continue to support authorised units until **29th June 2012** but after that date use of Cougar/Keystone assets continues on a 'waste out' basis.

For SPCISR DT to provide authorised units with enough spares to meet their planned life span beyond **29th June 2012** units must declare their spares to [redacted].

Important - due to difficulty in locating specific items from the list of spares, could all units declare if they hold any of the following items:

TABLE 1

Ser	Part/Equip	Pt No	NSN
1	Cable Assy (silver conn)	ST 794116A	5995-99-563-5929
2	Cable Assy (silver conn)	ST 794117A	5995-99-301-7309

The cables in table 1 form part of a car fit and go between the mic interface box and tones interface box, (image below)



TABLE 2

Ser	Part/Equip	Pt No	NSN
1	Radio tray assembly	ST792424	NIL
2	Station control	ST793046	5820-99-721-3966
3	Interface	ST792430	5820-99-883-5727
4	Reclocking	ST792432	5820-99-223-5655
5	Power supply	ST792429	5820-99-581-0306

NOTE
On the OSD Cougar/Keystone is de-classified and should therefore not be used as a secure form of communications.

VP VEHICLE POLICY



Mandatory Equipment Inspection (MEI)

The MEI of wheeled vehicles has been completely revised to align the MoD policy for the inspection of vehicles to those standards applied by the Department of Transport, as delivered by the Vehicle Operator and Services Agency (VOSA) through MOT and Vehicle Plate testing.

Where can I find the New Reports?

The new FMT 932W and FMT 933 are not supplied in hard copy; Master copies are available for download and print by unit staff from the following sources on the Defence Intranet:

- Vehicle Policy Notice Board.
- JAMES – Technical Documents web page.

The following additional information is also available from the above sources:

- Electronically enabled versions of the FMT 932W and FMT 933 inspection reports. These are not currently embedded within the JAMES MIS; the report information cannot be uplifted directly to JAMES.
- Frequently Asked Questions (FAQs).
- FMT 932W Inspection Standards – these represent the minimum acceptable standards; they shall be used in conjunction with the specific vehicle inspection standard, the higher standard being applied where appropriate.
- FMT 933 Inspection Standards – these represent the minimum acceptable standards; they shall be used in conjunction with the specific vehicle inspection standard, the higher standard being applied where appropriate.
- MEI Test Data – A spreadsheet providing essential equipment information to vehicle examiners, such as equipment test classes, Type Approvals, ULW, MAM and RBT codes.
- FMT 932W and FMT 933 completion directives and presentations.

The Vehicle Policy Notice Board also provides other useful information to examiners, such as extant and obsolete policy documents, links to the LSEC Exemption Register and other master report forms associated with MEIs.



Army Form G932(B) WHEELED VEHICLE INSPECTION REPORT (Rev 9/05)



FMT 932W MANDATORY EQUIPMENT INSPECTION – WHEELED VEHICLES (Replaces AF G932(B) Part 1 – ROADWORTHINESS)
FMT 933 MANDATORY EQUIPMENT INSPECTION – ROLE EQUIPMENT (Replaces AF G932(B) Part 2 – FITNESS FOR ROLE)

Authority For Change:

The new reports were authorised for use with effect from 01 January 2012 by 2012DIN04-002. From this date, the legacy AF G932(B) became obsolete.

Where can I obtain Further Guidance?

Further guidance should be sought through the ES Chain of Command to the following POCs:

- DSEA-DLSR-PolPlans-VP [redacted]
- DSEA-DLSR-PolPlans-VP1 [redacted]
- DSEA-DLSR-PolPlans-VP2 [redacted]

BATTLEFIELD UTILITIES

FEPDS

All users are advised that FEPDS is no longer accounted for as Kits. With effect from 31 Oct 2011, FEPDS is accounted for as individual line items both on UNICOM and JAMES.

All Users should be aware that the FEPDS AESP's Octad 6230-K-300 have recently been subject to a significant number of amendments and uploaded onto TDOL.

As of 31 Oct 2011 Rolls-Royce DGS took over the responsibility for FEPDS support via a contractor Logistic Support Solution. Units are requested to submit all equipment technical concerns and demand queries to the Rolls-Royce Distributed Generation Systems Help Desk (see contact details below). DIN 2012DIN04-001 refers.

All users should be aware that the correct earthing of generators, lighting and power distribution systems is essential to avoid the potential risk of electrocution. It is good practice to follow these simple rules:

All earth spikes are maintained correctly and are not shortened.

Earth spikes are driven completely into the ground up to the earth connection terminal.

The effectiveness of an earth spike in dry ground may be improved by moistening the ground or using several rods in parallel, spaced at least 60 cm (2 feet) from each other (if 3 rods are used preferably place them in the form of a triangle, if 4 rods are used a square etc).

Ensure that each generator set is connected to its own earth spike. Each earth spike must be at least 2 metres from any other earth spike.

Connect all generator earth studs to the generator(s) star point, using suitable length 25 mm² cables (AESP 6230-K-300-201 Chapter 1, Table 4, Item 13 or 14).

Ensure that the neutral to earth link, at each generator set, is in place.

Treat the soil with chemicals, as shown in AESP 6230-K-300-201 Chapter 2 Fig 22. Common rock salt, copper sulphate or magnesium sulphate may be used (recommended quantity 25 - 50 kg).

BFU POWER CONTACT DETAILS

In Service Power Equipment Support Manager

[Redacted]

Power Desk Officer - LFG and FEPDS

[Redacted]

Power Desk Officer -

Airlog Generators & Haverhill Lighting System

[Redacted]

FEPS Service Provision Manager & DEF 60 Load Bank ESM

[Redacted]

Power Gatekeeper

[Redacted]

Rolls-Royce Distributed Generation Systems Help Desk

[Redacted]

From April 2012, DS&TE PT & BFU PT will merge to become Deployable Infrastructure PT. E-mail addresses are to be updated to reflect merger.

BATTLEFIELD UTILITIES

LFG

All Users should be aware that LFG AESP's Octad 6115-G-710 have recently been subject to a significant number of amendments and uploaded onto TDOL.

Need A NSN? The following parts have now been Codified:

Rocker Fuel Injector Pump MPN 01385800
NSN 2910-12-386-9668

Camshaft Assy MPN 01503523
NSN 2910-12-386-9673

Camshaft MPN 01503522
NSN 2815-12-365-8870

Air Filter Housing MPN 05148000
NSN 2940-12-387-0459

Exhaust Silencer MPN 01864201
NSN 2990-12-387-0460

Exhaust Gasket 0.3 mm MPN 05080200
NSN 5330-12-387-0517

Governor Spring 0.4 mm MPN 05148600
NSN 6360-12-387-1139

Governor Spring 0.3 mm MPN 05078900
NSN 5360-12-387-0932

Governor Spring 0.2 mm MPN 05131600
NSN 5360-12-387-1141

Reverse Motion Lever MPN 05079401
NSN 2910-12-365-9076

Packing Piece 0.1 mm MPN 05079800
NSN 5365-12-365-8533

Hook M56 Thread MPN 05177900
NSN 5306-12-387-0750

Single Coil spring washer MPN 50208500
NSN 5310-12-151-4627

Set Screw M6 x 30 mm MPN 50448901
NSN 5305-12-387-0690

Rotors – A significant number of Rotors are being damaged by units not following the removal procedures laid out in AESP 6115-G-710-523.

All Maintainers are reminded to follow the procedures laid out in the AESP.

LIGHTING

Simplon Lighting System NSN NV/6230-99-732-5933 has been declared obsolete and AESP 6230-B-100 has been cancelled.

The equipment has been withdrawn from Service.

The Simplon Lighting Gallery NSN 6230-99-358-6013 and Mast 5985-99-300-3128 have been retained to support the Haverhill Lighting System NSN NV/6230-99-000-6034 Asset code JR8810 3501.

LOAD BANKS

All Holding Units of Load banks DEF 60 Type 1, 2 and 3 should be made aware that the DMC has been changed to DMC DEF60 and that management of the equipment now lies with the FEPS Service Provision Manager (see contact details).





ONE THOUSAND AND ONE...

THE 2 SECOND RULE
ONLY A FOOL BREAKS THE 2 SECOND RULE
Watch the vehicle in front of you pass a landmark such as a sign or tree at the side of the road. As it passes the landmark start counting, "one thousand and one, one thousand and two", or say "only a fool breaks the two second rule". If you pass the landmark before you finish saying all eight words, you are following too closely. Slow down, pick another landmark and repeat the words to ensure you have increased the distance.

TRAILERS - When towing a trailer or the road surface is wet or slippery, increase your following distance by counting out to 4 seconds.



ONE THOU...