

The logo features the word "KIT!" in a bold, yellow, 3D-style font with black outlines. It is set against a red circular background with a white border and a black drop shadow. The background image shows a military vehicle, possibly a Humvee, in a desert environment with soldiers and a large excavator bucket in the foreground.

KIT!

Protected Plant

New Support - page 6

A small white silhouette of a military aircraft, possibly a transport plane, is positioned above the text "AcBr".

AcBr

Aircraft Branch - page 30

A quarterly guide to equipment care

Issue 80 | 2012



HAPPY BIRTHDAY KIT!

20 YEARS of

Checklist
1. []
2. []
3. []
4. []
5. []
6. []
7. []
8. []
9. []
10. []



KiT! magazine is 20 years old this year, the first edition was produced in 1992, that's 85 editions.

I'd like to take the opportunity to thank all those who have contributed. With your help we can continue to promote the Safe and Efficient use of your equipment.

Inside the tear-off cover is a useful guide to filling out an EFR – please feel free to stick it on the wall or somewhere useful.

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

You can call on the work mobile: [redacted] or [redacted] You can email too on MOD network to [redacted] The external address is [redacted] New address is: DE&S LE KIT, Elm 0, #4001, 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]

Email: [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, but I'm sorry to say the new arrangements are still not in place. I am hopeful details will be in KiT 81.

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.

SAFETY - Fuel Use

ROAD SAFETY

Don't be a CHUMP at the PUMP!

94,000 Misfueling Incidents last year (figures from RAC and The AA)



Ensure that you know the correct fuel for the vehicle that you are driving!

The MOD uses Diesel Fuel Oil as its preferred fuel but you will get vehicles, mainly White Fleet that are driven by petrol. Don't get confused - it could cost you a bundle! Usually at civilian fuel stations, the petrol pipes are marked GREEN and the diesel pipes

are marked BLACK. Also the nozzles on petrol spouts are narrower than diesel to remind motorists not to put diesel in a petrol car. Unfortunately this does not stop someone in a hurry, someone distracted by other things or simply someone without their brain engaged from putting petrol into a diesel engine vehicle.



Diesel or Petrol - they don't mix!

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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 ♻️





Seat Belt Cutters

The requirement for a Seat Belt cutter was identified during Bulldog SEMP dated 03/11/11.

It consists of:
5110-99-490-4802 Kit, Cutter & Pouch, comprising
5110-99-667-6266 Seat Belt Cutter
5140-99-813-2190 Cutter Pouch, Velcro.

Any old webbing type drivers harness must be replaced by the new type 9ACR 4240-99-867-0218 Harness, Drivers Safety.

A General instruction is to follow; however placement of the Seat belt cutter is as follows:

All Dvr and Cdr and BD4 Crew seat belt cutter locations are to be on the left shoulder strap, Fig 1.

All Other crew locations are to be on the male end of the lap belt, Fig.2.



Fig 2



Fig 1

DONALDSON FILTER UPDATE

There have been a few incidents where the Donaldson exhaust valve has failed; this has led to damage of the cyclones within the Air Filter housing. However, in this instance the filter would still be fully serviceable.

There will be an updated General instruction to follow, but the User should follow procedures detailed in AESP 2350-T-255-821, Gen Instruction No.61. This basically translates to - carry out any 'blow through' or replacement items by visual inspection of the Air restriction indicator or if heavy black smoke is exiting from the exhaust.



CONTACT INFORMATION

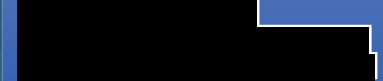
Combat Track Group is currently in the process of a move to a different location within Abbey Wood. Below are the new contact details from 16 April.

CTG Platforms. Bulldog Team
DE&S, Spruce 0A, Abbey Wood, Bristol. BS34 8JH

BULLDOG 'FV430' Programme Manager (SESM)



BULLDOG 'FV430' Bulldog WO



Fax: [Redacted]



EFRs

A reminder, for the correct completion and submission of EFRs.

On the demand of a Ban level 1 item the requesting unit should forward a copy of the EFR to the Project team ensuring it is completed correctly.

Entry of the VRN and 1043 number in the Special instructions section on the demand will make

identification easier for the Project Team and stop any delay in it being authorised.

This is relevant for all, but especially for REME Battalions who deal with a number of units.

Failure to correctly complete and forward the necessary information may cause a delay in the issuing process.

Protected Plant

UOR Protected Plant - Has New Support!

The support contract for the UOR Protected Plant Fleet was awarded to Finning (UK) Ltd from 1st February 2012.

Finning (UK) is part of Finning International, a Canadian company and the largest Cat dealer in the world, they are the only Cat dealer in the UK and NI.

The 3 Cat based equipments were developed and built at Finning Defence, Cannock, with the protection and ECM fitments provided by Penman engineering.

For all issues regarding Maintenance, Servicing, Publications, Parts, CES, STTE, or you just have a question about UOR Protected Plant including the Iveco SLDT(P) call either the 24/7 Helpdesk or e-mail your question.

Helpdesk



CAT 434 Light Wheeled Tractor (LWT)



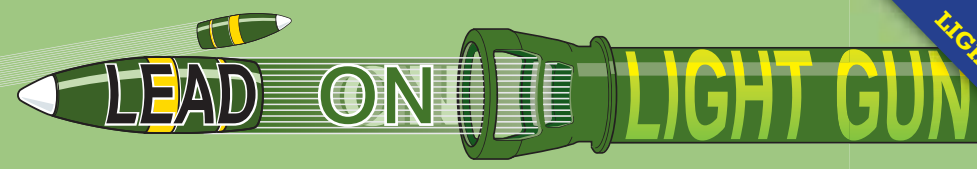
CAT 257 Skidsteer



CAT 938 Medium Wheeled Tractor (MWT)

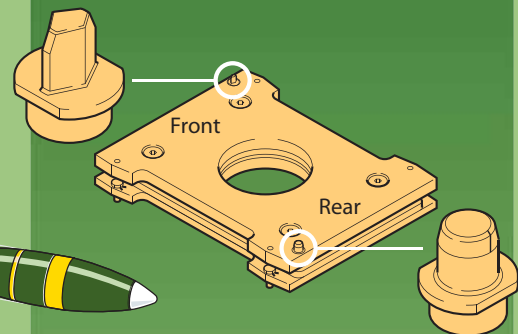


Self Loading Dumptruck (SLDT(P))



INU Shock Isolation Tray Locating Dowels

There have been an increased number of incidents where the INU shock isolation tray locating dowels have become loose and subsequently lost. This problem can arise when an INU is removed from the tray and the locating dowel remains embedded on the underside. There are two types of locating dowel on the shock isolation tray: a round dowel and a diamond dowel.



Round Dowel	5315-99-371-9007
Diamond Dowel	5315-99-906-7309
Securing Screw	5305-99-199-7561
Plain Washer	5310-99-943-5887
Spring Washer	5310-99-955-6755

Under no circumstances should a Light Gun be fired using APS if either dowel is missing or both dowels are the same shape.

REME should ensure that INUs sent for repair do not have any locating dowels attached to the underside. The shock isolation tray should be examined every time an INU is removed. If new dowels are required then the following NSNs should be used: table above.

AESP 1015-K-100-532 New Edition

The new Light Gun Inspection Standards (1015-K-100-532) Edition 3 is available to view on TDOL. This new edition refers to the new 932W and 933 inspection reports.

Back Loading of Repairable Items Sentenced as BLR

Units are reminded that any item deemed as repairable and is subject to back loading when unserviceable, should have an EFR (or JAMES component report) contained with the BLR item. There have been only a limited number of EFRs contained with APS LRUs when sent for repair. Missing hard copy EFRs increase repair time, as the manufacturer cannot direct their attentions to the correct area immediately.

Under some circumstances a replacement item may not be released from stock until the project team have an EFR reference number and/or a soft/faxed copy of the original EFR. This is not the best situation as it does increase in Unit repair times, but is necessary to ensure that the item repair is as swift as possible.

Army HQ Ref: EQPT/4005/10: DEMAND AND RETURN OF 105MM LIGHT GUN REPAIRABLES letter dated 20 Feb 2012 refers.

Any item that is also a JAMES EBS item should be dispatched on the JAMES system to ARTYSYS HOLDINGS (D4473F). This will ensure that the item is correctly accounted for in the correct location.

INU Zeroise Before Transportation

The zeroise function related to the INU is for removing the crypto key data used to authorise the APS GPS. A zeroise function can be conducted via the soft key (CONFIG, INU GPS page) or by removing the INU GPS battery whilst the APS is switched off.

AESP 1015-K-100-201 & 302 refers to the zeroise procedure.

Before an INU is sent for transportation (such as back loading for repair), the crypto key data MUST be zeroised by using either of these methods.

If zeroise cannot be determined for any reason then the INU battery should be removed for a period before reinsertion.

Failure to comply with this process increases the normal security level of the INU.

CONTRIBUTED BY:

Arty Sys Team, DE&S Abbey Wood, Tel

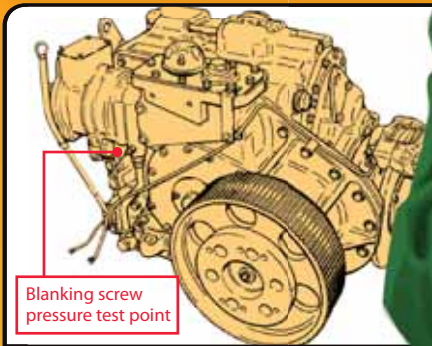
GSG, DE&S Abbey Wood.

CONTRIBUTED BY:

TN15 Kit Pressure Testing



Adapter



Blanking screw
pressure test point

The adaptor listed in AESP 2350-T-220-522, Chap 4, Table 1, Serial 17 part No AS37967 for pressure testing the TN15 transmission is now available through stores system - 9CVT/4730-99-958-5904. The AESP will be amended in due course.

Pressure testing the transmission allows full failure diagnosis to be carried out - information that should be included with the EFR to inform the Level 4 overhaul process.



Aide Memoire

AESP 2350-R-113-211

This Aide Memoire is issued to support all CVR(T) vehicles that have been modified under the Environmental Mitigation and Improved Mine Blast Protection (MBP2) upgrades.

This publication contains operating and maintenance information for systems and components modified or incorporated as part of the upgrade programmes only and is to be read in conjunction with the standard vehicle publications.

Operating Information and Maintenance Instructions are also included in this publication for Special to Role (STR) systems fitted to EM vehicles, which have been incorporated into the Build Standard for MBP2 variants.

The aide memoire also contains the maintenance schedule (601) and parts list (711) for the various upgrades.

The latest version will be on TDOL shortly and can be identified as the 2nd Edition dated Feb 12.

Units having difficulties accessing the latest version should contact:

CVRT Platform Manager.

Idler wheel

In a Kit 74 article, we advised units that a spacer was required between the inner idler wheel and the idler wheel hub, also that longer bolts maybe required, to ensure that the nylock nut was fully engaged with the bolt threads.

Units have reported that the CES 3/4" AF socket was not deep enough to engage with the nut if a longer bolt was used.

CTG have identified an extra deep socket - F1A 5120-99-122-5140 that can be demanded by units on a scale of 1 per vehicle.

The CES will be amended shortly.



Enhanced Seating System Mark 2

Seating Pod Detachment

A MAN Support Vehicle Cargo 6 Ton 4X4 (MAN SV Cargo 6T 4X4), involved in a Road Traffic Incident, rolled 90° onto its side and the Enhanced Seating System Mark 2 (TCV ESS Mk2) became detached from the cargo platform.

It was discovered that clamps used to secure the seating system were not fitted correctly. Also, mandated maintenance and inspection details were not being recorded.

The current published installation instructions for the fitting of the MK2 sets, has now been amended to the following:

- Ensure you have enough ratchet straps.
- Fit the Mk2 Latches in the seat frame positions.
- Tension down the Seating pods to the load bed using the ratchet straps supplied.
- Tighten and lock the MK2 latches as described in the installation instructions.
- Insert a cable tie through the latch-locking lever, to act as a secondary security device.
- **RE-POSITION THE RATCHET STRAPS AND RE-TIGHTEN, LEAVING THEM IN PLACE.**

This will provide further security for the seating pods, and avoid potential trip hazards by drawing in the straps.

- Drivers daily checks should ensure the ratchet straps are still tight and look for any obvious visual movement of the latches. (There should be no sign of the latch lifting out of its mounting).

Any such occurrences are to be reported, and the seating systems re-tightened.

Locking lever secured with a cable tie



Rear Tailboard end Strap position



Centre Mount Strap position



Headboard Strap position

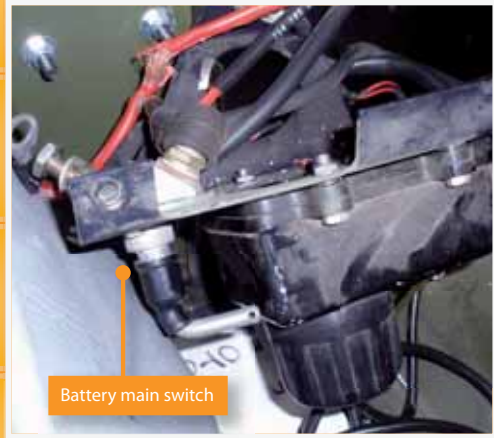
The following AESPs will be corrected by formal amendment:
 AESP 2320-G-300-111, Edn 2, Amdt 1, dated Jan 11 - Equipment Support Policy Directive.
 AESP 2320-G-300-411, Edn 2, Amdt 2, dated Oct 10 - Installation Instructions and Index.

CONTRIBUTED BY: GSG SLV, DE&S Abbey Wood.

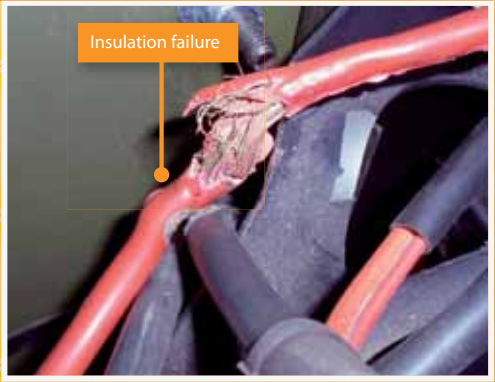
Pinzgauer

Battery Main Switch Wiring Short Circuit

A vehicle reported for failing to start was found to have severe damage to the positive electrical cable from the battery main switch, resulting in an electrical short circuit.



On examination of another vehicle - although there was no identifiable point of failure on the cables at the battery main switch, their routing appeared to put them under stress and at risk of friction damage. The routing and security of the battery main switch cables are being investigated with the Design Authority.



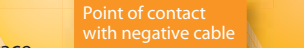
There was extensive heat damage to approximately 1 metre of the cable, also evidence of crushing and severe damage to the insulation. However it is highly likely that the initial damage to the insulation, which facilitated the short circuit, was caused by friction and vibration between the positive and negative cable.



Crushed area



Point of contact with negative cable



Point of contact with negative cable

FEPS - Towing Ban



Support Vehicle users are reminded that there is still an ongoing ban on FEPS being towed behind all variants of SV.

Further trials are taking place and it's hoped that a solution will be available to the user soon.

WARRIOR



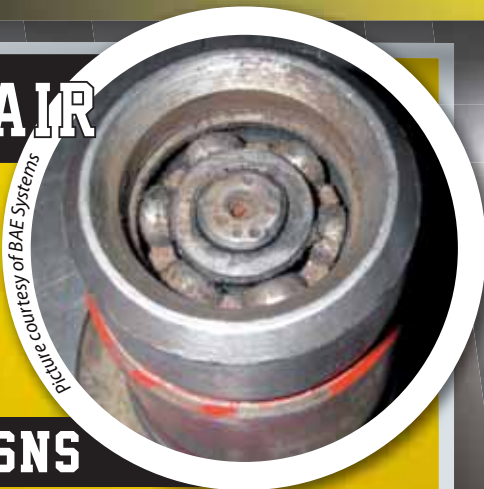
WARNINGS

EXPEDIENT REPAIR

This end plug from a Warrior LH final drive has been repaired locally by distorting the end of the shaft with a centre punch – the bearing was loose.

This repair is acceptable as a short-term measure because a replacement part was unavailable BUT a replacement part should have been fitted as soon as possible to restore the vehicle to the correct build standard.

A record should also have been kept of the repair so that it was not forgotten (the bearing is not visible when the end plug is fitted to the final drive).



Picture courtesy of BAE Systems

NSNS

Blanking plug, 9MVCV	2520-99-352-8155
O Ring, C9MVCV	5331-99-558-1151
Circlip, C9MVCV	5325-99-737-1091

TES(H) AXLE ARM SECURITY

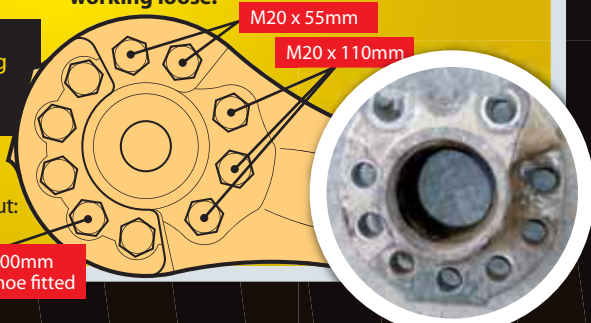
The axle arm is prone to shearing along a line that runs through the M20 x 110 mm bolt securing holes on TES (H) variants (See Fig 1). Investigations of failed arms have revealed that the M20 securing bolts have worked loose (possibly not visibly loose) allowing relative movement between the axle arm and the suspension unit. This movement causes fretting to occur and this in turn creates stress raisers, which lead to the formation of cracks and eventual catastrophic failure.

Units have been advised to check all axle arms for cracks in the vicinity of the securing bolt holes and to tighten the securing bolts to 380 Nm (280 lbf ft) IAW the 601.

The 601 defines a mission as any vehicle movement totalling from 80 to 650 km and states that this maintenance is to be carried out:

- Between one mission and the next (preferably at the end of a mission)
- On the orders of the local commander during a suitable lull.

Units are directed to carry out Serials 7 and 8 of the 601 weekly, as the vehicles are being subjected to loadings that are in excess of the original design parameters. **EFRs are required for any bolts that are regularly working loose.**



LH DRIVE COUPLING

A recent Warrior serious failure resulted in a loss of steering. The LH drive coupling was found lying on the floor - the transmission output flange was correctly located in the transmission and the final drive input flange was in the disengaged position.

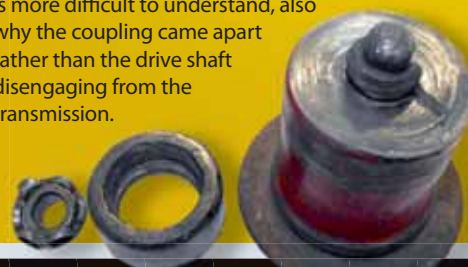
The circlip and end plug were resting against the locking bar, the end plug bearing had disintegrated and the rotating part of the end plug was deformed through constant contact with the drive shaft.

The M5 bolts securing the seal carriers were either sheared or had completely unscrewed.



An incorrectly fitted circlip would have allowed the end plug to be displaced – however the axial loads on the drive shaft are negligible.

The damage to the rotating part of the end plug is more difficult to understand, also why the coupling came apart rather than the drive shaft disengaging from the transmission.



It is unlikely that the train of events that preceded the failure will ever be fully understood, which is why a fleet wide check was instigated to see if there is any evidence of a similar failure in the early stages.

There has been no evidence of any further failures at the time of writing (19 Mar 2012) and **CTG consider this failure to be a one off event.**

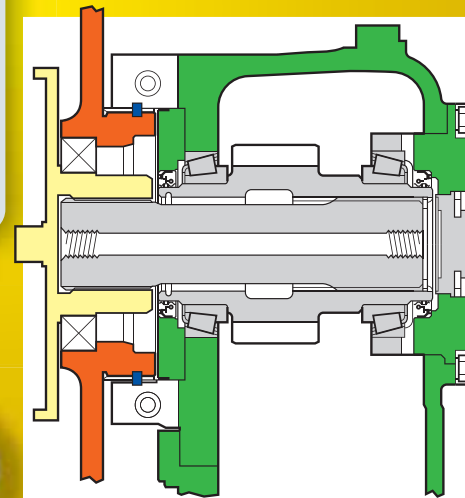
UNITS ARE ADVISED TO CHECK

Power packs are correctly fitted & the alignment ring is in place (see picture).

Excessive force should not be required to disengage the LH drive shaft, the tunnel should be removed and a crowbar used to lever the transmission output flange out of engagement.

The end plug in the LH final drive is fitted correctly.

The driver is aware that he/she must report any unusual noises or vibrations.



■ Transmission casing	■ RH final drive casing
■ Transmission output gear	■ Alignment ring

JACKAL & COYOTE



Combat Wheel Group PROTECTED MOBILITY

EFR on JAMES

Gearbox Oil

The method of replacement of the gearbox oil is by extraction via the filler neck, using Drain Unit Waste Oil Portable, NSN 4930-99-919-6361 standard workshop equipment.

AESPs

Inspection Standards plus Repair Instructions for wheel arches, armour and blast seats will be incorporated into the new suite of AESPs in due course.

In the meantime should Users require information please request via the PT.

Jackal 1 Only

Can all Jackal 1 Users ensure that the modification of the inner rear door gunners footsteps are to be replaced by chamfered steps NSNs 2510-99-436-7168 and 2510-99-488-8216.

Modifications instructions are on JAMES and include reference pictures of the original and replacement step.

Contact

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

Tie Rod Failure



The PT has received a detailed EFR on a Tie Rod Assembly failure NSN 2530-99-789-9857.

Users to pay due attention during inspection to steering components and refer to the SEFIT report: **SEFIT 12-088-SEF**



B VEHICLE BIT 'Z



Yamaha Grizzly Quad Bike

Throttle Jammed

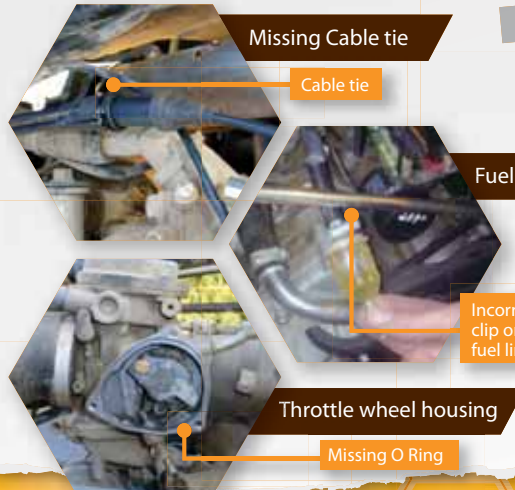
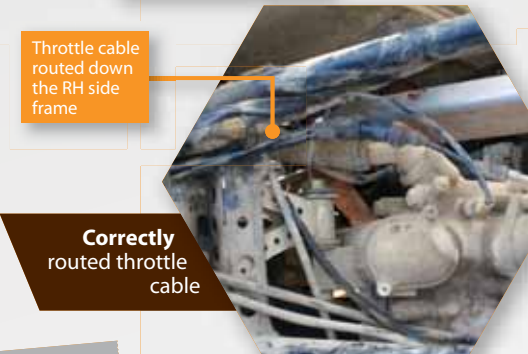
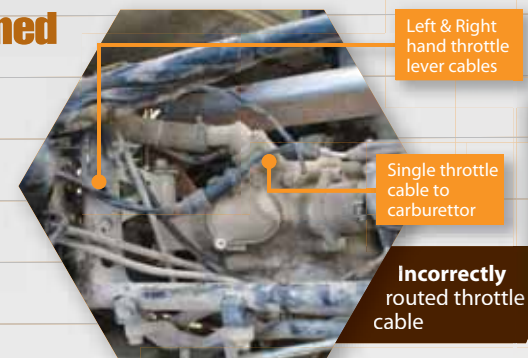
The vehicle (towing a trailer) was manoeuvring when the throttle became jammed at the maximum position. It travelled out of control, colliding with one soldier and crushing a second soldier against another vehicle.

The vehicle was brought to a halt by the driver switching the ignition key off.

On examination it was immediately obvious that the throttle cables had been incorrectly routed. It was also found that there was no O Ring in the Throttle Wheel Housing - This acts as a dirt seal, without it the throttle wheel and housing was dirty and had corroded.

All users of the Yamaha Grizzly Quad Bike are directed to inspect the left and right hand throttles and throttle cable routing to ensure they are fitted correctly before they next use this vehicle.

AESP 2340-R-105-811
Modification Instruction No. 1 dated Jun 09.
AESP 2340-R-105-811
Modification Instruction No. 2 dated Jun 09.



All defects are to be reported to DE&S through the chain of command by EFR. Point of contact within SLV PT is [REDACTED]

After this incident other Quads were examined, the standard of throttle and other cable routing was found to be poor in many cases, also the incorrect use of fittings and most alarming one instance where the fuel line appeared to have been touching the engine. Quads are petrol driven. Petrol has a flashpoint of 43 °C (109 °F). Clearly it should not be touching the engine.

CONTRIBUTED BY:

GSG SLV PT, DE&S Abbey Wood,

C Vehicles

Demand

You should approach the demand as if you were hiring the vehicles yourself with your own money:

- 1 What do I want?**
(Is it the right vehicle for the job)
- 2 Have I asked for the vehicle for the right period of time?**
(Shorter periods reduce costs)
- 3 Could I do with fewer vehicles?**
(Fewer vehicles reduce costs)
- 4 Is the delivery location correct?**
(Try to use free transport locations)
- 5 Do I want it delivered in less than 35 days?**
(Late demands are expensive)

Receiving Equipment

It is important to sign for equipment and complete the 'On Demand' inspection within 24hrs of the on demand date and report any faults or deficiencies to ALC and CMC by fax.

If the equipment is not fit for purpose, contact the ALC helpdesk immediately.

JSP 818 - Version 5

The new version of JSP 818 is now available. JSP 818 is a live document that needs input from everyone involved with C vehicles. If in doubt refer to JSP 818 or call the CMC!

STTE

When requesting STTE, units must have trained personnel who know how to use it.

Using the STTE laptops without training invalidates the license!

STTE for legacy equipment must be demanded at the same time as the equipment. Legacy STTE is managed differently and time is needed to move the limited stock.

Inform the CMC of your requirement as soon as possible.

STTE is in limited supply so units should ensure it is absolutely necessary to their mission or task. (e.g. A two-day equipment demand will not usually require STTE but a two month exercise will.)

Maintenance Responsibility

Maintenance is the responsibility of all C vehicle equipment users including the representative equipment support chain. Units should inform their REME workshops that equipment is coming. All responsibility is laid out in JSP 818 Chap 6 -1.

All scheduled maintenance, unscheduled maintenance and usage returns are to be returned via Job Card, FEMIS or JAMES. Any spare parts used must also be recorded. Please provide an accurate maintenance description on your returns – the cost of spare parts can be claimed back for fair wear and tear, **but only if we know about it!**



Returning Equipment

You must ensure all Level 1 tasks are completed (wash down and fuel equipment).

Any spares demanded/received but not fitted are to be returned to ALC and noted on the handover documentation. **Make sure an operator is at the handover.**

Contacts

- ALC Helpdesk - [Redacted]
- CMC Manager - [Redacted]
- CMC Service - [Redacted]
- CMC Demand - [Redacted]

Spares

Spares required must be ordered through the normal chain in good time to allow for repair before off-demanded; this allows the MOD to recover the cost of the spares fitted.

If you don't have time you can call the ALC helpdesk for Maintenance Assist.

Units on overseas exercises or deployment are able to demand spares packs through the CMC. No driver fitted items are to be demanded as part of the spares packs. G1 demands go through the normal G1 chain.



CONTRIBUTED BY:

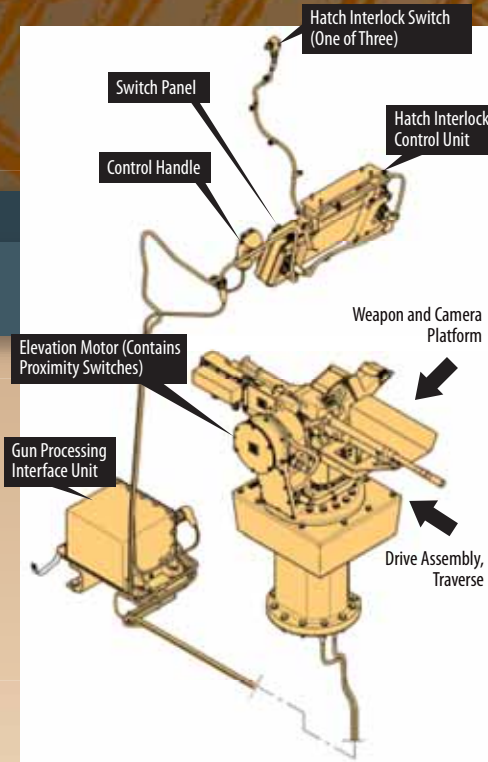
GSG, C-Vehicle PFI, DE&S Abbey Wood.

Trojan & Titan Overhead Weapons System (OWS)

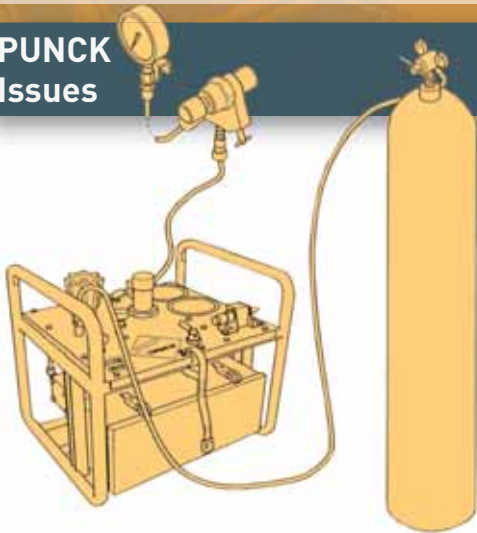
The OWS Gun Processing Interface Unit (GPIU) box (2590-99-403-4287) that is located next to the battery tray has recently seen a high number of demands. Units are reminded to follow the correct procedures as detailed in AESP 2350-F-101-512.

In the first instance, units should check the security of all cables and connectors, prior to replacing the GPIU and Control Handle.

The control handle harness can be damaged when the commander's seat is at full height. Units are advised to check that the harness is suitably secured and is not in a position where it can become damaged by the commander's seat.



PUNCK Issues



Safety notice 388 has been issued to all units that hold PUNCKs or SLUCKs, instructing them to contact Combat Track Group with the serial numbers and Issue No. of any equipment held on charge.

Please contact Combat Track Group on 9679 71270 if you have not already done so.

PUNCKs and SLUCKs can only be used if they are at Issue 14 – this means that they are compliant with the Pressure Systems Safety Regulations (PSSR) 2000. It also means that the gauges can be calibrated under local arrangements without having to remove them from the unit.

PUNCKs and SLUCKs being overhauled now will be raised to Issue 16, the only difference being the inclusion of a revised, Recuperator Charging Adaptor into the CES.

Special Tools & Test Equipment (STTE)

T2 STTE, Common Items Scale 03382F, has been revised and can now be found on the STTE Downloads Page on the Defence Intranet.

The following serials will be task issued to Units when available; Units are NOT to demand these items:

Serial 5.4 - Flow Test Assembly, NBC
Serial 5.6 - TORR Gauge (Vacuum Gauge)
Serials 5.7 - Thermometer Digital

The following item is listed in the T2 Common Items Scale but not issued:

Serial 5.8 – Belt Tensioner. This item is part of the PANTHER STTE Scales, NSN: 9CLV 6635-99-915-7818.

If T2 Units do not hold PANTHER STTE they should contact the ETS PT In service Manager.

The dipstick (NSN 6680-99-858-8911) used for checking levels of PAG 100 Oil in the NBC Motor/Compressor and is part of the MBT Common Items Scale 03376F.

All units should be checking the oil level when changing or re-charging the unit, as per the inspection Standards Table 15, Serial 3 (Oil Addition).

Maintenance Laptops

The Hand Held Computer (HHC) is being upgraded in line with the FABS Platform upgrades. Units will exchange their current HHCs when directed, and receive a replacement HHC with the latest FABS software. They will also be encrypted to comply with MOD IS Security Policy. Units may receive a Non Ruggedized replacement as a temporary issue until all HHCs have been returned and upgraded.

Final Drives

Trojans and Titans that have been raised to the Final Acceptance Build Standard (FABS) have the latest final drives fitted. These can be identified by mod strike 5 being struck on the mod strike plate. These final drives are fitted with an E tag, for accounting purposes (not used at the moment) – there are no other differences. The FABS final drives can be demanded using 9ETS 2520-99-551-8407. Units are reminded that the final drive input gears must be inspected for wear in accordance with AESPs 2350-F-101-532 and 2350-F-100-532 and the applicable 601s.

Warrior

Aide Memoire Warrior Common items

AESP 2350-T-200-211 contains information on the various UORs fitted to the TES(H) vehicles.

The Aide Memoire includes:

Operating information
Maintenance Instructions
Maintenance Schedule
Parts list
CES

For the following UORs: 2350-T-200-411 Instruction No.

12, Sight Protection
13, Wire Cutters (Turreted Variant)
14, Wire Cutters (Non-Turreted Variant)
15, Crew cold water drinking system
24, DNVS (FV510)
26, Ballistic Screens (FV510)
27, Ballistic Screens (FV511)
28, Ballistic Screens (FV514/515)
29, Ballistic Screens (FV512/513)

30, 31, 32, 33, 34
Continued in the next column

Continued

30, DNVS (FV511)
31, DNVS (FV512/513)
32, DNVS (FV514)
33, DNVS (FV515) Ambulance
34, AVSAD (Turreted)

2350-T-200-412 Installation Instruction No.

1, Drivers Hatch Assy
5, Annex A, App A, B, C, D, Mine Protection (Turreted)
6, Annex A, Mine Protection (Non-Turreted)
15, ECM (5 Box fit FV511)
16, ECM (5 Box fit FV510)
25, EECM (FV512/513)
30, ECM (5 Box fit FV512/513)
33, ECU Lightweight Cowl (FV510)
35, ECM (5 Box fit FV514/515)
36, Warrior Air Filtration (Non Turreted)
37, ECU Lightweight Cowl (FV511)
38, ECU Lightweight Cowl (FV515) Ambulance
39, Modular Armour (Turreted)
40, Modular Armour (Non-Turreted)
TBA, Improved L/H Drive Shaft
TBA, Enhanced Mine Protection
TBA, Torsion Bars
TBA, Jacking Struts
TBA, Final Drive Modifications
TBA, Modular Armour Nose Cone (MANC)

Warrior

Commanders Harness 9MCV 2540-99-413-6643

CTG have received reports that Units are demanding replacement Warrior 512/513 Commanders Harness due to failure - **when this may not be the case.**

Units are reminded that when inspecting the Commanders Harness fitted to Warrior 512/513 Variants the belt will **NOT** lock in a conventional inertia seat belt testing manner.

AESP 2350-T-204-532 Chapter 2, Table 1 does not reference the inspection of the Commanders Harness.

But, this should be included and an amendment to this table will follow in due course.

Meanwhile Units are to note that this Harness Set is vehicle sensitive to 0.45g only (type 4 ECE Regulation 16).

This means that it will only lock under the following conditions:

If the vehicle tilts over at a certain angle (seat belt retractor must lock when tilted ≥ 27 degrees and must not lock when tilted ≤ 12 degrees.).

If the vehicle is in a collision or brakes hard and the resultant force acting on the retractor (in any vector direction) is greater than 0.45g. It must lock at $>0.45G$ before 50 mm of webbing is unreeled.

It is understood that it may be impractical to de-accelerate the vehicle in order to perform a 'g' lock test. However, the tilt and acceleration component within the retractor is common (it's the same part). Therefore, a positive tilt test result will also give a very strong indication that 'g' locking performance is unhindered. This test can be carried out in conjunction with the Braking Test as prescribed in AESP 2350-T-204-532 Chapter 1, Page 20, Table 5, Serial 5, Sub-serial 5.3.

Note: There are two different types currently in service under the same NSN/FV number. One is coloured grey and manufactured by **Britax and locks conventionally** and the other is black and manufactured by **IMMI and the above test criteria should be adopted.**

The IMMI retractor will not lock no matter how quickly or hard you pull the webbing if the vehicle is stationary.

Any queries should be directed to:

[Redacted]

CTG, DE&S Abbey Wood.

[Redacted]

Heavy Armour Spares



Any consumable spares with the DMC 4CR2AV or 4CR2TV (CR2, Titan, Trojan, CRARRV and the Driver Training Tank are currently provided by Multipart Defence as part of the Heavy Armour Spares Procurement (HASP) contract.

Multipart defence are changing their name to TVS Supply Chain Solutions – the only noticeable

difference will be the new name on packaging and any disposals correspondence.

Any queries should be directed to the designated officer on [Redacted]



CRARRV

Modification of CRARRV

To accept Powerpack fitted with CV12 6A Engine

As part of the drive for commonality of equipments the CV12 5A Engine (NSN 7PK 2815 99 811 3985) as fitted to CRARRV Powerpacks is no longer available from stores.

Units are to demand CV12 6A Engines (NSN 4CR2A 2815 99 083 2739) instead.

In order for a Powerpack fitted with a CV12 6A engine to be installed in a CRARRV, the vehicle will need to be modified to accept the different connections (at the interconnecting panel of 4) of the engine harnesses, due to the different design locking rings fitted.

This modification should be carried out by Level 2 units, when advised that a replacement pack will be fitted with a 6A engine.

A formal Mod Instruction No 132 has been drafted and will be issued shortly. Procedure for vehicle modification is detailed below:

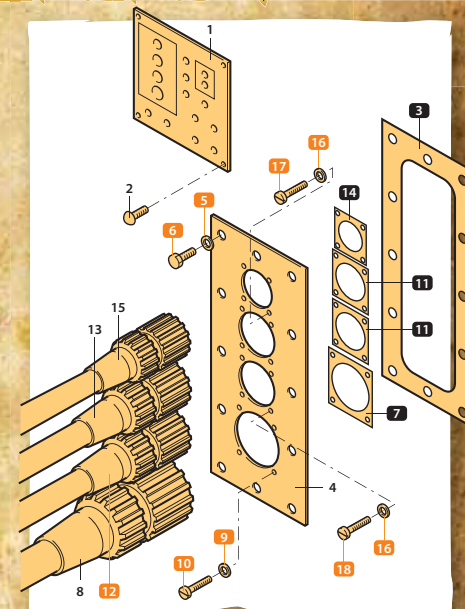
Components required

NSN	Description
5340-99-766-8996	Mounting Plate
6150-99-378-4683 (FV2299330)	Harness CP1 – VICS
6150-99-372-4445 (FV2299328)	Harness CP2 – VICS
6150-99-790-0111 (FV2299331)	Harness CP3 – HDJB1 & DSCB
6150-99-297-8006 (FV2299329)	Harness CP4 – VICS

Method

Remove and retain 12 in no. Plate mounting bolts and washers, items 5 & 6. Retain gasket item 3.

Remove and retain 16 in no. Harness retaining screws and washers, items 9, 10, 16, 17 & 18. Retain gaskets items 7, 11 & 14.



Remove harnesses:

- CP1 – VICS NSN 6150-99-661-9617 (FV2124138)
- CP2 – VICS NSN 6150-99-126-1009 (FV2124140)
- CP3 – HDJB1 & DSCB NSN 2590-99-096-2431 (FV942369-3M-L)
- CP4 – VICS NSN 6150-99-452-1179 (FV2124137)

Note: CP3 – HDJB1 & DSCB due to routing may be impractical to remove and may therefore be left in situ with ends removed and cable ends taped with insulating tape.

Fit new harnesses:

Note: Routing of harness CP3 – HDJB1 & DSCB should be as close as is practical to routing of original cable ensuring harness is sufficiently protected from damage.

Fit new harnesses to new mounting plate using retained fixings and gaskets and fit new mounting plate using retained fixings and gasket to interconnecting panel in engine compartment. Dispose of old harnesses locally.

Return old mounting plate, NSN 5340-99-826-0747 to depot for modification to new spec.

help

Missing Bowman Hard Drives

We can't locate two BOWMAN Hard Disk Drives within the Royal Artillery Ground Based Air Defence (GBAD) Units.

This is a request to the wider Army community to check whether they are holding these HDDs?

NSN: 7025-99-992-1646.

Serial numbers 001255 & 002264

The HDDs have the GBAD BISA S/W version 4.1.4 and need to be re-flashed to version 4.1.6.

Any information please contact either:



Sleeping Bag Laundry

We have had a few examples, where the current Temperate Sleeping Bags (NSN 8465-99-730-9148) have taken in excess of 36hrs to tumble dry.

The current manufacturer, have informed us that it should be dried inside out to alleviate this problem.

Crane Overturn Death Leads to Prosecution

While carrying out a lifting operation a crane overturned causing the death of a nearby worker. The subsequent investigation showed that the lifting operation was neither properly planned, nor supervised.

The Court heard "The defendant's failure to appropriately plan, manage and supervise lifting operations on site led to this incident".

Although this incident occurred on a civilian building site all readers are reminded that military lifting operations shall comply with the Lifting Operations and Lifting Equipment Regulations (LOLER) 1998.

Regulation 8(1)(a) "Every employer shall ensure that every lifting operation involving lifting equipment is properly planned by a competent person".

Regulation 8(1)(c) "Every employer shall ensure that every lifting operation, involving lifting equipment is carried out in a safe manner".

To comply with these regulations both the RE and RLC ensure the 'competent person' completes an Appointed Person (Lifting Operations) (APLO) course.

Operators of lifting equipment are trained to use the equipment safely; also, to ensure that the lifting operation is planned by an APLO and adequately supervised.

Please note: In the case of military personnel being involved the 'employer' means those in the chain of command.

COMPLACENCY



Do not switch on or operate vehicle controls from the outside!

CRUSH INJURIES

There is a risk of serious crush injuries due to vehicles either being switched on or operated by personnel reaching into the vehicle from outside it.

Recent incidents, one resulted in a fatality another resulted in a RIDDOR reportable injury, have highlighted this risk.

DO NOT BE THE CAUSE OF SUCH AN INCIDENT OR A VICTIM



FELIX's Corner

Power Issue - Double Plug Sockets

Another issue we have been notified of is lack of power to the double plug sockets located adjacent to the Laptop desk. OCTAD 201 of the above AESP references indicates that the Power Sockets and Heater are powered from the externally labelled "HEATER" socket whilst On-board Battery Chargers are powered from the externally labelled "Chargers" socket.



Wedgwood EOD/ECM Battery problems

Several Operators have advised us of ECM battery issues with the GB/ ROW and NI variant of ECM/EOD Vehs.

Users are reminded to check through the relevant AESP 2320-Z-100-11 (GB/ROW) or 2320-Z-110-111 (NI) Whereby it states these Batteries are replaceable under the Direct Repair Scheme (DRS) using NSN Z9 BAT 6140-99-973-7537

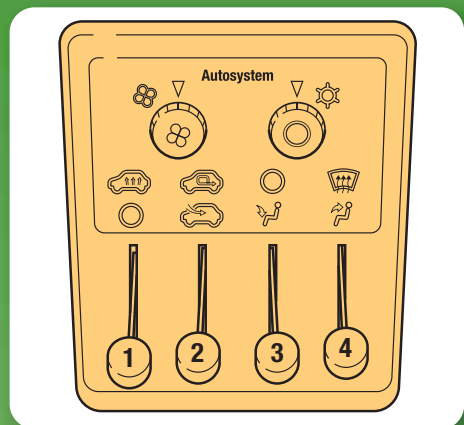
Approach your QM (T) Dept who will be able to assist further.

It has been reported that access to ECM batteries is difficult as they are behind a sealed metal casing. We can confirm that by removing 3 x M8 Bolts the entire metal casing can be easily removed from the vehicle as shown in photo above leaving plenty of access to remove ECM batteries. Full procedure is explained in Ch 3-1 of the 201 (Operating Instructions) of above AESP references.

cool for cats!

Auxiliary heater

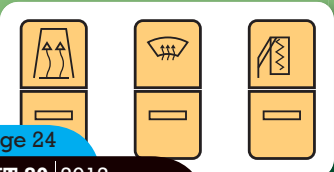
A number of auxiliary heaters were recently reported as having failed, but an investigation revealed that they had become locked due to incorrect operation.



When operating the **auxiliary heater**, it is important to observe the instruction in the crew handbook, which advises that the heater control lever (1) must be moved upward to the 'warm air' position prior to switching the auxiliary heater on. If the lever is left in the "cold air" position, coolant will not circulate through the auxiliary heater and this causes it to over-heat. When an over-heat condition is sensed, the unit automatically shuts down temporarily.

After 3 shutdowns, however, it becomes locked and requires a reset using specialised equipment.

The switch for the auxiliary heater is not immediately obvious, as a reminder, it is located to the left of the heated windscreen and heated mirror switches on the driver's warning light and switch panel:



It is recommended that the auxiliary heater is turned on at least once a month and allowed to complete one heating cycle. Should the auxiliary heater fail to operate correctly, turn it off and back on again (twice maximum) - if it still fails to operate, report the fault to REME.

Air Conditioning run-up procedure

When a vehicle is stored for a prolonged period (6 weeks or more), the lubricant in the Air Conditioning system can pool and cause the compressor to run dry when the engine is first started. To prevent this, it is necessary to cycle the Air Conditioning system in a sequence of short periods, as detailed below:

Air Conditioning Cycle System

1. Start the engine
2. Turn the fan switch to position '1'
3. Switch ON the air con system - wait 1 minute
4. Switch OFF the air con system - wait 1 minute
5. Switch ON the air con system - wait 3 minutes
6. Switch OFF the air con system - wait 3 minutes
7. Switch ON the air con system - wait 5 minutes
8. Switch OFF the air con system - wait 5 minutes
9. Turn the fan switch to position '0'
10. Stop the engine and shutdown the vehicle

If a vehicle with Air Conditioning is not routinely used, it is good practice to start and run the engine on a weekly basis (for approximately 30 minutes) to maintain the Air Conditioning system in good working order. **This also helps to maintain the state of charge of the vehicle and mission kit batteries!**

Vehicle shut down procedure

Panther crews are reminded that, as part of the shutdown procedure specified in the Crew Handbook (2320-P-350-211), they must pull CB9 on the Power Control Unit.

This will stop the Health and Usage Monitoring System (HUMS) from discharging the mission batteries.

When the mission batteries become excessively discharged they become unserviceable and must be replaced.



Fire suppression bottle extension

Units are reminded that the service life of the fire suppression bottles has been extended from 5 years to 10 years.

The "Fire Extinguisher Service Record" label is attached to the bottle - users are to check the last service date on each bottle and add 10 years to that date.

Use the example picture as a guide - the last entered service date was 07/05, therefore the new, "next service due date" will be 07/15. The new dates should be entered into the next available column on the "Fire Extinguisher Service Record", as shown in **red**.



JAMES Land

It has been noted that some units have incorrect information on JAMES, regarding the platform group, asset code and NSNs.

Units are to ensure that their data reflects the information listed in the table below.

Equipment and Asset Code

Ser	Liability Code Short Description	Asset Code Designation	Asset Code	NSN
1	CLV Panther GP3	Command and Liaison Vehicle Panther (Group3)	GA 0140-8000	2320-99-908-6829
2	CLV Panther W/WPN STN GP2	Command and Liaison Vehicle Panther with Overhead Weapon Station (Group2)	GA 0141-8000	2320-99-908-7352
3	Panther TES	Panther Theatre Entry Standard	GA 0153-8000	2320-99-908-7563

Slave-starting

Modification No 8 - DC/DC converter 5920-99-219-8544 - is now available.

This entails a like-for-like swap with the existing gearbox ECU protection (Zener) diode 5920-15-187-1246. Once completed, crews will have the ability to carry out slave starting without causing any system damage.

Full details can be found in Modification Instruction No. 8 2320-P-350-811, either on the IETP Version 6 or TDOL.

Wiper Fuse Replacement

The current wiper fuse (D3) is rated at 15A but it has been identified that this rating is too high - damage to the EMC filter on the wiper motor can occur if the wipers become blocked by an obstruction.

Fuse D3 is to be replaced by a 7.5A fuse.

Note: Fuse banks run right to left (A through to H - A is located next to the diagnostic socket).



Bowman

Bowman

Dust Covers

From KIT77, we have received numerous queries on the availability of dustcovers.

For Clarification, the NSNs are being added to UNICOM. If they do not appear on Unicom, units can manually demand the Dust Caps using form AFG 8620 (available from Stores) and faxing it to SCOC at Bicester – [REDACTED].

This will bypass SS3 so the demands can be input straight onto the GD ESOF system.

Anti-Tamper Label/Seal

The correct NSN is 7690-99-517-3784, it can be found in the current IETP.

Users are to ensure they are aware of the updated BCIP Community SyOps, Annex J. Changes have been made to the System Maintainer Level 1, 2 and 3 Terms of Reference. This document can be found on the BUCK located under the Security tab.

Unit Crypto Officers should note the changes made to replacing unserviceable Tamper Labels.

KEK Protocol error

15 Sigs Regt (IS) have reported a rise in the number of IRs raised regarding Radios failing to accept KFD fill (radio reports KEK Protocol Error).

It was recently found that a unit was attempting to fill the radio using the VIDS-024/LS Cable (this is the manpack cable that goes from the UDT S3 Port to the Radio Data Port).

This is not designed as a fill cable although it will enable the user to fill the radio with Black Fill (CIFD/ULD) it will not enable Red Fill (KFD).

Units are to ensure they are using the correct cable for the function they are performing.

Incident Reports

Version 5 of the 100% Incident Reportable list is now live and can be found in the Support section on the BUCK.

Power 030 Charging Cable, NSN 6150-99-734-6862

Screws from the PWR 030 charging cable are shearing off inside the battery, this prevents the battery from being charged and also renders the cable U/S. There is a repair kit available to the user - NSN 5935-99-474-6599. Maintenance instructions are available in the IETP; if they are not to the required standard (for any module) then users should raise a UFR accordingly.

Contacts

All Bowman Technical Support queries should go through to 15 Sigs Regt (IS) on [REDACTED]. If you need to contact BATCIS, here are the following key contacts for advice:

[REDACTED]	Release Manager
[REDACTED]	FUTUREILS
[REDACTED]	TECHSP4
[REDACTED]	TECHSP5
[REDACTED]	TECHSP1

Return of Equipment

All items designated for return are to be allocated the appropriate Materiel Condition (MATCON) codes in accordance with JSP 886 Volume 3, Part 15: Materiel Condition.

The appropriate conditioning labels and supporting paperwork must be present for all returning items; this is especially relevant for the return of Repairable items.

Equipment which is received without a MATCON is then classed as E0 (Unserviceable) and enters the repair chain which incurs a cost regardless of whether there is a fault found or not. This also affects availability.

In addition to JSP886, all BCIP equipment is to be handled in accordance with Annex N to the Security Operating Procedures (SyOps). Specific issues have been experienced with the movement

of Bowman Removable Hard Disk Drives/ Prior to movement through the stores chain.

All Bowman Removable Hard Disk Drives are to be in a purged state.

Purged HDD are to be returned through the normal stores chain to Bicester.

If a HDD cannot be purged then it is to be treated as Secret and returned through secure transit to Building 47 in Donnington.

The exception to the above is the BKVMS PCON HDD. These are still required to be purged but are returned to Building 47 in Donnington and not to Bicester.

Army HQ will be monitoring returns to ensure that units are complying. Those found to be non-compliant, will be contacted via their Chain of Command to explain their actions.

Recent BRDs released

BRD/RMB	2012.001 Release of the Bowman Interactive Electronic Technical Publication (IETP) Issue 27
BRD/RMB	2012.002 Portable Controller (PCON) and Unit Level Device (ULD) Database Corruption
BRD/RMB	2012.003 Assignment of SNMP Trap Back Address with ADRA platforms in CI Plan
BRD/RMB	2012.004 Release of the VHF Radio Display Protection Kit
BRD/RMB	2012.005 UK/VRC 359 VMOP Radio RFPA/IFPA Operator Checks
BRD/RMB	2012.006 Bowman Radio Remote Control (BRRC) Unable to Join VHF Net
BRD/RMB	2012.008 Routine Radio Maintenance for Level 3 Maintainers
BRD/RMB	2012.009 Radio Frequency Power Amplifier (RFPA) or Integrated Filter Power Amplifier (IFPA) Operation Checks on a UKVRC359 VMOP Configuration
BRD/RMB	2012.010 FOR SSA UOR USERS ONLY: ComBAT 8.4.2a Symbol Aging and Keeping Symbols Current
BRD/RMB	2012.011 TacSA (UOR AO1558B) Phase 2a Release of Tactical Ground reporting (TiGR) Release 2 (Mojave+)
BRD/RMB	2012.013 Release of BCIP 5.4 BCMS Equipment File Type 3 Ver 1.3
BRD/RMB	2012.014 Change of Maintenance Policy on UKPRC354 Radios
BRD/RMB	2012.015 LMDT and LTDT HDD Unauthorised Removal
BRD/RMB	2012.016 Release of Optical Converter Kit for the SSA UOR capability
BRD/RMB	2012.017 Release of the Installation of TacCIS equipment into both UOR and EP Platforms Issue 4
BRD/RMB	2012.018 BCMS Equipment File: Tactical Network Gateway (TNG) planning configuration
BRD/RMB	2012.020 Release of 100% Incident Reporting list V5 in line with BCIP IR Reporting Policy
BRD/RMB	2012.021 Release of the New W32 RTS cable
BRD/RMB	2012.022 MDOR M4524R Rugged UPS Runner Cross Support Fitting Instruction
BRD/RMB	2012.025 Availability of UOR and Naval Platform Schematic Diagrams (PSDs) on the BUCK



SV



SV

SV(R) CES ISSUES

It has come to light that the 6 tonne shackle listed in the SV(R) CES is incorrect. This item was transferred from the FODEN CES and is actually a 3 tonne shackle. The part number is correct and any demands will be satisfied with a 3 tonne shackle.

Correct Designation

AESP 2320-W-134-741 (Amdt 1) Chap 2-3 page 5 Item 24, E3 4030-99-960-4368 Shackle bow 3t.

There is a change to the Qty of Snatch Blocks F3 3940-99-340-2835 held on the CES - from Qty 2 to Qty 1.

MANUAL HEATING OF TOP HAMPER HYDRAULIC OIL HAS NO AUTOMATIC CUT OFF

Users of the SV(R) are reminded that when using the top hamper hydraulic oil manual heating function, **the system will not automatically turn the heater off.**

Users must ensure that the temperature of the oil is carefully monitored and once the desired temperature is reached the **heater must be turned off.**

This system is for use when the automatic system has failed and any failure should be reported for repair.

Use of the manual heater is detailed in the user handbook AESP 2320-W-134-201 Chapter 2-3 Page 21/22 (Jan 12 Amdt 9).

SV SERVICING TABLES

The servicing tables previously published in the 201 User handbooks have been moved.

Servicing data will now be published in a standalone AESP 2320-W-100-601.

Chapter 1-6 will be deleted from the 201's.

SUPPORT VEHICLE MODS

These are a number of new MAN/VOSA SIs that have recently been written into SV Mod instructions and published on TDOL in AESP 2320-W-100-811, they are Mod No's 13 - 17. They have no safety implications and should be treated as routine Mods and not as Immediate Mods as stated in the instructions.

For units located in UK and mainland Europe these Modifications must be carried out by local MAN dealer facilities. Where no MAN facilities exist units are to carry out work in accordance with this Modification Instruction. The repair work can be settled as a warranty claim.

SV Cargo Crane repair policy - Mod 12 update. Details of all units that have contacted the PT have been forwarded to Hiab. Repairs within the UK are ongoing with priority being given to pre-deployment Training vehicles. Units in Germany should contact CRB(G) to make arrangements for Mod 12 to be completed.

Handbrake Guard correct NSN. - Mod Instruction 9, lists the NSN of 2510-12-383-0629 for the handbrake guard, this is incorrect. **The correct NSN is: 7SV 2510-12-387-2178.**

Mod Instruction No.7 Support Vehicle Cab Replace Ladder. The photos (next page) should make it easier for users to identify whether or not Mod 7 has been completed. Note the difference in length of the top support bracket.



Old cab ladder



New cab ladder



CONTRIBUTED BY:

SLV PT, DE&S,

SV SUPPLY - REPAIR - SUPPORT ARRANGEMENTS

There have been a lot of changes recently within SLV PT. Readers may wish to make a note of the following new contacts for Support Vehicle;

Specialist and Logistic Vehicles

Support Vehicle Engineering Support Project Officer,
Spruce 3c, #1315, MOD Abbey Wood, Bristol.
BS34 8JH

Supply: Logistics Services (Bicester) Helpdesk

Warranty: TLS Warranty Desk

SUPPORT VEHICLE CALM VARIANT - CRANE TESTING

The SV Calm fleet are inspected IAW AESP 2590 E 100 013, 2320-W-100-601 & the 201 User handbook.

The cranes are subject to annual SWL Tests, which should be carried out IAW the crane data plate. If there is a requirement to carry out an overload test i.e. after major alterations or repairs then this is classed as a level 4 Task and must be carried out by the crane manufacturer or an approved agent.

Work on the AESP Cat 532 for the SV Crane variant inspections standards is still ongoing.

AcBr

Aircraft Branch (AcBr (MW)) is a small team of 4, situated at the Army Aviation Centre, Middle Wallop, Hampshire, and is responsible for the Ranging and Scaling of all tools and equipment for Army Aviation, by producing and maintaining the 041 series of Equipment Table (ET) scales. **Given the nature of tool control, flight safety and airworthiness, if it isn't included in these scales then there is no authority to use it in Army Aviation.**

AcBr (MW) is the first point of contact for any enquiry regarding Tools, Test Equipment and Ground Support Equipment (GSE) in use in Army Aviation, also for any PT or SMB introducing new tools or equipment required for use in Army Aviation, or for any tool store experiencing tooling issues.

We readily and regularly liaise with Navy, RAF and Army Supply Management Branches (SMB).

Phoenix from the ashes

Aircraft tools, are yours authorised for use?

The 'current' Aircraft Branch came about when the Land Support Team from Rotary Wing Support Group (RWSG) moved out of the DE&S environment into Land and became part of HQ DEME (A) on 6 June 2011, under command of the Chief Aircraft Engineer (CAE).

Given the current upheaval within the MoD it should come as no surprise to find that as of the beginning of April DEME (A) has been re-named Capability Directorate, Combat Service Support.

Historically the name Aircraft Branch REME goes back about 40 years and provided Technical Support Services to Army Aviation. The name was changed many times over the years until it finally became RWSG. Whatever the title, the organisation was always affectionately know as 'The Branch' so when the CAE decided to resurrect the name in 2011 it really was like Phoenix rising from the ashes, given that at the time of writing the death knell has tolled for RWSG.

CONTACTS

	Team Leader			
	Desk Officer			
	Desk Officer			
	Desk Officer			



SUGGESTIONS



Use this page to let us have your ideas for an article in KiT! Anything that will help others to look after their equipment better will be welcomed. Don't forget to mention any relevant references - AESPs, EMERs, etc - and include any sketches that will help to explain your idea, on a separate piece of paper, if necessary. This page may also be used to let us know what you think of KiT! If you have any suggestions as to how the magazine could be improved, either in content or layout, please let us know.

Rank: _____ Name: _____
Full Postall Address: _____

Tel No: _____ e-mail address: _____
Details: _____

Send this form to: DE&S LE KIT, Elm 0, #4001, Abbey Wood, Bristol. BS34 8JH
or by e-mail to: _____

EFR GUIDE

Rip it off / Stick it up somewhere useful

Important:
Tell us who and where you are

Important:
It's the only way to track your EFR

AF G8267A/B - EQUIPMENT FAILURE REPORT

NSR ¹ Yes No UIN ³ A0123A DATE ⁴ 06/02/2012 Sub-Unit ⁵ A Serial No (0001) etc ⁶ 0001

Originating Unit ² BGSU REME (LAD) - HERRICK

At least one item below marked * is required. Original EFR Reference (for follow on reports) ⁷ ⁸ 5 - If not known use X

Owner/Holder (if not Originating) ¹¹ 1ST BATTALION YORKSHIRE REGIMENT ¹² A0566A

Is Failure premature Yes No 01

End Item ¹⁴	Description	VRN/ESN/EAC (As Applicable) ¹⁶	NSN/Part ¹²	Mod State/Strike ¹⁷	End Item - usage from new Others - usage from last repair ¹⁸	Usage Units ¹⁹
²⁰	LAND ROVER	PJ39AA	232099893	40	66774	KM
²⁶	MASTER	CYL V F 3954	2530995339660			
³²	BRAKE PIPE		710992192700			

These are not essential if you have the correct VRN and/or NSN

15 - You only need to record the VRN/ESN/EAC once

Must have VRN and/or NSN

12 - If not known use A0000Z

Try to ensure NSN is in correct level

There is no need to repeat this information

Where possible enter Serial No's.

46 - Must be an actual country not a regional name

Qty reported (for Failed items above only) ⁴⁴ 1 Failed in (Country) ⁴⁶ GERMANY

Fault occurred during: Routine ⁴⁷ Ex ⁴⁸ Ops ⁴⁹ DSG "PR" No Contract No ⁵⁰

Manufacture/Repair date ⁵¹ 50, 51 and 52 are only required if relevant Packing details ⁵²

EVERYTHING MARKED IN RED MUST BE ENTERED
If this information is missing from your EFR it will be rejected

⁵³ BRAKE PIPE FOULING ON AIR FILTER ASSEMBLY
RELOCATED AIR FILTER ASSEMBLY AND FITTED
NEW BRAKE PIPE

53 - Do not write a novel, be descriptive but succinct and to the point

PLEASE TRY TO COMPLETE EVERYTHING MARKED IN BLUE
Without the relevant information your report will be seriously delayed getting to the correct Delivery Team


60 - Surname and 1st Initial followed by Staff Number

Assy quarantined? ⁵⁴ Yes No Assembly back-loaded? ⁵⁵ Yes No Packed? ⁵⁶ Yes No Failure has safety implications ⁵⁷ Yes No Serious Failure Sig Ref in text ⁵⁸ Yes No

Completed By: Grade/Rank ⁵⁹ CPL Name ⁶⁰ SMITH J 1 2 3 4 5 6 7 8

Signature: ⁶⁴ J.Smith Contact Tel No ⁶¹ MUNSTER ⁶² 94860 CODE ⁶³ 12345 NUMBER

EFRFP Use Only ⁶⁵

Any questions or guidance on completing EFRs contact the FRACAS Team:




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SATURDAY 30 JUNE 2012



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