

Report Date: 06 Aug 2015

Summary Report for Individual Task
551-88M-1660
Perform Coupling Operations with a Pintle-Connected Trailer
Status: Approved

Distribution Restriction: Approved for public release; distribution is unlimited.

Destruction Notice: None

Foreign Disclosure: FD5 - This product/publication has been reviewed by the product developers in coordination with the Fort Lee, VA foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

Condition: In an operational environment, given a pintle-connected trailer, fully operational 2.5-ton or larger prime mover, medium tactical vehicle trailer (MTVT) or single axle 2.5T -5.0T trailer, HEMTT-LHS (M1120A4) or PLS (M1075) truck and PLS trailer (mission-ready), BII, hearing protection, and assistance from a ground guide. Some iterations of this task should be performed in MOPP 4.

Standard: Couple then uncouple the pintle-connected trailer to and then from the prime mover (2.5-ton or larger wheeled vehicle) without injury to personnel or damage to equipment.

Special Condition: None

Safety Risk: Medium

MOPP 4: Sometimes

Task Statements

Cue: Your unit has a mission to transport water and bulk cargo using your units 5-ton vehicle fleet with pintle-connected trailers.

DANGER

Soldiers must be aware of the inherent dangers of working in and around tactical wheeled vehicles. Hot surfaces, sharp, moving objects such as fan blades, slippery surfaces, and excessively loud noises are all dangers. These dangers are also applicable to hazardous cargo being transported (as applicable). Each Soldier should take every precaution not to become a victim of these dangers by following regulatory guidance and risk management rules.

WARNING

Adhere to all WARNINGS applicable to coupling and uncoupling a pintle-connected trailer to a prime mover.

CAUTION

Adhere to all CAUTIONS applicable to coupling and uncoupling a pintle-connected trailer to a prime mover.

Remarks: None

Notes: None

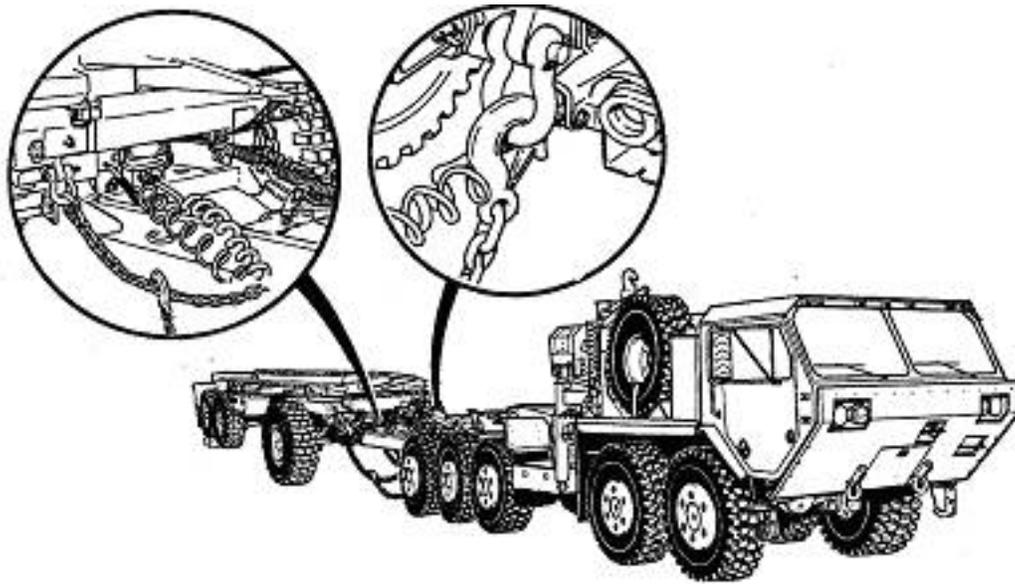


Figure 3-20a.
Coupling continued

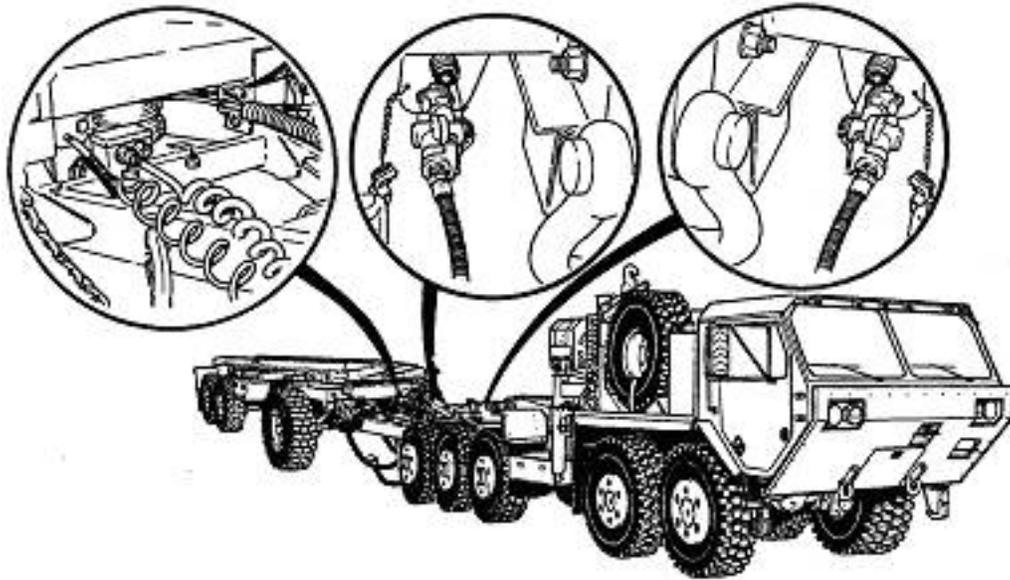


Figure 3-20b.
Coupling continued

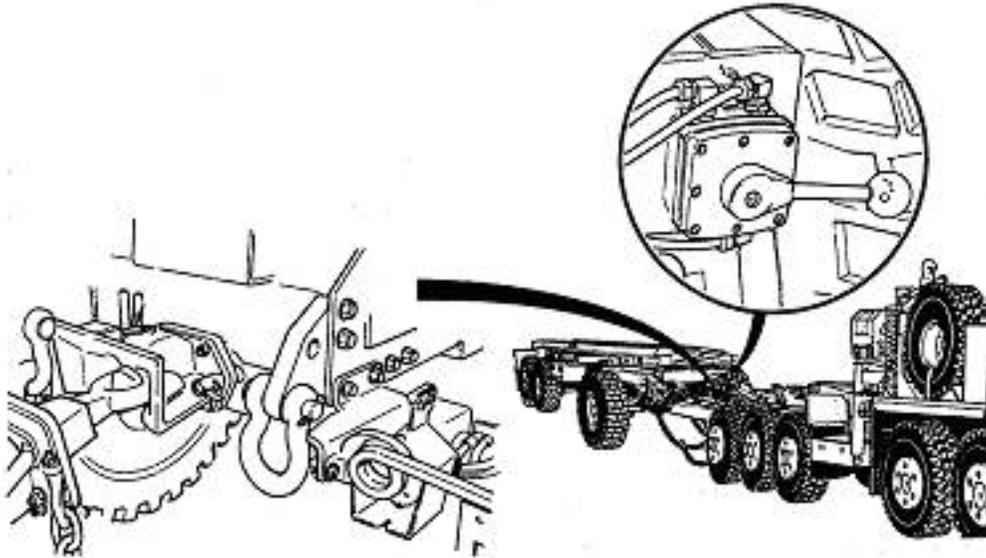


Figure 3-20c.
Coupling continued

Performance Steps

WARNING

WARNING

ALL PERSONNEL MUST STAND CLEAR OF TOWING VEHICLE AND TRAILER DURING COUPLING OPERATIONS. FAILURE TO COMPLY MAY RESULT IN SERIOUS INJURY OR DEATH TO PERSONNEL.

CAUTION

Have assistant direct you during backing operations. Damage to equipment may result if caution is not followed.

1. Couple vehicle to trailer (for vehicle-trailer combinations other than PLS).
 - a. Remove chock blocks from vehicle tires.
 - b. Start vehicle (see vehicle -10 series TM).
 - c. Following visual hand signals from ground guide, align vehicle with trailer and slowly back vehicle until pintle is adjacent to drawbar ring.
 - d. Remove pintle lock pin and open pintle.
 - e. Release trailer hand brake.
 - f. Move trailer as required (with assistance) to engage drawbar ring in pintle.
 - g. Close pintle and install pintle lock pin.
 - h. Cross safety chains under drawbar ring and attach to towing vehicle eye bolts.
 - i. Connect inter vehicular cable to towing vehicle receptacle.

j. Connect service air hose to towing vehicle glad-hand. If coupling an M105A2C, also connects emergency air hose to towing vehicle glad-hand.

k. Turn on towing vehicle air valves to apply vacuum or pressure as required.

WARNING

WARNING

IF CARGO TRAILER IS EQUIPPED WITH AN OLD-STYLE SINGLE WHEEL ADJUSTABLE CASTER ASSEMBLY, USE EXTREME CAUTION TO ENSURE THAT LOCKING PIN OF HANDLE HAS SECURELY LOCKED THE ADJUSTABLE CASTER ASSEMBLY IN THE RAISED POSITION. IF LOCKING PIN IS NOT FULLY LOCKED, ADJUSTABLE CASTER ASSEMBLY MAY FALL, RESULTING IN SERIOUS INJURY.

l. Pull out release handle and at same time, begin raising adjustable caster assembly. Let go of release handle while raising adjustable caster assembly.

m. Raise adjustable caster assembly until release handle locks adjustable caster assembly in position. Ensure the release handle is fully engaged.

WARNING

WARNING

ALL PERSONNEL MUST STAND CLEAR OF TOWING VEHICLE AND TRAILER DURING UNCOUPLING OPERATION. FAILURE TO FOLLOW THIS WARNING MAY RESULT IN SERIOUS INJURY OR DEATH. IF CARGO TRAILER IS EQUIPPED WITH AN OLD-STYLE SINGLE WHEEL ADJUSTABLE CASTER ASSEMBLY, USE EXTREME CAUTION TO ENSURE THAT LOCKING PIN OF HANDLE HAS SECURELY LOCKED THE ADJUSTABLE CASTER ASSEMBLY IN THE RAISED POSITION. IF LOCKING PIN IS NOT FULLY LOCKED, ADJUSTABLE CASTER ASSEMBLY MAY FALL, RESULTING IN SERIOUS INJURY.

2. Uncouple the trailer from vehicle (for vehicle-trailer combinations other than PLS).

a. Support adjustable caster assembly and at the same time pull out release handle. Lower adjustable caster assembly. Ensure that release handle is fully engaged.

b. Disconnect air hose from towing vehicle glad-hand. If uncoupling from an M105A2C, also disconnect emergency air hose from towing vehicle glad-hand.

c. Disconnect inter vehicular cable from towing vehicle receptacle and stow on trailer.

WARNING

WARNING

ENSURE THAT TRAILER IS PREVENTED FROM MOVEMENT PRIOR TO DISCONNECTING FROM VEHICLE OR SUDDEN MOVEMENT COULD CAUSE INJURY TO PERSONNEL OR DAMAGE TO TRAILER.

d. Disconnect safety chains from towing vehicle eye bolts and stow on trailer.

- e. Ensure trailer brakes are set or trailer wheel is chocked prior to disconnecting trailer from vehicle.
- f. Remove pintle lock pin and open pintle.
- g. With assistance, move trailer as required to disengage drawbar ring from pintle. Apply trailer handbrakes.
- h. Move vehicle a safe distance from trailer.

WARNING

WARNINGS

DO NOT STAND BETWEEN TRAILER DRAWBAR AND TRUCK COUPLER DURING HOOK-UP PROCEDURES TO PREVENT BEING PINNED BETWEEN TRUCK AND TRAILER. SERIOUS INJURY OR DEATH COULD RESULT TO PERSONNEL.

WHEELS ON TRAILER MUST BE CHOCKED TO PREVENT TRAILER FROM MOVING DURING HOOK-UP PROCEDURES. SERIOUS INJURY OR DEATH TO PERSONNEL COULD RESULT.

NOTE: Align truck coupler with drawbar prior to beginning hookup procedures. Follow ground guide signals.

- 3. Couple PLS truck to PLS trailer (PLS/HEMTT-LHS systems only).

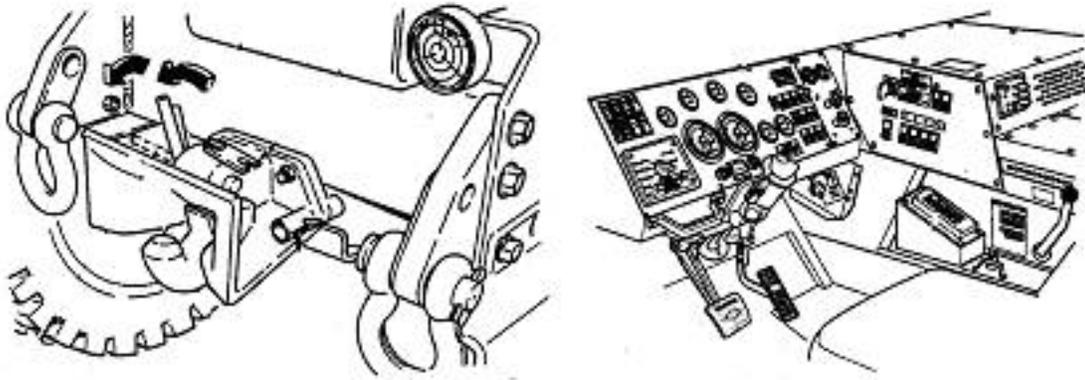


Figure 3-21.
Locking Pin and Coupler

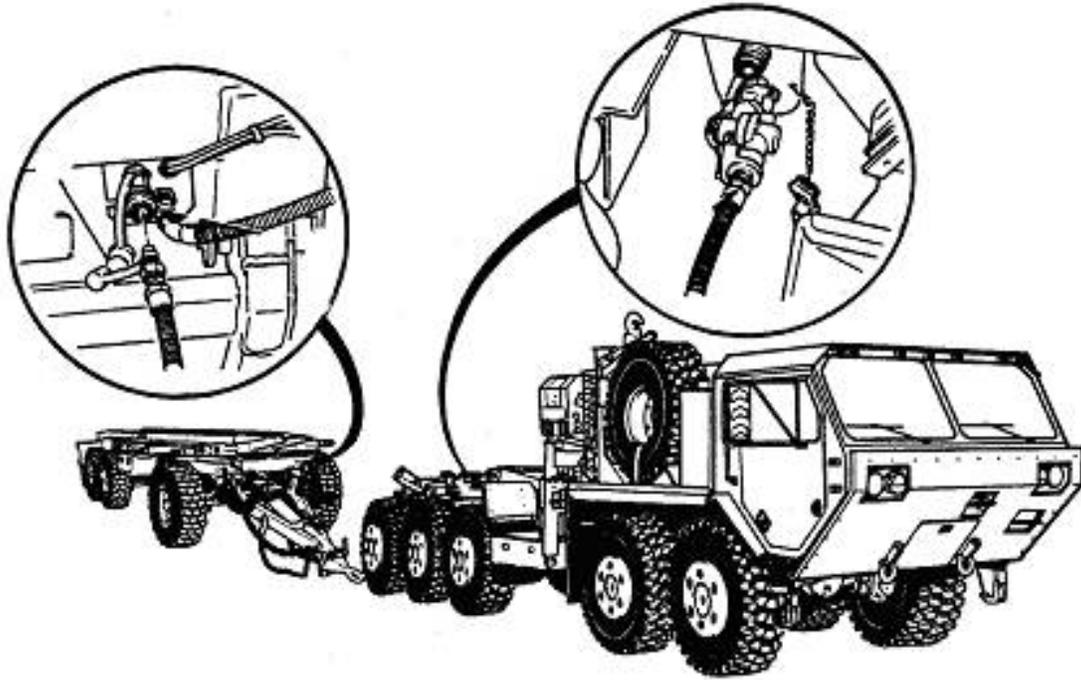


Figure 3-22.
Air Coupler

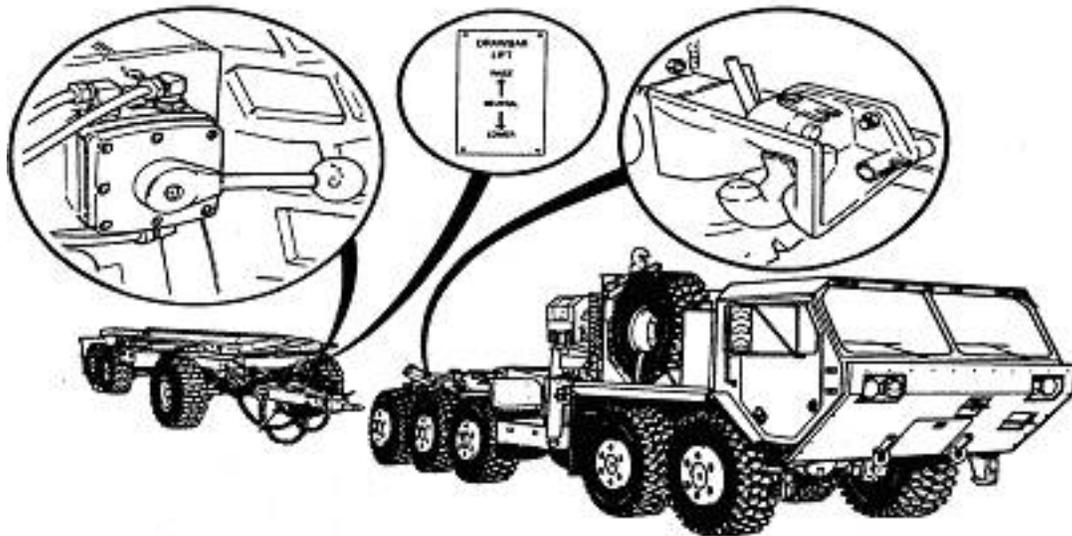


Figure 3-23.
Air Coupling

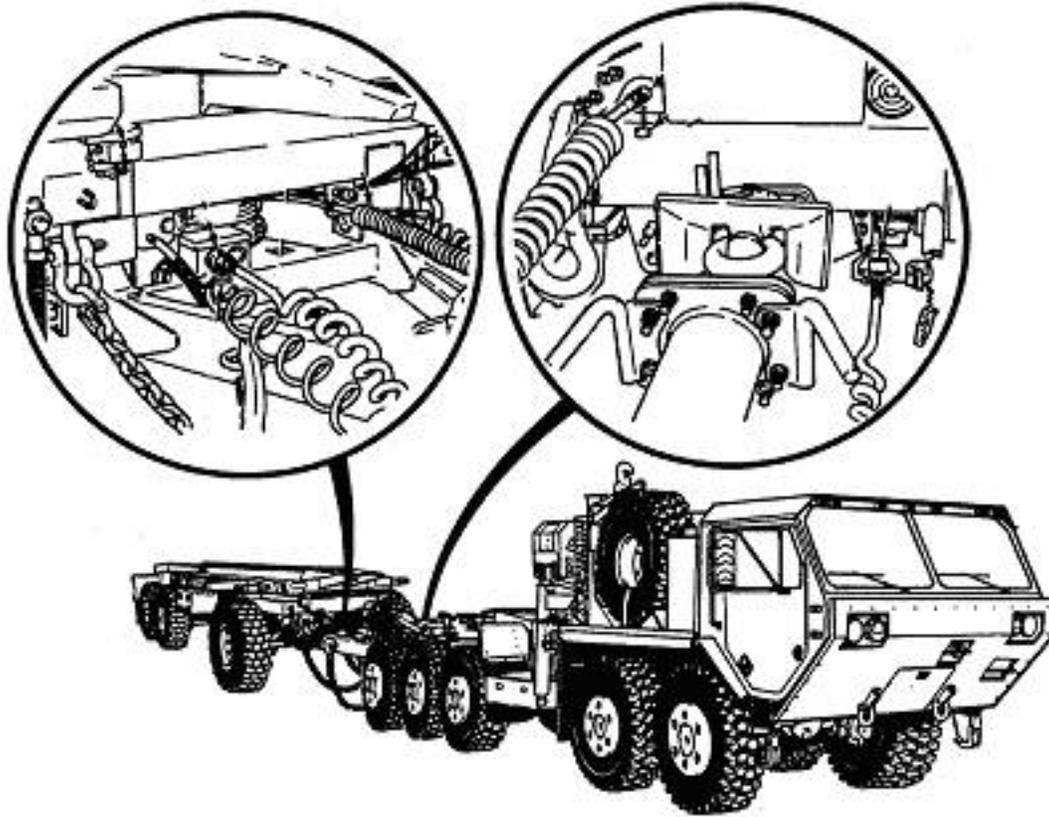


Figure 3-24.
12-24 Volt Receptacle

- a. Chock wheels of trailer.
- b. Adjust drawbar if necessary.
- c. Start truck (see vehicle TM) and following ground guide hand and arm signals, back truck to within 6 inches from end of drawbar.
- d. Apply parking brake and place transmission range selector in Neutral (N). Shut off truck.
Note: Rotation locking pin should be in locked (UP) position to prevent coupler rotation during hook-up.
- e. Lock rotation locking pin on coupler.
- f. Lift up locking gate on coupler.
- g. Pull locking lever out and pull lever back at the same time to open coupler jaw.
Note: Air tank No. 1 must be charged with air for air assist lever to work. If it is not charged, remove the charging hose from the trailer stowage box and perform steps h through t below. If air tank is charged, perform step u.
- h. Remove cover from emergency air glad-hand.
- i. Connect charging hose glad-hand to emergency air glad-hand.
- j. Remove cover from charging hose connector.
- k. Remove cover from trailer quick disconnect.

- l. Connect charging hose connector to trailer quick disconnect.
- m. With truck running, push trailer air supply valve on dash to charge No. 1 air tank.
- n. When fully charged (three to five minutes), release trailer air supply valve on dash and shutoff engine.
- o. Disconnect charging hose connector from trailer quick disconnect.
- p. Remove cover from 12-pin receptacle on trailer and connect 24-volt cable on receptacle.
- q. Remove cover from 12-pin receptacle and connect 24-volt cable on receptacle.
- r. Lift upper right receptacle cover on the truck and connect 24-volt cable on receptacle.
- s. Remove two covers from air couplings.
- t. Install emergency air glad-hand to air coupling.
- u. Install service air glad-hand to air coupling.
- v. Install safety chains on hooks from large links on chains.
- w. Attach electrical cable brackets to hook on both sides of drawbar.
- x. Unhook two safety chains from trailer and attach to truck clevises.
- ao. Remove wheel chocks.

WARNING

WARNING

DRAWBAR WEIGHS 425 POUNDS, 850 POUNDS WITH DRAWBAR EXTENSION (IF EQUIPPED). DRAWBAR MAY RISE QUICKLY OR FALL SUDDENLY TO THE GROUND WHEN RELEASED FROM COUPLER. DO NOT ALLOW FEET OR BODY TO GET UNDER OR ABOVE DRAWBAR. SERIOUS INJURY OR DEATH TO PERSONNEL MAY RESULT.

- z. Install cover on emergency air glad-hand.
- aa. Move air assist lever on drawbar air assist valve to UP position and raise drawbar to level of coupler.

WARNING

WARNINGS

DO NOT STAND BETWEEN TRAILER DRAWBAR AND TRUCK COUPLER DURING HOOK-UP PROCEDURES TO PREVENT BEING PINNED BETWEEN TRUCK AND TRAILER. SERIOUS INJURY OR DEATH TO PERSONNEL COULD RESULT.

WHEELS ON TRAILER MUST BE CHOCKED TO PREVENT TRAILER FROM MOVING DURING HOOK-UP PROCEDURES. SERIOUS INJURY OR DEATH TO PERSONNEL COULD RESULT.

- ab. Place air assist lever in Neutral position.
- ac. Start truck and slowly back up until drawbar makes contact and locks with coupler.
- ad. Pull truck forward slightly to verify coupler has latched onto drawbar.
- ae. Shut off truck.
- af. Release air pressure by moving air assist lever down for five seconds.
- ag. Close locking gate on coupler.
- ah. Unlock rotation locking pin on coupler.
- ai. Remove cover from truck receptacle.
- aj. Connect load lock status line to truck receptacle.

CAUTION

CAUTION

Both the 12 and 24-volt cables must NOT be connected at the same time. Only one cable can be hooked up during operation or damage to equipment will result. Ensure that receptacle latch is engaged on cable or damage to cable may result. The 12-volt cable is standard for this trailer. Use the 24-volt cable system only when the 12-volt cable cannot be used or blackout lights are used. Perform steps ad and ae for 12-volt system only. Cables are located in the stowage box.

- ak. Remove cover from 7-pin receptacle on trailer and connect 12-volt cable on receptacle.
- al. Lift receptacle cover on truck and connect 12-volt cable on receptacle.

Note: Perform steps af and ah for 24-volt system when not equipped with drawbar extension.

NOTE: Perform steps ag and ah for 24-volt system equipped with drawbar extension.

WARNING

WARNINGS

DO NOT STAND BETWEEN TRAILER DRAWBAR AND TRUCK COUPLER DURING HOOK-UP PROCEDURES TO PREVENT FROM BEING PINNED BETWEEN TRUCK AND TRAILER. SERIOUS INJURY OR DEATH TO PERSONNEL COULD RESULT.

WHEELS ON TRAILER MUST BE CHOCKED TO PREVENT TRAILER FROM MOVING DURING HOOK-UP PROCEDURES. SERIOUS INJURY OR DEATH TO PERSONNEL COULD RESULT.

4. Uncouple PLS truck from PLS trailer.
 - a. Chock wheels of trailer.
 - b. Unhook two safety chains from clevises and attach to trailer.
 - c. Hook safety chains to chain links.
 - d. Remove emergency glad-hand from air coupling and stow on stowage coupler.
 - e. Remove service air glad-hand from air coupling and stow on stowage coupler.

CAUTION

CAUTION

Both the 12 and 24-volt cables must NOT be connected at the same time. Only one cable can be hooked up during operation or damage to equipment will result.

- f. Install covers on air couplings.
- g. Remove 24-volt cable from receptacle on truck and close receptacle cover.
- h. Remove 24-volt cable on trailer from receptacle and install cover on receptacle and stow in trailer stowage box.
- i. Remove 12-volt cable on truck from receptacle and close receptacle cover.
- j. Remove 12-volt cable on trailer from receptacle and install cover on receptacle and stow in trailer stowage box.
- k. Remove load lock status line from truck receptacle and place on stowage hook.
- l. Install cover to receptacle.
- m. Lock rotation locking pin and check coupler to make sure it will not rotate.
- n. Lift up locking gate on coupler.

- o. Pull locking lever out while pulling lever back at the same time.

WARNING

WARNING

DRAWBAR WEIGHS 425 POUNDS, 850 POUNDS WITH DRAWBAR EXTENSION (IF EQUIPPED). DRAWBAR MAY RAISE QUICKLY OR FALL SUDDENLY TO THE GROUND WHEN RELEASED FROM COUPLER. DO NOT ALLOW FEET OR BODY TO GET UNDER OR ABOVE DRAWBAR. SERIOUS INJURY OR DEATH TO PERSONNEL MAY RESULT. DO NOT LEAVE DRAWBAR IN ELEVATED POSITION AFTER DISCONNECTING FROM TRUCK. DRAWBAR COULD FALL CAUSING SERIOUS INJURY TO PERSONNEL.

- p. Release locking lever prior to releasing lever, to unlock coupler jaw.
- q. Use air assist valve to apply air pressure to hold drawbar from falling when released from coupler.
- r. Start truck, release parking brake, and slowly pull forward until drawbar releases from coupler.
- s. Apply parking brake and place transmission range selector to Neutral.
- t. Push up on coupler jaw to close.
- u. Close locking gate on coupler.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Score the soldier GO if all performance measures are passed. Score the soldier NO-GO if any performance measure is failed. If any performance measure is failed, tell the soldier what was done wrong and how to do it correctly.

Evaluation Preparation: Setup: Brief Soldier on Task specifications.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Coupled vehicle to trailer (for vehicle-trailer combination other than PLS).			
a. Removed chock blocks from vehicle tires.			
b. Started vehicle (see vehicle -10 series TM).			
c. Following visual hand signals from ground guide, aligned vehicle with trailer and slowly back vehicle until pintle is adjacent to drawbar ring.			
d. Removed pintle lock pin and open pintle.			
e. Released trailer hand brake.			
f. Moved trailer as required (with assistance) to engage drawbar ring in pintle.			
g. Closed pintle and installed pintle lock pin.			
h. Crossed safety chains under drawbar ring and attached to towing vehicle eye bolts.			
i. Connected intervehicular cable to towing vehicle receptacle.			
j. Connected service air hose to towing vehicle glad-hand. If coupling an M105A2C, also connected emergency air hose to towing vehicle glad-hand.			
k. Turned on towing vehicle air valves to apply vacuum or pressure as required.			
l. Pulled out release handle and at same time, begin raising adjustable caster assembly. Let go of release handle while raising adjustable caster assembly.			
m. Raised adjustable caster assembly until release handle locks adjustable caster assembly in position. Ensured the release handle is fully engaged.			
2. Uncoupled the trailer from vehicle (for vehicle-trailer combination other than PLS).			
a. Supported adjustable caster assembly and at the same time pull out release handle. Lowered adjustable caster assembly. Ensured that release handle is fully engaged.			
b. Disconnected air hose from towing vehicle glad-hand. If uncoupling from an M105A2C, also disconnected emergency air hose from towing vehicle glad-hand.			
c. Disconnected intervehicular cable from towing vehicle receptacle and stow on trailer.			
d. Disconnected safety chains from towing vehicle eye bolts and stow on trailer.			
e. Ensured trailer brakes are set or trailer wheel is chocked prior to disconnecting trailer from vehicle.			
f. Removed pintle lock pin and open pintle.			
g. With assistance, moved trailer as required to disengage drawbar ring from pintle. Apply trailer handbrakes.			
h. Moved vehicle a safe distance from trailer.			
3. Coupled PLS truck to PLS trailer (PLS/HEMTT-LHS systems only).			
a. Chocked wheels of trailer.			
b. Adjusted drawbar if necessary.			
c. Started truck (see vehicle TM) and following ground guide hand and arm signals, back truck to within 6 inches from end of drawbar.			
d. Applied parking brake and place transmission range selector in Neutral. Shut off truck.			
e. Locked rotation locking pin on coupler.			
f. Lifted up locking gate on coupler.			
g. Pulled locking lever out and pull lever back at the same time to open coupler jaw.			
h. Removed cover from emergency air glad-hand.			
i. Connected charging hose glad-hand to emergency air glad-hand.			
j. Removed cover from charging hose connector.			
k. Removed cover from trailer quick disconnect.			
l. Connected charging hose connector to trailer quick disconnect.			
m. With truck running, pushed trailer air supply valve on dash to charge No. 1 air tank.			
n. When fully charged (three to five minutes), released trailer air supply valve on dash and shutoff engine.			
o. Disconnected charging hose connector from trailer quick disconnect.			

p. Installed cover on trailer disconnect.			
q. Installed cover on charging hose connector.			
r. Disconnected charging hose glad-hand from emergency air glad-hand and stow in stowage box.			
s. Installed cover on emergency air glad-hand.			
t. Moved air assist lever on drawbar air assist valve to UP position and raise drawbar to level of coupler.			
u. Placed air assist lever in Neutral position.			
v. Started truck and slowly back up until drawbar makes contact and locks with coupler.			
w. Pulled truck forward slightly to verify coupler has latched onto drawbar.			
x. Shut off truck.			
y. Released air pressure by moving air assist lever down for five seconds.			
z. Closed locking gate on coupler.			
aa. Unlocked rotation locking pin on coupler.			
ab. Removed cover from truck receptacle.			
ac. Connected load lock status line to truck receptacle.			
ad. Removed cover from 7-pin receptacle on trailer and connect 12-volt cable on receptacle.			
4. Uncoupled PLS truck from PLS trailer.			
a. Chocked wheels of trailer.			
b. Unhooked two safety chains from clevises and attach to trailer.			
c. Hooked safety chains to chain links.			
d. Removed emergency glad-hand from air coupling and stow on stowage coupler.			
e. Removed service air glad-hand from air coupling and stow on stowage coupler.			
f. Installed covers on air couplings.			
g. Removed 24-volt cable from receptacle on truck and close receptacle cover.			
h. Removed 24-volt cable on trailer from receptacle and installed cover on receptacle and stowed in trailer stowage box.			
i. Removed 12-volt cable on truck from receptacle and close receptacle cover.			
j. Removed 12-volt cable on trailer from receptacle and install cover on receptacle and stow in trailer stowage box.			
k. Removed load lock status line from truck receptacle and place on stowage hook.			
l. Installed cover to receptacle.			
m. Locked rotation locking pin and check coupler to make sure it will not rotate.			
n. Lifted up locking gate on coupler.			
o. Pulled locking lever out while pulling lever back at the same time.			
p. Released locking lever prior to releasing lever to unlock coupler jaw.			
q. Used air assist valve to apply air pressure to hold drawbar from falling when released from coupler.			
r. Started truck, release parking brake and slowly pull forward until drawbar releases from coupler.			
s. Applied parking brake and place transmission range selector to Neutral.			
t. Pushed up on coupler jaw to close.			
u. Closed locking gate on coupler.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	TC 21-305-20	Manual for the Wheeled Vehicle Operator {AFMAN 24-306(I)}	No	No
	TM 9-2320-319-10-1	OPERATOR'S MANUAL FOR TRUCK, TRACTOR, M1074A1 AND M1075A1 PALLETIZED LOAD SYSTEM M1074A1 (NSN: 2320-01-544-2244)	No	Yes
	TM 9-2320-345-10	OPERATORS MANUAL FOR TRUCK, LOAD HANDLING SYSTEM (LHS), W AND W/O WINCH, 8X8 M1120A4 (NSN 2320-01-534-1872)(EIC BG7) (THIS ITEM IS INCLUDED ON EM 0288)	No	Yes
	TM 9-2320-365-10	OPERATORS INSTRUCTIONS MANUAL FOR M1078 SERIES, 2-1/2 TON, 4X4 LIGHT MEDIUM TACTICAL VEHICLES (LMTV) TRK, CAR., LMTV, M1078 W/WN (NSN 2320-01-360-1898) (EIC: BHH) W/O WN (2320-01-354-3385) (EIC: BHD) TRK	Yes	No
	TM 9-2320-392-10-1	OPERATORS MANUAL FOR THE M1083A1 SERIES 5 TON, 6X6 MEDIUM TACTICAL VEHICLES (MTV) VOLUME NO. 1 OF 2 MODEL TRK., CAR., M1083A1 W/WN (2320-01-447-3884) (EIC BUL);W/O WN (2320-01-447-3890) (EIC BUL);W/O WN	No	Yes
	TM 9-2330-213-14&P	OPERATORS, UNIT, DIRECT SUPPORT AND GENERAL SUPPORT MAINTENANCE (INCLUDING REPAIR PARTS AND SPECIAL TOOLS LISTS) FOR TRAILER, CHASSIS: 1 1/2-TON, 2-WHEEL, M103A1 (NSN 2330-00-835-8629), M103A3 (2330-00-1	Yes	No
	TM 9-2330-385-14	Operator's, Unit, Direct Support and General Support Maintenance Manual for Palletized Load System Trailer (PLST) Model M1076	Yes	No

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT. All applicable precautions will be taken with respect to ensuring that possibility of hazardous fluid leakage from vehicles or equipment is minimized or eliminated.

Safety: In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination. **WARNING**

All personnel must stand clear of towing vehicle and trailer during coupling operations. Failure to comply may result in serious injury or death to personnel.

CAUTION

Have assistant direct you during backing operations. Damage to equipment may result if caution is not followed.

WARNING

If cargo trailer is equipped with an old-style single wheel adjustable caster assembly, use extreme caution to ensure that locking pin of handle has securely locked the adjustable caster assembly in the raised position. If locking pin is not fully locked, adjustable caster assembly may fall, resulting in serious injury.

WARNING

Ensure that trailer is prevented from movement prior to disconnecting from vehicle or sudden movement could cause injury to personnel or damage to trailer.

Do not stand between trailer drawbar and truck coupler during hook-up procedures to prevent being pinned between truck and trailer. Serious injury or death could result to personnel.

Wheels on trailer must be chocked to prevent trailer from moving during hook-up procedures. Serious injury or death or injury to personnel could result.

WARNING:

Ensure that all WARNING and CAUTION statements listed in the vehicle or trailer technical manual are followed. Failure to comply may result in personal injury, death or damage to equipment.

ENSURE ASSISTANCE IS PROVIDED BY ANOTHER PERSON AS GROUND GUIDE. The use of the MTVT trailer REQUIRES two persons.

Prerequisite Individual Tasks :

Task Number	Title	Proponent	Status
551-88M-1364	Operate Vehicle with Standard, Automatic/Semiautomatic Transmission	551 - Transportation (Individual)	Approved
551-88M-1352	Perform Preventive Maintenance Checks	551 - Transportation (Individual)	Approved

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks : None