

WWW.CHROMEHOOVES.NET

SECTION III

TROUBLE ANALYSIS

3-1. SCOPE.

3-2. This section describes the procedure for isolating a re-entry vehicle system malfunction to the AGE, re-entry vehicle, and/or interconnecting cabling.

3-3. Isolation of a re-entry vehicle system malfunction is accomplished during the checkout procedures in Section II. Each checkout procedure includes normal indications and trouble analysis. These procedures isolate the malfunction to the re-entry vehicle, AGE, and/or interconnecting cabling.

3-4. If a malfunction is isolated to the re-entry vehicle, replacement of the re-entry vehicle as outlined in Section IV is required.

NOTE

Prior to replacing re-entry vehicle for fuze set trouble, RV technician will perform procedures described in T.O. 11N-RV4-2 for correction of fuze set jamming, utilizing OGE fuze set adapter cable 64D33209-1.

3-5. If a malfunction is isolated to the AGE, replacement of an indicator lamp or AGE assembly is required. Procedures for replacing a faulty lamp are contained in paragraph 4-66. Procedures for replacing a faulty assembly are contained in paragraph 4-64.

3-6. If it is determined that the malfunction does not exist in the re-entry vehicle or AGE, trouble shooting of the interconnecting cabling, using the diagrams contained in Section VI, must be accomplished.

3-7. If the re-entry vehicle is involved in an accident such that its position or attitude exposes it to further damage, it should be secured against further movement. Munitions section personnel may use standard re-entry vehicle handling equipment to stabilize the vehicle. If due to abnormal attitude or obstruction, standard equipment cannot be used, the R/V emergency recovery sling (FSN 1190-957-3837) and Mark 4 adapter (FSN 1190-957-3838) should be used per instructions in T.O. 11N-20-1001 under the direction of qualified personnel.

WWW.CHROMEHOOVES.NET