

Generate Some 4.2-KW PM



Crewmen, you need the 4.2-KW generator to power the computer system, radios, lights, and fax machines on board your M577-series command post carrier. But the generator's output will be kaput if you don't pull generator PM.

You won't find anything in the PMCS tables in the carrier's -10 TMs, so make sure you have a copy of TM 5-6115-596-14 for the generator and TM 9-2805-262-14 and LO 9-2805-262-12 for the generator's 6-HP engine.



AFTER YOU'VE DONE THE PM CALLED FOR IN THE TMS, TAKE A LOOK AT THESE AREAS...



Starting Safety

If you have to use the starting rope to turn over the engine, be careful with the knotted end. The knot can fly off the starter pulley and smack you—or a buddy—in the eye.

To avoid a knot in the eye, wear some eye protection, such as goggles, NSN 4240-00-052-3776, whenever you manually start the generator. Protect others by keeping them clear of the area while you're starting the generator.

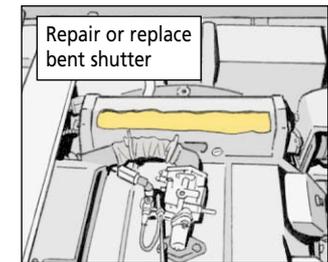


Keep the Air Flowing

When it's stowed, the generator is easy to step on if you move around on top of the vehicle. Make sure you keep your feet off the shutter assembly.

The shutter automatically opens when the engine needs a shot of cool air to keep running. A bent or jammed shutter assembly won't cool things down and the generator overheats.

So check the shutter often. It should move easily and then spring back to its original position.



Air Filter Facts

Don't change the generator's air filter more often than necessary. Sometimes the red shows only because the indicator's been bumped, not because the filter is clogged.

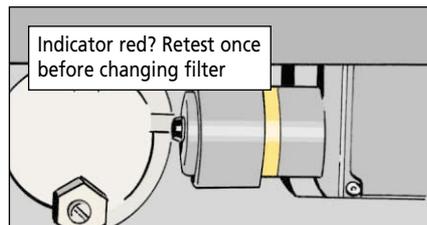
With the engine running, push the release button. If the indicator turns red again, then the filter's clogged and needs to be changed.

If the indicator stays clear after you push the button, the filter's still good. Keep on generating.

In a pinch, your mechanic can clean the filter by blowing a low pressure (30 psi) jet of air from the clean side and out the dirty side.

If replacement filters, NSN 2940-00-876-2212, are in short supply, wash dirty ones in mild soap and water to extend their life. Rinse well and dry the filters thoroughly before you put them back in service.

Never, ever, run an engine without a filter. Dust or dirt in your engine is more trouble than a dirty filter.



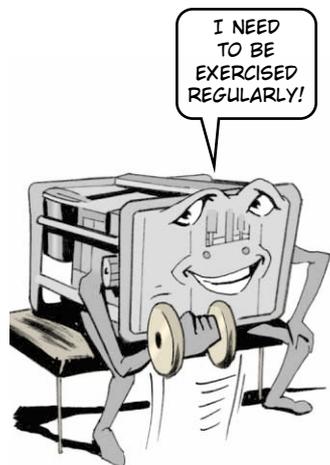
Exercise

Your generator needs regular exercise. That doesn't mean just before each trip to the field, either.

Exercise is best when it's regular and often—like about 15 minutes or more every week. Without it, seals and filters dry out. Gaskets crack. Batteries get weak or die.

Before exercising the generator, remove it from the carrier and hook it up like it says in the -10 TMs. Then...

1. Start the carrier's engine, then the generator.
2. Switch off the carrier's engine.
3. Turn on the carrier's lights. That gives the generator a load so it runs a little hotter and prevents carbon deposits in the carburetor.



Don't Be Fuelish

• Clean the fuel sediment bowl before each use of the generator. Otherwise, the carburetor plugs up and the generator won't start.

• Never grab the first can of fuel you find and fill the fuel tank. The 4.2-KW generator uses **gasoline only**.

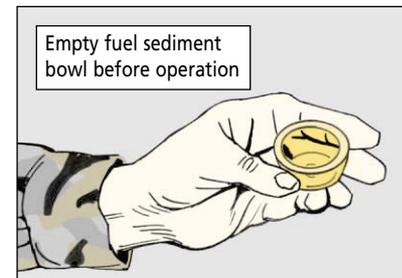
Diesel fuel stops it cold. Spark plugs won't ignite the fuel. The fuel tank and lines have to be drained and cleaned.

If your commander OKs it, label all fuel cans **DIESEL** or **GASOLINE** in flat black lacquer. Get a quart of lacquer with NSN 8010-00-166-3147.

• When you pour fuel from cans, make sure the gas tank's screen is in place and clean. Its job is to screen out dirt and gunk that foul fuel and clog filters.

• Store fuel cans at least 50 feet away from the generator and always have a fire extinguisher handy when fueling.

• Never add fuel to a hot engine. A fire can shut down your generator—and you—for good.



Label fuel cans



More to Do

• Make sure all hardware is tight before operating your generator. When traveling cross-country, the generator vibrates enough that nuts and bolts can shake loose.

• Cover things like cables and the fuel sediment bowl before spot painting. Paint will crack rubber hoses and keep you from seeing when the sediment bowl needs cleaning.

• Line up connections when you hook up the NATO slave cable to the generator. If the cable is connected at an angle, it could cause arcing and damage the connector.

