

REPLENISH THE REPLENISHER

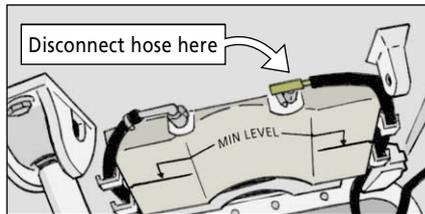


When was the last time you checked and topped off the FRH level in your tank's replenisher, crewmen? If it was after the last operation, that's great. That's when the -10-1 TMs say to do it.

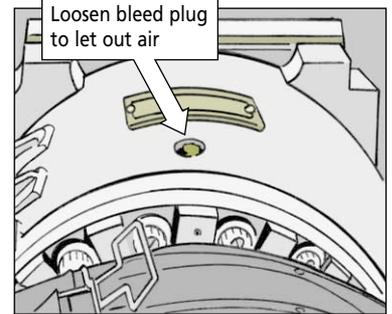
But if it's been longer than that, you could be in danger. If the hydraulic fluid level is below the MIN LEVEL mark on the replenisher, the main gun could recoil out of battery the next time it's fired. When that happens, the cannon shears its retaining bolts and slams into the ammo compartment.

If the replenisher oil level is low, add some FRH now. Here's how:

1. Park the tank on level ground.
2. Make sure you're wearing long sleeves, gloves, goggles and a faceshield. FRH contains a chemical which can cause paralysis if it's taken internally. FRH can also be absorbed through the skin, so wash thoroughly with soap and water if you get any on you.
3. Disconnect the hose from the plug on the right side of the replenisher.
4. Uncoil the hose by sliding it out of the six retaining clips around the outside of the replenisher.
5. Extend the hose through the loader's hatch.
6. Put the small BII funnel, NSN 7240-00-404-9793, in the hose and slowly add FRH, NSN 9150-00-111-6256, until the fluid level reaches the MIN LEVEL mark on the replenisher.
7. Remove the funnel, slide the hose back through the retaining clips and reattach it to the plug on top of the replenisher.

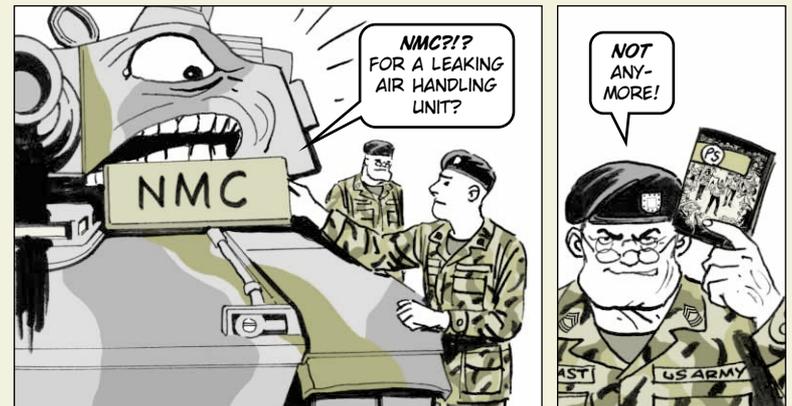


8. Depress the main gun slightly below the level position.
9. Loosen the bleed plug below the gun mount ID plate using a 15mm socket and wrench. Allow all the air to escape until you see FRH starting to flow from the bleed plug, then retighten it. Wipe off any FRH with a rag and dispose of it properly.
10. Recheck the FRH level in the replenisher. If the fluid level is below the MIN LEVEL mark, go back to step 3.



If the fluid level in the replenisher keeps moving down over time, report it. You could have a Class III leak.

AHU Leaks Not NMC



There's a mistake in the PMCS tables of TM 9-2350-388-10 that you M1A2 SEP (System Enhancement Package) crewmen need to know about.

Item 5 says a Class III hydraulic or coolant leak in the air handling unit (AHU) makes your tank NMC. That's wrong.

To keep the tank from leaking, have your mechanic remove the leaking AHU and install the stubbing kit, NSN 2540-01-471-5844. The procedures are on Page 12-105 of TM 9-2350-388-20-2-4. The AHU can then be turned in for repair.

Make a note in your TM until the next update.