

# TAKE THE HEAT OFF WITH PM



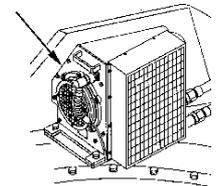
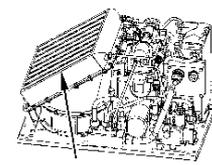
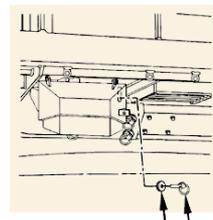
UNTIL THE CHANGE IS AVAILABLE, PUT A COPY OF THE FOLLOWING TABLE INSIDE YOUR TM:



TM 9-2350-388-10-1

Table 2-1. Preventive Maintenance Checks and Services

Item No.	Interval	Location Item to Check/ Service	Crewmember Procedure	Not Fully Mission Capable If:
4	Before	Vapor Compression System Unit (VCSU)	<p><b>CREWMEMBER</b></p> <p><b>CAUTION</b></p> <p>Do not block the VCSU intake grill. TMS may not operate correctly if VCSU intake grill is blocked.</p> <ol style="list-style-type: none"> <li>Clean dirt, leaves, and other material out of VCSU louvers</li> <li>Check underside of VCSU for hydraulic or coolant leaks. If leaks are found, notify unit maintenance.</li> <li>Remove pin (1), washer (2), and lower ballistic cover. Inspect for leaks. Reinstall cover and pin.</li> </ol>	<p>Class III hydraulic leaks</p> <p>Class III hydraulic leaks</p>
5	Before	Air Handling Unit (AHU)	<p><b>CREWMEMBER</b></p> <ol style="list-style-type: none"> <li>Check for hydraulic or coolant leak. If leaks are found, notify unit maintenance.</li> <li>Inspect heat exchange for dirt. Clean with brush as required.</li> </ol>	Class III hydraulic leaks



A blocked or leaky vapor compression system unit (VCSU) on your M1A2 SEP (system enhancement package) can cause some hot problems, crewmen. That's why you've got to be extra careful during before-operation PMCS.

When storing gear in the bustle rack, it's easy to block the VCSU vent. With the vent plugged, the VCSU shuts down and the crew compartment doesn't get the air you need to stay cool during hot weather.

It's also easy to miss a leaky manifold under the VCSU. If the leak is severe enough—a Class III—the hydraulic fluid gets into the engine compartment where it can start a fire.

Change 2 to Page 2-50 in TM 9-2350-388-10-1 will include a caution about blocking the VCSU vent and an additional check for leaks.