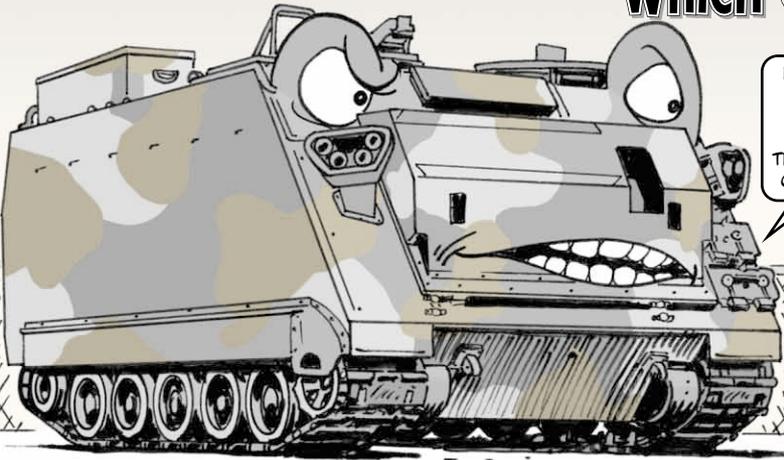


WHICH CHECK IS CORRECT?



HEY! AREN'T YOU GONNA CHECK MY ENGINE AND TRANSMISSION OIL LEVELS?



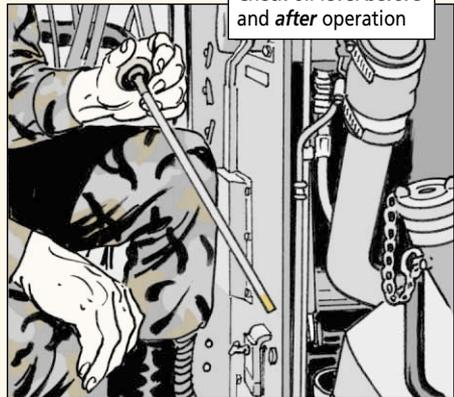
SURE I AM!

I'VE JUST GOTTA FIGURE OUT THE RIGHT TIME TO DO IT!

Dear Half-Mast,
I'm confused about exactly when we're supposed to check the transmission and engine oil levels for our M113-series carriers. The lube orders (LO) say to do a before-operation cold check on both, while the PMCS charts in the -10 TMs say to do an after-operation hot check on both.
I get different readings based on whether I do a hot or cold check, so I never know whether I have too much, too little or just the right amount of oil. Which check is right?
SFC D.R.M.



Dear Sergeant D.R.M.,
TACOM says you should be making both checks.



Check oil level before and after operation

The cold check makes sure you have enough oil to operate the vehicle without causing damage. It won't give you a completely accurate reading, but it does keep you from driving the carrier if it's dangerously low on oil.

The oil level should be at or slightly above the dipstick's F (full) mark for a cold check. That's because oil expands slightly when it's cold.
If the level is below the L (low) mark, call your mechanic to check for leaks. If it's very far above the F mark, he may need to drain some oil.
The hot check is the most accurate—and the one the dipstick was designed to make. After the engine reaches operating temperature (160-230°F), shut down the engine, wait 3-5 minutes, and check the oil level. You should get readings between the L and F marks.
If either oil level is below the L or above the F, call in your mechanic.

Half-Mast

IS YOUR CAP ON?

DON'T LAUGH! I HAVE TO DO SOMETHING TO PROTECT MY NATO SLAVE RECEPTACLE!



The NATO slave receptacle on your command post carrier is supposed to carry current, not water. But water is what you get if the dust cap is missing.
The receptacle faces straight up. Without the cap, the receptacle fills up when it rains or when you wash your carrier.
Water corrodes the receptacle's metal contacts. It may not carry current the next time you need to slave start a dead vehicle or hook up the 4.2-KW or 5-KW generators.
If the dust cap on your carrier is damaged or missing, get your mechanic to replace it with NSN 5340-01-059-0114. That NSN includes the 6-in attachment cord, but not the screw, NSN 5305-00-984-6212, lock washer, NSN 5310-00-045-3296, and flat washer, NSN 5310-00-014-5850, needed to mount the cap and cord.
Until the new cap and cord come in, cover the receptacle with a plastic bag and a rubber band.