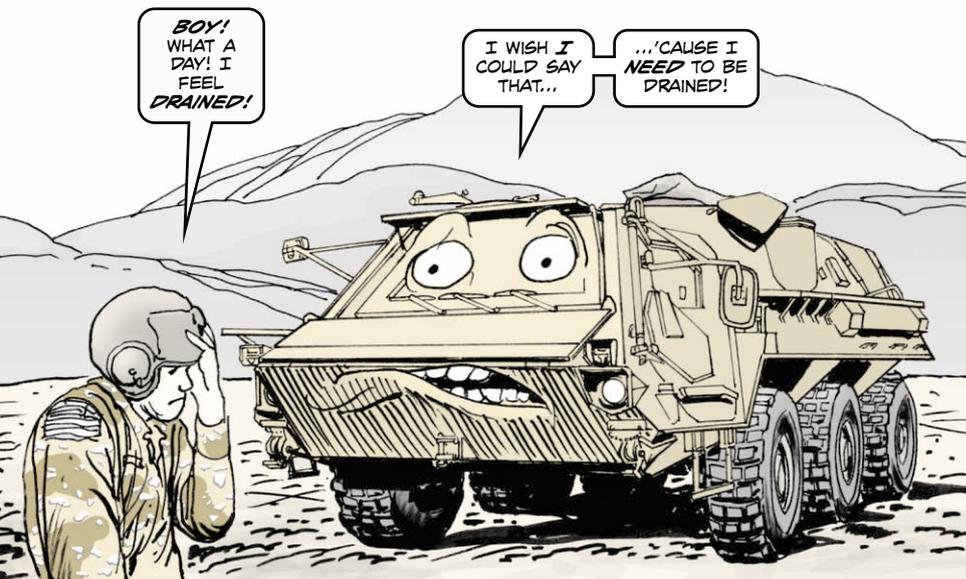


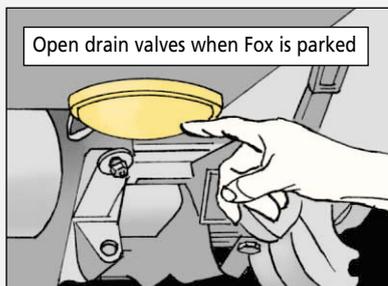
# Being Drained Is Good



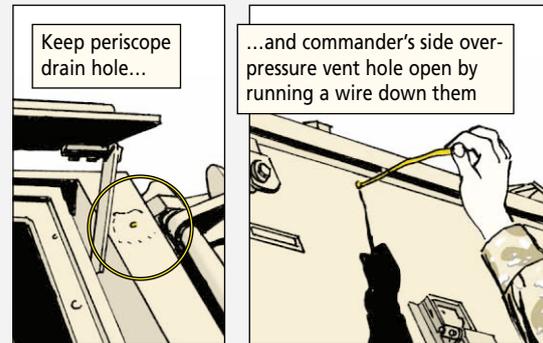
When you are drained after a long day's work, that's not so great. But for your Fox, being drained is great. If it's not drained on a regular basis, it develops problems doing its job.

The most critical drains are the three under the vehicle. If they're not opened at least weekly, water—sometimes lots of water—builds up in the hull, which can cause engine problems and corrosion. Anytime there is a heavy rain, **drain!** Your Fox will need it. If possible, drain into a container. The water may be mixed with oil and antifreeze and you don't want that soaking into the ground.

Mud sometimes plugs the drain holes, so it's a good idea to clean them out with water before and after every mission. The procedure is on Page M-020 in TM 3-6665-339-10. If the drain holes get too plugged, you have to pull the floor boards and M21 in order to get at the drain holes. That's a job you want to avoid.



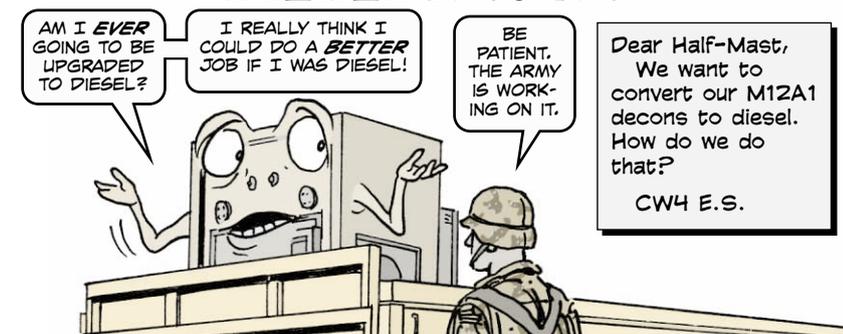
Clear the driver's side periscope drain hole and the overpressure vent hole on the commander's side. For some reason, wasps like to build nests in those holes and they plug up. A plugged drain hole for the periscope means the driver will get wet. A plugged vent hole can affect overpressure. The easiest way to clear both holes is to run a wire down them. Do this monthly.



Another drain hole to keep clear is the one by the fuel spout. If it's plugged, water builds up and can get in the fuel when you take off the fuel cap. The easiest way to clear the spout hole is to blow out any dirt with an air hose.

M12A1 Decon...

## DIESEL IS COMING



Dear Chief E.S.,

Well, you can't do that. There is no MWO for converting M12A1s to diesel. But the Army through the Depot Rebuild Program is gradually converting all its M12A1s to diesel. The converted M12A1s will run on both diesel and JP8. Many active Army units have already received the diesel M12A1s.

The diesel M12A1s will have their own TMs. TM 3-4230-237-10 has been finished and is ready for printing. TM 3-4230-237-23&P should be finished late this year. In the meantime, TB 3-4230-209-23 provides much of the new info that will be in the -23&P. The TB is on the Electronic Technical Manual website at

<http://www.logsa.army.mil/etms/online.htm>

If you want to find out when your unit is scheduled to receive a diesel M12A1, contact CPT Eric Towns at DSN 222-6500, (703) 692-6500 or email: [eric.towns@hqda.army.mil](mailto:eric.towns@hqda.army.mil)

*Half-Mast*