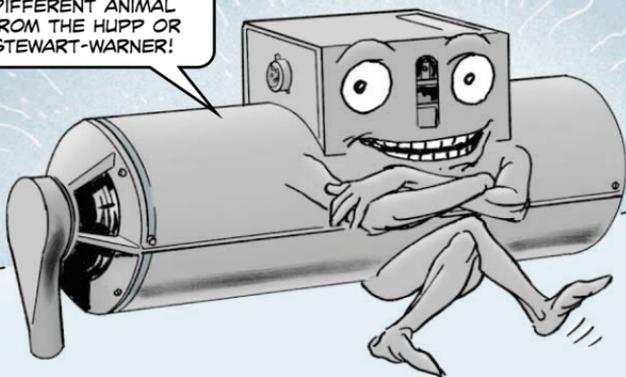


Personnel
Heaters...

RIGHT START FOR A-20

WHEN IT COMES TO
START-UP, I'M A WHOLE
DIFFERENT ANIMAL
FROM THE HUPP OR
STEWART-WARNER!



The Stewart-Warner and Hupp personnel heaters have been around so long that most combat vehicle crewmen have the start-up procedures memorized.

You can hold the RUN-OFF-START switch to START for up to two minutes for the Stewart-Warner and no longer than four minutes for the Hupp. If the heater won't start in that time, you have to let it cool down or risk burning out the ignitor or ignition control resistor.

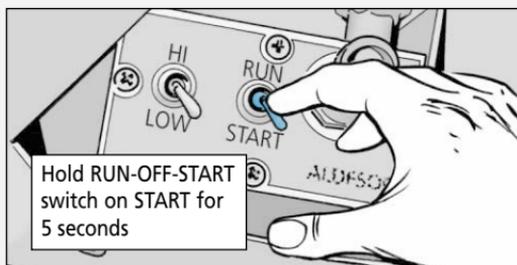
But those start-up procedures will cause no end of trouble if you try to use 'em on the new A-20 heater, NSN 2540-01-396-2826.

After holding the switch on START for just 10 seconds, the heater automatically goes into a 4-minute purge mode. The heater's fuel supply is cut off and all remaining fuel inside the heater is burned off.

Because the heater doesn't start, most operators assume it's defective and turn it in for repair.

But the heater's not the problem! It's the improper start-up procedure that causes all the trouble.

To start the A-20 heater correctly, hold the RUN-OFF-START switch on START for five seconds, then flip it to RUN. The heater will go through a quick self-diagnosis and then start.



If the heater won't start when you do it the right way, check out the troubleshooting procedures in TM 9-2540-207-14&P.

If your vehicle is an M1A2 SEP or M2/M3 Bradley, refer to your TMs for vehicle-unique starting instructions.