

DECONNING MADE EASY

DECONNERS!
THERE'S **GOOD NEWS** FROM
THE CHEMICAL
SCHOOL
INSTRUCTORS...

...THEY'VE
COME UP
WITH WAYS
TO **IMPROVE**
DECONNING.



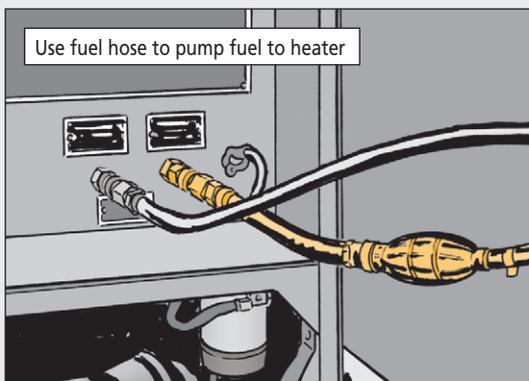
Dear Editor,

We've come up with three suggestions at the U.S. Army Chemical School to make deconning with the M12 decon easier:

- With the new diesel M12 you have to make sure to turn on the fuel valve before startup. Otherwise, the M12 will run for about five minutes and shut down. Then when you do open the valve you don't have enough fuel pressure to operate the heater.

The TM says the solution is to run the M12 for two minutes until the fuel pressure to the heater stabilizes. That usually doesn't work.

We've found it easier to use the M12's fuel line priming bulb, NSN 2910-01-516-1451, to prime the heater. Just connect the quick disconnects to the suction line to the heater and turn on the heater's electrical system to start the fuel pump. But make sure the heater thermostat is in the OFF position or the burner will light when the fuel pressure is high enough.

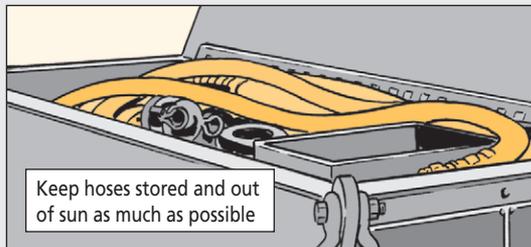


Give the bulb several squeezes to send fuel to the heater pump and watch the heater's fuel pressure gauge. The gauge should come up to a steady 150 psi. Then turn off the heater pump and reconnect the M12 to the heater. You should be in business.

- In the desert, sand can eat up the pump seals. To protect seals, it's a good idea to daily wash off sand around the pump with low-pressure water.

- The desert sun will dry rot the hoses faster if they're left exposed to the sun. Prevent dry rot by keeping the hoses rolled up and covered as much as possible.

Use low-pressure water hose to clean out sand around pump



Keep hoses stored and out of sun as much as possible

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Editor's reply: Excellent suggestions. Thanks for teaching PS readers what you teach your students.