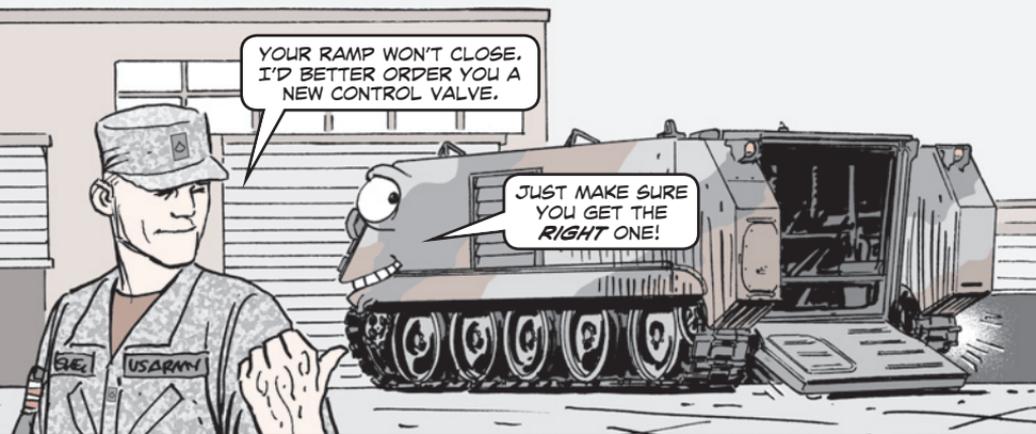


RAMP UP ON CONTROL VALVE SOLUTION



Mechanics, replacing a failed ramp control valve on an M113A3 vehicle can cause even more problems if it's not done right. That starts with getting the *right* replacement valve.

The Problem

The old-style ramp control valve, NSN 4820-00-158-5411, had an external relief valve and was replaced in the early '90s. The replacement valve, NSN 4820-01-411-1225, has an internal relief valve built into it.

The old-style valve was deleted from the supply system and parts manuals. Trouble is, there are still some vehicles that have these valves installed.

When these valves fail, some mechanics find it easier to pull the part number from the failed valve and use it to order a new one.

Big mistake. The old part number crosses to a yet *another* relief valve, NSN 4820-00-825-5720. This is an adjustable valve that has a pressure limit ranging from 2,300 to 3,800 psi.

You won't get instructions on how to adjust the valve. Most mechanics won't even realize the valve has to be adjusted to 2,300 psi to work.

The result? Ramp failure due to the extreme hydraulic pressure that exceeds what the ramp cylinder can handle.

The Solution

Mechanics, break the habit of ordering from part numbers on failed parts. If you go to the parts TM, you'll find the most up-to-date and approved parts for your repair job.

It's also a good idea to go ahead and replace *all* those old external valves now to head off problems later.

Order the correct ramp control valve, NSN 4820-01-411-1225. Then turn to WP 0660 00 in TM 9-2350-277-20-5. It tells how to remove the old hydraulic ramp control handle, hydraulic lines, and external relief valve first. Then it explains how to install the new ramp control valve.