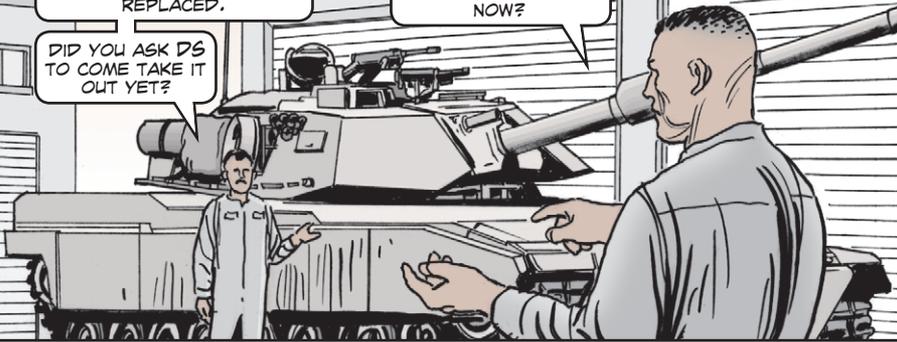


PPC Is Unit's Job, Now

WE'VE GOTTA GET THAT PRIME POWER CONTROLLER REPLACED.

AREN'T WE SUPPOSED TO REMOVE THE PPC NOW?

DID YOU ASK DS TO COME TAKE IT OUT YET?



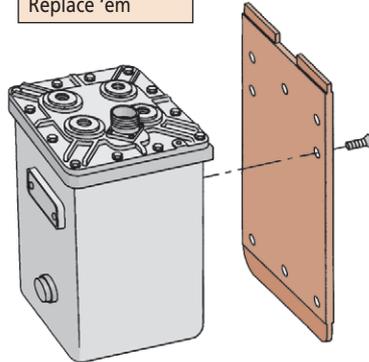
Mechanics, replacing the M1A2 SEP tank's prime power controller (PPC), NSN 5895-01-451-2020, has always been done by direct support. After all, the procedures are listed on Page 7-13 of TM 9-2350-388-34-1-2.

TACOM says that's no longer true. This is now a **unit** maintenance task and will be added to Chap 7 of TM 9-2350-388-20-1-4.

In addition to removing and installing the PPC, here are two "tricks of the trade" that will help keep the PPC on the job:

1. If the old PPC is beyond repair and a new one must be ordered, eyeball the old PPC mounting plate and screws closely. You'll need to decide if the old plate and screws can be reused with the new PPC.

Mounting plate and screws rusty? Replace 'em



Many times the mounting plate and screws are rusted to the old PPC. If that's the case, don't try to reuse them. Order a new plate, NSN 5340-01-456-9847, and screws, NSN 5305-01-382-6007, to mount the new PPC.

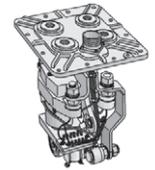
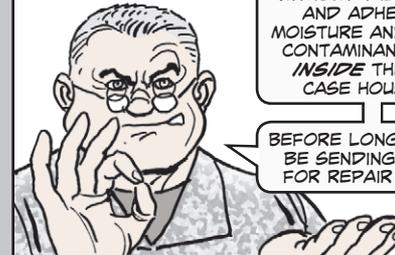
If you can't remove the old PPC from its mounting plate, **don't** be tempted to swap out the old PPC chassis sub-assembly for the new chassis sub-assembly. Order the new mounting hardware instead.

2. When you get a repaired PPC back from direct support, make sure it has been resealed properly. The PPC should be resealed with a new O-ring gasket, NSN 5331-01-456-9837, and adhesive, NSN 8040-01-331-7127.

WITHOUT THE O-RING AND ADHESIVE, MOISTURE AND OTHER CONTAMINANTS GET **INSIDE** THE PPC CASE HOUSING.

BEFORE LONG, YOU'LL BE SENDING IT OFF FOR REPAIR AGAIN.

O-ring gasket included on repaired PPC?

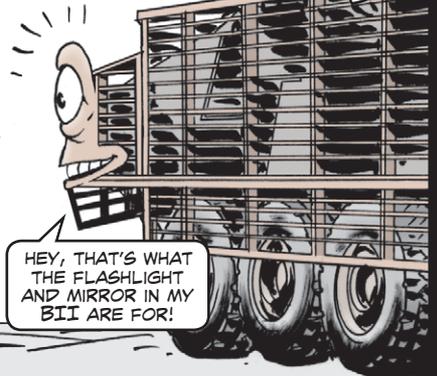


Stryker...

Watch for Water Weekly

WELL, DID YOU CHECK THE FUEL/WATER SEPARATOR?

I TRIED, BUT THE ENGINE COMPARTMENT'S TOO DARK AND CRAMPED TO SEE ANYTHING!

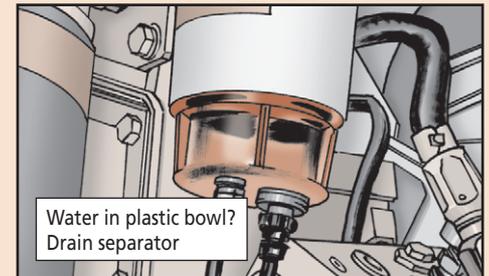


HEY, THAT'S WHAT THE FLASHLIGHT AND MIRROR IN MY BII ARE FOR!

Drivers, checking the fuel/water separator on your Stryker is a weekly PMCS task. Problem is, the engine compartment's dark and cramped. That makes it really hard to get a good look at the separator's plastic bowl.

That's where the flashlight, NSN 6230-00-264-8261, and mirror, NSN 5120-01-428-8005, from your vehicle's BII come in handy.

Just maneuver the mirror down beside the fuel/water separator and shine the flashlight to check the plastic bowl. If you see any signs of water, drain the separator until the fuel runs clean.



Water in plastic bowl? Drain separator