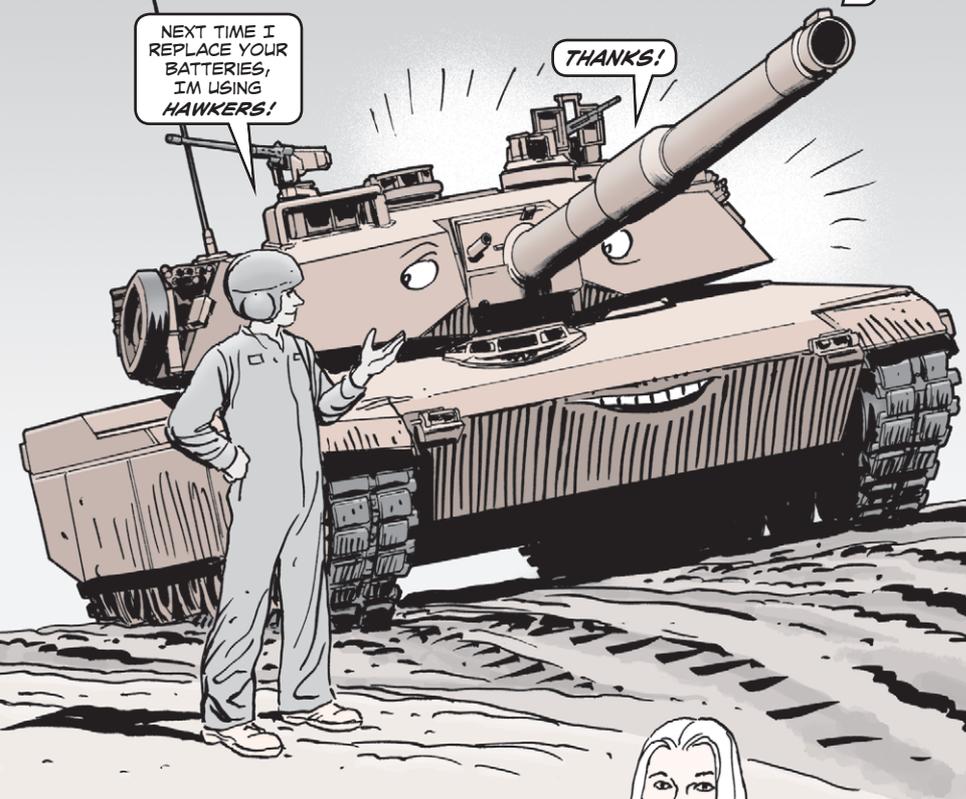


Vehicles...

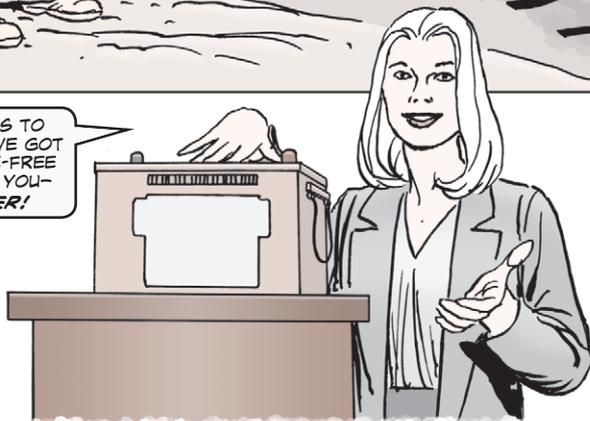
Use the Hawker Battery

NEXT TIME I REPLACE YOUR BATTERIES, I'M USING HAWKERS!

THANKS!



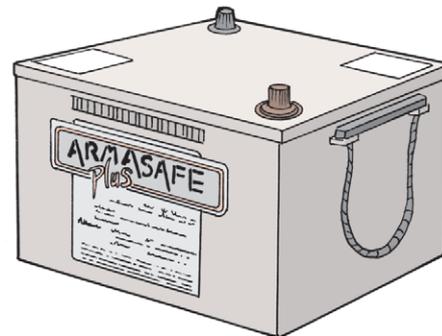
WHEN IT COMES TO BATTERIES, WE'VE GOT A MAINTENANCE-FREE SOLUTION FOR YOU—THE HAWKER!



The Hawker absorbed glass mat battery, NSN 6140-01-485-1472, is a sealed, maintenance-free battery that offers improved “deep-cycle” performance. It costs more than the 6TMF—\$317 vs. \$125—but has a longer service life. That should save you dollars in the long run.

Hawkers can be stored for up to 30 months. And if they’re re-charged every six months while in storage, they’ll last almost indefinitely.

Order the Hawker battery using NSN 6140-01-485-1472



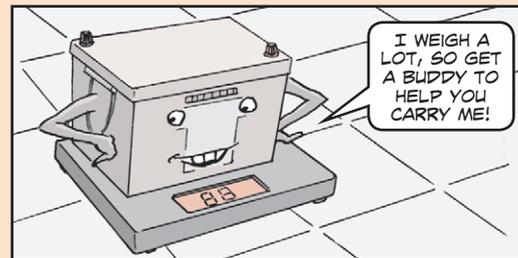
Are You an Authorized User?

TARDEC’s Team Power officially approved the Hawker battery as a substitute for 6TL, 6TN and 6TMF batteries in all combat and wheeled vehicles in SWA. Hawker is approved for use in M1-series tanks, the Stryker FOV and M915 FOV trucks at any location. And **with your commander’s approval**, you can use it in other vehicles, too.

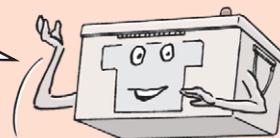
Before You Install

There are a few things you need to know **before** Hawker batteries can be installed:

- Hawker batteries weigh approximately 88 pounds. That’s roughly 16 pounds heavier than a standard 6TMF battery and exceeds the single soldier lift/carry limitations. So get a buddy to help you carry it. Be careful when handling the Hawker to prevent injury.
- Check the open circuit voltage (OCV) of Hawker batteries before installing them in your vehicle.



IF MY OPEN CIRCUIT VOLTAGE IS LESS THAN 12.8 VOLTS, GIVE ME A GOOD CHARGE **BEFORE** USING ME.



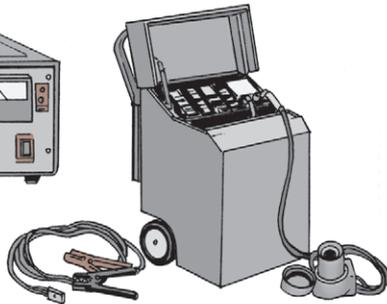
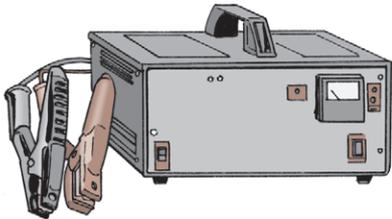
The technology built into Hawkers allows them to be recharged to full service from a fully discharged state multiple times. It comes 90% charged, sealed and air transportable as non-hazardous material.

Battery chargers designed for these batteries include NSNs 6130-01-398-6951, 6130-01-500-3401, 6130-01-532-7711, and 6130-01-518-7866. Other chargers can be used, too, but some chargers have been known to overcharge these batteries, so close monitoring is vital during the first two hours.

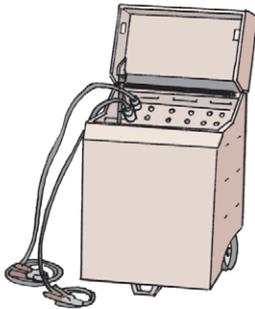


NSN 6130-01-398-6951

NSN 6130-01-500-3401



NSN 6130-01-532-7711



NSN 6130-01-518-7866

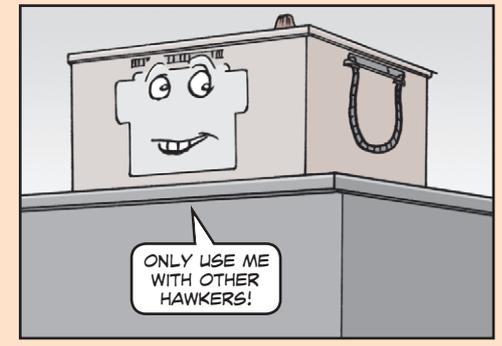


Be on the lookout for heat buildup. That's a sure sign that the battery is being overcharged. If the battery gets too hot, stop the charging and do not use that particular charger on Hawker batteries in the future.

• **Never** mix Hawker batteries with other battery types on the same vehicle! All batteries in the battery compartment **must be** the same type.

If you crank your tank with Hawkers, listen up! Your M1A2 SEP tank has the additional six batteries in the left rear sponson (the "6-Pack" battery mod), so **all 12** batteries on the tank **must be** the same type.

Mixing Hawker and other battery types on the same vehicle can cause charging problems and is **strictly prohibited** due to safety risks.

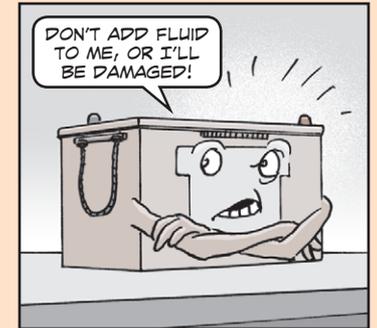


Maintenance Tips

• Field maintenance should continue to service the Hawkers in accordance with the applicable vehicle TMs; TM 9-6140-200-14, *Operator's, Unit, Direct Support and General Support Maintenance Manual for Lead-Acid Storage Batteries*; and TB 9-6140-252-13, *Field and Sustainment Maintenance and Recovery Procedures for Automotive HAWKER ARMASAFE Plus Battery, NSN 6140-01-485-1472.*

• DO NOT attempt to add any fluid to Hawker batteries. This will cause permanent irreparable damage to the batteries.

• Tankers, the voltage regulator, NSN 6110-01-233-1135, currently used in M1-series tanks has a charging rate that can be too high for Hawker batteries, especially in high heat or high use situations. This voltage regulator can overcharge the batteries and lead to "thermal runaway." So use voltage regulator, NSN 6110-01-540-7819, with the Hawker battery, instead.



By the way, thermal runaway is a condition where the battery cells get so hot that they destroy themselves. Not only will this ruin the batteries, but it can also lead to a battery box fire.

Try to limit the number of times you run down the charge before starting the main engine to recharge the batteries. Running the batteries way down results in high charge currents and more heat. It also shortens the service life of Hawkers.

Deep discharging Hawkers in cold environments can also shorten their life span because the current voltage regulator will undercharge them.

Using voltage regulator, NSN 6110-01-540-7819, solves both the high and low temperature problems. You should always be very careful when recharging Hawker batteries.