

M1-Series Tanks...

Loose  
Shield  
as Bad  
as No  
Shield

YOU'RE NO  
PROBLEM  
FOR MY  
FUEL CELLS!

MY MECHANICS  
TOOK GREAT  
CARE OF MY  
HEAT SHIELD!

HEAT  
SHIELD

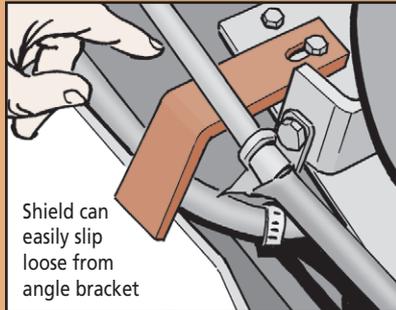
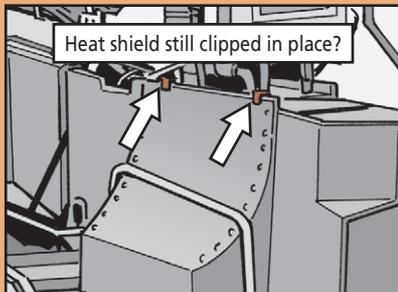


**M**echanics, the heat shields in the M1-series tank's engine compartment are there to protect the fuel cells from the extreme heat of the engine.

That's why you need to treat the shields with care, especially when reinstalling the powerpack. After all, damaged shields are almost as bad as no shields at all.

### Heat Shield Brackets

The shield, NSN 5640-01-083-5375, on the right side of the engine compartment is held in place with two angle brackets. These brackets are a bit short, so it's easy for the shield to slip loose from them.



When that happens, the top of the heat shield leans out and gets crushed by the powerpack as it's lowered into place. Your tank is NMC until the heat shield is replaced.

Before reinstalling the engine, check the angle brackets. Make sure they're tightened down and the heat shield is held in place by **both** brackets.

Never try to make do with just one bracket. Both are needed to properly secure the heat shield.

Replace missing brackets with NSN 5340-01-115-0628. You'll also need a new screw, NSN 5305-00-068-7837; lock washer, NSN 5310-01-374-5430; and flat washer, NSN 5310-01-379-0804, to hold each bracket in place.

### Heat Shield Tape

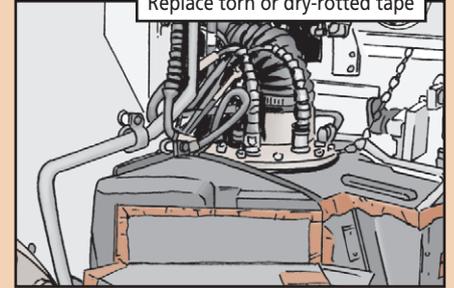
The tape on the edges of all the heat shields takes a lot of rough treatment. Fuel, oil and water lead to dry rot. Bumps and rubs during powerpack installation wear out the tape before its time.

The PMCS tables in the -20-1-1 TMs say the vehicle is NMC if the heat shields are damaged, so most units simply replace them.

If the tape is all that's damaged, you can save your unit those repair bucks by replacing it instead of the heat shield. As long as the damaged section of tape is 12 inches long or less, pull off the old tape and replace it with tape, NSN 7510-01-176-3398.

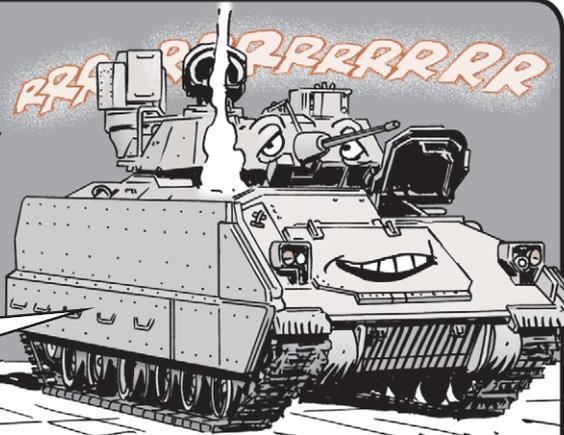
Heat shields with more extensive damage must be replaced following the TM to avoid a fire hazard or further damage to the tank.

Replace torn or dry-rotted tape



M2/M3-Series Bradleys...

KEEP  
HAWKERS  
CHARGED



AHHH!  
THERE'S NOTHING LIKE  
A GOOD CHARGE FOR  
MY HAWKER BATTERIES!

**D**rivers, as good as the new Hawker batteries are, they can still be drained while your Bradley sits around the motorpool, especially if you forget to turn off all electronic equipment during downtimes.

So you'll need to keep them charged up during PMCS. That means starting and running your Bradley for 30 minutes or more at high idle. Or you can save fuel by using a battery charger for a couple of hours if one is available.

Do that once a week or so and the batteries will be charged and ready to go for your next mission.