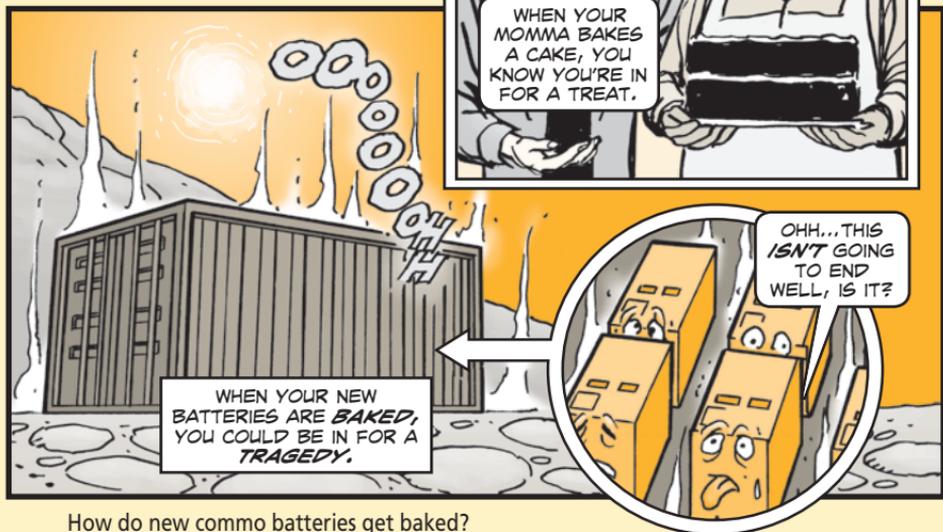


WHEN TOO HOT IS NOT COOL!



WHEN YOUR MOMMA BAKES A CAKE, YOU KNOW YOU'RE IN FOR A TREAT.

WHEN YOUR NEW BATTERIES ARE *BAKED*, YOU COULD BE IN FOR A *TRAGEDY*.

OHH... THIS ISN'T GOING TO END WELL, IS IT?

How do new commo batteries get baked?

Well, sometimes it happens in transit. The supply train between you and the manufacturer might be a long one. And that train may make a stop or two in some very hot areas. Sitting in the Kuwaiti sun for a day before they arrive at your Iraqi commo shop is a low spot in a battery's short shelf-life.

Sometimes it happens in your storage CONEX. The air temperature in a closed CONEX under the hot sun could easily suck the life out of your batteries.

With this in mind, it's important to check new batteries for a charge, even AAs. Even alkaline (AAA, AA, C, D and 9-volt) commercial batteries should be checked prior to use to ensure heat has not fried them. Check them in your equipment or use ZTS tester, NSN 6625-01-494-9163.

If you're using batteries in an ASIP manpack, the first choice is the lithium rechargeable, BB-2590/U, NSN 6140-01-490-4316. It does a good job in the heat, but you need a place below 122°F to charge it.

If you can't consistently find a cool place for charging, use the BA-5390, NSN 6135-01-501-0833, without a state-of-charge indicator (SOCl), or NSN 6135-01-517-6060 with an SOCl.

If you have neither of the above to choose from, use the BA-5590, NSN 6135-01-438-9450, without the SOCl, and NSN 6135-01-523-3037 with the SOCl.

Don't use the BB-390B/U, NSN 6140-01-490-4317. It does not do the job it should in the heat and it cannot be charged in high temperatures.