

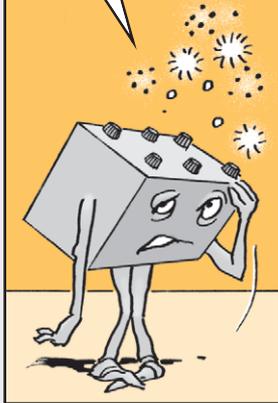
I JUST DON'T SEEM TO HAVE ANY ENERGY. I DON'T KNOW IF I'M FIT TO FIRE.

ALL CHARGED UP and Ready to Go!

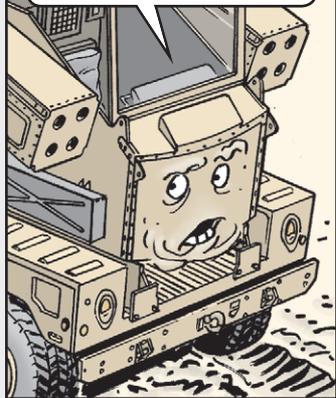
OF COURSE YOU HAVE NO ENERGY!

YOUR CREW FORGOT THE IMPORTANCE OF BATTERY PM!

AN AVENGER WITH EVEN JUST ONE WEAK BATTERY IS AN AVENGER READY TO GIVE YOU PROBLEMS.



IF *YOUR* AVENGER DOESN'T HAVE *ALL* OF ITS BATTERIES CHARGED UP AND READY TO GO, EXPECT BIT FAULTS AND POWER SUPPLY OR DISTRIBUTION PROBLEMS.



SO THE MOST PRODUCTIVE AVENGER PMCS YOU CAN PERFORM IS ON THE BATTERIES.



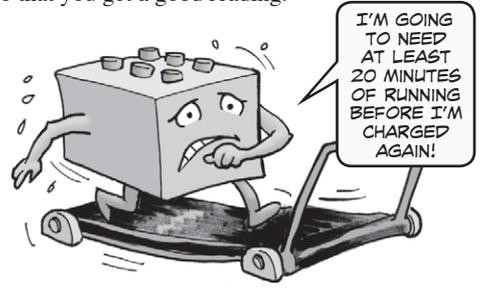
Repairmen

First, get a hand-held battery load tester, NSN 6130-01-447-7294. It will quickly tell you a battery's state of charge or if it's bad.

If you add distilled water to a battery, charge the battery before you test it. That mixes the water and electrolyte so that you get a good reading.

To charge the batteries, start the HMMWV and run it for 20 minutes at 1,200-1,500 rpm. Then test and charge longer if necessary. Once the Avenger is properly charged, have the operators charge the batteries for 20 minutes during weekly services.

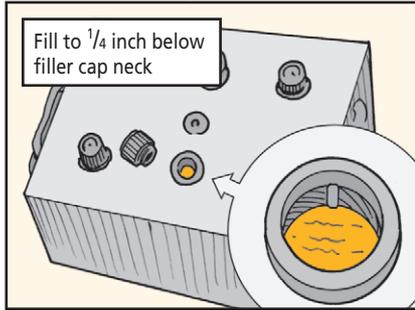
Of course, all that charging won't do much good if the HMMWV charging system is in bad shape. At least every six months, test the charging system like it says in Para 2-29 in TM 9-2320-280-20-1.



I'M GOING TO NEED AT LEAST 20 MINUTES OF RUNNING BEFORE I'M CHARGED AGAIN!

Operators

Check the batteries weekly. Remove all the battery caps and make sure the electrolyte is $\frac{1}{4}$ inch below the filler neck or ledge. Add distilled water if necessary.



Check the terminals for corrosion. If you spot any, clean it off with the wire brush in your tool kit or a scouring pad. Neutralize corrosion with a mixture of $\frac{1}{2}$ pound baking soda to one gallon of water.

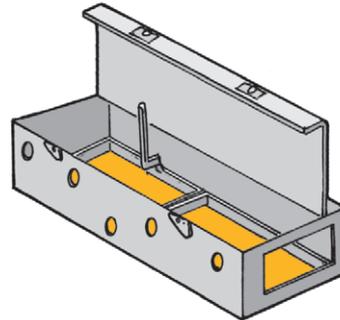


While you're checking the batteries, don't forget the ground straps. If they're broken, frayed, loose or corroded, the batteries will be weakened. Do not use the straps to maneuver batteries. You'll just break them.



Monthly, pull the batteries and check for corrosion in the battery box. If you find any, remove it with a wire brush and the baking soda-water solution. If corrosion has eaten away paint, repaint the box with the paint that comes with NSN 8030-00-290-5141.

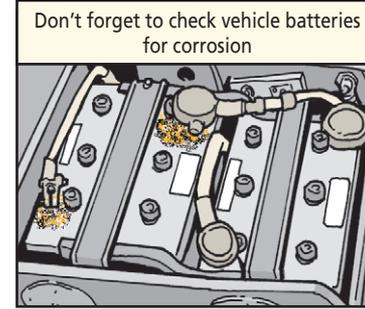
A good investment is an acid neutralizing mat for the battery box that soaks up any battery acid. Then no cleaning or painting is required—you just replace the mat. Order a 100-ft roll of heavy duty battery mat with NSN 6160-01-395-5943.



PUT THE BATTERY MAT IN THE BOTTOM OF THE BATTERY BOX TO SOAK UP ACID.



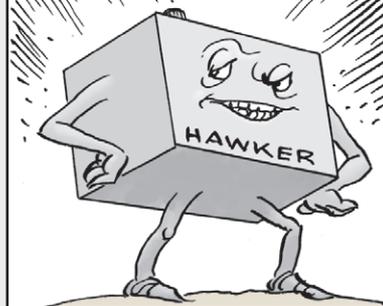
Don't forget to check the vehicle batteries. When you check the Avenger batteries, pull the seat and eyeball the vehicle batteries for corrosion. Your repairman services the vehicle batteries.



Hawker Batteries

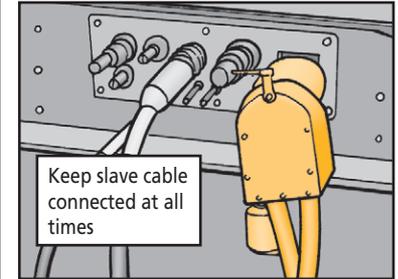
If your unit has gone to the new Hawker batteries, be aware that they have a different threshold than regular batteries and that will affect the BIT test. You will need to change the threshold manually for a correct test.

MY THRESHOLD IS DIFFERENT FROM REGULAR BATTERIES!

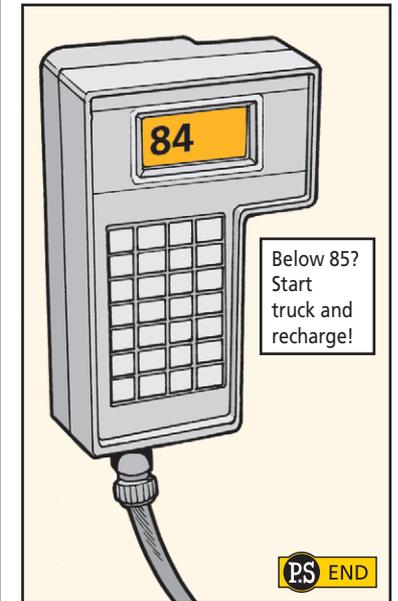


In the Field

Keep the slave cable connected at all times. That way the Avenger can run on both system and vehicle batteries.



If you operate with the truck turned off, keep an eye on the battery indicator. Once it reads below 85, you need to start the truck and recharge the batteries. Running the ECU/PPU will also recharge the batteries.



PS END