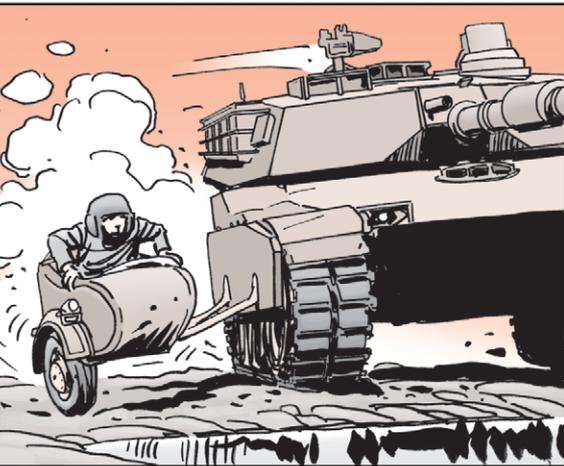


# WATER AND SIDECARS DON'T MIX



**W**hat happens when you get too much water on a piece of electronic equipment? Usually a loud ZAP, a whiff of ozone and a shorted-out piece of equipment!

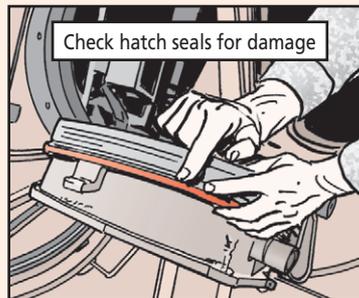
That's also true for the embedded diagnostics (ED) sidecar, NSN 6625-01-497-1915, on your M1A1 tank. Rain, ice, wash water and condensation are all dangerous for a sidecar that's improperly sealed.

Moisture can coat the sidecar's connectors and circuit boards, causing short circuits. It also promotes corrosion that can quickly put the sidecar on the sideline.

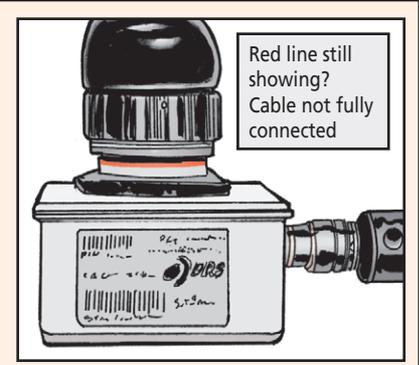
## Prevention

Pages 1-1 through 1-3 of TM 9-2350-264-20-1-1 (Mar 03 w/Ch 4, Jun 09) and Page 2-4 of TM 9-2350-264-20-2-1 (Apr 03, w/Ch 4, Jul 09) tell you some of the cleaning procedures to follow if you spot moisture problems. But your best bet is to stop those problems before they can get started. Here's how:

1. Avoid using high-pressure water when cleaning your tank. That forces water into places you don't want it to go. Use low-pressure water instead. And use only a dampened cloth for cleaning around electronic equipment.
2. Keep all hatches closed when the tank is not being used. That keeps out unwanted rainwater.
3. Check all hatch seals and make sure they're in good condition. A closed hatch won't do much good if water seeps in past a damaged seal.



4. Make sure you have the newest version of the sidecar mounting bracket, NSN 2590-01-548-9336. The pulse jet system/transmission bracket positions the sidecar so that its connector faces down, making it easier for moisture to get inside.
5. Connect and seal the sidecar cables properly. There's a red line at the base of the sidecar's threaded jack. If you can still see the red line after the cable is in place, it's not fully connected. That also makes it easier for moisture to get inside.



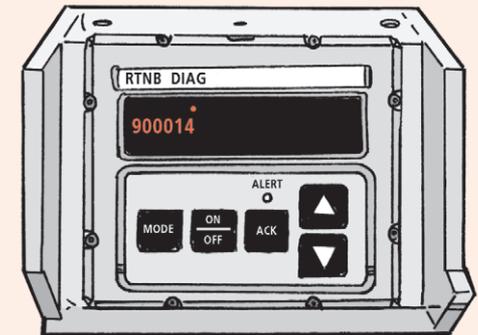
## When Failure Occurs

No matter how hard you try to prevent them, sidecar failures still occasionally happen.

You'll know a sidecar has problems when a six digit fault code (900001 to 900020) appears on the redesigned turret networks box (RTNB) diagnostics display. The last two digits pinpoint the location of the bad sidecar as detailed in the full diagnostics software.

Write down the fault code on the DA Form 5988-E and include the run ID number like it says in Chap 3 of TM 9-2350-264-10-2. That makes finding and replacing a bad sidecar much easier for maintenance personnel.

Look for six digit fault code on RTNB display



## M548A1 Differential Oil Temperature Lead Clamp

NSN 5340-00-291-5323, shown as Item 3 in Fig 123 of TM 9-2350-247-24P (Mar 03), brings 100 loop clamps for the differential oil temperature lead on your M548A1 cargo carrier. Problem is, you only need one clamp. Use NSN 5340-00-200-3045 (PN AS21919WDG24, CAGE 81343) instead. That NSN brings just one loop clamp and will save you some dough. Make a note until the TM is updated.