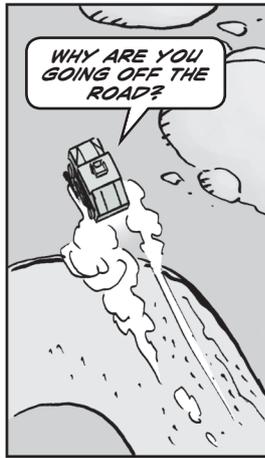
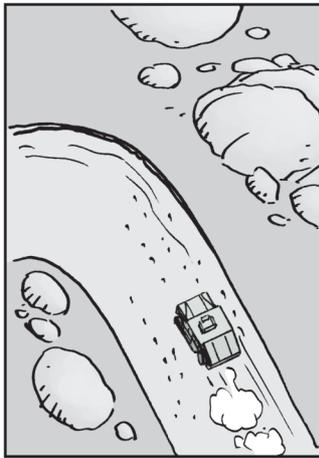


HMMWV...

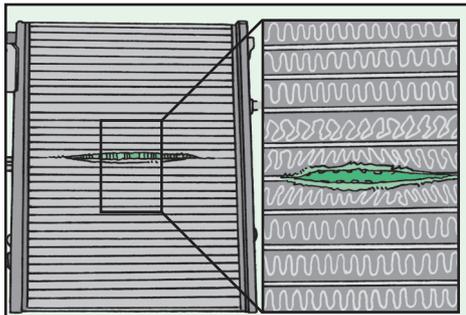
# OIL COOLER FAILURE DEAD-LINES TRUCK!



**D**oes your unit have HMMWVs with serial number 300,000 or higher? If so, your HMMWV could have a faulty combination oil cooler.

The combination oil cooler contains engine oil, transmission oil and power steering fluids. Problems with the power steering oil cooler segments have been reported to TACOM LCMC. The power steering fluid flow tubes are located within the center section of the combination oil cooler.

These tubes could expand or rupture during initial engine warm-up or start-up, especially when the vehicle's hydraulic system is cold. A ruptured power steering cooler causes a loss of power steering fluid and pressure, making your HMMWV hard to steer. Braking will also suffer because the power hydro-boost is also affected. You don't need hard steering or braking, especially in a war zone!



Failure example: Ruptured power steering flow tube

## Inspect Like the TM Says!

Avoid this by inspecting the combination oil cooler for ruptures, leaks or swollen tubes like the PMCS table in TM 9-2320-387-10 says. Here's a quick reminder, as it relates to the oil cooler:

1. Both before and after driving your HMMWV, visually check underneath the truck for fluid leaks. If leakage is detected, find the location and cause of the leak. See if that oil cooler is the culprit.

2. Perform a one-minute engine warm-up in normal operations and a three-minute engine warm-up in cold weather operations (32°F and below). And make sure you don't use your steering and braking systems during warm-up! Then, re-inspect the combination oil cooler for leaks.

If you find a faulty oil cooler, your HMMWV is NMC! And it'll stay that way until the combination oil cooler is replaced. By the way, an oil cooler relief valve retrofit kit has been developed to prevent premature failure of the combination oil cooler. But your HMMWV isn't NMC if this retrofit kit is not installed.

The oil cooler and relief valve kit is a one-time free issue for units with HMMWVs that have serial number 300,000 or higher.

And TACOM SOUM 10-007 tells you all about this problem. View it online if you haven't yet:

[https://aeps2.ria.army.mil/commodity/soum/tacom\\_wn/sou10-007.html](https://aeps2.ria.army.mil/commodity/soum/tacom_wn/sou10-007.html)

## Use the Warranty

COMPLETE THE WARRANTY FORMS FOUND ON THESE LINKS TO RECEIVE THE COMBINATION OIL COOLER RETROFIT KIT AND THE COMBINATION OIL COOLER...



[https://aeps2.ria.army.mil/commodity/soum/tacom\\_wn/Warranty-Oil-Cooler-Kit1.xls](https://aeps2.ria.army.mil/commodity/soum/tacom_wn/Warranty-Oil-Cooler-Kit1.xls)  
[https://aeps2.ria.army.mil/commodity/soum/tacom\\_wn/Warranty-Claim-Oil-Cooler1.xls](https://aeps2.ria.army.mil/commodity/soum/tacom_wn/Warranty-Claim-Oil-Cooler1.xls)

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[milserv@amgeneral.com](mailto:milserv@amgeneral.com)