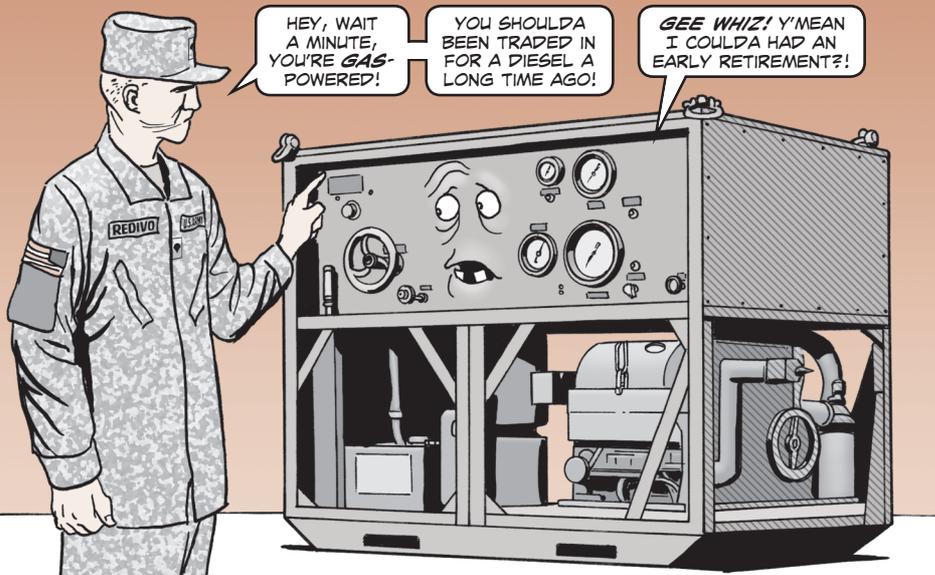


Are Your M12s Diesel Yet?



If you still have gas-powered M12A1 decons, you are way out-of-date. All the M12 gas versions should have been traded in for the diesel M12 by now.

If you still have the gas version, the Army wants to know about it. Please contact TACOM-RI's Derek Meredith at DSN 786-2749, (586) 786-2749, or email:

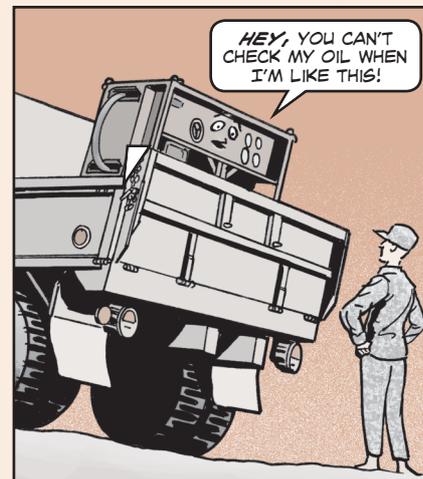
derek.b.meredith@us.army.mil

He will provide disposition and shipping instructions for your M12.

Diesel Differences

There are a few differences with the diesel version you need to remember. You don't need to remove all the engine compartment panels for the diesel. Just the back one will do. But don't forget it when you do operate. Otherwise, the exhaust has no place to go.

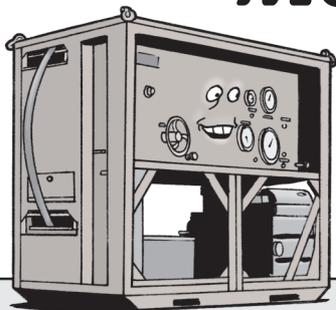
Changing the oil is much easier with the diesel. Change the engine oil after the first 20 hours of operation or at the end of the first month after you receive the M12. After that, change the oil every 100 hours of operation or annually, whichever comes first. When you check the oil, make sure the M12 is on level ground and the engine is stopped.



The oil from the diesel drains slowly and it may take two hours to completely drain it. Run the engine for at least 5 minutes before you change the oil and follow the proper shutdown procedures when you turn off the engine.

Slowly pour 1 ³/₄ quarts of new oil into the filler cap hole, periodically checking the dipstick for the proper fill level. After you've finished adding oil and installing a new oil filter, run the engine for 1 minute and look for leaks. Stop the engine and wait a couple of minutes. Check the dipstick to make sure the oil level is between the tick marks.

Mounting Help



DID YOU HEAR? THEY NOW HAVE A MOUNTING KIT FOR US.

THAT IS GOOD NEWS!



If you mount your M12A1 decons on FMTV trucks, you now have mounting help. An FMTV mounting kit can be ordered with NSN 4230-01-510-0256.

For mounting the M12 on 800- and 900-series 5-ton trucks, you are left with two choices, ratchet straps or angle iron. NSN 3990-01-204-3009 brings straps rated for up to 10,000 pounds.

For the angle iron, cut a piece to fit each skid of the M12, heater, and tank. Drill two holes in each piece of angle iron and bolt them to the truck bed. But it's still a good idea to use the ratchet straps, even with the angle iron. Just make sure to remove the straps when you're ready to operate so that they don't interfere with the M2 heater top cover.