

Personnel Heaters...

# HEATER WON'T HEAT?

MAN, IT'S COLD! THAT PERSONNEL HEATER WILL SURE FEEL GOOD!

ONLY IF YOU START IT RIGHT!

OTHERWISE, WE'RE BOTH IN FOR A LONG, COLD DAY!



Stewart-Warner and Hupp personnel heaters have been around so long that most combat vehicle crewmen have the start-up procedures memorized. And if you forget, most vehicles have a decal mounted right above the heater panel that tells you what to do.

The instructions say to hold the RUN-OFF-START switch down to the START position until the indicator light comes on. That can be as long as 2 minutes for the Stewart-Warner and as long as 4 minutes for the Hupp.

Easy, huh? But what happens if your old heater has been replaced with the A-20 heater, NSN 2540-01-396-2826?

IN MOST CASES, DRIVERS TRY TO START IT THE SAME WAY. AND THAT'S WHERE THE TROUBLE STARTS.



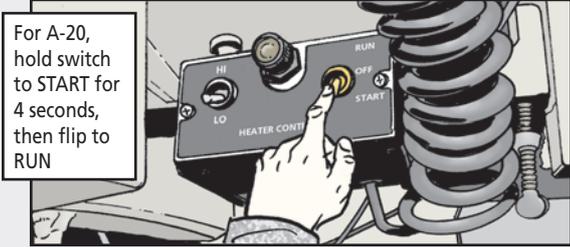
If you hold the A-20's switch down for just 10 seconds, the heater automatically goes into a 4-minute purge cycle to prevent flooding. The heater's fuel supply is cut off and all remaining fuel inside the heater is burned off.

If you hold it down even longer, the igniter can be flooded and ruined.

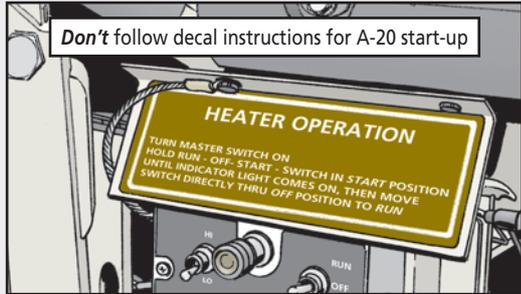
To start the A-20 heater the right way, hold the RUN-OFF-START switch on START for 4 seconds, then flip it to RUN. The heater will go through a quick self-diagnosis and then start.

If it doesn't, check out the troubleshooting procedures in TM 9-2540-207-14&P. If your vehicle is an M1A2 SEP or M2/M3-series Bradley, refer to your TMs for vehicle-unique starting instructions.

So make sure you find out what heater your vehicle has **before** trying to start it. If it's the A-20, ignore the decal instructions. Better yet, scrape off the decal so you and others aren't fooled into trying to start the A-20 heater the wrong way.



For A-20, hold switch to START for 4 seconds, then flip to RUN



Don't follow decal instructions for A-20 start-up