

TAKING CARE OF TANKERS

WITHOUT PROPER CARE, HEMTT TANKERS THAT HAVE BEEN PURGED AND SHIPPED FROM OVERSEAS MAY GIVE YOU TROUBLE.

IF YOU SEE SIGNS OF LEAKING, YOU'VE GOT TROUBLE!



Leaking can occur if the tanker sits for a long time after purging and continues to be exposed to purging residue. The coupling gaskets on the tanker begin to dry out, creating leaks.

These leaks show up at the pipe couplings at the tank and tanker control module and gaskets in the back of the tanker after the tanker is filled again. Here's how to prevent this from happening.

Proper Post Purging PM

PROPER POST PURGING PM INVOLVES SOME EFFORT!

DON'T LEAVE TANKERS DRY FOR A LONG TIME AFTER A PURGE.

TEST TANKERS THAT ARE SHIPPED FROM OVERSEAS AS SOON AS POSSIBLE.



BE SURE TO USE THE -10 TM TO PERFORM PM ON ALL TANKERS RETURNING TO SERVICE.

THIS INCLUDES INSPECTING ALL ASSEMBLIES, SUBASSEMBLIES, AND ACCESSORIES TO BE SURE THEY ARE IN PROPER WORKING ORDER.



ALSO, TEST THE TANKER MODULE PUMPS AND PIPES BY ADDING 300 GALLONS OF FUEL TO THE TANKER AND RE-CIRCULATING THE FUEL.

THIS WILL REMOVE PURGING SOLUTION RESIDUE, WET THE SEALS WITH FUEL, AND SHOW LEAKS BEFORE THE TANK IS COMPLETELY FILLED.



IF YOU FIND LEAKS, REPAIR THEM FOLLOWING GUIDANCE IN THE IETM FOR TANKER PIPING REMOVAL/INSTALLATION. FOLLOW ALL OF THE WARNINGS, NOTES AND CAUTIONS.

THE PIPE COUPLINGS IN THE MODULE AND UNDER THE TANK ARE AVAILABLE IN A KIT THAT COMES WITH NSN 5330-01-578-5493. THE KIT INCLUDES ALL OF THE GASKETS AND SEALS USED ON THE TANKER...



...OR YOU CAN JUST ORDER THE SPECIFIC COUPLINGS AND GASKETS YOU NEED!

Read Your References

You may want to eyeball MIL-STD-3003B, *Department of Defense Standard Practice, Vehicles, Wheeled: Preparation for Shipment and Storage Of*, for more PM help. And reference these HEMTT IETM's instructions on preparation for storage: EM 0288, TM 9-2320-326-14&P; EM 0289, TM 9-2320-325-14&P; and EM 0290, TM 9-2320-279-14&P.

By the way, stainless steel and aluminum tanks **don't** have the requirement to add preservative oil. For aircraft tankers, preservative is considered a contaminant.