

# PIB Circuit Breaker On?

WE GOTTA GET A MOVE ON! WE'RE RUNNING LATE FOR THAT TRAINING EXERCISE!

DON'T WORRY, I'LL GET US THERE FAST!

WE'D BETTER TURN OFF THE PIB CIRCUIT BREAKER FIRST!

C'MON, GUYS! YOU DON'T WANNA DO THAT!

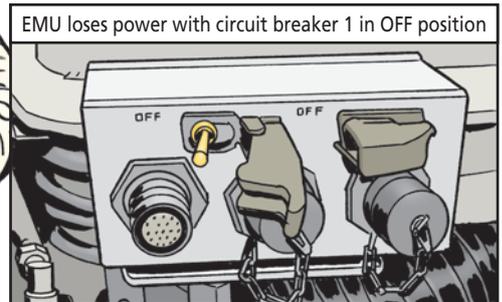
THE DEPOT WILL NEED THAT DATA FOR MY NEXT REBUILD!

THE ENGINE MEMORY UNIT (EMU) ON YOUR M1-SERIES TANK PLAYS AN IMPORTANT ROLE, TANKERS AND MECHANICS.



The EMU collects engine operational data that plays a vital role in condition-based maintenance (CBM), the Army's new maintenance system for depots. When the engine is returned to the depot, having this historical EMU data makes the overhaul and rebuild process easier and more cost effective. If the EMU data is missing or incomplete, your engine doesn't get all the maintenance attention it needs.

The key to the whole process is the power interface box (PIB). The PIB is located in the engine compartment just forward of the powerpack's quick-disconnect panel. It comes equipped with two circuit breaker toggle switches numbered 1 and 2. Circuit breaker #1 is used to provide power for the EMU. Circuit breaker #2 is a spare for future use.



EMU loses power with circuit breaker 1 in OFF position

Far too often, these circuit breakers are found in the OFF position. Why? It's a bit of a mystery, but there are a few possibilities:

- Vehicle electrical system faults could be causing the circuit breaker to trip.
- Sidecar failure has been known to trip other circuit breakers in the tank's electrical system. So it's possible that this circuit breaker is being tripped by the sidecar.
- Intentionally flipping the circuit breaker to OFF. Some mechanics and tankers believe the EMU is a spy device. That's simply not true! Turning the circuit breaker off just means the operational wear and tear on your engine isn't properly recorded, hindering the CBM process.
- Ignoring the position of the switches. Some tankers and mechanics think the protective covers force the switch to the ON position. Unfortunately, that's not the case. So make sure the switch is in the ON position before closing the cover.

A redesign of the red protective circuit breaker covers is under development. If implemented, the new covers would force the switch to the ON position when closed. But until that redesign is applied, it's your responsibility to make sure the circuit breakers are on.

## Oil Spill **DAMAGES** Transmission

The M1-series tank's transmission filler neck doesn't have a very big opening, mechanics. In fact, it's so small, you'll end up with a lot of spillage if you try to pour transmission fluid directly from a can.

The spilled fluid blows onto the oil cooler fins where it attracts dirt and dust like a magnet. That gooey mess won't let the heat radiate away from the oil inside the coolers, putting your transmission at risk.

Stop the spillage by inserting a 1-qt flexible funnel, NSN 7240-00-559-7364, in the filler neck. Just slowly pour the fluid into the funnel to prevent overflow.

