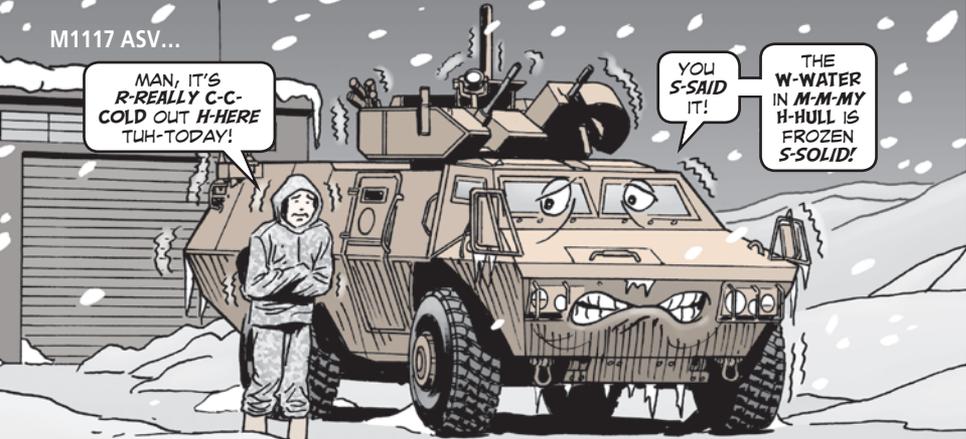


MAN, IT'S R-REALLY C-C-COLD OUT H-HERE TUH-TODAY!

YOU S-SAID IT!

THE W-WATER IN M-M-MY H-HULL IS FROZEN S-SOLID!



DON'T FORGET DRAIN PLUGS

Grewman, it's a known fact that water collects in the hull of your armored security vehicle (ASV).

That's because water drips off wet boots and uniforms, trickles in from the top of the vehicle, comes in from the wash rack, or seeps in through loose drain plugs during fording.

Water's Three Problems

Solid: If you're in a cold-weather region like Alaska or areas of Afghanistan, the water in the hull and under the floor plates will freeze. And because water expands as it freezes, lines and fittings are ruptured, causing all kinds of damage.

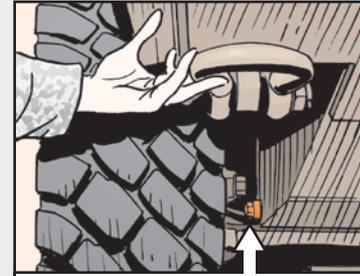
Liquid: Water under the floor plates will rust the vehicle's air brake valves and just about anything else made of metal.

Gas: As temperatures go up, the water evaporates and condenses on radios and other electronic gear. Enough moisture can short out electronic equipment.

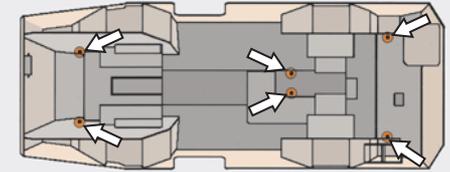
Here's the Fix

Open the hull's drain plugs on the bottom of your ASV. There are six of 'em, so make sure you open 'em all or you'll leave water behind.

There are six hull drain plugs



Remove all drain plugs to let water out



Bottom view

You'll find a plug in all four wheel wells (behind the wheel assembly) of the vehicle. The last two plugs are directly under the vehicle, near the back half of the middle area. You'll see the locator views of the plugs shown in WP 0048-2 of TM 9-2320-307-10 (Sep 10).

By the way, make sure any water drained from the hull goes into a drip pan and is disposed of according to your unit's SOP. That's because any fluid leaks, like coolant, oil and power steering fluid, can end up in the vehicle's hull, too. So never dump contaminated water down a drain or let it run onto the ground.

Also, you don't want water to get back in through the drain plug openings. Make sure you reinstall 'em before operation—and do it right. Plugs that are too loose will vibrate free. And plugs that are too tight are hard to open and more likely to be left closed when draining is needed.

So apply a little anti-seize compound, NSN 8030-01-087-8254, to the threads before installing the plugs. That lets you tighten the plugs enough to keep them from vibrating loose, but makes them easier to open next time.

Just make sure you put the compound on each plug's threads and the threaded portion of the hull. That way, all the threads are coated and the plugs won't stick.

SEEKING WINDSHIELD WASHER NOZZLE BRACKET

PSST! HEY, BUDDY! Y'WANNA BUY A WATCH?

I'M GOOD.

ASK HIM IF HE HAS A WINDSHIELD WASHER NOZZLE BRACKET!



Dear Half-Mast,
I'm trying to find the NSN for the windshield washer nozzle bracket for an M1152 HMMWV. The nozzle is shown as Item 23 of Fig 228 in TM 9-2320-387-24P. But the bracket that attaches the nozzle to the windshield deflector isn't there. Can you point me in the right direction?
SGT C.G.

Dear Sergeant C.G.,
Yes, we can. On M1152s with no armor, use NSN 5340-01-596-4594 to get the new-style nozzle bracket. On M1152A1s with B kit armor, NSN 5340-01-596-4595 brings the new-style nozzle bracket. The correct bracket for M1152A1s with underbody armor and no B kit armor comes with NSN 5340-01-596-4592. And if you need the new-style spray nozzle for any of these vehicles, get it with NSN 2540-01-596-1571. Half-Mast