

BEATING AMMO COMPARTMENT WATER WOES

HEY! WHAT ARE YOU UP TO?

GOTTA GET ALL THAT MOISTURE OUTTA YOUR AMMO COMPARTMENT!

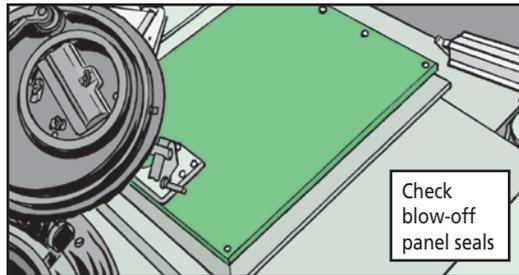


Prevention really is the best medicine when it comes to preventing rust- and corrosion-causing moisture in your M1 tank's ammo compartment.

When you do PM on the hull ammo compartment, make sure you place a couple desiccant bags inside to absorb moisture. Then check the desiccant bags regularly. If they're moist or the compartment walls are wet, time for new desiccant.

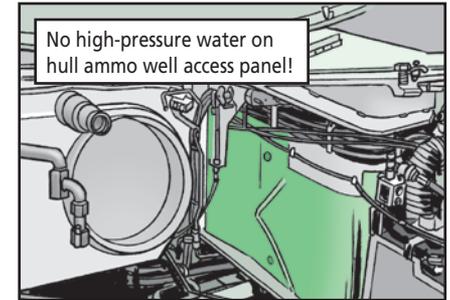
NSN 6850-00-264-6571 gets a drum of 300 bags of desiccant.

But sometimes you might find more water in the ammo compartments than desiccant bags can handle. If that happens, take a close look at the blow-off panels. Sometimes the seals under those panels wear out and allow water to leak through to the ammo compartment.



There's also a small environmental cover to the rear of the blow-off panel. Check for cracked welds, broken or missing bolts or a leaky seal. All can lead to water problems in the ammo compartment.

If those aren't causing the problem, it could be you're using high-pressure water or steam to clean the engine compartment when the powerpack is removed. That can force water past the gasket on the hull ammo well access panel and into the ammo compartment. Check the gasket and avoid spraying this panel in the future.



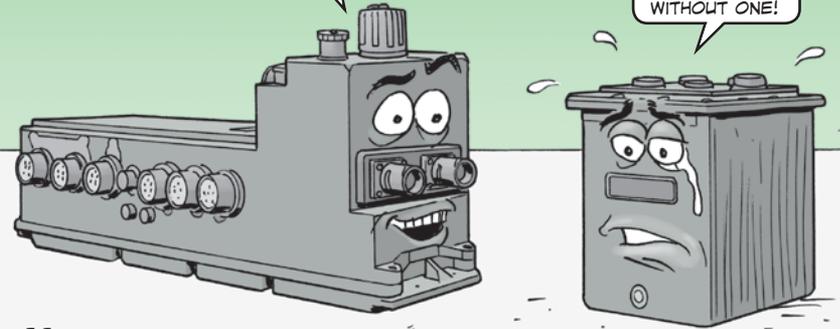
As an extra precaution, cover your tank with a tarp, especially when it's being stored for a long time. Use NSN 2540-01-568-9376 to order a tan tarp for M1A1 tanks and NSN 2540-01-568-9379 for a green tarp. Use the tarp from your BII for your M1A2.

BE SURE TO SEAL THE DEAL

WHY SO GLUM, PAL?

DIDN'T YOU GET A NEW SEAL LIKE ME?

NO! AND I KNOW I WON'T BE EFFECTIVE FOR LONG WITHOUT ONE!



Mechanics, always discard the old seal and replace it with a new one when doing a repair job on an M1-series tank's line replaceable unit (LRU). Too many LRUs are being put back into service without new seals and that can cause problems.

Before long, the LRU will have to be repaired or replaced. That's because reusing the old seal—or using no seal at all—means moisture, dust and other contaminants get inside and damage the sensitive electronic components.

So be sure to replace the seals when doing repairs. And then remind tankers to keep high-pressure water and steam away from LRUs.