

BORE EVACUATOR CRITERIA EXPANDED

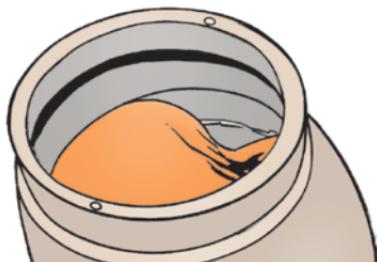
TM 9-1000-
202-14
(FEB 99),
*EVALUATION OF
CANNON TUBES,*
COMES UP A
BIT SHORT ON
CONDEMNATION
CRITERIA FOR
M1-SERIES
TANK BORE
EVACUATORS.

AS A RESULT,
PARA B-6d(3)
IS BEING
CHANGED TO...

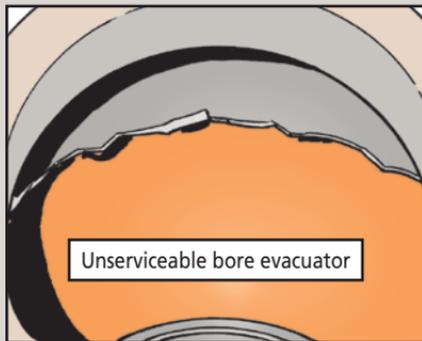


Bore Evacuator. Condemn the bore evacuator when visible damage to the composite material (e.g., breaks in the fiberglass) on the exterior surface (punctures, cracks, dents, severe abrasion, distortion, hammer marks) is present. Condemn the bore evacuator when visible damage to the interior surface (erosion of the resin from the fiberglass, distortion of the metal liner away from the composite [Fig B-7 and B-8]) is present. Nicks, burrs, or cracks across the sealing surface (45° chamfer on the ends) will render the bore evacuator unserviceable. Small nicks or burrs can be blended providing that no more than 20 percent of the sealing surface, resin only—no fiberglass, is removed during the blending. Irregular distance between the metal liner and the “end cap” is normal as a result of the manufacturing process (Fig B-9). A bore evacuator with that condition is serviceable.

Unserviceable bore evacuator



Unserviceable bore evacuator



Serviceable bore evacuator

IT WILL BE SOME TIME BEFORE THIS WILL BE ADDED TO THE TM, SO KEEP A COPY IN YOUR TM IN THE MEANTIME.

PS END

Stryker...

WHOA! WHAT HAPPENED TO YOUR **BUSTLE RACK, MACK?**

Y'KNOW THOSE CARGO STRAPS THAT WERE DANGLING WHEN WE LEFT THIS MORNING?

DON'T Let Straps Dangle!

THOSE CARGO STRAPS ON YOUR STRYKER'S BUSTLE RACK SURE COME IN HANDY ON A MISSION.

BUT IF YOU GET IN A HURRY AND DON'T SECURE 'EM PROPERLY, THEY CAN CAUSE YOU HEADACHES.

