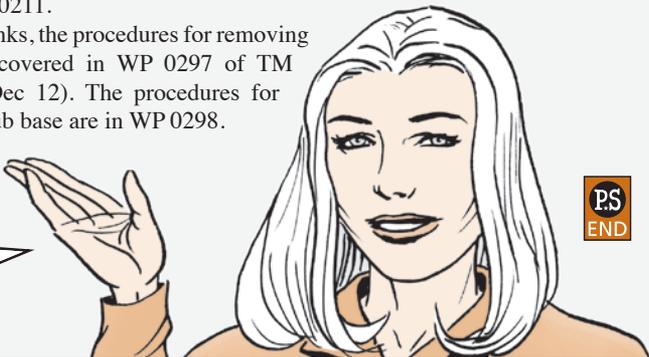


Now that you've got the right tools, make sure you use them the right way. It is very important that all CAUTIONS and WARNINGS be strictly followed during these procedures.

For M1A1 tanks, the procedures for removing a stuck round are in WP 0210 of TM 9-2350-264-10-2 (Sep 11, w/Ch 3, Jan 15). The procedures for removing a stuck stub base are in WP 0211.

For M1A2 SEP tanks, the procedures for removing a stuck round are covered in WP 0297 of TM 9-2350-388-10-2 (Dec 12). The procedures for removing a stuck stub base are in WP 0298.

FOR MORE INFORMATION ON PREVENTING FLAREBACK, SEE PAGES 3-6 OF THIS ISSUE.



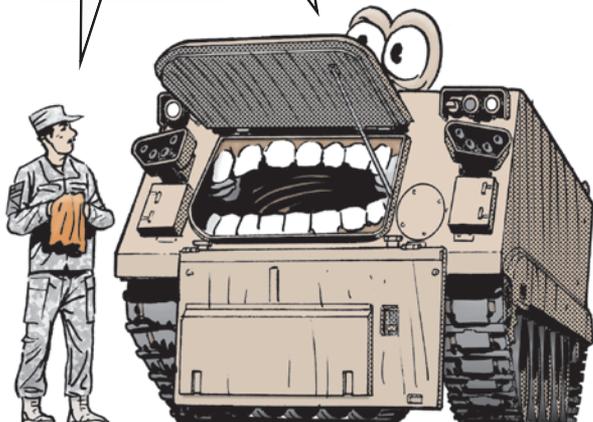
PS  
END

M113-Series FOV...

## CHECK OIL LEVELS BEFORE AND AFTER

YOUR ENGINE AND TRANSMISSION OIL LEVELS LOOK GOOD.

A COLD CHECK IS NICE, BUT **DON'T FORGET** THAT I NEED A **HOT CHECK**, TOO!



ARE YOU CONFUSED ABOUT CHECKING THE ENGINE AND TRANSMISSION OIL LEVELS FOR YOUR M113-SERIES CARRIER? **READ ON!**



THE PMCS CHARTS IN THE -10 TMS SAY TO DO AN AFTER-OPERATION HOT CHECK ON BOTH, WHILE THE LUBE ORDERS (LO) SAY TO DO A BEFORE-OPERATION COLD CHECK, OR BOTH A COLD AND HOT CHECK.

YOU'LL GET **DIFFERENT READINGS** BASED ON WHETHER YOU DO A HOT OR COLD CHECK.

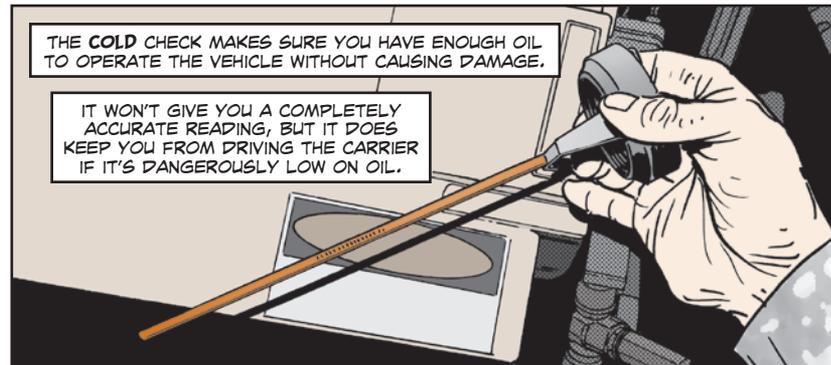


THE **RIGHT** THING IS TO DO **BOTH** CHECKS.



THE COLD CHECK MAKES SURE YOU HAVE ENOUGH OIL TO OPERATE THE VEHICLE WITHOUT CAUSING DAMAGE.

IT WON'T GIVE YOU A COMPLETELY ACCURATE READING, BUT IT DOES KEEP YOU FROM DRIVING THE CARRIER IF IT'S DANGEROUSLY LOW ON OIL.



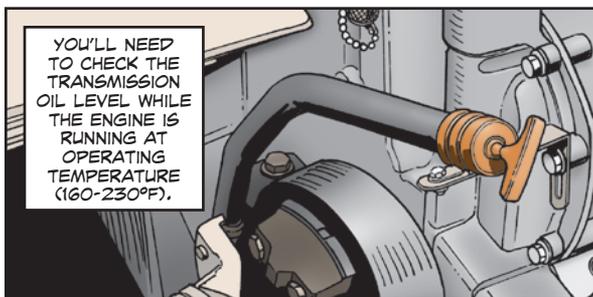
THE OIL LEVEL SHOULD BE AT OR JUST ABOVE THE DIPSTICK'S F (FULL) MARK FOR A COLD CHECK.

IF THE LEVEL IS **BELOW** THE L (LOW) MARK, CALL YOUR MECHANIC TO CHECK FOR LEAKS. IF IT'S **VERY FAR ABOVE** THE F MARK, HE MAY NEED TO DRAIN SOME OIL.

THE **HOT CHECK** IS THE **MOST ACCURATE** AND THE ONE THE DIPSTICK WAS DESIGNED FOR.



YOU'LL NEED TO CHECK THE TRANSMISSION OIL LEVEL WHILE THE ENGINE IS RUNNING AT OPERATING TEMPERATURE (160-230°F).



TO CHECK THE ENGINE OIL, SHUT THE ENGINE DOWN AFTER IT REACHES OPERATING TEMPERATURE. WAIT 3-5 MINUTES AND CHECK THE OIL LEVEL.

YOU SHOULD GET READINGS **BETWEEN** THE L AND F MARKS. IF EITHER OIL LEVEL IS **BELOW** THE L OR **ABOVE** THE F, LET YOUR MECHANIC KNOW RIGHT AWAY.