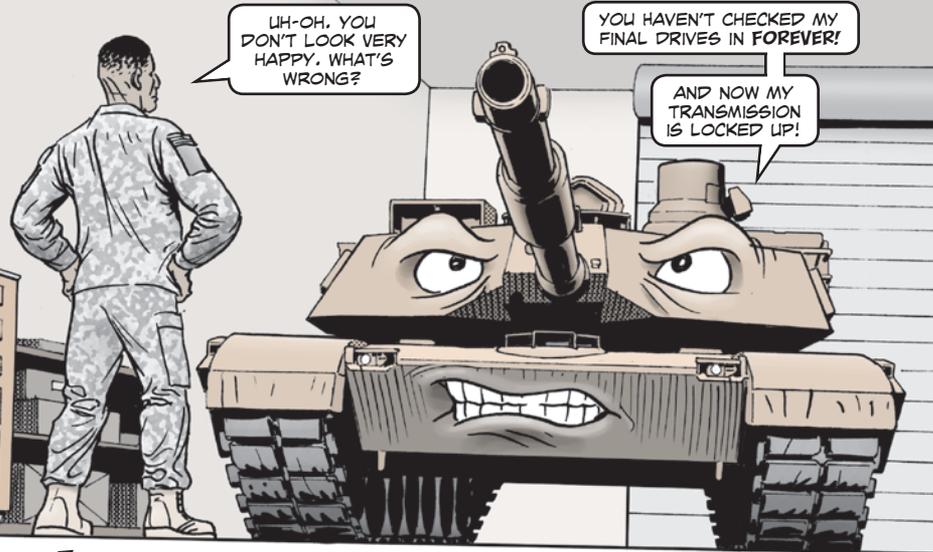


Drive Home Final Drive PM



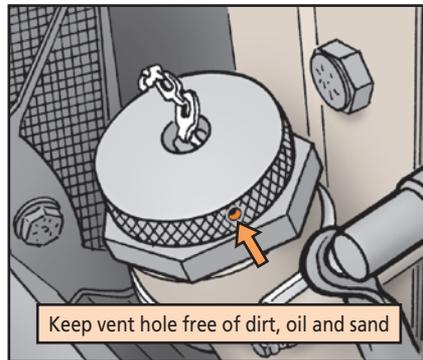
If you don't keep enough oil in your M1-series tank's final drives, your tank's next drive might be a short one!

Final drives that go dry will seize and lock up the transmission. The repairs will cost your unit big bucks! But a team effort from crewmen and mechanics can keep those final drives full and on the job.

Crewmen

Using the -10 TM's PMCS charts, inspect the final drives weekly for oil leaks, especially at the drain and check plugs. Tell your mechanic about any leaks. While you're at it, take a quick look at the final drive filler cap. Dirt, oil and sand can clog the vent hole on each of the filler caps. When that happens, pressure can build until the final drive seal ruptures.

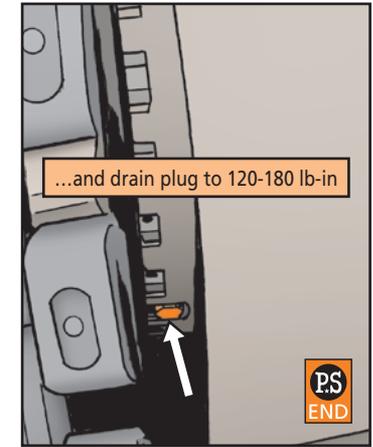
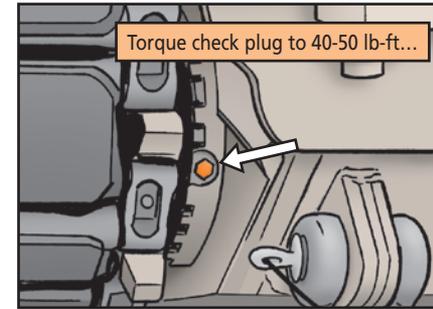
If you're operating in a dusty or muddy environment, check the filler cap after every mission.



Mechanics

After checking the final drive oil levels during semiannual services, make sure you use the right torque when replacing the drain and check plugs.

The plugs look the same but they don't take the same torque. The check plug is tightened to 40-50 lb-ft, but the drain plug can't take that kind of pressure. It either cracks—and leaks—or shears off altogether.



STAY VIGILANT FOR TURRET CRACKS

Crewmen, if you see cracks on the underside of your M1-series tank's turret, don't be alarmed. Your tank isn't necessarily falling apart.

In most cases, these aren't cracks in the armor but in the thin metal skin that covers the bottom of the turret.

The cracks do need to be checked out, though, so keep an eye out for them or other signs of metal fatigue during your PMCS. If you spot any, let your mechanic or TACOM LAR know right away.

