



THE
PREVENTIVE
MAINTENANCE
MONTHLY

SERGEANT'S TIME TRAINING SUPPORT

M1-Series Tank Final Drive PM

An Easy Outline for Sergeant's Time Training

(Note to Sergeants: Here's an easy training outline you can follow any time your unit has a free minute. A problem & solution format is provided below, with visuals if you scroll down. Use this outline or add more info as you see fit. Make it yours & make it matter! –*PS Magazine*)

Problem: Final drives that run out of oil will lock up and seize the transmission and cause costly repairs.

Solution: Crewmen, inspect the final drives weekly for oil leaks. Pay special attention to the drain and check plugs. While you're at it, keep the final drive filler cap vent hole free of dirt, oil and sand.

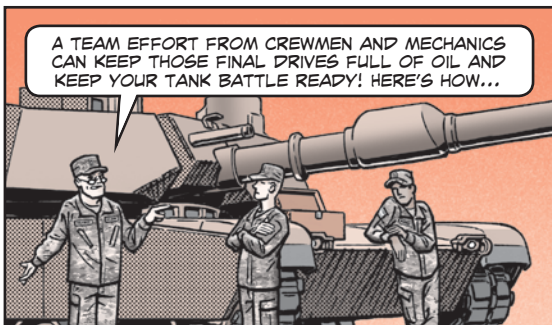
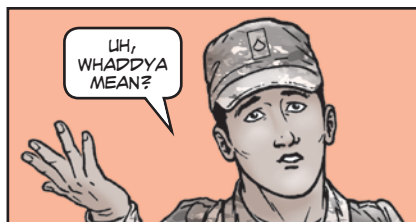
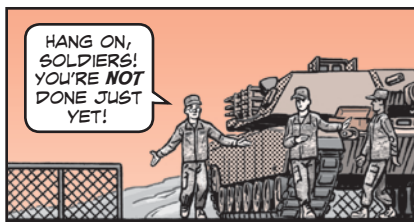
Problem: Improper torque can cause the drain and check plugs to crack or shear off, causing oil leaks.

Solution: Mechanics, make sure to torque the check plug to 40-50 lb-ft and the drain plug to 120-180 lb-in. The step-by-step instructions are in the -23 TMs for the M1A1 and TM 9-2350-388-13&P on IETM EM 0334 for the M1A2.

DON'T Neglect Final Drive PM!

I THINK THAT'S
ENOUGH PM FOR
THIS WEEK!

MAN, AM I
READY FOR THE
WEEKEND!



Crewmen

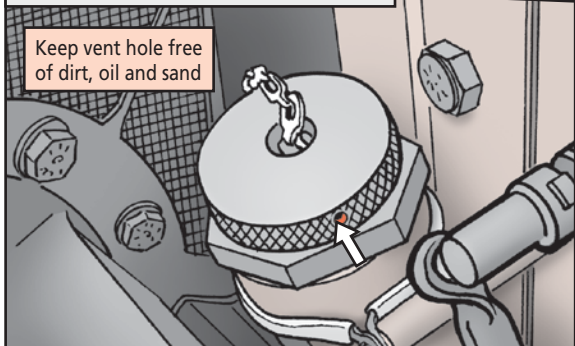
USING THE -10 TM'S PMCS CHARTS, INSPECT THE FINAL DRIVES WEEKLY FOR OIL LEAKS, ESPECIALLY AT THE DRAIN AND CHECK PLUGS.

LET YOUR MECHANIC KNOW ABOUT **ANY** LEAKS.

WHILE YOU'RE AT IT, CHECK OUT 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!

Keep vent hole free of dirt, oil and sand



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**.



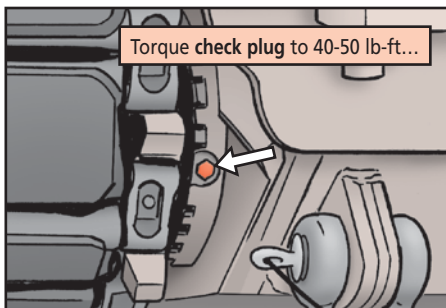
THE PLUGS LOOK THE SAME, BUT THEY **DON'T** TAKE THE SAME TORQUE.

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.

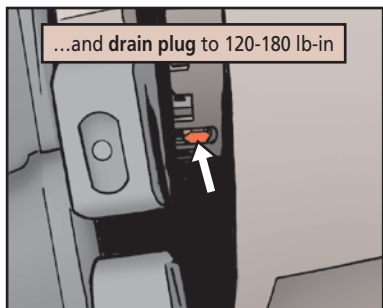
MAKE SURE YOU TORQUE THE **DRAIN PLUG** TO 120-180 LB-IN.

YES, THAT'S POUND-INCH!

Torque check plug to 40-50 lb-ft...



...and drain plug to 120-180 lb-in



YOU'LL FIND THE STEP-BY-STEP INSTRUCTIONS IN THE -23 TMS FOR THE M1A1 AND TM 9-2350-388-13&P ON IETM EM 0334 FOR THE M1A2.