

LUBRICATION ORDER

LO 9-2350-272-12

29 September 1995

(Supersedes LO 9-2350-272-12 March 1994)

CARRIER, CARGO, TRACKED, 1 1/2 TON, M973 SMALL UNIT SUPPORT VEHICLE (SUSV) (NSN 2350-01-132-9099)

TM 9-2350-272-10, -20, LO 9-2350-272-12 cards 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10.

Interval (on-condition or hard time) and the related man-hour times are based on normal operation. The man-hour time specified is the time you need to do all the services prescribed for a particular interval. On-condition (OC) oil sample intervals shall be applied unless changed by the Army Oil Analysis Program (AOAP) laboratory. Change the hard time interval if your lubricants are contaminated or if you are operating the equipment under adverse operating conditions, including longer-than-usual operating hours. The hard time interval may be extended during periods of low activity. If extended, adequate preservation precautions must be taken. Hard time intervals will be applied in the event AOAP laboratory support is not available.

On-condition (OC) AOAP Laboratory determined oil changer intervals shall be applied instead of hard time intervals such as hourly, calendar, or mileage, unless otherwise notified. The services will be required when directed by an Army Oil Analysis Program (AOAP) Laboratory which has analyzed the oil for serviceability.

*The time specified is the time required to perform all services at the particular interval (on-condition or hard times). Relubricate after cleaning, fording or swimming. Times indicated in the total man-hours chart does not include time to access equipment.

WARNING

Dry cleaning solvent, P-D-680 "Type II" used to clean parts, is potentially dangerous to personnel and property. Do not use near open flame or excessive heat. Flash point of solvent is 138°F (58.8°C).

Clean parts with dry cleaning solvent P-D-680, "Type II" or equivalent. Dry before lubricating.

Dotted arrow points indicate lubrication on both sides of the equipment. The lowest level of maintenance authorized to lubricate a point is indicated by one of the following symbols Operator/Crow (C); and Organizational Maintenance (O).

Reporting errors and recommending improvements. You can help improve this publication. If you find my mistakes, or if you know of a way to improve the procedures, please let us know. Mail your letter, DA Form 2028 (Recommended Changes to Publication and Blank Forms) direct to: US Army Tank-automotive and Armaments Command, ATTN: AMSTA-IM-MMAA, Warren, MI 49397-5000. A reply will be furnished to you.

*TOTAL MAN-HOURS	
<u>INTERVAL</u>	<u>MAN-HR</u>
D	0.3
M	2.2
Q	3.2
S	2.8
A	2.4
B	0.8

Approved for public release; distribution is unlimited.

TA259915

LUBRICANT • INTERVAL

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Steering System Hydraulic Oil Filter
(See note 21 and view S)(O)

Steering Hydraulic Fluid Tank
(Check level and fill)
(See key)(See note 11 and view A)(C)

Brake Master Cylinder
(Check level and fill)
(See key)(See note 12 and view B)(C)

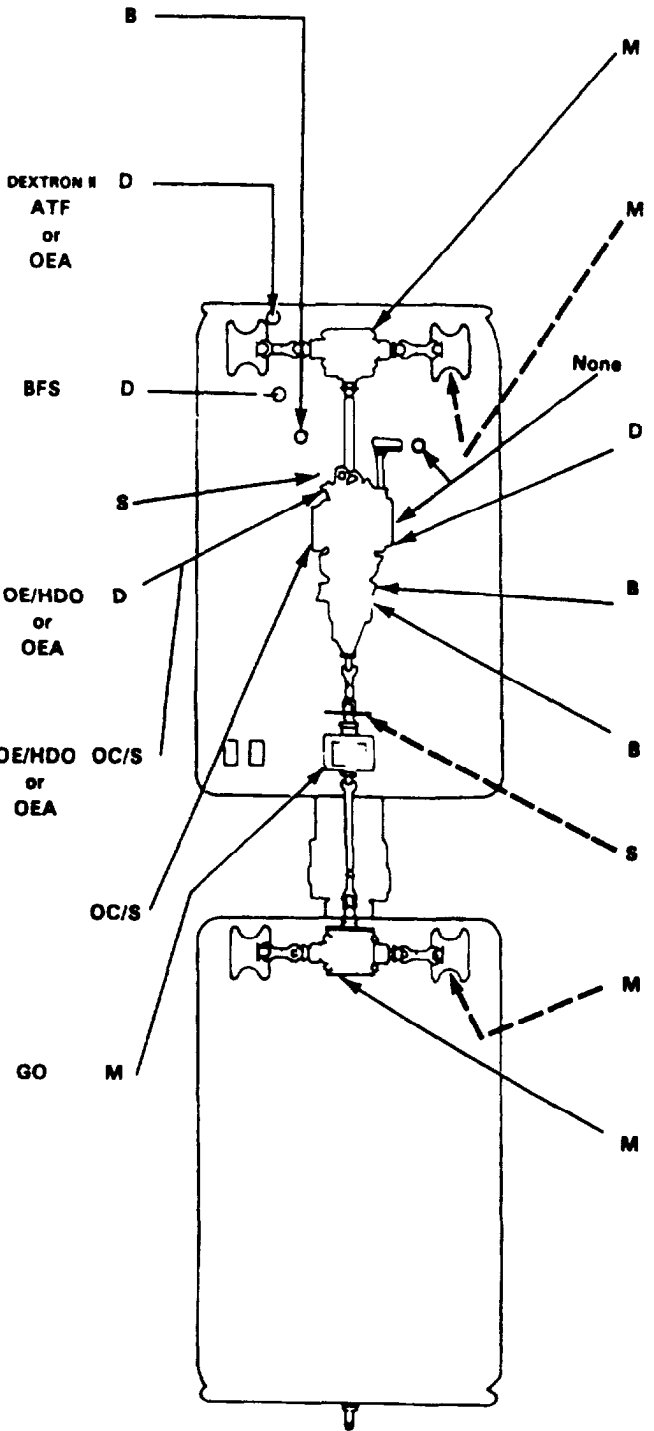
In-Line Fuel Filter
See note 22 and view D)(O)

Crankcase Oil
(Check level and fill)
(See note 4 and view C)(C)

Crankcase Oil On-condition AOAP Analysis (See note 5 and 6)(O)

Engine Oil Filter On-condition AOAP Analysis (See note 3 and view D)(O)

Transfer
(Check level and fill)
(See key)(See note 7 and view E)(C)



GO Differential
(Check level and fill)
(See key)(See note 8 and view F)(C)

GAA Drive Sprocket Bearing
(See note 15a and view G)(C)

GAA Starter and Alternator
(See note 24)

D DEXTRON II Transmission
ATF
(Check level and fill)
(See note 10 and view D)(C)

B DEXTRON II Transmission
ATF
(Drain and fill)(See key)(See note 10)(O)

B Transmission Oil Filter
(See note 10)(O)

S GAA Brake Caliper
(See note 13 and view I)(O)

M GAA Drive Sprocket Bearing
(See note 15a and view G)(C)

M GO Differential
(Check level and fill)
(See key)(See note 8 and view F)(C)

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