

LUBRICATION ORDER

29 September 1995

LO 9-2350-285-12

(Supersedes LO 9-2350-285-05 April 1990)

CARRIER, CARGO: TRACKED, 1-1/2 TON, M973A1
(2350-01-281-6451)

CARRIER, CARGO: TRACKED, 2 TON, M1067
(2350-01-281-6450)

CARRIER, COMMAND POST: TRACKED, 1-1/2 TON, M1065
(2350-01-281-8324)

CARRIER, AMBULANCE: TRACKED 1-1/2 TON, M1066
(2350-01-283-6215)

Reference: TM 9-2350-285-10 or TM 9-2350-285-20

Intervals (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.

WARNING

Dry cleaning solvent P-D-680 is toxic and flammable. Always wear protective goggles

and gloves, and use only in a well-ventilated area. Avoid contact with skin, eyes, and clothes and DO NOT breathe vapors. DO NOT use near open flame or excessive heat. The solvent's flash point is 140° F (60° C). If you become dizzy while using cleaning solvent, immediately get fresh air and medical help. If solvent contacts eyes, immediately wash your eyes with water and get medical aid.

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

Broken arrow shafts (- - -) indicate lubrication points on both sides of the equipment.

The lowest level of maintenance authorized to lubricate a point is indicated by one of the following: (C) for Crew/Operator, or (O) for Unit Maintenance.

REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS

You can help improve this manual. If you find any mistakes or if you know of a way to improve the procedures, please let us know. Mail your letter or DA Form 2028 (*Recommended Changes to Publications and Blank Forms*) direct to: Commander, U.S. Army Tank-automotive and Armaments Command, ATTN: AMSTA-IM-MMAA, Warren, MI 48397-5000. A reply will be furnished to you.

You may also provide DA Form 2028 information to TACOM via e-mail or datafax. Our fax number is DSN 786-6323. Our e-mail address is: amsta-mmaa@cc.tacom.army.mil.

Distribution authorized to U.S. Government agencies only to protect information not owned by the U.S. Government. This determination was made on 17 August 1988. Other request for this document will be referred to: Commander, U.S. Army Tank-automotive and Armaments Command, ATTN: AMSTA-IM-MMAA, Warren, MI 48397-5000.

Destroy by any method that will prevent disclosure of contents or reconstruction of the document.

LUBRICANT • INTERVAL

INTERVAL • LUBRICANT

Stowing Hydraulic Fluid Tank (Check level and fill.) (See Note 9 and View A) (C)

Dexron® II ATF or OEA

D

M

GO

Differential (Check level and fill.) (See Note 7 and View F) (C)

Brake Master Cylinder Reservoir (Check level and fill.) (See Note 10 and View B) (C)

BFS

D

D

Coolant

Antifreeze (Check level and fill.) (See Note 22)

Stowing System Hydraulic Oil Filter (See Note 19 and view Q) (O)

B

B

Coolant

Antifreeze (Change.) (See Note 22)

In-line Fuel Filter (See Note 20 and view C) (O)

S

M

GAA

Drive Sprocket Bearing (See Note 13a and View G) (C)

Crankcase (Check level and fill.) (See Note 4 and View D) (C)

OE/HDO or OEA

D

D

Dexron® II ATF or OEA

Transmission (Check level and fill.) (See Note 8 and View D) (C)

Crankcase Oil OC AOAP Analysis (See Note 5) (O)

OE/HDO or OEA

S

B

Dexron® II ATF or OEA

Transmission (Drain and fill.) (See Note 8) (O)

Engine Oil Filter OC AOAP Analysis (See Note 3 and view C) (O)

S

B

Transmission Oil Filter (See Note 8) (O)

Transfer (Check level and fill.) (See Note 6 and View E) (C)

GO

M

S

GAA

Brake Caliper (See Note 11) (O)

Differential (Check level and fill.) (See Note 7 and View F) (C)

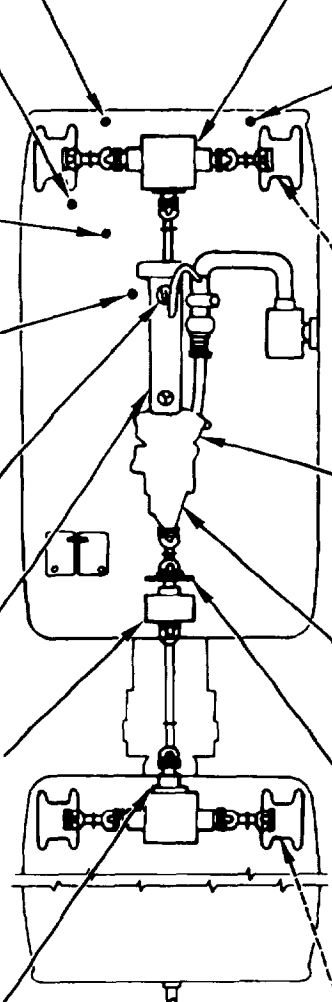
GO

M

M

GAA

Drive Sprocket Bearing (See Note 13a and View G) (C)



TOTAL MAN-HOURS*		TOTAL MAN-HOURS*	
INTERVAL	MAN-HOUR	INTERVAL	MAN-HOUR
D	0.3	S	2.8
M	2.2	B	0.8

*The time specified is the time required to perform all services at the particular Interval (on-condition or hard time).

LUBRICANT • INTERVAL

INTERVAL • LUBRICANT

Universal Joint
(See Note 13b and
View I) (C)

GAA

M

D

Windshield
Washer Reservoir
(Chock level and fill.)
(See Note 21 and
View R) (C)

Battery Post
(See Note 14 and
View J) (O)

PET

S

Q

Air Cleaner
(See Note 2 and
View M) (O)

Damping Cylinder
and Accumulator
(Check level, fill, and
pressurize.) (See
Note 12 and View K)
(O)

Dexron® II
ATF

S

M

GAA

Universal Joint
(See Note 13b and
View N) (C)

Strering Unit
(See Note 13d and
View P) (C)

GAA

M

M

GAA

Universal Joint
(See Note 13b and
View I) (C)

Universal Joint
(See Note 13b and
View I) (C)

GAA

M

M

GAA

Tilt Bearing
Pressure Relief
Valve
(See Note 13d and
View O) (C)

Towing Hook
(See Note 13 and
View L) (O)

GAA

M

M

GAA

Universal Joint
(See Note 13b and
View I) (C)

OE/HDO

S

Oil Can Point
(See Note 16 and
View L) (O)

TOTAL MAN-HOURS*		TOTAL MAN-HOURS*	
INTERVAL	MAN-HOUR	INTERVAL	MAN-HOUR
D	0.3	Q	3.2
M	2.2	S	2.8

*The time specified is the time required to perform all servicer at the particular interval (on-condition or hard time).