

SPECIAL PACKAGING INSTRUCTION

Form Approved -DT
OMB No. 0704-0188 SR

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1. PART OR DRAWING NO./CAGE/NOMENCLATURE. ENGINE, TURBOCHARGED 57K3568 19207 6.5L, WITH CONTAINER (2001)**		2. CAGE 19207		3. SPI NO. AK14398164	
4. NATIONAL STOCK NO. 2815-01-439-8164		5. DATE 10-30-09		6. REVISION A	
7. QUP 1 EA.	8. ICQ NONE	9. UNIT PACK WT. 1206.0*		10. UNIT PACK CU 53.604	
12. MILITARY PRESERVATION MIL-STD-2073-1D, METHOD 55		18. STEPS	19. REQD	20. DESCRIPTION	
13. CLEANING MIL-STD-2073-1D		1-B		PRESERVATIVE: MIL-PRF-21260, GR 10W.	
		2-E		CLOSURE: NAS834.	
14. DRYING MIL-STD-2073-1D		3-E		CLOSURE: ASTM-D 5486, TYPE III AND SAE-AMS-T-22085, TYPE II TAPE.	
15. PACKING		4-F		PRESERVATIVE: MIL-PRF-21260, GR. 10W.	
		5-H		DESICCANT: MIL-D-3464 (48 UNITS).	
a. LEVEL A MIL-STD-2073-1D AND NOTE M		6-H		CONTAINER: P/N 12338064.	
b. LEVEL B NOT APPLICABLE					
16. MARKING MIL-STD-129 AND NOTE N					

17. NOTES/DRAWING

NOTES:

- * WEIGHT OF CONTAINER ALONE IS 530.0 LB.
- ** ENGINE P/N 12469447-1 CONTAINER P/N 12338064.

A. QUALITY CONFORMANCE FOR THE CONTAINER SHALL BE IN ACCORDANCE WITH A-A-52462:
INSPECT THE PRESERVATION AND UNIT PACK IN ACCORDANCE WITH MIL-STD-2073-1D.

B. PRESERVATION.

1. CRANKCASE:

FILL CRANKCASE TO OPERATING LEVEL WITH PRESERVATIVE OIL PER MIL-PRF-21260, GRADE 10W (ALSO KNOWN AS MILITARY SYMBOL PE 10-1, NATO CODE C-640). NOTE: ENGINES THAT ARE RECEIVED FROM THE MANUFACTURER WITH OPERATING OIL IN THE CRANKCASE MAY BE PRESERVED WITH THAT OIL IN PLACE.

2. PROCEDURES TO PROCESS LINE: (PROCEDURES ARE ESTIMATED AND VARIATIONS MAY BE REQUIRED TO OBTAIN RESULTS. ANY CHANGES SHOULD BE DOCUMENTED DURING 1ST ARTICLE TESTING AND RESULTS SUBMITTED TO U.S. ARMY TANK-AUTOMOTIVE AND ARMAMENTS COMMAND, AMSTA-TR-E/MATL, WARREN, MI 48397-5000 FOR APPROVAL.)

- A) MOUNT ENGINE TO WORK STAND.
- B) ENGAGE ELECTRIC MOTOR DRIVE PINS INTO ENGINE DAMPENER. ROTATE FLYWHEEL BY HAND, IF NECESSARY, TO ALIGN DRIVE PINS INTO DAMPENER.
- C) LOCK ELECTRIC DRIVE MOTOR IN PLACE BY INSTALLING ONE-INCH DIAGONAL PIN.
- D) REMOVE PLUG FROM FUEL LINE TO INJECTOR FUEL LINE.
- E) HOOK-UP VACUUM SYSTEM BETWEEN INJECTOR FUEL LINE AND FUEL LINE TO FUEL PUMP. NOTE: THE USE OF A VACUUM PUMP WILL NOT BE REQUIRED WHEN THE CONTRACTOR HAS A TACOM APPROVED PROCESS THAT PRESERVES THE FUEL SYSTEM WITHOUT ONE.
- F) REMOVE CAP FROM OIL BREATHER TUBE AND AIR PLATE COVER.
- G) REMOVE OIL PLUG AND REPLACE WITH STEEL PLUG.
- H) CONNECT POWER SUPPLY LINE TO FUEL INJECTOR UNIT (TWO WIRES).
- I) REMOVE CAP FROM FUEL PUMP AND INSTALL PRESERVATIVE INTAKE LINE TO FUEL PUMP. OPEN INTAKE VALVE.
- J) REMOVE CAP FROM OVERFLOW TUBE AND CONNECT OVERFLOW TUBE.
- K) REMOVE EIGHT GLOW PLUGS.

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- L) START VACUUM PUMP AND REMOVE AIR FROM FUEL LINE SYSTEM, BY OPENING VALVE AND THEN CLOSING VALVE.
- M) TURN ON POWER SWITCH FOR FUEL INJECTOR UNIT AND OPEN THROTTLE.
- N) TURN ON SWITCH FOR ELECTRIC MOTOR AND CRANK ENGINE FOR MINIMUM 15 MINUTES AT 110 REVOLUTIONS PER MINUTE, UNTIL PRESERVATIVE IS SEEN IN OVERFLOW TUBE. SHUT OFF SYSTEM.
- O) REMOVE CRANKCASE ENGINE OIL AND REPLACE PLUG. TORQUE TO 20 LB-FT (27 N•m).
- P) REMOVE ONE-INCH PIN AND DISENGAGE ELECTRIC MOTOR DRIVE PINS.
- Q) REMOVE VACUUM LINE SYSTEM.
- R) REMOVE POWER SUPPLY LINE FROM FUEL INJECTOR UNIT.
- S) SHUT OFF VALVE FOR INTAKE PRESERVATIVE LINE AND INSTALL PLASTIC CAP TO FUEL PUMP INTAKE LINE. REPLACE PLASTIC PLUG TO FUEL LINE LEADING TO FUEL INJECTOR UNIT.
- T) REPLACE REMOVED ENGINE COMPONENTS. ENSURE PROPER TORQUE ON REMOVED COMPONENTS. TIGHTEN GLOW PLUGS TO 8-12 LB-FT (11-16 N•m) EACH.
- U) REMOVE OVERFLOW TUBE AND REPLACE YELLOW CAP TO OVERFLOW TUBE.
- V) REMOVE STEEL PLUG AND REINSTALL PLASTIC OIL PLUG.
- W) REPLACE PLASTIC CAP TO OIL BREATHER TUBE AND YELLOW AIR COVER PLATE.
- X) AIR INTAKE SYSTEM: REMOVE THE SHIPPING AIR INTAKE COVER. THE AIR CROSSOVER BETWEEN THE TURBOCHARGER AND INTAKE MANIFOLDS SHALL BE DISCONNECTED. ONE OUNCE OF PRESERVATIVE OIL CONFORMING TO GRADE 10 OF MIL-PRF-21260 SHALL BE ATOMIZED SPRAYED INTO THE AIR TUBE TOWARD THE TURBOCHARGER AND ONE OUNCE INTO THE TURBOCHARGER AT THE OUTLET SIDE. TWO OUNCES OF THE SAME OIL SHALL BE ATOMIZED SPRAYED INTO THE INTAKE MANIFOLDS. RECONNECT THE AIR CROSSOVER AND TIGHTEN ATTACHING HARDWARE TO 17 LB-FT (23 N•m). RECONNECT THE AIR INTAKE TUBE BETWEEN THE AIR CLEANER AND TURBOCHARGER. REINSTALL SHIPPING AIR INTAKE COVER.
- Y) EXHAUST SYSTEM: THE WASTEGATE HOUSING SHALL BE DISCONNECTED FROM THE EXHAUST PIPE AND TURBOCHARGER. DISCONNECT AND REMOVE EXHAUST MANIFOLD TUBES FROM TURBOCHARGER. ONE OUNCE OF PRESERVATIVE OIL CONFORMING TO GRADE 10 OF MIL-PRF-21260 SHALL BE ATOMIZED SPRAYED INTO EACH OF THE TURBOCHARGER, WASTEGATE HOUSING, AND LEFT AND RIGHT MANIFOLDS. A TOTAL OF FOUR OUNCES OF PRESERVATIVE OIL SHALL BE USED. RECONNECT WASTEGATE HOUSING. WASTEGATE HOUSING ATTACHING HARDWARE SHALL BE TIGHTENED TO 45 LB-FT (62 N•m). RECONNECT MANIFOLD TUBES AND EXHAUST PIPE. TIGHTEN EXHAUST PIPE CONNECTING HARDWARE TO 20 LB-FT (27 N•m).
- Z) TO REMOVE AS MUCH RESIDUAL COOLING SOLUTION AS POSSIBLE, THAT MAY REMAIN FROM THE ENGINE MANUFACTURER RUN-IN PROCESS, DRAIN THE COOLING SYSTEM BY ANY/ALL OF THE FOLLOWING: TIP ENGINE, EVACUATE SYSTEM VIA PRESSURE AND/OR VACUUM, OPEN DRAIN(S), VALVE(S), PLUG(S), PORT(S), AS APPLICABLE. CLOSE/REINSTALL ANY VALVE, PLUG, OR PORT AFTER COMPLETING DRAINING OF THE SYSTEM.
- A1) APPLY A WARNING TAG TO THE FUEL INJECTOR RETURN LINE. THE TAG SHALL BE MARKED AS FOLLOWS:
"WARNING: ENGINE PRESERVED WITH OIL. BECAUSE OF THE VISCOSITY OF THE PRESERVATIVE OIL AT LOW TEMPERATURES, STARTING THE ENGINE AT TEMPERATURES BELOW 40 DEGREES FAHRENHEIT CAN RESULT IN DAMAGE TO THE FUEL INJECTION PUMP. DO NOT START ENGINE IF ENGINE TEMPERATURE IS BELOW 40 DEGREES FAHRENHEIT. PURGE OIL FROM FUEL SYSTEM WITH DIESEL FUEL BEFORE STARTING ENGINE. CONTACT AMSTA-TR-E/MATL AT TX 810-574-5286, DSN 786-5286 FOR SPECIAL PURGING INSTRUCTIONS WHEN ENGINES MUST BE STARTED AT TEMPERATURES BELOW 40 DEGREES FAHRENHEIT WITH PRESERVATIVE OIL STILL IN THE ENGINE."

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C. DRAINAGE. AS AN ALTERNATIVE TO PROCEDURES IN B, THE FOLLOWING MAY BE SUBSTITUTED:**1. COOLING SYSTEM:**

PRIOR TO PROCESSING ENGINE, FILL COOLING SYSTEM WITH A MIXTURE OF 50 PERCENT ETHYLENE GLYCOL ANTIFREEZE, A-A-52624, AND 50 PERCENT CLEAN WATER. NOTE: FILLING THE COOLING SYSTEM WITH AN ANTIFREEZE/WATER MIXTURE AND SUBSEQUENTLY DRAINING THE MIXTURE, WILL NOT BE REQUIRED WHEN THE CONTRACTOR HAS A TACOM APPROVED PROCESS THAT DOES NOT INCLUDE THIS PROCEDURE.

2. FUEL:

FUEL VALVE ON THE AUXILIARY FUEL CONTAINER SHALL BE TURNED TO THE "ON" POSITION. ENGINE SHALL BE STARTED AND OPERATED NOT OVER 1200 REVOLUTIONS PER MINUTE (RPM) UNTIL OBSERVED FUEL RETURN LINE IS PURGED OF DIESEL FUEL AND THE SYSTEM FILLED WITH PRESERVATIVE OIL.

3. CRANKCASE:

THE OIL PAN DRAINPLUG SHALL BE REMOVED, CRANKCASE DRAINED, AND DRAINPLUG REINSTALLED. TORQUE DRAINPLUG TO 20 LB-FT (27 N·m).

4. COOLING PASSAGES:

THE COOLING SYSTEM SHALL BE DRAINED BY ONE OR ALL OF THE FOLLOWING METHODS TO ENSURE THAT AS MUCH ANTIFREEZE SOLUTION AS POSSIBLE IS REMOVED FROM THE ENGINE.

REMOVE ALL PLUGS, PETCOCKS, ETC., ON ENGINE AND TIP ENGINE FORWARD, BACK, AND SIDEWAYS TO DRAIN SOLUTION. REINSTALL ALL DRAINS TO PROPER TORQUE VALUES.

REMOVE LOWEST DRAIN IN ENGINE BLOCK AND, USING A SUITABLE PUMP, EVACUATE THE SOLUTION. REINSTALL DRAINPLUG TO PROPER TORQUE VALUE.

D. DISASSEMBLY.

THE OIL DIPSTICK SHALL BE REMOVED AND SECURED TO THE TOP OF THE ENGINE, IN SUCH A MANNER TO PREVENT DAMAGE TO EITHER THE ENGINE OR THE DIPSTICK. TWO MS3367-9 TIEDOWN STRAPS MAY BE USED TO ACCOMPLISH OIL DIPSTICK SECUREMENT. THE DIPSTICK TUBE OPENING SHALL BE SEALED WITH TAPE, ASTM-D 5486, TYPE III.

E. CLOSURE.

1. THREADED OPENINGS, SUCH AS FUEL LINES, AND OIL DIPSTICK TUBE ADAPTER SHALL BE CLOSED WITH THE APPROPRIATE SIZE OF CAPS/PLUGS.

2. OTHER OPENINGS, SUCH AS MANIFOLDS, AIR INTAKES, BREATHERS, ETC., SHALL BE SEALED WITH TAPE.

F. APPLY PRESERVATIVE TO ALL EXTERIOR UNPAINTED AND UNPLATED METALLIC SURFACES.**G. PROCESSING RECORD.**

A PROCESSING RECORD, DD FORM 1397, SHALL BE COMPLETED AND INCLUDE APPROPRIATE REFERENCE TO OPERATIONS COMPLETED PER STEPS "A" THROUGH "C" ABOVE. THE PROCESSING RECORD SHALL BE AFFIXED TO A CONSPICUOUS LOCATION ON THE ENGINE.

H. MOUNTING HARDWARE FURNISHED WITH CONTAINER. FOR INSTALLATION AND DESICCANT APPLICATION, SEE INSTRUCTION DECAL DRAWING P/N 12338072, LOCATED ON THE UPPER HALF OF THE ITEM CONTAINER.**I. DIRECTIONS FOR DETERMINING SPECIFIC HARDWARE TO BE SHIPPED WITH THE ENGINE TO REPAIR FACILITIES.**

HAND TIGHTEN ONE 5306-01-185-7048 BOLT INTO ENGINE TRANSMISSION BELL HOUSING FLANGE. IF BOLT IS ABLE TO BE THREADED INTO HOUSING FLANGE WITH EIGHT OR MORE REVOLUTIONS THEN THE ENGINE SHALL BE PRESERVED, PACKED AND SHIPPED WITH METRIC FASTENERS. PROCEED TO NOTE K. IF BOLT IS UNABLE TO BE THREADED INTO HOUSING FLANGE WITH EIGHT OR MORE REVOLUTIONS THEN THE ENGINE SHALL BE PRESERVED, PACKED, AND SHIPPED WITH STANDARD FASTENERS. PROCEED TO NOTE J AND SKIP NOTE K.

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J. THE ENGINE WILL BE PRESERVED, PACKED, AND SHIPPED WITH STANDARD HARDWARE AS FOLLOWS:

1. PREPARE SIX 5305-00-068-0510 SCREWS AND SIX 5310-00-637-9541 LOCKWASHERS IN ACCORDANCE WITH THE STEPS BELOW:
 - A) BAG: MIL-DTL-117, TYPE III, CLASS B, STYLE 2, SIZE: 4 X 6. AFTER PLACING ITEMS IN BAG, CLOSE BAG BY HEAT SEALING.
 - B) MARKING: LABEL THE BAG WITH NOTE: "HARDWARE FOR MOUNTING ENGINE TO VEHICLE".
 - C) PLACEMENT: PLACE BAG INSIDE ENGINE CONTAINER NEAR FLOOR. SECURE USING ASTM-D 5330, TYPE IV, TAPE TO OUTBOARD RIGHT SIDE FRONT ANGLE.
2. PREPARE FOUR 5305-00-688-2111 SCREWS AND TWO 5307-01-190-7650 STUDS IN ACCORDANCE WITH THE STEPS BELOW:
 - A) BAG: MIL-DTL-117, TYPE III, CLASS B, STYLE 2, SIZE: 4 X 6. AFTER PLACING ITEMS IN BAG, CLOSE BAG BY HEAT SEALING.
 - B) MARKING: LABEL THE BAG WITH NOTE: "HARDWARE FOR MOUNTING TRANSMISSION TO ENGINE".
 - C) PLACEMENT: PLACE BAG INSIDE ENGINE CONTAINER NEAR FLOOR. SECURE USING ASTM-D 5330, TYPE IV, TAPE TO OUTBOARD RIGHT SIDE FRONT ANGLE.

K. THE ENGINE WILL BE PRESERVED, PACKED, AND SHIPPED WITH METRIC HARDWARE AS FOLLOWS:

1. PREPARE SIX 5310-01-206-7306 WASHERS AND SIX 5305-01-380-3395 SCREWS IN ACCORDANCE WITH THE STEPS BELOW:
 - A) BAG: MIL-DTL-117, TYPE III, CLASS B, STYLE 2, SIZE: 4 X 6. AFTER PLACING ITEMS IN BAG, CLOSE BAG BY HEAT SEALING.
 - B) MARKING: LABEL THE BAG WITH NOTE: "HARDWARE FOR MOUNTING ENGINE TO VEHICLE".
 - C) PLACEMENT: PLACE BAG INSIDE ENGINE CONTAINER NEAR FLOOR. SECURE USING ASTM-D 5330, TYPE IV, TAPE TO OUTBOARD RIGHT SIDE FRONT ANGLE.
2. PREPARE SIX 5306-01-185-7048 BOLTS IN ACCORDANCE WITH THE STEPS BELOW:
 - A) BAG: MIL-DTL-117, TYPE III, CLASS B, STYLE 2, SIZE: 4 X 6. AFTER PLACING ITEMS IN BAG, CLOSE BAG BY HEAT SEALING.
 - B) MARKING: LABEL THE BAG WITH NOTE: "HARDWARE FOR MOUNTING TRANSMISSION TO ENGINE".
 - C) PLACEMENT: PLACE BAG INSIDE ENGINE CONTAINER NEAR FLOOR. SECURE USING ASTM-D 5330, TYPE IV, TAPE TO OUTBOARD RIGHT SIDE FRONT ANGLE.

L. DETUNED ENGINES WILL BE PRESERVED, PACKED, AND SHIPPED WITH APPROPRIATE HARDWARE AND ALSO INCLUDE THE FOLLOWING:

1. PREPARE ONE 12342144-1 COVER ASSEMBLY COMPLETE CONSISTING OF ONE 12342107 COVER ASSEMBLY AND ONE 12342106 COVER ASSEMBLY IN ACCORDANCE WITH THE STEPS BELOW:
 - A) WRAP EACH COVER SEPARATELY.
 - B) WRAP: MIL-DTL-17667, TYPE II, SIZE: 11 X 20 FOR COVER 12342107 AND SIZE: 20 X 32 FOR COVER 12342106.
 - C) CONTAINER: ASTM-D 5118, TYPE CF, CLASS WR, GRADE W5c, STYLE RSC, SIZE: 16-3/4 X 7-1/2 X 7.
 - D) CLOSURE: SHALL BE IN ACCORDANCE WITH ASTM-D 1974, METHOD 2B3.
 - E) INSPECTION: INSPECT CONTAINER IN ACCORDANCE WITH CRITERIA FOR METHOD 10.
 - F) MARKING: LABEL THE CONTAINER WITH NOTE: "COVER ASSEMBLIES".
 - G) PLACEMENT: PLACE CONTAINER INSIDE ENGINE CONTAINER NEAR FLOOR. SECURE USING ASTM-D 5330, TYPE IV, TAPE.

M. UNIT CONTAINER SHALL BE THE SHIPPING CONTAINER.

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N. SPECIAL MARKINGS SHALL BE APPLIED AS FOLLOWS:

1. "CARC" SHALL BE MARKED WITH PAINT CONFORMING TO MIL-C-46168 OR MIL-C-53039, COLOR BLACK, IN 1-INCH LETTERS IN AN AREA AS NEAR AS PRACTICAL TO THE NAMEPLATE.
2. "REUSABLE CONTAINER: DO NOT DESTROY" SHALL BE MARKED WITH PAINT CONFORMING TO MIL-C-46168 OR MIL-C-53039, COLOR BLACK, IN 1/2-INCH LETTERS IN AN AREA ON THE LOWER CONTAINER SECTION ON THE SAME END AS THE NAMEPLATE.
3. ENGINE SERIAL NUMBER SHALL BE STENCILLED ON THE CONTAINER BY THE MANUFACTURER IN ACCORDANCE WITH MIL-STD-129.
4. WHEN AN ENGINE IS REBUILT, THE FOLLOWING ADDITIONAL MARKINGS SHALL BE STENCILLED IMMEDIATELY BELOW THE ENGINE SERIAL NUMBER, USING ONE LINE PER ENTRY:
 - BORE: (INSERT DIMENSION OF AMOUNT OVER OR UNDER, EG: .0007" UNDER)
 - MAINS: (INSERT DIMENSION OF AMOUNT OVER OR UNDER, EG: .0007" UNDER)
 - RODS: (INSERT DIMENSION OF AMOUNT OVER OR UNDER, EG: .0007" UNDER)