

SPECIAL PACKAGING INSTRUCTION

Form Approved
OMB No. 0704-0188

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1. PART OR DRAWING NO. (CAGE CODE) NOMENCLATURE 12366412 (06085) ENGINE & CONT, SHIP & STOR		2. CAGE 19207		3. SPI NO. AK14146821	
4. NATIONAL STOCK NO. 2815-01-414-6821		5. DATE August 24, 2012		6. REVISION F	
7. QUP 1 EACH	8. ICQ NONE	9. UNIT PACK WT (LB.) * 8,560.0	10. UNIT PACK CU (CU. FT.) 289.101	11. UNIT PACK SIZE (INCHES) 90.0 X 89.5 X 62.0	
12. MILITARY PRESERVATION MIL-STD-2073-1D, METHOD 55 AND NOTE A		18. STEPS	19. REQD	20. DESCRIPTION	
13. CLEANING MIL-STD-2073-1D & NOTE B				SEE NOTES FOR PACKAGING DETAILS	
14. DRYING MIL-STD-2073-1D & NOTE B					
15. PACKING					
a. LEVEL A MIL-STD-2073-1D & NOTE W					
b. LEVEL B NOT APPLICABLE					
16. MARKING MIL-STD-129 AND NOTES D.3 AND X					

17. NOTES/DRAWING

* WEIGHT OF ENGINE ASSEMBLY IS 5,360 LBS; THE WEIGHT OF THE CONTAINER IS 3,200 LBS. ENGINE ASSEMBLY (AVDS 1790-8CR) IS P/N 12364800 (06085). CONTAINER P/N IS 10912269 (19207).

A. QUALITY ASSURANCE PROVISIONS:

- INSPECT PRESERVATION AND UNIT PACK IN ACCORDANCE WITH MIL-STD-2073-1D.
- THE CONTAINER SHALL UNDERGO, AND MUST PASS THE PERFORMANCE TESTING DESCRIBED IN A-A-52462.

B. CLEAN AND DRY ITEM BY ANY SUITABLE PROCESS BEFORE APPLICATION OF PACKAGING MATERIALS.

C. ITEM CONTENTS: ENGINE WITH CONTAINER, 12366412, CONSISTS OF THE FOLLOWING ITEMS:

QUANTITY	DESCRIPTION	PART NUMBER	CAGE	SEGREGATED PACK NUMBER
1	CONTAINER	10912269	19207	
1	ENGINE ASSEMBLY	12364800	06085	
	(INCLUDING THE FOLLOWING SHIP LOOSE PARTS:)			
12	NUT (TURBO)	12275894	19207	1
1	BREATHER TUBE	12366395	06085	2
1	HOSE (BREATHER TUBE)	12366424	06085	3
1	HOSE (BREATHER TUBE)	353269-4	02978	4
2	SCREW	425600	02978	5
4	CLAMP (BREATHER TUBE)	MS35842-12	96906	6
1	CLAMP (SPILL TRAY)	E8CR106-034	02978	7
1	OIL FILL UPPER TUBE / SHROUD / COVER	E8CR106-036	02978	8

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1. PART OR DRAWING NO. (CAGE CODE) NOMENCLATURE 12366412 (06085) ENGINE & CONT, SHIP & STOR	2. CAGE 19207	3. SPI NO. AK14146821
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17. NOTES/DRAWING CONTINUED

<u>QUANTITY</u>	<u>DESCRIPTION</u>	<u>PART NUMBER</u>	<u>CAGE</u>	<u>SEGREGATED PACK NUMBER</u>
2	STRAP	E8CR129-025	02978	9
2	GASKET	12354303	19207	10
1	GASKET (O-RING)	7359808	19207	11
2	GASKET	8762780	19207	12
24	LOCK WASHER	MS35338-48	96906	13
1	ADAPTER	MS39130-25	96906	14
2	TIE WRAPS	MS3367-3-9	96906	15

D. PREPARE ONE ENGINE ASSEMBLY, P/N 12364800, IN ACCORDANCE WITH THE STEPS BELOW.

NOTE: IT IS ESSENTIAL TO PROVIDE ADEQUATE VENTILATION WHILE OPERATING THE MAIN ENGINE.

1. PRESERVATION: PRIOR TO PROCESSING, ENGINE CRANKCASE WILL BE FILLED TO OPERATING LEVEL WITH PRESERVATIVE/LUBRICATING OIL CONFORMING TO GRADE 10 OF MIL-PRF-21260.**a. FUEL LINES**

- 1) PREPARE PRESERVATIVE CONTAINER ASSEMBLY (SEE PAGE 7). POSITION SELECTION VALVE TO "OFF" AND FILL WITH PRESERVATIVE/LUBRICATING OIL CONFORMING TO GRADE 10 OF MIL-P-21260. IF REQUIRED FOR INSPECTION, A SOLUTION OF RED DYE AND PRESERVATIVE SHALL BE USED.
- 2) WITH THE FUEL PUMP SWITCH, LOCATED ON THE INSTRUMENT PANEL, IN THE "OFF" POSITION, THE QUICK-DISCONNECT ON THE MAIN ENGINE INLET FUEL LINE SHALL BE UNCOUPLED FROM THE PRIMARY FUEL FILTER (SEE PAGE 8). CONNECT THE LINE FROM THE PRESERVATIVE CONTAINER TO THE PRIMARY FUEL FILTER.
- 3) WHEN USE OF RED DYE IS REQUIRED FOR INSPECTION, THE FILTER MAY BE REMOVED FROM THE PRIMARY FUEL FILTER HOUSING AND A BYPASS MAY BE USED TO CONNECT THE FUEL PUMP TO THE INJECTION LINE (SEE PAGE 8). DISCONNECT THE FUEL LINE BETWEEN THE FUEL PUMP AND THE SECONDARY FUEL FILTER AT THE POINT CLOSEST TO THE SECONDARY FUEL FILTER. THE FUEL INJECTION LINE FROM THE SECONDARY FUEL FILTER SHALL BE DISCONNECTED AT THE POINT CLOSEST TO THE SECONDARY FUEL FILTER. CONNECT THE FUEL LINE FROM THE FUEL PUMP TO THE FUEL INJECTION LINE. THE ENGINE VALVE FOR THE SMOKE GENERATOR MUST BE IN THE OPEN POSITION.
- 4) UNCOUPLE THE ENGINE FUEL RETURN LINE QUICK-DISCONNECT AND FASTEN THE TRANSPARENT PLASTIC RECOVERY LINE TO THE FUEL RETURN LINE. POSITION A RECOVERY CONTAINER AT THE END OF THE TRANSPARENT LINE.
- 5) POSITION THE SELECTOR VALVE ON THE PRESERVATIVE CONTAINER ASSEMBLY TO ALLOW FOR FLOW OF PRESERVATIVE. TURN THE FUEL PUMP SWITCH TO THE "ON" POSITION.
- 6) ENGAGE THE SMOKE GENERATOR BY TURNING THE SWITCH ON THE DRIVER'S CONTROL PANEL TO THE "ON" POSITION. OPERATE THE MAIN ENGINE AT IDLE SPEED (750-800 RPM) UNTIL THE REMAINING FUEL IS FLUSHED FROM THE FUEL LINES. THE ENGINE SHALL USE PRESERVATIVE AS FUEL UNTIL 2.0 GALLONS OF FUEL AND PRESERVATIVE ARE COLLECTED FROM THE RECOVERY LINE IN THE RECOVERY CONTAINER. AN INCREASE IN THE AMOUNT OF SMOKE OUT OF BOTH EXHAUST OPENINGS SHALL BE OBSERVED WHEN THE SMOKE GENERATOR IS USING PRESERVATIVE AS FUEL. THIS PROCEDURE REQUIRES APPROXIMATELY THREE MINUTES. DISCARD THE FUEL MIXTURE COLLECTED IN THE RECOVERY CONTAINER IN ACCORDANCE WITH UNIT STANDARD OPERATING PROCEDURE.
- 7) DISENGAGE THE SMOKE GENERATOR BY TURNING THE SWITCH ON THE DRIVER'S CONTROL PANEL TO THE "OFF" POSITION.

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17. NOTES/DRAWING *CONTINUED*

- 8) AFTER ALLOWING THE ENGINE TO COOL, TURN THE THREE-POSITION "ENGINE PREHEAT" SWITCH LOCATED ON THE MAIN CONTROL PANEL TO THE PREHEAT POSITION AND CRANK THE ENGINE FOR 20 SECONDS TO PRESERVE MAIN ENGINE INTAKE MANIFOLD HEATER.
- 9) DISCONNECT THE PRESERVATIVE CONTAINER AND RECONNECT THE FUEL LINES.
- b. PRESERVATION OF TURBOCHARGERS AND COMBUSTION AIR INTAKE.
 - CAUTION:** FOR THE NEXT PROCEDURE, EACH CRANKING PERIOD SHALL NOT BE LESS THAN 15 SECONDS OR MORE THAN 25 SECONDS. SPECIAL PRECAUTIONS SHALL BE TAKEN TO ASSURE THAT THESE TIME LIMITS ARE KEPT, OTHERWISE THE ENGINE STARTER OR STARTER SOLENOID MAY BE DAMAGED.
 - 1) SHUT OFF THE FUEL SUPPLY TO THE ENGINE BY PULLING OUT THE MAIN ENGINE MANUAL FUEL SHUT-OFF HANDLE.
 - 2) WHILE THE ENGINE IS CRANKED FOR 20 SECONDS, ATOMIZER SPRAY PRESERVATIVE/LUBRICATION OIL CONFORMING TO MIL-L-21260, GRADE 10 INTO BOTH TURBOCHARGER INLETS FOR THE FIRST FIVE SECONDS OF ENGINE CRANKING. ONE OUNCE OF PRESERVATIVE SHALL BE USED. THE ENGINE MAY BRIEFLY FIRE DURING THIS CRANKING. ALLOW THE ENGINE STARTER TO COOL FOR THREE MINUTES.
 - 3) REPEAT THIS PROCEDURE FOUR MORE TIMES FOR A TOTAL OF FIVE TIMES.
 - 4) PUSH IN THE MANUAL FUEL SHUT-OFF HANDLE TO OPEN FUEL LINE.
- c. PRESERVATION THROUGH DIPSTICK SHROUD OPENING AND OIL FILLER TUBE.
 - 1) SIX OUNCES OF PRESERVATIVE/LUBRICATING OIL CONFORMING TO MIL-L-21260, GRADE 30 SHALL BE ATOMIZER SPRAYED INTO THE CRANKCASE THROUGH THE OIL FILLER CAP OPENING. USE AN EXTENSION OF SUFFICIENT LENGTH TO PERMIT THE SPRAY NOZZLE TO BE WITHIN THE CRANKCASE WITHOUT BEING SUBMERGED IN THE CRANKCASE OIL.
 - 2) ENGINE CRANKCASE SHALL BE DRAINED AND THE DRAINPLUG RE-INSTALLED. TORQUE THE DRAINPLUG TO 150 INCH POUNDS WHICH IS THE SAME AS 16.95 NEWTON METERS.
 - 3) AFTER ATOMIZER SPRAYING HAS BEEN ACCOMPLISHED, THE DIPSTICK SHALL BE REINSTALLED, THE OIL FILLER CAP CLOSED, AND ALL OPENINGS TO THE ENGINE INTERIOR, INCLUDING DIPSTICK SHROUD OPENING AND OIL FILLER CAP SHALL BE SEALED WITH TAPE CONFORMING TO TYPE IV OF SAE-AMS-T-22085.
- d. PRESERVATION THROUGH MAIN ENGINE EXHAUST SYSTEMS.
 - 1) TWO OUNCES OF PRESERVATIVE OIL CONFORMING TO MIL-PRF-46002, GRADE 1, SHALL BE ATOMIZER SPRAYED INTO THE EXTERIOR EXHAUST OPENINGS.
- 2. ITEM PREPARATION: SEAL ALL OPENINGS TO THE INTERIOR OF THE ENGINE, TURBOCHARGERS, AND ALL TUBE OPENINGS WITH CAPS/PLUGS OR EQUIVALENT SEAL OF THE APPROPRIATE SIZE. COVER TUBE ENDS, BREATHER TUBES, PORTS, AND ELECTRICAL CONNECTORS WITH APPROPRIATE SIZED CAP/PLUGS OR EQUIVALENT SEAL. APPLY CUSHIONING CONFORMING TO A-A-59135 AROUND WIRING HARNESS MOUNTING BRACKET. SECURE CUSHIONING WITH TAPE. POSITION CUSHIONED BRACKET TO ELIMINATE DAMAGE. SECURE WITH CABLE TIES OR SIMILAR FASTENERS.
- 3. IDENTIFICATION: SECURE WARNING TAG(S) IN A CONSPICUOUS LOCATION ON THE ENGINE TO STATE, "**ENGINE OIL SYSTEM PRESERVED. ENGINE FUEL SYSTEM AND CYLINDERS PRESERVED. BEFORE CRANKING, REMOVE ALL CAP/PLUGS AND TAPE. INSTALL BREATHER TUBE ASSEMBLY. ADD PROPER OPERATIONAL LUBRICANT TO CRANKCASE.**" EACH TURBOCHARGER SHALL INCLUDE A WARNING TAG ATTACHED NEAR THE EXHAUST OPENING TO STATE, "**WARNING: REMOVE TEMPORARY TURBO COVERS FROM INSIDE BLANKET BEFORE INSTALLING EXHAUST ELBOWS AND GASKETS**".

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17. NOTES/DRAWING CONTINUED**E. PREPARE TWELVE NUTS (TURBO), P/N 12275894, TOGETHER, IN ACCORDANCE WITH THE STEPS BELOW.**

1. BAG: MIL-DTL-117, TY III, CL B, ST 2, SIZE: 4 X 4. CLOSURE SHALL BE BY STAPLING OR HEAT SEALING.
2. IDENTIFICATION: IDENTIFY THE BAG AS SEGREGATED PACK NUMBER "1".
3. INSPECTION: INSPECT THE SEGREGATED PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.

F. PREPARE ONE BREATHING TUBE, P/N 12366395, IN ACCORDANCE WITH THE STEPS BELOW.

1. BAG: MIL-DTL-117, TY III, CL B, ST 2, SIZE: 4 X 21. CLOSURE SHALL BE BY STAPLING OR HEAT SEALING.
2. IDENTIFICATION: IDENTIFY THE BAG AS SEGREGATED PACK NUMBER "2".
3. INSPECTION: INSPECT THE SEGREGATED PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.

G. PREPARE ONE HOSE, P/N 12366424, IN ACCORDANCE WITH THE STEPS BELOW.

1. BAG: MIL-DTL-117, TY III, CL B, ST 2, SIZE: 4 X 8. CLOSURE SHALL BE BY STAPLING OR HEAT SEALING.
2. IDENTIFICATION: IDENTIFY THE BAG AS SEGREGATED PACK NUMBER "3".
3. INSPECTION: INSPECT THE SEGREGATED PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.

H. PREPARE ONE HOSE, P/N 353269-4, IN ACCORDANCE WITH THE STEPS BELOW.

1. BAG: MIL-DTL-117, TY III, CL B, ST 2, SIZE: 4 X 8. CLOSURE SHALL BE BY STAPLING OR HEAT SEALING.
2. IDENTIFICATION: IDENTIFY THE BAG AS SEGREGATED PACK NUMBER "4".
3. INSPECTION: INSPECT THE SEGREGATED PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.

J. PREPARE TWO SCREWS, P/N 425600, TOGETHER, IN ACCORDANCE WITH THE STEPS BELOW.

1. BAG: MIL-DTL-117, TY III, CL B, ST 2, SIZE: 4 X 4. CLOSURE SHALL BE BY STAPLING OR HEAT SEALING.
2. IDENTIFICATION: IDENTIFY THE BAG AS SEGREGATED PACK NUMBER "5".
3. INSPECTION: INSPECT THE SEGREGATED PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.

K. PREPARE FOUR CLAMPS, P/N MS35842-12, TOGETHER, IN ACCORDANCE WITH THE STEPS BELOW.

1. BAG: MIL-DTL-117, TY III, CL B, ST 2, SIZE: 5 X 6. CLOSURE SHALL BE BY STAPLING OR HEAT SEALING.
2. IDENTIFICATION: IDENTIFY THE BAG AS SEGREGATED PACK NUMBER "6".
3. INSPECTION: INSPECT THE SEGREGATED PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.

L. PREPARE ONE CLAMP, P/N E8CR106-034, IN ACCORDANCE WITH THE STEPS BELOW.

1. BAG: MIL-DTL-117, TY III, CL B, ST 2, SIZE: 4 X 4. CLOSURE SHALL BE BY STAPLING OR HEAT SEALING.
2. IDENTIFICATION: IDENTIFY THE BAG AS SEGREGATED PACK NUMBER "7".
3. INSPECTION: INSPECT THE SEGREGATED PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.

M. PREPARE ONE OIL FILL UPPER TUBE / SHROUD / COVER, P/N E8CR106-036, IN ACCORDANCE WITH THE STEPS BELOW.

1. CUSHIONING: A-A-59135, CL 2, GR A, SIZE: 24 X 60. APPLY CUSHIONING TO ITEM. SECURE WITH TAPE.
2. IDENTIFICATION: IDENTIFY THE PACK AS SEGREGATED PACK NUMBER "8".
3. INSPECTION: INSPECT THE SEGREGATED PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.

N. PREPARE TWO STRAPS, P/N E8CR129-025, TOGETHER, IN ACCORDANCE WITH THE STEPS BELOW.

1. BAG: MIL-DTL-117, TY III, CL B, ST 2, SIZE: 4 X 8. CLOSURE SHALL BE BY STAPLING OR HEAT SEALING.
2. IDENTIFICATION: IDENTIFY THE BAG AS SEGREGATED PACK NUMBER "9".
3. INSPECTION: INSPECT THE SEGREGATED PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.

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17. NOTES/DRAWING CONTINUED

- P. PREPARE TWO GASKETS, P/N 12354303, TOGETHER, IN ACCORDANCE WITH THE STEPS BELOW.
- BAG: MIL-DTL-117, TY III, CL B, ST 2, SIZE: 7 X 7. CLOSURE SHALL BE BY STAPLING OR HEAT SEALING.
 - IDENTIFICATION: IDENTIFY THE BAG AS SEGREGATED PACK NUMBER "10".
 - INSPECTION: INSPECT THE SEGREGATED PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.
- Q. PREPARE ONE GASKET, P/N 7359808, IN ACCORDANCE WITH THE STEPS BELOW.
- TALCUM POWDER: A-A-59303, TY T1. DUST GASKET WITH TALCUM POWDER.
 - BAG: MIL-DTL-117, TY III, CL B, ST 2, SIZE: 8 X 8. CLOSURE SHALL BE BY STAPLING OR HEAT SEALING.
 - IDENTIFICATION: IDENTIFY THE BAG AS SEGREGATED PACK NUMBER "11".
 - INSPECTION: INSPECT THE SEGREGATED PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.
- R. PREPARE TWO GASKETS, P/N 8762780, TOGETHER, IN ACCORDANCE WITH THE STEPS BELOW.
- BAG: MIL-DTL-117, TY III, CL B, ST 2, SIZE: 10 X 10. CLOSURE SHALL BE BY STAPLING OR HEAT SEALING.
 - IDENTIFICATION: IDENTIFY THE BAG AS SEGREGATED PACK NUMBER "12".
 - INSPECTION: INSPECT THE SEGREGATED PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.
- S. PREPARE TWENTY-FOUR LOCKWASHERS, P/N MS35338-48, TOGETHER, IN ACCORDANCE WITH THE STEPS BELOW.
- BAG: MIL-DTL-117, TY III, CL B, ST 2, SIZE: 4 X 8. CLOSURE SHALL BE BY STAPLING OR HEAT SEALING.
 - IDENTIFICATION: IDENTIFY THE BAG AS SEGREGATED PACK NUMBER "13".
 - INSPECTION: INSPECT THE SEGREGATED PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.
- T. PREPARE ONE ADAPTER, P/N MS39130-25, IN ACCORDANCE WITH THE STEPS BELOW.
- CAP/PLUG: NAS 847. INSTALL CAP/PLUGS OF THE APPROPRIATE SIZE OVER OPENINGS.
 - BAG: MIL-DTL-117, TY III, CL B, ST 2, SIZE: 5 X 6. CLOSURE SHALL BE BY STAPLING OR HEAT SEALING.
 - IDENTIFICATION: IDENTIFY THE BAG AS SEGREGATED PACK NUMBER "14".
 - INSPECTION: INSPECT THE SEGREGATED PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.
- U. PREPARE TWO TIE WRAPS, P/N MS3367-3-9, IN ACCORDANCE WITH THE STEPS BELOW.
- BAG: MIL-DTL-117, TY III, CL B, ST 2, SIZE: 14 X 3. CLOSURE SHALL BE BY STAPLING OR HEAT SEALING.
 - IDENTIFICATION: IDENTIFY THE BAG AS SEGREGATED PACK NUMBER "15".
 - INSPECTION: INSPECT THE SEGREGATED PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.
- V. CONSOLIDATE THE ITEMS FROM NOTES E THROUGH U IN ACCORDANCE WITH THE STEPS BELOW.
- CONTAINER: ASTM D 5118, ST RSC, TY CF, CL WR, VAR SW, GR V3c, SIZE: 25 X 13-1/2 X 9-3/4. CONTAINER CLOSURE SHALL BE IN ACCORDANCE WITH METHOD 2B6 OF ASTM D 1974.
 - IDENTIFICATION: IDENTIFY THE CARTON AS "**ENGINE ASSEMBLY, LOOSE PARTS**". PROVIDE A PACKING LIST IN ACCORDANCE WITH MIL-STD-129. ON THE PACKING LIST, IDENTIFY ALL OF THE COMPONENTS WITHIN THE CARTON.
 - INSPECTION: INSPECT THE PACK IN ACCORDANCE WITH THE CRITERIA FOR METHOD 10.
 - ITEM PLACEMENT: SECURE THE CARTON INTO THE LOWER SECTION OF THE CONTAINER, NEAR THE STARTER, TO PREVENT MOVEMENT AND INTERFERENCE.

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W. THE UNIT CONTAINER IS THE SHIPPING CONTAINER. CONTAINER CLOSURE:

1. INSTALL ENGINE ASSEMBLY INTO CONTAINER AS PER DIRECTIONS ON DECAL, P/N 12275747, APPLIED TO THE INTERIOR OF THE LOWER CONTAINER ASSEMBLY.
2. PLACE 272 UNITS OF DESICCANT CONFORMING TO MIL-D-3464 INTO CONTAINER DESICCANT BASKETS.
3. INSTALL/INSPECT PREFORMED PACKING, P/N 10912270, ON CONTAINER LOWER SECTION MOUNTING FLANGE.
4. INSTALL CONTAINER UPPER SECTION ONTO LOWER SECTION. CLOSURE BOLTS SHALL BE TIGHTENED USING 88 TO 105 LB/FT OF TORQUE. USE CROSS PATTERN TIGHTENING SEQUENCE TO ENSURE A PROPER SEAL.
5. WHEN THE CLOSURE ASSEMBLY IS COMPLETE, FILL THE CONTAINER TO 5.0 LB PER SQUARE INCH GAGE PRESSURE USING CLEAN, DRY AIR.

X. SPECIAL MARKING SHALL BE APPLIED AS FOLLOWS:

1. ENGINE ASSEMBLY SERIAL NUMBER SHALL BE STENCILED ON THE CONTAINER IN ACCORDANCE WITH MIL-STD-129.
2. VERIFY THE UNIQUE IDENTIFICATION (UID) FOR "ENGINE WITH CONTAINER" IS APPLIED TO SHIPPING CONTAINER AS REQUIRED PER ENGINEERING DRAWING 12366412.
3. "CARC" SHALL BE MARKED WITH PAINT CONFORMING TO MIL-DTL-64159 OR MIL-DTL-53039, USING 1-INCH HIGH BLACK LETTERS IN AN AREA AS NEAR AS PRACTICAL TO THE NAMEPLATE.
4. "REUSABLE CONTAINER, DO NOT DESTROY" SHALL BE MARKED WITH PAINT CONFORMING TO MIL-DTL-64159 OR MIL-DTL-53039 USING 1/2 INCH HIGH (MINIMUM) BLACK LETTERS IN AN AREA ON THE LOWER CONTAINER SECTION ON THE SAME END AS THE NAMEPLATE.
5. PROVIDE A PACKING LIST WITH THE UNIT PACK IN ACCORDANCE WITH MIL-STD-129.

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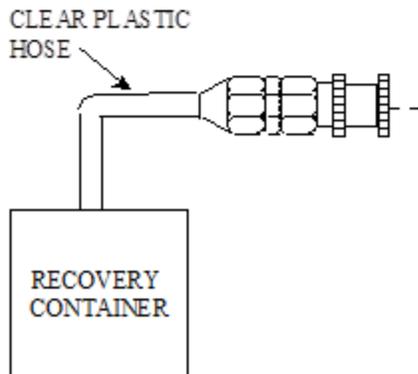
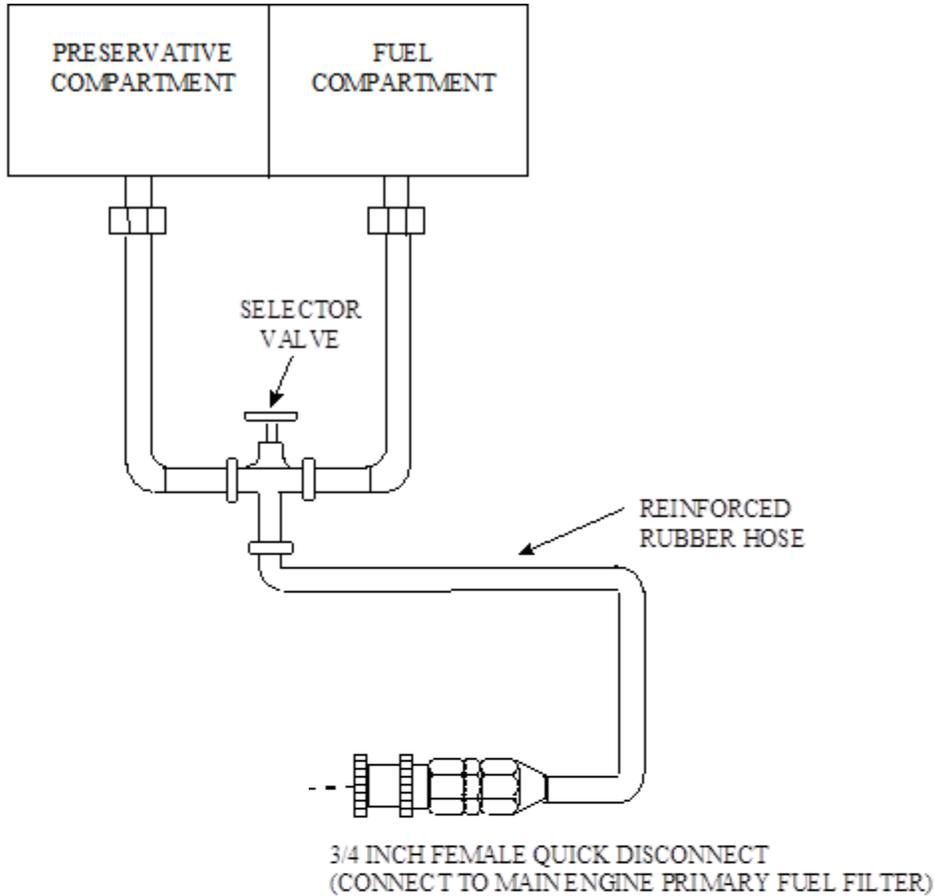
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1. PART OR DRAWING NO. (CAGE CODE) NOMENCLATURE 12366412 (06085) ENGINE & CONT, SHIP & STOR	2. CAGE 19207	3. SPI NO. AK14146821
4. NATIONAL STOCK NO. 2815-01-414-6821	5. DATE August 24, 2012	6. REVISION F

17. NOTES/DRAWING CONTINUED

