

SPECIAL PACKAGING INSTRUCTION

 Form Approved ^{xmθ}
 OMB No. 0704-0188 *MB*

The public reporting burden for this collection of information is estimated to average 30 days per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports, (0704-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. PLEASE DO NOT RETURN YOUR FORM TO THIS ADDRESS.

1. PART OR DRAWING NO. 12472147(19207) Engine with Container		2. CAGE 19207		3. SPI NO. AK14574835	
4. NATIONAL STOCK NO. 2815-01-457-4835		5. DATE 11-08-2001		6. REVISION A	
7. QUP 001	8. ICQ 000	9. UNIT PACK WT. 4140.00	10. UNIT PACK CU 139.2	11. UNIT PACK SIZE 65.32 x 55.45 x 66.41	
12. MILITARY PRESERVATION MIL-STD-2073-1D, Method 55			18. STEPS	19. REQD	20. DESCRIPTION
13. CLEANING MIL-STD-2073-1D			1B		Preservation: See notes for engine processing details
14. DRYING MIL-STD-2073-1D			2C		Reposition Alternator
			3D		Desiccant: MIL-D-3464
15. PACKING			4	1	Container: Part Number 00173500000 Champion Company(Ref. dwg number 12440499X)
a. LEVEL A MIL-STD-2073-1D and Note F					
b. LEVEL B Not Applicable					
16. MARKING MIL-STD-129N and Note E					

17. NOTES/DRAWING

Container weight - 1240.0 pounds; Engine weight - 2900 pounds

A. Quality Assurance Provisions:

- Inspect the preservation and unit pack in accordance with MIL-STD-2073-1D.
- Inspect the container in accordance with commercial item description(CID) A-A-52462, including the first article inspection requirements.

B. Preservation:

- Crankcase. At beginning of engine preservation, engine crankcase shall be filled to operating level with preservative lubricating oil conforming to grade 10, 30, or 15-40 of MIL-PRF-21260
- Fuel system. A portable container or a supply line shall be positioned to provide preservative oil to the engine. The engine fuel supply line shall be disconnected at the most convenient point nearest the fuel tank, and a flexible line containing the preservative oil supply connected to the disconnected fuel supply line leading to the engine. Drain fuel from the fuel filters and fill with preservative oil. The engine shall be started and operated at fast idle until running smoothly, but for not more than 4 minutes. Accelerate to 1/2 throttle and run for 3 minutes and then shutdown by conventional methods.
- Combustion Chamber Processing. The engine shall be cooled to 100 degrees F. Cooling will be accomplished by induced air currents, circulation of engine coolant (for liquid-cooled engines), or by waiting the period of time required to arrive at the above specified temperature. When ambient temperature exceeds 100 degrees F, the engine should be cooled to a temperature equivalent to the ambient. After engine has been cooled to the required temperature, processing through combustion chamber will be started and completed with minimum delay. Overall elapsed time for complete engine processing should not exceed 24 hours. After the engine has been cooled, an air restrictor plate shall be installed at the nearest and most convenient place to cut off the air supply to the engine. With the fuel system filled with preservative oil, MIL-PRF-21260, Grade PE10, the engine will be cranked for 10 seconds. Remove the preservative oil supply line and reconnect the fuel supply lines and open the fuel shut off valves. Drain filters, remove filter elements and replace with new elements and gaskets.
- Special precautions will be taken to ensure that the amount of oil drawn into the engine while completing step 2 above will not result in a hydrostatic lock. Prior to processing additional engines, the first engine will be processed as specified above and allowed to stand 12 hours. The engine will then be manually rotated, or rotated by the starter if manual turning is not possible, to ensure that the amount of oil drawn into combustion chambers allows free rotation of the engine.
- Drain crankcase. Install new filters. Reinstall drain plug.
- Upon completion of engine preservation, all openings into the engine such as crankcase breathers, oil filler caps, valve cover breather holes, oil level dipstick/tube, and openings into accessories, shall be sealed with plastic caps or plugs conforming to AIA/NAS 840 and/or 847, or- with tape conforming to SAE-AMS-T-22085.
- A Warning tag shall be prepared and attached to the engine with the deprocessing instructions in commercial format detailing how to deprocess the engine. Guidance is contained on DD Form 2258 or DA Form 1397.

SPECIAL PACKAGING INSTRUCTION (Continuation Sheet)Form Approved
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Engines, internal combustion are a hazard for transport in accordance with CFR Title 49. The contractor is responsible for insuring that all engines preserved are purged of all flammable vapors to remove any potential hazard. Alternate procedures may be used by the contractor for engine preservation. The procedure proposed by contractor shall not cause excessive preservative lubricating oil to be left in combustion chambers and manifolds that could result in hydrostatic lockup of engine. The contractor shall furnish an engine for examination and test of his proposed procedure prior to production preservation. The proposed procedure shall be subject to prior approval of the contracting officer. Procedures previously approved for long term storage in excess of 60 months by the Government may be used with CO approval.

C. Loosen tension on alternator belts and fan belts. Loosen alternator adjustment bolt and pivot bolt then pivot alternator to obtain the maximum container inner frame clearance. Retighten bolts.

D. Desiccant: Follow the guidance in MIL-STD-2073-1D for determining the quantity required in the container.

E. The Unit container will serve as the shipping container. All non-manufactured wood used in packaging shall be heat-treated to a core temperature of 56 degrees Celsius for a minimum of 30 minutes. The skid manufacturer shall be affiliated with an inspection agency accredited by the Board of Review of the American Lumber Standard Committee. Each skid shall be marked to show the conformance to the International Plant Protection Convention Standard. Skids made of non-manufactured wood shall be heat-treated. The quality mark shall be placed on two sides of the skid.

F. Special Marking.

1. Serial number of each engine shall be marked on the container in accordance with MIL-STD-129.
2. "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 NAME PLATE.
3. "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 NAME PLATE.
4. This engine is subject to the requirements of CFR Title 49 and shall be certified by the contractor or his authorized representative and marked indicating that the engine does not contain fuel and that the fuel lines have been drained, sufficiently cleaned of residue, and purged of vapors to remove any potential hazard and the engine, when held in any orientation, will not release any liquid fuel. The contractor is responsible for any additional processing of the engine or changes in the preservation necessary to insure the engine is purged of vapors prior to sealing in the container.