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C-30-010-F01/MB-000

OPERATORS INSTRUCTION
FUEL TANK CAPS
STANDARD MILITARY PATTERN VEHICLES (WHEELED)
TRUCK UTILITY ILTIS, TRUCK 1-1/4 TON 4 × 4,
TRUCK CARGO 1-1/4 TON CUCV, TRUCK 2-1/2 TON MLVW
TRUCK 5 TON M39 SERIES, TRUCK 5 TON M809 SERIES
MOTORCYCLE ARMSTRONG MT 500
(BILINGUAL)

(Supersedes C-30-010-F01/MB-000 dated 1980-06-06)

Issued on Authority of the Chief of the Defence Staff

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PURPOSE

1. This instruction details the correct fuel tank caps to be used on SMP vehicles. Vehicles with pressurized fuel systems can build up excess pressure during airlift when subjected to temperature changes and atmospheric pressure changes. This pressure reduction leads to the expansion of vapours within the system and release of fumes and/or fuel resulting in a potential fire hazard and may cause physical illness to the aircraft crew.

MATERIEL RESOURCES

2. The following fuel caps shall be employed:
- a. NSN 2910-12-175-9743, cap, gas tank, truck ILTIS;
 - b. NSN 2910-01-011-2744, cap, gas tank, truck 1-1/4 ton 4 × 4;
 - c. NSN 2910-01-155-5063, cap, fuel tank, truck 1-1/4 ton CUCV (Diesel);
 - d. NSN 2910-00-459-8447, cap, fuel tank, truck 2-1/2 ton MLVW and truck 5 ton M809 series (Diesel);
 - e. NSN 2910-00-141-9758, cap, gas tank, truck 5 ton, M39 series; and
 - f. PN A0084751064, cap, gas tank, motorcycle MT 500.

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FUEL CAP NORMAL OPERATION

3. Positioning of the fuel cap for normal operation is as follows:
 - a. The normal operation for the ILTIS, 1-1/4 ton 4 × 4, 1-1/4 ton CUCV, 2-1/2 ton MLVW, 5 ton M809 series and the motorcycle MT 500 is with the cap in the fully locked position at all times.
 - b. The normal operation for the 5 ton M39 series (gasoline) is with the cap in the semi-locked position. The cap will be turned to the fully locked position when fording and will be returned to the semi-locked position at the earliest convenience after completion of fording.

FUEL CAP AIRLIFT OPERATION

4. Positioning of the fuel cap for airlift operation is as follows:
 - a. The airlift operation for the ILTIS, 1-1/4 ton 4 × 4, 1-1/4 ton CUCV, 2-1/2 ton MLVW, 5 ton M809 series and the motorcycle MT 500 is with the cap in the fully locked position as these vehicles have a vented fuel system.
 - b. The airlift operation for the 5 ton M39 series (gasoline) is with the cap in the semi-locked position. This allows for venting of the fuel system.

INSPECTION OF FUEL CAPS (AIRLIFT)

5. Prior to aircraft loading the following inspection of fuel caps shall be made:
 - a. Check the fuel cap for perished, torn, poorly fitted or swollen gasket. Replace the gasket if required.
 - b. Check the fuel cap retaining lugs, if bent, straighten to their proper position.
 - c. Check the fuel tank filler neck retaining groove locks to ensure the cap seats properly.
 - d. All 1-1/4 ton 4 × 4 gas caps will be tested as per CFTO C-30-200-000/CS-011.

PREPARATION OF WHEELED SMP VEHICLES FUEL SYSTEMS FOR AIRLIFT

6. All other preparations for airlift of wheeled SMP vehicle fuel systems shall be as per A-LM-117-001/FP-001 Chapter 16.

REFERENCES AND OTHER DATA

7. The following references apply:
 - a. CFTO C-30-200-000/CS-011; and
 - b. A-LM-117-001/FP-001 Chapter 16.