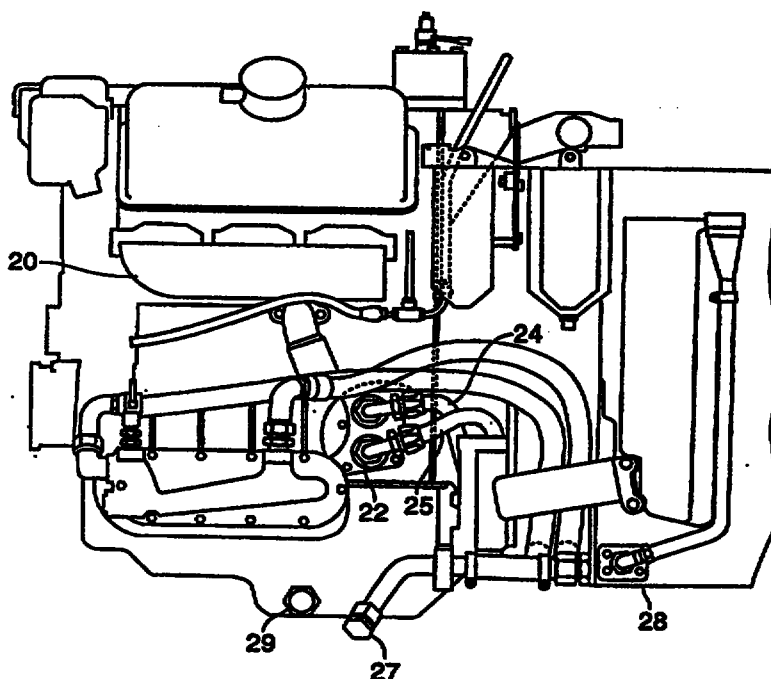


INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(51) International Patent Classification ⁶ : F41H 7/02, F01M 11/03	A1	(11) International Publication Number: WO 99/09367 (43) International Publication Date: 25 February 1999 (25.02.99)
(21) International Application Number: PCT/US98/16075 (22) International Filing Date: 3 August 1998 (03.08.98) (30) Priority Data: 08/911,691 15 August 1997 (15.08.97) US (71) Applicant: UNITED DEFENSE, L.P. [US/US]; Suite 700, 1525 Wilson Boulevard, Arlington, VA 22209 (US). (72) Inventor: GUADAGNI, Thomas, Victor; 8641 Southwick Drive, Dublin, CA 94568 (US). (74) Agent: CALDWELL, John; Woodcock Washburn Kurtz Mack- iewicz & Norris, 46th floor, One Liberty Place, Philadelphia, PA 19103 (US).		(81) Designated States: AL, AM, AT, AU, AZ, BA, BB, BG, BR, BY, CA, CH, CN, CU, CZ, DE, DK, EE, ES, FI, GB, GE, GH, GM, HU, ID, IL, IS, JP, KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT, LU, LV, MD, MG, MK, MN, MW, MX, NO, NZ, PL, PT, RO, RU, SD, SE, SG, SI, SK, SL, TJ, TM, TR, TT, UA, UG, UZ, VN, YU, ZW, ARIPO patent (GH, GM, KE, LS, MW, SD, SZ, UG, ZW), Eurasian patent (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European patent (AT, BE, CH, CY, DE, DK, ES, FI, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE), OAPI patent (BF, BJ, CF, CG, CI, CM, GA, GN, GW, ML, MR, NE, SN, TD, TG). Published With international search report. With amended claims and statement.

(54) Title: M113A1/A2 TO M113A3 CONVERSION



(57) Abstract

This invention provides for a method of modifying and converting an M113A1/A2 into a M113A3 with the use of the M113A3 style powerpack and the M113A1/A2 engine access hole location. The method of conversion utilizes a remote engine oil filter (23) that allows the access hole (18) in the bottom plate to remain unchanged from the M113A1/A2 to the M113A3. The invention uses a remote engine oil filter adapter (22) to accommodate the remote engine oil filter. The invention also uses a remote transmission oil drain adaptor (27) and an engine oil adapter (29) to allow engine oil drainage and transmission fluid service through the access hole.