

Schweizerische Armee  
Armée suisse  
Esercito svizzero

Reglement  
Règlement 60.12 dfi  
Regolamento

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**Benzinvergaserbrenner**  
**Brûleur à essence**  
**Bruciatore a benzina**  
**Gasoline Stove**  
**(In English)**

Gültig ab 1. Januar 1991  
Valable dès le 1<sup>er</sup> janvier 1991  
Valevole dal 1<sup>o</sup> gennaio 1991

translated by BernieDawg from the French Jan & Feb 2012

ALN 291-7189  
NSA 291-7189  
NDEs 291-7189

## Editors Note:

For my own interest and for my personal safe use of this stove, I have attempted to accurately translate the original trilingual Swiss Army manual into English. I accomplished this by typing the French phrases into a word processing document. Then, I cut and pasted each phrase into Google translate to obtain a translation. The translated phrases were pasted into another document and edited for clarity based on my operational knowledge of this and other stoves.

As a cautionary note, I am not a French-speaker, and may have mangled some of the phrasing. I also choose stove terms that I felt were more familiar to English speakers. I feel fairly confident that the meaning and intent of the text has been relayed in essence. Still, you are advised to use this manual and it's translated content at your own risk.

Images were scanned, resized, and pasted in the appropriate locations during the final assembly of the translated manual. I have kept the original page numbering intact so that a numbered page in the original manual corresponds to the content and illustrations on the same numbered page in this manual. There may be one or two minor exceptions in the interest of clarity or flow and I have added this page of explanation.

This pdf manual may be shared freely so long as it is kept intact. I designed it for use on a electronic device (computer, iPad, iPod, iPhone, Kindle, Nook, etc). I do not know how well it might react to being printed.

Please don't edit me out of the credits - it was a lot of work. Thanks!

Enjoy!

Cheers,  
BernieDawg  
February 1st, 2012

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**Swiss Army**

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Rules

60.12 dfi

# **Gasoline Stove**

Valid January 1st, 1991

ENG 291-7189

4.91 36'000 56232

## Distribution

Personal copies

- Chefs
- Instructors of troops

Administrative copies

- Staffs groups and federal agencies DMF
- MTEF EC
- Military schools of the ETH Zurich
- Arsenals (via IMG) to put in each box of the gas burning stove

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## Notes

This regulation replaces the edition of 1969.

The main changes and developments are:

- Use of gasoline-burners exclusively using unleaded gasoline.
- Use of cleaning oil weapon (toxicity class free) for cleaning.
- Adaptation to <<Guidelines for disposal of used oil>>.
- Various adaptations on the content and language.

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# **Rules of the Chief Commissioner of Wars about the gasoline stove**

NSA 291-7100

July 2, 1990

made under Article 3, second paragraph of the order of the Federal Military Department March 24, 1976 military specifications.

# A. About the stove parts and their functions

## I. General

1. Use the burner fuel exclusively for cooking in the pot or the frying pan of the cooker.
2. Unlike the use of other fuels, the use of the burner reduces the problems of camouflage and the smell of smoke at a distance. At night, the glow of the flame is easier to conceal.
3. For the burner fuel, use only unleaded gasoline (light, distinctly green) hereinafter called <<fuel>>.
4. From the toxicological point of view, the use of unleaded petrol is allowed by the Federal Office of Public Health but is not for cleaning.
5. Generally, the gasoline stove will be installed and used in the open weather, but, when cooking protected from the elements, choose a well-ventilated position to prevent poisoning from fumes. **Air flow is important.**

6. The gasoline stove is part of the equipment of the cooking division. The chef is responsible for all of the equipment and its handling as required. A gasoline stove is included in each section of kitchen equipment.
7. Upon their entry into service, the head chef is required to review the condition and operation of all of the gasoline stoves. As soon as practicable but in any event prior to use, it will be necessary to perform a functional check of the gasoline stove.
8. Any gasoline stove for which repairs become necessary during the service will be entrusted, cleaned and labeled with a repair completed in the arsenal of equipment or given into the care of the Sergeant Major responsible for service. Defective parts may be replaced through the supply (or service group of the arsenal of equipment).



9. Upon demobilization, perform a full field service as directed by the staff of the arsenal (see figure 47). Defective gasoline stoves shall bear a label, clearly visible from the outside, and will be placed on the list of defects.
10. The hourly consumption per gasoline stove amounts to about 2 liters. For the preparation of three meals (breakfast, lunch, dinner) the average consumption is 20 liters per 100 men.
11. The gasoline stove is stored in a wooden box. In addition to a full gasoline stove, each box contains:
  - A burner element, with flame distributor plate and jet, complete (Reserve)
  - 5 tools
  - 1 box of spare parts
  - 2 containers of 500 ml of gun cleaning oil
  - 1 Manual 60.12 <<Gasoline Stove>>
12. Total weight of the box and gasoline stove with a full tank: 26kg.

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II. About the stove parts and their functions

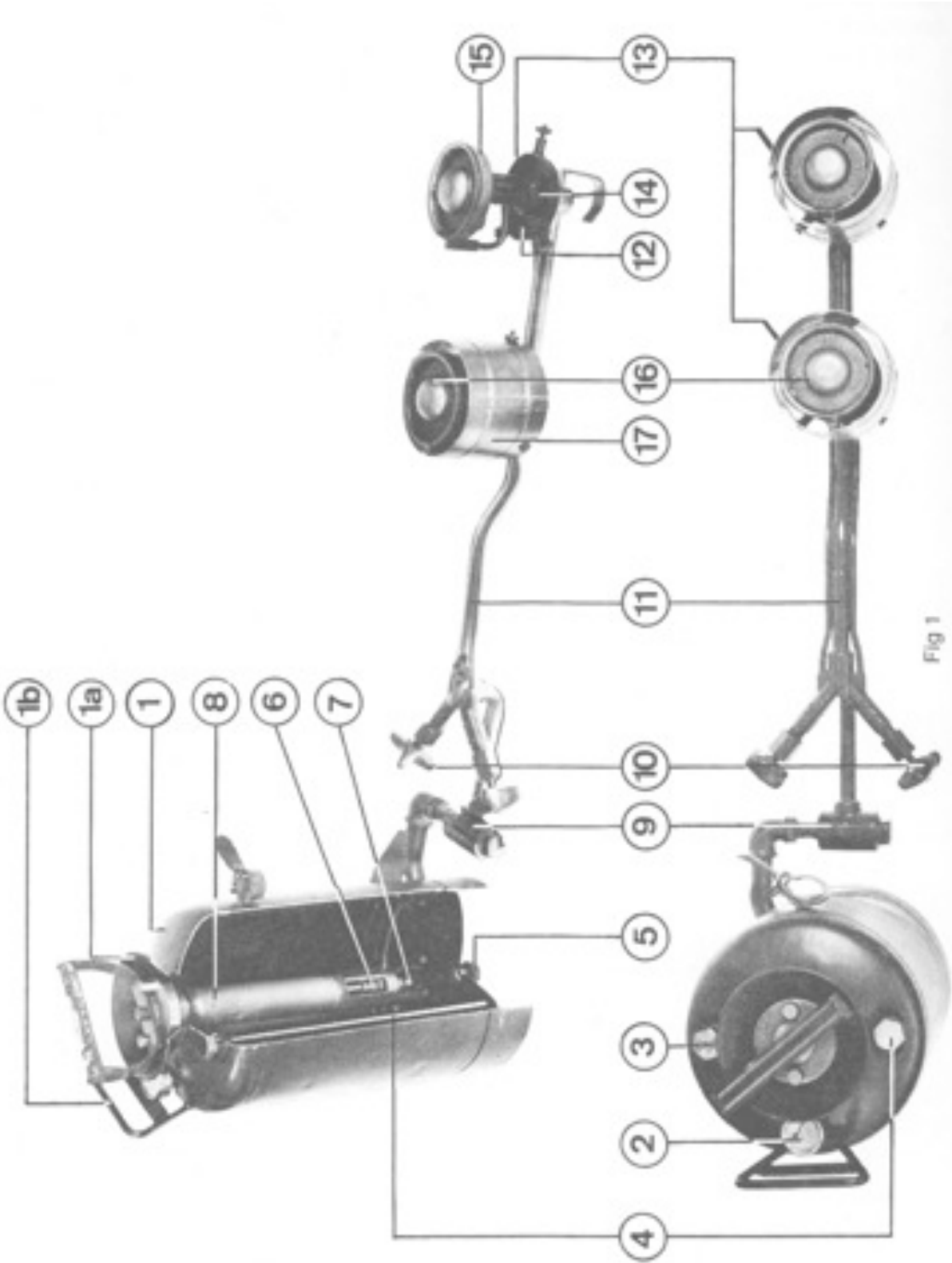


Fig 1

13. The main components of the stove are:

- ① Fuel tank with:
  - a) Funnel
  - b) Handle
- ② Pressure gauge
- ③ Safety valve with washer
- ④ Fuel gauge with washer
- ⑤ Tank drain plug with washer
- ⑥ Pump
- ⑦ Check valve
- ⑧ Filter tube
- ⑨ Articulated joint with filter
- ⑩ Fuel valves
- ⑪ Burner fuel feed pipes
- ⑫ Preheating pan
- ⑬ Preheating fuel diverters
- ⑭ Burner coupling nut
- ⑮ Burner elements and jets
- ⑯ Flame distributor plates
- ⑰ Wind shield

14. The **fuel tank** (Fig 1) has a total capacity of 8.5 liters. However, it may only contain a maximum of 6 liters of fuel because part of the tank must be empty to make room for the indispensable air cushion for pressurizing. At the top of the tank is the funnel (Fig. 1, detail 1a). Gasoline poured into the funnel passes through the filter tube before reaching the tank.

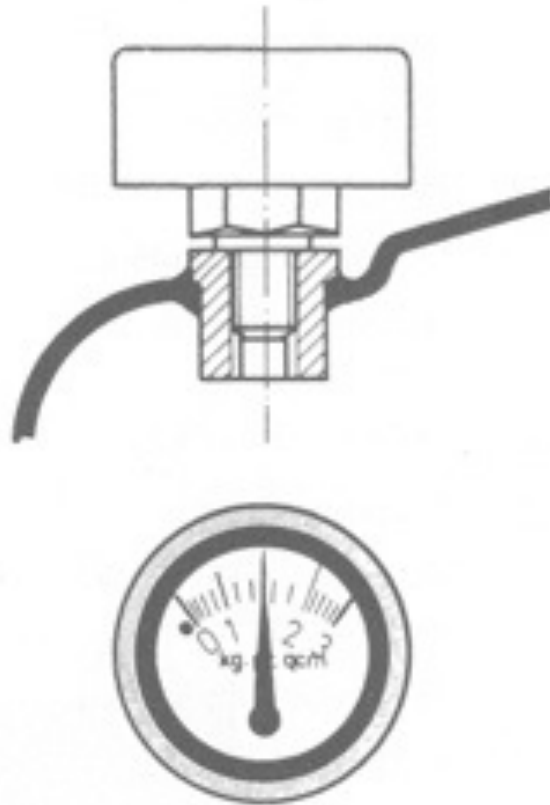


Fig 2

15. The **pressure gauge** (Fig. 2) indicates the pressure in the tank. The pressure should be maintained at 1.5 bar (kg/cm<sup>2</sup>) to ensure satisfactory operation of the device.

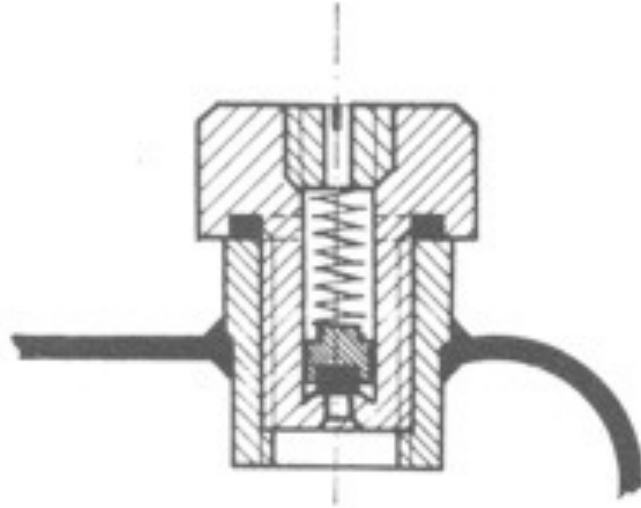
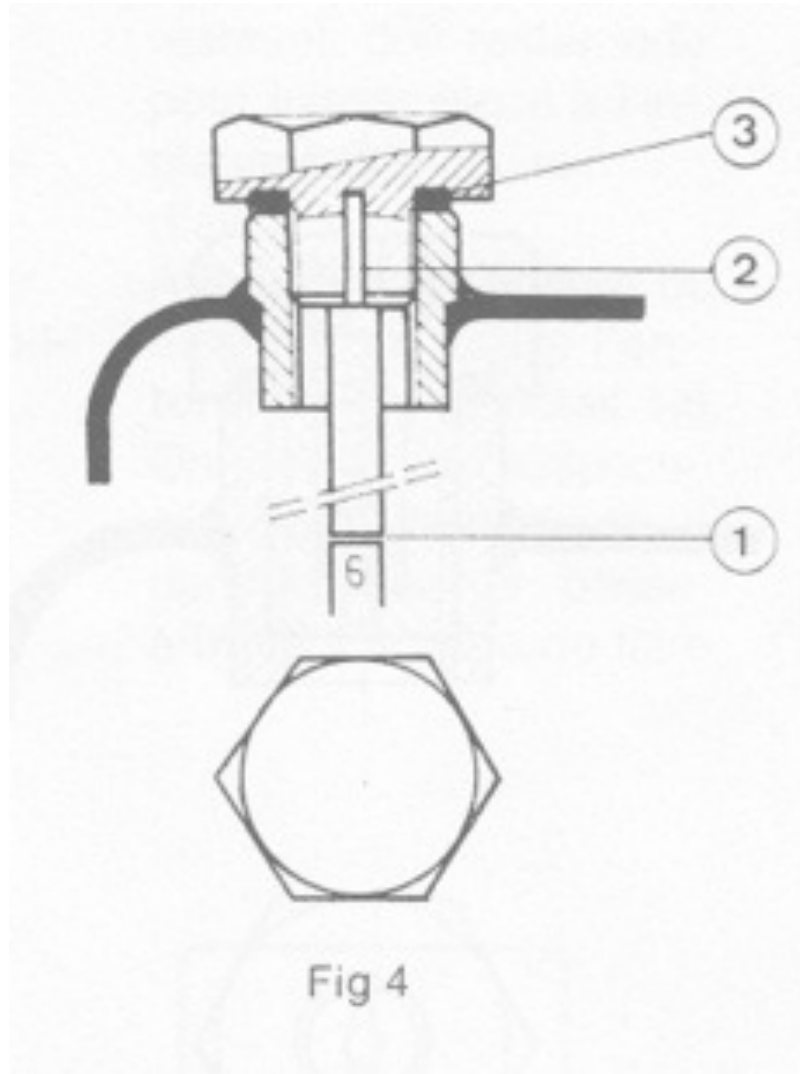


Fig 3

16. The **safety valve** (Fig 3) prevents excessive pressure inside the tank.

To prevent accidents it is strictly forbidden to remove the safety valve or repair it.

Defective safety valves should be replaced by the arsenal or the equipment repair service.



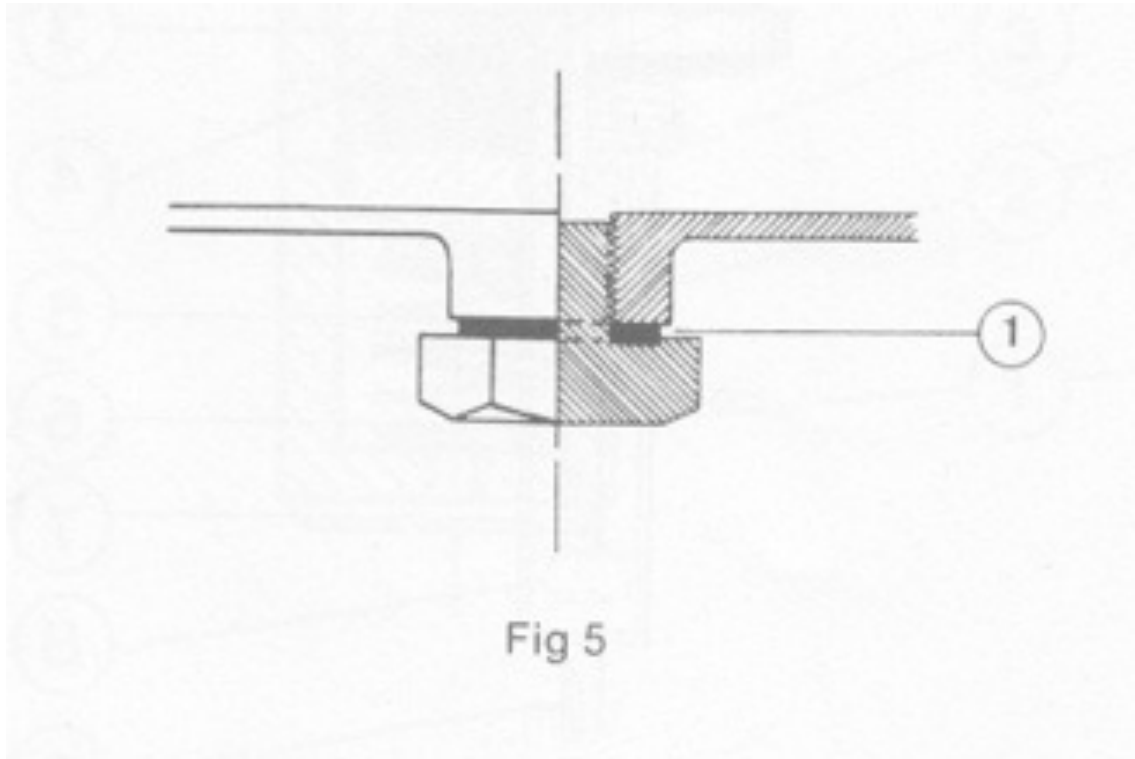
17. The **fuel gauge** (Fig 4) is used to indicate the amount of fuel available and to relieve the pressure in the tank.

The stem of the gauge rod is calibrated ① at 3 and 6 liters.

The threaded head of the fuel gauge is provided with a notch ② and is also used to release the pressure when opened.

The fiber gasket ③ seals the threaded head of the fuel gauge.





18. The **tank drain plug** (hex screw) (Fig 5) is under the gas tank. Before filling the gas tank, tighten the tank drain plug. The fiber washer ① seals the gas tank.
19. The **pump** (Fig 6) is in the center of the fuel tank. It has a built-in filter tube.

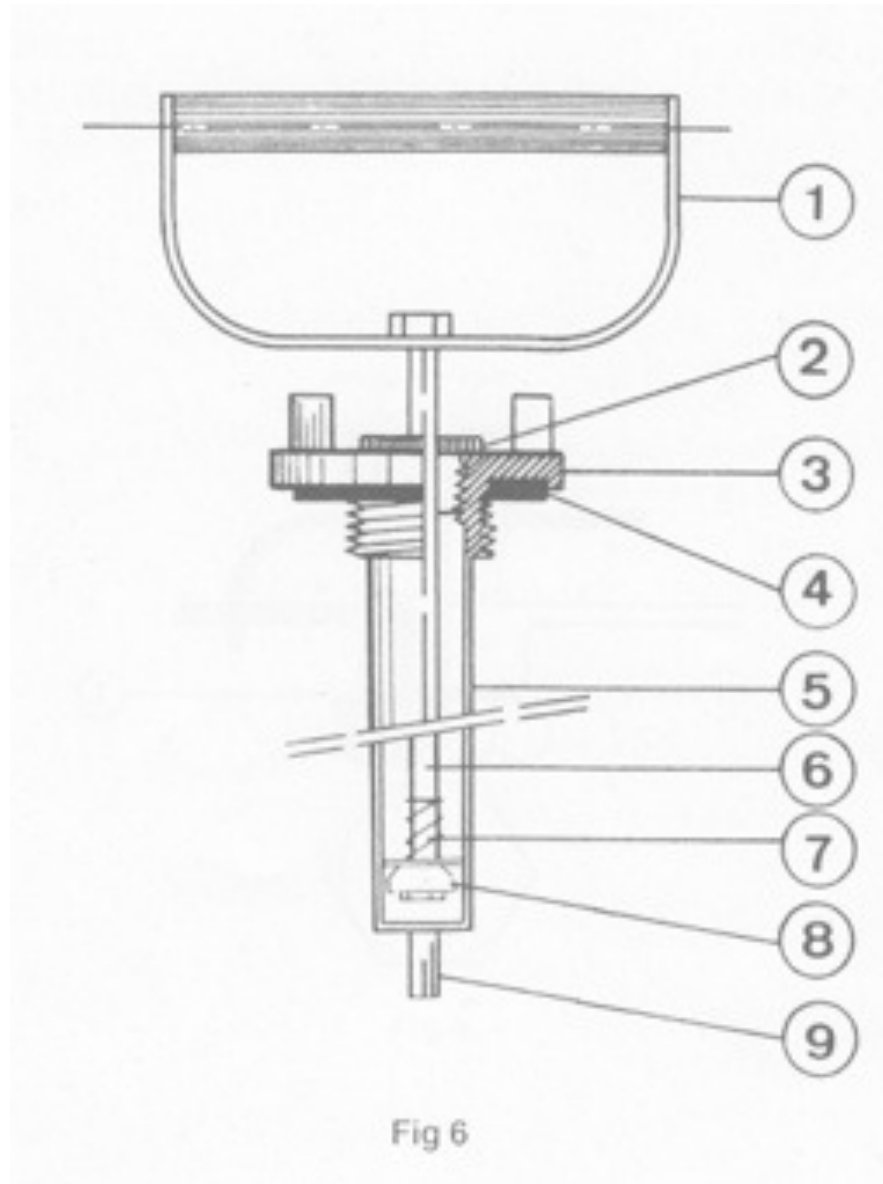
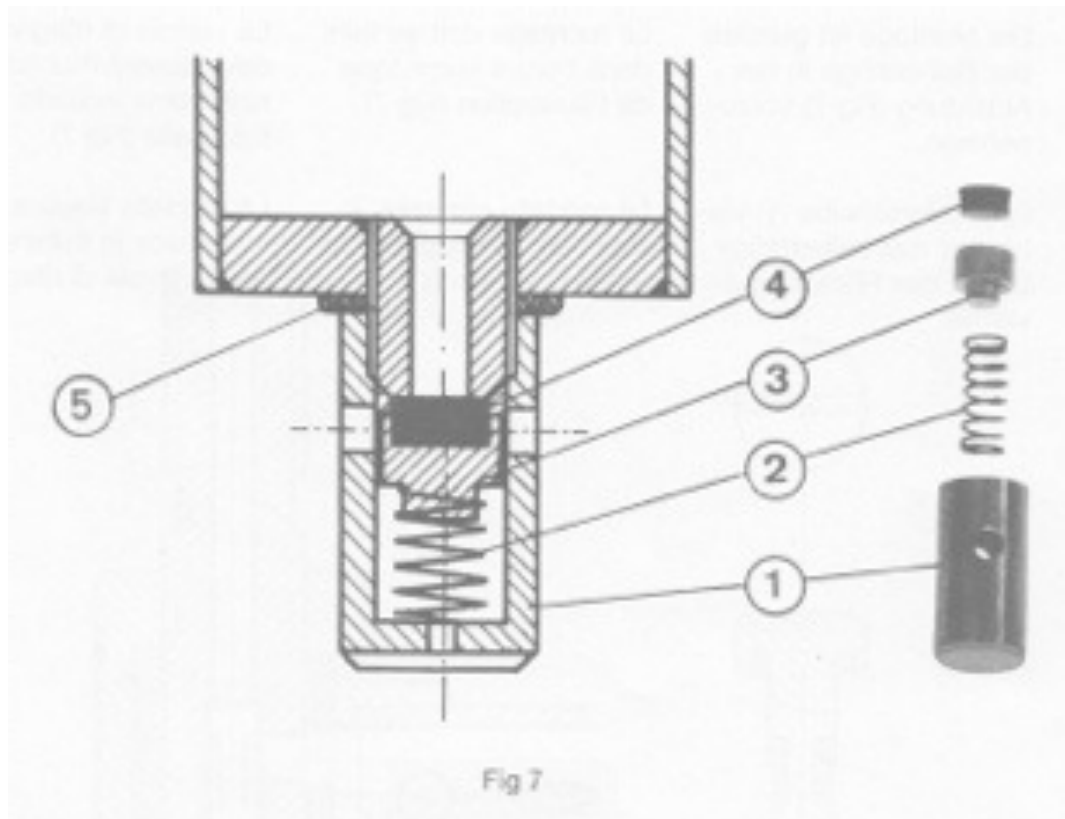


Fig 6

The pump consists of:

- ① Handle
- ② Threaded pump rod guide
- ③ Pump lid with two studs
- ④ Rubber pump lid gasket
- ⑤ Pump cylinder
- ⑥ Piston rod
- ⑦ Pump rod spring
- ⑧ Leather pump cup
- ⑨ Check valve



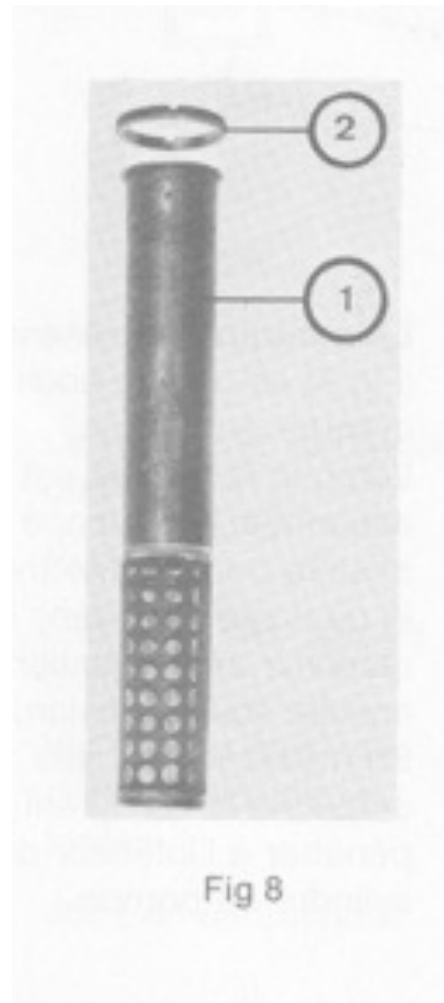
20. The **check valve** (Fig 7) is screwed in the pump cylinder. When the pump is actuated, the valve opens to allow passage of air into the tank and then closes to maintain pressure in the tank. At the same time, it prevents fuel from entering inside the pump cylinder.

The check valve consists of:

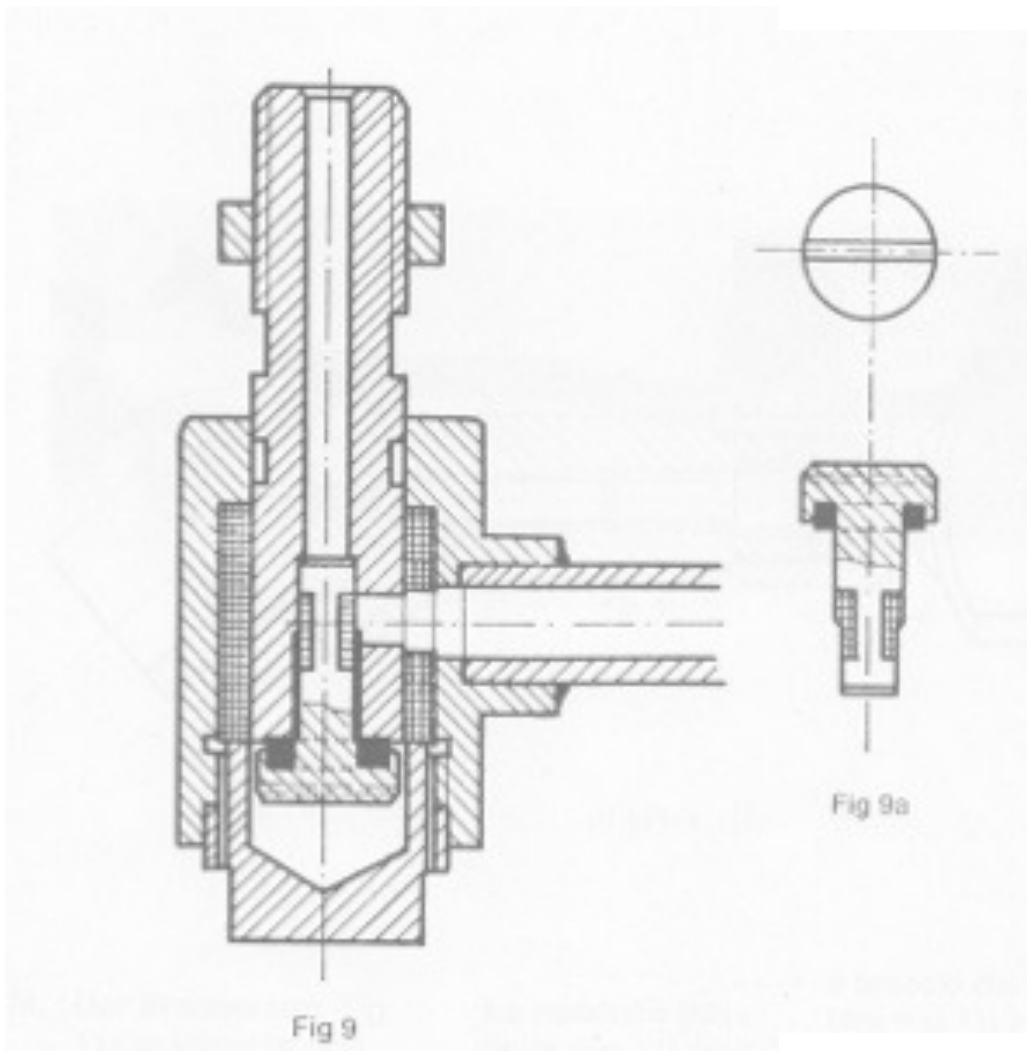
- ① Valve body
- ② Pressure spring
- ③ Valve seal cup
- ④ Valve seal

Installation must be in numerical order of the illustration (Fig 7).

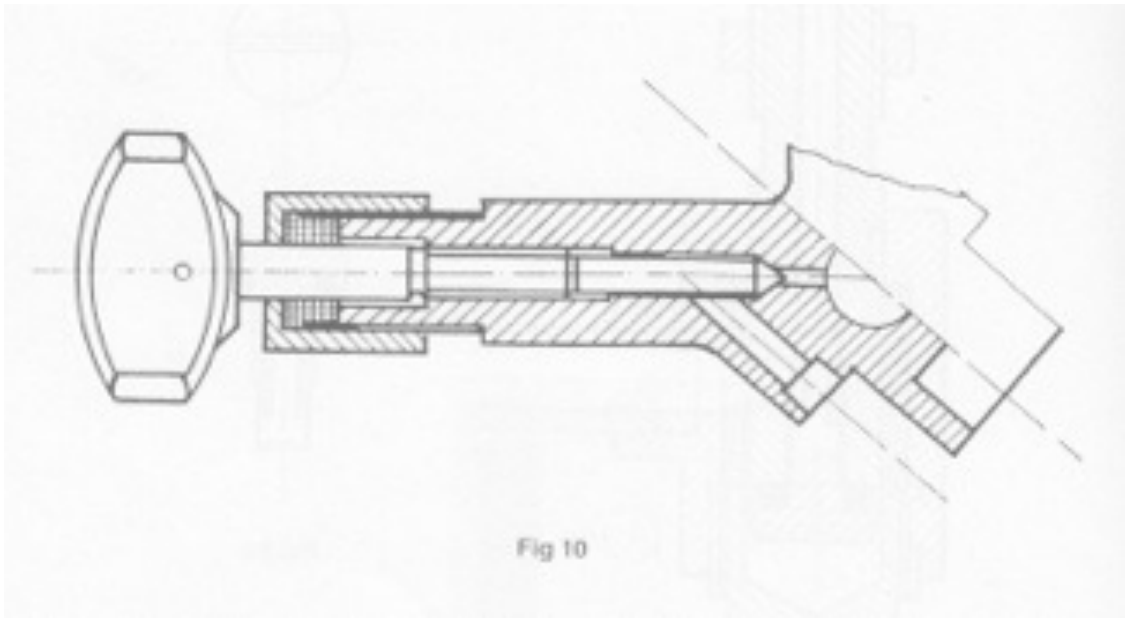
The convex washer ⑤ keeps the check valve in place.



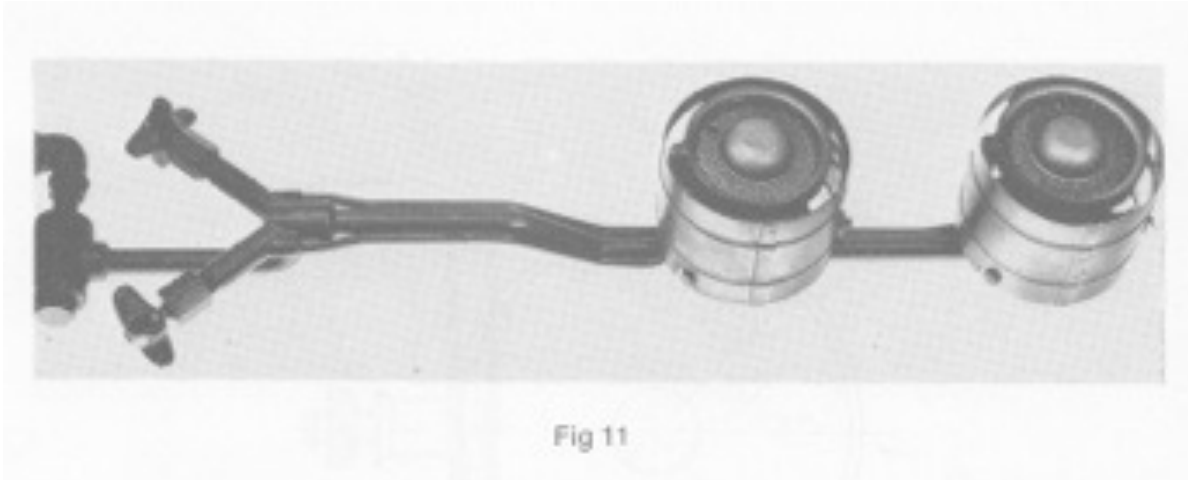
21. The **filter tube** ① (Fig 8) is retained by the threaded ring ②. It is used to coarse filter the fuel.



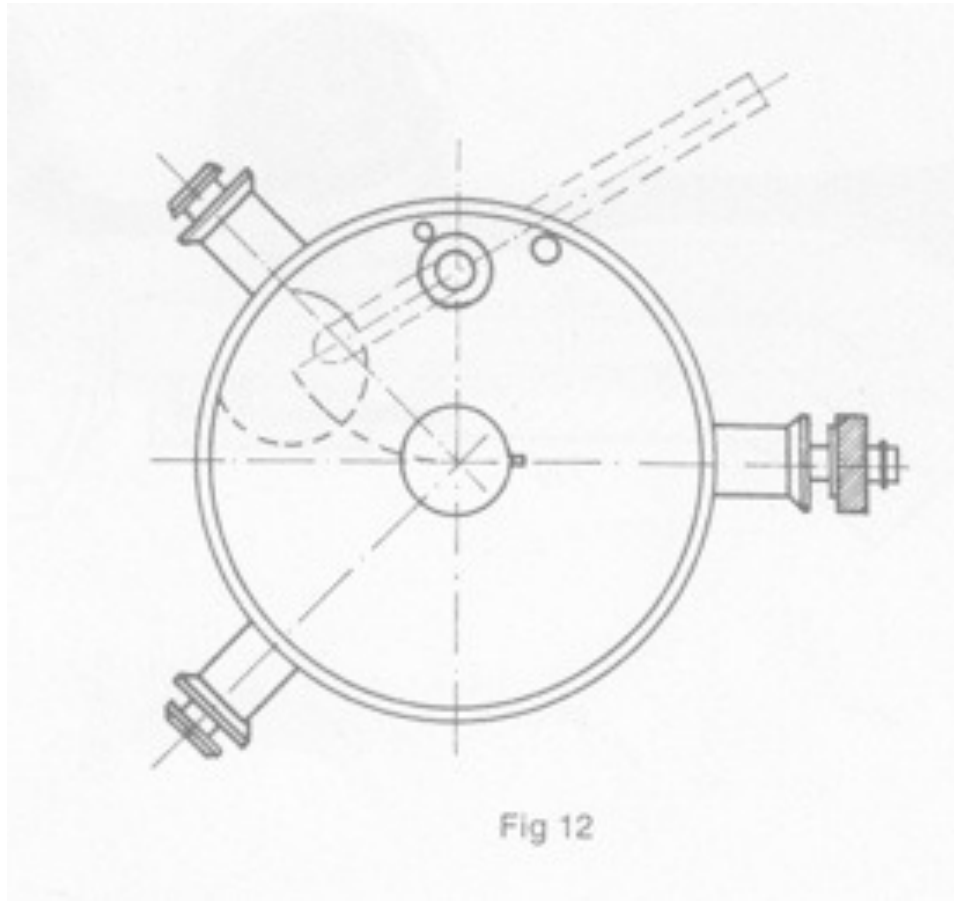
22. The **threaded filter** (Fig 9a) is installed in the **articulated joint** of the burner fuel feed pipe and filters the fuel a second time before it enters the burner fuel feed pipes.



23. The **fuel valves** (Fig 10) are used to open and close the passage of fuel.  
Each burner of the stove can be shut down separately.  
The fuel valves are indicated by V = front and H = rear.

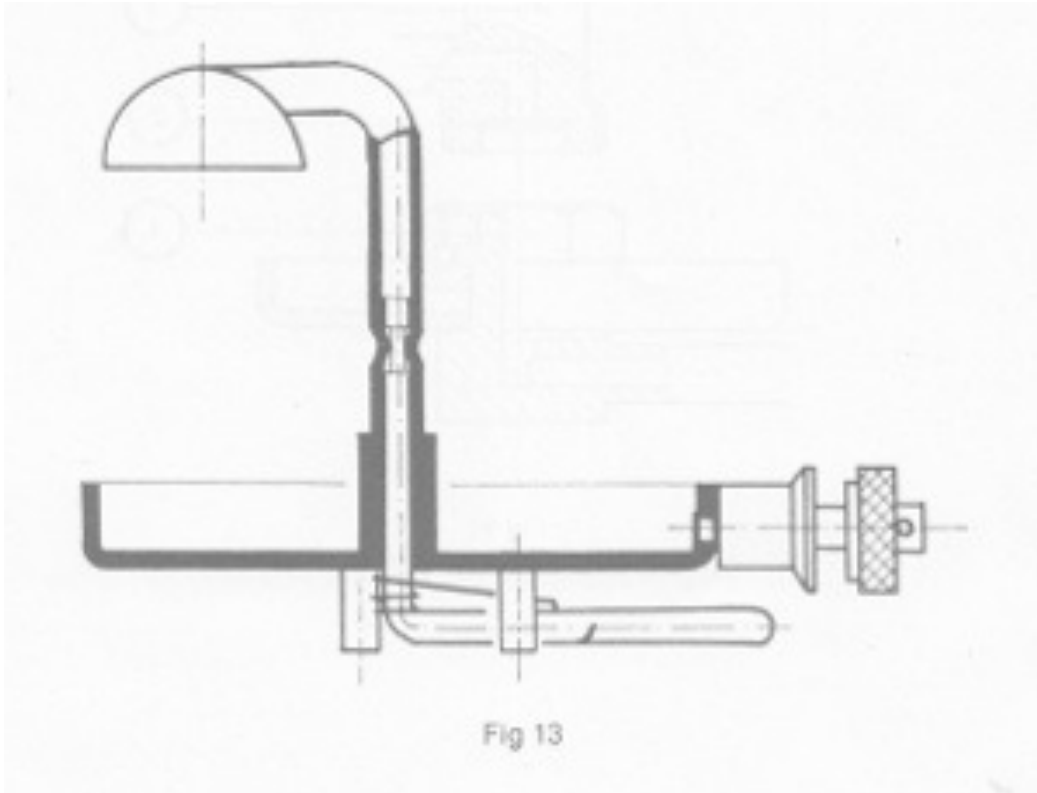


24. **The burner fuel feed pipe** (Fig. 11). It is connected to the fuel tank by the valve joint (Fig 9). When the pipe is raised, the fuel no longer flows, even if the fuel valves remained open. Before storing the stove in the storage box, raise the burner fuel feed pipe and secure it to the tank by means of the leather strap.

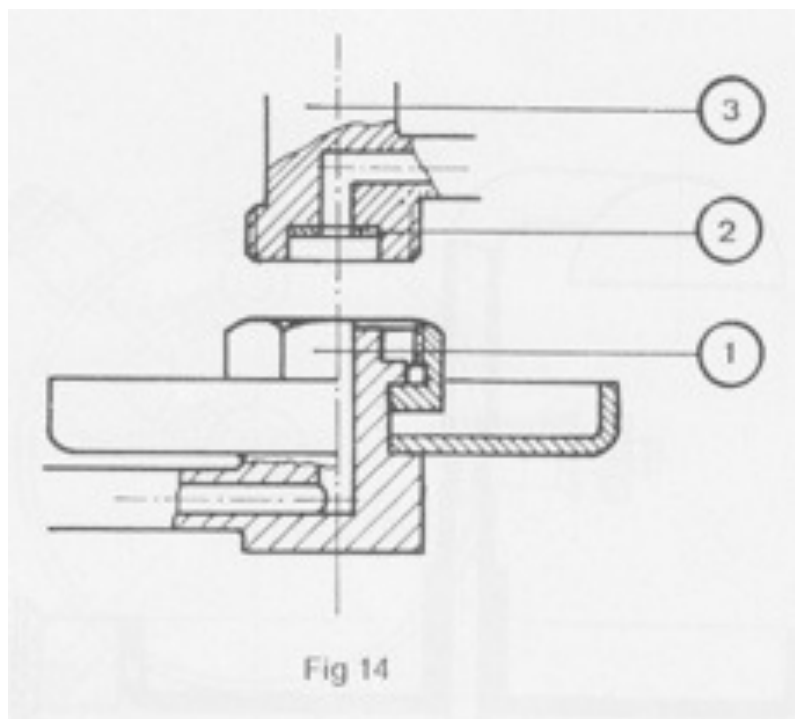


25. The **preheating pan** (Fig 12) is attached to the fuel feed pipes of the burners. It is used to preheat the burner element during ignition.





26. The **preheating fuel diverter** (Fig. 13) is used to deflect the fuel as it comes out of the jet into the preheat pan for preheating the burner (Fig 12).

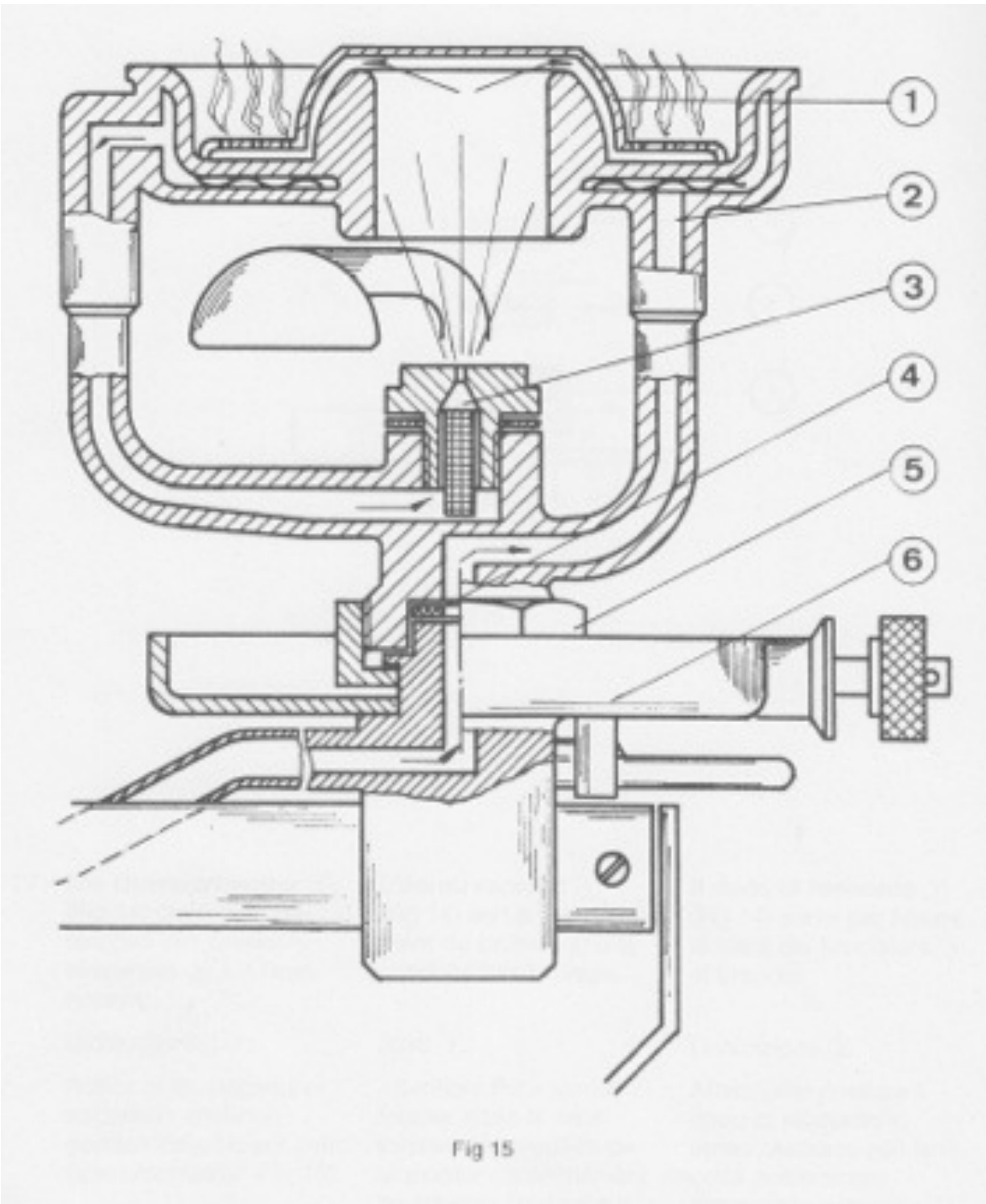


27. The **burner coupling nut** ① (Fig 14) is used to set the burner element ③ in the fuel feed pipe.

Washer ②.

Attention! To tighten, turn in a counterclockwise direction as indicated on the burner wrench (Fig 18).

Page 21 intentionally blank



**28. Parts of the burners** (Fig. 15) consist of:

- ① Flame distributor plate
- ② Burner element and fuel supply lines
- ③ Jet with filter and gasket
- ④ Washer
- ⑤ Burner coupling nut
- ⑥ Preheating pan

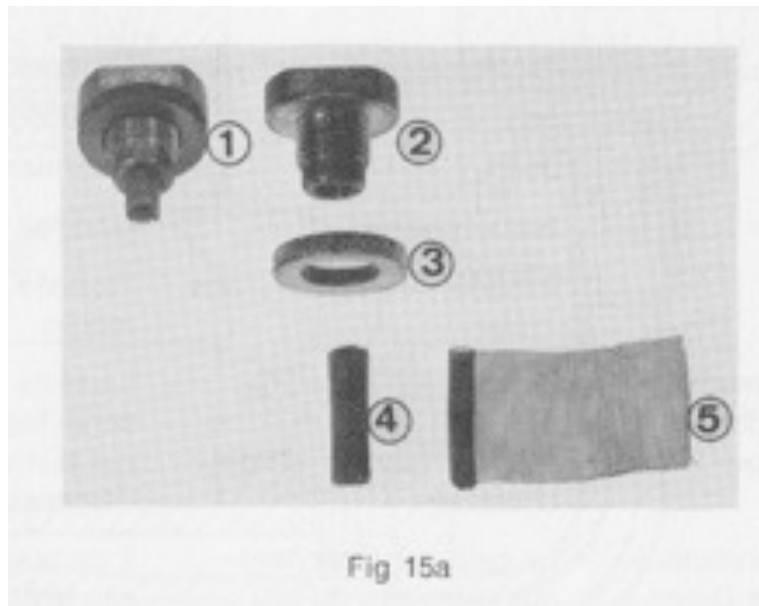
The burner parts are screwed on top of the preheating pan.

The fuel reaches the parts of the burner through the supply lines.

During startup, the fuel is gasified by preheating the burner element.

During operation, the gasification is produced by the burner flames.

The **jet** is screwed into the burner element.

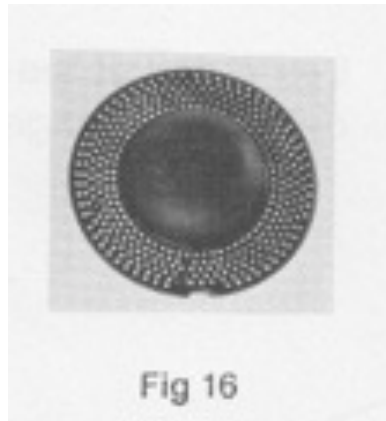


In Figure 15a there are:

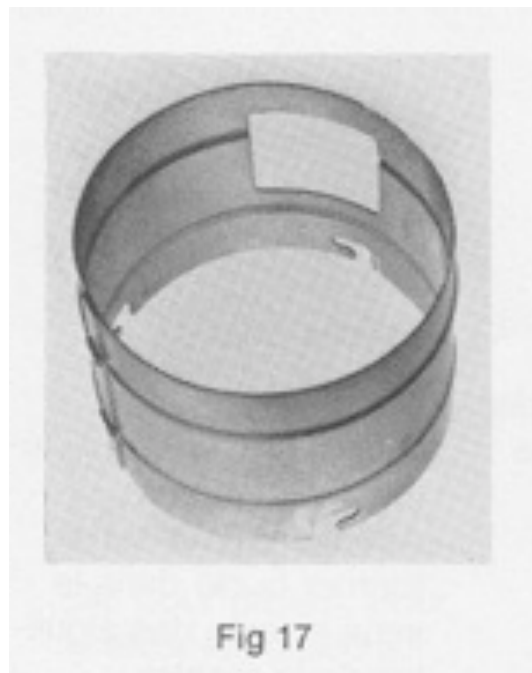
- ① Jet with filter
- ② Jet only
- ③ Washer
- ④ Jet filter mesh
- ⑤ Jet filter mesh unrolled

The jet filter is used to filter the vaporized fuel and to prevent flashback.

The vaporized fuel is sprayed from the jet and ignited on the flame distributor plate.



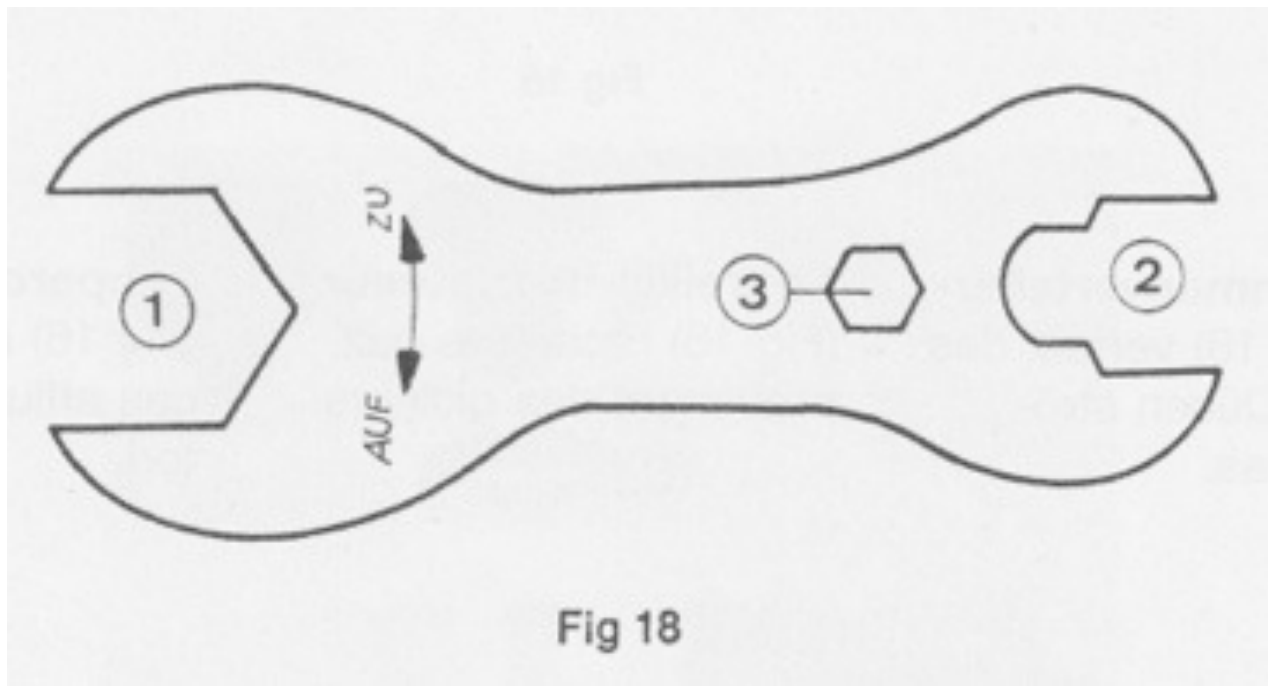
29. The **flame distributor plate** (Fig 16) distributes vaporized fuel from the jet.



30. The **wind shield** (Fig 17) protects the flame against the wind.

Do not place it diagonally on the preheating pan to prevent damage due to heat.

### III. Tools and spare parts

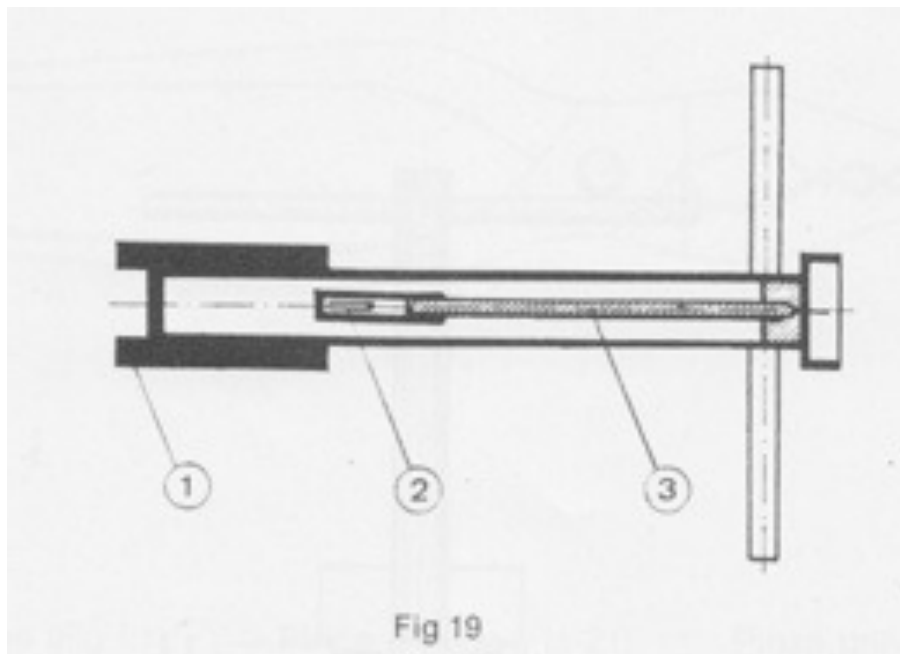


#### 31. The **special burner wrench** (Fig 18)

Used for:

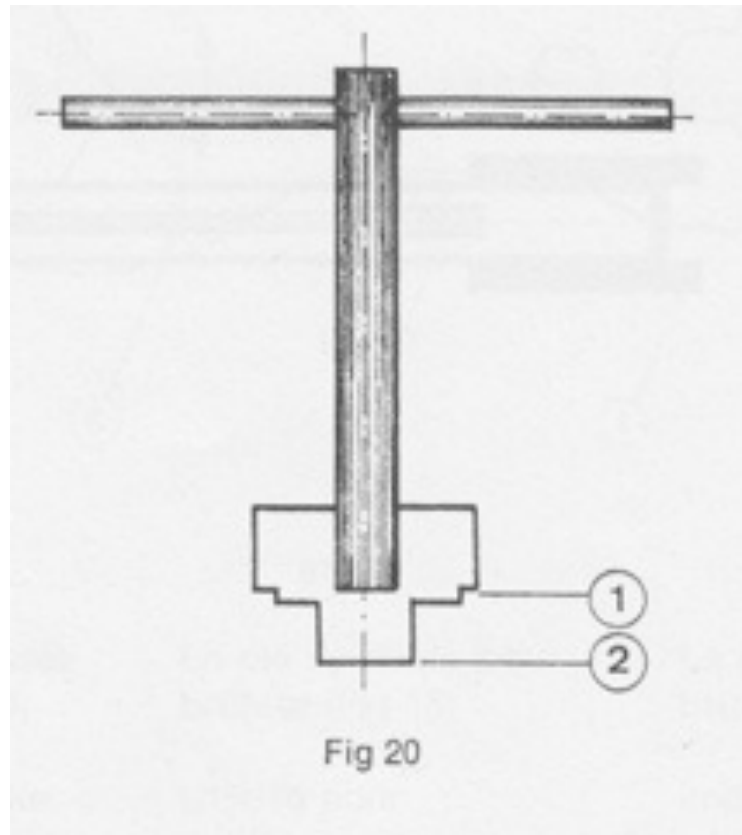
- ① Loosening or tightening the union nut at the base of the burner. Attention! to tighten, turn the wrench in a counterclockwise direction.
- ② Loosening or tightening all nuts and caps on the gas burner (fuel gauge, plug valve closed articulated drain plug).
- ③ Loosening or tightening the nut on the pump handle as well as the leather pump cup nut.





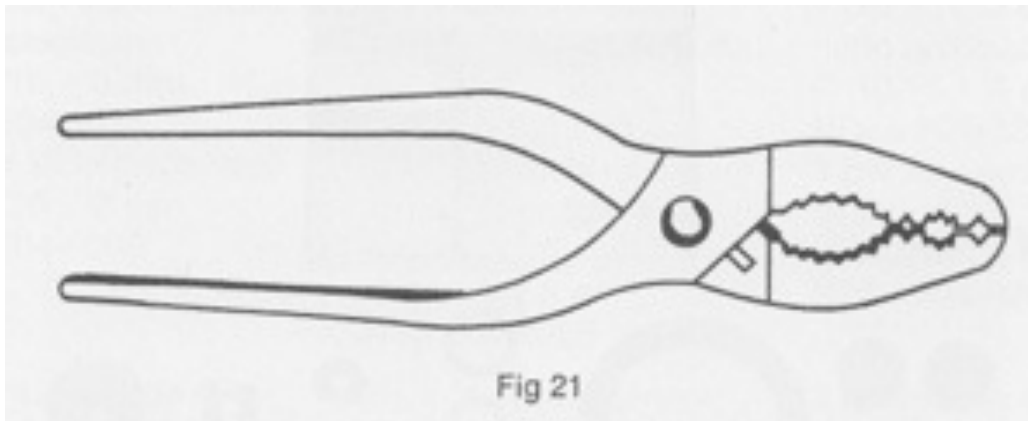
### 32. The **jet wrench** (Fig 19)

- ① Jet wrench to remove/install the jets, whether hot or cold (Fig 25 and 26)  
<< Easy removal of the jet is made possible by a spring-loaded ball set into the slot that holds the jet >>
- ② Reserve cleaning needles stored in the threaded cylinder
- ③ Cleaning needle holder tool is used to clear the jets (Fig 37)

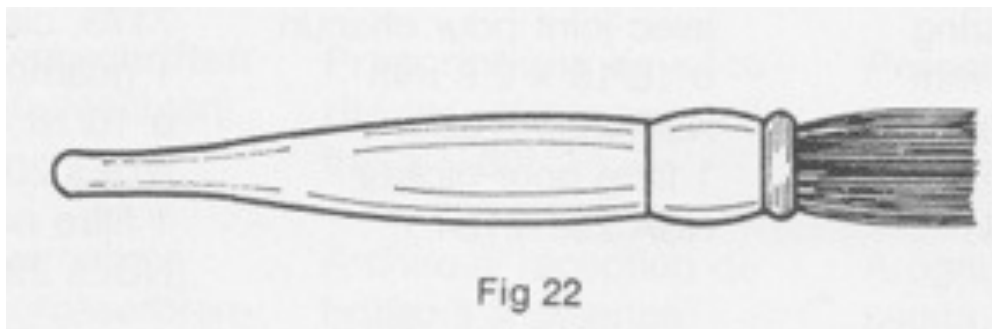


33. The **fuel filter wrench** (Fig 20) is used:

- ① to unscrew the threaded ring in order to remove the filter tube and pump tube(Fig 31/32)
- ② to unscrew the articulated joint fuel filter (Fig 33/34)



34. **Pliers** (Fig. 21) to remove the burner elements, the flame distributor plate and the wind shields when hot.



35. **Cleaning brush** (Fig 22) for all cleaning jobs.

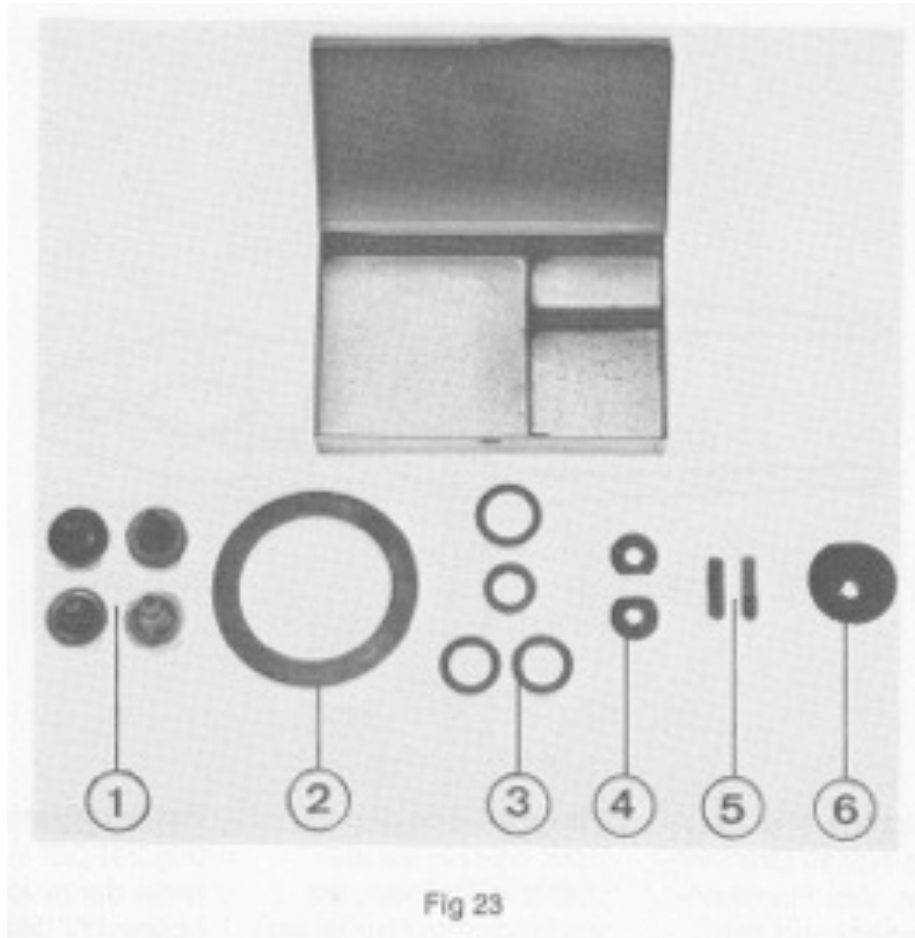


Fig 23

**36. Box with spare parts (Fig 23) containing:**

- ① 4 jets with filter, complete NSA 291-7173, with seal for each  $\varnothing$  2.8 mm x 10/18 NSA 204/9760  
1 filter for jet NSA 291-7184
- ② 1 washer for the pump cylinder  
 $\varnothing$  44/60 x 4.5 mm  
NSA 204/2402
- ③ 4 different washers. From bottom to top:

2 for the fuel gauge and drain plug  
ø 12/18 x 3 mm  
NSA 204-9248  
1 for the filter on the articulated joint  
ø 10/16 x 3 mm NOS 204-9234  
1 for the safety valve  
ø 14/20 x 3 mm  
NSA 204-9266

④ 2 washers for the burner element  
ø 6 / 14 x 2 mm  
NSA 291-7186

⑤ 2 filters for jets  
NSA 291-7184

⑥ 1 leather pump cup  
ø 6 / 26 8 mm  
NSA 291-7187

## B. Instructions for Use

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**Safety requirements**, refer to Figures 61-80!

When receiving the stove (delivered by the arsenal or other forces), check that all plugs are closed. In addition, **run the operational controls** according to Section 43.

## I. Setting Up

37. - Remove the stove from the case.

- Loosen the leather retaining belt and fold the arm of the burner horizontally.
- Check that the bottom drain plug is tightly closed (screw it back tight).
- Check that both burner fuel valves are closed.
- Remove the fuel gauge nut and gauge rod.
- If less than 6 liters of fuel are indicated on the gauge rod: loosen the cap closure by means of the piston pump handle and fill to mark 6 on the fuel gauge rod (2 / 3 of a tank).
- Replace the pump and screw the cap tightly closed by hand.
- Reinsert the fuel gauge rod and nut and tighten.
- Pump until the pressure reaches 1.5 bar (kg/cm<sup>2</sup>).

## II. Preheating and ignition

38. - Hold the lever on the preheat fuel diverter and open the corresponding fuel valve.

- Fill fuel pre-heating pan a quarter to half, depending on ambient temperature.

- Close the fuel valve, and after about 3 seconds, release the diverter lever.

**Proceed in the same way for the other burner.**

- Ignite the fuel in the pre-heating pans and allow to burn preheating fuel away completely. Blow out the flame (if any) at the opening of the jet(s).

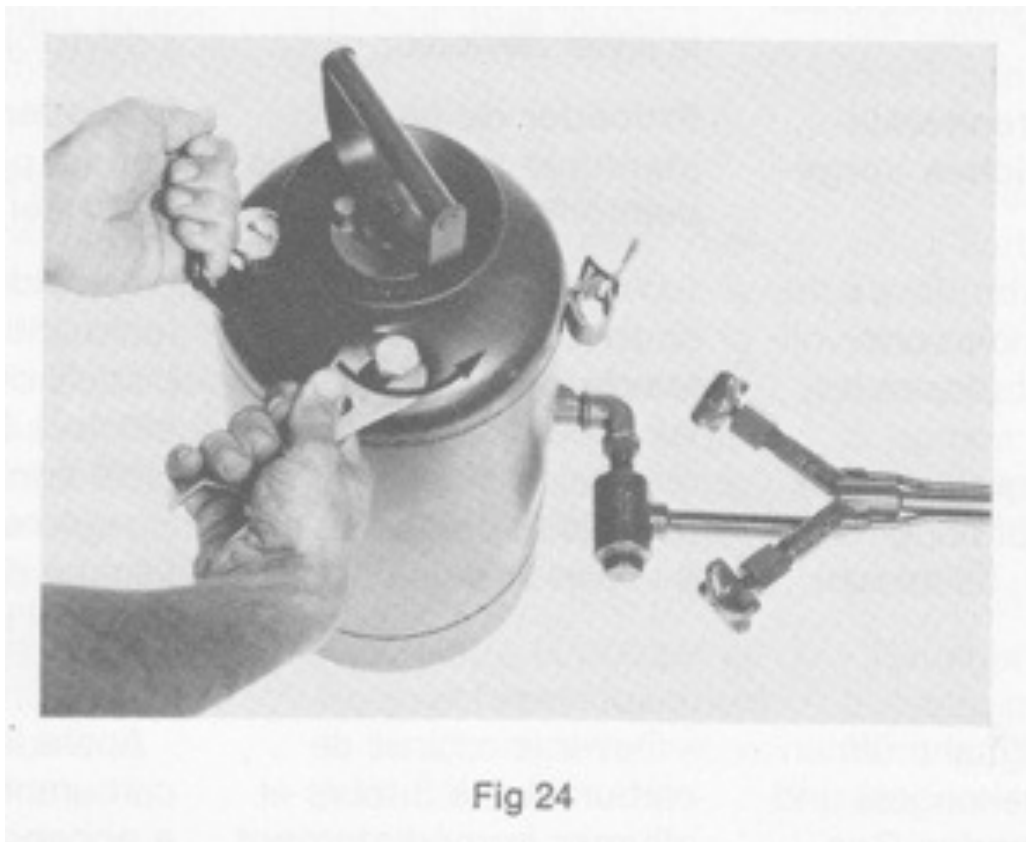
- Open the fuel valve 2-3 turns and **immediately light the gas vapor coming through** the flame distributor plate.

- The flame should be blue, deep and regular. **The flame can not be regulated.**

### III. Shutting Down

39. - Close the fuel valves and wait until the flame is extinguished.  
**Blow out the small flames that may persist at the opening of the jets.**

- Allow burners to cool.



- Remove the pressure inside the tank by loosening the nut of the fuel gauge using the special wrench (Fig 24).

- Leave the remaining fuel in the tank, or, if needed, refuel.

- The burners must be cool before storing in the box.

- Check that all plugs are tightly closed.



## C. Maintenance

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**Safety requirements**, refer to Figures 61-80

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40. The types of field service are distinguished as:

- **Daily field service**
- **Full field service**

### I. Daily field service and checks

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A good field service is a prerequisite for satisfactory operation of the stove!

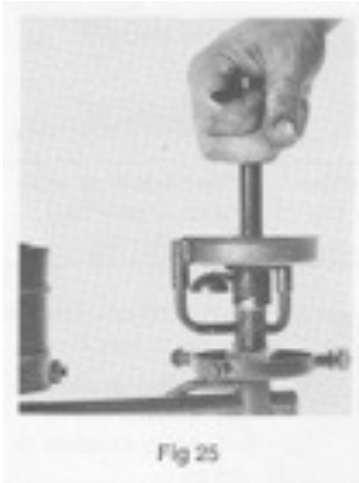
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41. If the stove was used, do the daily field service. It includes:

- Cleaning
- Operating control
- Lubrication
- Refueling

## 42. Cleaning

- Let the burners and the burner parts cool.
- Remove flame distributor plates and wind shields.



- Unscrew the jets with the jet wrench (Fig. 25) and remove the jets (Fig. 26).

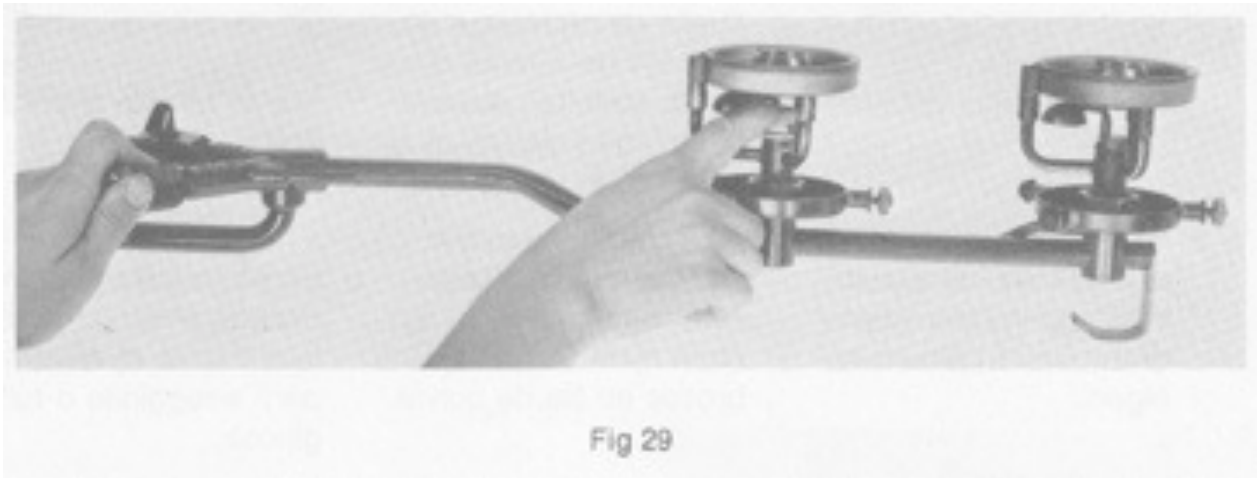


- Loosen the burner nuts with the burner wrench (Fig 27) and remove the burner elements (Fig 28).
  
- Remove the filters from the jets, unroll the filters (Figure 15a), clean the filters with gun solvent and blow off the filters.
  
- Use the brush and gun solvent to clean the burners, the wind shields, and the flame distributor plates.
  
- Also clean the preheat fuel diverters and the preheating pans (also the bottom side) with gun solvent.
  
- Rusted or heavily soiled parts should be cleaned with a synthetic abrasive pad or brass bristled brush.
  
- Dry all parts with rags.
  
- Check the gasket on the burner element and, if necessary, replace it (Fig 38).
  
- Assemble and mount the burner element with the jet and filter.  
**Tighten the jet and the nut.**

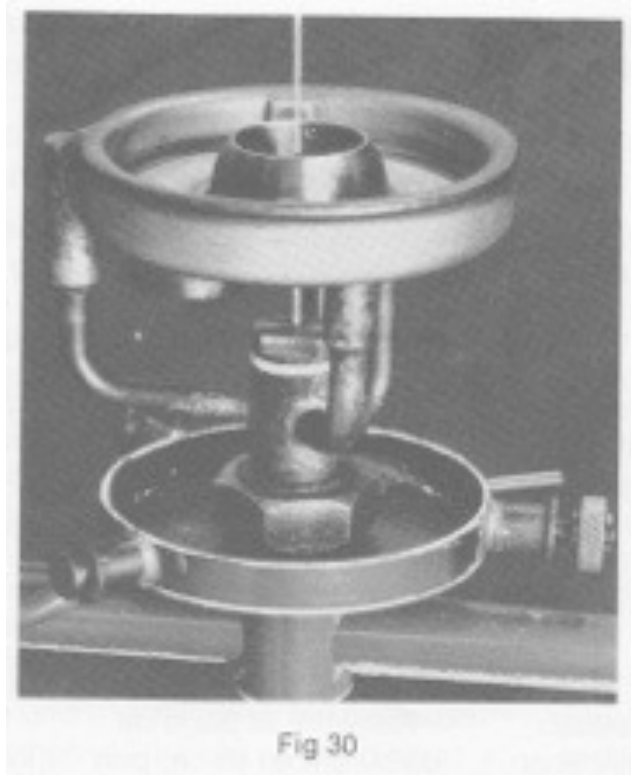
- Clean the outside of the fuel tank and the articulated burner arm and oil with gun solvent.

#### 43. Checking the operation

- The fuel tank shall contain fuel and be under pressure.



- *Checking the seals:*  
Press finger over jet opening (Fig. 29) and open the fuel valve. Check for leaks at washers, the burner nut and the jet, and the burner fuel supply lines.



- *Checking the passage of fuel:*

Keep the fuel valve open and incline the burner slightly away from your face. Remove your finger from the jet opening (Fig 30). The fuel emitted from the jet must be a thin stream and rise vertically to a height of 1 meter. **Immediately close the fuel valve.** (Environmental Protection)

#### 44. Lubrication

- Dry all parts with rags.

- Lightly grease with Vaseline: burner elements, jets, flame distributor plates, wind shields, preheating pans and preheat fuel diverters.

Reinstall wind shields and flame distributor plates.

#### 45. Refueling

- Unscrew the fuel gauge, totally eliminate any remaining pressure (Fig 24).
- Loosen the locking screw of the tank through the pump handle and fill to the mark 6 to the fuel gauge (2 / 3 of the tank).
- Replace the fuel gauge in place and tighten!
- Replace the pump assembly and tighten hand tight so it seals the tank.

#### 46. Before packing the stove in the box:

- Check if the pressure is zero.
- Check that all valves and openings are closed.
- Check cleanliness and completeness of the box and its contents.
- Make sure the burner is cold.

## II. Full field service and checks

47. The Full Field Service will be conducted:

Once a month for long-term service in the field.

At the time of demobilization, in collaboration **with the arsenal**.  
Remove the fuel so the unit is empty for demobilization.

48. - Remove the wind shields, flame distributor plates, jets and components (Fig 25, 26, 27, 28) and clean them thoroughly with gun solvent (brush).

- Proceed in the same way with the reserve burner element.

- Parts that are very dirty or rusty should be cleaned with a brass brush or synthetic abrasive pad.

- Clean the inside of the burners and the intake pipes with gun solvent (brush).

- Check the washer on the burner element bases and replace if necessary (Fig 38)
- Clean the filters and jets with gun cleaning solvent, replace if necessary (Fig 15a).
- Assemble the jets to the burner elements to complete, then reinstall the burners to the stove.
- Tighten the jets and the burner base nuts.

49. Check the operation:

- The fuel tank shall contain fuel and be under pressure.
- Press your finger on the opening of the jet and open the fuel valve. Check for leaks on the burner element, burner base washer, the jet, and the supply pipe (leak testing Fig 29).
- Keep the burner slightly inclined away from face and remove your finger. The fuel stream from the jet must be thin and rise vertically to a height of 1 meter. **Immediately close the fuel valve** (Checking the Passage of Fuel Figure 30).



- Check the operation of the reserve burner by attaching it to the stove and conducting the same tests.
  - Remove the pressure (Fig 24).
  - Drain the fuel tank into the cans of the unit.
50. - Remove the pump: check its operation, lubricate the pump gasket with Vaseline or replace it.  
Tighten the check valve (Fig 7) at the bottom with the screwdriver of the army knife.
- Remove the filter tube (Fig 31 and 32) and clean it.
  - Remove the screws to the articulated arm valve filter (Fig 33 and Fig 34).
  - Clean the outside of the tank, the funnel and articulated arm valve with gun cleaning solvent (rags).
  - Refit the screw to the articulated arm filter. Reinstall the pump.

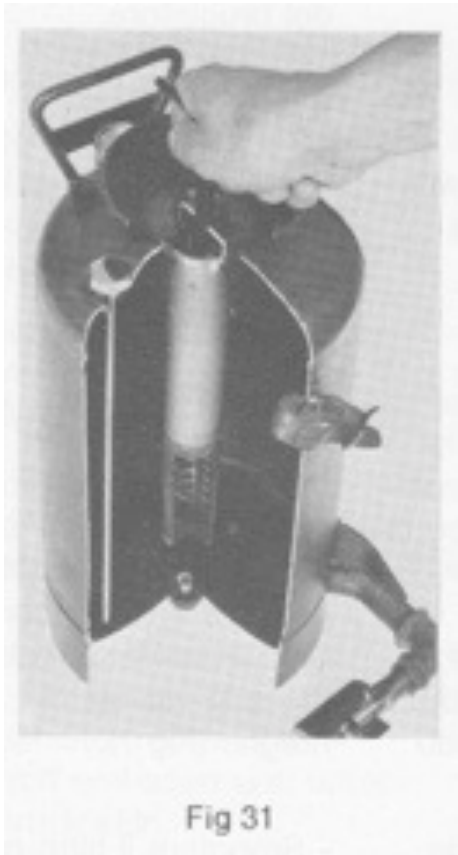


Fig 31



Fig 32

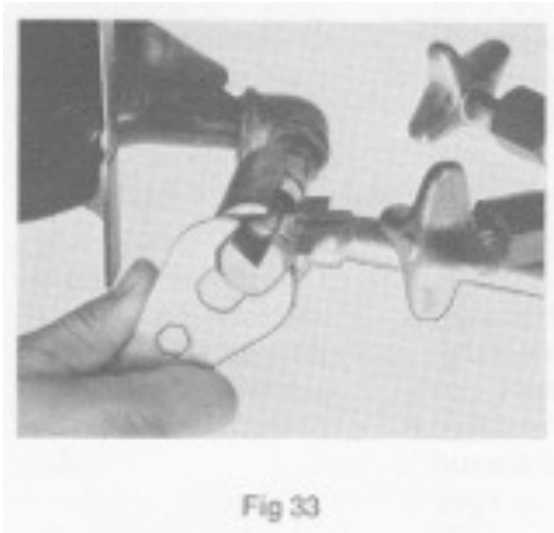


Fig 33

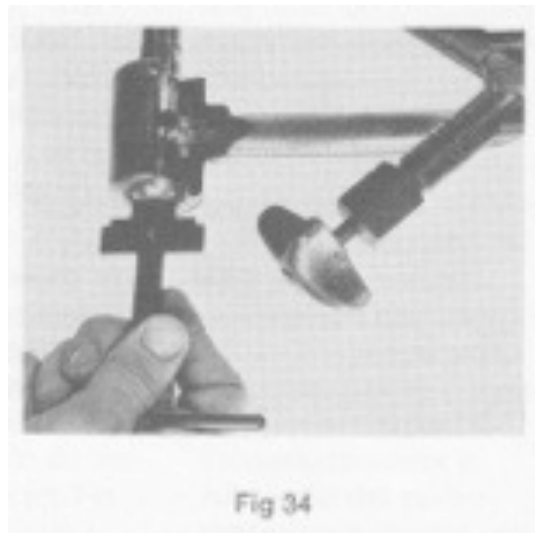


Fig 34

51. Lubricate with petroleum jelly (Ph V H, NOS 334-7500):

The burner elements, the jets, the flame distributor plates, the preheat pans and the preheat fuel diverters.

Lightly grease the fuel pipes, articulating arm and the fuel tank.

Replace the flame distributor plates and the wind shields.

Clean the case with a damp cloth and allow to thoroughly dry.

Clean the tools, then lightly grease.

Check and replace any spare parts.

The fuel gauge should no longer be installed so that the tank can be fully ventilated.

52. List the defects. Complete the repair tag with the defect data and tape it to the outside of the box.

## D. Trouble-shooting

### 53. Safety valve

The safety valve releases the pressure already below 1.5 bar (kg/cm<sup>2</sup>).

- To prevent accidents it is strictly forbidden to remove the safety valve or repair it. Defective safety valves can be restored only through the efforts of the arsenal or the department of materials.

### 54. Pump

The pump does not pressure the tank:

The leather pump cup is defective (crushed or torn).

The leather pump cup is dried out:

Loosen the pump guide rod and remove the piston. Replace the leather pump cup, if damaged, and grease it with vaseline, massage and expand the cup slightly.

Insert the piston imparting a rotational movement and a slight angle (Fig 35) and tighten the pump rod guide.



### 55. Check valve (NRV)

The piston rises by itself and fuel escapes through the hole for the pump rod in the pump rod guide (Fig 36).



a) The check valve is missing (it is probably at the bottom of the main filter)

b) The check valve is not mounted correctly.

Reassemble the check valve assembly according to the sketch (Fig. 7) and screw the bottom on with the screwdriver blade of the Swiss army knife.

c) The check valve spring is blocked or too low:

Remove the check valve spring, stretch it slightly to give it sufficient tension, clean and reassemble the valve assembly according to the sketch (Fig. 7) and screw tight with the Swiss army knife screwdriver blade.

## 56. Burner Element

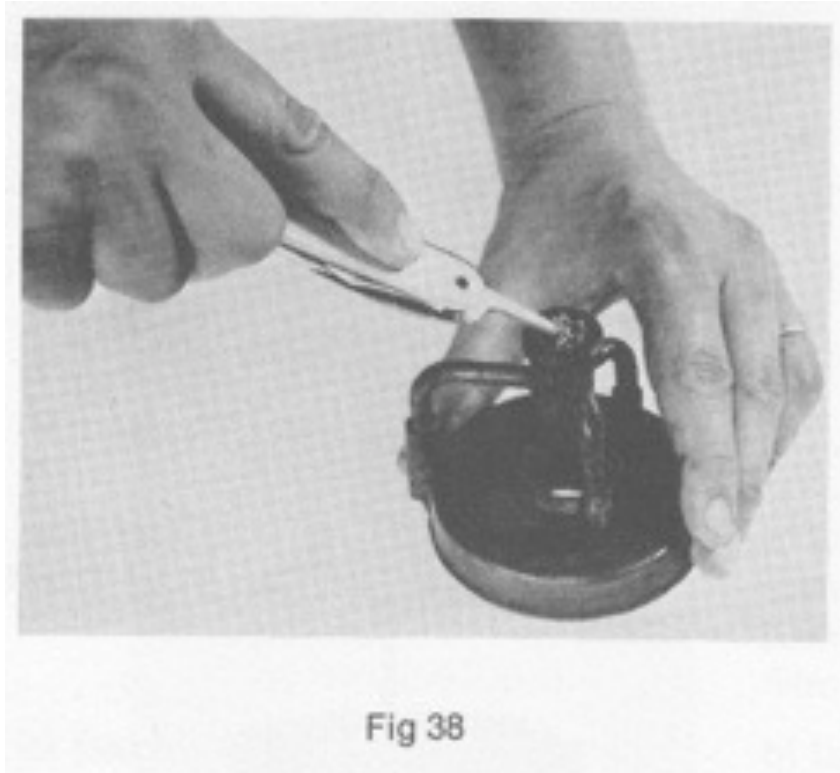
No fuel or gas coming from the jet opening:

a) The jet is clogged, dirty:



- Clear the jet by using the cleaning needle (Fig 37) or remove the filter from the jet, clean it, and after blowing it off, install it back into place (Fig 15a).

b) The burner base gasket under the burner is blocking the fuel supply line:



- Remove the remains of the burner base gasket with the punch of the Swiss army knife (Fig. 38) and substitute a new gasket from the box of spare parts.



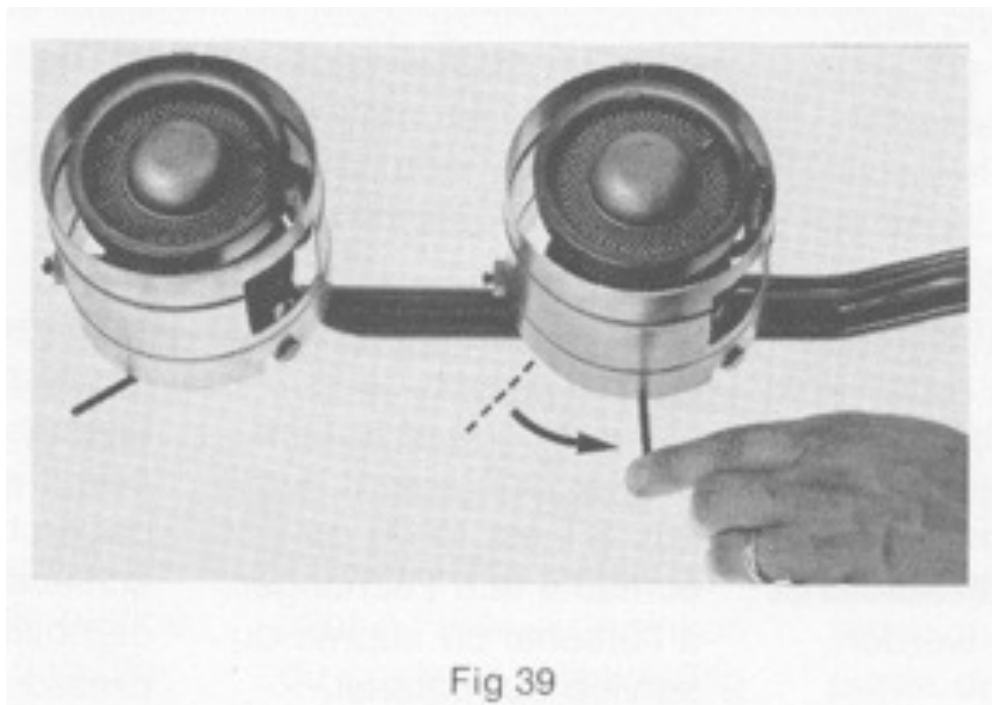
c) The element of the burner may be clogged:

- Replace burner with the reserve burner. Exchange the defective burner in the arsenal or from the service equipment.

### 57. The flame purrs

The flame distributor plate becomes incandescent:

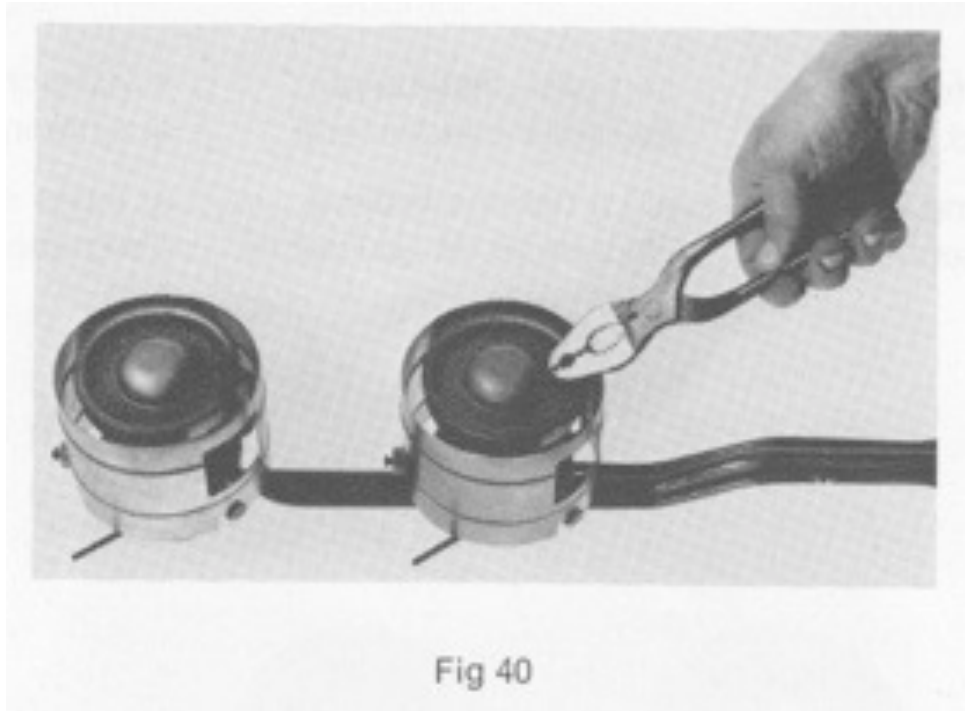
a) The flame burns at the opening of the jet.



- Quickly move the lever on the preheating fuel diverter 1 to 2 times (Fig 39).

If the flame goes out, immediately reignite the gas flowing out of the flame distributor plate.

b) The flame distributor plate does not lie flat on the burner:



- Grasp the flame distributor plate with the pliers and rotate slightly (Fig 40). If it is bent or crushed it must be exchanged at the arsenal or from the service equipment.

c) The burner is not sealed and the gas burned by a leak:

- Replace the burner element and exchange it at the arsenal or from the service equipment.

58. **The flame burns low** and jerkily, and is red instead of blue.

a) There is not enough pressure:

- Operate the pump until the gauge indicates a pressure of 1.5 bar (kg/cm<sup>2</sup>).

b) The burner element is not hot enough:

- Repeat the preheat.

c) The jet is slightly obstructed:

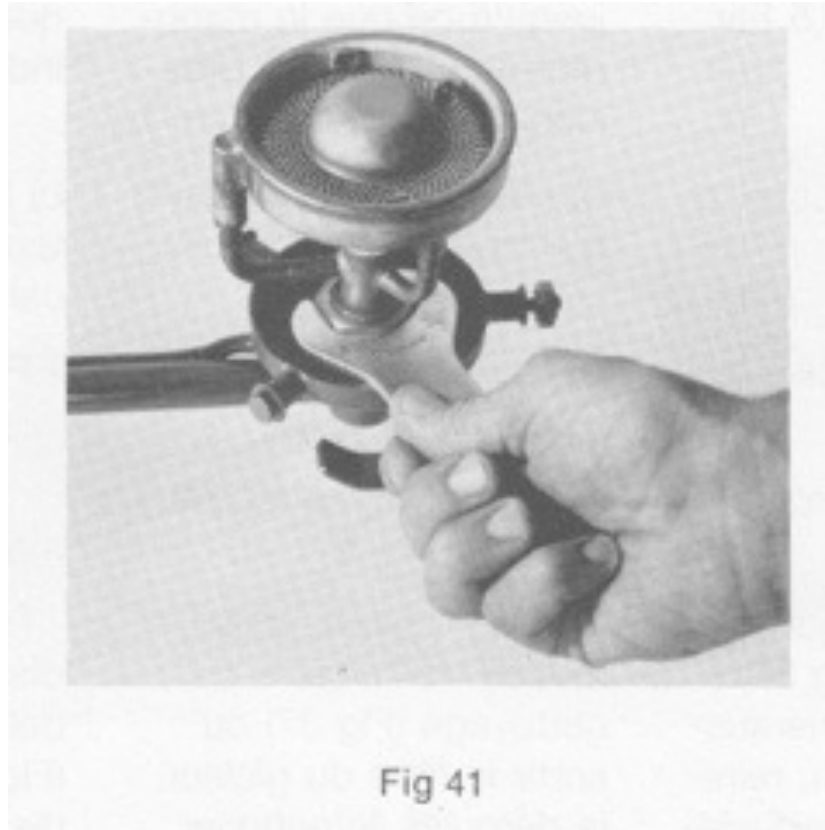
- Clear the jet by using the cleaning needle (Fig 37) or remove the filter from the jet, clean it, and after blowing it off, install it back into place (Fig 15a).

d) The burner base gasket under the burner is partially blocking the fuel supply line:

- Remove the remains of the burner base gasket with the punch of the Swiss army knife (Fig. 38) and substitute a new gasket from the box of spare parts.

## 59. The fuel burns near the burner retaining nut.

a) The nut is not tight enough:



- Tighten the burner retaining nut using the burner wrench (Fig. 41).

b) The washer under the burner is bad, or there are two washers.

- Remove the burner, remove the remains of the washer with the Swiss army knife and replace it with a new washer. Remount the burner.

60. **Any other disassembly** can only be done by specialized personnel of the arsenal or service department.

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**All problems with the use of this stove can be avoided by a rigorous adherence to the instructions regarding the daily field service.**

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## E. Safety requirements

61. As fuel, use only unleaded gasoline (NSA 335-1144).
62. You may not use the gas burners in a closed room. However, if you are forced to cook out of the wind or rain, **it is necessary to ensure proper ventilation of the premises (air currents) in which food is prepared**, this is to avoid poisoning.
63. The gas burner is only intended for cooking in the pot and the frying pan of pressure cookers. It is strictly forbidden to use it in other pots in any way. This because of the danger of explosion and fire damage that would inevitably be caused to the grids and sides of boilers and any pot other than the pressure cooker.

64. It is prohibited to fill the gas burner near a fire (keep a distance of 20 meters or more).
65. All caps or nuts to close the fuel tank must be kept closed when the unit is operating because of the danger of explosion.
66. During use, do not expose the fuel tank to excessive heat to prevent an excessive rise in pressure in the tank.
67. At each startup of the burner using preheat fuel, be careful of the ground beneath the stove. It is forbidden to use the burner on a surface of asphalt, wood or other combustible materials. Because of fire danger, it is necessary to be careful when cooking in the forest.
68. If a fault requiring disassembly of the burner occurs when it is on, proceed as follows:

- close fuel valves;
- undertake all the repairs in the open air;
- do not be within 20 meters of a fire.

69. Because of the danger of explosion and fire, the Full Field Service and the Daily Field Service must take place outdoors.

70. It is forbidden to smoke when handling this gasoline burning stove.

71. You may not use the gas burning stove on a vehicle.

72. The use of the stove as a heating appliance (eg: tents, igloos, barracks, etc.) **is dangerous and can cause death!!It is forbidden!**

73. Do not cool the burners with water or snow.

74. Do not enlarge the opening of the jet.

75. Before storing the stove and prior to loading for transport, all pressure in the fuel tank must be vented completely. The burners must be completely cooled.



76. It is forbidden to make changes to the burners. Also avoid any unnecessary dismantling.

77. The remains of gun cleaning oil and rags used to clean the burner and stove are to be delivered to the posted collector within the company or to proper civilian collector for disposal.

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78. The chef is responsible for instructing the kitchen staff on the proper use of the stove.

79. Commissioning, handling and maintenance of the stove by the kitchen staff must be performed under the supervision of chef.

80. **The chef bears full responsibility for accidents** which are due to a lack of proper instruction of the kitchen staff.

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## **F. Final Provisions**

81. Previous regulation documents 60.12, << *The Gasoline Stove* >> of 12.11.69 and 01.01.83 are repealed and replaced by this document.

82. This document shall enter into force on 1 January 1991.

Central Commissioner of War Brigadier Gollut