

JANUARY

Issue 206

PS
★

INTO Series

THE
PREVENTIVE
MAINTENANCE
MONTHLY

... ARIEGHT? ... JUST
HOW DO YOU FIGURE
THIS AS A 'PRIORITY'
UNDER THE URGENCY
OF NEED???

SUPPLY



READINESS IS ALWAYS!

When an enemy is trying to do you in with a few well-placed mortar or rocket rounds, it's clear that you've got to have battle-ready equipment.

Readiness

OK, when there's no shooting, and everybody settles into his peaceful job, it's not so clear that you've got to have your equipment battle-ready.

Readiness

You read, though—on you, your unit, your command and your country could get caught not ready. Then the guys who want to do you in might well do you in.

So, ready equipment is a must. No "Maybe . . ." "If . . ." or "Well . . . sometimes." It's got to be ready always.

This means you baby that gear while you use it. You keep it clean, keep it oiled, keep it lubed or whatever it needs. Use the tech manual to make sure you do the operating and maintenance jobs right.

That way, no matter whether you're on the Mekong, along the Danube, near the Korean DMZ or contented in CONUS, you're ready, and your equipment's ready.

KEEPING
EQUIPMENT
READY
MEANS ONE
BIG THING—
PREVENTIVE
MAINTENANCE



U.S. GOVERNMENT PRINTING OFFICE
1965 O 340-000
10 1965 10000

ARMY MOBILITY 3-17
10 1965 10000



ARMY MOBILITY 3-17
10 1965 10000



ARMY MOBILITY 3-17
10 1965 10000



COMMUNICATIONS 3-17
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M548 CARGO

CARRIER

As you've got yourself one of the new
M548 cargo carriers,
it couldn't happen to a more guy.

... It has 112 cubic feet of storage
space to hold tools, supplies, or other
stuff over rough terrain and across
town.

... On paved roads it runs right along at
40 MPH with a cruising range of 300
miles.

This vehicle is always ready for
contingency—you don't even have to
leave a wire trace. Two built-in ridge
pumps take care of any trace setups.

ALL-IN-ALL
THE M548 IS AN
EASY AND READY
WAY TO GET
STUFF TO THE
MOUNTAIN TOPS.
HERE'S A GOOD
REASON FOR THE
M548 CARRIER!

Among other goodies is a cargo cover
partition that hinges on both ends so
you can open it either left or right or
take it off entirely. Open it in both ends
at once only if you want to take it off.
Keep it on and closed while operating.

The cargo deck has 4 positions and
doesn't play any of the tricks you've had
before.

The M548 has a plastic to hold a
trailer and a 20,000-pound capacity
floor which with 200 feet of cable for
winning is necessary.

There are 2 sets of steel lines, one
for regular work and one to give you
power.



WINCH



CONTROL



HYDRA
FOR LINES



HYDRA
FOR LINES

NEW PUBLICATIONS—Manuals in the TM 9-2100-214 series are being expanded for use with the M114E by a new series, TM 9-2100-247, TM 9-2100-247-1A (Feb. 69), TM 9-2100-247-2A (Mar. 69), TM 9-2100-247-3AC (May 69), TM 9-2100-247-11 (Nov. 69) and TM 9-2100-247-20P (May 69) in this series have already been published.

These parts will give you most of the dope, but here are a few special things you might know. . . .



TRANSFER GEAR CASE—The transfer case on the M114E is different from the transfer case used on other members of the M114A1 family. Instead of moving oil to operate a ramp, its oil pump draws oil from the transfer gear case.

If this pump leaks out, oil will pile up in the transfer. Some of it will be drawn out the breather but the rest will probably blow. Even worse, the differential won't be getting all the oil it needs and can burn up.

Start and stop carefully. Jack-rabbit jolts can break your transfer gears.

Check the oil in your differential the way it says in your TM before



restart the engine and again when the oil is warmed up. If you have to add oil this shows something is wrong because you shouldn't need any.

Check the oil level. The M114E now uses transfer case FM 17-28-179-5000 which is also found on the M114A1 vehicle series.



ENGINE SERVICE—Check it in, slow starting and again when you get the oil to normal operating temperatures the way it says in the TM. The special thing is to screw the dipstick down right after you make your reading. (That's clockwise is right.)



If you forget to screw it in, the excessive pressure can blow it out and the oil can go out—leaving you with a burned-out engine.

DIFFERENTIAL RENT—If there's a sign that oil has been flowing out through the differential vent, do this with engine running:

1. Loosen the quick disconnect on the vent line from the transfer to the differential. 2. Shut the vent line and hold the quick disconnect valve open with the crown end of a pump.



The oil should come out. If it does, tell your mechanic. It's a sign that you probably have a bad pump on the transfer case or the quick disconnect on the differential vent is not hooked up right.

DIFFERENTIAL OIL FILTER—Make sure it's changed at least every 12 months and before you put a new vehicle in service. If the filter gets clogged, oil, in essence, just sits there, so...change it!

THE FOLLOWING ARE DAILY CHECKS.

WIPERS—Wash all five wiper blades daily before operation.



AIR SEPARATOR TANK—Daily draining of the air separator called for by a rag attached to the tank has been superseded by draining of the primary fuel filter.

PRIMARY FUEL FILTER—Check daily before starting engine. If a line of water and gunk comes out, drain the secondary filter too.



AIR CLEANER—Service air cleaner element as often as necessary. (Daily in dusty areas.) If element is frayed or bent out of shape, replace it. If you can get 100 PSI moisture-free compressed air, use it to clean the element like this:



1. Blow dirt off inside of element.



2. Blow dirt off outside of it.



3. Blow dirt off inside of element again.

WASH SOLETS IN FRESH WATER

If you can't get compressed air, clean by gently tapping feet by hand. Be sure you do this gently and without leaving up the ends of the element.

MAINTENANCE TIPS

PTE CABLE—This cable will get stiff and hard to work unless it's lubed. Splicing lube on the cable is not easy because there's no grease fitting. So work grease into it by hand. This is a little trouble but worth it.



DRIVE BELTS—Generators, engine coolant pumps and fan drive belts can get thrown but it's most likely to happen with the fan drive belts. Check both front and rear fan drive belts and the coolant pump belt every 30 miles or so to make sure the tension is right.



FUEL EXPANSION TANK

If there's a leak from your fuel expansion tank get your mechanic to work over the inside of the tank with kerosene the way it will in TB 750-080-2.



RIGHT SIZE DUCT—The duct between the air cleaner and the engine might be too short. Loosen the clamps at each end of the duct and pull it out. If it's 22 inches long, 1 1/4-inch, replace it with duct 3000 3000-01-1007, which is 30 inches long 1/2-inch or 1 1/4-inch.



CHANGE DATA PLATE—The data plate on the inside of the right side door may read that the vehicle is an 2005-0501. Scratch out or paint over the 5 and the 01 so you get left with 20-00.



IF IT SAYS
"2005-0501",
CHANGE IT

TRUCK SHOCKS—In the wet season in SEA mud and sand will build up under your shocks. You've better call without 'em, so take 'em off, and more in to your SEA, so more 'em. Do not clean 'em away.



IN DUSTY AREAS—
WASH
YOUR CAR
CLEAN
DAILY.



WINDSHIELD WIPER ARMS—Some of the wind-
shield wiper arms have a hinge-release lock.
On one you lightly push wiper arm to the
point and LOD point.



WINDSHIELD WIPER BLADES—To get a good
wiping action make sure the blades are free to
move throughout their entire arc without hitting
anything.

If they hit the rubber seal that
holds the wiper in the wind-
shield, loosen the locknut at the
base of the arm and adjust arm as
necessary. (You may also have to
make an adjustment at the blade
following page.)

SPICE UP
THE ROAD
TRIP BY
GETTING THE
LATEST AND
BEST
TRUCK TOYS
FOR YOUR
TRUCK.

WINDSHIELD DEFLECTOR—Let
the inside of the cab face up first
before you cover the deflector so
the outside face may catch a wind-
shield.

CARGO COGS—Keep the cargo
dock in place when you run the
vehicle because it ties the sidewalls
together and prevents side-to-side
movement. When the vehicle is
operated without the cargo dock
the rear cargo compartment sides
will break.



HEADLIGHT BRIMS—A little
clip through the brim can push
your headlights out of lines. But
you fixed up again before dark so
you don't get 'em on and find they
light up everything but the road.



WIND BARRIERS—Make
more will be easier if you replace
the 8 female hex-nuts which slide
into place with female square-nut
brim plugs 3371 4710-450-8881.



FUEL PUMP GAP—The only fuel
tank filler cap authorized for use in
the converted type. F304 2143-751-
9138 (used in the -33P) will get you
an approved cap. Be sure this is the
one you have.



DRIFT LEVER—If the
drift lever keeps coming
out of adjustment
it's a sign it's worn
out. Get a new one.
(See Pages 4-207 and
4-76 of TM 9-2330-
217-207 May 68 for
the parts.)



NEUTRAL START SWITCH—With
this switch out of adjustment you
could wear the engine with the
transmission in gear and somebody
might get hurt or the vehicle could
get damaged.

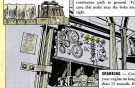
See if the motor
will work with the
transmission in ne-
utral or in 1st range.
If it does, replace or
adjust the switch.



NEUTRAL SWITCH

IGNITION SWITCH— Throughout the winter, you probably have the vehicle you own parked in the garage, and when you open the front doors of the engine compartment, you will find the battery terminals. Make sure the terminals are clean and tight. Also, keep the rest of the battery compartment clean.

INSTRUMENT PANEL—Having trouble with your instrument panel lights and gauges can always be frustrating. This will happen when the panel is not fully grounded. The mounting bolts work loose and the panel "floats" without having a continuous path to ground. To cure this, make sure the bolts are tight.



WARNING LIGHT— After you get your engine running, the engine oil pressure warning light should go out in 10 seconds. If not, warning light comes on after the engine has started, call the mechanic.

CRANKING— Crank your engine no longer than 10 seconds. If it doesn't start within that time, wait 30 seconds before cranking again. If you can't get it going after your 10th try, call for help.



ARE YOU SURE YOU REPLACED MORE FUEL PUMP FUSES WE PULLED OUT THIS MORNING??

SURE

MORE GOOD POOP



ARE YOU SURE YOU REPLACED MORE FUEL PUMP FUSES WE PULLED OUT THIS MORNING??

FUEL HEATER— If the pre-heat heater is not working right, check the control line ground wire where it makes contact with the control line. If it's loose, no making good contact, your heater will sometimes fail to work. Check the heater troubleshooting table on page 8-6 of TM 9-2326-207-20 (Rev. 88).



STOWAGE LOCATION— The average location for the FPM is TM 9-2326-207-20 does not apply to the FPM. The pages 8-9 to 8-12 of TM 9-2326-207-20 (Rev. 88) listed.

FUEL PUMPS— They're not maintenance-free, but continuous running in big water can cause the wiring... so don't let big water stand in your vehicle. Turn the big pumps on for a few minutes. To keep the fuel pumps from running, pull the fuel drain plugs when parking outside in rainy weather, but make sure they're replaced before an amphibious operation.



FUEL PUMP FUSE

NEW CLAMP—To make it easier to remove and replace the power pack, a quick-release V-band clamp is standard equipment on late-model vehicles. The new clamp, FOM 2110-000-1000, is a direct replacement for the older clamp.



GET A NEW V-BAND CLAMP AND USE THE QUICK-RELEASE HOOP

PIV BARS—The power-actuated cable should be stamped either at the factory or behind it. To straighten the loop you may have to put the bracket in the correct hole.



POWER—When your M140 is under load you have only a 1.2-in. travel, so the loading bar is the closer exactly right. Keep the weight balanced side-to-side for an even load. Careful not to overload.



FINAL DRIVE—Check the torque on your final drive shaft. The 30 screws on each final drive sprocket take 130-145 lb-ft of torque. If you let 'em get loose they can show off.



POW TRAIN DRIVE COVERS—Check the 8 fuel access covers for loose screws. If they're backing out, remove and replace 'em with extras. Cover 88 spaced hole number FOM 2110-104-0211 (M303 100-27) from supply. Then retighten the screws with lock washers and torque the screws to 45-50 inch pounds.



NO SPEED—Your M140 is a cargo vehicle and it can't be expected to keep up with an M113 over long distances. Stay under 30 MPH when fully loaded.



TOWING THE HISS—Excessively high final drives before towing the M113 or you'll run the risk of tearing up your transmission.



PUSH-PULL CABLES—Operate all of these at least once a week to make sure they work. If they're hard to operate, grease and adjust them. If this doesn't work, have them replaced.



RADIATOR CAPS—Screen-covered radiator caps on early vehicles can lock up tight. A little anti-rust compound rubbed on the threads prevents this.



MECHANIC'S MEMORY AID

FRONT ENGINE MOUNTS—It's easier to get the M140 power pack out if you make up a 3/4 extension for the 1 1/2" hole you use on the front engine mounts.



AIR CLEANER—Place a new air cleaner element? You can order either of 2 updated air cleaner elements, FOM 2040-040-0001 or FOM 2040-050-0001.



SUPPLEMENT BARS—The number bars for the M140 are different from the bars used on the other members of the M110/M113A1 family. Use FOM 2050-012-0011 for the 1st number bars and FOM 2110-04 2-0111 for the right number bars.



TOW CABLE—The rubber strip pads also keep your tow cable from digging into your rear cargo door sometimes work loose and fall off. If you find these areas with 'em back on with a dab of epoxy cement. If they're already gone, order new ones from pages 1-128 and 1-301 of TM 9-21.20-047-300 (May 00).



TWO YEAR TIPS

SAFETY WARNING

If you would just as soon get hit in the head with a steel beam, pay an attention to this....

The beam you could get hit with in the cargo hold beam on M348 cargo carriers with manufacturer's serial number of CR30 or higher.

Some of the locking handles of the beam support pins can come unhooked leaving the beam fall. PC users there are 2 beam supports on the beam would likely not



fall all the way but even so it could give you a nasty shock to the head!

An M348 modification of this is to the tracks but for now make sure the beam support locking handles are locked. You can do this by wrapping the handles with a couple of turns of tape or wiring them in position. Other way is OK just so they don't unhook by accident.



TIME SAVER

A little less slack in the track saves lots of time on your M348 cargo carrier. Page 5-35 of TM 5-3120-107-10 (Feb 89) says "Clearance must be 1/4 inch or more with track resting on third road wheel."

Most everybody has been making it 1/4 inch on the nose—which means they have to readjust the track every time they change the vehicle from loaded to unloaded or the other way around.

The way you'll know, right?—up on the track as the distance between the top of the second roadwheel and the bottom of the track is 3/8 to 1/2 inches with the track resting on the third roadwheel.

Here's how you do it and makes no difference if your carrier is loaded or unloaded.

1. Turn the M348 on the nose, level surface ground at 1 MPH.
2. While down in still being applied place transmission vehicle in 2ND G.
3. Release accelerator.
4. Move vehicle to rest less displacement using brake.
5. Adjust track so correct clearance is maintained top of the second road wheel.

H₂O ON ICE

Your M240, M249M1, and M252 water tank trailer and/or man vehicle don't sink without help — your help. Like when you figure to drain the water tank pipes.

Water left in those pipes will freeze solid.

In, in freezing weather, you drain the pipes every time after shooting water. You can do it fast 'n' easy:



1. Shut off water with main 'T' valve.



1. Shut open all faucets — and pop 'em open with a piece of wood.



Now the pipes are empty, and there's nothing in there to freeze.

Although your tank trailer's got a fiberglass liner that'll keep your supply from freezing for a long time, you've got to use to keep the manhole and filter covers hatched down tight. That'll keep water heat in and freezing cold out.

In sub-zero weather, it's a good idea to park your water trailer in a shelter where it's warm — like in a tent where there's a field range operating.

And always drain your water trailer completely if you're going to have it parked out in freezing weather for a long time.



POWER-MAD STEERING



HERE IN A LITTLE SOMETHING YOU'VE POWER-STEERED-TURNED-TRUCKED YOUR WAY OUT BEHIND THE WHEEL OF A 3-TON TRUCK!

Long before there was power steering—no, even a truck to put it in—was an Roman philosopher with

"He who has great power should use it lightly."

Now, with a 371 cubic, it comes out like this:

"He who has power steering should use it right!"

Your power steering is mighty handy, especially for operators over rough country. When it you had to wrestle the wheel with your own muscle power!

Even a 50-hp working model has an amazingly maneuverable 4 big trucks with power steering. But this same 50-hp model can haul up a truck's power steering if he doesn't use it right!

THE FIVE FOUR THREE

Your power steering will help steady you through just about any place, any time—as long as your wheels are rolling.

You're taking too much of your power steering, though, if you try to turn your wheels while stuck in a mud hole or loose rut.

Before you try to steer out of that hole, you've got to get out of it—no, you've got help from your front-mounted winch or from another vehicle.

WELL, I CAN PULL MYSELF OUT OF THIS MUD HOLE!



So you understand that if stuck and make space all around your front wheels—space that's big enough and flat enough for your wheels to roll while you're steering.

Then you rock your truck as you ease your wheels in the direction you want to go.

Once when you're out stuck—like you've just gotten on a good surface—it's best to get your truck out of a hole before you want to ease your wheels. Your power steering will "jerk" it

back, you can make a hard right or left turn with your power steering—how the best thing is the question. The answer is:

"Never hold your steering wheel in full over position, right or left, for more than 3 seconds."

"Why? As you ease back, pressure goes up in your power steering pump. As pressure goes up, so does temperature. In a hard turn for too long will heat up your pump."



MAN OF STEERING

Power steering on most 3-ton multi-axle trucks hasn't been available as long as MERRC 3-3700-371-50712 (After 48, corrected 371-50712) was listed as available on the models. You'd better check this MERRC and see if your truck installation falls in the serial number and chassis number groups that get their power steering pumps improved.



M109 HOWITZER KIT CONFUSION

Like you already know, the steering cylinder on all M109 AF howitzers serial number 1123 and above is different from the steering cylinder on early production models.

But what you might not know (and the TM's don't tell you) is that there're 2 kinds of late model steering cylinders and a different seal kit is needed for each one.

So there are 3 different steering cylinders each of which can be repaired only with its own seal kit.

Here's the whole thing in a very little nutshell for your TM:



1. Early model cylinder. For the M109 AF, the M109's earlier serial number 1123 and replacement to the M109-PA-200.

THIS PLACE TELLS YOU THE WHOLE STORY!



2. Late model cylinder. Called Cops with PN M109AF stamped on cylinder data plate. For M109's M110 and direct sales and replacement for M110-PA-200.

3. Late model cylinder. Known as data plate and stamped to match the M109AF but can only be worked with PN M109AF, the M109's M110 and direct sales and replacement for M110-PA-200.

STOP THE SHOCK

A steel casing surface never has his piece get too much shock. If he can help it, find tropical heat — like in JMA — really expands recoil oils to about 2000 PSI — man sized barbers.

The solution is to establish a minimum level of recoil oil reserve in your M17 recoil mechanism.

1. First step is to drain all the oil in order to establish a reserve.



2. Before you change oil to make the links get heavily more used.



3. Now reserve is when the links get protected as far as possible beyond the front head of the recuperator cylinder.



4. That's the minimum reserve position.



Watch the replacement of the recuperator to be sure only oil enters the recoil mechanism. And make certain all air is purged from the filling hole by twisting down on the oil gun handle as far as possible before removing the gun.

Just as important . . . wait for the lowest possible temperature to reduce your reserve. This will leave the most space for heat expansion of the recoil oil during firing of the weapon.

Beware OLD



Well, you'd never end up in Newbernville with a spare for the down's in your case.

So why take the much bigger risk of using along a spare bolt that won't work in your flexible or capstan-mounted M2 90-cal machine gun? Most of all, why keep any M2 part that you can't depend on?

Here's the plain: Certain parts in your bolt group must go along with certain other parts in the barrel extension and buffer groups—compatibility of barrel

M2 PARTS

WHY LET ME SEE WHERE YOU
THAT WOULD
SUFFER? MAN
KEEPING!








parts in the same and size of this gun.

With all the old M2 parts still kicking around you could get locked up. . .






There was you had a choice of 4 combinations of old and/or new parts in these 3 groups. But now the choice boils down to the buffer parts only—these certain parts in the bolt group and barrel extension must all be new.

This chart'll show you. The parts with F07's are new—the ones with part numbers an old and can't be replaced any more.

M2 COMPA

THE BOLT GROUP	BOLT AND BARREL EXTENSION
 <p>with</p> 	 <p>with</p>
<p>Intermediate Tray Bolt M2 1000-714-1000</p> <p>and</p>  <p>Intermediate Tray M2 1000-714-1000</p>	<p>with</p>  <p>Bush Bolt M2 1000-714-1000</p>

COMPATIBILITY CHART

BOLT GROUP			
<p>The Buffer Group</p>  <p>with</p>  <p>Buffer F07/F08</p>	<p>Old Buffer Group</p>  <p>with</p>		
<p>with</p>  <p>Buffer F07/F08</p> <p>and</p>  <p>Buffer 1000/F08</p>	<p>with</p> <table border="1" data-bbox="1069 698 1321 801"> <tr> <td data-bbox="1069 698 1195 801"> <p>Buffer 1000/F08</p>  </td> <td data-bbox="1195 698 1321 801"> <p>Buffer 1000-714-1000</p>  </td> </tr> </table>	<p>Buffer 1000/F08</p> 	<p>Buffer 1000-714-1000</p> 
<p>Buffer 1000/F08</p> 	<p>Buffer 1000-714-1000</p> 		
<p>with</p>  <p>Buffer 1000/F08</p>	<p>with</p>  <p>Buffer M2 1000-714-1000</p>		

WHY NOT THE BODY?

Now examine your RC's body — both the spare body and the one in your weapon, plus the barrel extension and buffer groups — to see how they stack up.

BODY GROUP

Look at it upside down. If it looks like this, OK, you've got the new look and snap in it.



... But if it looks like this, you've got the old one — give your snap and give it there. Get your camera to replace it with the 2 new parts.



BARREL EXTENSION

Look at it from the top. If you have the old-style barrel lock in there, fine.



... But if it's the old type, get your 80-grip to replace it with the old-style type.



BUFFER GROUP

Look the body upside down. If its surface is smooth, you've got the new one.



... But if it has a wide lock spring and/or groove, it's the old one. Get your camera to modify this spring and get rid of it. The body's still good.



Now pull the buffer assembly out of the body. The old-type buffer has a perforated bottom and a screwdriver slot on its rear end. The new one is smooth on top, bottom and rear.

NEW BUFFER



OLD BUFFER



Remember, you can fit the old-type buffer only with the old body after the lock spring's been removed, which has the new buffer can be used with either the old or new type body.

To make absolutely sure you've got all those internal parts up to snuff . . .

Double-check the spring to the barrel extension.



Check in the spare bolt group . . .



And then install the whole assembly in your M1. See how those parts work together in your gun.



IF THE BOLT DOES NOT DO ALL THE WORK—(LIKE IT STOPS AT 90 DEGREES) THEN YOU'VE GOT A HOLED-UP PARTS MIX AND YOU MUST CHECK EACH ONE, THE POINT.



A WORD ON OUR PARTS AND SPECS

Be sure you check the old body and buffer carefully. If either one is badly worn or slipped or bent or otherwise damaged, replace 'em with new ones. These slides, y'know, ain't made any more.

And make a habit of checking your spare bolt regularly, just like you'd double-check the air pressure and condition of your spare tire. Keep that bolt protected in the spare gun's box. Take it

out once a month anyway for cleaning and lubing and inspecting.

Check in the showdown your M1's never any better than its spare bolt.



SLANT TOWARD THE SLOT



Remember, you M16 machine gunner—no matter which side of you're setting up for right or left-hand feed, always face the beveled or slanted side of the link guide toward the center side of the feed tray assembly. Otherwise the links will hang up and you'll have a stoppage and maybe a damaged gun.

M3 SIGHTUNIT-- ONCE ONLY



DRIVERS CAN BE CRACKED



I'M YOUR FRIENDLY SUPPORT MECHANIC... YOU SURROUNDED ME, OH, MATHIE!

No, not you guys who drive the prime movers.

It's the bucketload driver that might develop cracks . . . just so they don't reach all the way across the diameter of the face of the driver.

If the bucketload will wear uniformly, open and close will go through its complete cycle of operations, cracks in the driver should not cause any trouble when you dig.

To have as little bucketload driver cracking as possible, you need to adjust the counterbalance assembly for smooth and even operation of the bucket as it opens and closes without chattering or so you won't have to use a lot of muscle.

If your counterbalance needs adjustment your friendly support mechanic can say so. It by following page 68 on page 114 of TM 9-102-208-11 (Apr 67).

This applies to all 110-MEM model loaders including the M114, the M114A1 and the M114A2.



GET A GO ON THING GOING



NO, I'M NOT GOING OUTSIDE ON WINGS! THERE'S YOUR POWER!



OVER (HOLD) AIR

When the harness drops and the snow begins to fly up north, pulling maintenance is a total of zero.

That goes double when you're not in the harness and you can't get your bird under cover. Keeping 'er 'long as a bag in a bag' is your number-one goal.

USE THE COVER

This is the time to dig out the all-weather covers and put them on your baby.

The covers are made of softback canvas built with an aluminum-reinforced waterproof cover surface. They'll keep the snow off of the main blades, main section and 90-degree gear box covers, your water drain gaskets from the bird where it can freeze up the works.

NO NO WATER DAMAGE



Cover protection will get your bird back in the blue much faster, with less elbow grease, than going thru a sliding door on unpainted surfaces.

Use covers when the bird is outside for a half-day or longer in freezing temperatures, when you expect rain or snow.

One point, tho', fly over the surface as to covered say dip to the covers won't freeze on the bird, freeze 'em with the air ducts and engine oils washed to the covers.

Early engines need starting assistance on with the Hoop T-11 engines.

The only protection you need is to



NO THE ENGINE COVER AND EXHAUST COVER

When you take the covers off, there is no the hole area. If wind drives any snow in there get rid of it.

Then, check the flap separate and secure the compressor cover to make sure it's not loose. If the cover is loose



NO FLAP COVERING

apply hot air from a portable heater at the hole window as flow in.

Never try to start the compressor with the starter because you could burn it up.

No preheating of the main rotor hub, main transmission, transmission and tail rotor gear boxes or engine is



needed when the oil used for the low temperature operation will continue in flow.

When the necessary sticks-out of sight and the engine is cranked up, oil pressure will go beyond the red line.

So, run the T-11 at flight idle until you get an oil temperature reading.

Then, continue normal operation, and the pressure and temperature will stabilize.



SAVE THE BATTERY

The easiest way to save battery in your Jeep will hold up real well in cold weather. You can get satisfactory cold starts down to -40 degrees F. You won't need to preheat the battery at temperatures warmer than -40 degrees F.

This package of power will get you the juice if you keep drains on the battery to a minimum. During engine starts don't turn on the battery switch until just before starter engagement. During shutdown, turn the battery off as soon as possible.



BATTERY SWITCH

SAVE THE FUEL

JP-4 fuel in your Jeep will keep 'ya purring no matter how low the temperatures go. Not so with JP-1, which will give you long starts and enable longer operation if you have a combustion type heater at temperatures lower than $+10$ degrees F.

Use JP-4 and be sure it's clean and DRY. Water in the tanks can cause the fuel boost pumps to freeze . . . you won't even get off the ground.



Drain the water out of the fuel system before running the pumps again.

You could even have trouble with the fuel filter which is a two-stage job with a bypass valve.

If the element becomes clogged with ice particles the bypass valve will divert the fuel into the second stage of the filter. At this point the fuel filter caution light will come on which means that the element has to be closed before the next flight.

Your best bet to keep water out of the bed is to make with the sampling jar regularly.

Water will seep to the bottom of the bed tank or drain off JP-4 and you get no more water.



STEP 12: CLEAN

When your bird comes to rest in deep snow or the bottom of the fuelage the best chance you get. The cargo tank is usually below the fuelage and may be packed with snow.



When the landing light is lowered for a touchdown in white out, eye the light early before it's retracted. A packed early will prevent the light from going all the way up and damage the motor.

Sweep snow out of the cabin before each flight. Otherwise, it will fall in water when the bird leaves it turned on and run into compartments under the floor. The water will freeze and give you a gradual weight increase . . . maybe even enough to stall the engine! Be sure you eye the drain tubes in the fuelage and tail boom. Tubes jammed with ice and snow won't back it.

If your baby gets caught out in the cold get rid of ice and snow, especially on the main and tail rotor blades. Do it up front. If ice and snow removed from the main head and blades lands on the fuelage or tail boom clean it off before it freezes.



You'll find all the info you need to do the job in TM 55-618 (7 Mar 60) . . . Chap 2, Maintenance Under Cold Weather Conditions.

Falling maintenance during the winter is going to take extra time and money. Get a good thing going for you — power your bird as best you can.

I TOLD YOU WE HAD A WEAR CABLE...

BUT IT WAS ONLY ONE STRAND!

The weak link is a chain, or an already strained cable, runs upon the apparatus. OK, the cable won't fail sudden-like because it's made up of 7 strands with either 7 or 19 wires in each strand. It's woven together for added strength.

But, one wire will let go—then another. You'll have strands upon broken wires, and now the day, if you eye the correct cables as called for in the book PMJ and PMJ-checklists.



OK OK CABLE



When you eye the cables look at those places where the cable makes contact with pulleys and led-ends. That's where you'll get cable wear and broken wires.

Even with 30-35 eye-rings you can't spot broken wires right-off. And running your hand along the cable will give you a mean cut when you hit a broken wire. So, look over a piece of cloth. Checklists work real well.



Run the cloth over the cable and a broken wire will show itself.



Light is on the way for the cable, and the broken wire will stand out like a sore thumb.

The standards usually list the tolerance on how many broken wires are allowed in each strand before the cable has to be changed.

LOADING	WIRE DIA.	MINIMUM BROKEN WIRES PER STRAND
SHOCK	1 x 7	Two out of seven-stranded (two-wire class) non-ferrous or steel
SHOCK	1 x 7	Two 13-stranded wire
SHOCK	1 x 7	Two 23-stranded wire
SHOCK	1 x 19	Two out of nineteen-stranded (two-wire class) non-ferrous or steel
SHOCK	1 x 19	Two 13-stranded wire
SHOCK	1 x 19	Two 23-stranded wire
SL	1 x 19	1 broken wire per 13-stranded wire

If your circumstances don't have it, HERE'S A CHART OF STANDARD LIMITS TO GUIDE YOU!



WRAP-UP CHECKS

If you have any doubts that a cable is good after your broken-wire count, change the cable. A corroded cable, for example, should get the fireworks.

Long badly worn cables over the life number of broken wires is within limits. However the wear limits.

Any 7 x 7 cable with 5 wires or less per inch worn are more than half way thru the wire diameter, or any 7 x 19 cable having 6 wires or less per inch worn are more than half way thru the wire diameter is OK. No broken wires are allowed in the wear spots.

One line wire when allowed for each broken wire in the same lead. It's OK to have more than one wear spot along the cable. But no adjacent wear spots are allowed around the circumference of the cable.

When you come across a broken, twisted or kinked-up condition that won't straighten out under normal cable tension, change the cable.



The same that goes for a bent cable because the metal has been weakened so, too, the cable!



Cable on machines called the kinked or bent in condition. Remove all the accessories and move your cable into a rack, make good!

...BY THE NUMBERS!



Dear Windy,

In addition to the already periodic inspections, the RMP checklist calls for other checks to be made every third day (24 hours period).

How do you figure which ones are due when the aircraft is past the 12th PD?

SM J.G.F.

Dear Specialist J.G.F.,

Point to no block 7 of the OIA Form 1488-13 for your bird to see what number PD is coming up next.

Then, just divide all the frequency numbers on the checklist into the PD number. Only those ones checks that divide evenly into the PD number are to be done.

So, for example, your bird had been around a spell and the PD number is 33. If number 2 there 12 are in the frequency column of the checklist, the only numbers that divide evenly into 33 are "3" and "11".

So, only those checks called for every 3rd and 11th PD are pulled, in addition to the regular PD items.

Windy

NEW BIRD PUB

If there's a Grand-opening-new Kowls (KOW-SH) in your future run your program over a copy of TM 11-1128-228-28 (Jul 88). It has all the organizational maintenance prep for the Army's newest light observation helicopter.

USE NEW OIL

The word in message AMSLAV 8-81-A 1159 (30 Jan 85) is that you can now use MIL-L-15488-oil in the Huey and HueyCobra main transmissions, gear boxes and main rotor hub when the temps above -25 degrees F to 32 degrees C. Condition is use MIL-L-15488 oil if you're operating in temps below -25 degrees F.

NAPE--NOPE, USE CHIN PAD

Read and load the Ch 1 Strap (M or TM 10-8115-200-1) (Step 66), which covers your APH-3, APH-5A, and APH-1 protective flying helmets.

You use nape pad, ESN 8412-702-2000, on the nape strap, and you use chin pad, ESN 8412-702-2000, on the chin straps on all helmets. If you're using the nape pad as a chin pad, remove under the chin pads please. 



NO DARNIT...

PITCH IT



Anyone maintaining S-300 (OH-105, G, H, I and TH-1VT) helicopters without chambered pitch change horns, horns go talk with support.

Some ESN 47-120-126-2 horns get by without having the chamber modification applied by TM 1-11-15-515 (OH-105). Even though this publication is restricted, the chamber is still required to prevent possible interference between the pitch change link and horn.

Use Figure 8-14 to your TM 11-1210-200-20 (Just 66) for a guide. And if you find a -2 without the chamber, talk support to replace it with a -3 or -4 horn.



PLUG IS THE SAME



Dear Windy,

Does the G-2468AA engine use the same ground plug as the G-2467 engine? If so, 24-2745-208-25 (Pub and Inst) 24-2745-208-2084 is the price list for 2 engines, but the G-2468AA engine is not listed. 2468 G. E. P.

Dear Sergeant H. D. P.,

The G-2468AA engine is a modification to the G-2467, so you use the same five wire plugs listed in the TB for both engines.

If there are master plugs in your Reserve they should come out about they're for replacement and depreciation meaning only.

GROUND WIRE CLAMP NUMBERS

Dear Windy,

I'm having a problem ordering ground wire and clamps for grounding my aircraft to the hangar floor. Can you

W3 G. E. P.

Dear Mr. G. E. P.,

You can get 300 feet of 1/2-in braided, soft copper wire under P/N 2415 208-2085, listed on Page 1 of Fed Cat G-147-21-A (Mar 58).

P/N 2048-308-2047 will get you a box of 5 clamps. The clamps are listed on Page 58 in Fed Cat G-147-21-A (Aug 55).

CHANGE THE GROMMETS

You get more bounce-to-the-point with new rubbers.

Which is just what you want out of the rubber grommets on the Hopy CUB-12/16 oil cooler screen.

When the grommets harden, blower vibrations will not be dissipated out and the screen is sure to crack at one or two of the mounting points.

So, if screen repair or replacement is getting a mile out of hand in your unit, better look into some new grommets, P/N 1-271-263-6031.

When you put in the new grommets be sure you form the stacking flange in the grommets, otherwise your fresh material won't lock in.



Tighten the screw retaining both nut snug, plus wash both ends of the screws. That'll stop screen cracking.

NUTS ON THE FUEL CONTROL

Dear Whady,

A discussion has come up on the Hopy 12/16/18 and 12/14/15 engines about the safety on the adjusting nut on the fuel guide valve actuator to fuel control.

Do the nut bolts require a castellated nut and cotter pin or a self-locking nut?

BOB C. N. T.

Bob Boltz, Yes.

THEY MUST
WENT BACK
IT!

Dear Sergeant C. N. T.,

Would you believe our model gets a nut and the other one doesn't? It's real!

The 12/14-15 bolt is put through an unthreaded lever arm and is held by a castellated nut (P/N AN1584-2) and cotter pin.

The 12/16-18 nut is held on the fuel control nut with a bolt put through a threaded lever arm and secured with a cotter pin—no nut needed.

Course, the nuts for both engines on the actuator nut need a washer, self-locking nut (P/N MS2042-2) and a cotter pin to hold the bolt.

Handwritten signature

ANNIE'S 1970 CALENDAR



JANUARY

S	M	T	W	T	F	S
				1	2	3
				4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

FEBRUARY

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

**COLD
WEATHER
CALL FOR
STEEPS
\$2.99**

ANNIE'S 1970 CALENDAR

MARCH						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

APRIL						
S	M	T	W	T	F	S
			1	2	3	4
			5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

KEEP
FILTERS
CLEAN

CHANGE
ENGINE
OIL TO
FIT THE
SEASON
FOLLOW
THE LO.

TO YOUR
EQUIPMENT
AIR
FILTERS
ARE A MATTER OF
LIFE & DEATH



USE RIGHT FUSE
DON'T OVER-AMP

TAKE DRY
CELLS OUT
OF EQUIPMENT
YOU WON'T
BE USING
FOR A DAY
OR MORE.

MAY						
S	M	T	W	T	F	S
				1	2	
				3	4	
5	6	7	8	9		
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

JUNE						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

WHEN YOU GET THIRSTY - SEE IF YOUR BATTERIES ARE

JULY

S	M	T	W	T	F	S
			1	2	3	4
			182	183	184	185
5	6	7	8	9	10	11
186	187	188	189	190	191	192
12	13	14	15	16	17	18
193	194	195	196	197	198	199
19	20	21	22	23	24	25
200	201	202	203	204	205	206
26	27	28	29	30	31	
207	208	209	210	211	212	

AUGUST

S	M	T	W	T	F	S
						1
						213
2	3	4	5	6	7	8
214	215	216	217	218	219	220
9	10	11	12	13	14	15
221	222	223	224	225	226	227
16	17	18	19	20	21	22
228	229	230	231	232	233	234
23	24	25	26	27	28	29
235	236	237	238	239	240	241
30	31					
242	243					

IN HOT WET WEATHER...
KEEP STAVED EQUIPMENT
CLEAN & DRY

STAY DRY



SEPTEMBER

S	M	T	W	T	F	S
		1	2	3	4	5
		299	297	294	292	289
6	7	8	9	10	11	12
288	285	282	279	276	273	270
13	14	15	16	17	18	19
268	265	262	259	256	253	250
20	21	22	23	24	25	26
248	245	242	239	237	234	231
27	28	29	30			
228	225	222	219			

OCTOBER

S	M	T	W	T	F	S
				1	2	3
				299	297	294
4	5	6	7	8	9	10
277	275	272	269	267	264	261
11	12	13	14	15	16	17
267	265	262	259	256	253	250
18	19	20	21	22	23	24
257	255	252	249	246	243	240
25	26	27	28	29	30	31
247	245	242	239	236	233	230





PM IS A GIFT

NOVEMBER

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

LIVE TO BE A YET-DO YOUR PM EVERY DAY

NOW YOU KNOW... WHEN YOU GOTTA GO



So here you are. The minutes till the patrol leaves, and they call history in your name . . . and you're not quite sure whether it's got the juice to get the message back till you get back.

Routinely, you'd probably use the history and message a fresh one . . . somehow.

Chances are good you'd be using a serviceable history. If everybody did that, it'd cost Uncle enough to pay for a division's R & B.

So was to do?

To look on to an *ADDITIONAL* history was on, a flexibility clever and simple day history note that takes about a minute, maximum, to tell you how good your history is.

Regiment and operators have the OK to use the notes.



The PSM-15 has adapter connectors which let you use the batteries for the AN/PRC-15 radio, PRC-6, -8, -9, -10 radio sets and the AN/PRC-08 squad radio (AN/PRC-1 and AN/PRC-2).

Your unit can get the extra package with PSM 6623-508-5144. There's a handy canvas carrying bag, the CW-504 (WPM-13, PSM 6621-506-5100, which lets you carry the unit and any 3 adapters in separate compartments.

AM 11-625 (18 Jan 69) has the requisitioning details, including emergency requirements.

PSM-15

Yes... it's true... you can get the PSM-15, the Adapter and the Carrying Bag... all in one pack.

The whole package weighs about 2 pounds. It's designed so you field radio dry cell batteries under load, with a motor load making as simple as a traffic signal.

Follow these, you're just about got it done.

And tells you there's low fuel if there is a... warning, or you'll receive battery for the pack.

If you need it in the great, I mean there's more of it than the hell in the battery.

If you've got magnesium batteries, such as the BA-100 for the FRC-11, use the BA-300 adapter. A green or yellow reading on the magnesium battery means you've got double the life of a similar reading for the BA-300. Same goes for the BA-100 of the FRC-9. Use the BA-100 adapter . . . and drive.

The adapter connectors give you readings for specific batteries . . . and for each section of compartmented batteries. Like, if you've got a 3-section battery, its specific adapters, plus the selector switch on the meter, allows you to check each section.

Naturally, you test the battery on its worst section. If one section rates "BAD," then all are rated bad.

BATTERY	ADAPTER	ADAPTER	METER SET
FRC-11-100	BA-100/BA-300 BA-300/BA-300	0-200 AMP-HR 0-400	FRC-11-001 FRC-11-002
BA-100-4	BA-100/3	0-100	FRC-11-003
BA-100-4	BA-100/3	0-100	FRC-11-004
BA-100-4-4-10	BA-100/3 BA-300/3	0-100 0-100	FRC-11-005 Same as above
BA-100-4	BA-100/3 BA-300/3	0-100/0-100 0-100	FRC-11-006 for 0-100 FRC-11-007

THINK
AND
THE
ADAPTER
CONNECTORS
YOU
NEED.



Operating the set is as simple as clicking a switch (SELECTION SWITCH) and looking at the meter. The meter spells out BAD or GOOD. There are no numbered readings, etc., so worry about.

The METER UNIT has 4 settings. Pages 3-4 of the 11-605-101-15-P&H will tell you the setting you need for your battery and also gives you the correct adapter.



The system disconnects the battery as soon as you get your reading, to prevent overloading the adapter and battery discharge. Also, the battery temperature has to be above 32 degrees F for an accurate reading.

Maintenance is simple. The operator keeps the monitor and the meter glass clean (and undisturbed), checks the switch for binding or loosening, and ensures that the meter pointer is not stuck or bent. There's a pin wrench—model 11-20-001-07-01 that comes with the set in case you should bend the adapter pin.

The unit operators replace the switch block, PIN 11-10-016-00019 and the adapters when necessary.

So there it is. A quick, simple way that keeps you from seeing good hardware just because you don't know how much life they've got left.

CALL TODAY FOR THE INFORMATION
YOU'VE GOT TO HAVE



FREE
ON 254-476-7407



... AND READ THE 11-4420-000-01
FOR DETAILS... IT COMES WITH THE SET!



GUIDEPIN GUIDE



Endless guides and base pins on PCB panels of multiplexers like the TD-202, 204 and 211 can be created with a "do" and a "don't."

Do: line up the panel guidepins and push 'em in gently . . . by hand.
Don't: bang 'em into place from the rear . . . or try to force them.

COVER THE SITUATION

YEAH... WELL...
WHILE YOU FIGURE
OUT HOW TO GET
ANOTHER FRONT-HOLE
COVER FOR THIS
TYPE, ABOUT 1%
LIEB! THIS!



There's a new FMN for the blower available cover to be installed on your early model M113A1 mount for the RT-324 and RT-245 radio-combinators.

You can request the detachable cover under FMN 5430-810-7100.

Plus, if you're making changes with one of the early models of the M113A1/YMC mount, you'll need a blower rear-cover to cut down chances of damage to the blower on the RT-324 or RT-245.

That goes even more when the AM/ YMC-11 radio series is installed in open-top vehicles.

Your authority for ordering the cover is MILSTR II 580 (Aug 64), which gives installation procedures.



FOLO WITH 'BOLO'



Next time you turn in your **AN/URM-98** warranty for repair, be sure to include the **MS-1144** i/0 radio frequency information. The information is required in order to calibrate the **URM-98**. As a bonus these items, it goes wherever the **URM-98** goes.

RESIST THAT SCREWDRIVER



Hey, there, someone fixed, the fact that the **CY-1188/21** telephone signal converter, multiplexers **TG-281/1**, **-285/1**, **-286/1**, **211/1**, **-211/1** and a few other multi-channel communications systems have screwdrivers readily available doesn't mean you should merely go about turning every channel and testing screw is right.

Let those proud screws alone.

The screwdriver's for maintenance types, who use it with handy test equipment like oscilloscopes and such.

Mixing with 'em can put your equipment down.

Wether thing, That test button on the **URM-98** and **URM-98** parts of your **CY-1188** make the light work to do its job.

Heavy fingering can push the button clear into its shell.

BOOT IT, BABY!

Dear Bill Mack,

Problem: We can't find an IBM box the rubber feet which go into the master CD-ROM which of the AM-2000 computer used with JNY40-33-series or the old or others.

Our maintenance people have found a number of lost and dry-gummed manufacturing serial numbers.

Bill A. E.G.



Dear Sergeant A. E. G.,

IBM 1071-000-0147 will get you the switch box. It's for the 24 switch of the GA-1011 for AM-2000, whatever you mean call it.

Bill Mack

PIPSY-4A NEEDS NEW FUSE



Hey there, man! Hold up with that 3-amp F101 power fuse you're about to put in the control panel of your IBM PPS-4A receiver-transmitter.

The -4A, which needs less power than the Pipsy-4 plate model, gets a 3-amp die file, IBM 1030-338-7882, to replace the 5-amp job. The lighter rated fuse gives protection to the power side wires. It's still an "F101."

TR 158-041-1 (Rev. 8/78) has the dope.





TOOL KIT ONCE OVER.

Take heed — and hear well — you electronic equipment repair types . . . Use a tool kit loaded with the right tools, you can make sweet music from those downcast notes, rattle, and squeak tones.

That means your TK-101/70 tool kit needs to contain up components like . . . in other words, blue, if you need a tool, it's kinda nice to have it handy.

It never hurts to give your kit a good checkup to see if you've got everything that's called for. Because:

Here's a list of tools, accessories, and work materials that go with an electronic kit of tools.

If you've got 'em all . . . that . . . if not, better start adding!

TOOL KIT TK-101/70, ELECTRONIC EQUIPMENT PSN 5180-004-5078

WRENCH, open-end, for air sockets, 10-16 mm, 7 in. wt.



PSN 5180-004-5078

GLASS, GUTTER, clear plastic, 100 mm, 10 in. wt. 3 in. ft.



PSN 5180-004-5078

EXTRACTOR, ELECTRON TUBE, beam type, 7 pin.



PSN 5180-004-5078

EXTRACTOR, ELECTRON TUBE, beam type, 9 pin.



PSN 5180-004-5078

Kit

EXTRACTOR, ELECTRON TUBE, beam type, 14 in. ft.



PSN 5180-004-5078

WRENCH, open-end, for air sockets, 10-16 mm, 7 in. wt.



PSN 5180-004-5078

BATTERY, 9V, 100 mA, 100 hr.

PSN 5180-004-5078

WRENCH, open-end, for air sockets, 10-16 mm, 7 in. wt.

PSN 5180-004-5078

WRENCH, open-end, for air sockets, 10-16 mm, 7 in. wt.

PSN 5180-004-5078

WRENCH, open-end, for air sockets, 10-16 mm, 7 in. wt.

PSN 5180-004-5078

ISOLATION TAPE, ELECTRICAL, 1/2 in. x 1/2 in. x 100 ft.



PSN 5180-004-5078

KEY SET, HEX-HEAD SCREW, hexagonal, 1/16 in. diameter, with carrying case.



PSN 5180-004-5078

KEY SET, HEX-HEAD SCREW, hexagonal, 1/16 in. diameter.



PSN 5180-004-5078

WRENCH, open-end, for air sockets, 10-16 mm, 7 in. wt.

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WRENCH, open-end, for air sockets, 10-16 mm, 7 in. wt.

PSN 5180-004-5078

WRENCH, open-end, for air sockets, 10-16 mm, 7 in. wt.

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PSN 5180-004-5078

WRENCH, open-end, for air sockets, 10-16 mm, 7 in. wt.

PSN 5180-004-5078

PLIERS, slotted cutting, right-hand



PKW 100 004004

PLIERS, slot nose



PKW 100 004005

PLIERS, slip joint, straight nose



PKW 100 004006

SCREWDRIVER, cross-tip, Phillips, straight, 2x1/8" dia.



PKW 100 004007

SCREWDRIVER, cross-tip, Phillips, straight, 1/4" dia.



PKW 100 004008

SCREWDRIVER, flat-tip, 1/4" dia.



PKW 100 004009

SCREWDRIVER, flat-tip, 3/16" dia.



PKW 100 004010

SCREWDRIVER, flat-tip, 1/2" dia.



PKW 100 004011

SCREWDRIVER, flat-tip, 1/2" dia.



PKW 100 004012

SCREWDRIVER, flat-tip, 1/2" dia.



PKW 100 004013

SCREWDRIVER, TORX-TWENTY,
3/16" long, small



PKW 100 004014

SCREWDRIVER, TORX-TWENTY,
3/16" long, small



PKW 100 004015

SCREWDRIVER, TORX-TWENTY, right and left-hand
forming, 2 blades



PKW 100 004016

SCREWDRIVER, TORX-TWENTY, 1/4" long, small



PKW 100 004017



SOLDER, lead-free alloy, 1 lb. can



PKW 100 004018

SOLDERING IRON, (Electric, temperature-
controlled) complete assembly



PKW 100 004019

DRUMMING IRON, CUTTING CHISEL 30-weld



FOR DRUMMING IRON

FOR DRUMMING IRON, curved head shape,
1/4 in. dia., 100-lb. 7' long, 1/2" wing

FOR DRUMMING IRON

FOR DRUMMING IRON, curved head shape,
1/4 in. dia., 70-lb. 7' long

FOR DRUMMING IRON

TOOL, (MIX), utility



FOR DRUMMING IRON

WRENCH adjustable, open-end single head,
18-in. size



FOR DRUMMING IRON

WRENCH SET, SOCKET, Deglousset spinner



FOR DRUMMING IRON

Serial Length

1/2"	6	FOR DRUMMING IRON
3/4"	6	FOR DRUMMING IRON
1"	6	FOR DRUMMING IRON
1 1/4"	6	FOR DRUMMING IRON
1 1/2"	6	FOR DRUMMING IRON
1 3/4"	6	FOR DRUMMING IRON
2"	7	FOR DRUMMING IRON
2 1/4"	7	FOR DRUMMING IRON
2 1/2"	7	FOR DRUMMING IRON

WELL, TOOL, Flat open (200W-14)
Serialized with 100

WRENCH SET, (Pliers)



FOR DRUMMING IRON



Little IA

Form 2765

WHEN YOU SEND THIS FORM OUT (OR IT'S RETURNED TO SUPPORT), MAKE SURE IT'S FILLED OUT RIGHT FOR A CASSEROLE HAND-OUT THAT WILL DELAY RECEIPT OF YOUR REPAIR PARTS... AND TONN OF THE MONEY.

Once upon a crazy time, the three walked out in this forest supply room a groovy chick, name of Cassie and her toonie hopper! DA Form 2765.

All day long the would rap with the rangers from supply and maintenance — telling about how it really is and how to do their thing —

So, one day, when it came time to send little DA Form 2765 back to support to get supplies, she gathered all the parts papers found for and —

QUIET!
DA Form 2765
CLASS
IN SESSION

THINGS GOING IN FORM 2765,
CHECK FOR SIZE OF TONN IN ...

HANDLE THE FORM RIGHT

What can you do to help speed up your supply of repair parts?

Could be you can do a book of a lot.

For a starter — here's your SOP on DA Form 2765! Do you fill the form out right? Do you read it right when it comes back to you?

The form's like money in the bank for your shops, you know. It's your key to supply supplies. And, how well it does on the shipping trip, always depends on how well it's made out.

A form with incomplete, inaccurate or scribbled info (it goes any block or column), will delay a request, foul up the support types, and most likely will bounce back empty handed. So, the best rule for Accuracy across-the-board for all your repair parts requests.

The easy step-by-step guidelines on making out a DA Form 2765, check Figs 4-1 and 4-2, and parts 4-1, in Change 1 to AR 155-11 (R2 6/1), and, right now here are some pointers to help you check your SOP on requesting repair parts.

WELL, WE
SUPPORT WHAT
HAPPENED TO IT
WHEN IT GOES
THROUGH, AND
WHEN IT
COMES BACK!

Be Right — Always double check your request/letter yourself! It. With checks, on the right side is the right time, and you must have identification (ID), accurate too, plus all other info you're responsible for.

You don't have a pre-printed 2765? Don't be sad — use all your entries on one.

Pre-printed — Double pre-printed 2765's available. They're three and four. But, even if you have one that with the DA Form 1416 covering/letter, check to be sure you get the right one before you start filling it out. What you receive are PM, AM, or-else, maintenance, etc. info from support types or in court. If possible, use pre-print you have on file with the old info.



HEH!

WELL FORM
MY
SUPPORT
WHAT IT
THEY
SUPPORT
IT
LAP
DANCE.

HEH!

Assessed Code — The assessed code (also FD 1) is a seven-digit code that is assigned to each property tax bill. For example, an "A" means the home is a residential assessed code.

In your first state assessment, it has to describe the house from its geographic location.

In "A" areas your assessed value is set low, maximizing demand. And, the code provides a different level of assessed value of property. Your property, for instance, is not receiving demand or support.

The ZIP — When you don't live in PA, or supply publication addresses, and you're using a manufacturer's part manual, model number, contact number, etc., you need a good road picture of the line. This is the line you use, along, weight, what it's made of, about the, what it has and about the order line, component or assembly. It's used in, if you can provide a clearly good or drawing of your kind or mark the letter.

The same applies to them, listed as an, used to your performance.

Another, dropping left, equipment line, plus, replacement or replacement number, or identification and manufacturer's manual, are good addresses when you don't have parts manuals.

And by all means, check with your support for the correct ZIP file may have varying options to meet FD 1 or your needs.

Item Description — This is the description of the item you're ordering.

JEFF! ONE LITTLE GOOPER! LIP FIVE, MY DREAM! I'M BRINGING OUT!

Quantity — The quantity. Only the unit of items but unit of measured items listed in your PD, in parts manuals, or supply catalog, if quantity paid can hold up your estimate, and more things up in place. If it's a general world part, the quantity should not have to be the same unless they're used to make one use from what you're ordering. The more quantity into things, the shipment and back support the more demand code. Support, but you have, check according to the demand location specific item.

ENE Agency of Item Designated — Name the code and use the sign.

It reports for general PD replacement code, use a ENE, from the published number, name or name or for manufacturing part, name also use E.

When your PD, stock or ordered items, one of your before purchase ENE for your PD, from ZIP's call for the entry or other item.

THE ROAD WALKER TO SUPPORT IS BEGGING... AND A WOODS BROTHER ONLY BEING... BEK OFF THE JUNKY!



Assessed Code	Assessed Value	Assessed Code	Assessed Value	Assessed Code	Assessed Value	Assessed Code	Assessed Value
0000	0000	0000	0000	0000	0000	0000	0000
0001	0000	0002	0000	0003	0000	0004	0000
0005	0000	0006	0000	0007	0000	0008	0000
0009	0000	0010	0000	0011	0000	0012	0000
0013	0000	0014	0000	0015	0000	0016	0000
0017	0000	0018	0000	0019	0000	0020	0000
0021	0000	0022	0000	0023	0000	0024	0000
0025	0000	0026	0000	0027	0000	0028	0000
0029	0000	0030	0000	0031	0000	0032	0000
0033	0000	0034	0000	0035	0000	0036	0000
0037	0000	0038	0000	0039	0000	0040	0000
0041	0000	0042	0000	0043	0000	0044	0000
0045	0000	0046	0000	0047	0000	0048	0000
0049	0000	0050	0000	0051	0000	0052	0000
0053	0000	0054	0000	0055	0000	0056	0000
0057	0000	0058	0000	0059	0000	0060	0000
0061	0000	0062	0000	0063	0000	0064	0000
0065	0000	0066	0000	0067	0000	0068	0000
0069	0000	0070	0000	0071	0000	0072	0000
0073	0000	0074	0000	0075	0000	0076	0000
0077	0000	0078	0000	0079	0000	0080	0000
0081	0000	0082	0000	0083	0000	0084	0000
0085	0000	0086	0000	0087	0000	0088	0000
0089	0000	0090	0000	0091	0000	0092	0000
0093	0000	0094	0000	0095	0000	0096	0000
0097	0000	0098	0000	0099	0000		

PA State Property Designated

For PD 1 through E you need a separate or your business register the PD, or address for ENE, upon the register when a map grade code is submitted, for example 11 in Group 1, 10 PD 11, or M PD 11-11 for example, use as primary address use through the code for book 11, the more copy or PD, see page 50.

The ENE State Identification Code — In a ZIP file, it is the same as the name for your address, shop or catalog, it's the only thing on the form that identifies you, or the number, in part of sign, when you PD is book 1.

Publication Info — In Book 1 you provide the part number, making that the part, if the ENE (Performance Allocation) that your shop's authorized to replace a part, but the part is not authorized in the part manual, provide both the manufacturer manual and the part manual in book 1. See page 4 in the 10's Group 1.

Odd Type Items

If you've got any oddball items and you have no repair parts info on 'em, don't request ahead of time. That way they can just request the supply info for how repairs are made.

When you have time to spare, you can request parts for your own projects. Just use the same form as for the supply list.



Follow-ups

Remember the following numbers. Check your local ZIP and your 4-D in the A's Change!

Re-ordering

When you get an item in hand, do your original request to start. Then request to have more of the same item. Use the same form as for the supply list. Use the same ZIP and your 4-D in the A's Change!



Suspense Files

Keep your most odd and subtle requests in your own suspense files. Don't request them until you've got your repair or complete request to use for the requests when they ask you for the information again.

Watch Yourself!

Everytime you request an un-needed request, your re-order can be registered as a new demand for the item or support. That'll eventually lead up demand data all the way up the supply line.

You can end up with a big load of stuff you don't need, didn't want, and that you're not authorized . . . to begin with. And, in the process you can create an end of shortages, costly, slow consuming, wasteful and shipment of supplies, plus a lot of other nasty bugs in the repair parts supply business.

The only safe thing you can do is to use your request to request for your steady follow-ups, or cancel it.

Cancelling

And that's a word of caution on cancelling. It's long to use and so the P's and not to cancel your request. Don't stop.

You can be sure that others are on the waiting list, too. Your place on a priority group waiting list is usually the date of your original request. If you cancel, you're struck off the list. Those who your own request goes in for the item, you'll normally be placed at the bottom of the waiting list. Page 4-8, in the A's Change 1, also shows you on cancelling requests.

Remember, a request isn't cancelled until you get a "Bugs" notice card from someone over you the demand.

It shouldn't take long to get a cancellation squared away when your request is due out to your immediate support units. But, when support receives your request to a RELATED requisition (AR 713-95), your request to cancel has to reach the depot and the means card, containing your request to cancel, must get from there . . . to, the carrier when a bit longer.

YOUR REPAIR PARTS OPERATION

LET ME SHOW YOU A PROPER REPAIR PARTS ROOM

OH



OH MY...
 COME IN,
 LARSEN, I'M
 JUST CHOCKING
 OVER MY
 \$6.75M, TOO-J



To keep a
 general inventory
 organized correctly,
 a chart book
 must have the
 right pages,
 tabs and
 recorders and...



Yes...

1 — If you're in CHS and a copy of the book is off.

2 — General publications, include: SA Form 254-1 for MP's and other administrative type publications, SA Form 267, which includes blank forms, SA Form 264-4, which has MP's, SA 1's, SA's, MP's and other national jobs, SA Form 264 for looking up the supply catalog world.

Illustration by B. VOSE
 Inspiring Calligraphy
 with the Smart Chronicles.

3 — For records, use the catalogs, make the form, pen, ink, for all equipment required.

4 — If you want other related information which apply to specific places, of equipment, or which people prefer or special supply items.

Like, for example, SA Form 200-0, Car number, Supply and Maintenance Worksheet, but you should know about SA 200-00, Model form of Manual and SA 200-01, Inventory form.

5 — Good record of inventory. SA Form 2250 file. You need 1 card for each item on your RL, and a card for each change from your original, being then used as that apart from the RL card, and the change from original. It records requests before a 30 days, for the RL.



Inventory		SA Form 200-0	SA Form 200-01
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100



— An early January report (4) says 700.



— I want 30 (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)

— (1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)



— (1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)

Support activities now have extra, special help which gives them up-dated info regularly. A special Ed system (The Army Mater Data File) gives them up-dated info on every RM's item in the supply system. All RM's, you might say, now get a health-check regularly and support receives the latest reports.

All support has to do is run some microfilm tapes or some keyboard card decks, and in a flash they have the goods on any RM in the Mater File.

The SOP on contract or liaison work with support is usually set up through your HQ or unit supply office.



IF ALL ELSE FAILS, YOU'VE GOT PUB POWER



To make the most, of course, you have to have your constant companions — your repair parts manuals, supply catalogs and whatever other parts files you keep.

The listings cost a lot of dough . . . and, they have only one reason for existing — to help you keep your dealer's gear running steady. So get real close to 'em . . . make 'em work for you.

First and foremost, read, study, check and re-check a manual's introduction section. Use, or live in red, or whatever color pleases you, any notices or instructions, that are of special interest or importance to you.

Learn a manual's format as you can handle it in the dark . . . it'll help you find parts info and illustrations fast.

Memorize the OER, Ouser—Maintenance—Responsibility codes, so you'll be up on who's authorized what, from where and how.

And, if you find wrong info, incomplete info or any kind of mistake in a manual, don't hesitate to live in a DA Form 308, Recommended Changes to Publications, or alert the work responsible for the manual.

1. Issues, Maintenance and Responsibility Codes (OER, Ouser):

Old Issues code indicates the relative status and source for the total Issue, Service and Ouser.

2. . . . And, if you find wrong info, incomplete info or any kind of mistake in a manual, don't hesitate to live in a DA Form 308, Recommended Changes to Publications, or alert the work responsible for the manual.

SO MUCH FOR THE
FRASE
OF THE
ADVENTURE
OF THE
WILD
WILD
LET'S TAKE A
LOOK AT
THE NEXT
CHAPTER
IN OUR
**TALE OF
THE
LITTLE
DA FORM,
Etc.**



HOW URGENT IS YOUR NEED?



How urgent is your need?

Only you can tell. And, it's to your advantage to tell it right . . . every time.

Here's why:

The drop supply system is geared to support you and everyone else on an *urgent* priority basis. That means the best support possible for everyone concerned. But, it also means top priority support for specific items needed to keep essential equipment ready to shoot, wait and communicate — or, pull its combat-essential job . . . whenever it happens to be.

Equipment and items of equipment that won't adversely affect an outfit's combat readiness, of course, rate a lower base priority. That's where you really have to play the game right . . . otherwise you'll cause all kinds of grief for yourself and create genuine backwash problems in the supply system.

In a nutshell — supply support usually goes all out when you need it a top priority request. They drop everything and work around the clock to find what's needed, and ship it across . . . by the fastest means available. That means by high priority jet plane for many items.

That's no reason. The system's set up to respond that way to urgent needs.

But, when you find too many other supply types, accidentally or unknowingly demand top priority service on everything you order, support's best priority operation gets flooded, over-loaded and bogged down. Eventually, your entire supply support system is crippled and slows up as it tries to catch up and dig out from under. That means all requests are delayed and nobody gets what he needs when he needs it.



It's a simple as this:

A table with the complete scoop on issue priority codes is in App 12, Ch. 1, AR 750-PL and also in AR 751-16-1. There's a quick run-down for you on the set-up—



A unit's FREQ is assigned by DA for a major command. It's based on the operational situation and the unit's mission.

There are 5 FREQs: L, B, R, P and V.

But, all you really have to know about them is which one is assigned to your unit.



UND

There are 4 UNDs. They're labeled A, B, C and D. A and B are top priority, C is special and D is routine. Each one covers specific equipment and the various capacity of most situations on earth you find itself in.

It's up to you to know which UND to grab right off, as you can pick the right PFD for each request you submit. For that know-how, you have to study up on the UND scoop in the issue priority table.

Selecting UNDs, you might say, really boils down to the question: What'll happen to your unit's equipment or its mission capability if the needed supplies or equipment are not immediately available?

You might find the answer may be instantly needed today and run on A, B or C UNDs. Later, the same item may be needed on separate weeks, or for equipment that's not essential to the unit's effectiveness, and it'll run a D.

Also, what's urgent for a neighboring unit today may be strictly routine for you. Tomorrow, the situation may be reversed.



HERE'S A SAMPLE OF THE INFO YOU GET:

A

IF YOU WANT TO BUY AN ITEM, YOU MAY NOT BE ELIGIBLE FOR A DISCOUNT PRICE UNLESS YOU BUY IT WITHIN THE YEAR.

1. Items needed for immediate use on any primary weapons or equipment, but not those weapons or equipment to put in storage status.

2. Items needed for immediate use on support equipment that's essential to the operation of primary weapons and equipment.

1. Items needed for immediate use, just of items that can't operating capability. (Skills are applied only temporarily as an effective aid.) In support operational status and tasks can be done only a select effectiveness.)

2. Items needed for emergency repair on auxiliary equipment that's essential to operations.

3. Items needed for immediate use on primary weapons and equipment, but of operations to reduce effective accomplishment of support status or tasks.

4. Items needed for replacement of RL status or reduced space, which are of use below.

1. Items needed for immediate repair on administrative support equipment and equipment that's not essential to unit's operational status.

2. Items needed for backup RL status or reduced space.

3. Items needed to prevent work stopping or delay of scheduled maintenance on weapons or major equipment.

1. Items needed for routine stocking of RL status.

2. Items needed for scheduled maintenance on maintenance of supply status.

B

IF YOU WANT TO BUY AN ITEM, YOU MAY NOT BE ELIGIBLE FOR A DISCOUNT PRICE UNLESS YOU BUY IT WITHIN THE YEAR.

C

IF YOU WANT TO BUY AN ITEM, YOU MAY NOT BE ELIGIBLE FOR A DISCOUNT PRICE UNLESS YOU BUY IT WITHIN THE YEAR.

D

IF YOU WANT TO BUY AN ITEM, YOU MAY NOT BE ELIGIBLE FOR A DISCOUNT PRICE UNLESS YOU BUY IT WITHIN THE YEAR.

WE ARE TRYING TO GIVE YOU THE BEST WE CAN!

SOME SUPPLY SOPS ARE FOR YOU TO RECORD YOUR OWN SOPS IN BLOCK "Y" OF YOUR SOPS FORMS. THESE FORMS DON'T.

HERE'S A PRIORITY OR HOW IT WASN'T WORK. DO A DISCOUNT ESSENTIAL WEAPON.



IPD's run from 1 through 26. And each IPD is considered a specific combination of UWD's and EPD's. They appear off like this:

EPD	UWD'S AND EPD'S				
	A	B	C	D	E
1	1	4	11	16	= EPD 1
2	2	7	13	19	
3	3	4	13	16	= EPD 2
4	1	1	14	19	
5	2	10	15	18	

FROM THE END YOU SELECT YOU NEED GOING TO YOUR PAGES, THE BLOCK, PLEASE WORK THEM AND YOU CAN SEE IT! THESE YOU MUST CONTACT IPD.

ADMINISTRATION

The top priority IPD's (1 through 14, of course, need your CO's signature ... or the signature of whatever he's assigned this number) or OR, top priority IPD's for him. See para 2-14, Ch 1, AR 725-10. The signature goes in block 4 of your document register (DA Form 2044), before you show off the register. Exceptions: An EPD of 1 is used by everyone (regardless of IPAD's for medical or disaster supplies or equipment needed to save life or prevent suffering. An EPD of 6 is used by all units (regardless of IPAD's for individual stocking when an individual on active duty is making the required stocking. Your support units may use other exceptions for special items or item transactions.





There's no such thing as a lifeless status card. But there are using only supply men who have trouble breathing life into the supply codes they carry. And it's a shame—because every one of these cards sing with unique supply details for you. And sometimes they expect answers, too.

That's where you come in! With a stamp copy of All 150-21 (100-21) open on your desk, you're ready to meet any status-card that comes along. The part of the card you talk back to are the columns which carry the details and forms codes listed in Appendix E of this All. (Just to warn you here are the Changes 1, 2 and 3 revisions, too.)

Any one of these codes may be punched into card columns 01-06 of the typical status-card, which also carries the same message in printed form somewhere on the card.

YOUR Status Cards ARE TALKING

1. If typical status card may lead for the code 150-21 (100-21) the most the form or there to you and look for the line.

AFTER A TRIP TO SUPPORT YOUR DE FORM WILL HAVE A STORY TO TELL. YOU, HEAR'S HOW TO READ IT.



2. It may be not clearly from the supply codes to that there on a 150-21 form 100-21 they are the Department Service Report (MOS-21). Be happy when you can 150-21 about 100-21 for those make your report to a higher supply level for a complete 150-21.



3. If you received 150-21 with your report to see the form and follow it.

No matter what it looks like, each status-card carries a unique supply details which updates or reviews a piece of information concerning your supply request.





TWO KINDS OF STATUS

Each status card you receive brings you either:

SUPPLY STATUS

What's happened up to now on your report. Sometimes it covers your report for follow-up or consultation information.

OR


SHIPMENT STATUS

Yes, what and what quantity will be shipped.

Both types of status cards include other information from time to time, such as changes in stock number, work of issue or quantity, partial deaths, rejects, and collection modifications, etc.

TWO KINDS OF REPORTS

You keep these status cards in two different response files under two separate numbering systems.



The temporary death response file contains death cards from your file and are filed by the appropriate house number in Block 21 of your file from FBI report.

The regular death response file holds vital cards about all new commercial/retail stores that are forwarded to a higher supply center. These cards are filed according to respondent's registration number. The number after square usually indicates A, B or C period and placed into card classes 24-25.

If the first request/regulation for this item is rejected, your DO may try to enroll with a new regulation number. This means a new stamp and license to you with the new regulation number in blocks 9-11 and the old regulation number in red ink on line 10-12.



You change the regulation number on your Document Register, add your original regulation/document number to the new stamp card and forward the new card to the front of any other cards you have on this request in your document.

I DECIDED
A MOTORCYCLE
WAS NOT
A UNICYCLE

APPEAL ACTION

THAT'S A
NEW 15-2016
STAMP CARD
YOUR STAMP
CARD?

GREAT
STAMP
OR JUST?
FIVE BLANKS
!!!
I'LL TAKE IT
AWAY!

Once this supply action is finished, all the stamp cards connected with it can be thrown away. However, you must record the completed action on the Document Register and the DO Form 1118 (Record of Demands-Tile Issues) for this item. Gradually you must record changes to the Title Issues portion of this form and post with PLI.

Shipping cards that identify non-replicable property book items are never thrown away. They must be placed in the permanent type document file which you use to back up your property book issues.

UNREPLICABLE

WELL
THAT
WAS
TIGHT

URGENT SERVICE 1982

Always place the return status card received in front of all others filed on the same request, since you must use this card whenever you issue a Followup or Cancellation request. If you do not have a return status card in the file, use a fresh DA Form 7764.

PAGE 48, AF 735-21 (MAY 1982)
URGENT SERVICE CODES

	A11										

A11 = CANCELLATION —
CANCEL SERVICE

A11 = FOLLOWUP —
URGENT SERVICE PENDING
STATUS OR SERVICE

A11 = INFORMATION
PLACING — NOT AN
URGENT SERVICE,
SERVING AS
THE FILE HEAD



WHEN TO FOLLOW-UP

I THINK I NEED A LOWER PRIORITY SLAB

The lower Priority Designator you place in block 20 of your DA Form 7764 request determines how soon you take followup action. So if you can possibly get by with a lower priority (00-20), you won't need to make followups so often.

SUPPORT SERVICE MAIL

Support attempts to meet your demand within the time schedule or sends you a status card with a later delivery date manually entered in block 11, and the date quantity in block 5 . . . or with the same information machine punched and printed into columns 11-20 and 12-60, respectively.



Action Code	Why You See It
1A. Could not manufacture fabricate or buy locally.	No local dealer, inventory's low, suggest that dealer's have capability.
1B. Can't accept substitute.	Is. This will normally be aircraft use.
1C. Fill in bill. Don't want this in or any part of order.	Immediate need this is specific would be too late to meet field customer or deadline requirements.
1D. Item item's "obsolete" but still available immediately.	Required to support equipment in field.
1E. Fill in bill. Can't accept substitute or back order.	Order is PE — but substitute not acceptable.
1F. Rebuilding confirmed quantity equipment.	Further previous request rejected by dealer with Q — wrong or excessive quantity.

Each status code carries a supply decision which affects the status of your request... and may ask you to take some action in return. Here are the actions required by you at the using unit level on the most commonly used codes.



Status Code	Your Action
1A. Item being processed for release and shipment.	Please call to require file.
1B. Item back ordered. Estimated release date in column 40-44.	Enter use date on Document Register. File serial in response. Send follow-up ordering to local DAF if date passes without shipment or further status report.
1C. Item back ordered. Longevity. If acceptable, cancel and order attempts instead.	Cancel request. Ask dealer to rework and order substitute item. If substitute won't do, file serial in response and wait for issue on original request.
1D. Item delayed. Estimated release date in column 40-44.	Enter use date on Document Register. File serial in response. Follow-up if date passes without shipment or further status.
1E. Stock number changed or newly assigned. Also check unit of issue and quantity for possible change. Input serial.	Change Document Register. Record of Demand. Title input and PE is necessary. File serial in response.

8B Substrate items supplied. See index or part number entry. Also check serial of issue as possible for possible changes. Adjust month.

Same action as 8A.



8J List of issue and/or quantity changed. Adjust month.

Same action as 8I and 8H.



8K Information wrong. Report corrected. Forward future followups to activity indicated in column 23-29.

File in progress. Followup to report after prescribed time frame.



8L Followup forwarded to activity in column 47-58. Also will handle notes. Send future followups to that lowest entry.

Same action as 8I.



8M Report referred to activity in column 47-58.

Same action as 8I and 8L.

8N Report processed in this issue. Equal and/or codes corrected. Adjust level of obligation month.

Index forward serial month if you have them. Otherwise, there will not.

8O Cancelled. Access cancellation report from you or user after activity.

Handle cancellation report. Cancel Document Register and Board of Records entries. There will respond file needed.

All "C" codes, except rejected, forward letter to code given the reason.

8B Initial report said report quantity not available for immediate release. Updated quantity indicated (often used to correct other codes 7C and 7E)

Only used if you did report not to look with for complete 8I. Contact Document Register and Board of Records entries. There will state used.

8C Unable to identify. Incident with report (58), and item application or part number including publication or listing released.

Contact Document Register and Board of Records entries. Handle according to instructions.

8J Initial "blotter" in lower publications. Not for issue. If still wanted, under-availability code 28 and give technical data level (low, med, high, etc), make, make, manufacturer, listing, price and/or part number, correct reference and appropriate publications.

Same action as 8I.



- C1** Not available. Ask the local base or member and higher assembly component or IS.



ONLY MEMBERS USE HEAD GASKETS

- C1** Not available. Order component part if possible.



- C2** Source of supply should manufacture or fabricate.



- E2** Recently rejected or either excessive or wrong, and indicated amount. Partial quantity being supplied. If all used remaining quantity, request new request with above code E2.

- E1** Identify new request with enough information to identify, using codes, model/series, serial number and/or and then use a publication reference.

- C2** Part of repair kit. Order kit.

If you've authorized the higher assembly, and support can provide it from their own stocks, they may issue an over-shiped request... or they may exceed your request and ask you to modify.

If support members, via their own capabilities cannot exchange your request and response the rest.

If support cannot, order the use your stocks, then cut response until. Consider if you've authorized the rest higher assembly component or kit.

Cancel Request. Request and based of Demand entries. Consider according to instructions if you've authorized, and use use, component parts.

Request provides, use number if it takes action to local purchase or fabricate. If support cannot you order, cancel your entries and then cut response until. Consider if all used, with above code E2.

Cancel condition of order or Request and based of Demand. Then cut response until. If possible, use above code E2.

Cancel Request and based of Demand entries. Then cut response until. Consider with additional information.

Cancel Request and based of Demand entries. Then cut response until. If rejected, modify kit.

DO YOUR OWN LEGS

Some doctors and local supply channels may have slightly different status code listings which implement and modify those used in AR 774-25. It's your responsibility to be sure you know all the codes that apply to using codes. After all, you're the one who really needs the items—the supply activities who support you are just trying to help.

HELP IS THERE

You can also save a lot of time by staying in close contact with your immediate support activity... passing information back and forth each time either new requests or number status. This cuts down on various follow-up requests for the same item.

The code of cooperation is just as important as the codes on your status cards.

PLL = 3 DEMAND TRANSACTIONS

Dear Staff-News,

If I order 1 of the same old fiber — and it has never been a fringe item or an exp. PLL before — can I pick up this item on my PLL now? Is a demand based on the QUANTITY requested . . . or the NUMBER of transactions involving the same item?

CWO R. W.

Dear Mr. F.H.,

It's been many times the number of transactions you order this same item that determines if it becomes a PLL item . . . and that's 3 times in 180-days.

Whether you request a quantity of 1 or 50 or that DA Form 1761 makes no difference. One DA Form 1761¹ = one demand.

IT DOCUMENTED
3 TIMES WITHIN
180 DAYS...



DA FORM 1761		RECORD		
REQUISITION NUMBER				
MATERIALS				
ITEM	QTY	DATE	BY	TO
912-002	3	3	0	
092-001	4	7	0	
128-002	2	9	0	

DA FORM 1761 (PL 180)

And that doesn't fix the exception to the PLL rule. AR 750-55 (Ex. 61) allows a major commander to change the usual PLL policy in para 6-6, page 6-5, of Change 2 (Rev. 08). In other words, he can authorize your old fiber as a "right now" PLL item if he anticipates a continuing demand for this fiber due to certain conditions within his command.

DA FORM 1761		RECORD		
REQUISITION NUMBER				
MATERIALS				
ITEM	QTY	DATE	BY	TO
912-002	3	3	0	
1. PLI authorized by Major 2. PLI authorized by Major				

Special authorization to PLI

Must be in writing and have appropriate authorization.

A temporary exception to utilize and distribute policies contained in a unit of (U) items may be made by the major commander/first sergeant based on immediate changes. The intent of this article is to provide commanders an ability to change in equipment configurations, density, organizational and tactical conditions.

DA FORM 1761 (PL 180)

Must be in writing and have appropriate authorization.

Special authorization to PLI

Must be in writing and have appropriate authorization.

Special authorization to PLI

Council Road's BRIEFS

NEW COVER!
THE 2014
PROBLEM.

L for "Other"

"Other" handbooks form the COMSEC equipment set to L—not X—as listed in Appendix B of TM 38-750. The word went out in DA's Aug 2004 (Doc 44). So, send unclassified handbook copies of DA Form, DA 2407 (except 04) and DA 2407-7 and 8 to your Data Center. They'll purchase 'em along to L.

Prevent Slips

Sliding cotter springs or aircraft loop seat belts and shoulder harness will keep them from slipping out of adjustment. AFM 33-1480-200-2672 (9 Oct 04) tells you how to get 'em in your bird's shoulder harness. AFM 33-1480-200-2671 (7 June 03) put 'em on seat belts.

No More M-S-F-A-X

That means "Maximum Safe Fuel Acceptance Rate." You don't put it on your vehicle anymore. You don't have to remove the M-S-F-A-X already painted on your vehicle—unless your CO says so. The word went out worldwide to all commands in 21 Army Tank Automotive Command letter dated 19 May 04, subject: "Marking Requirement for Maximum Safe Fuel Acceptance Rate, TB 342-93-1."

Correct OAT Numbers

You can get the OAT you need for your M501/M502J tank hydraulic equipment by ordering it as FM 9120-910-9807 for 1 gal, 9120-910-9808 for 1 gal or 9120-910-9809 for 2 gal, and 9120-910-9810 for 55 gal. The 7 FM's listed on page B-12 of Ch 7 (Aug 04) to TM 9-2150-115-10 (Feb-02) call for OAT, not for OHT. OHT can be added or used whenever OHT is specified, but don't use OHT when OAT is called for.

New Switch

The newer types will get off to a better start with a new snap-action starter switch for your M50A2, M40 and M50A1 tanks, the M700 CTR, the M50A1 AVS and the M50A2 tank. Ask for switch, FM 2900-900-8200. It replaces the old switch, FM 2900-901-1900.

Crooked Cover?

You could have a crooked transfer case gear cover on your 2½-ton truck. Some have cropped up on 5042-series 2½-ton trucks made before December 1988 under Contract No. DAAR04-88-C-0007. Check yours out. If you find the cover crooked, Book your support unit request and fill out and mail an SR (DA Form 2407).

Would You Stake Your Life ^{with your} on
the Condition of Your Equipment?

HIGH

PRESSURE

FORCE WATER INTO PLACES

NEVER MEANT TO STAND

UP TO IT—LIKE FIRE CONTROL

MECHANISMS AND OPTICS WHICH

FOG UP... DELICATE PARTS

CORRODE AND EXPLODE

THE DAMAGE IS EXTRA BAD

ON TURRET ARTILLERY IN

TANKS AND RADIO EQUIPPED VEHICLES

