

Issue 284

PS

July
1976

THE
PREVENTIVE
MAINTENANCE
MONTHLY



NO MORE DELAY, SIR!
THE NEW GUN CARRIAGE
WHEEL JUST GOT HERE
FROM *SUPPORT*!

DID YOU CHECK FOR
ERRORS ON YOUR FORM
2765 BEFORE YOU SENT
IT IN, ARNOLD?

MURPHY
ANDERSON

GOT
"THE SUPPLY BLUES"?
See Page 2.

Only as Good as the Teacher

NOBODY TOLD ME THERE WAS A RIGHT WAY 'N' A WRONG WAY TO PUT ON LUG NUTS--

BESIDES, I DON'T THINK WE HAD LUG NUTS WHERE I CAME FROM!

'Y'KNOW-- I DON'T BELIEVE I DID TELL 'IM!

It couldn't happen, you say—nobody could be that stupid!

But, in fact, this does happen:

A mechanic tells his **OJT** helper to put the wheel back on a truck. It's about as simple a job as a mechanic handles.

Later, the truck has to come back to the shop for new wheel studs—and a new wheel. Some of the studs are busted off. Threads on the others are all chewed up. Stud holes in the wheel are gouged out—egg-shaped, chipped and cracked.

It seems the trainee put the lug nuts on backward—with the flat side, instead of the rounded side, toward the wheel. The rounded side—as everybody knows—fits into a dish-shape on the wheel. This centers the stud in the hole. And it holds the wheel tight in that position.

Trouble is, everybody does not know this simple rule. It's probably not their fault. Maybe they never touched a wheel lug nut before coming into the Army and starting into **OJT**.

That's not stupidity. It's ignorance—and everybody is ignorant of something. A lot of guys and gals going into **OJT** are ignorant of a lot of things. This goes for a lot of different jobs in the Army.

So an **OJT** "teacher" should start at the bottom. He may even have to insult the **OJT** trainee's intelligence—but only to find out how much he or she already knows. The trainee can afford a little "hurt feelings" better than

the Army can afford to have a piece of equipment pulled out of action to replace an expensive part.

An **OJT** teacher should keep a close eye on his helper—until he's satisfied that the trainee has a good grip on things. This means showing the trainee how to do a job, looking over his shoulder on his first "solo" and doublechecking his first few jobs to make sure they're right.

Explaining "why" helps, too. An **OJT** mechanic who's told why wheel lug nuts have to be put on just so will never do it wrong.

Think back. Your best teachers—the ones you liked and respected the most—were the ones who helped you **understand** what they were teaching.

It's not hard. It's just a matter of showing and telling the things that—to you—are the simplest.

PS THE PREVENTIVE MAINTENANCE MONTHLY

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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to: Or call: AUTOVON 745-3503

M S G Half-Mast
PS Magazine
Lexington, KY
40511

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A LITTLE
SUNSHINE
ON—

SUPPLY BLUES



Lots of supply and maintenance people have a "Top 40" music list all their own. For example, there's the "But I Didn't Order That Blues" . . . "That Old NSN Was Wrong Again Heartache" . . . and the theme from "Stung", the story of a PLL man.

But, to upbeat that music—just get straight with your supply system and make it work for you. Sure, the system goofs you up occasionally . . . but even a computer or computer operator has a right to blow it once in a while.

So, maybe you get a part you didn't order. Or you get a substitute or defective item you can't use. What do you do?

First of all, check the item when you pick it up at your DSU. If the NSN doesn't match, or the item looks damaged, or doesn't seem to be the right part . . . tell the people at support before you haul it off. Then, it's their problem.

If you get back to the shop before you notice a problem, get out the old trusty DA Forms 2765 and 2765-1 or DD 1348-1 and your document register. You must tell support about your problem.

Have you kept up with your status cards? Any comments or changes must go out on the latest status card. If you haven't received a status card, send support the word on your suspense file copy.



Document identifier codes (DIC) are three-part codes placed in card columns 1-3 or Block D on the DA Form 2765 to describe the action you take or you want taken.

- | CODE | IT MEANS |
|------|--|
| AC | Cancellation. You don't want or need the item anymore. |
| AE | Supply status. Here's where your request stands. |
| AS | Shipment status. Your request is on its way. |
| AU | Reply to your cancellation request. Too late to cancel. The item's already processed or shipped. |

The third letter or number in the document identifier code says who sent the card (what supply level) or describes the request (like whether it's exception data or regular NSN, CONUS or overseas).

More info on DIC's in AR 710-2, Appendix I and AR 725-50, Appendix B. Your support unit has AR 725-50.

STATUS CODES

You also need status codes. They're two-part codes that explain what you did wrong on a request, change the request info, cancel your request and loads of other info.

Most of these codes start with B or C... and appear in card columns 65 and 66, or 55 and 56. (Check your status codes in AR 710-2, Appendix F.)

ADVICE CODES

Advice codes are handy 2-part codes that you use to explain anything unusual about your request. They keep you from getting a bad substitute or rejected requests. Advice codes go in block 22 of your request.

AR 710-2
APPENDIX F
HAS MORE
ADVICE CODES

CODE MEANING

- 2A You cannot get the item locally through manufacture, fabrication or cannibalization even though the SMR code in the parts pub says use those methods.
- 2B You can only use the item you requested. Do not send a substitute.
- 2F You know the item is obsolete but you still need it to support equipment you have on hand.
- 2J Completely fill your request or kill it. You need everything at once—no dues-in—and you cannot use a substitute item either.
- 2L You send support code 2L when they've rejected your request because you listed more items than you're authorized to carry on your PLL. 2L tells support you know the quantity is wrong but you need it anyway.

WHAT'S
TH' CODE FOR
MUMBLETY
PEGS,
CONSTANCE?

GOT AN ORDER IN
FOR SOMETHING YOU
NO LONGER NEED?
HERE'S WHAT TO DO--

CANCELLATIONS

Everybody has to cancel an item now and then. Your mission changes, one of your mechanics didn't test the equipment before ordering a whole assembly or maybe you don't support that piece of equipment anymore.

So, take the latest status card AE1 (automatic status card from support), put AC1 (cancellation DIC code) in Block D, and circle with a colored pencil. Put the quantity you're cancelling in Block 8. The Julian date of the status card is in card columns 67-69. Put that date in block E and send the card to support.

| UNIT | PROJECT | ITEM | QUANTITY | DATE | STATUS | REASON | PROJECT | PHASE | DATE | STATUS | REASON | PROJECT | PHASE | DATE | STATUS | REASON | PROJECT | PHASE | DATE | STATUS | REASON | |
|---|---------|------|----------|------|--------|--------|---------|-------|------|--------|--------|---------|-------|------|--------|--------|---------|-------|------|--------|--------|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| <p>THE DOCUMENT IDENTIFIER CODE, TELLING SUPPORT WHY YOU'RE SENDING THEM THE CARD, GOES IN BLOCK D</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p>AC1 (103) 000001</p> | | | | | | | | | | | | | | | | | | | | | | |

If you don't have a supply status card, send the same info out on your DA Form 2765 suspense file copy. But, leave Block E blank and circle the quantity to be cancelled in Block 8.

Usually support will answer your cancellation request with an AE1 card and the appropriate status code in card column 65-66. Sometimes it's too late to cancel so support replies with AU1 (shipping status) and a status code in card columns 65-66. Whatever answer you get, check the status code. Your request is not cancelled until support sends you a status code agreeing to your request (BQ, BR or BS).

When you receive word, put the status code and the Julian date of support's card saying "OK on the cancellation" in column i of the document register.

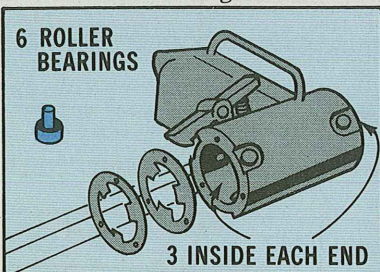
However, once you've received a shipment status card, it's too late to cancel. Just wait until the item comes in and, if you still don't need it, turn it in.



M60 TANK DRIVER'S HATCH BEARINGS

Break one and they all have to be replaced . . . that's the word on the 6 roller bearings in the driver's hatch housing.

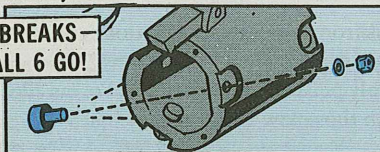
6 ROLLER BEARINGS



3 INSIDE EACH END

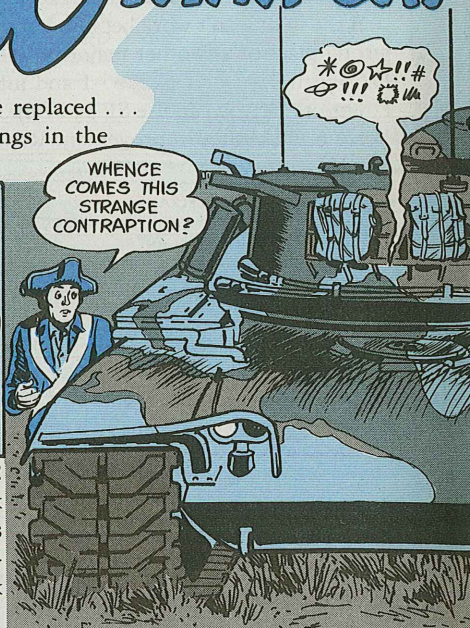
Reason is, you might have either of 2 different kinds of bearings, a weak early model or a later model that's lots stronger. Both are NSN 2510-00-678-3476 (P/N 10863543)—and they look exactly alike.

1 BREAKS— ALL 6 GO!



If one bearing breaks, it's likely the others are about to break, too, so get your hull mechanic to replace all 6 of them.

YOU GOT IT! . . . IF ONE GOES, WE ALL GO!



WHENCE COMES THIS STRANGE CONTRAPTION?



I KNOW NOT-- BUT A VOICE INSIDE KEEPS SAYING SOMETHING ABOUT BEARING TROUBLE!

?

ADMIRAL JONES SENT THIS TOOL OVER!

... SAYS HE'S NEVER LOST HIS BEARINGS!

This used to take 48 hours of work because the mechanic had to take off the turret and ammo racks before he could work on the torsion bar and hatch mechanism. Now he can do the job in 2 hours with a new special tool, torque adapter NSN 2510-01-010-1644 that lets him leave the turret and ammo rack in place. This tool is listed in the Army Master Data File at \$8.

This special tool works for the M60, M60A1, M60A1 RISE tanks and the M728 combat engineer vehicle.



TORQUE ADAPTER
NSN 2510-01-010-1644

HOOK THE ADAPTER TO YOUR SOCKET WRENCH—LIKE SO, AND SAVE TIME

Your mechanic knows that the driver's hatch torsion bar anchor (which he has to take off before he can replace the bearings) is wound up to 206 lb-ft torque and has to be released carefully.

ONE CAUTION: THIS TOOL DOESN'T WORK FOR THE M48-SERIES OR M60A2 TANKS.



HOW STAND OUR
FLOTATION BARRIER
SUPPORTS, MEN?

NO CRACKS
YET, SIR...



M551/M551A1 BARRIER SUPPORTS

The right and left rear flotation barrier supports might crack on you, specially at the support elbow. Check 'em out and replace if you find cracks.

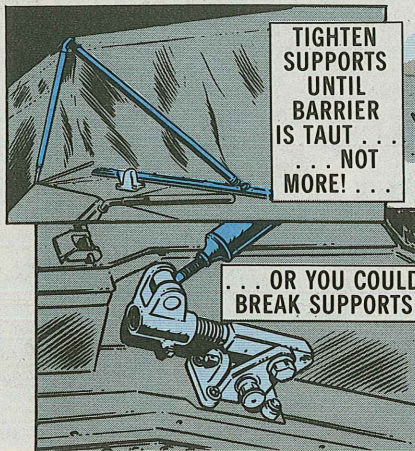
WE GENERALS CAN
NAVIGATE THE ROUGHEST
WATERS-- WITH PROPER
SUPPORT PM!!

WAY
TO GO!



TIGHTEN
SUPPORTS
UNTIL
BARRIER
IS TAUT ...
... NOT
MORE! ...

... OR YOU COULD
BREAK SUPPORTS



When you're erecting the barrier, be careful not to over-tighten the supports. Just tighten 'em until the barrier is taut. Trying to get all the wrinkles out of the barrier is not necessary, and could break your supports.

Stronger supports have been developed, and they will be issued when the old ones are used up.

M551 SHERIDAN PAM CHANGE

HERE'S AN IMPORTANT
CHANGE IN
DA PAM 750-32 (Apr 75)
ON THE M551 SHERIDAN!

On page 52 in line 4 of the second TIP, cross out the words "for the third time?". The sentence should end with a period after the word "launch".

You never try to launch a missile that failed to launch the first time. Too dangerous.

TACOM Message AMSTA-WA 011430Z Oct 75 has the word.



M114/M116 SERIES CARRIERS



TAKE A BREAK--

AN' COOL OFF, LADS!



As Connie and Bonnie are quick to point out, pants are OK for action and mobility. But for real circulation, nothing beats a skirt!

The same thing is true for a thermostat.

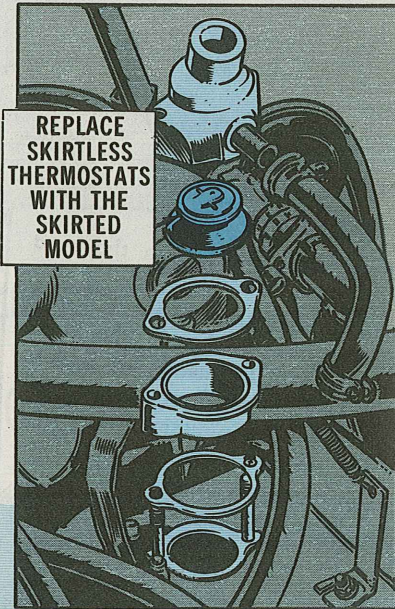
If your M114/M116 series carrier has a thermostat without a skirt, coolant can't circulate inside the engine when the thermostat is closed.

When the right thermostat (with skirt) is in place, the skirt gives a bypass that these carrier engines need to prevent overheating and engine failure.

So have your mechanic check the thermostats in your M114 and M116 series vehicles.

Replace any skirtless thermostats with the skirted model, NSN 6620-00-841-6479 (P/N 3788116).

REPLACE
SKIRTLESS
THERMOSTATS
WITH THE
SKIRTED
MODEL



THESE CARRIERS
HAVE BARELY ENOUGH
COOLING CAPACITY
WHEN EVERYTHING'S
WORKING RIGHT!
SO HELP THEM!

RIGHT ON!

THANK,
BONNIE!



M16A1 HANDGUARD STANDARDS

THEY'RE
EXPERIMENTAL
RIFLES, MEN...

HQ WANTS
A QUICK
EVALUATION!

HEY--HANDGUARDS!
GREAT!!... BUT THESE
ARE CRACKED!

A DEFLECTOR! SWELL--
JUST WHAT US LEFTIES
NEED... HOW CAN I GET ONE
FER MY BROWN BESS!

SOUTHPAW BRASS DEFLECTORS

Dear Half-Mast,

Table 2-6 of TM 9-1005-249-20
(Sep 71) says to replace cracked or
damaged handguards.

We spend scads of money to replace
handguards for minor reasons such as
tabs broken off or small hairline
cracks.

My questions are:

1. How much must the handguard
be cracked to be unserviceable?
2. How many tabs must be broken
off for the handguard to be un-
serviceable?

CWO W. E. Y.

Dear Mr. W. E. Y.,

Here's the word from the head
shed:

- ① Handguards with cracks a
quarter inch or longer should be
replaced. The bad handguard goes to
your DSU for repair or salvage.
- ② If 4 tabs are missing from either
handguard, it must be replaced. Turn
the bad one in to your DSU.

YOU CAN SWITCH
HANDGUARDS
BETWEEN RIFLES TO
KEEP FROM HAVING
OPPOSING TABS
MISSING ON ANY
ONE RIFLE!

REPLACE HANDGUARDS
IF CRACKS ARE MORE
THAN ¼-INCH OR 4
TABS ARE MISSING

CRACKS

MISSING
TABS

BRASS DEFLECTOR ...

... IT GOES
HERE

Dear Half-Mast,

I need to know if there are any of
those M16A1 rifle brass deflectors for
left-handed shooters in the supply
system yet. If so, what's the stock
number?

SFC G. W. K. L.

Dear Sergeant G. W. K. L.,

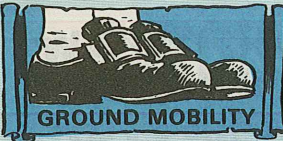
The deflectors are not in the system
yet, but your command can get them
using DA Form 2544 from the
Training Aids Services Office
(TASO), ATTN: ATZJ-DPTA, Fort
Jackson, SC 29207. They cost a dollar
apiece.

Half-Mast

RIFLE REMEDIES

YOUR M16A1 RIFLE CAN BE
YOUR BEST FRIEND. WATCH OUT
FOR ITS HEALTH. USE TM9-
1005-249-10 (May 75) AS A
GUIDE. IT'LL FIT INTO YOUR POCKET!





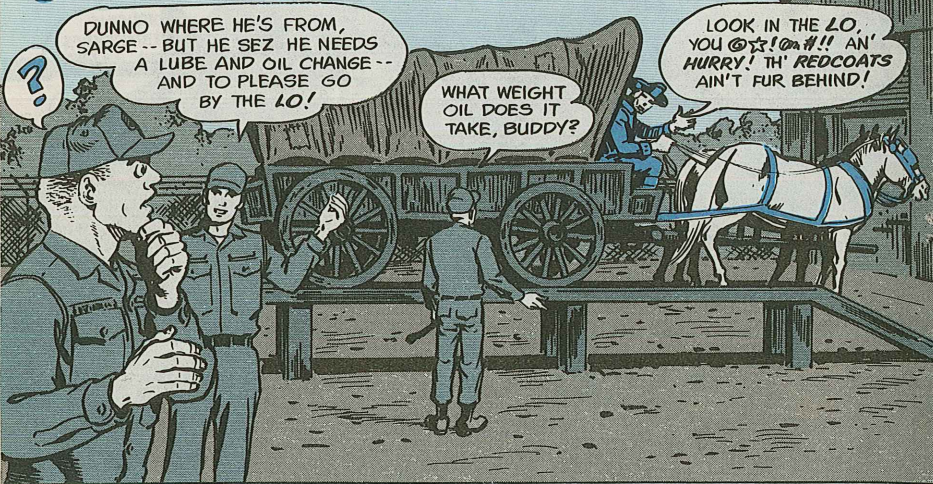
RECYCLING OIL ...

KEEP IT

DUNNO WHERE HE'S FROM, SARGE -- BUT HE SEZ HE NEEDS A LUBE AND OIL CHANGE -- AND TO PLEASE GO BY THE LO!

WHAT WEIGHT OIL DOES IT TAKE, BUDDY?

LOOK IN THE LO, YOU @*!@#! AN' HURRY! TH' REDCOATS AIN'T FUR BEHIND!



Dear Editor,

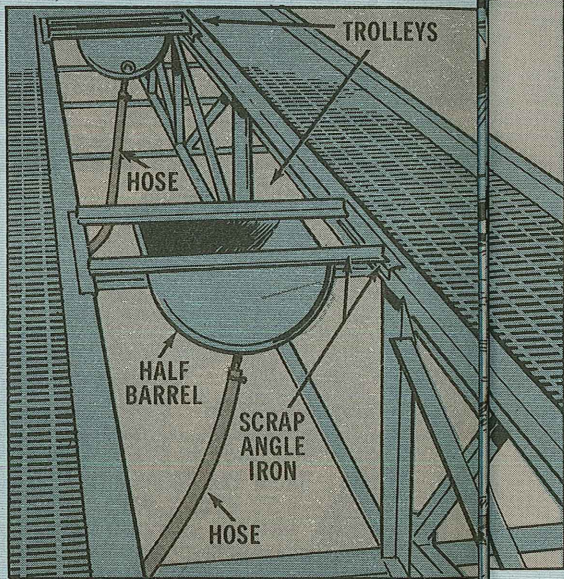
Our unit has a system for storing and reclaiming used oil that does away with the mess of barrels lying around.

It's a drain pan welded on a trolley arrangement using half a barrel and scrap angle iron. This slides on the lube rack so it can be positioned right under the drain plug of the vehicle.

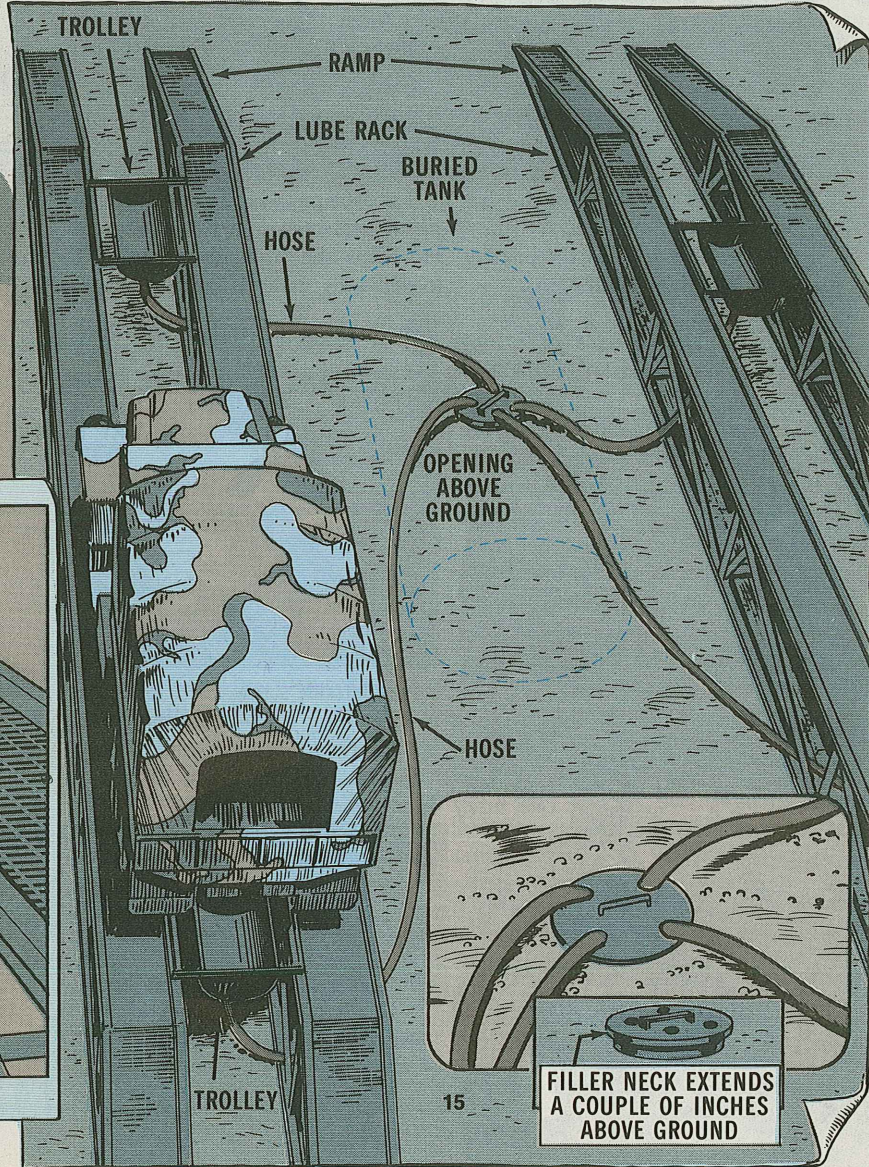
A hose runs from a tube welded in the bottom of the drain pan to a tank buried in the ground beside the lube rack. Our tank is an old water trailer from PDO. When the tank is about 3/4 full, we call the post's oil recycling contractor, who comes and pumps the oil out.

Grady Woodward
W01 ~~Charles F. Shipton, Jr.~~
Ft. Carson, CO

(Ed. Note: That looks like a real "neat" idea.)



UNDERGROUND!



HAVE A HEART

WOT WE NEED IS A WINDSHIELD, MR. FRANKLIN!

NO GOOD! EVEN IF I INVENTED ONE, SOME DUNDERHEAD WOULD ONLY BUST IT!

LESS WIND FROM THOSE TWO WOULD HELP!

Like your heart, glass is tough—but can be broken.

And like a lot o' things, the price of glass has gone up, up, up.

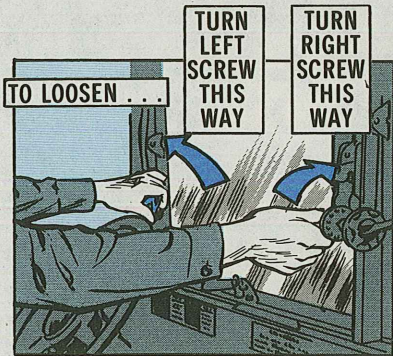
Windshields!

It's costing Uncle (that's you 'n' me) a bundle to replace broken windshields.

A broken windshield hardly ever just happens. It's made to happen—by a guy who never learned how to open his windshield—like on 2½-ton and other big trucks.

Or he flops down his ¼-ton truck windshield—and then piles gear on top of it. Or, for some reason, he gets up there and walks around—and steps on the glass.

Take the guy who tries to loosen the tilt-adjust screws on his windshield. He turns the rightside screw up to loosen—it's natural. But he fouls up

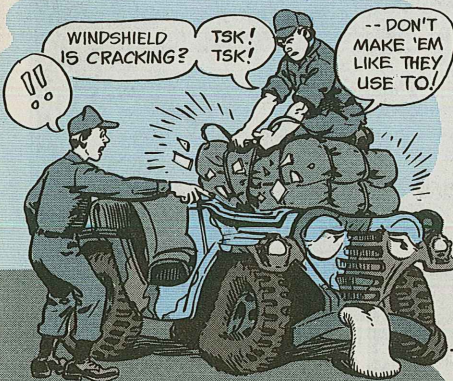


on the leftside screw. He tries to turn it the wrong way—it seems natural. Natch, the windshield won't budge.

So he tries to heave or kick it open—and busts the glass.



Use oil—not your muscle—when parts don't work smooth. Just a drop or so on screws and pivot points.



2½-5-TON TRUCKS

HANDY BUMPER STEP

GOOD IDEA, SAM-- BUT YOU'D BETTER GIVE IT A COAT OF NON-SKID PAINT!

A step on the front bumper of your truck makes it easier—and safer—to make those PM checks in your engine compartment.

ALL IT TAKES IS A NOD FROM YOUR CO-- AND A LITTLE SHOP WORK!

INSTALL IT HERE-- AND UP WE GO!!

NIFTY, EH?

TB 43-0001-39-2-1 (Jul 75) has the poop on making a step out of a piece of strap steel. You mount it on the underside of the bumper. Use the bolts and nuts already on the bumper.

Or you may save money by using an idea from Robert Pessetto, AMSA 38, Wichita, KS. The truck tailgate step, NSN 2510-00-119-3903, will do the same job on the front bumper—and it costs only \$2.89.

Put some skidproof paint on the step where you'll be planting your foot. NSN 5610-00-141-7838 brings a gallon. It's good, too, for the top of the bumper and on the level part of the fenders.

Next Month In PS

M578 RECOVERY VEHICLE ROUNDUP

HANSON H446 CRANE TIPS



NEW LOOK FOR AIRCRAFT

TURN IN ALL RECOVERABLES

NO REPAIR for OLDE TURN SIGNALS

Dear Half-Mast,
Where can I find repair parts for the
old vibrator-type turn signal system on
our older tactical trucks?
Or do we have to order a whole new
system?

CPT R. R. H. Jr.

IT DONE
ITS
DUTY...

YEAH!... IT
DESERVES
A REST!

RIGHT ON!
TH' TRANSPLANT
DIDN'T WORK!

BUT HIS
LIFE WUZ
A SIGNAL
SUCCESS!

OLDE
VIBRATOR
TYPE
TURN
SIGNAL
SYSTEM

WHYNT
YOU SIGNAL
THAT TURN?

I DID-- BUT THE
SIGNAL JUST BROKE!

Dear Captain R. R. H.,
There's no authorized repair of the
old vibrator-type turn signal system.
When any part of that system poops
out, you replace the whole thing with
the new solid state turn signal setup.
The solid state system is no longer
available in a kit. You'll have to order
the component parts listed in the -20P
TM for your vehicle.
The cable—P/N 11630528—for
your truck's solid state turn signals
now comes under NSN 2590-00-308-
2781.

Half-Mast

2½-TON TRUCK . . .



MUD FLAPS



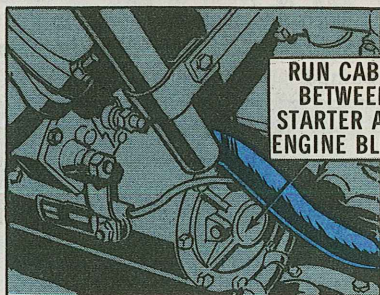
Need to replace a rear mud flap on your TM-209-series 2½-ton truck?
Here's a handy list for flaps and mounting hardware:

| Truck | Flap NSN | Mounting Hardware |
|--|------------------|--|
| M35A2, M35A2C, M36A2, M36C, M109A3, M185A3 | 2540-00-993-4786 | 5 screws, NSN 5305-00-269-2803 5 nuts, NSN 5310-00-959-1488 |
| M49A2C, M50A3 | 2540-00-936-7805 | 3 screws, NSN 5305-00-269-2803 3 nuts, NSN 5310-00-959-1488 |
| M292, M292A1, M292A2 | 2540-00-235-4379 | 9 screws, NSN 5305-00-225-3839 9 nuts, NSN 5310-00-761-6882 9 washers, NSN 5310-00-582-5965 |
| M756A2 | 2540-00-163-4741 | 1 mounting angle, 11647831-1 (left side) 11647831-2 (right side) 5 screws, NSN 5305-00-269-2803 5 nuts, NSN 5310-00-959-1488 |
| M764 | 2540-00-040-2072 | 2 screws, NSN 5305-00-269-2803 2 nuts, NSN 5310-00-959-1488 |

2½-TON TRUCKS

The generator-to-regulator harness on 2½-ton trucks is sometimes replaced wrong. It should go from the generator—between the starter and the engine block—before going behind the engine.

If it goes in front of the starter motor, the harness can flop around and end up against the exhaust pipe. And that heat's bad for the insulation!



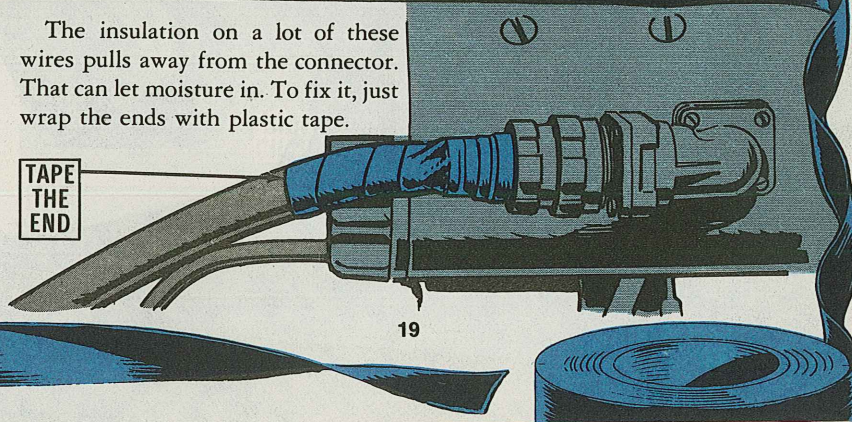
RUN CABLE
BETWEEN
STARTER AND
ENGINE BLOCK

HARNESS THAT

TRUCK HARNESS

The insulation on a lot of these wires pulls away from the connector. That can let moisture in. To fix it, just wrap the ends with plastic tape.

TAPE
THE
END





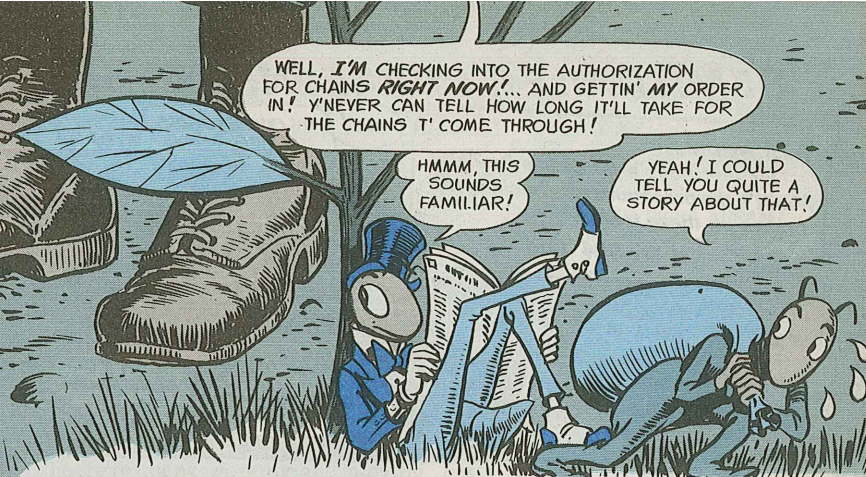
TIRE CHAINS?
WINTER'S A LONG
WAY OFF... I GOT
PLENTY O' TIME!

You can get tire chains for your military-design tactical truck . . . only . . . if . . .

See the authorization "Note" on page 157, TM 9-2320-218-20P (Jan 72). This same info is in some other truck -20P TM's but does not show up in all of 'em yet. It's the word for all of your trucks.

IF YOU'RE
AUTHORIZED TIRE
CHAINS FOR YOUR VEHICLE,
HERE'S A HANDY CHART
FOR ORDERING CHAIN
ASSEMBLIES AND
CROSS CHAINS FOR
REPAIR.

| TIRE SIZE | CHAIN ASSEMBLY NSN 2540-00- | CROSS CHAIN NSN 2540-00-933 |
|------------|--------------------------------|-------------------------------------|
| 7.00 x 16 | 177-7235 | 6916 |
| 9.00 x 16 | 933-9026 | 6916 |
| 9.00 x 20 | 933-9024 (single) | 6916 |
| | 933-9030 (dual) | |
| 11.00 x 18 | 933-6933 | 6915 |
| 11.00 x 20 | 933-9022 (single) | 6915 |
| | 933-9599 (dual) | |
| 12.00 x 20 | 933-6922 (single) | 6915 |
| | 933-6917 (dual) | |
| 14.00 x 20 | 933-9033 (single) | 6992 |
| | 933-6928(dual) | |
| 14.00 x 24 | 933-9023 (single) | 6992 |
| | 933-6929 (dual) | |
| 16.00 x 20 | 933-6937 | 6914 |
| 18.00 x 33 | P/N 11632607 | (no NSN—order by exception data) |



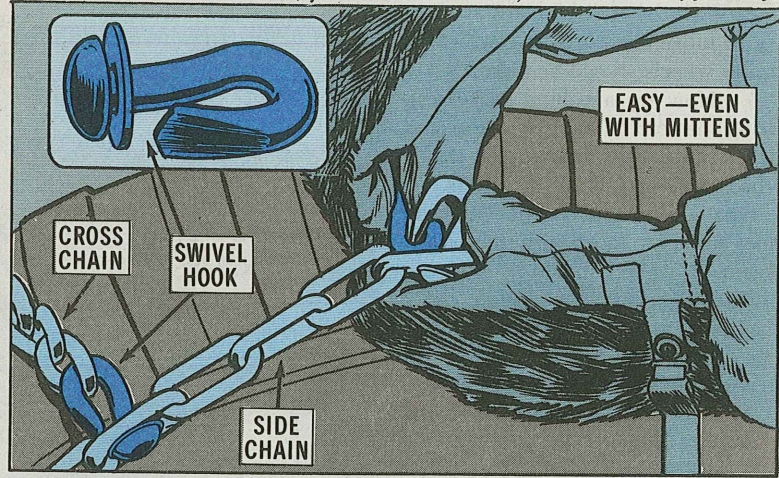
WELL, I'M CHECKING INTO THE AUTHORIZATION FOR CHAINS *RIGHT NOW!*... AND GETTIN' MY ORDER IN! Y'NEVER CAN TELL HOW LONG IT'LL TAKE FOR THE CHAINS T' COME THROUGH!

HMMM, THIS SOUNDS FAMILIAR!

YEAH! I COULD TELL YOU QUITE A STORY ABOUT THAT!

Along with the cross chains, you need swivel hooks. All of the poop on these hooks is in TB 9-2300-282-12 (Nov 65), "Use of Swivel-Type Hook for Securing Tire Cross Chains."

Watch it, though, the stock numbers in that TB are no good. For all of the tire sizes—except one—in the chart, you use swivel hook, NSN 2540-00-937-0404. For the 16.00 x 20 tire size, you use swivel hook, NSN 2540-00-937-0403.



EASY—EVEN WITH MITTENS

CROSS CHAIN

SWIVEL HOOK

SIDE CHAIN

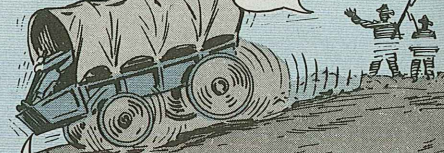
Poster For Drivers

You truck drivers need DA Poster 750-69, "Hassled by Roadside Spot Checks?" Order copies today.

SEMITRAILER BRAKE INSPECTION

Dear Half-Mast,
Our unit pulls a lot of semitrailers.
What's the procedure for checking the
brakes on these trailers?
SP4 J. M. P.

HEY! TH' CONESTOGA'S ROLLING AWAY... STOP IT!



I'M TRYIN'!! I'M TRYIN'!! WISH I'D DONE SOME BRAKE PM!

Dear Specialist J.M.P.,
Here's a good sequence for checking those brakes:

1. Look at all visible parts of the brake system. Check for leaks, 'special-ly around connections.
2. With the trailer brakes applied, try to move out with the tractor. All trailer wheels should be locked.
3. Now try a rolling brake test. Bring the combination to a stop, and have somebody watch to see if any wheels lock up before the others.


Finally, disconnect the airbrake lines and try to move with the tractor. Again, all wheels should be locked.

After operating for a while check the brakes at a regular stop. Carefully (they may be hot) feel the brake drums to see if any are warmer 'n the others.


A hotter drum probably means the brakes are dragging—

GET 'EM CHECKED BY A MECHANIC!


PRONTO!



HOW ABOUT THE CONNECTIONS?



BRAKES ON—MOVE?



ALL BRAKES LOCK AT SAME TIME?

SCREAMS FOR HELP

SC-REEEEEEEE



YER RIGHT, ABRAM! TH' WAGON 'S MAKING STRANGE NOISES!

LOOK UP SC-REEEEEEEE IN TH' DASH IO!

Just about every vehicle operator's manual (-10 TM) tells you to BE ALERT FOR UNUSUAL NOISES!

Why?

There're many working and moving parts in your engine, chassis, power train, etc., that scream for help when something's wrong. It's their way of letting you know that trouble is brewing. Gives you a chance to catch failures before they happen.

HERE'RE SOME SOUND CODES THAT SIGNAL SOMETHING'S IN TROUBLE--



| SOUND | Parts In Trouble |
|-------------------|--|
| Hsssssss | Air hose leak or a tire leak. |
| Thump-Thump | Broken spring, exhaust banging against the frame (broken hanger). |
| Clonk-Clonk | Bad shocks or shock bushings, worn universal joints. |
| Chirp-Chirp | Loose or worn V-belt or dry bearing. |
| Snick-Snick | Electrical short—loose or bare wire arcing. |
| Sque-e-e-al | Worn brake shoe—rivets cutting into drum. |
| Whin-n-n-e | Dry or worn gears—especially differential, transfer or transmission. |
| Slap-Slap | Flat tire on a dual wheel or a badly cut tire. |
| Whistle | Leak around intake manifold—vacuum leak. |
| Futt-Futt | Leak around exhaust manifold or in exhaust pipe. Bad muffler. |
| Click-Click-Click | Bad intake or exhaust valve clearances. |
| Fuf-f-f-f-f-f | Overheated or leaking cooling system hose. Spewing radiator cap. |
| R-r-r-r-r-r-r | Loose crankshaft or connecting rod bearings. |

COMMERCIAL
DESIGN
VEHICLES . . .

SAFETY RECALL CAMPAIGNS

Urgent!

When it comes to safety recall campaigns, you are elected.

And it's your responsibility to serve!

There's no debating the issues. A safety defect makes you a candidate for trouble.

You see, an uncorrected defect can cause serious damage to you, your buddies or your equipment. So don't be a lame duck—get on top of all your safety recall measures!

Once your unit has been notified of a safety defect, it's your baby. Get it fixed and report it.

THE CONESTOGA WAGON CO. IS RECALLING ALL MI WAGONS -- AXLE SPLITTING PROBLEMS!

ALL AXLES MUST BE REPLACED SOONEST BY NEW SOUTHWOOD GUM TYPE-- SEE TO IT ALL OURS GET FIXED, TROOPER!

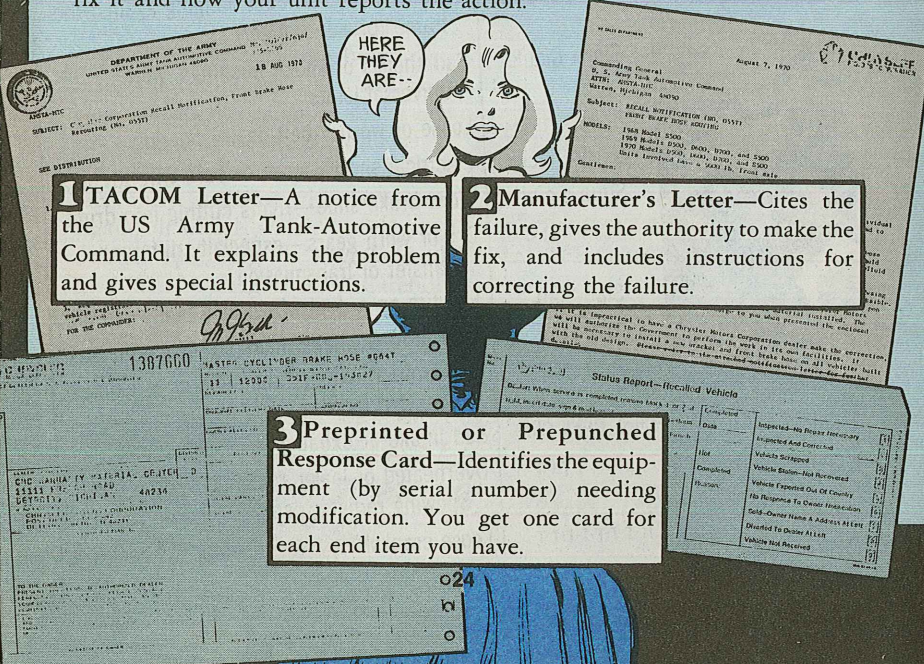


RIGHT ON, SGT. MAST!

SAFETY RECALL CAMPAIGN DOCUMENTS

If there's a safety defect in your commercial design vehicle, your unit will get 4 documents by certified mail. They'll tell you what's wrong, how to fix it and how your unit reports the action.

HERE THEY ARE--



1 TACOM Letter—A notice from the US Army Tank-Automotive Command. It explains the problem and gives special instructions.

2 Manufacturer's Letter—Cites the failure, gives the authority to make the fix, and includes instructions for correcting the failure.

3 Preprinted or Prepunched Response Card—Identifies the equipment (by serial number) needing modification. You get one card for each end item you have.

Status Report—(for each Vehicle)

| Item | Date | Completed |
|---|------|--------------------------|
| Inspected—No Brake Assembly Suggested And Corrected | | <input type="checkbox"/> |
| Vehicle Shipped | | <input type="checkbox"/> |
| Vehicle Status—Not Returned | | <input type="checkbox"/> |
| Vehicle Expired Out Of Country | | <input type="checkbox"/> |
| No Response To Owner Instruction | | <input type="checkbox"/> |
| Serial-Owner Name Address Missing | | <input type="checkbox"/> |
| Diverted To Other Fleet | | <input type="checkbox"/> |
| Vehicle Not Returned | | <input type="checkbox"/> |

SAFETY RECALL TACOM REPLY FORM

ACTIVITY SYMBOL _____

SUBJECT: Compliance with _____

TO: Commander
US Army Tank-Automotive Command
ATTN: AMSTA-MVA
Warren, Michigan 48090

SAFETY RECALL
TACOM REPLY FORM

Date _____

4 STA Form 6127 (Test)—For reporting your completed action to the head shed.

When your safety defect is corrected, complete the manufacturer's prepunched response card and mail it to the address given.

ALSO COMPLETE THE STA Form 6127 (Test) AND MAIL IT TO...



Commander
US Army Tank-Automotive
Command
ATTN: DRSTA-MVA
Warren, MI 48090

RECALLS NOT COMPLETED

Some outfits have not corrected the vehicle safety defects they were notified about.

HERE'S A LIST OF RECALLS TO CHECK ON --



AMC Campaign 723J 1972 Jeeps: Brake master cylinder push rod assembly replacement.

Chevrolet Campaign 1012—1969, 70 & 71 trucks (K-10 and K-20 series Blazers): Front spring main leaf.

Chrysler Campaign 098A-T—Dodge truck, forward control, Model P200, Contract No. GS-008-86970: Interference between left front brake hose and left front tire.

Chrysler Campaign 091T—1972 Dodge light duty trucks, Models D100, D200, D300 and W100, W200, W300 with automatic transmissions: Brake pedal pivot shaft attaching bolt disengagement.

IHC Campaign 71012—Truck, Model 1600, contract Nos. DAAE07-70-C-4365 and -4377: Brake power cylinder end cap not sealing properly on slave cylinder.

IHC Campaign 73504—Bus 37/45 PAX, Model 183 RE, Contract No. 83801: Possible front wheel to brake drum interference, Serial Nos. 2518244-G384198 through -G436769.

Look at your vehicles 'n' records. Make sure you're covered on all safety recall campaigns. Protect yourself and your vehicles—correct your safety defects and report 'em pronto.

Use DA Form 2409, Equipment Maintenance Log, to record safety recall info. If you need more space, use DA Form 2408-5 as a continuation sheet.

BRAKE 'N' TIME SAVER

NUTS! I FORGOT TO CHECK TH' BRAKE LINE AT TH' BEND!

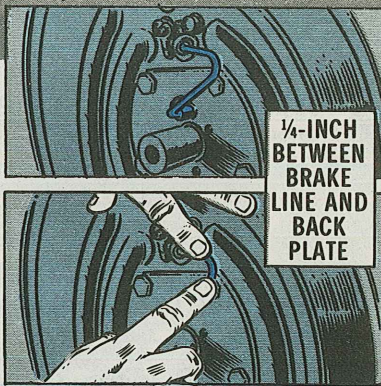


You're wasting your time when you install a wheel cylinder hydraulic line on your Gama Goat—if you don't keep the brake drum from rubbing the line.

Not to mention the loss of brakes that goes along with it!

So press the line back — v-e-r-y g-e-n-t-l-y—out of the way.

Make sure the brake line, at the bend, is no more than ¼ inch from the back plate.



HELP FOR GOAT STARTER

FIRST YOU WON'T START-- AND THEN YOU BURN OUT YOUR STARTER...

WHY? WHY?



'CAUSE I NEVER GOT THE AUXILIARY STARTER RELAY SWITCH THAT WAS PROMISED TO ME!

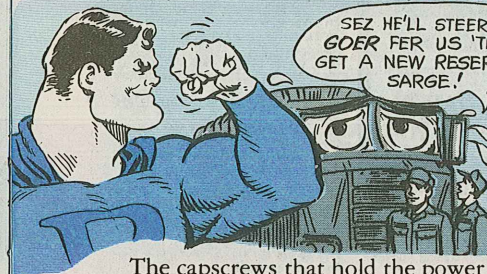
Cold weather starting can be rough on your Gama Goat's engine starting motor. Fact is, there's a good chance of the starter pooping out.

But your DS can take some of the b-r-r-r out of winter for your M561 or M792 1¼-ton vehicle. They'll install an auxiliary starter motor relay switch.

Just tell 'em you want the job done like's spelled out in the U.S. Army Tank-Automotive Command-AMSTA-MT world-wide letter (24 Dec 75), subject: "Installation of The Auxiliary Starter Relay Switch (NSN 2920-00-735-9542) on Gama Goat Vehicles."

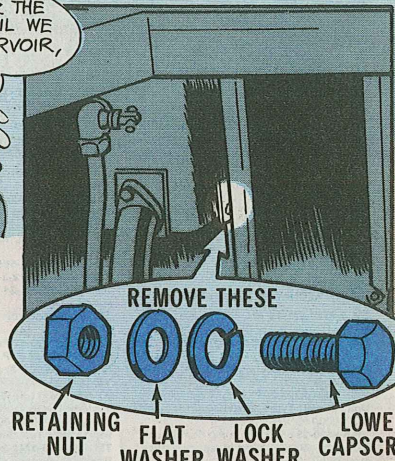
This's the same job your Goat should've got under MWO 9-2320-242-30-1 (Jan 73)—since rescinded. So if your Goat's already got the switch, you're all set.

RESERVOIR CRACKING FIX

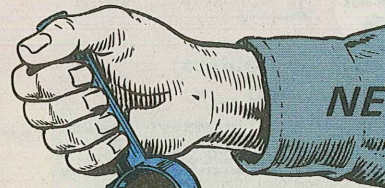


The capscrews that hold the power steering fluid reservoir hold it too rigid. Normal driving causes the reservoir to crack.

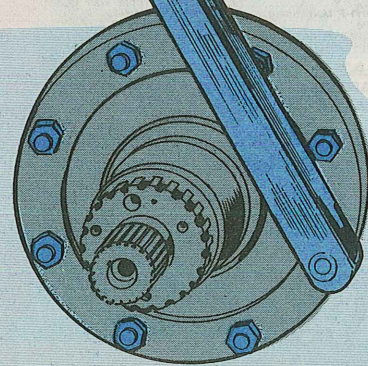
So, remove the lower capscrew, flat washer, lock washer and retaining nut. This lets the reservoir "give" and not crack.



NEW GOAT TORQUE



CHANGE TORQUE TO 25-30 LBS-FT

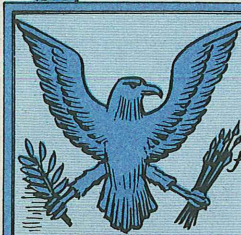


Too much torque is tearing up the brake spindle-to-steering knuckle studs on M561 and M792 1¼-ton vehicles.

So change that "40-50 lbs-ft" torque to 25-30 lbs-ft in TM 9-2320-242-20 (Aug 70), page 2-240, para 2-162f(7).

THIS GOES FOR THE STUDS ON THE CENTER SUSPENSION, TOO, WHERE THE SPINDLE MOUNTS TO THE A-FRAME!





The **ULTIMATE** in
PUBS
for LOYALE CITIZENS
who woulde QUAFFE
the SPIRITS of '76

This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Nov 74), and Ch 3 (Oct 75), TM's, TB's, etc., DA Pam 310-6 (Jul 75), and Ch 2 (Jan 76), SC's, and SM's; and DA Pam (C) 310-9 (Aug 74), COMSEC Fubs.

TECHNICAL MANUALS

TM 3-4230-211-10 Feb Deacon Kit: ABC-M13
TM 3-4230-213-10 (Corr Cy) Sep Deacon Kit, Skin: M258
TM 5-3740-213-14 Mar Insecticide Duster (Helicopter Mid)
TM 5-4110-223-20P Mar Refrigeration Unit, Panel Type, Reimanson Models RGP9000/MOD/RGEP9000
TM 5-4320-234-20P Mar Pump Centrifugal, GED 6-In, 1500 GPM Cap (Peabody Barnes Mod US90CCG-1)
TM 9-1290-200-14&P Apr Gunner's Quadrant M1A1, M1A2

Ch 2, TM 9-1330-200-12 Mar Hand and Rifle Grenades
TM 9-1336-488-12&P Mar Guided Missile Warhead Sect Practice: M252
Ch 9, TM 9-1345-200 Mar Land Mines
TM 9-1425-380-L Mar Pershing Publications
Ch 7, TM 9-1425-585-14 Mar Chaparral
TM 9-1430-535-12-3 Mar Improved HAWK
TM 9-1430-535-34-2-1 Mar Improved HAWK
TM 9-2320-266-20P Feb M880-Series 1/4-Ton Truck
TM 9-5920-470-12 Feb TOW
TM 9-6920-585-24P Feb Monitoring Set, AN-TSO-T3 (XO-3) (Chaparral)
TM 11-3895-203-24P Apr CE-11 Reel Equip (OUO)
TM 11-5810-311-12 Feb Commo Systems Using TSEC/KY-28
Ch 4, TM 11-6625-403-15-1 Feb AN/UJM-98(1) Radar Test Set
TM 11-6625-1749-24P Feb AN/GPM-61 Radar Calibrator Set
Ch 6, TM 11-6740-282-12 Jan ES-38B&-1 Photographic Darkroom Group

TM 38-250 Mar Packaging, Materials Handling Prep of Hazardous Materials for Mill Air Shipments
Ch 2, TM 55-1510-204-20PMP Mar OV-1A, B, C
Ch 7, TM 55-1520-209-20-2 Mar CH-47A
Ch 6, TM 55-1520-210-PMS Mar UH-1D/H
Ch 21, TM 55-1520-210-20 Dec UH-1D/H Helicopters
Ch 1, TM 55-1520-214-PMS Mar OH-6A
TM 55-1520-217-L Jan List of Pubs for CH-54A, Ch-54B
Ch 2, TM 55-1520-221-20 Feb AH-1G, AH-1Q, TH-1G
Ch 9, TM 55-1520-227-20-2 Mar CH-47B, CH-47C
Ch 11, TM 55-2840-229-24 Mar Shaft Turbine Engine

MISCELLANEOUS

AR 750-58 Mar Maint of Rail Equip
AR 750-58 Feb Painting, Camouflage Painting and Marking
CTA 50-915 Apr Allowances for Misc Field and Garrison Equip
DA Poster 750-73 Feb Drain Moisture Daily
LO 9-1430-535-12 Jan Improved Platoon Cmd Post AN/MSW-11 (XO-1)
LO 9-2320-233-12 Apr 8/10-Ton Truck (Goer)
LO 10-3930-634-12-2 Jan Truck, Lift, Fork, Diesel Engine, Rough Terrain, 6000-lb (Anthony MLT-2) (Army MHE 230)
SC 5180-90-CL-N05 Mar Master Mechanics Tool Kit
SC 5180-91-CL-R33 Dec TK-141/GT Telephone Equipment Tool Kit
SC 5975-91-CL-D01 Dec WIK-355/G Electronic Equipment Maintenance Kit
TB 11-5620-401-20 Feb Radio Set AN/VRC-46 Maintenance Placard
TB 385-2 Feb Nuclear Weapons Firefighting

TEC LESSONS (Training Extension Courses)

These are available at your local TASO

020-171-1000-F M551/M60A2 Ammunition
020-171-1001-F M551/M60A2 Ammo
020-171-1002-F M551/M60A2 Missile Ammo
020-171-1621-F M551 Turret & Cupola Op
020-171-1623-F M551 Searchlight Op
020-171-1624-F M551 Turret & Cupola Op
020-171-1670-E M551 Telescope & Pariscupe Op
020-171-1871-E M551 Searchlight Op
020-171-1673-E Boreighting & Aligning Weapons & Sights

020-171-1675-E M551 Cupola Op
020-171-5335-E Operation of Range Finder
020-171-5349-E Boreighting Main Gun, M60 and M60A1 Tanks, Part I
041-061-6118-F Tube Artillery: Fire Control Alignment Tests
043-441-1017-F TAADS Operations
043-441-5944-F Boreight of Vulcan Cannon-Part II
043-441-5973-E Loading & Downloading of Vulcan
043-441-780-F Chaparral Pre-Energizing, Energizing & De-Energizing Checks
043-441-7803-F Chaparral

Energizing Checks-Part I
043-441-7809-F Chaparral Daily Maint Checks-Part V
043-441-7810-F Chaparral Daily Maint Checks-Part VI
043-441-7812-F Chaparral Daily Maint Checks-Part VIII
043-441-7815-F Chaparral Weekly Maint Check-Part II
930-071-0015-F Converting the Azimuths
935-051-0102-F Siting and Use of Antenna Equip RC292-PT III
936-061-0137-J TA-312 LB Operation
939-071-0011-F Maintaining the M16A1 Rifle
939-071-0012-F M16A1 Rifle

Preventing and Correcting Common Malfunctions
944-441-0006-E 2 1/2-Ton Truck Oper Checks & Services
944-441-0007-E 2 1/2-Ton Truck Oper Checks & Services

MOVIES

TF 5-4744 Military Scoop Loader
TF 6-4896 Infinity Aiming Reference Collimator, M-1
TF 38-4929 Triple Wall Boxes (Shipping Containers)
TF 46-4654 Army Aviation Oxygen Systems (Fixed Wing)

M131A5C Plug NSN

You don't want Retainer Plug, NSN 2590-00-764-5345, for your M131A5C 5,000-gal fuel tank semitrailer. Instead, you use NSN 2590-00-168-2191, the same plug that's used on the M131A5D—listed in TM 9-2330-286-14 (Nov 64). Make a note of this on page C-43, TM 9-2330-272-14 (Jun 72).

Goat Steer Box

Have you got troubles with the steering gear box on your M561 or M792 1 1/4-ton truck? Water getting in? Oil leaking out? Inside parts corroding? The latest check 'n' fix poop is in TB 43-0001-39-3 (Oct 75), page 31, Article 2-14d, and TB 43-0001-39-4 (Jan 76), page 35, Article 2-14b.



BATTERY CARE & HANDLING

Nickel-Cadmium SAFETY TIPS

AN' WOTTA GIRL! SAY-- Y-YOU LOOK LIKE...

...LIKE... CONNIE ROSS?

WELL-- I SHOULD! SHE'S A DISTANT ANCESTOR OF MINE!

ANCESTOR? I DIDN'T EVEN KNOW SHE WAS MARRIED!

ER-- RONNIE, YER TIME-BUBBLE -- VA GONNA JUST LEAVE IT?

THANKS FOR THE REMIND, NATE! HERE...

HEY-- IT DISAPPEARED!

YES... BUT IT'S STILL THERE-- IN TIME-STASIS!



POOF

HANAH! SHE'S NOT... YET... NATE!

HAVEN'T YOU GUESSED...

WH-- WHAT?

I'M RONNIE KL99... FROM THE FUTURE!! 2176 AD. -- TO BE EXACT... AND THIS IS MY MASI 1/4-TON TIME BUBBLE!

SOON...!

WELL, HERE WE ARE, RONNIE!

ER, TH' PLACE IS EMPTY... ALMOST EVERYONE'S IN TH' FIELD!

FINE! I CAN GIVE YOU INSTRUCTION WITHOUT INTERRUPTION!

KEEPING NICKEL-CADMIUM AND LEAD-ACID BATTERIES AWAY FROM EACH OTHER IS THE FIRST STEP IN PM BATTERY CARE... HEY, GREAT! YOUR UNIT HAS SEPARATE MAINTENANCE AND CHARGING FACILITIES!

LEAD-ACIDS ONLY

NICKEL-CADMIUMS ONLY

OUR QUATERCENTENNIAL COMMISSION HAS SENT ME ON AN ERRAND... BUT MY TIME BUBBLE JUST LOST POWER-- DUE TO A MALFUNCTION IN ITS BATTERY SYSTEM!

YOUR UNIT'S SHOP WILL HAVE ALL I NEED FOR REPAIRS...

SO, HURRY! TIME-HAHA IS AWASTING!

B-BUT--

ONE FOR LEAD-ACIDS... AND ANOTHER FOR NICKEL-CADMIUMS!

LEAD-ACID SHOP

NICKEL-CADMIUM SHOP

NO BUTS! I OBSERVED YOUR PIPSY PROBLEM... SO I KNOW ABOUT YOUR ERRAND--

UH-- OH... YOU'VE GOT THIS POOR NICKEL-CAD PERCHED RIGHT OVER YOUR VEHICLE'S LEAD-ACID BATTERY COMPARTMENT!

HERE--

I'LL ENCLOSE IT IN THIS VAPOR PROOF WRAP!

YOU CAN'T BE TOO CAREFUL, JUST A SMIDGEN OF SULPHURIC ACID-- THE LEAD-ACID ELECTROLYTE-- IN A NICKEL-CAD WILL KILL IT! EVEN LEAD-ACID VAPORS DRIFTING ACROSS IT CAN DAMAGE A NICKEL-CAD!

THIS SEPARATION MEANS YOU NEVER USE NICKEL-CADMIUM PM GEAR TO SERVICE LEAD-ACIDS--AND VICE-VERSA!

TIP:

How about using BLUE markings on your Nickel-Cad tools, container, instruments, clothing, etc. and PINK on the lead-acid service items. This color coding will help you avoid contaminating the 2 types of batteries.

ALWAYS BE CAREFUL IN HANDLING NICKEL-CADS, PVT. GREENE!

PAINFUL CHEMICAL BURNS, EXPLOSIVE GASES AND TOXIC CHEMICALS ARE HAZARDS YOU FACE WHEN HANDLING BATTERIES!

NOW-- QUICK! GET US TO YOUR UNIT SHOP!

REMEMBER-- ALWAYS CHECK YOUR EQUIPMENT 7M FOR THE APPROPRIATE "CHECK-YOUR-BATTERY" SCHEDULE!

RIGHT ON, RONNIE!

... AND HERE'S A MEMO FOR YOUR BULLETIN BOARD!

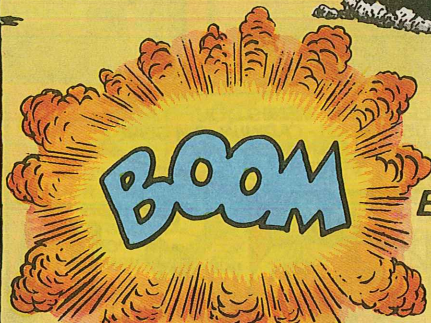
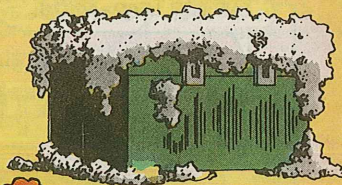
TIPS

for PERSONAL SAFETY

PULLING NICKEL-CADMIUM PM CALLS FOR EXTRA CARE. YOUR PERSONAL WELL-BEING IS AT STAKE!

WARNING!!!!
 YOU'RE DEALING WITH A
 DANGEROUS CHEMICAL—
 POTASSIUM HYDROXIDE
 (**KOH**)

KOH
 CORRODES
 METAL!



KOH
 EXPLODES!

READ AND HEED THE
 WARNINGS ON BATTERY DECALS
 AND EQUIPMENT AND BATTERY PUBS:







- TM 11-6140-203-15-1 (Dec 69)
 (with changes)
- TM 11-6140-203-15-3 (Dec 69)
 (with changes)
- TM 11-6140-203-15-2 (Dec 69)
 (with change 3)

THE NAME OF THE GAME
 IS CARE, CAUTION AND
 CONCENTRATION... EH, RONNIE?

TOOLS FOR SAFETY

TOOLS

NSN

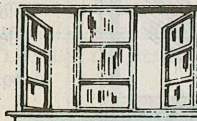
| | | |
|---------------------------------|------------------|---|
| Face shield, or..... | 4240-00-439-3450 |  |
| Goggles..... | 4240-00-203-0317 |  |
| Rubber apron, or..... | 8415-00-082-6108 |  |
| Plastic apron..... | 8415-00-715-0450 | |
| Rubber gloves..... | 8415-00-266-8675 |  |
| Distilled water..... | 6810-00-682-6867 | |
| Vent-cap wrench..... | 5120-00-618-5305 |  |
| Corrosion preventive compound.. | 8030-00-903-0931 | |
| Cheesecloth (lintless)..... | 8305-00-267-3015 | |
| Nylon brush (No handle)..... | 7920-00-061-0037 |  |
| Syringe..... | 6140-00-376-9635 | |

USE
 STRAPS
 WHEN YOU
 HANDLE
 BATTERIES!



KEEP STRAPS
 FREE OF OIL,
 GREASE OR
 OTHER SLIPPERY
 SUBSTANCES!

VAPORS FROM **KOH** CAN EXPLODE!



MAKE CERTAIN YOU'RE CHARGING YOUR
 BATTERY IN A WELL-VENTILATED SHOP!

AND ...

REMEMBER!!!

SMOKING AND FLAMES
 NEAR YOUR BATTERY
 ARE **NO-NOS!**



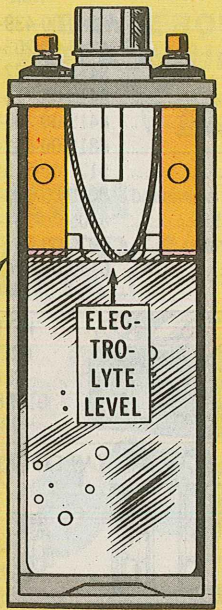
OK, RONNIE... SAFETY PROBLEMS UNDERSTOOD!...

BUT OTHER THAN DANGEROUS KOH ELECTROLYTE, NICKEL-LADS ARE PRETTY MUCH LIKE LEAD-ACIDS, RIGHT?

WRONG! NICKEL-CADMIUMS DIFFER FROM LEAD ACIDS IN LOTS OF WAYS SUCH AS...



1 You can't tell the condition of the battery by an electrolyte test.



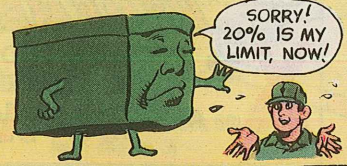
2 The electrolyte is absorbed into the plates during use so the level drops below the top of the cells. This is normal and no problem.

3 You never add or remove ^{1/4} distilled water or electrolyte from a battery used in aircraft. This is a SUPPORT JOB. See Ch 3 to TM 11-6140-203-15-2 (Dec 69).

4 You never add electrolyte or distilled water to the nickel-cadmium battery unless the battery is fully charged and allowed to rest for at least 30 minutes.

5 Nickel-Cadmiums will get in a rut and only deliver the charge they get accustomed to delivering. If they only put out 20 per cent of their capacity, for example, they soon lose the ability to produce any more than that. They may let you down if an extra demand is placed on 'em!

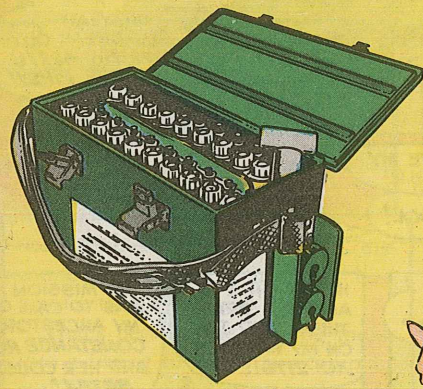
This is why they need to be discharged to 0 volts from time to time and recharged. This wipes out the boondoggling habit and gets 'em back to full potential!



ANY SPECIAL CREW OPERATOR TIPS FOR ME?

GLAD YOU ASKED, PRIVATE! EYEBALL THESE...

"Look for dents and cracks in battery case and cover... loose or damaged battery case liner and cover gasket... busted terminals, warped filler caps and broken connectors."



CALL FOR HELP FROM YOUR SUPPORT IF YOU FIND ANYTHING WRONG!



"If nothing's wrong... wipe case and cell tops with a clean, dry cloth or use a plastic or nylon brush."

Never use a wire brush to clean the cell tips, terminals and terminal links. A shorted out battery you don't need. Wipe up loosened deposits.



Clean the outside of the battery case with soap and water. Rinse and dry it. Use compressed air if necessary.



Any time you remove the battery case cover, it's a good idea to look at the terminal screws or links.



- Replace any broken or bent screws or links—torque 'em by the book if loose.
- Replace warped or cracked vent caps. • Reseat loose vent caps.

WOW-- YOU'VE SURE TAUGHT ME TO RESPECT NICKEL-CADS, RONNIE!

YOU CAN BET I'LL PUT YOUR LESSONS TO GOOD USE!

GOOD SHOW-- AND PLEASE PASS THE INFO ALONG TO YOUR BUDDIES, PRIVATE!

NOW, GET YOUR AILING NICKEL-CAD SQUARED AWAY WHILE I ROUND UP THE GEAR I NEED TO REPAIR MY TIME BUBBLE'S BATTERY SYSTEM!

WAY T'GO, RONNIE!

OH, YEAH-- I'LL BREAK OUT A FRESH 422/U FOR OUR PIPSY!

SHORTLY...

OK.. I'LL REMOVE MY VEHICLE FROM HOLD!

COOL!

POP

THERE! GOOD AS NEW! THANKS MUCH FOR THE USE OF THE GEAR!

WHERE IN THE PAST ARE YOU HEADED, RONNIE?

NOW, I MUST BE ON MY WAY!

HUH..? OH, I'VE ALREADY BEEN THERE AND I'M ON MY WAY BACK TO 2176...

MY MISSION WAS TO CALL ON MY ANCESTOR CONSTANCE ROSS AND HER COUSIN, BETSY! LOOK! THEY GAVE ME THEIR FIRST EFFORT... THE MODEL!!

:GULP!:

S'LONG, SOLDIER!...

SEE YOU WHEN!

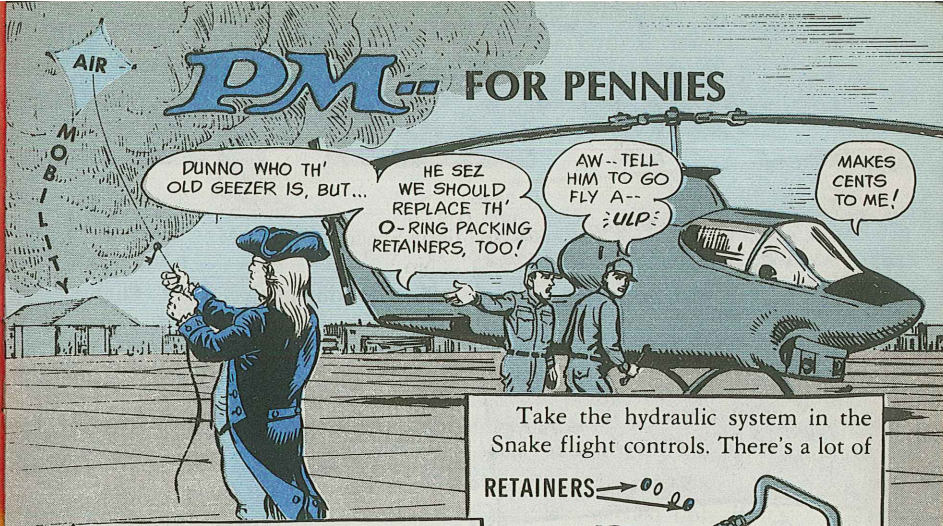
AND SO...

AS USUAL... YER TOO LATE, NATE!

HERE YA ARE, SARGE! ... ONE FULLY CHARGED NICKEL-CAD!

THERE WUZ A CRAZY UFO IN TH' SKY OVER THERE! THANKS T'YOU... WE'LL NEVER KNOW WHUT IT WUZ!

PM-- FOR PENNIES



DUNNO WHO TH' OLD GEEZER IS, BUT...

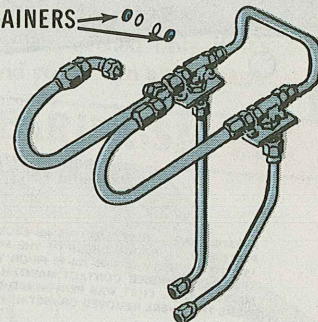
HE SEZ WE SHOULD REPLACE TH' O-RING PACKING RETAINERS, TOO!

AW-- TELL HIM TO GO FLY A-- :ULP:

MAKES CENTS TO ME!

Take the hydraulic system in the Snake flight controls. There's a lot of

RETAINERS →



Any time you knucklebusters disconnect a fuel, oil or hydraulic line, replace the packing.

That's because the packing molds into a fitting to give you a complete seal. You never can get a good seal by re-using a packing.

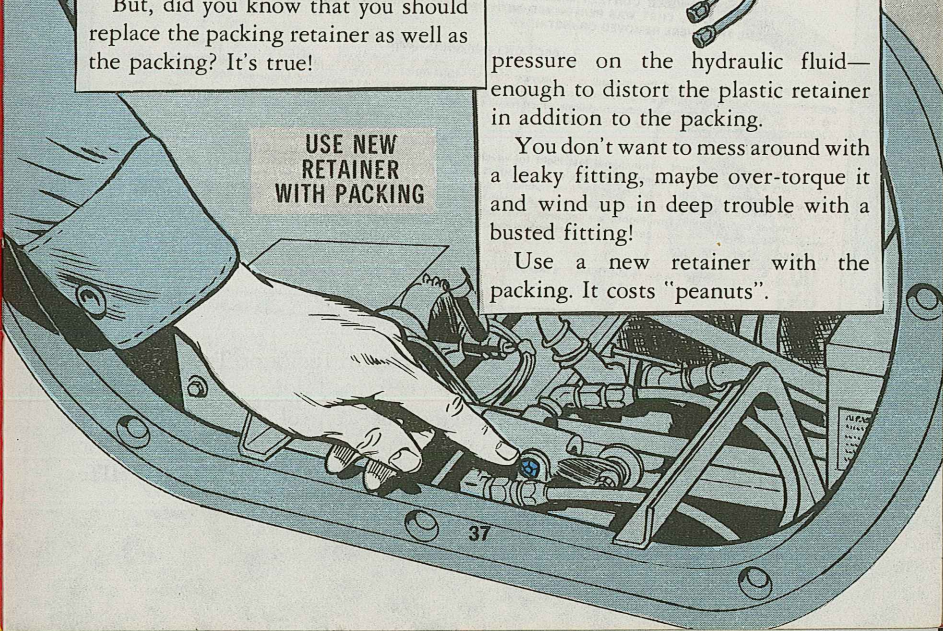
But, did you know that you should replace the packing retainer as well as the packing? It's true!

pressure on the hydraulic fluid—enough to distort the plastic retainer in addition to the packing.

You don't want to mess around with a leaky fitting, maybe over-torque it and wind up in deep trouble with a busted fitting!

Use a new retainer with the packing. It costs "peanuts".

USE NEW RETAINER WITH PACKING



TEAC

NOT NEEDED

Dear Windy,
 There is confusion among the troops about when to pull a Turbine Engine Analysis Check (TEAC) on our Hueys. Sequence 8 of TM 55-1520-210-20, Ch 12 (Nov 73) calls for a TEAC. Sequence 6.7 of TM 55-1500-219-MTF (Apr 75) also gives info about the TEAC.
 Set us straight, Windy. Is the TEAC still required after every Periodic inspection?

SP5 R. R. M.

Dear Specialist R. R. M.,
 No.

The Maintenance Test Flight (MTF) pub now takes the place of the test flight poop in all the Huey organizational maintenance manuals. The TEAC is no longer routinely required following your inspection.

TM 55-1500-219-MTF
 HEADQUARTERS
 DEPARTMENT OF THE ARMY
 WASHINGTON, DC, 7 April 1975

AIRCRAFT MAINTENANCE TEST FLIGHT
 MANUAL FOR UH-1B, C, D, H, M AIRCRAFT

WARNING

A MAINTENANCE TEST FLIGHT IS AN EXCEPTIONALLY DEMANDING FLIGHT AND REQUIRES A COMPLETE AND THOROUGH CHECK OF THE AIRCRAFT IN ACCORDANCE WITH TM 55-1520-210-10, TM 55-1520-219-10, OR TM 55-1520-220-10 PRIOR TO THE MAINTENANCE TEST FLIGHT. THE MAINTENANCE TEST PILOT SHOULD CONTACT MAINTENANCE/QUALITY CONTROL PERSONNEL RELATIVE TO THE MAINTENANCE THAT WAS PERFORMED WITH PARTICULAR EMPHASIS PLACED ON COMPONENTS/ ITEMS THAT WERE REMOVED OR INSTALLED.

SECTION I - INTRODUCTION

1. PURPOSE. The purpose of this manual is to provide complete instructions for performing a maintenance test flight of UH-1B C, D, H, M aircraft. For the specific conditions which require a maintenance test flight, refer to TM 55-1500-328-25.

2. DEFINITIONS.

a. Maintenance Test Flight. A functional test flight for which the primary purpose is to determine whether the airframe, powerplant, accessories, and other equipment are functioning in accordance with predetermined requirements while subjected to cordance with predetermined requirements. Test flights are required when safe operation or proper functioning cannot be determined by means of ground or shop tests.

This manual supersedes TM 55-1500-219-MTF, 8 March 1974.

b. Notes, Cautions, and Warnings. Notes, cautions, and warnings are used to emphasize important and critical instructions and are used for the following conditions:

NOTE

An operating procedure, condition, etc., which it is essential to highlight.

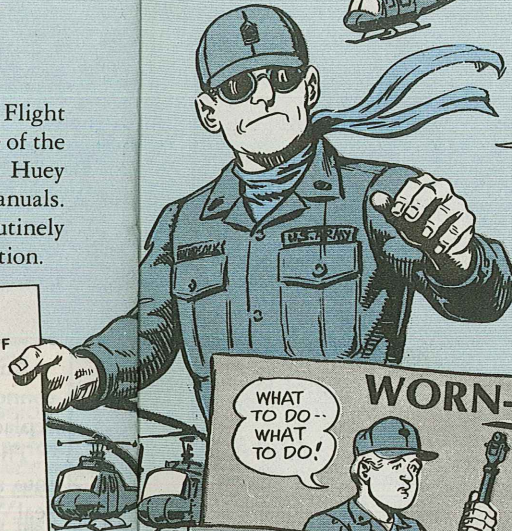
CAUTION

An operating procedure, practice, etc., which, if not strictly observed, could result in damage to, or destruction of, equipment.

To check engine performance, pull the Health Indicator Test (HIT), as spelled out in Sequence 5.18 of the MTF pub.

Now, suppose you replaced the engine, fuel control, turbine nozzle, or outside air temperature (OAT) gage in your bird?

Then, pull a TEAC for your new performance baseline and not the HIT.



THE TEAC IS REQUIRED WHEN A MAJOR COMPONENT THAT WOULD AFFECT ENGINE PERFORMANCE IS CHANGED ACCORDING TO THE MTF.

This is backed up by para 5-73a of TM 55-2840-229-24 (Apr 71) on the T-53 engine.

On the OAT gage—it's taken out of most birds for testing every Periodic. But a TEAC is needed only if it's defective and you put in a new gage.

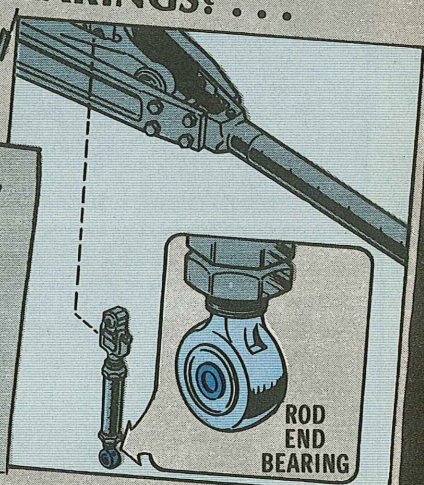
WHAT TO DO--
 WHAT TO DO!

WORN-OUT BEARINGS? ...

Dear Windy,
 What's the story on the disposition of rod end bearings, NSN 3120-00-839-0971, in the Huey? The SMR code is shown as PA-OD-A. Recoverability code A means to refer to appropriate manuals for specific instructions. But none of the manuals gives any disposition instructions.

Straighten me out, Sarge!

SFC L. M.



Dear Sergeant L. M.,
 The recoverability code should be switched from A to Z. This means that the bearing is not repairable. When it comes up unserviceable, condemn it and dispose of it at the user level.

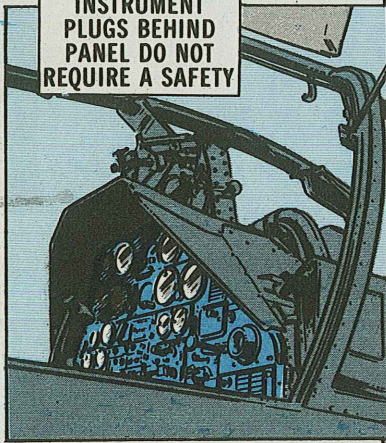
IT'S NOT REPAIRABLE--
 AVSCOM HAS A CHANGE IN THE WORKS!

LOCKWIRE INSTRUMENT PLUGS?

Dear Windy,
There has been quite a ruckus in our unit about the use of lock wire on Cobra instrument plugs. Should they be lockwired, Windy?

SP4 R. A. H.

INSTRUMENT PLUGS BEHIND PANEL DO NOT REQUIRE A SAFETY



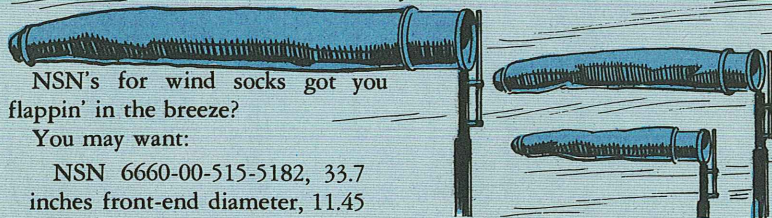
Dear Specialist R. A. H.,
Nosir-e-e-e! Some of the electrical connectors are bayonet-type and should not be lockwired. Other connectors are the threaded AN-type and there is no engineering requirement to safety them.

However, a commander can require a safety on the AN-type instrument plug, based on experience in the field. Generally, AN-type electrical connectors are lockwired in engine nacelles, other areas of high vibration and in places not easily reached during your inspections.

The word's in para 16-17, page 256 of TM 55-1500-323-25 (Aug 68) on electronic wiring. Connections requiring lock wire are identified with a 1/2-in diameter red dot near the connector.

Windy

WIND SOCK, OL' SOCK?



NSN's for wind socks got you flappin' in the breeze?

You may want:

NSN 6660-00-515-5182, 33.7 inches front-end diameter, 11.45 inches rear-end diameter, 149 inches long.

NSN 6660-00-044-1914, 115 inches front-end diameter, 20.75 inches rear-end diameter, 149 inches long.

NSN 6660-00-086-1762, 18 1/2 inches front-end diameter, 8 inches rear-end diameter, 99 inches long. (Go exception-data for this one because it's not on the AMDF.)

SAFETY BREAK

HOLD IT, NEWT! YOU DON'T HAVE TO CUT THE WIRE ON TH' DAILY!



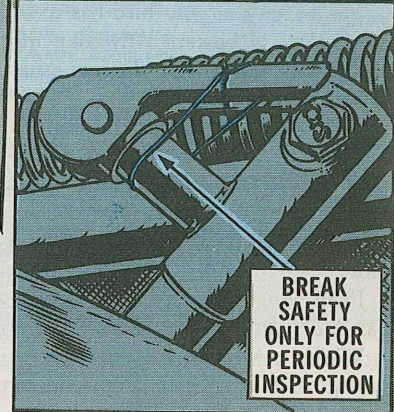
Dear Windy,
TM 55-1520-210-PMS, Sequence 2.25, says to inspect the armored seats. In order to do so, the safety wire has to be cut. This would seem OK for the Intermediate and Periodic, but not for the Daily.

Can we skip this check on the Daily, Windy?

SFC D. H.

Dear Sergeant D. H.,

Yes. AVSCOM now recommends that the safety be broken to check the quick release only every Periodic inspection.



BREAK SAFETY ONLY FOR PERIODIC INSPECTION

V-TYPE SAFETY OUT



Any time a bird pub says to safety a nut in 2 places, 180 degrees apart, that means using 2 pieces of lock wire.

Take the Huey cyclic and collective upper bearing nuts.

Sure, you get a positive and a negative safety quick-like with a single piece of wire. But a breakout of the anchoring hole on the housing at the point of a V-type safety removes the restraint, giving you a loose nut. It happens!

Loose hardware can ruin your whole day. Which is why the safety V is a no-no.

BATTERIES NEED SHEAR WIRE

YA LET ME GET BUNGED UP FER TH' LAST TIME!



AW, COME BACK, BUDDY! I PROMISE TO TIE YA DOWN RIGHT THIS TIME!



The battery in your bird has to be secure, knucklebusters. Any bouncing around in flight can damage that expensive energy source.

That's the reason for the built-in locking feature of the clamps. If you forget to screw the camlock down before flipping it to the secure position, tho, you have a battery on the loose.

Even wing nuts, used to hold some batteries, can come loose.

Which is why all batteries need a safety.

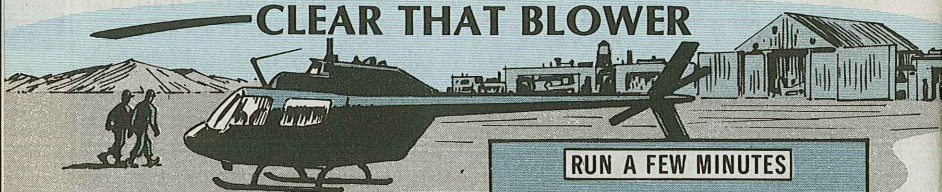
Never use lock wire on the battery clamps, tho. You may not have a pair of dykes handy when you need them.

There're times when you want to yank the battery in a hurry. You can do



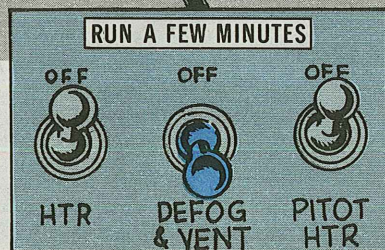
just that when .020-in breakable copper wire is used. NSN 6145-00-236-9503 will get you a 1-lb roll.

CLEAR THAT BLOWER



Every time you pull a Daily on your OH-58A, make it a point to run the defogging blower a few minutes.

This keeps dirt and grime from collecting and hardening on the vane assembly, which can burn out the blower.



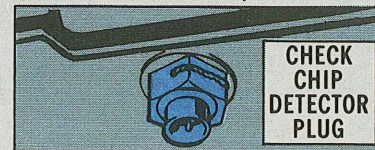
THAT MAGNETIC QUALITY



Want to make sure you've got a good, well-functioning chip detector doing its thing in your Chinook's transmission and aft rotor shaft? Sure you do!

The detector is equipped with a magnet. The detector is supposed to support its own weight but because of variation in sizes it may not.

So check the magnetic strength of the detector with a 1/4-in steel nut or other steel object of equal weight. If the detector magnet won't support the weight of the nut, you need a new one.

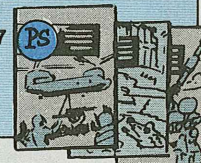


No Sweat!

No need for you utility aircraft types to strain your eyeballs looking for Army pubs on your new, high-tailed, pressurized C-12A birds. Those babies are being maintained under a commercial contract, using commercial publications.

BACK ISSUES FREE

Many PS back issues since No. 247 are still available from PS Magazine, Lexington, KY 40511.



A NEW

HEY, BIRD MECHS! HERE'S A HANDY TOOL YOU CAN MAKE LOCALLY TO HELP YOU IN BRAKE ADJUSTING...

BET YA COULD PLAY A MEAN GAME O' PING PONG WITH IT, TOO!

CH-17 BRAKE ADJ. TOOL

ANGLE

HEY... JUST TH' THING TO KEEP MY KIDS IN LINE!

YEAH-- AND YOU COULD TURN YER FLAP-JACKS WITH IT!

RIGHT ON, CONNIE!

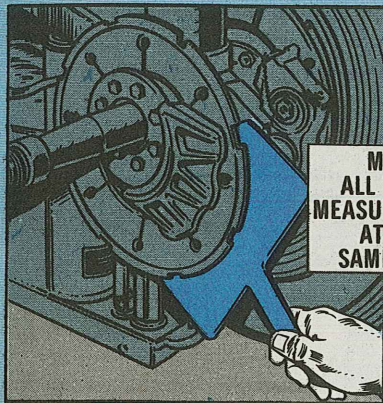
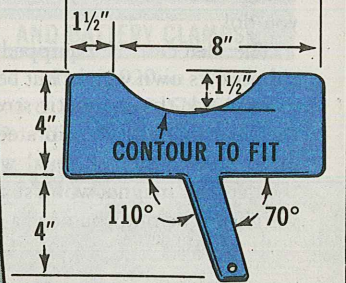
Dear Editor,

Setting the initial clearance for the brake linings on the CH-47 can be a chore when you have to fumble around with small shims.

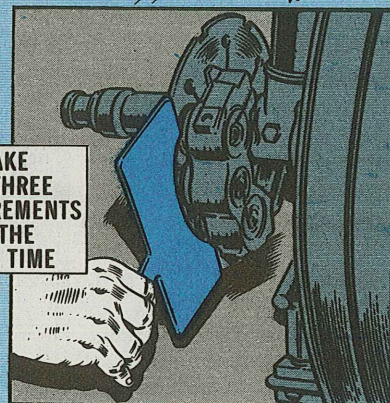
Course, the shims go between each lining and the brake disc to reset the grips inside the piston assembly.

Well—we came up with a contoured tool, made from 0.040-in aluminum stock, to make all 3 measurements at the same time . . . saves time and elbow grease.

Paul L. Paitsel
Charles S. Bryan
Ft. Eustis, VA



MAKE ALL THREE MEASUREMENTS AT THE SAME TIME



(Ed Note—Good show! The head shed (AVSCOM) recommends use of the tool.)

NEEDS LEGS TO STAND ON

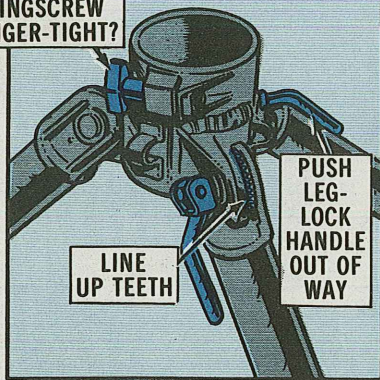
Your AN/PPS-5() radar set sticks its neck out for you. Least you can do is to make sure it's got a leg to stand on.

Before setting up the tripod, spread the legs a little to remove the MX-7565() tripod column assembly components. If you don't you'll have trouble getting out the waveguide horn, telescope and ground pins. You might damage these items if you bang them around to get them out.

When you're tightening the collar's wingscrew, easy with the big tools. Finger-tight is all that's needed. Too much twisting of the wingscrew can strip the threads.

After you've spread your set's legs, make sure the teeth are lined up for a

WINGSCREW FINGER-TIGHT?



LINE UP TEETH

PUSH LEG-LOCK HANDLE OUT OF WAY

good grip before you tighten the leg locks. If you mismatch the teeth you can chip 'em and cause 'em to lose their grip. This'll ruin rivets, too.

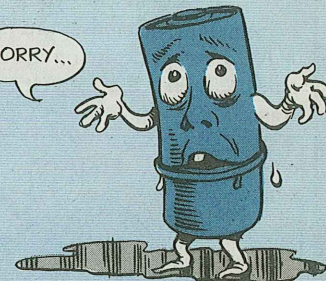
With the leg lock snuggled up, push the handle out of the way to keep it from getting bent or broken.

OK, NOW FINISH UP BY ANCHORING THE TRIPOD LEGS TO THE GROUND WITH GROUND PINS, SANDBAGS OR OTHER HEAVY OBJECTS!



LEAKY BA-1568/U IS LOUSY

SORRY...



A leaky BA-1568/U battery can bite the bite on your AN/PRC-90 radio set.

And, when you need that emergency locator transceiver the most, a bad battery you can do without.

So, take out the BA-1568 and eye the terminal ends for signs of liquid. If

EYE BA-1568 TERMINAL ENDS . . .



LIQUID? TURN IT IN

there's liquid, it's leaky.

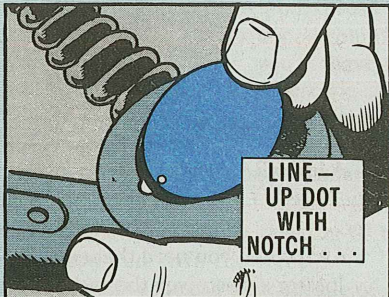
Turn the battery in and get another one.

If it's not leaky but it has white crystals on it, wipe the battery clean and put 'er back in your radio set.

LINE UP DOT AND NOTCH

Putting the de-icing screen or moisture shield in your TA-312 telephone set's handset can be a snap.

Just line up the dot on the screen or shield with the notch on the transmitter cap.



Install the screen by pressing evenly around the rim. This'll seat it firmly in the outside slot around the face of the transmitter cap.



If you use a screwdriver or knife to press in the screen, be careful not to cut or damage the screen. When the screen's no longer needed, store it between the carrying case and the side of your TA-312 housing opposite the BZ-23 buzzer.

REPEAT--
THE BRITISH ARE
ON THE HIGH ROAD!



GET RID OF FILM FLAKES

Flakey film can flub up your AN/PPP-1 projector set at movie showtime.

So, clean the aperture and pressure plates before and after using your projector.

When the shuttle teeth bite the film, bits gang up between the plates.

It's bad enough what dirt does to the film—scratches and marks—but, that dirt and grit digs into the aperture and pressure plates.

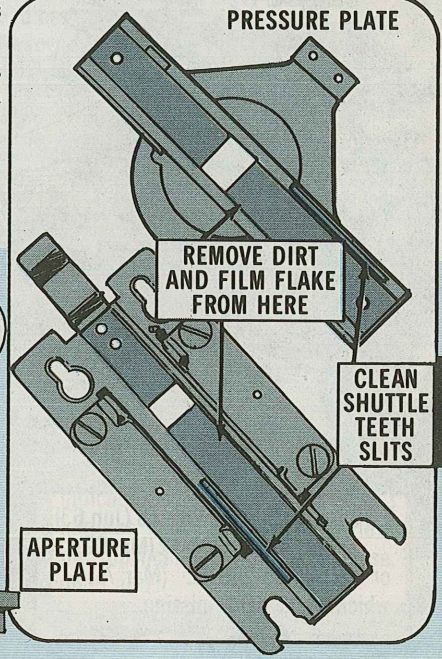
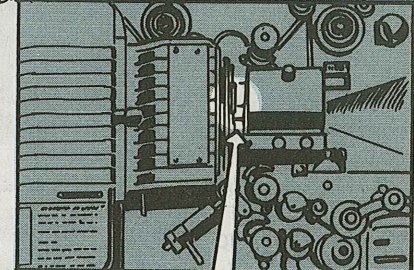
Before you know it the film sticks and gets damaged.

When you're taking out the plates, go gentle-like so you can keep from adding other woes, like bent plates.

First, turn the film gate lever.

Pull the pressure plate out.

Then, lift the aperture plate up and to the right.



AFTER CLEANING THE PLATES, INCLUDING THE SHUTTLE TEETH SLITS, REPLACE 'EM, AND YOUR PROJECTOR'S READY TO GO?



COMBAT SUPPORT



BE-YOUR-OWN-INSPECTOR . . .

THE

12-FOOT GRADERS

If you don't like inspection gig pains—

And if you want your Grand Ol' Grader to perk like it should when you reface a spillway or fix a range road shoulder—

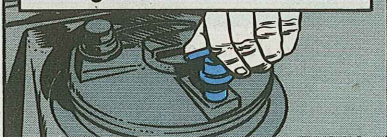
Get after those inspection points before the gig-pencil people ever get a crack at your road racker. Look for the things that'll lower your grader from an "A" to an "F". (Items in bold type deadline your rig:)

BEFORE WE TURN IT OVER TO YOUR TROOPS, GENERAL--

HOW ABOUT A LITTLE BYO! TOUR!

LET'S GO, MISS BONITA!

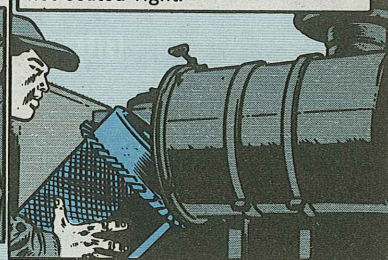
HYDRAULICS—Oil not visible in filler opening; filler cap damaged, missing.



FUEL TANK—Lines jammed, badly dented, leaking; cap or seal damaged, leaking. Fuel level low (fill 'er up at the end of the day to cut down on condensation). Fuel dirty.

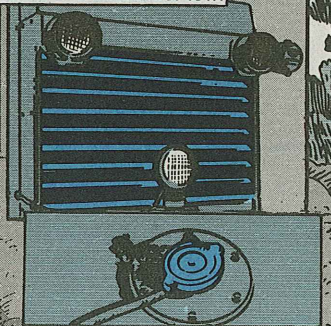


AIR CLEANER/PRECLEANER—Dirt or foreign matter blocking circulation; clamps loose; rain cover loose, missing; primary element clogged, not seated right.



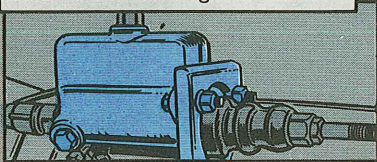
WHERE ARE THE HORSES?

RADIATOR—Grill dirty; hoses cracked, soft, loose; shell **corroded, damaged**; cap or seal damaged, loose. Coolant level low.

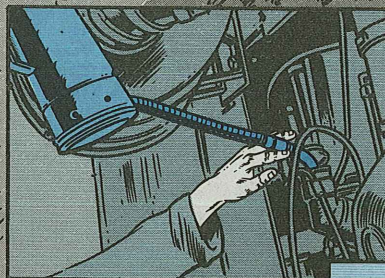
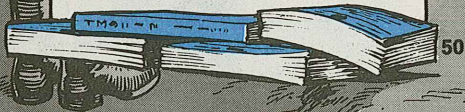


TIRES—Tread cut, excessively worn, **punctured**; pressure low (35 PSI)

BRAKE MASTER CYLINDER—Fittings **leaking**; hydraulic fluid level low. Housing damaged; mounting bolts bent or missing.



PUBS—TM 5-3805-209-15 (Jun 63)
... or TM 5-3805-237-12 (Mar 67) ...
or TM 5-3805-249-12 (Mar 71) ...
whichever's right, missing.



CRANKCASE—(Check hot and running.) Level low. You have a hot-check side on some dipsticks. If so, don't rush to add oil unless it's indicated. Then shut down, wait 3 minutes, and check the other side of the dipstick. If it's **FULL**, or close, don't add.

of of

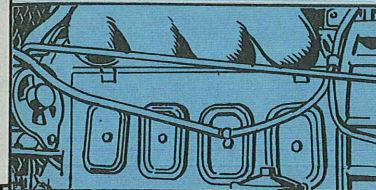
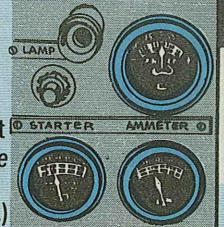
OPERATIONAL ONCE-OVER

There's a limit to what you can learn on a piece of cold iron. When you've gone thru the PM list, you still don't have the full story. So mount up, take a short bridle, and find out what your iron hoss can do while running.

Now get rolling, slowly. Shift levers, blade lift levers, circle reverse, scarifier, or leaning wheel controls not responding, jerky. Speed change checkout (run thru the TM sequence) not correct.

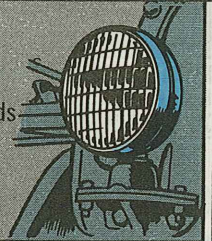
ENGINE—Starts hard, or won't start (*until it does, read no further*); misfires; belches black smoke. Stalls on slow speeds. Shakes too much. Power output too low.

INSTRUMENTS—Water temp, oil pressure, transmission oil, fuel pressure, or ammeter/charging indicator won't read in right ranges. (see tabulated data paras in your operator's manual.)



CONTROLS—(Try each in turn, while your beast stands still.) Sluggish, jerky, stiff. Lift/lean levers work hard.

LIGHTS—(Check by getting down and looking.) Floods front or rear out; glass cracked; weak output.



THE TM'S ARE IN SOME IN DECIPHERABLE FOREIGN TONGUE!

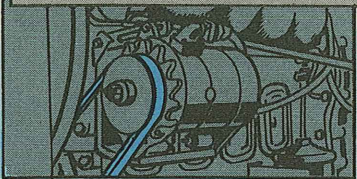


SORRY-- BUT WE'LL HAVE TO REJECT TH' GEAR--

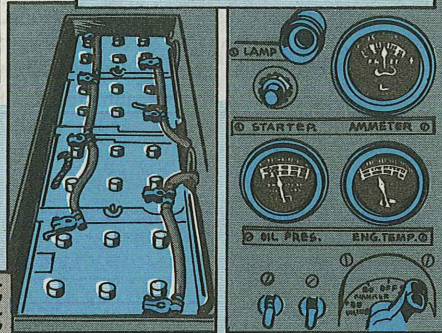
FILLER

REAR AXLE HOUSING—Breather crushed, clogged; support tank bent; line crushed, bent; breather nut loose, missing; oil level not to the top of the filler neck.

FAN BELTS—Worn, cracked, frayed (*turn belt upside down and inspect underside*); tension too high or low; belt stretching, slapping. (Deflection is 3/4-inch.)



CONTROLS, INSTRUMENTS—Knobs missing; handles bent, won't work smoothly. Cover glasses cracked, broken, missing. Moisture condensing on inner faces makes readings illegible.



BATTERIES—Electrolyte level low; caps broken, jammed, missing; terminals dirty, corroded. Hold-downs corroded, loose, broken. Battery case trashy. Cover plate bent, missing.

A FAN WITH A BELT?

ELECTROLYTE?

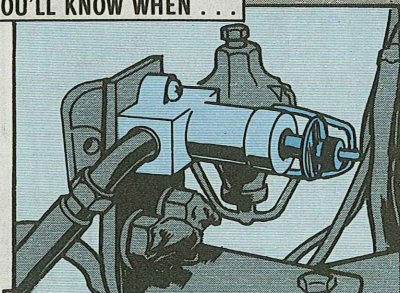
HMM

PS END

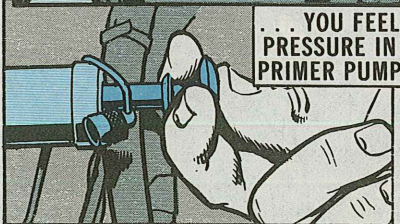
PRIMER PUMP POOP



PRIME SYSTEM UNTIL FUEL FILTER IS FILLED—YOU'LL KNOW WHEN . . .



... YOU FEEL PRESSURE IN PRIMER PUMP



Prime the fuel system until the fuel filter is filled with diesel and you don't see air bubbles around the vent plug. Para 3-9b of the TM 5-3805-239-12 (Jul 68) with changes has the word.

You can tell you've pumped in enough when you feel pressure in the primer pump. This'll be about 10 seconds after you start the finger pumping action.

Starting the engine when there's a shortage in the fuel system can freeze the fuel pump plunger and twist off the shaft.

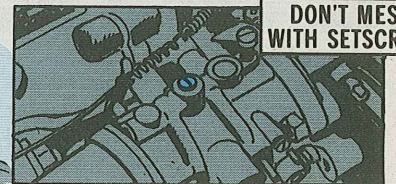
It also puts an unnecessary drain 'n' drag on the starter and the batteries!

CARBURETOR PRIMING COPOUT

An Ole Pro mechanic never takes the easy way out on a job. It's likely to add to his maintenance workload later.

F' rinstance he knows when to screw a setscrew and when not to.

You never touch the setscrew on the Tillotson carburetor to prime the fuel system on 10-20 HP gasoline engines.

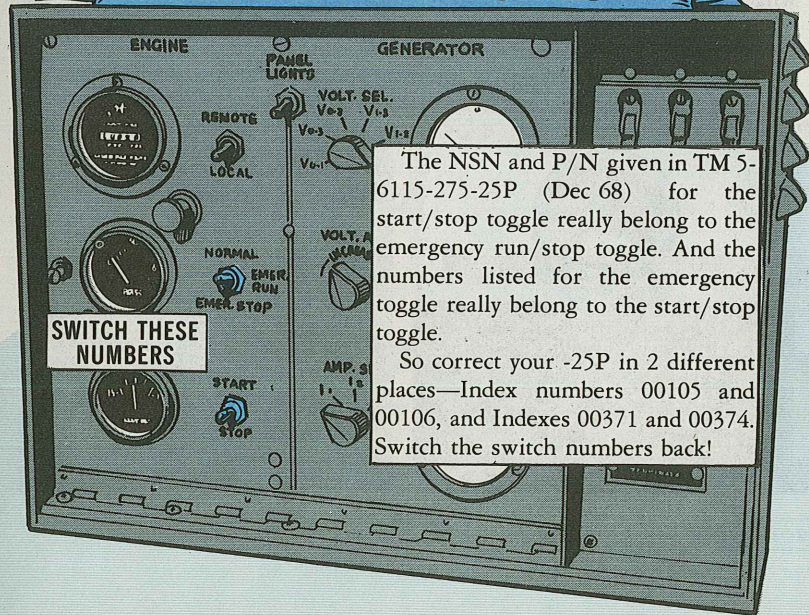


DON'T MESS WITH SETSCREW

The setscrew is a sealed plug for the high speed jet. Never mess around with it. You could damage or lose it. Worse yet, you could cause a fire or explosion when you hit the starter button.

10-KW GENERATORS . . .

SWITCH IN SWITCHES



The NSN and P/N given in TM 5-6115-275-25P (Dec 68) for the start/stop toggle really belong to the emergency run/stop toggle. And the numbers listed for the emergency toggle really belong to the start/stop toggle.

So correct your -25P in 2 different places—Index numbers 00105 and 00106, and Indexes 00371 and 00374. Switch the switch numbers back!

SWITCH THESE NUMBERS

TO FILL THE KIT

HERE'RE THE CONNECTIONS

Been looking high 'n' low for replacement connectors for your Electrical Connector Repair Tool Kit that's part of your No. 1 and No. 2 Common Tool Sets?

Truth is, you're the one who keeps the kit—NSN 5180-00-876-9336—refilled with connectors after initial issue.

SM 9-4-5935-S01 (May 62) has the parts story on the Bendix and Douglas Waterproof Electrical Connector Repair Kits when they're issued the first time around. It's up to you to restock the connectors as you use 'em.

So, refill the case with the type of connectors that you use to keep your rolling stock a-moving. Your equipment's parts manuals tell you which parts you need. Never try to re-order the entire kits; just order replacement items.

Here're the replacement parts and what they look like:

BENDIX KIT

BUSHING, RUBBER: 30 deg Cham; syn-ru, oil resistant, blk



| NSN | ID, in | Od, in | o/a lg, in |
|------------------|--------|--------|------------|
| 5365-00-641-8645 | 0.495 | 0.715 | 0.481 |
| 514-4455 | 0.620 | 1.057 | 0.717 |
| 514-4457 | 0.682 | 1.057 | 0.697 |
| 514-4454 | 0.745 | 1.057 | 0.633 |
| 514-4456 | 0.932 | 1.370 | 0.684 |

BUSHING, RUBBER: fldg; syn-ru



NSN 5365-00-772-2343



NSN 5365-00-772-2322 (8 holes)



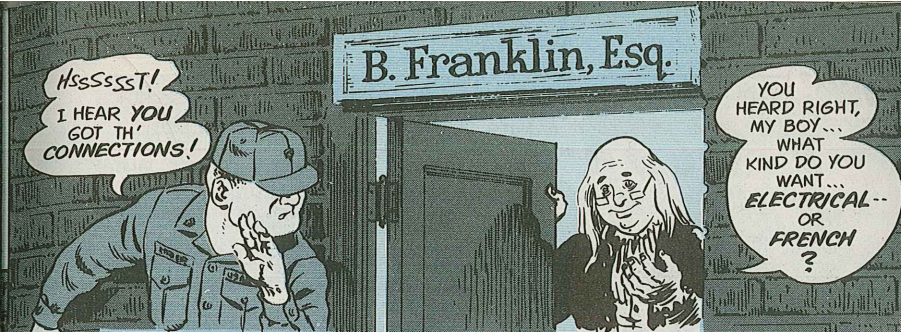
NSN 5365-00-772-2323 (6 holes)



NSN 5365-00-559-0283 (3 holes)



NSN 5365-00-090-5426 (12 holes)



CONNECTOR, ELECTRICAL: solder, beryllium cop; sil-pltd



NSN 5999-00-771-6523

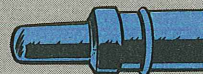


NSN 5999-00-771-6525



NSN 5999-00-771-6527

CONNECTOR, ELECTRICAL: solder, tellurium cop; sil-pltd



NSN 5999-00-368-4852



NSN 5999-00-771-6524



NSN 5999-00-771-6526

CONNECTOR, ELECTRICAL: solderless, beryllium cop; sil-pltd



NSN 5999-00-636-6876



NSN 5999-00-752-7648



NSN 5999-00-259-3143

CONNECTOR, ELECTRICAL: solderless, tellurium cop; sil-pltd



NSN 5999-00-752-7655



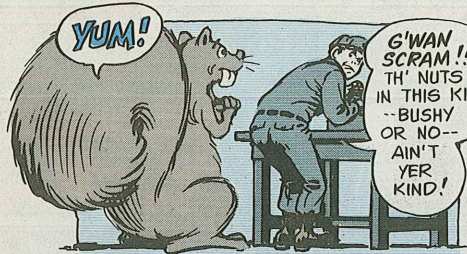
NSN 5999-00-752-7649



NSN 5999-00-752-7651



NSN 5999-00-491-8194



GASKET: sq, elec con, syn-ru; 1/32-in thk



| NSN | ID. in | Sq. in |
|------------------|--------|--------|
| 5330-00-593-6442 | 3/4 | 1 3/32 |
| 641-4338 | 7/8 | 1 1/16 |
| 543-6849 | 1 | 1 9/32 |
| 641-4336 | 1 1/8 | 1 5/8 |

RETAINER, PACKING: 30 deg-ck, al alloy, cd-pltd



| NSN | ID. in | Sq. in |
|------------------|--------|--------|
| 5330-00-514-4461 | 0.516 | 0.710 |
| 514-4460 | 0.641 | 1.052 |
| 514-4462 | 0.703 | 1.052 |
| 514-4459 | 0.766 | 1.052 |
| 514-4458 | 0.953 | 1.365 |

CONNECTOR, RUBBER: flgd, syn-ru



| NSN | ID. in | Sq. in |
|------------------|--------|--------|
| 5935-00-752-7630 | 0.3000 | 0.703 |

NUT, BUSHING, RETAINER, ELECTRICAL CONNECTOR: al, cd-pltd



5/8-24NEF-2 x 15/16
NSN 5935-00-333-3088

7/8-20NEF-2 x 15/16
NSN 5935-00-772-3307

1 1/4-18NEF-2 x 1
NSN 5935-00-333-9414

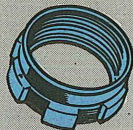
NUT, COUPLING, ELECTRICAL CONDUIT: hex, al, cp-chromate fin; 0.703-in o/a lg



3/4-in across flats
NSN 5975-00-697-6991

1.125-in across flats
NSN 5975-00-697-7769

NUT, COUPLING, ELECTRICAL CONDUIT: spanner coup; al, cd-pltd



1 3/8-18NEF-2 x 45/64-in o/a thk
NSN 5975-00-697-7860

1 3/4-18NEF-2 x 0.781 o/a thk
NSN 5975-00-771-6634

ALWAYS KEEP TABS ON THESE PARTS!
THEY'RE GREAT FOD CAUSERS!

WASHER, SPRING TENSION: crvd, S, cd-pltd



1/4 screw size; 4 leaves
NSN 5310-00-752-7639

1/2 screw size; 2 leaves
NSN 5310-00-752-7640

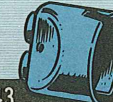
WASHER, SPRING TENSION: waved, S, cd-pltd



3/4 screw size
NSN 5310-00-595-7486

DOUGLAS KIT

SHIELD, CONNECTOR: (female) S, glvd parts for female assy of wtrprf Y type 3 cond conec



NSN 5935-00-201-8143

SHIELD, CONNECTOR: (female) S, glvd parts for male assy, wtrprf sngl cond conec



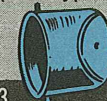
NSN 5935-00-768-7042

SHIELD, CONNECTOR: (male) S, glvd parts for female assy wtrprf sngl cond conec



NSN 5935-00-300-9909

SHIELD, CONNECTOR: (male) S, glvd parts for male assy wtrprf Y type 3 cond conec



NSN 5935-00-030-1563

FERRULE, ELECTRICAL CONDUCTOR: sn type, br, sil-pltd, 15 amp



NSN 5940-00-057-2930 (No. 12 AWG)

NSN 5940-00-057-2929 (No. 14 AWG)

NSN 5940-00-057-2931 (No. 16 AWG)

SPLICE, CONNECTOR: y type bz, sil pltd



NSN 5940-00-665-9563

BUSHING, CABLE: rub



NSN 5340-00-537-8780 (for 1 No. 12 AWG)

CUTTING OIL: 2-oz



NSN 9150-00-234-5198

BUSHING CABLE: rub



NSN 5975-00-614-9460 (for 2 No. 16 AWG)

BUSHING RUBBER:



NSN 5975-00-629-7273 (for 1 No. 14 AWG)

NSN 5975-00-614-9458 (for 2 No. 14 AWG)

EXTRA TOOLS?



Dear Half-Mast,
Some tools in the old General Mechanics Tool Kit are not included in the new SC 5180-90-CL-N26 (Sep 74).
What do we do with our extra tools? The current emphasis on tool accountability poses an awkward situation.

CW3 R. H. C.

Dear Mr. R. H. C.,
Turn 'em in to your Support Unit. Treat the tools as excess serviceable items and line them out if they're individually accounted for on a hand receipt.

Half-Mast

| | | | | | | | | | | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|--|--|--|
| CARGO: M125 | | | | | | | | | | | |
| A-13 | (97) | (98) | (99) | (100) | (101) | (102) | (103) | (104) | | | |
| TRUCK: 22 1/2 Ton, 8 x 8, M74 | | | | | | | | | | | |
| A-14 | (105) | (106) | (107) | (108) | (109) | (110) | (111) | (112) | | | |
| 1/4-Ton Truck Trk. Ut11, M151, 151A1, 151A2 W/106 R/R, M151A1C, M825 Trk Amb1, M178, 718A1 | | | | | | | | | | | |
| A-15 | (113) | (114) | (115) | (116) | (117) | (118) | (119) | (120) | | | |
| A-16 | (121) | (122) | (123) | (124) | (125) | (126) | (127) | (128) | | | |
| A-17 | | | | | | | | (136) | | | |

EXAMPLE OF A WRITE-IN

UPDATE YOUR PINPOINT

Your pinpoint orders for Army technical pubs on the DA Form 12-series may not be up to date if your outfit does not have some "write-in" items. They are for new equipment that's not printed on the forms.

You can see the write-in items listed in the St. Louis Army AG Publications Center bulletin occasionally. Or, you can get a list by writing to US Army AG Pub Center, 1655 Woodson Rd, St. Louis, MO 63114.

DA FORM 12-38
1 FEB 74

ON TEST GEAR— POSTERS AND PAMPHLETS



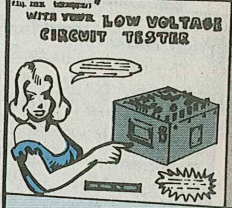
"TMDE." Sounds like some kind of gobbledegook that's no concern of yours, right?

Wrong, buddy. TMDE means "Test, Measurement and Diagnostic Equipment," and it's what the Army gives you to save your time and save Uncle a lot of bucks.

"TMDE" items can be as simple as a battery tester or as complicated as a low-voltage-circuit tester.

There's a fine set of posters/and an Army pamphlet out on test gear. Included in them are basic TMDE items you can use just about every day. They're used mainly on automotive equipment.

You can order copies on DA Form 17. Send the form to the Army AG Publications Center, 2800 Eastern Blvd., Baltimore, MD, 21220. Be sure to note how many of each you need.



DA Poster Title

- 750-50 Low-Voltage-Circuit Tester
- 750-51 Spark Plug Cleaner/Tester
- 750-52 Antifreeze/Battery Tester
- 750-53 TS-352B/U Multimeter
- 750-54 AN/PSM-13 Dry Battery Tester
- 750-55 AN/URM-105 Multimeter
- 750-56 Vacuum Gage
- 750-57 Timing Light
- 750-58 Tach-Dwell Test Set
- 750-59 Compression Gage

DA Pamphlet 750-22 (Nov 73), Troubleshooting Equipment in Combat Units, also is available through a DA Form 17. It includes all the equipment on the series of posters.

FOR DD 314'S

SYSTEMATICALLY SPEAKING

Dear MSG Half-Mast,
The note in para 3-3b(3) of TM 38-750 says for items listed in Appendix C that are reported in a system configuration (e.g., GM system, Sergeant), a DD Form 314 will be kept on individual components and end items of the system. A DD 314 will also be kept on the overall system for NORS/NORM time.

Our inspector says that note means we need a system DD 314 for vehicles listed in Appendix C that have mounted radios.

Appendix C only identifies missile systems as reportable in a system configuration. What goes?

SSG C. L. P.

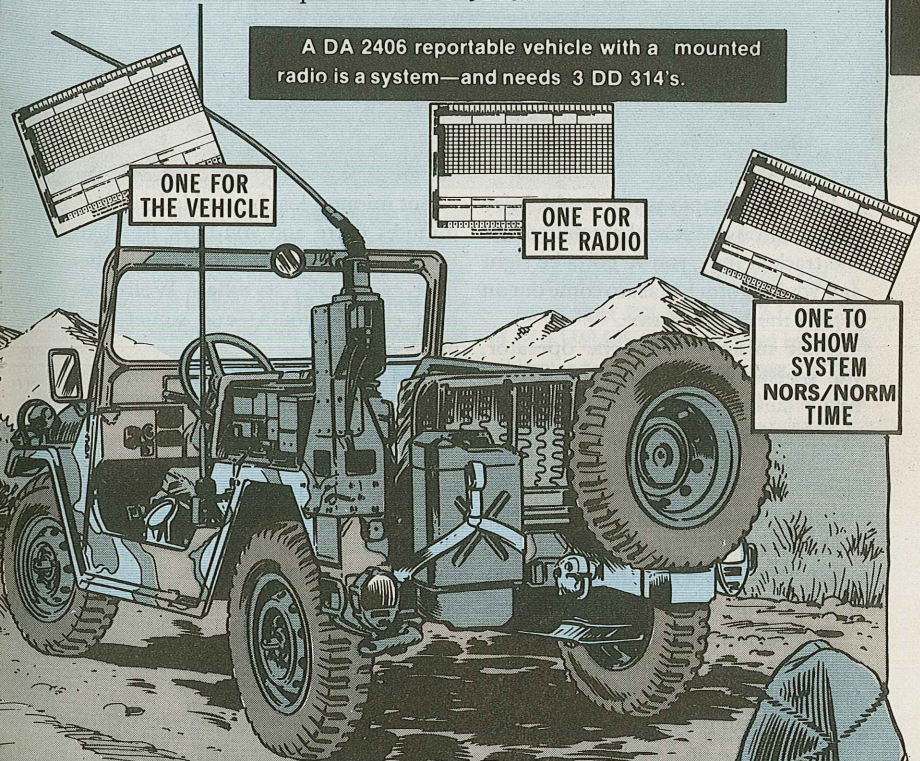
Dear SSG C. L. P.,

System reporting covers more than just missile systems. When the example first came out in TM 38-750, the system idea was new and missile systems covered it.

NOW...
SYSTEM
REPORTING
IS THE KEY
TO
READINESS
RECORDS!

Paras 3-6b(6)(j), (k), (l) and (o) define a system and give better examples for the DA 2406 and DD 314. Separately authorized or issued items that depend on each other to work to the max, become systems for the unit and materiel readiness reports—and DD 314's.

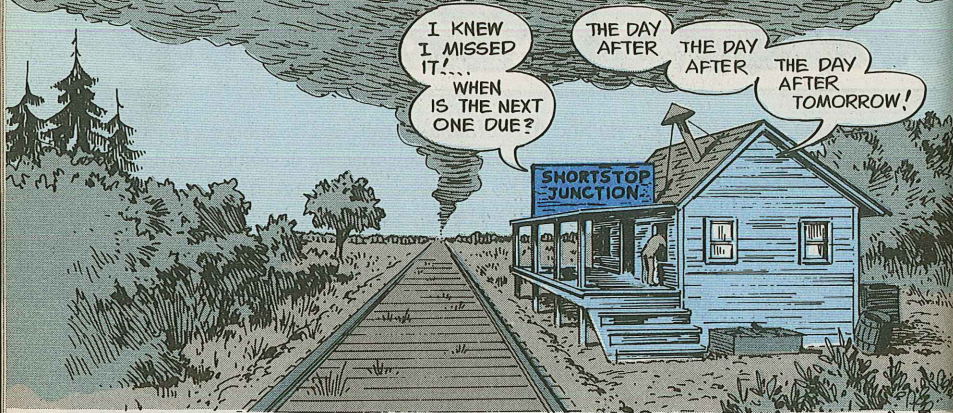
A DA 2406 reportable vehicle with a mounted radio is a system—and needs 3 DD 314's.



Depending on whether the radio is listed in Appendix C, you could have a vehicle or commo system. If the radio does show up in Appendix C, you've got a commo system. If the radio is not listed, it's a vehicle system with a radio subsystem.



TIME YOUR SUPPLY REQUEST



Like a championship double-play combination or a racer barreling down the track at Indy, you've gotta be right and you've gotta be fast to come out on top of the supply game.

That means YOU—the operator, the mechanic, the supply specialist. Make sure you're right: right item, right stock or part number, right info... and get it to the next person—right now!

Minutes wasted getting a request in could mean losing a whole day, even a whole weekend before the forms make it to a computer.

The supply computers your support feeds have their own working hours (called cycles). Depending on how much the computers can handle, they could run 1, 2 or 3 cycles daily.

If you time your request right—and support times it right—your request flows through the system fast.

But minutes lost here added to a few minutes there and you blow it! That request goes in just too late for the next cycle. OK, so what? Well, the next cycle is hours—and sometimes days—away.

And you pay for that lost time in extra paperwork and equipment downtime.

Find out from support the best time to get your requests in every day to meet the computer cycles. Then, pass the word in your unit to everybody concerned with supply.



NSM for Connector

Needing a M-221 terminal board for your DR-8 cable reel? Use NSN 5940-00-164-8112, which is authorized by Appendix A of CTA 50-970 (Jul 74).

Hand Tool Sales

Before you get too far down the line with the cash sale of hand tools, call your message center. There's a new Department of Army message out, DACA-FALS 131926Z May 76 that rescinds those earlier messages. The new message okays cash payments directly to the SSSC instead of Finance.

Forget JB JC 15-17

If you received TB TC 15-17, In-Service Testing of Engine Lubricating Oil, trashcan it. It's being rescinded. For the word on checking out engine oil, non-aeronautical equipment, see TB 43-0210. Aircraft types follow the dope in TB 55-6650-300-15.

Refueling Info

The latest word on closed-circuit refueling, defueling, grounding, and other POL operations is hot off the press. Fuel handlers should eyeball a copy of FM 10-68 (Dec 75), Aircraft Refueling. Read it now.

☆U.S. GOVERNMENT PRINTING OFFICE: 1976 - 657-631/13

JM 38-750 Change

Before you transfer equipment that has a logbook to the property disposal office or salvage, get DA message DALO-SMM-F 081535Z (Apr 76). The DA Form 2408-9 (NMP copy) listed in para 4-20a(3) (b) of TM 38-750 now goes to USAMMC, Lexington, KY 40511, instead of the appropriate commodity command. Use the instructions in para 4-9d(1) for that copy.

Chaparral Compressor Oil

Forget about that bit in Table 3-1, page 3-21 of TM 9-1440-585-10 (Sep 74) about keeping the oil level in the air compressor above the "ADD" mark on the dipstick. There is no "ADD" mark.

Check the level daily. If it's low, bring it up to the full mark, like it says in LO 9-1440-585-12. Never overfill. Fig 3-1, page 3-4 of the TM has the straight story. The LO is being changed to require a new oil for the compressor, BMS 3-7A. It replaces O1A. NSN 9150-00-753-4667 gets a quart can.

Tarps? Maybe Not

You may not be able to get replacement tarps and cab covers for your vehicles. It depends on your own local command policy. Tarps are now "discretionary items," authorized by CTA 50-915. That's the word in para 4-59f, AR 310-34 (Feb 75), Equipment Authorization Policies And Criteria, And Common Tables of Allowances.

Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

HAPPINESS is...

a REPAIR PART
when you need it!



HERE'S
THE KEG O'
HORSESHOE
NAILS YOU
ORDERED,
SMITH!

HEY, GREAT!

NOW THE
GENERAL'S HORSE
GETS HIS SHOE...
AND THE BATTLE
CAN BE WON!

?

- To be SURE—
- ★ Use the Parts Manual.
 - ★ Check NSN against the AMDF Microfiche.
 - ★ Doublecheck your Form 2765 for errors.
 - ★ Hand your request to DS NOW!