

Issue 535

PS

June
1997

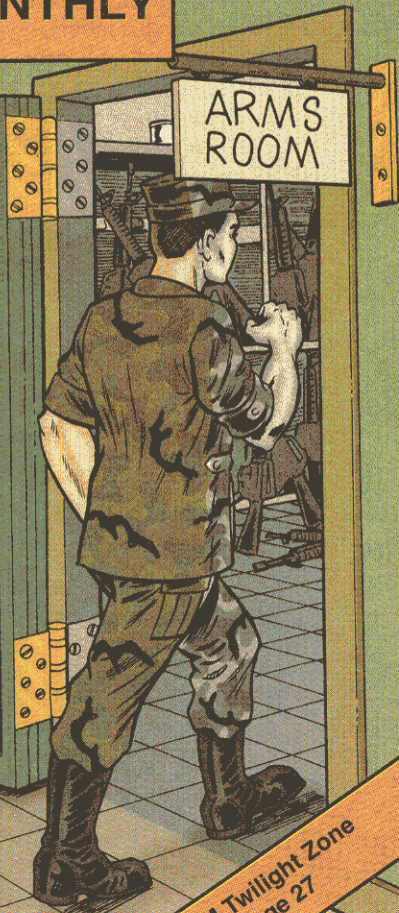
THE
PREVENTIVE
MAINTENANCE
MONTHLY

TB 43-PS-535



THERE'S AN
AREA THAT LIES BETWEEN
THE PIT OF MAN'S FEARS AND
THE SUMMIT OF HIS KNOWLEDGE.
IT IS AN AREA THAT WE CALL
**THE PM TWILIGHT
ZONE.**

Approved for Public Release;
Distribution is Unlimited



Enter the PM Twilight Zone
... See Page 27

Tell It All!

Some soldiers think that filling out forms and keeping records are a waste of time. Don't believe it!

The forms you fill out and the records you keep for your equipment are far more important than you might think.

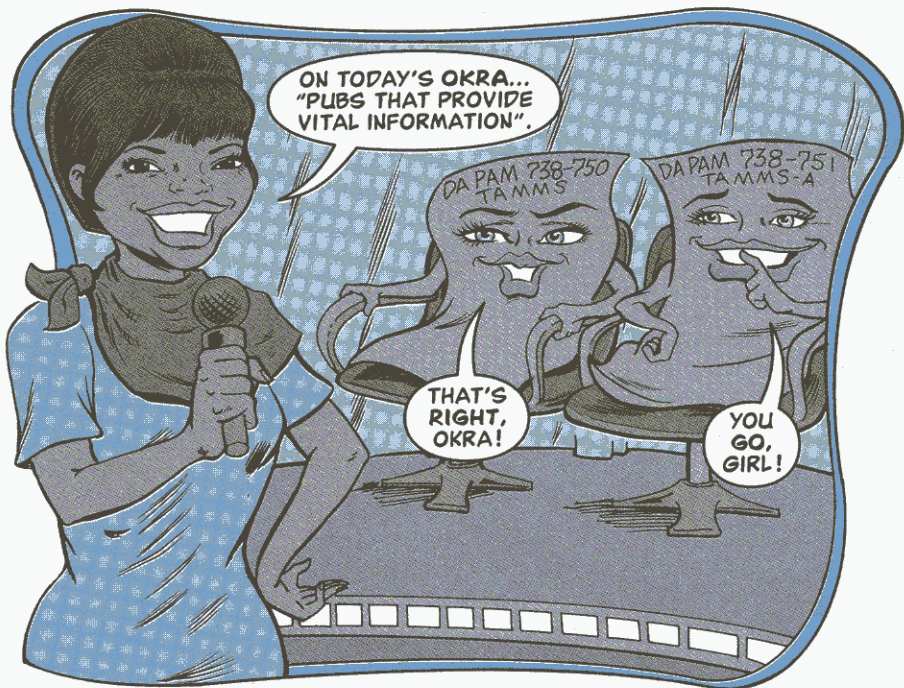
They provide vital information that can come only from **you**.

Only **you** know what your equipment will really do—instead of what it's supposed to do.

The information you feed into the Army's maintenance management system under DA Pams 738-750 and 738-751 tells your commanders all the way up the line how ready your equipment is.

It also gives the equipment designers and analysts real field information to use in improving your equipment.

So, next time you get frustrated filling out forms and keeping records, remember what it's all about—better readiness and better equipment.



PS

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-535, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all soldiers assigned to combat and combat support units and all soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user.

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You are invited to send PS your ideas for improving maintenance procedures, questions on maintenance and supply problems, and questions or comments on material published in PS. Just write to:

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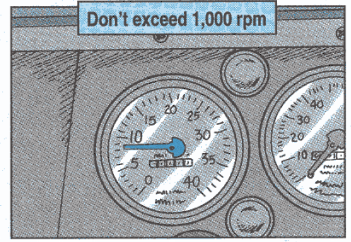
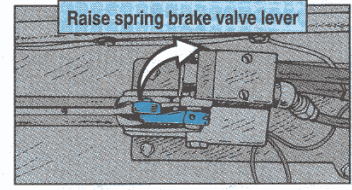
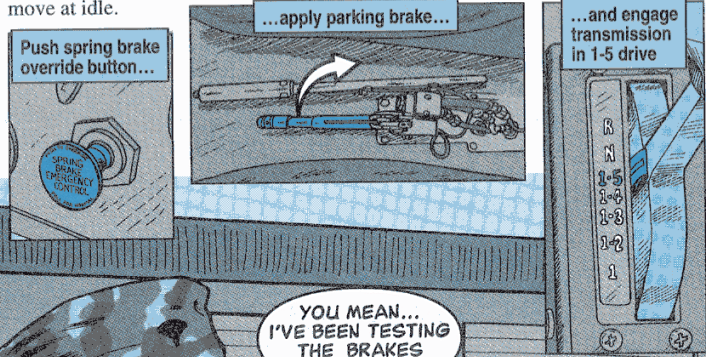
The REAL Brake Test

It's a better than even bet, drivers, that you don't correctly test your brakes **before** you move out, even if you try.

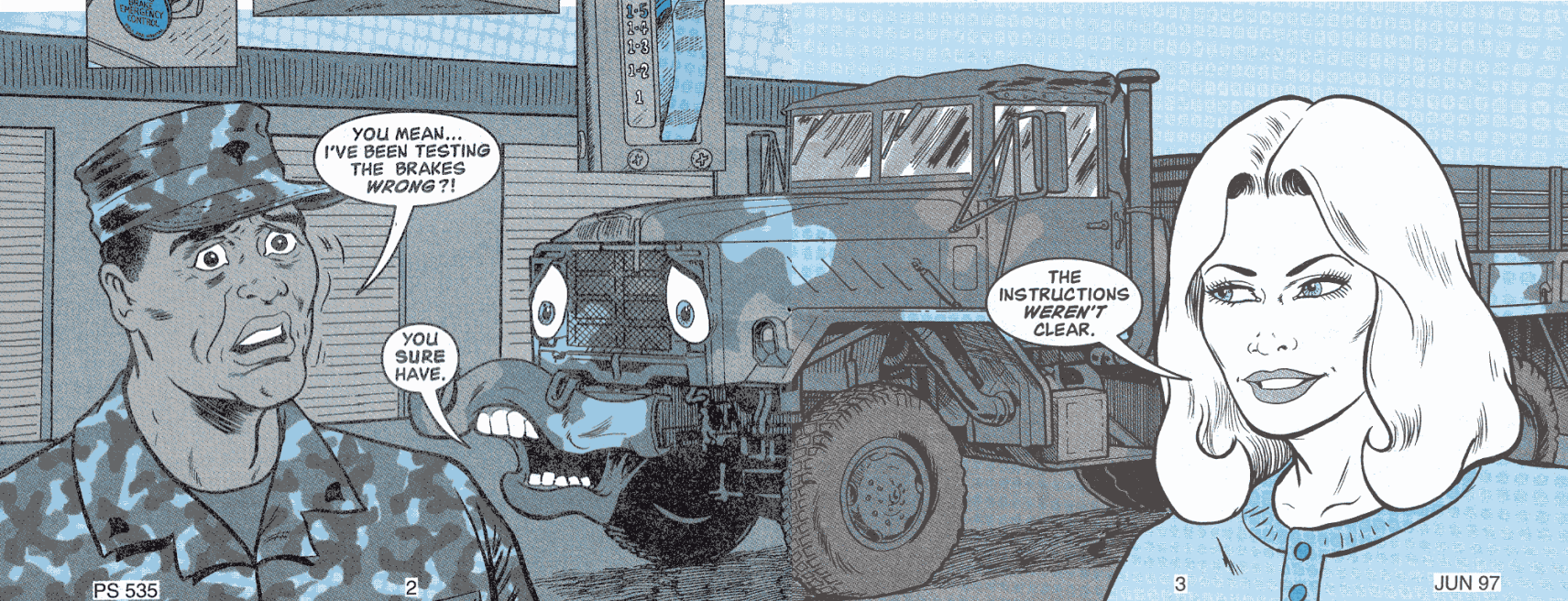
You don't make a good test because your TM is not clear on how to do it.

Paragraphs 12n and 12o in the -10's PMCS ask you to determine the parking brake's and spring brake's ability to hold the vehicle. Here's how to do it:

For the parking brake, push the spring brake override button on the dash, apply the parking brake and engage the transmission in 1-5 drive. The truck shouldn't move at idle.



Do not raise the parking brake lever to test the spring brake. Otherwise, you've just tested the parking brake again.

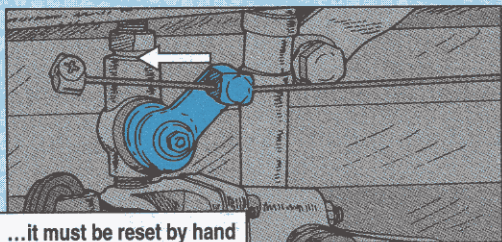
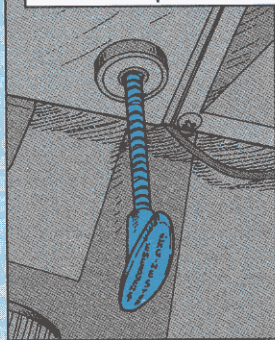


Reset STOP Lever by Hand



Operators, once the EMERGENCY ENGINE STOP lever is pulled on your M939-series truck, you won't be able to restart it until your mechanic raises the hood and resets the fuel cutoff valve by hand like it says on Page 3-96 of TM 9-2320-272-20-1.

Once EMERGENCY ENGINE STOP lever is pulled...



Some drivers think they can reset it themselves by simply pushing in the EMERGENCY ENGINE STOP lever. Then they keep cranking an engine that won't start. That drains the batteries and can burn up the starter.

Remember that the EMERGENCY ENGINE STOP lever is for **emergencies only**. Use both the battery ON/OFF switch and the START/RUN/OFF switch to shut down the engine under normal conditions.

Then, if you **have** to use the lever, call your mechanic to reset it before trying to start the engine again.

HMMWV ...

Care for the Power Stud

Yep, even the power stud needs tender, loving care—if you want the electricity to flow between the batteries and the starter on your HMMWV.

The power stud is the connector between the batteries' positive cables and the starter cable. It passes through the battery box to the driveline tunnel.

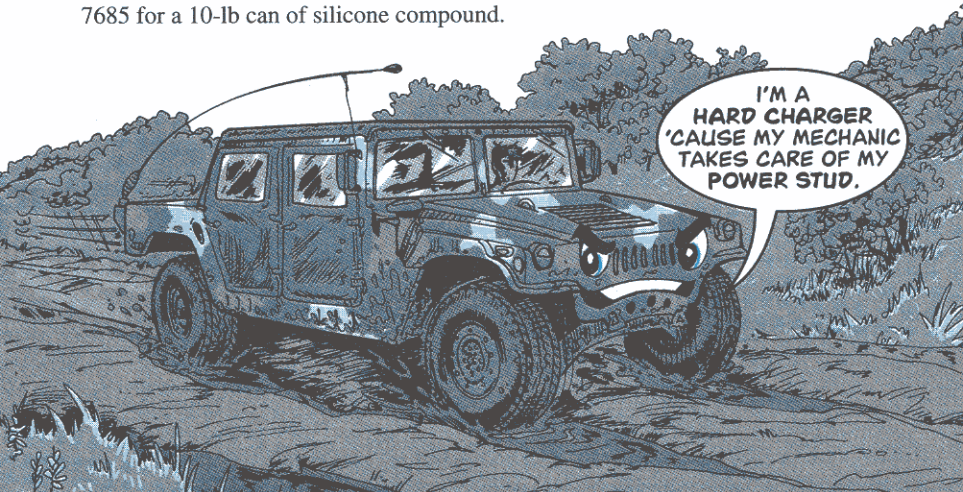
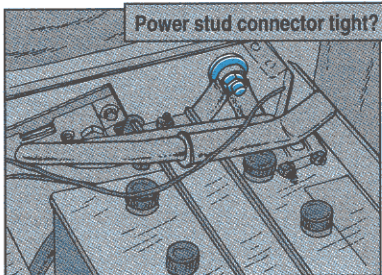
And that can be a problem, because there is no specific check for the stud during a driver's PMCS.

Since the power stud is exposed to all the elements you drive over and through, it may have lost its silicone protection. It can then corrode, making a poor connection. If it does, you won't go anywhere. There'll be no power for starting.

So what can you do to keep juice flowing to your truck's starter? Make sure that the power stud connections are tight and that all exposed metal parts, both in the battery box and in the driveline tunnel, are coated completely with silicone compound.

If the connections are loose or exposed, get a mechanic on the job. He'll check out Pages 4-122 and 4-123 of TM 9-2320-280-20-2.

He'll also use NSN 6850-00-880-7616 for an 8-oz tube or NSN 6850-00-295-7685 for a 10-lb can of silicone compound.



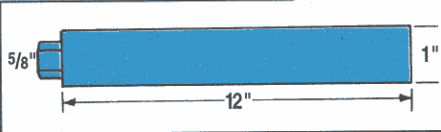
TKO Stuck Dowels

There's no need to throw in the towel when you're doing battle with stuck axle dowels on HEMTT rear axles.

Make a simple tool to easily pop out the dowels and save heavy hammer damage to the studs.

The tool is a 12-in piece of 1-in bar stock with a 5/8-in hex nut welded on one end. Any bar stock will do and you can use one of the axle nuts, NSN 5310-01-061-4476.

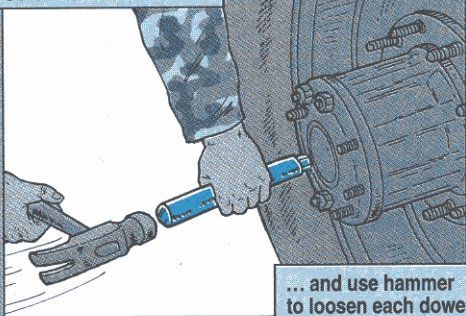
5/8 NF nut welded to 1" bar stock



Instead of tap-tap-tapping on the axle stub to loosen the dowels (which often ends up as bang-bang-banging on the studs and everything else in the way), you just screw the tool onto each stud until it bottoms out against the axle stub.

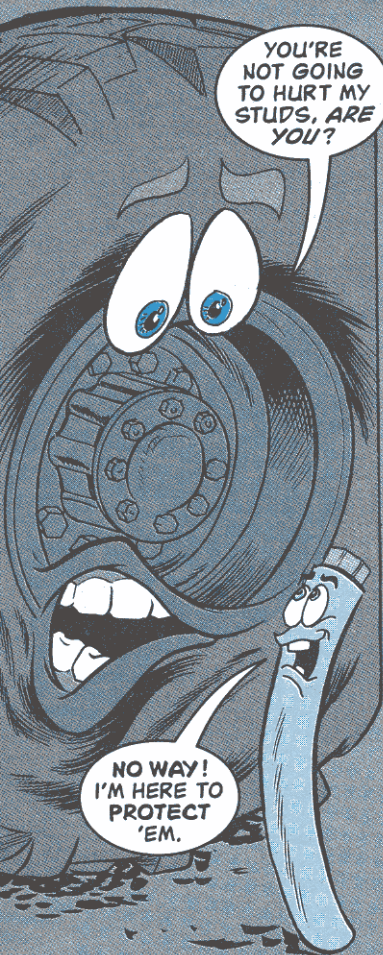
Then you hit the end of the tool with your hammer to loosen each dowel separately.

Screw tool onto stud...

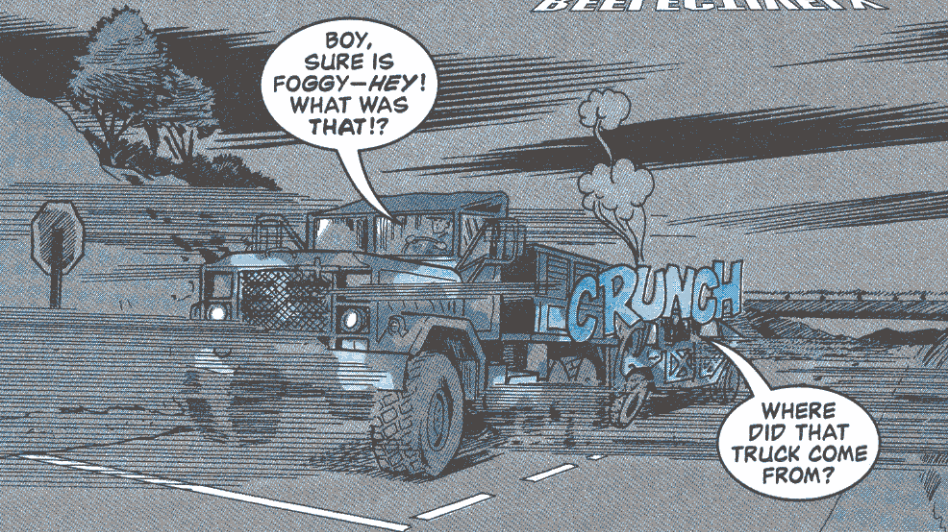


... and use hammer to loosen each dowel

You save parts damage, NMC downtime and a whole bunch of non-constructive effort (sweat).



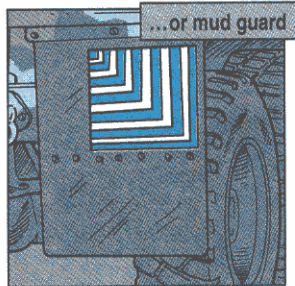
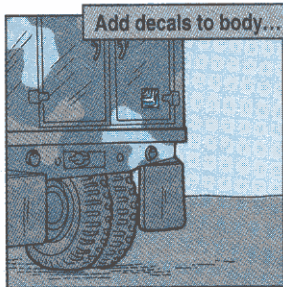
COVER YOUR REAR, REFLECTIVELY



Too many Army vehicles are rear-ended by drivers who say they never saw the vehicle in front of them until it was too late.

If your commander approves, you can add reflective decals (just like those you find on Army vehicles in Europe) to your over-the-road vehicles, and cut down on the likelihood of rear-end collisions.

The decals are offered in two sizes: 77/8 x 77/8 inches and 153/4 x 153/4 inches. They are peel-PS 535



and-mount decals, so surfaces must be clean before the decals are applied.

This material is available only from the manufacturer, 3M. Try your local dealer or call (800) 553-1380, Ext 5, for ordering and pricing information.

In the U.S., state the size you want and the quantity. In Europe, you may use part number DR-9999-3270-7 for the smaller size decal and part number DR-9999-3311-9 for the larger size.

Behold... the **DIPSTICK!**

PERHAPS NOTHING IS MORE MISUNDERSTOOD OR GIVEN LESS ATTENTION IN PREVENTIVE MAINTENANCE THAN ME, THE LOWLY DIPSTICK.

BUT NOTHING IS MORE IMPORTANT TO THE MECHANICAL WELFARE OF YOUR VEHICLE THAN CORRECT FLUID LEVELS IN THE ENGINE, TRANSMISSION, AND HYDRAULIC RESERVOIRS.



Using the dipstick, you can control the level of oil or hydraulic fluid that is the life blood of your vehicle. Too much fluid blows seals. Too little lets friction burn out moving parts.

So why is the dipstick so misunderstood? For one reason, there's no universal way to "read" a dipstick. That's because there's no universal dipstick.

Some components must have their fluid levels checked when the fluid is hot (at operating temperature). Their dipsticks are marked for hot fluid levels.

Other components specify that checks be made with the fluid cold (before any operation). Their dipsticks are marked for cold fluid levels.

Some dipsticks even measure both! There is more than one mark on a dipstick. You might find a combination of marks on a single dipstick—a FULL mark, a one-quarter-low mark, a cross-hatched area that identifies the "safe to operate" level, an ADD mark, a HOT mark, a COLD mark and others.

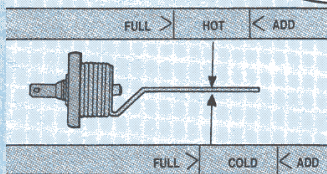
Because there are multiple marks on a dipstick, you need guides to interpret the marks. Those guides are the lubrication order (LO) and PMCS for your vehicle. The guides do not work on just any vehicle, just like that dipstick does not work on just any vehicle.

Learn what dipstick marks mean from the guides, and then follow the information.

That way, you'll know if you need to make a hot check instead of a cold check. You'll know where the FULL mark is, or where the SAFE TO OPERATE mark is. You'll prevent blown seals or burned-out parts.

CHECK OUT THESE DIPSTICKS. WE'RE ALL DIFFERENT.

M939 power steering



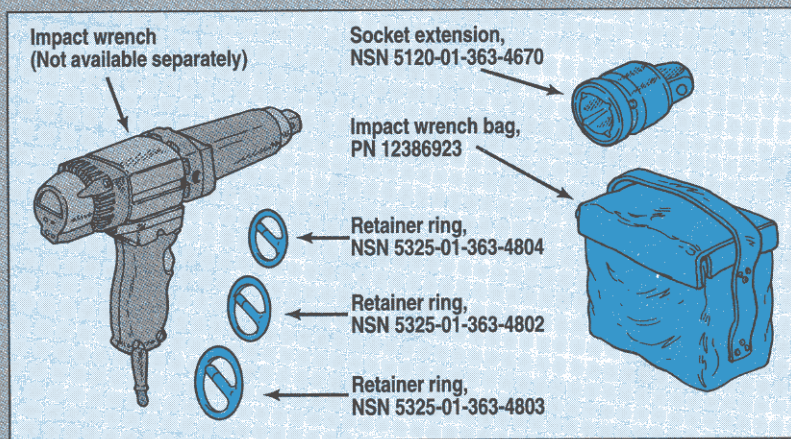
Impact Wrench Kit



Search as hard as you want, crewmen, but you're not going to find a list of components for your M1/IPM1 tank's electric impact wrench kit, NSN 5130-01-363-0964, in the TMs.

The kit itself is listed in Appendix B of TM 9-2350-255-10-2, but there's no component breakdown.

Your search is over. Here are the components of the kit:



You'll find the components listed in the -24P-1 TM after it's updated.

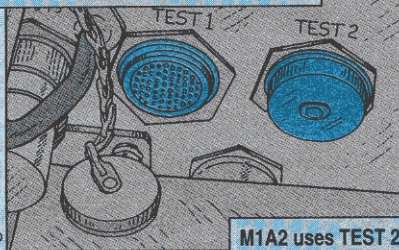
TEST 1 or TEST 2?

SELECTING THE RIGHT HOOKUP FOR THE MILES POWER CABLE DEPENDS ON WHICH M1-SERIES TANK YOU HAVE.



If you've got an M1, IPM1 or M1A1 tank, hook up to the TEST 1 receptacle on the turret networks box. The power cable fits TEST 2, but will burn up the fire inhibit circuit when the gunner's triggers are pressed.

Use TEST 1 for M1, IPM1 and M1A1



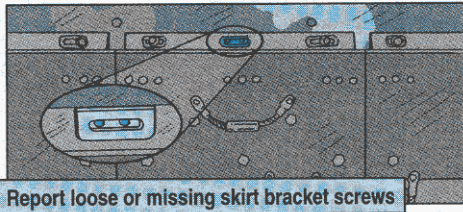
TEST 2 is the receptacle to use for the M1A2. Hookup to TEST 1 will burn out the fire control electronic unit when the gunner's triggers are pressed.

Got a Screw Loose?

Crewmen, each skirt bracket on your Bradley is held in place with three screws, NSN 5305-00-724-7222. One missing screw shouldn't be a big deal, right?

Wrong.

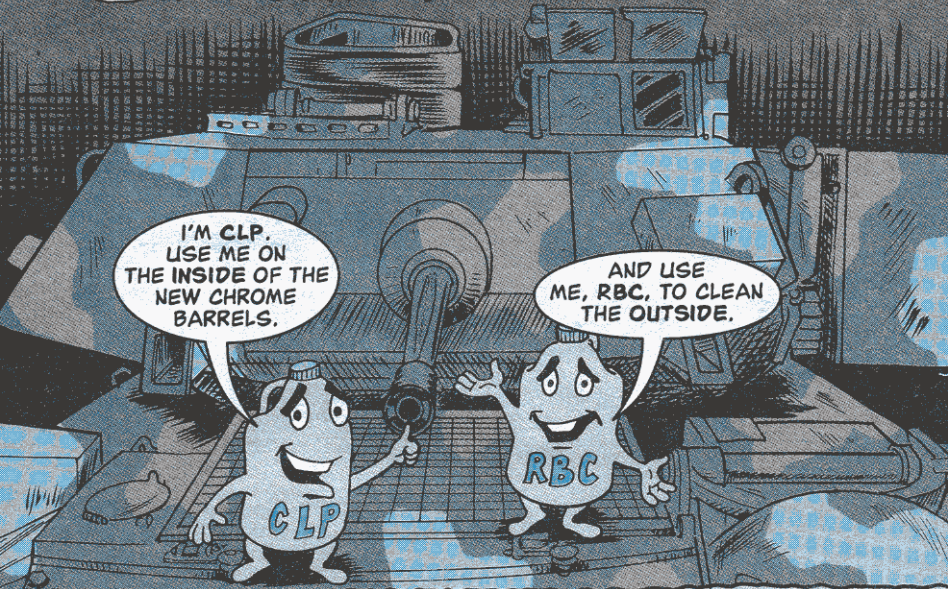
Those skirts are **very** heavy. If one bracket screw vibrates loose, it puts even more pressure on the remaining two. Pretty soon, you're left with no screws and a missing skirt.



Eyeball the skirt bracket screws before and after every operation. If any are loose, tell your mechanic before they turn up missing.

He'll replace loose screws and torque 'em to 151-166 lb-ft.

Barrels of M242 PM

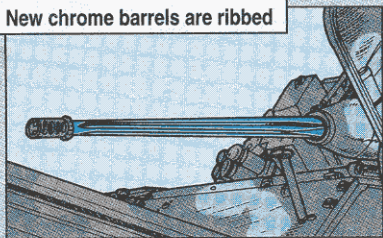


The new chrome-lined barrels on M242 automatic guns require different treatment than old barrels. (Chrome barrels are ribbed instead of round.)

Clean and lube chrome barrels the same way you did the old ones, **except** on the inside. Use CLP on the bore instead of RBC. Continue to use RBC on the barrel's exterior.

Don't expect the bore to gleam, even after a thorough cleaning. The bore will show a number of colors—black, gray, dark brown and copper—after firing and they're all OK.

New chrome barrels are ribbed



Gauging Gauge Wear

One other thing: since there is no requirement to track how often the M242 barrel erosion gauge is used, ACALA recommends that units replace the gauge every four years to ensure accurate readings. Order a new gauge with NSN 5210-01-329-4860.

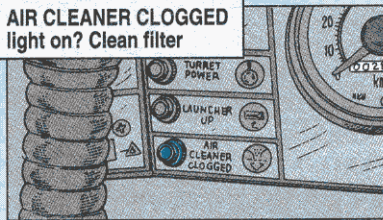
Keep Air Filters Clean and Dry

It's a fact of life, crewmen. Operate your Bradley long enough and its air filters are going to get dirty.

It's up to you to keep them from getting **too** dirty, though. That means cleaning and replacing the filters according to the PMCS schedules.

Since dust and dirt don't pay attention to schedules, watch engine performance and keep an eye on the AIR CLEANER CLOGGED light between cleanings.

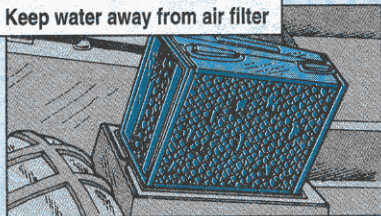
AIR CLEANER CLOGGED
light on? Clean filter



If your vehicle starts blowing too much black smoke, or if engine power starts lagging, a clogged V-pack element is the most likely culprit. Clean it.

A second filter killer is water—especially water from high pressure hoses.

Keep water away from air filter



Always keep water away from the filter when washing your vehicle. Check the air box afterwards, just in case. A damp filter should be air dried before you use the vehicle.



DRIP PAN PLAN

AT TIMES LIKE THIS, I WISH WE HAD ROOM FOR AN OILPAN.

HERE'S AN IDEA THAT MIGHT INTEREST YOU.

Dear Editor,

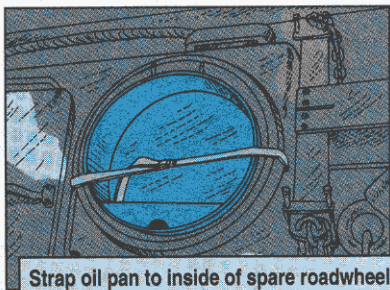
With EPA regulations getting tighter every year, we've found it's a good idea to keep an oil drip pan with our M88A1 at all times—especially when we're in the field. The problem is, it usually gets crushed or lost by the time we need it.

I've found that a round drip pan, NSN 4910-00-287-2944, fits nicely inside one of the spare roadwheels on the side of the vehicle. A cargo strap, NSN 7320-01-043-8467, holds the drip pan firmly in place.

To get a perfect fit, you may need to grind off a little of each of the two ribs on the side of the drip pan.

Be sure to dispose of any collected oil in an approved container, and wipe out the pan before securing it back in the roadwheel. That keeps excess oil from running onto the fender.

SGT Michael S. Betty
OMS 1, IDARNG
Lewiston, ID



Strap oil pan to inside of spare roadwheel

FROM THE DESK OF THE Editor 

You've really cleaned up with that solution! Good work!

WATCH OUT FOR WASHOUT

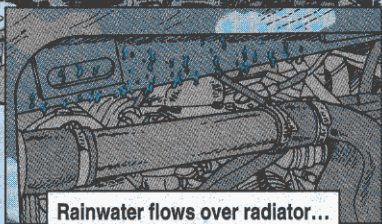


RAINNY DAYS
AND MONDAYS
ALWAYS GET
ME DOWN!

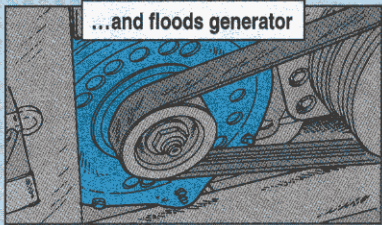
Crewmen, your M113A3 personnel carrier doesn't like rain.

It drips into the engine compartment, flows over the radiator and heads straight for the generator. Unfortunately, the generator catches nearly every drop of water. Then it shorts out when you try to crank the engine.

Cover your vehicle with tarp, NSN 8340-00-841-6456, to stop the damage rain causes. You'll find the tarp listed in Appendix C of TM 9-2350-277-10.



Rainwater flows over radiator...



...and floods generator

KNOW YOUR STUFF!

Halon fire extinguishers in your M992-series ammo carriers are being replaced with carbon dioxide (CO₂) extinguishers that are more “environmentally friendly.”

Either is effective in putting out fires, but CO₂ can be much more hazardous if you don't know how to handle it. Here's why:

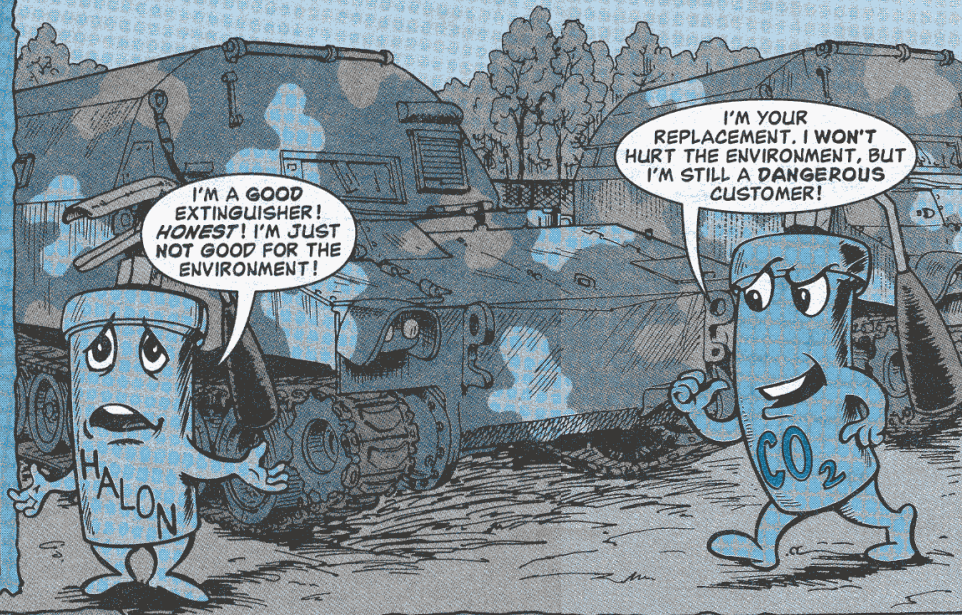
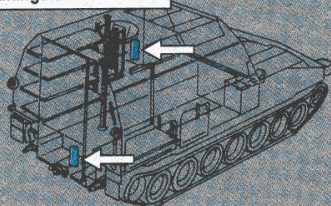
★ CO₂ is an asphyxiant. Heavy exposures can cause dizziness, loss of consciousness, or even suffocation.

★ CO₂ is extremely cold when discharged. It's cold enough to cause severe cold burns or frostbite to unprotected skin.

The first step in protecting yourself is to determine which extinguisher you have. Check the label. CO₂ extinguishers, NSN 4210-01-388-7854, will have “CO₂” clearly marked on their labels.

Look at both extinguishers. Just because one contains CO₂ doesn't mean they both will. You'll find one extinguisher mounted on the lower rear door and the second on

Extinguishers are here

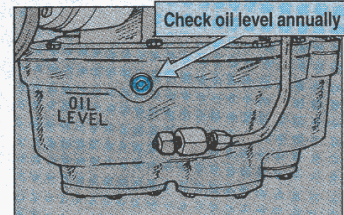


Check the Oil, Please

Many operators neglect checking the fluid level in the traverse mechanism of their M109-series SP howitzer—usually because the fill and level plugs are so hard to remove.

If you neglect it, the oil level drops—either from leaks or normal use. Eventually the turret freezes or is damaged by a lack of lube.

Take the time and effort to service the traversing mechanism annually like it says in Appendix G of your -10 TM.

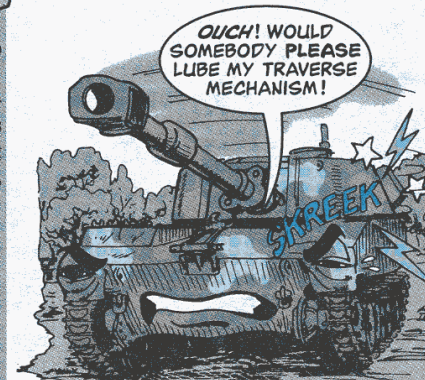


the auxiliary power unit wall next to the hydraulic control panel.

TACOM has designed a short brochure to be kept with your operator's TM that outlines the dangers of using CO₂. If you haven't received a copy, get one by writing to:

Commander
USA TACOM
ATTN: SFAE-GLSS-PAL (T)
Warren, MI 48397-5000

Or request one by e-mail at:
mccauler@cc.tacom.army.mil



Stop Dreaming!

Crewmen, you're dreaming if you think you're saving time by locking only one spade lock cylinder before firing your M110A2 howitzer.

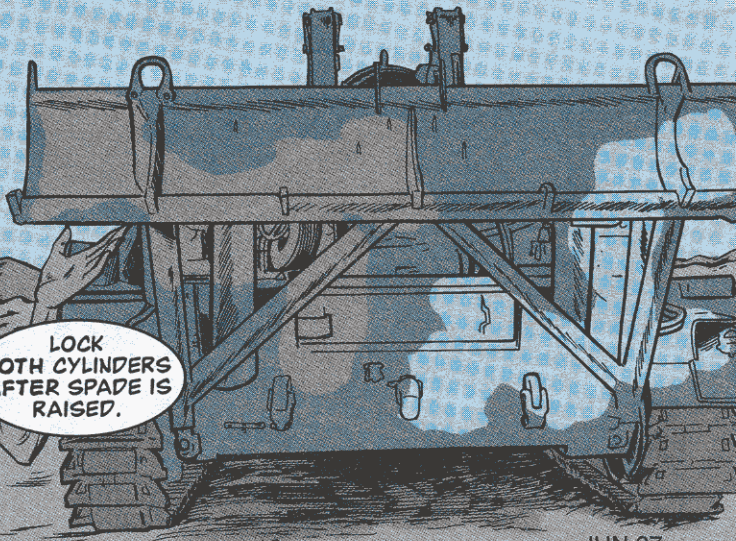
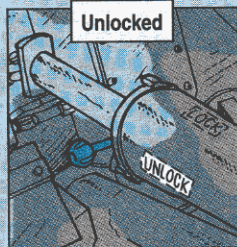
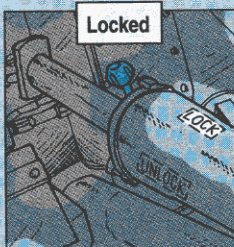
In reality, it's going to cost you both time and money to repair the damage.

The spade cylinder that's doing all the work can rupture. The cylinder eye can even break off if one detent handle is in LOCK while the other is in UNLOCK.

Before you fire, and every time you have the spade completely raised, make sure **both** handles are in the LOCK position. Both handles should be in UNLOCK only while raising or lowering the spade.

If the stenciled LOCK and UNLOCK markings on the cylinders have been painted over or worn off, get your mechanic to stencil 'em back on with 1/2-in letters.

The cylinder is in the UNLOCK position when the handle knob is turned as far outboard as it will go. The LOCK position is 90 degrees from UNLOCK with the handle upright and pressed against its inboard stop.



MAKE A CLEAN BRAKE



Dear Editor,

The three hand brakes on the M119A1 howitzer take a lot of abuse from Mother Nature. Mud, sand and gunk splash up on the brake mechanisms and jam them. We've prevented a lot of those problems by starting a cleaning program.

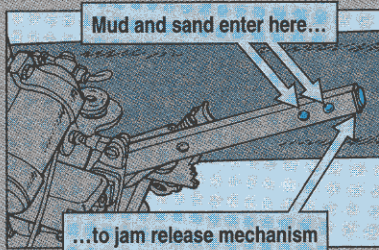
Following every field operation, we use 30 psi of compressed air to blow out the hand brakes. That gets rid of a lot of the loose sand and dirt before it can work its way into the brake mechanism.

Then, during semiannual services, we disassemble and clean the brakes thoroughly. The spring, washer and connecting link are soaked and then scrubbed in drycleaning solvent. The manual control lever comes clean using a small bore brush or toothbrush soaked in solvent.

Once the components are dry, we give 'em a light coat of CLP and reassemble.

Clean brakes don't jam and the parts last a lot longer.

Clarence Hall
Field Artillery School
Ft Sill, OK

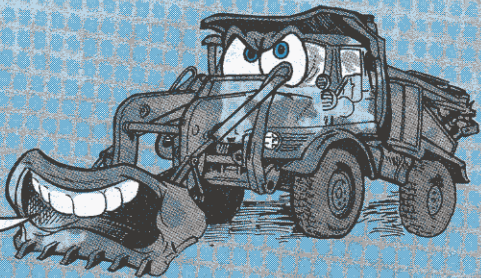


FROM THE DESK OF THE Editor 

Looks like you made a clean sweep of that problem! Good job!

SEE...

**TILTING
TAKES
TWO**



Without proper clearance, it's real easy to damage the SEE's throttle linkage and mount bracket when the cab is raised. Both are connected to the driver's side of the cab's engine wall.

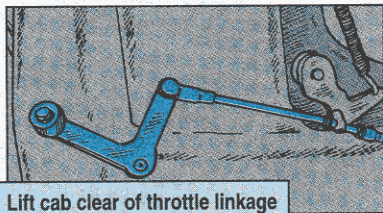
A damaged linkage means you're stuck with an engine that won't accelerate or decelerate smoothly—if at all.

So, get a buddy to help you tilt the SEE's cab forward.

With one person on each side of the cab, lift it clear of the throttle linkage.

Then you won't have to worry about damaging the linkage.

Pages 4-418 through 4-432 of TM 5-2420-224-20-2 have the lowdown on how to raise and lower the cab.

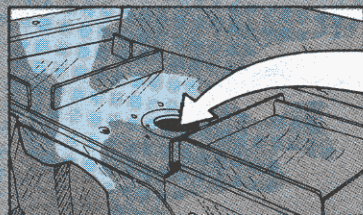


613B Scraper ...

Balky Brakes?

Are the rear brakes on your 613B scraper acting up? Before you take it for repair, check out the brake reservoir located near the left rear tire.

Your balky brakes could just be caused by low brake fluid. The reservoir is under a round cover plate that's easily overlooked.



Check fluid weekly

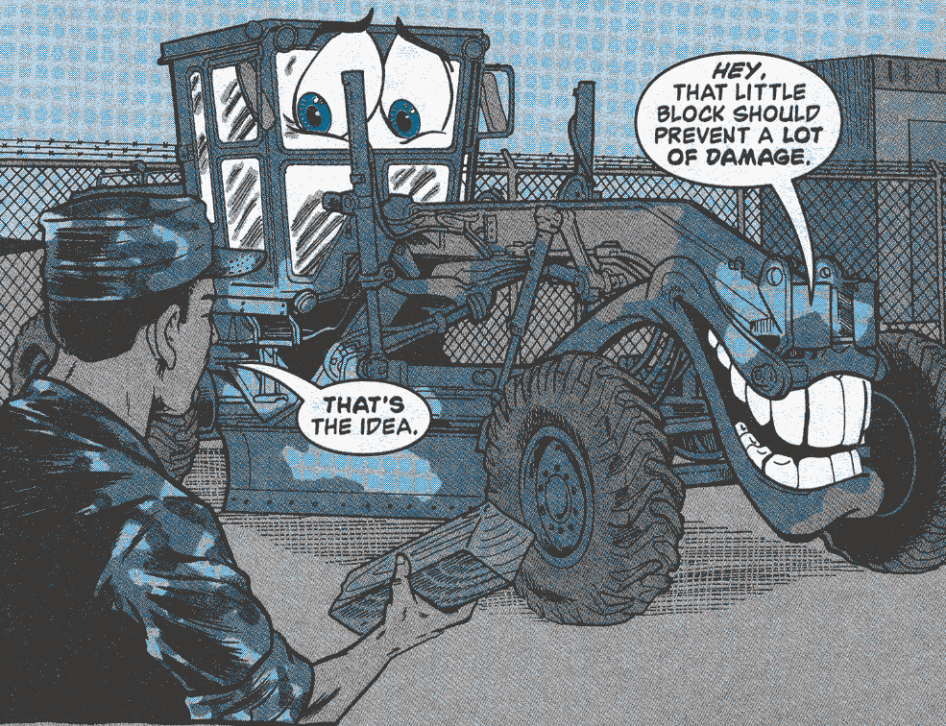
As part of your weekly PMCS, remove

the plate and eyeball the fluid level. Make sure it's within an inch of the reservoir opening.

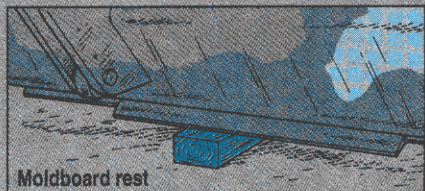
GIVE MOLDBOARD A REST

Operators, if your motor pool is paved with blacktop, you'll need to protect it before parking your 621B scraper or 130G grader at the end of the day.

When hydraulic pressure is released, the entire weight of the moldboard rests on the ground. The pressure lets the cutting edge settle an inch or two into the blacktop. The next time your vehicle is moved, the blacktop gets ripped up.

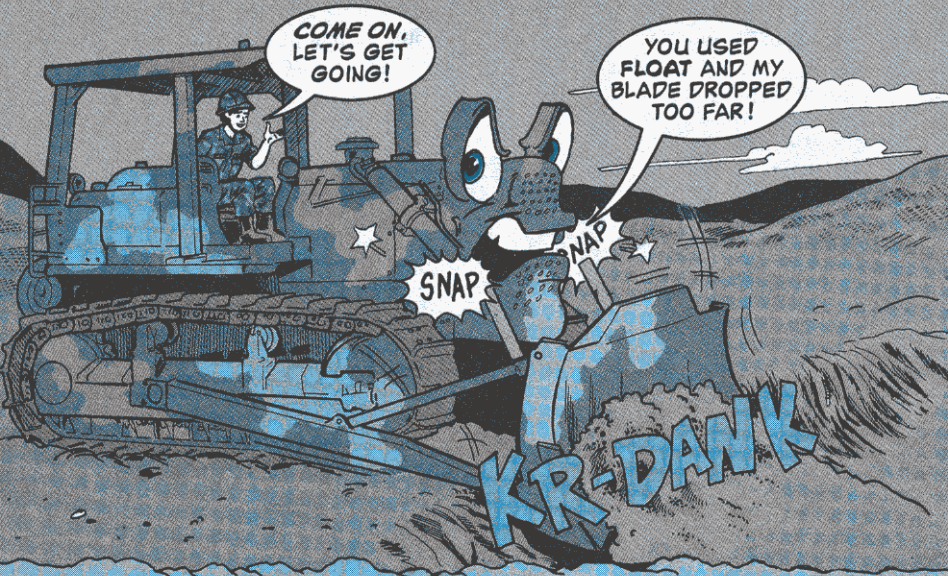


Prevent that damage with a homemade rest. Just place a 6x4-in or 4x4-in board between the blacktop and the vehicle's blade and scarifier tips. That keeps the blacktop in the motor pool from getting chewed up.



Moldboard rest

Quick Drop Blade Alert



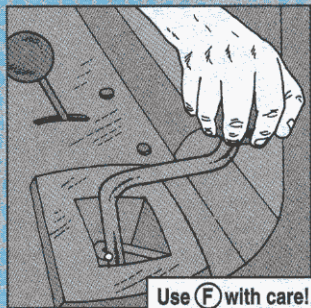
Some operators have found out the hard way not to use the D7G tractor's quick drop feature when the blade is over a ditch or big hole.

The quick drop lets the blade fall quickly when you put the blade control lever in the F (float) position.

But there is no built-in stop. The blade drops until it hits the ground—or the end of the cylinder rod hits the end of the cylinder and rips the nut off the rod. Then the blade's lift cylinder rods are yanked out of the cylinder.

That brings your dozer operations to a screeching halt! So never let the blade drop 18 inches or more below the bottom of the tracks. Use the F position with care, or shift to L to lower the blade under power.

On level ground, it's OK to use the F position to drop the blade quickly.



Use **F** with care!

Remove MUD and CRUD

Operators, before you leave your dozer for the day, make sure you dig out and wash off all the mud.

Dried mud hardens like cement and prevents the track's carrier rollers from turning properly. You'll wear flat spots on the rollers and cause extra link wear.

While you're getting rid of the mud, look for loose bolts, leaking seals, oil on the roller and uneven track wear. Report bum parts or anything that needs adjusting.

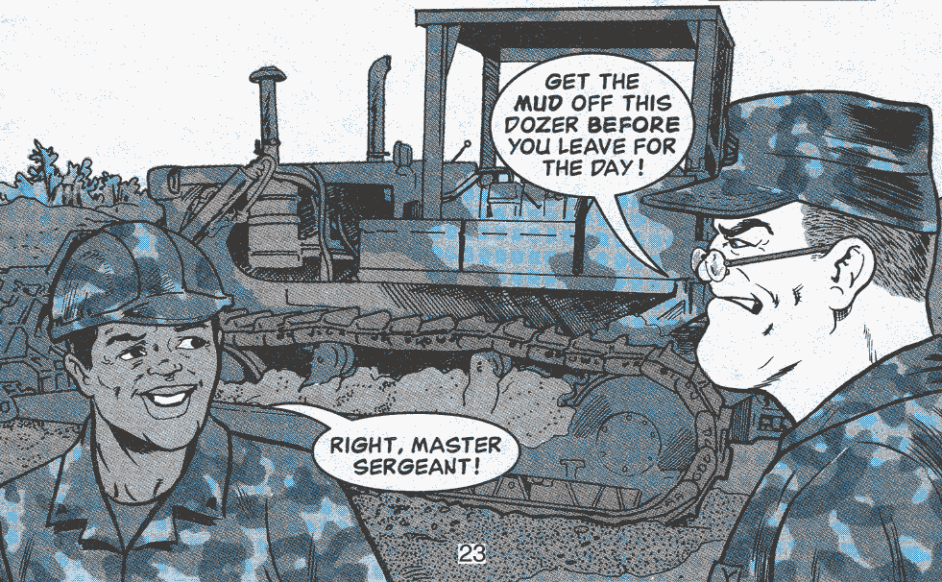
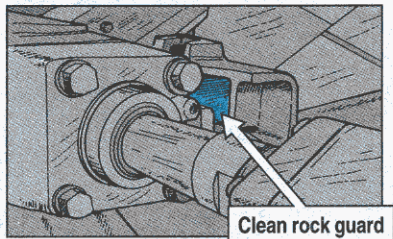
Clean Out Rock Guard

The rock guard on your dozer blade's tilt cylinder is also a haven for mud, as well as small rocks, dirt, and sand.

All that crud breaks down the hydraulic hoses inside the rock guard.

When hydraulic hoses start to rot, they spring leaks. Then your dozer's blade is out of commission. Without hydraulic oil, it won't retract, elevate or push dirt forward.

So, after the day's run, remember to use a high-pressure hose on the tilt cylinder's rock guard, too. You may have to get your mechanic to remove the rock guard so you can get out all that hard-packed crud.

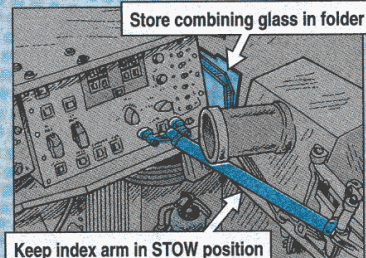


PROTECT IT WITH A VENGEANCE



The Avenger is a fast, highly mobile missile system. In order to be fast and mobile, it has to be lightweight. That makes it very easy to bang up. And some damage is incredibly expensive to repair. So you need to protect it with a vengeance. Here's how:

The combining glass and the index arm cost more than you want to know. If you protect nothing else, protect these components. Keep the index arm in the stow position as much as possible and



watch for it when you climb in and out of the turret.

Never mount the combining glass unless you're actually firing. When you're not firing, put it in a file folder or wrap it in bubble wrap and store it to the right of the console.

Best bet: Have a practice combining glass cut from plexiglass, using a real glass for a pattern. Take the cheap sub to the field and leave the real glass safely locked up.

Never store stuff like rifles and fire extinguishers in the turret. They bounce around and break things like the index arm or azimuth motor.

Careful how much you store in the truck bed, too. There must be clearance between what's packed and the bottom of the turret or the turret will get banged up during traversing.

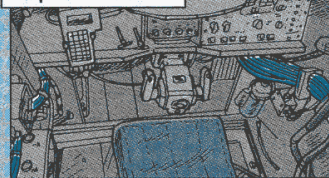
Same thing happens if you leave something like a wrench on the HMMWV fender. The turret traverses and the wrench gouges the turret.

Even a small wrench can damage turret



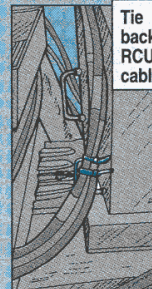
Tie back the cables inside the turret with tie-downs, particularly the radio cables. If they dangle, they're stepped on and ripped out at the connectors.

Keep cables tied back



Also tie back the cable to the remote control unit to the RCU bracket. If the cable dangles, it's jerked off at the connector when you pull out the RCU.

Pull down the canopy before you move the turret.



Tie back RCU cable

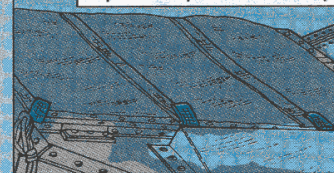
If the canopy's flapping, the strut mounts can be ripped right out of their brackets.

Keep the canopy covered as much as possible. Blowing sand scores the canopy glass and soon you can't see through it.

But if you have a canopy cover with metal clamps, never toss the cover over the canopy. You and a buddy must spread the cover over the canopy so the clamps don't scratch the glass.

Best bet: Have your canvas shop replace the clamps with hook-and-pile strips. The strips will hold on the cover just as well as the clamps and won't scratch.

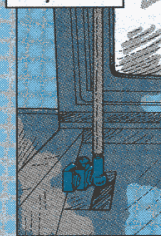
Replace clamps with velcro straps



Keep your feet off the missile pods and the HMMWV hood...unless you want to throw the pods out of alignment or crack the hood.

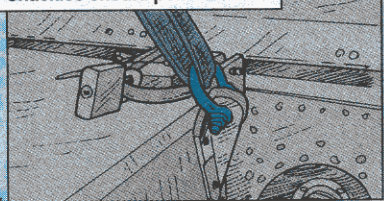
When you traverse manually, don't use the ladder as a handhold. It will rip off. Push on the side of the turret itself.

Rotating with canopy open damages ball joint



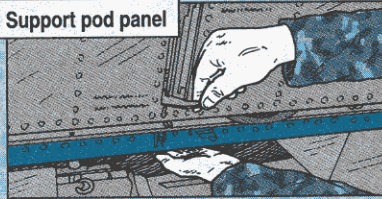
Check that the sling lifting shackles point inboard. If they point out, the missile pods will be gouged when the pods are raised.

Shackles should point inboard



Remember to support the pod's bottom access panel with your hand when you open it. The panel falls open. If you don't support it, it just bangs down. That's not good for you or your Avenger.

Support pod panel



PS END

Reader's Quiz

HERE ARE SOME QUESTIONS ABOUT THE EQUIPMENT FEATURED IN THIS ISSUE OF PS. SEE IF YOU KNOW THE ANSWERS.

WHEELED VEHICLES—What is the right way to test your M939's parking brake? (Pages 2–3)

COMBAT VEHICLES—Black smoke and sluggish engine power are signs of what kind of problem for the Bradley? (Page 13)

COMBAT ENGINEERING—How can you avoid damaging the SEE's throttle linkage and mount bracket when you raise the cab? (Page 20)

SMALL ARMS—If the slipring won't budge when you're putting the handguard back on your M203 grenade launcher, what's your next move? (Pages 36–37)

MISSILES—What two components of the Avenger missile system require extra protection against damage from routine handling? (Pages 24–26)

AVIATION—What causes fuel to seep into an Apache's pressurized air system? (Page 49)

COMMO—What does a U-184/GT connector adapter do to a TA-312 telephone? (Page 42)


SOLDIER SUPPORT—Why is the water temperature so important when cleaning the 5-gal plastic water can? (Page 55)

LOGISTICS MANAGEMENT—Where's a good place to find answers to HAZMAT questions? (Page 59)

“You’re travelling through another dimension, a dimension not only of sight and sound, but of mind, a journey into a wondrous land whose boundaries are that of imagination. That’s the signpost up ahead. Your next stop is...”

The PM TWILIGHT ZONE



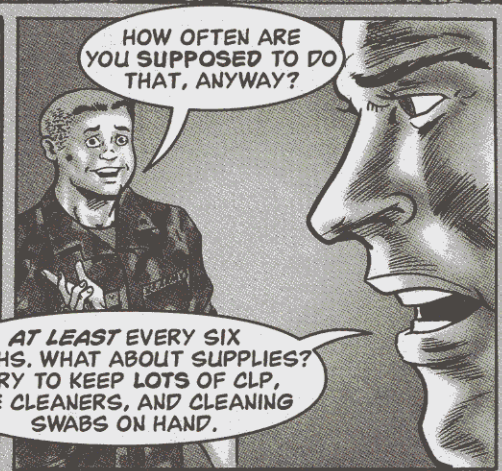
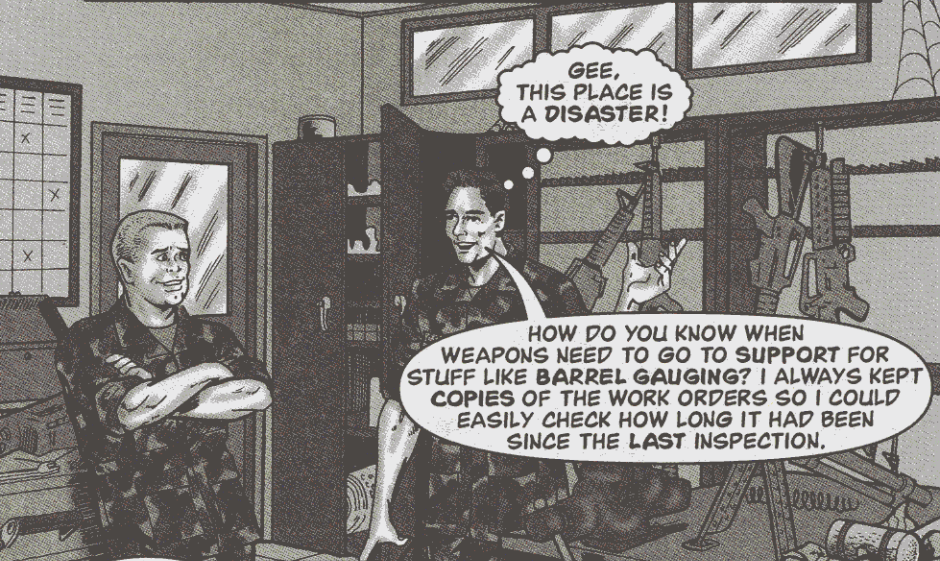
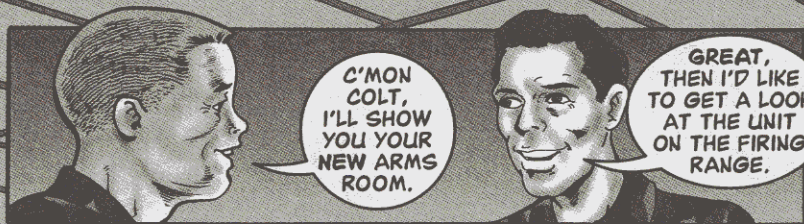



PRESENTED FOR YOUR EXAMINATION:
SPECIALIST SAM COLT, A VETERAN ARMORER,
ARRIVES AT HIS NEW ASSIGNMENT, FORT NOWHERE.
IT IS A POST THAT APPEARS SIMILIAR TO ANY OTHER
ARMY POST, BUT IN THIS CASE IT IS MUCH DIFFERENT.
YOU SEE, SPECIALIST COLT HAS JUST BEEN
ASSIGNED TO THE *PM TWILIGHT ZONE*.



COLT, YOU'RE GOING TO BE TAKING OVER OUR ARMS
ROOM FROM SPECIALIST PEABODY HERE. WE'VE
HAD QUITE A BIT OF TROUBLE WITH OUR
WEAPONS AND I WANT TO SEE IF YOU CAN
IMPROVE THE SITUATION.



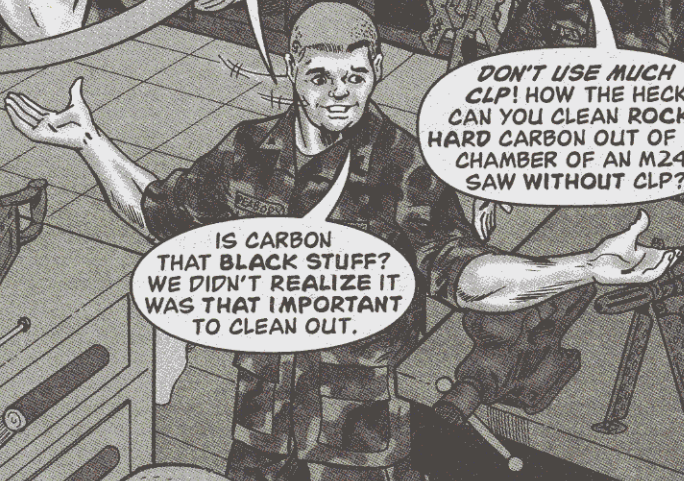




IN MY LAST UNIT, WE WENT THROUGH THAT STUFF *FAST* WITH ALL THE CLEANING NEEDED TO KEEP OUR WEAPONS IN SHAPE.

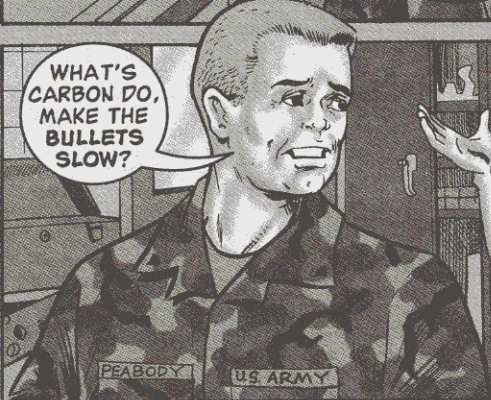


I THINK I'VE GOT SOME CLP AROUND HERE SOMEPLACE. WE DON'T USE MUCH.

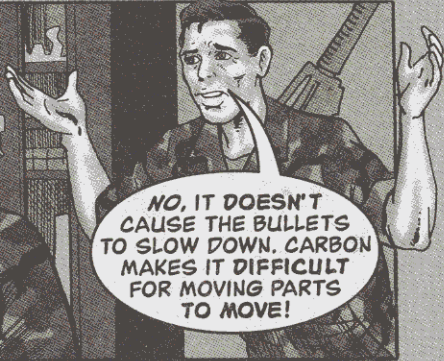


DON'T USE MUCH CLP! HOW THE HECK CAN YOU CLEAN ROCK-HARD CARBON OUT OF THE CHAMBER OF AN M249 SAW WITHOUT CLP?

IS CARBON THAT BLACK STUFF? WE DIDN'T REALIZE IT WAS THAT IMPORTANT TO CLEAN OUT.



WHAT'S CARBON DO, MAKE THE BULLETS SLOW?



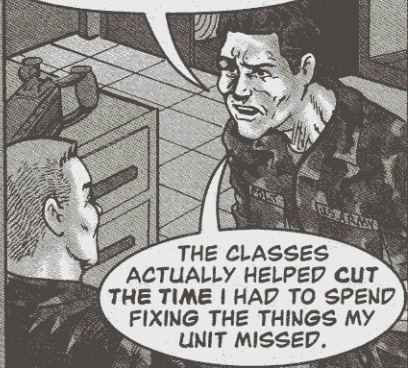
NO, IT DOESN'T CAUSE THE BULLETS TO SLOW DOWN. CARBON MAKES IT DIFFICULT FOR MOVING PARTS TO MOVE!



AND I USED THE -10s FOR TRAINING MY UNIT ON WEAPONS MAINTENANCE.



HOW DO YOU TRAIN WITHOUT TMs? I HAD CLASSES AT LEAST MONTHLY ON TAKING CARE OF EITHER THE M16 OR ONE OF THE MACHINE GUNS.



WE DON'T SPEND MUCH TIME FIXING THINGS. WE JUST ORDER NEW STUFF.

THIS ISN'T HAPPENING!



WHERE IS YOUR COLLECTION OF PS MAGAZINES? I KEPT A COUPLE OF YEARS OF PS ON HAND.

PS? IS THAT THE LITTLE COMIC BOOK? I THINK I SAW ONE IN THE LATRINE LAST MONTH.

THIS IS PS. IT HAS THE LATEST MAINTENANCE INFO AND IT HAS GREAT STORIES ON HOW TO CLEAN WEAPONS. PS IS A SUPER TEACHING TOOL.

WITHOUT PS, HOW DO YOU STAY UP-TO-DATE ON PM?

PM?
YOU MEAN
THE OPPOSITE
OF A.M.?

K-PANG

CAN THIS BE REAL?

UH, MAYBE WE'D BETTER HEAD OUT TO THE FIRING RANGE.



COLT, PEABODY,
GLAD YOU COULD
MAKE IT.




IT'S LIKE THIS
ALL THE TIME. OUR
WEAPONS JUST
DON'T WORK.

DARN
THING IS
JAMMED,
AGAIN!




IT'S ALL THIS
JUNK THE ARMY
GIVES US, SIR. WHAT
ELSE CAN YOU
EXPECT?

SHEESH!
THIS IS NOT
THE ARMY.



... THIS IS
MY WORST
NIGHTMARE!



I'M TRAPPED
IN A UNIT THAT
DOESN'T UNDERSTAND
THE IMPORTANCE
OF PM!

FORTUNATELY,
FORT NOWHERE
EXISTS ONLY IN THE
PM TWILIGHT ZONE.
BUT ARMORERS NEED
TO MAKE SURE THEY
DON'T WANDER INTO
THE ZONE.

STAY ON TOP OF
REQUIRED EQUIPMENT INSPECTIONS.
KEEP SUFFICIENT CLEANING SUPPLIES ON HAND.
STAY UP-TO-DATE ON TMs AND HOW TO USE
THEM. MAKE SURE YOU AND YOUR UNIT SEE
PS EVERY MONTH. KEEP BACK COPIES IN CASE
MAINTENANCE QUESTIONS ARISE LATER. AND
TEACH AND PRACTICE PM.



MAKE THE
PM TWILIGHT ZONE
A PLACE YOU'VE ONLY
HEARD ABOUT,
NOT VISITED.

SHOULDER HOLSTER STRETCH

Dear Half-Mast,

When our armor unit received M9 pistols, we turned in our M7 holsters and ordered M12s because we thought the M12s were the only holster used with the M9. But we can't figure out how to adapt the M12 holster as a shoulder holster. What do you suggest?

SSG J.S.

USE THIS
FIX SO YOUR M7
HOLSTERS CAN
HOLD YOUR M9
PISTOLS.

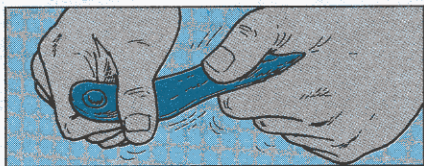


Dear Sergeant J.S.,

Get those M7s back. The M7, NSN 1095-00-973-2353, is the only shoulder holster available right now. A new shoulder holster, the M13, won't be available until 1998.

You will need to stretch the M7 safety strap to make it fit the M9. Here's how:

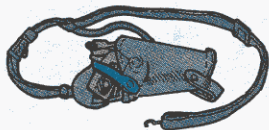
1. Soak the strap in warm, soapy water for five minutes.



2. Stretch the strap $\frac{3}{8}$ to $\frac{1}{2}$ inch.

3. Put the M9 in the holster with a piece of plastic between the strap and the pistol. The plastic should be big enough so the wet strap can't touch the pistol. Snap the strap in place.

4. Let the holster dry overnight with the pistol strapped in.



5. Rub neat's-foot oil in the strap so it'll stay elastic.

Half-Mast

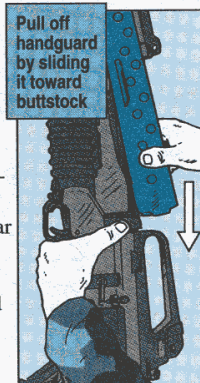
JUN 97

Handy Handguard Help



Forcing the handguard on and off the M203 grenade launcher can soon force you to get a new handguard. Rough treatment cracks the handguard and pops its rivets.

To remove the handguard, pull down on the sliping until you can pull back the handguard just enough to clear the sliping. Then pull off the handguard by sliding it toward the buttstock.

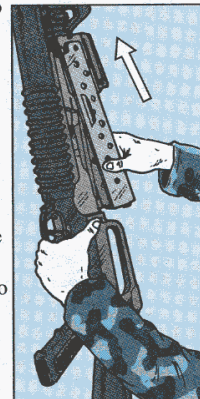


Do not push up on the handguard. That's what pops rivets!

To put on the handguard, fit the top of the handguard in place. Then pull down the sliping far enough so the handguard can slip in place. Let the sliping slide forward to lock the handguard in place.

Do not try to snap the handguard in place. That's what cracks it!

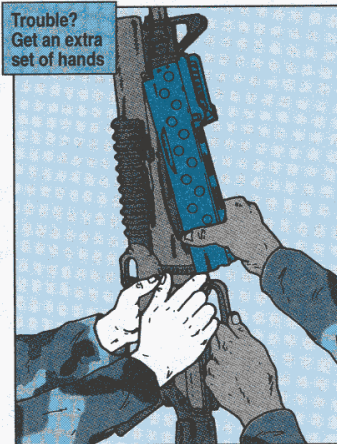
Sometimes you run into a sliping that's impossible to move with one hand. That's when you go to the buddy system.



Pull down sliping and slide handguard in place

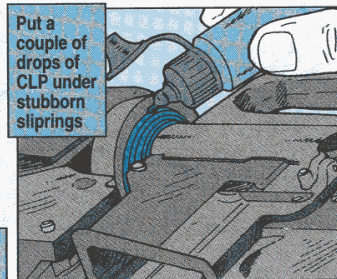
Stand the rifle on its buttstock. While you hold the rifle, your buddy uses both hands to press the sliping down.

Help a stubborn sliping by blowing away any dirt under the sliping. Put a



couple of drops of CLP under the sliping and move it back and forth until it moves smoothly.

If the handguard rattles, don't bother to put it back on. Its heat shield is loose. Tell your repairman you need a new handguard.



MASK TASKS

When you're in the desert, you need extra help cleaning your protective mask. Sand gets in every crevice and makes it hard to breathe.

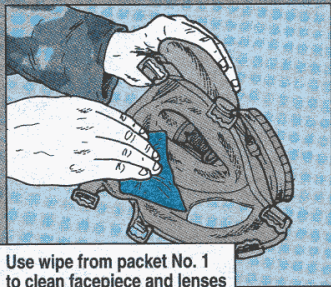


Sand gets into every crevice

Your training M58A1 decon kit gives you that extra help.

After you practice decon with the mask on and you get the all clear, remove your mask and clean it.

Use the wipe from packet No. 1 of the decon kit to clean the facepiece and lenses. Use packet No. 2 on the rubber parts of the mask, but not on the lenses. It leaves a film.



Use wipe from packet No. 1 to clean facepiece and lenses

When you clean your mask, don't forget the canister. Sand often builds up there.

Always check and clean the nose cup to make sure the valve discs are not stuck together. When that happens, you can't breathe. If the valves are stuck, not seated properly, dirty, damaged, discolored or missing, replace them.



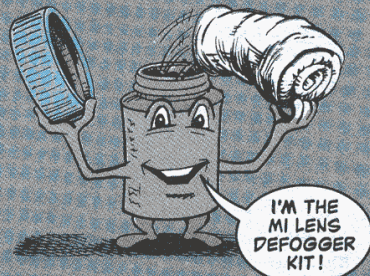
Check and clean nosecup



-WHEEZE- SAND IN MY FACEPIECE! SAND IN MY LENSES AND CANISTER, TOO! I'M GONNA NEED SOME SERIOUS PM!

HACK! DARN STUCK DISCS! YEAH, PM AFTER DESERT ACTION IS NO DAY AT THE BEACH. KOFF! KOFF!

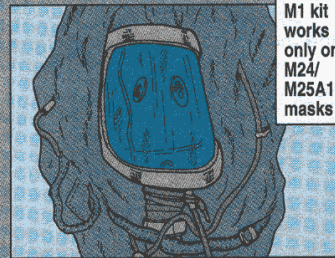
If your mask lenses fog up in the desert, you can get an M1 lens antifogging kit with NSN 6850-00-127-7193. It works on the M24/M25A1 mask lenses. Instructions are on the container.



I'M THE M1 LENS DEFOGGER KIT!

If your M17-series mask fogs, never use the M1 defogging kit on it. A fogged M17 means your mask is not the right size, not sealed properly, or the nose cup valve discs need to be replaced. See your NBC NCO!

Remember to properly clean your mask when you return to garrison. Follow the directions in the TM.



M1 kit works only on M24/M25A1 masks

It's in the Can

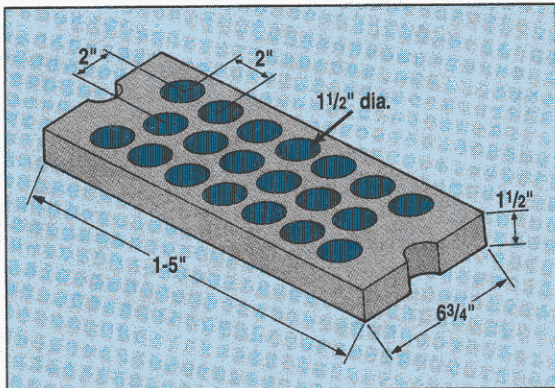
Dear Editor,

NBC NCOs are supposed to have a dosimeter from the AN/PDR-75 radiac set designated for each soldier in the unit. If you're servicing an entire company, that can be a bookkeeping nightmare... unless you have a system.

Here's mine:

From our ammo folks, I get used 40mm ammo cans and the foam sheets they pack the cans with.

Cut the sheets in half so they measure $6\frac{3}{4}$ x 17 inches. Use a Forstner bit or something similar



to drill $1\frac{1}{2}$ -inch diameter holes in the sheets.

Cut a half-moon at the ends of each sheet for handholds.

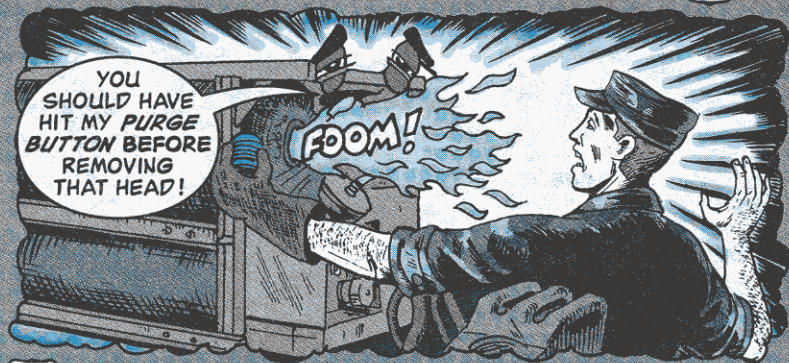
Each can holds nine sheets, so one can stores 180 dosimeters. Number each sheet, letter each row, and number each hole: sheet 3, row A, hole 4 becomes 3A4. In your database or ledger, enter the 3A4 followed by the dosimeter serial number and the soldier's name: 3A4 223665AA Adams.

Now you'll know immediately where each soldier's dosimeter is. And the can stores easily in the NBC room.

SSG Roy Biddle, USMC
Jacksonville, NC



Safe Smoking



To blow all that smoke, the M157 smoke generator must get very hot. To prevent your body parts from smoking, follow these rules when the M157's hot.

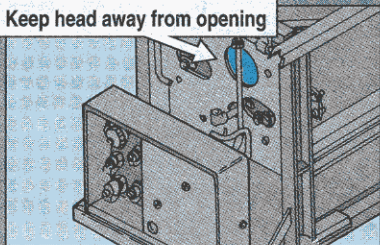
Keep your head away from the engine opening when changing M157 heads. Temperatures inside the engine chamber can reach 950°F. When the head's removed and cold air rushes in, flames can shoot out.

Before you take off the head, push the PURGE AIR button on the control panel to purge hot gases in the chamber. Put the new head on as soon as you take off the old one. The less cold air that gets in the chamber the safer you'll be and the better your M157 will run.

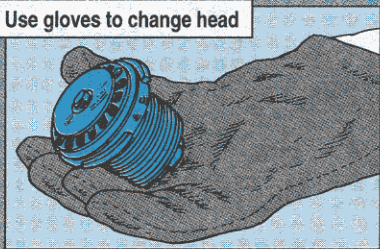
Remember, the head itself is hot enough to fry eggs. To change heads, wear the heavy glove, NSN 8415-01-092-3910, that comes with the M157. A winter glove or rag won't protect your hand. Before you go to the field, make sure you have the glove. The gloves disappear, so your unit should order extras . . . and use them.

Stay away from the back of the smoke generators for at least 24 hours after operation. Even if most of the hot gases have been purged, there can still be enough gas in the chamber to back up and cause the M157 to belch out flames from the baffles.

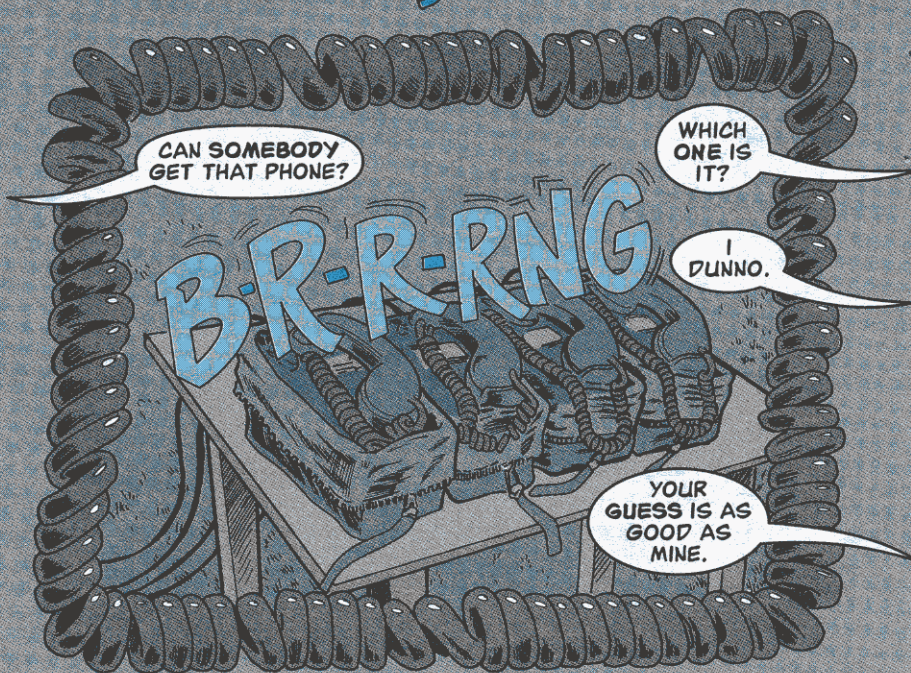
Keep head away from opening



Use gloves to change head



On the Lighter Side

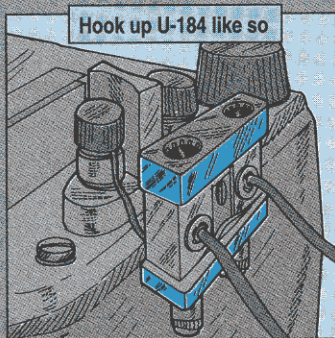


The more TA-312 telephones you have hooked up, the tougher it is to find the right one when a call comes in. If only there were a lamp that lights up to identify the phone that's ringing.

Well, there is.

Add a U-184 connector adapter, NSN 5805-00-708-2203, to your phone. The adapter has a lamp that lights with each incoming call. Of course, you'll still hear the buzzer.

To attach the U-184 to your phone, first remove the wires from the phone's binding posts. Strip away an extra inch of insulation. Slip the wires through the adapter and back to the posts.



How To Handle a Handset

Your TA-312 is a rugged phone, but it can't take deliberate abuse, like when it's lifted by its H-60 handset.

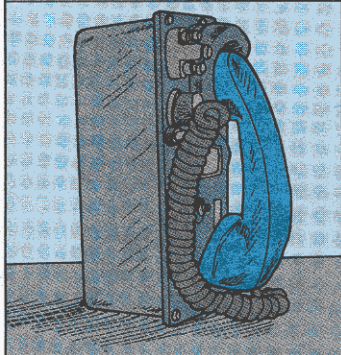
The retainer spring is meant to hold the handset snugly in the cradle, not support the full weight of the phone. Lifting the phone by the handset just weakens the spring. If the spring lets go, the phone hits the ground.

To test the spring for proper tension, stand the phone on end. If the handset stays in place, the tension's good. If it slips out, the spring is weak. Ask unit maintenance to replace a weak spring with NSN 5805-01-025-8891.

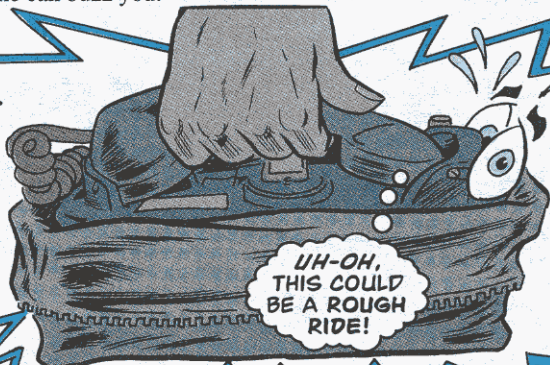
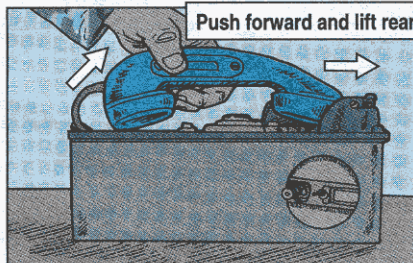
One way to make the spring last longer is to know the right way to remove the handset. Push the handset forward and lift the rear end. This saves wear and tear. If you yank at the handset all the time, you'll weaken the spring.

One other telephone tidbit: Put the handset in the cradle after a call. The hookswitch must be depressed before someone can buzz you.

Retainer spring should hold handset



Push forward and lift rear



THE CLEAN TEAM

EXCELLENT! ANOTHER SOLDIER WHO'S NEGLECTED HIS SATCOM TERMINAL.

JUST THE CHANCE I NEED TO SETTLE INTO RECEPTACLES, SWITCHES, CONNECTORS AND FILTERS!

TEE-HEE... I'LL COVER ITS FRONT PANELS AND FOUL UP THE ELECTRICAL CONNECTIONS.

...AND MY FINE DUST WILL INFILTRATE THE EQUIPMENT AND CAUSE DELICATE PARTS TO OVERHEAT! OH JOY!

NOW I'LL MAKE THE KNOBS AND SWITCHES BIND AND WEAR OUT... HUH?!

NOT SO FAST, DIRTBAG!!

I'M PAINT BRUSH, NSN 8020-00-260-1306, I DUST OFF RECEPTACLES, TOGGLE SWITCHES, AND ROTARY SWITCHES.

A LITTLE HOUSE CLEANING WITH US WILL GIVE YOU THE BOOT!

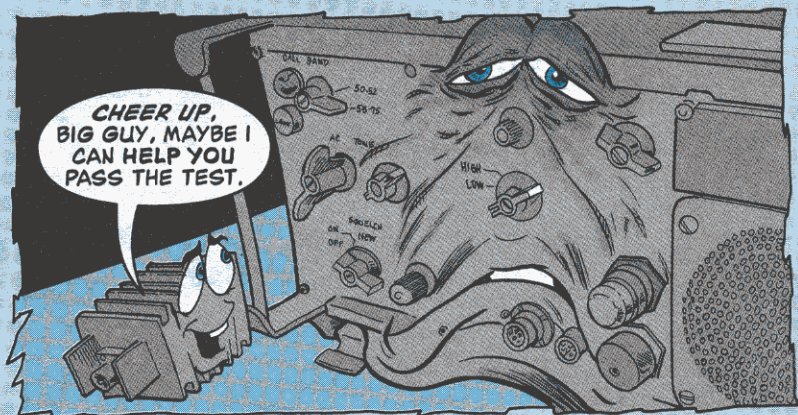
USE ME-DETERGENT, NSN 7930-00-926-5280...

...AND ME-CLEANING CLOTH, NSN 8305-00-267-3015, TO WIPE DOWN EQUIPMENT PANELS.

DUST OFF, PAL!!

BAH! I CAN'T STAND A FUSSY HOUSEKEEPER!

WHEN RADIOS FAIL THE TEST



If your AN/VRC-12-series radio fails the AN/PRM-34 test set's power output test, do you:

- Send the RT to support for major repairs?
- Stamp a big, fat, red F on its front panel?
- Run the power output test again using a DA-437/U dummy load, NSN 5985-00-089-8990?

The answer is c. The reason? The RT may be OK. A bad RF cable or antenna contact or element might have caused the failure. To find out, retest the radio with the RF cable and antenna out of the loop.

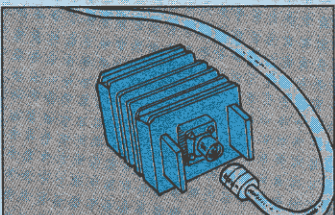
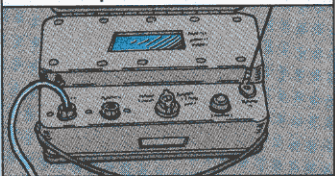
Here's how:

- ✓ Unhook the RF antenna cable from the test set.
- ✓ Hook up the dummy load to the antenna connector on the test set. Use a CG-409. NSN 5995-00-985-8287 gets a 1-ft cable. NSN 5995-00-235-5048 brings a 1½-ft cable.

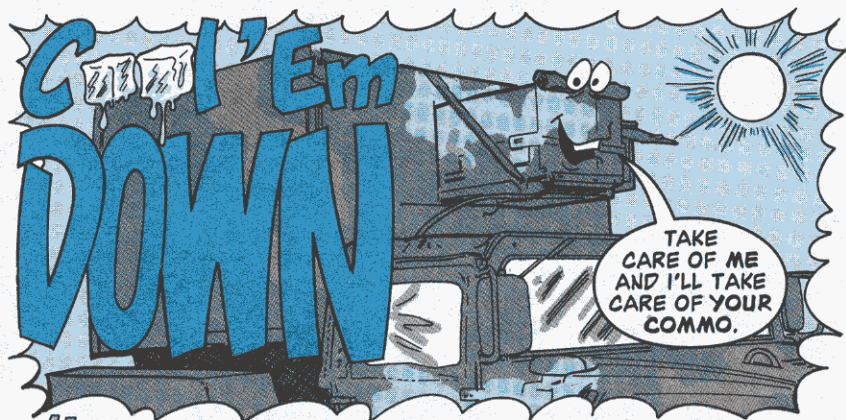
✓ Run the power output test again. If the RT passes the test, the problem's in the RF antenna cable or in a part of the antenna. Troubleshoot them per TM 11-5820-401-20-1.

One other thing: You can't hook up the CG-409 cable to the dummy load without a BNC female-to-Type C male adapter, NSN 5935-00-557-9862.

Power output too low on test set?...



...then use dummy load and adapter



Heat, humidity and moisture can knock out your commo gear, especially if it's installed in a shelter.

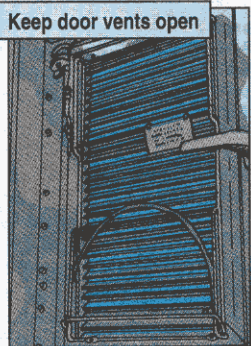
End loss of commo by keeping your shelter cool and dry.

Ventilation

With its door closed, your shelter is nearly airtight. A difference in inside and outside temperatures causes condensation.

When the door's closed, keep the door vent and fan vents open, and the ventilation fans running. The fans send

Keep door vents open

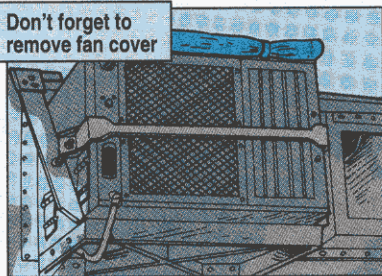


air across your gear to keep it dry.

But before you run the fans, make sure you remove

their covers or your fans will burn up.

Don't forget to remove fan cover



Overheating

Radios overheat after only a few hours in hot weather.

If possible, put a canopy over your shelter.

Get a canopy, NSN 4940-00-937-2553, for your S-280 shelter. It comes with its own mounting hardware.

There's no canopy for the S-250 shelter, but you can get a tarp, NSN 2540-00-937-5530, that'll keep your shelter cooler in a pinch. It comes with a tie rope, but no mounting hardware.

In some cases, you'll have no choice but to shut down each radio, one at a time, to give the radio a chance to cool.

GOTCHA' COVERED

Dear Windy,

We've had a problem keeping dirt and dust out of our Apache's video recorder. Fine grime settles on top of the recorder. When the tape is inserted or removed, that dirt flies and sifts into the recorder.

To keep dirt out, we made a cover that fits snugly on top of the recorder.

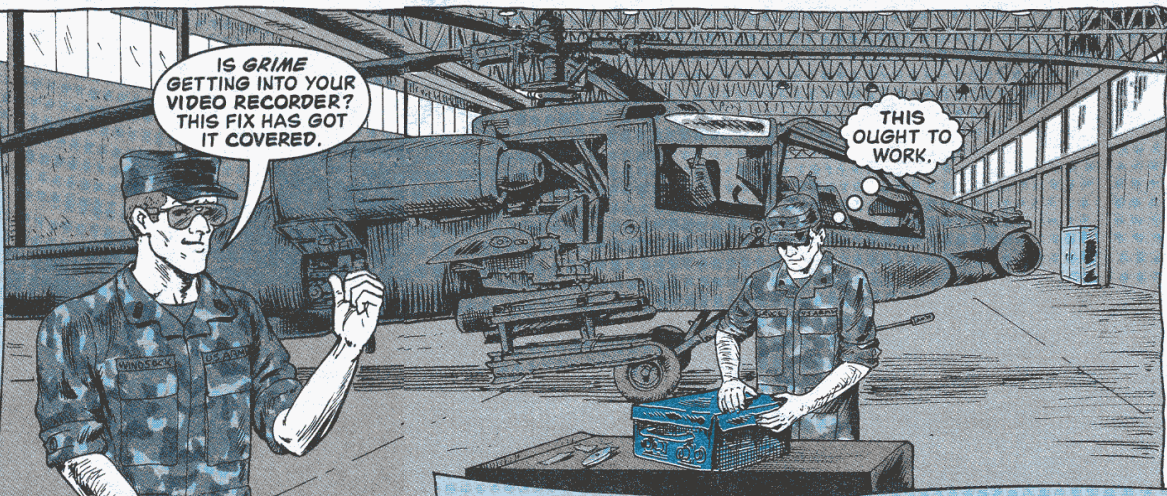
We cut ours from an old typewriter cover, but any similar material will do.



Cover keeps dirt out

We worried that the cover might cause overheating, but we just made sure we didn't cover any vents and only a small amount of heat comes off the top of the unit anyway.

SFC Ronald E. Groce
SSG Dallas E. Long Jr.
1108th AVCRAD
Gulfport, MS



IS GRIME GETTING INTO YOUR VIDEO RECORDER? THIS FIX HAS GOT IT COVERED.

THIS OUGHT TO WORK.

Most interior contamination happens when the holder pops up hard and scatters the dust and dirt on top of it. You can reduce contamination when you release the video cassette holder by holding it down and letting it come up gently. If you still have a problem with dirt, a cover is a good idea. Keep it lightweight and form fitting.

Windy

Filling Fuel Tanks

Fuel in your Apache's cockpit is not a good thing, right? Poisonous fumes and fire could be a result. Yet, if fuel gets into the lines of the pressurized air system (PAS), it could be forced into the cockpit.

Fuel can get into the PAS if you overfill the auxiliary fuel tanks. It happens when you pressurize the auxiliary tanks to transfer fuel to the internal cells.

The auxiliary fuel tanks have an "AH-64 Fill Line" marked on the flapper valve inlet to the tank. Fill your tanks to this line and no more.

Fuel in your PAS lines could lead to your cockpit, so don't overfill your auxiliary tanks.

CAPS PROTECT CONNECTORS

WE'RE
REAL BAD
CHARACTERS.

DIRT

SAND

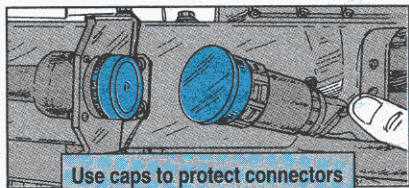
YEAH,
REAL BAD FOR
CONNECTORS!

Dear Editor,

When you park an Apache, you're supposed to disconnect the 30mm gun drive motor cable. But that leaves the cable and gun connectors wide open to dirt and sand. If the connectors become clogged, at best you have poor connections, at worst bent pins.

Plastic caps are the solution. NSN 5340-00-450-5718 gets an assortment of 150 caps for less than \$11. Two of the caps fit the cable and gun connectors. Anytime we disconnect the cable, we stick on the caps.

While you're waiting for the caps, cover the connectors with plastic and rubber bands.



Use caps to protect connectors

SPC Joshua Gunn
4/3rd ACR
Ft Carson, CO

FROM THE DESK OF THE Editor

A tip of our cap for your suggestion. The cap collection would be a good thing for most hangars and motor pools to keep on hand. Too much damage results from connectors being left open to the elements.

Together Forever

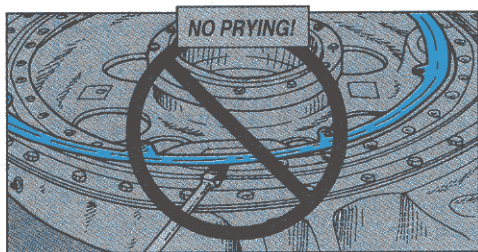
Like a good marriage, the inner bearing retainer ring and the bearing retainer shield on a Black Hawk's main rotor swashplate stay together forever.

Some of you are playing Casanova and splitting them up. You're taking a screwdriver and prying the shield from the ring. Don't do that!

It's happening most at the 500-hour swashplate lube, Para 1.46.2 in TM 1-1520-237-23. Seems that some of you think that once the 33 bolts are removed from the inner bearing retaining ring to gain access to the bearing seal, the next step is to remove the shield.

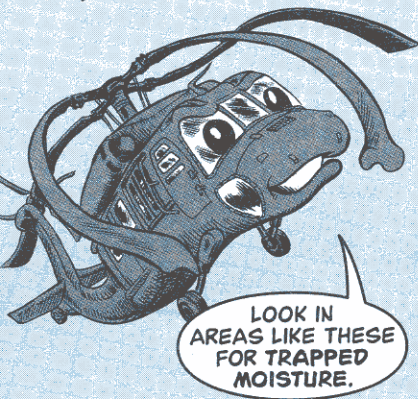
But it is not! The shield stays put. You don't need to remove it in order to lube the swashplate.

Just leave this marriage alone and let the ring and the shield stay together.



UH-60...

Moisture and Corrosion Check



Start a good Black Hawk corrosion prevention plan by identifying areas where water gets trapped and causes corrosion.

Once you identify these areas, take advantage of Para 4.e. of TM 1-1520-237-PMS-1, which lets you insert special inspection items resulting from TBs, MWOs, etc.

Enter a notation, "Check area for trapped moisture and corrosion", after the 10-hour/14-day inspections in the areas you have identified.

The chart on the right gives examples of a few places that could be noted.

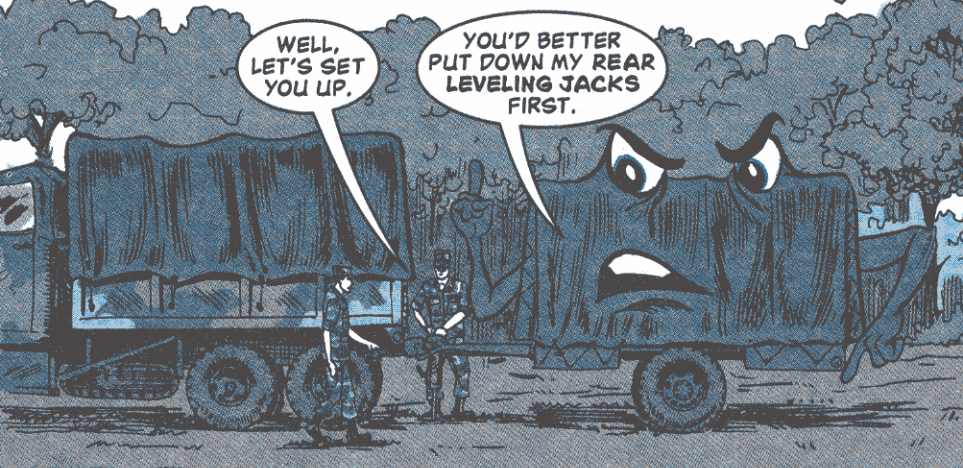
Base your corrosion inspection on your unit's corrosion experience and don't limit the inspections to 10 hrs/14 days. It may be that a 30-hrs/42-day check works for you. Find what's best for your unit.

Sequence No.	Check
1.1	Nose avionics compartment
2.1	Cabin interior
2.13	Main transmission
4.1	Tail rotor drive shaft
6.4	Primary servos, yaw and collective boost servos, pitch trim assembly and roll assembly 6.5 1 and 2 transfer modules
6.6	Main generator
6.7	Accessory module
6.8	Input and accessory module housing
6.9	Accessory module chip detector
6.10	Main rotor hub and spindle
6.12	Droop stop
6.13	Antiflap assembly
6.14	Main rotor elastomeric bearings
6.15	Bifilar
6.16	Main rotor blades
6.22	Oil cooler and radiator
6.24	AN/ALQ-144 IRCM transmitter
6.31	Engines
6.33	Main rotor pylon
6.35	Engine exhaust modules



Base your inspection on experience

Better Safe Than Sorry

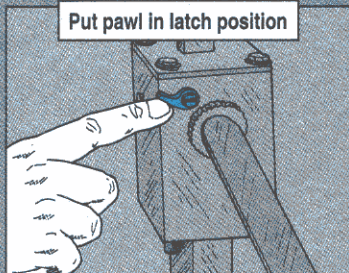


Here are three safety tips to remember when setting up your mobile kitchen trailer:

1. Lower one of the rear leveling jacks before disconnecting the trailer from the towing vehicle. If you don't, the kitchen will tip when it is released and could cause serious injury to you or someone else.



2. Keep your head from under the trailer when lowering the jack. The leveling jack is heavy and swings free when the push-lock pins are removed.



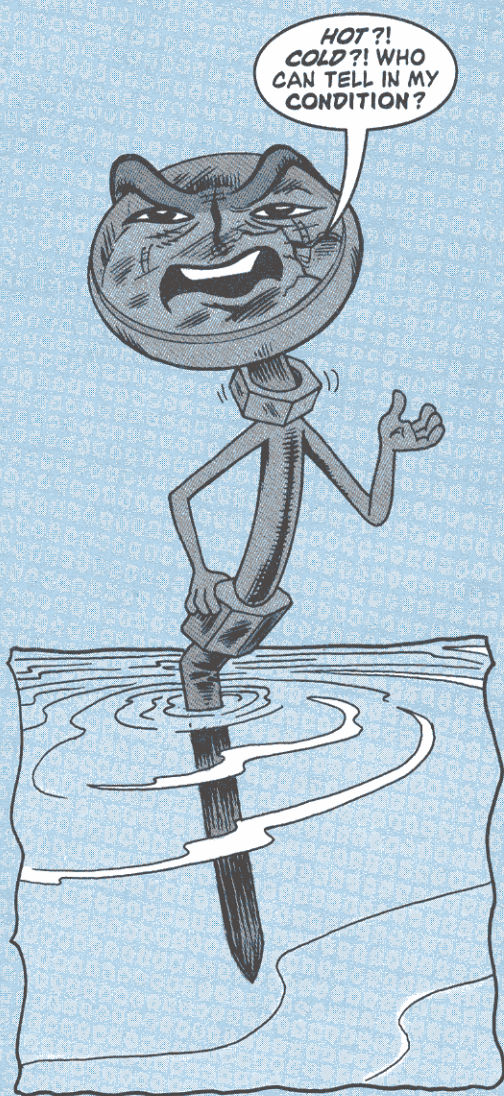
3. Move the pawl to the latch position before raising the roof jack. If the pawl is not in the latch position, the corner post will not lock when the roof assembly is raised. An unlocked corner post could let the roof fall.

HOT THERMOMETER TIPS

Most food sanitation center equipment can take the normal bumps and jolts of being moved. However, you must pack thermometers carefully if you want them to measure up later. Here's how:

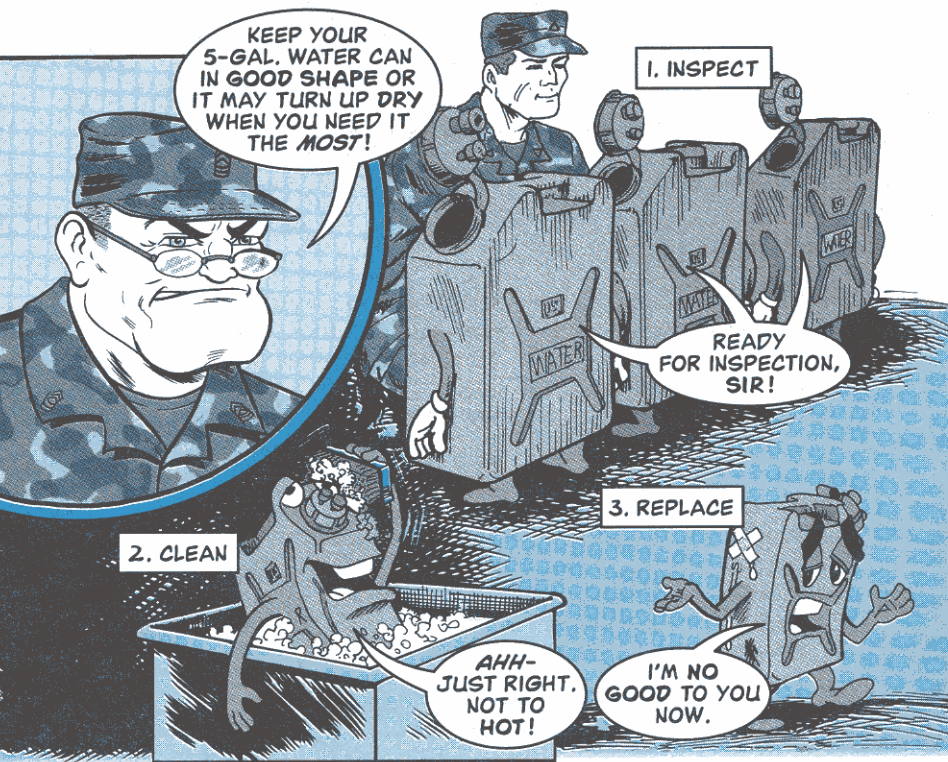
1. Put each thermometer into its carrying case.
2. Wrap each case and bracket separately in barrier material, NSN 8135-00-226-3124, and put them into their shipping cartons, or something similar.
3. Place packaged thermometers and brackets on top of the M2 burner units. When you get where you're going, check the thermometers for damage. Pay special attention to these areas:

- ⤷ The stem—is it straight? A bent stem could damage the bimetal sensor giving you a bum reading.
- ⤷ The glass—is it cracked? If the glass is cracked, moisture seeps in and ruins the temperature dial.
- ⤷ The hex nut—is it loose? A loose hex nut could cause the thermostat to be out of calibration.



Plastic Water Can . . .

"Can Do" on Can Care



→ Inspect it. Check the can and its cap weekly while they're in use and after field maneuvers for leaks or other damage. Look inside the can and cap to make sure they're clean. If they're dirty, then...

→ Clean 'em. Clean the can inside and out, including the cap. Use one ounce of detergent, NSN 7930-00-281-4731, per gallon of hot water. Keep the water temp below 180°F, though, or the can will lose its shape.

Wash with a clean cloth, sponge or fiber brush. Stay away from abrasives. They'll scratch the can and make it much harder to clean next time.

Rinse the can in clear, hot water, and turn it upside down to air dry. If the can's damaged, then...

→ Replace it. If the can has even a small puncture, replace it with NSN 7240-00-089-3827. If the cap leaks or is damaged, get a new one with NSN 7240-00-089-7312.

Fabric Water Tanks . . .

BEWARE OF WRONG REPAIR KIT



THIS KIT SHOULD FIX YOU UP!

HOLD IT!
MAKE SURE IT'S THE
RIGHT KIT!

NEVER use repair kit, NSN 5430-01-352-6073, to patch collapsible fabric water tanks and drums. **It is for petroleum tanks and drums only.**

Unfortunately (and incorrectly), that NSN has been substituted on FEDLOG for the kit used on water tanks and drums.

As we said in PS 512 (Jul 95), NSN 5430-01-359-1078 gets a repair kit that works on **both** water and petroleum tanks and drums. The petroleum-only kit will not. It contaminates water.

If you have used kit -6073 to repair a water tank or drum, drain and flush the tank or drum with potable water. One drain-and-flush is enough.

To get the right repair kit, order NSN 5430-01-359-1078. If you cannot get the kit through the supply system, you may be able to get it locally. Call the ATCOM product manager for Petroleum and Water Logistics for details. The numbers are DSN 490-2089, (314) 260-2089.



Convoy Flags

YOU WON'T FIND
THE NSNs FOR REPLACEMENT
CONVOY FLAGS IN AR 55-29.
SO HERE THEY ARE...

Flag	NSN 8345-00-543-
Black and white for commander's vehicle	6911
Blue for lead vehicle	6912
Green for rear vehicle	6913

Get the 3-ft flag staff with NSN 8345-00-242-3650.

Is It Cookin' or Cooked?

Extrême heat fries, cooks, and bakes computers. It can make your computer system lock up, reboot, or lose chunks of data.

The inside of a normal PC averages around 125°F. When temperatures rise, you can get strange or erratic operation, or even a sudden—and complete—crash.

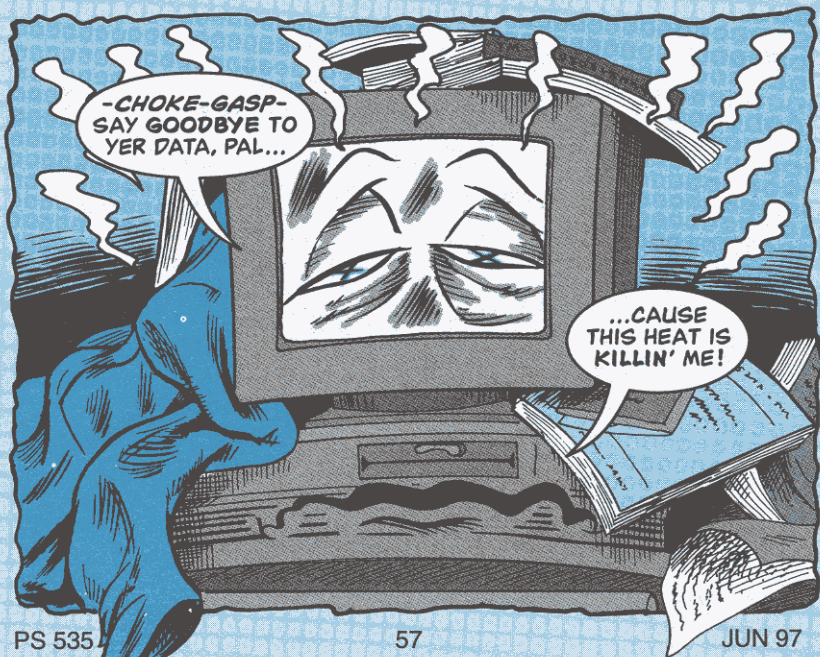
Computers need a steady flow of cool air to keep inside temperatures down.

Air conditioning is best. But if that's not possible, circulate cooling air around your equipment with a fan.

Keep coats, field gear, maps, manuals and other items away from the vents. Also check the vents for sand, dust or dirt. A clogged vent lets the temperature inside the computer climb.

Clean the outside of all components weekly with a clean cloth dampened with a non-detergent cleaner or water.

Remove dirt from disk drives with a floppy disk cleaning kit. Kits may be different, but most come with a cleaning disk or pad and cleaning fluid. Follow the instructions that come with the kit.





PSSSST!

If you aren't getting PS every month, or aren't getting enough copies, read on. No matter what branch of service you're in, it's a painless procedure to sign up for PS.

ARMY NATIONAL GUARD—Send a request to your state headquarters on DA Form 12-99-R (Apr 96) with 340312 in the Publications ID Number block and the number of copies you need in the Quantity Required block. If you have your own pubs account, follow the Army instructions.

NAVY—If you want PS, and have an Army account number, follow the instructions for Army units.

If you don't have an Army account, you get one by faxing or mailing a DA Form 12-R to:

Commanding Officer
NAVICP, Code 033343
700 Robbins Ave
Philadelphia, PA 19111-5098

Call them at DSN 442-2626 or (215) 697-2626. The fax number is -5914. E-mail:

louise_carroll@icpphil.navy.mil

Tell them you want to open an Army pubs account.

If you don't have a DA Form 12-R, the folks at NAVICP will send you one. Once you have it, just fill in Sections 1, 2, and 4 and get it back to them.

To change your address, you fill in Section 3.

ARMY—Your pubs clerk starts a pub account for your unit by sending a DA Form 12-R to:

US Army Publications Distribution
Center-St Louis
ATTN: New Account Processing
1655 Woodson Rd
St Louis, MO 63114-6181

At the same time, he electronically sends in DA Form 12-99-R (Apr 96), putting 340312 in the Publication ID Number (IDN) block. He also notes how many copies are needed in the Quantity Required block.

Questions? Call the distribution center's customer service at DSN 693-7305, Ext 259 or (314) 263-7305, Ext 259.

If you already have a pubs account, order PS:

□ **By Internet:** Point your browser to:

<http://www-usappc.hoffman.army.mil>

Go into the Army Publications Ordering System. If asked for a form and block number, use DA Form 12-34 and Block 0312.

□ **By modem:** Call the pubs bulletin board at (703) 325-6736/6737 or DSN 221-6736/6737. Just follow the screen directions.

If asked for a form and block number, use DA Form 12-34 and Block 0312.

If you can't order electronically, give the pubs folks a call. They'll help you out. Call DSN 221-6232 or (703) 325-6232.

NEED PS?

MARINE CORPS—Send the request to your Directives Control Point and ask for PCN 74000000000.

AIR FORCE/AIR NATIONAL GUARD—Send a request for PS Magazine on AF Form 764a to your local Publications Distribution Office. If you have any questions, contact AF publications customer service at (410) 687-3330 or DSN 584-4529.

PRIVATE CITIZENS OR BUSINESS FIRMS—Forward a check or money order to:

Superintendent of Documents
PO Box 371954
Pittsburgh, PA 15250-7954

To order with VISA or MasterCard, call GPO at (202) 512-1800 or fax (202) 512-2250.

Ask for PS, The Preventive Maintenance Monthly, stock number 70804600000-1.

The price is \$20 per year in the US, including APO/FPO addresses. The foreign address price is \$25 per year (US currency only).

For back issues, send your request to:

PS, The Preventive Maintenance Monthly
ATTN: AMXLS-APS
Bldg 5307
Redstone Arsenal, AL 35898-7466

By fax: (205) 955-0961 or DSN 645-0961.

Or by e-mail:

psmag@logsa.army.mil

If you have any questions, call (205) 955-0892 or DSN 645-0892.

HAZMAT Help

HELLO, PSCC? I'M IN SOME HOT WATER OVER A HAZMAT PROBLEM.



Make a mistake with hazardous materials or waste and you could be in very hot water. So, if you have HAZMAT questions, ask the Logistics Support Activity Packaging, Storage and Containerization Center (PSCC).

They can answer questions on:

- DOD and federal HAZMAT regulations
- Storage of HAZMAT
- Packaging of HAZMAT
- Transport of HAZMAT

Call the PSCC at (717) 895-7070, DSN 795-7070. Fax questions to DSN 795-7894 or e-mail them to:

psccpkg@logsa.army.mil

Mail to:

Chief
LOGSA PSCC
ATTN: AMXLS-TP
11 Hap Arnold Blvd
Tobyhanna, PA 18466-5097

SPILL PICKER – UPPERS



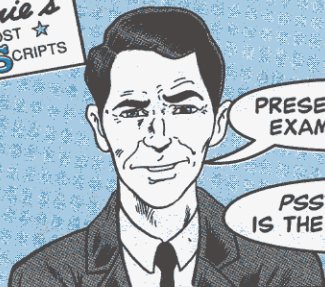
There's a new product available that helps units handle any size POL spill. It's much lighter than clay and more environmentally sound.

For instance, instead of placing drip pans under vehicles to catch leaks, units can place a pad right on the ground. The surface doesn't have to be even, so they're great to use in the field.

There are also booms, socks, and spill kits available. These items soak up any POL leak, but not a drop of water. Here are the NSNs:

Item	NSN 4235-01-
Loose absorbent, 1 cu-ft, (4 per box)	423-1466
Loose absorbent, 2 cu-ft, (3 per case)	423-0711
Pad, 18x18x3-in, (30 per box)	423-1463
Socks, 2-in x 10-ft (20 per box)	423-1467
Socks, 4-in x 8-ft (10 per box)	423-1465
Boom with clamps, 10-in x 10-ft	423-2787
Spill response kit, water resistant nylon tote bag	432-7909
Spill response kit, 25-gal drum with seven 18x18x3-in pads, one 4-in x 8-ft sock, two 4-in x 4-ft socks, one 3/4-cu ft bag, two Tyvek suits, two pair nitrile gloves, one pair safety goggles and three disposal bags	432-7912
Spill response kit, 55-gal drum with fifteen 18x18x3-in pads, two 4-in x 8-ft socks, two 4-in x 4-ft socks, three 3/4-cu ft bags, three Tyvek suits, three pair nitrile gloves, three pair safety goggles and five disposal bags	423-7214
Spill response kit, 55-gal drum with ten 18x18x3-in pads, five 2 x 10-ft socks, five 3/4-cu ft bags, two quarts of emulsifier, two pair nitrile gloves, one folding shovel, one 3 1/2-gal bucket, two Tyvek suits, two pair safety goggles, one scoop, five disposal bags	423-7221

HAZMAT instructors can get the manufacturer's video on these items. Call (800) 872-5741 or fax (816) 758-4319 or e-mail kc200358@sshare.com.



PRESENTED FOR YOUR
EXAMINATION, AN...

PSST, ROD, THIS
IS THE BRIEFS ZONE.



Automated 2406 Help

If loading or using the Installation Materiel Condition Status Reporting System is your problem, there's help. For technical questions, call Matrica Ware at DSN 235-6448 or (703) 275-6448. Direct operational problems to Don Brownlow at DSN 897-6514 or (205) 313-6514.

Aircraft Grounding Points

The yearly ohms test for aircraft grounding points has been changed to every five years. Para 2-10(b)3 of FM 10-67-1 (the replacement for FMs 10-68 and 10-69) has the word. Questions? Call the Army Safety Center, DSN 558-3650 or (334) 255-3650.

Generator Shutdown Correction

When shutting down your 15-KW or larger DED generator, *do not* push in the throttle control while the set's running, like it says on Page 45 of PS 533. That drops the generator's voltage output, which strains and could damage the voltage regulator. Also, make sure there's *no load applied* during the generator's five minute cooldown period.

Tire Training Course

Tank-automotive and Armaments Command's Team Tire is co-sponsoring a three-day course on tire maintenance in Louisville, KY. Students learn about tire construction, markings, inspection, classification, tread wear limits, repair, mounting/demounting and inflation procedures. The course costs \$368. For more info, call DSN 786-8379 or (810) 574-8379.

Soldier Support Network

TACOM and ACALA maintenance, safety, and supply information is available on the Soldier Support Network's (SSN) website. Access the SSN by typing:
<http://147.217.198.73/logos.html>
The SSN's login ID is *ssn-users*. Use *acalatag* for the password.

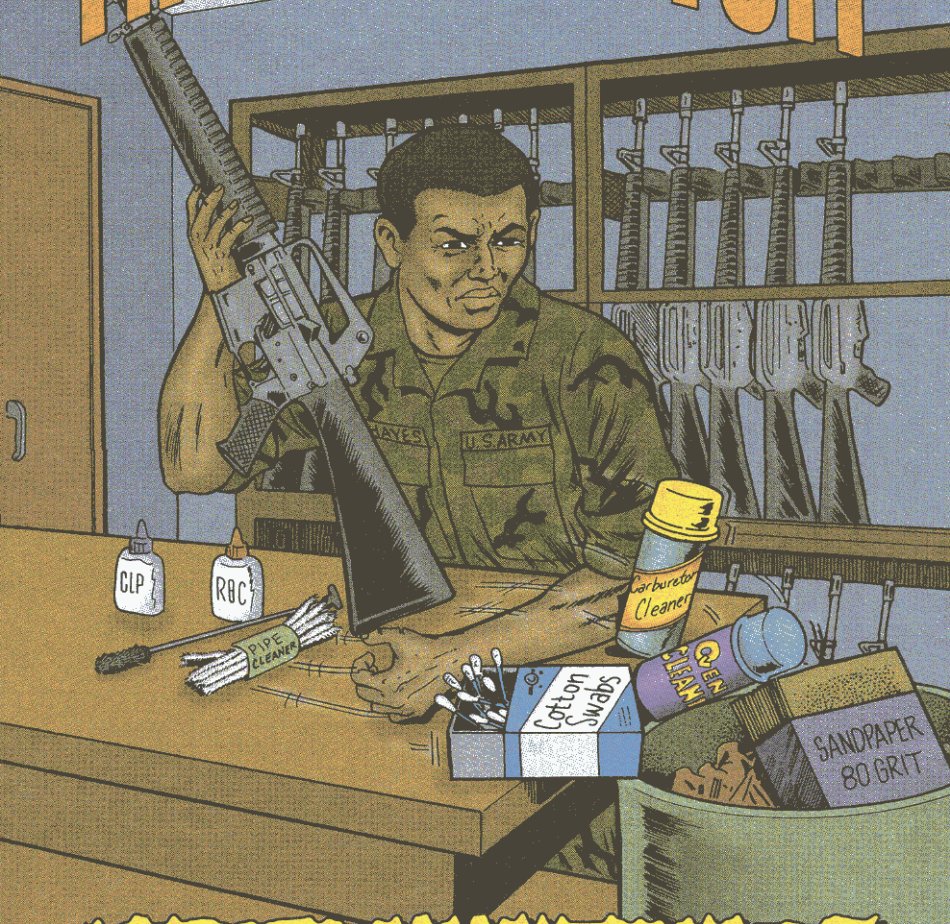
Brake Shoe Pliers

Before you tackle your truck's brake shoe springs, get a set of brake pliers, NSN 5120-00-540-4022, to make the job easier. The pliers are scheduled to be added to the No. 2 Common shop set. Until then, use Appendix A of CTA 50-970 as your ordering authority.

DISTRIBUTION: To be distributed in accordance with the initial distribution number (IDN) 340312, requirements for TB 43-PS-Series.

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