

Issue 121

PS

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THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY



Gil Cavera

PS-1 AND SUPPLY  
#1 1971-12-18

# WHO'S RESPONSIBLE FOR



Whenever Sergeant Holt Mead gets back from a triple outfit around the Army, he has a big frown on his face and mutters around the shop about "responsibility."

He's all fussed-up about the state of so many places where maintenance of Army equipment is lousy and the people in charge say it's that way because they can't pin down full responsibility for every piece of gear.

That's a crock of beans!

There are many ways to do it. One is by using the DA Form 2462, the dispatch record. It tells the man in charge who has a piece of equipment, how long, where and when before it is. If maintenance didn't get done, then he'll know exactly who was responsible.

Another way is to use DA Form 3082, the hand receipt. The guy who signs this form is responsible for the item of equipment per AR 730-25. So, he has to know where it is and its condition and he has to keep it in top shape at all times.

Good record keeping tied in with close and direct supervision by

# MAINTENANCE!



platoon, section and squad leaders (both officers and non-coms), will help make sure that maintenance of gear is done and done right. Of course, the leaders have to get the best fear of maintenance before they can make sure every guy in their units do their job.

So, nail it down (keep a record) and keep an eye on it (observe closely).

Maintenance is a big and important job in the Army. It takes a lot of teamwork by everybody. From the nearest recruit to the top commander. Do it right, and it'll help keep your outfit combat ready.

**P.S.** THE FOLLOWING INFORMATION APPEARS IN THIS ISSUE OF THE JOURNAL. IF YOU HAVE ANY COMMENTS OR QUESTIONS, PLEASE CONTACT THE PUBLISHER, ARMY PUBLICATIONS CENTER, 3715 AUSTIN BLVD., FORT BELLEVILLE, ILL. 62209. (618) 339-3100.

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REARVIEW, EDGE MOUNT—

# THE M203

# GRENADE

# 40-MM LAUNCHER



### 1. THE MOUNTING AND GUN ASSEMBLY

The launcher's perforated, plastic backpack assembly replaces the M16's backpack. Attached to the front of the backpack is a sling system that you use along with the rifle's back sling. For ranges from 50 to 150 meters, a quadrant sight; for ranges from 10 to 400 meters, it's attached to the rifle's sighting device.



### 2. REARVIEW ASSEMBLY

The slanting rearview assembly slips over the rifle, and its aluminum grip sticks into the front of the rifle's barrel over the front end of the launcher. It's secured by a metal bracket with its own fit over the rifle barrel.



### 3. BARRAGE ASSEMBLY

The 40-mm, pump-action barrel assembly fits a perforated, plastic grip, which you use to secure the barrel against the launcher. Across the barrel forward of the barrel you shoot the pump action that makes the M203. The automatic ejection lets you reload fast enough to get several rounds in the air at the same time. The barrel stop limits the barrel's travel and holds the barrel assembly in the main assembly. To separate the assembly you just press down on the barrel stop.



## FAST ... SPEED LOADING

Hold the weapon with 1 hand, while the other does the loading.

1. Press the barrel lock in, and slide the barrel forward.

2. Load the round in the barrel.

3. Snap the barrel to the rest, and you're ready to fire.

Each time you slide the barrel forward to reload, you eject the empty case and cock the breech.

## SAFETY LOCK

You can't put the safety on until you've cocked the breech. And when you don't want it on, check it often, because it can be slipped on accidentally. It's rivet or wire on the trigger guard, and it sticks out far enough to hit the ground when you lay the weapon down. It can also catch on vines or brush as you move along.

Makes sure no vines, leaves, brush, etc., are caught between the barrel and the receiver. The muff'll bind the barrel ... you'll not be able to pump quite like for fast reloading. ... and it'll snag the barrel track or barrel extension.

WHEN YOU SHOOT



The plastic tab on the left side of the handguard prevents the barrel lock from accidental bumps when you put the weapon down.



#### THE SCOPE

The handguard is covered by TM 9-5000-221-11 (Apr 70), and its PM needs are few and simple, but they cannot be ignored.



1. Use a cloth with rifle bore cleaner (RBC) to clean the chamber and gas tube. Dry all surfaces with clean cloth.
2. Use a cloth soaked in rifle bore cleaner to clean inside the barrel.
3. You'll need the bore brush to clean and polish the deposits in the barrel, and a clean cloth to wipe the barrel dry.

The stuff you need for cleaning and working is listed in the TM's Appendix C, Section III and V.



#### THE BRUSH



#### LUBING

It's hot all the way for lubing. Use it on the barrel assembly crank, and on all exposed metal parts.

There's a spring-loaded device in front of the safety that gets sticky. To lube it, push the safety to OFF, and turn the weapon upside down. Squirt some Elix on the forward part of the safety, and move the safety back and forth several times. Wipe off excess oil.



You can lube the receiver's inside through the firing pin hole. Just point the weapon up and put a light squirt of LSA into the firing pin hole. Keep the weapon pointing up for 15-20 seconds to let the lube run back into the trigger housing. Then, pump the barrel several times, and each time pull the trigger. The firing pin will spread the lube around so there won't be any more lube in the firing pin hole. If excess lube stays in the firing pin hole, it may cause a firing failure.

You're not allowed to go inside the receiver assembly — that's the armorer's responsibility. But, when he's looking over your shoulder, you can remove the back plate and the follower assembly and flush the receiver with rifle bore cleaner. Then wipe it dry and lube it with LSA.

To flush the receiver you have to separate the rifle's upper and lower receiver groups. With the point of a 1.50-MDE dummy round just push in on the take-down and pivot pins, and the groups will part.



Move the barrel forward slightly to release some of the tension from the follower assembly. Then with the dummy round just in on the follower assembly — just above the back plate — to release the plate. Slip the back plate down and out, and remove the follower assembly from the receiver.

When you're allowed to do this job, try not to move the barrel forward more'n 1/2 inch. If possible, the hammer will jam when you replace the follower assembly and the back plate — you'll not be able to close the barrel.

If you do end up with a jam, your armorer can clear it like this:

With the follower assembly and the

Back plate in place, insert a 3/32-in. drift pin into the firing pin hole and push lightly on the firing pin till there's a sharp click. Then snap the barrel home. If nothing's out handy, use the handover safety pin.



### SPECIAL CARE

You clean and lubo the transfer after firing — and weekly. Monthly, or as needed, the receiver gets a going-over like it gets in the TM's Table 3-1-1 box, in box, dirty, humid places, and where the air's ugly. You live in clean and lubo the transfer more often. These conditions are hard on lubo, and the salt, grease, dampness, etc., can shorten your transfer's life.



### INSPECTION

Here's a quick check-list to help you eyeball the transfer for problems that can get you gassed, or snap you cold in a hot spot.

**POINT ASSEMBLIES** — Sight-mounting base. Parts broken, slack, missing, rusty. Adjustment screws loose. Mounting eye missing.



**BARRELS** — Cracked, loose, distorted. Barrelhead hot broken.

TRUCK

CARTRIDGE  
RELEASE

CARTRIDGE  
ROOM

**BARREL ASSEMBLY**—Barrel cracked, bent, or bugged. Bolt, chamber grouped. Trunk bent, damaged. Barrel extension bent, worn. Cartridge retainers and loader worn, bent, stuck.



BARREL  
EXTENSION



**RECEIVER ASSEMBLY**—Cocked, tilted, bent. Extractor, ejector worn. Barrel band/spring, pin, or stop/breaker missing. Barrel lock/lock, limits, fit pin or spring broken. Slides damaged. Back plate missing, cracked. Launcher mounting bracket loose, bracket cracked, screws not tightly wired. Firing pin worn, deformed, or broken. (This support could demand repairs on the receiver assembly.)

SCREW  
LIMIT  
WRENCH



CHINA  
SAFETY  
WRENCH



**SAFETY/TRIGGER GUARD**—Safety damaged, stuck, needs lub. Trigger damaged, pull is too stiff or loose. Trigger guard missing, cracked, twisted.

PM checks and services are called out in the TM's Tables 3-1, Table 3-2 and the MML. Table 3-4 covers trouble-shooting steps and tells you when to take the loader to DL.

### WARNING



### NOTE

The M551 has 40-MM HE, practice, flare, smoke, and MP (antipersonnel) ammo. The ammo's name, name, description, time, identification, etc., are called out in the TM's Chap 7.



To make use of the M551 rifle you use TM 9-205-340-12 Chap 66 with 4 changes and Ext Para 710-20 (Jul 69).

### NOTE



## M551 SHERIDAN TEST

Get in M551 Sheridan with the sights set up? When you make the tractor alignment test like it says on pages 2-48.2 and 2-49 of Ch 5 of TM 9-2158-150-11 (Jan 68) be sure and include step 14. This reads "Look into the telescope and using the altitude wheels and elevation knobs, center the altitude scale circle over the checklight spot of light." If you have out that step your tractor will be lined up wrong.

## .45-CAL SAFETY CHECK

When taking your thirty .45 calimeter for a new dismount, make the rifle group back only 14 inch. The measurement called for on page 5-2, TM 9-2005-311-12 (Sep 68) is incorrect in Ch 2 (Sep 70).



FOR YOUR  
ENGINE'S BEST...  
UNUSUAL,  
SMALL SIZE...

# FILTER FOLLOW THROUGH

THE BEST WRAPPING GUARANTEES AIR PROTECTION

WET



DIRTY



WIND



The filter, screen and laminae on your tank vehicle can't do it all alone. They need maintenance follow-through from you.

We here's a handy, by-the-numbers guide to help you take care of the air, fuel and oil filters in these vehicles. All checks and services are done by the crew unless otherwise noted.

## AIR CLEANER

1. Make sure the covers for the air intake screen — both left and right — are sealed and leakproof again.

Remove dirt and debris you get from driving beside systems if the covers are off. It's better to see than half a pound of dirt or completely ruin a tank engine.



Ground hopping is one of the biggest causes of dirt in the engine. Since the engine is without air cleaners to filter the air during ground hopping, you should do as little of it as possible and wear the tank in as close to an area as you can find. It can take 17 minutes of ground hopping in a dusty area to show that half pound of dirt into the engine.



1. Double-check that right air intake openings must be set to draw air from more compressed except in cold weather. Being a little way you have a settling chamber that lets the air clean, run about 30 times longer before chugging up. Clean any hoses or dirt from around the intake screen.



2. If any of the 4 hoses (2 air down-to-air intake, 1 air down-to-rotor-compartment) is not, torn or deteriorated, replace it. If you're not sure, have your mechanic check it out.

4. Making an airtight seal of each hose must make air-tight contact. Replace if it's defective.



5. Hose clamps tight? Replace if any's missing or damaged.



7. Loose and loose don't improve plug, allow light into hole and check for debris/water. (If there is none, skip next step.)



4. Remove drain plug and check for rust/corrosion. (Note: In this and the next 2 steps be careful not to strip the threads, and lightly lubricate threads with lube before putting plug back.)

8. Take out your inspection plug. Put a compressed air hose into the hole to blow dust/contaminants out of the lower coils. (Note: The filter must be in place when you do this.)



9. With the engine running, check for air leaks and/or soot. Sooty air intake blower.



10. With your hand over blower outlet, feel if there is an air leak. If motor are not operating, check the electrical connection, fill your compressor conductors if you can't locate the trouble, or if the connection are tight and there is still no air.

11. Air cleaner filter should make right with replace if needed.



BEFORE CALL  
TECHNICIAN.





12. Take out filter assembly element and make sure both the driver filter part and the rubber seal surface are clean and in good shape. Replace if damaged. Order a new one at Stewart, or Stewart filter. P/N 2940-078-070. Before taking out the filter, examine the element carefully for small holes. With the filter out, hold the element by the quick end and shake out the dust. Remove the remaining dust either with a compressed air hose or by washing. Warm or cold water can be used, either alone or mixed with a non-bleaching detergent. Be sure element is completely dry before reassembling. Store clean close to the element.



13. Filter compartment gasket (P/N 2940-011-2000) loose or damaged? Replace if needed.

14. Check for air leaks around filter gasket.



### BLASTING: GAS BOX



Breather vent — *Warning:* Clean and inspect the breather on your breathing gas line regularly. It is P/N 4100-041-0405. See your IRL for the way to do this.

## GENERATOR AIR INTAKE



Check your generator blower every time you start your engine.



1. Build a piece of cloth or paper to block off the air intake screen. If the material is not locked against the screen, stop the engine and call your mechanic. That way you'll save your generator from overheating and burning out when the generator blower has quit on you.

2. If the mechanic should forget to reattach the flexible connector of the generator after a screen panel has been replaced, the blower motor could be running, drawing in dirt and dust even though there'd be no action on the air intake screen. The blower would overheat and fail, and the generator would heat up, too. So, even in that case, the fact that there was no action at the generator air-intake screen would tell you something was wrong . . . or, call the mechanic and save your generator.



## RADIATORS AND SCREENS



Clean the 4 oil-cooler radiators and screens as often as you need to. In dusty conditions this may be weekly or even daily if you are operating where there are tall weeds with lots of seed pods. Quarterly (Q) service cleaning is just not often enough to back it.

The stream or waste water pressure the way it says on page 1-211 of TM 9-2110-113-20 (Feb 85) making sure the waste or fluid goes to the oil water separator. Better yet, use oil cleaning tool, FSN 2811-49-0117.

Oil  
Cleaning  
Tool  
F/N 2811-49-0117



Remember, these workers take care of all the lines from the transmission and half of the lines from the engine so they need plenty of under berth care.

Here's how to give 'em the TLC they need:

1. Take off the radiator (check screen by uncovering the 4 top screws and clean it with just brush and degreasing solvent, or soapy water. Note: If you let the screen get clogged, then dirt and dirt pass through the space between the screen and the water, and the cleaning job is tougher.)



2. To clean the radiator (inside) the water jet the screen plate — one behind each cooler — in the cooling channel. Using steam or high pressure water, force down the cooler from the engine side. The best time to do this is when you have the ground path out for the quarterly PM routine.

If you're doing it with the pack in place, you need to take off the engine room pressure floor plate and run the floor waterlevel up on a ramp. This will raise the lower end and let the water from the washing drain out the floor plate hole.



## FUEL FILTERS



PROPER  
SERVICES OF  
FUEL FILTERS  
IS IMPORTANT  
BECAUSE WATER  
AND OTHER FUEL  
FOAM ESPECIALLY  
CORRODE  
SUBSIDIARIES!



### DRAIN DAILY



In addition to the primary fuel filter, your AYDOR 1700 engine will have either a 2-element secondary fuel filter or the newer Substrator Fuel/Water Separator filter. It will also have a manifold heater fuel filter and a fuel injector pump filter.

Daily draining of fuel filters can prevent fuel system damage. If you drain before operation, all the droplets of water will have a chance to settle out of the fuel, but if you drain right after operation some of the water will still be suspended in the fuel.

### DR DRAIN ON LATE MODELS



1. Primary Fuel Filter — Drain daily, drawing the water and dirt into a container until the fuel runs clear. Use the drain cock on early models and spring-loaded water on later models. If BOM 4-500-007-00 Item 68 has not already been applied, get your friendly trucker outside mechanic to do it for you. His price sheet lists for both primary and secondary fuel filters.

He will also help with quarterly 30-second or 1-minute filter cleaning, and occasionally hose shut flow with a new gasket. After the initial hose break shut almost instantly damaged, it's replaced with the specific element that comes in this part kit. For 30 1-800-3427.

2. Secondary Fuel Filter — Drain the primary. The filter part kit is PN 1710-007-0070. . . .

Fuel/Water Separator Filter — Drain daily thru the drain tube. Replace if water elements partially blocked or 700 miles (May kit is 1710-007-0071). I DO. Replace water element usually . . . PN 1710-008-0071 . . . separate. Street service.



WHEN YOU OPEN THE FILTER CHECK FOR OILWATER.

IF YOU'RE GOING TO RE-USE YOUR OLD ELEMENT TAKE THE GASKET — THERE'S NO FUN FOR IT.

When all elements of the fuel/water separator have been removed for replacement, remove fuel line and clean the inside of the filter housing with dry-cleaning solvent or mineral spirits plus chlorine and a brush. If any sludge or gum has accumulated, scrape it off.

3. Washfield heater fuel filter — Service yearly. Clean head, element and spring with mineral spirits plus thinner or dry-cleaning solvent. Run dirt out of element with compressed air. Replace element if damaged.

Element is P/N 710-241-1021. If a new element is used or the old element is cleaned and replaced, you'll need a new preferred gasket, P/N 1230-241-1020. The gasket is bonded with a new element and has no P/N of its own. So, if you're using an old element, reuse its gasket.



4. Fuel primer filter — If you have an 88842 tank with water separator from 817 to 826 you'll have a filter on the fuel primer line that will be identical with the Washfield heater fuel filter. See how it fits the same way. This applies only to the 88842. The other vehicles don't have this water filter.

1. Feed back screens — Metal screen strainers, P/N 7111-884-1034, in left and right fuel tank filter units. Remove and clean at each 20,000 miles.



## ENGINE OIL FILTERS

1. Make oil filter — Wash in kerosene oil, and so removed spins gold filter. Dry metal screen (aluminum) with low-pressure compressed air at the 20,000-mile interval metal screens can be ordered at P/N 7140-414-7121. For ready access between each metal screen, P/N 1260-732-1141 gets you.



2. Assembly oil filter — When you take this apart for replacing the element and draw-up of other parts, be real careful because the spring is up tight and the locking will shoot out when you put the other pin. Change the oil filter element quarterly. P/N 2040-804-4801 gets you the parts for the job.



## TRANSMISSION OIL FILTERS

REPLACEMENT  
P/N  
P/N 4200-  
710-7827



NOTE:  
NOTE  
P/N  
P/N 4200-  
714-7140

1. Make oil filter — Remove and clean quarterly. You may have the metal-lined type P/N 4200-710-7827 found with the vehicle at the time of vehicle replacement filter P/N 4200-710-7827. Only the new type can now be ordered for the 42 4200-vehicle transmission.

2. Make Oil Screen — Clean and inspect this whenever the power-pedal is removed and the transmission drained. If you need a new one call for P/N 1260-470-4445, this includes most of the necessary gaskets, but not gasket P/N 1260-502-1024 of which you need 2.



## TRANSMISSION VENT FILTER



1. **Check Model**—Make sure a filter on the vent line that runs from the top of the transmission to the engine without. This was designed to keep exhaust carbon from getting into the transmission oil.

However, if the filter gets plugged up it causes both pressure on the transmission. If it's giving you any trouble, replace the line and filter with ordinary vent line without filter (both vent line is P/N 41-201-007).

The filter is neither required nor stocked in the supply system. If it is doing good work for you... . Keep it out, replace it with ordinary vent line.

## FINAL DRIVE BEARINGS

Check the bearing rollers on both final drives every 2 weeks. If you need a new one, 811-924-8025-00-000.



## HYDRAULIC POWER PACK

1. **Filter**—Remove all filter assembly, P/N 120-000-000, is changed when the power pack is disconnected for repair or worked by your repair unit.



2. **Shaft**—You clean the control shaft (pilot shaft) power pack shaft, P/N 120-000-000, when it needs it.



DO YOU CHECK THE POWER PACK ASSEMBLY?

IT NEEDS CLEANING NOW!

DO YOU CHECK THE POWER PACK SHAFT?





## WALK-BEHIND KIT

If your **WALK-BEHIND** tank is equipped with the **HR** ballast, **HR**, for your **WALK-BEHIND** tank, for the **WALK-BEHIND** ballast kit it means one more thing to check. On the **WALK-BEHIND** tank with **HR** ballast, there is a filter, **PN 1291-001-1 EC**, in the assembly. The **WALK-BEHIND** tank with **HR** ballast has a screen assembly, **PN 1291-001-1021**, instead of a filter. Whether you have a filter or a screen it is cleaned manually or otherwise the hydraulic fluid reservoir is drained.

### FOR DISPOSABLE DIAPHRAGM FILTER ...



## WALK-BEHIND ENGINE VEHICLE

If you've got an **WALK-BEHIND**, everything you've read so far applies, plus you have these extra guidelines ...



1. Disposable diaphragm filter — Change the diaphragm filter assembly. **PN 1291-001-1121** gets you a new one. See **Step 14** in **SP 9-2220-223-12** and **Page 2-107**, **Fig 2-223**, in **TR 9-2220-223-26**.

2. Hydraulic reservoir breather — There's nothing to you. **TR 9-2220-223-26** about the breather and no service interval is listed anywhere. However, the breather should be cleaned manually or automatically with the vacuum reservoir oil change. See **Step 13** in **SP 9-2220-223-12** (**Step 18**) for service on the reservoir.



3. Hydraulic line filters — There are 2 diaphragm filters, one for forward hydraulic lines and one for rear hydraulic lines. You check the end indicators at top of each filter daily. If the indicators are up, good. Operate the system and if the indicators won't go down, service the filter. At time of normal hydraulic reservoir drain, replace the filters. You'll need part **81**, The element, **PN 1291-001-1121** **W/V** ENERGY.

LOOK THE  
WALK-BEHIND WAY!





# STRAIGHT DOPE ON TURN SIGNALS



Are you wasting your time and Uncle's dough because you don't dig the new deal on turn signals for critical trucks?

Well, let's blow away the fog.

Newer vehicles come equipped with the solid state turn signal systems.

Some guys are replacing the whole thing when all they need is a new component. So make the parts manual for your vehicle hasn't yet picked up the right parts. No sweat — just go to TM 9-2526-119-20P w/Ch 1 & 2 (Jan '86). Sure, this TM's for the M1071-series 14-ton trucks, but those right parts are the same for solid state turn signals on all critical trucks.

Older vehicles have the old vibration-type turn signals — unless they've been replaced with the new solid state systems.

Some guys missed the word — they're trying to repair that old setup. No go! There's no more repair for those old turn signals. When any part of that vibration-type system goes out, you re-



**RIGHT PARTS ARE AVAILABLE FOR YOUR TURN SIGNAL**

place the whole 14 1/2 inch-wide with solid state turn signals.

Eg. Solid State Turn Signal, P/N 2508-004-0001.

How again, if the kit's not in your truck's parts manual, you can find it in the -20P for the 14-tonner.

And, no matter what vehicle you're on, you can go to TM 9-2520-219-20 w/Ch 1 (Jan '86) for the dope on the making your new solid state turn signal sets. Check page 1-36. This same TM also gives you the rundown on trouble-shooting your solid state turn signal system — see pages 1-71 through 1-75.

## MILITARY DECAL

A new deal for your MILITARY APC's dip air cleaner comes under P/N 7000-014-0041 — if your APC's serial number is 611000 or under. For APC's over that serial number, the deal carries P/N 7000-014-0166. The deal tells about avoiding the air cleaner.



Now that you're waiting for an order call (and DON'T DIAL 911-YET!) for your JAM/MPQ-64, remove your mouse, and the oil is drip, drip, dripping all over the J-2011 and P-2011 jack and plug. Flip it!

By removing the 4 screws of the mouse-mounting cover and turning the cover 180 degrees clockwise, you put the arble, jack and plug on top and away from the drip (and damage) of the oil.

That, all you have to do to ensure the identification and training plans, reverse them (put the downside up), put the mouse back in . . . and spruce and you get a new seal.

The mouse works fine either way.



## AFC RESTRAINT

Contact yourself next time you have to hold some mouse voltage on the My-stic in your JAM/TPB-15 frequency converter transmitter.

Like, with the urge to make the AFC adjust get to maximum in one sweep. To prevent burning out the pot, other circuitry or even the My-stic—turn it slow.

And remember: use the AFC adjust only for tests—or for emergency, if



your AFC circuit fails. Normally, the AFC-MANUAL release, in AFC position, supplies the varying voltage you need, automatically.

## NEW LOOK AMP HOLE

Would you believe  
an **AMP** that fits  
a **1 1/2" x 1 1/2" x 1 1/2" AMP**  
hole? **NO!**

Hey, man, if your **AMP** hole on the panel is running around with a 1-amp amp on its face where the **F100** face should go, change it.

The **-44** model radio set gets a 1-amp, double **F100** face, **FSN 5000-214-3002**. Depend on changing the marking on the front panel from "1" to "2" as the set are recycled through. Meanwhile, you can change the "1" on the panel to "2" until the set goes to depot.

That way, somebody who didn't get the word in **TR 750-511-1** (Don't let won't mindfully overflow the set.



## ALL THE WAY OUT...



Hey, hey, when you're unconnecting the connector from the antenna jack on your **RT-106**, **RT-524** or **R-442** components, unplug it all the way.

Some people leave the connector all it's about ready to drag ... and then yank.

Right. They yank the cable loose, and the connector will hang on the jack. Which makes a job for support.

# TERMINAL SET SAVERS

FOR YEARS, LITTLE PROBLEMS WOULD TRIP THE TWO-DECK!



They add up . . . in downtime. That's the little thing here, and the other there—*that* you do get to your AM/ERC-101 or AM/MRC-115 radio untroubled.

The idea is to catch 'em one by one, before they happen, and keep 'em from making' big problems.

So here's some items that apply to both the ERC-101 and the MRC-115.

## DC 100701

First off, don't let the heat in your E-101 transmitter case take just so much of each other—and the filter quits. In cheap areas, this could take about 4-5 hours of operation.

Combine the clogged filter with a six-rod breaker that doesn't kick as often as it should and you can burn out the power supply, the blower motor and a few other goodies.



## AC 100701



The T-101 AC power switch is reasonably heavy and will do its off-on job just great, if you remember: a light flip of the flag is all you need to work it. Burns, sticks and teeth break it. A new switch is due out with latest models of the radio set.



KEEP FUSES  
REPLACED UP

When the transmitter checks lines of circuitry to sense control with the amplifier voltage regulator, which is mounted on the power supply, the regulator is fragile, so try the check on the opposite side . . . and be careful not to touch the check on the regulator.

#### AMPERS

Diets and diets build up quickly like an election of the V1 and V2 tubes in the AM-102 . . . in dry, damp areas, the long 'em down— or write 'em off.

#### MSC-115

Some special problems with the MSC-115 configuration.

The V-105/MS-115 antenna equipment trailer is expensive when loaded with the various commo components.

Towing it with a 1 1/4-ton is a real challenge and an exercise in balance. On rough roads, slopes and during turns, slow speed and gentle changes of direction are musts.



#### CP-248

More an operator: When you ring down the CV, 1148 signal converter of the MSC-115, do it in short bursts . . . like a maximum 2 or 3 times. Long rings burn out the 82 resistors of the TR-82 panel.



KEEP THE 82  
RESISTORS

#### MS-105/115

The channel switch (24) of the TD-880 multi phone lines hand . . . which means the switch lock or screw, which means the lock can lock off, get hot, or otherwise get fouled up. So tighten the screw . . . regularly, and take the switch with tube component (25) to 58-585-2811 when it begins to tighten up.



FORGET FOR A WHILE THAT  
EVEN NOT AN OVERLOOKING  
LOAD AND MOVE TO IT!  
HAPPY 100-0PERS!

#### SC-200

Each monitoring and computer system require wires are hard to come by and you may not be able to get 'em at all. Which means take care of them if they do come out, but better yet, don't back them all the way out.



KEEP CARE OF  
YOUR WIRES

## YOU NEED A CLEAN BLADE



Maybe you'll never get a sharp enough to shave you, but a clean impulse blade will cut any hair and use the money money of your RT-240 and 416 receiver-transmitter.

A clean blade'll also help keep parts in the RT's front burning nearby possible in good air circulation. So get the optional razor with a clean whenever you get them and don't on the blades.



KEEP IMPULSE  
RAZOR SHARP

CMMI  
IS GONE! FINI!  
OUT!.. NO MORE!  
SERVED ITS TIME.

# NOW IT'S MAIT.

Mail is dead— gone... like the duck bird.

It was killed off by DA letter A4284-4-08 (4 Feb 71) LOG/ MEO dated 12 Feb 71. Subject: Maintenance Assistance and Instruction Team (MAIT) program (also Command Maintenance Management Inspection (CMMI)).

So, you'll no longer hear the cry, "The CMMI team is coming!" No more of the dread, hustle, spill and pour, gigs and all that.

Instead, you'll be visited by a Maintenance Assistance and Instruction Team. The team is made up of specialists on equipment, maintenance records, maintenance management, supply and the like. They'll take a look at how your outfit is doing. Then, like the team's life says, they'll assist and instruct and try to help you over the hump.

No inspections... no gigs... no reports to higher headquarters.

Sounds great, huh? It should be. It came from the "Top Cal" himself.

The DA letter is the first thing out. More details are coming in a circular and perhaps a new AR. The letter killed off AR 750-6 and DA Pamphlet 750-10.

Maintenance Assistance and Instruction Team

# JOE'S DOPE

## I AM FURIOUS (YELLOW)

NO ONE  
WANTS  
TO  
BE  
FURIOUS  
IN  
YELLOW

It was a time of the spring thaw . . . the mating season, the flowering of virginity, the changing of the seasons.

I geared up again upon my rig — but a part of the winter was blossoming away.



She was like a sleek animal when I came upon her standing there in the shimmering puddles of the melting snowspots that still cling to the winter pool parking lot.



Unshowered in her nakedness, she allowed the early spring sun to caress her body . . .

I came close . . . my hot breath making spots of fog on her glossy windshield . . . then, through lips dried by my passion, I muttered . . .



"Why," she purred, "... why is a spring change-over so necessary?"



BOUNCEWIT  
WANT BE READY  
FOR A MISSION AT  
ALL TIMES... CHANGE  
CHANGES COULD  
COME A MINUTE!

I rolled back her canvas garter  
so as not to hear the drums.



YOU SEE, WINTER  
OPERATIONS BRING  
UP A LOT OF TOOLS!  
THEY WILL NEED  
BE CAREFULLY  
PLANNED!

The sight of her naked ribs was  
driving me wild!



THINGS LIKE... WINTER GEAR,  
BROWN GRADE OP-OL... ROAD  
TOOLS... DIRTY LUBE POINTS...  
CAMP KITCHEN AND UTENSILS...  
HONEY BENT BRICKS... SCREWS  
AND GLASS...  
MATERIAL... MUST  
BE PLANNED MATTERED.

TO MAKE  
A PLAN.



"... You only say this  
because I'm a truck!" ...  
she purred.

...AND THAT DOES  
FOR TANKS, DOG TAGS,  
GENERATORS... ANY  
PRICE OF EQUIPMENT  
THAT LIES OUTSIDE  
A LOT!



"I feel I must tell you, dear... I'm not a virgin!... I have been through many missions - I've basted over many a tough road! Yes, even been prosecuted at times... and mishandled with tactical abandon," she offered.



Actually, I know the past full well... I had kept up her log book... noted signs of trouble, knew every squawking inch of her body!



I'LL INSPECT YOU...

ADJUST YOU  
CLEAN AND  
SERVICE YOU  
TIGHTEN  
AND FIX YOU...



"Oh, darling," she gasped.... "you are a wonderful operator..."



# COOLING SYSTEM

CHECK THE WEATHER LOGS OF COLD BUILD-UP!



DRINK ANTIFREEZE! OPEN INSULATOR AND FRONT ENGINE BAY.



NEVER HAVE THE FUEL IN CONTACT!



DRINK AND DRIVE, DEFEND, TALK... IF THIS POINT'S HOT HOT OF THE BURN AND FLAM, JOE A CLEANER CONTAMINANT!

DRINK YOUR CUP OF TE TOGETHER FOR THE LATEST ON DRINKING!

ANYTHING ABOUT THE GROUND FOR...



SPIN AND SWIRL!



BRING HOSE!



LEAK!



LEAK CLAMP!

WATCH FOR BUBBLES DURING THE TEST!



# ENGINE OIL CHANGE



DON'T DRINK - FOLLOW THE L.O. - BE SURE TO GET ALL POINTS ESPECIALLY THE COOLING FLUIDS, LIKE FUEL, WASHING LIQUIDS THAT AREN'T STORED.

DRINK ON!

BUT DON'T DRINK IT WITH A COLD DRINKING!



CHANGE THE OIL FILTER!

ANY LEAKS?

- OIL
- FUEL
- WATER
- AIR

AND DRINK WITH THE PROPER BRAND OF OIL!



# ADJUST, TIGHTEN AND FIX

STICK TO TORQUE SPECS. LET THE TIRE DEGREE WORK THAT'S IN THEM.



FIXING  
TIRE SIZES

REPLACE ONLY ONE WHEELS! COVER A UTILITY ADJUSTING BALL THAT'S A BIRTHDAY PARTY!



ALL THE WHEELS ARE SPINNING AND UP TO SPEED!



KEEP THE TIGHTENING SCHEMATIC

TRUCK CLAMPS AND BRACKETS



SHUT OFF THE ROAD TRAFFIC!

CLAMP ON THE TRUCK

REMOVE THESE CLAMPS WITH CARE AND GET THEM INTO THE TRUCK A FEW FEET AWAY.



PAINT ONLY FOR PROTECTION, NOT EXPENSIVE WITH.



BE CAREFUL, BURNING AND GEAR AND FLAMMABLE

CHECK THE FUEL WITH THE WATER METERING THE INTERNAL PUMP, CANNED, ETC.



GET A LITTLE FUEL ON THE PUMP, THIS IS THE ANSWER!

# TUNE-UP

ADJUST THE VALVES!

CRANK PULGE CLEAN AND TEST, REPLACE VALVES OR EXHAUST OIL.

RECOMMENDATION POINTS: ADJUST OR REPLACE THEM IF NEEDED.

YOUR ENGINE FOR BURNING OIL?

ADJUST SPRING GET THE TIRE FOR SPEED.



USE THE BEST EQUIPMENT IN YOUR ORGANIZATION, TOOL SET



...and so I left her...  
glow  
with  
readiness  
for any  
new  
mission.



NEO  
CLUB



WELL, HERE  
I AM - BROADLY  
A YELLOW AT THE  
HEAVY MACHINES  
BY DESIGN.

I AM  
FURIOUS,  
YELLOW!

LOOK, YELLOW  
YOU KNOW MY  
LAST MESSAGE  
BOM A TAPPING  
OPERATION. AND  
I AMY AMY A  
MESSAGE THAT ILL  
NOT RETURN  
THE IT.



AND IT'S A  
MESSAGE... AND  
I'LL FORGET  
THINKING THAT  
THE LATER!



AND I GOT  
MESSAGE NOW!  
I GOTTA GO!  
REMEMBER TO  
THE GOOD  
FORGET!



WELL, GET  
THE MESSAGE  
ON TIME,  
NO MESSAGE.

WELL, "BOM", BOM!  
A MESSAGE FROM  
FROM OPERATOR  
IN FORM... BOM!  
BOM! IT!



WHO NEEDS IT... TICKET-A  
BOM FOR BOM OPERATOR  
A MESSAGE BOM AND THE  
BOM HE NEEDS IS "BOM"  
BOM. THAT BOM MESSAGE  
CANNOT LEFT... BOM... IT!  
BOM AND THE BOM FOR BOM  
TO BOM THE BOM FOR BOM  
BOM AND THE BOM AND  
BOM BOM... BOM  
BOM IT!

# CLEAN IS MEAN!



THE NOBILITY

THE CLEANER,  
THE ENGINE,  
THE PAPER,  
THE BAY!



On a warm and clear mission the Fleck Feller needs all the power his engine will put out.

The particle separators on your Klyon (10H-104) and Capon (10H-24) keep engine inlets about 98 percent bug-free-poll-free. Outstanding!

But that 2 percent of dust that slips past the separators will give your bird inhaled abrasives. It won't take long for this micro-dust build-up to give her the Monday morning blues — unless you clean the engine.

Clean engine tips: JP-4 sucks. Every ounce of power is wrong-ounces the fuel, and sends your bird slipping along.

Cleaning the compressor blades when engine performance falls off faster's usual, or exhaust gas temp increases usually, or when the engine gets contaminated with exhaust sootier looks like a good PM.

It takes more's a bit-of-a-time job with a brush to rag so-clean the compressor blades. You have to be sure the right cleaner and follow the TM cleaning prep to the letter. This ain't the time to "hurry out" on PM, brooder!

Using the wrong compressor cleaner on certain birds will soften the compressor cases, and that means a trip to your maintenance back-up unit.

## USE THE CLEANER

If you're pulling PM near salt water, clean-the-compressor with a daily-dosage of demineralized, distilled, or fresh water ... or with a water-soluble corrosion cleaner.



DO THE WAY  
ON CLEANING  
COMPRESSOR BLADES

Here's the preferred cleaning compounds for all Acropolis turbine engine companies:

Model	Aircraft	Cleaning compound	Authority
CR-10, L, C, B CR-12, TR-12 CR-14, L, R, R-14 CR-15, B, C	Boeing Fokker Japanese British	FC-100 For 1000-2000000 (Legal oil)	For 10-1000-100-100 For 10-1000-100-100 For 10-1000-100-100 For 10-1000-100-100
			
CR-16, CR-17, L, B, C CR-18, B	De Soto	Turb For 1000-1000000 (oil)	For 10-1000-100-100 For 10-1000-100-100
			
CR-19 CR-20	Japan Korea	CR-10 For 1000-1000000 (Legal oil) (1000-1000000)	For 10-1000-100-100 For 10-1000-100-100

\*You will be in the shop during a job order.

## NOW HEAR THIS!



Use your personal ear plugs when working around aircraft turbine engines, transmissions, electrical power generators, tracked vehicles wherever the machine can high intensity sound could damage eardrums.

You can even wear ear muffs with the plugs, if needed.

TR 1-1000-100-100 (May 67) on naval generators, line 4 types. They're authorized in CTA 1000-100 (Feb 65) on generator equipment and should be readily located for everybody's use.

# OIL PRESSURE ZAPPED!



On ground run-up after a PE, a UH-1H pilot got a low-pressure signal on the transmission oil pressure gage. Within 30 seconds oil pressure was zero.

Imagine the results if that tank weren't there! Who's-out Oil pressure zapped . . . transmission gears . . . windshield wipers . . . lost hydraulic!

After troubleshooting the system—being careful to follow the Dash 20-1q-checkbook—the crew found the trouble:



There it was in the "tail hole" — as the transmission inlet oil head filter would coupling (quick disconnect). A real hand-to-mouth item to service and check — and you'd better believe it.

When the critical oil filter pump was removed for cleaning and filter replacement — sequence 4.11, TM 24-15.20-2.10-20PMF (Nov 65) — the 3 rings on the motor quick disconnect fitting were not checked by hand for full extension. Oil was stopped there . . . by the shock waves in the quick disconnect as it came unglued.

With the surge in engine power, the transmission oil pump forced oil thru the hole and with no place to go the filter head pump cracked and took on a peculiar pumpkin look.

A lotta time and effort — not to mention some scrapes — were lost because some head-basher didn't follow the TM.

Could this type of low-bore trouble happen to you . . . right?



# DIRTY BIRD HANG-UP

Keeping your bird clean can be a drag. Specially when doing your 150-*lb* oil change lets use the transmission or tail-rotor gear box. Or maybe you've had to drain 'em because the magnetic chip-detector clogged several magazines. Need a fix on your clean-up time? Here 's it...

...FOR THE 1700-200-6000 we'll get a special great-looking drain set for the transmission oil drain ...



And FOR 1700-200-6100 bring one for the tail-rotor oil drain.



Now, an oil drain job becomes a breeze. Fits like ...

When you remove the transmission chip detector plug, insert the special tool. Attach a 2-*ft* length of any 1/2-in. ID hose to it ... and drag the end over the side.



When you handle/rotate the tool, it opens the self-closing valve, and oil drains into a hand-held container.

Draining the tail-rotor gear box is easier, too. Attach your tool to a hose with a 3/4-in. ID opening. Then, you can't see those drain tubes for oil sampling, since you use a new tube for each sample.



After the clean-dirty work is done, dump the drainage in solvent and reuse 'em for another day.

Your support can order these special tools with an exception-free type repair plan. When you order be sure to use BIC for the BIC on the paper work.



NO PROBLEMS  
AND NO  
HEADACHES...  
HERE!

# PLL

AS THE  
"WALK-ABOUT"  
FOR PLL  
AND SHOW YOU ALL THE  
STUFF YOU NEED TO  
BUY IN THE SUPPLY  
STORE!

AND...  
HERE'S THE  
LIST...  
ORDER  
IS SIMPLE AND  
EASY TO DO!



Whether you want your PLL open in supply school, by OJT, or you're just learning the PLL business on your own, your No. 1 publication for setting up and running your shop is AR 711-99 (Nov 76, Supply Procedures for TOE and TEA Units and Activities.

## AND HERE'S A PLL

If your unit's TOE or MTCO authorizes the maintenance personnel, tools, and equipment to pull organizational maintenance, your unit's authorized a PLL. Your CO is the approving authority for the PLL, and you're responsible for keeping the PLL tools and records in order.

All your PLL normally amounts to is a 15-day limit of repair parts to support the equipment your maintenance shop is responsible for. Of course, your CO may set up one central PLL operation to support several of his units or sections that

# KNOW-HOW



have maintenance responsibility for their own equipment. In that case you support several shops or regions. And, since the AB doesn't allow consolidation of PL's, you have to keep separate stocks and records for several 21-day loads. That way, if one of the units has to move off by itself, it's an real asset for you to hand over the unit's stocks and records.

The only time you can pool PL's stocks and records is when you shop maintenance equipment for units that aren't authorized maintenance personnel, tools, and equipment. That is, units that would normally move what you do.

HERE'S A GUY'S EYE VIEW.





IF YOU SUPPORT THEI YOUR SHOP

YOU KEEP THE P.L.A.

NO MATTER HOW MANY P.L.A. SETS YOU ORDER YOU TO BE READY TO ALL THE NECESSARY TYPES Y SUPPORT



IF THE UPPER SPECIAL SHOP IS YOUR SHOP

YOU KEEP A P.L.A. FOR EACH



AND YOU MUST HAVE AN APPROVED SHOP FOR EACH. YOU HAVE TO BE CAREFUL ALWAYS.

### ORDER STOCK

Your initial allowances are listed in the equipment manuals, and they're based on how much of what kind of equipment your P.L.A. supports. But, as

YOUR CURRENT EXPENSES IN THE AREA ARENT THE ALLOWANCES

YOUR P.L.A. WITH BETTER SUPPORT THE P.L.A. WILL BE TO GET THE P.L.A. TO GET THE P.L.A.

you rack-up demand expenses, you're subjected to make changes in most regular parts lists. The changes are based on your shop's demand, and its frequency of demand for an item—within a 180-day period. To keep track of your demands you use Est Form 3118, Record of Demands—Title Insert.

Est. Form 3118  
RECORD OF DEMANDS  
Title Insert

DATE	QTY	UNIT	NO.	PRICE
10/15/68	10		1	100.00
10/15/68	10		2	100.00
10/15/68	10		3	100.00
10/15/68	10		4	100.00
10/15/68	10		5	100.00
10/15/68	10		6	100.00
10/15/68	10		7	100.00
10/15/68	10		8	100.00
10/15/68	10		9	100.00
10/15/68	10		10	100.00
10/15/68	10		11	100.00
10/15/68	10		12	100.00
10/15/68	10		13	100.00
10/15/68	10		14	100.00
10/15/68	10		15	100.00
10/15/68	10		16	100.00
10/15/68	10		17	100.00
10/15/68	10		18	100.00
10/15/68	10		19	100.00
10/15/68	10		20	100.00
10/15/68	10		21	100.00
10/15/68	10		22	100.00
10/15/68	10		23	100.00
10/15/68	10		24	100.00
10/15/68	10		25	100.00
10/15/68	10		26	100.00
10/15/68	10		27	100.00
10/15/68	10		28	100.00
10/15/68	10		29	100.00
10/15/68	10		30	100.00



Whether you're starting from scratch or taking over an existing PUL, you have to know exactly what equipment your PUL supports. The info normally comes from your unit's equipment directory list, which is kept currently up to date supply-room wheels. Also, just about all the equipment info you need is normally listed on the equipment control board in your shop's office.



Equipment pubs are indexed in DA Form 310-4, and include TM's, TM-4's, SM's, TV's and SF's. Two of your big guns are TM 9-2880-231-289, the CAOM (Commodity Authorized Organizational Stockage List) and M 700-19, Repeatable Items.

The Federal supply catalogs you may need are indexed in DA Form 500-6. AR's Ed. Pam's and other administrative type pubs are indexed in DA Form 500-1.

If the pubs you need are existing, in-out-stock, check with your unit's publications supply man. He can order what you need on Ed. Form 11. Make sure he knows exactly which pubs your shop must always have on hand so he can add them to his pipeline distribution orders. That way the changes and new pubs you need will be shipped automatically to your unit by the Army Publications Center.

Meanwhile, if you're in a bind for a supply publication, you can try for a loan from the nearest technical library, or from a neighboring unit.

Get real organized on DA Form 500-18, Guide for Publications Supply Personnel, so you'll know what's what in that end of the business.

## STAY ON TOP

Some months are more hectic and dusty columns to call out your initial allowances. Collect the allowances in terms of a factor for 100 percent of equipment, and you have to use a formula to figure out your initial 100% load.

WHAT ARE YOU GOING TO DO TO TAKE CARE OF REQUIRED WORK?

OH, YES!

THAT'S THE PROBLEM WITH IT! JUST CHECK THE 100 PERCENT AND KEEP TRACK OF DEMANDS.

When you collect corporate demands for a 100 percent within 100 days — you add it to your P&L. Then you'll have to deal with a commercial allowance which you can't track on your initial P&L because your equipment density is too low.

## REPAIR PARTS COSTS

NO. MAINT. PERSONS	NO. MAINT. PERSONS	NO. MAINT. PERSONS
DECREASE	INCREASE	DECREASE

EQUIPMENT VALUE		100%	100%
EQUIPMENT VALUE PER UNIT		100%	100%
EQUIPMENT VALUE PER UNIT		100%	100%

Form No. 100-100-100

KEEP YOUR P&L CURRENT WITH THESE



STAY ON TOP...  
FORMS...  
P&L...

NO MORE THE SAME COSTING METHOD AND OVER AND OVER. AND WHAT'S LISTED WITH A T IN THERE. USE THEM ON YOUR P&L. NO MORE YOU ALWAYS RECOMMENDED.

**SA Form 1700**

**SA Form 1700, Request for Issue or Termination**—Four (four) support call-in will give you 3 professional graphical 2000's for each item on your P.I.—and they'll replace your graphics as you use 'em. To keep graphics fresh and handy like you do your stable index file along with the 2000's they come. For an ordering "to request" form, you make up the 2000's form itself.

**SA Form 1911, Cross Reference and Subscription Record**—The 800 Interchangeability and Index Substituted info on P.I. items. It also gives you your stable index file with the 2000's it covers. If you have enough copies on a 2000 for 800 info, you don't need this form.

**SA Form 2000**

**SA Form 2000, Exchange Log**—The starting log for logging SA direct Exchange items you take to your 2000. If a SA item is out of stock, the year 2000 also is 800 requests to a retail box or direct.

**SA Form 2084, Document Single**—The record of your item most numbers, and info on your supply transactions.

**SA Form 2084-B, Prescribed Lead List**—On this SA I P.I. is, however, made form use for your P.I. items. The form is normally supplied by your local publications section.

**Exchange Item File**—Index the 2000's for "to request" items, look a handy box is available for this file, and keep the forms in 800 info.

**SA Form 2087-B****SA Form 2088**

**SA Form 2088, Record of Reprints**—Take issue: You need a 2000 for each P.I. on your P.I. file the items are stable index file in 800 requests file last 7 days of the 2000. The 2-part form is performed as you use use both sides.

**Exchange File**—The most 2 requests file, it temporary requests file for direct requests from your 2000, and a regular requests file for stable requests your 2000 file from 800-2000 requests (800 700-200).





## FACTOR TM'S

In TM's that provide the formula for figuring your allowance, you'll find examples for writing the formula. App G, AN TM-11 also shows you how to use the formula. Briefly, this, the figuring amounts to this:

Multiply the number of items you have that use the part by the TM's allowance factor. Then divide the total by 100. The answer is your initial 15-day allowance—with one big exception:

If your answer is less than .5, you're not authorized to stock the item on your initial P.L. It's to be an "unrequired" item for you.

When the answer consists of a whole number and a fraction, you figure like this:

Fraction below .5 you round off to the next lower whole number.

Fraction of .5 or higher you round off to the next higher whole number.

For example:

If your answer is:

- 5 lbs. 1.8 → 1
- 1.0 lbs. 3.8 → 2
- 1.0 lbs. 3.8 → 2
- 1.0 lbs. 4.8 → 3
- 1.0 lbs. 4.8 → 4
- 1.0 lbs. 5.8 → 5

Or,



$$44 + \text{the part}$$

$$\times 5 = \text{TM'S}$$

$$\hline 220 \text{ allowance factor}$$

THEN  
 DIVIDE TO  
 GET YOUR  
 15-DAY  
 ALLOWANCE

$$100 \overline{)220} \quad 2.2$$

## DM CASE

For equipment that's covered by TM 9-2380-104-DM, you don't need separate DM-8 forms. You use the TM paper as your P.L. worksheet. Just list how many of each type of equipment you have in the blocks alongside the equipment nomenclature columns H on each page. Then use your equipment density totals to select your allowance from the TM's density column column H.



For equipment that was originally covered by the CASPL, but now has a new parts manual, use the parts manual for your PLE bids. Effect a change to the CASPL or a new PLI in the Item's manual will show you on this change. If neither manual gives you the change info, use the manual with the latest date. Also, it says in the AIA's pass 5-2a.

### COMMON STOCK

Before you make your consolidated PLE, check the separate SOG-it forms and the CASPL worksheets for parts that are common to 2 or more pieces of equipment. Then combine the separate drawings in your consolidated PLE. Will have only one entry for the Item's covered.



### PART CONSOLIDATED PLE

You'll need a copy of your consolidated PLE for your file, and 1 for your DML. If more copies are needed your local supply SOG will say so.

If for some reason you get supplies from 2 DML's, please use the same consolidated PLE for both. Just use an alternate, or manufacturer simple code, by the items that are supplied by one DML, and in the Item's manual's column you can explain that the coded items are supplied only by DML 1 or 2 and so,



Your consolidated PML is due at DSU within 3 days after it's OK'd. Your DMS's for your initial needs can go along with the PML.

The DSU types are required to update your PML's as needed. If you prefer, they're authorized to delete any item on your PML that's not substantiated beyond national level. But that's the extent of the chopping they can normally give your list.

WHEN I ASKED THEY SPOKE IT TO ME I NEED EVERYTHING ON THAT PML

WHY NOT UPDATE IT



### GOODS & INDS

THE PML OR ORDER THERE FOR THEM NUMBER, IN EXCESSIVE CASE WE PUT IT ON OUR PML



Miscellaneous maintenance supplies (welding rod, tape, friction tape, sand paper, 30 700-50 items, etc.) which aren't listed in your parts manual don't go on your PML. For order these things at your shop make 'em, and make 'em accordingly.

### MACHINED PML

If your DSU has the machinery, they can prepare a master listing or a draft of punch cards to take care of your consolidated PML. Consider that there really aren't problems making up a PML (a major change in equipment, too deployment deadline, no PML personnel, etc.) can request PML help from: Commanding Officer, USAMC Logistic Base Center, ATTN: AMR00A-00-1, Lexington Blue Grass Depot, Lexington, Kentucky 40507, like the AR says in para 6-2(4)(f).

### RECOVERING PML DEFICITS

YOU CAN USE A CHECK FOR THIS

WE'VE OUR PML ON PERIODS IT

WHY CAN YOU HANDLE CARRYING OVER PARTS?



The USAR's take all demands you have for repair parts -- including items from DSX, SAFTI, items provided by neighbors, or consolidated PCPI in an emergency.

The part's P&H goes on the card's top-right corner, and the following info goes in its 4 boxed columns:

- QUANTITY**                      **INFO**
- a — Document number from your document register, with the date and the code 00, 000, 01, etc.
  - b — Quantity demanded. Give the quantity when the item is ordered, for partial shipments enter what's there outside the cells. From the top when the document enters.
  - c — Cumulative quantity. The only time you have to use this column is when you're trading up your demands to adjust your lead.
  - d — Balance on hand at the time you place demand.

Form 1000-1118

REORDER POINT AND LEAD TIME REGISTER

ITEM	QTY	DATE	QTY	QTY
0001-001	10			0
0002-002	20			2
0003-003	30			0
0004-004	40			1
0005-005	50			0
0006-006	60			1
0007-007	70			0
0008-008	80			1

### HYL-SHEET INFO

Put out item description (omit name of item stocked). Storage code 00, 01, or 02.

Use P&H number SECTION 040 NUMBER FOR TOTAL INVENTORY



ITEM	QTY	DATE	QTY	QTY
0001-001	10			0
0002-002	20			2
0003-003	30			0
0004-004	40			1
0005-005	50			0
0006-006	60			1
0007-007	70			0
0008-008	80			1

In the remarks block the minimum values had been identified. (It's only if you don't use 00 from 1-01). Note of issue from manual number and date. Responsibility code from parts manual (0, 1, 2 or 3, Section 01's page 0). Non-imploding reserved items, items are listed in reserved quantities to meet expected demands, when stock from unit production, etc.

Location. Where you store the part.

Inventory. Evaluate the part's cost in your P&H.

Quantity. The initial-shipment allowance.

Included stock level. The part's 0% allowance.

You can use colored tabs, or some other flag, in the middle letter file to identify those tapes with extra checks, items that are due to, new balances, and items for scheduled equipment, or just due to change.

To avoid a repeat that you've recorded on add form 227B, just line out the entry and write recorded above the line. . . . and remember to initial the request file on your document register, too.

LAPO 6-100  
2-27-82

## TO LEVEE YOUR LOAD

GROUP AND UPDATE YOUR TAPES QUARTERLY — OR EVERY TWO WEEKS FOR WORK TAPES FOR AT EACH REVIEW.

— Index tabs in column 1.	Letter B (for subject in column 2).	
0000-001	(B)	D
0003-012	(B)	J
0000-	R	ZB
Each document in col. 1.	Reference back to col. 1.	

To adjust your reference tape or document on the M's Alphabetical Guide (available, Fig. 1-1), to adjust checks of B's and Z's items you use the letter's column "1" only. But to find your initial document for B's items, provide the whole-tape column 2 through 4.

You can increase your initial load of B's and Z's items when they're listed on your FD for 2 review periods (280 days). But, you can't reduce their initial allowances a drop-in from your load until they've been on your file for 4 review periods (280 days).

B's or Z's added items you check only as authorized by the records management personnel after 4 review periods, however, you use the M's index column 2 to increase checks of those items based on desired experience for the past 2 review periods.

## IT TAKES LIKE THIS

**1<sup>ST</sup> REVIEW** (90 days) — No change. Make review marks on your M's, and draw a heavy line under the series.

0000-	R	ZB	
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## 2 REVIEW (180 days) —

Make review entries. Increase your stock based on demands during the past 180 days. But, don't exceed an item's initial allowance in your demand total. Use only the actual quantity demanded.

If the AR's table doesn't OK an increase, you draw the line under the review info, and start the flow.

SEND A REQUEST FOR ALLIANCE CHANGE TO THE DRG.



OK, STEVE'S I MADE THE ALLIANCE CHANGE. OK THE TELL ABOUT.



## 3 REVIEW (178 days) —

Make the review entries on the card, and if an increase is authorized based on demands for the past 2 review periods, follow through as 2nd review period.

ANYTHING CHANGED THAT I WANT TO BE PART OF THIS MEET?

NOPE. I THINK JUST GOING TO LIKE THEY LIKE TO.



## 4 REVIEW (180 days) —

Add review info, and if increase is authorized based on demands for the past 2 review periods, follow thru like a 2nd and 3rd review periods.

At this point you can also start re-drawing your initial allowances. That is, you use the AR's table to reduce your stock based on demands for the past 2 review periods.

If an AR, DR or T item hasn't authorized demands within the past 2 review periods, you cross it off your list. A DR item that's not had 1 demand

within the last 2 review periods also gets chopped off.

THESE LEFT-BEHIND DEMANDS WENT IN THE INITIAL ASSIGNMENT?

IT WERE THE OLD DR AND DRG. I'VE GOT TO PLACE DEMANDS.



Each time you adjust an item's stocking level, be sure to make the change on the item's data-base. When you add new items, or delete items, remember to send a PLE change notice to your DRG. You can report PLE changes on DR Form 2000-R, or by some other written notice if called for by your local SOP.

## STAFF STOCK

You don't adjust allowances when equipment has been in storage or devalued for more — or all — of the previous 4 cycle periods.

Some guys for seasonal items, issue the nonseasonal equipment (AE, TB, F, part, PL, and specific quantities of items you order to take care of an expected rise in demand).



You inspect packaged load quarterly by the calendar, and replace any shorted items, up-size stocks and quantities as needed by the latest publications, check for damage and repair shelf-life coded items.

## PLI INVENTORY

Give your working PLI a physical inventory at least every 6 months — or more, if the Old Man says so. Record your inventory on your IHP's, like an IJHP's data and list in column a, and the actual quantity in column d.

## ANOTHER CHECK-UP

To make sure your IHP knows your PLI needs, you have to pull a semi-annual check on your consolidated PLI at least every 6 months. This calls for matching your list with your IHP's message records to clear up any message problems. Local SOP sets up time, place and routine for this check up.



## FRINGE FILE CASE

TOMMY, REQUESTING THE DEBITED "SLAVE" CENTS FROM AN OLD WORK.



YEAR, BUY OFF UP A SA FORM FOR THE FORM AND FILE THE CASE IN YOUR FRINGE ITEM FILE.



On the day the item collects its third separate demand (any case with 3 review periods), the item goes to your PLL. Just enter the total of the 3 separate demands in the card's column 4—on line with the third demand. Check your column 4 total with the AR's table to find your initial allowance for the life item.



I'LL DO IT WHEN I GET AROUND TO IT.

WOULD YOU DO IT WHEN THE THREE DEMANDS COME IN?



YOUR FILE MUST BE FILED BY THE END OF THE CURRENT YEAR (MAYBE).

Make up a request for your initial load, record the request on the card's next open line, and draw a line below the request entry. Add the side-entry info and transfer the card to your PLL, visible index file.

Send the request and a PLL change to your DRI.

Check your fringe item file every 90 days, or quarterly by the calendar. Throw out cards that haven't collected any demands during the past 3 review periods.

THESE OUT CARDS NEED SOME OF MY SUPPORT.



## SANITIZING GEAR

BY TRACY LEE, LMSW, LICSW



You add items to your PLL when your needs involve new models, or different types of equipment. In all cases you use the equipment manuals, or manufacturer's parts list to get your initial order. If there's no published parts list for the equipment, your ISU will have to give you the PLL or "as

required" items you'll need.

You also add items to your PLL when additional parts are authorized by changes to equipment manuals. When a publication change lowers authorized allowances for equipment, you still hang on to your demand supported allowance of the related items if it's greater than the allowance in the parts manual change.

When a change in mission or equipment pulls some major items from your unit's TCE or MTCB, you have to turn in whatever stock you have for the deleted gear, and request any surplus you may have on the parts.

## SUSPENSE FILE JOB

Keep your temporary requests file by your own document number. When the file has a write, cancel the date-in date on your document register and on your ISU's, and tear up the cards on the request.

In your regular request file keep the cards by your ISU's MESTREP document number.

In both files always put the latest card you receive in front of any other card you may have on the request.

If a temporary date-in request is converted to a MESTREP requisition, your ISU will send you a new date-in card. From there on its your request will be handled by the ISU's requisition document number. Get rid of any cards you have on the request in your temporary file, put the new card in your regular file, and add support's document number to obtain c in your document register.

The date-in files are not a room-allowance/valuation check at least quarterly.



LET'S NOT FORGET TO CHECK THESE!



WE'VE BEEN JUST SENT US A CHECK OF CASH ON THE BUS DAYS THEY'VE COVERED US FOR OVER 30 DAYS!

LOOK THIS! YOU CAN STOP A CANCELLATION REQUEST ON ANY MONTH AND NO LONGER CARRY IT IN OUR SUSPENSE FILE!

AND SEND A FOLLOW-UP REQUEST ON OUR CURRENT AND - WE WILL USE YOUR RECORDS!

To file all a following use the first status card you received on the request into the following table (all) in the card's block 2, and the info from the card's status 2-1-11 in block 1. Enter the table with colored pencil, and send the card to support.

If you had more in the card's status 2-1-11, leave block 2 blank.

When you have no status card on the request, enter 2-1 in block 2 of your copy of the TMI on the request, and send the card to us.

The steps are the same for cancelling a block — except that you use the cancellation code (all) in the card's block 2, and also add the quantity to be cancelled in the card's block 4.

Add the before date and code (all) or (all) in informational your document register, and all back and wait for your status card reply from support.

## STAFF GUN SHOP

DO YOU KNOW HOW TO USE THE DOCUMENT IDENTIFIER CODES?

DO YOU KNOW WHAT THEY MEAN?

YES  
YES

Supply stores make bring you information into our great programs, but most of the time it's in code. To read the code right and follow them on the information they provide, get help in the tables and notes codes which support you in the staff's volume 05-05. Know how to read and use the document identifier codes in the staff's volume 1-3, like it says in AR 710-7.

The codes are spelled out for you in App A and App B in AR 710-11. Any additional supply store codes you may have to know will be covered in your command's supply SOP.



## PLI'S FOR SELECTED GEAR



Repair gear, including binoculars for selected vehicle systems, nuclear and other special gear are covered in parts 6-10 to 6-13, AR 710-15. The PLI's for these also cover the words PLI's, which are listed separately on the PLI.

## COMMERCIAL TYPE EQUIPMENT

If you're authorized to keep a PLI for commercial equipment, you can use the manufacturer's parts list to set up your initial 15-day load. Use DA Form 502 and 504 to record demands, and then adjust your load according to usage. Like with anything else.



## RESERVE PLI

Special PLI SOP for Reserve codes is covered in the AR's Chap 5.



Time DSI has the latest info on its fleet's status in the supply chain, and then they prepare your DSI program, you can say that your DSI info comes right from the fleet's records. Preparation was so time and speed-up your requests.

When you use a paperjet you make some 1-8 errors a week. But when you make up a request from records you have to finish up info for some 12 or more files.

On a paperjet you provide:

YOU CAN HAVE A LOT OF TIME AND TRAVEL TO GET THE DATA FROM

707.54 FORM 3763

LET'S GET THAT FLEET AND EQUIPMENT FILE CORRECT FOR ALL THE ETC.



11 — Fleet document number

10 — Year DSI

Document No.	Year	Description	Quantity	Remarks
11	10	...	...	...
12	10	...	...	...
13	10	...	...	...
14	10	...	...	...
15	10	...	...	...
16	10	...	...	...
17	10	...	...	...
18	10	...	...	...
19	10	...	...	...
20	10	...	...	...
21	10	...	...	...
22	10	...	...	...
23	10	...	...	...
24	10	...	...	...
25	10	...	...	...
26	10	...	...	...
27	10	...	...	...
28	10	...	...	...
29	10	...	...	...
30	10	...	...	...

11 — Equipment code for DSI records only.

12 — 4, for fleet file block — if it's a DSI file Open Fleet's Study Supply's report covering a year for equipment listed in the original.

13 — Quantity required. On some requests you may have to add the alternate code 10 for non-issuing unit for recording, other than maintenance, if called for by fleet DSI.

12 — Write code DSI file, top of, if you're sending DSI name special instructions on the request.

13 — Quantity required.

14 — Year DSI.

**All DSI's and PW's**

In Supply report PW's for year DSI's use: C DSI when you request your DSI file DSI for normal replacement of stocks, B DSI for units of new delivery and for DSI fleet from Fleet for vehicle essential equipment.

The same on reporting DSI's and PW's is in the DSI App'd for App 1, the 10 file block that cover rate a low priority DSI... unless the request is justified through increased demand, for the 10 10-10's page 1-6.

But when you have no paperjet, you provide this info:

Document No.	Year	Description of item requested	Quantity required	Remarks
11	10	...	...	...
12	10	...	...	...
13	10	...	...	...
14	10	...	...	...
15	10	...	...	...
16	10	...	...	...
17	10	...	...	...
18	10	...	...	...
19	10	...	...	...
20	10	...	...	...
21	10	...	...	...
22	10	...	...	...
23	10	...	...	...
24	10	...	...	...
25	10	...	...	...
26	10	...	...	...
27	10	...	...	...
28	10	...	...	...
29	10	...	...	...
30	10	...	...	...

11 — Year DSI.

12 — Year DSI.

14 — PW.

13 — Equipment code DSI, only.

14 — Document code, 10 for a new receiving demand, for if for a receiving demand.

15 — Write code DSI file.

17 — 4 for DSI code.

18 — Write record number, file, and page.



## OF BUSINESS



WELL, THERE I  
 WASN'T GOING TO WRITE TWO  
 UNRECORDED, UNRECORDED  
 TO ME WITH YOU - I WAS  
 TALKING DOWN THE ROAD WHEN  
 HE HIT A DEAD-END - SAID HE  
 CROSS COUNTRY, SOME, MY TRACKS  
 CAME UP AT THE POINT AND I  
 SO GOOD, YES, YES.

EVEN WHEN  
 THE RECORDS  
 SHOWED THE  
 IT WAS, THAT, THE  
 NAME, YOU CAN SEE  
 THE NUMBER YOU  
 DO WITHOUT.

On your DA Form 2481's for DD items be sure to add your IPD in block 4, after the item's PSN.

You don't record DD business on your document register, but you do record it on your record of demands card.

Oh, you  
 will be able to  
 CHECK OUT ON THE  
 SIDE OF THE FORM,  
 AND YOU WILL GET  
 THE DATE IS 10-20-80.

When you need a DD item and you don't have an immediately file item to swap with support, you use a card on the back of your DD to explain that the immediately item has been so recorded for as a loss, or that the stock recorded for the DD item is new or an issue, whatever the case may be. The CO signs the card.



## Carnie's MPH Mirrors

### The A-Bus Door

You've been given 180 days to get DMVD 8-2000-266-28/18 (Jan 76) applied. Failure to apply the DMVD can mean that you may lose power steering, which makes it almost impossible to control the White M128A/C or M128B truck. This could mean loss of steering with somebody getting hurt or your wheel locking your truck.

### The Supply PM

Got questions or problems on supply? Get a copy of TM 10-233 (Jan 76), Demand Organization Supply. It's been your knowledge on all phases of supply. It covers everything from the property book to the PM operation. It also lists needs of related jobs that'll give you added know-how. Order copies on DA Form 17 from St. Louis.

### Drop Your CAOSL

You guys in the coffee Army can't get about using parts stockage info in your CAOSL. TM 8-2000-201-20P (Jul 65). The stockage list has been superseded by individual PLI sections in truck and wheel vehicle parts manuals. The CAOSL is still another unnecessary time by the National Guard, Army Reserve and U.S.

### Custom Label

## WARNING

**DO NOT START VEHICLE  
WHILE RADIO IS ON**

DA FORM 132 (MAY 69)

Knowledge: If you're after the label that reads "WARNING—DO NOT START VEHICLE WHILE RADIO IS ON," you can get it by filling out a DA Form 17 to your job's center. Ask for DA label 132 (May 69). You'll need one per radio-equipped vehicle. The authority is DA 11-424 (Mar 70).

### SB-25 Ground Rod

Been looking for an SB-25 (P) cable-bound ground rod? TM 11-211.214.2140 will get you the 11-211-25. It's on page 2-40 of DA 708-50 (Jul 69).

### Kit Just Right?

It can almost component repair kit does not meet your requirements—for many parts or not enough—for a special repair, make up an SB-24 (DA Form 1407) to the U.S. Army Aviation Systems Command. That's the stamp in para 3a of TM 11-200-112-11 (Dec 76) on repair kits.

Would You Stake Your Life <sup>right now</sup> on  
the Condition of Your Equipment?



**M**odification  
**W**ork  
**O**rders

IS A CALL  
FOR...



**ACTION**

- **LIST IT,** ENR SA 2000-2  
ENR SA 2000
- **APPLY IT,** ENR
- **REPORT IT,** ENR SA 2001
- **RECORD IT** ENR SA 2000-2  
ENR SA 2000