

Issue 511

PS

June
1995

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-511

GET READY,
CONTESTANTS, WE'LL
BE ON THE AIR IN 5
MINUTES.

WAITING
ROOM FOR
MASK
JEOPARDY
CONTESTANTS

OK, ALEX, I
WAS JUST GOING
OVER A FEW POINTS
I DON'T WANT TO
FORGET.

Approved for
Public Release;
Distribution Is
Unlimited

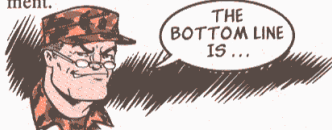
Mask Jeopardy
... See Page 27

Know When to Stop

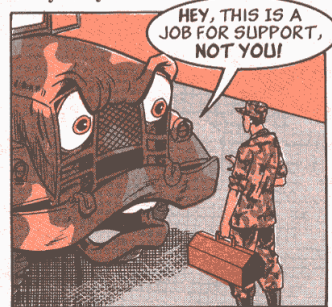
When you do preventive maintenance checks and services on your equipment, make sure you know how far operator- and unit-level maintenance can go before support needs to take over.



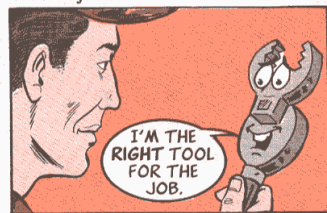
At the same time, doing less than what you are trained to do, and less than what is called for in your -10 and -20 TMs and your LOs, also damages equipment.



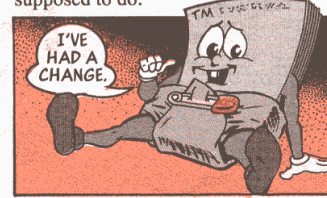
1 Do a thorough PMCS on your gear, but stop when the maintenance is beyond your level.



2 Always have the right tools available. Trying to "make do" with the wrong tools can damage equipment and cause injuries.



3 Remember that items can be removed from or added to your service level. Keep up with all TM and LO changes so you do everything you're supposed to do.



4 Never try to do your PMCS without the right manuals. You may not know the procedures as well as you think you do. That leads to equipment damage and injuries.



5 After you've finished your PMCS, store your equipment properly so that it's ready for your next mission. Nothing could be worse than doing a good PMCS and then having storage neglect make it worthless.



THE PREVENTIVE MAINTENANCE MONTHLY

TM 43-PS-511, 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, suggestions for articles, or comments on material published in PS. Just write to:

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By Order of the Secretary of the Army:

GORDON R. SULLIVAN
General, United States Army Chief of Staff

Offical: *Joel B. Hudson*
JOEL B. HUDSON
Acting Administrative Assistant to the Secretary of the Army
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A Passel of PM

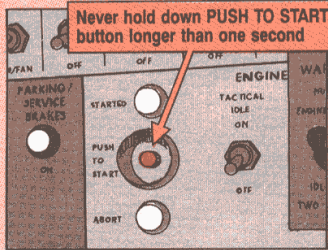
Tankers, some M1-series tanks have been on the move for quite a few years. While they're not exactly old-timers compared to those ancient M60s, they're not exactly spring chickens either.

Here's a whole passel of PM tips to keep your vehicle feeling spry:

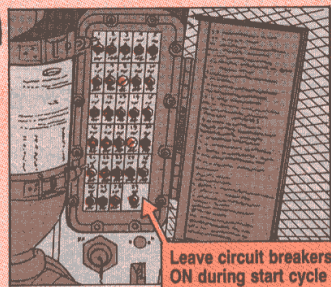
Engine

Startup. Take no shortcuts. Do it by the book. That's the only way to prevent engine damage caused by improper startup and shutdown procedures.

Never press the PUSH TO START button longer than one second. And don't push the button more than once during the cycle.



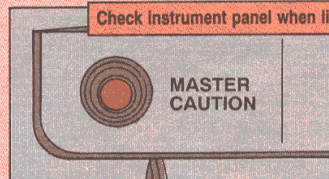
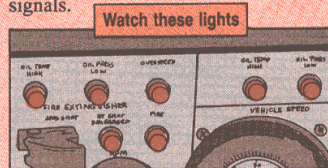
Never turn OFF any circuit breaker once the start cycle has begun. That can put too much fuel into the engine. The extra fuel will explode, causing internal damage to the engine.



Shutdown. Make sure you cool the engine by idling at least two minutes before shutdown. This prevents clogged oil passages. Ignoring the cool-down period lets the engine oil boil, coking bearings and obstructing oil ports. Dry bearings ruin the engine.

THE SECRET TO MY LONGEVITY IS GOOD PM!

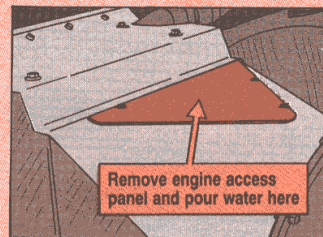
Watch the warning lights and the MASTER CAUTION light for danger signals.



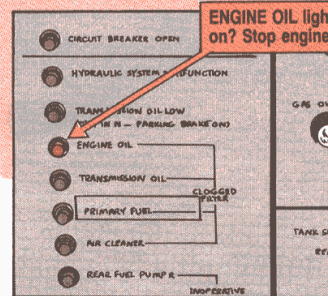
Oil cooler overheating. That warning light means you should stop and do some troubleshooting. Check the cooler plenums for leaves, twigs, grass and other debris that cut down air flow.

If you see an oily, dirty mess covering the fins, use a couple of buckets of

water to remove it. Just run the engine at tactical idle, then pour the water into the engine access holes.

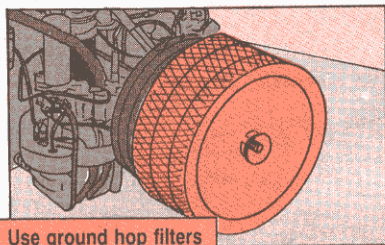


Oil filter clogging. Shut down the engine now if the CLOGGED FILTER light comes on and stays lit. Otherwise, your engine will be eating the dirt, sand or other gunk that's in the oil.



Once the filter clogs, a bypass feature lets the oil continue to flow into the engine. It's up to you to stop and get the filter problem fixed.

Ground hop air cleaner. Whenever you pull an M1 powerpack for maintenance and run-up, remember to use a clean, unclogged ground hop filter.



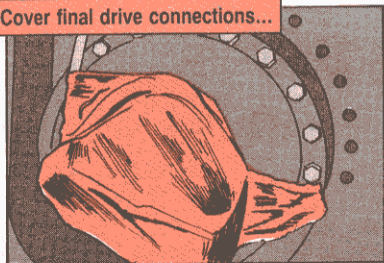
Use ground hop filters

The ground hop filter takes the place of the tank's air filters. Without it, the engine sucks in dirt, dust, sand and whatever else is handy. That will damage or even kill the engine.

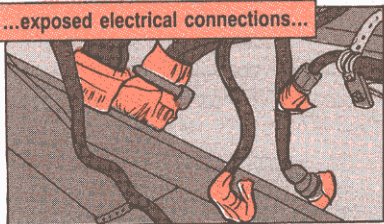
Powerpack coverup. Once you've got the powerpack out and on blocks, protect all the openings with caps or plastic.

Make sure hull openings are covered, too. Anything forgotten is an open invitation for grit, dust and dirt.

Cover final drive connections...



...exposed electrical connections...

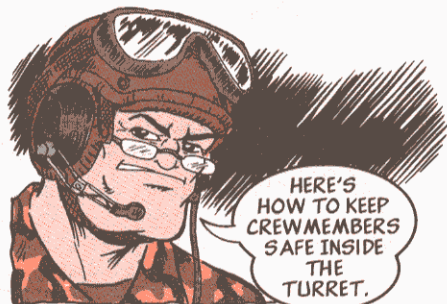


...and anything else that collects dirt and sand



Turret

Safety. Cleanliness is your tank's first line of safety defense. Loose items such as tools, parts and trash can put your tank out of operation fast. A daily housecleaning in the turret and under the floorboard helps prevent broken parts, cut cables and damaged ammo.



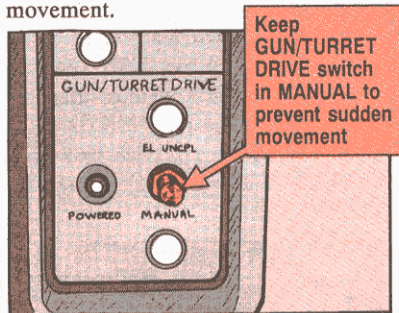
HERE'S HOW TO KEEP CREWMEMBERS SAFE INSIDE THE TURRET.

➔ Check all turret safety guards. Missing or improperly installed guards can't protect you when the turret is in operation.

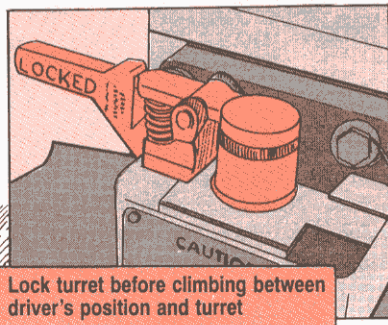
Check the guard pads, too. Guards protect you from serious injury, but you can still get bruised or cut if the pads are worn out.

➔ Never reach or lean over the breech during operation. Anything on top of or below the breech—including crew members—will be crushed if the gun moves suddenly.

If you're a mechanic working on the gun, be sure **all** unnecessary power is off. Keep the turret and gun locked if possible. Use the GUN/TURRET DRIVE switch on the loader's panel. In **MANUAL**, it prevents sudden movement.

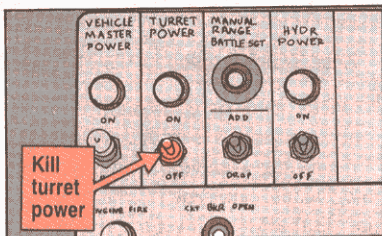


→ Never move between the driver's position and the turret unless everyone in the turret knows you are moving **AND** you know the turret is locked.

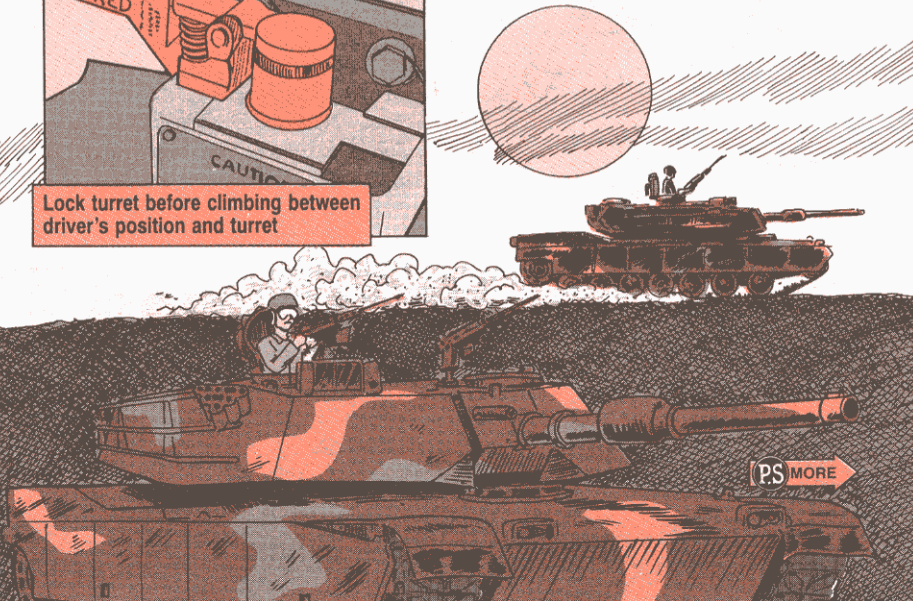
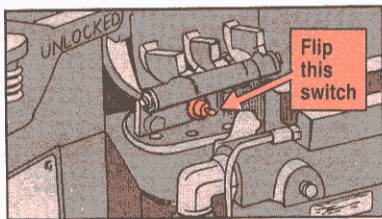


Ammo door cautions. Load and transfer ammo by the book. Never unlock the semi-ready door until you do this:

1. De-energize the ready door by killing turret power and turning off circuit breaker 12.



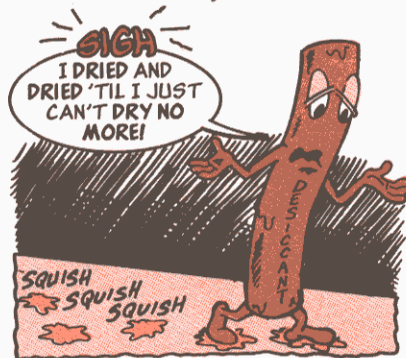
2. Flip the knee activation switch.



3. Remove the release pin from the hydraulic activator shaft. If your tank doesn't have warning decals on the ready door, order them with:

Decal	NSN
Finger Danger	7690-01-244-9848
Instructions	7690-01-251-6045
Knee Switch Caution	9905-01-100-8187

MRS moisture. Moisture in the muzzle reference sensor may keep you from hitting what you're aiming at. You mechanics can replace the desiccant inside the MRS any time it's needed, but do it at least every six months.

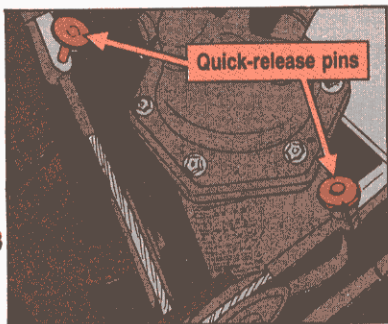


Use NSN 6850-01-081-4193 to order a new desiccant. Make sure it's blue, though. If you get a different color, turn it in and get another one. Don't forget to replace both of the preformed packings on the desiccant access screws every time you replace the desiccant. They come with NSN 5330-00-724-7902.

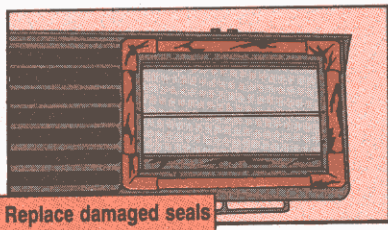
Hull

Quick-release linkage pins. Dirt and corrosion jam the pin's retaining mechanism. If the pin won't lock in place, it could let go and mess up your steering and brake linkages. Pull on the pin to check. If it comes out, clean or replace it with a new one.

The steering pin, NSN 5340-00-904-4788, comes out most often. But the parking brake pin, NSN 5340-00-008-5826, and the service brake pin, NSN 5340-00-904-6182, need to be checked, too.

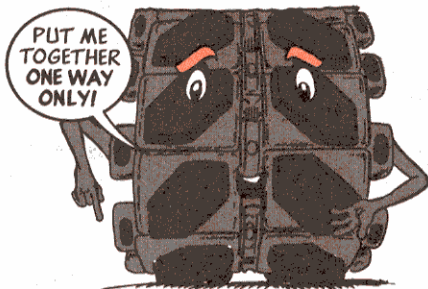


Exhaust seal damage. Keep an eye on the exhaust grille seals. Replace them when they get worn, torn or brittle. The seals keep turbine heat from messing up the oil cooler crossover hose. If that hose fails, you'll have oil all over everything, followed by a big fire.



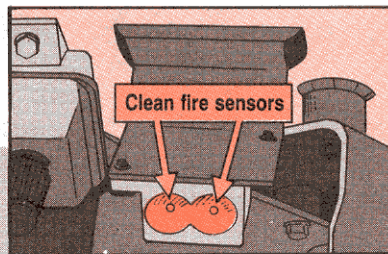
Track and sprocket rotation. If your tank uses the new T158 track, make sure you get it reversed every year. The sprocket and hub assemblies should also be swapped side-to-side each year. That helps keep the wear even and extend track life.

The rule on sprocket and hub assemblies also applies to T156 track. **But don't try to reverse T156 track.** The shoes are angled and should only point in one direction.



Fire prevention. Though last on the list, this is certainly not the least important tip. There are several things you must do to prevent tank fires.

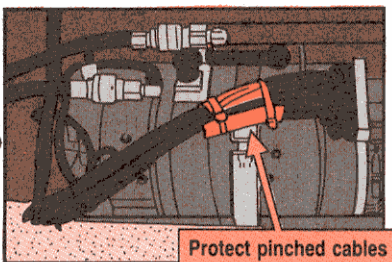
1. Keep the hull floor clean.
2. Clean off fire sensors every day. Use lens cleaner, NSN 6850-00-227-1887, and lens tissue, NSN 6640-00-597-6745, to prevent scratching the sensor lens surface.



3. Report all fuel leaks as soon as you spot them, no matter how small they may be.

4. Eyeball all electrical cables for wear and damage, especially where they go through the opening between the battery box and engine compartment, and where they're routed along the upper side of the powerpack. Report any wear, chafing, melting or damage.

5. Protect all cables where "pinch points" exist. Wrap them in old radiator hosing or shrink sleeving.



Know your tank's firefighting procedures by heart, just in case.



PS END

BE A RAMP CHAMP



Drivers, when it's time to move out, there's only one position for your Bradley's ramp — up and locked.

Leave it completely down or somewhere in between and you've got some hard lessons to learn about equipment damage.

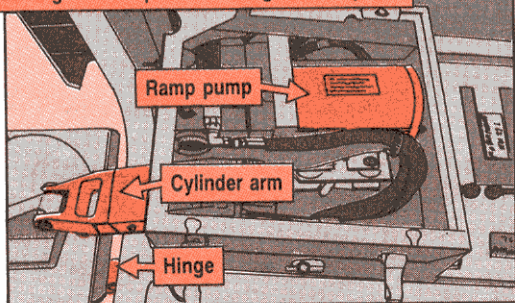
Bumps and jars will warp a lowered ramp. That keeps the ramp from sealing properly, making swimming impossible. Locks get broken and hinges get damaged. Moving with an open ramp also breaks cylinder arms and ramp pumps.

Double-check the ramp before you move out to make sure it's up and locked. Just because you "think" the ramp is up doesn't mean it is. Take no chances.

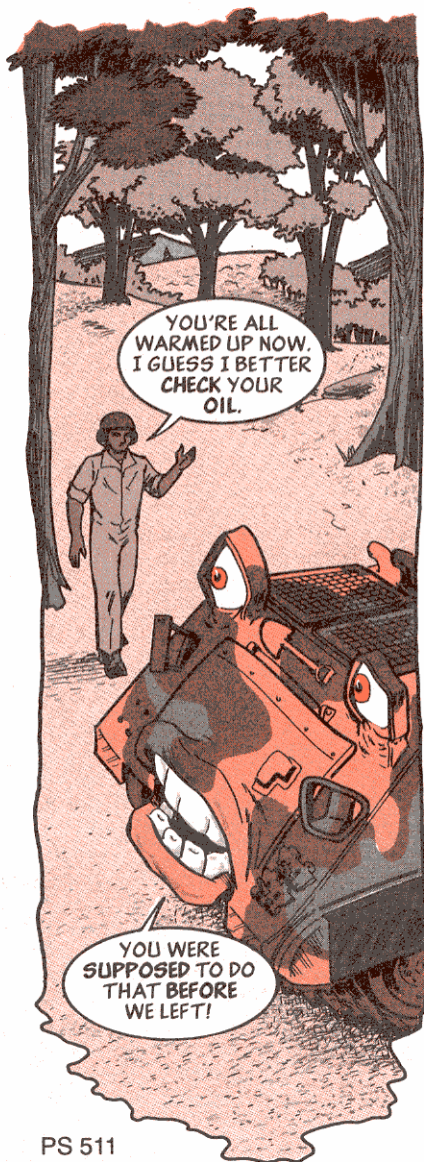
Never drop the ramp too hard or on uneven ground. That puts a big strain on ramp hinges and can cause warping.

Just remember that the ramp also serves as an armored door. If it's messed up and can't do its job in combat, your vehicle — and everybody in it — makes an inviting target.

Driving with ramp down damages these parts:



The Choice Is Yours

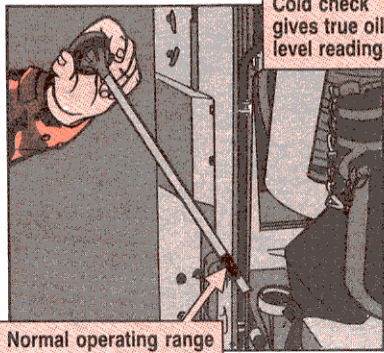


Quick question, crewmen. Do you check your M113-series carrier's engine and transmission oil level when the oil is hot or cold?

If you don't know the answer, you've got two choices: You can look it up in the TM or you can make a guess.

Problem is, a wrong guess could put your vehicle in the repair shop for a long time.

The markings on the engine and transmission dipsticks are calibrated for COLD checks. That means if you test the levels while the engine is warm, you'll get a low reading.



If you add oil until the level reads between the low and full marks on the dipstick, it'll drive up pressure and blow seals. Pretty soon you've got a wrecked engine and transmission.

Never take a chance with your vehicle's health. If you can't remember when to check the oil, look it up in your -10 TM's PMCS tables. A guess is not good enough.



SAVING STINGERS

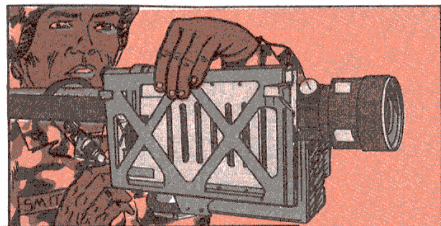
Lots of Stinger tracking head trainers (THTs) are taking a nosedive because of broken antennas and sights. Rough handling during training is the culprit. But you can make your time and keep the sting in your Stinger THT with these suggestions:

Not for Timed Drills

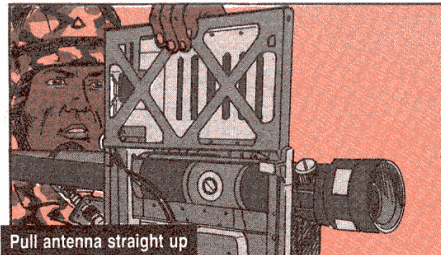
The most important thing your unit can do to save THTs is not use them during timed drills. That's when most THTs get KOed. Instead, use your field handling trailer for timed drills. It's durable and still teaches you how to quickly fire.

Set Up Easy

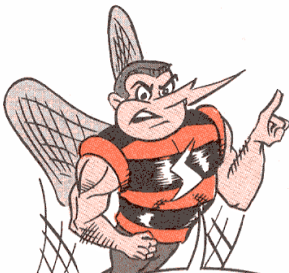
When you do train with the THT for target tracking, do it like this:



Grip antenna mid-way on its top edge



Pull antenna straight up



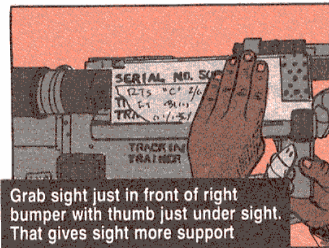
THAT'S BETTER! NOW LET'S GET DOWN TO BUSINESS.



Lay antenna over until it stops moving. If you jerk it out, eventually it breaks. That's a depot fix



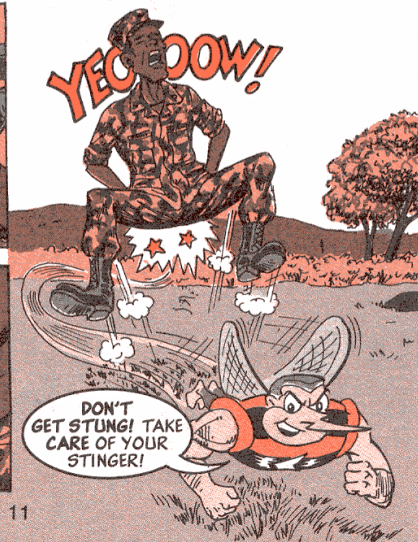
Let antenna fold open. It's spring-loaded, so let springs do their job



Grab sight just in front of right bumper with thumb just under sight. That gives sight more support



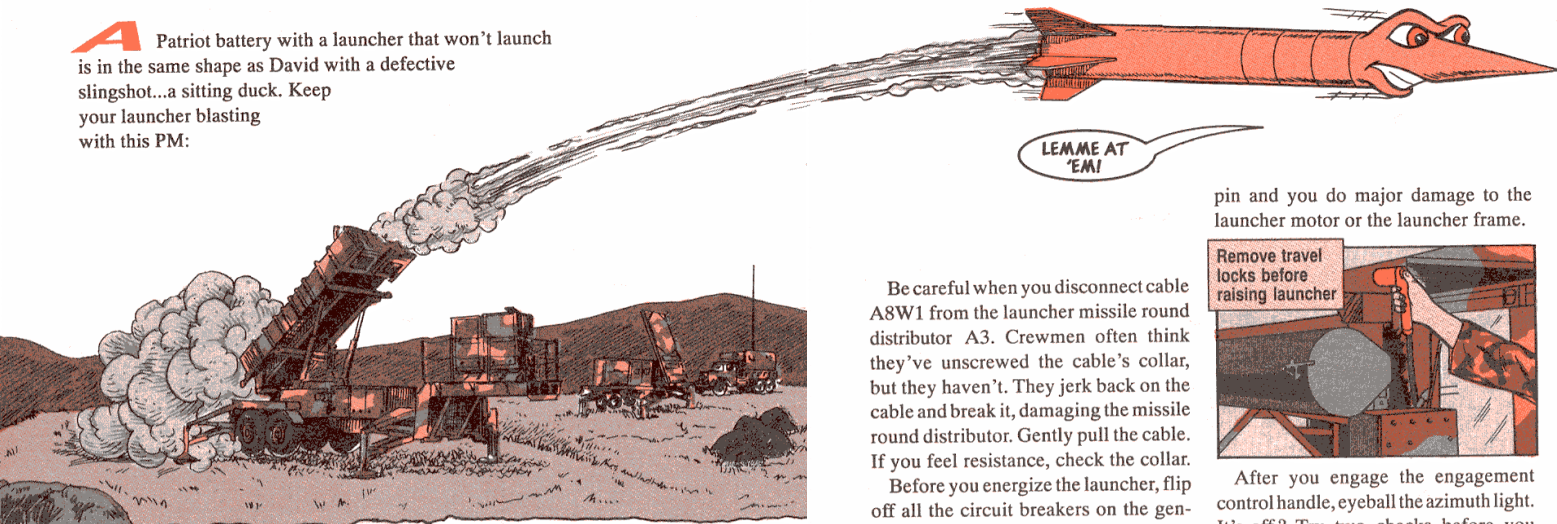
Pull sight up—but don't jerk—until it snaps in place



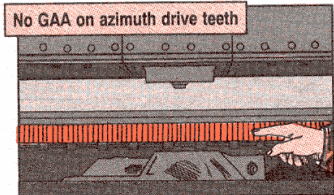
DON'T GET STUNG! TAKE CARE OF YOUR STINGER!

Blast Off with PM

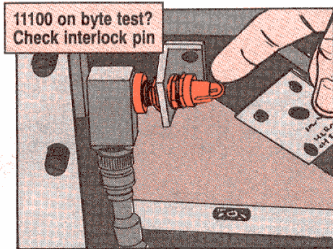
A Patriot battery with a launcher that won't launch is in the same shape as David with a defective slingshot...a sitting duck. Keep your launcher blasting with this PM:



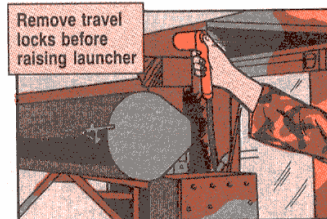
Lube the azimuth drive teeth only with solid film lubricant MIL-L-23398, not GAA. GAA attracts sand, which chews up the teeth. Solid film lube is the same stuff used on the cranes on the guided missile transporter and large repair parts transporter.



If you get a 11100 on the Patriot byte test, lock in on the interlocks. A stuck interlock pin or a loose cable to the elevation or azimuth motors can cause the fault.

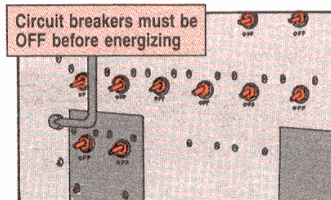


Be careful when you disconnect cable A8W1 from the launcher missile round distributor A3. Crewmen often think they've unscrewed the cable's collar, but they haven't. They jerk back on the cable and break it, damaging the missile round distributor. Gently pull the cable. If you feel resistance, check the collar.



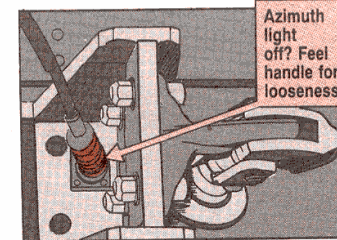
pin and you do major damage to the launcher motor or the launcher frame.

Before you energize the launcher, flip off all the circuit breakers on the generator control panel, the power distribution panel, and the power control panel. If just one breaker's on, the motor control unit is zapped when you power up.



Make extra sure the roadside and curbside travel lock pins are pulled before you raise the launcher. Miss a lock

After you engage the engagement control handle, eyeball the azimuth light. It's off? Try two checks before you call your repairman. Feel the handle for looseness and tighten the handle nut if necessary. Still no light? If the zero lock switch plunger's sticking out, tell maintenance.



Shooting Straight

If you expect your Bradley's M242 to shoot straight and smooth, you need to be straight with it when it comes to PM, armorers. Keep the M242 straight like this:

Lubrication

CLP may be fine for most of your weapons, but it's poison to an M242. It breaks down the graphite grease in gears, sprockets, and the track and bolt assembly, which quickly wears out bushings, gears, and bearings. It takes four hours for support to tear down an M242 and regrease it.



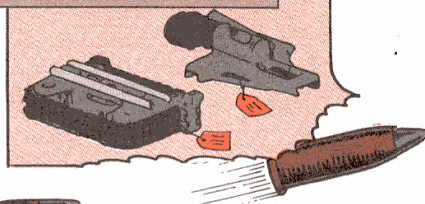
Lube the M242 with GMD (molybdenum disulfide grease), NSN 9150-00-754-2595, and general purpose lubricating oil, NSN 9150-00-231-9062, like TM 9-2350-252-10-2 says.

Tracking Rounds

M242 firing pins mushroom after 8,000 rounds and cause jamming. Breeches split after 25,000. That's why Bradley crews need to fill out DA Form 2408-4s after every mission. Keep

track of total rounds fired. Get firing pins and breeches replaced when they reach their limits...with no exceptions.

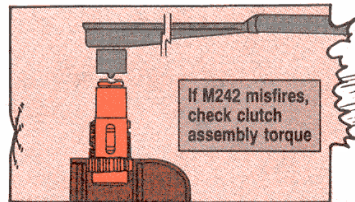
Tag bolt and track assembly so you don't lose track of rounds fired



ID the track and bolt assemblies when they're removed from M242s. If you can't tell which assemblies go with which M242s, you won't have any idea when the firing pin needs replacement. Tag an assembly with the Bradley bumper number. Or use an ammo box for each assembly, with the number painted on the side.

Troubleshooting

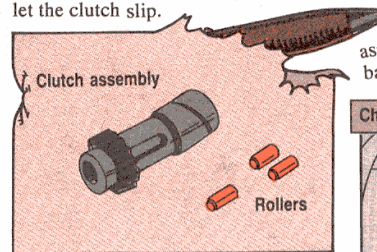
If an M242 doesn't extract, it could be caused by a weak clutch assembly spring.



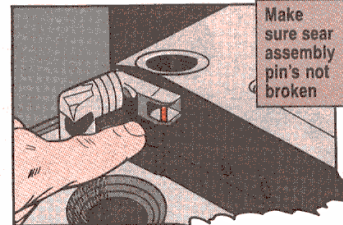
With PM

A weak spring prevents the clutch assembly from holding the correct torque. Check the torque like it says on Page 2-273 in TM 9-1005-200-20&P.

If you replace the spring, replace the rollers, too. The rollers get flat spots and let the clutch slip.

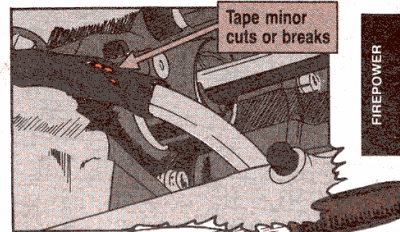


For a gun that suddenly quits firing, look for a broken sear pin. A broken sear pin means the interlock won't work.



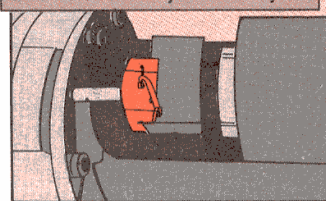
PMCS Plus

Eyeball the feed select solenoid cable for cuts and breaks. Tape minor cuts with electrical tape to keep them from getting worse. A cable with exposed wiring needs to be replaced by support.



Check the lacing wire on the recoil assembly nut. If it's broken, the nut can back off and then the breech won't be held firmly.

Check recoil assembly nut for safety wire



Maintenance Help

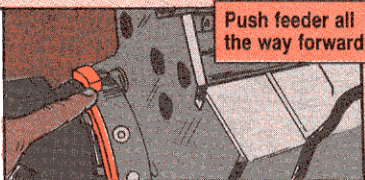
If you can't align the forward link stripper on the feeder, eyeball the stepped spacers on the forward feed. If there's a gap between the feeder and the spacers, the feed sprockets are backwards. Reverse the sprockets and you're back in business.



Getting It Together

If you don't put the feeder on the receiver right, you mangle the M242's solenoid connector and motor connection. Just remember the assembly three-step:

One: Push the feeder all the way forward on the receiver. If the feeder's on right, the drive shaft handle should push up into place easily. If it doesn't, reposition the feeder and try again.

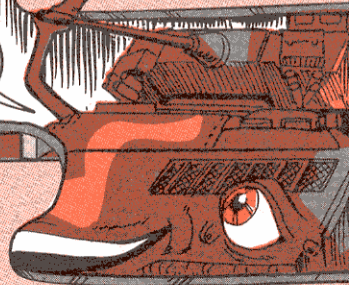


Two: Once the drive shaft's in place, push and hold the feeder handle down with a couple of fingers. If the handle swings down fully against the receiver, lock it and go.

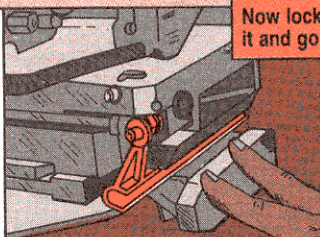


TOGETHER,
WE CAN PUT THIS PUZZLE
TOGETHER!

I'M
WITH
YOU!



Three: If you get resistance, though, don't force the handle. Reposition the feeder and try again. Still no luck? Time for your repairman. Force is off-limits when you remove the feeder, too. Remember to pull the drive shaft all the way down first. Otherwise, you may damage the drive shaft.



GET A SIGHT TOOL

Dear Half-Mast,

Most units adjust their weapon sights at the range with a nail or a ball point pen. I don't know why they do, because there's a tool readily available to everyone that's easier to use and more accurate than a nail or pen. It's the sight tool described in the TMs for the M16.

Every armorer in our battalion keeps about 10. When we go to the range, safety NCOs, armorers and cadre all carry tools.

That way, adjusting the sight is quicker, and more accurate. And if your sight is sticky, the armorer can usually fix it on site because the tool, a wrench, is easier to use than nails or pens.

Now, we finish a little earlier at the range and have more time to clean weapons when we return to garrison.

The instructions for making the tool for the M16A1 are in TM 9-1005-249-23&P on Page E-1. For A2 instructions, see Page E-2 in TM 9-1005-319-23&P.

SPC Harry Wardlow
Ft Gordon, GA

Dear SPC Wardlow,
Now everyone else can get a handle on the sight wrench. Thanks for the reminder.

Half-Mast



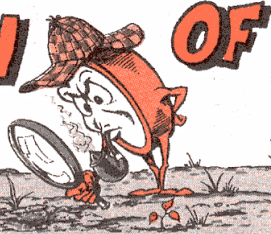
YOU'RE RIGHT,
HARRY. I'M A DARN SIGHT
BETTER TOOL FOR ADJUSTING
YOUR M16'S SIGHT.

IN SEARCH OF

Think twice before tossing out that bum electrical gauge. Could be the gauge is not getting a good ground. A good ground separates an accurate reading from one that leaves you guessing.

Anything between the metal chassis and ground connection, like rust, corrosion, or even moisture, stops the flow of electricity to the gauges. The gauges will give a false reading or won't work at all.

Your vehicle's fuel gauge, for example, is connected internally to the ground by a mounting bracket. It must make solid contact with clean, bare metal.



Not sure if you've got a bum gauge? Here's how to find out.

First, remove the instrument panel. Measure resistance between the gauge's mounting bracket and the panel. Touch one probe to the bracket and the other to the panel where they meet. A "0" reading means the bracket and the chassis have a good connection.

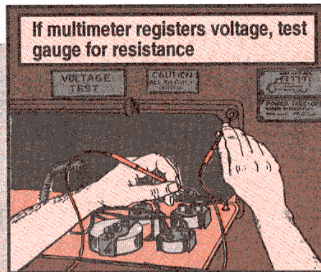
If you get any other readings, remove

A GOOD GROUND

the bracket. Scrape off any paint, corrosion or dirt that's built up on the panel. Put the bracket back on and try the test again.

Multimeter still giving bum readings? Do this:

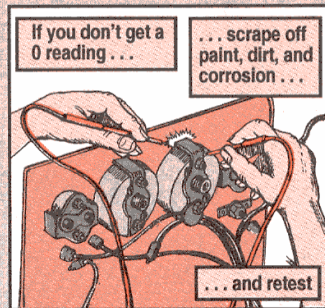
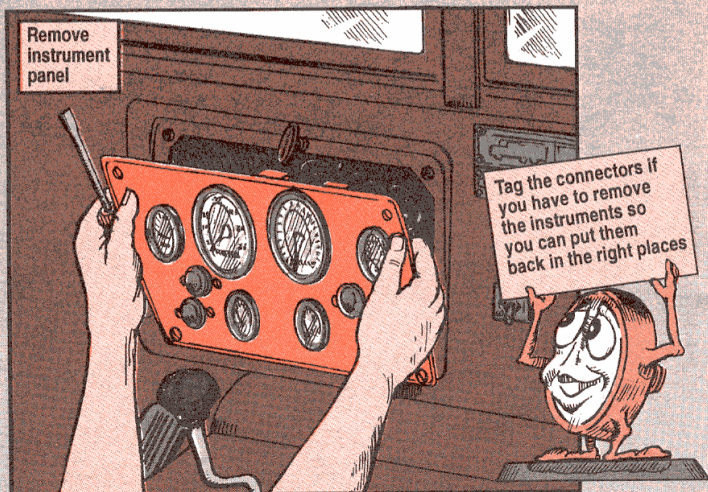
- Touch one probe to the bracket and the other to the bracket's attaching stud. A "0" reading means you have a good connection. With any other reading, clean the stud, washer and bracket and try the test again. Still a no-go? Try this:



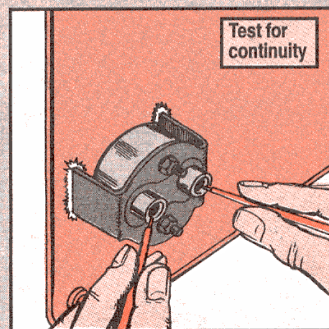
- Move the meter's switch to ohms. Disconnect the sending unit wire from its terminal on the gauge.

- Do a continuity test by touching one probe to the positive terminal and the other probe to the sending unit terminal on the gauge. If you get an "0" reading, the gauge is OK. The problem's the sending unit circuit.

If you don't get an "0" reading, the gauge's defective. Replace the gauge.



- Turn the ignition switch ON.
- Set your meter to voltage and set the meter voltage range selector switch to the correct range.
- Pull the hot wire (+) off its terminal. Touch the meter's positive probe to the hot wire and ground the negative probe to metal.



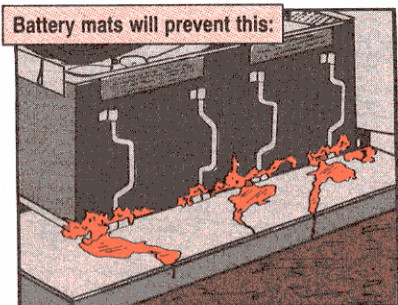
Put Out the PM Mat

Battery maintenance is quicker, cleaner and easier when you put a corrosion resistant battery mat on the bottom of the battery box.

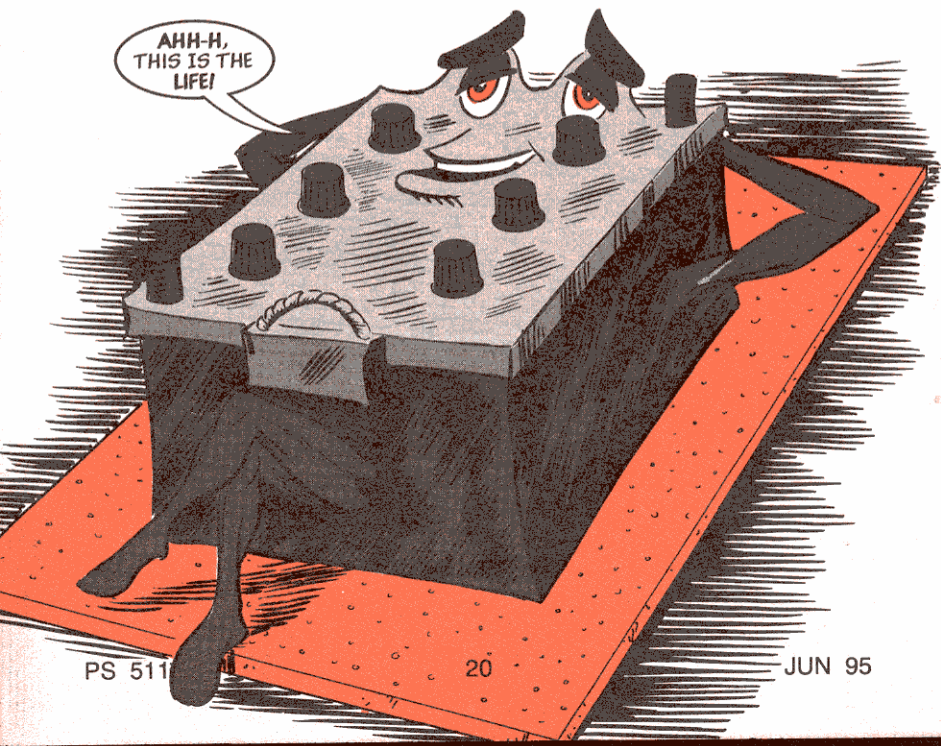
The mat absorbs the acid that causes corrosion on battery boxes, holddowns and surrounding parts. It can also prevent corrosive sludge buildup on plastic trays.

NSN 6160-01-389-1966 brings a 1-ft by 100-ft roll. Cut it to fit the bottom of a vehicle's battery box.

Replace the mat during battery service, when you replace a battery, or when it gets torn or cut. Put the mat in a plastic bag and return it with the battery for recycling.



AHH-H,
THIS IS THE
LIFE!



CUCV ...

KEEP WATER OUT

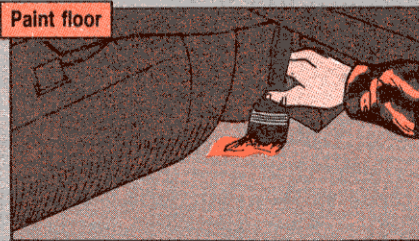
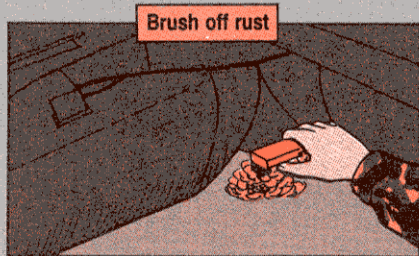
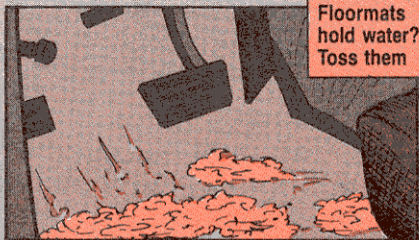
The fiber backing on the floormats in your CUCV holds water. That leads to musty odors, foggy windows and rusty floors.

If you have that problem, and your command OKs it, pull and toss the floormats.

Then, when the floor is dry, use a wire brush to get rid of rust. Paint bare spots with primer, NSN 8010-01-193-0517. Paint the entire floor with OD nonskid walkway compound, NSN 8010-00-782-5556.

If your CO won't let you toss the mat, follow these tips:

- ◆ Never hose out the inside of the truck.
- ◆ Always check under the mat after a rain. If you find water, check for leaks.
- ◆ Look for leaks around the windshield, doors and firewall. The air vent is another common culprit. Keep it closed when it's raining.
- ◆ Turn a hose on the outside of the truck and use a flashlight to check inside. Report leaks.
- ◆ If the mat and backing are wet, hang 'em out to dry.



GROUND MOBILITY

Stopped in Its Tracks

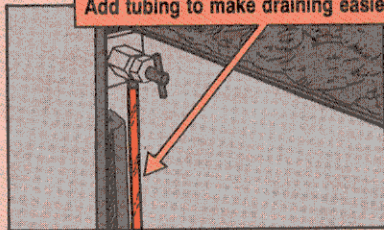
Your HMMWV can be stopped by something as simple as a dirty fuel filter. As dirt clogs the filter, it can't filter fuel properly. Then some dirt gets by to damage things like the injector pump and injectors.

To keep on trucking, just remember to drain the filter during the AFTER-OPERATION check like it says in your -10 PMCS chart.

Draining lets you see what condition the fuel filter is in. If the fuel's not clear after draining a pint, close the valve. Report it to your mechanic.

To make the draining job cleaner and safer, add an 8-in piece of 1/4-in plastic tubing, NSN 4720-00-833-0867. Push the tubing over the end of the drain valve.

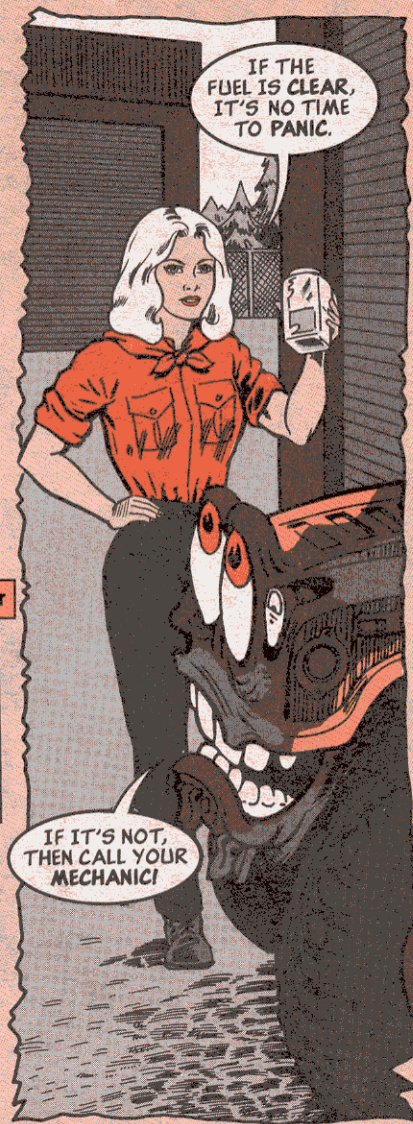
Add tubing to make draining easier



That keeps the fuel from spilling and makes it easier to tell when you're draining clean fuel.

Be sure to put the drained fuel into an approved hazardous waste container. Never dump it down a drain or on the ground.

Also, be sure your mechanic replaces the fuel filter element during every semi-annual service.

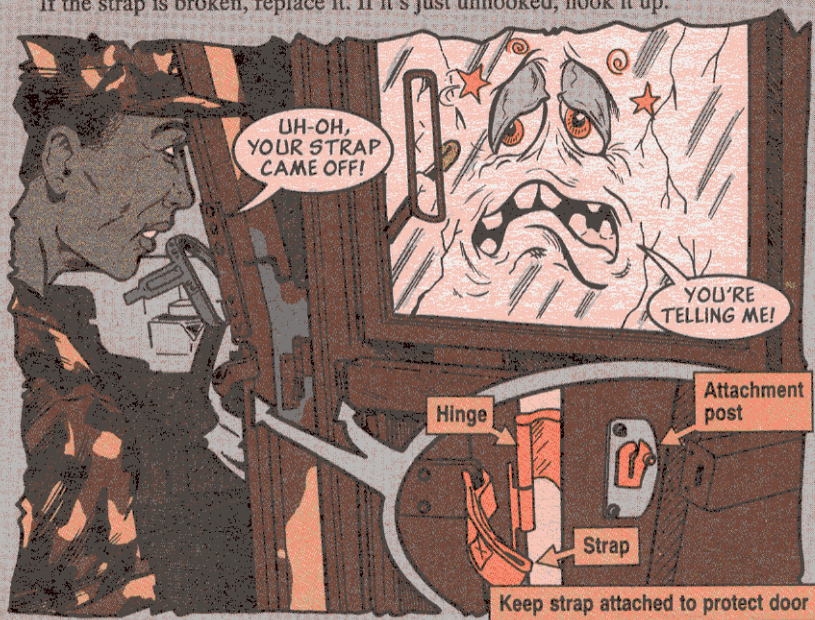


STRAPLESS DOOR GOES BALLISTIC

Make sure the cloth strap is hooked up on your HMMWV's ballistic door. If it's not, the hinges, the window and the rear view mirror suffer.

The strap keeps the door from opening too wide. If it's broken or unhooked, the door can slam open, breaking hinges, the glass and the mirror.

If the strap is broken, replace it. If it's just unhooked, hook it up.



One Time Lock Washer

Every time you replace a loose halfshaft bolt on your HMMWV, be sure you replace the lock washer, too.

The lock washer won't hold tight the second time around. And if you use them over, you never know which time is one too many.

So why take a chance? Replace the lock washer with NSN 5310-01-185-7218 and the bolt with NSN 5306-01-185-7048.

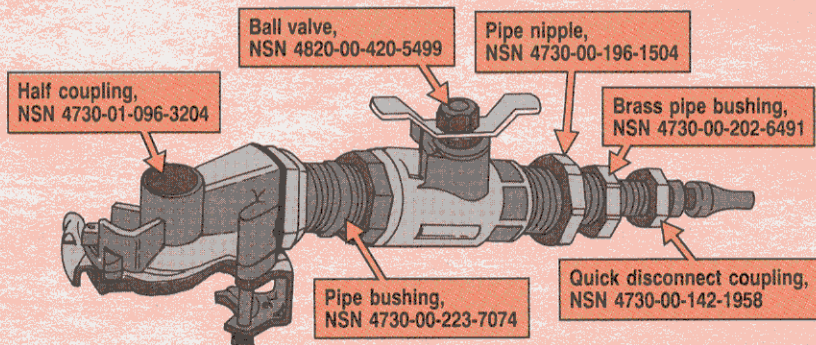
Also, change them when the brake disc rotor or halfshaft assembly is replaced.

GIVE VEHICLES GLAD HAND

Air leaks can be hard to track down when your old 5-ton or 2 1/2-ton truck is running. Noise from the truck drowns out the hiss-s-s-s-s from a check valve or air line.

You need a hand to make that job easier—a glad hand, that is.

Here are the parts you need to make one:



Your homemade glad hand hooks up to a shop's air system and to either the front or rear service coupling of your vehicle's air system.

The glad hand is also handy when you want to move the vehicle from the shop, but don't want to wait for the vehicle to air up the tanks. A quick shot of air from the shop's compressor and you're on your way.

Never use the glad hand on trucks with the Central Tire Inflation System (CTIS), though. The air can blow seals.

Keep Breather Cap Wired

Dear Editor,

At one time we regularly lost breather caps from our 5-tonners' power steering reservoirs. Normal vibration was enough to loosen the screw that held the cap on.

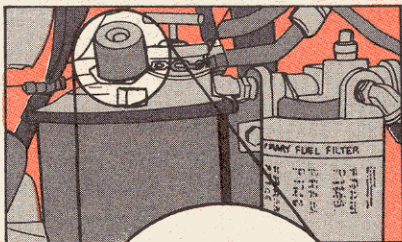
At more than \$7 each, lost caps got expensive. Since the breather filter fell off with the cap, the power steering system was in danger, too.

The solution was safety wire.

We drilled holes in the cap's nut and the metal cover with the 1.5mm twist drill, NSN 5133-01-115-7993, from our Common shop sets.

Just a short length of safety wire, NSN 9505-00-293-4208, holds everything together.

**SSG Danny Campbell
Selma, AL**



GROUND MOBILITY

FROM THE DESK OF THE



That's putting on the old thinking cap. You've saved yourself both time and money — and some power steering systems.

I DON'T
THINK THIS IS
THE KIND OF "WIRED"
SERGEANT CAMPBELL
HAD IN MIND.

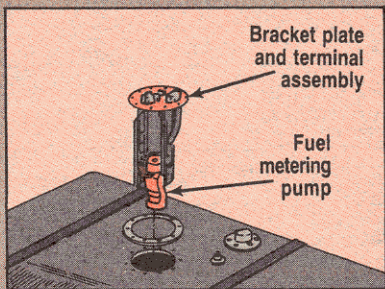


PIECE TOGETHER FUEL PUMP

The in-line fuel pump, 2910-00-937-5076, for your M44-series truck doesn't come as an assembly anymore. You have to order it in pieces.

The fuel metering pump is NSN 2910-00-148-1612 and the bracket plate and terminal assembly is NSN 2910-01-286-7755.

Individual parts are shown in Fig 19 of TM 9-2320-361-20P.



Dual Wheels . . .

Valve Stems Face Off

Dear Half-Mast,

The people in my shop say the valve stems on dual wheels should be set 180° apart.

Is that right? What's the advantage to that?

SGT S.A.M.

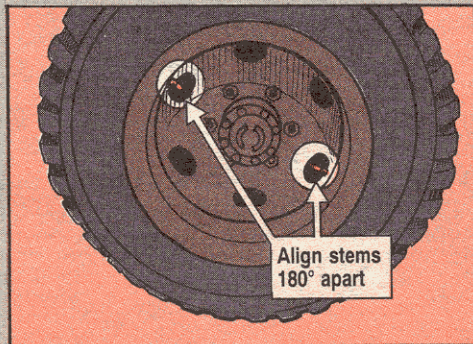
Dear Sergeant S.A.M.,

Your friends are right. The word is in Para 2-5 of TM 9-2610-200-14, Care, Maintenance, Repair, and Inspection of Pneumatic Tires and Inner Tubes (Nov 90).

The reason? With the stems 180° apart, it's easier to find the inside tire's valve stem for gauging and inflation, especially in blackout conditions.

Make sure the inside wheel's valve stem points out, and the outside wheel's valve stem points in. That makes them even easier to find — and use.

Half-Mast



WELCOME TO **MASK JEOPARDY**

WHERE
PLAYERS TEST THEIR
KNOWLEDGE OF THE M40
AND M42 MASKS.

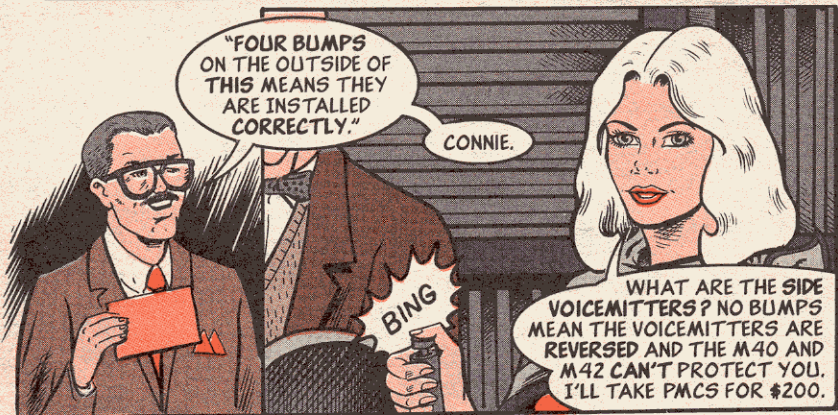
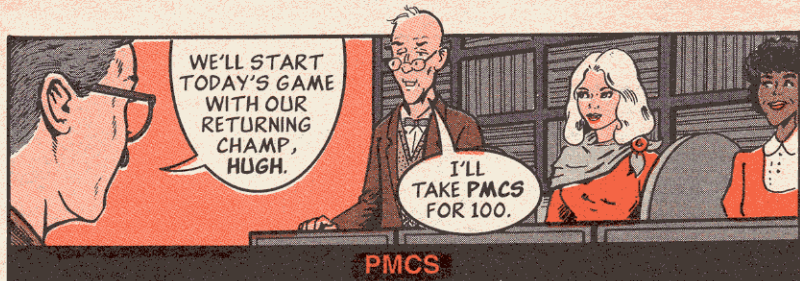
TODAY'S
CONTESTANTS
ARE...

... RETURNING
CHAMPION,
HUGH R. BORINME, A
MICROPHRENOLOGIST
FROM STAMFORD
UNIVERSITY,

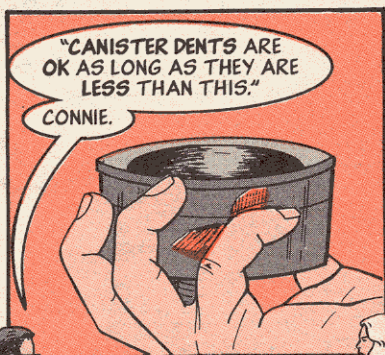
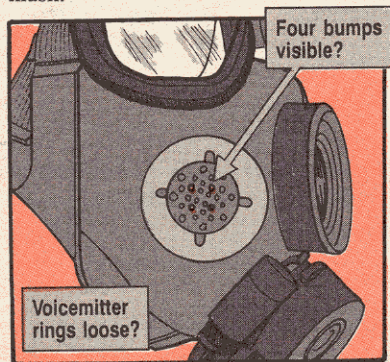
CONNIE RODD, A
TECHNICAL
COMMUNICATOR FOR
THE ARMY,

AND JILL
JETSON, A TRAVEL
AGENT FROM
PEORIA.

AS YOU KNOW, THE M40 AND M42
HAVE NOW BEEN AROUND FOR SEVERAL YEARS.
THE MORE UNITS USE THE MASKS, THE MORE THEY
LEARN ABOUT HOW TO TAKE CARE OF AND WEAR
THEM. OUR QUESTIONS ARE BASED
ON THEIR FINDINGS.



Voice-mitter retainer rings loose? If they're not tightly screwed in, they can work loose. Tighten the side voice-mitter with the D-ring on the carrier. If the front voice-mitter's loose, turn in the mask.



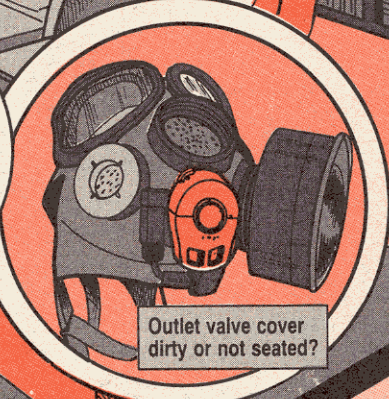
... AND THE ANSWER IS, "TORN, CUT, OR DIRTY, IF IT'S IN BAD SHAPE, GET IT REPLACED."

WHAT IS THE OUTLET VALVE COVER?

THAT'S CORRECT.

ALEX, IF THE INSIDE OF THE COVER'S DIRTY, WIPE IT OUT WITH A CLEAN CHEESE CLOTH. MAKE SURE IT'S SEATED. THE COVER'S OFTEN UNSEATED WHEN THE HOOD'S PULLED UP.

THANK YOU, CONNIE.



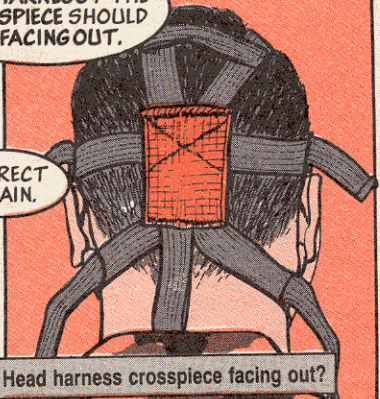
Outlet valve cover dirty or not seated?

"THE CROSSPIECE WILL RUB YOUR HEAD SORE IF THIS IS BACKWARDS."

CONNIE.

WHAT IS THE HEAD HARNESS? THE CROSSPIECE SHOULD BE FACING OUT.

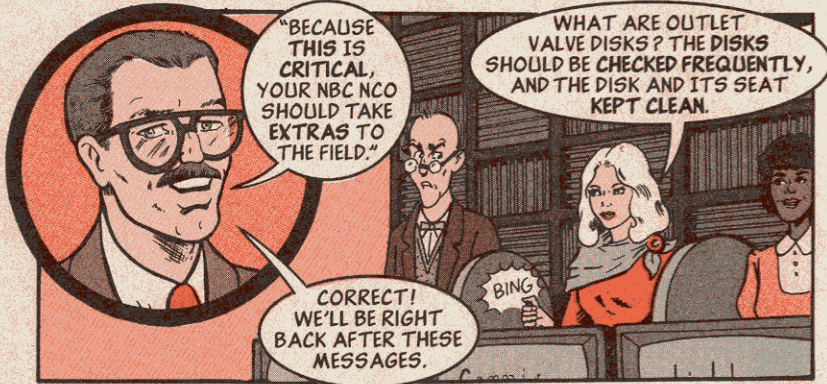
CORRECT AGAIN.



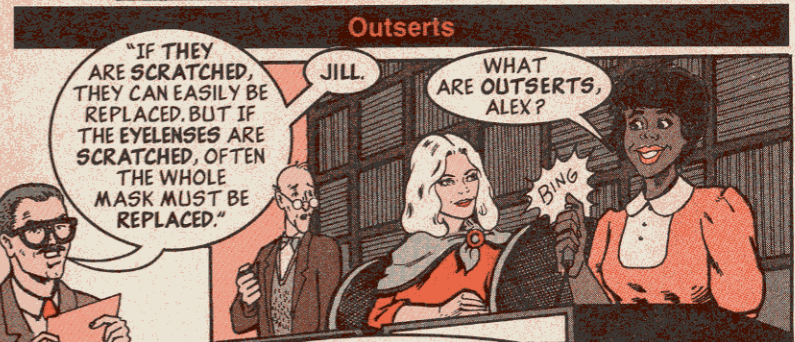
Head harness crosspiece facing out?

Wearing It

The sealing surfaces in the M40/M42 are different from the old masks'. The M40/M42 may feel looser, but that doesn't mean it's not doing the job of protecting you.



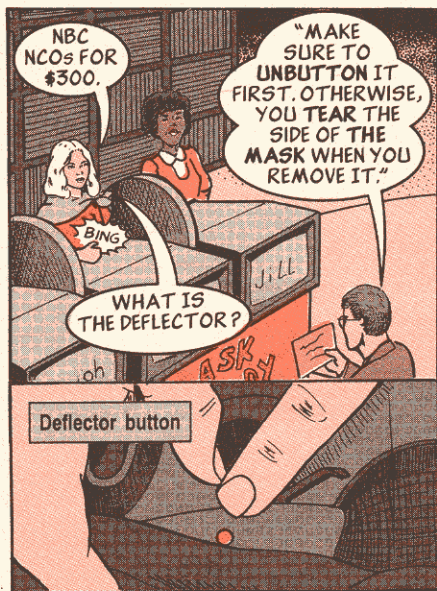
Cleaning

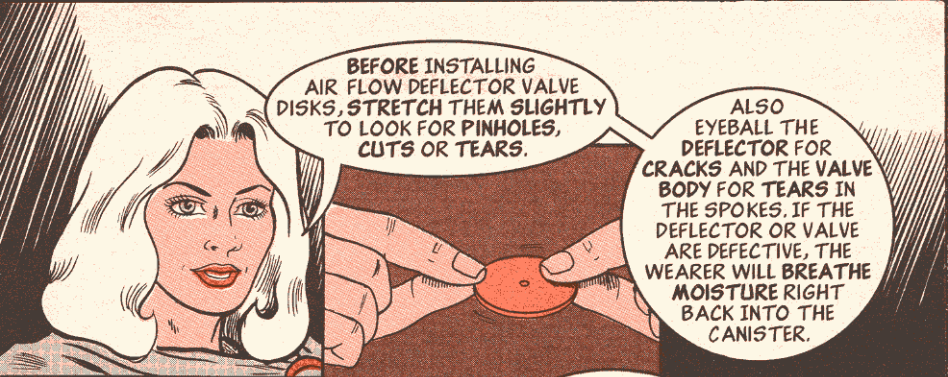


For NBC NCOs

The M40/M42 masks are completely different from the M17. The only thing you can use from the old masks are the waterproof bags. Disks and valves aren't the same and can't do the job.

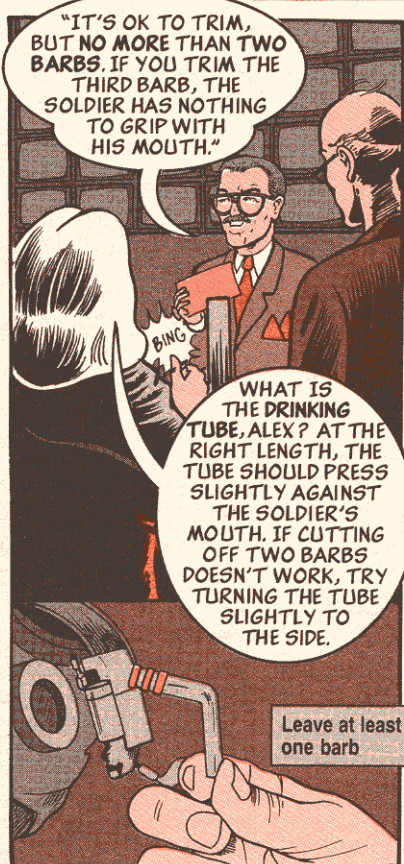
Just because a soldier wore a medium M17 mask doesn't mean he will wear a medium M40. Check and make sure. Directions are in Section III of TM 3-4240-300-20&P.





BEFORE INSTALLING AIR FLOW DEFLECTOR VALVE DISKS, STRETCH THEM SLIGHTLY TO LOOK FOR PINHOLES, CUTS OR TEARS.

ALSO EYEBALL THE DEFLECTOR FOR CRACKS AND THE VALVE BODY FOR TEARS IN THE SPOKES. IF THE DEFLECTOR OR VALVE ARE DEFECTIVE, THE WEARER WILL BREATHE MOISTURE RIGHT BACK INTO THE CANISTER.



"IT'S OK TO TRIM, BUT NO MORE THAN TWO BARBS. IF YOU TRIM THE THIRD BARB, THE SOLDIER HAS NOTHING TO GRIP WITH HIS MOUTH."

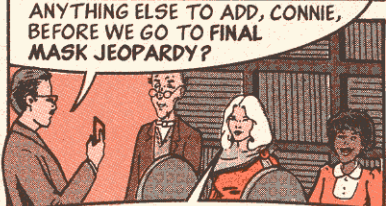
WHAT IS THE DRINKING TUBE, ALEX? AT THE RIGHT LENGTH, THE TUBE SHOULD PRESS SLIGHTLY AGAINST THE SOLDIER'S MOUTH. IF CUTTING OFF TWO BARBS DOESN'T WORK, TRY TURNING THE TUBE SLIGHTLY TO THE SIDE.

Leave at least one barb



"ANY TIME YOU STORE THE M40/M42 FOR MORE THAN 30 DAYS, THIS HELPS THE MASK KEEP ITS SHAPE."

WHAT IS THE FACE FORM, ALEX?



ANYTHING ELSE TO ADD, CONNIE, BEFORE WE GO TO FINAL MASK JEOPARDY?

WELL, ALEX, I'D LIKE TO STRESS TO UNITS WITH M42s NOT TO UNSCREW THE HOSE AND REPLACE IT WITH A CANISTER. THAT CAUSES LEAKS.

FOR OUR FINAL MASK JEOPARDY QUESTION, THE CATEGORY IS SIZE.

DEE DA DUM

DA DA DA

"PAY ATTENTION TO SIZE. A LARGE ONE IN A SMALL MASK WILL POKE THE WEARER IN THE FACE. A SMALL ONE IN A LARGE MASK LETS THE MASK FOG UP."

WE'LL START WITH HUGH.

I DON'T HAVE AN ANSWER, ALEX.

OOOH, SORRY, HUGH. JILL?

UM, WHAT IS A DRINKING TUBE?

GOOD TRY, JILL. IT'S UP TO YOU, CONNIE.

WHAT IS A M40/42 DEFLECTOR, ALEX?

CORRECT, CONNIE! THE M40/42 DEFLECTOR COMES IN TWO SIZES, M-L AND S. THAT MAKES YOU OUR NEW MASK JEOPARDY CHAMPION!

USE THESE TIPS AND YOU'LL WIN MASK JEOPARDY, TOO!

MASK JEOPARDY

DUMBBELLS SAVE DOLLARS

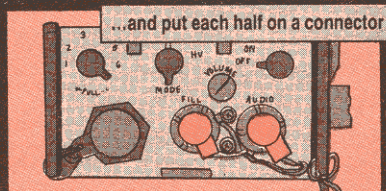
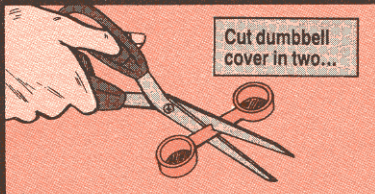
Dear Editor,

Replacing the rubber dust covers, NSN 5810-01-054-6829, on our KY-57s, KY-68s and KYK-13s puts a strain on our budget. Each cover costs a whopping \$7.86.

Our unit found a way to save money by using the dumbbell dust covers, NSN 5340-00-973-1732, that fit on the AN/PRC-77 and AN/VRC-12 series radios. They cost just a little more than a dollar each.

We cut the dumbbell covers in two, punched a hole in each half, and tied on a few inches of twine as a lanyard. The replacement covers work just as well and cost a fraction of the original.

SGT Kent A. Briley
APO AE



FROM THE DESK OF THE Editor 

Sounds like you've got the problem covered.

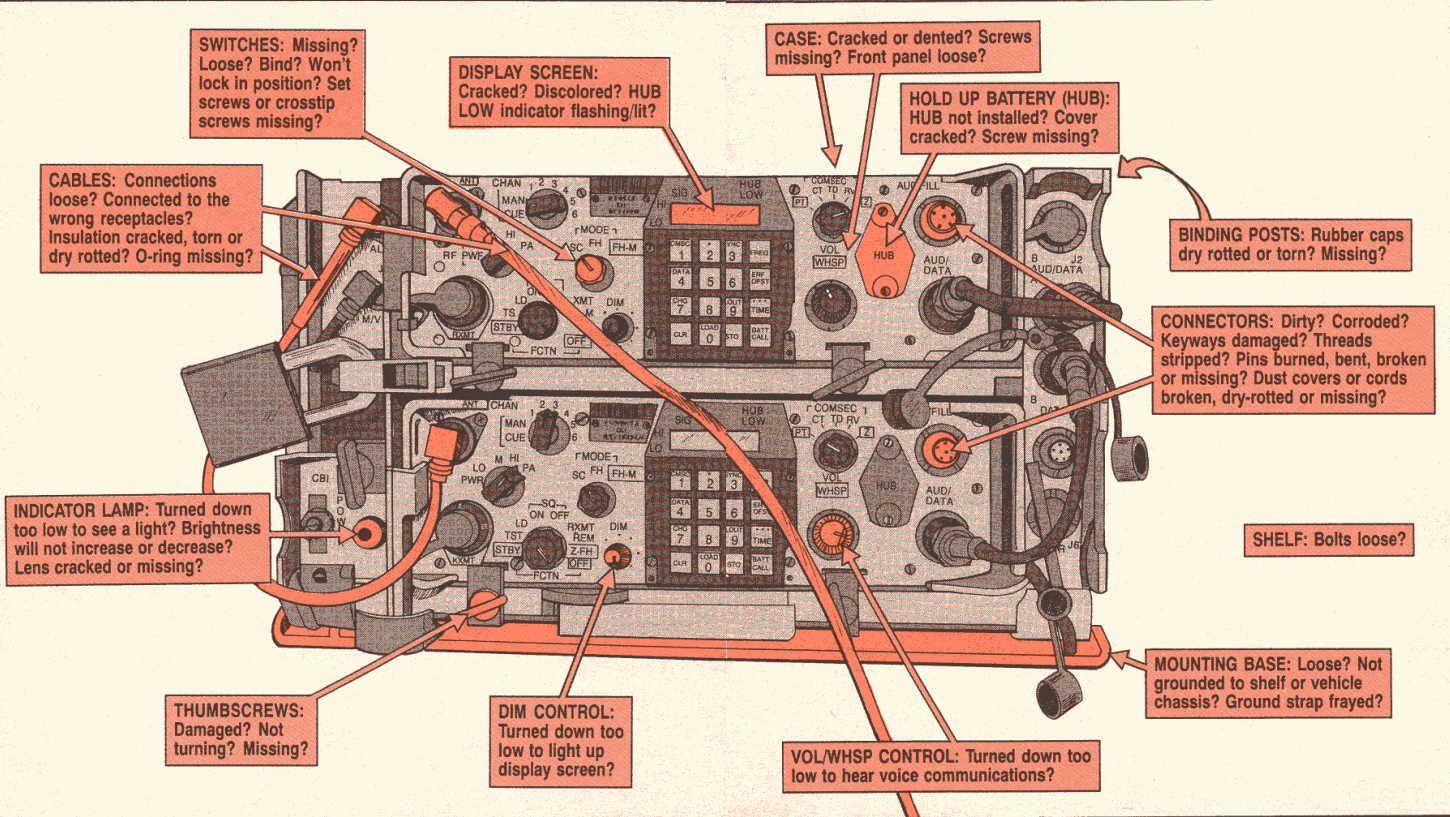
BE YOUR OWN INSPECTOR

The SINCGARS ground combat net radio is the Army's communications workhorse. It deserves the best preventive maintenance you can give.

This non-operational check can clue you in to trouble spots. If you find any problems you can't fix, report them to your unit maintainer.

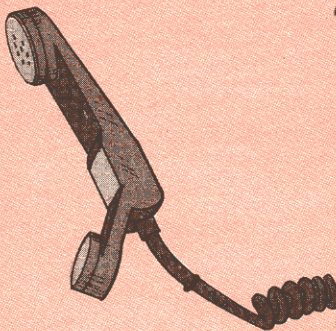


THESE SIMPLE PM TIPS CAN KEEP YOUR COMMO CHANNELS OPEN.

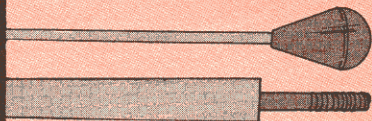


COMMUNICATIONS

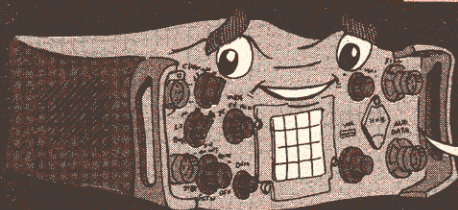
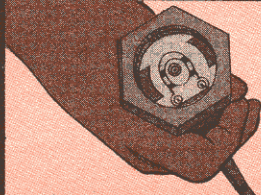
Vehicular Antenna



HANDSET: Cracks in body? Cord insulation worn or cut? Push-to-Talk switch binds, no contact? Sidetone not working?

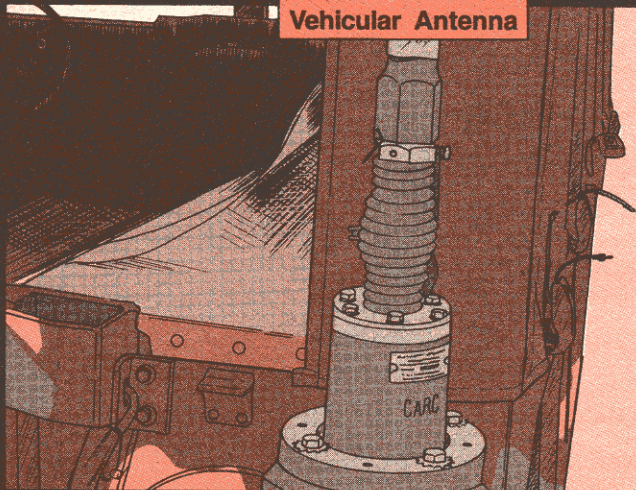


ANTENNA ELEMENTS: Broken? Tip cap missing? Contacts dirty, corroded? No lube? Horseshoe contact dirty, broken, missing?



CHECK MY ANTENNA, TOO, OR I'LL BE ONE SILENT PARTNER.

Vehicular Antenna



BASE: O-ring missing? Safety wire loose or missing? Contact exposed and dust cap missing? Bolts to vehicle mounting bracket loose? RF connector dirty or corroded?

Vehicular Antenna

RF CABLE: Insulation cracked, torn or dry rotted? Connection loose? Connector dirty or corroded? Connector pin burned, bent, broken or missing?

VEHICLE MOUNTING BRACKET: Broken? Loose? Bolts missing?

GROUND STRAP: Frayed? Connections to base and mounting bracket loose or rusted?

Manpack

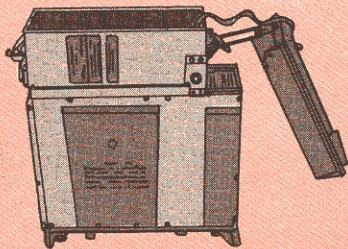
ANTENNA: Blades bent? Won't extend fully? Connection loose? Connector dirty or corroded? Pin burned, bent, broken or missing?

ANTENNA BASE

EYEBALL THE MANPACK SINGCARS, TOO!

BATTERY BOX: Case cracked or dented? Connector dirty or corroded? Connector pins bent, broken or missing? Cover latches bent or loose? Latches fail to make tight connection? Gasket not seated? Gasket torn or missing?

Manpack



FACTS ARE FACTS

PHEW! MAN,
WHO SANDBAGGED ME?
I'M CHOKIN' BACK
HERE.

One cold, hard fact is that hot weather does a number on your generator. Heat plus the blowing sand of the desert add up to double trouble.

The main thing in the desert is to keep your generator cool. Here are some ways to beat the heat:

Revetment Space

Give your generator sets lots of breathing room.

A sandbag, log or earthen revetment helps reduce noise and block sand and dust. However, the revetment can also be an enemy if there's not enough room around the generator to keep it cool. Make sure there's at least four feet between the generator and walls. You lose power if the generator gets hot and fizzes out.

Check your operator's TM for other instructions on building a revetment.

Clean Oil, Please

Make sure you wipe the sand and dirt away from the oil filter cap before you check the oil level.

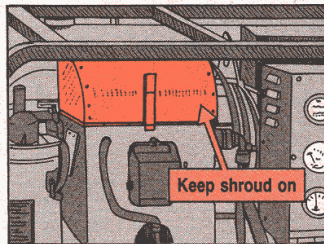
Need oil? Before you stick that funnel in the fill opening, clean the sand and dirt from it. That also goes for the top of the oil can before you open it.

Check the engine oil daily. This means not only looking at but feeling the oil on the dipstick. Sand damages the engine quicker than you can figure out what's what. If you feel grit on the dipstick, get your mechanic to change the oil filter.



Closed Doors

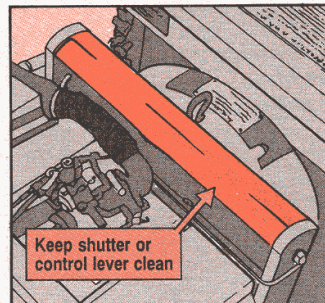
Keep shrouds and doors closed. Closed doors and shrouds help circulate the air to the parts that need cooling. They also keep sand away from the engine.



Shutter Flip

A jammed shutter assembly won't let air flow to your generator set's engine.

Most generator sets have thermostatically controlled shutters. When the engine needs cool air, the shutter opens. If the shutter or control jams, there's no cool air. Keep the shutter or control lever clean so it will open when it should.



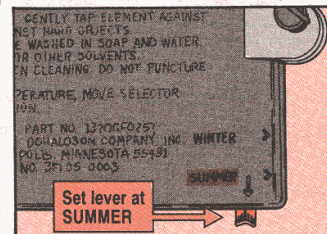
On small generators, check the shutter often. Move the shutter back and forth. It should move easily, then spring back to its original position.

On large sets, you can make sure the shutter is not binding by giving the control lever a smooth open-and-shut check.

Change Shutter

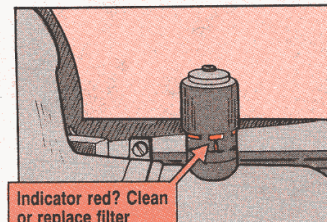
Make sure your 6-HP Mil Std engine's air intake shutter is set for SUMMER.

If it's set on WINTER, hot air is put directly from the exhaust manifold to the air intake filter. This extra heat can break down the filter. Filter pieces will be drawn into the carburetor, causing a number of problems, including fire.



Air Cleaner Clean?

Because of the fine dust and blowing sand, you'll need to service the air cleaner more often. Check the air restriction indicator daily. If the red signal is visible, clean or replace the filter element.



A dirty or clogged filter stops the flow of air and chokes the engine. It will shut down when you need it most.

Never run a generator engine without a filter. Sand and dirt in your engine will grind moving parts to bits.

Fighting Your Shelter's Enemies

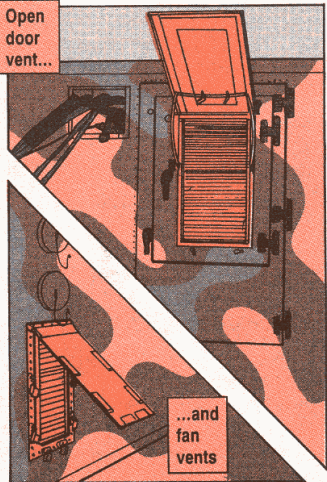
Heat, humidity and moisture form a triple threat against your commo shelter. In short order, they'll knock out your gear.

Put an end to the threat by keeping your shelter dry and cool. Here's how:

Stream of Air

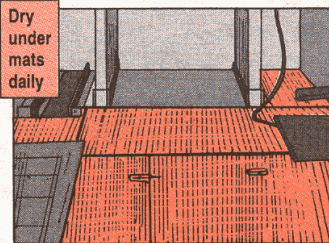
With the door closed, your shelter is almost air-tight. A difference between inside and outside temperatures causes condensation.

So, when the shelter door's closed, keep the door vent and fan vents open and the ventilation fans running. The fans will send a stream of air across your gear to help keep it dry. Dry gear means no corrosion.



Peek Underneath

If your shelter has rubber floor mats, look under them daily for moisture. That's where mold, mildew and rust start. If it's wet down there, hang the mat outside to air dry and mop the floor.



It's Your Skin

Make sure your shelter's outside is in good shape, too. Look for punctures and tears in the skin. TB 43-0124 has the lowdown on skin repairs.

For more info, see TM 10-5411-205-13 for the S-250 shelter and TM 10-5411-207-14 for the S-280 shelter.

In the Shade

Keep your shelters cool by putting a canopy or tarpaulin overhead.

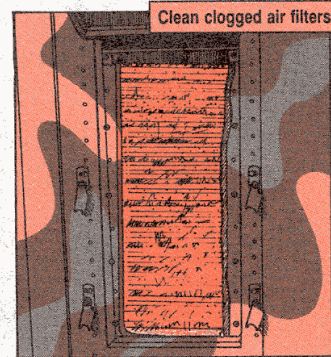
Get a canopy, NSN 4940-00-937-2553, for your S-280 shelter. It comes with its own mounting hardware.

There's no canopy available for the S-250 shelter, but you can get a tarpaulin, NSN 5820-00-937-5530, that'll do in a pinch. The tarp comes with a tie rope but no mounting hardware.

Filter Attention

Hot weather means ventilation fans work longer and harder. And that means filters get dirtier.

Look over the door and fan vent filters for dirt, bugs and debris. Clogged filters block cooling airflow. Take out

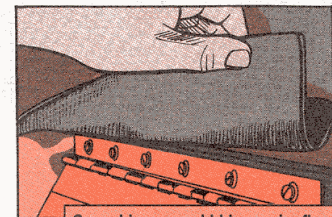


the dirty filters and rinse them in clean water. Let them air dry.

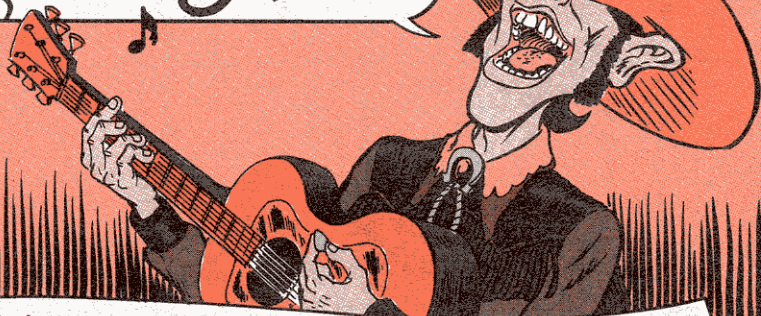
It Hinges on This

Without lube, hinges bind—then break. Open doors leave your shelter and equipment open to moisture, dirt and dust.

Lube all hinges at every service. NSN 9150-01-260-2534 brings a 16-oz aerosol can and NSN 9150-00-954-7422 brings a 1-qt can. Clean the hinge before putting lube on it. Change 2 of TB 43-0124 has the word.



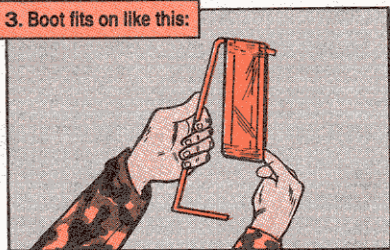
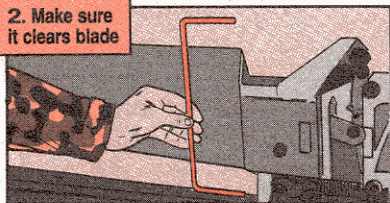
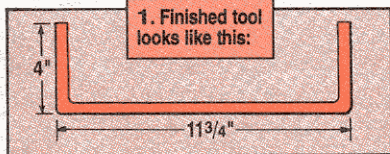
Boot Scootin' Boogie



Dear Windy,

Scootin' a tail rotor boot down a Black Hawk blade is harder than teaching a pig to dance.

We solved the problem by bending each end of a 20-inches long, 7/16-in rolled steel bar at about four inches in.



SGT Wiley Russell
Birmingham, AL

*That boot's scootin' now.
Good job, pardner.*

Windy

Pressured into a Bad Break

Applying pressure to a turkey wishbone will snap it at its weakest point.

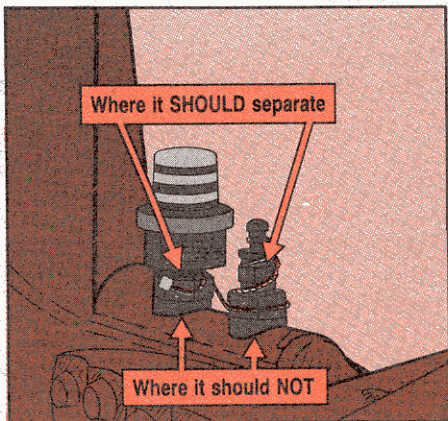
Applying pressure while replacing a BIM indicator or air valve will snap it at its weakest point, too.

If you're careful, that weak point will be right where you want it — where the indicator and valve mate to their adapters.

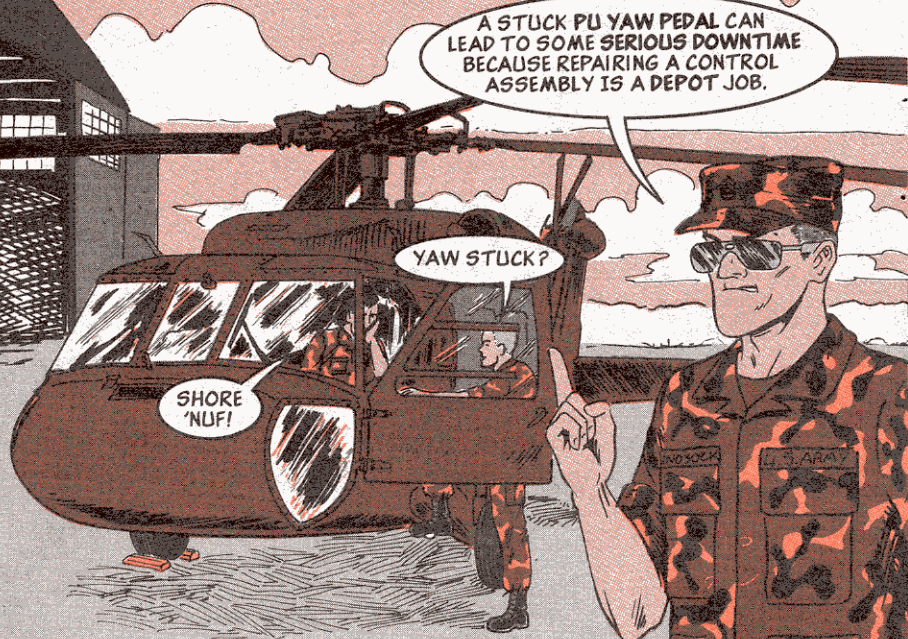
If you're careless, that weak point will be where you definitely don't want it — where the adapters attach to the spar.

The air valve adapter and the indicator adapter are just glued to the spar. Too much applied pressure to remove an indicator or valve from its adapter will pop those adapters from the spar.

To make sure you make a good break, follow carefully the steps in Para 5.18.5.1(a) in TM 1-1520-237-23-3.



Y'all's Yaw Stuck?



Sometimes the PU yaw pedal sticks because the bearing in the assembly gets a little cockeyed.

Put that bearing on the straight and narrow like this:

Cut the safety wire off the four screws that hold the lever cover to the machine housing. Break the torque on the screws and back them off, but not out.

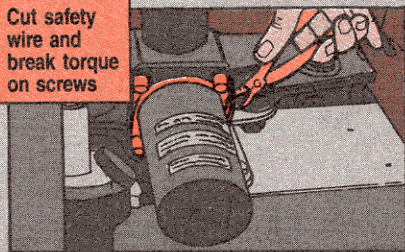
Now retorque them using a criss-cross pattern keeping the torque equal on all four screws. Safety wire them.

Chances are good the bearing is straight and your problem is solved.

If this doesn't unstick the pedal, try again.

Still no luck? Send it off for repair.

Cut safety wire and break torque on screws



UH-1...

The Case of the Missing Mechanic

Anybody seen the Huey mechanic who forgot to close the petcock to the engine oil cooler after he did a 900-hour oil change?

Seems he's disappeared. Some say it could be foul play. There are three prime suspects:



1. The mechanic who had to clean up the oily mess after the bird did its rump.



2. The mechanic who had to refill an empty oil sump.



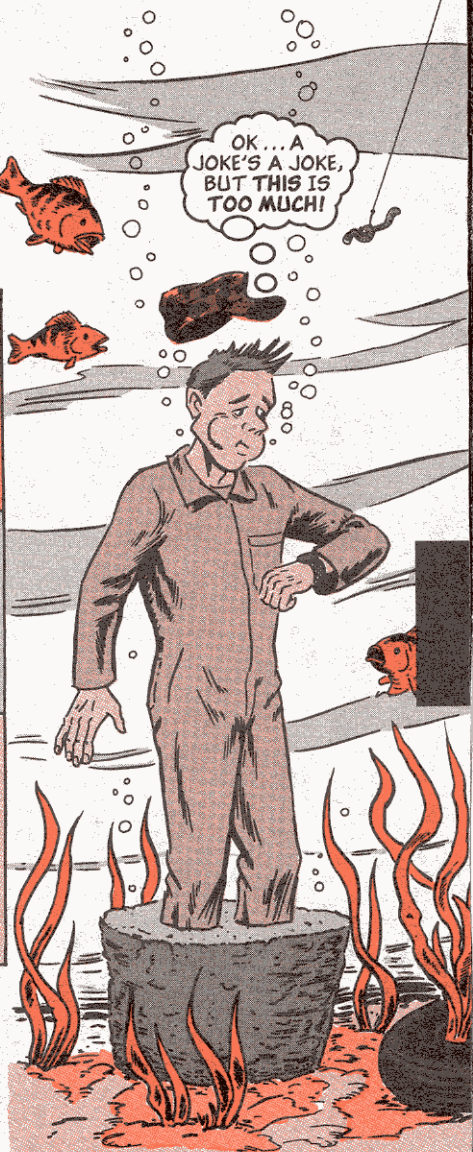
3. And the pilot who almost flew that bird with the petcock open.

NO COMMENT.

Don't be the next mechanic who disappears. Be sure to close the petcock when you're through draining the old oil.

PS 511

47

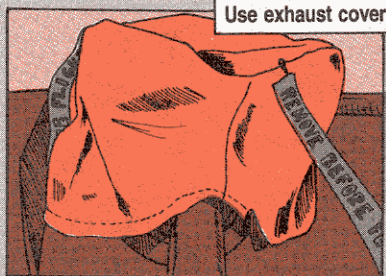


Gearbox Guidance Again

Here are two covers to keep water from seeping through the vented filler cap of the OH-58 tail rotor gearbox.

Pick the one you like and use it, or come up with your own—but cover that filler cap.

William Warren says to use the Kiowa's exhaust cover, NSN 1730-01-036-5012.



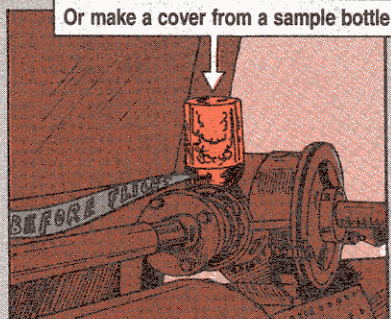
Use exhaust cover

Put three eyelets, NSN 5325-00-231-6589, around the base of the cover and run two feet of cord, NSN 4020-00-246-0688, through the eyelets. Secure the cover to the gearbox with the cord.

Steven Iooss recommends covering the cap with a plastic vehicle oil sample bottle. Here's how to make his cover:

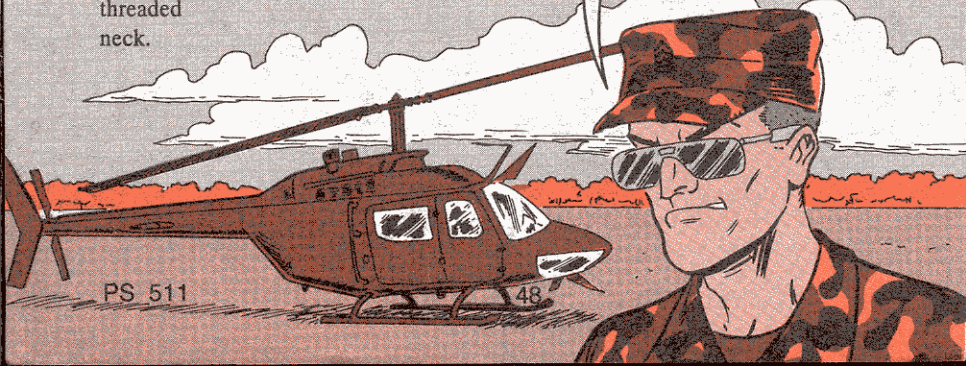
1. Cut off the bottle's threaded neck.

2. Pack the bottle with cotton.
3. Wrap tape around the edge of the bottle until the bottle will fit snugly around the cap.
4. Stick the bottle over the cap and tape it tight.
5. Attach a "Remove Before Flight" streamer, NSN 8345-00-995-7806, by running a wire through the bottle and the streamer.
6. Note removal of the bottle as part of preflight.



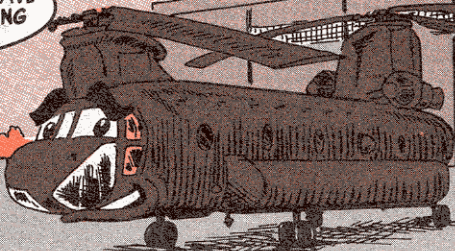
Or make a cover from a sample bottle

LET'S MAKE THIS THE YEAR TO STOP WATER INTRUSION INTO THE TAIL ROTOR GEARBOX. COVER THAT CAP!



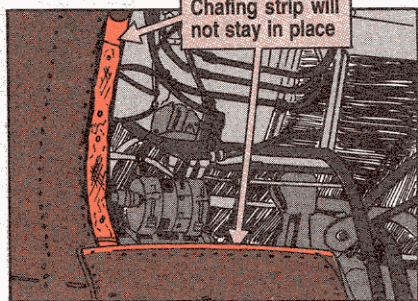
REPLACE BAD STRIP

THESE NEW RUBBER BUMPERS HAVE STOPPED MY CHAFING PROBLEMS!



Dear Windy,

The chafing strip that buffers the engine cowling is practically worthless. No matter what you do, it will not stick in place and it rapidly deteriorates.

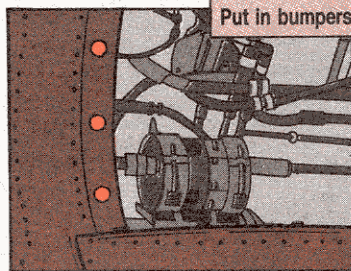


We solved the problem by removing the chafing strip and using rubber bumpers, NSN 5340-01-054-1588.

These are the same bumpers used on the Huey's drive shaft cover.



Just drill 1/4-in holes where you want the bumpers to go and put them in place. A 5-in spacing works for us.



SSG John Bowden
Birmingham, AL

Your fix does the job and saves time and money. Well done, John.

Windy

BYTES OF INFORMATION

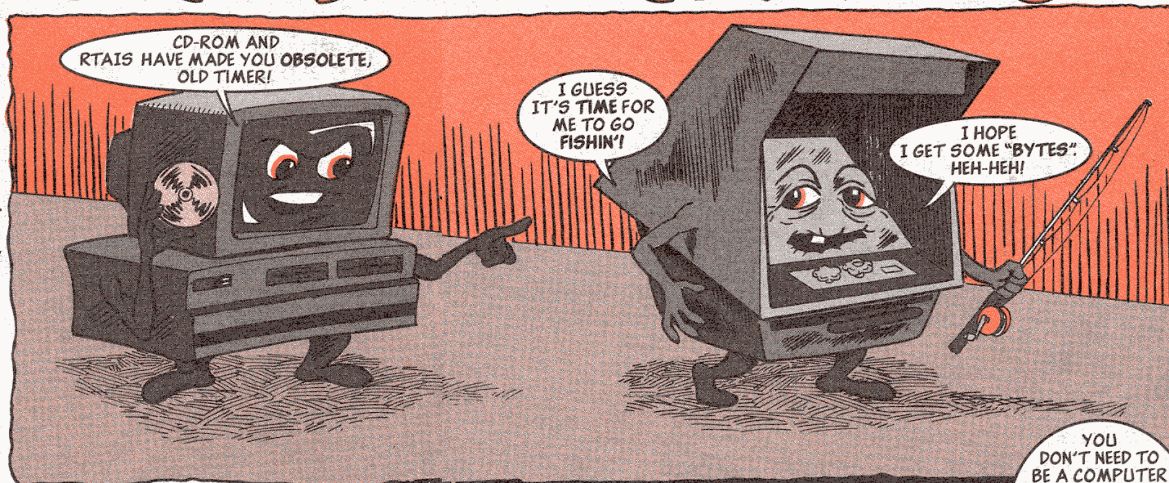
Microfiche products are being phased out.

If your unit has a computer with a CD-ROM reader, you can use ARMYLOG.

This CD-ROM product contains SB 700-20 data, CAGE code info and a parts number cross reference.

You'll need to get on distribution for ARMYLOG. Be sure you know your customer account number before you contact LOGSA.

If you don't know your account number, you'll find it on an old microfiche mailing label. The account number is located to the far right on the first line of your address. It's six digits beginning with a zero.



DEPARTMENT OF THE ARMY
USAMC LOGISTICS SUPPORT ACTIVITY
ATTN: AMXLS-LCF
BLDG. 3325
REDSTONE ARSENAL, AL 35898-7466

OFFICIAL BUSINESS

FOR THE ARMY'S...
ATTN: ADDRESS REG
BLDG. 432
FOR MAILING LABELS...

021581

LOGSA customer
account number

Now that you have your LOGSA customer number, switch to ARMYLOG by calling:
DSN 645-0782
Commercial (205) 955-0782

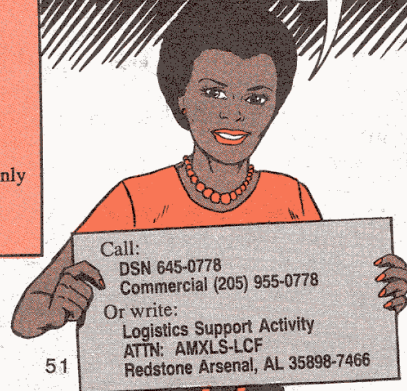
If your unit's computer hardware doesn't include CD-ROM drives, give the Army's Remote Terminal AMDF Inquiry System (RTAIS) a try.

The RTAIS gives you up-to-date information from the AMDF, I&S, SB 700-20, and other data reference files.

YOU CAN
USE THE RTAIS
IF YOU KNOW ONE
OR MORE OF THE
FOLLOWING ...

- NIIN (National Item Identification Number)
- LIN (Line Item Number)
- CAGE (Commercial and Government Entity) Code
- Manufacturer name
- CAGE code and part or reference number
- Part or reference number only
- EIC (End Item Code)

YOU
DON'T NEED TO
BE A COMPUTER
WHIZ, EITHER. THE
LOGSA FOLKS HAVE
ALL THE INFO YOU
NEED TO GAIN
ACCESS TO
RTAIS.



Call:
DSN 645-0778
Commercial (205) 955-0778
Or write:
Logistics Support Activity
ATTN: AMXLS-LCF
Redstone Arsenal, AL 35898-7466

Show Complete Usage Information

HEY, WINTERS, HERE ARE YOUR ANSWERS!



MILES OR KILOMETERS? OLD OR NEW ODOMETER READINGS? HOURS OR MILES? I'M SO CONFUSED!



In the right season, you can gather strawberries, blackberries or blueberries. But if your equipment is under the Army Oil Analysis Program (AOAP), every season is the right season to gather usage information.

Usage information for combat and selected tactical vehicles is gathered on DD Form 2026 or ULLS DA Form 5991-E.

It's important that you give accurate usage information on these forms because it's used to determine unit requirements for POL products, repair parts and budget needs.

Here are the important areas:
 Verify the odometer reading. When a new odometer is installed, make sure to indicate the **total equipment usage**. Show the current meter reading plus usage from the replaced meter. Check out DD Form 314 (backside) for the usage of the old meter reading.

Indicate whether the odometer reading shows miles (mi or m) or kilometers (km or k). There's no need to convert the readings from miles to kilometers or vice versa.

If the end item you're reporting has no odometer but does have an hourmeter, show the total number of hours (hr or h) from the hourmeter.

Some items have both an odometer and an hourmeter. Use the odometer reading to report equipment usage.

Be sure to give the **complete** end item serial number. Some folks are putting the last four or five digits of the serial number, the bumper number and even the registration number in place of the serial number.

Usage Info goes on DD Form 2026...

OIL ANALYSIS REQUEST		REFERENCE CODE
TO: POL, SMO, VHS LAB	1-7	
FROM: MAJOR COMMAND	8	
OPERATION: ACTIVELY (Include ZIP Code and DOWNS)	9	
ENGINEER MODEL, CDR	10	
ENGINEER SER. NO.	11	
TYPE ITEM MODEL, MFR	12	
ENGINEER SER. NO.	13	
DATE SAMPLE TAKEN (M, D, Y)	14	15
LAB. AND SAMPLE TAKEN	16	17

REMARKS
W. Fields
 W. Fields
 MI 4761

FOR LAB USE ONLY	
LAB REQUEST	LAB. NO.
SAMPLE TEMPERATURE	TYPE OIL
LAB. RECOMMENDATION	DATE

...or DA Form 5991-E

DA FORM 5991-E	
ORGANIZATION	DA FORM 5991-E
COMPONENT SER. NO.	END-ITEM MODEL
COMPONENT SER. NO.	END-ITEM MODEL
REASON FOR SAMPLE ACQUISITION	DATE SAMPLE TAKEN
MILES SINCE OIL CHANGE	MILES SINCE OIL CHANGE
OIL ADDED SINCE LAST SAMPLE	TYPE OIL
REMARKS	

END-ITEM SER NO: W24BE752114595
 END-ITEM MODEL: M884
 EIC: AQA
 ODOMETER/HOURMETER: M 086125

Equipment usage information taken from the DD Form 2026 or DA Form 5991-E is tracked by the end item serial number only. Remember, if you're not reporting equipment usage through AOAP, you still report annual usage data on DA Form 2408-9.

Report ERCs Together

Dear Pablo,

Our MTOE lists some line item numbers (LINS) twice—once for the items that have an equipment readiness code (ERC) of A and again for the items that are ERC B.

When we do our DA Form 2406, Materiel Condition Status Report, should the LINS be put on two separate lines or should they be combined on one line?

SGT K.C.

THERE'S NO NEED TO SEPARATE ERC CODES ON THE MAIN PORTION OF DA FORM 2406—JUST IN THE LOCAL SECTION.

Requirement Control Symbol
CSOLG-1042(R4)

MATERIEL CONDITION STATUS REPORT
For use of this form, see AR 700-138; the proponent agency is ODCSLOG

1. PERIOD OF REPORT FROM 4274 TO 4304 2. DATE PREPARED 4304 3. UTIL. **Worksheet for commander's DA Form 2715-R unit status report**

4. TO (Address including ZIP Code)
Commander's
USAMC, LOGSA, ATTN: AMXLS-RRS
Redstone Arsenal, AL 35898-7466

5. FROM (Address including ZIP Code)
Commander's
5th Signal
APO AE 09056

6. TO (NO)

#	NOMENCLATURE			c	d			e				f					g					
	(1)	(2)	(3)		(1)	(2)	(3)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)	(5)
SEQ NO.	UN NOUN	EDS	MODEL	ECC LIN	AUTH QTY	ON-HAND QTY	POSSIBLE DAYS	AVAILABLE DAYS	NONAVAILABILITY DAYS				REQ QTY	REQ DAYS	FMC	ER	ERC	FOR LOCAL USE ONLY				
									S	M	S	M										
1	Anal Eng PTL		STE-ICE	KC A56243	1	1																
2	Trk Ut1		M1009	HD T0502B	2	4	120	115														
									FOR LOCAL USE ONLY													
				M1009	HD T0502B	2	4															A
																						B

Combine ERCs in main portion

Separate ERCs in local portion

Dear Sergeant K.C.,

Paragraph 2-5 of AR 700-138 states that all equipment LINS listed in Appendix B are reportable on DA Form 2406. This means if the item's listed in Appendix B, it's reported—no matter whether the ERC is A or B.

S-o-o-o, there's no need to separate ERC A and ERC B items in the main portion of the 2406 form.

However, columns 9f(1) through 9f(5) of the 2406 are used as a worksheet for the commander's DA Form 2715-R, Unit Status Report. The 2715-R report is covered in AR 220-1.

To get the needed info for the commander's 2715-R report, put a header line titled FOR LOCAL USE ONLY at the end of the main part of the 2406 form. In this portion, divide the ERC A, B and P items.

That way the folks at the processing installations and the Logistics Support Activity know those entries are not part of the main 2406 materiel condition status report.

Pablo

PM EXTENDS LIFE

Before you store your 3,000-gal water storage tank, make sure it's dry and clean or it will mildew.

Start by draining the tank through the filler **1** or discharge fitting **2**, or both. Leave the dust caps **3** on the fittings until you're ready to drain water, because water starts to drain as soon as you take off the caps.

After the water drains, take off the 10 handles **4** around the edge of the cover from the 10 handle-toggles **5**. Then take off the cover **6**.

If the atmospheric pressure changes during a move, the tank collar **7** and cover float **8** could get damaged. To avoid damage, leave the inflation valves **9** open for movement and storage.

To deflate the cover float, turn the center part of the inflation valve clockwise to open it — and leave it open.

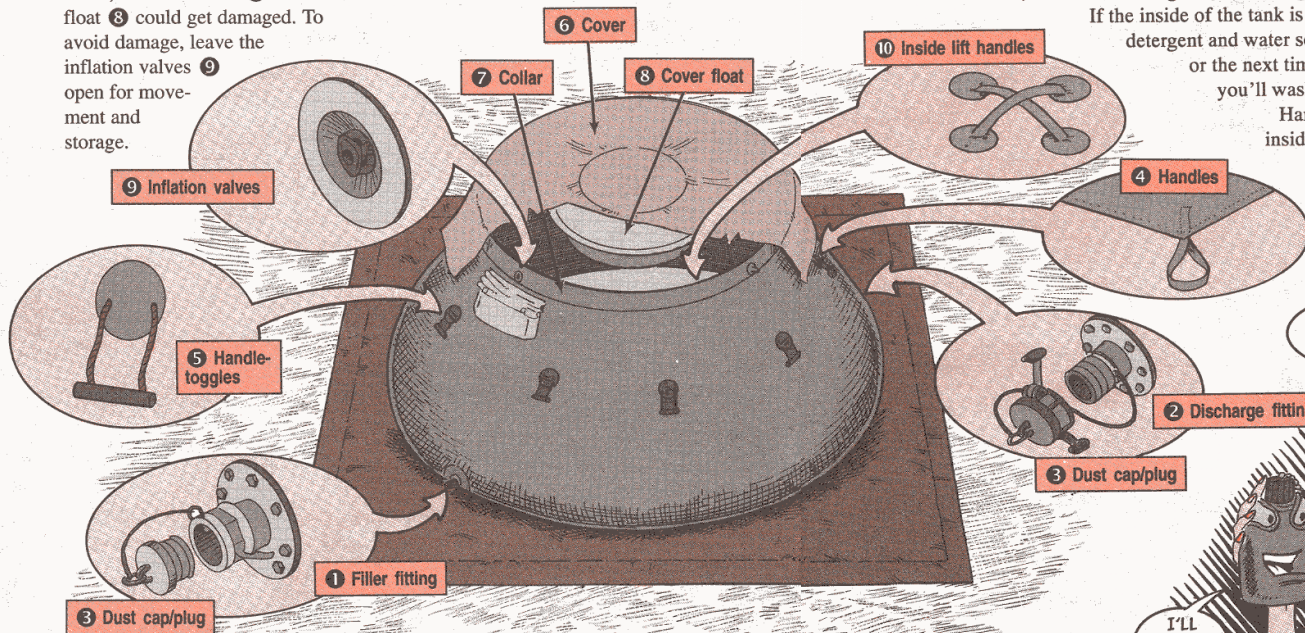
Then deflate the tank collar by turning the center part of the three inflation valves clockwise. Leave them open.

To clean the outside of the tank and cover, use a mild detergent, NSN 7930-00-880-4454, and water solution. Rinse the detergent solution off completely with clean water.

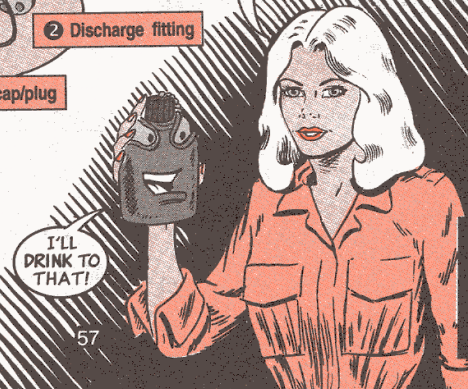
Make sure all the water is drained before moving the tank with the lift handles, or the water weight could damage the handles or tank fabric.

If the inside of the tank is dirty, clean it with the same detergent and water solution. Rinse it completely, or the next time you take a drink of water, you'll wash your mouth out with soap.

Hang the tank inside out by the inside lift handles **10**, and let the cover and the tank dry completely before folding it. After the tank is dry, fold and store it like it says in TM 5-5430-225-12&P.



YOUR WATER TANK IS A KEY PARTNER OF THE ROWPU. TAKE CARE OF IT.



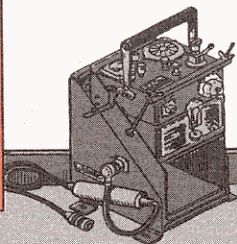
Do the WIPE TEST

The M8A1's M43A1 detector unit has a radioactive source. That means it's possible it could leak radiation.

But if that's not enough to stir you to action, try this: If your M43A1s haven't been wipe-tested for radiation, they are deadlined.

That's why you NBC NCOs need to schedule wipe-testing at support for your M43A1 detectors every 12 months. The test detects radiation leaks. The label on the detector cell tells when the wipe test is due. Support then sends the test results (see AR 710-3 for info) to:

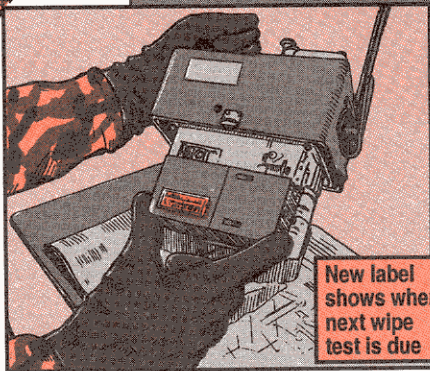
Commander
Rock Island Arsenal
ATTN: SMCRI-SEM-L/
Radiation Leak
Test Samples
Bldg 210 (4th Floor)
Rock Island, IL 61299-
6000



YOUR M8A1S WILL BE WIPED
OUT FOR ACTION UNLESS YOU
GET THEM WIPE TESTED.

If they don't send the info, you don't get credit for the wipe test.

When you get your M43s back, a new label should be on each detector cell showing when the next wipe test is due. No label? Tell support.



New label
shows when
next wipe
test is due

Making ID Permanent

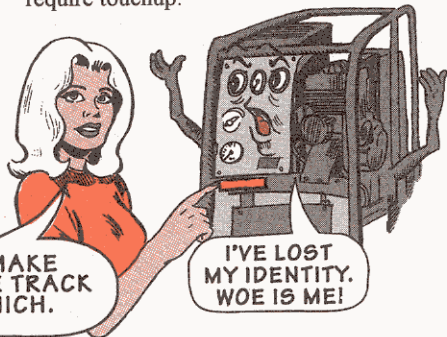
M17 decons have their ID numbers stamped in ink on their indicator panels. Over time, the ink wears off and you have trouble telling which M17 is which.

There's no problem, though, if you stamp the ID number on the metal frame below the indicator panel. You can borrow a metal stamping kit from support. Use numbers at least 3/16 inch high.

If you're not sure of the correct ID

number, check with your property book officer.

You may flake a bit of CARC paint when you stamp, but not enough to require touchup.



STAMP ID HERE TO MAKE SURE YOU NEVER LOSE TRACK OF WHICH M17 IS WHICH.

I'VE LOST MY IDENTITY. WOE IS ME!

THE RIGHT MARK

Any kind of marking on your Chemical Agent Monitor can be its mark of death.

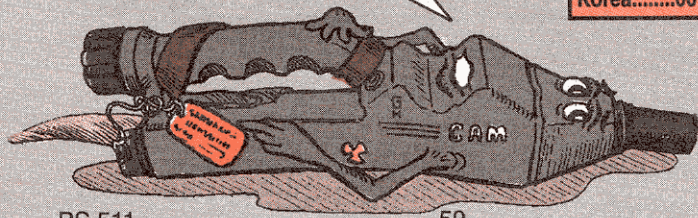
Stenciling or engraving on the CAM's case ruins its anti-corrosive and chemical agent resistant coatings.

If you need to ID CAMS for the property book, write or engrave the number on a dog tag, NSN 8465-00-242-4804, and attach the tag to the CAM handle with a metal ring or lacing wire.

If you have maintenance questions about the CAM—or any NBC item—help is as close as the phone. Call these numbers 24 hours a day.

NEED TO ID ME?
DO IT WITH A DOG TAG.

CONUS.....	1-800-831-4408
Germany.....	0130810280
Korea.....	0078-14-800-0335



It's a Basin, Too!

Dear MSG Half-Mast,

Ever since we switched from the steel pot to the kevlar helmet, we've had to find another container to hold shaving water.

In the field, it seems that everyone needs to shave at once. But everyone can't get to the hot water containers at the same.

So I put a plastic trash bag inside my kevlar helmet. Then I tuck the ends over the sides, and hold the bag in place with my helmet band.

When I fill up the plastic-lined helmet with water, it works as well as the old steel helmet.

Now everyone in my unit carries a small ziplock bag with two small plastic bags inside. We use the plastic bags to line the helmets for shaving. The ziplock bag holds the plastic bags when they aren't in use. It's also good for holding small personal items.

Ssg Mark Yarber
Glade Spring, VA

NOW, THAT IDEA
HOLDS WATER! JUST
REMEMBER TO OCCASIONALLY
CHECK YOUR PLASTIC BAG FOR
HOLES SO YOU DON'T END UP
WITH A WET HEAD IN
DECEMBER!



Connie's POST SCRIPTS



Usage Routing

If your unit sends its equipment usage information through the local data reduction center, there's no need to send in a hard copy of the report to LOGSA. Check out Para 5-6d of DA Pam 738-750 in Maintenance Management Update 14 for complete disposition instructions.

I-R Compressor Trailer

Hold one! Don't use the NSNs listed in TM 5-4310-452-24P to order wheel cylinders on the trailer for the Ingersoll-Rand 250 CFM air compressor. You won't get the cylinders you need. Instead, order the right-hand wheel cylinder with NSN 2530-00-920-8511 and the left-hand cylinder with NSN 2530-00-872-9301.

Generator Engines Gone

There are no more engines for the 3KW 60-HZ diesel generator, NSN 6115-01-234-5966 or 6115-01-150-4140. If DS/GS can't get repair parts, and cannibalization won't help, turn in the entire generator set.

TB 43-180 Now on CD

The next edition of TB 43-180, Calibration and Repair Requirements for the Maintenance of Army Material, will be published in CD-ROM format only. The disk will also carry the Equipment Improvement Report and Maintenance Digest (TB 43-0001-61-xx) and Calibration Procedures Master List. To get on distribution for the CD, ask your pubs clerk to add DA Form 12-34-E, Block 4568 to your unit's 12-series requirements.

FORSCOM Hotline

If you have ideas for improving Army logistics, FORSCOM would like to hear from you. FORSCOM has set up the Logistic Employee Empowerment Program computer bulletin board for your ideas. If you have a computer with a modem, access the bulletin board at (404) 752-4196 (DSN 572). No modem? Call (404) 752-4405 (DSN 572) with your idea. FORSCOM will respond to your suggestion within three working days.

Gas Stabilizer Correction

Oops! NSN 4210-00-134-9855 gets a 4-oz can of gasoline stabilizer, not a quart, as we said on Page 50 of PS 498.

Distribution: To be distributed in accordance with DA Form 12-34-E, Block 0312, for TB-43-Series

Would You Stake Your Life *right now* on the Condition of Your Equipment?

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A Little Knowledge is Not Enough!



DID YOU
PULL PMCS BY THE
BOOK?

I DIDN'T
HAVE ONE HANDY,
SO I DID IT FROM
MEMORY...



MAINTENANCE
ISN'T GUESSWORK.
ALWAYS USE THE
TMS!

TECHNICAL MANUAL