

Issue 361

PS

December  
1982

THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY

1982  
INDEX  
Page 29



GEE--I DIDN'T  
PULL A BEFORE-  
OPERATIONS CHECK,  
RUDOLPH!

WE CAN'T GO WITH  
A BROKEN HARNESS...

WE'LL  
HAVE TO  
ABORT THE  
MISSION!

SOB

Make a GIFT of  
this copy to a friend  
when you've read it!

More TAMMS Changes  
Page 1

MURPHY  
ANDERSON



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ISSUE NO. 361 DECEMBER 1982

**TROOP SUPPORT**

Simplified TAMMS 1-11 1982 PS Index 29-36

**GROUND MOBILITY**

Sedan PM Checks	12	1/4-Ton Truck Brakes	24
Brake System Check	20	Torque Rods	24
Battery Charged?	20	Socket Wrenches	25
Exhaust Danger	21	M915 Brake Failure	25
Exhaust Clamp	21	Tire Damage	26
Ether Spray	21	Fuel Filters	26
Alternator Puller	22	M887 Safety Chain	27
M151 U-joint	22	M880 Tow Hook	27
Truck Starters	23	M880 Calipers	27

**FIREPOWER**

M1 Tank Optics	37	Engine Starters	42
Personnel Heaters	38	Cargo Carriers	42
Laser Rangefinder	40	Fuel Tank Cover	42
M21 Computer	40	M102 Breechblock	44
M1 Skirt Pin	41	Fire Control Equip	44
M113 Tow Cable	41	M102 Howitzer	45
Track Shoes	41	M60 MG Safety	46
M88A1 Packing NSN	41	Small Arms	47
M113A2 Engine	41	Turn-in	47
M1 End Connector	41	M203 GL Barrel	48
M224 Mortar	41	TOW Misfire	49
Rescinded Pubs	41	IHAWK Gages	50

**COMMUNICATIONS**

AN/PRC-77, -25	52	Water Damage	58
AN/TTC-41 Telephone	56	Shipping Care	59
CX-7453 Cable	57	WD-1A Field Wire	59

**AIR MOBILITY**

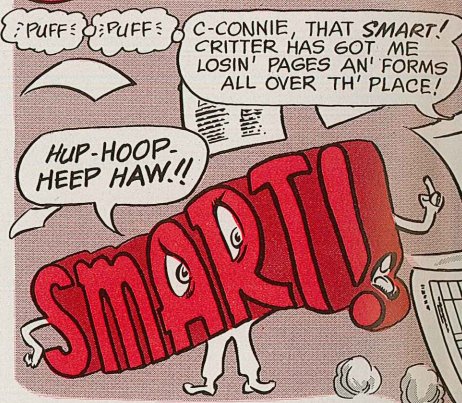
Aviation Messages	58	UH-1 Transmission	62
UH-60A Engine	60	Hydraulic Jack	63
OH-58 Parts Kit	60	UH-1 Seat Pins	63
OH-58A/C Inspection	60	T-53 Engine	63
UH-1 Chip Detector	61	AN/APR-39 Radar	64
UH-1 Tracking	62	AN/ARC-114A Radio	64

**PS** wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to:

MSG Half-Mast  
PS Magazine  
Lexington, KY  
40511

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# Simplified



TM 38-750 just went on a diet—and lost some pages and more forms! Actually, TM 38-750's "loss" is all part of the Supply and Maintenance Assessment and Review Team (SMART!) plan to help you keep up with your gear with fewer forms and less hassle.

Interim Change 3 to TM 38-750 has the word. The DA Form 2408-10, Equipment Component Record, was killed off for all gear. The DA Form 2408-14, Uncorrected Fault Record, and DA Form 2408-18, Equipment Inspection List, dropped from all equipment except aircraft.

Almost nobody used the entries on the DA Form 2408-10, so why keep it? Still need some component change info—like for the Army Oil Analysis Program (AOAP)? Put it in the Remarks Block of the DA Form 2408-20.

# fied TAMMS



Worried about hourmeter or odometer changes? Those entries moved back to the Remarks Block of the DD Form 314—where they started out!

Some people lived by the DA Form 2408-14, while others kept it strictly for inspections. Either way, unless the DA Form 2408-14 went out in the dispatch packet, operators had no way of knowing what was deferred.

Good operators made unneeded entries or extra trips to see the TAMMS clerk. Other operators went out without the info.

Move your deferred maintenance entries to the DA Form 2404—so everybody knows about them!

You can put any DA Form 2408-18 entries on a variety of other forms—DD Form 314, DA Form 2408-4, DA Form 2404—whatever suits you.

But after you transfer needed info from DA Form 2408-10, 2408-14 and 2408-18, trashcan 'em.

Feel a little thin and bare without all those stacks of paper? Forget it! Paper never pulled a service. Now you and your first-line people can spend that paper time actually looking at, supervising and working on the hardware.





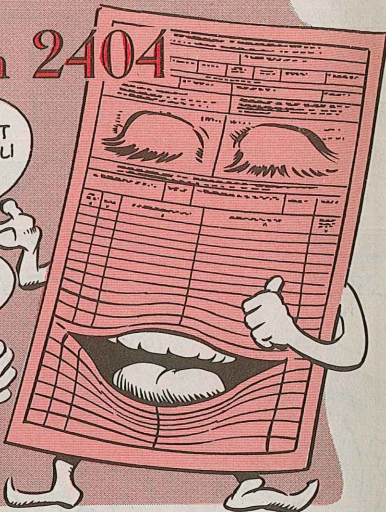
# DA Form 2404



'COURSE, DROPPING UNNEEDED FORMS JUST MAKES THE ONES YOU DO KEEP THAT MUCH MORE IMPORTANT!

RIGHT, CONNIE!

... BUT I AM UP TO THE JOB!



Want to hold onto an old form until you're straight on the new system? Put Para 5-15g of TM 38-750 to work.

With the DA Form 2404 holding all the status info, you, your operators, their supervisors and the TAMMS clerk are all responsible for making the right entries on the form.

The DA Form 2404 already has a couple of uses. But mostly, they're all involved with pulling or reporting the results of inspections. Add 1 more use to the DA Form 2404: Keeping up with deferred maintenance.

IN OTHER WORDS, THE DA FORM 2404 NOW OPERATES AS A MINI-DA FORM 2804-14!

SO THAT FORM...

- Gives you the status of your gear.
- Tells you when and how faults are handled.
- Keeps tabs on deferred work.

IF YOU AND YOUR OPERATORS SLUFF ON THAT FORM, IT'LL SHOW -- AND SOON!

BUT ON THE PLUS SIDE...

- Operators will know exactly what's wrong with their gear. A copy of all current and deferred faults will be on forms in the Equipment Records Folder.
- You only need to check 1 form to get a full picture.
- If you want another copy—for control or info purposes—the DA Form 2404 takes a carbon easy as you please.
- You only need to teach new troops about 1 form..

# Double Duty Form

Operators will deal with 2 types of DA Forms 2404: One for Preventive Maintenance Checks and Services (PMCS) and one for deferred faults.

You operators get the same type of DA Form 2404 you always did for the before-, during- and after-operations PMCS. Find no before faults? Put the date in Column c.

If the equipment gets a clean bill of health from you for the during- and after-operations checks, put your initials in Column e.

EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET						
For use of this form, see TM 38 750. The proponent agency is the Office of the Deputy Chief of Staff for Logistics.						
1. ORGANIZATION <b>B Co 719th Inf.</b>	2. NOMENCLATURE AND MODEL <b>TRK Cargo M35A2C</b>					
3. REGISTRATION/SERIAL/NSN <b>0540-13362</b>	4a. MILES	b. HOURS	c. ROUNDS FIRED	d. HOT STARTS	5. DATE	6. TYPE INSPECTION <b>DAILY</b>
7. APPLICABLE REFERENCE						
TM NUMBER <b>9-2320-209-10-2</b>	TM DATE <b>AUG 80</b>		TM NUMBER			

Use the same PMCS 2404 until you find a fault you cannot fix. Then fill in Blocks 4 and 5.

'Course, you hold off on those initials if you find a fault you cannot fix—or need a part to fix.

In that case, put the TM (PMCS) item number in Column a and the status symbol that applies to that problem in Column b. Write up the problem in Column c.

Sign Block 8a and put the day's date in Block 5.

or test flight is due but has not been accomplished, or an overdue MWO has not been accomplished.				
ALL INSPECTIONS AND EQUIPMENT CONDITIONS RECORDED ON THIS FORM HAVE BEEN DETERMINED IN ACCORDANCE WITH DIAGNOSTIC PROCEDURES AND STANDARDS IN THE TM CITED HEREON.				
8a. SIGNATURE (Person(s) performing inspection) <b>J. R. Eckert</b>	8b. TIME	9a. SIGNATURE (Maintenance Supervisor)	9b. TIME	10. MANHOURS REQUIRED
Sign in Block 8a				

Take the form and the problem to the dispatcher, maintenance supervisor or mechanic.

If the fault can be fixed, the mechanic will close out that entry. You can use that form for that day's dispatch. Just add any new problems you find during and after operations.

But once you sign in Block 8a, that form's only good for the current day. A new form is needed next time the equipment is dispatched.

COULD BE THE PROBLEM CAN'T BE FIXED RIGHT AWAY BECAUSE...



- It's a support job.
- A needed part's not on hand.
- The CO or the designated representative decides to defer the fault.

NO SWEAT!





If the job's for support, the TAMMS clerk closes out the entry with the DA Form 2407 info. If the fault makes the equipment not mission capable (NMC), hold onto the form. Otherwise, toss out the DA Form 2404.

Maybe the mechanic needs a part to fix it. The mechanic writes up the part—TM parts manual number; page, figure and item number; NSN or part number—and goes to the PLL clerk.

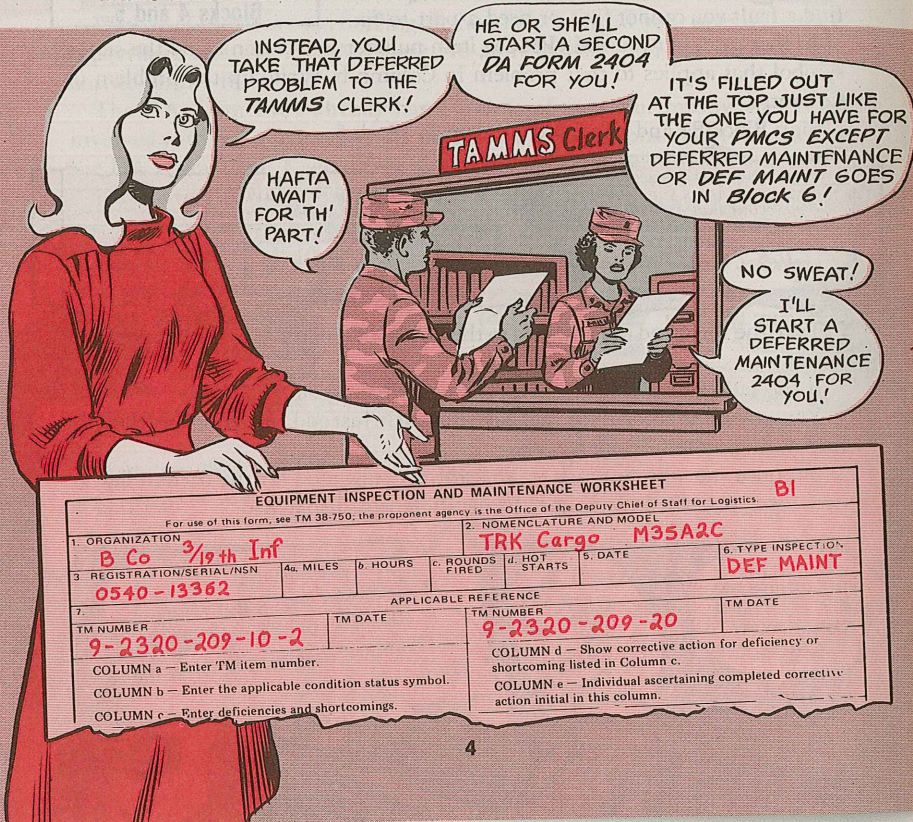
Part on hand? The PLL clerk hands it over. The mechanic fixes it, closes out the entry and you're in business.

Part not on hand? The PLL clerk writes a document number (supply request number) on the DA Form 2404.

Fixing that fault has been put off—deferred—until the part comes in.

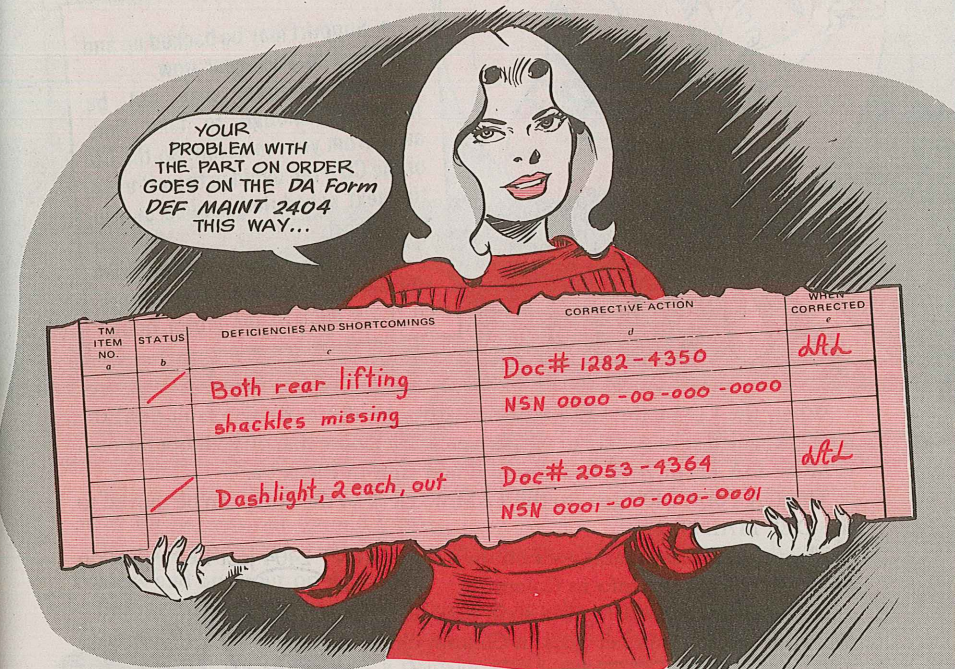
If you tried to keep up with deferred problems and your daily PMCS checks on the same form, you would soon have lots of DA Forms 2404 in your Equipment Records Folder. And before you could sign off on a PMCS, you'd have to check back over each day's entry and every form.

That's added hassle—not less work!



That second DA Form 2404 is a mini-DA Form 2408-14. All it does is keep up with the problems that have been delayed for some reason.

Any already deferred faults on a DA Form 2408-14 will go automatically to a DEF MAINT 2404, so make sure you start looking at that form now.



Column b, status symbol of the problem. (Faults with an X status symbol, though, cannot be deferred. You either fix those right away or the equipment's down.)

Column c, a brief description of the fault.

Column d, the reason for delay. The PLL clerk's document number (supply request number) and the NSN or part number of the item go here. Not all parts come from the PLL. Could be the part's carried by the Quick Supply Store (QSS) or Self-Service Supply Center (SSSC). If they're out of the item, write QSS or SSSC and the Julian date of the day they told you it wasn't on hand.

If the request is cancelled later, write "cancelled" and the date the part was cancelled in this column. If you still need the part, put the new document number and fault info on the next open line.

Column e, the initials of the CO or the CO's designated representative.



'COURSE, PARTS ON ORDER IS ONLY **ONE** OF THE REASONS A PROBLEM MAY NOT BE FIXED RIGHT AWAY...

- Support may be backed up and can't get to your gear now.
- The problem may not be important enough to take time away from your mission. So the CO or the CO's rep decides to wait until the next scheduled service or trip to support.
- Your unit may be in the field and the facilities you need to work on it are back in the motor pool.

When the CO or the CO's representative decides to delay a fault until the next scheduled service, trip to support, etc, they'll note that on your operational (PMCS) DA Form 2404 in Column d and sign in Block 9a.

The DA Form 2404 goes to the TAMMS clerk so the entry can be moved to the DEF MAINT 2404.

That type deferred fault goes on the DEF MAINT 2404 just like a part on order except for the info in Column d.

If the reason for waiting is a shop backup, the work request number goes in Column d.

IF THE DELAY IS UNTIL A CERTAIN TIME-- RETURN TO GARRISON, NEXT SCHEDULED SERVICE, ETC.-- EXPLAIN THAT IN **Column d!**

✓	LEFT DOOR NEEDS SPOT PAINTING	SCHEDULE FOR NEXT PM SERVICE.	AKL
---	-------------------------------	-------------------------------	-----

When the fault is finally fixed, the person who fixes it initials the status symbol in Column b of the DEF MAINT 2404 and puts the calendar date in Column d.

OK	DASHLIGHT, 2 EACH, OUT	Doc #2053-4364	AKL
		NSN 0001-00-000-0001 8 JULY 82	MA
		INSTALLED 2 EA LIGHTS	AKL
OK	LEFT DOOR NEEDS SPOT PAINTING	SCHEDULE FOR NEXT PM SERVICE, SPOT PAINTED DOOR 10 JULY 82	MA

THE DA FORM 2404 HAS MORE LINES ON IT THAN A DA FORM 2408-14, SO IF YOU WANT MORE INFO ON DEFERRED FAULTS, SKIP A LINE OR 2 BETWEEN EACH ENTRY!

When all the faults on a DEF MAINT 2404 have been fixed or moved to other forms, toss out the old forms.

That DEF MAINT 2404 folds up in a pocket of your Equipment Records Folders and goes out on dispatch.

Before each PMCS, you operators check out the entries.

As long as a fault is on that form, you're covered. No need for duplicate entries. If you get stopped by a roadside check, no sweat.

'Course, with that form in your folder, you operators have the action on keeping up with deferred faults, too.

Sure, the TAMMS clerk or the maintenance supervisor may have a copy of your DEF MAINT 2404—that's up to them—but you have an equal stake in keeping the form up-to-date. After all, it's your form and your equipment.

If you think a part's been on order too long, you take the form to the PLL clerk and ask about it.

When you help pull a service, personally make sure the faults deferred to that service are fixed.

If the reason for delay has passed and an entry is still on the DEF MAINT form, check it out.

The DEF MAINT 2404 makes the operator an equal partner in keeping gear up and all faults cleared.





**MOTOR EQUIPMENT UTILIZATION RECORD**

OPERATOR	DATE	MILES	HOURS	FUEL	OIL

The DD Form 1970 keeps track of all the places you go and fuel and oil use (if needed locally). This form can be used for 1 day or for an extended dispatch.

**DD FORM 1970**  
APR 81

**MAINTENANCE REQUEST**

DD FORM 2407  
MAY 81

1. Record fault—part needed—maint action deferred.  
2. Record reason for delay.  
3. Create a second DA Form 2404.

You use the DA Form 2407 to request support maintenance. Support uses it to tell you what they did.

**IF FAULT IS NMC**

If support has your equipment on the last day of a DA Form 2406 report period, they'll give you any NMC time info by phone or on a DA Form 2418.

**MATERIEL CONDITION STATUS REPORT**

ORGANIZATION	DATE	TYPE	STATUS	DEFICIENCIES	CORRECTIVE ACTION

Based on the information on the DD Form 314, total NMC time for different types and models of equipment go on the DA Form 2406. This form partly measures how "ready for combat" your equipment and unit were during the reporting period.

**DA FORM 2406**  
MAY 81

**IT ALL STARTS HERE**

**EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET**

1. Record fault.  
2. If corrected—Record corrective action and dispatch.

1. Record fault—part needed—maint action deferred.  
2. Record reason for delay.  
3. Create a second DA Form 2404.

1. Record fault.  
2. If an X status symbol is to be downgraded to a (X), enter "Cleared for Limited Operations (and state the specific limitation)."

PMCS check—No faults discovered. Record date & dispatch.

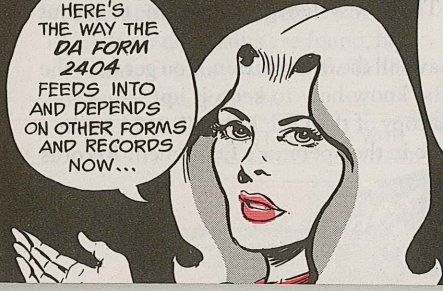
PMCS check—A fault discovered.  
1. Record fault.  
2. If corrected—Record corrective action and dispatch.

PMCS check—A fault discovered.  
1. Record fault—part needed—maint action deferred.  
2. Record reason for delay.  
3. Create a second DA Form 2404.

PMCS check—A fault is discovered.  
1. Not repairable at org level.  
2. Record fault—enter "DA Form 2407 (SPT)" in Col d.  
3. Prepare 2407 for evacuation to DSU.

PMCS check—A fault is discovered.  
1. Record fault.  
2. If an X status symbol is to be downgraded to a (X), enter "Cleared for Limited Operations (and state the specific limitation)."

HERE'S THE WAY THE DA FORM 2404 FEEDS INTO AND DEPENDS ON OTHER FORMS AND RECORDS NOW...



**DA FORM 2765-1**

PLL clerk orders needed parts.

**DOCUMENT REGISTER FOR SUPPLY ACTIONS**  
For use of this form, see DA PAM 710-2-1. The proponent agency is ODCSLOG.

When the reason for delay is awaiting parts, get the request number from the PLL clerk and put it on the DEF MAINT DA Form 2404.

**DA FORM 2064**  
JAN 82

**EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET**

1. Reason for delay.  
2. Supply request number.  
3. NSN or part number.  
4. Calendar date of correction.

This "DEF MAINT" form will be used as a record of maintenance actions deferred due to lack of parts, shop backlog or until the next scheduled PM service. Record fault in Col c. In Col d enter (take 2 or more lines if needed):

**DA FORM 2404**  
APR 79





# Dispatch

The new set-up leaves your dispatching operations pretty much intact. You still use the DD Form 1970, Motor Equipment Utilization Record, as the trip ticket.

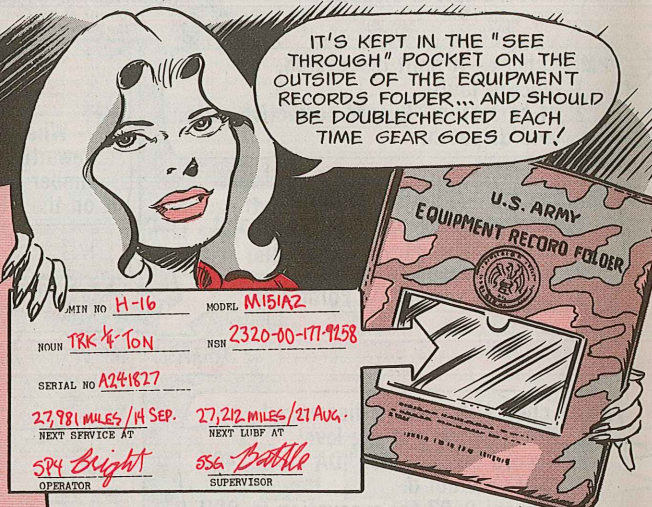
The only change lies in the operational (PMCS) DA Form 2404 and using 2 types of DA Forms 2404. Both forms will be given to the operator and a copy of the deferred maintenance form stays in the Equipment Records Folder.

The outside pocket of the folder holds a special identity card or insert now.

THAT CARD SHOWS THE EQUIPMENT'S...

IT'S KEPT IN THE "SEE THROUGH" POCKET ON THE OUTSIDE OF THE EQUIPMENT RECORDS FOLDER... AND SHOULD BE DOUBLECHECKED EACH TIME GEAR GOES OUT!

- Admin number
- Model number
- Noun
- NSN
- Serial number
- Next service due
- Next lube due
- Operator's and supervisor's names



MIN NO **H-16** MODEL **M151A2**  
 NOUN **TRK & Ton** NSN **2320-00-171-9158**  
 SERIAL NO **A241827**  
**27,981 MILES / 14 SEP.** **27,212 MILES / 27 AUG.**  
 NEXT SERVICE AT NEXT LUBE AT  
**Sgt Brought** **SSG Battle**  
 OPERATOR SUPERVISOR

That info must be current. You dispatchers doublecheck the card each time you send the gear out. Operators keep an eye on the next lube and service due dates.

## Managing the System

Putting the new system in operation takes some hands-on supervising. In fact, hands-on is the purpose behind it all.

You supervisors, motor sergeants, platoon leaders and maintenance types spent too much time pushing a pencil. The new system gives you time to get out of the shop and on the line.

The operator and dispatch packet have all the information. You get with the operators and make sure they have the know-how to keep it up!

If you and the TAMMS clerk want a copy of the DEF MAINT 2404, make a carbon. But the working copy is the one in the operator's Equipment Records Folder.

Want to inspect the gear or check on how well PMCS's are being pulled? Get the folder. Ask the operator to pull a PMCS. Unless you pull weekly and monthly PMCS's during motor stables, stay with the operators and help them go through those "extra" checks. Weekly and monthly PMCS's are treated like dailies as far as the DA Form 2404 is concerned.

Go through the whole dispatch process with your operators. Do they know the difference between the 2 DA Forms 2404? Do they check deferred entries? Do they ask about the status of ordered parts?

Everything—open faults, downgrades, deferred entries—should be on one or the other DA Form 2404.

Need to downgrade an X status symbol fault to a circled X for an urgent-mission? That action's limited to the CO or the maintenance officer now.

But if the gear is essential—no other item will do—and the fault will not put the operators in danger or further damage the equipment, the X can be downgraded.

IN ACCORDANCE WITH DIAGNOSTIC PROCEDURES AND STANDARDS IN THE TM CITED HEREON.

a. SIGNATURE (Person(s) performing inspection)		b. TIME	9a. SIGNATURE (Maintenance Supervisor)	9b. TIME	10. MANHOURS REQUIRED
DAVE Brought SPT			J. J. Morgecort		
TM ITEM NO.	STATUS	DEFICIENCIES AND SHORTCOMINGS	CORRECTIVE ACTION		INITIAL WHEN CORRECTED
12	(X)	WIDGET CELL INOPERATIVE	CLEARED FOR LIMITED OPERATIONS RESTRICTED TO SPEEDS OF LESS THAN 25 MPH		JMM

Circle the X in Column b of the DA Form 2404 used for PMCS's. Put "Cleared for Limited Operations" in Column d and add the specific limits. Initial Column e and sign in Block 9a.

That DA Form 2404—signed in Block 9a—is only good for that day's operation. Start another DA Form 2404 for the next day's dispatch.

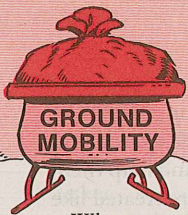
But if the circled X fault with its limited operations still exists, that will be the first entry on the new form in Columns a through e—initials, too!

The operator will pull a PMCS as usual. If no new faults are found, he or she dates Column c under the limited ops entry and goes on.

THAT FORM-- WITH ITS CIRCLED X ENTRY--

... STAYS GOOD UNTIL THE LIMITED OPERATIONS END OR A NEW FAULT IS FOUND!





Commercial Vehicles...

# Operator

When you sign out a sedan or other commercial vehicle from the motor pool, give it a good, hands-on walkaround before you drive out the gate. Head off trouble so you won't have it on the road.

DO YOU REALLY THINK THIS VEHICLE CAN FILL IN FOR RUDOLPH AND HIS CREW, BONNIE?

SURE, SANTA-- IT'LL CARRY EVEN MORE GIFTS THAN YOUR SLEIGH!

HERE, S.C., TAKE THIS DA FORM 2404 WITH YOU AS YOU MAKE YOUR ROUNDS...

BUT LET'S CHECK IT OUT FIRST!

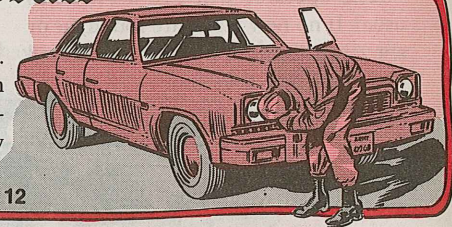
...AND PUT DOWN ANY PROBLEMS YOU FIND...

RIGHT ON! THAT WAY THE DISPATCHER AND THE MECHANIC WILL KNOW WHAT NEEDS FIXING!



## Overall

Start your checks from a distance. One corner sagging? Check for broken springs. Wet spots or puddles underneath? Check for leaks! Body damage? Make a note of any.



# PSM Checks

## Under the Hood

SORRY... WE CAN'T FILL HARNESS ORDERS 'TIL DECEMBER 27th!

SUPPLY

Start your hands-on checks under the hood. Open the hood—does it work freely?

• **ENGINE OIL**—Between the FULL and ADD marks? If it's low, add enough to bring it between the marks. Never overfill, tho. Blobs on the dipstick? May be water. Smell of gasoline? Could be fuel in the oil!

• **HOSES AND BELTS**—Belts missing, cut, frayed? Hoses leaking? Write it up.

• **COOLANT**—Between the FULL and ADD marks in the overflow tank, or covering the core of the radiator in a car that doesn't have the tank? Muck or oil in the coolant? Report it!

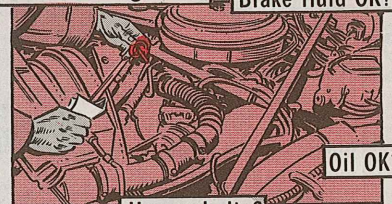
• **RADIATOR**—Leaks? Clean bugs, leaves or other trash off the front. Use water or low-pressure air.

• **POWER STEERING**—Fluid above the ADD? (Check the owner's manual for the right level).

• **GENERAL**—Eyeball the whole compartment. Leaks, broken wires, loose equipment?

Power steering fluid?

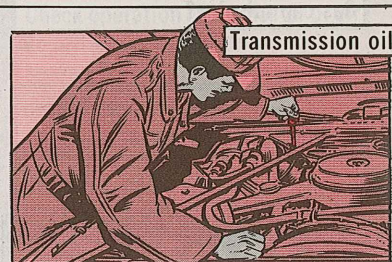
Brake fluid OK?



Oil OK?

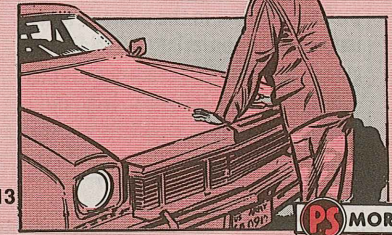
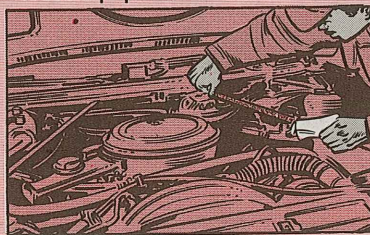
Hoses, belts?

Transmission oil



• **TRANSMISSION**—Between the FULL and ADD marks when you check it like the owner's manual says? Add fluid if it's low.

• **HOOD**—Does it close, latch securely?





NOW, EYEBALL THE VEHICLE ON THE OUTSIDE...

DOORS OPEN AND CLOSE EASILY?

LATCH SECURELY?

?

NEXT, LOOK OVER THE INSIDE...

THEN, YOU CAN START-UP... BUT DON'T MOVE OUT! NOTE ANY PROBLEMS WHEN CRANKING UP THE ENGINE!

## Outside

• **SHOCK ABSORBERS**—Push down on the fender and let up quick. More than one bounce means bad shocks.

Shocks OK?



• **BODY**—Damage? Torn metal? Gas cap missing?

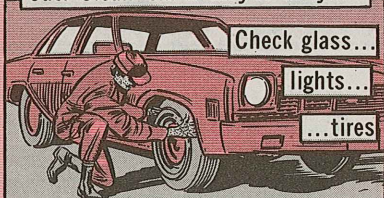
• **GLASS**—Cracked or broken windows? Cloudy areas?

• **LIGHTS**—Broken? Burned out? Clean 'em if they're dirty.

Check glass...

lights...

...tires



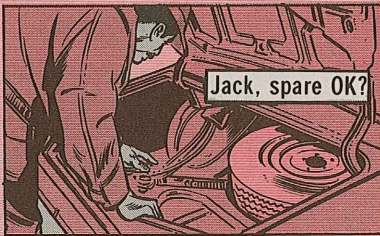
• **WHEELS & TIRES**—Check pressure with gage. Get 'em to the pressure listed in the owner's manual. Valve caps missing? Nails or glass in tread? Tread worn unevenly? Cuts, bulges? Lug nuts missing or loose? Don't forget the spare!

• **TRUNK**—Open, close and latch securely? Emergency tools missing?

Trunk secure?



Jack, spare OK?



## Inside

• **OVERALL**—Make sure it's clean and neat. Empty ash trays, litter bags. Clean out under the seat, too.

• **MIRRORS**—Adjust inside and outside mirrors. Won't hold adjustment? Report 'em!

• **GLOVE COMPARTMENT**—Make sure the owner's manual, identification forms, accident report forms and any other necessary paperwork's there.

• **SEAT BELTS**—One for each passenger. Any missing, defective? You gotta buckle up—passengers, too—before you move out. So says AR 385-55.

• **INSTRUMENT PANEL**—Turn the key ON, but don't start yet. Warning lights work? If not, get 'em checked. How's the fuel?



## Start-Up

• **GAGES/WARNING LIGHTS**—Did the lights go out in a few seconds, or the oil pressure gage show at least 1/3 on the scale? If not, shut 'er down—NOW! Call the mechanic.

Does the alternator show less than mid-scale? Report it. Does the temperature gage stay near the bottom or shoot to the top? Shut down and check 'em out.

• **HEATER/AIR CONDITIONER**—Check operation of the heater or air conditioner, depending on the season.

• **WINDSHIELD WIPER/WASHER**—Wipers won't work, or blade damaged/missing? Report 'em.



Wipers work?

• **LIGHTS**—Check the headlights, turn signals, tail/stop lights. Get a buddy to help. Any burned out?

• **EXHAUST SYSTEM**—Any leaks? Report 'em—they're dangerous!





# Before Moving Out

YOU'RE ALMOST READY TO GO!

JUST A FEW MORE THINGS TO CHECK...

... WHILE YOU MOVE FORWARD AND BACKWARD A FEW FEET AT A TIME!

• **EMERGENCY (PARKING) BRAKE**— Won't hold the vehicle stopped?

**ZOWEE!**

THAT SURE DEMONSTRATES THAT THE SERVICE BRAKE IS IN GOOD WORKING ORDER!

• **SERVICE BRAKES**— Won't stop vehicle? Noisy, jerky, grabby? Report 'em.

**SCREECH**

• **STEERING**— Steering wheel won't turn freely, or excessive free play?

WEREN'T YOU GONNA CHECK OUT TH' STEERING 'FORE WE LEFT?

? I THOUGHT YOU WERE!

• **TRANSMISSION & CLUTCH**— Won't shift, noisy, or clutch grabs?

**KA-KRUNK**

TOLE YA IT WOULD FINALLY KICK IN!

• **OTHER**— Unusual noises?

**RATTLE**

SSS-SSSS-SSSS

**BLAM**

NAAA! THOSE ARE NAT-URAL NOISES FOR A HEAP THIS OLD!

**POW!**

# During Operation

Be alert for clues of trouble while you're on the road. Head off small problems before they cause big trouble! Stop 'n' check if you think something's wrong.

HERE'RE SOME THINGS TO WATCH FOR...

• **BRAKES**— Any pulling, loss of stopping power?

• **CLUTCH & TRANSMISSION**— Hard to work? Unusual noises?

• **STEERING**— Does the vehicle wander to one side, shimmy or steer hard?

• **GAGES/WARNING LIGHTS**— Any lights come on? Oil pressure drop, or the temperature rise? Ammeter show discharge? Stop!

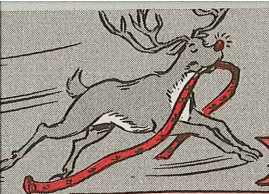
# At Halt

When you stop for a halt, give your vehicle a quick once-over. Clean windshield, windows, and lights if they need it. Any leaks? Tires have leaks, nails or glass in 'em? Lock up the vehicle if you leave it.

# After Operation

When you finish your trip, give your vehicle another walk-around like the one before you left. Make a note on the 2404 if it's been using oil or other fluids, as well as any other faults you found, so the mechs can check 'em out. Wash the vehicle if it's dirty, and clean out the inside.





# Check list

## BEFORE OPERATION

HERE'S A CHECKLIST THAT BRINGS EVERYTHING TOGETHER...

Exterior & underside	Faults to look for
1. Damage (body or glass)	
2. Leaks	Fuel or brake fluid leaks; Class III leaks of oil, coolant, transmission fluid.
3. Wheels & Tires (Including spare)	Cuts, cracks or damage which could cause failure during operation. One or more tires flat, or bald.
4. Suspension or shocks	Broken springs, or other damage.
5. Lights	Headlights, tail/stoplight, or turn signals won't work.
6. Tools & emergency equipment	
7. Exhaust system	Leaks.

## Under the Hood

Under the Hood	Faults to look for
1. Fluid levels: Oil Transmission Coolant Power steering	Below ADD; water or fuel in oil. Below ADD. Coolant low, oil in coolant. Fluid low.
2. Hoses & Belts	Belts broken, missing; Class III leaks.
3. Radiator	Class III leaks.
4. Battery	Won't start vehicle; damaged.

## Interior

Interior	Faults to look for
1. Gages/warning lights	Temperature, oil pressure, or alternator gages/lights not working or giving wrong reading.
2. Seat belts	Belts frayed, buckles won't work. Not enough for passengers and driver.
3. Windshield wiper/washer	Won't work, blade missing.
4. Heater/air conditioner	
5. Horn	
6. Mirrors	
7. Cleanliness	
8. Paperwork (manuals, forms, records)	

## DURING OPERATION & AT HALTS

IF YOU FIND ANY OF THESE FAULTS, GET 'EM CHECKED OUT BEFORE YOU MOVE OUT!

Things to check	Faults to look for
1. Brakes	Pulling, grabbing. Brakes don't operate properly.
2. Steering	Steering loose or binding.
3. Transmission & clutch	Transmission doesn't work; clutch won't work, grabs or slips.
4. Engine	Lacks power, unusual noises, won't work.
5. Wheels & Tires	
6. Instruments	
7. Leaks	Class III.
8. Exhaust system	Leaks.

## AFTER OPERATION

Things to check & do
1. Vehicle clean, inside & out
2. Damage (body or glass)
3. Fluid levels: Oil Coolant Power steering Windshield washer Transmission Fuel
4. Hoses & Belts
5. Radiator
6. Battery
7. Wheels & Tires
8. Lights
9. Tools & Emergency Equipment
10. Paperwork
11. Secure vehicle & report in.

HOLD ONE, BONNIE...

HERE COMES RUDOLPH!!

LOOK! HE'S GOT A NEW HARNESS... WONDER WHERE HE GOT IT...

SGT. HALF-MAST FOUND IT IN THE BOTTOM OF HIS FOOT LOCKER!

SANTA-- THIS MEANS YOU CAN MAKE YOUR ROUNDS TONITE IN THE USUAL MANNER!!

THAT'S WONDERFUL, BONNIE!! THANKS FOR TRYING TO GET THIS ARMY VEHICLE FOR ME, BUT I COULDN'T HAVE USED IT ANYWAYS...

...MY SF-46'S EXPIRED!



## Ice Cripples Brakes

SAM --DID YOU DRAIN TH' WATER FROM OUR BRAKE SYSTEM YESTERDAY?

ER...

Warm weather may get you into a bad habit—neglecting to drain the water from your truck's air or air-hydraulic brake system.

You're asking for trouble if you don't drain your air reservoir tanks even in warm weather. Water can damage your air-hydraulic cylinder and other parts.

But frozen water—ice—in your brake system is a double threat!

First, it plugs up your brake compressed air system. If air can't get thru, you've got no brakes!

Worse, tho, that water expands—gets bigger—when it turns to ice. The

pressure will bust almost anything—so your brake air system's got no chance! You not only lose your brakes, but your truck's out of action for repair or replacement of those busted parts.



## Battery Freeze Protection

When the temperature drops, your batteries can end up frozen solid if you don't keep 'em charged!

A fully-charged battery is safe to -90°F. This chart shows the freezing point for various specific gravity readings. The higher the specific gravity, the more charge a battery has.

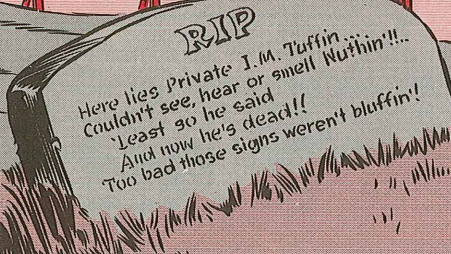
Specific Gravity of Electrolyte	Freezing Point (°F)
1.280	-90°
1.250	-62°
1.200	-16°
1.150	+ 5°
1.100	+19°

HMM... THIS TESTER MAKES TAKIN' READINGS A SNAP!

Check Your EXHAUST SYSTEM

Keep windows PARTIALLY OPEN!

Carbon Monoxide...  
**A Silent Killer!**



Your exhaust system may be in top-notch shape, but... would you bet your life on it?

You're doing just that if you stay in a closed vehicle with the engine idling. Engines produce carbon monoxide—and carbon monoxide kills!

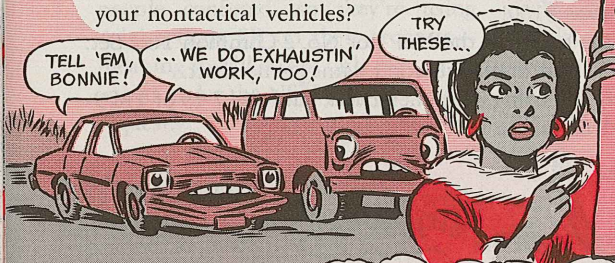
You can't smell it and you can't see it. Your only protection is plenty of fresh air.

Make sure nothing is blocking the tailpipe.

Keep the windows partially open. It's better to be chilled than killed.

## Exhaust Clamp NSN's

Need clamps for the exhaust systems on your nontactical vehicles?



Diameter (inches)	NSN 5340 -
1 3/8	00-097-2804
1 5/8	00-773-1243
1 3/4	01-013-3907
1 7/8	00-761-8959
2	00-619-3343
2 1/4	00-304-7393
2 1/2	00-358-5711
2 3/4	01-082-2126

## No Ether Cans!

Starting your engine with starting fluid in pressurized spray cans is out! Too many people have damaged—or even ruined—engines by using ether spray cans. The word's in TB 43-0001-39-8 (Jan 82).



KAFF-KAFF!!

HALP!



Tactical Vehicles...

## Alternators "Shafted"

B-BUT MS. CLAUS SAID AN ELF TOLD HER YOU GROW 'EM HERE...

SHE NEEDS 'EM FOR SANTA'S SOUP!

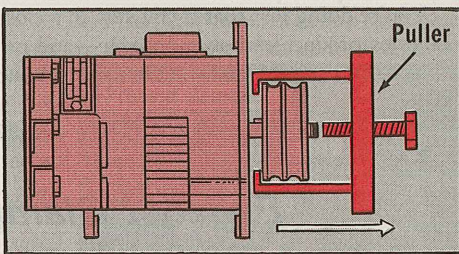
? SORRY-- WE HAVE NO MUSHROOMS 'ROUND HERE!

ER-- SERGEANT...

Never—but never—hammer on the alternator shaft to loosen the pulley! You'll mushroom the end of the shaft, maybe even enough so you can't get the pulley off at all.



Hammers are bad news here!



Puller

If the shaft is damaged, your alternator has to go to DS for a new one. The shaft and rotor goes for over \$100!

Play it smart and use the puller in the No. 1 or No. 2 Common Tool Set. It's quick, it's easy, and—best of all—it won't damage the shaft.

If your TM does not explain using the puller, check out Page 7-19 of TM 9-2320-209-20-3-1 on the deuce-and-a-half.



Chirp, chirp, chirp!

## Listen for

That's a prop shaft U-joint going bad! It's probably too late for lubing to save it. But it's not too late to head off really big trouble...

AMAZING!! IT IS YOUR U-JOINT! HOW DID RUDOLPH KNOW?

A LITTLE BIRDIE TOLD HIM...

## Reset Your Sights for Starters CARNIVAL SHOOTING GALLERY

Y'MEAN ANY O' THOSE 3 NSN'S WILL GET THE RIGHT STARTER FOR MY TRUCK ?

YER ON TARGET, PAL!

Depending on where you look, you'll find 9 different NSN's for engine starters used in all multifuel engine trucks and also in the Goer vehicles.

And they're screwing up the works—for themselves.

These are now narrowed down to 3 NSN's for starters made by 3 different manufacturers—but all 3 are interchangeable. This's got some people confused, so they're using Advice Code 2B on their requests—meaning they'll accept only the starter issued under the NSN they put on the request.



YOU STAND A BETTER CHANCE OF FAST DELIVERY IF YOU ACCEPT ANY OF THESE 3 STARTERS...

NSN 2920-00-226-6545  
NSN 2920-01-075-7763  
NSN 2920-01-075-8114

Make a note of these NSN's for your parts manual—TM 9-2320-209-20P, TM 9-2320-211-20P, TM 9-2320-230-20P, TM 9-2320-233-20P.

## the Birdie!

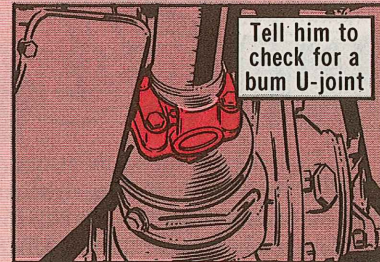
### THUMP, THUMP, THUMP!

chirp, chirp—get your mechanic on the job. Right now!

That's a prop shaft U-joint just before it gives out! You've waited too long. You may find yourself sitting alongside the trail out in the boonies waiting for help to come along.

Got the message?

When you hear the birdie—chirp,



Tell him to check for a bum U-joint



M151-Series  
¼-Ton Truck...

## Getting a Grip on Brakes

HO-HO!

NEW LOCK  
WASHERS...

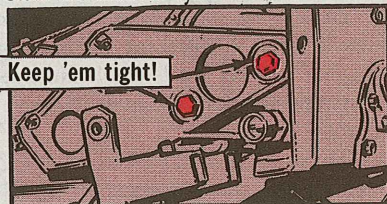
... WITH A NOTE  
THAT SAYS:  
"BE SURE TO USE  
WHEN INSTALLING  
YOUR MASTER  
CYLINDER!"

There's no good reason for a loosely-mounted brake master cylinder in your ¼-tonner. Failure to "go by the book" is a reason, but it's not a good reason.

It's all spelled out in fine detail in your TM 9-2320-218-20-1-2, Para 8-15, Master Cylinder Maintenance, Pages 8-34 thru 8-37. And there're some other helpful views of the mounting hardware on Pages 8-43, 8-47, 8-50 and 8-54. The TM's dated May 82.

Mighty important is getting all of the right hardware back in the right place—especially lock washers. Fact is,

you'll be sure of a better job if you use only new lock washers when you install the master cylinder.



Then, most important, is putting the right torque on the mounting bolts—17 to 18.5 lb-ft—as specified in Para 8-15b11.

All of this puts a good, tight grip on the master cylinder.

## Torque Rods Are 'O' Job

2½-Ton  
& 5-Ton  
Trucks...

ALL  
TOGETHER  
NOW...

Torque rods on 2½-ton and 5-ton trucks are replaced by organizational maintenance!

This means that the Maintenance Allocation Charts in TM 9-2320-209-20-1 and TM 9-2320-260-20-1 are right. And the SMR Code PAOZZ in TM 9-2320-209-20P and TM 9-2320-260-20P for the torque rods is right.

Make a note in your TM 9-2320-211-20 MAC. It's wrong.

M915-Series  
Trucks...

## Wheel-Bearing Socket Wrenches

Having trouble using Section III, Special Tools List, of TM 9-2320-273-20P?

THIS  
WILL CLEAR  
UP THE  
CONFUSION  
ON THE  
6-POINT  
SOCKET  
WRENCHES  
YOU NEED  
FOR WHEEL-  
BEARING  
NUTS...

THANKS,  
BONNIE!

NSN 5120-01-089-9068, 2¼ inches, M915 front-axle outer-bearing nut.

NSN 5120-01-112-0593, 2½ inches, M915 front-axle inner-bearing nut.

NSN 5120-01-090-9319, 4 inches, M915-M920 tandem-axle inner-and outer-bearing nuts.

PN 1919, FSCM 45225, 4¾ inches, (part of wrench set NSN 5120-00-169-4586 in No. 1 Common tool set) M916-M920 front-axle inner- and outer-bearing nuts.

PN 1909, FSCM 45525, 3¼ inches, (part of wrench set NSN 5120-00-169-4586 in No. 1 Common tool set), M917, M919, or M920 pusher-axle outer-bearing nuts.

NSN 4910-01-097-6949, 3<sup>13</sup>/<sub>16</sub> inches, M917, M919, M920 pusher-axle inner-bearing nut.

## M915 Brake Hazard

Plastic air lines on your M915-series truck may rub against one another and wear through—causing loss of air and brake failure. Your truck is deadlined if any of the plastic air lines are chafed, worn or failed. Inspect your brake lines for any signs of wear from rubbing and replace them as necessary. Then install a 2-

I'M WRITIN' SANTA  
FER A 2-HOLE HOSE  
CLAMP, BONNIE...

BETTER LATE  
THAN NEVER,  
I S'POSE...

hole hose clamp, NSN 4730-01-062-5762, to permanently separate the lines. Other details are in TACOM Msg DRSTA-M (NMP) 241800Z Jun 82.



## Tires in the Desert

THINK SANTA WILL VISIT US OUT HERE?

DOUBTFUL! THIS DESERT WOULD BE EQUALLY AS ROUGH ON SLEIGH RUNNERS AS IT IS ON TRUCK TIRES!

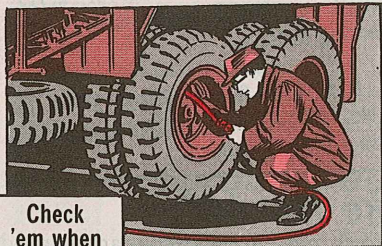
WELL... MAYBE IT'LL SNOW!! REMEMBER GALLANT EAGLE 82 AT FT. IRWIN!

Desert heat, cacti and rocks are murder on tires.

Big cacti are easy to dodge, but the low-growing kind is hard to see. Some of 'em have spines 2 inches long. Get a few of those in a tire and you're in trouble!

Check your tires for cuts or damage every chance you get. High temperatures weaken the rubber and that means rocks can cut your tires real easy.

Check air pressure when the tires are cool—early morning or late



Check 'em when they're cool

## Drain Fuel Filters Daily

Deserts are hot and dry, right? So, you don't have to worry about condensation in your fuel tanks, right?

Wrong!

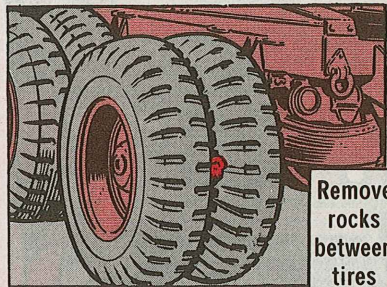
DRAIN ALL THE WATER OUT!



evening. Never check 'em right after operation. They'll be hot and show a high pressure reading.

Use the tire pressure your TM says. You can let some air out if you get bogged down in sand, but bring them back to specs the first chance you get.

If pressure is low, your tires run hot and will fail sooner!



Remove rocks between tires

Check for rocks between dual tires. A rock stuck between the tires can cut the sidewalls.

You get condensation even in the "dry" desert. That's because of the range of temperatures. It may be hot during the day, but the temp drops off fast when the sun goes down. That's when you get water in your fuel tanks.

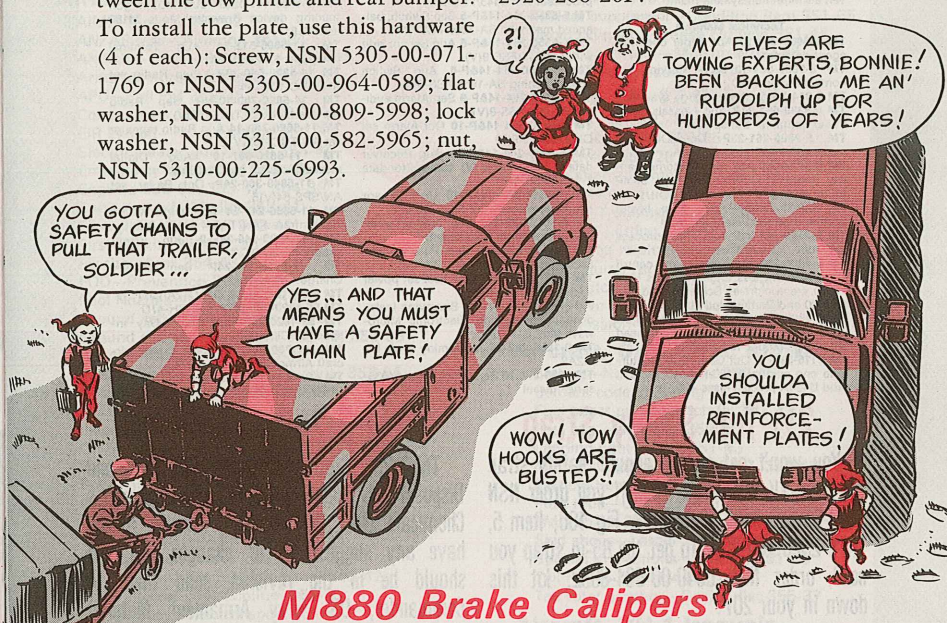
Be sure to drain your fuel filters like it says in your TM's. While you're at it, drain your air tanks, too.

## M887 Safety Chain Hookup

Trailer-pulling with your M887 1¼-ton contact maintenance truck requires that you use the trailer safety chains. So you need a safety chain plate, NSN 4940-01-102-1482, between the tow pintle and rear bumper. To install the plate, use this hardware (4 of each): Screw, NSN 5305-00-071-1769 or NSN 5305-00-964-0589; flat washer, NSN 5310-00-809-5998; lock washer, NSN 5310-00-582-5965; nut, NSN 5310-00-225-6993.

## M880 Tow Hook Fix

Tow hook failure on your M880-series 1¼-ton truck can be headed off by installing reinforcement plates, PN 2977994, FSCM 86403. The plate (spacer) is Item 18, Fig 68, in TM 9-2320-266-20P.



YOU GOTTA USE SAFETY CHAINS TO PULL THAT TRAILER, SOLDIER...

YES... AND THAT MEANS YOU MUST HAVE A SAFETY CHAIN PLATE!

WOW! TOW HOOKS ARE BUSTED!!

MY ELVES ARE TOWING EXPERTS, BONNIE! BEEN BACKING 'ME AN' RUDOLPH UP FOR HUNDREDS OF YEARS!

YOU SHOULDA INSTALLED REINFORCEMENT PLATES!

## M880 Brake Calipers

Make a note for your TM 9-2320-266-20P listing of disk brake calipers for your 1¼-ton truck.

WHEN ORDERING Item 2, Fig 53, USE THESE NSN'S...

4x2, left caliper NSN 2530-01-123-8790  
 4x2, right caliper NSN 2530-00-529-4461  
 4x4, left caliper NSN 2530-01-125-1863  
 4x4, right caliper NSN 2530-01-085-0597



# INDEX NO. 37 PS Magazine 1982

Issues 350 thru 361 (January-December)

## A Aircraft Forms

DA 1352 address 357-28  
DA 2408-9 transfer 351-65  
Downgrade to circled-X 357-11  
New terms 354-45  
Red diagonal status 350-65  
Status symbol crossup 350-49

## Aircraft, General

AIMI—Move it 351-42  
AN/APR-39—Antenna 361-64  
AN/ARC-114A—Relay cards 361-64  
Arms for vibex tracker 350-49  
APU—Pulx PM 359-38  
Components 354-65, 359-43  
EIR Exhibit—No tampering 359-37  
Electric heater gun hazard 354-44  
Emergency fuel record 355-41  
Engines 350-65, 353-42, 354-38  
Engine stand—Modify 359-41  
Fiberglass repair kits 353-41  
First-aid kits 351-45, 357-43  
Fix the vibex 354-43  
FOD—Prevention 360-29  
Fuel Nozzles—New parts 356-5  
Ground acct during fueling 356-5  
Ground support equipment 350-49, 353-38  
Hangar—Keep it clean 355-38  
Heater Guns—Use protective equip 357-65  
Hi-Vis ground wire check 360-39  
HIT 360-41, -43  
Inspections—Scheduling 355-41  
Oil Samples—Interval in TB 43-0106 353-28  
Plexiglass—Repair 356-40  
Pubs—Insert changes 361-63  
Rescue Hoist 356-65, 357-40, 360-43  
Restore cleaning kit 351-42  
SPH-4 Helmet—Visor screw 356-65  
Storage Rack—Make locally 357-37  
T-53 Engine—Main bearing seal 360-42  
Tools—Never use cadmium 356-37  
Tools—Secure for transport 352-41  
Vehicles on airfield 353-41  
Warning streamer NSN's 351-45

## Aircraft, Fixed Wing

OV-1 handle chafing 352-42  
U-21 351-37, 355-39, 356-44  
U-21A fuel pump 350-49

## Aircraft, AH-1 Cobra

Air baffle—seal 360-43  
Boot faulty 355-42  
Chafed wiring in gunner's controls 355-42  
Cyclic servo—add washer 360-41  
Doppler battery 354-43  
Drive shaft couplings—lube 354-37  
Engine Inlet Screw—fine mesh 360-40  
Environmental control cable 350-49  
Gearbox cover—right screws 355-43  
Generator installation 356-43

Particle separator V-band 353-43  
Switches—Protect from water 355-43

## Aircraft, AH-1S Cobra

Anti-Collision light—bulb 356-37  
Boresighting weapons 351-44  
Compass NSN change 351-45  
Door cracks—Use metal brace 351-42  
Engine—Fuel control filter 360-43  
Grease collective hub bearing 352-65  
IR Heat suppressor—Condition item 351-65  
Servo cylinder—Grease old type 351-44  
Starter generator—Moisture 360-43  
TMs—Current listing 359-42

## Aircraft, CH-47 Chinook

Antenna AN/ARC-102 356-44  
Cockpit light NSN 352-65  
Door check 353-28  
Drive shaft—Riveted nuts 357-38  
Engine—Inlet guide vanes 360-43  
Engine—Troubleshoot 352-38  
Lube (45°) fitting 352-41  
Rotor hand retaining nuts 351-42  
Rotary pump—return 357-28  
SAS switch cover swap 352-41  
Tires—No slippage marks 360-42  
Transmission—Drain valve protection 357-38

## Aircraft, OH-58A/C Kiowa

Battery—Never mix cells 356-45  
Cement code changing 351-45  
Fuel boost pump switch fix 352-43  
Fuel cap—Improved 359-40  
Landing light wiring 351-43  
Main rotor pitch links 350-37, 351-43  
Particle Separator kit 361-60  
Pitot tube—Use streamer 354-44  
PMD check 350-48  
Skid shoes—Larger size 359-43  
Special inspections—Change 361-60  
Tail rotor—Balancing 351-42  
Tail rotor gearbox—Seal puller 355-37

## Aircraft, UH-1 Iroquois

Chip detector—Secure nipple 361-61  
Drive shaft couplings—Lube 354-37  
Engine 358-40, 361-63  
Fuel control—No grease 358-43  
Jack—Use 3-ton type 361-63  
Main rotor installation 358-41  
New Huey rotor blade 354-43  
Transmission—Install gasket 358-42  
Transmission—Shipping protection 358-38  
O-ring packing 350-49  
Particle separator V-band 353-43  
Platform—Work 356-39  
Radio mounts—Use correct type 355-40  
Seats—Use longer pins 361-63  
Tail rotor—Washer 356-43, -45  
Transmission oil filter—Assembly 361-62  
Use mirror to check drive shaft 355-40

This is a selected list of recent pubs of interest to organizational maintenance personnel. This list was made from a computer printout provided by The Adjutant General.

### Miscellaneous

FM 23-34-1 Jun Improved TOW M901  
LO 5-2805-261-12 Aug Outboard motor gas OMC Mod AM-40A  
Pam 340-5 Apr Manual microform storage eqpt  
SC 4940-95-CL-AS8-HR Apr Shop eqpt battery servicing shelter mtd  
SC 5180-95-CL-A13-HR Jun Tool kit field artillery mechanics 155-MM gun  
TB 5-6350-264 Jun J-SIIDS  
TB 9-2300-378-14 Sep M48 M60-series veh air induction system maint

### Technical Manuals

TM 3-6665-311-10 Apr Paper chemical agent detector M9  
TM 3-9805-001-10 Aug Marking set contamination NBC  
TM 5-804-2 Aug Solar energy systems  
TM 5-2330-631-24P Aug Chassis semitrailer container transporter  
TM 5-2805-261-23P Oct Outboard motor gas OMC Mod AM-40A  
TM 5-3610-249-24P Jun Photochemical process section topo sys semitrailer mtd  
TM 5-3610-250-24P Aug Map layout section topo sys semitrailer mtd  
TM 5-3610-251-24P Aug Plate process sect topo sys semitrailer mtd  
TM 5-4320-200-12P Aug Pump centrif 1/2-in gas eng less engine Barnes Mod 17570, electric driven Schleyer Mod 4M-SE2000 and Barnes Mod US4CCE  
TM 5-4320-208-12AP Sep Pump centrif gasoline eng 2-in 125-GPM 50-ft head Mill design Mod 2-125-50-G  
TM 6115-599-12 Oct Generator gas turbine eng skid mid 150-KW AC tactical Mod D424A precise class 400-Hz

TM 5-6115-599-14AP Jun Electric power unit AN/MSC-271  
TM 5-6115-600-12 Feb Gen DED tactical skid mtd 100-KW 3-ph 4-wire 120/208 and 240/416-V Mod MEP-008B  
TM 5-6115-600-24P Feb Gen DED 100-KW 3-ph 4-wire 120/208 and 240/416-V Mod MEP-0078  
TM 5-6115-602-14P Jun Electric power plant II AN/MJQ-24  
TM 5-6350-264-14AP-2 Aug Transceiver ultrasonic motion signal RT-1161/FSS-9(V), processor MX-8444/FSS-9(V)  
TM 5-6350-264-14AP-3 Aug Receiver passive signal ultrasonic R-1860/FSS-9(V), processor MX-9943/FSS-9(V)  
TM 5-6350-264-14AP-4 Aug Detector vibration signal DT-546/FSS-9(V), processor MX-9443/FSS-9(V)  
TM 5-6350-264-14AP-5 Sep Switch, balanced magnetic SA-1955/FSS-9(V)  
TM 5-6350-264-14AP-6 Aug Sensor grid wire DT-545/FSS-9(V)  
TM 5-6350-264-14AP-8 Aug Switch alarm latching SA-1954/FSS-9(V)  
TM 5-6350-264-14AP-9 Sep Alarm audible BZ-204/FSS-9(V)  
TM 5-6350-264-14AP-10 Oct Alarm set C-9412/FSS-9(V)  
TM 5-6350-264-14AP-12 Aug Receiver data R-1861/FSS-9(V) transmitter data T-1257/FSS-9(V)  
TM 5-6350-264-14AP-13 Jun Sensor magnetic weapon DT-547/FSS-9(V)  
TM 5-6675-238-24P Sep Test set position and azimuth AN/USM-427  
TM 5-6675-308-24P Sep Position and azimuth sys AN/USQ-70  
TM 5-6675-309-24P Sep Test set power supply AN/USM-428  
TM 5-6675-311-14 Oct Surveying instru distance measuring Electronic Microwave Mod DM-20A  
TM 9-1290-262-24 Jun Aiming circle M2 M2A2  
TM 2320-272 10 Sep Truck 5-ton M939-series diesel

TM 9-2320-272-10-HR Oct Truck 5-ton M939-series diesel  
TM 9-2320-272-20-1 Sep Truck 5-ton M939-series diesel  
TM 9-2320-272-20-2 Oct Truck 5-ton 6X6 M939 series diesel  
TM 9-2320-363-14AP Jun Semitrailer van XM991 XM995  
TM 9-2320-363-14AP-HR Jun Semitrailer van XM991 XM995  
TM 9-2350-255-20-2-1 Aug M1 Tank, turret  
TM 9-3405-216-14AP Aug Saw band W. F. Wells & Sons Inc Mod L-9  
TM 9-4940-451-13 Oct Semitrailer MTD Southwest truck body Mod Ser  
TM 9-6920-374-12AP Jun Mount gun training device cal. 50 MG M179  
TM 9-6920-441-12AP Jun Mount gun training device Brewster Mods M180 and M181  
TM 11-5805-312-14 Aug Terminal telegraph AN/MSC-9A  
TM 11-5820-540-20P-4 Sep Radio set AN/GRC-103(V)/A  
TM 11-5820-769-14 Aug Radio repeater set AN/TRC-152(V)  
TM 11-5820-769-14 Aug Radio repeater set AN/TRC-152(V)  
TM 11-5820-887-10 Aug Digital message device gp OA-8990P  
TM 11-5840-360-24P Oct Radar set AN/SPS-64(V)5  
TM 11-5855-247-24 Aug Night vision sight infrared AN/TAS-4 AN/TAS-6  
TM 11-6130-245-24P-2 Jun Power supply PP-2308 C/U  
TM 11-6130-351-24P Sep Battery Charger PS-6211/V  
TM 55-1510-218-CL Oct C12A/C/D  
TM 55-1520-240-MTF Sep CH-47D  
TM 55-1520-240-PMS Sep 7-Day inspection CH-47D  
TM 55-1730-224-13AP Sep Trailer aircraft Airmobile Part No. 23142  
TM 55-1905-203-14-2 Apr Landing craft utility LCU-1466

## 2½-Ton Safety Strap

You won't get a long enough safety strap for your 2½-ton cargo truck if you order NSN 5340-00-536-0186, Page 348, Fig 166, Item 5, TM 9-2320-209-20P. To get the 85-in strap you need, order NSN 5340-00-594-8032. Jot this down in your 20P.

## Cold-Weather Help

Need posters on cold-weather PM? Here's what's available:

- 750-70 Is Your Radiator Ready for Winter?
- 750-72 Keep Batteries Fully Charged
- 750-73 Drain Engine Fuel Moisture Daily.

Have your pubs clerk order them on DA Form 4569 for a one-time issue. Get on distribution for new or updated posters by filling out a DA Form 12-4.

## TM 3-250 Revision

TM 3-250, Storage, Shipment, Handling and Disposal of Chemical Agents and Hazardous Chemicals (Mar 69), is being revised. If you have any suggestions or changes you feel should be in the revision, send them to Commander, US Army Armament Materiel Readiness Command, ATTN: DRSAR-MAS-C, Aberdeen Proving Ground, MD 21010. You will get a reply.

## M109A3 Caution

You No 1 cannoneers must push and hold the rammer actuator handle for 4 full seconds to make sure a projectile is seated right. If you don't, you may get a short round. C1 to TM 9-2350-217-10N is not too clear on the 4 seconds.



Vibrex—Use balance arms 361-62

## Aircraft, UH-60A Black Hawk

Deswirl duct—Secure properly 357-43  
Doppler battery 354-43  
Electrical control unit 352-37  
Engine 360-39, 361-60  
Main rotor 358-37, 360-38  
Manuals—Order 351-45  
Oil cooler—Bolt alignment 360-38  
PM Pointers 351-38  
Tailgear box—Handhold plug 360-37

## Alarm, Chemical

M43 detector unit PM 353-52

## AMDF

New codes 353-61  
TEC lessons 353-60

## Antennas

AB-558—Ground strap 359-51  
AN/TRA-37—Right lube 358-49  
AS-1729 352-46, 353-49, 359-49  
AS-2150 Reflector—Parts 358-46  
Field expedient—Resistor NSN 353-50  
Insulator—Dry bowl 353-50  
MK-1069—Components 353-51  
MX-6707 350-65, 356-50  
OE-254 351-51, 359-48  
RC-292 351-51, 353-47

## Armament Subsystems

M28-Series parts NSN's 351-22  
M97 general PM 360-18

## Army Oil Analysis Program

Oil sampling 351-8  
Order supplies ahead 359-61  
Syringes reusable 354-6  
TB 43-0211 error 351-65

## Artillery

Powder thermometer—NSN 357-28

## Avionics

AN/ASN-128—Battery 358-48

## B

## Battery Charger Dist Panel

Break cover, relief valve 357-57

## Battery, Dry Cell

BA-5590—Safe to use 358-49  
How to slow discharge 358-44  
Mercury lithium—Handle with care 360-46

## Battery, Lead-Acid

Freeze protection 361-20  
Testing after adding water 355-18

## Boat, Inflatable

New boat install kit 358-56

## Brakes

Air tank drain 361-20  
Silicone brake fluid limited 357-23  
Wheel cylinder inspection 360-27

## Bridge Erection Boat

Cradle PM tips 354-60

## Bridge, Mobile Assault

MOFABS use BFS in brakes 359-64

## Bridge, Ribbon

Transporter boom use 358-56

## Burner Units, M2

Draining aid 357-56  
Safety tips for operators 360-64

## C

## Cables

CX-4720 lube 354-65  
CX-7453—Hock repair safety 361-57  
Pair-26 351-52, 354-53  
Protection 355-49  
Strain relief 359-44

## Cannon Tubes

TM change is incorrect 352-65

## Canteen

Keep old one for M17A1 mask 356-56

## Carrier, Mask, M15

Keep pressure off flap 357-63

## Carrier, Mortar, M106

Grease mortar mount right 351-19  
NSN for mortar bearings 351-14

## Carrier, Personnel, M113 FOV

Add gasket to starter 361-42  
Ammo storage 351-17  
Count starter teeth 360-3  
Differential check 357-16  
Dirty fuel miseries 361-42  
Engine 352-22, 361-41  
Fan pulley change 357-12  
Gages PMCS changed 360-9  
Hull drain covers 357-13  
Keep fuel cable straight 361-42  
M548 359-19  
NSN for suspension bumper 351-13  
Oil-grease conversion 357-14  
Pivot steer dangers 357-15  
Powerplant installation 353-10  
Regulator repair 351-17  
Retaining ring cover NSN 352-26  
Reverse fittings 353-12  
Rod-end bearing failure 351-16  
Slave-starting changes 359-20  
T130 track update 358-11  
Turn fuel filters 357-14

## Chaparral Missile System

Azimuth bearing lube 360-12  
IFF antenna cautions 358-17  
General PM 359-8  
GSCB wiring 360-12

## Clothing

Battle dress uniform 352-65, 355-58

## Commercial Construction Equip

JD-410 transmission oil 352-57

Pubs—How to get 'em 350-62

## Communication Equipment

Corrosion—PM 356-46  
Painting tips 357-50  
Stop water damage 361-58

## Converter, Telephone Signal

CV-1548 Card PM 356-53

## Cooling System

Corrosion inhibitor—Add as needed 354-26  
Testing after adding water 355-18

## Corrosion

Constant counterattack needed 358-54

## Cots

Aluminum, wood cots—Parts breakdown 351-61

## Cover, Boot Chemical Protective

General PM 355-9  
NSN's for 2 sizes 357-65

## D

## Decontaminating Apparatus

M11 PM 358-4  
M12A1 tips 358-7  
M58 Training kits out of stock 358-3  
M58A1—Save the refills 353-54  
M258A1 decon tips 357-64

## Dosimeter, 1M-93, 1M-147

5 yr calibration 358-9  
Proper changing 352-50

## Dragon Missile System

Lens cleaning 353-23  
Replace white lanyard 359-11  
Save storage container 353-23

## E

## Electrical System

Connections—RTV sealer 350-20  
Sealing compound 358-65  
Vehicle instrument panel light lenses 356-13

## Engines

Ether spray can 361-21  
Starters for multifuels & Goer 361-23  
Starting tips 353-13  
6V53, 8V71T oil gaskets 352-25  
Icing inhibitor 360-3  
Idle to protect turbocharger 356-14

## Engines, Mil Std

Carbon mixup puzzle solved 357-54  
Fuel priming pump NSN 350-27  
NSN for oil drain plug for 6-HP 354-65  
Preventive maintenance tips 353-29

## F

## Forklifts

Never drill ROPS 357-60

## Forms

DA 348 initials 353-61  
DA 2404 dates 355-65

DA 2407 on-site repairs 356-59  
DA 2408-1 356-60, 360-64  
DA 2408-4 dates 359-60  
DA 2408-9 351-62, 356-29, 360-62  
DA 2408-20 hours 358-64  
DA 2416 on new TMDE 357-48  
DD 314 equipment covered 359-62  
EIR source 356-1  
Equipment warranties (claims) 351-60  
SF 368 interoperability 354-65  
TM 38-750 Interim Change 2 358-58  
TSARCOM forms address 354-44

## Fuel

Authorized fuels for multifuels 353-5  
Auto diesel OK for trucks 353-5  
Clean fuel PM tips 356-2  
FARE system 350-65, 353-65  
Fuel measuring stick NSN 356-5  
Ground fuel tankers safety 356-6  
Water indicating paste 353-4

## Fuel Can, 5-Gal

Pub for 5-gal cans 352-65

## Fuel Pump

Service oversight 353-19

## G

## Generators

0.5-, 10-KW need spark arresters 360-54  
1.5-KW 350-27, 357-28  
3-KW 357-28, 357-57, 360-54  
3, 5, 10-KW 356-57, 357-57  
5-KW 350-27, 356-28  
5, 10-KW 353-58, 359-58  
7.5-KW battery 358-65  
10-KW 351-58, 357-28, 355-56  
15-30-60-KW leaks 350-26  
30-KW fuel filter gasket 352-57  
15-100-KW contractor lugs 358-57  
45-KW fuse for receptacle 350-26  
60-KW Control panel lamp 357-57  
100-KW NSN for thermostatic switch 350-26  
Give gen set breathing room 354-66  
Oil drain pipe extension 351-59  
Starting/stopping tips 350-22  
Terminal safety wire 351-59

## Grader

440HA drawbar hardware 352-56

## Gun, Machine, M2

Accelerator stop 351-20  
BFA availability 356-26  
Headspace gages 360-16  
How to carry it 355-10

## Gun, Machine, M60

Extractor, ejector PM 356-27  
Gas cylinder check 351-21  
General PM 356-26  
Mounting bracket NSN, TVS-5 359-51  
Operating rod assembly 361-46  
Safety wire 359-11  
Suppressor pin NSN 351-21

## Gun, Machine, M85



BFA availability 356-26

### **Gun, Machine, M240**

Barrel turn-in 360-15  
Don't switch barrels 356-26

### **Gun, Submachine, M3A1**

Use barrel ratchet spring 354-18

## **H**

### **Hawk Missile System**

General PM 350-10  
ICC PM 355-16  
ICWAR crack repair 350-9  
IHIPR screw check 350-9  
Keep coolant clean 360-13  
Monitor coolant gages 361-50

### **Heater, Immersion**

Caution decal on heater 358-58  
Lead-free paint for can 352-57  
NSN for pipe rivets 353-59  
PM/operation 354-54

### **Heater, Space**

NSN for pipe rivets 353-59  
Splice coupling for 1941/1950 heaters 360-57

### **Helmet**

M1 helmet parts in TM 10-8400-201-23 359-59  
DH-132 352-48, 358-53  
Liner paint 350-65  
Sealer for nuts 358-53

### **Howitzer, M109**

Airbox cleanout 360-4  
Easy radiator removal 360-5  
Fan gearcase greasing 357-19  
Fuel line move 360-7  
Monitor coolant light 360-6  
More shift, steer connectors 360-5  
No GPFU yet 358-65  
Oil pressure lights 357-19  
Personnel heater exhaust tube clamp 350-15  
Spade strut emplacement 352-27  
Steering binding solution 360-7  
Universal joint news 357-19

### **Howitzer, SP, M110**

Avoiding busted lockouts 360-9  
Capscrew torque change 356-28  
Check air induction hose 357-17  
Lubing auxiliary drive 358-16  
M4 borescope manual 358-12  
New training projectile 357-17  
Pump out fuel tanks 360-8  
Save aircleaner doors 356-21

### **Howitzer, Towed, M101**

Raise mount, quadrant 351-12

### **Howitzer, Towed, M102**

Firing pawl clearance 361-45  
Motor pool helper 354-15  
Oil index indicator 356-12  
Use tools on breech block 361-44

### **Howitzer, Towed, M114A1**

Loose screw fix 354-19

## **I**

### **Intercom Set**

AN/VIC-1—Improve reception 357-46

## **K**

### **Kit, Repair**

3,000-gal fabric tanks, boats, rafts 360-57

### **Kitchen**

Insulated food containers 354-58  
MKT-75 towing tips 358-52  
M2 burner unit 356-56

### **Kit, Installation**

M151 angle brace NSN 352-47  
Radio set—Keep together 352-45

## **L**

### **Lantern, Gasoline**

Parts breakdown, PM 356-54

### **Launcher, Grenade, M203**

Breech thread repair 360-15  
Don't force barrel lock 361-48  
General PM 355-12, -13, -14  
Trigger assembly 351-23

### **Launcher, Rocket, M190**

Lock pin position 353-22

### **Life Preservers**

Proper inflation and wear 358-56

### **Loader, Scooptype**

AC Mod 645M turbocharger parts 360-55  
Mod 175B 351-65, 352-65

### **Lubrication**

CLP No-No 355-22  
Explanation of lubrication 358-56  
How to use solid film lube 353-25  
LO purpose & application 352-2  
Wheel bearings 358-18

## **M**

### **Maintenance**

"Any war, Anywhere, Anytime"—PMCS 360-1  
Award for top unit 359-1  
Command emphasis 355-29  
Common hardware NSN's 358-54  
Desert conditions 354-29  
Extra attention 351-1  
Film "Late Co B" 353-65  
Management pubs 359-61  
Managing a motor pool 357-1  
No PMCS standards 352-62  
Sample data collection 358-1  
SMART 355-1  
Turn-ins—Everything goes 356-51

### **Maintenance Management**

TM 38-750 forms dropped 361-1

### **Markings**

Side weight class 360-27

### **Mask, Protective**

Banana oil ampules 358-9  
Bum mask canisters 356-28  
Canister hose clamp 358-3  
Dry rot 358-2

DS2 on mask—NO 356-28  
Hood zipper lube 358-9  
Inlet valve cap tool 357-63  
Mask size 357-61  
M17 SERIES 351-55, 353-54, 357-62  
M24/25, type II glue on nozzle 355-6  
Use talc, but don't wet it 357-63

### **Missiles**

DA 3266-1 address 358-65

### **Mortar, 81-MM, M29**

Borescope procedure change 354-65  
General PM 353-20

### **Mortar, 4.2-IN M30**

Check shocks 353-20  
Parts NSN's 351-18

### **Mortar, M224**

Check sight 353-21, 361-41  
Don't remove base cap 351-20

### **Multiplexers**

TD-660—Card PM 356-53

### **MUST—Medical Unit Self Contained**

Seal repair kit NSN 354-59  
Turbine—Air inlet door screen NSN 354-63  
U-Pack 355-55

## **N**

### **Night Vision Equipment**

AN/PVS-5 351-53, 352-47, 357-44  
AN/TVS-5—Mounting bracket NSN 359-51

## **O**

### **Oil Analysis**

Pamphlet on oil analysis 351-65  
Vacuum pump 359-61

## **P**

### **Pershing Missile System**

Preparation for hauling 353-24

### **Pistol, M1911A1**

Cleaning tips 353-27  
General PM 359-13  
Hammer—Sear installation 356-23  
How to secure it 353-28  
Magazine takedown—Safety test 351-24

### **POL**

FARE system parts 358-56  
FRH burns 360-2  
350-GPM pump fire hazard 351-57  
Quick disconnect couplings 357-59  
Repair kits, Type I, II, collapsible drums 350-63

### **Poster, DA**

DA poster 750-60 on DA Form 2028 355-17  
750-66—Engine smoke clues 351-7

### **Power Supply**

PP-1703—Fuse 353-47

PP-2953—Use 10A fuse 355-49

### **Power Units**

Fire extinguisher NSN 350-27  
Power cable parts 352-54

### **Publications**

DA Pam 310-4 350-63  
DA Pam 750-5 AOAP goof 355-65  
EIR's and EIR Digest TB's 357-29  
How to order 353-62  
MWO index changed 353-64  
One index on microfiche 355-28, 361-41  
PMCS not ready checks 356-61  
Protective clothing Pam 385-3, 356-65  
SMR maintenance code 356-58  
TB 9-1200-209-10 on MILES 354-19  
TB 43-0125—Generator connections 354-53  
TM 38-750—Para 4-6 and App E 360-63  
Truck driver licensing 356-65  
Update by MTOE 351-14

## **R**

### **Rack, Machine Gun**

Plans for racks 355-11

### **Radar Sets**

AN/PPS-5 350-50, 360-47

### **Radiac Equipment**

AN/PDR-27J, L, Q—Keep TM 357-65  
AN/PDR-60—Probe PM 359-51  
IM-174A/PO Paint 358-9

### **Radio Sets**

AN/ARC-134 FSCM change 359-51  
AN/GRC-103 350-59, 355-50, 357-53  
AN/GRC-106 353-65, 354-52, 359-48, 360-44  
AN/PRC-77-25 353-48, 361-25  
AN/PRC-77 356-52, 359-47  
AN/VRC-12 354-50, 352-49, 358-50, 353-51, 349-50  
AN/VRC-46—Install in 2½-ton truck 351-5  
Mounts, antennas—Use safety wire 352-47  
MT-1029, -1898—Shock isolators 352-49  
MT-1029—Use connector cover 358-48  
Multichannel—Mounting hardware 352-51

### **Radio Teletypewriter Sets**

AN/GRC-46—Power problem 351-50  
AN/GRC-122B, -142B—Roof rack drain 361-56

### **Reel Equipment**

RL-31—Axle screw 357-51  
RL-207—Belt 353-65

### **Revolver, .38-Cal**

Tag cylinder in storage 359-13

### **Rifle, M16A1**

Ammo pouch padding 359-12  
Brass deflector source 351-22  
Clean once with CLP 360-17  
Cleaning rod parts 353-65  
Do what your TM says 350-2  
Double firing caution 359-12  
Gas tube tips 356-22  
General PM 351-23  
How to remove handguards 355-12  
Make functional checks 350-5  
Organizational parts added 350-5



## S

### Safety

- Carbon monoxide danger 361-21
- Winch hook position 354-23

### Shelter, CB Collective Protection

- Evaporation fan replacement 358-3

### Shelters

- Maintenance 355-46
- Puncture repair 357-56

### Sleeping Bag

- Bad lot of sleeping bag 359-61
- Water repellent case 358-56

### Small Arms

- Turn in for repair 361-47
- Use SD—No substitutes 360-17

### Stinger Missile System

- M80 GPU oil leaks 355-17
- Leak hunting on GPU 360-14
- Trainer battery installation 353-22

### Supply

- Additional authorization lists 357-10
- Advice codes 350-64
- AR 710-2 350-65, 352-65
- DA Pam 710-2-1 forms 355-65
- HOTLINE helps 353-65
- NMCS/ANMCS codes 357-8
- Parts requests 352-29
- Priority review 354-64
- Property transfer film 352-64
- Request as needed 354-62
- SF 364 355-62
- SMR codes 356-62
- System pubs 360-60
- Use another form 354-63
- W/ESDC 352-12, 355-61

### Suppressor

- MX-7777B—Proper use 354-51

### Switchboard

- SB-22—General PM 353-44
- SB-3614 355-65, 357-52

## T

### Tacfire

- DPM—Pens 358-48

### Tank and Pump Units

- Hose assembly parts 357-59
- New nozzle NSN 351-6
- Padlock NSN 600-gal tank 360-64
- Pump engine NSN 357-58
- Tiedown NSN's 357-59

### Tank, General

- Accumulator gage NSN 359-18
- Adjusting link pin tool 350-12
- Ammo rack damages 351-12, 358-10
- Carbon pile regulator out 353-14
- Defective adjusting links 359-17
- Fender hole too big 353-17
- Filter out, kit in 359-18
- Final drive adapter hook-up tool 356-20

- Fire extinguisher seals 351-13
- Firing circuit test confusion 350-15
- Gage function 354-8, 359-60
- Heater shutdown 361-39
- Keep engine shroud in place 351-15
- Keep gun tube clean 351-11
- Keep oil coolers clean 351-14
- Less prying needed 350-14
- More torque wrenches 351-10
- Night vision viewer care 358-65
- No heat shroud storage 352-18
- No water in air inlet 351-15
- Personnel heater operation 352-14
- Purging, charging needed 361-40
- Purging leaks, missing info 361-44
- Quick heater removal 361-48
- Roller wheel grease seals 358-12
- Searchlight ball NSN 358-28
- Smoke generator valve cutoff 356-20
- Sunlight shield info 353-14
- Tack shaft replacement 358-11
- Tracks 353-14, 361-41
- Thermal jacket torque 359-16
- Tool set extras 352-19
- Transceiver/EU compatibility 361-40
- Troubleshooting no-bak 358-13
- Unsafe marker lights 354-11

### Tank, M1

- Battery checks easy 359-15
- Check out skirts 354-7, 361-41
- Clean air critical 356-18
- Cleaning sights, lenses, windows 361-37
- Disconnecting final drives 358-14
- Fender support bar 358-15
- General preview 354-2
- Neutral steer danger 358-14
- Parking brake warning 359-15
- Track 359-14, 361-41
- Where's the travel lock? 359-14
- Wind sensor care 356-19

### Tank, M60A1

- Correct NSN for accumulator gage 359-18

### Telephone, Central

- AN/TTC-41—Power hookup 361-56

### Telephone Sets

- TA-312 350-58, 357-51
- TA-838—Easy on strap 357-53

### Teletypewriters

- TT-76—Pull copy light plug 357-52

### Tires

- Bead breaker, air/hydraulic 357-22
- Construction/MHE tire PM tips 360-58
- Desert PM tips 361-26
- Lock-ring hazard 353-2
- PM 351-2
- Valve position 358-27

### Test Equipment

- No styrofoam packing 361-59

### Tools

- Antifreeze tester adjustment 360-23
- Blasting cap crimper defect 353-55
- Fuel tank repair kit 357-60

- Gen mechanics silhouette mat NSN 356-65
- Hydraulic fluid dispenser, model AF-5 350-37
- Identity tags 358-56
- Jack stands 354-22, 355-2
- Lever-operated hand grease gun 352-56
- Mirror for close quarters 352-13
- No. 1 Common 356-65, 360-65
- Wheel lift truck turn-in 358-26

### TOW Missile System

- Coolant cartridge 360-10
- Fire extinguisher mount 352-26
- General PM 350-6, 351-26
- Ground pin mixup 360-13
- ITV 356-65, 359-5
- Keep MGS cover on 360-11
- Lens cleaning 353-23
- M901 ITV general PM 354-12
- Misfire caution 361-49
- Pedestal clamp 359-11
- Spray paint for launcher 356-28
- TOW/Cobra general PM 359-2

### Tracked Vehicles, General

- Check spare lamps 353-15

### Tractor, Full-Tracked, D7-D8

- D7E ID plate PN 352-57
- D8K winch cable NSN's 353-55
- Tiedown procedure 40-ton CCE trailer 353-56
- Fuel filters, elements, O-rings 352-55

### Trailer

- Box for ¼-, ¾- and 1½-ton 360-24

### Trailer, ¼-Ton

- Wheel assembly NSN 352-9

### Trailer, ¾-Ton

- Spare tire storage 360-24

### Trailer, 1½-Ton

- Brake cylinder NSN 350-21
- M448 needs fire extinguisher 355-24
- Tailgate bumpers 350-9

### Trailer, 40-Ton

- Mudflaps 359-22
- Tire NSN 354-27

### Trailer, Bolster, M796

- Repair parts, PM tips 358-27

### Trailer, M353

- Swivel caster bearing 358-27

### Trailer, Semi

- M131 series 350-21, 360-22
- M172 Decking 358-26, -28
- M373A2 brake hose 358-28
- M747 gets new tires 358-20
- Van power cables 358-28

### Trailer, Water Tank

- Contamination inspection 355-25
- Pipe tee NSN 355-25
- Trailer tank parts 350-65

### Training

- Catalogs of material 356-28
- Logistics course 354-63

- NCOLP 350-1, 354-1

### Truck, General

- Multifuel crankcase breather 354-23
- Tire inflation hose & gage 358-24
- Winch protection 352-13

### Truck, ¼-Ton, M151-Series

- 30° inlet elbow saves replacement 354-25
- Battery cable fire hazard 355-20
- Brake shoe kit 358-28
- Differential 352-6, 354-25
- Driver training required 353-1
- Head leak check 353-8
- Master cylinder bolts 361-24
- PMCS checks 352-7
- Seat belts 357-28

### Truck, 1¼-Ton, Gama Goat

- Air cleaner wing nut 352-4
- Air tank & air cleaner service 357-25
- Brake 350-21, 353-9, 355-21, 357-24
- Carrier stop signal light 357-24
- Correct tire valve NSN 359-25
- DA Pam 750-31 for operator and mechanics 357-25
- Fiberglass repair 360-26
- Jump-starting connections 356-7
- Tie rod ends 353-9
- TOW pintle repair 359-24
- Transfer yoke 359-25
- Truss bearing 359-25
- Wiper motor 359-24

### Truck, 1¼-Ton, M880-Series

- 60/100 AMP charging system 359-27
- Ambulance 351-8, 354-24
- Battery holddown 359-27
- Blackout lights—Operation 357-26
- Brake caliper NSN's 361-27
- Brake inspection 358-19
- Connectors corroded 350-19
- Differential seals 358-19
- Distributor feeler gage—Non-magnetic 354-24
- Doors 350-19, 356-8
- Hydraulic jack 360-21
- Ignition switch hookup 356-8
- Junction box—Circuit breaker cover 356-9
- Light short circuit 350-18
- Manifold heat control 359-26
- Master brake cylinder 352-9, 359-26
- Oil pressure light 351-7
- Self-jump-starting 360-20
- Sway eliminator 350-19
- Steering gear chuck leaks 357-27
- Tail light 358-19, 359-17
- Tire matching 353-8
- Tow hook fix 361-27

### Truck, 2½-Ton, M44-Series

- Battery splash guard 356-9
- Bolt torque 356-9
- Brakes 356-9, 356-65, 357-65
- Fire truck heater NSN 351-9
- Machine gun mount & hood holdup 352-8
- Multifuel—Compressor elbow 353-7
- Oil sampling valves 357-20
- Tanker pump problems 352-10
- Torque rod org maint 361-24



Windshield washer 355-24

### Truck, 5-Ton, M39-Series

Air cleaner element 357-65  
Air tank tubing NSN 352-7  
Brake lockup & dummy coupling 352-8  
Dump truck troop seats 360-25  
Fuel tank bracket stops shifting 354-20  
Machine gun mount & hood holdup 352-8  
Master cylinder gasket 350-28  
Oil sampling valves 357-20  
Poppet valve air leak 353-6  
Prop shaft nut torque 352-65  
Multifuel—Compressor elbow 353-7  
Torque rods org maint 361-24  
Tire rotation 354-65  
Windshield washer 355-24  
Wrecker pin NSN's 356-10

### Truck, 5-Ton, M656-Series

Compressor elbow 353-7  
Fuel line rerouting 354-22

### Truck, 5-Ton, M809-Series

Alternator belts 358-65  
Battery box fix 358-25  
Brake lockup & dummy coupling 352-8  
Brush guard wearstrips 353-6  
Fan bracket washers 356-12  
Fuel tank bracket stops shifting 354-20  
Headlamp bracket baffle 359-23  
Machine gun mount & hood holdup 352-8  
Master cylinder gasket 350-28  
Oil sampling valves 357-20  
Poppet valve air leaks 353-6  
Prop shaft nut torque 352-65  
Torque rods org maint 361-24  
Tire rotation 354-65  
Windshield washer 355-24  
Wrecker pin NSN's 356-10

### Truck, M911

Air bags 358-23  
Door & grab handles 358-24  
Security chain stowage 359-23

### Truck, M915-Series

Air hoses & cable 358-22  
Air lines 358-65  
Alternator belt adjustment 355-22  
Brake air line trouble 361-25  
Circuit breakers 358-20  
Defroster fan 350-17  
Electric horn fix 352-65  
Electrical troubleshooting 355-22  
Exhaust pipe cover 355-22, 360-25  
M917 dump truck "Danger" arrow 351-65  
Oil, fuel filter wrench 355-22  
Power steering fluid checks 350-17  
Organizational tools 358-28  
Silicone RTV sealant 355-23  
Tire pressure 359-22  
Transfer pump change 354-27  
Wheel bearing wrenches 361-25  
Winch oil filter 355-23

### Truck, Forklift, Rough Terrain

10,000-lb Mod M10A—PM tips 352-52  
PM tips 359-52, -59

ROPS fix 353-59

### Truck, Fuel Servicing Tanker

In-line strainer check 353-65

### Truck, Goer

Engine oil level 360-22

### Truck, Telephone Maint, M876

Dacron cable NSN 350-21

### Truck, Tractor, M911

Towing hazard 350-18

## U

### Uniforms

BDU shrinkage blues 357-64

## V

### Vehicle, General

Alternator shafts damaged 361-22  
Clean, bright but NMC 359-29  
Drain fuel filters 361-26  
Exhaust system 359-27, 361-21  
Non-tactical vehicle checks 361-12  
Steering wheel 359-25  
Tactical & non-tactical 355-60  
U-joint wear test 351-9  
Wheel bearing lube 355-23  
Winch TM for repair parts 351-7

### Vehicle, Recovery, M88/M88A1

Check brake pedal 352-18  
Cure for drive leaks 352-17  
Clamp must be replaced 350-15  
Ground hop starter cable 353-18  
New filter facts 353-16  
Oil sampling valves 354-6  
Stowed oxygen stencil 359-21

### Vehicle, Recovery, M578

Bulk hose NSN 356-17  
Capscrew torque change 356-28  
Check air induction hose 357-17  
Locking lug nut 356-17  
Oil change info 355-65  
Save aircleaner doors 356-21

### Vulcan, M163A1/M167A1

General PM 354-16, 359-6  
Link chute match up 356-24  
Make E & A check with finger 356-25  
New gun saddle pins 355-12  
Open battery vents 353-21  
PMCS readiness column 351-27  
Stow antenna before trip 356-26

## W

### Winch

Hook position for safety 354-23

### Wire

MX-306—Dispose of bag 350-59  
Hangers 359-46  
Strain relief 359-44  
WD-1 360-48, 361-59

### Wire Rope

Slings 'n' Cables—PM care 360-25



The 'Eyes' Have It...

## Keep 'em Clean

Your eyes and the "eyes" of your M1 tank must work together.

To keep your tank's "eyes" ready, you need to keep 'em clean.

Tank "eyes" include the fire sensor lenses, muzzle reference sensor, periscope sight lenses, periscope windows and mirrors, and the thermal imaging system germanium window.

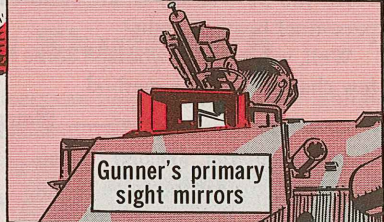
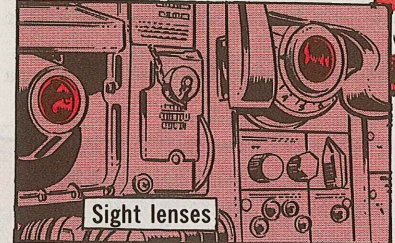
Follow the procedures in TM 9-2350-255-10-3, Pages 3-105 thru 3-111, when you pull your PMCS.



• Never use a dry cloth or dry lens tissue. You'll scratch the surface and ruin your "eyes."



• Never use too much pressure. The lenses, windows and mirrors are delicate and easily damaged.



Everything you need for cleaning is listed in Appendix D of the -10 TM, including lens cleaning solution, camel's hair brush and lens cleaning tissue.





# Quicker Removal, Installation

QUICK! SANTA SAYS WE CAN USE HIS HOT TUB!

YEAH - WILLIAMS DIDN'T FIX HIS HEATER, CONNIE!

HE SAID IT WAS TOO HARD TO REMOVE!



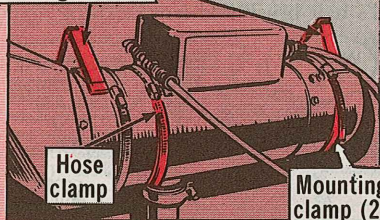
All you M60-series tankers know how hard it is to remove or replace the personnel heaters, right?

Well, you can save yourself some time and back-breaking labor by making a few changes in your method.

## Removal

- Loosen the exhaust clamp that holds the exhaust pipe to the heater exhaust elbow.

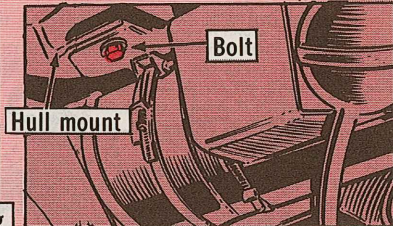
Mounting bracket



- Push the clamp off the elbow and leave it on the pipe.

- Remove the 2 bolts that hold the heater brackets to the hull mount.

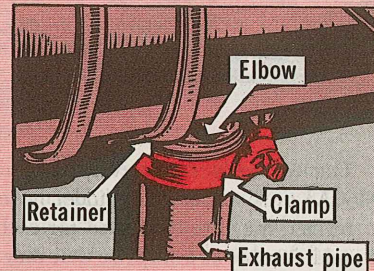
Bolt



- Remove the heater by carefully pulling it away from the exhaust pipe.

## Installation

- Make sure the exhaust clamp and vent sleeve are on the exhaust pipe. Also make sure the heater exhaust tube retainer is in place.
- Insert the heater exhaust elbow into the exhaust pipe.
- Install the 2 mounting bolts loosely to support the heater.
- Position the exhaust clamp so that it attaches the exhaust pipe to the heater exhaust elbow, trapping the vent sleeve between them.



- Tighten the clamp.
- Tighten the mounting bolts.

If necessary, you can loosen the 2 mounting clamps around the heater to position the brackets for mounting to the hull. Then tighten the clamps.

That's all there is to it. You've saved about half the time and lots of poking around in the dark trying to mate up the exhaust elbow and exhaust pipe after the heater is bolted in place.

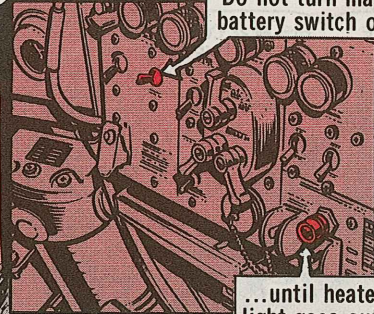
## Lowdown on Shutdown

You M60-series tank drivers can help prevent heater ignition failure by shutting down the heater the right way.

ADD THIS CAUTION TO THE WAY YOUR -10 TM TELLS YOU TO STOP THE PERSONNEL HEATER...

Leave the master battery switch ON until the heater has purged and stops. Moving the master battery switch to OFF before the heater has purged will damage the heater system.

Do not turn master battery switch off...



...until heater light goes out!



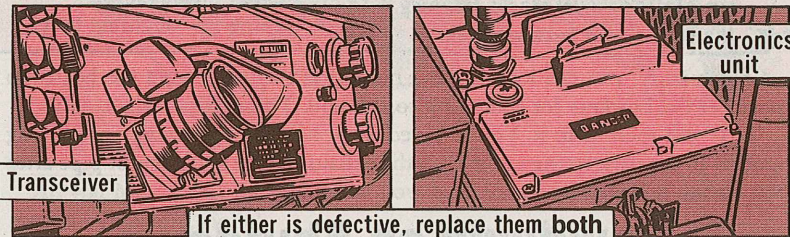
Calibrated Compatibility...

## They're Made for Each Other



The transceiver (receiver/transmitter) and the electronics unit on your M60A3 tank's laser rangefinder have a lot in common.

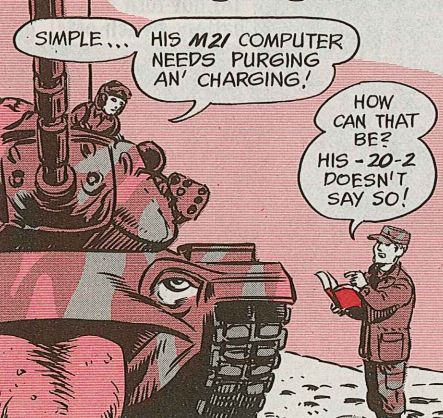
In fact, they are calibrated for each other, sorta like a matched pair. So, it shouldn't come as a surprise that they must be replaced in pairs. If either of the items is defective, replace both of them.



Otherwise, like quarreling lovers, they won't "talk" to each other, and you won't be able to use your rangefinder.

M60A3 Tanks...

## Purging and Charging Needed



The components of the M21 computer on the M60A3 tank need to be purged and charged every 90 days.

The info was left out of TM 9-2350-253-20-2 by mistake.

Purge and charge the ammo select unit, computer unit, gunner's control unit, output unit, cant unit and rate tachometer.

Purge 'em at 1 PSI for 5 minutes and then charge 'em to 0.5 PSI.

## Hole's Right M113A2 Engine

NSN 5315-01-129-0335 will get you an improved skirt pin for your M1 tank. It has a hole in it big enough to take the retaining pin without redrilling. The new NSN will replace NSN 5315-01-073-7805 in your TM 9-2350-255-20P.

The remote control lever for the M113A2 FOV's engine disconnect is not shown in TM 9-2300-257-20P, but it's available. Use NSN 2520-01-061-5569.

## M1 Track

Can't install an end connector on your M1 tank because the track fixture won't close enough? Could be you've got one of a bad bunch of fixtures. Take it to your DS unit for modification. Details on the modification are in TB 43-0001-39-3.

## Tow Cable Care

The M113 FOV TM's and LO's are a little shy of PM info on the tow cable.

- What you do is clean the cable with a wire brush after each use. There's no need to brush the cable till it shines.
- After cleaning, oil the cable with OE/HDO or OEA.

## M224 Mortar

Here's a quick check to see if the M64 sight unit of your M224 mortar is damaged. Take it into a dark area, wait a coupla' minutes, then eyeball the scales and dials to see if they're lit. If they're not, notify your radiological protection or CBR/NBC officer. Although a damaged sight is not a serious hazard, it needs special handling. See instructions in the front of TM 9-1010-223-10.

## Track Shoes

Confused about just how many dead track shoes will make your M48/M60-series tank not mission capable? Your -10 TM will be changed in the next revision to read "Vehicle is not ready if there are 3 or more dead shoes or any broken pins on 1 track side". That oughta clear it up for you and the inspectors.

## Rescinded Pubs

You'll find the latest rescinded Army publications in Sect I, Paragraph 36, DA Pam 310-1 fiche. Printed DA circulars listing rescinded pubs are fading out. You still check DA Pam 310-99 for all historical poop about superseded, rescinded, expired and replaced forms and pubs.

## Packing NSN

The air cleaner housing performed packing used on the M88A1 recovery vehicle has been assigned NSN 5330-01-131-2279. Note it for Item 28.2, Fig 17, Page 37 of C2 to TM 9-2350-256-20P.



### M113-Series FOV...

NOT ONE M113 WILL START, CONNIE!

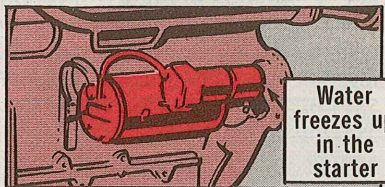
WHY?



## Add Gasket to Starter

Starters on vehicles with 6V53-series diesel engines can freeze during cold weather if they're missing a gasket.

Water gets inside the starter and freezes when the temperature drops.



Water freezes up in the starter

When you pull the power pack next time, make sure the starter has gasket, NSN 5330-00-980-1546. It's the same

gasket used on the 8V71T diesel starter.

Making sure the gasket is in place now can save pulling the pack later when the starter fails because it's frozen.

Gasket



### M548/M548A1 Cargo Carrier...

WHATSA MATTER WITH HIM?



OLD AGE?

NOPE! KINKS ARE IN HIS CONTROL CABLE...

## No Twists, No Kinks



...NOT HIS BACK!



OWWWW- OWCH!!

Your vehicle's fuel cutoff hand control gets a lot of use—and abuse.

Take what happens to the control cable when you pull the engine, for example. It's sorta left dangling. Unless you're careful, the cable can get bent, twisted, kinked or otherwise mangled.

Then you jerk, kick, pound and man-handle the control when it won't

work smoothly. What happens? The control breaks or the instrument panel connection comes apart.

All that is unnecessary.

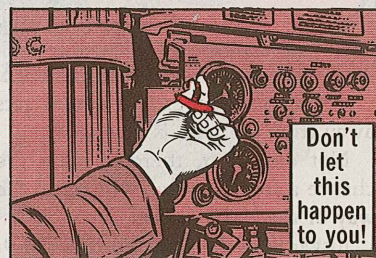
Pay attention to TM 9-2350-247-20 and remove/install the control by the numbers.

IN ADDITION, HEED THESE TIPS...



- Make sure you don't twist, bend or kink the cable during engine removal/installation.

- If the control won't operate smoothly, find out why before you tear up something. A kink or bend may be the problem. Or, you may just need a little oil at the ends of the control to get it moving.



Don't let this happen to you!

### M548/M730 Carriers...

HERE Y'ARE -- A DOZEN CORK FUEL TANK COVER GASKETS-- JUST WHAT Y'ASKED FOR?

BUT I DIDN'T WRITE YOU, SANTA!

WHO--??

HMMM--



## Dirty Fuel Miseries

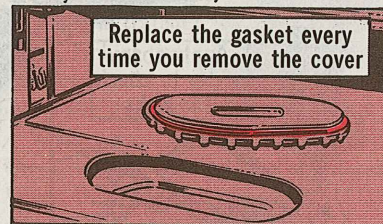
You carrier mechs may be causing yourself a heap o' dirty fuel problems and not even know it.

That's right—if you're not replacing the fuel tank cover gasket every time you remove the covers.

Those cork gaskets take a set real easy, so they're made to be replaced. If you don't replace 'em, dirt and water can get into the fuel tank.

That'll clog the fuel filters and could foul up the engine.

Pay attention to your vehicle's -20



Replace the gasket every time you remove the cover

TM.

Check the cover for nicks, cracks or warping. Replace the cover if needed.

Check the screws and washers and replace them if they're damaged or worn.

Finally, make sure you don't overtighten the screws. The torque you use is 45-50 lb-in and no more. You could cause more leaks if you overtighten the screws.



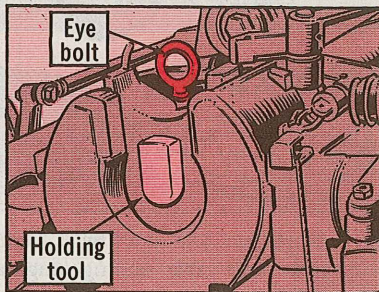
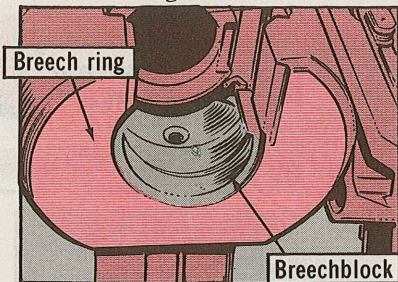
Macho's Cool, But...

## Tools Are Better!



Far too many of you crewmen think it's easier to muscle the M102 towed howitzer's breechblock in and out of the breech ring.

Use the eye bolt and the holding tool. They save wear and tear on the equipment and you.



Then you discover how easy it gets away from you and is damaged.

Not only that, there's always the chance a finger or two will get in the way of that falling steel.

Just follow the good word in TM 9-1015-234-10 on removing and installing the breechblock.

Wanna make the work easier still? Use a piece of rope through the eye bolt, like it suggests in the TM.

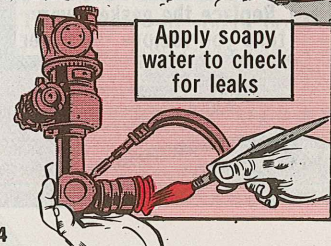


## Fire Control Purging, Charging...

It won't do a whole lotta good to charge your equipment if it leaks.

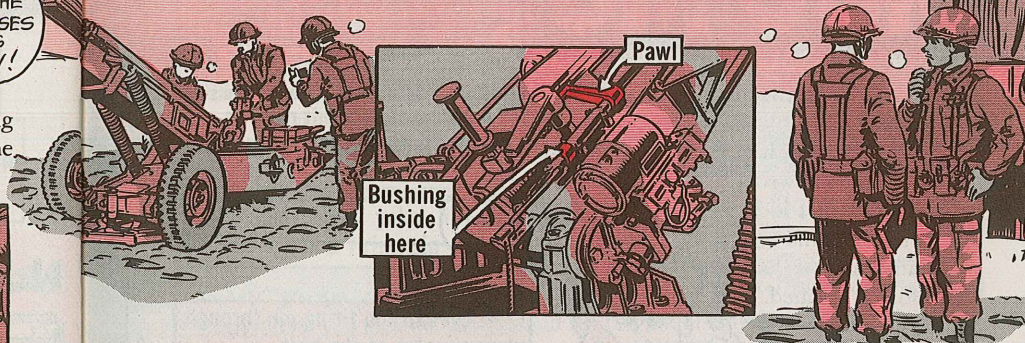
To check it out while you're charging, put a soap and water solution on all seals and edges of external optics. If you see bubbles, you've got a leak. Let your support know about it.

To check it after charging, turn off



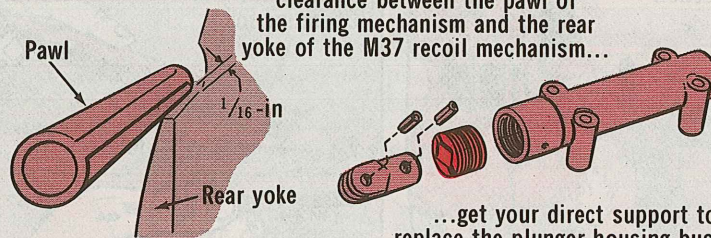
Last, But Not Least...

## Check the Clearance



Checking the firing mechanism on your M102 towed howitzer is the last of your PMCS checks in TM 9-1015-234-10, but it's certainly not the least.

If there's less than  $\frac{1}{16}$ -in clearance between the pawl of the firing mechanism and the rear yoke of the M37 recoil mechanism...



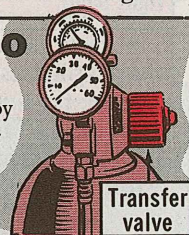
...get your direct support to replace the plunger housing bushing

If you fire the howitzer before this is done, the pawl will hang up on the recoil mechanism and break the firing mechanism assembly.

## Leaks and Missing Info

the nitrogen flow by closing the transfer valve, look at the gage and write down the reading.

Wait about 10-30 minutes and check the gage again. If the reading is lower, there's a leak somewhere. Use the soapy water to find it.



Any liquid soap will do for the checks. NSN 8520-00-228-0598 gets you a gallon.

If you come across a piece of fire control equipment that has no purging procedure, either in TM 750-116 or in the equipment's -20 TM, send in a DA Form 2028.

You'll get an answer and set the wheels in motion so the info will get to other soldiers who need it also.



# M60 MG

## Bolt Jolt

HOPE I SEATED THE OPERATING ROD RIGHT...

HEY.. WOW!

OUCH! DON'T THEY KNOW IT AIN'T HUNTIN' SEASON?



Assembling the operating rod to the bolt of your M60 machine gun is some big deal.

When you do it right, the bolt locks and the gun fires safely.

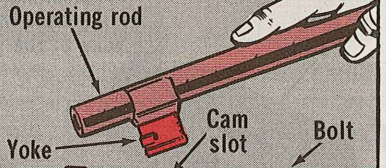
If you do it wrong, the bolt won't lock all the way and a round fires before it's seated. That could be bad news for the gun or someone on the ejection port side.



HERE'S THE RIGHT WAY...

- Eyeball the firing pin through the cam slot of the bolt.

- Hold the bolt in your left hand, cam slot up, as shown.



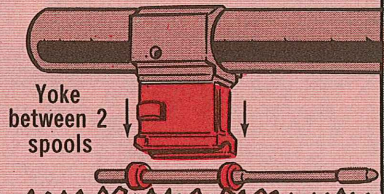
- Position the operating rod yoke over the cam slot with your right hand.

- Angle the yoke down and into the slot till it rests against the rear spool of the firing pin.



- Push the yoke toward the bolt roller until the other spool is visible.

- Snap the yoke in place between the 2 firing pin spools.



**BIG CAUTION:** If you lock the yoke behind the rear spool only, you'll have a fixed firing pin. That means a round can fire before the bolt's seated and locked.

If you can see tail end, pin's in wrong



If you can see the tail end of the firing pin with the yoke in place, you installed the yoke wrong, or the firing pin's in backwards.

## Bunches Create Crunches

Small Arms Turn-in...

YEAH-- WE SAVED UP SO WE'D ONLY MAKE ONE TRIP!



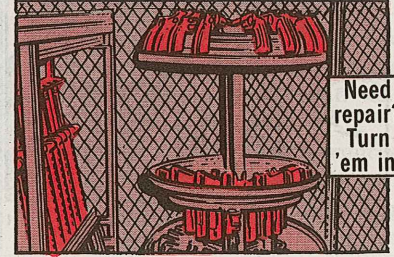
HOW THOT-FUL!

If you stockpile weapons that need repair and turn them in in big bunches, the weapons won't be ready when you need them.

getting them back to your unit. Turn in a weapon as it needs repair. You'll get it and others back faster ... and have them when your unit needs them.

DS doesn't have the people to handle them fast. Enough repair parts may not be on hand.

No matter what your reason may be—inconvenience, beating an upcoming inspection, concern over not getting a weapon back for training—it's not good enough to offset the fact that dumping bunches of weapons on direct support will mean a long wait in





# M203 Barrel Lock



HUH! BARREL WON'T LOCK--  
GUESS I'LL HAVE TO SHOVE HARDER.

WAIT A SEC, SOLDIER!

## Sling Ding

Hold the muscle next time you have trouble locking the barrel of your M203 grenade launcher!

The sling swivel and mount should be installed on the right side of the

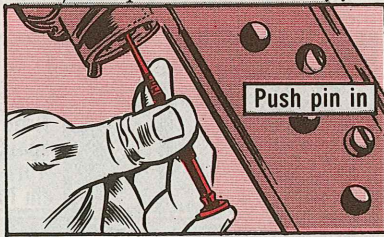
Instead of using force, eyeball the firing pin. If it's sticking out of the



Firing pin out? Barrel won't lock.

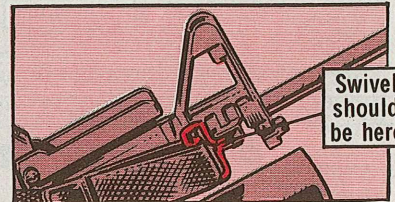
breech insert in the uncocked position, that's your problem (most likely).

A 3/32-in punch can be used by your



Push pin in

armorer to push the firing pin in till it clicks. Then, the barrel should lock.



Swivel should be here

rifle barrel or the sling will interfere with weapon operation.

If your sling's on the left side, have your armorer turn your rifle in to support for the correct installation.

## Connie Will Answer

What's your maintenance or supply problem? Need an answer?

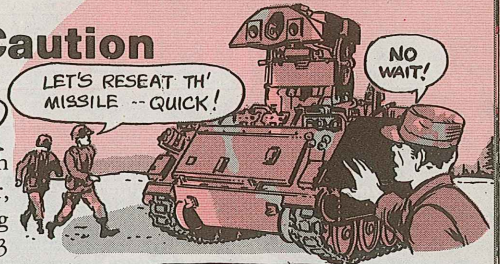


WRITE ME! I'LL ANSWER!

Connie  
c/o PS Magazine  
Lexington, KY  
40511

# TOW Misfire Caution

When your missile fails to launch from your M901 TOW ITV launcher, you go through Step 6 of the Firing Malfunctions procedures (Pages 2-163 and 2-164, TM 9-2350-259-10).



YOU MUST WAIT 30 MINUTES--OR RISK A LOT OF GRIEF!

TM 9-2350-259-10

## TURRET AND FIRE CONTROL EQUIPMENT FIRING MALFUNCTIONS

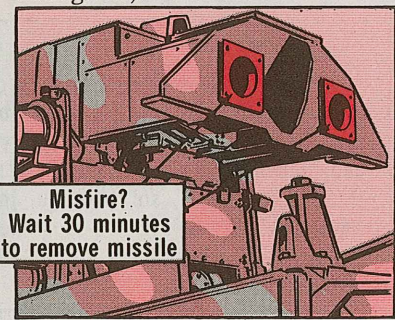
After pressing the trigger, a firing malfunction exists if: (1) the missile does not launch after 1.5 seconds (misfire); (2) the missile misses the target because of trouble in the missile or launcher (guidance failure), or (3) the missile fails to explode when it hits the target (dud).

Misfires. If the missile fails to launch after the 1.5-second delay, following steps:

1. Press both trigger switches.
2. If the missile still fails to launch, and
3. Continue tracking the
4. Select



Then you wait 30 minutes before you attempt to remove the misfired missile from the launcher (Steps 7 through 12).



Misfire? Wait 30 minutes to remove missile

Some crews zip right on through the misfire steps. They remove, reload and reseal the missile without waiting.

That kind of shortcut could mean a whopping maintenance job on the ITV ...or the crews themselves.

Some ITV's have indicated misfires because missiles are not seated right in the launch tubes. The missiles fail to launch.

You shouldn't take it for granted that yours just needs reseating. You could have a hangfire, and removing the missile before that 30-min wait could cause a lot of grief.

Follow the misfire procedures, including the wait. If it turns out your missiles are not seating or mating right, contact your support quick-like.



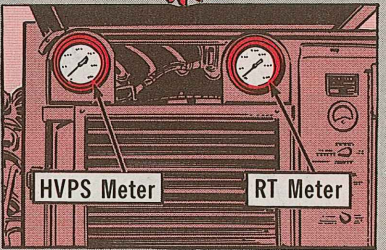
# The GAGES Clue You

The IPAR of your IHAWK missile system will kick out the cool juice longer for its receiver-transmitter (RT) and high-voltage power supply (HVPS) if you give it the basic help it needs.



LIKE SO...

- Eyeball the liquid cooler's RT and HVPS coolant pressure gages during your daily and weekly TM 9-1430-1534-12-1 energizing checks (Table 3-10 daily and Table 3-15 weekly). Replace the filters if the RT gage pressure reads more than 160 PSI or the HVPS gage reads more than 120 PSI. Para 4-11 of the TM tells you how.



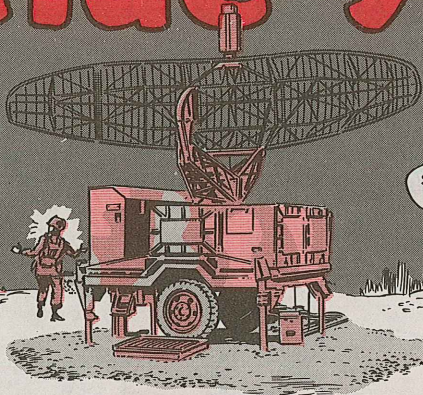
- If either gage needle is 20 PSI or more over the desired gage reading, check the coolant level (Table 3-15). If it's low, add **only** OS45 Type II, MIL-C-47220 coolant fluid.

Add **ONLY** OS45, if necessary



- Sight in on this: Overheating or failure of the RT or HVPS could be caused by a faulty or contaminated coolant system. The fault may not be in those components, so check out the liquid cooler.

HEY! I SEE FAST, LOW-FLYING UFO'S!



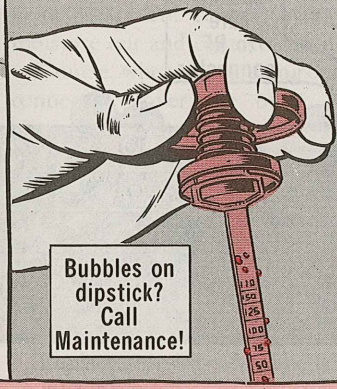
NO WAY! THOSE ARE THE ULTIMATE FRIENDLY OBJECTS!

SHOULD WE FIRE?

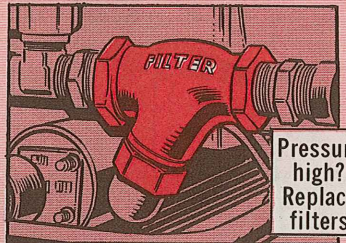
## Operational Checks

- In operational checks, suspect water contamination if the coolant looks milky colored. Same deal if you see bubbles on the dipstick. Contact your support. The cooler may have to be purged.

- Monitor the RT and HVPS gages during operation. If pressures rise above 160 or 120 PSI, the fluid may be contaminated. Change filters.



Bubbles on dipstick? Call Maintenance!



Pressure high? Replace filters

If the gages fluctuate (don't stay on 160 or 120 PSI), the fluid may be low. Check and add OS45 as necessary.

- Support changes the filters and purges the system annually. You change filters after 6 months use.

IF THE PRESSURE'S STILL NOT RIGHT, CONTACT SUPPORT!





AN/PRC-77, -25  
Radio Set...

# NO Doubt With RIGHT Route!

WHEN YOUR MISSION IS BACKPACK RADIO MAINTENANCE, HERE'S THE TROUBLE-SHOOTING "ROAD MAP" TO FOLLOW...

**Knobs and Switches**

**Connectors**

**Power Cap**

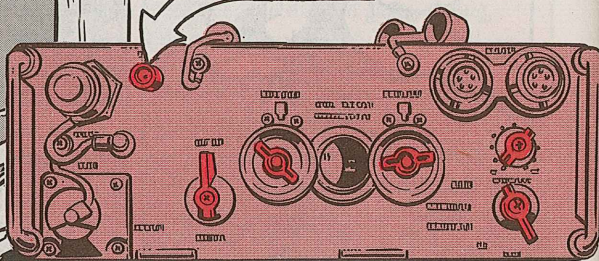
**Accessories**

**Battery**

First step is the RT-841 or RT-505. Make sure the knobs and switches are snug and in good shape.

Easy! When you feel 'em stop, stop twisting. Turning any further can

Give special care to RF connector



Easy on knobs, switches

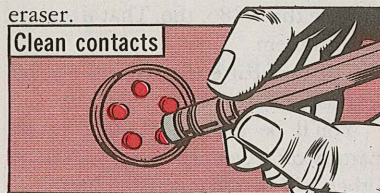
twist them off or break the inside wiring.

For instance, it doesn't take much muscle to twist the RF antenna connector too far. Easy does it when hooking up the cable or protective cap.

Audio connectors covered when not being used? The rubber covers keep moisture out and contacts clean.

Of course, when you're using only one connector, cover the other. Clean tarnished contacts with a soft rubber eraser.

**Clean contacts**

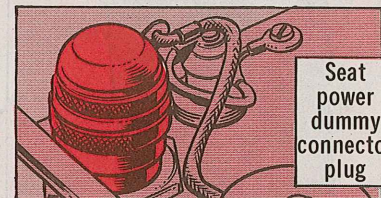


Replace missing "dumbbells" covers with NSN 5340-00-973-1732. Until they arrive, tho, use a bit of waterproof tape to protect connectors.

When there's an accessory hooked to a connector, be careful taking the radio from your back. The mike or handset's connector sticks up over the front panel's guard. If the connector hits something on the way to the ground, the panel suffers—maybe a fatal crack.

If you think you've got a bum radio, make a couple of quick checks before turning it in.

Seat power dummy plug



Be sure the power connector cap's in place. The set won't operate if it's missing or loose.

Then, sub a good battery for the one in your set. A weak power pack might be your only problem.



## Battery Box

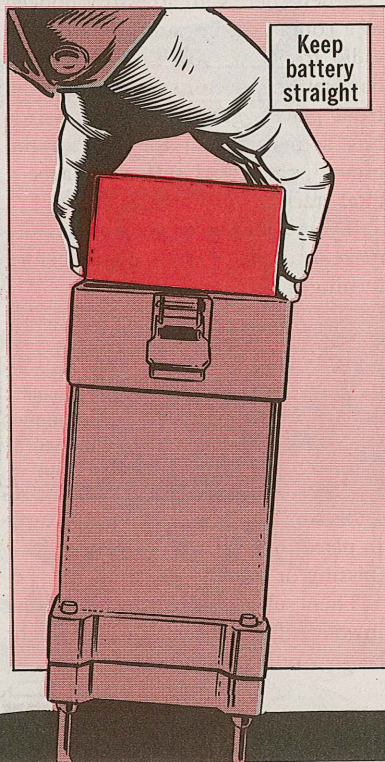
Stop No. 2 on your PM route is the power connection. Sloppy installation of the power pack can damage the battery, the radio's connector pins, or both.

HERE'S THE BEST WAY...



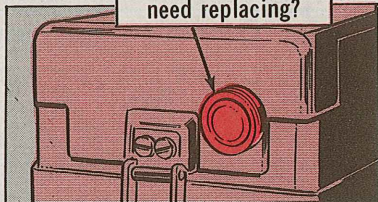
Set the radio on its handles. Hold the battery parallel with the case. Mate the pins and receptacle.

Lower the battery into place. When you feel it's flush, seat it firmly. Replace the cover and go.



You org repairmen should take a look at the battery box cover. Does it have a pressure relief valve? Is it working?

Pressure relief valve need replacing?



If it's not working, get a new valve with NSN 4820-00-296-9677. If your radio doesn't have one, have your support apply MWO 11-5800-211-30-1 (Sep 72).

The MWO has been rescinded, but the kit is still available under NSN 5820-00-110-0714. That brings fixin' to modify 5 sets.

Without the valve, hydrogen gas from the BA-4386 battery builds up and can lead to a small blast. That can damage the radio—and maybe you.

A BA-5598 lithium battery, NSN 6135-01-034-2239, is on the way to replace the -4386, tho. That'll end the gas problem.

The new battery is half the size but just as powerful as the old one.

You'll be able to carry 2 in the battery case. One'll power your set, the other will be a convenient spare.

Be sure to remove the battery if the set won't be in use for a spell, or if your RT is going into a vehicle installation. Otherwise, it can corrode and gum up the works.

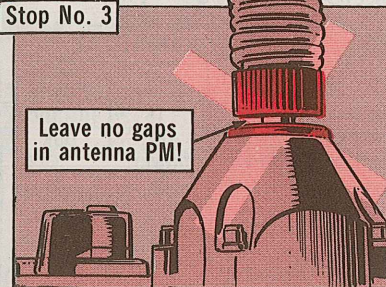
## Antennas

Like replacing a cap with NSN 5999-00-259-5009. Or getting a new cord with NSN 4020-00-281-8439.

A final word: Never pick up your set by grabbing the antenna. Something

Stop No. 3

Leave no gaps in antenna PM!



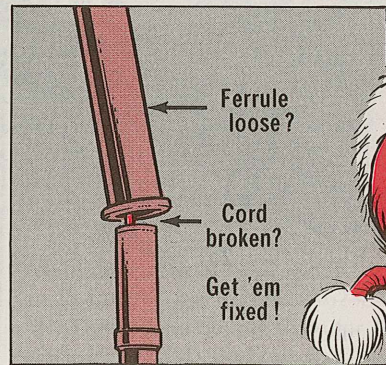
Taking care of the whip starts with screwing it tightly into its mount.

If it wobbles, use a little bit of eraser rubber or part of a rubber band in the threads to snug it up. Just a little, tho.

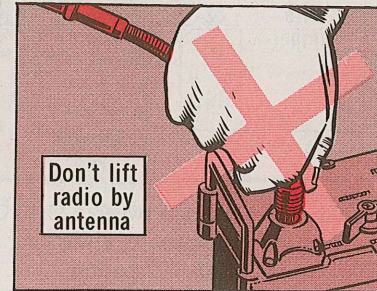
If that doesn't tighten things up, better replace the whip.

A quick word about putting away your AT-892 antenna. Watch how you fold it. Always bend it toward the concave (scooped) side. Going the other way can break it or leave it too limp to do the job.

A broken AT-271 is no good either. Your org shop can do some fixing, tho.



Don't lift radio by antenna



will give, and it'll probably mean a repair job.

THANKS FOR TH' "MAP" BONNIE! NOW, I GOTTA GET THIS RADIO SET TO SANTA ... PRONTO!!

... ONLY HOURS TO LIFT-OFF!

'BYE!!

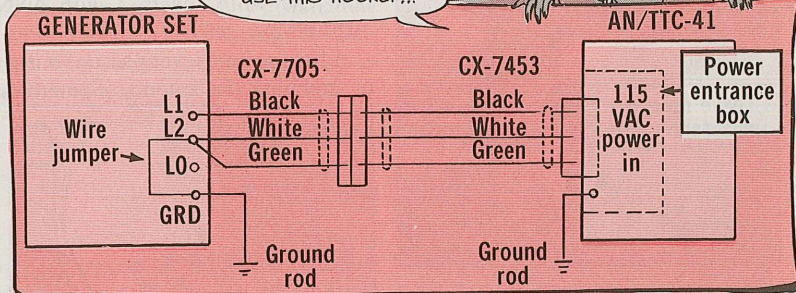




# AN/TTC-41 Power Connection

Uneasy 'cause your pubs are short on power hookup info for your telephone central?

TO BE SURE YOU'VE GOT A PROPER AND SAFE CONNECTION, USE THIS HOOKUP...



The wire jumper between L2 and GRD should be at least #6 AWG wire. Then, to be sure you've always got a reserve of power on hand, keep a float charge on your BB-297 battery.

Set your battery box BATTERY 1 and BATTERY 2 switches ON. Adjust the PP-6224 power supply's OUTPUT METER to between 25 and 27 volts.

# Drain Rain Pain



If water is pooling up in your AN/GRC-142B or -122B radio teletypewriter set's roof rack, drain it.

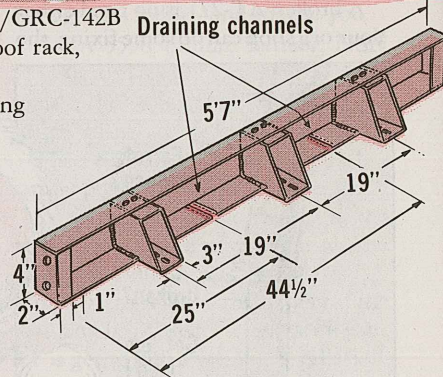
You get a good rain drain by cutting a pair of 1/2-in channels in both the roadside and curbside brackets.

Center your cuts between the 1st and 2nd, and 2nd and 3rd braces.

The drain-making tools you need are in your unit's No. 1 and, No. 2 Common shop sets.

When removing the rack, take out the corner bolts first.

Then, when replacing your rack, remember to snug up the corners before tightening the roof bolts.



CX-7453 Power Cable...

# Operating Standards



Dear Macon,

When are our power cables OK to use? We need a ruling. During inspections, we've been giggered for cracked plastic on U-237 and U-238 connector inserts. In fact, we've taken to deadlining our own gear to avoid gigs.

But I feel the gear is still safe and mission capable even with cracked inserts. As long as the hocks mate tightly and are moisture tight, I say they're OK. What do you say?

By the way, I've heard there's a repair kit coming with inserts and O-rings for the connectors. Such a kit would save a lot of money now spent replacing the whole hock. Is there such a kit?

SFC J. I. C.

Dear Sergeant J. I. C.,

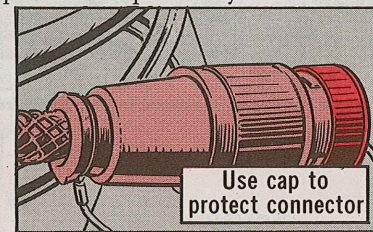
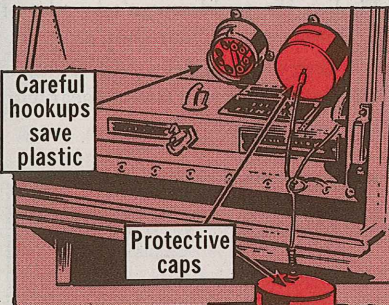
Last things first.

The kit you mention is in the system. But, like replacing the connectors, it's a DS operation. You might pass 'em the NSN, tho. It's 5935-01-120-0934.

The headshed agrees with you on connector inspections. Cracked plastic doesn't deadline your cable.

As long as cables mate tightly and the metal pins protected by the inserts are OK, go with it. There is no safety hazard.

You can head off cracks with careful hookups, of course. And always use the protective caps when you're unhooked.



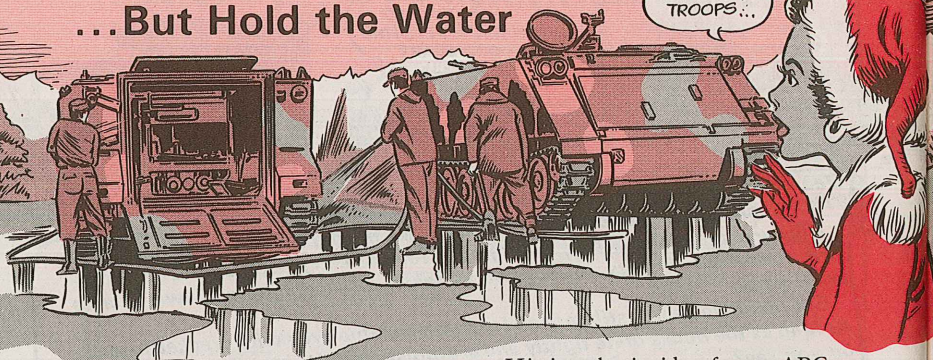
If your caps are missing, you can order 'em by P/N. The cap with an 8-in retaining wire is SCC162382GRP1. For an 18-in wire, use P/N SCC162382GR-P. The Federal Supply Code for Manufacturer (FSCM) for both is 80063.

THE RIC IS B16!





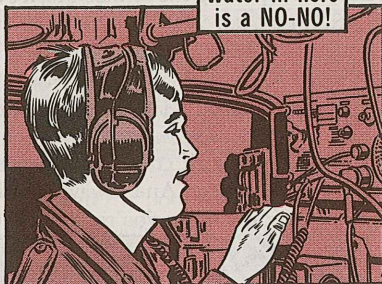
## ...But Hold the Water



Just back from the field and you've got mud all over your vehicle? A quick blast from a high-pressure water hose'll take care of that, right?

Right! It'll also likely take care of any ammo component on or in the vehicle.

**Water in here is a NO-NO!**



Hitting the inside of your APC, or any side of an M151-series utility truck, is an open invitation to shorts and other water damage to your commo gear.

The hard jet of water—even the spray from that jet—can mess up a receiver-transmitter, an intercom system or an antenna and its cables. A tracked vehicle's wiring harness is another potential victim.

A little moisture goes a long way toward screwing up electrical circuits. Finding the problem can take a lot of time—yours and your shop's.

Using water to clean your vehicle is OK. Just lay off your commo gear with the fire-hose treatment.

## Aviation Messages

**UH-60A-82-11** Maint. Mandatory—Inspect UH-60A Black Hawk main rotor servo screws 041315Z Aug 82  
**UH-60A-82-12** Maint. Mandatory—Boost servos, collective and yaw, improved crank spline 041330Z Aug 82  
**UH-60A-82-13** Emergency Tech—Inspect main rotor servo input link bearings 150025Z Aug 82  
**UH-60A-82-13** Amend. Emergency

Technical—Inspect main rotor servo input link bearings 241330Z Aug 82  
**UH-1-82-04** Technical—Inspect all UH-1B/H/V, EH-1H, and EH-1X scissors and sleeve assy for possible defective bolt P/N NAS 464P8-90 281400Z Aug 82  
**T42-82-01** Correct Maint. Mandatory T42-82-01 trans. 202030Z Jul 82 121800Z Aug 82

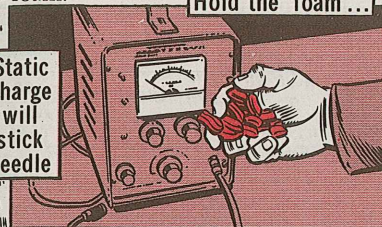
Cat 1 EIR Phone:  
**AUTOVON 693-2066**  
 (24 hours)

## Getting Static?

When it's time to ship test equipment, or any piece of gear with an electromagnetic meter, hold the styrofoam.

**Hold the 'foam'...**

Static charge will stick needle



It cushions the bumps, all right. It also rubs against the meter's plastic window, building up static electricity. That static freezes the meter's needle to the plastic.

Once that happens, your support shop will be replacing the meter, along with any other work you asked 'em to do.

To keep from pegging the needle, use bubble pack to protect your equip-

**...instead, use bubble pack!**



ment. You get a 500-ft roll of 24-in x 3/16-in material with NSN 8135-00-142-9016. A 250-ft roll, 24-in x 1/2-in comes with NSN 8135-00-926-8991.

## New Wire, Old Message

HMMM--THIS NEW FIELD WIRE IS TASTY, MURGATROYD!

YES, ROCKY, BUT PERSONALLY I STILL PREFER VINTAGE 1976!

Dear Macon,  
 We're getting in the new WD-1A field wire. How do we splice and care for it? Do we need any new info?  
 SP4 C.G.

Dear Specialist C.G.,

Nope. All the good info on WD-1 in FM 24-20 goes for your new wire, too. The only real difference between the two is construction. Where the plain wire is a twisted pair, the new has both conductors molded as one piece.

SO, WHEN YOU SPLICE, YOU'LL HAVE TO SPLIT BACK THE MOLDED INSULATION FAR ENOUGH TO WORK WITH EACH CONDUCTOR SEPARATELY!



Ice in Inlet?

## Tricky Solution

HANG IN THERE, OL' BUDDY-- I ASKED SANTA T' BRING US 2 VACUUM CLEANER HOSES!

GOOD NEWS, HUEY TYPES...

## No More Slips

Dear Editor,

Here's a handy way to remove ice that may form in the engine inlet of Black Hawk aircraft.

Tape 2 vacuum cleaner hoses together, making one long hose. Any similar hose, 1½-in OD and 15 feet long, will do the trick.

Start the auxiliary power unit in the aircraft and close all heater vents in the cockpit.

Turn on the heater and open the heat vent above the gunner's window.

Hold one end of the hose flush to the heat vent while your buddy routes the other end thru the gunner's open window to the engine inlet.

The heat will melt the ice in a matter of minutes. Then all you have to do is mop up the water.

Ice in inlet? Melt it!

SSG K. Trickey  
Sikorsky Aircraft  
Stratford, CT

(Ed Note—Good solution, Sarge!)

## Kiowa Parts Kit

Got a bum particle separator on your OH-58? Fix it with repair kit, NSN 2945-01-018-2486. The kit includes instructions for repair of the separator and will show up in a change to TM 55-1520-228-23P. Eyeball Para 4-46 of TM 55-1520-228-23-1 for some good info on the kit.

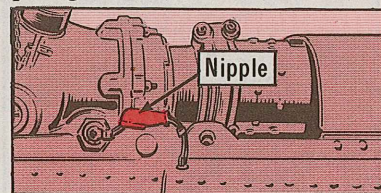
## Saves Downtime

Special inspections for your OH-58A/C may now be pulled within plus-or-minus 10 percent of the flight-hour figures listed in Para 1-49 of TM 55-1520-228-23.

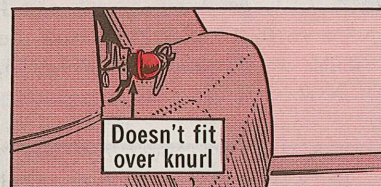
READ ALL ABOUT THIS IMPORTANT CHANGE IN TSARCOM  
Msg 061930Z  
Apr 82!

**2** Seat the nipple.

The nipple, NSN 5975-00-553-6995, on the chip detector of a Huey intermediate or tail rotor gear box, slips down the electrical wire, exposing the connection to the weather.

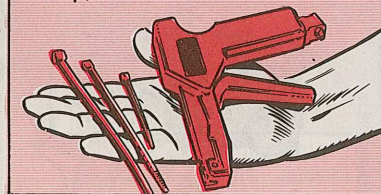


The big end of the nipple is not large enough to fit over the chip detector knurl, which would hold it in place.

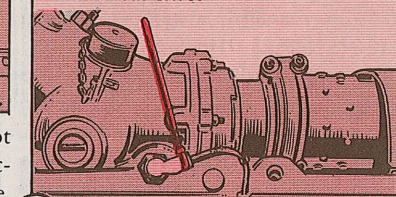


So what's the solution? Try this for size:

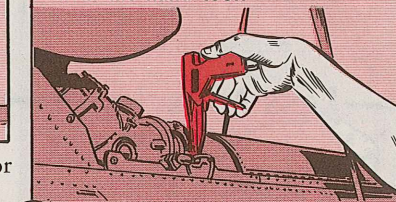
**1** Latch on to hand tool, NSN 5120-00-781-7891 or 5120-00-937-5438, and plastic tiedown strap, NSN 5975-00-074-2072.



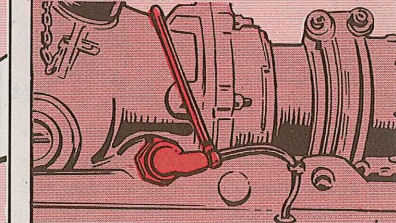
**3** Use a tiedown strap at the small end of the nipple to secure it to the electrical wire.



**4** Put some tension on the strap with the hand tool.



**5** Trim off the excess part of the tiedown strap and the nipple will remain secure.





## Take the Fast Track!

OK! LET'S CHECK 'EM OUT!..



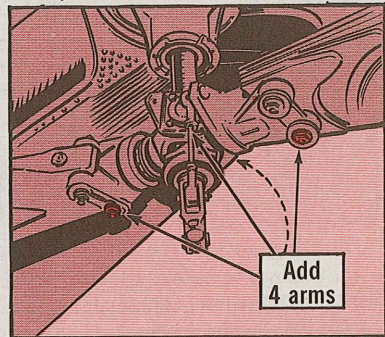
There are 2 ways you can use your Vibrex equipment for dynamic tracking and balancing your UH-1 tail rotor blades.

1. Temporarily add the required weight to the 4 blade bolts.
2. Permanently install balance arm kit, NSN 1615-01-079-6378.

Adding 2 cord-wise arms to the trunnion cap bolts and 2 span-wise arms to the blade bolts is the best deal. They remain in place, except during a static balance job, to save you time and elbow grease.

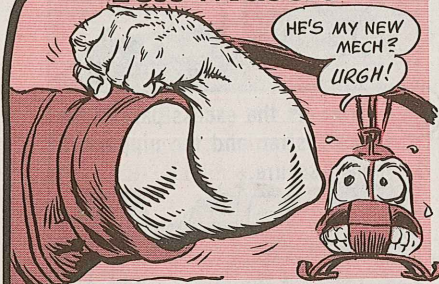
Installing the arms in the field is a breeze. Just follow the installation poop that comes with the kit.

When using the balance arms, be sure you use balance chart, PN 4020,



NSN 7610-01-123-3223. If you use balance weights, use chart, PN 3413, NSN 7610-01-123-3222.

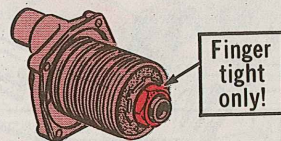
## Less Muscle



When you assemble the Huey transmission internal oil filter after a cleaning chore, easy does it when you add the retaining nut.

The screens will get badly distorted and have to be replaced if you use a wrench on the nut.

So, when you follow the assembly poop in Para 6-48 of TM 55-1520-210-23, just tighten the nut finger tight to prevent the screens from turning.



## Low Profile Jack

B-BUT, WINDY... DON'T WE NEED A SPECIAL JACK T' CHECK THE LANDING GEAR?

NO! CHECK THE TOE!



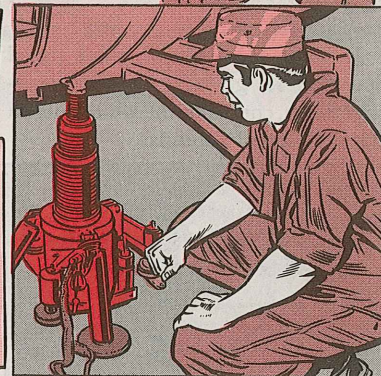
Dear Windy,

Do we need a special jack to fit under the UH-1 fuselage? A jack is required in Para 3-3b(2) of TM 55-1520-210-23 to inspect the landing gear.  
SP4 R.O.D.

Dear Specialist R. O. D.,  
No!

The 3-ton tripod hydraulic jack authorized in TOE 55-424HO, LIN L10532, for example, will do the job. It's NSN 1730-00-734-9382.

Windy

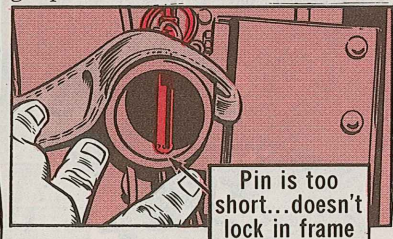
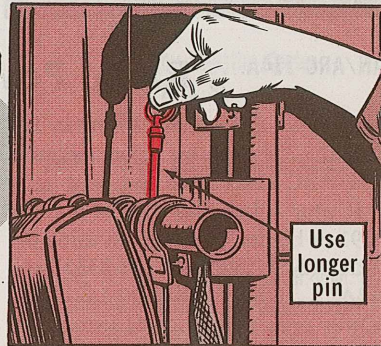


## For a Better Grip

The 2 upper quick-release pins on the UH-1 passenger seats are too short.

Pin, Item 11A in Fig 39, TM 55-1520-210-23P, does not give the required grip length of  $\frac{3}{8}$  inch in the seat frame.

For a longer pin that'll do the job, get pin, NSN 5340-00-290-4695.

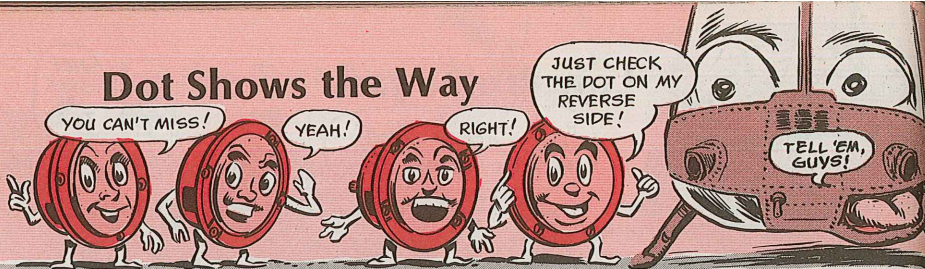


## Hot Entry

Any time a T-53 engine oil temperature goes too high, record it on the DA Form 2408-13. The oil temperature should not exceed 93°C at a free air temperature below 30°C. Aircraft mechs need the info to pull a special inspection listed in Para 1-65 of TM 55-2840-229-23.



## Dot Shows the Way

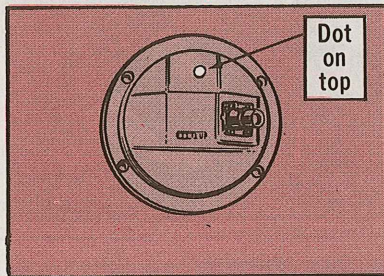


Is your AN/APR-39 radar signal detecting set giving you a bum reading? Then, check out the white dots on the set's spiral antennas.

The dots on the base of the antennas are there to help you orient the antennas. You install 'em with the dots on top. Keep the dots in the same position on all 4 antennas.

Some of the antennas, however, were manufactured without white dots. Position those by the L-shaped coaxial connectors. Make sure all connectors are pointing in the same direction.

Always install right and left antennas alternately around the aircraft, so the pilot gets the correct info.



## AN/ARC-114A... Radio Power Relay Cards

Avionics types, make a note in TM 11-5821-259-24P on your aircraft's AN/ARC-114A radio set:

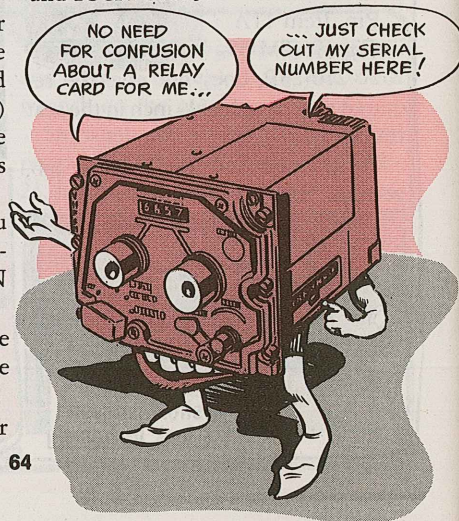
If your -114A has a serial number 5291 or higher, forget about using the A2A1 (NSN 5821-00-148-8335) and A2A2 (NSN 5821-00-142-5520) power relay supply cards listed. The cards are only for AN/ARC-114A's with serial numbers 5290 or lower.

For the later model -114A's, you need A2A1 relay card, PN SMB-726814, and A2A2 relay card, PN SMB726821.

You can use these new cards in the earlier sets, but only if you replace both. You can't mix new and old.

No NSN's have been assigned for

these items yet. Get them through the exception data route, using the PN and FSCM 80063.



## Connie's Mini Minis



## Actuator Repairable

Hold one! You no longer scrap the actuator, NSN 2990-00-405-6146, in your 15-, 30- and 60-KW 400HZ generators. The recoverability code has been changed from Z to H. Your support can now repair 'em!

## Repair \$\$\$ Limits

Be sure you have the current market values for the equipment you're about to repair. For instance, TB 43-0001-42-5 (Jan 82) has the current projected market values for materiel handling equipment (MHE). Higher expenditure limits often will let a unit keep equipment on hand longer. Saves buying new items.

TB 43-0002-24 Maintenance Expenditure Limits for FSC Group 39, FSC Classes 3910, 3930, 3950, 3990 is under revision. It will include the latest dollar limits for MHE.

## EIR Number

We goofed in telling you how to make a report control number for an SF 368 Equipment Improvement Recommendation (EIR). Make a note on Page 34 of PS 357. Your first and last initials, the Julian date and a /1 for the first report of the day, /2 for the second, etc., go in Block 3.

\* U.S. GOVERNMENT PRINTING OFFICE: 1982—659-007/13

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

## Get S M A R T !\*

The SMART! ideas have been rolling in. During the last few months, more than 375 ideas to improve maintenance and supply have hit Fort Lee. The Army "wheels" are looking them over. Some are already in operation. Others are being studied. Some didn't hack it even tho they looked real good at first. What's your SMART! idea? Get it down on some kind of paper and send it direct to:

SMART!

US Army Logistics Center  
ATTN: ATCL-ST  
Fort Lee, VA 23801

\*SMART! = Supply and Maintenance Assessment and Review Team.

## Pub Tracker

Trying to find what pubs cover your gear really eats up your time and patience. But the DA Pam 310-1, Consolidated Index of Army Pubs and Forms, solves that problem! Get the Line Item Number (LIN) and NSN for your end item and turn to Cross Reference by SB 700-20 LIN. You'll find all the TM's, LO's, TB's, SB's, MWO's, SC's and SM's that apply to your model—and its components!



# AH, AH, AH...

# DON'T

**WARNING**  
DO NOT START VEHICLE  
WHILE RADIO IS ON  
PA LABEL 132



# TOUCH

## *that switch*

## ...until your radio's off!

Power surges from starting or stopping your engine can burn a turned-on set!