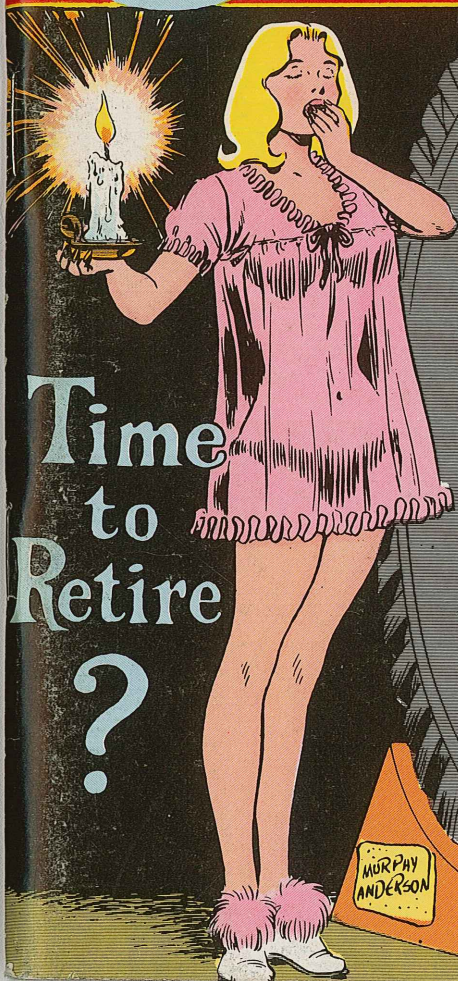


Issue 274

PS

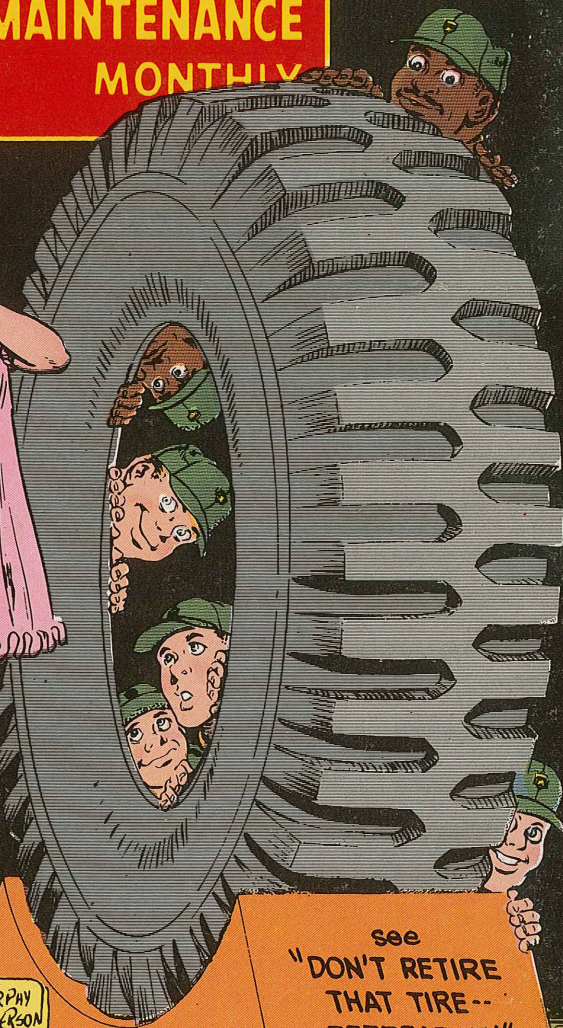
September
1975

THE
PREVENTIVE
MAINTENANCE
MONTHLY



Time
to
Retire
?

MURPHY
ANDERSON



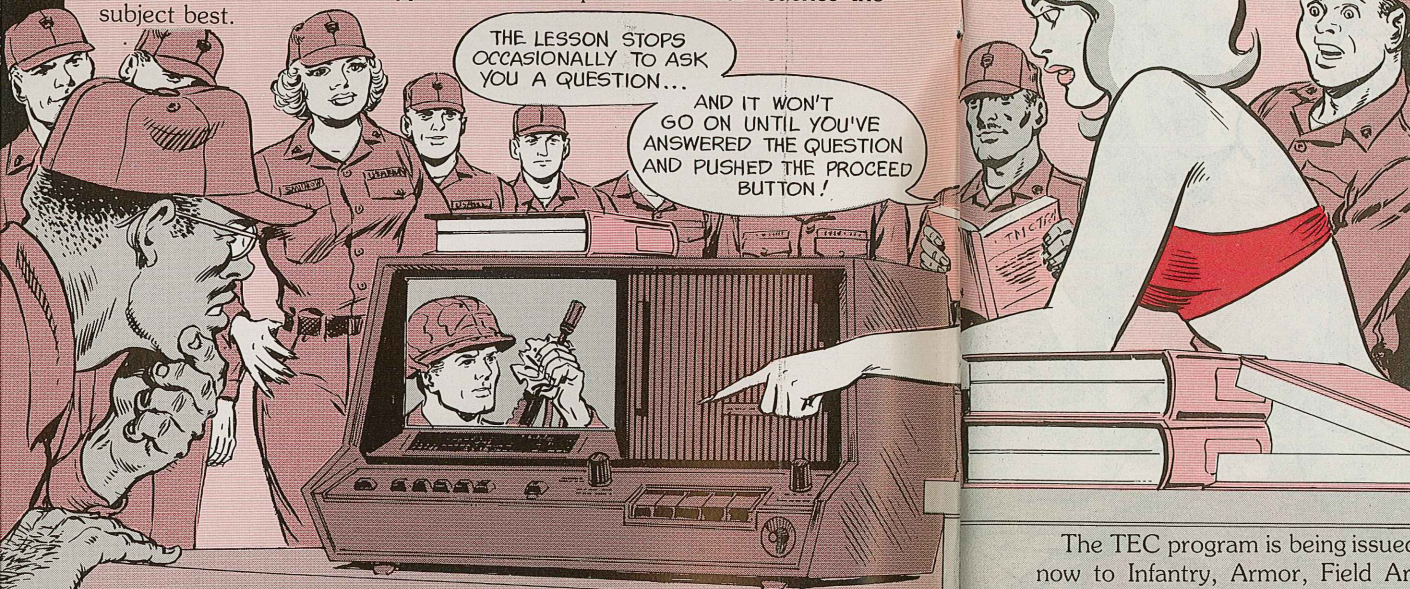
see
"DON'T RETIRE
THAT TIRE--
RETREAD IT!"
Page 29

TRAINING EXTENSION COURSES . . .

SOLO TRAINING FOR YOU...YOU...AND YOU!

You can be both teacher and student when you use the Training Extension Course. TEC is designed to let you get MOS (or refresher) training at your own pace.

Instead of a big stock of TM's, FM's, etc., prepackaged TEC lessons are shown on a combination filmstrip projector and audio cassette player, or a small tape recorder. The type of lesson depends on what teaches the subject best.



TEC is great to help you get ready for an MOS test or when you get assigned to a new job. Also there're lessons on operator PM for the M-16 Rifle, hand grenades, M60 Tank and the Vulcan, and more are on the way.

And check this out . . . the first thing you do with TEC is take a pre-test. If you pass it, you don't need to take the lesson!

The TEC program is being issued now to Infantry, Armor, Field Artillery and Air Defense Artillery battalions of the Active Army and Reserve Components. Combat support and combat service support units should start getting them in 1976.



Published by the Department of the Army for the information of organizational maintenance and supply personnel. Distribution is made through normal publication channels. Within limits of availability, older issues may be obtained direct from Editor, PS MAGAZINE, c/o US Army Maintenance Management Center, Lexington, KY 40507.

ISSUE No. 274 SEPTEMBER 1975

FIREPOWER 2-21

BYOI...81-MM		SHILLELAGH	18-19
Mortar	2-11	LANCE Battery	20
4.2-Inch Mortar	11	M76 Redeye Trainer	20
M16A1 Rifle 12-14, 15-16		M113A1 PC	21
M109/M109A1		M79 Grenade	
Howitzer	17	Launcher	21

ELECTRONICS 22-28

AN/GRC-106	22-23	AM-2060/GRC	25
Antenna Tiedown	24-25	BYOI...SB-22/PT	26-28

GROUND MOBILITY 38-48

Tire Retread	29-36	Parking Brake Tip	43
Frame Rivets	38-39	Reuse Your Oil	45
5-Ton Truck	40-41	M105A2 Trailer	46
1/4-Ton Truck	41, 44	Fuel Nozzle	47
Gama Goat	42	Mirror Arms	48
		Tach Decal	48

AIR MOBILITY 49-56

Grounding Cables	49	Huey/Huey	
Nomex Flight		Cobra	52-53, 56
Suits	50-51	Jettison Switch	
CH-54A	50-51	Safety	54-55
		MOC Requirement	55

FORMS/SUPPLY

New Publications	37	DA Form 2404	58
DA Form 2407	57	EIR	59
Microfiche Lamp	58	ESC	59
		PLL	60-63, 64

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

M S G Half-Mast
PS Magazine
Lexington, KY.
40507

Use of funds for printing of this publication has been approved by Headquarters, Department of the Army. 17 July 1973 in accordance with AR 310-1. DISTRIBUTION: In accordance with requirements submitted on DA Form 12-5.



BYOI M29A1 . . .

81-MM MORTARS

Every 81-MM mortarman worth his pay can deliver accurate payloads on targets, on time, and as often as the mission requires, if . . .

If he has the right pubs, equipment, and tools to keep his weapon PM perfect.

An Old Pro walk-around inspection spots rust, grit, gummy gunk or crud, and water that can zap your weapon in a hurry.

So, be sure all bearing surfaces and exposed unpainted parts are clean and lubed; name and data plates readable; rusty areas cleaned and spot painted; nuts, washers, safeties, and screws tight and in place.

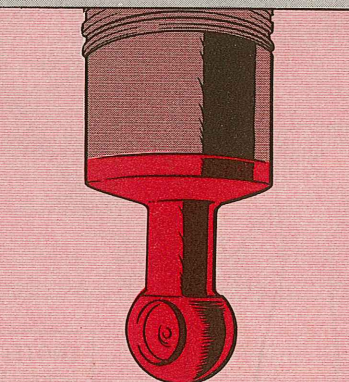
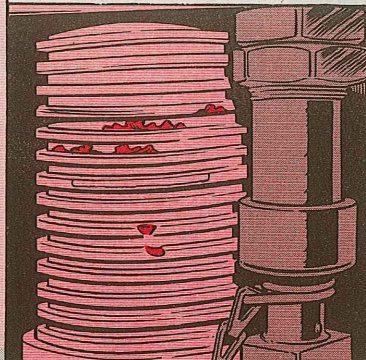
THOSE
FAULTS SHOWN
IN **BOLD-FACE**
TYPE GET
ATTENTION
SOONEST!

ER...
I'M A
BOLD
TYPE—
CONNIE!

DITTO!

FIRING PIN—
Missing, damaged.

CANNON—Damaged, nicked;
rust and dirt inside; mud in
grooves; white marking missing,
incomplete (they help you center
the barrel quicker).



SPHERICAL PROJECTION—
Cracked, dirty.

Night operations? Be sure you can
feel the notch on the barrel. It's your
guide for knowing the barrel's locked
parallel to the locking mechanism.

LUBE-- BUT
DON'T OVERDO
IT!

BIPOD ASSY—Hex nut
cotter pin missing,
broken.

DATA PLATE—Missing,
unreadable.

LUBE POINTS—Stuck, gunked
up. Don't overdo the lubing bit. Too
much grease catches grit, sand, and
dirt that'll score the mechanism.

ADJUSTABLE CHAIN— Broken,
missing; shock spring set, broken,
weak. Eye hooks or shaft collar
broken, missing, sprung.

(NOTE: You need 18-20 chain
links). TIP: Wrap chain with plastic
tape to stop tangles. Makes setting
up quicker, quieter.

OPERATIONAL LEG—Rusty,
dirty, not lubed.

LOCKING SLEEVE—Won't lock.
When locked, it won't turn freely.

M23A1

BIPOD

YOKE—Cracked; gaps between
yoke and bearing, or between
bearing and barrel; dovetail slot
damaged; dirty, oily, painted, crack-
ed; excessively worn.

TRaversing MECHANISM—
Dirty, bent; too much lube; handle
missing; loose; lube point gunked
up.

SHOCK ABSORBER—Loose;
broken. Chain missing, broken; ball
detent won't work; retaining pin
missing; hex locking nut loose.

ELEVATION MECHANISM—
Rusty, dirty, corroded; won't
operate freely. Knob won't turn
freely.

M3 BASEPLATE

RETAINING RING— Broken,
twisted.

SOCKET BASEPLATE—Damaged;
won't turn freely.

CUSHION SET—Bent, broken,
lubed (keep 'em dry)

SPADES—Broken, bent.

M23A1 BASEPLATE

RETAINING SLEEVE BOLTS—Missing.

RETAINER—Broken.

SOCKET CUP—Rusty, corroded, painted, excessive grease. No oil please!

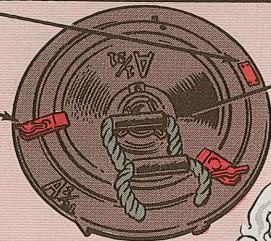
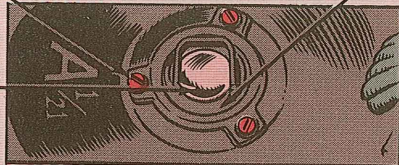
DATA PLATE—Painted over, unreadable, missing.

OUTER RING LATCH—Missing, broken. Shoulder bolt damaged. Latch must turn freely.

ROPE—Painted, frayed, broken, cut; handles missing. Nylon rope is the best kind to use.

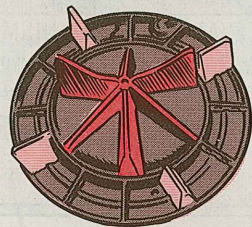
SPADES—Broken, bent.

INNER RING SOCKET CAP—Damaged, bent, chipped, broken; won't move freely.



GOTCHA!

REMEMBER...
THE INNER RING
CAP AND
INNER RING
SOCKET HAVE
TO TURN
F-A-S-T
AND
E-A-S-Y!

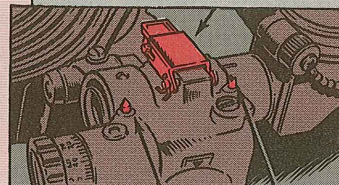


HEY, CONNIE...
WOULD YOU HELP US
FILL OUT AN **EIR?**

?

MICROMETER ANGLE OF
SITE/COURSE ANGLE OF SITE
SCALES—Stuck, blurred, un-
readable, painted over.

LOCKING CLAMP—Broken; pin or
cotter key missing.



PEEP SIGHT—Broken, missing.
O'course, you never paint any
part of the sight. That's strictly a DS
job.

RIGHT
ON!

TIP: See crack, broken casting
on 'scope support near locking
clamp? Call Support.

LENS—Cracked, dirty, moisture
inside; M109 elbow 'scope hard to
turn.

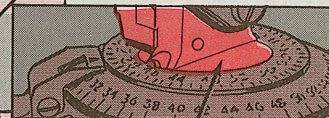


EYEPIECE—Rubber
deteriorated.

LAMP BRACKET—Chain
missing, dirty.

DUST COVER—Missing,
damaged.

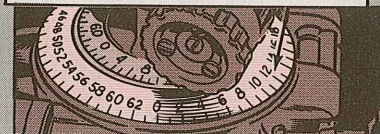
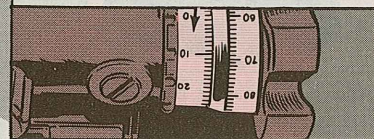
ELEVATION LEVEL
VIAL/CROSSLEVEL LEVEL
VIAL—Broken; protective
cover damaged, rusty,
painted over.



'SCOPE SUPPORT— Damaged.
Reference marks painted over; light
projector dust cover and chain
missing, broken.

COURSE AZIMUTH SCALE/
COURSE DEFLECTION SLIP SCALE—
Unreadable. Slip scale must turn
free 'n' easy.

MICROMETER DEFLECTION SLIP
SCALE—Unreadable, painted over,
blurred, sticky. Must turn easy.



M53 SIGHT UNIT (Cont.)



BORESIGHT LOCKING SCREWS/WASHERS—Missing.

AZIMUTH KNOB—Missing; spring-loaded pin missing, weak.

LOCKING LATCH—Broken, binds, loose.

COURSE ELEVATION SCALE SCREWS—Missing, loose.

AZIMUTH LOCKING KNOB—Tight; missing.

ELEVATION MICROMETER SCREWS—Loose; micrometer unreadable, painted over.

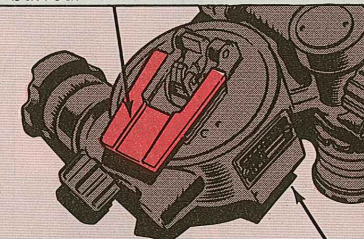
INDEX INDICATORS—Unreadable; locking screws missing.

ELEVATION LOCKING NUT—Missing.

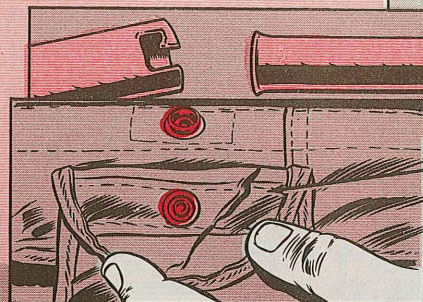
ELEVATION/DEFLECTION MECHANISM—Binds.

SERIAL/PART NUMBERS—Unreadable, painted over.

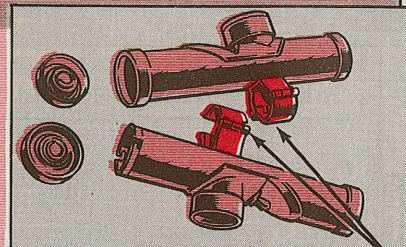
DOVETAIL—Painted over, nicked, burred.



M128 TELESCOPE MOUNT—Data plate missing, unreadable, painted over.



M1A2 AIMING POST—Data plate unreadable, missing. Post **damaged**, **smashed**; ends damaged and pieces won't fit together; M401 cover dirty, dusty, torn, ripped; cloth buffer missing. Snaps missing; damaged; won't snap. Cleaning the covers? Use lukewarm water and mild soap. Nothing else.

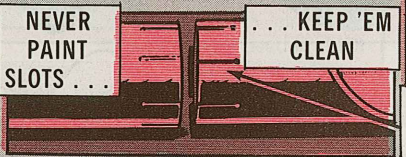


M14 AIMING POST LIGHT—Lens dirty, **painted**, smudged. Corrosion in battery well; bulb **broken**, **missing**, **burned out**. Inside dirty, crummy. One-fourth inch on female end must be free of paint or the negative wire can't close contact. Wingnut missing, broken; threads **smashed**. Inside male connector end must be paint-free. **TIP: Remove 2 BA-30 batteries after using light.**



HINGE—Broken, missing, dented; pin bent.

TOGGLE SWITCH—Broken. **TIP: A bad one won't give a clear CLICK! when you turn it ON-OFF.** Brass band painted over, scarred, dented.

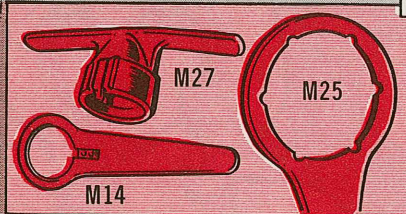


NEVER PAINT SLOTS . . .

. . . KEEP 'EM CLEAN

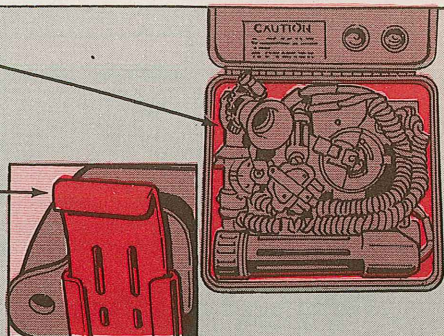
LENS—Dirty. You never repaint 'em! Missing. **TIP: Snug the clean lens real good, finger-tighten filters.**

DEFLECTOR SHIELD—Slots paint-filled; won't slide easy over lamp. Never paint 'em OD.



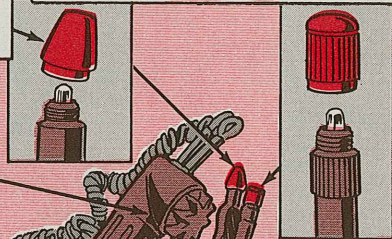
FUZE SETTERS—Spray paint only. Never brush paint 'em. And watch the notches in the illuminator fuze wrench. You don't want to leave 'em filled with paint. If you do the wrench won't make good contact with the fuze.

M166 CARRYING CASE—Foam rubber padding missing, deteriorated. **TIP: Keep oil, water, grease out of the case.** Instruction sticker damaged, unreadable, missing. Lock broken, missing; spring weak, won't seal case airtight; catch damaged, broken; handle missing; rubber grip missing, painted over. You never paint the outside of the case.



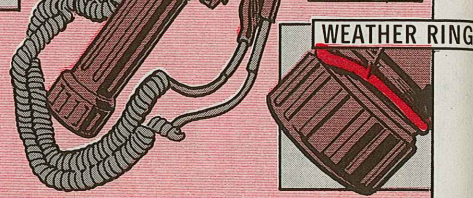
RETICLE INCANDESCENT LIGHT—Dust cover missing, damaged; lamps missing. ON-OFF rheostat control damaged, sticky.

INCANDESCENT LIGHT—Dust cap lens dirty, missing, mud-caked.



M53E1 INSTRUMENT LIGHT—Never paint it. Weather ring missing, unserviceable; inside dirty, dusty. Cord broken, cut; deflection light ON button won't work. You should hear a definite CLICK!

TIP: Never wrap instrument light cord all the way around the sight unit when you pack the 2 items away. Keep the cord tucked inside so it won't be smashed when lid is closed.



ITEMS NEEDED

MAKE SURE YOU'VE GOT
FM 2390 (Feb 72) AND
TM 9-1015-200-12 (Apr 71)
WITH ITS **3 Changes**.



10



...AND YOU'LL NEED THESE...

NSN

NOMENCLATURE

5120-00-198-5400	Key, Socket Head Screw
1240-00-823-5611	M166 Carrying Case
1240-00-769-3845	M78 Carrying Case (for M34A2 sight-unit only)
1240-00-654-6089	M14 Lighting Equipment Chest if you're using M53 Sightunit. You should have M21 light chest if you're using the M34A2 sightunit.
1290-00-653-7993	M401 Aiming Post Cover
1240-00-084-0277	Sightunit Cover Assy
1015-00-723-7701	Gun Cover Muzzle
1290-00-767-6038	M25 Fuze Setter
1290-00-764-7761	M27 Fuze Setter
1290-00-535-7629	M14 Aiming Post Light w/red and green filters
1290-00-535-7617	M1A2 Aiming Post
4933-00-723-1161	M18 Fuze Wrench
5120-00-240-8716	Crosstip screwdriver for M128A1 telescope mount used on M53A1 sightunit
5120-00-278-1269	Flattip screwdriver for M128 telescope mount used on M53 sightunit.
1005-00-610-8828	M6 Cleaning Brush
1015-00-557-0617	M8 Artillery Cleaning Staff
6850-00-224-6663	Rifle Bore Cleaner (gal)
9150-00-231-6689	Lubricating Oil, General Purpose (PL-S) (qt)
9150-00-231-2361	Lubricating Oil, General Purpose, Medium (qt)



M30 4.2-INCH MORTAR . . .

NAME DROPPER

HEY SARGE! TH' NAME PLATE'S RUINED!... AN' WE CAN'T REPLACE IT!

DON'T WORRY! S'ALRIGHT!

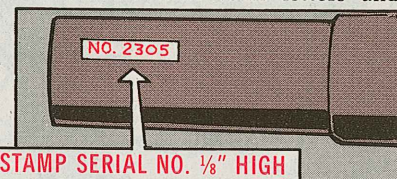


You say rough handling or old age has damaged or destroyed your 4-Deuce's name plate or smashed the serial number?

No sweat! The plate doesn't have to be replaced.



Just ask your support unit to stamp the M30's serial number on the top of the cannon with 1/8-in letters and



STAMP SERIAL NO. 1/8" HIGH

numbers. The rest of the legend on the original name plate you can forget.

'Course, 4.2's made after 1967 already have their serial numbers stamped on the cannon.

11

M16A1 RIFLE

A carbon-fouled, dirty, corroded or cruddy M16A1 can be embarrassing.

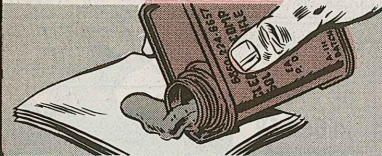
So-o-o-o, stop the red face biz with a good clean 'n' lube job.

But hold one, Tiger. Too much lube in the wrong place will gum up the works quick-like. It can slow down the firing pin, keep the magazine from feeding, and shortstop the bolt carrier group's recoil.

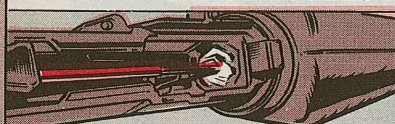
HERE'RE SOME
VERY IMPORTANT POINTS
THAT NEED SPECIAL ATTENTION
WHEN CLEANING AND
LUBING YOUR M16A1.



Make sure the bore is clear.
Soak a bunch of swabs with RBC.



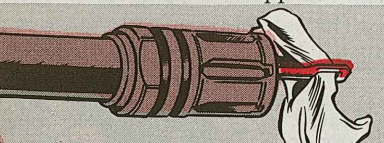
Start the rod and swab thru the chamber and bore from the chamber



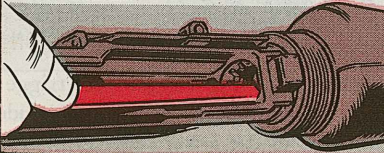
end. Hold your rod at the joints. This'll keep it from flexing and damaging the rifle bore during the half-dozen push-pull, twist-twist exercises.



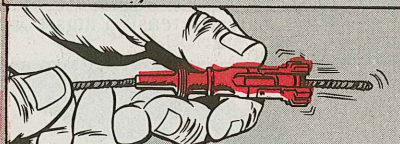
Push the patches past the muzzle end and thru the flash suppressor.



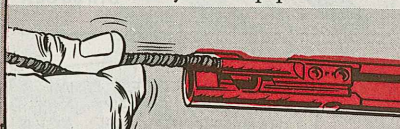
Be sure you clean the lugs in the barrel extension. Use toothbrush or bore brush.



Remove extractor: use toothbrush to clean extractor recess.



Clean the firing pin hole and the bolt carrier key with pipe cleaners.



Use your toothbrush cleaning tool—NSN 1005-00-494-6602—to clean off the firing pin.



Use a dry swab to wipe off the bolt and bolt carrier group. Don't overlook the firing pin.



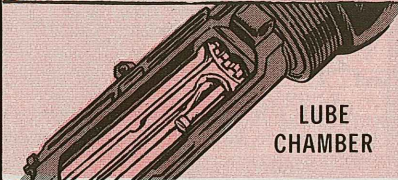
When you get all the dirt, gunk and RBC off, protect and preserve these parts with a light coat of LSA.

Magazine spring, inside the bolt, inside the carrier key, firing pin, firing



LSA
ON
BOLTS

pin recess, barrel extension lugs, bore and chamber.



LUBE
CHAMBER

VERY GOOD,
PRIVATE...

BUT EASY DOES IT WITH
THE LSA... EXCEPT IN THE
HAMMER-TRIGGER AREA!

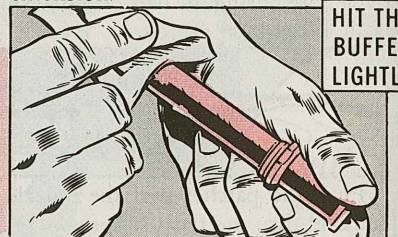


Your weapon's upper receiver gets a light coat of LSA—after a good cleaning with RBC and the toothbrush cleaning tool. Pay special attention to crud or carbon fouling in the extractor recess or lip.



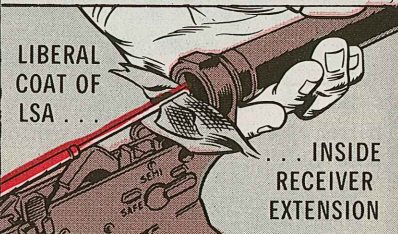
LIGHT COAT
OUTSIDE
OF UPPER
RECEIVER

These parts in the lower receiver get RBC'd then lubed with a light coat of LSA: buffer, action spring, and the inner surfaces of the lower receiver extension.



HIT THE
BUFFER
LIGHTLY

The only place your M16A1 gets a liberal dose of LSA is on the hammer.



LIBERAL
COAT OF
LSA...

... INSIDE
RECEIVER
EXTENSION

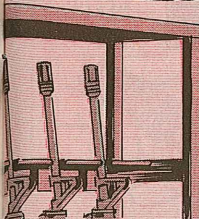
hammer spring, trigger and trigger spring, automatic sear and inside surfaces of the lower receiver.

LOWER RECEIVER EXTENSION **PM**

It's a real smart unit armorer who PMs every spot on his Sweet Sixteens—not just those easy to see and get to.

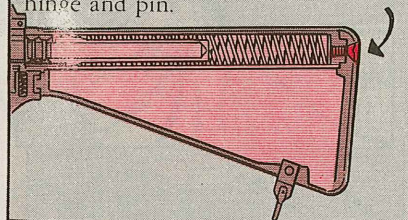
F'INSTANCE, NEVER
FORGET THE LOWER
RECEIVER EXTENSION
THAT'S STUCK BACK
INSIDE THE BUTT
STOCK!

RIGHT
ON,
BONNIE!



Moisture attacks the extension. It starts to flake. Pretty soon the tube is corroded thru at the rear end, and corrosion crud fills the stock.

Corrosion "freezes" the butt stock assembly—butt cap screw, butt plate and butt plate (machine) screw, door, hinge and pin.



Freeing the stock assembly from the lower receiver becomes a heavy repair job that your DSU repair unit has to do.

So, monthly, or more often if weather, temperatures and missions call for it, follow the poop in item 3b, Table 2-4, TM 9-1005-249-20 (Sep 71).

HMMM...
BUTT
STOCK IS
DUE AN
EXTRA
SERVICE!



TM 9-1005 249-20
(SEP 71)



READY?
HERE'RE SOME
HELPERS!

Remove the stock assembly from the lower receiver. A little tight? Tap the sling swivel lightly until the stock assembly stub clears the receiver.

White powder or a jellied appearance tells you right off that PM's just in time. Clean and dry the butt stock.

Clean off the corrosion on the lower receiver extension with crocus cloth—NSN 5350-00-221-0872 (50 sheets). Wash it real good with dry cleaning solvent—PD 680, NSN 6850-00-281-1985 (gal).

Finish the PM job with a light coat of LSA on the inside of the lower receiver extension, on the buffer and on the action spring. Be sure to put some LSA on the outside of the extension.

Be sure the hole in the vent screw is clear of crud. Use a pipe cleaner for this job.

After replacing the stock on the lower receiver, put a liberal coat of LSA on the outside of the receiver.

Hold one! Be extra careful here with the detent takedown pin spring. It has to be positioned real careful like as you mate the stock with the receiver.

Rough handling—like ramming the stock assembly onto the receiver—and you'll wind up with a bumper spring. A real bad PM scene after all your good work.



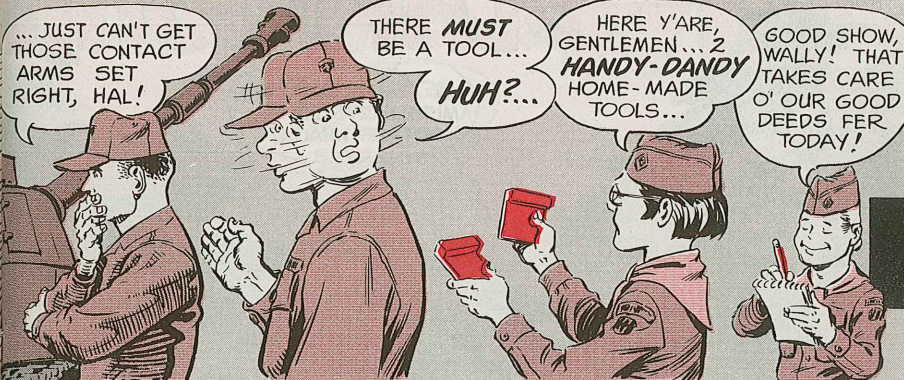
M109/M109A1 HOWITZER TOOL

... JUST CAN'T GET
THOSE CONTACT
ARMS SET
RIGHT, HAL!

THERE **MUST**
BE A TOOL...
HUH?...

HERE Y'ARE,
GENTLEMEN... 2
HANDY-DANDY
HOME-MADE
TOOLS...

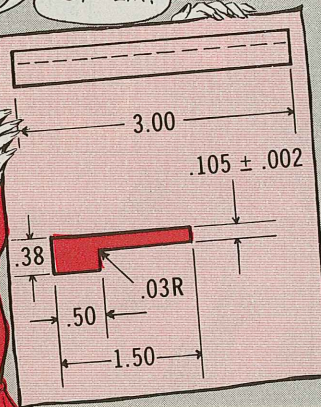
GOOD SHOW,
WALLY! THAT
TAKES CARE
O' OUR GOOD
DEEDS FER
TODAY!



Having problems adjusting the cab slip ring contact arms the way it tells you on page 236 of your TM 9-2350-217-20 (Jan 65)?

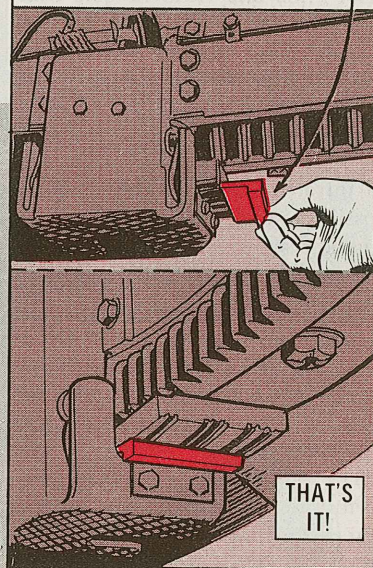
You can make yourself a handy dandy little tool out of a 3-in scrap of wood (or other electrical non-conductive material) that will help you get the close tolerance you need. Two of them are needed.

HERE'RE THE DIMENSIONS...
AND YOU'LL NEED **TWO**
OF 'EM!

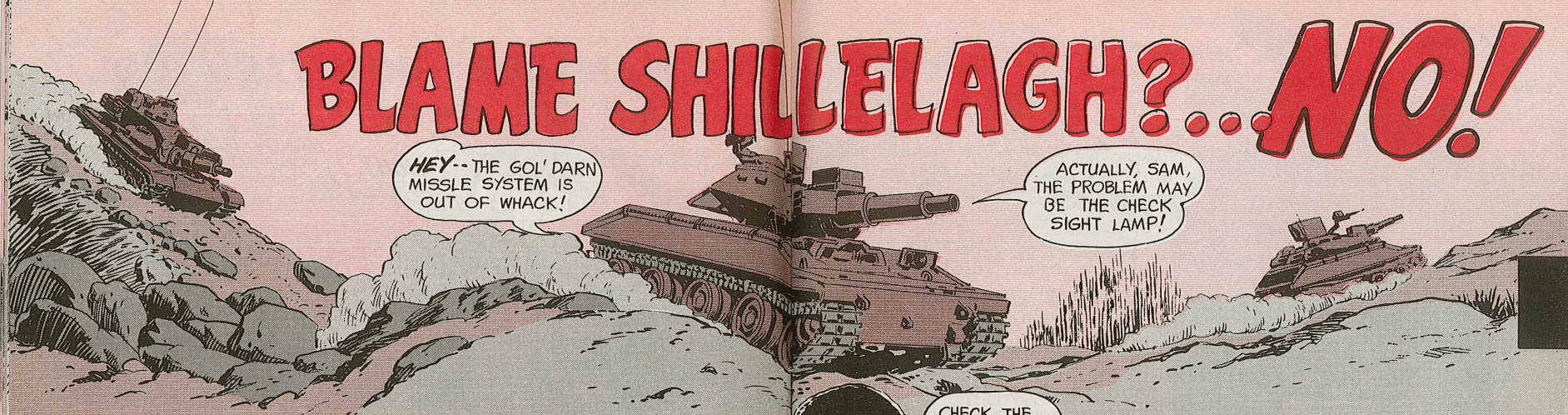


Slip the tools in gently between the slip ring and the brush holder on each side of the arm assembly.

SLIP BRUSH SETTING TOOL BETWEEN SLIP RING AND BRUSH HOLDER



BLAME SHILLELAGH?...NO!



So there you were, bouncing through the boondocks with your M60A2 tank or M551 Sheridan.

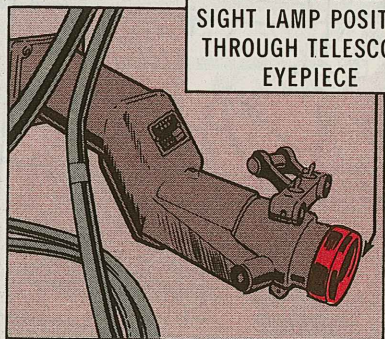
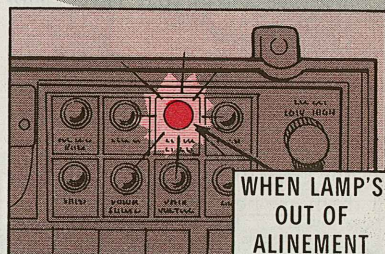
Maybe you fired a coupla' rounds of conventional ammo through the tube.

Chances are good that you bounced the check sight lamp out of whack in the telescope mount. No sweat. There's nothing wrong with the missile system.

The check sight lamp's not part of the missile system—it's only used as an infrared source to check out the missile system. So don't think the missile system is defective when the problem is actually the check sight lamp.

If this lamp gets bounced out of alignment and you perform a system self-test you'll get a sig data conv "No-Go", but there's nothing wrong with the missile system.

The problem is, you should never perform a system self-test without first performing the tracker alinement test.

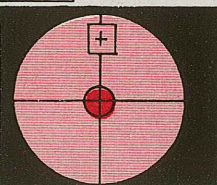


HERE'S HOW

When performing the tracker alinement test (steps 13 through 19 of Table 2-12, TM 9-2350-230-12), take each step in order and don't forget step 18, which says center the missile reticle circle over the spot of light.

WHEN TCP METER NEEDLE IS DEAD CENTER, SPOT OF LIGHT SHOULD BE CENTERED IN MISSILE RETICLE. CENTER RETICLE BY ADJUSTING EL AND AZ SCREWS ON TELESCOPE MOUNT.

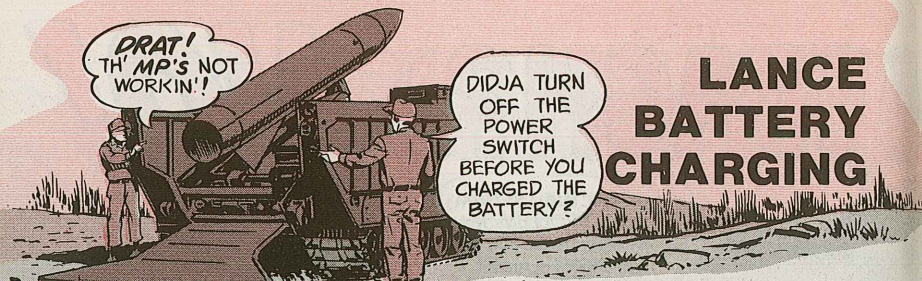
SPOT OF LIGHT SHOULD BE IN CENTER OF CROSSHAIR CIRCLE



The point being, if the cross hair circle's not centered on the light, you'd be working with 2 different lines of sight ... the gunner's and the tracker's.

AND YOU CAN MISS THE TARGET!



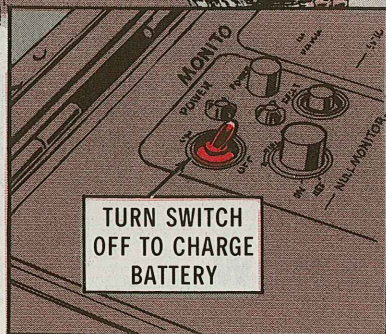


LANCE BATTERY CHARGING

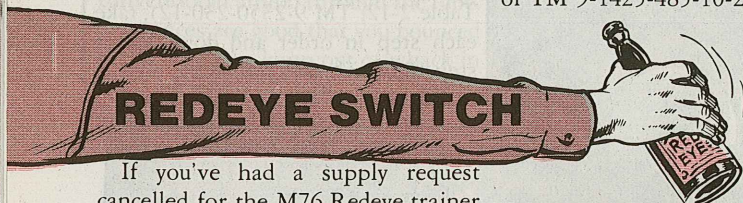
If you're about to charge the nickel-cadmium battery used with the monitor programmer of your LANCE missile system with the vehicle charging system, do this first:

Turn off the power switch of the monitor programmer (MP). Otherwise, you can badly damage the MP.

Fact is, whenever you charge the battery with the basic vehicle, do it the way it tells you in para 3-14, page 3-20 of TM 9-1425-485-10-2 (Jan 74).



TURN SWITCH
OFF TO CHARGE
BATTERY



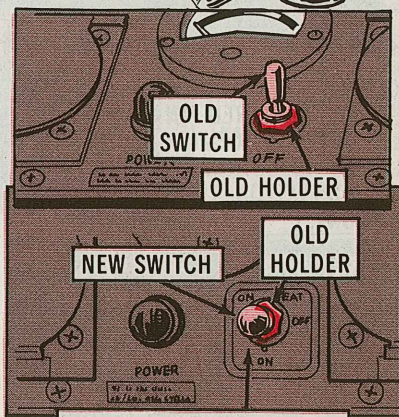
REDEYE SWITCH

If you've had a supply request cancelled for the M76 Redeye trainer battery charger switch and holder assembly, read on:

The switch and holder assembly, P/N 10216169, are not made as a complete unit. That's why your request was kicked back.

Right now, only the switch is available. You can get that with NSN 5930-00-128-7250, P/N 10216167. Point out that you'll accept the switch only.

When you get the switch, you can use the old holder that's on the charger.



ORDER SWITCH ONLY WITH
NSN 5930-00-128-7250

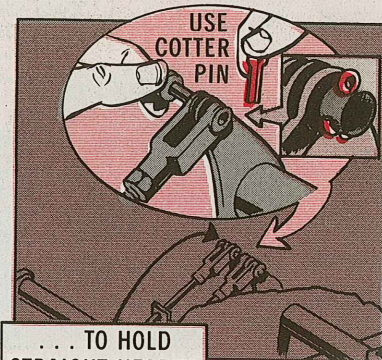


FOR WANT OF A PIN

A soldier got killed because somebody tried to do things the easy way instead of the right way.

A steering linkage failed in an M113A1 carrier because some common wire was used where there should have been a cotter pin.

Check your M113A1 and if the straightheaded pin is held in place with a couple'a twists of wire, order a cotter pin (NSN 5315-00-816-1794) and use it instead. You might save somebody's life. Yours?



... TO HOLD
STRAIGHT-HEADED
PIN IN PLACE

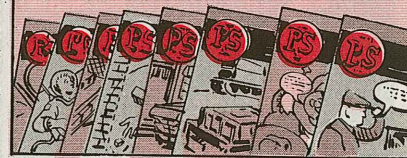
LOOSE STOCK STOPPER



Stop loose stock hangups on your M79 40MM grenade launcher like so: Tighten the pan-head screw—NSN 5303-00-921-6157—snug, plus 1/8 of a turn. PM poop in para 3-17, of TM 9-1010-205-10 (Jan 72) has the word.

FREE PS ISSUES

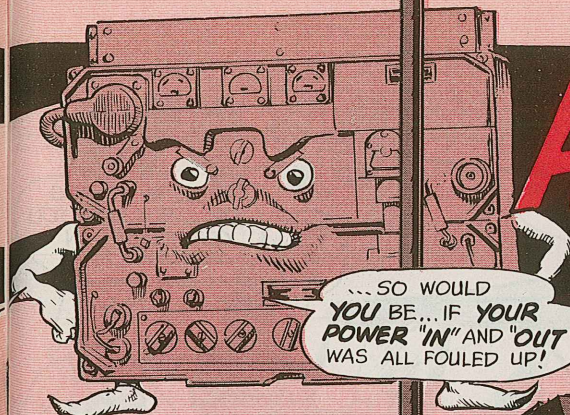
Need any back issues of PS Magazine? Jot a note to Bonnie, c/o PS Magazine, Lexington, KY 40507. Tell her how many you want of each. Many issues from No. 212 up to this one are available for you.



ELECTRONICS

INS AND OUTS OF AN

ANGRY?
AH'M **MAD!**



...SO WOULD
YOU BE...IF YOUR
POWER "IN" AND "OUT"
WAS ALL FOULED UP!

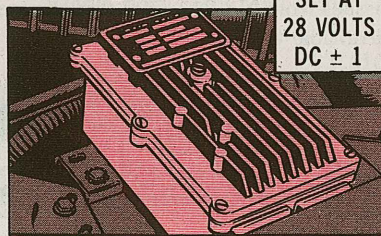
ANGRY-106

O' COURSE YOU KNOW BETTER
THAN TO GRAB THE ANTENNA...
'CAUSE IT CAN GRAB YOU BACK!

Just-right power in and power out can keep your Angry-106 radio set even tempered.

But lower the "in" and be careless with the "out" and your set and you can have more troubles than you want to think about.

Take the power in for that AN/GRC-106() when it's installed in a tracked vehicle. Make sure the vehicle's voltage regulator is set at 28 volts DC ± 1 .



Get the regulator set with a calibrated voltmeter 'cause the voltage gauge on the vehicle may not be that accurate.

Get 'er set like it says in your vehicle's manual—such as Para 2-117 of TM 9-2300-257-20 (Feb 69) with Ch 4.

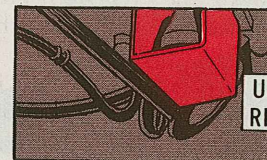
If the vehicle's voltage regulator is set too low, your GRC-106 won't do the job it's supposed to do.



As for the power out, you have as much as 10,000 RF volts hanging around that AB-652 antenna base, like on an M577A1 tracked vehicle.

But, an unwary Harry can lean on it and the RF volts will work him over.

You can nip this jolting voltage by keeping the RF shield NSN 5820-00-879-7591 on the antenna and base. The shield's part of the MK-1333 accessory kit for the M577A1's radio set.



USE YOUR
RF SHIELD

If the radio is a component in the AN/VSC-3 radio teletypewriter set, the RF shield NSN 5815-00-489-6111 is a part of the installation harness. The harness and accessory kit are in SB 11-131 (Sep 74).

T YING IP FOR IEDOWN

A wayward swinging and swaying tiedown antenna can smack a tree, building or some other object and knock out communications. That antenna may even catch a pedestrian by surprise and leave him or her with a shishkebab injury.

You can cut the damage and injury with a better tiedown setup.

Like, with your AS-1729/VRC or AT-912/VRC antenna on a tactical vehicle, you use the same tiedown kit NSN 5820-00-980-6416 but you secure it differently.

Tie the rope to one side of your vehicle at the front.

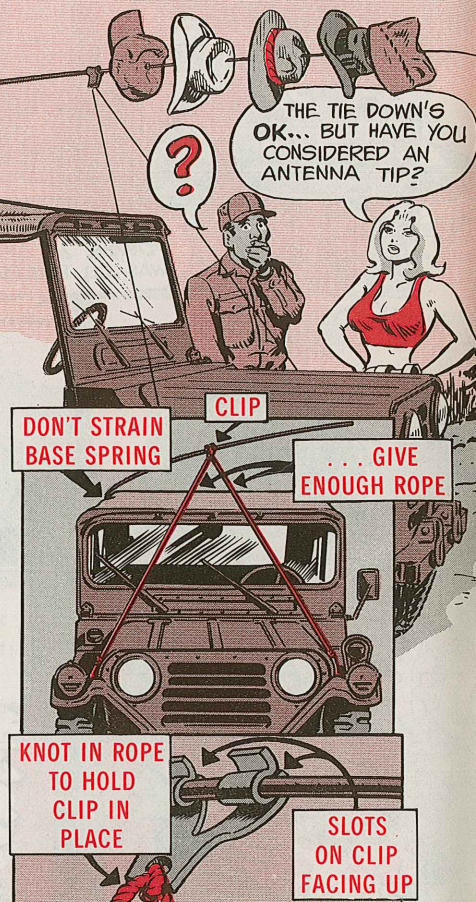
Pull down the AT-1095/VRC antenna element and snap it into the tiedown clip.

Run the rope through the hole in the clip or holder and tie a knot in the rope to hold the clip in place.

Then, tie the rope to the other side of your vehicle at the front.

When you're finished the rope looks like an inverted V.

If you have 2 antennas, do the tiedown bit twice, giving you a double V look.



Be sure to give your antenna enough rope on either side of the clip so you're not putting too much strain on the base spring mount.

Always push the antenna element into the slot facing up on the clip. Doing it any other way can leave the tiedown clip busted—or worse, the antenna busted.

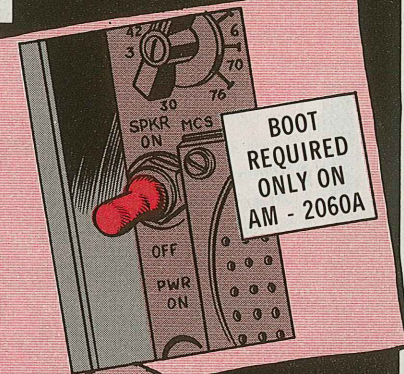
Another tip for taking care of the antenna is the antenna tip NSN 5820-00-437-2353. Get one and keep 'er installed. It'll protect the antenna when bumping overhead objects and it'll protect a guy's eye when the antenna's tied down.

NOW YOU TELL ME!

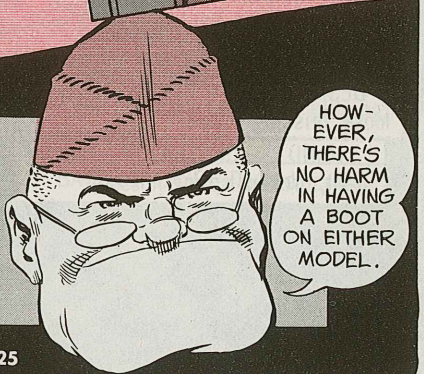
THE A'S HAVE IT

Dear Half-Mast,
Is there an MWO for installing a rubber boot on the front panel SPKR switch of the AM-2060/GRC amplifier-power supply?
I thought only the A-model has the rubber boot, but I keep getting gigged for not having a boot on my plain model. What gives?

SFC W.C.G.



Dear Sergeant W.C.G.,
There's no MWO modifying the AM-2060. Only the AM-2060A is required to have the boot, like it says in para 1-9c in Ch 5 to TM 11-5820-498-12 (May 67).



BE YOUR OWN
INSPECTOR...

KEEP ON GOOD SIDE

Having good connections with your SB-22()/PT switchboard is great!

And, the shortest route to becoming the top commo-type in your territory is by heeding PM tips. They'll go a long way to keep those switchboards in a talkative mood.

A couple of tips to really think about are:

Always take out those BA-30

batteries when you're not using your SB-22/PT.

And, keep an eye peeled for corrosion 'cause it can tie up telephone conversations in the kinkiest way.

Other tips to keep your SB tops are spread out for you. The items in bold type are those items that need to be taken care of before the next SB plug-up time.

TA-221, -222 CIRCUIT PANEL

CATEYE COVERS—Cracked; loose; missing.

CAPTIVE SCREWS—Loose; too tight; missing.

JACK REELS—Tension weak; not holding.

TRAFFIC DIAGRAM—Hard to read.

GASKET—Damaged; dried out.

PLUGS—Dirty, bent.

CORDS—Cut; frayed; spliced.

DESIGNATION STRIPS—Dirty; loose; missing.

HAND GENERATOR—Handle bent, broken; spring missing.

BUT MAN-- YOU GOTTA GET THROUGH... Y'SEE, I GOT THIS **HEAVY** DATE WITH **BONNIE** AND...

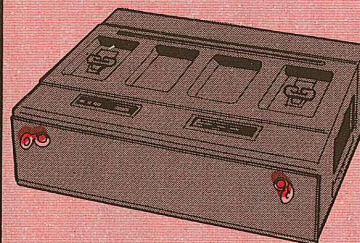
SORRY, SARGE... TH' HAND GENERATOR BROKE...

... YOU AIN'T THE **ONLY** ONE WITH **PM** PROBLEMS!

OF YOUR SB-22()/PT

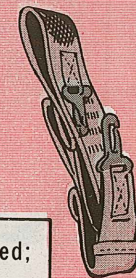
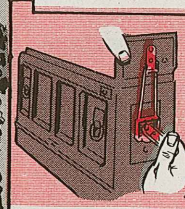
SB-22 CASE (Door closed)

CASE—Dirty; corroded.



REAR DOOR LATCHES—Bent; broken; missing; binding.

COVER LATCHES—Bent; loose.

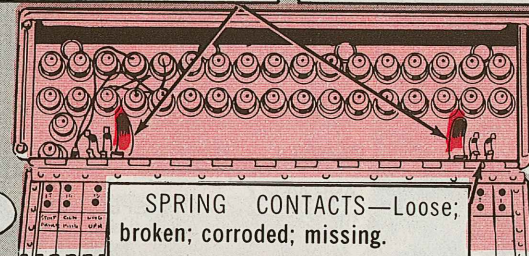


STRAPS—Mildewed; torn; frayed.

SB-22 CASE (Door opened)

RETAINING SPRINGS—Loose; broken; missing.

BINDING POSTS—Dirty; bent; corroded.



SPRING CONTACTS—Loose; broken; corroded; missing.



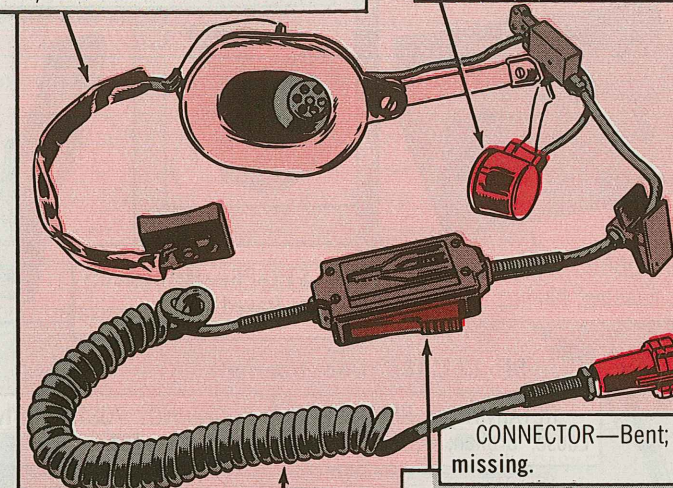
BATTERIES—Leaking; bulging; corroded.

BATTERY CASE—Dented; cracked; corroded; contacts dirty.

**H-81A/U, -144()/U OR
-182/PT HEADSETS**

HEADBAND—Bent; dirty; crack-
ed; mildewed.

DIAPHRAGM—Cracked; missing.



CORD—Frayed; wire exposed;
mildewed; dirty.

CONNECTOR—Bent; pins dirty;
missing.

PUSH-TO-TALK-SWITCH—Fails
to make contact; intermittent con-
tact.

SORRY,
BONNIE, BUT...

... BRAVO COMPANY
STILL DOESN'T
ANSWER!

I HAVE
TO LEAVE
NOW,
SPECIALIST!

IF THAT SERGEANT
EVER SHOWS UP,
GIVE HIM THIS LIST...

HIS OUTFIT
SURE CAN USE
THESE *TM*'S FOR
CHECKING AND
INSPECTING!

TM 11-5805-262-12 (Dec 60), with
Changes 2, 4, 5 and 6.

TM 11-5805-262-20P (Dec 71)

TM 11-5805-262-ESC (Jan 70)





HOLD IT RIGHT THAR...

URK!

ULP!



... YEW SNEAKY REVENOO-ERS!

CAN'T YEW LET A MAN EARN HIS LIVIN' IN PEACE?



A...A... STILL ?

SHORE IS... AN' THE MOST MOD-REN IN ALL THESE PARTS!

NOW...



SOMETHIN'S GOTTA BE DONE ABOUT YEW @*!!*☆!! REVENOO-ERS!

B-BUT, SIR... WE'RE NOT REVENUE AGENTS...

... WE'RE SOLDIERS IN THE U.S. ARMY!



HOO-HAH!!

YEW'RE NOT ONLY REVENOO-ERS... YEW'RE LIARS, TEW!

NOW JUST A MINNIT, YOU OLD MOUNTAIN GOAT!!

YEAH! THOSE'RE FIGHTIN' WORDS!

WAIT! HOLD ONE, MEN...



AW... CONNIE!

NOW, ABNER... SUMMER DOWN!

IT... IT CAN'T BE... BUT...

IT'S CONNIE RODD!

I KNOW THESE MEN!

THE SAME -- I'M ON VACATION ... AND DROPPED IN ON ABNER, HERE ...

HE'S YOUR FRIEND..?



SEEMS THIS IS GOING TO BE A WORKING VACATION!

YOU GUYS SURE CAN USE SOME INSTRUCTION ON TIRE CARE ...



CHECK! OLD AND DEAR... BUT HOW'D YOU GUYS HAPPEN TO PICK SUCH A HARD WAY TO DROP INTO "HANGMAN'S HOLLER"?

ER... UH... WELL, YOU SEE...



OH!... YOU'RE RIGHT! I DO SEE...



THOSE TIRES SHOULD HAVE BEEN REPLACED AGES AGO... WHEN THEY HAD ABOUT AN 1/8 INCH OF TREAD LEFT!



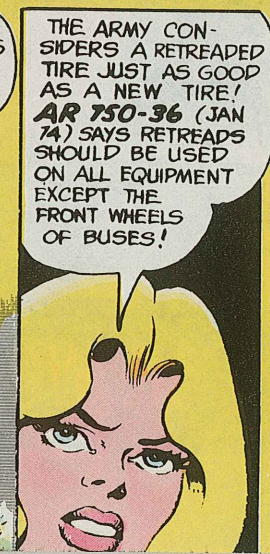
NOW THEY'VE GOT NO TREAD TO SPEAK OF - AND THE CORD IS SHOWING! THOSE CARCASSES ARE RUINED!!...

WHY?



SIMPLE! RIGHT NOW, DS ONLY HAS RETREADS AVAILABLE... AND SINCE I ONLY WANT TH' BEST FER MY WHEELS, I DECIDED TO WAIT FER NEW TIRES!

UN-BELIEV-ABLE!



THE ARMY CONSIDERS A RETREADED TIRE JUST AS GOOD AS A NEW TIRE! AR 750-36 (JAN 74) SAYS RETREADS SHOULD BE USED ON ALL EQUIPMENT EXCEPT THE FRONT WHEELS OF BUSES!

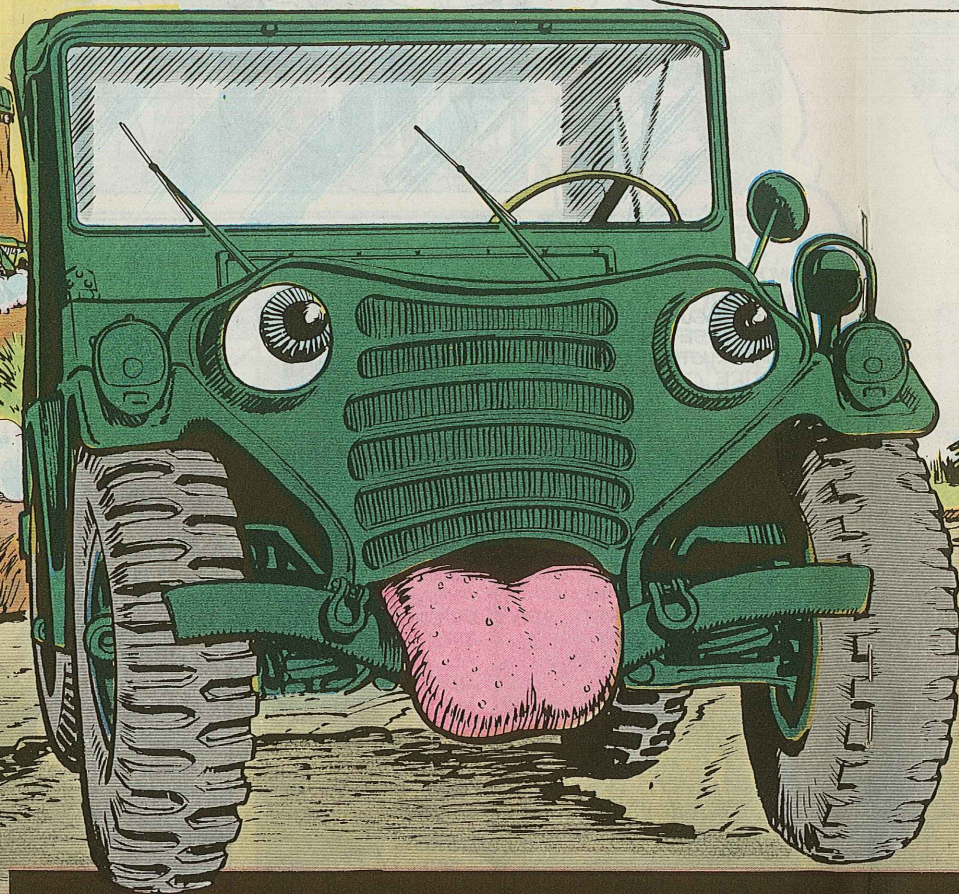


STRICT CONTROLS MAKE SURE ONLY SOUND CASINGS ARE RETREADED.

THAT POSTER I BROUGHT ABNER HELPS MAKE THE POINT!

Joe's Dope Sheet

The clues are all there to be read
As to when your tires need new tread!
So eyeball each casing--
A new life it's facing
That'll save you and uncle some bread!



WE HAVE THE WORLD'S BEST EQUIPMENT ... *Take care of it*

IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

YOU GUYS ARE NOT WITH THE ARMY'S RETREAD PROGRAM! IT AIMS AT USING RETREADS FOR 75% OF ALL REPLACEMENT TIRE NEEDS!

EVERYBODY IS RESPONSIBLE FOR SEEING THAT ALL TIRES GET A CHANCE FOR A SECOND LIFE... OR EVEN A THIRD OR FOURTH LIFE!

EVERYBODY, CONNIE?

'SPECIALLY OPERATORS AND MECHS!!... YOU SUPPLY THE SOUND CASINGS FOR RETREADING! YOUR TIRES HAVE BEEN USED TOO LONG AND CAN'T BE RETREADED-- THAT'S WASTING UNCLE'S MONEY!

'SIDES, TIRES WORN TO THE RETREAD POINT-- OR BEYOND-- ARE NOT SAFE TO DRIVE ON... AS YOU JUST DEMONSTRATED!

BIG DEAL!
JUST HOW MUCH DOUGH CAN BE SAVED?

LOTS! IN FY 72 AND 73, THE ARMY USED 595,000 RETREADED TIRES, SAVING 9 MILLION OF OUR DOLLARS -- YOURS AND MINE!

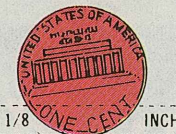
WOW!
BUT HOW CAN WE TELL WHEN A CASING IS READY FOR RETREAD?

THE WORD IS IN TM 9-2610-200-20 AND TM 9-2610-201-14... YOU REPLACE A NORMALLY WORN TIRE WHEN TREAD DEPTH AVERAGES 1/8 INCH FOR TRUCKS AND 1/16 INCH FOR PASSENGER VEHICLES!

YEAH-- BUT WHO CARRIES A GAGE?

NO EXCUSE-- YOU CAN USE A PENNY, LIKE SO--

TRUCKS



1/8 INCH

DON'T COVER TOP "ONE CENT"? GOES FOR DX!

SEDANS



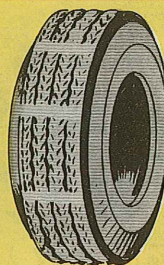
1/16 INCH

SEE TOP ABE'S HEAD? READY FOR DX!

34

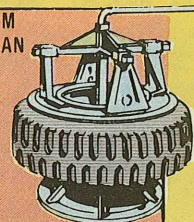


HERE ARE SOME MORE TIPS TO HELP YOU GET MAXIMUM MILEAGE AND WEAR OUT OF YOUR TIRES!



SOME SEDAN-TYPE TIRES HAVE TREAD WEAR INDICATORS MOLDED IN! THESE WILL SHOW SOLID BANDS OF RUBBER ACROSS THE TREAD WHEN TIRE IS READY FOR RETREADING!

REMOVE TIRE FROM RIM CAREFULLY... YOU CAN RUIN CASING BY CHEWING UP THE BEAD! TIRE AND RIM LUBE MAKES JOB SAFE AND EASY! USE ALSO FOR MOUNTING TIRE!



ORDER LUBE WITH THESE NSN'S:
NSN 2640-00-256-5526-1 LITER
NSN 2640-00-256-5527-1 GAL
NSN 2640-00-256-5529-5 GAL

INSPECT YOUR REPLACEMENT TIRE, NEW OR RETREAD, BEFORE YOU USE IT! LOOK FOR DEFECTS SUCH AS THESE:

CRACKS IN TREAD



BAD TREAD DESIGN



BAD SPLICE



BAD BOND



A RETREAD SHOULD LOOK LIKE A NEW TIRE! IF IT ISN'T BONDED RIGHT, TURN IT BACK IN! ALSO...

A RETREADED TIRE SHOULD PERFORM AS WELL AS A NEW ONE.

BUT WOT IF IT DOESN'T?

REPORT IT BY EIR TO THE U.S. ARMY TANK-AUTOMOTIVE COMMAND, JUST THE SAME AS YOU WOULD A NEW TIRE.

DON'T LEAVE IT FOR SOMEONE ELSE TO DO!

RIGHT ON.

YOU, THE OPERATOR KNOW BEST WHAT HAPPENED!

REMEMBER, TIRES CAN BE RETREADED MORE THAN ONCE, IN FACT... MANY TIMES, AS LONG AS THE CASING REMAINS SERVICEABLE.

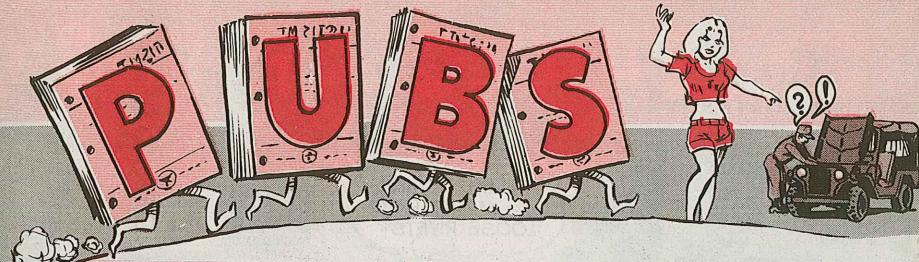
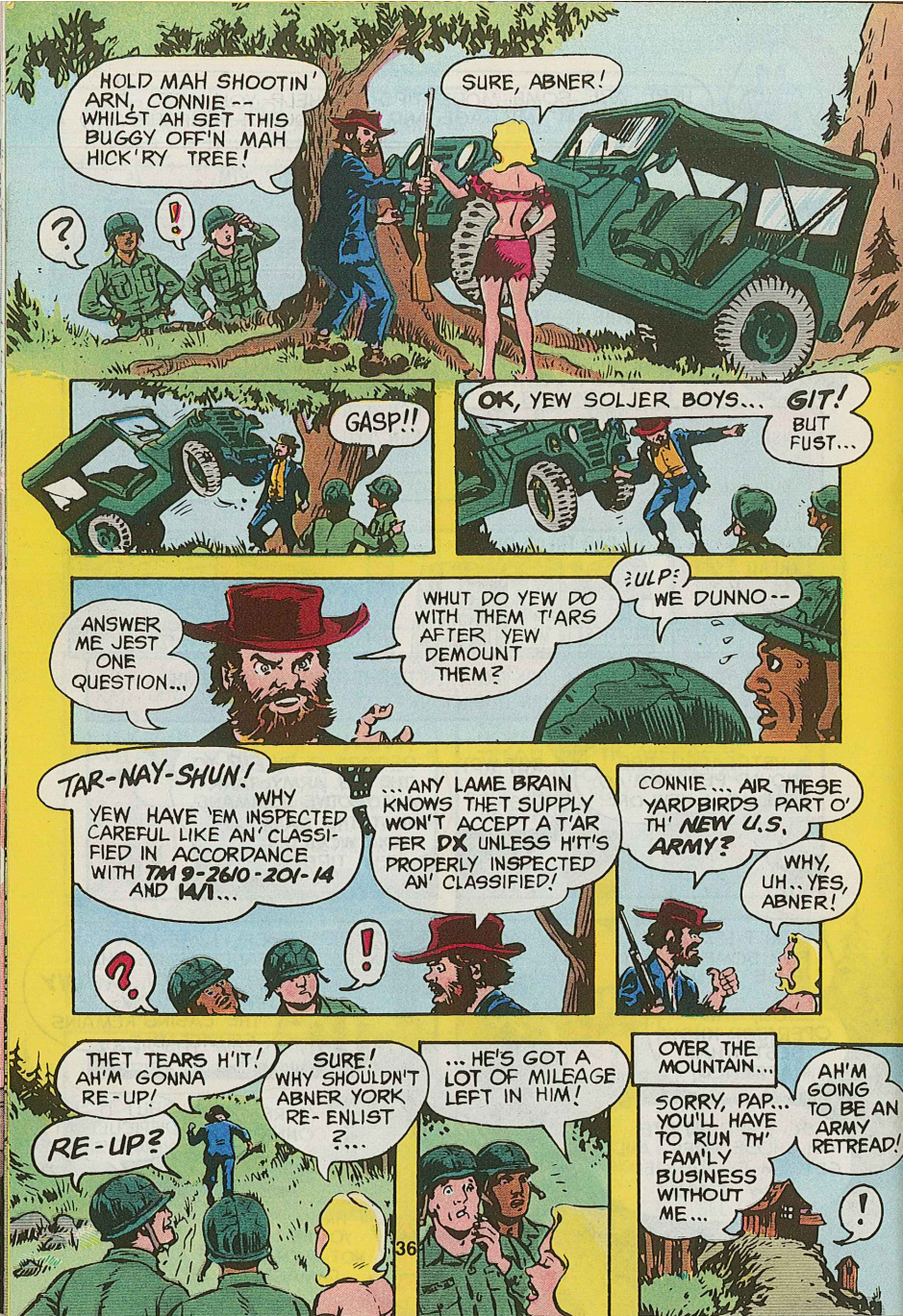
SO KEEP AN EYE ON THOSE TIRES--AND GET 'EM EXCHANGED-- ON TIME!

SURE, CONNIE...

BUT IT'S DIFFICULT AT TIMES...

HAMMM... YOU'RE LUCKY! NOT MUCH VEHICLE DAMAGE!

35



This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Form 310-4 (Nov 74), and Ch 1 (Feb 75), TM's, TB's, etc., DA Pam 310-6 (Jul 74), and Ch 2 (Apr 75), SC's and SM's, and DA Pam (C) 310-9 (Aug 74), COMSEC Pubs.

TECHNICAL MANUALS

TM 5-6115-464-12 Jan Gen Set, Skid Mid, 15-KW, 3 Phase, 4 Wire, 120/208, 240/416 Volts

TM 5-6675-260-12 Jun Survey Instru Azimuth Gyro, Mod AG-8 Type 1

TM 5-6675-306-24P May Theodolite, Wild Heerbrugg Instruments Inc Mod T2-74

TM 9-1005-286-L Apr M167 Vulcan

TM 9-1090-203-20P Jun M28A1 Armament Subsystem AH-16

TM 9-1400-465-24P May Shillalah

TM 9-1425-480-L May DRAGON

Ch 4, TM 9-2300-224-ESC May M113 Carrier Family

Ch 4, TM 9-2300-257-ESC May M113A1 Carrier Family

Ch 2, TM 9-2320-244-20P May 1 1/2-Ton Truck

Ch 1, TM 9-2320-260-ESC Apr 5-Ton Truck

Ch 4, TM 9-2350-230-10/2-1 Mar M551 Turret

Ch 1, TM 9-2350-230-10/2-1-CL1 Mar M551 Turret, Cupola Pre-Op Check List

Ch 2, TM 9-2350-230-10/2-2 Apr Turret M551, M551A1

Ch 1, TM 9-2350-230-10-2-3 Mar M551A1 Sheridan

TM 9-2350-300-L Apr M163 Vulcan

TM 9-6920-427-20P May Training Set M87, REDEYE

TM 9-6920-585-24P Apr Chaparral

TM 10-3900-203-ESC May Rough Terrain, Fork Lift Truck

TM 11-5805-211-ESC Apr AN/MTC-7

TM 11-5805-358-ESC Apr Telephone Term Sets AN/TCC-60, AN/TCC-69

TM 11-5810-221-12P Jun KW-7, w/ 10/12SEC COMSEC Equip

TM 11-5810-225-14P May KY-3(j) COMSEC Equip

TM 11-5815-244-12 May AN/FGC-25, -26, -52, -57, -68, -161, -162, AN/UGC-30(j)

Ch 5, TM 11-5820-256-20 Jun AN/GRC-26D Radio Set

TM 11-5820-562-ESC Mar AN/TRC-113(V) (j) Radio Repeater Set

Ch 4, TM 11-5820-785-12 May Radio Sets AN/FRC-80 (V) (j)

Ch 2, TM 11-5820-785-24P Jun AN/FRC-80(V) Radio Set

Ch 3, TM 11-5825-205-12 Jun AN/FRN-22A Radio Trans

TM 11-5895-474-12 May AN/TSQ-71A Landing Control Central

Ch 1, TM 11-6825-1616-15 Jun Model 3200B Hewlett-Packard VHF Oscillator

TM 11-6625-2629-14 & P May ME-57A/U Modulation Meter

TM 11-6660-255-ESC May AN/PMQ-6 (j) Wind Sets

TM 11-6665-227-12 Jun AN/UDM-2 Radiac Calibrator Set

Ch 5, TM 11-7440-222-15 Mar Low Speed RO-315/G

Ch 10, TM 55-1510-201-10/5 Apr U-8F

Ch 2, TM 55-1510-209-CL/1-1 Mar U-21A

Ch 3, TM 55-1510-209-PMD/2 Apr RU-21B, RU-21C

Ch 4, TM 55-1510-209-PMD/3 Apr U-21G, RU-21E

Ch 5, TM 55-1510-209-PMI/1 Apr U-21A, RU-21A, RU-21D

Ch 3, TM 55-1510-209-PMI/2 Apr RU-21B, RU-21C

Ch 5, TM 55-1510-209-PMP/3 Apr U-21G, RU-21E

TM 55-1520-210-PMS May UH-1D/H

Ch 18, TM 55-1520-210-20 Apr UH-1D/H Ch 4, TM 55-1520-210-20P-2 Apr UH-1 Series Helicopters

Ch 1, TM 55-1520-214-10 Mar OH-6A Ch 3, TM 55-1520-219-CL Apr UH-1B

TM 55-1520-219-PMS May UH-1B

Ch 7, TM 55-1520-219-10 Apr UH-1B

Ch 6, TM 55-1520-219-20 Apr UH-1B

TM 55-1520-220-PMS Apr UH-1C/M

Ch 12, TM 55-1520-221-10 May AH-1G

Ch 4, TM 55-1520-227-PMP Apr CH-47B, CH-47C

Ch 13, TM 55-1520-227-20-1 May CH-47B, CH-47C

TM 55-1680-316-10 Apr Survival Kit, Vest, OV-1 Aircraft

NEW MOVIES

TF 30-4847 Tactical Imagery Interpretation Facility—Components, Capabilities

TF 30-4848 Tactical Imagery Interpretation Facility—Maintenance, Preparation For Travel

TF 44-4869 Improved Hawk Battery Control (Film is Confidential)

MISCELLANEOUS

DA Cir 601-51 Mar Stripes For Skill

FM 38-24 May Classes of Supply

LO 5-4320-234-12 Mar Pump, Centrif GED Whl Mid 5-In 1500 GPM (Peabody-Barnes Mod)

LO 5-4930-230-12 Mar Tank and Pump Unit Mod 1100

LO 10-3930-631-12 Mar Fork Lift Truck 4000-lb MHE 227

TB 11-6625-409-35 Jun AN/ARM-45(j) Radio Test Sets

TB 43-0166 Apr Color and Marking Improved Hawk

TM 55-1500-334-25 May Conversation of Aircraft to Fire Resistant Hydraulic Fluid TC 44-71-1 Jan Redeye... How To Use It

Change 3 To AR 710-2

You supply types better keep a sharp eye peeled 'cause Change 3 to AR 710-2 is on its way! Change 3 revises supply methods for COMSEC equipment and offers units a way to get credit for hand tool losses. There's also some new info on using UND B for initial stockage of PLL.

It provides new and easier instructions for using DA Form 444 for property book adjustments. For units hung up over CTA listed deployable items, Change 3 lets you put them in the organizational property book.

Advice and status codes in Appendix F, document identifier codes in Appendix I, and the classes of supply in Appendix J have all been updated. There are also some provisions for hanging on to basic issue items for equipment going to the Property Disposal Office.

As soon as you see a copy of Change 3, grab it and start reading. The change goes into effect 15 Oct 75.



A CLOSER LOOK AT FRAME RIVETS

FRED.... THINK WE MIGHT HAVE LOOSE RIVETS?

RATTLE CLANK



NAAAHH-- THAT'S JUST THIS WASHBOARD ROAD!



IT'S OL' FREDDIE - THE - FRAGG!

... ANYTHING HE DRIVES IS SOON REDUCED TO FRAGMENTS!



Truck frame rivets that're only loose do not win that vehicle a RED rating under its Equipment Serviceability Criteria (ESC).

Take a closer look at your ESC TM. "Loose or broken" side rails or crossmembers are rated RED. But a rivet has to be "broken" to be rated RED. Natch, a missing rivet is just as bad.

There is a move on to put "loose rivets" in the AMBER category. If your own command wants this to be in effect now, they'll put it into written SOP so you'll know just where you stand.

Loose rivets are not good. They're a sign of worse things to come. Like loose crossmembers. And loose crossmembers mean your truck frame is coming apart! Real bad!

Fact is, any loose part on the frame signals worse trouble ahead—unless it's fixed. You don't have to worry about the fixing, though; that's a job for your support. You just find the loose parts and report 'em.

So, how can you tell if a rivet is loose?

Easiest is a rivet that you can wiggle with your fingers. No doubt about that rivet being loose!

CLIK SCRENCH

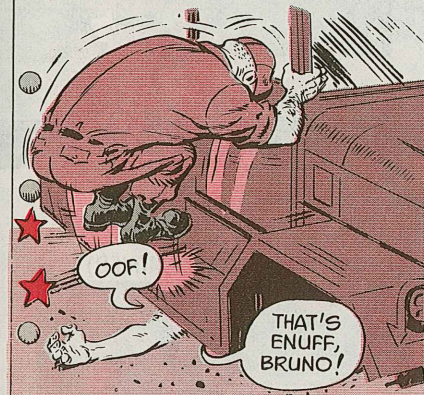


Nudging the crossmember or other riveted part with a 15-in to 16-in prybar may show up loose rivets. Enough loose rivets generally mean the crossmember is loose, too.

ANY LOOSE RIVETS, FRED?



You may pinpoint loose rivets by having someone—a big guy—jump on the running board while you check underneath.



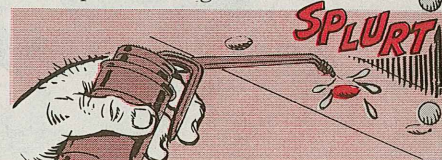
OOF!

THAT'S ENUFF, BRUNO!

Remember, though, that your truck gives those frame parts and rivets the acid test when it's moving—especially over rough ground.

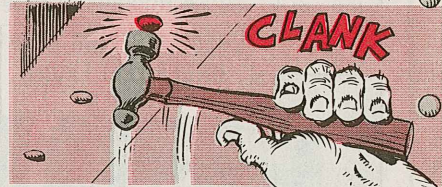
So, look around the edges of frame parts and around rivet heads for shiny, bare metal. This shows movement between the parts—a hint that rivets have loosened and are not holding the parts together tight enough. You can bet they'll get even looser. Report it so your support can give it a closer check.

Rust and corrosion around the edges of those parts and rivets give you another clue. If the vehicle hasn't been moved around much lately, what was shiny, bare metal has become rust and corrosion. Squirt some light oil on these places and give it a chance to



SPLURT

soak in. Then wipe the oil off with a rag. Give the part or rivet a good smack with an 8-oz (or smaller)



CLANK

hammer and see if oil shows up. If it does, there's a chance you've got a loose rivet hiding there.

GOT A LOOSE RIVET?

SOUND OFF!



LOOSE
STEERING
GEAR?

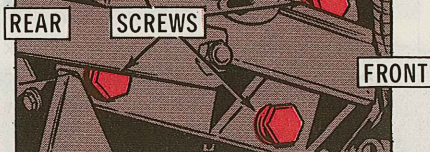
GET IT
FIXED--
PRONTO!

LOOSE
AS A
GOOSE.

the new mounting hardware—
including safety wire.

OLD MOUNTING SETUP (AS SEEN
WITH RADIATOR REMOVED)

CHECK STEERING GEAR
UNDER LEFT FRONT
FENDER



Your support can fix it, using the
poop in TB 43-0001-39-2 (Apr 75).

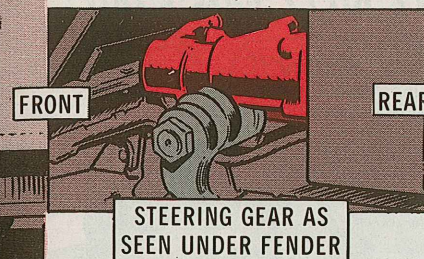
This calls for replacing the original
screws and lockwashers with im-
proved screws, NSN 5305-00-119-
1621, and special hardened flat
washers, NSN 5310-00-111-2116.

After the screws are tightened to
260-280 lb-ft, the top 2 are safety
wired together. And then the 2 bottom
screws are wired together. The wire

comes under NSN 9525-00-618-5462.

So, take a good look at your truck's
steering gear. While the engine's
warming up—transmission in
NEUTRAL, handbrake ON—get
somebody to turn the steering wheel
back and forth.

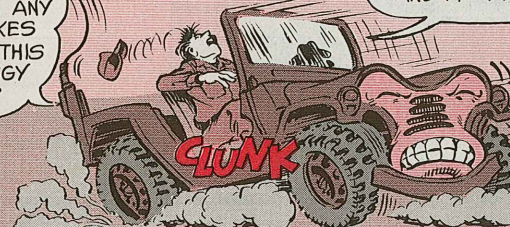
Look for movement where the
steering gear mounting screws pass
through the truck frame and into the
steering gear box.



TRUCK IS NOT A BOAT

DON'TCHA
HAVE ANY
BRAKES
ON THIS
BUGGY
?

WHY BOTHER-- JUST
THROW 'ER INTA FIRST--
AND AWAAAAY WE GO!



SOMEBODY WILL
PROBABLY **EIR** MY
TRANSMISSION AS
DEFECTIVE-- WHEN WE
KNOW THE DEFECT IS
IN THE DRIVER'S SEAT!

So what else is new?

It may come as news to some Army
truck drivers that they're operating
their vehicles like a boat—and they're
tearing up their transmissions.

The li'l ¼-tonners are really taking
a beating!

These guys back out of a driveway,
frinstance. Then, before the vehicle
has come to a stop, they ram the
transmission into first gear.

They want to go forward when
they're still going backward!

Or they shift into reverse when

they're going forward.

Transmission gear teeth get
chipped and battered. This means
support has to tear down the
transmission and put in new gears.

A truck is not a boat. You've got to
come to a dead stop—if only for a split
second—before you shift from a
forward gear to reverse or from
reverse to first.

ONLY A **CREEP**
TREATS HIS
WHEELS THIS
WAY!



BOLTS GONE

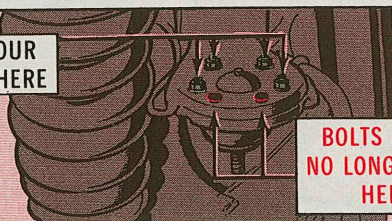
—BUT NOT MISSING



DERN TOOTIN'!!
THIS MAKES YOUR
JOB EASIER.

Rest easy if you find 2 empty bolt holes on your Gama Goat's upper suspension arms. That's the new setup—4 bolts 'n' nuts for ball joint mounting instead of 6. This goes for both front and rear upper suspension arms.

YOU STILL USE FOUR
NUTS AND BOLTS HERE



BOLTS AND NUTS
NO LONGER NEEDED
HERE . . .

Bolts go only in the 4 inner holes—those farthest from the wheel. The 2 outer holes no longer get bolts.

The new 4-bolt deal is mentioned in Fig 2-295, page 4, Ch 2, TM 9-2320-242-20 (Aug 70)—but the picture shows the bolt going into the wrong hole. The 4-bolt message comes through, too, in Ch 2 to TM 9-2320-242-20P (Sep 70).

QUESTION- ANSWER

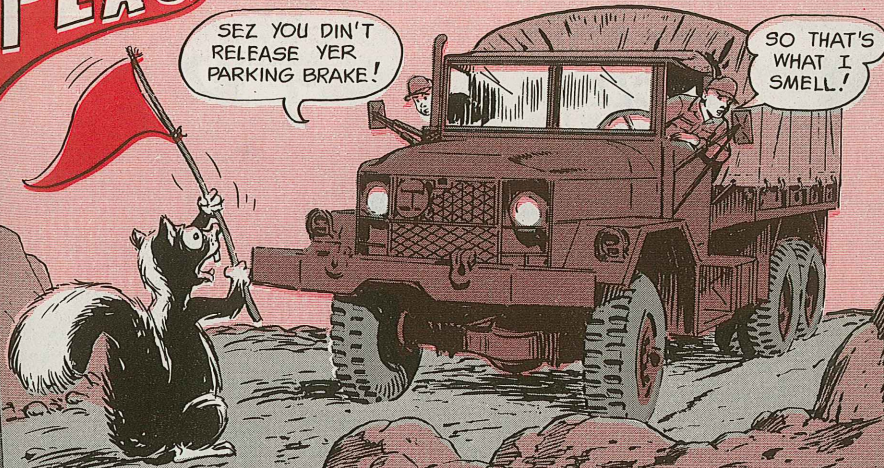
Q.—Which should I emphasize, spot-painting or tightening loose nuts and bolts?

A.—Nobody ever got killed because of loose paint!

—Screwdriver 5
XVIII Corps Artillery
Fort Bragg

FLAG

SAVES PARKING BRAKE



Dear Editor,

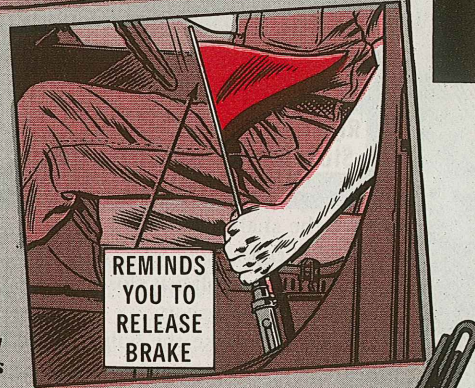
Here's a visual and physical reminder I came up with so I'd remember to release my truck's parking brake before taking off.

You get a flag like's used on the back of a bicycle. Cut off the flag rod so you've got a 2-ft piece with the flag.

You attach the flag to the brake handle with clamps like those used to hold brake cables.

When you apply the brake, you raise the flag so it's in your way when you want to enter the truck. This reminds you to release the brake.

SP4 Brian A. Gray
A Co, 82d Engr Bn
APO New York



(Ed Note: It looks like something that might be useful in a truck driver training operation. For sure, a lot of parking brakes are burned up by guys who never learned to release the brake before moving out.)

FLIP BOLT TO CLEAR

Dear Half-Mast,
Didn't some word come out about reversing the rear suspension arm mounting bolts on the M151A2 ¼-ton truck to prevent scoring of the rear prop shaft?

SFC W.W.

Dear Sergeant W.W.,

That was in TB 750-981-4 (Nov 71), Article 35. This applies mostly to the bolt on the right side where it comes pretty close to the prop shaft.

On early-production M151A2's (M718A1's and M825's too), the bolts next to the prop shaft were installed with the threaded end of the bolt in

REAR SUSPENSION ARM MOUNTING BOLTS

RIGHT SIDE

LEFT SIDE

toward the shaft.

On the right side, especially, the cotter pin in the bolt was close enough to touch the prop shaft.

All you do is take the bolt out and reinstall it with the head end toward the prop shaft, like you'll find on later-production ¼-tonners.

SIMPLE ENOUGH, EH? SO HOP TO IT!

DID YOU HEAR THAT SCREECHING NOISE?

WONDER WHAT IT IS?

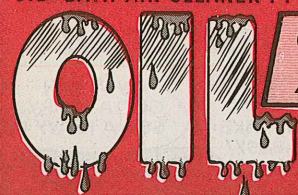
HOLD ONE, MEN! THE FIX IS EASY!

THREADED END OF BOLT

COTTER PIN

NUT

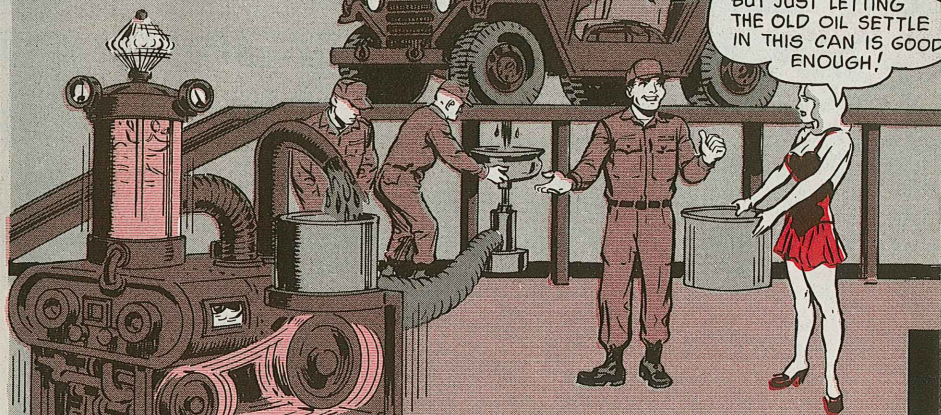
REINSTALL HEAD END OF BOLT TOWARD PROP SHAFT



CAN BE USED AGAIN

WE'RE RIGGING UP A SYSTEM TO RECLAIM CRANKCASE OIL SO WE CAN USE IT IN THE OIL BATH AIR CLEANER!

I ADMIRE YOUR INGENUITY, BUT JUST LETTING THE OLD OIL SETTLE IN THIS CAN IS GOOD ENOUGH!



full, let it sit for at least 12 hours after you dump in the last used oil. Dirt and other heavy stuff will settle to the bottom. The oil above this sludge is OK for your oil-bath air cleaner's reservoir.

When you get down toward the bottom of the settling container, dip a finger in and see if you're getting to the sludge. If you can touch the sludge, quit on that batch. Clean the container and start a new batch.

You can keep a couple of settling containers going at the same time if you need that much used oil.

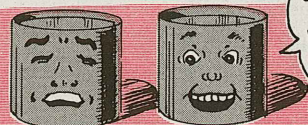
Your engine's oil-bath air cleaner does not need new oil—not when there's a squeeze on the oil supply.

That dirty oil in your air cleaner can be used again. And you can use old crankcase oil in your air cleaner, too.

That's the new word in TB 43-0001-39-1 (Jan 75). See page 10. And this EIR Digest also gives you the word that up to ¼ inch of dirt in your air cleaner is OK.

Let your used oil go through a simple settling process before you use it in your air cleaner.

Dump the oil into a container of at least 5-gal size. When it's pretty near



SETTLE DOWN WILL YA?

TRAILER TIPSY ON THE TRAIL



There's a real danger in hauling a loaded 600-gal fuel tank in an M105A2 1½-ton cargo trailer—especially when you're traveling over rough terrain and around sharp curves.

The whole thing can tip over!

Adding the weight of fuel to that of the tank makes a payload of about 4,250 pounds. And it's top heavy, what with the center of gravity being higher than you'd have in a normal cargo trailer load.

Even standing still, there's a danger. When the trailer's unhooked from the truck, it can tip over backward. This's especially likely to happen when the fuel tank is only partially full.

Here're some safety tips:

Take it slow 'n' easy around corners and sharp curves.

Steer around—or straddle—potholes, ditches and other low spots that might let one side of the trailer drop suddenly.

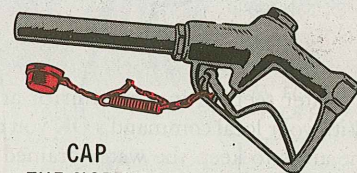
Try not to park with the back of the trailer downhill. Park on the levellest place you can find.

Before unhooking from the truck, get some kind of support under the back corners of the trailer. Use boards or flat rocks—anything that'll keep the trailer from tipping over backward.

CAP THAT NOZZLE

The nozzle on your fuel dispensing hose is one thing that has to stay squeaky clean!

There's a cap for the end of that nozzle, but if it's broken or missing you can get dirt and water in your fuel faster than you can say "contamination."



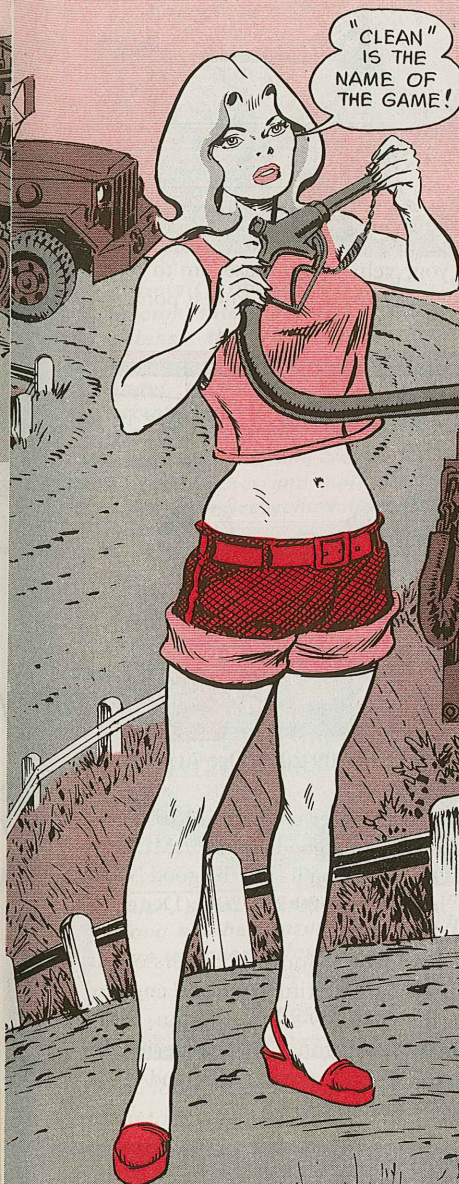
CAP
THE NOZZLE

You can order a new cap assembly to fit your nozzle. These numbers'll get you the cap with spring and chain attached.

For a 1½-in OD nozzle cap, use NSN 4730-00-360-0614. For a 1¾-in nozzle cap, use 4730-00-360-0572.

There are no NSN's for the other size caps, so you'll need to use an exception data supply request to get them. The manufacturer's code is 81718.

Nozzle Size (O.D.)	Part No.
1 ¾ in	296CA-1-3-8
1 ½ in	296CA-1-1-2
1 ¼ in	296CA-1-3-4
2 ½ in	296CA-2-1-8
2 ¼ in	296CA-2-1-4
2 ⅝ in	296CA-2-5-8



FAREWELL TO ARMS RUST

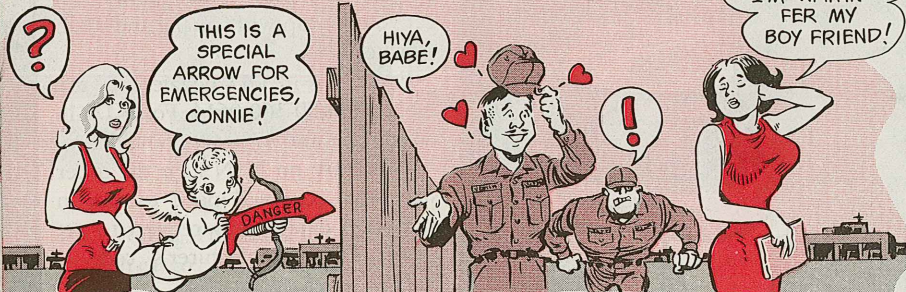
A LITTLE
LOWER... NOW
¼" TO TH'
RIGHT...

OK-
DRILL!

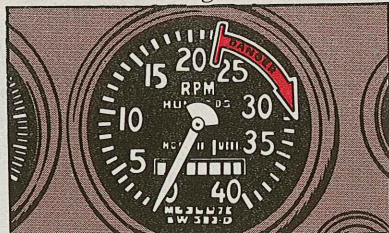


Water seeping into the mirror arms of your vehicle can cause 'em to rust. With your local command's OK you can drill a ¼-in hole at the lowest point in the arms to keep the water drained off.

TACH ARROW NSN



No need to sweat out the non-AMDF status of NSN 7690-00-999-7807 for a red "Danger" arrow decal to



put on your tachometer. This NSN was given in PS 267, page 13, and is in

TM 9-2320-209-20P (Oct 72) for the 2½-ton truck.

Instead, order under NSN 7690-00-924-4318. It's good on the AMDF.

One place you'll find the good NSN is in TM 9-2320-206-20P (Dec 71), page 97.

This decal is for tachometers on all trucks with multifuel or diesel engines in the TM-209-series 2½-ton, TM-211-series 5-ton, TM-230-series 5-ton, TM-260-series 5-ton and TM-206-series 10-ton.

AIR MOBILITY

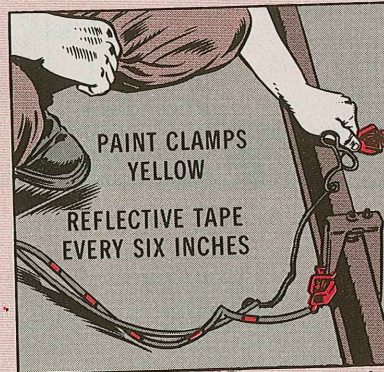
GARWOOD,
DID YOU EVER
WRAP THOSE
GROUNDING
CABLES WITH
REFLECTIVE
TAPE?

GROUNDS FOR SAFETY

Dear Editor,

Aircraft grounding cables can become safety hazards themselves. Unless they're highly visible, somebody could trip over them or forget to remove them when the aircraft is moved.

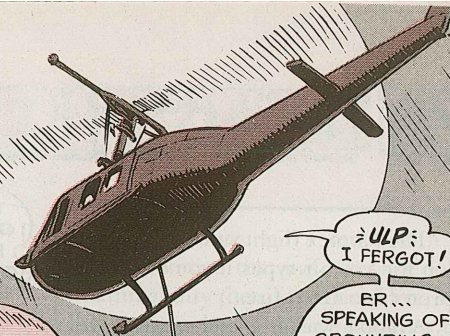
To head off some skinned knees, we wrap reflective tape around the wires every 6 inches and mark the clamps with reflective yellow tape or paint.



Also, a red streamer 6 to 12 inches long will help insure that the clamps are removed before flight.

CW3 Pierre R. LeFebvre
Randolph AFB, TX

(Ed Note: That's a great idea for keeping your feet from tangling with ground cables.)



UUP!
I FERGOT!

ER...
SPEAKING OF
GROUNDING
CABLES... DID
ANYONE
DISCONNECT
'EM FOR
LIFT-OFF?



A LITTLE SUIT

The Nomex flight suit will do a real job for you air types if you ever need protection from fire.

A good washing and rinsing will help your suit keep its high temperature resistant quality. Also, those touch-and-close fasteners have a tough time staying closed when they're dirty.

You can hand-wash your flight suit but be super-sure to give it a thorough rinse. Never dry-clean it.

Never use starch when you wash it. Starch burns.

If you do slip up and use starch, though, no sweat. Just rinse the suit completely and you'll knock the starch right out.

TAKE CARE
OF THE SUIT...
IT'LL TAKE
CARE OF YOU!



PM, PLEASE!

KEEP IT
FREE OF
STARCH
AND
DIRT.



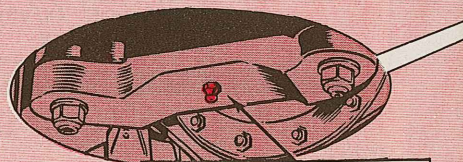
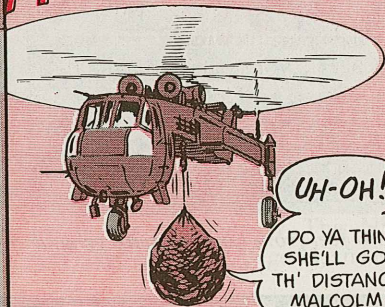
Your Nomex suit's sewn with a special thread that has the same low flammability the suit material has. So, if you get a rip or a tear, fix it up with OD shade S-1 (66022) soft cord filament non-melting nylon thread, 3-ply, Size E, NSN 8310-00-492-8397.

When an aircraft is being fueled, beware of static electricity. The suit can build up a charge and a spark could ruin your whole day!

If you're fueling the bird on a cold, dry day touch the nozzle or the ground cable jack with your hand (gloves on or off) before you start. Then keep your hand there while you're doing the fueling. That should take care of any static charge.

SSPT-THWUP- T-T-T-THUPP-UP PURGE 'EM

Some Tarhe (CH-54A) mechs have been overlooking the lubing chore on the main rotor head sleeve and spindle stack bearings during the PM Daily.

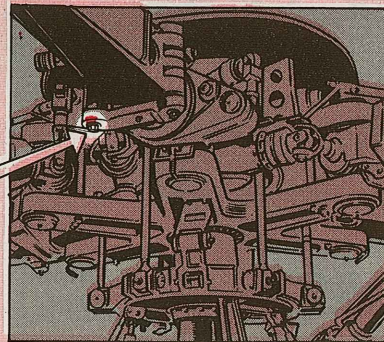


DON'T FORGET
THIS GREASE FITTING

50



Old grease will give you excessive bearing wear, which is caused by the abrasive action of grit and dirt on bearing surfaces.



So, the rotor head won't go the TBO distance. You know what that means—grounding the bird for unscheduled maintenance.

'Course, you wouldn't skip those bearings, right? Not when item 147 in Fig 2-1 of TM 55-1520-217-20-1 (Mar 74) shows the fitting, plain as day and para 8-7 has the scoop.

Just make with the grease gun until you see clean, new grease coming from the bearing surface.

51

MOC

NOT NEEDED

The only way to lube the tail rotor grips on your Huey and Cobra every 25 hours is to disconnect the pitch change links. Then you can rotate the blades and shoot the works for a complete purge job of each grip.

There's no need to spend time and elbow grease pulling a maintenance operational check after the lube chore, tho. That's the word from the Army Aviation Systems Command.

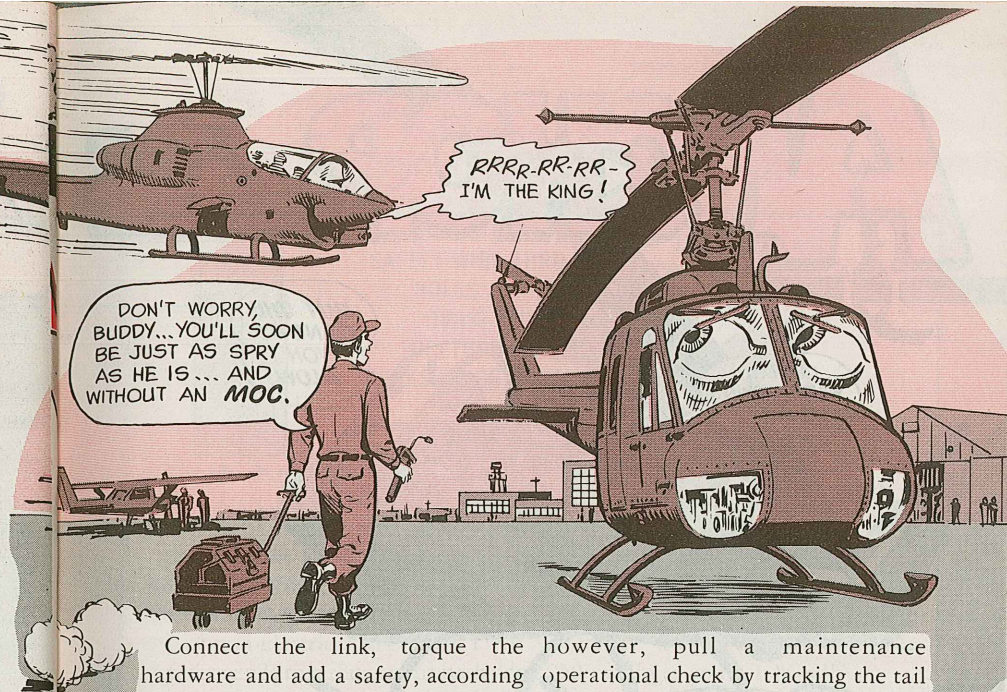
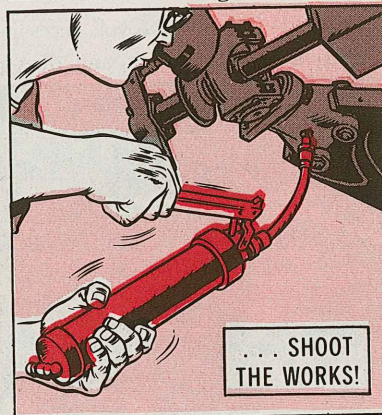
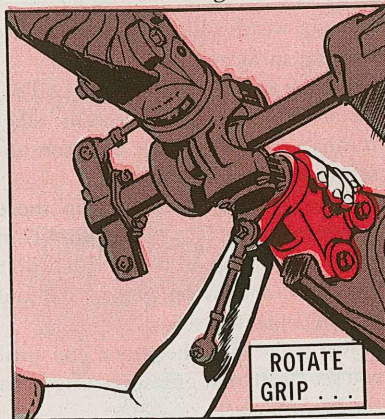
So, the MOC poop in para 3-6 of TM 55-1500-328-25 (Jul 72) on maintenance management doesn't

apply when only 1 end of the 2 links is disconnected. Just be sure you take the following steps:

eyeball the log book to see that there is no unsatisfactory write-up against the tail rotor. Place the bird on a red X status so that an inspector or supervisor will check the work done.

Before you make with the wrenches be sure the locking nuts are tight so there won't be any change in the length of the pitch change link.

Disconnect one link, rotate the blade and shoot the grease.



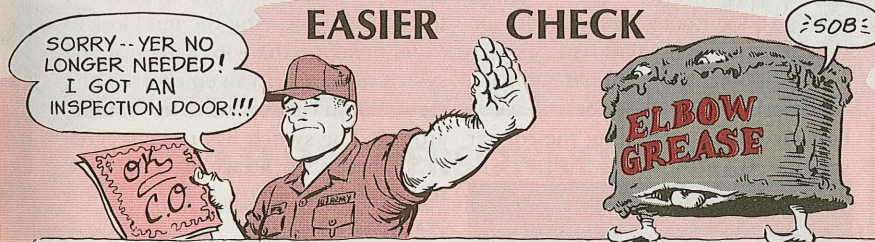
Connect the link, torque the hardware and add a safety, according to the poop in the bird organizational maintenance pub.

Disconnect the other link and lube the second blade grip in the same manner. Reconnect the link.

If you disconnect both links for reasons other than lubrication,

however, pull a maintenance operational check by tracking the tail rotor.

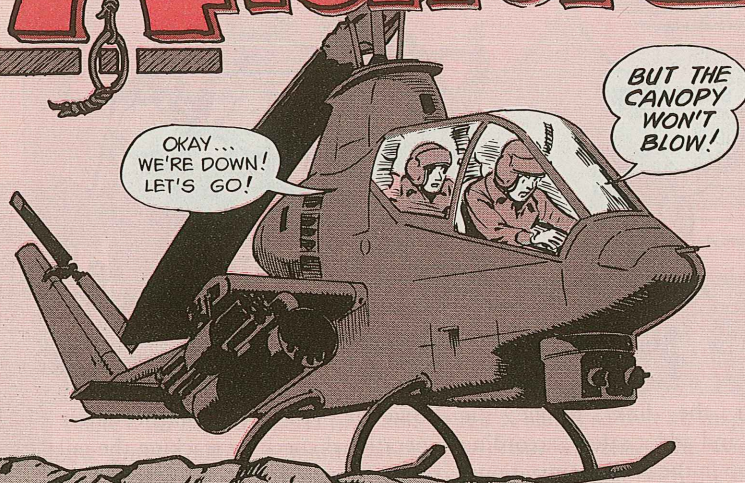
If any adjustments are made to the links during tracking, a limited test flight is needed to make sure you have the proper blade pitch angle at full left pedal. See para 3-2c(4) of the management pub for test flight info.



Eyeballing the tractor tail-rotor chain on your AH-1 chopper takes a lot of time because you have to take off the gear box fairing. You can save yourself time and elbow grease during

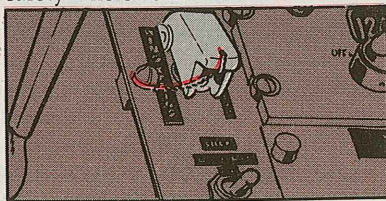
future inspections by getting your commander's OK to make and install an inspection door. The word's on page 4 of TB 43-0001-2-1 (Feb 75), the EIR and Maintenance Digest.

ANCHOR FOR



The first chance you Snake handlers get, eyeball the guard covering the pilot's and gunner's weapons jettison switch. There's no standard place to attach the breakable copper safety.

Some instrument panels have a bolt, or tab, for attaching the copper safety—no sweat.



THIS SAFETY IS OK

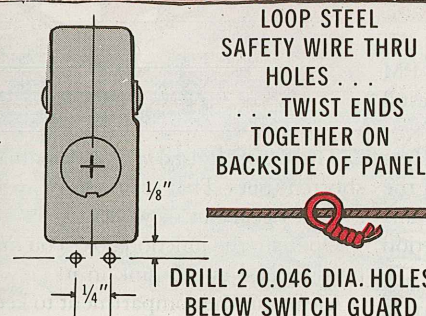
Other guards have been safetied under the jettison switch nut—that's the problem. Leaving the nut loose to avoid breaking the wire will cause the switch to loosen. In an emergency, the crew doesn't have time to fumble around. The switch has to be secure.

So, here's an attachment method recommended by the Aviation Systems Command:

Deactivate the jettison system per para 14-6b in TM 55-1520-221-20 (Sep 71).

Drill 2 holes below the switch guard.

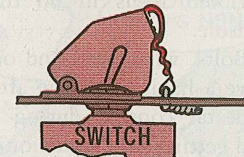
safety



LOOP STEEL
SAFETY WIRE THRU
HOLES . . .
. . . TWIST ENDS
TOGETHER ON
BACKSIDE OF PANEL

DRILL 2 0.046 DIA. HOLES
BELOW SWITCH GUARD

USE BREAKABLE
COPPER ELECTRICAL
WIRE . . .



. . . AND SAFETY SWITCH
TO STEEL WIRE

Loop a 2-in long piece of 0.042-in of the panel.
steel safety wire thru the holes. NSN 9505-00-804-3814 will get you a 1-lb roll of non-electrical steel wire. Twist the wire ends together on the backside of the panel.
Safety the switch guard to the steel wire using 0.020-in breakable copper electrical wire. NSN 6145-00-236-9503 will get you a 1-lb roll.

"RATED" PERSONNEL ONLY

Whenever a maintenance operational check requires that a chopper engine be cranked up, signal your favorite throttle jockey. The minimum crew called for in the pilot's pub is needed to operate engines and rotors. DA Message DAMO-ODU 131738Z Mar 75 gave the word to your command. Changes to AR 95-1 on general provisions, and TM 55-1500-328-25 on maintenance management, are in the works.

NOW
WHERE'S
MY PEN?

LOOK IN
THE BOX

When you Huey types give the cockpit the once-over during the PM Periodic, focus in on the pedestal console.

Bolts, wire, pens and other debris have a habit of sliding aft, down the pedestal console during operations and getting into the avionics junction box.



The result can be wiring terminals shorted out. That can throw your avionics gear out of whack.

Open up the junction box. You may be surprised at the junk in it!

Clean out the compartment to keep your bird from extra NORM time. You'll also save your avionics buddies a lot of sweat troubleshooting a faulty system.

USE 'EM
IN PAIRS

BUT WHY
TWO?

'CAUSE THIS
BABY'S HEAVY!

Dear Windy,

I've been looking high and low for a 1000-lb capacity sling to use on our Huey rotor head without any success.

Is there such a sling authorized for the UH-1, Windy?

SP5 J.S.S.

Dear Specialist J.S.S.,
Negative.

The maximum capacity of sling, rotor hoisting, P/N T100220, NSN 1730-00-099-8099, is 500 pounds.

So para 8-3a(4) of TM 55-1520-210-20 (Sep 71) says to use 2 slings when you hook up to a hoist. That'll handle your rotor head.

Windy

SUPPLY

IT'S A MATTER OF RECORDS

MWO'S AND NSN'S

OH NO!
ANOTHER
WRONG NSN!

Every time a modification work order—MWO—is applied to a piece of equipment, you make a record of the action on a DA Form 2407.

Some flakey paperwork here—wrong NSN's f'rinstance—and there'll be a computer reject when your form reaches the data bank.

What you have to remember is that the MWO is applied to the NSN(s) stated in paras 3 and 4 of the MWO.

An MWO may change the item's NSN, but only after it has been applied.

F'rinstance, the M127 Articulated Telescope—NSN 1240-00-437-1254—is converted by MWO 9-1240-311-40/2 to M127A1, NSN 1240-00-148-8539.

MAINTENANCE REQUEST		* See reverse of file copy for codes and additional data.		PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
For use of this form, see TM 38-750; the proponent agency is Office of the Deputy Chief of Staff for Logistics.						CS9LD-1047 (R1)
SECTION I		<input type="checkbox"/> WORK REQUEST <input checked="" type="checkbox"/> MWO				
1. CONTROL NUMBER	2. ORGANIZATION	3. LOCATION	4. LINE NUMBER	5. MODEL	6. FEDERAL STOCK NUMBER	7. UNIT IDENT CODE
278002	Hq & Hq Co 68th Armored Bde	09034			WABCAA	
8. SERIAL NUMBER	9. NOUN NOMENCLATURE	10. TELESCOPE	11. UTILIZATION CODE*	12. SELECTED ITEM	13. FIRST INDICATION OF TROUBLE (Select one - use Y or X)	14. OTHER
123456	Telescope	M127	1240-00-437-1254	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		
15. FAILURE DETECTED DURING (Select one - use Y or X)	16. MAINTENANCE	17. TEST	18. STORAGE	19. FLIGHT	20. INOPERATIVE	21. OVERHEATING
<input checked="" type="checkbox"/> SCHEDULED	<input type="checkbox"/> MAINTENANCE	<input type="checkbox"/> TEST	<input type="checkbox"/> STORAGE	<input type="checkbox"/> FLIGHT	<input type="checkbox"/> INOPERATIVE	<input type="checkbox"/> OVERHEATING
<input type="checkbox"/> HANDLING	<input type="checkbox"/> NORMAL	<input type="checkbox"/> OPERATION	<input type="checkbox"/> DISSECTION	<input type="checkbox"/> OTHER	<input type="checkbox"/> NOISY	<input type="checkbox"/> LOW PERFORMANCE
15. FIRST INDICATION OF TROUBLE (Select one - use Y or X)						
16. DESCRIBE DEFICIENCIES OR SYMPTOMS ON THE BASIS OF COMPLETE CHECKOUT AND DIAGNOSTIC PROCEDURE						
Apply MWO 9-1240-311-40/2						
NOTE: THE MWO IS APPLIED TO THE M127, THE UNMODIFIED ITEM. THE MWO MAKES IT THE M127A1.						

DA FORM 2407
1 JAN 64

So-o-o-o, the DA Form 2407 must show NSN 1240-00-437-1254. If you use the M127A1's NSN on your records, the computer'll reject it because there're no MWO's recorded against the M127A1.

MICROFICHE LAMP NUMBERS

When you need a lamp for any of your older microfiche readers, use these NSN's:

MAKE/MODEL	LAMP	MAKE/MODEL	LAMP
			NSN 6240-00-
		National Cash	
		Register 456-2	393-1161
Electro-Optical		Minnesota Mining/	
Mechanisms	409-8295	Mfg 400 & 500	416-6140
Micro Design Inc.	409-8295	Mfg 390	476-1228
Wollensak	102-9648	Washington Scien-	
		tific Ind	449-6003
You need to use exception data supply procedures for the following reader lamps until they appear on the AMDF:		National Cash	
		Register	
		PTMI-455	P/N 007-4012701

ESC CHECKS . . .

ONLY THOSE THAT APPLY

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		2. NOMENCLATURE AND MODEL			
3. REGISTRATION/SERIAL/FSN	4a. MILES	5. HOURS	6. ROUNDS FIRED	7. HOT STARTS	8. DATE
9. TYPE INSPECTION					
10. APPLICABLE REFERENCE					
TM NUMBER	TM DATE	TM NUMBER	TM DATE	TM NUMBER	TM DATE

INSTRUCTIONS - Perform each check listed in the TM applicable to the equipment. For use of this form, see TM 38-750; the proponent agency is the Office of the Deputy Chief of Staff for Logistics.

COLUMN a - Enter TM item number.

COLUMN b - Enter the applicable condition status symbol.

Dear MSG Half-Mast,

Do you list all the items that appear in the ESC on DA Form 2404 even though they don't pertain to your particular equipment?

SSG R.F.P.

Dear SSG R.F.P.,

No. When items covered by your ESC TM do not apply to your equipment, leave them off the DA Form 2404.

However, some units use over-printed ESC forms with everything already listed. In that case put N/A in column B for the checks that do not apply.

LIST ONLY THOSE ITEMS THAT APPLY TO YOUR EQUIPMENT.

58

DA FORM 2404

WHAT? NO ANSWER?

You say you didn't get an answer to your EIR?

You knew it was an important problem so you patiently worked out all the details and carefully filled out the DA Form 2407, Equipment Improvement Recommendation.

And then with a great feeling of accomplishment, you scrawled your name in block 32d! It may be a thing of beauty to you, but nobody else can read it!

So, next time make sure your name is legible so the EIR answer can be headed your way.

I NEVER THOUGHT IT WOULD TAKE SO LONG FOR AN ANSWER.

NEXT TIME, GRAMPS, A NEATER SIGNATURE MIGHT HELP.



EQUIPMENT RECOMMENDATION	
1. ORGANIZATION/ACTIVITY	2. UNIT IDEN CODE
3. LOCATION	4. SUBMITTED BY
5. DATE	6. DATE
7. DESCRIPTION OF PROBLEM	8. ACTION TAKEN
9. RECOMMENDATION	10. COMMENTS
HB 2/3 Arty	WHABAA
PO New York 6901	
271 vehicles on hand. All failures (approximately 170 hours) recorded on files have operated for 5000 or more hours are attached. XYZ corporation	

CONTROL COPY

3

ESC DATE CHANGE NO-NO

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		2. NOMENCLATURE AND MODEL			
3. REGISTRATION/SERIAL/FSN	4a. MILES	5. HOURS	6. ROUNDS FIRED	7. HOT STARTS	8. DATE
9. TYPE INSPECTION					
10. APPLICABLE REFERENCE					
TM NUMBER	TM DATE	TM NUMBER	TM DATE	TM NUMBER	TM DATE

INSTRUCTIONS - Perform each check listed in the TM applicable to the equipment. For use of this form, see TM 38-750; the proponent agency is the Office of the Deputy Chief of Staff for Logistics.

COLUMN a - Enter TM item number.

COLUMN b - Enter the applicable condition status symbol.

Dear MSG Half-Mast,

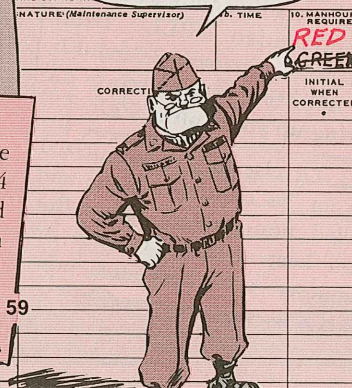
If an item status changes from green to amber or red, do you just change the status on the 2404 ESC or do you change the status and the date?

SSG R.K.

Dear SSG R.K.,

You just change the status. The date in block 5 and any other info in block 4 stay the same until the next scheduled ESC. As long as an ESC has been performed within the 90-day period preceding a DA Form 2406 report date, the ESC is considered current.

WHEN AN ITEM'S STATUS CHANGES, JUST UPDATE THE STATUS IN BLOCK 10. ESC DATE AND BLOCK 4 INFORMATION REMAIN THE SAME UNTIL THE NEXT SCHEDULED ESC!



CORRECT

INITIAL WHEN CORRECTED

59

WHAT GOES ON YOUR PLL?

Most items listed in your equipment TM-20P, or other repair parts manuals for organizational maintenance, can be authorized for your PLL.

WHAT KIND OF REPAIR PARTS GO ON YOUR PRESCRIBED LOAD LIST (PLL)?...

...AND WHAT KIND DOESN'T?

EASY! JUST READ ON!

EXCEPTIONS...

Let's back off a bit.

Any item in your repair parts manual that's coded recoverable (R, S, T or U in old manuals; A, D, O, F, H or L in new ones) is not authorized for initial PLL

C	P-H-	4240-580-6423	ES-2-547 (81361) CLAMP, WIRE 6 per bag ES-2-708 (81361) CLAMP HOSE 5 per can MS5520-7 (08288) HOSE, AIR DUCT size No. 1 ES-19-916 (81361) SLING, CARRYING CANISTER DS-4-247 (81361) GROUP 300-CARRIER CARRIER, CBR MASK, M13A1 ES-4-348 (81361)	ea	1	1	1	2	*	*	*	12	18	12	5
C	P-O-	4730-554-7208	ES-2-708 (81361) CLAMP HOSE 5 per can MS5520-7 (08288) HOSE, AIR DUCT size No. 1 ES-19-916 (81361) SLING, CARRYING CANISTER DS-4-247 (81361) GROUP 300-CARRIER CARRIER, CBR MASK, M13A1 ES-4-348 (81361)	ea	1	1	1	2	*	*	*	12	20	12	7
C	P-F-	4720-829-2760	ES-2-708 (81361) CLAMP HOSE 5 per can MS5520-7 (08288) HOSE, AIR DUCT size No. 1 ES-19-916 (81361) SLING, CARRYING CANISTER DS-4-247 (81361) GROUP 300-CARRIER CARRIER, CBR MASK, M13A1 ES-4-348 (81361)	ea	1	1	2	4	*	*	*	30	10	12	8
C	P-O-	4240-831-2184	ES-2-708 (81361) CLAMP HOSE 5 per can MS5520-7 (08288) HOSE, AIR DUCT size No. 1 ES-19-916 (81361) SLING, CARRYING CANISTER DS-4-247 (81361) GROUP 300-CARRIER CARRIER, CBR MASK, M13A1 ES-4-348 (81361)	ea	1	1	2	3	*	*	*	20	10	12	9
C	P-O-	4240-910-3657	ES-2-708 (81361) CLAMP HOSE 5 per can MS5520-7 (08288) HOSE, AIR DUCT size No. 1 ES-19-916 (81361) SLING, CARRYING CANISTER DS-4-247 (81361) GROUP 300-CARRIER CARRIER, CBR MASK, M13A1 ES-4-348 (81361)	ea	1	1	2	3	*	*	*	20	20	13	
C	P-O-	6850-127-7193	ES-2-708 (81361) CLAMP HOSE 5 per can MS5520-7 (08288) HOSE, AIR DUCT size No. 1 ES-19-916 (81361) SLING, CARRYING CANISTER DS-4-247 (81361) GROUP 300-CARRIER CARRIER, CBR MASK, M13A1 ES-4-348 (81361)	ea	1	2	3	6	*	*	*	60	60	13	1
C	P-H-	5340-376-6111	ES-2-708 (81361) CLAMP HOSE 5 per can MS5520-7 (08288) HOSE, AIR DUCT size No. 1 ES-19-916 (81361) SLING, CARRYING CANISTER DS-4-247 (81361) GROUP 300-CARRIER CARRIER, CBR MASK, M13A1 ES-4-348 (81361)	ea	3				1	1	2	10	10	13	3
C	P-H-	5340-558-7037	ES-2-708 (81361) CLAMP HOSE 5 per can MS5520-7 (08288) HOSE, AIR DUCT size No. 1 ES-19-916 (81361) SLING, CARRYING CANISTER DS-4-247 (81361) GROUP 300-CARRIER CARRIER, CBR MASK, M13A1 ES-4-348 (81361)	ea	4				1	1	2	15	20	13	4
C	P-H-	5340-558-7037	ES-2-708 (81361) CLAMP HOSE 5 per can MS5520-7 (08288) HOSE, AIR DUCT size No. 1 ES-19-916 (81361) SLING, CARRYING CANISTER DS-4-247 (81361) GROUP 300-CARRIER CARRIER, CBR MASK, M13A1 ES-4-348 (81361)	ea	4									13	5
C	X2-H-	5340-663-1480	ES-2-708 (81361) CLAMP HOSE 5 per can MS5520-7 (08288) HOSE, AIR DUCT size No. 1 ES-19-916 (81361) SLING, CARRYING CANISTER DS-4-247 (81361) GROUP 300-CARRIER CARRIER, CBR MASK, M13A1 ES-4-348 (81361)	ea	2	5	13	25	*	*	*	300	20	13	6
P-F-		5325-661-3260	ES-2-708 (81361) CLAMP HOSE 5 per can MS5520-7 (08288) HOSE, AIR DUCT size No. 1 ES-19-916 (81361) SLING, CARRYING CANISTER DS-4-247 (81361) GROUP 300-CARRIER CARRIER, CBR MASK, M13A1 ES-4-348 (81361)	ea	2	5	13	25	*	*	*	300	20	13	6

The items are authorized 2 ways:

1. Either on your initial 15-day PLL as essential needs based on a similar unit's PLL or a recommended PLL from USAMMC. See paras 2-36 and 2-37, AR 710-2, for the scoop on setting up your initial PLL.

2. Or else they're authorized on an "as required" basis, and called non-stocked items. But you keep demand records on requests you have for non-

stocked items. And when you get 3 separate demands (3 separate DA Form 2765 requests) within 180-days for a non-stocked item, your CO can OK the item for your PLL.

When you bring a non-stocked item into your PLL, it becomes a demand supported (DS) PLL item.

See para 2-42a, AR 710-2 for the scoop on setting up a non-stocked item file and adding non-stocked items to your PLL.

stockage. However, 3 demands within 180 days earns those items a place on your PLL. 'Course you get repairable items from your Direct Exchange (DX).

Your DSU publishes a list of items that are provided by DX. To get a DX item, you have to tag your unserviceable item with DA Form 2402, Exchange Tag. See para 3-111c, AR 710-2 for info on using the tag.

CTA 50-970, which replaced SB 700-50, authorizes most non-DX expendable items for requests.

ITEMS CODED RECOVERABLE IN THE THIRD POSITION OF THE SMR CODE ARE NOT AUTHORIZED FOR INITIAL PLL STOCKAGE

(1)	(2)	(3)	(4)	(5)	(6)	(7)
FEDERAL STOCK NO.	DESCRIPTION	UNIT OF MEAS.	QTY INC.	IS DAY ORGANIZATIONAL MAINTENANCE ALLOW.	ILLUSTRATION	ITEM NO.
				(a) 15 (b) 30 (c) 45 (d) 60 (e) 90 (f) 120 (g) 180	(a) Figure No. (b) Item No.	
	Reference Number & Mfr Code	Usable on Code				
	3303—WINTERIZATION KITS—CONT					
P-O	5305-969-6914	SCREW: brush guard, loop MS24617-10 (96906)				
X2-O		LOOP, HOOD AND RADIATOR COVER: brush guard				
P-O	2540-771-6428	LOOP: PLAIN: brush guard				
P-O	2540-771-7066	SPRING ASSEMBLY, COVER: radiator				
P-O	2540-786-3870	COVER ASSEMBLY, RADIATOR				
P-O	2940-740-8773	COUPLING, PIPE: 444096 (121450)				
P-O	2540-933-8916	HEATER: personnel model SWB420D24				

ITEMS CODED RECOVERABLE IN THE THIRD POSITION OF THE SMR CODE ARE NOT AUTHORIZED FOR INITIAL PLL STOCKAGE

ITEMS CODED RECOVERABLE IN THE THIRD POSITION OF THE SMR CODE ARE NOT AUTHORIZED FOR INITIAL PLL STOCKAGE

ITEMS CODED RECOVERABLE IN THE THIRD POSITION OF THE SMR CODE ARE NOT AUTHORIZED FOR INITIAL PLL STOCKAGE

ITEMS CODED RECOVERABLE IN THE THIRD POSITION OF THE SMR CODE ARE NOT AUTHORIZED FOR INITIAL PLL STOCKAGE

ITEMS CODED RECOVERABLE IN THE THIRD POSITION OF THE SMR CODE ARE NOT AUTHORIZED FOR INITIAL PLL STOCKAGE

ITEMS CODED RECOVERABLE IN THE THIRD POSITION OF THE SMR CODE ARE NOT AUTHORIZED FOR INITIAL PLL STOCKAGE

ITEMS CODED RECOVERABLE IN THE THIRD POSITION OF THE SMR CODE ARE NOT AUTHORIZED FOR INITIAL PLL STOCKAGE

ITEMS CODED RECOVERABLE IN THE THIRD POSITION OF THE SMR CODE ARE NOT AUTHORIZED FOR INITIAL PLL STOCKAGE

ITEMS CODED RECOVERABLE IN THE THIRD POSITION OF THE SMR CODE ARE NOT AUTHORIZED FOR INITIAL PLL STOCKAGE

ITEMS CODED RECOVERABLE IN THE THIRD POSITION OF THE SMR CODE ARE NOT AUTHORIZED FOR INITIAL PLL STOCKAGE

ITEMS CODED RECOVERABLE IN THE THIRD POSITION OF THE SMR CODE ARE NOT AUTHORIZED FOR INITIAL PLL STOCKAGE

ITEMS CODED RECOVERABLE IN THE THIRD POSITION OF THE SMR CODE ARE NOT AUTHORIZED FOR INITIAL PLL STOCKAGE

ITEMS CODED RECOVERABLE IN THE THIRD POSITION OF THE SMR CODE ARE NOT AUTHORIZED FOR INITIAL PLL STOCKAGE

ITEMS CODED RECOVERABLE IN THE THIRD POSITION OF THE SMR CODE ARE NOT AUTHORIZED FOR INITIAL PLL STOCKAGE



OTHER ITEMS
THAT ARE NOT
OK'D FOR PLL
STOCKAGE ARE
THINGS LIKE
THESE...

ALSO NOT PLL...

Welding rod, friction tape, steel wool, sandpaper, cleaning rags, and similar maintenance related items

that are not listed in your equipment repair parts manuals.



YOU GET THESE
THINGS AS NEEDED
BY YOUR SHOP, AND
STOCK 'EM AS AUTHORIZED
BY YOUR LOCAL
SUPPLY **SOP**.

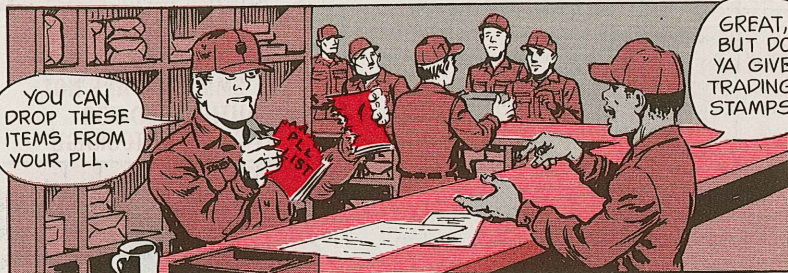
QSS NIX PLL

ITEMS
YOU GET
THROUGH
QSS...



... ARE
NOT ON YOUR
PLL!

If you get to a QSS (Quick Supply Store), your DSU will provide over-the-counter issue of repair parts and other organizational maintenance supplies you're authorized. The store stocks demand-supported items which cost under five bucks and have a high annual usage rate.



GREAT,
BUT DO
YA GIVE
TRADING
STAMPS?

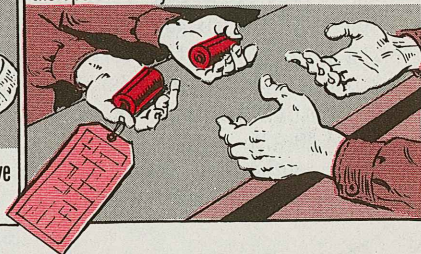
YOU CAN
DROP THESE
ITEMS FROM
YOUR PLL.

IT WORKS LIKE SO: Your DSU will give you a list covering items in its QSS stocks. The list is



updated quarterly. You'll also get a form to serve as your shopping list.

When you need an item, you simply fill in the quantity required and UIC on the want list. Hand carry the request to the QSS and you'll get on-the-spot delivery.



YOUR **DSU**
PROVIDES **QSS**
ITEMS AS
NEEDED...



... AND
ON A
FREE-ISSUE
BASIS!

To shop the QSS, of course, you need a DA Form 1687, Notice of Delegation of Authority—Receipt for Supplies.

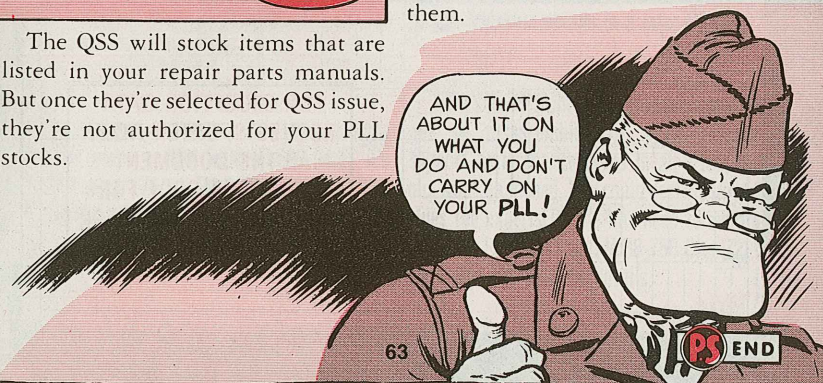
YOUR NAME
MUST BE ON
THIS FORM

NOTICE OF DELEGATION OF AUTHORITY—RECEIPT FOR SUPPLIES			
For use of this form, see AR 711-16, the proponent's manual.		For use of this form, see AR 711-16, the proponent's manual.	
ORGANIZATION		AUTHORIZED REPRESENTATIVE(S)	
1-651 ARMOR		FY KNOX, KY	
LAST NAME—FIRST NAME—MIDDLE INITIAL	SVC NO/ISSN	REC	REC
Curless, Todd C.	315-26-0009	X	Curless
AUTHORIZATION BY RESPONSIBLE SUPPLY OFFICER OR ACCOUNTABLE OFFICER			
DA 1687			

The QSS will stock items that are listed in your repair parts manuals. But once they're selected for QSS issue, they're not authorized for your PLL stocks.

Your DSU publishes a list of items carried by the QSS. Most people use preprinted DA Form 2765 for QSS items. All you do is fill in the quantity block and UIC. QSS returns the card with the item, so you can use the same card over and over. However, Change 3 to AR 710-2, due out soon, plans a heap of changes, so keep an eye out for policy changes.

You ask for QSS items as they're needed by your shop, but since you're not authorized to stock 'em, you don't have to keep record of demand info on them.



AND THAT'S
ABOUT IT ON
WHAT YOU
DO AND DON'T
CARRY ON
YOUR **PLL**!

CURING EXCEPTION -DATA ALLERGIES

Seems like some PLL types are allergic to exception-data supply requests. Every time they send in an exception-data request, it returns like a homing pigeon . . . rejected.

O'course you only use exception data when there's no NSN available and you have to order by part or manufacturer's number or to get a non-PLL item.

Sound familiar to you?

Sure, you give your request forms more attention than the centerfold of your favorite magazine. Those part numbers and document numbers are checked closer than a pass to the gold vault at Fort Knox . . . and still your requests come back rejected.

So, maybe you're overlooking a simple explanation. What Document Identifier Code (DIC) are you using?

Exception-data requests must be submitted under DIC AO5 or AOE when your system requires DIC's. Your regular code, AOA, just won't make it with exception data.

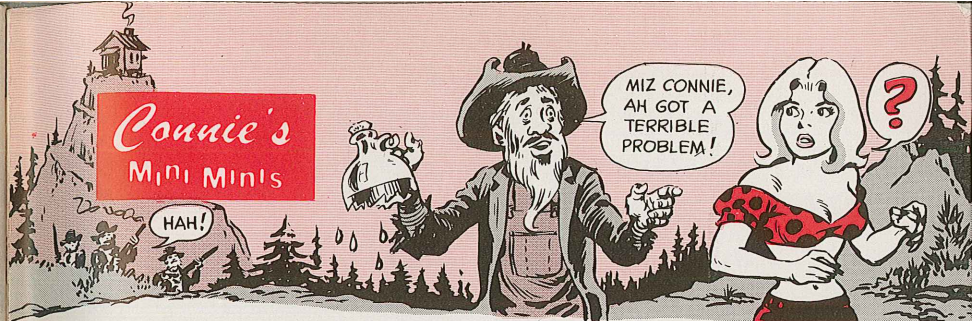
Special DIC's like AO5 and AOE work like red flags. They hollar "whoa" so your support people know to give those requests special handling.

DIC AO5 is used by non-CONUS units for exception-data requests. AOE is the CONUS units' exception-data DIC.

So, try again with DIC AO5, if you're outside CONUS, or AOE, inside CONUS.

THOSE DIC'S ARE GREAT MEDICINE FOR EXCEPTION -DATA ALLERGIES!

FOR EXCEPTION DATA REQUESTS, ENTER AOE, AS THE DOCUMENT IDENTIFIER CODE FOR CONUS UNITS, AO5 FOR NON-CONUS UNITS.



Go First-Class

First-class is the way to go—when mailing your quarterly DA Form 2406 Material Readiness Report.

DA Message DALO-SMM-F 041915Z (Jun 75) says change the word "airmail" to "first-class mail" on page 3-18, para 3-6d(1)a of TM 38-750.

Make sure you put the RDD (Required Delivery Date) on the envelope to get it to USAMMC on time.

TOW Battery Replacement

TOW missile system BB-287 battery assembly sections no longer are replaced in the field. The two 50-volt sections (NSN 6140-00-454-8266) and the 24-volt section (NSN 6140-00-455-9383) now get replaced by depot. Your support has to turn in the whole BB-287 (battery sections installed) to depot. Reasons: safety, since the sections are never fully discharged, and more batteries can be reclaimed with depot repair facilities. The words in TB 43-0001-26-4 (30 Jun 75).

2½-Ton Multifuel Switch

The accessory switch for your 2½-ton multifuel truck is NSN 5930-00-699-9438. It's listed on page 174 of TM 9-2320-209-20P (Oct 72), but the "Usable On" code that says it's for gasoline engines only is wrong. It's for all 2½-ton trucks.

Water Pump Belts

Use NSN 3030-00-722-2095 to get the water pump belt for your M123A1C or -E2 diesel 10-ton truck. The info was left out of the -P manuals.

M561 Fuel Screen

Don't strain your eyes looking for the fuel tank filler neck strainer in TM 9-2320-242-20P (Sep 70); it's not there. You can get it with NSN 2910-00-752-9138. It's the same one that's listed in TM 9-2320-209-20P (Oct 72), p. 69. It'll be in an upcoming revision of TM 9-2320-242-20P.

Rear Differential Bracket

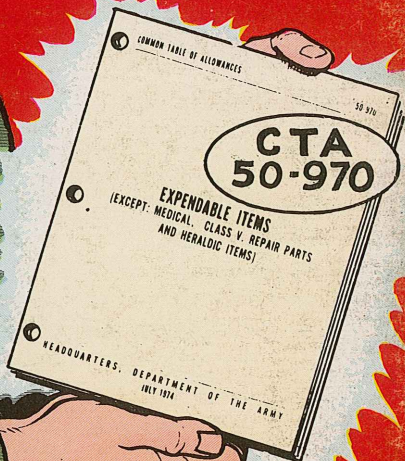
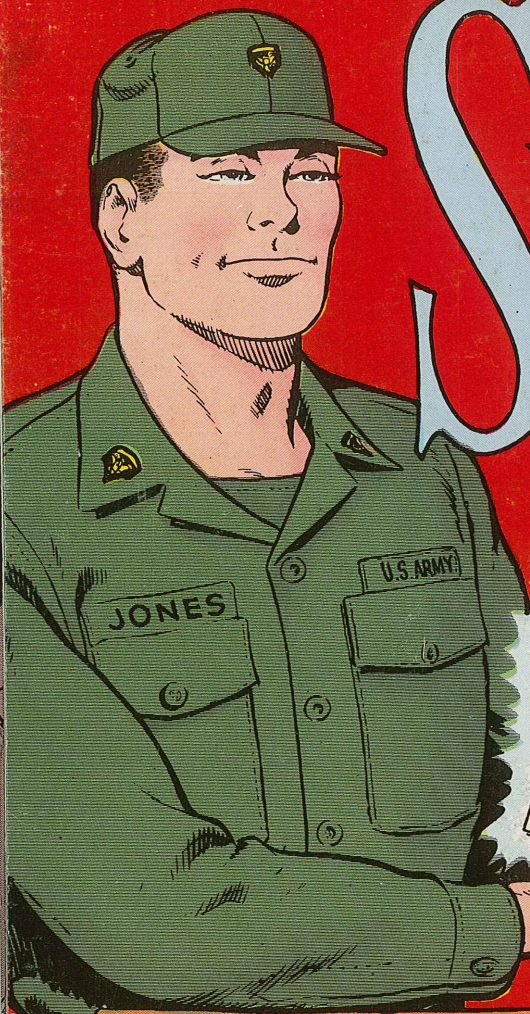
Is your M151A2's rear differential mounting bracket cracking on vehicles produced under Contract No. DAAE 07-71-C-0103? If so, you can get a one-time free bracket kit. The word went out to all major commands in TACOM Msg. AMSTA-FJTJ 291910 Z Jul 75. It tells you how to get your kit by exception-data supply request. Watch for more details in a later PS Magazine.

Let Experts Do It

EIR exhibits from damaged equipment should not be disassembled by organizational or support maintenance types in an effort to find out what happened. You could destroy important clues the experts up the line need to isolate the problem. Para 3-17 of TM 38-750 (Nov 72) with Ch 1 (Apr 74) has the details.

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

THE STATUS SYMBOL OF SUCCESS



NEED ONE?

- ORDER IT ON DA FORM 17 FROM THE PUBS CENTER AT BALTIMORE.
- GET ON AUTOMATIC DISTRIBUTION BY FILLING IN BLOCK 525, DA FORM 12-9A.