

Issue 445

PS

December 1989

TB 43-PS-445

THE PREVENTIVE MAINTENANCE MONTHLY

THE ANNUAL INDEX ISSUES ARE ON BOARD. JUST DROP THE SMART AWARDEES LIST INTO EACH BOOK AS YOU DELIVER THEM!

GREAT! I'M CHECKING THE LIST TWICE AND THEN I'LL BE ON MY WAY!



ANTENNA SAFETY

TM 11-5985-357-13 (Aug 78) with Changes 1-3 covers the OE-254 antenna group. The RC-292 antenna group is covered by TM 11-5820-348-15 (May 66) with Changes 2-6.

✓ Always wear safety goggles, NSN 4240-00-052-3776, helmet and gloves when erecting these antennas.

✓ Put tip caps, NSN 5985-00-930-7223, on all elements. Keep the caps in place by wrapping the tips with electrical insulation tape, NSN 5970-00-816-6056.

In a pinch, you can tape other items, such as tennis balls or rubber tubing, onto the antenna elements.

If antenna tips are not used, be sure to warn personnel that exposed elements are in the area.

ACCIDENTS
AROUND ANTENNAS
KILL SOLDIERS!

FOLLOW THE
PROCEDURES IN
YOUR TM TO
PREVENT
ACCIDENTS!

✓ Never erect any antenna beyond its maximum site height listed in the TM.

✓ Never use any substitute items, such as camouflage poles, for the antenna parts.

Also, don't put on the elements if communication is not needed.

Check out TB 43-0129 and CECOM SOU MSG AMSEL-SF-SEC 031800Z

Feb 89 for other safety measures when putting up antennas.

Add tip cap ...

... then tape



PS THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-445, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all soldiers assigned to combat and combat support units and all soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user.

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

MSG Half-Mast
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Lexington, KY 40511-5101

By Order of the Secretary of the Army:

CARL E. VUONO
General, United States Army
Chief of Staff

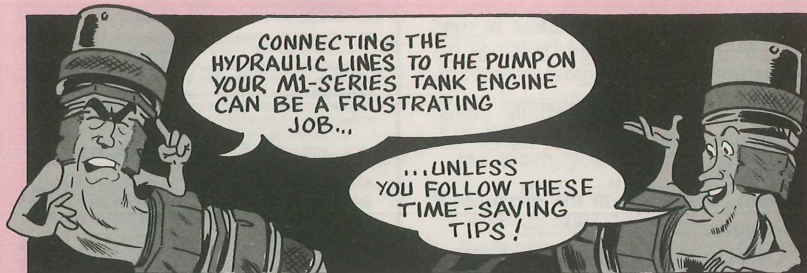
Official:

WILLIAM J. MEEHAN II
Brigadier General, United States Army
The Adjutant General

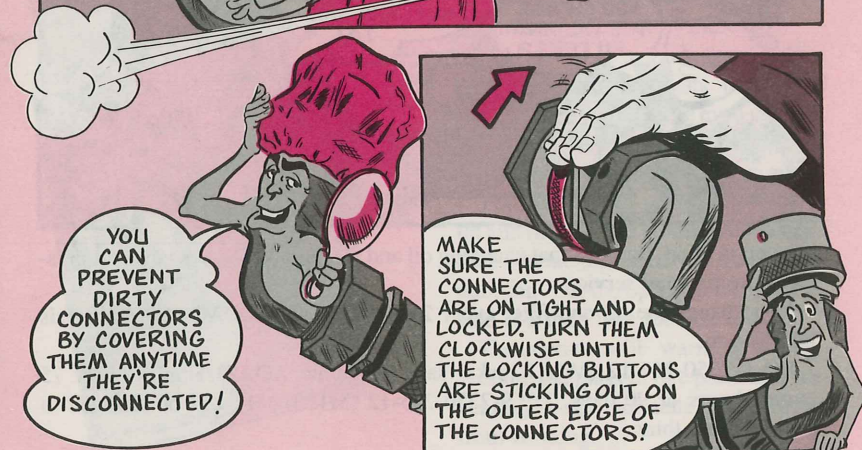
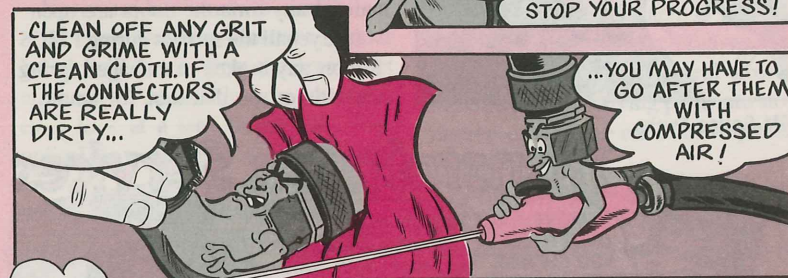
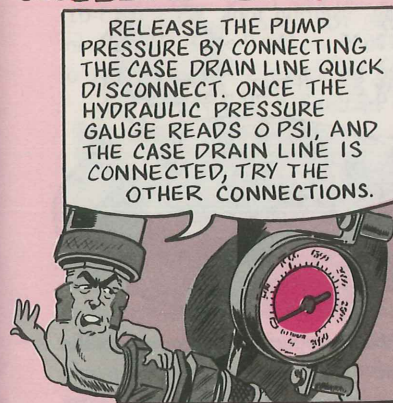
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HYDRAULIC HOOK-UP



MADE EASIER

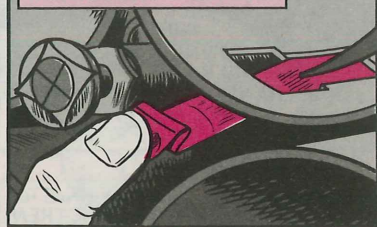


Flat Spring Replacement

The only thing holding a 105-MM round in your tank's ammo rack is a flat spring that can break or bend. Here's how to keep the rounds where they belong.

* Replace any broken or sprung flat spring with the latest spring, NSN 5360-01-201-8070. You'll need the

Spring broken? Replace with NSN 5360-01-201-8070



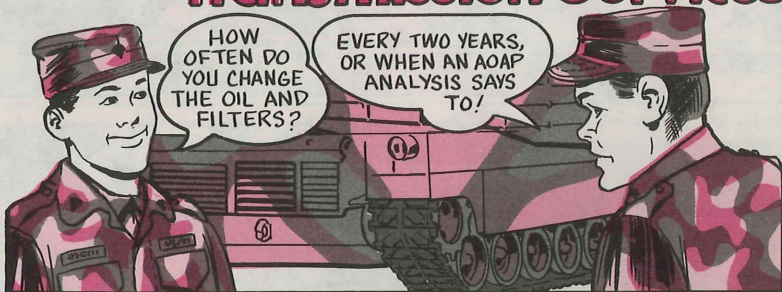
spring insertion tool, NSN 1015-01-258-7636, to do the job. Details are found on Pages 5-140 and 5-141 of TM 9-2350-255-20-2-3.

* Never operate the tank with the ammo doors open, except when you loaders are doing your thing. Be extra careful any time the doors are open.

* Eyeball the springs during PMCS. Report any broken or damaged spring, and do not use that tube for ammo.

M1-Series Tanks...

Transmission Services



Keep in mind, tankers, that changing oil and filters in M1-series tank transmissions are biennial services.

You change the oil and filter every 2 years, or when an AOAP oil analysis tells you to.

LO 9-2350-264-12 (M1A1 tanks) says you draw AOAP samples every 75 engine hours or 90 days. LO 9-2350-255-12 (M1, IPM1) will be changed to say the same thing.

Cold Lens Cleaning, Warming



Fire control instruments have moisture problems year-round. In summer it means more purging and charging. In winter, though, it means special care and cleaning.

Never use hot breath to clean a lens in freezing weather. Moisture in your breath will fog or frost the lens. Fact is, turn your head sideways when you even look at a lens in the cold. Use optical lens cleaning solution, NSN

6850-00-392-9751, and lens paper, NSN 6640-00-663-0832, for cleaning instead.

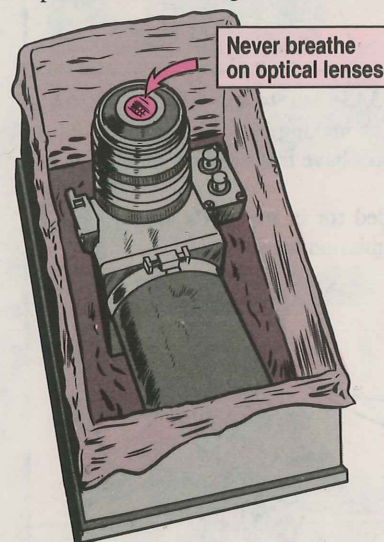
Check your instrument's lube instructions for the right cold-weather lubricant. Oil that pours real slow in the cold can put moving parts into slow motion or stop the motion completely in extreme cold.

Another situation you want to avoid with optical lenses is sudden temperature change—as in when you take instruments inside out of the cold.

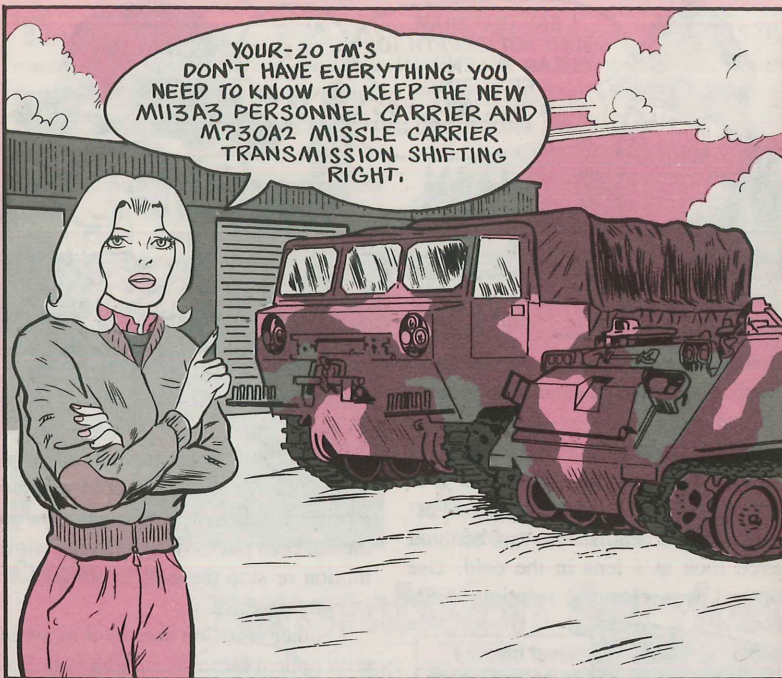
Cold optics in a warm room collect condensation. This rusts parts. It'll frost up a lens and maybe even crack it. You can avoid that damage, though, by boxing optics outside before you go in.

You can use a box with a tight-fitting lid and lined with a continuous piece of heat-conducting material like aluminum foil. Put the optics in the box outside and then take the box inside.

The optics will warm gradually, keeping the glass in one piece and preventing large amounts of moisture from forming.



Adjusting Transmission Shifts



For example, TM 9-2350-277-20-1 (M113A3) and 9-1450-300-20 (M730A2) don't completely explain the procedures for making shift adjustments. Also, some early model X200-4 transmissions don't have the attaching elbow needed to make pressure gage readings.

In addition, the speedometer checks called for in the TM's aren't accurate enough to be used during operational transmission tests.

THE RIGHT INFO ON THESE TRANSMISSION PROBLEMS IS AVAILABLE IN TB 43-0001-39-2 (APR 88), PAGES 2-50 THROUGH 2-62, OR FROM YOUR LOCAL TACOM LOGISTIC ASSISTANCE REPRESENTATIVE.



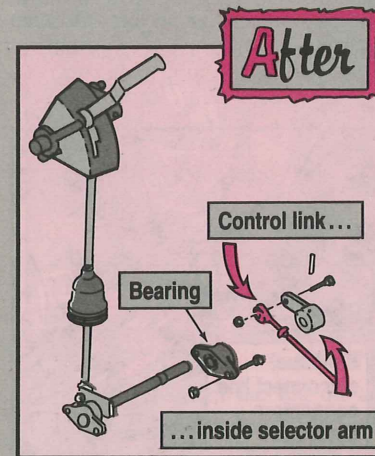
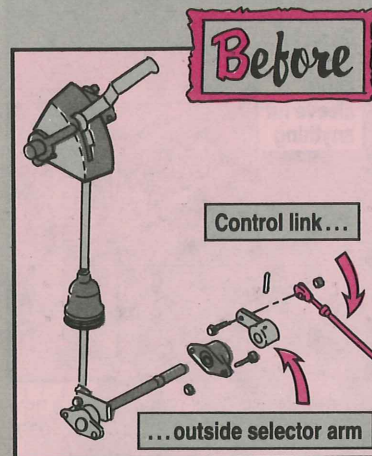
Can't Get it in Reverse



Hold on, mechanics! If you put the selector control link together as shown on Page 22-35 of TM 9-2350-247-20 and on Page 2-260 of TM 9-1450-585-20, your favorite driver will be in for a surprise. The shift lever can get caught up while shifting in reverse.

Here's how to fix the problem:

- ✌️ Remove the nut and screw from the range selector control link and gear selector arm.
- ✌️ Move the range selector control link between the bearing and gear selector arm.
- ✌️ Put in the screw with the head facing toward the bearing.
- ✌️ Tighten the nut down on the screw.



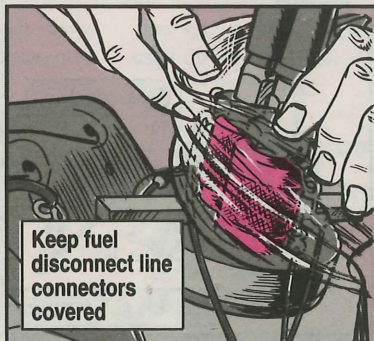
For Great clouds of Smoke

HOW COME OUR SMOKE GENERATOR'S NOT WORKING?

TO KEEP YOUR M157 SMOKE GENERATOR PUFFING AWAY, FOLLOW THESE TIPS:

When the M157's mounted on an M1059, the tracks throw mud on the quick-disconnect lines to the fuel cans for both generators. It's not long before the line connectors are coated with mud. That makes it hard to remove the connectors to change fuel cans. Dirt gets in the fuel and plugs up the fuel pump, too.

Protect the connectors by keeping them covered. Get hold of a 1/4-ton truck's transmission gearshift boot and slide it over the connectors. Or wrap plastic around the connectors and secure the plastic with wires, ties, or twine.



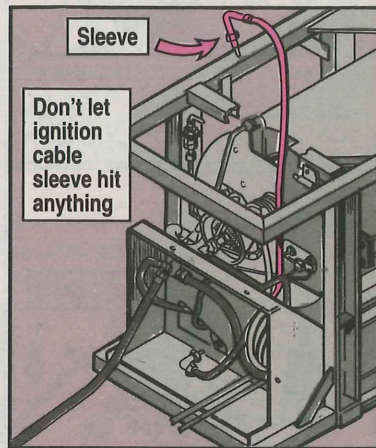
Keep fuel disconnect line connectors covered



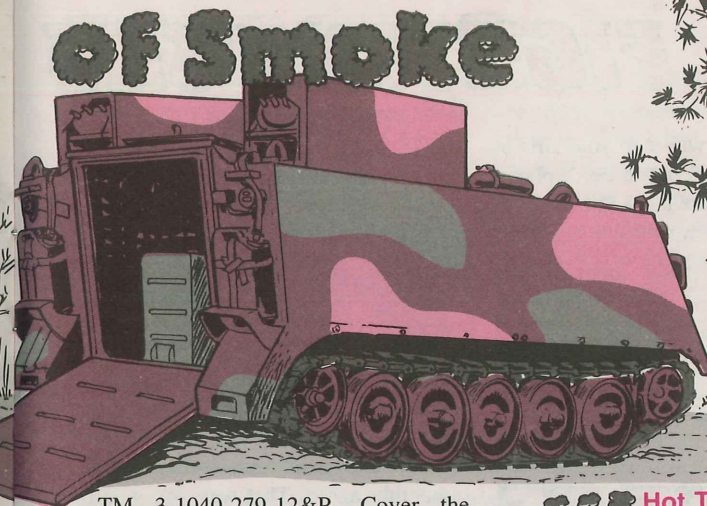
I DIDN'T REALIZE HOW IMPORTANT PM IS.

Ignition Cable

When you disconnect the ignition cable from the igniter, don't let the cable flip and hit something. That can crack the fragile ignition sleeve and create an electrical hazard.



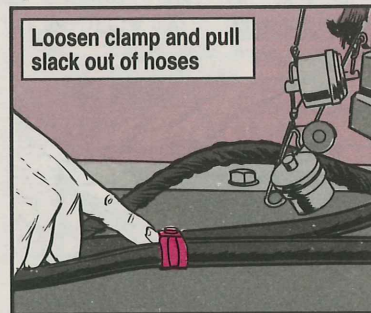
If the sleeve does crack, order a new one with NSN 2920-00-517-9027. Make a note until the NSN's added to



TM 3-1040-279-12&P. Cover the sleeve's crack with electrical tape and keep using the sleeve until the new one arrives. The cracked sleeve won't hurt the M157's performance.

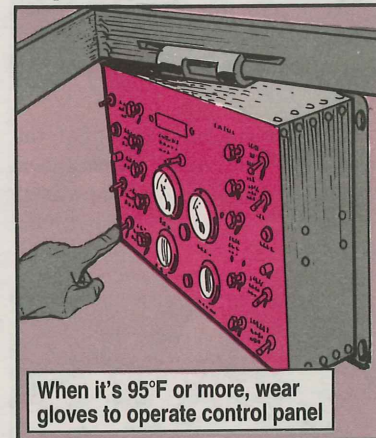
Slack Hoses

Keep slack out of the fuel and air hoses that run to the generators on the M1059. Slack hoses hang down and get chopped by the troop hatch. If hoses are hanging, loosen the clamps and slide the hoses to the rear to take up the slack.



Hot Tip

If it's hot outside—95° F or more—wear leather gloves to operate the M157 control panel. Otherwise, the hot panel burns you.



Drain Tank

Drain water from the fog oil tank and clean its filter before and after operations.

FIGHTING THE

COLD WAR

Cold weather will stop your rifle or machine gun cold if you don't play it cool with PM. Use these PM weapons to fight the cold war:

► Use RBC (NSN 6850-00-224-6663) to clean and LAW (NSN 9150-00-292-9689) to lube your weapons when temperatures drop below 10°F. LAW does a much better job of withstanding extreme cold than CLP or LSA.



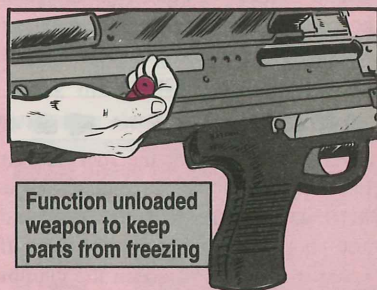
► Prevent condensation from forming inside weapons by keeping them covered when you move from warmth to cold. That lets the weapon cool gradually.



Keep weapons covered when moving from warmth to cold



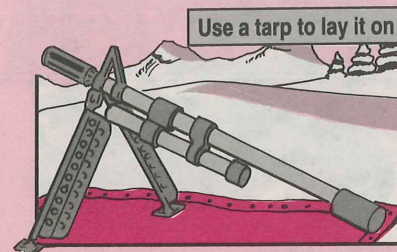
► Operate the weapon by hand every 30 minutes to keep parts from freezing solid. If parts do freeze, move them slowly and gently until they move smoothly again. That way you won't break parts.



► Wipe ammo and the insides of magazines dry before firing. That wipes out moisture that will freeze and jam your weapon.



► Never lay a hot weapon or barrel on the snow. That can cause weapon parts to warp and ice to form when the weapon cools.



► Store weapons in a covered, wind-protected area when you're not using them. If that's not possible, cover them with a tarp or poncho. That at least keeps ice and snow away from the barrel, the sights and moving parts.

► Wait an hour—until a weapon's at room temperature—before cleaning a weapon brought into a heated area from the cold. The weapon will sweat. If you clean and lube the weapon before it quits sweating, the sweat freezes when you take it back outside.

M2 Machine Gun...

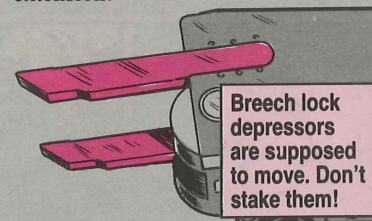
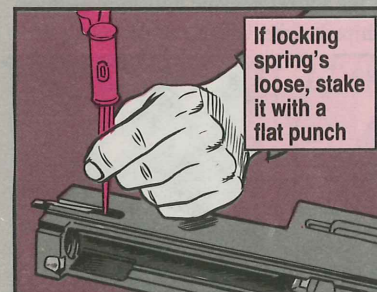
A Stake in Staking

If the barrel locking spring's loose, the M2 loses headspace. Wrong headspace means ruptured cartridges and maybe even injury or death! At least weekly, feel the spring for looseness.

If it's loose, stake it. But use a flat punch, not a center punch. The flat punch will spread the metal and help the spring stay tight.



Don't stake the breech lock depressors, though. They're supposed to be loose so they can move up slightly when they hit the cam in the barrel extension.



NO Kicking Allowed



An anyone who tells you the way to unstick your M60's bolt is to kick the cocking handle is cockeyed. You'd be better off kicking that guy.

All kicking does is break the operating rod, bend the cocking handle, and dent the cocking handle slot.

The bolt usually gets hung up because the bolt locking lugs are stuck in the barrel socket or the operating rod is broken.

Don't lean your M60 forward on the flash suppressor, either, to get better leverage on the cocking handle. All that does is bend the bipod and loosen the flash suppressor and plug the barrel with dirt.

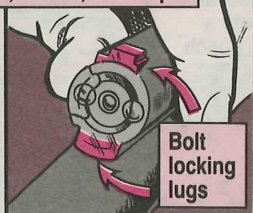
The one and only way to handle a stuck bolt is to call for your armorer. He'll get support to free the bolt.

Help head off stuck bolts by eyeballing the barrel socket, bolt locking lugs, and operating rod for burrs, cracks, and chips before you go to the field.

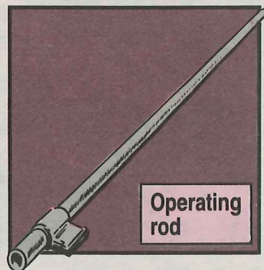
Check these areas for burrs, cracks, and chips:



Barrel socket



Bolt locking lugs



Operating rod



Never lean M60 forward on flash suppressor

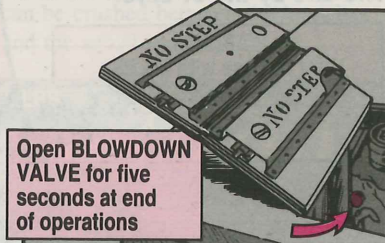
CLEARING THE AIR



Clean air is essential for the Chaparral. Impurities in its air system blind its missiles and cause the air purification unit (APU) and infrared (IR) receiver desiccants to clog and rust.

Help keep air pure by opening the **BLOWDOWN VALVE** in the crew

9-1425-2586-10. If the air in the coolant indicator's not clear and bubbly, replace the APU and IR desiccant cartridges immediately. If you let the desiccants go, the cartridges rust and



Open BLOWDOWN VALVE for five seconds at end of operations



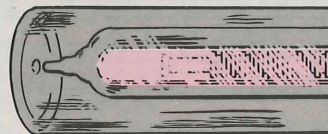
Use bag to handle cartridges

equipment compartment for five seconds at the end of operations. That discharges moist air and impurities.

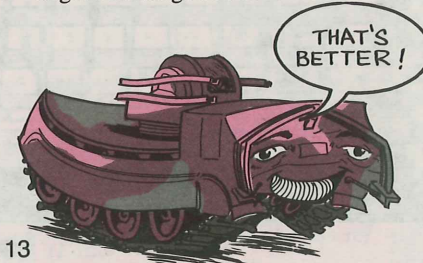
Weekly, do the missile liquified air check that begins on Page 4-51 in TM

can't be removed. The Chaparral has to go to DS.

Keep fingers off the new desiccant cartridges. Grease from your hands will contaminate the cartridge and put impurities in the air system. Use the bag the cartridge comes in to handle it.



If air's not clear and bubbling, replace the APU and IR desiccants



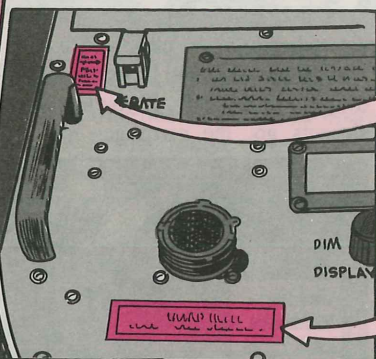
Danger Signs

Dear Editor,

Operators forget—or don't know—that the MGS should not be operated unless it's hooked up to the rest of the TOW system. They also forget the MGS should not be used with TOW MILES.

In both cases, trapped voltage knocks out MGS circuit cards.

We've saved our MGS's with a simple fix. Using the gummed labels available at any Self-Service Supply Center, we put two signs on each of our MGS's—one by the J1 connector, one by the TEST/OPERATE switch.



The sign by the switch says:

Do not operate MGS unless hooked up to rest of TOW system.

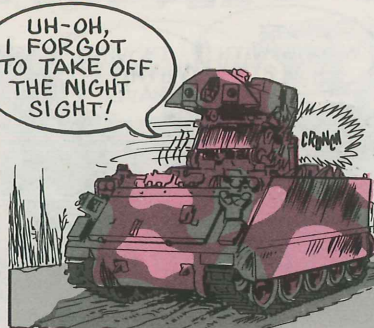
The one by the J1 says:

WARNING:
Do not use with MILES

SGT John Sylko
Ft Carson, CO

(Editor's note: Your suggestion shows signs of being a good one. Thanks.)

Remove Night Scope, Then Rotate



If you M901 gunners use the AN/PVS-4 night vision scope with your M60 machine gun, take off the scope before the launcher's moved.

If you forget, the scope and the M60 can be crushed between the launcher and the squad leader periscope.

MLRS...

Just Tap It



Dear Editor,
The pins that lock on the hydraulic bleed valve caps vibrate out. Then caps pop off and hydraulic fluid spews out. We've found you can keep caps on by taking action during PMCS. Eyeball the pins on all six bleed valves on top of the turret. If the pin is working out, just tap it back in place with your finger.

SP Robert Harper
SP Michael Kelly
Ft Sill, OK



(Editor's note: I take my cap off to your tip. Thanks.)

TIRE CHAIN WRAP-UP

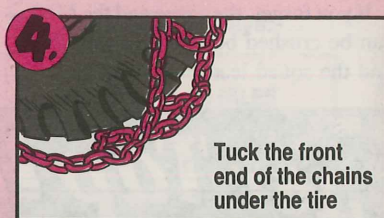
When you're driving on slick and hazardous roads, tire chains are the way to go. They keep you on the straight and narrow—on ice or in snow.

You'll need to take care of your chains, though. Neglected, they can break and wipe out a brake line or tear up the vehicle.



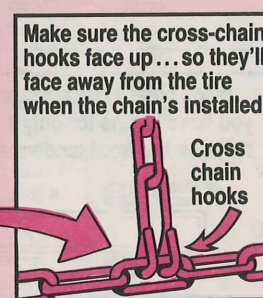
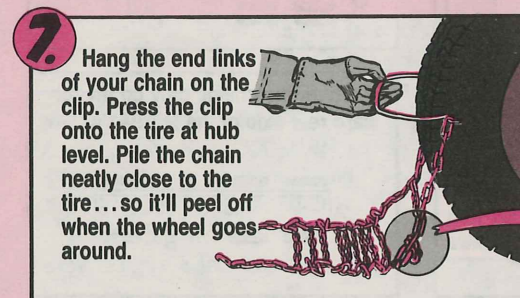
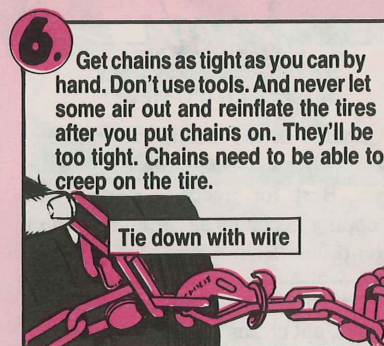
PUTTING 'EM ON

There are several ways to install tire chains. Pick the way that's easiest. One way is spelled out on Page 19-6, FM 21-305, Manual for the Wheeled Vehicle Driver, like so:



You can also lay your chains out in front of your vehicle and drive on the chains. Then fasten the chains. Remember, fasteners to the rear, cross-chains hooks away from the tires.

Some people think there's an easier method—the way FM 21-305 tells you to install chains on a mired vehicle. You let the wheel put the chain on. It's pretty much like the instructions that come with a lot of civilian tire chains—which come with a special clip or applier for hooking one end of your chain to the tire. You can make a clip from some rod or strap metal. Just make sure it's got a little spring to it so it'll grab ahold of the tire.

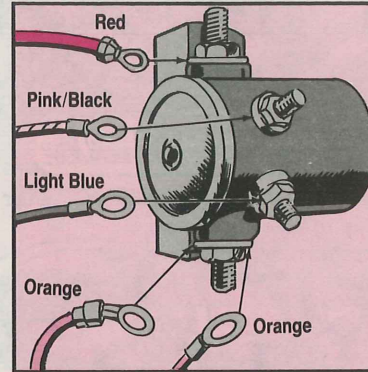


CUCV's...

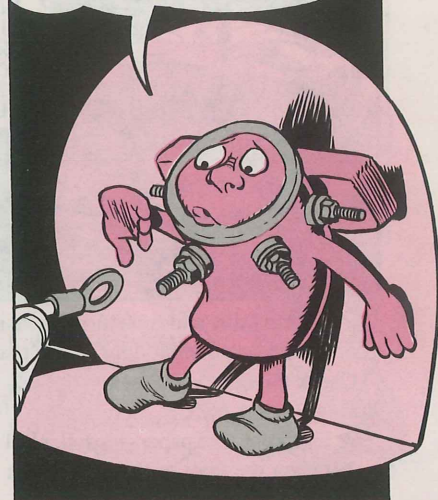
Glow Plug Relay's Different

The replacement glow plug relay, NSN 5945-01-192-8653, is different from the one shown on Page 4-25 of TM 9-2320-289-20 and Figure 40 of TM 9-2320-289-20P.

Here's how to hook it up:



WAIT, DID YOU CHECK WHICH WIRE GOES WHERE?



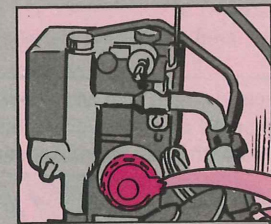
CUCV...

LEAKY FUEL FILTER FIX

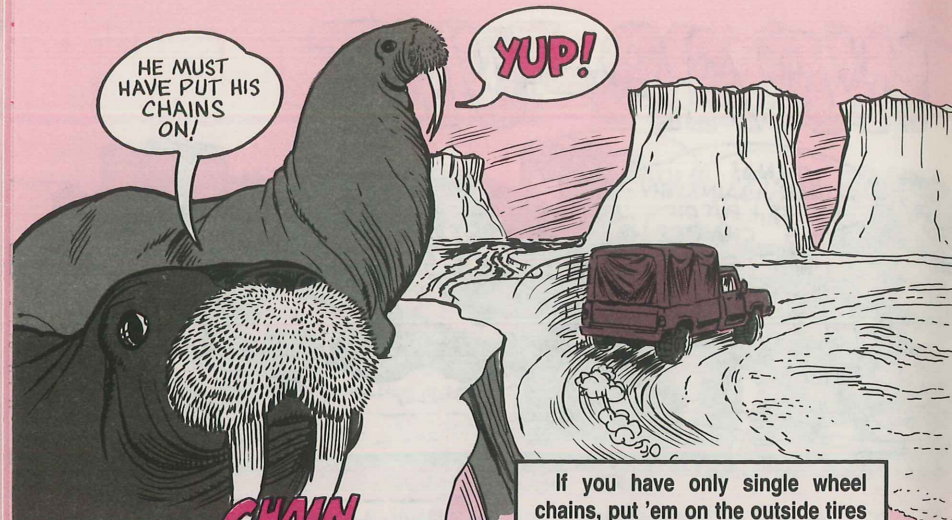
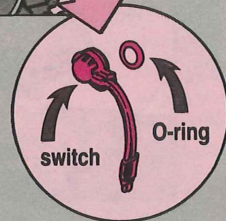
A leaky fuel filter on a CUCV makes a mess and can cause a fire.

Most fuel filters on these trucks leak because the vacuum switch and O-ring fail. Replacing the whole fuel filter is a waste of money. Most times, all the old filter needs is a new vacuum switch, NSN 5930-01-208-6292, and O-ring, NSN 5330-01-213-9966. They're shown as Items 3 and 15 in Fig 18 of TM 9-2320-289-20P.

The O-ring and vacuum switch are easy to replace and it only takes a few minutes.



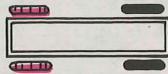
Leaky fuel filter? You may need a new vacuum switch and O-ring



CHAIN POSITIONS

Chains in the wrong places won't do much good—and can cause damage. Best for traction, starting and stopping is chains all around, even on non-driven front wheels.

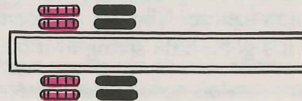
If your vehicle has a non-drive axle, put chains on the drive axle or axles.



If you have only single wheel chains, put 'em on the outside tires on dual-wheel axles.



Trailers don't usually get chains, but you may need them if roads are real slick. Put them on the rear axle if the trailer's got tandem axles.



If you have a tandem drive rig, but you have chains for only 1 axle, put them on the front tandem axle.



Mount the chains only on the forward rear axle of the M939A1's.



Keep HMMWV

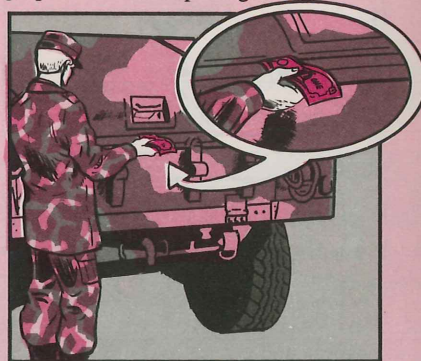


Grit, dust, dirt and moisture get inside your tow carrier if the rubber weather seal on the cargo shell door doesn't snug up to the door opening.

Check the door opening and the seal during weekly PMCS. Here's how:

- Slip a piece of paper—a dollar bill—between the door seal and the door opening.
- Close the door.
- Try to pull the paper out. The seal and the door should fit tight enough to keep the paper from sliding out easy. If it comes out easy, the door's out of alignment. Report it.

Mechanics, here's how you fix it:



1. Use clean cotton rags and P-D-680 dry cleaning solvent, NSN 6850-00-664-5685, to wipe off all grease, grime, and grit around the edge of the door. Use soap and water to clean the rubber seal.

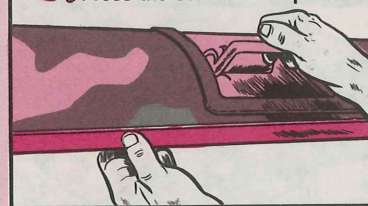


Lips Sealed

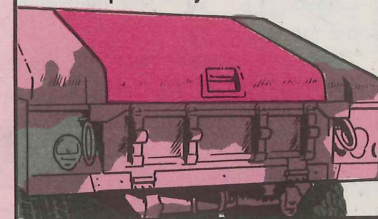
2. Apply sealing compound, NSN 6850-01-159-4844, in the seal channel along the entire length of the seal.



3. Press the seal back in place.



4. Close the cargo door and let the compound dry.



IF THE WEATHER SEAL IS DAMAGED, REPLACE IT WITH NSN 5330-01-195-9083.

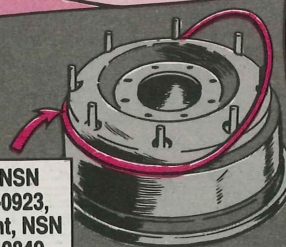


Runflat Slow-Flat Fix

Dear Half-Mast,
The runflat tires on our HMMWV's keep going flat. We've looked the tires over—inside and out—and can't find any holes. What's causing the slow leaks?
SGT B.B.K.

Dear Sergeant B.B.K.,
Sounds like the O-ring between the runflat's inner and outer rim halves is not seating right. Replace O-ring, NSN 5330-01-176-0923, each time you break down a tire. Used O-rings cause leaks.
Make sure the O-ring seats by giving it plenty of lube. The tire lube listed in TM 9-2610-200-24 works, but lubricant, NSN 2640-01-282-2849, works even better on all tires. That NSN gets a 25-lb can.

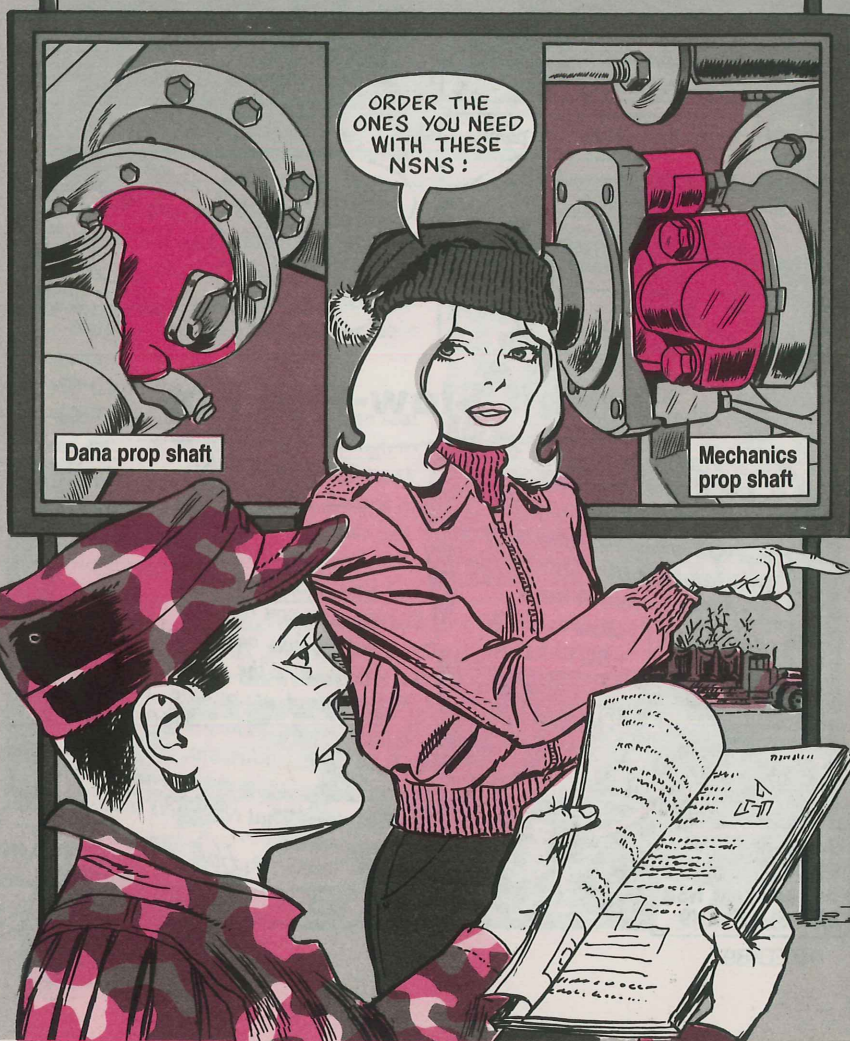
Seal O-ring, NSN 5330-01-176-0923, with lubricant, NSN 2640-01-282-2849



U-JOINT FIXER

Hold one, mechanics, before you replace the prop shafts on one of these 5-tonners. You can repair them with U-joint repair kits and save Uncle Sam some money.

The NSN's for the U-joint kits are not listed in the trucks' -20P TM's, but you can still get the kits. They come in two different styles—Dana and Mechanics.



UPPER

- FRONT WINCH TO PTO
 - DANA - NSN 2520-00-028-3434
 - MECHANICS - NSN 2520-00-999-7808
- PTO TO TRANSFER
 - DANA - NSN 2520-00-388-4197
 - MECHANICS - NSN 2520-00-766-7607
- FRONT AXLE TO TRANSFER
 - DANA - NSN 2520-00-388-4197
 - MECHANICS - NSN 2520-00-766-7607
- TRANSFER TO FORWARD REAR AXLE
 - DANA - NSN 2520-01-082-8619
 - MECHANICS - NSN 2520-01-144-8874
- TRANSFER TO CENTER BEARING
 - DANA - NSN 2520-00-388-4197
 - MECHANICS - NSN 2520-00-766-7607
- CENTER BEARING TO FORWARD REAR AXLE
 - DANA - NSN 2520-01-082-8619
 - MECHANICS - NSN 2520-01-144-8874
- FORWARD REAR AXLE TO REAR AXLE
 - DANA - NSN 2520-00-388-4197
 - MECHANICS - NSN 2520-00-766-7607
- PTO TO HYDRAULIC PUMP
 - (For wreckers only)
 - NSN 2520-00-740-9240
- POWER DIVIDER TO REAR WINCH
 - (For wreckers only)
 - NSN 2520-00-846-2375

If both U-joints on a shaft are bad, order two kits.

Bigger Bumper's Better

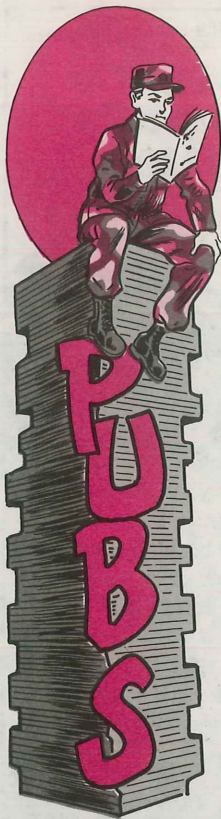
A 2 INCH BUMPER LETS IN COLD AIR.



Next time cold air, water or mud swirls around your feet and legs, eyeball your truck's floorboard.

The 2-in rubber bumpers are too small to cover the floor holes around the brake and clutch pedals. Get a 4-in bumper, NSN 5340-01-143-1274... and keep the cold, water and mud outside... where they belong!





This is a selected list of recent pubs of interest to organizational maintenance personnel. This list was made from a computer print-out provided by the Adjutant General.

- TM 5-3805-261-10** Mar CAT 130G road grader
- TM 5-3820-256-10** Mar Well drilling system rotary, model LP-12
- TM 5-4310-371-24P** Jul 25-CFM air compressor, model 50-6717
- TM 9-1430-397-24P** Aug Battery control central (Pershing II missile system)
- TM 9-1440-600-24P** Aug M901 launching station and power control kit, (Patriot missile system)

Maintenance & Safety-Of-Use Messages

AVSCOM Maintenance Information MSG—UH-1/EH-1 series aircraft, AMSAV-XSOF 072030Z Sep 89.

AVSCOM Maintenance Information MSG—All AH-64A aircraft, AMSAV-XSOF 132000Z Sep 89.

AMCCOM SOU-MSG—Operational, Low Voltage Circuit Tester (LVCT), AMSMC-MA 182200Z Sep 89.

TACOM SOU-MSG-89-67—One-time inspection, M1-tanks, AMSTA-M 301600Z Aug 89.

TACOM SOU-MSG-89-65—Operational, AVLB, AMSTA-M 312300Z Aug 89.

TACOM SOU-MSG-89-69—Technical, M870A1 semitrailer, AMSTA-M 051423Z Sep 89.

TACOM SOU-MSG-89-71—One-time inspection, M1009 CUCV tires, AMSTA-M 081700Z Sep 89.

TACOM SOU-MSG-89-59—Advisory, Technical/Maintenance, CUCV, 121500Z Sep 89.

TACOM SOU-MSG-89-73—Advisory, Technical/Maintenance, M871 semitrailer, AMSTA-M 291200Z Sep 89.

TROSCOM Maintenance Advisory MSG 89-40—3KW, 60HZ, DED generator set in PU-625/G, AMSTR-MES 301630Z Aug 89.

TROSCOM Maint Advisory MSG 89-42—FF-2 automatic opening device for MT1-XX RAM Air Parachute System, AMSTR-MES 071430Z Sep 89.

TROSCOM SOU-MSG-20-89—Advisory, Operational, Low porosity personnel parachutes, AMSTR-MES 131815Z Sep 89.

Your Direct Support or Logistic Assistance Office (LAO) can provide you with more information.

TM 9-1440-1585-24P Aug Chaparral missile system

TM 9-2320-270-20P Aug RPSTL C-HET, M911

TM 9-2590-508-10 Jul Clear land marking system (CLAMS) minefield marking system

TM 9-2590-508-10-HR Jul Clear land marking system (CLAMS)

TM 9-4935-476-23P Jul RPSTL for AH-64A helicopter captive bore-sight harmonization kit

TM 9-4935-559-24P Aug MK-1638/TSM-93 (Dragon) (Land Combat Support System)

TM 9-4935-646-14-2-1 Sep Test equipment (multiple launch rocket system)

TM 10-3510-209-24P May M85 trailer-mounted laundry unit

TM 11-5805-747-20P Apr AN/TTC-39A(V)1 and AN/TTC-39(V)2 central telephone office

TM 11-5805-752-24 May MD-1201/G telephone modem

TM 11-5815-334-20P-2 Apr Radio teletypewriter sets AN/GRC-142D and AN/GRC-142E

TM 11-5820-890-10-HR Oct AN/PRC-119(), AN/VRC-87(), AN/VRC-88(), AN/VRC-89(), AN/VRC-91(), and AN/VRC-92() radio sets

TM 11-5820-950-20P Jul MK-2316/VRC electronic equipment installation kit

TM 11-5820-955-20P Aug MK-2384/VRC electronic equipment installation kit

TM 11-5820-974-20P Jul MK-2375/VRC installation kit

TM 11-5820-978-20P Jul MK-2385/VRC installation kit

TM 11-5820-1036-12 Apr AN/URC-122(V)1 radio set

TM 11-5821-333-20 Jun AN/ARC-201(V) radio set

TM 11-5821-333-20P Jul AN/ARC-201(V) radio set

TM 11-5840-355-10-3 Apr AN/TPQ-37(V)1, 2, 4, 5, 6 radar sets

TM 11-5840-370-12 Feb AN/SPS-64(V)17 radar set

TM 11-5895-1303-24 May RT-1512/G receiver-transmitter

TM 11-5895-1306-24 Jan Manual for ID-2390/G keyboard display unit

TM 11-5895-1307-24 May MD-1204/G digital data modem

TM 11-5895-1322-24 May MX-1819/GRC-215 input-output unit

TM 11-5895-1348-12-1 Apr AN/UYQ-43(V)1 tactical computer processor

TM 11-5895-1348-12-2 Apr AN/UYQ-43(V)1 tactical computer processor

TM 11-5895-1371-12-1 Apr AN/UYQ-43(V)2 tactical computer processor

TM 11-5895-361-13 Apr OE-316()/TSC-99 antenna groups

TM 11-5895-380-13 Apr OE-317A/TSC-99 antenna group

TM 11-6130-445-14 Aug PP-7752/U and PP-7751/U power supply

TM 11-6130-450-14 Apr PP-7756/U and PP-7757/U power supply

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On behalf of the United States Army, I would like to offer a sincere thank you to everyone who has submitted ideas to Project SMART. A special recognition is warranted for those who have had ideas adopted. Their efforts have helped save the Army more than \$131 million since 1982. The individuals listed on the next two pages have had ideas adopted in FY 88 and FY 89 (thru June). A numeral behind a name indicates the number of suggestions adopted. These individuals have saved \$1,880,640.00 in Army resources. For their efforts, SMART recommended they get \$90,315.00 in cash, as well as other forms of official recognition.

If you have an idea that you think will save either time or money, contact your local SMART coordinator, or call the HQDA SMART coordinator, SGM Glen R. Fisher at Autovon 224-8304 or toll free at 1-800-327-8278.

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CONGRATULATIONS!

FROM ALL OF US AT PS!



SMART Awards...

Everyone is a Winner

When a SMART suggestion is adopted, everyone is a winner. Not only does the suggestor earn money, but the unit soldiers profit with better and safer ways to do their daily jobs.

What types of suggestions are put in the SMART program?

Well, no idea is too big or too small for the SMART program. Here're a few samples of approved suggestions:

SUGGESTION: Change the SMR code in the M872 semi-trailer TM to authorize repair on the tarpaulin and to assign an NSN so units can order the tarpaulin separate from the bows.

AWARD RECOMMENDATION:
\$2,500.00

SUGGESTION: Move the air tanks on the M939-series trucks back so there is enough room between the air fitting and the inner fender well.

AWARD RECOMMENDATION:
\$500.00

SUGGESTION: Create a hot-loop on the M3A1 Bradley intercom system which will allow internal wire communications between vehicles when in assembly areas or in defensive positions.

AWARD RECOMMENDATION:
\$250.00

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GOT A SUPPLY OR MAINTENANCE PROBLEM? WRITE ME AT PS! LEXINGTON, KY 40511-5101



All Aircraft...

No Charge

WHAT'S THAT NOISE?
OH, NO!



Here's a word of caution, mechanics and crew chiefs: Before you crawl into the cockpit and switch on the battery for an instrument check, make sure everybody working on the bird knows what you're doing.

Otherwise, you could light up your buddy like a Christmas tree. It's happened before.

Just make a quick walk around the bird, looking carefully underneath, on top and inside all compartments.



Aviation Messages

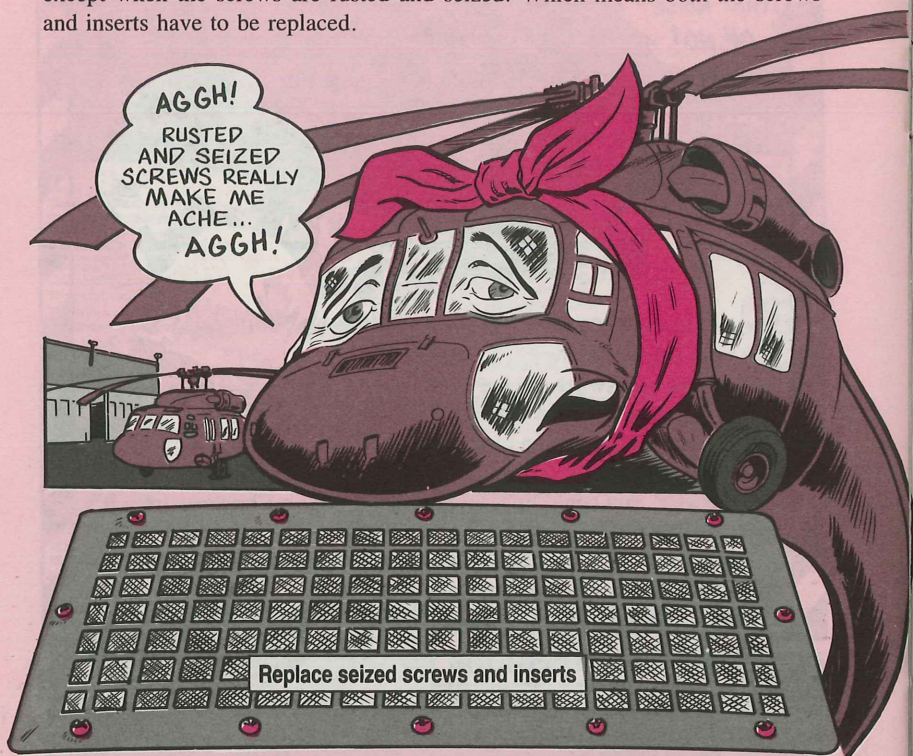
If your unit has not received a message you have an interest in, check with your next higher headquarters.

UH-60-89-07 , SOF, Technical, Right and left hand relay panel, 031800Z Aug 89.	092100Z Aug 89.	H-60 retirement life components, 152202Z Aug 89.
AH-64-89-14 , SOF, Maint Mandatory, Fire extinguishing system, 091700Z Aug 89.	CH-47-89-09 , SOF, Emergency, CH-47D's with transmission oil cooler fan PN 145DS518-4, 102230Z Aug 89.	AH-64-89-16 , SOF, Technical, 30-MM gun, 181830Z Aug 89.
UH-60-89-08 , SOF, Maint Mandatory, Fuel boost pump hose, 091705Z Aug 89.	AH-1-89-MIM-08 , Exhaust gas temperature tester, 111800Z Aug 89.	AH-64-89-17 , SOF, Maint Mandatory, Fire extinguishing system installations, 212132 Aug 89.
OH-58-89-04 , SOF, Maint Mandatory, Casey heater system, 092100Z Aug 89.	AH-64-89-15 , SOF, Operational, Suspension of all 30-MM gun firing, 112130Z Aug 89.	AH-64-89-MIM-08 , Rod end bearings/assemblies, 241800Z Aug 89.
OH-6-89-04 , SOF, Maint Mandatory, Casey heater system,	AH-64-89-MIM-07 , Tail rotor swashplate, 141930Z Aug 89.	AH-64-89-MIM-09 , Tail rotor swashplate PN effectivity, 242000Z Aug 89.
	UH-60-89-09 , SOF, Technical,	CH-47-89-MIM-12 , Periodic information update, 311420Z Aug 89.

CAT 1 EIR Phone:
AUTOVON 693-2066
(24 HOURS)

'Tis the Season to Cover Up

Removing and installing the screen cover on your bird's nose door is a breeze—except when the screws are rusted and seized. Which means both the screws and inserts have to be replaced.

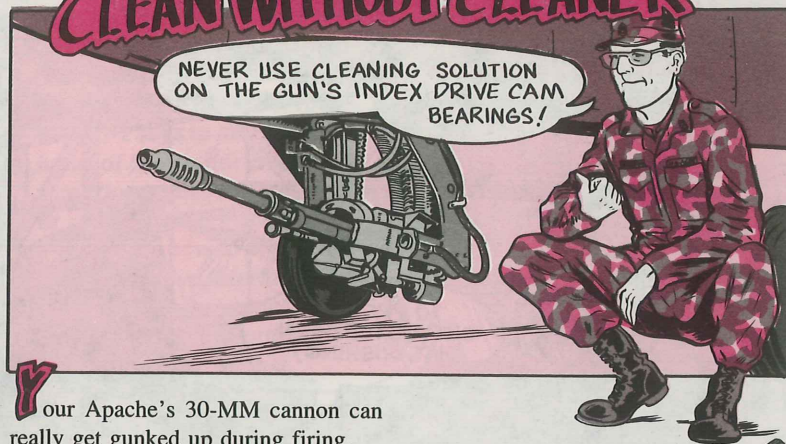


But you can't get to the inserts buried inside the honeycomb panel.

SO HERE'S WHAT YOU DO:

1. Drill $\frac{1}{16}$ -in holes around each bad screw until you can remove the screw and insert with needle-nose pliers.
2. Insert a new threaded insert, NSN 5340-01-150-7836, into the hole and use adhesive, NSN 8040-01-163-3481, to fill in the rest of the hole.
3. Let the adhesive harden before you attach the screen and cover with new screws, NSN 5305-00-866-0937.

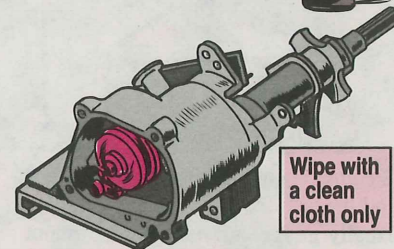
CLEAN WITHOUT CLEANER



Your Apache's 30-MM cannon can really get gunked up during firing.

Clean the index drive cam assembly by wiping it with a clean rag only. Never use a cleaning solution on the cam assembly.

Cleaning solution dries out the cam output bearings and causes cam failure.



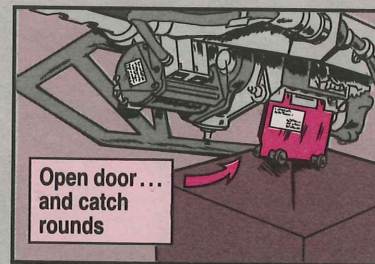
Prevent Dummy Ammo Failures

Don't cycle dummy ammo rounds through your Apache's 30-MM gun when you download unless it's necessary for checking out other parts of the system.

You can damage the ammo when the ammo is extracted from the breech. The aluminum casing just wears out and the casing lip is pulled off by the extractor. When that happens, you get a jammed gun.

When you download, open the transfer housing door and catch the dummy rounds in a suitable container before they reach the receiver.

That'll prevent damage to the ammo and the gun.



Score a Hat Trick

REMOVING THE HAT BUSHING FROM YOUR BIRD'S AFT ENGINE MOUNT IS NO EASY TRICK!

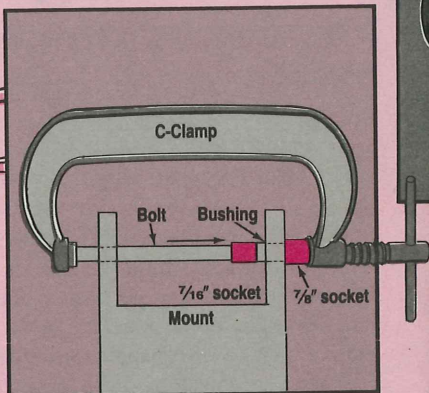
WHAT'S THE C-CLAMP FOR?

TO PRESS OUT A STUBBORN HAT BUSHING!

Some mechanics grab a screwdriver and try to force the bushing. But they usually gouge and damage the mount before they get the bushing out.

That's the hard way—and the wrong way.

An easier and better way to remove the bushing is to use a C-clamp and a pair of sockets to pry the bushing out, like so:



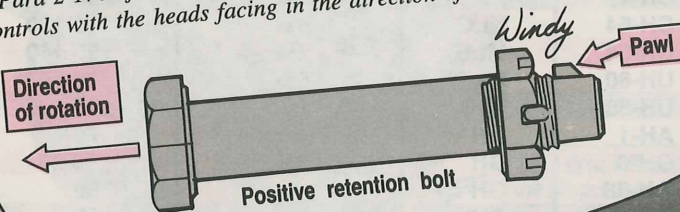
Just tighten the clamp to push the bushing out into the 7/8-in socket.

Positive Payoff

Dear Windy,
 Para 5-158b of TM 55-1520-227-23-2 says to face the bolt head of the upper positive retention bolt in the direction of rotation. But Para 5-158e doesn't say how to install the center positive retention bolt. Does it matter which way the center bolt is put in?
 SGT W.R.H.

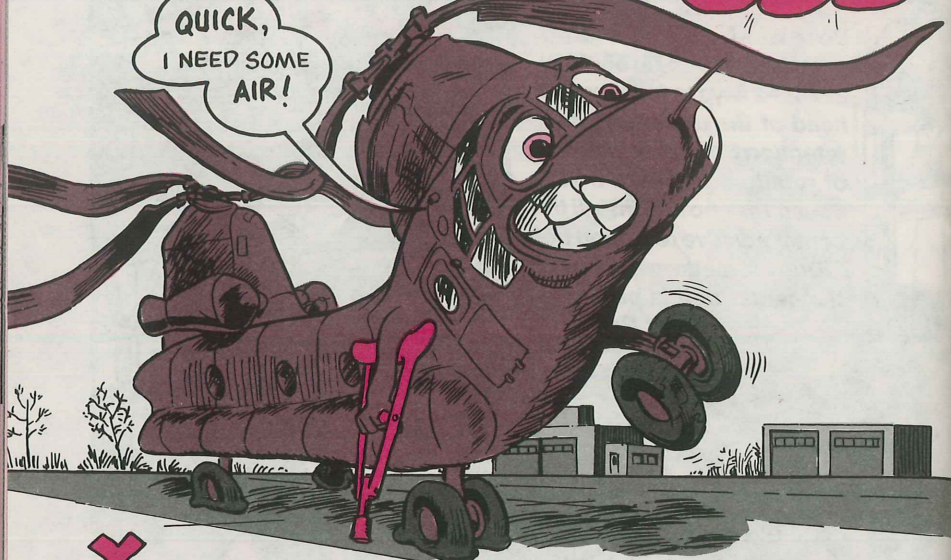
YES, IT REALLY DOES MATTER!

Dear Sergeant W.R.H.,
 Yes, it does matter. Install the center positive retention bolt with the head facing the direction of rotation. Unless your bird's TM's specifically say otherwise, install positive retention bolts using the same general rules that apply to other bolts. Para 2-17e of TM 55-1500-204-2511 says to install bolts on rotating controls with the heads facing in the direction of rotation when possible.



JOB

QUICK,
I NEED SOME
AIR!



You've got to use the right amount of pressure if you want your bird's tires to get the job done.

You've also got to be able to recognize when the tires are worn out or cut beyond limits so you can replace 'em before it's too late.

Here's a handy tire chart for all rotary wing models, including those with landing gear and those with skids that use ground handling wheels.

AIRCRAFT	POSITION	CUT LIMIT (Inch)	PRESSURE (PSI)
AH-64	MLG	3/32	100-110*
AH-64	TLG	3/32	95*
CH-47	All	3/32	88
CH-54	NLG	3/32	115-120
CH-54	MLG	3/32	135-140
UH-60	MLG	4/32	130-140*
UH-60	TLG	3/32	115-125*
AH-1	GH	3/32	70
OH-6	GH	3/32	80-90
OH-58	GH	3/32	90
UH-1	GH	3/32	50

*Use regulated nitrogen pressure source

PRESSURE

Always gage tire pressure when the tire's cool or you won't get a true reading. This is because pressure varies with temperature. Use tire pressure gage, NSN 4910-00-204-3170.

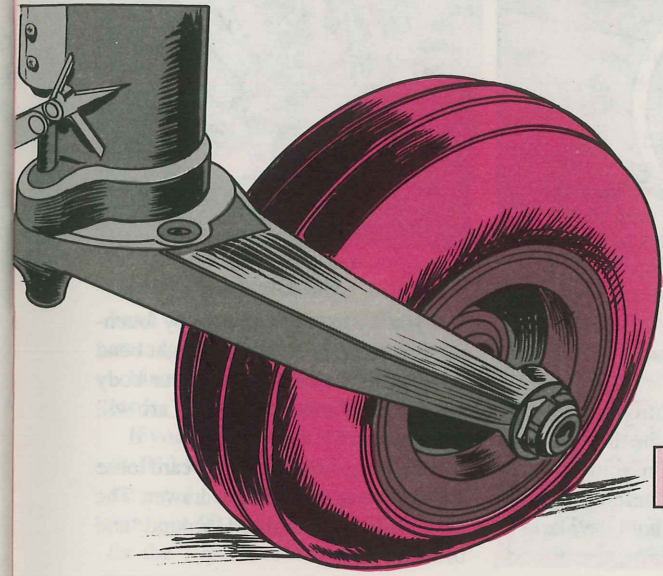
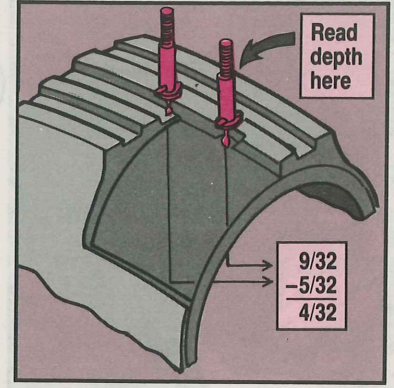
If you find a tire that's low on pressure, use remote control tire inflator assembly, NSN 6685-00-124-4336, to inflate.

Use depth gage, NSN 5210-00-357-5951, for measuring the depth of cuts.

First measure the depth of the remaining tread. Then measure the depth of the cut. Subtract the depth of the remaining tread from the depth of the cut.

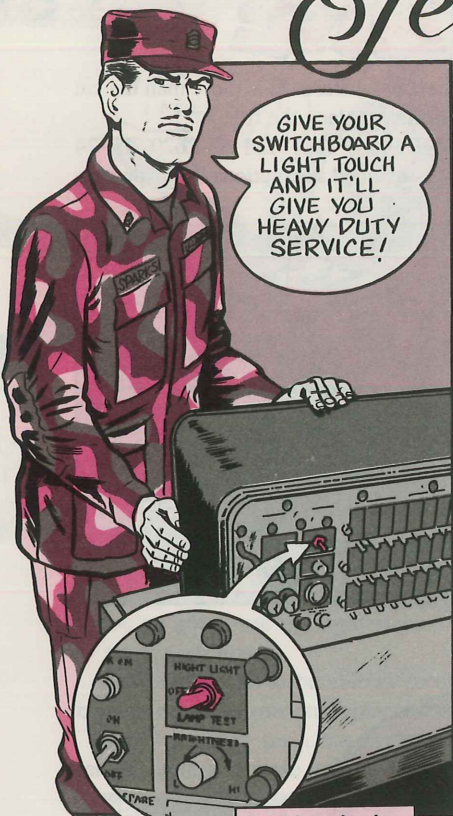
If the difference is more than the cut limits, replace the tire.

Table 3-1 of TM 55-2620-200-24 has detailed instructions for inspecting aircraft tires.

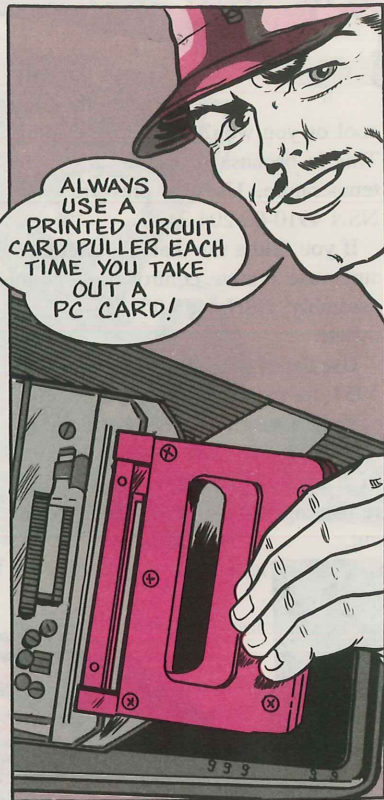


Keep tires inflated to the proper pressure

Sender Care



GIVE YOUR SWITCHBOARD A LIGHT TOUCH AND IT'LL GIVE YOU HEAVY DUTY SERVICE!



ALWAYS USE A PRINTED CIRCUIT CARD PULLER EACH TIME YOU TAKE OUT A PC CARD!

Hold from back of base to tighten

Focus in on the night alarm when it's loose. You'll twist the wire in two if you tighten the alarm on the front panel.

Instead, open the front panel and hold the base from the back as you tighten the alarm. On some switchboards, the alarm key base won't catch on the front panel to hold the alarm in place.

PC Cards

If you try to replace a card by touching it with your hand, you might bend the pins in the back. Also, your body chemicals or a static electrical arc will damage the PC card circuitry.

Never leave an unused PC card loose on your equipment or in a drawer. The card will get knocked around and broken.

Makes 'em TOUGH



KEEP PRINTED CIRCUIT CARDS IN THE CASE UNTIL YOU NEED THEM!

It's best to use a Type I card with a TA-1 or -312.

You can use a TA-312 in the DTMF mode with the Type II card only when



Use TA-312 with TA-955 for switchboard hookup

the TA-955 tone-signalling adapter is attached to the telephone set. Set the telephone selector switch to the CB position. Make sure the generator crank is covered so you won't accidentally ring it.

Besides the TA-312 with a TA-955, you can use the TA-838 telephone set in the 2W/CB setting and in the DTMF mode. Also, you can use the TA-236 telephone in the DP mode.

Keep the card in the MK-1823 maintenance kit until you need it.

It makes sense to keep faulty cards in the kit, too. This will keep them from additional damage before you head 'em back for repair. Put ID tag on a faulty card.

Since there are Type I and II PC cards, be sure you don't mix 'em.

If you use a Type II card with a TA-1 or -312 telephone set, the card will get damaged. The telephone ring generator puts out 90 volts which is too much for the Type II card to take.

Here are some **DON'T S** to keep your SB-3614 ready to communicate—

- DON'T** wire Type II cards together for loop-back tests.
- DON'T** use Type II cards to wire two switchboards together.
- DON'T** connect Type I cards to Type II cards.
- DON'T** connect commercial dial central offices or long local to the Type II card.

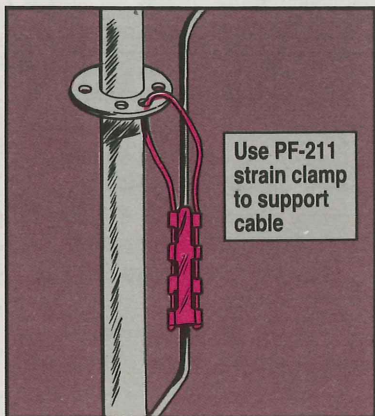
'STRONGER CABLE IS' PLUS'



After continuous use, the OE-254 antenna's CG-1889A/U or CG-1889B/U RF cable and UG-349B/U connector ground out to the cable shielding. The damaged cable must be replaced.

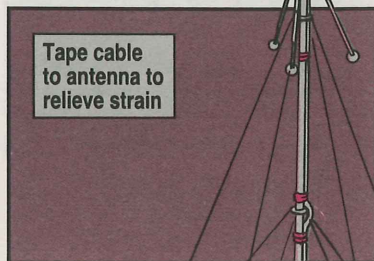
Use a CG-1889C/U cable, NSN 5995-01-085-1665, to replace damaged A- or B-model cables. It has improved connectors which make the cable stronger.

Extend the life of your RF cable by using a PF-211 strain clamp, NSN 5975-00-563-0229, at the antenna's



feedcone end, like it says in Para 2-41 of TM 11-5985-357-13.

Then tape the cable to the mast about once every 5 feet. The tape, NSN 5970-00-419-4291, is listed in Appendix E of the TM.

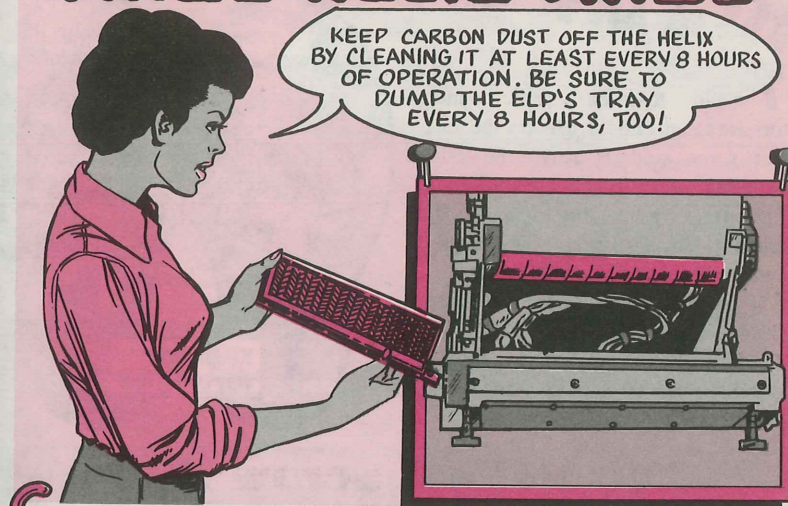


Put on elbow connector adapter, CAGE 92180 PN TRU-2064. Order it on a DD Form 1348-6. The RIC is B16.

Tape or tie the cable to a receiver-transmitter guard. This will keep the weight of the cable off the connector.

It'll also take the stress, if somebody trips over the cable, giving it a hard tug which will pull out the connector or damage the cable.

SHINE HELIX SHINE



Carbon dust can jam your TACFIRE system's electronic line printer (ELP). Dust buildup on the helix keeps it from printing. Carbon buildup freezes the helix bearings.

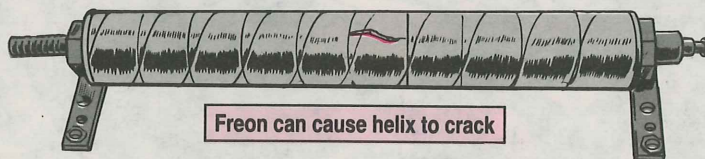
Before you start to clean, put a clean cloth between the helix and circuit cards. This keeps the carbon dust and cleaning supplies away from the circuit cards.

Remove any heavy accumulations of carbon from the helix, bearings and drive mechanisms with a dry toothbrush.

Then, shine the helix with a swab, NSN 6515-00-890-1475, and isopropyl alcohol, NSN 6810-00-753-4993.

Careful, though. If you put alcohol on too heavy, it runs off into the circuit cards, shorting them out. Be sure the helix is cool. Alcohol on a hot helix will crack it.

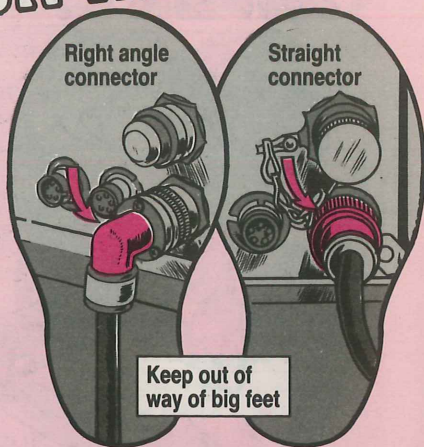
Keep freon away from the helix. Freon is a good cleaner, but not in your ELP. Since the helix rotates at high speed, it gets real hot. When the cold freon aerosol hits the hot helix, the helix cracks.



REPLACE OR REPAIR

The radio-to-antenna cable connectors are tough enough to carry the load. But some soldiers leave the cable dangling when it's not being used. Then they step on the connector and crush it. So, always stow it or tuck it away to keep it from under foot.

If a connector gets bent or broken, replace it with NSN 5935-01-098-0660 for the U-393/U right angle connector or NSN 5935-00-815-3219 for the U-290/U straight connector.



CVC Helmet Screw NSN

SURE, SARGE/ORDER THE OUTSIDE SCREW WITH NSN 5305-00-489-0742 AND TORQUE IT TO 14-18 LB-IN.



Dear Macon,
We ordered the CVC helmet boom guide assembly, which is part of the MK-1697/G headset/microphone set. We received everything but the outside screw.
Do you have an NSN for the outside screw?
SSG E.S.

Y OIL FILTER

You can't get the oil filter assembly, NSN 2805-01-189-9698, for your 6-, 10-, 14- or 20-HP engine.

If the 5½ to 5¾-in lg filter is too long or crowds the engine muffler, use a 4¾-in lg filter, NSN 2940-00-586-4792.

When it's time to replace the filter element, order these parts:



Use spin-on oil filter, NSN 2940-00-832-6054 5¾-in lg or NSN 2940-00-586-4792 4¾-in lg

Driving It Home

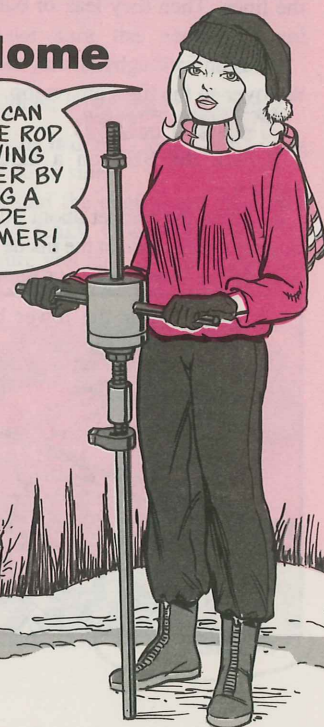
Ground rods help save your equipment and your skin, but driving and removing rods are real challenges.

The deeper you drive the rod, the better the electrical ground, of course. For easier driving, order a slide hammer, NSN 5120-01-013-1676.

The hammer's 20-lb weight makes it easier to drive and remove the 3-section, 9-ft rods that come with most generator sets.

You can make your own slide hammer with the information in TC 11-6 (Sep 76). This training circular also shows you how to use the hammer.

YOU CAN MAKE ROD DRIVING EASIER BY USING A SLIDE HAMMER!



BOOM LIFT

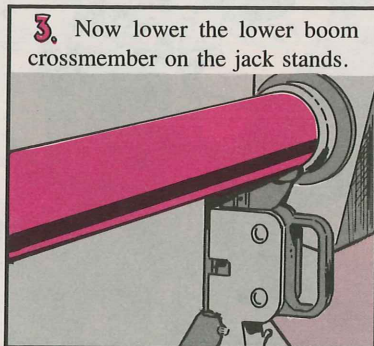


Those steel lines on the boom lift cylinder on your SEE take a real beatin' when you use the front loader to load a dump truck. The lines are on the bottom of the cylinder. Every time you get the load close to the truck, the lines hit the side. Constant banging crushes the lines. Then they leak or burst during operation.

You can fix that by turning the cylinder over so the lines are on top.

HERE'S HOW:

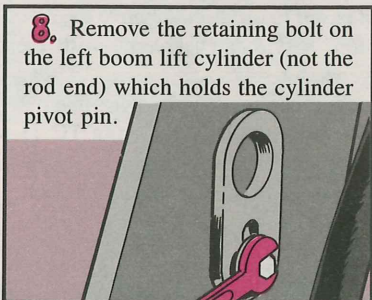
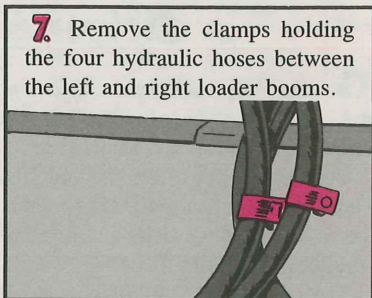
1. Park the SEE on a hard, level surface.
2. Raise the bucket about 30 inches and set a jack stand at the inside of each side of the lower boom crossmember.



4. As the bucket slowly uncurls, keep an eye on the jacks. You want the crossmember to rest safely on both stands.

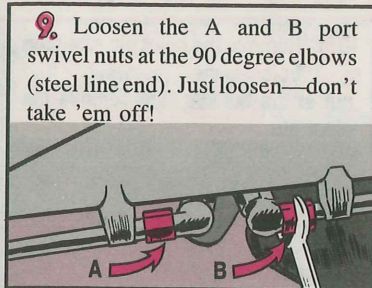
5. Shut down the engine.

6. Relieve the pressure on the hoses using the control levers in the cab for the boom and bucket cylinders.



8. Remove the retaining bolt on the left boom lift cylinder (not the rod end) which holds the cylinder pivot pin.

CYLINDER TURNAROUND

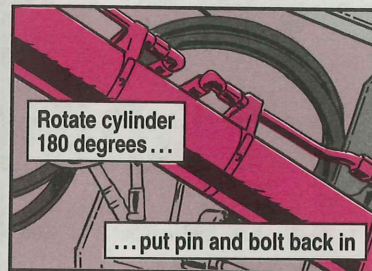


9. Loosen the A and B port swivel nuts at the 90 degree elbows (steel line end). Just loosen—don't take 'em off!

10. Hold the cylinder while your buddy pulls out the cylinder pin.

11. Rotate the cylinder 180 degrees. This puts the steel lines on top of the cylinder.

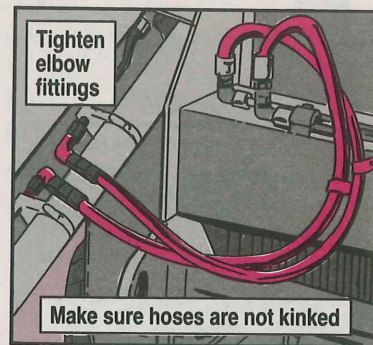
12. Put the cylinder retaining pin back in, then the retaining bolt.



Rotate cylinder 180 degrees...

... put pin and bolt back in

13. Tighten the two elbow fittings. Make sure the elbows are equally spaced between the lower part of boom and the boom lift cylinder.



Tighten elbow fittings

Make sure hoses are not kinked

14. Make sure the hoses are not kinked or interfering with the boom.

15. Tighten down the hose clamps.

One side is done. Do the same thing for the other side.

Now start the engine and check for hydraulic leaks. Operate the boom to make sure you have enough clearance when you dump a load into a truck.



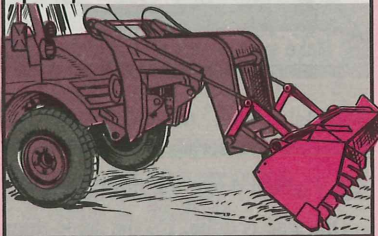
Turn It Again, Sam

Grease fittings on the upper link of the front bucket of the SEE get sheared off. That's because gravel gets caught between the fitting and link.

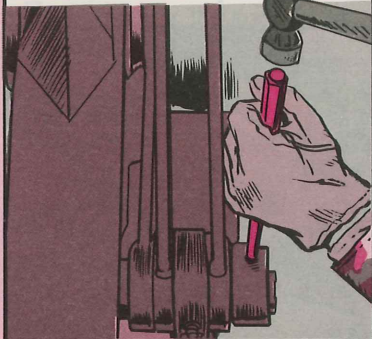
You mechanics need to turn the link over to keep the fitting out of harm's way.

Here's how:

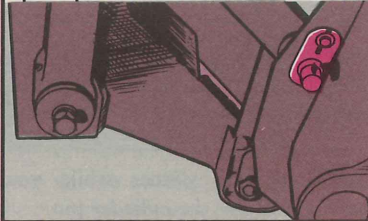
1. Set the bucket with its teeth on the ground and the bottom rear of the bucket about 10 inches off the ground. The bucket cylinder link pivot pins must be clear of the boom.



2. Use a hammer and punch to drive out the roll pin from the cylinder rod end of the left link. Then remove the pin.



3. Remove the pivot pin retaining bolt, washer, lockwasher and nut at the bucket. Now remove the pivot pin.



4. Remove the link and rotate it in place (not end for end) 180° so the grease fitting is on the underside of the link.



5. Put the link pivot pins (2), bolt, washer, lockwasher, nut and roll pin back in place.

6. Now do the same thing to the right link.

BY THE WAY... IF THE FITTING IS DAMAGED, USE NSN 4730-00-050-4208 TO GET ANOTHER.



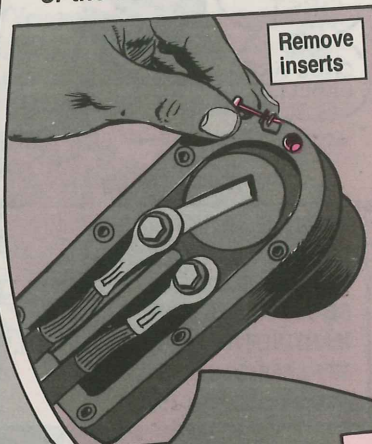
Connector Cover Fix



Dear Editor,

The threaded inserts on the NATO slave cable connector pull out of the connector. That keeps the cover from sealing and water gets inside and corrodes the cables. I fixed the problem like so:

- ▲ Remove the cover.
- ▲ Remove the inserts by threading in a screw and gently wiggling the insert until it comes out of the body of the connector.



- ▲ Fill each hole about half way, using silicone adhesive caulk, NSN 8040-00-865-8991.
- ▲ Press the insert back into the hole making sure it doesn't stick out.

Run a thin bead of silicone adhesive caulk around the connector and replace the cover. Replace the screws and snug them down. Wipe off any caulk that oozes out. Let the caulk set an hour or two, and the cable is ready to use.

If you ever need to get into the connector, remove the screws and use a sharp knife to cut the caulk.

SPC Dana Yagar
Ft Bragg, NC

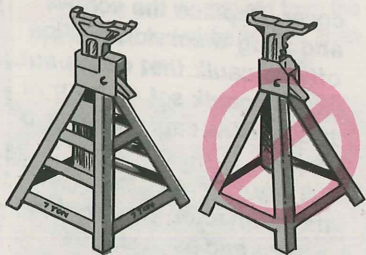
(Editor's Note: Thanks for the tip!)



Vehicle Trestles...

Get Rid of Unsafe Trestles

Trestles made by Martinez & Sons, Inc, may buckle when you put an off-center load on them. The 7-ton capacity trestles, NSN 4910-00-251-8013, are missing side braces between the legs.

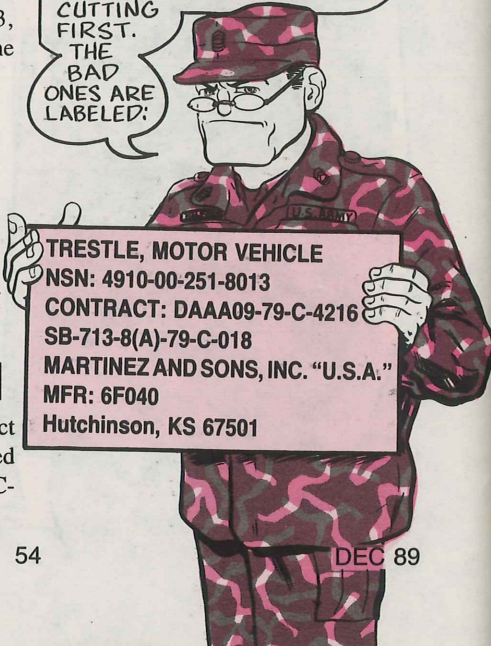


Good model

Condemned model

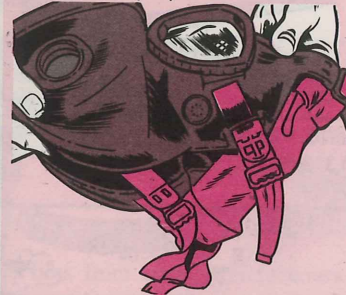
The trestles made under contract DAAA09-79-C-4216 were condemned by AMCCOM SOU Msg AMSMC-MAT 092030Z Oct 87.

IF YOU FIND ANY OF THESE TRESTLES, GET RID OF THEM. BE SURE TO MAKE THEM UNUSABLE BY CRUSHING OR CUTTING FIRST. THE BAD ONES ARE LABELED!



Little things overlooked during PMCS for the M17 grow to big problems. But just a quick check can weed them out.

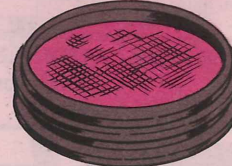
- ✓ **Inlet, outlet, and nosecup valve discs:** Missing? Dirty? Not seated? Sticks?
- ✓ **Voicemitter assembly:** Housing damaged? Nut for drink tube lever loose? Lever bent? Cover studs missing?
- ✓ **Head harness:** No elastic? Straps cut, torn, missing metal clips? Lacquer on clips worn off? Temple pins broken?



- ✓ **Eyelenses:** Cracked? Scratched or discolored? Eyerings bent or corroded? Rubber rings loose or brittle?



- ✓ **Inlet valve assemblies:** Mesh worn or torn?



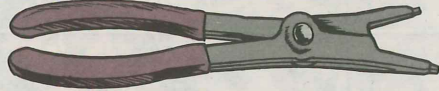
- ✓ **Filters:** Dirty? Connectors loose? Flaps unbuttoned?

If you can't fix the problem yourself, tell your NBC NCO.

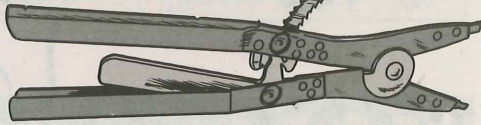
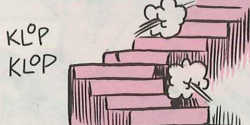
IDENTIFY YOUR PLIERS

The No. 1 Common shop set supply catalog, SC 4910-95-CL-A74, does not clearly describe the snap ring pliers. Here's a description of the pliers.

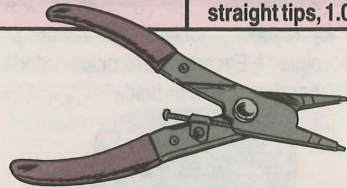
NSN	Description	Type-Class-Size
5120-00-293-0044	PLIERS, RETAINING RING: external, straight tips, 1.500 to 3.5-in ring size	2-3-4



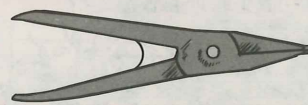
5120-00-595-9552	PLIERS, RETAINING RING: external, straight tips, 3.543 to 6.5-in ring size	2-4-3
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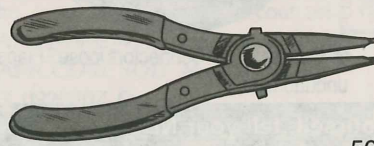
5120-00-293-0045	PLIERS, RETAINING RING: internal, straight tips, 1.062 to 1.75 in ring size	1-1-4
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5120-00-293-0048	PLIERS, RETAINING RING: internal, straight tips, .375 to 0.562-in ring size	1-1-2
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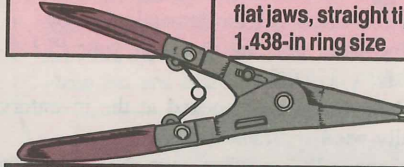


5120-00-596-1106	PLIERS, RETAINING RING: internal, straight tips, 0.250 to 0.312-in ring size	1-2-1
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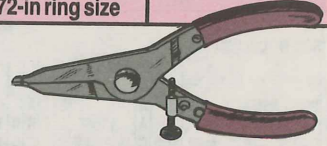
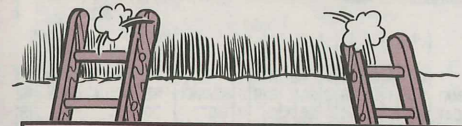


PLIERS

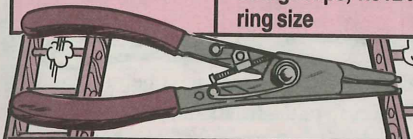
5120-00-293-0049	PLIERS, RETAINING RING: external, flat jaws, straight tips, 0.938 to 1.438-in ring size	2-2-3
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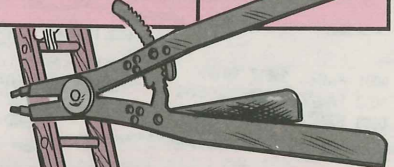
5120-00-288-9717	PLIERS, RETAINING RING: external, straight tip, 0.250 to 0.672-in ring size	2-2-1
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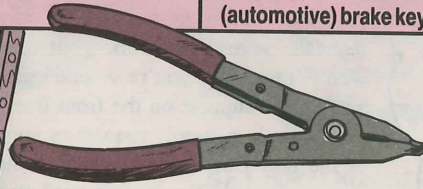
5120-00-293-0046	PLIERS, RETAINING RING: internal, straight tips, 1.812 to 3.000-in ring size	1-1-5
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5120-00-293-0186	PLIERS, RETAINING RING: internal, straight tips, 3.062 to 6.250 in ring size	1-3-3
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5120-00-595-9551	PLIERS, RETAINING RING: external, (automotive) brake key	3-2-1
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Pliers from some manufacturers are marked with the type, class and size number that describe them in the federal specification that the General Services Administration uses. If your pliers are not marked, use the description to identify them.

Demand-Supported Items

Most of the items on your Prescribed Load List (PLL) are demand-supported. But, adding demand-supported items—and keeping them on your PLL—depend on the way you send in requests.

The Army supply system acts on demands. Items stocked at the inventory control points are the items you actually need and demand.

If a repair part has an essentiality code (EC) of C on the AMDF and a maintenance use code of "O" in the TM, you can add this item to your PLL.

ROW N	COLUMN 11	ARMS MONTHLY AMDF													EFFECTIVE DATE	EICLIN					
A	PRIMESNS/MCN	A	A	UNIT	S	C	A	D	R	S	L	S	I	A	A	P	89091				
C	FSC	NIIN	ADDL	SOS	C	UI	PRICE	C	C	C	C	C	C	C	C	C	C	C			
T																					
	2920-01-151-3627			S9C	D	EA	3.97	0	U	X	Z	J2200	A	O	O	R	4	9K	C	GLOW PLUG	Z
	2540-01-151-3630			S9C	Z	EA	7.81	0	U	X	Z	J2200	A	O	O	R	4	9K		PEDAL, CONTROL	Z
	2530-01-151-3633			S9C	Z	EA	40.32	0	U	X	Z	J2200	A	O	O	R	4	9K	J	BOOT, DUST & MOIST	Z
	2530-01-151-3646			S9C	D	EA	8.34	0	U	X	Z	J2200	A	O	O	R	4	9K	G	DEFLECTOR, DIRT &	Z
							8.64	0	U	X	Z	J2200	A	O	O	R	4	9K	G	DEFLECTOR, DIRT &	Z

You need 3 separate requests in 180 days (360 for reserves) before you can add the repair part to your PLL. Of course, parts listed on your Mandatory Parts List (MPL) go on the PLL independent of demands. Check out Chapter 8 of DA Pam 710-2-1 for information on the total number of lines you can carry on your PLL/combat PLL.

FIG. 19 GLOW PLUGS

0001	PAOZZ	24617	444034	BUSHING, PIPE	1
0002	PAOZZ	11862	25036092	SENSOR, TEMPERATURE	8
0003	PAOZZ	11862	5613939	PLUG ASM GLOW	1

END OF FIGURE

Maintenance use code of "O"

REMEMBER, 1 REQUEST IS 1 DEMAND, NO MATTER IF THE QUANTITY IS FOR 5 OR 50!

If you don't put in enough separate demands, those parts will never make your PLL. Sure, large one-time only requests save you work—but that won't cut it when you're several miles away from support on the front line. So, put in a supply request as soon as the part's needed—every time the part is needed. Don't wait until you need several like items before you put in a request.

Update on UPDATE Publications

Dear Bonnie,
When we updated our Baltimore publications account, we found that UPDATE pubs on DA Form 12-9 are now ordered on an electronic form. Our unit is still on the manual pubs system. How do we order UPDATE pubs?
SGT C. E. C.

Dear Sergeant C. E. C.,
You're right, DA Forms 12-4 through 12-12 are now electronic forms. But since your unit is still under a manual pubs system, you can order UPDATE pubs on DA Form 12-99.
Get the form number and block number from Section 4 (Admin Publications) of DA Pam 25-30. UPDATE pubs are listed on the first two frames.
Bonnie

DA FORM 12-SERIES SUBSCRIPTION CHANGE SHEET
For use of this form, see DA Pam 25-33; the proponent agency is ODSCA

1. ACCOUNT NUMBER			2. DATE		
3. FROM:			5. TO:		
<p>If you're under a normal pubs system, order UPDATE pubs on DA FORM 12-99-R</p>			HRU: (Include 9-Digit ZIP Code)		
Commander USA Publications Distribution Center 2900 Eastern Blvd. Baltimore, MD 21220-2896					
FORM NUMBER	BLOCK NUMBER	QUANTITY REQUIRED	FORM NUMBER	BLOCK NUMBER	QUANTITY REQUIRED
12-09	2560	2	12-		
12-09	2561	2	12-		

UNIT SUPPLY HANDBOOK

UNIT SUPPLY (ISSUE NO. 11)—CONSOLIDATED HANDBOOK WHICH CONTAINS THE FOLLOWING 6 BOOKS AND ALL CURRENT CHANGES: AR 700-84; AR 710-2; AR 735-5; PAM 710-2-1 AND PAM 710-2-2; THIS HANDBOOK WILL BE UPDATED AND ISSUED SEMIANNUALLY IN MAY AND NOVEMBER
SUBSCRIPTION FORM: 12-09-E BLK 2560

MAINTENANCE MANAGEMENT HANDBOOK

DA FORM 12-99-R, NOV 84

GET FORM NUMBER AND BLOCK NUMBER FROM DA PAM 25-30.



END ITEM CODE REVISITED

Unit Supply UPDATE #11 made it mandatory to use an end item code (EIC) on repair part supply requests.

If the EIC is not shown on the AMDF, leave card columns 54-56 blank on the supply request. The blank space tells the computer that an EIC has not been assigned to that end item.

If the end item has an EIC, it's important that you use the correct one. In no case, should you use "AMY" on your supply request. The EIC data is used to determine budgets and procurements, to develop ASLs/PLLs and to identify items for equipment improvements.

Remember to use the EIC of the specific end item on your supply request. For example, you have an AN/VRC-12 radio set, NSN 5820-00-223-7412, in your M998 HMMWV, NSN 2320-01-107-7155. When the request is for radio repair parts, use the radio code "GCC". But when the request is for M998 HMMWV repair parts, use the code "BBD".

NEED MORE INFORMATION ON EIC'S? DROP A LINE TO:

Commander
USAMC Materiel Readiness
Support Activity
ATTN: AMXMD-SE
Lexington, KY 40511-5101



AUTOVON 745-4161/4137
COMMERCIAL (606) 293-4161/4137

Use EIC "GCC" for AN/VRC-12 radio repair parts

ROW M COLUMN 18		ARMS MONTHLY AMDF														EIC/LIN							
A	C	PRIMENSN/MCN	A	A	UNIT PRICE	S	C	A	R	D	R	S	L	S	A	A	MEASMT	NOMENCLATURE	PHRASE STATEMENT/RELATED NSN/MCN	P	A	R	
T	F	FSC NIIN ADDL	SOS	G	UI	L	C	C	C	C	C	C	C	C	C	C	C	OOUJTC	MM	MON	R	I	P
		5820-00-223-7411	B16	A	EA	2,208.00	0	U	N	GP1RS	A	2	4	A	1	7G	A	RADIO SET AN/GRC-25 GAB Q34308					
		5820-00-223-7412	B16	A	EA	6,775.00	0	U	N	GP1RT	H	2	4	A	6	7G	A	RADIO SET AN/VRC-12 GCC 6779					
		5820-00-223-7413	B16	A	EA	3,048.00	0	U	N	GP1RE	A	2	4	A	1	7G	A	RADIO SET AN/VRC-12 GCC 6779					

2320-01-107-7155	AKZ	A	EA	E	25,000.00	0	U	N	KL1NS	A	2	2	A	F	1	7K	A	TRK BBD 4998 494 DA					
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Use EIC "BBD" for M998 HMMWV repair parts



Bad M2 Springs

There are some bad M2 machine gun helical springs, NSN 5360-00-200-5800, in the system made by Chavis Tool and Manufacturing under contract DAAA09-89-P-0074. The bad springs are only 1 1/16 inches long instead of 5/8 inches, so you will quickly spot them. Order new springs. Since AMCCOM already knows about the springs, there's no need to turn in an SF 368.

M8 Paper NSN

M8 chemical agent detector paper, NSN 6665-00-050-8529, was left out of the AAL for the M24/M25A1 mask in TM 3-4240-280-10. Make a note until the next TM change. Store the paper in the carrying pocket with the decon kit. AMCCOM Maintenance Advisory Msg 89-9 has the word.

Damaged Bayonets Can Be Used

Repair parts for the M9 bayonet, NSN 1005-01-227-1739, are not yet available. If it has a chipped, broken, or missing screwdriver tip, sharpening stone, wire cutter, or pouch assembly, you can still use it. The M9's still considered mission capable.

TD-206 G Cap NSN

Get a protective cap for the TD-206/G pulse form restorer with NSN 5999-00-136-9040. Use this cap any time the restorer is not installed in a transmission cable.

Get BUCSkin Protection

Protect your BUCS (backup computer system) from knocks and bangs with a case, NSN 7010-01-247-0643. It's not listed in TM 9-7000-200-13&P.

ESD Wrist Strap NSN

Get an Electrostatic Discharge (ESD) wrist grounding strap with NSN 4240-01-063-4880. The strap will be added to the TK-100 (SC 5180-91-CL-S21) and TK-105 (5180-91-CL-R07) tool kits. Use Appendix A of CTA 50-970 as your ordering authority.

Distribution: To be distributed in accordance with DA Form 12-34-C-R, for TB-43-series.

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

**POWER SURGES
KILL COMMO!
TURN RADIOS OFF...**

**...BEFORE
YOU START
YOUR
ENGINE!**

