

Issue 495

PS

February
1994

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-495

Have a Heart.
Read this
copy and
pass it
on!

WELL?
WHAT'S YOUR
PREDICTION?

UNLESS THEY
START DOING BETTER PM,
THEY'LL THINK WINTER IS
HERE TO STAY!

NCOS...

THE BATTLE CONTINUES

THREE YEARS HAVE PASSED SINCE THE WAR IN SOUTHWEST ASIA, BUT THE BATTLE'S NOT YET OVER. MOST EQUIPMENT WAS STORED WITHOUT BEING SERVICED. NOW, AS MUCH OF THAT EQUIPMENT IS COMING OUT OF STORAGE, DELAYED DESERT DAMAGE IS ONCE AGAIN REARING ITS HEAD.

EVER SINCE THIS TANK WAS PULLED OUT OF STORAGE, WE'VE HAD NOTHING BUT PROBLEMS WITH IT.

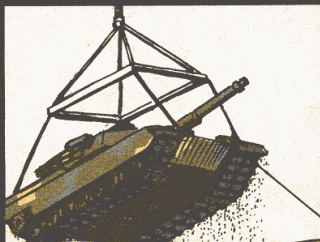
WHAT'S THE PROBLEM?

THIS TIME THE CREW SAYS THE HYDRAULICS ARE MAKING STRANGE NOISES!

LOOKS LIKE THAT OLD GHOST, DESERT DAMAGE, IS BACK.

MASTER SERGEANT HALF-MAST!

"BACK IN SOUTHWEST ASIA, HEAVY DUTY MAINTENANCE WAS THE ONLY WAY TO GET TOP PERFORMANCE OUT OF OUR EQUIPMENT."



"BUT THE DESERT SAND DIDN'T STAY BEHIND. NOT EVEN HOSEDOWNS BUDDGED THE SAND. IT GOT INTO TURRET RACE RINGS, FUEL TANKS, HYDRAULICS, AND TRANSMISSIONS."

THE BATTLE CONTINUES

GENERALLY, IT'S UP TO YOU NCOS TO MAKE SURE YOUR MECHANICS UNDERSTAND THE PROBLEMS AND GET TO WORK ON THEM NOW.



NCOS, DON'T WAIT FOR SYMPTOMS OF DESERT DAMAGE TO APPEAR IF YOU'VE GOT ANY KIND OF EQUIPMENT COMING OUT OF STORAGE.



CHECK THE DA FORM 2408-9, EQUIPMENT CONTROL RECORD. IF IT WAS NOT SERVICED AFTER DESERT STORM, GET IT SERVICED, NOW!

PS495



THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-495, 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:

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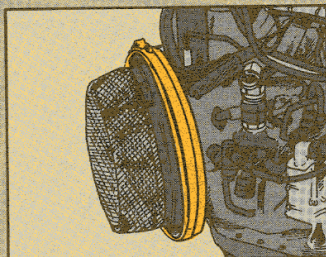
THE KISS OF DEATH

Mechanics, operating with a loose or torn air induction system plenum seal is the kiss of death to tank engines.

That turbine is going to get air somewhere, regardless of whether it's clean or dirty. If the plenum seal is damaged or installed incorrectly, dirty air will kill the engine within just a few miles.

Inspection

Remove the air intake cover and look at the seal for tears or other damage. Feel under the seal's lip, too. The surface should be flexible and springy, not soft or brittle.



Leave seal end clamps in place while checking for damage

Next, examine the inner and outer hose band clamps. Look for looseness or stripped threads.

Any damage to the seal or clamps means you replace 'em. A new seal and outer clamp comes with NSN 5330-01-079-9954. NSN 4730-01-083-6059 gets a new inner clamp.



PUCKER UP, BIG BOY!

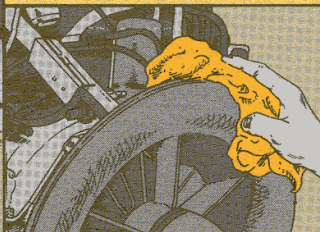
Installation

Here's what to do with them:

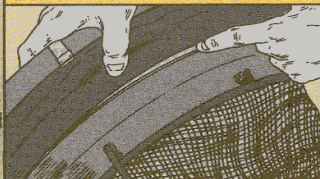
1. Pull back the lip of the seal and slide in the inner clamp. Then put the outer clamp on the seal with the clamp screw positioned at the top.



2. Wipe off the air intake rim, then slide on the seal, top side up. Wipe the plenum seal, too.



Make sure the outer edge of the seal lines up with the yellow line all the way around the rim.



3. Pull back the lip and slide the inner clamp around so that the clamp screw is at 5 o'clock.
4. Torque both the inner and outer clamp nuts to 60-85 lb-in.

A Step Ahead

NOW,
THAT'S A STEP
IN THE RIGHT
DIRECTION.

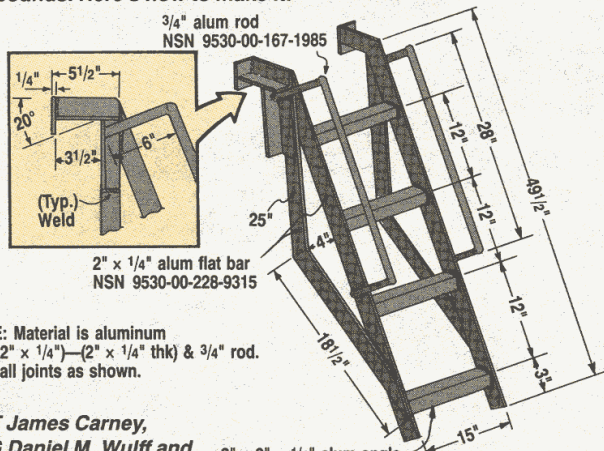
Dear Editor,

It's always been very hard to climb up on the Bradley, but it's even harder when you're pulling the powerpack and the engine access door is open.

In the motor pool, you have access to mobile ladders. But when you're in the field, you have to climb up the best way you can—usually banging and bruising your knees and shins.

We've come up with a lightweight aluminum ladder that we keep with our maintenance truck. When we go out to make field repairs, we simply hook it to the track skirts and we're set to go.

The ladder costs about \$55 to make and only weighs about 10 pounds. Here's how to make it:



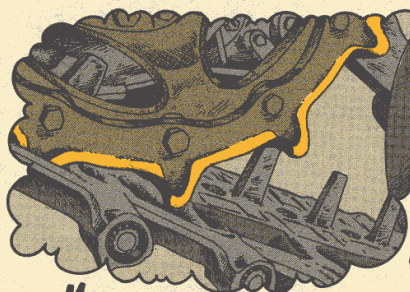
NOTE: Material is aluminum (2" x 2" x 1/4")—(2" x 1/4" thk) & 3/4" rod. weld all joints as shown.

SGT James Carney,
SSG Daniel M. Wulff and
CW2 Ronald W. Longie
Camp Murray, WA

FROM THE DESK OF THE Editor

That new ladder should give everyone a leg up on the competition. Thanks!

Rotate Half-spent Sprockets



GLAD I REMEMBERED
TO REVERSE THOSE
SPROCKETS!

Make a mental note, Bradley and MLRS mechanics, to reverse a final drive sprocket when it's worn to one wear circle.

You'll get more wear out of the sprockets and keep those vehicles on the road.

If the sprocket wears too far past the circle, it'll start hooking the track shoes, causing damage and failure. When both sides of the sprocket are worn to the circle, replace the sprocket.

M113-Series FOV ...

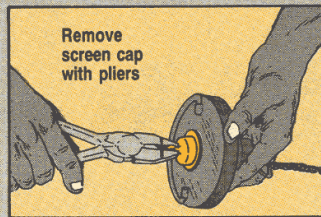
Don't Forget Fuel Cap PM

When you're pulling PM on your M113 carrier, don't forget the fuel cap.

Few people realize there's a screen cap and rubber vent grommet under the head of the fuel cap. If it's not cleaned every six months—more often in dusty, sandy environments—the cap gets plugged with dirt. Then you've got fuel flow problems.

Here's what to do:

- ☒ Grip the tang in the center of the fuel cap with a pair of pliers and pull the screen cap out.
- ☒ Look at the grommet in the fuel cap. If it's damaged, replace the entire fuel cap with NSN 2901-01-083-5674.
- ☒ Look at the screen cap. If it's dirty, clean it out with P-D-680.



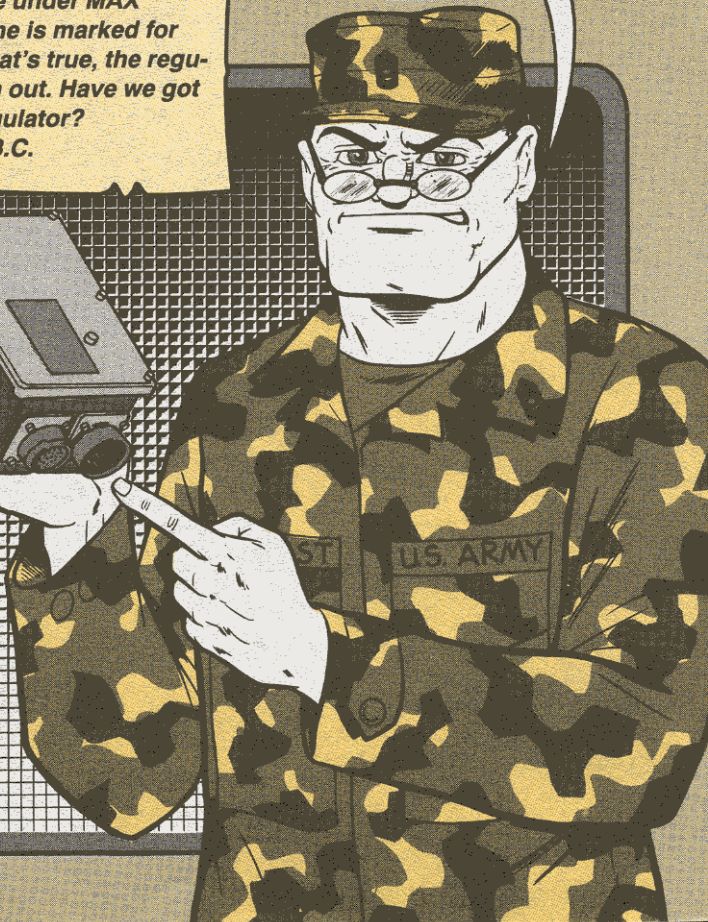
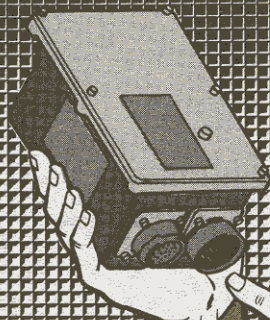
Right or Wrong Regulator?

Dear Half-Mast,
We just received a new Prestolite REG-4000 engine regulator, NSN 2920-01-300-3737, to install on an M113A3 personnel carrier.

The carrier requires a 200-amp regulator, but if you look at the nameplate under MAX AMPS, this one is marked for 17-amps. If that's true, the regulator will burn out. Have we got the wrong regulator?
SFC D.B.C.

YOU'VE GOT THE RIGHT ONE, SERGEANT. THAT REGULATOR HAS TWO DIFFERENT CURRENT RATINGS: FIELD AND SYSTEM.

THE 17-AMP FIELD CURRENT IS WHAT YOU SEE ON THE NAMEPLATE. THE 200-AMP SYSTEM CURRENT RATING IS NOT LISTED, BUT IS BUILT IN.



Beware of the Battery Blues



You'll be singing the blues if you forget to remove the battery before storing the M90 radar-chronograph's system test unit. The battery will corrode if it's left in place too long.

TM 9-1290-359-12&P says to remove the battery before storage, but it's an easy thing to forget. Jog your memory and prevent time-consuming DS repairs by stenciling REMOVE BATTERY BEFORE STORAGE on the back of the unit.

Turn in Damaged Cables

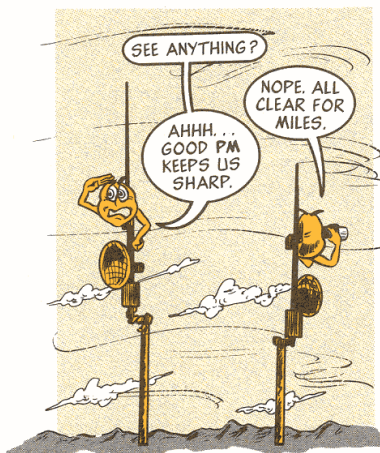
When any of the three cables that come with your M90 radar chronograph are damaged, DO NOT throw them away.

The SMR code for each of the cables is AFOFF. That means they go to DS—not to the trash can. DS will either repair them or make new ones.

Repairing the cables may only cost a few dollars, while new cables will run several hundred dollars each.



A Guide to AMG PM



If the Antenna Mast Group (AMG) has trouble doing its job, the Engagement Control Station and Information and Coordination Central have trouble getting the info they need to knock down missiles. Keep the info — and Patriots — flying like this:

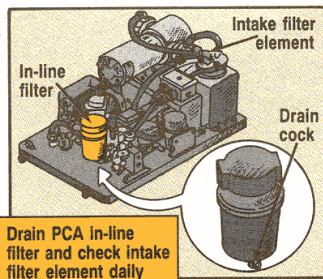
Masts

At least monthly, run the masts all the way up. That lubes the mast seals between sections and keeps them from drying out and leaking.

If, during operations, a mast won't stay up or the mast pump runs more than 10 minutes per hour, tell your repairman. The seals are leaking. If they're not replaced, the pump motor will burn out.

Before Operations

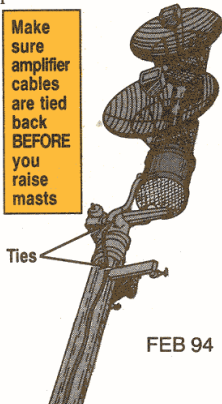
Condensation forms inside the AMG and causes corrosion. Drain the mast air tank and pneumatic component assembly's (PCA) in-line filter unit daily. Open the drain cock all the way to let out all water. Remember to close the drain cock when you're through.



Drain PCA in-line filter and check intake filter element daily

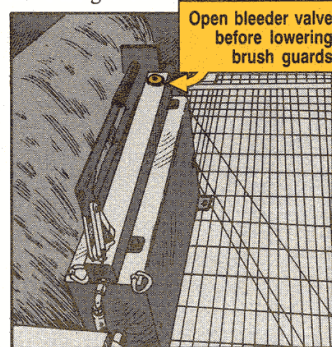
Make sure the cables for the antenna amplifier assemblies are tied back securely before you raise the masts. If the cables dangle, they'll be ripped off when the amplifiers are lowered.

Eyeball the welds for the winch's hydraulic reservoir. The reservoir vibrates a lot and cracks the welds. The reservoir can fall off.



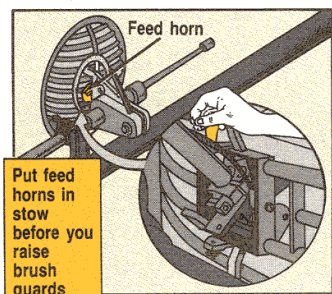
During Operations

Before you lower the brush guards, open the bleeder valves on the guards' hydraulic pumps. Otherwise, the air pressure ruins the pumps' O-rings and they start leaking hydraulic fluid. If the leaks get bad enough, you can't move the guards.



feed the cable into the cable tray as the mast is lowered or the cable will be squashed between the mast and cradle.

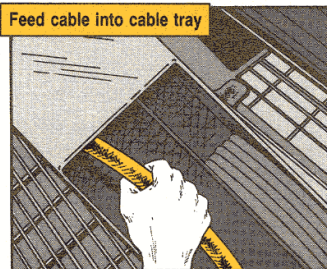
Stow the feed horns and lower the brush guard safety rails before you raise the brush guards. Otherwise, the feed horns are bent and the amplifier cables are torn.



Put the mast protective covers back on. The covers seal out sand that can scar the masts and damage the masts' seals.

After Operations

It takes at least three people to lower the masts — using fewer risks crushing crew and equipment. One person must



Protecting with PM

The Avenger is a quick, mobile system with lots of sting. But just a little carelessness can make it as harmless as a fly.

FLIR

Never cut off the power before you turn off the FLIR monitor. That sends a surge of voltage through the FLIR circuitry. Just a few surges ruins the circuitry.

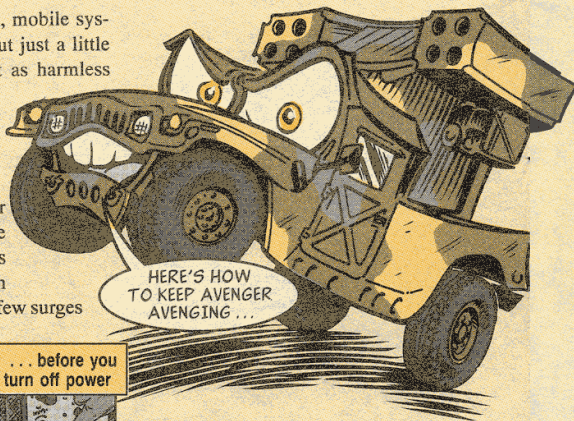
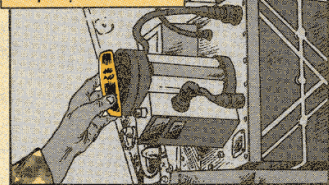
Turn off FLIR . . .

. . . before you turn off power



Any time you're not operating, keep the FLIR cover on. That's the only protection the FLIR lens has against flying objects. Even a piece of gravel can cause thousands of dollars of damage.

Keep cap on FLIR lens

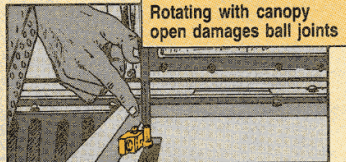


HERE'S HOW TO KEEP AVENGER AVENGING . . .

The laser range finder has no protective caps. While traveling, cover it with a garbage bag to give the range finder lenses protection.

Canopy

Never rotate the turret with the canopy up. That can damage the gas springs, the latches, and the ball joints and throw the canopy out of alignment.



Rotating with canopy open damages ball joints

Bad alignment means no seal and dangerous gases can seep in the gunner's compartment.

The only way to open and close the canopy is with the lanyard—and slowly. If you let the canopy spring open or slam shut, the mounting brackets for the canopy struts can break. Never use the lanyard as a handhold while climbing in or out. That damages the canopy, too.

Another climbing tip: Make sure the optical sight head boom is fully retracted. If it's not, you can be sure you'll accidentally kick the boom and bend it. That means no boresighting and no accuracy.



Retract boom for entering and exiting

Also store the sight's combining glass between the turret wall and gunner's console. If it's left in the sight, it will break.

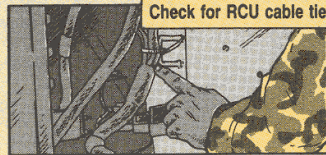
Store combining glass here



Remote Control Unit

Before you go to the field, make sure the tie used to tie off the remote control unit cable is in the cab. It disappears often. Without it, the RCU cable has no support, and the weight of the cable breaks it at the connector. The RCU is unusable. If the tie is missing, report it.

Check for RCU cable tie



In the meantime, use something like twine—anything that won't cut the cable—to tie off the cable.

Batteries

Remember, Avenger batteries are your responsibility. At least weekly—more often in hot weather—eyeball fluid levels and clean vent holes, terminals, clamps, and trays if necessary.

Running the system on system batteries alone drains them fast. Do that as little as possible. As part of your BEFORE PMCS, make sure the cable from the vehicle batteries is hooked up. Without that cable, you won't operate long.

Locking Pins

The elevation and azimuth locking pins are easy to forget and they often are. But if you forget to remove them before operating, you destroy the pins and damage the launcher. Look for the pins before you move the turret. Tie ribbons to the pins if it will help you remember.



Remove locking pins before operating turret

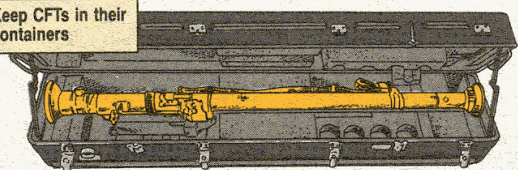
Carelessness



Just a few moments of carelessness with the captive flight trainer (CFT) and coolant reservoir assembly on the Avenger and Air-to-Air Stinger (ATAS) can cost your unit thousands of dollars. Pay attention to these points, repairs, to avoid paying later:

Keep CFTs in their containers. The containers are specially designed to protect CFTs. Substitutes—boxes, lockers, cabinets—are no substitute. As soon as you remove a CFT from the weapon system, immediately put it in its container.

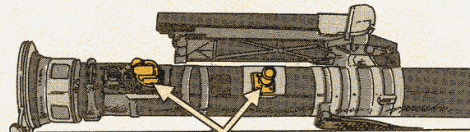
Keep CFTs in their containers



Costs Big Bucks

Never put a CFT you suspect might be damaged on an Avenger or ATAS. That can destroy the automate connector and the launcher electronics assembly (LEA) — both high-cost items.

If the launch tubes are cracked or scratched, or if the electrical or gas connectors are dented, broken or burned — or anything else is damaged — get another CFT.



If connectors or launch tube show damage, get another CFT

Protect the coolant reservoir assembly's male disconnect coupling with the protective collar any time the reservoir is not in use. The reservoir has up to 6,200 PSI of pressure. If it's ruptured, it becomes an unguided missile.

Use protective collar on reservoir



Avenger Missile System . . .

Insert Insurance

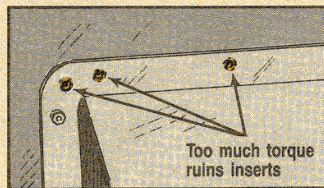
The right tool and the right torque are the premiums you pay to insure that you don't damage the Avenger canopy inserts.

If you use a wrench that's too big, you put too much torque on the insert bolts

and the insert's threads are stripped. If you use the right wrench, but turn it too hard, the same thing happens. Then the insert can no longer hold the bolt.

Support has to drill out the insert, put in a new one, and wait a day for the insert's sealing compound to dry. Quite a bit of work for a little carelessness.

Solution: Use your tool kit's torque wrench to torque canopy screws like it says in Paras 7-7 and 7-8 of TM 9-1440-433-24-1. Different screws take different torques, and you will need to check the TM for the right torque.



MORTAR MATTERS THAT MATTER

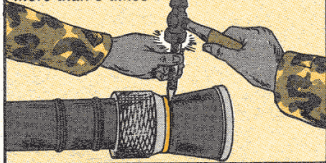
Here are a few mortar PM matters that really matter, armorers.

Locking Ring

A loose locking ring means the blast attenuator can fly off during firing. Spot a loose ring by looking for shiny spots between the attenuator cone and the ring.

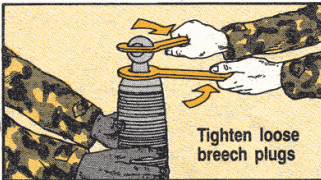
Cure a loose ring by staking the ring into the groove on opposite sides with a center punch. But do that no more than three times. After that, staking does no good. You need to send the mortar tube to support.

Stake loose retaining rings—but no more than 3 times



Breach Plug

A loose breach plug ruins accuracy and causes misfires and fatal accidents. Check for a loose plug by simply trying



to turn it with your hand or looking for discoloration around the plug. Tighten

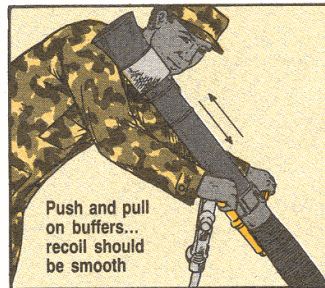
the copper seal between the plug and the cannon. If it's bad, replace it.

If the plug still won't stay tight, turn in the cannon. Forcing the plug tighter will only damage the cannon.

Look for erosion around the firing pin. Spot any? Send it to support.

Buffers

Water gets in the mount buffers and corrodes the springs. Then the buffers can't absorb the shock of firing and the barrel clamp will slip. Test for bad springs by pushing down and pulling up on the buffers. They should move smoothly back in position with no free travel.



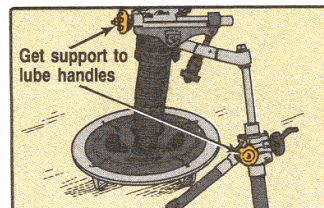
Push and pull on buffers... recoil should be smooth

If they don't, have support take apart the buffers to clean and lube the springs and other parts with GPL.

Handles

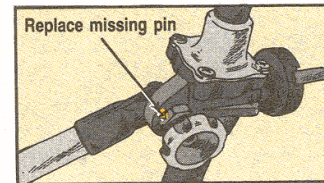
Rotate the traversing, elevating and cross-leveling handles for binding. Support lubes the mechanisms at annual service, but sometimes they need lubing

sooner. Without lubing, the mechanisms will be damaged if they're forced. Get support to clean and lube the mechanisms at the first sign of binding.



Get support to lube handles

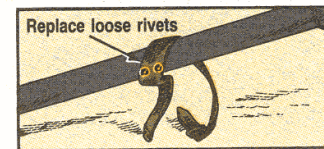
Eyeball the locking leg knob and locking nut for the cotter pin. If the pin has disappeared, the knob or nut can work loose and the M252 collapses during firing. Replace a missing cotter pin.



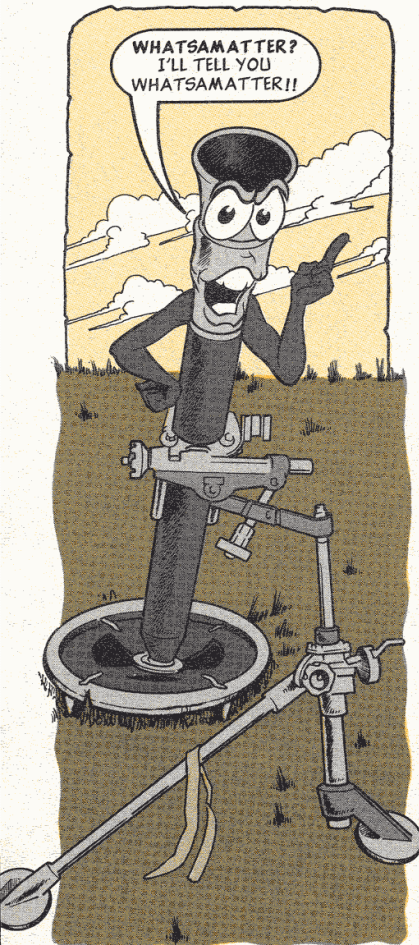
Replace missing pin

Bipod Strap

The rivets that hold the strap pop off easily. No rivets means no strap and no way to lock the legs during travel. Check for missing or loose rivets. Problem? Get support to install new rivets.



Replace loose rivets



COMING CLEAN ON CLEANING

TM 9-1005-201-10 gives you the basic poop on cleaning your M249 machine gun. Experience, though, teaches you there is more to it.

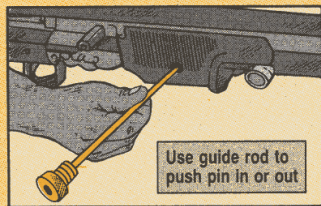


LISTEN TO EXPERIENCE. COME CLEAN ON CLEANING.

Disassembly

Clear your M249. Make sure the bolt is all the way forward before you remove the buttstock. If you forget, the operating rod explodes out of the receiver and into you.

When you put on or take off the handguard, do not pound in or out the handguard pin.



Use guide rod to push pin in or out

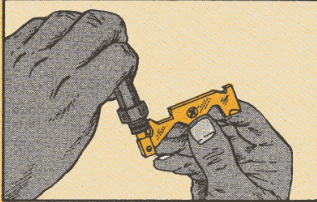
Pounding can break off the receiver tab and ruin the receiver. Use the spring guide rod to push the pin. Cleaning and lubing the pin helps it slide better.

If you and your buddies are cleaning your M249s together, take care to keep parts separate. If the barrels and bolts get mixed up, your machine gun won't have the correct headspace. At best the bolt will be ruined; at the worst, the M249 will explode.

Cleaning

Carbon is the big problem for your M249. After just a couple hundred rounds, carbon starts to coat moving parts and plug the gas system. If it's not cleaned out, the weapon sputters out. And the longer the carbon sits, the harder it is to get off.

Rule 1 Clean off carbon as soon as possible after firing. Your scraper, elbow grease, and patience are about the only way to get rid of most carbon.



Pay particular attention to:

- the grooves in the regulator and piston
- the hole in the piston's front
- the chamber

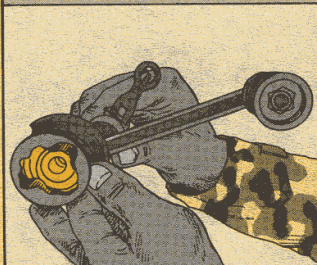
ON CLEANING

- the part of the gas cylinder where the regulator fits. (Be careful with the cylinder—it's easily bent. A bent cylinder makes it hard for the op rod to move back and forth.)



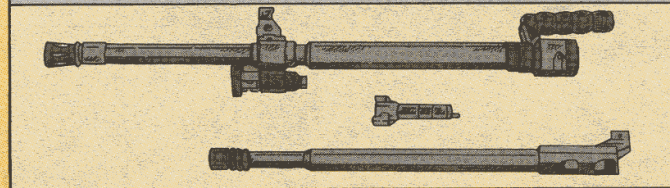
Clean front of gas cylinder with scraper

eyeball the chamber for carbon buildup



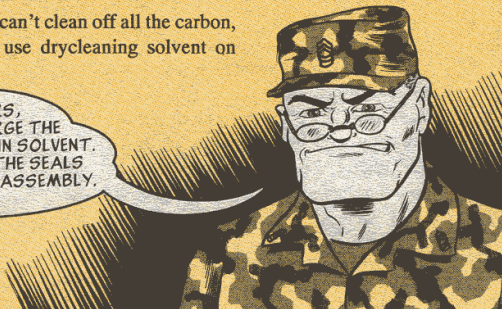
Rule 2 Never use an abrasive like sandpaper to remove carbon. It not only removes carbon, but also the weapon's finish. Corrosion follows and your M249 is soon ruined.

Rule 3 Keep CLP away from the M249's gas system. CLP causes worse carbon build-up. CLP should never come in contact with the barrel's gas regulator hole, the gas regulator, the gas cylinder, and the piston end of the piston assembly. For firing, the regulator, chamber, barrel, piston, and bolt face should all be dry. Wipe them dry if necessary.



If you try and try but still can't clean off all the carbon, tell your armorer. He can use drycleaning solvent on stubborn carbon.

ARMORERS:
NEVER SUBMERGE THE
NEW BUTTSTOCK IN SOLVENT.
SOLVENT RUINS THE SEALS
INSIDE THE BUFFER ASSEMBLY.



Air Shift Transmission Alert

WHY, OH, WHY
DIDN'T I HAVE THAT EXTRA
AIR TANK PUT IN ?!

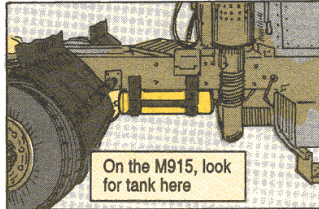
I'M GLAD I
HAVEN'T RUN OUT
OF RESERVE AIR !

Drivers, some of you could be driving a heap of trouble. Brakes fail on the early model M915-series trucks with the air shift transmission. This is because there's not enough reserve air for both braking and transmission shifting--especially during downhill travel.

So-o-o-o, if your next run's going to be in hilly country, you want to make sure your truck has been modified before you leave the motorpool. The truck headshed fixed most trucks by adding an auxiliary air tank. But as always, some were missed.

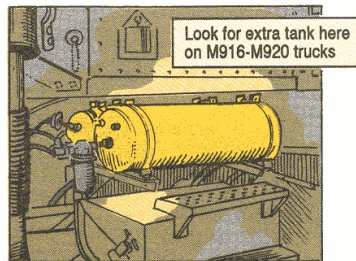
PS 495

To make sure your truck has been fixed, get down and look underneath for the extra tank. On M915 trucks, the auxiliary air tank is mounted on the frame rail (passenger side) between the forward-rear axle and exhaust pipe.



On the M915, look for tank here

On M916, M917, M918, M919 and M920 trucks, the extra air tank is mounted below the passenger door. There should be two air tanks (both the same size) in this area.



Look for extra tank here on M916-M920 trucks

If your truck doesn't have an extra tank installed, see your local TACOM LAR about getting your truck modified. Or write to:

USA TACOM
ATTN: AMSTA-MMAN
Warren, MI 48397-5000

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FEB 94

Change Counterweight Torque

Don't go anywhere without the counterweights installed on your 5-ton's front wheels. They balance the tire inflation system's wheel valve assembly and keep your tires from wearing out or blowing out.

No problem, until you have a flat. Then, you'll find out that your BII tools are no match for the torque on that counterweight's nut. That forces you into running an unbalanced spare.

So, PM's the thing. Get unit maintenance to change the torque on the counterweight. Here are the steps they'll take:

1. First, for safety's sake, they'll need to deflate the tire halfway.

2. Then they'll remove the counterweight and put the nut back on the lug, torquing it to 425 to 450 lb-ft.

Remove nut and counterweight



GROUND MOBILITY

3. Then, they'll flip the counterweight over, fitting the slot around the nut.

Flip counterweight and add nut

4. They'll then add a new nut to the counterweight. Some wheels take a 3/4-in nut, NSN 5310-01-102-2711. Others use a 5/8-in nut, NSN 5310-01-210-0199. The torque on these nuts is 40-60 lb-ft. Your BII tools can easily handle that.

5. Finally, they'll re-inflate your tire to the proper pressure and you're ready to roll!

This word is on Page 3-50 of the TACOM EIR Digest, TB 43-0001-39-2 (Sep 92).

PS 495

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FEB 94

Transfer Case Leaks



Operators, if you notice leaks at the transfer case cooler lines, fight the urge to put a wrench on the nut to stop the leak. Report the leak instead.

Too much tightening can damage the cooler inside.

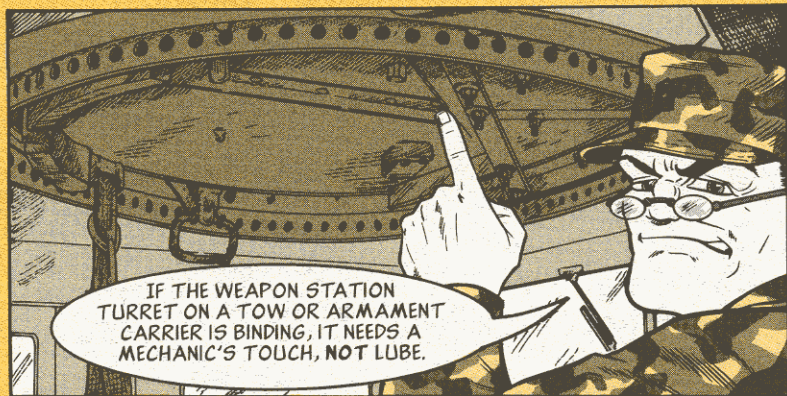
Mechanics, when you see a leak, use torque — not muscle — to tighten the retaining nuts.

Use torque wrench, NSN 5120-00-640-6364, from your Common shop sets. The nuts get 16–18 lb-ft of torque. If you have an inch-pound wrench available, use 196 to 216 lb-in.

Torque retaining nuts to 16–18 lb-ft



You've Got to Adjust



Lubrication ruins the bearing by attracting grit and grime, which bind the turret even more. Some lubes can even ruin the balls inside the bearing.

TM9-2320-280-20 left out the adjustment procedures, so get a copy of EIR Digest TB 43-0001-39-3 (Dec 92). The word is on Pages 3-40 through 3-52. If you don't have the TB, contact your local TACOM Logistics Assistance Office, or write to Half-Mast.

CUCV ...

Warning Light Flicker

AS LONG AS THE LIGHT GOES OUT AFTER A COUPLE OF SECONDS, THE BRAKES ARE OKAY.



A flickering brake warning light on your CUCV does not necessarily mean brake problems.

The power steering, fluid-assisted hydraulic brake system develops high pressures. And the pressure does not release quickly.

This momentary high pressure keeps the warning light on, or maybe flickering, for a short period. If the light goes out in two or three seconds, the brakes are OK. But if the light stays on, tell your mechanic. You don't want to drive around with dragging brakes. They'll burn up quick-like.

GROUND MOBILITY

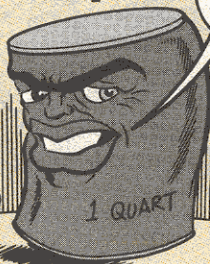
CUCV Mirror Stickup

Windshield-mounted rearview mirrors can fall off when heat, cold and vibration loosen the mirror's mount. Stick the mount back on with tough adhesive. It comes in a 1.75-oz tube, NSN 8040-00-221-3813, and a 1-qt can, NSN 8040-00-634-7121.

WE CAN DO THE JOB!



YEAH, STICK WITH US.

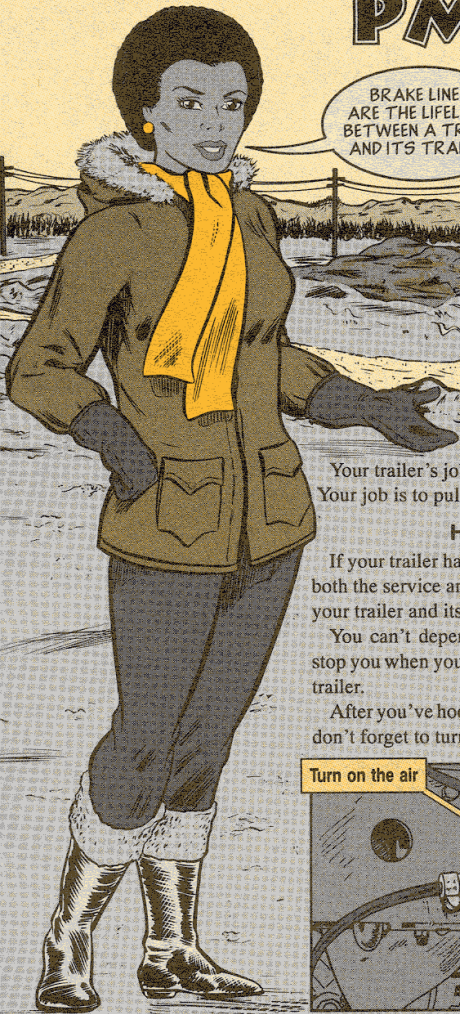


Chock Those Wheels



WHEN TEMPS DIP BELOW FREEZING, THE PARKING BRAKE ON YOUR WHEELED VEHICLE CAN FREEZE. USE THE CHOCK BLOCKS LISTED IN THE AAL OF YOUR OPERATOR'S MANUAL INSTEAD OF APPLYING THE BRAKE.

PM PULLS THE LOAD



BRAKE LINES ARE THE LIFELINES BETWEEN A TRUCK AND ITS TRAILER.

WHOA, WHOA!
HOT HOT HOT!
STOP!!

?!?

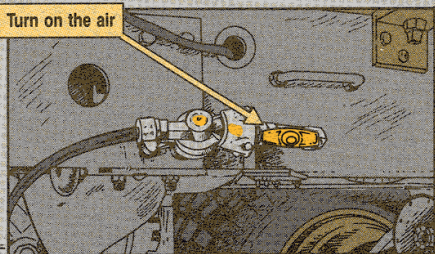
Your trailer's job is to carry a load down the road. Your job is to pull the PM that lets it do it.

Hit the Brakes

If your trailer has air brakes, remember to hook up both the service and emergency brake lines between your trailer and its prime mover.

You can't depend on your truck brakes alone to stop you when you're towing a loaded cargo or water trailer.

After you've hooked the brake air lines to the truck, don't forget to turn on the air.



Just because the air lines are hooked up doesn't mean air is going to the trailer.

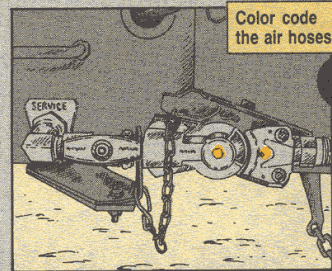
You'll find the trailer air valve handles—which send truck air to the trailer brakes—near the truck's air connectors (glad hands).

When there's air going to the trailer, listen for leaks. You can listen to the emergency side any time, because there is always air going to that side. The service side will leak only when you hit the truck's brakes.

Hook up the air lines properly, too. The service line goes to the glad hand on the driver's side rear of the towing vehicle; the emergency line goes to the right.

Get it backwards and the trailer brakes will lock up, burn out and ruin tires.

To make sure you've got it right, color code the air hoses. Put matching dots of yellow paint on service line connector and vehicle's glad hand. Use red dots for emergency side.



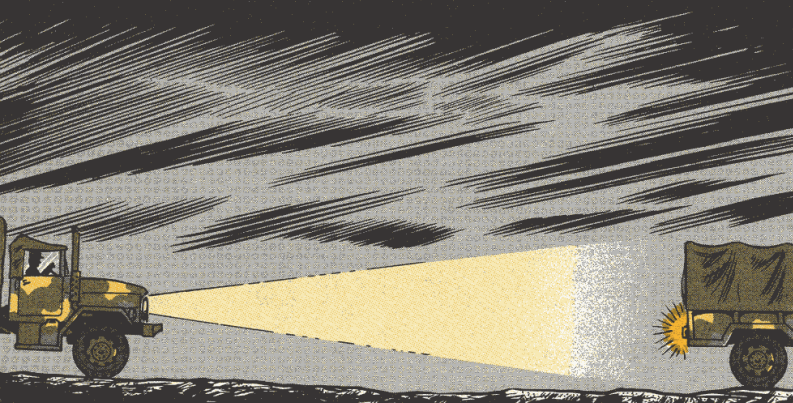
GROUND MOBILITY

Check fluid level in trailer's master cylinder. If you let cylinder go dry, you stop brakes from stopping you.



Lights!

Remember to connect the electrical harness cable. Turn signals and brake lights are a warning to vehicles behind you that you're changing direction or speed. That clear warning can save you a rear-end collision, especially at night.



Save pins and connectors on the cable by lining up the connector's keyway with the receptacle's key. If the keyway is too snug, spread it with a screwdriver blade.



Then make the connection firmly—and slowly. Forcing the connection can bend or break pins and leave you without lights.

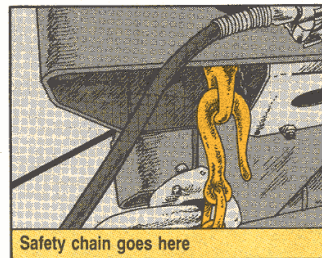
If pins do get bent, straighten them with needlenose pliers. You can even pull them back into place if they get pushed back into the plug.

Worried about cables or air lines getting pinched or run over? Tie them to safety chain eyebolts with nylon ties, NSN 5975-00-156-3253.

Likewise, when you unhook the trailer at the end of your mission, remember to unhook the harness and brake lines, too. If you forget that, you'll lose connectors or cables or both when you pull away from the trailer.

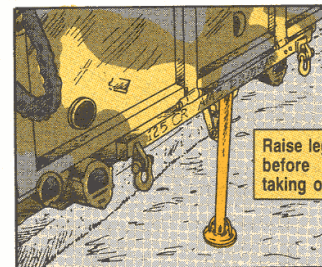
When you're hooking up the lights and brakes to your prime mover, remember the safety chains. Crisscross the chains under the tow pintle. The chains can then support the lunette if it should come loose from the truck.

Hook the chains to the eyebolts provided on the truck—usually behind the bumperettes.



Break A Leg?

Remember to raise the landing leg or rear support leg before you take off. Running through the motor pool with a leg lowered is bad news. Going cross-country with it down is a death sentence for the leg and maybe the trailer. The leg will snag on something and break, bend or toss your trailer.



FUELS & LUBES

The folks at the Army Petroleum Center can answer most of your questions on fuels, lubes and antifreeze.

They've got the know-how to help you solve such problems as:

- ♦ The kind of oil or lube to use in your equipment.
- ♦ How to test or recycle antifreeze.
- ♦ Where to get the correct hydraulic fluids, and how to use them.
- ♦ How to remove moisture from fuels and fungus from fuel tanks.

Learn all this and more by writing to:

US Army Petroleum Center
ATTN: SATPC-L
New Cumberland, PA 17070-5008

Or call these phone numbers for help in specific areas.

Technical assistance, operations:

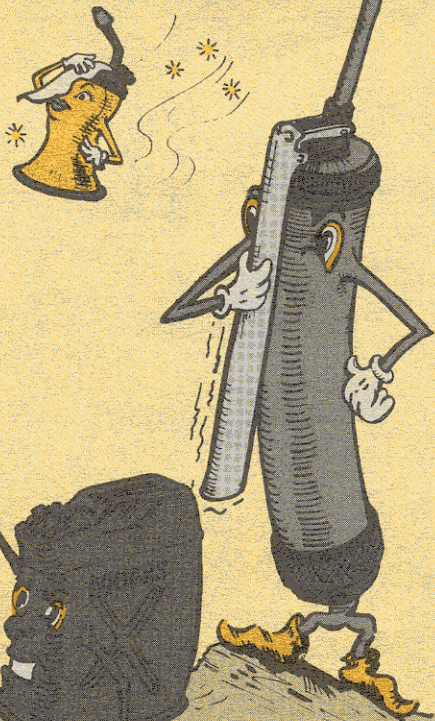
DSN 977-6445
Commercial (717) 770-6445

Specifications, quality assurance:

DSN 977-6053
Commercial (717) 770-6053

Dispensing and storage facilities:

DSN 977-4897
Commercial (717) 770-4897

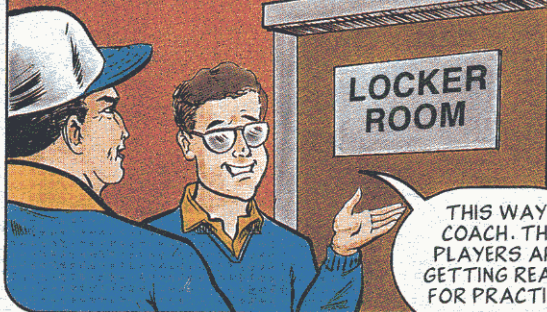


Climb to the Top

FOLLOWING THEIR THIRD STRAIGHT 7-11 SEASON AND THE FIRING OF HEAD COACH SEYMOUR LOSSES, TRAINING CAMP GETS UNDERWAY FOR THE NFL'S TOLEDO WILDCATS.



THE NEW HEAD COACH, WILLIE DOIT, IS BUSY REVIEWING PLAYER WORKOUTS.



THIS WAY, COACH. THE PLAYERS ARE GETTING READY FOR PRACTICE.

COACH LOSSES LET OUR PLAYERS LOOSEN UP IN THE WHIRLPOOLS BEFORE PRACTICE, SIR. HE SAID IT'S EASIER ON THEIR BODIES THAN STRETCHING EXERCISES.

HMMM...

THAT'S OUR QUARTERBACK, HOWITZER MATTEWS. COACH LOSSES EXCUSED PLAYERS FROM PRACTICE TO DO TELEVISION INTERVIEWS.

REALLY?

COACH LOSSES ALWAYS OPENED OUR PRACTICES TO THE PUBLIC. IT GIVES THE FANS A CHANCE TO GET TO KNOW THE PLAYERS A LITTLE BETTER. PUBLIC RELATIONS ARE PRETTY IMPORTANT HERE...

I SEE!

... ESPECIALLY SINCE NO ONE EXPECTS US TO WIN!

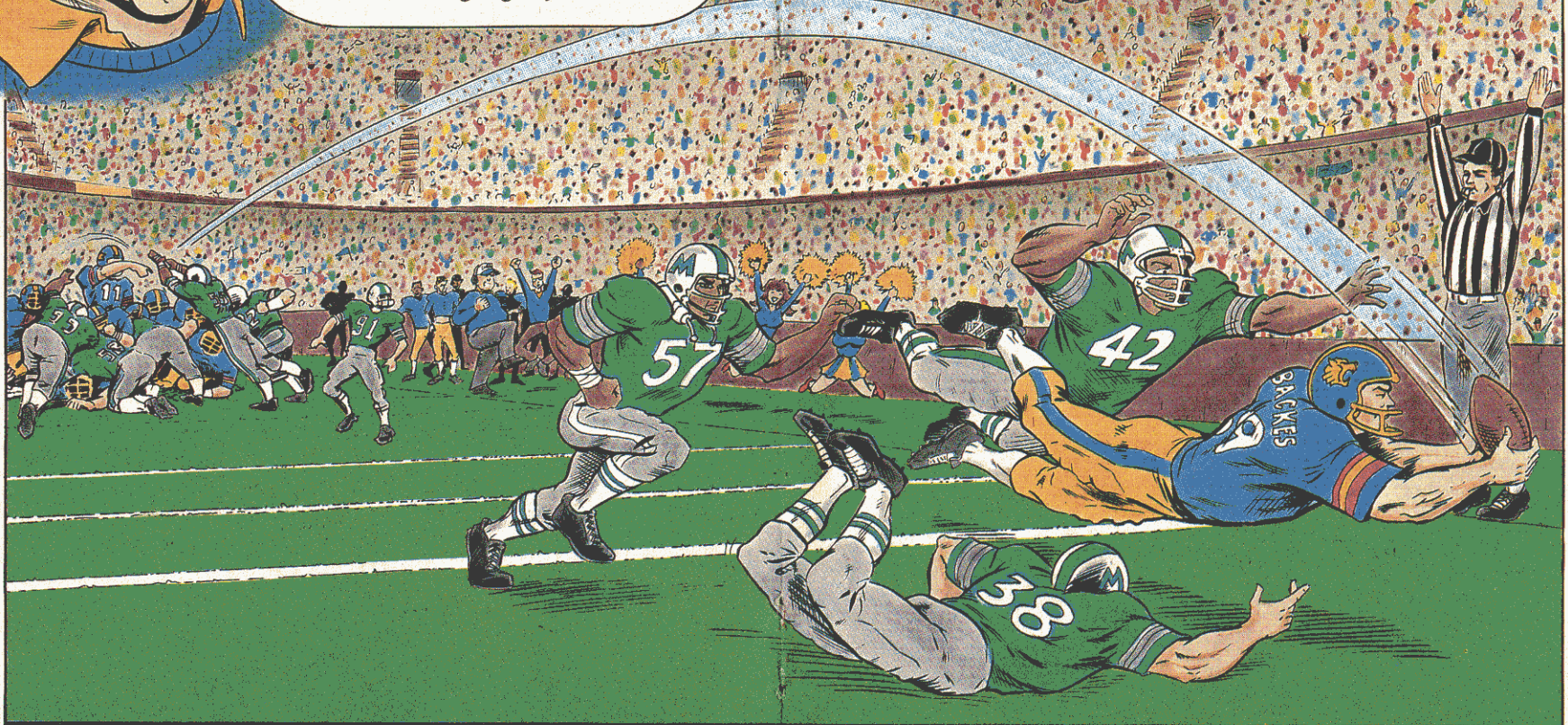
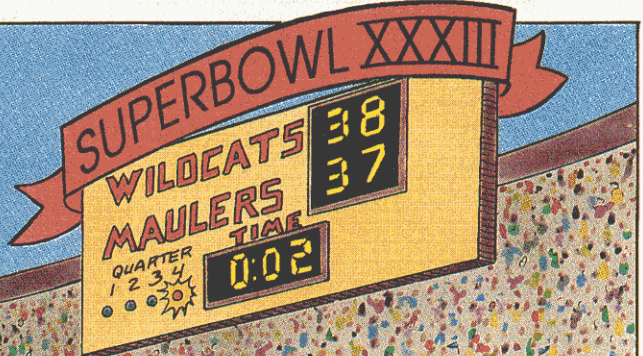
COACH LOSSES MAY NOT HAVE EXPECTED YOU TO WIN, BUT I'M DIFFERENT!

HUMPH!

GET ALL THE PLAYERS TOGETHER, RIGHT NOW!!



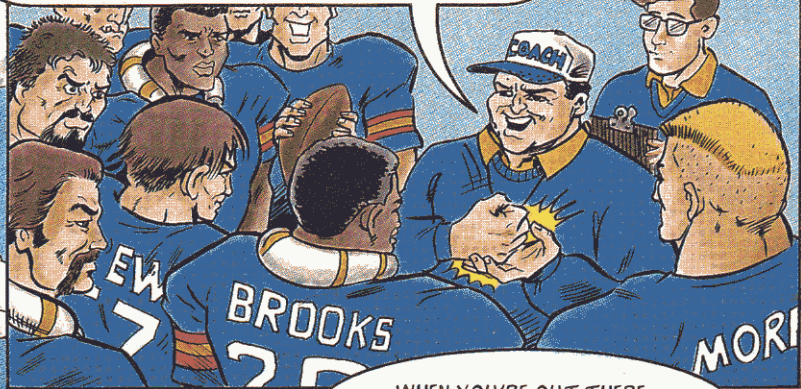
An unprepared player is heading for pain,
Because he's not ready to play a good game.
A leader must set,
The goals to be met.
For the team to get glory and fame!



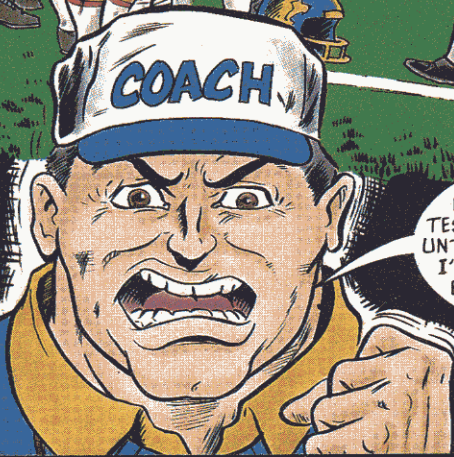
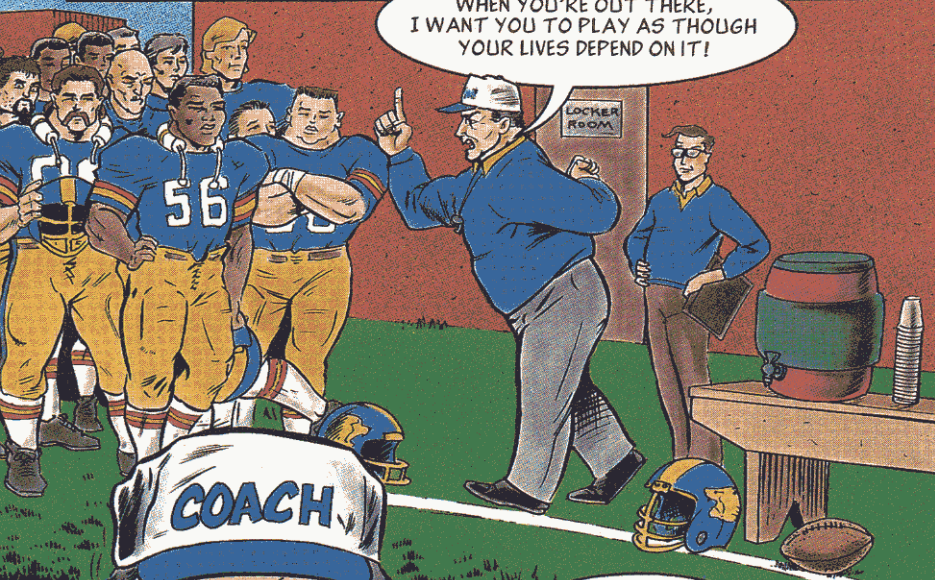
WE HAVE THE WORLD'S BEST EQUIPMENT ... *Take care of it*

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

ALL RIGHT, LISTEN UP! SOME OF YOU THINK FOOTBALL IS JUST A GAME. YOU'RE WRONG! THAT'S NOT A FOOTBALL FIELD, IT'S A BATTLEFIELD.

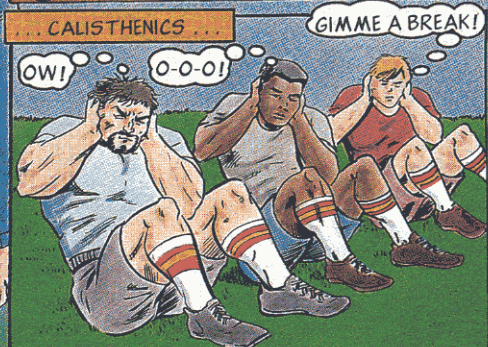
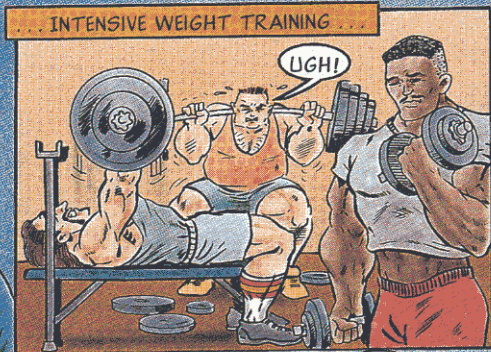
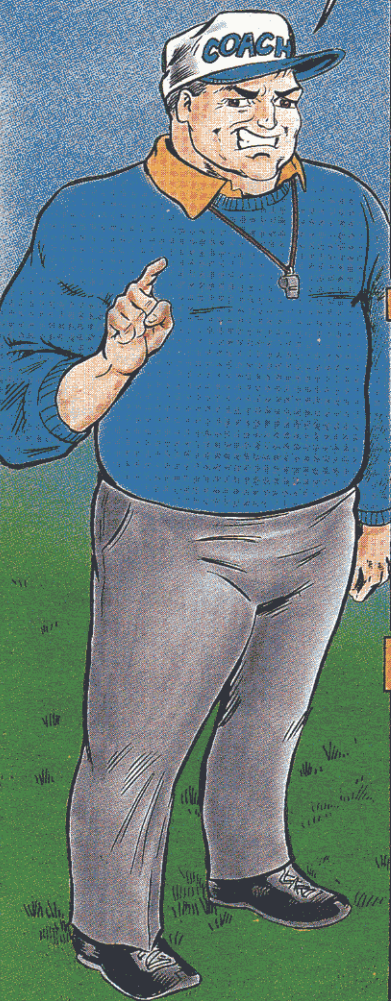


WHEN YOU'RE OUT THERE, I WANT YOU TO PLAY AS THOUGH YOUR LIVES DEPEND ON IT!



YOU CAN'T GET BETTER UNLESS YOU'RE TESTED TO THE LIMITS. SO, UNTIL THE SEASON STARTS, I'LL BE THE OTHER TEAM. BEAT ME AND YOU CAN BEAT ANYONE.

IF YOU CAN'T HANDLE THE BATTLES OF TRAINING CAMP,
YOU HAVE NO CHANCE TO WIN THE WAR - THE SUPER BOWL!
THAT'S WHY WE'RE GOING TO START...



... AND WHATEVER ELSE IT TAKES!
YOU CAN'T RELY ON TALENT AND GOOD LUCK ALONE! PREPARATION
AND TRAINING ARE THE KEYS TO WINNING!

SEVERAL MONTHS LATER ...

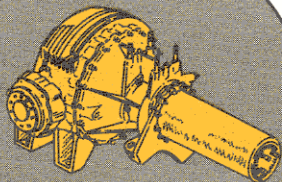
HOW'D
YOU
DO IT?

LEADERSHIP AT
THE TOP IS THE KEY
TO SUCCESS!

IT TOOK BLOOD,
SWEAT AND TEARS,
BUT WHEN THE 2-MINUTE
WARNING SOUNDED,
WE WERE PREPARED!



That's What It Mounts To



Check gearbox mounts for corrosion

A tree has roots and a building has a foundation. Break these connections and the tree falls and the building crumbles.

A tail rotor gearbox has mounting feet. They anchor your gearbox to your bird. Break that connection and . . .

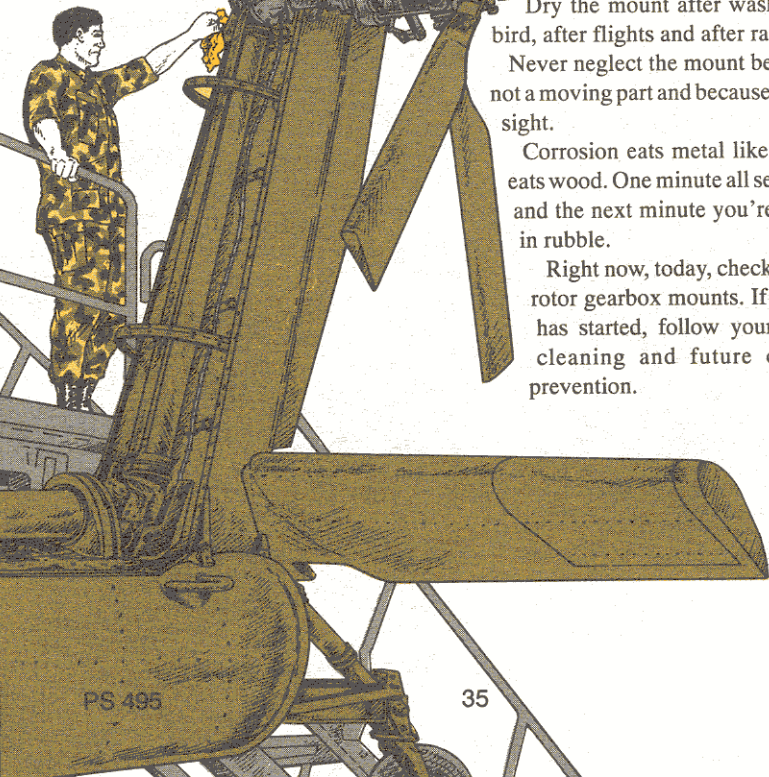
Too many tail rotor gearbox mounting feet, fins and hardware are turning up corroded. The problem is water.

Dry the mount after washing your bird, after flights and after rains.

Never neglect the mount because it's not a moving part and because it's out of sight.

Corrosion eats metal like a termite eats wood. One minute all seems well, and the next minute you're standing in rubble.

Right now, today, check those tail rotor gearbox mounts. If corrosion has started, follow your TM for cleaning and future corrosion prevention.



Scratch One Plate

WANTED

Crowfoot Wrench



WANTED

Safety Wire Pliers



WANTED

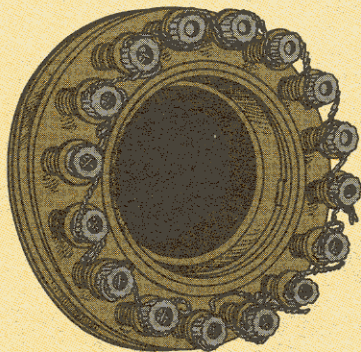
Careless Mechanic



The inner retention plate on the Black Hawk's tail rotor gear box is being scratched and nicked.

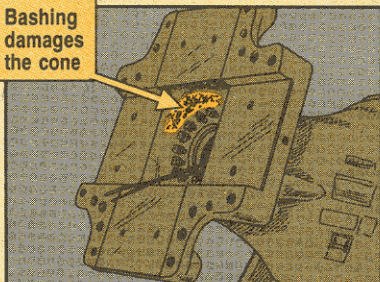
The culprits are a crowfoot wrench, safety wire pliers and careless mechanics. The victim is the cone area of the retention plate.

Replacing the plate and seals requires removing and reinstalling 16 nuts and lockwire for each. While this is being



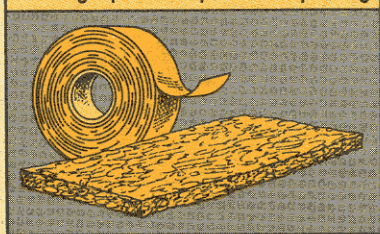
done, the ends of the wrenches and pliers are bashing against the cone of the plate, causing scratches and nicks.

Bashing damages the cone



That means more work at the depot to polish, blend and re-shotpeen the damaged area.

The next time you work in the retention plate area, mask off the inside with masking tape or scraps of foam padding



With just that little extra effort, you can save a ton of repair time and money.

Too Fine the Grind



In your rotor shop, is there a pile of damper indicators in a dark corner? Seems that the first step in repairing them, Para 5-4.3a. of TM 55-1520-237-23, **can't be done.**

That step says to use locally made damper indicator insertion and installation tools. The instructions to make the tools are Figs H-208 and H-209. So you haul your TM to the machine shop, only to hear your machinist say, "No way!" That's because they can't machine it fine enough to meet the called-for 0.011-in wall.

PS 495

So another indicator goes on the pile. Solution?

Order the tools. They cost about \$150 each. Order on a DD Form 1348-6 using CAGE 55723 from S9I. Or get them direct from:

Spectrum Associates, Inc.
179 North Broad St
Milford, CT 06460-4726

Or call them at:
203-878-4618.

They're the folks who make the indicator, so you can bet the tools will work.



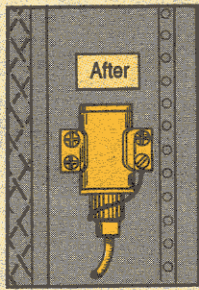
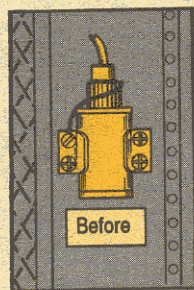
Turn Down Fire Detection

Dear Windy,

The right side fire detection control at Station 482 on the Chinook often gets water and hydraulic fluid in it. To solve that problem, we inverted the connector for the No. 2 engine fire detector control, 231A2.

Simply follow the removal instructions in Para 12-8 of TM 55-1520-240-23, but when you reinstall the control, turn it upside down! That way, fluid won't seep down through the plug. Reinsert the four screws and washers and you're ready to go.

Larry Borchetta
St. Louis, MO



A SIMPLE PROBLEM, SOLVED SIMPLY. GOOD JOB, LARRY!

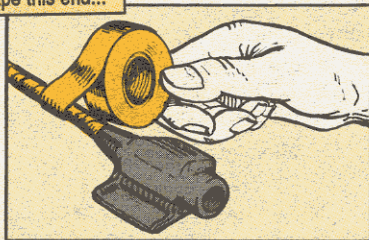


Commo Cable Maintenance

Preventive maintenance for the gunner's harness intercommunication assembly means strengthening the cable at two places.

Electrical connector plug, NSN 5935-00-553-9352, at one end of the cable and electrical connector plug, NSN

Tape this end...



5935-00-331-8371, at the other end both pull away from the cable. That frays the cable and shorts your connection.

...and this one, too



Wrap both areas with black electrical tape. This will reinforce the cable connection and absorb some of the cable stress.

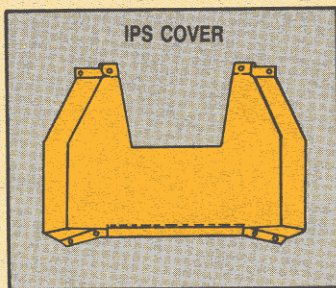
IPS ICE

When winter rain comes, water collects in the Improved Particle Separator (IPS). Then bam! The temperature plummets and you've got ice in the IPS.

When the engine's started, that ice gets sucked in. Then you can kiss compressor blades and inlet guide vanes goodbye.

If you can't keep your Huey inside, keep the IPS covered until you're sure Spring has sprung.

The IPS cover is a homemade item. Get your AVIM on the job. They'll follow the info in Fig D-407 of TM 55-1520-210-23-3.



AH-1 ...

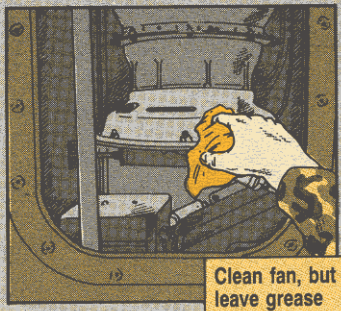
Don't Get Caught in a Bind

A lint-free cloth is all right, but say "No way!" to high-pressure water, air, or P-D-680.

It's OK to clean the oil cooler turbine fan with a lint-free cloth. But you don't want to dry up the grease.

That grease is all that's keeping the bearings out of a bind.

So do the inspection, look for binding, clean with a lint-free cloth — and quit.

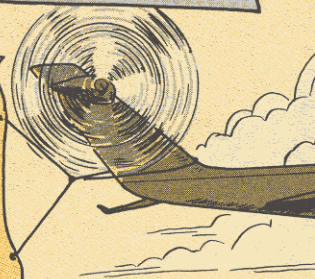


AIR MOBILITY

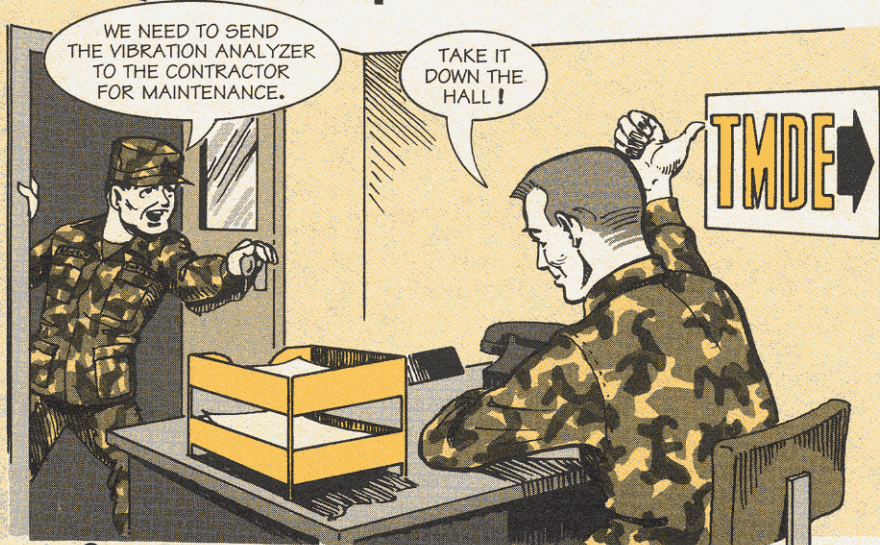
Cobra Baffle Seal

You can no longer get the baffle seal with NSN 5330-00-986-6284.

Now you must make the seal, Items 14 and 32 of Fig 41 in TM 55-1520-236-23P1, from bulk material, NSN 9390-01-130-1886. Instructions are on Pages D-129 and D-130.1 of TM 55-1520-236-23-3.



TMDE Repairs AVA Now



Repairs to the Aviation Vibration Analyzer (AVA), NSN 6625-01-282-3746, that replaced the Vibrex for tracking and balancing blades, is now off contractor maintenance. Repairs will be made by the Army's TMDE activities beginning in April.

When you turn in an AVA for repair, make sure you turn in the whole kit including the adapter cables. The AVA

must be repaired and tested as a complete unit. Find the kit and accessories in TM 1-6625-724-13&P.

Although you no longer go to the maintenance contractor for repairs, you can still call them with procedural or maintenance questions on the AVA.

Call Scientific Atlanta in San Diego, CA, at 1-800-842-2769 or fax a problem to them at (619) 679-6438.

PREDICT THE LEAKS

Preventive maintenance is stopping problems before they become problems. In some cases, such as fuel line leaks, this power to predict and prevent is critical.

Inspect fuel lines and fittings often. Look for deterioration and wet spots. Feel for moisture.

If you find a leak, report it immediately.

Leaking fuel leads to fires. It has already happened in a Cobra engine compartment when a fuel drain line leaked at the fitting.

TIRED?

Your 2-inch thick AGPU™ has less than a half-page on tires, yet your AGPU won't move without them.

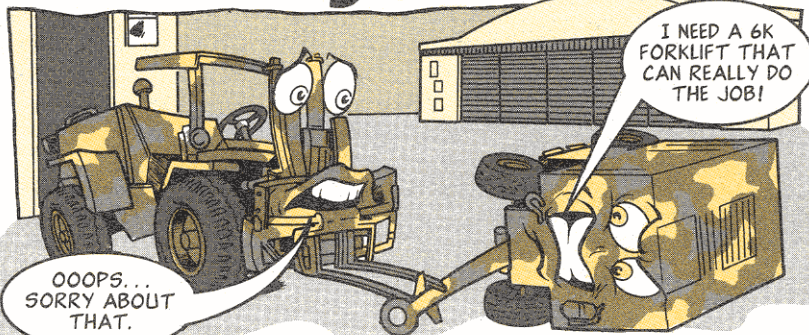
The top AGPU tire killers are engine oil and hydraulic fluid. Oil eats tires. Soon, chunks of rubber fall off. Then flats and blowouts happen.



Never let a tire sit in an oil or hydraulic fluid spill. And never let hydraulic fluid drip on tires.

When you replace tires, replace both on an axle. Use NSN 2610-01-347-9730. It's a wider tire that will give your AGPU better traction. It also has more plies for a longer life.

No Puny Forklifts



You're inviting disaster if you lift an AGPU with a small forklift. The AGPU will tip and fall.

A filled AGPU weighs 4,275 lbs. So, use forklifts that have at least a 5,000-lb capacity.

That rules out the 4,000-lb capacity, M4K, but makes the 6,000-lb capacity, 6000M, just right.

Never try to make do with a forklift with tines that don't fit into the AGPU pockets. Tines must reach at least 49 inches into the AGPU pockets.

Take this little PM story to heart and your 26-pair cable will live happily ever after.

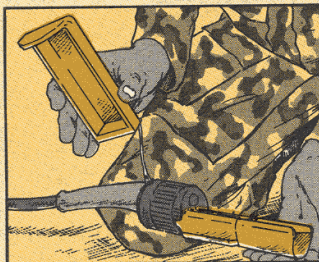
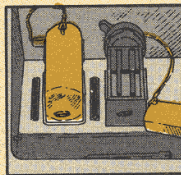
Line Up

Line up the cable connector and the receptacle before you squeeze them together. Forcing them at an angle can bend or break contact pins. Once they're mated, fasten the connector and receptacle locks at the same time.

Same goes when you disconnect the cable. Release the locks together and lift evenly.

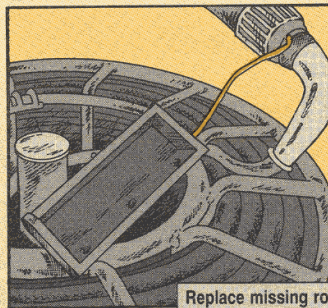
Cover Up

When you're not using the cable, put a cover, NSN 5935-00-883-4265, on receptacles . . . and connectors.



A Cable

The covers keep out dirt and moisture that can silence your commo. Keep covers attached.

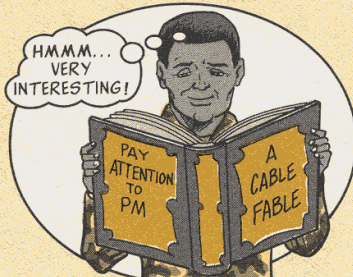


Replace missing ropes

If the ropes holding them on are lost or damaged, ask your unit repairman to make new ones. He'll need:

ITEM	NSN
Wire rope	4010-00-575-6233
Swaging sleeve	4030-00-431-5536
Compressing tool	5120-00-323-2292

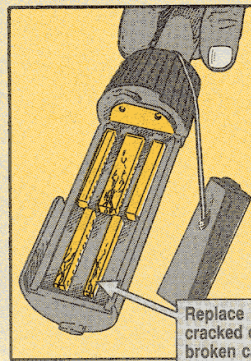
Appendix A of CTA 50-970 is the ordering authority.



Fable

Cap Up

The plastic caps on your connectors and receptacles protect the contacts from bending during hookup. If the caps are cracked or broken, your repairman can replace them.

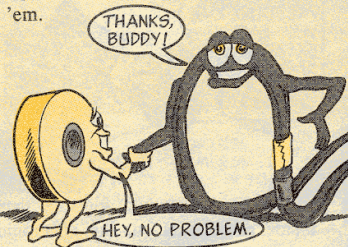


Replace cracked or broken caps

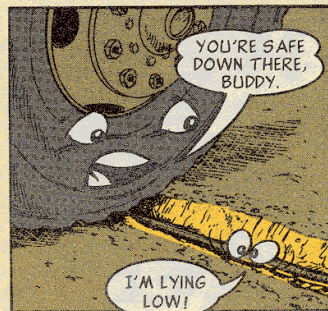
He can order a replacement kit with caps for 10 connectors with NSN 5999-01-073-5507.

Tape Up

Cable cut or cracked? Use electrical tape, NSN 5970-00-685-9059, to patch 'em.



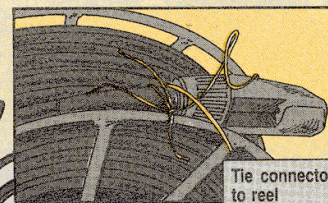
Cover Up



Heavy vehicles running over cables break the insulation and mash internal wiring. Place the cables away from heavy traffic areas. If you have to lay a cable across a road, protect it with boards or dig a small trench for it. In some cases you may have to bury your cable—6 to 12 inches in regular soil, 2 to 3 feet in sandy ground.

Reel Up

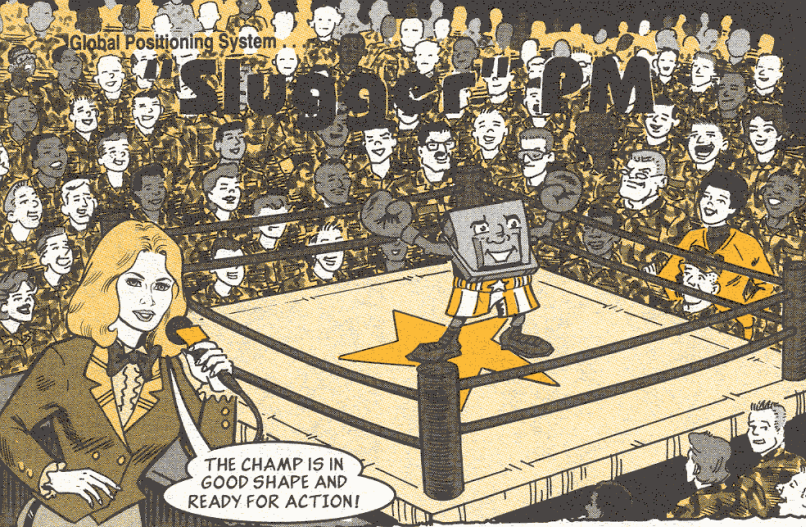
When you reel up the cable, protect the connector. Tie it to the inside of the



Tie connector to reel

reel rim with field wire or twine. If it's not hanging loose, it can't get stepped on or banged around.

"Sluggo" PM

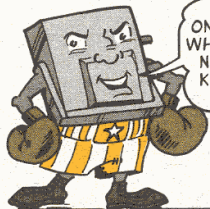


THE CHAMP IS IN GOOD SHAPE AND READY FOR ACTION!

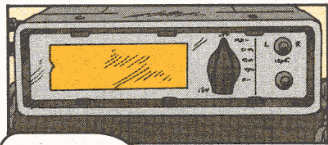
Make your small lightweight global positioning system receiver (SLGR) a real slugger with these PM tips:

- When you mount the SLGR on your vehicle, be sure you just hand tighten the bolts. If you use a wrench on them, you'll crack the mount.

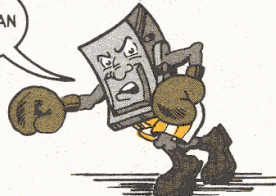
KEEP CAPS ON CONNECTORS WHEN THE SLGR'S NOT IN USE TO KEEP OUT DIRT AND SAND.



- Be careful where you put your hand when you handle the SLGR. Keep fingers and other objects away from the readout screen.

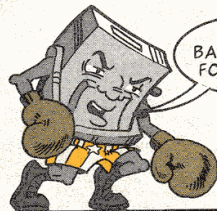


ANY TYPE OF PRESSURE CAN VERY EASILY BREAK THE SEAL OR CRACK THE LENS.

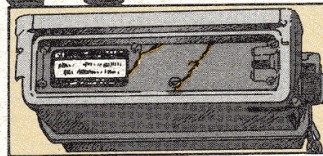


If the seal is broken, moisture gets inside and shorts out the electronic parts.

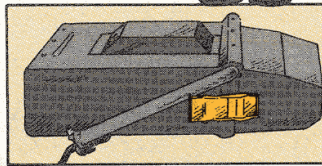
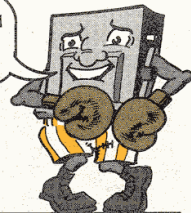
Blow off dust and dirt on the readout screen with low-pressure air. Wiping off dirt with a cloth can scratch and ruin the surface.



EYE THE BATTERY BOX FOR CRACKS.

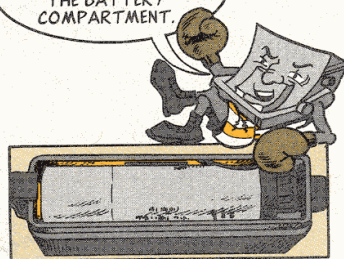


EASY DOES IT WHEN YOU OPEN OR CLOSE THE BATTERY COMPARTMENT LATCH.



There's only one latch, and getting heavy-handed will leave you with nothing to hold the battery lid.

ALSO LOOK AT THE RUBBER GASKET IN THE BATTERY COMPARTMENT.

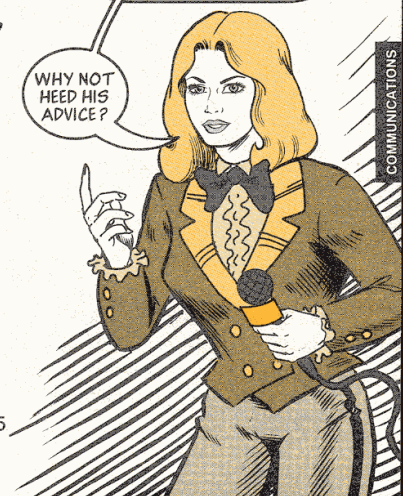


THIS LITTLE SLUGGER PROMOTES BETTER MAINTENANCE ...

WHY NOT HEED HIS ADVICE?

If the gasket's chipped or missing, moisture gets in and causes corrosion. You may need to replace the entire system if moisture gets inside.

To make a better seal, put a dab of silicone grease, NSN 6850-00-880-7616, on the rubber gasket.



The Breaker's Convenient



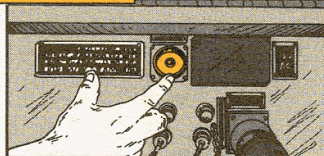
Before you connect or disconnect an RMC power cable on your AN/TRC-173 radio terminal set, push the convenience breaker in the shelter's power entrance box to OFF.

Here's the scoop on hookup:

If you hook up or remove the cable while the shelter's powered up and the convenience breaker and the RMC power switch are ON, you'll get arcing.

Arcing damages the shelter's RMC PWR receptacles, cable connectors, and the RMC's POWER receptacle and electromagnetic impulse filter. Even worse, you could get a deadly shock.

Set breaker OFF

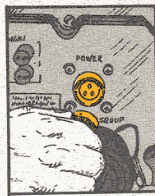


- ❖ Set the shelter's convenience breaker to OFF (push-button out).

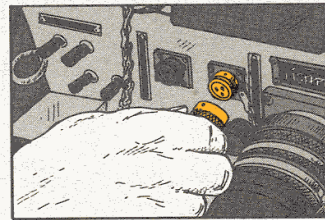
Convenience breaker OFF



- ❖ Hook up the RMC power cable to the RMC's POWER receptacle first.



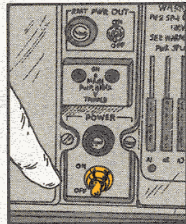
- ❖ Then connect the other end of the cable to one of the shelter's RMC PWR receptacles.



Here's the right way to hook up the RMC power cables and avoid a shock to your system:

- ❖ Ground the AB-1309 (V) antenna trailer, the shelter and the RMC.

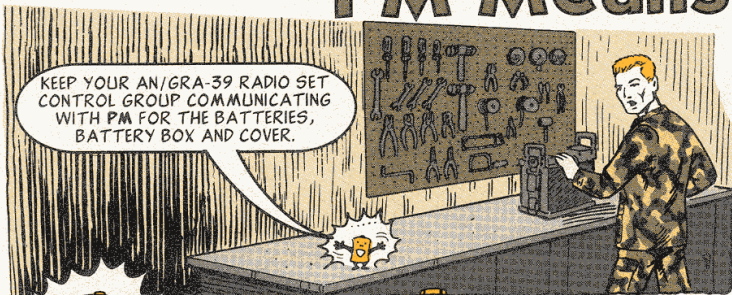
- ❖ Make sure the RMC's POWER switch is OFF.



- ❖ Set the convenience breaker to ON (pushbutton in).
- ❖ Set the RMC's POWER switch to ON.

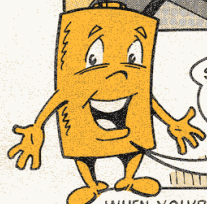
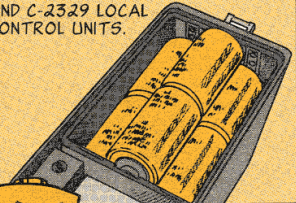
Before you disconnect a cable, make sure the RMC's POWER switch and the convenience breaker are OFF. Once the cable is removed, set the convenience breaker to ON.

PM Means Battery Care



HERE'S THE FACTS!

TAKE A GOOD LOOK AT THE SIX BA 3030/U BATTERIES, NSN 6135-00-835-7210, IN THE C-2328 REMOTE AND C-2329 LOCAL CONTROL UNITS.



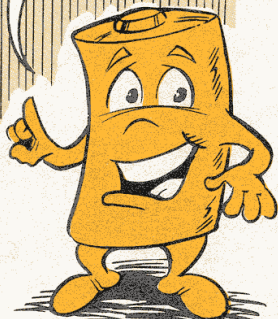
ANY LEAKING, SWELLING OR BULGING? IF EVEN ONE BATTERY LOOKS BAD, REPLACE ALL SIX.

WHEN YOU'RE NOT USING THE CONTROL GROUP, REMOVE THE BATTERIES. THE SET MAY BE IDLE, BUT THE BATTERIES ARE NOT. THEY CAN LEAK AND CORRODE THE BATTERY BOX.



KEEP FRESH BATTERIES ON HAND—SIX FOR EACH UNIT. BATTERIES LAST FOR ABOUT 144 HOURS OF OPERATION IN THE LOCAL UNIT AND 48 HOURS IN THE REMOTE UNIT.

THAT'S RIGHT, AND MAKE SURE ELECTRICAL CONTACT STRIPS ARE CLEAN, ESPECIALLY AFTER YOU RETURN FROM THE FIELD.



IF THE CONTACT STRIPS ARE CORRODED OR HAVE A DULL FINISH. . .

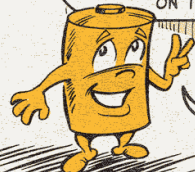


CLEAN 'EM WITH A POLISHING CLOTH, NSN 7920-00-985-6849, OR ISOPROPYL ALCOHOL, NSN 6810-00-753-4993, AND A LINT-FREE CLOTH.

SOMETIMES CONTACT STRIPS WORK LOOSE. IF THEY'RE LOOSE, THEY WON'T MAKE GOOD CONTACT WITH THE BATTERIES. HAVE YOUR UNIT REPAIRMAN GLUE THEM DOWN.

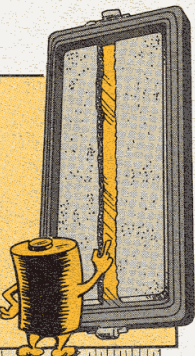


INSTALL NEW BATTERIES TWO AT A TIME. ROLL THE PAIR INTO POSITION TO MAKE THEM SNUG. THE RIGHT POLARITY IS PRINTED ON THE CASE.



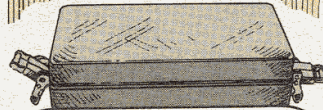
ALSO LOOK INSIDE THE BATTERY BOX COVER.

CUT A 5/8-IN. NOTCH DOWN THE CENTER OF THE PAD TO HELP HOLD THE BATTERIES IN PLACE. IF THE PAD, NSN 9320-00-626-8972, IS MISSING OR WORKN, GET DS TO REPLACE IT.



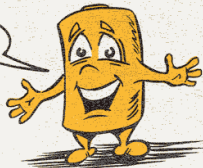
LOOK AT THE COVER GASKET, NSN 5330-00-930-6169. A GOOD SEAL DEFENDS AGAINST MOISTURE. IF THE GASKET'S CRACKED, FLATTENED OR MISSING SECTIONS, HAVE DS REPLACE IT.

THERE'S ONLY ONE RIGHT WAY TO CLOSE THE BATTERY COVER. LAY THE COVER FLAT ON THE BATTERIES. PRESS IT DOWN UNTIL IT'S SEATED. THEN FASTEN BOTH LATCHES AT THE SAME TIME.



LATCHING ONE SIDE AND THEN FORCING THE OTHER SIDE DOWN IS DOUBLE TROUBLE. FIRST, IT CAN CRACK THE CASE. IT ALSO CAUSES BATTERIES TO SLIP AND LOSE CONTACT.

AND THAT'S IT, FOLKS.



UNDER THE BIG TOP

Dear MSG Half-Mast,
An expandable frame tent,
NSN 8340-00-782-3232, arrived
without a packing list or manual.
Can you give me the NSNs for
the components?
SSG R. R.

I'D BETTER MAIL
THIS PARTS LIST
NOW! WH-O-O-P-S!

SQUEAK!
SQUEAK! *

Dear Sergeant R.R.,
Here's the list:

Number	Component	NSN 8340-00-
1	Frame section, end	234-4708
2	Tent frame arches	566-7394
5	Tent purlins	238-9806
2	Header assemblies	566-9697
1	Frame section, expandable	234-4712
1	Tent frame arch	566-7394
5	Tent purlins	238-9806
1	Header assembly	566-9697
1	Tent canvas w/cover	782-3425
2	Tent sections, end	566-7398
1	Tent section, intermediate	566-7416
18	9-in aluminum tent pins	261-9749
6	12-in steel tent pins	823-7451
10	16-in wood tent pins	261-9750
1	Cover tent, GP small	841-4648
1	Cover, carrying, arch	556-9674
1	Cover, carrying, purlin	556-9671

Half-Mast

*TRANSLATED FROM
GROUNDHOGESE:

HEY, WHAT'S WITH
THE STAKE? I HAD
THE RIGHT OF WAY!

EASY-TO-READ OIL GAUGE

I CAN'T READ THE GAUGE WITH THE AIR CLEANER HOSE IN THE WAY.

Dear Editor,

The acoustic suppression kits (ASKs) on some 5- and 10-KW DED generators make it tough to read the oil pressure gauge. Even with the air intake door opened, you can't read the gauge because it's hidden under the air cleaner hose.

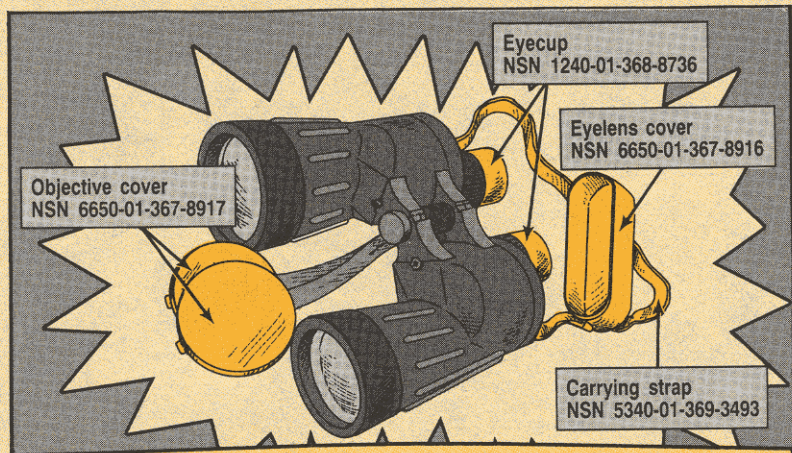
We came up with a simple fix. Just reach through the oil access door to get to the gauge's mounting bracket. Push the bracket away from you and past the air cleaner hose. Easy does it. You won't have to push far, just enough to let you read the gauge through the air intake door.

Clifford J. Kaltreider
Ft Meade, MD

Push bracket away from air cleaner hose

FROM THE DESK OF THE Editor 
Sounds like there's no pressure to reading the oil gauge now.

A Different Look



NEWLY DESIGNED M22 BINOCULARS, NSN 1240-01-361-1318, ARE NOW AVAILABLE. THE NEW MODEL DIFFERS FROM THE OLD ONE IN THE FOLLOWING WAYS:

* *The laser filter has been moved inside the housing, behind the objective lens. That cuts down on reflected sunlight that can give away a soldier's position.*

* *The rubber armor piece is fused to the binoculars. It's no longer a replaceable part.*

* *The new M22 has four repair parts, as opposed to five for the old model.*

Parts for the new and old models are entirely different. You can't swap parts between them.

TM 9-1240-406-12&P comes with the binoculars. Some folks have received an advance copy of this TM. The advance copy does not include repair part NSNs. The new M22 binoculars are NOT free issue. They cost more than \$200.

NOT ENOUGH,

M17 AND A/E 324-8 DECONS ARE GOING DOWN BECAUSE...

...THEY'RE NOT GETTING ENOUGH OIL.

THEY'RE GETTING TOO MUCH SALT.

THEY HAVE THE WRONG SIZE BELTS.



M17s have two-cycle engines. That means EVERY time you fuel it, you must add two-cycle engine oil to the fuel. Add one quart of oil for every five gallons of MOGAS. And you need to shake the fuel can hard after you add the oil so that it mixes with the fuel.

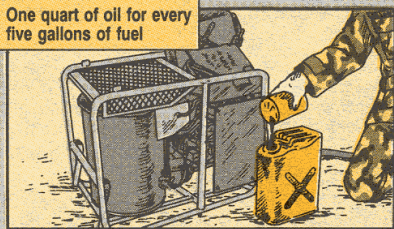
If you forget the two-cycle oil, you can soon forget your decon. Half the A/E 324-8s going to depot for repair have seized engines.

Use 30-weight oil only in absolute emergencies, despite what TM 3-4230-218-12&P says. It will shorten the life of the engine. (Training's not an emergency!)

If you're not sure if oil has been added to fuel, mix another batch. Just because the fuel is tinted doesn't mean it contains the right amount of oil. Any fuel you're uncertain of can be used for the burner.

One burner fuel note: when you have a fuel choice, go MOGAS. Diesel fuel makes starting harder and is more likely to cause burner flooding.

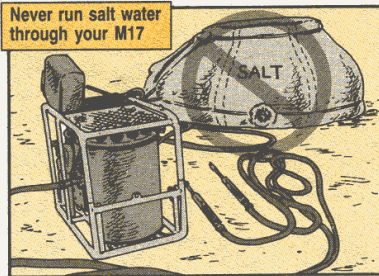
One quart of oil for every five gallons of fuel



TOO MUCH, WRONG SIZE

Salt

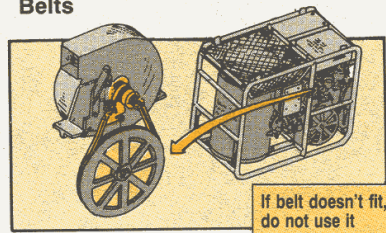
Never run salt water through your M17



Much of the decon is made of aluminum. Salt can corrode aluminum in no time. That's why decons and salt do not mix. Never run salt water through the pump. If the decon is exposed to salt air, wash it off with fresh water and dry it as soon as possible. Lube its outsides with oil, NSN 9150-00-082-7535, to fight corrosion.

Belts

There are some bad belts in the supply system. The correct belt comes with NSN 3030-00-899-4888 and has part number 7445 marked on it. If you install a belt and it appears too long or too short, do not use it. File a Quality Deficiency Report (SF 368) and order a new belt.



Chemical Agent Monitor . . .

Wipe Out Radiation Threat

The Chemical Agent Monitor (CAM) has a radioactive source. It's possible it could leak radiation.

You NBCNCOs don't want a leak. So schedule your CAMs for wipe-testing every 12 months at support.

Support then sends the test results on transaction cards (see AR 710-3 for info) to:

Rock Island Arsenal
ATTN: SMCRI-SEM-L/Radiation
Leak Test Samples
Bldg 210
Rock Island, IL 61299-6000

When you get your CAMs back, it's a good idea to put a label on each one showing when the next wipe test is due.



I NEED REGULAR TESTING!

GVOs Are the Way to Go

THE GREEN VINYL OVERSHOES (GVO) THAT PROTECT YOUR FEET FROM MUD AND WATER ALSO PROTECT AGAINST CHEMICAL THREATS

AND THEY HAVE THESE ADVANTAGES OVER CHEMICAL PROTECTIVE FOOTWEAR...

- × Better protection
- × More durable
- × Better fit
- × Easier to put on and take off
- × Less likely to snag on things

But there are a few things to remember about GVOs:

■ You can't use the same GVOs for bad weather and NBC protection. The NBC GVOs must be kept in mint condition to do their job. Get a second pair for bad weather.

■ GVOs provide at least 12 hours of protection after NBC contamination. You can wear them up to 24 hours, but with slightly less protection.

■ GVOs can be worn up to 14 days and still provide NBC protection...as long as they have no cracks, tears, or punctures. Inspect them daily for problems. If you find any, replace the GVOs as soon as possible. But keep the old GVOs until you get the new ones. Even damaged GVOs provide some protection.

■ Keep DS2 off GVOs as much as possible. DS2 makes them slippery and causes cracking. If your GVOs are exposed to DS2, replace them ASAP.

EYEBALL GVOs FOR CRACKS, TEARS OR PUNCTURES.

WHOA, THAT WAS SOME FALL!

In the meantime, step carefully, especially on metal surfaces where you can easily slip and take a fall.

Your NBC NCO can order GVOs with these NSNs:

Size	NSN 8430-01-317
3	3374
4	3375
5	3376
6	3377
7	3378
8	3379
9	3380
10	3381
11	3382
12	3383
13	3384
14	3385

■ Use the M280 individual equipment decon kit to decon GVOs. But even then you may not be able to decon them completely. Before you take off your MOPP gear, check the GVOs with a chemical agent monitor, M8A1 alarm, or M9 detector paper. If they're still contaminated, decon them as best you can before you take off your MOPP gear.

USE M280 TO DECON GVOs.

Supply . . .

Good Advice Codes

When you check the AMDF, pay particular attention to the Acquisition Advice Code (AAC) column. This column gives good advice on how to submit your supply request.



HERE ARE SOME OF THE MOST COMMONLY USED CODES AND WHAT THEY MEAN...

AAC	Explanation
D	The item is centrally managed, stocked, and issued. Requisitions are processed through normal channels.
F	The item is fabricated or assembled from raw materials. If item has a source code of "XB" and cannot be obtained through cannibalization, it can be ordered. Use an advice code of "2A" in card columns 65-66 of your supply request.
G	The item is managed, issued and stocked by GSA. Requisitions are processed through normal channels.
H	The item is centrally procured but not stocked. User will receive the item direct from the vendor.
J	The item is not stocked. Procurement process will start when requisition is received. So, expect a long lead time.
K	The item is ordered through local purchase. Stocked for overseas requisitions only.
L	Supply source authorizes units to buy item through local purchase.
V	Stock has been marked for termination. Future procurement is not authorized. Requisitions will be accepted until stock is exhausted.
Y	Extension of AAC "V". Supplies have been exhausted and item is no longer available.

UNIT OWNS AAL ITEMS



What's going on out there? Seems a lot of units are turning in Additional Authorization List (AAL) items when they turn in an end item to depot for repair.

That's wrong! AAL items belong to you—the unit—and should never be turned in **unless** they're not needed for other end items on your MTOE.

Then they go to DRMO as excess items.

If you turn in your AAL items, when you get a replacement for the old end item, you'll have to order another set of AAL items. That wastes precious supply dollars!

Right this minute some unit is turning in AAL items with small arms. It's a big problem. Repair shops end up with parts they don't need—and units end up with holes in their supply pocketbook.

Examples of AAL items that should not be shipped to the depot with small arms are:

Item	NSN 1005-00-
Cleaning brush, tooth	494-6602
Storage case	403-5804
Cleaning brush, chamber	999-1435
Cleaning brush, bore	903-1296
Blank firing attachment	140-3515

These items stay with the unit when the rifle or machine gun's turned in.

Moving? Change Address!

If your unit's moving, be sure you keep your publications by changing your address at the Baltimore Pubs Center!

It's simple—just send in a DA 12-R change form. Give them your account number, new and old address, and the approximate date of your move.

If your unit's being deactivated, just write "DEACTIVATED" in block 13b.

REQUEST FOR ESTABLISHMENT OF A PUBLICATIONS ACCOUNT		
For use of the form, see DA Pam 25-33, the proponent agency is ODSC4		
1. ACCOUNT NUMBER M0504	2. DATE 7 Apr 93	3. TYPE OF SUBMISSION a. <input type="checkbox"/> INITIAL b. <input checked="" type="checkbox"/> CHANGE
4. FROM: (Include 8-Digit ZIP Code) 40032244A 40032244A USMC NABUSS JEB Adpt Baltimore, DE 1251-5101	5. THRU: (Include 8-Digit ZIP Code) 20032244A ACTIVE Baltimore, DE 1251-5101	6. TO: Commander USA Publications Distribution Center 2800 Eastern Blvd Baltimore, MD 21220-2898
7. Request an account be established IAW AR 310-2 for the following type service: <input type="checkbox"/> PUBLICATIONS <input type="checkbox"/> BLANK FORMS <input type="checkbox"/> TEST CONTROL MATERIAL		
8. UNIT DESCRIPTION DATA		
a. UNIT IDENTIFICATION CODE	b. TOE NUMBER	
d. LOCATION <input type="checkbox"/> CONUS <input type="checkbox"/> ALASKA <input type="checkbox"/> EUROPE <input type="checkbox"/> PACIFIC <input type="checkbox"/> MDW <input type="checkbox"/> HAWAII	c. TDA NUMBER	
e. COMPONENT <input type="checkbox"/> ACTIVE ARMY <input type="checkbox"/> ARMY RESERVE <input type="checkbox"/> NATIONAL GUARD <input type="checkbox"/> MARINE CORPS <input type="checkbox"/> DOD ACTIVITY <input type="checkbox"/> OTHER <input type="checkbox"/> AIR FORCE <input type="checkbox"/> NAVY		
9. The Publications Officer for this organization will be:		
a. TYPED NAME, GRADE AND TITLE OF PUBLICATIONS OFFICER	b. SIGNATURE	c. TELEPHONE NUMBER AUTOVON _____ COMMERCIAL _____
SECTION II—ACCOUNT CLASSIFICATION LEVEL		
10. Request the following classification level for this account: <input type="checkbox"/> UNCLASSIFIED <input type="checkbox"/> CONFIDENTIAL <input type="checkbox"/> SECRET		
11. This organization has adequate equipment and properly cleared personnel to receive and safeguard material according to the classification requested for this account.		
12. If classified service is approved, the Security Officer will be:		
a. TYPED NAME, GRADE AND TITLE OF SECURITY OFFICER	b. SIGNATURE	c. TELEPHONE NUMBER AUTOVON _____ COMMERCIAL _____
SECTION III—CHANGE OF ADDRESS		
13a. OLD ADDRESS (Include 8-Digit ZIP Code) 20032244A USMC NABUSS JEB Adpt Baltimore, DE 1251-5101	b. NEW ADDRESS (Include 8-Digit ZIP Code) 20032244A USMC NABUSS JEB Adpt Baltimore, DE 1251-5101 Effective Date: 7 Apr 93	
SECTION IV—AUTHENTICATING OFFICIALS		
14a. TYPED NAME, GRADE AND TITLE OF COMMANDER	b. SIGNATURE	c. TELEPHONE NUMBER AUTOVON _____ COMMERCIAL _____
15a. TYPED NAME, GRADE AND TITLE OF INSTALLATION POC	b. SIGNATURE	c. TELEPHONE NUMBER AUTOVON _____ COMMERCIAL _____

Connie's
POST
SCRIPTS



CONNIE...
I'VE GOT A
MAINTENANCE
PROBLEM!



HEMTT Fire Extinguisher

Use NSN 4210-01-297-2026 to get the fire extinguisher mounted next to the driver seat. The NSN on Page B-14 of the BII is wrong.

Tighten Your Belt

The fan belts for your 60-KW DED generator, listed as Item 1 of Fig 94 in TM5-6115-545-24P, are too large. NSN 3030-00-832-4323 gets you the right-sized belts.

55-Gal Water Drum

Need to carry water to troops in the field? Use NSN 8110-01-116-8194 to get a collapsible, 55-gal fabric water drum.

Cover Your Machine Gun

Gunners, NSN 1005-00-487-4100 gets an olive drab canvas cover for your M2 machine gun. The cover can be used on both ground-mounted and vehicle-mounted M2s.

Door Handle Spring NSN

NSN 5360-01-086-8877 gets the door handle spring for the MW24C scoop loader. Make a note until the NSN is added to the parts TM.

HMMWV First Aid Kit

Worried about the first aid kit being contaminated by battery acid residue? Put it under the driver's seat. TACOM EIR Digest, TB 43-0001-39-5 (Jun 93), has the word on Page 3-15. Write Half-Mast for a copy if your local TACOM Logistics Assistance Representative doesn't have it.

AN/PRC-127 Battery NSN

Appendix D of TM 11-5820-1048-24&P lists the wrong NSN for the nickel cadmium battery pack. Use NSN 6140-01-274-0835 instead.

STE Hotline

Now you can get an answer to any question about your STE/ICE-R or STE-M1/FVS. Just call the 24-hour STE hotline, 800-229-3458 for help. If you'd rather send electronic mail, address it to Thompson%ccmail@TACOM.emh1.army.mil.

12-Ton Semitrailer Bolt NSN

NSN 5305-00-717-3999 gets the correct bolt for the leaf spring clip on M127-, M128- and M129-series semitrailers. The bolt shown as Item 5 in Fig 52 of TM 9-2330-207-24P is too short.

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

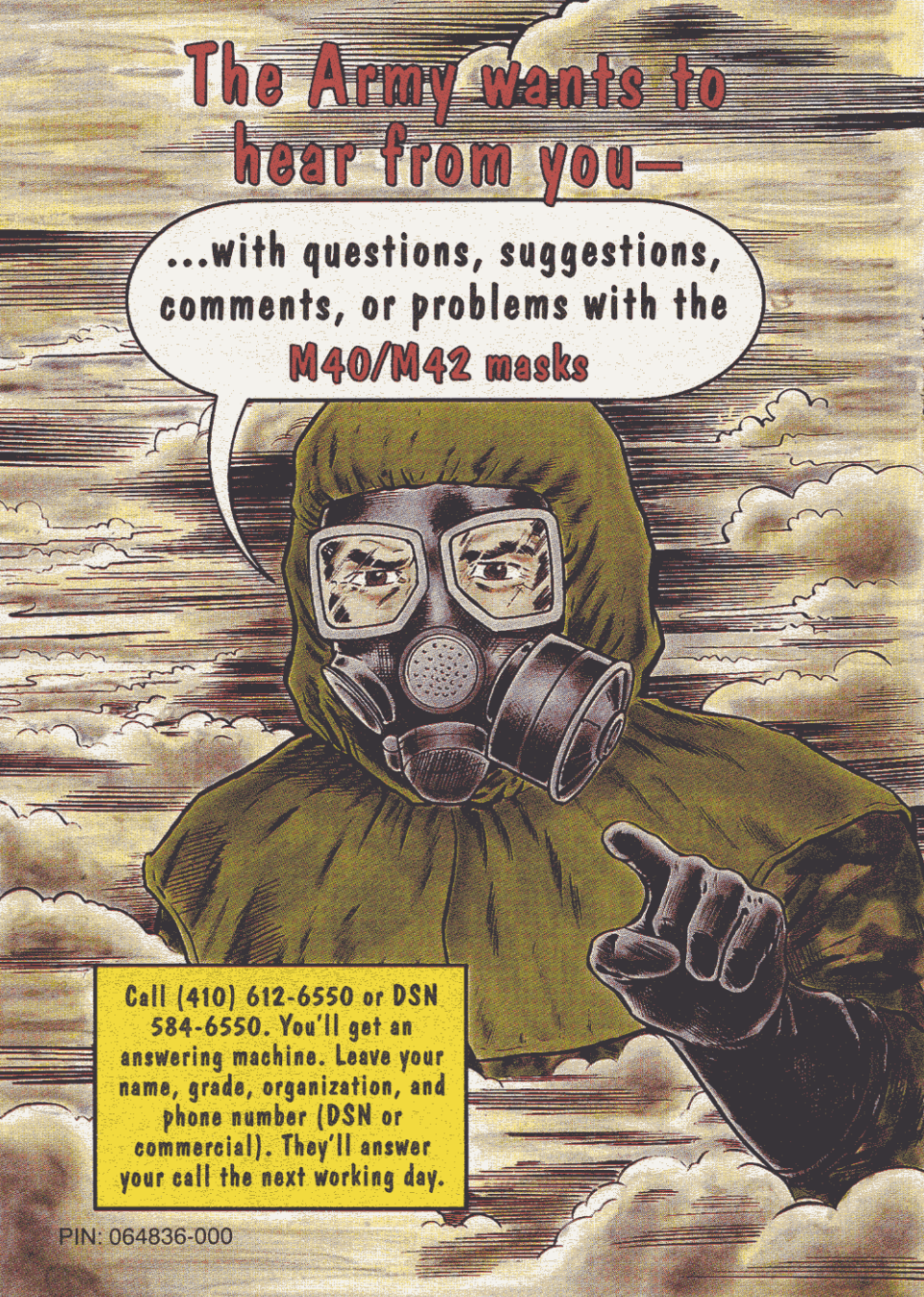
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