

Issue 348

PS

November  
1981

THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY

NOW THAT  
YOU'VE GOT  
THE GEAR BOX  
PACKED,  
WRAPPED AND  
TIED...

... HOW ARE YOU GOING  
TO GET THE 2410  
INSIDE THE PACKAGE?

?



MURPHY  
ANDERSON

See page 29

PASS THIS  
COPY ON!!



Are You...

# READY for COMBAT?

Some odd and interesting (maybe disastrous) things are being found by CLRT (Command Logistics Review Teams) and LAAT (the Army's Logistics Assessment and Assistance Teams).

THEY MAKE YOU WONDER IF SOME UNITS ARE REALLY COMBAT-READY!

HERE ARE A FEW OF THE THINGS THEY ARE FINDING...

"Operators, mechanics and supervisors don't know how to use tech manuals."

NEED TH' TM?

NAHHHHH... I KNOW ALL THERE IS TO KNOW ABOUT MY TRACK!

"Drivers are not trained in operator maintenance and not being supervised in doing maintenance."

WONDER WHAT MY MEN ARE DOING ON THAT APC?

"Commo (dry cell) batteries not stored right."

WHO STORED THESE BATTERIES OVER THE RADIATOR!

NO WONDER THEY'RE NO GOOD WHEN WE PUT 'EM IN OUR RADIOS!

"Battery acid on hand. Units activate lead-acid batteries."

HOLD IT! OUR DSU DOES THAT!

"Unserviceable tools and test equipment on hand."

THE WHOLE ELECTRICAL SYSTEM SHOWS O VOLTAGE!

IS YOUR TESTER OK?

"PLL clerks not trained right. Supervisors don't know how to supervise PLL operations."

"Tech manuals missing. Some tech manuals in use are old, out-of-date."

Y'SURE THIS 1945 MANUAL IS THE LATEST ON YOUR GENERATOR?

"Shortages of tools and test equipment."

"AOAP (oil analysis) not being done right."

YEP--WE SEND IN SAMPLES EVERY YEAR!

BUT TB 43-0210 SAYS IT'S BY HOURS OR MILES!

"Operator and organizational maintenance not done on equipment turned in to direct support."

Would you want to go into combat if that's the way it is in your unit? It's a sure way to return in a plastic bag.

NOW'S THE TIME TO GET CRACKING! GOOD MAINTENANCE WILL HELP KEEP YOU AND YOUR UNIT ON THE WINNING SIDE!

## PS THE PREVENTIVE MAINTENANCE MONTHLY

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ISSUE NO. 348 NOVEMBER 1981

### FIREPOWER

Identifying Tanks	2-5	M901 ITV Tips	12
Torquing Bearings	6	Chaparral	13
Starter Relocation	7	GMSE Test Leads	13
Fuel Filter Kit	7	FAAR/TADDS	14-16
Hatches & Latches	8	M203 Barrel Grip	17
Personnel Heater	9	.38-Cal Revolver	17
M109 Air Cleaner	9	Tanks Get BFS	65
M113/A1/A2 FOV	10-12	Howitzer Lube	65
		Ammo Rack Parts	65

### GROUND MOBILITY

M880-Series Trucks	18-19	Truck Chocks	24
Engine Leak?	20-21	M911 Gages	25
Access Panels	22	5-Ton Trucks	25
Lug Nuts	23	Mirrors	26-27
M915-Series Trucks	24	Trailer Cable	27
Tire Valve NSN's	24	Unsafe Truck	65
		Truck Horn Fix	65

### AIR MOBILITY

Save the Parts!	29-36	UH-1	39, 40
Decal Update	37	Aviation Messages	39
DA Form 2408-13	37	Power Wrench Tip	40
OH-58 Seat Fix	38	Drive-shaft	41
First Aid Kit	38	Safety Wire	41

### COMMUNICATIONS

AN/GRA-39 Radio	42-44	Switchboard Fuses	49
AN/VRC-12 Fan	44	TA-312 Telephone	50
OE-254 Antenna	45	TT-98	50
AN/PRC-74 Radio	46-47	CX-4720 Cable	50
MT-1029 Mount	48	CW-592 Cover	50
Projector Bulb	48	AN/PVS-2	51
Shelter Pub	49	Bad Batteries	51
		Circuit Boards	65

### TROOP SUPPORT

New Publications	28	M2 Burner	56
M17/M17A1 Masks	52	Power Unit TM's	57
Mask Faceform	53	Mil Std Engines	57
Mask Modifications	53	3-KW Generator	58-59
M1 Mask Bag	53	15-KW Generator	59
Earplugs	54	Supply How-to	60-61
Air Mattress	55	DA Form 2406	62-63
		DA Form 2408-4	64

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

MSG Half Mast  
PS Magazine  
Lexington, KY  
40511

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FIRE -  
POWER

Tanks...

# Identifying M60A1's and M60A3's

PUZZLED BY ALL THE MODELS IN  
THE ARMY'S FAMILY OF M60 TANKS?

THIS WILL  
HELP YOU TO  
SORT 'EM OUT!...



The M60-series tank has undergone many changes and improvements in the last 20 years.

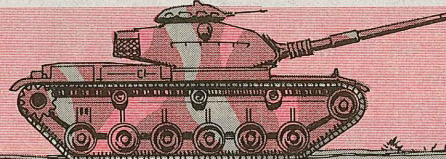
There are now 8 models in the family. Except for the original M60 and the M60A2, there are enough similarities to make the M60A1's and M60A3's mighty hard to tell apart.

Not all models are correctly identified on their data plates, which only makes for more confusion.

2

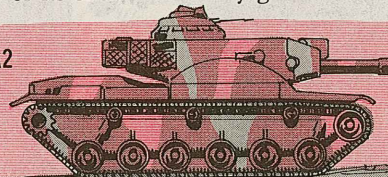
No sweat on the plain M60. It has a chisel-shaped bow (characteristic of all 60-series tanks), and the dome-shaped turret similar to the older M48-series tank.

M60



The M60A2 was removed from the Army inventory as of 1 Oct 81. It is easy to identify because of its short and stubby gun tube used to fire Shillelagh missiles.

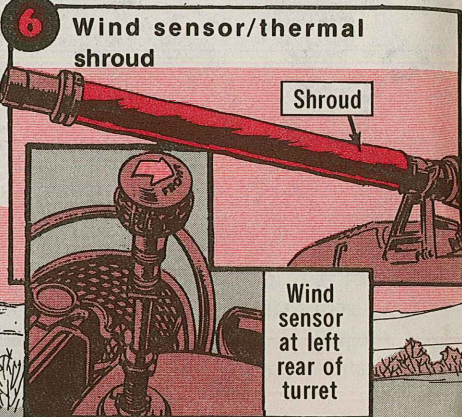
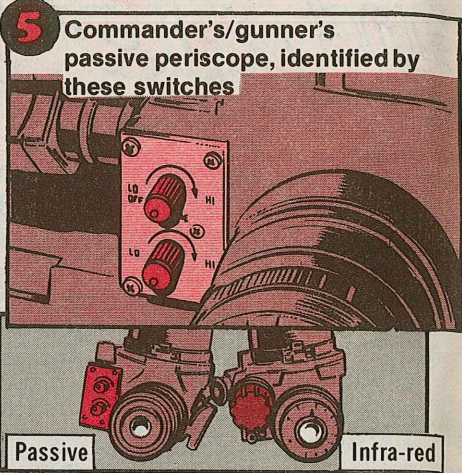
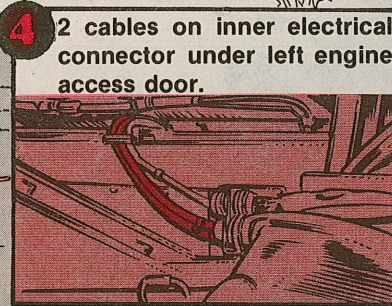
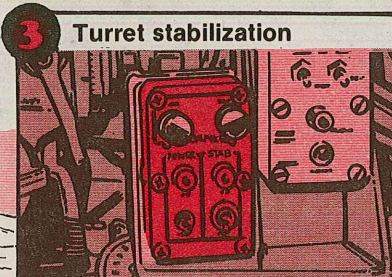
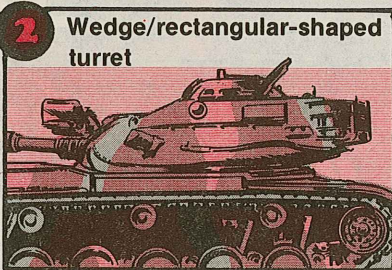
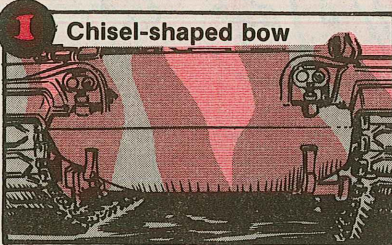
M60A2



PS MORE



Use these features to identify your tank on the opposite page. There are other features, but these make the difference:



IF YOUR DATA PLATE IS WRONG, GET HELP!

- M60A1- 1 2
- M60A1 (AOS)- 1 2 3 \*
- M60A1 RISE- 1 2 3 4 \*\*
- M60A1 RISE Passive- 1 2 3 4 5
- M60A3 Passive- 1 2 3 4 5 6
- M60A3 TTS- 1 2 3 4 5 6 7

\* May have 2A or 2D (RISE) engine. The 2D (RISE) engine does **not** make it a RISE tank. The engines are identified by checking under the left side engine access door. No electrical wiring on top of the engine means the engine is AVDS 1790-2A. The AVDS 1790-2D (RISE) engine will have 1 cable on the inner electrical connector.

\*\* All tanks having 2 cables on the inner electrical connector are equipped with the AVDS 1790-2C engine.

If your tank is incorrectly identified on the data plate, let your direct support unit (DSU) know. They and the local Logistics Assistance Office will help you. If the data plate is correct, but your tank is being carried on your unit property book as some other model, send the paper work in the manner shown in PS 346, Pages 12-13.

WHEN YOU'RE DONE WITH THIS, YOU'LL KNOW FOR SURE WHICH MODEL GO YOU'RE TRACKIN'!



## More Torque Talk

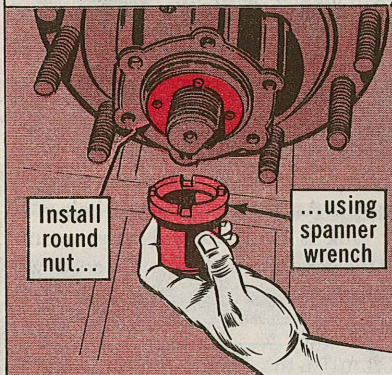


You M48 and M60 mechanics can save yourselves time and muscle strain if you'll follow your TM when servicing roadwheel bearings and support roller bearings.

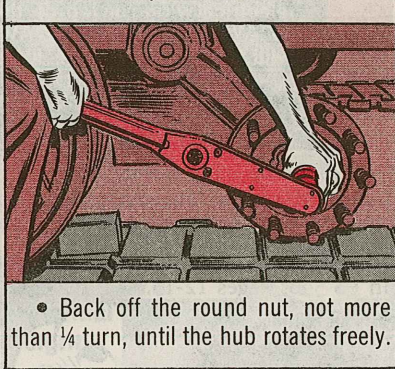
Seems a lot of bearings are failing because of wrong torquing and poor bearing clearances.

Altho the hubs for these vehicles are similar, be sure to follow the -20 TM that applies to your tank. Make sure you:

- Install round nut with dowel, NSN 5310-00-752-1166, using a spanner wrench, NSN 5120-01-048-8640.



- Torque the nut to 50-70 lb-ft while rotating the hub backward and forward to make sure all parts are seated.



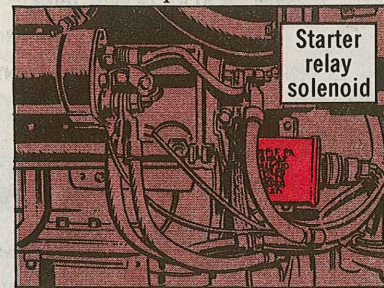
Disassemble and inspect all parts if you don't get free rotation. Replace any defective parts and repeat the procedure.

Then complete the installation according to your TM.

## Starter Relocation



Tired of having to pull the power pack on your M48- or M60-series tank in order to replace the starter relay solenoid?



Well, starter solenoid relocation kit, NSN 2920-01-073-4321, should put a smile on your face.

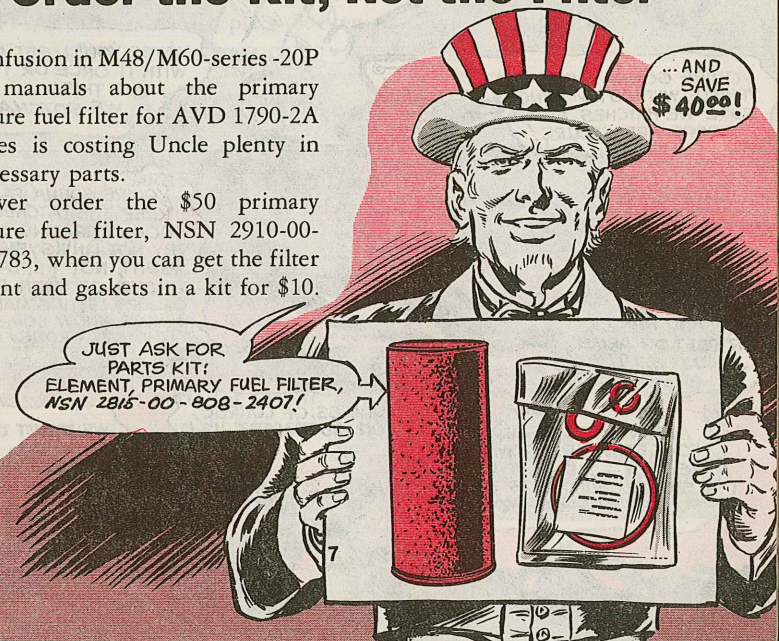
It has all the wiring and hardware to relocate starter solenoid, NSN 2920-00-487-9461, on top of 2C and 2D tank engines.

All the poop on how to make the change is in TB 43-0001-39-5 (Apr 81).

## Order the Kit, Not the Filter

Confusion in M48/M60-series -20P tech manuals about the primary pressure fuel filter for AVD 1790-2A engines is costing Uncle plenty in unnecessary parts.

Never order the \$50 primary pressure fuel filter, NSN 2910-00-795-1783, when you can get the filter element and gaskets in a kit for \$10.





Just Get A Little Careless,  
And... **We GOTCHA!**

**GOTCHA!**

SOONER OR LATER WE'RE GONNA GETCHA!

JUST LET THAT SINK IN FOR A MINUTE!

YES, INDEED, SOONER OR LATER... WE'RE GONNA GETCHA!

YOU'RE GONNA LET YOUR GUARD DOWN! YOU'RE GONNA FORGET JUST HOW DANGEROUS WE ARE AND... ZAP... WE'VE GOTCHA!!

YOU'RE GONNA THINK THAT LOCK-OPEN LATCH IS SECURE AND YOU'RE GONNA PUT YOURSELF RIGHT WHERE WE WANT YOU AND THEN... GOTCHA!

YOU'RE GONNA MOVE THAT VEHICLE WITHOUT MAKING SURE WE HATCHES AND DOORS ARE SECURE!

MAYBE YOU'LL GET AWAY WITH IT ONCE OR TWICE, BUT THEN... WE GOTCHA!

YOU'RE GONNA FORGET ABOUT WATCHING WHERE YOU PUT YOUR HEAD AND HANDS (OR FEET OR ARMS ...WHATEVER)!

YOU'RE GONNA FAIL TO KEEP THE LATCHES IN GOOD OPERATING CONDITION BY NOT LINING 'EM UP RIGHT, NOT REPLACING BROKEN OR WORN PARTS, OR NOT LETTING MAINTENANCE KNOW SOMETHING'S WRONG!

AND WHEN YOU FAIL OR FORGET, WE'RE GONNA GETCHA -- JUST LIKE WE'VE SNARED HUNDREDS OF SOLDIERS BEFORE YOU!

UNLESS, OF COURSE, YOU OUTSMART US!

WE DON'T CLAIM TO BE SMART -- JUST UNFORGIVING!

Combat Vehicles... **New Heater Repair Parts**



Where are the organizational repair parts for the new Stewart-Warner C-model personnel heater, NSN 2540-01-083-0691?

LATER THEY'LL BE LISTED IN THE VEHICLE TM'S BUT FOR NOW THE ONLY PLACE YOU CAN FIND THEM IS RIGHT HERE...

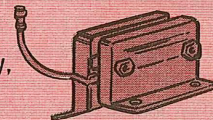


Heater igniter,  
NSN 2540-00-217-5782



Thermostatic switch,  
NSN 5930-00-283-6562

Ignition control assembly,  
NSN 2590-01-102-6857



The C-model heater is now the prime heater for all combat vehicles except the M113A2 carrier. It will replace the Stewart-Warner B-model heaters, NSN 2540-01-013-0846, as they wear out.

M109 Howitzers...

**Air Cleaner Parts**

and the latch assembly, NSN 2590-01-115-6281.

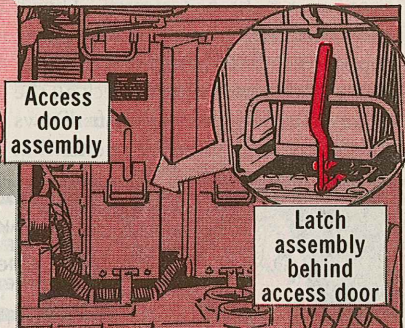
HERE'S SOME GOOD NEWS FOR YOU M109-SERIES CREWS!

THANKS, SARGE!



Now you can get parts for the air cleaner instead of paying \$551 for the whole thing.

What's available are the access door assembly, NSN 2590-01-116-2642,

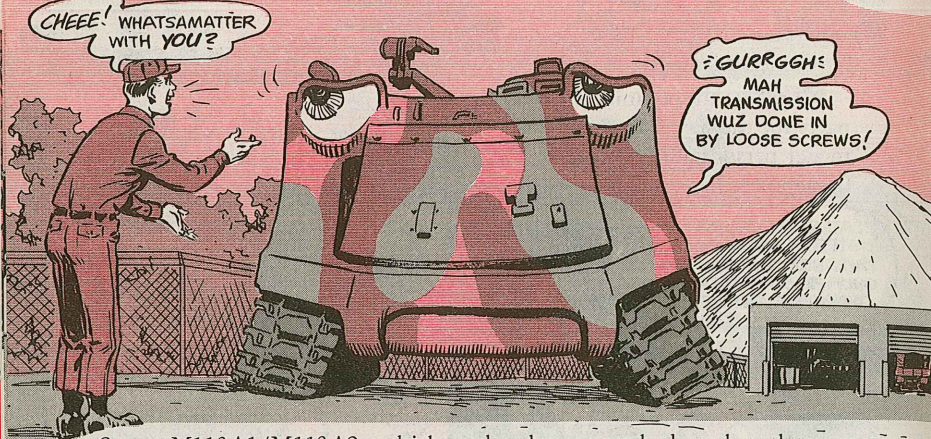


Access door assembly

Latch assembly behind access door



## U-Joint Screws Screw-Up



CHEEE! WHATSAMATTER WITH YOU?

‘GURGGH’ MAH TRANSMISSION WUZ DONE IN BY LOOSE SCREWS!

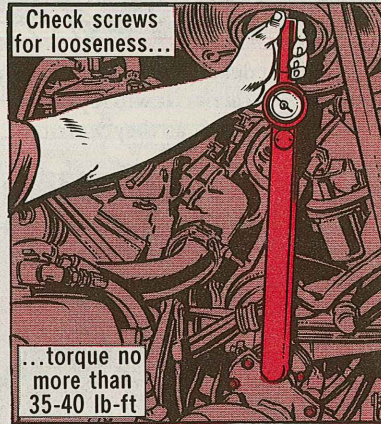
Some M113A1/M113A2 vehicles are getting wrecked because screws work loose in the power train universal joints. Shafts or U-joints lose their screws and batter the transmission housing to pieces when they break loose.

The screws (bolts) securing the U-joints are loose on many vehicles. The screws got this way because they were not properly torqued when they were installed or serviced. Screws that have been over-tightened stretch. They'll back out, and whatever they were supposed to hold becomes loose.

You mechanics should check all the drive train U-joint and shaft screws for looseness. If there is evidence that

they have stretched, replace them.

If they seem to be holding the torque of 35-40 lb-ft, leave 'em alone.



Check screws for looseness...

...torque no more than 35-40 lb-ft

**IMPORTANT!** MAKE SURE YOU DON'T TIGHTEN THESE SCREWS (BOLTS) MORE THAN 40 LB-FT. BECAUSE THAT CAN STRETCH THEM SO THEY WON'T HOLD!

## Service Frequency Change



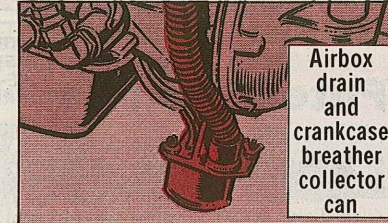
C'MON... HURRY! YOU'RE SLOWIN' TH' WHOLE CONVOY!

CAN'T ‘GASP’ IT'S MY CRANKCASE BREATHER ‘WHEEZ’

YOU CREWMEN PULL IT LIKE SO ...

Idling at low RPM's, especially in cold weather, is tough on the engines of M113-type vehicles.

Crud builds up in the airbox drain and crankcase breather collector can because the engine's not running hot enough to burn it off.



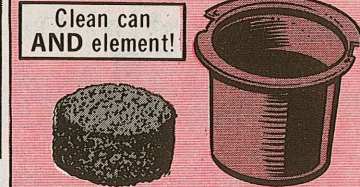
Airbox drain and crankcase breather collector can

When that happens, the monthly maintenance interval for the can is not enough. There's too much pressure in the crankcase and the engine may burn more oil than normal. Performance suffers, too.

Plus, there can be even more gunk in the engine compartment when the can overflows.

So, maintenance on the airbox drain and crankcase breather collector needs to be pulled weekly, instead of monthly.

1. Weekly, remove the airbox drain and crankcase breather collector can from the mounting bracket by rotating it counterclockwise.
2. Empty the can and remove its plastic element.
3. Clean the can and the element with drycleaning solvent SD-2 (P-D-680).



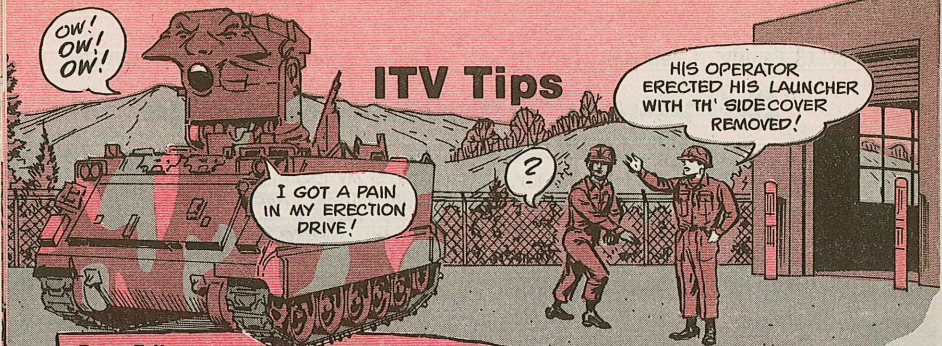
Clean can AND element!

4. Reinstall the can to the mounting bracket by rotating clockwise.

Changes are being made in your LO 9-2300-257-12 and TM 9-2300-257-10.

**Caution:** Drycleaning solvent can explode, and it's toxic. Never breathe in the vapors and keep it off your skin. Never use it near an open flame or high heat. The flash point of the solvent is 130°F.





## ITV Tips

**Dear Editor,**  
*Many M901 Improved TOW Vehicles have had erection drive geartrain damage because the erection drive was operated with the left-hand sidecover removed.*  
*That sidecover supports the outboard ends of 2 erection drive gearshafts. When the erection drive is operated with the sidecover removed, those gearshafts are not held in proper alinement. This causes stripped gear teeth and broken gearshaft bearings.*  
*If you're a mechanic troubleshooting an erection drive problem, first erect the launcher, bleed down the hydraulic system pressure, support the launcher and then remove the sidecover.*  
**Norman Kelsey**  
**APO New York 09403**

(Ed Note—Thanks for the good words.)  
 Carriers...

## Differential Oil Filter Savings



There's no need to replace the entire differential oil filter assembly every time the filter element or O-ring needs replacing on your M113A1/A2 family of vehicles.

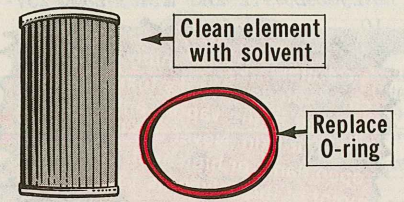
In fact, unless the filter element is damaged, all you need to do is clean it

with Type II drycleaning solvent and re-install it with a new O-ring, NSN 5330-00-291-3069.

Never re-use the old O-ring. Throw it away.

If the filter is damaged or is too clogged by oily dirt, replace it and the O-ring. They can be ordered as kit, differential oil filter, NSN 2520-00-767-3153.

The only time the entire oil filter assembly should be replaced is when it has leaks or cracks in the filter housing.



## Chaparral Safety Pin

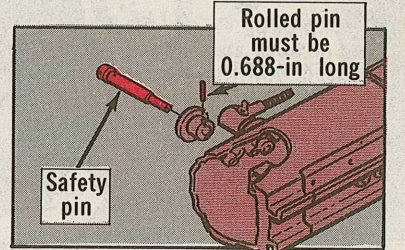


The lock pin and safety streamer must be removed from your Chaparral missiles before firing or the missiles won't launch.

The rolled pin should be 0.688 inch long, just a hair over  $\frac{2}{3}$  inch. If it's not, replace it. A shorter pin can cause a misfire.

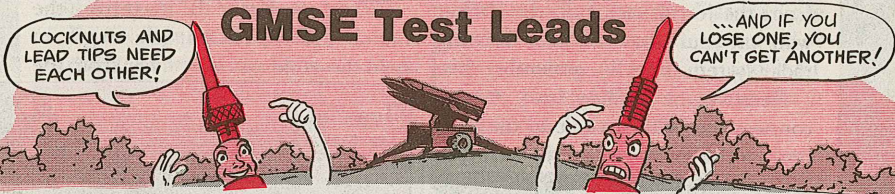


The time to remove the lock pin and streamer is when you prepare the system for firing...the next step after you set the MISSILE CAGE/UN-CAGE switch to CAGE.



Another item you need to worry about in the safety pin assembly is the rolled pin that fits in the base of the bushing.

Be sure system power is off before you check the length of the rolled pin.

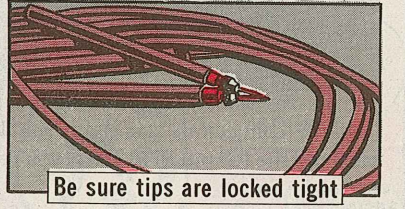


## GMSE Test Leads

Test lead tips and locknuts come loose, get lost and otherwise make it hard for repair types to use the leads in Improved HAWK guided missile shops AN/TSM-104, -105, -106 (and elsewhere).

leads. If you lose it, you can't get a separate replacement.

If you want to avoid problems, be sure the tip is tight before you use it. Also, guard the locknut on the test





# FAAR/TADDS Ups and Downs



YOUR FAAR/TADDS ALERT TEAM CAN HELP KEEP MISSILES FLYING STRAIGHT AND TRUE...

I THINK IT NEEDS ADJUSTING JUST A TADD!

...WITH FM CAUTIONS AND SERVICES FROM YOU!

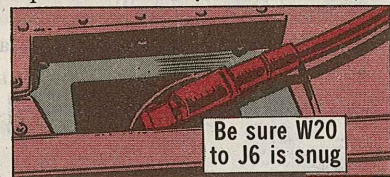
HERE'RE SOME EXAMPLES!

OK--JUST DON'T GO TOO FAAR!

## FAAR Facts

If you don't want to be the dummy when you remove the dummy load from the J6 connector on the shelter wall of your forward area alerting radar system (FAAR), remember this:

Remove the dummy load. As you connect the W20P1 cable to the J6 to replace the dummy load, be sure you



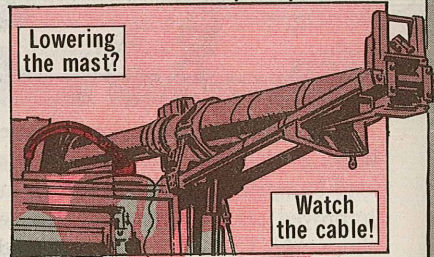
Be sure W20 to J6 is snug

get the W20P1 on snug and tight.

If the connector's not tight, you'll burn out the RF pin in it. Then, you're out of business.

Another "watch it" item is the whole W20 cable assembly.

When you lower the mast from the march order position, you've got to hold the cable assembly away from the



Lowering the mast?

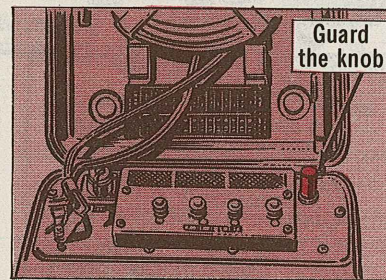
Watch the cable!

mast. Otherwise, the cable can be pinched between the mast and the shelter. If so, forget about operations that day.

## TADDS

Fact: The volume control knob of the FM receiver sticks up on your AN/GSQ-137 TADDS. Bad news.

Fact 2: Because it sticks up, the knob is damaged when the lid is closed...if the charging cable is stored wrong.



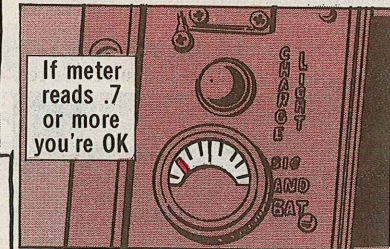
Guard the knob

Remember it. Watch it, and keep your TADDS operating.

## Batteries

The nickel cadmium battery in your TADDS has more than enough power to perform a mission when fully charged...up to 30 hours operation at 80°F when TADDS is receiving data.

But unnecessary tests, even on a full charge, will run the battery down.



If meter reads .7 or more you're OK

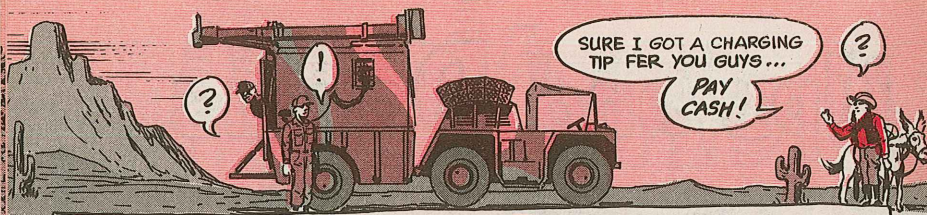
What to do? Test the charge before you start an operation. If you get a .7 or more reading on the SIG and BAT meter, you're OK. No need to test it during the day's operation.

If the meter reading is .63 or a little lower, test the battery several times during use to be sure you've got enough charge left for the remainder of your operation.

A READING OF .59 AND LOWER MEANS YOU'VE GOT 2 HOURS OR LESS USE LEFT IN THE BATTERY!







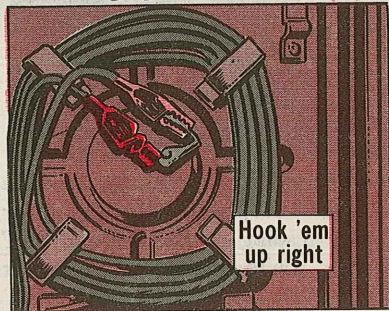
### Charging Tips

You must discharge the battery to .5 on the meter before you charge it. Either keep using it or just leave the set on till you get that .5 reading.

TADDS will not operate below .5, a reading which indicates deep discharge. Do not discharge below .5 or you can damage the battery.

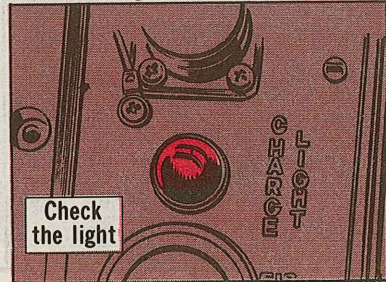
Never charge the battery in temperatures below 32°F or above 122°F.

When you hook up the required 24-VDC charging source, be sure the red



cable clip from the set goes to the (+) or positive post of the charger and the black clip goes to the (-) or negative post. That prevents reverse polarity.

The TADDS' green CHARGE LIGHT will go on when the cables are



hooked up right. Check the light. Also, check the lamp if you know the cable hookup is OK but the charge light won't come on.

If you have to operate the TADDS during charging, add 20 minutes of charging time to each hour of operation while charging.

### Cautions

During operation, keep your TADDS at least 30 feet from any transmitter of 75 watts.

The greater the wattage over 75, the further you have to keep away. For instance, for a 100-watt transmitter, keep 40 feet away; 150 watts, 60 feet, and so on. Or, 10 feet more for each added 25 watts.

TO OPERATE TADDS WITHIN 260 YARDS OF FAAR, YOU MUST REMOVE THE TADDS ANTENNA OR DETUNE IT!



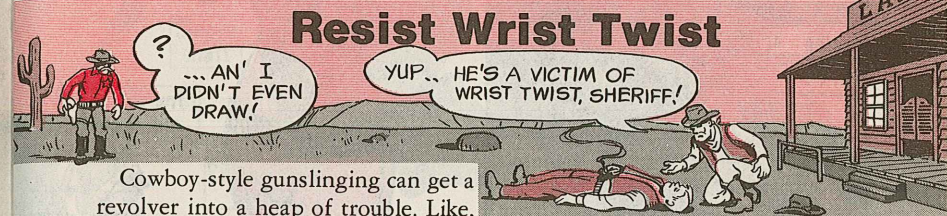
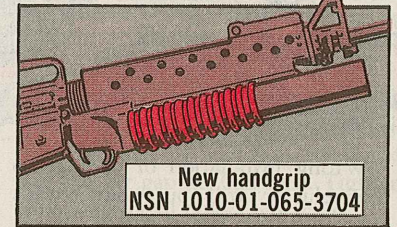
### M203 Grip NSN

Need a new grip for the barrel on your M203 grenade launcher?

Your direct support can now get it with NSN 1010-01-065-3704. It's been added to the repair parts list of TM 9-1010-221-24 by TB 43-0001-36-4 (Apr 80).

The handgrip permits repair of the barrel assembly. Previously, the assembly had to be declared unser-

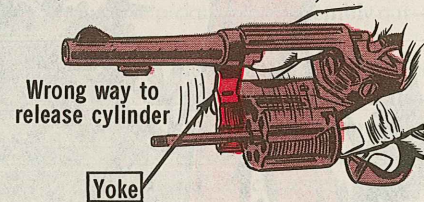
viceable when the handgrip was broken.



### Resist Wrist Twist

Cowboy-style gunslinging can get a revolver into a heap of trouble. Like, slamming your .38-cal revolver's cylinder in or out with a jerk of the

So, when you load your 6-shooter, take it easy. Push the thumbpiece. Then gently push the cylinder out and cradle it in your left hand. Close it with your thumb.

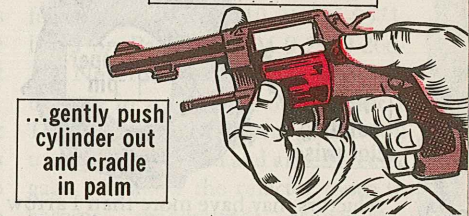


Wrong way to release cylinder

wrist damages the yoke and throws the firing chambers out of alinement.

If that happens, bullets could graze the edge of the barrel walls, sending bullet shavings flying out the sides of the cylinder. You could blow up your .38 or even fill yourself full of hot lead.

Push thumb release...



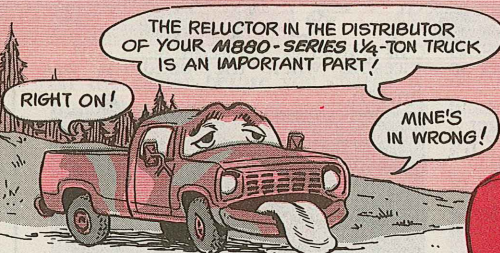
Do yourself and your .38 a favor. Leave the cowboy stuff to the horse operas.



TM-266-Series  
1/4-Ton Trucks...

# Proper Reluctor

# Care's a MUST

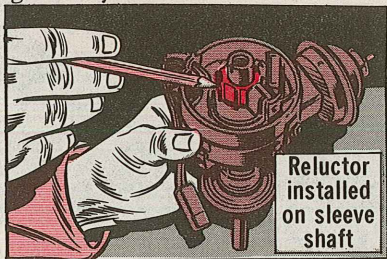


MINE'S IN WRONG!

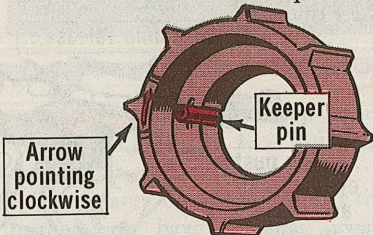
...IT HAS TO BE HANDLED WITH CARE!



Wrong installation or damage to the reluctor will put your truck's ignition system out of whack.

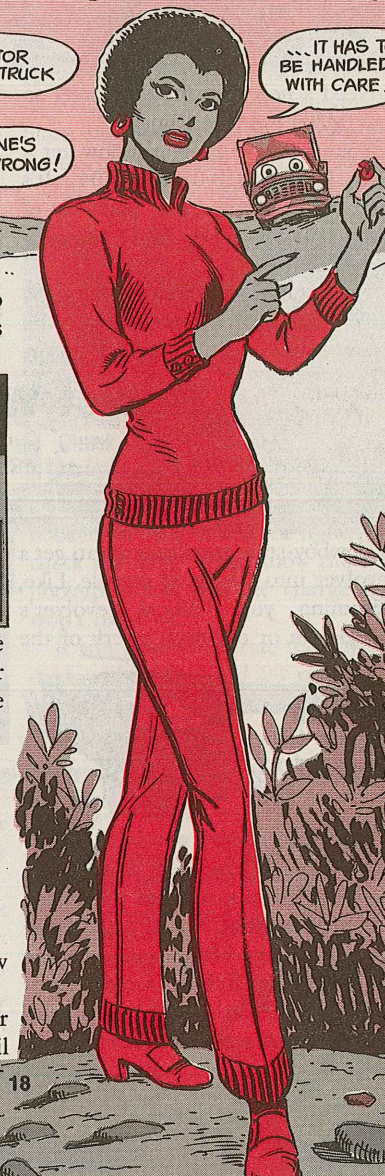


Install the reluctor on its sleeve shaft so that the rim of the reluctor with the arrow is on top. Some



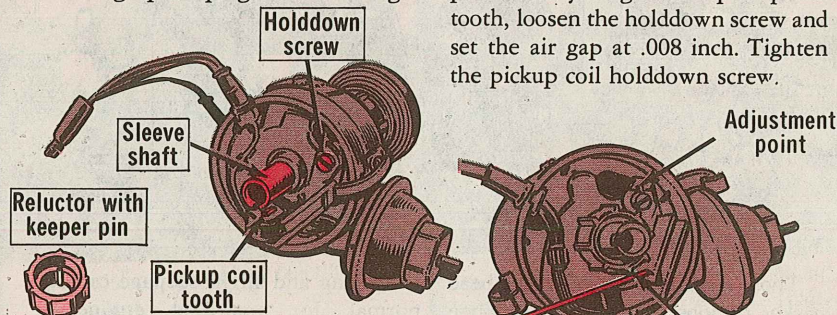
reluctors may have more than 1 arrow stamped on the rim.

Be careful not to let the reluctor teeth touch the magnetized pickup coil



tooth. It could magnetize the reluctor, causing spark plug misfire. To give

Align 1 reluctor tooth opposite the permanently magnetized pickup coil tooth, loosen the holddown screw and set the air gap at .008 inch. Tighten the pickup coil holddown screw.



yourself more room to work, loosen the pickup coil holddown screw and move the pickup plate assembly out—away from the shaft.

Position the reluctor on its sleeve so that the keeper pin is next to the clockwise arrow. If the reluctor is installed with the keeper pin on the opposite side of the clockwise arrow, it will create a timing problem.

Proper air gap between the reluctor teeth and the pickup coil tooth is crucial. If the gap's too wide or too narrow, it can make the truck hard to start or make the engine run rough or not at all.

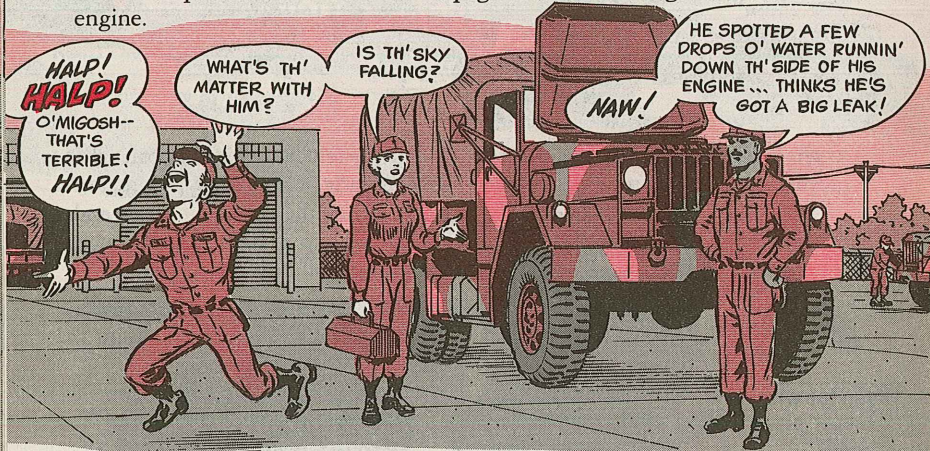
Use brass feeler gage—  
NSN 5210-01-026-9571

When measuring the air gap, make sure to use the special non-magnetic feeler gage, NSN 5210-01-026-9571, listed on Page 3-1, TM 9-2320-266-20P. Never use a steel feeler gage like the one in your Common Number 1 Tool Set. Remember, the pickup coil tooth is magnetized and a metal feeler gage will allow the reluctor tooth to become magnetized. Magnetized reluctor teeth will make your engine misfire or perhaps not run at all.

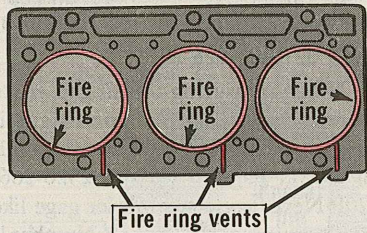


# Engine Leak? Maybe Not

Time and parts are being wasted fixing "leaks" that're not leaks at all. Perfectly good engine head gaskets are being replaced by DS just because someone spots small bubbles or seepage or hears hissing noises from the engine.

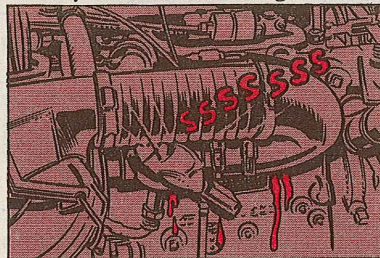


Those signs may mean a bum head gasket or loose cylinder head. Then again, they may not.



These vents are open at the edge of the cylinder head. Moist air may be sucked in when the engine cools down. Then, condensation—water—will be forced out and can make a hissing sound when the engine heats up again.

Hissing and slight seepage can be normal for multifuel engines—especially on the right side where there are head gasket vents. This may be only condensation being vented as



the engine heats up. If so, it'll stop in a short time. But, if the hissing pulsates or if the seepage doesn't stop, your support should check it out.

## Prove It Yourself

A few simple checks will show whether you've got leaks—oil or coolant—inside or outside.

IF YOUR ENGINE'S OK ON THESE POINTS, YOU'VE GOT NO LEAKS...

- ✓ No loss of power. Make this check when the engine's up to normal operating temperature and it's under a load—like traveling uphill in your truck.
- ✓ No engine oil in the cooling system. Check your cooling system when it's cold. Since oil floats on top of water, it's easy to detect when you stick your finger into the radiator or surge tank. You can also see oil as a slime or rainbow color on top of the coolant.
- ✓ Engine is not missing. Your engine should sound smooth when you get it up to its normal operating temperature.

- ✓ No coolant in the engine oil. Water will show as blobs on the dipstick.
- ✓ No hydrostatic lock in your engine when you're trying to start it. If this check procedure's not in your operator's TM, take a look at FM 21-305, Manual For The Wheeled Vehicle Driver, Page 3-4, Para 3-2g, Hydrostatic Lock. Coolant that has leaked into a cylinder may even prevent your engine from turning over. That's hydrostatic lock.
- ✓ No excessive leaks between the cylinder head and engine block.

GET THIS! YOU'LL SAVE YOURSELF AND EVERYBODY ELSE A LOT O' HEARTBURN IF YOU DON'T PANIC AND DON'T JUMP THE GUN!

YOU CAN'T JUDGE MANY SUSPECTED ENGINE PROBLEMS UNTIL THE ENGINE'S RUNNING AT NORMAL OPERATING TEMPERATURE!

"Excessive" means oil or coolant actually running down the block. Remember, your engine's lube and cooling systems are under pressure when the engine's running, so double-check any damp spots or streaks after your engine's up to normal operating temperature. Pressure buildup may bring out a leak that doesn't show when the engine's cold.



## 5-Ton Truck Access Panels

Missing some of the engine access panels in the front fenders of your M39-series or M809-series truck?

They're not listed in TM 9-2320-211-20P or -34P (M39-series) or TM 9-2320-260-20P or -34P (for the M809-series), but you can get some of 'em with the NSN's below:



### M39-Series Gasoline

#### Right Fender:

- Rear splash panel, P/N 10871397.\*
- Front splash panel, P/N 10871398.\*
- Rear panel, P/N 10871396.\*

#### Left Fender:

- Rear panel, NSN 2510-00-177-7799, P/N 10871389.
- Front splash panel, P/N 10871098.\*

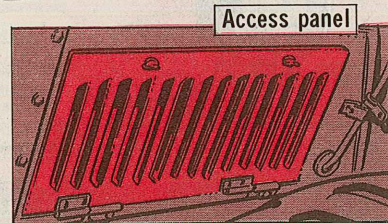
### M809-Series

#### Right Fender:

- Front end panel, P/N 11664587.\*
- Upper panel, P/N 10931944.\*
- Door panel (with studs) NSN 5340-01-075-2619, P/N 11664589.

#### Left Fender:

- Front panel, NSN 2510-00-880-4657, P/N 1161572.
- Door, front panel, NSN 2510-00-107-4237, P/N 11608902.
- Panel, louvered, front panel, NSN 5340-01-075-2625.
- Panel, louvered, steering gear (without studs), P/N 11664251.



### M39-Series, Multifuel/Diesel

#### Right Fender:

- Lower front panel, NSN 2510-00-420-5050, P/N 10931943.
- Upper front panel, P/N 10931944.\*
- Door panel, NSN 2510-00-104-4501, P/N 10864585.
- Rear panel, P/N 10938266.\*

#### Left Fender:

- Rear panel, NSN 2510-00-880-4655, P/N 11611574.
- Front panel, NSN 2510-00-880-4657, P/N 11611572.
- Door panel, NSN 2510-00-107-4237, P/N 11608902.

**\* If you need a panel that's not listed, or one that only has a part number given above, check with your cannibalization point. Those panels are not available thru supply channels yet.**

### Turn-lock Fasteners

Some of the M39-series and M809-series vehicles use louvered doors with turn-lock fasteners.

YOU MAY ALSO NEED SOME OF THESE ITEMS TO INSTALL THESE DOORS ...



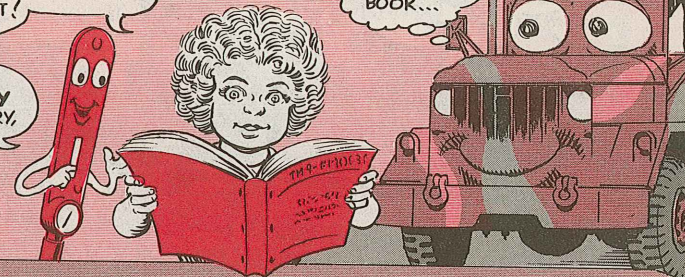
- Stud, turn-lock, NSN 5325-00-290-8240
- Receptacle, stud, NSN 5325-00-637-2369
- Eyelet, turn-lock, NSN 5325-00-449-2797
- Rivet, receptacle, NSN 5320-00-994-7075

## 2½-Ton & 5-Ton Trucks... Torque Wheel Lug Nuts

THE FIRST LUG NUT WAS NOT TIGHT ENOUGH... THE SECOND LUG NUT WAS TOO TIGHT... BUT THE THIRD LUG NUT WAS JUST RIGHT!

AHHH... THAT'S MY FAVORITE BOOK...

GOODY! NOW READ ABOUT MY PART IN TH' STORY, GOLDILOCKS!



Are you getting the inner and outer wheel lug nuts tight enough—but not too tight—on your 2½- or 5-ton truck?

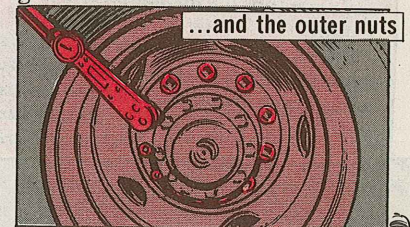
If you don't get them tight enough, they may come loose on the road. Too tight, and you could break the stud or warp the brake drum.

What's "just right," and how can you tell when you've got it?

Simple! Use a 0-600 lb-ft ¾-in drive torque wrench—like the one in the No. 1 Common tool set. You'll need a 13/16-in square socket NSN 5120-00-430-1687 (P/N BW 626A, FSCM 55719, Snap-On Tool Co) for the inner nuts. Order by part number till the NSN appears on the AMDF. Use a 1½-in hex socket for the outer nuts.

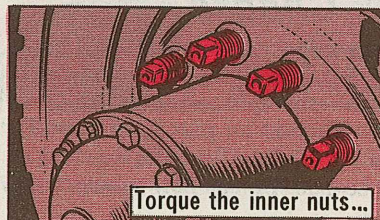
Torque both the inner and outer nuts to the torque specified for your

truck. Tighten the inner nuts before you put on the outer wheel if you've got duals.



THE WORD ON HOW TIGHT TO GET 'EM IS IN THE -10 OR -20 TM FOR YOUR TRUCK AND IN THIS CHART ...

TM 209-series 2½-ton inner cap nuts	400-425 lb-ft
outer hex nuts	325-355 lb-ft
TM 211-series 5-ton	450-500 lb-ft
TM 260-series 5-ton	450-500 lb-ft



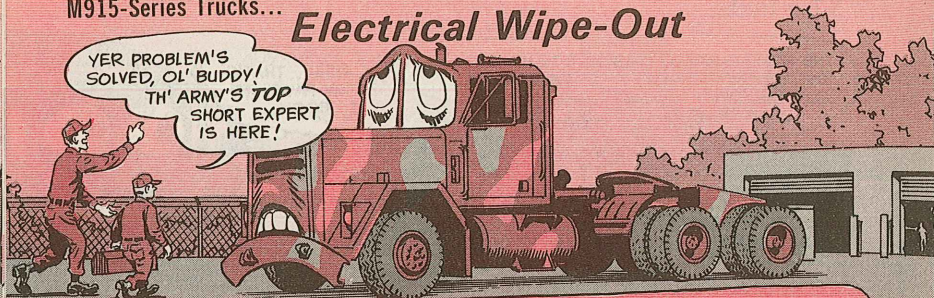
If you have to change a tire when you don't have a torque wrench handy, get the nuts tight with the truck's lug wrench. First chance you get, tho, go back and do it right with a torque wrench.



M915-Series Trucks...

## Electrical Wipe-Out

YER PROBLEM'S SOLVED, OL' BUDDY! TH' ARMY'S TOP SHORT EXPERT IS HERE!



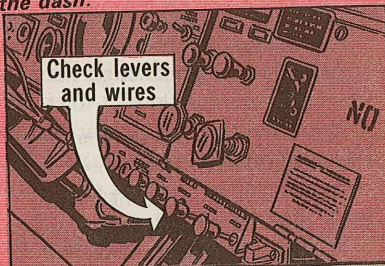
Dear Editor,  
Electrical trouble in your M915-series truck can come from windshield wiper levers rubbing thru wires under the dash.

This is because there are a couple of wiring harnesses right below the levers. If the levers rub on 'em, they can wear thru the insulation and cause a short.

Check the area around the levers while the wipers are on. Make sure no wires come in contact with the levers.

SP4 L. Maldonado  
APO New York

Check levers and wires



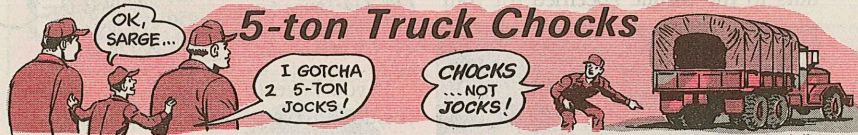
(Ed Note: Great tip! The headshed is working on a way to prevent this. 'Till then, you drivers check this during your dailies. Check it during servicing.)

## Tire Valve NSN's



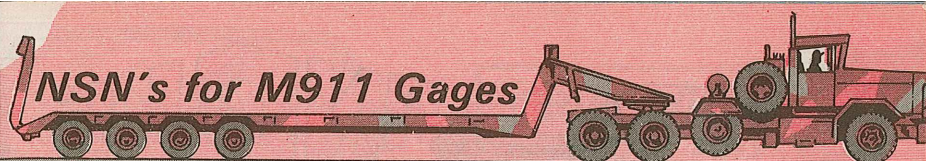
Need tire valves for your TM 230-series 5-ton trucks (M656, XM757 or XM791)? Use NSN 2640-00-995-3135 to get 'em. The number in Section 1313 on Page 175 of TM 9-2320-230-20P is wrong.

## 5-ton Truck Chocks

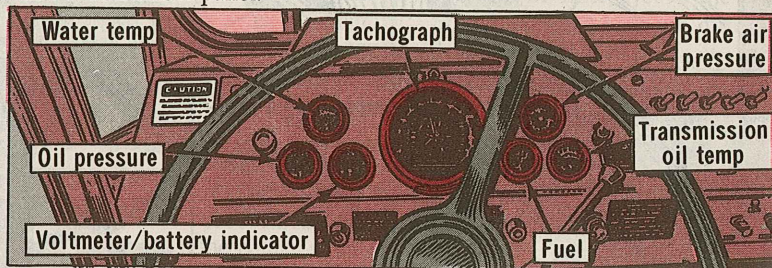


Hold one before you order a set of 2 field chocks for your 5-ton truck. The Basic Issue Item List on Page B-7 in TM 9-2320-211-10-1 codes the chocks as usable on all 5-tonners, but they should be coded BG and BM, usable on only the medium wreckers.

## NSN's for M911 Gages



TM 9-2320-270-20P shortchanges you on NSN's for the gages in the HET's instrument panel.



Get replacement gages with these NSN's:

Oil pressure	6685-01-102-1639
Water temperature	6685-01-033-2562
Fuel	6680-01-102-5120
Transmission oil temperature	6685-01-085-2907

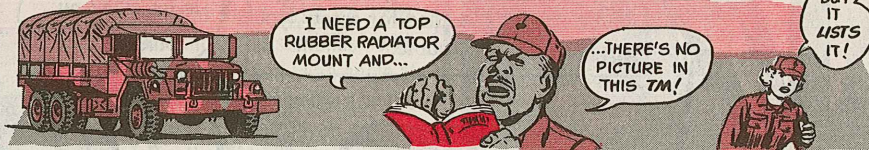
If you need a new voltmeter/battery indicator, get it with NSN 6625-01-102-7599.

If you have a bum tachograph, get a new one with NSN 6680-01-063-1439, while PN 61423DX, FSCM 45152 and RIC AKZ will get you a brake air pressure indicator.

Each replacement gage needs a voltage adapter, NSN 6625-01-096-5271.

TM-211-Series 5-Ton Truck...

## Top Radiator Mount



I NEED A TOP RUBBER RADIATOR MOUNT AND...

...THERE'S NO PICTURE IN THIS TM!

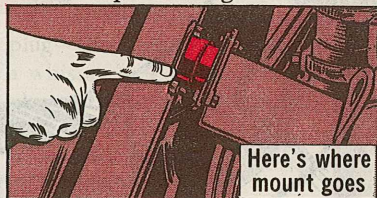
YEAH... BUT IT LISTS IT!

Looking for the top rubber radiator mount for your multifuel 5-ton truck?

It's listed under "Nonillustrated", on Page 2-48, TM 9-2320-211-20P, Mounting, Radiator: bottom, NSN 2930-00-919-2875.

The mounting is coded for the gasoline-engine truck, but it's only for multifuels. Pay no mind to the

reference to Item 22 of Fig 41—that's not the top mounting.



Here's where mount goes



# WIDE-ANGLE

At last! An inexpensive, wide-angle (convex) mirror you can stick on your existing mirror. It comes under NSN 2540-01-079-3327.

It's standard on the M915-series trucks and is listed in TM 9-2320-273-20P by PN S46A2. Price is a little over \$3.

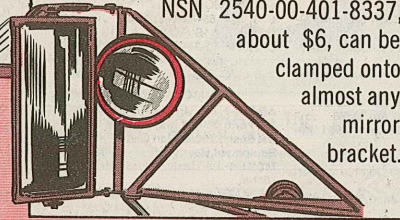


Cheap!  
...but  
effective!

If your truck's not already equipped with wide-angle mirrors, you'll need an OK from your CO to go wide-angle. If the mirror's needed for safety, you should have no trouble.

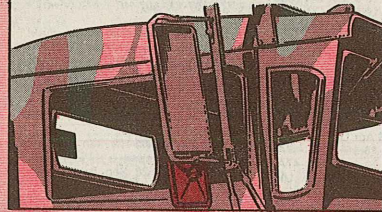
THERE'RE  
OTHER WIDE-ANGLE  
MIRRORS OF DIFFER-  
ENT SIZES AND  
SHAPES-- AND  
HIGHER PRICES--  
IF THE STICK-ON  
JOB DOESN'T MEET  
YOUR NEEDS...

# Mirrors

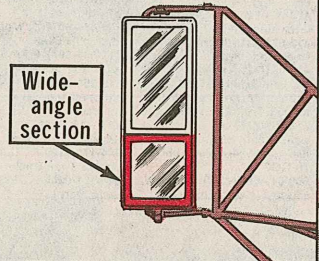


NSN 2540-00-401-8337, about \$6, can be clamped onto almost any mirror bracket.

NSN 2540-01-085-9340, nearly \$18, fastens onto the bottom of an existing mirror. This's standard on the M911 HET tractor truck.



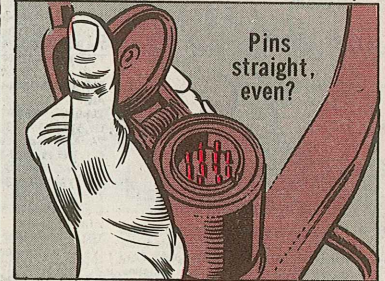
NSN 2540-00-168-2186 and NSN 2540-00-168-2187, a pair of left (\$16.96) and right (\$10.10) combination mirror assemblies with regular at the top and wide-angle at the bottom. These're standard on the M746 tractor truck and on certain models in the TM-260-series 5-ton fleet.



Wide-  
angle  
section

# Intervehicular Cable Tips

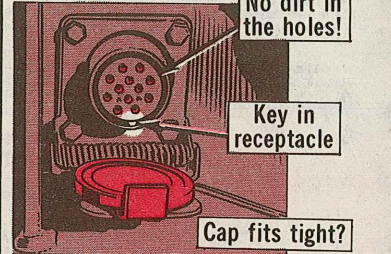
Before you connect up your trailer's intervehicular cable, eyeball the plug. Straighten any bent or distorted pins with needlenose pliers. If any of



Pins  
straight,  
even?

the pins have been pushed down into the plug, use the pliers and gently pull the pins back out even with the others.

Make sure the receptacle on the truck's not plugged with dirt. Clean it out. Make sure the cover closes snug to keep the dirt out.



No dirt in  
the holes!

Key in  
receptacle

Cap fits tight?

Put some silicone compound, NSN 6850-00-880-7616, on the rubber plug—that'll make connection slick as a whistle. Line up the keyway in the plug with the key in the receptacle. Never force it. It'll only go one way. When you apply good PM, hooking up's a snap!



# PUBS

This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 and DA Pam (C) 310-9.

### TECHNICAL MANUALS

C 1, TM 5-2410-233-20 May Tractor, D7F C2, TM 5-3805-237-20P Jul Grader Mod 440HA  
 C4, TM 5-3805-246-20P Jul Grader Mod 112F  
 C7, TM 5-4330-211-12 Apr Filter-separator, 350-GPM Beta Sys Inc. Mod 010-2-001; Keene Corp Mod 844-18-V-350AL; Gil, Inc. Mod GFS-18-V-350  
 TM 5-6116-597-12 May Gen set, turbine engine 400-Hz, 10-KW  
 TM 9-1005-224-10 Mar M60 machine gun  
 TM 9-1005-315-12AP Apr Blank firing attachments M2, M85 machine guns  
 TM 9-1010-223-10-HR Mar Mortar 60-MM M224  
 TM 9-1425-425-L Apr Reddye pubs  
 TM 9-1425-473-24P May TOW/Cobra  
 TM 9-1425-588-L Apr FAAR pubs

TM 9-1430-527-12-2-3 May I-HAWK  
 TM 9-1430-533-24P Mar I-HAWK  
 TM 9-1430-580-24P Apr AN/GSA-77  
 TM 9-1430-1528-12-4-1 Sep I-HAWK  
 TM 9-2320-209-20-1 May 2 1/2-Ton M44A1, M44A2-series trucks (multifuel)  
 TM 9-2320-211-20-1 Dec 5-ton, M39-series trucks (multifuel)  
 TM 9-2320-260-20-2-1 Jan 5-ton M809-series trucks (diesel)  
 TM 9-2320-260-20-2-2 Jan 5-ton, M809-series trucks (diesel)  
 TM 9-2320-260-20-3-3 Jan 5-ton M809-series trucks (diesel)  
 TM 9-2350-222-20-1-5 Feb M728 CEV  
 C 2, TM 9-2350-238-10 Apr M578  
 C2, TM 9-2350-259-20 Jun M901 Improved TOW vehicle  
 TM 9-2350-303-20P-2 Apr M109A2  
 TM 9-4935-592-24P Feb Combat support system AN/TSM-91  
 TM 9-4935-1544-24P Mar Test station AN/TSM-120  
 TM 9-4935-1548-14 Mar I-HAWK  
 C1, TM 11-5815-331-20P Jul AN/VSC-2, 2A radio teletypewriter sets  
 C 1, TM 11-5815-334-20P Jun AN/GRC-122, A-C and 142, A-C RATT sets  
 C 1, TM 11-5815-602-12 Mar AH/UGG-74A (V) 3 comm term  
 C3, TM 11-5855-246-10 May AN/PAS-7A infrared viewer  
 TM 11-5895-1047-10-HR Jul AN/TRS-2 (V) 1-6 platoon early warning sys  
 C 1, TM 11-7440-240-10-5 Mar OA-8389  
 C 1, TM 11-7440-241-10-5 Mar OA-8390  
 C 1, TM 11-7440-253-10-3 Mar AN/GSC-21 VFMED  
 C1, TM 11-7440-253-10-4 Apr AN/GSC-21 VFMED  
 TM 55-1500-328-25 Apr Aero eqpt maint mgt policies, procedures  
 C 16, TM 55-1510-201-20 Apr U-9D, U-8G, RU-8D, U-8F  
 TM 55-1510-201-PMS Apr U-8F  
 C 4, TM 55-1520-209-23-1 Apr CH-47A  
 C 6, TM 55-1520-209-23-2 Apr CH-47A  
 C 6, TM 55-1520-210-PMD Jun UH-10H/V and EH-1H  
 C 4, TM 55-1520-210-23-3 Jun UH-10H/V/EH-1H  
 C 25, TM 55-1520-219-20 Jul UH-1B  
 C 2, TM 55-1520-220-23-2 Jul UH-1C/M  
 C 1, TM 55-1520-220-PM Apr UH-1C/M  
 C 9, TM 55-1520-221-23-1 Apr AH-1G and AH-1Q  
 C 9, TM 55-1520-227-23-1 Apr CH-47B CH-47C

C 9, TM 55-1520-227-23-2 Apr CH-47B, CH-47C  
 C 16, TM 55-1520-228-23-1 Jun OH-58A, OH-58C  
 C 17, TM 55-1520-228-23-1 Jul OH-58A and OH-58C  
 C 6, TM 55-1520-228-23-2 Jul OH-58A and OH-58C  
 C 3, TM 55-1520-236-23-1 Jul AH-1S (prod), AH-1S (ECAS), AH-1S (mod)  
 C 2, TM 55-2840-234-23P Apr Engine, aircraft, gas turbine T55-L-7, T55-L-7B, T55-L-7C, T55-L-11ASA, T55-L-11D

### MISCELLANEOUS

AR 220-1 Jun Unit status reporting  
 DA Form 2408-1 May Expt daily log  
 DA Poster 750-81 Jan Clean Filters Keep Equipment Ready  
 MCR-L 1 Jul Master cross-ref list Part 1 (fiche)  
 MCR-L 2 Jul Master cross-ref list Part 2 (fiche)  
 MCR-L 3 Jul Master cross-ref list Part 3 (fiche)  
 ML-A Jul Management data list (ML) basic Army (fiche)  
 ML-A Aug Management data list (ML) (fiche)  
 PAM 310-1 Jun Index of AR, circulars, pamphlets, posters (fiche)  
 PAM 310-2 Jun Index of forms and labels (fiche)  
 SB 708-41/42 Jun Federal supply code for mfgs (fiche)  
 S C 1680-97-CL-A07-HR Jan Survival kit, individual vest  
 SC 3470-95-CL-A32 Dec Torch outfit, cutting and welding, OM Set No. 5  
 SC 3470-95-CL-A32-HR Dec Torch outfit, cutting and welding, OM Set No. 5  
 SC 5180-90-CL-NO5 Jan Tool kit, master mech LIN W45060  
 SC 5180-97-CL-A01 Jan Tool kit, aircraft mech, General  
 SC 5180-97-CL-A01-HR Jan Tool kit, aircraft mech, General  
 SC 5420-97-CL-E28 Sep Bridge, float aluminum; foot  
 TB 9-2300-295-15/9 Jun Warranty procedures commercial motor vehicles all contracts

### All Orders to Ballmore

The new word is that all orders for publications now go to the Ballmore Center. That includes your DA 12-series forms for pinpoint and DA Form 4569 for additional and replacement pubs.

### AUDIO-VISUAL STUFF

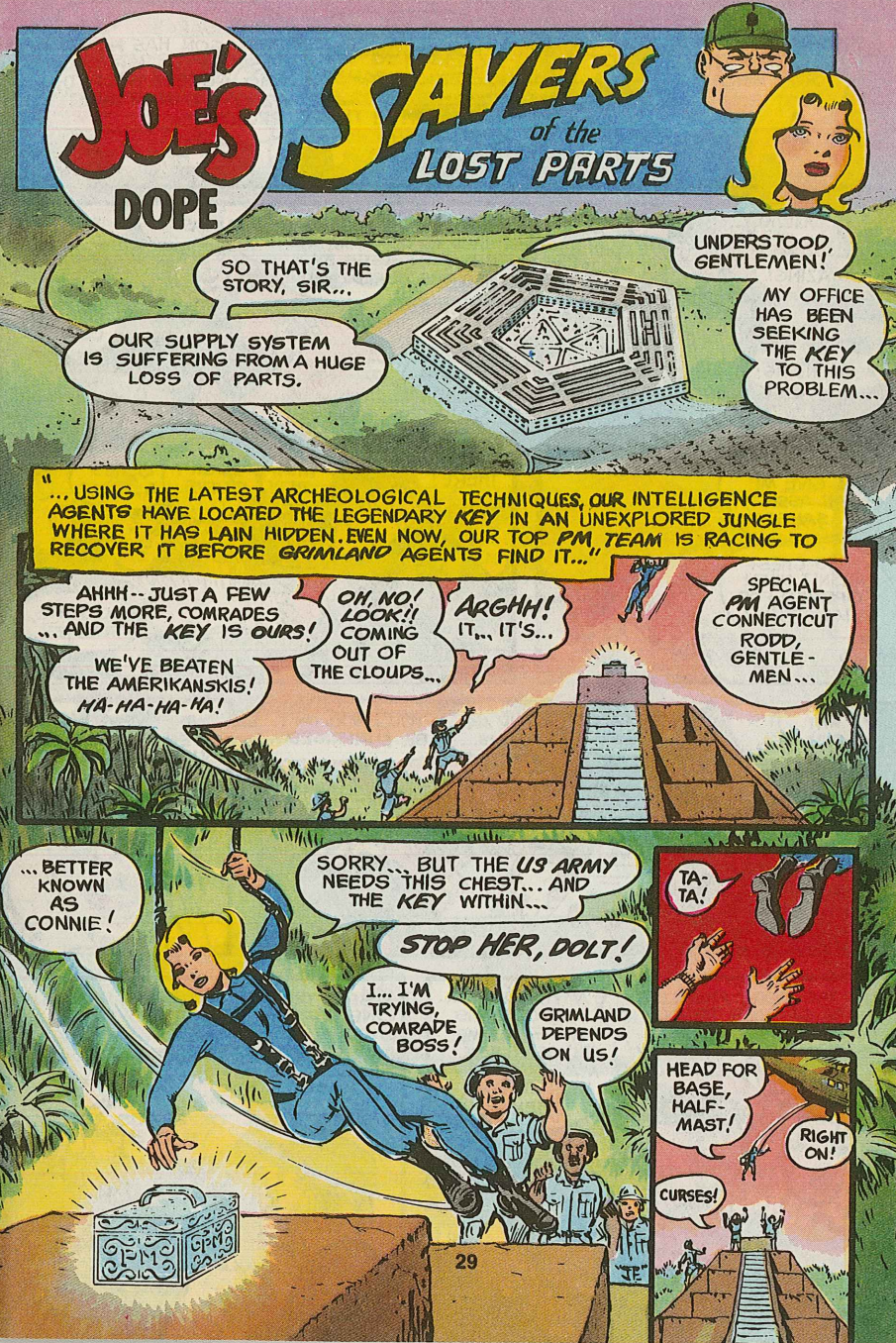
Available at battalion or post Learning Center

**TV Tapes**  
 TVT 3-55 MOPP—chemical protection  
 TVT 6-109 TACFIRE  
 TVT 44-138 Stinger  
 TVT 44-139 Stinger  
 TVT 44-140 Stinger  
**TEC LESSONS**  
 043-441-5575-F Maint of I-HAWK  
 043-441-5578-F I-HAWK  
 043-441-5587-J IHPIR  
 043-441-5590-J JFF alignment  
 043-441-6011-F Vulcan maint  
 043-441-6012-F Vulcan maint  
 043-441-6016-F Vulcan maint  
 043-441-6017-J Vulcan  
 043-441-6029-J Vulcan nick-

cad batteries  
 043-441-7884-F Chaparral carrier, M730 PMCS Part II  
 043-441-7907-F Chaparral missile inspect.  
 043-441-7908-F Chaparral missile inspect.  
 043-441-7909-F Chaparral missile inspect.  
 043-441-7911-F Chaparral PMCS  
 043-441-7912-F Chaparral PMCS  
 043-441-7917-F Chaparral Launch sta  
 043-441-7929-J Chaparral electrical  
 043-441-7931-J Chaparral quarterly PM

231-906-3062-A AN/GLO-3B RDF  
 231-906-4058-A AN/TRD-23 RDF  
 412-061-7208-A AN/GVS-5 laser rangefinder  
 412-061-7209-A AN/GVS-5 laser rangefinder  
 412-061-7210-A AN/GVS-5 laser rangefinder  
 412-061-7211-A PM on laser rangefinder AN/GVS-5  
 412-061-7216-A Sound/flash ranging SB-223/GR  
 412-061-7217-J Maint on switchboard SB-223/GR  
 580-113-6594-A Maint on TT-76/GGC  
 600-011-6623-J Swashplate, scissors, sleeve on UH-1H

600-011-6626-J Tail rotor removal, install UH-1H  
 600-011-6657-A Main rotor pitch links OH-58A/C  
 600-011-6685-J Rig OH-58A tail rotor sys  
 600-011-6674-J Main drive shaft, OH-58A  
 612-051-9677-F Troubleshoot lube and service unit  
 612-051-9683-F Troubleshooting track, undercarriage for tractor  
 612-113-8439-A Service recovered field wire  
 944-171-0109-F During op checks 5-ton truck  
 944-171-0204-F PMCS on Goer, Part I



# JOE'S DOPE

# SAVERS of the LOST PARTS



SO THAT'S THE STORY, SIR...  
 OUR SUPPLY SYSTEM IS SUFFERING FROM A HUGE LOSS OF PARTS.

UNDERSTOOD, GENTLEMEN!

MY OFFICE HAS BEEN SEEKING THE KEY TO THIS PROBLEM...

"... USING THE LATEST ARCHEOLOGICAL TECHNIQUES, OUR INTELLIGENCE AGENTS HAVE LOCATED THE LEGENDARY KEY IN AN UNEXPLORED JUNGLE WHERE IT HAS LAIN HIDDEN, EVEN NOW, OUR TOP PM TEAM IS RACING TO RECOVER IT BEFORE GRIMLAND AGENTS FIND IT..."

AHHH-- JUST A FEW STEPS MORE, COMRADES... AND THE KEY IS OURS!  
 WE'VE BEATEN THE AMERIKANS! HA-HA-HA-HA!

OH NO! LOOK!! COMING OUT OF THE CLOUDS...  
 ARGHH! IT... IT'S...

SPECIAL PM AGENT CONNECTICUT RODD, GENTLEMEN...

... BETTER KNOWN AS CONNIE!

SORRY... BUT THE US ARMY NEEDS THIS CHEST... AND THE KEY WITHIN...

STOP HER, DOLT!

I... I'M TRYING, COMRADE BOSS!

GRIMLAND DEPENDS ON US!

TA-TA!

HEAD FOR BASE, HALF-MAST!

RIGHT ON!

CURSES!

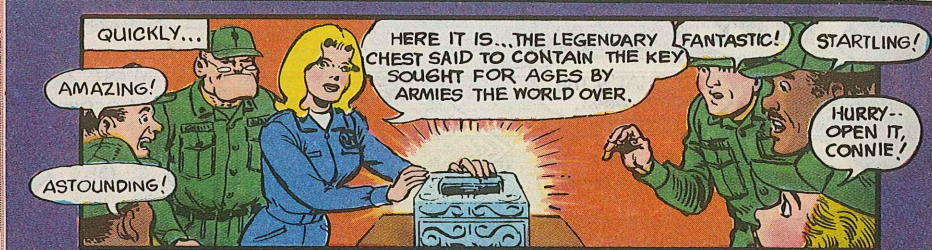




LATER...

AN ESCORT...?? FOR US, CONNIE?

YES, SARGE... TH' PENTAGON HAS FLOWN IN A GROUP OF BIRD MECHS WHO SORELY NEED THIS KEY! WE'RE T'MEET 'EM PRONTO!



QUICKLY...

HERE IT IS... THE LEGENDARY CHEST SAID TO CONTAIN THE KEY SOUGHT FOR AGES BY ARMIES THE WORLD OVER.

FANTASTIC!

STARTLING!

AMAZING!

ASTOUNDING!

HURRY-- OPEN IT, CONNIE!



OK! GIVE ME AN ASSIST, SARGE?

THIS CHEST HASN'T BEEN OPENED FOR A LONG TIME!



THERE!

WHAT TH--!

I DON'T B' LIEVE IT...

IS THIS A JOKE?

?

NO JOKE, SOLDIER...



WHY... IT'S FULL OF...

ARMY PUBS...

...AND DA FORMS...

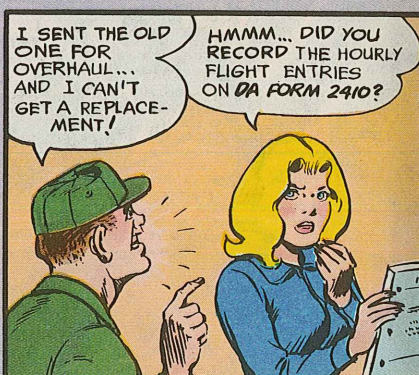
YOU SHOULDN'T BE SURPRISED...

... THEY'VE ALWAYS BEEN THE KEY TO SUPPLY "PROBLEMS"...



THE REAL PROBLEM IS GETTING TROOPS TO USE THEM... AND USE THEM CORRECTLY!

AWW, CONNIE... HOW CAN THIS STUFF GET ME TH' GEAR BOX MY BIRD'S NEEDED FOR WEEKS?



I SENT THE OLD ONE FOR OVERHAUL... AND I CAN'T GET A REPLACEMENT!

HMMM... DID YOU RECORD THE HOURLY FLIGHT ENTRIES ON DA FORM 2410?



ER...

SPECIALIST, WHEN TIME-BETWEEN-OVERHAUL (TBO) AIRCRAFT COMPONENTS ARE REMOVED, HOURLY FLIGHT ENTRIES MUST BE RECORDED ON DA FORM 2410, THE COMPONENT REMOVAL AND REPAIR / OVERHAUL RECORD!

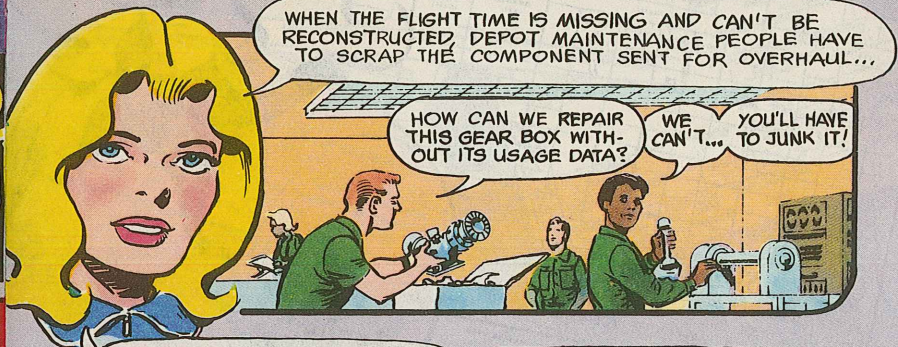
USAGE SINCE NEW (hrs) USAGE SINCE OVERHAUL (hrs)

SECTION II - REMOVAL DATA



TOTAL FLIGHT TIME MUST BE SHOWN FOR CONDITION ITEMS, TOO!

¿GULP¿



WHEN THE FLIGHT TIME IS MISSING AND CAN'T BE RECONSTRUCTED, DEPOT MAINTENANCE PEOPLE HAVE TO SCRAP THE COMPONENT SENT FOR OVERHAUL...

HOW CAN WE REPAIR THIS GEAR BOX WITHOUT ITS USAGE DATA?

WE CAN'T...

YOU'LL HAVE TO JUNK IT!

MANY COMPONENTS ARE NO LONGER IN PRODUCTION... SO... THIS RESULTS IN THE LOSS OF PARTS TO THE SUPPLY SYSTEM...



HEY... THE 591ST GUYS ARE ASKING FOR A REPLACEMENT!

THEY'LL JUST HAVE T'WAIT!



...AND A LOSS OF BUCKS TO UNCLE SAM!

RIGHT ON, SARGE, AND...

...HERE'S A POSTER YOU CAN HANG WHEN YOU RETURN TO YOUR UNITS...

IT CAN HELP SPREAD THE WORD TO YOUR BUDDIES!



**Joe's**

# Dope Sheet

DATE: 28 MAR 81		UNIT: UA-1H	CONTROL NO: 69-75719	NAME OF CREW CHIEF/MECHANIC: RICE	STATION: Fort Blankfort
AIRCRAFT TIME: 2820		ENTERED: 25 HR	2825	PREVIOUS: 2825	TOTAL: 2825
TIME TO DATE: 2820		PR 2	2825	OTHER: EOS	2825
TOTAL TIME:		OIL (QUINTS):			OXYGEN (PSI):
ADDED NO. 1:		ADDED TOTAL:			TOTAL IN TANKS:
ADDED NO. 2:		ADDED TOTAL:			TOTAL IN TANKS:
ADDED NO. 3:		ADDED TOTAL:			TOTAL IN TANKS:
ADDED NO. 4:		ADDED TOTAL:			TOTAL IN TANKS:
ADDED NO. 5:		ADDED TOTAL:			TOTAL IN TANKS:
ADDED NO. 6:		ADDED TOTAL:			TOTAL IN TANKS:
ADDED NO. 7:		ADDED TOTAL:			TOTAL IN TANKS:
ADDED NO. 8:		ADDED TOTAL:			TOTAL IN TANKS:
ADDED NO. 9:		ADDED TOTAL:			TOTAL IN TANKS:
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ADDED NO. 11:		ADDED TOTAL:			TOTAL IN TANKS:
ADDED NO. 12:		ADDED TOTAL:			TOTAL IN TANKS:
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COMPONENT REMOVAL AND REPAIR/OVERHAUL RECORD  
 4. For use of this form, see TM 38-750, the originating agency is DCS LOG

CONTROL NUMBER: 62270  
 SECTION 1 - IDENTIFICATION  
 1. NOUN NOMENCLATURE (Stamp)

REQUIREMENT CONTROL SYMBOL (USED 10/23/81)

When you send a part for repair, Be sure it's HISTORY you share. The details you pen On the 2410 Head off supply shortage despair!

REMOVED FROM (Date/Location)  
 16. DATE REMOVED (Julian)  
 20. AIRCRAFT HOURS  
 21. SCHEDULED MAINTENANCE  
 22. DETECTED DURING (FLIGHT / OTHER)  
 23. REMOVED BY (NAME)  
 24. DISPOSITION (SHIPPED / AWAITING SHIPMENT / AWAITING REPAIR)

REMARKS

DA FORM 2410  
 EDITION OF AUG 75 IS OBSOLETE.

90° Gear Box  
 Elevator L/H  
 Elevator R/H  
 11 AUG 80 - 2/R Yoke & Grip Assy. removed for excessive play  
 25 Nov 80 - MAST ASST REMOVED 1AN TWK P221130Z 80 at MAST  
 30 Mar 81 - 42° Gear Box removed for time change at 2820

UNSERVICABLE (REPARABLE) TAG-MATERIAL  
 INSPECTION ACTIVITY  
 REASON FOR REPARABLE CONDITION  
 TIME CHANGE  
 REMOVED FROM UNIT: UA-1H 69-15719  
 INSPECTOR'S NAME OR SIGNATURE  
 QUANTITY  
 REMOVED FROM UNIT: UA-1H 69-15719  
 TIME SINCE LAST OVERHAUL: 1500  
 PRIOR OVERHAUL: 1

TB 750-126  
 M55-11111 11  
 TM 38-750  
 TM 55-11111 1

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.



HMMM...I'M BEGINNING TO GET TH' PICTURE, CONNIE...

YES, COULD YOU AND SGT HALF-MAST BRIEF US ON CORRECT PROCEDURES?...

SURE!

HAPPY TO, SOLDIERS!

TO START, MECHANICS AND TECH INSPECTORS MUST WORK TOGETHER TO MAKE SURE THAT ALL PAPERWORK IS FILLED OUT RIGHT AND GOES WITH THE REMOVED COMPONENT TO THE DEPOT OVERHAUL FACILITY!

EVERY UNIT HAS ITS CUSTOM MADE QUICK REFERENCE BOARD THAT TELLS WHEN TBO COMPONENTS ARE DUE FOR REPLACEMENT!

THE PROCESS STARTS WITH A RED X ON DA FORM 2408-13, AIRCRAFT INSPECTION AND MAINTENANCE RECORD.

REPLACEMENT, AND INSPECTION ENTRIES ON A GEAR BOX, FOR EXAMPLE, ARE MADE AS THE GEAR BOX IS REMOVED!

STATUS	FAULTS AND/OR REMARKS
X	(28 MAR 81) GEAR BOX DUE REPLACEMENT

NEXT, FOCUS ON THE AIRCRAFT COMPONENT HISTORICAL RECORD, DA FORM 2408-16.

ALL HISTORICAL INFORMATION ENTRIES ARE IMPORTANT, BUT THE HOURLY FLIGHT INFO IN BLOCKS g, h, AND i OF THE -16 IS VITAL AND MUST BE TRANSCRIBED TO...

TIME SINCE OVERHAUL	CONDITION PARTS	
	INSTALLED	REMOVED
1305	1688	1883

... DA FORM 2410, COMPONENT REMOVAL AND REPAIR/OVERHAUL RECORD!

THE WORD ON HOW TO PREPARE THE FORM IS IN TM 38-750!

WAY TO GO, CONNIE...

TROOPS, BEFORE YOU SHIP THAT GEAR BOX TO DEPOT FOR OVERHAUL, THO ONE MORE FORM MUST BE COMPLETED... THAT'S DD FORM 1577-2 UNSERVICABLE (REPARABLE) TAG-- MATERIEL!

UNSERVICABLE (REPARABLE) TAG-- MATERIEL	
INSPECTION ACTIVITY	CONDITION

INFO ON THE "WHY" AND "HOW" OF THE TAG IS IN TB 750-126.

TIE THE TAG TO THE COMPONENT BEING SENT TO DEPOT AND...

... ATTACH ONE COPY OF THE DOCUMENT TO THE SHIPPING CONTAINER!

NOW THE PART IS READY TO BE SENT TO DEPOT. KEEP THE SUPPLY PIPELINE FULL-- SEND IT RIGHT AWAY!

DON'T FORGET TO INCLOSE THE COMPLETED DA FORM 2410!

ON THE FLIP SIDE, WHEN THE DEPOT SENDS THE UNIT A REPLACEMENT IT MUST BE ACCOMPANIED BY A PROPERLY FILLED OUT DA FORM 2410!

WHEN THE OVERHAULED PART IS INSTALLED, ENTER THE COMPONENT'S HISTORICAL INFORMATION FROM ITS DA FORM 2410 ON THE HELICOPTER'S DA FORM 2408-16!





ONE LAST THING... WHEN YOU COMPLETE THE NEW GEAR BOX ENTRY ON THE -16, LINE OUT THE OLD PART ENTRY!

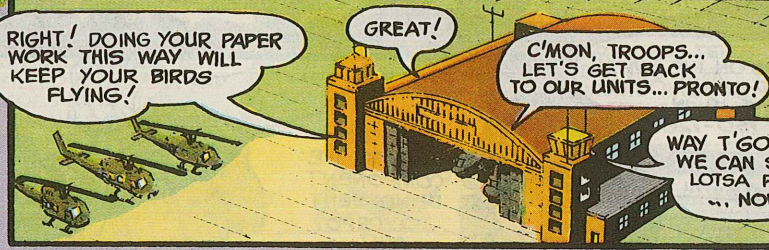
Y'MEAN THAT'S ALL THERE IS TO IT, SARGE?

RIGHT! DOING YOUR PAPER WORK THIS WAY WILL KEEP YOUR BIRDS FLYING!

GREAT!

C'MON, TROOPS... LET'S GET BACK TO OUR UNITS... PRONTO!

WAY T'GO! WE CAN SAVE LOTSA PARTS ... NOW!



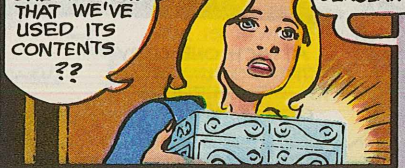
THERE THEY GO, CONNIE!

OUR MISSION AS "SAVERS OF THE LOST PARTS" WAS A SUCCESS!

SEEMS SO, SARGE, B-BUT...

... WHAT DO WE DO WITH THIS CHEST-- NOW THAT WE'VE USED ITS CONTENTS ??

PARDON ME, CONNIE, SERGEANT...



MAY I MAKE A SUGGESTION...

SO, SOMEWHAT LATER, ON THE MALL...

W-WHO...? TH' CHIEF!

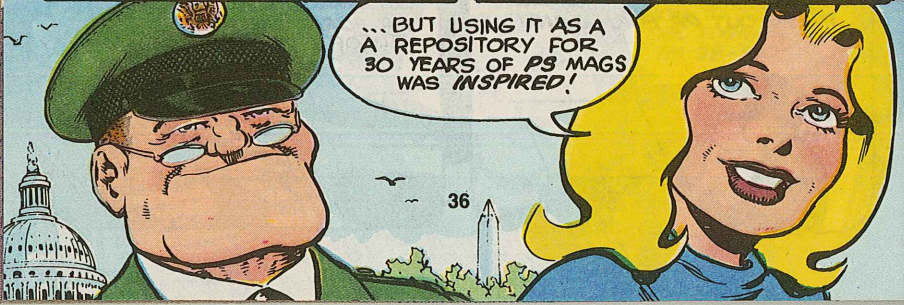
? Y-YES SIR!

TH' CHIEF'S IDEA WAS A GOOD ONE, CONNIE ...

YES -- GIVING THE CHEST TO THE MUSEUM WAS A GREAT IDEA, SARGE ...



... BUT USING IT AS A REPOSITORY FOR 30 YEARS OF PS MAGS WAS INSPIRED!



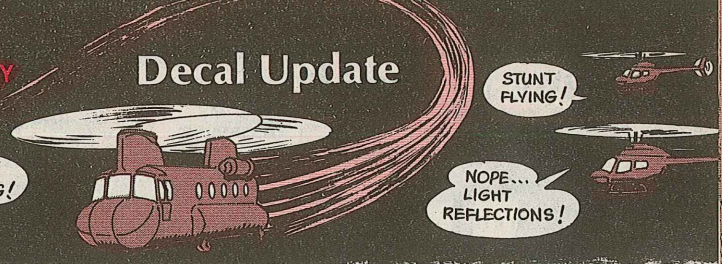
## AIR MOBILITY

## Decal Update

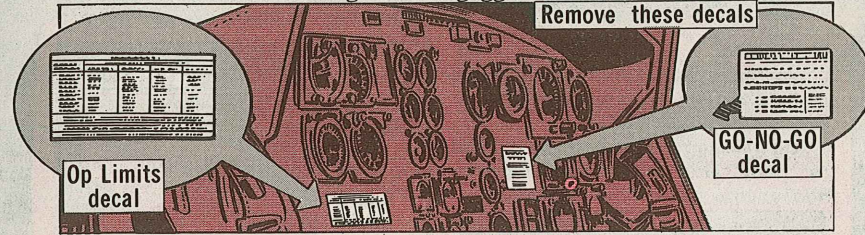
CAN'T SEE A BLASTED THING!

STUNT FLYING!

NOPE... LIGHT REFLECTIONS!



Decals, placards and labels have been removed from the cockpits of AH-1's, CH-47's, OH-58's and UH-1's. The idea is to eliminate light reflection which interferes with the use of night vision goggles.



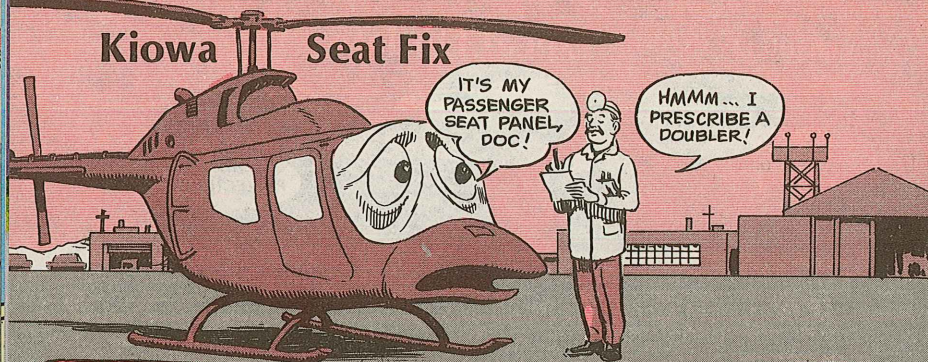
Now, bird mechs, add to the list of labels to be removed the Operating Limits decal and the GO-NO-GO take-off data placard. A change to Para 6-34 of TB 746-93-2 is in the works.

## Double Logbooks?

1. DATE	2. MODEL	3. SERIAL	4. PILOT	5. CHIEF	6. PAGE NO.	6a. NO. OF PAGES
	RU-21A					
STATUS TODAY						
AIRCRAFT	ELECTRONIC	ARMAMENT	OTHER	AIRCRAFT TIME	NEXT INSPECTION DUE	
1	4			TIME TO DATE	INTMD NO	
2	5			TIME TODAY	P.I.E. NO.	
3	6			TOTAL TIME	OTHER	
11. FUEL (Gals or Lbs)			12. OIL (Quarts)		13. HOT STARTS	
SERIAL NO			Puzzled by maintenance records for your aircraft's electronics mission equipment (EME)?		Recordkeeping on your EME, such as the AN/ULQ-11 countermeasures system mounted in a modified U-21, really is simple.	
1	Should they appear on the aircraft		Record 'em in the electronics segment on the aircraft's 2408-13.		Record 'em in the electronics segment on the aircraft's 2408-13.	
2	DA Form 2408-13? Or on their own		Para 10-lb of TM 38-750 says that the aircraft log is the historical record for a specific aircraft, its components and mission equipment. Never try to "save" work by maintaining 2 sets of logbooks. It's not allowed!		Para 10-lb of TM 38-750 says that the aircraft log is the historical record for a specific aircraft, its components and mission equipment. Never try to "save" work by maintaining 2 sets of logbooks. It's not allowed!	
3	-13? Maybe on a 2404? Maybe give 'em their own logbook? Or just forget all about them?					
4						
5						
6						
7						
TOTAL						
16. STATUS	17. FAULTS AND/OR REMARKS					
	<p>FLY #1 AN/ULQ-11 Failed in Flight M. Bumbell</p> <p>WHF Radio weak receive on 225.00 at 3000 FT M Bumbell</p>					



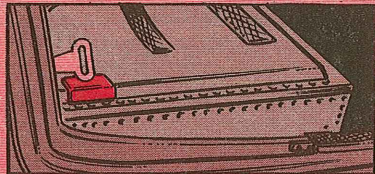
## Kiowa Seat Fix



Dear Editor,

We have come up with a simple fix for preventing damage to passenger seat panels on OH-58's.

The passenger seat belt yokes used to dent and even puncture the honeycomb panels. But no more!



We installed a doubler in both aft corners of the seat panel where the belt yokes bang against the seat.

Make the doubler from 2024-T3 aluminum, NSN 9535-00-084-4395, and fasten it with adhesive, NSN 8040-00-016-8662. For best results let the adhesive dry for 24 hours.

(Ed Note: Good show!)

## First Aid Kit Contents

The next time you need to know what's supposed to be in your aircraft's general purpose first aid kit, NSN 6545-00-919-6650, check out Page 36 of Federal Supply Catalog C-6545-IL, Vol 2. This list is also being added to TM 55-1500-328-25. You'll also find the components for the General Purpose First Aid Kit, NSN 6545-00-922-1220, and the Gun Crew First Aid Kit, NSN 6545-00-920-7125, on Page 38 of the IL.

## Trunnion Bearing Change...

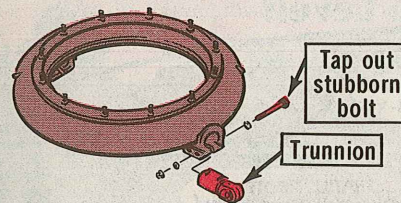
## Easy Does It!



When you Huey mechs remove a faulty trunnion bearing from an installed swashplate, never use force.

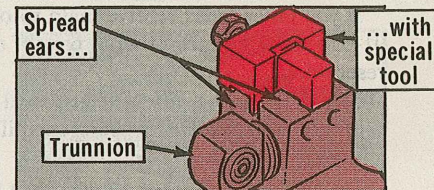
Sure, sometimes the trunnion bolts stick and won't come out with hand pressure. Never turn the bolts with a wrench during removal or installation, tho.

The steel bolts will cut threads into the aluminum bore and that's enough to ruin the swashplate. You'll have to change more than a bearing that's beyond the wear limits given in Para 5-60 of TM 55-1520-210-23.



Instead, latch on to a mallet and tap the bolts out of the housing.

With the hardware removed, the next step is to spread the housing ears so you can remove the trunnion.



Again, never use force. Use only the locally-made tool shown in Fig 5-38 of the maintenance pub...no screwdrivers, please!

Spread the ears to remove the trunnion and then remove to tool right away. Any excess spreading of the trunnion ears will damage the swashplate.

Stick with the manual on the bearing change, OK?

## Aviation Messages

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

UH-60A-81-16 SOF Operational, Main rotor power off limitations (autorotations) DRDAV-EEB 151530Z Jul 81

UH-60A-81-17 SOF Maint Notice, Reactivation of panel lights switch night vision goggle dimming mode DRDAV-EEB 311915Z Jul 81

UH-60A-81-18 SOF Technical, Inspect gear box assy, main module, outer shaft, P/N 70351-08115-102, TB 55-1520-237-

20-21 DRDAV-EEB 231600Z Jul 81  
UH-60A-81-19 SOF Operational Notice, Operational panel lights switch night vision goggle dimming mode DRDAV-EEB 311920Z Jul 81

CH-47-81-13 SOF Technical, Inspect FWD and AFT pitch link assys TB 55-1520-209-37 DRSTS-MEA 081315Z Jul 81

AH-1-81-18 SOF Maint Notice, RCS CSGLD-1860, Change in overhaul and retire sched for UH-1, AH-1G Main Transmission, Univ, NSN 1615-00-183-0834, P/N 204-040-016-5, UH-1 Tail Rotor Gearbox, NSN 1615-00-918-2677,

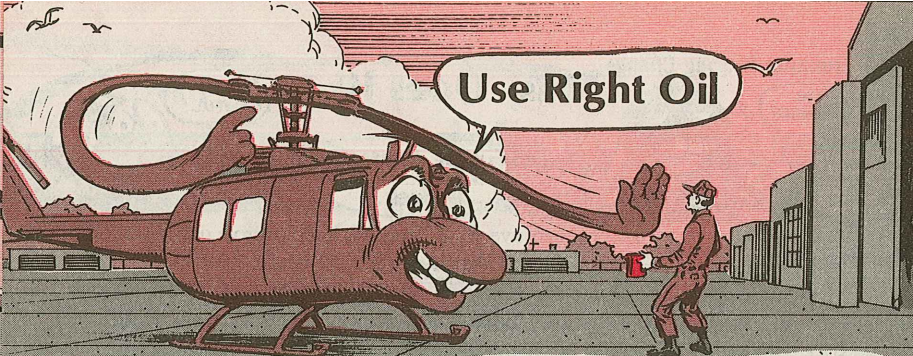
P/N 204-040-012-13, and UH-1/AH-1 Intermediate Gearbox, NSN 1615-00-918-2676, P/N 204-040-003-37 DRSTS-MEA 022120Z Jul 81

AH-1-81-19 SOF Maint Msg Internal T53-L-133/BA engine wash procedures DRSTS-MEA 231930Z Jul 81

UH-1-81-08 SOF (Same as AH-1-81-18, above)  
General 81-07 Safety of Use (URGENT) Inspect Msg, RCS CSGLD-1860, Inspect and replace shaft, housing, rescue hoist assy P/N 423053526 (Gen-81-07) TB 55-1608-328-20-2 DRSTS-MEA 221550Z Jul 81

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

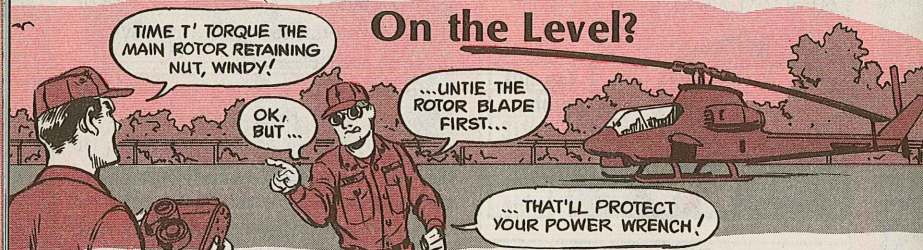




If you Huey types receive main rotor hub PN 204-012-101-31, NSN 1615-01-056-4550, be careful what type of oil you put in the grip and pillow block reservoirs.

The depot put a different grip seal in that baby and it's designed to work properly only with non-detergent oil MIL-L-2104. NSN 9150-00-186-6681 will get you a quart.

Stick with the oil type stenciled on the rotor hub and you won't go wrong. The Huey lube chart is being updated.



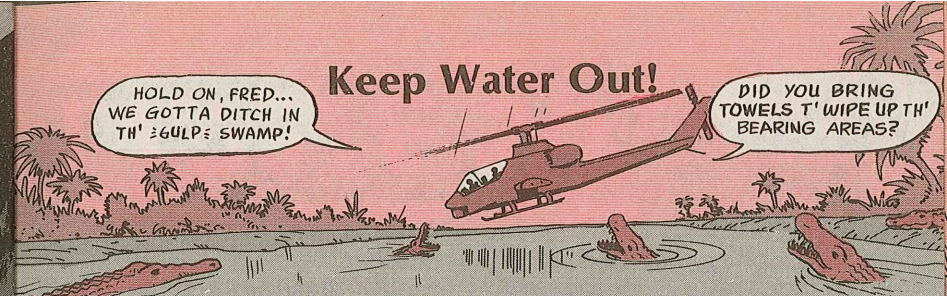
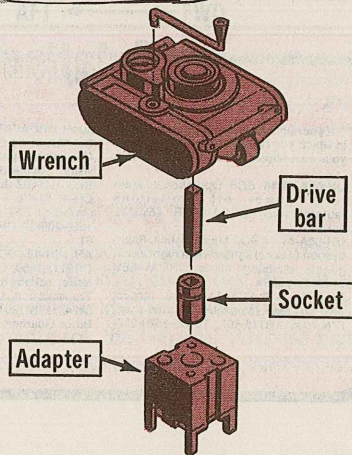
## On the Level?

When using the power wrench on a Cobra or Huey main rotor retaining nut, make sure the blades are perpendicular to the mast—for real!

This means, for example, the blades must never be tied down or tilted when you apply torque.

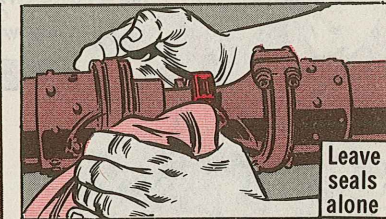
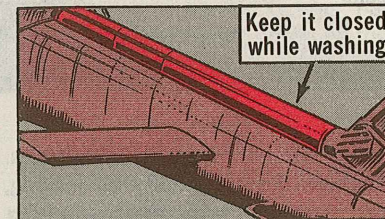
If the blades are tilted, the wrench adapter is also tilted with respect to the mast nut.

The 650 lbs-ft of torque applied unequally thru the drive bar can break the bar and the 2 reaction pins in the wrench. It happens! Those wrenches CO\$T. No tilting, please.

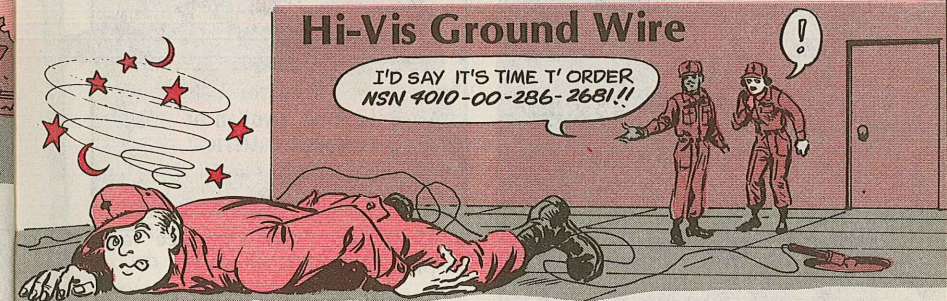


## Keep Water Out!

Never wash your Cobra or Huey with the tail-rotor drive shaft covers open, knuckle busters. Water pressure will wash the grease out of the drive shaft bearings and cause shaft failure.



Use dry wiping towels to clean up the bearing area, but leave the seals alone.

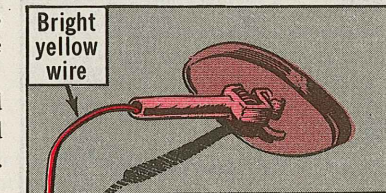


## Hi-Vis Ground Wire

NSN 4010-00-286-2681 gets a 1,000-ft roll of a highly visible aircraft ground safety wire. Use the wire to make grounding cables for hangars and other non-tactical maintenance areas.

The bright yellow wire will remind you to step high when working around grounded birds and other equipment. That can save equipment and skins.

When you replace ground wire used for any aircraft operation—including POL—use this new wire.





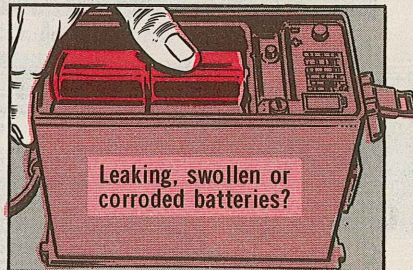
# Battery Box Control

Top-notch PM on your AN/GRA-39 radio set control group starts at the bottom—in the battery box.

NOTHING QUIETS YOUR  
REMOTE TALKING QUICKER  
THAN A POWER FAILURE!  
HEAD IT OFF  
THIS WAY...

## Batteries

Be sure you've got good batteries. Eyeball those 6 BA-30's for leaking,



swelling or corrosion. See any? Replace them.

Remove them when your set will be silent for awhile, too. They'll corrode and make a mess of the box if you leave 'em in.

Watch polarity. Make sure the raised positive end of each battery either hits a copper contact or the recessed end of another dry cell.

Never stretch battery life. They're only good for about 72 hours of operation (24 hours in remote set).

## Making Contact

Eyeball contact strips. Tarnished? Hit 'em a lick with a rubber eraser. That shines 'em right up.

If the strips are loose, have your repairman glue them down. If they slip and slide, they louse up your operating.

Maybe the box needs a little snugging to make better contact. Put a piece of cardboard between the battery box and radio chassis. That'll pinch the batteries and contacts together.

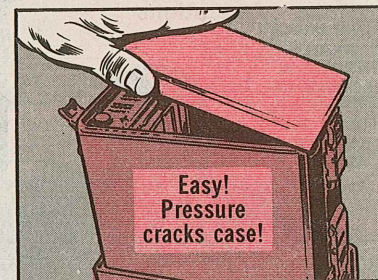
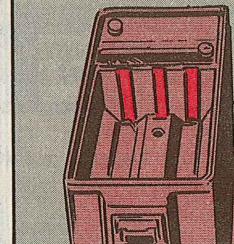
Install the batteries 2 at a time and roll them into position against the contact. Then, when you fasten the cover, don't give them a chance to move.

Lay the cover down flat on the batteries. Press it down until both latches will reach the lid. Then fasten the latches together. Your sense of touch should tell you if the batteries shifted. If so, start over.

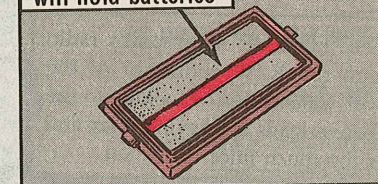
Can't reach both latches at the same time this way? Cut a 3/8-in wide channel down the exact center of the rear cover's pad. That'll also hold the batteries in right position. TB 43-0001-9-1 (Jan 81) OK's the work at org level.

Latching one side and then forcing the other side down is bad 2 ways. First, it can crack the case. Second, chances are good the batteries will slip and give you poor contact for remoting operations.

## Clean contact strips



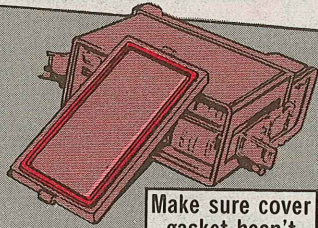
## Notch in rubber pad will hold batteries





### Make a Good Case

Be sure your case has a tight cover gasket. It's your first line of moisture defense. If yours has flattened with



Make sure cover gasket hasn't flattened!

wear, turn the set in for fixing.

Turn in a cracked case. Keeping one on the job is an open invite to corrosion-causing water.

### Operations

FINALLY, HERE'RE A COUPLE OF OPERATIONAL ITEMS TO KEEP IN MIND...

One, be sure the field wire between the remote and local units is in good shape.

Then, hook the local unit's radio cable to the R/W connector of the receiver-transmitter. Hookup to the SPKR overloads the keying relay and sends too much juice to the set.

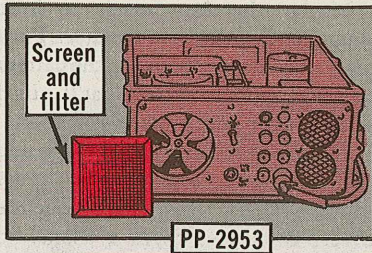
**PS** END

## Fan(tastic) Motor PM



The ventilating fan motor on your AN/VRC-12 series radio set's PP-2953 power supply will poop out if you don't keep the filter clean.

A clogged filter keeps air from the



motor. Without air, the motor (and your commo) stops.

Keep 'em both going by thinking clean. Remove the filter monthly and wash it in soapy water. Dry it well.

Then put a light coat of oil, NSN 4130-00-860-0042, on the filter. A light coat only, tho, or you'll gum up the works.

Keep dust from the housing assembly with an air hose. For safety's sake, keep the pressure under 30 PSI.





















Finally, keep the motor running and the commo coming with regular PM checks and services.

### OE-254 Antenna Group...

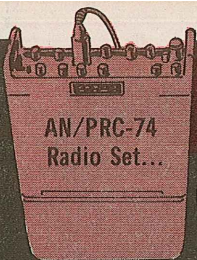
## Need Replacements?

Getting new pieces for your mast antenna is tough if you only have your pubs to go by. NSN's are not yet listed in the TM 11-5985-357-13 or -23P.

HERE'S A LIST...

- |                               |   |                        |
|-------------------------------|---|------------------------|
| Mast Section Assembly (Lower) |    | 5985-01-072-8065       |
| Mast Section Assembly (Upper) |    | 5985-01-072-8066       |
| Adapter Assembly (Lower)      |    | 5985-01-072-8015       |
| Adapter Assembly (Upper)      |    | 5985-01-072-8016       |
| Insulating Extension          |    | 5985-01-072-4342       |
| Guy Assembly (Red)            |    | 5985-01-072-4414       |
| Guy Assembly (Blue)           |    | 5985-01-072-4415       |
| RF Cable, CG-1889A/U          |    | 5995-01-085-1665       |
| Stake Assembly                |    | 5985-01-073-6103       |
| UG-349B/U Adapter Connector   |    | 5935-00-732-1919       |
| Feedcone Assembly             |    | 5985-01-074-6684       |
| Hand Hammer                   |    | 5120-00-203-4656       |
| Transit Bag                   |    | 5985-01-072-4339       |
| Base Plate                    |   | SC-B-659275 FSCM 80063 |
| Guy Plate (Blue)              |  | 4030-01-074-7881       |
| Guy Plate (Red)               |  | 4030-01-072-8126       |
| Mast & Base Assembly          |  | 5985-01-072-8018       |
| PF-211/G Strain Relief        |  | 5975-01-072-4496       |
| AB-24 Mast Section            |  | 5820-00-240-3720       |
| Stake                         |  | 3040-01-072-8017       |





# Bring It Back

Your backpack needs some up-front PM to do its long-range thing.

That thing is sending a radio signal when you want it to. And, when you want it to is usually when you have the least time to fix it.

## Battery

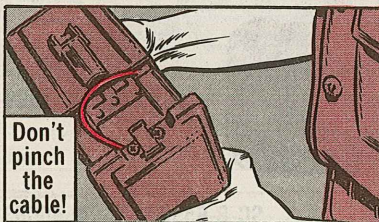
Battery connectors are fragile. Insert batteries carefully. If the pins are dirty, use a touch of trichlorotrifluoroethane, NSN 6850-00-105-3084, to clean 'em.

Receptacle OK?



If one of your battery's receptacles is broken, don't use it. You can create a short and damage the radio if you do.

When the batteries are secured, be sure the power cable is safely tucked

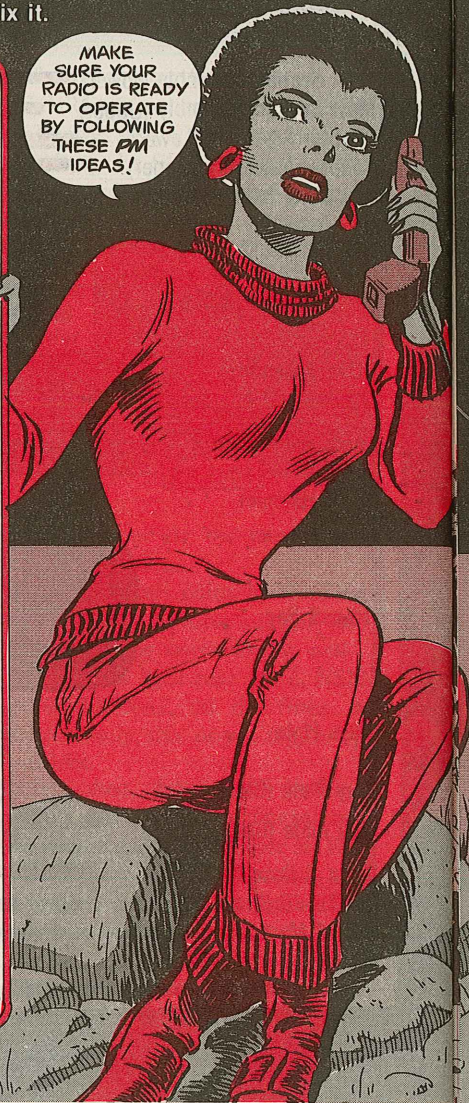


Don't pinch the cable!

inside the set. Watch for it when fastening the latches.

Bent or broken latches? Best turn that box in for repair. Do the same if the interconnecting lug is missing its rubber insulator. In an emergency you can use it without an insulator. Training is not an emergency, tho.

MAKE SURE YOUR RADIO IS READY TO OPERATE BY FOLLOWING THESE PM IDEAS!



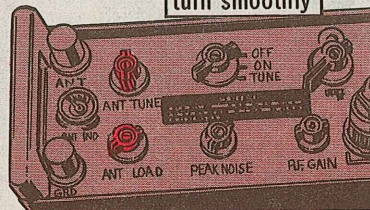
# ALIVE



## Receiver-Transmitter

Natch, you'll want to be sure all switches and knobs are present and secure. Tune and load controls must rotate freely.

Controls must turn smoothly



Eyeball your binding posts. They should close completely when depressed and released. Be sure the color-coded (red=ANT, black=GRD) rubber covers are on.

If the colored covers don't fit snugly, remove 'em and put a touch of rubber cement on the inside top. Then secure it to the post.

The covers not only protect the post from moisture, but you from RF burns.

## Accessories

All the little extras that come with your radio need care.

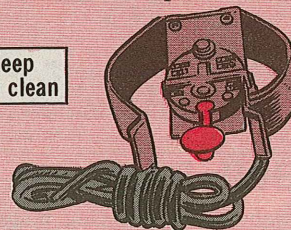
The telegraph key, for example. Dust and dirt build up on contacts and

can garble your message. A rubber eraser will shine 'em up.

Protect the spade lugs on the key cable by removing the cable before stowing the key. Lugs break easy enough during normal operation.

Stow cables by folding them into an S and wrapping them with a rubber band or something similar. This protects inside wiring. If connector pins tarnish or need cleaning, the ol' rubber eraser again does the job.

Keep Key clean



## Antennas

Switching your radio to TUNE before hooking up an antenna is one way to zap power amplifier transistors. It's a good idea to hook up even before switching ON. It takes only a twitch to turn the knob to TUNE.

Your output stage is the victim if you use the AS-1887 whip antenna at or below a freq of 3.5MHz. At this range, use the slant wire or dipole antennas.

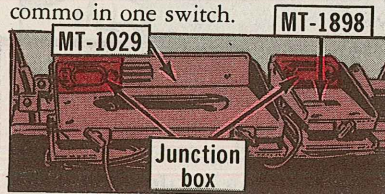
With long wire, be sure to use antenna lengths of a least 100 feet. If the formula in your pubs comes up with a shorter wire, use a different antenna. Too short an antenna sends power back to the set and can knock it out.



# Think Link for Control

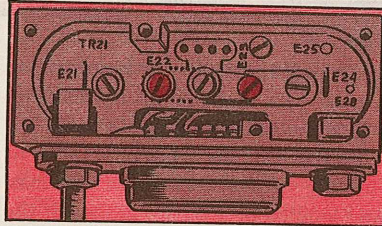


The power control link in your MT-1029 mount's junction box can put control of your tracked vehicle's commo in one switch.



That could save you an RT or AM-1780 amplifier if you forget to switch one or the other off before you fire up your vehicle.

The secret? Have your org maintenance pivot the link from the E23 terminal board hold-down screw to E22.



This puts the on-off function in the AM-1780's switch.

Before you make the switch, cut off the mount's power. That'll save you a shock. Para 2-10b, TM 11-5820-401-12 has the dope on the switch.

## Mount Memo

Your track can shake your commo gear loose like a bronco sheds a cowboy if you don't tighten the mounting clamp thumbscrews.



Mounting clamp thumbscrews

## Bulb Projection

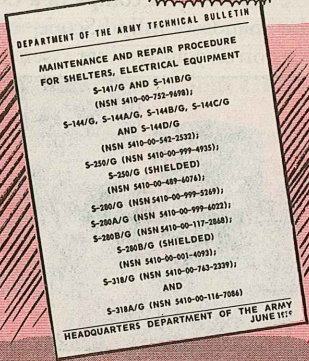
Careful when ordering bulbs for your Cue-See projector. PS 324, Page 55 said NSN 6730-01-081-6555 is the one and only. That's true if your projector is a Model 2300. New Cue-See Model 2205, 2305, 2405, 2255, 2355, and 2455 are hitting the field. They use a Type DDF, 17-volt, 55-watt bulb. It has no NSN, so ask for P/N 625-30-35. The Federal Supply Code for Manufacturer is 07055.



Wondering what organizational maintenance can do when it comes to commo shelter repair?

TB 43-0124 tells you. It has the poop on S-141, -144, -250, -280 and -318 shelters. Needed parts and tools are listed with info on how to use 'em.

### TB 43-0124



IF YOUR UNIT DOESN'T HAVE ONE, HAVE YOUR PUBS CLERK ORDER WHAT YOU NEED!



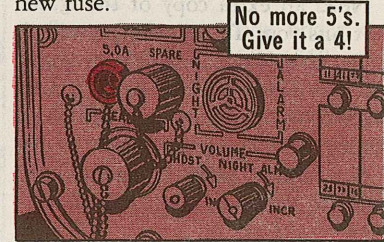
## Switch(board) Fuses



Your SB-3614 telephone switch-board is overfused.

Your pub will be changed to list this new fuse.

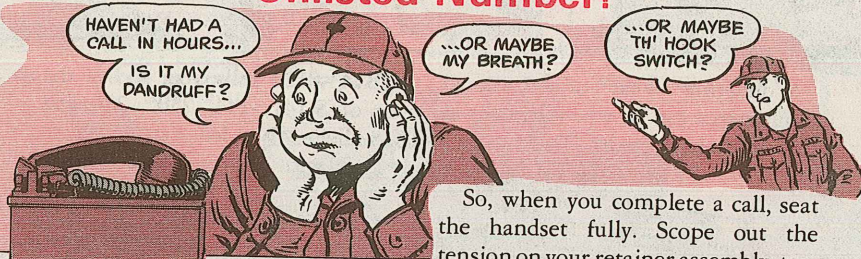
TM 11-5805-695-12 calls for a 5-amp slow-blo. That won't self-destruct fast enough when problems develop. Circuits go before the fuse does.



Solve the problem by substituting a 4-amp fuse, NSN 5920-00-236-8188. Get 2, 'cause you need a spare.

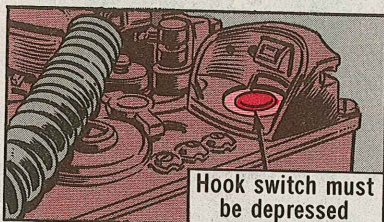


## Unlisted Number?



So, when you complete a call, seat the handset fully. Scope out the tension on your retainer assembly, too.

Think you've been forgotten 'cause no one rings up your TA-312? Maybe your handset's off the hook.



The hook switch, that is. It must be depressed by the handset before someone can buzz you.



It should hold the handset easily when the TA-312 is placed on end. If it won't, have your org repair shop adjust or replace the retainer.

## Carbon Copy?



Need an extra copy of the traffic that hits your TT-98 teletypewriter? Get an original and one copy with a roll of teletypewriter paper under NSN 7530-00-262-9178. NSN 7530-00-285-5030 makes 2 copies.

If a single print is enough, the standard roll, is NSN 7530-00-223-7966.

## Connector Protector

A CW-592 connector cover is the protection you need for your MK-1009 mast extension kit's CG-3443 cable assembly. Get it with NSN 5935-00-892-9068.

## CX-4720 Terminal Lug

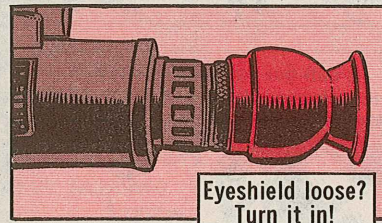
A terminal lug that hooks the CX-4720 cable assembly to your vehicle batteries is NSN 5940-00-113-9819.

## No Glue Is Good Glue



If keeping the rubber eyeshield assembly on your AN/PVS-2 night vision sight is turning into a sticky problem, turn it in.

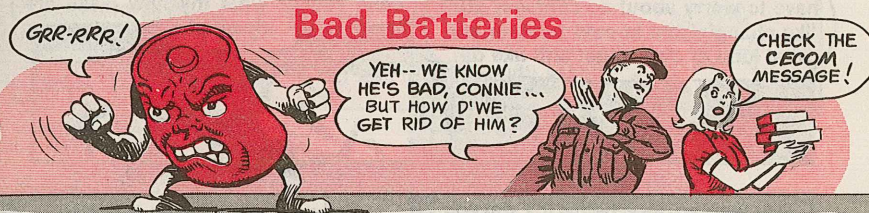
of glue that's handy. A sloppy glue job can foul up more than the rubber shield. Not only can it foul the lens, it can really screw up a few sets of threads. On top of that, a do-it-yourself job might undo itself when you really need the sight.



Some eyeshields in the system don't have enough adhesive for the job. They were made under contract DAABO7-74-C-0073.

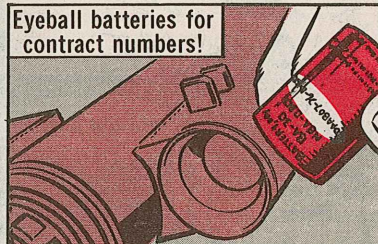
Too many troops try to replace the shield themselves. They use any kind

The headshed's purging them, tho, and new supplies of NSN 5855-00-925-0114 are OK.



## Bad Batteries

The BA-1100 (NSN 6135-00-926-0827) and -1567 (NSN 6135-00-485-7402) mercury dry cells used to power your night vision equipment can be dangerous.



Some batteries made under contracts DAABO7-76-D-6352 and DAABO7-77-D-6328/6125 have exploded. Look over your dry cells stocks. If you've got some of these bad ones, follow the disposal instructions in CECOM Msg DRSEL-SF-E 051456Z Mar 81.





M17/M17A1 Protective Mask...

# This Disk Does It All



Pssst!  
Over here!



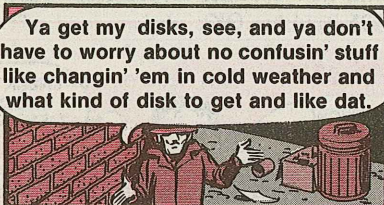
Ya wanna disk for dat M17 or M17A1 protective mask dat'll fit both da nose cup valves and da inlet valves?



Ya wanna disk dat'll do da job in both da summer and da winter?



I can get ya a deal on 100 of dem all-poipose disks wid NSN 4240-01-104-0965.



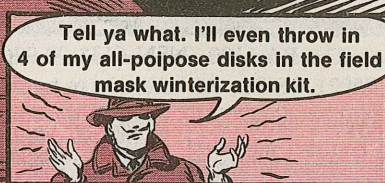
Ya get my disks, see, and ya don't have to worry about no confusin' stuff like changin' 'em in cold weather and what kind of disk to get and like dat.



It's got sumpin' to do wid da silicone rubber what my new disks are made of.



Dey woik so good below 0° F dat you don't have to change to a special winter disk.



Tell ya what. I'll even throw in 4 of my all-poipose disks in the field mask winterization kit.

Same disks, but ya can use them for spares, see. The winterization kit keeps the same NSN, 4240-00-065-0319.

We got a deal?



## Mask Faceform NSN

ER... CONNIE, AS AN EXPERT ON THE SUBJECT, CAN YOU GIVE ME SOME ADVICE ON FORMS?



Dear Half-Mast,  
Your article in PS 342 on the M24 and M25/25A1 protective masks was informative and helpful, but I have one problem you didn't cover. I can't find the NSN for the M6A1 faceform in my TM's.



SGT L.T.S.

Dear Sergeant L.T.S.,

No big problem, Sarge. The NSN is 4240-01-032-6050. It gets you 10 M6A1 faceforms. You'll find it in

Change 1 (Jun 77) to TM 3-4240-280-23&P, Page B-4.

The change includes pages throughout the TM, and I've seen a number of TM's in the field without the change. For you and others who don't have it.

M6A1 faceform



NSN 4240-01-032-6050 gets you 10

GET WITH YOUR PUBS CLERK!



## Mask Modifications

There's a new place to send modification requests for the protective masks. Instead of the Chemical Systems Lab at Aberdeen Proving Ground, MD, you NBC NCO's send requests to get mask modified for the

hard-to-fit folks in your unit to this address:

Commander  
US Army ARRCOM  
ATTN: DRSAR-MAD-AC  
Rock Island, IL 61299

ARRCOM WILL TELL YOU WHAT TO DO NEXT!



## 24-Hour Mask PM

Forget that desert maintenance tip on Page 27 of TB 43-0239 about keeping your protective mask in the M1 waterproof bag until you need it. Use the waterproof bag only in wet weather or when fording.





# Earplugs Can Help

HE DOESN'T BELIEVE IN KEEPING HIS EARPLUGS WARM IN HIS SHIRT POCKET!

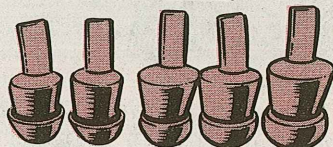


Extreme cold weather makes a difference in the type of hearing protective devices you need.

Triple-flange preformed permanent-type earplugs are the preferred kind. They'll save wear and tear on the ol' ears at almost any temperature. They're available in 3 sizes: Small (green), medium (orange), and large (blue).

the most severe weather. The preformed single-flange earplugs come in 5 sizes: Extra small, small, medium, large and extra large.

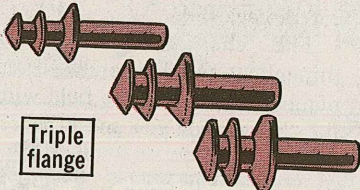
Single flange



Other hearing protective devices may be OK for normal conditions, but they're not much good when they're frozen hard as a rock.

Whatever permanent-type earplugs you use, have 'em fitted by a medic. Carry earplugs—whether permanent or disposable—in an inside shirt pocket when they're not in your ears. Warm earplugs work better and are more comfortable.

Earplug case, NSN 6515-00-299-8287, helps you hang onto your earplugs and keeps them clean.



Triple flange

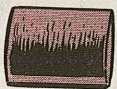
When you have to use a disposable earplug, use the silicone-rubber type,

Silicone

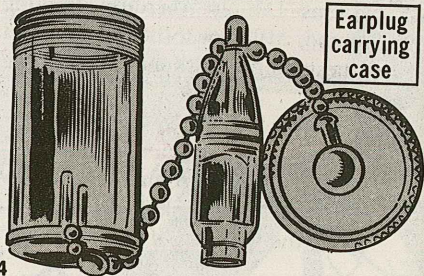


NSN 6515-00-133-5416. You'll have to warm and form 'em with your fingers for the best fit and ear protection.

Foam

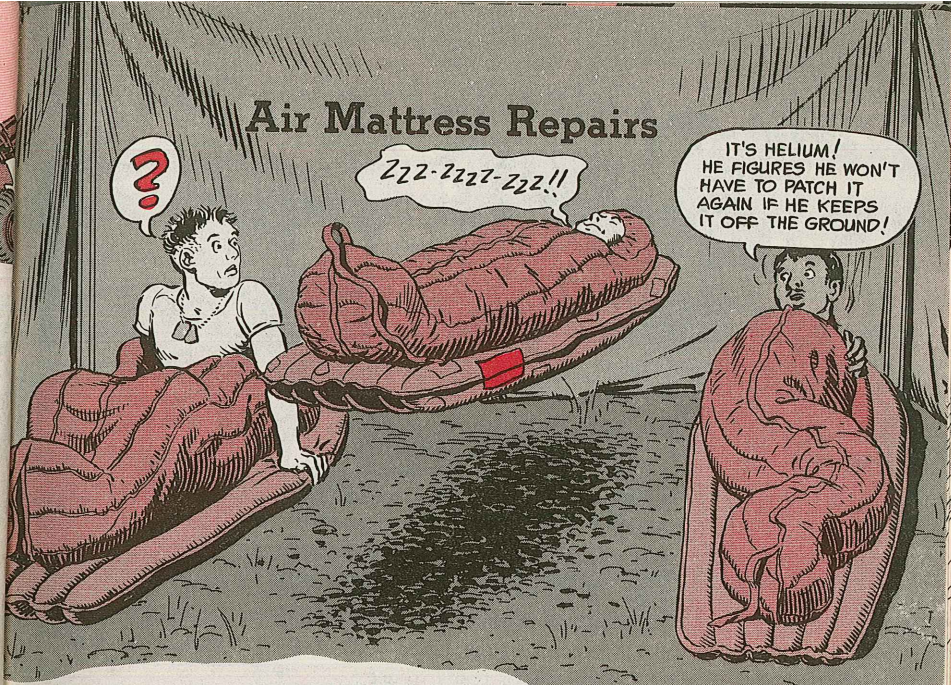


No sweat if you've got single-flange preformed or universal foam disposable earplugs, NSN 6515-00-137-6345, tho. They work great in all but

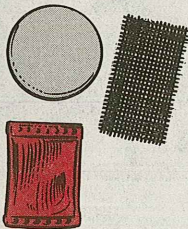


Earplug carrying case

# Air Mattress Repairs



You could end up sleeping on the cold, hard ground if your air mattress springs a leak.



Mattress leak air? Order kit!

NSN 8465-00-753-6335

Repair kit, NSN 8465-00-753-6335, gives you everything you need to fix small leaks, including how-to instructions.

For bigger holes or rips in the mattress fabric, you'll need bigger patches. Cut them from unserviceable air mattresses.

Use toluene to clean the air mattress so the adhesive will stick better. NSN 6810-00-281-2002 gets a gallon.

Handle toluene with care. Wear solvent resistant gloves when you work with it. Use it only in a well ventilated area. The fumes are hazardous. And keep it away from open flames and high heat or it'll explode.

Apply adhesive to the back of the patch and to the surface to be patched.

NSN 8040-00-515-2246 gets you more adhesive.

Lost your inflating tube stopper? No sweat. A replacement is NSN 8465-00-319-4183.

TM 10-8400-201-23 gives you the details on repairing air mattresses.



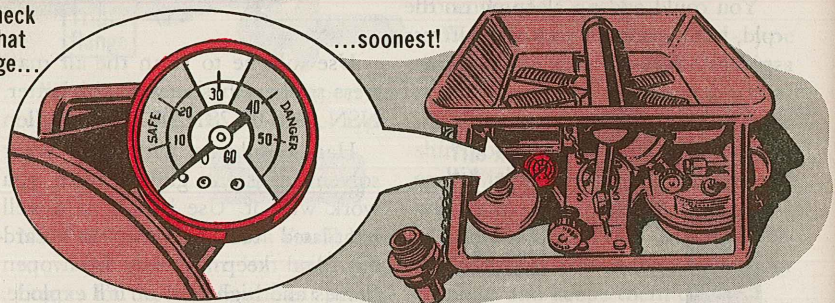
M2 Burner...

## Check Air Pressure Gage!



Doublecheck the air pressure gage, NSN 6685-00-999-2503, on your M2 burner unit soonest...in storage or ready to use.

Check that gage...



Some gages in the supply system have plastic lens that can melt and freeze the indicator in a fixed position. You could get a false air pressure reading when an excessive air pressure is building up...a no-no and a no-go deal for cooking, baking or lighting off operations.

Be sure your gage has a glass lens. If it doesn't, replace the gage—now! Send in a SF 368 Quality Deficiency Report—EIR—on any gage with a plastic lens that's on your burners.

If you receive a gage with a plastic lens from your support, send in a SF 364 Report of Discrepancy immediately.

## Power Unit TM's



You need 4 pubs for your trailer-mounted generator power units (PU's).

MAKE SURE YOU HAVE...

- |  |   |
|--|---|
| 1. TM 5-6115-376-13 & -23P<br>or<br>TM 5-6115-594-14&P<br>or<br>TM 5-6115-365-15 | For PU-407/M, PU-699/M, PU-408/M & PU-700/M<br>For PU-405A/M, PU-406B/M, PU-732/M, PU-760/M, PU-707A/M, PU-495A/G, AN/MJQ-10A & AN/MJQ-15<br>For all other PU's |
| 2. TM 9-2330-series  | For the trailer   |
| 3. TM 5-6115-series  | For the generator   |
| 4. TM 5-2805-series  | For the gas-driven, Mil-Std engines on 0.5-10 KW generators   |

DA Pam 310-4 has specific TM numbers for your equipment.

## Mil Std Engines...

### Handle...Carefully

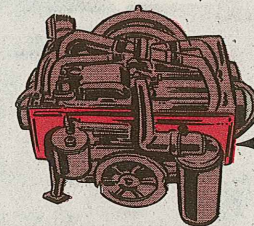
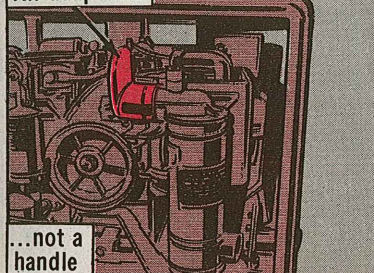
When you're working on the 10-20-HP Mil Std engines, be careful what you grab to push, pull or lift 'em. Replacing broken or damaged parts adds to your maintenance load, downtime and parts cost.

One thing you never use as a handle is the carburetor air adapter. It's made

of synthetic rubber less than 1/8 inch thick. You'll damage its shape or tear it up when you try to lift or move a 200-lb plus engine with it.

Use a helper to move the engine. Grab the bottom of the engine side shrouds for the lift/move.

Air adapter...



'Course, when the engine's mounted on a 5-10-KW generator set, use the generator frame or lifting bracket.



6-HP Mil Std Engine...



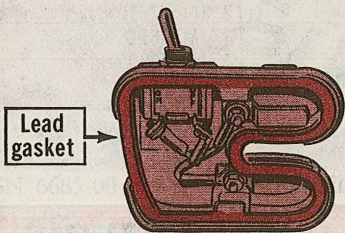
# Keep the

Your Mil Std 3-KW generator set PM-purrs best when you keep the ignition system dry. Like d-r-y!

Moisture—and corrosion—inside the breaker point housing assembly ruins the points and condenser...stops the generator cold.

**PM ON THESE 3 TROUBLE SPOTS WILL EASE YOUR HEARTBURN AND MAINTENANCE DOWNTIME!**

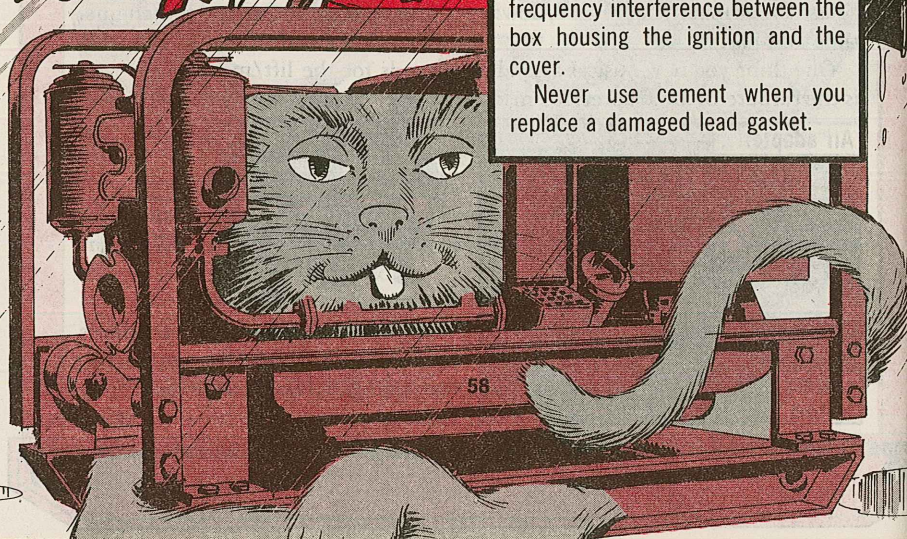
**1** The lead gasket—NSN 5330-00-103-8793, Item 4, Fig 14, TM 5-2805-203-24P—takes a beating



when you have to get into the assembly often. The gasket does not make a water-tight seal. It's made of lead so you will have no radio frequency interference between the box housing the ignition and the cover.

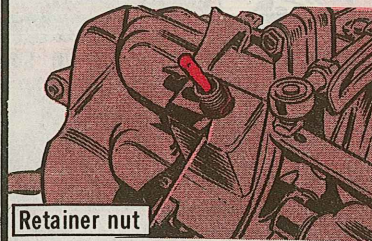
Never use cement when you replace a damaged lead gasket.

# PURR-RRR



# Points DRY!

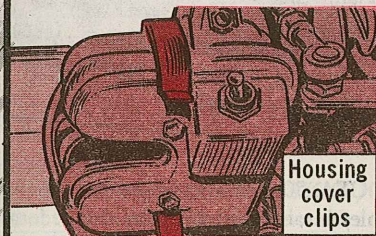
**2** Check the toggle switch. Water can get into the breaker point



Retainer nut

housing if you have a loose retainer nut, NSN 5930-00-655-1514, Item 5, Fig 14. Replace the switch if the threads are burred or stripped. Keep the nut tightened and on straight. Vibration can loosen it.

**3** Be sure the breaker point housing cover clips, NSN 5340-00-797-5966 Item 11, Fig 15, are doing their job. Replace a weak, cracked or broken clip.



Housing cover clips

Finally, keep the generator cover, NSN 6115-00-960-2703, on the set when you're not using it.

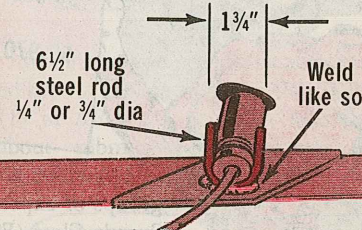
15-KW Generators...

## Cable Carrier

IF YOU TROOPS HAVE A PROBLEM WITH CABLE CONNECTOR DAMAGE, EYEBALL THIS NEAT SOLUTION THAT YOU CAN FABRICATE YOURSELVES!



Here's a fix that'll stop damage and replacement parts cost to the intervehicular electrical cable connector on your trailer-mounted 15-KW generator set, NSN 6115-00-089-5099.



Put the end of the cable in the carrier to keep it from getting banged around when the set is "at ease."



Parts Not in the TM?...

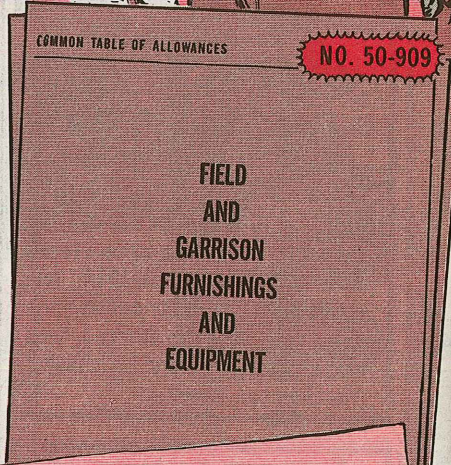
# Here's How to Get 'Em

You can find most of the repair parts for your equipment in parts manuals like the -20P TM's.

But, what about some tools and other items you may need that are not in the parts TM's?

You can get those, too. It's just a matter of finding the right authorization document.

A good place to start is with the Common Tables of Allowances (CTA's). They authorize items that almost every unit uses, like safety and training equipment, tools, clothing and office equipment.



FIELD AND GARRISON FURNISHINGS AND EQUIPMENT

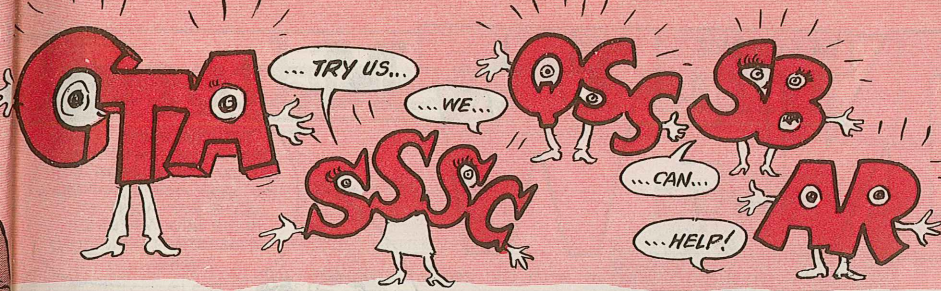
HERE'RE THE CTA'S TO CHECK...



CTA	Expendable/Durable Items
8-100	Clothing and Individual Equipment
50-900	Field and Garrison Furnishings and Equipment
50-909	Expendable/Durable Items (except medical, class V, repair parts and heraldic items)
50-970	

Appendix A of CTA 50-970 also authorizes many groups of expendable/durable items just by the Federal Supply Class (FSC), the first four numbers of the NSN.

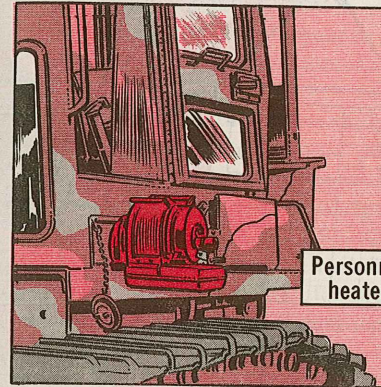
Each FSC has a footnote number by it, so be sure you read the instructions for the footnote number by your FSC.



For example, the 1/2-in drive torque wrench in your tool kit won't work with your commercial-design vehicles. Socket wrench adapters will do the job. To find out if they're authorized, look in CTA 50-970. They're not listed in Sect II, but the FSC, 5120, is in Appendix A with a "1" beside it. That "1" tells you that since the adapters are not listed in Sect II, they're authorized as required.

If you can't find the items you need in the CTA's or at your SSSC or QSS, don't give up.

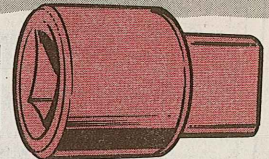
Supply Bulletins also authorize many items. For example, SB 9-16 authorizes personnel heaters and winterization kits for vehicles.



Personnel heater



Winterization kit



Socket wrench adapter

SB 11-547 authorizes additional tools for your TK 88/U tool kit when you have to install radio equipment in your vehicles.

SB 11-559 authorizes the TK-90/G tool kit for nickel-cadmium battery users.

You can find Supply Bulletins listed in DA Pam 310-4, Index to Technical Publications.

If the item you need is not authorized by any publication, read Para 2-18j (1) in AR 710-2 w/C6. It tells you about submitting justifications in writing for items not authorized.

AUTHORIZATION MUST BE OBTAINED BEFORE THE ITEMS ARE ORDERED!





# NEW Materiel

# Readiness Terms

THE READINESS TERMS USED WITH THE OLD DA FORM 2406--OR, NOR, NORM, NORCS--WERE REPLACED BY THESE NEW MATERIEL READINESS (CONDITION) TERMS...

Out with the old and in with the new!  
That's right!

The readiness terms you use and the way you measure your equipment's ability to go to war have changed.

Your equipment is still reported on DA Form 2406. But the name of the form has changed from Materiel Readiness Report to Materiel Condition Status Report.

## MATERIEL CONDITION STATUS REPORT

FORM FROM 1084		TO: 1175		ISSUANCE CODE ON		PAGE NO. 1		NO. OF PAGES 1	
TO: (SIC) (SIC) (SIC)		A Co, 3d Bn Ft. Cyrus, VA. 12312		I. DUTY IDENT CODE WB37AA		II. DUTY IDENT CODE 78-773			
HOMELAND		ECC		AUTH		ON HAND		POSSIBLE	
1	CARR MORT	M106A1	6B 010741	16	15	1562	1490	50	5
2	HOW	M101A1	6A K57312	10	9	320	270	20	7

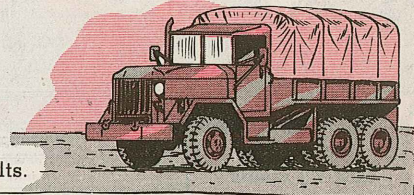
These new terms are used with your report:  
**FMC** = Full Mission Capable  
**NMC** = Not Mission Capable  
**NMCM** = Not Mission Capable Maintenance  
**NMCS** = Not Mission Capable Supply

DA FORM 2406

The procedures for using the form and the equipment to be reported are in Chap 4 of TM 38-750.

### Full Mission Capable **FMC**

is the status of equipment that is on hand and able to perform all its combat missions without putting the life of the operator or crew in danger. The equipment must be fully operable with no **Not Mission Capable** faults.

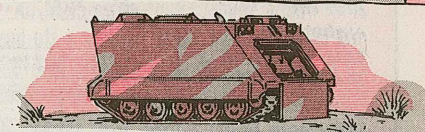


### Not Mission Capable **NMC**

applies to equipment that cannot safely perform its combat mission.

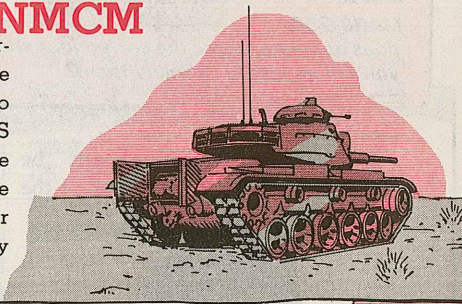
Your equipment is NMC when:

- It has a fault that shows up in the "not ready" column of the operator's PMCS. (If your equipment does not have a "not ready" column in the PMCS, use the old ESC as a guide until a new PMCS is published), or
- It has an overdue urgent or limited urgent MWO.
- Your CO decides it cannot perform its combat mission.



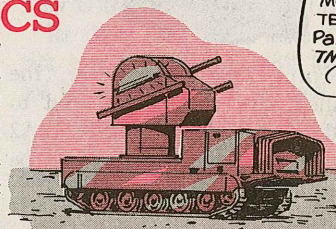
### Not Mission Capable Maintenance **NMCM**

covers equipment that cannot perform its combat mission because repair work is being done or needs to be done at organizational, DS or GS level. NMCM time does not include regularly scheduled maintenance services or inspections or minor repairs like paint jobs and body work.



### Not Mission Capable Supply **NMCS**

means the equipment won't be able to perform its combat mission because you're short the needed repair parts. NMCS time is counted from the time maintenance work stops to the time the repair part arrives.



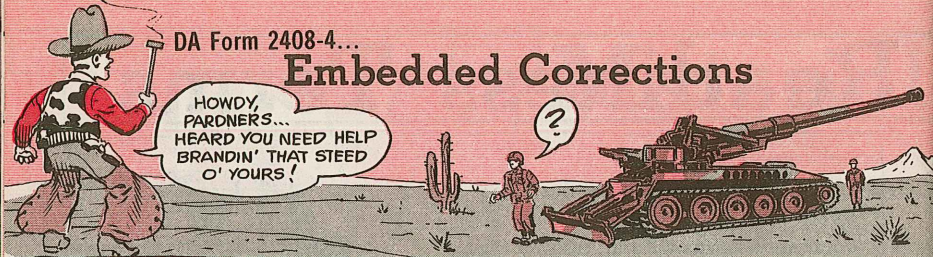
YOU'LL FIND MORE ON THE TERMS IN Para 1-4 of TM 38-750 (May 81).



DA Form 2408-4...

## Embedded Corrections

HOWDY, PARTNERS... HEARD YOU NEED HELP BRANDIN' THAT STEED O' YOURS!



Dear Half-Mast, TM 9-2350-304-10 states that the embedded corrections on the M110A2 howitzer will be measured and recorded on DA Form 2408-4. In the past, embedded corrections were stamped on the breech.

TM 38-750 does not state where the corrections should be made on DA Form 2408-4. Can you tell us where to make them?

WEAPON RECORD DATA									
1. TUBE SERIAL NO.		2. CANNON TYPE, MODEL, OR SERIES			3. ORGANIZATION, I.F.T.			4. SPECIAL LIFE DATA	
203mm		M201A1							
5. END ITEM IDENTIFICATION					6. RGS EFC COMPUTATION				
Howitzer Heavy, Self-Propelled									
7. CANNON SERIAL NO.		8. RE FIRING(S)		9. RE FIRING(S)					
10. Date		Projectile Type	Zone or Charge	Rounds Fired	EFC RDS Fired	Cumulative RDS Fired	Cumulative EFC RDS	Remarks: Electric Brake (RE), Gap or Velocity Read (vg), Safety Inspection (SI)	
20 Jul 81								Embedded Correction +1.7	
								M. J. Franko SFC	

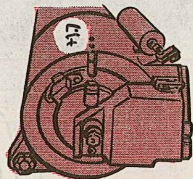
DA FORM 2408-4

CONTINUE ON REVERSE EDITION OF 1 DEC 77 WILL BE USED.

1LT S.A.D.

Dear 1LT S.A.D.,

Embedded corrections can be recorded in the remarks block of the



DA Form 2408-4. However, the headshed says there's no need to record the corrections for the M110A2 howitzer. The requirement will be deleted in the next update of TM 9-2350-304-10.

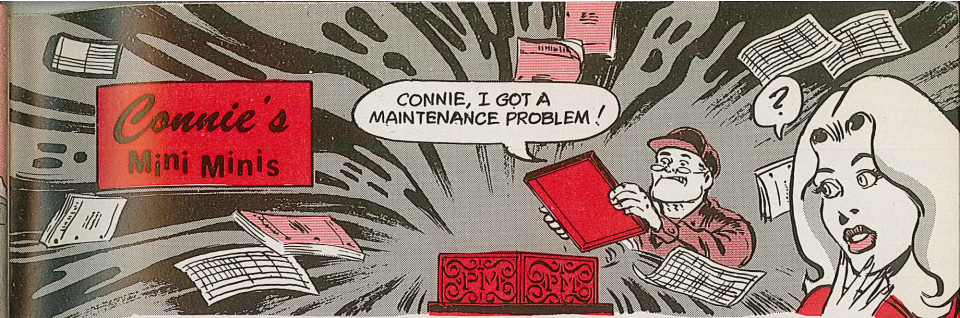
64

THE UPDATED TM WILL TELL YOU TO STAMP THE EMBEDDED CORRECTIONS ON THE BREECH RING, NEXT TO THE QUADRANT SEATS!



Connie's Mini Minis

CONNIE, I GOT A MAINTENANCE PROBLEM!



## Tanks Get BFS

TACOM Msg DRSTA-M 171400Z Sep 81 gives the go-ahead for the use of silicone brake fluid (BFS) in M48- and M60-series tanks. Follow the brake bleeding procedures in your vehicle TM's and those in TB 43-0002-87 Apr 81.

## Hush Noisy TD-660

Mixing the old-style printed circuit boards (11A2 through 11A8) with the new PCB's (11A23 through 11A29) makes too much static noise on the channels of your TD-660 plain, A or B model multiplexer.

Use same with same. Stick to either all older-style circuit boards or all new PCB's.

## Wheel Lift Truck Unsafe

In PS 344, Page 27, Seals & Bearings Get a Lift, we said the wheel lift truck made by Rust Manufacturing, Inc., is not safe.

ARRCOM Msg DRSAR-MA 311630Z Jul 80 and ARRCOM Msg DRSAR-MMT-T 061214Z May 81 have the word. Tag your Rust Mfg., Inc., lift truck "out-of-service" and deadline it until the headshed puts out the word on what to do with it.

Important! Do not use that lift truck! You could get hurt if the lifting arm bends.

Order a new wheel lift truck under the same stock number, NSN 4910-00-554-5983. You'll get one made by a different manufacturer.

☆ U.S. GOVERNMENT PRINTING OFFICE: 1981-757-003/13

## M915 Steer Danger!

All M915-series trucks require a horn fix to head off a steering safety hazard. TACOM Msg DRSTA-M 221830Z Jul 81 gives instructions for removing the electric horn brush assembly from the steering shaft. That means the electric horn won't work, but you can still use the air horns. A warning notice about the dead electric horn is required.

## Wrong Lubricant?

Check your M109A2 and M109A3 howitzers now for the wrong lubricant in the vane-axial fan gearcase. Some howitzers are filled with GAA instead of GIA. If you find GAA, clean it out and replace it with GIA, according to LO 9-2350-217-12N. NSN 9150-00-985-7246 gets you a 1.75-lb can, NSN 9150-00-985-7247 a 7.5-lb can, and NSN 9150-00-985-7248 a 35-lb can.

## Ammo Rack Parts

The NSN for the ammo rack locking handle set screw for M60-series tanks is 5305-01-037-4843.

The slotted tubes, located inside the ammo rack, have NSN 2590-01-023-7845 (right side) and NSN 2590-01-029-0234 (left side).

These NSN's are listed only in TM9-2350-253-20P-1 for the M60A3 tank, but apply to other tanks' -20P TM's as well.

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



# EQUIPMENT

under

# WARRANTY?

Report Defects  
on DA FORM 2407!



● Save Uncle  
a bundle

● Keep your  
equipment  
ready

● Reduce  
your  
maintenance  
work  
load

DA FORM 2407

997205

SECTION 1: EQUIPMENT DATA

AF O New York 66534

SECTION 2: WORK ACCOMPLISHED

Transmission 3053A 20.0 2420-00-397-4520

Model 3052, Transmission, 24 JUN 81, AUTOVON 745-3555.

Remarks: Replace defective transmission parts. Contract No: AA-540103. Date warranty began 10 May 81. USA Reg No: 04070259. Reg. No: A1111-6291-2002. Supp Add Code AT-10235.

Trans mis

Ant mis

to net

DA FORM 2407

See  
**TM 38-750 (May 81)**

For aircraft: Para 10-18  
For other equipment: Para 12-2

