

Issue 349

PS

December
1981

THE
PREVENTIVE
MAINTENANCE
MONTHLY

JINGLE BELLS, JINGLE BELLS,

PM all the
way... ♪

MURPHY
ANDERSON

PASS THIS
COPY ON!!

Don't Wait... Call

Co A zipped through the Division MET inspection with hardly a scratch, as ready as a company could be.

Co B got clobbered in the MET (Maintenance Evaluation Team) visit.

Sgt Hackit explained to an Co A Co why it this way:



"We in Co A needed help. Little problems in maintenance and supply were getting us down. We had a lot of OJT, and PLL and pubs clerks with little formal training. We didn't have the time to train them right because we had a lot of other work to do.



"So we called MAIT (Maintenance Assistance and Instruction Team).

"They gave us a courtesy visit, told us what we were doing wrong...and even set up and staffed some training courses for us. Instead of passing on the bad word of what was wrong with us, they helped correct our problems. With their help we located repair parts; straightened out our paperwork.

"They invited our questions. It didn't matter whether the CO called them, or I called, or a PLL or records clerk. They got us answers. 'Course, we knew if our readiness went down, we'd get a MAIT visit per Division SOP...but that might be a hurry-up, patch-up job to get us ready for an inspection. Asking for help meant they had time to work with us.

"What's more, there are changes in AR 750-51 (May 80) which make even more MAIT services available to us. I'm a believer," Hackit finished.

Said SSG P.U. Groutt of B Co:

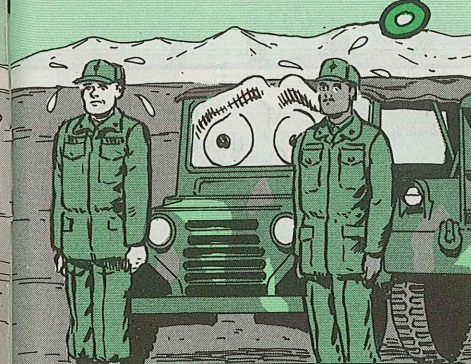
WE NEEDED HELP!
STILL DO...

SO LEAD ME
TO THE POST
TELEPHONE
DIRECTORY!

WE
SHOULD
HAVE
CALLED
MAIT!

Need help? It's as near as your telephone, Division G-4 or your DIO. Reservists can get help from their nearest Readiness Group. National Guard units may have an in-state MAIT or call on the Readiness Group.

MAIT!



What's Your PS Front Cover Idea?

Ideas for PS Magazine front covers come from everywhere.

Some troops in Alaska told about a moose who loved to chew up commo cable insulation. The artist made a super front cover. A Pentagon official was "visiting the troops" in Vietnam a few years ago and the 1/4-ton truck he was riding overheated. He helped refill the radiator by dipping canteens in a muddy swamp.

What's your PM* idea for a PS Magazine front cover?

LET US
KNOW! WRITE
TO...

Connie
PS MAGAZINE
Lexington, KY 40511

*Preventive Maintenance

PS THE PREVENTIVE MAINTENANCE MONTHLY

Published by the Department of the Army for the information of all soldiers assigned to combat and combat support units, and all soldiers with organizational maintenance and supply duties.

Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, c/o US Army Materiel Readiness Support Activity, Lexington, KY 40511.

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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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FIREPOWER

Armored
Vehicles...

HEY --
C'MERE, YOU
GUYS!

Particulate Blues

Let me
introduce
myself.

I'm your
gas particulate
filter unit.

For
those of you
who are not
familiar with me

(and
there're a
lot of you),

let me
tell you
what I do.

I come in different vehicles,
under different system numbers
and in varying shapes and sizes,
but what I do is basically
the same.

I clean air for you to breathe
when you're under chemical
agent attack.

I allow you to perform your mission
more easily than if you had to rely solely
on your protective mask's filtering system
by providing an even flow of
clean air to your mask.

It is for me,
as long as I'm
treated right.

Sounds
simple.

Which is why
I called this
meeting.

I don't get
no respect.

To do my job,
I don't need any water
on my filter elements.

Yet what
do I get?

I get sprayed by hose-happy Joe's
who never think first before wetting
down everything in sight.

That water just clogs up my innards,
which'll either prevent air from passing
through or let chemical agents get by me
to you.

I don't want
that to happen,
and you can't func-
tion if it does.

I also don't need
dirt, greasy goo and
other garbage clogging
up my innards.

So what do I get?

You leave the spring clip off my air
intake opening when I'm not in use.

It's just a simple thing to slide
the clip back over those holes
when I'm off.

PS MORE

I was installed for a good reason, and I oughta stay installed so I can do my job.

But no, some of you guys rip me out 'cause I'm in your way.

In the way of what?

Saving your breath?

Give me a break!

If there's something wrong with me, I oughta get a little attention.

Do I?

Hah!

No way!

Then there's my filter element usage limit, which varies according to the agent I've been exposed to and the time exposed.

Does anyone pay attention to those limits? Have my particulate filter elements been cleaned properly or replaced and my gas filter elements replaced?

Who are you trying to kid?

I don't get no respect.

I can live without it.

But can **you** live without air that is clean of chemical agents?

That's the question.

And also the answer.

Gun Tubes...

No Paint, Please

CAREFUL, SOLDIER -- PAINT ON THE BORE EVACUATOR RETAINER RING IS A NO-NO!

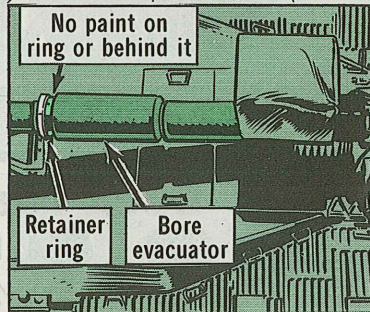


You crewmen need to be real careful where you put paint on the gun tubes of your tanks and howitzers.

If you get too close to the bore evacuator retainer ring, you're in trouble.

Once that thing gets painted, it's mighty hard to remove. Too often the ring must be chiseled off, and that ruins it.

No paint on ring or behind it



HERE'S THE STRAIGHT STUFF..



- Never paint the threads on the tube and the inside of the ring. Graphite grease (GG-1) will do the job there.

- Never keep on adding coats of paint until the buildup blocks the removal of the evacuator, seals or ring. Scrape the paint off every time.

- Finally, never paint the tube with the evacuator installed...you'll slop paint into every crack or crevice. Remove the evacuator before painting. If you can install the evacuator easily after painting, you'll probably be able to remove it easily too.

4.2-KW Generator Hazard

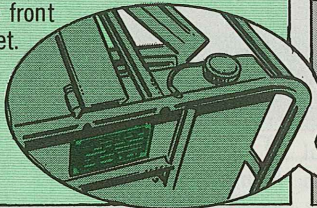
The 4.2-KW generator set used with M577/M577A1 command posts and the XM730 guided missile track can damage your hearing.

Paint or stencil a warning sign to remind everybody.

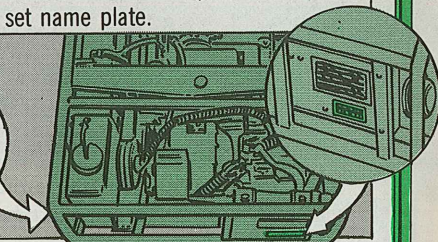
Use lusterless black paint, NSN 8010-00-111-8005, and paint (or stencil) this sign: WARNING: HEARING PROTECTION REQUIRED WITHIN 10 FEET. Use ½-in lettering for the first word and ⅜-in lettering for the others.

The sign is needed in 2 locations:

1. On the left side of the fuel tank near the front of the set.



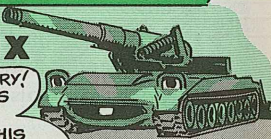
2. On the control panel below the set name plate.



Stay at least 10 feet away from the generator unless you have hearing protection.

M110-Series Howitzers...

Deck Fastener Fix



POOR I'M BEING TRASHCANNED 'CAUSE I'M A ROUNDHEAD!



TOO BAD...

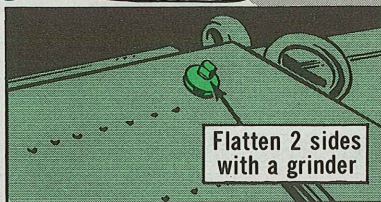


NOT NECESSARY! ALL HE NEEDS IS T HAVE 2 SIDES OF HIS HEAD FLATTENED.

The fasteners that hold the engine and transmission deck covers on are supposed to have a 6-sided head so they'll be easy to turn.

As replacements, tho, you might get a different type with a round head. They both come under the same number, NSN 5310-00-229-4336.

Some troops have been throwing away the round fasteners because they're so hard to tighten.



Flatten 2 sides with a grinder

No need to do that. Just flatten 2 sides of the head with a grinder and you can tighten the fasteners with no trouble and save over \$5 each.

M109A1/M109A3 Howitzers

The supply info on the semi-conductor diode on Page 1-41 of TM 9-2350-217-20P-2 is garbled. You can get the diode with NSN 5961-00-087-7949.

M113-Series Roadwheels

OWW! MY HOLES ARE ROUNDED OUT!

OOF! MY RUBBER IS SEPARATIN'!

YEH--IT'S HARD T'KEEP TRACKIN' IN POOR CONDITION!

Changes have been made in the PMCS for LANCE M667 and other M113-series carrier roadwheels.

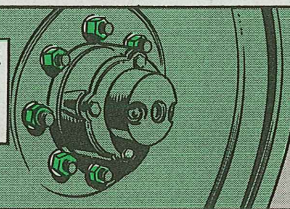
The word's in TB 43-0001-39-5, Para 3-9 (Apr 81).

BRIEFLY...

THE PMCS CHANGES READ LIKE THIS...

- Check for shiny areas around the roadwheel mounting nuts. If shiny, remove the nuts and look for rounded-out holes.

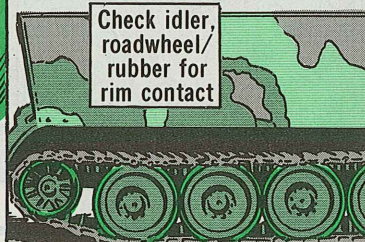
Check for shiny areas



- If the holes are rounded out (elongated), your carrier is NOT READY/AVAILABLE in your readiness report.

- Check both road and idler wheels for separation of the rubber from metal at the rim.

Check idler, roadwheel/ rubber for rim contact



- If the rubber has less than half of its original contact with the rim, notify organizational maintenance.

Need a Light?



I GIVE UP...

...I CAN'T FIND THAT WARNING LIGHT ASSEMBLY LISTED ANYWHERE IN THAT BLASTED -20P!

WHEW! WISH SOMEBODY'D TELL HIM I DON'T LIST IT!



Worn your -20P TM's to a frazzle looking for poop on the low engine coolant warning light assembly for your M578 recovery vehicle or M110A2 howitzer?

Quit looking. It's not there. Not to worry, tho. Item 3-54, figs 3-14 and 3-15, in TB 43-0001-39-5 has the parts list.

M113 Family of Vehicles...

Too Much Crankcase Pressure

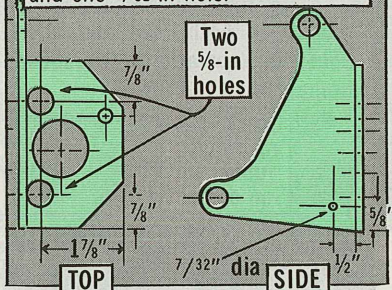
I GOT NERVES
O' STEEL ... BUT
I CAN'T STAND
TH' PRESSURE!

If you've received a new or overhauled M113-type vehicle since October 80, see if the airbox and crankcase breather collector can bracket has PN 12268892.

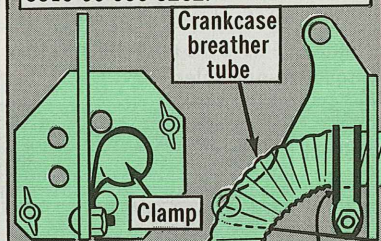
This new bracket causes high engine crankcase pressure and forces oil out of the lube system.

To stop the leaks—

1. Modify the collector can bracket by drilling two $\frac{5}{8}$ -in holes and one $\frac{7}{32}$ -in hole.



2. Mount the crackcase breather tube to the bracket through the $\frac{7}{32}$ -in hole with clamp, NSN 5340-00-598-0415; screw, NSN 5305-00-984-6211; and nut, NSN 5310-00-050-3262.

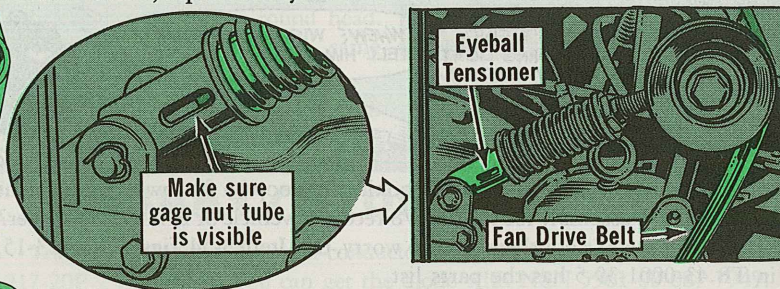


Belt Tightening

You can reduce overheating and downtime by checking the adjustment of your carrier's fan drive belts.

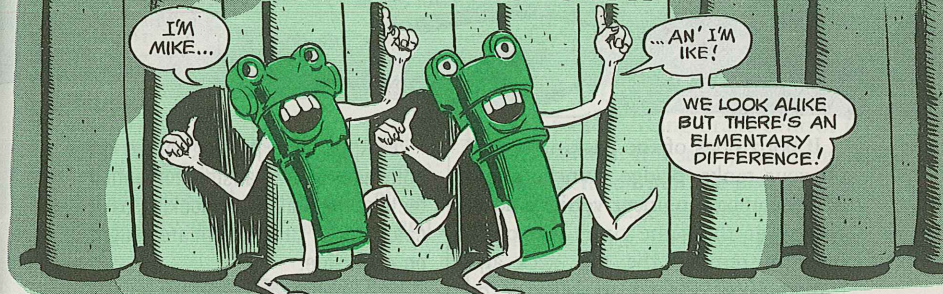
Just eyeball the tensioner. If the gage nut tube falls between the decal lines on the gage sleeve, the adjustment's OK.

If it doesn't, report it to your mechanic.



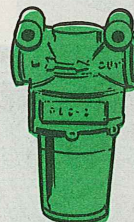
Fluid Pressure Fuel Filters...

To Each Its Own

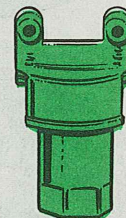


Fluid pressure fuel filter, NSN 1660-00-025-3493, is used in a lot of equipment with fuel burning personnel heaters, and on the model MEP-018A generator.

It comes in 2 models which are interchangeable. However, the filter elements are not interchangeable and each filter must use its own element.

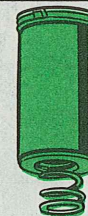


Fluid pressure fuel filter, NSN 1660-00-025-3493, comes with either a pleated paper filter element or a multiple-stacked disk paper element



Stacked disk element
NSN 2910-00-203-3322

Pleated paper element
NSN 2910-00-591-3486



Replacement elements must match originals

THE STACKED DISK ELEMENT CAN BE CLEANED IN DRY-CLEANING SOLVENT!

THE PAPER ELEMENT IS A THROW-AWAY ITEM!

YOU DON'T GET AN O-RING WITH THE PLEATED PAPER ELEMENT, SO USE ONE FROM PACKING ASSORTMENT KIT, NSN 5330-00-966-8657!



Tanks...

URRR-RRGHH!

Parking Brake Release

WHAT HAPPIN' T' HIM?

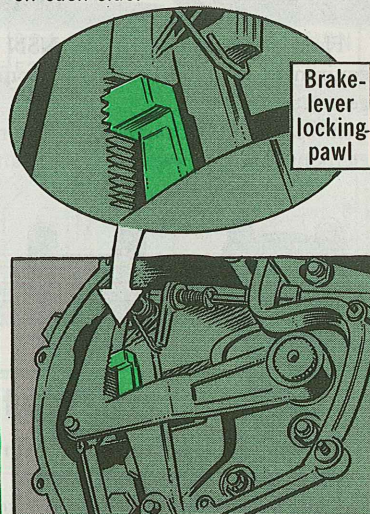
HIS MECH DIDN'T MAKE THE RIGHT ADJUSTMENTS ON HIS PARKING BRAKES!

If both sides of the parking brakes on your tanks, bridge launchers and M728 combat engineer vehicles don't release at the same time, you could have to remove the top deck and transmission shroud to release the brake.

And, if you don't make the right adjustments, you may end up with no brakes at all and a ruined transmission.

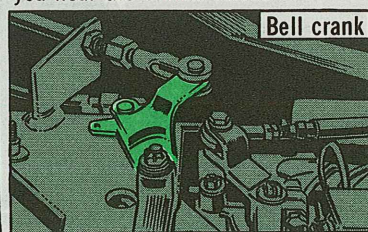
AFTER MAKING THE NORMAL ADJUSTMENTS (SEE YOUR TM), BUT BEFORE INSTALLING GASKETS AND BRAKE HOUSING COVERS, DO THIS---

1. Apply the parking brake on both sides of the transmission until 3 teeth of the brake-lever locking-pawl catch. Make sure 3 teeth are caught on each side.



Brake-lever locking-pawl

2. From the top of the transmission, turn the bell crank lever until you hear the brakes release.

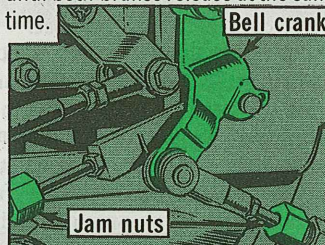


Bell crank

Check

3. If both brakes don't release at the same time, adjust the brake cable jam nut on one side of the transmission and repeat steps 1 and 2.

You may have to readjust the nut until both brakes release at the same time.



Bell crank

Jam nuts

Labor Saver

A 2-piece parking brake control is now available. It'll save you time and work when you pull the power pack.

You'll be able to disconnect the cable at a quick disconnect located on the hull.

NSN 2590-01-061-4289 will get the front piece and NSN 2590-01-061-4290 the rear.



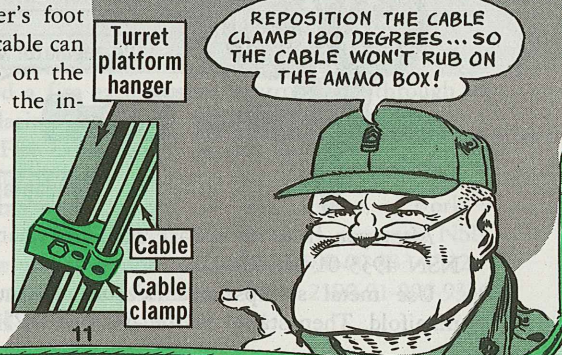
M60A3 Tanks...

Cable Clamp Turnaround



The cable clamp at the turret platform hanger near the gunner's foot guard may be on wrong. The cable can be pulled around so it'll rub on the ammo box. This'll wear thru the insulation causing the cable to short out.

Check your clamp now. The clamp loop should face away from the gunner's foot. If it doesn't, have your mech turn it around.



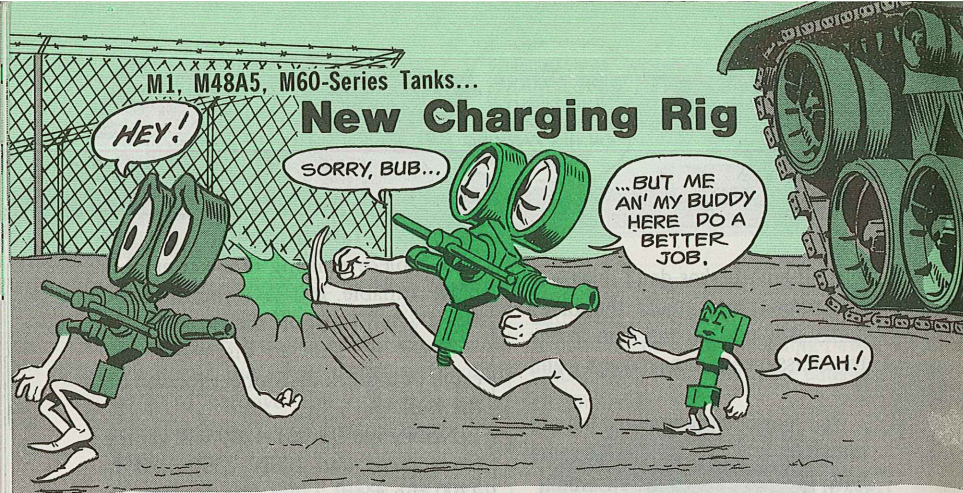
Turret platform hanger

Cable
Cable clamp

REPOSITION THE CABLE CLAMP 180 DEGREES... SO THE CABLE WON'T RUB ON THE AMMO BOX!

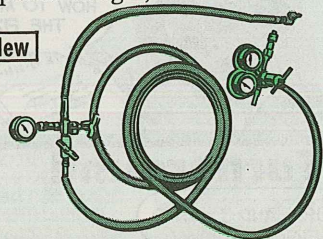
M1, M48A5, M60-Series Tanks...

New Charging Rig



A new assembly for charging and checking accumulator nitrogen is now available under NSN 4933-01-046-7109. It lists at \$211 in the AMDF, and replaces charger, NSN 4910-00-861-2068.

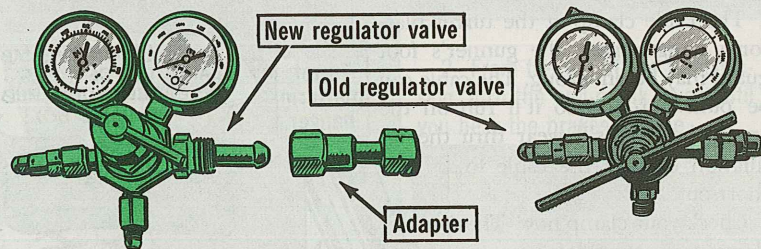
New



The new charger is more dependable than the old one. Its regulator valve can stand up under higher accumulator nitrogen pressure and it can be repaired.

Parts for the old and the new charging assemblies are exactly the same except for the regulator valve.

To make a new charger out of an old one, replace the old regulator valve and put on a new one, NSN 4810-01-035-6274. You will also need adapter assembly, NSN 1015-01-041-4403.



After you have done that, your old charger is upgraded to become an NSN 4933-01-046-7109.

Use metal stamps and "x" out the number 11615420 now on the manifold. Then stamp in the number 12252157.

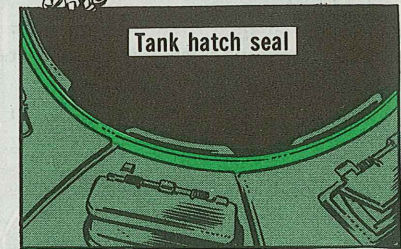
Hatch Seal Deal



If your -20-1 TM says to fabricate the driver's hatch seal, PN 11655080, from stock, forget it.

Use seal, NSN 5330-00-978-2069, instead.

Secure it with adhesive, NSN 8040-00-262-9025 (4-oz tube), or NSN 8040-00-262-9026 (½-pt can).



Fire Extinguisher Cable



Tired of having to thread a fire extinguisher control cable through its housing when it needs replacing?

Well, here's good news. Fire extinguisher control cable, NSN 9505-00-060-0882, is no longer in supply.

You replace an entire cable assembly and save yourself lots of work.

For the M60 family, the assemblies are cable assembly, external, NSN 2590-00-933-5511, and cable assembly, internal, NSN 2590-00-933-5512.

For the M48A5, the external cable assembly is NSN 2590-01-096-9336 and the internal assembly is NSN 2590-01-046-4861.

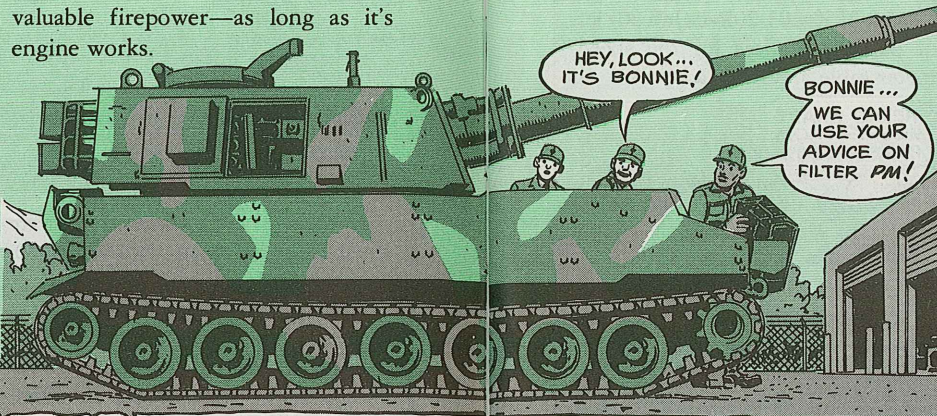
Keep 'em Moving

Your self-propelled howitzer gives valuable firepower—as long as it's mobile. But it's mobile only if the engine works.

Your howitzer engine depends on good, clean air filters. With dirty filters, you lose power, the engine overheats and you waste high-cost diesel fuel.

With damaged filters, you run the risk of an engine failure from grit that gets into the turbos.

So clean 'em and check 'em as often as they need it—or at least according to your TM.



Two

Types

- **Early-type filters**—Take them apart to clean. Fan 'em out and shake 'em until the dust is gone. Or use compressed air (from the inside out).

You can wash 'em in a non-sudsing detergent, but be sure the filters are completely dry when you install 'em.

Wash 'em

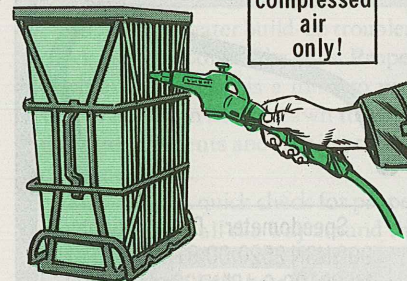


Be sure not to beat the filters against a hard surface. That'll ruin the filters—and maybe the engine!

Watch it! The filters fit if you install 'em backward, but they won't work that way. The grill must face the air cleaner door.

- **Late design filters**—You clean these one-piece jobs with compressed

Use compressed air only!

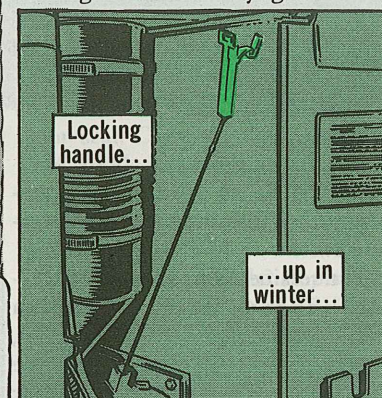


air only—reduced to 30 PSI. If you have to, you can rap these filters against a large, flat surface, but don't pound the open or sealing edge.

With either type filter, wipe the trash out of the filter compartment with a damp rag.

Set for Heat, Cold

Check the position of the air cleaner locking handles. They go down in



summer and up in winter. Leave 'em up in summer and you'll overheat an engine, maybe burn some valves. Leave 'em down in winter and you can freeze diesel fuel.

If you've got an air cleaner restriction indicator, reset it when you install cleaned filters. Let maintenance know pronto if the indicator moves to red when you start the engine.

HOWITZER AIR CLEANERS COME IN 2 TYPES THAT ARE SERVICED DIFFERENTLY!

M109-Family Howitzers...

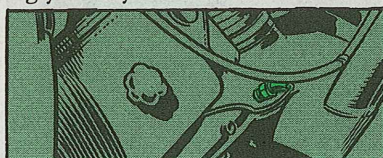
Big-Foot Protection

You mechs who're sick and tired of replacing broken sending units and switches on the topside of M109-family power packs might want to try this fix:

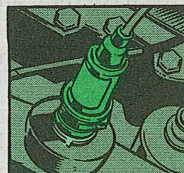
Use a spring retainer, NSN 2540-00-898-6429, to shield the temperature transmitter and temperature switch.

The retainer is in TM 9-2350-217-24P/1, Page 4-116, Fig 108, as Item 24. (It's also in TM 9-2350-303-20P-1, Page 2-249, Fig 105, Item 19.) It can be crimped at the bottom and forced over the base of the transmitter and switch.

It'll protect those vital units and help keep those big-foots from ruining your day.



Temperature transmitter



Temperature switch



Spring retainer

M109A2 Howitzers...

Speedo NSN's

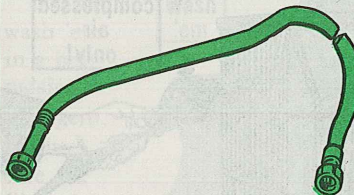
TM 9-2350-303-20P-1 (Jun 80) left out parts references for the speedometer cable and drive adaptor.

HERE'S WHAT'S MISSING FROM PAGE 2-326...

THANKS, BONNIE!



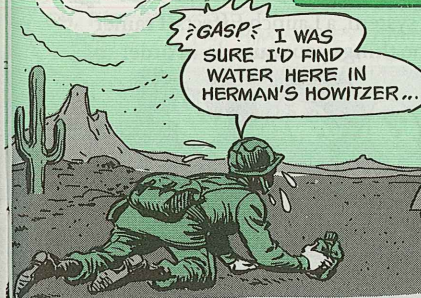
Speedometer Cable, NSN 6680-00-882-0965, P/N MS51071-7, SMR Code PAOZZ, Qty 3.



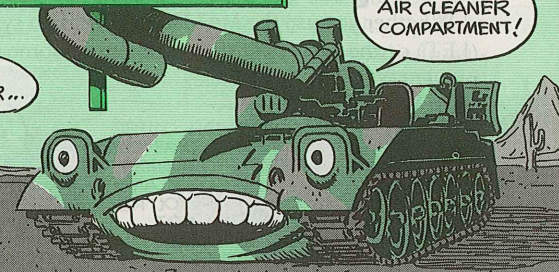
Speedometer Drive Adaptor, 90°, NSN 2520-00-912-4368, P/N MS39130-6, SMR Code PAOZZ, Qty 1.



No Water Here

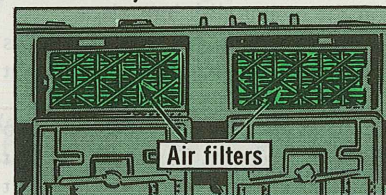


GASP! I WAS SURE I'D FIND WATER HERE IN HERMAN'S HOWITZER...



SORRY... BUT HERMAN FINALLY REPLACED THE SEAL ON MY AIR CLEANER COMPARTMENT!

Water's scarce in some places nowadays, but that's the way it should be in the air cleaner compartments of the M578 recovery vehicle, M107 gun and M110 family of howitzers.



Air filters

To head off water build-up troubles, check out the door and its seals. Proper closing and sealing is a must to prevent water from being drawn through the filter elements and ruining the air cleaner system.

You can do a quick check for proper seal: Rub chalk all the way around the



Chalk here

door seal. Close the door. Open the door and look for chalk marks on the air cleaner box. If the chalk transfers solidly—no gaps—the door seal is probably tight.

Gapped or torn seals? Replace 'em with NSN 5330-00-745-7781. Need



Door seal torn?

adhesive? NSN 8040-00-152-0063 will get you a 2.5-oz can; NSN 8040-00-152-0067 will get you a 6-oz can.

Careless installation of the filters after cleaning or during replacement can damage the filter basket and the door latch. Doublecheck your TM's for the procedures.

FOLLOW THESE STEPS AND YOU'LL STAY OUT OF THE WATER!



Keep Your **DRAGON** from Draggin'

Whether you use the M47 Dragon weapon system, a Launch Effects Trainer (LET) or the basic field trainer, there are some things you must do in order to prevent component damage.

YOU CAN CAUSE DAMAGE THAT RUNS TO THOUSANDS OF DOLLARS IF YOU'RE NOT CAREFUL!

?

One of the things high on your must list is correct and careful installation and removal of the tracker on the tracker mount.

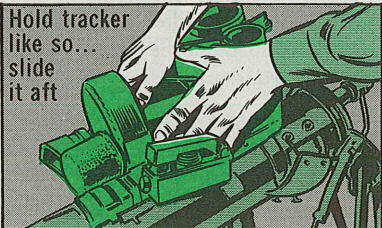
Trackers have fallen from mounts in transit and during firing. Components of the mount have been damaged from rough installation and removal. The fault: Gunners didn't know how to mate the tracker or they were careless. There were no manufacturing defects at fault.

It boils down to getting the tracker on and off the mount right.

Follow the TM steps and remember this: Get a grip on both sides of the tracker.

Line up the tracker in the mount and slide it toward the breech end (aft)

Hold tracker like so... slide it aft



of the tube till you see the spring clip on the mount click into place.

No slamming, banging or force is necessary. Just give the tracker a slight tug to be sure it's locked in place.

To remove the tracker, again no force is necessary. Yanking away at it will damage the spring clip or cause it to lose tension, permanently.



Push on spring clip to release tracker!

Just push on the spring clip with one hand and slide the tracker forward with the other. That's all. No sweat. Then, with 2 hands, lift the tracker off the mount.

Another common cause of mount damage is big feet.

Definitely, big feet are a hazard to mounts when launch tubes are stored

OH, THAT'S CARMINE... BUT...

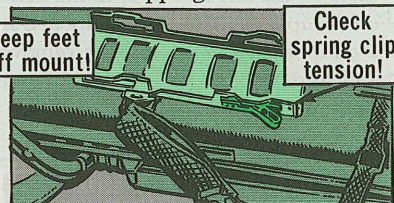
PAY HIM NO NEVERMIND! HE WON'T HARM YOU 'LESS YOU HARM OUR DRAGON!



in vehicles. Feet get 'em elsewhere, too.

The point is, when your feet have a choice of stepping on the mount or

Keep feet off mount!



Check spring clip tension!

tube or somewhere else, let 'em pick the "somewhere else" providing it's sturdy enough. The mount can't take it.

Still with mounts, when your support team makes its 90-day check of trackers, or before firing, ask the team to check the spring clip tension (with the pull gage from their 27E tool kit). If the clip has less than 10 pounds tension, the mount should be deadlined. To help mate tracker mount and tube, the team can remove the shims under the striker plate.

LET Tips

The breechblock assembly on your LET needs regular cleaning (per the TM). It does not need periodic drowning.

Breechblock assembly

Use rag to clean!



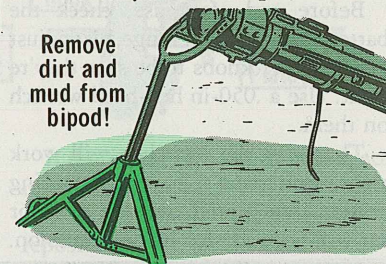
Some troops dunk it in a bucket of soap and water, which damages the assembly and even causes the breech to freeze up during use.

The idea is (and the TM says): Use a damp, soapy rag to clean the outside of the assembly.

Bipods

When you use your trainer in the field, especially when the ground's a little wet, eyeball the bipod after use.

Remove dirt and mud from bipod!



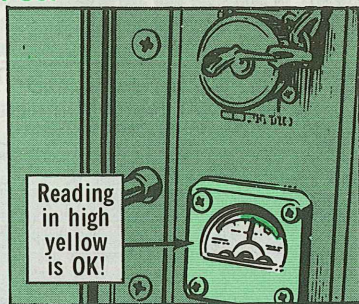
If it's clogged and coated with dirt or mud, get that stuff off while it's still soft. If the gook sets up like concrete, getting it off will be much harder...and you may just damage the bipod in your effort.

Monitor Set

Use the batteries in your monitor set until you get a charge reading low in the yellow. Then, charge them.

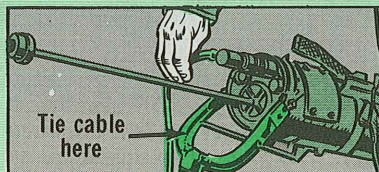
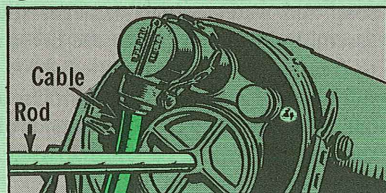
That way you prevent a battery memory cycle which robs it of a full charge, damages the battery, and hampers training.

Besides, you can still get a lot of training missions out of batteries reading in the high yellow (100 to 200 missions).



Power Cable

To prevent the power cable (LET to monitoring set) from rubbing raw against the charging rod, do this:



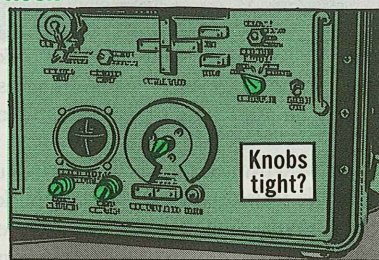
Facing the LET, gently move the cable to the left and tie it to the bend on the upper support of the bipod. Use a temporary knot so you can remove and store the cable as necessary. Later cables come with a 90-degree offset.

Install the cable and insert the charging rod.

Knob Check

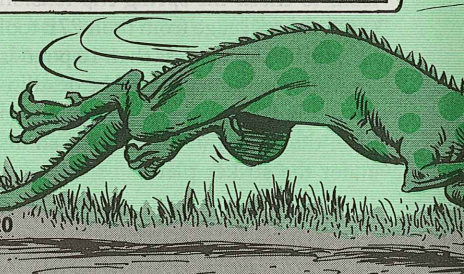
Before and after use, check the battery meter, target range, bias adjust and recorder knobs to be sure they're tight. Use a .050-in hex-head wrench on them.

That way the switches will work right, you won't have a training session interrupted, and the monitor set will be ready for its next mission.



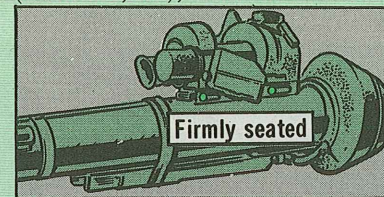
Need Tubes

If you need expended launch tubes for trainers, your unit can get them from its ASP or maintenance battalion.



Tracker

When your tracker malfunctions (won't fire, etc.), think "mount" first.



Be sure the tracker's fully seated. If it is firmly in the mount, call your support for help.

Remember, you must schedule a support check on the tracker every 90 days, as it says in your TM's. That way, the tracker will get the operational verification it needs and do a better job for you.

M175 Mount

When you use an M175 mount on an M113A1 APC or a machine gun tripod, think spring and retainer clips if you want to prevent misfires.

The spring clip holds the tracker to the mount bracket, and you've got to be sure it goes freely on the retainer clip. If it sticks or jams, it'll set up a misfire.

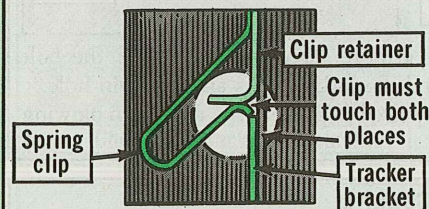
The spring clip should make good

Keep the cradle strap adjusted so that you can connect it across the LET when necessary.

Adjust per TM
9-1425-484-10

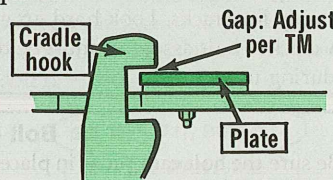


When the LET's on the mount, look for a visible gap (about credit card thick) between the cradle hook and plate.



contact with the retainer and the side of the tracker bracket. Look, even if you hear a click.

Whenever the M175 mount is idle, keep a LET or expended round installed.

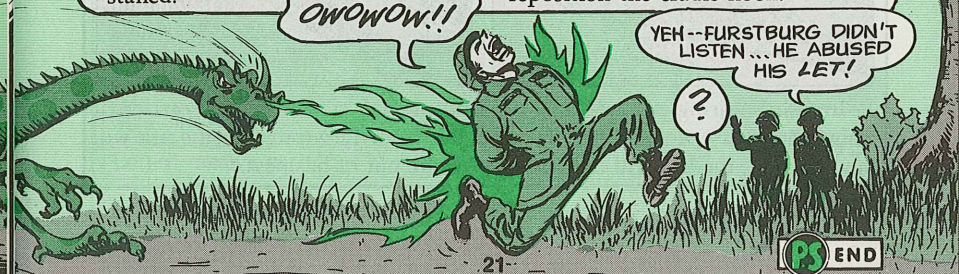


If there's no gap, remove the spacer from under the plate and check again. Still no gap? Ask support to reposition the cradle hook.

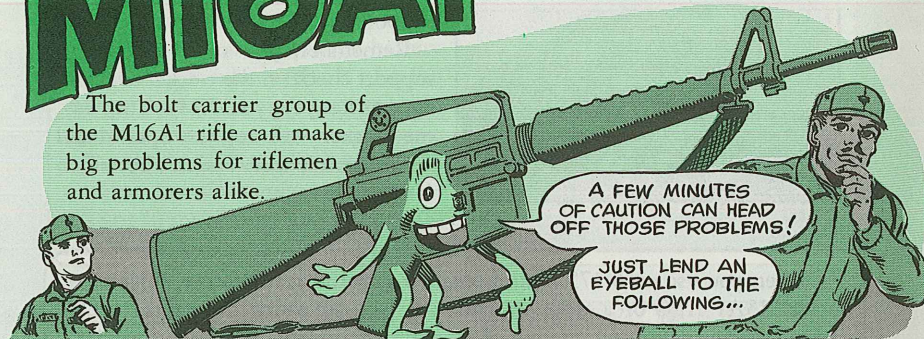
OWOWOW!!

YEH--FURSTBURG DIDN'T LISTEN... HE ABUSED HIS LET!

?

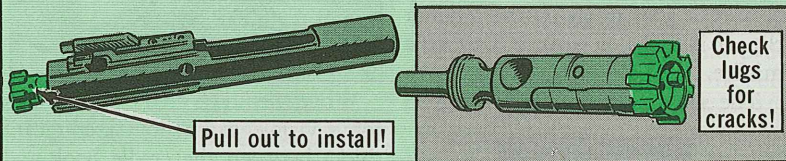


M16A1 Parts



Bolt Assembly

For instance, before you install the bolt and carrier in the rifle, you must be sure the bolt is in the unlock position (pulled out from the carrier).

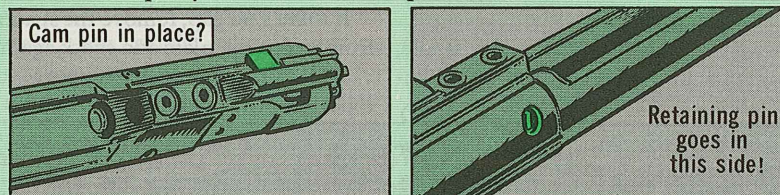


During PMCS, you riflemen and armorers both should check the bolt assembly for cracks. Look hard around the locking lugs and cam pin hole.

A cracked bolt assembly must be replaced to prevent the rifle from blowing up during use.

Bolt Cam Pin

Be sure the bolt cam pin is in place (assemble it the way your -10 TM shows). Without the pin, your rifle can blow up on the first round.



Install the firing pin retaining pin from the left side of the bolt carrier (it should go in easy, no binding). If you put it in from the wrong side, the rifle will malfunction, the pin will fall out...and you're out of business.

Smarts

Buttstock, Guards

Cracks up to 1 inch long in the buttstock and handguard are OK, providing you can operate the weapon smoothly.



However, if there are any cracks in the buttstock at the buttplate or where the stock joins the receiver, the buttstock must be replaced (DS does it).

Upper Receiver

Check the upper receiver, barrel assembly and gas tube for cracks or missing pins. Send the weapon to DS if you spot either problem. Armorers can replace handguards, the sling swivel and rivet, the front sightpost, and the detent, spring and ejection port cover.



Follow your TM (-10 or -20) and assemble or disassemble only those parts your TM says you can. Not only can you lose parts and cause malfunctions, but you can also make the weapon dangerous if you disassemble too much. Unless you're authorized, don't!

Lower Receiver

Big temptations and big foul-ups hide in the lower receiver. That's DS territory so don't be tempted to remove parts like the hammer and spring, trigger assembly or whatever.



SO THAT'S IT, BUDDY...

IF YOU WANT ME TO STAY READY...

...STAY OUT!

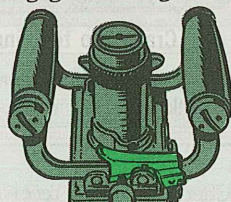


M2 MCG

GATHER 'ROUND, YOU
M2 MCG TYPES --
HERE'RE SOME
TIPS FOR
YOU!



Be sure
lock is
secure!



Backplate

When you install the backplate on your M2 machine gun, be sure the backplate lock is locked.

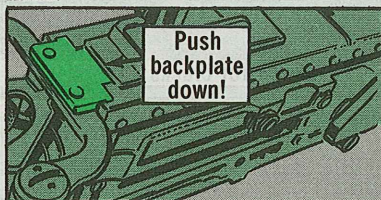
If the lock's not secure, the backplate can disengage and the gun won't fire.

The lock's secure when you can't pull the backplate up.

When you slide the backplate into the receiver, support it with one hand.

Then, pull out the lock and pull up on the backplate latch with your other hand.

Push
backplate
down!



Push the backplate down till it's fully seated. Let go of the latch and the lock...and you should be in business.

Play it safe. Try to pull the backplate up. If it holds firm, great. If the backplate moves up, do the lock, latch and sliding bit again.

Give a pull. If it's still not secure, get your armorer. The lock or latch may need replacing.

Tank HOTLINE
Call AUTOVON 694-6582
Every Day — 24 hours

Savers

Rear Sights

Rear sights get bent and bent and bent...for a lot of reasons.

Some of the more common ones:

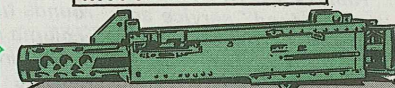
Crews rest the receiver on the barrel jackets, the receiver tips over...and the sight bends. Solution: Lay it down or support it some way.

Do not rest
on barrel jacket!



Getting weapons in or out of stand-up racks means working in tight quarters. The sights get bent going in or out if you're not careful. Solution: Know it...and try to be careful.

Rest on side or bottom!



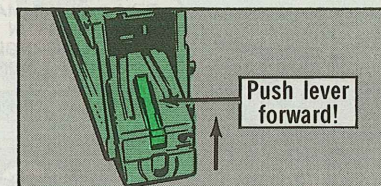
Careless handling around tracks bangs the sight against armor plate. It bends. So what to do? Be careful, obviously.

Cocking Lever

Before you put the bolt assembly in the receiver, be sure the cocking lever is in the forward position (toward the barrel).

If the lever's not positioned right, the weapon won't work and your armorer will have to get the bolt out.

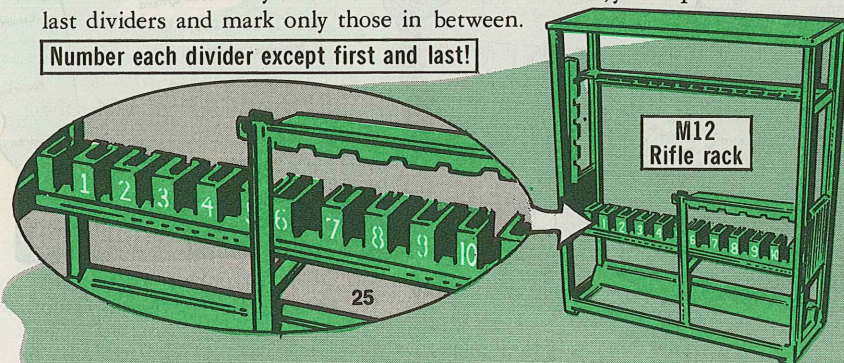
Push lever
forward!



M12 Rack Marking

PS Issue 338, Page 38, shows an M12 rifle rack marked for 12 rifles. Ouch! The rack only holds 10. To number the slots, you skip the first and last dividers and mark only those in between.

Number each divider except first and last!



M163A1 vs DA Form 2408-4

THE TM SAYS...



BUT TH' 2408-4 SAYS...

HOLD ONE MEN... I GOT NEWS FROM THE HEADSHED!

Dear Half-Mast,

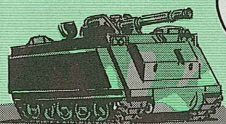
Table 2-2, TM 9-2350-300-20-1, on the M163A1 Vulcan requires a "rounds fired" service and "rounds fired and/or cycled" service. DA Form 2408-4 has a "rounds fired" column only. How do we record both "rounds fired and/or cycled" and "rounds fired" in just one column?

1LT. R.A.F.

Dear Lieutenant R.A.F.,

Forget the "rounds fired" interval in Table 2-2 and use column d of the 2408-4 to record all "rounds fired and/or cycled." That means you treat sequences 9 and 12 as "72,000 fired and/or cycled" instead of just rounds fired.

THE HEADSHED SAYS THAT DRY CYCLING MAKES SUCH A SMALL DENT IN THE TOTAL THAT IT CAN BE INCLUDED IN THE 72,000-ROUND FIGURE!



Record all "Rounds Fired and/or cycled" here

WEAPON RECORD DATA

For use of this form, see TM 38-750, the proponent agency 2. CANNON TYPE, MODEL OR SERIES

CATION

8. RETUBINGS

9. REBUSHING

Zone or Charge

Rounds Fired

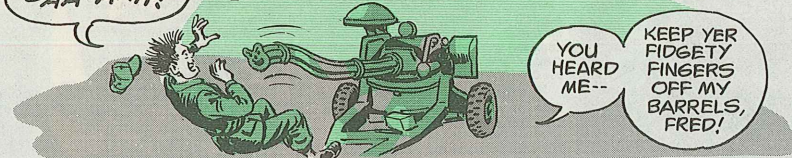
EFC RDS Fired

Cumulative RDS Fired

Previous DA Form 2408-4 (final entries)

DA FORM 1 JAN 79 2408-4

GAA-AAH! Spin-the-Barrel Blues



Spin the bottle whenever the mood grabs you, but forget that game with the barrel clusters on your Vulcans (M163A1, M167A1), the M197 cannon or other aircraft armament sub-systems with multiple barrels.

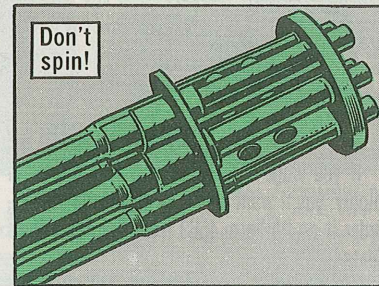
First off, only armorers or support types should be handling the cluster to the point where it has to be rotated by hand.

Second, when the barrel cluster needs rotating, it should be turned clockwise (as you face the muzzle end).

Spinning the cluster for the spin of it, so to speak, is bad news. Spinning it counterclockwise is expensive bad news. That way you can break the bolt or the firing contact. Other parts get damaged.

Stifle the urge. Spin a bottle.

Don't spin!



M163A1 SCG Bolts



Want to save damaged screws—and frayed nerves—when you mount the sight current generator on your M163A1 Vulcan?

Switch from screws (NSN 5305-00-580-7531) to mounting bolts.

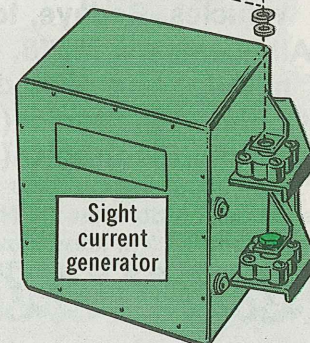
You can get the mounting bolts with NSN 5306-00-151-1727.

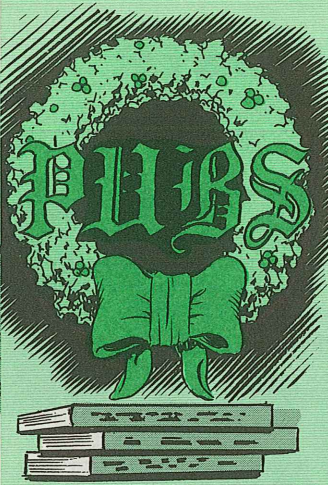
You can tighten down the generator better with the bolts.

The bolts are being added to appropriate TM's and US Army Armament Materiel Readiness Command has given the OK on re-equipment and using them.

Switch from screws...

...to bolts!





This is a selected list of recent publications 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

TM 5-618 Jun Paints, protective coatings
C 1, TM 5-2420-219-20P Jul Tractor, wheeled, industrial DED MRS Mod 100
C 2, TM 5-3805-209-20P Jul Grader, road 12-ft blade, Cat Mod 12
TM 5-4310-365-14 May Compressor, recip air 3500-PSI, 15 CFM
TM 5-4310-369-24P May Compressor, recip air, GED 5-CFM, 175-PSI Melley Energy Sys Mod IS-7.95-5CFM
TM 5-4310-371-14 May Compressor recip elec 25-CFM, 175-PSI
C 5, TM 5-6115-464-12 May Gen set, DED, 15-KW, DOD MEP-004A, MEP-103A, MEP-113A, MEP-005AWF
TM 9-1055-460-133P May M158A1
TM 9-1270-219-128P Jun XM-143 Armament subsystem
TM 9-1440-585-24P Jun Chaparral
TM 9-1440-1585-24P May Improved Chaparral

TM 9-2320-211-20-3-1 Dec 5-ton, M39-series trucks (multifuel)
TM 9-2350-303-20-2 Jun Howitzer, M109A2
TM 9-4910-722-14&P Jun Jack, dolly type Mod WA-72A (Weaver Jack Corp)
TM 9-4910-735-14&P Jun Engine analyzer Mod 1015 (Sun Electric)
TM 11-5840-364-20 Aug OK-398/TPQ (shelter) used w/radar sets AN/TPQ-36, AN/TPQ-37 (V)
TM 11-7440-241-10-HR May OA-8390 fire direction center
TM 55-1510-209-23P-1 May Airplane U-21-series
TM 55-1510-209-23P-2 May Airplane U-21-series

MISCELLANEOUS

Interim C 1, AR 725-50 Aug Supply DA Form 2715 Apr Unit status report worksheet
DA Form 2715-1 Apr Unit status report worksheet (Section C-remarks)
SC 4610-97-CL-E06 Jan WPU set, 3,000-GPH
TB 43-0151 May Inspection and test of compressors

TAMMS/Supply Poster

If you work with TM 38-750 (TAMMS) or in supply, you'll want copies of DA Poster 750-77. Order it on DA Form 4569 from Baltimore Pubs Center.

M113 Fuel Filter Fix

Secondary fuel filter element, NSN 2910-00-620-7366, is no longer in the supply system for M113-series carriers. Use NSN 2910-00-323-9155 to get the new element.

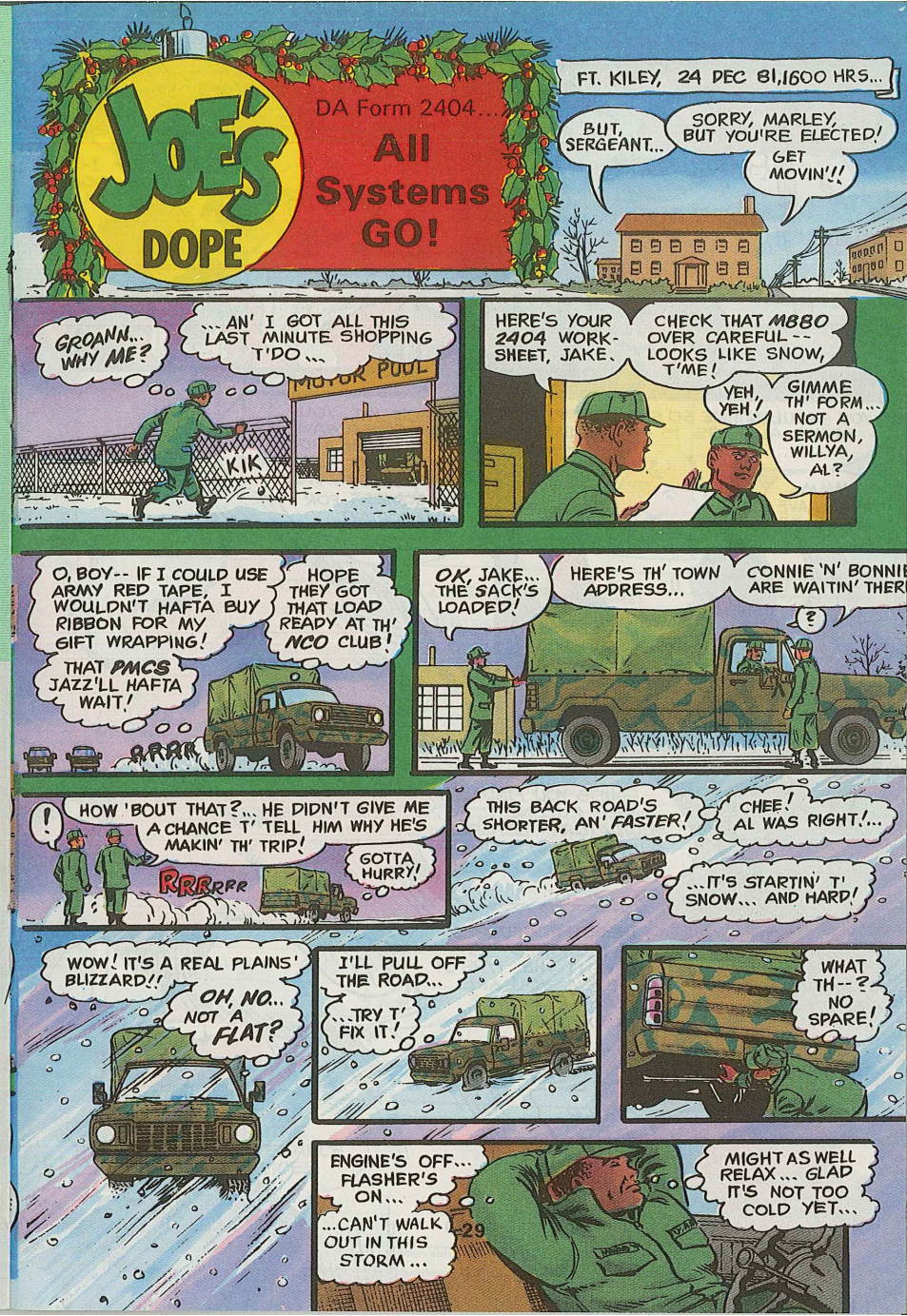
HOTLINE Help

Call these AUTOVONS any day, 24 hours.

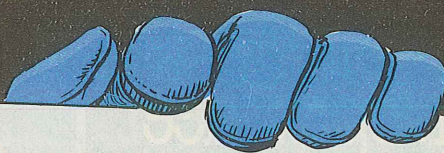
Tanks	694-6582
CH-47	977-6408
Aircraft	861-2651
Cat 1 EIR (Aircraft)	693-2066
M113 FOV (incl Vulcan/Chaparral)	829-3100
Power generation eqpt, wheeled vehicles, Redeye, topo eqpt	790-2129
All howitzers, M578, FAAR, FADAC, missiles and related eqpt	242-7693
Commo/Electronics (Sacramento)	839-2839
Commo/Electronics (Tobyhanna)	795-7900

Call about any problem you have with the items listed.

After you do what the HOTLINE folks tell you to do, call 'em back and let 'em know how it worked—or didn't work.







TM 9-2320-266-10

Table 3-1. Operator/Crew Preventive Maintenance Checks and Services--Continued

B - Before A - After M - Monthly
 D - During W - Weekly

8	*	*	Tires	Visually inspect tires before operation. Look for glass or nails in the tread. If you find any, remove them and listen for the hiss of escaping air. Check the tires weekly for proper	Two tires are missing or unserviceable, or wear indicators on two tires flush with the tread.
---	---	---	-------	--	---

Change 3 3-10.1

EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET

For use of this form, see TM 38 750, the proponent agency is the Office of the Deputy Chief of Staff for Logistic.

1. ORGANIZATION <i>E-1/30th Inf</i>		2. NOMENCLATURE AND MODEL <i>Truck, Cargo M880</i>			
3. REGISTRATION/SERIAL/NSN <i>A 352-226 52</i>	4a. MILES <i>3380</i>	b. HOURS	c. ROUNDS FIRED	d. HOT STARTS	5. DATE <i>24 Dec 81</i>
7. TM NUMBER <i>9-2320-266-10</i>			6. TYPE INSPECTION <i>Daily</i>		

APPLICABLE REFERENCE		APPLICABLE REFERENCE	
TM DATE <i>Jan 76</i>	TM NUMBER	TM DATE	TM NUMBER

COLUMN a - Enter TM item number.
 COLUMN b - Enter the applicable condition status symbol.
 COLUMN c - Enter deficiencies and shortcomings.
 COLUMN d - Show corrective action for deficiency or shortcoming listed in Column c.
 COLUMN e - Individual ascertaining completed corrective action initial in this column.

ALL INSPECTIONS AND EQUIPMENT CONDITIONS RECORDED ON THIS FORM HAVE BEEN DETERMINED IN ACCORDANCE WITH DIAGNOSTIC PROCEDURES AND STANDARDS IN THE TM CITED HEREON.					
8a. SIGNATURE (Person(s) performing inspection)		8b. TIME		9a. SIGNATURE (Maintenance Supervisor)	
<i>J. L. Marley, SP4</i>				<i>Santa</i>	
9b. TIME		10. MANHOURS REQUIRED			

TM ITEM NO. a	STATUS b	DEFICIENCIES AND SHORTCOMINGS c	CORRECTIVE ACTION d	INITIAL WHEN CORRECTED e
		<i>22 Dec 81</i>		<i>JLM</i>
		<i>23 Dec 81</i>		<i>JLM</i>
		<i>24 Dec 81</i>		<i>JLM</i>
<i>8</i>	<i>AA</i>	<i>Flat tire</i>	<i>tire replaced</i>	<i>JLM</i>

OPERATIONS CHECKS ARE A PART OF THE PREVENTIVE MAINTENANCE CHECKS AND SERVICES (PMCS) IN YOUR OPERATOR TM'S!

Turn page for a helpful poster on the subject.

DA FORM 2404
 1 APR 79

Replaces edition of 1 Jan 64, which will be used

JOE'S Dope Sheet

REINDEER WHIP
STAFF FRAYED-- NEEDS
REBINDING ...

RUNNERS
RUSTED... LOOSE...

To assure your mission's success,
Take care with your PMCS:
Use the 2-4-0-4
To keep track of the score,
Be sure of your gear's readiness!

FABRIC TRIM IN
CARGO AREA NEEDS
REPAIR...

REAR RUNNING
LAMP CORRODED...
GLASS CRACKED...

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

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

STEP OUT, SPECIALIST MARLEY! MY ELVES WILL PERFORM THE PMCS YOU SHOULD HAVE ALREADY PERFORMED ON THIS VEHICLE!

!GULP! ELVES... AN' THEY'RE CLEARING ALL TH' SNOW OFF TH' TRUCK!

NOW-- LET'S REVIEW YOUR DA 2404...

I SEE, SOLDIER, THAT YOU FILLED IN COLUMN C FOR NO FAULTS BEFORE OPERATIONS...

UH-OH!... I SHOULD'VE CHECKED THE TIRES, HUM, SANTA?

If you find no faults during the before-operations check, you write the date in Column c and you're ready to go.

IN ACCORDANCE WITH DA FORM 2404				
8a. SIGNATURE (Person(s) performing inspection)				
TM ITEM NO. a	STATUS b	DEFICIENCIES AND SHORTCOMINGS c	CORRECTIVE ACTION d	INITIAL WHEN CORRECTED e
		22 Dec 81		JLM
		23 Dec 81		JLM
		24 Dec 81		

If no faults show up during operations or your after-operations check, initial off in Column e.

DID YOU INTEND TO INITIAL OFF IN COLUMN E WHEN YOU RETURNED THIS VEHICLE?

HEH-HEH-- WELL, UH... I AM IN A HURRY-- GOT SOME MORE SHOPPING T'DO TONIGHT... I'M SURE YOU KNOW HOW THAT IS, SANTA!

YES... I DO KNOW HOW THAT IS... YOUR INITIALS IN COLUMN E CERTIFY THE EQUIPMENT IS READY TO GO!!

INITIAL WHEN CORRECTED e

JLM

INITIALING OFF MEANS YOU EITHER DIDN'T FIND ANY FAULTS WITH THE EQUIPMENT OR...

...THOSE YOU FOUND WERE FIXED BY YOU WITH NO NEED FOR A NEW PART!

!GULP!

WHEN YOU INITIAL OFF IN COLUMN E WITHOUT DOING YOUR PMCS RIGHT...

... THE NEXT OPERATOR ENDS UP WITH EQUIPMENT PROBLEMS THAT COULD HAVE BEEN FIXED-- HAD YOU NOTED THE FAULTS ON DA FORM 2404!!

WHEN YOU PULL YOUR PMCS, ANY FAULTS YOU CANNOT FIX YOURSELF-- AS WELL AS THOSE YOU FIX BY REPLACING A PART-- GO ON DA FORM 2404 IN COLUMN C.

TM ITEM NO. a	STATUS b	DEFICIENCIES AND SHORTCOMINGS c	CORRECTIVE ACTION d	INITIAL WHEN CORRECTED e
8 AA		Flat tire	Tire replaced	JLM

Enter fault here...

...corrective action here

THE STATUS SYMBOL YOU THINK DESCRIBES HOW SERIOUS THE FAULT IS GOES IN COLUMN b. PUT THE TM ITEM NUMBER OF THE FAULT IN COLUMN a.

TM ITEM NO. a	STATUS b
8	AA

IF THE FAULT IS LISTED IN THE "NOT READY IF" COLUMN OF THE PMCS YOU PUT AN "X" IN COLUMN b AND CIRCLE THE ITEM NUMBER YOU PUT IN COLUMN a.

8a. SIGNATURE (Person(s) performing inspection)

J. L. Marley, SP4

IF YOU FIND A FAULT THAT CANNOT BE CORRECTED IMMEDIATELY OR THAT NEEDS A NEW PART, YOU SIGN BLOCK 8a.

YOU TURN THE FORM INTO THE DISPATCHER OR MAINTENANCE SUPERVISOR, WHO WILL CHECK OUT THE FAULTS YOU LISTED.



GROUND MOBILITY

2½- and 5-Ton Trucks...

Tire Inflation Hose Better



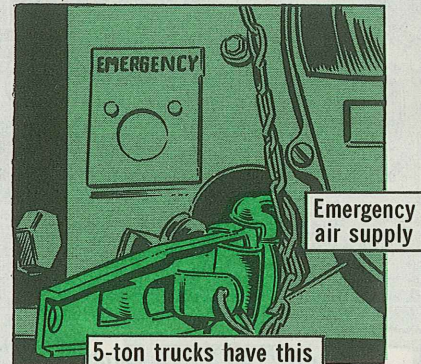
HOW DID YOU INFLATE THAT FLAT FROM BACK THERE?

SIMPLE -- I GOT THE NEW GAGE AND HOSE ASSEMBLY!

If you don't have Gage and Hose Assy, NSN 4910-01-038-2820, you don't have the new setup for inflating tires on your 2½-ton or 5-ton truck.

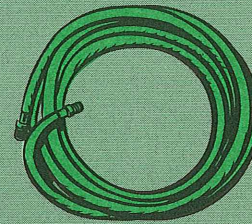
This's better than the old job. You no longer need to hook up to the air supply under the instrument panel—and risk tearing up the threaded connectors. The new gage-and-hose has a gladhand coupling on the end of the hose, so you just hook up to the EMERGENCY air supply on the rear of your truck.

Trouble is, you can't get the complete assembly under that NSN. It's coded "F" (fabricate) on the AMDF.



5-ton trucks have this emergency hookup on both front and rear

Hose, NSN 4720-00-092-9265



SO YOU ORDER THE INDIVIDUAL PARTS...

Gage, NSN 4910-00-204-2547



Bushing, NSN 4730-00-580-7417
Coupling, NSN 4730-00-595-0083

Or, if you've already got the old gage-and-hose, you can update it by adding the bushing and coupling.

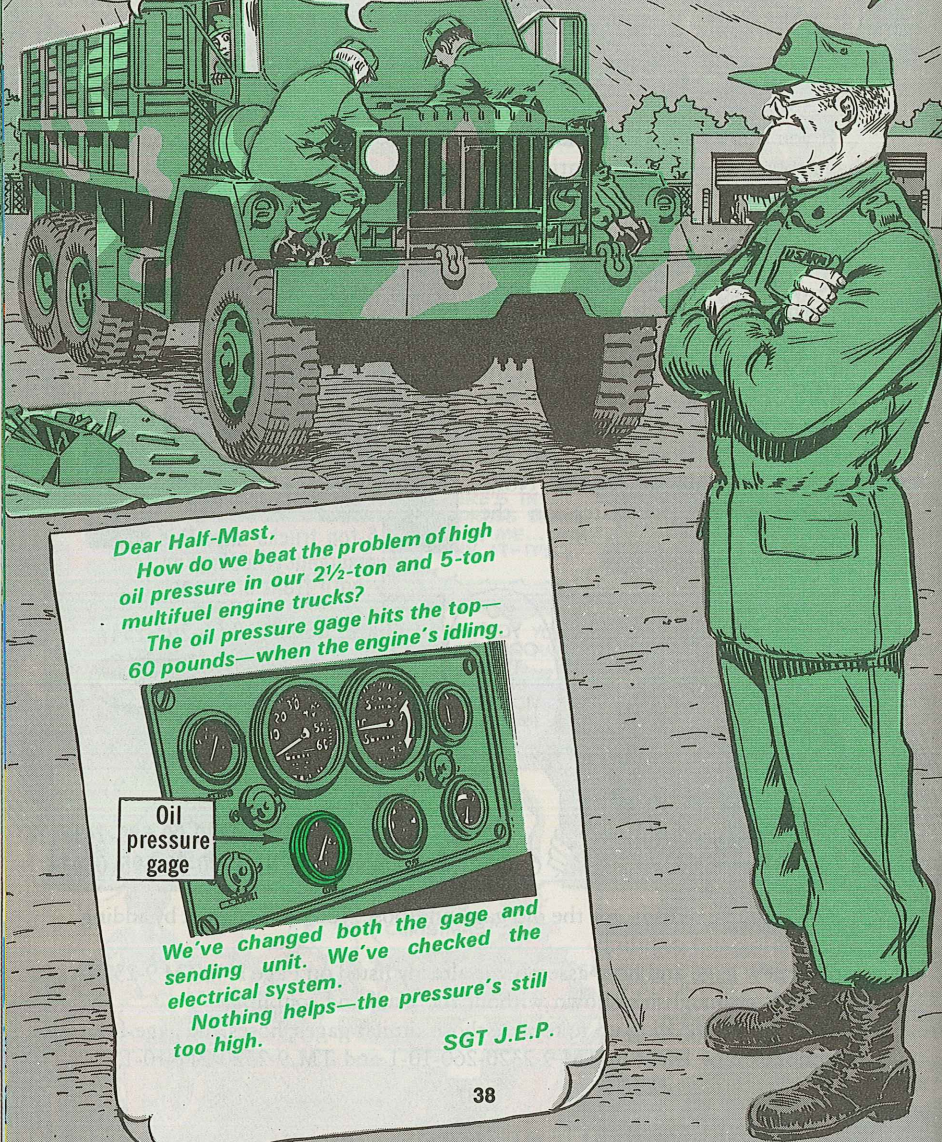
The new gage and hose assembly is already listed on Page B-7, TM 9-2320-209-10-1, although it's shown without the gladhand coupling.

And it'll be showing up to replace those similar gages, hoses and gage-hose assemblies now listed in TM 9-2320-260-10-1 and TM 9-2320-211-10-1.

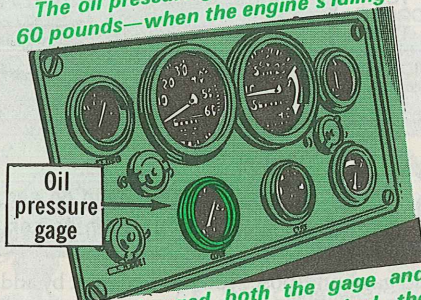
If You Can't Lick 'Em, Join 'Em!

DRAT! THE GAGE STILL SHOWS 60 POUNDS!

YEAH! AND WE'VE CHANGED BOTH THE GAGE AND THE SENDING UNIT... AND CHECKED THE ELECTRICAL SYSTEM!



Dear Half-Mast,
How do we beat the problem of high oil pressure in our 2½-ton and 5-ton multifuel engine trucks?
The oil pressure gage hits the top—60 pounds—when the engine's idling.



We've changed both the gage and sending unit. We've checked the electrical system.
Nothing helps—the pressure's still too high.

SGT J.E.P.

Dear Sergeant J.E.P.,

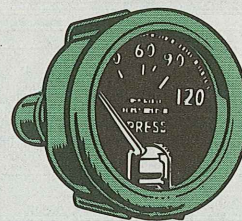
Just because the gage goes to 60 pounds does not mean that a reading of 60 pounds is "too high." Fact is, your support's TM 9-2815-210-34 for multifuel engines says, "An oil pressure of 75 PSI at 2,600 RPM engine speed is acceptable." And it even points out, "This is above the range of the panel indicator."

It's also a fact that normal oil pressure can vary quite a bit from one multifuel engine to another.

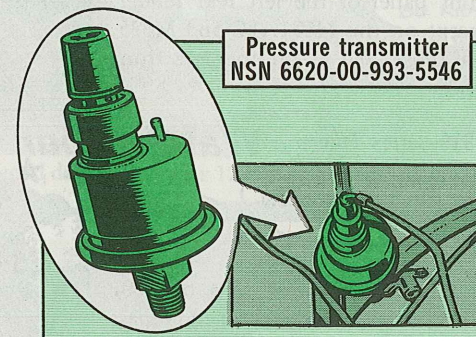
So how do you keep tabs on oil pressure in a multifuel engine that happens to have a normal pressure above the 60 pounds on your gage?

You just switch to a gage and a sending unit that handle higher oil pressure, like it says in TB 43-0001-39-4 (Jan 81). Replace the 60-lb gage and sending unit with a 120-lb gage and sending unit:

Pressure indicator
NSN 6620-00-115-9042



Pressure transmitter
NSN 6620-00-993-5546



Watch it! Making this switch does not mean the sky's the limit. If oil pressure stays above 80 pounds after your engine reaches normal operating temperature, you may have a serious problem—like blockage in the oil passage from the oil pressure regulator to the engine oil pan.

This is a problem for your support to check out. Special instructions are in TB 43-0001-39-3 (Oct 80), Para 3-9.

DETAILED TROUBLESHOOTING PROCEDURES FOR YOUR SUPPORT ARE IN TM 9-2815-210-34, Page 2-56, High Oil Pressure, Warm Engine!



Decon, Extinguisher Mounting

OK, BUDDY
I GOT YER
DECON KIT AN'
FIRE EXTINGUISHER...

...BUT WHERE DO
I INSTALL 'EM?

ASK
CONNIE!

Confused about where to mount the M11 Decon kit and the fire extinguisher on your M151-series ¼-tonner?

The word on mounting the fire extinguisher is in TM 9-2320-218-10, Para 2-18. The M11 is covered in Para 3-70 on Page 48 of C 5 to TM 9-2320-218-20.

Mount the fire extinguisher on the front panel of the left rear fender, except on the M151A1C and M825. On those, put it on the left front fender.

On the M151A1C and M825, the M11 goes on the floor between the driver's and co-driver's seats. On all the rest, mount the M11 on the inside side panel of the left fender.

Typical
mount
set-up

M915-Series Trucks... Watch Your Step

REMEMBER T'WATCH
OUT FER THAT BROKEN
STEP, JACK!

THANKS!

If a tank-mounted step on your M915-series truck is broken, repair and reinforcement are simple.

YOU
NEED...

- 1 steel strip, 18½ inches long, 1½ inches wide, ¼ inch thick.
- 7 5/16-in bolts, ¾ inch long, NSN 5306-00-225-8497.
- 7 nuts, NSN 5310-00-880-7744.
- 7 washers, NSN 5310-00-167-0721.

Bend the steel strip so it'll fit across under the leading edge of the step and up the sides. Install it with the bolts, nuts and washers, and paint it.

Broken
step

Repaired
step

Wrap strip under step!

Rear Differential Bracket Kit

Need a rear differential mounting bracket kit for your M151A2 ¼-ton?

The kit's for trucks produced by AM General under contract No. DAAE07-71-C-0103.

You can get the kit with NSN 2520-01-005-5238. It's listed on Page 177 of TM 9-2320-218-20P.

Instructions are with the kit.

Mounting
bracket

M127 Semi-Trailer Deck

GOT ANY
DECKING?

Y'GOTTA
BE KIDDING!

Need to replace damaged wood decking on your 12-ton stake semi-trailers?

HERE'S
WHAT YOU
NEED...

Wood decking

Floor strips

Bolts

- Bolt, deck attaching, 5/16 by 2½-in carriage head, NSN 5306-00-054-8024.
Bolt, deck attaching, 5/16 by 3½-in carriage head, NSN 5306-00-058-0518
Washer, NSN 5310-00-974-6623
Nut, hexagonal, NSN 5310-00-880-7744
Strip, floor, NSN 2510-00-400-2457
Wood, decking, NSN 5510-00-274-4994

Make a note of these numbers in your TM 9-2330-207-24P.

M915-Series Truck Cables

Take good care of the intervehicular cables on your M915, M916 or M920 tractor truck. There are no repair parts available.

Color It Green



Weight classification signs on the front of camouflaged-painted vehicles are lusterless black numbers on a lusterless forest green background. If your signs are black-on-yellow—or any other color—they've got to be repainted. Then you'll be in line with AR 750-58, Table 3, Item 25a, last paragraph.



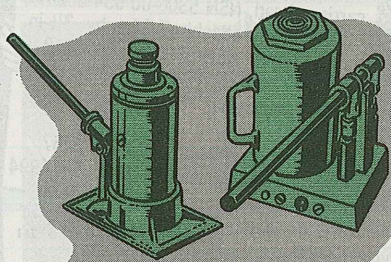
Hydraulic Jack Oil



Here're the hydraulic oil numbers you need for those hand-operated jacks in your organizational maintenance shop sets:

NSN 9150-00-111-6256 gets a quart and -111-6254 gets a gallon. The Mil Spec is H-46170.

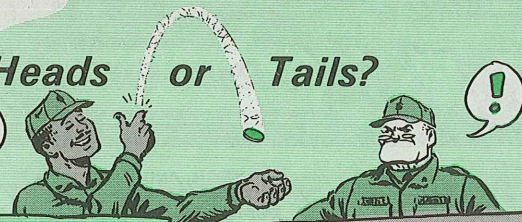
Never fill your jack reservoir with "left over" oil from an opened container. The slightest bit of dirt, rust, metal pieces, etc, in it can cause jack problems. You don't need a loaded 10-, 12- or 30-ton jack load falling around your ears.



Prop Shaft Bolts...

Heads or Tails?

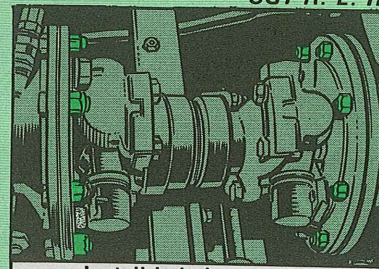
I DISCOVERED A GREAT WAY T' DECIDE WHICH WAY TH' BOLTS GO, SARGE!



Dear Half-Mast,

Which way do the bolts go on the propeller shaft couplings on our trucks? The head toward the source of power or the other way?

SGT R. E. H.



Install bolts' nut ends for easier torquing!

Dear Sergeant R. E. H.,

There's no set way to install the bolts in the propeller shafts unless the TM says to do it one way.

If you've got a choice, tho, put the nut on the side you can get at easier. That'll make it easier to use a torque wrench to get the right torque on the nut.

That's important, because the torque is specified for the nut. If you try to tighten the bolt, some of the force goes into turning the bolt in the hole, and not to tightening the nut.

Half-Mast

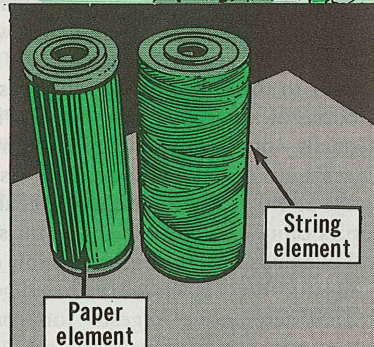
String or Paper Fuel Filter?



Rest easy! There's nothing wrong with that string-wrapped fuel filter element you got instead of the pleated-paper job. You may get either one under the same NSN.

No, bits of string will not get sucked into your equipment's fuel system. There's a paper core under that string.

Just make sure you clean the filter housing when you change elements. You're supposed to, anyway—no matter which filter element you've got.



TB Pays Off BIG!

BOY, IS HE LUCKY! NO PROBLEMS! I'VE GOT THIS BUSTED PART- AND THE TM DOESN'T TELL HOW TO FIX IT!

YEAH, AND I'M TRYING TO FIND A REPAIR PART THAT'S NOT LISTED IN THE -20P!

IT'S NOT LUCK! I HAD THE SAME PROBLEMS... BUT NOW I'VE GOT THE EIR DIGEST!



You can save yourself a lot of time, sweat and tears in your equipment maintenance operations.

It's easy. It's free.

Just get your outfit on pinpoint distribution for the EIR Digests that apply to your equipment. They're full of new info that comes from people putting in EIR's (QDR's) and DA Form 2028's. In fact, the EIR Digest may give you the answer to the EIR or 2028 you're just working up.

Some of this poop will be showing up in your TM's—including parts manuals—but you're getting it right now in the EIR Digest. Most of these EIR Digests are issued quarterly. Each issue has a 2-year life.

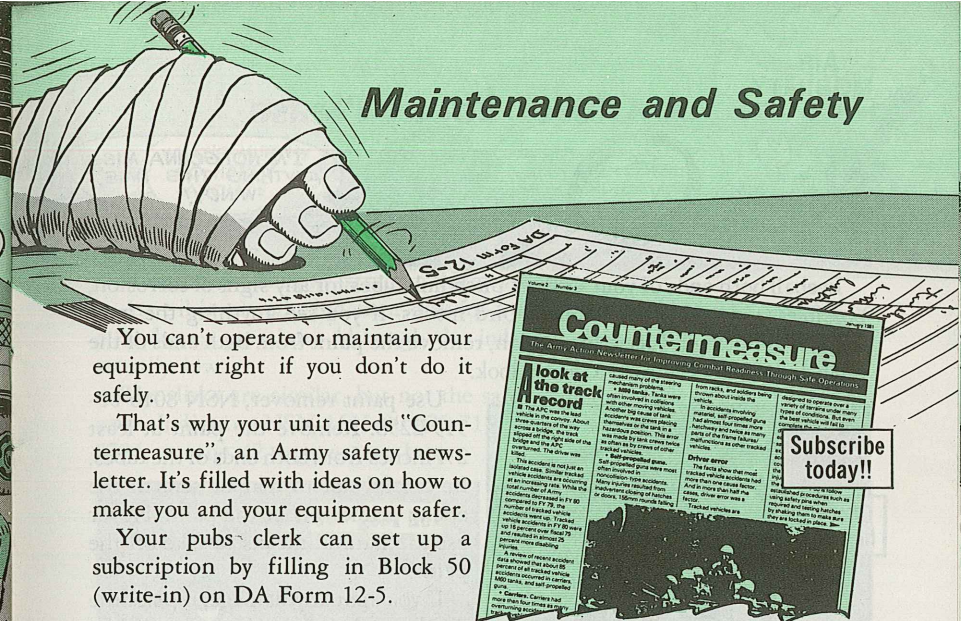
These TB 43-0001-series are available only on pin-point distribution. Extra copies cannot be ordered. If you miss the original issue, you're out of luck!

Your pubs clerk can get your unit on distribution in a snap.

Most of the TB 43-0001-series digests are listed on DA Form 12-34C.

Tank-automotive digests for combat and tactical vehicles and for commercial-design vehicles are on DA Form 12-38.

Maintenance and Safety



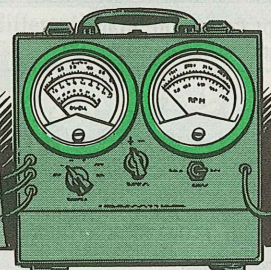
You can't operate or maintain your equipment right if you don't do it safely.

That's why your unit needs "Countermeasure", an Army safety newsletter. It's filled with ideas on how to make you and your equipment safer.

Your pubs clerk can set up a subscription by filling in Block 50 (write-in) on DA Form 12-5.

Test Set Mix-up

Dear Half-Mast,
When we received tach/dwell test set NSN 4910-00-788-8549, we hooked it up according to Table 2-1, Fig 2-1 of TM 9-4910-700-14&P. Bad news. Turned out the TM was wrong but the marking on the test set itself is right. What's the story?
1LT K.L.A.



Tach/dwell test set

Dear Lieutenant K.L.A.,
You're right, Sir. The test set markings are right and the TM's wrong. The manual will be changed.
Make a note of the Table 2-1 index numbers. Six should be 7; 7 should be 8, and 8 should be 6...as the markings on the test set show.

TABLE 2-1.

INDEX NO

DWELL LEAD	Connect to distributor primary lead	5 7
BAT + LEAD	Connected to positive battery terminal	6 8
BAT - LEAD	Connected to negative battery terminal	7 6
TACH LEAD	Clips around any sparkplug wire.	8 9

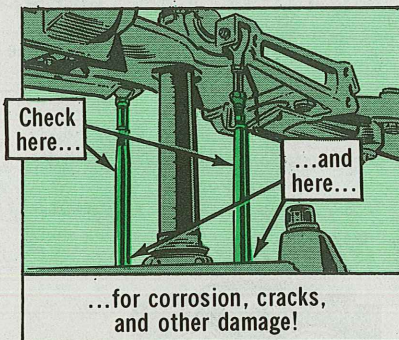


A Closer Look, Please



I'M NOT GONNA MISS ANYTHING THIS TIME, WINDY!

Eyeball both ends of your Cobra's pitch link tubes for any signs of corrosion, possible cracks or other damage, bird mechs. If you see anything the least suspicious during a Phase Inspection, remove the paint from both ends of the pitch link tubes and take a closer look.



...for corrosion, cracks, and other damage!

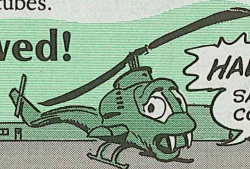
Use paint remover, NSN 8010-00-515-2258. Remove the paint at least 2½ inches from both ends of the tubes. Be careful not to mar or scratch the epoxy primer under the paint. Never use mechanical means to take off the paint.

If you spot any damage, replace the damaged pitch link tube and notify the head hangar, in accordance with TSARCOM Msg DRSTS-MEA 151730Z Apr 81 (AH-1-81-11).

Be sure you repaint acceptable tubes.

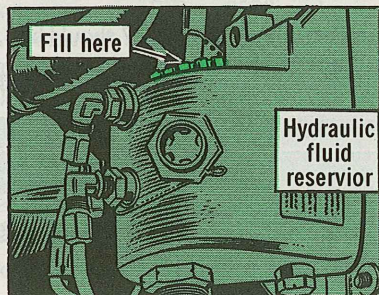
No Spills Allowed!

TIME T' FILL YOUR HYDRAULIC FLUID RESERVOIRS, OL' SNAKE!



HALP!
SAVE ME
CONNIE!

Take it easy, Cobra mechs, when filling the AH-1S (Modernized) hydraulic fluid reservoirs.



Spilled hydraulic fluid works its way down the airframe, puddling at the Doppler antenna.

If water gets to the Doppler's antenna box, it'll also puddle.

Either way, the fluid that seeps past the box seals causes the navigation system to fail.

Keep the area clean and dry, OK?

Look-a-Like Won't Hack It!



WHAT'S MURPHY SO HAPPY ABOUT?



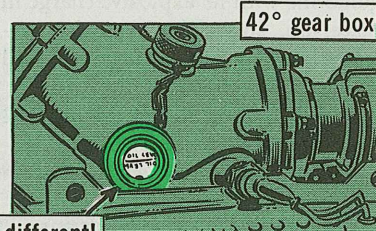
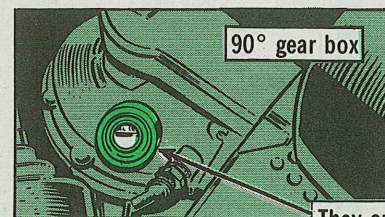
HE JUST INSTALLED A NEW OIL-LEVEL SIGHT-INDICATOR-DISK ON OL' HUEY-BIRD!



Here's how Murphy struck a Huey recently!

An oil-level sight-indicator-disk for a 42-degree gear box was installed on a 90-degree gear box. Although the indicator showed full, the oil level was actually low.

The disks are similar, but not the same. For the 90-degree gear box, you want Indicator, NSN 1615-00-975-7131. Use Indicator, NSN 6680-00-580-0724, on the 42-degree gear box.



They are different!



Sand Stops Inverters

WHY WON'T IT RESTART?



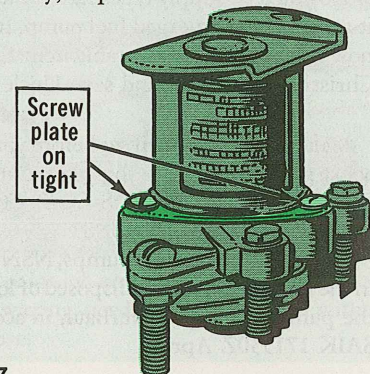
SAND IN THE SOLENOID RELAY? DOES IT EVERY TIME!

A grain of sand can mess up your Huey's electrical system in no time flat. It's so, bird mechs, if sand enters the relay solenoid for your 'copter's inverters.

If sand should knock out your relay, replace it.

Sand inside the relay can make its plunger stick in either the open or closed position, putting your bird out of action.

To keep sand out of the relay, make sure the solenoid contact plate is screwed on tight. When installing the solenoid relay, check the 3 screws that hold the contact plate in place.



Warning Label Needed



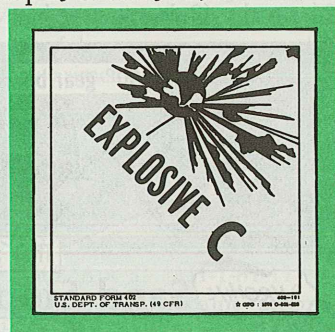
Getting ready to ship a Huey or a Black Hawk personnel rescue hoist? Hold it!

The hoist includes the cable cutting guillotine with its explosive charge in place. So, shunt the explosive cartridge to prevent stray electrical charges from causing a big "boom."

You also need Standard Form 402 "EXPLOSIVE C" label (NSN 7540-00-118-0113), and these markings on the shipping container:

"EXPLOSIVE CABLE CUTTERS"
and
"HANDLE CAREFULLY—KEEP FIRE AWAY"

If you're in the shipping business, you'll find all the details on marking hazardous material for air shipment in Chap 13 of TM 38-250.



OH-58A/C Notes

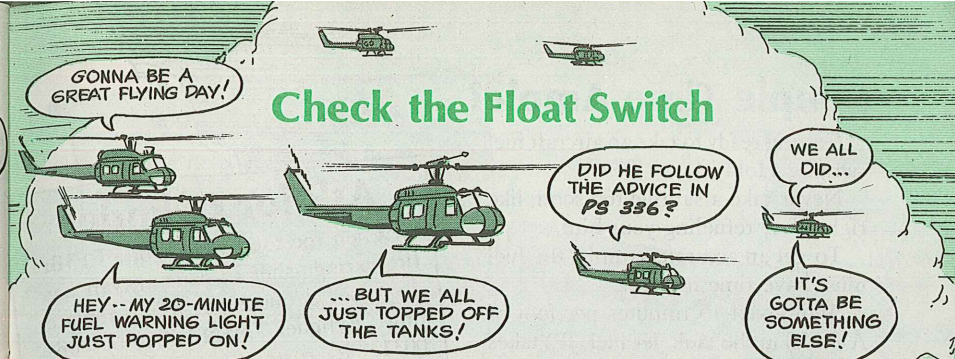
Do you tech supply types have a bum OH-58 fuel pump on hand? Never toss it away! The submerged fuel pump, Item 111, Fig 90, TM 55-1520-228-23P, is now a depot-level recoverable item. So, have support send the pump to Corpus Christi Army Depot and save Uncle Sam some bucks.

Fuel Pump

Make with the stencil set before you ship off your unserviceable OH-58 fuel boost pumps. Mark the shipping container: "OH-58 BOOST PUMP REPAIR PROGRAM, ATTN: SDS-CC-S, CCAD". The word's in TSARCOM Msg DRSTS-WO 271800Z Apr 81.

OH-58A/C hydraulic pumps, NSN 4320-00-134-5197, that can't be repaired in the field are no longer disposed of locally. Your supply support now forwards the pumps for depot overhaul, in accordance with TSARCOM Msg DRSTS-SAIK 171530Z Apr 81.

Check the Float Switch



Dear Editor,

We've had problems with the 20-min fuel warning lights in our UH-1's coming on early or late...but no more!



Adjustment of the flapper valves, as explained in PS 336, corrected the problem in one bird, which was a late warning light.

However, it took a bit of head scratching to correct an early light in other birds. We finally replaced the float switch, and bingo! No more early lights. I believe the float was lower in the fuel than normal and activated the light at higher fuel levels.

SP4 Harry E. Vink
102nd USARAF
Scott AFB, IL

(Ed Note—Good going!)

No Wax!



The whole idea behind the dull, black paint job on your UH-1 rotor blades is to provide a lusterless appearance...no waxing needed. Just wash 'em with a mild detergent, followed by a water rinse.

Sample Time Ample?

Getting ready to take an aircraft fuel sample? Hold it!

Never take a sample too soon, like right after refueling your bird.

To get an accurate sample, the fuel must have time to settle.

Wait about 15 minutes per foot of AVGAS in the tank. Jet fuel (JP) takes even longer to settle. Wait about an hour for each foot of fuel depth before taking the sample.

Take your fuel sample during the PM daily, but make sure the fuel has had time to settle.

Ask for Cylinder

When the total weight of a CF3Br fire extinguisher in your aircraft has decreased 4 ounces or more, replace only Cylinder NSN 4210-00-708-0031. It costs less than a new extinguisher. Para 3-322 in TM 55-1500-204-25/1 has an important "word" about changing the cylinder.

Aviation EIR's

If you need to make out an aviation Category I or II Equipment Improvement Recommendation (EIR), be sure to go by Para 10-28 of TM 38-750. For non-aviation EIR's, use Paras 12-3 and 12-4.

Not for Parked Birds

Continue to purge the UH-1 tail rotor hub grip bearing after you fly in the rain, Huey mechs, according to the lube chart in TM 55-1520-210-23. It's not necessary to use the grease gun if your bird is parked in the rain, tho, because water is not forced into the grip bearing.

RCM Does It Again

Reliability-Centered Maintenance (RCM) has done it again, making the Huey and Cobra 42- and 90-degree gear boxes "on condition" items. You TI's must maintain the log book forms, tho, because total component time is still required. Just remove the components from your local time change schedule board.

Kits Coming

Hold off asking for the main rotor blade fiberglass repair kits on Page 65 of PS Magazine 343. The kits for your S Model Cobras should hit the field about September 1982.

"What's up, Jack??"

WELL, ST. PETE, I WUZ CHANGIN' THE NOSE WHEEL TIRE ON OUR U-21 WHEN TH' JACK...

UUPRRGGHHH!

THAT MAKES TWO WITH A JACK TODAY... AND THE DAY IS YOUNG!

YOU SHOULD HAVE READ CHAP. 3, TB 43-0001-1-2 (Jul 80)!

You aircraft types can prevent a hydraulic jack from collapsing by making sure the locknuts are properly adjusted. Could head off a lot of damage.

If the locknuts are adjusted too high on the plunger (without full thread engagement) or are missing, look out!

To prevent a sudden letdown from your jacks, add some Metalset A4, NSN 8040-00-944-7292, to the top of each plunger. It retains the locknut and restricts upward travel. The adhesive can be easily removed for jack overhaul.

Aviation Messages

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

7461, PN 540-011-250-1, NSN 1615-00-178-9780 on AH-1S DRSTS-MEA 18200Z Aug 81
 AH-1-81-25 SOF Maint Notice AH-1 Collective hub assy bearing PN 540-011-449-3 NSN 3110-00-133-6452 DRSTS-MEA 011300Z Sep 81
 OH-58-81-06 SOF Maint Notice OH-58A Power turbine governor eccentric shaft adjustment DRSTS-MEA 111215Z Aug 81
 CH-54-81-03 SOF Maint Notice CH-54 Intermediate gear box install procedures DRSTS-MEA 141230Z Aug 81
 CH-54-81-04 SOF Maint Notice, CH-54B Rotating swashplate retirement interval DRSTS-MEA 171215Z Aug 81
 CH-47-81-14 SOF Technical, One-time inspect CH-47A/B/C ending mechanical transmission, TB 55-1520-241-20-16 DRSTS-MEA 051600Z Aug 81
 AH-1-81-24 SOF Maint Notice Metal blades PN 540-011-5, NSN 1615-00-847-

7461, PN 540-011-250-1, NSN 1615-00-178-9780 on AH-1S DRSTS-MEA 18200Z Aug 81
 AH-1-81-25 SOF Maint Notice AH-1 Collective hub assy bearing PN 540-011-449-3 NSN 3110-00-133-6452 DRSTS-MEA 011300Z Sep 81
 OH-58-81-06 SOF Maint Notice OH-58A Power turbine governor eccentric shaft adjustment DRSTS-MEA 111215Z Aug 81
 CH-54-81-03 SOF Maint Notice CH-54 Intermediate gear box install procedures DRSTS-MEA 141230Z Aug 81
 CH-54-81-04 SOF Maint Notice, CH-54B Rotating swashplate retirement interval DRSTS-MEA 171215Z Aug 81
 CH-47-81-14 SOF Technical, One-time inspect CH-47A/B/C ending mechanical transmission, TB 55-1520-241-20-16 DRSTS-MEA 051600Z Aug 81
 AH-1-81-24 SOF Maint Notice Metal blades PN 540-011-5, NSN 1615-00-847-

GSGLD-1860, One-time and recurring inspections for UH-60A Black Hawk blade assy, main rotor, PN 70150-09100-041 and 043 TB 55-1520-237-20-24 DRDAV-EEB 101800Z Aug 81
 UH-60A-81-21 Maint Info UH-60A Black Hawk Correction of aircraft inventory record DA Form 2408-17 DRDAV-EEB 121245Z Aug 81
 UH-60A-81-22 SOF Operational limits for gear box assy DRDAV-EEB 19745Z Aug 81
 UH-60A-81-23 SOF Maint Notice, Aircraft stabilizer special inspection DRDAV-EEB 241545Z Aug 81
 UH-60A-81-24 SOF Maint Notice UH-60A Black Hawk T700-GE-700 engine inlet particle separator blower failure DRDAV-EGP 261520Z Aug 81

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

PASSING

HONEST JOHN'S

TERRIFIC BARGAIN, SOLDIER ...
JUST MAKE OUT YOUR
PERSONAL CHECK!

LIKE TO,
HONEST
JOHN ...

... BUT MY CHECKING
ACCOUNT BALANCE
IS ZILCH!

?

If you need a chart in a larger size,
contact your local Logistics Assistance
Office (LAO) for a copy.

You wouldn't pass a bad check at
your local store, so why do it in the
motor pool?

The bad check is having a buddy
move a quarter mile away to test your
AN/VRC-12-series radio.

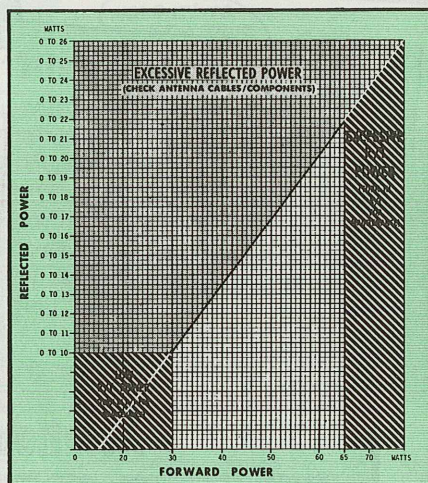
That won't tell you how that re-
ceiver-transmitter (RT) will work in
the field. Fact is, even with a shot final
amplifier, the radio will throw your
voice that far.

If your commo is shaky, and you
want to know for sure what you can do,
have your organizational repairman
pull out his trusty AN/URM-182
wattmeter.



AN/URM-182
will tell
if your
commo's OK!

With the meter, and a copy of the
new Power Check chart, you'll quickly
know where the trouble is.



The test is easy. With the antenna
up and the -182 in its 100-watt
FORWARD POWER position, key
the RT. (Be sure the wattmeter is
hooked up before keying. That power
needs a load.) Chart the reading.

Then, move the selector to 100
watts reflected power. Key again and
chart your reading.

BUM CHECKS?

CB SALE!!

WOTTA
LAFF!

YEAH,
CONNIE...

... HE THINKS NOTHING O'
PASSING A BAD CHECK
ON HIS RT!

HAH! WHAT HE NEEDS ARE
POWER CHECKS ...
A CHART FOR HIS GEAR ...
AND A DRAFT FOR HIS
BANK!

Now, look at the marks you made. If your forward reading is in the red, turn
the RT in for maintenance. If reflected in the pink, substitute antenna
components until you find the bad one. If both readings are in the white, you're
OK.

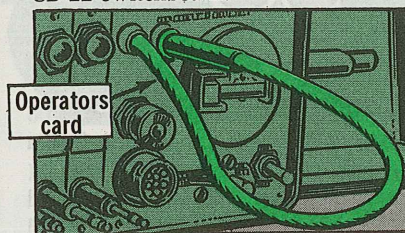
Hookup and maintenance instructions for your -182 are in Para 5-7 of TM
11-5820-401-12. If you use any of the other checks shown in that pub, set your
wattmeter at the highest setting and work down until you find the power your
RT is putting out. Setting it too low can KO your tester.

HEY... THAT'S
A SWELL WAY T' STORE
THE OPERATOR'S
CORD, SARA!

Wrap It Up

TOLD YOU MY
KNITTING KNOWHOW
COULD BE USEFUL,
CORA!

When things have wound down
after a field problem, that's the time to
wind up the operator's cord on your
SB-22 switchboard.

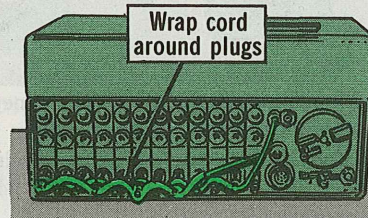


Operators
card

It's tempting to shove that cord
back inside the pack, but there's no
room inside for the cord. It'll jam up
and break delicate connections. Then

support'll be fixing it, probably when
you need the board.

Your best bet is to wind that long
cord around, over and through the line
pack plugs, like so:



Wrap cord
around plugs

That keeps the cord and pack
healthy. It also eases the way for
buttoning up your switchboard.

It Shouldn't Happen

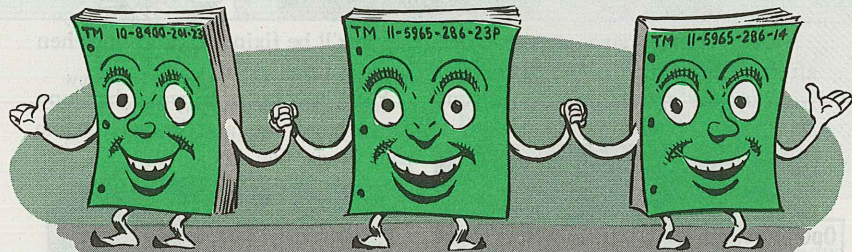


PFC Beanheart went full tilt. Brushed his teeth with a gasoline-powered toothbrush. Ran circles around himself in PT. Figured that with his quick mind and fancy footwork, he'd make sergeant major by Tuesday.

Then he tried to dry out his wet commo gear with a heat gun....

The 700° temperature zapped the plastic, rubber and finish like a Martian ray gun. Beanheart's first sergeant says the only thing Beanheart is bucking for now is an Article 15.

CVC PM TM's



If a molehill of bad CVC helmets in your C-E shop is turning into a mountain for lack of NSN's, talk to your pubs clerk.

You need 3 manuals to maintain those helmets. One is for the head protecting part. Chap 5 of TM 10-8400-201-23 has the straps and pads and how to replace 'em.

For the commo part, see TM 11-5965-286-23P. It has the mike earphone cushions and other repair parts you need to talk to other crewmen.

For commo PM, see TM 11-5965-286-14.

BLAST!
BULB
BLEW!

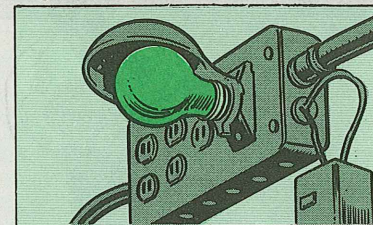
RATT Lamp

GIMME ONE O' THOSE
BULBS I TOLD YA
T'GET, PRIVATE!

GULP! WELL, ER... I...
UH... SERGEANT...
THEY TAKE AN
EXCEPTION DATA
REQUEST AN...
I... DIDN'T
SEND IN A
DD FORM
1348-6 YET...
GULP!

If you're in the dark about getting lamps for your AN/GRC-122 or -142 radio teletypewriter sets, here's some info that'll shed some light.

NSN 6240-00-155-8651 is the bulb all you RATT riggers need, but the AMDF codes it for overseas use only. If you're stateside, send your exception data request on a DD Form 1348-6. A 30-volt bulb, like General Electric lamp #25A, does the job.



RATT rig uses 30-volt bulb!

Basket Case



The wall-mounted wastepaper basket in your electronics shop or commo shelter is suffering from an identity crisis.

One published NSN, 7520-00-753-4544, is no good. The right NSN, 7520-00-159-4863, is listed as inactive on the Army Master Data File.

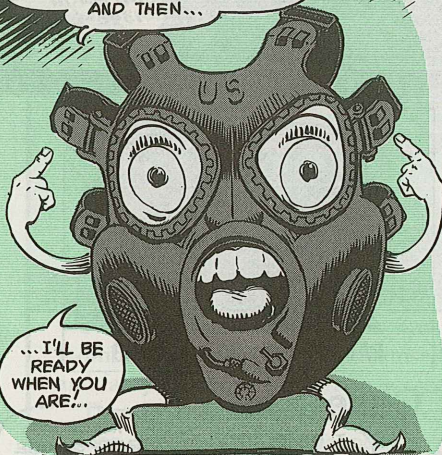
Order it by part number. Use SC-D-539454. The Federal Supply Code for Manufacturer is 80063.

Multimeter Battery

Some AN/USM-223 multimeters stay on the shelf because the 6 small batteries, in Fig 5-5 of TM 11-6625-654-14, are hard to come by. Fact is, the BA-1312 you need is not listed in the manual. You can get the battery with NSN 6135-00-269-5843, listed in SB 11-6.

Dress Up Your Bare Brass

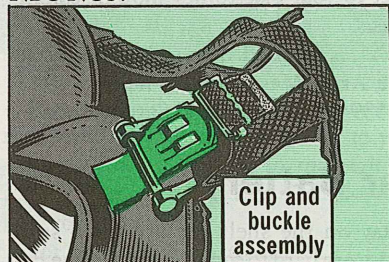
GIVE MY BRASS CLIPS AND
BUCKLES SOME PM ATTENTION
AND THEN...



Bare brass can ruin your M17/M17A1, M24, or M25/25A1 protective mask if you don't spot it in time.

Touch-up paint or replacement of the clip and buckle assembly may be needed.

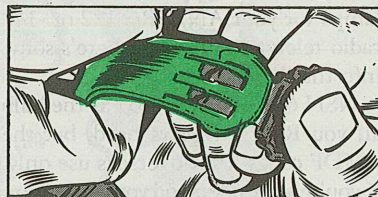
If you see paint-chipped clips and buckles, get your mask to your unit NBC NCO.



NBC NCO's should feel the face-blank tabs. If they're mushy or sticky,

the mask is ruined. It goes to depot for overhaul.

Faceblank tabs get mushy or sticky when the paint-chipped clip and



buckle assembly corrodes the rubber in the mask.

If the faceblank tabs are solid and dry, you need to touch-up or replace the clip and buckle assembly. If the paint hasn't flaked off much, carefully touch up the clip and buckle assembly with lusterless black paint, (Kodak No 4 or equal). NSN 8010-00-085-0559 gets a 4-oz bottle.

If the clips and buckles are dented—or if they've lost most of their paint—replace them with NSN 4240-00-602-2207.

IF YOU USE
PLIERS TO CRIMP
ON THE NEW CLIP
AND BUCKLE
ASSEMBLY, TAPE
UP THE JAWS
SO YOU DON'T
SCRATCH THE
PAINT!



A Sticky Disk?

Dear Half-Mast,

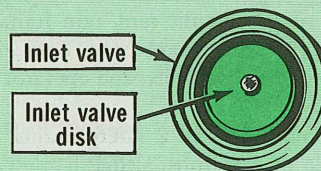
I know that the valve disks in the M17/M17A1, M24 and M25/M25A1 protective masks are unserviceable when they're sticky, stiff, spotted or when they won't lie flat. That's the word in TM 3-4240-279-10 and TM 3-4240-280-10.

But how sticky is too sticky and how stiff is too stiff?

SSG D.A.S.

Dear Sergeant D.A.S.,

Rotate the disks on the valves. If they're stuck, change 'em.



Here's another check that can kill 2 birds with 1 stone: Roll up the disk into a loose ball. Drop it about a foot



onto a flat surface, like a table top. If it opens up like a parachute and lands flat, it's OK. If it doesn't, it's too sticky or stiff. Change it.

Half-Mast

M8, M10-M18 Chemical
Alarm Systems...

Shakin' and Buzzin'



To make sure your chemical alarm system's M43 detector unit works, get shaking. Shaking the solution in the reservoir assembly, that is.

You have to shake the solution in the reservoir a minute to dissolve the solids and turn the liquid yellow.

If you forget to shake the reservoir, a false alarm might go off during a sensitivity test. A buzz would make you think that your detector is OK when really it could use some maintenance.

You don't want a bum detector unit when chemical agents could be around. So, get shaking.

Reservoir
assembly



Mounting the

PS Issue 339 ran a story on how to demount—break the bead—on large size tires used on RT forklifts, cranes, loaders and other off-the-road construction equipment.

HERE'S THE POOP ON GETTING THE TIRES BACK ON THE WHEELS.

Use the Constrictor

Your best helper for this job is a bead expanding constrictor tool, NSN 4910-00-138-1819. It's authorized by Appendix A, CTA 50-970...and consists of a hydraulic ram, ram frame, pump, slide bar ram head, hose air adapter, belt, parts list and operator's manual.

You'll also need 2 safety chains, a couple of tire irons, sledge hammer, and a tire lubricant like NSN 2640-00-256-5527.

The tires, bead seat bands, lock rings and flanges must be free of rust and dirt, especially the lock ring grooves.

Be sure you have the right parts for the tire. Mismatched parts will fly apart when the tire is inflated. If you have any questions about the right tire parts, ask your supervisor.

Never use cracked, badly worn or damaged parts. Weakened or repaired parts could become missiles.

Never use any part of the tire/rim assembly that's been reworked, welded, heated or brazed. Heating could weaken a part, and it can zap you if it busted under air pressure.

BIG 'UNS

How-to Showtime

After you mount the tire on the rim, doublecheck to see that all parts—lock ring, bead seat and flanges—are exactly where they're supposed to be.

When inflating the tire use a tire cage for added safety. In any case, always have the split locking ring side of tire facing down—or away—from you.

Be sure the V-treads will point toward the front when the tire is on the vehicle.

Keep plenty of lubricant in the lock ring groove.

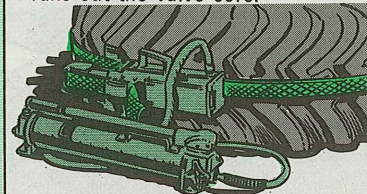


Be sure the crown of the tire is clean, the valve stem is not restricted, and the constrictor band is in good shape.

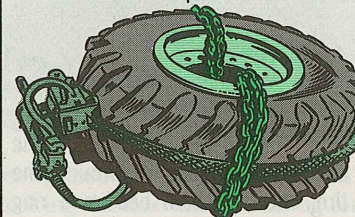
NOW...

FOLLOW THESE STEPS...

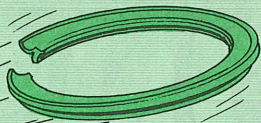
- Lubricate the constrictor band and tire tread area it will contact. Take out the valve core.



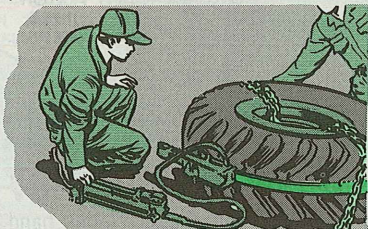
- Put the constrictor band around the tire and take up the slack.
- Put 2 safety chains around the tire and thru the rim assembly. Place 'em about 180° apart.



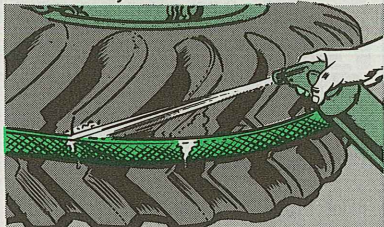
Take 2 turns with each chain. Be sure the hook is caught well.



• Constrict the tire to the full travel of the hydraulic ram. Use plenty of lubricant on the band and



bead so they will move against each other easy-like.



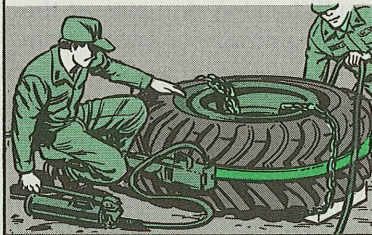
• During the constriction/inflation job, tap the tire crown—tread—



with a heavy hammer to insure the constrictor band slips around the tire, and that both bead and ring move outward on the wheel to seat the beads against the rim flange.

• Gradually reduce the hydraulic pressure on the tire constrictor as you inflate the tire with compressor.

• After the bead seats, put the core in and adjust the tire's air pressure to the pressure recommended in your equipment manual.



• Remove the chains and bead constrictor.



• Mount the tire and rim assembly on the wheel.

NOPE!

BROYHILL DIDN'T CHAIN TH' TIRE AND RIM PROPERLY BEFORE INFLATING!

FLYING SAUCERS?



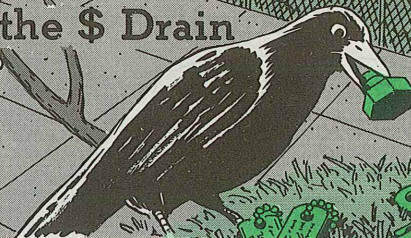
Mil Std Engines...

NOW... WHERE'S THAT DRAIN PLUG?...



COULDA SWORN I PUT IT DOWN RIGHT HERE!

Plug the \$ Drain



You can save a buck every time you change the engine oil in 1½-, 3-, and 6-

HP Mil Std engines by taking care of the drain plug.

About 7,000 of these \$1 plugs are replaced each year because some plug thugs lose 'em...strip the threads...or round off the hex head.

Take care of the oil drain plug. Use the right tool 'n' torque...and plug the \$ drain.

Drain plug



M2 Burner Unit

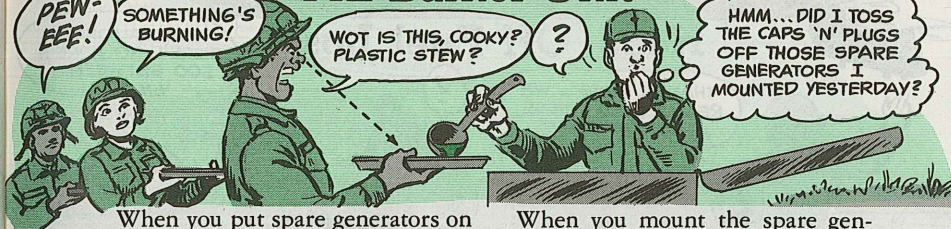
PEW-EEF!

SOMETHING'S BURNING!

WOT IS THIS, COOKY? PLASTIC STEW?

?

HMM... DID I TOSS THE CAPS 'N' PLUGS OFF THOSE SPARE GENERATORS I MOUNTED YESTERDAY?

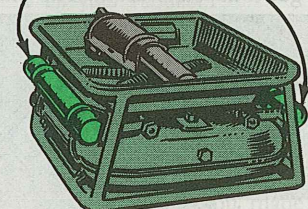


When you put spare generators on the M2 burner unit for the M-59 field range, be sure to toss Items 18 and 19, Fig D-4, TM 10-7360-204-13.

The plastic protective orifice cap (18) and the inlet protective plug (19) are for shipping and storage purposes only.

When you mount the spare generators, toss the cap and plug. If you

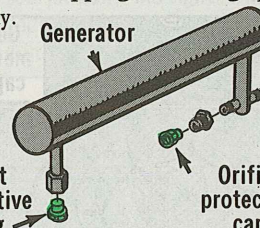
Spare generators



Generator

Inlet protective plug (19)

Orifice protective cap (18)



leave 'em on, they'll melt when you're cooking the next meal...making for a hard-to-clean gooeey mess you don't need.

PS END

Power Units... Auxiliary Fuel Hose Parts

HERE'RE THE PARTS
YOU NEED TO FABRICATE
THE AUXILIARY FUEL HOSE
NSN 4720-00-021-
3320...

FOR YOUR TRAILER-
MOUNTED GENERATOR
SETS IN TM 5-6115-
365-15...

NSN	Item	Quantity
4720-00-289-9197	Rubber hose	25 feet
4730-00-842-2201	Fitting	2
4730-00-040-7450	Union	1
4010-00-556-8661	Chain	6 inches
5340-01-086-2049	Cap plug	2
9505-00-199-7837	Ring (make it from carbon steel wire)	1

Head Off Fuel Loss

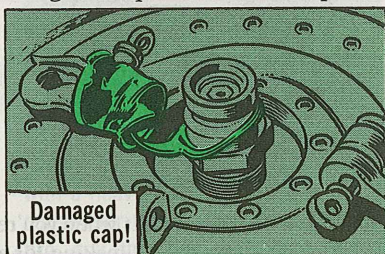
THANKS, GUYS... WE
REALLY NEED THESE
1000 GALLONS!!

1000 GALLONS?
THERE'S NO MORE'N
500 BETWEEN
'EM!

You may be losing fuel if it's delivered by aircraft in a sling-loaded 500-gal collapsible drum. The plastic

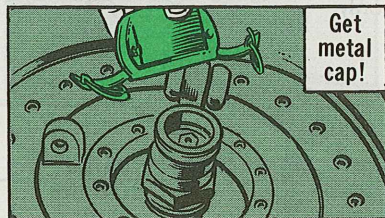
pressure-release valve open and your fuel leaks out.

Solve the problem with quick release metal dust caps, NSN 5340-00-823-5318, like the ones used on FARE system hoses.



Damaged plastic cap!

dust cap gets damaged or blows off in flight. Air pressure then forces the



Get metal cap!

On Your Supply Requests...

Accuracy Counts

Accuracy is the key to a smooth sailing request for repair parts and supplies. One mistake and your request can bounce like a rubber ball.

BEFORE YOU SEND
YOUR REQUEST TO
SUPPLY SUPPORT,
CHECK THESE AREAS
WHERE MISTAKES ARE
OFTEN MADE...

One mistake and your
request can bounce
like a rubber ball

- **Publications.** Use the latest up-to-date parts and supply manuals for your equipment. You'll find them listed in DA Pam 310-4 Index of Technical Publications. Order any publications you need on DA Form 4569. But make sure your pinpoint publication account (DA Form 12-series) is updated so you'll receive any future changes.

Check the AMDF
before you write the
number on your request

- **Stock Numbers.** If you use the wrong NSN, you won't get the part you need. The right NSN will. Check your parts manual or the Army Master Data File (AMDF), if you have one, before you write the NSN on your request.

- **Human Error.** When you fill out your requests, be real careful that you jot down the right numbers. Sometimes if you're in a hurry or have your mind on something else, you can easily slip a digit or invert numbers—write one 4 and two 5's as one 5 and two 4's, for example.

After you fill out your request, read over it to see if you made any mistakes. Get together with someone else and read it back and forth to be sure.

Remember, one sure way to get the parts you need to keep your equipment combat ready is to hand in an accurate supply request.

Take It With You

When you're assigned to a new duty station, take your DA Form 348 Equipment Operator's Qualification Record with you. It's a part of your permanent records.

YEAH... THEY SAID I SHOULD TAKE IT WITH ME!

DA Form 348

NAME (Last, First, Middle) and Service Number Thompson, Robert L. 123-00-4321 New Orleans, LA				RUBBER PERMIT (Date)			
DATE OF BIRTH 8 July 52				DATE ISSUED 17 June 81			
SEX Male				TYPE Army-standard			
COLOR HAIR Black				WEIGHT 5'8"			
COLOR EYES Brown				POSITION TITLE (If known) NA			
TYPE OF EQUIPMENT Sedan				SIZE 5P			
Truck/Util				Special Qualifications None			
Generator				DATE QUALIFIED 1 June 81			
1.5KW				QUALIFIED AT Ft Knox, KY			
				NAME OF EXAMINER Joe Sharp			
				DATE QUALIFIED 4 June 81			
				NAME OF EXAMINER Joe Sharp			
				DATE QUALIFIED 9 June 81			
				NAME OF EXAMINER Joe Sharp			
TYPE OF EQUIPMENT Automobile				SIZE 5P			
Truck				Special Qualifications None			
74 Ton Urban/Rural				DATE QUALIFIED 1 June 81			
				QUALIFIED AT Ft Knox, KY			
				NAME OF EXAMINER Joe Sharp			
				DATE QUALIFIED 4 June 81			
				NAME OF EXAMINER Joe Sharp			
				DATE QUALIFIED 9 June 81			
				NAME OF EXAMINER Joe Sharp			

Leaving your DA 348 behind causes extra paperwork for the driver training people at your new station. It also means you have to retake the Battery II test.

No X's On DA 348

Driver training personnel no longer mark X's in the debits and credits columns of Sec III on your DA Form 348. Instead, they enter the number of hours of training or safety awards you received. FM 55-30, Page 9-13, shows you how it's done.

Equipment Records Folder

Are you putting the forms you use around dispatch in an equipment records folder for the driver's use? You should be. You can get the folder with NSN 7510-01-065-0166. TM 38-750, Para 5-3b, tells you what forms should go in the folder.

Tent Pole Blues

There's a lot of things you could do with 50 bucks, right? But you could end up using 'em to buy a new aluminum pole for your GP tent. For instance, if you get careless and break off the spike at the top of the pole. There's no repair at field level so you end up buying a new one.

Connie's Mini Minis

CONNIE... SANTA'S GOT A MAINTENANCE PROBLEM!

PMCS on Wipers & Lights

Inoperative windshield wipers, horns or lights do not make your vehicle not ready/available for readiness reporting. That's the word in TACOM Msg DRSTA-M 281200Z Sep 81. Make a note in your -10 TM's PMCS if needed. The message also points out, "Operational requirements for the above items (wipers, headlights, taillights) are dictated by local/state statutes and regulations." Altho the horn's not mentioned in the message, the headshed says it's included.

Keep MWO Kits

Supply types, keep a sharp eye for "strange" kits, parts and boxes. Get some unfamiliar items? Check the paperwork and outside of the box or container. If you find "MWO" on the paperwork in the Project Code block, or stamped or marked on the outside, hold everything! Those items'll be needed to make a modification to some of your gear. Even if you didn't order 'em, keep those items safe and together. A team will be on the way to apply the MWO, and they'll need those kits!

DA Form 2408-20

TM 38-750's instructions for Block 3c of the DA Form 2408-20 can leave you scratching your head. To clear things up, make a note on the bottom of Page 5-36. The number of hours you put in Block 3c of a new DA Form 2408-20 should match the last entry in Column 5b of your previous DA Form 2408-20 for that component.

Mohawk Parts Needed

Check your aircraft parts bins and shelves, supply types. If you find any of these OV-1 repairables collecting dust, turn 'em in to supply support:

Nomenclature	NSN
Propeller Assembly	1610-00-179-6275
Drogue Gun Assembly	1377-00-321-8557
Inverter	6130-00-407-0865
Actuator	1680-00-887-9183
Actuator	1680-00-790-8069
Time Release Mechanism	1680-00-332-2543

M880 Tire Pressure Upped

The correct front tire pressure on M880-series 1 1/4-ton trucks is now 45 PSI instead of 35 PSI. The word will be in a change to TM 9-2320-266-10 and -20.

Drop Your Radio

If the org shop can't fix your AN/PRC-90 radio set, get with your property book people and turn it in to your DSU on a DA Form 2765-1. Order a replacement. The broken set goes to depot for repair. You won't see it again.

M747 Trailer Hazard

A faulty kingpin can rate your M747 semitrailer not mission capable (NMC). Certain damage or wear conditions are dangerous! Get your kingpin inspected. All of the details on inspection procedures and inspection criteria are in TACOM messages to major commands.

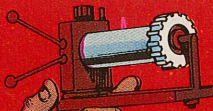
Would You Stake Your Life *right now* on the Condition of Your Equipment?

No

NSN?

?

If a part has no NSN,
Your supply request can still win!
Since supply knows your need--
Your request they will heed--
With just Supply Code* and PN!!



DOCUMENT IDENTIFIER		ROUTING IDENTIFIER		MANUFACTURER'S CODE AND PART NUMBER		UNIT OF ISSUE		QUANTITY		DOCUMENT NUMBER		REQUISITIONER		DATE		SERIAL																										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43
1920711630514						EA000001W36QY12086013																																				
SUPPLEMENTARY ADDRESS		SIGNAL		FUND CODE		DISTRIBUTION CODE		PROJECT CODE		PRIORITY		REQUIRED DELIVERY DATE		ADVICE CODE		BLANK																										
N						3C				06				2A																												
IDENTIFICATION DATA																																										
1. MANUFACTURER'S CODE & PART NO. (When they exceed Card Columns 8 thru 22)																						2. MANUFACTURER'S NAME																				
3. MAN. DD 1348-6																						4. TECHNICAL ORDER NUMBER																				
5. NAME OF ITEM REQUESTED																																										

Order by Part Number and FSCM* ...

AR 710-2 and DA Cir 700-81-1 tell you how!

*Federal Supply Code for Manufacturers