

THE PREVENTIVE MAINTENANCE MONTHLY



IT LOOKS
LIKE ANOTHER
YEAR OF
GREAT PM!

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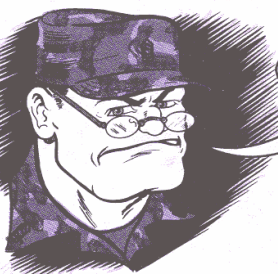
Let Support Support

YOU!



Repairmen, you are trained to do a certain level of maintenance. At that level, you take care of anything your radio, machine gun, or missile system needs.

But there comes a time when the equipment must go to support (DS) for a scheduled inspection or maintenance. Support has the tools and training needed to make checks, do gauging, and perform special maintenance critical to your equipment. These are services you can't do.



IN TOO MANY
REPAIR SHOPS, THOUGH, THAT
CRITICAL VISIT TO SUPPORT IS
OVERLOOKED.

The deadline for a scheduled service comes and goes and nobody notices . . . until the radio won't transmit, or the missile sight quits in the middle of a mission, or the machine gun explodes.

But it's really no sweat to stay on top of scheduled services . . . if you have a system.

The easiest way is to use your DD Form 314s. Use the symbol "I" to note when and the REMARKS block to explain what service is due. If you use ULLS, you can track scheduled services on DA Form 5968-E.

Or make a chart. Get a piece of cardboard. Mark off columns on it for ID number, date serviced, next due date, status, and remarks. Cover the cardboard with acetate (your SSSC probably has some). Use a grease pencil to fill in the info. For stuff like rifles or night sights that are stored in racks or cases, put stick-on labels on the rack or case. Write the date of the next service on the label.

Whatever you do, make sure whoever takes your place understands your system. That way there will be no more missed services—or equipment failures—because of them.

If you're unsure of the scheduled services your equipment needs, check your TMs or, better still, ask your support. They'll be glad to tell you.

Let support support you. That's their job.



THE
PREVENTIVE
MAINTENANCE
MONTHLY

TB 43-PS-518, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all soldiers assigned to combat and combat support units and all soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user.

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You are invited to send PS your ideas for improving maintenance procedures, suggestions for articles, or comments on material published in PS. Just write to:

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By Order of the Secretary of the Army:

DENNIS J. REIMER

General, United States Army Chief of Staff

Official: *Yvonne M. Harrison*

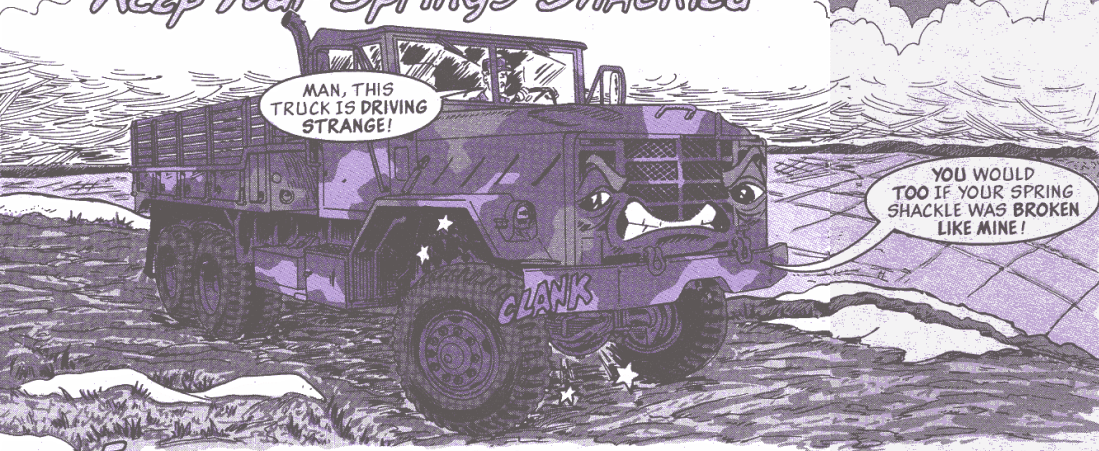
YVONNE M. HARRISON

Administrative Assistant to the Secretary of the Army
01042

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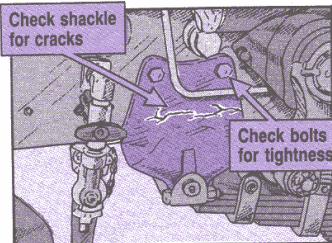
Keep Your Springs Shackled



Front leaf spring shackles on M939-series trucks can crack or break if their mounting bolts are loose. And the bolts can loosen—either from vibration or from undertorquing.

Damaged shackles and loose mounting bolts are safety hazards, so make these checks:

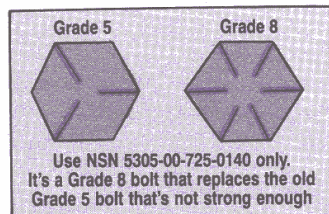
1 Eyeball the shackles for cracks or breaks. You don't have to remove them; just check 'em, in place. Replace any



shackle that has cracks or breaks. Don't mind that the SMR code for the shackle is PFFZZ. That's wrong and will be changed to PFOZZ. Make a note. Use NSN 2510-00-740-9337 to get the shackle.

2 Then, check the torque on each mounting bolt. If either the bolt or the nut turns at or below 70 lb-ft, you've got loose hardware that must be replaced.

You need to use a better bolt as a



replacement. Note in TM 9-2320-272-20P that you need **Grade 8 bolt**, NSN 5305-00-725-0140. You also need self-locking nut, NSN 5310-00-241-6661.

3 Torque the new hardware to about 115 lb-ft.

Finally, add a note to TM 9-2320-272-20-1 that a semiannual check will be made part of Item 31 of the PMCS. It'll read "Check the torque of the spring shackle mounting bolts. Bolts are loose if the bolt or nut turns below 70 lb-ft."

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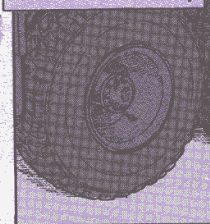
Time and Work vs Health

We often look at TM procedures with an eye to shorten the amount of work involved. That can get you hurt.

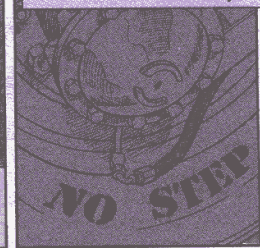
As an example, mechanics, you can remove the tire and hub as an assembly on M939- and M939A1-series trucks. TM 9-2320-272-20-2 gives you that OK.

But, do not remove the tire and hub as an assembly on M939A2-series trucks. If you do, you risk injury. The tire and hub separate when they're removed from the axle. When that happens, your fingers better not get in the way. That's why TM 9-2320-358-24&P says the tire comes off first.

This tire and hub can be removed as an assembly



This tire and hub cannot safely be removed as an assembly



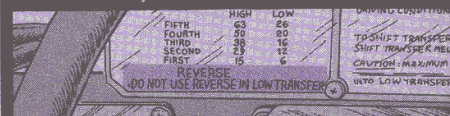
Take the time. Do the work. Save your health.

Back Up in High Only

Drivers, before you back any M939-series truck, make sure its transfer case shift lever is in high range.

Operating in low range reverse will crack the transfer case and make your truck NMC.

A shifter warning plate on the truck's dash tells you the *what*, but not the *why*. Now you know the rest of the story.

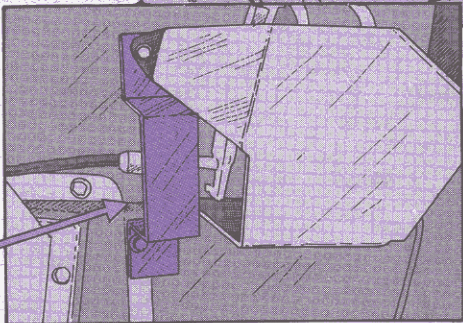


Protection for CTIS



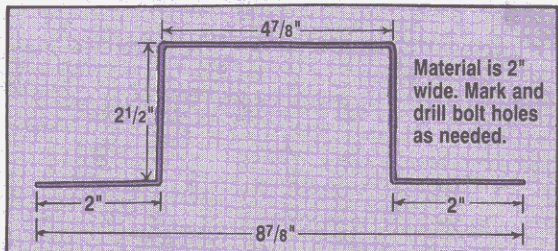
Tom Murphy and the folks at Regional Training Site-Medical, Ft McCoy, WI, came up with a simple fix to protect CTIS wiring harness connectors on M939A2-series trucks from wayward feet and cargo.

Homemade bracket protects CTIS wiring harness connector



They made a metal shield that can be bolted into place using existing bolts and bolt holes. Here are the dimensions they used.

Cost is about \$6 per shield, and installation runs about five minutes once holes are drilled in the shield.



A GATHERING OF NEW NSNs

Some wrong NSNs popped up in TM 9-2320-272-20P on your M939, -A1 and -A2 5-ton trucks. Here's the latest word on some good stock numbers:

Oil cooler: NSN 2540-01-110-2489 gets the transmission oil cooler filter. Make a note until Item 17 in Fig 92 is updated.

Front bumper shackle: Use NSN 4030-01-222-6037 for the front bumper shackle. The NSN for Item 1 in Fig 175 is no good.

V-belt set: NSN 3030-00-832-4312 brings the power steering pump V-belt set for M939-series and M939A1-series only. The NSN shown for Item 9 in Fig 164 is wrong.

Air tank: NSN 2530-01-111-2260 gets the primary or secondary air tank. Use this number for Item 2 in Fig 132.



M939A2-Series Trucks ...

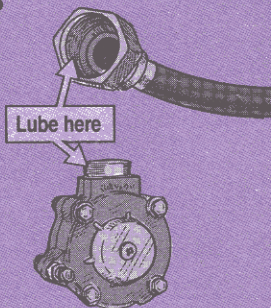
Lube CTIS Threads

Corrosion can "weld" wheel valve adapter nuts to wheel valves on a 5-ton truck's CTIS system, mechanics. When you break that "weld" to remove a nut, threads are ruined.

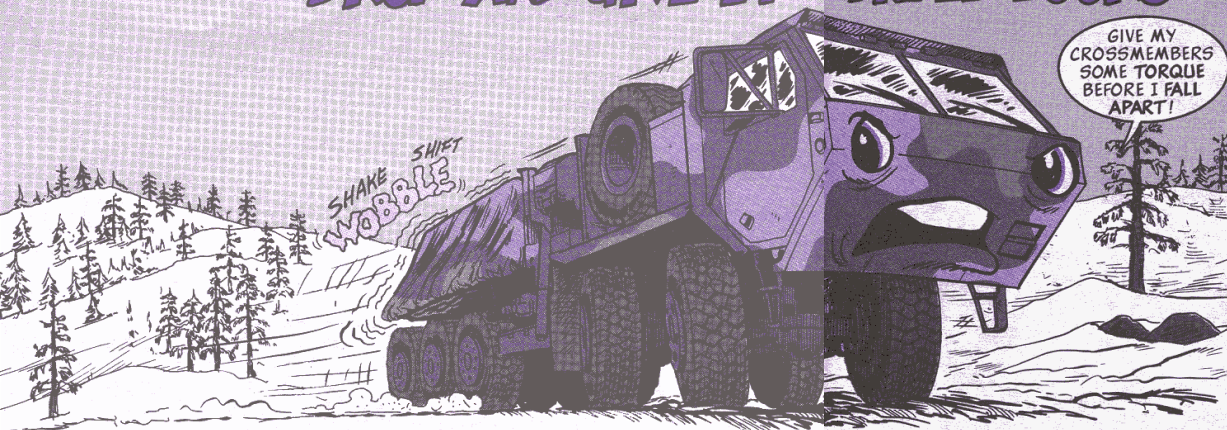
Head off damage by lubing the valve and adapter nut threads before you put them together. Use silicone lubricant, NSN 6850-00-880-7616 for the job.

Use just enough lube to coat the threads. Too much lube can get into the air lines and block the CTIS.

If corrosion's already started, first clean the valve and nut with a wire brush, then lube them.



DROP AND GIVE IT THREE LOOKS



Frame crossmembers on your new palletized loading system (PLS) truck come loose in use, especially off-road.

So give the crossmember bolts and nuts a good look-see and check the torque at least three times:

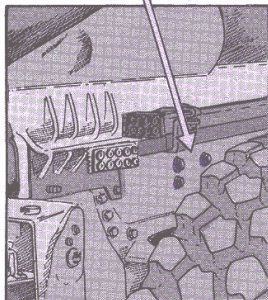
1. Right now
2. After the first 1,000 miles you drive it
3. After 3,000 miles

Check these bolts and nuts as identified in TM 9-2320-364-24P and tighten as shown:

TM identification	Quantity	Torque (Approx)
Fig 304, Items 4 and 12	24	210 lb-ft
Fig 305, Items 5 and 9	24	210 lb-ft
Fig 305, Items 7 and 15	16	375 lb-ft
Fig 307, Items 17 and 11	8	210 lb-ft
Fig 309, Items 35 and 7	24	210 lb-ft

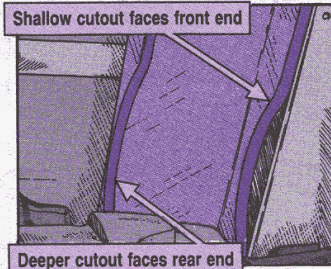
If you find damaged or finger-loose hardware, replace it.

Check all 96 crossmember bolts and nuts, and torque 'em



While you're under the PLS, look just above the #5 axle drive shaft at the rear crossmember.

The deeper of the two cutouts should face the rear of the truck. If the deeper cutout faces the front, the drive shaft could hit the crossmember in off-road use and cause damage.



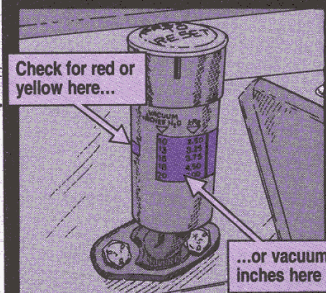
Report this to your local Warranty Control Office so the manufacturer can make the repairs.

For more information or help, contact your local TACOM logistics assistance representative.

HEMTT ...

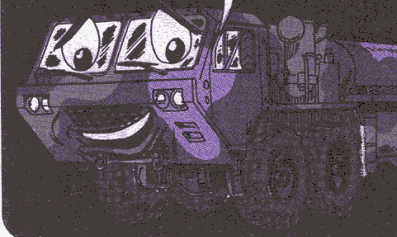
Where's the Green?

Your HEMTT's 9-2320-279-10-1 says when the air restriction indicator shows green, the filter is clear. Problem is, there's no green on the indicator—just yellow and red.



Until the TM is updated, yellow means the filter is clear. You have a problem when the indicator shows red or a level of 18 or more in the vacuum inches indicator window.

A YELLOW READING IS AS GOOD AS GREEN ON YOUR FILTER INDICATOR!



PARTS vs ASSEMBLIES

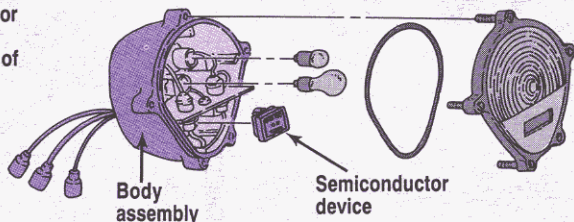
How much of a parking/turn signal light or a stoplight/taillight can you replace before the parts cost more than the assemblies?

That's a good question, but one that too many folks aren't trying to answer. They just order new assemblies when anything breaks.

Here's what you should know about each of these lights. It could save your unit money:

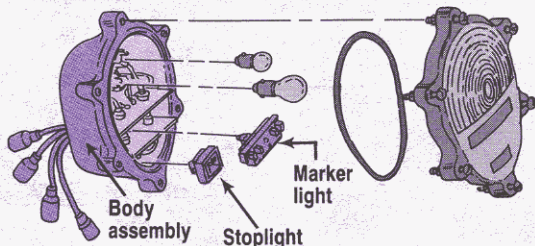
Parking/turn signal light, NSN 6220-00-880-1624

Replace everything by part except the body assembly or semiconductor device. If either of them is bad or broken, buy the assembly.



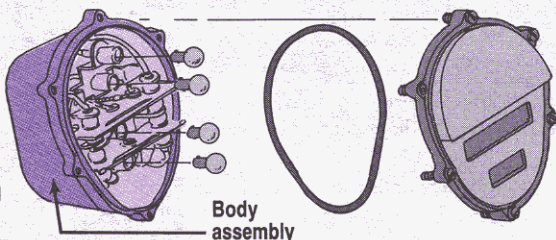
Stoplight/taillight, plastic, NSN 6220-01-372-3883

Replace by part except the body assembly, marker light or stoplight. If any one of those is bad or broken, buy the assembly.



Stoplight/taillight, metal, NSN 6220-01-093-4439

Replace by part except for the body assembly. If the body is broken, buy the entire assembly. Remember to check your truck's parts manual for necessary mounting hardware.



Commercial Coupler Available

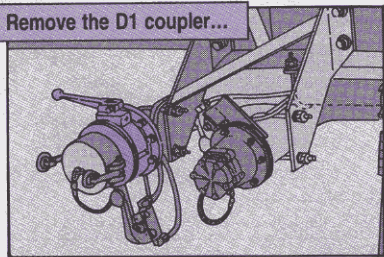
Make hookups at commercial fuel facilities a snap with a 6-inch dry-brake coupler. It's now available as an Additional Authorization List (AAL) item.

If your CO okays it, here's what you need:

Item	NSN
Dry-brake coupler	4730-01-088-8675
Air interlock valve	4820-01-106-2210
Gasket	5330-01-081-5070

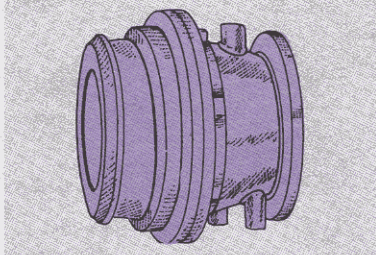
To install the coupler, first remove the D1 coupler, brake interlock valve and air lines. Then clean the flange gasket surface using the scraper in the general mechanics tool kit.

Remove the D1 coupler...

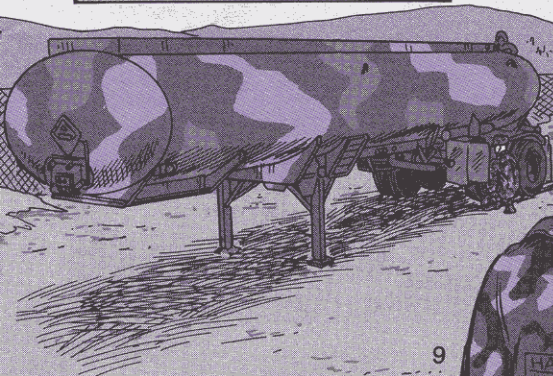


Install the new gasket and coupler, reusing the old capscrews and nuts. Put the new air interlock valve on the coupler and reconnect the air lines.

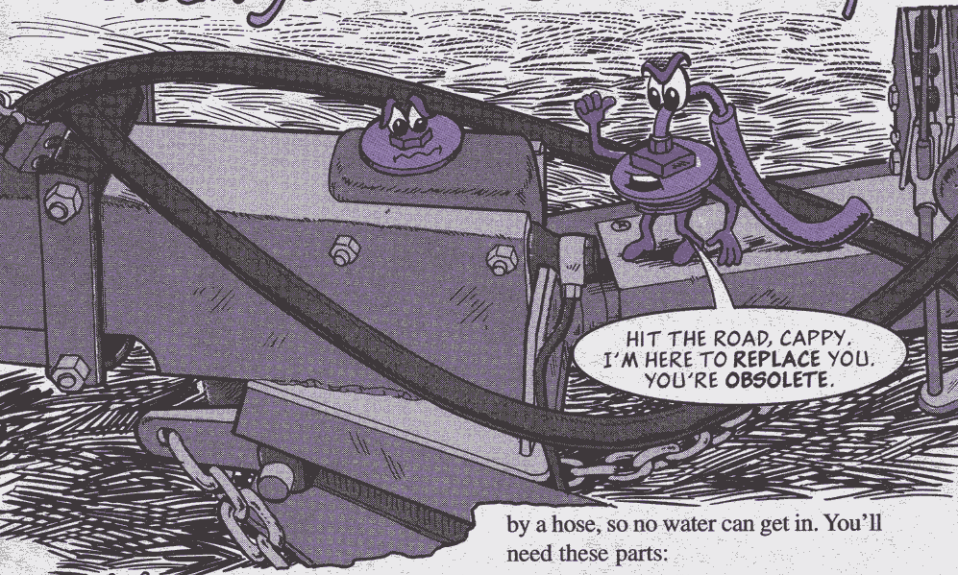
... and install the 6" dry-brake coupler



FINALLY,
PRESSURIZE THE
AIR TANKS AND CHECK FOR
LEAKS. STORE THE D1 COUPLER
AND BRAKE INTERLOCK VALVE
IN THE STORAGE
COMPARTMENT.



Change Brake Filler Cap



Water just loves the vent hole in the brake master cylinder cap of M101A2 and M116A2 trailers.

Once water's inside the cap, the diaphragm is no match for it. Over time, the diaphragm goes bad and you've got water going right into the brake fluid. That's curtains for your trailer's brake system.

To prevent this, replace the one-piece filler cap with the setup used on M103 and M105 trailers. This cap is vented

by a hose, so no water can get in. You'll need these parts:

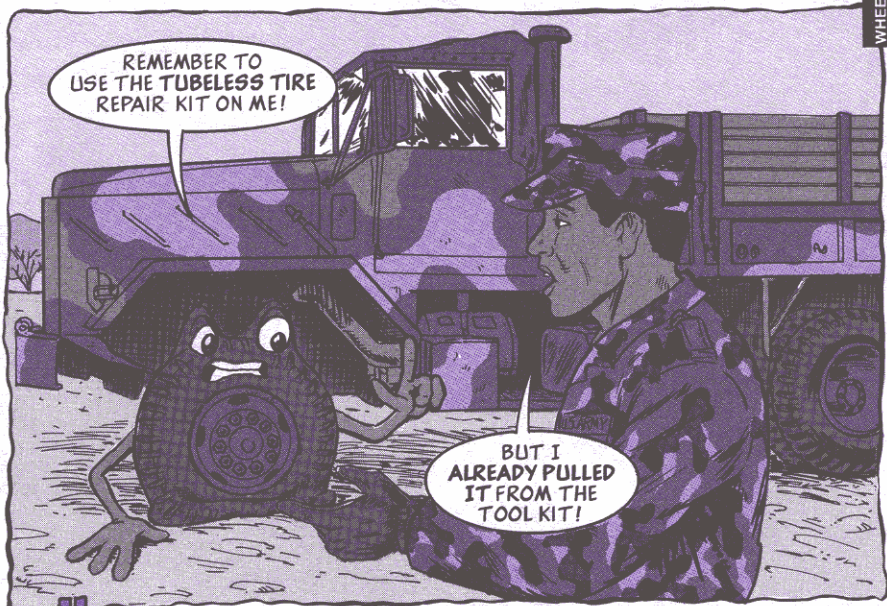
Item	NSN
Cap	4730-00-773-2163
Vent tube	4710-00-511-1692
Rubber hose	4720-00-809-2750
Clamp	4730-00-908-3194

TM 9-2330-202-14&P doesn't show this fix yet, but if your unit also has M103s or M105s, their TM 9-2330-213-14&P shows it. Make a note until your TM is updated.

M1061A1 Relay Valve

Use NSN 2530-00-021-2366 to get the relay valve for the M1061A1 5-ton flatbed trailer's airbrake reservoir. Make a note in Fig 20 of TM 9-2330-376-14&P until it's corrected.

DON'T MAKE COMMON Error!



Hang on to tubeless tire repair kit, NSN 2640-00-922-6921, even though SC 4910-95-CL-A74 (Common No. 1 shop set) says to replace it.

The replacement, bias tube repair kit, NSN 2640-00-052-6724, won't do you any good in repairing tubeless tires.

That's the word in TACOM maintenance advisory message, AMSTA-M 241230Z Mar 95.

If you need to replace items in the tubeless kit, use the following NSNs. Info in the old SC is wrong.

The tubeless tire repair kit is cheaper than its parts, so order the components **only** if you need specific items.

Item	NSN
Repair material, string	2640-00-922-6915
Metal box	2640-00-922-6916
Bonding compound	2640-00-922-6917
Applicator	2640-00-922-6918
Leak detector	2650-00-922-6919
Injector needle	2640-00-922-6920
Injector tool	2640-00-922-6922
Knife	5110-00-595-8402
Hand reamer	5110-01-101-8355

Know When to Fold 'Em



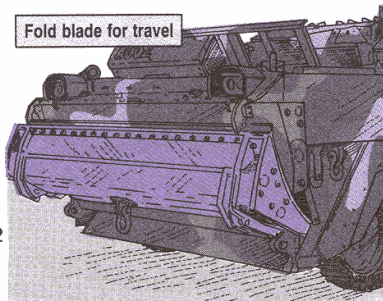
The M9 ACE is no longer a new vehicle, and no doubt you operators know TM 5-2350-262-10 by heart. Even so, a little extra help goes a long way in keeping your ACE mission-ready.

1 Remember what the ACE is designed to do and how to make it do the job. Use the blade for moving, loading and unloading dirt. Never use the ACE to excavate solid rock—you'll wreck the blade's scarifier teeth for sure, and probably cause hydraulic system damage.

PS 518

2 Always fold the blade when traveling cross-country, no matter what the soil conditions are. That way the blade can't dig into a ridge or other obstruction.

Fold blade for travel



12

3 An empty ACE is butt-heavy, which is no problem on flat ground, hard-top road or when you're going downhill. But if you're going uphill in loose sand, that heavy rear end can mean no traction at all.

Keep the bowl about one-third full of dirt and push the ejector forward. This moves weight to the front of the ACE—enough that you can scale those big hills or sand dunes.

Fill bowl 1/3 full of dirt when going up hill



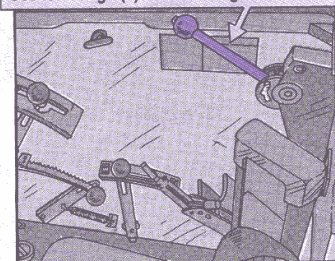
4 For safety's sake, do not haul troops in the bowl. The bowl's for dirt, sand or cargo, not people. Same goes for hauling people in the rear of the vehicle. Never do it.



PS 518

5 Remember to move the ACE's winch lever into "L" (low range) when you reel in the winch cable. That way the cable won't unwind and birdnest around the winch drum.

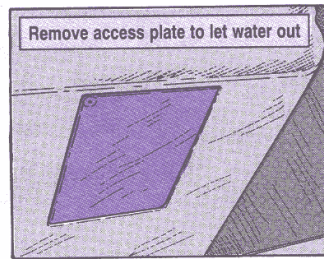
Use low range (L) when reeling winch cable



6 Amphibious operations let water sneak past the sponson apron's hydraulic access plates. You get corrosion in summer and ice in winter, either of which causes damage.

Get the water out. Have your mechanic remove the access plates after every swim. He'll need Loctite, NSN 8040-00-530-4820, for the plate screws when they go back in.

Remove access plate to let water out



13

JAN 96

PM Tips for Coooool Running

COLD WEATHER'S NO SWEAT FOR YOUR HARD-WORKING SEE AS LONG AS YOU STAY HOT ON ITS PMCS.



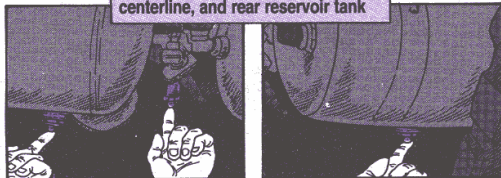
Follow the information in TM 5-2420-224-10 for sure, but eyeball these PM tips for a little extra help in keeping your SEE mission-ready.

Drain the Tanks

Temperature changes increase condensation in the SEE's air brake system. Condensation leads to corrosion . . . and brake failure.

Drain water out of the air tanks before the day's run by pressing the drain valves on the front air tank, then on the centerline and finally on the rear reservoir tank.

Press drain valves on front air tank, centerline, and rear reservoir tank

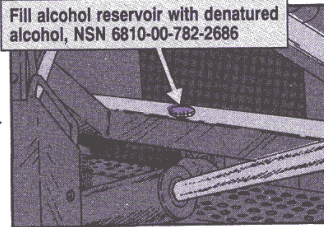


Alcohol Reservoir Full?

Before the snow flies, make sure the SEE's compressed air system antifreeze unit is set for the season. The antifreeze unit shoots alcohol into the air brake system to keep water from freezing in the brake lines.

Eyeball the alcohol reservoir to make sure it's filled. Use only denatured alcohol, NSN 6810-00-782-2686, in the SEE's air brake system. Adding ethyl or methanol alcohol—such as antifreeze—corrodes the air lines.

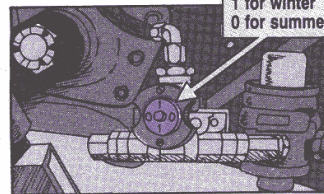
Fill alcohol reservoir with denatured alcohol, NSN 6810-00-782-2686



Seasonal Unit Setting

Put the antifreeze unit setting in 1 (open position) for winter, or 0 (closed position) for summer.

1 for winter
0 for summer



Keep the reservoir filled—even in summer—to keep dirt and dust out.

Travel Low

Run your SEE low and balanced, especially over icy road conditions or hard-packed snow. If you're hauling a bucket of snow or dirt, keep it low until you're ready to drop the load.

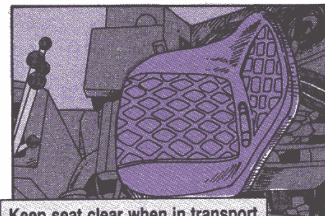


Keep load balanced and low

A full bucket carried overhead makes the SEE top-heavy. When you're on the move, gullies, bumps and slopes can pack a real jolt and rock the excavator from side to side. With enough bouncing it could tip over.

Clear Your Seat

Make sure the backhoe seat is empty when you're ready to stow the backhoe. During stowing, the control levers move enough to hit anything in the seat. All it takes is a little pressure on the levers to activate the boom. The boom extends and hits the exhaust stack or anything else in its way.



Keep seat clear when in transport

Turn off Bad Switches

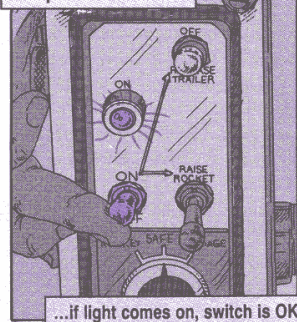
HERE'S HOW TO
WEED OUT BAD SELECTOR
SWITCHES.

Some electrical control box POWER ON switches for the MK-155 Mine Clearing Line Charge (MODs 2 and 3) were wired wrong during production. Result: You get no POWER ON light during the prefire continuity checks.

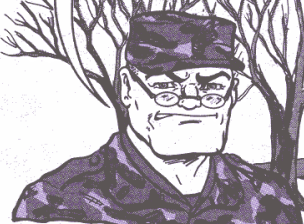
Repairmen, test for a bad switch like this:

- ★ Connect the control box to the vehicle or the power supply.
- ★ Move the power source switch to ON.
- ★ If the POWER ON light comes on, the switch is OK.

Turn power switch ON...

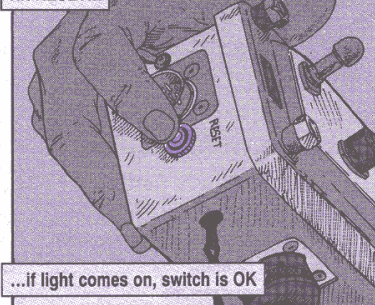


- ★ If the light doesn't come on, make sure the NATO connector is installed correctly and the vehicle battery power disconnect or power supply switch is on.

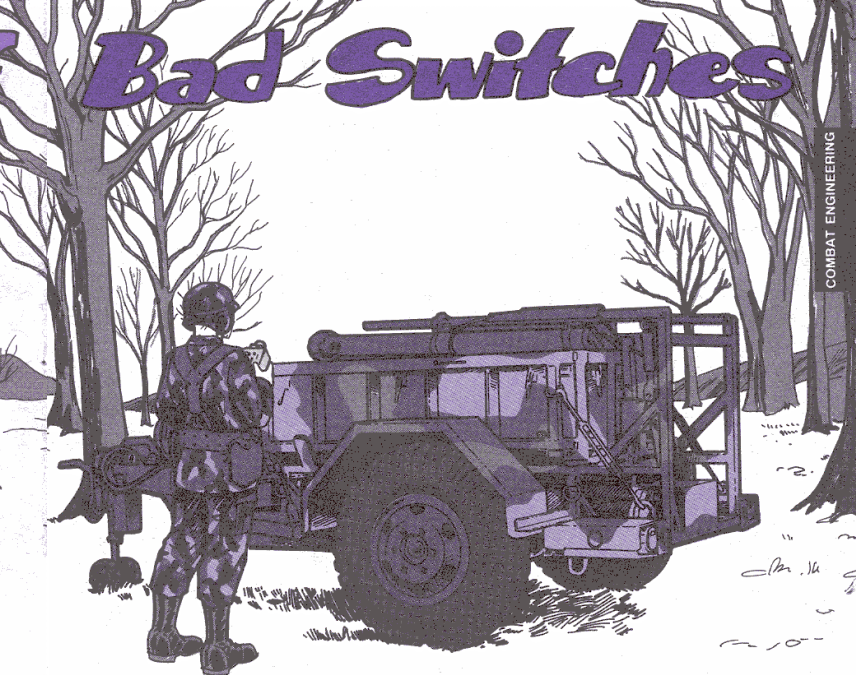


- ★ Hit the control box reset button. If the switch light comes on, the switch is OK.

HIT RESET...



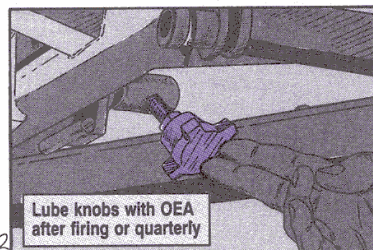
- ★ If the light doesn't come on, replace the light's bulb, NSN 6420-00-763-7744, and try again.
 - ★ Still no light? Turn the control box into support for repair.
- Support will rewire the switch like it says in ACALA maintenance advisory message 95-05. The local ACALA logistics assistance representative (LAR) will have a copy.



Trailer Disconnect and Lubing

Here are a couple of MICLIC tips to keep in mind. The quick-disconnect on the MICLIC trailers is breaking often. It is being redesigned to work better. In the meantime, don't use it. See ACALA Maintenance Advisory 95-02 for more info.

Lube the front and rear handknob crosspiece assemblies with OEA after firing or quarterly, per the MICLIC LO. Otherwise, the shaft housings corrode and it will be difficult to rotate the handknob crosspiece.



Track Tension Tuneup Tips

Proper tension is the key to a long, healthy life for your MLRS track, crewmen. If it's too loose, you end up with a thrown track. Track that's too tight wears out sprockets before their time.

Keep track tension just right by checking it after each operation. All it takes is a pencil and a little know-how.



Let the vehicle roll to a complete stop on firm, level ground. Stop the engine and try turning the rear support roller with one hand.

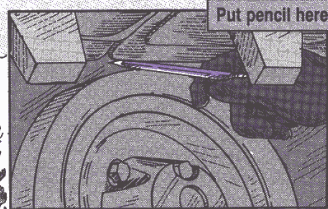
The roller should turn freely with just enough room between the track and the roller for a pencil to pass through.

More room than that and the track is too tight. If the roller won't turn at all, the track is too loose.

Either way, it's time to make some adjustments.

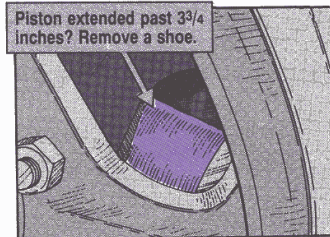
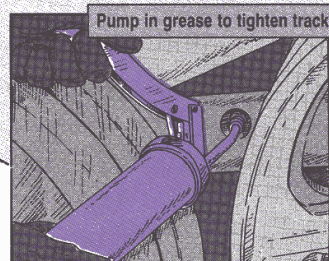
Tightening Track Tension

1. Place a pencil between the track and the rear support roller.



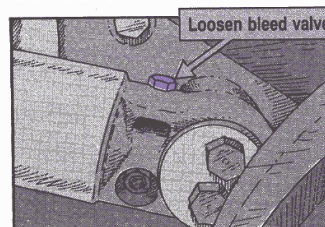
3. Watch the pencil. The tension is right when there's just enough room between the track and the rear support roller for the pencil to fit.
4. Keep an eye on the track adjuster piston, too. The maximum extension for the piston is $3\frac{3}{4}$ inches. If you've reached that and the track is still too loose, you'll need to remove a track shoe and start over.

2. Wipe the lube fitting with a clean cloth and pump grease into the track adjuster.



Loosening Track Tension

1. Once again, place a pencil between the track and the rear support roller.
2. With a $\frac{5}{8}$ -in open-end wrench, loosen the track adjuster bleed valve just enough to allow grease to flow.
3. Watch the pencil. When there's just enough room between the track and the rear support roller for the pencil to fit, the tension is right.



4. Re-tighten the bleed valve and wipe away excess grease.

Don't stop there, crewmen. Only after you've driven the vehicle 100 feet, coasted to a stop and checked the track tension once more is the job done.

A Plug for Smooth Starting



Having trouble starting your Bradley in cold weather, drivers? It could be that the generator voltage adjustment plug is on the wrong setting.

The plug has three settings: **tropic** (27 volts), **normal** (28 volts), and **arctic** (29 volts). Depending on the climate in your area and what you have the plug set at, the generator could be over- or under-charging your vehicle's batteries.

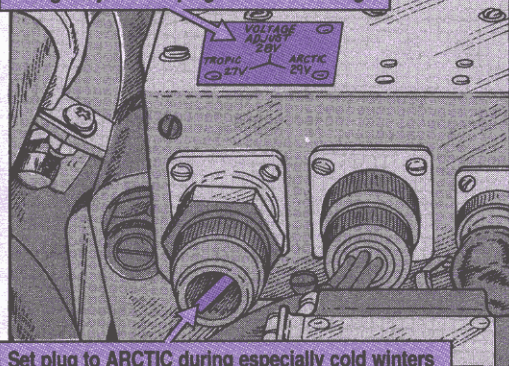
In most cases, you only have to set the plug once. In areas where water never freezes, set the plug to TROPIC. If you work in an area where water freezes each day set the plug to ARCTIC. For everywhere else, turn the plug to 28V, the normal setting.

Sometimes, though, you'll need to adjust the plug according to the seasons—if you work in an area with very cold winters and mild to hot summers, for instance.

If the vehicle has trouble starting in cold weather, turn the plug to ARCTIC. That ups the voltage and makes starting easier.

Just remember to change the plug back to 28V (normal) after the cold season has passed.

Voltage adjustment plug has three settings



GET THE LATEST UPDATE

C11 is the latest STE-M1/FVS software update. It lets you run all current diagnostic tests (and a few new ones) with more accuracy on M1-series tanks and M2/M3-series Bradleys.

Test set modifications to add the update are most often done when your set needs calibration. If your set has not been modified and calibration is not due soon, contact your local TACOM LAR or call the Tech Line for information.

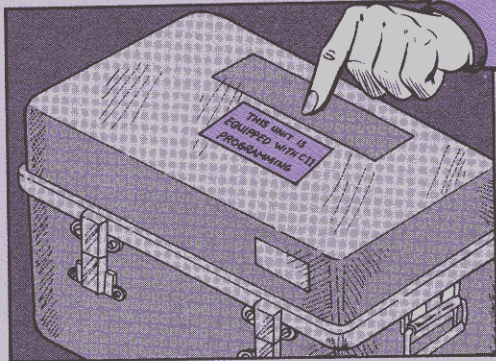
GET YOUR AREA
TECH LINE USING THESE
NUMBERS...

US: 1-800-229-3458
Germany: 0130-81-8694
South Korea: 0078-16-800-7547

Not sure your set has the C11 upgrade? Look for a sticker that reads

**THIS UNIT IS
EQUIPPED WITH C11
PROGRAMMING.**

Your unit should have four stickers—one each on the VTM and CIB and one each on top of the VTM and CIB cases.



Armor Tiles TM Available

If your unit has, or is ever likely to use, armor tiles for the M2A2/M3A2 Bradley, there's a new TM you need to get.

TM 9-1375-217-13&P covers installation information, repair parts for mounting hardware, and special tools for M3, M4, M5, M6 and M7 high survivability armor tiles.

Order the new TM on a DA Form 4569. Then make sure you get changes by adding Form 12-37-E and Block 2390 to your 12-series forms.



SUSV . . .

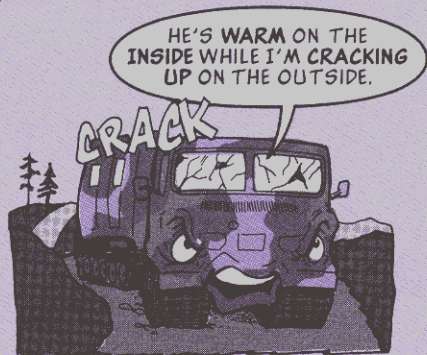
Cracking Up in the Cold

Drivers, when it comes time to drive your SUSV during sub-zero temperatures, you'll do almost anything to keep warm. That includes spending your own money to buy one of those portable, battery-operated heaters to help warm up the cab.

There's a problem with those heaters if you put 'em in the wrong place, though. Do not be tempted to put one on the console beside you.

The hot air that keeps you warm also blows on the windshield. And when hot air meets extremely cold glass — **CRACK!** — it's time for a new windshield.

Next time, let your SUSV heat up the way it's supposed to — gradually — with the cab heater.



Periscope Coverup

Dear Editor,

We've had trouble with the glass in the driver's periscope on all of our M88A1 recovery vehicles.

Constant exposure to the sun, especially in the desert, turns the periscope glass brown and filmy. It's a chemical change to the glass and can't be cleaned off.

We've fixed this problem with a few strips of hook tape and pile fasteners and some clean, white rags. Here's how:

1. Stick a piece of hook tape, NSN 8315-00-106-5973, above and to both sides of the periscope glass.

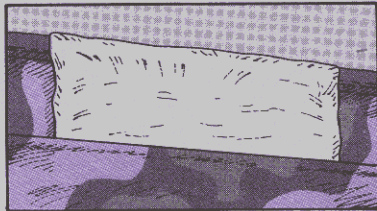


2. Cut out a piece of the white rag large enough to cover the periscope glass and hook tape.

MAN, THESE GLASSES ARE DIRTY! ALL I CAN SEE IS A BROWN HAZE!

I'M THE PROBLEM—NOT YOUR GLASSES!

3. Put pile tape, NSN 8315-00-106-5974, on the three outer edges of the fabric and attach the new cover to the hook tape.



The white fabric reflects harmful sunlight and strips off easily before the start of a mission.

SPC Michael Donohue
HHC, 1/34 AR
Ft Riley, KS

VE-E-E-E-RY INTERESTING.

FROM THE DESK OF THE Editor

Sounds like you've got it covered!
Good job!

Don't Get Zapped!!

Mechanics, you'll be shocked at what could happen when you're safety wiring the final drive on M109-series SP howitzers and M992 ammo carriers.

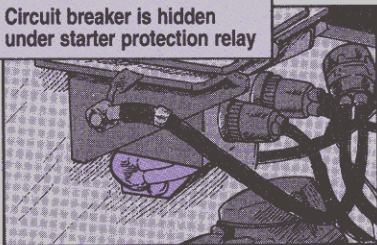
If you accidentally touch the safety wire to the 50-amp bilge pump circuit breaker while the master switch is on, sparks will fly.

The circuit breaker usually isn't harmed, but you could end up with a nasty burn.

It's easy to do. You're working in a confined space and the circuit breaker is hard to see back under the starter protection relay. One touch is all it takes to get zapped.

You can avoid being shocked by making sure the master switch is turned **off** before safety wiring the final drive.

Circuit breaker is hidden under starter protection relay



BLUE VS CLEAR

Dear Half-Mast,

The PMCS tables in TM 9-2350-311-10 (Nov 94) say to replace your howitzer's hygroscopic breather assembly if the color indicator turns from blue to pink, yellow or white.

We've started getting assemblies that have clear color indicators. Are they OK to use?

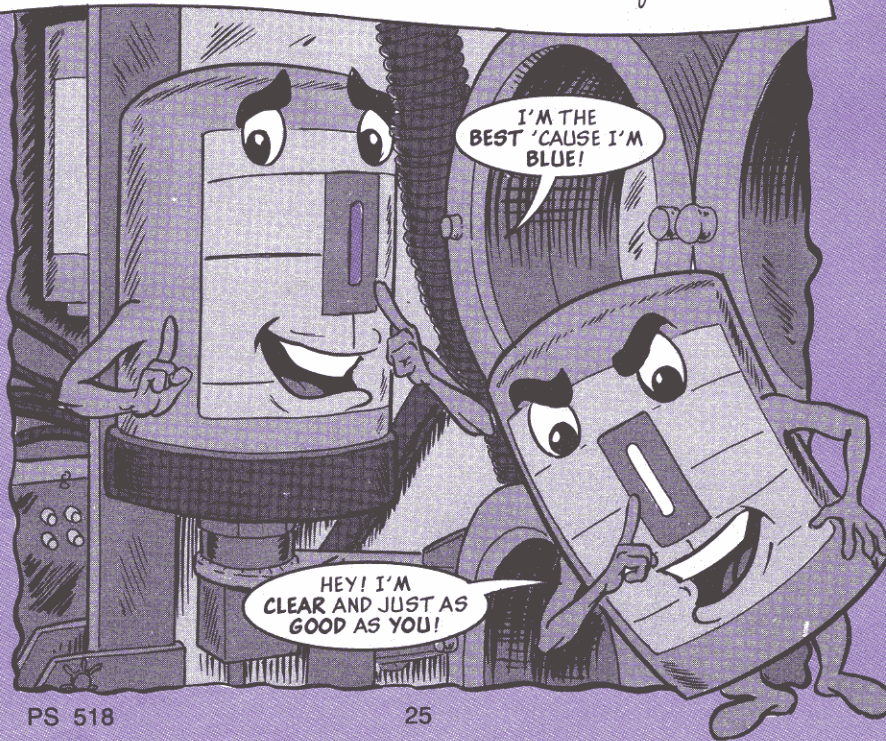
SGT J.B.

Dear Sergeant J.B.,

Some of the newer hygroscopic breather assemblies contain clear desiccant instead of blue. That's OK! They are **not** defective.

You'll find that as the desiccant absorbs moisture, it slowly turns pink. That's when you should replace the breather assembly.

Half-Mast



Investment Opportunities

Crewmen, how much do you think a few drops of oil cost? A few pennies, maybe?

It depends on where you use them. In the case of the M992 ammo carrier, those few drops of oil can be worth more than \$2,700 — if they're used on the personnel, canister and APU door hinges.

The hinge pins rust if they aren't lubed with OE/HDO or OEA and exercised at least quarterly. Rusted pins freeze in place and snap if you try to force the door.

Now, take a look at replacement costs for the hinges:

Door hinge	Approx Cost
Personnel side door	\$660
Canister side door (left)	\$160
Canister side door (right)	\$160
APU side door	\$1,720

It's either a few pennies worth of oil or a few thousand dollars worth of hinges.



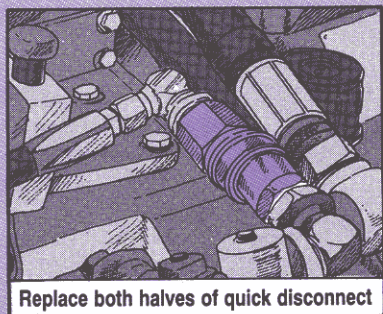
M109-Series SP Howitzers, M992 Ammo Carriers . . .

Nix the Mix on Fuel Line Fix

Mechanics, keep that fuel line quick-disconnect together when it's time to swap out powerpacks in M109-series howitzers or M992 ammo carriers.

The quick disconnect, NSN 4730-00-738-8571, has several manufacturers. Each works equally well — at least until you try mixing different halves.

A mismatched quick-disconnect will reduce or even cut off fuel flow, stopping your vehicle in its tracks.

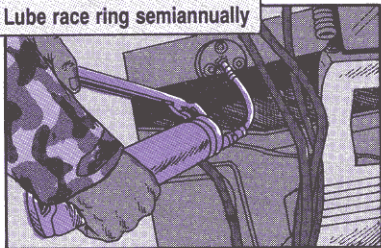


Lube the Turret Race

Mechanics, far too many M1-series tank turrets come to a grinding halt in the desert because there's not enough lube in the race ring assemblies.

Lubing the race ring should be done every six months. If you can't remember the last time you lubed one, do it pronto. That applies to all M1-series tanks, but especially to those in desert environments.

Lube race ring semiannually

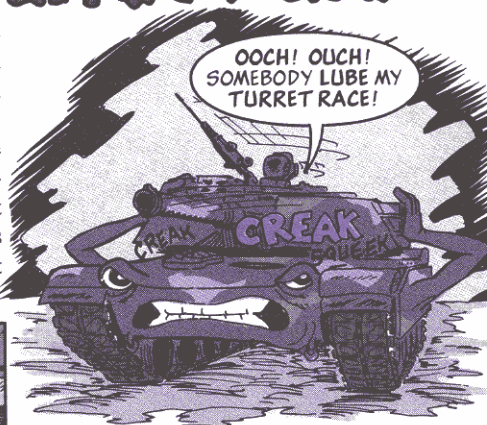


In the past, you needed a special lubing tool made by your support shop. That meant removing the ball insert plug in the inner race bearing ring and installing the tool before lubing.

That's changed. MWO 9-2350-200-30-9 authorizes DS to modify the ball insert plug to make it a permanent lubrication fitting.

You can tell if your tank has the modification by looking at the plug on the inner race bearing ring. If it has a grease fitting, you're good to go. If not, report it to DS and they'll apply the MWO.

Before you send the plug off to DS, tag it with your tank's serial number. That way you'll get the original plug back. Each plug is machined to PS 518

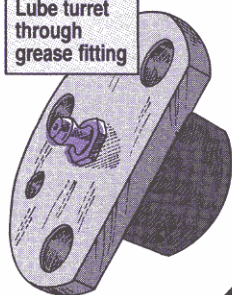


match its race ring. Running your M1 with a plug from another tank will damage ball bearings, springs and the race assembly.

Of course, you should lube the race ring before sending the plug off for modification. See Item 15 in the semi-annual PMCS in both TM 9-2350-255-20-2-1 and TM 9-2350-264-20-2-1.

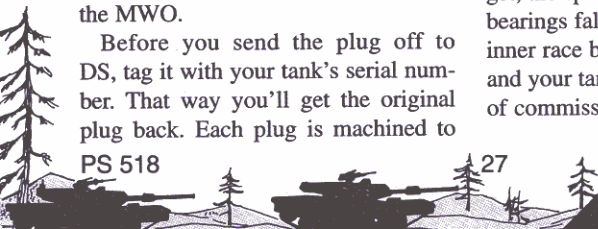
Never traverse the turret unless either the lubing tool or the ball insert plug is in place. If you forget, the springs jam up, the bearings fall out of the inner race bearing ring and your tank is out of commission.

Lube turret through grease fitting

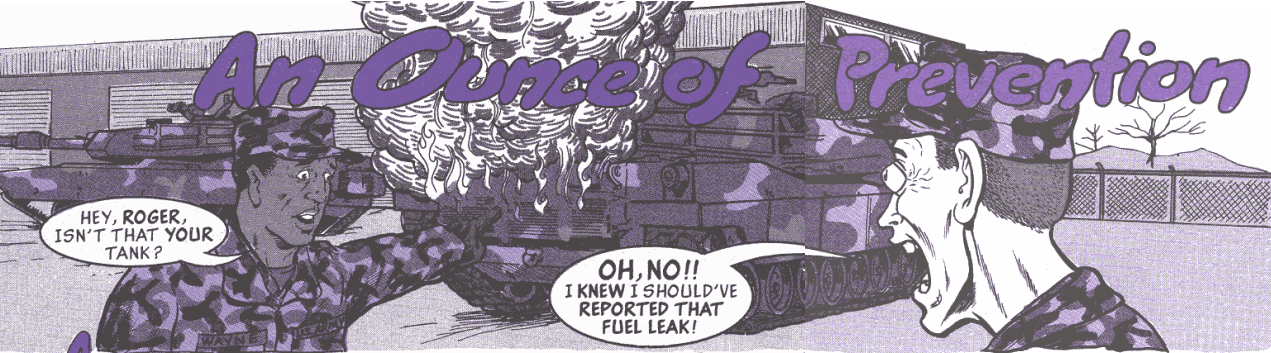


**SPECIAL SECTION
ON M1 TANKS**

(To remove this section, bend staples up, remove pages 27-34, then re-close staples.)



An Ounce of Prevention



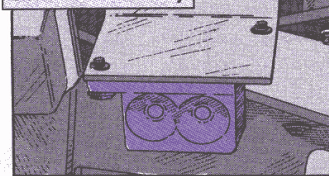
An ounce of prevention is worth a pound of cure, tankers. That's especially true when it comes to preventing fires on your M1-series tank. After all, it's not just your vehicle that burns.

Read and heed the following tips:

◆ Keep the hull floor clean. Dust, dirt, sand and debris can build up and hide fuel spills and leaks. Then you've got a fire just waiting for a spark.

◆ Clean the fire sensors daily. They can't "see" a fire if they're dirty. Use lens cleaner, NSN 6850-00-227-1887, and lens tissue, NSN 6640-00-285-4694, to prevent scratching the lens.

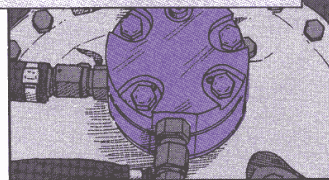
Clean fire sensors daily



◆ Report fuel leaks as soon as you spot them — all of them, no matter how small. Fuel filters, PTS actuator hoses, and smoke generator lines are good places to look for leaks.

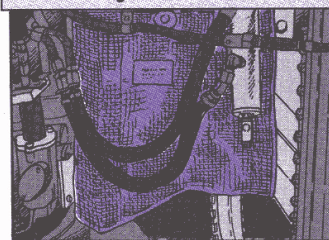
Give the combustor fuel nozzle, line and fittings special attention when the pack is pulled. The nozzle should be securely mounted and torqued to 90-100 lb-in. Any less could allow a leak.

Watch combustor fuel nozzle for leaks



◆ Look for damage to the combustor heat shield if your vehicle has one. Make sure the shield is securely mounted to the engine.

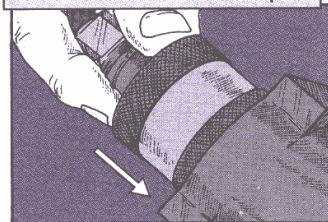
Look for damage to combustor heat shield



◆ Be very careful when installing the hydraulic case drain quick disconnect (QD). Space is tight and the QD must be properly connected to prevent leaks. Here's how:

1. Pull up on the QD collar.
2. Press down on the elbow until you feel the QD come into contact with the hydraulic pump.

3. Press down on collar to lock in place



4. Pull up on the elbow to make sure the QD is secure. If it comes loose, try again.

◆ Eyeball all electrical cables for wear and damage from rubbing on sharp metal edges. Sparks from arcing or shorting cause most fires to start. The most commonly damaged cables are:

— The cables routed through the opening between the battery box and the engine compartment.

— The cables routed along the top edge of the powerpack.

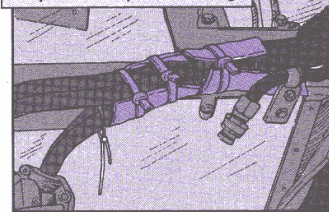
— The cables that run along the outside edge of the generator.

— The generator's cable harnesses and terminals.

Report any cables that show wear, chafing, melting or other damage. Cables with visible braiding or shielding should be replaced right away.

Prevent rubbing damage by wrapping cables, either individually or in a bundle, with a section of radiator hose, NSN 4720-00-150-5970. That NSN gets you a 12-ft section of 2 1/2-in ID hose.

Wrap cables to prevent damage



Hold the hose in place with plastic ties. Use NSN 5975-00-074-2072 to get 6 1/2-in ties or NSN 5975-00-570-9598 for 10 1/4-in ties.

◆ Get a copy of the training film, "The Abrams Tank Fire Prevention", from your local TASC. The PIN number is 710571.

EASY DOES IT

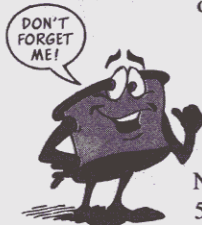
As you get better at a job, you usually do it faster. But when you're pulling the powerpack from an M1-series tank, forget **faster**.

You'll end up with broken parts on the powerpack and broken bones for yourself if you hurry the job.

Follow these tips and the guidelines in the -20-1-3 TMs:

- ✓ Park the tank on level ground. That reduces the chances of the powerpack swinging as you lift it out.
- ✓ Block the tracks. When the final drives are disconnected, the tank can move without a block.
- ✓ Use five people to do the job. Fewer is dangerous, more gets confusing.
- ✓ Use the proper lifting gear. Never substitute or improvise. Make sure the hoist connections are secure. Check the sling for cracks or other signs of wear. Is its load test current?

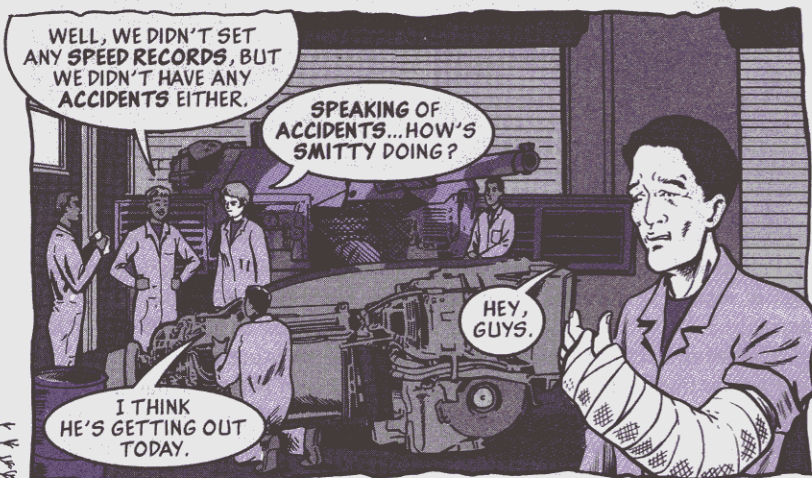
- ✓ Unhook all assemblies, linkages, hoses, cables and tubes. Tie up connections that stay with the pack. Secure the ones that stay with the hull.



Tape, cap or plug lines or connectors that need protection.

NSN 5340-00-450-5718 gets 156 caps and plugs in assorted sizes.

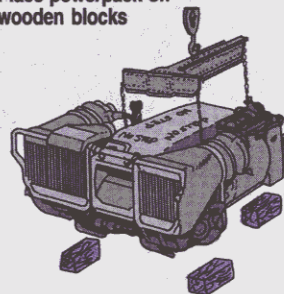
- ✓ Hoist the engine out very slowly, only an inch at a time in any direction. Steady it. That'll keep the engine air inlet screen and other components from banging against the hull.
- ✓ Keep everyone's arms and legs out of the way before and during the lift. Lift the powerpack slowly and keep it from banging into fuel tanks and other easily-damaged parts.



WITH POWERPACKS

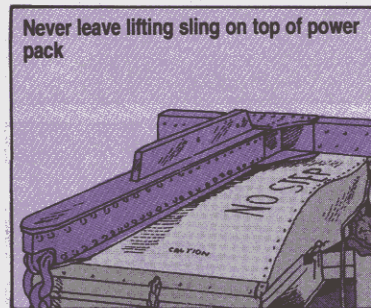
- ✓ Never lay the powerpack on the ground. Its own weight will damage components on the bottom of the pack. Instead, place the powerpack on three wooden blocks like Page 4-19 of the TM shows.

Place powerpack on wooden blocks



- ✓ Unhook the powerpack from the lifting sling and place the sling on the ground. The exhaust duct is stenciled "No Step," but you should also keep heavy objects, like the sling, off of it, too.

Never leave lifting sling on top of power pack



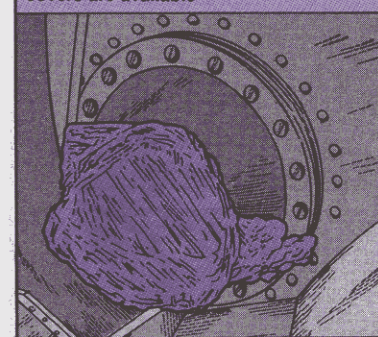
- ✓ Cover the powerpack's air intake with protective cap, NSN 5340-01-132-0877.

Without the cap, dirt gets into the engine. When you leave the engine out of the tank for a while, cover it completely with a tarp.

- ✓ The hull's plenum and final drive need protection, too. NSN 4330-01-128-5713 gets a cover for the plenum and NSN 5340-01-128-2767 gets a cover for the final drive. Use plastic and tape until the covers arrive.

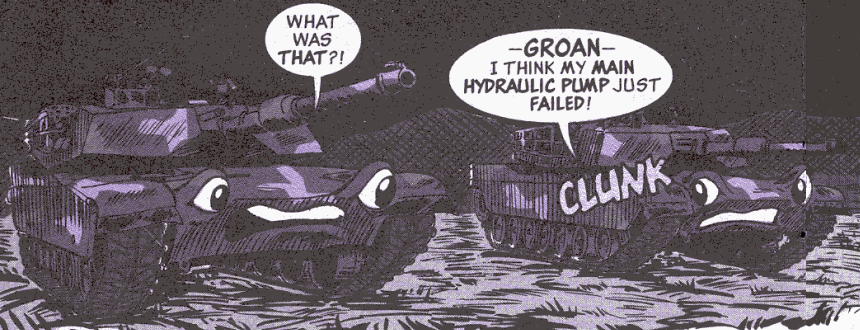


...and final drives with plastic if no covers are available



- ✓ Before you put the powerpack back in the tank, clean grime and oil off the engine compartment floor. Any debris there is a fire hazard.

Things That Go CLUNK! in the Night

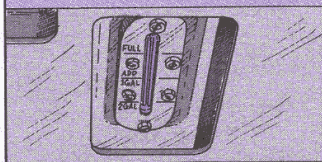


Are the connections on your M1's hydraulic system loose, crewmen? If so, that clunk you hear could be the main hydraulic pump falling apart.

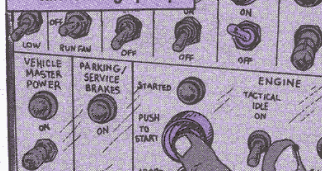
Air can get into the system at the inlet (suction) hose, quick-disconnects and fittings between the reservoir and main pump if the connections are not right and tight.

Here's how to check for air leaks:

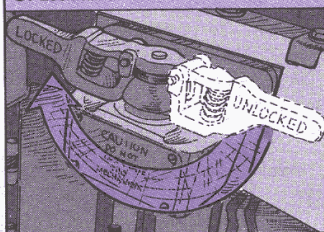
1. Make sure sight indicator on hull reservoir fluid level shows full



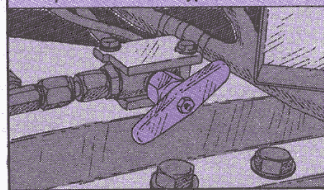
2. Start engine and turn on bilge pump



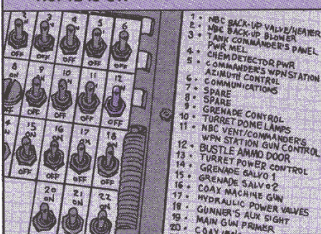
3. Lock turret lock



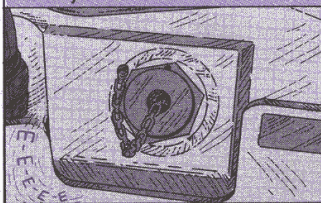
4. Open ammo door bypass valve



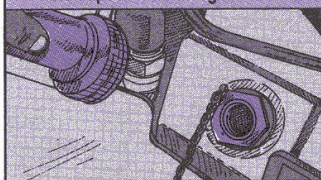
5. Make sure circuit breaker No. 12 is ON



6. If air's in system, you'll hear a loud screeching or grinding noise near reservoir. Noise will come and go every so often



7. Remove reservoir cap and check for fluid vapor with flashlight



8. Turn off bilge pump and shut down engine

If you hear the noise or find vapor in the reservoir, tighten all connections in the hydraulic pump inlet line between

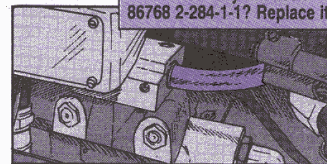
the reservoir and the pump. Then repeat the steps above. No noise or vapor means no more air leak.

Continued noise or vapor means you need to replace these parts:

Item	NSN
Packing between pump and quick-disconnect	5330-00-165-1978
Elbow	4730-01-118-8434
Elbow at reservoir	4730-00-727-9805
Packing at reservoir	5330-00-165-1978
Quick-disconnect assembly	4730-01-193-6781
Inlet hose assembly	4720-01-129-6081

While eyeballing the system, take a look at the metallic tube assembly just below the turret lock. Older tube assemblies marked with "86768 2-284-1-1" may fail under high pressure loads. Replace them with NSN 4710-01-080-5680.

Lube assembly marked 86768 2-284-1-1? Replace it!



After replacing each part, repeat the steps above to see if that solves the problem. Instructions are in Chap 20 of your -20-1-5 TM.

To Cap or Not to Cap?

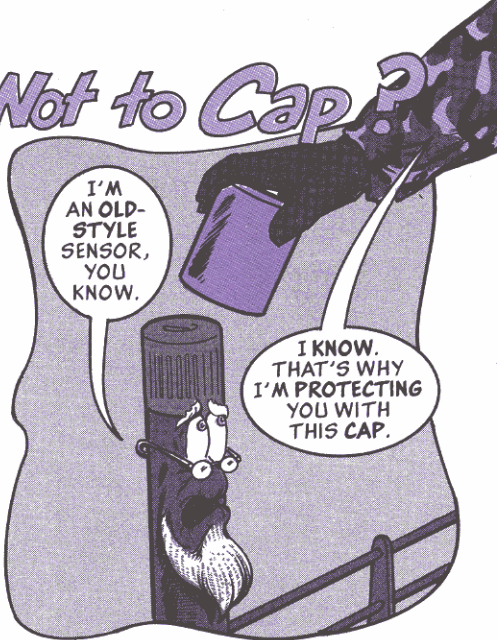
How you answer will depend on the type of crosswind sensor on your M1-series tank.

The old-style sensor doesn't stand up well to contamination. That's why you should keep it covered with cap, NSN 5340-01-095-0297, whenever the sensor is stowed.

The cap fits snugly over the sensor to keep out dirt, sand, water and other damaging elements.

The J-TEC sensor doesn't need a cap. It stands up to dirt and water much better than the old sensor.

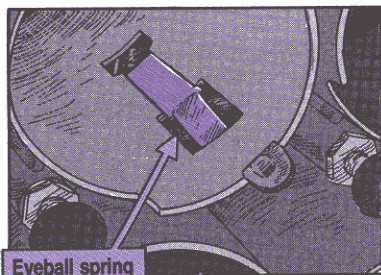
So, use the cap when you're supposed to and save your unit an \$1,800 repair job.



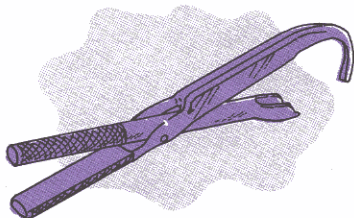
Spring to It!

There's only one thing that keeps that 105mm round in place in your M1/IPM1 tank's ammo rack: A simple flat spring, which can break or bend.

So, eyeball the springs during PMCS. If any are damaged or missing, leave those ammo tubes empty until your mechanic can replace the springs.



Eyeball spring



Spring insertion tool

Mechanics, order new springs with NSN 5360-01-201-8070. You'll need the spring insertion tool, NSN 1015-01-258-7636, to do the job right. Just follow the directions on Pages 5-140 and 5-141 of TM 9-2350-255-20-2-3.

GET A *FASTER* STRAP

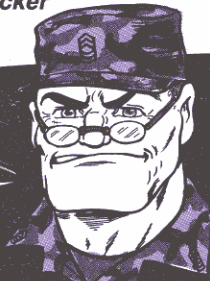
Dear MSG Half-Mast,

The HMMWVs that carry TOW missiles for our unit's missile launchers have equipment straps in back that are hard to unfasten. But we don't have time to waste, especially when the enemy is breathing down our necks!

To save time, we replaced those straps with quick release straps, NSN 5340-01-254-7190. Now we can get our equipment positioned much quicker.

**PVT John Rucker
Ft Polk, LA**

**NOW THAT'S QUICK
THINKING. KEEP UP THE
GOOD WORK!**



MISSILES

Avenger Missile System ...

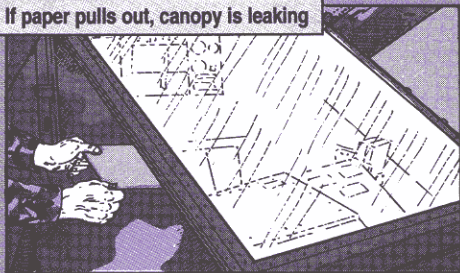
The Paper Test

If gases from fired missiles get inside the Avenger turret, the turret quickly becomes a coffin. Your repairman has a simple way to test for canopy gasket leaks. You can do it, too.

Put narrow pieces of tablet paper (6-in x 1.5-in) where the canopy fits on the turret at each front corner. Lock the canopy in place, leaving half of the paper hanging outside. Pull on the paper. If it slips out easily, the canopy's not air-tight.

If that's the case, your repairman needs to eyeball the canopy hinges and gas springs.

If paper pulls out, canopy is leaking



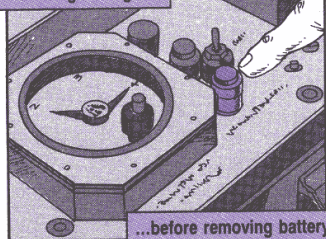
MORE POWER TO YOU

A TOW with a weak battery is a TOW that's a no-go. No juice means no firing. Charge up on this battery PM to keep your TOW on the go.

Storage and Charging

Repairmen, store MGS batteries in a cool, dry place. Keep batteries off bare concrete or metal. Place batteries on cardboard or rubber. Charge batteries at least every 30 days. But remember you must fully discharge a battery before you can charge it. And once you charge it, charge it all the way. Otherwise, the battery develops a memory and won't give you the juice it's capable of. Just wait four hours for the charger's FULLY CHARGED light to come on.

Wait for green light...

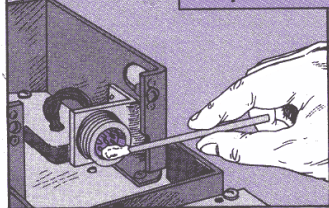


...before removing battery



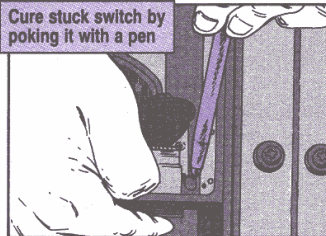
If you charge like you're supposed to, but the battery only gives a couple of firings, dirty charger and battery connectors may be the problem. Clean both the battery and charger connectors with denatured alcohol and a swab made from a clean cloth and stick. Recharge the battery.

Clean charger and battery connectors



If the battery still gives little juice, replace it. If the battery doesn't charge at all, a sticking microswitch on the charger could be the cause. Check by pushing in on the connector. If the switch doesn't click, it's stuck. Unstick it by pushing in on the connector and poking the switch with a pen. Then test again for the click. If it clicks, you're ready to charge.

Cure stuck switch by poking it with a pen



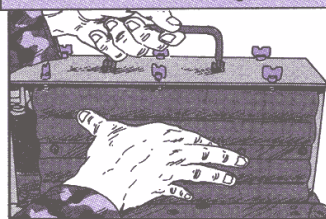
Check It Out

Before you send a battery to the field, eyeball it for leaks and corrosion that can cause arcing.

Make sure batteries have at least four wing fasteners. Fewer than four means the battery's NMC. Wing fasteners fly away fast because TOWsters jerk the batteries out of the MGS without fully unscrewing the wing fasteners. So it's

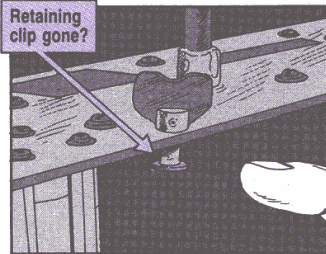
a good idea to keep extra fasteners, NSN 5325-01-148-8601, on hand.

There must be at least four wing fasteners



Check the wing fasteners for retaining clips, too. Without the clip, the wing fastener vibrates out and disappears. Order replacement clips with NSN 5365-00-298-6564. Support may have extras. The clips are also used on the azimuth and elevation covers for the daysight. If you can't get clips, have your armorer lock-wire the fasteners.

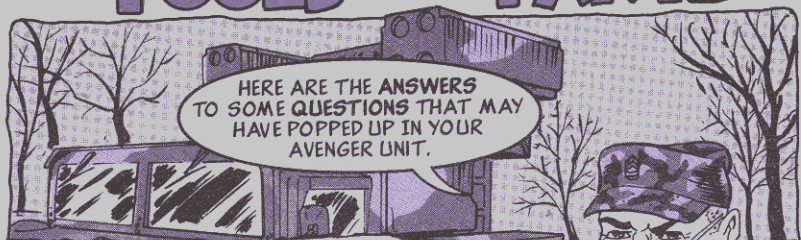
Retaining clip gone?



Protection

Give batteries extra protection by gluing a battery-sized strip of rubber on the truck floor below the spare battery rack. That stops battery-to-metal contact and cushions the batteries' ride.

TOOLS and PARTS



Q.

How do I inventory the Avenger tool kit?

A.

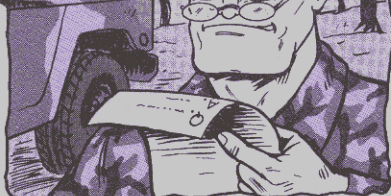
SC 5180-92-S01 and SC 5180-92-S02, which cover the Avenger tools, were scheduled to be published by the end of 1995. If you haven't gotten them your MICOM logistics assistance representative (LAR) can provide you with a list of Avenger authorized tools.

Q.

How do I order the machine gun brass collector?

A.

The brass collector has no NSN. Order it on a DD Form 1348-6 using CAGE 18876 and PN 13344801 from RIC B64.



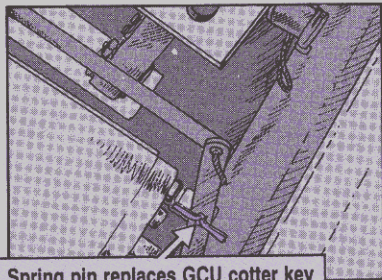
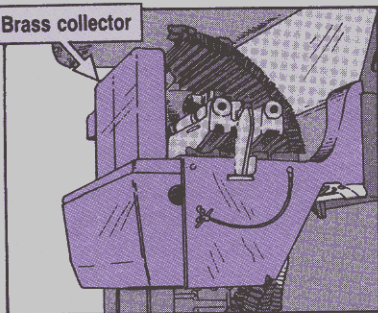
Q.

Is there a better fastener available for the coupler release rod on the gas charging unit (GCU)?

A.

The cotter key leaves too much play in the release rod. The cotter key was used in early versions of the GCU. It's been replaced by a spring pin that must be ordered on DD Form 1348-6 using CAGE 96906 and PN MS 16562-219 from RIC S9I.

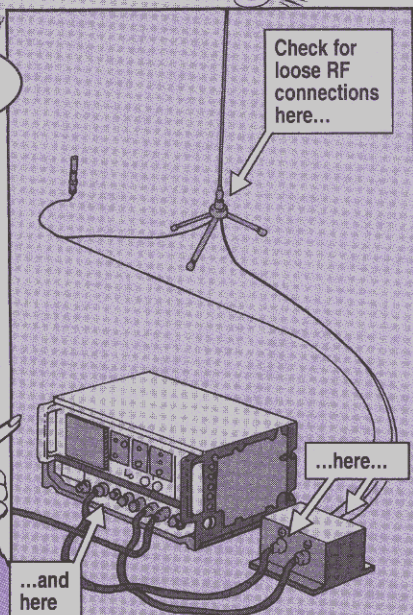
Brass collector



Spring pin replaces GCU cotter key

Stop Flashing

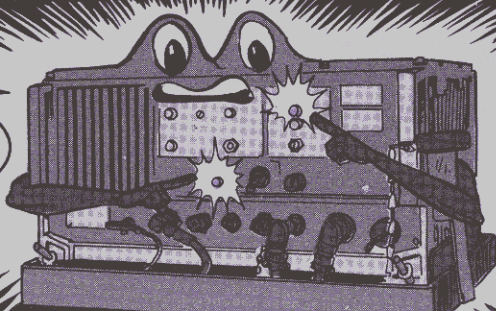
STOP FLASHING LIGHTS
AND START COMMUNICATING WITH
THESE AN/URC-97 TIPS. FIRST,
LOOSE CONNECTIONS...



⚡ If the **AFFILIATED** light starts flashing, it may not be network problems. Check the antenna connections for tightness at the antenna, at the RT-1539, and at the high voltage assembly-9 (HVA-9). A loose antenna connection at any of these spots also makes the **AFFILIATED** light flash.

⚡ When you look up phone numbers in the directory, write down the **COMSEC** profile as well as the number. You will need the profile to get the correct **COMSEC** key. Without the right key, the **CRYPTO ALARM** and **AFFILIATED** lights will blind you with their flashing.

HERE'S
THE SIGNAL THAT
YOU'VE GOT THE
WRONG KEY.



I'm Little, But I'm Wiry

I CAN'T TAKE IT ANYMORE!
EVERY COMMO CABLE HAS HIS LIMIT!
SO I'M ONLY GONNA SAY THIS ONCE ...
NO MORE ROUGH HANDLING!!
I WON'T BE PUSHED AROUND.

I'M THE LITTLE W4 AUDIO
CABLE ON YOUR VEHICULAR
SINGGARS. I QUIETLY
GO ABOUT MY
BUSINESS OF
CONNECTING
THE AUD/DATA
CONNECTOR ON THE
RECEIVER-TRANSMITTER
TO THE DATA
CONNECTOR
ON THE AM-7239
AMPLIFIER-
ADAPTER.

MAYBE I DON'T LOOK LIKE MUCH—JUST A LITTLE
8-INCH CABLE—BUT WITHOUT ME, YOUR SIGNAL
WON'T REACH THE RT—MUCH LESS YOUR
BUDDIES MILES AWAY.

NO WORD YET,
SERGEANT.

THAT'S WHY YOU
BETTER NOT TRY ANY
ROUGH STUFF.

CAN YOU BELIEVE IT?
SOME GUYS DON'T LUBE
MY CONNECTOR'S O-RING.
THAT MAKES IT HARDER
FOR THEM TO HOOK ME
UP. SO THESE BULLIES
TAKE IT OUT ON ME. THEY
PUSH AND TWIST AND
TRY TO FORCE ME ON
CONNECTORS, AND I END
UP WITH DAMAGED
KEYWAYS, STRIPPED
THREADS AND BENT OR
BROKEN PINS.

AUD
DATA
CRACK
CRUNCH

NOW I DON'T LOOK FOR
TROUBLE, YOU UNDERSTAND. BUT
SOMETIMES—POW!—I JUST WANNA
SMACK 'EM WITH MY CONNECTOR.

ALL THEY
HAVE TO DO IS PUT A
DAB OF SILICONE, NSN 6850-
00-880-7616, ON MY O-RINGS.
THEN I'LL SLIDE ON
WITHOUT A HITCH.

IT'S A
NO-BRAINER, FOR
GOSH SAKES!

AND THEN THERE ARE THE YANKERS. YOU KNOW, THOSE HAM-HANDED
ROUGHNECKS THAT TRY TO UNHOOK ME BY YANKING ON MY CABLE
INSULATION. THAT JUST BENDS AND BREAKS THE DELICATE WIRING
INSIDE ME. SEE HOW FAR YOUR SIGNAL GOES AFTER THAT.

I'M NOT A VIOLENT CABLE
BY NATURE, BUT ONE OF THESE DAYS,
I'M GONNA WRAP MY ETHYLENE-PROPYLENE
RUBBER INSULATION AROUND THEIR
NECKS AND CHOKE THE LIFE
OUT OF 'EM!

THEY SHOULD
LEARN TO UNHOOK ME
BY MY CONNECTOR. JUST PUSH MY
CONNECTOR IN A LITTLE AND TURN IT
COUNTERCLOCKWISE. I'LL DISCONNECT
EASILY, NO KIDDIN'. I'M A
REASONABLE GUY.

EXCEPT WHEN IT COMES TO THIS
ROUGH STUFF. IT'S ENOUGH TO DRIVE
A SANE CABLE OVER THE BRINK. NEXT
TIME SOME CLOWN GETS TOUGH
WITH ME, I FIGHT BACK.

WATCH
IT, BOZO!!

I MAY BE
LITTLE, BUT I'M
WIRY.

SO, GO
AHEAD, PUNK,
MAKE MY
DAY!

PS END

Twistin' the Rust Away

Unit maintainers, there's a new twist to cleaning the feedcone assembly on your OE-254 antenna.

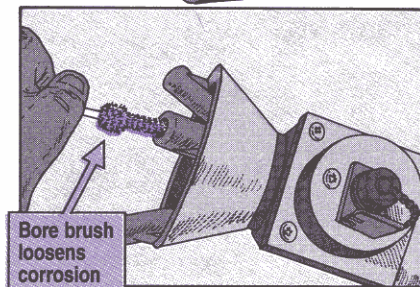
Over time, corrosion builds up in the antenna feed sockets, where the antenna elements are installed. A heavily corroded socket causes high reflected RF power that can burn up your receiver-transmitter.

The new twist to cleaning is in the cleaning tool. Use a small arms bore brush, NSN 1005-00-903-1296, to scrape out the corrosion. For a better grip and more twisting force, attach a handle, NSN 1005-01-113-0321, to the brush.

Just twist the bore brush down into the socket and turn it several times. The stiff fibers loosen corrosion and clean out the grooves.

Then wipe out the socket with isopropyl alcohol, NSN 6810-00-753-4993, and foam swabs, NSN 7045-01-154-1317.

Perform this cleaning during your quarterly PMCS.



Belt Help and Purging

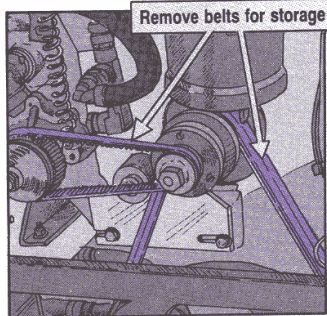
I THINK
THE M17 DECON
IS STASHED IN
HERE.

You don't have to work around a chemical unit very long before you realize that most M17 decons don't get much use. They can sit for months.

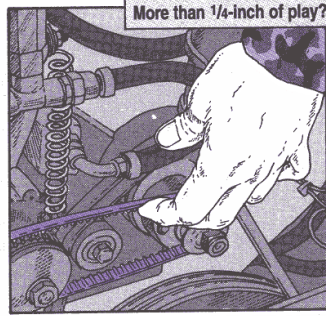
OH, SURE!
YOU LEAVE ME HERE
WITHOUT ANY PM AND
THEN EXPECT ME
TO WORK!

If M17s are not prepared to sit, you'll sit when it comes time to decon again. Dry rot and corrosion will have done their dirty work and moved on. Don't sit back and take that.

Fuel and water pump belts will stretch and dry rot if they're left on. So take off the three belts when you come back from the field and store them in the M17 tool box.



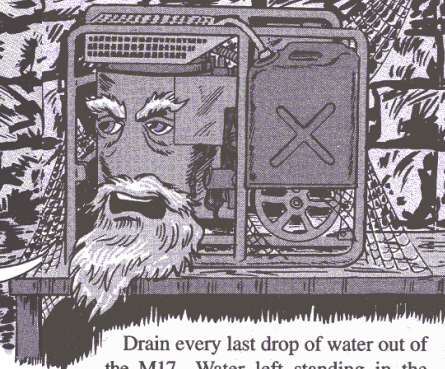
Remove belts for storage



More than 1/4-inch of play?

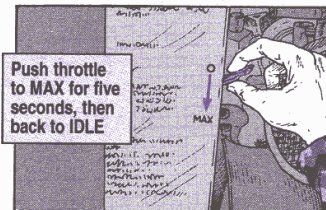
You can just rotate the belts on and off the belt pulleys.

But when you put the belts back on for action, make sure they're tight. There should be no more than 1/4 inch of play. Loose belts make the pumps less efficient. If there's too much play, you may need new belts. Tell your repairman.



Drain every last drop of water out of the M17. Water left standing in the decon leads to corrosion. Corrosion locks up the water pump and causes leaks.

To get every bit of water out, run the engine up to MAX for five seconds and then throttle down to IDLE. Repeat that until no more water comes out the water outlet.



Push throttle to MAX for five seconds, then back to IDLE

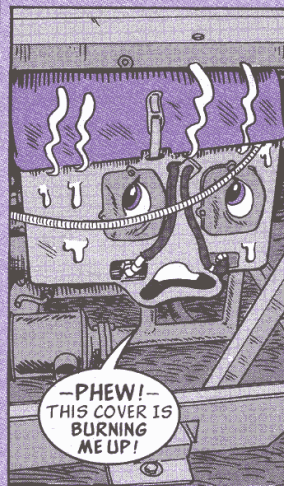
Never let the water pump run more than one minute without water. Otherwise, you cook the pump.

Custom Cover

The engine cover that comes with the M12A1 decon's Mil-Std engine was designed for the engine, but not when it's mounted on the M12A1.

As a result, the cover fits poorly.

The poor fit doesn't allow enough air to circulate over the engine, so the engine overheats.



-PHEW!-
THIS COVER IS
BURNING
ME UP!

The cover needs to be customized—but not by you repairman. Your support will modify the cover using the procedure on Page 2-77 in TM 3-4230-209-30&P (Sep 86). Then it will fit right and the engine will not overheat.

Safe Outlet Filter Removal

When your M43A1 outlet filter needs replacing, you can't just pitch it. It may have a trace of radiation and can be dangerous. Handle the filter like this: Wear disposable gloves, NSN 8415-00-682-6786, every time you handle the filter. Keep your hands away from your mouth, clothing and body.

If your skin touches the filter, wash immediately with nonabrasive soap, NSN 8520-00-228-0598, and water for two minutes.

To safely replace the filter, take the air outlet's cap and nut off the threaded shaft of the outlet filter. Set them in a safe place so they don't get lost.

Put the double plastic shipping bag, NSN 8105-00-989-2376, over the outlet filter. Unscrew the filter while holding it with the plastic bag.

Then put your gloves in the bag with the filter and seal the bag completely with tape, NSN 7510-00-802-8311. Mark it **RADIOACTIVE WASTE AM-241 LESS THAN 0.005 MICROCURIES**.

Put the air outlet cap back on the air outlet. Screw the air outlet nut back in the air outlet, using the 6-in adjustable wrench, NSN 5120-01-335-2216, in the turret mechanic's tool box or one similar. If you tighten too much, the plastic nut will break.

Put the bag with the gloves and filter in a metal container marked with a radioactive warning label. NSN 7240-00-634-0001 gets a 3-gal container. Get the warning labels from your local radiation protection officer, the post safety office, or the local Environmental Protection

Agency. There is no NSN.

Wash your hands with water and the nonabrasive soap.

On a DA Form 2765-1 or DD Form 1348-1 (turn-in document), write **M43A1 OUTLET FILTER—RADIOACTIVE**. List the gloves as **LABORATORY WASTE**.

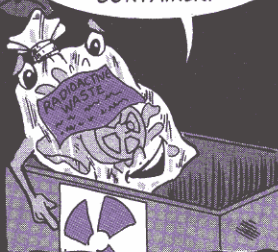
Turn in the container and form to your local radiation protection officer. Until turn-in, store the container in your unit's hazardous waste storage area.

See Para 4-13 in TM 3-6665-312-12&P (Mar 85) for more info.

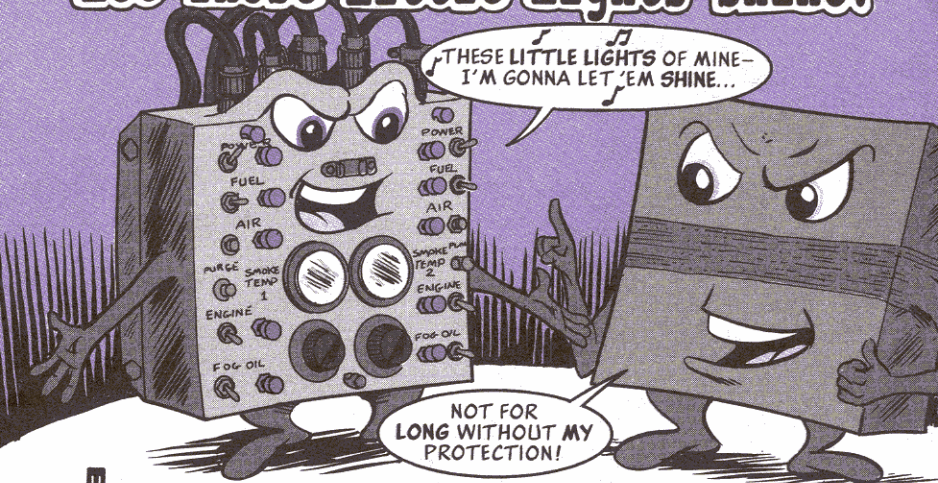
DISPOSABLE GLOVES
ARE A **MUST** WHEN HANDLING
USED FILTERS.



WHEN YOU'RE
DONE WITH US, PUT US
ALL INTO THE PROPER
CONTAINER.



Let Those Little Lights Shine!



Too many M157 smoke generator units are spending too much money replacing too many lamp assemblies on too many control panels. One unit spent over \$500 in just 1 1/2 months.

WHY?

The control panel lights stick out from the panel where they can easily be bumped and broken. And the panel sits in HMMWVs and M113s where soldiers like to store things. Stuff like helmets and packs are tossed in the truck or track and next thing you know a panel light is crushed.

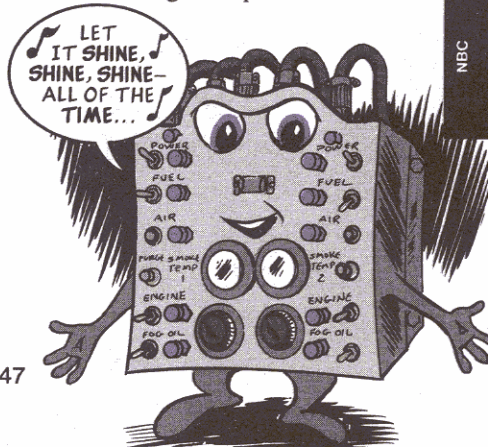
ONE SIMPLE PRECAUTION CAN STOP THAT!

Find a box roughly the size of the control panel. Trim the box so it fits over the panel face. Use tape to hold the box in place.

PS 518

Leave the box on the control panel all the time you're not operating. That way stuff bounces off the box, not the panel. When you're ready to smoke, just take off the box.

If a control panel light does go out, you may not need to replace the whole lamp assembly. Sometimes just a new bulb will do the trick. NSN 6240-00-155-7836 brings a 10-pack of bulbs.



Bad Stowage Kills Mask

Lots of M40 masks are ending up in the boneyard because their internal drink tube couplings are sheared off. Once the coupling's gone, so's the M40—it can't be repaired.

Improper stowage in the carrier is killing these M40s. Some soldiers are putting M40s in the carrier:

- ✓ Folded like the old M17 mask
- ✓ With a canister in the face cavity
- ✓ Or with the eyelenses facing toward the body

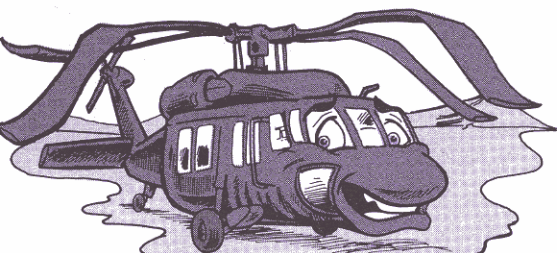
Any one of these actions shears the drink tube coupling.

TO PROTECT YOUR MASK ...

1. Stow it in the carrier with the eyelenses facing away from the body.
2. Do not fold your M40.
3. Do not store anything in the facepiece.

THEN IT WILL BE OK!

Seeing RED?

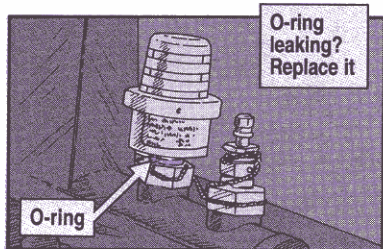


YOU CAN'T
DO MUCH WITH A
BAD BIM...

However, with Black Hawk blades you have one more unit level option.

A leaky BIM indicator might be caused by a faulty O-ring, NSN 5330-00-804-5695, Item 18/19 of Fig 334 in TM 1-1520-237-23P2.

If your pressure test indicates that you have an indicator problem, and not a spar problem, see if that O-ring is bad by doing the test in Para 5.19.1.f. If the O-ring is leaking, remove the pressure indicator, put in a new O-ring, reinstall the indicator, and do the test in Para 5.18.1.



There's not much you can do with a faulty BIM indicator on a Black Hawk's main rotor blade but replace it.

All repairs to the indicator, except to the test lever and the screw that holds it, are depot repairs.

...BUT YOU
CAN REPLACE A
BIM'S O-RING.



If the indicator light passes the test, your problem was the O-ring.

If the indicator fails the test, replace it.

YOU and YOUR

The helmet display unit (HDU) of your integrated helmet and display sighting system (IHADSS) is a delicate piece of equipment. It needs to be babied, not bullied.

Here are a few tips that will keep you from crying over a busted HDU:

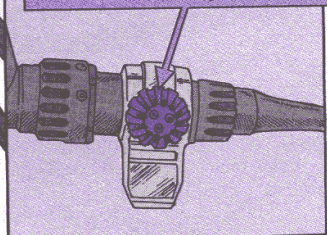
1 The numero uno problem with the HDU is with the adjustable mount.

The knob on the mount only rotates 220 degrees from its starting point to the place it stops on the spring tension clip. Far too many folks think the knob can do a 360. And it can, but only if you bust the shouldered pin on the way.

A bad shouldered shaft or pin means your adjustable mount falls apart. Not only is the adjusting capability gone, but you've now got a FOD risk.

The solution is as easy as it is obvious—**stop** means **stop**. When you hit resistance with the knob, stop turning!

Rotate knob until it stops—then STOP!



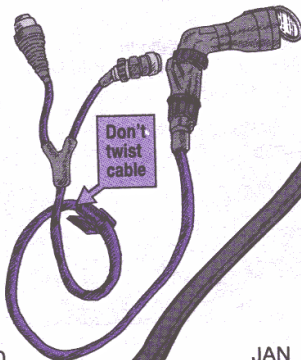
HANDLE ME AS
DELICATELY AS A BABY
OR YOU'LL END UP
CRYING.

2 Next problem area: The HDU cable.

The cable is not a rope that ties the HDU to the display adjust panel. It is an electronic highway made of many delicate wires.

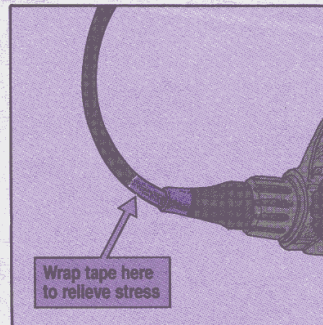
Unwrap the tube and cable assembly with a gentle touch. Excessive twisting breaks the wires.

Repeatedly flexing the cable stresses and breaks the wires.



H DU

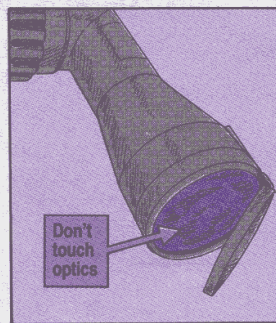
You can relieve some of the stress on the cable by wrapping electrical tape around the cable at the back of the CRT and down the cable from both electrical connectors.



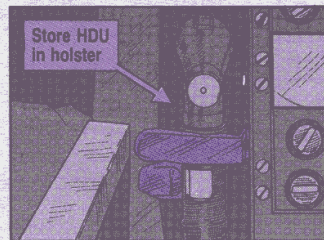
3 Another problem area is optics.

Don't touch the optics or the visor surface with your bare hands. You'll scratch 'em!

Gently handle the combiner lens assembly or you'll scratch it, too!



Store the HDU in its holster assembly on the cockpit floor.



Never jam the base of the HDU into the pilot seat or the floor.



Just a BIT

Depressed

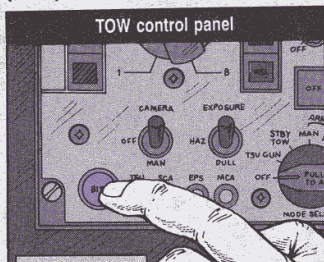
HAS A
BURNED
CIRCUIT CARD
GOT YOU
DEPRESSED?

JUST
A BIT!

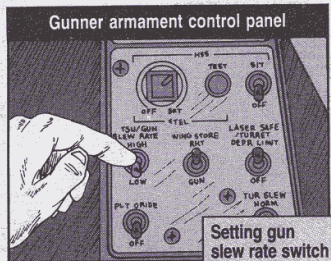
Dear Windy,

When we press the built-in test (BIT) button on the TOW control panel (TCP) of the M65 armament subsystem, the M65 TOW stabilizer control amplifier (SCA) circuit card gets fried.

We think the problem stems from having the telescopic sight unit gun slew rate switch set in the LOW position. We recommend keeping it in HIGH.



Depressing BIT



Setting gun
slew rate switch

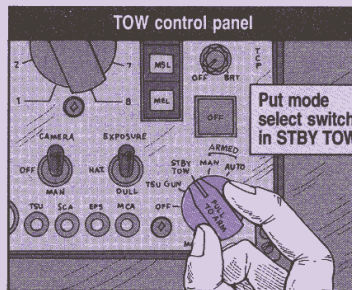
What do you think?

SGT R. G. H.

Dear Sergeant R. G. H.,

Your problem is real. But your solution is wrong.

When the M65 in TSU/GUN and its 20mm gun are not working together, the SCA can be damaged. This happens if the TSU/GUN slew rate switch on the gunner armament control panel (GACP) is in the LOW slew position and the BIT button on the TCP is depressed.



Put mode
select switch
in STBY TOW

The problem is not with the TSU/GUN slew rate switch on the GACP. It's with the mode select switch on the TCP.

Do both auto BIT and manual BIT with the TCP's mode select switch in STBY TOW, not in TSU/GUN. A BIT done in STBY TOW does not drive the gun like a BIT in TSU/GUN. If the gun does not drive, the SCA won't be damaged.

Don't keep the TSU/GUN slew rate switch on HIGH. The unexpected gun movement makes that a safety hazard.

Until TM 9-1090-206-20-1 is updated with this info, follow TM 9-1425-473-20 which has been updated.

Windy

UH-60...

Flying with JP-8

Let's face it, kerosene-based JP-8 does not burn as clean as JP-4. Unburned residue creates a cleaning chore for your Black Hawk crew chiefs.

The change to JP-8 is a good one, though. You gain increased safety due to lower flammability and you save time and trouble since you use one fuel for aircraft and ground vehicles.

Since JP-8 does burn dirtier, switch your 100-hour engine flush to a 50-hour one.

The 100-hour flush has always been flexible, depending on operational conditions. Consider that using JP-8 is a change in operational conditions, and shorten the interval between engine flushes.

No. 1 Common Shop Set...

On the Best Seller List

AFTER YEARS IN THE MAKING, THE REVISED SUPPLY CATALOG FOR THE No. 1 COMMON SHOP SET HAS FINALLY BEEN PUBLISHED.

SC 4910-95-A74 (SEP 94) IS YOUR BASIC GUIDE TO THE NO. 1 COMMON. HERE'S A SAMPLE OF WHAT YOU'LL FIND BETWEEN THE COVERS...

A summary of publication changes, including replacements, deletions and new NSNs.



A hand receipt for each component, side-by-side with the component listing. There is no separate hand receipt catalog for the No. 1 Common.



Loading plans to help in the inventory, storage and transport of the tool set.



An appendix listing consumable items needed to support the tool set.

IF YOU DIDN'T RECEIVE SC 4910-95-A74 DURING ITS INITIAL DISTRIBUTION, ASK YOUR PUBS CLERK TO ORDER IT FOR YOU ON DA FORM 4569. TO GET FUTURE REVISIONS AND CHANGES, MAKE SURE THE SC IS ADDED TO DA FORM 12-21-E, BLOCK 0757.

DEPARTMENT OF THE ARMY SUPPLY CATALOG

SETS, KITS, AND OUTFITS

SHOP EQUIPMENT, AUTOMOTIVE MAINTENANCE AND REPAIR:
ORGANIZATIONAL MAINTENANCE, COMMON NO. 1

(NSN 4910-00-754-0654)

(LIN W32593)

(EIC 2JO)

* THIS PUBLICATION SUPERSEDES SC 4910-95-CL-A74, 31 DECEMBER 1984 AND
DA FORM 4569, 31 DECEMBER 1984 INCLUDING ALL CHANGES.

DEPARTMENT OF THE ARMY

Forecasting Seasonal Items

Dear MSG Half-Mast,

Help me spread the word that seasonal demand items, such as antifreeze, and scheduled maintenance items, such as oil, **DO NOT** go on your unit's PLL normally, except as stated in Para 2-21 of AR 710-2.

Supplies of these kind of items should be requested well in advance so that units can service their equipment when it's scheduled or required.

AR 710-2 is very clear on this subject. Paragraph 2-6f states that supply requests for seasonal or unusual needs are sent in advance to permit delivery by the required delivery date (RDD).

DA Pam 710-2-1, Para 8-12, goes a little further to say that the PLL stockage does not include scheduled equipment servicing items.

Johnny L. Johnson
Ft Bliss, TX

P.S. Also pass along that when units forecast demands for seasonal items such as batteries, don't forget to add battery acid to the list of requirements.

Consider the word spread, Johnny.

Half-Mast

POL Product Guide

NEED A GUIDE THAT GIVES NSNS, SPECIFICATION NUMBERS, AND TEMPERATURE RANGES FOR FUEL AND LUBES? GET A POL PRODUCTS GUIDE BY WRITING...

Mobility Technology Center-Belvoir
ATTN: AMSTA-RBF
10115 Gridley Rd, Suite 128
Ft Belvoir, VA 22060-5843

OR
CALLING...

DSN 654-1816/1817
Commercial (703) 704-1816/1817

OR
FAXING YOUR
REQUEST
TO...

DSN 654-1822
Commercial (703) 704-1822

READINESS

REPORTING TIPS



The DA Form 2406, Materiel Condition Status Report, is only as useful as the information on it. Use these tips when filling it out:

- Check Appendix B of AR 700-138 to make sure equipment model and line item numbers (LIN) are listed as reportable items.
- For items that are not listed in Appendix B of AR 700-138, show equipment status below the main portion of the report. Drop three lines below your last entry and enter FOR LOCAL USE ONLY. That way the folks at the processing installations and the Logistics Support Activity know those entries are not part of the status report.
- Enter equipment model numbers only once in the ECC/LIN column.
- Put all equipment readiness code (ERC) items together in the main part of the DA Form 2406. If you must separate these items, use a header line and divide ERC items on separate lines under the FOR LOCAL USE ONLY portion of the 2406.
- Make sure horizontal and vertical computations add up. The **nonavailable** and **available** days must equal **possible** days. Vertical lines must add up to the header summary line.
- End your DA Form 2406 on the 15th of each month like it says in AR 700-138. If you close out the 2406 before the 15th, you won't have an accurate status report.

MATERIEL CONDITION STATUS REPORT															Requirement Control Symbol CSGLD-1042(RS)																																																																																																																																																																																
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MODEL and LIN in Appx. B of AR 700-138?

Figures add up?

DD Form 1348-6...

Once Upon a Time

This is the story of two exceptional supply requests.

The first form was all dressed up with the CAGE, part number, and description. The requisitioner thought the form was prepared for anything. What the form did not have was the point of contact's telephone number. So when the supplier had a question, he could not get the answer. Therefore, the request was canceled.

The second form was outfitted with the CAGE, part number, and description, too. But its requisitioner added his name, address and phone number to the block 10. That way, when the supplier had a question, he could call and get an answer. The form went through the supply system with no hang-ups!

Flip for Floppy PM

Be careful with your floppy disk or it could flop the next time you use it!

Sometimes data gets lost because dust, smoke, liquids and such ruin the delicate disk surface.

Here are some ways to prevent your floppy from flopping and keep your data unchanged:

When not in use, slip the floppy into its protective envelope and then into a plastic disk case. If you need a case, order one of these:

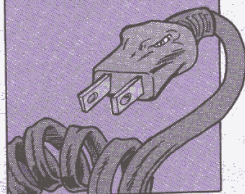
# of Disks	Floppy Size (inches)	NSN
100	5 1/4	7520-01-239-1504
80	5 1/4	7045-01-192-7002*
80	3 1/2	7045-01-350-2417*
60	3 1/2	7045-01-284-3435*
50	5 1/4	7045-01-179-2980
50	3 1/2	7045-01-300-0470
30	3 1/2	7045-01-317-2445
25	5 1/4	7045-01-195-5260*
10	5 1/4	7045-01-218-0494*

*Order on DD Form 1348-6 and put "NSN not on AMDF" in the Remarks block.

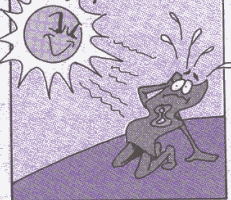
Never just fling a floppy in a drawer, or place it on computer terminals or hard drives, in books or under equipment. That can scratch the magnetic disk surface.

HEY, I COULD GET HURT IN HERE!

Magnetic sources, such as a telephone, radio, tape recorder, dictaphone, speaker, electrical wire or extension cords, are poison to your disk. The magnetic field erases stored information.



Keep the floppy away from direct sunlight and other heat sources. Heat warps the disk's plastic jacket.



You need to protect the disk from extreme cold, too. If the disk gets cold, it contracts. That means that the disk has to warm up to room temperature before you can retrieve information.

A good indicator that moisture is trapped on the magnetic disk is frost on the plastic jacket. Moisture on the disk ruins it.



Never use paper clips or rubber bands on a floppy. Paper clips scratch the disk, and rubber bands bend it. Either way the disk drive can't read or write to the disk.



PS 518

Never try to clean the magnetic disk with a cloth. You'll scratch it.



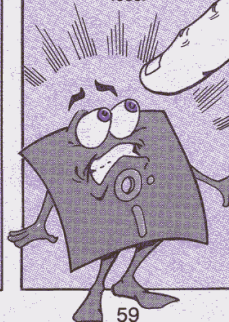
Always use a felt-tip pen to fill out the label after it has been attached to the floppy. A pencil or ball-point pen will mark the disk.



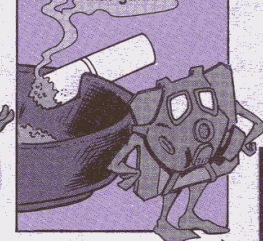
Don't use an eraser on the floppy's label. The eraser shavings cling to the disk surface. Instead of erasing info, use a new label. Remove the old label first, if possible.



Never put your fingers on the floppy's magnetic disk. Body oil causes reading errors and data loss.

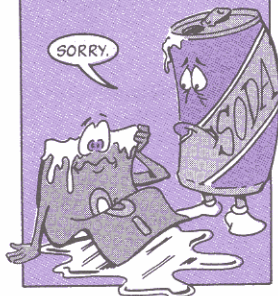


Keep the floppy in a smoke-free environment. Tobacco smoke and ash leave a residue of tar and carbon, and the computer has a hard time reading the disk through that gunk.

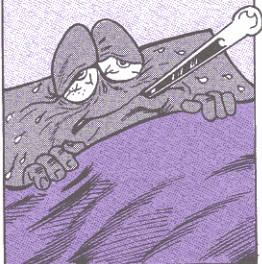


PS MORE

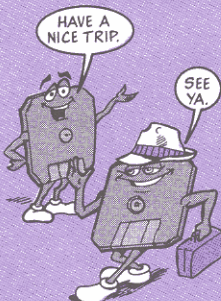
Never drink or eat around the computer. Dried food particles, soda, coffee, milk or water on the disk will make it unreadable.



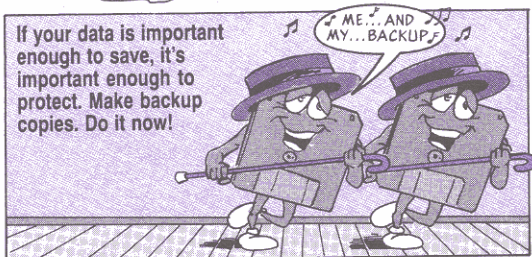
Always assume an unknown disk carries a virus. Get into the habit of running a virus check on every formatted disk you receive.



If you provide a disk to someone else, keep a copy in case the disk gets damaged or lost in transit.



If your data is important enough to save, it's important enough to protect. Make backup copies. Do it now!



**BE
SMART-
PROTECT
YOUR
DATA!**



PS by the Number

NEED TO TALK TO ME ABOUT A MAINTENANCE OR SUPPLY PROBLEM? WHATEVER WAY YOU CHOOSE TO GET IN TOUCH WITH ME—LETTER, FAX, E-MAIL, OR INTERNET—MAKE SURE YOU GIVE ME YOUR PHONE NUMBERS, BOTH DSN AND COMMERCIAL. ANSWERING YOU BY PHONE IS FASTER THAN MAILING A LETTER. ALSO, YOUR PHONE NUMBER IS NECESSARY IF I HAVE ANY QUESTIONS FOR YOU.

HERE ARE THE WAYS TO GET YOUR QUESTIONS STRAIGHT TO MY DESK...

Write:

MSG Half-Mast
PS, The Preventive Maintenance Monthly
Bldg 3325, ATTN: AMXLS-LM
Redstone Arsenal, AL 35898-7466

FAX:

DSN 645-0961
Comm (205) 955-0961

Electronic mail:

psmag@logsa-emh2.army.mil

World Wide Web:

<http://136.205.104.4/psmag/pshome.html>

CONNIE! I'VE
GOT A MAINTENANCE
PROBLEM!

HE SHOULD'VE
CHECKED OUT THE SPECIAL
M1 SECTION.

New SMART Address

The Supply and Maintenance Assessment and Review Team (SMART) has a new address at Ft Lee. Send your SMART suggestions to:

USACASCOMFL
ATTN: ATCL-CFI-S
3901 A Ave, Suite 230
Ft Lee, VA 23801-1809

Collapsible Pail

If you need a 3-gal plastic, collapsible pail, order it with NSN 8465-00-128-6928 on a DD Form 1348-6 from GSA. Note in the Remarks block that the NSN is not on the AMDF. Use Appendix A of CTA 50-970 as your ordering authority.

M939 Mix Is OK

M939-series trucks come from the factory with Dexron II in their transmissions but LO 9-2320-272-12 says to use OE/HDO-10. No problem. They mix just fine. When you change fluid, though, use OE/HDO-10.

Field Desk & Stool

If your field desk is trashed from too many field trips, get a new one with NSN 7110-00-267-1999. It comes with two wood and metal folding stools. If you need a stool without the desk, NSN 7105-00-282-0684 brings an aluminum folding stool.

TS-3895A Test Set Test

The TS-3895A test set—used to test the AN AVS-6 aviator's night vision goggles—needs annual calibration. Your local TMDE people must annually verify the test set's voltage and radiometric levels. The word's in the maintenance allocation chart and on, page 5-1 of TM 11-5855-264-14.

Wire Tie-Up

Wires that dangle under your vehicle can get ripped off when driving over rough terrain. Hold them in place with electrical tiedown straps, NSN 5975-00-570-9598.

No Oil on Lug Nuts

Forget what we said on Page 18 of PS 513 (Aug 95). Never put oil or grease on wheeled vehicle lug nuts. Vibration loosens the nuts and could cause vehicle damage and personal injury. You still clean the lugs, of course. Use dry cleaning solvent.

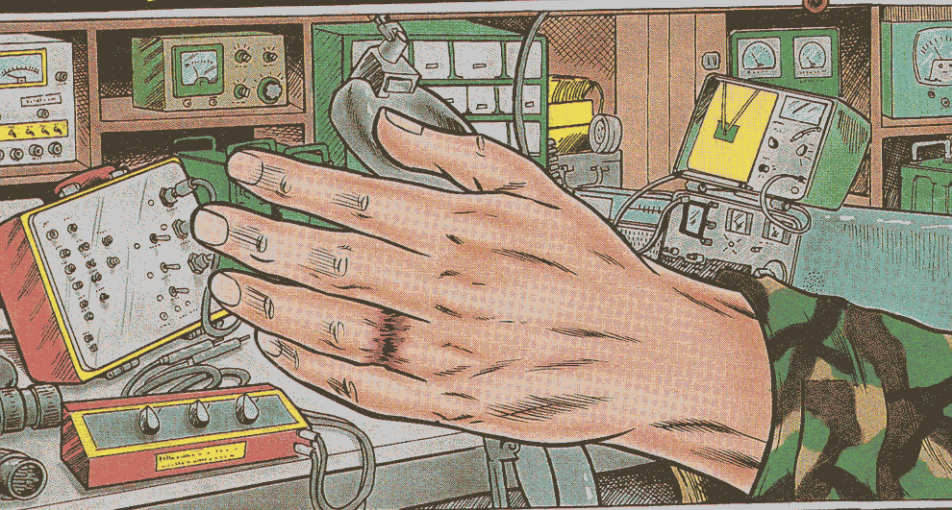
M939-Series Truck Tire Check

The weekly tire wear check for M939-series trucks has been changed, drivers. Use tire tread gauge, NSN 5120-00-019-3050, from the No. 1 or No. 2 Common shop set to ensure at least $\frac{4}{32}$ in tread depth on all tires. Your truck is NMC if any tire has less than $\frac{4}{32}$ in tread. Eyeball TACOM Safety of Use Message 96-01 for details. Your TACOM LAR has a copy.

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

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

Don't Get Burned!!



Wearing jewelry around
electrical equipment can
result in serious
BURNS and SCARS