

Issue 145

**PS**

1945 Series

THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY



SPENDING SCHEDULES  
PLATE... See Page 2  
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# MAINTENANCE WON'T WAIT

One thing's sure—time doesn't stand still for anything or anybody.

While the hands on the clock circle surely and endlessly . . . and the pages flutter off the calendar with ceaseless regularity . . . you can't sit idly by and hope that your equipment will be ready to go when the whistle blows.

Your gear may have been ready yesterday . . . is it ready today?

Will it be ready tomorrow?

Like the relentless passage of time, your maintenance must be constant and keep pace with time.

Whether it's your weapon, your combat set, your vehicle, charger, generator . . . it makes no never mind. Your equipment is designed to play an important part in your future—and you're betting your life on its ability to come through when the chips are down.

So don't do half-a-job . . . or put off today's inspection or PM until tomorrow. Someone may push the button tonight . . .

Tomorrow may be too late.



THE PROTECTIVE SERVICES COMPANY  
1000 W. 10th Street, Suite 100  
Tulsa, Oklahoma 74103  
1-800-368-3333

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For more information on the above  
services, contact us at  
1-800-368-3333  
www.pscompany.com

PS is proud to be a part of the  
All American  
Service Team. We  
are here for you.



# PLL

# SPECIAL



Could he mean that your outfit will shoot, scow and commiserate with galgees that'll send themselves to, or, at least, may be your maintenance buddies will be able to maintain equipment simply by pushing a few buttons.

Some day, maybe . . .  
 Meanwhile, Mr. Perseman, consider yourself a VIP, and your work edged up priority. "Come, friend, it's your very important job-making a few repair parts. Get the right ones always handy to your outfit can keep its equipment working at top speed at all times."

**THE BOTTOM LINE:**  
 Like Which One . . . ?

"What's the low money of which one do you really need?"

Steady, that's what it amounts to: does repair parts supply it hand get mostly on usage demands.

To begin with, the best of repair parts you're accustomed to stock in a light load . . . just enough, in fact, to take you over till the supply wagon can get to you again. Or, as the life pulse will it, your natural prescribed load (PLR) represents a 15-day level of supply.

IT'S ALL ABOUT THE TSP!

The gear stands for your repair men like your initial allowances, but most you start operating, your outfit by its stock, or not to stock (and things), is based on the demand your outfit has for it.

And, no, as leader in the repair parts Department, it's up to you on side level.

On the part usage needs as you can serve your needs . . . or lack of same, for anything you're accustomed.



Mr. Perseman, I thought you'd be here. I thought you'd be here. I thought you'd be here. I thought you'd be here.

MR. PERSEMAN

What's the low money of which one do you really need?

STOCKING  
 REPAIR PARTS  
 SUPPLY  
 DEMANDS





## BOUNTING THE ALLOWANCE

Like your wife, to find the parts for your PDA, you check your manuals. TM-200's lists any other manual listing organizational repair parts, along with 7-748 supply manuals, and TM 9-2300-215-209 (Oct 68), "Consolidated Authorized Organizational Stockage List of Repair Parts for Tank-Automotive Material," (CAMM, for short.)

WOW, HAVE YOU CHECKED THE CAMM? DON'T FORGET TO ADD PARTS TO THE SUPPLY LIST. THE CAMM HAS A PAGES YOU CAN CONSULT FOR ORGANIZATIONAL STOCKAGE LIST. THE CAMM HAS THE SUPPLY MANUALS.

Now's your chance to help it out when you go to take up your repair parts allowance for your total RA.

1. Break the allowance into the individual units of your parts manuals—and check the unit repair charges. If a manual doesn't quote allowance, look for a rate in the volume telling you where to go for your authorized allowance.

2. On repair parts contracts for two or more different types of equipment, you base your total allowance on the overall total of equipment you have that will use the part. Like in figuring up allowances for common parts you make your selection from the parts manual covering the type of equipment having the greatest stock.

3. In the case of tank auto equipment you use the CAMM instead of the equipment's individual parts manual if over the greatest number of the different kinds of equipment you have are authorized parts in the CAMM.

## THE END-TYPE PARTS MANUALS

In some TM-type parts manuals for specific equipment you find the initial 1-hour allowance quoted per 100 hours. To find your allowance, you multiply the total number of equipments that will use the part, times the figure shown in the allowance column, and then divide by 100. The answer is your 1-hour initial allowance for that part. For example, if:



**HOW**

$$\begin{array}{r} 100 \times 1.5 \\ \hline 150 \end{array}$$

**THEN**

$$\begin{array}{r} 150 \\ 100 \overline{) 150} \\ \underline{100} \\ 50 \end{array}$$

Your initial allowance for 100 equipments... **5**

Why 5? See the next page. **HOW**

## FORMULA MOVES

If your answer sits anywhere between 2.5 and 3.4, you're authorized to work 2.



2

And, if you end up with less than 2.5, forget it... you can't work it. You'll get the part as you need it for immediate replacement.



0

When the formula gives you an answer consisting of a whole number plus a fractional value of .2 or higher you round the answer to the next higher whole number.

For instance, if you come up with a 2.5 you work 3.



3

When your answer gives you fractional value of less than .2, you round the total to the next lower whole number.

That is, a 3.2 answer gives you an allowance of 3.



3

### If Your Answer Is Between

	Your Allowance Is
Less Than 2.5	0
2.5 and 3.4	2
3.5 and 4.4	3
4.5 and 5.4	4
etc.	

### Your Allowance Is

HERE'S A HEADS-UP! When you call, you'll need to have your VIN and year, make and model, along with the car's at least 100 minutes. You can't track an FTEA.

So, your minimum mileage allowance is 2. There's more something in the air when you enter one, and will help you overfill your replacement request, come in.

could?

### WHY THE CASE

When you call, you'll need to have your VIN and year, make and model, along with the car's at least 100 minutes. You can't track an FTEA.

Getting your allowance just 1M  
 1-800-231-2367. Your automotive repair part is fairly simple. This part manual provides a practical FTEA work sheet.

## CASE RECORDSHEET

Along with each part board is identified the specific equipment (by IML or model identification), the part is numbered too. And, in four allowance columns (headed a, b, c, d) list the number of parts authorized for steady work of equipment supported, like this: 1-1, 0-20, 20-50, and 51-100.

You simply enter how many of each major item you have in the equipment nomenclature (IME or model) also provided (the each part is column 5); add up your steady work, select the allowance column which covers your equipment steady and work, check the allowance you're authorized.

EQUIPMENT	PART NUMBER	PART NAME	ALLOWANCE				EQUIPMENT	QUANTITY
			A	B	C	D		
1000	1000	1000					1	
1000	1000	1000					20	
1000	1000	1000					50	
1000	1000	1000					100	

**Each Item Identified Individually with Part Number**

**How many of each item have.**

**Four allowance columns.**

If you have OTHER major items that aren't LISTED in the CASE... but their maintenance requires parts which are listed in the CASE... you can add the major item's IML or model into the CASE nomenclature column (column 5) and include the item in your steady work when you figure up your allowance.


## PARTY LOCATION

The CASE lists repair parts alphabetically by West Manufacturers. It also lists parts by IML in numerical sequence in an index in the back of the book. The ICM index also gives you the CASE page number where the part is listed. And, if a year applies to only one kind of equipment, you find the IML board along with the stock

number in the IML index.

If you gain or lose equipment you simply cross-out the old total in the maintenance column and its related entry in the allowance column. Then you note the new total in both columns and send the change index your supply support.

EQUIPMENT	PART NUMBER	PART NAME	ALLOWANCE				EQUIPMENT	QUANTITY
			A	B	C	D		
1000	1000	1000					1	
1000	1000	1000					20	
1000	1000	1000					50	
1000	1000	1000					100	



**IF YOU WANT TO GET THE MOST FROM YOUR EQUIPMENT, YOU SHOULD KNOW HOW TO TAKE ADVANTAGE OF THE LARGER FAMILY.**

**37%  $\times$  18% = 6.66%**

**18% allows for 18% interest.**

**KNOW OF PARTS**

Parts manuals identify repair parts you're authorized to buy. **Number 1** is the most common (1-yr./25,000- and 50,000- and 100,000-mile). **Number 2** is the most common (1-yr./25,000- and 50,000- and 100,000-mile). **Number 3** is the most common (1-yr./25,000- and 50,000- and 100,000-mile). **Number 4** is the most common (1-yr./25,000- and 50,000- and 100,000-mile). **Number 5** is the most common (1-yr./25,000- and 50,000- and 100,000-mile).

Part No.	Part Name	Part No.	Part Name
1000	Engine Oil	1001	Engine Oil
1002	Engine Oil	1003	Engine Oil
1004	Engine Oil	1005	Engine Oil
1006	Engine Oil	1007	Engine Oil
1008	Engine Oil	1009	Engine Oil
1010	Engine Oil	1011	Engine Oil
1012	Engine Oil	1013	Engine Oil
1014	Engine Oil	1015	Engine Oil
1016	Engine Oil	1017	Engine Oil
1018	Engine Oil	1019	Engine Oil
1020	Engine Oil	1021	Engine Oil
1022	Engine Oil	1023	Engine Oil
1024	Engine Oil	1025	Engine Oil
1026	Engine Oil	1027	Engine Oil
1028	Engine Oil	1029	Engine Oil
1030	Engine Oil	1031	Engine Oil
1032	Engine Oil	1033	Engine Oil
1034	Engine Oil	1035	Engine Oil
1036	Engine Oil	1037	Engine Oil
1038	Engine Oil	1039	Engine Oil
1040	Engine Oil	1041	Engine Oil
1042	Engine Oil	1043	Engine Oil
1044	Engine Oil	1045	Engine Oil
1046	Engine Oil	1047	Engine Oil
1048	Engine Oil	1049	Engine Oil
1050	Engine Oil	1051	Engine Oil
1052	Engine Oil	1053	Engine Oil
1054	Engine Oil	1055	Engine Oil
1056	Engine Oil	1057	Engine Oil
1058	Engine Oil	1059	Engine Oil
1060	Engine Oil	1061	Engine Oil
1062	Engine Oil	1063	Engine Oil
1064	Engine Oil	1065	Engine Oil
1066	Engine Oil	1067	Engine Oil
1068	Engine Oil	1069	Engine Oil
1070	Engine Oil	1071	Engine Oil
1072	Engine Oil	1073	Engine Oil
1074	Engine Oil	1075	Engine Oil
1076	Engine Oil	1077	Engine Oil
1078	Engine Oil	1079	Engine Oil
1080	Engine Oil	1081	Engine Oil
1082	Engine Oil	1083	Engine Oil
1084	Engine Oil	1085	Engine Oil
1086	Engine Oil	1087	Engine Oil
1088	Engine Oil	1089	Engine Oil
1090	Engine Oil	1091	Engine Oil
1092	Engine Oil	1093	Engine Oil
1094	Engine Oil	1095	Engine Oil
1096	Engine Oil	1097	Engine Oil
1098	Engine Oil	1099	Engine Oil
1100	Engine Oil	1101	Engine Oil
1102	Engine Oil	1103	Engine Oil
1104	Engine Oil	1105	Engine Oil
1106	Engine Oil	1107	Engine Oil
1108	Engine Oil	1109	Engine Oil
1110	Engine Oil	1111	Engine Oil
1112	Engine Oil	1113	Engine Oil
1114	Engine Oil	1115	Engine Oil
1116	Engine Oil	1117	Engine Oil
1118	Engine Oil	1119	Engine Oil
1120	Engine Oil	1121	Engine Oil
1122	Engine Oil	1123	Engine Oil
1124	Engine Oil	1125	Engine Oil
1126	Engine Oil	1127	Engine Oil
1128	Engine Oil	1129	Engine Oil
1130	Engine Oil	1131	Engine Oil
1132	Engine Oil	1133	Engine Oil
1134	Engine Oil	1135	Engine Oil
1136	Engine Oil	1137	Engine Oil
1138	Engine Oil	1139	Engine Oil
1140	Engine Oil	1141	Engine Oil
1142	Engine Oil	1143	Engine Oil
1144	Engine Oil	1145	Engine Oil
1146	Engine Oil	1147	Engine Oil
1148	Engine Oil	1149	Engine Oil
1150	Engine Oil	1151	Engine Oil
1152	Engine Oil	1153	Engine Oil
1154	Engine Oil	1155	Engine Oil
1156	Engine Oil	1157	Engine Oil
1158	Engine Oil	1159	Engine Oil
1160	Engine Oil	1161	Engine Oil
1162	Engine Oil	1163	Engine Oil
1164	Engine Oil	1165	Engine Oil
1166	Engine Oil	1167	Engine Oil
1168	Engine Oil	1169	Engine Oil
1170	Engine Oil	1171	Engine Oil
1172	Engine Oil	1173	Engine Oil
1174	Engine Oil	1175	Engine Oil
1176	Engine Oil	1177	Engine Oil
1178	Engine Oil	1179	Engine Oil
1180	Engine Oil	1181	Engine Oil
1182	Engine Oil	1183	Engine Oil
1184	Engine Oil	1185	Engine Oil
1186	Engine Oil	1187	Engine Oil
1188	Engine Oil	1189	Engine Oil
1190	Engine Oil	1191	Engine Oil
1192	Engine Oil	1193	Engine Oil
1194	Engine Oil	1195	Engine Oil
1196	Engine Oil	1197	Engine Oil
1198	Engine Oil	1199	Engine Oil
1200	Engine Oil	1201	Engine Oil

**In Required Repair Parts**—Parts allowances pegged with an "R" in parts manuals indicate "as required" items and you don't include 'em in your initial P/L. You get them from suppliers as you need them. However, once you have a bill for an amount-pegged repair part, you start keeping count and when you've had three separate bills for the part (within six months or one monthly review period) the item can be added to your P/L. See "Think Item" page 11, this issue.

**Parts Other than Oil**—These parts are listed in the manual without parentheses. They're parts that won't get equipment used consistently when they fail, and generally they're the non-critical (high turnover) parts. Initial count is per TM allowance, but after 6 review periods you increase or decrease make-up according to demand. If any of these items collect less than 3 demands within 6 review periods, none is any on hand or on order. This goes for all make-up—OEM and non-OEM—EPA 1978 4-CYCLE DIESEL/NAFC.



**THE MORE YOU KNOW ABOUT YOUR EQUIPMENT, THE MORE YOU CAN GET OUT OF IT.**

**IS OTOAP**

Your initial P/L isn't an iron-clad contract with your repair part support work. Your unit's demand for repair parts is your authority to increase your allowance for any part that's been on your P/L for six review periods (180-days).

You can even reduce your allowance of other-than-OEM's at any time, and you can also change your range of stocked items by proving your need for "as required" items (for Change 4, page 20; All 100-104).

You can do all this with your P/L. All it takes, like was said at the beginning, is complete, accurate demand records.

**AIRTEL'S ARE DEAD**

The understanding-to-know that keeps you from being smart, stupid, and halfhearted isn't your fault... and could keep you from getting by things you do need.



## DEMAND RECORDS BACK FOR SP

To keep tabs on what parts are fast movers and which parts are slow, or just plain dead-wood, you use Int. Form 2317, "Record of Demands" card.

It's a simple form, easy to keep and best of all it tells all at a glance... you make a card set for each item on your approved PII.



You record all demand info on the card as it'll give you card all relevant connected—like improved—complete, up-to-date info on repair parts usage.

For convenience, easy handling, etc., the card's stored up with a title board, Int. Form 1543, and kept in a stable index file which gives you a finger-ry index of your PII. On this record combination you record parts info as follows:

### THE TITLE BOARD

Equipment it's used on and its working ability, applicable to unit of time.

Classification authority shown is provided.

Equipment used on and its working ability, applicable to unit of time.

Classification authority shown is provided.

Equipment used on and its working ability, applicable to unit of time.

Equipment used on and its working ability, applicable to unit of time.

Classification authority shown is provided.

Part and how described.

Location parts used, shop trailer, cabinet, etc., etc.

Authorized storage level.

## THE 808-BARS RECORDS OF DEMAND

The registration document number (from block 0) of the form TRO, or from whatever supply form you wish, goes in the date column. If you use the date and the alternate, the 504 (half-carrier supply), 505 (low-carrier two-carrier form), or 506 (short exchange) is the date column. Dates of receipts and losses aren't recorded in the card's date column!

The column reading "document number" gets changed to read "Balance as found" 809, for short. The reader enters in the 809 column in pencil as you can change them to show receipts and losses.

Date	Doc. No.	Quantity			Value			Remarks		
		Req.	Iss.	Ret.	Req.	Iss.	Ret.			
1968-05T	4	50	1		200	5	5			
1968-05T	4	50			200	5	5			
1968-05T	4	50			200	5	5			
1968-05T	4	50			200	5	5			
1968-05T	4	50			200	5	5			
1968-05T	4	50			200	5	5			
1968-05T	4	50			200	5	5			
1968-05T	4	50			200	5	5			
1968-05T	4	50			200	5	5			
1968-05T	4	50			200	5	5			
1968-05T	4	50			200	5	5			
1968-05T	4	50			200	5	5			
1968-05T	4	50			200	5	5			
<p>BA 100 3507</p>										

The stock number recorded on the 808 receipt goes in the upper right hand corner of the 808 form 503.

The quantity requested in 801 goes in the "Quantity Requested" column. When you get any part of the amount requested, you circle the amount requested and enter into space there in pencil the actual amount. When the full amount you want the device is in.

Quantity Requested:   [701]

Quantity Requested:   [701]

Quantity Requested:   [701]

The "Quantity Issued" column shows your working total. You keep it carefully labeled up all the time. At the end of each month you draw a line under the last registration entry for the month. If you've recorded three consecutive months, or more, within the last six monthly review periods (180 days) you completed your authorized allowance. All you do is hold up the last card, separate consecutive totals and divide the amount by 12.



## REPEATING ALL STOCKS

HERE'S HOW A  
SOME INCREASE YOUR  
AND YOUR INVESTMENT  
PERFORMANCE TO THE  
LAST DAY OF YOUR  
PERIOD.

STOCK  
PERIOD

CUMULATIVE  
TOTAL

STOCK	7
STOCK	3
STOCK	3
STOCK	3
STOCK	1
STOCK	3

Total 19

The total expected to be received periods is 19, you  
will be the total expected by 12.

12	1.58
----	------

Take 1.58, round off fraction to 100, which means  
... you can have 1.58, you're adjusted allowance.

and 1.58, rounded value, is the minimum average  
allowance on demand-supplied items.

In **repeating** P.L.I. allowances, when you come up with a figure anywhere  
from 0.01 to 2.4 your allowance is 2. (DA TPK OVER EXCESSIVE)

NOTE: When your remaining job which would 100, you don't because the allowance  
if the calculated total you come up with is less than the 100 authorized quantity. If that is  
rounded up to the next even, and you continue to work on the 100 allowance. If there's adjusted  
allowance is larger than the 100 figure noted on the card, you are instructed to increase 1  
step.



All the monthly, weekly, and other jobs done in the order the list capabilities field, you don't carry anything over to the following month.

## DIVIDING UP

You must balance monthly income with your needs the next entry on the card.

Month of Month				Year Beginning			
Jan	Feb	Mar	Apr	Jan	Feb	Mar	Apr
Available	4	30	28	4	30	28	28
Approved	4	30	28	4	30	28	28
Used	0	0	0	0	0	0	0
Available	4	30	28	4	30	28	28
Approved	4	30	28	4	30	28	28

When you get the approval from the county, you enter this balance in box 4 and 5 in the other two columns on the year entry line.



In the future, anytime your credit needs the item, you can get it from support as an "as required" loan. However, each time you have a call for the item, you record the demand on its card (which you keep in your vehicle index file when you turn-in the excess parts) and if ever the card shows up with three separate demands within the six current review periods, you can spend up your non-subsidized allowance for the year and it goes back on your FLL. Again you give support written notice on the change.

## LEFT GARNETS

When your work is no longer authorized a specific type of equipment and it's turned-in, any repair parts you have (which are used only with that equipment) you turn-in also. In this case you can use up the credit on the parts and just cross the parts off your FLL. And, of course, you write support a note on the change, so they'll correct their list.



## POP CARD INVENTORY

Your record of demand made up for a periodic inventory—informed, and as called for by the Old Man. Count slips and adjustment reports aren't needed on these informed checks.

DATE	ITEM NO.	ON HAND	ORDER QUANTITY	PRICE
1964-107	1	10	5	500
1964-107	2	10	2	500
1964-107	3	10	10	500
1964-107	4	10	5	500
1964-107	5	10	2	500
1964-107	6	10	5	500

**ENTER**  
THE DATE AND THE ITEM NO. IN THE FIRST COLUMN, AND MAKE THE PRICE IN THE FIFTH COLUMN FOR EACH ITEM SEPARATELY.

## CARD INDEX

Your cards colored signals behind the slide index windows as a visual check on the status of your parts. For example, one color to show dealer's, another to show new orders, another to flag O.T.'s, etc.

DATE	ITEM NO.	ON HAND	ORDER QUANTITY	PRICE
1964-107	1	10	5	500
1964-107	2	10	2	500
1964-107	3	10	10	500
1964-107	4	10	5	500
1964-107	5	10	2	500
1964-107	6	10	5	500



## FRONT 2-PARTS/ YEAR

You assign a DA Form 2517 for each "as required" item you request. You fill the card out just like a BOD card for your PFI parts, but you don't make a date issue for 'em, and you file the cards separately (in a file folder, box, cabinet, etc., just so's they're safe and handy), and you keep 'em in PFI sequence.



You review each card each class you make an entry, and anytime you've accumulated three separate demands on a card, the repair part can go on your PFI immediately . . . with the Old Man's OK, of course . . . and support's knowledge.

With "as required" parts you don't have to accumulate 3 months usage requirements before you add 'em to your PFI . . . you're adding your initial scheduled allowance as soon as you need them 2 separate times. The demands can all come within a week, a month, or spread among 'em all within six months (annual issue period). The only limit is the six month period.



**BUT** ... if you exceed your separate demands during 1-monthly review periods, and more on the next review period (which closes out the 1st current review period) the purchase not qualify for your PL.

YOU CAN'T BE TOO CAREFUL! ALL YOU CAN DO IS BE CAREFUL! YOU CAN'T BE TOO CAREFUL! YOU CAN'T BE TOO CAREFUL!

For help on "re-order" time and on file, check out 11.

1. Before 1 separate demands, and then you handle it over to you with the 1st of the part has been allowed for making a
2. Until it does so unless at the 1st day it which you try to 11.

### ORDERING CARDS

You have to review your cards in the fringe time like every 30 days, and you can say cards that show no demands for the next review the review period. You also get all of any cards no items that no longer apply to your unit's equipment, and more in any parts you may have to hand under these cards.



YOU'LL NEED TO MAKE UP YOUR MINDS! YOU'LL NEED TO MAKE UP YOUR MINDS! YOU'LL NEED TO MAKE UP YOUR MINDS!

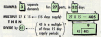


### STOPPING CARDS OF SUBJECTS

DATE	DESCRIPTION	AMOUNT	STATUS
1/15/78	...	...	...
1/22/78	...	...	...
1/29/78	...	...	...
2/5/78	...	...	...
2/12/78	...	...	...
2/19/78	...	...	...
2/26/78	...	...	...
3/5/78	...	...	...
3/12/78	...	...	...
3/19/78	...	...	...
3/26/78	...	...	...
4/2/78	...	...	...
4/9/78	...	...	...
4/16/78	...	...	...
4/23/78	...	...	...
4/30/78	...	...	...
5/7/78	...	...	...
5/14/78	...	...	...
5/21/78	...	...	...
5/28/78	...	...	...
6/4/78	...	...	...
6/11/78	...	...	...
6/18/78	...	...	...
6/25/78	...	...	...
7/2/78	...	...	...
7/9/78	...	...	...
7/16/78	...	...	...
7/23/78	...	...	...
7/30/78	...	...	...
8/6/78	...	...	...
8/13/78	...	...	...
8/20/78	...	...	...
8/27/78	...	...	...
9/3/78	...	...	...
9/10/78	...	...	...
9/17/78	...	...	...
9/24/78	...	...	...
10/1/78	...	...	...
10/8/78	...	...	...
10/15/78	...	...	...
10/22/78	...	...	...
10/29/78	...	...	...
11/5/78	...	...	...
11/12/78	...	...	...
11/19/78	...	...	...
11/26/78	...	...	...
12/3/78	...	...	...
12/10/78	...	...	...
12/17/78	...	...	...
12/24/78	...	...	...
12/31/78	...	...	...

### INITIAL ALLOWANCE ON - PART

Multiply the total of the three separate demands by 11 (your days of supply) and divide the total by the number of days in which the demand occurred. The first you round off this number of days to the nearest 11-day increment.



DO YOU WANT YOUR INITIAL ALLOWANCE FOR ALL "ALL DEMANDS"? PLEASE USE THE 11-DAY SYSTEM.



Like with your PFL allowance, fractional values of .5 or higher get rounded to the next higher whole number. For example, an answer of 4.8 will give you an allowance of 5. And, fractional values below .5 you round to the next lower whole number (i.e., with a 2.5 answer your allowance is only 2). And remember, minimum storage for demand supported items is zero.

1. Supply of need depends on priority, rank, etc.
2. Demand under 11 (11 day lead)
3. Demand under 11 (11 day lead)
4. Demand under 11 (11 day lead)
5. Demand under 11 (11 day lead)
6. Demand under 11 (11 day lead)
7. Demand under 11 (11 day lead)
8. Demand under 11 (11 day lead)
9. Demand under 11 (11 day lead)
10. Demand under 11 (11 day lead)
11. Demand under 11 (11 day lead)
12. Demand under 11 (11 day lead)
13. Demand under 11 (11 day lead)
14. Demand under 11 (11 day lead)
15. Demand under 11 (11 day lead)
16. Demand under 11 (11 day lead)
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27. Demand under 11 (11 day lead)
28. Demand under 11 (11 day lead)
29. Demand under 11 (11 day lead)
30. Demand under 11 (11 day lead)
31. Demand under 11 (11 day lead)
32. Demand under 11 (11 day lead)
33. Demand under 11 (11 day lead)
34. Demand under 11 (11 day lead)
35. Demand under 11 (11 day lead)
36. Demand under 11 (11 day lead)
37. Demand under 11 (11 day lead)
38. Demand under 11 (11 day lead)
39. Demand under 11 (11 day lead)
40. Demand under 11 (11 day lead)
41. Demand under 11 (11 day lead)
42. Demand under 11 (11 day lead)
43. Demand under 11 (11 day lead)
44. Demand under 11 (11 day lead)
45. Demand under 11 (11 day lead)
46. Demand under 11 (11 day lead)
47. Demand under 11 (11 day lead)
48. Demand under 11 (11 day lead)
49. Demand under 11 (11 day lead)
50. Demand under 11 (11 day lead)

### DEBITMENT ACCOUNT REPORT

The debitment report records the debitment serial number you assign to your supply request. Your credit will provide a separate block of serial numbers for your supply parts requests—see Page 8, AB 71147.

Quantity 200 PNC	DEBITMENT REPORT FOR ME DATE: 05/11/01		Total request each day shall not exceed 100.
	05/11/01 05/12/01 05/13/01	05/14/01 05/15/01 05/16/01	
	05/20/01 05/21/01 05/22/01		05/23/01 05/24/01 05/25/01

Your first request on 11 May 01 would have debitment serial number 1141-001 and so on to debitment serial number 1141-009, if you put out 50 requests on that day.






PLL 06 & A's

DO NOT OVERTHROW!  
 ONLY USE FOR  
 05/11/01 - 05/25/01  
 0001 - 0009  
 0010 - 0019  
 0020 - 0029  
 0030 - 0039  
 0040 - 0049  
 0050 - 0059  
 0060 - 0069  
 0070 - 0079  
 0080 - 0089  
 0090 - 0099



ARE YOUR SUPPLY PARTS FOR  
 CREDIT? BE SURE  
 TO CHECK THAT  
 YOUR PARTS IN  
 EACH NEW PL...  
 YOU WANT TO  
 CREDIT

### ADDT'S ARE PLI SCOP

CATEGORY OF SUPPLY PART	DEFINITION OF SCOPE	QUANTITY APPLICABLE FOR SERIAL PL
Soldier-Suited Supply Part 	Quantity shown is applicable to all items within	Quantity shown is per person 
High-Mobility Supply Part 	Quantity shown is applicable to items without personnel	Quantity is shown in units, with a minimum of 2 if used on 10 days per 100 days type request and maximum quantity is between 2 and 24. If less than 2 the item will not be stocked.
Un-Suited Supply Part 	Quantity shown is applicable to items identified by an 'S'	Not applicable for serial stockings  

### AT A GLANCE...

USE IN PL	ISSUE QUANTITY	ISSUE QUANTITY	ISSUE QUANTITY
Single or one equipment or model change	Based on value of monthly demand after initial 1 month period	Based on value of monthly demand after initial 1 month period. Item not below quantity shown in parenthesis	Open line of stock item
Quantity shown is maximum request of one equipment or model change	Based on value of monthly demand after initial 1 month period	Based on value of monthly demand after initial 1 month period. If less than 2 demand, issue never 100-days, item is listed in all items	Open line of stock item or less than 2 demand in 100 days
Immediately open the first demand anytime within 100 days	Based on value of monthly demand 	Based on value of monthly demand in issue balance 	Open line of demand equipment for 100 day period

## WHEN THE BARRER'S OUT— HOLD YOUR DRY FIRE!



Any time you get a backsting to hit the bolt on your M16 machine gun, fly forward with the barrel out—**ECENT!** You could be asking for a pack of smelly.

Why, even with the barrel in there you could have problems.

Figure in this way. With the barrel in, you have a forward moving bolt impacting the barrel socket like it ought to, right?

But, when you're dry firing, you won't have a live round or dummy cartridge in there to allow the barrel to slide back. As a result, wear on the bolt locking lug and the barrel socket locking surfaces will be increased.



With the barrel out of the receiver, the shooter's next worry. That if the bolt's released and goes forward under force, the receiver won't shift to the rear of the cartridge head any.



It'll damage or break the reinforcement bar, but the base of the extractor case other will strike the bolt stop on top of the receiver.

This much learning of the bolt stops like this will hang up the receiver or stop. This, in turn, will let the extractor case strike within the cartridge head may during firing.

Nevertheless, if you get in a bind while the barrel removed and the bolt in the forward position, and you can't access it by the operating handle, here's how you can work things in case without stress or damage:

**1** Hold the receiver gun like so, with the operating and extractor under firing from hanging it in the receiver.

**2** Now straighten the bolt. This'll make the operating and rear the bolt to its locked position. It won't go past. **ECENT!** You shouldn't do it, either. But that's just how it works!

**3** Release the bolt by simply pulling handle, there.

If this system won't work for you, get your receiver out of the barrel. Whenever you do, **ECENT!** try to force the bolt. Forcing the bolt back upon the receiver guideways can cut a piece off the bolt lug.



So, in short, whenever you have to remove the barrel, do it this way. Remove the bolt till it's locked. Then move the safety to the safe position and raise the barrel lock lever to the vertical position. This removes the barrel.

But don't stop there. Next, get the barrel lock lever in the horizontal position, rotate the operating handle fully to the rear. Place the safety in the fire position. Pull the trigger and then **ECENT!** the bolt forward.

Doing it this way will lessen your chance of dry firing and prevent damage to your M16.



In these guys come knocking on your arm room door, carrying an M16 machine gun that's suffering with a chipped bolt and a busted operating rod yoke. And they want to know can they keep on using this weapon.

Well, before you map an opinion—best take a good look at the patient.

Depends on what surgery's possible.



For instance, if the bolt's only chipped on the left face (near end) of the upper locking leg, chances are you can cure it by smoothing out the rough surface with a fine sharpening stone. This treatment will work every time—as long as you have at least half of the cam surface of the rodlet left when you're through honing. Once half of the rodlet is gone, of course, the bolt's unretrievable.

But, if the rear surface of one or both legs gets chipped, the bolt's non-retrievable beyond help. Replace it.





USE  
YOUR  
HANDS!

On the other hand, if you find a rough surface in the yoke gas area of the valve, you can beat it by honing away the roughness with that same fine stone. But be careful! you don't alter the critical dimensions.

Some treatment goes if you find the operating rod assembly yoke bent. Smooth the burrs away with the fine stone, but, again, don't smooth it. You don't want to spoil the cam's hardening process.



USE  
THE  
STONE

USE THE STONE TO SMOOTH THE BURRS AWAY FROM THE OPERATING ROD ASSEMBLY YOKES. BUT, AGAIN, DON'T SMOOTH IT. YOU DON'T WANT TO SPOIL THE CAM'S HARDENING PROCESS.



### FILL THIS WHOLE



Don't be surprised if you can't get repair parts for your 105-cu-in. model Hamilton's retail oil gas, even though it's listed in THE 1984-1985-1986 (200-Mar 81) Guide-a new deal, if any of these parts give out, you're replacing the whole beam. Uncle's found it's cheaper to replace the gas than to make its parts. So, if you need any repair parts listed in the 1985, ask for this manual: Gas, Fluid, FSN 999-999-0000.

USE THE STONE TO SMOOTH THE BURRS AWAY FROM THE OPERATING ROD ASSEMBLY YOKES. BUT, AGAIN, DON'T SMOOTH IT. YOU DON'T WANT TO SPOIL THE CAM'S HARDENING PROCESS.

USE THE STONE





## WATCH YOUR BRASS!

Deal! Deal! Deal! My action! ...!

Some BRASS® ratchets are learning the hard way! You see the FIRST position on the reversible broach operating can only when the temperature's below zero degrees.

If you use it in above-zero weather, somebody or something's gonna get hit by a flying object. The brass-consciousing one and someone off the ballistic shield and into anybody or anything.

**POINING**

That's in the way. Also and brass needs, unless you can get loose.



1500' 1500  
100' ... 4000'  
2000'



1500' 1500  
100' ...  
1500'  
2000'

That's the scoop! The broach needs also normally projects and (also) stops back in step with the history. If it's above zero, the simple-one's not here. If it's colder, the action gets sluggish and they come out slower.

That's why you have a pre-flood can. The 1500' side's curved to slow down rotation. The 1450' side's straight to speed it up.

## DRY - DRY - DRY

Now, Joe, you know about keeping grass, oil and moisture off the living corners and linelayers in your 1000' tank's gas-cannister breatherhead. Could also include the electrical system, right?

Well, the same deal goes double for the living pin. The living pin MUST be dry—no oil!

Here's your special device when you want to keep this in mind:

1 When you're replacing or doing PM on one of the breatherhead pins—like an extra wheel to see that the living pin has no oil or grease on it.



2 After you've got the cables changed, use your oil wiper—like the living pin and wipe it dry with cotton rag (kitchen paper, gloves, etc.) inside the openings in the rotating pin.



## SOFTEN THE BLOW



Now all these measures'll get us out of your 1000' tank's tank success real easy.

But, if you have to use extra force on the job, the production, then, get a block of wood between the ratchet and whatever you're using as a pin-holder. Don't just hang away with metal on metal. Uncle Sam never had ratchets this way!



WE NEED TO SOFTEN BLOW



## WANNA SAVE A GIG?

Next time your sweet military piece goes in for repairs, get your gun to restore the gun back to business and patch up the screw holes with weld and paint. The contractor's not needed any more—and you don't get a replacement—but you're not the guy scheduled to take it off. In . . .

## PLL — PLUS!

Goody, goody! Now you're an official main line on your preferred tool for the repairs on the 41-cal M1911A1 pistol and the M16 machine gun. You'll find these PLL addresses in the magazine's parts manual—TM 9-2095, 20-13P12 (30 Apr 84) for the pistol and TM 9-2095, 20-13P (7 Jul 84) for the rifle.

## KEEP ON USING IT

Just because the head beat on your M17 machine gun's receiver, you damaged it no more to describe the weapon unserviceable. Straighten out the bent parts and smooth the the sharp edges in a piece gun broken off—and then keep on doing.

## THIS SPRING'LL DO IT!

The precision timing spring in used with the M16 M7 bolted receiver's been widely available, right? So, no more. Tell they for anyone who might go elsewhere for precision spring for M16 use. Get on their habits the M16 with each M7 receiver, the M17 with, or any of the M16-series units. In other words, instead of spring-loaded, compression . . . 2095 18P1-20-13P1 . . . use spring, helical, compression . . . 2095 18P1-20-13P1 . . .



**OKAY!**



YOU SAY YOU'RE  
**OVERWHELMED?**  
-YOU SAY THERE ARE LIGHTNING  
BOLTS IN THE SYSTEM AND  
YOU DON'T KNOW WHERE TO  
REACT?

... TELL YOU WHAT  
I'M GONNA DO?

**T**was spring along the border  
And the masses were out in force  
From Niles up to Hammond  
Troops swore they "had the corner!"

**O**h, the TAKES form: The logbook cards  
No B&B form was right!  
Yes, the one named the system, not...  
"Was the work that gave 'em light!"

**N**ow, 'way up high where such things count  
them "Vital Facts" grew short!  
No Answers to... "How ready, Sir?"  
or... "Where do you need support?"

**S**o, up the peak of **DEER**  
They deployed our Council Board  
To adjust to some more old laws  
With loads of monkey gold!



ARE WE GOING TO  
**STRIP** THE WHOLE DEAL  
DOWN TO **RAPE**  
PORNSTALL.

EVERYONE ELSE LETS ASK... YOU'RE AN OPERATOR... YOU'RE UP TO YOUR ARMS IN PARTIAL, SEASONAL, COMMERCIAL, DOMESTIC OR FOREIGN? ... YOU'VE GOT TO HAVE A LITTLE TIME TO GET USED TO A NEW SYSTEM... YOU'VE GOT TO HAVE A LITTLE TIME... YOU'VE GOT TO HAVE A LITTLE TIME AND I'VE GOT YOU.



OOOHH

YOU OPERATORS NEED SOME PLACE TO PUT THE RESULTS OF YOUR **FOUR** SURVEYS... WHERE YOU CAN GET DOWN AND WORK ON ONE OR MORE OF YOUR EQUIPMENT NEEDS... **FOUR**... WELL, THAT'S YOUR **FOUR**.



LET ME A BITE OF YOUR EQUIPMENT NEEDS... MY **FOUR**.

NO.	DESCRIPTION	QUANTITY	UNIT
1	...	...	...
2	...	...	...
3	...	...	...
4	...	...	...
5	...	...	...
6	...	...	...
7	...	...	...
8	...	...	...
9	...	...	...
10	...	...	...
11	...	...	...
12	...	...	...
13	...	...	...
14	...	...	...
15	...	...	...
16	...	...	...
17	...	...	...
18	...	...	...
19	...	...	...
20	...	...	...

THE REASON FOR ALL OF THIS IS BECAUSE FOR TWO REASONS—  
**1** YOU CAN GET IN YOUR OWN HEAD ON EQUIPMENT... AND  
**2** YOU CAN GET IN YOUR OWN HEAD ON YOUR EQUIPMENT TO GET... YOU DON'T HAVE TO HAVE A COMMON-FIXIN' TENDRY!



HOW ABOUT CHECKING THE RIGHT ANSWER?

WELL... SUPPOSE YOUR  
 ASSISTANT TURNED UP A  
**FACTORY** SAY A COATED PAPER...  
 YOU'D WANT TO **RECORD** IT  
 ON US IN ADVANCE TO... SORT  
 AN **EXACTLY** RESEMBLING  
**FACTORY**

RIGHT... BUT  
 YOU WANT TO  
**RECORD** IT  
 FIRST... AFTER SAY  
 YOU'VE FOUND  
 WE'RE **GOOD**...

RIGHT...  
 ALL WE SHOULD  
 WANT TO  
 IS RECORD IT  
 FIRST... AND  
 MAKE ON A  
**RECORD**  
**RECORD**



HOW THAT'S JUST WHAT YOU HAVE  
 ON THE **2-00-74** IS THE  
**UNCORRECTLY** **FACTORY** **RECORDED!**  
 AND A **FACTORY** IS **RECORDED** THERE,  
 YOU DON'T HAVE TO  
 KEEP RECORD IT ON  
 YOUR **2-00**...

WELL... WE  
 WILL KEEP AN  
 EYE ON THE  
**2-00** TO SEE  
 THAT  
 EVERYTHING'S  
 CORRECTLY



NAME	DATE	TIME	LOCATION	REMARKS	INITIALS
<i>2-00-74</i>					

**Joe's** Dept

FOR A GUIDE TO SPECIAL AIRCRAFT AND WEAPONRY FORMULAS, CHARTS, AND OPERATIONAL PROCEDURES, CALL 1-800-341-36-1750 (Toll Free 841).

## OPERATORS USE THESE FOUR REGULARLY

The FORM	WHAT You Record On It...	WHEN Y' Use It
<b>2404</b>	INSPECTIONS	DAILY
<b>2408-14</b>	UNCORRECTED FAULTS	CHECK WHEN YOU USE ON DMM
<b>2408-1</b> (64)	OPERATION, FUEL, OIL, ACCUM. LEVEL, STATUS	WHEN EQUIPMENT IS OPERATED
<b>2408-1</b> (64b)	SUMMARY OF DAILY	EACH MONTH

## - AND PERHAPS THESE ...

<b>2400</b>	OPERATION/USE	FOR AIR VEHICLES OR AS REQUIRED BY CO
<b>2408-2</b>	LUBRICATION	WHEN LUBRICATED OR ACCORDANCE WITH LO

## ... AND SOMETIMES - THESE!

<b>2408-3</b>	MAINTENANCE	WHEN YOU REPLACE A PART
<b>2409</b> (64a) (64b)	MAINTENANCE & OTHER HISTORICAL DATA	WHEN MAINTENANCE OR SERVICE IS REQUIRED
<b>2408-4</b>	OIL-TUBE RECORD	WHEN WEAPON IS FIRED
<b>2407</b> (64) (64b)	EQUIPMENT IMPROVEMENT RECOMMENDATIONS	WHEN YOU MAKE A RECOMMENDATION

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

IF YOU WANT TO DISPLAY THIS ADVERTISING ON YOUR WALL OR BOARD, OPEN SAMPLE, LET IT GOY AND FOR IT UP.



HOW DO YOU NEED TO KEEP TRACK OF ALL THE BOUNDS PERIOD, PLASMA LACERATIONS... WHAT? NO BOUNDS ARE YOU SUPPOSE TO JUST TAKE BOUNDS?

ON THE BOUNDARY, WERE YOU?

APPROXIMATELY. BY THE TIME THE TYPE OF PERMANENT INFO ON THE WORKSHEET WILL BEAD KAPITON TIME FURTHER FOR ALL PURPOSES OF CAMP & MAJOR PERMANENT RECORDS... WHICH DETERMINE THE CLOSURE OF THE INSPECTION SHEET.

DO YOU NEED A SINGLE PERMANENT SHEET TO RECORD THIS OPERATION INFO ON WHICH IS WHY YOU HAVE THE 2-4-00-1 CTR (SEE THE MONITOR LOG?)... THE DATA FROM THE DATA GOES ON TO THE MONITOR AND BECOMES A VERY IMPORTANT RECORD ON YOUR EQUIPMENT.

DATE	TIME	OPERATION	REASON FOR STOP	TIME TAKEN	REMARKS
10/15/54	12:15	START		15	
10/15/54	12:30	STOP		30	
10/15/54	12:45	START		15	
10/15/54	1:00	STOP		15	
10/15/54	1:15	START		15	
10/15/54	1:30	STOP		15	
10/15/54	1:45	START		15	
10/15/54	2:00	STOP		15	
10/15/54	2:15	START		15	
10/15/54	2:30	STOP		15	
10/15/54	2:45	START		15	
10/15/54	3:00	STOP		15	
10/15/54	3:15	START		15	
10/15/54	3:30	STOP		15	
10/15/54	3:45	START		15	
10/15/54	4:00	STOP		15	
10/15/54	4:15	START		15	
10/15/54	4:30	STOP		15	
10/15/54	4:45	START		15	
10/15/54	5:00	STOP		15	

WHEN YOU'VE MADE A LOAN? **2-408-2**  
 AND THEN YOU'VE GOT THE  
 CHANCES ARE YOUR  
 MESSAGE WILL GET THIS OUT  
 FOR YOU!

LOAN  
 OUR  
 MESSAGE!

DATE	AMOUNT	INTEREST	TOTAL	PAID	BALANCE
1/15/57	100.00	1.00	101.00	100.00	1.00
2/15/57	100.00	1.00	101.00	100.00	1.00
3/15/57	100.00	1.00	101.00	100.00	1.00
4/15/57	100.00	1.00	101.00	100.00	1.00
5/15/57	100.00	1.00	101.00	100.00	1.00
6/15/57	100.00	1.00	101.00	100.00	1.00
7/15/57	100.00	1.00	101.00	100.00	1.00
8/15/57	100.00	1.00	101.00	100.00	1.00
9/15/57	100.00	1.00	101.00	100.00	1.00
10/15/57	100.00	1.00	101.00	100.00	1.00
11/15/57	100.00	1.00	101.00	100.00	1.00
12/15/57	100.00	1.00	101.00	100.00	1.00
TOTAL	1200.00	12.00	1212.00	1200.00	12.00

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

OH, ... SO FAR YOU'VE BEEN  
 OPERATING ON... TO GET THROUGH  
 WITHOUT RECORDING HEREIN  
 TALKING... SURELY YOU  
 NEED SOME STEPPING STONE  
 AND OTHER... TO GET  
 DO YOU RECORD IT?

WOULD YOU NEED  
 A REPAIR PART... WHO  
 RECORD PART... WHO  
 A SMALL... WHO  
 ABOUT YOUR... WHO  
 THAT'S... WHO  
**2-408-31**

YOUR... WHO  
 WILL... WHO  
 THE... WHO  
**2-407**  
 TO  
 ABOUT... WHO

WHY RECORD IT  
 IF YOU CAN'T  
 THE... WHO

DATE	AMOUNT	INTEREST	TOTAL	PAID	BALANCE
1/15/57	100.00	1.00	101.00	100.00	1.00
2/15/57	100.00	1.00	101.00	100.00	1.00
3/15/57	100.00	1.00	101.00	100.00	1.00
4/15/57	100.00	1.00	101.00	100.00	1.00
5/15/57	100.00	1.00	101.00	100.00	1.00
6/15/57	100.00	1.00	101.00	100.00	1.00
7/15/57	100.00	1.00	101.00	100.00	1.00
8/15/57	100.00	1.00	101.00	100.00	1.00
9/15/57	100.00	1.00	101.00	100.00	1.00
10/15/57	100.00	1.00	101.00	100.00	1.00
11/15/57	100.00	1.00	101.00	100.00	1.00
12/15/57	100.00	1.00	101.00	100.00	1.00
TOTAL	1200.00	12.00	1212.00	1200.00	12.00

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_



IF ALL THESE POINT TO THIS?  
AT LEAST AS YOUR  
EQUIPMENT IS AROUND  
WAS RECORD-KEEPING  
IS JUST A MATTER  
OF ISSUING A TAG.



STATE OF YOUR EQUIPMENT STARTS  
WITH THE TAGS YOUR OFFICER  
ISSUES STARTS YOUR RECORD-KEEPING  
TAGS. ALL OF THEM SHOW THE LAST  
WHERE YOUR COMBAT READINESS IS  
AT TAGS. YOU BRING ALL THE MATERIAL  
YOU CAN GET!



SO, MEN, BE AS THICK AS THE  
LEAD YOU WANT TO BRING!  
THE ENTIRE YOU HAVE TODAY CAN  
CHANGE THE STATE OF YOUR  
MATERIAL READINESS TOMORROW.

**S**o those along the MASH  
who faked and fought the bit  
Now make the same and know that losses  
Are not a pull of girls.

**L**et's face those of Shortlines who  
Enter daily Youngs. They  
Put down the facts in proper slots  
To save their crew of' get.

**W**alk up at Knoxville in D.C.  
They use the ERMA  
And then back down some improved stuff  
From guns to new staff cars.

*The End*

## GROUND MOBILITY



## 'MOTHBALLS' AND TIRE CHAINS



**SPECIAL  
CLOSE-OUT ON  
CROSS CHAINS**

SUBMIT,  
YOU BUNNY!  
YOU BUNNY!  
YOU BUNNY!

Winter's gear and might as well be forgotten—but don't forget those tire chains that gave you a lighter' chance with ice and snow. They'll be easier' to go as a moment's notice next winter if you put 'em in good shape before moving 'em away.

Based on recent data, cross chains are no mean' for shakedown' out the whole chain assembly. You may get a few more' the way—and expensive—may not, as supply's get even closer to each other up to the year.



Look for FN's for the right tire cross chain in the 9-2000-211-200 4th ed., page 151-154.

After you've got your chains mounted, give the whole works a good shakeout' of mud, snow and ice from 'em out of the way. So you can have 'em ready' in a case of need' all, like it says in the 9-2000-211-200, page 151-152. Tell all about it—submit and out of the door.



And if you don't already have tire chains, now's the time to be thinking—**AND DOING**—something about them, too, or you'll be stuck' out in the cold in many more than one come next winter. The 9-2000-211-200 also gives the FN's for chain assemblies—and tells who gets 'em and how (see page 200-201).

## ROUNDIN' THE CORNERS

When you've slipped the dipstick to your M36M 14-cu truck, be mighty careful as you'll show up the threaded top of the dipstick tube. The sharp corners where the double layer of the tube ends can play hook with the threads on the cap won't screw on.

Better yet, get rid of those sharp corners by rounding 'em off with a file or grinder. It's careful file, file, so

you don't cut into the part of the dipstick that goes on down into the crankcase.



## START BY BLEEDING

The secret's in the bleeding when your M36M 14-cu truck runs out of fuel and modern's name is start with a new load in the tank. The fuel lines have to be bled **BEFORE** starting is attempted. It's a simple job with correct wrench, but it's surely for organizational maintenance-men drivers. If you try starting without the bleeding, chances are you'll just run the battery down.



## SPARK PLUG GAP CHANGE

If you have an M1P, an M1PB—or any other member of the G741 14-cu truck family—you'll want to know that the correct spark plug gap is **0.020** or **0.021** inch. See it says on page 188 of TM 9-40750. If there's any question on this, check with your Support. They've been given the latest word from the national maintenance point.





If any of your metal-wheeled vehicles have the older type ignition switch—the one with a resin potting material around the wire leads—you're going to get an eye on 'em. TR-Gen 634 (Gen 63), says to inspect the old switch (P/N 1208-176-0000) at every periodic maintenance (PM) service for cracks and needed insulation.

When the potting material cracks, moisture seeps thru and shorts the switch—make for a hot burn!

Replace all cracked switches with a new (switch, Honey, Ignition, P/N 1530-000-0000). This is the ignition switch that's listed in your copy of TR 9-2000-120-100.

To get this metal-cased switch in your truck for the first time, you'll need Kit, P/N 2508-176-1000 to make the installation. The TR gives the hookup



## NEW HORN NOTE

Do any of your 11-000 G748 or 20-000 G742-series trucks need a new horn?

If so, replacement Honey, Electrical, P/N 1530-078-0100. This horn supercedes the one given in both vehicles' SOP's.

When you mount this new horn on G742 vehicles after serial number 12 0000 and 202 0000 that have the old type horn, you'll need additional electrical connectors. You can get 'em in a kit under P/N 2508-768-7100.

# HOLD THAT TIGER



You'll have a mean old tiger lying in wait for you if you don't keep tabs on the filter cap of your vehicle's pressurized fuel system.

That meany cat's got an extra mean' 'un of the filter gips right into your face. Oh, if he can't wait for you to fix 'em, he may wait down here the engine and valve job.

This worse of the bad wait is pressure—too much pressure, that is. He can dream you with fuel that stuff in the wrong place when you take the filter cap off. He's a double threat when he stoves gas right through the engine into the crankcase, diluting the oil and making a perfect set-up for an explosion.

To keep that mean' furred devil' possibly in the tank

## CHOOSE THE CAP

There's three different filter caps:

The best one, **NEW FORD F111122** has an adjustment on the bottom side for setting the vent either on **OFF** or **LOCK**.

Use cap if it's **LOCKED** before fueling or if operating in a hot area where vapor lock may occur.



Under normal conditions, be sure to have the vent on **OFF**. Like it says in Change 1 (found in TM 9-1528-211-10 for 4-cyl models), follow the instructions on the cap for fueling operations.

How about the cap that has what's supposed to be an automatic relief valve—let's assume you got someone from a way of spending the limited funds, now that it says the cap may vent on full light for fueling or operating in high temperatures. That's either the unbalanced position for normal operation.

**NEVER FOR FUELING AND NOT OPERATING CONDITIONS.**



**UNLOCKED FOR NORMAL CONDITIONS.**



And some of your best-and other best-of-the-best valves may have an automatic relief valve built into the tank—now that the other the cap intended by the tank is on full, so the right adjustment on full on for fueling and low operating conditions, and unbalanced for normal operating conditions.

**NEVER FOR FUELING AND NOT OPERATING CONDITIONS.**



**UNLOCKED FOR NORMAL CONDITIONS.**



Need a filter cap, cap? Just order from **FORD MOTOR COMPANY** and you'll get it fast. Call 1-800-4-A-FORD. It's that easy. Or visit us online at [www.ford.com](http://www.ford.com).



## DO NOT OPEN HOT

Another way to keep from stepping clear is to make the cap fit so loose that there's some expansion and pressure buildup when you're filling your tank.

A good reminder is a line printed across two inches from the top of the tank, with this wording—"CAUTION: DO NOT FILL ABOVE THIS LINE."

Leave a couple inches for expansion. This is for hot tanks that are in full

view. If your gas tank can't be seen, stand near the filler—"CAUTION: DO NOT ENTER!—ALLOW FOR EXPANSION!" TB 746-01.1 (M) On the O-9, Color and Marking of Military Vehicles, Communication Equipment and Aircraft Handling Equipment, has the following on this. These warnings are required on every which of the three gas caps you have.



Another good habit is always wiping dirt and other stuff away from the filler opening and cap before taking the cap off or refuel. A splash of dirt you can hardly see can stop a big truck dead until things are torn again to get it out.

## THE END OF A TUBE

If there's anything you can't see, you can't know you "blew away" until it's done. Insert some caps that'll help keep you from "blowing yourself" and your equipment.



If so, there's a good chance pressure has forced fuel, or at least fumes, into the crankcase. This could mean a big fire even so of an explosion. **DON'T START THE ENGINE.** Have the maintenance unit check on whether there's too much pressure or some other trouble. If pressure is the problem, the crankcase has to be drained and refilled before starting the engine.

## WINGS CLIPPED

The wing nut for securing your M111 wheel's upper wheel was made for hand tightening. But hand tightening's not enough, so the wing nut has a hex and leader call. To get a real tight nut (FM 21-30-674-207-0) on the job. For 50 to 60 foot pounds torque on this nut and it'll hold!



## TRUCK-ISH BATH

YOU'RE ALWAYS BUSY  
TRYING TO MAINTAIN  
ALL THE EQUIPMENT  
YOU OWN.

Half-Meal

Dear Half-Meal,

What's with this story that we're not supposed to clean-steam our equipment, like trucks and tractors?

The answer does it faster and easier than you think, but we can tell that we might damage the engine and wiring. We can't find anything in the TM's that we can use steam, but they don't say we can't either.

Big E. S. W.

Dear Specialist J. C. M.,

Maybe you're faster than most guys in running that steam nozzle, but the truth is, there's an awful lot of damage done by men who don't know how to operate the steam cleaner right. The guys in driver support do a lot of cleaning with steam and know what to watch out for.

Along the various truck TM's don't say you can do steam-cleaning, the best and safest bet is to stick with the tools your work has. As you know, only support units have steam cleaning authorized.

TM 9-8000 says so.



USE ONLY QUALIFIED SERVICE  
TECHNICIANS TO SERVICE  
EQUIPMENT. IF YOU  
ARE NOT QUALIFIED TO  
PERFORM THIS MAINTENANCE  
FUNCTION, REFER TO  
TECHNICAL MANUAL.



If you're interested in your own safety (keeping it that green stuff in your helmet), you're not going to have the TM to back you up on steam-cleaning when your CO hands you a statement of charges for damage to equipment—and, believe me, it has happened.

## TOW CHAIN

Dear Half-Meal,

What because of the new chain that used to be a part of the 24M for 27M2 unless 27M2M2 trucks with wheels?

The chain-equipped trucks have wheels, but a 24M's one would use without the chain. And the chain's not used with other 24M in Charge 2, in TM 9-2002, after 24M, E. S. W.



Dear Sgt. B. S. W.,

If your CO's chain truck has only a brass wheel, you need Chain, really, 14-0 long, FM 9-8000-473-0100.

But if you have a 270-ton lighter truck which has two wheels, one in brass and one in the lower end, you need the 14-0 chain (FM 9-8000-473-0100) plus Chain, 14-0-0 long, FM 9-8000-473-0100.

Get your supply sergeant to back a regulation to show where the chain is used.

THESE SHOULD BE, NO OTHER  
MATERIALS TO BE USED FOR  
STEAM CLEANING. REFER TO  
TECHNICAL MANUAL FOR  
THE 27M2-27M2M2M2M2M2M2.

Half-Meal



# YOUR TANK'S LIFE...

You'd better believe it! If you ever mention an air MERV-10 or MERV-13 tank stuff all on their "after operation" check of the air cleaner Mervac motor you're talking for big bucks.

A dead Mervac motor means clogged up air filters, which means less power and less time from your engine.

When dust gets into the cylinders, it acts like sandpaper and grinds away at the rings, pistons and walls... almost every day.

Regardless of which Mervac motor you have—either model (P/N) 1101-101-07100 or later ones (P/N) 1101-101-07100 or 1101-07100—the check goes like this:



Find a "dead" motor? OK, let your mechanic know so he can get a new tank to look at it.

Your mechanic can make a check for loose connections. If it's not in the maintenance, then he'll have to replace the dead motor with a good one.

## FRESH FLOW

Your dry-type filter needs to be changed often. If it's not in the maintenance, then he'll have to replace the dead motor with a good one.

You can check 'em up like a rolled-out in the 18 T9's.



The crew checks 'em every 170 miles... you pull out the filter and check them for damage and see if it's getting in good shape. Those 18 T9's have all the gear.

Of course, you check more often when you operate in dusty areas.

## WATER WARDEN

They've got to be kept clean. So, every 400 miles with MERV-10 or more in the engine area, check up.

Next, with the intake screen clogged, the engine had to get air somewhere else. Like a big belly, it pulled on the Mervac motor. The Mervac motor which normally releases the air particles was forced to reverse and push the air forward. You can guess the rest. Since the filters were filled up and likewise the engine—what does it need for engine.

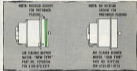
So, every 400 miles you take in check out the motor or screen. It's like putting money in the bank. It helps to make sure your tank will go when you get the word.

# IS IN YOUR HANDS!

## UPGRADING THE MERVAC MOTOR

Like we said in the 18 T9's, there's a new Improved Mervac motor in supply for the MERV, MERV-10, and MERV-13 tanks. And here it is: P/N 1101-07100-07100.

Here's how you identify the new and old Mervac motors:



## REMEMBER FROM STEEL TANKS:

**First**, when you make the motor, don't just check the cover... the motor also without the cover so the fan housing, its long as to show air supply ports when you disassemble the motor, because you're not going to get new ones when supply gives you a new motor.

**Second**, don't use oil or grease from the motor housing unless the new professional packings are installed. Reapplication 'em to P/N 1101-07100-07100 and P/N 1101-07100-07100 when you order the motor for your MERV series tanks. They're listed on page 11 of TM 5-1350-111-200 (Rev. 52). Don't let 'em

when you put in the motor and you won't have to worry about good in the housing.

**Third**, if you have an MERV-10 tank, you need the same new professional packings. In order 'em by the same MERV-10 like above. That way you won't get the wrong ones.

**Fourth**, if you have the impulse to save, put some money in the bank so you can buy some funds but don't try to save the Mervac motor cover or the fan housing when you have to replace your tank to support for repair. If you do, they'll double your tank until you run in the missing parts.





Dear Herb Alpert,

The 1981 2½-ton cargo truck w/which had their window pushed, leaving the front bumper bent.

Is there a plate that'll cover this gap and how can we get it?

Yours, B. B.



Dear Ferguson R. D. K.,

There isn't. What you need is shield, splash, front bumper, cover.

The shield is a support item and is listed in the 1981 GM Catalog page 176. It's identified with manufacturer's number 2200149.

Although the GM doesn't list the 1981, your support can get it with FOM 21-48-907-1124.

You install the shield like it says in paragraph 201 of TM 24004.

*Herb Alpert*

## PROP SHAFT POOP

EVER WONDER WHY YOUR DRIVE SHAFTS VIBRATE SO MUCH? YOU MAY BE MISSING A CRUCIAL PART. THE BALANCE WEIGHT. AN EASY, FAST, MONEY-SAVING SOLUTION.



Wally's customer's knowledgeable advice as the transmission-mounted end than at the axle end, making the less wear on the slip joint. Thus, should the shaft ever pull apart at the joint, it'll be the short end that's wiggly instead—less damage done.



## USE YOUR OWN TIMES



Dear Windy,

What do you say is the minimum time allotted to pull a periodic inspection on a B-57? Would appreciate any information you can give me as to any publication where this information can be found, or the general time most organizations are given to perform this inspection.

WPC B. B. C.

Dear Sergeant B. B. C.,

Your own past experience is the best judge on how long it takes to pull a periodic inspection, large. There is no published handbook guide right now on average periodic inspection times for any aircraft. Besides, there are too many differences that have to be taken into account from aircraft to aircraft . . . and from inspection to inspection. So your only way to find a guide is to make your own . . . by keeping maintenance records on the most recent periodic for each ship.

THE NUMBER OF THE...

# COOL THE COCKPIT

BOB WILBY

Men of "White Sands Aircraft Repair" will be required to fly our B-14 water buses during summer with ambient temperatures as high as 117°F in the cockpit. The two small vents near the forward and rear cushions do not keep the heat problem by sending a small deflector to direct a stream of air.



It took about two hours and 24 worth of material to make the deflector. No drilling or cutting of the aircraft's necessary since the deflector is attached to existing rivets.

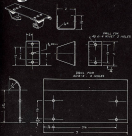
These deflectors have reduced the fatigue caused by cockpit heat for us. Perhaps other units would like to install a set.

1954 Aviation Section  
Williams AFB, New Mexico



Shows Reducing Heat (fatigue automatically increases the flight safety factor)

*Simple*



## EXIT THE EXCESS



There's no such thing as an inevitable force moving an immovable object—something has to give!

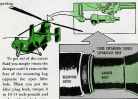
Take the big dumpers on the rear hub of your Skidder (CPL-21).

Support your fill-the-hub-hydropump, P/N 1500-001-5081 (P/N 208204 5-1) or P/N 1400-001-1767 (P/N 14071 00), to the frame. These are the types that don't have a sight gauge to fill by, or a relief valve to vent excess fluid.

During operation the fluid heats up and expands. Then the inevitable force (hydraulic pressure) partially separates the dumper body from the concrete cover . . . into a healthy situation.

That's why you want to follow the pump in TM 10-1120-204-20, Chapter B, Section L, Paragraph 1-27 when you fill those hubs.

The action to focus on is just after the hydraulic fluid overflows the filler opening.



To get rid of the excess fluid you simply rotate the dumper until it rests on the base of the mounting leg opposite the open filler hub. Then you get the filler plug back, insert it to 10-15 inch-threads and make with the hub wire.

## EIR THE MESSAGE

Dear Windy,

One of our birds came to rest in a rather unusual position so we filed off a message to ANZEM according to the accident reporting rules spelled out in AR 282-88 (23 Sep 82).

Included in the message was info about suspected mechanical failures, as required in paragraph 2407.1 of AR 282-88. Does this mean that we do not have to follow up with an EIR?

Lt B. G. W.

Dear Lieutenant B. G. W.,

Negative! The engine-cyans on the lead engine are looking for a follow-up EIR. Good wonder, when Paragraph 12 of AR 700-5 (1 Aug 84) on maintenance policies says to make with a Del. Form 2407 (Form EIR) when lead equipment fails.

Prevention of the EIR, which could result in ANZEM clearing other users of similar equipment, is covered in TM 34-780 (15 Jan 84).

*Windy*

## THERE'S NO HOOD NUMBER

Dear Windy,

We've been having trouble ordering the hood for the instrument panel lights for our O-48 aircraft. When we order this part from TM 34-78 10-281-1-10P we get the whole assembly. All we want is the hood for the lights.

Lt C. B. A.

Dear Sergeant C. B. A.,

Sorry. The only way to order the hood is to ask for the entire light assembly. There've not been enough demands from the field to justify making the hood as a separate supply item with its own EIR.

*Windy*

I only ordered the hood.







## IT TAKES "T" TO KEEP ONE



One good way to leave a prep from your Pipyr is to be extra careful with the VOLTAGE ADJ switch. That's "T" to remember.

Although there's a big fat dial on the control panel of the ANYPPI-1 robot to warning not to connect the battery unless the VOLTAGE ADJ switch is in Pos. 1, some just do it. Naturally, pffft! goes the air and you are in all on the shop.

Maybe they're blurry from the one they had on the night before, or maybe dream dust from last weekend's bids is still in their eyes. But, maybe again they're gonna need that air real bad... and they won't have it because of a stupid' blown power connector assembly.

Maybe it woulda been better if they'd forced their eyeballs open and concentrated on the job at hand.

NO MATTER HOW FAR IN YOU GET TO BE "T"!



To use the ANYPI switch is off and the VOLTAGE ADJ is in Pos. 1 before you connect the battery.



A fully charged battery jabs your ear when you look it up with the VOLTAGE ADJ testing more juice than the ear can handle.

One forgetful minute can send you packing. The "T" spot on the Pipyr's panel can keep you cracking.

## CG FOR AN RT

WELL, NEITHER WAY!  
IT'S BOTH! THE TWO  
ONLY DIFFERENCE!



Not only that, but they are different ... even though they look at much alike on the outside as identical wires.

You've wish it, They're the antenna cables (RF cable assemblies) used in the ANYGBC-3 thru -8 series radio sets.

You've got two—the CG-158/U and the CG-158/U. Because they fit each other's couplings, some joints have been known to which you attach. This doesn't make any, since the CG-158/U is just not built to do the job of the CG-158/U.

So why? Well, the single wire construction of the CG-158 makes it look more than an extension of the antenna—a real simple gadget built to do a simple job. The CG-158/U became bonded BE-158/U cable. It's more conspicuously built to get out on, and pull in, the higher frequencies.

Which does you that the CG-158 is for low frequencies only, like those in the RT-48 receiver-transmitter. And, naturally, you use the CG-158 only on the RT-48.

So what's with the CG-158?

It's easy. The CG-158 is always used on the RT-79. And, since the RT-47 and RT-68 have the highest frequencies, it's always used with those two receiver-transmitters. Which means, too, that you never use the CG-158 with those three RT's.

Tidying the cables apart is no secret! Before you attach 'em to the RT, grab a look at the manufacturer's label which is stamped on the cable. The "CG-158/U" or "CG-158/U" is stamped in the head.



If the manufacturer's labeling, your supplier can let you know what you have by looking off the end of the receiver jack.





Next time you're pushing together the MP-25, I must have for your AM/CBC-15, AM-CBC-25 or whatever, don't be a groundhog about grounding rings.



Like, just because it's an antenna base, don't assume a grounding ring automatically comes with it.

Some Japs, used to living with the AM-15 and its grounding ring, go so far as to remove the ring off an AM-15 and put it on the MP-25.

Well, understood as that may be, they're not doing anybody any favors. The MP-25 doesn't get the ring. Give it one and ground it, and the antenna won't feed.

What's more, a couple' parts in the equipment may do a shew base just long enough to burn out.

## SOLDERING GUN SWITCH



A broken heating gun got you frustrated at the moment? Lay off the radio show. Help is on the way.

Call 1-800-423-7229 for your soldering gun sale to that best TE-6700U soldering gun and talk for a new soldering gun by using FOM 800-722-6776.

This ad applies to all field users of the TE-6700U soldering gun, providing the gun is defective.

# THIS'LL MAKE YOU



Neurotic, and an idiot? Don't flip the AM-65 volume switch!



IF YOU DON'T KNOW WHAT YOU'RE DOING...

Whether power pops on the amplifier. Turn the juke off before you replace any tubes.

When you locate a bad tube, turn the power off and then take it out. With the juke on, you can burn out the tubes that remain in the AM-65.



DON'T FLIP SWITCH TO "OFF" POSITION

Unless... and for sure... the power doubled in connecting the receiver-examiner to the amplifier.



CHANGE ALL TUBES IN ALL OF THE SERVICES UNDER THE "OFF" POSITION



That old message is scrawled right over your AM-65 switch. Unfortunately for the amplifier, familiarity can blind a guy to a message like that. Even though it's under your nose, you don't see it... and you forget it.

That kinda' impatience leads to all kinds of interesting damage to the amplifier parts. That's why the no. number.

Do like the manual says: "DON'T SWITCH TO RT-70 WITHOUT RT-70 CONNECTED."

It'll pay to remember.

When it comes to switching on your AM-65 amplifier, you can stay one jump ahead by putting one jump behind.

In other words, when operating the OFF-INT-RT-70 switch, slow down for a couple-three seconds at INT before jumping over to the RT-70 position. When you go from OFF to RT-70 in one quick switch, a sudden blast of voltage is applied to the filament of the tubes in your RT-70. And this can burn 'em out in short order.

## PUT THE SCREWS TO IT... GENTLE-LIKE

Next time you're about to put the screws in the front panel of your ANTLER® 105 multimeter, remember this:



In case the weather, or something, has loosened the screws, you stand a good chance of breaking the edges of the panel at the mounting holes.



If you forget the weather, or something, has loosened the screws, you stand a good chance of breaking the edges of the panel at the mounting holes.

Since you can't get another front panel, you either need another one or rig up some over-sized washers that may be able to hold down what's left of the edge.

To avoid these kinds of problems, make sure the original washer's on, and use snug up the screw finger-tight. You don't have to exercise your arm muscles.

## TAPE FOR A TIRED CORD

A tired cord at your 11:59 or 11:58? You can't let it be spotted by the rest of the world. But a couple layers of masking tape can keep you out of the

spotlight for a long time.

TAPE HERE!



To clarify: Normal wear, flexing and rubbing gets to the handle and wear where it attaches to the handle. The cord continues usually finds at the edge of the strain relief hole that leads into the handle.

A layer of tape (3M 1070-544-266) over the strain relief hole, plus two layers continued for about two inches up the cord, can eliminate much of the flexing and really add life to the cord. Run the tape up from the strain relief, and back to it . . . after you've covered the strain relief hole itself.



Charles & Jeffrey

# DAVEY



Here, your Davey M-210-RP  
air compressor's got plenty of class.

There just about every job  
that you'd want to do and there comes.

Well, if you let it show,  
you could be in for a headache.

Like when your Davey's putting out  
with the muscle on a construction job.

M-I-M... it gives a couple of shocks  
... a long pump ... and quite cold.

## WHAT WENT WRONG?

In the shop, you find your Davey  
with its inside pretty badly worn up-  
forward enough (most's finest) ... every  
vessel's cracked, broken ... a tank of  
your's jammed between the main and  
main.

Could be caused by several things ... engaging the clutch with the engine  
running ... moist particles in the air compressor chamber ... wrong lubri-  
cating oil.



## M-210-RP



## THE SKI

Here's the best way to keep your Davey healthy.

Close & lock away:

Engage the clutch permanently.

This will prevent additional movement of the clutch when the engine's  
running.

It's a minor operation and won't affect the performance of the M-210-RP in  
any way. That is, all you're doing is engaging the compressor directly to the  
engine. Course, there'll be some new working tabs for you to follow, but other  
than your air will operate the same ... or better ... than ever.

## So it's like this:



## NEW INSTRUCTION PLATE:

Once you've returned the form, you'll need  
some new operating instruction plates.  
They are sent by mail by contacting the

**U. S. Army-Military Equipment Center**  
Post Office Box 10  
Aston, PA 19004-0010  
U. S. Army (HQ) 12 010

Be sure to include the serial number of  
each of the rigs for which you need plates.  
Meanwhile, here's the word.



### OPERATING INSTRUCTIONS

Follow the Before Starting info in TM 1-433-220-10. Then:

#### STARTING

1. Turn the fuel tank shutoff valve counter-clockwise to the "ON" position.



2. Pull out the choke control, being careful not to inhale.



3. Turn the ignition switch to "ON" position.



4. Pull over before an engine of ground stop.



5. Open the service valve.



6. Push starter button.



When engine is running, close both the choke and the service valve. Run the unit 5 to 10 min.

#### STOPPING

1. Turn the ignition switch to the "OFF" position.



2. Close the fuel shutoff valve by turning it clockwise.



3. Let fumes evenly evaporate and engage the fuel locking clamps.



#### CALL WITH THE EO

Remember items in the "keep handy" prescription for your Dury in:

Follow EO 1-433-220-10 all the way.

This means that the only battery rating all you'll see in the comparison will be number 4. 2000 C 1000

5150-220-0001 or 21107-00-0100  
5150-001-7150. Modeling also will do.



### 4. BURN TEST



Remove the cover gasket and filter element.



Clean the element with an approved solvent and give 'em both a look-see for damage before you replace 'em.



Slides of clean solvent will do.

Model with Slide Filter	Part No. 264-0111 1/2pt Part No. 264-0110 1/2pt Part No. 264-0112 1/2pt
By-Casting Filter	Part No. 264-0111 1/2pt Part No. 264-0110 1/2pt Part No. 264-0112 1/2pt



A word of warning—don't try any dissolvable until you've returned all the air pressure in the system.

WHEN THERE'S A HOLE-NEED HOLE . . .

## CALL FOR GH

"If you sometimes hear a hole being  
being a hole done at your construction  
and you may need to call for GH—your  
great hole's done's good for "get hole."

GH is the Dense, dense, high compression, 800-D-1145, that's specified for the ignition source vehicle and diesel engines on your GMC T80-24 engines, F-100 engines, or the magnetron source vehicle on your Univ. Big 4000 branching machine.

You can read about the use of it in LIT's—such as LIT 1-2418-300-30-1 (11 Jan 68) or LIT 1-2804-212-20-1 (11 Nov 67). The main thing to remember is that GH is effective where GAA won't do. It's good for temperatures up to 300°F, where GAA's effective only up to about 175°F.

It gets you 60, or one of these 60's:

150-23-463, 1 lb. net.  
150-25-536, 5 lb. net.  
150-25-573, 25 lb. net.

But if you figure it's not enough to use this stuff, maybe you'd better head for the store all the hole-worm hole's need.

You'll find these 60's listed in Redwood Supply Catalogs C9100-01, and C9100-02, both dated 1 Dec 64, and their changes.



60's  
60's  
60's  
60's  
60's

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60's

60's  
60's  
60's  
60's  
60's

## Connie Rodd's BRIEFS

Using the equipment  
on...

MAINTENANCE  
PROCEDURES TOLD

### GENERATORS, COMPRESSORS

Grab a copy of Change 1 (3 Oct 84) to DA Cir 721-2, "Removal of Compressors from Appliances and Sets of Equipment." It's got some important poop on recording separate components in your property book.

These are the components, such as compressors, generators, and sets, that used to be listed with sets, lots and files. They are now listed as separate items.

Change 1 to the circular also tells you how to report the separate components on your AF 21 1-2 report.

### UPSHIPPED DATETIME?

If you need to up-date your periodic maintenance records, you need DA Cir 740-4 (14 Dec 84) to get the latest list of DA changes covering records for your equipment. This circular supersedes DA Cir 728-2 mentioned in PS 146.

### KEEP OUT THE FOGGY BEW

Is your equipment fog book getting damp from the foggy dew? Then try this fog protection. Envelops, transparent, double thin both sides, also opening, 17-in lg, 1 1/2-in w, P/N 7470-275-275, plus 124 mask. It's listed on page 4-6 of (7470-2-4-7) Cir 84.

### BATTERIES BITE, TOO


Like the flesh-eating pinworm fish, any uncharged and unsealed battery won't show and devour your battery-operated electronic equipment during storage or lay over for repairs. So, sometimes, take that little battery out of your life equipment.

### MEET WAC IN ST. LOUIS

Here's an address change for paragraph 8 of your DA 28-720. The Mobility Support Center listed there for Engineer and CB-type equipment is now in St. Louis and is called the WAC Mobility Equipment Center. Make the address: Commanding General, WAC Army Mobility Equipment Center, ATTN: SAC/MS-AMC, P.O. Drawer 88, St. Louis, Missouri, 63188.

### MASK SPECS

When you strap your M17 protective mask for an M7 protective mask don't try to force your old prescription glasses on the new mask. They won't fit the new mask, and you could harm it. Specs for the M7 are specially designed to fit the contour of the mask's reservoir. AF 44-2 (26 Mar 82) "Medical, Dental and Veterinary Care" covers the scoop on special specs.

Would You Stake Your Life  on  
the Condition of Your Equipment?

THESE INTERVALS  
ARE FOR  
**NORMAL CONDITIONS**

**BUT,**  
UNUSUAL  
CONDITIONS  
LIKE  
THESE

CALL FOR MORE FREQUENT  
**LUBING, CLEANING**  
AND **CARE.**

SEE YOUR TM  
FOR THE WORLD.

