

Issue 194

PS

1969 Series

# THE PREVENTIVE MAINTENANCE MONTH

NOVEMBER  
AFTER ALL!





## COMMUNICATIONS

### BE YOUR OWN BOSSMAN ...

How easy is it?

That's the ADL/VRC-12 series radio set ... when you take care of it.

Whether it's in a wheelbarrow or part of a package in a truck, a good operator-eye will keep things moving his way by watching for clues that tell him preventive maintenance is needed.

Of course, a real boss is a piece of radio gear is to run it off when it's not in use, especially before starting the engine in a vehicle. It's a partner with that'll guard against sudden power surges that can send a radio set into old age on the junk heap real fast.

# GO GO GO



## WITH YOUR RI-P RARIN' AN/VRC-12 SERIES

# RADIOS

The give a hand in helping your radio set do its best for you, there are a couple of these pointers that'll do you all kinds of good of better maintenance.

The bold type items are real serious and should be taken care of pronto.

## THE RT-246 RECEIVER-TRANSMITTER

**GAUP** — Bent out, broken, cover cracked.

**BAND SELECTORS** — Loose, won't work.

**FRONT COVER** — Bent, missing, captive screws loose, missing.

**INSULATING PLATE** — Dirty, bent or read, missing.

**PUSH BUTTONS** — Dirty, dirty, won't work.

**ANTENNA CONNECTOR** — Loose, bent, broken.

**EAR WINDOW** — Dirty, cracked, broken.

**PANEL MARKINGS** — Dirty, worn, unreadable, need paint.

**PISTON COVERS** — Dirty, don't lock, missing.

# THE RT-524 RECEIVER-TRANSMITTER

GASKETS — Ford, cracked, slipped

WHEELS — Loose, bent, missing

COVERS — Screws missing, dirty, scratched, need paint

CONTROLS — Loose, bent, broken, missing, screws loose, missing



SPEAKER — Dirty, sagged, bent, cracked, screws loose, missing

GRILLS — Bent, broken, missing

PLUG — Dirty, pins bent, broken



ENCLOSURE WARES — Greasy, dirty, flanged



BLENDER MOTOR — Rusty, dirty, won't run, squirrel cage dirty, fan bent, missing, broken

CONNECTORS — Dirty, pins bent, broken, insulator cracked, broken



# THE R-442 RECEIVER

COIL — Dirty, screws missing, need paint

CHASSIS BIAS — Dirty, pins cracked

WHEELS — Loose, missing, broken

INTERNAL CONNECTION — Bent, dirty



LAMP — Broken, missing

GASKETS — Loose, bent, broken

PLUG — Dirty, pins bent, broken

CONNECTOR — Dirty, pins cracked, insulator cracked, broken



WT-1029, WT-1028 MOUNTINGS

RECEPTACLE

Broken, dirty, burnt,  
guide pins missing.



MOUNT — Dirty, bent,  
all screws loose, mis-  
ing.

SHOULDER STRAPS

Loose, missing, cor-  
rupted.



CLAMP — Bent, loose,  
bracket missing.

SHOCK ISOLATORS

Dirty, rusted, loose.

AS-912, AS-1028 ANTENNAS

ELEMENTS

Dirty,  
cracked, core loose,  
broken.

EEL SPRING

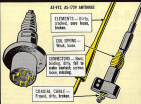
Weak, loose.

CONNECTORS

Loose,  
missing, dirty, fail to  
make contact, corro-  
sion, missing.

COAXIAL CABLE

Frayed, dirty, broken.



APRIL 1958

**FLUORENTS** — Dirty, broken, strings painted, smeared.

**SOFTS** — Co. soft end, ions, broken.

**GADGETS** — Hard, dry, soft, mixing.

**GROUND STRAP** — Less, mixing, covered.

**ADAPTER** — Green, mixing.



HERE ARE THE PUBLICATIONS THAT'LL GIVE YOU A BIG HAND IN IMPROVING YOUR FACTORY-ICE PLANT. (1958)



**CAUSE**



**CAUSE** — Only, hard, insulation material, pulled from 1000000, 1000000, 1000000, 1000000, 1000000.



## AL-1700 ANTENNA—

Below, step-by-step you get the tool and get a crimp in your line of communication.

That's right . . . especially, when it comes to that AL-1700 on the ANV PRA-2 radio receiver set.

Putting the set of blades on the antenna base into the housing hardware can keep the antenna screw from locking the antenna in position.

Oh, in the case of the earlier AL-1700, that second set of blades causes the same problem.

**IN  
RIGHT  
!!  
...UP  
TIGHT**



NO WORRY!  
WHEN THESE ARE  
TWO SETS OF BLADES  
JUST FINE. BUT  
ONE SET OF BLADES  
WAS NOT THE  
ANTENNA BASE.



Make sure the blades are whittled off before inserting the AL-1700 into the housing. Cause they could shoot out your antenna set.

Of course, you have to make up the single blades with the grooves in the housing's base insert or get good cover and lock the antenna in position.

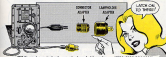




## BENT PINS HURT

Back off with the files for that .4C input cable's power plug pins on the PP-3400/3300-100 power supply.

Before you start up working one side of each pin, make sure you have a connector adapter (IBM 1933-199-1707) on hand. It's located Page 130 in Red-Cat C093-EL-A, (Star 60).



While you're at it, look over the lampholder adapter (IBM 4154-804-1104). The use on Page 111 of Ch 4 to TM 11-5810-414-04 (May 63) should read "40W".

Then, when you have to change from the multi-wire-type connector to the American-type, you'll have the adapters to do it.

## KEYER KEEPS KEYING

You say your T-74 transmitter on that 4M/3300-100 radio set keeps keying when you lay 'er on a keypad hook-up?

Your best bet's to check if that keypad cap and chain. Cause it could be the insulation on the chain is cracked or missing.

That'll be the chain with the EXT KEY and down up the transmitter, keeping that keypad keying constant.



If the flexible metal chain's insulation sleeve is damaged or missing, get it replaced—or tape it up tight to keep the T-74 from keying off by its lonesome.

# ...DISABLE NO CABLE!



A couple of cable assemblies in your EA MFG-1A radio set can whoop up a heap o' grief for you — especially when they get tangled up with looseback switches and generally goof up the deal.

They're part of the C-100-4(MFG)-1A power control power supply and the CP-115(MFG)-1A radio data computer.

The power supply cable can get involved with the 5-1001 male-female looseback switch, and the data computer cable gets way with the 5-1005 switch, in both cases at the drawer doors on this.



Naturally, this combination doesn't put on.

The unadorned engineering can cause the cables to spread, become torn, and show up with cracked and otherwise damaged wires.

The male portions of the 2 switches can break off, or bend, and not work.

Burton's a field-to-theo'll keep you in operation.



Wrap double or triple thickness of plastic electrical tape around the cable for about a 1-in stretch of the cable's midsection.

This'll strengthen the center area of your cable and help hold down wires and prevent damage.



Now, this field'll keep you in action — but you'll still need to get supplies on your MFG-1A as soon as you can, for a permanent fix.

Incidentally, better not try regular electric tape. It can stretch and they will pull on the switch handles.



Another thing: If you let your radio set's turret and guard (think) hang open the elevation depression meter during the swing of the radio base ... well, that can be trouble, too.

Make sure the guard is positioned all the way down for the base swing. Otherwise, there can be breakage of the turret guard in the wind point.



# NOW HEAR THIS!

Gether 'round folk, for an in-crowdy shill wicker — the kind that'll keep you "in the know."

For example, do you know that cutting artists who handle when entering black boxes from a shrewd bird can make the whole airplane economy only unappreciable? These writing business don't come cheap!



AND IT IS BEHIND  
INDUSTRIAL  
OF BEHIND  
INDUSTRIAL  
INDUSTRIAL



So, more you alike on wire handles. You won't lose any time by discussing the common phrase before you reach the rest.



WHEN YOU FEEL THE BLACK BOXES...

INDUSTRIAL BE FINE  
WEEK OF THE WEEK



## LET'S DO BUSINESS

The great institutions in your kind deserve under birds' eyes.

Yanking out on the raging birds will strip the phone gears. You know what the birds are? Early failures, and

Cogwheel on-edge those gears, gently, using constant pressure.

NO  
THIRD  
PARTY



## FIXING THE RADIOS

When a camera rig goes on in a lot of TLC is needed by crewmen to keep cables in smooth, easy shape.

Keep the camera rolled off before you crank up the blind. Here's why. Right after engine start the generator starts to supply operating voltage.

The camera voltage, the automatically, feeds thru the electrical system to the cables. If the cables are coiled on this "spike" will knock the delicate production for a loop.

To keep your cables out of the repair you follow these simple steps.

**1. Roll up the blind.**

**2. For the indicator.** When you get the cable your opening of the indicator while more that the feedback voltage has been picked up.

**3. Turn on generator.**

**4. Get the cable disconnectors** open up for at least two minutes to reduce under stress on components.

Then, go ahead and lay the remaining, you. Don't care by the end and done.

**NOT A DIFFERENCE!**

## SAVE SAVING TOO

Taking the 20-horse oil sump from the 41-degree and 50-degree gas laws can be a bit of a problem. Once the chip detector is set, mechanics can notice, Phillips screwdrivers, tools—you name it—to push it in on the check valve and draw the sample.

The result is sometimes a broken valve... what a versatile development!



RADIO OFF  
OFF-COIL  
CHECKING

To use blind post, look into a colored 1/4" diameter pipe of aluminum tubing, 100 100 100 100, and set off a 1/4" indicator.

Use these a bit on the 20 for pushing up, 100 100 100 100. The pushing of top of foot digging from the inside of the hole when you take the sample.



**THE DO**

**THE DON'T**

To use this little gas insert to test the chip detector opening. Push it on the end—which will open the valve easily—and release all loss the rate thru the 1/4" hole in the end.

Do the pushing by end a colored 1/4" diameter pipe over the hole and your test is complete.

The strength of that cockamamie sampling tool, keep close and don't consider the old bugaboos, foreign object damage, in a new light.

## ORDER FOR SALES OF FOD

The increased output of the new TFS-115 engine in the Easy-Cobra and "H" Model means an increased velocity air flow—there the same distance air later as on earlier engines.

So, you can see that FOD is even more critical on this body. No matter what Easy you own, the one of your most important maintenance checks is to open the engine intake area before and after every mission.



Before you mount your charge, eye the sides of your people boots. Items get wedged between the chain and can fall into the engine intake area.

Next, the mud and dust separator reduces rotation of the compressor blades and housing. It won't keep solid objects from entering the engine, tho.

A stone wedged into a charging compressor can make things worst of the engine for real!! Keep those boots clean.



Look over all areas, especially forward and above the engine intake for material that can ruin the engine.



Be sure all nuts, bolts, screws, washers, dust filters and linchets on the mud and dust separator are tight.

After you pull maintenance remember that good housekeeping helps prevent FOD.

To keep safety wires, cotter pins and other hardware from going into the separator during route head and engine inlet maintenance, cover the separator. Cover or even a large towel will do the trick.

Before you remove the covering, pick-up the area. Remember that rags and work left behind will also FOD an engine.





NOW WE'RE ASKING YOU TO  
 SHOW US HOW YOU WOULD  
 TYPICAL!

### USE THE RIGHT TOOLS

There's a time when you **DO** expect pull the saw for bench work. If you're called upon to do some special bench work, too, be sure you use the proper tools.

For one, never use a screwdriver where you're supposed to make with a tapping tool. The much pressure applied by a screwdriver will only cut the wood in the tapping slot of the **RF** and it can — give you real failures.



### GET WITH IT!



WHEN STOPPING YOUR  
 FEET TO-JACK-POUSE  
 SUPPORT TOTAL  
 THE BODY!



Never let anyone who doesn't know the difference between a radio set and a tool box hand to your radio gear. He's liable to run your radio in the back of his drawer-cabinet. After a long ride to support the set will need more than just a bench stand!

### KEEP THE GEAR

With the 22,500-down off the Hertz, don't get whipped right inside cabinet. The console really takes it on the skin with padded-up gear trays and shock-mounted components.

Signal distribution panel, C-1513A/4K, really catches dirt. Keep the panel clean by using a soft-bristle brush or compressed air (25-28 PSI maximum). Otherwise, you'll be replacing expensive switches.

Keep all your contact gear clean by using a vacuum cleaner, air hose or a brush.

### NO SCRAP, PLEASE!

You have greasy and gritty clean galled transmission or reception leads? If you can't pin down the problem to an individual set, have a look-out at the A-16 impedance matching network in the communication junction box.

All the contacts, pins and sockets inside funnel thru clean pins on the outside. Dirt can really get holed in there. Add the corrosion that's always showing up and you've got short circuits—intermittent operation . . . complete failure.

THE 11-2124-114-30 (12 Jul 65) doesn't call for a pull-out time for these leads. Depending on the conditions where you are, best bet is to pull out and give 'em a cleaning. Some outfits do it on a 300-hour periodic.

Clean the contacts with a suitable cleaning solvent like Isobutol. Page 4-11 of Fed-Cat C-1513-4K (1 Jul 67) has the address. POB 8810-982-047 will get you a gallon can of wickbrush-a-thru. Apply it with a brush or cloth.

IF CORROSION REMAINS ON THE PINS CONTACT PINS... TAKE IT OFF BY USING NO. 0000 SANDPAPER!  
FOUR IT OFF BY USING GROUND CLOTH.



Be sure not to overlook the receptacle in the junction box. A scrubbing tool, such as CT-261, will get rid of the corrosion. Compressed air (30 psi or less) and a soft-bristle brush will take care of dust and dirt in contacts and expensive assemblies.

## PUT 'EM BACK ON!

Putting cables away back in the mount correctly is mighty important. You'll damage the RJ-45 RJ45C-14 if you run it down in the mount when all the mating connections are not lined up.



The metal guide pins are soft metal and bend rather easily. A bent pin means you'll probably push out one of the 4 or 8 network connectors in the mounting and put your net on the blink.



To get good mating connections on your duplex, use the strap to determine that no foreign material is blocking the contacts.



Don't bend the RJ45C-14 - slowly.



After you feel the connection engaging, use your pressure to complete the mating - - - that's the ticket.

Don't do, proper mating of all your network connections is mighty important.

To prevent damage to common plug contact pins let your net team up the guide pins with the slot in the receptacle. No alternatives, please!

Remember, remember that TLC, kids. It goes hand and glove with preventive maintenance.



DON'T BEND THE PIN TO GIVE!

**FIREPOWER**

# M60 GUNNER'S



WELL, YOU ARE IN LUCK!  
SO IMPORTANT... BECAUSE  
IT SITS FIRM AND WEAR  
ON MOVING PARTS... AND FIGHTS  
ELECTRIC CORROSION! ON PARTS  
THAT DON'T MOVE!



**FOR  
MOVING  
AREAS**



**M Special Grade (M) General Purpose**  
 (M) 9104-019-0200 ... 4-oz. can  
 (M) 9104-020-0000 ... 1-gal. can

**GA Grade (G) Weapons (W) Medium**  
 (W) 9104-020-0207 ... 4-oz. plastic  
 bottle  
 (W) 9104-020-0201 ... 4-oz. plastic  
 bottle  
 (W) 9104-020-0202 ... 1-gal. can  
 (W) 9104-020-0400 ... 1-gal. can

**FOR  
MOVING  
AREAS**



**GA Grade (G) Weapons**  
 (G) 9104-020-0400 ... 1-gal. can

# LUBE GUIDE

**HOW TO USE THE OIL**

By the book, that's how — if you possibly can. In practice, surely, you do it where and how you can. Pictured.

**1** Work on a clean area. You can do so just as a rag will do it.



**3** Clean each part and guard with fine cleaner or G, like the M.



**5** Lubricate each part for storage and make sure all moving parts move smoothly.



**M Special and (M)** — Few extra uses show easily, using the rag and G. It's just more, thin edge of part and surface with G, using your cleaning outfit tools area.

**GA** — Sprays a steady drip from the bottle on the parts that require it. Let the oil run over those parts.

**2** Break your gun into its parts and put them in storage groups and quantities — to fit in your M.



**4** When you pack and dry with a cleaning rag.



**6** Apply the lube, carefully. Don't miss important.



**Tip:** In areas where you can't get the GA on the parts that need it before you put M Special on the other parts. This way the GA's bound to be there to the metal's staying is perfect.

**7** For your weapons and mount back together and function-check, use to make sure everything works OK.





## SEE ABOUT THIS CO

You know that note at the top of page 28 in your MOP's-OR-TOM . . . the note that says to put a light film of MIL-L-12555A, Lube—LMA—inside the gas cylinder and pieces of your weapons after cleaning or inspection only if your gun's condition would be harmed in the same event?

Well, forget it.

From now on put that light film of LMA inside the gas cylinder and gas pieces of all MOP's in hot, humid areas—whether you're fighting with it every day or storing it in the same areas.

And don't worry about firing off with the LMA in there. The film would not even you. The will leave it away . . . safely.

The big thing is to get a light film of LMA on these parts.

When you've got the gas system apart and cleaned and inspected according to the good book, do this:



This'll help fight the corrosion that's bogging MOP gas systems in 'Nam.

One thing you never want to forget, though: Using LMA like this won't even protect you from cleaning and inspecting the piston and cylinder to keep corrosion from taking a hold.

THEY WILL

**POSITION'S  
IMPORTANT**

ANOTHER  
LEADER OF BATTLE  
SHOCK AND  
NAVIGATE!

Maybe a few words on the "why" for where and how you should position the handgrip assembly on your M14A1 rifle will help prevent some of the loaded stocks and hinges that've been haunting some snafus . . .

First-time, when you do it the right way — with the second lock on the sling through the ring on the bottom of the handgrip . . . and the handgrip slightly forward in the unlocked position . . . and the sling dial tight from the front (slightly twisted) and to hold the handgrip this way — you've got it made.



This way (or how) the handgrip will be deflected by the sling or the sling will absorb the shock through its webbing. Also this set-up will keep you from putting back too hard and bending the hinges when firing. Besides, it'll give you better muzzle control during automatic firing.

On the other hand, if you have the handgrip straight down and locked and have the sling loose or allow several inches of slack between the handgrip and the base, any blow to the handgrip will likely bow the stock above the handgrip.

Revised

## TELESCOPE COVER READY



FOR THE M118

... a canvas protection cover is authorized as a DDG, then for the M118 allow telescope. Its stock number is DDG 1340-004-0280, and you can request it now.



## KEEP 'EM PAINTED

The questions keep popping up—and the answer's always the same. Yes, keep paint on the muzzle brake deflector and breech guard of your M20-series 3.1 in caliber launcher. Sure, doing so is a more giveaway than a bald head in combat. And if it doesn't get you stopped, it might get you stopped. So, if the paint wears off, put some more back on. Clean the surface first with dehydrating solvent, dry it good and



then apply an even coat of OD (Dunnell, weightless . . . DDG 1340-004-0280) —1 gal cont. Let the paint dry over night, if you can.



IT'S  
OTHERS —

## WHAT YOU DON'T KNOW CAN HURT YOU!

Yep! The old saying is all wrong. If you don't know how your M1241 forwarp tube is assembled to the breechling you can get hurt and the weapon is sure to be permanently damaged.

Every time the tube or cannon assembly is removed or replaced, check on the distance from the rear face of the forwarp tube to the outside face of the breechling.

If this distance is over 3 inches, call your direct support and don't fire your weapon until it's fixed.

GET ONE  
OF  
THE  
BOOKS



Because if the distance is over 3 inches it means the tube could be 1 or more threads from being properly seated in the breechling.

So what?

So if the weapon is fired with the tube not seated, the distance will not make a perfect seal and there'll be blow-by which is sure to ruin the equipment and might ruin you.

## HAPPY LIGHTING

You're right . . . the lamp housing for your M1 collimator goes on the rifle more than you'd like it to. The basic word is that the housing is now an organizational repair part. It goes under FSM 1248-006-7005. You'll find it listed in the current JEP TM on your weapon.



You say you've got oil leaking from the recoil mechanism for your M14-family assault or M1241 auxiliary propelled 120-MM howitzer?

If you fill the replicator one day and the oil level is down halfway 24 hours later, you've really got a leak. It's time for your support unit to inspect the mechanism and promptly repair or replace it.



EARTH-  
MOVING  
EQUIPMENT  
NEEDS  
DAILY  
LUBING



PREVENTIVE MAINTENANCE MUST BE TAILORED TO CLIMATE AND TERRAIN

**CONDITIONS AFFECT P.M.**

BATTERIES, COOLING SYSTEMS, ELECTRONICS EQUIPMENT AND LUBE POINTS

MARCH						
S	M	T	W	T	F	S
						1 60
2 61	3 62	4 63	5 64	6 65	7 66	8 67
9 68	10 69	11 70	12 71	13 72	14 73	15 74
16 75	17 76	18 77	19 78	20 79	21 80	22 81
23 82	24 83	25 84	26 85	27 86	28 87	29 88
30 89	31 90					

ADD  
\*  
**FOOD**  
COUNT  
YOUR  
TOOLS

APRIL						
S	M	T	W	T	F	S
		1 91	2 92	3 93	4 94	5 95
6 96	7 97	8 98	9 99	10 100	11 101	12 102
13 103	14 104	15 105	16 106	17 107	18 108	19 109
20 110	21 111	22 112	23 113	24 114	25 115	26 116
27 117	28 118	29 119	30 120			



✶ FORDIAN OBJECT DAMAGE

**SIAM-BANG  
P.M. CAUSES  
"MORPHES"**

FORDIAN OBJECT DAMAGE

Blue-Cover  
Bunches  
Bunches  
Bunches

REPAIRABLE  
ITEMS—  
PACK, HANDLE  
AND HAUL  
WITH CARE.

KEEP  
REPAIR PARTS  
STORED IN  
THEIR  
PACKAGES  
TILL USED!

**MAY**

S	M	T	W	T	F	S
			1	2	3	
			4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

**JUNE**

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Get into  
the work!

CRASH KNOCK  
IS A  
CLEAN WAGON  
IS A  
SAFE - FIRE  
TEAM.

**KEEP YOUR FIGHTING EQUIPMENT READY**



P.M  
POWER

EYE IS  
PM

IF IT RINGS, FLIES, OR  
PM  
IT

PM  
IS  
LOVE

PM

KEEP NEW PARTS  
PACKAGED UNTIL  
NEEDED

KEEP NEW PARTS  
PACKAGED UNTIL  
NEEDED

KEEP NEW PARTS  
PACKAGED UNTIL  
NEEDED

KEEP NEW PARTS  
PACKAGED UNTIL  
NEEDED

REFUSE  
MURPHY'S  
LAW

KEEP NEW PARTS  
PACKAGED UNTIL  
NEEDED

KEEP NEW PARTS  
PACKAGED UNTIL  
NEEDED

KEEP NEW PARTS  
PACKAGED UNTIL  
NEEDED

KEEP NEW PARTS  
PACKAGED UNTIL  
NEEDED

KEEP  
NEW  
PARTS  
PACKAGED  
UNTIL  
NEEDED

TM

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

**JULY**

S	M	T	W	T	F	S
		1	2	3	4	5
		6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

**AUGUST**

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

**COMMO  
EQUIPMENT**

**NEEDS  
TO  
BREATHE**

CLEAN  
AIR  
FILTERS  
OPTION



**WHEN WASHING  
VEHICLES...  
KEEP WHEEL BEARINGS  
OUT OF THE WATER**

SEPTEMBER						
S	M	T	W	T	F	S
	1	2	3	4	5	6
	7	8	9	10	11	12
	13	14	15	16	17	18
	19	20	21	22	23	24
	25	26	27	28	29	30
	31					

**DON'T LET SPIT 'N'  
FOURSH HIDE REAL PM.**

OCTOBER						
S	M	T	W	T	F	S
			1	2	3	4
			5	6	7	8
			9	10	11	12
			13	14	15	16
			17	18	19	20
			21	22	23	24
			25	26	27	28
			29	30	31	

**DOY GRILL  
FOURSH  
WHEELS  
TROUBLE**

**WASH-FULL  
WHEELS  
HAPPY-TO  
BE A CLEAN  
WHEEL  
FULL WITH**

**WASH FOR  
WHEELS  
DAILY**





**NOVEMBER**

L	A	T	W	T	F	S
						1 209
2 266	3 267	4 308	5 309	6 367	7 341	8 367
9 349	10 349	11 349	12 346	13 347	14 349	15 349
16 350	17 323	18 327	19 323	20 344	21 347	22 348
23 347	24 328	25 329	26 345	27 348	28 347	29 349
30 344						

**DECEMBER**

L	A	T	W	T	F	S
	1 344	2 346	3 347	4 348	5 349	6 349
7 344	8 342	9 348	10 348	11 344	12 344	13 347
14 348	15 348	16 345	17 347	18 347	19 347	20 348
21 349	22 346	23 347	24 348	25 349	26 348	27 348
28 347	29 347	30 347	31 347			

CALL TO THE BEST DEAL ON PLANS, SERVICE, TRAINING AND MORE.

**PREVENTIVE MAINTENANCE IS A YEAR-ROUND DEAL!**



MADE IT SMART ...

## SLIP-PROOF PEDALS



A human pedal on a slick floor is no slipperier than the brake and clutch pedals on some vehicles — especially when the pedal surface is all metal, when the metal's worn down smooth and when you've got mud or snow on your boots.

When you're operating a vehicle like a GM8-cubic 1/4-ton or G14-cubic 1/2-ton truck, take care to clean the mud or snow off your boots before hopping in. And keep this small device off the pedals, too.



If your CD gives the OK, you can get extra insurance against slippery pedals by having little bumps etc. welded into the pedal. Just across the leading edge of the pedal may be enough. That'll give your boots something to grab onto if.



AR 201-22 Chap 611, para 25, allows commanders to authorize "additional devices" for the prevention of motor vehicle accidents — and you can now have it if your foot slips off the brake or clutch pedal at the wrong time.

# NEW FILTER SERVICE

IT'S IN THE ENGINE COMPARTMENT.



You've got a new maintenance service on your BMW 1/4-ton truck — or other GM41-series vehicle. You do it if you've got the fuel filter in the engine compartment.

the sediment level of the fuel filter every 3,000 miles or 6 months.



Ch 2 (see 68) in TM 9-8030 tells you to expect that fuel filter element every 3,000 miles or every 6 months, whichever calls around first. This new info goes in the how-to-do-it section of the TM (para 135), see in Table III where you find your other scheduled PM services. That is, those other semi-annual services are pulled at 3,000 miles or 6 months, a shorter mileage figure than you've got for the fuel filter element.

A new filter element comes under PN 2910-071-0011, page 11, TM 9-2020-11.2-20P (Ch 1 and Ch 2 (Jul 68).

There's no regular replacement of the element for the in-tank type fuel filter found in low production vehicles (also Serial No. 88843000). This filter gets service only if it happens to be out for fuel tank servicing or if you suspect the filter's giving you trouble. That para 135 in TM 9-8030 tells you how to check it.

If you need a new element for the in-tank fuel filter, it comes under PN 2910-711-0114, page 24 in the 20P TM. This PN has been authorized as 2910-071-2014.

But Table III will call for checking



## BREATHER FOR 5-TONNERS

All 1974-series 5-ton vehicles with either the modified or diesel engine get Breather Assy, P/N 2129-272-7045. It goes in the intake and fuel line rear system and prevents foam blowing up from back pressure.

Under MWO 9-1508-211-2070 (originally this breather replaced old Breather, P/N 2129-456-7112).

If your 5-tonner didn't get the MWO applied, ask your support to get you the new breather from Ch 2 (Mar 67) on TM 9-1508-211-15F.



GET THAT MWO APPLIED



## REGULATOR SHOT?

Deal with your truck's generator regulator — even if your tests show it's no good. Your DS wants to doublecheck it so double if it goes on the salvage heap — so no bird's in 'em out of a canyon or over a gully! It is a truck with a lot of junk.

There's no more replacement of parts in these 21-amp regulators — P/N 2530-013-0764 or P/N 2530-115-4077 — used in most tactical wheeled vehicles. DS repair of these regulators is now limited to cleaning and adjustment. If that doesn't make it perk again, it's tossed.

MAYBE NOT!



## NEW FOR M151

That's right — now it's 6,000 miles or 6 months for semi-annual PM service on your M151 or other 1974-series 1/2-ton vehicle. The new word's in para 3-13, TM 9-2020-210-10 (Mar 68). That's a switch from the 3,000 miles or 6 months you are in TM 9-1529-115-20, but the '20 TM will be pulled' it up in a change or revision. You'll be sure' this 6,000 miles favor for your other vehicles, too.

## DRIVER TESTER

If your work has a big job of training and testing drivers, you may need Driver Testing and Training Device, Portable, P/N 5820-020-0070. The P/T/E you get from the U.S. Army Mobility Equipment Command is complete like no other available: inter-vehicle phone, radio, motion base and eye-tracking gear, controls and all are included. You need 110V 60Hz AC to run it.

CHANGES  
To THIS ISSUE



That's the signal to right that wrong P/N for Symbolic, electrical contact: both button cable contact. It's in Ch 1 (Nov 62) as TM 9-2320-211-20P under P/N 2078-026-0204, but it should be P/N 2198-026-0204. The right P/N shows up in Full Cat C279011-A (Apr 68) and will be picked up in the next JSP change or revision.

## MULTIFUEL PUMP HUMP

If the in-tank fuel pump on your 2 1/2-ton or 5-ton multifuel truck is on the fritz, don't expect support to fix it. There's no kit to be had. Just get a replacement . . . but only after you've checked connections and made sure it's not just a loose wire.

Though some TR's say the pump is repairable, forget it. Here's the low life on which of 5 new pumps goes with what vehicle:

P/N	P/T
P/N 2018-700-710, P/N 194000-0, Fuel Pump & Mount Assy	All 2 1/2-ton multifuel except M700 and M702
P/N 2018-700-710, P/N 194000-1, Fuel Pump Modified & Mount Assy	2 1/2-ton M600, M700 and M702
P/N 2018-700-800, P/N 194000-0, Integral Fuel Pump & Mount Assy	All 5-ton multifuel models

The above listed items replace old assembly P/N 2018-700-0004. See page 30, Ch 3 (Apr 67), to TM 9-2320-211-20P and page 27, Ch 3 (Sep 66), TM 9-2320-200-20P.

# NO KNACK — JUST FULLY PACKED



You have to develop a lot of hand action to pack grease into a bearing. This takes ingenuity — and elbow grease.

It doesn't really matter whether you develop an "old pro" knack for the wheel bearings in your vehicle, tho. There's a bearing lubricant, **RAM GREASE** 704-8952, in the lubricating kit of your No. 1 and No. 2 Common Tractor Kits.

This little gun does a good job of getting grease into every crack and crevice. That's because you're purging out the old and putting in the new with the pressure of a grease gun.

Wipe it off ...



Once I have been  
topped up and dirty you can  
clean them with kerosene,  
or by cleaning solvent,  
before re-greasing.



By the way bearings  
by being free that are a  
real job at that, but  
too dull.



RAM, Inc. 4-215  
4, LUBRICATION 704  
ALWAYS BUY TO

# WRECKER FLASH



Getting all operators to use the bolt-on-to-a-wrecking beam-chose-pin locking plate on your 5-ton (K40) and K0400 models.

In any, it's believed plates were removed during replacement of beam-chose-pin or omitted at time of manufacture.

OH, I'M GETTING AN ALL-POWER BULLDOZER ON MY SUPER HEALTHY WEST BOUND.



It's that's dangerous. Don't have a bolt-chose-pin if not equipped. If bolt plate not be found, your operator should be told that this.

## DIAGNOSIS Q&A #10001

1. Fabricate a new plate from 1/2-in., 1015 or 1008 steel, 1 1/4 by 7/8 inches and weld to the chose support pin base.

MAKE A PLATE



2. Insert the plate 1/16 inch above the center line of the pin hole in the flat so the chose pin will engage against the locking plate. That's all, except see B-750-600-1 Item 005, page 005.



OH, I'M GETTING AN ALL-POWER BULLDOZER ON MY SUPER HEALTHY WEST BOUND.





**TRACKS**

## DOZERWISE—NO BULL

Tip! If you've got an M&M recovery while you are out of the bulldozing business.

Page 44 of TM 9-2000-203-10 (Apr 04) for you and the spade for an emergency only. However, in many spade supports have been getting broken that all interfering with the M&M spade is over use. The new page 44 in Ch 1 (this M&M) says so.

USE THE  
SPADE TO STABILIZE  
THE SERVICE IN  
RECOVERY OPERATIONS,  
LEAVE THE BULLDOZING  
TO REGULAR  
TOLERANCE  
—YEAH!

## YOU CAN GO WITH LESS

NEVER  
WANT  
THE PEE.  
WE DON'T  
NEED IT,  
BUT!

Your M&M or M&M-series tracks might have a problem with the shell and frame pin assembly. You're likely to shear it off at the right or left hull stress tracks when you correct the track.

Should this happen, don't bother getting a new one. This pin and chain are not needed and you can remove 'em whenever you want. This way they won't cause you any trouble.



THE PIN...



...THE EXPANDED

## GASKET SAVING NOTE



Lean up on this, all you mechanics who might remove the gaskets on an M10A2 tank or other vehicle with a similar engine.

When the gaskets (catalog #) FOR 2000-999-8416 (79-1211) come off, there's a gasket with it. Gaskets, gaskets, gaskets, FOR 1500-774-0205, (77-48476).

Now this 78 gasket don't look like much to you mechanics there it stay.

'Well, it sure not the beauty lookin' 78 silver gasket cost your U.S. Dicks

\$2.37 per which is just too much green to be throwing away.

So cut it out, boys! Include the gasket when you turn in the gaskets to your support for repair on a DD, deal. Be nice. Everybody happy and nobody will have to come up with the \$2.37.

This applies to M10A1, M10, M10A1 and M10A2 tanks; M10A1, M10 and M10 self-propelled guns; M10A1 and M10 SP howitzers and the M10A2 tractor.

## M113A1 PIVOT BRAKE KITS



Having a rough time getting the brake assembly parts list shown on page 189 of Ch 4 on TM 9-1500-100-200's show call try FOR 2000-100-0012.

If the repair kit is temporarily out of stock your best bet is to order brake assembly FOR 2000-999-1908. Although this brake assembly is now listed as a non-supply item in TM 9-1500-100-200's, it will be shown as an authorized repair part in the new TM 9-1500-100-200.



# com. MIG WELDER

On all models the gas control cable (it's called gas control cable by some models) goes in through a cable connector on the right side of the control box. All you do to wire in the gas is connect the control wires from control wire T1 (found on the floor of the control box), lead up the right lead to the right control and anchor the leads with the screws. The leads are color coded and the control wire connections are numbered.

### OUR GASEL CHECK

Two or 3 cables, depending on which set you have, are permanently attached to the gas. But the only gas cable you have to wire to a terminal strip is the gas control cable. For example:



The trigger, black cable is the gun's welding power cable and it simply plugs into the control assembly.

On the other models the gun's ground cable also hangs from the gun. But, all you do with that cable is attach it to a terminal on the side of the control box.

### WIRE THIS IN CAREFULLY

On all models you also have to wire in the set's work pickup cable. On the 1400 model you also hook up the 11 Leads cable. And, on the 1400 model you also wire in the connector cable. We'll teach these basic cables in an upcoming issue, so you'll have a good look-up picture.

### SAFE/BOY CONNECTIONS

All lead, line and cable connections must be good and tight. Its check connections the slightest as you make 'em. Also, the waterproof cable connections and leadings — which hold and protect the cables and lines passing into the boxes — must be tight to help keep the boxes clean and dry.

And, first and foremost before you make any connections be sure the voltage control switch on the control box and the generator power switch are on OFF.

OK — now that the preliminaries are out of the way . . . here's the 1400 wire in wiring the gun —

You needn't shy away from your Link MIG welding set just because you've found the gun's control cable is not connected to the control box. The fix comes that way, and it's a simple job to wire in the gas.

The Link MIG welding set comes in 3 models, but the gas hooks up the same way on all models. You may have either —

1. One of the 7 wire sets, PN 3401-3402-3403 (Model Superior) or PN 3401-3402 (Model Standard) or PN 3401-3402-3403 (Model Standard) with the welding machine and the control assembly is 7 separate items.

2. Or, the 4 wire model, PN 3401-3402-3403 (Model Superior) or PN 3401-3402 (Model Standard) and the work-up assembly is 3 items.



**115-WATT CABLE**

Insert the cable through the cable connector nearest you on the lower right side of the control box. Connect the cable's 4 color-coded leads to T1, like this ...



you don't use?



THIS CABLE BRINGS YOU THE CONTROL PANEL. SO HOOK IT UP LAST.

**115-WATT CABLE**

This is the other wiring job you have on this set. The cable brings you the control panel — so always make it the last connection.

Plug the 115-watt cable in terminal strip T1, located on the lower right corner of the control box. Bring the cable into the control box through the cable connector nearest you and hook its 4-color-coded leads to T1 ...



**115-WATT CABLE**

While you're on T1 you can hook up the single lead cable. But it isn't the control box through the same cable connector and connect it to terminal T on T1. The other end of the cable drops on to the workpiece.

**115-WATT CABLE**

Push the cable through the larger cable connector on the side of the control box. Inside the box you pass the cable through the wire-connector and secure the cable in its proper height under the working area board.



**HOOK-UP 115W-1P**

Show us to the other wiring jobs and connections needed to get your single box MPG welding set working. All connections coming up. (Like the 115-watt cable.) are on the left side of the control box.

## CONNECT BOX-BOARD GENERATOR



WELDING WELD

Connect from output connector on output regulator to the terminal on the output connector on the lower side of the control box.

## 17V-ACUT WELDING POWER LEAD

Push one end of the cable through the cable connector on the upper side of the control box, and attach the cable to the positive leg on the welding controller. Connect the other end of the cable to the positive terminal on the generator.

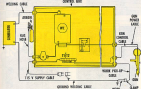


## GROUND WELDING LEAD

Connect from the negative terminal on the generator to a good ground on the workplace.

## SINGLE BOX WIRE-UP

### CONTROL BOX





**RIGHT SIDE**

**BEFORE YOU START, ALWAYS CHECK THE WELDING CONTROL CABLES FIRST!**



**WELDING CABLE**

Feed the cable through the cable connector on the lower right side of the control box, and connect to terminal 11, like this —

On the Spectrum model  
(VIN 0A71-833-0170)

Lead	Terminal
Red	11
White	12
<b>Blue</b>	<b>13</b>
Green	14
Orange	15
Black	16

On the 0A70-1-4 model  
(VIN 0A71-873-0070)

Lead	Terminal
Red	11
White	12
<b>Blue</b>	<b>13</b>
Black	14
Orange	15

Cable entry and routing may vary slightly in some older kits. Always check the T16.



**WELDING CABLE**  
Attach to the ground terminal on the outside of the control box. The terminal is equipped with a plug set to hold the cable.

**WELDING CABLE**  
Run the single lead cable through the upper cable connector on the lower end of the control box and connect it to terminal 11 or 12. The other end clamps to the workpiece.

**WELDING CABLE**  
Connect from the negative terminal on generator to a good ground on the workpiece.

**WELDING POWER CABLE**  
Plug the gas power cable into the receptacle on the outside of the box.

**LEFT SIDE**



**WELDING CABLE**  
Connect from the cable connector on the upper regulator to the universal reference terminal connector on the lower side of the control box.



**WELDING CABLE**  
Run one end of the cable through the connector on the left, upper side of the welding controller, and attach the cable to the gas generator's positive terminal. Attach the other end of the cable to the positive terminal on the generator.

**WELDING CABLE**  
Run one end of the cable through the upper cable connector on the side of the control box. Inside the box you pass the cable through the cable connector, strip and attach the cable to the gas power cable terminal just inside the right side wall of the control box.  
Run the other end of the cable through the lower cable connector on the right side of the welding controller and connect it to the controller's negative terminal.





Make sure the 115-volt power receptacle, or power cord adapter for the 115-volt cabin, has a good electrical ground.

The flowmeter on the argon regulator tells you how much argon gas is going to the gun. And, the regulator's pressure gauge tells how much pressure you have in the argon cylinder.

Test the argon regulator successfully. Never touch or grab the regulator by the flowmeter tube guard.

Before installing the regulator, open the argon cylinder just a crack to blow off any dirt.

And, never stand in front of the regulator when you're cranking the cylinder valve.

Just before installing the regulator be sure the flow-adjust valve is turned (clockwise) off all the way.

When you're installing the regulator, cradle it in one hand and screw the labor connector nut to the argon-cylinder valve with the other hand. Tighten the nut carefully with a wrench.

The regulator must be installed with the flowmeter standing upright.



GET CLOSE TO THE JOB! ... KEEP THE CONTACT, BOX AND REVERSED CONTACTOR SETTING UP! ... LOCKING THEM DOWN WILL ACTIVATE THE GUN.





SAFE

Take care you have no kinks or sharp bends.

SAFE

NOT  
DELICIOUS!  
HEED, JOHN  
MORSE MAN.

BEWARE  
OF WELD

Set up your rig in a well-ventilated area. Keep it away from tools or flammable fumes. Always wear your protective gear. And, on long jobs check yourself frequently. MIG welding means heavy noise levels — and, the stuff's dangerous health-wise. Welding experts recommend a 15-minute break-at-least break out of each welding hour. For important wrap-up news go poisoning and first aid on recent problems see **THE MAIL 256** (Jan 66).



SAFE



When you're switching job locations disconnect the power and ground cables from the generator. And, coil all the cables for easy handling, cable protection . . . and your safety.

Disconnect the output regulator from the output leads and from the splices, and handle the regulator like fragile stuff.

It's OK to hand-carry the MIG set for a short way, but if your next job is a good way off, always pack the set in its shipping box. The box protects the set from damage, and makes it easier for lugging, loading and transporting.



BE A  
BIT OF  
SAFE  
TO BE  
ON YOUR



SAFE



Keep your pulse handy. **TM 5-244-25A-13** (Aug 65) for the single line set, **TM 5-244-206-11** (Jul 64) and the **OSP** manual (Jul 61) for the **SPM-3-A** set, and the **Links** manual and parts list for the **SPM17E** set. And, of course, the guide for whatever welding generator you're gas.

## NUT RESTORER

Dear letter,

You made a tool that will restore almost any self-locking nut to their original condition. I used a ball on which the nut fits and drilled the front of the ball so it would fit over the self-locking end of nut to be restored. (You can also use a steel bar and drill it with oil stone.)

It doesn't matter whether or not you ground the top inside of the nut, because you should use oil or kerosene before restoring it. If it's bad, use wet the nut.

Then you slip the nut over the self-locking end to be restored and tap it a few or two with a hammer.

You'll find these self-locking nuts on your vehicle. They're used especially where safety is a factor, such as on drive shaft bolts.

Richard H. Weston  
Mendham Farming Ground, Ill.



A  
SLIPPER  
IDEA!



## NEW HEATER SPRING

A switch in time may keep your Model BT 400-40 (RPM 400-700-4217, and BT 400-40-1, RPM 400-800-8474, dual-type heaters in operation.

The spring, P/N 7310-210-7017, that's new on the engine exhaust team and you have to replace it often.

You can fix this problem by replacing it with a new standard exhaust spring, P/N 1108-404-1207, number-

BT  
THE  
SPRING



one's code — 50508. Part No. TM 50514.

TM 700-871-2 (4 pgs. 68), R/R Digest, is your authority for ordering it until you see it is a change to TM 5-4326-208-209.

## NO BOLOGNA



Your Model 8-1 Auxiliary Saddle Cutter power saw slicing machine, P/N 7330-211-4716 and P/N 7330-211-4777, may be about to go on the block because of a bad worm gear. Take it to your supplier and they'll replace the gear with a new one free of charge if your machine has one of the bad gears.

CHARGE NOW!  
WHILE YOU CAN...

## METER-TEST EACH OUTPUT POLE



You with the new heavy charger — get a 2KW G4 or G4g, PSM 6115-6116-6118, 12-volt!

Before you hook up a bunch of low miles and vults 'em, better check those meter plugs for reverse polarity.

The trick is, have your radio genius or fellow-wire connection make a 15-502 meter, so it is in the 12-volt range, and get a polarity reading — keep standard maintenance 'til dox.

If the meters marked (+) turn out to really be (-) and (-) ones (+), you need a wire-switching job between the generator output and the distribution panel. But be sure you get to points A-1 and A-2 right where the poles come out of the generator bank! — otherwise

you'll make a three short and burn up your rig.

Don't get worked and start up the car before you've had somebody else double-check the job — like testing the polarity to make sure the labels match the output.



## HOLD THAT PUB!



WFO-0040-o-volt! Like traps in DA Ctr 112-80 (1st 67), don't leave out our TM 5-1418-118-15 (Aug 60), or DEC ED-6 Full-Track Tractor. It's all good — the DA Ctr 112-80 (Apr 67) notes to allow it was all a mistake. So save it — along with Changes 1, 2, and 3. Like gold.

## URGENT 45-KW FIX

GET SUPPORT  
TO MAKE  
NEW MOUNTS.



Your 45-KW Stream II Generator Model 31000 generator may look healthy, but if it's making a weird chugging noise, it could have a real bug growing inside ... to stop the chugging.

The bug is that the roller-tilt-choke brushes break after 500 hours or so, shooting out the oil. Support can put the blocks in that.

The fix is to take out the roller-tilt-choke and make new mounts out of 1/2-in thick angle iron. Either 1 1/2-in width (POM 9530-273-0984) or 2-in width (POM 9530-288-1186) works great. Aluminum 2-in angle (POM 9540-141-0712) is good. Tell your support to requisition 20 inches for each generator.

UNTIL YOU GET  
YOUR **GENIE**  
FREE TOOL,  
HOW TO GO!

HOW TO GET YOUR **GENIE**...

## GOT A LOOSE SCREW

You can do something about the screws (POM 5004-273-7373 or 1-800-858-0029), working loose from the retaining plate of the compressor diaphragm of your Model CDE 10,000 Cubic Foot Compressor Device, Inc., distorting walls. POM 4230-078-0411.

You remove all of the screws from the diaphragm retaining plate. Then use the threads of each screw with an extractor-puller, POM 8830-080-0876. It comes in a fine spray can. Be sure to follow the directions on the can.

After the primary drive, apply sealing compound, POM 5004-503-7373, to the screws. Put them back in the plate and tighten 'em. That should do the trick.



## DOUBLE DUTY

Are you're operating a single-axle crane that has two hoistwires — but only one DA 2400-1 for recording hours of operation? No sweat. Just draw a diagonal line across the line in column 4. Raised lines for the crane hoist above the line — hours for the crane carrier below. Like so:

1. Hoist Wire		2. Crane Hoist		3. Hours	4. Hours
DA 2400-1	DA 2400-1	DA 2400-1	DA 2400-1		
1000	1000	1000	1000	1000	1000
1000	1000	1000	1000	1000	1000
1000	1000	1000	1000	1000	1000



## A TIMING TURNAROUND

Make a note about what TM 5-285-204-14 (Jul 85) says on page 52, Fig 25, about firing codes for 2842 30-HP Engines. The code is 1-2, not 0/000.

## SCALE REMOVER

There's a real no-fuss way to get the hard-water scale out of your kitchen equipment! Look us up at TR 18, T-906-200-20 (Dec 87). It gives the steps on how to use a scale-removing compound to clean your coffee urns, steam tables and distributors.



NEW TYPE  
IMPROVED  
DESIGN!

# HOW TO LIGHT UP

You don't need a single-wick or any other tricks to fire up your latest-model luminous lantern. But just be careful that your lighter cap doesn't ransack wick.

Before you use the cap, make sure it has the wick and the wick screen spring.

Remove the vent plug at the top of the fuel tank and swing the lighter cap below the fuel valve of the fuel tank.

Slowly open the fuel valve until the lighter cap is 1/2 full of gasoline. This may vary with the temperature — we'll need more gasoline in cold climates!

Now light the fuel in the lighter cap and swing the cap to the fuel compartment to fill protect the fuel.



Let it burn for 1 minute and then swing the lighter cap so that the edge is below the fuel valve.



Open the fuel valve and the flame will quickly transfer to the burner cap.

Do not open your lantern burner chamber or there may be a flash in the pan.



REMOVE COVER  
ON THE TOP



INSERT FUEL TO A ONE-QUART  
LEVEL AND A BURNER SCREEN,  
THIRD INSIDE OF A WICK  
SCREEN



FOR NEW  
BURNER

## SAFETY FIRST!

The extra safety tips given for this type of lantern are for the types that use the lighter.

- You never let the fuel drip into the burner before performing the work on lighting the lantern.
- You make sure the lantern are piped outside if burner is used in a building or tent.
- Look for leaks or spilled fuel. Wipe off the fuel from the outside of the lantern.
- Check to see that the air-ventured cap is filled at least 1/2 inches above the top of the combustion chamber and about 4 inches below the collar assembly. You can have approximately 20 gallons.
- Always wash your hands carefully before you do any maintenance.

The windy winds are coming, and the changes blowing your way include Change 1 (15 Aug 95) to FM 38-110 — effective 1 Jan 96.

This update your guide to equipment maintenance and historical records. It's the same Army Equipment Record (PERMAFORM) — an unclassified, uncontrolled and retained storage for the five designated units using the CH 100 system that's more streamlined now.

When your copy comes "round the bend," watch especially for these major highlights:

1. Equipment model listing changes in data collection for DA (20), DAIC (20), DAIC-2, DAIC-7 and DAIC-8 (2) (see Appendix B and C)

2. Detailed format (22) references required to form log entries, which include forms called by DA G 790 (1) and provide a table, number of items to complete (except this entry) and comments.

3. Code changes in Appendix 1 include major updates in alternative (20) and (2) codes for models (20) 10 and equipment for (20) 10 codes.

4. Section 4 of Chapter 2 in some records instructions that refer only general equipment use of form.

5. Detailed references and equipment responsibility designations by activity are updated (Appendix B) along with updates of existing references which appear throughout in the Manual.

# PRESTO CHANGE-O



The new rule on logs for composite items calls for a checklist on the log for any and items that has other and items in components. Here's a change's streamlined version of the rule.

2. For electronic and communication and item (2000) category.

1. Composite and item is required to have a complete log as spelled out in Appendix B and F and para 4-22.



2. Electronic and communication and item that are components of a complete system in this same category need only 2000 levels in the complete log (the 2000 or the 2000-1) as required in para 4-22. The log would not include DA 2000-10 for DA (20)-2, DAIC-4, DAIC-8 and communications form DA 2000-14 for components and DA 2000-14 would not be entered or maintained for the component and item.)



3. When log are components of composite and item of other category, electronic and communication (2000) category and item get all records required in their own category form, Appendix B and F and para 4-22.





**L**ike everything but abstracts and communications and fees, all forms listed on category four Appendices II and V and parts 4-23 are required even when the form is included as a component in a complete and final. Keep in all and items included in the complete form would be kept in one by binder with the 204-20 index.

**NOTE:** The only exception to these rules is one and done that qualifying under parts 4-204/2042 or 4-223 are equipment used by a U.S. Army service school or center in an approved PCS, normally not in system configurations and routinely disseminated or forward. This waiver on routing approvals does not apply to 204 2042 and 4, nor the other forms when the equipment is returned to normal use.



OTHER CHANGES?

20 2042 — New information regarding 20 2042 action, as well as the 2042 reports, at 20 2042, Department Report Report.

20 2044 — Change system status to release 1 & through 12 for items reported on 20 2044 app 20 even if the 20 has been printed.

20 2045-2 — Appendix 2 drop 20 as information into collection form.

20 2046-2 — Submission by depot waived.

20 2048 — Current status codes on 2048 is required for 20 2048-2 also required for 20 2048 action 2 — page 4-2048-2.

20 2049 — Reporting of previously un-plant with 2049 is required, using before table 20 — page 4-2049 — and using estimated numbers from the 2049 if total time is released — page 4-2049. 2049 may be required to be retained for 20 days when data is classified transmitted. Before we submit our reports on, including required meeting dates in maintenance and legal "reports and releases over" action.

20 2047 — Appendix to use that for center within region defined.

Other general changes include provision for use of equipment under the special use this necessary, operational or maintenance status and a general updating of collection, maintenance of these references and studies through the law. It's the latest. You'll need it to keep an accurate record on your equipment.

## Cornie Rodd's BRIEFS

NOT A  
PROFANAL  
COMMENT!

### # / R Files

As you were, Mr. Handwritten holder, Paragraph 3-49 Ch 1 (May 68) to 42 T38-28 dropped in couple of lines at the printing shop. The original handwritten file (or copy) will belong to the property book office. And, the HLR holder gets the duplicate copies.

### Supply TWA

Property-book types keep an eye out for the latest scoop on Change 1 (May 68) to 48 F12-21. The info went out by 24 TWS 884571 (26 Oct 68), and should be reaching you soon by way of your local supply SGP.

### 40-mm CS & Smoke Arrows

The 40-MM CS cartridges for the M79 grenade launcher to Cartridge, CS 884571, handling, firing and safety issues on the round is covered in TM 3-1210-243-10 (Sep 68). Cartridge, CS 884574, and Cartridge, Red Smoke, 884575, can be fired by the M79, by the AMM grenade launcher pistol, or fired by hand. These 2 cartridges are covered in TM 3-1210-243-10 (Sep 68).

### # / R Dating

Remember, the initial handwritten date on the back of the property book page (DA Form 1028) must be up-dated when there's transfer or lease business between the HLR holder and the property book office, or when a new man signs for the HLR items. That is, the HLR date on DA Form 1028 must file with the date of the latest transaction shown in the HLR balance column.

### A Date For You

You'll not need a pencil and paper to figure what the Julian date is if you have the combination Perpetual and Leap-year Julian Calendar, FSM 7113-0226-2401 will get you a postage of 50. You find it listed in the OSA Book Catalog 8/Part 8 (Oct 68).

### WOP Inward Glass To Our Pass

Search no more for someone to replace that busted window on your 275-amp truck's WOP manhole. The whole crate comes together as Glass, Assembly w/ Weather Seal FSM 1218-048-2087. The manufacturer's been updated. Quote Part Cat C1218-USA.

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REPAIR  
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AND  
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REPAIRABLE  
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CAREFULLY,  
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