

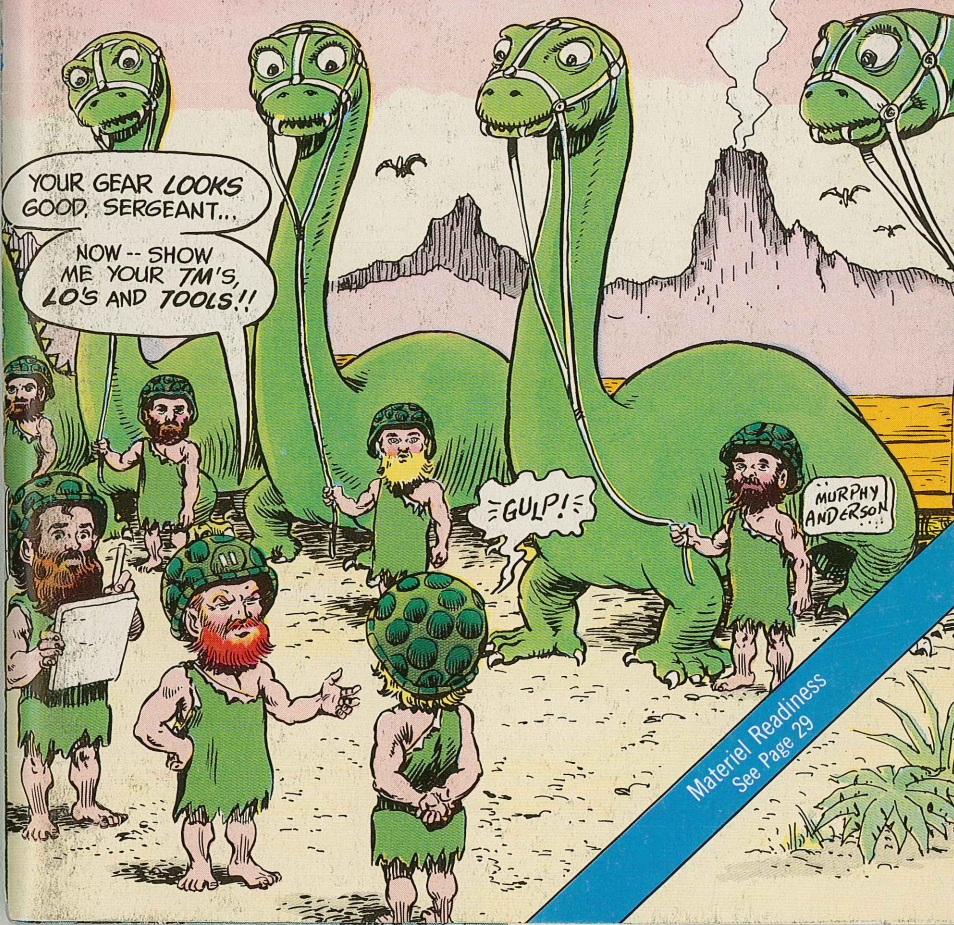
Issue 368

PS

July
1983

THE PREVENTIVE MAINTENANCE MONTHLY

Has
Your
Buddy
Read
This
Issue?



Material Readiness
See Page 29

You Are NOT ALONE!



E.T. called for help when he needed it, and somebody answered! And E.T. was a lot farther from help than you are.

Don't get stuck in the outer limits with a problem. You are not alone. If you call the right number, you can get help too!

Your first line of help is your direct support (DS) shop. DS does more than just repair the gear you send them. They have pubs, test equipment and knowledge to help with other problems, too. DS can give you technical assistance on just about anything except a UFO!

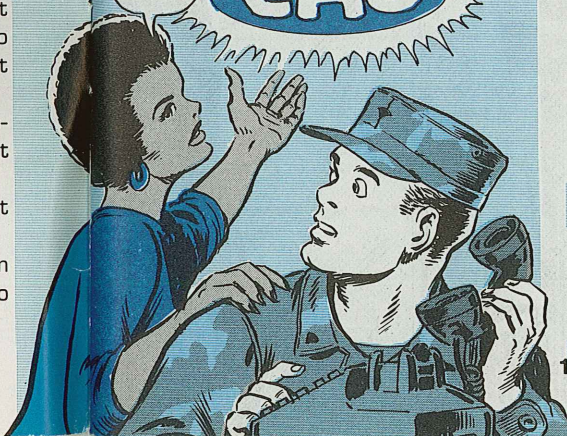
Another group of friendly beings is your Maintenance Assistance and Instruction Team (MAIT)! MAIT members do not inspect. They help you and instruct when and where you need it!

They have know-how on maintenance, supply, records, use of tools and test equipment, safety and other non-alien areas.

Any problems the MAIT people help with are strictly confidential between them and your unit. They get their kicks helping you keep your equipment up to par. So check your post phone book—earth locations only!

You can also get out-of-this-world help from the local Logistic Assistance Office (LAO). LAO experts are "troubleshooters" for the equipment managers. They have hotlines directly to the engineers, depots and pubs people. They'll also track down missing parts and elusive answers! LAO even sets up on-the-job training for you.

If you ever feel lost in space, just grab that voicemitter (that's telephone for earthlings) and give DS, MAIT or LAO a ring.



PS THE PREVENTIVE MAINTENANCE MONTHLY

Published by the Department of the Army for the information of all soldiers assigned to combat and combat support units, and all soldiers with organizational maintenance and supply duties. Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, c/o US Army Materiel Readiness Support Activity, Lexington, KY 40511.

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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to: MSG Half-Mast PS Magazine Lexington, KY 40511

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Authorization Documents...

the **FORCE** that's With

YOU!

When it comes to putting the bite on the supply system, weeping, wailing and gnashing of teeth will get you nowhere! The system's not geared to respond to emotion.

But what the system lacks in compassion, it more than makes up for in fairness and equality. When you back up your requests with a document, the system will back you up with supplies!

HERE'S A TABLE TO SHOW YOU THE MOST COMMON AUTHORIZATION DOCUMENTS AND WHEN YOU USE THEM...

WHY, OF COURSE THE ARMY AUTHORIZES ME TO HAVE A SET OF GLITTERED DEELY-BOPPERS!

JUST CHECK IT OUT IN THE CTA!

Type of Document

What They Authorize

You Need Them For:

MTOE (Modification Tables of Organization and Equipment)

MTOE's adapt basic Tables of Organization and Equipment (TOE) to the needs of a specific unit. The MTOE authorizes your major end items.

End-item requests

TDA (Tables of Distribution and Allowances)

TDA's set the organizational structure, people and equipment authorized for a unit not under a TOE.

End-item requests

CTA (Common Tables of Allowances)

Items in common usage by individuals and/or units Army-wide.

CTA 50-900—clothing and individual equipment requests.
CTA 50-909—field and garrison furnishings and equipment requests.
CTA 50-970—expendable/durable items (not repair parts).

Technical Manuals

Repair parts, special tools and test equipment (except property book items).

Requesting parts, etc., for your end items that are authorized by MTOE, TDA or CTA.

A few Army Regs (AR) are authorization documents, like: AR 700-84

Special clothing—required civilian and special measurement items, etc.

Requesting specially required clothing.

AR 840-10

Flags, guidons and plates

Ordering heraldic items.

You'll find these and more on authorization documents in AR 310-34, Equipment Authorization and Utilization Policies and Criteria, and Common Tables of Allowances.

...AND MAY THE **FORCE** BE WITH YOU!

A Special Supply (Re)Source

CTA 50-970

COMMON TABLE OF ALLOWANCES*

YOU PROBABLY LEARNED SEVERAL BIRTHDAYS AGO THAT THE BEST PRESENTS OFTEN COME IN THE SMALLEST PACKAGES.

EXPENDABLE/DURABLE ITEMS

(EXCEPT: MEDICAL, CLASS V, REPAIR PARTS AND HERALDIC ITEMS)

DEPARTMENT OF THE ARMY
JANUARY 1982

That's really true when you're talking about supply authorization for those small—but really important—items like bolts, nuts, paint, cleaners, glue, etc.

One not-very-big book handles the authorization for all kinds of common-use items. Which book? CTA 50-970, Expendable/Durable Items (Except Medical, Class V (ammo), Repair Parts and Heraldic Items).

CTA 50-970
AUTHORIZES ITEMS
IN THESE
2 WAYS...

- By NSN in Section II
- By Federal Supply Class (FSC)—the first 4 numbers of an NSN—in Appendix A.

The specific NSN will be in Section II of the CTA when the item has a set basis of issue. That is, when it's authorized only for particular units or missions or in limited numbers.

SECTION II		CTA 50-970		
NSN	ITEM, BASIS OF ISSUE AND REMARKS	U/I	ALW	RIC
7520-00-240-5563	STENCIL MARKING PER 100000 INDIV PER MO.....	EA	0.07	A35
5440-00-227-1595	STEPLADDER SAFETY PLATFORM PER OPERATOR REQUIRING USE OF LADDER NOA.....	EA	0001	A35

Other expendable or durable items are authorized by Appendix A based on the FSC and a footnote. These items are authorized as required—in the numbers and where you want 'em.

THEN GO TO
SECTION II OR
THE **AMDF**,
WHICHEVER THE
NOTE TELLS
YOU!

[illegible]

1. SOME ITEMS IN THIS FSC ARE LISTED IN SECTION II. EXPENDABLE/DURABLE ITEMS IN THIS FSC WHICH ARE NOT SHOWN IN SECTION II, EXCEPT STERLING SILVER, SILVER PLATED AND LUXURY TYPE ITEMS, ARE AUTHORIZED AS REQUIRED.

2. NO ITEMS IN THIS FSC ARE LISTED IN SECTION II. THEREFORE, ALL EXPENDABLE/DURABLE ITEMS IN THIS FSC, EXCEPT STERLING SILVER, SILVER PLATED AND LUXURY TYPE ITEMS, ARE AUTHORIZED AS REQUIRED.

YOU
MAKE IT
SOUND
EASY,
BONNIE--

3. HERALDIC ITEMS IN THIS FSC ARE AUTHORIZED IN ACCORDANCE WITH AR 840-10. NONHERALDIC EXPENDABLE/DURABLE ITEMS IN THIS FSC ARE AUTHORIZED AS SHOWN IN SECTION II OR, IF NOT LISTED, AS REQUIRED.

* WHEN THE APPENDIX IS USED AS AUTHORITY TO REQUIRE EXPENDABLE COMPONENTS, THAT WHEN ASSEMBLED ARE A NONEXPENDABLE END ITEM, PROCEDURES PROVIDED IN AR 710-2 WILL BE USED TO ESTABLISH THE REQUIRED PROPERTY BOOK ACCOUNTABILITY.

Go to the Army Master Data File (AMDF). (For FSC's with a footnote 2, go straight to the AMDF. None of those NSN's are in Section II of the CTA.)

IF THE
NSN'S ON
THE AMDF
WITH...

- An ARC of X (expendable) or D (durable) and
- A first place SCMC of 2, 3 or 4, Appendix A of CTA 50-970 is your supply request authority.

If the NSN's in Section II or the codes say "Go!" on the AMDF, CTA 50-970's your OK to order those items, too.

CHECK THESE
AMDF COLUMNS
FOR YOUR
NSN'S...

- Acquisition Advice Code (AAC)
- Accounting Requirements Code (ARC)
- Supply Categories of Materiel Code (SCMC).

COLUMN 16 SN/MCN		A A C C		UNIT PRICE		S L C		A R C		MAT CAT		ARMS MONTHLY AMDF										MEAS QTY	
HN	ADDL	SOS	SI									D M L C	R I C I	S R C C	SC MC	A E I C	A R U M						
020-6228		N32	D	E	A	206.00	U	X	F	P21TA													
020-6229		N32	D	E	A	3,240.00	U	X	F	P21TA	B	B	B	B	B	B	B	B					
020-6231		S9C	D	E	A	5.05	U	X	J	J2200													
020-6234		N32	D	E	A	563.00	U	X	F	P21TA													
020-6273		G64	H	E	A	1,492.00	U	X	Z	L22FG													
020-6232		S91	Z	E	A	2.37	U	X	Z	T2200													
020-6297		S91	D	E	A	.12	U	X	Z	T2200													
020-6301		S9G	D	E	A	79.91	U	X	Z	J2200													
02C-6304		S9E	J	E	A	67.70	U	X	Z	Q2200	A	A	A	A	A	A	A	A					
02C-6330		S91	Z	E	A	1.05	U	X	Z	T2200													

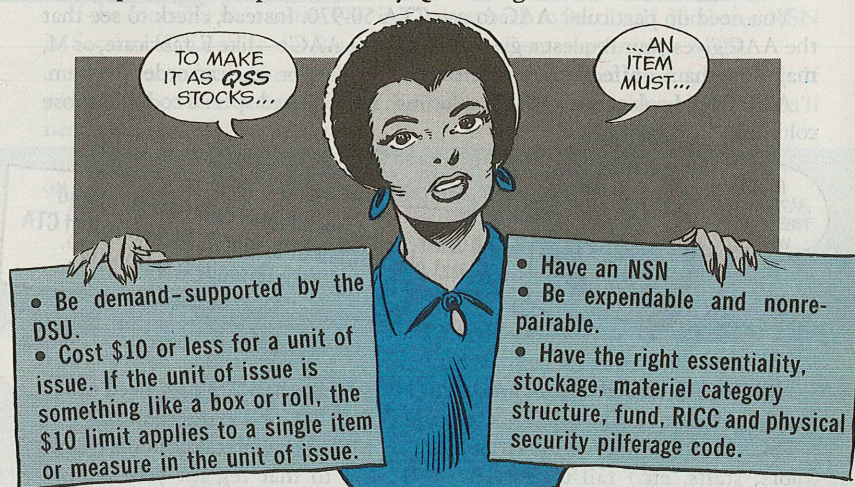


Quick may be the last word you'd associate with supply, but it really does describe one source.

QSS—Quick Supply Store—hands over repair parts and maintenance supplies while you wait. It gives you over-the-counter service of free issue repair parts with almost no paperwork.

Once QSS picks up an item, it comes off your Prescribed Load List (PLL). So you need no records on those items.

Except: Parts you carry as combat PLL items or as essential repair parts stockage list (ERPSL) items stay on your PLL and continue to need records. Those parts are independent of any QSS listing.



QSS works like a hardware store, stocking the low-dollar, high turn-over items you use all the time. Your DSU gives you a list or catalog of all the items they carry. This list is updated semi-annually.

When your mechanics tell you they need an item, always check the QSS list first. If the item you need is on the QSS list, just visit the QSS and ask for it.



Make sure you—or the person you send—is on a current DA Form 1687, Notice of Delegation of Authority—Receipt for Supplies, at the QSS.

NOTICE OF DELEGATION OF AUTHORITY - RECEIPT FOR SUPPLIES				DATE	
For use of this form, see DA PAM 710-2-1. The proponent agency is ODCSLOG.				4 Oct. 83	
AUTHORIZED REPRESENTATIVE(S)					
ORGANIZATION RECEIVING SUPPLIES		LOCATION			
HHC 7th Engr Bde		APO New York 09154			
LAST NAME FIRST NAME MIDDLE INITIAL	SOCIAL SECURITY NUMBER	AUTHORITY REG	REC	SIGNATURE AND INITIALS	
Marko, Bart A.	420-88-7173	X		Bart A. Marko BQM	
Gladstone, Kenneth B.	546-34-8174	X		Kenneth B. Gladstone KSGM	
Middleton, Edward C.	608-29-2716	X		Edward C. Middleton ECM	
AUTHORIZATION BY RESPONSIBLE SUPPLY OFFICER OR ACCOUNTABLE OFFICER					
THE UNDERSIGNED HEREBY <input checked="" type="checkbox"/> DELEGATES TO <input type="checkbox"/> WITHDRAWS FROM THE PERSON(S) LISTED ABOVE.					
THE AUTHORITY TO: Receive Class 9 Supplies					
REMARKS					
I ASSUME FULL RESPONSIBILITY					
UNIT IDENTIFICATION CODE		DODAAC/ACCOUNT NUMBER			
HHC 7th Engr Bde		WK4AB3C			
LAST NAME FIRST NAME MIDDLE INITIAL	GRADE	TELEPHONE NUMBER	EXPIRATION DATE	SIGNATURE	
Hearon, Olive H.	CPT.	2123-6874	4 Oct 84	Olive H. Hearon	
DA FORM 1687 JAN 82		EDITION OF DEC 57 IS OBSOLETE.			

When stocks are on hand, you immediately get the items you want—and in exactly the number you ask for. If you ask for 2 bolts, you get 2 bolts. If you need 3½ feet of chain, that's what you'll get.

You make no entry on the DA Form 2064 Document Register for Supply Actions.

If your QSS is out of an item you need, the QSS clerk will fill out a "want slip", DD Form 1348m, for you. Some supply systems—like DLOGS—tell you to write up any QSS due-outs as a backordered request on your DA Form 2064. Use QSS's document number.

Too far away or too short of time to make frequent trips to QSS? You can stock up to an estimated 7-days' supply of QSS items in your unit.

Always remember to check your QSS list. QSS saves you a lot of time waiting for parts to arrive.



FIREPOWER

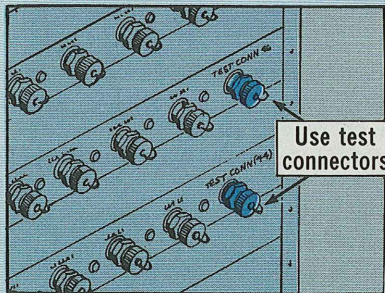
From
Cables
to
Jack
Legs...

I-HAWK Hook-Ups

Data cable hook-ups on your Improved HAWK missile system components can help your bird fly...or screech your system to a halt.

HERE'RE
A FEW WAYS
TO PREVENT
THE SCREECH...

- Before you connect any data cables to major system components, use test connectors and follow the word in Paras 4-46b and 4-50f(2), TM 9-1425-525-12-1.



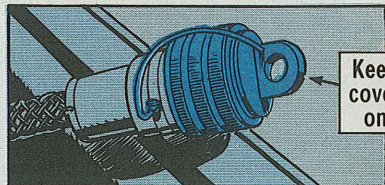
Use test
connectors

- Before you connect the cables to the IPCP or ICC, be sure the DTO drawers are closed. Do not energize the IPCP/ICC until the cables are connected.

- Follow the emplacement steps in order—Paras 4-46 thru 4-50 of TM 9-1425-525-12-1.

Cable Covers

- Data cable covers protect contacts from damage and keep out dirt and moisture, which corrode connectors and disable cables.



Keep
cover
on

If a cover is missing or squashed get it replaced.

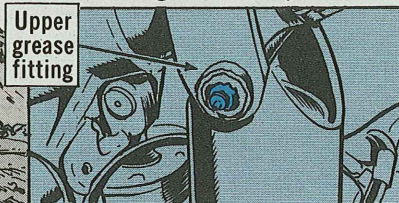
Take it easy when you remove the covers. Be sure you unscrew them all the way before you attempt to pull them off.

Instead of yanking on the cover lanyard, just lift the cover free of the connector.

Boom Bushings

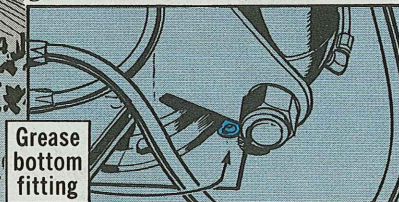
Upper and lower bushings of the main boom support must have lube for smooth operation and minimum wear.

Most crews find and lube the upper grease fitting, but the one for the lower bushing is hidden by the boom.



Upper
grease
fitting

You've got to swing the boom about 90 degrees to see the fitting and get grease in it.



Grease
bottom
fitting

Without grease, the bushings wear, the support grinds or binds, and you've got a repair job.

SO MAKE
SURE YOU
FIND AND
LUBE THAT
LOWER
BUSHING!

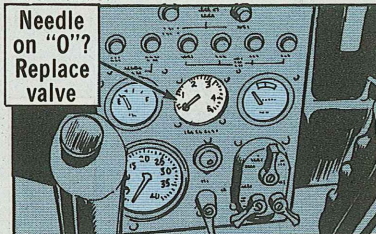
YOU TELL
'EM,
CONNIE!



Hydraulic Pressure

Fear not if the hydraulic oil pressure on your loader drops some when you shut down temporarily. That's normal.

However, if the pressure drops to zero, you've almost certainly got a defective dump valve. In that case, you do have a repair job. Your DS replaces the valve.



Needle
on "0"?
Replace
valve

Launcher Cables

Do your TM checks when you get a replacement launcher.

Also check the large cables that run from the bottom of the boom to the base of the launcher. If they're split or



Check
cables for
damage

cracked, get them replaced. Moisture can seep into the cracks and short out the cables.

I-HAWK...

Pallet Pads

HUH!!
8 SCREW
HOLES...

... BUT ONLY 6
SCREW INSETS!!
WHAT
NOW?

LET'S ASK,
HALF-MAST

Dear Half-Mast,

We're having problems fitting new front pads to the pallets for our I-HAWK launchers. Pads have 8 screw holes, but some pallets have only 6 screw insets. Also, are there any serviceability criteria for the pads? Each inspector seems to have his own.

CW2 M.A. P.

Dear Mr. M. A. P.,

There should be 8 pallet insets for the pad screws. Probably, when pads

There're no serviceability criteria in the TM's. Pads with scratches down to

Scratches should
be above mesh

Pallet
should
have
screw
insets
here

were previously replaced, the screws broke off and someone sanded them smooth. Getting them out is a General Support task.

the steel mesh or those with sharp edges should be replaced. They can scratch or damage the missile.

Half-Mast

XM501E3 Latches

AS NEEDED?

ANNUALLY,
MAYBE?

THE
ANSWER
IS HERE IN
THE NEW
TB!

TB 43-0001-39-4 (Jan 83) says the new, forged latches are to be replaced as necessary...not annually like the cast latches. The TB describes the difference between the 2 and gives replacement criteria.

THEY GOT
A GOOD
IDEA!

Headset Parts

YOU SAID
IT!

Dear Half-Mast,

We need help to get parts for communication headsets PN 10673294-1 and 10673293-11, used with Improved HAWK system components. Parts needed include the machine screw, headset plug, knurled washer, grooved washer, and the wedge-shaped washer that goes on the dome assembly.

CW2 S.R.

Dear Mr. S. R.,

None of those parts are in the supply system under separate NSN's. You have to get the next higher assembly.

Here're organizational level PN's and NSN's you need:

Headset	PN 10673294-1 10176118
---------	---------------------------

Boom Assy	5965-01-092-9536
Cord Assy	5995-01-066-4087

Cable Assy	1430-00-081-0777
------------	------------------

Switch Assy	5930-00-037-7157
-------------	------------------

Headset	10673293-11 10175905-1
---------	---------------------------

Clip Clothing	1440-00-031-7720
Switch Assy	5930-00-037-7157
Cable Assy	1430-00-081-0777

The FSCM for the headsets is 18876.

It costs more to stock the small parts than it does to issue the sub-assemblies.

Half-Mast

I'M IN
TH' TM!

L-T Fuel Pump and Nut

YEH-- BUT
YA GOT A
BUM NSN!

Your Improved HAWK loader-transporter fuel pump has a new stock number, NSN 2910-00-710-6054. The listing on Page 3-3 of TM 9-1425-1525-24P and Page 2-39, TM 9-1450-500-24P will be changed.

The pulley-to-generator nut (Item 9, Fig 22, Page 2-61, TM 9-1450-500-24P) for your XM501E3 loader-transporter has a bum NSN (5310-00-047-1071). You can now get the nut with NSN 5310-01-138-5507. It'll take awhile.

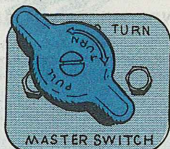
LANCE Carrier...

Master Switch

I THINK IT'LL RUN OK WITH THE MASTER SWITCH OFF!

NO, NO!! TURN THAT SWITCH ON!!

The only times you run your M667 LANCE carrier engine with the master switch off is for slave starting, or when a load's applied to the auxiliary power receptacle. The word's in TB 43-0001-39-4 (Jan 83) Chap 3, Sect III. The caution on Page 2-60 of TM 9-1450-485-10 will be changed. Otherwise, you can damage the generator/regulator.



Engine on?
Switch on!!

Parts Update



WHERE ARE TH' PARTS FOR TH' HARNESS IN THIS -20P!

BEATS ME!



THEY AREN'T IN THIS -34P, EITHER!

Solid state regulator-to-alternator wiring harness parts were dropped from the latest revisions of TM 9-1450-485-20P and -34P.

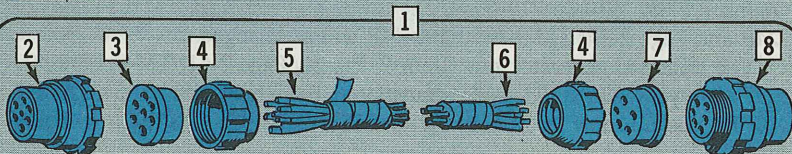
They'll be put back in the next revision.

TABLE 1

Item	Part	NSN
1.	Wiring harness	2590-00-148-7481
2.	Connector, plug	5935-00-879-0230
3.	Bushing, rubber	5365-00-303-4841
4.	Nut, bushing (2 ea)	5310-00-393-6685
5.	Wire, electrical	6145-00-538-8219
6.	Wire, electrical	6145-00-152-6499
7.	Bushing, rubber	5935-00-784-1701
8.	Connector, plug	5935-00-879-0232

HERE'S WHAT YOU NEED FOR THE WIRING HARNESS...

...AND HERE ARE THE PARTS IDENTIFIED BY ITEM NUMBER...



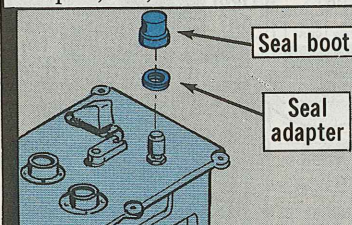
Vulcan Control Seals

If you can't get high-pressure seal, NSN 6210-00-880-1247, for the control panel assembly of your Vulcan systems, go another route.

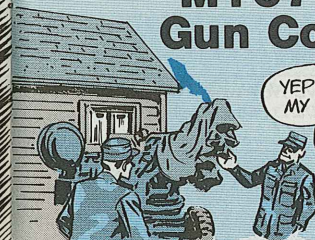
The seal assembly has been divided into 2 parts and may no longer be available under the single NSN.

REQUEST 'EM THIS WAY...

Boot, seal, NSN 1265-00-201-8826
Adapter, seal, NSN 6625-00-137-6808



M167A1 Gun Cover



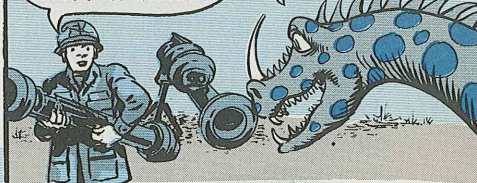
YEP-- I'M USIN' MY PONCHO 'TIL ITS COVER GETS HERE!

The gun cover for your M167A1 towed Vulcan is now available with NSN 1005-00-360-9316. It keeps your cannon dust- and moisture-free.

Dragon Trainer Caution

THOUGHT WE COULD USE THIS EXPENDED ROUND FOR TRAINING...

YES -- BUT NOT 'TIL YOUR ASP LOOKS IT OVER!



Before your unit uses expended Dragon weapon rounds as launcher trainers, the launchers should be turned in to your ASP for removal of the propellant grain holder. The holder could contain explosive residue. When the screen's removed and the weight simulator kit's installed, you have a trainer.

Vulcan Parts Mixup

GEE--THIS TM'S GOT A QUEER LOOKING COMPUTER...

WAIT'LL YOU SEE TH' STRANGE LOOKING AMPLIFIER IN MY TM!



Items 1 and 2, Fig 44 of TM 9-1005-286-20P, and Fig 69, TM 9-2350-300-20P, are reversed. Item 2 in the Figures is the computer. Item 1 is the amplifier.

Stowing the Launcher

SLAM!!

GEE-- THAT'S
GOTTA BE HARD
ON OUR ITV!

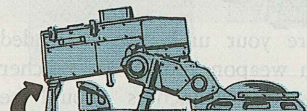


YOU'RE
RIGHT--

BUT WHAT CAN WE DO
TO STOP IT, SERGEANT?

Next time you stow the launcher of your M901 ITV, look for a smooth, gradual descent of the launcher.

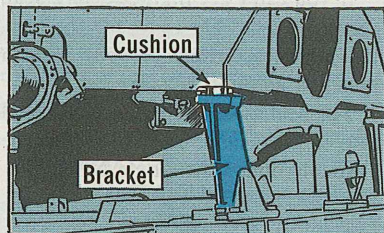
As you go from erect to stow position, the launcher should slow down just before it settles into the support brackets on top of the deck.



Launcher should slow down
before it hits bracket and cushion!

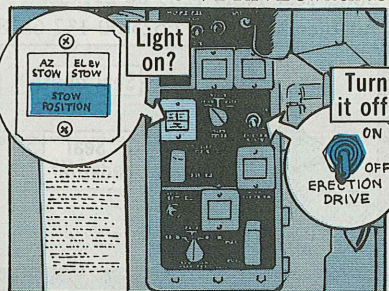
Look under
here for wear

If the launcher slams into the brackets and cushions without slowing, tell your turret mechanic about it right now.



ing, tell your turret mechanic about it right now.

You can prevent damage by turning off the ERECTION DRIVE switch as



soon as you see the STOW POSITION light come on.



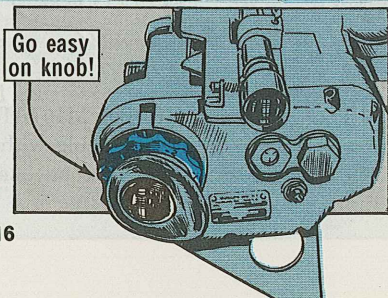
Sight, Go Light

!GULP! THE
KNOB DIDN'T
WANTA MOVE!

IT'LL MOVE NOW...
TO SUPPORT FOR
REPAIR!

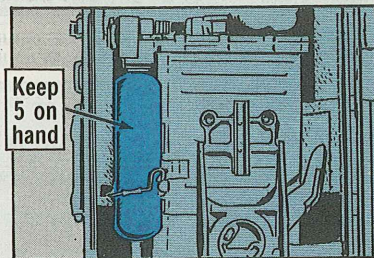
Next time you feel resistance when you use the focus control knob (diopter adjust) of your TOW system optical sight, stop.

There are stops at each limit of the knob. If you force the knob beyond the stops, you'll make a repair job.



M901 Readiness

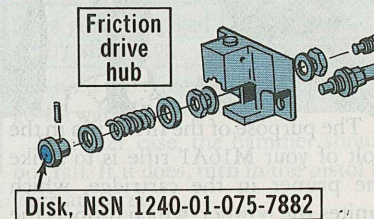
AR 750-40 and C2 to TM 9-2350-259-10 don't agree on the number of nightsight coolant bottles that must be on hand for the equipment to be ready/available. Which is right? Go with the AR, which says 5 coolant bottles must be on hand. The TM, which says at least 10 are needed, will be corrected to agree with the AR.



Night Sight Disk

Need the disk that fits into the friction drive hub of your M901 ITV night sight controls?

You can get it with disk, drive, friction, NSN 1240-01-075-7882. The disk fits into Item 63, Fig 42, TM 9-2350-259-20P.



Drain Fix

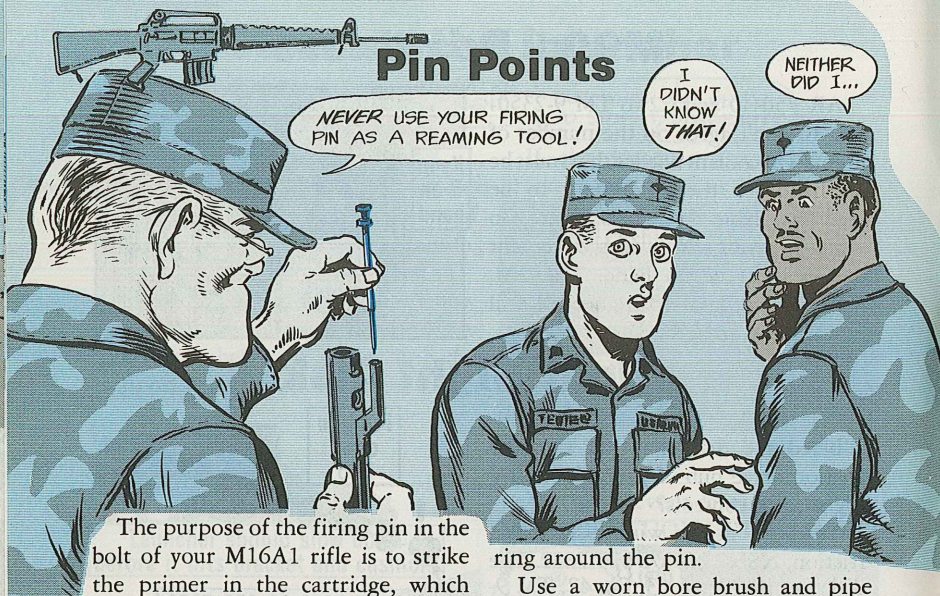
You can avoid corrosion and electrical shorting damage in the erection arms of your M901 ITV with a minor alteration. TB 43-0001-39-4 (Jan 83) has instructions and diagrams for a drain hole in each arm to get rid of moisture.

Panel Filter Change

TB 43-0001-39-3 (Oct 82) authorizes a green filter for the "launcher ready" indicator light on your M901 TOW ITV. Turret mechanics can install the filter, NSN 5930-01-066-5655. All other indicator lights on the gunner's control panel keep their red filters.

Heater Shut-Off

When you shut off the personnel heater on your early model M901 TOW ITV, keep the master switch on until the blower stops and the indicator light goes out. Since the heater on the M113 and some M113A1 chassis (early M901's) is wired to the battery, through the master switch, keeping the master switch on lets the heater purge itself of fuel. That prevents fire or explosion when you next start it.



Pin Points

NEVER USE YOUR FIRING PIN AS A REAMING TOOL!

I DIDN'T KNOW THAT!

NEITHER DID I...

The purpose of the firing pin in the bolt of your M16A1 rifle is to strike the primer in the cartridge, which ignites the powder, which propels the bullet. That's all.

If you use the pin as a reamer, such as on the interior of the bolt or the bolt carrier, you can damage it. Bolt carrier cleaning blunts the point and makes the pin unserviceable. It'll also put a

ring around the pin.

Use a worn bore brush and pipe cleaner and a couple of drops of CLP to clean the bolt and carrier.

Five things make the pin unserviceable: a bend, crack or burr...and a pitted or blunted firing point. You can get any of those results by using the firing pin as a cleaning tool.

Sight Post Tools

HEY, WAIT... I WANTA FIX YOUR FRONT SIGHT POSTS...

NOT WITHOUT SPECIAL TOOLS, BUSTER!



To remove and install the front sight posts, you armorers need a couple of special tools.

One is for standard sights and the other is for low light level sights. Ask Direct Support (DS) to make them for you.

Sight post tool



Prevent Pistol Doubles

CONGRATS!! Y'GOT 2 BULLSEYES!

B-BUT I ONLY PULLED THE TRIGGER ONCE!

Then, pull the slide group back till it is engaged by the slide stop. Squeeze

A faulty disconnecter on your M1911A1 .45-cal pistol can mean you'll get off more than 1 shot with a single trigger pull.

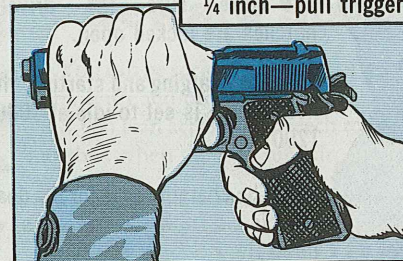
If that happens, do this:

Unload the pistol.

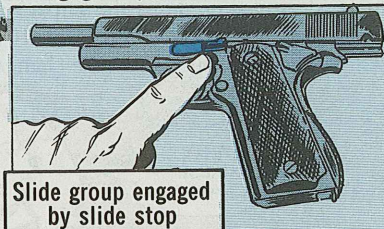
Cock the hammer.

Push the slide about 1/4-in back and hold it.

Move slide group back 1/4 inch—pull trigger



Squeeze and hold the trigger as you let the slide go forward.



Slide group engaged by slide stop

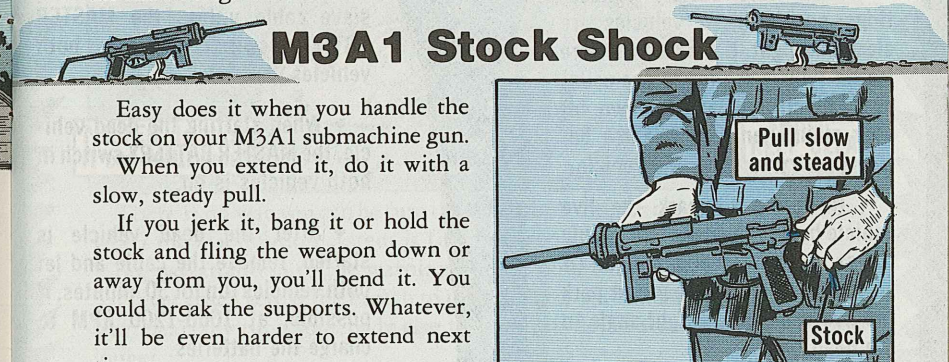
and hold the trigger as you let the slide go forward.

In either case, the hammer should not fall. If it does, turn in the pistol to your armorer.

Get familiar with the operator PMCS table on Page 3-2 of TM 9-1005-211-12.

Grip Screws

Go easy with the muscle when you screw the grips on your M1911A1 pistol. Snug 'em and quit. Too much force strips the screws, bushings and even the frame!

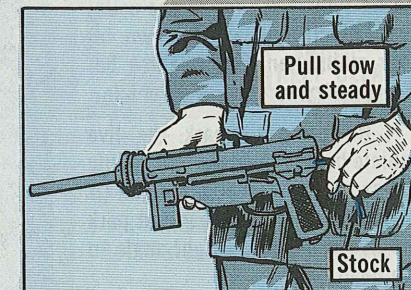


M3A1 Stock Shock

Easy does it when you handle the stock on your M3A1 submachine gun.

When you extend it, do it with a slow, steady pull.

If you jerk it, bang it or hold the stock and fling the weapon down or away from you, you'll bend it. You could break the supports. Whatever, it'll be even harder to extend next time.



Pull slow and steady

Stock

Changes to Slaving Procedure

There're about as many slaving procedures in TM's as there are different vehicles.

So, you're sure to welcome changes that make slaving procedures the same, right?

Some of the procedures now in -10 TM's will be retained, but others are changed.

EYEBALL THESE CHANGES...

- Never remove or install slave receptacle protective caps until the MASTER BATTERY switch is off in both the live and dead vehicles.

- Make sure the slave cable is free of defects. If you find frayed insulation or exposed wiring, or if the connectors and adapter are incomplete or unserviceable, don't use 'em.

- Make sure battery connections on the dead vehicles are clean and tight. If the batteries are frozen (you'll see ice in the cells) or the electrolyte level is down, let your maintenance guys know before you try to slave the vehicle.

- If you can't park the live vehicle beside the dead one, facing the same way, traverse the gun (if so equipped) to the rear and park the live vehicle at a right angle to the dead one.

FEELS GOOD!

YOU'LL SOON BE UP TO SNUFF!

- Make sure the drivers' hatches are locked open.

- For charging and starting, the live vehicle is set to idle at 1000-1200 RPM.

- The charging time for the dead vehicle is now 30 minutes, if possible.

- Don't install or remove the slave cable unless the MASTER BATTERY switch is off in both vehicles.

- When starting the dead vehicle, the MASTER BATTERY switch in both vehicles is on.

- After the dead vehicle is started, remove the cable and let both vehicles run for 30 minutes, if possible, at 1000-1200 RPM to charge the batteries.

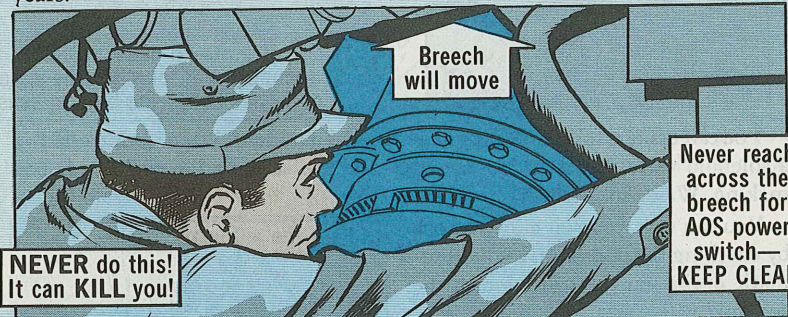
All other procedures remain unchanged. Put these new procedures to memory and you'll have slave starting squared away.

M60-Series Tanks...

Beware Stabilization Danger

You can be seriously injured or killed when you're checking out the turret in a tank with add-on stabilization.

If you lean across the breech to turn on the stabilization power, you could be crushed when the gun tube drops. That's already happened twice in the last 3 years.

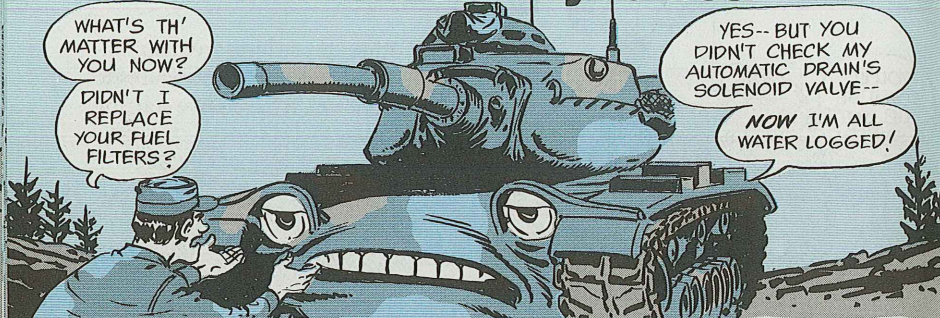


There is no way you can be sure the tube won't drop or the turret won't move when the stabilization system is first engaged.

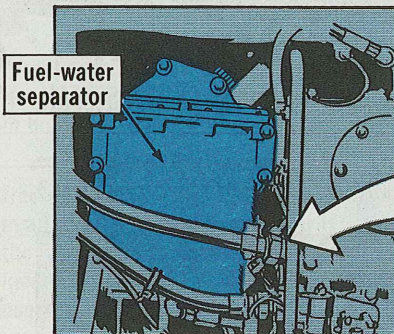
So, pay attention to the warning in your tank's -10 TM.

Never reach across the breech to turn on the stabilization power switch, and stay clear any time somebody else turns it on. You'll stay healthier and live longer.

Automatic? Maybe Not!



The automatic drain feature of fuel-water separators on M60-series tanks and the M88A1 recovery vehicle is real handy.



The drain works when the water level in the separator reaches the uppermost of 2 sensors

It quits no more than 15 seconds later, or when the water level goes below the bottom sensor

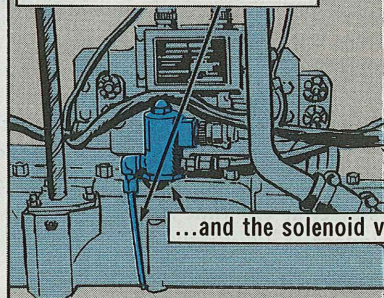
You can't take it for granted, tho, mechs. The automatic drain is controlled by a solenoid valve. If that valve doesn't work, you've got a big problem in the making. Water in diesel fuel wrecks engines.

You can save yourself a lot of work by checking the operation of the automatic drain and the condition of the solenoid valve.

It's not in your scheduled maintenance, but it's definitely needed. Check it at least quarterly when you replace the fuel filters.

The word on making the checks is in your vehicle's -20 TM.

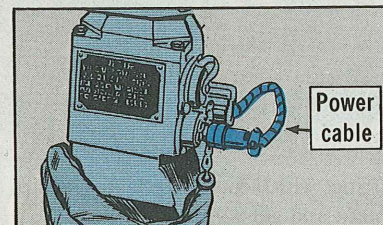
Check the automatic drain...



Viewer Hookup Care



The power cable hookup for the driver's night vision viewer, AN/VVS-2, is not the sturdiest item on your tank. Take special care, drivers, that you don't use force when making the hookup.



It takes only a quarter turn to loosen the power cable from its storage receptacle and another quarter turn to hook it up to the viewer power receptacle.

Another tip: Be careful not to pull on the cable or hit it after it's connected. The cable connection can't take that kind of abuse.

One Bolt for You



Need 1 bolt that'll work in 2 places? NSN 5305-00-922-7994 will get you M60A1 tankers a bolt that'll work in both the top and bottom exhaust grille door holes. It'll save having to order 2 separate bolts.

Hatch Seal NSN's



Need seals for the loader's and driver's hatches on your M60A1 tank? You won't find the right numbers in TM 9-2350-257-20P-2. Use NSN 5330-00-878-4188 for the loader's hatch seal and NSN 5330-00-978-2069 for the driver's hatch seal.

**GROUND
MOBILITY**

Carrier-Based
Mortars...

PM

for

NOW and LATER

Before the mortar in your M125A1/A2 or M106A1/A2 carrier can do its job, you've got to do a job, too...take care of it.

HERE'RE SOME
TIPS THAT CAN KEEP
YOUR STOVEPIPE FROM
BLOWING ITS
STACK.

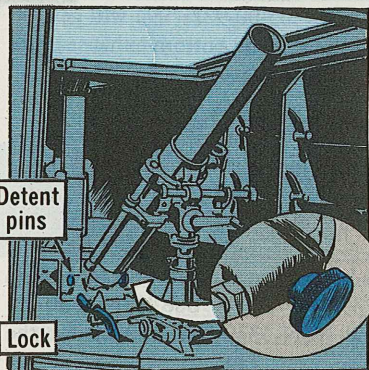


Check the turntable for missing pins, springs and stops. Worn or

Check turntable for missing stops on the M106A1/A2



missing parts may cause the barrel to jump out of the bridge socket during



firing, which could wreck your equipment and get somebody killed.

Make sure the springs aren't weak or broken. The turntable needs to rotate smoothly when the lock is released. See that the turntable doesn't rotate when the lock is engaged.

Check for loose shock absorbers and cannon tube screws. Loose shocks and screws make a mortar shake some-

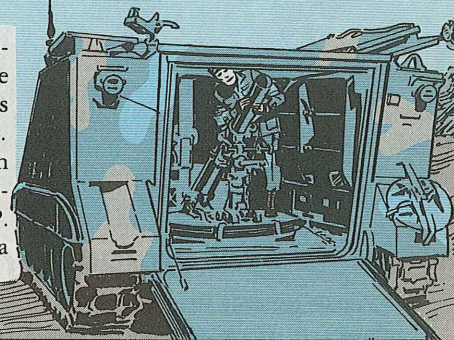
Missing seal cap set screws



thing terrible when it's fired. This could damage the barrel cap and locking pin, sending your mortar on a mission to DS.

To check the shocks, pull the cannon down, then release it. The tube should come up smoothly. If it bounces back in spurts, have DS check it out.

Keep your mortar in good condition by cleaning and lightly lubing the cannon tube, screws and shocks with CLP. NSN 9150-01-053-6688 gets you a gallon.



M548 Cargo Carrier...

WHADDA YA MEAN,
YOU GOT
WORRIES?

YOU
MUST BE
CRACKIN'
UP!!

Look for Fender Cracks



YOU GOT IT,
CHARLIE!!

Give your cargo carrier's front fenders an eyeballing for cracks next time you walk around it.

The cracking problem seems to be found only on early M548 models with serial numbers before C3500. The cracks develop near the front towing

brackets where the fender is welded to the hull.

If you do find cracks, your vehicle is still safe to operate. But have organizational maintenance rewire the fender according to the repair procedures shown in TM 9-237 and TM 9-2350-247-20, Chap 26.

If organizational maintenance does not have the tools or know-how for the repairs, it's a job for Direct Support.

No need to repair the cracks on a carrier due for overhaul. Reinforcement plates will be installed at the depot.



M113 Family of Vehicles

Disengagement Time Limit

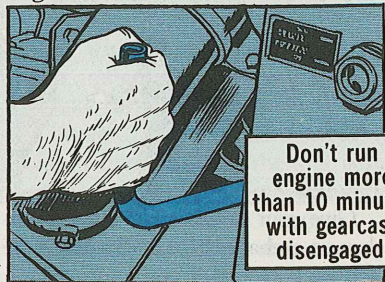
You've got only 10 minutes. Just 10 minutes to warm up your vehicle's engine with the transfer gearcase disengaged, that is.

Running the engine with the transfer gearcase disengaged for more than 10 minutes may cause early gearcase failure, especially on the M730 Chaparral missile carrier.

That's because there's still one shaft turning in the gearcase even when it's disengaged. Problem? It's not getting any lube!

So here's the lowdown: Disengage

the transfer gearcase only when required under unusual conditions such as a cold-weather start. Then run the engine for no more than 10 minutes.



Low Voltage Fix

Got low voltage on your M113A2-series vehicle? If so, check out the regulator circuit breaker (Fig 44, Item 7, TM 9-2300-257-20P). Could be the cap screws, one of which holds the voltage regulator cable to the circuit breaker, are too long. They can bottom out and not make good contact. Poor contact, low voltage. The screws you need, NSN 5305-00-068-0504, are ½-in long. You'll also need 4 lock washers, NSN 5310-00-889-2528.

Water Pumps

Now you can get engine coolant pump, Item 9, Fig 31, TM 9-2300-257-20P, without having to order its separate parts and assembling it. Use NSN 2930-01-055-5922.

Vent Line Blowout

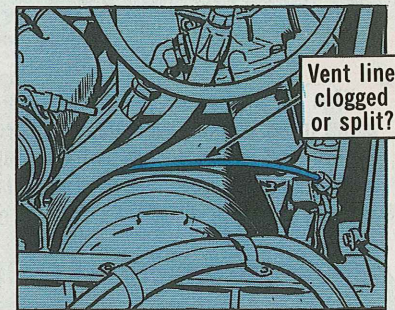
One of the most likely reasons oil blows out of the transmission dipstick tube is a clogged transmission vent line.

Loosen the nut on each end of the vent line, blow out the line with an air hose, and reinstall the line.

If the line is split, cracked or torn, make a new one from bulk plastic tubing, NSN 4710-00-805-4149. The nuts at each end of the line are part of elbow, pipe to tube, NSN 4730-00-096-8756.

The parts are listed on Page 65 of

C1 to TM 9-2300-257-20P. The NSN shown for the elbow is wrong. Make a note to use NSN 4730-00-096-8756.



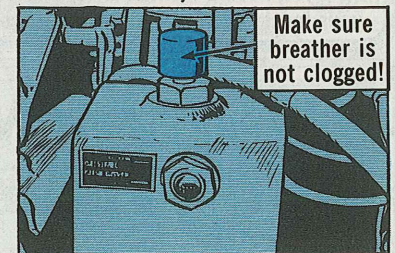
No Pressure, No Leaks

Here's a tip for you carrier crewmen and mechanics: Check the hydraulic reservoir breather every so often to make sure it's not clogged.

You crewmen should wipe it off and jiggle it several times often enough to keep free movement.

You mechanics should make sure the breather is removed and cleaned according to LO 9-2300-257-12 every quarter.

If the breather clogs up, pressure can build in the system and cause leaks.



PARCS

AUDIO-VISUAL STUFF

Available at battalion or post Learning Center

Films, TV Tapes
TVT 17-112 M1 Tank: Secure the Loader's Station
TVT 17-113 M1 Tank: Service the Precleaner
TVT 17-119 M1 Tank: Load/Unload the Main Gun
TVT 17-120 M1 Tank: Pre/Post Firing Checks
TF(VT) 20-6274 Hot Weather Training...The Safe Way

TEC Lessons
020-171-5725-A Slave Start an M60-series/M48A5 Tank Engine
020-171-5737-A Operate and Troubleshoot the M60A1 Driver's Night Vision Device, M24 Periscope
043-441-1087-J Antenna Drive Components Weekly PM Checks

101-113-7239-A Troubleshoot RT-246(V)RC Servo-system (Part I)
101-113-7240-A Troubleshoot RT-245(V)RC Servo-system (Part II)
101-113-7359-A Troubleshooting the AN/VRC-47 Radio and the AN/VIC-1(V) Intercommunications Set
610-091-6601-A Troubleshoot Fuel System Malfunctions, 2½-ton Truck (M35A1/A2 Model)
610-091-6606-A Troubleshoot Electrical System Malfunctions, 2½-ton Truck (M35A1/A2 Series)
610-091-6651-A Troubleshoot 100-Amp Generator System Malfunctions, ½-ton Truck (M151-Series)
610-091-6661-A Troubleshoot Clutch Malfunctions on 5-ton Truck (M809-Series)

610-091-6676-A Troubleshoot Suspension System Malfunction, 5-ton Truck (M809-Series)
662-091-7645-A Troubleshoot 5-KW GED Generator Set Malfunction
662-091-7665-A Troubleshoot 60-KW DED Generator Set—Part I
662-091-7666-A Troubleshoot 60-KW DED Generator Set—Part II
662-091-7675-A Troubleshoot 5-KW GED Generator Set
662-091-7680-A Quarterly PMCS for 3-KW GED Generator Set
662-091-7685-A Troubleshoot 3-KW GED Generator Set

662-091-7735-A Troubleshoot Engine Malfunction 60-KW DED Generator Set
662-091-7740-A Troubleshoot Fuel System Malfunction, 60-KW DED Generator Set
662-091-7750-A Troubleshoot Generator Set Malfunction 60-KW DED Generator Set
902-011-5827-F Safety Limitations for NH/NVG Training
909-071-0346-A Supervise Maintenance on Individual and TOE Equipment
948-071-6461-A Perform Operator Maintenance on a Caliber .50 Spotting Rifle, M8C

.38-Cal Security

When you prepare your .38-Cal revolver for storage, tag the cylinder with the serial number on the frame. That way you'll keep it together when you reassemble the cylinder to the frame. The Colt serial number is inside the frame, near the crane. Smith and Wesson and Ruger serial numbers are on the base of the pistol grip. It is not necessary to remove and tag the cylinder if you have a secure arms room. See Para 2-4c of AR 190-11.

Maintenance Advisories

ARRCOM MA 83-3—Unserviceable DS2 Decon Agent, 5 Gal Pail NSN 6850-00-753-4870 and 1 ½ Qt Can, NSN 6850-00-753-4827, Awaiting Disposal, DRSAR-MAO-NC 022030Z Mar 83.
ARRCOM MA 83-4—Limit use of M1A1 Waterproof Bag, NSN 4240-00-803-5639,

to fording operations. Immediately remove mask to protect the protective mask filters, DRSAR-MAO-NC, 222202Z Mar 83.
ARRCOM MA 83-5—Clarification of Demilitarization, Hazards and Storage of DS2, NSN 6850-00-753-4827 (1 ½ Qt Can)

and NSN 6850-00-753-4870 (5 Gal Pail), DRSAR-MAO-NC 181946Z Apr 83.
CECOM MA-3—AN/TRC-112/121 and 138 Antenna Compatibility, TWX 041600Z Feb 83.
MICOM SIL (Supply Information Letter) 1-83—Missile Materiel, DRSMI-SS Mar 83.

If you need a maintenance advisory, contact your direct support unit or your local Logistic Assistance Office (LAO).

SMART! MESSAGES

Here are the latest SMART! messages:
SMART! Msg #24—Basic loads in TDA organizations, DALO-PLO 242051Z Mar 83.
SMART! Msg #25—Cash awards may be received for adopted SMART! ideas, DALO-PLO 292053Z Mar 83.

SMART! Msg #26—Use of the DD Form 1348-1 (DOD Single Line Item Release/Receipt Document) as the Materiel Release Order (MRO) in place of computer cards, DALO-PLO 051645Z Apr 83.
SMART! Msg #27—Commercial parts interchangeability catalogs for commercial vehicle maintenance shops/activities, DALO-PLO 11922Z Apr 83.
SMART! Msg #28—Armywide policy concerning inside rearview mirrors for M880/M890 series vehicles, DALO-PLO 251538 Apr 83.

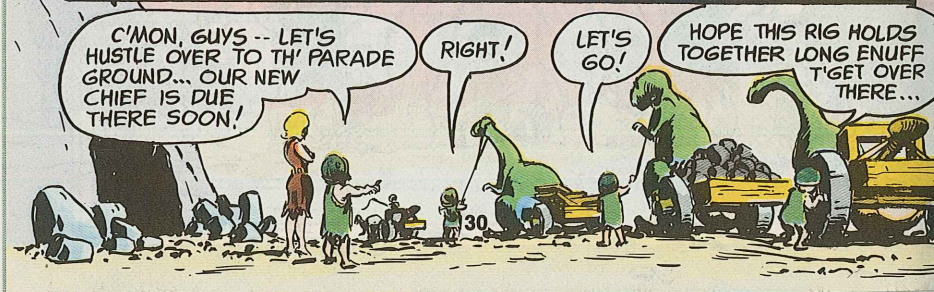
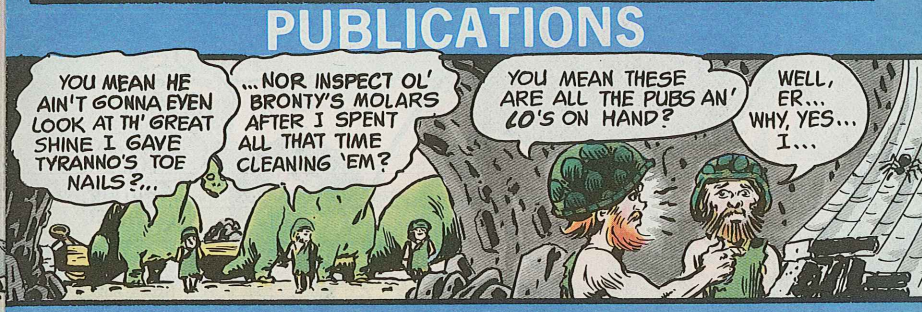
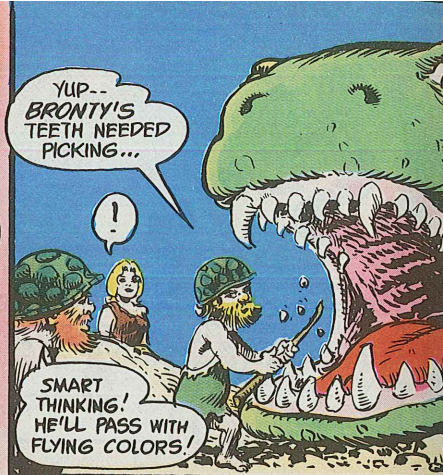
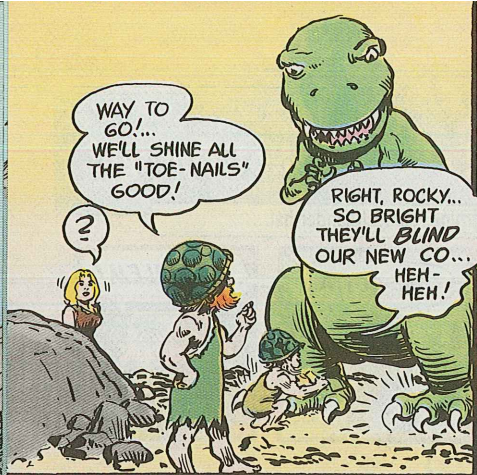


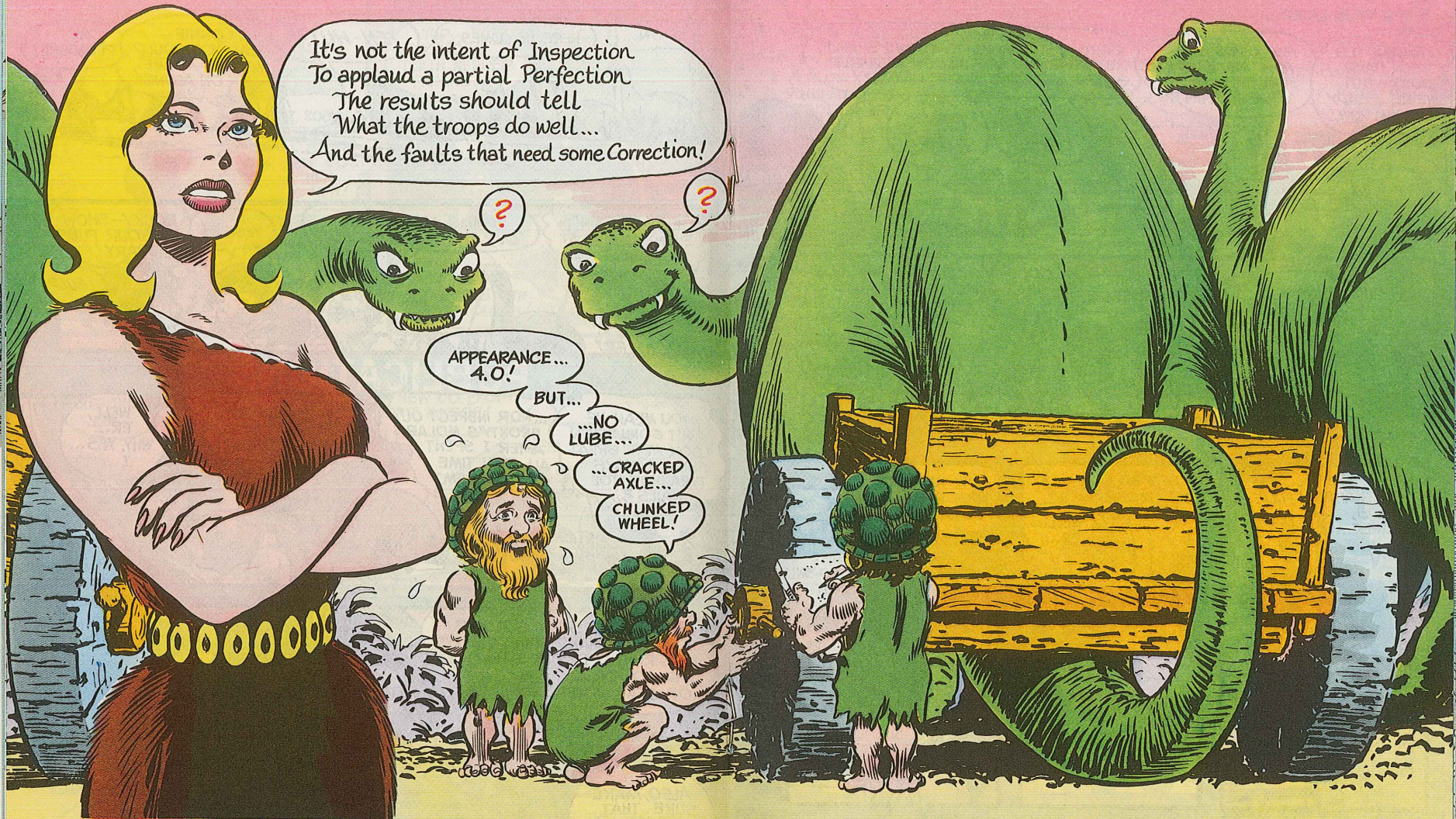
Materiel Readiness...

"Spit 'n' Polish" Is Not Enough!

Early morning, Camp Neanderthal...







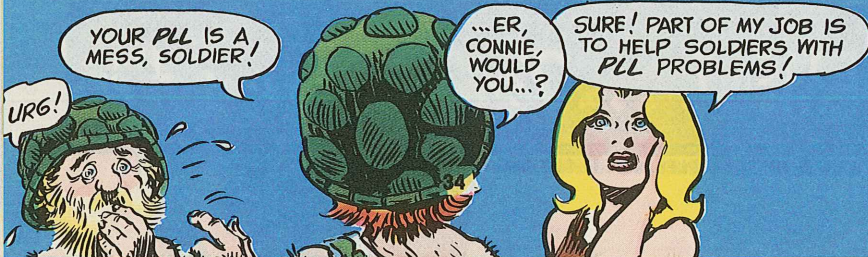
WE HAVE THE WORLD'S BEST EQUIPMENT ...*Take care of it*

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

A FEW DAYS LATER...



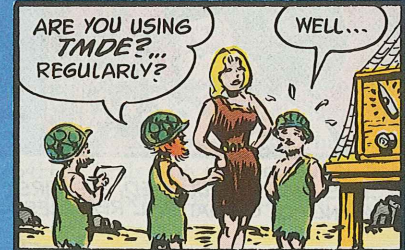
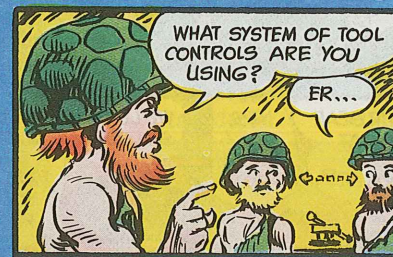
PLL



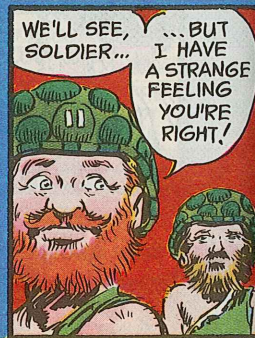
A FEW MORE DAYS LATER...



TOOLS



AND A FEW MORE DAYS LATER...

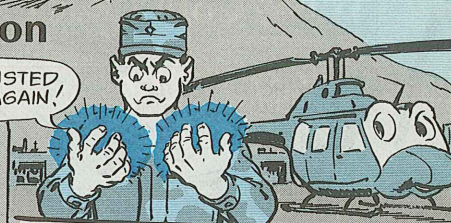


THUS WAS ESTABLISHED THE FIRST PRINCIPLE OF MATERIEL READINESS...



Slip Solution

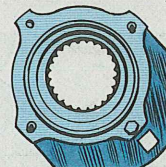
'BOUT TIME! ...I GOT BUSTED KNUCKLES AGAIN!



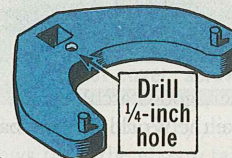
Dear Editor,

Removing and installing the OH-58 transmission main input pinion adapter gives you bruised knuckles, damaged honeycomb panels and component damage. Special tool T101555 slips off because of the 150-166 lb-ft torque on the nut.

No more! We solved the problem by bolting the tool to the adapter.



Bolt tool to adapter



Just drill a 1/4-in hole in the special tool, using the adapter as a pattern.

Use an AN4-7 bolt and nut to hold the tool in the adapter...no more slips!

Dale R. Meneau
Wisconsin Army National Guard

(Ed Note—The head hangar says your idea is OK. A different improvement to the special tool will appear in a change to TM 55-1520-228-23.)

Check That Seal!

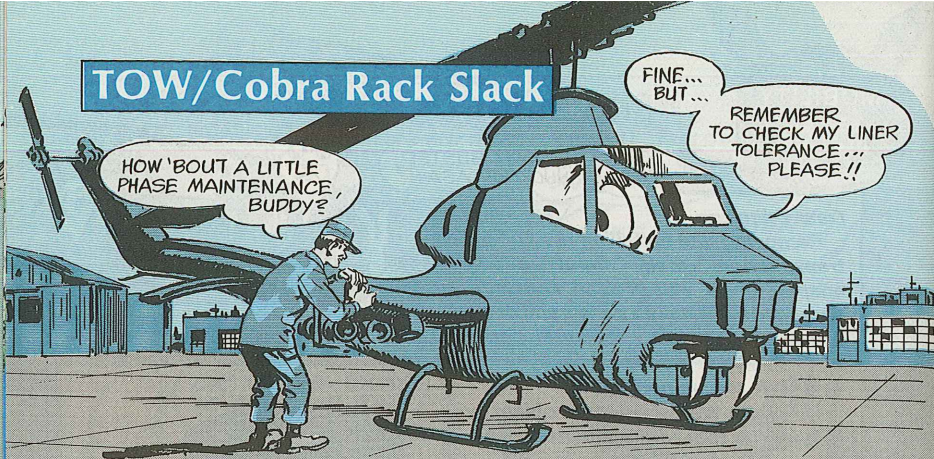
Take a close look at seal, NSN 5330-00-131-7274, before installing it on your OH-58's main rotor mast's transmission output shaft. The seal should be reddish-orange and cadmium dichromate plated. Check the seal's part number, too. The right PN for the seal is 415364H19. Seals with the same NSN, but different part numbers, will not work and are being removed from depot inventories.



Bolt Switch OK

View B, Fig 11-4, TM 55-1520-228-23, shows that you install the middle bolt on the cyclic bellcrank with the bolt head inboard. But that's hard to do with the OH-58's hydraulic pump in the way. So, on the left side only, make it easy on yourself and install bolt, NSN 5306-00-927-4302, with the head outboard.

TOW/Cobra Rack Slack



Good liner, good catch!

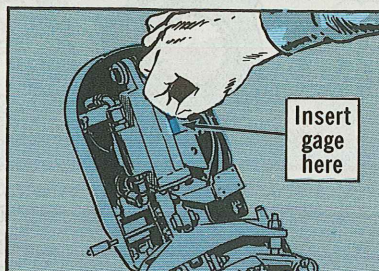
Sound like the World Series is back?

Not quite.

The liner's the fitting liner on your TOW/Cobra launcher slider. The catch is the captured missile when the liner's snug.

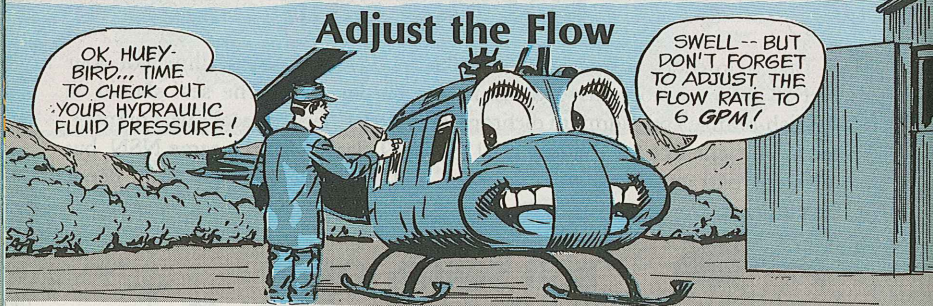
The idea is to remember to check liner tolerance, or clearance, during Phase Maintenance.

Insert a .020-in feeler gage between the fitting ejector ring and the ex-



ternal storage rack. If clearance is more than .020 inch, the liner needs to be replaced.

Adjust the Flow



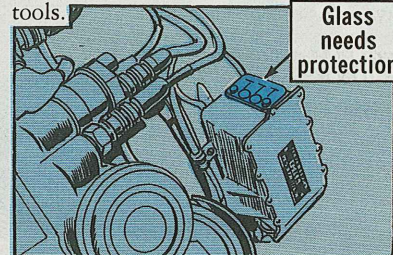
When you're checking out the hydraulic system on your Huey, the test stand hydraulic fluid pressure has to be adjusted to 1175 PSIG. To prevent an aircraft system malfunction, tho, you also have to adjust the flow rate to 6 gallons-per-minute. That info is being added to Para 7-4a in TM 55-1520-210-23-2.

Got a Protector?



The first chance you Black Hawk mechs get, eyeball the engine history recorder on each T700-GE-700 engine for a protective plastic cover.

The glass won't stand up to accidental boot pressure or dropped tools.



To prevent broken glass, get a cover from your General Electric tech rep—

no charge! There's no stock number for the cover.



Secure the cover by discarding the screws from the glass retainer and using the longer ones that come with the cover.

Be sure you check the other engines and history recorders in tech supply. You may need some extra covers for them.

Strap Hang-Up?

You Chinook types ever notice how the extension strap of the cargo handler's safety harness gets lost in the shuffle, making the harness useless?

Or how the strap always wears out before the harness so you have to ask for a new assembly with NSN 1680-00-169-0656?

No more! Now you can get just the strap with NSN 1680-01-138-3434...saves moola!

Aviation Messages

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

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

AH-1-83-01 SOF One time inspection LAAT telescopic sight unit 182030Z Mar 83

AH-1-83-02 SOF Technical—One time inspection main rotor blades 032000Z Mar 83

AH-1-83-03 SOF Emergency—One time inspection main rotor blades 040100Z

Mar 83

AH-1-83-04 SOF Emergency—One time inspection main rotor blades 120200Z Mar 83

OH-59-83-03 SOF Emergency—One time inspection main rotor blades 120230Z Mar 83

UH-1-83-04 SOF Technical—One time inspection main rotor blades 032000Z Mar 83

UH-1-83-08 SOF Emergency—One time inspection main rotor blades 120200Z

Mar 83

UH-60A-83-02 Maint Mandatory—One time inspection of flight controls - Directional Control Lever Assembly 231430Z Mar 83

MIM-AH-1-83-MEA-01 Special inspection based on flight hour intervals, 112000Z Mar 83

MIM-UH-60A-83-MEA-05 Publication changes to update inspections, 011930Z Mar 83

GOT A 5 PERCENT
LEEWAY NOW,
HUH?

A Better Schedule

RIGHT! A BREAK
FOR YOU
BIRD TYPES!

When the time rolls 'round for calendar replacement of a part listed on an aircraft DA Form 2408-18, you now have a 5 percent leeway.

A SEAT COVER REPLACEMENT,
FOR EXAMPLE, LOOKS LIKE THIS...

Seat Cover Life	24 Months
Plus or Minus 5 Percent	1.2 Months
Removal Period	23-25 Months

The idea is to decrease aircraft down time by allowing you to change equipment during scheduled maintenance. It'll be authorized in a change to TM 55-1500-328-25, on maintenance management.

The leeway does not apply to a calendar inspection item, tho, like the first-aid kit.

Save Turnaround

Once the warranty runs out on Vibrex balancing kit, NSN 4920-01-040-7816, you can save the long turnaround time of having it fixed by the manufacturer. Ask your aircraft support unit to repair it, using the info and parts in TM 55-4920-402-13&P.

Ask Your FMT

If you aircraft mechs run into a maintenance problem you can't resolve, call in your field maintenance technician (FMT) for the solution. He may recommend you get info on possible field repair of engines, transmissions and gearboxes from Corpus Christi Army Depot. If you don't have a technician, call TSARCOM engineering thru the field service managers at AUTOVON 693-2196 or 693-2671.

Desert Notes

THEY DON'T CALL
ME "SUDSY" 'CAUSE
I LIKE BEER,
Y'KNOW...

URGH!!

Washing aircraft in a desert calls for special care.

The low humidity and high temperatures during the day can dry soapy water before you can rinse it off. That can damage the paint.

Wash your bird early in the morning while it's still cool. TM 55-1500-33-24 lists the proper cleaning materials for your aircraft.

If you must wash your aircraft while it's hot, have a buddy standing by with a hose. First, rinse down a small area to cool it. Then, scrub it down. Finally, rinse it off before the soapy water has a chance to dry.

Make sure you rinse off the areas below the one you scrubbed, too! That's where the runoff goes.

Saves Paperwork

You tech inspectors no longer have to list the OH-58A/C main rotor grip and retention straps on the Aircraft Time Change DA Form 2408-16, according to TB 55-1500-307-24. Just one entry on the higher component -16 will save you some elbow grease.

Noisy Pump A-OK!

The T63-A-720 engine fuel pump used on the OH-58C is a bit noisy during starting and coastdown due to the design of the lube groove on the bearing. No sweat! Table 4-1 in TM 55-2840-241-23 lists the actual causes for replacing a faulty fuel pump.

COMMO

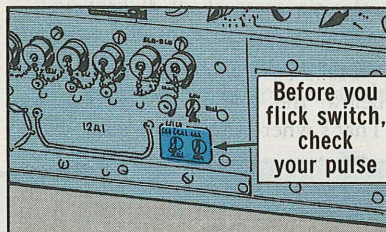
Multiplex
PM...

It's the Little Things!

A little PM pays big dividends when you're dealing with multiplex system components, cables and circuit cards.

FOR INSTANCE, IF YOU'RE OPERATING A TD-754 MULTIPLEXER, MAKE THIS CHECK BEFORE FLICKING THE CABLE CURRENT SWITCH...

Check Your Pulse



Be sure the TD-206 pulse form restorer's CX-11230 cable is connected. If it's not, you risk a short in the 12A1 power supply.

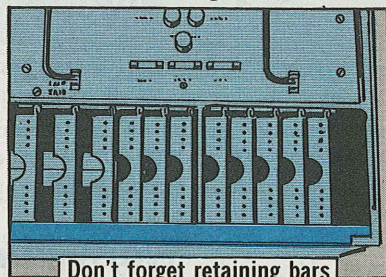
Watch how you flick toggle switches, too. They'll stand up to normal use for ages. Rough stuff, like operating 'em with your boot, tears 'em up.

Taking extra equipment with you to the field? Keep it clean.

Stacking components on shelter

floors keeps 'em handy, but makes 'em easy targets for dust and dirt. Cover 'em if you can, and clean filters for work before you put components to work.

Be sure all gear that needs 'em has circuit card retaining bars. Without a



good seating and bars to keep 'em snug, cards can jiggle loose. That means bad commo or maybe none at all.

Mount Up

When you install that new component, be sure to use all mounting hardware. Using just a couple of screws might make it easier to remove later on, but it also makes it easier for the gear to bust loose and bounce around the shelter.

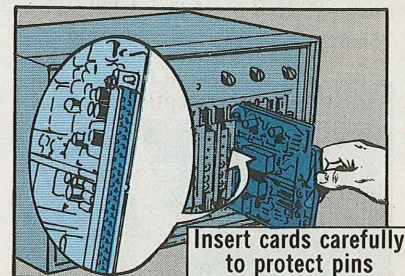
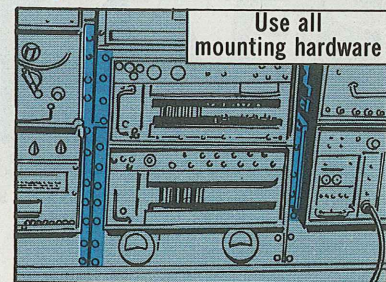
Seat circuit cards carefully. Rough handling will bend or break pins. That's especially true with the TD-660 multiplexer's new 11A23-11A29 cards.

The pins are slightly larger than those on the cards they replaced. They fit, but a little more snugly.

Before you insert the card, look for damaged pins. If the pins are OK, insert the card slowly until they mate with the -660's receptacle. Then seat firmly.

Pins damaged? Either replace the card, or, if you can, straighten bent pins with needle-nose pliers.

Finally, always use the card cell cover during operation. It does the same job the retaining bars do on other gear.



PCM Protection

PCM cables need your protection, too. Too many troops just throw 'em all in a bag. When they need one, they reach in and yank it out. A connector gets caught in the maze of cables and breaks.

A quick test for serviceability is to try and turn the cable connectors. If they twist on the cable, the cable probably needs replacing.

Save cables by coiling and taping each one separately. Put the tape close to the connectors.

Tape cables...

...save connectors



AN/TRS-2(V) System...

No PEWS is Bad News

Small doses of PM applied to your AN/TRS-2(V) Platoon Early Warning System (PEWS) pay big dividends in security to your unit's area.

Receiver, Detector

Make sure your DT-577 detector can send you a good signal. When you "plant" it in the ground, use your

Put detector in hole for best reception



hands—not your feet. A size-12 assist will damage the antenna or ground stakes.

Plant 'em lower than the area you plan to monitor, too. Dig a little hole if necessary. That's 'cause noise travels down 'n' out. You want your detector down there where it can pick up enemy sounds soonest.

Before you set out any gear, tho, be sure it's the right stuff. First, keep component series together. It takes a receiver in the AN/TRS-2(V)1 series to receive a radio signal from an AN/TRS-2(V)1 detector. (V)2 goes

HAH! BET THOSE OPFOR JOES ARE SURPRISED WE "SAW" 'EM!

YOU KNOW IT!

NOTHIN' SMELLY ABOUT OUR PEWS!

with (V)2, and so on.

If a mixup sticks you with mismatched gear, use wire. Be sure your detector is set for that mode of operation, tho. And, if you don't have the WD-36 wire your PEWS comes with, use lengths of that old standby, WD-1.

When detectors are firmly anchored, do your camouflage thing. When possible, keep leaves and branches from touching the wire an-

WELL-- IT'S NOT A CARROT!

... AND IT AIN'T NO WORM!!

DON'T LOOK AT ME-- I DIDN'T LEAVE A NUT THERE LAST FALL!



tenna. They cut down range.

Make sure both components are switched on the same area. The detector's setting is internal and done by your DS shop. They'll let you know which area yours is set to, tho, by

THANKS TO OUR PM!

CAN'T UNDERSTAND IT...

YEAH-- THOSE CATS ARE ON THEIR TOES!



Conserve Energy

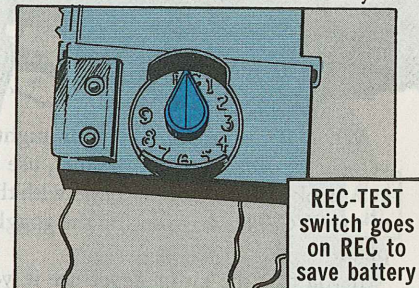
Get all the life your dry cell batteries have to give. That's up to 4 days in the receiver and 15 days in the detector.

After you test your R-1808's wire link for opens or shorts, return the REC-TEST switch to REC. If you

writing it on the inside of the battery cover.

After you set out your DT-577's, make a sketch map of just where they are. They're "throwaway" items only in wartime.

When you pick 'em up after use, remove the antenna and ground stakes before storing the detectors. Clean all pieces with a dry cloth before storage, too.

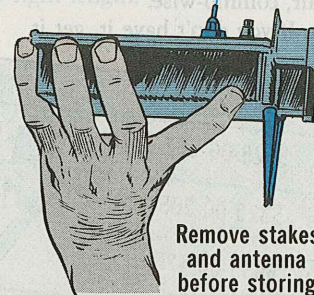


leave it on a test position the power pack will drain.

And, always turn the receiver OFF when it is to be idle for a while, and mission requirements allow it.

When temps hit freezing, switch from your warm-weather BA-90 to a cold weather BA-3090 battery, NSN 6135-01-063-1978.

And, remember to remove the batteries from both components when your TRS-2 is going into storage. Corrosion'll kill your gear if you forget.



Remove stakes and antenna before storing

Put the smaller pieces in the bag before you add the larger components to minimize damage during transit.

Use AN/PVS-5 Kit...

Keep YOUR Hat



A REAL HAT TRICK!

NEAT!

HOW'D HE DO THAT?

When it's time to mate your night vision goggles and DH-132 combat vehicle crewman's (CVC) helmet, use the kit that keeps your hat on.

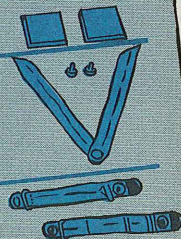
A hook and pile kit that comes with the goggles mounts the night eyes on top of the CVC. That lets you slip the goggles on and off while your helmet stays in place.

If you toss the kit or never use it, you have to remove the CVC when you move the goggles. That puts you off the air, commo-wise.

Stay in touch. If you have the kit, use it. If you don't have it, get it.

THE PARTS YOU'LL NEED ARE LISTED IN BOTH TM 11-5865-238-10 AND 24 & P.!! THEY ARE...

Item	NSN
2 Velcro pads	5325-00-567-0258
2 Stud fasteners	5325-00-285-6295
V-strap (Velcro)	5855-00-125-0770
2 Single straps	5855-00-125-0762



ON

TO INSTALL THE KIT, FOLLOW THESE EASY STEPS...

Clean it!

First, clean the paint from the helmet where the pads will sit. Then go over the area with a good cleaning agent or solvent. NSN 6850-00-597-9765 gets a 1-gal can.



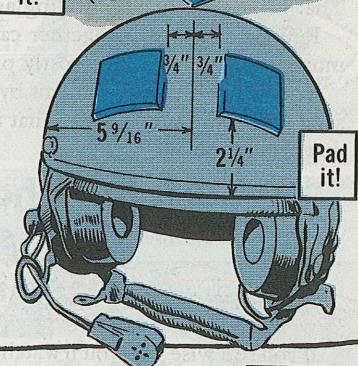
Coat it!

Next, spread a thin coat of rubber cement on the cleaned area and on the backs of the pads. A 4-oz jar of cement comes under NSN 8040-00-291-8625. When the cement is tacky, put the pads in place.



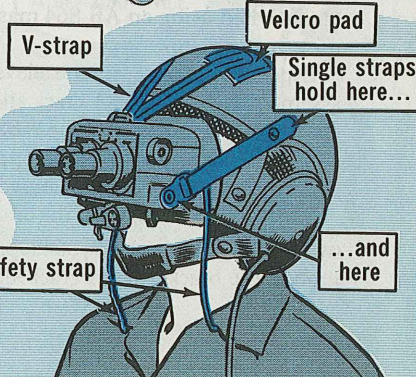
Pad it!

Finally, replace the helmet liner screws with the stud fasteners. If more than 2 threads stick out past the CVC, remove the fasteners and cut them to the right length.

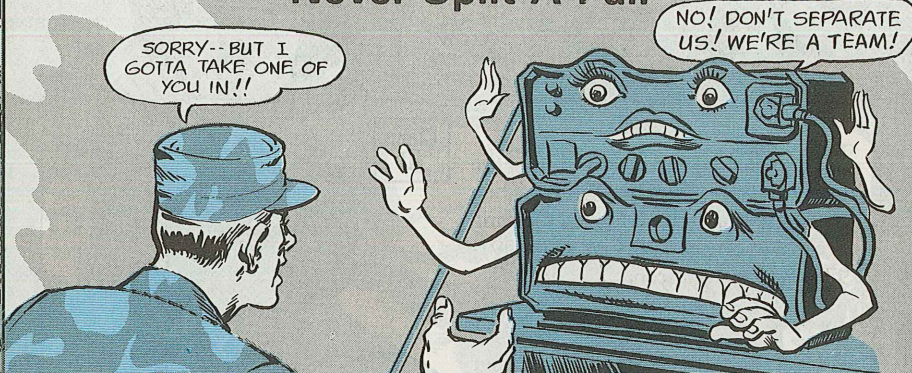


That's the fix. To remove the goggles for normal viewing, simply pull the V-straps loose from the pads and unsnap the single straps on the sides. The goggles will hang from the safety strap, ready for quick use.

Adjustments are easy, too. Use the V-strap to change position and the side straps to change tightness.



Never Split A Pair



Your AN/GRC-106 radio set components are a matched set. Split 'em up and you have problems.

First, tuning and loading problems. The RT-662 or -834 receiver-transmitter and its AM-3349 amplifier are alined as a pair by your support. That makes tuning and loading a little easier when you get 'em.

Putting a new pair together can also give you a bad fit in the MT-3140 mount. That can create a costly problem if one or both bounce free.

You head off these problems by keeping the two together. If one goes bad, send 'em both in for repair. That makes it easier on support, too, in tracking down the problem.

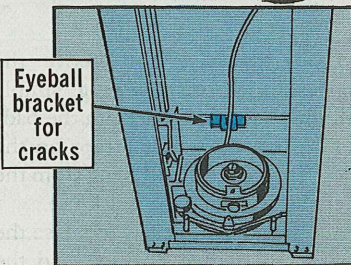
Watch Those Mast Cracks



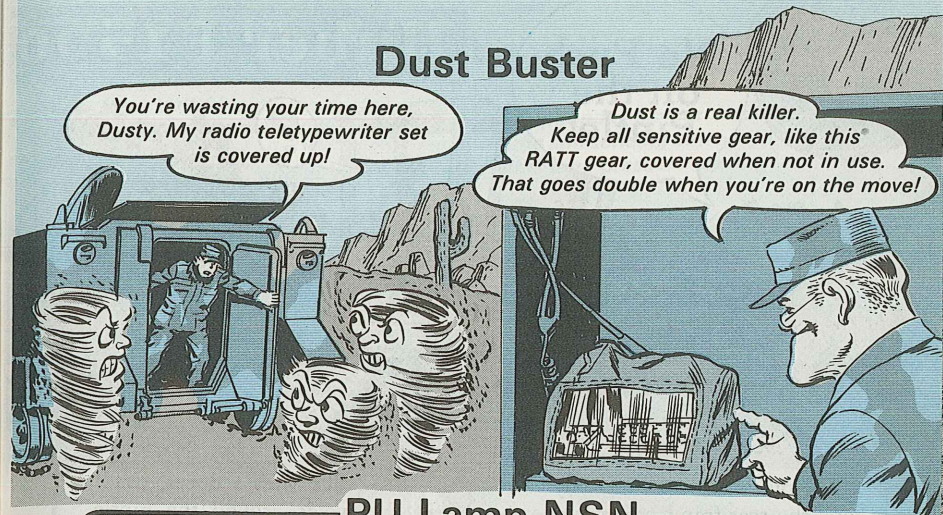
If you're a wise guy, you'll watch the cracks when using an AB-864 mast to raise your antenna.

Especially a crack in the elevator assembly's lift bracket. A crack allows the bracket to spread and the cable to slip free. Then you have a dropping mast and base plate damage, or worse.

Show your smarts. Look the bracket over now and then. Have your support replace the bracket if it's cracked.



Dust Buster



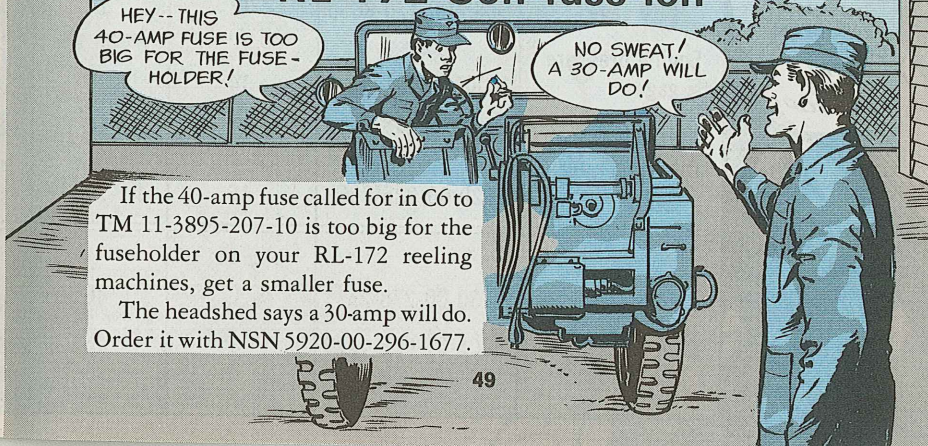
PU Lamp NSN



NSN 6240-00-892-4420 will get you the lamp (bulb) in the generator distribution box of power units that use TM 5-6115-365-15.

The lamp does not come with the light and wire assembly.

RL-172 Con-fuse-ion



If the 40-amp fuse called for in C6 to TM 11-3895-207-10 is too big for the fuseholder on your RL-172 reeling machines, get a smaller fuse.

The headshed says a 30-amp will do. Order it with NSN 5920-00-296-1677.

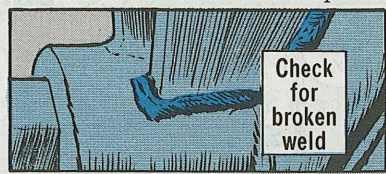


No Push on the Pintle!



The pintle is for pulling only. If you push on it, like with a dozer, you'll bend the rear frame crossmember, or break the welds around the pintle mounting. Then, when you need to tow something, the pintle may pull out.

If your grader is bogging down, take a more shallow cut, OK? Then you won't need a push.



Huber F1500 M Grader

Oil Pressure

Dear Half-Mast,

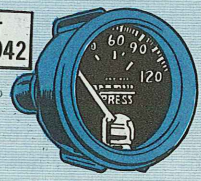
The oil pressure gage hits the top—60 pounds—on our Huber F1500M grader, even at idle. We've changed the gage and sending unit and checked the wiring, but nothing helps. What causes this high pressure reading?

SSG L.J.

Dear Sergeant L. J.,

A pressure slightly above 60 pounds on your grader is OK. To keep tabs on the pressure, switch to a 120-pound gage and sending unit. You'll need pressure indicator, NSN 6620-00-115-9042, and pressure transmitter, NSN 6620-00-993-5546.

Pressure indicator
NSN 6620-00-115-9042



Pressure transmitter
NSN 6620-00-993-5546



This doesn't mean that the sky's the limit, tho! If the pressure stays above 80 pounds after the engine warms up, you may have a serious problem—like a plugged oil passage. Get support to check it out.

Half-Mast

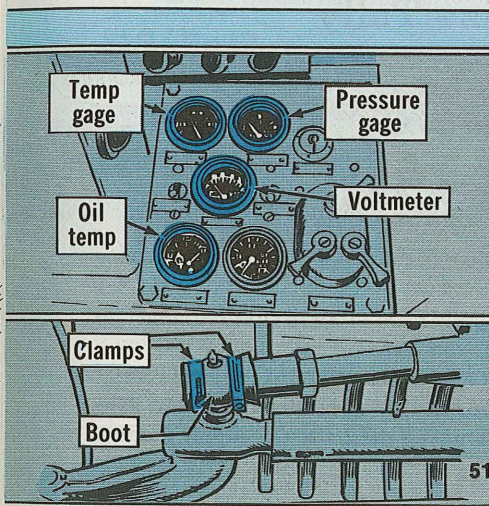
Repair

REPAIR PART	NSN/PN	ITEM NO.	FIG NO.
Engine temperature gage	6685-00-470-8650	13	14
Engine pressure gage	(70040)6461740	14	14
Voltmeter	6625-01-082-1971	15	14
Oil temperature gage	6620-00-025-9069	16	14
Clamp	4730-00-278-2513	1	46
Boot	3805-01-023-4279	2	46

THESE REPAIR PARTS, NOW LISTED ONLY IN TM 5-3805-253-34P, HAVE BEEN CHANGED TO PAOZZ! UPDATE YOUR -ZOP!



Parts



USE DD FORM 1348-6, AND RIC 59C FOR THE NON-NSN ITEM!



M10A RTFL...

Battery Buster

WOW!!
THE BATTERY
REALLY
NEEDS
CLEANING!

NOT TO
MENTION TH'
BATTERY
COMPARTMENT!

Boiled over battery acid ruins the battery and metal battery compartment faster'n Pac Man eats power pills.

Any time you see a white deposit—no matter how little—on the battery or in the compartment, wash it away with a mild solution of common baking soda and water. This'll keep battery acid neutralized.

'Course, your next step is to find the cause of the boilover...and cure it!

For sure, troopers, keeping the batteries and battery compartment clean on your rough terrain forklift is not easy.

But you have to keep a sharp PM-eye on both or you could be pulling extra maintenance time.

CCE Crane...

HMMM!...
WHICH
PLY DO
I USE?

Tire Size Tally

BEST BET IS TO
USE 14-PLY RATED
TIRES ALL AROUND!

NSN 2610-00-913-1983 gets the 14-ply rated 1100x20 tires recommended for your Grove Model TM S-300-5 25-ton crane.

All tires on the 2 rear axles must be the same size, ply rating and tread design.

While 12-ply tires, NSN 2610-00-262-8653, may be used on the rear axles, using 14-ply rated tires all around eliminates the 2-size tire supply problem.

12½-ton & 20-ton Cranes...

Replace Braided Coupling Cables

YOU HAVE
SWAGED
END
COUPLINGS?

HOW
STYLISH!

WHY DON'T YOU SWITCH,
TOO? BRAIDED END
COUPLINGS ARE OUT!

Braided end couplings on the pendant cables on your crane's boom are out. There's a chance the coupling may fail.

Order replacement 10-ft cables with swaged end couplings. Use FSCM 97403 and part number 13217E6266. Watch it! That FSCM and part number cross to NSN 4010-00-927-7212—among others. But NSN 4010-

00-927-7212 won't get the cable you need.

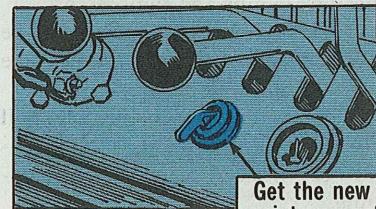
So order only by the FSCM and part number on a DD Form 1348-6. Write "Do not cross part number to NSN 4010-00-927-7212" in the Remarks Block.

The word's in TB 43-0001-41-3 (Oct 82), Pg 2-13.

MHE 236, 237 RTFL's...

Moistureproof Switch

Need a new ignition switch for your 4,000-lb or 10,000-lb RTFL's? If so, use NSN 2920-01-145-0351 and get the new moistureproof job. Keep in mind that if your vehicle is still under warranty when your original ignition switch fails, the manufacturer will replace it with one of the new ones.

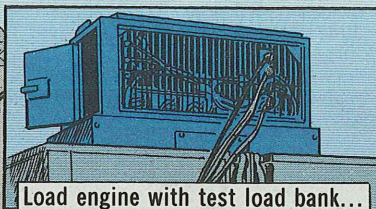
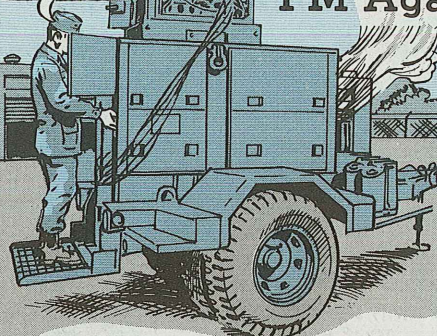


Get the new
moistureproof
switch

NO MORE
WETSTACKING
AROUND HERE!

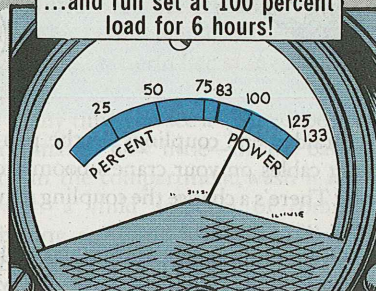
15- thru 200-KW DED Generator Sets...

PM Against Wetstacking



Load engine with test load bank...

...and run set at 100 percent load for 6 hours!



Generator wetstacking is an oil and fuel mix belching from the exhaust stack during normal operations, but especially at start-up.

It's caused by a carbon build-up in the engine when the generator set is running at less than 50 percent of its rated load.

If you're running your set at less than 50 percent of the rated load, the best way to stop wetstacking is by loading the engine with a test load bank and running the set at 100 percent load for 6 hours. Do it every 30 days.

Another method is to run the set with 100 percent load for 6 hours and every 30 days thereafter.

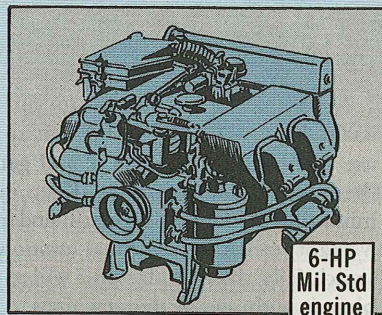
When you get a new set, run it a minimum of 6 hours under load before putting it into service.

6-HP Engine

Your 6-HP Mil Std engine, NSN 2805-00-068-7512, powers a heap of 3-KW generator sets, blowers, heaters, pumps and compressors.

New replacement engines won't be available for a while, so be sure to take care of those you have.

Operators and mechanics who pull first-class PMCS—TM 5-2805-203-14—can head off damage to the engine.



6-HP
Mil Std
engine

5-KW Generators...

Voltmeter Readings

Some of the voltmeter readings in Table 2.2 in TM 5-6115-332-14 are wrong.



HERE
ARE THE
RIGHT
READINGS...

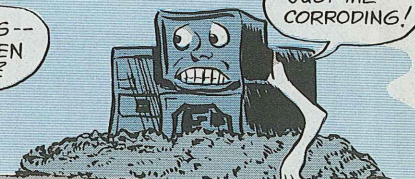
OUTPUT SELECTOR SWITCH	VOLTAGE SELECTOR SWITCH	VOLTMETER INDICATION
240 Volt 1 Phase 2 Wire L2, L3	V0-1	0
	V0-2	60-70
	V0-3	60-70
	V1-3	60-70
	V1-2	60-70
	V2-3	240
120 Volt 3 Phase 3 Wire L1, L2, L3	V0-1	60-70
	V0-2	60-70
	V0-3	60-70
	V1-3	117
	V1-2	117
	V2-3	117

If you get a reading of less than 50 volts, that's the same as zero.

Drain Acid Rain!



GOODNESS --
HAS IT BEEN
SNOWING?



NOPE --
JUST ME
CORRODING!

Rain water and battery spillage can be trapped in the base of your 5-KW DED generator set and corrode the skid base.

You can solve this problem by drilling a drain hole.

First, remove the batteries and mark the guide channel directly below the battery tray drain hole.

Remove the battery tray. Drill a 1/2-in diameter hole thru the top of the

guide channel. Replace the battery tray.



Mark location
on guide
channel

Paperwork Problem Solvers



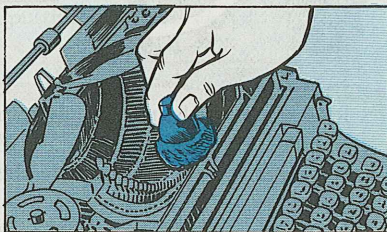
PAPERWORK IS BAD ENOUGH WHEN YOU HAVE MACHINES TO HELP, BUT IT'S EVEN MORE OF A PAIN WITHOUT THEM!

YOU SAID IT, CONNIE!

Typewriter PM

Keeping the typewriter clean is your first big PM step. Dust, eraser bits and ink make an abrasive compound that silences the tappity-tap of your machine.

First, clean the gummy ink residue off the type. Use a putty-type ball



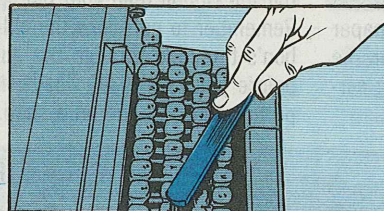
cleaner, NSN 7510-00-285-1745, or typewriter type cleaning liquid, NSN 7510-00-527-1458. Use a clean cloth with the liquid, never a brush, which will splash cleaner around.

Dust the keyboard, space bar and

GOOD PM KEEPS YOUR OFFICE EQUIPMENT IN TOP SHAPE TO EASE YOUR PAPERWORK PROBLEMS!!

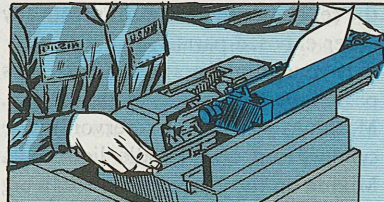
RIGHT! WE NEED TO GIVE OUR TYPEWRITERS A GOOD CLEANING!

HOW 'BOUT SOME GOOD NSN'S FOR US BEFORE YOU LEAVE...



the area between the keys with a long-handled brush, NSN 7510-00-550-8448.

Clean the area under the carriage, too. Depress the margin release key



and move the carriage as far as it'll go to one side to get at the junk that's col-

lected. Then repeat for the other side.

Use cleaning and reconditioning compound, NSN 7510-00-286-6993, to clean the platen. It'll remove the



paper sizing that builds up on the rubber roller.

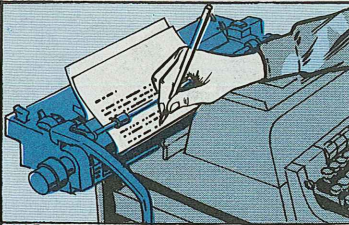
Wipe off all exposed parts of the typewriter. A water-dampened cloth cleans the case, cover plate, type bar guide, front and rear carriage rails, front and back of the paper table, and the surface under the typewriter. Never use gasoline or naphtha. They'll damage the plastic and painted surfaces—and they're flammable!

PROPER
USE OF THE
TYPEWRITER
MAKES
MAINTENANCE
A LOT EASIER!

THESE
TIPS CAN
HELP...

■ Make sure the typewriter is on a solid, level surface...to keep it from moving around while you type. If your desk has a typing well, bolt the typewriter down to prevent damage if the well is closed accidentally.

■ When you erase, move the carriage as far to the side as possible so that eraser bits don't fall into the typewriter.



■ An extra under-sheet of paper cuts down the wear and tear on the platen when you're not typing carbons.

■ Always use the paper release lever when you remove paper from the typewriter. Never yank paper out.

■ No eating and drinking near the typewriter. Food and drink can really gum up the works.

■ Clean the type and platen before and after typing stencils and remove the bits of stencil that remain so they won't damage the typewriter.

■ Ribbon need changing? Use one that's made for your model typewriter or one that's the same size. If the spool is the wrong type, roll the ribbon onto your old spool. Remember to note how the old ribbon's threaded through the guides before you take it off. That'll make putting the new one on a snap.

Other Office



MIMEOGRAPH MACHINES—They're great when you've got a bunch of copies to make, but they need PM care, too.

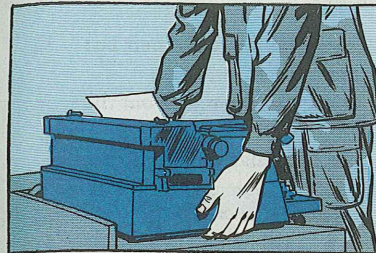
Cleaning is an important part of the job. A long-handled dust brush helps take care of dust and paper lint.

A light dose of cleaning and reconditioning compound on a clean cloth removes ink and dirt from the impres-

sion roller, the rubber feed pads and the segment roller, as well as from any other exposed parts.

If your mimeograph machine uses paste-type ink, put only paste in it. Machines with an ink reservoir in the cylinder can only handle liquid ink. Mixing up the 2 types results in a big mess...and a trip to support for clean-

■ Place both hands under the typewriter between the front and



rear legs when you pick it up. Never use the carriage as a handle.

■ Turn off an electric typewriter whenever you're not using it, even if it's only for a short time. Make sure the typewriter is turned off and unplugged before you start to clean or change a ribbon.

■ Never oil your typewriter. Leave the lube jobs to a serviceman.

Machines

GLAD HE'S
NOT MY
OPERATOR!

CALCULATORS and ADDING MACHINES—They tame lists of figures as long as your arm...if you take care of them.

A clean, damp cloth will whip dust and dirt on the case. Use a long-handled dust brush for the keys and the area between them.

If you can get to the type without taking the machine apart, clean it with

■ Inspect the typewriter before and after you use it. Keep an eye out for loose, missing or damaged parts and parts that stick or don't work right.

■ Use a dust cover to protect your typewriter when you're not typing. If



the cover is torn or damaged, order a new one from the list in Fed Cat C7420/30-IL-A.

■ If you find a problem—even a minor one—call a repairman. He's trained to fix it.

YUP! HIS DEFINITION
OF PM IS
PERPETUAL
MOTION!

the putty-type ball cleaner you use for typewriters.

A low-pressure air chuck—30 PSI or less—gets at dust in hard-to-reach places. Your organizational maintenance shop should have a chuck and compressor you can use.

Keep the machine covered when you're not using it. That keeps dust from collecting inside.

THE
BOTTOM
LINE, OF
COURSE, IS
REGULAR
PM...



NBC

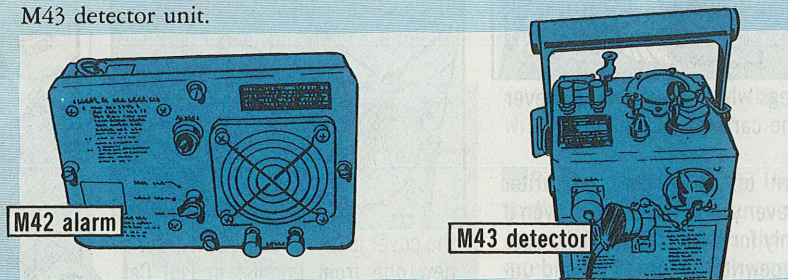
Alarms Ding Last Dong...

M8 to the

M10 through M18 automatic chemical agent alarms have sounded their last alerts.

ARRCOM M8g DRSAR-MAO-NC 251700Z May 82 eliminated all but the M8 from the Army system.

There are now only 2 components of the M8...the M42 alarm unit and the M43 detector unit.



All equipment used with the alarm is now separate issue and must be requested separately. That includes M229 refill kits, M182 and M228 mounting kits, installations kits, power supplies and batteries.

Manpack, fixed and vehicular operation modes still are required, so you'll have to get hardware and instructions.

SOUNDS LIKE TH' ARMY'S MAKING LIFE SIMPLER FOR US, BONNIE...

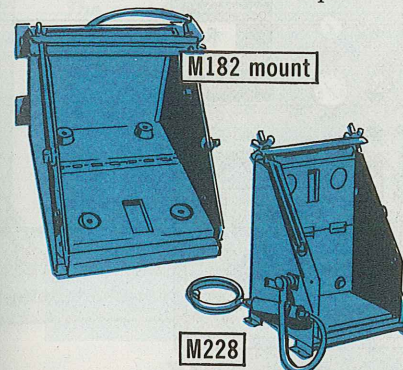
SURE!... HERE'S THE WAY YOU DO IT!

YEAH... BUT CAN YOU HELP US GET THE ACCESSORIES WE NEED?

Fore!

Mounting Kits

There are just 2 mounting kits for all modes: the M182 low profile for



tracked vehicles, and the M228 for wheeled vehicles.

Mounting kits are in TM 3-6665-273-20, with C1. Be sure you have the change. It has the NSN's.

Hardware is available only for authorized vehicles of units whose MTOE's include the chemical agent alarm. The only vehicles authorized the alarm are the 1/4-ton and 2 1/2-ton trucks, M113-series APC's and the M114 command carrier. Kits for the Gama Goat and M1 tank are in the works.

For the curious, the M880-series is not and will not be authorized an alarm...primarily because of differences in the voltage system.

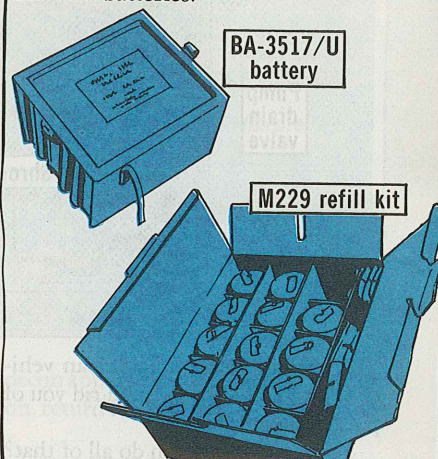
No other vehicle is authorized the alarm, with the exception of the ancient M37 3/4-ton truck.

Installation Kits

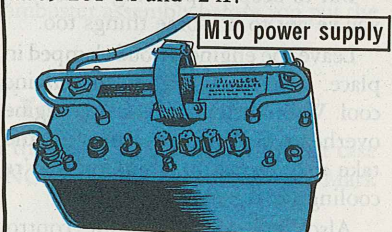
Installation kits, including that for the M37, are in TM 3-6665-274-20 with Changes 1 and 2. That includes the word for all 5 series of vehicles (tracked and wheeled).

Batteries, Kits, PS's

Use TM 3-6665-225-12 for refill kits and batteries.



The M10 power supply is in TM 3-6665-261-14 and -24P.



CTA 50-970 lists expendable items used with the alarm.

Henceforth, when you think chemical agent alarm, think M8, NSN 6665-00-935-6955, LIN A32060. That's all there is!



Before you try to start the engine, check the fuel shut-off valve and the fingernut above the sediment bowl.

To check the gas, press and hold the fuel indicator switch to read the fuel quantity gage. If you don't hold the



Open the pump drain valve—then close it. This bleeds air from the pump and assures that there is water in the pump so you'll have good priming and cooling.

BRRR-RRR-RRR-RRR-RRR

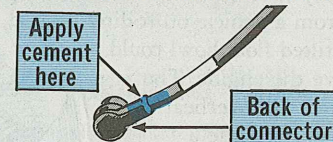
Alarm Cable Fix

BRRR-RRR-RRR-RRR-RRR

IT'S A SHORT, BONNIE!

YOU SHOULD'VE USED SILICONE CEMENT!

We solved the problem with silicone rubber cement, NSN 8040-00-877-9872, applying it to the cable where it meets the back of the connector. The cement is applied before the cable is installed. It makes a weatherproof seal.



(Ed Note—Your temporary fix gets the nod pending another solution. Thanks, Sir, for passing it on.)

1LT Thomas G. Cataldo
APO New York 09146

M12A1 Decon Heater Tip

Since fuel keeps flowing with the switch on, it can saturate the system, making it hard to start, or start a fire when the fuel ignites. During troubleshooting, remove excess fuel from the combustor assembly before you put the assembly's cover back on.

M256 Kit Trainer Use

When your M256 detector kits reach their DISCARD DATE (on kit case cover), hold one with the discard. NBC NCO's can use 'em for training. Mark the cover "For Training Only."

Mask Contamination

DS-2 contamination can cause the voicemitter in your M17/M17A1 protective mask to crack. If your voicemitter is exposed to liquid DS-2, rinse it as soon as possible with clear water. Be careful not to wet the mask's filters as you rinse.

Up in Smoke

Where there's smoke, there could be fire if you don't run your M3A3 smoke generator on level ground. Instead of belching smoke your M3A3 could go up in smoke.

You adjust the float bowl of the gasoline fuel system when the smoke generator is as level as you can get it. It's made to run the way it's adjusted. If you try to make smoke on uneven ground or from a vehicle on rolling ground, the tilted float bowl could starve the engine. The engine will overheat and might cause a fire.

TM 3-1040-202-12, Para 1-3c, doesn't make it clear that you can't operate your smoke generator on uneven ground, so stash this in your brain:

Run your M3A3 smoke generator on level ground or mounted on a vehicle parked or moving on flat ground.

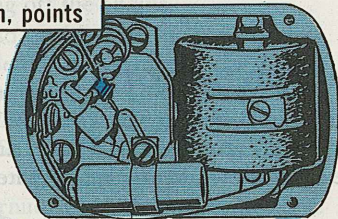
Point Gap

WOW! HOW'D YA GET IT TO WORK?

I READ ARRCOM'S MESSAGE!

When the magneto air pump handle of your M3A3 smoke generator wears you out instead of starting the engine, think points.

Check breaker arm, points



Ask your unit repairman to check the gap of the magneto breaker points ... which should be .015-in. The ".015-in" called for in Para 4-15c(5) of TM 3-1040-202-12 is wrong.

At that wide setting, you won't get the spark to ignite the engine fuel.

ARRCOM Msg DRSAR-MAO-NC 041645Z Nov 82 has the word.

Connie's POST SCRIPTS

CONNIE-- I GOT A MAINTENANCE PROBLEM ...

... SECURITY ROPE BROKE!

Camouflage Screen Kits

You can save big bucks when you use repair kits to fix your camouflage screen systems. Here're the kits you can get:

NSN 1080-00-108-1114, Radar Scattering Woodland screen;
NSN 1080-01-075-4014, Radar Scattering

Desert screen;
NSN 1080-00-107-8563, Radar Transparent Woodland screen. Cannibalize unserviceable screen for repair parts, too. TM 5-1080-200-10 has the kit poop.

DA Form 2064 Goof?

Anybody can make a mistake—even on the DA Form 2064, Document Register! But forget the correction tape or "white-out juice". You fix goofs on the DA Form 2064 by lining out the bad entry and reentering the correct info above the line-out. Writing over or covering up goofs can lead to confusion and a lot of attention from inspectors!

Not for Aircraft

The packing kit listed on Page 64 of PS 363 is not for aircraft and its ground support equipment. Always use the O-ring packings listed in the aircraft parts pubs.

* U.S. GOVERNMENT PRINTING OFFICE: 1983—659-007/8

Engine Oil NSN's

Many non-tactical vehicles use 15W-40 weight, grade SF oil. Here're the NSN's:

Quart	NSN 9150-00-186-6705
5 Gallons	NSN 9150-00-186-6706
55 Gallons	NSN 9150-00-186-6709

O-Ring Splicing Kit

You can get a replacement O-ring splicing kit for your hydraulic system test and repair unit with NSN 4940-01-131-1915. It's being added to TM 9-4940-468-24P.

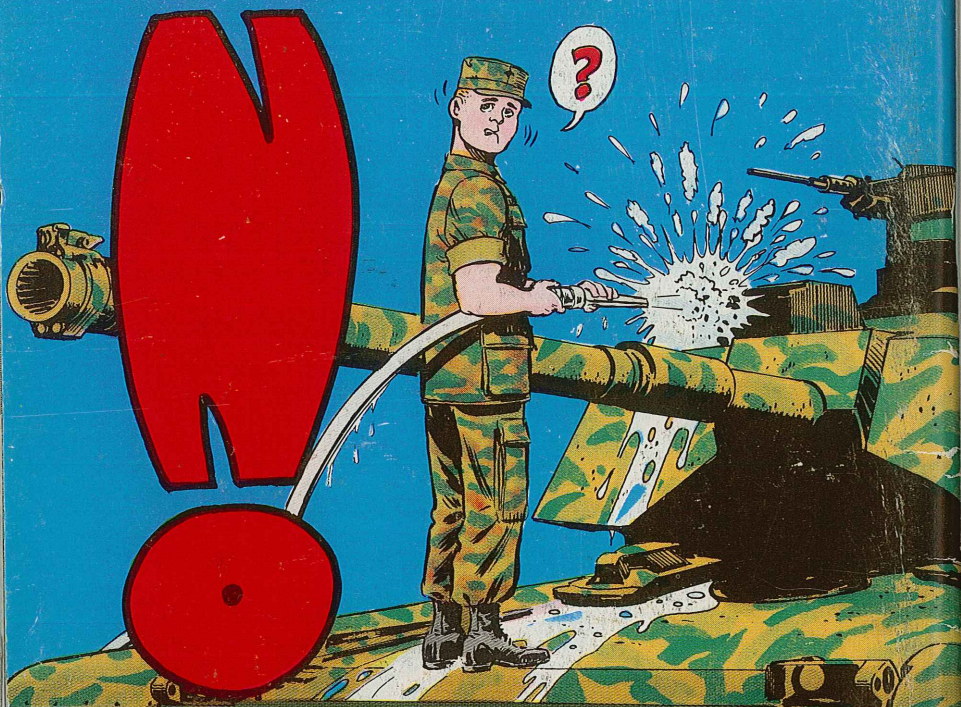
O-Ring Adhesive

Is your hydraulic system test and repair unit out of adhesive to make O-rings? NSN 8040-01-069-1758 gets a .33-oz tube. Refrigeration can extend its shelf life.

Medical Records Pub

Looking for the "book" on medical equipment records? It's not TM 38-750! Medical gear is covered by TB 38-750-2, Implementing Instructions for the Army Maintenance Management System for Army Medical Department Units and Activities.

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



High Pressure
WATER
Damages
Electrical Gear,
Optics and Engines!