

Issue 290

PS

January
1977

THE
PREVENTIVE
MAINTENANCE
MONTHLY

YER RIGHT, SARGE...
WE GOT A GREAT BIG
COMMO PM PROBLEM...

BUT I SURE AIN'T
GONNA TACKLE IT
NOW!!

CHOMP

CHOMP

MURPHY
ANDERSON



SOME VISITORS—

Help You

BELIEVE IT, TROOPS...

You're in a combat-type unit, and you get the word that some "visiting firemen" are arriving.

NOW THIS IS SOLDIERING!



You're training, maintaining or taking part in some operation. You're busy doing your "thing".

NOT AGAIN!



Of course, you're required to be inspected or evaluated by command inspectors, the IG team or by MET (Maintenance Evaluation Team). But, **more** visitors?

IG'S NEXT WEEK!

VISITORS YET?

CHEEE!



PROBLEMS WITH YOUR GEAR?

GOT A GOOD IDEA ON MAINTENANCE?

There are some that come to your outfit to help you and help all other soldiers.

Most come to find out what your problems are so they can help solve them. Some come to look at equipment, supply and maintenance.

The Pentagon sometimes sends out teams for special purposes.



Some Army units are involved with things like "Sample Data Collection" on equipment. This is aimed at improving equipment.

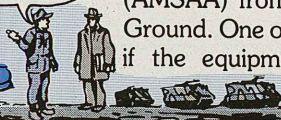
There are a couple of outfits that send individuals or teams to take a look at equipment, to talk to you and to find out what is good about your equipment, what is bad and what your ideas are for improving it. They figure that the soldier who works and lives with equipment has the best ideas for making it better.

WE GOT TH' REAL KNOW-HOW!

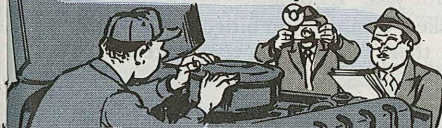
One of these is the U.S. Army Materiel Systems Analysis Activity (AMSAA) from Aberdeen Proving Ground. One of its jobs is to find out if the equipment you're using is

YOU'RE FROM AMSAA?

WELCOME!



performing properly and to get your ideas on how to improve it.



They're looking for quick fixes that one of the Army labs can crank out and send to field units to use. They also want your ideas on how to make the maintenance of your equipment better.

Another is the U.S. Army Maintenance Management Center from Lexington. (The PS Magazine office is located with MMC.) They

MMC? WHYN'T YA SEND CONNIE AN' BONNIE?



try to improve the maintenance of equipment, make repair parts supply better and make the tech manuals better and easier to use.



SAY, THAT'S A GREAT IDEA TO IMPROVE FUEL ECONOMY...

So, when you see people from these outfits in your area, give 'em all the scoop you can about your equipment.

THEY NEED IT TO HELP GIVE YOU BETTER GEAR!

TELL 'EM, CONNIE!



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 Maintenance Management Center, Lexington, KY 40511.

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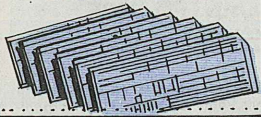
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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to: Or call AUTOVON 745-3503

MSG Half-Mast
PS Magazine
Lexington, KY
40511

Use of funds for printing of this publication has been approved by Headquarters, Department of the Army, 23 December 1975 in accordance with AR 310-1. DISTRIBUTION: In accordance with requirements submitted on DA Form 12-5.

DLOGS



DIVISION SUPPLY—

BLUE-PRINTOUTS to SUCCESS

There're a lot of supply systems around, but if you're in an Army division or Reserve component division or brigade, there's only one for you: DLOGS.

DLOGS may seem like a combination bingo game and Monte Carlo night, but there's method in that system.

ZAP THOSE SUPPLY MONSTERS WITH YOUR RULE BOOK LASERS, FELLOW DLOGS-ANS!

TC 38-1 Property Accounting and Equipment Status Reporting in Divisions (Jun 71) with 5 changes.

TC 38-2 Class IX (Repair Parts) Supply System, Division Operating Procedures, Supply Logistics System (DLOGS)-System Description (Mar 71) with 10 changes.

ARRRGHHH!
DLOGS-ANS... RUN!!

OH, NO! THEY'RE USING THEIR RULE BOOK LASERS...

WE'RE DOOMED!

TC 38-2-1 Using Unit Procedures (Mar 71) with 9 changes.
AR 710-2 with 3 changes.

When AR 710-2 disagrees with those TC's, para 1-8a of AR 710-2 says go with the TC's.

RIGHT ON, CONNIE!

WE'LL SHOW 'EM WHAT MAKES DLOGS-ANS RUN...

*ONE WHO BELIEVES IN DLOGS

DLOGS is an automated system, so most of your supply actions go in on preprinted/prepunched forms. Your support replies with computer printouts.

Those funny-looking, awkwardly-shaped computer printout pages keep

you and your supply set-up from sinking.

In fact, computer printouts are the heart of DLOGS.

There's no mystery to computer printouts. They combine all actions the computer has taken on your requests and equipment.

THE TRICK IS TO KNOW WHAT EACH PRINTOUT IS FOR-- AND WHAT TO DO WITH IT!

PRESCRIBED

LOAD LIST

CLASS IX REP
PRESCRIBED

AIR PARTS
LOAD LIST

76 OCT 04

PAGE NO 1

UAAC AC7

AA-A

NSN	NOUN	A/M	U/I	AUTH	ON-HAND	EXP CODE
5305 000018153	SCREW MA		EA	004	004	X
5315 0000			EA	002	002	X
2940 0000				002	001	X
2590 0000				002	002	X
2590 0000				002	002	X
6135 000503280	BATTERY			050	050	X

DIST STOCK	END ITEM	UNIT PRICE	EXTENDED UNIT PRICE	LOCATION
1		\$.20	\$.80	4B-22
1	M274	\$.04	\$.08	4B-18
1	TRK,M561	\$.88	\$ 1.76	3D-12
1	TRK,M5	\$ 3.26	\$ 3.26	7A-09
1	TRK,M5	\$ 1.68	\$ 1.68	7A-10
1		\$.60	\$.60	1A-11

IF YOU DO NOT KEEP DA FORMS 3318, WRITE THE ON-HAND BALANCE OF EACH ITEM IN PENCIL BETWEEN THE AUTHORIZED AND EXPENDABILITY CODE COLUMNS.

PUT THE STORAGE LOCATION OF EACH ITEM ON YOUR PLL PRINTOUT.

The PLL printout shows each item you're authorized to stock. You keep it in place of a DA Form 2063-R. Items are listed on the printout by NIIN (the last 9 numbers in an NSN). You add the storage location of each item to the right of its listing on the PLL printout.

DA Form 3318, Record of Demands is an optional form under DLOGS. Your command may or may not require it. If you do not keep a DA Form 3318, add the On-Hand balance in pencil in a column between the authorized and expendability code columns on the PLL printout.

Without a DA 3318 on each item, you depend on the demand history info support sends you. Make sure you keep track of the number of requests you put in for items that have not



HEY, WOT TH'...

HERE ... LEMME GET RID O' THESE OLD PLL'S FER YA, SPEC!

qualified for PLL stockage.

Keep a sharp eye on your DX items. Those parts stay on your PLL even though you go through DX instead of regular supply channels.

You add items handled through DX to the PLL the same way you do other non-stocked parts.

SSSC and QSS items are not authorized for your PLL. No unit accountability is required on those items. However, your command may OK a 1-week's supply on hand.

Periodically you'll get an updated PLL printout with changes in stockage level, additions or deletions of items. Get out your last PLL Change Listing and compare it with your Updated PLL. If support forgot something, ask them about it.

Hold onto old PLL lists for a year.



GET OUTTA HERE, YOU SNEAKY SUPPLY MONSTER!

I KEEP MY PLL'S FOR A YEAR!

CURSES!

SSSC=
SELF-SERVICE
SUPPLY CENTER
QSS=
QUICK
SUPPLY STORE

PLL CHANGE LISTING

CLASS IX REPAIR PAR
PLL CHANGE LISTING

TS

AS OF 6349

DATE 76 DEC 15

PAGE 1

YOUR COMMANDER APPROVES OR DISAPPROVES THE CHANGES

PLL AUTH INITIAL	PLL AUTH OLD	PLL AUTH NEW	PLL CHANGE CODE
✓			C
			C
			A
			D

✓ SHOWS APPROVAL
"ADJUST LEVEL TO"
MEANS OK ON THE ACTION
BUT ADJUST QUANTITY

PLL CHANGE CODES

C MEANS A CHANGE
A MEANS AN ADDITION
D MEANS A DELETION

003 003

ADJUST LEVEL TO 15

D-End items were deadlined (NORS)/86 days

Approved
M. B. Forrest
Cpt. Inf.
Commanding

LINE DRAWN THROUGH
ENTRY SHOWS DISAPPROVAL.
IF C.O. DISAPPROVES A
DELETION, YOU MUST JUSTIFY
KEEPING THE ITEM ON THE PLL

EYEBALL THIS
CHART FOR THE RIGHT
WAY TO CHANGE THIS
LISTING WHEN
NECESSARY.

BAH!
THOSE GIRLS
ARE TRYING TO
PUT US OUTTA
BUSINESS.

YEH... BUT HAVE
HEART! HE'LL PROBL'Y
STILL GOOF IT!

The Change Listing shows D for delete by any PLL item you have not ordered at least once in the last 6 months. Turn in any stocked items that have been okayed for deletion from the PLL.

Your commander approves or disapproves the suggested changes.

Mission essential items stay on the PLL even if no demands show up for 6 months. Those items are approved only by your major command and are independent of demand support.

One copy of the corrected PLL Change Listing goes back to your technical supply office (TSO) through your direct support unit (DSU). You keep the other one until TSO returns the first copy for your files.

Check your change listing with the next updated PLL List. Get on the horn with TSO over anything on the Change Listing that's left off the PLL. Could be there's a good reason for the difference—or could be it's a mistake. Either way, get it straight soonest.

AC7AA-A PAGE NO 1

PLL CLASSIFICATION	NSN	UNIT OF ISSUE	NOUN	EXPEND CODE	PLL EST DATE
COMMON	2940 000198087	EA	FILTER E	X	4105
COMMON	1005 000506357	EA	ROD CLEA	X	3056
COMMON	6135 001201010	EA	BATTERY	X	6349
COMMON	5815 001271000	EA	LEVER S	X	5056

ONCE EACH QUARTER
YOU'LL GET 2 COPIES OF
A PLL CHANGE LISTING...

THIS LISTING
SUGGESTS ADDITIONS,
DELETIONS OR LEVEL
CHANGES TO YOUR PLL...

THESE SUGGESTIONS
ARE BASED ON THE
REQUESTS YOU'VE
TURNED IN DURING
THE QUARTER.

The listing only suggests adding items to your PLL. If you know a demand is a 1-time deal and you do not need to stock it, reject the addition by drawing a line through the PLL Change Code entry (A).

Watch the suspense date at the top of your PLL Change Listing. You must have the listing (approved and signed off by your commander) back to TSO by that date.

If you send your listing back late, the suggested changes—minus your commander's adjustments—may go into effect automatically. Or, no changes at all may be made. Either way, you and your commander are stuck with support's version of the PLL until you correct the situation.

PLL CHANGE REQUEST WORKSHEET

Field		Card Col.	Data
Nr.	Name		
* 1	UAAC	1-5	AC9AA
2	Supply Unit Code	6	A
3	Distr of Stockage Code	7	
4	National Stock Number	8-20	2990000646312
* 5	SUAAC	21	A
6	Aircraft/Missile Code	22	
7	Unit of Issue	23-24	EA
8	Unit Price	25-31	0000161
9	Noun	32-39	PIPE EXH
10	Expendability Code	40	X
11	Recoverability Code	41	
12	PLL Established Date	46-49	6349
13	PLL Authorized Initially	50-52	001
14	PLL Authorized Currently	53-55	001
15	End Item Noun	56-63	MISI TRK
16	Control Code	79	
17	PLL Change Code	80	A

SEND THIS WORKSHEET TO TSO SOONEST SO IT WILL MAKE THE NEXT UPDATED PLL LISTING!

Complete entries as indicated. If unknown, leave blank.

- Field Entry**
- 1 Last 5 characters of UAAC.
 - 2 Supporting DSU code.
 - 3 Distr of Stockage Code.
 - 4 Self-explanatory.
 - 5 SUAAC. If none, enter "A".
 - 6 "A" (aircraft), "M" (missile) or blank.
 - 7&8 Self-explanatory.
 - 9 First 8 characters of the name of the part.
 - 10 "N" (nonexpendable) or "X" (expendable).
 - 11 Blank. TSO will complete.
 - 12 Julian date.
 - 13&14 Quantities authorized.
 - 15 First 8 characters of name of end item.
 - 16 Blank. TSO will complete.
 - 17 "A" (add), "C" (change), or "D" (delete).

NOTE: To change individual data fields, complete Fields 1, 4, and 17 and enter new data in only those fields that are to be changed.

MAYBE YOUR COMMANDER WANTS TO ADD AN ITEM OR MAKE A CHANGE NOT COVERED BY THE PLL CHANGE LISTING.

CRANK UP A PLL CHANGE REQUEST WORKSHEET. (SEE Change 9 to TC 38-2-1 FIGURE A-28a FOR NEW INSTRUCTIONS.)

HMMMM... GOOD IDEA, BONNIE!



QUICK, FELLOWS! LET'S GRAB THIS FORM AND RUN...

THAT'LL HELP CRIPPLE 'EM... BUT GOOD!

HEY... LOOK, GUYS!

OH, NO, YOU DON'T, MONSTERS!

MAKE 'EM RUN, DLOG-ANS!

PS MORE

DA FORM 2765

Changes to your PLL are based on the requests you make—or do not make—for items. Under automated supply systems like DLOGS, you use preprinted/prepunched DA Forms 2765.

DSU SENDS YOU A NEW **READY-FOR-THE-COMPUTER DA 2765** EACH TIME YOU SEND ONE IN ASKING FOR AN ITEM!

YOU GET 4 PREPRINTED PREPUNCHED DA 2765'S FOR EACH ITEM ON YOUR PLL!

AHHHH, SO...



Those cards save you time 'cause they keep down the number of entries you have to make. Any supply action for PLL items should go out on preprinted/prepunched cards. Use the latest status card to follow-up on an item, change the amount requested, or cancel it. Use the suspense file copy if no status cards are on hand. If you use the file copy, it might be wise to make a duplicate to keep on hand.

Unused preprints go on file in NIIN order until you need them.

Keep an eye on your preprints, tho. They're no guarantee against NSN, unit-of-issue, or other changes. Before you send through a request, double-check at least the NSN against the info on the Army Master Data File (AMDF) microfiche if you have it.

THE FIRST 4 NUMBERS OF THE NSN, THE FEDERAL SUPPLY CLASS (FSC) CHANGE FAIRLY OFTEN!



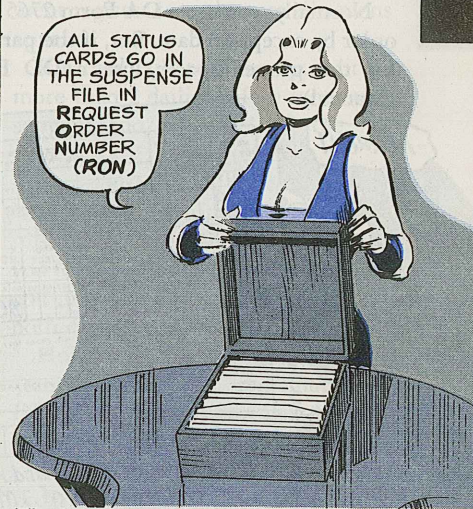
SO EVERY TIME YOU GET A STATUS CARD -- OR A PRINTOUT -- COMPARE NSN'S WITH YOUR SUSPENSE FILE COPIES AND DOCUMENT REGISTER!

SSHEEE-EESH! THOSE GALS SURE MAKE IT DIFFICULT FOR US SUPPLY MONSTERS TO MAKE A DISHONEST LIVING!

LET'S HOPE THEY FORGET TO TELL HIM WHAT TO DO WITH OLD PRE-PRINTS!

You get status cards on requests for items support does not have on hand—or from further up the supply line for a variety of reasons. Check Appendix A of TC 38-2-1 or Appendix F of AR 710-2 for any codes you do not understand.

ALL STATUS CARDS GO IN THE SUSPENSE FILE IN REQUEST ORDER NUMBER (RON)



The latest card goes in front of earlier status cards on the same request.

Stay on top of status cards. Getting behind can cost you time and paperwork—like cancelling and reordering an item you already have!

When an item arrives, be sure to toss out all the status cards on that request. Make sure your document register shows the last status and receipt card info before you trashcan those cards.



"EXCEPTION-DATA REQUESTS"

When you want part-numbered items or parts not covered by your regular authorization documents (PLL, TM's, CTA's, MTOE/MTDA), go the exception data supply route.

Help support out all you can with exception data requests. Tell'em what the part is, what it does, what it's made of, the end item and NSN of end item if possible, publication that covers the item, and any part or manufacturer's numbers. You can count on exception data requests taking a little longer than usual.

Normally, you use a DA Form 2765 or DA 2765-1 for non-expendables to order by exception data. But, if the part or manufacturer's number is too long for the proper spaces, use a DD Form 1348-6, Non-NSN Requisition (Manual).



ANOTHER FORM USED PROPERLY!

TH' LIFE OF A SUPPLY MONSTER GETS MORE DIFFICULT ALL TH' TIME!

DOCUMENT IDENTIFICATION		ROUTING IDENTIFICATION		MANUFACTURER'S CODE AND PART NUMBER		UNIT OF ISSUE		QUANTITY		DOCUMENT NUMBER																																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43
A08				1920771639770-2EA00001																																						
SUPPLEMENTARY IDENTIFICATION		ADDRESS		DISTRIBUTION CODE		PROJECT CODE		PROC. CODE		REQUIRE DELIVERY DATE		USE CODE		BLANK		REJECT CODE FOR USE BY SUPPLY SOURCE ONLY																										
N				3C		06		A								65		66																								
1. MANUFACTURER'S CODE & PART NO. (When they exceed Card Columns 8 thru 22)												2. MANUFACTURER'S NAME																														
ABC Manufacturing Co.																																										
3. MANUFACTURER'S CATALOG IDENTIFICATION AND DATE												4. TECHNICAL ORDER NUMBER																														
5. TECHNICAL MANUAL NUMBER												6. NAME OF ITEM REQUESTED																														
TM9-2320-218-20P												Tube Assembly, Metal																														
7. DESCRIPTION OF ITEM REQUESTED												7a. COLOR																														
Tube is part of right hand rear break assembly Item 14 on page 141 of TM9-2320-218-20P																																										
8. END ITEM APPLICATION AND SOURCE OF SUPPLY												7b. SIZE																														
Truck, Utility: 1/4 Ton 4x4																																										
9a. MAKE												9b. MODEL NUMBER																														
AC9AA 6349-0003												M151A1C																														
9c. SERIES												9d. SERIAL NUMBER																														
												12345																														

NON-FSN REQUISITION (MANUAL)

The DD 1348-6 also has extra spaces for other info. Now and then an emergency catches you short. You need a high priority item sooner than soon. So, you grab up a Class IX Form 1 (Test). Fill it out. Then, call support. Give 'em all the info on the form and they'll take it from there. Once you've transferred the info to your document register, trashcan the form.

LOCAL SUPPLY LISTS

Some items are available locally. Your Self-Service Supply Center (SSSC) stocks supplies like soap, scouring powder, some lubricants, hand tools, Class II maintenance items and housekeeping-type items.

Inexpensive high-use repair items like spark plugs, filters, rope, wire, bolts, screws, washers and gaskets come from the Quick Supply Store (QSS) on an as-needed, no-charge basis.

Some recoverable/repairable items may be worked on by your DSU's Direct Exchange (DX) outfit.

Each of these outfits—SSSC, QSS and DX shop—sends out lists or catalogs of items they handle. Keep those lists handy and up to date. Note any changes you get on them or toss out old lists as you get new ones.

Use the DX shop, QSS and SSSC to the max.

Never spin your wheels by putting through requests for items available thru SSSC, QSS or DX. That just wastes your time and effort.



INPUT TRANSACTION LISTING

Usually, you'll get a daily (sometimes weekly) printout showing each supply action support got from you during that period for requests, followups, cancellations and turn-ins.

Check this list against your document register to make sure all actions appear.

If a card fails to show up, wait no more than 2 dailies before contacting support and/or cancelling the no-show.

Never just assume the card got lost. Put through a cancellation on any missing requests before you reorder. If you forget to cancel before reordering, you might find yourself charged with both requests.

Hold one! Before you get too "cancellation happy", remember this: DLOGS printouts ignore part-number requests.

DLOGS computers are not programmed to handle exception data supply requests. Any time you need an item that requires special handling, the request goes through manually at least part of the way. Unless you get a status card from 'way up the line—or your system assigns local management control numbers to those cards—your exception data request may seem to fall into a hole. Before you cancel an exception-type request, check the status with support.

Hold onto the Input Transaction Listing for 1 month.



REQUESTS DUE-OUT TO UNITS

COMPARE THIS LISTING WITH YOUR DOCUMENT REGISTER!

CLASS IX REPAIR PARTS
REQUESTS/REQUISITIONS DUE OUT TO UNITS

DATE 15 SEP 76 PAGE 1
DATE QSS

STOCK NUMBER	U/I	QUANT	REQNR	DATE	SERIAL	REQNR
2540 00 165 4029	EA	2	AC9AA	6193	0406	ABCDE
2990 00 825 1069	EA	2	AC9AA	6198	0412	ABCDE
5340 00 168 7111	EA		AC9AA	6212		ABCDE
5305 00 001 185	EA	2	AC9AA	621		ABCDE

DATE	SERIAL	PR	STATUS	INDICATOR
				X
			070	REC
06			RELEASED FOR ISSUE	070 X
				CANCEL

MARK ITEMS YOU STILL NEED WITH AN X

MARK ITEMS YOU'VE RECEIVED WITH REC

MARK ITEMS YOU NO LONGER WANT WITH CANCEL

TSO periodically sends you 2 copies of the Requests Due-Out to Units Listing—depending on division rules and computer set-up. Check SOP for a time schedule on this printout.

The Request Due-Out to Units Listing combines your request records with support's.

Compare this listing with your document register.

Put an X by each item on the listing you still need.

If the listing shows an item you've already received, mark REC to the right of that entry.

Write CANCEL beside items on the listing you no longer need.

Make sure you note on the document register any item you decide to cancel on the Due-Out Listing. Pencil in AC1 and the Julian date in column i of the document register for each item you cancel or the printout shows cancelled.

ENTRIES ON THE DOCUMENT REGISTER SHOULD MATCH THE LISTING, PUT CANCELLATION INFORMATION AND RELEASED FOR ISSUE NOTES IN COLUMN i OF THE DA FORM 2064.

next Requests Due-Out to Units Listing, contact support.

If the item still doesn't turn up, erase the RELEASED FOR ISSUE entry and put LOST in column i of the document register.

Reorder the item.

When a new request does not show up on the next 2 Requests Due-Out Listings, cancel it and reorder.

If you get duplicate entries on the listing, check figure A-29 of TC 38-2-1 for instructions.

After you check each entry on the listing, send 1 copy to TSO.

When support gives you the "all-clear" on a cancellation with a BQ or B6 status card, erase the column i entries. Then, put the document identifier code (usually AE1) and the status code and Julian date of the card OKing your cancellation in column i.

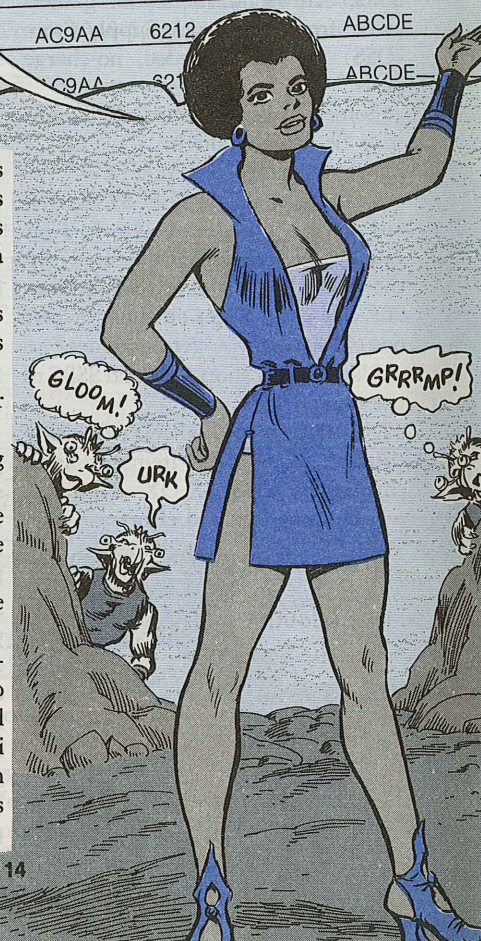
Hold it! If the printout shows RELEASED FOR ISSUE beside the item, it's too late to cancel. That item is already on its way. Wait until it arrives. Then, use it or turn it in.

Put RELEASED FOR ISSUE in column i of the document register entry for any item with that note on the printout that you have not yet received.

If an item marked RELEASED FOR ISSUE has not arrived by the

KEEP THE OTHER COPY...

... BUT HOLD ON TO YOUR COPY FOR AT LEAST 2 MORE LISTINGS!



PS MORE

UAAC DEMAND SUMMARY LIST (COMMON)

CLASS IX REPAIR
UAAC DEMAND SUMMARY LIST

PARTS
(COMMON)

DATE: 6153 76 JUN 01 PAGE 7

* UAAC) AC9AA-A PAGE 1

STOCK NUMBER	U/I	DSU	CURRENT NO QTY	MONTH 2 NO QTY	MONTH 3 NO QTY	MONTH 4 NO QTY
5965 00 010 6529	EA	D				
5315 00 012 0123	HD	D	1 1			
5303 00 013 3421	EA	D				
6240 00 014 2306	EA	D	1 1		1 1	1 2

MONTH 5 NO QTY	MONTH 6 NO QTY	TOTAL DEMANDS 1ST 6 - 2ND 6	TOTAL QUANTITY 1ST 6 - 2ND 6
1 6		1	6 3
		1	1 1
1 12		1	12 10
		3	4 4

THE LIST SHOWS THE NUMBER OF REQUESTS YOU TURNED IN ON AN ITEM EACH MONTH FOR THE LAST 6 MONTH AND THE TOTAL NUMBER OF REQUESTS FOR THE PRECEDING 6 MONTHS.

The Unit Activity Address Code (UAAC) Demand Summary List (Common) comes every month. This list gives you a run-down on the number of requests you put in on each NIIN monthly for the last 6 months and the total number during the 6 months before that.

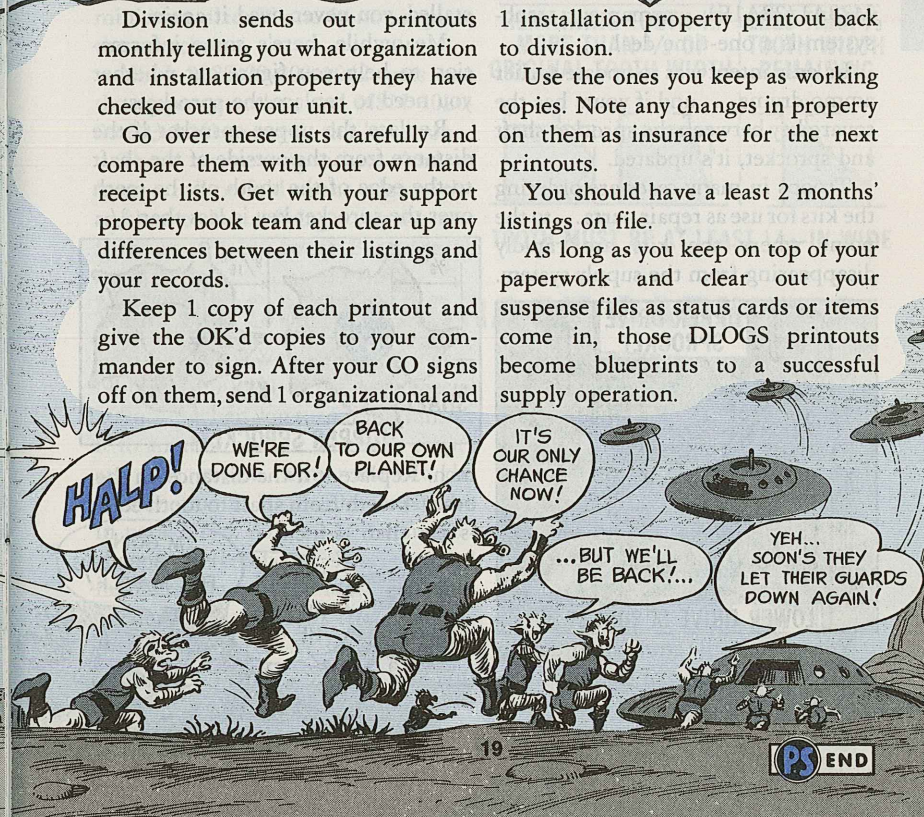
IF YOU DO NOT KEEP DA FORMS 3318, THIS PRINTOUT TAKES THEIR PLACE.

If you do not keep DA Forms 3318 on PLL and non-stocked items, this list lets you know what items qualify for PLL stockage. Keep this printout until you get a new one.



HAND RECEIPT, PROPERTY LISTING

HAND RECEIPT ORG PROPERTY LISTING								DATE 6238	PAGE 0004				
UIC	LIN NO	NSN	RICC	UT	AUTHORITY	TOT	MOD	UNIT	LAST	TRANSACTIONS	LAST	ON HAND	
SER NO	SUBLIN	ECC	NOUN AND MODEL			ALLOW	ALLOW	PRICE	CHNG	TYPE DOC NO	SERIAL NOS	QUANT ON-HAND	SERIAL NO QUANT
WABCA	A72260	5810004998554	1	EA	MTOE7-16H	00003	00003	106.00	6238			00003	
					ANTENNA RC-292								
WABCA	B49272	1005000179701		EA	MTOE7-16H	00109	00109	5.48	5022			00109	
					BAYONET W/S M7								
	J46110		1	EA	MTOE7-16H	00004	00004	1,994.00	6238				
					GEN SET GE 3KW 28V MTD IUT1								



Division sends out printouts monthly telling you what organization and installation property they have checked out to your unit.

Go over these lists carefully and compare them with your own hand receipt lists. Get with your support property book team and clear up any differences between their listings and your records.

Keep 1 copy of each printout and give the OK'd copies to your commander to sign. After your CO signs off on them, send 1 organizational and

1 installation property printout back to division.

Use the ones you keep as working copies. Note any changes in property on them as insurance for the next printouts.

You should have a least 2 months' listings on file.

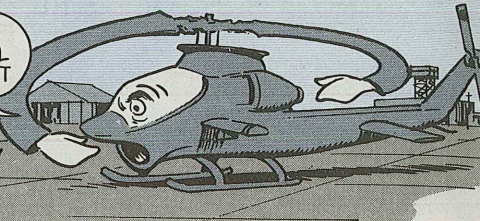
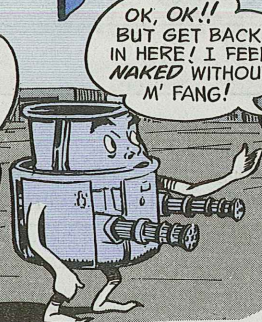
As long as you keep on top of your paperwork and clear out your suspense files as status cards or items come in, those DLOGS printouts become blueprints to a successful supply operation.



HOLD IT with the

HEY!!
LOOKIT...
IF IT'S FOR
REPAIR,
NO KIT
IS
NEEDED!

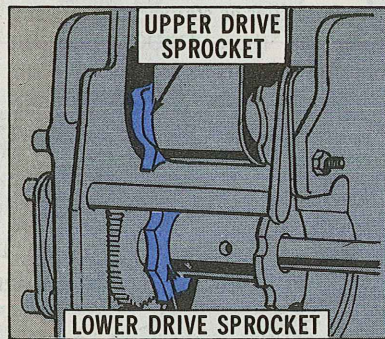
OK, OK!!
BUT GET BACK
IN HERE! I FEEL
NAKED WITHOUT
M' FANG!



Sprocket repair kit NSN 1005-00-169-1853 for the 7.62mm rotary ammunition drum of your M28A1/28A1E1 armament subsystem is a one-time deal.

Its only intent was to update earlier ammo drums . . . and if yours has the square key between the sprocket shaft and sprocket, it's updated.

Troops in many cases are ordering the kits for use as repair parts . . . to the point where the kits are rapidly disappearing from the supply system.



UPPER DRIVE SPROCKET

LOWER DRIVE SPROCKET

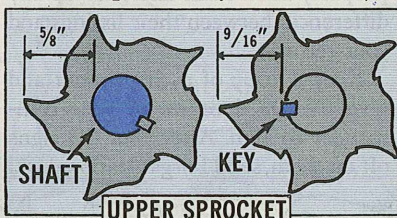
You can beat the crunch by ordering parts separately, including the sprockets.

Fact is, if you have kits on order for use as repair parts, you can help considerably by cancelling the request and going after the separate parts you need.

Remember: Once the kit is installed, you never need it again.

Meanwhile, here's some information to help you figure out whether you need to replace the sprockets:

Replace the upper sprocket if the distance from the outside of the shaft to the edge of the tooth on the tooth over the sprocket key is less than $\frac{9}{16}$



SHAFT

KEY

UPPER SPROCKET

inch. Replace it if the distance on the other 4 teeth from shaft to tooth edge is less than $\frac{5}{8}$ inch.

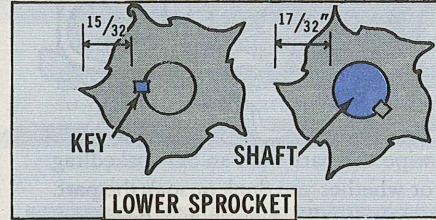


ROTTEN
KIT!
WHERE'D
HE GO?

I'M GOIN'
INTO BUSINESS
FER MYSELF!

SPROCKET KITS!

Replace the lower sprocket if the tooth over the sprocket key is less than $\frac{15}{32}$ inch long. The other 4 teeth must measure at least $\frac{17}{32}$ inch from the shaft to the edge of the tooth.



KEY

SHAFT

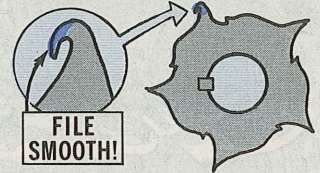
LOWER SPROCKET

Each tooth must be no less than minimum size. If one is not, replace the sprocket.

NSN 3020-00-003-1042 gets you the upper sprocket, and NSN 3020-00-003-1041 gets you the lower one.

Teeth on new sprockets tend to form a roll or fold at the edge of the tooth after initial firing . . . or the next firing or two. No sweat. File or stone

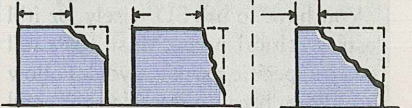
the roll smooth (no burrs) . . . as soon as you spot it.



FILE
SMOOTH!

Width of the teeth can be no less than $\frac{1}{3}$ the width of the original. The tooth should be at least $\frac{1}{16}$ inch wide . . . with no burrs.

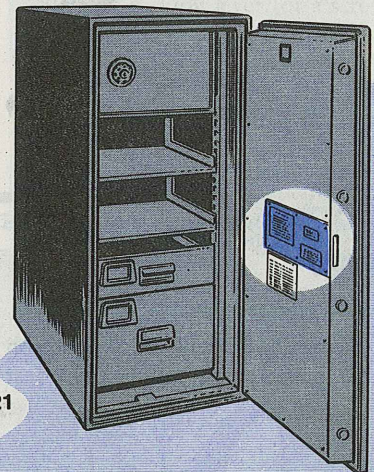
ACCEPTABLE TOOTH WEAR	EXCESSIVE TOOTH WEAR
REMAINING TOOTH IS MORE THAN $\frac{1}{3}$ OF ORIGINAL TOOTH WIDTH	LESS THAN $\frac{1}{3}$ OF TOOTH WIDTH REMAINING



TOOTH MUST BE AT LEAST $\frac{1}{16}$ -IN WIDE

WEAPONS STORAGE CABINETS

Your Class 5 Weapons Container—NSN 7110-00-931-0770—gets special attention when you turn it in, transfer it to another unit, or when it's empty and not in use. You must set the combination to 50-25-50—like it says in para 2-17d, AR 380-5. If you don't change the combo to these standard numbers you could be footing the bill for damage and repairs to the locking mechanism necessary to get it open. Crank this combo biz into your unit SOP—if it's not already in it.



SD OR NOT SD



Dry-cleaning solvent (SD) can be both friend and foe to weapons and weapons systems.

•It's really good for getting tough grease, oil and crud off metal parts.

•But, it's a killer on parts like buffers and electrical components.

You have to use SD wisely, or it'll destroy critical parts. Most TM's tell you the specific parts to avoid. Follow the advice, because the odds are good that you'll damage them first time around. Other TM's are being revised to give you more specific word.

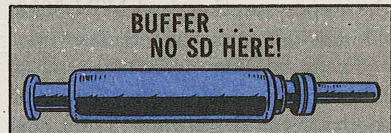


SD OK ON METAL

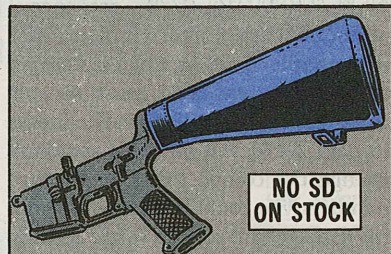
Generally, SD will do a good job on solid metal parts, whether you just

wipe the part with an SD-soaked rag or whether you dunk or soak the part.

Specifically, you should never use SD on a part or component which has rubber, plastic or fiber in it. Same deal goes for electrical parts, solenoids, buffers and backplates.



Some bolt assemblies are on the "no" list (check your TM). Some covers (on machine guns) have rubber gaskets . . . and rifles have plastic stocks. Keep SD away.



In short, SD is handy when you use it right. Avoid damage by using it

M2 SPRING DING



The driving rod spring on your M2 machine gun has enough tension on it to take off like an arrow if it comes loose.

If you're in its way . . . well, let your imagination take over.

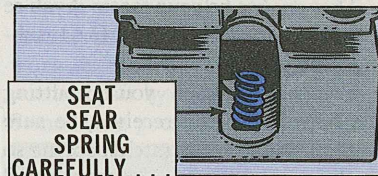


There are a coupla' ways you can help keep the spring and rod in place.

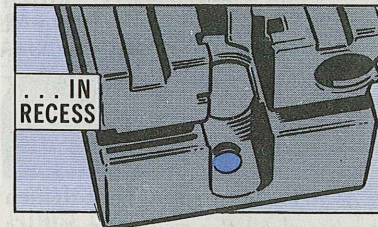
First, be sure the bolt is all the way forward before you take off the back plate.

And, once the back plate's off, do not retract the bolt.

Still on a spring spree, the sear spring at the back of the bolt needs a

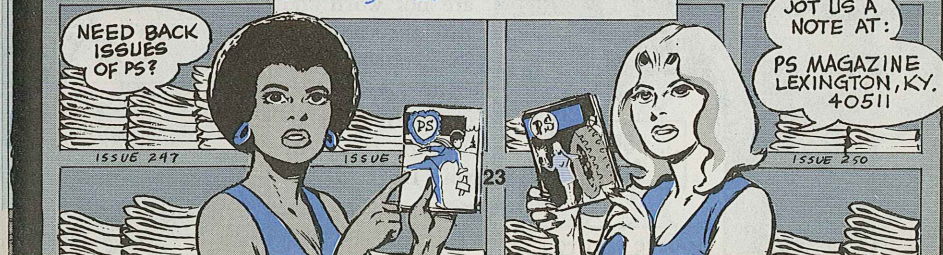


little patience when you seat it in the recess.

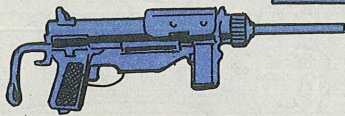


Slip the cocking lever (or a screwdriver) firmly between the spring coils . . . about midway down the spring. Put the spring in the bolt recess. Install the sear and depress the spring. Remove the cocking lever . . . insert the sear slide . . . and release the sear.

PS Magazine ... Back Issues



M3A1 SUBMACHINE GUN—

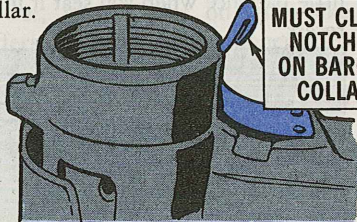


GETTING IT TOGETHER

Getting it all together—the right way.

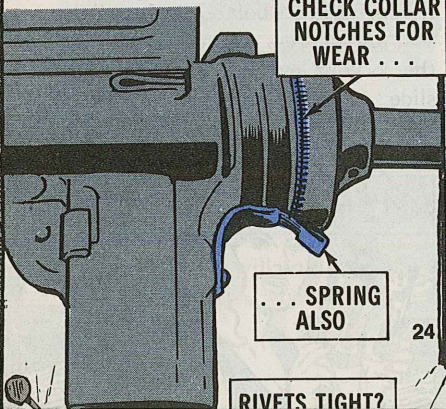
That oughta be your motto if you're a tanker who totes the M3A1 submachine gun.

F'rinstance, when you're putting the barrel onto the receiver, be sure you hold back on the ratchet spring so it clears the notches on the barrel collar.



MUST CLEAR NOTCHES ON BARREL COLLAR

As you hold the spring back, tighten the barrel all the way down till it's snug against the receiver. That way, when you release the spring, it'll lock the barrel in place.

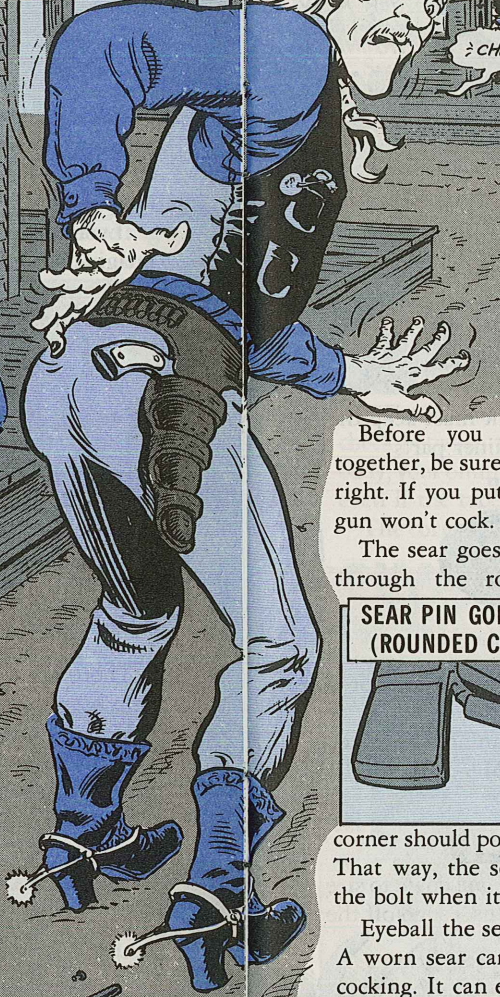
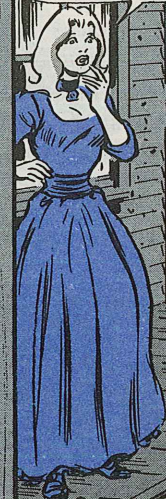


CHECK COLLAR NOTCHES FOR WEAR . . .

. . . SPRING ALSO

RIVETS TIGHT?

GOODNESS, DEPUTY MCGRAW... ONCE AGAIN YOU'VE FAILED TO GET IT ALL TOGETHER!



CHOKES!

HAW!

DRAW, MCGRAW!

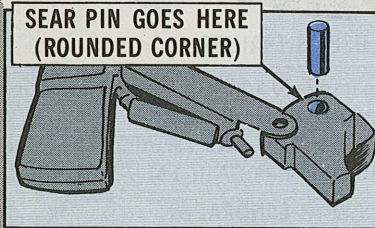
Look at the safety catch on the receiver cover, too. If the catch is loose, worn or broken, turn the gun in. It needs repair by your support, pronto. Same thing goes for a loose cover.



CHECK FOR LOOSE SAFETY CATCH OR LOOSE COVER

Before you put the gun back together, be sure you've got the sear in right. If you put it in backwards, the gun won't cock.

The sear goes in with the sear pin through the rounded corner. The



SEAR PIN GOES HERE (ROUNDED CORNER)

corner should point toward the barrel. That way, the sear nose will engage the bolt when it's pulled to the rear.

Eyeball the sear for cracks or wear. A worn sear can keep the gun from cocking. It can even cause a runaway gun. Have your unit armorer replace the sear if it's worn.

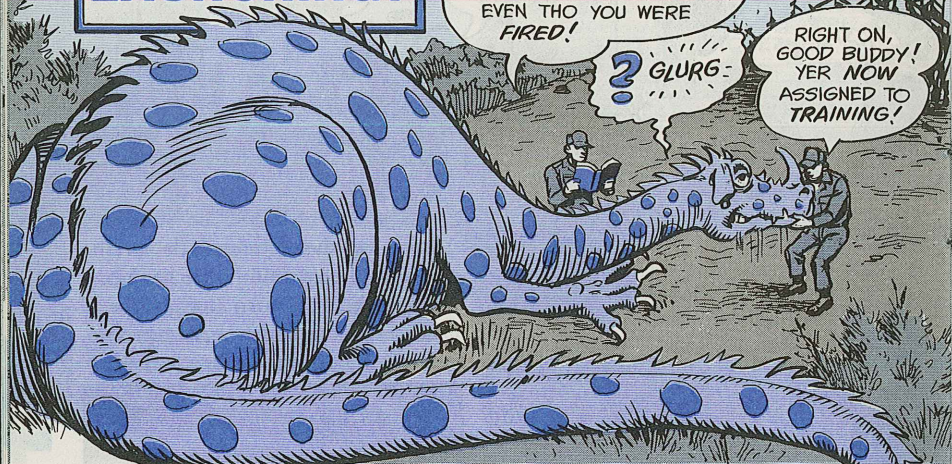
That catch is the only safety on the gun. It locks the bolt forward or backward to prevent it from firing. If the catch is loose, worn or broken, a sharp jolt is all it takes for the gun to fire.

'TWARN'T NUTHIN' MIZ CONNIE...

TH' KETCH WUZ LOOSE AN' WHEN I TRIPPED ON M' SPURS...



DRAGON LAUNCHING?



HEY! GOOD NEWS, GEOFF OL' BOY! YER NO LONGER EXPENDABLE!... EVEN THO YOU WERE FIRED!

? GLURG-

RIGHT ON, GOOD BUDDY! YER NOW ASSIGNED TO TRAINING!

Next time you fire your Dragon missile system, your unit must keep the launcher for use as an M57 field handling trainer or for trainer parts.

Used to be that the only thing you kept was the tracker. Everything else after a launch was expendable.

AFTER FIRING—KEEP LAUNCHER . . .



. . . USE AS TRAINER

The word's in TM 9-6920-480-12-1, paras 2-20 and 3-6i. Heed those words which say the launcher must be certified free of explosives.

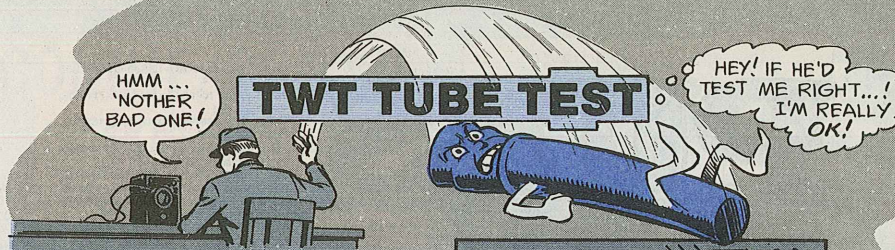
Another change: That 4-in by 1/4-in dowel you use for cleaning the tracker lens grew to 36 inches under NSN 5510-00-240-0067 in TM 9-1425-480-10 (Apr 76).

ROUND OFF CORNERS WITH SANDPAPER



You still need the 4-in dowel, so you'll have to cut the big one down to size (4-in). In order not to tear the lens tissue and scratch the lens, round off the corners and smooth the edges with sandpaper.

THE NEXT TM-10 REVISION WILL HAVE A STOCK NUMBER FOR THE CORRECT SIZE!



TWT TUBE TEST

HMM... 'NOTHER BAD ONE!

Seem to be getting a lot of faulty traveling wave tubes (TWT), NSN 5960-00-153-7335, for your AN/MPQ-49 forward area alerting radar?

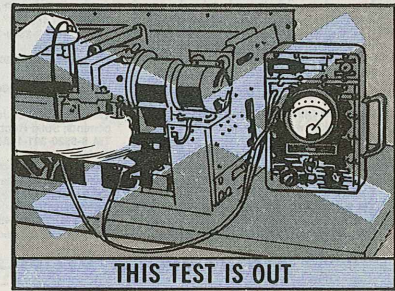
The problem could be the way you're testing them—not the TWT's themselves.

Checking with your ohmmeter is definitely out. The supporting rods that connect the helix to the tube body are coated with graphite in some TWT's. So, when you do the resistance check between the helix and the tube body, your ohmmeter'll show a ground even if the tube's okay.

The correct way to check the tube is



INSTALL TUBE IN TRANSMITTER



THIS TEST IS OUT

to install it in the transmitter the way it says in para 7-21d of (C) TM 9-1430-588-20-1.

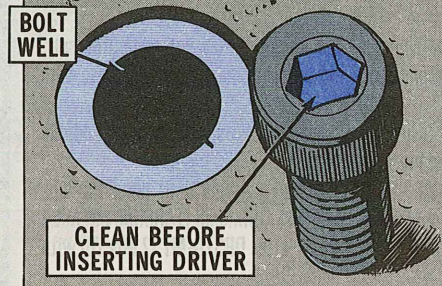
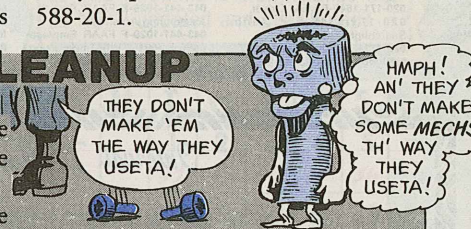
CHAPARRAL CLEANUP

Next time you've got to de-mate the Chaparral launch station from the carrier, remember this:

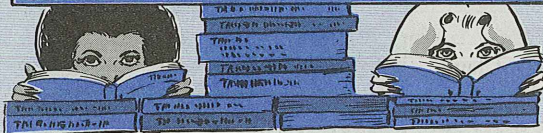
Clean the crud and gook from the heads of the 4 mounting bolts (NSN 5306-00-143-3339) which tie the launch station to the carrier.

The idea is to let the hex-head driver fit all the way into the heads of the bolts.

If the driver fits in only part way, you can tear up the heads of the bolts . . . and make a major repair job of a simple de-mating operation. Getting those stripped bolts out can take hours of work.



PUBS



This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Nov 74), and Ch 3 (Oct 75), TM's, TB's, etc., DA Pam 310-6 (Jul 76), SC's and SM's and DA Pam (C) 310-9 (Aug 74), COMSEC pubs.

TECHNICAL MANUALS

Ch 1, TM 3-6665-225-12 Aug M8, M10, M11, M12, M13, M14, M15, M16, M17, M18 Chemical Alarms
 TM 5-6115-271-14 Aug Generator Set, GED, 3-KW
 TM 5-6115-323-14 Jul Generator Set, GED, 1.5-KW
 TM 9-1090-203-ESC Aug Armament Sub-system, M28A1, M28A1E1
 TM 9-1425-383-10-5 May Pershing

TM 9-1425-383-10-9 May Pershing
 TM 9-1425-585-ESC Sep Chaparral
 TM 9-1427-380-20P Sep Pershing
 TM 9-1450-486-20P Sep Lance
 Ch 2, TM 9-2300-257-10 Aug M113A1 Carrier Family
 Ch 1, TM 9-2320-266-10 Jul M880-Series 1½-Ton Trucks
 Ch 1, TM 9-2320-266-20 Sep M880-Series 1½-Ton Trucks
 TM 9-2530-200-24 Jul Trucks, Track Components, Solid-Rubber Tires
 TM 9-6920-361-13&P Sep M31 Field Artillery Trainer
 Ch 6, TM 11-5815-331-14 Sep AN/VSC-2 Radio Teletypewriter Set
 Ch 3, TM 11-5815-335-12 Jul C-7050/G Teletypewriter Control Unit
 Ch 1, TM 11-5820-453-20 Sep AN/GRC-87 and AN/VRC-34 Radio Sets

Ch 5, TM 11-5820-767-12 Sep AN/URC-68 Radio Set
 TM 11-5820-770-14 Aug AN/URR-71 Radio Receiving Set
 TM 11-5820-836-14 Sep AN/FRC-162(V)1, -2, -3 Radio Set
 TM 11-5915-224-24P Aug MX-7778A Electrical Transient Suppressor
 TM 11-5965-279-13P Sep MK-696/A1C Headset-Microphone Kit (Flyer's Helmet)
 Ch 1, TM 11-5965-286-14 Sep MK-1697/G Headset-Microphone Kit
 TM 11-5130-236-24P Aug PP-1451/G Battery Charge
 Ch 10, TM 55-1510-104-10/3 Aug OV-1B
 Ch 4, TM 55-1510-204-20/1-1 Sep OV-1D
 TM 55-1510-204-23P-1 Aug OV-1 Aircraft
 TM 55-1510-204-23P-2 Aug OV-1 Aircraft
 TM 55-1510-204-23P-3 Aug OV-1 Aircraft
 TM 55-1510-209-PMS Sep U-21
 Ch 28, TM 55-1520-210-20 Sep UH-1D/H
 Ch 6, TM 55-1520-219-PMS Aug UH-1B
 TM 55-1520-234-PMS Sep AH-1S
 Ch 1, TM 55-2840-231-23P Jul Gas Turbine Engine (Allison)

MISCELLANEOUS

Ch 1, AR 750-58 Oct Painting, Camouflage, Marking Army Equip
 DA Cir 710-10 Aug Army Equip Status Report Sys
 DA Cir 710-11 Aug Selected Item Mgt Sys—Expanded (SIMS-X) (Manual)
 DA Pam 310-7 Jun Index of Modification Work Orders
 Ch 1, FM 10-14 Jul Property Accountability
 SB 11-639 Sep TK-101/G Electronic Equip Tool Kit
 SC 5180-90-CL-N49 Jul TE-123 Tool Kit
 Ch 1, TM 11-5820-550-10 Sep AN/TSM-93, AN/TSM-94, LCSS

AUDIO-VISUAL STUFF— Available at Your Local TASO

TEC LESSONS

020-171-1632-F M551, Part II—Boreighting, Aligning Weapons, Sights
 020-171-1640-F M551 Driver
 020-171-5345-E Xenon Searchlight
 020-171-5365-F
 M60/M60A1/M60A3 Tank

041-061-6125-F Tube Artillery
 043-441-1023-F FAAR Part I—Site, Starting Generator
 043-441-1024-F FAAR Part II—The Mast
 043-441-1026-F FAAR Part IV—Assembling Antenna
 043-441-1029-F FAAR Part VII—Engorgizing, Orienting

043-441-1035-F Airlifting FAAR
 043-441-1036-F Airlifting FAAR
 043-441-5911-F Vulcan Daily Checks, Parts I, II, III
 043-441-7811-F Chaparral Daily Maint Checks, Part VII
 043-441-7836-F Prep Chaparral for Action
 043-441-7842-F Load/Unload Chaparral Missile, Part I

940-071-0086-F M203 Grenade Launcher—Disassembly, Maint
 944-441-0005-F 2½-Ton Truck—Operator Checks, Services
 944-441-0015-F Gama Goat, Part IV—CAB

FILMS

TF 10-4897 DLOGS—The Division Logistics System

Interval Doubling Still Stands

You still go by DA Msg DALO-SMM-E 261852Z Feb 74, which requires doubling the oil and antifreeze change intervals for commercial and military tactical vehicles, except vehicles under warranty.

Filter intervals—air, fuel and oil—are not changed. The same applies for generator sets, material handling equipment (in FSC classes 3930 and 3950) and construction equipment. These were added by DA Msg DALO-SML 201915Z Jul 76.

Two new LO's have picked up the word—and they say so in the "Notes" section. You don't double the intervals in those new LO's . . . they're already doubled.

LO 9-2320-218-12 (Mar 76) and LO 9-2320-260-12 (May 76) give the straight poop for lube intervals. Although the US Army Tank-Automotive Materiel Readiness Command (TARCOM) put out a worldwide letter changing those LO's, TARCOM followed up with a letter DRSTA-MT (2 Nov 76) with the word that both LO's are OK as is.

CONNIE/BONNIE 1977 PM DATES

YES | Are you managing
 NO | YOUR Maintenance?

JANUARY 1977

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

YES | OJT and cross-training
 NO | plan being followed?

YES | Command Maintenance SOP
 NO | updated and distributed?

FEBRUARY 1977

S	M	T	W	T	F	S
		1	2	3	4	5
		31	33	34	35	36
6	7	8	9	10	11	12
37	38	39	40	41	42	43
13	14	15	16	17	18	19
44	45	46	47	48	49	50
20	21	22	23	24	25	26
51	52	53	54	55	56	57
27	28					
58	59					

YES | DA 12-series forms
 NO | for Pubs updated?

UP TO DATE ON PUBS?
SEE DA PAM 310-4.



- YES DA Pam 310-1,2,3,4,5,
 NO 6 and 7 readily available?

MARCH 1977						
S	M	T	W	T	F	S
		1	2	3	4	5
		60	61	62	63	64
6	7	8	9	10	11	12
65	66	67	68	69	70	71
13	14	15	16	17	18	19
72	73	74	75	76	77	78
20	21	22	23	24	25	26
79	80	81	82	83	84	85
27	28	29	30	31		
86	87	88	89	90		

- YES Enough time allowed for
 NO PM? You sure?

TREAT ENGINE KINDLY on the WARM-UP

REMOVE BATTERIES when COMMO GEAR IS IDLE

Keep KINKS out of CABLES



Order needed **PLL** parts -- **RIGHT NOW!**

- YES Driver's training program set up? Driver's records up to date?
 NO

APRIL 1977						
S	M	T	W	T	F	S
					1	2
					91	92
3	4	5	6	7	8	9
93	94	95	96	97	98	99
10	11	12	13	14	15	16
100	101	102	103	104	105	106
17	18	19	20	21	22	23
107	108	109	110	111	112	113
24	25	26	27	28	29	30
114	115	116	117	118	119	120

- YES PM services scheduled and supervised?
 NO

TREAT ALICE WITH TLC

DUST BLOWING in the WIND? KEEP FILTERS CLEAN!

PROTECT PARTS from TRAVEL DAMAGE

Moisture MESSES UP COMMO EQUIPMENT! GET RID OF IT!

check GENERATOR OIL LEVEL OFTEN!

PM

CLEAN YOUR ENGINE INLET SCREENS

- YES Prescribed Load List (PLL) current?
 NO

JUNE 1977						
S	M	T	W	T	F	S
			1	2	3	4
			152	153	154	155
5	6	7	8	9	10	11
156	157	158	159	160	161	162
12	13	14	15	16	17	18
163	164	165	166	167	168	169
19	20	21	22	23	24	25
170	171	172	173	174	175	176
26	27	28	29	30		
177	178	179	180	181		

- YES All authorized items on hand or on order?
 NO

DAILY PM is the KEY

PUB NOT CLEAR? Send a DA Form 2028

- YES System NORS/NORM time current on system's DD 314's?
 NO

MAY 1977						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
121	122	123	124	125	126	127
8	9	10	11	12	13	14
128	129	130	131	132	133	134
15	16	17	18	19	20	21
135	136	137	138	139	140	141
22	23	24	25	26	27	28
142	143	144	145	146	147	148
29	30	31				
149	150	151				

- YES Test equipment being used to identify faults?
 NO

Appendix A, CTA 50-970, authorizes "as required" items.

REPEAL MURPHY'S LAW!

**GO
EIR!**

**EQUIPMENT FAILURE?
CHECK
THE
WARRANTY**

**PM is for
SWINGERS!**

**NEVER USE WATER
HOSE ON ELECTRONIC OR
FIRE CONTROL GEAR!**

**CLEAN
AIR 'n' OIL
FILTERS
are a
MUST**

**PM
FOREVER**

Get
excess
items
back
into
supply
PROMPTLY

**Troubleshoot and
test BEFORE
changing parts!**

**CHECK OIL LEVEL
BEFORE YOU
START ANY
ENGINE!**

Whatever the season,
Whatever the year,
You've got a reason
For PM, it's clear . . .

To keep your rig moving,
Your commo gear "hot",
In tempo and grooving
With all that you've got.

Did
you
check
the
TM
?

**TAKE
TIME
FOR**

TLC

**IF IT NEEDS TO BE
GROUNDED,
GROUND IT RIGHT!**

GET THE MAINT HABIT!

STAMP OUT FOD!

- YES | Excess parts turned in?
- NO

JULY 1977						
S	M	T	W	T	F	S
					1	2
					182	183
3	4	5	6	7	8	9
184	185	186	187	188	189	190
10	11	12	13	14	15	16
191	192	193	194	195	196	197
17	18	19	20	21	22	23
198	199	200	201	202	203	204
24	25	26	27	28	29	30
205	206	207	208	209	210	211
31						
212						

- YES | Parts stored in a secure area?
- NO

- YES | Current list of DX items easily available?
- NO

AUGUST 1977						
S	M	T	W	T	F	S
	1	2	3	4	5	6
	213	214	215	216	217	218
7	8	9	10	11	12	13
219	220	221	222	223	224	225
14	15	16	17	18	19	20
226	227	228	229	230	231	232
21	22	23	24	25	26	27
233	234	235	236	237	238	239
28	29	30	31			
240	241	242	243			

- YES | Latest QSS and SSSC lists on hand?
- NO

KEEP
ENGINE
OIL
LEVEL UP

**THIRST
KILLS
LEAD-
ACID
BATTERIES**

**READ
THE
EIR
DIGESTS**
--THEY'VE
GOT
SOLUTIONS
!

**IDLE
ENGINES
WITH
TURBO-
CHARGERS
BEFORE
Shut
down!**

**Check
DRIVE
BELTS
for RIGHT
TENSION**

RID YOUR RADIO OF DIRT

AND DUST
THAT'S COOL

- YES | Tool sets complete and secure?
- NO

SEPTEMBER 1977						
S	M	T	W	T	F	S
				1	2	3
				244	245	246
4	5	6	7	8	9	10
247	248	249	250	251	252	253
11	12	13	14	15	16	17
254	255	256	257	258	259	260
18	19	20	21	22	23	24
261	262	263	264	265	266	267
25	26	27	28	29	30	
268	269	270	271	272	273	

- YES | Tool check-out, check-in procedure working?
- NO

**BAD RETREAD
TIRES?
TELL IT BY EIR**

**DOWN
SHIFT
BEFORE
YOU
START
DOWN
HILL**

**HEAVY
EQUIPMENT
GUYS:
SLOW DOWN
GOING
CROSS-COUNTRY!**

**DEAL
WITH CORROSION
BEFORE IT GETS
OUT OF HAND!**

- YES | Tool abusers? Train and restrain 'em!
- NO

OCTOBER 1977						
S	M	T	W	T	F	S
						1
						294
2	3	4	5	6	7	8
275	276	277	278	279	280	281
9	10	11	12	13	14	15
282	283	284	285	286	287	288
16	17	18	19	20	21	22
289	290	291	292	293	294	295
23	24	25	26	27	28	29
296	297	298	299	300	301	302
30	31					
303	304					

- YES | Maintenance facilities best you can provide?
- NO

DO BEFORE-OP CHECKS

**IT'S
ACCIDENT
INSURANCE!**

**DO IT
BY THE
BOOK!**

USE A TORQUE WRENCH when you're supposed to.

Check NSN's on the AMDF BEFORE ORDERING!

KEEP BOOTS OFF HEATERS

YES Safety SOP posted?
 NO Followed?

NOVEMBER 1977

S	M	T	W	T	F	S
		1	2	3	4	5
		305	306	307	308	309
6	7	8	9	10	11	12
310	311	312	313	314	315	316
13	14	15	16	17	18	19
317	318	319	320	321	322	323
20	21	22	23	24	25	26
324	325	326	327	328	329	330
27	28	29	30			
331	332	333	334			

YES Safety clothing, equipment being used?
 NO

with some supplies...
1464 TRANS CO.
Sgt. McKee

TB 750-651 (Jan 71) TELLS ALL ABOUT Anti-freeze!

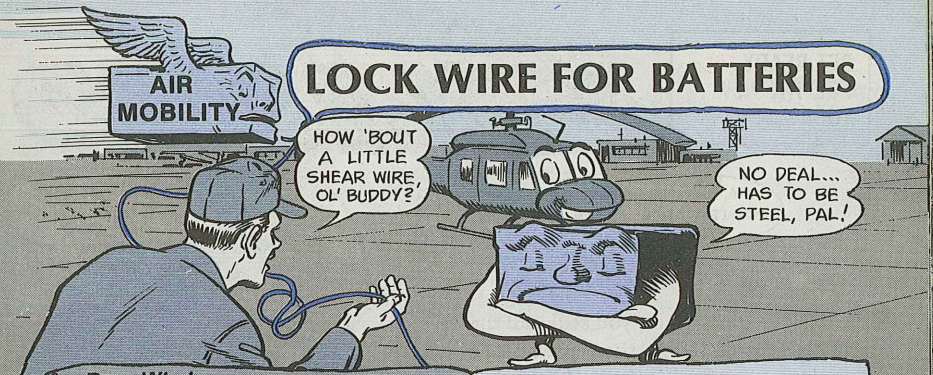
YES Getting help from Direct Support and MAIT when needed? ASK!
 NO

DECEMBER 1977

S	M	T	W	T	F	S
				1	2	3
				335	336	337
4	5	6	7	8	9	10
338	339	340	341	342	343	344
11	12	13	14	15	16	17
345	346	347	348	349	350	351
18	19	20	21	22	23	24
352	353	354	355	356	357	358
25	26	27	28	29	30	31
359	360	361	362	363	364	365

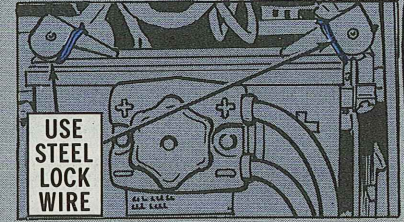
YES Outstanding performers? Recognize and commend 'em!
 NO

KEEP RPM'S BELOW ENGINE LIMIT



LOCK WIRE FOR BATTERIES

Dear Windy,
In PS Magazine 284 you recommend aircraft batteries be secured with shear wire for easy removal in case of an emergency.
Para 12-40 in TM 55-1520-220-20 (Apr 73), on our C/M Model Huey, says that lockwiring the battery is not required because a camlock self-locking device is used.



Is any type of wire restraint really necessary, Windy?

SP6 K.L.M.

Dear Specialist K.L.M.,
Yes! Shear wire was OK'ed by the engineer-types as an additional safety in case the camlock was not secured.
But the winds have shifted direction at the big hangar (AVSCOM). The engineers now want all bird batteries secured with steel lock wire in case you get a boilover.

The idea is to stay clear of overheated batteries until they cool down. Making the trip for a pair of dykes could keep you from getting your hide burned by the electrolyte.

By the way, Ch 14 (May 76) to TM 55-1520-210-10 added emergency steps to be taken in the event of an overheated battery.

YOUR C/M MODEL HUEY MANUAL IS BEING UPDATED TO REQUIRE THE LOCK WIRE!

IF YOU HEAR A TINKLE...

It's not a wrinkle! That tinkling sound inside the UH-1 and AH-1 tail rotor blades is normal and to be expected. When the aluminum honeycomb is drilled for installation of balance weights, some of the metallic residue can't be removed.



GET READY
FOR THE NEW
LOOK . . .

PHASED

A BIG CHANGE IN AIRCRAFT MAINTENANCE IS ON THE WAY, BIRDMEN. IT'S THE PHASED MAINTENANCE SYSTEM...

... IT'LL SAVE YOU A LOT OF TIME AND ELBOW GREASE!

Under the system, you still pull the Daily listed on the preventive maintenance services checklists, but the Intermediate is gone. The Periodic becomes a 100-hr "phase" in an inspection "cycle".

The first birds to get the new deal are the Huey and Chinook. The checklist pubs will stack up like so:

UH-1D/H TM 55-1520-210-PI
8 Phases = 1 Cycle
CH-47B/C TM 55-1520-227-PI
4 Phases = 1 Cycle

Here's a rundown on the Huey inspection:

When one 800-hr cycle is completed, you go on to the next one.

The new checklists do not go into the log book. The sheets are tech-manual size, which permits mechs and tech inspectors to write directly on them . . . no need for a DA Form 2404 work sheet, unless you run out of room.

Your unit will automatically get the TM checklists, based on your current DA Form 12-31. Use a DA Form 17 when you need more checklists.

You can pass the checklists around to other mechs to check several areas on the Huey at the same time. That'll cut inspection time.

38

MAINTENANCE

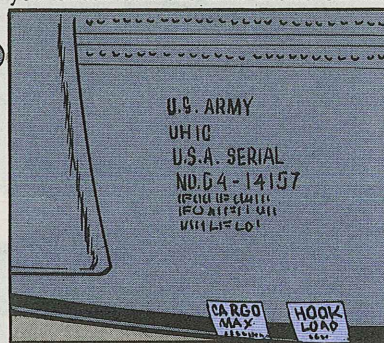
NO MORE INTER-MEDIATES.

YEAH, MAN, GREAT!!

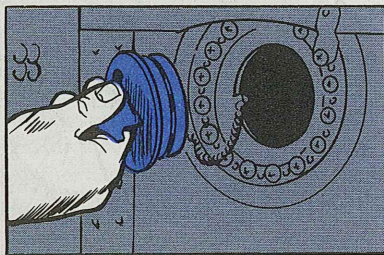
Just like with the old checklists, every phase in the cycle. For example, you check stencils and decals on the

The new setup does away with over-inspecting, which resulted in additional maintenance due to worn-out fasteners, broken screws and damaged panels.

**SAVES HARDWARE
AND USE OF
"UNAUTHORIZED" BOLTS**



cabin exterior for legibility on the 2nd phase only. But the fuel filler cap is



checked for condition and proper operation during all 8 phases of the cycle.

When do you get the green light to start the Huey and Chinook phased deal? As soon as you receive a technical bulletin on phased inspections and the checklist tech manual. That's the word in DA Circular 750-49 (28 Sep 76).

The phased maintenance inspection is also coming for the CH-54, OH-58, OH-6, AH-1 and U-21 aircraft.

BIRDS NOW UNDER DEVELOPMENT WILL AUTOMATICALLY HAVE THE NEW SYSTEM!

39

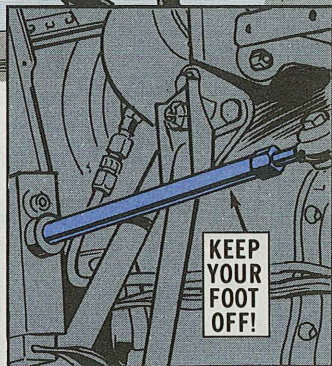
FEET OFF THE TUBE!



When you're pulling maintenance on your OH-58A chopper, keep your big brogans off the droop compensator control tube, P-L-E-A-S-E!

It's easy—sure 'nuff—to step on this tube when you're standing on the engine deck, but it's strictly no-go.

Any bend at all in the tube means it's gotta be replaced, and this hollow little item costs dollars and time.



HEAD OUTBOARD

PROMISE TO INSTALL ME JUST RIGHT?

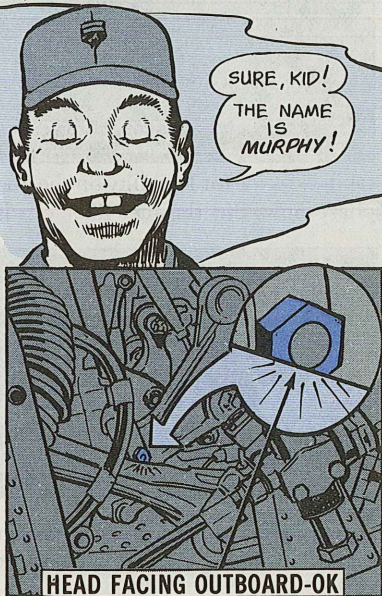


Any time you Kiowa mechs disconnect the cyclic control tubes between the swashplate and bellcrank (at the bellcrank), put the hardware back the way it came off.

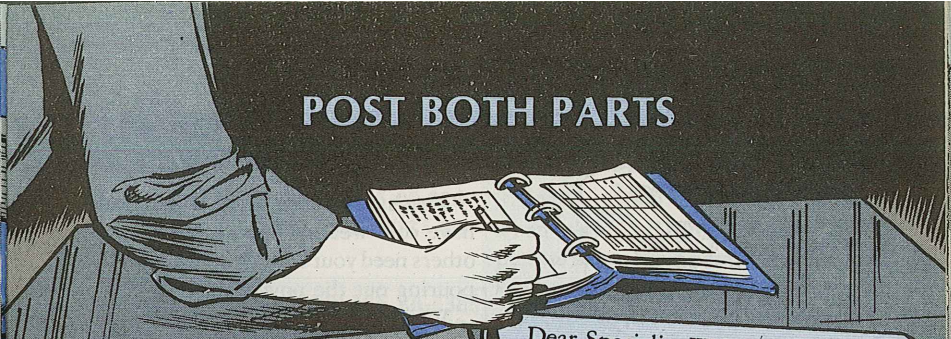
That is, insert the connecting bolt with the head facing outboard.

If you insert the bolt with the head inboard, the end of the bolt will extend too far and chip a piece of metal out of the pylon support link. That can mean real trouble!!

Never Murphy the bolt, OK?



POST BOTH PARTS

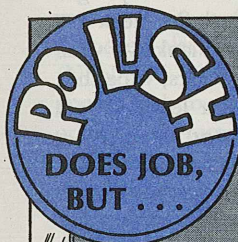


Dear Windy,
Our UH-1 tail rotor grip and yoke have a lower time before overhaul than the hub assembly.
We keep a separate DA Form 2408-16 for the hub assembly only and post this time to our TBO board.
So, how do we keep from overflying those sub-assemblies. Windy?

SP6 W.S.G.

Dear Specialist W.S.G.,
You have a point. There is some confusion keeping track of the grip and yoke. So, the head shed (AVSCOM) has done away with keeping records on the hub assembly.
List the grip and yoke on the aircraft 2408-16. Then, you'll want to put both parts on your TBO board.

'COURSE, TB 55-1500-307-25 IS BEING CHANGED!



CAN'T UNDERSTAND IT... JONES USED LIQUID PLASTIC POLISH NSN 7930-00-634 5340!

Liquid plastic polish does a first-rate job of cleaning film off the windshields and windows of aircraft.

Before using the white stuff—NSN 7930-00-634-5340 will get you a pint—use your hands and some water to remove dirt and grit.

Otherwise, you'll polish scratches into the plastic . . . leading to early replacement.

YEAH... BUT DID HE USE PLAIN OL' WATER AND ELBOW GREASE FIRST?

YOU NEED WARM

HOLD ONE, COMMO TYPES!...

YOUR RADIO SET, SWITCHBOARD OR TELEPHONE SET WILL DO ITS EVER-LOVIN' JOB IN COLD, COLD WEATHER IF YOU'LL LET COMMO POWER PACKS WARM UP TO YOU!

That's so! Some dry-cell batteries have cold weather replacements, but others need your body heat to keep 'em pouring out the power.

With your SB-22() or -86 switchboard, replace the BA-30 battery (NSN 6135-00-120-1020) with a cold weather BA-3030 (NSN 6135-00-930-0030).

REPLACE BA-30 WITH BA-3030



If you're snuggled inside a warm hut, shelter or tent, about the only chiller threat is those blasts of cold air you get when a door is opened. So, block the icy blast with a tarp or blanket. If your gear gets the chilly sweats, wipe that moisture away. If you leave it, it'll damage your equipment.

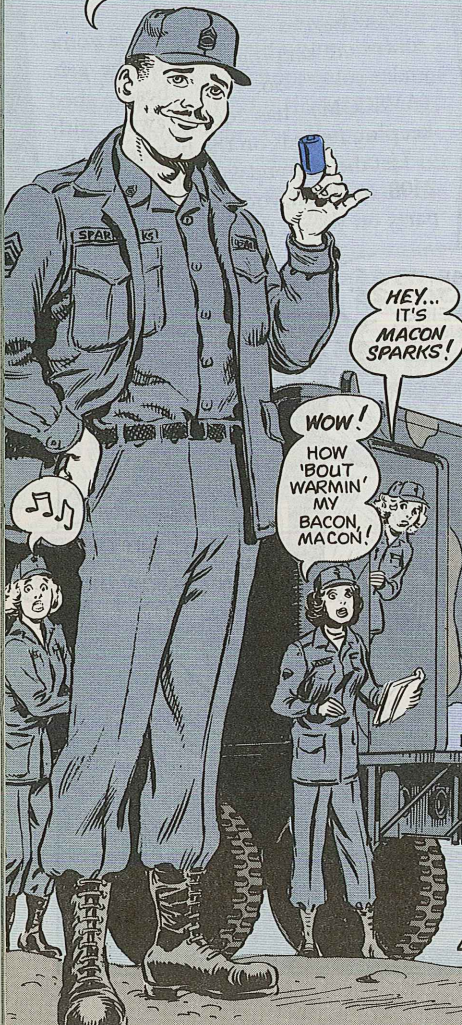
Your TA-43 or 312 telephone set gets the cold-fighting BA-3030, too.

When it comes to your AN/PRC-25 or -77 radio set at freeze time, replace

MACON IS HERE, GIRLS... BRING ALL YOUR BATTERIES!

MY HEART'S BREAKIN' MACON!

RIGHT ON!



HEY... IT'S MACON SPARKS!

WOW! HOW 'BOUT WARMIN' MY BACON, MACON!

the BA-4386 (NSN 6135-00-926-8322) with a BA-398 (NSN 6135-00-926-3503).

REPLACE BA-4386 WITH A BA-398



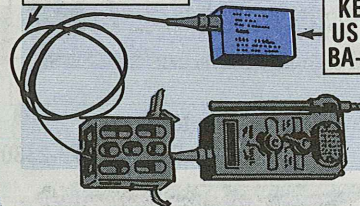
You need to warm this battery and vest for 8 hours at room temperature, like it says in TM 11-5820-398-12 (Nov 65) and TM 11-5820-667-12 (Jun 67). Then, keep the BA-398 under your clothing to keep it warm.

Since the battery's not plugged into your set, use a CX-8808/G special purpose electrical cable assembly (NSN 5995-00-901-3647) to tie in the power pack to your portable RT-505 or RT-841 receiver-transmitter. SB 11-576 (Apr 69) has the info on cold weather cables.

You keep right on using the BA-399 (NSN 6135-00-926-0845) with your

CX-11991/PRT4

KEEP USING BA-399

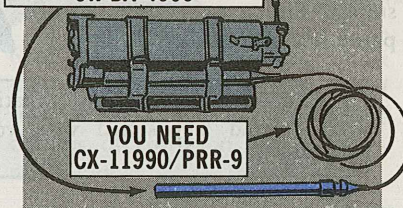


AN/PRT-4 radio transmitting set and BA-505 (NSN 6135-00-926-0844) or

BA-4505 (NSN 6135-00-153-0069) when it's cold outside. However, you put the batteries inside your clothes to keep those power packs warm.

So, you need the CX-11991/PRT-4 special purpose electrical cable assembly (NSN 5995-00-179-8257) to get transmitting power and CX-

WHEN COLD USE BA-505 OR BA-4505



YOU NEED CX-11990/PRR-9

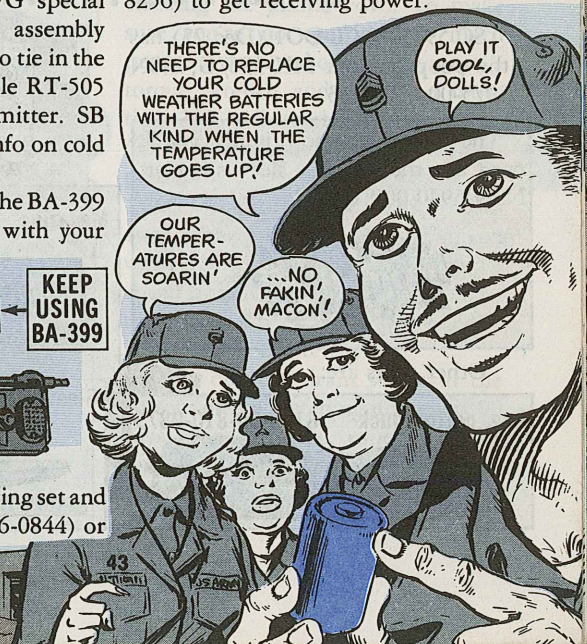
11990/PRR-9 (NSN 5995-00-179-8256) to get receiving power.

THERE'S NO NEED TO REPLACE YOUR COLD WEATHER BATTERIES WITH THE REGULAR KIND WHEN THE TEMPERATURE GOES UP!

PLAY IT COOL, DOLLS!

OUR TEMPERATURES ARE SOARIN'

...NO FAKIN' MACON!



BA BATTERIES . . .

THE INSIDE STORY



THE FOLKS AT **ECOM** (ELECTRONICS COMMAND) WANT TO HELP YOU BATTERY TYPES...

The US Army Electronics Command has put together a hot poop sheet for you users of BA-series dry-cell batteries. Real good stuff on storage life, temperature control—plus a host of NSN's.

To get your copy of the information letter, send a postcard with your address to:

Commander
US Army Electronics Command
ATTN: DRSEL-PA-E (SSS)
Ft Monmouth, NJ 07703

MK-356/G

SPLICING KIT PARTS

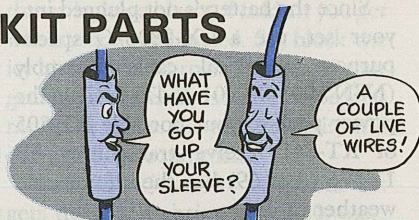
SC 5975-91-CL-DO1 (Dec 75) has the poop on your MK-356/G, NSN 5975-00-657-2183.

The most common items you'll need are the splicing sleeves under NSN 5940-00-818-1774.

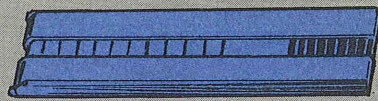


Other parts are:

Bag, cotton duck 8105-00-810-9875



Magazine 5975-00-659-9905

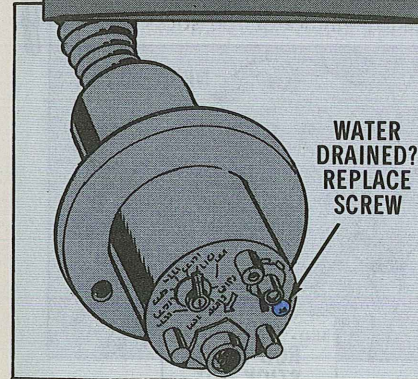


Sleeve compressing tool 5120-00-679-2380



ON MX-6707

STOP WATER DAMAGE



Moisture can mess up your MX-6707 antenna matching unit something fierce and leave it full of rust and yuck. Here's how to cut the chances of corrosion conking communications.

Use care when you bolt the unit to the mounting assembly to avoid cracking the plastic bowl. To make sure you're not putting too much pressure on the bowl, always use a torque wrench and apply no more than 100 in-lb to the bolts and nuts. (That's inch-pounds, NOT feet-pound.)

Keep high-pressure water hoses away from your MX-6707 when you wash your vehicle. You'll be points ahead by using a damp cloth to clean the unit, like para 3-6 of TM 11-5985-262-15 (Mar 69) tells you.

Take out the drain screw in the bottom of the matching unit every 90 days or more often, especially after fording a stream in your vehicle. Be sure to replace the screw after you have drained out the water.

M102 HOWITZER

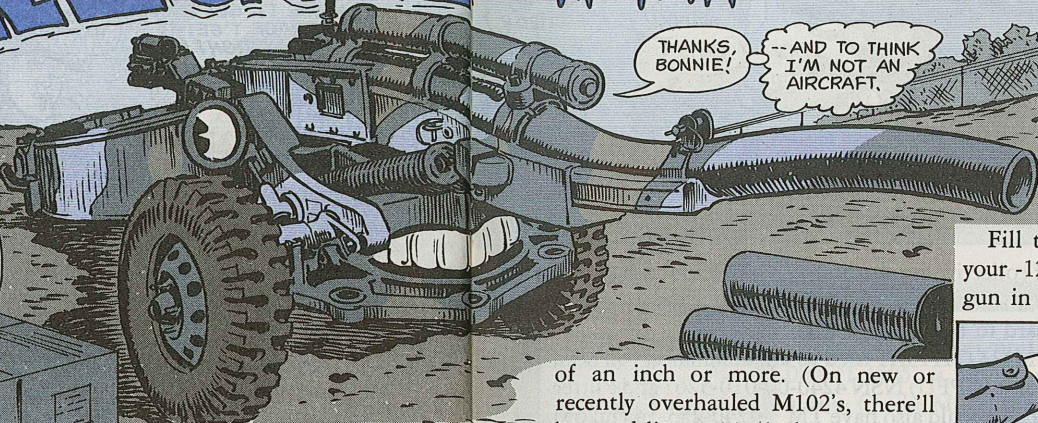
TOUGH AS IT IS, YOUR M102 CAN STILL BE A VICTIM OF FOREIGN OBJECT DAMAGE.

HERE'S AN AREA WHERE CAREFUL PM IS A MUST!

RECOIL OIL WARNING

THANKS, BONNIE!

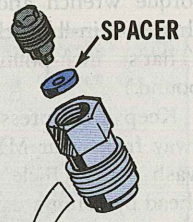
--AND TO THINK I'M NOT AN AIRCRAFT.



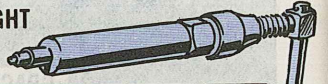
To keep these shavings to a minimum, when you bleed off the oil reserve, tighten the liquid release tool until oil begins to spurt out—but no tighter. The groove in the end of the tool will dig copper shavings from the gasket if the tool is over-tightened.

Copper shavings in your recoil oil?

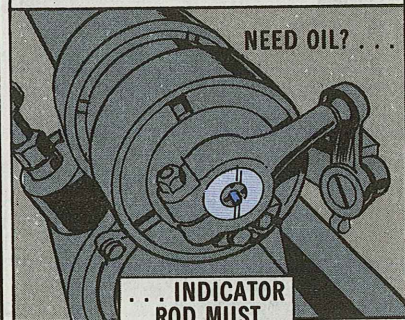
Your liquid release tool can ream them out of the soft copper gasket (spacer) under the plug of your filling valve assembly.



NOT TOO TIGHT



Before you add oil, make sure it's needed—indicator rod sticks out $\frac{3}{16}$



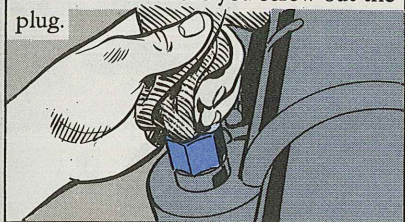
NEED OIL? ...

... INDICATOR ROD MUST STICK OUT

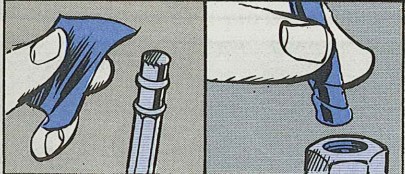
OIL WARNING

of an inch or more. (On new or recently overhauled M102's, there'll be a red line at $\frac{3}{16}$ inch.)

Wipe the filling plug and the area all around it before you screw out the plug.

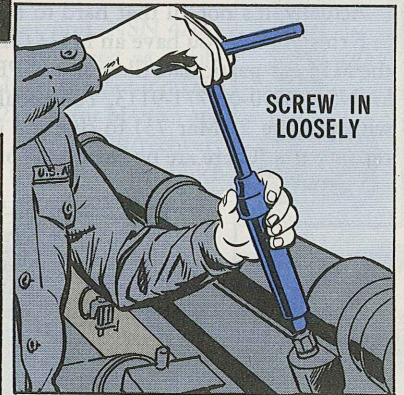


Now wrap a small piece of clean cloth around the eraser end of a pencil



and clean the inside of the filling hole. Do this several times until there is no sign of oil, dirt or shavings on the cloth or on the copper gasket.

Fill the oil gun the way it says in your -12 TM, except you screw the oil gun in loosely so it leaks a bit at the



SCREW IN LOOSELY

filling hole when you start to turn the oil gun handle. This will force air out of the filling hole, so you won't have air bubbles in the oil.

That's about all there is to it.

Go easy with the liquid release tool and you won't have many copper shavings.

CLEAN UP THOSE YOU HAVE AND THEY'LL GIVE YOU NO PROBLEM!



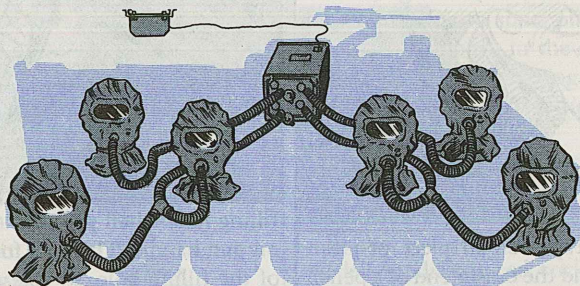
COLLECTIVE PROTECT OR GUIDE



There are over 20 kinds of collective protectors, so which kind is right for your combat vehicle?

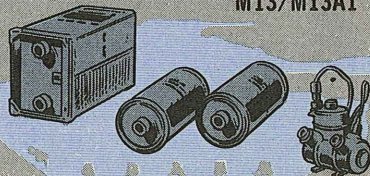
Actually, it's not all that hard to figure out.

F'rinstance, if you have an M113/M113A1 used as an ambulance, you need the M14 gas-particulate filter unit (GPFU) NSN 4240-00-010-5267 and a litter kit NSN 2590-00-771-9113. You should also have TM 3-4240-253-14 (Jul 65) with Change 2 (Mar 73) to clue you in on the preventive maintenance and repair parts. There are no basic issue or troop installed items with the M14 kit.



M14

The M60 tank takes the M13 filter unit, NSN 4240-00-601-8372. The M60A1 and M60A2 tanks and the M728 combat engineer vehicle use the M13A1 unit, NSN 4240-00-964-9061.



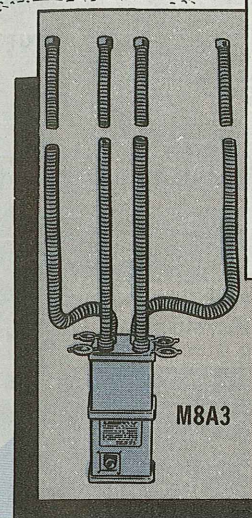
M13/M13A1

Most other combat vehicles take the M8A3 filter unit, NSN 4240-00-853-3201. Operator/organizational support for all GPFU's is in the vehicle TM's.

OR GUIDE

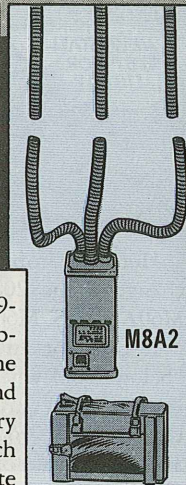
The following vehicles take one M8A3: M551 Sheridan, M48A2, M60 and M60A1 tank chassis bridge launchers, and M113A1 carriers when used as ambulances.

Two M8A3's are used on M88/M88A1 and M578 recovery vehicles and on all M48A3 and M48A5 tanks.



M8A3

The M8A2 filter unit, NSN 4249-00-691-1505, is authorized as a substitute for the M8A3 filter unit on the basis of 2 M8A2 units for M48A3 and M48A5 tanks and M578 recovery vehicles. This is the only case in which the M8A2 is an acceptable substitute for the M8A3.



M8A2

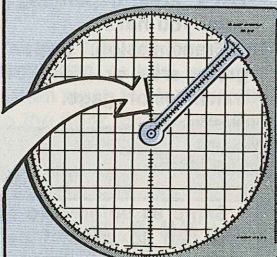
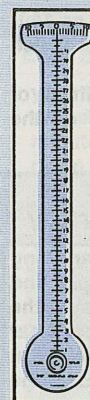
M16 BOARD NEEDS EXTRA CARE

Your M16 plotting board needs all the tender loving care you can give it.

The retaining pin can fall out of the board because the pin is too small, the hole is too big, or the detent spring doesn't work right. Be gentle and careful when you move the range scale arm.

Use the M105 carrying case to protect the plotting board when it's not in use. If the carrying case has been lost, order another one as NSN 1220-00-613-8532 (P/N 7680317). It's listed at \$5.75 in the AMDF.

HANDLE M16 PLOTTING BOARD TENDERLY



MOVE RANGE SCALE ARM CAREFULLY

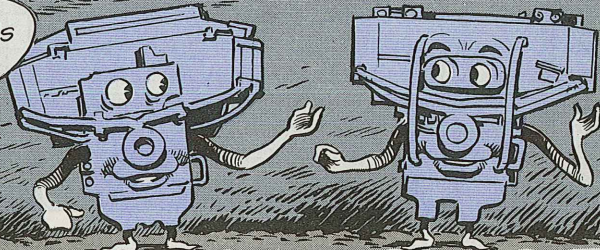
STORE BOARD IN M105 CARRYING CASE

AVDS
1790 TANK
ENGINES—

NEW

STALL TEST

HEY-DIDJA
HEAR? THERE'S
A NEW STALL
TEST FOR
US!



'BOUT
TIME!

Here's an improved stall test for all AVDS 1790 engines. It'll be in future changes to the -20 TM's for the M48A3, M48A5, M60, M60A1, M60A1 AVLB, M60A1 AOS, M60A1 (RISE), M60A2, M728 and M88A1.

It calls for an engine stall speed "below 1800" where the TM's now say "below 1850". Also, the new stall check allows you maximum of 30 seconds instead of 15 seconds as the TM's now read.



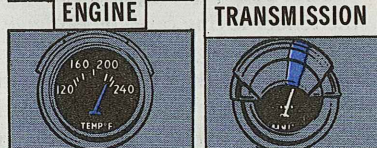
Here's what to do until you get the new word in your TM:

BEFORE STALL TESTING

Check engine and transmission oil levels and correct if necessary. Warm to normal operating temperatures, which ARE:

Engine, in green area or 180-225°F area, depending on which gage you have.

Transmission, upper third of green area or 250-270°F on the transmission gage.



GREEN-180-225°F GREEN-250-270°F

SAFETY PRECAUTIONS

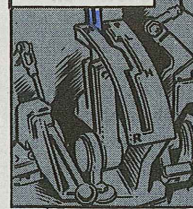
Same as before. Do everything you can to protect people and property. There is always the chance of a runaway engine. Clear the area around your vehicle. Put the vehicle on level ground for the test with brakes locked.



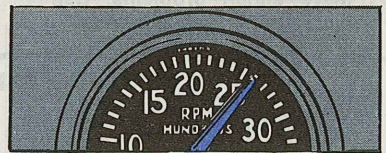
NO-LOAD TEST

You now have the engine at normal operating temperature, so put the transmission in neutral for the No-Load test. Gradually press down on your foot throttle until you have it as far as it will go. In most cases the engine speed will surge over 2600 RPM and then stabilize within 30 seconds between 2550 and 2640 RPM. If the governor keeps cutting in and out or RPM does not fall within this range, adjustments are needed. Call your support.

IN NEUTRAL

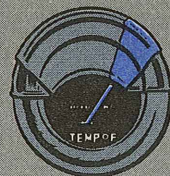


DOWN GRADUALLY



STALL TEST LIMITS

You never stall check your power plant for over 30 seconds at a time or let the transmission oil temperature go over 300°F (red area) on transmission oil temperature gage.



NEW STALL TEST STEPS

With parking brakes still locked, put transmission shift lever in HIGH range and rev up the engine to full throttle. Engine speed should stabilize at 1800-2050 RPM.

In case the engine speed is below 1800 RPM maximum on

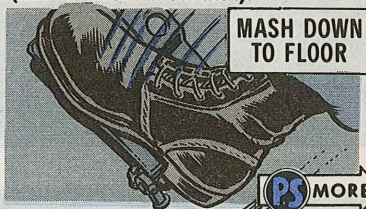
your first stall test, let the engine speed drift down to idle, wait one minute, then mash the foot throttle down to the floor for your second stall test. If necessary, try this once more for a total of 3 times (but no more than that).



SHIFT LEVER
IN HIGH RANGE



ENGINE SPEED
AT 1800-2050



MASH DOWN
TO FLOOR

Here are the 3 possibilities:

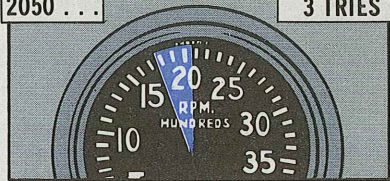
1. The engine speed stabilizes at between 1800-2050 within 3 tries. (Your power pack is OK.)

2. Engine speed is below 1800 RPM on all 3 tries. (Engine output is too low. Tell your support maintenance, and they'll make other tests.)

3. Engine speed goes over 2050 RPM. (You've got clutch slippage in the transmission high range.) Check the shift control linkage adjustment. If the control linkage is OK, you have clutch problems. Call your support maintenance.

1800-2050 ...

... WITHIN 3 TRIES



IF OVER 2050 ...

... PROBLEMS WITH CLUTCH



SERVO BAND TEST

You can also use the stall test to check your reverse and low servo bands, provided the engine passed the test (stabilized at between 1800-2050).



REVERSE



LOW

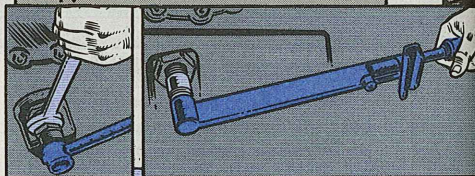
Repeat stall test steps but with transmission shift lever in LOW or in REVERSE (whichever is being tested) instead of HIGH.



If your engine goes above 2050 RPM, you've got servo band problems. So, adjust the bands the way it says in your -20 TM. If the RPM's still go too high, call in support.



way it says in your -20 TM. If the RPM's still go too high, call in support.



If your engine speed stays between 1800-2050 RPM, the servo band being tested is OK.



M113A1 CARRIER FAMILY

TIP FOR BETTER COOLING

*★!!@#!!
THIS 'OL' BUCKET O'
BOLTS JUST WON'T
STOP OVERHEATIN'!

HALP ME, CONNIE...
'FORE THIS YOYO KILLS ME!

RIGHT ON, PC!

ALL YOU
M113A1
TYPES OUT
THERE...
HEED THIS
POOP!
IT'S NO.1
IMPORTANT!

Having overheating problems with your M113A1 family vehicle?

You can get a better fill-up of your cooling system the first time around if you do this:

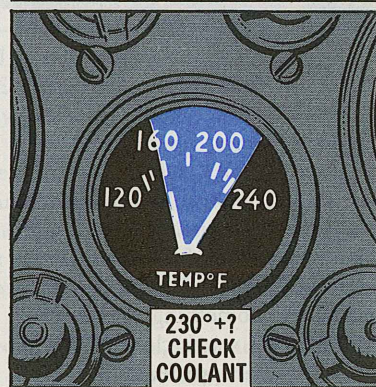
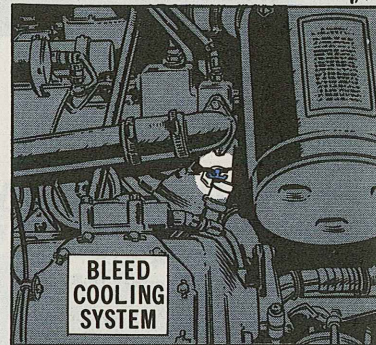
Open the thermostat housing valve (petcock) before you start to give the radiator its first fill. This lets a lot of the air bleed out of the system so you don't wind up with air trapped in the coolant.

Keep on filling the radiator—slowly—until coolant starts to run out the valve.

Now, close the valve.

Your coolant system is only half-full at this point, so keep on filling it—slowly—bringing the coolant level to the bottom of the radiator filler neck.

Now carry on with the rest of the procedures in TM 9-2300-257-20, including Changes 3 and 4. You run the engine up to operating temperature (160°-230°F), check coolant level and add coolant if needed.



230°+?
CHECK
COOLANT
LEVEL



TM-266-SERIES 1/4-TON TRUCK . . .

DRIVERS: BEWARE of TRANSFER "LOC"

WHY'S SHE BUCKIN'?



Just a careless flick o' the wrist—and you've set the stage for damage to your 4-wheel drive M880-series 1/4-ton truck. Busted U-joints. Broken or stripped gears.

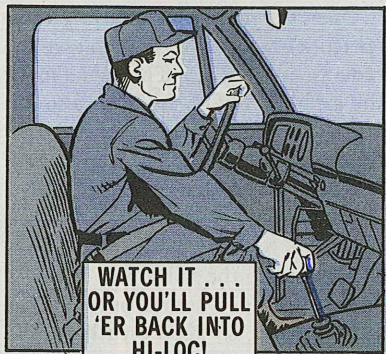
This can happen when you drive on a hard-surfaced road with your transfer in HI-LOC or LO-LOC. That's with the transfer shift lever all the way to the front or all the way to the rear.

Either one of these LOC positions makes your front and rear drive shafts turn at exactly the same speed. This's because the front and rear drive shafts are locked together by the transfer.

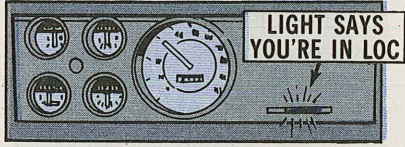
Trouble comes when you turn a corner or round a curve. The front wheels and rear wheels don't want to turn at the same speed. So they fight each other. You can feel it. The wheels hop, skip 'n' grab. Your drive train can't take it. Something's gotta give!

If you don't watch close, it's awful easy to slip that transfer lever back to

the HI-LOC position. It's only a little to the rear of the HI position. You can hardly feel the click in the gears.



Late-model trucks have a red light on the instrument panel that tells you when you're in LO-LOC or HI-LOC.

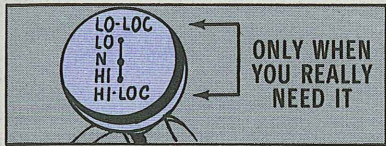


The time 'n' place for HI-LOC and LO-LOC is when you really need it. Like in mud or snow. Then there's no problem with the front and rear sheels fighting each other—they can slip enough to catch up on the speed difference.

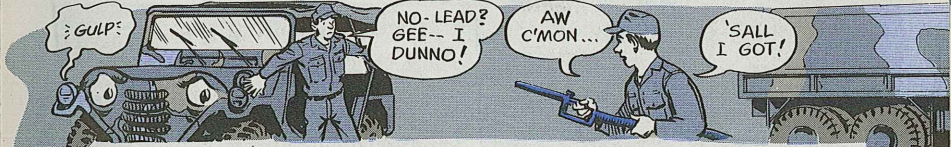
Your operator's manual tells you all about your transfer. See TM 9-2320-266-10 (Jan 76), page 2-7, para 2-9b and the 3 "Caution" notes in para 2-9c; page 2-9, para 2-12c, "Caution," and—especially—para 2-14.

Like it says on page 2-11, para 2-14b, "You will find that you can leave the shift lever in HI most of the time."

When you use HI-LOC and LO-LOC is explained on page 2-17, para 2-29.



WHAT ABOUT NO-LEAD GASOLINE ?



There's no harm in your using no-lead—or low-lead—gasoline in your gasoline engine-powered tactical and combat vehicles, generators, compressors, tractors, chainsaws and MHE.

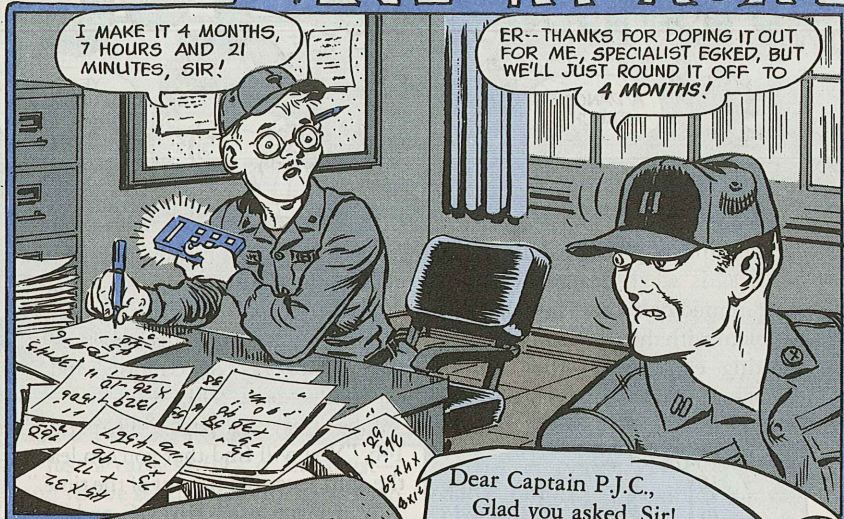
Fact is, you may not be able to get anything but unleaded gasoline—Federal Specification VV-G-001690A.

You probably won't have any trouble using unleaded gasoline in an engine that's designed to run on leaded gasoline.

If unleaded gasoline gives your engine trouble, let the head shed know with an EIR (DA Form 2407). They want to know about such things as valve recession, pre-ignition and any other problems that might come from using unleaded gasoline.

Your own command will have to keep track of this, since any poop about trouble inside the engine may have to come from your support.

INTERVAL EXTENSION

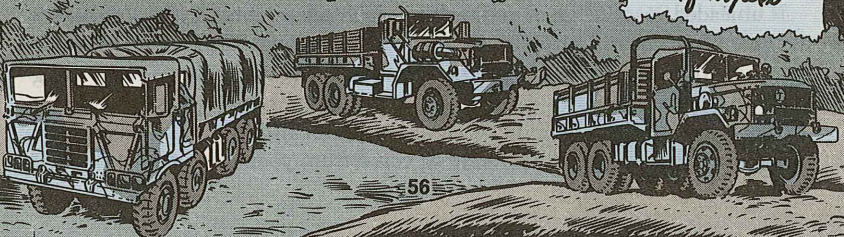


Dear Half-Mast,
 Note 22 in LO 9-2320-209-12 (Oct 71) says fuel filter elements are to be changed at 3000 miles or 3 months, "or at the discretion of the maintenance officer, as local conditions warrant."
 Does this mean that the intervals can be farther apart than the LO says? We rarely get anywhere near 3000 miles on our trucks in 3 months. Could we extend the 3-month time interval to let us get more miles out of a fuel filter?

CPT P.J.C.

Dear Captain P.J.C.,
 Glad you asked, Sir!
 The head shed says you can extend the time interval up to 3 more months in order to get more service out of the filters.
 The filters must still be changed every 3000 miles. But if the maintenance officer OK's it, you can wait up to 6 months (rather than 3) before changing filters when you don't reach the 3000-mile mark.
 And this goes for multifuel engines in other trucks, too. See LO 9-2320-211-12 (Jun 72), Note 26b, and LO 9-2320-230-12 (Jan 71), Note 14.

Half-Mast



TAKE OFF AMBULANCE PINTLE

Dear Half-Mast,
 The tailgates on our M792 1 1/4-ton ambulances get badly dented from contact with the pintle hook. This's partly because of the pressure put on the tailgate when people use the tailgate step to board.
 Since the ambulance pintle hook is hardly ever used, why couldn't we take it off and store it on the ambulance?

SFC R.J.H.

Dear SFC R.J.H.,
 You're right in tune with an article coming out in the US Army Tank-Automotive Materiel Readiness Command's EIR Digest (TB 43-0001-39-series).
 This gives the green light to taking the pintle hook off your Gama Goat ambulance and carrying it inside the vehicle.

NATCH, THE PINTLE HAS TO BE KEPT ON HAND SO IT CAN BE RE-INSTALLED WHEN THE VEHICLE IS TURNED IN!



? ? ? ? ? ? ? ? ? ? ? ? ? ? ? ? ? Puzzled... Confused? ?

You need answers. OK, take a pencil and send your puzzler to MSG Half-Mast, PS Magazine, Lexington, KY 40511.

If you prefer to communicate with girls, address it to Connie or Bonnie instead of Half-Mast.



ARCTIC OIL: WHICH FOR YOU?

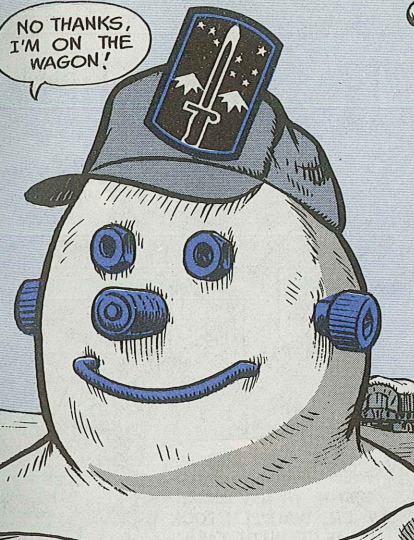
If you're in an extreme cold weather area (down as far as -65°F), you'd better doublecheck your command's SOP on engine oil. And transmission fluid, too.

Maybe you're not supposed to be using OES (Mil Spec MIL-L-10295B) that most lubrication orders list for sub-zero weather.

A better lube for arctic operations is available. A letter sent out 20 Apr 76 by the US Army Mobility Equipment Research & Development Command (DRXFB-GL) has the word. The letter's subject is "Arctic Engine Oils." Lube orders are being changed to include this oil for cold areas.



NO THANKS,
I'M ON THE
WAGON!



This oil is identified as APG Purchase Description #1 (APG PD #1). It comes in 3 sizes:

1-qt can, NSN 9150-00-402-4478
5-gal pail, NSN 9150-00-402-2372
55-gal drum, NSN 9150-00-491-7197

It's for use in all engines used in ground equipment for all types of service, when ambient temperatures are in the range of $+40^{\circ}\text{F}$ to -65°F . It's also intended for use in arctic regions as an all weather (year-round) transmission fluid for tactical ground equipment.

So, check this out with your command. They may be ready to authorize the use of the APG PD #1 to replace OES.

2½-, 5-, 10-TON TRUCKS . . .

Cable STABLE

Having trouble figuring out which cable is for your truck's speedometer? Tachometer? Tachograph?

- o Just look up your truck and pick out
- o the NSN: o o

If the cable assembly or core you get is a bum fit in your truck (too long, too short or whatever), take the bad part and its supply paperwork to your support unit. Tell 'em what's wrong. They'll crank an SF 364 report on it.



IF YOU GET
THE WRONG
SIZE . . .

... TELL YOUR SUPPORT.
THEY'LL SEND IN AN SF 364
REPORT OF ITEM DISCREPANCY!

All NSN's start with 6680-00-	SPEEDOMETER		TACHOMETER		TACHOGRAPH	
	Shaft Assy	Core	Shaft Assy	Core	Shaft Assy	Core
2½-ton (TM-209) Gasoline Multifuel 427-series 465-series	737-2728	695-7189				
	737-2728	695-7189	732-0561	882-0961		
	089-2005	741-8491	732-0561	882-0961		
5-ton (TM-211) Gasoline Multifuel Diesel	740-9701	528-8736	882-0966	882-0960		
	740-9701	528-8736	732-0561	882-0961	732-0561	882-0961
	740-9701	528-8736	089-2005	741-8491	089-2005	741-8491
5-ton (TM-260)	112-0227	914-1014	882-0966	882-0960	112-0227	914-1014
10-ton (TM-206) Gasoline Diesel	112-0227	914-1014	112-0227	914-1014		
	112-0227	914-1014	850-9334	912-5636		

WITH THE GOER YOU USE MORE

DEFENSIVE DRIVING

TM 9-2320-233-10 (Jun 76) has most of the poop you need to know to be safe 'n' happy behind the wheel of a Goer.

And driving any vehicle calls for your soaking up FM 21-305 (Apr 75), Manual For the Wheeled Vehicle Driver.

But there're some special tricks to operating a Goer.

EMERGENCY!

F'rinstance, what do you do if your Goer runs off the road and onto the shoulder when you're cruisin' along?

Do you slam on the brakes and yank the wheel over to get back onto the road quick?

Not on your life!

You don't do that with any vehicle. You can flip it over.

Cool it, man! Panic is your worst enemy when you run off the road with your Goer.

Keep traveling on the shoulder until you can ease back onto the road.

Slow 'er down easy by downshifting.

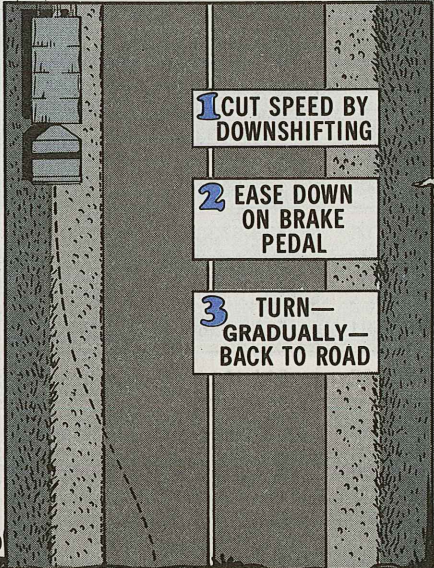
Watch it! Keep your engine speed above 1500 RPM to keep hydraulic pressure up in your steering. You can't steer without that hydraulic pressure. Downshift to the next lower gear if RPM drops to 1500.

If you've got to use your brakes, just push the pedal down easy. No slamming on the brakes—your wheels will lock and you can't steer. Your



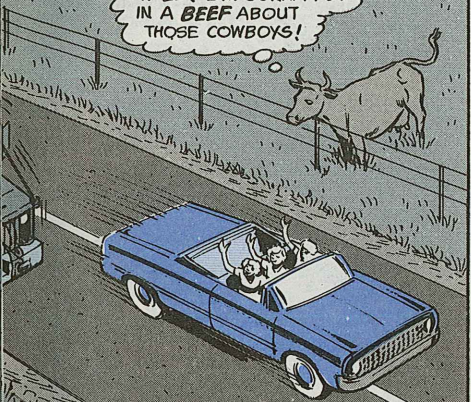
FIRST... GET YER EYES OFFA THE GIRLS!
THEN...
ER, WAIT'LL I LOOK IT UP IN TH' TM...

front wheels have to be turning to steer. And your rear wheels will slide sideways if the brakes are locked up.



SKILLS

CHEEE! I'M GONNA PUT IN A BEEF ABOUT THOSE COWBOYS!



KEEP IT COOL, MAN...
WHATEVER YOU DO!

PANIC IS A REAL BAD SCENE...
AND COULD HAVE YOU PUSHIN' UP DAISIES!

ESCAPE ROUTE

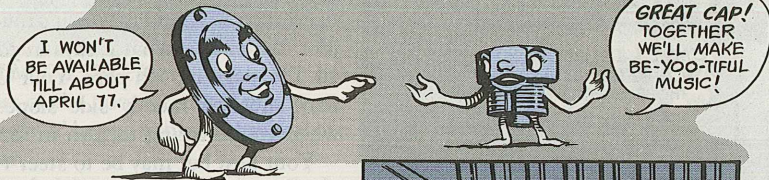
Suppose that shoulder slopes down from the road. And maybe it's muddy, too. Remember what it says in your -10 TM, page iv, 5th para. Your Goer may slide on muddy side slopes or when you're trying to turn in mud.

Your best bet may be to steer right on down the slope—instead of trying to get back onto the road. This'll keep you rightside up.

When you get stopped at the bottom, you can worry about getting back up and onto the road. That's a lot easier than trying to get out from under a Goer that's turned over on top of you.

All major commands and all outfits with Goer's got the word on "Goer Vehicle System Operator Safety" from the U.S. Army Tank-Automotive Materiel Readiness Command in TARCOM message, DRSTA-MT 251715Z May 76.

FUEL TANK CAP AND DRAIN PLUG



Is water getting by the cap on your Goer's fuel tank? And no easy way to drain that water out of the tank?

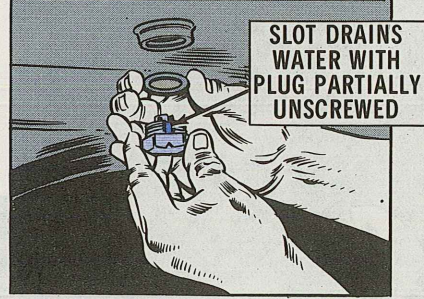
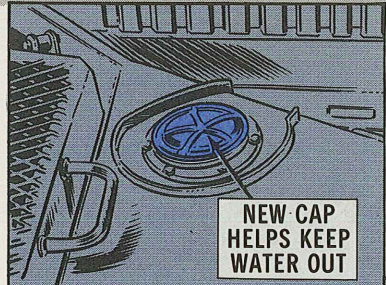
Help's on the way.

A new solid top cap is coming. You'll have to use exception data to order it by Part No. 7980429. (Routing Identifier Code is AKZ.)

There's a new drain plug, too, with a slot cut along one side. This lets you drain the water without taking the plug out completely.

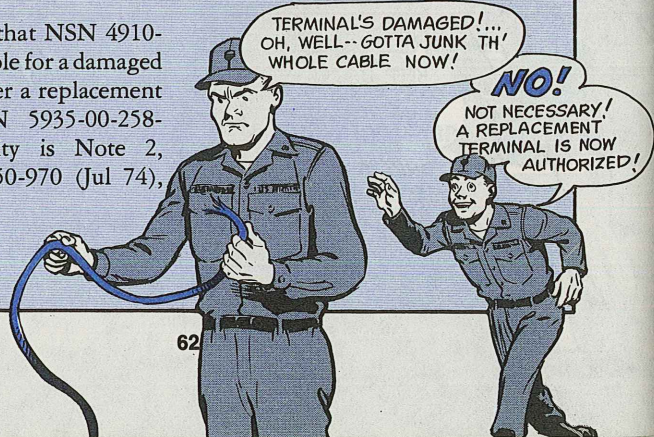
This plug, Part No. 12251655, and its gasket, Part No. MS 35769-25, are free issue. They'll come to you, from the contractor, through your support.

When NSN's are available, they'll be included in a change to your TM 9-2320-233-20P.



DISABLED SLAVE CABLE?

No use scrapping that NSN 4910-00-474-9135 slave cable for a damaged end terminal. Go after a replacement terminal with NSN 5935-00-258-9156. Your authority is Note 2, Appendix A, CTA 50-970 (Jul 74), Expendable Items.

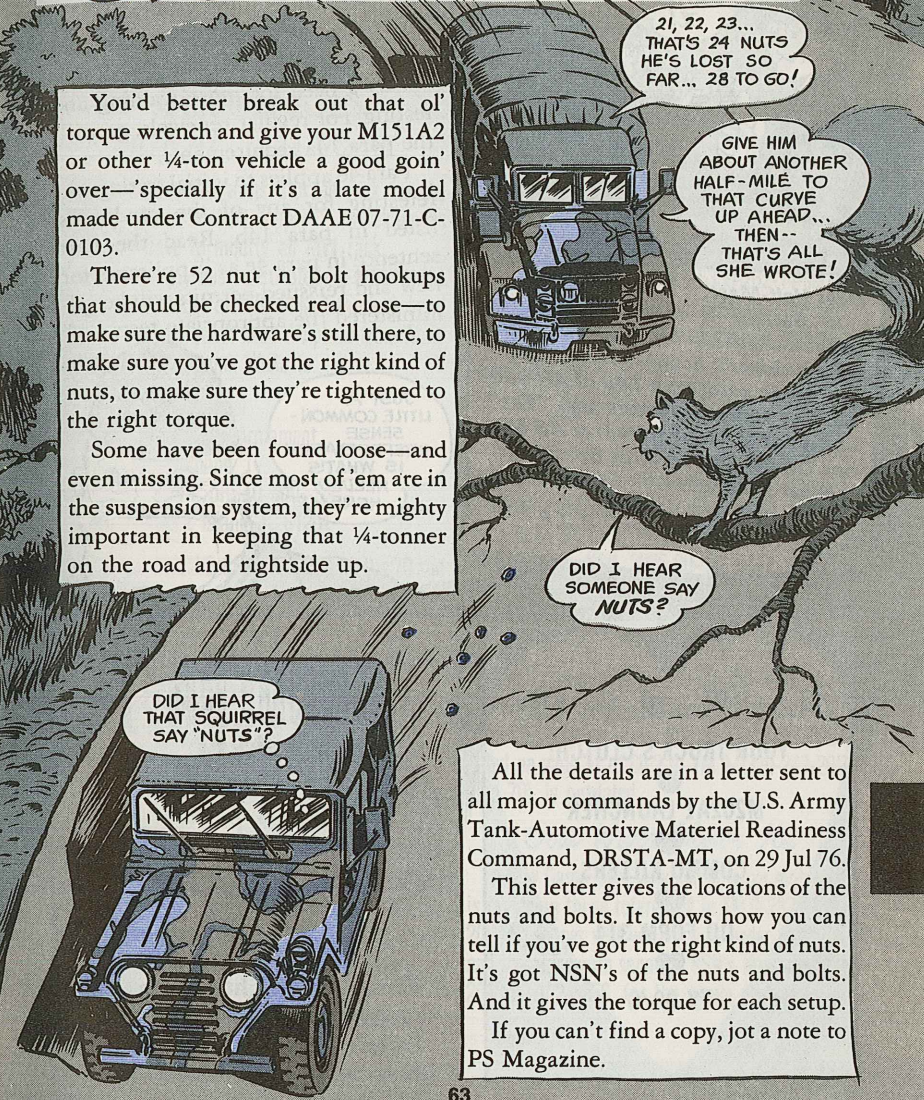


52 NUTS—RIGHT 'N' TIGHT

You'd better break out that ol' torque wrench and give your M151A2 or other 1/4-ton vehicle a good goin' over—specially if it's a late model made under Contract DAAE 07-71-C-0103.

There're 52 nut 'n bolt hookups that should be checked real close—to make sure the hardware's still there, to make sure you've got the right kind of nuts, to make sure they're tightened to the right torque.

Some have been found loose—and even missing. Since most of 'em are in the suspension system, they're mighty important in keeping that 1/4-tonner on the road and rightside up.

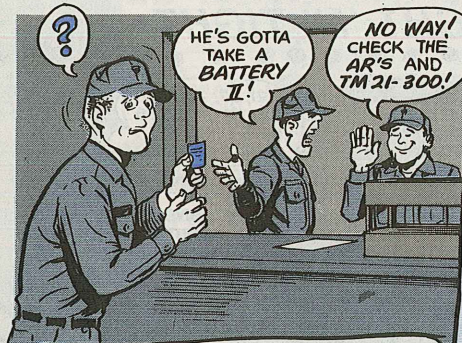


All the details are in a letter sent to all major commands by the U.S. Army Tank-Automotive Materiel Readiness Command, DRSTA-MT, on 29 Jul 76.

This letter gives the locations of the nuts and bolts. It shows how you can tell if you've got the right kind of nuts. It's got NSN's of the nuts and bolts. And it gives the torque for each setup.

If you can't find a copy, jot a note to PS Magazine.

LICENSE RENEWAL TESTING



HE'S GOTTA TAKE A BATTERY II!

NO WAY! CHECK THE AR'S AND TM 21-300!

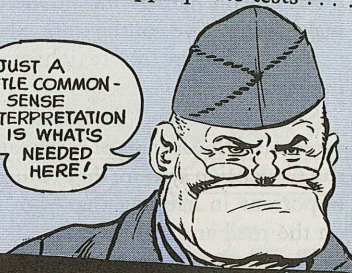
Dear Half-Mast,
Is Battery II required when an individual goes in for a renewal of the SF 46 driver's license? I say, "NO", and quote paragraph 14a of AR 600-55. But some inspectors say, "Yes", and point to para 4e. Neither AR 58-1 nor TM 21-300 requires Battery II. What's the word?

SFC R.J.F.

Dear SFC R.J.F.,
Battery II is not required for a renewal unless the license has been revoked or the individual's record shows a need for more training and testing. For regular renewals, go with the para 14a requirements.

Para 4e applies to initial testing and retesting for any of the conditions listed in para 14b. Read the first sentence in para 4e as "applicants for new and reissued permits will be administered the appropriate tests . . .".

JUST A LITTLE COMMON-SENSE INTERPRETATION IS WHAT'S NEEDED HERE!



Next Month In LS

YOUR TRUCK'S CLUTCH!

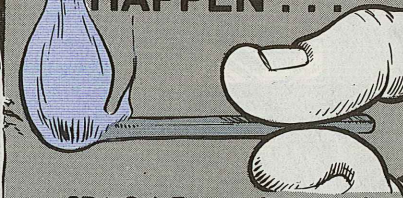
M202A1 LAUNCHER

COMMO KILLERS

DD FORM 314

TK-90/G

IT SHOULDN'T HAPPEN . . .



SP4 S.A.D. used a match flame for light when he checked his battery's electrolyte level. The battery blew up. He's recovering.

Connie's POST SCRIPTS

HEY, CONNIE... WE GOT A MAINTENANCE PROBLEM!



M16A1 Rifle Racks

9-S99DS Pubs

The M12 small arms storage rack for the M16A1 rifle is in short supply . . . which means you may have to modify an M11 rack.

So, if supply has substituted an M11 for the M12 . . . or you can modify an M11 that's on hand and not in use, you'll need the plans from Army Armament Command. Write to:

Commander
US Army Armament
Command
ATTN: DRSAR-MAG-SS
Rock Island, IL 61201

Ask for AMSWE-SMM-SA letters 3 Dec 70 and 10 Feb 70 . . . the first on storage of the M16A1 in the M11 and the second on storage of the rifle with the M203 grenade launcher attached.

Cage That Gyro!

Cage that M61 sight gyro on your M163 or M167 Vulcan whenever the sight's not in use . . . or you may have a long wait for a replacement. Sight gyro damage has put it in critical short supply. Prevent damage and shortage. Cage the sight before you check out the system . . . and never revolve the turret or cannon with the sight uncaged.

If your local facilities engineers have just installed a J-SIIDS—Joint Services Interior Intrusion Detection System—for you, then you need one or more of the TM 5-6350-262-14-series pubs listed in DA Pam 310-4. Order only the pubs that'll help you keep your particular detector, sensor and alarm systems in tip-top shape.

Lost the Key??

Any time the key for an aircraft ignition lockout switch is lost you have a security problem—and you need a new switch. All bird parts pubs are being updated to include Switch, Rotary Lock, NSN 2925-00-552-5747. Locally scrap the old one and any duplicate key.

M561 100-Amp Kit

You'll need NSN 2920-00-350-9402, P/N 11660168, to get the 100-amp alternator kit for your M561 Gama Goat. NSN 2920-00-157-0957 listed on page 31 of Ch 2 to TM 9-2320-242-20P (Sep 70), is outdated.

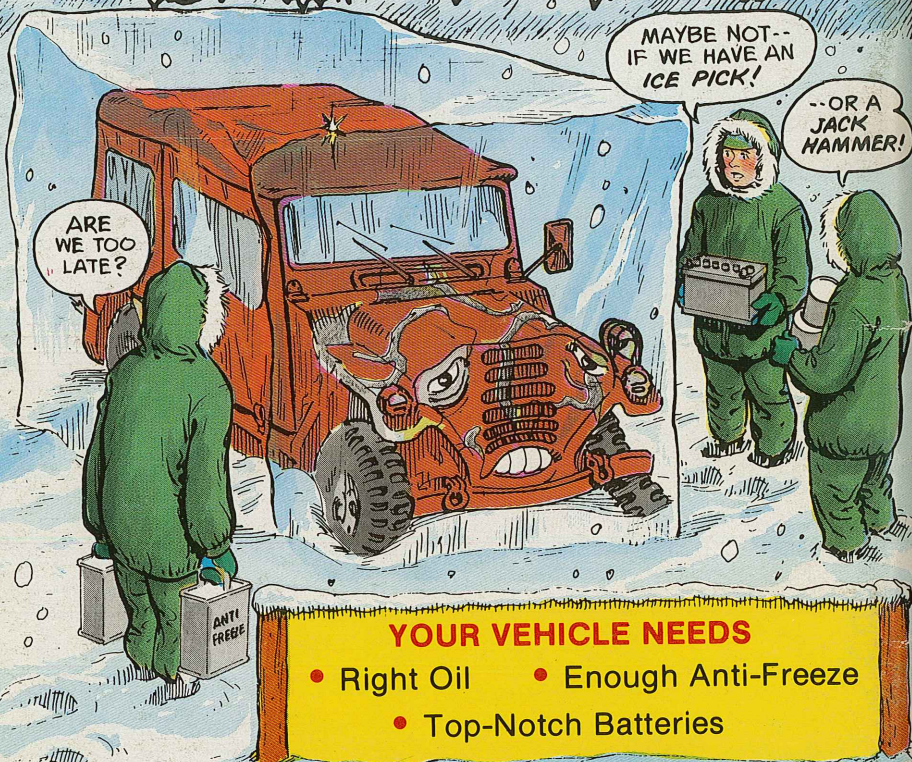
Goat Wiper Motor Kit

A new Gama Goat windshield wiper motor kit is replacing those referenced in TM 9-2320-242-20P. No longer will you have to order the right and left sides with separate NSN's. Now, use NSN 2540-00-122-8956, for the whole shebang.

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

BR-R-R-R-R! BR-R-R-R-R!
COULD?



YOUR VEHICLE NEEDS

- Right Oil
- Enough Anti-Freeze
- Top-Notch Batteries

THEY GIVE YOU

GO-POWER