

Issue 237

PS

1972 Series

August

THE
PREVENTIVE
MAINTENANCE
MONTHLY

WE GOT A CHINOOK
TO LIFT HIM OUT,
SIR!

WONDER WHEN
HE CHECKED HIS
TRACK TENSION?

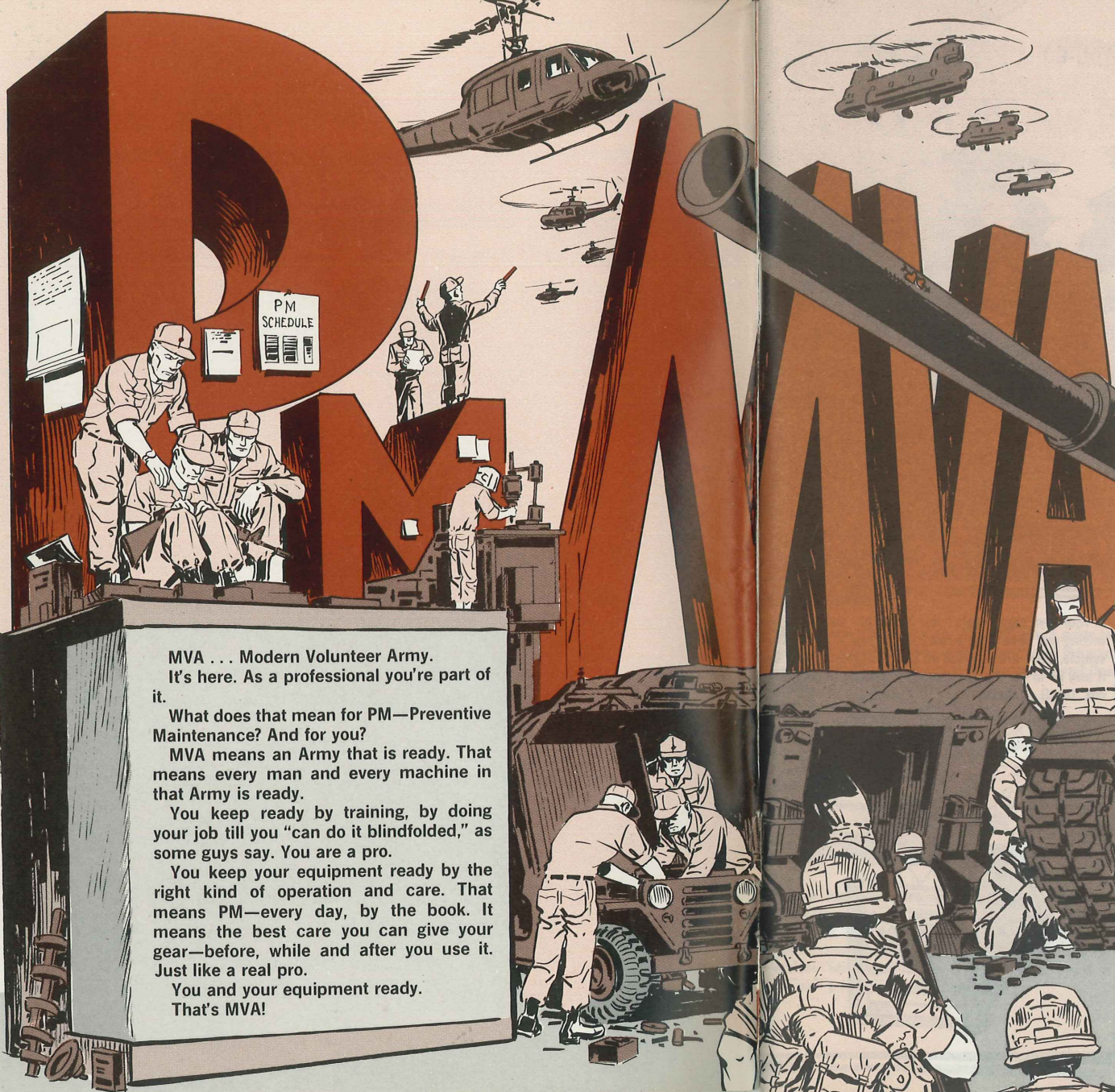
YOU FOULED UP AN
"ALL AREA ALERT."
IT'S COSTING A FORTUNE TO
GET YOU UN-STUCK, 'N'
NOW THEY'RE GONNA HIT
US WITH MANEUVER
DAMAGE.

RESTPLATZ

Chuck Krauser

John





MVA . . . Modern Volunteer Army.
It's here. As a professional you're part of it.

What does that mean for PM—Preventive Maintenance? And for you?

MVA means an Army that is ready. That means every man and every machine in that Army is ready.

You keep ready by training, by doing your job till you "can do it blindfolded," as some guys say. You are a pro.

You keep your equipment ready by the right kind of operation and care. That means PM—every day, by the book. It means the best care you can give your gear—before, while and after you use it. Just like a real pro.

You and your equipment ready.
That's MVA!

PS THE PREVENTIVE MAINTENANCE MONTHLY

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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to:

*MSG Half Mast,
PS Magazine,
Fort Knox, Ky.
40121*

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GROUND MOBILITY
AIR MOBILITY
FIREPOWER
COMMUNICATIONS
COMBAT SUPPORT



KNOW-BEFORE-YOU-GO...

DRIVER PM-COMMERCIAL VEHICLES

YOUR MISSION MAY BE HAULING SOME VIP'S AROUND POST IN A SEDAN...OR TAKING SOMEONE TO THE AIRPORT 50 MILES AWAY...OR PICKUP-AND-DELIVERY WITH A TRUCK...OR SOME OTHER OPERATION THAT HAS YOU BEHIND THE WHEEL OF A COMMERCIAL DESIGN VEHICLE.

SO JUST HOW MUCH DO YOU HAVE TO DO TO MAKE SURE THAT VEHICLE IS READY TO GO...AND WILL KEEP GOING? IT'S UP TO...



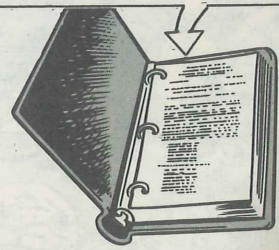
- Your own command's local SOP. This should be in writing and should be posted where you're issued the vehicle. Or it will be a list on the instrument panel. Or it may be in the form of a sheet or booklet in the glove box. Or all of these.

MOTOR POOL BRANCH
TRANSPORT SERVICES DIVISION
OFFICE OF DIRECTOR OF LOGISTICS SERVICES
Fort Knox, Kentucky 40121

ANDALS-SM 1 March 1968

MEMORANDUM FOR: ALL DRIVERS OF TRANSPORT SERVICES DIVISION MOTOR POOL VEHICLES

SUBJECT: Driver Maintenance



- Your own common sense. After all, who's going to hoof it to a phone if something goes wrong on the road—maybe in the rain or hot sun or a snow storm? One guess.



- Your own pride. You've got to admit, it's mighty embarrassing to fail your mission because you ran out of gas. Or, a half-mile after leaving the motor pool, you discover you've got a soft tire. Or the engine temperature "idiot light" flashes on, and you find you took off with a leaking radiator hose.



So why take chances when a 5-or-10-minute before-operations-check will put you in the clear?
(By the way, a lot of these checks are good when you're out shopping to buy your own car.)

BY THE SYMBOL

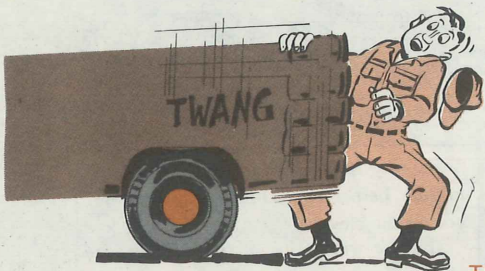
- Check 'em off—a fault with this symbol:
- ◻ may deadline that vehicle, so report it quick and let a mechanic decide;
 - △ can be corrected right now, either by you or a mechanic, and let you go on your way;
 - is just noted on your DA Form 2404 so it can be taken care of when you turn your vehicle back in.

WALKAROUND

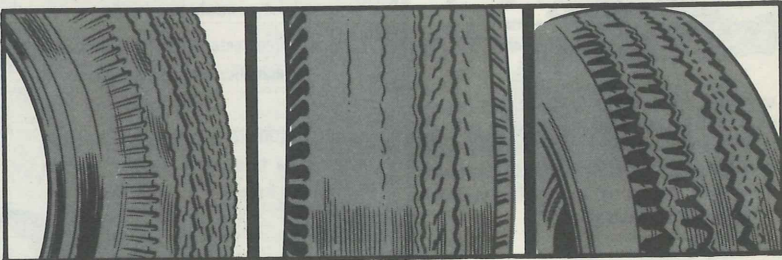


SUSPENSION

- Vehicle sits low at one corner. May be a broken spring.
- Front (or rear) bounces when you push down on the bumper and let up quick. Could be bad shock absorbers.



- Nails or glass stuck in so deep they have to be pulled out. Probably will start a leak.
- △ Tread worn completely off any place; worn or cut to fabric. Don't leave them on too long, or they can't be retreaded.



LEAKS

Clues are wet spots on ground, but, look up underneath, anyway.

- Sloppy wet or dripping oil pan, oil filter, transmission, differential, shock absorbers, bottom radiator tank, fuel tank, fuel line, brake lines. Any dripping anywhere!



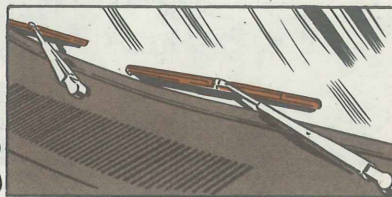
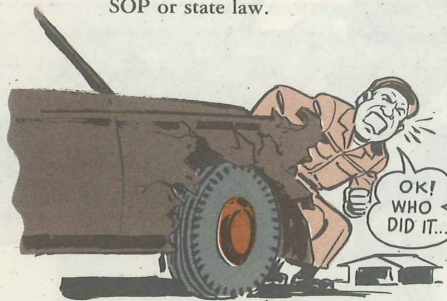
TIRES

- △ Too soft (underinflated). On sedan, slight side bulge at ground level is normal. If in doubt, check with gage—inflate to 2 PSI over what owner's manual calls for.
- Tread cupped or worn unevenly anywhere.

BODY AND GLASS

- Broken or torn edges of fenders. May not be permitted under post SOP or state law.

- Windshield wipers missing or broken; rubber blades ragged on edge.



- Cracked or clouded windshield or rear window.
- Cracked or clouded side windows.
- △ Dirty windshield or rear window.

- Doors hard to open or won't close tight.

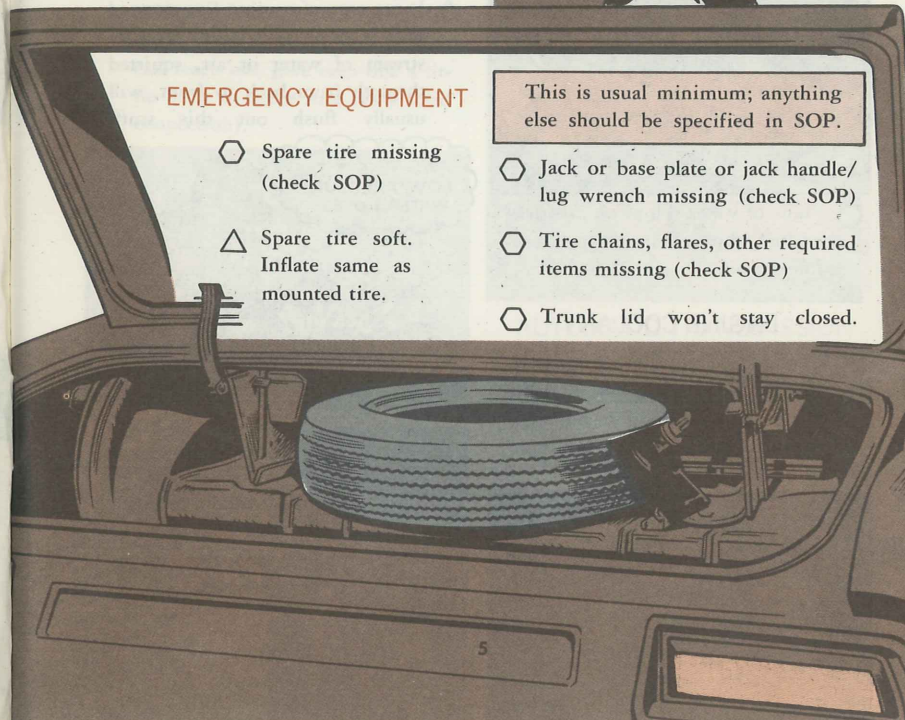


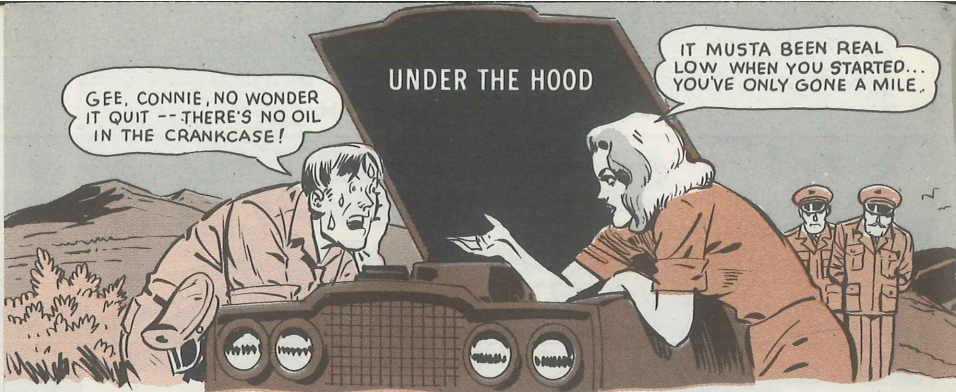
EMERGENCY EQUIPMENT

This is usual minimum; anything else should be specified in SOP.

- Spare tire missing (check SOP)
- △ Spare tire soft. Inflate same as mounted tire.

- Jack or base plate or jack handle/lug wrench missing (check SOP)
- Tire chains, flares, other required items missing (check SOP)
- Trunk lid won't stay closed.





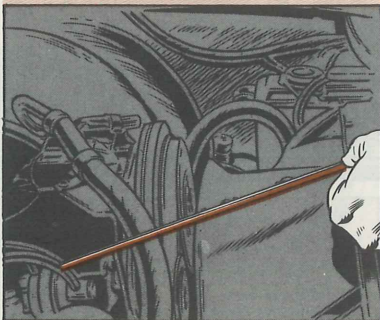
GEE, CONNIE, NO WONDER IT QUIT -- THERE'S NO OIL IN THE CRANKCASE!

UNDER THE HOOD

IT MUST BEEN REAL LOW WHEN YOU STARTED... YOU'VE ONLY GONE A MILE.

ENGINE OIL

- △ At-or-below **ADD** mark on dipstick. Add enough oil to raise level to **FULL** mark.



- Signs of water (blobs on dipstick) or fuel (dipstick smells like gasoline) in oil.

ENGINE COOLANT

- △ Coolant level down to core in radiator (or below sight hole in baffle plate). Add water, but no more than to about 1 inch below bottom of filler neck.



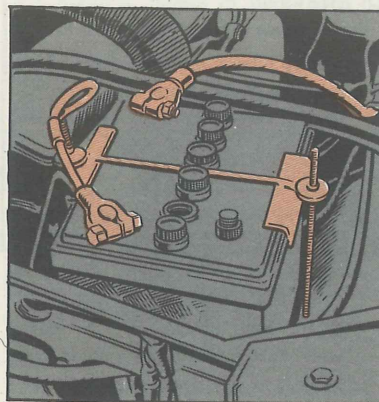
- Muck or oil (rainbow color) in coolant.
- Wet or dripping top tank seams, cooling fins, hose connections.
- Dried-up signs of leaks in any of those places (rust or stains).
- △ Large area of cooling fins clogged with bugs or trash. A low pressure stream of water or air, squirted through from back to front, will usually flush out this stuff



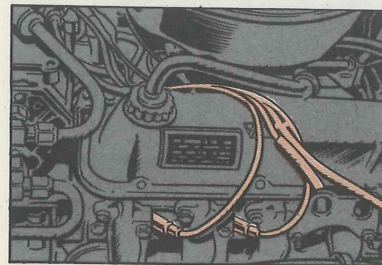
ELECTRICAL

- △ Battery electrolyte low—down to or below tops of plates (check all cells). Add water to about 3/8 inch over tops of plates or, in some batteries, until electrolyte makes an "eye" in the filler tube.

- △ Cables or clamps loose at battery posts or ground strap loose at engine or chassis connection.



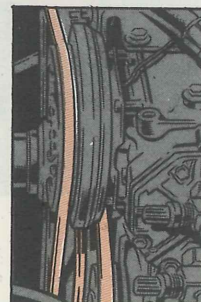
- Dirt or corrosion on battery or on cable connections.
- △ Wires not connected at spark plugs, distributor or coil (if you can reach 'em, give each one a little push to make sure it's a solid connection).



DRIVE BELTS

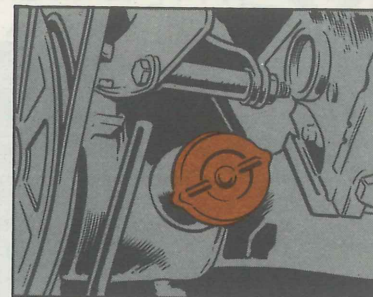
There may be anywhere from 1 to 3 of these.

- Missing, cut, ragged.



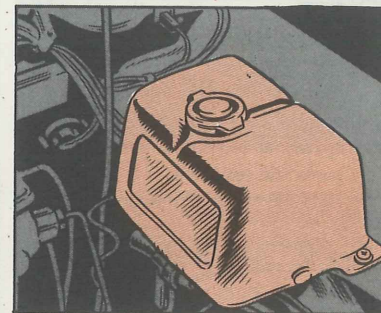
POWER STEERING

- △ Reservoir fluid level low (check owner's manual for proper level).



WINDSHIELD WASHER

- △ Reservoir less than 1/3 full. Add water, but include special anti-freeze/cleaning compound in cold weather.



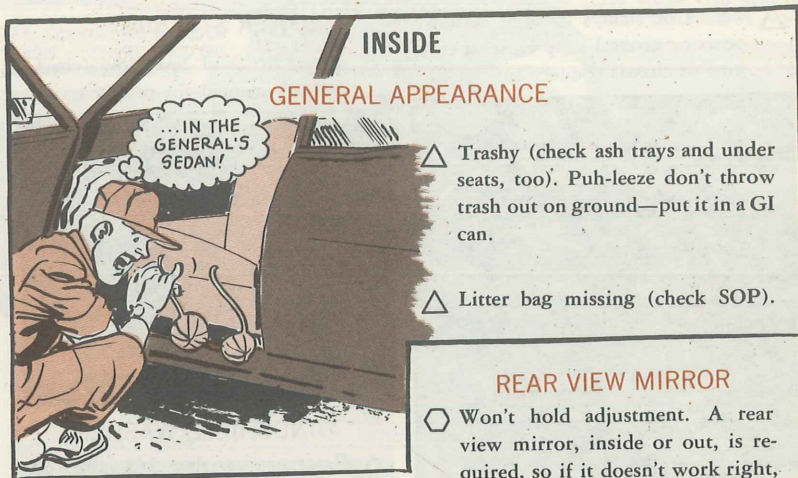
AUTOMATIC TRANSMISSION

Check when engine's running.

HOOD

- △ Won't stay down tight.





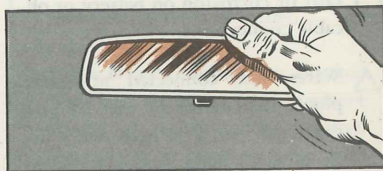
INSIDE

GENERAL APPEARANCE

- △ Trashy (check ash trays and under seats, too). Puh-leeze don't throw trash out on ground—put it in a GI can.
- △ Litter bag missing (check SOP).

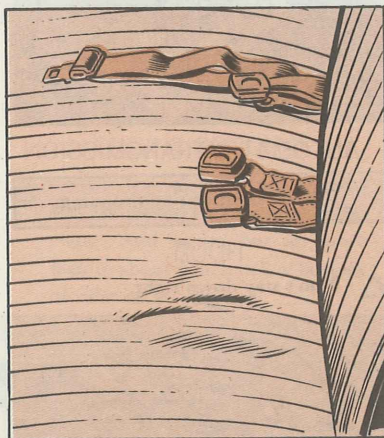
REAR VIEW MIRROR

- Won't hold adjustment. A rear view mirror, inside or out, is required, so if it doesn't work right, it's as bad as having none at all.



SEAT BELTS

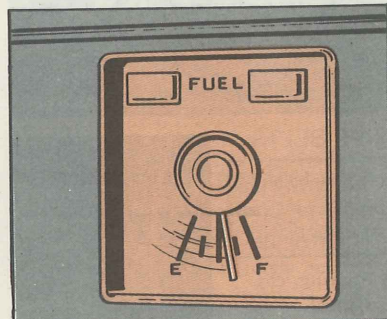
- Missing or won't work right. AR 385-55 (Jul 70), para 7-2, spells out seat belt requirements for Army motor vehicles. Also, SOP or state law may hold driver responsible for seeing that all occupants use seat belts.



8

FUEL

- △ Below **FULL** mark on gage. If you have to add fuel and you spill some on the vehicle, flush it off with water—after you've put the filler cap back on.



OPERATION

ENGINE

- Sputters, misses or bucks after 1 minute's operation or wants to stall.



- Oil pressure low after 15 seconds of operation, as indicated by "idiot light" staying on RED or gage failing to move up at least 1/4 of the scale. Shut down quick if oil pressure is low!



- Temperature "idiot light" comes on **RED** or gage shows fast rise. Shut down quick!



CHARGING SYSTEM

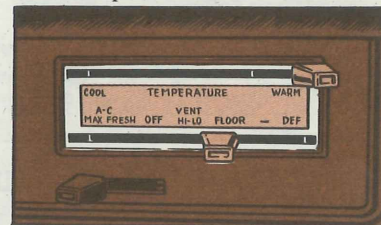
- "Idiot light" stays on RED or gage (voltmeter or ammeter) holds reading at far right or far left.



HEATER AND DEFROSTER

Need depends on weather conditions.

Fails to put out air. In cold weather, make sure air output is starting to warm up.



AIR CONDITIONER

Need depends on weather conditions.

- Won't put out cold air.

WINDSHIELD WIPERS AND WASHERS

Need may depend on local conditions.

- Won't work.

HEADLIGHTS AND TURN SIGNALS

Get someone to lend a hand watching.

- Won't work.

9

UNDER THE HOOD-AGAIN

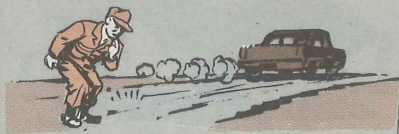
AUTOMATIC TRANSMISSION

- Fluid level below ADD mark on dipstick while engine is running.



GENERAL

Even if your vehicle doesn't have an automatic transmission to check, it's a good idea to look under the hood while the engine's running to check for—



- Leaks.
- Sparks or smoke from shorted wires.
- Any unusual noises.
- Anything that might mean trouble in the making.

BEFORE YOU TAKE OFF

Move your vehicle a few feet, both forward and in reverse, and look for—

- Emergency (parking) brake won't work.
- Foot brake won't work.
- Steering sloppy.
- Transmission (either automatic or stick-shift) noisy or doesn't work right.
- Any oddball noises or anything else unusual that might give trouble.



10

HOLD IT!

What about your operator's permit? Accident report form? Logbook? Any other forms or papers you're supposed to be carrying?

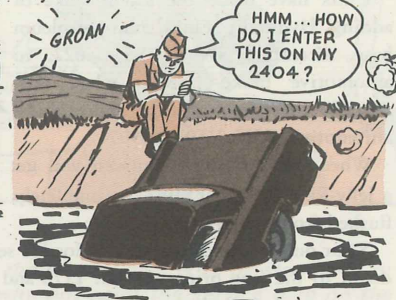


SOP should spell it all out. If in doubt, ask the dispatcher.

DO YOURSELF A FAVOR

Before you turn that vehicle back in at the end of the day, make sure you report all faults 'n' trouble on your 2404.

It's a nice thing to do for the guy who gets that vehicle tomorrow—and that guy may be you.



DID YOU SEE THAT CAR SNAP BACK!

COLOR'S NOT THE CLUE

SO?... THAT APE USED RECOIL OIL INSTEAD OF TRANSMISSION OIL... THEY'RE BOTH PINK!

TWAANNG

HALP!

Never, like never, reach for recoil oil (pink OHA), OHC or OHT, for the automatic transmission of your commercial-type vehicle. You'll wreck the transmission faster'n you can say it.

Although some new vehicles may come to you with pink transmission fluid, you can be sure it's not recoil oil.

What you have to do is check the instructions in the manufacturer's manual for the specific model you're concerned with.

Dexron Automatic Transmission Fluid is recommended for most commercial vehicles (except Ford). It comes under FSN 9150-698-2382 (1 qt), and FSN 9150-657-4959 (5 gal).

Ford vehicles take the manufacturer's product, which is called Automatic Transmission Fluid, Type F, and it's in the supply system under FSN 9150-843-1636 (1 gal).

11

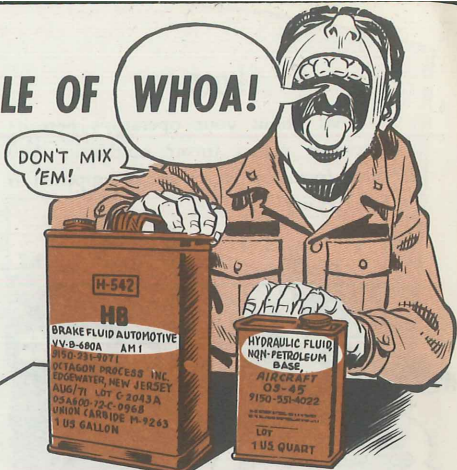
NIX ON FLUID MIX . . . A TALE OF WHOA!

It was bound to happen . . . and it did . . . and it will again if you're not 100 per cent alert when you're handling hydraulic fluids and other canned POL products.

Units have made the sad mistake of adding Hydraulic Fluid, non-petroleum base, aircraft, FSN 9150-551-4022; to automotive brake systems when they thought they were adding Brake Fluid, automotive, FSN 9150-231-9071.

When the 2 fluids are mixed you get a jelly-like gook that must be completely flushed from the system.

Your only protection against a loaded setup like this is to make sure you read right down to the fine print on your LO's and POL containers. In other words, when it comes to labels and specifications on such critical items as brake systems: Better read than dead.



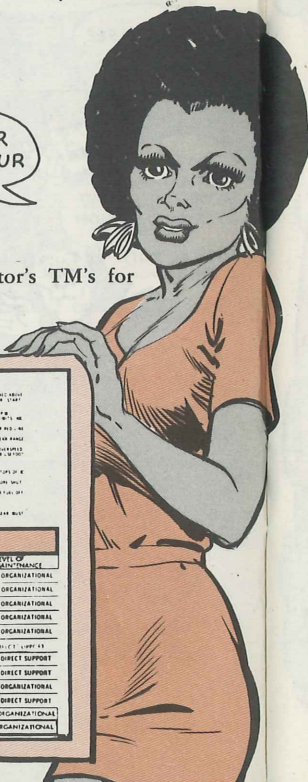
READ THE WHOLE LABEL

MULTIFUEL PM SWITCH

No need trying to order the "Multifuel Ailments" decal, logbook insert and driver's billfold card (reported in PS Magazine issue 222 as available under FSN 7690-402-5218). You can't get 'em.

Pretty much the same poop is being put in the -10 operator's TM's for the multifuels. It's already in Ch 7 (May 71)—page 31. 1—to TM 9-2320-209-10 for the 2½-tonners.

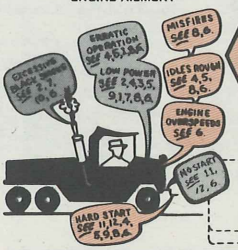
LOOK FOR THIS IN YOUR -10 TM.



NOW HEAR THIS!

BEFORE YOU PULL THE INJECTION PUMP OFF THE ENGINE SEE WHAT'S CAUSING YOUR AILMENT. EACH NUMBER UNDER THE AILMENT IS A POSSIBLE CAUSE. CHECK ALL POSSIBLE CAUSES BEFORE YOU GIVE UP. CHECK THE CAUSES IN THE NUMBER SEQUENCE SHOWN IN THE CARTOON BALLOONS.

ENGINE AILMENT

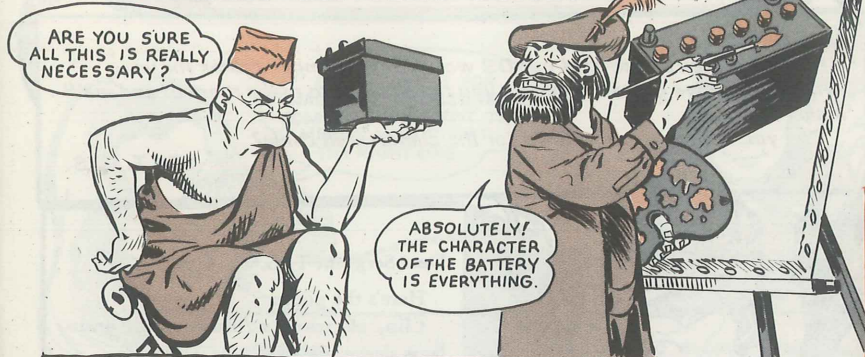


OPERATORS CHECK LIST FOR TRUCKS, MULTIFUEL

DO NOT REPEAT. DO NOT TOUCH PUMP ADJUSTMENTS UNLESS AUTHORIZED BY HIGHER AUTHORITY.

CAUSE	FIX	LEVEL OF MAINTENANCE
1 THROTTLE LINKAGE MISADJUSTED	ADJUST	ORGANIZATIONAL
2 AIR CLEANER RESTRICTED	CLEAN IT. KEEP IT CLEAN	ORGANIZATIONAL
3 FUEL FILTERS PLUGGED	REPLACE OR CLEAN	ORGANIZATIONAL
4 FUEL SUPPLY PRESSURE LOW	CHECK WITH 20 PSI GAUGE	ORGANIZATIONAL
5 AIR IN FUEL SYSTEM	PRIME FUEL SYSTEM	ORGANIZATIONAL
6 FUELTY FUEL, PUMP OR TANK	REFUEL. CHECK FOR LEAKS	DIRECT SUPPORT
7 FUELTY TURBOCHARGER	REPLACE	DIRECT SUPPORT
8 FUELTY NOZZLE OPERATION	INSPECT NOZZLE. INSPECT ASSEMBLY. ADJUST	DIRECT SUPPORT
9 FUELTY INJECTION PUMP	REPLACE OR CLEAN	ORGANIZATIONAL
10 MISADJUSTED INJECTION PUMP	REPLACE WITH A CALIBRATED PUMP	DIRECT SUPPORT
11 FUEL SYSTEM	FLUSH AND RE-PRIME SYSTEM	ORGANIZATIONAL
LOW CRANKING SPEED	CHECK ELECTRICAL STARTING SYSTEM	ORGANIZATIONAL

PAINT BATTERY DATE?



Dear Half-Mast, TM 9-6140-200-14 (Aug 71) says the service date is to be stamped "or marked" on a lead-acid battery. So why not paint the service date on the battery?

Not only would the service date show up better, but there would be no risk of damaging the battery.

CPT S. F. W.

Dear Captain S. F. W.,

Sounds good to me, Sir. All it takes is your own command's authorization in its SOP.

FSN 8010-166-1667 will bring a gallon of white paint especially formulated to stand up to acid, moisture and heat.

With the 1-in stencils, FSN 7520-298-7043, in the No. 1 Common Shop Equipment, a neat dating job can be done on the battery. Or maybe you've got a good free-hand letterer in your outfit.

First, though, the area to be date-painted should be absolutely clean and dry. And it would help to rough up the area with fine sandpaper.

Although the battery TM says the service date has to be near the positive post, it's only important that the date be at the edge of the top in an area where it can be easily seen where the battery's installed in the equipment.



FABRICATED JUMPER CABLES

Dear Half-Mast,

In PS Issue 229, you said our DS would make jumper cables for us. The answer we got was, "Yeah, you tell us what to make them of and we'll make 'em."

Can you come up with FSN's for the clamps and cable?

SFC T. G. S.

Dear Sergeant T. G. S.,

Here's the poop:

Clip, electrical w/black plastic insulator sleeve, FSN 5940-047-4610

Clip, electrical, w/red plastic insulator sleeve, FSN 5940-047-4613

Wire, electrical, FSN 6145-805-3354




Like it says in Fed Cat C5940-IL-A (Feb 72), those clips are intended for use on battery booster cables.

Half-Mast

HERE ARE THE ITEMS YOU NEED TO HAVE JUMPER CABLES MADE.

M151 EXHAUST SYSTEM FSN'S

Exhaust system parts for M151 TM-218-series trucks can be ordered separately now.

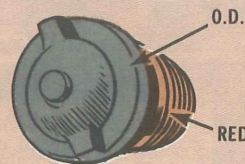
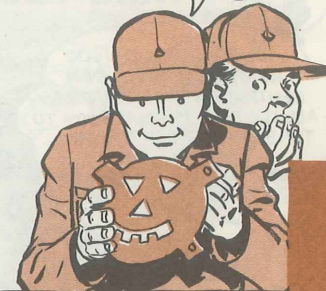
ITEM	FOR M151 and 151A1 FSN	FOR M151A2 FSN
 Muffler	2990-678-3241	2990-678-3241
 Pipe, muffler outlet	2990-678-3243	2990-169-2893
 Pipe, muffler outlet rear	2990-678-3242	2990-169-2892
 Pipe assy, tailpipe ext.	2990-064-6312	2990-064-6312

Parts kits are no longer available.

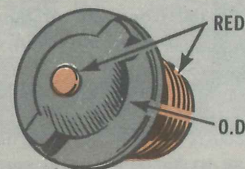
LIGHT COVER CHART

HOW ABOUT THIS ONE, CONNIE?

LIGHT COVERS FOR TRACK AND WHEELED VEHICLES COME IN 3 DIFFERENT TYPES... HERE'S HOW TO GET THE RIGHT ONE.



1. If you need a cover that the light can't shine through, ask for FSN 6210-337-7345, Panel Light, access cover. This is used to light up dashboards from below.



2. If you want a cover that shows a beam of red light in the center, FSN 6210-299-5564, indicator light, is for you. It's hooked up to show an ON condition for master switches, bilge pumps, I.R., Hi-Beam light, etc.



3. If an all-red light is what you need, ask for FSN 6210-548-0504, warning light. It comes on if you get high or low oil pressure, high oil or water temperature, etc.

MY OIL PRESSURE WARNING LIGHT IS GOING ON.

I TOLD YOU THERE WAS A DIFFERENCE.

YEAH. BUT IT'S JUST THE COLOR.

M60-SERIES & M48A3 TANKS, M728 CEV TANK NEUTRAL STEER HAZARD

IDLING AT 1200-1800 RPM, YOUR TANK CAN NEUTRAL STEER IN PARK! ALL IT NEEDS IS SOMEBODY TO TWIST THE STEER CONTROL.



If the steer control (wheel or steer bar) is moved out of the straight-ahead neutral position, the front end of your tank is going to move in the same direction.

So-o-o-o, don't let anybody stand to the side of the tank where he could get pinned if neutral steer is applied . . . (Like it could be, for instance, by somebody grabbing on the steer control to steady himself.)

Keep tourists away from the tank when the engine is running even if the shift lever is in P (Park). Accidents are wait-

ing to happen if carelessness gives them a chance.

Two things the driver can do for safety:

1. Lock parking brakes before starting engine.
2. Stay in driver's seat while engine is running.

COMMANDO CAP

Need a new radiator cap for your M706 (V100) Commando light armored car? Ask for radiator cap, 17 PSI, FSN 2930-690-2701.



Has your urge to purge fire control instruments like the M28, M30, M32, M32C and M36 been less than enthusiastic? Making the hose connection to the periscope entrance port was never an easy job.

That's in the past, Podner. Valve extension, FSN 4931-222-9056, will save you time, temper and trouble.

This little gem has been added to the fire control purging kit, FSN-4931-065-1110, and will show up as a change to SC 4931-95-CL-J54 (Jun 68) and TM 750-116 (Oct 71).

If you already have the kit, request the valve thru your regular supply pipe line. If you want to make a local purchase, ask your local automotive jobber for J. Schrader Co. part No. 7744.

If your purging kit needs updating—like maybe a couple of items need replacing—don't sweat it if your supply source sends a couple of strangers.

For instance, the pressure regulator, FSN 4931-558-0922, has about flunked the course. More'n likely you'll get FSN 6685-724-9744, the preferred regulator, as its replacement.

Also, hose assembly FSN 4720-561-0713 replaces 4931-561-0713.

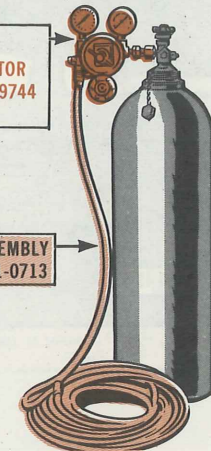
THIS VALVE EXTENSION SHOULD INCREASE YOUR URGE TO PURGE.



FSN 4931-222-9056

TRY FOR NEW REGULATOR FSN 6685-724-9744 AND . . .

. . . HOSE ASSEMBLY FSN 4720-561-0713





ROCKET LAUNCHER . . .

SAFETY SWITCH HERE

A RUGGED, WATERPROOF SAFE/ARM SWITCH, FSN 4933-133-9867, P/N 9256627, IS AVAILABLE FOR HUEY AND HUEYCOBRA BIRDKEEPERS USING THE 7-OR 19-TUBE 2.75-IN ROCKET LAUNCHERS.

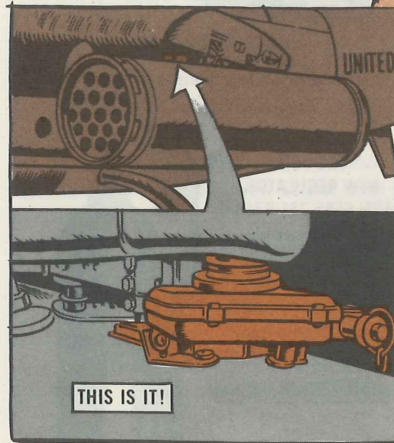


When a 45Mike type inserts the safety pin in the safe/arm switch he opens the launcher's electrical circuits, and gets a positive ground, too.

With the safety pin in, no freak static electrical charge, stray voltage or triggered impulse reaches the rockets while 45Mikes arm or de-arm the launchers.

The switch is not provided by MWO but a commanding officer can OK it. O-level maintenance types need no special tools for the metal work on the bird and launcher.

F'rinstance, Kit C in the ABC tool kit has nibblers or coping saw for cutting out the AH-1G's wing stores rack fairing cover, and connector pliers to tighten the lower connector on any launcher.



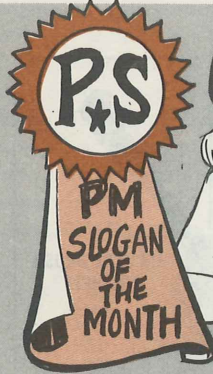
THIS IS IT!

Switches—available in limited quantities come 2 per box, plus the how-to-do-it bit, and the add-on hardware. Order this non-accountable item by letter to:

Commanding General
U.S. Army Munitions Command
Office of the Project Manager
2.75-in Rocket System
ATTN: AMCPM-RK
Dover, NJ 07801

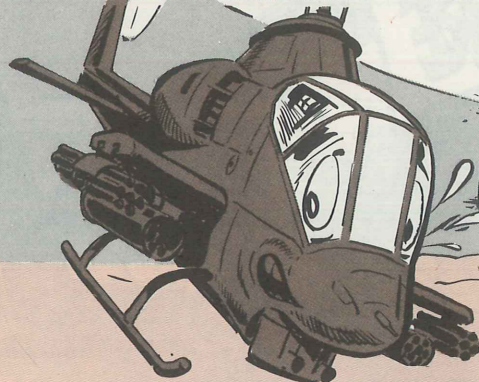
This "easy care" switch needs only a drop of oil now 'n' then in the safety pin bore to keep it in good order.

Modification of the rack fairing has AVSCOM's OK. Your MO inspects and approves local jobs.



USED IN VIETNAM
CONTRIBUTED BY
MAJ. CARL R. VAN SICKLE
FORT LEE, VA.

RBC BORE-BRUSH CLEAN



WHEN I'M HOT,
I'M HOT...
WHEN I'M NOT--
I'M THE VICTIM
OF POOR
ROCKET
LAUNCHER
P.M.

A Huey or Cobra pilot rolling in hot shouldn't have to worry about his 2.75-in rocket launchers delivering their payloads.

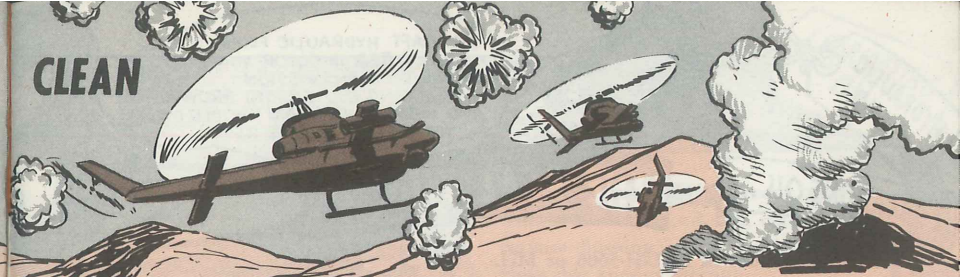
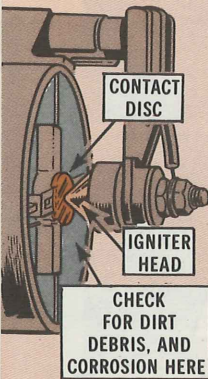
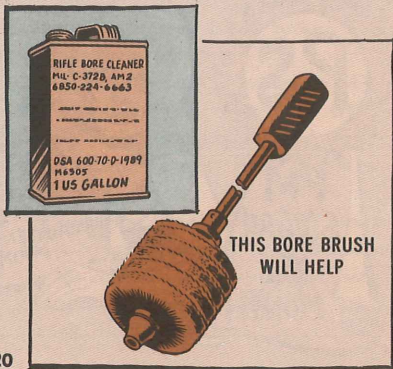
It doesn't take long for a deadly combination of corrosion and crud to build up and cause a rocket hangup or misfire ... and that's a bummer trip any day!

Sand and dust mixed with moisture from fog or rain gives you the picture in a hurry—specially with that big 2-bladed fan slinging the stuff every-which-way.

Dirty, corroded tubes need a good RBC bore-brush treatment daily—and after every hot run. And don't forget the rocket firing contacts—they get the RBC treatment, too. After cleaning, wipe tubes and contacts dry to stop dirt and dust-build-up. Your weapons system LO has the poop.



You need RBC—cleaning compound, MIL-C-372B—FSN 6850-224-6663 (gal pail) and the 4-piece bore brush assembly for the job.



What? No crocus cloth! How about a 16-oz pressurized can of corrosion preventive compound that'll keep igniters protected for a short time. Just a dab'll do. It comes under FSN 8030-838-7789.

Make sure you clean those firing contacts a fast touch-up job with crocus, or fine grit emery cloth. ASAP after firing.

SERIES 3 OH-6A

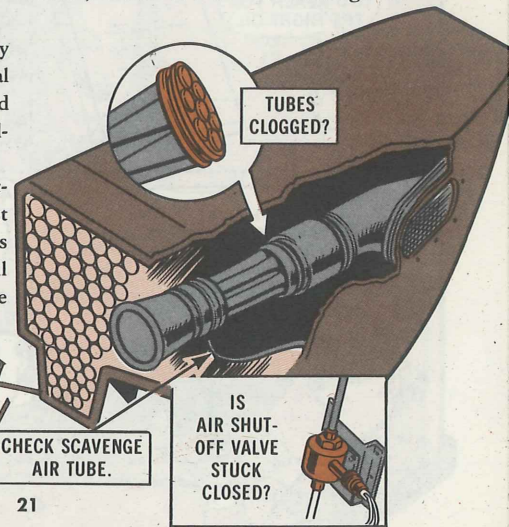
Add this PM check on Series 3 birds—the ones with the particle-separator air filter.

When the pilot flips the SCAV AIR-ON switch during his engine start routine, check for a s-t-r-o-n-g air flow at the scavenge air outlet. 'Course if the bleed air heater is on, the air flow will be slower.

A mini-flow means clogged ejector nozzles, tubes ... or the scavenge air shut-off valve is stuck closed.

Either goof lets dirty air go directly into the engine, not thru the inertial particle-separator air filter. Reduced engine air intake or dirty air can ground-bound your bird!

Do yourself a favor. Ditto this inspection bit during shutdown after the last flight of the day. Then, if the air is stopped or slowed to a whisper, you'll have time to correct the problem before tomorrow's takeoff.



HYDRAULIC FLUID

LUBRICATING OIL

LUBRICATING OIL...

THE REAL THING?

AIRCRAFT HYDRAULIC FLUID IS CHERRY RED IN COLOR WHILE ENGINE OR TRANSMISSION LUBRICATING OIL IS LIGHT BROWN- AND NEVER THE TWAIN SHOULD MEET, YOU BETTER BELIEVE IT.

Any amount of MIL-H-5606 or MIL-L-6083 mistakenly poured into an engine or transmission containing MIL-L-23699 will foul up the works.

A clear, gum-like mixture is produced, and it sticks to surfaces over which it flows. This mixture won't thin out during normal operating temperatures.

It reduces the cross-sectional area of lines and passages. You could get oil starvation and seizure of an engine or transmission.

To head off such a revoltin' development follow these steps when you service your baby:



UGH! WOT A STICKY MESS...

When a component has been operated with contaminated oil, tho, it's bad news because flushing in the field won't remove that gummy mixture.

The component will probably have to be pulled and sent to overhaul. In that case, knucklebusters, be sure the paperwork gives the reason for removal as being—lubrication system contaminated by hydraulic fluid.

'Course, all bird reservoirs, external lines and fittings hooked into a contaminated system get the big look for foreign matter.

If, per chance, hydraulic fluid accidentally gets mixed with lubricating oil find out if the component has been operated. If not, drain the system and eye any filters for contamination. When the system passes inspection fill 'er up with new oil.

1 EYE THE SERVICING POOP IN THE BIRD'S ORGANIZATIONAL TM TO BE SURE YOU REACH FOR THE RIGHT OIL.

3 OPEN THE CAN AND EYE THE COLOR OF THE OIL.

2 READ THE LABEL ON THE CAN TO MAKE SURE THE OIL SPECIFICATION AGREES WITH WHAT'S CALLED FOR IN THE BOOK.

4 EYE THE FILLER NECK AREA, OR THE OIL TANK ITSELF, TO CONFIRM THAT THE TYPE OF OIL YOU'RE ADDING IS CORRECT.

'AN OUNCE OF PREVENTION'

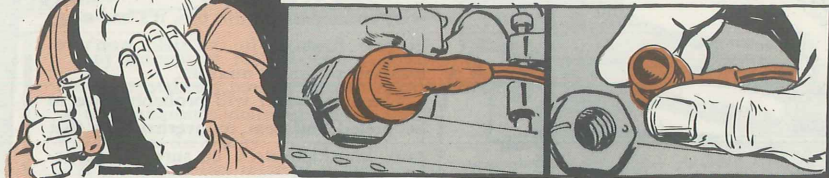
TAKE A DOSE OF THIS

OK, CONNIE, THEN FEED IT TO MY CHEWCHIEF.

The best way to prevent corrosion on your Cayuse, crew chiefs, is to keep the bird as clean as possible. You can't keep your baby from getting nicked and scratched, tho, so treat bare metal by applying the PM poop in para 1-42 of TM 55-1520-214-20 (Jul 69)... soonest!

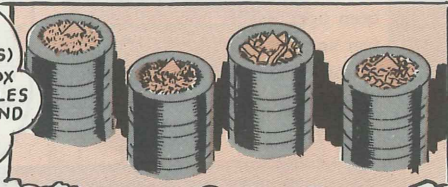
YOU DECIDE

Any time a chip detector light illuminates, the detector plug gets the big eye.



Depending on what type of contamination is found on the plug, the bird may be grounded. Some aircraft are sidelined, tho, when they shouldn't be.

SAY, FOR EXAMPLE, YOU DISCOVER FUZZ (HAIR-LIKE PARTICLES) ON A HUEY GEAR BOX PLUG. THOSE PARTICLES ARE COMMONLY FOUND IN NEW PARTS OR NEWLY-OVERHAULLED PARTS.



The contamination chart, Fig 7-2 in TM 55-1520-210-20 (Sep 71), says fuzz is caused by normal wear and that you don't have to take any further action. Just clean the plug and put it back.

Some types take an oil sample of the component and send it to the oil lab for analysis. They ground the bird and wait for the results.

That's no way to keep a bird in the blue. When the reading of an oil sample is normal no word is passed back to the unit.

To be on the safe side, you can send a sample for testing when there is fuzz on the chip detector plug. Label it SPECIAL and fill out the DA Form 3253 according to TB 55-6650-300-15 (Aug 70) on oil analysis. You'll get a speedy reply from the lab.

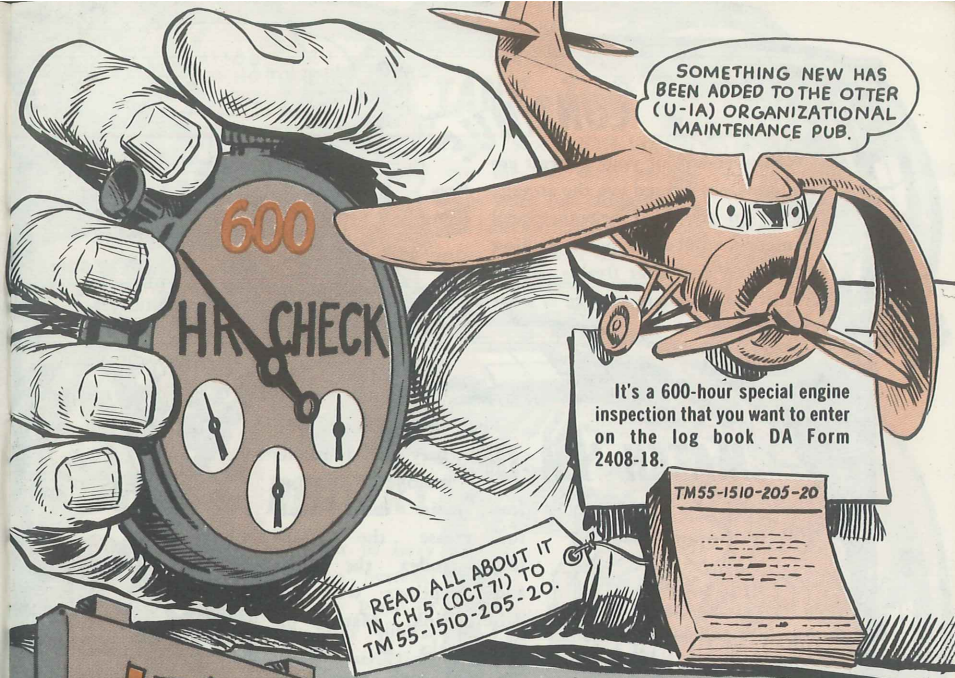
'COURSE, THERE'S A BIG DIFFERENCE BETWEEN NORMAL WEAR FUZZ AND ABNORMAL METAL CHIPS.



The gear box contamination chart says that if you have splinter or granular chips, the gear box has to be disassembled or replaced. In addition, Para 9 of the TB says that a SPECIAL sample has to be sent to the lab when chips are in the gear box oil system.

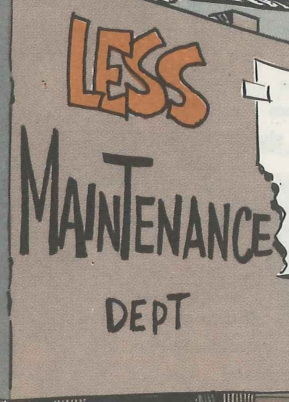


IT'S UP TO YOU CREW CHIEFS, MECHANICS AND TECH INSPECTORS, THO, TO IDENTIFY THE PARTICLES FOR THE CORRECT STATUS OF YOUR BIRD.



It's a 600-hour special engine inspection that you want to enter on the log book DA Form 2408-18.

READ ALL ABOUT IT IN CH 5 (OCT 71) TO TM 55-1510-205-20.



Skip the 12-month oxygen regulator bench check on your Mohawk and Ute, birdmen. It's no longer required. The regulator has a shelf life of 4 years and a service life of 2 years from the date of installation. Update your DA Form 2408-18.

NOW UPDATE Y'R 2408-18 GOT THAT?

WOW! LESS MAINTENANCE.



CONTINUE PM

Whenever any of your aircraft are temporarily sidelined eye the storage chapter in the bird organizational maintenance pubs, air types. Pulling PM during and after flyable, short-term or intermediate storage is what it's all about.

PM

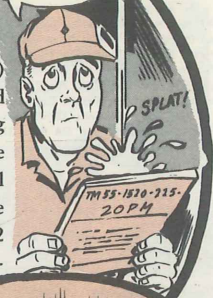


HERE'RE SOME REAL GOOD ONES SO DON'T LET 'EM DRIFT BY...

EYE TANK, TOO

When you Sioux (OH-13S) mechs eye the oil tank and engine vent lines for clogging during the Intermediate, go one step further. See that the oil tank is undamaged, secure and doesn't leak—per Ch 2 (Oct 71) to TM 55-1520-225-20PMI.

OH-OH...



MATCH 'EM UP

The next time you Huey (UH-1) mechs remove a vibration-free main drive shaft to grease the couplings, index the shaft and couplings with indelible ink. Match up the marks at reassembly and you won't induce a "high freq" vibration in the tail rotor pedals from an out-of-balance short shaft.



SPECIAL DELIVERY

If you're a pilot about to ferry aircraft for the Aviation Systems Command, eyeball all the poop in the instructions for ferry pilots. AVSCOM supplies the instruction packet which you can get from your Army Headquarters or by calling AVSCOM, Autovon 698-2727.



HELLO... AVSCOM! GOT-A-PROBLEM.

JUST A LITTLE RAP

A yank on the Beaver (U-6A) shoulder harness inertia reel cable won't lock the cable when it's, in the unlock position. A sharp rap on the housing with your hand will provide enough "G" force to lock the cable, tho. The operational check is now in Ch 3 (Sep 71) to TM 55-1510-203-20.



STOP BLADE FLAKE OUT

Keep your Kiowa (OH-58A) main rotor blades waxed, birdmen. Waxing helps keep paint from flaking off the leading edge ... can also head off corrosion in bare spots.

FLAKES! BREAK OUT THE WAX... NOW!



Birdmechs—if you're lucky enough to get one of the brand spankin' new B-4A hydraulic maintenance platforms keep it up to snuff with periodic maintenance. Read and heed TM 55-1730-215-13 (Jul 71).

TM 55-1730-215-13 (JUL 71)

PLATFORM PM

DROP-BY-DROP!

It's a whole new ball game, Kiowa mechs. For allowable leakage limits on your OH-58A flight control hydraulics, focus in on Table 6-1, Ch 6 (Nov 71) to TM 55-1520-228-20.

T-41 CANNON

You 67Bravo types can stop scrounging Mescalero chip detector cannon plugs! Use FSN 5935-665-4136 and you'll get the connector pronto. It's in the Service Manual on chip detector light drawing No. 0570050.



PLUG

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 (Jun 71), and Ch 4 (Feb 72), TM's, TB's, etc.; DA Pam 310-6 (Jul 71) and Ch 3 (Apr 72), SC's and SM's; DA Pam 310-7 (Feb 72), MWO's; and DA Pam 310-9 (Nov 71), COMSEC Pubs.



TECHNICAL MANUALS

TM 3-6665-202-10 Apr Calibrator, Radiac, TS-1230A
 TM 5-2410-223-10 Mar Tractor, Crawler, Cat Mdl D5A
 TM 5-2410-223-24 Mar Tractor, Crawler Cat Mdl D5A
 TM 5-2410-233-20P Mar Tractor, Cat Mdl D7E
 TM 5-3895-329-14 Mar Support Mixer, Rotary Tiller, DED, Mdl B2-1171
 TM 9-1005-286-L Apr List of Appl Pubs Gun, Towed: 20-MM, XM 167
 TM 9-2330-222-24P Mar 7 1/2-Ton Refrig Van Semitrailer M349-series
 TM 9-2350-238-10 Mar M578 Recovery Vehicle
 TM 9-2350-244-24P Mar Parts, Carrier, Cmd and Recon: Armd, M114, M114A1
 TM 9-2350-300-L Apr List of Appl Pubs Gun, SP 20-MM, XM163
 TM 9-6920-465-12 C2 May Conduct Of Fire Trainer, M41, M42, M43 for Sheridan M60A2 Tank
 TM 11-5805-614-14 Mar Manual

Commo Patch Panels SB-3675/FSC thru SB-3678/FSC Rack CY-7268/FSC
 TM 11-5855-209-23 C3 Apr Miniaturized AN/PVS-3, AN/PVS-3A
 TM 11-5895-357-14 C3 Mar Radio Term AN/MRC-102(V)
 TM 11-5895-687-20P Mar Interrogator Set AN/TPX-50
 TM 55-1520-214-20P Mar Helicopter OH-6A
 TM 55-1520-226-CL Dec TH-13T Pilot's Checklist
 TM 743-200-3 Jul Storage, Materials Handling, Vol II

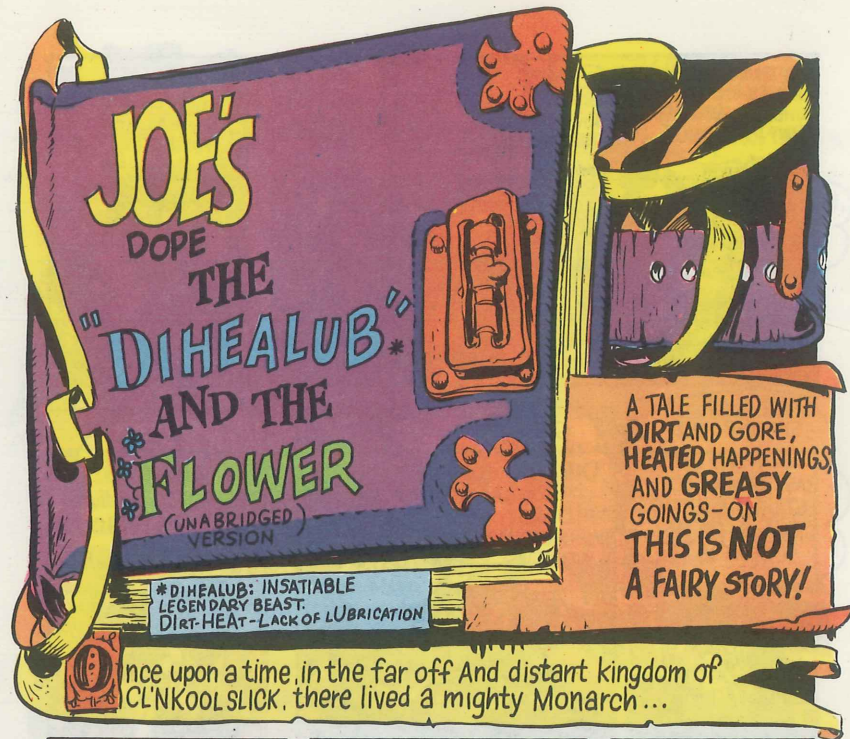
MODIFICATION WORK ORDERS

5-3895-264-30/1 Mar Heater, Hot Oil Hopkins Mdl 2005
 9-1240-311-40/1 May M119 Scope to M127 Scope
 9-1440-470-30-2-1 Apr TOW
 11-5815-335-30/1 Apr Teletype Control Unit C-7050/G
 11-5826-245-40/1 May Navig Set, Inertial AN/ASN-86, Elim Safety Hazards

11-6625-403-40/2 Apr Converts Radar Test Set AN/UPM-98A to AN/UPM-98C

MISCELLANEOUS

DA Pam 310-7 Feb MWO Index
 DA Pam 710-13 Apr Selected Item Mgmt Sys (SIMS)
 DA Poster 310-2 Apr MWO Now Action
 LO 5-2805-257-12 Feb Engine 3-H MS
 LO 5-2805-258-12 Feb Eng 10-HP MS
 LO 9-2300-257-12 Feb Carrier M113-series
 LO 9-2350-217-12 Jan M108/M109 SP Howitzers
 SB 700-20-1 Mar Reportable Items—Army Equip
 TB 9-352 May Load-Test Veh Used to Handle Missiles, Rockets
 TB 750-10 Apr Paint, Replate, Preserve Instruct for Commo Sec Eq
 TB 750-1047 Apr Clearing Metal or Plastic Gas and Dsl Fuel Tanks



Valve FSN

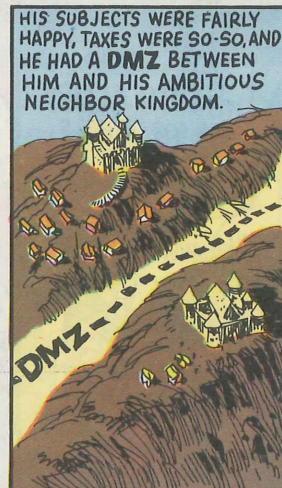
Want the control valve for puttin' your 2 1/2-ton trucks (multifuel) into 4-wheel drive? Ask for Valve, FSN 2530-832-8077. RIC is AKZ. It's the valve you control from under the dash board.

MG Mount Parts

On all your .30- and .50-cal machine gun mounts, the mount itself is no good without its pintle, platform, and traversing and elevating mechanism. So when you turn in a mount, turn it all in, 'cause that's the way it has to be reissued, as a complete unit.

MWO Of The Month of the

One thing you don't need on your M551 Sheridan—a cracked transmission housing. MWO9-2350-230-30/7 (Jul 71), applied by your direct support at a cost of only 4 days downtime, will help prevent it.



*VOLUNTEER ARMY CONCEPT PART OF MVA (MODERN VOLUNTEER ARMY) 29



YER MAJESTY... OUR TRACK AND WHEELED VEHICLES AINT RUNNING! ENGINES BURN'T OUT...



ELECTRONIC GEAR OVER-HEATED! ZAPPO. EVERY-THINGS SHOT! WHO OR WHAT IS CAUSING IT?



SCREEK! IT'S THE DREADED DIHEALUB! YOUR GRACE HUH?



SHUDDER! THE LEGENDARY BEAST HAS RETURNED. LET US VIEW THE DAMAGE TO BE SURE IT IS "HE"



GAZE UPON THIS TRUCK ENGINE... DIRT HAS CLOGGED ITS RADIATOR AND FILTERS... IT'S AWFUL!

YUP... THAT'S HIM.



NOTICE THIS RUINED RADIO! DESTROYED BY HEAT... POOR VENTILATION TERRIBLE!

HMM... LOOKS LIKE HIS DOING.



THIS TRACTOR! LACK OF LUBRICATION HAS RUINED ITS BEARINGS, CYLINDERS AND RINGS...

SHUDDER! RIGHT ON! THEY WERE ALL CAUSED BY THE ...

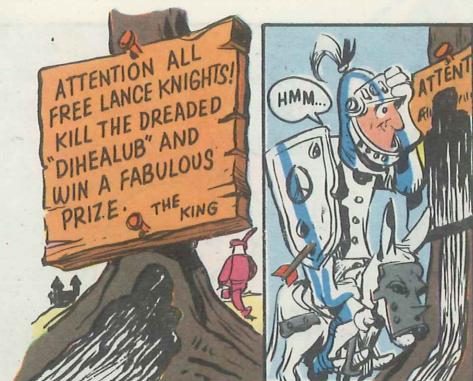


... DREADED DIHEALUB! RUN FOR TH' HILLS... BECAUSE WHEN HE USES DIRT, HEAT AND LACK OF LUBE ALL AT-ONCE! WERE DOOMED...



COOL IT, YOU MANGY MAGICIAN... WE HIRE A KNIGHT IN SHINING ARMOR TO ZAP HIM OUT!! THAT'S WOT WE DO...

WOT ARE WE GONNA USE FOR BREAD? THE ROYAL VAULTS ARE EMPTY!



'N'SHE'S BUILT LIKE A LIMESTONE LATRINE... WADDAYA SAY?



WHEN DO I START? KINGO.



... THAT NIGHT, A COUNCIL OF WAR IS HELD.

I DID SOME RESEARCH ON "HE" THE BEAST WHO SMELLS, I FIGURED THE WAY TO "FRAG" HIM OUT! NOW, DIG THIS ACTION



YOUR GRACE, A KNIGHT TO SEE THEE.



SOUNDS LIKE A COOL DEAL. KING WHAT'S THE PRIZE?

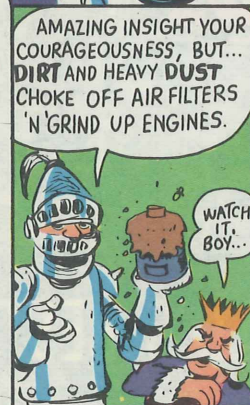
MY DAUGHTER, OF COURSE.



NEXT DAY, AT THE ROYAL MOTOR STABLES.

THIS TRUCK, YOUR HANDSOMENESS, ITS ENGINE IS CAKED WITH DIRT 'N' MUD... THAT BEAST JUST LOVES THAT!

MILITARY TRUCKS ARE DESIGNED TO GET DIRTY...

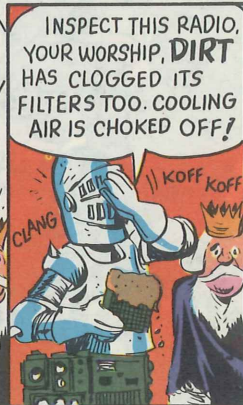


AMAZING INSIGHT YOUR COURAGEOUSNESS, BUT... DIRT AND HEAVY DUST CHOK OFF AIR FILTERS 'N' GRIND UP ENGINES.

WATCH IT, BOY...



IT GETS INTO THE OIL, SO CYLINDERS, PISTONS AND BEARINGS GET WORN DOWN!



INSPECT THIS RADIO, YOUR WORSHIP, DIRT HAS CLOGGED ITS FILTERS TOO. COOLING AIR IS CHOKED OFF?

CLANG! KOFF KOFF

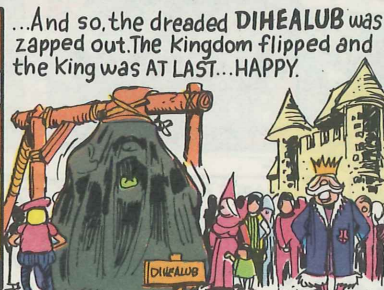
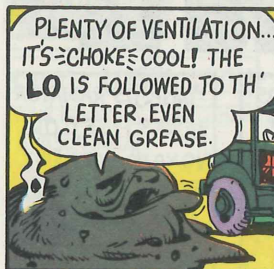
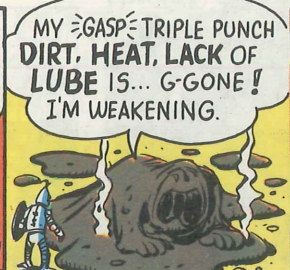
Joe's Dope Sheet



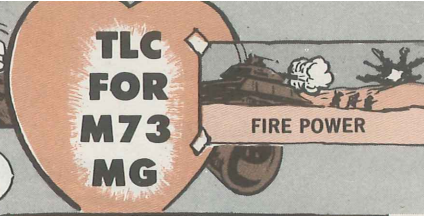
WE HAVE THE WORLD'S BEST EQUIPMENT ... *Take care of it*

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





The white knight married the chick with the "BUILT" and lived happily ever after, and all that drivell. BUT PM AINT NO FAIRY TALE. SO DIG IT AND LIVE HAPPILY EVER AFTER...

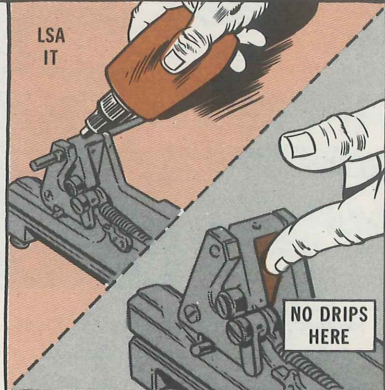


Your trusty M73 or M73A1 7.62-machine gun not working smart 'n' sassy? Could be you're stinging with the lube on the lever pivot pin.

Push the pin in about 1/4-inch. Fill the lever pivot hole with an ample sample of LSA. Ditto from opposite side.

When you push the headless grooved pin back in, some of the extra lube is pushed out. No sweat.

Don't let it drip off—and don't wipe it dry, either. Give it the ol' finger biz. Just catch the LSA and put it in the opening at the base of the lever assembly.



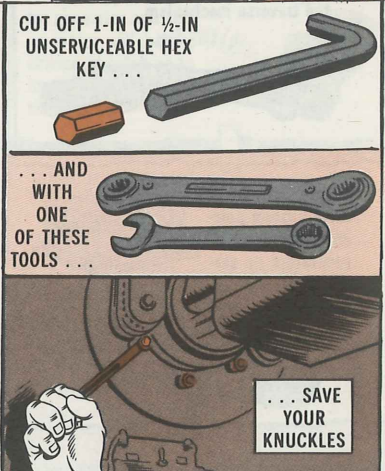
M17 SERIES RANGEFINDER TOOL



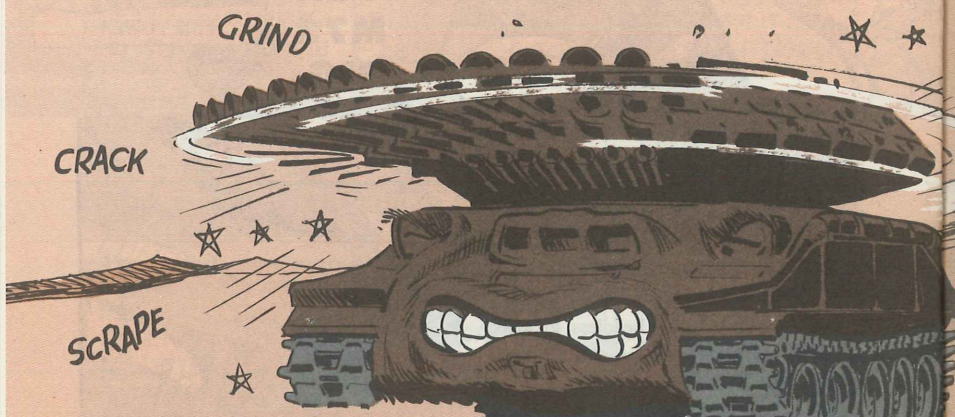
You turret mechanics can make a simple little tool that takes the knuckle-busting out of removing the M17-series rangefinder end housing on M60- and M48-series tanks.

Cut a 1-in piece or so off some 1/2-in hexagonal bar stock and you're in business. (If you can't get bar stock, a chunk off an unserviceable 1/2-in hex key would do just as well.)

Use it as an adapter to put in those hard-to-get-to hex-socket screws inside the turret and then turn the tool with a wrench to loosen or tighten the screws as needed.



TURRET MAGNETIC CLUTCHES



Magnetic clutches on your M551 Sheridan are made for using, not abusing.

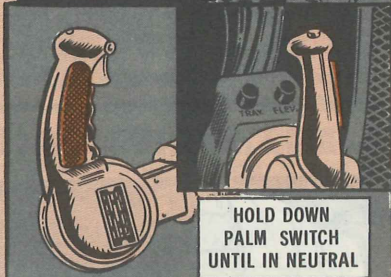
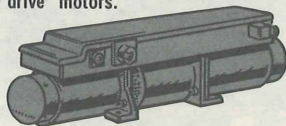
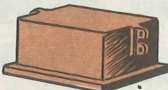
It doesn't work out that way, though, if the gunner or TC forgets to hold down his palm switch until his control handle is in neutral.

Letting go of the palm switch while the turret is still traversing (or the gun tube is raising or lowering) can cause:

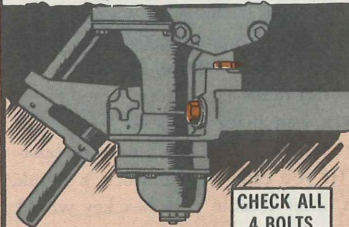
1. A bent hypoid pinion gear shaft in the traverse mechanism.



2. Burned-out turret drive system power supply, motor generators or servo drive motors.



3. Loosened mounting bolts on the traverse mechanism.



Check these bolts often and tighten 'em when needed. Loose bolts put an extra strain on the electric drive servo motors and make them wear out—or even burn out, besides overloading the electrical circuits.

HERE ARE 2 OTHER POINTS TO REMEMBER!



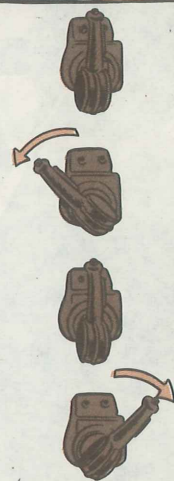
The motor generator has 2 speeds; a beginning speed of around 4,600 RPM during which no load should be placed on it; and an operating speed of about 9,200 to which it shifts automatically in 2 or 3 seconds.

So, before moving your control handle, wait until you hear the high-pitched whine that tells you the motor generator has reached its operating speed.

If you try to operate when it is still in low speed you can cause damage to transistors and other electrical miseries.



Suddenly reversing direction of traverse is another thing that can break up your turret drive system. Instead of slamming through neutral, wait there a couple'a seconds before you go on. That way your motor generator and servo motor will have a chance to catch up to the change in direction.



YOUR HELP NEEDED!

If the air compressor on your M551 Sheridan is giving you troubles, send in an EIR giving the details.

The design engineers are looking for all the info they can get to help them improve the compressor.

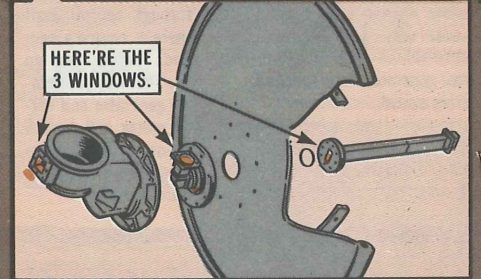
TM 38-750 (Dec 69), pages 3-26 to 3-30 tells how to make out the EIR. Send it to:
 Command General
 U.S. Army Mobility Equipment Command
 ATTN: AMSME-MAO-13
 4300 Goodfellow Boulevard
 St. Louis, Missouri 63120

You can keep some small problems small on your XM163 Vulcan 20-mm AAA system with a few quick, daily operation checks.

For instance, a quick look at the feedhorn windows on the VPS-2 radar set can tell you whether yesterday's vibration or testing broke them. If they're cracked, broken, or missing get 'em replaced.



CHECK FOR
BROKEN
WINDOWS



HERE'RE THE
3 WINDOWS.

Otherwise, dirt and moisture can seep through into the feedhorn and cause arcing and other damage to the set. And that's more complicated than replacing a window.

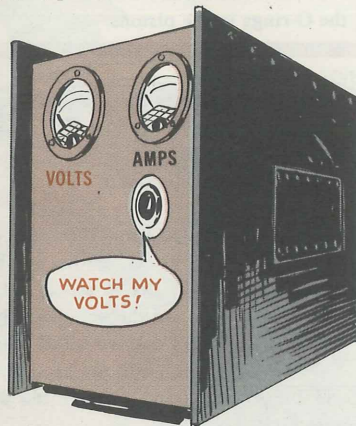
40

VULCAN SAVERS

BATTERIES

Another easy operational check, on the nickel cadmium batteries, can assure you maximum power when you need it.

Like, after your track has been cranking over at 1000 RPM for 20 minutes or more, eyeball the M1 ammeter and M2 voltmeters on the system distribution box. Of course, you should first make sure your voltage regulator is adjusted right, per TM 9-2350-300-20/1.

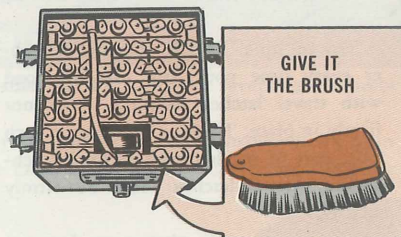


If the voltmeter shows an output of at least 27 volts and the M1 ammeter is still giving a reading of 10 or more, chances are good that one of the nickel-cadmium batteries is bad.

So-o-o, disconnect one battery and see if the amp reading drops below 10. If it doesn't, disconnect and re-connect the others one by one until you find the one that's causing the high amp reading.

When you find it, replace it with a good battery . . . and get maintenance to check out the faulty one.

For a first-rate job in brushing off electrolyte residue and other crud from between the cells, you need a nylon brush.



FSN 7920-061-0038 gets you one with a handle, and 7920-061-0037 gets one without a handle. Since you'll be wearing rubber gloves anyway, the handle's not essential. Never use a brush with metal on it!

XM157 MOUNT EQUILIBRATOR

You need a long drive pin to remove the left equilibrator assembly of the XM157 mount. FSN 5120-223-1014 will get one long enough. It's on page 5 of SC 4933-95-CL-A18 (Apr 71).



TRY IT . . .
YOU'LL LIKE IT.

41

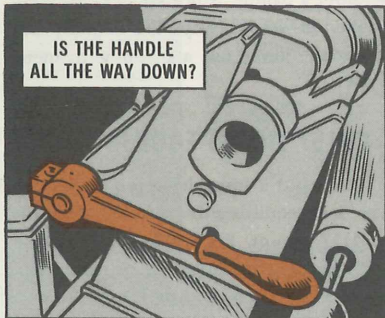
DON'T LAUNCH THE LAUNCHER

Get it in your sights. An XM727 Hawk self-propelled launcher tooling down the road: All is well, mission about to be accomplished, when ZONK! The XM727 launches its launcher!

Ridiculous? Right on . . . but not so impossible.

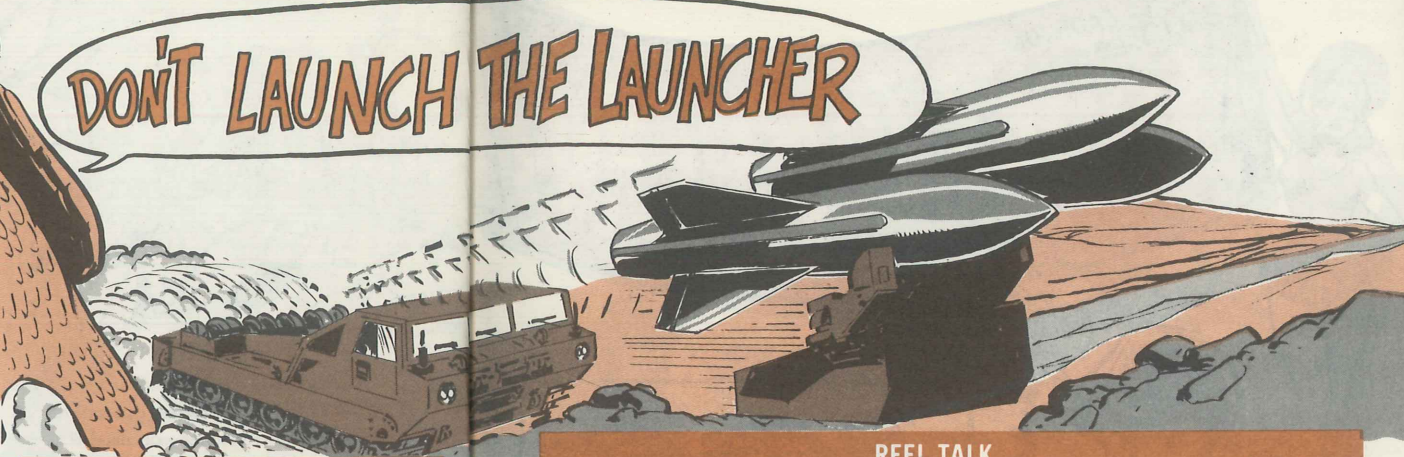
You set up a "launch" for your launcher every time your SPL hits the road with travel latches flapping . . . or not firmly in place. There're 3 latches on each side, part of the launcher locking mechanism. All 6 latches must be firmly secured.

The hinge angle clues you. It must be on the down side, like a bent elbow . . . or the launcher can bounce free during travel.



IS THE HANDLE ALL THE WAY DOWN?

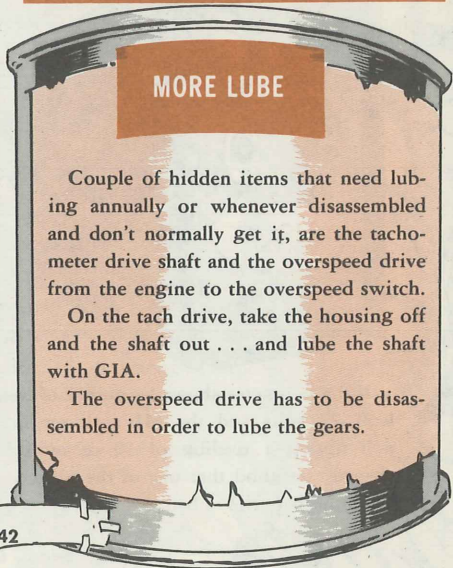
If the hinge doesn't make a definite bent elbow picture, adjust it . . . and careful with your fingers when you're latching and unlatching. You don't have finger-clearing room between the latch.



TAKE 'EM OFF, TOO

When your ride's over, remember to free all 6 travel latches before you try to move the launcher with the positioning pistons.

If the latches aren't free, you can blow the O-rings in the pistons.



MORE LUBE

Couple of hidden items that need lubing annually or whenever disassembled and don't normally get it, are the tachometer drive shaft and the overspeed drive from the engine to the overspeed switch.

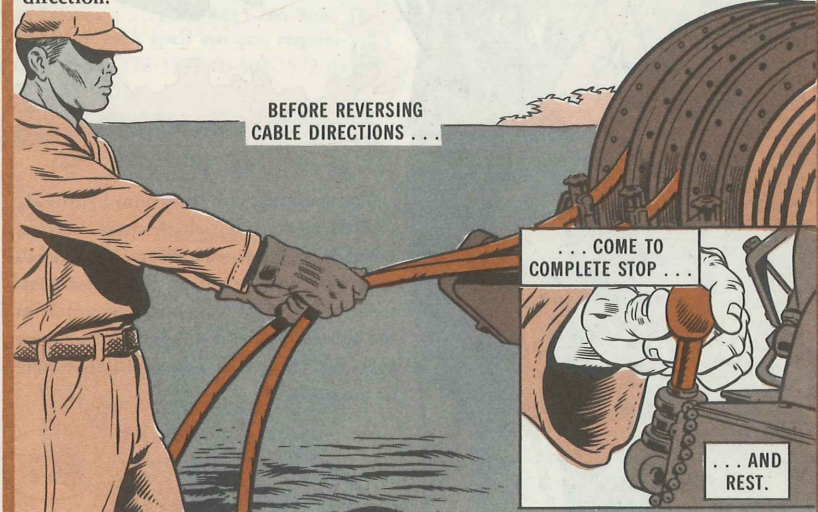
On the tach drive, take the housing off and the shaft out . . . and lube the shaft with GIA.

The overspeed drive has to be disassembled in order to lube the gears.

REEL TALK

When you're feeding out or taking up cable, STOP! . . . before reversing the direction of the cable on the reel.

That means let the cable stop completely . . . and let the reel control switch rest in the straight-up or stop position until the cable stops, before you reverse the cable direction.



BEFORE REVERSING CABLE DIRECTIONS . . .

... COME TO COMPLETE STOP ...

... AND REST.

Otherwise, you can bust up the drive chain of the reel mechanism, the flywheel in the drive unit, or other parts. And that's a hard work, expensive price to pay for a few seconds' impatience.

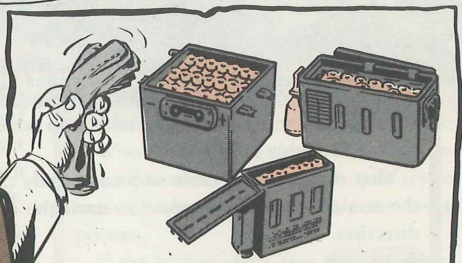
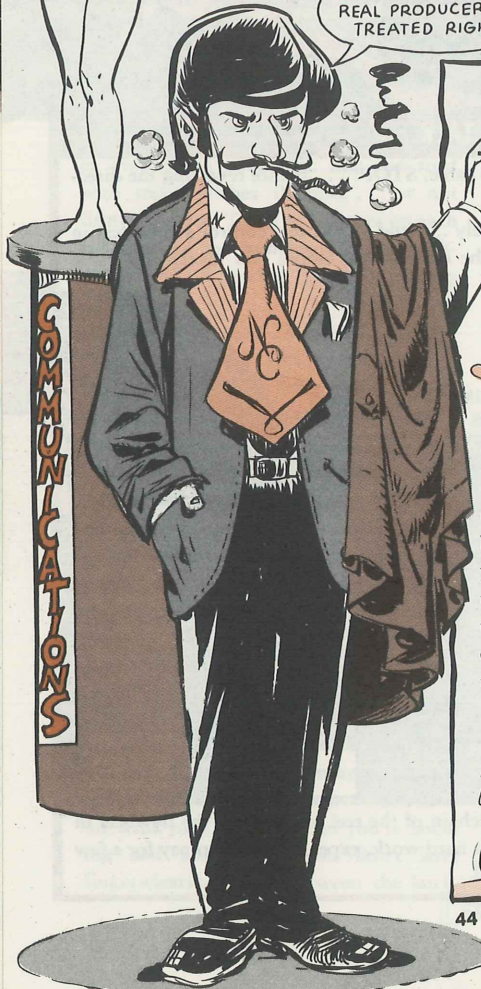
NICKEL CADMIUM BATTERIES

WHAT TO KNOW & WHERE TO GO

IM NICK D'CAD AND THESE ARE MY BOYS! THEY'RE EXPENSIVE BUT REAL PRODUCERS... IF TREATED RIGHT.



COMMUNICATIONS



ELECTROLYTE

The batteries use potassium hydroxide (KOH) electrolyte, which causes serious burns if it gets to you. What it can do to your eyes is not pleasant. If you get splattered, use generous amounts of water on the splatter area but quick. If it hits your eyes, use the water and do a doubletime to the medics.



NEVER WORK WITH MY BOYS WITHOUT A FACESHIELD, RUBBER APRON AND GLOVES.



Also, charge in a well-ventilated area so you spread the gas around . . . and keep any kind of open fire away from the charging area. That goes for cigarettes and the gadgets you light 'em with.

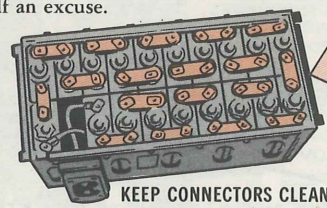
NO BUTTS AROUND MY BOYS, GOT THAT!



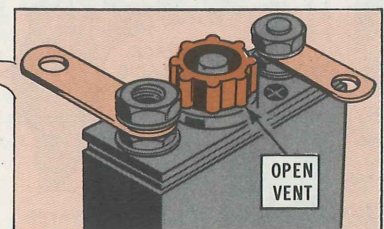
- Faceshield FSN 4240-439-3450
 - Rubber Apron FSN 8415-082-6108
 - Rubber Gloves FSN 8415-266-8696
- If your TM doesn't spell 'em out, requisition them from TM 11-6140-503-15/2 or /3.

IT'S A GASSER

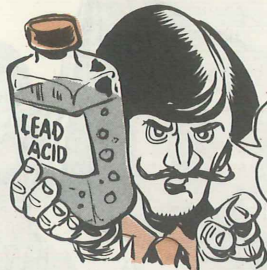
Nickel cadmiums are gassers that'll blow your mind . . . and more . . . given half an excuse.



Clean off the connectors to the cells before charging . . . since dirty ones might cause an arc, too.



Vent caps must be open during charging



LEAD-ACID PRECAUTIONS

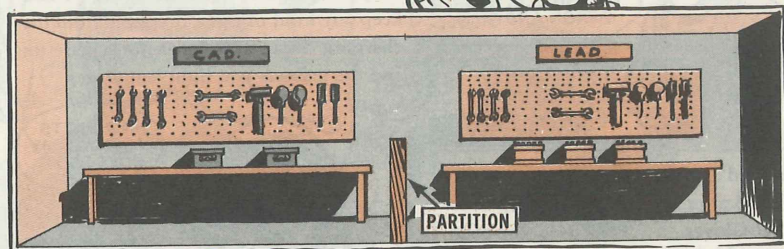
LEAD-ACID
ELECTROLYTE
CAN KILL
CADMIUM
BATTERIES--
DON'T MIX
'EM.

Fact is, lead-acid and nickel cadmium batteries go together about as well as vice and virtue. Just a hint of lead-acid contamination can damage nickel cadmiums.

Never use anything in your nickel cadmium except **distilled** water. It means you don't use rain water, tap water, etc.).

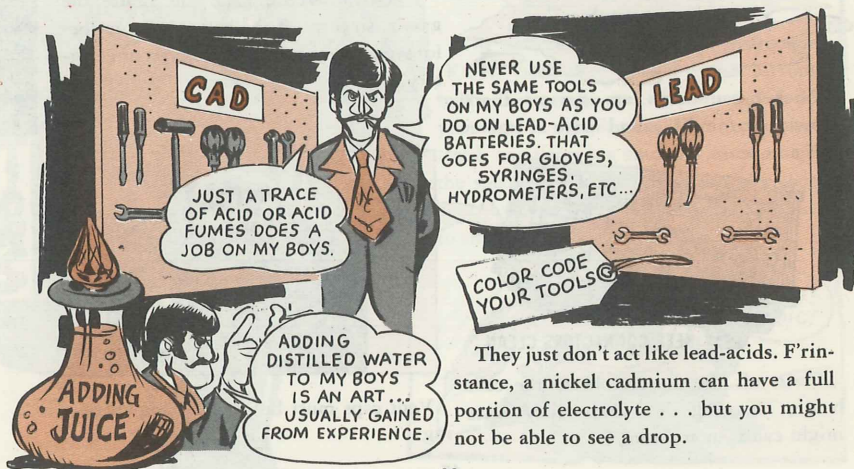


RAISE
THAT
PARTITION
BEFORE MY
BOYS MOVE
IN.



If you can set up maintenance and charging facilities in separate shops, great. That's about as close as the 2 types of batteries should come.

If separate shops aren't possible, use separate benches, partition them, and make sure the nickel cadmiums never get on the wrong side of the partition.



JUST A TRACE
OF ACID OR ACID
FUMES DOES A
JOB ON MY BOYS.

NEVER USE
THE SAME TOOLS
ON MY BOYS AS YOU
DO ON LEAD-ACID
BATTERIES. THAT
GOES FOR GLOVES,
SYRINGES,
HYDROMETERS, ETC...

COLOR CODE
YOUR TOOLS

They just don't act like lead-acids. For instance, a nickel cadmium can have a full portion of electrolyte . . . but you might not be able to see a drop.

ADDING
DISTILLED WATER
TO MY BOYS
IS AN ART...
USUALLY GAINED
FROM EXPERIENCE.

No mystery. As the nickel cadmium cell discharges, the electrolyte is absorbed by the plate. Which is good, really.

A big point: never add distilled water until you crank some charging time into the battery from the charger.

First off, it may not need any water, and secondly, overfilling can lead to battery damage.

An overfilled battery spews something fierce when being charged, and the residue corrodes and damages connectors, etc.

NEW BATTERIES



NEW CELLS FOR
MY BATTERIES COME
DISCHARGED WITH
ELECTROLYTE ADDED
AT THE FACTORY
BUT
YOU CAN'T
SEE IT.

Before you add juice, charge the battery. Then, if necessary, correct the juice level . . . with the syringe that comes with your battery (or, get the syringe cited in the TMs).

If, for some good reason, you suspect the battery cell is dry, add an ounce of distilled water to each cell before charging. That's enough juice to give you a charge, but not enough to cause excessive spewing.



If you're wrong, you can take out the excess juice with the syringe.

Thoroughly rinse the syringe, cell cap wrench and so on after use and before storing.

CHARGE MY BOYS
LIKE IT SAYS IN THE
TM. USE THE RIGHT
MODEL CHARGER.



PM PRECAUTIONS

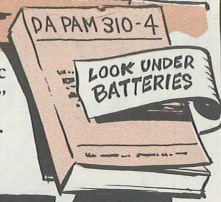
1. Clean electrolyte residue (white powder) off cells and connectors with the nylon brush provided (never use a wire brush).
2. Keep cell vents open and the battery box cover off during charging to prevent gas build up and possible explosion.
3. Use only the battery's nylon wrench to remove vent caps.
4. Be careful with tools and other metal near cell connectors (prevent shorts).
5. Tighten all terminal connectors before charging to prevent arcing or sparks.
6. If, after charging, the electrolyte level is way down, add distilled water.
7. Move the charged battery from the charging area . . . and let it sit for several hours before checking the electrolyte level.



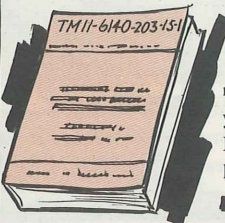
PUBLICATIONS



Some nickel cadmiums have specific pubs, which are listed under "Batteries" in DA Pam 310-4, Military Publications.



If aircraft and non-aircraft nickel cadmiums drift through your battery hootch you need TM 11-6140-203-15-1 (Dec 69). It's a good one to have no matter what kind of battery you work with.



TM 11-6140-203-15-2 (Dec 69) gives you what you need to know for aircraft batteries, and TM 11-6140-203-15-3 (Dec 69) will do the job for non-aircraft batteries. You need the TK-90/G tool kit for maintenance.



YOU WANT NICK?
YOU'RE HIS GODFATHER?



FUSE NEWS



Looking for a list of stock numbers and such to take the confusion out of fuses?

Look no more. Here's a list of basic fuses for electronics and electrical equipment and their current stock numbers.

Abbreviations used next to, or in place of, stock numbers are coded so:

- | | |
|------------|-----------------------------|
| SN | Stock Number to Be Assigned |
| COM | Commercial |
| PM | Preferred Military |
| PC | Preferred Commercial |

Keep the "To Be Assigned" numbers handy under their style and type category, and eyeball upcoming supply catalogs for the FSN's. And, since many can be duplicated with similar commercial fuses, the preference is spelled out by the abbreviation.

Cartridge fuses are designated by style sizes F01, F02, F03, F07, F09, F11, F15, F16, F27, F28, F29, F30 and F60.

Plug types-F14.

Knife blade types-F19, F20, F21 and F22.

Link type fuses-F36, F37, F38, F39, F40, F50 and F51. The F51 link is an indicator-alarm fuse.

CHECK THE TIME LAG CHARACTERISTIC STAMPED INTO THE FUSE.



I'M AN "A" NORMAL TIME LAG.



I'M A "B" FOR SLO-BLO.

BLOW TYPE

- | | |
|----------|--------------------------|
| A | NORMAL |
| B | SLOW BLOW |
| S | NORMAL (SILVER CONTACTS) |

I'M AN "S" THAT'S A SILVER PLATED NOT SLO-BLO



CARTRIDGE FUSES



FO 1—1 in by .250 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	250	1/500	-280-5046
A	250	1/200	-976-5740
A	250	1/100	-951-3124
A	250	1/32	-232-3703
A	250	1/16	-232-3675
A	250	1/8	-050-4965
A	250	1/4	-235-8358
A	250	3/8	-240-7957
A	250	1/2	-581-6504
A	125	3/4	-280-5024
A	125	1	-050-0598
A	125	1-1/2	-050-0599
A	125	2	-912-9375

FO 2—1 1/4 in by .250 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	250	1/100	-519-9722
A	250	1/32	-280-5029
A	250	1/16	-221-4528
A	250	1/8	-296-0451
A	250	1/4	-043-2641
A	250	3/8	-518-1790
A	250	1/2	-280-8344
A	250	3/4	-296-0446
A	250	1	-280-8342
A	250	1-1/2	-050-4953
A	250	2	-280-4960
A	250	3	-010-6652
A	250	4	-557-2647
A	250	5	-284-6787
A	250	6	-548-3126
A	32	10	-011-7142
A	32	15	-012-0151
A	32	20	-131-9915
B	250	1/100	-837-2633
B	250	1/32	-681-5722
B	250	1/16	-229-1312
B	250	1/8	-284-9455
B	250	1/4	-504-8634
B	250	3/8	-229-1317
B	250	1/2	-199-9498
B	250	3/4	-755-3235

B	250	1	-284-9220
B	125	1-1/2	-280-9328
B	125	2	-228-7882
B	125	3	-681-0918
B	32	5	-851-9476
B	32	10	-284-6795
B	32	15	-581-6126
B	32	20	-057-2306

FO 3—1 1/4 in by .250 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	250	1	-665-2881
A	250	3	-296-1517
A	250	5	-296-0679
A	250	8	-557-5033
A	250	10	-280-5002
A	250	12	-254-7724
A	250	15	-199-9502
A	125	20	-557-6057
A	125	30	-539-6920
B	250	1/100	-655-3806
B	250	1/32	-504-8375
B	250	1/16	-538-3719
B	250	1/8	-503-2203
B	250	15/100	-661-0530
B	250	3/16	-754-8895
B	250	1/4	-683-6567
B	250	3/8	-687-1812
B	250	1/2	-808-8342
B	250	3/4	-688-4086
B	250	1	-636-0963
B	125	3	-583-8486
B	32	5	-284-6796
B	32	8	-636-0964
B	32	10	-727-1452
B	32	12	-912-9191
B	32	15	-902-2943 (COM)
B	32	20	-284-9219
B	32	30	-755-3656

FO 7—1 1/2 in by .406 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	250	1	-686-9513
A	250	2	-686-9545
A	250	3	-636-3046
A	32	5	-280-3469
A	32	10	-280-4464
A	32	15	-280-3168
A	32	20	-280-4461

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	32	30	-050-4962
B	125	1	-SNTBA
B	125	2	-686-9515
B	125	3	-686-9546
B	32	5	-581-6125
B	32	10	-280-3157
B	32	15	-078-8659
B	32	20	-686-9547
B	32	30	-280-3177

FO 9—1 1/2 in by .406 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	250	1	-280-9326
A	250	2	-243-9331
A	250	3	-263-0626
A	250	3-1/2	-280-4444
A	250	5	-549-0032
A	250	6	-878-7178
A	250	6-1/4	-280-4439
A	250	7	-548-9143 (COM)
A	250	8	-838-0302
A	250	10	-686-9548
A	250	15	-686-9549
A	250	20	-686-9514
A	250	25	-280-9325
A	250	30	-230-9097
B	250	1/10	-199-3997
B	250	15/100	-199-3998
B	250	2/10 (1/5)	-199-3999
B	250	3/10	-280-3176
B	250	4/10 (2/5)	-199-4001
B	250	1/2	-199-4002
B	250	6/10 (3/5)	-199-4003
B	250	8/10 (4/5)	-199-4004
B	250	1	-557-9119 (PM)
B	250	1-1/4	-199-4007
B	250	1-6/10	-280-3175
B	250	2	-686-9515
B	250	2-1/2	-188-7373
B	250	3-2/10	-571-3242
B	250	4	-199-4016
B	250	5	-841-2337 (PM)
B	250	6-1/4	-199-4019
B	250	8	-199-4022
B	250	10	-688-4085 (PM)
B	125	15	-078-8659 (PM)
B	32	20	-078-8660
B	32	25	-121-5497
B	32	30	-281-0203

F 11—1 1/2 in by .406 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	250	1	-280-9326
A	250	2	-243-9331
A	250	3	-263-0626
A	250	5	-549-0032
A	32	10	-686-9548
A	32	15	-142-7396
A	32	20	-686-9514
A	32	25	-280-9325
A	32	30	-230-9097

F 15—2 in by .562 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	250	1	-252-2013 (PM)
A	250	3	-050-0544
A	250	6	-252-2018 (PM)
A	250	10	-548-3125
A	250	15	-543-0673
A	250	20	-050-4968
A	250	25	-280-3550
A	250	30	-050-4970
B	250	1	-057-3152
B	250	1-6/10	-280-3160
B	250	2	-057-2955
B	250	2-1/2	-240-3874
B	250	3-2/10	-281-0221
B	250	4	-636-3756
B	250	5	-280-4013
B	250	6-1/4	-538-3102
B	250	8	-538-2990
B	250	10	-577-8735
B	250	12	-646-4584
B	250	15	-280-5003
B	250	20	-057-2963
B	250	25	-199-4038
B	250	30	-518-3208

F 16—3 in by .812 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	250	35	-252-2022
A	250	40	-050-0541
A	250	45	-252-2027
A	250	50	-050-4961
A	250	60	-050-4972
B	250	35	-686-2664

I REFUSE TO BLOW!

HOW ABOUT A SLO-BLO?

DONT MIND IF I DO.

50

51

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
B	250	40	-281-0161
B	250	45	-281-0158
B	250	50	-281-0159
B	250	60	-280-3181

F 27—3 in by .406 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	1000	3/8	-280-4005
A	1000	1/2	-583-1644
A	1000	3/4	-280-4006
A	1000	1	-686-2665
A	1000	1-1/2	(COM) (PC)
A	1000	2	-284-4154

F 28—4½ in by .406 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	2500	1/2	-229-1243
A	2500	3/4	-229-1244
A	2500	1	-852-2401
A	2500	1-1/2	-229-1246
A	2500	2	-936-3950

F 29—5 in by .812 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	5000	1/16	-188-7313
A	5000	1/8	-188-7314
A	5000	1/4	-190-3215
A	5000	3/8	-243-3779
A	5000	1/2	SNTBA
A	5000	3/4	-231-3574
A	5000	1	-687-1928
A	5000	1-1/2	-190-3216
A	5000	3	-686-2666

F 30—10 in by .812 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	10000	2	-243-5085
A	10000	3	-892-9561

F 60—1½ in by .406 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
C	500	1/8	-904-1549
C	500	1/4	-725-6710
C	500	1/2	-924-3937
C	500	3/4	-945-9912
C	500	1	-636-0957
C	500	3	-548-9956
C	500	6	-553-6957
C	500	10	-296-0454
C	500	15	-686-0301
C	500	20	-686-0025
C	500	25	-538-5472
C	500	30	-825-2572

PLUG FUSES



F 14—1-9/32 in by 1-9/32 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	125	1	-SNTBA
A	125	3	-228-4463
A	125	5	-284-7126
A	125	6	-228-4465
A	125	8	SNTBA
A	125	10	-240-4114
A	125	15	-296-4884
A	125	20	-296-4885
A	125	25	-228-4482
A	125	30	-296-4886
B	125	3/10	SNTBA
B	125	4/10	SNTBA
B	125	1/2	-295-9680
B	125	6/10	SNTBA
B	125	8/10	-866-3363
B	125	1	-838-9997
B	125	1-1/8	SNTBA
B	125	1-4/10	-931-4231
B	125	1-6/10	(PC) SNTBA (COM)
B	125	1-8/10	SNTBA
B	125	2	-843-2285
B	125	2-1/4	SNTBA
B	125	2-1/2	-931-4230

WHO'S A PLUG?



BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
B	125	2-8/10	(COM) (PC)
B	125	3-2/10	(COM) (PC)
B	125	3-1/2	SNTBA
B	125	4	SNTBA
B	125	4-1/2	SNTBA
B	125	5	-683-5515
B	125	6-1/4	-845-3389
B	125	7	SNTBA
B	125	8	-224-4331
B	125	9	SNTBA
B	125	10	-296-0482 (PM)
B	125	12	SNTBA
B	125	14	SNTBA
B	125	15	-538-4951
B	125	20	-636-3052
B	125	25	-688-4084
B	125	30	-280-9315

KNIFE-BLADE FUSES



F 19—5/8 in by 1.312 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	250	70	-281-0165
A	250	80	-252-2025
A	250	90	-243-3716
A	250	100	-263-0621
B	250	70	-254-7733
B	250	80	-281-0163
B	250	90	-281-0164
B	250	100	-281-0162

F 20—7/8 in by 1.875 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	250	110	-243-3572
A	250	125	-263-0622
A	250	150	-581-3282
A	250	175	-280-4719
A	250	200	-252-2010
B	250	110	-199-4044
B	250	125	-581-6096

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
B	250	150	-581-3282
B	250	175	-199-4046
B	250	200	-686-0195

F 21—8 5/8 in by 2.406 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	250	225	-243-3756
A	250	250	-243-3757
A	250	300	-243-3714
A	250	350	-721-0721
A	250	400	-190-7293
B	250	225	-281-0169
B	250	250	-281-0170
B	250	300	-281-0167
B	250	350	-281-0168
B	250	400	-281-0166

F 22—10 3/8 in by 2.906 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	250	450	-243-5082
A	250	500	-243-3764
A	250	600	-243-3766
B	250	500	-177-1978
B	250	600	-583-8674

LINK FUSES



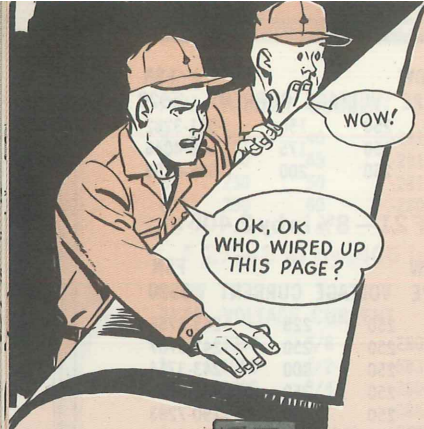
F 36—2½ in by 9/16 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	125	10	-881-9364
A	125	15	(COM) (PC)
B	125	1	SNTBA
B	125	2	SNTBA
B	125	3	-142-7341
B	125	5	-583-2451
B	125	10	SNTBA
B	125	15	-988-7889

I'M MAC TH' KNIFE BLADE FUSE.



FUSES



F 40— 1 3/4 in by 1-5/16 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	32	40	-686-2668
A	32	50	-686-2669
A	32	60	-912-9192
A	32	70	-686-2670
A	32	75	-683-5514
A	32	80	-845-1679
A	32	100	-686-2671
A	32	125	-932-6979
A	32	150	SNTBA
B	32	40	-552-1310
B	32	50	-280-9348
B	32	60	-583-7989
B	32	70	SNTBA
B	32	75	-686-2672
B	32	80	SNTBA
B	32	100	-581-3801
B	32	125	-131-9767
B	32	150	SNTBA

F 37— 2 1/2 in by 9/16 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	125	20	-853-2778
A	125	25	-853-2779
B	125	20	SNTBA
B	125	25	-686-0023
B	125	30	-900-8839

F 38— 3 in by 13/16 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	125	40	-843-2286
A	125	50	-883-8631
B	125	35	SNTBA
B	125	50	SNTBA
B	125	60	-412-4399

F 39— 3 1/2 in by 1-1/16 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	125	120	-177-2127
B	125	70	SNTBA
B	125	80	-686-9704
B	125	100	-520-6168
B	125	120	-686-2667

F 50— 1-13/32 in by 13/32 in

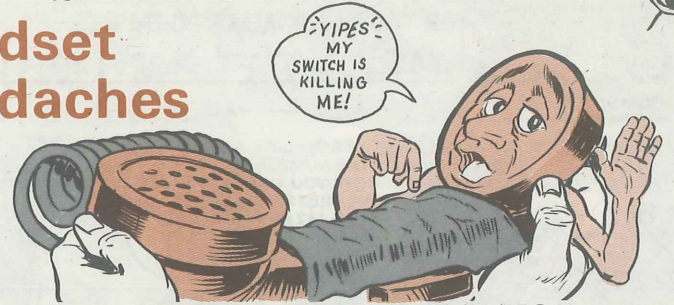
BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	90	1/2	-280-8626
A	90	1-1/3	-280-8625
A	90	2	-842-9055

INDICATOR ALARM FUSE

F 51— 1-43/64 in by 13/32 in

BLOW TYPE	VOLTAGE	CURRENT	FSN 5920
A	90	1-1/3	-280-8582
A	90	2	-681-3738

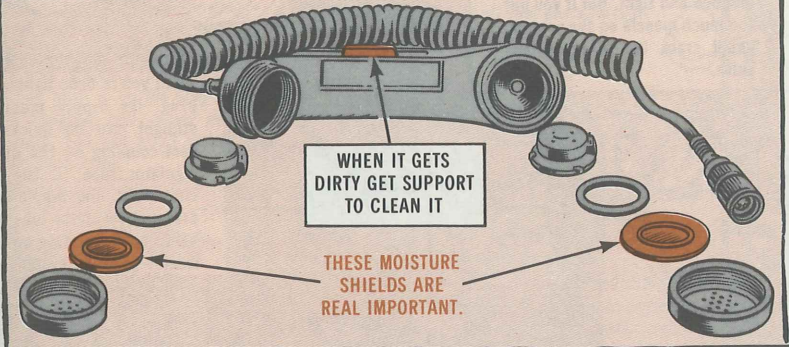
Handset Headaches



Handset headaches cause a lot of woe to AN/VRC-12 and AN/PRC-25 operators because of the communication pains they create.

HANDSET HEADACHE NO. 189 results from a dirty push-to-talk switch. The H-189/GR becomes a real pain when the contacts in the switch get dirty and can't key the set for transmission.

You can't treat this headache yourself so take your handset to your radio mechanic and get it cleaned up. While you're at it, ask your mechanic to give your handset a thorough check-up.



Handset Moisture Shield

The moisture shields of the receiver and transmitter on your H-189/GR, H-138/U and H-33/PT handsets are just that—a shield against moisture.

They also serve as workable shields against dust and dirt and element corrosion. Guard against puncturing them accidentally, since one puncture can set up your receiver or transmitter element for creeping corrosion.

If a shield comes up missing or broken, ask for a new one. Until you get it, rig one out of a piece of plastic, or remove the element cover and brush some regular rubber cement around the hole in the shield, for a temporary seal.

It's a good idea to keep your handset away from water, even if you do have the moisture shields.



COMBAT SUPPORT

ON YOUR LOOK-ALIKE PORTABLES . . .

M2A1-7 FLAME THROWER

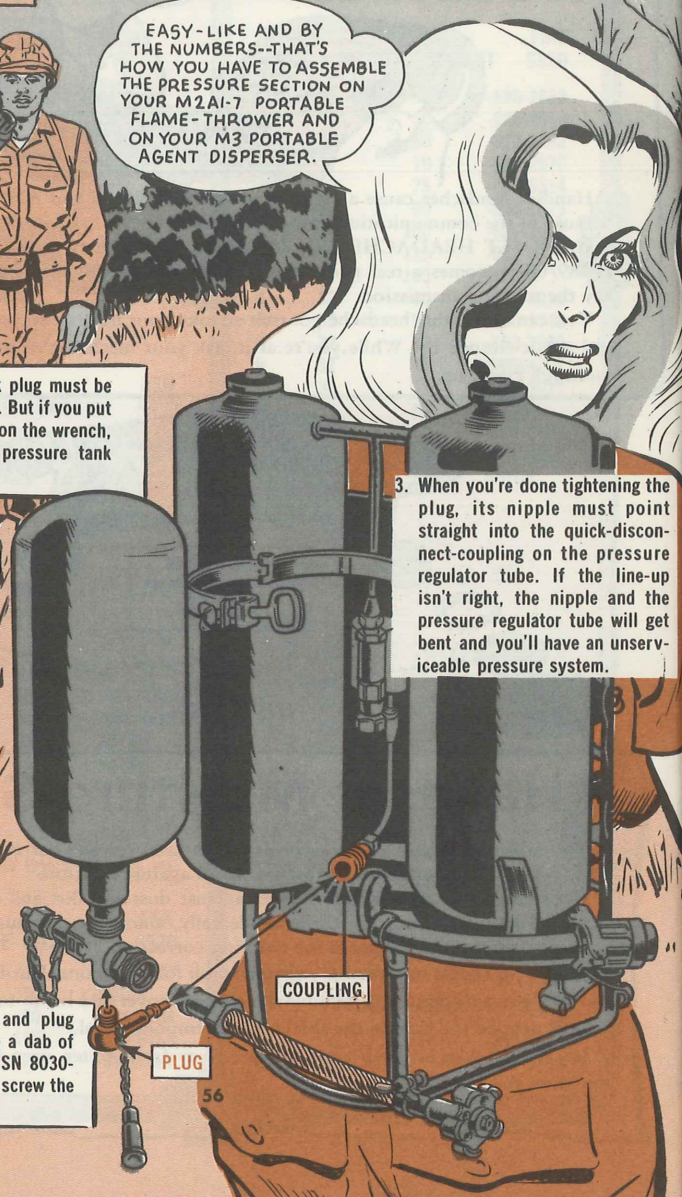
AND M3 AGENT DISPERSER

EASY-LIKE AND BY THE NUMBERS--THAT'S HOW YOU HAVE TO ASSEMBLE THE PRESSURE SECTION ON YOUR M2A1-7 PORTABLE FLAME-TROWER AND ON YOUR M3 PORTABLE AGENT DISPERSER.

1. The pressure tank plug must be on good and tight. But if you put too much muscle on the wrench, you'll crack the pressure tank valve.

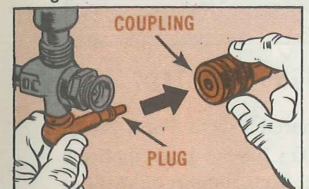
3. When you're done tightening the plug, its nipple must point straight into the quick-disconnect-coupling on the pressure regulator tube. If the line-up isn't right, the nipple and the pressure regulator tube will get bent and you'll have an unserviceable pressure system.

2. Make sure the valve and plug threads are clean. Use a dab of antiseize compound, FSN 8030-209-8005, to help you screw the plug in right.



IF YOU ROUGH HOUSE THE GEAR, YOU'LL DAMAGE THE PRESSURE SECTION HARDWARE, OR YOU'LL END UP WITH A BAD CONNECTION THAT'LL BLOW THE INSTANT YOU TURN THE PRESSURE VALVE HANDLE.

4. To get a good connection between the plug and the coupling you have to steady the coupling with one hand and push the plug with your other hand. If you don't back-stop the coupling the pressure regulator tube will flex as you push in on the plug . . . the coupling will move away slightly, and you won't make a good connection.



5. Press the plug into the coupling until you hear the plug snap into place. Then try to pull the plug and coupling apart with a firm pull. If they don't give, you've got a good hook-up.

6. If you goof on the connection you can be sure the pressure plug'll blow with a bang--soon's you open the pressure valve. You'll lose all your pressure right then and there.



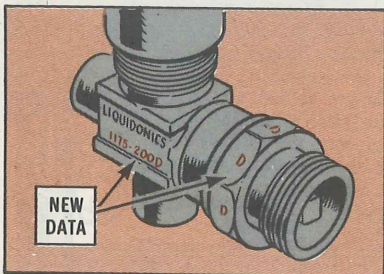
7. Make sure the pressure tank is strapped on right. A loose tank'll wobble as you walk, and that can damage the nipple and other pressure line parts, too. So, lock its outer hinge good and tight.



PRESSURE VALVE CHANGE

MWO 3-1040-204-45/1 (Jul 70) gave some portable flame throwers and portable dispersers an improved pressure tank valve.

The modified pressure tank valve is stamped "Liquidonics 1175-200D" on the valve body. Or "Liquidonics 1175-200" is on the valve body, and the capital letter "D" is stamped on the hexagon wrenching surfaces of the steel spool housing assembly.



The old pressure tank valve was stamped simply: "Liquidonics 1175-200." A D on the valve body or on the hex nut tells you your portable's pressure tank valve has been modified.

The MWO applies to all portable flame throwers with the old valve, and to all portable dispersers with serial numbers 389-1143 through 389-2785, and all those using the old Liquidonics valve.

The MWO doesn't apply to older flame throwers which have a pressure valve stamped "Rego."

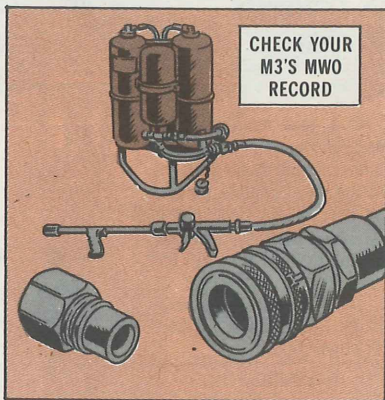


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FOR M3'S ONLY

MWO 3-1040-214-45/1 (Feb 71) gives all M3's a safety head with a burst disc rated at 125 to 175 PSI. The disc on the original safety head is rated at 525 to 625 PSI.

This MWO also gives the M3 a quick-disconnect-coupling assembly for the agent tank and the M8 hose, plus other goodies. See the M3's updated manual TM 3-1040-214-12 (Feb 72).



ARE YOURS UPDATED?

Check your portable's DA Form 2409, and if the MWO's haven't been applied, you'd best nudge your support quick-like ... before all the free MWO kits are gone.



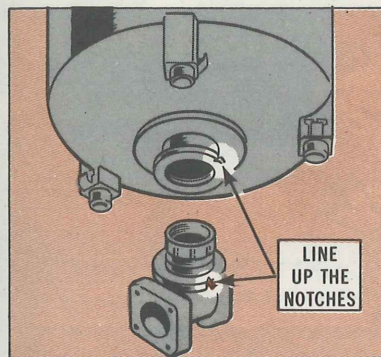
NOTCH-TO-NOTCH

ON YOUR M5 AGENT DISPERSER, MAKE SURE ITS AGENT TANK AND ITS DISPERSER SECTION ARE MATED RIGHT, OTHERWISE THE BALL-VALVE OPERATING HANDLE WILL HIT THE FRAME AND YOU WON'T BE ABLE TO TURN THE HANDLE FULL OPEN.



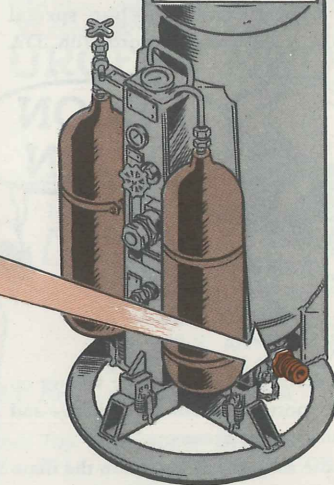
To join the 2 assemblies right: Line up the notch on the neck flange of the agent tank with the notch on the disperser's nozzle flange. See para 28i, TM 3-1040-220-12 (May 63).

THIS APPLIES WHETHER YOUR M5 HAS THE OLD OR NEW DESIGN TANK



You have to line 'em up, of course, before you lock the tank to the disperser section.

If you discover this handle problem after the disperser is pressurized . . . never, like never, try to line up the notches simply by loosening the tank's clamp assembly. Agent will spew out at you from around the clamp.



To line up the notches on a pressurized M5, follow the depressurizing info in TM 3-1040-220-12, para 36b(1) - (7), and the re-assembly scoop in para 36b(9) - (13).

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6 OF A KIND

What do the M114A1E1 Carrier, SF-60-MD/CIED Generator, M151A1 ¼-ton truck, M551 Sheridan, M561 Gama Goat and the new M809 5-ton trucks have in common? Not a lot in size and specific mission.

But they're the first 6 items to be selected for TAMMS sample data collection as spelled out in AR 750-37 (24 Mar 71).

Sample data is being collected on maintenance on these items for a year—but only in selected units in certain areas. Support data is reported under regular TM 38-750 procedures, but special monthly maintenance reports (on DA

Form 2407) are required from organizational maintenance in the selected units.

If your outfit is selected for this sampling job, check out:

On the M114A1E1—DA Circular 750-37-1 (18 Jan 72)

On the SF-60-MD/CIED—DA Circular 750-37-2 (18 Jan 72)

On the M151A1 and -A2—DA Circular 750-37-3 (18 Jan 72)

On the M551—DA Circular 750-37-4 (18 Jan 72)

On the M809 Series 5-Ton Trucks—DA Circular 750-37-5 (13 Mar 72)

On the M561—DA Circular 750-37-6 (14 Mar 72)

More will be coming later, so watch for 'em if you're to be a sampler.

DECON DRAIN

NO STRONG ARM STUFF HERE.

TIGHTEN LIGHTLY

The drain plug and copper washer on the M11 portable decon are delicate—and you can't get replacements.

So, use the wrench gently on the drain plug. Strong-arming with a wrench rounds off the plug's head, and also ruins the decon's seal, 'cause it mashes the soft, copper washer out of shape. Light pressure on the wrench will do it.

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About your M13 decon and reimpregnating kit—

The kit's skin decon pad is loose and sits right under the kit's tight-fitting lid. So, if you hold the kit in mid-air as you jerk off its lid, the skin pad'll fly out, hit the ground and get contaminated.

To protect your skin decon pad, you have to hug the kit close to your body—and keep it there, as you remove its lid. Simply steadying the kit keeps the pad from flying out.

STEADY AS SHE GOES!

HUG YOUR KIT

OOPS! GRAB IT BEFORE IT HITS THE GROUND.

I GOT IT! I GOT IT!

URGENT MWO'S

MWO NUMBER

9-2320-206-30/10 (Jan 71)
and C1 (Mar 71)

11-5800-210-30-1 (Feb 72)

55-1520-228-30/3 (Mar 70)
and C2 (Jan 71)

55-1520-228-30/4 (May 70)

55-1500-210-20/2 (Mar 71)
and C1 (Apr 71)

55-1615-248-20/1 (Mar 71)
and C1 (May 71)

55-1520-221-20/13 (Jun 70)
and C1 (Oct 70)

MAJOR ITEM

Truck, tractor, 10-ton,
M123A1C, M123E2

Night vision sight AN/PVS-1,
AN/PVS-2, AN/PVS-2A,
AN/TVS-2, AN/TVS-2A,
AN/PVS-3, AN/PVS-3A
Helicopter OH-58A

Helicopter OH-58A

Helicopter CH-47A, CH-47B,
CH-47C

Helicopter CH-54A

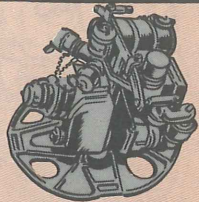
Helicopter TH-1G, AH-1G

THESE ARE FOR IMMEDIATE ACTION... DO IT NOW.

BOND YOUR NOZZLE

All Barnes Model QM-2-28002 50-GPM centrifugal pumps, FSN 4320-913-7131, do not now come with grounding wire assembly on their hose dispensing nozzles . . . but they must have one, to be sure.

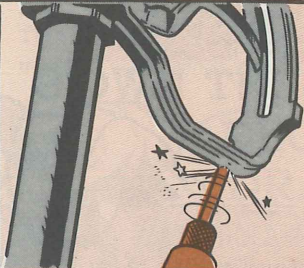
If your pump has a serial number from 28002-0001 through 28002-2402, it could be missing its nozzle grounding wire assembly.



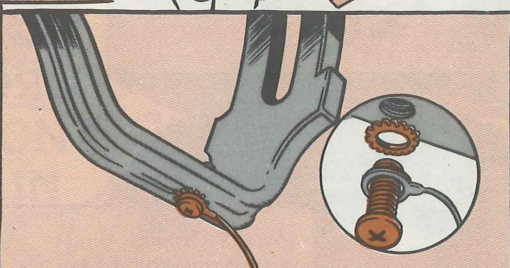
CHECK FOR
GROUNDING
ASSEMBLY



GET ONE THROUGH
SUPPLY CHANNELS UNDER
FSN 5920-897-4857
AND PUT IT ON
THIS WAY!



First, drill and tap a hole for an 8/32 machine screw in the nozzle's lever guard.



Then attach the grounding wire assembly with an external tooth lock washer and an 8/32 machine screw through the lug on the end of the assembly.

The stock number for the washer is FSN 5310-198-9343, and for the screw it's FSN 5305-958-4358.

You don't ever want to operate a pump without this grounding wire assembly connected to the vehicle or whatever is getting the fuel you're pumping.

This bond between the two keeps static electrical charges from arcing and igniting the fuel fumes. It'll reduce the danger of explosion or fire.



STAY
SAFE . . .
... GROUND IT

60-KW MOTOR GEN DECAL

To keep informed on the extreme operating limits of your 60-KW Model 14105008 General Dynamics motor generator, FSN 6125-917-2244, get yourself a decal like this one . . .



THEY'RE
FREE FOR
THE ASKING-
WRITE TO:

NOTICE PRECISE POWER

VOLTAGE REGULATOR PROVIDES INSUFFICIENT POWER TO GENERATOR FIELD SO SET DOES NOT MAINTAIN RATED OUTPUT VOLTAGE AT 240/416 VOLTS IN A +125°F ENVIRONMENT. DO NOT USE SET FOR PRECISE POWER SOURCE WHEN TEMPERATURE EXCEEDS +115°F.

RADIO FREQUENCY INTERFERENCE

SET GENERATES ELECTROMAGNETIC INTERFERENCE WHICH EXCEEDS MILITARY STANDARD LIMITS. DETERMINE, BY TEST, DISTANCE AT WHICH INTERFERENCE IS EXPERIENCED FOR EACH APPLICATION BEFORE USE.

NOTE: EXPECTED MINIMUM DISTANCE FOR OPERATION WITHOUT INTERFERENCE IS BETWEEN 25 AND 100 METERS.

SHELTER TEMPERATURE

OPERATE SET IN ENVIRONMENTALLY CONTROLLED SHELTER IF POSSIBLE. DO NOT OPERATE SET WHEN AMBIENT TEMPERATURES EXCEED +115°F. RECOMMENDED TEMPERATURE RANGE FOR OPERATION IS -25°F TO +110°F. SET MAY BE HARD TO START AT TEMPERATURES OF -65°F TO -25°F.

NOTE: AT TEMPERATURES OF -65°F, PUSH BUTTONS MAY FREEZE IN POSITION AND MOTOR CONTACTOR K2 MAY NOT OPERATE.

US Army
Mobility
Equipment
Command
ATTN: AMSME-S
4300
Goodfellow Blvd.
St. Louis,
MO 63120

Stick the decal on the outside, 2 inches from the top and center of the control and instrument panel access door. Then every operator will be in the know.

HERE'RE THE
FSN'S FOR THE
ROUGH SERVICE
LAMPS MOSTLY
USED.

ROUGH
SERVICE
BULBS

Need a rough-service bulb for your extension light? Regular bulbs just don't hold up under shock, and can explode when water hits 'em. Here're the FSN's for the rough service lamps mostly used.

- 50W 115V—FSN 6240-155-8634
- 75W 125V—FSN 6240-660-8046
- 100W 115V—FSN 6240-143-3090

They're listed in Vol 2 of Fed Cat C6200-IL-A (Apr 71).

WOTTAYAKNOW!
THAT INFO I
SENT'EM
REALLY PAID
OFF...
WOW!

PLL HELP

You say you can use quick PLL help from the USAMC Logistic Data Center, Lexington, Ky—like it says in AR 710-2 (Aug 71), para 2-37e(1)? No sweat. You can get it for sure. But, your outfit's request must provide the exact info asked for in the AR's para 2-37e (1)(a) thru (c). Like:

- End item FSN and nomenclature.
- Make and model info (for Engineer and QM items add the manufacturer's name).
- For aircraft, list the FSN for the bird and also the FSN for its engine.
- Give quantity of each type of equipment on hand.
- Explain that your PLL's for 15 days of supply, and for organizational maintenance level.
- Give date (when do you need the PLL info).

Be sure to ask for a PLL printout . . . unless your supply support outfit is automated and can handle a PLL punch card deck.

And, use this attention line: AMXMA-LI-3 for the Data Center. The one in the AR's outdated.

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Connie's
Mini Mini's

GRUNT
MISTRESS CONNIE...
HALP!

Hydraulic "Oil" Right M551 Compressor Kit

Here's the final word on OHA hydraulic oil MIL-L-5606, Lot 81C, May 71, by Pennsylvania Refining Company . . . it's good and can be used for all hydraulic requirements. Forget what you read in PS 236, page 65. Petroleum Center message AMXPC-T 142014Z Jun 72 has the word.

The compressor for your M551 Sheridan is due a little retrofitting if it's one of these models:

Kidde/Emco . . . FSN 4310-460-2184
Kidde/Bogue . . . FSN 4310-181-8895.

Support will upsnuff your compressor with Retrofit Kit FSN 4310-455-0322.

LDC Gets No. 2

Make sure your local data center gets the NMP (No. 2) copy of your MWO application report. They'll forward the DA Form 2407 No 2 copy (the thin paper copy—not the card) direct to the US Army Logistic Data Center, Lexington, Ky 40507 within 3 working days. (All except those for USA Security Agency MWO's, that is. These still go to USASA as before.) Word on this change in distribution of MWO reports went out in DA Msg DALO-MTE 291750Z Mar 72.

Tanks Guaranteed

Got something wrong with your tank—M60A1, M728 CEV or AVLVB? Check out TB 9-2300-295-15/10 (May 72) to see if you've got a vehicle with a serial number covered by warranty. The TB's got the info on what you can do. Also, eyeball DA Form 2408-8 or the Vehicle Warranty decal in your turret, to find out if you're still covered.

MAP-TOE and You

When you must make-do with less, as a maintenance manager you've got to plan. That's what DA Pam 5-2 (Feb 72) is all about. Called Management Practices in TOE Units (MAP-TOE), it's a guide for first-line managers. And DA Pam 5-2-1 (Feb 72) is a handbook for recording details of your own MAP-TOE plan (this is passed on to the man who takes over your maintenance manager's job when you move out). MAP-TOE is for the newest manager in MVA and for old hands still young enough to learn.

New M-D Generator TB

Looking for the latest list of new FSN and Model numbers for all of the 0.5 through 10-KW Military Design generators? And the authority to make the changes? TB 750-971-2 (Apr 72) is the latest DA directive with the complete story. The numbers switch will require a new data plate for each generator. Get it with FSN 9905-577-4219.

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