

Issue 230

PS

1972 Series
January

THE
PREVENTIVE
MAINTENANCE
MONTH

BETTER PM
IN '72



IMPROVE YOUR SUPPLY

Here's how you can help your supply support give you better, faster service.

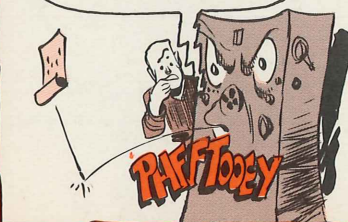
1. Use the preprinted-prepunched DA Form 2765's support gives you. They have the latest info on an item, and they save you (and support) time and work.

ALL THE INFO'S HERE, BUT USE A PREPRINTED 2765 ANYWAY!



2. Use correct FSN's and nomenclature on your DA Form 2765's. Be accurate in all the fill on your requests. Read the request over carefully before you shoot it over to support. Remember, your requests are mostly handled by computers ... and the machines will spit out any requests that have wrong or incomplete info.

INCOMPLETE INFO! THIS IS A RECORDING.



YOU CAN MAKE IT BETTER!

3. Learn to read the codes on the supply status cards (card columns 65-66) support sends you. The codes give you important scoop on your request. To translate the codes see App II-17, AR 725-50. Follow through on the code's instructions soonest.



4. Check for new or corrected FSN, nomenclature, unit of issue, etc., info on your supply status cards, and on the copies of your request which support sends you. Add the new info to your supply records right away. Toss out any old preprints that have outdated info.



5. Follow the rules in AR 710-7 carefully when requesting non-FSN'd, non-supply items.



6. Use your PD (Priority Designator) and NORS (Not Operationally Ready) codes right. See Chap 2 and App II-15 in AR 725-50 for those codes.

7. Play fair with your DX supply types. Return your unserviceable-repairable items to them soonest. They can fix 'em fast, but DX must have your cast-off's to keep its bins filled.



8. Send follow-up requests on due-in's as called for by AR 710-2, para 2-25 and by your local SOP.



9. Cancel items no longer needed. Stop the supply action on your request soonest. This, too, saves unnecessary sweat all around.



10. Talk to your support outfit when you have supply problems. They're in business to support your needs ... and they've got what it takes to do it ... the latest supply info, the latest supply publications, and loads of experience in the supply field, too. So stop frettin' and get friendly with 'em. You'll find that a good supply system depends a lot on what you do. Give it a try right now.

PS

Published by the Department of the Army for the Information of organizational maintenance and supply personnel. Distribution is made through normal publication channels. Within limits of availability, older issues may be obtained direct from U. S. Army Maintenance Board, Attn: PS Magazine, Fort Knox, Kentucky 40121.

THE PREVENTIVE MAINTENANCE MONTHLY
Issue No. 230 1972 Series
January
IN THIS ISSUE

FIREPOWER 2-9

Bayonet-Knife & Scabbard	2-3	Tank Escape Hatch	6
M12 Rifle Rack	4	Ballistic Computers	7
M67 RR	5	Elbow Tips	8
M40-Series RR	5	M36 Periscope	9
		M551 Transmission	9

GROUND MOBILITY 10-17

Multifuel Engines	10-11	M11 Trailer	14
Multifuel Dipstick	12	M172A1 Semi	15
M715	13, 17	M816 Wrecker	16
XM747 Transporter	14	MG Ring Mount	17

COMBAT SUPPORT, SUPPLY

D7E Tractor	18-28	New Publications	64
UND/PD Codes	60-63	Supply	3, 4, 5, 6, 8, 11, 14, 15, 49, 52, 56 and 57

COMMUNICATIONS 37-49

BA-4386		AN/PPS-5A	41
-386/PRC-25	37	AN/PRS-4	41
R1-505	38	Starlight Scope	42-43
AN/PRC-25	38	AN/URC-68	43
AN/VRC-12	39	AN/MRC-69	44-47
C-2298/VRC	39	C-3835/ARC-54	48
AN/GRC-103, -106	40	R-844A/ARN-58	49
APH-5			49

AIR MOBILITY 50-59

OH-13	50-51	Hydraulic Systems	57
UH-1	52, 53, 59	Filter Elements	57
CH-47	52, 56	Mil Spec	58
Inspections	54-55	U-21, U-8	58
AH-1G	56	FOD Corner	59

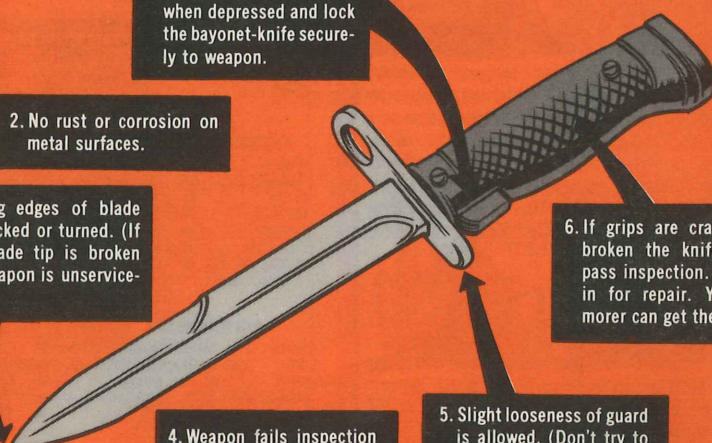
Use of funds for printing of this publication has been approved by Headquarters, Department of the Army, 22 January 1971.
DISTRIBUTION: In accordance with requirements submitted on DA Form 12-4.

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

FIREPOWER EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT BAYONET-KNIVES AND SCABBARDS (BUT WERE TOO SHY TO ASK)

Chances are you'll have either the M6 or M7 but these are the points to check on any bayonet-knife:

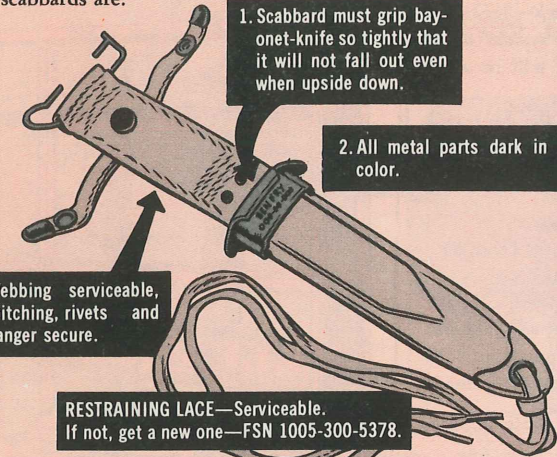
- 
1. Latches must snap back under spring tension when depressed and lock the bayonet-knife securely to weapon.
 2. No rust or corrosion on metal surfaces.
 3. Cutting edges of blade not nicked or turned. (If the blade tip is broken the weapon is unserviceable.)
 4. Weapon fails inspection if misalignment between blade and handle is over 3/16 inch.
 5. Slight looseness of guard is allowed. (Don't try to cure this by welding the guard to the blade—it'll take the temper out of the blade and weaken it.)
 6. If grips are cracked or broken the knife won't pass inspection. (Turn it in for repair. Your armorer can get the parts.)

Make sure your bayonet-knife and rifle mate up:

RIFLE	KNIFE
M16	M7
M14	M6
SHOTGUN (12 GAUGE)	M1917
M1 and M2 (CARBINE)	M4
M1	M5 or M5A1

M8A1 SCABBARD

No matter what bayonet-knife you have, from the M4 through the M7, it'll be issued with an M8A1 scabbard. Check-points for both the M8A1 and the M1917 scabbards are:

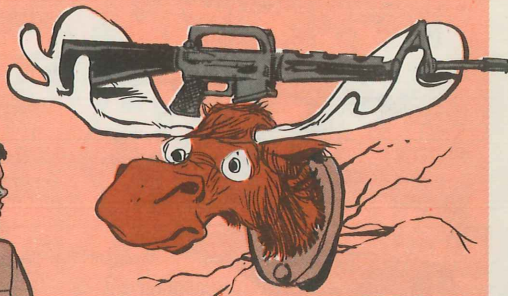
- 
1. Scabbard must grip bayonet-knife so tightly that it will not fall out even when upside down.
 2. All metal parts dark in color.
 3. No bare spots on painted surfaces. If finish on metal parts is worn or shiny in spots, your armorer can dull up those spots with flat, black, lacquer, FSN 8010-582-5382 for the 16-oz pressurized can. If local SOP requires ID markings on scabbard, paint 'em, on the metal tab, not on the scabbard body. This is so the ID marks can be painted out when the scabbard is re-issued.
 4. Webbing serviceable, stitching, rivets and hanger secure.
- RESTRAINING LACE—Serviceable.
If not, get a new one—FSN 1005-300-5378.

MAINTENANCE AND REPAIR

TM 9-1005-237-15P (Jun 67) has the maintenance and repair parts list for bayonet knives M4, M5, M5A1, M6 and M7, and the M8A1 scabbard. TM 9-1005-303-14 (Jul 68) covers the US 1917 bayonet and scabbard.

M16, M16A1 RIFLES ... RACK 'EM UP!!

LOOKS GOOD, BUT I THINK THERE'S A BETTER WAY.



Dear Half-Mast,

We're swapping our M14's for M16's. Is there a standard arms storage rack for the M16's?

Also, can the adapter used to accommodate carbines in the M11 arms storage rack—TB 9-1095-200-30/1—be used for M16's?

CPT H. T. I.

Dear Captain H. T. I.,

It's your lucky day, Sir. A new M16/M16A1 rifle storage rack—M12—has just been added to the system under FSN 1095-407-0674 and will be available in the near future.

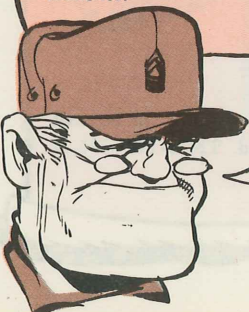
If you want to adapt the M11 rack for your M16 rifles, you can get drawings, a list of tools and equipment and instructions from:

Commanding General
U.S. Army Weapons Command
ATTN AMSWE-MAS
Rock Island, IL 61201

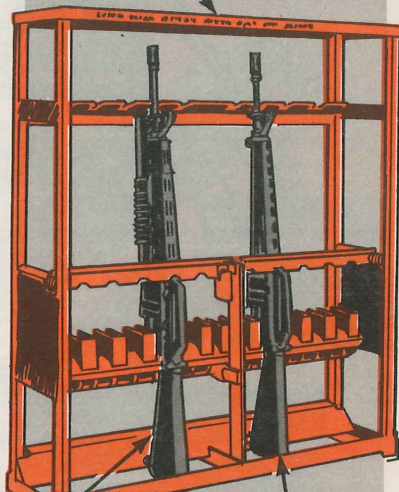
They also have poop for adapting M1 and M3 racks to accommodate M16 rifles equipped with the M203 grenade launcher.

Half-Mast

HERE'S THE EASY WAY TO GET IT ALL TOGETHER.



LOOSEN SLING-ROTATE PISTOL GRIP ON TUBE

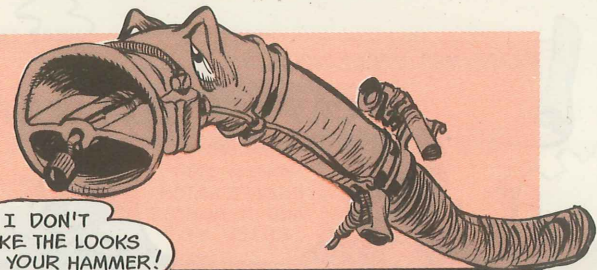


M16A1 RIFLE W/M203 GRENADE LAUNCHER

M16A1 RIFLE

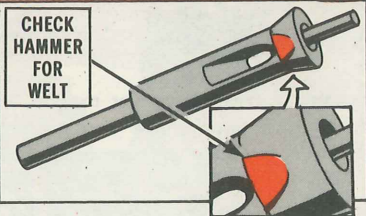
IN M12 RIFLE RACK

M67 RECOILLESS RIFLE



I DON'T LIKE THE LOOKS OF YOUR HAMMER!

CHECK HAMMER FOR WELT



How much hammering can a hammer take before it's all hammered out?

The firing hammer on your M67 recoilless rifle takes a hammering from the sear, whenever you pull the trigger.

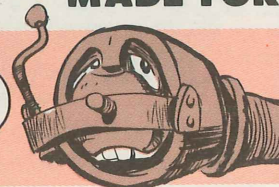
In time this can raise a half-moon shaped "welt" in the metal of the hammer and keep the hammer bushing from fitting the way it should.

When this happens, there's nothing to do but get a new firing hammer.

So check your firing hammer from time to time and tell your armorer if it looks too "moony".

MADE FOR EACH OTHER

ONE SHOT AND I'M SHOT!

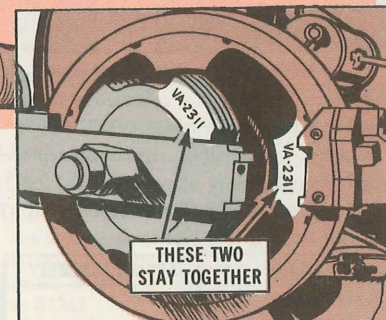


You M40-series recoilless riflemen want to fire the maxi-number of rounds through those M106-MM rifles? Sure you do!

Then be sure the vent bushing's serial number matches its identical twin number on the breechblock.

You're dealing with a matched set—vent assembly, FSN 1015-340-3426. Your job is to keep matched sets on the same weapon ... and replace both items even if only one of 'em is damaged.

When you replace the vent assembly (breechblock plus vent bushing) make with the paperwork. Update DA Form 2408-10 (Equipment Component Register) to show the new vent assembly serial number. Also enter this information in the remarks column of DA Form 2408-4.



THESE TWO STAY TOGETHER

M48A3/M60/M60A1 TANKS

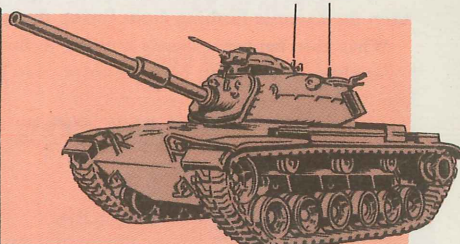
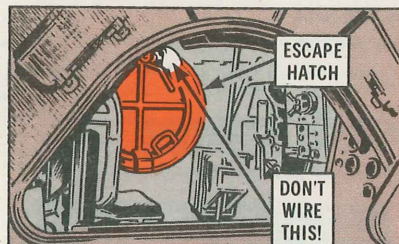
ESCAPE HATCH WARNING

SOME CLOWN
WIRED THE
ESCAPE HATCH
AND IT ALMOST
KILLED ME!

Using a piece of wire or rope to hold the driver's escape hatch shut when the rubber torsion spring gets worn out?

That's what some guys are doing, and it's strictly a No Good deal. Why?

Because when the driver wants out through the escape hatch in a hurry (like maybe the tank's on fire) he's got no time to be untying a lot of wire or rope.



So, check out the condition of the hatch closing spring. If the hatch handle won't snap back at once to a completely locked (closed) position, then the spring is no good. It's got to be replaced.

Support maintenance repairs or replaces this spring according to the last paragraph on page 2-449 of your TM 9-2350-215-20 (Feb 65) for the M60/M60A1 tanks or page 2-409 of your TM 9-2350-224-20 (Jan 66) for the M48A3.

Your DS orders it like so—

TANK	SPRING ASSEMBLY
M48A3	FSN 2540-105-6131 (PN 8674454)
M60 and early M60A1 ROUND HATCH	FSN 2590-948-1496 (PN 8335562)

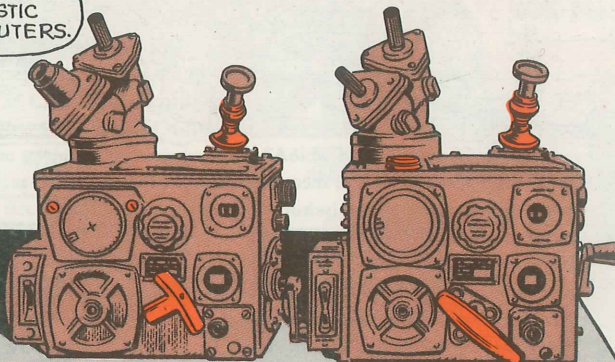
GET
YOUR
WORK ORDER
TO YOUR DS...
AND FORGET
THE HANDYMAN
WIRE OR ROPE
REPAIR.



M60/M60A1 TANKS

JUST PROCESS THIS
DATA TO COMPUTE THE
DIFFERENCES BETWEEN
THE M13A2 AND
THE M13A1D
BALLISTIC COMPUTERS.

COMPUTING YOUR COMPUTER



Ammo Selector Handle
Range scale illumination
Zero check point

M13A2
Folding
Two bulbs
1,200 meters

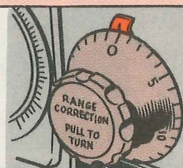
M13A1D
Straight
One bulb
1,500 meters

Both the M13A1D and the M13A2 are interchangeable and you might find either one in your M60 or M60A1 tank. (Except it takes an added part—Cap, actuator, superelevation, FSN 2590-178-0205—to adapt either computer for use with the M60A1 tank.)

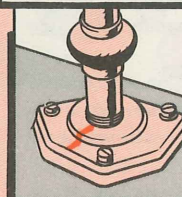
The design differences—handle and range scale illumination—don't shake anybody up, but the zero check point does.

So do it like this, by the numbers.

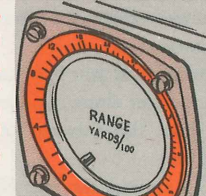
1. Set range correction knob to zero.



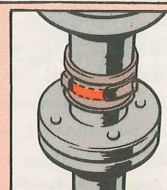
2. Line up the index line on the input shaft with the input cover index line.



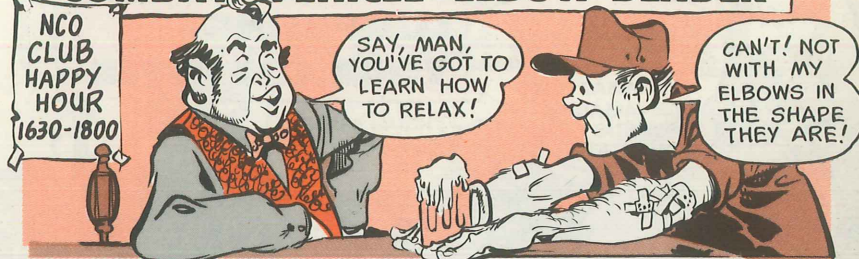
3. Index of inner range scale will show at zero check point—1,500 meters if you have an M13A1D or 1,200 meters if you have an M13A2.



4. When you get the index lines in register, connect the range input shaft and coupling.



COMBAT VEHICLE ELBOW BENDER



On all M60/M60A1 and M48A3 tanks, M728 CEV's and AVBL's, there are 4 elbows that join the transmission oil lines to the transmission oil cooler.

These elbows, FSN 2815-678-4247, (the supply manuals call 'em tubes) are getting busted up by the hundreds because hardly anybody knows how to tighten 'em right if they start to leak.

The thing not to do is to bang on these nuts with a hammer and chisel.

The right way is to tighten up the big nut and then the smaller nut—which acts as a jam nut to seat the tube. They are tightened in production to 58-68 lb-ft torque. If a leak occurs below the large nut, replace gasket, FSN 5330-269-2845. A leak around the small nut could mean the tube seat is distorted. TM 9-2350-215-20 (Feb 65) has the dope on pg 2-239.

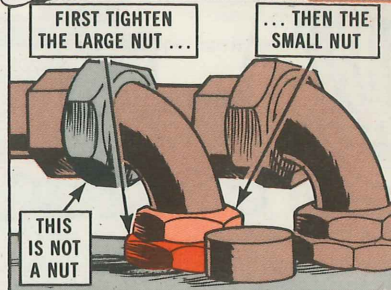
For the larger nut use an open end wrench (1½-in) from the No. 2 Common tool set. For the smaller nut use an open end wrench (1½-in) from your No. 2 Supplemental tool set.

NOTE: If you have to get at the nuts on the rear elbow, you may find it easier to take the forward (outboard) elbow off first.

To tighten the rear elbows when the shroud is still on the vehicle you have to go through the side access opening and the shroud access plate opening. You may save time if you take the shroud off the vehicle.

When you have to couple the oil line to the elbow, go easy on the coupler nut. Tighten until you get first sign of resistance on the wrench ... then give it just a quarter turn more. That way the nut will be secure but you can still get it off easy if you need to.

Run the engine before installing the shrouds to make sure there are no leaks.



THE BIG LITTLE THING

There's a 47-cent item protecting umpteen dollars worth of equipment on the M60A1 tanks, the M728 CEV's and some modified M60's.

It's the spring on the cover of the M36 commander's periscope.

Once it's sprung you can't shut the cover tight.

This means water in the optics or soaked sighting and fire control instruments or water in the hull.

Don't get into any mess.

Keep the cover shut when you don't need it open.

Hands off, too—flipping it back flat or straight up will stretch the spring out of shape and maybe bust a bushing.

Open it only with the shield handle and only to view through the periscope—then, only to 90 degrees.

If you find a spring that's gone haywire, don't fool with it. Have your direct support replace it fast.



M551 TRANSMISSION TROUBLES

Too many transmissions on M551 Sheridan vehicles are getting busted beyond repair when drivers get confused about using the water steer lever.

It's really pretty simple, like so ...

1. Make sure the steer lever is in the "Land" position before you start the engine.



2. Shift to the "Water" position just before you enter the water for a swimming exercise.



3. Shift back to "Land" position the last thing before you leave the water after you've been swimming the vehicle.



This may not look like \$8,500 worth of knowledge but it is—that's what a replacement transmission costs.

See Table 2-4, Amphibious Operation, on pgs 2-15 to 2-20 in your TM 9-2350-230-12 (Jun 66) for all the details.



FLUBS FOUL FILTER



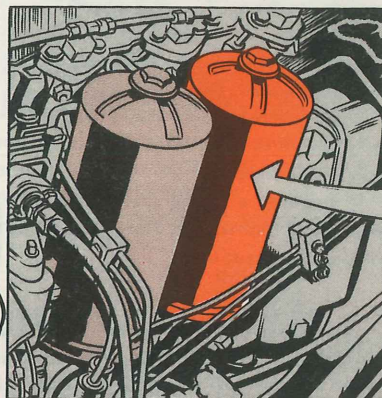
I'M A LITTLE WORRIED ABOUT OUR NEW FILTER ASSEMBLY DEPARTMENT.



GOT A MINUTE? I'D LIKE TO SHOW YOU HOW TO PUT IT ALL TOGETHER!

You don't have to be as sharp as a watchmaker to put an oil filter back together—like the twin filters on those multifuel engines.

You just have to be careful!



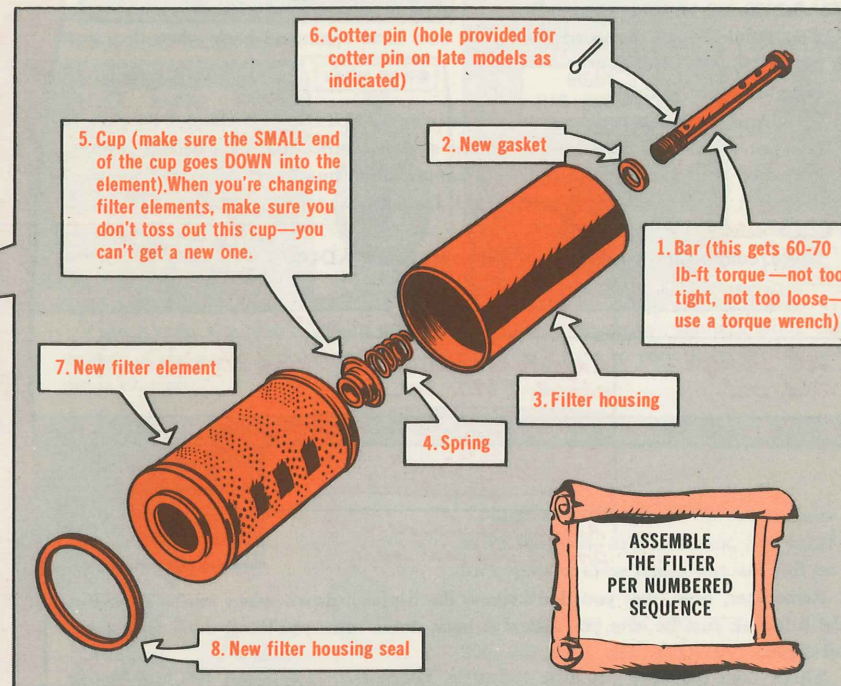
This goes for all 2½-ton multifuel trucks (LDS 427-2 or LD 465-1 engine), those 5-tonners with the LDS 465-1 or LDS 465-1A engine and the new 8x8 5-ton jobs (M656 etc.) with the LDS 465-2 engine.

Yep, some guys are putting the filters back together wrong.

Then the filters leak ... or the parts inside get busted up ... or the filters just don't filter.

So let's step back from the woods for a minute where we can see the trees.

Here're the 8 parts you've got to put together when you're changing the oil filter element—and this's the order for putting 'em together:



A new filter element and gaskets come in Parts Kit, Oil Filter, FSN 2940-884-4801—check your truck's TM -20P. You may get more parts than you need in this kit—an odd gasket and a couple of cotter pins—so just toss out everything except the element, the housing seal (gasket) and the little gasket that goes on top of the housing.

MULTIFUEL ENGINE OIL CHECK

HERE'S SOMETHING TO WRITE HOME ABOUT!

Dear Virginia:

Yes, Virginia—and all you multifuel truck jockeys—the 10 operator's TM's will be coming out with the straight poop on checking the crankcase oil level.

Fact is, it's already in Ch 7 (May 71), TM 9-2320-209-10—check page 43.

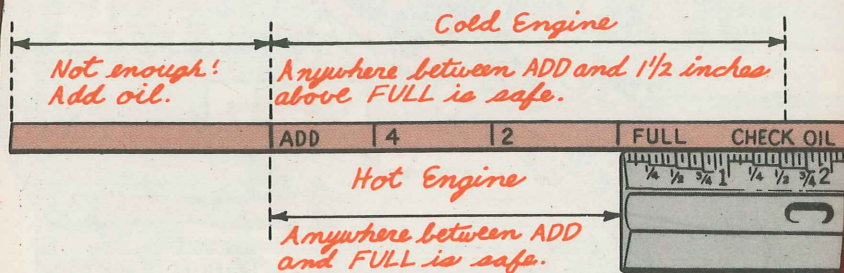
You should've got the word from your own local command back when they got it in TB 750-981-3 (Jul 69).

It comes down to this:

It's normal for your dipstick to read a little over the FULL mark—about 1½ inches—when your engine has been shut down for several hours. That's for a cold engine.

But when you check the oil level one minute after shutdown—when the engine's still hot—it should not be above the FULL mark. Any place between ADD and FULL is safe.

Natch, cold or hot, you add oil if the level's below ADD!



Remember, now, that you don't screw the dipstick down when you're checking the oil level. Just be sure you screw it back down after you're all done with your oil check.

This's 'bout the story you'll be seeing in TM 9-2320-211-10 and TM 9-2320-230-10 for those multifuel engines—and in the lubrication orders for those trucks, too.

*P.S. If you see Ernie S,
tell him I need my tennis racket. Love,
Connie*

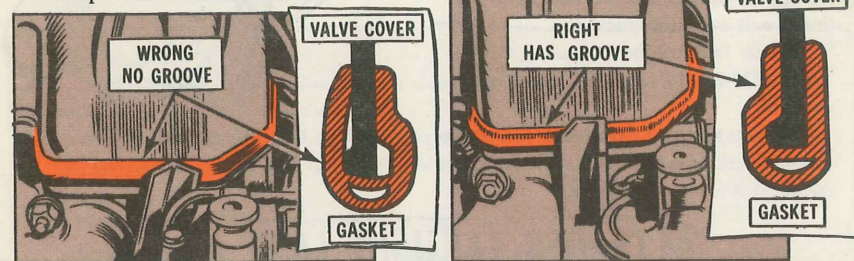
LEAKY LID?

I THINK MY GASKET'S ON WRONG...

I THINK YOU USE TOO MUCH HAIR OIL!

Trying to figure out why oil's leaking around the rocker arm cover on your M715-series 1¼-ton truck?

Maybe you've got the gasket on backwards. That gasket's shaped inside to fit the lip of the rocker arm cover.



Take a look. You don't have to take it off. If there's no groove running along the outside of the gasket, you've got it on wrong. You'll have to take the cover off and put it on right.

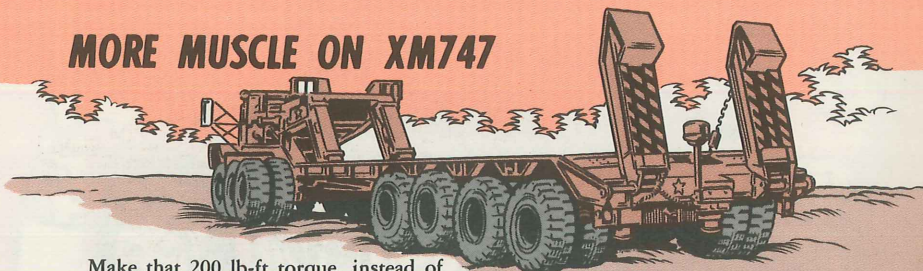
COME AND GET 'EM!

Need any back issues of PS? Drop a note to PS Magazine at Fort Knox, Ky. 40121 for copies of these issues that are still on the shelf:

195, 198, 199, 200, 202, 203, 204, 205, 206, 207, 209, 211, 212, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 226, 227, 228 and 229.

If you've got any extra copies around your shop, send 'em to the PS office. Other guys can get 'em that way.

MORE MUSCLE ON XM747



Make that 200 lb-ft torque, instead of 50, when you're tightening the wheel-bearing nut on your XM747 heavy equipment transporter.

You need this to make sure the bearings are seated good. Otherwise, you'll have trouble with binding and heating up in the hub-drum. And the bottom brake lining will wear out quick, too.

That 50 lb-ft torque in para 3-35i(3), TM 9-2330-294-14 (Apr 70), is not near enough!

But make sure you stick to the rest of that poop in para 3-35i(3), and (4)—rotating the wheel in both directions while tightening the adjusting nut, then backing off the nut ¼-½ turn... and so on.



TRAILER TAILLIGHT LAMP



Need a taillight/turn signal lamp for your 2½-ton M11 trailer, FSN 2330-697-8102?

Depending on the socket- you have, one of these will do it:

Lamp, incandescent, 24-volt, G.E. (No. 1275. Be sure to give the part number. Order by exception-data and specify "No substitute accepted." (RIC is S9G)



OPPOSITE

Lamp, incandescent, Part No. 1662, FSN 6240-877-3405. No need to request hand-process here.



ONE HIGHER

The 2 bulbs aren't interchangeable—the locking pins on the No.1275 are opposite each other, while the 1662 has one higher than the other.

RIGHT FOR M172A1 SEMITRAILER

DEAR HALF-MAST...



Dear Half-Mast,

What's the scoop on wheel-mounting hardware for our M172A1 25-ton semitrailers?

What the TM shows and what we've got on the trailers don't stack up.

SP5 H. M. S.

Dear Specialist H. M. S.,

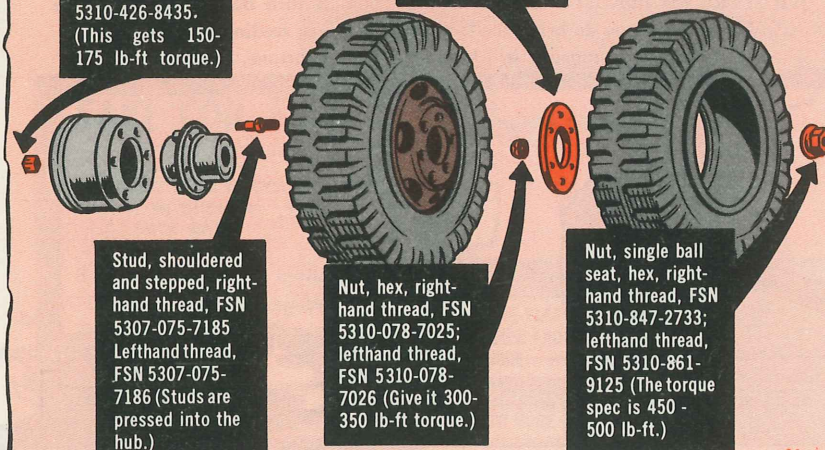
Until the right poop shows up in a change to TM 9-2330-211-14 (Oct 69), you'd better make a note on this someplace:

Your M172A1 got new wheel nuts and studs under MWO 9-2330-211-30/3 (Jun 66). Or, if it came out of the factory after that time, the new hardware was already on it.

Now, from the inside-out, here's the whole setup:

Nut, plain, hex, brakedrum, FSN 5310-426-8435. (This gets 150-175 lb-ft torque.)

Spacer, FSN 2530-087-9548.



Stud, shouldered and stepped, right-hand thread, FSN 5307-075-7185
Lefthand thread, FSN 5307-075-7186 (Studs are pressed into the hub.)

Nut, hex, right-hand thread, FSN 5310-078-7025; lefthand thread, FSN 5310-078-7026 (Give it 300-350 lb-ft torque.)

Nut, single ball seat, hex, right-hand thread, FSN 5310-847-2733; lefthand thread, FSN 5310-861-9125 (The torque spec is 450 - 500 lb-ft.)

Half-Mast

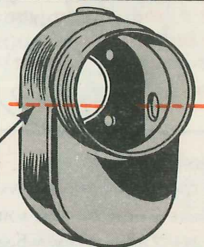
SAY, YOU DON'T THINK WE CAN TOW OURSELVES IN, DO YA?

BEAT BEARING BURN

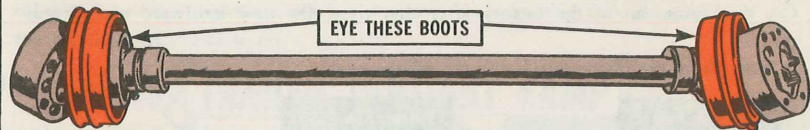
That crane on your new M816 5-ton wrecker can get shafted in the drive shaft if you slip up on seal case lube.

Low lube level in the bevel gear seal case or power divider seal case whips you. There's just no way for those upper and lower shaft bearings to get oil except from those seal cases.

KEEP LUBE AT THIS LEVEL



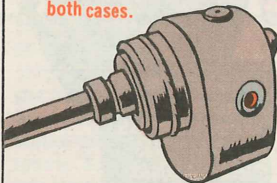
EYE THESE BOOTS



Just ½ inch too little lube lets the bearings cook. A torn boot brings the same payoff. Then even if you do bring the level up, you're just feeding a leak.

Three timely tricks fortunately will fend off such evil fortune, like so—

1. Take for gospel what LO 9-2320-260-12 says about keeping seal case lube up to the threads on the side fill plug ... in both cases.



2. Eyeball and feel that boot, and finger the shaft for any stray lube dripping down.

3. Every time you move out, be sure that lever behind your hand brake—your power divider lever—is locked out of gear. Rolling along the road with that lever forward will get you barbecued bearings, lube level or no lube level. The reason is, at highway speeds, it'll turn the shaft about 450 RPM faster'n it's s'posed to go. Care there can save your hair.

RING MOUNT GUIDE

WOT DA...



Dear Half-Mast,

We're having trouble finding FSN's for parts on the machinegun ring mount carried by some of our 2½-ton and 5-ton trucks.

Can you aim us in the right direction?

1LT D. A. S.

CHECK PACKING LIST



THIS TM AND ORD SNL ARE REAL IMPORTANT!



Dear Lieutenant D. A. S.,

Yes, Sir, that should be the M36A1 truck gun mount covered by these pubs:

TM 9-2016 w/Ch 1 (Jan 64), Operation And Organizational Maintenance.

Ord 8 SNL A-55, Section 50 w/Ch 1 (Oct 66), for support-level repair parts. (When you're issued a new mount, make sure your support gets the packing list—they'll need it for some of the parts that're not listed in their supply manual.)

Half-Mast

SAVE COIL EARS

I CAN'T HEAR YA. I'VE GOT A WASHER IN MY EAR.

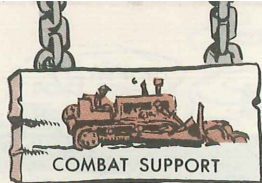
Switch the washer on ignition coils for M715 family and M151 series trucks.

Take the flat hold-down washer from under the screw head stud and put it under the ear. Your star washer will keep the screw tight, and the "cushion" of the other washer will help stop ear crack-off.

MOVE FLAT WASHER FROM HERE ...

... TO HERE





BE YOUR OWN INSPECTOR ...

THE D7E TRACTOR

DO YOUR OWN
PM THING WITH THE
D7E TRACTOR.
SET UP YOUR INSPECTION
LIKE YOU MEAN BUSINESS...
YOUR BUSINESS!



The serious faults are indicated by **BOLD ORANGE TYPE**—serious enough to deadline the tractor: Get 'em fixed-but quick!

Where do you start? Armed with your DA Form 2404, walk up to the front of your tractor, natural-like and go to it.

If you have any questions, shoot 'em to your unit mechanic. He'll be glad to give you straight answers. He's the fixer.

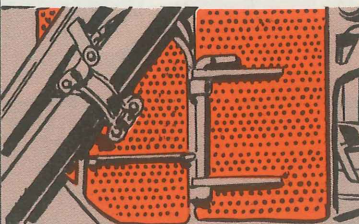
BASIC ISSUE ITEMS—All on hand? Listing is in TM 5-2410-214-12 (Jun 68).

PUBLICATIONS—Missing, torn, unreadable, not up-to-date. Check in DA Pamphlet 310-4.

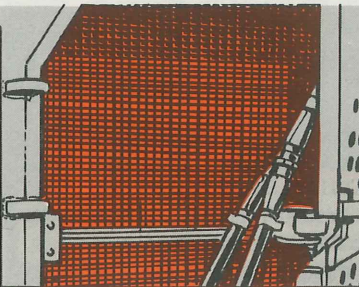
HEADLIGHT AND FLOODLIGHT—Glass cracked, broken, clouded. Wires broken. Lens loose, burned out. Mountings loose.

RADIATOR GRILL—Bent in, **mud-caked**, cracked. Broken hinges, pins missing.

SIDE ENGINE GUARDS—(When installed) Broken, cracked, bent, missing. (Don't forget 'em when you're checking the other side.)



RADIATOR—(From the front) Fins bent, **clogged with mud or foliage**. **Leaks**. (Check water level. Coolant should be within 1 inch of the filler neck.)



UNIT MARKINGS—Missing, wrong, not readable.

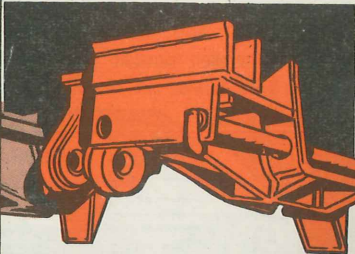
OVERALL—Mud caked, rust, body damage, welds broken, oil, fuel or water leaks.

BLADE ASSEMBLY

MOLDBOARD—Broken, loose, cracked welds.

MOUNTING PINS—Worn, loose. **Safety pin missing.**

SCARIFIER—Broken, cracked. Hinge pin missing, stuck, bent.



CUTTING EDGE—Worn, chewed up, **bolts missing** or loose.

END BITS—Worn, chewed up, **bolts missing**, or loose.

TILT CYLINDER—Leaks; bolts loose. **Piston rod badly scored, dry.**

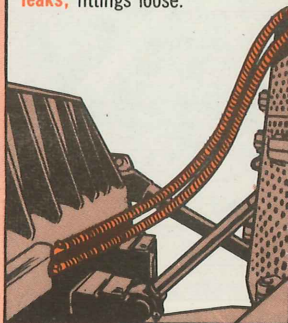
TREEDOZER (ROME PLOW)

CLEARING BLADE POINT—Dull. (Keep a well-shaped fillet—too sharp a corner will promote cracks.)

WEB—**Dull**, out of shape, **curled.**

CUTTING EDGE—**Dull**, cracked, **curled.** (Check with template, see page 23, TM 5-3830-236-12 (Oct 69).)

HYDRAULIC LINES—Kinked, **badly chafed**, **leaks**, fittings loose.



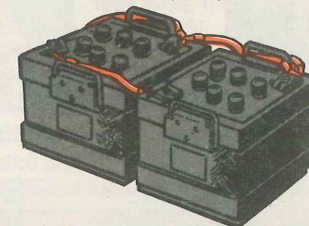
PUSH ARM—**Broken, cracked**, **mountings loose.**

LEFT SIDE

TAKE A NOTE. SLIGHT CHAFFING ON HYDRAULIC LINES, TRUNNION BOLTS LOOSE AND ELECTROLYTE $\frac{1}{16}$ INCH OVER THE PLATE.

LIFT CYLINDER—Leaks; bolts loose. **Piston rod dry, badly scored.**

BATTERIES—**Cracked, leak.** Terminals corroded, loose. **Caps missing.** Holddown loose, **missing.** Electrolyte low (must be at least $\frac{3}{8}$ inch over plates).



BATTERY BOX—Cover missing, hinges broken, not lubed. Latches broken.

BODY NUTS AND BOLTS—Loose, missing (Don't forget 'em all around).

TRUNNION—**Loose, bolts missing.**

FRAME—**Bent, cracked.** (Don't operate unless support has deferred maintenance and said it's safe to do so.)

TRACK AND ROLLER FRAME

I DON'T CARE WHAT IT SAYS, YOUR TRACKS ARE STILL TOO LOOSE!

$Y = RV + R_x$
MINUS $\frac{1}{2}$ OFF
RELATING FACTOR
PLUS RELATIVE
HUMIDITY... HUMMM...
IT COMES OUT
HAM 'N' CHEESE
ON RYE!

TRACKS—Too loose or too tight (Adjust for 1 to $1\frac{1}{2}$ -in sag), worn, cracked. Bolts missing, loose. Shoes cracked, broken.

MINI COMPUTER

GUARDS—Loose, missing. Bolts, nuts loose. Cracks, breaks.

IDLERS—Loose mounting, worn spacers missing, oil leaks.

ROLLERS—Loose; seals leak.

DRIVE SPROCKETS—Excessive wear. Loose, missing mounting bolts. Broken or cracked sprocket teeth.

FINAL DRIVE—Loose mounting, leaks. Bolts loose or missing, over 1,000 hours since last bearing adjustment.

22

THIS IS GREAT, WHEN IT'S BROKE DOWN INTO SECTIONS.

REAR

REAR FLOOD LIGHTS—Glass broken, clouded. Wires broken, frayed. Mounting loose. Burned out.

SCRAPER MANIFOLD—Lines worn, loose. Flange bolts missing ... leaks.

FUEL TANK—Crushed, mounting bolts loose. Leaking. Rusty. Water in tank. Cap missing; loose (Does it seat right?). Strainer broken, missing.

WINCH—Damaged housing, cracked, mounting loose. Cables kinked, broken strands, rusty, not oiled. Coupling damaged. Oil level low (Check every 50 hours).

RIPPER—Shanks out of adjustment) job layout determines placement). Hydraulic Hoses: Breaks, worn, cracks, kinks. Hydraulic cylinders: Bent, piston rod dry, badly scored, leaks. Frame: Cracked, bent. Pins: Wear, missing, peening. Mounting Bracket: Stud nuts missing, loose (stud nuts must be torqued to 1500 ft-lbs).

TOW HITCH—Pin missing, cracked, broken.

RIGHT SIDE

DON'T SLACK OFF NOW. BE SURE TO CHECK ALL THE ITEMS YOU CHECKED ON THE LEFT SIDE.

TOOL BOX—Lid catches broken. Rusty, broken, stuffed with oily rags, junked up.

DOZER HYDRAULIC TANK—Filler screen broken, gasket missing, deteriorated; cap missing, oil low. Filter cover assembly: Cracked, screws, bolts missing.

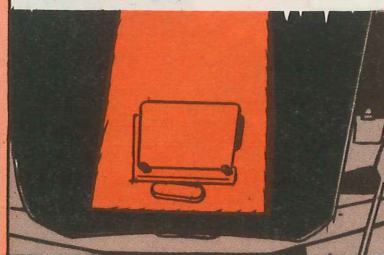
EXHAUST—Loose. Not covered when tractor is stored outdoors. Flutter valve sticks. (Water down the exhaust pipe may cause hydrostatic lock and engine damage.)

TILT BRACE—Bent, loose.

23

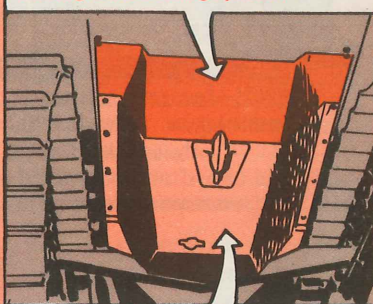


REAR CRANKCASE GUARD—Cracks, breaks, **bolts missing**. Access cover broken, **missing**, loose, **dirt or foliage packed**.



TRACK FRAMES—**Cracked**, loose or **missing bolts**; broken parts; **mud packed**.

RADIATOR GUARDS—Cracks, breaks, **bolts missing**. **Dirt or foliage packed**.



FRONT CRANKCASE GUARD—Cracks, breaks, **bolts missing**. Pull hook broken, **mounting loose**. **Dirt or foliage packed**.

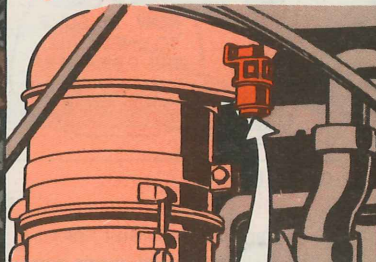
ENGINE COMPARTMENT

OVERALL I WOULD SAY IT'S DIRTY 'N' OIL CAKED.

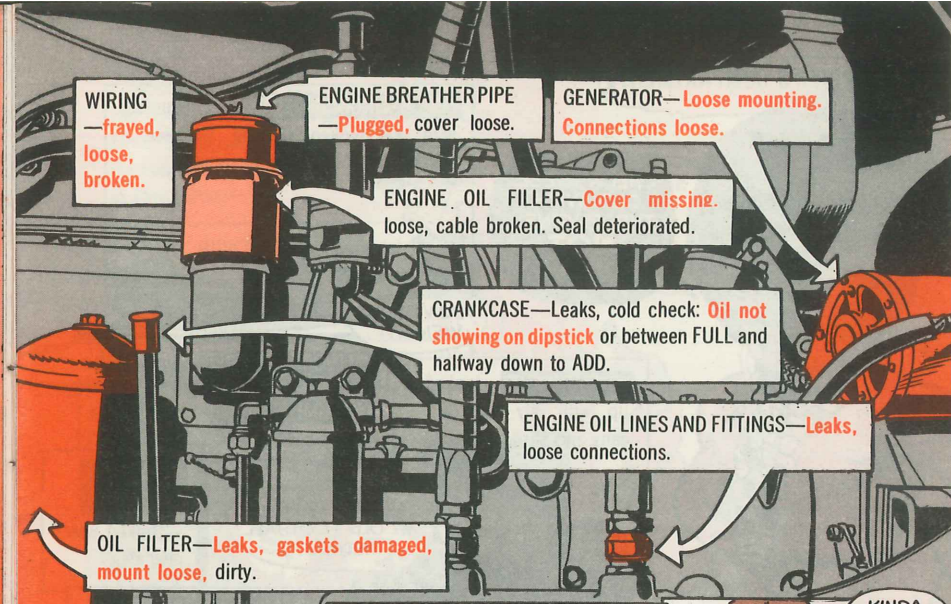


FUEL FILTER—**Leaks**, not drained every 50 hours, **mount loose**.

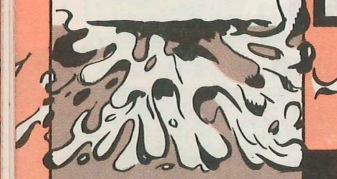
AIR CLEANER—**Loose mounting**. **Seals and gaskets damaged**. Holes, intake stack loose, cap missing. **Dust cup loose, clamps broken**. Line to indicator, **leaking**, crushed.



AIR CLEANER INDICATOR—**Glass broken or painted over**. **Reset button stuck**.



WATER PUMP—**Leaks**.

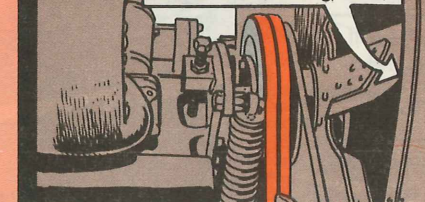


NOZZLES, INJECTOR PUMP—**Leaks**.

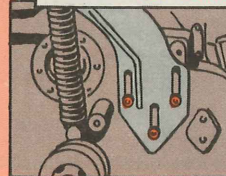
RADIATOR—(From the engine side) **Leaking**, fins **plugged**, crushed. **Hose leaks**, spongy.



FAN GUARD—**Missing**, loose.

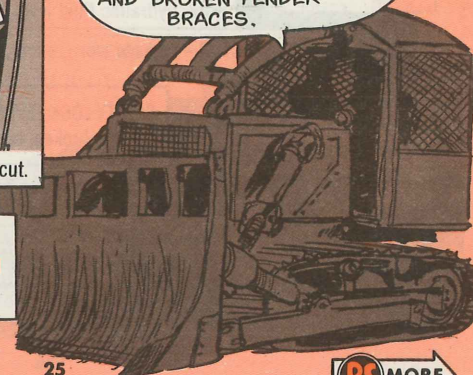


V-BELTS—**Not matched**, frayed, worn, cut.



BELT TIGHTENER—**Bracket not all the way up**.

CHECK THE CAB GUARD OVER GOOD, LIKE FOR MISSING PINS, CRACKED WELDS AND BROKEN FENDER BRACES.



DRIVER'S COMPARTMENT

CHECK THESE
OUT WITH
THE ENGINE
NOT
RUNNING!

FIRE EXTINGUISHER—Loosely mounted,
wire seal broken. Missing. (Replace if
weight loss is 4 ounces or more.)

HMM
YOU'VE LOST
WEIGHT.

INSTRUMENT GAGES—Glass broken.

INSTRUMENT LIGHT—Lamp missing,
burned out.

**HEAT-START
SWITCH**
—Broken, won't
operate.

LIGHT SWITCHES
—Won't operate. Loose,
broken.

VEHICLE ID PLATES—Missing, not legible.

STEERING CLUTCHES
—Not greased, no
quick response.

STEERING CLUTCH BRAKE—Fails to hold.
Spongy. Needs adjustment.

BOWL, APRON, EJECTOR—Stiff, won't
work, hydraulic fluid level low.

SPEED SELECTOR—Linkage loose, sticks,
does not respond.

SAFETY LOCK LEVER
—Latch broken, bent.

WINCH CONTROLS—Sluggish, don't work.
Fluid level low.

**DISCONNECT
SWITCH**
—Broken.

**SEAT
CUSHIONS**
—Torn.

Warm up ... use your ears to tell you if
the tractor's not running right. No back-
fires, no strange noises, no misses and
no black smoke. (Run at least 2 minutes
at low RPM)

AIR CLEANER INDICATOR—Red target
more than half-way up (Engine Compart-
ment).

ENGINE OIL PRESSURE GAGE—Not in
normal.

**ENGINE HEAT INDICATOR
(WATER)**—Not in
normal.

CHECK THESE
WITH THE
ENGINE
RUNNING!

AMMETER
—Not in
normal.

**TORQUE
CONVERTER**
—Not in
normal.

**BULLDOZER
CONTROL
LEVER**—Raising
and lowering
sluggish, fluid
level low.

**TRANSMISSION OIL
PRESSURE GAGE**—
Not in normal.

**FUEL PRESSURE
GAGE**—Not in
normal.

ENGINE CRANKCASE
—Hot check: **Oil level**
not between **ADD**
and half-way up to **FULL**.

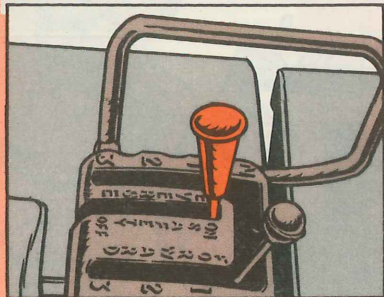
**TRANSMISSION OIL
LEVEL**—Low. (Check
every 10 hours.)

BRAKE LOCK
—Doesn't hold.

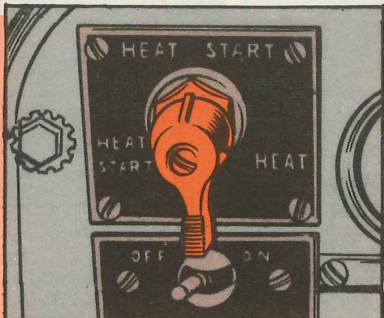
OPERATING PRECAUTIONS

Never operate electric starter more than 30 seconds at a time. Allow 2 minutes for cooling before using starter again.

Safety lock must be ON when tractor is parked and engine's running.



Don't switch on HEAT-START when engine is warm and running.



Don't rev up too fast when starting. Let lube get to the turbocharger.



Keep your treedozer blade close to the ground when you work.

Don't use tractor in land clearing operation unless you've got the engine and cab guard protection kits mounted.

Take a break now and then to check over your tractor.



Shutting down, let engine idle 3-5 minutes to slow down turbocharger to avoid bearing burn-out.

Never turn OFF disconnect switch while engine is running.

Keep TM 5-2410-214-12 (Jun 68) handy.

Get your own copy of TB 385-5 (Mar 70), the safety manual on operating and maintaining the crawler tractor.

PUBLICATIONS

LO 5-2410-214-12-1 (Nov 70)

LO 5-2410-214-12-2 (Nov 70)

TM 5-2410-214-12 (Jun 68)
and Ch I (Oct 70)

TM 5-2400-200-ESC (May 69)

TB 385-5 (Mar 70)—Operation and Safety

TM 5-3830-236-12 (Oct 69)—Treedozer

JANUARY 1972

S	M	T	W	T	F	S
PM IS NO.1 RESOLUTION						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					

CONNIE'S 1972 CALENDAR

NO TIME FOR LOW BATTERIES

PM ASSURES A FIGHTING CHANCE

FEBRUARY 1972

S	M	T	W	T	F	S
		1	2	3	4	5
		32	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	29	DAILY PM CURES WINTER ILLS			
58	59	60				

ADAPT PM TO WEATHER PERILS

ALCOHOL IN ENGINE FUEL THWARTS FREEZE-UPS

MARCH 1972						
S	M	T	W	T	F	S
			1	2	3	4
			61	62	63	64
5	6	7	8	9	10	11
65	66	67	68	69	70	71
12	13	14	15	16	17	18
72	73	74	75	76	77	78
19	20	21	22	23	24	25
79	80	81	82	83	84	85
26	27	28	29	30	31	
86	87	88	89	90	91	

**NO PUBS?
GET YOUR OWN
PINPOINT ACCOUNT**

APRIL 1972						
S	M	T	W	T	F	S
						1
						92
2	3	4	5	6	7	8
93	94	95	96	97	98	99
9	10	11	12	13	14	15
100	101	102	103	104	105	106
16	17	18	19	20	21	22
107	108	109	110	111	112	113
23	24	25	26	27	28	29
114	115	116	117	118	119	120
30						
121						

PM IS FOR REAL

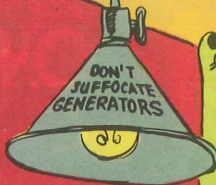
WHEN IN DOUBT...

CHECK
YOUR
TM

TM'S ARE
EXPENDABLE...
SO WEAR
'EM OUT

AVOID
TINKERTIS

MWO...
APPLY IT,
RECORD IT,
REPORT IT. (TO NMP)



**PM
IS
GO
POWER**

MAY 1972						
S	M	T	W	T	F	S
	1	2	3	4	5	6
	122	123	124	125	126	127
7	8	9	10	11	12	13
128	129	130	131	132	133	134
14	15	16	17	18	19	20
135	136	137	138	139	140	141
21	22	23	24	25	26	27
142	143	144	145	146	147	148
28	29	30	31			
149	150	151	152			

**BEFORE-DURING-AFTER
OPERATION PM IS
A GRAND SLAM**

JUNE 1972						
S	M	T	W	T	F	S
				1	2	3
				153	154	155
4	5	6	7	8	9	10
156	157	158	159	160	161	162
11	12	13	14	15	16	17
163	164	165	166	167	168	169
18	19	20	21	22	23	24
170	171	172	173	174	175	176
25	26	27	28	29	30	
177	178	179	180	181	182	

**COOL P.M
IS YOUR
BEST PITCH**



**SKIPPING P.M
IS A
FOUL TIP**

31

**LUBING
WITHOUT AN
LO IS OFF
BASE**

**P.M IS
A HOMER**

**WISE UP
TEAM UP
WITH P.M**





GASOLINE IS NOT FOR CLEANING

EVERYTHING YOU GOT

P.M. IS A BUMMER

TEST THAT PART-KNOW BEFORE YOU THROW

OVER REVVING BLOWS ENGINES

HINDSIGHT PM IS COSTLY

IS FOR

COMO HEAT SWATH

GENTLY

RADIO MOTORS

PUT EM BACK

P.M. IS EVERYBODY'S

JULY 1972

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
184	185	186	187	188	189	190
9	10	11	12	13	14	15
191	192	193	194	195	196	197
16	17	18	19	20	21	22
198	199	200	201	202	203	204
23	24	25	26	27	28	29
205	206	207	208	209	210	211
30	31	CLOGGED RADIATORS CAUSE HOT PANTS				
212	213					

AUGUST 1972

S	M	T	W	T	F	S
		1	2	3	4	5
		214	215	216	217	218
6	7	8	9	10	11	12
219	220	221	222	223	224	225
13	14	15	16	17	18	19
226	227	228	229	230	231	232
20	21	22	23	24	25	26
233	234	235	236	237	238	239
27	28	29	30	31		
240	241	242	243	244		

DIRTY PC VALVES
CAUSE OVERHEAT



DIRTY AIR FILTERS
CAUSE EXHAUST POLLUTION

TB 750-651 FLUSHES
CURES OVERHEAT

NO TIME FOR PM
IS A COP-OUT

SEPTEMBER 1972

S	M	T	W	T	F	S
						1
					245	246
3	4	5	6	7	8	9
247	248	249	250	251	252	253
10	11	12	13	14	15	16
254	255	256	257	258	259	260
17	18	19	20	21	22	23
261	262	263	264	265	266	267
24	25	26	27	28	29	30
268	269	270	271	272	273	274

OCTOBER 1972

S	M	T	W	T	F	S
1	2	3	4	5	6	7
275	276	277	278	279	280	281
8	9	10	11	12	13	14
282	283	284	285	286	287	288
15	16	17	18	19	20	21
289	290	291	292	293	294	295
22	23	24	25	26	27	28
296	297	298	299	300	301	302
29	30	31				
303	304	305				

AIR KICKS
SCORE BEST

PM NOW
PLAY LATER

PM
BLOCKS
EQUIPMENT
TROUBLES

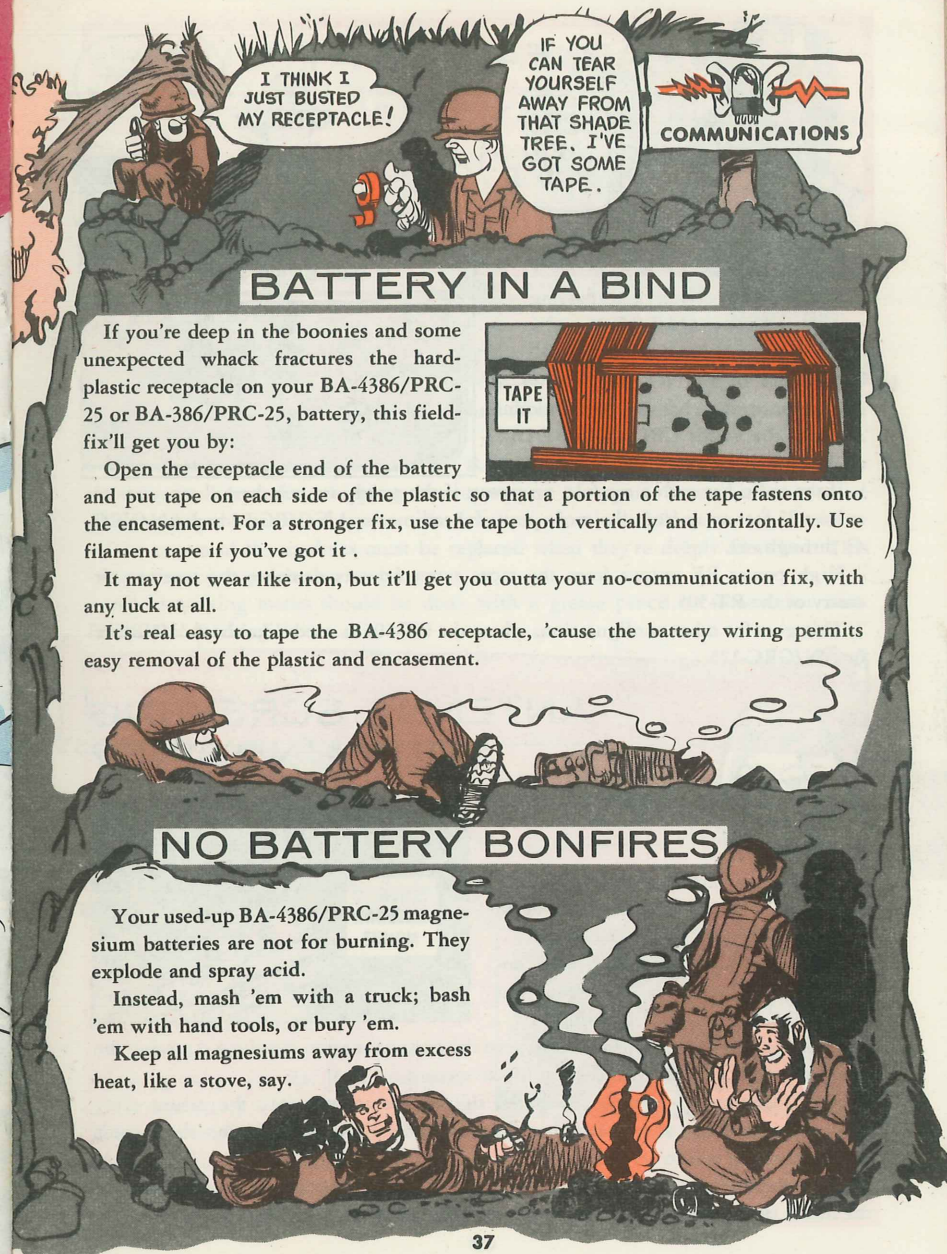
10

CLUTCH RIGID
IS A FOUL



NOVEMBER 1972						
S	M	T	W	T	F	S
			1	2	3	4
			306	307	308	309
5	6	7	8	9	10	11
310	311	312	313	314	315	316
12	13	14	15	16	17	18
317	318	319	320	321	322	323
19	20	21	22	23	24	25
324	325	326	327	328	329	330
26	27	28	29	30		
331	332	333	334	335		

DECEMBER 1972						
S	M	T	W	T	F	S
					1	2
					336	337
3	4	5	6	7	8	9
338	339	340	341	342	343	344
10	11	12	13	14	15	16
345	346	347	348	349	350	351
17	18	19	20	21	22	23
352	353	354	355	356	357	358
24	25	26	27	28	29	30
359	360	361	362	363	364	365
31	CLOSE OUT WITH PM					
366						





FAR, FAR AWAY

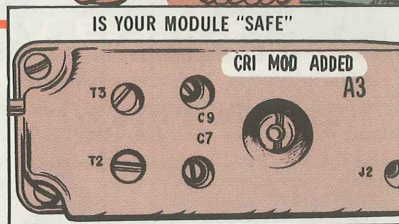
So you're receiving and passing the word with your AN/PRC-25 radio set.

Good enough. But ask your repairman to find out if your RT-505/PRC-25 receiver-transmitter has a "safe" module A3 with the words CRI MOD ADDED on its cover.

If the radio has such a module, no sweat; if the words are not there, keep your set at least 25 feet away from the more powerful radio sets, AN/VRC-12 and AN/VRC-43 through -49.

High power RF output from the more powerful sets damages the receiver circuitry of the RT-505.

This goes for other configurations where the RT-505 is used, like the AN/VRC-53 or AN/GRC-125.



MODULE MICHELANGELO



Certain Joes are using the modules of their AN/VRC-12 series radio to make like Michelangelo with a chunk of marble.

These commo types chisel the words "BAD" or "NOT GOOD" into their radio's defective modules before shipping them to support for repair. True, this is a method of separating the bad modules from the good ones but look fellas:

The covers of the modules must be replaced when they're deeply scratched. This causes unnecessary delay and expense.

All identifying marks should be done with a grease pencil or some other non-destructive marking device.

AN/VRC-12 RADIO SERIES RETAIN THE RETAINERS

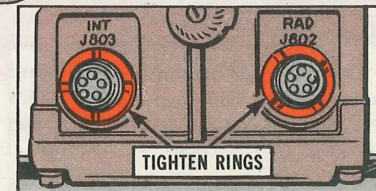


Lost retaining rings on the audio connectors of your C-2298/VRC intercommunication control unit can goof up your auxiliary communications.

Use a spanner wrench to tighten the retaining rings on the J802 and J803 audio connectors.

Why? If you're short the rings, you could find yourself futilely trying to tighten the audio connector to the control-box connector.

Without the rings as stabilizers, the audio connectors simply push back in their sockets and you get no connection.



ANTENNA SCREWING YOUR UNDOING?

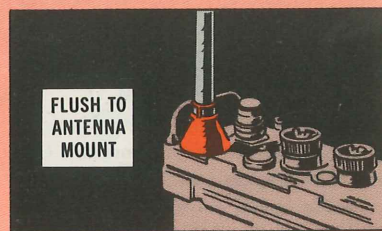
You wouldn't dream of operating your AN/PRC-25 or -77 radio set without an antenna, right?

Then, you wanta be sure you're not operating your set with its antenna but minus a good working connection.

When you screw your whip antenna into the antenna mount, continue screwing the antenna until it is flush with the top of the mount.

As a hedge against vibration wobbles, tighten the antenna into the mount every now and then. Put a sliver of rubber, from a rubber band or eraser, on the threads before screwing it into its receptacle.

Use a flashlight, benchlight, or what-have-you for an occasional examination of the inside of the antenna mount for dirt or other obstructions. Clean it out.



NO TRANSMITTER SWITCH

You say the transmitter fixed head on your AN/GRC-103 radio set has been replaced ... and now you can't get power to the transmitter.

Here's a clue to one problem that could cause it: Full scale deflection of the transmitter front panel meter ... caused by the no-power load.

The bad guy: Pin A1 of the J7 jack can't make contact with the J6 connector ... which means 630 volts can't make it to your Type 7211 tubes.

Add, or have your support add, enough shims to the J7 so it'll seat right in the J6.

To prevent the problem, transmitter heads, where possible, should stay with the same radio set. Don't shift 'em around. When you have to shift 'em, doublecheck the connector to be sure it makes contact.

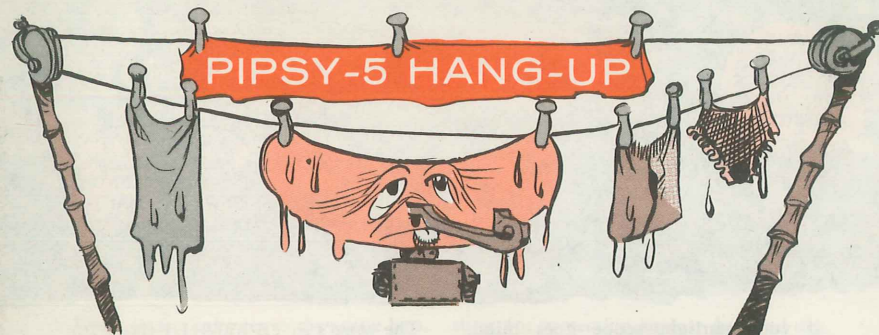
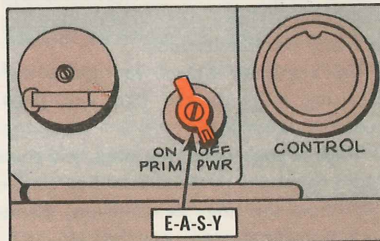
AN/GRC-106

DO A GOOD TURN

Lotsa Joes know that an extra-hard turn can snap that long-handled PRIM PWR switch on the AM-3349/GRC-106() amplifier.

But certain Joes still don't know that the same kind of turn can fracture the fiberglass arm in amplifiers that have the short-handled switch.

So, remember: Do a good turn.



Has the RT-692 azimuth counter of your AN/PPS-5A radar set got in a jam lately?

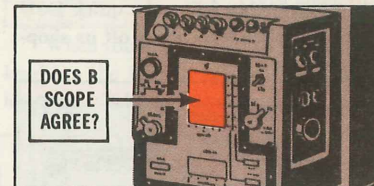
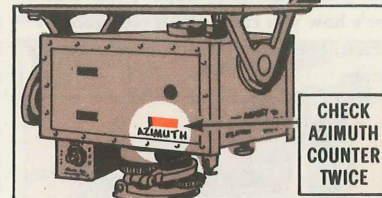
If so, get it replaced, because chances are good that your azimuth readings on all targets are wrong.

Like, if the counter jams ... and moves on ... the counter clutch slips. And you've got loss of azimuth alinement. Which means your set has to be realined and the counter replaced.

So—check azimuth coverage at the control indicator at least twice during a mission and at the end of the mission.

To check, you've got to know your sector coverage limits. The target azimuth should be within these limits ... and the azimuth position on your B scope should agree with your azimuth counter reading of the target.

You might also check the azimuth reading on your receiver-transmitter with that on the CI. In any case, loss of azimuth alinement is a problem for your support people to handle.

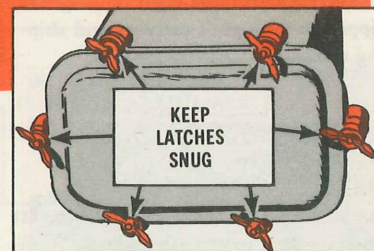


CARE FOR THE CASE

When you're movin' your cased AN/PRS-4 mine detector set, keep that case away from sharp corners and bulges.

It's a good metal case—it shields the detector from blows and woes—but it can be damaged.

And be extra careful with those 6 latches. If they're bent, broken or lost, the set's left open to damage. You have to replace the latches by cannibalization.



STARLIGHT...

I CAN'T SEE A THING. MY STARLIGHTS ZAPPED. GOTTA A LIGHT?

YEAH, BUT MY BATTERY IS DEAD.

MAYBE THAT'S WOT'S WRONG WITH YOUR STARLIGHT, MAC.

If your starlight scope goes blind, here's how you can make it see again.

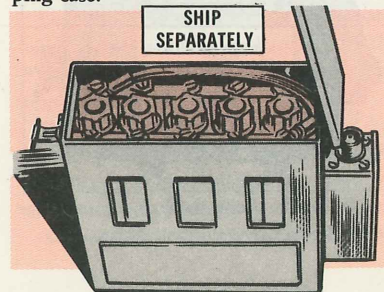
First, check the battery. Replacement's simple.



If the battery's all right, have support take a look at the image tube oscillator. This oscillator can fail, and a quick DSU check could slash lotsa hours off its shop-time.



Incidentally, the BB-429/U battery in the AN/PAS-4A night sight no longer is shipped in the sight's carrying and shipping case.

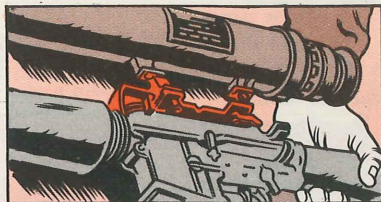


The word's in TB 750-911-1 (Nov 70), page 19, that there's leakage of potassium hydroxide to the PAS-4A even though the case cap is supposed to be leak-proof.

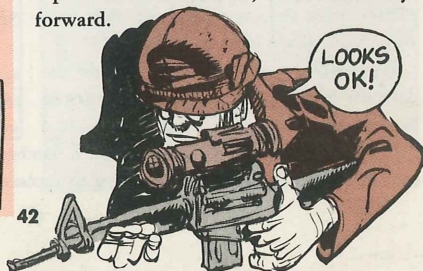
To cut damage, leave the BB-429 out of its case while it's on the move, and keep it upright as much as you can. In the regular carrying case, the battery rides horizontally.

You'll find shipping and maintenance instructions for the BB-429 in TM 11-6140-203-15-3 (Dec 69), Non-Aircraft Nickel-Cadmium Batteries.

A mismounted AN/PVS-1 or -2 starlight scope adapter mounting assembly can shift on its weapon and throw you off when you crave precision.



The bracket must be flat against the top of the rifle receiver, and all the way forward.



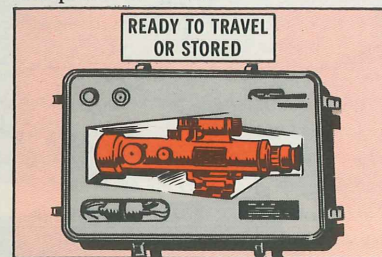
NIGHT SIGHT...

IF YOUR BATTERY'S ALL RIGHT, LOOK YOUR OSCILLATOR TUBE OVER.

WHO ARE YOU?

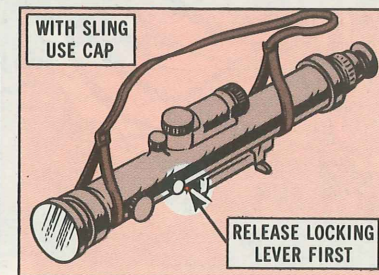
MOTHER NATURE! 'N' IF YOU GUYS WANTA SEE AT NIGHT, I'LL FIX IT. I'LL TURN YA ALL INTO OWLS!

Don't let sunlight get to the scope lens. Keep the cover on. Also the scope should be in its carrying case any time it's being transported or stored.



Keep the cap on the objective lens when you're carrying your scope by the

sling, for protection against dust and dirt and unwanted light.

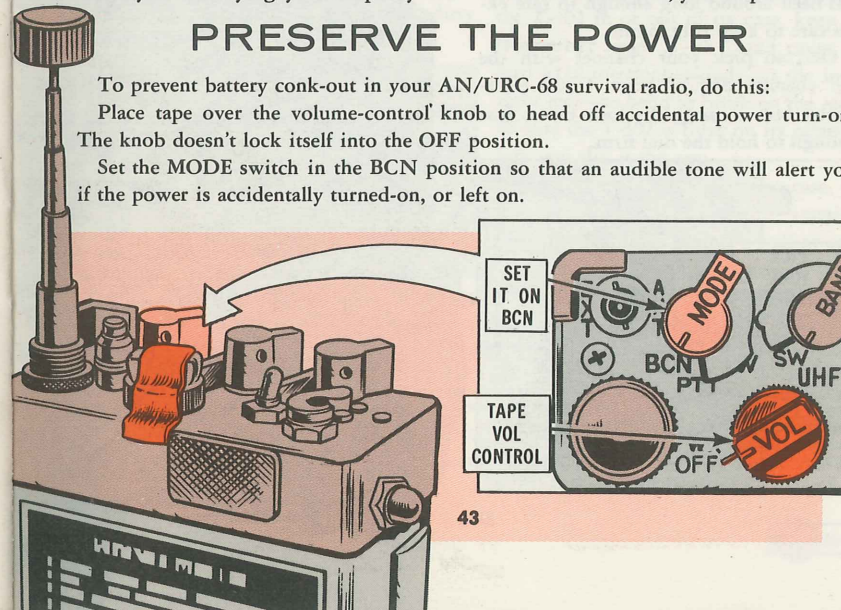


When you're ready to turn the focusing knob on the PVS-1, release the locking lever first. Otherwise, you strip the knob.

PRESERVE THE POWER

To prevent battery conk-out in your AN/URC-68 survival radio, do this: Place tape over the volume-control knob to head off accidental power turn-on. The knob doesn't lock itself into the OFF position.

Set the MODE switch in the BCN position so that an audible tone will alert you if the power is accidentally turned-on, or left on.



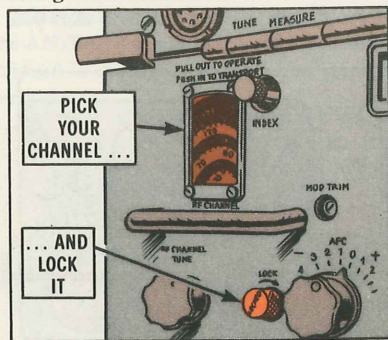
THE AN/MRC-69(V) RADIO TERMINAL SET

ON YOUR 'MARK'... SET...

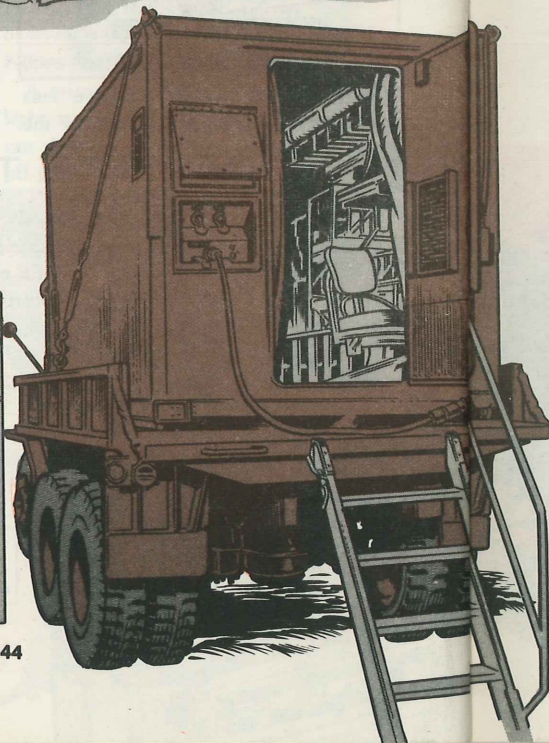
TO KEEP THAT AN/MRC-69 IN THE RACE, YOU'VE GOT TO GIVE OUT WITH A LITTLE EXTRA CARE!

The AN/MRC-69(V) radio terminal set's not exactly hoary with age—but it has been around long enough to rate extra care to keep it hummin'.

OK, so pick your channel with the RF channel dial of your T-302 transmitter but ... snug the lock down just enough to hold the dial firm.



44



Beware of heavy-handling, 'cause you might just break the lock and its innards. That means support and a wait.

A CLOGGED FILTER—If the T-302 in that AN/TRC-24 is zapping too many tubes, you could have filter freak-out.

Meaning, when you slide out the transmitter from its case, you spy a filter so clogged that ozone is but a memory. So the transmitter head overheats, the tubes blow hot ... then go cold.

Clean the air filter every month for good PM; even more if it's real dirty and dusty in your area.



The case tracks of TRC-24 components oughta be left in when you send the case, or components, or components and case, to support.

If not, downtime on these components might go on quite a while, since support would have to rustle up replacement tracks.

'Nother thing. If mishandled, the T-302 tracks can warp, or you might damage the PI power connector. Thing is, the little wheels on the tuning head have to mesh with the tracks just right.



KEEP IT LEVEL—When you're slidin' the T-302 in or out of its case, keep the transmitter level. A tilt could cause the frail S110 interlock switch—at the lower right rear—to bend or break on the ramp. Be sure the T-302 is flush on its ramp before you slip it the arm.

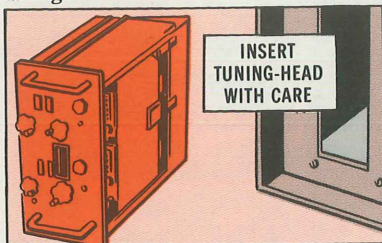
With the transmitter out of its case, you can accidentally break the interlock switch with a bang against a wall or other object. Careful is the word here.



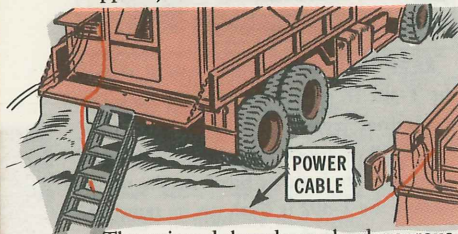
Tuning heads, such as in the AM-915 on the Track-24, can cause trouble if

45

they're manhandled. F'rinstance, in removing or replacing 'em, you can damage the tuning-head pins, do in the plug, crunch the guide-pins, and catch other damage.



WATCH THAT TWIST—In hooking up the power cable leading from the PU-286/G generator to the S-178() shelter, you could give it a crooked twist and strip the threads. Screw that cable on ... using the light touch. If you do accidentally strip the threads, don't try to fix it. It's a support job. Let 'em have it.

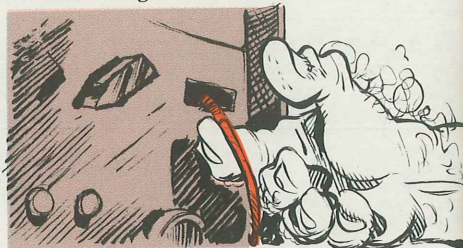


The stripped threads can be dangerous. For example, if the stripped end drops from the "power in" receptacle, you've got a live cable on the ground—a sorry situation that could short out a cable and create some danger for you and your buddies.

The TS-760 test plug can come up with a broken cord if it's left plugged in when it's not being used. This could happen if you accidentally knock into it, or catch it on something.

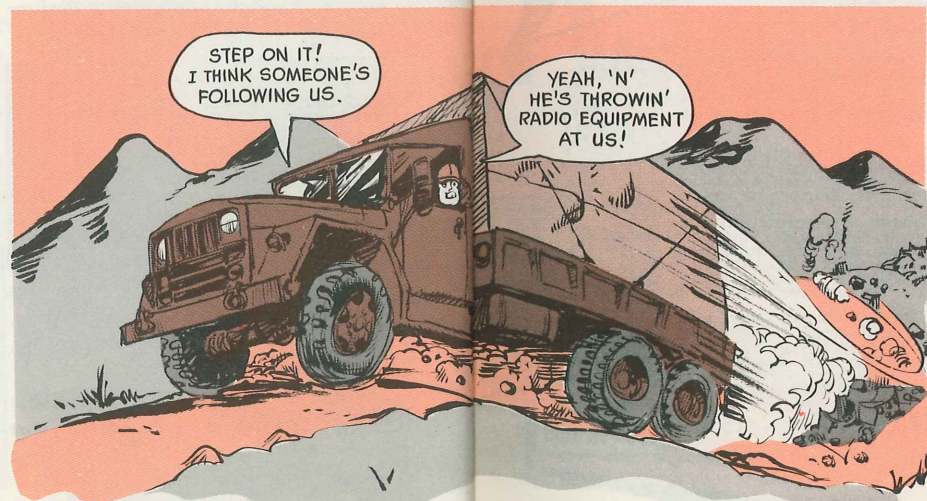
Remember, no yanking on that 3-ft

test cord on the TS-760 (on the AN/TCC-7 telephone terminal). You could yank that cord right outta the TS-760 receptacle, and break the receptacle or botch the cord wiring.

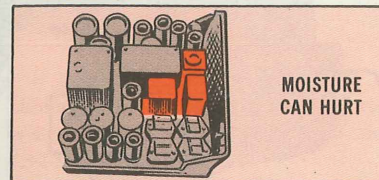


HOLD THE PROTECTOR—When you remove the test cord, finger-hold the plastic protector instead of the unprotected cord.

When the receiver plug leading from the TT-4() teletypewriter set is not plugged into the TH-22 telegraph terminal set (in the SB-675 patching panel), you stand a good chance of burning out the Q-11 transistor if the power is on very long.



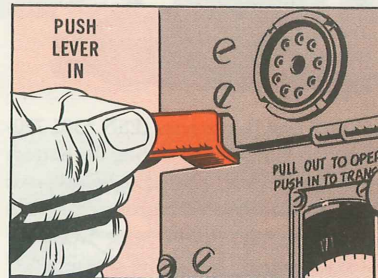
The TA-182/U signal telegraph-telephone convertors will last longer if you crank up your equipment 3 times or so per week, and run it about an hour each time. This'll help get rid of the condensation inside the 3 relays. Moisture can cause sticking—and sticking relays can cause repairs.



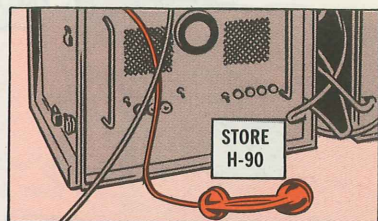
You can strip the threads in the CHANNEL MODEM receptacle when you attach the connector cables. All it takes is a long hard twist on the cable.

The J108 receptacle on the R-417 receiver can be crunched by a P5 connector that's not lined up right. If the male P5 does break the end of the female J108, replace the entire J108 on the AM-1179 tuning head.

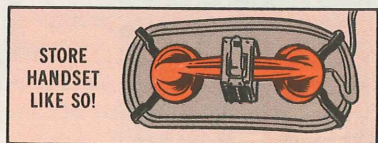
PUSHING OFF?—Any time you pack your gear for a trip, make sure you push in the vibration mount lever on the T-302 transmitter. That'll keep the transmitter from dancing around loose on its shocks and doing itself dirt.



Store the H-90/U handset in the CY-1342 accessory case for safekeeping. If you leave it hanging in its cradle on the R-417 receiver, it can be busted while you're moving.



Travel moves can goof up the handset on the AM-707 amplifier-pilot regulator, too. You wanta store this handset in the brackets inside the bin of the RT-280 receiver-transmitter where it can't bounce around and whack itself against the floor or other components of the AN/TCC-7 telephone terminal.



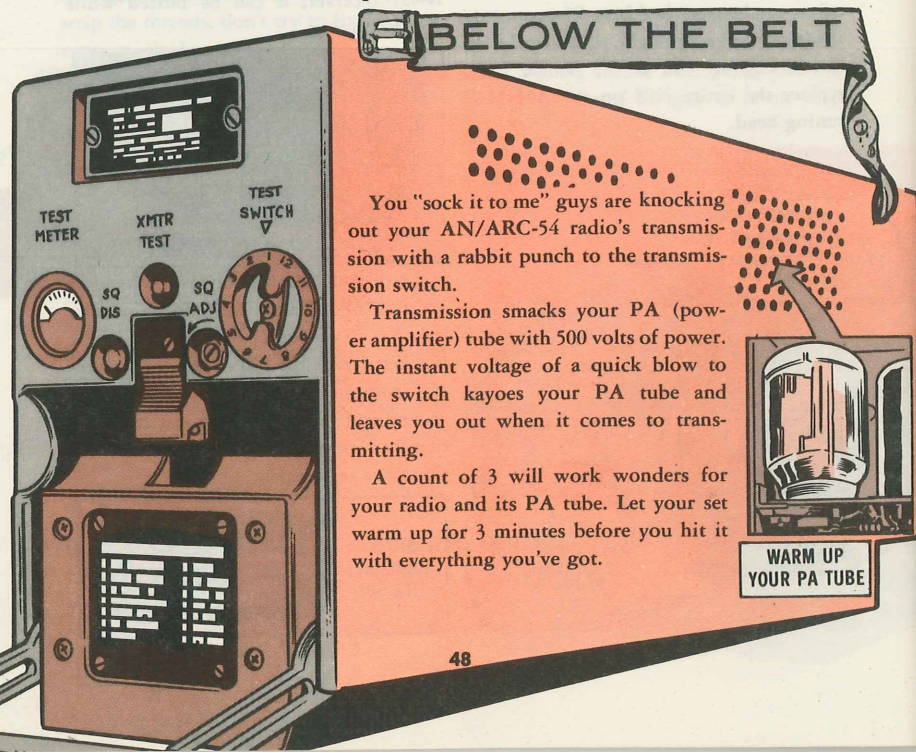
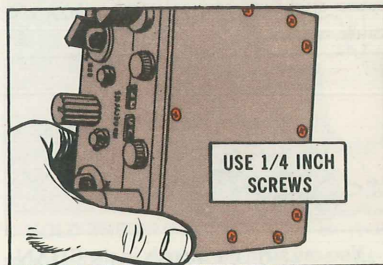


A CHANGE OF SCREWS

You'll find ¼-in screws (FSN 5305-770-2533) lots better for mounting the bottom coverplate to the C-3835/ARC-54 unit control—the reason being that the ½-in screws can play havoc with frequency selection.

It works like this: When the ten ½-inchers are tightened—not wisely but too well—the screw located directly under the frequency selector disk can bind the disk and knock out frequency changes.

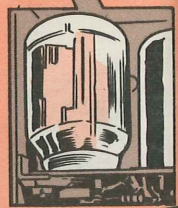
The shorter screws solve this problem.



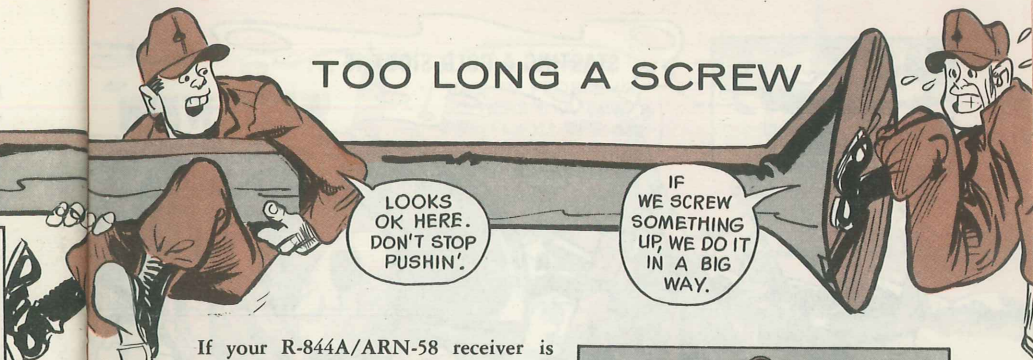
You "sock it to me" guys are knocking out your AN/ARC-54 radio's transmission with a rabbit punch to the transmission switch.

Transmission smacks your PA (power amplifier) tube with 500 volts of power. The instant voltage of a quick blow to the switch kayoes your PA tube and leaves you out when it comes to transmitting.

A count of 3 will work wonders for your radio and its PA tube. Let your set warm up for 3 minutes before you hit it with everything you've got.



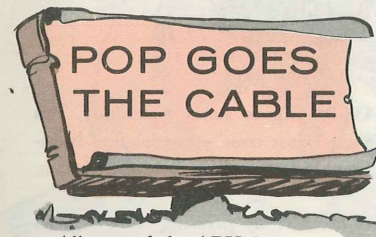
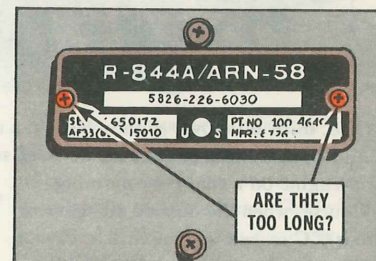
WARM UP YOUR PA TUBE



If your R-844A/ARN-58 receiver is conking out mysteriously, eyeball the screws holding the nameplate to the CW-510 cover.

Some screws may be so long they're making contact with the B+ line when the access door is closed and shorting out the receiver.

Replace all too-long ¾th-in screws with ¼-in ones (FSN 5305-718-9459).



All around the APH-5,

The pilot threads his cable.

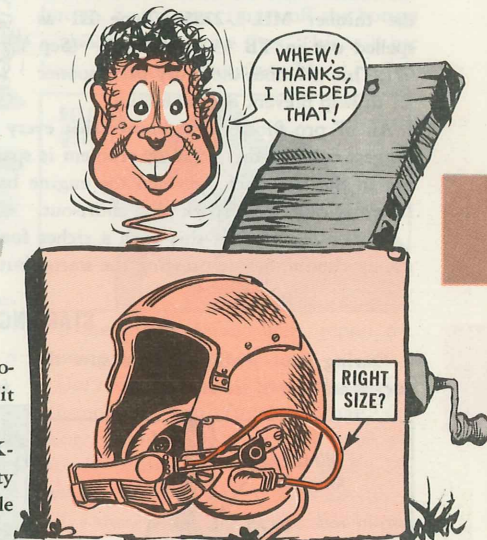
The pilot makes a sudden move—

POP, goes the cable.

When you plug your CX-4434/U microphone cable into your APH-5 helmet and it pops out, that's "pop goes the cable."

The 7½-in cord assembly on the MK-896/AIC is too short to give the mobility needed in some aircraft. So-o-o-o, the cable pops. out.

FSN 5995-890-8614 will get you a new cable assembly 16¼ inches long. It may seem too long for your aircraft but that's no problem. The extra length will not hamper the mike's efficiency.





AIR MOBILITY

STARTING A COLD SIOUX IS ...

EASY WHEN

IT'S FREEZY!

COLD WEATHER HAS ITS PROBLEMS, SO HERE'S A FEW PRE-FLIGHT TIPS ON GETTING THAT SNOW BIRD AIRBORNE.

Cold, thick oil moves slightly faster'n a turtle in blackstrap molasses. And it takes a heap of extra POW!—and smarts—to get it lubing all the crannies of a recip engine on a cold b-r-r morning.

'Course, when the outside air temperature is 0°C or below, Siouxmechs change the summertime oil in their OH-13's to the thinner MIL-L-22851 Type III as spelled out in TB 55-9150-200-25 (Sep 67). Thin oil lubes those dry parts sooner ... to help prevent engine failure.

An ol' pro Sioux pilot knows that every 0-435-25 engine starts differently. His biggest cold-weather starting problem is spark plug "frost over"—partial fuel burning in the cylinders, or when the engine backfires and does not continue to run. In either case, it's a spark plug short-out.

He compensates for this with a richer fuel/air mixture by priming the cylinders the maximum, before pressing the starter button.



STARTING TIPS

During your preflight make sure the servos are free of ice and water.

Check carb heat and mixture controls for freedom of movement.



SERVO-CLEAN AND DRY



HEAT

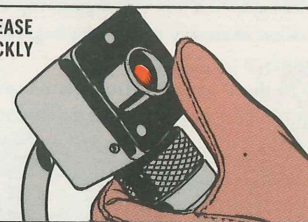


MIXTURE



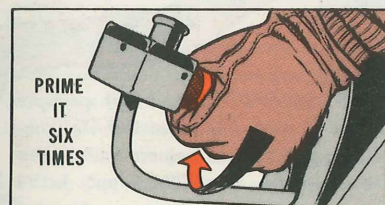
Release the starter as soon as the engine fires. This is real important, whirly-wheelers, because the initial firing is done by the right magneto. The "coming in" speed of the left mag occurs at about 200 RPM after you release the starter button. So get your finger off the button as soon as the engine fires. This will get both magnetos firing smoothly.

RELEASE QUICKLY



Never try to start the Sioux with a battery in freezing weather. Use an APU.

Prime the engine with the throttle 6 times.



PRIME IT SIX TIMES

If the engine doesn't start, repeat the priming bit and try again.

Use restraint when priming the engine continuously. You could damage the starter, flood engine, or wash lube off cylinder walls. Take a look at para 3-27c change 1 (Jul 70), TM 55-1520-224-10.

Try these cold-weather tips, hot pilots, in addition to those in the Dash 10, and you'll have no trouble meeting minimums in the wintertime.

"TAKE OFF THE, WHAT??"

HEY, CONNIE,
YOUR DRAWERS
ARE TOO TIGHT...
ERR, I MEAN... AHH...

A ROSE BY ANY
OTHER NAME WILL
SMELL THE SAME.

Different bird parts with the same name can be downright confusing.

Like—maybe your favorite throttle jockey says he wants the engine inlet air filters off his Huey (UH-1) because flying conditions are ripe for the formation of ice. Iced-over filters will choke off some of the air supply.

Chap 10 of the operator's pub gives you knucklebusters the green light.

Now it so happens an upper and lower air filter is part of the particle separator located at the engine inlet.

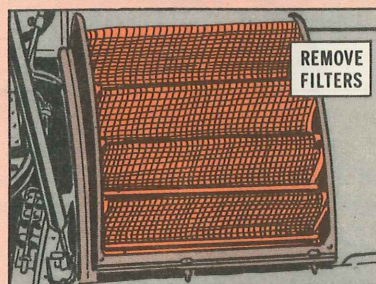
'Taint the ones to remove. Leave 'em be!

Instead, take off the engine top inlet filter assembly at the cowl on D/H models.

On the B and C/M models remove the top screen assembly. That'll keep the air flowing!



LEAVE
PARTICLE
SEPARATOR
IN PLACE



REMOVE
FILTERS

KEEP KIT CURRENT

A HOSE, A HOSE!
MY KINGDOM FOR
A HOSE!

Medium and low pressure hose parts kits, FSN 1560-999-4645, and high pressure hose kits, FSN 1560-133-8232, are one-time issue to some Chinook (CH-47) companies. When you get 'em, tho, it's up to you supply types to request used up kit components so hoses for The Hook can be made locally. AVSCOM Supply Letter 28-71 (May 71) lists the components.

20-MINUTE PM PAYOFF

TAKE IO—
TWICE,
IT'LL PAY OFF.

You give your Hueybird's tail rotor drive shaft—and all the hardware, that keeps it from coming unglued—an eagle eye looksee and shimmy every day, right?

Outstanding!

Any damage or loosey-goosey movement in the flexible coupling's hanger bearing gets a quick doublecheck.

Look for a half-greased coupling job or for a half-seated seal in the female coupling groove.

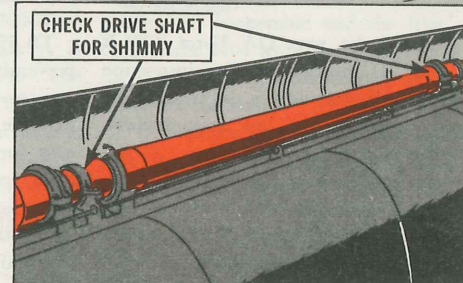
A flex coupling saddled with either of these goofs means a Huey with a burned tail—tail rotor drive shaft bearing, that is ... soon!

It's easy to tell if there's no grease in the bearing. You'll get a clickity-click—coupling slack—noise when you give the drive shaft a couple of twists on the Daily.

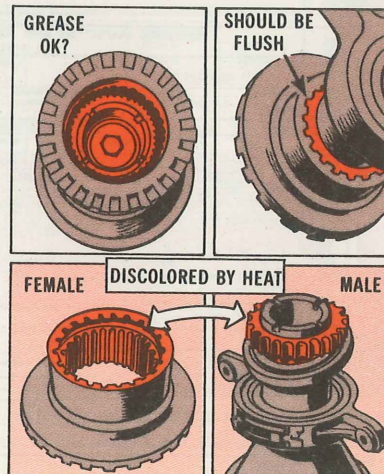
A smacky mouth sound means grease in the coupling.

A 20-min inspection of each coupling before you install it, or when you pull the acceptance check on an overhauled bird, makes good sense.

You'll find all the how-to PM goodies in Chap 7 of the Dash 20 manuals, bird-mechs. Have a go at it!



CHECK DRIVE SHAFT
FOR SHIMMY



GREASE
OK?

SHOULD BE
FLUSH

FEMALE

DISCOLORED BY HEAT

MALE

FOR TECH INSPECTORS ...

A NEW

CHANNEL

DO AIRCRAFTS
YOU GET "MEASURE UP"
DURING ACCEPTANCE
INSPECTIONS? NO!
LIKE TO GET THE
MESSAGE TO THE
RIGHT PEOPLE!?

Just use the new DA Form 3703-R (1 Mar 71), product quality inspection summary, if your unit is the first one to accept a bird from the manufacturer, contractor or depot.

Four copies of the form and 2 self-addressed envelopes come with the bird paperwork. One envelope is addressed to USAAVSCOM and the other to the government inspection agency at the factory or depot. Send 'em each one copy.

TB 55-1500-301-25 (24 Feb 70) on the preventive maintenance inspection system says the acceptance inspection is made in enough detail to determine fitness for flight, completeness of equipment and completeness and accuracy of forms and records.

'Course, an acceptance inspection is also pulled on birds assigned from one unit to another. Use a DA Form 2404 ... no new form needed.

EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET (TM 38-750)									
1. ORGANIZATION 87th ARMD SQDN, 1st AIR CAV		2. NOMENCLATURE AND MODEL OH-58A							
3. REGISTRATION/SERIAL/FSN S/N 71862		4a. MILES ---	4b. HOURS 10	5. ROUNDS ---	5d. HOT STARTS	5. DATE 21 JUNE 71		6. TYPE INSPECTION ACCEPTANCE	
7. APPLICABLE REFERENCE									
TM NUMBER 55-1520-228-20		TM DATE OCT 70		TM NUMBER 55-1520-228-35		TM DATE OCT 70			
8a. SIGNATURE (Person(s) performing inspection) SSG GOSSETT T/I SSG GORDON T/I		8b. TIME		9a. SIGNATURE (Maintenance Supervisor) CPT Murray Johnson		9b. TIME		10. MANHOURS REQUIRED 4.2	
11. TM ITEM NO.	12. STATUS a	13. DEFICIENCIES AND SHORTCOMINGS c			14. CORRECTIVE ACTION d			15. INITIAL WHEN CORRECTED e	
1.	✓	PILOTS H+T IND INOP							
2.	✓	OIL LINE SEEP/H TRANS TO DECK							
3.	✓	FWD T/R DRIVE SHAFT FWD ZERK FITT NEED SHEET METAL WORK							

DA FORM 2404
1 JAN 64



No sweat in filling out the 3703-R on new or overhauled birds. Section A is done by the losing organization. The gaining unit fills out Section B.

The number of safety of flight defects in block 11 are those that take a Red X. Block 13 is the place to list the detail goofs—lock wire missing, equipment

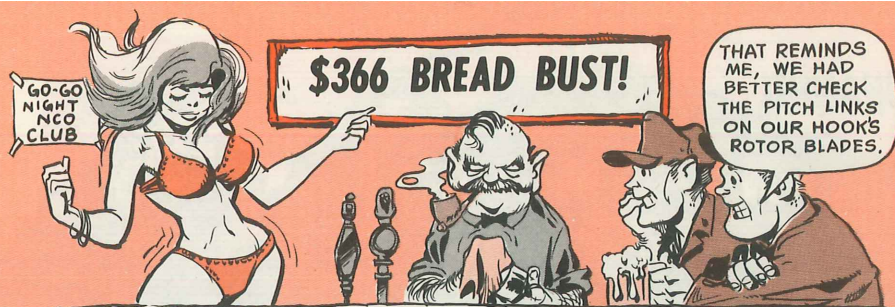
missing or inoperable and the like. A copy of the 2404 work sheet is acceptable for block 13 when the entries on both forms are the same.

Be brief but give enough info, such as part numbers and location, to clearly identify the problem.

PRODUCT QUALITY INSPECTION SUMMARY For use of this form, TB 55-1500-325-25, the proponent agency is the United States Army Materiel Command.						Exempt from Reports Control - Para 7-2a, AR 335-15	
See instructions on reverse for completing form.							
SECTION A - MAINTENANCE/PRODUCTION FACILITY				SECTION B - RECEIVING INSPECTION ACTIVITY			
1. NOMENCLATURE & SERIAL NUMBER Observ. Helicopter (OH-58A) S/N 71862		2. MANUFACTURE/MAINTENANCE FACILITY Bell Hel. Co.		3. TYPE WORK <input checked="" type="checkbox"/> NEW <input type="checkbox"/> MOD <input type="checkbox"/> OVERHAUL <input type="checkbox"/> REPAIR <input type="checkbox"/> OTHER (Specify)		4. DATE ACCEPTED 21 June 71	
4. CONTRACT/DWNR NUMBER A4172318-315		5. GOVERNMENT INSPECTION AGENCY SAVBE (AVSCOM)		6. DATE ACCEPTED 21 June 71		7. DATE RECEIVED INSPECTED	
7. INSPECTING ORGANIZATION		8. ORGANIZATION CODE		9. DATE		10. DATE	
10. CONDITION <input type="checkbox"/> SATISFACTORY <input type="checkbox"/> UNSATISFACTORY		11. SAFETY FLIGHT NUMBER DEFECTS OTHER		12. ESTIMATED MAN-HOURS TO REPAIR		13. ITEMIZE SAFETY OF FLIGHT DISCREPANCIES/RECOMMENDATIONS	
DA FORM 3703-R, 1 Mar 71							
Figure 1. Product Quality Inspection Summary (DA Form 3703-R).							

YOU FILL
OUT THIS
PART.

This feedback info will help cut down on the amount of extra maintenance a unit needs to do, following acceptance inspections. The details are spelled out in TB 55-1500-325-25 (11 Mar 71).



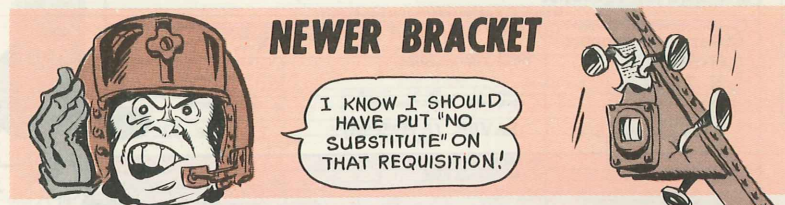
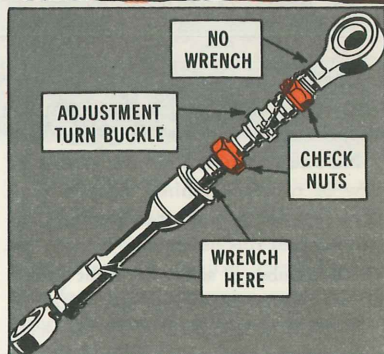
Any excessive vertical vibration in the Hook's (CH-47) rotor blades may call for a blade tracking job—adjustment of the pitch links.

If you use a wrench to hold the upper red end flat while you loosen the lower checknut, you'll get a couple of busted link assembly rivets, a ding-a-ling bird, beaucoup downtime.

By-the-book preventive maintenance practices—in para 9-266a(6) of TM 55-1520-227-20-2 (Aug 70) saves \$366 in bread ... the price tag on link assemblies.

When you break the 800-1,100 in-lb torque on the lower checknut of the link assembly, keep the rod end from turning by using a wrench on the lower rod end flat.

You have to loosen the 2 checknuts on the pitch change link to adjust the turnbuckle.



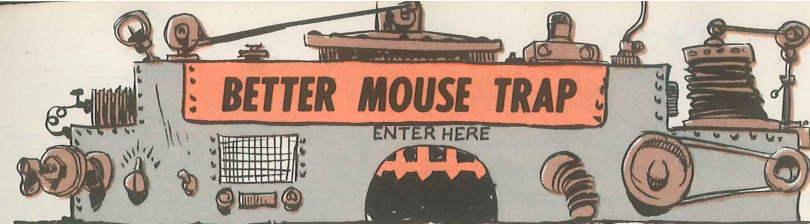
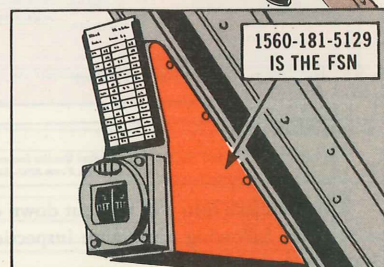
NEWER BRACKET

If you Cobra hotshots are totin' the XM-35 20-MM weapons subsystem, focus in on the magnetic compass.

Vibration can crack the mount, so now there is a beefed up job, FSN 1560-181-5129, in the supply system.

Put "No Substitute" on the requisition to make sure you get the new bracket.

Your favorite 67Y birdmech can make the mount switch for you.



The trouble with hydraulic filler and bleeder, Fed Cat Class 4910, in your A Sup, B and C tool sets is that it is primarily designed for non-aircraft use. The rubber seals in it work just fine with non-mineral base hydraulic brake fluid.

Mineral base hydraulic fluid, MIL-H-5606, is used in bird hydraulic systems.

So, when the bleeder gets filled with mineral base red juice the seals go to pot.

The unit leaks like a sieve and rubber particles may even contaminate a bird's hydraulic system ... a couple of good reasons why you want to update your tool set.

You want—Dispenser, Hydraulic Fluid, FSN 4920-245-1832. It uses MIL-H-5606 and you'll find it now listed in SC 4920-99-CL -A71 (May 71). Condemn the old bleeder because the seals are shot.

FSN 4920-245-1832
GETS YOU A NEW
DISPENSER



NEW ELEMENT—OLD STORY

One way to sideline a bird is to run out of parts before you should. And that's just what's happening with the hydraulic flight control filter on your Huey (C model not affected).

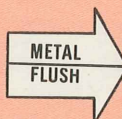
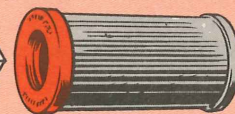
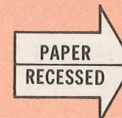
MWO 55-1500-206-20/1, with Ch 1 (Sep 69) put in an improved filter with a new filter element. Serial-numbered birds to be modified are listed in the MWO. All others have the filter.

Now, it just so happens, the new element, FSN 4330-442-2484, has a metal core and gets changed every 10th Periodic inspection. 'Course the supply of that baby is based on it going the distance.

The old filter has a paper element, FSN 4330-542-2060. It has a spring core and gets changed every Periodic.

The problem? You guessed it!

Some knucklebusters are replacing the metal element every Periodic—9 times more often than it should be changed. 'Course you wouldn't fall into that trap, right? Not when the element change frequency is spelled out right on the checksheets.





Dear Windy,

Change 2, TM 55-1500-204-25/1 (Apr 70) says all safety wiring and cotter pinning will be done according to Military Standard MS 33540.

Outstanding! But how do we get a Military Standard or Specification? Where do we get 'em and can we get our hands on a catalog which lists 'em? CS3 D.M.H.

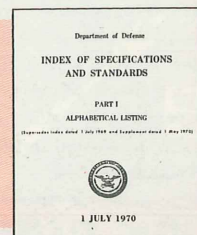
Dear Mr. D. M. H.,

Quite a number of Army technical publications and regulations used in the field refer you to various Mil Specs and Mil Standards. So, you've gotta get 'em.

You need DOD Index to Specifications and Standards, Part I (alphabetical listing) and Part II (numerical).

You can start automatic distribution of the index with a letter to: Commanding Officer, U.S. Naval Supply Depot, 5801 Tabor Ave., Philadelphia, PA 19120.

If you need a specific Mil Spec or Mil Standard write to the same address, ATTN: Customer Assistance. Use DD Form 1425—in duplicate.



A LETTER
GETS YOU
THIS INDEX

DISCHARGE FOR DISCHARGER

Dear Windy,

We can't get another electro static discharger on our Ute landing gear 'cause TM 55-1510-209-20P, fig 62, says use it until exhausted, no replacement.

What goes? Do we make up the cable locally or what? SP6 J. B. B.

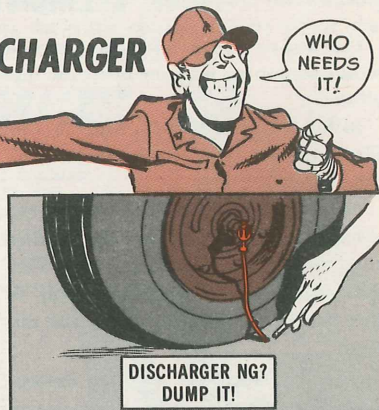
Dear Specialist J. B. B.,

No sweat!

The Army Aviations Systems Command has approved an engineering change that no longer requires the cable on either U-21 or U-8 aircraft.

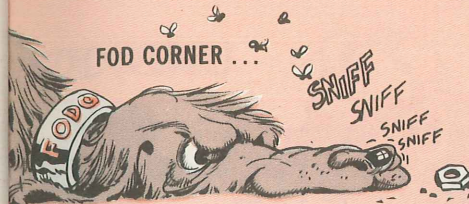
These cables can come loose and cause FOD—a more clear and present danger than any possible damage caused by static buildup.

When the wire wears out just dump the holder, nut and cable.



58

FOD CORNER ...



LOST

A 67N whirlymec was missing a pair of small slip joint, angle nose pliers from his general mechanics tool box.

FOUND

An Armymech found the pliers lodged on the Huey Delta's cyclic stick lateral control tube ... after a 3-stop, 450-mile trip!

Peter Pilot could have been without directional control or communications if the pliers had jammed the lateral cyclic control bellcrank or shorted a bundle of wires. He was lucky.



COUNT 'EM

We have the world's best equipment ... and tools to maintain it. Let's keep it that way. Count your tools after every repair job.

STREAMLINED ...

UND/PD CODES

I'VE WORKED OUT SOME NEW UND AND PD CODES TO MAKE YOUR SUPPLY REQUESTS EASIER 'N' FASTER.

WHAT'S A PD?

IT USED TO BE CALLED AN IPD (ISSUE PRIORITY DESIGNATOR).

THE REQUESTS GO ON YOUR DA FORMS 2765, 2402 AND 2407.

Here's the latest scoop on UND (Urgency of Need Designator) codes and PD (Priority Designator) codes for your supply and maintenance requests—DA Form 2765 and DA Form 2402 supply forms, and DA Form 2407, maintenance request.

The UND codes are A, B, and C. A and B are for top priority requests, and C is for routine requests. For example:

UND		
TOP PRIORITY		ROUTINE
A	B	C
<ol style="list-style-type: none"> Key items. Without 'em your outfit is stopped in its tracks. For example, when your request concerns mission-essential equipment for immediate use, or items for immediate replacement on, or repair of, mission-essential gear. Lack of the supplies or equipment affects your unit's readiness status. Requesting the exact amount of mission-essential equipment or supplies needed to get your unit off its readiness bind. You're not authorized to order extras when you use an A UND on a supply request. 	<ol style="list-style-type: none"> Key items. Your unit's mission capabilities are impaired. Without the mission-essential equipment or supplies your unit can operate only temporarily, and it'll be operating below its level of acceptable readiness. The items are for immediate use. The need, natch, hurts your unit's equipment readiness reports. Items for immediate installation on, or repair of, mission-essential auxiliary equipment. Stocks of PLL items which are at zero balance. 	<ol style="list-style-type: none"> Items needed for scheduled maintenance or replacement. Ordering your initial load of PLL stocks. Routine replacement of PLL stocks. Supplies and maintenance requests not covered by A or B UND's.

The FAD (Force Activity Designator) codes are I, II, III, IV, and V.

Your unit is assigned a FAD by DA, or by a major commander.

		FAD				
		I	II	III	IV	V
UND	A	01	02	03	07	08
	B	04	05	06	09	10
	C	11	12	13	14	15
		PD				

PD's tell support how fast to fill your request.

PD

The PD codes run from 01 through 15:

01 through 08 are top priority requests
09 and 10 are special needs
11 through 15 are for requesting replacement supplies

PIN-POINTIN' YOUR PD'S

All you do is marry-up the assigned FAD with the right UND, and you come up with the correct PD for your request.

From the UND you select, read across to your assigned FAD. When you line-up your FAD with your UND you pinpoint your PD.

IF YOUR UND IS B AND YOUR FAD III, THEN YOUR PD IS 06!

EXCHANGE TAG (TM 28-730)

1. SUPPORT AGENCY

2. UNIT OR ORGANIZATION

3. FSN

4. NOUN NOMENCLATURE

5. EIR EXHIBIT

6. EXCHANGE

7. DATE

8. NOUN NOMENCLATURE/MATERIAL

9. MODEL

10. DA FORM 2402, 1 JAN 64 PREVIOUS EDITION

11. UNIT OR ORGANIZATION

12. FSN

13. QUANTITY

14. QUANTITY

15. QUANTITY

16. QUANTITY

17. QUANTITY

18. QUANTITY

19. QUANTITY

20. QUANTITY

21. QUANTITY

22. QUANTITY

23. QUANTITY

24. QUANTITY

25. QUANTITY

26. QUANTITY

27. QUANTITY

28. QUANTITY

29. QUANTITY

30. QUANTITY

31. QUANTITY

32. QUANTITY

33. QUANTITY

34. QUANTITY

35. QUANTITY

36. QUANTITY

37. QUANTITY

38. QUANTITY

39. QUANTITY

40. QUANTITY

41. QUANTITY

42. QUANTITY

43. QUANTITY

44. QUANTITY

45. QUANTITY

46. QUANTITY

47. QUANTITY

48. QUANTITY

49. QUANTITY

50. QUANTITY

51. QUANTITY

52. QUANTITY

53. QUANTITY

54. QUANTITY

55. QUANTITY

56. QUANTITY

57. QUANTITY

58. QUANTITY

59. QUANTITY

60. QUANTITY

61. QUANTITY

62. QUANTITY

63. QUANTITY

64. QUANTITY

65. QUANTITY

66. QUANTITY

67. QUANTITY

68. QUANTITY

69. QUANTITY

70. QUANTITY

71. QUANTITY

72. QUANTITY

73. QUANTITY

74. QUANTITY

75. QUANTITY

76. QUANTITY

77. QUANTITY

78. QUANTITY

79. QUANTITY

80. QUANTITY

81. QUANTITY

82. QUANTITY

83. QUANTITY

84. QUANTITY

85. QUANTITY

86. QUANTITY

87. QUANTITY

88. QUANTITY

89. QUANTITY

90. QUANTITY

91. QUANTITY

92. QUANTITY

93. QUANTITY

94. QUANTITY

95. QUANTITY

96. QUANTITY

97. QUANTITY

98. QUANTITY

99. QUANTITY

100. QUANTITY

101. QUANTITY

102. QUANTITY

103. QUANTITY

104. QUANTITY

105. QUANTITY

106. QUANTITY

107. QUANTITY

108. QUANTITY

109. QUANTITY

110. QUANTITY

111. QUANTITY

112. QUANTITY

113. QUANTITY

114. QUANTITY

115. QUANTITY

116. QUANTITY

117. QUANTITY

118. QUANTITY

119. QUANTITY

120. QUANTITY

121. QUANTITY

122. QUANTITY

123. QUANTITY

124. QUANTITY

125. QUANTITY

126. QUANTITY

127. QUANTITY

128. QUANTITY

129. QUANTITY

130. QUANTITY

131. QUANTITY

132. QUANTITY

133. QUANTITY

134. QUANTITY

135. QUANTITY

136. QUANTITY

137. QUANTITY

138. QUANTITY

139. QUANTITY

140. QUANTITY

141. QUANTITY

142. QUANTITY

143. QUANTITY

144. QUANTITY

145. QUANTITY

146. QUANTITY

147. QUANTITY

148. QUANTITY

149. QUANTITY

150. QUANTITY

151. QUANTITY

152. QUANTITY

153. QUANTITY

154. QUANTITY

155. QUANTITY

156. QUANTITY

157. QUANTITY

158. QUANTITY

159. QUANTITY

160. QUANTITY

161. QUANTITY

162. QUANTITY

163. QUANTITY

164. QUANTITY

165. QUANTITY

166. QUANTITY

167. QUANTITY

168. QUANTITY

169. QUANTITY

170. QUANTITY

171. QUANTITY

172. QUANTITY

173. QUANTITY

174. QUANTITY

175. QUANTITY

176. QUANTITY

177. QUANTITY

178. QUANTITY

179. QUANTITY

180. QUANTITY

181. QUANTITY

182. QUANTITY

183. QUANTITY

184. QUANTITY

185. QUANTITY

186. QUANTITY

187. QUANTITY

188. QUANTITY

189. QUANTITY

190. QUANTITY

191. QUANTITY

192. QUANTITY

193. QUANTITY

194. QUANTITY

195. QUANTITY

196. QUANTITY

197. QUANTITY

198. QUANTITY

199. QUANTITY

200. QUANTITY

201. QUANTITY

202. QUANTITY

203. QUANTITY

204. QUANTITY

205. QUANTITY

206. QUANTITY

207. QUANTITY

208. QUANTITY

209. QUANTITY

210. QUANTITY

211. QUANTITY

212. QUANTITY

213. QUANTITY

214. QUANTITY

215. QUANTITY

216. QUANTITY

217. QUANTITY

218. QUANTITY

219. QUANTITY

220. QUANTITY

221. QUANTITY

222. QUANTITY

223. QUANTITY

224. QUANTITY

225. QUANTITY

226. QUANTITY

227. QUANTITY

228. QUANTITY

229. QUANTITY

230. QUANTITY

231. QUANTITY

232. QUANTITY

233. QUANTITY

234. QUANTITY

235. QUANTITY

236. QUANTITY

237. QUANTITY

238. QUANTITY

239. QUANTITY

240. QUANTITY

241. QUANTITY

242. QUANTITY

243. QUANTITY

244. QUANTITY

245. QUANTITY

246. QUANTITY

247. QUANTITY

248. QUANTITY

249. QUANTITY

250. QUANTITY

251. QUANTITY

252. QUANTITY

253. QUANTITY

254. QUANTITY

255. QUANTITY

256. QUANTITY

257. QUANTITY

258. QUANTITY

259. QUANTITY

260. QUANTITY

261. QUANTITY

262. QUANTITY

263. QUANTITY

264. QUANTITY

265. QUANTITY

266. QUANTITY

267. QUANTITY

268. QUANTITY

269. QUANTITY

270. QUANTITY

271. QUANTITY

272. QUANTITY

273. QUANTITY

274. QUANTITY

275. QUANTITY

276. QUANTITY

277. QUANTITY

278. QUANTITY

279. QUANTITY

280. QUANTITY

281. QUANTITY

282. QUANTITY

283. QUANTITY

284. QUANTITY

285. QUANTITY

286. QUANTITY

287. QUANTITY

288. QUANTITY

289. QUANTITY

290. QUANTITY

291. QUANTITY

292. QUANTITY

293. QUANTITY

294. QUANTITY

295. QUANTITY

296. QUANTITY

297. QUANTITY

298. QUANTITY

299. QUANTITY

300. QUANTITY

301. QUANTITY

302. QUANTITY

303. QUANTITY

304. QUANTITY

305. QUANTITY

306. QUANTITY

307. QUANTITY

308. QUANTITY

309. QUANTITY

310. QUANTITY

311. QUANTITY

312. QUANTITY

313. QUANTITY

314. QUANTITY

315. QUANTITY

316. QUANTITY

317. QUANTITY

318. QUANTITY

319. QUANTITY

320. QUANTITY

321. QUANTITY

322. QUANTITY

323. QUANTITY

324. QUANTITY

325. QUANTITY

326. QUANTITY

327. QUANTITY

328. QUANTITY

329. QUANTITY

330. QUANTITY

331. QUANTITY

332. QUANTITY

333. QUANTITY

334. QUANTITY

335. QUANTITY

336. QUANTITY

337. QUANTITY

338. QUANTITY

339. QUANTITY

340. QUANTITY

341. QUANTITY

342. QUANTITY

343. QUANTITY

344. QUANTITY

345. QUANTITY

346. QUANTITY

347. QUANTITY

348. QUANTITY

349. QUANTITY

350. QUANTITY

351. QUANTITY

352. QUANTITY

353. QUANTITY

354. QUANTITY

355. QUANTITY

356. QUANTITY

357. QUANTITY

358. QUANTITY

359. QUANTITY

360. QUANTITY

361. QUANTITY

362. QUANTITY

363. QUANTITY

364. QUANTITY

365. QUANTITY

366. QUANTITY

367. QUANTITY

368. QUANTITY

369. QUANTITY

370. QUANTITY

371. QUANTITY

372. QUANTITY

373. QUANTITY

374. QUANTITY

375. QUANTITY

376. QUANTITY

377. QUANTITY

378. QUANTITY

379. QUANTITY

380. QUANTITY

381. QUANTITY

382. QUANTITY

383. QUANTITY

384. QUANTITY

385. QUANTITY

386. QUANTITY

387. QUANTITY

388. QUANTITY

389. QUANTITY

390. QUANTITY

391. QUANTITY

392. QUANTITY

393. QUANTITY

394. QUANTITY

395. QUANTITY

396. QUANTITY

397. QUANTITY

398. QUANTITY

399. QUANTITY

400. QUANTITY

401. QUANTITY

402. QUANTITY

403. QUANTITY

404. QUANTITY

405. QUANTITY

406. QUANTITY

407. QUANTITY

408. QUANTITY

409. QUANTITY

410. QUANTITY

411. QUANTITY

412. QUANTITY

413. QUANTITY

414. QUANTITY

415. QUANTITY

416. QUANTITY

417. QUANTITY

418. QUANTITY

419. QUANTITY

420. QUANTITY

421. QUANTITY

422. QUANTITY

423. QUANTITY

424. QUANTITY

425. QUANTITY

426. QUANTITY

427. QUANTITY

428. QUANTITY

429. QUANTITY

430. QUANTITY

431. QUANTITY

432. QUANTITY

433. QUANTITY

434. QUANTITY

435. QUANTITY

436. QUANTITY

437. QUANTITY

438. QUANTITY

439. QUANTITY

440. QUANTITY

441. QUANTITY

442. QUANTITY

443. QUANTITY

444. QUANTITY

445. QUANTITY

446. QUANTITY

447. QUANTITY

448. QUANTITY

449. QUANTITY

450. QUANTITY

451. QUANTITY

452. QUANTITY

453. QUANTITY

454. QUANTITY

455. QUANTITY

456. QUANTITY

457. QUANTITY

458. QUANTITY

459. QUANTITY

460. QUANTITY

461. QUANTITY

462. QUANTITY

463. QUANTITY

464. QUANTITY

465. QUANTITY

466. QUANTITY

467. QUANTITY

468. QUANTITY

469. QUANTITY

470. QUANTITY

471. QUANTITY

472. QUANTITY

473. QUANTITY

474. QUANTITY

475. QUANTITY

476. QUANTITY

477. QUANTITY

478. QUANTITY

479. QUANTITY

480. QUANTITY

481. QUANTITY

482. QUANTITY

483. QUANTITY

484. QUANTITY

485. QUANTITY

486. QUANTITY

487. QUANTITY

488. QUANTITY

489. QUANTITY

490. QUANTITY

491. QUANTITY

492. QUANTITY

493. QUANTITY

494. QUANTITY

495. QUANTITY

496. QUANTITY

497. QUANTITY

498. QUANTITY

499. QUANTITY

500. QUANTITY

501. QUANTITY

502. QUANTITY

503. QUANTITY

504. QUANTITY

505. QUANTITY

506. QUANTITY

507. QUANTITY

508. QUANTITY

509. QUANTITY

510. QUANTITY

511. QUANTITY

512. QUANTITY

513. QUANTITY

514. QUANTITY

515. QUANTITY

516. QUANTITY

517. QUANTITY

518. QUANTITY

519. QUANTITY

520. QUANTITY

521. QUANTITY

522. QUANTITY

523. QUANTITY

524. QUANTITY

525. QUANTITY

526. QUANTITY

527. QUANTITY

528. QUANTITY

529. QUANTITY

530. QUANTITY

531. QUANTITY

532. QUANTITY

533. QUANTITY

534. QUANTITY

535. QUANTITY

536. QUANTITY

537. QUANTITY

538. QUANTITY

539. QUANTITY

540. QUANTITY

541. QUANTITY

542. QUANTITY

543. QUANTITY

544. QUANTITY

545. QUANTITY

546. QUANTITY

547. QUANTITY

548. QUANTITY

549. QUANTITY

550. QUANTITY

551. QUANTITY

552. QUANTITY

553. QUANTITY

554. QUANTITY

555. QUANTITY

556. QUANTITY

557. QUANTITY

558. QUANTITY

559. QUANTITY

560. QUANTITY

561. QUANTITY

562. QUANTITY

563. QUANTITY

564. QUANTITY

565. QUANTITY

566. QUANTITY

567. QUANTITY

568. QUANTITY

569. QUANTITY

570. QUANTITY

571. QUANTITY

572. QUANTITY

573. QUANTITY

574. QUANTITY

575. QUANTITY

576. QUANTITY

577. QUANTITY

578. QUANTITY

579. QUANTITY

580. QUANTITY

581. QUANTITY

582. QUANTITY

583. QUANTITY

584. QUANTITY

585. QUANTITY

586. QUANTITY

587. QUANTITY

588. QUANTITY

589. QUANTITY

590. QUANTITY

591. QUANTITY

592. QUANTITY

593. QUANTITY

594. QUANTITY

595. QUANTITY

596. QUANTITY

597. QUANTITY

598. QUANTITY

599. QUANTITY

600. QUANTITY

601. QUANTITY

602. QUANTITY

603. QUANTITY

604. QUANTITY

605. QUANTITY

606. QUANTITY

607. QUANTITY

608. QUANTITY

609. QUANTITY

610. QUANTITY

611. QUANTITY

612. QUANTITY

613. QUANTITY

614. QUANTITY

615. QUANTITY

616. QUANTITY

617. QUANTITY

618. QUANTITY

619. QUANTITY

620. QUANTITY

621. QUANTITY

622. QUANTITY

623. QUANTITY

624. QUANTITY

625. QUANTITY

626. QUANTITY

627. QUANTITY

628. QUANTITY

629. QUANTITY

630. QUANTITY

631. QUANTITY

632. QUANTITY

633. QUANTITY

634. QUANTITY

635. QUANTITY

636. QUANTITY

637. QUANTITY

638. QUANTITY

639. QUANTITY

640. QUANTITY

641. QUANTITY

642. QUANTITY

643. QUANTITY

644. QUANTITY

645. QUANTITY

646. QUANTITY

647. QUANTITY

648. QUANTITY

649. QUANTITY

650. QUANTITY

651. QUANTITY

652. QUANTITY

653. QUANTITY

654. QUANTITY

655. QUANTITY

656. QUANTITY

657. QUANTITY

658. QUANTITY

659. QUANTITY

660. QUANTITY

661. QUANTITY

662. QUANTITY

663. QUANTITY

664. QUANTITY

665. QUANTITY

666. QUANTITY

667. QUANTITY

668. QUANTITY

669. QUANTITY

670. QUANTITY

671. QUANTITY

672. QUANTITY

673. QUANTITY

674. QUANTITY

675. QUANTITY

676. QUANTITY

677. QUANTITY

678. QUANTITY

679. QUANTITY

680. QUANTITY

681. QUANTITY

682. QUANTITY

683. QUANTITY

684. QUANTITY

685. QUANTITY

686. QUANTITY

687. QUANTITY

688. QUANTITY

689. QUANTITY

690. QUANTITY

691. QUANTITY

692. QUANTITY

693. QUANTITY

694. QUANTITY

695. QUANTITY

696. QUANTITY

697. QUANTITY

698. QUANTITY

699. QUANTITY

700. QUANTITY

701. QUANTITY

702. QUANTITY

703. QUANTITY

704. QUANTITY

705. QUANTITY

706. QUANTITY

707. QUANTITY

708. QUANTITY

709. QUANTITY

710. QUANTITY

711. QUANTITY

712. QUANTITY

713. QUANTITY

714. QUANTITY

715. QUANTITY

716. QUANTITY

717. QUANTITY

718. QUANTITY

719. QUANTITY

720. QUANTITY

721. QUANTITY

722. QUANTITY

723. QUANTITY

724. QUANTITY

725. QUANTITY

726. QUANTITY

727. QUANTITY

728. QUANTITY

729. QUANTITY

730. QUANTITY

731. QUANTITY

732. QUANTITY

733. QUANTITY

734. QUANTITY

735. QUANTITY

736. QUANTITY

737. QUANTITY

738. QUANTITY

739. QUANTITY

740. QUANTITY

741. QUANTITY

742. QUANTITY

743. QUANTITY

744. QUANTITY

745. QUANTITY

746. QUANTITY

747. QUANTITY

748. QUANTITY

749. QUANTITY

750. QUANTITY

751. QUANTITY

752. QUANTITY

753. QUANTITY

754. QUANTITY

755. QUANTITY

756. QUANTITY

757. QUANTITY

758. QUANTITY

759. QUANTITY

760. QUANTITY

761. QUANTITY

762. QUANTITY

763. QUANTITY

764. QUANTITY

765. QUANTITY

766. QUANTITY

767. QUANTITY

768. QUANTITY

769. QUANTITY

770. QUANTITY

771. QUANTITY

772. QUANTITY

773. QUANTITY

774. QUANTITY

775. QUANTITY

776. QUANTITY

777. QUANTITY

778. QUANTITY

779. QUANTITY

780. QUANTITY

781. QUANTITY

782. QUANTITY

783. QUANTITY

784. QUANTITY

785. QUANTITY

786. QUANTITY

787. QUANTITY

788. QUANTITY

789. QUANTITY

790. QUANTITY

791. QUANTITY

792. QUANTITY

793. QUANTITY

794. QUANTITY

795. QUANTITY

796. QUANTITY

797. QUANTITY

798. QUANTITY

799. QUANTITY

800. QUANTITY

801. QUANTITY

802. QUANTITY

803. QUANTITY

804. QUANTITY

805. QUANTITY

806. QUANTITY

807. QUANTITY

808. QUANTITY

809. QUANTITY

810. QUANTITY

811. QUANTITY

812. QUANTITY

813. QUANTITY

814. QUANTITY

815. QUANTITY

816. QUANTITY

817. QUANTITY

818. QUANTITY

819. QUANTITY

820. QUANTITY

821. QUANTITY

822. QUANTITY

823. QUANTITY

824. QUANTITY

825. QUANTITY

826. QUANTITY

827. QUANTITY

828. QUANTITY

829. QUANTITY

830. QUANTITY

831. QUANTITY

832. QUANTITY

833. QUANTITY

834. QUANTITY

835. QUANTITY

836. QUANTITY

837. QUANTITY

838. QUANTITY

839. QUANTITY

840. QUANTITY

841. QUANTITY

842. QUANTITY

843. QUANTITY

844. QUANTITY

845. QUANTITY

846. QUANTITY

847. QUANTITY

848. QUANTITY

849. QUANTITY

850. QUANTITY

851. QUANTITY

852. QUANTITY

853. QUANTITY

854. QUANTITY

855. QUANTITY

856. QUANTITY

857. QUANTITY

858. QUANTITY

859. QUANTITY

860. QUANTITY

861. QUANTITY

862. QUANTITY

863. QUANTITY

864. QUANTITY

865. QUANTITY

866. QUANTITY

867. QUANTITY

868. QUANTITY

869. QUANTITY

870. QUANTITY

871. QUANTITY

87

On A DA Form 2765 you note the PD in block 20. On DA Form 2402 you put the IPD in block 4, after the FSN. (Your UND is not recorded on either supply form.) On DA Form 2407, the code goes in the PD block in Sect I.

Have your CO sign DA Forms 2402 and 2407 when a high priority PD is used.

On supply requests, when you use PD's 01 through 08, you need your CO's signature (or, in his absence, the signature of whoever's authorized to sign for him) in block d of your document register, DA Form 2064. The other PD's don't take a signature, but you must note 'em in block a (ahead of the date) on your document register.

EXCEPTIONS

ALL UNITS, REGARDLESS OF FAD, USE THESE PD'S.

PD 03 when there's an emergency for medical and disaster supplies, and for equipment and supplies needed immediately to save lives and prevent suffering, quell riots, etc.

PD 06 on emergency requests for individual and organizational clothing needed to provide minimum essential items for active duty personnel. The troops must actually be minus the requested items.

NORS CODES

ON SOME NORS* REQUESTS, WITH PD'S OF 01, 02 OR 03, YOU USE CODE 999.

THIS SPECIAL HANDLING CODE GOES IN BLOCK 21 ON DA FORM 2765.

*NOT OPERATIONALLY READY SUPPLY

The 999 code, however, is OK'd only when you're overseas, or when you're stateside and alerted for deployment within 30 days. And you use the code on requests for supplies related to critical equipment ... limping equipment that'll fracture your unit's equipment readiness status.

It's also for supplies needed for pending repair or replacement work on critical equipment that's tagged ANORS (Anticipated Not Operationally Ready Supply). That means items that'll be needed within 15 days of the date of the request if you're in VN, and within 5 days of the date of the request if you're elsewhere, overseas, or stateside and alerted for deployment within 30 days. These are items that've been identified (by mainte-

nance, inspection, or testing experience) as definite time-change items to prevent failure of primary weapons or other equipment.

Your CO, or whoever signs for him, OK's use of the 999 code.



Also, on stateside NORS requests (when you're not alerted for deployment) slip an N in the first position in block 21, and on an ANORS requests use an E in that space.

For the list of weapon system codes for equipment that rates NORS requests see the Army System codes in App II-15, pages A2-108—A2-110, AR 725-50.

FOR MORE SCOOP ...

The streamlined UND/PD codes were effective on 1 July 1971, and were put into effect by DA Letter, LOG-SP-PPB (5 May 71), Subj: Uniform Materiel Movement and Issue Priority System (UMMIPS).

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 1 (Aug 71), TM's, TB's, etc.; DA Pam 310-6 (Jul 71), SC's and SM's; DA Pam 310-7 (Aug 71), MWO's; and DA Pam 310-9 (Jul 70), COMSEC Pubs.



TECHNICAL BULLETINS

TM 5-3895-340-20P Sep Roller, Motorized 5-8 Ton GED Bituminous
TM 5-4110-228-24P Aug Refrig Unit 10,000 BTU
TM 5-4320-258-12 Aug Pump POL GED 1120 GPM
TM 5-5511 Jul Carpenter
TM 5-6665-203-20P Aug Land Mine Detection Bridge type truck mounted
TM 9-1005-211-21 C3 Oct M1911A1 .45 Pistol
TM 9-1005-257-12 C3 Sep 7.62MM MG Armament POD XM18/XM18E1
TM 9-1005-257-20P C2 Sep 7.62MM MG Armament POD XM18/XM18E1
TM 9-1005-298-12 C2 Sep 7.62MM MG Armament Subsystem XM27E1
TM 9-1015-234-12 C6 Aug M102 Howitzer
TM 9-1090-202-12 C2 Sep 7.62MM MG 2.75 Inch Rocket Launcher Armament Subsys M21
TM 9-1090-203-12 C3 Aug Armament Subsys XM28/XM28E1
TM 9-1090-203-12 C4 Sep 7.62MM MG 40MM Grenade Launcher Armament Subsys XM28E/XM28E1
TM 9-1400-514-15 C4 Oct Hawk
TM 9-1410-500-15P C1 Jul Hawk
TM 9-1425-585-14 C3 Jul Organizational Chaparral
TM 9-1430-510-12/1 C7 Sep Hawk
TM 9-2320-211-ESC Aug TM 211-series 5-ton trucks
TM 9-2320-218-20P C3 Aug TM-218-series 1/4-ton trucks
TM 9-2330-251-14 C1 Sep TM-251-Series 1/4-ton trailers
TM 9-2350-300-20/2 Aug Vulcan Self-Propelled XM163
TM 9-6625-2536-14 Aug TOW Differential Multimeter 6625-489-8908 (TOW Hvy Antitank/Assault Weapon System)
TM 10-3950-203-20 Aug Crane Truck Warehouse Slewling Boom; GED; 10,000 lb Capacity

TM 11-5410-205-15P Sep Shelters, Electrical Equip S-144/G, S-144A/G, S-144B/G, S-144C/G and S-144D/G
TM 11-5820-556-15 Jul Radio Terminal Set AN/TRC-112
TM 11-5820-667-12 C3 Sep AN/PRC-77 Radio Set
TM 11-5821-248-12 C2 Sep OV-1A, B, C, U-1A, U-6A, U-8F, U-10A, CH-47, UH-1B, D
TM 11-5841-241-12 C3 Sep U-21
TM 11-5895-479-12 Aug Interrogator Set AN/TPX-41
TM 55-406 C1 Aug A11 Fixed & Rotor Wing
TB 55-1500-219-20/2 Nov UH-1B, D, H
TM 55-1500-323-25 C3 Sep A11 Fixed & Rotor Wing
TM 55-1510-203-10 C3 Sep U-6
TM 55-1510-204-10/4 C4 Oc OV-1A, B, C
TM 55-1510-204-10/5 C7 Oct OV-1D
TM 55-1510-204-20-1 C13 Au OV-1A, B, C
TM 55-1510-205-10 C2 Sep U-1
TM 55-1520-206-PMD Aug OH-23
TM 55-1520-206-10 C1 Sep OH-23
TM 55-1510-209-CL/4 Jul U-21
TM 55-1510-209-10/1 C2 Oct U-21
TM 55-1520-209-20P-1 Aug CH-47A, B, C
TM 55-1520-210-10 Aug UH-1D, H
TM 55-1520-214-20 C10 Oct OH-6
TM 55-1520-217-CL/1 C1 Jul CH-54A
TM 55-1520-219-20 C10 Oct UH-1B
TM 55-1520-219-20 C8 Sep UH-1B
TM 55-1520-219-20 C9 Sep UH-1B
TM 55-1520-220-20 C17 Sep UH-1C
TM 55-1520-220-20 C18 Oct UH-1C
TM 55-1520-221-20P C1 Sep AH-1G
TM 55-1520-226-10 C6 Sep OH-13T
TM 55-1520-227-10 C9 Oct CH-47B, C
TM 55-1520-227-20-1 C16 Au CH-47B, C
TM 55-1520-228-10 C6 Oct OH-58
TM 55-1520-228-20 C4 Aug OH-58
TM 55-1520-228-20P Aug OH-58

TM 55-1730-215-13 Jul A11 Fixed & Rotor Wing
TM 55-2810-222-20P C1 Sep OH-23
TM 55-2840-230-20P Aug CH-54A, B
TM 55-2840-230-24 Sep CH-54A, B
TM 55-2840-231-20P Aug OH-6 & OH-58
TM 55-2840-234-24/1 Aug CH-47A, B, C Engine, Shaft Turbine
TM 55-6230-239-15 C1 Aug A11 Fixed & Rotor Wing

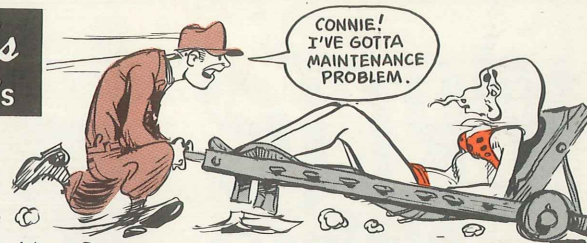
LUBRICATION ORDERS

LO 5-3810-290-12-1 Jun Crane Wheel Mid
LO 5-3810-294-12-1 Sep Crane, Truck Mounted, 20 Ton
LO 5-3810-294-12-2 Sep Crane Truck Mid 20-Ton
LO 5-3810-294-12-3 Sep Crane Truck Mounted 20-Ton
LO 5-3810-294-12-4 Sep Crane Truck Mid 20-Ton
LO 5-3810-294-12-5 Sep Crane Truck Mid 20-Ton
LO 5-4320-258-12 Jul Pump, POL, GED, 1120 GPM, Operator Petroleum Distribution
LO 9-1430-254-20 Aug Imp Nike-Herc

MISCELLANEOUS

AR 220-1 Sep Unit Readiness
DA Pam 310-7 Aug MWO's
FM 29-2 Aug Organizational Maint Mgt
MWO 55-1510-201-40/17 C2 Oct U-8
MWO 55-1510-209-40/3 C1 Oct U-21
MWO 55-1500-219-30/2 C1 Sep UH-1B, C
TB 10-1670-205-20/2 Oct Inspection of Waistband Adapter Panel On Harness, Personnel Parachute
TB 750-971-3 Jul EIR and Maint Digest (MECOM)
TB 750-981-3 Jul EIR and Maint Digest Tank and Automotive Equip

Connie's Mini Mini's



Letters Up Front

Some new-style USA registration numbers will soon start showing up on new equipment. Instead of digits up front, as now, they'll have 2 letters up front. Change T (Aug 71) to AR 708-1 spells out the word on it. Old-style numbers now on equipment won't change—unless HQ USAMC gives the word.

A/C Inventory Form

Ask your pubs people to latch onto the new DA Form 1352 (1 Jul 71) for your aircraft inventory, status and flying time reports, birdmen. That's the baby you need to comply with AR 710-12 (Jul 71).

Battery Dates

Battery maintenance policy is one thing—battery ESC ratings are something else. Even though vehicle ESC ratings no longer require a check on battery dates, the battery TM (TM 9-6140-200-14 (Aug 71), para 3-7, requires a service date to be stamped or marked near the battery positive post. That's for general battery maintenance management—not for ESC use.

Door Stop Repair

Busted door-stop brackets on your 2½-ton truck can be fixed. See the repair rundown in Article 3-10, TB 750-981-2 (Apr 71).

Stop Freeze-Up

When temperatures drop, water-logged fuel will freeze your equipment to a standstill.

Whether you operate a gasoline, multi-fuel or diesel engine, be safe by mixing 1/2 pint of denatured alcohol (FSN 6810-543-7415) to every 10 gallons of fuel.

And be extra safe by only using fuel that has been pumped through a filter/separator.

Drain your primary fuel filter after every daily operation and the fuel tank sediment weekly if possible.

Keep your bulk fuel and dispensing equipment free of ice and snow.

Keep fuel tanks full to cut down condensation.

And follow the dope given in TM 9-207 (Dec 70) to the letter.

Mwo Of The Month

Tired of seeing double? You can prevent double images on radar scopes in your Nike-Hercules trailer vans by getting MWO 9-2330-212-30/11 (Mar 70) applied. So, fill out DA Form 2407 pronto.

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

WRITE INSTEAD OF GRIPE

USE —

DA Form 2407 (Equipment Improvement Recommendation) to tell the design guys what goes wrong.

OR
DA Form 2028 to tell the manual writers what's wrong with your tech pubs.

OR
DA Form 1045 suggestion to tell anybody the ideas you have for improving anything.

