

Issue 505

PS

December
1994

TB 43-PS-505

THE PREVENTIVE MAINTENANCE MONTHLY

SERGEANT
SCROOGE

SERGEANT
MARLEY??

UNLESS YOU
CHANGE YOUR WAYS,
YOU, TOO, WILL BE
FOREVER BURDENED
BY THE CHAINS
OF POOR PM!

Approved for
Public Release;
Distribution Is
Unlimited

Annual Index
... See Page 27

Build, Then Lead

NCOs, your job is to build a team. You do that by giving your soldiers the purpose, direction and motivation to get your mission done.

But before you can lead anyone anywhere, you've got to train and build a team that can work together to get the job done. That's one of the most important parts of a leader's job.

FM 22-100, MILITARY LEADERSHIP, TELLS YOU HOW TO HONE YOUR LEADERSHIP SKILLS.



And when you finish with that one, FM 22-102, SoldierTeam Development, tells you how to develop your soldier teams at company level and below to meet the challenges of combat.

The short and sweet of team building is to:

- ★ Set goals—Make sure that goals improve team readiness, subordinates are involved, and goals are realistic and attainable.



- ★ Make decisions—Recognize and define the problem, gather facts, make assumptions, develop possible solutions, analyze and compare alternate solutions, then select the best solution.



- ★ Supervise and evaluate—Give instructions, inspect the results, keep a grasp on the situation, ensure plans are implemented, and provide vital feedback as to the success or failure of the task.



Your Team

- ★ Teach (Train and cross-train)—Train your soldiers to improve proficiency and cross-train to improve your unit's effectiveness.

- ★ Coach—Set the example. Be a role model of competence, candor, courage and integrity.



- ★ Counsel—Communicate. Talk to your soldiers to help them solve problems, correct their performance and improve good performance.

WHEN YOU MASTER LEADERSHIP AND TEAM BUILDING, YOUR TEAM WILL FOLLOW WHERE YOU LEAD.



THE
PREVENTIVE
MAINTENANCE
MONTHLY

TS 43-PS-505, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all soldiers assigned to combat and combat support units and all soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user.

ISSUE 505 DECEMBER 1994

GROUND MOBILITY			
HMMWV	5-8	M149-Series Trailers	11
CUCV	8	Cargo Covers	11
HEMTT	9,10	Jack Stands	12-13
FIREPOWER			
M1-Series Tanks	14-16	NATO Slave Cable	20-21
Tanks, Howitzers	17	M60 Machine Gun	22-24, 25
Track Wear	18-19	M2 Machine Gun	26
AIR MOBILITY			
AH-1S	35, 36-37	Epoxy Kit/Connectors	39
Aviation Tools	38-39	NVG Battery Cap	39
Grounding ID Plate	39		
COMMUNICATIONS			
Commo Cables	40-41	Vehicle Antennas	44-45
AN/UUC-7 Facsimile		GPS	45
Case	42	TMDE	46-47, 48-49
Wire NSNs	43	AN/PRM-34 Test Set	49
BA-5567/U Battery	43		
LOGISTICS MANAGEMENT			
TACCS	50	Safety Publications	53, 54
AMDF	51	PS Distribution	54-55
SF 368s	52	Usage Reporting	55
Controlled Exchange	53		
TROOP SUPPORT			
CARC	2-4	Tent Liners	58
Fuel Cans	56	Retrieving Tool	58
Camouflage Screening	57	Label Embossing Guns	59

You are invited to send PS your ideas for improving maintenance procedures, suggestions for articles, or comments on material published in PS. Just write to:

MSG Half-Mast
The Preventive Maintenance Monthly
Bldg. 3125
Redstone Arsenal, AL 35898-7466

By Order of the Secretary of the Army:

GORDON R. SULLIVAN
General, United States Army Chief of Staff

Official:

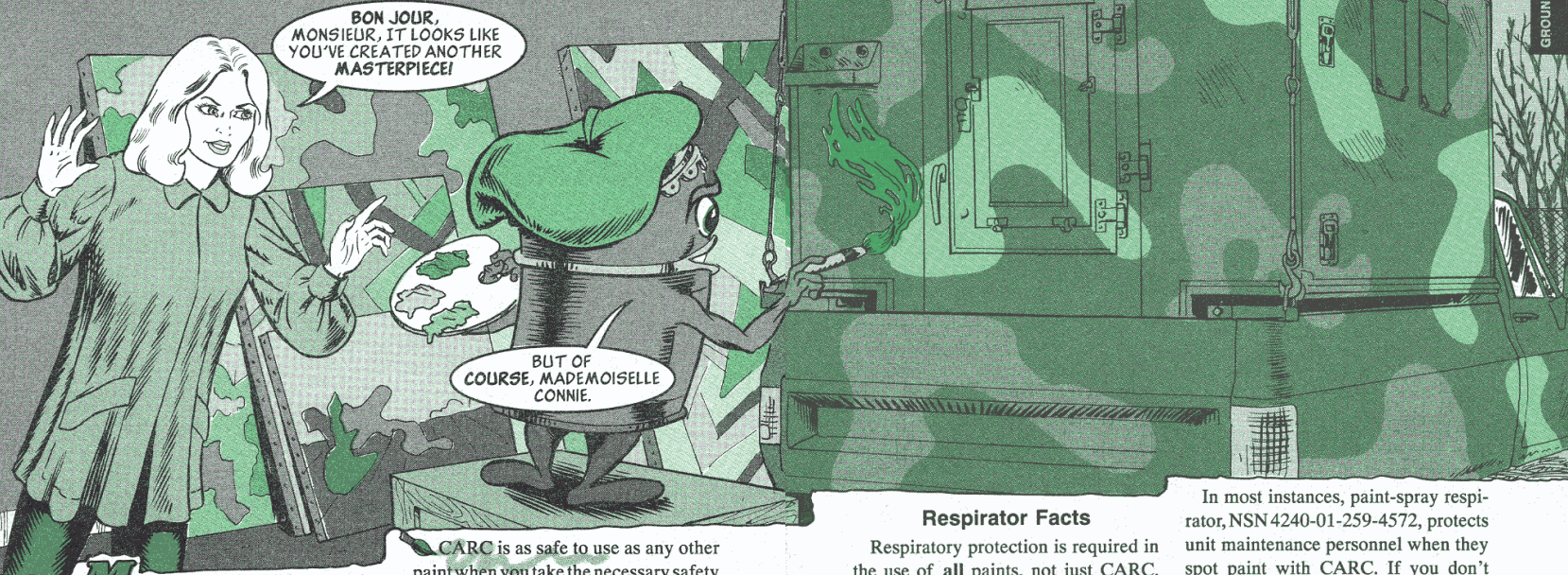
Milton H. Hamilton

MILTON H. HAMILTON

Administrative Assistant to the Secretary of the Army
07523

PS, The Preventive Maintenance Monthly (ISSN 0475-2953) is published monthly by the Department of the Army, Redstone Arsenal, AL 35898-7466. Second Class Postage is paid at the Huntsville, AL post office and at additional mailing offices. Postmaster: Send address changes to PS, The Preventive Maintenance Monthly, Redstone Arsenal, AL 35898-7466.

Create a Masterpiece



Many people still think spot painting with Chemical Agent Resistant Coating (CARC) is more dangerous than spot painting with old alkyd paint. That kind of thinking gets in the way of good equipment maintenance.

Feast your eyeballs on the following facts:

Safety Facts

No matter what type of paint's used, the same health and safety concerns are involved. OSHA's safety standards for spot painting are the same for all paints.

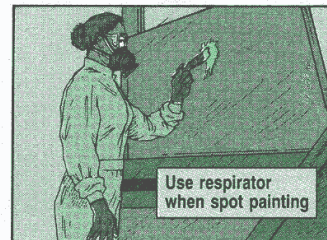
CARC is as safe to use as any other paint when you take the necessary safety measures.

A lot of confusion about CARC comes when people latch onto the word **chemical**. The key word in CARC is **resistant**. CARC does not soak up chemical agents the way some other paint does. It resists the penetration of chemical agents.

The chemical agents just bead up on the surface like water on a newly waxed car. That means quick, complete decontamination and shorter times at MOPP-4.

Respirator Facts

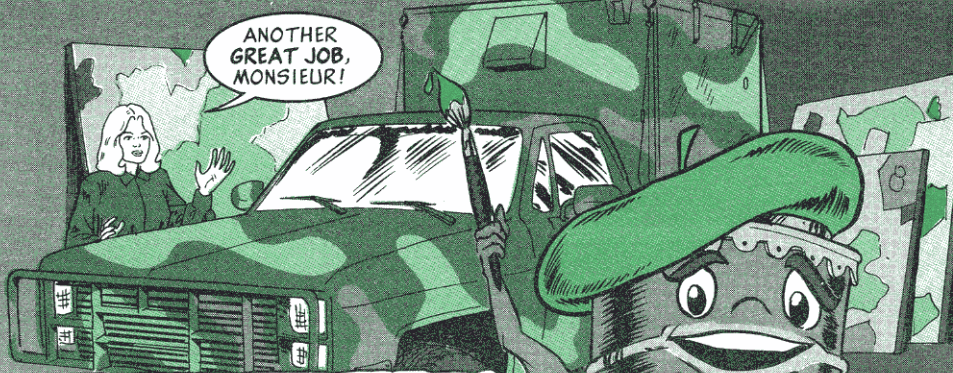
Respiratory protection is required in the use of **all** paints, not just CARC. Your local industrial hygienist can help you in identifying the needed equipment.



In most instances, paint-spray respirator, NSN 4240-01-259-4572, protects unit maintenance personnel when they spot paint with CARC. If you don't have a respirator, use Appendix A of CTA 50-970 as authority for ordering one.

You can get the parts to this respirator with these NSNs:

NSN 4240-01-	Item
246-5399	Facepiece
235-0823	Cartridge retainer
246-5407	Organic vapor cartridge
246-5413	Spray paint prefilter



Other Safety Measures

Here are some other important safety measures to follow:

- 🍷 Cover as much of your skin as possible. That means wearing coveralls and rubber gloves.
 - 🍷 Wear chemical splash goggles, not safety glasses, to protect your eyes from paint or thinner.
 - 🍷 Keep thinner or paint away from an open flame, welding torch or fuel-burn-in heater.
 - 🍷 When you use an electric drill accessory to mix paint in a metal container, ground both the container and the drill.
- Make sure all electrical equipment is grounded before starting any painting.

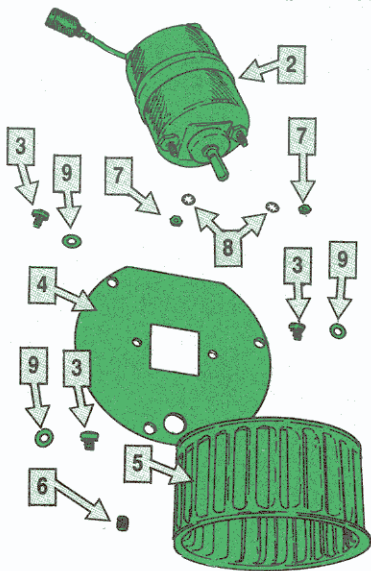


Fire Safety

After a fire occurs in a CARC painted item, such as an electronics shelter, be sure to wait until the area is cleared before you enter the van. CARC, which is harmless after drying, releases toxic gases and fumes when it burns. If you breathe in these fumes, it could cause lung damage. It can also cause severe eye and skin irritation.

For more CARC safety and health precautions, see TM 43-0139, Painting Instructions for Army Materiel and TB 43-0209, Color Marking and Camouflage Painting of Military Vehicles, Construction Equipment, and Materials Handling Equipment. Eyeball TM 55-1500-345-23, Painting and Marking of Army Aircraft, for instructions on using CARC on aircraft.

HEATER UPDATE



Item	Description	NSN	QTY
1	Motor & Fan	6105-01-211-6635	1
2	Motor	6105-00-512-9225	1
3	Screw	5305-01-380-9163	3
4	Mounting plate	5340-01-381-2248	1
5	Fan	2930-01-385-9108	1
6	Setscrew	5305-00-724-5812	1
7	Nut, No.10-32	5310-00-934-9751	2
8	Lock washer	5310-00-576-5752	2
9	Flat washer	5310-00-014-5850	3

Make a note, because Change 2 to TM 9-2320-280-20P, which just went to print, is wrong, too.

Make No Transfer

A HMMWV transmission that's too full of fluid could be your tipoff to a transfer case that's going dry. Either can lead to big trouble.

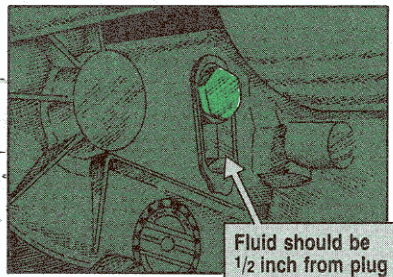
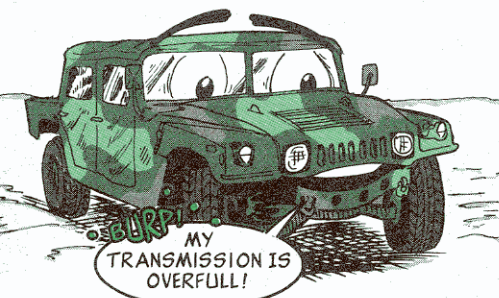
If the transmission shows overfull during PMCS, and you haven't added any fluid, get your mechanic to eyeball the transfer case fluid level.

Of course, make sure the HMMWV is running at operating temperature before you make your transmission check.

The level in the transfer case should be within 1/2 inch of the fill plug when the vehicle is level. If it's not, the HMMWV will have to go to support.

Chances are the transfer case fluid is going into the transmission.

Too much fluid in the transmission blows seals. Too little fluid in the transfer case will burn up the transfer. Either one leaves you on foot.



Jolted Halfshaft Bolt

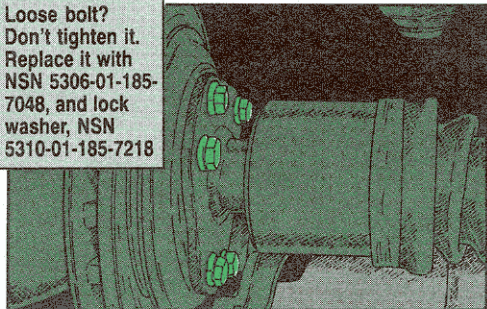
Vibration loosens the halfshaft bolts on Humvees. As they loosen, they back out closer and closer to the brake caliper adapter. Eventually — SNAP! — they break off.

Then the brake rotor wobbles. That wears out brake pads, leaving you brakeless.

So, eyeball the halfshaft bolts any time you pull a service on the HMMWV.

Look for shiny spots around the bolt. If you see a loose bolt, replace both the lock washer and the bolt.

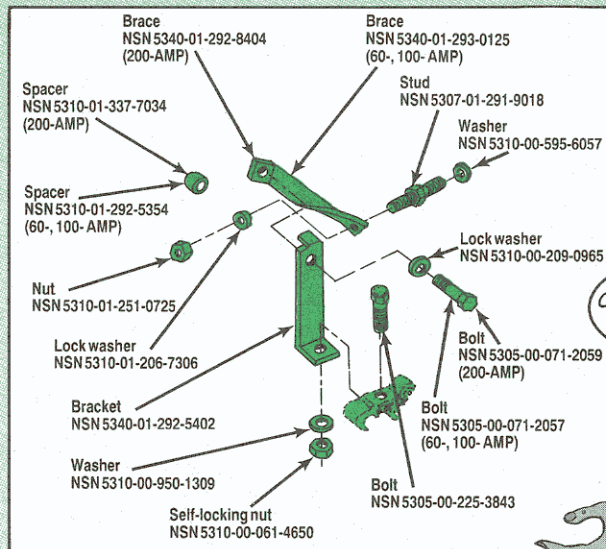
Loose bolt?
Don't tighten it.
Replace it with
NSN 5306-01-185-
7048, and lock
washer, NSN
5310-01-185-7218



BREAK THE BROKEN BOLT SYNDROME

Mechanics, broken bolts on your HMMWV's alternator bracket are bad luck at the best of times.

The next time those bolts break, turn your luck around by installing a new bracket assembly with improved mounting hardware. The kit for 60- and 100-amp alternators comes with NSN 2540-01-288-5240. NSN 2540-01-288-8567 gets the 200-amp alternator kit.



HERE'S A COMPLETE LIST OF BRACKET PARTS.

Both kits come with a better rear support brace that runs from the back of the alternator to the exhaust manifold.

Make sure you replace all the old hardware when you change the brackets.

S-Hook for HMMWV Step

NSN 4030-00-948-7315 gets an S-hook for the M996 and M997 ambulances' rear step assembly that's shown as Item 25, Fig 236, in TM 9-2320-280-20P. The parts information in the TM is wrong.

Stop Engine Run-on-on-on-on-on-on

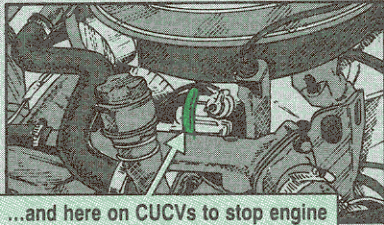
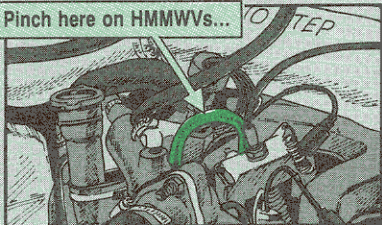
When switching the ignition off won't stop the engine, you're in a pinch. The solution? Pinch it back.

The quickest cure for a run-on engine is to pinch the fuel return line with your fingers or a pair of pliers.

That stops the flow of fuel, killing the engine.

Then, tell your mechanic. ASAP. He may have to replace a faulty fuel shutoff solenoid or get support to check out the fuel injection pump.

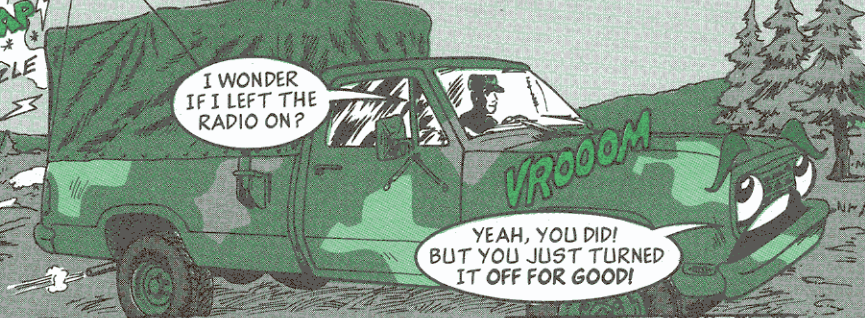
Pinch here on HMMWVs...



...and here on CUCVs to stop engine

CUCV ...

Protect the Radio?



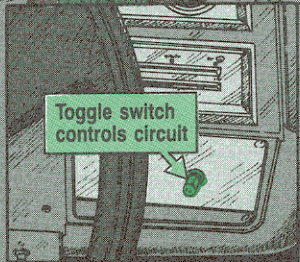
Before that happens to you, get your mechanic to make a switch for you. A radio on-off switch, that is.

Tank-Automotive Command (TACOM) has put together an ignition cut-off circuit.

The circuit, controlled by a toggle switch, won't let the starter engage when the radio's ON.

To get the plans, see your TACOM LAR, or write to Half-Mast.

Toggle switch controls circuit



Cable Relief

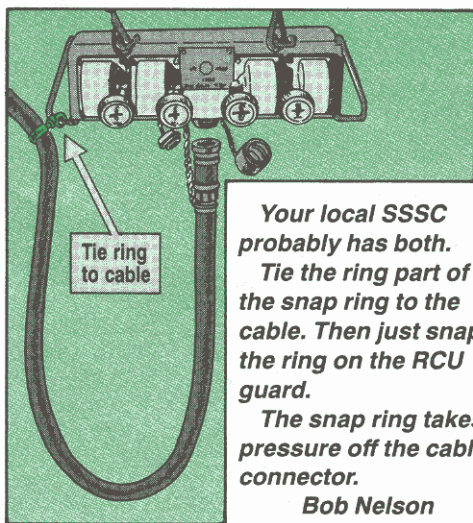
Dear Editor,

When HEMTT operators use the remote control unit (RCU), they often have to drag 25 feet of cable behind them. Jerking the heavy cable breaks its connector at the RCU. That can cost almost \$400 to fix.

By giving the RCU cable just a little support, we stopped cable crack-ups.

Get a snap ring and some parachute shroud rope or any strong rope.

Your local SSSC probably has both.



Your local SSSC probably has both.

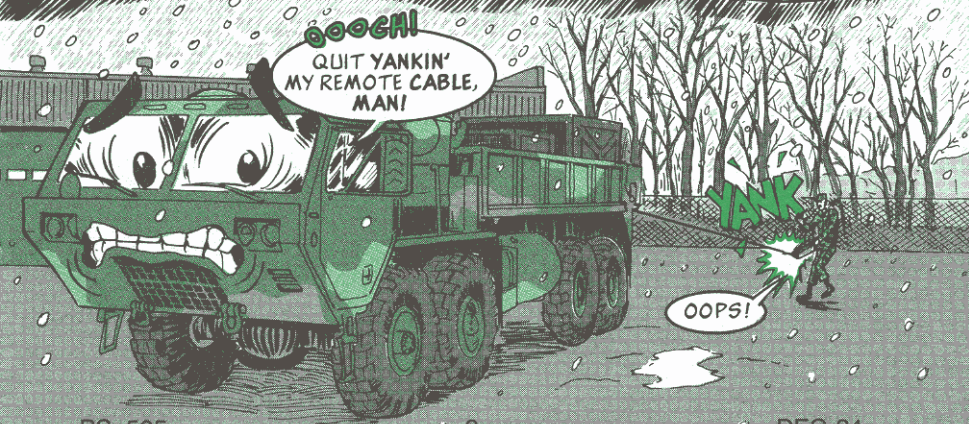
Tie the ring part of the snap ring to the cable. Then just snap the ring on the RCU guard.

The snap ring takes pressure off the cable connector.

Bob Nelson
Ft Bliss, TX

FROM THE DESK OF THE Editor

Your cable suggestion has the ring of truth and is a snap to apply. If the cable connector does crack, it can often be welded. Try that before having it replaced.



Take Static Cable for a Walk



Operators, the static ground cable on your M978 fuel tanker wasn't meant to be yanked on. Tugging back and forth on the cable causes it to bend and kink.

To make matters worse, static cables get yo-yo'd — they're released and then let go to snap back into the recoil spool. This stretches and breaks cables. Sooner or later the recoil spring breaks. Then you can't rewind the cable.

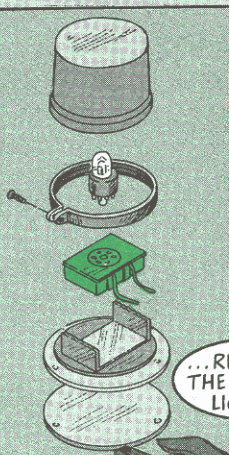
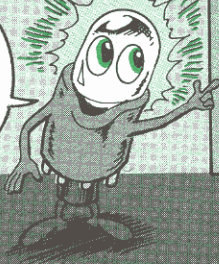
To make the cable last longer, walk the cable back — every time.

Power Supply Costly

The power supply for the M984E1 wrecker's strobe light assembly costs four times as much as the entire light assembly itself.

Next time the power supply goes bad, replace the assembly, NSN 6220-01-218-4968.

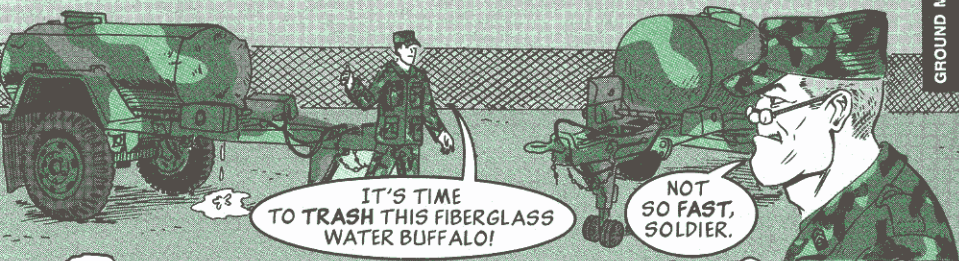
IF
THE
POWER
SUPPLY
IS
BAD...



... REPLACE
THE ENTIRE
LIGHT.



STEEL TANKS AVAILABLE



A water buffalo with a fiberglass tank that's seen better days doesn't have to go to the boneyard.

Support can replace the tank with a new stainless steel one — at about one-third the cost of a whole new trailer.

They'll use the stainless steel tank, NSN 2510-01-091-5167, listed in TM 9-2330-267-14&P. The fiberglass tank is no longer available.

Replacing the fiberglass tank on an M149 or M149A1 water trailer converts it to an M149A2.

See your local TACOM Logistics Assistance Representative (LAR) for help.

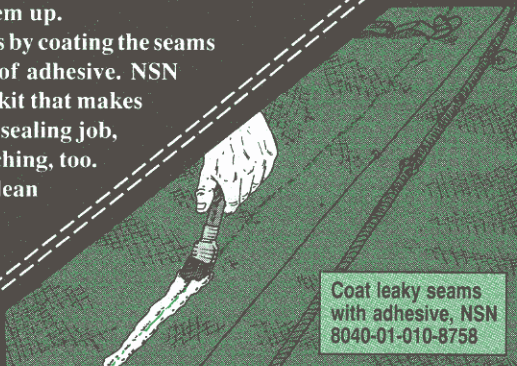
Cargo Covers . . .

Seal Seepy Seams

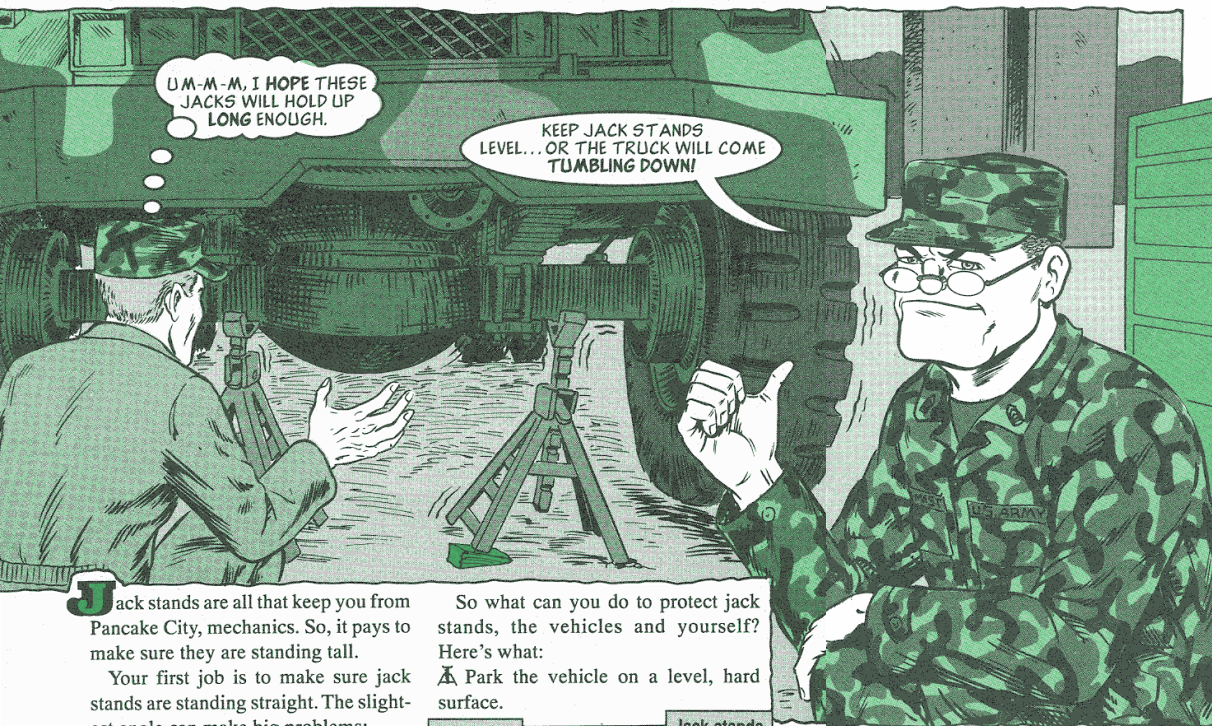
When leaky seams let water through the plastic-coated tarps on your HMMWV, CUCV or M871/M872 semi-trailers, it's time to seal them up.

You can put a stop to leaks by coating the seams with a 1/2 inch wide strip of adhesive. NSN 8040-01-010-8758 brings a kit that makes 11 ounces. To complete the sealing job, press adhesive into the stitching, too.

Make sure the tarps are clean before applying the adhesive. Let adhesive cure for 20 minutes.



JACK 'EM UP! ... SAFELY!



Jack stands are all that keep you from Pancake City, mechanics. So, it pays to make sure they are standing tall.

Your first job is to make sure jack stands are standing straight. The slightest angle can make big problems:

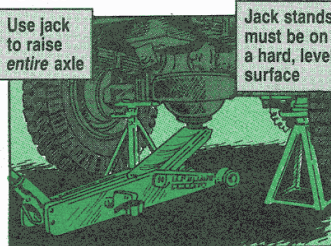
One, you can suffer big time, too—and you can't be repaired as easily as the vehicle.

Two, the vehicle will suffer big time if it falls off a stand.

Three, you're out a jack stand. It's not safe to use if it's damaged. TB 43-0142 has details on inspecting and load testing lifting devices.

So what can you do to protect jack stands, the vehicles and yourself? Here's what:

⚠️ Park the vehicle on a level, hard surface.



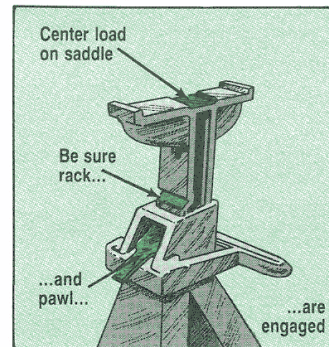
⚠️ Shut off the engine and set the hand brake.

⚠️ Chock the wheels that won't be raised. That'll keep the vehicle from rolling.

⚠️ Use a dolly jack to raise the vehicle. If you're raising the entire axle, the best way is to lift from the middle and place both jack stands at the same time.

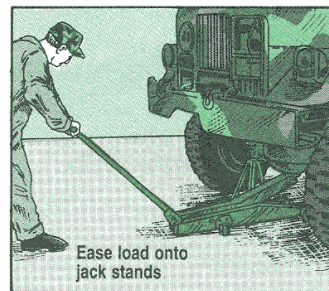
⚠️ Make sure all the stands you'll be using are straight. As little as a 5° tilt can cause a stand to buckle under a load.

⚠️ Be sure the rack and pawl are both engaged and the load is centered on the stand's saddle.

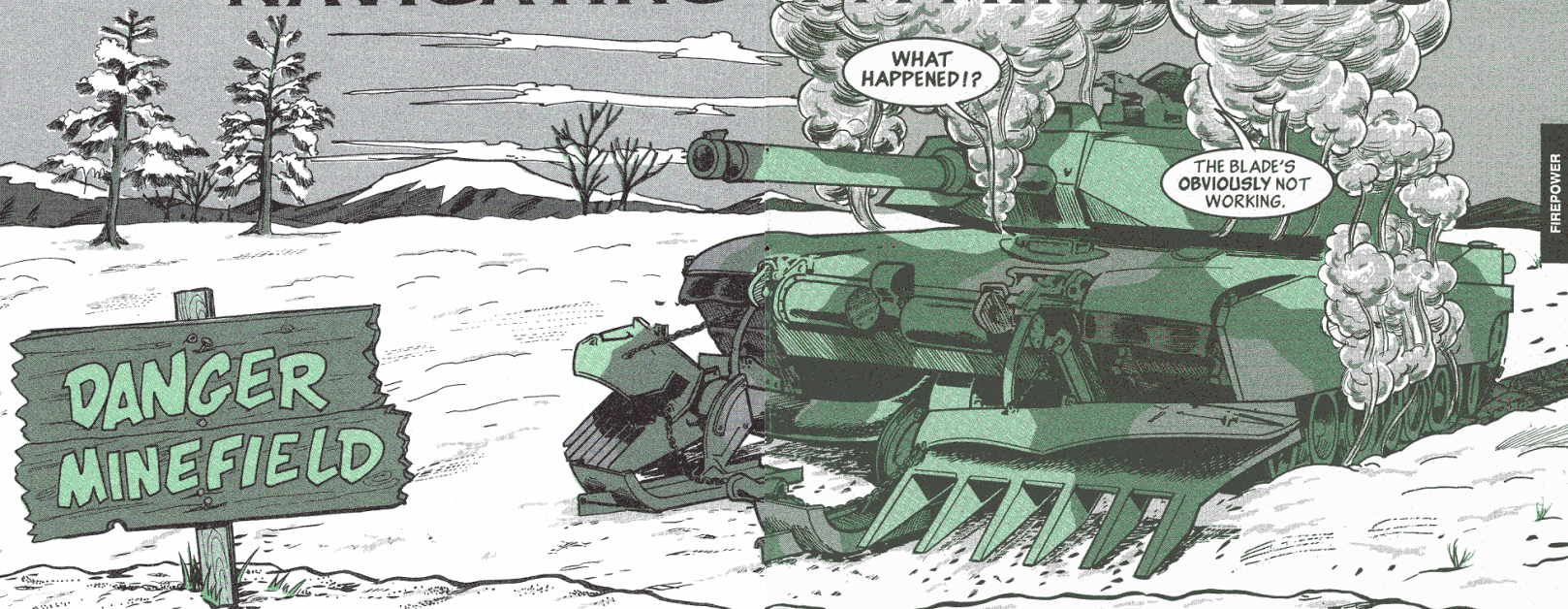


⚠️ Always use the stands in pairs.

⚠️ Lower the jack slowly to ease the load onto the jack stands. Dropping the load onto the jack stands can ruin them.



NAVIGATING PM MINEFIELDS



Operators, not even your -10 TMs can cover everything you need to know about the mine clearing blade and mine clearing roller for your M1-series tank.

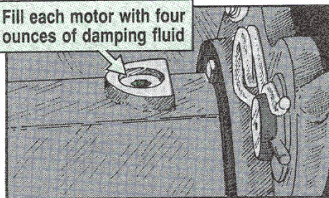
So, after you read and heed the good words in TM 9-2590-509-10 and TM 5-2590-214-10, dig into these PM tips:

❄️❄️❄️ Motors ❄️❄️❄️

If the blade or rollers come crashing down when the electrical or manual release is used, too little oil or dirty oil could be the cause.

Have your mechanic drain the old oil out of each motor and replace it with four ounces of damping fluid, NSN 9150-00-607-0897.

Fill each motor with four ounces of damping fluid

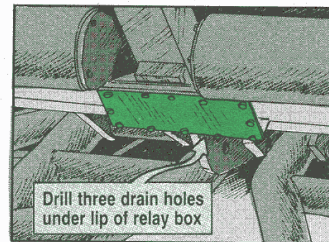


❄️❄️❄️ Water Damage ❄️❄️❄️

Heavy rain seeps into the relay box, shorting out the countermine's electrical system. A shot of high pressure water will do the same thing.

Drain holes help solve that problem. Have your mechanic drill three 1/8-in holes under the bottom lip of the relay box. The first hole should be centered with the other two about three inches in from each side of the box.

Dirt and mud will clog the drain holes, so make sure you clear them during scheduled service.



Drill three drain holes under lip of relay box

🌿🌿🌿 Lifting Belts 🌿🌿🌿

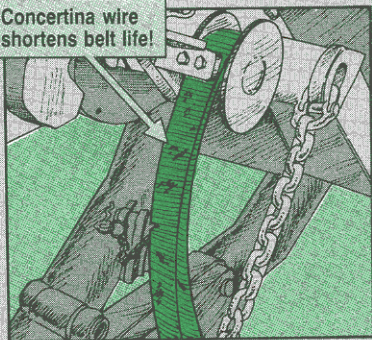
To keep those lifting belts lifting, follow your -10 TM's instructions. They tell you how to do the job and save belts at the same time. Here are some DOs and DON'Ts:

DO reverse the vehicle 8-10 feet before lifting the blades. That keeps the blades from hanging up on anything that will snap the belts.

DON'T use the mine clearing blade to recover mired vehicles. Either the belts will break or the motors will burn out.

DON'T drive the blade or roller through concertina wire. The wire nicks and cuts the belts. Then your mechanic has to replace them.

Concertina wire shortens belt life!



🌿🌿🌿 Depth Adjustment 🌿🌿🌿

While training with the mine clearing blade, keep the adjusting plate set at its shallowest depth — eight inches.

That saves wear and tear on the equipment's engine and blade teeth, especially when you're working in hard or rocky soil.

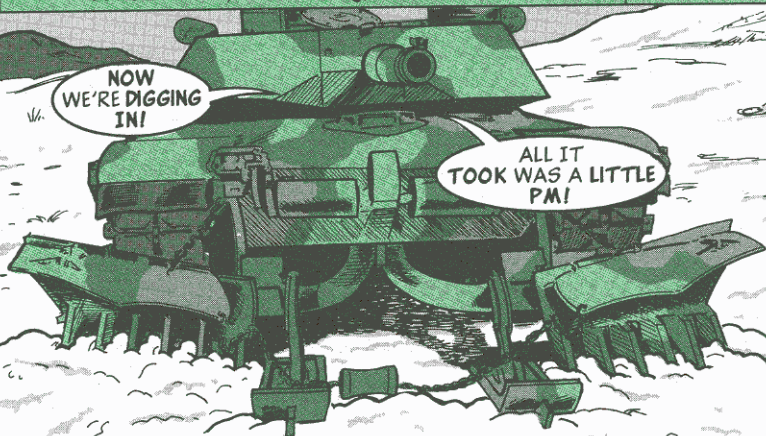
🌿🌿🌿 More Help 🌿🌿🌿

If you're having trouble mounting either countermine set, or just need some refresher training, contact your local TASC video library for information on these films:

TVT 17-63 The M1 Mine Clearing Roller and Mounting Kit	PIN# 708657
TVT 5-21 Blade, Mine Clearing, M1 Tank Mounted	PIN# 707727

NOW
WE'RE DIGGING
IN!

ALL IT
TOOK WAS A LITTLE
PM!



School Day for Cannon Cleaning

*CANNON CLEANING
with CLP KITS*

WELCOME TO
CANNON CLEANING 101.
IN THIS CLASS, WE'LL LEARN WHAT'S
AVAILABLE FOR CLEANING AND
PRESERVING YOUR CANNONS.

FIREPOWER

The classroom's open: Now learn the lessons of using CLP kits on your tank and howitzer cannons.

For 105-MM and 120-MM tank cannon, use NSN 1015-01-196-2173. The kit has 30 pre-measured containers of CLP, a liter of CLP in a trigger spray bottle, 30 bore cleaning sleeves, and a bore evacuator brush.

For 105-MM, 155-MM and 203-MM (8-in) artillery cannon, use NSN 1015-01-196-2172. This kit has all of the items in the tank kit, plus a primer vent brush.

To get a box of 30 cleaning sleeves for the tank kit, use NSN 1025-01-316-9250. To get a box of 30 sleeves for the howitzer kit, use NSN 1025-01-311-3770.

To get the nylon bristle bore brush and bag assembly for a 105-MM howitzer cannon, use NSN 1025-01-196-2175; for a 155-MM howitzer cannon, use NSN 1025-01-196-2176; and for a 203-MM howitzer cannon, use NSN 1025-01-196-2177.

To get a replacement brush for a 105-MM tank cannon, use NSN 1015-00-678-7110. This is a wire bristle brush. No bag is available. The 120-MM tank cannon brush, NSN 1015-01-209-3483, also is wire.

If the Shoe Fits, Keep It!

You can't judge a book by its cover.

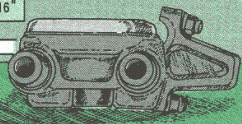
That's especially true with TM 9-2530-200-24. That book says it covers classification and wear standards for all types of track. Unfortunately, it leaves out T158 track for the M1-series tank and T157/T157I track for the MLRS and M2/M3-series Bradley.

So how are you supposed to know how much wear is enough? Read on:

T158 Track

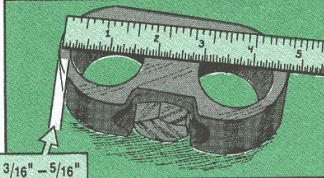
Grouser height: $\frac{1}{8}$ to $\frac{7}{16}$ inch above binocular is OK. Any less than that, or if any metal shows on shoe body, replace it.

$\frac{1}{8}$ " - $\frac{7}{16}$ "



End connectors: $\frac{3}{16}$ to $\frac{5}{16}$ inch measured from leading edge is OK.

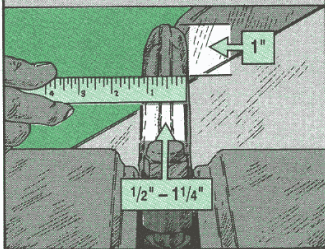
$\frac{3}{16}$ " - $\frac{5}{16}$ "



Center guides: $\frac{1}{2}$ to $1\frac{1}{4}$ inches thick measured from a point one inch down from tip is OK.

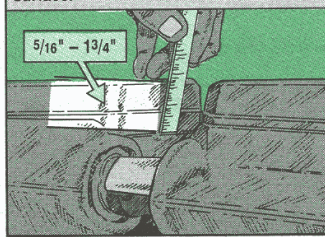
1"

$\frac{1}{2}$ " - $1\frac{1}{4}$ "

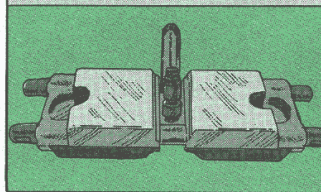


Replaceable pad: $\frac{5}{16}$ to $1\frac{3}{4}$ inches is OK as long as shoe doesn't mark a hard surface.

$\frac{5}{16}$ " - $1\frac{3}{4}$ "



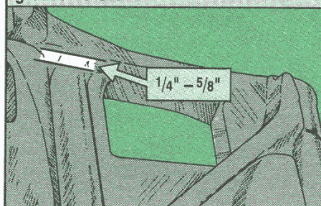
Roadwheel path rubber: Replace any shoe that has exposed metal in insert area. Exposed binocular tubes are OK as long as there is no metal damage to them.



T157/T157I Track

Grouser height: $\frac{1}{4}$ to $\frac{5}{8}$ inch measured from top of bushing boss to top of grouser is OK

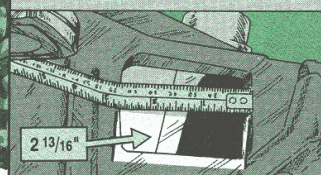
$\frac{1}{4}$ " - $\frac{5}{8}$ "



WHERE ARE THE WEAR STANDARDS?

Sprocket window: Up to $2\frac{13}{16}$ inches in width is OK

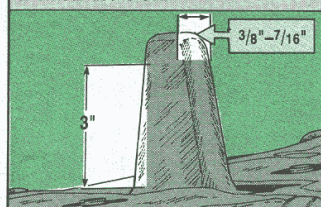
$2\frac{13}{16}$ "



Centerguide thickness: $\frac{3}{8}$ to $\frac{7}{16}$ inch measured three inches up from the shoe surface is OK.

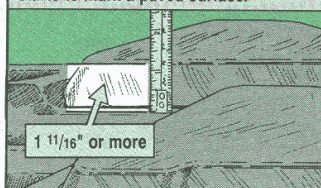
$\frac{3}{8}$ " - $\frac{7}{16}$ "

3"

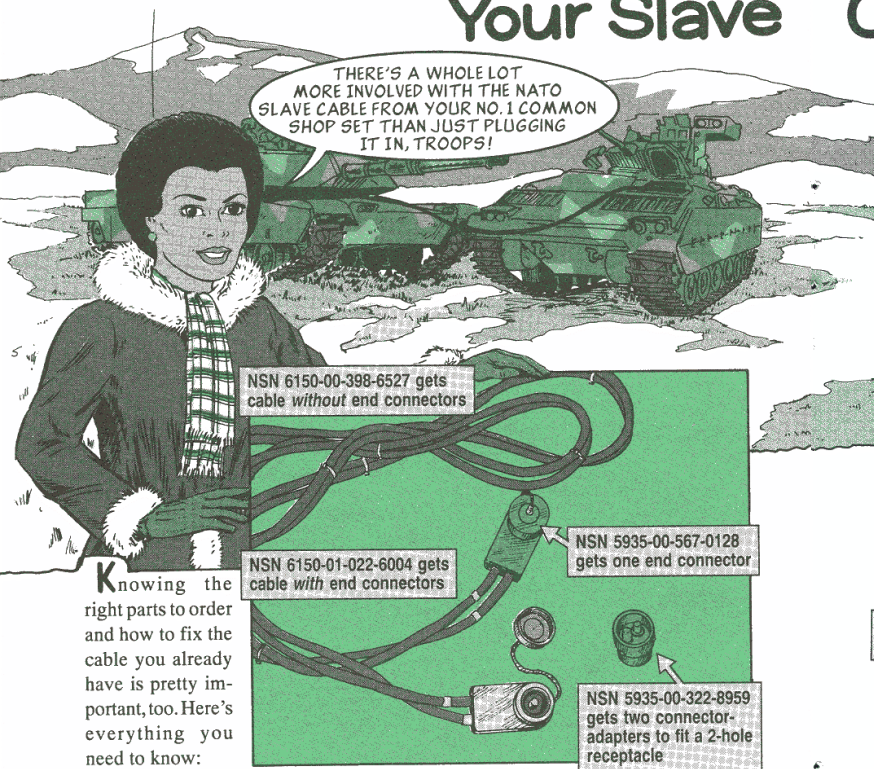


Track pads: OK until they are less than $1\frac{11}{16}$ inches thick, or until the grouser starts to mark a paved surface.

$1\frac{11}{16}$ " or more



Your Slave Cable Connection

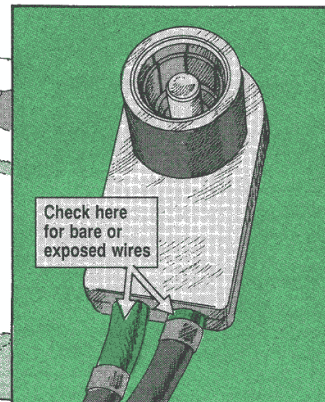


Cable S-t-r-e-t-c-h-i-n-g

Since the regular cable will only reach so far, solve your long distance slaving problems with the 50-ft power cable, NSN 6150-00-363-7102. It comes with NATO connectors and covers.

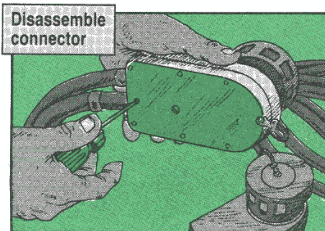
A Shocking Development

Before slaving your vehicle, take a close look at the slave cable where it goes into the end connector. Look for bare or exposed wires where insulation has pulled back from the connector housing.



You can get a real charge from your slave cable if you touch a bare wire. Here's how to fix it:

1. Remove the connector's back plate, then disconnect the cable from the connector.



2. Cut off the terminal lugs. Strip back just enough insulation to put on new terminal lugs, NSN 5940-00-115-5004.

3. Reconnect the cables to the connector. Make sure the positive lead (+) is reconnected to the center post and the

negative lead (-) is reconnected to the negative cup of the connector.

4. Reassemble the connector.

Connector Cover Fix

When the connector inserts pull out, the cover doesn't seal tight. Water gets



inside and corrodes the cables. Fix the loose-screw problem like this:

1. Remove the cover.
2. Remove the inserts by threading in a screw and gently wiggling the insert until it comes out the body of the connector.
3. Fill each hole about halfway with silicone adhesive caulk, NSN 8040-00-865-8991.
4. Press the insert back into the hole, making sure it doesn't stick out.
5. Run a thin bead of silicone around the connector. Replace the cover. Put the screws back in and snug them down. Wipe off any caulk that oozes out. After the caulk sets for an hour or two, the cable is ready to use.

To get back into the connector the next time, remove the screws and use a sharp knife to cut the caulk.

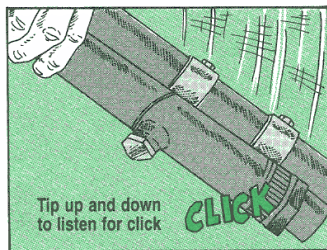
PM SPELLS GAS RELIEF



If your M60 develops gas problems, you'll soon have firing problems. A dirty, plugged gas system causes short recoil, which leads to a runaway gun or a gun that won't fire at all.

What makes the gas system the M60's biggest problem is that it's so easy to clean it wrong. That will no longer be a problem for you, though, because here's the PM prescription for gas relief:

Tip the barrel up and down and listen for the click. The piston should slide



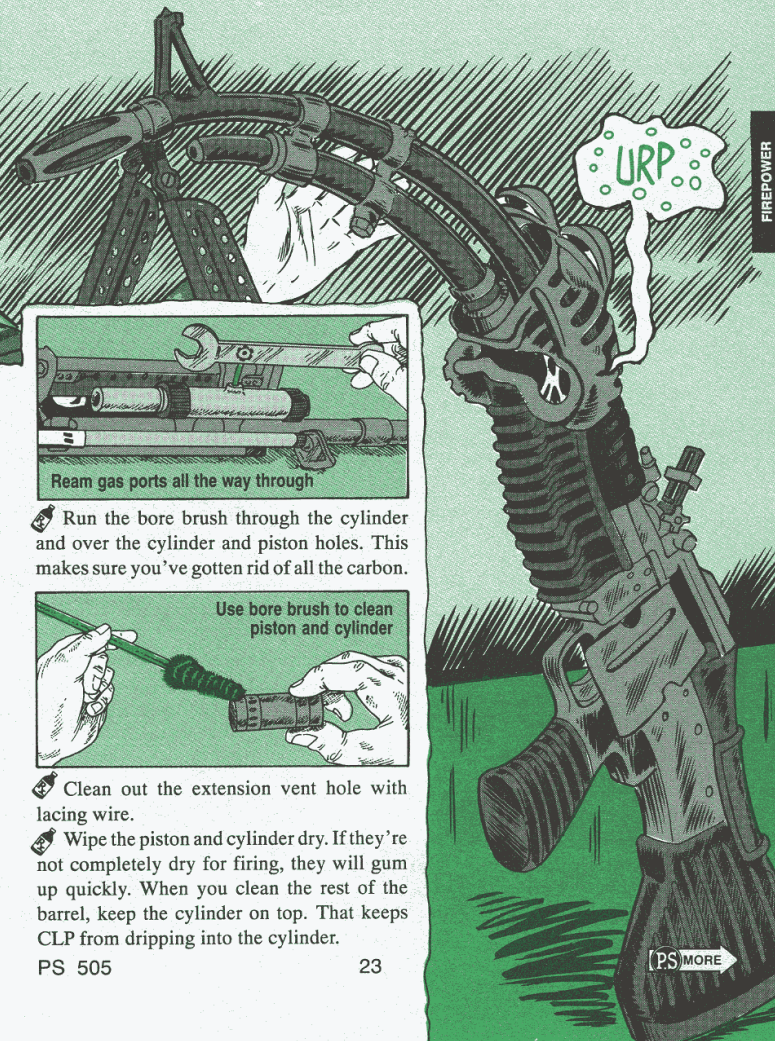
like it's on ice. If the piston's slow, clean the gas system. It will soon plug up if it's not cleaned.

❖ Clean carbon off the piston with CLP. If CLP can't do the job, use RBC.

❖ Never use crocus cloth to clean the piston or cylinder. That rough stuff roughens their surface and causes even worse carbon buildup. It also enlarges the cylinder and lets gas escape. Then the gun won't fire.

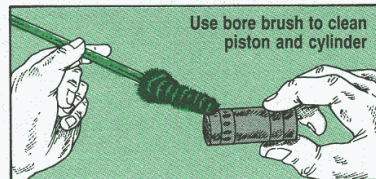


❖ Ream the gas port with the combination tool. Push it in all the way or the cylinder will still plug up. Ream all the holes in the piston and cylinder, too.



Ream gas ports all the way through


❖ Run the bore brush through the cylinder and over the cylinder and piston holes. This makes sure you've gotten rid of all the carbon.

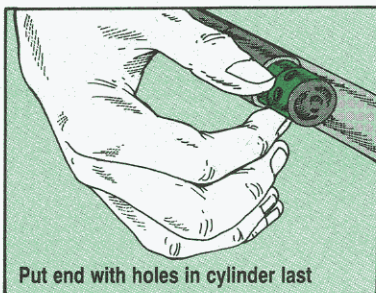


Use bore brush to clean piston and cylinder


❖ Clean out the extension vent hole with lacing wire.

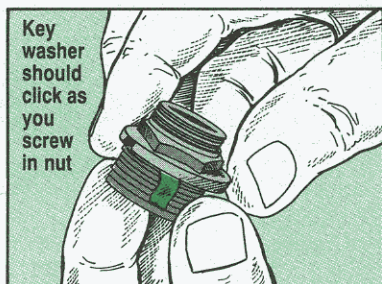
❖ Wipe the piston and cylinder dry. If they're not completely dry for firing, they will gum up quickly. When you clean the rest of the barrel, keep the cylinder on top. That keeps CLP from dripping into the cylinder.

 Put the piston's shiny end in last so the piston holes line up with the cylinder holes. If the piston is backwards, your M60 shoots once and quits.




Put end with holes in cylinder last

 As you screw on the nut, listen for the key washer's clicking. No clicking means the washer's weak and won't hold on the nut.



Key washer should click as you screw in nut

 Make sure the key washer's long prong points toward the the opposite end of the cylinder. If the washer's backwards, you'll have a tough time getting the cylinder nut off.

One last note:

If your M60 has a small hole in the cylinder plug, the plug needs to be safety wired in place to keep the cylinder tight. New plugs have lock washers and don't need safety wire.



Unfreezing Buttstock Latch

THERE,
THAT'LL
KEEP YOUR
BUTTSTOCK
ON.

YOU SHOULD'VE
CHECKED MY BUTTSTOCK
LATCH AND SPRING
FIRST.

FIREPOWER

Dear Editor,

If you pull on the M60 buttstock during PMCS and it comes off, you may have a stuck buttstock latch or spring. If you fire your M60 with a stuck latch or spring, the buttstock comes loose.

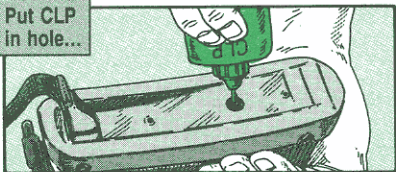
It's easy to unstick a stuck buttstock latch or spring, though. Put a few drops of CLP in the hole in the end of the buttstock. Stick a cleaning rod section in the hole and work the spring up and down until it moves freely.

Pull on the buttstock. It shouldn't come off. If it does, something's wrong with the buttstock.

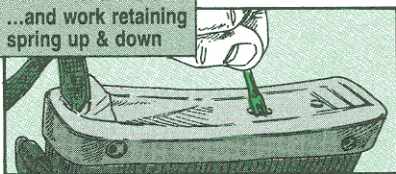
Tell your armorer.

CW3 Charles Mills
Ft Bliss, TX

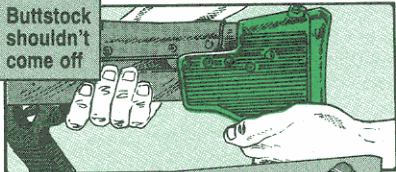
Put CLP
in hole...



...and work retaining
spring up & down



Buttstock
shouldn't
come off



FROM THE DESK OF THE *Editor*

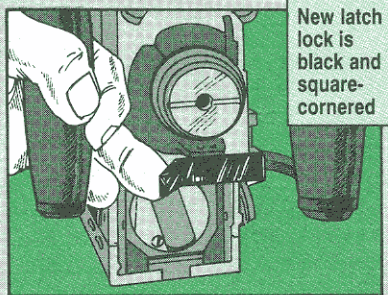
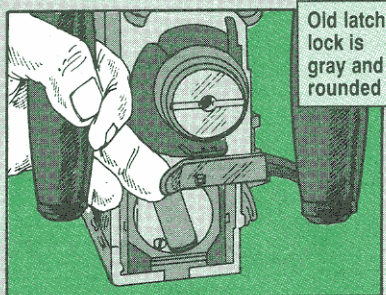
Your suggestion is a good one to take stock in. Gunners should tug on the buttstock during their BEFORE PMCS to make sure the buttstock latch and spring are OK.

Snatch Bad Latch

Some problems just won't go away. The Army told armorers in 1967 to replace all M2 machine gun back plate locking latches.

The old latches bend and warp and let the back plate come off. But those old latches are still showing up, especially in Guard and Reserve units.

Today, armorers, eyeball your M2s for the old, bad latches. They're rounded on the corners and gray. Good latches are square-cornered and black.



Find any bad latches? Get support to replace 'em.
The M2 is deadlined until it gets a new latch.



TAKING THE FULL MEASURE

Dear Windy,

Too many Cobra mechanics are spending too many hours bogged down in unnecessary rigging of the flight control system. This is because the servo actuators aren't adjusted accurately from the start.

When assembling the tube and clevis on the servo actuators of the stability and control augmentation system (SCAS), Fig 7-18 of TM 55-1520-234-23 shows the adjusted length to be 42.72 inches.

This is a precise measurement, but the TM doesn't tell you how!

I've seen far too many folks do a haphazard job with a yard stick or tape measure and their 6-inch steel rule from the general mechanics tool kit.

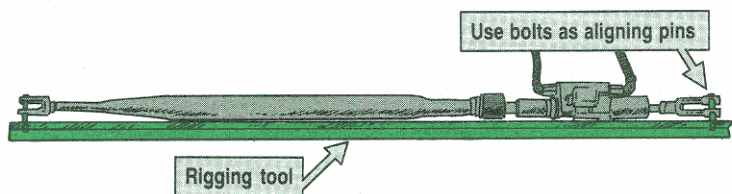
To get an exact measurement every time, get your friendly AVIM shop to make this device. Here's how they do it:

Cut 1 x 1-in angle aluminum, NSN 9540-01-073-5151, 45 inches long. No angle aluminum? Use any rigid material.

Drill two 1/4-in holes in the aluminum so that there's exactly 42.72 inches from the center of one drilled hole to the center of the other.

Use two bolts, NSN 5306-00-141-4512, with the threads cut off for aligning pins.

When you use the tool to get a precise measurement, put the bolts through the clevis first, then adjust the actuator assembly in or out to line the bolts up with the holes in the device.

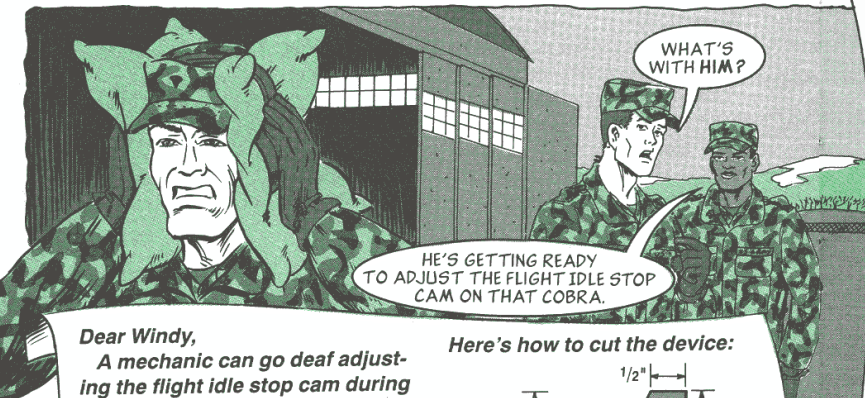


1SG Andy L. Bolinger
OHARNG

Dear Andy,
Thanks for another idea that
measures up.

Windy

Rigging Power Controls



Dear Windy,

A mechanic can go deaf adjusting the flight idle stop cam during a ground run, like it says in Para 4-22.f.(7) of TM 55-1520-234-23. That sucker screams like a banshee.

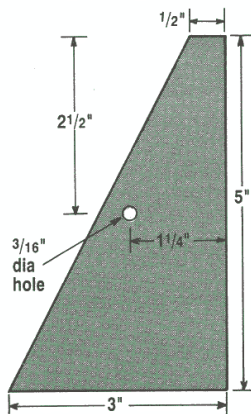
Also, it's pretty tough to match up the cam and square washers while the aircraft is vibrating.

We solved both problems by putting a temporary rigging device on the engine mount.

Here's what you need to make it:

Item	QTY	NSN
Clamp	1	5340-00-434-9746
Bracket	1	5340-00-598-8251
Screw	2	5305-00-944-5929
Nut	2	5310-00-807-1474
3x5" Sheet Metal, 0.032" thick	1	9535-00-232-6858

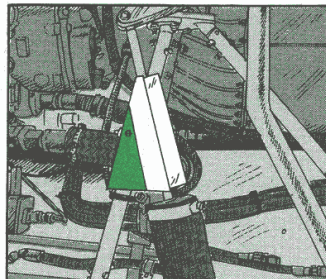
Here's how to cut the device:



Here's the finished item:



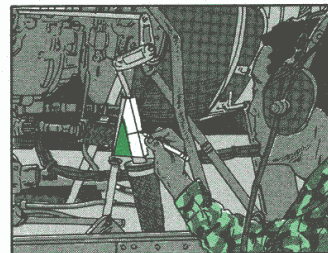
Here's the device clamped on the forward engine mount assembly:



Once the device is on the mount, put a strip of masking tape on the device and the control rod.

With the pilot holding the flight idle at the proper setting, draw a straight horizontal line across

the tape on the rigging device and the control rod like this:



With this mark, you can set the flight idle with the engine off by adjusting the cam so that the horizontal line is straight.

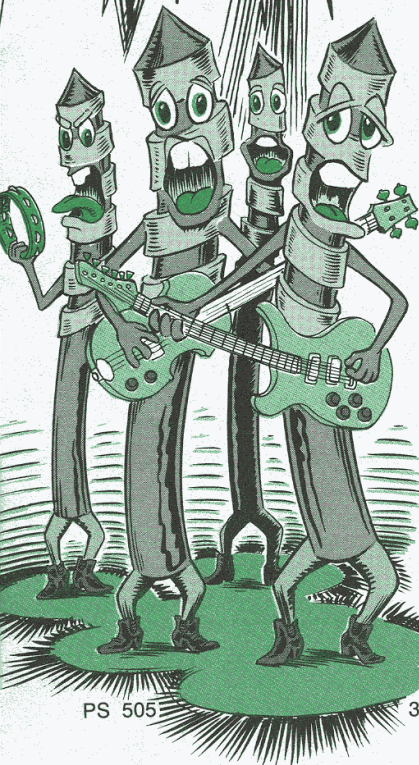
This device does mean an additional start on the engine rather than doing the rigging with the engine running, but it is much safer.

1SG Andy L. Bolinger
OHARNG



BITS AND PIECES

WE'RE IN
PIECES...BITS AND
PIECES!



Some of your AVUM No. 2 tool set's twist drill bits are listed wrong in SC 4920-99-CL-A92-HR.

Twist drill set, NSN 5133-00-293-0983, has 29 drill bits, sizes 1/16 to 1/2 inch. The bits are listed by NSN in the SC under drill set, NSN 5133-00-449-6775, instead of under NSN 5133-00-293-0983.

Here are the 29 bits:

NSN 5133-00-	Size	NSN 5133-00-	Size
227-9646	1/16 in	240-8443	19/64 in
227-9647	5/64 in	227-9662	5/16 in
227-9648	3/32 in	243-9613	21/64 in
227-9649	7/64 in	227-9664	11/32 in
227-9650	1/8 in	227-9665	23/64 in
227-9651	9/64 in	227-9666	3/8 in
227-9652	5/32 in	227-9667	25/64 in
227-9653	11/64 in	227-9668	13/32 in
227-9654	3/16 in	227-9669	27/64 in
243-9612	13/64 in	227-9670	7/16 in
227-9656	7/32 in	227-9671	29/64 in
243-9611	15/64 in	227-9673	15/32 in
227-9658	1/4 in	227-9674	31/64 in
227-9659	17/64 in	227-9672	1/2 in
227-9660	9/32 in		

Twist drill set, NSN 5133-00-449-6775, is a set of 60 drill bits in wire gauge sizes 1-60. The individual drill bits are not listed in the SC.

Order replacements with these NSNs:

No.	5133-00-189-	No.	5133-00-189-
1	9246	31	9276
2	9247	32	9277
3	9248	33	9278
4	9249	34	9279
5	9250	35	9280
6	9251	36	9281
7	9252	37	9282
8	9253	38	9283
9	9254	39	9284
10	9255	40	9285
11	9256	41	9286
12	9257	42	9287
13	9258	43	9288
14	9259	44	9289
15	9260	45	9290
16	9261	46	9291
17	9262	47	9292
18	9263	48	9293
19	9264	49	9294
20	9265	50	9295
21	9266	51	9296
22	9267	52	9297
23	9268	53	9298
24	9269	54	9299
25	9270	55	9300
26	9271	56	9301
27	9272	57	9302
28	9273	58	9303
29	9274	59	9304
30	9275	60	9305

Grounding ID Plate

Need an identification plate for the grounding stud or connection on generators, shelters, or commo gear and such? NSN 9905-00-477-4137 gets an aluminum ID plate that reads **GROUND** in natural on a black background. The rectangular plate has two mounting holes and measures 1 3/8 inches wide by 1/2 inches long.

Gluing, Splicing Made Easier

If you're a repairman who does much gluing or electrical wire repair, there are a couple of items available that might make your job easier. Epoxy kit, NSN 8040-00-181-7201, brings you ten 3-gram containers of epoxy—just enough for most jobs, without epoxy waste. You can get a hundred splice connectors with NSN 5940-00-266-8424. These splices join wires up to 20 AWG with the help of a heat gun.

NVG Battery Cap NSN

Get the battery cap for the AN/PVS-7B night vision goggles with NSN 5855-01-246-8265. NSN 5330-00-729-4992 brings an O-ring for the cap.

Make Your Cable Able

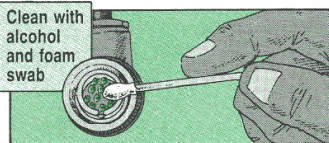
Cables face a whole pack of enemies waiting to do them in. Corrosion, dirt, moisture, heat and sunlight are just a few of the culprits.

It's your job to protect your cables with a little PM and a steady hand, so you don't become an enemy, too.

A Little PM

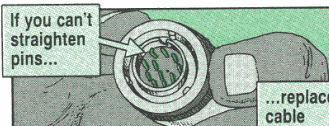
If you suspect a bad connection, remove the cable and tap the connector a few times in the palm of your hand. Hook it up again.

Tapping didn't work? Clean the connector and receptacle with isopropyl alcohol, NSN 6810-00-753-4993, and foam swabs, NSN 7045-01-154-1317. Order the swabs on DD 1348-6 from RIC S9E. In the remarks column, write: "NSN not on the AMDF."



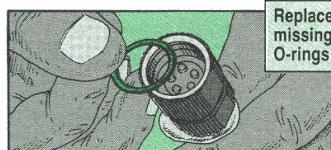
Apply a light coating of corrosion preventive compound, NSN 8030-00-546-8637, to the pins and the threads.

Straighten bent connector pins with needle-nose pliers. Can't straighten the pins? Replace the cable. Same goes for cables with missing or broken pins.



Look at keys and keyways on connectors and receptacles. If they're missing or broken, report it.

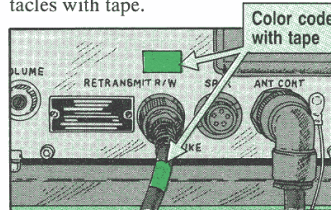
Replace missing O-rings so you keep a tight, moisture-proof connection. Lube O-rings with silicone, NSN 6850-00-880-7616.



Use silicone on cable insulation, especially in hot weather. It protects against cracks and dry rot.

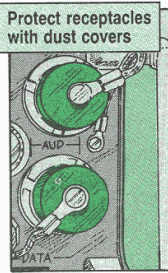
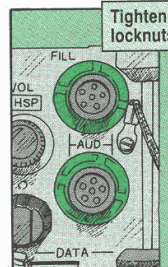
Work the kinks out of the cables. Kinks can break cable wires.

Mate cables to the right receptacles. If need be, color code cables and receptacles with tape.



Make sure receptacles are tight. Tighten external locknuts, like those on the SINCGARS or AN/VRC-12-series radios, if they're loose. Twisting a connector onto a loose receptacle tears up the wire inside your radio. Locknuts inside? Call in your repairman.

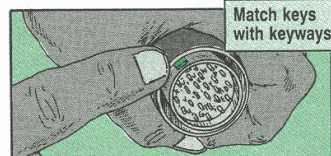
Put dust covers on connectors and receptacles when the cables are not hooked up. If you have no covers, use a plastic bag held on with a rubber band.



A Steady Hand

Here's a better way to hook up connectors so you don't bend or break pins:

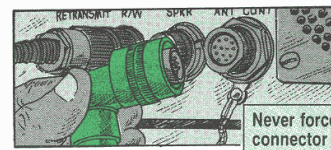
✓ Line up the keys with the keyways.



✓ Gently push and turn the connector clockwise. You'll feel the keys slip into the keyways.

✓ Keep pushing and turning the connector until it's seated snugly.

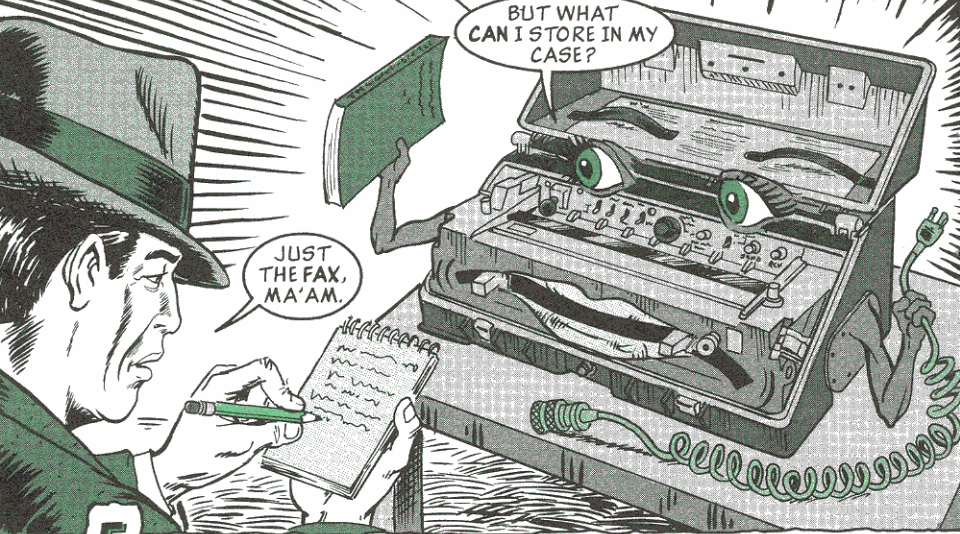
✓ Never use force if the connector won't seat. Have your mechanic look at the problem.



✓ Test the connection at the connector itself. Never check tightness by tugging on the cable.

✓ To disconnect the cable, push the connector in and turn it counterclockwise.

Just the Fax, Ma'am!



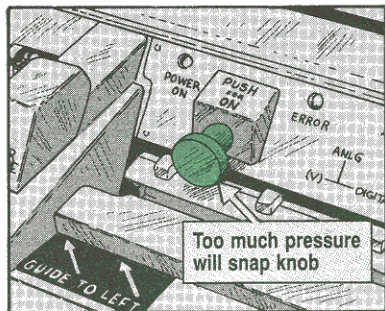
Ever stop to think what you're allowed to store inside your AN/UXC-7 facsimile case? Nothing but the fax, Ma'am!

The two clips inside the cover are there to keep papers from blowing away when the fax is being used in the field, not to hold the TM or power cable.

Storing items under the clips will put pressure on the power switch shaft when you close the front cover.

The shaft is stiff and inflexible, so it doesn't take much to snap off the knob. That means DS has to replace both the shaft and knob.

As a reminder, tape a homemade label along the inside of the fax case that says, "Do not store items inside case."



Reeling in Wire NSNs

It's not always easy keeping track of the NSNs for your field wire and reels. Use this handy chart to keep your wires straight.

Item	Length	NSN
WD-1A wire on RL-159 reel	5,280 ft	6145-01-155-4256
RL-159 (reel only)	N/A	8130-00-174-0812
WD-1A wire on DR-8 reel	1,640 ft	6145-01-155-4258
DR-8 (reel only)	N/A	8130-00-407-7859
WD-1A wire in MX-306 wire dispenser	2,640 ft	6145-01-155-4257
WF-16 wire on DR-5 reel	5,280 ft	6145-00-910-8847
DR-5 (reel only)	N/A	8130-00-253-0106
WF-16 wire on DR-8 reel	1,000 ft	6145-01-259-9203



BA-5567/U Battery ...

Keep Battery Able, Check Label!

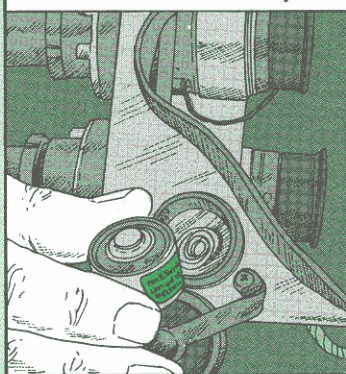
A wrinkled stick-on battery life label can put a crimp in AN/PVS-5 night vision goggle viewing.

The paper label jams up inside the battery compartment. Then the battery won't make contact.

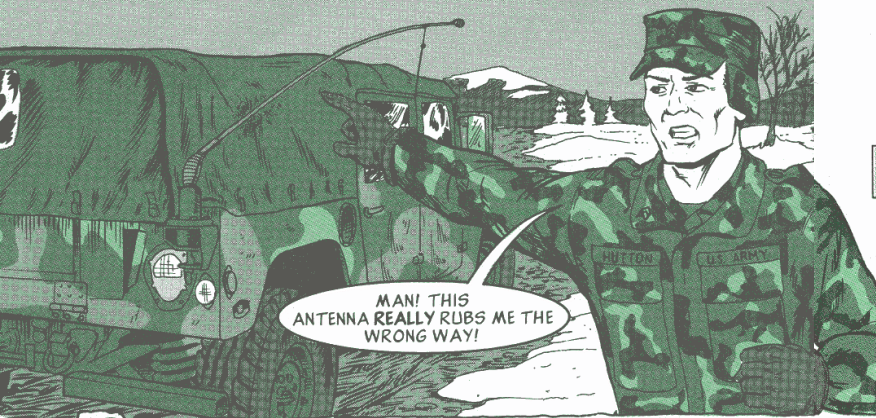
To make sure the label is smooth on the battery, do this:

- ➞ Carefully stick a new battery life label on the battery, ensuring that there are no wrinkles in the label.
- ➞ Make sure the label reaches no more than halfway around the battery. This is enough to keep track of battery life.

Stick on and smooth out battery label

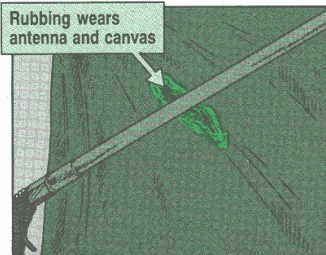


Rubbed



Some things just rub the wrong way. Take, for instance, the vehicular antenna when it's tied down along the side of your cargo HMMWV.

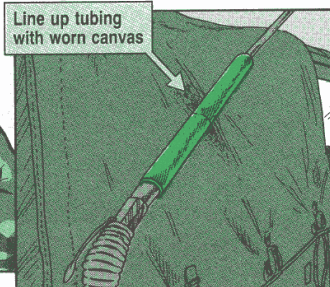
The antenna's bottom element rubs against the rear bow of the canvas support frame. Constant rubbing wears away the antenna and sooner or later it'll short out or break. The rubbing also wears out the canvas.



Raw

Cover Up

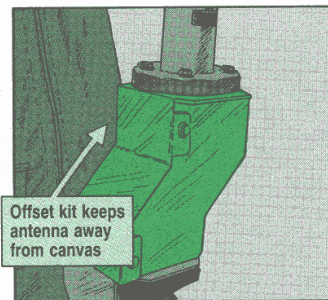
While you're waiting for your offset kit to arrive, put a piece of rubber tubing, NSN 5640-01-009-1306, over the antenna's bottom element to prevent damage.



Offset Kit

Stop the antenna and canvas damage by adding on an antenna offset kit, NSN 5985-01-258-0037, at the rear of your vehicle.

The kit sets the antenna a couple of inches beyond the side of the HMMWV, where it can't rub the canvas.



Order the 5/8-in inside diameter tubing on a DD Form 1348-6 from RIC GSA. In the Remarks column, write "NSN not on the AMDF."

Put it on like so:

- ✱ Cut off one foot from the 6-ft piece of tubing.
- ✱ Slide it over the bottom antenna element.
- ✱ Tie the antenna down. Line up the tubing with the spot where the antenna rubs the canvas.
- ✱ Wrap electrical tape, NSN 5970-00-240-0620, four or five times around the tubing to hold it in place.

If you don't have the rubber tubing, an old heater hose will work.

Global Positioning System . . .

On the Right Path

If you have Global Positioning System (GPS) equipment, then you need to get "Pathfinder," the GPS quarterly newsletter from the system project manager.

"Pathfinder" talks about technical, operational and support issues for the GPS. It'll keep you up-to-date on new developments and trends.

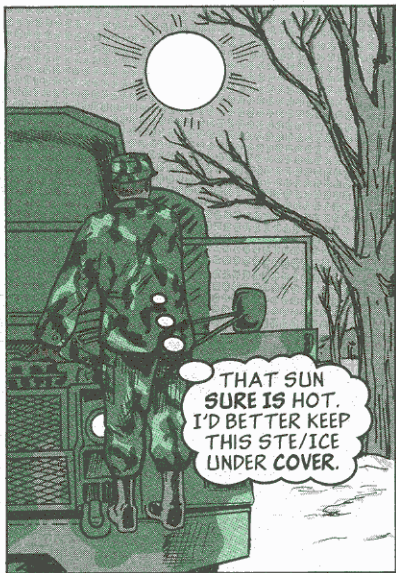
To get on distribution for "Pathfinder," call DSN 992-0500 or commercial (908) 532-0500. Or write to:

Project Manager
Global Positioning System
ATTN: SFAE-CM-GPS-RMD
Ft Monmouth, NJ 07703-5502

Be sure to include your unit address and office symbol.



In the Great Outdoors



Test, measurement and diagnostic equipment (TMDE) needs special care when it's used outdoors. Protect it from the elements by following these tips:

When the Sun Goes Down

Hot days and cold nights can cripple TMDE.

When temperatures drop at night, cooling air condenses, coating everything with moisture. Some of that moisture is bound to get inside your TMDE, where it can short out the gear, unless you take precautions.

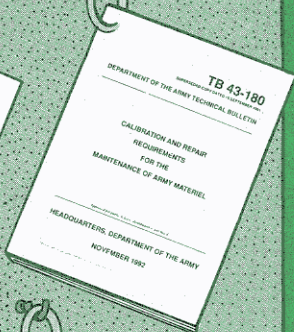
When it starts to cool off, cover multimeters, oscilloscopes, radio test sets, STE/ICE, STE-M1/FVS and other TMDE with canvas, plastic or whatever else is available. Cover them even if they're stored inside. That's the only way to be sure they'll stay dry.

When the Sun Shines Bright

Much of today's TMDE is made of plastic. That means hot sunlight can warp or even melt your gear. Needless to say, you won't get accurate readings if your TMDE turns goopy.

Keep your gear away from the direct rays of the sun. Whenever possible, store it and operate it in the shade.

GET TO KNOW TMDE!



Congratulations! You've just been appointed the new test, measurement and diagnostic equipment (TMDE) support coordinator for your unit. That's the good news.

Now for the bad news. You're not exactly clear about what a TMDE support coordinator does...about what responsibilities go with the job.

No problem. Read these pubs to get familiar with TMDE issues:

- ✓ **TB 750-25, TMDE Calibration and Repair Support Program.** See Appendix F for your responsibilities.
- ✓ **AR 750-43, Army Test, Measurement and Diagnostic Equipment Program**
- ✓ **TB 43-180, Calibration and Repair Requirements for the Maintenance of Army Materiel.** It identifies TMDE support requirements.

If you have more questions, go to your local TMDE support activity. Not sure where they're located? Ask your Logistics Assistance Representative.

TMDE ...

A PLUCKY NATIONAL REQUIRER REPORTER OVERHEARS TWO SOLDIERS ...



I KEEP GETTING MIXED READINGS ON THE TEST EQUIPMENT!

MAYBE IT'S THE PROBES.

HM-M ... SOUNDS LIKE THE MAKINGS OF A STORY!

LATER IN THE NEWSPAPER OFFICE ...

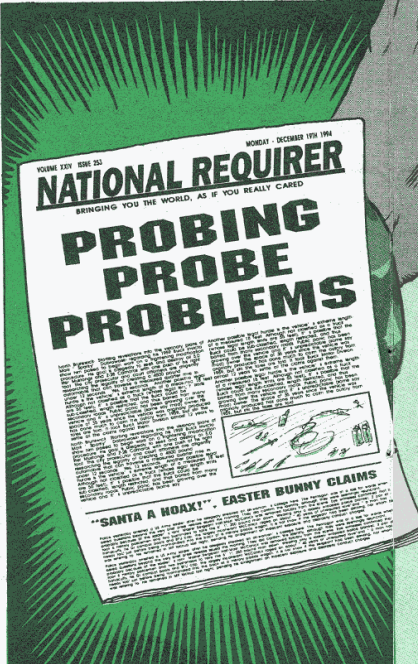


... AND SO, USING THE WRONG PROBE WITH YOUR MULTIMETER TEST LEADS TURNS TROUBLESHOOTING INTO A NIGHTMARE. A PROBE THAT'S TOO LOOSE TO FIT THE CONNECTION GIVES BAD READINGS!

STOP THE PRESSES! THIS IS FRONT PAGE STUFF.

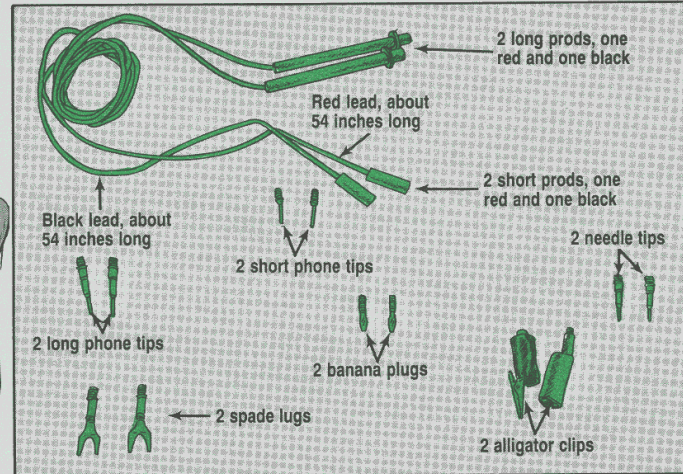
48

PROBING MINDS



WANT TO KNOW

Fix the probe problem by using the right probe for the job. The universal test lead kit, NSN 6625-01-121-0510, has a variety of probes you can use with your hand-held and bench-top multimeters. Here's what you get:



The kit includes a plastic, pocket-sized case for storing the leads and probes.

AN/PRM-34 Test Set ...

Calibration Q & A

Unit repairers, if your AN/PRM-34 test set is out of calibration, you'll get inaccurate test results. Review this little question and answer session to get the facts on calibration.

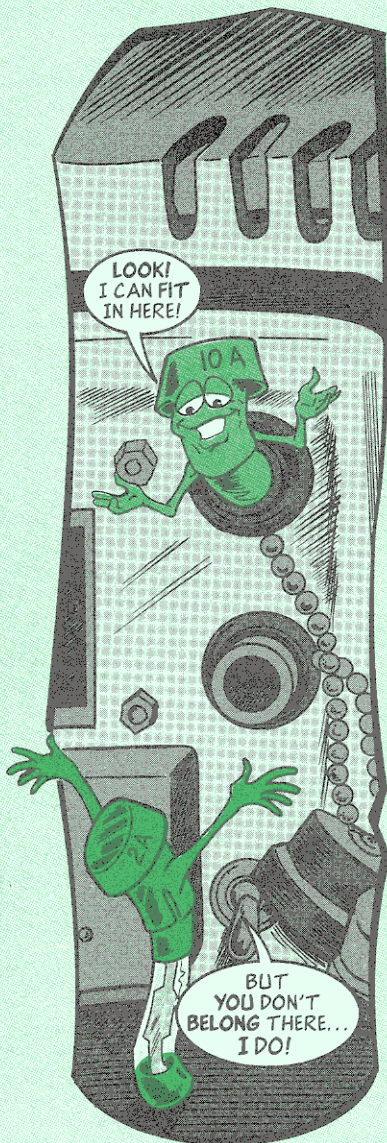
Q : Who calibrates the AN/PRM-34 test set? **A** : How do you know when it's time to turn it in for calibration?

A : Your local TMDE support people. **A** : The calibration sticker on the test set lists the schedule.

Q : How often is it calibrated?

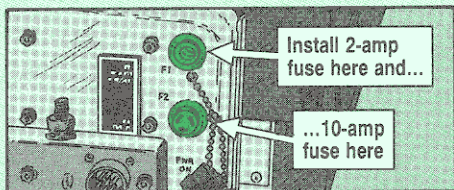
A : At 240-day intervals.

Put Fuses in the Right Holders



When you replace the fuses in your AN/TYQ-33(V), Tactical Army Combat Computer System (TACCS) printer, TM 11-7010-213-12 says to replace both fuses. However, it's more than just a matter of pushing in the fuses.

If you get in a hurry, you could install the fuses in the wrong place. The top holder holds the 2-amp fuse and the bottom one holds the 10-amp fuse. Put the 10-amp fuse in the top compartment and it lets electricity blow the components on the printer board.



Take these steps to make sure you don't blow the replacement job:

1. Look at the fuses. The 2-amp fuse, NSN 5920-00-238-3087, marking will contain 2A. For example, F02B250V2AS. The 10-amp fuse, NSN 5920-00-850-6092, marking shows 10A, such as F02B32V10AS.
2. Turn off all the power switches.
3. Remove the metal cover from the top fuse holder.
4. Push and twist the plastic fuse holder cap one quarter turn counterclockwise. Pull out the holder cap.
5. Take the old fuse from the holder and discard it. Put the new 2-amp fuse in the holder cap.
6. Reinstall the holder cap and metal cover.

Follow these same instructions for replacing the 10-amp fuse in the bottom holder.

Turn on the power switches and you're ready to operate.

Challenge High Prices

People rant and rave over the price of some AMDF items, but they don't do anything about it.

Don't bawl, call!

Grab a phone and dial the Logistics Support Activity's (LOGSA) AMDF folks at DSN 779-6289 or 645-0778, or commercial (205) 313-6289 or (205) 955-0778 during working hours (0730-1630 CST).

After duty hours, you'll get a recording that asks for your name and telephone number. Give 'em that, then tell 'em the NSN for the item and why you think it's overpriced. The LOGSA price challenge folks will get back to you as soon as possible.

No phone? Write:

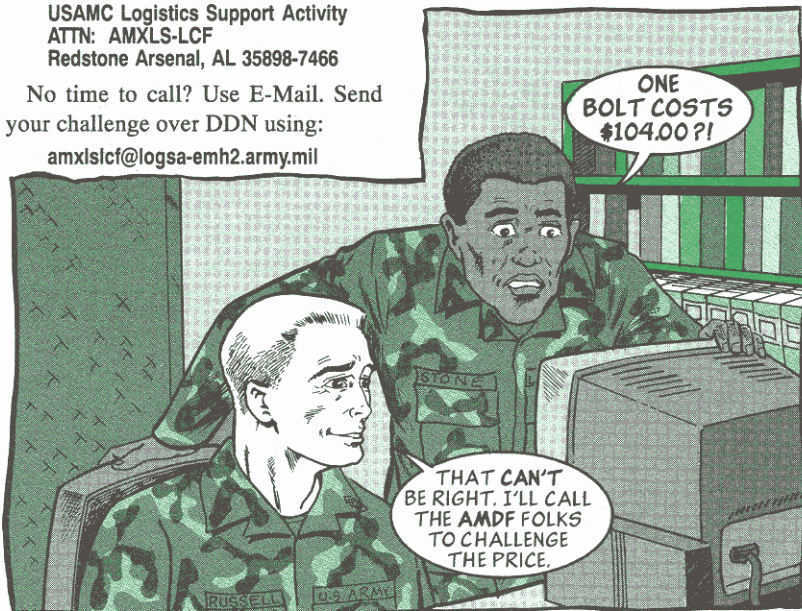
USAMC Logistics Support Activity
ATTN: AMXLS-LCF
Redstone Arsenal, AL 35898-7466

No time to call? Use E-Mail. Send your challenge over DDN using:

amxlsicf@logsa-emh2.army.mil

When you challenge a price, have the following information at your fingertips:

- ☛ Complete military address
- ☛ DSN and commercial phone numbers
- ☛ NSN of the challenged item
- ☛ AMDF/ARMYLOG nomenclature
- ☛ Current AMDF price
- ☛ End item that the part goes on
- ☛ Parts manual reference (TM, figure, and item numbers)
- ☛ Similar NSN, nomenclature and price (if available)
- ☛ Alternate source of supply (retailer's name, address and phone number or manufacturer's name, address, phone number and part number.)



Send 'em to the Right Address

NOW THAT I'VE
FINISHED FILLING OUT
THIS SF 368, QUALITY
DEFICIENCY REPORT,
WHERE DO I
SEND IT?

YOU DON'T NEED A
CRYSTAL BALL TO FIND OUT WHERE
TO MAIL YOUR REPORT. JUST FOLLOW
THESE STEPS ...

Get the Federal Supply Class (first four digits of the NSN) or the first digit under the MATCAT column on the AMDF.

Look at FSC...

Army Master Data File Response for NSN/MCN 2590-00-898-6785

Item Name: VALVE ASSEMBLY, POPPET, HULL DRAIN

ACT	ADD	SOS	AAC	PS	UNIT	PRICE	UI	FCX	UM	MEAS-QTY	EIC	EC	SCMC	AEC	
		S9C	D			\$21.59	EA				G		9K	5	
MATCAT	LIN	LCC	RICC	ARC	SRC	SCIC	CIIC	ICC	SLC	ARI	DML	ADP	PMI	MR	RC
2200		R	0	X		0	U	4	0		A		U	Z	Z
PHRASE CODE	PHRASE STATEMENT					RELATED NSN/MCN			UI REL	UM REL	MEAS REL	QTY REL	QTY PER ASSY		

...or first digit of MATCAT

Go to Tables 11-1 through 11-7 of DA Pam 738-750 in the Maintenance Management Update. These tables give the addresses of the screening points where the 368s are to be sent.

Find the table that gives the FSC or MATCAT digit found on the AMDF and you'll have the address of where to send the SF 368.

If you cannot determine where to send your SF 368 from these tables, send it to:

USAMC Logistics Support Activity
ATTN: AMXLS-LCF
Redstone Arsenal, AL 35898-7466

Or send it by electronic mail to:

amxls1cf@logsa-emh2.army.mil

Support Needs Everything

Some units keep components when they send an end item or major assembly to support for repair. They sacrifice a not-mission capable item to keep another item mission capable.

However, support needs the whole item to perform its technical inspection. That inspection determines exactly what needs to be repaired. So send them **everything**, cables and all.

Then, after the DS folks decide what repairs are necessary, you can work with them to remove the part you need.

Get your commander's OK before you remove the part.

This controlled exchange helps keep your unit's operational readiness rate high. Eyeball AR 750-1, Army Materiel Maintenance Policy and Retail Maintenance Operations, for guidance on when controlled exchange is authorized.

Make sure your supply person orders a replacement for the removed part. That way you'll have all the parts you need to put your DS-repaired item back in service when it's returned.



Safety Guide Available

If you're the unit safety NCO, be sure to read the Sep 93 edition of DA Pam 385-1. This pam gives general information on how to start and maintain a unit safety program.

If your unit didn't receive this pam from the Baltimore Pubs Center, get your pubs clerk to order it on DA Form 4569.



Get on PS

Magazine Monthly Distribution

HERE'S HOW
YOU CAN GET ON
MONTHLY DISTRIBUTION
FOR PS, THE PREVENTIVE
MAINTENANCE
MONTHLY ...

ARMY—Your pubs clerk orders PS
on DA Form 12-34-E (Block 312) from:
US Army Publications Center
2800 Eastern Blvd
Baltimore, MD 21220-2896

ARMY NATIONAL GUARD—Send
request to your State Headquarters
on DA Form 12-34-E (Block 312).

FOR AVAILABLE
BACK ISSUES, WRITE
TO ME.

NAVY—Send request to:

Navy Aviation Supply Office
Operations Directorate, Code 10362
5801 Tabor Ave
Philadelphia, PA 19120-5099

MARINE CORPS—Send request to:

Headquarters, USMC
Code AREB, 2 Navy Annex
Washington, DC 20380-1775

MCO P5600.31 Marine Corps Publica-
tions and Printing Regulations provides
instructions.

AIR FORCE—Send request on
AF 764a to local Publications Dis-
tribution Office.

AIR NATIONAL GUARD—Send re-
quest to local Publications Distribution
Office.

PRIVATE CITIZENS OR BUSINESS
FIRMS—Forward a check or money
order to:

Government Printing Office
Superintendent of Documents
Washington, DC 20402

Price is \$19.00 per year in the US,
including APO/FPO addresses. Foreign
address price is \$23.75 per year (US
currency only).

KEEP SAFETY IN MAINTENANCE

READ
AND
HEED.



When you think maintenance,
you've gotta think of safety, too. To
maintain or operate your equipment
correctly, you have to do it safely.

That's why your unit needs
the Army's safety newsletters,
"Countermeasure" and "Flight
Fax." They're filled with infor-
mation on how to do your job more
safely.

To get on distribution, write to:

U.S. Army Safety Center
ATTN: CSSC-IM
Ft Rucker, AL 36362-5363

Or call:

DSN 558-2062
Commercial (205) 255-2062

Report Equipment Usage

If you're not reporting equipment usage
through the Army Oil Analysis Program,
you need to report it annually on DA
Form 2408-9 (manual) or DA Form
5992-E (ULLS generated).

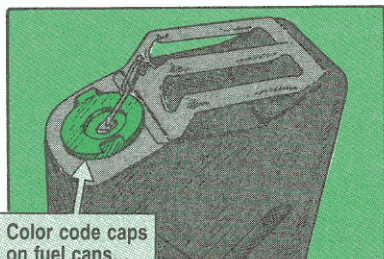
WHICHEVER
FORM YOU
USE, SEND IT
TO ...

USAMC Logistics Support Activity
ATTN: AMXLS-RRM
Redstone Arsenal, AL 35898-7466

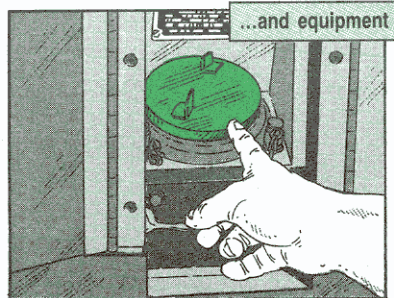
Color Code 'em

Operators, if you put the wrong fuel in your generator or engine, you could damage your equipment. At the least, you may not get enough power, if you get power at all.

Make the job easier by asking your mechanic to color code fuel can caps. For instance, he can use yellow for diesel and red for gas. Then, have him stencil "DIESEL" in black on the yellow can and "MOGAS" in white on the red can.



Even the fuel caps on the equipment can be color coded to match the cans.



But get your CO's OK before anything is color coded. Make sure to camouflage the cans when they're out in the open.



Screen Surgery

That camouflage screening can melt or burn if it touches something hot — like the exhaust pipe on your vehicle.

When you set up your screening, cut and fold it back from vehicle exhaust pipes or the stove pipes in your tent. Leave at least eight inches between the pipe and the screening.

Your radio puts out a lot of power, too. So much so that it can melt radar scattering screening if the garnish touches the antenna when you transmit. To prevent damage, cut a hole in the garnish and fold it back so that the antenna is at least eight inches away from the garnish. Don't cut the netting.

Take a look at the camouflage screening every hour or so. Support poles sink into soft ground or shift around. Then screening moves and touches hot spots.

High winds or snow can shift the screening, too. Knock off snow before it builds up.



IF YOUR SCREENING GETS DAMAGED,
USE A REPAIR KIT TO FIX IT. HERE'S A LIST OF
AVAILABLE KITS . . .

KIT	NSN 1080-
Radar scattering, desert (Type II, III & IV)	01-266-1834
Radar scattering, snow (Type IV)	01-266-1830
Radar scattering, woodland (Type II, III & IV)	01-266-1832
Radar transparent, desert (Type I)	01-073-3220
Radar transparent, snow (Type I)	01-081-1021
Radar transparent, woodland (Type I)	00-107-8563

Camouflage Screen Straps


If the repair kit for your camouflage screening is running low on tie straps, order new ones with NSN 1080-01-022-8633. That NSN gets you a bag of 200, 5-in plastic straps.

TENT LINER LINEUP

The NSNs for general-purpose tent liners are not listed in TM 10-8340-211-13. So, here's a lineup of NSNs you can use:

Size	NSN 8340-00-
Small	262-3698
Medium	262-2402
Large	285-5033

The liner for the GP small can be used for the 10-man arctic tent.



NOW I CAN
STAY NICE AND WARM
WITH MY NEW
LINER.

Doggone Handy Tool

It may not have four paws, floppy ears and a wet nose, but it's still a champion retriever. It's the magnetic retrieving tool, NSN 5120-01-359-7240.

It telescopes to 26³/₄ inches to let you pick up nuts, bolts, washers or metal hand tools from hard-to-reach places like underneath an engine inside a tank hull. You can even use it under water or in oil.

Appendix A of CTA 50-970 is your ordering authority.



Stick It to 'Em!

HERE ARE THE NSNs FOR
PLASTIC TAPE USED WITH THE LABEL EMBOSsing GUN,
NSN 7490-00-835-0443 ...

NSN 7510-00-	Color/Size/Finish
826-1874	green, 1/2-in, matte
826-1876	black, 1/2-in, glossy
826-1879	blue, 1/2-in, matte
836-1531	red, 1/2-in, matte
846-0133	yellow, 1/2-in, glossy
846-0134	gray, 1/2-in, glossy
849-1138	green, 1/2-in, glossy
849-1139	red, 1/2-in, glossy
878-4470	blue, 1/2-in, glossy
880-9269	orange, 3/8-in, glossy
995-4887	red, 3/8-in, glossy
995-4889	green, 3/8-in, glossy
995-4890	blue, 3/8-in, glossy
995-4891	yellow, 3/8-in, glossy
995-4892	brown, 3/8-in, glossy
995-4893	black, 3/8-in, glossy
995-4894	gray, 3/8-in, glossy
995-4895	gold, 3/8-in, glossy

These NSNs will bring you a box
of 10 rolls for about \$3.



M911 RESERVOIR ACCESS COVER

To get an access cover assembly for the hydraulic reservoir on the M911 tractor truck, order by CAGE 45152, PN 2HL303 on a DD Form 1348-6 from RIC S9C. You'll get the cover, gasket, washer and screw.

NBC SCHOOL HOTLINE

The US Army Chemical School now has a hotline to answer all your NBC questions, especially about doctrine, training, and equipment. Call (205) 848-5592 (DSN 865-5592) 24 hours a day. State your name, unit, telephone number (commercial or DSN), and the problem. You will usually get a reply within two working days.

RL-39 REEL HANDLE NSN

NSN 3895-01-135-2538 brings a handle for the crank on your RL-39 reel. Appendix D of TM 11-3895-203-15 lists the wrong NSN. TM 11-3895-203-24P does not list an NSN for the handle.

M939 CV JOINT BOOT WITH ZIPPER

When you order the dust boot, NSN 2530-00-421-7227, for the CV joint on the M939-series truck, you get a boot without a zipper. To get a boot with a zipper, order NSN 2530-00-832-7123. Or you can get the complete kit (boot and clamp) with NSN 2530-01-125-9272.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

1A. Title of Publication: PS - The Preventive Maintenance Monthly

1B. Publication No. 341-950

2. Date of Filing: 2 September 1994

3. Frequency of Issue: Monthly

3A. No. of issues published annually: 12

3B. Annual Subscription Price: Domestic \$19 Foreign \$23.75

4. Complete mailing address of publication: PS Magazine, Bldg 3325, USAMC Logistics Support Activity, Redstone Arsenal, AL 35898-7466

5. Complete mailing address of the headquarters of general business offices of the publisher: Department of the Army, Washington, DC 20310

6. Publisher: Department of the Army

Acting Editor: Jerome J. Hill

Managing Editor: Robert K. Crunk

7. Owner: Department of the Army

Washington, DC 20310

8. Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages or other securities: None

9. The purpose, function and nonprofit status of this organization and the exempt status for Federal income tax purposes has not changed during the preceding 12 months

10. Extent and nature of circulation:

	Average Copies Last 12 Months	Oct. 94 Issue
A. Total No. copies (net press run)	131,900	99,314
B. Paid and/or requested circulation		
1. Sales through dealers and carriers, street vendors and counter sales	-0-	-0-
2. Mail subscription	104	104
C. Total paid and/or requested circulation	104	104
D. Free distribution by mail, carrier or other means	131,746	99,160
E. Total distribution	131,850	99,264
F. Copies not distributed		
1. Office use, left over	50	50
2. Return from news agents	-0-	-0-
G. Total	131,900	99,314

11. I certify the statements made by me above are correct and complete. Jerome J. Hill, Acting Editor



Connie's
POST
SCRIPTS

AMSS Training Video

There's a videotape available on the ULLS Army Materiel Status Reporting (AMSS) program. Request the tape from your local Training and Audiovisual Support Center using PIN 710306.

M939A2 O-ring NSN

You won't find the O-ring that fits between the central tire inflation system wheel valve adapter and its flat washer in your -20P TM. NSN 5330-00-285-9842 gets the O-ring. Jot down the NSN till the parts TM's updated.

The Right Truck Tire

The tire in Fig 112 of TM 9-2320-361-20P is too big for 2 1/2-ton trucks. It's 11.00-20. The right tire (9.00-20) is NSN 2610-00-262-8677.

M149 No Pain Drain

The plastic drain plug on M149-series water trailers has a bad habit of seizing—which usually leads to stripped threads when you try to remove it. Get a grip on this solution: Wrap the plug threads with Teflon tape, NSN 8030-00-889-3534, or lightly coat them with silicone grease, NSN 6850-00-880-7616.

M40 Mask Amplifier

If voice communication is a problem when you're wearing your M40 mask, consider the M7 amplifier, NSN 5895-01-381-9012. The 9-volt battery-powered amplifier projects your voice 75 feet. You can attach it, remove it, and pass it among your group in the field. The amplifier is an AAL item in the M40's -20&P.

HEMAT Gets New Tire

When your M989A1 HEMAT trailer needs new rubber, order NSN 2610-00-139-3699. This tire has a highway tread while the one it replaces has a traction tread. Both can safely be used together on the same axle.

No-Asbestos HEMTT Shoes

Asbestos-free brake shoes for HEMTTs are NSN 2530-01-287-2167 (front), NSN 2530-01-287-2166 (rear, all but wreckers), and NSN 2530-01-287-2165 (rear, wreckers only). Replace all four shoes on each axle every time and at the same time.

Longer CUCV Wiper Blade

If the 16-in wiper blade on your CUCV is too short, get an 18-in blade with NSN 2540-00-248-4603.

Distribution: To be distributed in accordance with DA Form 12-34-E, Block 0312, for TB-43-Series

Would You Stake Your Life *right now* on the Condition of Your Equipment?

☆ U.S. GOVERNMENT PRINTING OFFICE: 1994 — 550-058/10011

For sale by the Superintendent of Documents, U.S. Government Printing Office Washington, DC

IT'S UP TO YOU

to find out how to dispose of used
service supplies!

WHO, ME?



YES, YOU!

**Check
your**

- ✓ 1. Unit SOP
- ✓ 2. Post Environmental Office

**NO
LUCK?**

Then call the Army's
Environmental Hotline
1-800-872-3845
or DSN 584-1699
or Commercial (410) 671-1699