

Issue 265

PS

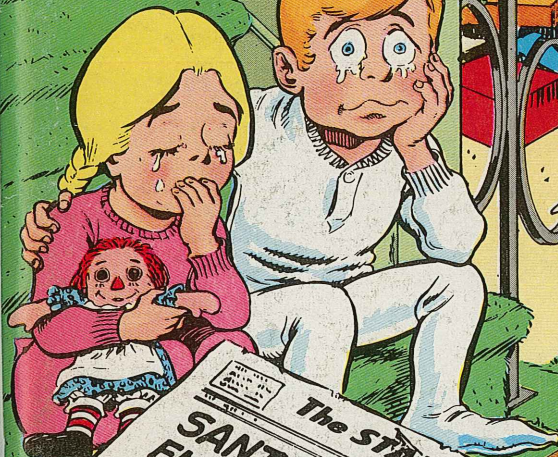
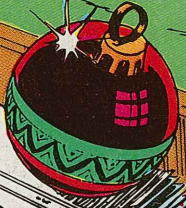
December
1974

THE PREVENTIVE MAINTENANCE MONTHLY

MURPHY
ANDERSON

LATEST BULLETIN!
SANTA'S FLIGHT
CANCELLED! REPAIR PARTS
FOR XMAS HELICOPTER
UNAVAILABLE -- NO
USED ENGINES TURNED
IN FOR MORE THAN
10 MONTHS!

The STARS and STRIPES
**SANTA'S REINDEER DECLARED
ENDANGERED SPECIES!!!**
CLAUS TO USE BACK-UP
HELICOPTER FOR
DELIVERIES
SOURCES CLOSE TO
N. POLE BELIEVE
LITTLE DELAY IN
DELIVERIES
NORS CITED

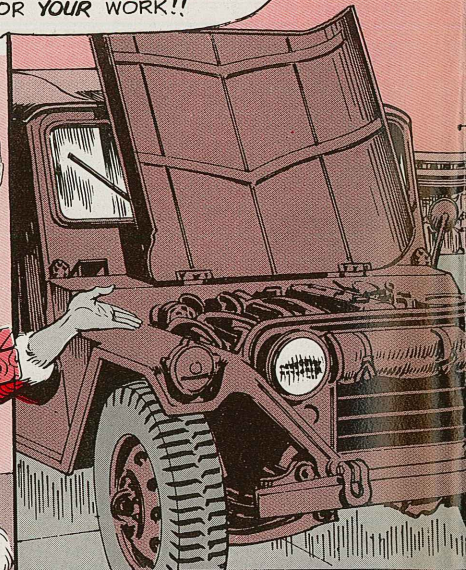


LET'S STOP— PASSING THE

YOU'VE SEEN IT...

MAYBE DID IT YOURSELF AT ONE TIME OR ANOTHER! **PASS THE BUCK!**

YOU KNOW... LET SOMEBODY ELSE TAKE THE RESPONSIBILITY FOR YOUR WORK!!



BUCK

WHOSE TRUCK IS THIS? IT'S IN FOR A VALVE JOB AND THEY DIDN'T EVEN HAVE OIL IN THE ENGINE!



THE OLD MAN WILL CALL THE UNIT CO!

PS THE PREVENTIVE MAINTENANCE MONTHLY

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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to: **OR call: AUTOVON 745-3503.** **M S G Half-Mast PS Magazine Lexington, KY 40507**

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It's a sloppy soldier who passes the buck in maintenance. He's something less than a man. He could get himself killed (and maybe you, too) with bad PM.

But a real soldier—a real man—will take full responsibility for the maintenance on his equipment.

He knows how to operate his equipment right. That in itself is good PM. And he knows how to do his maintenance—by the -10 tech manual. He does what he's responsible for—all of it—and he does it in the best way he can... by the book.

Then, when the maintenance job gets beyond his ability (again, by the TM), he lets his squad or section leader know. The unit mechanic, armorer or technician can take over.

SO, DO YOUR PM JOB! DO IT RIGHT!

THAT'LL KEEP YOUR EQUIPMENT READY FOR THE FIGHT!



NSN = NATIONAL STOCK NUMBER



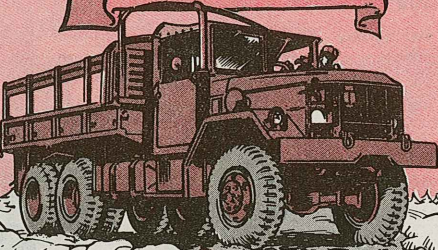
GROUND MOBILITY

MULTIFUEL OIL CHECK

THERE'S BEEN A LOT OF CONFUSION ABOUT CHECKING THE CRANKCASE OIL LEVEL IN MULTIFUEL ENGINES.

There're different stories going around on this—not only in past issues of PS Magazine but in the current TM's and LO's for the multifuel engine trucks. But now it's settled.

—TM-209-Series 2½-ton A1's and A2's (M35A1, M35A2, etc.)



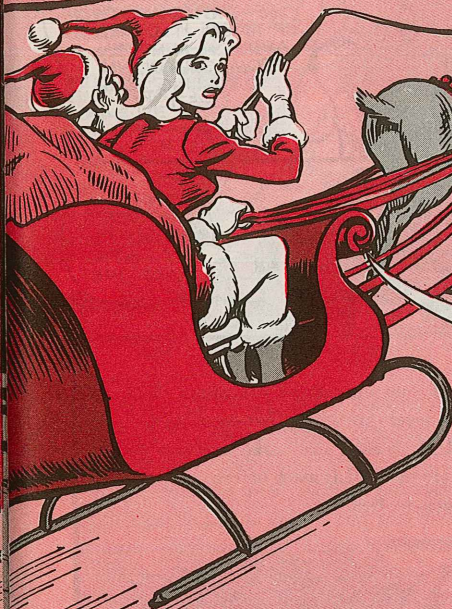
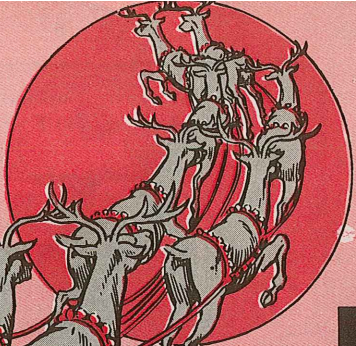
And this goes for all of the multifuel engines—LDS 427-2, LD 465-1, LD 465-1C, LDS 465-1, LDS-465-1A, LD 465-2 and LDT 465-1C. These engines are spread across 3 different truck fleets—

—TM-211-Series 5-ton A2's (M54A2, etc.)

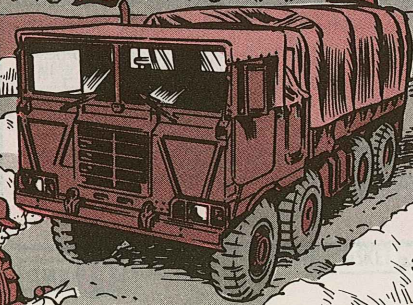


— UPDATE

IF YOUR MULTIFUEL TRUCK'S - 10 TM AND LO DON'T AGREE WITH THIS RUNDOWN RIGHT NOW, THEY WILL IN UPCOMING CHANGES OR REVISIONS!



—TM-230-Series 5-ton M656, M757 and M791



AFTER SHUT-DOWN ... WAIT AT LEAST ... SIX HOURS FOR CHECK!

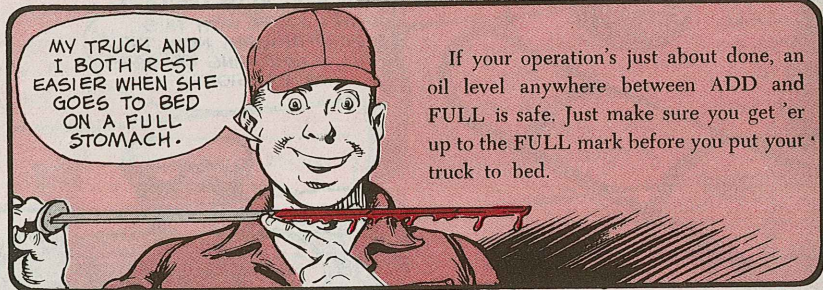
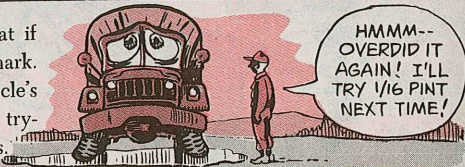
COLD CHECK (at least 6 hours after engine shutdown)—Oil level should be between 1 inch and 1½ inches above the FULL mark. If it's low, add oil to bring it up to at least 1 inch above the FULL mark. Starting at the FULL mark, a quart of oil equals ¼-inch on the dipstick. If the oil is a little above the 1½-inch level, don't worry about it.

PS MORE

HOT CHECK (exactly 1 minute after engine shutdown with engine at normal operating temperature—140°F or above) —Oil level should be at the FULL mark. Add oil if it's low.



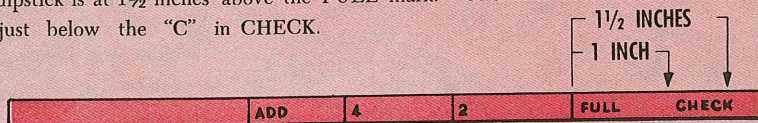
Don't get in a big nit-pickin' sweat if your oil level is not exactly on the mark. You'll waste your time and slop Uncle's oil all over the place (a waste of oil) trying to add or drain off bits and dabs.



If your operation's just about done, an oil level anywhere between ADD and FULL is safe. Just make sure you get 'er up to the FULL mark before you put your truck to bed.

Oil drains back to the crankcase s-l-o-w-l-y in a multifuel engine. The whole show takes about 6 hours. So, any oil checks between engine shutdown and 6 hours later will show a changing level as the oil drains back into the crankcase.

Here's a guide that'll help in your COLD check. The "K" in CHECK on your dipstick is at 1½ inches above the FULL mark. One inch above FULL comes just below the "C" in CHECK.



MULTIFUEL ENGINE

OIL FILTERS LEAKING?

YUP!... THIS IS WHAT YOUR TRUCK ASKED FOR... TWO OIL FILTER PARTS KITS, NSN 2940-00-884-4801.

BUT THERE WAS A NOTE: "MAKE SURE OL' DING-BAT INSTALLS 'EM RIGHT!"



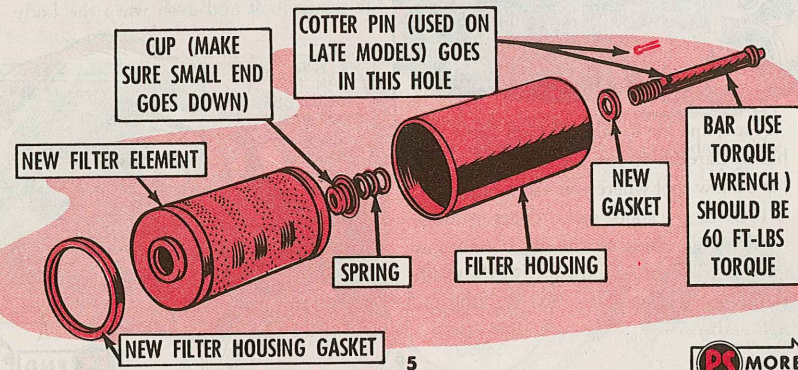
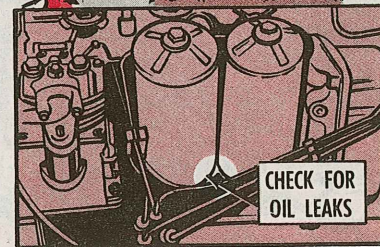
Carefully and gently—especially with the gasket.

That's how you install new oil filter elements in your multifuel engine so your filters won't leak.

This goes for all of the multifuel engines.

Here're a few details you can add to keep your multifuel healthy, happy and huggable.

You're all ready to put the whole works back together. You've cleaned the filter body (housing) and the center bolt with solvent. You've got 2 oil filter parts kits at hand—the kit that comes under NSN 2940-00-884-4801.



THIS IS CRITICAL!

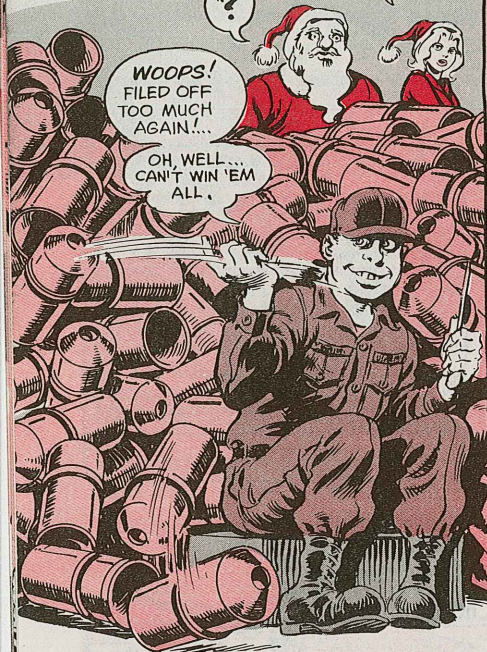
Now—real important—check around the edge of that filter body for high spots, nicks and burrs. It's got to be smooth and even when it comes down against the gasket—or you'll have a leaker for sure!

YES, SANTA... HE WAS STUDYING TO BE A BRAIN SURGEON WHEN HE JOINED UP!

?

WOOPS! FILED OFF TOO MUCH AGAIN!...

OH, WELL... CAN'T WIN 'EM ALL.



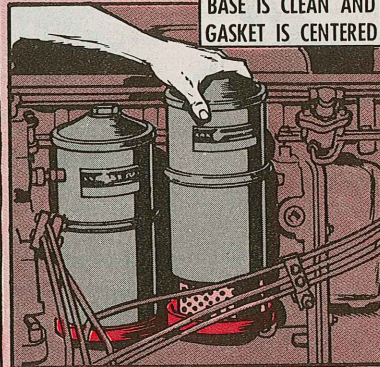
Use a fine file to take off high spots and burrs. Careful! If you file too hard, you'll have a low spot where you had a high spot. If there're low spots, nicks, dents or dings on the edge, get a new body. It comes as part of Filter, fluid pressure, NSN 2940-00-194-2497, page 2-10, TM 9-2320-211-20P (May 73).

CAREFUL . . . GENTLE

Make sure the filter base is clean when you put in the gasket. Any bits of dirt will spoil your whole job. Yep—it'll leak. Get the gasket in there so it's centered and fits right all around.

And be just as careful and gentle when you set the filter body down on the gasket—centered and good clean, smooth contact all around.

MAKE SURE FILTER BASE IS CLEAN AND GASKET IS CENTERED



As you tighten the center bolt, hold onto the filter body so it won't shift. Tighten the center bolt s-l-o-w-l-y. Just 60 ft-lbs torque—no more or the body may cut through the gasket. Worse, you could bust the center bolt and even warp the body.

YOU CAN JUST ABOUT BET YOU WON'T HAVE A LEAKER NOW!

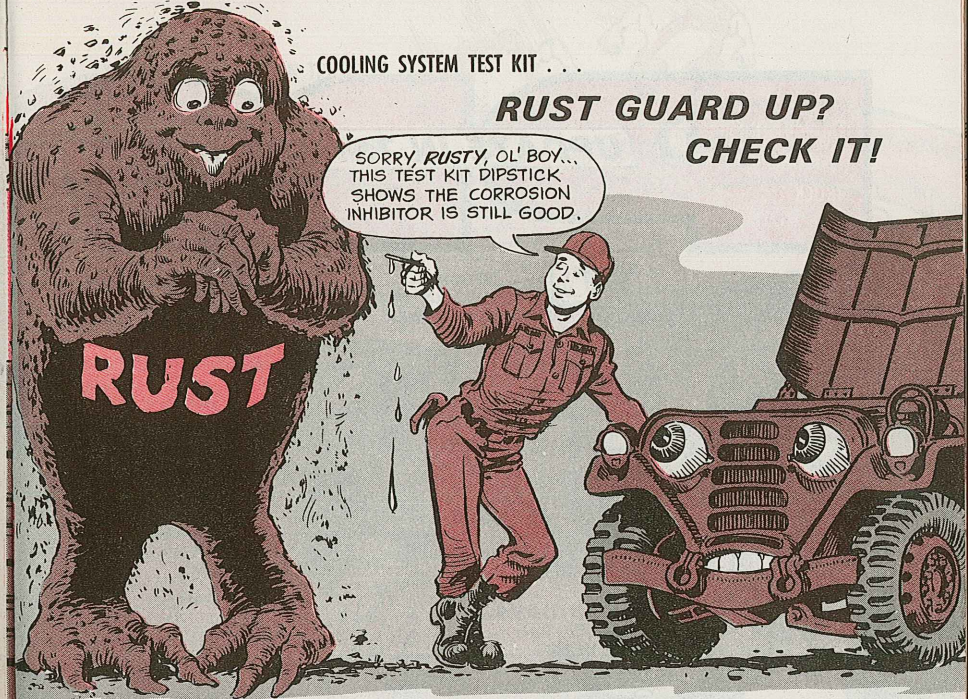


PS END

COOLING SYSTEM TEST KIT . . .

RUST GUARD UP? CHECK IT!

SORRY, RUSTY, OL' BOY... THIS TEST KIT DIPSTICK SHOWS THE CORROSION INHIBITOR IS STILL GOOD.



Tie a frog's tongue to a horse hair and dip it in your radiator to see if your rust inhibitor is still good.

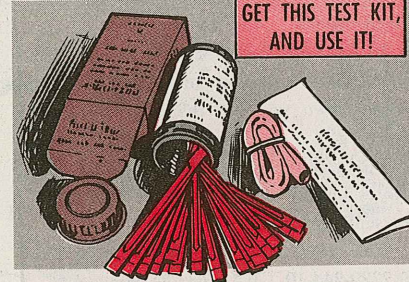
Crazy? You bet it is!

You've got a special kit for testing the corrosion protection of your coolant.

It's simple. It's easy. It's required!

It's Test Kit, Reserve Alkalinity, NSN 6630-00-169-1506.

GET THIS TEST KIT, AND USE IT!



TB 750-651 (Jan 71), Use of Antifreeze Solutions And Cleaning Compounds In Engine Cooling Systems, tells you how to use this kit in para 5b.

You make this test during the scheduled maintenance services, like the TB says.

This means you test your coolant's reserve alkalinity at the same time you do those other Preventive Maintenance Checks And Services spelled out in your -20 TM.

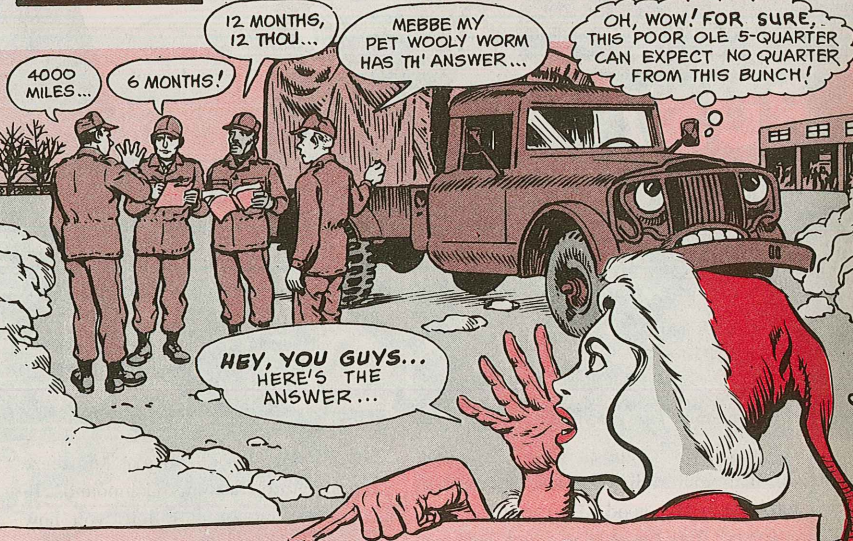
And you record this test on your DA Form 2408-1 (monthly)—not daily, like the TB says. Or it can go on your DA Form 2409.

YOUR OWN COMMAND SAYS WHICH FORM YOU USE!



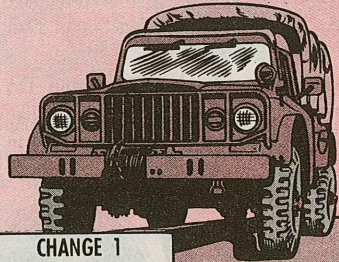
TM-244-SERIES
1¼-TON
TRUCK

UPDATE IN TM AND LO



HEY, YOU GUYS...
HERE'S THE
ANSWER...

You can get confused on scheduled services for your M715 1¼-ton truck (or other TM-244-series 1¼-tonner) if you don't have the latest TM and LO poop—and then it's still a little confusing.



CHANGE 1
TO YOUR — 20 TM
HAS THE
STRAIGHT POOP

It's clear enough in Ch 2 (May 74), TM 9-2320-244-20. In Table 2-2, Preventive Maintenance Checks and Services, you've now got only 4,000-miles-or-6-months and 12,000-miles-or-12-months.

But LO 9-2320-244-12 (Aug 73) can throw you.

In the Key, the Interval 6 should read 4,000 miles or semiannually. Then it makes sense when you see the same thing in Notes 2, 3 & 9.

But you'll have to keep in mind that Notes 4 and 7 also should read 4,000 miles or semiannually.

This 4,000 miles also shows up in TM 9-2320-244-10, Ch 1 (Sep 73), page 16.

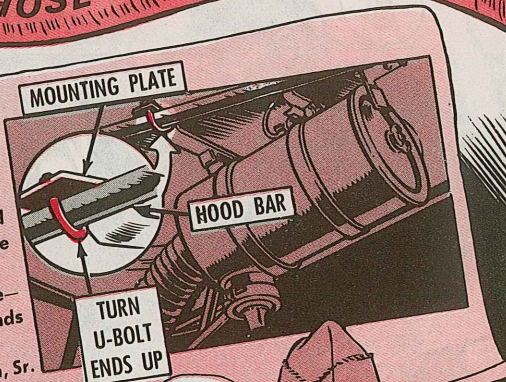
8

TM-244-SERIES 1¼-TON TRUCK . . .

TAME THAT HOSE CHOPPER

Dear Editor,
How about reminding users of M715 1¼-ton trucks about the fix that can save their upper radiator hoses? If the U-bolts on the hood-mounted air cleaner are installed with the threaded ends pointing down, they dig into the upper radiator hose. The solution to this problem is simple—just turn the U-bolts around so the ends are pointing up.

CW3 Arthur J. McGowan, Sr.
APO New York



SOME GUYS
CAUGHT
THIS IN
PS 236.



(Ed Note—Thanks for the reminder. The word on this was way back in TB 750-981-1 (Jan 72).

MORE WITH LESS



GREAT SOLUTION FOR
THIS OVERLOAD PROBLEM --
BUT IS THAT CABLE THE
RIGHT LENGTH?

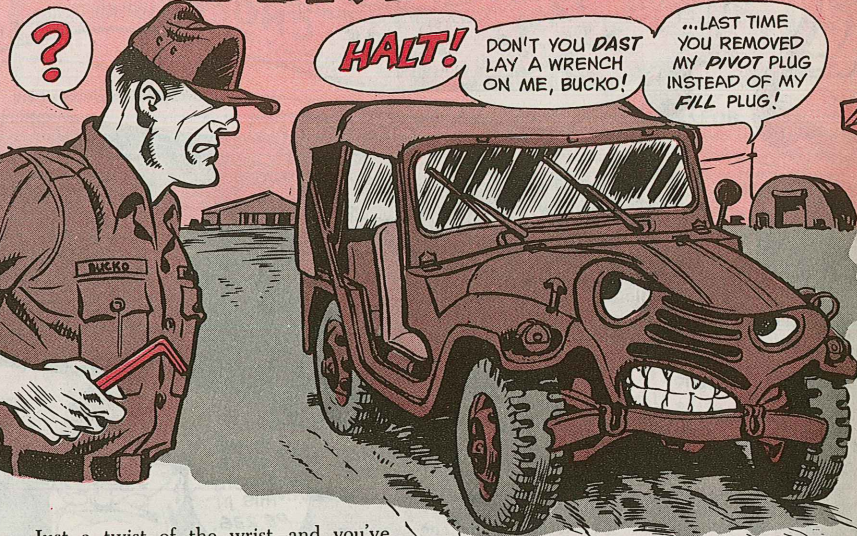
YOU BETCHA,
SANTA -- IT'S
NSN 2590-00-
855-9304...
EXACTLY 60
INCHES!

You'll get more like what you want when you use NSN 2590-00-855-9304 to order the electrical cable for your M416 ¼-ton trailer. It's the right length, 60 inches—a lot shorter than the cable you get under NSN 2590-00-830-6663 listed on page 51, TM 9-2330-251-14 (Oct 70).

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TM-218-SERIES
¼-TON TRUCK...

SCREW-UP!



Just a twist of the wrist—and you've really messed things up!

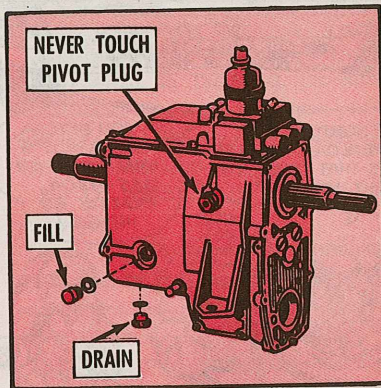
You thought you were unscrewing the transmission fill plug on your M151A2— or other TM-218-series ¼-ton truck.

But, instead, you unscrewed the pivot plug for the reverse shifter arm. This lets the arm drop down inside the transmission. When this happens, you've got all kinds of trouble—like ruining the transmission when you take off.

To top it all off, that transmission has to go all the way up to general support level to get the arm replaced.

So, save yourself and everybody else a lot of trouble. Remember, the fill plug is the recessed plug low down and toward the front of the transmission. It takes an open-end wrench—and so does the drain plug on the underside of the transmission.

The pivot plug takes a hex-head socket wrench.



Leave the pivot plug alone—and you might get something nice in your stocking for Christmas.

EXHAUST PROBLEM SOLVED!



Now you're a winner! You found the pot o' gold at the end of the rainbow, you married the most beautiful girl in the world and—best of all—you stopped your M151A2 ¼-ton truck's exhaust manifold

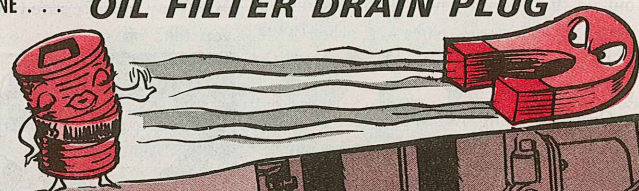
from leaking.

The last was the hardest—until you hit on Article 16 in TB 43-0001-39-2 (Apr 74).

This fix is for all vehicles in the TM-218 series ¼-ton fleet.

MULTIFUEL ENGINE... OIL FILTER DRAIN PLUG

SORRY, OLD BOY-- BUT I'M JUST NOT ATTRACTED TO YOU!



Dear Half-Mast,
Oil filter drain plugs on our multifuel engine trucks break sometimes when we try to take them out. Even the filter base got broken once.
The plug seems to seize in the drain hole.
Got any ideas?
CW 2 J. F. L.

Dear Mr. J. F. L.,

It could be that somebody put the wrong kind of plug in there—an aluminum job, f'rinstance. With the chemical reaction between the 2 different metals, the plug will seize in the hole.

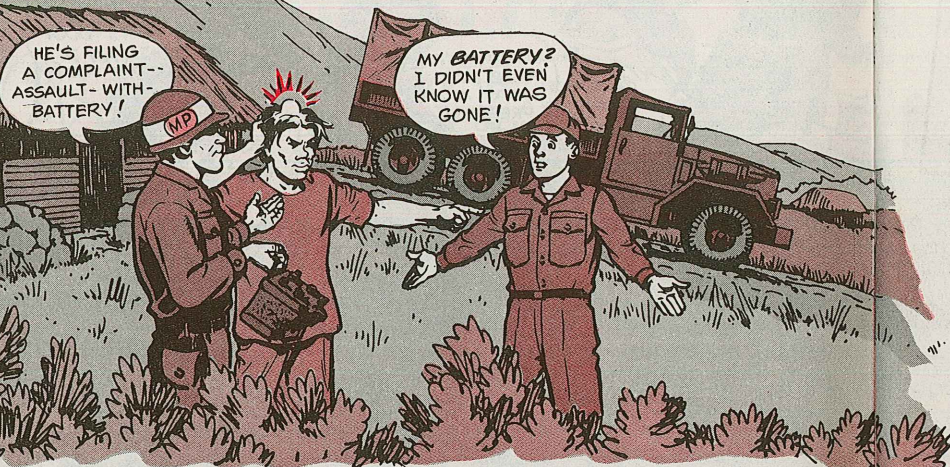
THE ONE AND ONLY PLUG THAT'S SUPPOSED TO BE USED IN ALL MULTIFUEL ENGINE OIL FILTER DRAIN HOLES IS NSN 4730-00-221-2138.

TM-211-SERIES
5-TON TRUCK

BATTERIES GOING AWOL?

HE'S FILING
A COMPLAINT--
ASSAULT - WITH--
BATTERY!

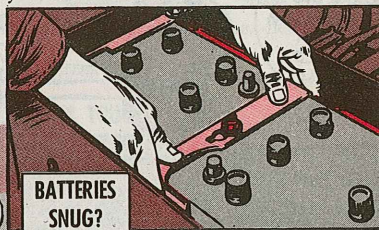
MY BATTERY?
I DIDN'T EVEN
KNOW IT WAS
GONE!



Is rough country travel causing you to lose your batteries? Do they get dumped out on the ground when you're jockeying your M54A2 cargo truck—or other TM-211-series 5-tonner—over bumpy roads, ditches and the like?

Only a working over with a sledge hammer could bust up those batteries worse, right?

You won't lose your batteries if you keep 'em snugged down—and check 'em every day to make sure they're snug before you take off.



BATTERIES
SNUG?

You're s'posed to get in there before every operation anyway—like it says in your TM 9-2320-211-10 (Apr 73), page 3-3, Table 3-1, Preventive Maintenance Checks and Services, Before Operation, Sequence 9.

There it is: "Check condition of battery box, hold down frames" and all that other good stuff.

It's simple enough. Make sure the battery holddown frame is holding the bat-

WHY DON'T
THEY SMOOTH
OUT THAT
ROUGH
TERRAIN?

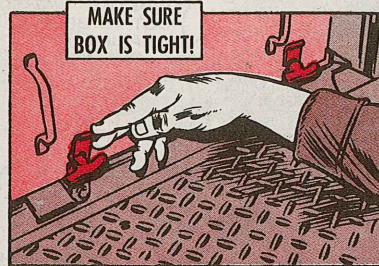
HOLD ON, OL'
BUDDY! ROUGH
COUNTRY TRAVEL
IS NOT THE
CAUSE!...

YOU
ARE!



teries tight. Just tight. You'll only bust the batteries if you get the holddown too tight.

And look that holddown hardware over real close for cracks or other damage. Report it. It can probably be fixed real easy by welding. If not, get new hardware. Everything you need is shown in Fig. 84, TM 9-2320-211-20P (May 73), and listed on page 2-81 of that TM.



Watch the box, too. If that's not good 'n' tight before you take off, it'll come tearin' right out—batteries 'n' all. After you've tightened the box thumb screws, try to shove the box from one side to the other. Still sloppy?

ROOM 'N'
BOARD?

NAW--I'M NOT LOOKIN'
FOR A HOOCH! I SAID--
HAVE YOU GOT ROOM
FOR A BOARD?

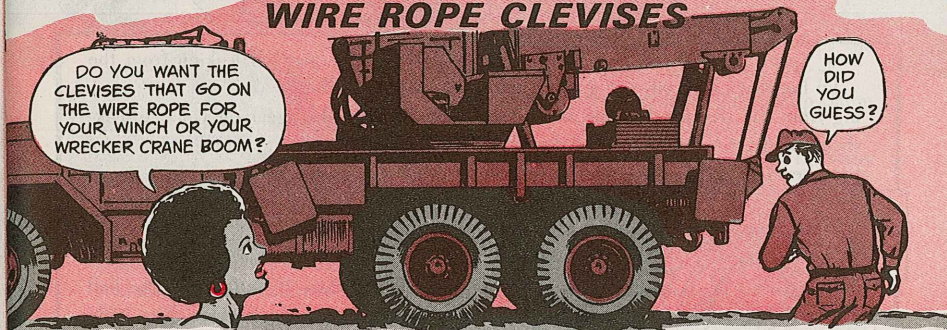


Then get some pieces of board and wedge in there to hold the box tight. And happy batteries to you, too!

WIRE ROPE CLEVISES

DO YOU WANT THE
CLEVISES THAT GO ON
THE WIRE ROPE FOR
YOUR WINCH OR YOUR
WRECKER CRANE BOOM?

HOW
DID
YOU
GUESS?



Nope, they're not yet in your TM 9-2320-211-20P (May 73)—but they are right here:

NSN 4030-00-158-2409, front-mounted winch.

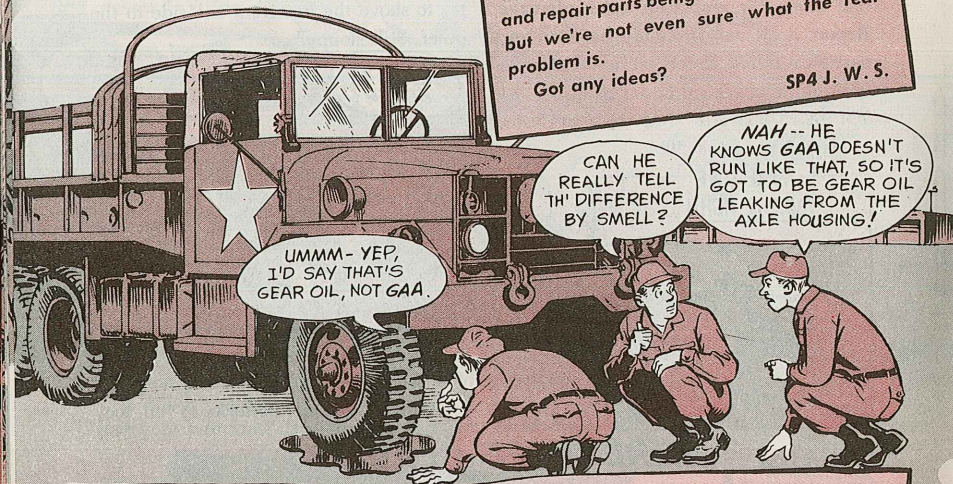
NSN 4030-00-706-5553, rear winch on M62 and M543-series wreckers.

NSN 4030-00-262-3152, crane boom on M62, M543-series and M246-series wreckers.

If you've got any TM-260-series 5-tonners in your fleet—M813, M816, etc.—you've got 2 of these NSN's in your TM 9-2320-260-20P (Nov 72).

AND THE THIRD ONE,
NSN 4030-00-158-2409
SHOULD BE IN THAT -20P TM
INSTEAD OF THE
NSN 4030-00-262-3154.
YOU NOW FIND ON
PAGE 443.

SNEAKY LEAK



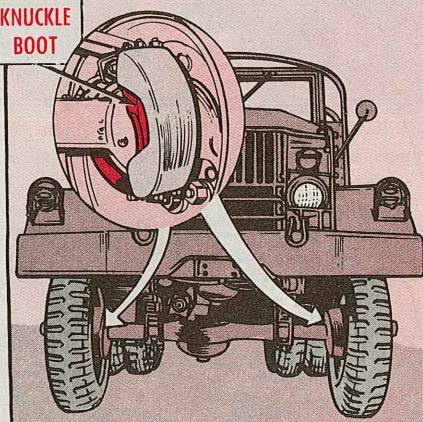
Dear Half-Mast,
It seems like we're replacing a lot of CV boots on our 2½-ton trucks. We find grease leaking from the boot—and that calls for a new boot. The time and repair parts being used is bad enough, but we're not even sure what the real problem is. Got any ideas?
SP4 J. W. S.

UMMM-- YEP, I'D SAY THAT'S GEAR OIL, NOT GAA.

CAN HE REALLY TELL TH' DIFFERENCE BY SMELL?

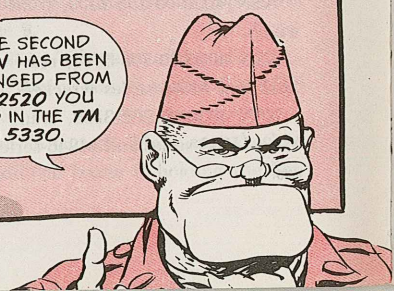
NAH-- HE KNOWS GAA DOESN'T RUN LIKE THAT, SO IT'S GOT TO BE GEAR OIL LEAKING FROM THE AXLE HOUSING!

STEERING KNUCKLE BOOT

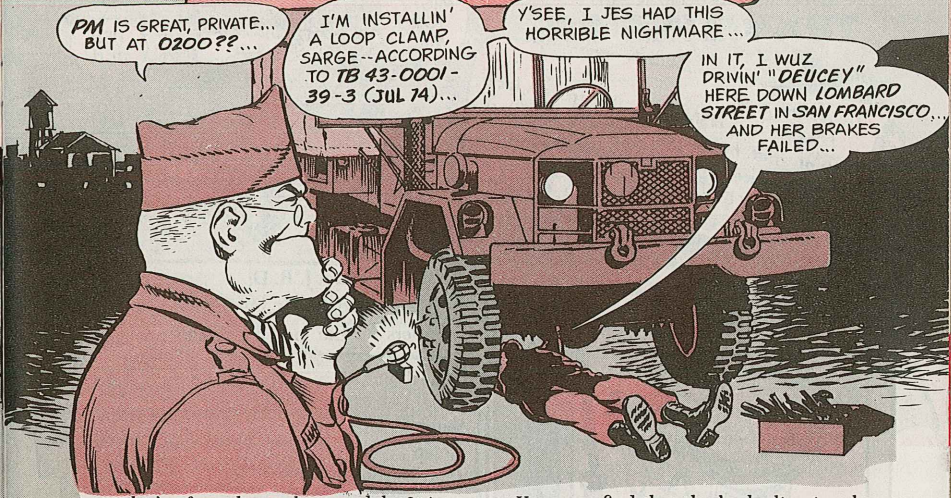


Dear Specialist J. W. S.,
I'd bet that's gear oil—not grease—leaking from the steering knuckle boot. You should find GAA on the steering knuckle, but the GAA is too thick to run—unless it's thinned by gear oil leaking from the axle housing.
So it's probably gear oil you see leaking from the boot.
— And that means the seals have gone to pot. Replace the seals and you'll have the problem licked.
Put in a new Retainer, packing, NSN 2520-00-311-7545, if you've got the ball bearing-type steering knuckle. Use NSN 5330-00-075-1764 for the U-joint-type steering knuckle. They're listed on pages 256 & 257 in TM 9-2320-209-20P (Oct 72).

THE SECOND NSN HAS BEEN CHANGED FROM THE 2520 YOU FIND IN THE TM TO 5330.



HEAD OFF BRAKE FAILURE



PM IS GREAT, PRIVATE... BUT AT 0200??...

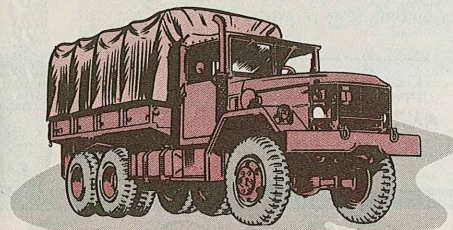
I'M INSTALLIN' A LOOP CLAMP, SARGE-- ACCORDING TO TB 43-0001-39-3 (JUL 74)...

Y'SEE, I JES HAD THIS HORRIBLE NIGHTMARE...

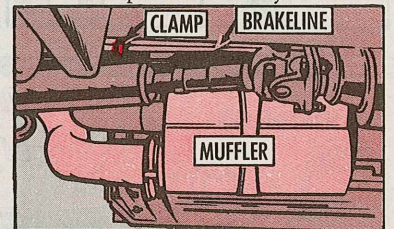
IN IT, I WUZ DRIVIN' "DEUCEY" HERE DOWN LOMBARD STREET IN SAN FRANCISCO... AND HER BRAKES FAILED...

This's for those late-model 2½-ton multifuel engine trucks—the ones with the

You may find that the brake line is rubbing against the muffler support bracket. You're headed for trouble! When the brake line wears through, no brakes! Head off that trouble. Add a loop clamp—NSN 5340-00-954-6014—to hold the brake line up out of the way. This same



vertical exhaust stack and with the short, fat muffler you can see near the rear of the right fender.



MUFFLER'S BACK IN HERE

clamp is used in quite a few different places on 2½-ton trucks. You'll find it in your TM 9-2320-209-20P (Oct 72).

THE WORD ON THIS FIX IS IN TB 43-0001-39-3 (Jul 74).



FIREPOWER

A LITTLE TRAVELING MUSIC FOR... TRAVELING RR

Dear Half-Mast,
I need the NSN's for the travel lock mount that holds the 106-MM recoilless rifle in place when it's transported on a 1/4-ton truck? Can you help?
2Lt. J. R. D.

YEAH--
PLAY
MISTY
FOR
ME!

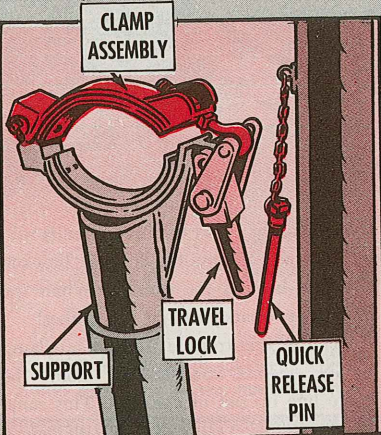
HEH
HEH!

Dear Lieutenant J. R. D.,
There're no NSN's but here're the part numbers for the mount components:

ITEM	P/N
Travel lock assy	10931857
Support	10931859
Clamp	10931860
Quick release pin assy	10950862

You can't cross-reference these part numbers on the AMDF, so use an exception data type requisition.

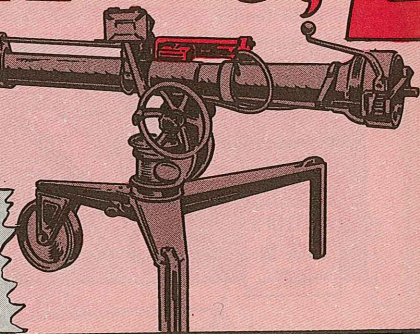
TELL YOUR SUPPLY
SUPPORT UNIT TO USE
AKZ AS THE RIC.



M8C SPOTTING GUN ...

It's time for 106-MM recoilless riflemen to do some homework in LO 9-1015-221-10 (Jul 74). Note 2--on the M8C .50-cal spotting gun--has a change in PM how-to.

HELLO, L



16

M40A2 VENT BUSHING ...

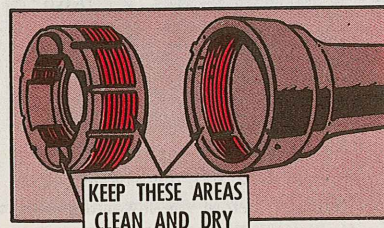
106-MM RR PM

NOW THIS IS
MY KIND O'
NEWS!!



After firing your recoilless rifle, clean the vent bushing threads. Otherwise, you'll have a bushing "frozen" in the chamber so tight you'll never loosen it.

Use a burlap rag dipped in solvent cleaning compound for this job.



ALL THESE PARTS GET CLEANED AND LUBED

Immediately after firing--and for the following 2 days--thoroughly clean the rifle bore, bolt and receiver assemblies with RBC.

Now clean the powder-fouled vent bushing with RBC. Careful does it. Never leave a film of RBC on the vent threads or on the outside threads of the bushing.

Dry all parts and put on a light film of lubricating oil, special.

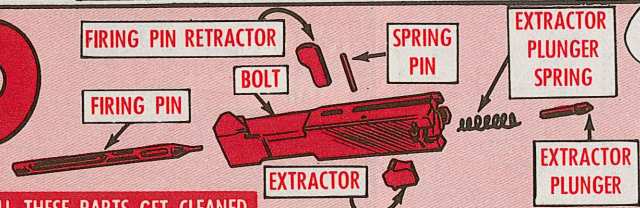
Ditto this PM bit for the following 2 days.

On the third day after firing, clean the vent bushing with RBC and wipe dry. Put a thin film of preservative oil on all parts. Work the oil into the grooves. Repeat this PM cleaning bit on the vent bushing every week your weapon's idle.

Now put a light coat of PL Special in the rifle bore, and LSA or LAW on the bolt and receiver assemblies.

Then, every week--if you don't fire the rifle--repeat this clean and lube bit.

17



CLEAN?
NOW WIPE
'EM DRY...

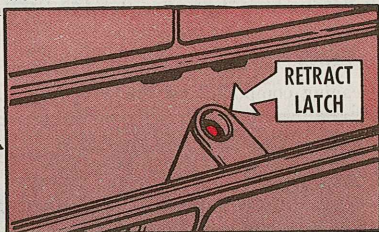
17

CHAPARRAL

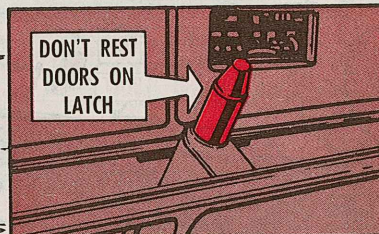
SURE, YOU WANTA SCORE BIG WHEN TH' TIME COMES, BUT...

...YOU MAY NOT WITHOUT CAREFUL PM ATTENTION TO EASILY OVERLOOKED AREAS SUCH AS THESE...

Those heavy compartment doors on the Chaparral M54 launch station can chop off latches like a guillotine going through butter.

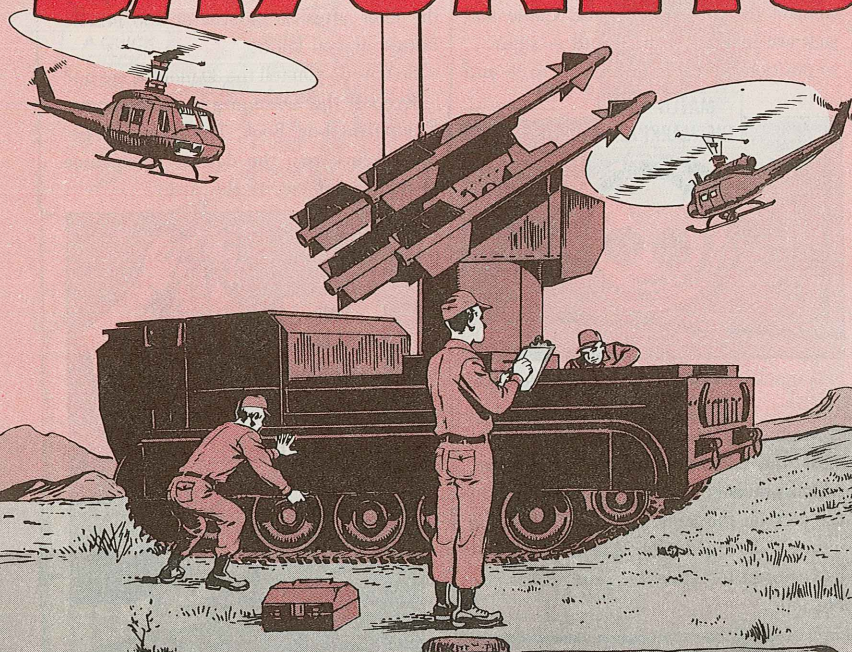


That, of course, is one big reason why you should make sure the bayonet latches are retracted before you lower the doors.



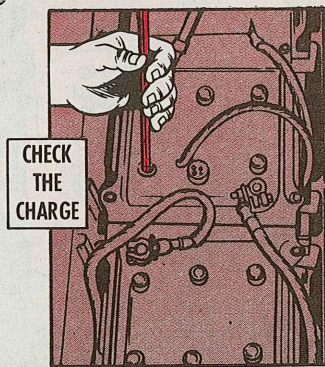
The latches also can be damaged if you just let the doors rest on them. It takes but a second to retract the bayonets, but it pays big dividends in secured doors... not to mention repair costs.

BAYONETS



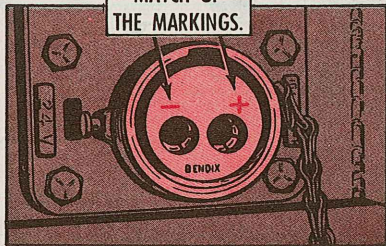
CHARGE YOUR BATTERIES—Weak batteries make bad problems for launch station components... like burning out generator set control box relays and giving wrong readings on gages and meters. Best bet is to make periodic checks with a hydrometer... and charge the batteries whenever necessary.

Also, whenever you operate the launch station with battery power, charge the batteries for at least 45 minutes with the MPU. Even a short run on battery power requires recharging.



SLAVE CABLE: Another “seconds-well-spent” area is the brief time it takes to eyeball the slave cable and launch station jack polarity markings... before you connect the cable to the jack. Cable and jack are marked with + and - signs... so position the cable to hook + to + and - to -.

MATCH UP THE MARKINGS.



A quick look can save considerable damage.

Another thing about the slave cable: Slide the connector all the way home, which prevents burning up the wiring to the jack on the launch station. When the wiring's damaged, the M54 cupola must be removed to repair it... and that is one big job.

CHARCOAL FILTER—If charcoal filter replacement time on the launcher has you confused, read on:

TM 9-1440-585-12 tells you to replace the filter after 30 months or 150 missile firings, as you know.

So how do you tell the 30 months are up? Eyeball the DA Form 2408-9 in your Equipment Log Book. The 30-month period begins from the date of acceptance of the equipment by the Army.



When a filter is replaced the 30-month period begins from the date of replacement, as noted on Log Book Form 2408-10. In effect, the date of replacement is the day on which you remove the sealed wrapping from the filter.

SIMPLE -- RIGHT? EYEBALL YOUR DA FORM 2408-9!

I SMELL SMOKE!

OH, NO -- DID YOU CHECK THE SLAVE CABLE CONNECTOR?



IF YOU'RE BLOWING GENERATOR SET CONTROL BOX K-2 RELAYS, OR OTHERWISE SUSPECT AN ELECTRICAL SHORT, THE CHOKE WIRE MAY BE CAUSING IT.

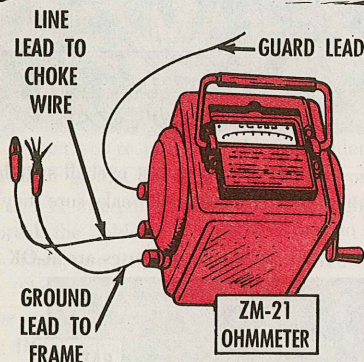
HERE'S A QUICK CHECK.



AND HERE'S A FINAL TIP...

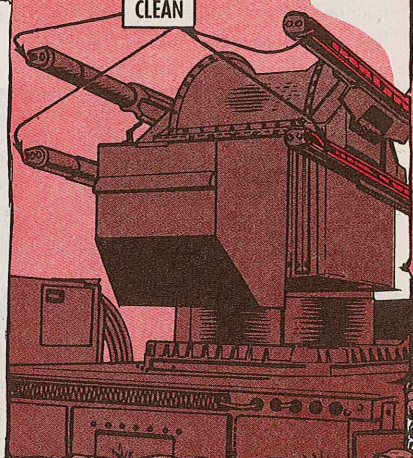


1. Connect the ground lead of your ZM-21 ohmmeter to the frame ground of the MPU.



KEEP 'EM CLEAN—Clean missile rails are a must... to prevent misfirings. End of comment.

KEEP RAILS CLEAN



2. Connect the line lead (red) to the disconnected choke wire.

3. Disconnect the J3 cable of the generator set control box.

4. Crank the ZM-21.

If you get a reading of 100 megohms or more, the choke wire is OK.

If the reading's less than 100, tell your DSU what you've found.



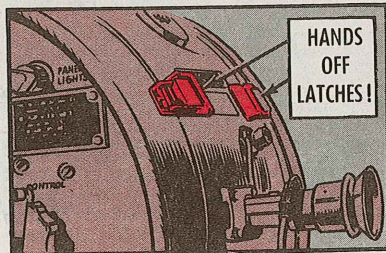
PAWING'LL

and

POOP @ PIPSY..

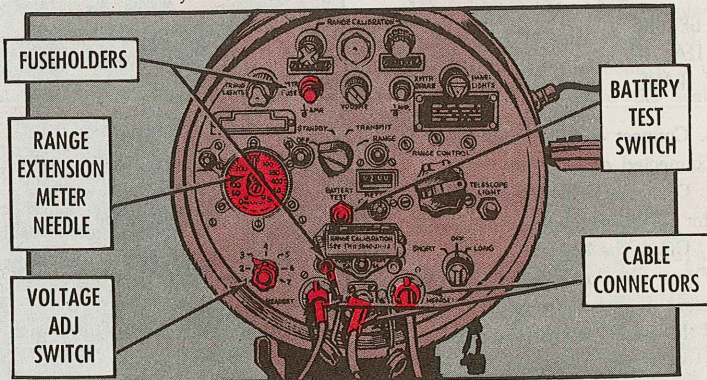
YOU

Can't blame you much for wanting to loosen the latches on the front panel of your AN/PPS-4A radar set to see why she's not working.



But, hands off the latches of the RT-752 receiver-transmitter and out of its innards!

Gettin' inside to jiggle and wiggle wires to "improve" their contacts can add to maintenance downtime woes. Besides, it'll line you up for some voltage jolting that could be hazardous to your health.



KEEP YER PAWS TO YERSELF, BUSTER!

HALP!

NEXT TIME YOU'VE AN URGE TO GET INSIDE YOUR PIPSY'S INNARDS, THIS IS THE PROPER HAND POSITION YOU SHOULD ASSUME!

Your best bet's to first eyeball switches and cable connectors to make sure they're on and working.

Next, see to it your fuses are A-OK.

When you're replacing the fuseholder, push it gently, but firmly, in before you twist 'er into place. Otherwise, you might break the holders.

Then, press the **BATTERY TEST** switch.

The **RANGE EXTENSION METER** needle will be about centered if the voltage is right.

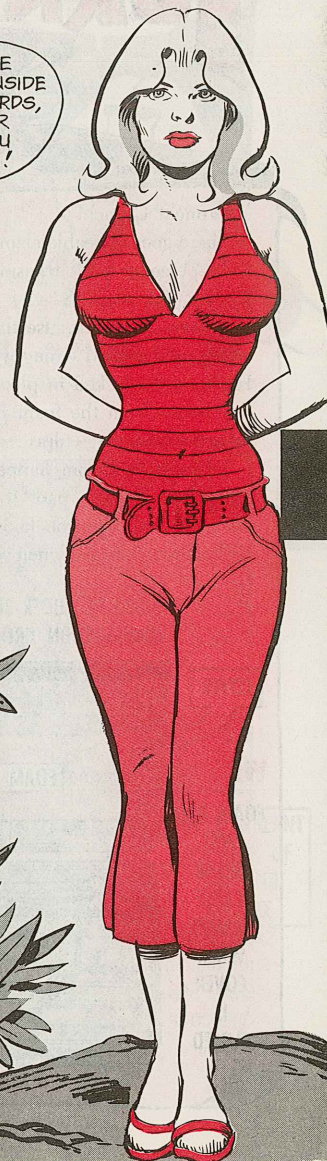
If not, advance the **VOLTAGE ADJ** switch one mark at a time until the meter is in the red.

If the next step's to open 'er up to nose out the trouble...

... Wait one.

It's time to make tracks to your support and let 'em take over the trouble-shooting task.

Your Pipsy'll be better off—and so will you.



SAVE KA-3 CLAMPS . . .

DO A GOOD TURN



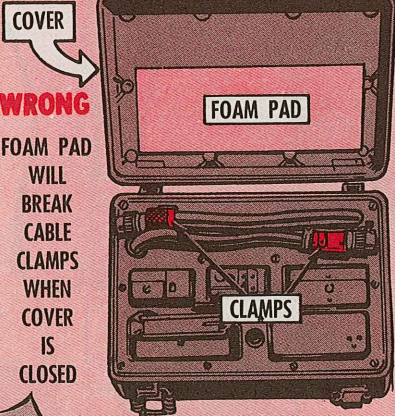
Crunch! Crunch!
There goes the cable clamps in the AN/ GRA-71 coder-burst transmission group's KA-3 Keyer adapter.

Broken . . . All because the lid or cover was turned around wrong when the trunk latches were locked in place.

Pressure from the foam pad inside the lid is the damaging culprit.

To keep this from happening, eyeball the position of the pad. If it's over the cables and clamps you know the clamps are in for real trouble when you lock on the lid.

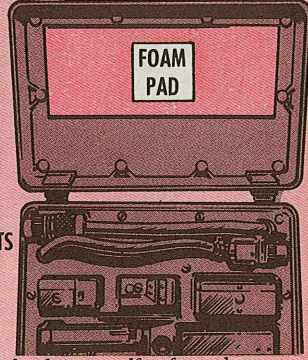
AN/GRA-71 CODER-BURST TRANSMISSION GROUP



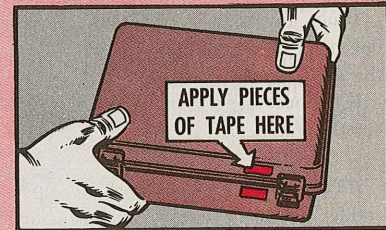
Just turn the lid around, putting the padless portion of the lid over the clamps. This'll save the clamps and a lotta headaches.

RIGHT

FOAM PAD PROTECTS THE COMPONENTS INSIDE

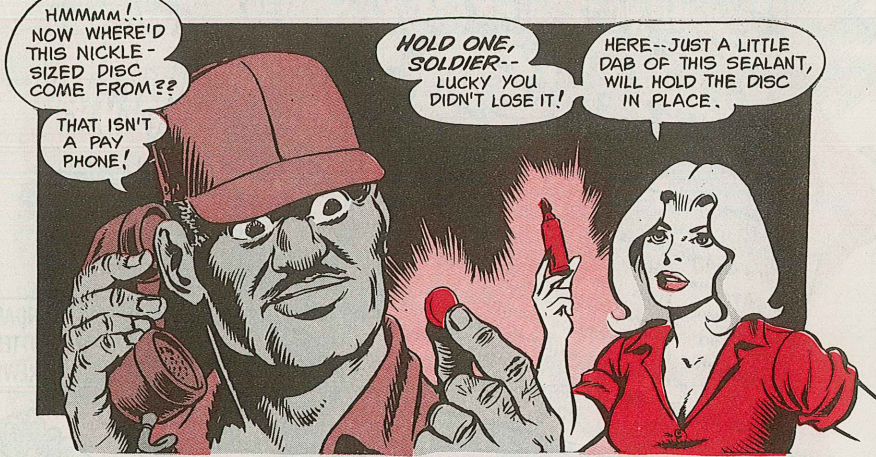


You might do yourself a favor by putting pieces of colored tape on the edge of the lid and near one of the latches.



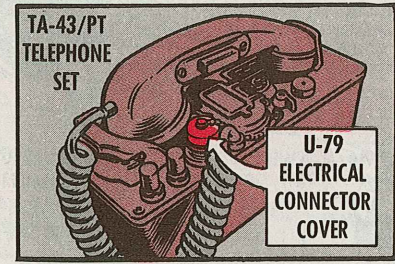
Then, when you're closing that KA-3 and putting 'er away, all you gotta do is match up the pieces of tape.

STICK 'ER IN TO STAY



A little foam rubber disc about the size of a nickel doesn't amount to much in your TA-312/PT or -43/PT telephone set until . . .

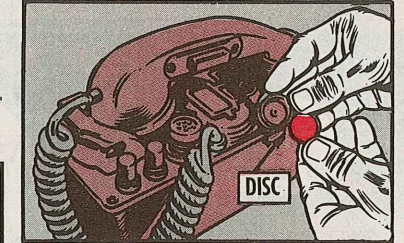
Until it comes up missing from the U-79 electrical connector cover and moisture seeps in, messing up the connector's contacts.



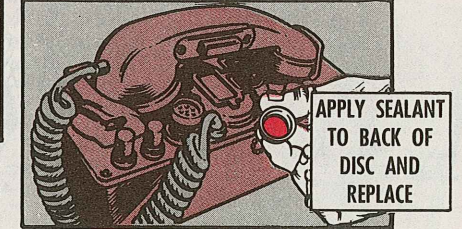
Your best bet's to nip the problem before you get it 'cause a lost disc means you'll have to get your support to get another cover (NSN 5935-00-566-3859).

So, to keep this from happening, remove the disc with a screwdriver, gentle-like, so it isn't torn.

Then, put an adhesive or sealant on the back of the disc.



Replace it in the cover.



A good adhesive that'll do the job for you is a 1-oz tube you can get under NSN 8040-00-270-8150 or NSN 8040-00-877-9872.

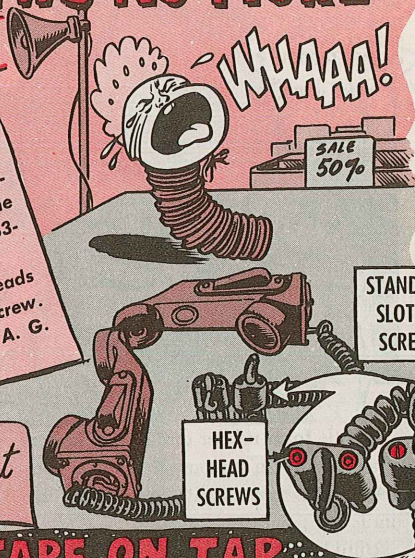
LOSING SCREWS NO MORE

LOST BABY COUNTER NO. 5

Dear Half-Mast,
We had problems losing the connector screws—one or both—in our TA-1/PT telephone sets. Then we latched onto some hex-head screws (NSN 5305-00-853-4880) that fit and can be snuggled in. Since we've been using the hex-heads we haven't had a lost or missing screw.
CW2 T. A. G.

Dear Mr. T. A. G.,
Sounds good!

Half-Mast



TIP FOR TAPE ON TAP

BUT SANTA, I CAN'T HELP IT IF MY NOSE IS ELECTRIFIED!

YES YOU CAN, USE INSULATION TAPE. THEY COME IN 108 FT. ROLLS, IN VARIOUS WIDTHS, UNDER THESE STOCK NUMBERS:

WIDTH	NSN
1/2-in	NSN 5970-00-419-4290
3/4-in	NSN 5970-00-419-4291
1-in	NSN 5970-00-419-3164
1 1/2-in	NSN 5970-00-150-2009

Have you been trying to get your fingers on plastic, pressure sensitive, electrical/insulation tape?

Don't sweat it...

The non-standard Mil Spec MIL-17798A tape types have been used up and they're replaced by standard Mil Spec MIL-I-24391 types.

DATA PLATE DATA



IT WOULD BE EASIER IF THEY'D CALL SUPPORT.

Dear Half-Mast,
What's the scoop on getting replacement data plates for our communication equipment? Can't find any stock numbers anywhere in our TM's.

SSG F. L. H.

Dear Sergeant F. L. H.,

SB 11-631 (May 73) has the story on commo equipment name plates. You tell support what you need and they take it from there. The plates are not stocked as such and thus have no NSN's

Half-Mast



TAKE IT FROM SANTA!

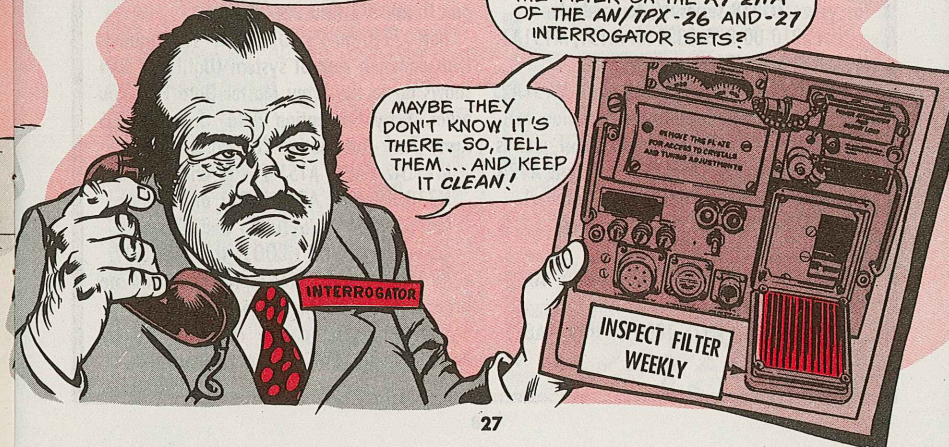


CLEAN THE FILTER

HELLO...NO, I STILL DON'T HAVE A SUSPECT... RIGHT NOW IT COULD BE ANYONE!

YES, THE TM SAYS TO INSPECT IT WEEKLY, BUT WOULD YOU BELIEVE THAT SOME OPERATORS NEGLECT THE FILTER ON THE RT-211A OF THE AN/TPX-26 AND-27 INTERROGATOR SETS?

MAYBE THEY DON'T KNOW IT'S THERE. SO, TELL THEM... AND KEEP IT CLEAN!





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 (Aug 73), and Ch 3 (Apr 74), TM's, TB's, etc.; DA Pam 310-6 (Jul 73) and Ch 3 (Apr 74), SC's and SM's; and DA Pam (C) 310-9 (Mar 73), COMSEC Pubs.

TECHNICAL MANUALS

TM 9-1220-221-10 C5 Aug FADAC Computer, Gun Direction M18
 TM 9-1410-530-24P Jul (IMPROVED HAWK)
 TM 9-1425-485-24P Jun (LANCE)
 TM 9-1450-585-ESC C2 Jul ESC For M730 Carrier, Guided Missile Equipment
 TM 9-6920-470-20P Jun (TOW)
 TM 9-6920-480-24P-1 Aug (DRAGON)
 TM 11-5820-765-12 C1 Aug Power Supplies PP-4763/GRC, PP-4763A/GRC
 TM 11-5821-244-12 Jul Radio Set AN/ARC-54
 TM 11-5850-228-13 C6 Jul Night Vision Sight, AN/TVS-4, AN/TVS-4A
 TM 11-5895-822-14 Dec Frequency Control Set AN/GSQ-183
 TM 11-610 C4 Jul Radio Set AN/PRC-21
 TM 11-661 (Jun 51) Electrical Fundamentals (DC) has been superseded by FM 11-60
 TM 11-6130-236-12 C1 Jul Charger, Battery PP-1451/G
 TM 11-6265-213-12 C1 Jun Radiometer IM-174/PD
 TM 11-6660-222-12 C2 Jul Meteorological Balloons Thermometers ML-4, ML-5, and ML-7; Psychrometers ML-24 and ML-224 Instrument Shelter, Meteorological S-101/UM Support, Instrument Shelter MT-1426/UM, and Launching Equipments

TM 11-6720-240-12 C1 Jul Camera, Graflex 45 Crown Graphic CF-93
 TM 55-1510-209-20/2 C2 Jul RU-218, 21C
 TM 55-1520-209-10 C10 Sep CH-47A
 TM 55-1520-209-20P-2 Aug CH-47A, CH-47B, CH-47C
 TM 55-1520-210-20P-2 C2 Jul UH-1B UH-1C UH-1D UH-1H UH-1M
 TM 55-1520-220-20 C4 Jul UH-1C/M

MISCELLANEOUS

LO 3-4230-203-12 Jun M9 400-Gal, Power-Driven Decon
 LO 9-1015-221-10 Jul Rifle, Recoilless, 106MM
 LO 55-1925-202-12-2 3 and 4 (Jun) Tug, 65 Ft, Design 3004
 SB 38-100 Aug Preservation, Packaging, Packing, Marking Materials, Supplies, Equipment
 SC 5180-90-CL-N13 Jun Tool Kit, Pipe-Fitter's; LIN W48622
 SC 5180-90-CL-N17 May Tool Kit, Rigging, Wire Ropes; LIN W50266
 SC 6630-90-CL-NO1 C1 Jul Testing Kit; Petroleum Portable LIN WO2115
 DA Pamphlet 108-1 Index of Army Motion Pictures and Related Audio-Visual Aids

NEW MOVIES

TF 9-4619 Rifle M16A1 Operation—Cycle of Functioning, Immediate Action
 TF 11-4632 Unattended Ground Sensor Devices Part III—Mountain Conditions
 TF 55-4773 GM Diesel Unit Injector: Inspection, Test, Repair
 TF 55-4775 Cummins PT Injectors: Inspection, Test, Repair (EARC)
 TF 55-4776 Marine Propeller, Prop Shaft Care; LARC XV, XV
 TF 55-4816 Seamanship: Canvas Repair

Right Carbs For 1/4-Tonners

Get the right carburetor replacement kit for your TM-218-series 1/4-ton vehicle:

NSN 2910-00-878-8839 for M151, M151A1, M151A1C and M718.

NSN 2910-00-176-8873 for early M151A2, M718A1 and M825—without emission control system, identified like so (MSN stands for Manufacturer's Serial Number, and AVRN means Army Vehicle Registration Number):

M151A2—MSN A151-10001 thru A151-26699.

M718A1—MSN A718-10001 thru A718-10380.

M825—MSN A825-10001 thru A825-10345.

All within AVRN 02A00172 thru 02K37272 and 02A00173 thru 02G08573.

NSN 2910-00-255-0724 for late models with emission control system (Until this NSN shows up in the Army Master Data File, you order it by "exception data" from the US Army Tank-Automotive Command):

M151A2—MSN A151-26700 and above.

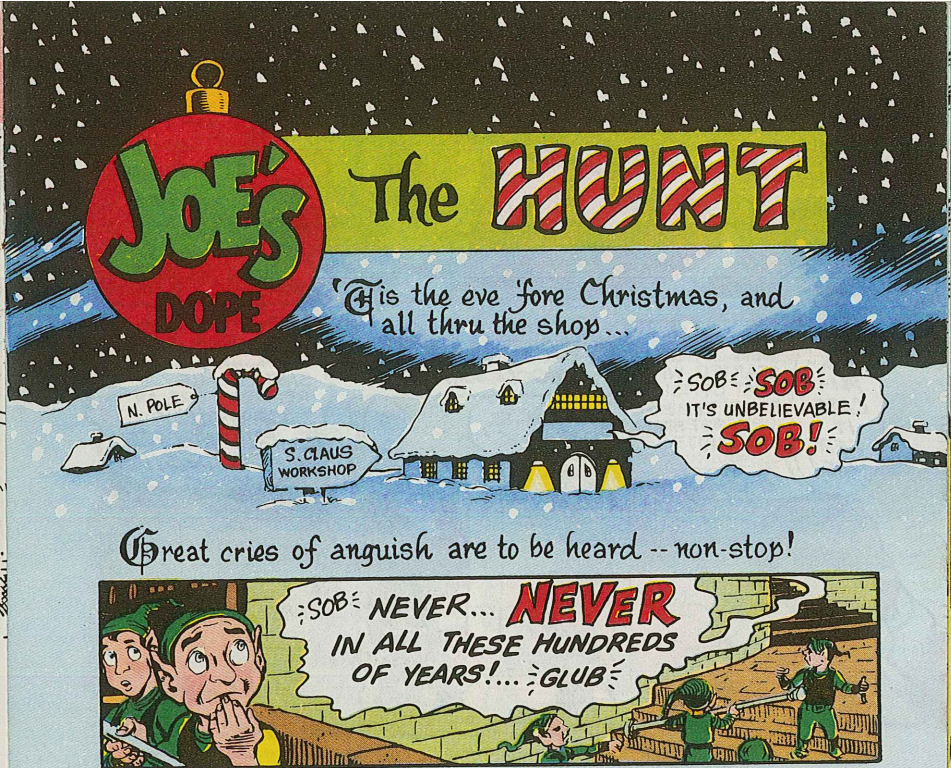
M718A1—MSN A718-10381 and above.

M825—MSN A825-10346 and above.

Covered by AVRN NBO01E thru NBOEVW.

All of these carburetor replacement kits are Organizational Maintenance level.

You cannot get a new carburetor all by itself. It comes only as part of the kit.



Great cries of anguish are to be heard -- non-stop!



Is it a helper... or some woe-begone Elf?...

No, No!... Can it be? Yes... It's Santa, himself!...



AW-RIGHT,

SGT MAST -
WHAT'S TH' LOWDOWN?
HOW'D WE GET INTO
THIS SORRY
STATE OF
AFFAIRS?

WELL, ER...UH,
IT'S...KINDA
COMPLICATED,
CHIEF!

UN-
COM-
PLI-
CATE
IT
FER
ME!

RIGHT ON, S.C.!
WELL... IT ALL
STARTED WITH
THAT OFFICIAL
EDICT! REMEM-
BER LAST SPRING
WHEN...

"A SPECIAL COURIER
BROUGHT THE
PROCLAMATION."

HEAR YE,
HEAR YE!

"BE IT RESOLVED...
FROM HERE ON OUT,
SANTA CLAUS
REINDEER ARE AN
OFFICIALLY
ENDANGERED
SPECIES!!"

"AN' YOU SED..."

NOW JUST A
COTTON PICKIN'
MINUTE!...

HOW CAN MY REIN-
DEER BE AN EN-
DANGERED SPECIES
WHEN ALL SANTA
CLAUS REINDEER
ARE IMMORTAL?!!

"AN' HE SED..."

BEATS ME,
DAD! YOU
WANNA
APPEAL?..

YOU GOTTA
GO THRU
CHANNELS--
NOTHIN' I
CAN DO!

S'LONG!

SLAM!

OH YEAH... I RECALL!
THEN I TOLD YOU
TO HAVE AN APPEAL
FILED ON THE
REINDEER QUESTION!..

RIGHT
?

THEN I TOLD YOU TO
READY OUR BACK-UP--
THE TRUSTY CHINOOK
ON THE LOAN FROM THE
U'S ARMY...

RIGHT?
RIGHT?

RIGHT..

SO WHY
AIN'T
TH'
CHOPPER
READY
?

WELL...CHIEF...
THAT'S THE
COMPLICATED
PART...

"I HOT-FOOTED
OVER TO THE
HANGAR AND..."

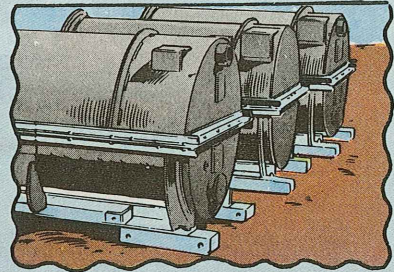
SORRY, SGT, MAST,
BUT ONE ENGINE
NEEDS REPLACING
AS WELL AS...
ETC., ETC....

"SO WE INITIATED *NORS** REQUESTS
-- BUT WE PLAYED IT SMART AND HELD
ON TO THE ENGINE SO'S WE COULD
TAKE THE ACCESSORIES OFF IT AND
PUT 'EM ON THE *NEW* ENGINE."

"ANYHOW-- WE DON'T KEEP ANY
SHIPPING CONTAINERS ON HAND--
SO WE LOST TIME GETTING THE
REQUIRED METAL CONTAINERS
FROM *SUPPORT*..."



*NOT OPERATIONAL READY SUPPLY



... AND THAT'S IT, S.C.!!
MONTHS HAVE PASSED--
AND NOTHING'S COME
FROM *DEPOT*!!

TERRIBLE..

--FOR THE *FIRST* TIME,
EVER-- NO VISITS
FROM SANTA ON
CHRISTMAS EVE!!

TOOT..
TOOT!

CHIEF!
... THE
INTERCOM...

SANTA--STATESIDE AIRCRAFT
JUST LANDED!! OCCUPANT
ON WAY UP TO SEE YOU!...

NO, GENTLEMEN!
YOUR ORDER
COULD NOT BE
FILED...

... BUT, MAYBE
I CAN BE
HELPFUL...

FIRST--
LET'S
POST THIS
PIN-UP...

SARGE--
CAN IT
BE--?

THE PARTS,
--THE
PARTS!!

CONNIE
RODD!

Joe's Dope Sheet

For Supply to stay up with the need,
There's one simple rule you must heed.
Repairables must go
Right back to the flow,
So the overhaul cycle they'll feed.

1 FRAMMIS
TURN-IN

OVERHAULED
PARTS

SUPPLY
PIPELINE

FOR Delivery
to all GOOD
MR MECHS via
SANTA SPECIAL

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

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

NOW, GENTLEMEN... AS TO WHY YOUR REQUISITIONS WEREN'T FILLED... I'VE CHECKED THE MATTER OUT... AND HERE'S THE **GORY STORY!**

Y'SEE, THE ARMY ONLY BUYS A CERTAIN NUMBER OF PARTS!



SO WHEN YOUR UNIT--LIKE A NUMBER OF OTHER UNITS-- DIDN'T RETURN THE ENGINE WITH YOUR **NORS** REQUEST...

... **DEPOT** SIMPLY DIDN'T HAVE ENOUGH PARTS (NEW OR RECONDITIONED) TO MEET THE DEMAND!

OH... COMES TH' DOWN!



IT'S TOO LATE **NOW** FOR US TO GET THE PARTS AND MAKE REPAIRS, CONNIE...

BUT TELL US, **WHAT** SHOULD WE DO IN THE FUTURE?



WELL, FIRST THING-- AND PERHAPS HARDEST-- YOU'VE GOT TO GET RID OF THE NOTION THAT, "A BIRD IN THE HAND IS WORTH TWO IN THE BUSH."

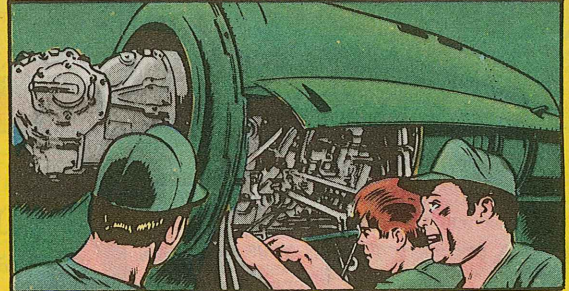


THAT IDEA MAY BE **OK** FOR PHEASANT HUNTING-- BUT...

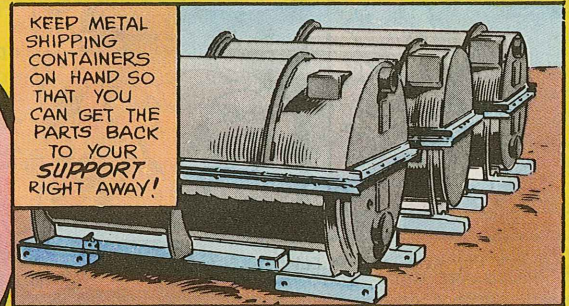
RUNNING AN AVIATION UNIT REQUIRES PLANNING, **NOT CHANCE!**

... BUT LET'S GET DOWN TO SPECIFICS! YOU SHOULD...

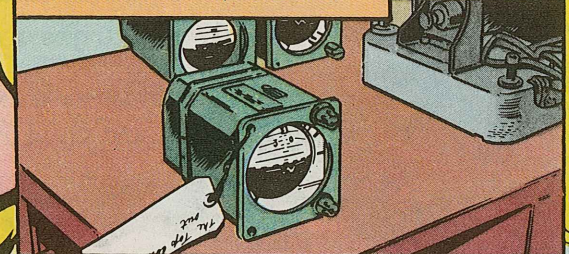
REMOVE ONLY ACCESSORIES THAT ARE SUPPOSED TO BE RE-USED AND GET THE ENGINE MOVING BACK FOR REPAIR BEFORE THE NEW ONE COMES IN.



KEEP METAL SHIPPING CONTAINERS ON HAND SO THAT YOU CAN GET THE PARTS BACK TO YOUR **SUPPORT** RIGHT AWAY!



WHENEVER YOU GO FORWARD WITH A **NORS** REQUISITION, HUNT AROUND YOUR SHOPS AT THE SAME TIME FOR UNSERVICEABLE-REPAIRABLE COMPONENTS.



GET THEM MOVING BACK TO YOUR **SUPPORT** WITH ALL THE REQUIRED PAPERWORK.

WHAT IT COMES DOWN TO IS SIMPLY THIS:

YOU GOTTA KEEP THE SUPPLY PIPELINE FILLED!

RIGHT ON!!

UNDERSTOOD, CONNIE-- BUT IF YOU'LL EXCUSE ME, I'M GOING TO MY STUDY FOR A WHILE-- THIS IS THE SADDEST YEAR IN MY 1900 YEAR LIFE!..

WAIT! ... SANTA! I'VE GOT SOMETHING ELSE FOR YOU TO SEE!

THE WASHINGTON FIRM OF BURNS, GRAVES + MARASCO, WHO REPRESENT YOUR INTERESTS, ASKED ME TO DELIVER THIS TO YOU ...

GLORY BE...

To Whom It May Concern;

RESOLVED

THE FOLLOWING REIN-DEER ARE HERE AND FOREVERMORE REMOVED FROM THE "Endangered Species" LIST:

- DASHER • DANCER
- COMET • CUPID
- DONDER • BLITZEN
- PRANCER • VIXEN
- RUDOLPH

IN THE TWINKLING OF AN ELF'S EYE, THINGS ARE MADE READY, AND...

HO-HO-HO-HO

THANKS TO YOU, CONNIE, HE'S OFF-- JUST ON TIME!

As Santa flies out of sight, back drifts a call...

Merry Christmas!...
...and Good PM to you all!



A LOCAL DECISION

Decisions—decisions . . . that's what a maintenance officer, acting for a commander, faces!!

So be it! Deciding whether an aircraft should be flown on a dash or a diagonal depends on what's wrong with the bird.

The list of equipment required for flight is very small. For example, para 4-17 of AR 95-1 (Oct 73) on aircraft general provisions says that an airspeed indicator, altimeter and anti-collision lights are required to fly under visual flight rules. The bird is grounded if those components are on the fritz.

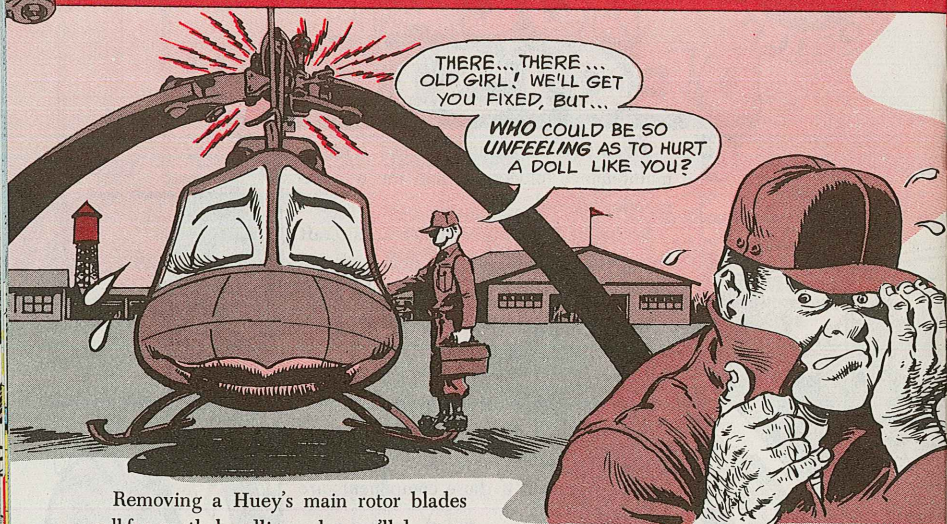
But, suppose a bird is on a red diagonal with the fire detector warning system out? This is not a safety-of-flight item. However, any MO worth his salt is certainly going to make every effort to get the system fixed before the next flight.

So it goes, with any number of faults for an MO to consider.

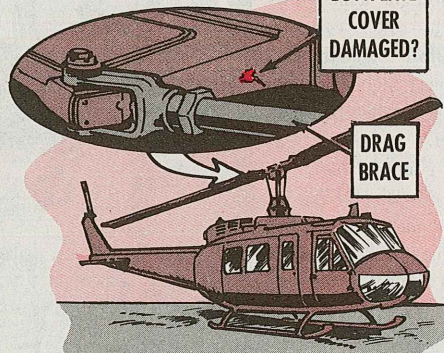
Course he has a lot going for him. For example, TM 55-1500-328-25 (Jul 72) on aeronautical equipment management, has a lot of good poop on maintaining aircraft.

If you're in doubt as to whether a repair should be made right away, check with your MO, knucklebusters. He has the answers.

BLADE BULLIES



Removing a Huey's main rotor blades call for gentle handling—else you'll damage the blade's buttplate cover.



Anything but a gentle wiggle-waggle of the blade to free it from the grip and you'll dent or knock a hole in the cover with the drag brace.

The buttplate protects the blade's honeycomb core from water damage. So check the plate real good. Any damage that'll let moisture inside the core has to be repaired ASAP.

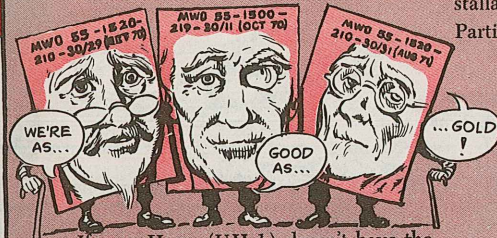
So eyeball the PM poop in para 8-4a(1) of the Huey Dash 20 and save manpower, downtime, and parts.

Same-same gentle care holds true when you're adding the blades to the mast. Some Hueymechs grease the buttplate to make the job easier. But a hard push on the blade and the cover hits the acorn nut.

You don't need grease, Podner, just gentle care.



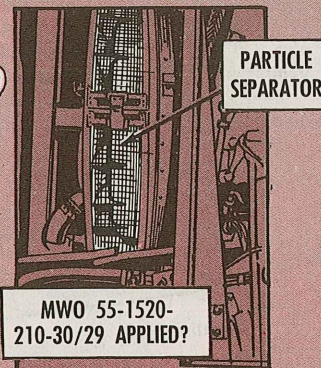
OLDIE GOLDIES



If your Huey (UH-1) doesn't have the goodies provided by a modification work order, your equipment is not up to snuff. Incorporation of these ancient mods can save you maintenance sweat and elbow grease.

If you can't locate a copy of each MWO to see if your serial-numbered bird is affected, eyeball a copy of DA Pam No. 310-7 (Mar 74), the MWO index. The bird log book, DA Form 2408-5, will clue you whether the mod is listed and has been done.

The mods are:
MWO 55-1520-210-30/29 (Oct 70), Installation of Provisions for Bleed Air Line Particle Separator (UH-1D/H).



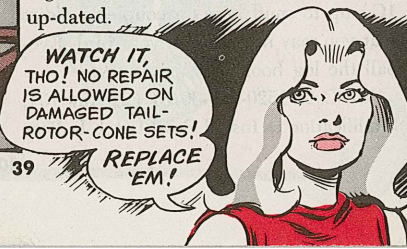
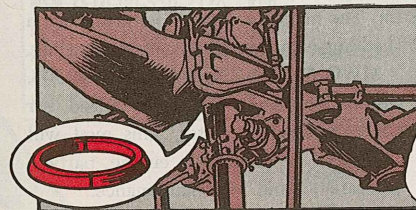
MWO 55-1500-219-30/11 (Oct 70), Installation of Provisions for Bleed Air Line Particle Separator (UH-1B,C/M).

MWO 55-1520-210-30/31 (Aug 71), Modification to Install Improved Hydraulic Line and Check Valve (UH-1D/H).



If you should drop the split cone set when putting the main rotor on your Huey, don't just replace the set automatically.

Eyeball TM 55-1520-221-20 on the Cobra. The cone damage and repair limits given in Fig 8-10.1 apply to both birds since the parts are the same. The Huey organizational maintenance pub is being up-dated.



TEST FLIGHT ONLY

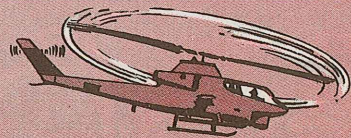
Dear Windy,

We have a difference of opinion about pulling a maintenance operational check plus a test flight after completing a Preventive Maintenance Periodic inspection.

I say only a test flight is needed but my buddy says both checks are needed.

Who's right, Windy?

SP6 D. L. W.



TEST FLIGHT ONLY IS NEEDED!

OH, YEAH? MOC IS NEEDED, TOO!

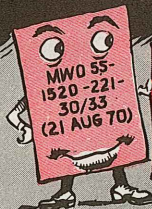
Dear Specialist D. L. W.,

You are!

Eyeball para 3-6 in TM 55-1500-328-25 (Jun 72) on maintenance management. The word there is that a MOC is required when components of a functional system are replaced, removed and reinstalled or adjusted and a test flight is not required.

Of course a test flight is required after the PMP. That's the word in para 3-2b(1) of the management pub.

NO MOC IS NEEDED!



MWO'S OF THE MONTH



To keep your HueyCobra (AH-1G, TH-1G) up to snuff here's a couple of oldies that you may not have on your bird. Eyeball the log book for:

MWO 55-1520-221-30/31 (21 Aug 70), Modification to Install Cowl Latch Indica-

tor. The mod can prevent your bird from shedding engine and transmission cowling.

MWO 55-1520-221-30/33 (5 Nov 70), Installation of Provisions for Bleed Air Lines Particle Separator. This mod will give you an improved engine particle separator... and less maintenance.

PRESSURE SENSITIVE TAPES

HEY, HAVE I BEEN TRYIN' TO GET MY HANDS ON YOU!

TAKE IT EASY, BUB! AFTER ALL--I AM PRESSURE SENSITIVE!

Dear Windy,

I've looked high and low for the instrument marking tapes called for in TM 55-6600-200-20 (Jul 63) with Ch 3 (Sep 69), without any success.

Can you shed some light on the stock numbers, Windy?

SSG K. K. B.

Dear Sergeant K. K. B.,

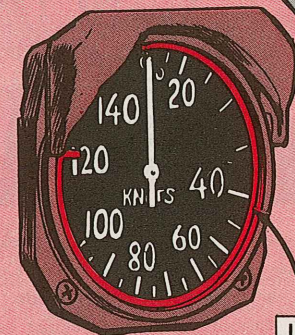
Yes indeed! The pressure sensitive tape, Fed Spec LT90 type 1, class B, is the alternate method of marking instrument glass. The primary method is to use lacquer.

Course, the tape is easy to use and you can get a 72-yd roll, 1/2-in wide, for less than a buck.

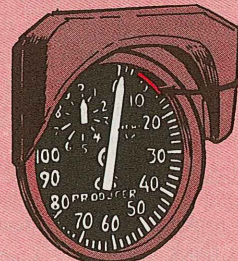
The range markings are spelled out in the operator's manual for each aircraft. Here's how the colors stack up, from Fed Catalog 7510/30-1L-A (Jun 74):

NSN 7510-00-550-7125	Yellow
NSN 7510-00-550-7126	Red
NSN 7510-00-550-7127	White
NSN 7510-00-550-7128	Orange and Yellow
NSN 7510-00-550-7129	Green
NSN 7510-00-551-8474	Black

Windy



USE TAPE



COMBAT SUPPORT

WATCH FOR THE TELL-TALE...

SIGN of a

HEY, MR. PM ARE YOU BUSY TONITE?

HEY, TROOPS... GATHER 'ROUND!
LOTS OF EQUIPMENT ITEMS,
COMPONENTS AND SUPPLIES
YOU GET THESE DAYS MAY
HAVE WARRANTIES!

JUST USE THESE
FORMS FOR QUICK
WARRANTY ACTION!

TOUGH!

WOW! THAT'S A
HUNK OF
MAN!

WARRANTY

LOOK AT THAT
BOD!

WHATEVER
HE'S SELLIN'--
I'LL BUY!

HMMP!
WHY'NT
THEY SEND
CONNIE?

MY TYPE-
WRITER
NEEDS
PM!

MY DESK
CHAIR NEEDS
PM--

MR. PM,
HOW 'BOUT
HELPING ME FIX
THIS STUCK
DRAWER?

MAINTENANCE REQUEST
For use of this form, see TM 34-2407 the proponent agency or Office of the Deputy Chief of Staff for Logistics.

1. WORK REQUEST 2. MWO

3. ORGANIZATION
IBER: **301094** 4. LOCATION
IBHC **638 ARM** APO SF **9554** NB4TAA

5. NUMBER
128-2416025 6. NOUN NOMENCLATURE
TYPEWRITER 7. MODEL
ELECTRIC

8. UTILIZATION CODE 9. SELECTED ITEM

10. STAC YES NO

11. FIRST INDICATION OF TROUBLE (Date)
12. FAILURE DETECTED DURING (Date)
13. MAINTENANCE CORRECTED NOT

14. DESCRIPTION OF DEFICIENCY OR SYMPTOM

WARRANTY CLAIM ACTION - NEW ITEM.

WARRANTY EXCHANGE TAG
(TM 34-739)

1. SYMBOL AGENCY
Co A 706th Marine Div (Asst) JAPAN

2. UNIT OF ORGANIZATION
IBHC 638 ARM

3. NOUN NOMENCLATURE
TYPEWRITER ELECTRIC

4. ITEM IDENT
Serial No. 128-2416025

5. DATE
9 JAN 75

6. EXCHANGE

7. HOUR NOMENCLATURE/MANUFACTURER

8. SERIAL/LOT NUMBER

9. MODEL

10. SERIAL/LOT NO.

11. UNIT OR ORGANIZATION
IBHC 638 ARM

12. ITEM
TYPEWRITER

13. DATE SUBMITTED
9 JAN 75

14. SERIAL/LOT NUMBER

15. MODEL

16. SERIAL/LOT NUMBER

17. HOUR NOMENCLATURE/MANUFACTURER

18. SERIAL/LOT NUMBER

19. NOUN NOMENCLATURE
Serial No 128-2416025

20. ITEM
TYPEWRITER ELECTRIC

21. DATE SUBMITTED
9 JAN 75

22. SERIAL/LOT NUMBER

HERE IS
WHERE
YOU PUT
ALL THE
INFO ABOUT
WHY YOUR
EQUIPMENT
DIDN'T
WORK
RIGHT

So eyeball each item—and the package it comes in—for a warranty notice. Could be on the package or tucked inside. The warranty may be a regular commercial type or a special contract warranty. Many of these now apply on items that come to the Army from General Services Administration (GSA). Most run for a year—starting on the date indicated in the warranty notice on the item. If there is a warranty your support should help you check it out. So don't toss out any packages or papers found inside till you check 'em.

WHAT TO DO

When you find there is a warranty, keep track of the date the equipment, component or supply item is received and put into service. If it fails in normal use before the end of the warranty period, tag it with DA Form 2402 and file a warranty claim on DA Form 2407. These go to your DSU. They'll take over.

31. FEDERAL STOCK NUMBER

32. NOUN NOMENCLATURE
TYPEWRITER

33. OPINION OR REMARKS, DTS, OCCURRED, ATTACK PHOTO, OR SKEW

34. LOCATION
638 ARM

35. DATE
9 JAN 74

36. UNDER WHICH FAILURE
APD SF 96554

37. CONTACT
Mr Mitchell

38. UNDER WHICH FAILURE
Under Order 745-3509

39. DATE
9 JAN 74

Typewriter will not operate. Problem is keys will not operate. This machine was received in this condition on 7 Jan 74.

Warranties normally apply in CONUS or overseas. In CONUS your support will file claims with the contract supplier. Overseas your support will submit items to the designated GSA regional office on a requisition coded A05 with "warranty replacement item" as exception data in the "Remarks" block. Your support needs all the info you can supply for these warranty claims: End item, original requisition number, contract or purchase order number, stock number, manufacturer, model, serial number, part number, description and reason for failure (if known). So check those packages inside and out for warranty info, file a DA Form 2407 warranty claim if an item fails, then tag it with DA Form 2402 and wait for disposal instructions from your DS. It could save a bundle of tax dough—including some of your own.

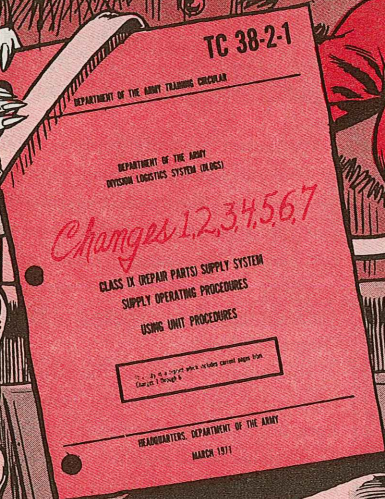
**EXCHANGE TAG
DA FORM 2402**

REPAIRS PARTS SUPPLY—

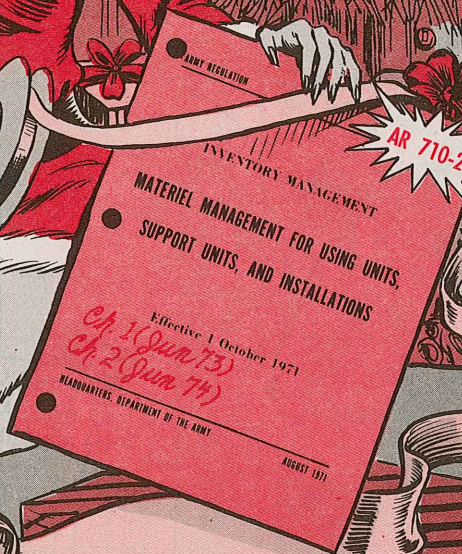
DLOGS STYLE

FOR P L L CLERKS

IS TC 38-2-1 (Mar 71)
YOUR REPAIR PARTS PRESCRIBED
LOAD LIST (PLL) SUPPLY BIBLE?
THEN YOU'RE UNDER DLOGS
(DIVISION LOGISTICS SYSTEM).



YOU NEED AR 710-2 (Aug 71),
TOO. 'COURSE, WHERE THE
2 PUBS DIFFER, FOLLOW THE
WORD IN THE TC.



If you've got that Training Circular, read it! And if you're under DLOGS but don't have the circular, get it! You're not even open for business unless you know that manual.

If you can't get the TC from your DSU, order copies on DA Form 17 from the Computer Systems Command.

If you're in CONUS, write US Army Computer Systems Command Support Group, Ft. Lee, VA 23801.
Europe—US Army Computer Systems Command Field Agency, APO NY 09360.
Pacific—U.S. Army Computer Systems Command Support Group, APO SF 96557.

YOUR SUPPLY PROCEDURES ARE PRETTY SIMPLE.

HERE'S A HANDY ACTION FLOW CHART TO USE AS A GUIDE.

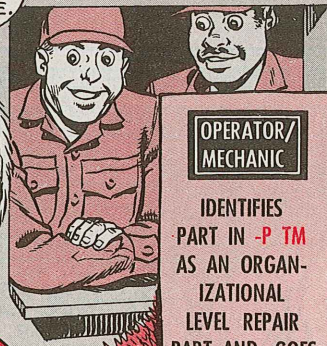
PLL

Get with your DSU on any problems or questions. Of course, you'll be dealing with

your Tech Supply Office (TSO) on most problems [but keep an eye on your DLOGS book.

TOOL ROOM

DIFFERENT PROBLEMS ARE HANDLED AT DIFFERENT LEVELS.



OPERATOR/MECHANIC

IDENTIFIES PART IN -P TM AS AN ORGANIZATIONAL LEVEL REPAIR PART AND GOES TO PLL CLERK

UNIT PLL CLERK

IS ITEM ON PLL & ON HAND?

NO

IS ITEM ON DX LIST?

NO

IS ITEM LOCALLY REPAIRABLE BUT NOT DX?

NO

IS ITEM ON QSS LIST?

NO

IS ITEM ON PLL BUT AT ZERO BALANCE, OR IS THE ITEM NOT PLL, DX, OR QSS?

YES

YES

YES

YES

YES

ISSUE PART & SEND IN DA FORM 2765* TO DSU FOR PLL REPLACEMENT

COMPLETE DA FORM 2402, ATTACH TO ITEM, & EXCHANGE AT DX ACTIVITY

TURN ITEM IN FOR REPAIR-AND-RETURN-TO UNIT WITH COMPLETED DA FORM 2407

PICK UP ITEM ON NEXT TRIP TO QSS & ISSUE TO MECHANIC

PREPARE DA FORM 2765.* FILL OUT DOCUMENT REGISTER PER AR 710-2. COMMANDER MUST SIGN COLUMN D IF PRIORITY IS 01 TO 08. ALWAYS KEEP DOCUMENT REGISTER UP-TO-DATE.

THEN

TAKE TO DSU FOR ACTION.

NOTE: IF THERE'S A DELAY IN GETTING THE PART UNDER ANY OF THESE STEPS, HAVE THE REQUESTED PART LISTED IN THE UNCORRECTED FAULT RECORD, DA FORM 2408-14. IF IT'S A DX OR QSS ITEM, SAY SO. IF IT'S NOT, PUT IN THE UNIT DOCUMENT NUMBER.

*FOR EXCEPTION SUPPLY REQUESTS YOU MAY USE DD FORM 1348-6.

HERE'RE SOME *DLOGS* PRINTOUTS YOU'LL GET FROM YOUR *DSU'S* TECH SUPPLY OFFICE (TSO). DIFFERENT DIVISIONS HAVE VARYING TIME SCHEDULES FOR THESE, SO...

KNOW YOUR DIVISION'S RULES!



COMPUTER

REQUESTS DUE-

This is your "reconciliation listing." Compare it with your Document Register and make these notes on the Due-Out:

- Mark "REC" to the right of each item you've received
- Mark "CANCEL" to the right of each item you no longer need
- Mark "X" to the right of each item you still need

If the printout shows "RELEASED FOR ISSUE" for an item and you have not received it, mark your Document Register "RELEASED FOR ISSUE" and enter the Julian date. If the item isn't received within two weeks, contact your DSU. If the item can't be located, cancel the entry on your Docu-



PRINTOUT—

OUT TO UNITS

ment Register and reorder on a 2765 or DD 1348-6.

If a request recorded in your document register doesn't appear on two consecutive requests due-out, contact your DSU. If necessary, cancel the old one and submit a new request.

High priority supply requests (1 - 8) can be resubmitted before you get a new printout if you've received no status card and DSU or has no record of your original request.

Always reconcile your due-out listing faithfully so your records will be up-to-date. Otherwise, you'll be in a mess before you know it.

AND BE SURE THE OPERATOR OR MECHANIC UPDATES THE 2408-14'S IN THE LOGBOOKS AFTER YOU'VE UPDATED YOUR DOCUMENT REGISTER.

AND KEEP 'EM CURRENT.



COMMON

STOCK NUMBER	U/I	QUANT	REQNR	RON DATE	SERIAL	REQNR
2540 00 165 4029	EA	2	ACGA1	3193		
2990 00 825 1069	EA	2	ACGA1	3198		
5340 00 168 7111	EA	1	ACGA1	3200		
5965 00 926 2591	EA	24	ACGA1	3209		
5820 00 190 4405	EA	5	ACGA1	3248		
5305 00 001 1853	EA	2	ACGA1	3304	4006	3425M
2540 00 176 9402	EA	1	ACGA1	3304	4010	3425M
5999 00 937 1630	EA	2	ACGA1	3312	4030	3425M
5995 00 933 8962	EA	8	ACGA1	3312	4051	3425M
5315 00 023 4254	EA	2	ACGA1	3319	4021	3425M

ENTER "REC" IF YOU'VE RECEIVED ITEM

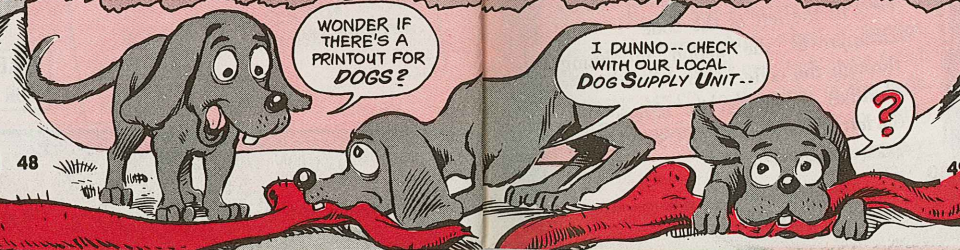
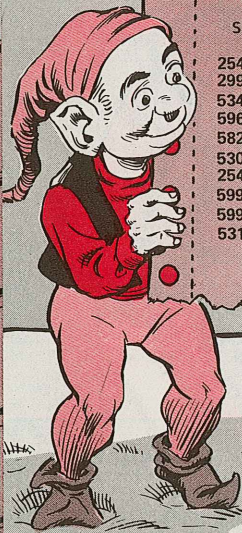
CLASS IX REPAIR PARTS
REQUESTS/REQUISITIONS DUE OUT TO UNITS

DATE 05 APR 74 PAGE 1

DON DATE	SERIAL	PRI	STATUS	RIC	DATE STATUS	QSS INDICATOR
		13	BB X	3		
		13	BB REC	3		
		13	BB CANCEL	3		
		13	BB X	3		
		06	BP X	3		
3311	2104	13				
3310	2000	06			RELEASED FOR ISSUE	
3320	2303	13			RELEASED FOR ISSUE	
3320	2299	13			RELEASED FOR ISSUE	
3324	0763	13	BM REC	3		

ENTER "X" IF YOU STILL NEED ITEM

ENTER "CANCEL" IF YOU NO LONGER NEED ITEM



WONDER IF THERE'S A PRINTOUT FOR DOGS?

I DUNNO -- CHECK WITH OUR LOCAL DOG SUPPLY UNIT--

FINISHED? NOW GET IT BACK TO YOUR DSU BEFORE THEIR DEADLINE

PS MORE

THIS IS THE PLL UPDATE.

IT IS USED TO UPDATE/ APPROVE YOUR PLL...

COMPUTER PRINTOUT—

PLL CHANGE LISTING

HOWEVER YOUR COMMANDER'S SIGNATURE IS MANDATORY!

PLL CLASSIFICATION	NSN	UNIT OF ISSUE	NOUN	EXPEND CODE	PLL EST DATE
COMMON	5305 00 001 8153	EA	SCREW MA	X	2056
COMMON	ENTER NAME OF NEW PLL ITEM		PLUG PIP	X	2163
COMMON	2590 00 033 7763	EA	WIRE ROP	X	4105
COMMON	6135 00 050 3280	EA	BATTERY	X	4105
COMMON	2990 00 064 6312	EA	PIPE EXH	X	2056
COMMON	6135 00 120 1010	EA	BATTERY	X	4105
COMMON	6135 00 120 1020	EA	BATTERY	X	4105
COMMON	3895 00 127 0999	EA	CRANK	X	3301
COMMON	5815 00 127 1000	EA	LEVER S	X	2056
COMMON	6135 00 153 0069	EA	BATTERY	X	4105

CLASS IX REPAIR PARTS
PLL CHANGE LISTING

AS OF 4105

DATE 74 APR 15

PAGE 1

PLL AUTH INITIAL	PLL AUTH OLD	PLL AUTH NEW	PLL CHANGE CODE	END ITEM

"ADJUST LEVEL TO 50" MEANS APPROVAL OF ACTION BUT WITH ADJUSTMENT IN QUANTITY FROM 75 TO 50

✓ C
✓ D
✓ A
ADJUST LEVEL TO 50
A

← "C" MEANS CHANGE IN QUANTITY AUTHORIZED

← "D" MEANS DELETE FROM PLL

← "A" MEANS ADD TO PLL

002 004
"✓" MEANS APPROVAL OF ACTION

027
065
✓ A
✓ A

TRK M51A1

ENTER END ITEM WHEN APPLICABLE

003 002
"—" MEANS DISAPPROVAL OF ACTION

074
✓ A

COMMANDER APPROVES. THEN, SHOOT IT TO YOUR DSU BEFORE THE DEADLINE.

HEY! WATCHIT!

*Approved
L.R. Mortenbaugh
Capt. Inf.
Commanding*

MOVE IT... OR LOSE IT!

TO THE RIGHT OF EACH ITEM WILL BE ONE OF THREE CODES:

YOUR UNIT COMMANDER:

A—Addition to the PLL
C—Change in quantity authorized for stockage
D—Deletion from the PLL

— Approves the action by placing a check (✓) to the left of the code
— Disapproves the action by lining through the code
— Modifies the action by entering to the left of the code, "ADJUST LEVEL TO (desired level)"

For each approved addition to your PLL, enter the first 8 letters and spaces of the item's name. And when it applies, enter the PLL part's end item name (such as "TRK M54") to the right of the code. Your commander may have to justify

in writing the disapprovals or modifications he wants to make. And if he wants to add, change or delete other items on your PLL, he completes a PLL Change Request Worksheet and sends it to your DSU.

HERE IS THE PLL CHANGE REQUEST WORKSHEET YOUR COMMANDER MUST COMPLETE IF HE MAKES ADDITIONS, CHANGES OR DELETIONS ON YOUR PLL...

IT IS ALSO SENT TO YOUR DSU!

NEW ADDITION TO YOUR PLL ?

I DUNNO-- SHE AND HER TEAM COME BY TO HELP OUT ABOUT THIS TIME EVERY YEAR!...

... AND WE'RE NOT ABOUT TO "LOOK A GIFT HORSE-- ETC., ETC.,"

No.	Field Name	Card Col	Data
1.	UIC	1-5	ACGA1
2.	Supply Unit Code	6	A
3.	Blank	7	BLANK
4.	National Stock Number	8-20	66850081457
5.	Blank	21	BLANK
6.	Aircraft/Missile Code	22	<input type="checkbox"/>
7.	Unit of Issue	23-24	EA
8.	Unit Price	25-31	0000158
9.	Noun	32-39	TRANSMIT
10.	Expendability Code	40	X
11.	Blank	41-45	BLANK
12.	PLL Established Date	46-49	5009
13.	PLL Authorized Initially	50-52	008
14.	PLL Authorized Currently	53-55	008
15.	End Item Noun	56-63	M561 TRK
16.	Blank	64-78	BLANK
17.	Control Code	79	<input type="checkbox"/>

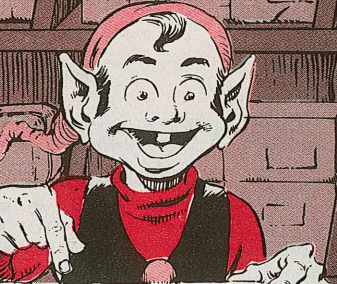
No.	Field Name	Card Col	Data
18.	PLL Change Code	80	A

Complete entries as indicated below. If unknown, leave blank. Fields 3, 5, 11, and 16 will have no entry.

Field	Action
1	Last 5 characters of the UIC
2	Supporting DSU
4	Self-explanatory
6	"A" (aircraft), "M" (missile), or blank
7&8	Self-explanatory
9	First 8 characters of the part name
10	"N" (nonexpendable) or "X" (expendable)
12	Julian date
13&14	Quantity authorized
15	First 8 characters of end item name
17	Leave blank. TSO will complete
18	"A" (add), "C" (change), or "D" (delete)

Note: To change individual data fields, complete Fields 1, 4, and 18 and enter new data in only those fields that are to be changed.

ONCE MORE-- REMEMBER THIS!



Be sure to get a copy of the PLL Change Listing (signed by your commander) back to DSU before the suspense date expires. If you don't, your support is either stuck and can't take any action or in some cases, the changes and additions on the printout become automatic. Either way could lead to disaster!

PLL

(PRESCRIBED LOAD LIST)

PROGRAM ID 9N04

CLASS IX REPAIR PARTS
PRESCRIBED LOAD LIST

74 MAY 01

PAGE NO 1

NSN	NOUN	A/M	U/I	AUTH	EXP CODE	DIST	STOCK
5305 00 001 8153	SCREW MA		EA	004	X		1
5315 00 015 6626	PIN BAR		EA	002	X		1
2940 00 019 8087	FILTER E		EA	002	X		1
2590 00 033 7760	WIRE ROP		EA	002	X		1
2590 00 033 7763	WIRE ROP		EA	002	X		1
6135 00 050 3280	BATTERY		EA	050	X		1
1005 00 050 6357	ROD CLEA		EA	008	X		1
2610 00 051 9266	INNER TU		EA	002	X		1
2990 00 053 5373	MUFFLER		EA	002	X		1
1005 00 056 2251	GUARD, M		EA	005	X		1

UIC ACGA1

END ITEM	UNIT PRICE	EXTENDED	UNIT PRICE	LOCATION
	\$.20	\$.80	A-6-C
	\$.04	\$.08	A-3-C
M274	\$.88	\$	1.76	A-7-A
TRK,M561	\$ 1.63	\$	3.26	A-11-C
TRK,M274	\$.84	\$	1.68	A-11-B
TRK,M561	\$.60	\$	30.00	A-2-A
	\$.06	\$.48	A-3-D
M16A1	\$ 6.15	\$	12.30	A-4 & A-5
TRK,M378	\$ 34.57	\$	69.14	A-15
TRK,M274	\$ 1.24	\$	6.20	A-3-B & D
RIFL,M16				

YOU ADD
ITEM
STORAGE
LOCATION
HERE!

THE PLL IS YOUR AUTHORIZATION FOR KEEPING REPAIR PARTS ON HAND WHEN YOU GET YOUR UPDATED PLL. COMPARE IT WITH YOUR MARKED-UP COPY OF THE PLL CHANGE LISTING.

Make sure all the additions, changes and deletions your commander approved show up on the updated PLL. If something's wrong, crank up your DSU. Tell 'em.

It's also a good idea to hold on to your old lists for a year for reference.

PLL NOTE. Change 7 to TC 38-2-1 says you jot the storage location of each item on the right margin of your PLL now instead of on DA Form 3318 (Record of Demands).

NOTE: PLL CLERKS IN UNITS NOT KEEPING DA FORM 3318, WRITE CURRENT ON-HAND BALANCES TO THE RIGHT OF "AUTH" COLUMN.



THIS PRINTOUT SHOWS YOUR COMMANDER WHY THE MACHINE MADE THOSE SUGGESTED CHANGES TO YOUR PLL.



It's a record of items and quantities demanded during the last 6 months, with a summary of demands during the previous 6 months.

UIC* DEMAND

*Unit Identification Code

UIC	ACGA1	STOCK NUMBER	U/I	DSU	CURRENT NO	MONTH 2 NO	MONTH 3 NO	MONTH 4 NO	MONTH 5 NO	MONTH 6 NO	TOTAL DEMANDS 1ST 6 - 2ND 6	TOTAL QUANTITY 1ST 6 - 2ND 6
5305	00 001 8153	EA	D									
2540	00 004 6852	EA	D			1	1					
2920	00 008 4856	EA	D									
5965	00 010 6529	EA	D									
5315	00 012 0123	HD	D	1	1							
5305	00 013 3421	EA	D									
6240	00 014 2306	EA	D									
4730	00 014 2427	EA	D									
4730	00 014 3343	EA	D									
5305	00 014 5371	EA	D									

SUMMARY LISTING

ALWAYS KEEP THIS LISTING ON HAND TILL YOUR DSU SENDS YOU A NEW ONE.



CLASS IX REPAIR PARTS

UIC DEMAND SUMMARY LIST (COMMON)

DATE 4153 74 JUN 02 PAGE 1

MONTH 3 NO	MONTH 4 NO	MONTH 5 NO	MONTH 6 NO	TOTAL DEMANDS 1ST 6 - 2ND 6	TOTAL QUANTITY 1ST 6 - 2ND 6
2	7	1	2	3	9
1	1			1	4
		1	6	1	6
		1	12	1	12
1	2			1	2
				1	1
				1	1
2	12			2	12

YOU GET THIS EVERY MONTH. KEEP IT TILL YOU GET A NEW ONE

PREPUNCHED/PREPRINTED

DA FORM 2765

YUP--AN' PREPRINTED TOO!



You'll get 4 new 2765's for each new addition to your PLL. And every time you get a part that you requested on a pre-printed card, you'll get a new card along with it.

When you're making a request for a PLL replacement item, always use the preprinted card if you have one. TC 38-2-1 shows how to fill it in. It'll give you a better chance of getting your part faster. Course, you never toss away any preprinted 2765's. Keep 'em on on file by NIIN sequence. And before you fill in one

of those preprinted jobbies, check to make sure you've got the right one for the part you're after.

Use a blank DA Form 2765 to request parts only when you don't have a pre-printed card on hand. Fill in the blank 2765 per TC 38-2-1.

Before you turn in your request, make sure you're using the correct and most up-to-date NSN. Check all the changes to your TM, and check the number out on the Army Master Data File (AMDF), if you have access to that microfiche file.

PREPUNCHED?



DA FORM 2765 (REV. 1-74)

AOA P2610000519266 EA ACGA1

STOCK NUMBER QUANTITY

FORMAL LABEL SERIALS

ORD DOC NUMBER CONTROL NUMBER

FUND DISTRIB PAN 1 (OBJECT PAN 1) REQ. QTY (LIFE) FUNDED NON-FUNDED

ISSUED DATE POSTED UNIT

DATE AVAILABLE UNIT

RECEIVED DATE RECEIVED UNIT

53 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81



SUPPLY STATUS CARDS

WHEN THE PART YOU REQUEST IS NOT ON HAND, YOUR DSU WILL ISSUE YOU A STATUS CARD.

TC 38-2-1 AND APPENDIX F OF AR 710-2 (Aug 71) EXPLAIN THE STATUS CODES.

WAIT ONE!

KEEP ALL YOUR STATUS CARD.

FILE THEM IN REQUEST ORDER NUMBER (RON) SEQUENCE.

AND WHEN YOU GET ANOTHER STATUS CARD ON YOUR REQUEST, FILE IT IN FRONT OF THE CARD OR CARDS ALREADY RECEIVED FOR THAT REQUEST.

DOCUMENT IDENTIFIER CODE	STOCK NUMBER	UNIT OF ISSUE	QUANTITY	DOCUMENT NUMBER	PRIORITY	ADVICE CODE BB-BACK ORDER	DSU CODE	DATE CARD WAS PROCESSED																		
6685008145271	EA00008	ACGA143590001	13	BBA 4360																						
<table border="1"> <tr> <th>REQ#</th> <th>REQ DATE</th> <th>REQ QTY</th> <th>REQ UNIT</th> <th>REQ PRICE</th> <th>REQ TOTAL</th> <th>REQ DATE</th> <th>REQ STATUS</th> <th>REQ COMMENTS</th> </tr> <tr> <td>1</td> <td>10/10/71</td> <td>13</td> <td>BBA</td> <td>4360</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>									REQ#	REQ DATE	REQ QTY	REQ UNIT	REQ PRICE	REQ TOTAL	REQ DATE	REQ STATUS	REQ COMMENTS	1	10/10/71	13	BBA	4360				
REQ#	REQ DATE	REQ QTY	REQ UNIT	REQ PRICE	REQ TOTAL	REQ DATE	REQ STATUS	REQ COMMENTS																		
1	10/10/71	13	BBA	4360																						

Request for Issue on Turnin (AR 730-35)

PLL

4020

3425H

59

SOME HANDY

TIPS...

ALWAYS KEEP COPIES OF CURRENT DIRECT EXCHANGE (DX) AND QUICK SUPPLY STORE (QSS) LISTING HANDY...

...YOU NEED 'EM TO MAKE YOUR JOB RUN SMOOTH 'N' EASY!



As soon's you use an item from your PLL, send in a request for a replacement. Now! Never hold off until you're down to 0 balance.

If you're at 0 balance on an item and end up borrowing a part from another unit, request that part right away in the quantity your own unit needs and pay the other unit back with a replacement. This will get your PLL up where it belongs, and will help the lending unit keep from getting a PLL puffed up with excess parts it doesn't need.

TURN IN A COMPLETED DD FORM 1348-6, NON-NSN REQUEST FOR ISSUE (MANUAL), WHEN YOU NEED AN ITEM THAT:



- Has no NSN;
- Has a part number which exceeds the number of blocks on the DA 2765;
- Needs to be further identified to help the supply source get it for you.

DOCUMENT IDENTIFIER		ROUTING IDENTIFIER					M & S	MANUFACTURER'S CODE AND PART NUMBER															UNIT OF ISSUE	QUANTITY	DOCUMENT NUMBER																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43
A0B								192077354017															EAP00001																			
DEMAND	SUPPLEMENTARY	ADDRESS	SECT	FUND	DISTRI	PROJ	PROR	RE	ADV	BLANK	REJECT CODE (FOR USE BY SUPPLY SOURCE ONLY)																															
44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	65	66				
R								06		A	A																															
IDENTIFICATION DATA																																										
1. MANUFACTURER'S CODE & PART NO. (When they exceed Card Columns 8 thru 22)															2. MANUFACTURER'S NAME ARMY TANK AUTOMOTIVE COMMAND																											
3. MANUFACTURER'S CATALOG IDENTIFICATION AND DATE																				4. TECHNICAL ORDER NUMBER																						
5. TECHNICAL MANUAL NUMBER TM9-2320-206-20P 1971															6. NAME OF ITEM REQUESTED SHACKLE, BRACKET																											
7. DESCRIPTION OF ITEM REQUESTED TRUCK, TRACTOR: 10 TON 6X6																														7a. COLOR												
																														7b. SIZE												
8. END ITEM APPLICATION AND SOURCE OF SUPPLY																																										
8a. MAKE															8b. MODEL NUMBER M123E2										8c. SERIES										8d. SERIAL NUMBER							
9. REMARKS ACGA1 5009 0006																																										

DD FORM 1348-6 1 JAN 71

NON-FSN REQUISITION (MANUAL)



MORE HANDY

TIPS

If you have an urgent need for an item, you can request it by telephone. Use a Class IX Form I (Test) to help you make your phoned-in request, and to help you record your request.

JUST A MOMENT, S.C...

... WE GOTTA SHOW THE READER THESE...

Get rid of excess and hoarded parts. Much of what you really need in large quantities will usually be at the Quick Supply Store. And the Army is cracking down on outfits with excesses.

You can get some high-density items, without doing any paperwork, from your Quick Supply Store (QSS). If you're at zero balance on an item, your QSS will give you what you need immediately, if they've got the item on hand.

HURRY, GIRLS! IT'S ALMOST DAYBREAK!

Make regular trips to your DSU pick-up bin. This'll help you keep on top of your supply situation.

To turn in excess parts, fill out a DA Form 2765 like in TC 38-2-1 and give the parts and form to your DSU.

SECTION I UNIT/ORGANIZATION

Submitted by: SP4 B. Vaughn Telephone: 3268 RON: 4359-G-001
 Submitted to: SRS T. Smith At (Time): 1430 On (Date): 4320

REQUEST DATA:

CC	Data Field	CC	Data Field
1-3	Doc Ident: <u>AOA</u>	44	Demand: <u>R</u>
4-6	Rout Ident: _____	45-50	Supp Add: <u>ACGA1</u>
8-18	NEN: <u>2930 00 678 0770</u>	55-56	Wpns System: <u>3C</u>
22	Acft/Missile Code: _____	57-59	Project Code: _____
23-24	Unit of Issue: _____	60-61	Priority: <u>03</u>
25-29	Quantity: <u>00001</u>	62-64	RDD/NORS Deployment: _____
40	NORS Code: <u>G</u>	65-66	Advice Code: _____

IDENTIFYING DATA:

FSM Noun: FAN BLADE ASSEMBLY End Item: TRUCK UTILITY Model: MISIAIC
 Pub: TM9-2320-218-20P Page: 60 Date: Jan 72 FSN Next Higher Assy: _____

COMPLETION DATA: Item Received/Rejected/Cancelled (date): _____

SECTION II - SUPPLY ACTIVITY

CC	Data Field	Where Stk Search by:
7	M & S: _____	End Item Status Verified: _____
30-43	Doc No: _____	At (Time): _____ On (Date): _____
	Sub to TSO by: _____	To (Ind & Phone): _____
	Sub by: (Tel)(RPT)(Courier) _____	

LATERAL SEARCH DATA:

To (Unit/Activity)	Phone	Person Contacted	Item Available?	(Time)
_____	_____	_____	YES/NO	(Time)
_____	_____	_____	YES/NO	(Time)

Item Received: _____ Issued: _____ Cancelled: _____
 (Date/Time) (Date/Time) (Date/Time)

Class IX Form 1 (Test) 62



Connie's Mini Minis

HEY, SOLDIER...
FOR A NO-PROBLEM HOLIDAY,
DON'T FORGET YOUR PM!



YEAH!
PM'S
A GREAT
GIFT FOR
YOUR GEAR!



RIGHT ON!
LET'S ALL
SING A
PM CAROL!...

LIKE... ♪ "HAVE
YOURSELF A MERRY,
MERRY PM..." ♪



Change Change 1 To TM 38-750

Finally got Change 1 to TM 38-750, right? Well, don't sit back and relax... yet. Change 1 to TM 38-750 went to the printer's before SB 700-20 came out with some LIN changes. So, Appendix C, reportable items, needs updating.

Change the following LIN's in Appendix C to match the ones listed in SB 700-20.

ITEM	LIN in	
	TM 38-750 with Change 1	SB 700-20 LIN
M551 Sheridan (ARA AV)	A93124	A93125
M125A1 81MM Mortar Carrier	D10725	D10726
M106, M106A1 107MM Mortar Carrier	D10740	D10741
M132, M132A1 Flamethrower Carrier	D11620	D11621
M113, M113A1 Armored Personnel Carrier	D12086	D12087
M728 Combat Engineer Vehicle	E56577	E56578
M42, M42A1 40MM SP AA Gun	J96819	J96820
M108, 105MM LT SP Howitzer	K57255	K57256
M101, M101A1 105MM Towed Howitzer	K57529	K57392
M109, M109A1 155MM Med Sp Howitzer		K57666
M578 Recovery Vehicle		R50543
M88 Recovery Vehicle		R50680
M48A1, M48A2, M48A3 Tank		V12963
M60, M60A1 Tank		V13100
M60A2 Tank		V13269
M548 6T Cargo Carrier		D11048
AN/TRC 45 Radio Terminal Set		Q92614
M246, M246A1, M246A2, M819 5T Truck Tractor		X60096
Wrecker		X60696

There're some other changes you need to make, too.

In Appendix E, the AN/MS C 25, 31, 31A, 32 and 32A are listed on page E-26 and then again on E-34 and E-35. So, delete the entries on pages E-34 and E-35 and go with the instructions on page E-26 for the forms you need.

Paragraph 3-2c(1)(b) says put the calendar date on the DA Form 2402. Change that to Julian date.

And para 4-13c(8) refers to DA Form 2408-11. Change that to DA Form 2408-14.

Now you're in business with Change 1 to TM 38-750.

Gama Goat Dipstick

No, FSN 2815-079-8386 in Ch 2 (Jul 72), TM 9-2320-242-20P, will not get you the dipstick for your M561 1 1/4-ton truck or M792 ambulance. Instead, order NSN 6680-00-079-8372.

Mine Detector Headset Fix

Headsets on mine detectors AN/PRS-7 (NSN 6665-00-138-7998) and AN/PSS-11 (NSN 6665-00-181-0369) made by the Fourdee Company need a little field fix—immediately! The rubber diaphragms inside the earphones need to be punctured with a hypodermic needle to improve hearing at high altitudes. US Army Troop Support Command Message AMSTS-MFT 301520Z JUL 74 has the details.

Reporting Rail Equipment

All you modern day Casey Joneses better pull up on the throttle and check out Change 1 to TM 38-750. Rail equipment is now reportable, according to Chapter 8.

To get the machinery rolling, tho, you need to immediately submit a gain report with a DA Form 2408-9 on all your rail equipment. This will feed the TAMMS National Level Data Bank at the US Army Maintenance Management Center, Lexington, KY.

Paragraph 4-9, TM 38-750, has the way to fill out a gain report on DA 2408-9.

Save That Anti-Freeze!

The word is out—never throw away used anti-freeze.

DA MSG DAEN-Z CE 011930Z OCT 74 sent out word that you never pour your permanent type anti-freeze (water—anti-freeze mixture from your cooling system) down the drain.

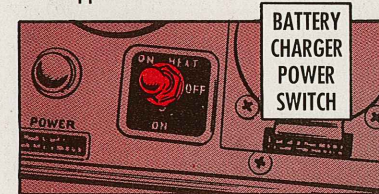
Instead, check with your post or command to see how they want it saved. Anti-freeze has become scarce and expensive.

Used anti-freeze can be recycled so that it comes out fresh and new.

So when you drain anti-freeze, put it in a clean container. Never foul it up with oil, grease or dirt. Your post or command will collect it for re-cycling.

Redeye MWO

MWO 9-6920-428-30/2 (Feb 73) has been extended to, and must be applied by, 31 Dec 74. It changes the Redeye M-76 trainer battery charger power switch to a 3-position job. Eyeball yours. If it doesn't have 3 positions, turn the charger in to your DSU to get the MWO applied.



☆U.S. GOVERNMENT PRINTING OFFICE: 1974 - 657-028/5

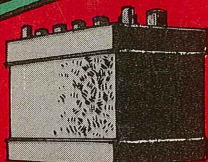
the Condition of Your Equipment?

64
Would You Stake Your Life ^{right now} on

IN
COLD WEATHER

IT'S THE

BIG



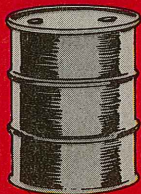
BATTERIES

ANTI-



FREEZE

**OIL
(WINTER
WEIGHT)**



CHECK 'EM OUT—TODAY!

R.R.

