

Issue 277

PS

December  
1975

# THE PREVENTIVE MAINTENANCE MONTHLY

IT'S A FAULTY  
PART FROM 2d Bn,  
271st INFANTRY,  
SANTA...

THIS NOTE SAYS THEY  
CAN'T REPLACE IT 'CAUSE  
THEY CAN'T IDENTIFY IT...  
THEY GOT 4 VEHICLES  
DEADLINED AS A  
RESULT...

... AN'  
CAN YOU BRING  
4 NEW ONES WHEN  
YOU COME?

AIN'T THEY  
NEVER HEARD OF  
EXCEPTION DATA  
REQUESTS, SANTA?

"A  
SUPPLY  
CAROL"

see  
Page 29.

MURPHY  
ANDERSON

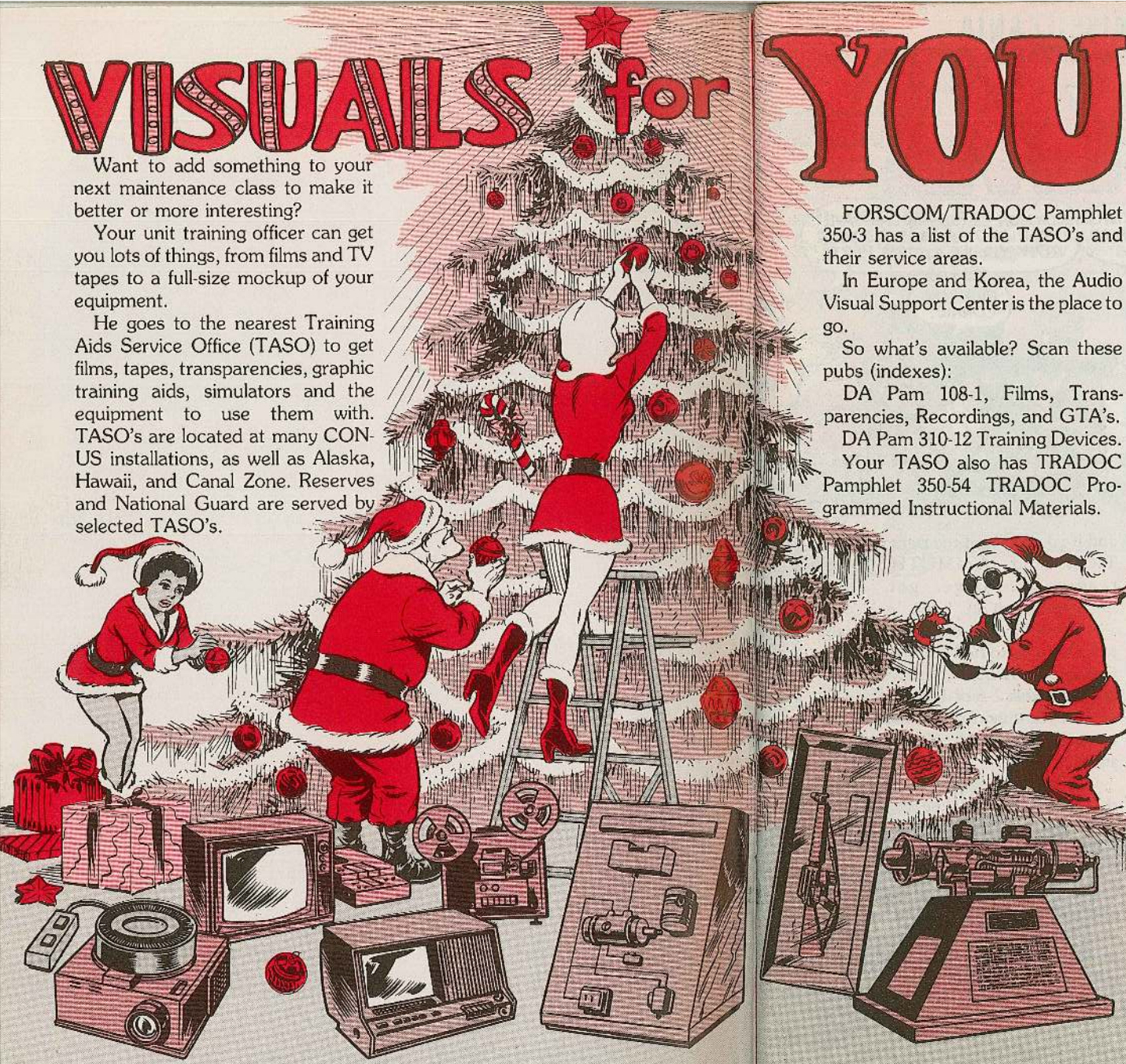


# VISUALS for

Want to add something to your next maintenance class to make it better or more interesting?

Your unit training officer can get you lots of things, from films and TV tapes to a full-size mockup of your equipment.

He goes to the nearest Training Aids Service Office (TASO) to get films, tapes, transparencies, graphic training aids, simulators and the equipment to use them with. TASO's are located at many CONUS installations, as well as Alaska, Hawaii, and Canal Zone. Reserves and National Guard are served by selected TASO's.



# YOU

FORSCOM/TRADOC Pamphlet 350-3 has a list of the TASO's and their service areas.

In Europe and Korea, the Audio Visual Support Center is the place to go.

So what's available? Scan these pubs (indexes):

DA Pam 108-1, Films, Transparencies, Recordings, and GTA's.

DA Pam 310-12 Training Devices.

Your TASO also has TRADOC Pamphlet 350-54 TRADOC Programmed Instructional Materials.

## PS THE PREVENTIVE MAINTENANCE MONTHLY

Published by the Department of the Army for the information of all soldiers assigned to combat and combat support units, and all soldiers with organizational maintenance and supply duties. Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, c/o US Army Maintenance Management Center, Lexington, KY 40507.

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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

Use of funds for printing of this publication has been approved by Headquarters, Department of the Army, 17 July 1973 in accordance with AR 310-1.  
DISTRIBUTION: In accordance with requirements submitted on DA Form 12-5.



# PM-



WHATEVER  
KIND OF TOW  
YOU'VE GOT-

PERSONNEL CARRIER,  
TRIPOD, TRUCK, MULE,  
OR TRAINER-

COMMON SENSE PM CAN SAVE  
WEAR AND DAMAGE TO YOUR  
TOW MISSILE SYSTEM PARTS!

RIGHT ON,  
CONNIE!

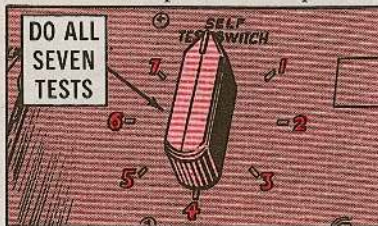


Little things such as careful handling, proper installation, right hookups ... and more ... save big repair costs.

For instance, when you do a self-test with the missile guidance set (MGS), the optical sight must be locked in place on the traversing unit.

Some guys forget the sight, do the self-test, and fry some parts in the MGS.

Other types take shortcuts with the MGS self-test, like maybe hitting only positions 1 and 7 on the SELF-TEST SWITCH. Each position is important,



and if you don't get the right ELEVATION and AZIMUTH meter readings, you've got some maintenance to do.

It's better to get it done during the test than it is to find out maintenance is needed when you want to fire a missile. Table 2-6 of TM 9-1425-470-12 tells you what corrective action may be needed for each of the self-test steps.

One bonus in testing all positions is that you'll probably be boresighted when you get to Position 7.

Which brings up another point: the boresight self-test, Step 10 of Table 2-6, is a must at the start of each day of operation. And, like the TM says, you may have to make the test several times during the day, depending on temperature changes.

## from APC to TRAINER

SAY, CONNIE--  
CAN YOU HELP ME WITH  
MY TOW SYSTEM?

WHAT'S  
EATIN'  
SANTA,  
RUDY?

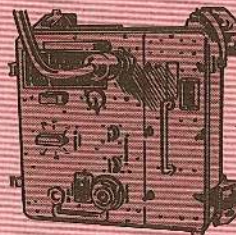
DON'T FRET IT,  
DONNY! THE OL'  
BOY ALWAYS GETS IN  
A SNIT COME LATE  
DECEMBER!



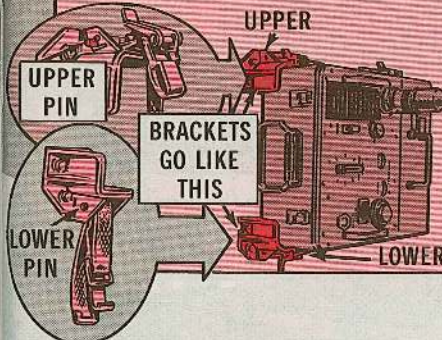
### MGS INSTALLATION

If your MGS is mounted in a personnel carrier, eyeball the way it's hanging.

When installed right, it looks like it's sitting on its side ... and that's the way it should be. The battery assembly goes to the right, toward the front of the APC.



BATTERY  
SECTION  
IS TOWARD  
FRONT OF  
APC



Also, the strap retaining pins go on top of the upper brackets and underneath the lower ones. If the pins are on the sides of the brackets, have your support install them right.

And, if the MGS is mounted wrong, the battery is hard to remove. You also can damage the cable.



WELL, MAYBE YOU CAN USE THE OPTICAL SIGHT TO ZERO IN ON YOUR DELIVERY TARGETS, SANTA ...

BUT YOU MUST HANDLE IT **VERY** CAREFULLY WHEN YOU TRANSPORT IT TO YOUR SLEIGH FOR INSTALLATION!

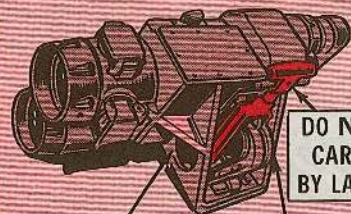
?

SHE BETTER TELL HIM HOW TO PROTECT THE EYEGUARD...

YEH... AN' HOW T' PAINT A YELLOW LINE ON TH' PEDESTAL!

## OPTICAL SIGHT

Lift the optical sight on and off the traversing unit by grabbing the braces on either side of the latch assembly ...



DO NOT CARRY BY LATCH

BE SURE EYEGUARD ...

... CLEARS HATCH

eyeguard as you raise the telescoping pedestal into firing position ... even when you're in a hurry:

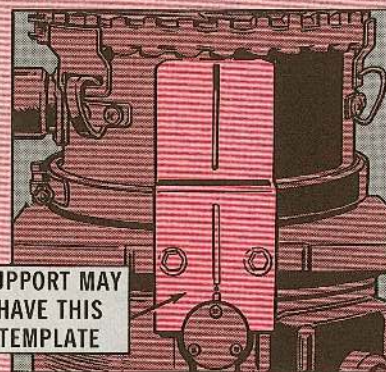
Paint a yellow line on the pedestal ...



straight down from the azimuth lock on the traversing unit to the access cover of the pedestal stop.

Then, before you raise the pedestal, line up the edge of the azimuth lock with the yellow line ... and the eyeguard will clear the hatch!

TOW support units are being supplied with a template for painting



SUPPORT MAY HAVE THIS TEMPLATE

the line exactly right. If your support has the template, get 'em to do the job.

OTHERWISE, YOU CAN USE THE TEMPORARY FIX BY PAINTING THE LINE YOURSELF!

## BATTERIES

Think three things about the BB-287 battery assembly: replacement, stud fasteners, charging dates.

For instance, the two 50-volt and the 24-volt battery sections in the assembly no longer are replaced in the field. It's a depot job, as noted in TB 43-0001-26-4 (Jun 75).

When battery sections need replacing, you turn the BB-287 in to support, and support ships the assembly to depot, where the battery sections are removed and replaced.

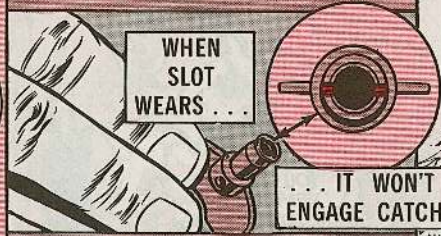
TURN IN ENTIRE ASSEMBLY ...



... FOR DEPOT BATTERY REPLACEMENT

Next time you snug down the stud fasteners on the battery assembly, don't just turn. Listen!

The slots on the bottom of the fasteners wear down ... and can't



WHEN SLOT WEARS ...

... IT WON'T ENGAGE CATCH

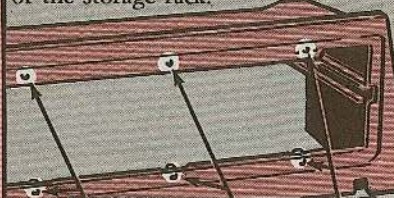
engage the catches in the MGS ... or in the battery storage rack in the APC.

PS MORE



## BATTERIES (Cont.)

If you've got the APC configuration, that's bad news, because the battery assembly can bounce out of the MGS or the storage rack.



**BE SURE FASTENERS  
ENGAGE THESE CATCHES  
OF BATTERY STORAGE RACK**

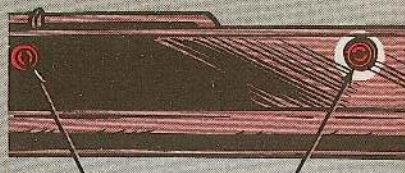
So, listen . . . because when the fasteners engage the catches, it sounds like you're winding up an alarm clock. If you don't get the winding noise, the BB-287 won't snug up . . . and bounce goes the battery.

**FASTENERS**



**LISTEN FOR  
WINDING NOISE**

Eyeball the slots. If they're worn, have support replace them with NSN 5325-00-456-5879 . . . or file a new groove .05 inch wide by .03 inch deep.



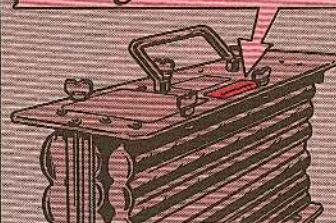
**EYEBALL SLOTS FOR WEAR**

Missile Command is supplying support units with a special file for just that purpose.

To get the most out of your batteries, tag those in storage with the date of charge (you can use masking tape), and then use the battery with the oldest charge date.

That saves unnecessary charging and insures a supply of ready batteries when you need 'em.

*Charged 15 Oct 75*



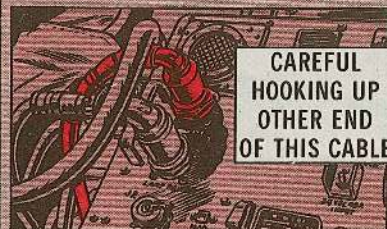
## CALIBRATION

Calibration for all system components was cancelled by TB 43-0001-26-4 (Jun 75).

That includes the battery charger, MGS, traversing unit, optical sight and instructor console. You also remove any DA Label 80 (U.S. Army Calibration System).

## M70 TRAINER

Be extra careful when you hook up the cable from the J3 24VDC INPUT connector of the power supply module of the trainer.



**CAREFUL  
HOOKING UP  
OTHER END  
OF THIS CABLE**

The leads that attach to the vehicle battery are marked with + and - signs. Eyeball them closely. Attach the + lead to the positive post of the battery . . . and the - to the negative post.

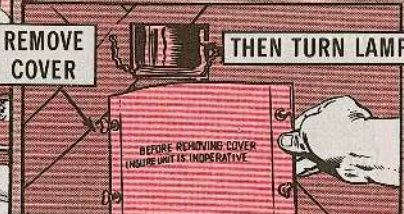


**MARKED  
LEADS  
MUST GO  
TO RIGHT  
POSTS**

If you reverse the hookups, you can burn out the power supply . . . and that's about an \$11,000 burn.

Before you turn on the infrared lamp in the center of the target board, take the lamp cover off. If you forget it, you'll burn out the lamp.

**REMOVE  
COVER**



**THEN TURN LAMP ON**

## SIMULATION ROUND

Before you insert the missile simulation round in the launch tube, give it just enough of an angle to let the guides on the round slip into the grooves on the tube.

ANGLE RIGHT? NOW,  
LET THE ROUND  
SLIP INTO THE  
GROOVES!



If you have to slam the rear of the round down to get it in the tube, the



**GUIDE MUST SLIP  
INTO GROOVE**

round's too high . . .

... AND  
SLAMMING IT  
DOWN BATTERS  
THE LAUNCH TUBE...  
A REAL **NO-NO!**  
SOOOOO...  
**CAREFUL!!**



**PS END**



YOU CAN  
REMOVE  
YOUR  
DA Label 80  
NOW, RUDOLPH!

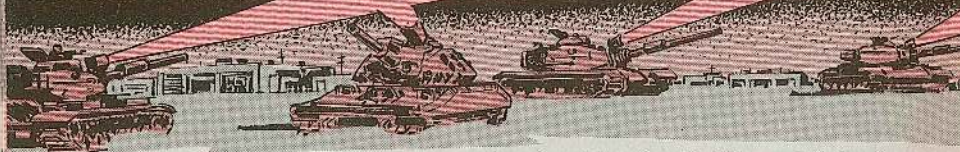
?



M551 SHERIDAN—  
M60A1 TANK—

# AN/VSS-3(A)

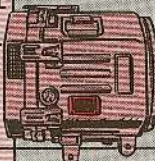
## SEARCHLIGHT & SEMINAR



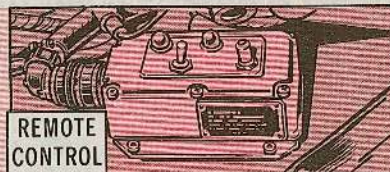
Depending on how you look at it, there're either 2 or 3 different kinds of AN/VSS-3 and AN/VSS-3A searchlight sets.

Which set you have makes a difference in the TM you use and in some of the repair parts and organizational maintenance.

The data plate on the right-hand side of the light will clue you in. (Note: This data plate applies to the light only, not the complete searchlight set.)

| DATA PLATE           |                                                                                    | YOUR SET IS | USE MAIN CONTROL BOX              |                                                                                    | USE TM           |
|----------------------|------------------------------------------------------------------------------------|-------------|-----------------------------------|------------------------------------------------------------------------------------|------------------|
| NSN 5855-00-135-0156 |   | AN/VSS-3    | C-7905<br>(NSN 5855-00-135-0155)  |   | 11-5855-217-12   |
| NSN 5855-00-177-3528 |  | AN/VSS-3A   | C-7905A<br>(NSN 5855-00-177-3525) |   | 11-5855-217-12-1 |
| NSN 5855-00-189-6066 |  | AN/VSS-3A   | C-7905B<br>(NSN 5855-00-189-6065) |  | 11-5855-217-12-1 |

ALTHOUGH THE REMOTE CONTROL BOXES FOR THE 3 SETS HAVE DIFFERENT STOCK NUMBERS, THEY'RE INTERCHANGEABLE!



REMOTE CONTROL BOX

THE GUYS IN THE 3/99 ARMOR BELOW ARE ON THE BEAM, EH, SANTA?

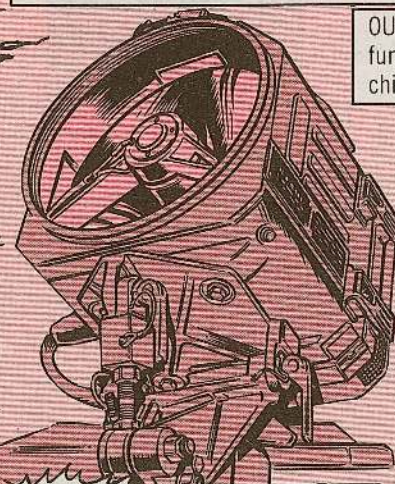


EXCEPT FOR THAT SHERIDAN, BONNIE! HE'S GOT A DIRTY WINDOW!

## Look 'er Over

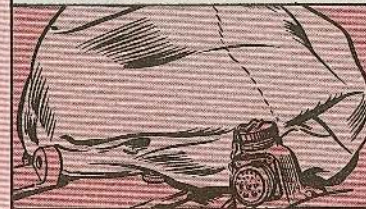
Here're some X-rated conditions you don't want showing up on your searchlight. Fix what you can . . . and report those you can't to your mechanic.

**WINDOW**—Scratches, cracks, dirt. (Never use cleaning solvents or abrasive compounds. Use soap and water only.)

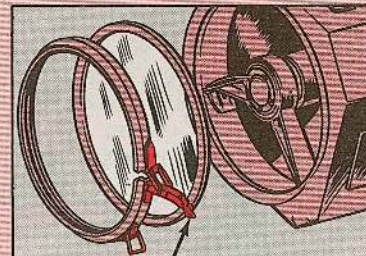


**OUTSIDE SURFACES**—Dirt, grease, fungus, insects, rust, corrosion, chipped paint.

**COVER**—Rips, other damage. (Keep cover on when the light's not in use.)



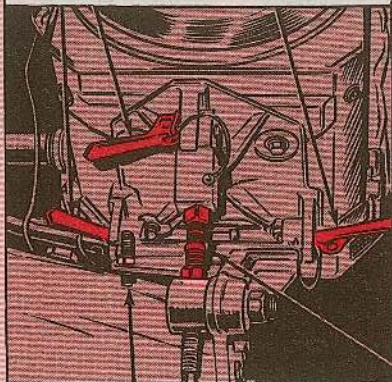
**CAREFUL!** There is no replacement for the heavy window that is original equipment in the AN/VSS-3 lights. If one breaks, order the window assembly with gasket, NSN 5855-00-004-0903. This includes the thinner, heat tempered, replacement window NSN 5855-00-135-0138 used with the AN/VSS-3A lights.



**GROOVED COUPLING CLAMP**—Faulty latch; bad gasket.



**QUICK RELEASE PINS (3)**—(For M551 adapter kit) Missing, not secured at both ends. (Pins are tight only in the maximum down position. A tree branch can flip a pin open, so look your pins over after going through brush.)



**JACK SCREW**—Threads not lightly lubed, mashed. Jam nut loose. Screw end doesn't contact gun shield. (Adjust if necessary.)

**PLATES**—Data, warning and installation plates missing, painted over, can't be read.

**HEAT EXCHANGER**—Dirt, leaves, twigs, mud. Screen missing.

**CABLES**—Cracks, breaks, fungus.



**MOUNTING CAP SCREWS (4)**—Loose, lockwashers missing.

**ADJUSTING SCREW**—Threads not lightly lubed, mashed, jam nuts loose.

**STOP**

RUDOLPH IS MAKING SURE NO FRIENDLY TROOPS (THAT'S US) GET TOO CLOSE!

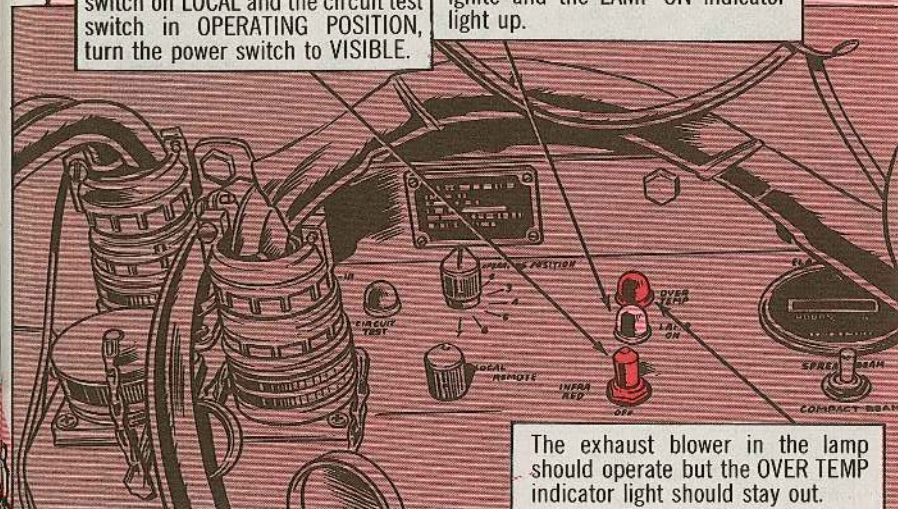
## Operation Check

Make sure there're no friendly troops in the light beam path within 320 meters of the searchlight. Anybody in the searchlight beam closer than 320 meters to the searchlight is in danger. In fact, anybody inside this danger zone could be blinded.

Since the light pulls about 58 amps, keep your vehicle at a high idle—1000 to 1200 RPM's—whenever you have the light on for test or for routine operation.

**POWER SWITCH**—With the control switch on LOCAL and the circuit test switch in OPERATING POSITION, turn the power switch to VISIBLE.

Within 3 seconds the lamp should ignite and the LAMP ON indicator light up.



The exhaust blower in the lamp should operate but the OVER TEMP indicator light should stay out.

If the lamp doesn't come on within 3 seconds, turn power switch to OFF. Wait a few seconds and try again. If it still won't ignite after 5 or 6 tries, call your mechanic. If it does turn on, continue your operations check.

IT'S A LIST OF X-RATED SLEIGH CONDITIONS, SANTA! RUDOLPH AND HIS FELLOW REINDEER CAN'T MOVE OUT 'TIL THEY'RE ALL FIXED!





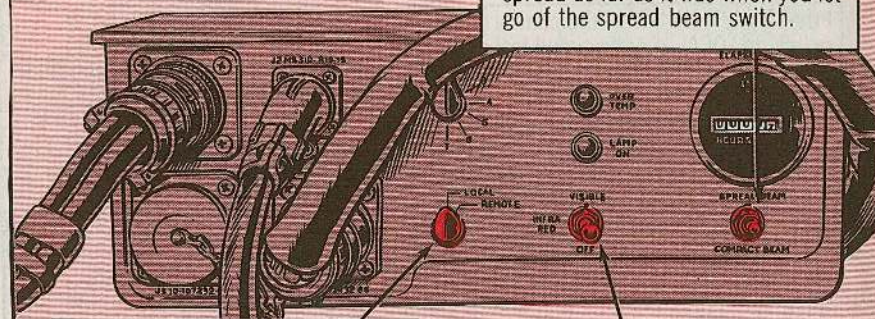


**BEAM SPREAD**—With the power switch in the **VISIBLE** position, press the beam switch to the **SPREAD BEAM** position. Beam should spread gradually until it reaches maximum width. (This takes about 2 seconds.)

Release beam switch. Beam should stay at maximum.

Turn beam switch to **COMPACT BEAM**. Beam will reach its narrowest position. Release beam switch. Beam should stay in narrowest position.

Now place beam switch to **SPREAD BEAM** position for about a second and then release. Beam should spread as far as it was when you let go of the spread beam switch.



**REMOTE CONTROL**—With main control box control switch in the **LOCAL** position, nothing should happen when you move beam switch or power switch on the remote control box.

Now move main control box to **REMOTE** position. Controls on remote control box should now work.

**INFRARED OPERATION** — Check infrared operation on both the main and remote control boxes, and then turn the power **SWITCH OFF** on both boxes.

SANTA KEPT WARNING RUDOLPH NOT TO OPERATE HIS LAMP IN **OVER TEMP** CONDITION... THAT AN **OVER-HEATED LAMP** COULD BLOW UP!...



## Keep This in Mind

When you turn the power switch **ON**, you're putting 30,000 volts into the igniter unit terminals. If the light ignites, this circuit turns itself off. If the light doesn't catch, you're still pouring in the 30,000 volts. It won't take long for this voltage to burn out the booster circuit in the light or the timing circuit in the control box if the timing circuit cutoff isn't working.

After you use the light, you turn it **OFF** at either the main or remote control box. That way, the blower motor will keep on running until it has cooled the light. It will shut itself off. What you never do is turn the light **OFF** by turning the vehicle master switch **OFF**. That way the blower motor is cut off, and heat builds up in the lamp. It may explode.

If the **OVER TEMP** indicator lights up, turn the light power switch **OFF** quick like, because an overheated lamp can blow up. Likewise, if your blower motor's not working, turn the light **OFF** because it'll overheat. Remember, the **OVER TEMP** indicator shows you what should be done but it doesn't do it for you. Unless the searchlight is turned **OFF**, it'll keep on operating in an **OVER TEMP** condition until it blows up.

Most **OVER TEMP** is caused by mud, branches and other gook in the air intake and exhaust ducts on the heat exchanger.

You crewmen never open the light because there's nothing you need to do inside it.

**FORDING**—Never operate the light when fording through deep water. The cooling blower motor works fine on air but water would overload and break it. Water won't hurt the light if

you have it turned **OFF** provided the gaskets in the window clamp and the heat exchanger are in good condition and all the latches are closed. Make sure everything is **OK** before you ford.



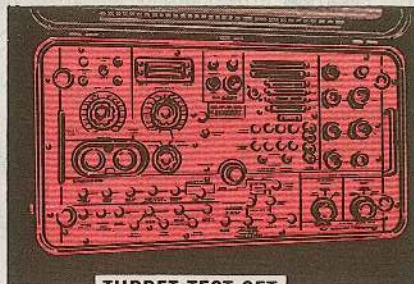
## NEW TURRET TEST INTERVALS

Safety, reliability and operational readiness:

Those are good reasons for you to do turret electric drive and main weapons system tests at the same time as the quarterly service on your M551 and M551A1 Sheridan.

The Sheridan operator's manual, TM 9-2350-230-10/2-2, is being changed to require that the 2 tests be made quarterly, and the head shed recommends that you get going on them right now.

EACH TEST IS  
SPELLED OUT IN TABLES  
2-3 AND 2-4 OF  
TM 9-4933-216-12 ON  
THE TURRET ELECTRICAL  
ISOLATION TEST SET.



**TURRET TEST SET**

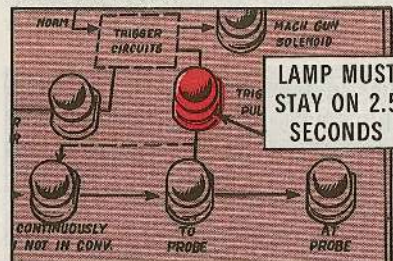
Another bonus of the quarterly tests will be to cut down Shillelagh missile system malfunctions. To help do that, take special pains when doing Steps M12a and M24a of the Main Weapons System Test (Table 2-4 in the test set TM).

Watch results of those 2 steps closely, because if Time Delay 1 (13TD1) is not set right, you can have

a missile malfunction. The GO and NO-GO portions of Table 2-4 need careful eyeballing, so lean on 'em.

In Steps M12a and M24a, for instance, you've gotta let DS know right now if the trigger pulse lamp goes out as soon as you release the gunner's trigger.

You also let DS know if the trigger pulse lamp stays on shorter or longer than 2.5 seconds when you do Steps M12a and M24a.



In both steps, the lamp should stay on for 2.5 seconds. If it doesn't, you've got a NO-GO.

Prime purpose of the electric drive test, naturally, is to make sure your system is reliable and ready.

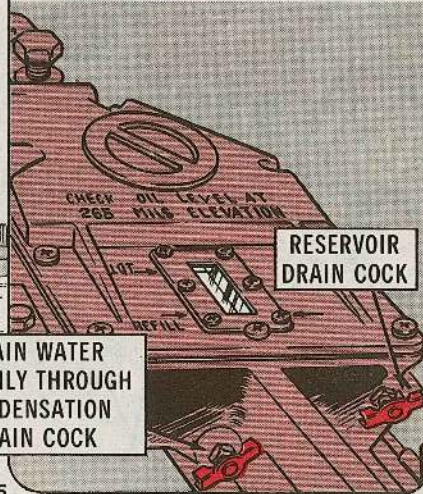
After you finish each test, you record results on DA Form 2408-18 (see para 4-17a and 4-17b(5) of TM 38-750 with Change 1).

## M551 DRAIN COCK DRILL



Puzzled about the cock on the back of the reservoir to the left of the reservoir drain cock? What's it for and when do you use it?

Your TM 9-2350-230-10/2-1 (Mar 73) turret operator's manual doesn't have a word on it. Actually, it's a condensation drain cock. Use it monthly to drain off any water that might be in the reservoir, or more often if needed.



**DRAIN WATER  
MONTHLY THROUGH  
CONDENSATION  
DRAIN COCK**

**RESERVOIR  
DRAIN COCK**





MULTIFUEL ENGINE TRUCKS

# Replace Fuel Pump or Fuse?

WHICH WOULD YOU PICK--

IF YOU WERE PAYING FOR IT--

A 50-BUCK FUEL PUMP...

OR...

A 3-CENT FUSE?

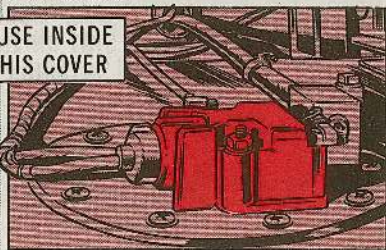


NSN 5920-00-855-4260 GETS YOU FIVE 2-AMP FUSES FOR 15 CENTS.

Too many mechanics are replacing their multifuel truck's in-tank fuel pump when they only need to put in a new fuse.

Why? Probably because they don't even know there's a fuse in the pump. And they don't know how to check for a bum fuse.

FUSE INSIDE THIS COVER



If you've got one of the TM-230-series 5-ton trucks—M656, M757 or M791—you get the whole story in TM 9-2320-230-20 (Apr 69), page 2-107, Table 2-5, Troubleshooting the Electrical System, "Fuel pump does not operate."

How to change the fuse is in TM 9-2320-209-20 (Apr 65), Ch 4, page 222.1, para 76.1, for 2½-ton multifuels. This can be used for TM-211-series 5-ton multifuels, too, since there's nothing on the fuse in TM 9-2320-211-20 (Jun 73).

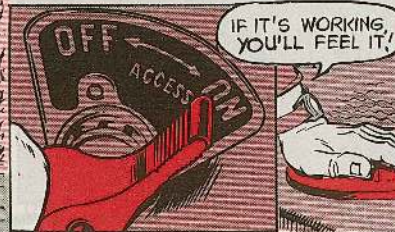
You'll find the fuse in TM 9-2320-209-20P (Oct 72)—page 574, Fig 18.1, Item 3, and on page 77 with NSN 5920-00-855-4260.

16

## WHEN? HOW?

If everything's working OK, the in-tank fuel pump starts running as soon as you turn the accessory switch ON.

Suspect pump trouble if you have starting or operating trouble. Get someone to flick on the accessory switch while you hold your hand on the pump.



If the fuel pump won't work, there's a good chance you've got a bad fuse.



## TROUBLESHOOTING GUIDE

Part of the story is in TM 9-2320-209-20—page 148, Table 5, Electrical Troubleshooting, Fuel Pump and Manifold Heater (Multifuel), "Fuel pump inoperative." And on page 149, Fig 57, Test 1, "Fuel pump voltage test." You can use this same poop for your TM-211-series 5-ton multifuels.

But you'll have to add some details for the fuse.

You don't have to use a low-voltage circuit tester like the TM shows. It's simpler to use a multimeter. Hooking up the multimeter to test battery voltage is easy. See "DC Voltage Tests," page 32, or "DC Voltage Measurements," page 43, in DA Pam 750-22 (Nov 73), Troubleshooting Equipment in Combat Units. Or get the same poop on DA Poster 750-53, Multimeter, TS-352B/U, and DA Poster 750-55, Multimeter AN/URM-105.

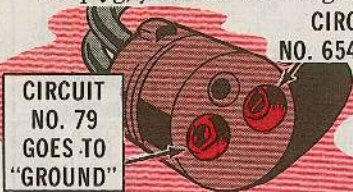
IF YOU DON'T HAVE THESE... ORDER 'EM FROM THE AG PUBLICATIONS CENTER IN BALTIMORE.



PS MORE



First, pull the electrical plug off the fuel pump. Looking straight at the end of the plug, you'll see a small guide hole at the top and 2 larger holes below.



**CIRCUIT**

**NO. 654 "HOT"**

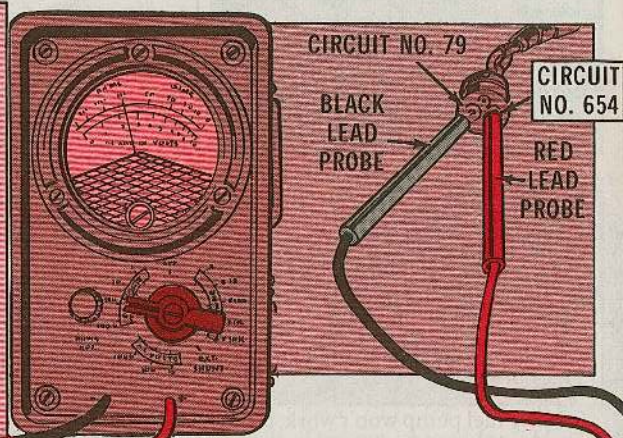
The hole on the left is Circuit No. 79 multifuels. That wire goes to "ground." (Sometimes fuel pump trouble comes from a broken ground wire or from a poor connection at either end.)

The hole on the right is Circuit No. 654. That's the "hot" wire. There's a tiny numbered metal tag on each of these wires just behind the plug.

Now turn the accessory switch ON.

Stick your multimeter's black lead probe into the left hole—Circuit No. 79. Put the red lead probe into the right hole—Circuit No. 654.

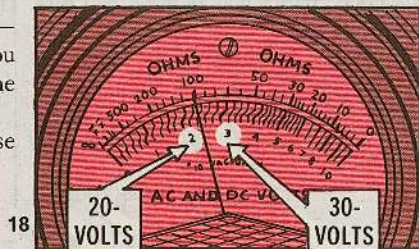
**THIS'S THE AN/URM-105 MULTIMETER. SET THE SELECTOR SWITCH ON 100 DC VOLTS. IF YOU'VE GOT THE SIMPSON 160 MULTIMETER—NOT COVERED BY A POSTER OR IN THE DA PAM ON TROUBLESHOOTING—SET IT AT +DC AND AT 50 VDC**



If you get a full voltage reading—23-25 volts—on your multimeter, you know you've got "juice" right up to the pump.

So the trouble is either a blown fuse or a bum pump.

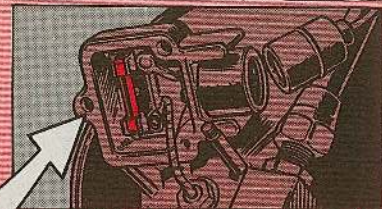
Turn off the accessory switch.



18

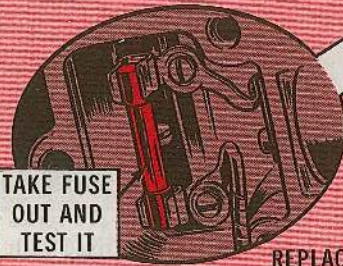
Take off the 3 nuts holding the fuel pump terminal cover and lift the cover. The fuse is inside the cover. Take the fuse out to look at it.

If the thin wire inside the glass tube is broken, the fuse is shot.



**CAREFUL WHEN YOU LIFT THE COVER DON'T MESS UP THAT WIRE RUNNING FROM THE COVER DOWN INTO THE PUMP. IF THERE'S NO FUSE OR FUSE-HOLDER INSIDE THE COVER, YOU'VE GOT AN OLD-TYPE PUMP. IT'S DANGEROUS—ESPECIALLY WHEN GASOLINE IS USED AS FUEL. YOU COULD HAVE AN IN-TANK EXPLOSION.**

**TAKE FUSE OUT AND TEST IT**

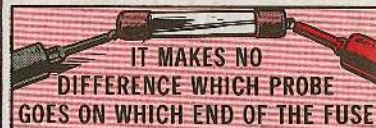


**REPLACE THE WHOLE PUMP WITH A FUSE-TYPE PUMP.**

But even if the fuse looks good, check it with your multimeter—see "Continuity Tests" on those troubleshooting posters or in DA Pam 750-22. You want to see if your multimeter's battery juice will go through the fuse.



**SET YOUR MULTIMETER FOR THE LOWEST OHMS (RESISTANCE) READING**

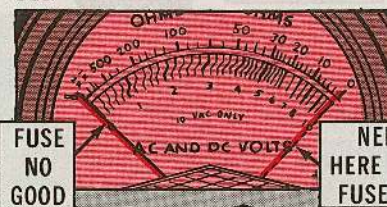


**IT MAKES NO DIFFERENCE WHICH PROBE GOES ON WHICH END OF THE FUSE**

No reading—infinity—on your multimeter means the fuse is no good. But if the needle swings all the way to the right, juice is going through... you've got "continuity" and the fuse is OK.

Before you install a good fuse, make sure the fuse holder is clean and holds the fuse snug. A loose or dirty connection can make the pump go off and on.

Put the cover back on. Try again to operate the pump.



**FUSE NO GOOD**

**NEEDLE HERE MEANS FUSE IS OK**

**NOW, IF THE PUMP WON'T WORK—OR IF THE FUSE BLOWS AGAIN—YOU NEED A NEW PUMP!**

19

**PS END**



## 5-TON TRUCKS . . .

You're probably smart to throw away your \$3 transistor radio when it poops out from something other than battery trouble. It's a "throw-away" —cheaper to get a new one than to fix it.

# TUNE IN on PROP SHAFT REPAIR

TIME IS SHORT...

WILL REPAIRS TAKE LONG, SNAPPY?

2 BOLTS SHEARED OFF... NEEDS A NEW PROP SHAFT ASSEMBLY!

HOLD ONE, ELVES...

SAVE SOME BUCKS! THIS REPAIR KIT IS ALL THAT'S NEEDED!

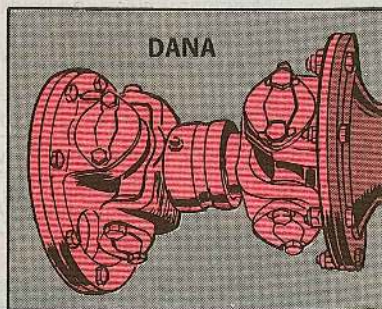
OH, NO! THAT'S GONNA COST A LOT OF BREAD!

Not so with the transmission-to-transfer prop shaft on your TM-211-series or TM-260-series 5-ton truck. Most of these prop shafts can be fixed with repair kits—but few mechanic's are using the kits. They're replacing the prop shaft instead of repairing it, so there's a shortage of prop shafts.

But, the supply shelves are sagging with repair kits—kits that cost a heckuva lot less than whole new prop shafts.

The 2 most common prop shafts are interchangeable as assemblies. Both have repair kits.

The Dana Corp. prop shaft is shown in Fig 09-1, page 200, TM 9-2320-260-20P (Nov 72). The assembly comes under NSN 2520-00-040-2339 (cost \$43.38). The repair parts kit for this assembly is Universal Joint, NSN 2520-00-734-7665 (cost \$16.25). These NSN's are on page 191 in TM 9-2320-260-20P and also on page 2-86 in TM 9-2320-211-20P (May 73).

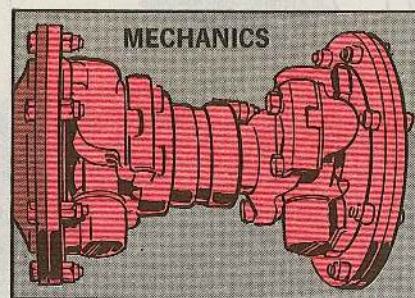


DANA

HERE'RE THE REPAIR PARTS YOU GET FOR THE DANA PROP SHAFT

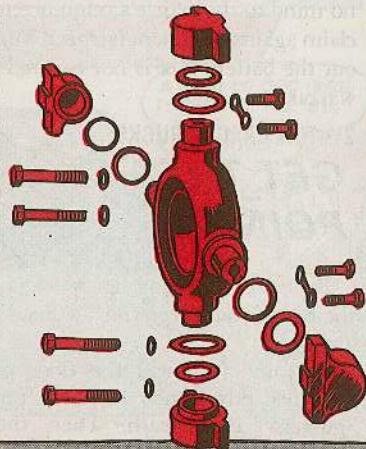
THIS KIT FITS EITHER END OF THE SHAFT

20



MECHANICS

HERE'RE THE REPAIR PARTS FOR YOUR MECHANICS PROP SHAFT. IF YOU'RE REPAIRING BOTH ENDS OF THE SHAFT, YOU NEED 2 KITS.



If you've got a transmission-to-transfer prop shaft different from the 2 pictured in the TM's, you've got one that's no longer available as a new assembly. And you can't get a repair parts kit for it either.

SO, WHEN THAT PROP SHAFT IS SHOT, YOU REPLACE IT WITH EITHER THE DANA OR MECHANICS ASSEMBLY!

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## BATTERY BOX DRAINAGE



The battery boxes have 4 holes in the bottom to let water drain out. But the skid plates under them don't have any holes. So, the water just stands there, rusting the battery box.

Drill 1½-in holes through the skid plate right where the holes in the battery boxes are.

Article 5 in TB 43-0001-39-1 (Jan 75) describes this rust-stopper. (Pay no mind to the article's reference to a claim against the manufacturer. Turns out the battery box is not covered by warranty.)

### 2½-TON CARGO TRUCKS

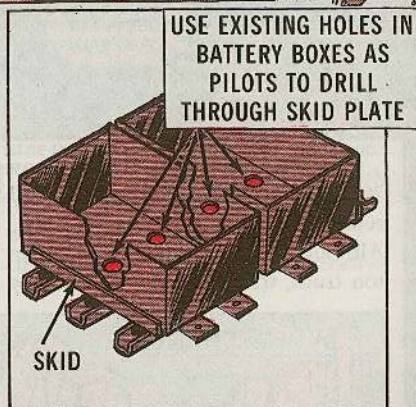
## GET THE POINT?

For sure, dropping heavy loads on the bed of your cargo truck won't do it any good.

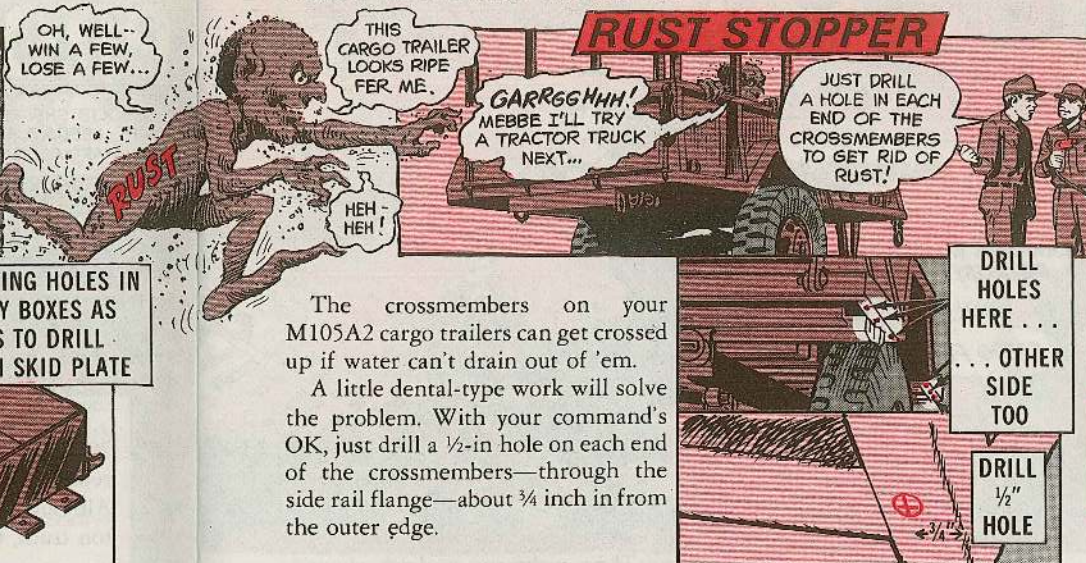
In some instances the floor gets stretched down so it hits the frame "gussets" underneath. Then these points jab right through the floor.

You can help head off this trouble by having those gusset points cut off with a torch.

The big point is, you can head off all cargo bed damage by setting loads down on the floor easy.



## RUST STOPPER



The crossmembers on your M105A2 cargo trailers can get crossed up if water can't drain out of 'em.

A little dental-type work will solve the problem. With your command's OK, just drill a ½-in hole on each end of the crossmembers—through the side rail flange—about ¾ inch in from the outer edge.

## 5TH WHEEL PROTECTION

Dear Editor,

When tractor trucks are stored outside for long periods, the rain, dust and snow break down the GAA that coats the top plate of the fifth wheels. Then they rust.

Our solution is a preservative called Corrosion Preventive Compound, MIL C-11796B, class I (hard film). A coat of this will hold up against weather for several months. It's easy to strip off and replace with GAA when the truck's ready to roll.

A 5-lb can comes under NSN 8030-00-231-2354, and you can get a 35-lb can with NSN 8030-00-597-3288.

SP5 James R. Doth  
Minnesota National Guard





TM-218-SERIES  
1/4-TON TRUCK

# BRACKET

OH NO, NONONONO!

I SAID FER YA TO  
INSTALL THE NEW  
RETROFIT KIT...

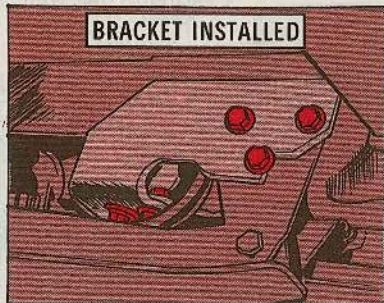
NOT...

RETRO FIRE!!



Careful—you can make a lot of hard work for yourself when you're adding that new rear differential mounting bracket to your 1/4-tonner.

BRACKET INSTALLED

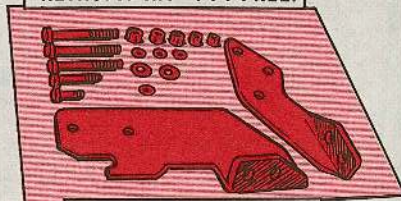


That's the "retrofit kit" issued free for M151A2's, M718A1's and M82's delivered under Contract No. DAAE07-71-C-0103. All major commands got the word on this kit in TACOM Msg AMSTA-FJT 291910Z Jul 75.

This message explains how a vehicle qualifies for the bracket kit. And it tells you how to get the kit. If you didn't get the details yet, drop a line to MSG Half-Mast at PS Magazine and he'll send a copy of the message to you.

Mighty important—stick to the instructions you get with the kit. Follow the steps exactly in order, or you may have one heckuva time getting the hardware to fit. Once you've got the hang of it, you can install a kit in less than 30 minutes.

"RETROFIT KIT" ... FREE!



ORDER YOURS, PRONTO!

# JOB EASY...and RIGHT



THANK  
HEAVENS SARGE  
SHOWED UP!

MCINTYRE WAS  
GONNA "DO" ME  
NEXT!



Here're some extra tips that'll make the job smoother:

Two "conical" washers in the kit have to be put in right—with the "convex" sides toward the ends of the



bolt. The "concave" sides of the washers face in—so they put a full grip on the bracket.

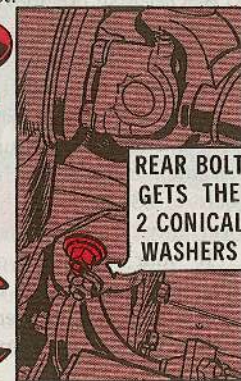
INSTALL  
"CONICAL"  
WASHERS  
WITH ...



"CONVEX" SIDES  
FACING ENDS  
OF BOLT ...



REAR BOLT  
GETS THE  
2 CONICAL  
WASHERS



You may find some bolt holes don't line up quite right. And you may be tempted to drive the new bolts through to force the holes into line.

STOP!  
YOU'LL RUIN  
THE BOLT  
THREADS!



Instead, use one of the old bolts. File or grind the threaded end to a point. Drive this bolt through to line up one set of holes. This'll line up the other holes so you can install the new bolts.

USE OLD BOLT  
SHARPENED TO  
POINT—DRIVE IT  
THROUGH TO  
ALINE HOLES



Then knock out your "driver" and install the last new bolt.

How about recording this "adaptation" in the vehicle's log book? There's no DA requirement for this—but your own command may require it. If so, your command's SOP will spell it out.



**NEW  
FUEL TANK  
FREE**



SANTA!  
YOU GOT  
MY LETTER!

RIGHT ON--  
BUT DIDN'T YOUR  
MECH HEAR ABOUT  
TACOM Msg  
061500Z May 75  
?

Some bum fuel tanks came out on M151A2 1/4-tonners produced under Contract No. DAAEO7-71-C-0103. Rust and contamination may be plugging up your fuel filters as fast as you can replace 'em.

But an EIR (DA Form 2407) may solve your problem.

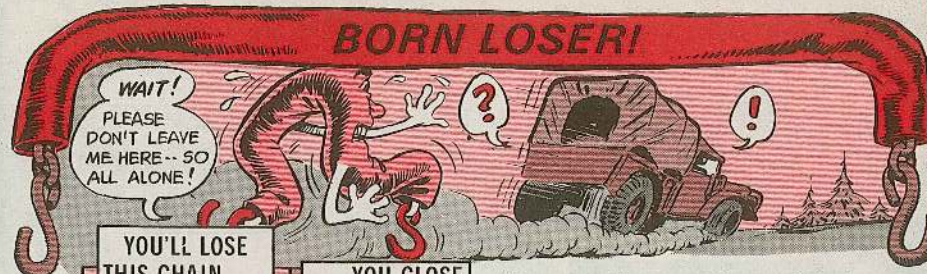


HOP TO IT!  
YOU COULD GET  
A NEW FUEL  
TANK—  
**FREE!**

All of the details are in the US Army Tank-Automotive Command's TACOM Msg 061500Z May 75. This message went out to all major commands and to all major installations worldwide. It tells you how to make a warranty claim by EIR.

Vehicles produced under that contract and accepted by the government before 28 Aug 74 have a 4-year warranty on the fuel tank.

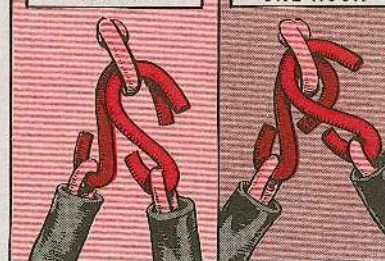
If your 1/4-tonner came through after 28 Aug 74, you'll find a decal on the right front corner of the tank telling you that the tank has a 2-year warranty.



**BORN LOSER!**

YOU'LL LOSE  
THIS CHAIN . . .  
UNLESS

. . . YOU CLOSE  
ONE HOOK

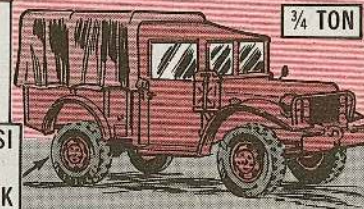


Your truck's new tailgate chain is going AWOL as soon as you install it—if you fail to close one of the hook ends. A couple of bumps on the road, and that chain falls off. And you start all over again.

It only takes a second to do the job right. Hang one of the end hooks on the truck. Then mash the hook closed with a big pair of pliers—lock that chain on there.

## TIRE PRESSURE CHANGES

Use 40 PSI, not 45, in the tires of your TM-212-series 3/4-ton trucks. Note this on pages 1-4 and 2-66 of TM 9-2320-212-10 (Nov 73).



3/4 TON

MAKE THESE  
CHANGES IN  
YOUR TM'S...



40 PSI  
FOR  
TRUCK  
TIRES

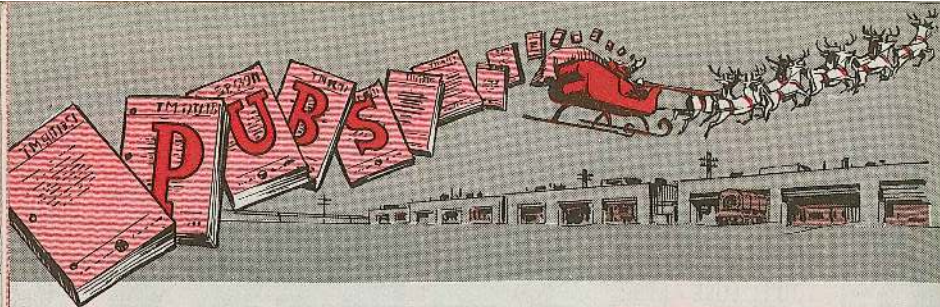
All TM-202-series 3/4-ton cargo trailers now use 35 PSI for highway and cross-country traveling. Jot it on page 5 of TM 9-2330-202-14P (Aug 62).



3/4 TON

35 PSI  
FOR  
TRAILER  
TIRES





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 CA Pam 310-4 (Nov 74), and Ch 1 (Feb 75), TM's, TB's, etc.; DA Pam 310-6 (Jul 75), SO's and SM's, and DA Pam (C) 310-9 (Aug 74), COMSEC Pubs.

#### TECHNICAL MANUALS

TM 3-4230-204-12 & P Jul M11 Decon Apparatus  
TM 3-4240-279-20 & P Aug M17/M17A1 Mask  
TM 5-4310-350-24P Aug Air Compressor Electric Motor 15 CFM at 175 PSI  
TM 5-4930-230-23P Aug Tank/Pump Unit (Fibron) Bridge  
TM 9-1090-203-20P-1 Aug Armament Subsystem M2A1E1  
TM 9-1410-485-20P May LANCE  
TM 9-1425-485-1 Aug LANCE Pubs  
TM 9-1430-381-20P Aug Parahing Ground Network  
TM 9-1430-534-24P Aug Improved HAWK

TM 9-1430-534-24P Aug Improved HAWK  
TM 9-1450-486-20P Aug LANCE  
TM 9-2300-216-ESC Aug M107 SP Gun, M10 SP How  
TM 9-2350-257-10-2 Aug (Rise) Tank  
TM 9-4910-509-10 Apr Low-Voltage Circuit Testers  
TM 9-4935-587-20P Jun Chaparral  
TM 9-6020-480-24P-2 May TOW and Dragon M89E1 Transmitting Set  
TM 10-3930-631-20P Aug Fork Lift Truck 4000-lb, Army Mod 227  
Ch 1, TM 11-5805-367-25P/5 Aug CV-1548(I)/G Telephone Signal  
Ch 2, TM 11-5805-628-12 Aug Auto Tel Central Off AN/TTC-38 (V1), AN/TTC-38(V12)  
TM 11-5820-477-12 Jul AN/GRA-38(I) Radio Control Gp  
Ch 6, TM 11-5825-203-20 Aug Receiver Gp OA-1451/PRR, OA-1451A/PRR, OA-1451B/PRR  
Ch 2, TM 11-5825-231-24 Aug AN/TRD-15(I), -23(I) Direction Finder Sets  
Ch 1, TM 11-5895-441-24P-2 Jul RT-1046/GLD-3 Receiver-Transmitter  
Ch 3, TM 11-5895-479-12 Sep AN/TPX-41 Interrogator Set

Ch 4, TM 11-5825-351-12 Aug AN/UHM-85 Radio Interfer Meas Set  
Ch 2, TM 11-5825-355-15-1 Aug TS-4210/U Audio Oscillator  
TM 11-5825-354-14 Aug AN/USM-205A Signal Generator  
TM 55-1510-204-10/5 Aug OV-ID Aircraft  
TM 55-1510-204-20/1-1 Aug OV-ID Aircraft  
TM 55-1510-204-20/1-2 Aug OV-ID Aircraft  
TM 55-1520-221-ESC Aug AH-1 Series  
**MISCELLANEOUS**  
AR 740-3 Jul Care of Supplies in Storage  
Ch 1, CTA 50-910-Item Expendable Items  
FM 21-305 Apr Manual For The Wheeled Vehicle Driver  
LO 5-4310-350-12 Jul Air Compressor Electric Motor 15 CFM, 175 PSI  
LO 9-2850-257-12 Jul M20A1 (Rise) Tank  
Ch 1, LO 9-2850-300-10 Jun M163 Vulcan  
SB 700-20 Jun Reportable Items  
SB 775-12 Aug Nonexpendable Reusable Shipping Containers  
TB 9-1240-349-25 Sep Laser AN/VVG-1 (Shannon)  
TC 6-581-1 Jun Firing Battery Operations

## Wrong UIC=No EIR Answer

The word is that a lot of people think DA Form 2407 EIR's aren't worth the paper they're printed on. Hold one.

Could be the reason you didn't get a reply from the head shed or supply people is they couldn't find you. For real! Your EIR is put through the head shed's computer so they can keep tabs on it. If you didn't put your correct UIC (unit identification code) on the form—and clearly!—the computer got a case of hic-ups and tossed your form out.

So, there's no record of your EIR—and you get no reply.

Try again. Those EIR's are treated like gold at the head sheds these days.

## The Secret To Codes

Right now there are 6 issues of DA Forms 2407 and 2407-1 out, each published at a different time. Many of them have outdated codes on the back.

So, before you fill out your next maintenance request, EIR or warranty claim, or record finished maintenance, turn to Appendix A of TM 38-750. It lists the right codes for all your forms.

## M131-Series Gas Caps

Looking for a cap for the pump's gas tank on your M131-series 5,000-gal tanker trailer? It's NSN 2910-00-294-1579.





**BLAST!**

WELL, I CAN'T STOP YA FROM GOOPIN' OFF T'MORRA, SCRATCHITT, BUT...

...IF THAT EQUIPMENT AIN'T READY TO ROLL 26 DECEMBER A-EM YER HEAD WILL ROLL!

OK, SARGE!

**GRUMBLE:** ALL HOLIDAYS ARE HUMBUS!!

THE DICKENS YOU SAY-- S'LONG, SARGE-- AN' MERRY CHRISTMAS!

OUT! OUT! OUT, I SAY!

**SLAM!**

HUMPH! GOTTA WATCH MY TEMPER-- THIS'S GOV'MENT PROPERTY! HMMMM IT'S THE TRUCK'S TM!

BOY! WHAT A DAY! THINK I'LL RELAX FER A MINUTE WITH THIS CUP O' COFFEE-- AN' SEE IF I CAN FIND THAT PART IN THIS TM!

YAWN: LESSEE... CHAPTER IX, SECTION IX: YAWN: SEZZZZZZZZ

SUDDENLY...

HUH-- WHA--?

WAKE UP! WAKE UP!

**GAAHH!**

WH-- WHO-- WHAT ARE YOU?

I USETA BE MAINTENANCE SERGEANT O' THIS OUTFIT--

BUT TONITE I BEEN SENT HERE AS PART OF A TEAM TO STRAIGHTEN YOU OUT!

NOW-- GRAB A PENCIL, DA Form 2765 AND AR 710-2 AND WE'LL TELL SUPPORT HOW IT IS ABOUT YER UN-IDENTIFIED PART!

GULP! OK.

THAT'S SOP WHEN ANY PART YOU NEED IS NOT LISTED, ILLUSTRATED OR OTHERWISE IDENTIFIED IN YOUR EQUIPMENT'S SUPPLY OR MAINTENANCE PUBS. YOU IDENTIFY THE THINGS AS BEST YOU CAN, SO SUPPLY SUPPORT HAS SOMETHING TO WORK WITH.

THIS TYPE OF REQUEST IS CALLED AN EXCEPTION DATA REQUEST!

HERE'S HOW IT WORKS!

YOU MAKE OUT YOUR DA Form 2765 AS USUAL (INCLUDING A SHORT DESCRIPTION OF THE ITEM IN BLOCK M). YOU ALSO PROVIDE ANY OTHER INFO YOU HAVE WHICH IDENTIFIES OR DESCRIBES THE ITEM.

Needed item: Thing-a-ma-jig (Sketch attached)  
Major end item: M 246 Wrecker  
Component: boom cab windshield wiper (Repair Parts List Group 1812)  
Item connects windshield wiper to wiper motor.  
No NSN, not listed in TM9-232.0-211-20P or 34P

TYPE OR PRINT THE ADDED INFO ON THE BACK OF THE FORM OR ON A SEPARATE PIECE OF PAPER ATTACHED TO THE FORM.

YEAH, SPOOK-- I THINK I DIG!

GOOD-- NOW, I MUST PART! THE SECOND MEMBER OF OUR TEAM IS DUE...

WAIT-- WHAT'S YER NAME, SPIRIT?

YA HADDA ASK--? I'M SGT. HALF-PAST..

GHOST OF AM LONG GONE.. 'BYE!

MAN-- HE WAS A CRAZY DUDE!

A-HEM!

VA-VOOM!

DOWN, BOY! I'M YOUR NEXT TEACHER! LET'S START WITH THIS POSTER!



# Joe's Dope Sheet

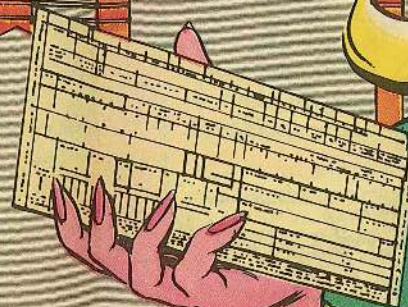
**REWARD!**  
FOR  
Information leading to  
Identification of this Part:



IF YOU CAN SUPPLY ITS:  
• NSN • Part Number  
• Manufacturer's Number  
• Serial Number or  
• NAME

PLEASE IMMEDIATELY  
CONTACT:  
CO. A, 271ST INFANTRY,  
SFC R. E. REID

Some parts lack a handle, that's true--  
But the **SYSTEM** is geared to serve **YOU!**  
Tell Supply all you know--  
They're ready to **GO--**  
To make sure you get what you're **DUE!**



**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, BEND A POINTED EAR AND GIVE A LISTEN TO THE SECOND STAGE OF YOUR EDUCATION, SGT. CREWGE!

I'M ALL EARS-- ER-- I MEAN...

SOME SUPPLY SYSTEMS LIKE **DLOGS** AND SOME LOCAL SUPPLY **SOPs** AUTHORIZE A SPECIAL FORM, **DD 1348-6**, FOR NON-**NSN** REQUESTS.

HOWEVER, NO MATTER WHAT FORM YOU USE, THE MORE SCOOP YOU GIVE SUPPORT THE BETTER!

ANYTHING AT ALL WILL HELP 'EM CHASE DOWN THE ITEM FOR YOU!

FOR EXAMPLE..

★ Always identify the major item the part is for. You can get the info you need from the equipment data plates, its pubs, its DA Form 2408-9 in the logbook, or the unit's property book. List the TM, TM-P, manufacturer's manual, packing list, or whatever pub you have for the major item.



★ List any letters, numbers or other marks you find on the un-serviceable part.

★ Give the part's dimensions, its shape; describe the material it's made of, etc., and if you can swing a rough sketch or a picture of the item, so much the better.

★ Briefly explain where the item fits on the equipment, and tell what it does (seals, turns, stops, starts, supports, holds, covers, locks, controls, etc.).



OK, BUDDY BOY... YOU'RE IN FOR A TREAT! MY BACK-UP-- THE **SPIRIT OF PM YET-TO-COME**-- IS ON THE WAY... NOW!!

'BYE!

I GET IT!.. YOU'RE THE **GHOST OF PM PRESENT**, RIGHT?

UH-OH! SHE'S A REAL GONE CHICK!

AWRIGHT-- AWRIGHT!! **SPIRIT OF PM YET-TO-COME**, WHERE ARE YOU? LET'S GET ON WITH THIS SCENE --

THINK YOU ARE READY FOR A DOSE OF FUTURE SHOCK, SGT. CREWGE?

WHAA-- I DON'T SEE ANYONE!! WH-- WHERE ARE YOU, S-SPIRIT?

WHY-- HERE I AM SARGE!

WERE YOU EXPECTING MAYBE -- **CONNIE RODD**?

GULP!



GEE! IF YOU'RE GOING TO "GULP"... MAYBE I'D BETTER GET OUT OF THIS COFFEE CUP!

WHEEE!

OK, SARGE! ON WITH YOUR LESSONS--

AFTER RECEIVING ALL THE INFO, YOUR SUPPORT WILL CHECK THEIR SUPPLY DATA SOURCES TO IDENTIFY THE PART!



THEY'LL ALSO DETERMINE IF IT'S OK FOR YOUR OUTFIT TO INSTALL THE PART. IF IT IS OK'D FOR YOUR LEVEL, THEY'LL ORDER IT FOR YOU OR MAYBE GET IT FROM A NEARBY "CAN" POINT, BUY IT LOCALLY, OR HAVE IT MADE FOR YOU!





THAT MEANS IT'LL TAKE LONGER  
FOR ME TO GET THE ITEM, RIGHT?

RIGHT ON!... BUT WHILE YOU'RE WAITING, YOU CAN WHIP UP A DA FORM 2028, RECOMMENDED CHANGES TO DA PUBLICATIONS AND FIRE IT OFF TO THE OUTFIT RESPONSIBLE FOR THE PUBLICATION THAT WOULD NORMALLY CARRY THE ITEM AND NSW.

GOTCHA, DOLL! THAT'LL  
BE DOING MYSELF AND  
A LOT OF OTHER PEOPLE  
A REAL GOOD TURN!

GREAT! NOW THAT YOU'VE LEARNED  
HOW TO TRACK DOWN AN UNIDENTIFIED  
ITEM-- DON'T YOU THINK YOU WERE A  
LITTLE ROUGH ON  
PVT SCRATCHITT?

**S'LONG, NOW!**

**NO!**

THAT GOOF-UP  
DESERVES Z-Z-Z : WHA? - OUT-  
SIDE -- IT'S DAYLIGHT!!!

...I'M IN MY CHAIR!  
HAVE I BEEN  
DREAMING?

Y'KNOW--THE  
LITTLE DOLL  
WUZ RIGHT!  
I WUZ UNFAIR  
TO SCRATCHITT!

GOTTA  
FIX  
THAT!

MOMENTS LATER. AT THE SCRATCHITT HOUSE--

--AND SO I  
APOLOGIZE,  
SCRATCHITT!

S'ALRIGHT, SARGE!! BUT LOOK WHAT I  
FOUND UNDER THE TREE--

**THE PARTS!...  
FOUR OF 'EM!**

RIGHT ON! MY SON, *TINY T.M.*, WROTE SANTA AND ASKED FOR THEM!

THANKS,  
SANTA! NOT  
T' MENTION  
CONNIE,  
BONNIE AN'  
HALF-MAST!  
YOU SAVED  
MY POP.

**DA 3318**  
**INSURANCE**

OK, OK-- WE GOTTA GET THIS ORDER COMPLETED-- AND OUT-- *PRONTO!*...

7 WHAT DOES IT  
SAY IN THE REMARKS  
BLOCK OF THE 3318?

"GULP! ER-IT SAYS:  
"YOU SHOULD'VE CHECKED  
THIS FILE BEFORE,  
YOU MEAT HEAD!"

Next time you're checking through the visible file of DA Forms 3318 Record of Demands—Title Insert, check the Remarks block.

Make sure that not only the end item, but also the appropriate TM or other pub is listed there. Putting the pub number and date in the Remarks block can save you a lot of hassle next time you're ordering the item.

The unit of issue, recoverability code, and any good interchangeable/substitute items you find should also go in the Remarks block. Special stock, like ERPSL (Essential Repair Parts Stockage List) items should be identified in the Remarks block as well.

FILLING IN  
THE REMARKS BLOCK  
ISN'T JUST AN AR 710-2  
REQUIREMENT...

DA FORM 3318  
1 JUL 68

REQUISITION NO. FROM 1543-1 MAY BE AND  
ON FORM 2897, 1 MAY BE WHICH ARE  
OCCURRENCE

RECORD OF DEMANDS

| REQUISITION<br>NUMBER | QUANTITY<br>ISSUED | QUANTITY<br>RECEIVED | BALANCE<br>ON HAND | DESCRIPTION<br>OF ITEM | QUANTITY<br>ON ORDER | QUANTITY<br>ON HAND | BALANCE<br>ON HAND | REMARKS |
|-----------------------|--------------------|----------------------|--------------------|------------------------|----------------------|---------------------|--------------------|---------|
| 5046-0000 (2)         |                    |                      | 0                  |                        |                      |                     |                    |         |
| 5092-0000 (2)         |                    |                      | 1                  |                        |                      |                     |                    |         |
| 5105-0000 R (5)       |                    |                      | 1                  |                        |                      |                     |                    |         |
| 5135-0000 (2)         |                    |                      | 2                  |                        |                      |                     |                    |         |
| 5158-0000 (2)         |                    |                      | 1                  |                        |                      |                     |                    |         |
| 5193-0010 (2)         |                    |                      | 1                  |                        |                      |                     |                    |         |
| 5196-0000 R (5)       |                    |                      | 2                  |                        |                      |                     |                    |         |
| 5196-0000 R (1)       |                    |                      | 1                  |                        |                      |                     |                    |         |

RECEIVED FROM 0012 2 MAY 68

TITLE INSERT

REMARKS: Radio set, AN/VRC-42 U/Y - RA  
PN 11-5820-401-12 (Aug 72) RO - 2

STOCK NUMBER: 24200008-6-272A

ITEM DESCRIPTION: Antenna element, AT-1095/VRC

STOCK CODE: 3251

QUANTITY: 2

UNIT: 3

LOCATION: 48

22

IT'S YOUR REQUEST INSURANCE, THE PUB, UNIT OF ISSUE, RECOVERABILITY, SUBSTITUTES AND SPECIAL STOCK ITEM IDENTIFICATION SHOULD ALL BE IN THE REMARKS BLOCK. KEEP THIS INFO UP-TO-DATE. IF THE NSN, CODE OR PUB CHANGES, CORRECT THE REMARKS BLOCK!

IT'S YOUR REQUEST INSURANCE, THE PUB, UNIT OF ISSUE, RECOVERABILITY, SUBSTITUTES AND SPECIAL STOCK ITEM IDENTIFICATION SHOULD ALL BE IN THE REMARKS BLOCK. KEEP THIS INFO UP-TO-DATE. IF THE NSN, CODE OR PUB CHANGES, CORRECT THE REMARKS BLOCK!



# Expendably Yours

CONNIE! WOULD YOU BELIEVE SPECIALIST ROXBURY'S LIBRARY?...

IT'S OUTTA SIGHT!

SUPPLY HOTLINE  
CALL AUTOVON  
977-7431

Status symbols come and go. What marks one man a dude, soon marks another a dud. But there's one symbol of a supply expert that never changes: a library with all the latest pubs.

That's right. Supply is more than keeping up with NSN's and status cards. It's also knowing what's authorized and how to find it. And that takes pubs know-how.

FAANN-TASTIC!!

HE'S EVEN GOT THE NEW EXPENDABLE ITEMS PUB--CTA 50-970!

I'M YOURS FOR THE ASKING!

Sure, everybody knows that the TM repair parts and special tools lists OK items for you to request. Then, there's always your MTOE. But there're lots of items you're authorized that are not listed on the MTOE or in a parts TM.

## CTA 50-970 IS HANDY

So you have to go elsewhere for authorization. One of the handiest pubs of all for those hard-to-find items is CTA 50-970, Expendable Items



(July 74). It replaced SB 700-50 as the authorization document for expendable items.

You've run into Common Tables of Allowances (CTA's) before. They authorize items that almost everyone uses, like safety and training equipment, panel markers, microfiche readers, tents, water sterilizing bags, visible files and typewriters.

Once you chase down the right CTA, the pub itself is your authorization document.

CTA 50-970 covers all expendable items except medical, Class V (ammo), repair parts and heraldic items.



## LOOK IN THE APPENDIX

Many items are listed separately in CTA 50-970, but it would be impossible to name them all. So if you can't find an item in Section II, check Appendix A of the pub.

Appendix A lists items by Federal Supply Class (FSC), the first 4 numbers of an NSN. Items for which established allowances are hard to set up or those handled by non-Army supply sources are authorized by FSC in Appendix A.



## WATCH THOSE FOOTNOTES

However, that's only half the story. Each FSC listed in Appendix A has a footnote. The appendix has 6 notes.

If the FSC has a "1" beside it, then the first note explains that some of the items with that FSC are listed separately in the pub. Expendable items with that FSC not listed separately can be ordered as you need them. The word "not" was accidentally left out of the second sentence in Footnote 1. Write it in on your copy.

A "2" in the note column means that no items with that FSC are in the pub, so all expendable items with that FSC are ordered as required using CTA 50-970 as the authorization.

A FOOTNOTE NUMBER OF "3", "4", "5" OR "6" MEANS THAT EXPENDABLE ITEMS WITH THOSE FSC'S ARE AUTHORIZED BY OTHER PUBS LISTED IN THE FOOTNOTES.

## APPENDIX A

### FEDERAL SUPPLY CLASSES WITH AUTHORIZATION REMARKS

This chapter provides guidance pertaining to authorization of expendable items in instances where it is impractical to compile meaningful bases of issue or items are authorized by other regulatory media.

| FSC  | NOTE | FSC  | NOTE | FSC  | NOTE | FSC  | NOTE |
|------|------|------|------|------|------|------|------|
| 1005 | 1    | 1950 | 2    | 3419 | 2    | 3915 | 2    |
| 1010 | 2    | 1955 | 2    | 3422 | 2    | 3920 | 2    |
| 1015 | 2    | 1990 | 2    | 3424 | 2    | 3930 | 2    |
| 1020 | 2    | 2010 | 2    | 3426 | 2    | 3940 | 1    |
| 1025 | 2    | 2020 | 2    | 3431 | 2    | 3950 | 1    |

IF YOUR EXPENDABLE ITEM ISN'T LISTED IN THE CTA 50-970, TURN TO APPENDIX A. THE FSC SHOULD BE IN APPENDIX A. THEN READ THE INSTRUCTIONS FOR THE FOOTNOTE NUMBER BY YOUR FSC

#### NOTES:

- 1 Some items in this FSC are listed in Section II. Expendable items in this FSC which are not shown in Section II are authorized as required.
- 2 No items in this FSC are listed in Section II. Therefore, all expendable items in this FSC are authorized as required.
- 3 Heraldic items in this FSC are authorized in accordance with AR 840-10. Nonheraldic expendable items in this FSC are authorized as shown in Section II or, if not listed, as required.
- 4 Expendable items in this FSC are authorized in accordance with AR 670-5, AR 670-30 and AR 672-5-1.
- 5 Expendable items in this FSC, applicable to targets and target equipment, are authorized by CTA 23 and TM 9-6920-210-24P.
- 6 The policy for acquisition and retention of operational rations, in this FSC, is outlined in AR 31-60.

## BOUNCE NSN ON AMDF

However, an item listed in the CTA either separately or by FSC must also be listed on the Army Master Data File (AMDF), Army Reader Microfilm System (ARMS) or Army Management Data Lists (AMDLS) with an acquisition advice code that OK's local issue. 'Course, your DSU handles that end of the business, so you just make sure everything is straight with CTA 50-970.

If you don't have the pub on hand, order a one-time issue on DA Form 17. Have your pubs expert fill in block 525 on DA Form 12-9A to get on pinpoint for CTA 50-970.

## BACK ISSUES FREE

Back issues of PS Magazine are free for the asking. Jot off a note to PS Magazine, Lexington, KY 40507 and tell how many copies you want. Many of the issues from No. 216 (Dec 1970) are still available.



# DA FORM 2408-9 TRANSFER ACTION

Filling out a DA Form 2408-9 transfer can get hairy. Paragraph 4-9b(2)(c) of TM 38-750 says each time an item requiring a DA Form 2408-9 in Appendix E is transferred between property books, a DA 2408-9 must be filled out. But when you check para 4-9c(3)(a), the pub says the reporting unit will be at hand receipt/user level.

Relax. You need a -9 transfer only when the equipment changes from one property book to another.

The UIC of the property book officer (no higher than battalion or separate company level) goes in block 3 of the form. So as long as the

equipment is carried on the same property book, you do not initiate a DA 2408-9 transfer.



|                                                                                                                                          |                                                                                                                                                                                    |                                           |                                      |                           |                     |
|------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|--------------------------------------|---------------------------|---------------------|
| 601<br>201662                                                                                                                            | 1. ORGANIZATION<br>HQ 4th Signal                                                                                                                                                   | 2. LOCATION<br>Ft. Carson Co 80913        | 3. UNIT INVENTORY CODE<br>AK5H1      | 4. UTILIZATION CODE<br>ON | 5. VEHICLE USE CODE |
| 6. NOMENCLATURE<br>Radio Set                                                                                                             | 7. MODEL<br>AN/VRC-47                                                                                                                                                              | 8. NATIONAL STOCK NO.<br>5820-00-223-7434 | 9. SERIAL NO.<br>12598A              | 10. REGISTRATION NO.      |                     |
| 11. YEAR OF MFG.                                                                                                                         | 12. MANUFACTURER (NFO Code)                                                                                                                                                        | 13. CONTRACT NO.                          | 14. PURCHASE ORDER NO.               | 15. WARRANTY PERIOD       |                     |
| 16. TYPE REPORT<br>a. ACCEPTANCE AND REGISTRATION                                                                                        | 17. REPORT CODE                                                                                                                                                                    | 18. USAGE<br>c. HOURS                     | 19. SHIPPED TO<br>a. ORGANIZATION    | 20. SHIPPED TO UIC        |                     |
| b. USAGE                                                                                                                                 |                                                                                                                                                                                    | d. HOURS                                  | 21. RECEIVED FROM<br>a. ORGANIZATION | 22. RECEIVED FROM UIC     |                     |
| c. TRANSFER                                                                                                                              | ✓                                                                                                                                                                                  | e. HOURS                                  | 23. RECEIVED FROM UIC                | 24. RECEIVED FROM UIC     |                     |
| d. LOSS                                                                                                                                  |                                                                                                                                                                                    | f. HOURS                                  | 25. RECEIVED FROM UIC                | 26. RECEIVED FROM UIC     |                     |
| e. GAIN                                                                                                                                  |                                                                                                                                                                                    | g. HOURS                                  | 27. RECEIVED FROM UIC                | 28. RECEIVED FROM UIC     |                     |
| f. OTHER                                                                                                                                 |                                                                                                                                                                                    | h. HOURS                                  | 29. RECEIVED FROM UIC                | 30. RECEIVED FROM UIC     |                     |
| 21. REMARKS                                                                                                                              | <div style="border: 2px solid red; padding: 5px; text-align: center;"> <b>A DA 2408-9 TRANSFER IS REQUIRED ONLY WHEN THE ITEM CHANGES FROM ONE PROPERTY BOOK TO ANOTHER</b> </div> |                                           |                                      |                           |                     |
| 22. INSPECTOR'S SIGNATURE                                                                                                                | 23. JULIAN DATE<br>5328                                                                                                                                                            |                                           | 24. EQUIPMENT CONTROL RECORD         |                           |                     |
| <p>DA FORM 2408-9 OCT 72</p> <p>REPLACES DA FORMS 2408-7, 1 JAN 64, AND 2408-8, 1 JAN 65, WHICH ARE OBSOLETE.</p> <p>LOG BOOK COPY 3</p> |                                                                                                                                                                                    |                                           |                                      |                           |                     |

## TRANSFER FORMS?

Dear MSG Half-Mast,  
Is a receiving organization required to initiate DA Forms 2408-9 when equipment requiring -9's is transferred?  
SP6 B.W.F.

YOU MEAN WE GOTTA COMPLETE A -9 THAT WE RECEIVED YOU?

BUT DEF' OL' BOY!!

Dear SP6 B.W.F.,

Yes. The receiving organization must initiate a DA Form 2408-9 transfer (received from) report just as the losing organization is required to send out a DA Form 2408-9 transfer (shipped to) report.

|                                                   |                                                                                                                                                   |                                           |                                      |                                   |                     |
|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|--------------------------------------|-----------------------------------|---------------------|
| 601<br>602278                                     | 1. ORGANIZATION<br>1st BN 54th INFANTRY                                                                                                           | 2. LOCATION<br>APO SF 90137               | 3. UNIT INVENTORY CODE<br>WOWXYZ     | 4. UTILIZATION CODE<br>ON         | 5. VEHICLE USE CODE |
| 6. NOMENCLATURE<br>CARRIER PERSONNEL              | 7. MODEL<br>M113A1                                                                                                                                | 8. NATIONAL STOCK NO.<br>2350-00-968-6321 | 9. SERIAL NO.<br>F117                | 10. REGISTRATION NO.<br>121315969 |                     |
| 11. YEAR OF MFG.                                  | 12. MANUFACTURER (NFO Code)                                                                                                                       | 13. CONTRACT NO.                          | 14. PURCHASE ORDER NO.               | 15. WARRANTY PERIOD               |                     |
| 16. TYPE REPORT<br>a. ACCEPTANCE AND REGISTRATION | 17. REPORT CODE                                                                                                                                   | 18. USAGE<br>c. HOURS                     | 19. SHIPPED TO<br>a. ORGANIZATION    | 20. SHIPPED TO UIC                |                     |
| b. USAGE                                          |                                                                                                                                                   | d. HOURS                                  | 21. RECEIVED FROM<br>a. ORGANIZATION | 22. RECEIVED FROM UIC             |                     |
| c. TRANSFER                                       | ✓                                                                                                                                                 | e. HOURS                                  | 23. RECEIVED FROM UIC                | 24. RECEIVED FROM UIC             |                     |
| d. LOSS                                           |                                                                                                                                                   | f. HOURS                                  | 25. RECEIVED FROM UIC                | 26. RECEIVED FROM UIC             |                     |
| e. GAIN                                           |                                                                                                                                                   | g. HOURS                                  | 27. RECEIVED FROM UIC                | 28. RECEIVED FROM UIC             |                     |
| f. OTHER                                          |                                                                                                                                                   | h. HOURS                                  | 29. RECEIVED FROM UIC                | 30. RECEIVED FROM UIC             |                     |
| 21. REMARKS                                       | <div style="border: 2px solid red; padding: 5px; text-align: center;"> <b>2nd BN 7th INFANTRY FT. FRIZZEN, AK APO SEATTLE 98447 WYOU75</b> </div> |                                           |                                      |                                   |                     |

The shipped to report removes that piece of equipment from the losing unit's inventory. The received from report tells the computer people to add the equipment to the gaining unit's inventory.

|                                                   |                                                                                                                               |                                           |                                      |                                   |                     |
|---------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|--------------------------------------|-----------------------------------|---------------------|
| 601<br>271929                                     | 1. ORGANIZATION<br>2nd BN 7th INFANTRY                                                                                        | 2. LOCATION<br>APO SEATTLE 98447          | 3. UNIT INVENTORY CODE<br>WYOU75     | 4. UTILIZATION CODE<br>ON         | 5. VEHICLE USE CODE |
| 6. NOMENCLATURE<br>CARRIER PERSONNEL              | 7. MODEL<br>M113A1                                                                                                            | 8. NATIONAL STOCK NO.<br>2350-00-968-6321 | 9. SERIAL NO.<br>F117                | 10. REGISTRATION NO.<br>121315969 |                     |
| 11. YEAR OF MFG.                                  | 12. MANUFACTURER (NFO Code)                                                                                                   | 13. CONTRACT NO.                          | 14. PURCHASE ORDER NO.               | 15. WARRANTY PERIOD               |                     |
| 16. TYPE REPORT<br>a. ACCEPTANCE AND REGISTRATION | 17. REPORT CODE                                                                                                               | 18. USAGE<br>c. HOURS                     | 19. SHIPPED TO<br>a. ORGANIZATION    | 20. SHIPPED TO UIC                |                     |
| b. USAGE                                          |                                                                                                                               | d. HOURS                                  | 21. RECEIVED FROM<br>a. ORGANIZATION | 22. RECEIVED FROM UIC             |                     |
| c. TRANSFER                                       | ✓                                                                                                                             | e. HOURS                                  | 23. RECEIVED FROM UIC                | 24. RECEIVED FROM UIC             |                     |
| d. LOSS                                           |                                                                                                                               | f. HOURS                                  | 25. RECEIVED FROM UIC                | 26. RECEIVED FROM UIC             |                     |
| e. GAIN                                           |                                                                                                                               | g. HOURS                                  | 27. RECEIVED FROM UIC                | 28. RECEIVED FROM UIC             |                     |
| f. OTHER                                          |                                                                                                                               | h. HOURS                                  | 29. RECEIVED FROM UIC                | 30. RECEIVED FROM UIC             |                     |
| 21. REMARKS                                       | <div style="border: 2px solid red; padding: 5px; text-align: center;"> <b>1st BN 54th INFANTRY APO SF 90137 WOWXYZ</b> </div> |                                           |                                      |                                   |                     |

Since the -9 has multiple uses—acceptance, gain and loss reports, transfer, usage and rebuild/overhaul—other -9's will come with the equipment when it's transferred.

Half-Mast

If the logbook copy of your 2408-9 transfer shows the using unit UIC, leave the form the way it is.



# 5 9 7 1 -6971 10 62 20 958 THE NUMBERS GAME 007 16

If your unit has equipment that should have a U.S. Army registration number, but it's missing or unreadable, how do you find out what it is?

O' course, the first place to look is in the vehicle's logbook. Check out DD Form 314, or DA Forms 2408-1, -5, -9, or -14.

No luck there? Try the unit property book next. The registration number might be there.

If all these fail, there's still a way. Fill out a Gain Report, DA Form 2408-9, for the equipment, giving all the info you can, including the NSN or Army Commercial Vehicle Code (ACVC) and the serial number. Para 4-9c(3) of TM 38-750 tells you how to fill out the form. Enter code U in block 17.

602349 48th Engr Bn 48th Engr Bn  
Truck Utility MISIAZ 2320-08-177-9258 W151 48274  
M14 AM General 34623 DATE 7-7-10-0193

|                                |                |          |          |
|--------------------------------|----------------|----------|----------|
| 1. TYPE REPORT                 | 2. REPORT CODE | 3. USAGE | 4. HOURS |
| A. ACCEPTANCE AND REGISTRATION |                |          |          |
| B. USAGE                       |                |          |          |
| C. TRANSFER                    |                |          |          |
| D. LOSS                        |                |          |          |
| E. GAIN                        |                |          |          |
| F. OTHER                       |                |          |          |
| G. REMARKS                     |                |          |          |

2146

3325

DA FORM 2408-9

EQUIPMENT CONTROL RECORD

For use of this form, see TM 38-750 (the program) agency in the Office of the Deputy Chief of Staff for Logistics.

REPLACES DA FORM 3007, 1 JAN 64, AND DA FORM 1 JAN 64, WHICH ARE OBSOLETE.

Commander  
US Army Maintenance Management Center  
ATTN: AMXMD-MT  
Lexington, KY 40507

SEND ALL COPIES OF THIS FORM ALONG WITH A COVER LETTER TO:

Be sure to tell them it's for a missing or unreadable number.

If the Center has the number on file, they'll send you the correct registration number. If it's not in the file, they'll assign a new number in block 10 and return the logbook copy to your unit so you can update your records.

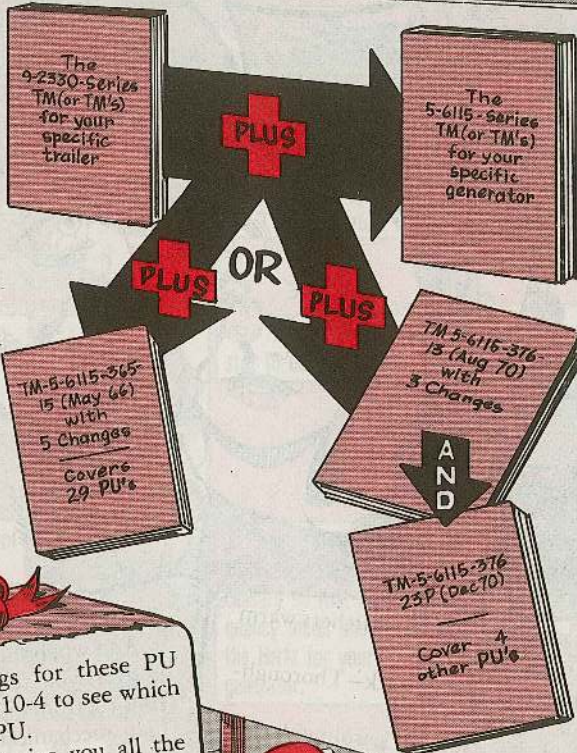
Then, you'll be back in business with a registration number for your wheels or tracks. Chapter 7, AR 710-3 has the latest word on the registration program.

## TRAILER-MOUNTED GENERATORS

WHAT TM'S DO I NEED?

COMIN' RIGHT UP.

IF YOU'VE GOT A TRAILER-MOUNTED GENERATOR - POWER UNIT (PU) - YOU NEED...



Check the listings for these PU TM's in DA Pam 310-4 to see which you need for your PU.

Those PU TM's give you all the poop on setting up and operating your PU. And you'll find dope on parts of your PU (components and accessories) that come into the picture only when a certain trailer and a certain generator are married up.

SO ORDER THE PU TM'S YOU NEED FROM THE ARMY AG PUBLICATIONS CENTER IN ST. LOUIS ON DA FORM 17.



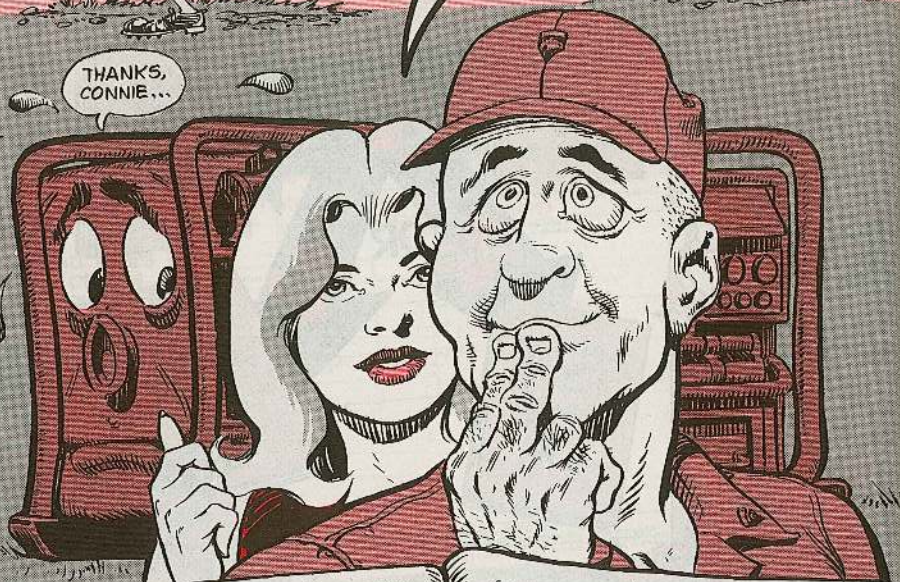


PITCHERS,  
HORSES, AND  
GENERATORS ...

WARM 'EM UP  
AND  
COOL 'EM DOWN



THANKS,  
CONNIE...



It's true in baseball—pitchers warm up first.

It's true at the track—Thoroughbreds work out.

And it's true in gasoline-driven power generation equipment ...

Before you put your electrical power generator to work, it gets a short warm-up period. Advance throttle control to RUN position and adjust throttle control/governor to get right

frequency meter reading.

And when the job's done or the run is over, you run idle a little to keep your rig from dieseling and to prevent that mechanical malady known as thermal shock.

Naturally, when idling, the circuit switch is OFF. Otherwise, brace for disaster: your rectifier diodes and voltage regulator will blow if you idle with line load connected.



START UP



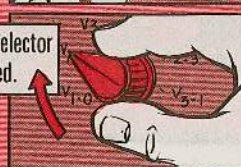
**1** Set circuit breaker to OFF or OPEN.



**6** Set throttle control to RUN position.



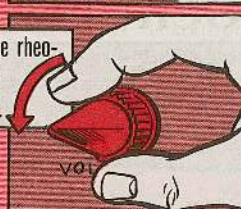
**2** Set phase selector to voltage desired.



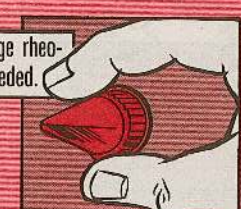
**7** Warm engine up at a smooth idle speed for 3 to 5 minutes.



**3** Turn voltage rheostat all the way counterclockwise.



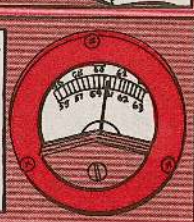
**8** Adjust voltage rheostat to output needed.



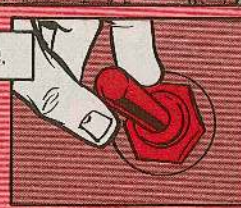
**4** Put throttle control on START position.



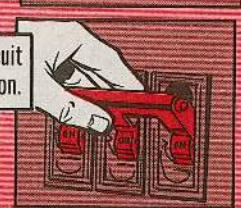
**9** Adjust throttle control/governor if necessary so that frequency meter shows the Hertz for your generator.



**5** Start engine.



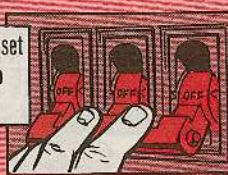
**10** Throw circuit breaker switches on.





## SHUT DOWN

**1** Remove load: set circuit breaker to OFF or OPEN.



**3** Set throttle control in IDLE position; run idle for 3 to 5 minutes (NOT at rated speed as on warmup).



**2** Turn voltage rheostat fully counter-clockwise.



**4** Turn ignition switch OFF.



## CAUTION

Above all, run generators only with good ventilation. Almost all small generators, especially Military Standards, are air-cooled. They need all the fresh air they can get.

## GENERATOR LOCKWIRING?



Dear Half-Mast,

A lot of receptacles (cannon plugs) on our generator sets have holes for lockwire.

Does that mean we have to lockwire them?

CW3 D.R.D.

Dear CW3 D.R.D.,

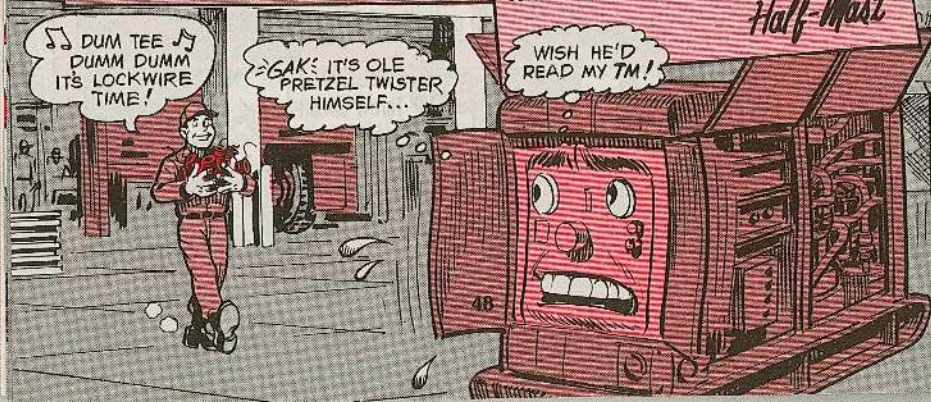
If the TM for the equipment doesn't tell you to lockwire, it's not required. The holes are standard for these plugs, which are also used in aircraft or other critical applications that do require lockwiring for safety.

Half-Mast

♪ DUM TEE ♪  
DUMM DUMM  
IT'S LOCKWIRE  
TIME!

"GAK! IT'S OLE  
PRETZEL TWISTER  
HIMSELF..."

WISH HE'D  
READ MY TM!



## WHICH TANK C B MASK?

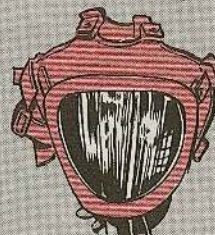
PAT  
+  
MIKE



THEY  
LOOK ALIKE!

EXCEPT  
FOR  
THE MIKE!

They're the same except for the microphone.



M51 MIKE  
FOR AM  
RADIOS



It's M14A2 if it has M51/UR Mike



ROUND  
M116 MIKE  
FOR FM  
RADIOS



It's M25 if it has M116/G Mike

To tell them apart, eyeball the markings on the microphones. "M116/G" or "M51/UR" is stamped on the mikes. You probably have more M25 masks than you think.

Either way, your property book may need some updating.

"M25" GETS  
STENCILED ON THE  
CARRYING SLING!



## STENCIL Saver

Dear Editor,

We got tired of searching through a jumbled drawer of stencils every time we wanted to do some lettering.

So, the canvas shop made up these holders.

They keep the sizes and letters separate and save lots of time. Also, there's less chance of bending or breaking the stencils.

You can use another one for decals and vinyl letters.

PFC Arthur C. Ferguson  
Ft. Knox

(Ed Note—Sounds like a well-organized idea!)





# TENT REPAIR KIT

LAN' SAKES, SANTA --- THERE MUST BE A LOT OF HOLES, RIPS AND TEARS IN YOUR TOY BAG...

YOU'VE GOT THE WHOLE CREW WORKING...

ER... ISN'T LIFT-OFF TIME AT 12 MIDNITE?



LUCKY WE DID A BEFORE OPERATIONS CHECK!

YEH-- BUT A LITTLE CANVAS PM LAST SUMMER WOULD'VE BEEN LUCKIER!

You don't make a lot of big repairs on your canvas, tents and webbing, but small patches and repairs are the stitches in time that head off further wear and tear.

For the small holes, rips, and tears you need Tentage Repair Kit, NSN 8340-00-262-5767—LIN R75709. You'll find the items in SC 8340-90-CL-PO1 (Apr 74). FM 10-16 (Apr 74) tells how to use the kit.

HERE'RE WHAT THE ITEMS IN THE KIT LOOK LIKE.



YOU GET ONE EACH UNLESS NOTED OTHERWISE.

--HE SAID WE OBVIOUSLY NEED IT-- NOT TO WAIT 'TIL MORNING...

..STORM WARNINGS ARE UP!

-- ALSO SAID HE'S LEARNED TH' HARD WAY!

A TENTAGE REPAIR KIT CASE?

THE ADHESIVE'S NO LONGER IN THE KIT. NSN 8040-00-264-3848 GETS YOU A PINT.

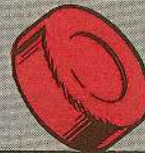


AWL, SADDLER'S SEWING: w/needles



NSN 5120-00-257-5541

BEESWAX, TECHNICAL



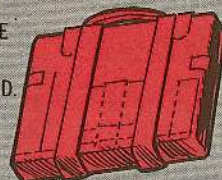
NSN 9160-00-253-1173

BRUSH, WIRE, SCRATCH



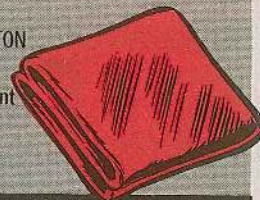
NSN 7920-00-291-5815

CASE, TENTAGE REPAIR KIT: cot duck, O.D.



NSN 8340-00-270-1334

CLOTH, COTTON DUCK: fire retardant



NSN 8305-00-926-6171

8 yds

GROMMET, METALLIC



NSN 5325-00-231-6622

size 4; br. bbl style 2

NSN 5325-00-202-2053

size 5; br. bbl style 2

LUBRICANT:

interlocking slide fastnr



NSN 9150-00-999-7548

2

MALLET, RAWHIDE: 4 3/4-in lg hd



NSN 5120-00-222-2220





NEEDLE, SAILMAKER'S: size 14



NSN 8315-00-163-1547

PALM, SEWING: rt lid, seaming



NSN 5120-00-223-6838

PUNCH, CUTTING: cir, dble bow



NSN 5110-00-180-0923  
1/2-in dia of hole; No. 5

NSN 5110-00-180-0924  
9/16-in dia of hole; No. 6

SET, PUNCH AND DIE, GROMMET INSERTING



NSN 5120-00-221-1150  
size 4, 3/8-in dia

NSN 5120-00-221-1151  
size 5, 25/32-in dia

RING, CONNECTING, ROUND:

3/8-in stock dia



NSN 5340-00-264-1221 50

NSN 5340-00-264-1222 25

NSN 5340-00-264-1219 10

SHEARS, BENT TRIMMERS



NSN 5110-00-596-9703

SLING, CARRYING, BAG AND CASE



NSN 8465-00-269-0682

SLIP, TENT LINE: Wire slip type; mg; 3 1/4-in lg



NSN 8340-00-205-2759 10

THREAD, POLYESTER



NSN 8310-00-988-1301

TWINE, COTTON



NSN 4020-00-233-5980 16

## FILLING IN THE BLANKS



When it comes to COMSEC equipment, Change 1 to TM 38-750 left record-keepers practically formless.

COMSEC equipment no longer requires a DA Form 2406 unless the equipment is part of a commo system listed in Appendix C of TM 38-750. If so, it's rated as part of the system.

No DA Form 2408-9 Equipment Control Record. In fact, you can trashcan all your logbooks and historical forms on the equipment. 'Course, any local requirement is still

SOP. Check it out. Some commanders may require logbook forms.

However, you still need a couple of forms. Keep a stack of DA 2404's handy to use as technical inspection sheets. DA Form 2407 will still be used for maintenance requests and reporting EIR's. Otherwise, the only form you need is for MWO's. Use a DA Form 4363 (which used to be USACSLA Form 63) for MWO's instead of a DA Form 2407.

And that's it.

LET'S SEE,  
MY COMPANY  
CAN USE  
25 COPIES.



## PS MAGAZINE BY PINPOINT

Your unit can get PS Magazine every month. How? Simple: Fill out DA Form 12-5, Requirements for Army Periodicals, and put in Block 38 the number of copies you need. The form goes to the Army AG Publications Center at Baltimore. The Center will mail the magazine to your unit monthly.

TO BALTIMORE...  
NOT THE  
NORTH POLE!





# U1R FIELD

# WIRE SPLICE

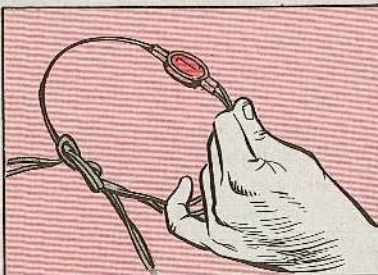
A nice little splice is the U1R. It's fast, efficient and waterproof. It works well with WD-1, -14, and WF-16 field wire. It comes under NSN 5940-00-935-8262.

## U1R SPLICE



NSN 5140-00-935-8262

There's no dressing of the lines to be spliced, like cutting away insulation, no bulky crimping equipment required and no taping needed to insure waterproofing.



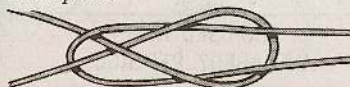
THE U1R IS A LINEMAN'S DREAM COME TRUE. SPlicing IS QUICK, SURE AND MOISTURE PROOF...

JUST FOLLOW THESE SIMPLE STEPS AND YOU'RE IN LIKE FLYNN!

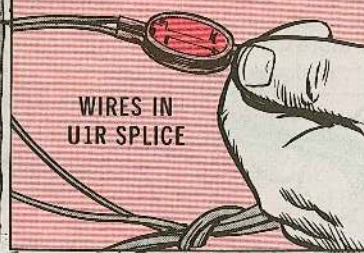
① Cut the ends of the wire and insulation clean or flush, without jagged wires sticking out.



② Tie the 2 ends of the wire with a single sheet bend knot, leaving 6 inches of the wires to take the splice. This puts the pull or pressure on the line and not on the splice.



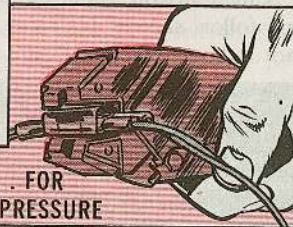
③ Insert the wires into the splice.



WIRES IN  
U1R SPLICE

④ Apply pressure to the splice with the E-9 crimper (NSN 5120-00-076-0998). Be sure to center the E-9 to get even pressure on the splice so that the forked metal prong inserts inside the splice make contact with the conductors.

CENTER  
E-9  
CRIMPER  
ON  
SPLICE



... FOR  
EVEN PRESSURE

Insulating grease in the splice protects against electrical leakage and corrosion, and makes the splice waterproof. So, no taping is needed.

The splice and crimping tool are authorized by Appendix A in CTA 50-970 (Jul 74). These items can be added assets to the splicing techniques described in FM 24-20 (Feb 70).



# TAPE'S OK FOR MINOR REPAIR

BUT...

RIGHT ON,  
CONNIE...IT DID  
START AS A  
MINOR JOB...

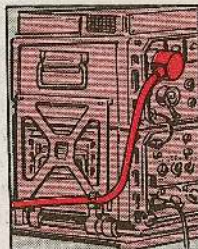
Minor damage to cords, wiring and cables can drive a unit with a budget or workload problem up a wall. Right on!

That kind of damage also results in a lot of otherwise useable cords being tossed . . . pure waste.

Well, hang in there, concerned citizen. Here's a solution that'll keep you in business, save money and cut your workload. It's called electrical tape.

Some notes on when you can use it will follow shortly. It's more important to know when you can't use it.

First off, you replace . . . say again . . . you *replace* damaged high-voltage or RF cables. They don't get repaired. (That goes for anything above 70 volts).



DAMAGED  
RF  
CABLES?  
REPLACE!

Any cord, cable or wiring with dry-rotted insulation gets replaced. If you have any doubts on dry-rotting, bend the wiring at least to a right angle. If



DRY ROT?  
REPLACE!

cracks show on the insulation, the cable gets replaced.

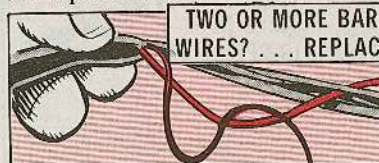
Nicks, cuts or other damage on an exposed wire call for replacement. If 2

EXPOSED WIRE  
DAMAGED? REPLACE!



or more wires are bare, you guessed it . . . replacement.

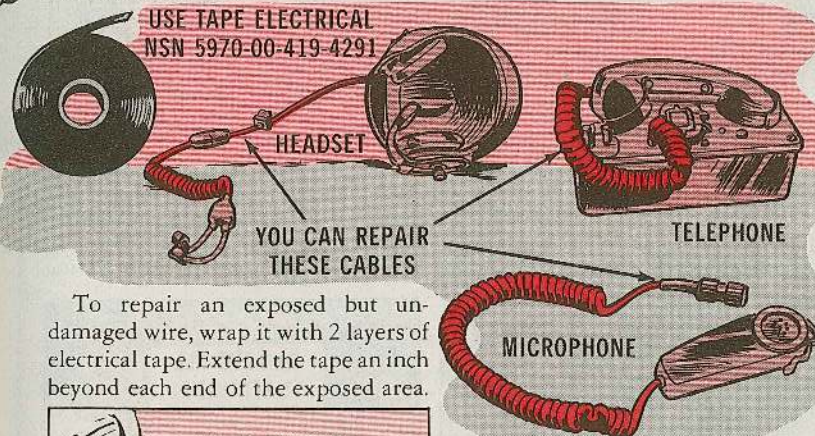
TWO OR MORE BARE  
WIRES? . . . REPLACE!



Now, on to the good part.

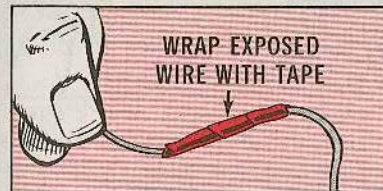
You can repair minor damage to low-voltage (below 70 volts) audio signal or power cables like those on headsets, handsets, telephones, some radios, amplifiers and such.

USE TAPE ELECTRICAL  
NSN 5970-00-419-4291



YOU CAN REPAIR  
THESE CABLES

To repair an exposed but undamaged wire, wrap it with 2 layers of electrical tape. Extend the tape an inch beyond each end of the exposed area.



WRAP EXPOSED  
WIRE WITH TAPE

For insulation that's nicked, cut or frayed, wrap it with 2 layers of tape . . . and extend the tape an inch on either side of the repair. First, though, check to see that the wire's not damaged.



TAPE  
FRAYED  
INSULATION

Rubber or plastic-covered cables get the same kind of repair. Just remember to check the inner insulation for damage. Same for the wire itself. If it's necessary, repair the inner insulation. Then, do the cover.



CHECK INNER WIRING AND  
INNER INSULATION

And, nail that caution on high-voltage and RF cables into your brain. It's important!



## COVER CARES FOR SB

EASY, CLUMSY!! WATCH MY SWITCHES... LATCHES... CIRCUITS!

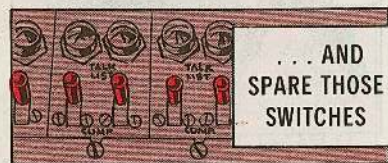
The rugged and reliable SB-86/P switchboard will do its stuff for you when you stay up to snuff in taking care of it.

When the switchboard has done its duty and you're putting it away, take it easy with the outer cover assembly. Slamming it over the switchboard can



EASE COVER GENTLY OVER SWITCHBOARD...

leave you with bent or busted SB-248 switchboard section circuit switches. And maybe you won't even know the switches are damaged until you're setting up the next time.



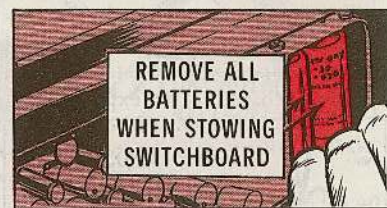
... AND SPARE THOSE SWITCHES

Before you turn the outer cover to seat it over the SB-86, make sure the

PP-990/G power supply is snuggled in place and the lock rods are tight. A loose power pack can really give the switchboard a smacking around.



If that switchboard's being stowed for awhile, take out all batteries—those in the PP-990, the SB-248 section and TA-207 signal assembly—'cause the batteries 'll keep working even while the switchboard's resting.

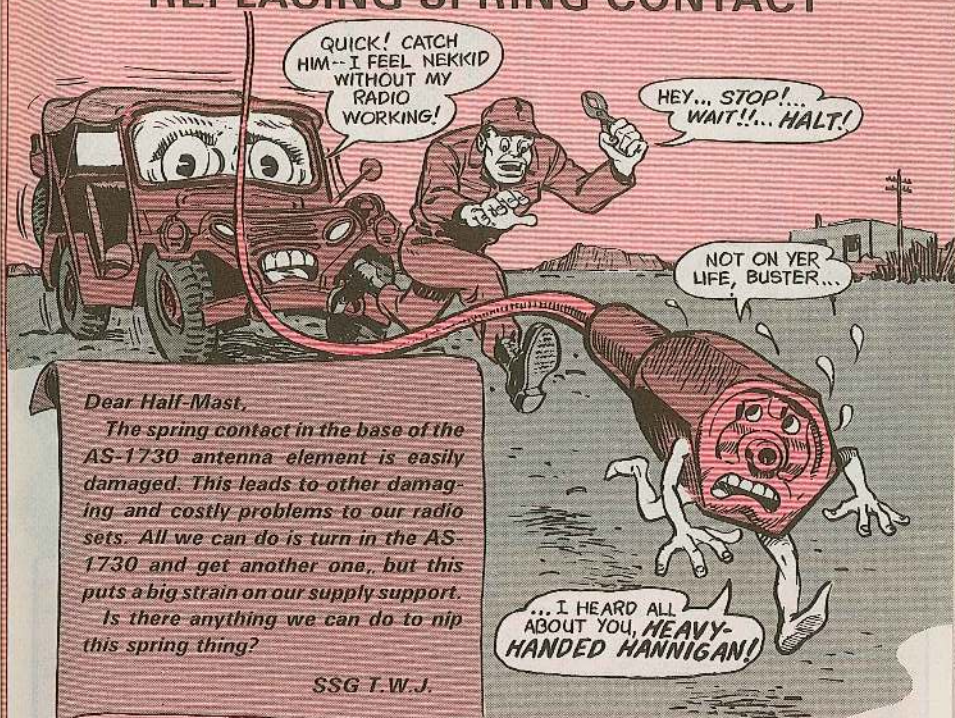


And, get the outer cover's watertight seal in place before you fasten the



trunk-type latches. Besides exposing your SB-86 to dampness, you can wind up with broken or bent latches. After the latches are locked, see to it they are flush with the cover. That way some big foot can't clobber 'em.

## REPLACING SPRING CONTACT



Dear Half-Mast,

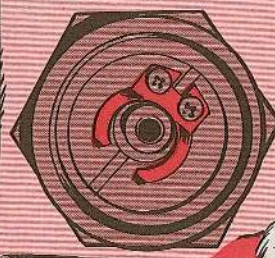
The spring contact in the base of the AS-1730 antenna element is easily damaged. This leads to other damaging and costly problems to our radio sets. All we can do is turn in the AS-1730 and get another one, but this puts a big strain on our supply support. Is there anything we can do to nip this spring thing?

SSG T.W.J.

Dear Sergeant T.W.J.,

With your CO's OK, you can replace the spring contact NSN 5985-00-921-0630 and machine screws NSN 5305-00-054-5635. Action is underway to make this an organizational job instead of support.

Remember—always make sure the spring contact is in place before you screw the AS-1730 to the MX-6707 antenna base. If it's damaged or missing, replace it like it says in para 6-7a of TM 11-5985-262-15 (Mar 69).



CAREFUL!... AVOID BENDING THE CONTACT TO ADJUST IT!

CHANCES ARE YOU'LL ONLY BREAK IT!



AIR MOBILITY

BE A

# WINNER

YAY!

SHUCKS, FELLERS!

'T WAS ONLY MY JOB!

HOO-RAY!

ANOTHER PM TOUCHDOWN THANKS TO "SPEC REX."

THAT'S M' BOY!

|                                              |                      |                                           |                                     |
|----------------------------------------------|----------------------|-------------------------------------------|-------------------------------------|
| 1. NOMENCLATURE<br><b>HELICOPTER UH-1H</b>   |                      | 2. REGISTRATION NUMBER<br><b>73-21735</b> |                                     |
| 3. MODIFICATIONS REQUIRED                    |                      | 4. MODIFICATIONS COMPLETED                |                                     |
| WMO NUMBER                                   | DATE WMO (Day/Mo/Yr) | DATE WMO (Day/Mo/Yr)                      | WMO TITLE AND WMO NUMBER            |
| 55-1500-219-30-5                             | 21 NOV 74            | 14 MAR 75                                 | ELECTRICAL IGNITION SECURITY DEVICE |
| PRIORITY                                     | FOR                  | MAN                                       | ORGANIZATION APPLYING WMO           |
| U                                            | F                    | 3                                         | DPT AVN DIV FT STEWART, GA          |
| SIGNATURE (Certification of WMO Application) |                      | SIGNATURE                                 |                                     |
| B. Philman                                   |                      | B. Philman                                |                                     |

When it comes to keeping aircraft up to snuff, airmen rely on compliance with messages, technical bulletins and modification work orders.

But, record keepers, it's up to you to carry the ball by keeping logbook entries current. Maintenance types need accurate info. Their game plan calls for scheduling maintenance for a good operational readiness posture.

Focus in on MWO's, for real! When they hit your maintenance office, enter the pub numbers in the logbook. The MWO index, DA Pam 310-7 (Jun 75), will also clue you on mods that may affect your birds.

Record a bird MWO on the aircraft DA Form 2408-5.

|                                           |  |                                  |  |                                                    |  |                           |  |                         |  |                             |  |
|-------------------------------------------|--|----------------------------------|--|----------------------------------------------------|--|---------------------------|--|-------------------------|--|-----------------------------|--|
| 1. DATE<br><b>AUG 74 UH-1H</b>            |  | 2. SERIAL NO.<br><b>73-21735</b> |  | 3. NAME OF CREW CHIEF/MECHANIC<br><b>S. ARTHUR</b> |  | 4. STATION<br><b>WAAH</b> |  | 5. PAGE NO.<br><b>1</b> |  | 6. NO. OF PAGES<br><b>1</b> |  |
| 7. STATUS TODAY                           |  | 8. AIRCRAFT TIME                 |  | 9. NEXT INSPECTION DUE                             |  | 10. NOT STARTS            |  | 11. LANGUAGES           |  | 12. OTHER                   |  |
| TIME TO DATE<br><b>259:1</b>              |  | TIME TO DATE<br><b>259:1</b>     |  | P.E. NO.<br><b>3</b>                               |  | PREVIOUS<br><b>0</b>      |  | LANGUAGES<br><b>L-1</b> |  | OTHER<br><b>152</b>         |  |
| TIME TODAY<br><b>1415</b>                 |  | TIME TODAY<br><b>1415</b>        |  | P.E. NO.<br><b>3</b>                               |  | PREVIOUS<br><b>0</b>      |  | LANGUAGES<br><b>L-1</b> |  | OTHER<br><b>152</b>         |  |
| TOTAL TIME<br><b>1415</b>                 |  | TOTAL TIME<br><b>1415</b>        |  | P.E. NO.<br><b>3</b>                               |  | PREVIOUS<br><b>0</b>      |  | LANGUAGES<br><b>L-1</b> |  | OTHER<br><b>152</b>         |  |
| FILED (Date/Place)                        |  | OIL (Quarts)                     |  | TAXI (Quarts)                                      |  | TAXI (Quarts)             |  | TAXI (Quarts)           |  | TAXI (Quarts)               |  |
| 13. FAULTS AND/OR REMARKS                 |  | 14. ACTION TAKEN                 |  | 15. SIGNATURE                                      |  | 16. SIGNATURE             |  | 17. SIGNATURE           |  | 18. SIGNATURE               |  |
| SAFETY OF FLT MSG BY PRIS1600Z DTD AUG 74 |  | COMP 0900 21 AUG 74              |  | B. Philman                                         |  | B. Philman                |  | B. Philman              |  | B. Philman                  |  |
| INSPECTION OF DEFECTIVE BATT TERMINAL     |  | B. Philman                       |  | B. Philman                                         |  | B. Philman                |  | B. Philman              |  | B. Philman                  |  |
| ADE INOP                                  |  | B. Philman                       |  | B. Philman                                         |  | B. Philman                |  | B. Philman              |  | B. Philman                  |  |

List it on the DA Form 2408-13 with the status symbol—a red diagonal for routine, a circled red X for limited urgent and a red X for urgent.

'Course, a red X grounds a bird because it's not safe for flight.

A circled red X is a deficiency which, if not corrected within a certain time, will result in a red X status. But flight within the limitations listed in the limited urgent MWO is OK, tho.

A red diagonal status means you can operate the bird without restrictions. You can transfer this routine MWO from the DA Form 2408-13 to the DA Form 2408-14. If it becomes overdue, put it back on the -13 as a red dash.

Recording TWX's and TB's on aircraft, components, assemblies and parts also requires accurate entries on the DA Form 2408-13, including blocks 16, 17, 18 and 19.

|                                          |  |                                          |  |                                                    |  |                           |  |                         |  |                             |  |
|------------------------------------------|--|------------------------------------------|--|----------------------------------------------------|--|---------------------------|--|-------------------------|--|-----------------------------|--|
| 1. DATE<br><b>AUG 74 UH-1H</b>           |  | 2. SERIAL NO.<br><b>73-21735</b>         |  | 3. NAME OF CREW CHIEF/MECHANIC<br><b>S. ARTHUR</b> |  | 4. STATION<br><b>WAAH</b> |  | 5. PAGE NO.<br><b>1</b> |  | 6. NO. OF PAGES<br><b>1</b> |  |
| 7. STATUS TODAY                          |  | 8. AIRCRAFT TIME                         |  | 9. NEXT INSPECTION DUE                             |  | 10. NOT STARTS            |  | 11. LANGUAGES           |  | 12. OTHER                   |  |
| TIME TO DATE<br><b>259:1</b>             |  | TIME TO DATE<br><b>259:1</b>             |  | P.E. NO.<br><b>3</b>                               |  | PREVIOUS<br><b>0</b>      |  | LANGUAGES<br><b>L-1</b> |  | OTHER<br><b>152</b>         |  |
| TIME TODAY<br><b>1415</b>                |  | TIME TODAY<br><b>1415</b>                |  | P.E. NO.<br><b>3</b>                               |  | PREVIOUS<br><b>0</b>      |  | LANGUAGES<br><b>L-1</b> |  | OTHER<br><b>152</b>         |  |
| TOTAL TIME<br><b>1415</b>                |  | TOTAL TIME<br><b>1415</b>                |  | P.E. NO.<br><b>3</b>                               |  | PREVIOUS<br><b>0</b>      |  | LANGUAGES<br><b>L-1</b> |  | OTHER<br><b>152</b>         |  |
| FILED (Date/Place)                       |  | OIL (Quarts)                             |  | TAXI (Quarts)                                      |  | TAXI (Quarts)             |  | TAXI (Quarts)           |  | TAXI (Quarts)               |  |
| 13. FAULTS AND/OR REMARKS                |  | 14. ACTION TAKEN                         |  | 15. SIGNATURE                                      |  | 16. SIGNATURE             |  | 17. SIGNATURE           |  | 18. SIGNATURE               |  |
| SAFETY OF FLIGHT MSG BY PRIS1600Z AUG 74 |  | INSPECTION OF DEFECTIVE BATTERY TERMINAL |  | WDPD AVN DIV, WAAH, GA                             |  | 31313                     |  | Sgt B. Philman          |  | Sgt B. Philman              |  |
| ADE INOP                                 |  | B. Philman                               |  | B. Philman                                         |  | B. Philman                |  | B. Philman              |  | B. Philman                  |  |

Enter a one-time inspection of an airframe on the bird DA Form 2408-15.

For all components, enter the check on the component DA Form 2408-5.

Make out a form for components that do not have one.

Messages and other directives calling for a recurring action, or an immediate inspection and replacement of an item on a flying time basis, call for a red dash entry in block 16 of the DA Form 2408-13.

In block 17 put "Recurring Requirement", followed by the message number.

In block 18 enter "Initial Compliance Completed." 'Course, the trooper pulling the maintenance action places his signature in block 19 and initials over the status symbol in block 16.

The recurring inspection requirement is also entered on the DA Form 2408-18, with the message or directive number and the bird hours when the next action is due.

Yessir e-e-c, TWX's and TB's hit the field on a daily basis and it takes a top-notch records clerk to keep on top of them.



## STANDARD LETTERING

Dear Windy,

Decals for aircraft are not in the supply system so we want to use stencils and paint to renew lettering. However, the lettering called for in Chap 8 of TB 746-93-2 (Jan 71), on painting and marking, is in odd sizes. In most cases we can't cut a stencil the right size.

What do we do now, Windy?

CW3 B.J.C.



Dear CW3 B.J.C.,

You have a point. If you can't get the exact size on a stencil cutting machine, go to the nearest standard size.

For example, if the TB calls for  $\frac{3}{8}$ -in lettering, use  $\frac{1}{2}$ -in lettering.

THAT'S THE GOOD WORD COMING IN para 7-1h, Ch 6 to TB 746-93-2.

## NO INTERCOM OVERLOAD

Dear Windy,

The UH-1H choppers in our "Dust-Off" unit carry doctors and nurses. They can wear helmets but can't plug into the intercom and talk to the pilot, if necessary, because there're no "Y" cords installed.

Cable assemblies CX-2555/U and CX-2556/U are in the supply system. Would it be OK to hook that cord, mike switch and connector into the C-1611(J)/AIG?

CW2 L.D.A.

Dear CW2 L.D.A.

Yes, indeed! The head shed says connecting 2 headsets in parallel will not damage the intercom.

Windy



## WRONG POWER "HERTZ"



YOUR TTU-23/E SYNCRO TEST SET SENT ME OVER TO PUT SOME "HERTZ" IN YOUR SEAT!

If you aircraft mechs are using a synchro test set TTU-23/E, watch that power supply.

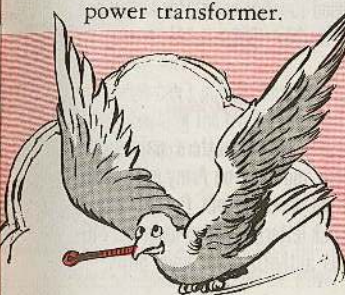
That set should be hooked up to a 400-Hz power source only. Some guys are plugging it in to a regular 115-volt 60-Hz socket. That's murder on the power transformer.

The head shed has come up with a sticker to put on the set just under the

**400 HERTZ ONLY**

test unit 9 jack as a reminder. You can get the sticker from Commander, HQ AVSCOM, ATTN: AMSAV-FEG, P.O. Box 209, St. Louis, MO 63166.

## NEW TEST INFO

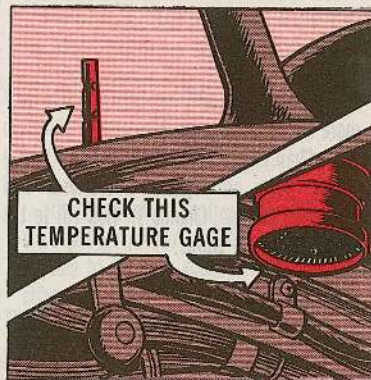


FIGURES! MY SUSPICION! HE'S NOT FIRST-LINE!

It's true! The outside air temperature gages on all first-line aircraft now get tested every Preventive Maintenance Periodic.

Skip the test info in para 3-301J of TM 55-1500-204-25/1 (Apr 70). Tools are not in the field to use that procedure.

Follow the test poop in AVSCOM message, AMSAV-FEP 161830Z (May 75). It'll be added to bird organizational maintenance pubs and TM 55-1500-204-25/1.





## Connie's Mini Minis

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

...THIS ☆☆☆!!  
LEG-IRON CATCH  
WON'T OPEN!



### Got The Word?

Safety of flight and maintenance advisory messages from the head shed (AVSCOM) do not always make it to units in the field.

So, to make sure you get the word, messages are now numbered in sequence for your birds. For example, Cobra messages are numbered—AH-1-75-1, AH-1-75-2, etc.

If there's a number missing in your message file, do some back-tracking, fast! For the missing info, contact your higher headquarters, or latch onto a copy locally. AG message centers keep a copy of messages, which can be reproduced.

A list of messages sent, by number and title, will also head your way by a TWX every January and July.

### 1-Week Limit

If your Kiowa (OH-58A) has been inactive for 7 or more consecutive days, it has to be placed in storage. Chap 16 of TM 55-1520-228-20 (Oct 72) has the poop on flyable, short-term and intermediate storage. Change 16 (Jun 75) to the pub has the latest word.

### Tow Bar Blues?

No need to sing the blues over shot solid rubber wheels on your aircraft tow bar. Ask for new wheels with NSN 2530-00-288-0406. No other parts or pubs are available. So, cannibalize from a condemned tow bar or ask for a new one with NSN 1730-00-967-9556.

### Not For Aircraft

Although multi-colored pattern painting is showing up more and more on Army equipment, aircraft do not get the treatment. Only olive drab lacquer with black lettering, called for in TB 746-93-2 (Jan 71), is authorized for your birds.

### Separator Separation

When pulling the PM Daily and Intermediate inspections on the Huey engine particle separator, only the non-self-purging type gets the disassembly treatment. If you have the self-purging separator, take it apart only if the FOD screen is damaged. Clean it on the Periodic... save elbow grease! The word's in TM 55-1520-210-PMS (May 75).

### Hold That Trigger!

Hold the trigger and save a missile, you M60A2 tank gunners.

Like, when you fire the Shillelagh missile, keep those palm firing trigger switches on the gunner's handles depressed and keep the aiming cross of the missile reticle on target until the missile hits.

You can't correct any error, real or imagined, by releasing the trigger and pulling it again. That second pull makes the missile go out of control.

### Turn In Brake Cylinders!

Hold it— don't toss out that unserviceable brake master cylinder or wheel brake cylinder. It can be repaired. Turn it in to your DSU. They'll be getting the word on repair kits for master cylinders and wheel cylinders for most trucks, trailers and semitrailers. So forget that "ZZ" in the SMR Code in your -20P TM for brake cylinders.

### It's Working!

TM 55-1500-328-25 (Jul 72) on management procedures has the word on how to reconstruct missing data on aircraft components. Never scrap costly parts, birdmen, until you've completed the steps outlined in para 4-8.

### Ammo Malfunctions

In case you haven't seen it, there's a major change on reporting Class A malfunctions (those which endanger life or equipment) in the new AR 75-1 (Jul 75), Malfunctions Involving Ammunition and Explosives. You have to send copies of the preliminary and detailed reports to Commander, US Army Materiel Command, ATTN: AMCQA-P, Alexandria, VA 22333. You still have to send off reports to US Army Armament or Missile Commands, like it says in paras 2-4 and 2-6 of the AR.

### Tank Filter Facts

Regular filter PM keeps your tank rolling. Get the word on filter care in TB 9-2300-419-10 (Oct 73). It's got the facts on fuel, air and oil filters for M60, M60A1 and M48A3 tanks and the M728 combat engineer vehicle.

### Same Deal

The 24-month time frame for FAA testing of the 3-pointer AAU8/A altimeter in your Huey also applies to the new AIMS AAU32/A altimeter. A change to TM 55-1500-204-25/1 (Apr 70) is in the works with the new test poop.

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Would You Stake Your Life *right now* on

the Condition of Your Equipment?



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Work Load

✓ Keep your  
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TM 38-750, Para 3-18  
TELLS HOW

