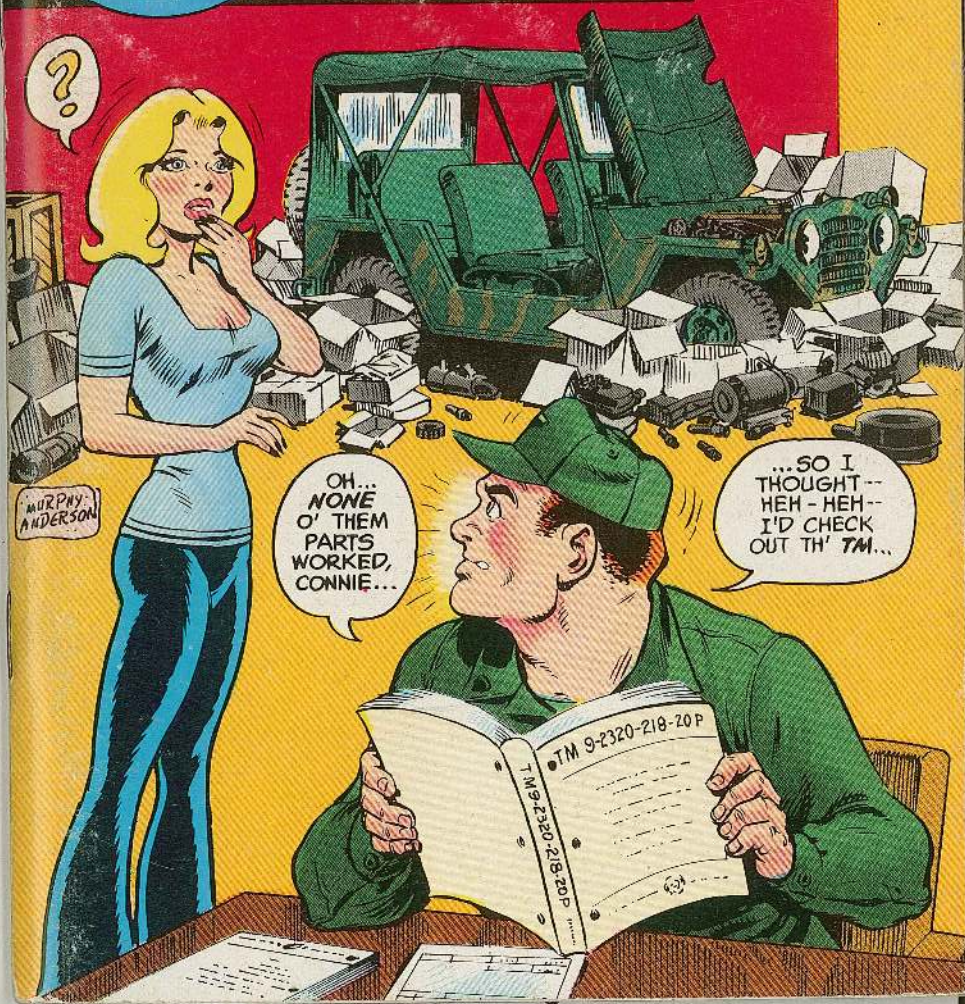


Issue 294

PS

May
1977

THE PREVENTIVE MAINTENANCE MONTHLY



Equipment Unsafe?

GIVE 'EM the WORD!

ACCIDENT REPORT
(AR 385-40)

REPORT SUBMISSION
☐ BASIC ☐ SUPPLEMENTAL
☐ CORRECTION

FILE IDENTITY (FOR CODER USE)
ITEM 1 ITEM 2 ITEM 3

REPORTS CONTROL SYMBOL
CSRA-14750

1. FIRM

2. COMMAND

3. REPORT

4. TYPE OF ACCIDENT
a. FIRE
b. COLLISION
c. OTHER

5. CHECK ALL THAT APPLY
a. ☐ AMMUNITION
b. ☐ CONTRACT
c. ☐ OTHER

6. WAS THIS PERSON IDENTIFIED BY THE ACCIDENT? (If "Yes," list the person's name)
a. YES ☒ b. NO ☐

7. IDENTIFY ALL DAMAGED EQUIPMENT OR PROPERTY BY NAME, TYPE, MODEL, ETC. (Use AR 385-40, if necessary)

8. LOCATION

9. CHARTER

10. ACTUALITY OF TOTAL DAMAGES (Use AR 385-40, if necessary)

11. IF ADDITIONAL SPACE IS REQUIRED FOR REPORTING MORE PERSONS, USE CONTINUATION SHEET, DA FORM 285-1

DA FORM 285
1 JUN 71

DA Form 285—
Accident Report—
is not a paper tiger.
It's more like a lion.
It roars.
It reverberates.
It shakes things up.
It's designed to drive home the point that when it comes to accidents,
once is more than enough!

What DA Form 285 does not do, however, is take the place of an Equipment Improvement Recommendation (EIR, DA Form 2407.)

When faulty equipment contributes to an accident—or if improved equipment could help prevent an accident—send in an EIR.

BLOCKS 39 AND 40
ON DA FORM 285 CALL
FOR SOME CONSTRUCTIVE
THINKING AND ACTION
ON YOUR PART!

Accident prevention and equipment improvement go hand in hand. It's a heap sight easier to help design out an unsafe condition than to suffer the inevitable results of not doing so.



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 40511.

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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.

MSG Half-Mast
PS Magazine
Lexington, KY
40511

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DISTRIBUTION: in accordance with requirements submitted on DA Form 12-5.

FIREPOWER

M60A2 TANK

COMPRESSOR CARE

HEY, BIG
A2 BOOMERS!...

HERE'S
SOME NUMERO
UNO IMPORTANT
PM POOP, SO...

TAKE TEN...
AND LET'S RAP ABOUT
YOUR 2 SCAVENGE
SYSTEM AIR
COMPRESSORS!

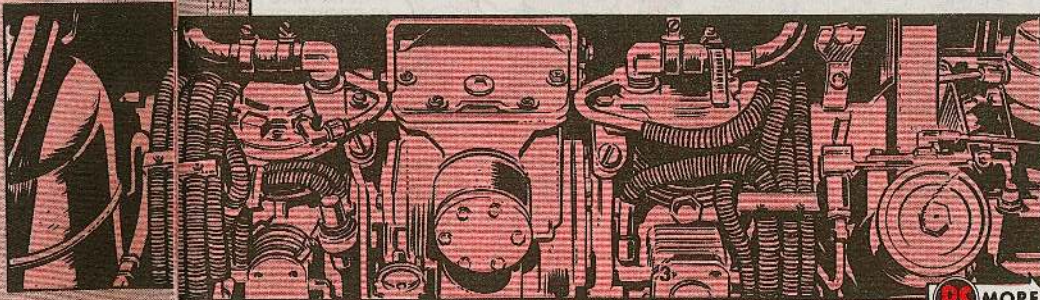
SSSSSSSSSS...
ATTA GIRL, BONNIE!!...
SSS-SOCK IT TO 'EM!!

MY
COMPRESSSS...SO RSSSS
ARE BOTH DOWN...
AND SSSS-SO
AM I!

ER...ULP... THE
COMPRESSORS AIN'T
WORKIN'!!!!

The 2 scavenger system air compressors on your M60A2 tank can give you double trouble unless you take care of 'em right.

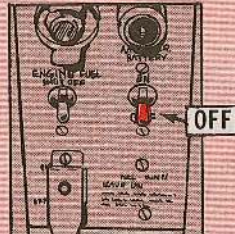
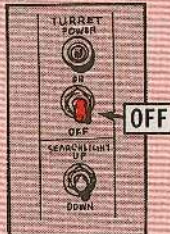
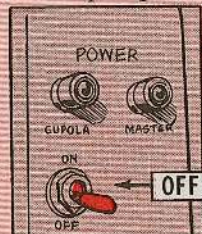
They need all the TLC they can get, so read the good stuff in the vehicle TM's and bear down real heavy on these points—



DO THESE FIRST

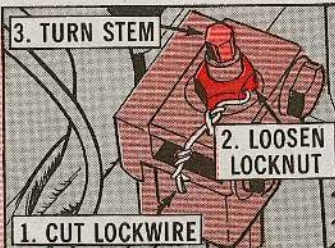
For safety, never do any maintenance on the closed breech scavenge system (CBSS) without first doing these 2 things:

1. Turn cupola power, turret power and master power switches OFF.



2. Drain pressure out of the system.

You drain pressure from the system bleed valve by cutting the lockwire, loosening the locknut and then turning the locknut stem.



CAREFUL: If any part of your body is in front of the system bleed valve when you turn it on, you can get badly hurt. Air at 3,000 PSI will be screaming out the little vent holes. So keep your body out of the way, wear ear protection . . . and turn the stem slowly.

SPECIALIST SPIEGLE?...

OH, HE TRIED TO OPEN TH' BLEED VALVE WITH PLIERS...

YEAH... AND WHEN HE FINALLY OPENED IT...

... HE WAS IN FRONT OF TH' VENT HOLES AN'...

Never use pliers to open the system bleed valve. They'll slip and round the stem.

Use a good open-or box-end wrench or 1/4-in socket. After you've done your maintenance, torque the stem back to 70 lb-in before you tighten the locknut. Use torque wrench NSN 5120-00-230-6380 and socket adapter NSN 5120-00-227-8095.

CORRECT OIL



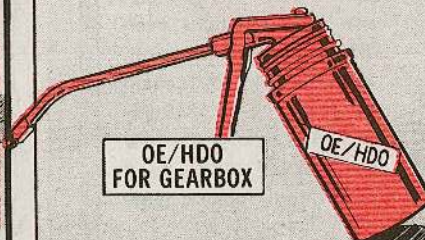
One of the biggest causes of compressor failure is trying to run 'em on the wrong kind of oil. For the 2 compressors, use only special synthetic oil MIL-L-23699B. It comes as

**MIL-L-23699B
FOR COMPRESSORS**



NSN 9150-00-180-6266 for the 8-oz can and NSN 9150-00-985-7099 for the quart can.

For the gearbox between the 2 compressors, use only OE/HDO,



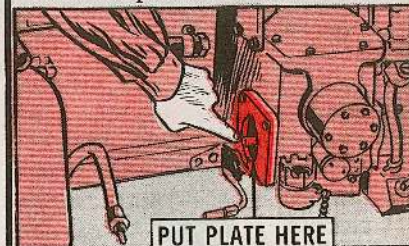
MIL-STD-290C except when expected temperatures are 0°F to -65°F in which case you use OEA MIL-L-4617.

You never, but never, put synthetic oil in the gearbox or OE in the compressors.

1 COMPRESSOR-2 COMPRESSORS?

The system was designed to operate with 2 compressors but if it's fully charged, it will work with only one. 'Course, it takes twice as long to charge this way.

If a compressor fails, take it out



even if you can't get a replacement. ('Course, you'll need a plate to block off the opening on the gearbox.)



COMPRESSOR

DAILY—The oil level in both compressors has to be checked daily. Whether or not you have the dipstick screwed in makes a difference in your reading. Take



the reading with the cap screwed out. However, screw it back in finger tight after you get the reading because it can jolt out and get lost if you leave it in there loose.

EYEBALL THIS INFO ON DIPSTICK CARE-- IT'LL HELP KEEP YOU READING RIGHT!

?! CAN'T READ THIS BLINKIN' DIPSTICK!!

GAHEM?

Note: Your compressor dipsticks get a lot of use and the writing on them soon wears off. Before this happens, get your mechanic to make lines with a

MARKINGS HERE

file at the ADD and FULL marks. That way you can use your dipsticks even after the writing wears off. In case it's already too late for this, NSN 6680-00-009-3569 gets you a new one. You'll also need preformed packing NSN

PREFORMED PACKING

5330-00-009-0553 for the dipstick. This is the same packing you use on your oil fill plug.

SERVICES

DURING FIRING—While you're firing, check lube level of compressors after every 4 hours of engine operation. If you have to add lube at 2 consecutive



checks, you're using too much lube. Look for lube leaks in tubes or fittings and tighten if necessary. If there is no leak, your compressor is defective and should be replaced.

NO FIRING—Compressors must be run regularly to purge moisture and distribute lube. If there are no firing periods to provide the exercise, do this twice a month, like this:

1. Check gearbox and both compressors to make sure lube level in all 3 is OK. Add oil if needed.

LUBE LEVEL IS OK

2. Start vehicle engine and idle at 750 RPM.



3. If low-pressure warning light is on, go to step 4. If low-pressure warning light is off, depressurize the system until the lamp comes on and then go to step 4.

4. Put gun scavenge switch ON and check the compressor cooling fans to make sure they're turning.



5. Run the engine at idle (750 RPM) for half an hour.

6. Put gun scavenge switch in the OFF position and stop vehicle engine.



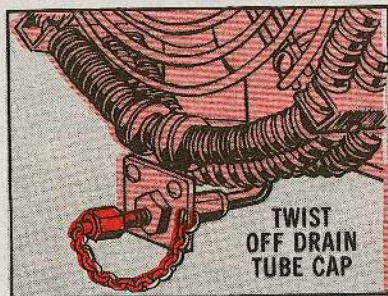
7. Re-check lube levels of gearbox and both compressors and add oil if needed.

DURING IDLE—Whenever you run your engine at idle for a long time, turn the compressors on for about 10 minutes. That will splash lube around inside the compressors and keep the parts from rusting.

SHEAR PINS—Support can now get and install new pins for you. (Note: If the shear pin fails again shortly after you have put a new one in, this shows something is wrong with the compressor. Remove the compressor before more damage is done.)

QUARTERLY—You change oil in both compressors during regular quarterly maintenance or whenever 150 rounds have been fired from the main gun, or the vehicle has gone 750 miles.

Take out the dipstick and then twist off the oil drain tube cap. (It should be secured under the compressor with a chain.)



TWIST OFF DRAIN TUBE CAP

Refill takes about a pint and a quarter for each compressor. Make sure you use only the special, synthetic, MIL-L-23699B oil.

If you get in too much oil, drain it off until you get the level right. Otherwise, the compressors won't work the way they should.

COMPRESSOR AIR LOCK—When you pour lube into the compressor fill hole, an air pocket in the tube can give you a false high reading, and a tablespoon or 2 of oil will change the oil level dipstick reading from ADD to FULL. After adding what the dipstick shows is enough oil, run the compressors for a minute and then take another reading. If it's low again, add a little more oil and take another reading. Keep on doing this until your dipstick gives you a stable reading that doesn't change after you run the compressors.

COMPRESSOR CLEANING—Compressors run hotter (and less efficiently) if the fins and cooling tubes get caked with dirt. Take the dirt off with soapy water and a brush.

AFTER CLEANING, MAKE SURE ALL TUBE AND HOSE CONNECTIONS ARE STILL TIGHT!

WAY TO GO, BONNIE!



Q. DID YOU DO YOUR Q SERVICES YET?

A. YOU BETCHA!

GEAR BOX SERVICES

DAILY—If the oil level is below the sighting disk, loosen the gearbox sight plug housing by turning it with a hex-head wrench or screwdriver. After adding enough OE/HDO 10 (OEA at temperatures under 0°F) to cover the level sighting disk, screw the sight plug housing back on. Use a new O-ring every time you add oil. The O-



ADDING OIL? USE NEW O-RING!

rings are listed as NSN 5330-00-702-5643 (MS 28775-128) 96906.

QUARTERLY—Drain quarterly if you have the power pack out for servicing. (Note: Since it's not practical to drain the gearbox unless the power pack is out, you might only do this every other Q service. On 'tuther hand, you should also do it when the power pack is removed for cleaning between regular Q services.) To drain the gearbox, open the 3/4-in plug on the

OPEN PLUGS (TOP AND BOTTOM)



top of the gearbox and the 3/4-in plug on the bottom. You can use the 9/16-in

hex-head wrench that came with your No. 2 Common tool set. If it's been lost, NSN 5120-00-240-5268 will get you a new one.

Some outfits cut off an end of the hex-head wrench and either stick it in a socket or weld it in there. This is a



SOCKET

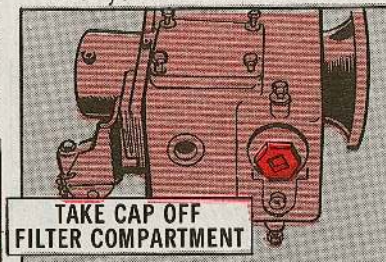
HEX WRENCH

MAKE THIS TOOL

lot easier than trying to turn the plug by hammering on the wrench.

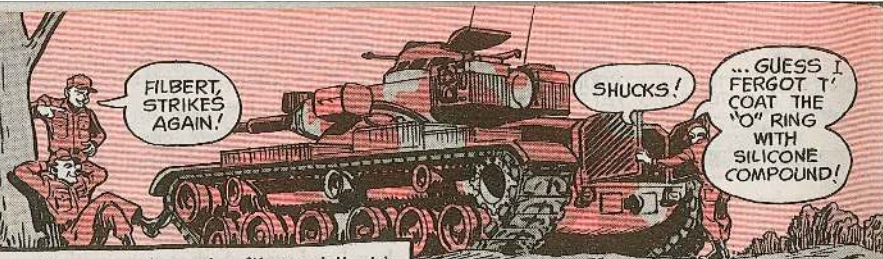
You also open the 5/16-in plug on the bottom of the gear box with a 5/16-in hex-head wrench, NSN 5120-00-240-5274 in your No. 2 Common.

After you've drained the oil out of

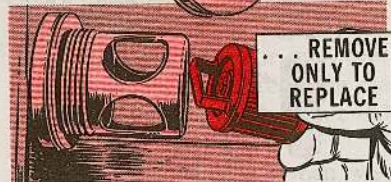


TAKE CAP OFF FILTER COMPARTMENT

the gear box, you can then use the 20 3/8-in hinge handle 3/4-in drive from the No. 1 Common tool set without a socket to take the cap off the filter compartment.



You can clean the filter while it's still on its retaining plug. The only time you have to take it off is to replace it.



Blow compressed air through the filter to get the dirt out, then clean the filter with dry-cleaning solvent. Never use mineral spirits paint thinner ... it's too dangerous.

If the filter is shot, get a new one, NSN 2520-00-184-9707. You'll also need a new gasket, NSN 5330-00-446-8791.



Before you put the gasket on, lube it with a dab of MIL-S-8660 silicone compound. That comes as NSN 6850-00-880-7616 for an 8-oz tube.

CHEMICAL DRYER FILTER

Get everything ready before you take a new chemical filter cartridge out of its plastic bag. The filter has to be installed within 5 minutes after it has been exposed to the air or it won't work right. Before you install the new filter, apply a thin coat of MIL-S-8660 (silicone compound) to the O-ring



surface and to the cover and housing sealing surfaces. In addition to the 8-oz tube as NSN 6850-00-880-7616, you can get it in the 10-lb pail as NSN 6850-00-295-7685. The O-ring is part of the new chemical dryer filter kit NSN 4440-00-117-0259.



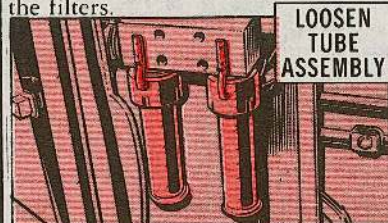
AIR INTAKE FILTER ASSEMBLY

The air intake filter assembly is often overlooked because it's not mentioned in the vehicle LO or -10 TM. However, it is listed as a quarterly service on page 2-21 of TM 9-2350-232-20-1 (Apr 73), and it's in the -20P.

To service, turn the turret until you can get at the twin filters from the loader's position. Flip these switches:

- Cupola power = OFF
- Turret power = OFF
- Master power = OFF

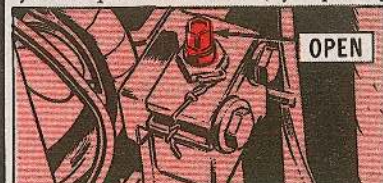
Now loosen the 2 flared tube assemblies and take out the 2 filter elements. It's a good idea to cap the open air lines to keep down moisture and contamination while you process the filters.



Wash filters with soap or sudsing detergent and warm water. Rinse in clear water. Stand filters on a clean, dry cloth and air dry. You never use pressurized air to dry these filters.

SMALL AIR STORAGE BOTTLE

With cupola power, turret power and master switches all OFF, and system pressure bled (by opening

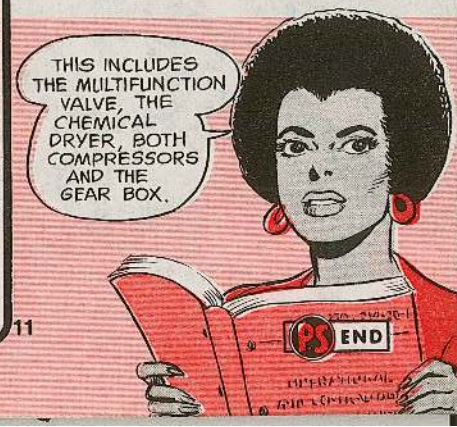


system bleed valve) check the small air storage bottle. Look for loose fittings, mounting hardware and damaged tubing. Replace or adjust as necessary.



GENERAL

Check fittings, mounting hardware and tubing on all of the closed breech scavenge system and replace or repair as needed.





Recall the song, a yellow ribbon on the old oak tree?

Another ribbon, preferably red, could keep you from getting planted under that same oak tree.

It's for use when you boresight your VADS, M163 or M167.

CHORUS



The ribbon will remind you to take the adapter out when you're done, and you won't try to fire with a barrel blocked. If ever you do fire with that thing in the way, you could miss all your paydays from then on.

No Shafting the Shaft

Some other good tips go with that boresight bit. They show you how to avoid boogering up parts of your Vulcan, like—

Watch out that you don't over-tighten the wing nut on the clamp that holds the mounting bracket on your boresight scope. It's a cinch to break, and what do you do for replacement, miles out in the boondocks?

Be sure you use the $7/64$ -in hex-head wrench to adjust the elevation input shaft.

USE $7/64$ -IN HEX-HEAD WRENCH

Like you know, there's no $7/64$ -in wrench issued with the original boresight kit ... but there is a $5/64$ -in size. It's tempting to ram a screwdriver tip in alongside the $5/64$ -in wrench.

NO! DON'T YOU DARE!
YOU CAN GET A $7/64$ -IN
WRENCH WITH NSN
5120-00-951-6589 OR
NSN 5120-00-889-2162!

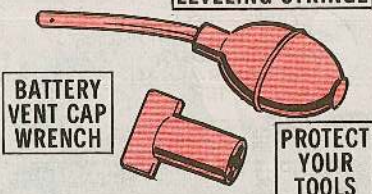
HAHAHA...
MMM...



A power poop-out could plaster you, too, so remember—

No masterful mechanic on a Vulcan system ever lets outsiders monkey

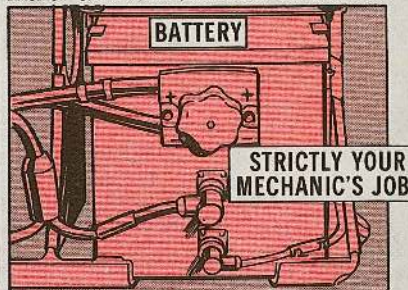
LEVELING SYRINGE



BATTERY
VENT CAP
WRENCH

PROTECT
YOUR
TOOLS

with his battery tools. That would make battery service a nightmare. And the worst thing that could happen probably will happen—some joker will use the filler syringe for your nickel cadmium batteries on sulfuric



BATTERY

STRICTLY YOUR
MECHANIC'S JOB

acid electrolyte for lead-acid batteries ... then put it back and say nothing.

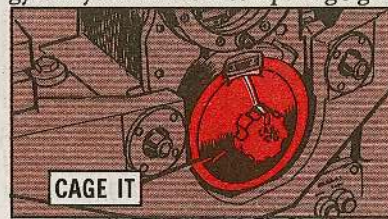
Best not let anybody but a trail-ed Vulcan mechanic work on batteries. Otherwise, you can safely bet you'll find those batteries dead some cold morning.

The latest word on Vulcan nickel-cadmium battery care is in Change 3 (Dec 75) to TM 11-6140-203-15-3. It's worth your time and your batteries to read it.

Power Go ne Sour

With warmer weather around the corner, make a mental note that the battery heater for your nickel cadmium batteries does not have to be hooked up when the temperature climbs above 32°F.

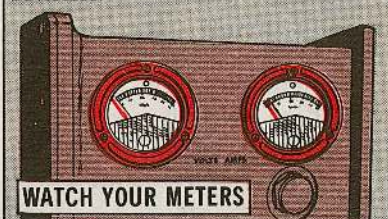
Another mistake in the power parade could be forgetting to cage the gyro in your M61 lead computing sight



CAGE IT

when you're switching power on or off. That rotary dial right on the front of the sight has to be turned completely clockwise. Otherwise, the gyro will tear itself to junk. Of course, if you have the new mod, you won't be able to turn on power with your gyro uncaged.

Likewise—unless your system distribution box amp meter gives you a reading below 10 amps, you don't turn on system power ... over 10 tells you your juice is too low. Also the voltmeter on the D-box must show 28 volts. If the readings are above 10 amps or below 28 volts—charge your batteries.



WATCH YOUR METERS

About Wires and Cables

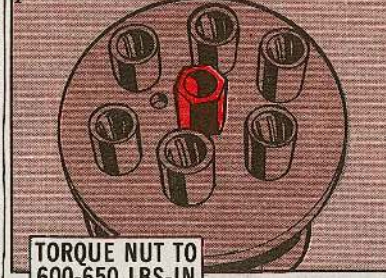
And speaking of the system—leave moving of wiring to your support. It's too easy to misroute a cable, and too easy to get one in the way of the hatch protection switches ... which will promptly chop 'em in two.



KEEP
CABLES
CLEAR!

That bit about right placement goes double for the firing contact cable. It has to be clamped to the saddle. Otherwise, when you're checking elevation, you can chop that cable real badly. And it's the only one in town; hack it, and you're o-u-t.

Another one-and-only is your muzzle clamp. There is one nut that holds it, and it's the only thing that stands between you and a fragmented weapon. That nut is the piece to be sure of—torque on it is 600 to 650 pounds-inch.



TORQUE NUT TO
600-650 LBS-IN

...ANOTHER
TARGET FOR
US, CONNIE?...

Big Trouble in

Little Packages

PERIODIC
MAINTENANCE
FOR THE CANNON
AND ITS FEED
SYSTEM ARE
BASED ON THAT
INFO!

YES!... A VERY IMPORTANT
ONE... YOUR DA FORM 2408-4
(YOUR WEAPON RECORD)! IT MUST
BE FILLED OUT WHEN YOU'RE
THRU FIRING... WITHOUT FAIL!

RIGHT ON,
CONSTANCE!

Not all the things that can smack you are big deals. Some come from fumbles.

Like on breech bolts, for instance.

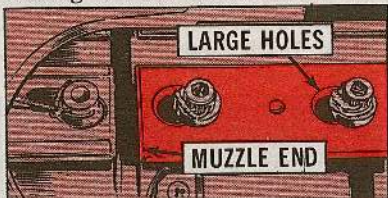
You can goof and get 2 bolts in the same track.

Or you can put the first track in backwards. Luckily, the breech bolt will keep you from reversing the other track.

Either way, you wreck the cannon.

You can prevent either mistake.

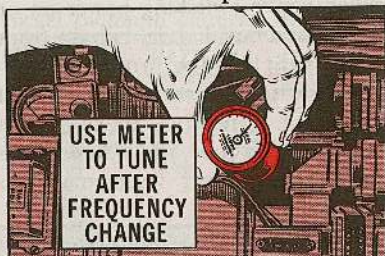
Get down under and use the old eyeballs. It'll keep you from over-stuffing 2 bolts in one track. And



remember on the tracks the large holes go toward the muzzle end—and put 'em there—simple!

Even loading takes real care. Timing the feeder and cannon has to be—say again—has to be, right on the nose.

The whole story isn't in your mechanical items. Radar, and especially Unit 2—your receiver-transmitter—can't be overlooked. The microwave chassis inside will overload or the radar won't operate if you don't tune that unit after you make a frequency change. At best, you'll lose range and accuracy. Those crystal oscillators carry a big load, but don't ask 'em to do the impossible.

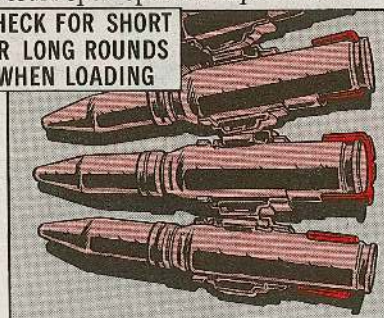


One more thing. After it's all over, and you're thru firing for the day, you've one more target. That's your DA Form 2408-4, your weapon record sheet. The count on rounds has to go in before you forget, including rounds cycled as well as those fired.

Both the feed system and the cannon itself get periodic maintenance based on the rounds used... and if you forget once, you could do it again... and again.

For a final caution when loading the M163, keep your eyes open. Those peepers are just about the only thing that can keep you from letting an empty element get by. You know what that can mean in parts replacement. It could spell operator replacement.

CHECK FOR SHORT
OR LONG ROUNDS
WHEN LOADING



When the mod team puts your new conveyor on the M163A1, you can forget dummy rounds. You won't use 'em. And no problem to speak of if an occasional empty element gets by.

The equilibrators on your M163 can whack the driver's or commander's hatch if you traverse with the barrels depressed too low.



That little problem comes about when the hatch logic circuit fails.



So, to avoid tearing up the equipment or somebody's head, never traverse the weapon with the barrels depressed below zero elevation.

YOUR SOLDIERS
HAVE SOME VERY
STRANGE HAIRSTYLES
THESE DAYS,
CONSTANCE!...

NO WAY,
VULCAN!

WHAT DID
HE DO, MEN?
JUMP INTO
AN EMPTY
SWIMMING
POOL...?

NAAAAH! HIS
GUNNER TRAVERSED
WITHOUT CHECKING
BARREL ELEVATION!

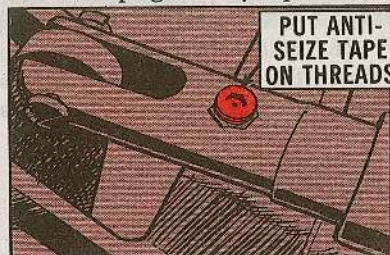
GULP!

PS MORE

Towed Load

When you bleed the air out of the hydraulic lift cylinder on your M167, anti-seize tape is a must.

The tape goes on the threads of the hex socket plug before you put it back



PUT ANTI-SEIZE TAPE ON THREADS

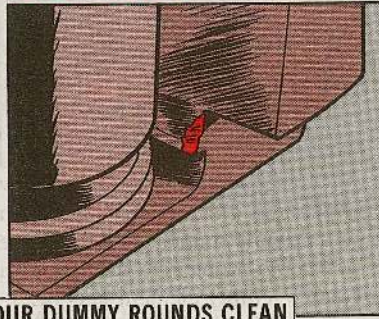
in. Forget the tape and you'll have to drill the plug out the next time you've got to bleed the air.



Dummy Rounds



AVOID DAMAGE... KEEP YOUR DUMMY ROUNDS CLEAN



If, for some good reason, you've got to use dummy rounds, keep your eye peeled on places where the rounds cause trouble.

First, crud on the rounds scars the wear plate on the exit unit (Part No. 8437648). The crud in the grooves of the rounds does the bad work.

The other parts are the partition retainer or "shoe" and the partitions

inside your drum assembly. Any foreign matter on the rounds tends to beat it up.

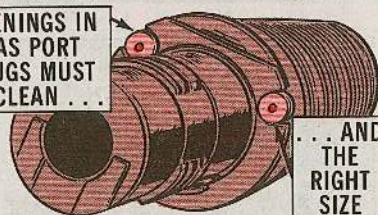
You can avoid some of the problem by making sure the rounds are clean. Also, discard dummy ammo that isn't round at the base. Same goes with rounds that are too burred or which have deep nicks that you can't round off.

M139 NEEDS RIGHT PLUG



The openings in those 2 gas port plugs on your M139 20-mm gun have

OPENINGS IN GAS PORT PLUGS MUST BE CLEAN...



... AND THE RIGHT SIZE

to be clean, undamaged... and the right size if your gun is to do its job.

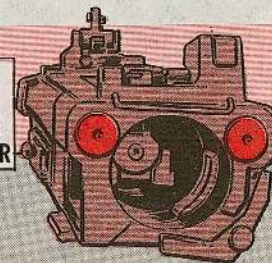
The gas port plugs get ignored... since they're not out in the open like the 2 gas transfer plugs on the receiver group.

They're on the barrel... and they're important. If they crud up, or if the hole in the plug is the wrong size, the bolt and sear can be damaged when you fire.

Keeping tabs on the gas port plugs is the armorer's job (inspecting, cleaning, replacing). He should also make sure the plug has the right size opening. It's stamped on the plug.

The 1.4-mm opening is for all climates above 0°F. Below 0°F weather calls for a 1.9-mm opening.

GAS TRANSFER PLUGS ARE ON RECEIVER



NEVER, BUT NEVER, USE A 1.6 MM PLUG!

YOU'LL DAMAGE RECEIVER PARTS... BAD!



HAW! FOUND TH' CULPRIT AT LAST!! YOU ARE THE...
KEY TO LOCKED BRAKES!

RIGHT ON...
 BUT NOBODY
 CHECKS ME TO
 SEE IF I'M
 CLOGGED!

TELL 'IM,
 BUDDY!
 IT'S LACK
 OF REG'LAR
 PM THAT
 DOES US IN!

Dear Editor,

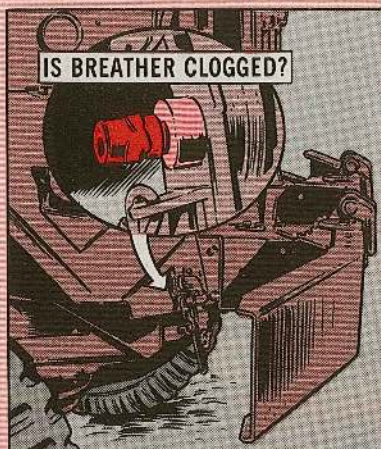
Here's a tip on troubleshooting a 5-ton truck brake problem that I came by the hard way, since the solution is not in the TM troubleshooting tables.

The trouble was that the brakes would not release after being applied.

A lot of work was done for nothing when I installed 2 rebuilt air-hydraulic cylinders and a master cylinder and cleaned all valves in the system.

Finally, I discovered the cause: A clogged breather on the dummy coupling of the front service valve was feeding back pressure to the air-hydraulic cylinder, so it wouldn't release completely.

Duane E. Hawk
 AMSA 38
 Wichita, KS



(Ed Note: Everybody, right now, grab a pencil and make a note of this problem-solution in your TM 9-2320-211-20 (Jun 73), page 2-15, and TM 9-2320-266-20 (Jul 72), page 2-17.)

M880 1¼-Ton Truck...

ENGINE TIMING-ATC or BTC?



Are you confused by conflicting instructions for setting your M880-series 1¼-ton truck's engine timing?

The TM's give you one setting—2° BTC. The engine emission decal gives you another—2° ATC.

Engine timing is supposed to be 2° BTC—like it says in TM 9-2320-266-10 (Jan 76), page 1-7, and TM 9-2320-266-20 (Jan 76), page 1-3.

ENGINE EXHAUST EMISSION CONTROL DECAL

ENGINE	FAMILY	TIMING	IDLE SPEED	
225-1	RG	TDC	700	
318-1	LA	2° ATC	750	
318-3	LA	2° BTC	700	**

DECAL WRONG! USE 2°
Before Top Center not—
After Top Center

318-1 LA 2° ATC 750



M880-Series 1¼-Ton Truck...

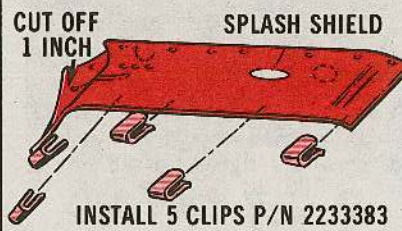
SPLASH PAN,
NOT
FRYING PAN!

Your M880-series 1¼-ton truck's splash shield—between the engine

and the fender—can catch fire if it gets shoved against the hot exhaust pipe.

Mud accumulating under the shield does the shoving. It can pull the shield off the retainer clips and let it hit the exhaust.

So keep an eye on that shield during muddy operations—and never let the mud build up.



Gama Goat

LEAKY GOAT GATE?

HEY!!
SOMEONE!!
STOLE MY
LONG-JOHN!

WOT'S
HE SO
EXCITED
ABOUT?
TH' TAIL
GATE
LEAKS!

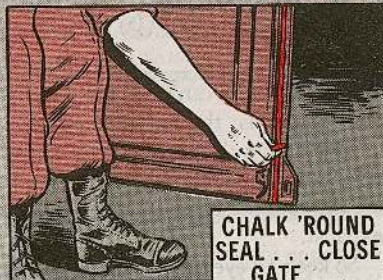
Dear Half-Mast,
My unit has a M561 1¼-ton truck
with a banged-up tailgate.
Trouble is, I don't know if it's water-
tight. Is there any way, short of taking
the Gama Goat swimming, to check
the tailgate's watertightness?

SGT E.J.S.

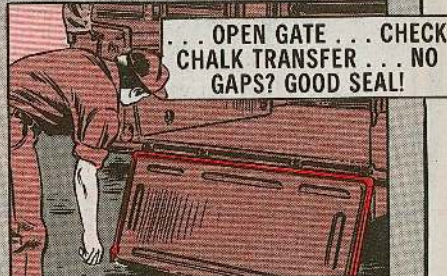
Dear Sergeant E.J.S.,

You bet your gate there is!

Rub chalk all the way 'round the tailgate seal, then button-up the tailgate. Open the tailgate and check the chalk marks on the carrier. If the



CHALK 'ROUND
SEAL ... CLOSE
GATE ...



... OPEN GATE ... CHECK
CHALK TRANSFER ... NO
GAPS? GOOD SEAL!

chalk transfers to the carrier solidly—no gaps—it's a good bet the tailgate seal is water tight.

Half-Mast

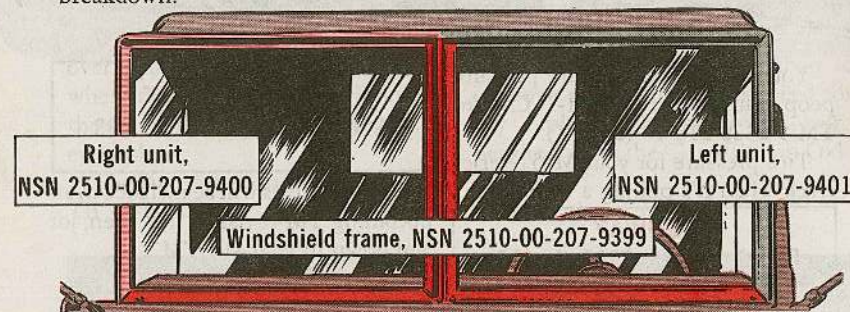
WINDSHIELD BREAKDOWN

THINK HALF-MAST CAN
GET ME THE NSN FOR
MY FRAME?



Need a complete windshield assembly for your Gama Goat? NSN 2510-00-198-2514 gets the whole thing—including the glass and braces.

If you don't need to replace the entire windshield, here's the correct frame breakdown:



The breakdown in fig. 137, page 360 of TM 9-2320-242-20P is wrong.

A CASE OF SEPARATION

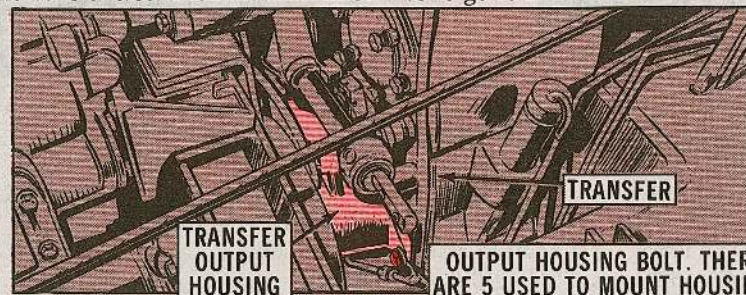
Is the transfer output housing separating from the transfer case on your M561 or M792 1¼-ton vehicle?

It can happen—and does.

Natural vibration loosens those bolts holding the output housing to the transfer case. Then the truck must

go to DS for repair.

You can head off trouble by having your mech check the bolts occasionally. He just lifts the console and checks the bolts with his fingers for tightness. If he finds even one loose, the truck has to go to DS.



TM-218-Series 1/4-Ton Truck . . .

TIRES AND TRAILER-TOWING



You don't get all the tire pressure poop you need in Table 1-1, Ch 2 to TM 9-2320-218-10 (Sep 71).

Tire pressure for your M151-series truck when it's pulling a trailer are:

HIGHWAY
FRONT 35 LBS, REAR 40 LBS

CROSS COUNTRY
FRONT 20 LBS, REAR 20 LBS

These changes will be included in an upcoming TM revision. Till then, jot 'em down in your -10 TM.

TRAILIN' TRAILER NSN'S



Older model trailers with ratchet type hand brakes use control cable assembly, NSN 2530-00-884-4825, P/N 10911101 (not P/N 10926095 in TM).

The newer over-the-center locking type hand brake uses control cable assembly, NSN 2530-00-967-6278, P/N 10926095.

The lifting hook and pin assembly (also known as shackle assembly) for these trailers has NSN 4030-00-542-3181.

THE "FOR REAL" LOOK



When your support outfit looks over your equipment from now on when figuring "expenditure limits" of the gear, the look will be for real . . . no eyewash.

The first word on this came out in TB 43-0002-81 (Aug 76) on tactical

wheeled vehicles. The TB says: "If the technical inspection reveals no requirement for repair other than to improve appearance or the need for any replacements, enter the word 'serviceable' in the Classification Code block . . ."

That's the way it is.

PENNY TREAD GAGE

Dear Half-Mast,
At one time drivers could judge if a tire was ready to retread by using a

buffalo nickel. Can't you do the same thing using a Lincoln-head penny?

SFC S.R.B.

Dear Sergeant S.R.B.,

Sure thing, Sarge. If a truck's tire tread doesn't cover the top of the "one cent" (1/8 inch) on the back, the tire is

ready for retreading. A sedan's tire is ready for retreading, if you can see the top of Lincoln's head (1/16 inch).

Half-Mast

TRUCKS

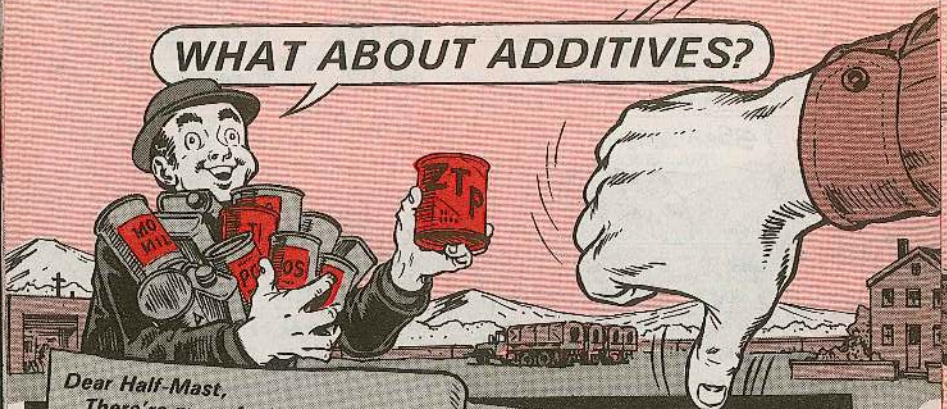
SEDANS



DOESN'T COVER TOP OF "ONE CENT?" GOES FOR DX!

SEE TOP OF ABE'S HEAD? READY FOR DX!

WHAT ABOUT ADDITIVES?



Dear Half-Mast,

There're more fuel and oil additives on the market these days than you can shake a dipstick at.

They all promise a lot of good things, such as better mileage, less pollution, improved performance, reduced wear, etc. Are we missing something in not

using these conditioners in our fuel and oil?

Are any of these additives authorized for use in Army equipment—either military-design or commercial-design equipment?

CW4 A.A.P.

Dear Mr. A.A.P.,

No, Sir. No fuel or oil additives are authorized for any Army equipment—either military-design or commercial-design.

The Army has run laboratory tests on quite a number of these additives and has found that they do little or nothing to improve the quality of fuel or oil specified for use in Army equipment. And, in fact, some of these

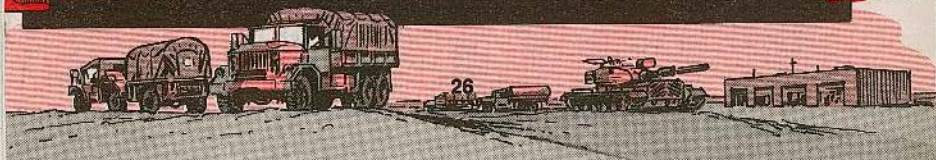
additives can cause damage to your equipment.

The fuel and lubricants issued by the Army already have built into them all that's needed to give your equipment top performance under any weather or operating conditions.

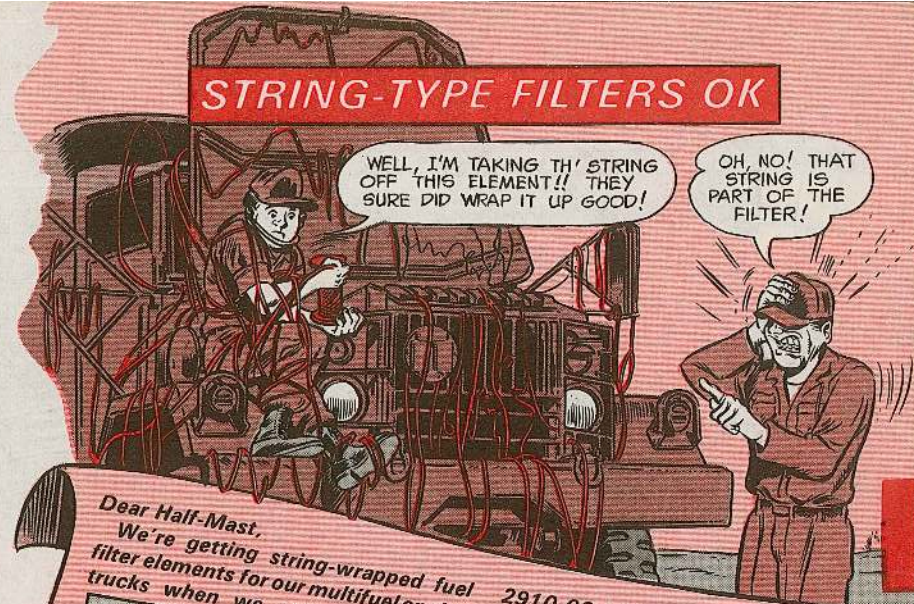
If a real "magic" ingredient does appear on the scene, you can bet your boots the military petroleum products will have it added during processing.

Half-Mast

**FASTEN SEAT BELTS—AR 385-55
REQUIRES IT!**



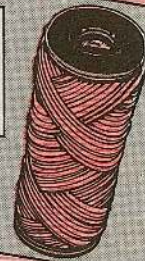
STRING-TYPE FILTERS OK



Dear Half-Mast,

We're getting string-wrapped fuel filter elements for our multifuel engine trucks when we order under NSN

**SOME
NEW
ELEMENTS
COME WITH
STRING!**



2910-00-134-7835. We used to get a filter element that was a paper-like material inclosed in metal.

I've been told the string-type is bad news, because string fragments come loose and then particles of string pass right into the injectors where they really do a job on the engine.

What's the story?

SP4 S.T.G.

Dear Specialist S.T.G.,

The story: Those string-type fuel filters are OK for the job. The string is wrapped around a paper-like core that'll stop any string particles from getting through.

Bits of string can slip past the filter, though, if you don't clean the filter housing real good when you're changing the element . . . or, if you don't make sure the element is seated right when you install it.

Half-Mast

PUBS



Ch 2, TM 5-4330-214-15 Jan 600 GPM Filter-Separator, Liquid Fuel
Ch 3, TM 5-4330-232-12 Jan 50-GPM Filter-Separator
Ch 1, TM 5-4930-218-24P Dec Lubricating and Servicing Unit: 15-CFM Compressor
TM 5-5420-200-20P Nov M48A2 Bridge Launcher
Ch 5, TM 5-5665-293-13 Nov AN/PRS-7 Mine Detector
TM 5-5675-304-14 Nov DM-60(M-1) Electronic Distance Measuring Equipment
TM 9-1425-470-20P Oct TOW
TM 9-1430-381-20P Nov Pershing 1A
TM 9-1440-465-20P Sep Lance
Ch 2, TM 9-2320-265 Nov M880-Series 1/4 Ton Trucks
Ch 2, TM 9-2330-271-14 Nov Semitrailer, Van: Electronic 10-Ton, 4 Wheel
Ch 14, TM 9-2350-215-10 Jan M60/M60A1 Tanks
TM 9-2350-256-ESC Dec M88A1 Recovery Vehicle
Ch 1, TM 9-2350-257-20-1 Feb M60A1 (RISE) Hull
TM 11-5805-243-20P Dec TA-1/PT Telephone Set
Ch 3, TM 11-5815-200-12 Jan AN/UGC-4, AN/UGC-29, Teletypewriter Sets and TT-259/FG Teletypewriter
TM 11-5820-362-20P Jan AN/GRC-41 Radio Set
Ch 6, TM 11-5820-475-12 Jan AN/FRT-52A Radio Transmitting Set
TM 11-5820-641-24P Nov AN/URR-70 Radio Receiving Set
TM 11-5820-770-24P Nov AN/URR-71 Radio Receiving Set
TM 11-5825-231-20P-2 Jan AM-3545/TRD Electronic Control Amplifier
TM 11-5825-258-20P Jan AN/ARN-123(V) Radio Receiving Set
TM 11-5840-211-20P Dec AN/PPS-4A Radar Set
TM 11-5855-246-10 Nov AN/PAS-7 Infrared Viewer
TM 11-5995-202-20P Jan MK-456 () Transmission Cable Kits
TM 11-6190-352-24P Feb PP-6259/U Battery Charger
TM 11-6625-214-12 Jan AN/URM-52 ()

Signal Generators
TM 11-6625-298-14 Jan ZM-21() U Ohmmeter
TM 11-6625-318-24P Dec AN/URM-32() Frequency Meters
TM 11-6625-366-24P Dec TS-352B Multimeter
TM 11-6625-1636-20P Dec AN/ARM-109 Antenna Coupler Test Set
TM 11-6720-242-20P Jan KA-60C Still Picture Camera
Ch 6, TM 11-7440-217-15 Jan RO-312/G High Speed Card Punch
Ch 9, TM 55-405-9 Dec Weight and Balance
Ch 24, TM 55-1500-204-25/1 Dec Gen Aircraft Maint
TM 55-1510-201-20P Dec U-8-Series
Ch 2, TM 55-1520-209-PMS Dec CH-47A Helicopter
Ch 29, TM 55-1520-210-20 Jan UH-1D/H Helicopter
TM 55-1520-210-PMS Dec UH-1D/H Aircraft
Ch 2, TM 55-1520-217-PMS-2 Dec CH-54B Helicopter
TM 55-1520-227-PM Jan CH-47B and CH-47C Phased Maint
Ch 1, TM 55-1520-234-PMS Dec AH-1S
Ch 4, TM 55-2840-230-24 Dec T73-P-1 and T73-P-700 Engines

MISCELLANEOUS

AR 95-1 Nov Aviation
DA CH 755-16 Dec Disposition of Uneconomically Repairable Major End Items
DA Pam 310-12 Nov Training Devices Index
FM 9-44E1/2 Dec Machinist, Skill Level 12
FM 38-725-10 Nov Unit Logistic Codes
SB 38-100 Dec Preservation, Packaging, Packing, and Marking Materials, Supplies, and Equipment
SC 5180-90-CL-N08 Jan Carpenter's Tool Kit, Engineer Squad
SC 5180-91-CL-R13 Jan TK 101/G Electronic Equipment Tool Kit
SC 7360-90-CL-N02 Nov Gas Field Range Outfit
TB 55-1900-205-24 Jan Watercraft Info and Reporting System
TM 11-6625-214-12 Jan AN/URM-52 ()

This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Nov 74), and Ch 3 (Oct 75), TM's, TB's, etc.; DA Pam 310-6 (Jul 76) and Ch 2 (Dec 76), SC's and SM's and DA Pam (O) 310-9 (Aug 74), COMSEC pubs.

TECHNICAL MANUALS

TM 3-1040-219-20P Jan M4A2 Flame Thrower
Ch 3, TM 3-1055-456-12 Jan M20A1 Rocket Launcher
Ch 1, TM 3-4240-279-10 Nov M17/M17A1 Mask

AUDIO-VISUAL STUFF—Available at Your Local TASC

TEC LESSONS
201-113-4511-F Control GP AN/GRA-6, PT I (Install)
580-113-6601-A Install Switchboard SB-22/PT I (Preinstall Checks)
580-113-6602-A Install Switchboard SB-22/PT II (Line and Truck Connections)
580-113-6608-A Install Switchboard SB-88/P PT I (Installing on Base & Grounding)
580-113-6609-A Install Switchboard SB-86/P PT II (Power, Line & Truck Connections)
580-113-6615-A Install Central Office TAI/AMTC-1, PT I (Interconnections)
580-113-6616-A Install Central Office AN/MTTC-1, PT II (Applying Power)

FILMS, TV TAPES, GTA
GTA 5-6-6 Advanced Rigging II
GTA 9-1-182 Preventive Maintenance
GTA 10-7-5 8-Showerhead Portable Bath Unit
MF 46-5936 Cobra TOW Pilot Familiariz
MF 46-5937 Cobra TOW Armament Sys
TF 9-4779 Engine, Diesel, 6V71 GMC, Tests
TF 10-4823 Army Aircrewman Individual Protect Sys
TF 10-4665 Operation, Maint, Transport of 500-Gal Collapsible Drum
TF 38-4575 Shrink Film Packing
TF 46-5935 Intro: Cobra TOW
TVT 17-105 Sheridan M551A1 Laser Range Finder (AN/VVG-1) Operation, Tests

Tell 'em About It
It's for real... and you can believe it!
When you get a reply to an Equipment Improvement Recommendation DA Form 2407 (EIR), it'll give you a local person to contact if you're not happy with the response.
Your contact is in the local Logistics Assistance Office (LAO), and he'll be glad to hear you out.
So, don't be shy about it. Let 'em know if you feel your point has been missed, avoided or otherwise botched up.
Your EIR's are valuable and needed. They deserve a second look—And they'll get it!

THROUGH THE SWIRLING MISTS OF A PRE-DAWN MORNING SPEEDS A SLEEK LIMOUSINE... (FOREIGN MAKE, OF COURSE)...

HURRY, HURRY...

'BOUT TIME!

THERE'S THE GATE AHEAD, COMRADE, SIR!

...WE'RE LATE!!

RETURN FOR ME LATER, COMRADE JURKOV!

...BUT I, AGENT DOUBLE-ZERO, HAVE DONE IT AGAIN!...

THIS SPY BUSINESS IS A GRAVE MATTER...

I'VE GOT IT, COMRADE CHIEF! OPERATION STAMP* HAS SUCCEEDED AT LAST AND...

HERE IT IS!...

...THE U.S. ARMY'S SECRET WEAPON!

Joe's DOPE

THE FURTHER PROGRESS OF PILGRIM (PILGRIM'S PROGRESS —6 MONTH'S LATER)

***ED NOTE: WE'LL REVEAL THE MEANING LATER WHEN WE'RE READY.**

SEE P. 5 298

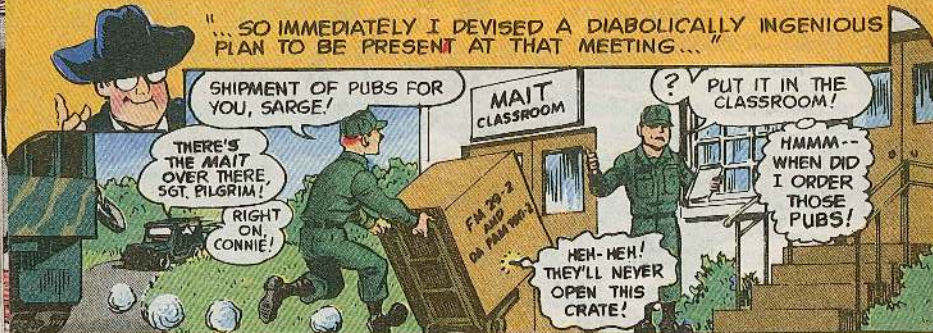


AMAZING!...
INCREDIBLE!...
IT'S ALL
HERE...

TELL ME HOW
YOU PULLED IT OFF,
COMRADE DOUBLE-
ZERO!

CERTAINLY,
COMRADE
BOSS.

YOU WILL RECALL
THAT OUR INTELLI-
GENCE INFORMED
US OF A MEETING
PLANNED BY TOP
EXPERTS OF THE
U.S. ARMY...



"...SO IMMEDIATELY I DEvised A DIABOLICALLY INGENIOUS
PLAN TO BE PRESENT AT THAT MEETING..."

SHIPMENT OF PUBS FOR
YOU, SARGE!

THERE'S
THE MAIT
OVER THERE,
SGT. PILGRIM!

RIGHT
ON!
CONNIE!

MAIT
CLASSROOM

? PUT IT IN THE
CLASSROOM!

HMMM--
WHEN DID
I ORDER
THOSE
PUBS!

HEH-HEH!
THEY'LL NEVER
OPEN THIS
CRATE!



HI, CONNIE!...

'LO, PILGRIM...
YOU'RE RIGHT ON
TIME! CLASS IS
READY TO START!

FINE, SGM
PEARSON!
WE'LL GO
RIGHT IN!

RIGHT ON! I'VE GOT A FEW
VISUAL AIDS... BUT ALL THE
VITAL INFO IS RIGHT HERE IN
THE DIARY I'VE KEPT THE
LAST SIX MONTHS...
JUST FOR CONNIE
AND PS MAGAZINE!



TROOPS, YOU ALL KNOW
CONNIE RODD! SHE'S IN
CHARGE TODAY!

THANK YOU,
GENTLEMEN...

AS YOU'RE AWARE, LTC HARDMAN
HAS REQUESTED THIS SEMINAR...
BECAUSE OF THE SUCCESS
OUR GUEST, SGT. PILGRIM,
HAS HAD IMPROVING HIS
COMPANY'S READINESS!

SO... LET'S
LISTEN WHILE
PILGRIM SHARES
HIS "SECRETS"
WITH US!

THANKS,
CONNIE!
NOW...

?
AH-
MAH!



FIRST, THERE ARE TOO MANY POINTS
AND DETAILS IN THE OVERALL PM
PICTURE FOR ANY SUPERVISOR
TO CONCENTRATE ON THEM ALL
AT ONE TIME,
SO...



I DECIDED TO "ISOLATE AND
ANNIHILATE" A DOZEN BAD
PRACTICES OF WHICH OUR UNIT
WAS GUILTY... THEN WE COULD
SHOW SOME REAL PROGRESS
TOWARD OUR TOTAL
READINESS GOAL!

HEH-HEH!
GOT MY TAPE
RECORDER
GOING!



SIX TARGET AREAS WERE
SELECTED... INVOLVING
A FEW POINTERS FOR
OPERATORS, MECHANICS
AND SUPPLY TYPES!

AS I DISCUSS THESE
"TARGETS" I'LL PROJECT
SOME VISUALS FROM MY
DIARY OF OUR PM
PROGRESS.



THERE-- OUR
FIRST TARGET...

**TARGET I
PUBLICATIONS**

RATZ! I CAN'T
SEE OUTTA THIS BOX...

WHAT CAN
I DO...?

IS OUR STAMP*
PLAN DOOMED?...

*ED. NOTE: BE PATIENT, DEAR READER!



FOR TROOPS TO PERFORM
THEIR JOBS RIGHT-- THEY
MUST FIRST GET THE WORD!

UPDATED TM's, LO's, PARTS
MANUALS, ETC... FOR
EVERYBODY

AS TH' FELLER SAID,
"YOU GOTTA HAVE
THE BOOK BEFORE
YOU CAN FOLLOW
THE BOOK."

EXCUSE ME,
SARGE... BUT I HAVE
A "PUB" ON OUR
TOPIC WHICH I HOPE
EVERYONE WILL
POST WHEN THEY
RETURN TO
THEIR UNITS!

Joe's

Dope Sheet

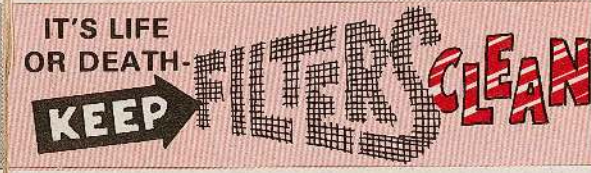
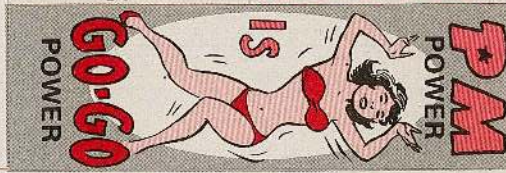
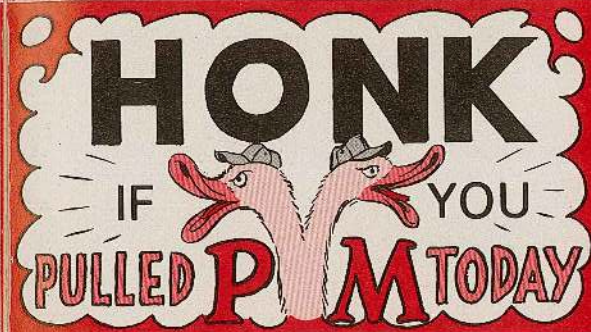
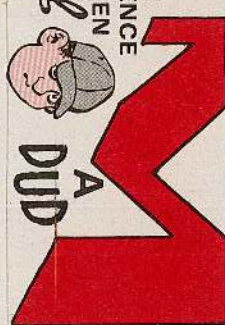
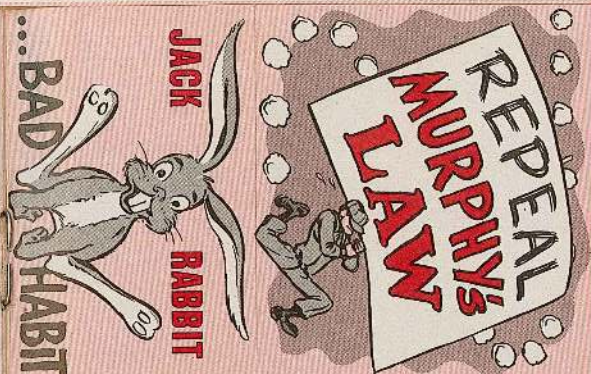
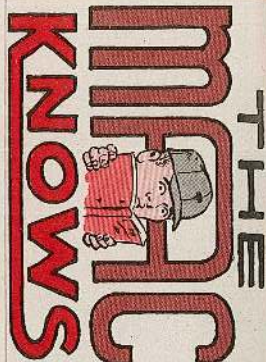
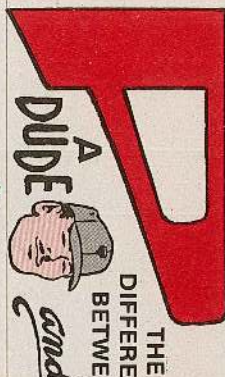


WE HAVE THE WORLD'S BEST EQ

IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BU

STICK-ONS • PEEL OFF — STICK ON

CAREFUL — YOUR COMMAND MAY HAVE RESTRICTIONS
 SEND YOUR IDEAS FOR MORE STICK-ONS to PS MAGAZINE, LEXINGTON, KY 40511



PM is a thing on-going--
a Goal reached for one time showing--
job with no end--
Chore you must tend
woud keep your Ready Lamp glowing!!



EQUIPMENT ... *Take care of it*

BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

THANKS, CONNIE! I'LL FOR SURE POST MINE!

THEN WE MADE SURE OPERATORS PULLED PM SERVICES BY THE TM... AND THAT NCO'S MADE SURE OPERATORS WENT BY THE BOOK!

TARGET II FOLLOW THE BOOK

THIS ELIMINATED DAMAGE FROM:

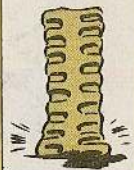
- Oil and coolant starved engines



- Undrained vehicle air tanks



- Under inflated tires



- Corroded battery terminals and burned-up starters



- Rusty and corroded weapons



OK-- WE THEN GAVE OPERATORS SPECIAL TRAINING FOR KNOWN EQUIPMENT ABUSES AND BAD PRACTICES!

TARGET III OPERATOR REFRESHER TRAINING

THIS MADE SURE OPERATORS UNDERSTOOD WHY THEY SHOULD NOT

- ✗ Ride the clutch



- ✗ Pop the clutch



- ✗ Lug the engine



- ✗ Shut down diesel and multifuel engines without idle-cooling



- ✗ Start or turn off vehicle engines before turning off the radios.

- ✗ Leave dry-cell batteries in commo gear when it's out of operation for several days



- ✗ Use high pressure hoses above the tracks on combat vehicles and for cleaning commo/electronics and fire control gear on vehicles.



34

AH-- NOW I CAN SEE!

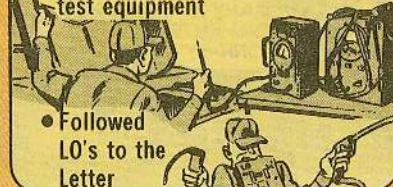
NEXT, WE ZEROED IN ON...

TARGET IV MECHANIC REFRESHER

THIS MADE SURE MECHS:

- Had and used troubleshooting procedures and test equipment

- Followed LO's to the Letter



TARGET V PLL PROCEDURES

MADE SURE PLL CLERKS:

- Ordered replacement parts as soon as used
- Stopped scrounging and moonlight requisitioning—but quick!
- "Uncovered" excess parts and supplies and put them back into the system.



OUR FINAL TARGET, PERHAPS THE MOST IMPORTANT, WAS...

TARGET VI TIME AND ASSISTANCE

FOR ALL SOLDIERS TO PULL THEIR PM—RIGHT!



AT VARIOUS TIMES AND FOR VARIOUS REASONS WE CALLED FOR HELP FROM...



MAIT



Direct Support



... AND OUR LOCAL LAO (LOGISTICS ASSISTANCE OFFICE)



THESE GROUPS HELPED WITH OUR TRAINING AND PLANNING!



AH--HAH!

35



Aircraft Mechanics ...

TOOL KIT CATCH UP

Your new General Aircraft Mechanic's Tool Kit made the scene in June 76. But bring your SC 5180-99-CL-A01 right up to snuff with these corrections and additions:

NEW ITEMS WILL APPEAR IN A CHANGE OR REVISION TO THE SC!!

CORRECTIONS:

CROWFOOT ATTACHMENT, SOCKET WRENCH:

Old NSN 5120-00-935-7386
935-7387



New NSN 5120-00-224-7288
189-7896

FLASHLIGHT: Change nomenclature to read "MIL-F-3747; size 3 cell; explosion-proof"

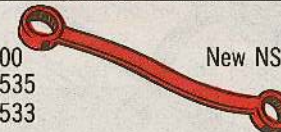
Old NSN 6230-00-163-1855

New NSN 6230-00-270-5417



WRENCH, BOX:

Old NSN 5120-00-947-3535
947-3533



New NSN 5120-00-889-1857
889-1858

ADDITION:

TAPE, MEASURING: S, 1/2-in w, grad in 1/32, 1/16 & 1-in std units; 10-ft lg; pull-push rewind.

NSN 5210-00-293-3505



YOU'RE AUTHORIZED 2 EACH--

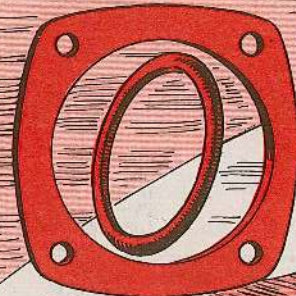
WRENCH, OPEN, END, FIXED:



NSN 5120-00-187-7123

--INSTEAD OF 1.





Gaskets, O-Rings

ONCE is

ENOUGH

GAK:
LOSING MY
TRANSMISSION
FLUID...
GAK:
GAK:
I'M
GOIN'
DOWN...

BUDDY...
CAN YOU SPARE
A DIME?...

GAK:
...DONE IN BY
ONE REUSED
GASKET...
GAK:

FOR A
GASKET...
ANY TIME
!

GASKET TO O-RING

If one of the new AH-1S Models is headed your way, the transmission primary oil filter takes an O-ring packing instead of a gasket. So, ask for packing, NSN 5330-01-018-6498.

The filter in your Cobra can be Murphyed. Remember that the bypass valve is located at the 12 o'clock position. On the S Model locate the

CHECK
YOUR
BY-PASS
VALVE

filter with one of the bypass valves at the 12 o'clock position, or you'll lose the bypass feature on your S Model Cobra.



STANDARD

OPERATING PROCEDURE

Installing a new gasket or packing is SOP. That's why the pubs rarely say to use a "new" gasket in each maintenance operation.

When you latch onto new gaskets and O-rings, eyeball them for obvious cuts, nicks and flaws. Throw out any faulty ones.

Why do you need new parts each time?

Well, a used gasket has been compressed and won't give you a good seal. Leaks are guaranteed with a reused gasket.

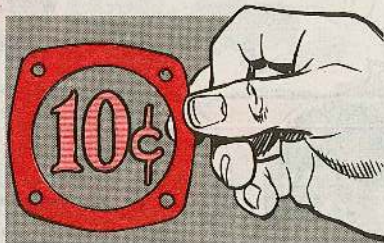
O-rings also take a permanent set that can't be duplicated a second time. Only a new O-ring will fit properly in a recess to give you a good seal.

Mounting a gasket rarely presents a problem. Not so with O-rings. 'Course, you need the right size because you want uniform pressure on the entire O-ring.

For easier installation, wet the O-ring going into a hydraulic system with hydraulic fluid. Work the O-ring carefully into place to keep it from being cut or scratched on threads or sharp corners. No pinching or twisting of the O-ring, either.

Yessir-e-e, those inexpensive gaskets and packings will keep the fluid flowing in your bird. But you have to use new ones every time.

The gasket, NSN 5330-00-107-5393, does not come in any of the standard gasket kits listed in the bulk materials section of the Huey parts pub. Which means you have to ask for—Gasket, Item 19, Fig 145 of TM 55-1520-210-20P. It only costs a dime.



Gaskets and O-ring packings in your hydraulic, oil and fuel systems are a one-shot deal, knucklebusters. If you reuse them, you're flirting with emergency landings and beaucoup bird downtime.

Take the Huey transmission primary oil filter, for example.

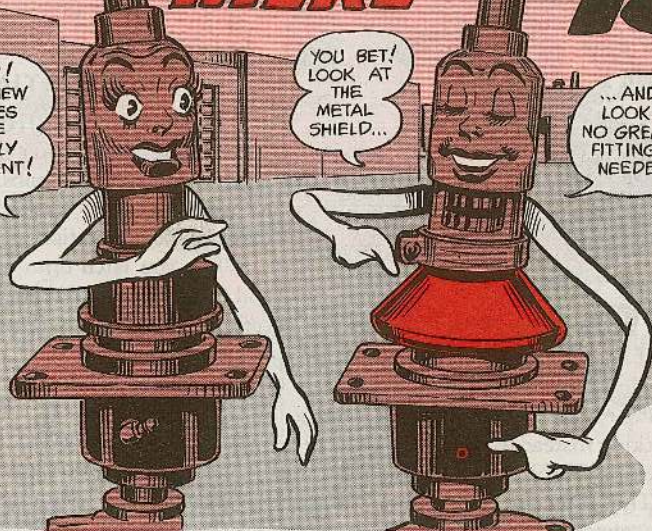
TM 55-1520-210-20 says to install a new gasket when you put that baby back after a cleaning—for good reason. More than one forced landing has resulted when a reused gasket blew, emptying the transmission.

THERE IS A DIFFERENCE!

MY!
THE NEW
STYLES
ARE
REALLY
DIFFERENT!

YOU BET!
LOOK AT
THE
METAL
SHIELD...

...AND
LOOK!!
NO GREASE
FITTING IS
NEEDED!



Aircraft parts get modified by support outfits. Sometimes, tho, it can be down-right confusing for troops to tell the difference between the old parts and the new ones.

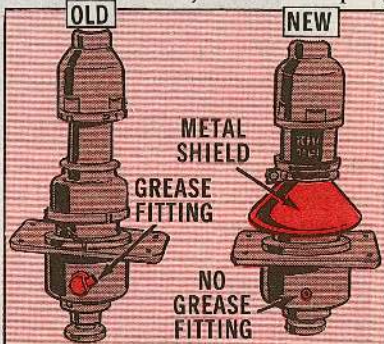
Take the new hydraulic servo cylinder, P/N 205-076-099-7, NSN 1650-00-148-9077. It replaces P/N 205-076-038-7, and prior uniball-type servo cylinders.

It's important to know the difference between the parts. The new part has a metal shield and no grease fitting. The old part has a grease fitting and rubber shield.

In using the old housing the grease hole is sealed with a plastic plug during modification. The problem is that some troops have taken out the plastic plug and put in a grease fitting,

figuring somebody at support goofed—not so!

The new cylinder has a bearing which needs no adjustment. No spring



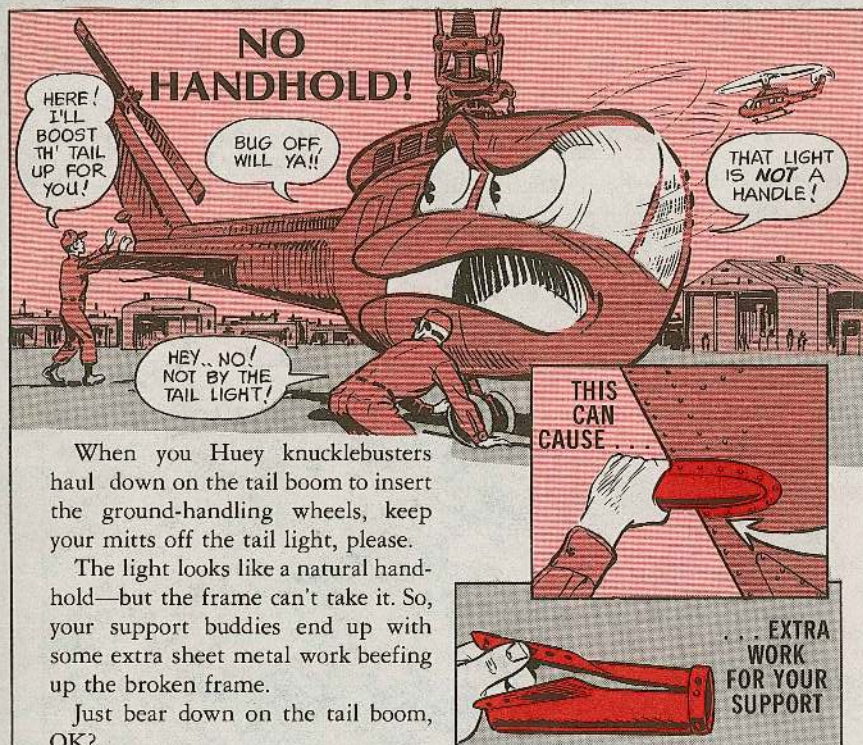
scale torque check is needed. The bearing has a highly polished, ceramic inner surface moving against a carbon graphite outer race. The carbon

I GO FOR THE
ONE IN THE
MINI-SKIRT!



graphite provides a dry, solid, permanently-lubed bearing surface. So, no grease fitting is needed . . . grease could contaminate the works.

Also make sure the conical shield is snug against the retainer nut during cylinder assembly. Otherwise, you'll get increased bearing wear from dirt and other contaminants.



When you Huey knucklebusters haul down on the tail boom to insert the ground-handling wheels, keep your mitts off the tail light, please.

The light looks like a natural handhold—but the frame can't take it. So, your support buddies end up with some extra sheet metal work beefing up the broken frame.

Just bear down on the tail boom, OK?

Be-Your-Own-Inspector

Your TRUSTY TUG

HEY! IT'S
CONNIE
RODD!

WOW!
LET'S GO!

GATHER 'ROUND, ALL
TUG OPERATORS... IT'S
BE YOUR OWN INSPECTOR
TIME!

COMIN'
CONNIE!

DON'T
SHOVE,
MAC!

JUST A SEC,
CONNIE, WHILE
I EASE THIS RIG
TO A HALT AND
SHUT DOWN!

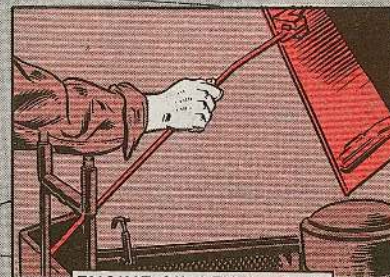
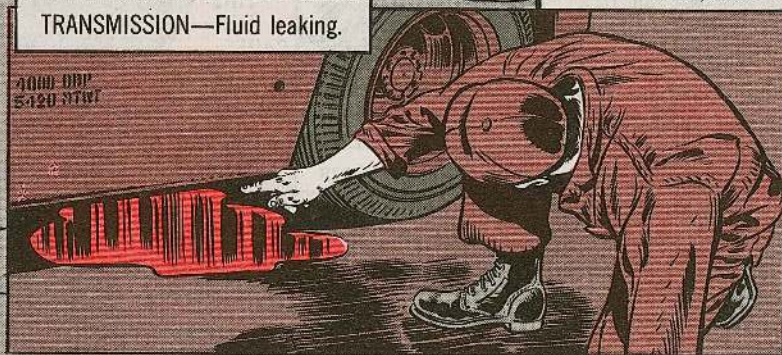
When you air types mount your 4000-lb drawbar pull tractor to haul birds around the pad, skip the cowboy act. Operate that brute slowly and deliberately and you'll hold down the cost of replacing some bent-up aircraft parts.

Pull operator preventive maintenance like it says in the technical manual. One operator ran his tug into a bird recently when the accelerator jammed . . . the brakes couldn't hold that revved-up engine.

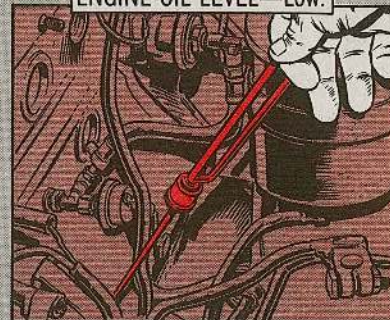
SO, EYEBALL
YOUR TRUSTY
TUG FOR ANY
OF THESE
CONDITIONS...



TRANSMISSION—Fluid leaking.



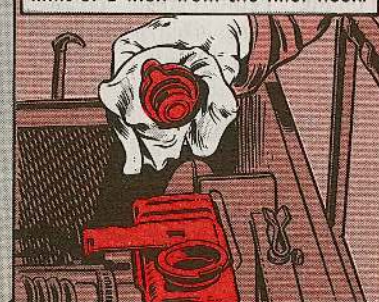
ENGINE OIL LEVEL—Low.



LIGHTS—Bulb burned out.



RADIATOR—Coolant level below the limit of 1 inch from the filler neck.



FAN BELTS—Worn, frayed, cracked; deflection midway between generator and fan pulley should be $\frac{1}{2}$ inch.

HALP!
ACCELERATOR
PEDAL'S STUCK...

OH, NO!
FOOT
BRAKE'S
OUT...

...AN' TH'
HAND
BRAKE
WON'T
HOLD!..

S'CUSE
ME,
SIR...!!

...MY HORN
WON'T WORK!

OH, WOW!
NOW TH'
STEERING
WHEEL'S
LOOSE!

SEND FER
CONNIE!

WOT
TH...

HAND BRAKE—Does not hold;
needs adjustment.

ACCELERATOR PEDAL—Does not
move easily, freely.

HORN—Not working.

FIRE EXTINGUISHER—
Seal broken; inspection
out of date.

CONTROLS—Sluggish; play in steer-
ing wheel.

TRANSMISSION OIL TEMPERATURE
WARNING INDICATOR—Light burn-
ed out.

ENGINE OIL PRESSURE—Not within
the required 45 to 55-PSI range at
high idle.

FUEL INDICATOR—
Does not register.

AMMETER—Does not
indicate a slight posi-
tive charge.

HOURLY—
Does not work.

ENGINE TEMPERATURE—Above
160 to 180 degrees F required for
normal operation.

BRAKE PEDAL—Weak pressure
when pushing in on pedal; pedal
travel beyond the $\frac{3}{8}$ to $\frac{5}{8}$ -in limit.

WELL--LEAST I
GOT TIME T' STUDY
THE TM NOW.

NEXT TIME--PM! Connie

For AN/GRC-106()

PM TOG is a



FOR
SURE,
TROOPS...

GETTING IT ALL TOGETHER
AT THE PM SCENE MAKES YOUR
AN/GRC-106() RADIO SET
KEEN TO COMMUNICATE
FOR YOU!!

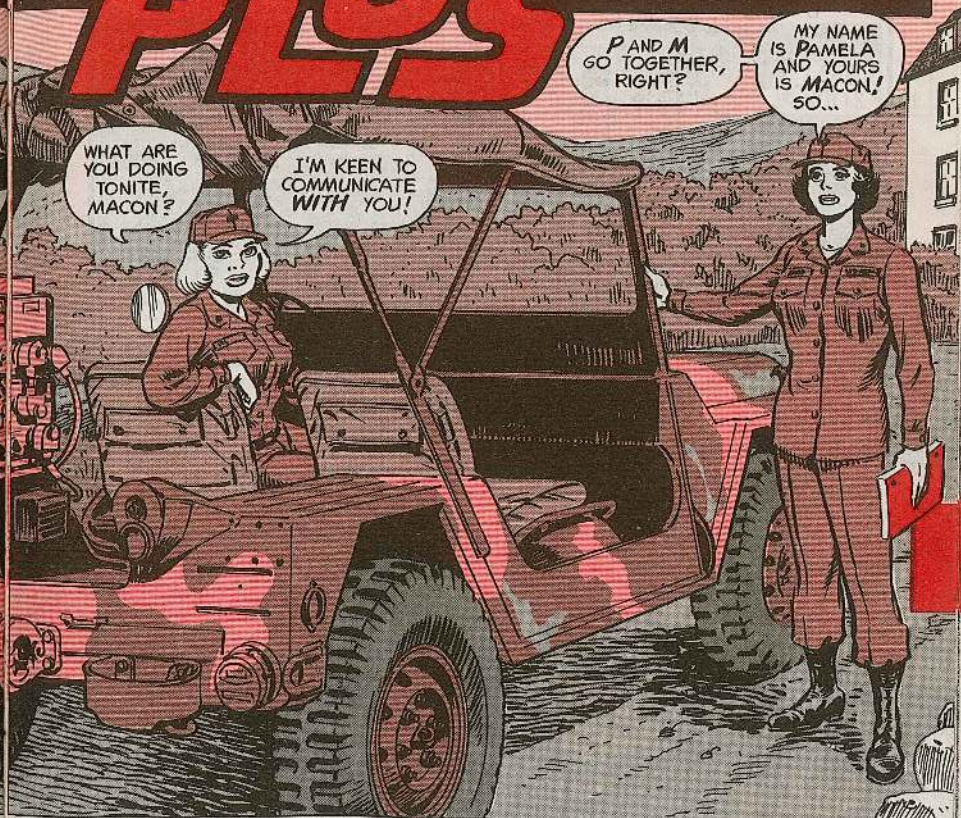
TH' FINK!

YEH...
STEP
ON IT!

SAY... AIN'T
THAT SPARKS?

And, this togetherness is a must.
That is, always keep the same RT-662
or -834 receiver-transmitter and AM-

ETHERNES PLUS



P AND M
GO TOGETHER,
RIGHT?

MY NAME
IS PAMELA
AND YOURS
IS MACON!
SO...

WHAT ARE
YOU DOING
TONITE,
MACON?

I'M KEEN TO
COMMUNICATE
WITH YOU!

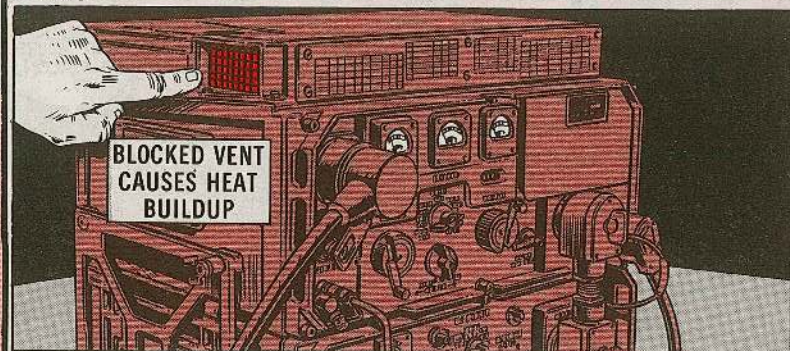
3349 radio frequency amplifier team-
ed up. When only one of 'em needs
repair... especially when alinement is
being done... send 'em to support

together. Alining either the RT or
amplifier with a substitute partner can
cause overheating when the original
duo is paired up again.

Keep It Clean and Cool

Clean the exterior of your radio daily with a cloth, like it says in para 4-3 of TM 11-5820-520-12 (Feb 71), with changes. Dust and dirt can build up on your set like a blanket that'll make your set heat up and damage its insides.

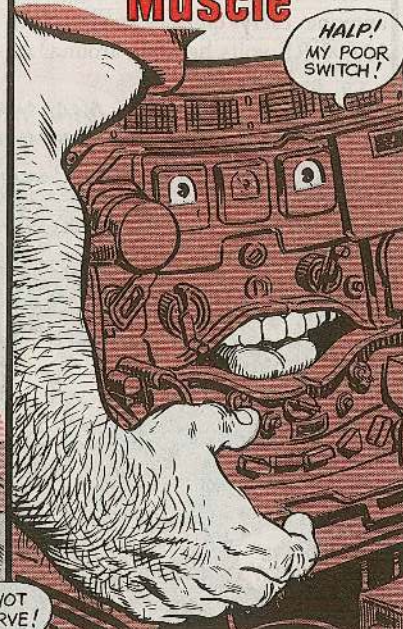
You can get at that hard-to-get-dirt in the amplifier's heat exchanger with an air hose at the grillwork. This'll get rid of the dirt and keep the cool air flowing.



Keep your clothing and other personal gear off your radio. That gear blocks the airflow and leads to heat buildup. It'll damage the set's insides 'cause the heat-exchanger assembly is kept from doing its cool thing.

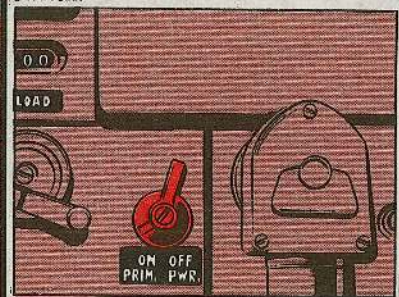


Back Off the Muscle



WOT NERVE!

Heavy hands are not needed when you're switching the AM-3349's primary power ON-OFF switch on and off. You'll wind up with a broken switch.



Just a touch of the fingers is all it takes to turn it one way or the other.

Regulate Vehicle Regulator

Before you switch on your vehicle-mounted Angry-106, make sure your vehicle's voltage regulator is set at 28 volts DC ± 1 . Make sure the vehicle idle speed is high enough to give you the steady 28 volts DC.



Get the regulator set with a calibrated voltmeter since the voltage gage on the vehicle may not be accurate.

Your mechanic sets it like it says in the vehicle's manual—such as para 2-117 of TM 9-2300-257-20 (Feb 69) with Ch 4 for tracked vehicles.

If the regulator's set too low, your radio will not do the job it's supposed to do.

PS MORE

Next Month in PS

LASER RANGEFINDER

AN/VRC RADIO SET

CHAPARRAL PM RUMBLE

TURN OFF TURN-INS

Tie-in Antenna

Never, never put power to your radio unless the antenna is hooked up. If you feed it the juice without an antenna tie-in, you'll burn out the power amplifier tube every time.

Sometimes you might think you have a good hook up since your whip antenna's installed and the cable's connected. But take a second look. If the UG-201A adapter connector is on the 50-ohm line, you're without a whip antenna. The adapter connector holds open the antenna switch.

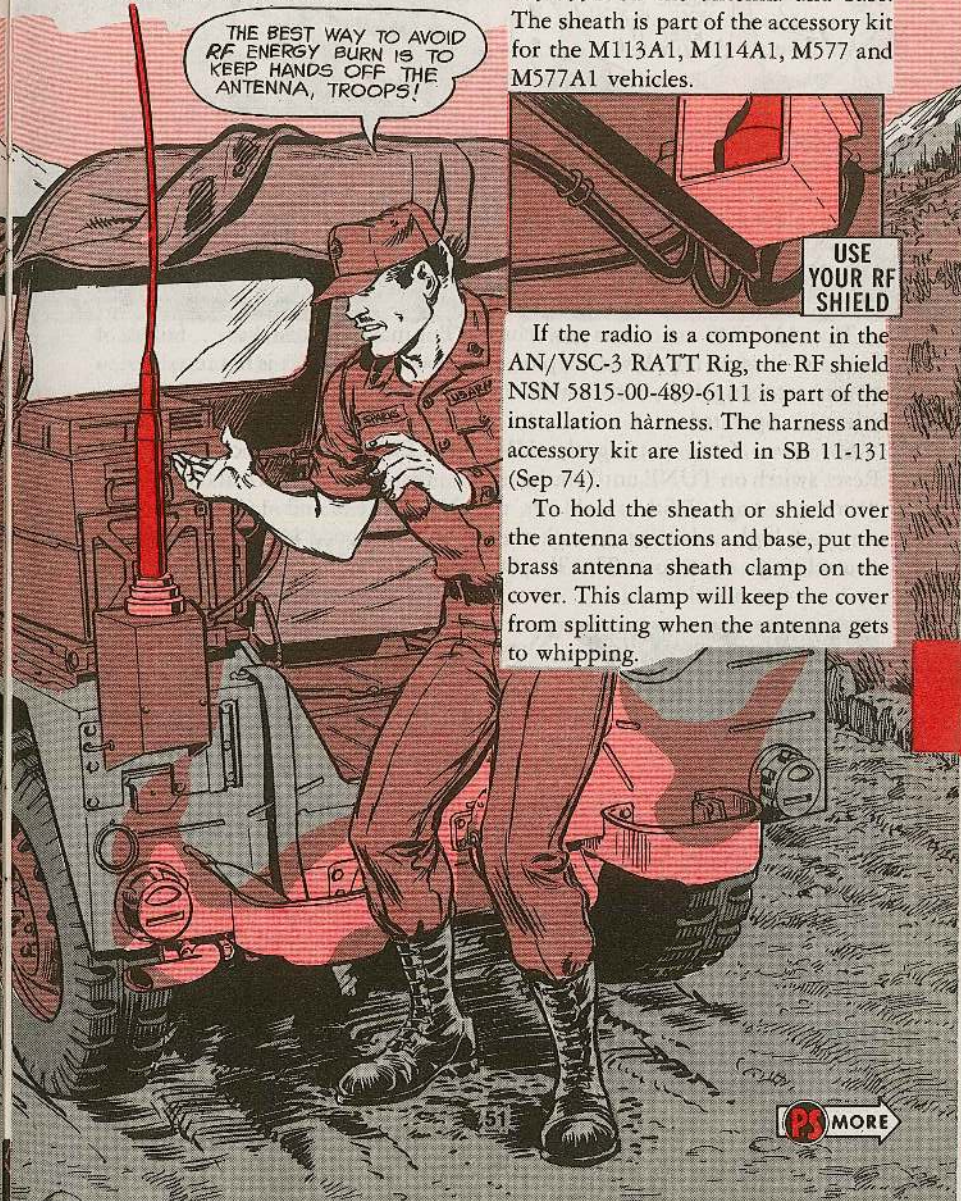
The AB-652 antenna base and antenna carry quite a wallop with 10,000 RF volts hanging around. An

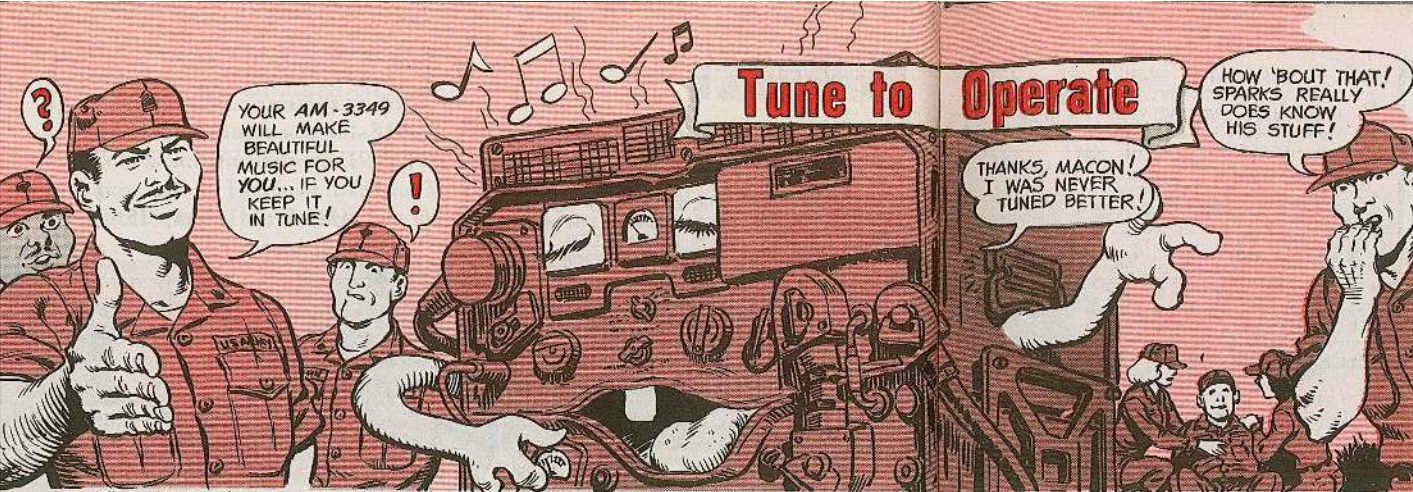
Punching

RF Power

unwary Larry can lean on it and the RF volts will work him over.

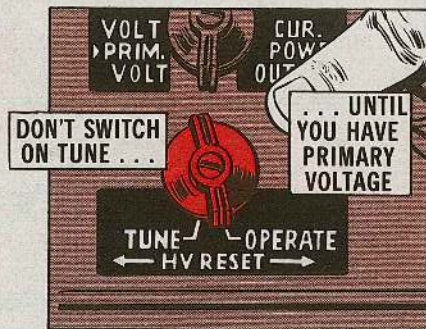
Nip this jolting voltage by keeping the RF shield or sheath NSN 5820-00-879-7591 on the antenna and base. The sheath is part of the accessory kit for the M113A1, M114A1, M577 and M577A1 vehicles.





That AM-3349 can carry a powerful load, but it could bog down, maybe at an embarrassing time, if it's not tuned when it's operated.

Shy away from putting the HV Reset switch on TUNE until you have primary voltage. With a cold set, a surge of high voltage can crack the neutralizing capacitor. That'll put your set down and out.



Unless you tune it right, you're apt to get hit with failures of the C-22 plate trimmer capacitor. And, conk-outs like that can put your Angry-106 on downtime.

But make no mistakes... failure of the power amplifier is not restricted to just the GRC-106. If the AM-3349 is not treated right and not tuned right, it can flunk out in such configurations as the AN/VSC-2 and -3 and AN/GRC-122 and -142.

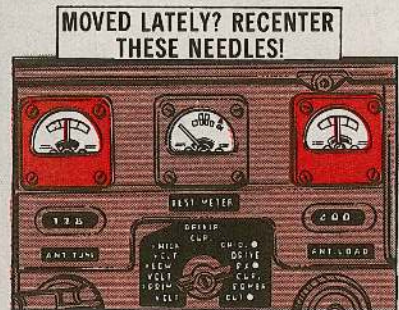
So, it's a good idea to be especially careful when you synchronize the LOAD and TUNE dials.



You have to make certain the TUNE and LOAD meter needles are in the center position—green portion of the scale—before you turn the OPERATE-TUNE switch.

Before switching the power amplifier, turn the OPERATE-TUNE switch to OPERATE.

When you change frequencies on the RT-662 or RT-834, you have to return the LOAD and TUNE meters on the amplifier to the center position.



If you relocate your radio set, recheck the LOAD and TUNE meters. Recenter the needles if necessary.

This'll lengthen the life span of the tuning capacitor.

If you're having trouble getting the meter pointers to center at the same time, try this before you head your set for the maintenance shop.

Turn both knobs at the same time in the opposite direction of the indicator error. Do the twisting real slow. It's almost a sure thing that the pointers will center when you do your adjusting this way.

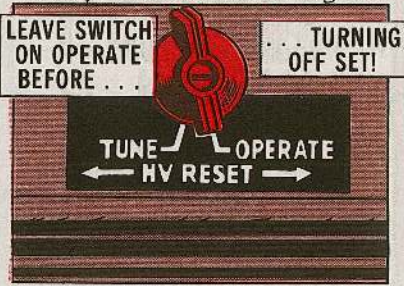
If the needles fail to center in 2 minutes, switch to OPERATE and allow the final amplifier tubes to cool for 5 minutes. Then, try again.

Once the meters center, check for POWER OUT with the TEST METER.

When you get the right scale reading, the set is ready to operate. Switch back to OPERATE... and make sure you have given the set a minute to warm up before transmitting.

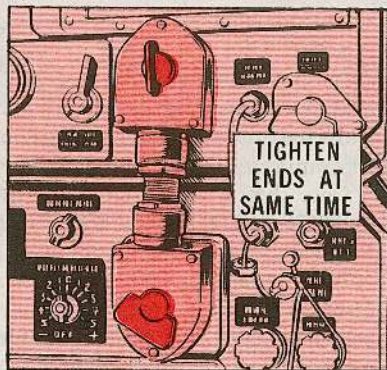
Otherwise, built-up heat will damage the plate trimmer capacitor. That minute wait'll get rid of the heat in the final amplifier and prevent transistor damage.

Make sure the HV RESET switch is always on OPERATE before you turn off the set. If you turn it off with the switch on TUNE, the high-voltage reset relay will not energize. This leaves you with a non-working set.



Tighten Together

When you connect the CX-10099/U electrical special purpose cable assembly to your radio set, tighten both ends at the same time.



Tightening 'em one at a time will put the flexible metal piece in a bind. It could snap.

IT SHOULDN'T HAPPEN...

PFC D. U. M. failed to notice antenna connector loose from the cable connector. The radio is turned on. Now the radio is awaiting major maintenance.

IF YOU WANT TO MAKE SURE THAT YOUR DYNAMIC DUO STAYS TOGETHER... YOU'VE GOT TO KEEP YOUR MOUNT'S CROSSBARS ADJUSTED ACCORDING TO THE TM!

SPARKS, US GUYS PEGGED YOU WRONG... YOU'RE A-OK!

WOULD YOU LOOK AT THAT!!...

THAT'S OUR GOOD BUDDY FOR YOU!

Keeping 'Em Together

Other things that help keep the RT and amplifier together are the MT-3140 mount's crossbars.

Wrong adjustment of the crossbars can let the communicating duo bounce out of the rack and out of your vehicle.

To keep the bars from crossing you up, set the adjustment nuts like it says in the tech manual. If they're too tight, the release handles can be cramped for space and get hung up on the guards.

Remember to pull and twist the release handles together and let go gentle-like. Turning loose too quickly lets 'em slam into the guards. This can leave you with a busted guard.

PM Tips to Push

Keep your antenna lead clean.

Keep connectors free of dirt to insure a good electrical connection.

Eye RF cable for kinks or breaks.

Get cracked meter glass replaced.

Make sure spare fuses of the correct value—2amp, 250-volt—are in the spare fuse well.

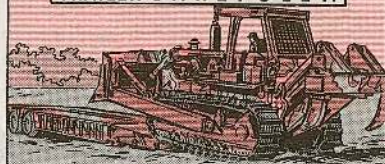
When you're using the 50-ohm AN/GRA-50 doublet antenna, see that it's cut to the proper frequency. If the doublet does not tune properly—even when cut to the right length—try increasing the length by 1 or 2 feet.



HOLD TH AT CAT

The D8K Cat has a nasty habit of sliding off the side of the M870 40-ton low-bed semitrailer.

MATE YOUR CAT AND TRAILER C-A-R-E-F-U-L-L-Y!



When that happens you can really mess up the Cat, the trailer, and a whole lot of roadway.

The big ol' D8K is about all the M870 can handle. The Cat is about a foot wider than the trailer bed, and it weighs about 40 tons, the rated load for the trailer.

So, if you want to keep it in place, you've got to load it right and tie it down tight.

There may be more'n one way to load and tie down the D8K, but here's one that does the job.

Start with the trailer uncoupled from the prime mover and the gooseneck in the down position.

OH, WOWEEE!
HOPE I'M
TIED DOWN
RIGHT!

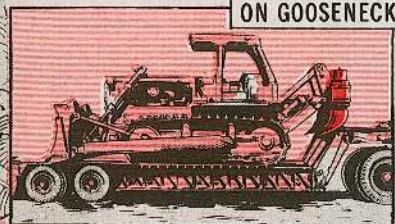
Leave the trailer outriggers in the stowed position.

Drive the tractor on so the blade faces the rear of the trailer. The track shoes should extend over the bed about 6 inches on each side.

Position the tractor so the blade rests on the trailer crossmember between the first and second axles.

If you've got the ripper, raise it high enough to clear the gooseneck when the trailer's coupled to the prime mover. After coupling, rest the ripper on the gooseneck.

REST RIPPER ON GOOSENECK



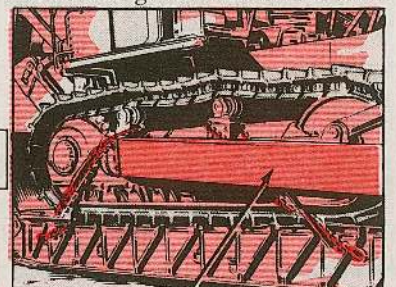
Install and lock the gooseneck retaining pins in place.



GOOSENECK RETAINING PIN INSTALLED

Use the 4 chains and load binders issued with the trailer for tie-down.

Wrap the chains around the upper track idler rollers, extend the chains at about 45° angles and loop them thru the D-rings on the trailer frame. The front chains go behind the blade arms.



FRONT CHAINS BEHIND BLADE ARMS

Put the load binders on the chains so the main body won't rub the track. If you don't, they'll work loose.

Before you go, give the load one last check. Make sure all 4 chains are good and tight, the load binders aren't rubbing the track and the gooseneck retaining pins are locked in place.

When you're getting ready to unload your D8K, remember to lift the ripper off the gooseneck before uncoupling the trailer from the prime mover.

RELIEF FOR PARTS PAIN

There's a little pain relief on the way. The headshed's assigned 2 special project codes for overseas units to use when requesting repair parts for

Make sure that each part-numbered request includes the manufacturer's

**THE MANUFACTURER'S
CODE GOES ON THE REQUEST
AS THE FIRST 5 NUMBERS
OF THE PART NUMBER**

OH, YEAH?
WILL THEY
REALLY
HELP?

YOU
BET!

THEY'RE GOOD!
FOR WHAT AILS
ENGINEER TYPES!

AMDF PAMPHLET

It contains info on how to use the

USACDA PAMPHLET NO. 18-1
1 OCTOBER 1974

ARMY MASTER DATA FILE
RETRIEVAL
MICROFORM
SYSTEM

CODE REFERENCE GUIDE
for the
ARMS
MONTHLY AMDF FILE

8442 • J. Neurosci., September 24, 2008 • 28(39):8436–8444

AMDF, along with explanations of all the codes that appear on the AMDF.

AIR ELIGIBLE CATEGORY CODE	(AEC)
EXPENDABILITY CODE	(EXP)
MEASUREMENT QUANTITY	(MEASMT QTY)
LINE ITEM NUMBER	(LIN)
FUND CODE	(FC)

TO GET YOUR
COPY OF THIS
PAMPHLET AND ITS
CHANGE 1, WRITE
TO THIS ADDRESS..

Chief
USA DARCOM Catalog Data Activity
ATTN: DRXCA-M
New Cumberland Army Depot
New Cumberland, PA 17070

MICROFICHE VIEWER LAMPS

NEED A LAMP TO
LIGHT YOUR MICROFICHE
VIEWING? USE THESE NSN'S
FOR YOUR MODEL...

MAKE & MODEL	P/N	NSN 6240-00
Bell & Howell Unimode Spacemeter	FCS	-409-8295
Electro Optical Mechanisms 416	FCS	-409-8295
Micro Design Inc COM 200 and 1200	FCS	-409-8295
Minnesota Mining & Mfg Co 390 and 480	DYF 78-8008-7559-9	-476-1228
Wollensak 414-1	BCL GTE/SYLVANIA	-102-9648

ORDER THE FOLLOWING
LAMPS BY EXCEPTION DATA
REQUEST UNTIL THE NSN'S
APPEAR ON THE AMDF...

Minnesota Mining & Mfg Co 400 and 500	78-8454-3469-1	-416-6140
National Cash Register 456-2	FDT 605-0000239	-393-1161
National Cash Register PTMI-455	007-4012701 (44563)	No NSN (Use P/N)
Washington Scientific Inc Model 1114	ELD/EJN	-449-6003
Model 1114D	ELD/EJN	-449-6003

New -10 TM Changes

THE ESC STILL COUNTS

FLIPFLOPPING
FLAPJACKS I CAN
UNDERSTAND...
BUT PUBS??!!

Get ready for one of the fastest pubs flipflops on record.

Changes are on the way or already out on some of your major items' Operator TM's.

Those changes include Preventive Maintenance Checks and Services (PMCS) tables that may feature 2 new columns: A new check column headed by a C (Combat Operability) and a status column under "Equipment will be reported Not Ready (Red) if:". At the bottom of the first page of some of the changes is a statement saying the change supersedes the ESC on the item.

Well, don't ya believe it—yet!

The headsheds got their wires crossed, and the changes are hitting the field before policy's been set on how, when and where to use the new procedures.

When you get a new change, look it over. If the change says it supersedes the TM-ESC, it's wrong.

The word is out in DA Msg DALO-SMM-F 111622Z Mar 77 to reinstate those ESC's. So, hold onto your TM-ESC's. You still need them—at least for a while.

Also, make a note in each change on the PMCS tables. Do not use the C (Combat Operability) column and the "Equipment will be reported Not Ready (Red) if:" column until you get word on when and how to use them.

Everything else in the new changes is go—including simpler and less frequent checks and services.



There is a form that lies in wait for the unwary TAMMS clerk. It's an eating machine—eating into your time and patience—and sending you into the jaws of the headache!

However, a few tips can tame your shark—er—forms.

Glance through your visible files often. If your maintenance supervisor doesn't also check the files, keep him posted on upcoming services.

The teeth of a DD 314, tho, are the symbols you use to show a service. If the TM and LO on an item require any of the services listed in para 3-3c(3) of TM 38-750, you must use those symbols.



Using the wrong symbol could lead to pulling the wrong service. And telling a mechanic elbow-deep in crankcase oil that he should be rotating the tires can be dangerous!

Watch the timing on your symbols, too. The second quarterly is not automatically a semiannual. Just because a service falls at a special time does not change its symbol. You schedule—and pull—a service only when the equipment pub calls for that service specifically. If a quarterly is your highest service, then you'll have 4 quarterlies on the DD 314—not a quarterly, semiannual, quarterly and an annual.

Keep it all together! When a service falls due, check all the pubs. Pull out the TM, the LO and the logbook. Scan each pub carefully for tips, checkpoints and services. The logbook cues you in on deferred maintenance and needed MWO's as well as trouble-spots needing attention.

Never just depend on the LO or the TM alone to carry you through.

Use the remarks block. For services like some lubes or tire rotations pulled by hours or miles, list each symbol and its interval in the remarks block. Then when you pull the service, ink the right symbol in the date block with the hours or miles beside it.

Any symbols not covered by TM 38-750 should also be explained in the remarks block.

The DD 314 is mainly a service memory-jogger. And like your memory, the more you use it—the better it gets—and the less like a hungry shark it seems.

(3) The following symbols will be used to indicate the type of service scheduled:

- (a) "T"—Any test.
- (b) "L"—Lubrication.
- (c) "R"—Recoil exercise.
- (d) "W"—Weekly maintenance service.
- (e) "M"—Monthly (1 month) maintenance service.
- (f) "Q"—Quarterly (3 months) maintenance service.
- (g) "S"—Semiannual (6 months) maintenance service.
- (h) "A"—Annual (1 year) (12 months) maintenance service.
- (i) "B"—Biennial (2 years) maintenance service.
- (j) "T"—Quadrennial (4 years) maintenance service.
- (k) "H"—Tire rotation.

Stick with the equipment pubs. If your LO calls for a lube, schedule an L on the DD 314. If the TM calls for a quarterly, use Q. Your equipment pubs rule on which services you pull—and how often.

DD FORM 314
1 DEC 53 (REV 25 JUL 1953)
THIS FORM MAY BE USED FOR PREVENTIVE MAINTENANCE SCHEDULE AND RECORD

NOV
DEC
REMARKS

L1-monthly or 1,000 miles
L6-6 months or 6,000 miles
L12-12 months or 12,000 miles

USE THE REMARKS BLOCK FOR NOTES ON SERVICES PULLED BY HOURS OR MILES. ODD SYMBOLS OR ANYTHING THAT NEEDS EXPLAINING

DATE RECEIVED	RECEIVED FROM	NOMENCLATURE	MODEL	ASSIGNED TO
NG 3456	H-6	Truck 1/4 ton HFX39940	M561	Co B 4/9 Inf

REGISTRATION NUMBER
ADMINISTRATION NO.
NOMENCLATURE
MODEL
ASSIGNED TO

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

This portion is provided for convenience in typing the lower lines on NOTUL SIDES.
To be detached prior to placing in KARDEX or other visible-type file.

Connie's Mini Mini's

Phasing in New PM

When you aircraft mechs receive the UH-1D/H and CH-47B/C checklists on the Phased Maintenance System, you're ready to go into the new preventive maintenance inspection system. Follow the changeover poop in Section IV of TB 55-1500-337-24 (Dec 76) and AVSCOM Msg DRSav-FEN 082100Z Mar 77, to the letter.

2 1/2-Ton NSN Dropped

Never mind trying to order that Wheel w/rim and ring, NSN 2530-00-026-0265, in TM 9-2320-209-20P (Oct 76) for your 2 1/2-ton truck. It's not stocked anymore. Now you can get only the separate items, Wheel, NSN 2530-00-738-9620, and Ring, NSN 2530-00-738-9061.

True, But . . .

The scheduled hot-end inspections for the T53 L-11D and L-13B engines are no longer required—except for the L-13B engine with a P/N 1-110-520-21 nozzle. You still eyeball that baby every 600 hours, per TM 55-2840-229-24 Ch 12 (Jun 76) . . . page 13-1.

From the Head Hangar . . .

AVSCOM Message DRSav-FEP 051500Z Jan 77 has the good word on T74-CP-700 and -702 engines. Ute mechs. Eyeball a copy. The 1500-hr hot section inspection is no longer required. 'Course, the check still goes for troubleshooting, hot starts and sub-par performance.



Wheel Deal

Need a new wheel—rim—for your Model 4003 hydraulic lift Mobilizer NSN 1740-00-901-1870, LIN X23227? Use exception data supply request for Wheel, PN 7387807 (21450). Your RIC is B17. Add this number to your TM 55-1740-201-23P (Mar 71).

Scratch that Patch

Patching vehicle "canvas" is always a direct support job. Manuals that say otherwise will be changed. That's the word in TB 43-0001-39-2 (1 Jul 76), page 54—along with the right way to patch "plastic" canvas. So, forget the patching poop on page 59. PS Magazine 288

Less Elbow Grease

Wiping down and washing the Huey and Cobra main rotor blades every 25 hours or 7 days is being extended to 50 hours and 30 days. Look for a change to the special inspection section of the organizational maintenance pub for each bird. Then update your DA Form 2408-18.

Old Radios Reportable

Got one of the old series radios—like an AN/VRC-8 or -13? Better check 'em out in SB 700-20. The headshed changed the Logistics Control Code (LCC) on some of the old radios from S, contingency and training, to F, mission essential contingency. The new LCC makes those radio reportable on your DA Form 2715 reports if you got them as substitutes for regular reportable radios.

Would You Stake Your Life *right now* on

...MAINTENANCE PROBLEM!!

TH' DOOR TO OUR SECRET HEADQUARTERS IS STUCK!!



Padlock Set Numbers

Need several padlocks that'll open with the same key? Saves carryin' several extra pounds of keys around. f'sure. Helps with key control, too. You can get 'em like so:

NSN 5340-00-912-4088, set of 4 locks, w/common key.

NSN 5340-00-912-4089, set of 6 locks w/common key.

M578 -10 Goof

Due to a mix-up, your TM 9-2350-238-10 (Mar 72) may be missing some pages in Appendix B. All the pages B-1 thru B-11 should be present and in sequence. If some pages are missing, get a new manual. The missing pages tell you about the 3/4-in drive socket set and other goodies you need. Be sure to order Change 1 (Mar 74) to TM 9-2350-238-10 because Ch 1 has the latest dope on Basic Issue Items.

Padlock Payoff

Sometimes you need a padlock with a longer-than-usual shackle, right? NSN 5340-00-682-1645 gets one with a 6-in-long shackle . . . long enough to secure a 600-gal fuel pod, f'rinstance.

Air Filter Cleaning Help

Problems cleaning the top- or side-loading air cleaner filters on your M60-series tank? The current EIR Digest, TB 43-0001-39-4 (Jan 77) gives you the dope on making an air filter cleaning bath to do the job.

Ask for BA-1567

If you're authorized AN/PVS-5 night vision goggles, throttle jockeys, you want the BA-1567 battery, which doesn't come with the goggles. Go after this battery with NSN 6135-00-485-7402.

Non-stocked Item Review

Para 2-42c of AR 710-2 calls for 90-day reviews of DA Form 3318 non-stocked item demand files. When you're pulling that review, just go through the file. Trashcan or erase all the information on any cards that show no demands for the last 180 days, or cover equipment you no longer have. That's it. You do not need to post the review to the cards.

New NSN for Tire

Use NSN 2610-00-262-8653 to get tires for your M345 10-ton flat bed trailer. It replaces NSN 2610-00-204-4091 in TM 9-2330-241-14 (Oct 72). Make a note in your TM.

Brake Shoes for Semi's

The brake shoe NSN for M131A4, M131A4C, M131A5, M131A5C and M131A5D semitrailers is being replaced. Use NSN 2530-00-162-1986 instead of NSN 2530-00-345-0051 in TM 9-2330-286-14 and TM 9-2330-272-14.

Brake Hose Too Short

The intervehicular air brake hose listed on page 71 of TM 9-2330-287-14 (Oct 71) for the M796 bolster trailer is too short. You need an 89 3/8-in hose, NSN 4720-00-318-1016.

the Condition of Your Equipment?

STOP



RIDING YOUR CLUTCH!

Yes, **YOU!**

CLUTCH RIDING CAUSES:

- Short Clutch Life
- Burnt Out Clutch
- Needless Repairs
- Use of Costly Parts
- Wasted Manpower
- \$\$\$ Lost
- Deadlined Vehicle