

Issue 307

PS

June
1978

THE PREVENTIVE MAINTENANCE MONTHLY

TRANSMISSION'S
HAD IT!

!!@!!

DID YOU SEND THIS
VEHICLE'S OIL SAMPLES
TO THE LAB?

? ULP!
WELL, YOU
SEE WE...
ER, UH... I...

HAH!
LESSEE
JONES
EXPLAIN
THIS TO
TH' CAPTAIN,
CONNIE ...

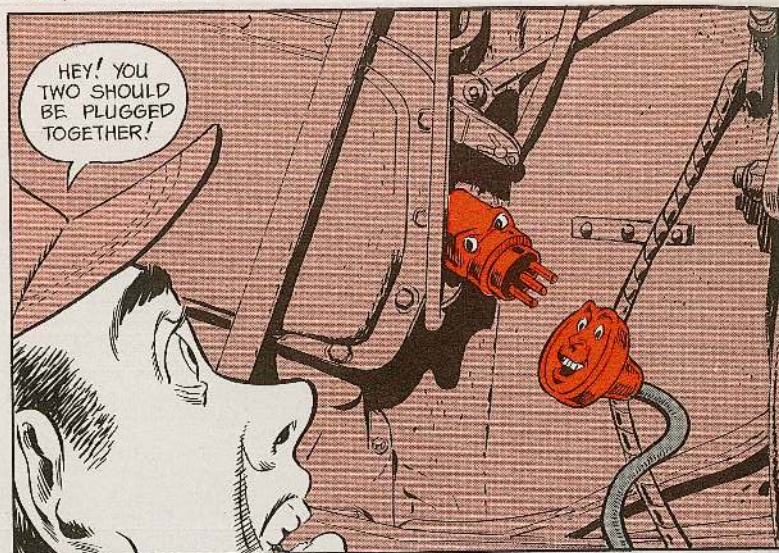
MURPHY
ANDERSON

HE THINKS IT'S
SMART TO WAIT 'TIL
HE HAS SAMPLES
FROM SEVERAL
VEHICLES BEFORE
SENDING 'EM IN
TO THE LAB!

?

"AOAP Helps You Win"
See Page 29

KNOWIN' IS GOIN'

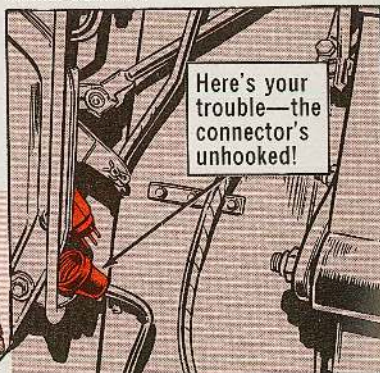


You mechanics will get along better with those M880-series 1¼-ton trucks when you learn a few of their tricks.

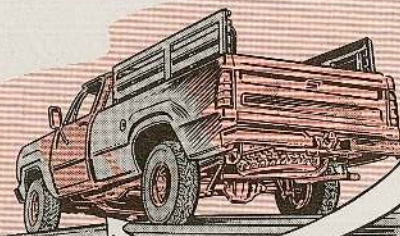
Like that truck is goin' no place if it won't start, right?

Before you tear things apart, just hunker down and look underneath—where the electrical harness hooks into the neutral start switch on the

transmission. You may find that the plug's pulled out—or too loose to make contact.



So make sure the plug's snug in the neutral start switch—and then try the starter again.



YOU SAY YOU BLEW A 20-AMP FUSE?

YUP--AN I THOUGHT I'D REPLACE IT WITH A 50-AMP I HAPPENED TO HAVE!

Some units have received 24-volt M880-series trucks that had the wires for the left side signal and side marker lights squashed between the truck and the battery base plate that's part of the 24-volt kit.

The insulation on the wires will wear thru, causing a short and blowing a fuse.

Check the wiring on new 24-volt M880-series trucks for potential short-circuit conditions. And, have any "potential short" fixed.

The right fuses are 20-amp, NSN 5920-00-131-9915, and 4-amp, NSN 5920-00-557-2647.

PS THE PREVENTIVE MAINTENANCE MONTHLY

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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to: Or call: AUTOVON 745-3503.

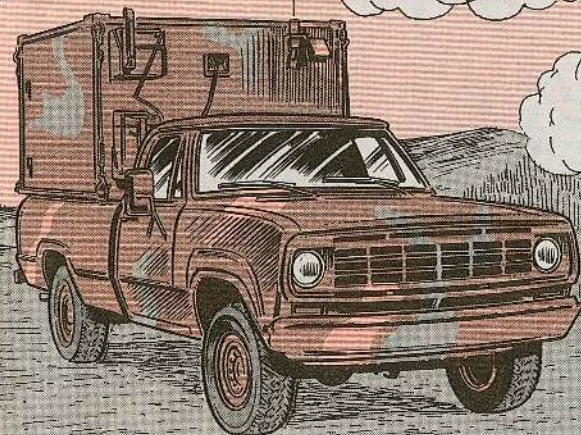
MSG Half Mast
PS Magazine
Lexington, KY
40511

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M880-Series 1¼-Ton Truck ...

24-VOLT

SHOCKER!



WOT A BUMMER!



?

OH, THAT'S MCGOOGLE, CONNIE...

? !

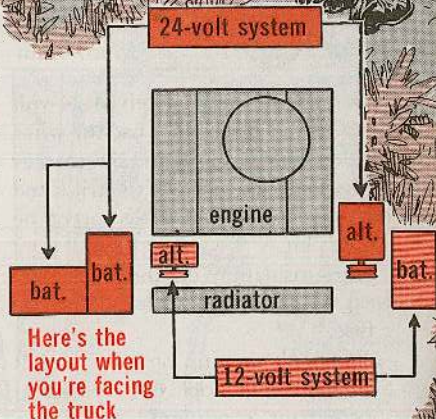
HE SAYS THE BATTERIES IN HIS 24-VOLT SYSTEM ARE DEAD—SO HIS RADIO WON'T WORK!

It's quite a shock when you get 'way out in the boonies and can't operate your commo equipment because your 24-volt battery setup won't put out.

This can happen if you're wheelin' one of those M880-series 1¼-ton trucks with the add-on 24-volt electrical system—M881, M882, M883, M884, M891 or M892.

You can head out fat 'n' happy without even knowin' that your 24-volt system is dead.

Your truck's got 2 separate electrical systems. It came from the factory with a 12-volt system to run the starter, ignition and lights. This setup includes the single 12-volt battery on the left side of the engine and the alternator on the right.



But your commo equipment needs 24 volts. So a 24-volt system was added at the depot. That's why you've got a pair of 12-volt batteries up there in the

right corner of the engine compartment and another alternator—either 60-amp or 100-amp—on the left side of the engine.

This 24-volt system's got nothing to do with running your truck. It's only for your commo equipment.

That's why your truck will start and run just fine when there's not a spark of life in the 24-volt system.

SO HOW DO YOU KNOW BEFORE YOU GO THAT YOUR 24-VOLT SYSTEM IS WORKING OK--?

READ ON...

PS MORE

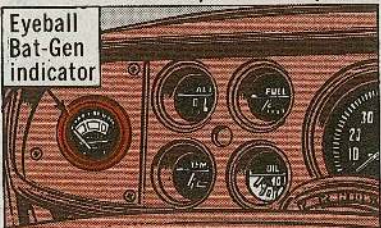


McGOOGLE'S DONE IT NOW--HE'S BURNT OUT HIS RESERVE TRANSMITTER!



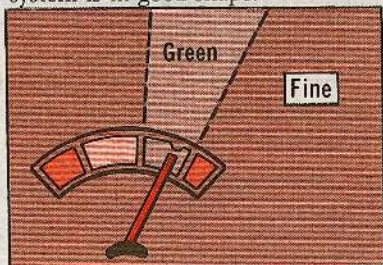
Simple. You eyeball that battery-generator indicator at the far left side of the instrument panel. It's part of the add-on 24-volt system. It's just like you find on all military-design tactical trucks that have only a 24-volt system.

Eyeball Bat-Gen indicator



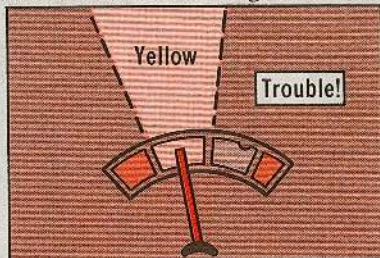
Before you move out, get your engine running nice 'n' smooth.

Then take a good look at the Bat-Gen indicator—to see if your 24-volt system is in good shape.

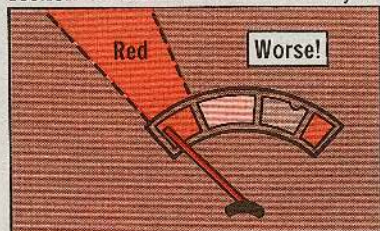


You can rest easy if the needle's high in the green section. The alternator's putting a good charge into that pair of batteries.

But your 24-volt system's in for trouble if the needle hangs over in the



yellow section. Or—worse—in the red section at far left. This means your



batteries are not getting a full charge. Maybe no charge at all.



PS END

**M880-Series
1¼-Ton
Truck**

Towing With 5-Ton Wrecker

Dear Half-Mast,
How are we supposed to tow our M880-series 1¼-ton trucks with the M543-series or M816 5-ton wreckers?
There's no place to hook the wrecker's towbar.
SFC B.W.H.



HEY!

HOW'S HE DO THAT, SARGE?

THE WORD IS OUT, SOLDIER...

SOMEONE IN YOUR OUTFIT MUST BE "SITTIN'" ON TARCOM'S LETTER!

Dear Sergeant B.W.H.,

Looks like a case of somebody in your own command "sittin' on the word"! See PS 297, inside front cover.

So hit 'em up for a copy of a letter sent out to all major commands by the Army Tank-Automotive Materiel Readiness Command, DRCMP-CTL, 6 Jan 77.

This letter gives instructions for making special brackets that're attached to your M880-type truck when there's a need for towing with a 5-ton wrecker.

Half-Mast

Goer Flick

Goer Operator Film, MF 17-5934, gives Goer drivers the edge in meeting and beating both sides of the challenge—PM and Safety. Get a copy thru your local TASC (Training and Audiovisual Support Center.)



MAKE SURE THEY'RE TIGHT!

YIKE! THIS OL' 20-TON'S A RUNAWAY!

HALP! MY ACCELERATOR'S STUCK-- WIDE OPEN!!

THAT DUMP'S GOT SOME LOOSE NUTS ALL RIGHT...

IN TH' CAB!

You could be in a heap of trouble with loose rear engine mounts on your 20-ton CCE dump.

The bolts come loose enough to shear off. Then there's nothing to hold that big diesel down. It can twist enough to bind up your accelerator linkage and cause a runaway truck.

Get under your truck and check for loose nuts on those mounting bolts.

Look for shiny spots or rub marks on and around the engine mount.

Loose nut? . . .

. . . shiny spots on washer?

Check for rub marks at insulator

Get your buddy to help with another check. Start the engine. Move the transmission shift lever to park (P). Set your brakes. Have your buddy get under the truck—lengthwise so he won't get crushed if the truck moves. He'll watch for any movement around those mounts when you rev up the engine.

DID YOU CHECK THOSE REAR ENGINE MOUNTS FOR LOOSE NUTS... LIKE I TOLD YOU TO, STUTTS?

If you find a loose mount, get your mech to torque the nut to 45-50 lb-ft and put in a new cotter pin, NSN 5315-00-012-0123.

If the bolt is missing or broken, get it fixed under the warranty. If the truck is out of warranty, get your mech to put in a new bolt FSCM 31007 Part No. 299227C3, slotted nut FSCM 31007 Part No. 19581R1, and cotter pin NSN 5315-00-012-0123.

Check the bolts again after 50 to 100 miles. Make sure the cotter pin is still there. Have your mech retorque any mount that's had the bolt or insulation replaced.

HOLD ONE, SOLDIER-- YOU'RE NOT DONE YET!

THANKS, BONNIE!

Those front spring shackles can come loose, too, and screw up your truck's steering.

Check for loose shackle bolts and loose spring hanger bracket bolts. Look for shiny spots there, too. If you find a loose one—or if you're in doubt—get your mech to check it out.

Rear front spring

Loose bolts?

He'll torque the shackle bolts and the spring hanger bracket bolts to 115-125 lb-ft.

Front of front spring

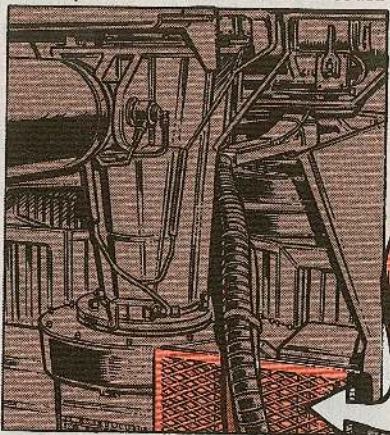
In doubt? Get mech to check it.

20-Ton CCE Dump NSN's

NSN 2940-00-073-3316, PN 158139, gets the oil cooler filter element, and NSN 5330-00-132-0248, PN 173368, gets the preformed packing for your 20-ton CCE dump truck. Jot 'em down on page 76 of your MSP 5-3805-254 (Aug 75).

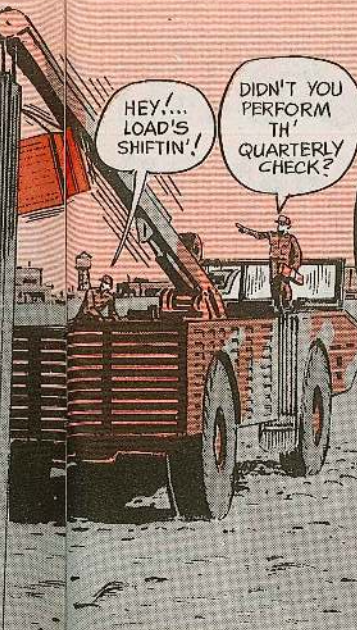
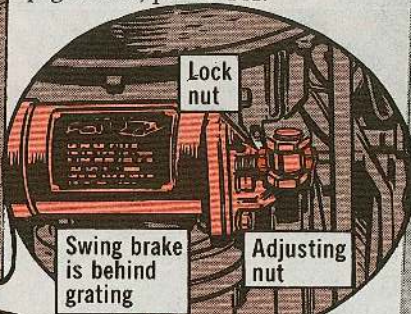
Goer's Swingin' Crane

A loose swing brake on your M553 10-ton wrecker may let your load shift when you don't want it to. It could



make your wrecker hard to handle—maybe even cause a rollover.

That swing brake is supposed to be checked quarterly. That's the word in TM 9-2320-233-20 (Jul 77), page 2-20 item 99. The adjustment is shown on page 2-210, para 2-141.



HERE ARE SOME
GOOD PM TIPS...
READ AN' HEED!

5-Ton LO Update

LO
UPDATE...
GREAT!

ONLY A
CONNIE
DATE IS
BETTER!

There're some slip-ups in your LO 9-2320-211-12 (Nov 76) and also a few in LO 9-2320-260-12 (May 76). These corrections in the "Notes" section will bring you up to date until the headshed comes out with LO changes or revisions:

LO 9-2320-260-12

14—Change 12 months to 24 months. And make it 70 gallons instead of 60 gallons.

15—Draining is at 24 months, not 12 months.

24—Replace 12 months with 24 months.

LO 9-2320-211-12

3a—Make it 12,000 miles instead of 6,000.

5a & 5b—Change 3,000 miles or quarterly to 6,000 miles or semiannually.

8 & 10—It should be 24,000 miles or 24 months, not 12,000 miles or 12 months.

15 & 16—Take out the 12 months and put in 24 months.

26, NOTE—It's 6,000 miles or semiannually instead of 3,000 miles or quarterly.

You can read about these changes in TB 43-0001-39-4 (Jan 78.)

Battery Water

Distilled water for lead-acid batteries comes under NSN 6810-00-356-4936 for 5 gallons.

Knuckle Nuts

A torque of 25-35 lb-ft is right for the 12 nuts that hold a brake flange plate to a steering knuckle on all TM-209-series 2½-ton trucks. Pencil in the torque at the end of para 169c(2), TM 9-2320-209-20 (Apr 65). It'll be added to -20 and -20/1 TM's soon.

Non-Turbo Air Hose

NSN 4720-00-065-7537 gets the 9½-in intake hose for the air cleaner on your non-turbocharged 2½-ton multifueler (LD 465-series engines). This hose will be added to the list for Fig 21, TM 9-2320-209-20P (Oct 76). The NSN for item 2 of Fig 21 is for turbocharged models only.

Lead Acid . . .

Battery Box Care

Here's how to prevent corrosion of battery boxes and holddowns on trucks and other equipment with lead-acid batteries.

Use a wire brush and clean all corrosion off the box and holddowns.

Wash 'em well with a solution of ½ pound of sodium bicarbonate to 1 gallon of water. NSN 6810-00-262-8567 gets a 25-lb drum of sodium bicarb.

Rinse the box and holddown with clear water. Let 'em dry completely.

Apply a thin coating of any one of these 3 compounds:

Epoxy (kit) — NSN 8010-00-959-4661

Bituminous (gallon) — NSN 8030-00-290-5141

Plastic (quart) — NSN 8030-00-145-0151

Be sure you cover the entire surface of the box and holddown—and follow all instructions that come with the compound you use.

Appendix A, CTA 50-970, is your authority to order the materials.



Be Your Own
Inspector ...

FOURTH-ORDER FIRE CONTROL

Surveying Set



HERE'RE
SOME
COMMON
FAULTS
TO LOOK
FOR...

ARROW SET, SURVEYING—Arrows
need painting; 1 or more missing.
(You should have 11 taping pins.)
Carrying ring sprung open, broken.



You'll zero in on targets with greater accuracy and firepower if your Fourth-Order Surveying Set, NSN 6675-00-664-4662, is up to snuff.

F'rinstance, all items present and accounted for after you use it. All items ready—PM-wise—for the next job. SC 6675-97-CL-E29 (Jun 76) has the latest readout on what's in the set.

No sweat. You clean and PM-check every item after you use the set. A few items in the set get special attention.

CORRECT
'EM AS
SOON AS
YOU CAN!

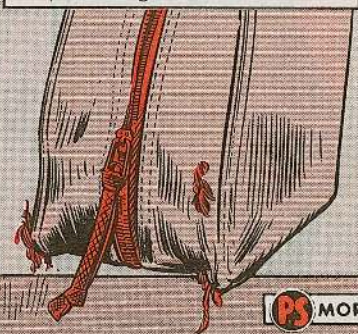
AX, SINGLE BIT—Dull; handle broken; rubber grip missing, gouged; sheath missing.



CALCULATOR—AC cord missing, damaged; contacts corroded. Battery dead; spare battery missing, dead.



CASE, COMPUTER—Torn; threads broken; snaps missing, bent; zipper broken; handles missing; shoulder strap broken, missing; retaining straps missing.



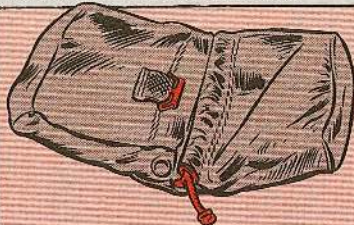


A THOROUGH
INVENTORY CHECK
WILL SAVE YOU
MUCH GRIEF IN
THE FIELD!

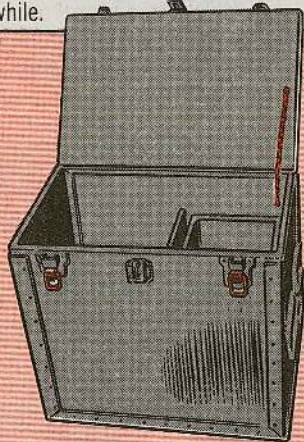
WHAT'S HOLDING
UP OUR TARGET
INFO, SERGEANT?

“GULP”
WOULD YOU
B’LIEVE A MISSING
PLUMB BOB?

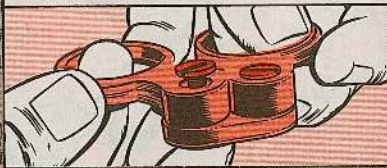
CASE, TAPEMAN'S SURVEYING
EQUIPMENT—Rope missing; pistol
belt attachment bent, missing.



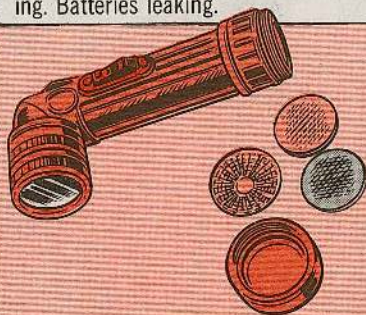
CHEST—Door chain hook missing;
chain missing. Case gouged, leaks;
locks broken, missing. PM TIP: Take
your pliers and squeeze the wire
retainer tight. It springs out once in a
while.



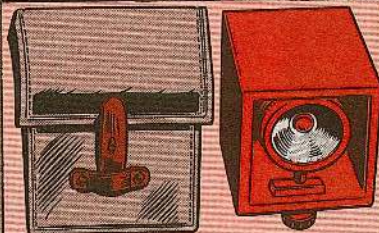
CLAMP, HANDLE, STEEL TAPE—
Screw loose, missing.



FLASHLIGHT—Lens, batteries, bulb
missing; switch broken; filters miss-
ing. Batteries leaking.

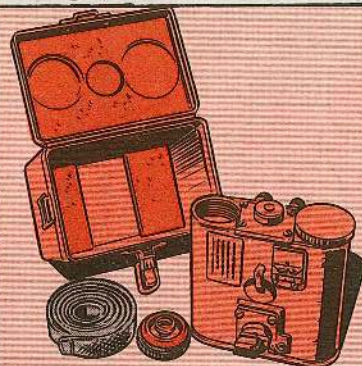


LIGHT, SIGNAL, SURVEYING—
Reflector broken; bulbs, batteries
missing. Case latch broken, missing.

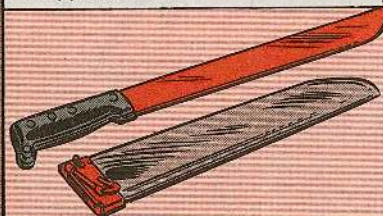


DAMAGED PARTS
AND COMPONENTS
SHOULD BE REPLACED—
SOONEST!

LIGHT, TARGET, SURVEYING—Cap
gasket loose, missing. (Keep it glued
on.) Battery contacts rusty, corroded;
case strap missing; padding
missing, damaged; threads damaged;
snaps broken, missing. Case
damaged, leaks.



MACHETE—Dull; blade gouged,
chipped, broken.



SHEATH, MACHETE—Sheath at-
tachment missing, broken, bent.

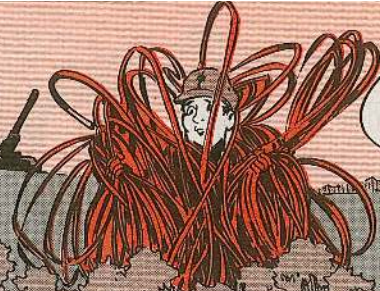
PLUMB BOB—String frayed, weak,
missing; tip missing.



SHEATH, PLUMB BOB—Snaps miss-
ing, bent; taping pin holder missing;
clamp missing.

POLE, RANGE—Fits together loosely;
needs painting. Case ripped, damag-
ed; seams open; threads broken;
strap missing, broken. TIP: When you
wash the case, let it air dry. Never
toss it into a drying machine. It'll
shrink and then it won't fully protect
the poles.

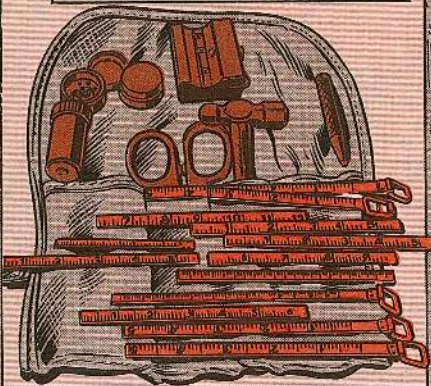




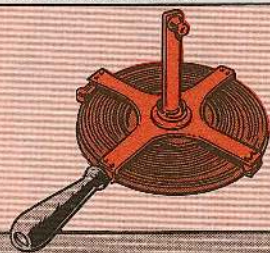
SARGE TOLD PERKINS TO RETRIEVE TH' TAPE--BUT TH' REEL HANDLE WAS MISSING! SO...



REPAIR KIT, STEEL MEASURING TAPE—Rule sections rusty; case ripped, torn; some repair sections missing.



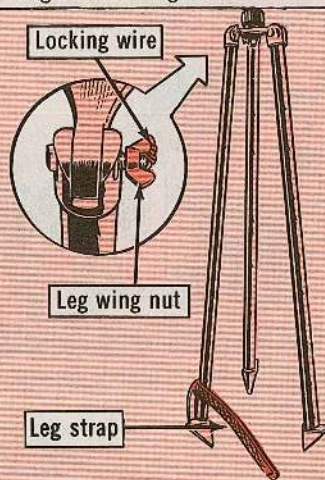
TAPE MEASURING—Rusty; scale unreadable. (Clean with steel wool, then coat it with LSA. NSN 9150-00-687-4241 gets a quart. (Para 6-2c, FM 6-2 (Jun 70) has some PM poop on steel tapes.) Reel handle missing; lock handle missing.



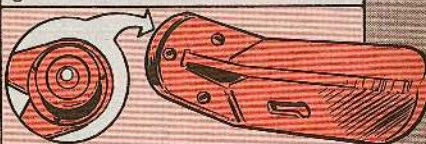
TENSION HANDLE, STEEL MEASURING TAPE—Rusty, can't read scale; snap broken, missing.



TRIPOD—Legs bent, broken; leg strap missing; locking wire on leg wing nuts missing.



LEVEL, LEVEL ROD—Screws loose; glass broken.



Snap, Crackle and Splat!!!

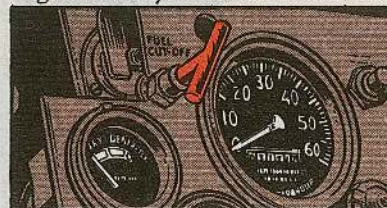
WHY... WHY?



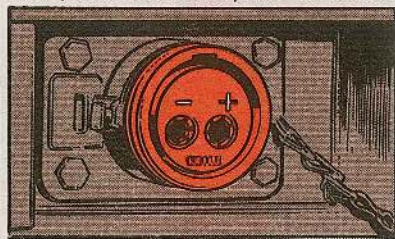
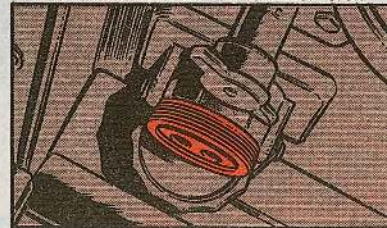
How many SPLATS!!! can a cable connector take before it rolls over and quits?

You'll find out the hard way with the W40 slave cable of your M48 Chaparral missile system. That is, if you forget to shut off the carrier engine before you connect the cable to

The engine must be off before you make the connection . . . and that includes to the launch station receptacle, too. Otherwise, the connector



the auxiliary power receptacle under the driver's seat in the carrier cab.



arcs, pins and sockets burn . . . and the connector fails.

That's bad enough. But, the connector can't be replaced. The launch station has to be de-mated from the carrier . . . and the whole, expensive cable must be replaced. Some job.

It's a lot simpler if you remember: Engine Off. Connector On.

M28A1 DRUM GLUM CHASERS

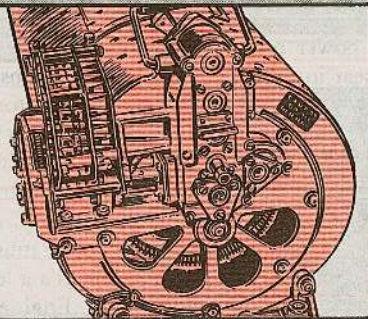
MMMM...
POOR OL'
SNAKE--

WE'LL
TAKE CARE
OF IT
PRONTO!

RIGHT IN
THERE, CONNIE...

I THINK
I GOT A
CHIPPED
TOOTH!

The 7.62-MM ammunition magazine assembly (ammo drum) on your M28A1 armament subsystem has one major purpose: to feed ammo to the gun.



16

You can help by doing your checks and any corrective maintenance before the aircraft goes on a mission. In other words, prevent aborted or incomplete missions.

HERE ARE SOME WAYS
YOU CAN KEEP THE
DRUM READY FOR
USE...

Be sure you have the latest TM (TM 9-1090-203-12, Jan 76).

Keep the drum clean (use Table 3-2 of the -12 TM).

Sprocket teeth must be smooth, with no burrs, chips, breaks or sharp edges. Teeth width can't be below minimum measurements, no less than $\frac{1}{3}$ of the original width.

Pages 20 and 21 of PS Issue 290 fill you in on sprocket teeth.

NOW, JUST FLIP THE
PAGE FOR A DRAWING
THAT ALSO GIVES YOU
MEASUREMENTS AND
PM!



17

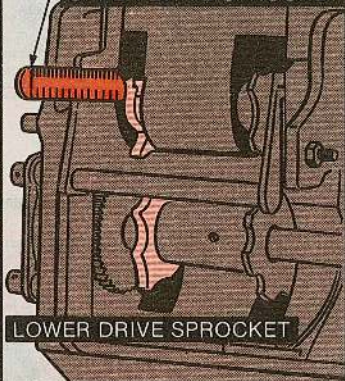
YOU MIGHT WANT TO CLIP THIS DRAWING AND STASH IT AWAY IN A HANDY SPOT!

THANKS, CONNIE-- IT'LL MAKE MY DENTAL WORK "PAINLESS"!

Replace sprockets if teeth are shorter than:

6 IN. POCKET RULE

UPPER DRIVE SPROCKET



LOWER DRIVE SPROCKET

ACCEPTABLE TOOTH WEAR



REMAINING TOOTH IS MORE THAN $\frac{1}{4}$ OF ORIGINAL TOOTH WIDTH.



FOLDED TOOTH TIP

EXCESSIVE TOOTH WEAR

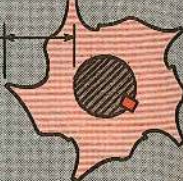


LESS THAN $\frac{1}{4}$ TOOTH WIDTH REMAINING

UPPER DRIVE SPROCKET

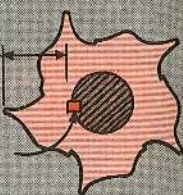
$\frac{5}{16}$ "

TOOTH TIP TO SHAFT



$\frac{9}{16}$ "

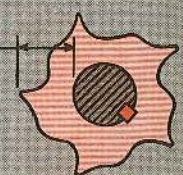
TOOTH TIP TO KEY



LOWER DRIVE SPROCKET

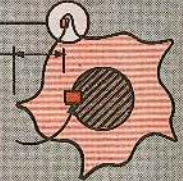
$\frac{17}{32}$ "

TOOTH TIP TO SHAFT



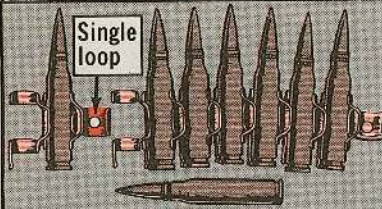
$\frac{15}{32}$ "

TOOTH TIP TO KEY



TIMING AND LOADING

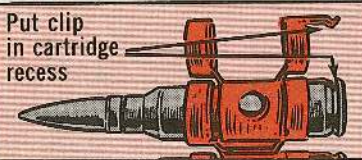
Use the latest TM (-12, Jan 76) when you time and load the drum. The procedures are up-dated.



Crimp single loop—reinsert round

Remember to crimp the single loop of the first ammo link (crimp about $\frac{1}{32}$ inch). This gives the first round a snug fit, which means the ammo will feed better.

Check out the ammo for bent or damaged rounds.



Put clip in cartridge recess

Be sure the rounds are positioned right in the links. The clip on the link should be in the recess in the cartridge case, with the rounds lined up evenly.

Never force ammo into the drum. If ammo hangs up, back out 8 or 10 rounds. Remove the section that jams, reconnect the belt, and continue loading.

When the first round reaches the bottom of the drum, push against the round (at center, bottom of drum) and get it in a folded pattern.

If it still jams, use TM troubleshooting procedures.

DRUM PM

If the outer drum is dented, repair or replace it.

Repair or replace a bent helix.



Helix rings bent? Repair or replace outer drum

If ammo drags because the dry-film lubricant is worn off, apply dry film lube NSN 9150-00-142-9309 to the drum surfaces which the ammo contacts.

Spray the surfaces with the lube until you can see that they are covered. This is the big part: you must let the lube dry for 18 hours before you use the drum. It feels dry to the touch very quickly, but the ammo will scrape it loose and the gummy lube will clog the drum. Let it dry.

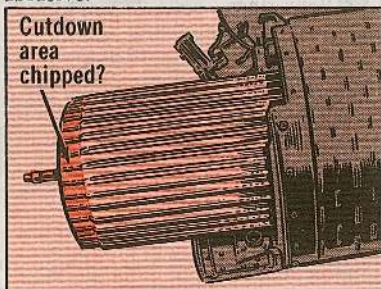


BACK OFF, BUDDY! MY DRUM AIN'T DRY YET!

?

CHUTE

The original lube can be replaced at the drum's next scheduled overhaul. Don't use dry graphite. It corrodes and combines with sand and grit into an abrasive.

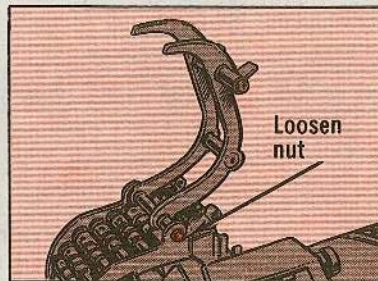


If the vanes on the inner drum are bent, they must be repaired, if possible. Otherwise, the inner drum must be replaced.

Also, if the vanes are badly chipped on the cutdown area where rounds enter, replace the inner drum.

If those vanes are chipped, check the timing quick-like. Chips are caused when timing's off . . . and timing's off when the drum can't control the round in its own bay.

If the gate on the chute adapter cannot float, loosen the nut on the bolt holding the gate to the chute adapter. Loosen it just enough for the gate to float.

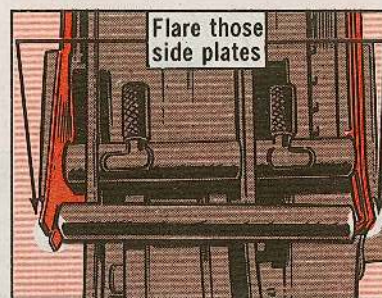


If the tabs are not inserted in the slots on the drum exit chute, reposition the chute adapter until they are.



ADAPTER

Chute adapter side plates should be slightly flared for best performance. If the plates are not, flare them out with a pair of pliers . . . about 1/16 inch.



The tongue of the chute adapter must be fit between the exit chute lip and the upper sprocket.

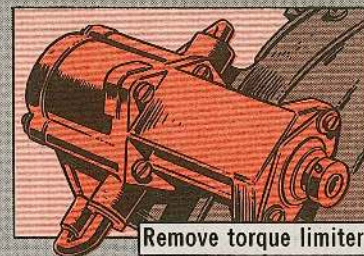


If it won't, spring or bend it till it does. If it hangs over the exit chute lip (below upper sprocket) it slows the flow of ammo out of the drum.

DRUM ASSEMBLY

Here's a quick tip if an empty drum binds while you're cranking it:

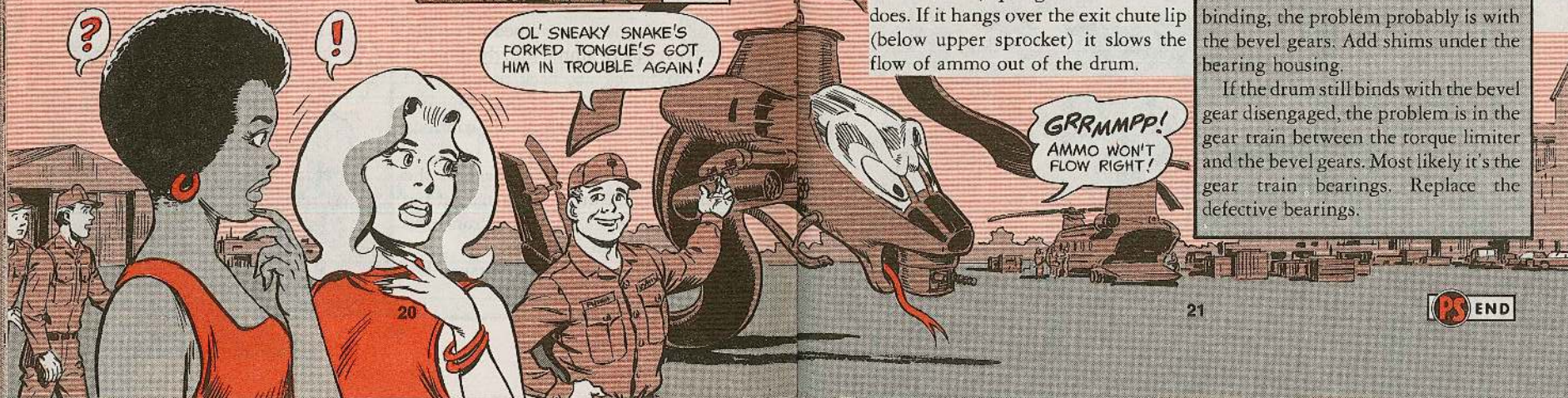
Remove the torque limiter and crank the drum. If there is no binding with the torque limiter off, get another torque limiter.



If it does bind with the torque limiter off, your support has to fix it. Here're some tips you can pass on to support:

- Mark the inner drum and hold the sprockets with the timing tool or vise grips before disengaging gears. The mark permits easier retiming of the drum.
- Disengage the bevel gear from the shaft that drives the sprocket.
- Crank the drum. If there's no binding, the problem probably is with the bevel gears. Add shims under the bearing housing.

If the drum still binds with the bevel gear disengaged, the problem is in the gear train between the torque limiter and the bevel gears. Most likely it's the gear train bearings. Replace the defective bearings.



KEEP THAT COVER DOWN!

Combine a hot barrel, weapon stoppage and an open cover on your M60 machine gun, and you've got a set-up that'll tear your gun apart ... or you.

The gun can be replaced. With you, that's not so easy.

The one big thing that has to stick in your mind in that situation is:

KEEP THAT COVER DOWN

Because it can happen, the headshed has got down to the nitty gritty in an expanded procedure to use during an M60 weapon stoppage. It'll be added to the next revision of TM 9-1005-224-10, due out in a few months. Meantime, you can cut out this article and stick it in your manual.

STOPPAGE?
KEEP THAT
COVER CLOSED!

IF AND
WHEN YOUR
WEAPON STOPS
DURING FIRING,
HERE'S WHAT
YOU MUST
DO!

•Pull the cocking handle to the rear until it locks.

•While cocking it, watch the ejection port.

•If a round or empty case is ejected, return the cocking handle forward and fire again.

The B-I-G Caution

•If no round or case is ejected, keep the gun aimed down range or on target.

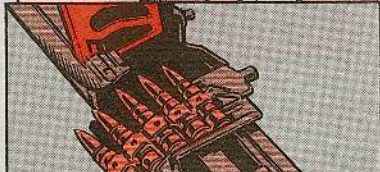
•With a hot barrel (200 or more rounds fired within 2 minutes), lock the bolt to the rear (cocking handle) and get yourself and anybody else out of the area for at least 15 minutes. That's everybody. Evacuate!

•Do not open the cover. Opening the cover at this point can blow you away.

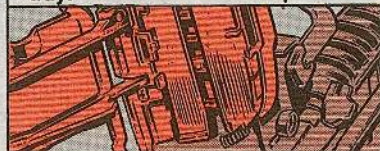
Follow-Up Action

When the barrel cools (15 minutes):

- If you didn't pull the cocking handle to the rear earlier, do it.
- Put the gun on safety (S), provided no round was ejected.



- Open the cover, remove the ammo and links, and lift the feed tray.



- Check for a stuck round in the chamber, receiver, extractor or

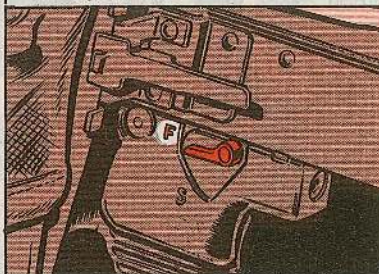


ammo belt. Eyeball each of those areas for damage, and check the gun for a loose round.

- If a round is in the chamber, lower the feed tray and close the cover.

- Return the cocking handle forward.

- Put the safety on fire (F) and attempt to fire.



- If the round fires and ejects, reload and continue firing.

- If the gun does not fire or eject, clear and unload the weapon and turn it in to direct support for repair.

For emphasis: The first thing you do for a weapon stoppage, whether the barrel's hot or cool, is pull the



cocking handle to the rear. Leave it there till you can make further checks.

Remember, too, that it takes just a few seconds for a hot barrel to cook off a round. Keep that cover closed.

24

AGAIN...
KEEP THAT COVER CLOSED!!

PS END

Dragon Cleaning (LET)

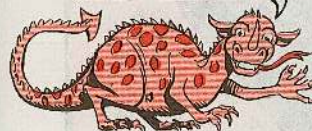


If it's not clean, you can't get mean. Providing you're a prospective Dragon missile gunner, that is.

The clean bit comes in with the launch effects trainer (LET).

The LET must be cleaned by the crew after each day of operation.

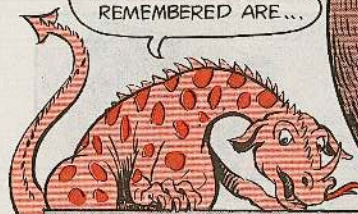
SAME GOES AT THE END OF EACH 100 FIRINGS!



Ditto on the cleaning if it's hard to insert or remove the M64 grenade launching cartridge.

You'll find the word on cleaning on page 3-1 of TM 9-6920-480-12-1.

SOME OTHER THINGS THAT SHOULD BE REMEMBERED ARE...



Brush after 100 rounds

Clean chamber if round sticks

The LET and the monitoring set must be checked by your support maintenance every 90 days.

The LET goes back to support every 6 months for disassembly and cleaning.

25

Keep Your FFAR Rocket Shining



Clean launchers, really clean, are a must if you want to get the best out of your 2.75-in FFAR rocket system.

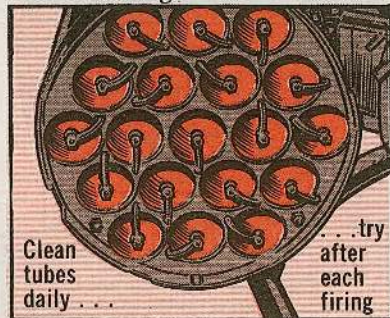
That goes for the M200, M200A1 and M158A1 launchers.

Dirty launch tubes cause hangfires and misfires, which make for considerable damage. Dirt also corrodes the tubes and shortens their life.

Pebbles, dirt or other debris in the launch tubes can jam the rockets in the tubes, and the resulting hangfire can destroy the tubes and badly damage aircraft.

Here's a brief rundown on keeping them clean:

Clean the tubes daily and, if possible, after each firing.



Wipe the tube firing contacts with a clean rag to be sure they're clean, unbent and undamaged. If they're

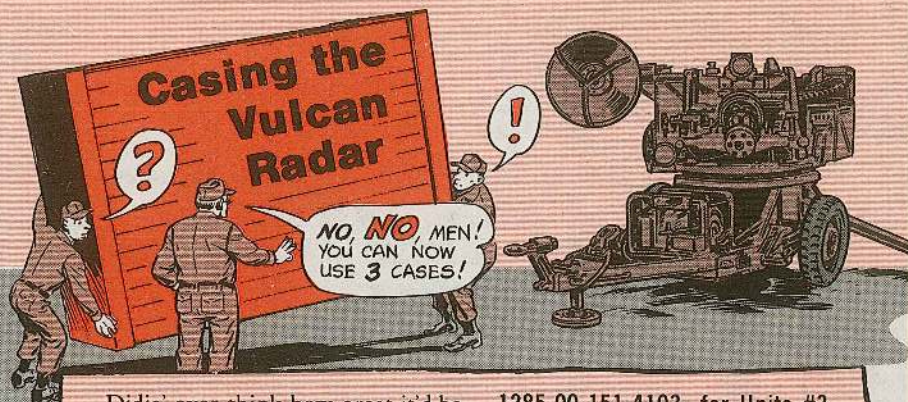


damaged, repair or replace them. Dirty firing contacts block the electrical firing pulse. Result: misfires.

Wash out the launch tubes with either RBC or soap and water, using bore brush assembly P/N 10602118. Wipe the tube dry.



TM 9-1055-460-14 (Oct 73) gives you the PM word, and LO 9-1090-202-12 (May 70) has the cleaning details.



Didja' ever think how great it'd be to have a ready-made case for components of the AN/VPS-2 radar set when you ship 'em to and from units?

Or, to hold components while they await repair in the shop?

Dream no more. Now, you can have 3 cases... and save damage when the units are removed from the weapons systems.

Ask for case, metal, reusable, with the following NSN's:

1285-00-151-4102, for 2A1 microwave chassis subassembly. This case is for Support level, only.

1285-00-151-4103, for Units #3, #4, #5, range computer, receiver and power supply.

1285-00-151-4104, for Unit #2, receiver-transmitter.

THE STOCK NUMBERS ARE ON PAGE 12 OF SC 1285/90-1L (AUG 75)!



Next Month In PS

Your 20-Ton Dump Truck

WD-1/TT Wire Care

25-Ton CCE Crane

T-142 Track PM



This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletin. For complete details see DA Pam 310-4 (Oct 77), TM's, TB's, etc., DA Pam 310-6 (Jul 77) and Ch 2 (Jan 78), SC's and SM's and DA Pam (C) 310-9 (Nov 76), COMSEC pubs.

TECHNICAL MANUALS

Ch 2, TM 3-4240-279-10 Nov M17/M17A1 Tank
TM 5-1940-272-10 Dec Landing Boat
CO2 Inflatable 7-Person
TM 5-4310-276-14 Feb Compressor,
Recip Air, Handtruck, Mtd, 5-CFM,
175PSI

FILMS, TV TAPE

TF 6-6004 Lance and
Perishing—Missiles of the Field
Artillery
MF 6-5997 M198 Towed
Howitzer Systems
TVT-17-65 M113A1 APC: Short
Track Expedition

TEC LESSONS

030-051-6403-E Crew Maint—
Mobile Assault Bridge (MAB)
Parts I, II
030-051-6404-E Land Ops,
MAB
030-051-6405-E Water Ops,
MAB Part I
030-051-6406-E Water Ops,
MAB Part II
030-051-6407-E Emergency
Ops, MAB
041-051-6133-J Prefire Checks
M102 Howitzer
041-051-6134-J Prefire Checks

TM 5-5115-332-14 Dec Generator Set
GED 5-KW
Ch 1, TM 9-1005-288-10 Nov Towed
Vulcan
TM 9-1430-588-20P Aug Radar
AN/MPQ-49 (FAAR)
TM 9-2320-233-20P Jul Truck, Cargo, 8-
Ton, M620-Series
Ch 3, TM 11-212-20 Jan AN/TRC-47
Radio Set
TM 11-1620-221-20P Feb AH-1G, AH-
1C, AH-1S (MOD), TH-1G Electronic
Equipment
TM 11-5820-356-20P Dec R-390A/UHR
Radio Receiver
TM 11-5985-329-20P Jan AS-2489/F, AS-
2489/F, AS-2490/F, AS-2491/F and AS-
2492/F, antennas, and AB-1156/F and
AS-1157/F Towers
TM 11-5130-384-24P Jan PP-2926B/U
Battery Charger
TM 11-6625-202-24P Jan TS-1775/U
Test Set
TM 11-6628-573-24P Jan AN/GRM-50
Signal Generator
TM 11-6629-937-20P Jan ID-1189/PR
and ID-1188 (XE-2) /PR Channel Align-
ment Indicators
Ch 3, TM 55-1510-214-23 Feb RU-21B,
RU-21C
Ch 3, TM 55-1510-215-23-1 Feb U-21G,
RU-21E, RU-21H
Ch 35, TM 55-1520-210-20 Feb UH-1D/H
Ch 1, TM 55-1520-210-23P-3 Dec UH-1
Ch 3, TM 55-1520-214-23 Feb OH-6A
TM 55-1520-221-PM8 Jan AH-1G/Q
Ch 27, TM 55-1520-225-20 Feb OH-58A
Ch 3, TM 55-1520-234-23-1 Feb AH-1S
(MOD)
Ch 1, TM 55-1520-236-23-1 Feb AH-1S
(PROD)

MISCELLANEOUS

AR 750-17 Apr Maintol CONEX/MILVAN
eqpt
Cir 710-14 Sep COMSEC Eqpt Asset
Reporting System (CEARS)
Cir 750-37-42 Mar M880/690 Series X-
Ton Trucks
FM 10-76V/CM Aug Storage Supplyman
FM 10-76V1/2 Aug Storage Supplyman
FM 10-76V3 Aug Storage Supplyman
FM 10-76V4 Aug Storage Supplyman
FM 10-76W/CM Petrol Supply Spec
FM 10-76W1/2 Aug Petrol Supply Spec

AUDIO-VISUAL STUFF

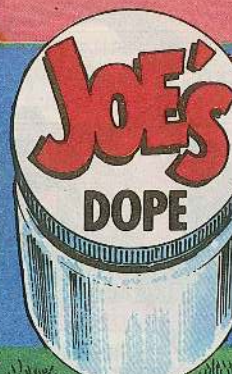
Available at battalion or post Learning Center

on M107 Gun, M110 Howitzer
041-051-6444-E Prep, Loading,
Firing Ammo, Heavy Army
043-441-5403-F Orient, Aline
IPAR Part I
043-441-5441-E Improved
HAWK Loading, unloading,
Part II—FM Checks, Services
101-113-4735-A Locating
Receiver Audio Circuit Faults
101-113-4738-A Locating
Receiver IF, Detector Circuit
Faults
101-113-4741-A Locating
Receiver RF Circuit Faults
101-113-4744-A
Troubleshooting Receiver Cir-
cuits
101-113-4750-A Testing
Transmitter Doubler, Output
Circuits
101-113-4753-A Testing
Transmitter Modulator Circuits
101-113-4756-A Locating

Transmitter Oscillator, Buffer
101-113-4759-A Locating
Transmitter Doubler, Output
Circuit Faults
101-113-4762-A Locating
Transmitter Modulator Circuit
Faults
101-113-4765-A
Troubleshooting Transmitter
Circuits
101-113-4768-A
Troubleshooting Commo-
Electronics Eqpt
102-806-6101-F Intro to Antenna
Sys Testing
201-113-4510-F Instal Antenna
Go AN/GRA-50
201-113-4633-F Instal Doubler
Antenna using Masts AB-
155(*)/U Part I
201-113-4635-F Instal Doubler
Antenna using Masts AB-
155(*)/U Part II

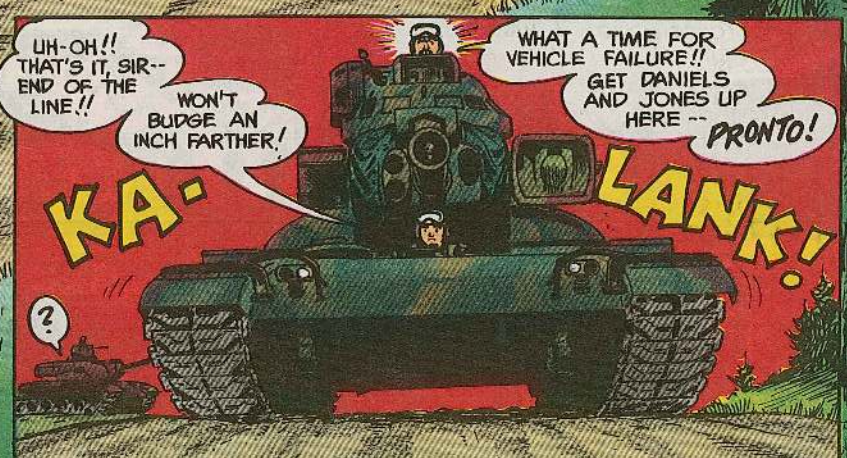
FM 10-76W3 Aug Petrol Supply Spec
FM 10-76W4 Aug Petrol Supply Spec
FM 17-11E/CM Apr Armor Crewman
FM 30-17M 1/2/3 Jan Remote Sensor
Spec
FM 55-67V/CM Aug Attack Helicopter
Repairman
FM 55-68D Aug Aircraft Structural
Repairman
SC 3470-95-CL-A06 Dec Shop Eqpt,
Cutting and Welding—Set 3
SC 5180-95-CL-A13 Nov Tool Kit, Field
Artillery Mechanic's 155-MM Gun
Ch 1, SC 5180-95-CL-A51 Dec Tool Kit,
Turret Mechanic's
TB 8-700-21 Feb Medical Department
List of TMDE
TB 43-180 Jan Calibration Requirements
for Maintenance
TB 750-551 Nov Use of Antifreeze
Solutions and Cleaning Compounds in
Engine Cooling Systems
TC 6-21G1/2(JB) Feb Parahing Electron
Material Spec
TC 8-63F1/2(JB) Jul Recovery Spec
TC 8-63G1/2(JB) Jul Fuel & Elec Sys
Repairman
TC 10-76P1/2(JB) Aug Stock Control
Supplyman
TC 10-76V1/2(JB) Aug Storage
Supplyman
TC 10-76V1/2(JB) Sep Unit, Organiz
Supplyman
TC 11-34F2(JB) Mar Digital Subscriber
Term Eqp Repairman
TC 11-34H2(JB) Mar Auto Digital Mag
Switch Eqp Repairman
TC 44-16D1/2(JB) Aug HAWK Crewman
TC 44-16E1/2(JB) Oct HAWK Fire Con-
trol Crewman
TC 44-16R1/2(JB) Aug Vulcan Crewman
TC 55-11 Sep Maint Tips for Truck
Platoon Leader
TC 55-61B1/2(JB) Sep Watercraft
Operator
TC 55-61F1/2(JB) Jul Marine Hull
Repairman
TC 55-64C1/2(JB) Sep Motor Transport
Operator
TC 55-67V1/2(JB) Aug Attack Helicopter
Repairman
TC 55-68B1/2(JB) Jan Aircraft
Powerplant Repairman
TC 55-68G1/2(JB) Aug Aircraft Struct
Repairman

610-091-6081-F
Troubleshooting Service Light
System—Part I
612-051-9558-E Starting, Stop-
ping, Slaving, Master Switch
Circuits of Riveted Hull MAB
612-051-9663-E Replacing
Waterproofing Boots on MAB
612-051-9864-E Replacing Bell
Housing on MAB
645-093-7263-F Ammo
Handling
645-093-7263-F Receipt,
Storage Operations
645-093-7268-F How to Inven-
tory Ammo—Part I
645-093-7267-F How to Inven-
tory Ammo—Part II
948-071-0022-F Preparing
TOW for ground operation—
Part II
948-071-0156-E Dragon—
Disassembling, Cleaning,
Assembling of LET



AOAP*
HHELPS YOU WIN!

A MID-MORNING
ROAD MARCH... NEAR
HOFENFELS...



*** ARMY OIL ANALYSIS PROGRAM**



BAD NEWS! YOUR TRANSMISSION'S BOUGHT IT!... COMPLETELY FRIED!

!!!!!
SPECIALIST JONES... WHAT DID AOAP SAY ABOUT THIS MONTH'S OIL SAMPLE FROM THIS VEHICLE'S TRANSMISSION?

?GULP?
N-MOTHIN'! YET...



SPECIALIST DORY, A LONG-TIME BELIEVER IN AOAP, MET MY CHOPPER AND WAS KIND ENOUGH TO HELP ME LOCATE YOU GENTLEMEN...

...BUT SEEMS I'M TOO LATE FOR MY PRIMARY PURPOSE IN THIS VISIT...



...WE-WE TOOK TH' SAMPLE ON SCHEDULE... BUT I-I JUST... ER... SENT IT IN Y-YESTERDAY...



Y'SEE -- I WAIT 'TIL WE GOT SAMPLES FROM ALL OUR TRACKS ... AN' THEN SEND 'EM ALL IN ONE PACK TO AOAP...

...SIDES... YOUR A2 JUST GOT A COMPLETE OIL CHANGE DURING SERVICE LAST WEEK!

?GURE!?



SAR-JINT DANIELS!! QUITE OBVIOUSLY THE SPECIALIST NEEDS AN EDUCATION IN AOAP PHILOSOPHY AND PROCEDURES!!

IF HE DOESN'T GET IT IMMEDIATELY, THIS OUTFIT WILL HAVE 2 NEW E-2'S!!

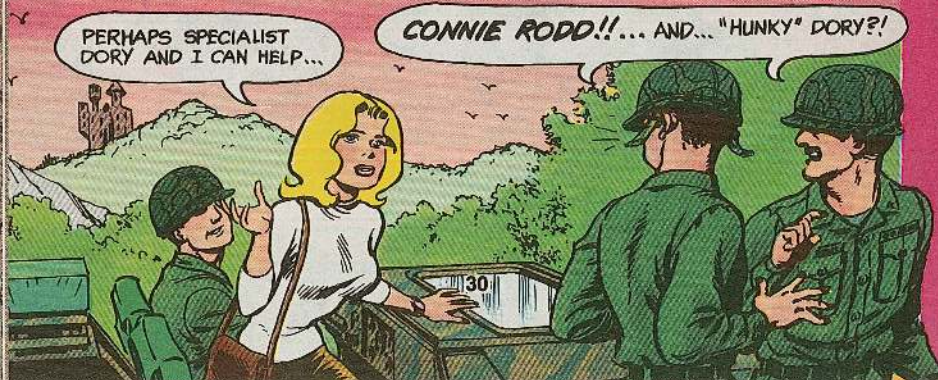
Y-YESSIR!



SPECIALIST-- DIDN'T YOU READ THAT NEW AOAP TB WE JUST GOT?...

ER...
GET AN M88 UP HERE, PRONTO.

HOLD ONE, MEN...



PERHAPS SPECIALIST DORY AND I CAN HELP...

CONNIE RODD!!... AND... "HUNKY" DORY?!

YOUR SAMPLES... ALL OF THEM... ARRIVED AT SANDHOFEN THIS A.M., SPEC JONES!

AN AOAP TECHNICIAN DISCOVERED A HIGH LEVEL OF IRON AND COPPER WEAR METALS IN A CERTAIN M60A2 TRANSMISSION OIL SAMPLE... A DANGEROUS CONDITION! SO...



...BY THEIR SOP... AOAP TRIED TO REACH YOU BY PHONE, BUT LEARNED YOU HAD MOVED OUT AT 0400 HOURS ON THIS EXERCISE...



SINCE I WAS FLYING IN TO OBSERVE THE MANEUVERS TODAY ANYWAY, I AGREED TO LOOK YOU UP!!



AT LEAST, I CAN FULFILL MY SECONDARY PURPOSE...

...WHICH IS TO STRESS TO YOU THAT THIS ARMY OIL ANALYSIS PROGRAM (AOAP) HELPS PREVENT A LOSS SUCH AS THIS BY SCIENTIFICALLY EYEBALLING SAMPLES OF USED OIL!

AOAP LOOKS FOR CONTAMINATION IN THE OIL-- 'SPECIALLY TINY BITS OF METAL OR SILICA (THE GRIT IN DIRT).



AS YOU'VE JUST LEARNED AND SPEC DORY WELL KNOWS, OIL CONTAMINATION CAN DESTROY YOUR EQUIPMENT!

HERE'S A POSTER PS WHOMPED UP ON AOAP!

MAYBE IT WILL HELP YOU!!



JOE'S Dope Sheet

Like a fortune teller's glass ball,
Oil sampling, to experts, tells all--
Their forecasts of trouble
Get it stopped on the double,
And your outfit's PM will stand tall!

WOW!

THIS IS THE
ANSWER, O
SPECIALIST!

AOAP

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.

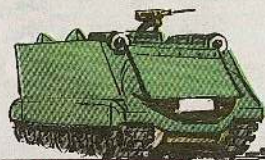
AOAP FOR NON-AERONAUTICAL EQUIPMENT SAVED THE US ABOUT A MILLION BUCKS IN 1976.

HERE'RE SEVERAL CASES WHERE OIL ANALYSIS UNCOVERED PROBLEMS...

★ AOAP turned up high levels of iron, aluminum, silicon and molybdenum wear metals in the engine oil of an M60 tank. GS tore down the engine, replaced pistons and rings, and repaired the cylinders.



**SAVED:
1 M60 TANK
ENGINE**

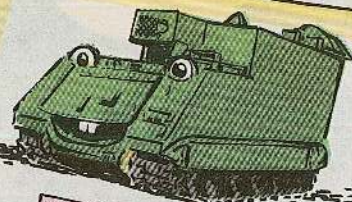


**SAVED:
1 MORTAR CARRIER
ENGINE**

★ DS invested \$8.00 in gaskets to correct a problem of iron and copper wear metals that AOAP found in the transmission oil of an M60 tank.



**SAVED:
1 TRANSMISSION**



**SAVED:
1 M577A1
ENGINE**

★ When AOAP turned up fuel in the engine oil of an M577A1 command post, DS was told to check the crossover tubes. DS tightened the tubes and ended the fuel in the oil problem.

34

... INSTRUCTED UNITS ON HOW TO CORRECT THE PROBLEMS...

... AND THEREBY SAVED EQUIPMENT FROM FURTHER DAMAGE!...

★ New cylinder heads ended the problem of water contamination that AOAP found in the engine oil of an M551 armored recon vehicle.



**SAVED:
1 M551 ENGINE**



**SAVED:
1 M113 ENGINE**

★ Depot maintenance put about \$600.00 worth of parts into an engine of an M113 after AOAP found high levels of iron, aluminum, chromium, copper and tin in the engine oil.

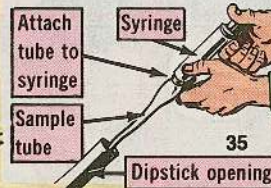
WHAT CONNIE IS SAYING, FELLAS, IS THAT AOAP CANNOT WORK RIGHT WITHOUT US-- THE OPERATORS AND MECHS AT ORGANIZATIONAL LEVEL--

RIGHT ON, SPECIALIST DORY, AND THIS BULLETIN, TB 43-0210 GIVES YOU THE INFO ON HOW TO MAKE AOAP WORK...



PAY SPECIAL ATTENTION TO THE TB POOP ON...

★ Sampling by both the tube and valve methods (Section IV). The drain method is no longer recommended. Be real careful not to get crud or dirt in the sample bottle or on the sample tube. And, use a new tube to take each sample.



WARNING:

A "used" or "dirty" tube or a "dirty" sample bottle will ruin an oil sample.



35

ALSO, GIVE A CAREFUL EYEBALL...

... TO TB INFO ON THESE TWO FORMS...

★ How to fill out and use DD FORM 2026 (Section II).

OIL ANALYSIS REQUEST		RE PUNCH CODE
TO: OIL ANALYSIS LAB	USAREUR LAB - KAD	1-2
MAJOR COMMAND	USAREUR	1-10
OPERATING ACTIVITY	USAREUR LAB - KAD	1-11
EQUIPMENT MODEL/PL	AVDS 1790 ENG	1-12
EQUIPMENT SER. NO.	6871	1-13
END ITEM MODEL/HULL NO.	M60A1	1-14
END ITEM SER. NO./IC	25603	1-15
DATE SAMPLE TAKEN	DEC 79	1-16
HOURS/SINCE OIL CHANGE	276	1-17
REASON FOR SAMPLE	ROUTINE	1-18
OIL ADDED SINCE LAST SAMPLE	YES	1-19

★ Use of feedback form DA FORM 3254-R.

OIL ANALYSIS RECOMMENDATION AND FEEDBACK	
TO: THEATRE COMMANDER	2-1
FROM: OIL ANALYSIS LAB	2-2
REASON FOR ACTION	2-3
RECOMMENDATION	2-4
REMARKS	2-5

Always take the samples on schedule, and get 'em to the AOAP lab immediately. Never wait till you have a few samples and send 'em together.

AOAP labs need to know what repairs have been made to your equipment. The labs can use this information to tell other units how to fix pieces of equipment that have problems like your equipment had. The feedback form is AOAP's only way of knowing what's been done.

AOAP IS MANDATORY! IT'S REQUIRED FOR ALL EQUIPMENT LISTED IN APPENDICES A THRU E OF THE TB, AND APP E-1 LISTS MATERIAL HANDLING AND CONSTRUCTION EQUIPMENT THAT'S NEW TO THE PROGRAM.

OK, GENTS-- THAT WINDS UP MY MISSION HERE--

RIGHT ON, CONNIE!

NOW, SPEC DORY... I'D LIKE TO GET OVER TO FIELD HQ WHERE I CAN OBSERVE TODAY'S EVENTS...

THANKS, CONNIE!

THANKS, SPEC!

SEE YOU, GUYS!

SAY, SARGE-- EVEN IF THAT GUY IS IN AN ENGINEER OUTFIT, HE'S "HUNKY-DORY" IN MY BOOK-- HEH! HEH!

ARRGH!

I WUZ WONDERIN' HOW LONG IT'D TAKE YOU TO SAY THAT, JONES!



To Find NSN's ...

Use a Good

RIGHT CROSS



If you find yourself fighting and losing the battle to get that NSN you need, your next weapon ought to be a right cross (reference, that is).

The right cross in this case is the Consolidated Master Cross-Reference List Part 1 (C-RL-1).

REF. NO.	FS	DA	NSN
CX10471SRC32	80058	2	5995-00-937-4273
CX10472SRC32	80058	2	5995-00-937-3569
CX10473SRC32	80058	2	5995-00-937-3569
CX10474SRC32	80058	2	5995-00-937-3569

Your reference number here ...

... gives you its NSN here

You may already be familiar with this microfiche pub. If so, you know it'll give an NSN if you have a part number. It also shows Federal Supply Code for Manufacturers (FSCM) because some part numbers are used by more than one supplier.

And, it'll often give alternate NSN's to a stock number you already have.

But most important, it has NSN's for many items for which you have only a nomenclature. For instance, you commo types can find cable assemblies by their CX designation number. Got an SC-B, C, etc. number? They're crossed to NSN's too.

Mil Specs are cross-referenced to NSN. That's a big help.

If you have access to a microfiche reader, but no C-RL-1, here's how to get it:

Have your pubs people put in a DA Form 17 for the current C-RL-1. Then, fill in Block 4 of DA Form 12-21 to get on pin-point distribution for new editions and changes.

Send your orders to AG Pubs Center, 1655 Woodson Rd, St. Louis, MO 63114.

That'll put punch into your stock number searches.

REVIEW THOSE DEMANDS!



DEMAND REVIEWS?
I'D RATHER REVIEW A
FILM WITH YOU!...

FIRST THINGS FIRST! WE'LL
TALK ABOUT THAT MOVIE
LATER...

Mechanics schedule maintenance. Other people schedule conferences, appointments and inspections. But a good PLL clerk schedules demand reviews.

Demand reviews? That's just a fancy name for going through your DA Form 3318 files to see which items you can add to or drop from your PLL and which ones need a change in stockage level.

Active Army and National Guard people pull demand reviews once every 90 days. Reserves pull one every 180 days.

Course, you actually pull 2 types of reviews: 1 for items already on your PLL (demand supported or mission essential stock) and 1 for items not on your PLL (nonstocked items).



Either way, your first step is to go through your DA Form 3318 Record of Demands—Title Insert files.



YOU MEAN WE
REVIEW BOTH
FILES EVERY
90 DAYS?

...OR EVERY 180
DAYS IF YOU'RE
A RESERVIST...
OTHERWISE, YOU
WON'T KNOW
WHAT ITEMS
TO ADD, DROP
OR CANCEL
STOCKAGE
ON--ON
YOUR
PLL!

DLOGS users may or may not use DA 3318's—depending on local SOP. If you do not use 3318's, your reviews are covered by the Monthly Demand Summary Lists and PLL Change Listings. Those 2 computer printouts take the place of the 3318.

THE PLL CHANGE LISTING SUGGESTS ITEMS TO ADD, DROP OR CHANGE STOCKAGE FOR ON YOUR PLL BASED ON THE MONTHLY DEMAND SUMMARY LIST TOTALS!

CLASS IX REPAIR PAR
PLL CHANGE LISTING

ACT7AA-A	PAGE NO 1				
PLL	NSN	UNIT OF ISSUE	NOUN	EXPEND CODE	PLL EST DATE
COMMON	2940 000198087	EA	FILTER E	X	4105
COMMON	1005 000506357	EA	ROD CLEA	X	3056
COMMON	6135 001201010	EA	BATTERY	X	6349
COMMON	5815 001271000	EA	LEVER S	X	5056

STOCKED

First, look at the DA 3318's in your stocked items file—the cards you keep on PLL items.

You have 2 types of PLL items: Demand supported and mission essential parts. Mission essential parts are independent of demands. It doesn't matter how few requests you put in on those items; they stay on your PLL as long as your major command says so.

Keep your list of mission essential items close by so you do not accidentally drop a mission essential item that shows no demands.

Demand supported items are carried on your PLL because the number of requests—demands—you sent in on them identified those items

as frequently needed. Demand supported parts stay on your PLL—after the first 4 reviews—only as long as you put in 1 request for them every 2 review periods.

You keep only 1 file of DA 3318's, tho, for demand supported and mission essential items.

On each demand supported item 3318: Write the Julian date in Column a of the next open line. Put the letter R for review in Column b. Add up the number of items you've requested in that 90 days—180 for Reserves—and write the total in Column c. Watch it! You want the actual number of items ordered—not demands. Put the balance on hand—number of those items you have—in Column d.

Your CO can agree or disagree with those actions—they're just suggestions. But, it's up to you and your CO to get one copy of that printout back to support—marked, checked and signed—so your PLL can be changed. For everyone else, the DA 3318's the tool to use.

AS OF 6349 DATE 77 DEC 15 PAGE 1

Your commander approves or disapproves the changes

PLL AUTH INITIAL	PLL AUTH OLD	PLL AUTH NEW	PLL CHANGE CODE
003	003		C
			C
			A
			B

PLL change codes
C means a change
A means an addition
D means a deletion

"V" Shows approval
"Adjust level to" means OK on the action but adjust quantity

ADJUST LEVEL TO 15

Line drawn through entry shows disapproval.

Approved
J.S. Mosby
Cpt. Inf.
Commanding

ITEMS

ADD YOUR COLUMN C TOTAL FOR THIS REVIEW PERIOD TO YOUR COLUMN C TOTAL FOR THE LAST REVIEW PERIOD.

DO NOT COUNT ANY REQUESTS FOR INITIAL STOCKAGE OR INCREASE IN STOCKAGE!

DA FORM 3318
1 MAR 66

RECORD OF DEMANDS—TITLE
(AR 736-36)

REPLACES DA FORM 1543, 1 MAY 62 AND DA FORM 8527, 1 MAR 62, WHICH ARE OBSOLETE

RECORD OF DEMANDS

ORGANIZATION DOCUMENT NUMBER	QUANTITY DEMANDED	CUMULATIVE QUANTITY DEMANDED	BALANCE ON HAND	ORGANIZATION DOCUMENT NUMBER	QUANTITY DEMANDED	CUMULATIVE QUANTITY DEMANDED
7286-0002	①		1			
7331-0006	①		1			
8011	R	2	2			
8015-0001	②		0			
8032-0003	③		0			
8074-0005	①		1			
8107	R	6				

Add number of items requested in column b and enter here

Julian date goes here

Write R for review here

41

MORE

Look up the total for the 2 reviews in the "total quantity demanded" column in Fig 2-28 of AR 710-2. The Column 1 figure across from your total tells you what the new authorized stockage level is.

Does the new stockage level match your present level? Just draw a heavy line under the Column a, b, c and d entries for this review period and go on to the next DA 3318.

15 June 1973

TOTAL QTY DEMANDED	a	b	c
ACTIVE ARMY	1-22	23-37	38-52
USAR	1-44	45-74	75-104
3	3	2	2
4	4	2	2
5	5	3	2
6	6	3	2
7	7	4	2
8	8	4	3

Column b on DA Form 3318 shows a total of 8 items ordered during 180-day review period.

AUTHORIZED STOCK LEVELS (BASED ON 15 DAY INCREMENTS)

C 1, AR 710-2

NUMBER OF DAYS IN WHICH 3 DEMANDS OCCURRED

d	e	f	g	h	i	j	k	l
53-67	68-82	83-97	98-112	113-127	128-142	143-157	158-172	173-180
105-134	135-164	165-194	195-224	225-254	255-284	285-314	315-344	345-360
2	2	2	2	2	2	2	2	2
2	2	2	2	2	2	2	2	2
2	2	2	2	2	2	2	2	2
2	2	2	2	2	2	2	2	2
2	2	2	2	2	2	2	2	2
2	2	2	2	2	2	2	2	2

Authorized stock level for 8 items within 180 period is 2.

Check authorized stock level block on title insert to see if stockage changes.

IS YOUR NEW STOCKAGE LEVEL LARGER THAN YOUR PRESENT LEVEL?...

... THEN CROSS OUT OR ERASE THE OLD STOCKAGE LEVEL FIGURE ON THE DA 3318 AND IN YOUR PLL PRINTOUT AUTH COLUMN!

WRITE IN THE NEW NUMBER!

Use a pencil to enter authorized stock level. Erase it and enter new figure when stockage changes

DETACHED FROM 3318, 1 Mar 68

TITLE INSERT

REMARKS

TRUCK, UTILITY, 1/4-TON M151
TM 9-2320-218-20 (SEP 71)

STOCK NUMBER

7940-00-832-6051

ITEM DESCRIPTION

FILTER ASSEMBLY

U/I - EA

STOCKAGE CODE

D-S

DATE

5251

QTY

2

AUTHORIZED STOCK LEVEL (use pencil)

3

LOCATION

3B

18

Whip out a DA 2765 request form and order what you need to cover the increased stock. Put the document number and quantity requested on the next open line of the DA 3318. Draw a heavy line below the entry.

Is the new stockage level smaller? Again, erase the old stockage figure and write the new one on the 3318 and PLL printout. But, instead of a request for more items, fill out a DA 2765 Turn-In. Write Turn-In and the number turned in on the next open line of the DA 3318 and underline it.

Course, you may find yourself with a different situation. If the item shows no demands for the present and last review period, that item comes off your PLL. Tear up the DA 3318 and turn in any stock you have on hand.

Hold it! Items just added to your PLL have a grace period. You hold onto initial stockage items for 4 review periods before dropping the ones that do not show at least 1 demand during the last 2 review periods.

Course, that PLL belongs to your CO. If you and your CO decide a nonstocked item's demands were a rare instance—or the stockage change was a one-time occurrence—the CO can leave the new item off the PLL or keep the stockage level of a PLL item where it is.

And, if there's a good reason for no demands in the last 2 review periods—like the equipment's been on loan or deadlined—the CO can keep that item on your PLL.

NONSTOCKED ITEMS

You need a separate file of DA 3318's on items not yet on your PLL.

To add an item to your PLL, you need 3 separate demands—3 separate requests regardless of the number of items ordered on each request—in 180 days (360 for Reserves).

YOU NEED 3 SEPARATE DEMANDS ON 3 SEPARATE DAYS WITHIN 2 REVIEW PERIODS TO ADD AN ITEM TO YOUR PLL...



DA FORM 3318
1 MAR 68

RE

REPLACES DA FORM 1843, 1 MAY 62 AND
DA FORM 2827, 1 MAR 62, WHICH ARE
OBSOLETE.

RECORD OF DEMANDS

ORGANIZATION DOCUMENT NUMBER	QUANTITY DEMANDED	CUMULATIVE QUANTITY DEMANDED	BALANCE ON HAND	
	b	c	d	a
7114-0001	②		0	
7198-0004	②		0	
7242-0002	⑦	3	0	

THE NUMBER OF ITEMS
ORDERED IN COLUMN "b"
DOESN'T MATTER!
A THOUSAND ITEMS
ORDERED ON ONLY 1
DEMAND WON'T CUT IT!

Every time you add a demand to a nonstocked item DA 3318, check the number of demands you've put in for that item in the last 180 (or 360) days.

If your new request adds up to 3 demands within 2 review periods, count the number of items you've ordered on the 3 requests. Write that number in column c of the DA 3318 next to the last demand entry.

Go to Fig 2-28 of AR 710-2. The Column 1 figure across from your total gives you the authorized stockage level.

Make out a DA 2765 for the new authorized stock. Put that document number and the total number of items requested on the DA 3318. Draw a line under the entries.

The first stockage request doesn't count when you adjust the stockage level later—and the line under the entry reminds you of that.

DETACHED FROM 3318, 1 Mar 68

TITLE INSERT

REMARKS

TRUCK, CARGO, 5-TON M813A1 U/E-EA
TM 9-2320-260-20 (JUL 72)

STOCK NUMBER

2630-0002-7123

ITEM DESCRIPTION

SEAL, STEERING KNUCKLE

CHECK THE TITLE INSERT
SECTION INFORMATION
ON THE DA 3318! MAKE
SURE EVERYTHING'S
RIGHT!

THEN, TRANSFER THE
CARD TO THE PLL
VISIBLE FILE.

But, maybe you don't have 3 separate requests in the last 2 review periods. Keep the card as long as you have at least 1 request in the last 90 (or 180) days. That item still has a chance

STOCKAGE CODE

DS

6104

QTY

2

AUTHORIZED STOCK LEVEL (use pencil)

D

LOCATION

4C

6

to make your PLL if you put in a couple more requests in the next review period.

Since you review a nonstocked DA 3318 every time you make an entry on that form, your 90 or 180-day review is pretty simple.

Check each card to make sure you didn't overlook an item that qualifies for PLL. Look for cards that show no demands in the last 90 days—180 for Reserves. Pull those cards out and trashcan them.

You do not make a review-type entry on nonstocked item DA 3318's.

That's all!

Start scheduling DA 3318 file reviews regularly.

PS END

ELECTRONICS PM

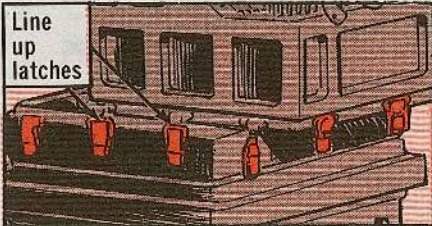
SB-86 Switchboard

MAKES IT TOUGH

Tough, rugged and ready best describes your SB-86/P switchboard. And, to keep it that way, all it takes is a little thoughtful PM on your part.

Like, when you're fastening the various sections of that switchboard together, line them up first.

If they are not lined up, you can bend those trunk-type latches by putting too much pressure on them.



Line up latches

To make matters worse, the latches tend to break when you try to straighten them.

GATHER 'ROUND COMMO TYPES, FOR SOME CURRENT PM INFO THAT'LL KEEP OL' FAITHFUL HERE IN TOP SHAPE!

IT'S SGT. SPARKS!

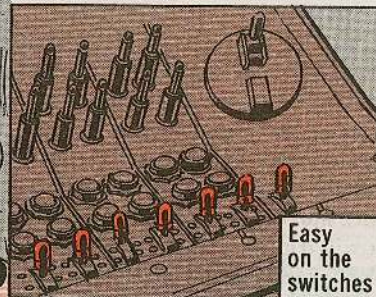
WHEN MACON SPEAKS ...

...WE LISTEN!

WAY TO GO!

NO MUSCLE HASSLE

When it comes to cord circuit switches, back off the heavy muscle stuff. You can jam or break the switches.



Easy on the switches

Use only the touch of your fingers to switch the switches. This will keep that unnecessary strain off of those switches.

WRONG TOOL FOR FOOLIN'

The wrong size screwdriver can bugged up the rear cover spring-loaded fasteners and the screws to the battery and spare parts compartment. Then, it can take a major operation to get them out.



Avoid damage—use right size screwdriver

So, avoid this tool twisting damage by getting the right size screwdriver.

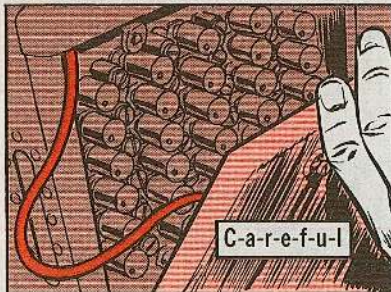
POWDER BACK OF JACK

Are those supervisory signals not tripping when the cord is lowered in the plug seat? Then, put talcum powder on your fingers and rub it around that rubber protector at the back of the jack. It'll let the jack slide back into the keyshelf section easier so it will trip the signal.



CORD CHOMPING CRUNCH

Take a quick look at the latch cord for the rear access door on the TA-207. That cord can be snapped off or torn off, then lost because it's no longer anchored. And, be sure the door is not



closed on the cord. That will chew it up fast.

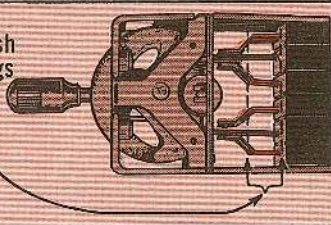
SAY AGAIN,
SPARKS...
YOU'RE
BREAKING UP
BADLY...

MOISTURE IS A MESSER

If moisture is messing up the contact in your switchboard's TA-208/P and TA-220/P cord and operator pack, clean the contact springs at least once a month.

You can use rubbing alcohol NSN 6505-00-299-8095 or a cleaning compound NSN 6850-00-597-9765. A good dabber is a cotton swab, like applicator NSN 6515-00-303-8250.

Varnish
springs
here



All it takes is a little varnish, so try not to slop it on. And, stop at the bend in the spring so you won't get varnish on the contacts.

Take a look at SB 11-573 (Feb 69), Painting and Preservation Supplies Available for Field Use for Electronics Command Equipment.

I SAID...DID YOU
CHECK YOUR CONTACT
SPRINGS IN YOU SWITCH-
BOARD'S CORD AND
OPERATOR PACK
LATELY?

SNUGGLE IN BATTERIES

When you're installing those 10 BA-200/U batteries in that PP-990/G power supply, make sure all the batteries are snugged in place and all



latches are locked. Otherwise, loose latches can get broken and battery contact can be intermittent or broken.

If you accidentally leave out a battery, the power supply will work, but it will be weakened.

Remember to always take out those batteries when your switchboard won't be used for awhile. Make a special note to yourself to eye those BA-30's in the TA-207 and SB-248 manual telephone switchboard section.

When not using
for awhile—
remove 'em

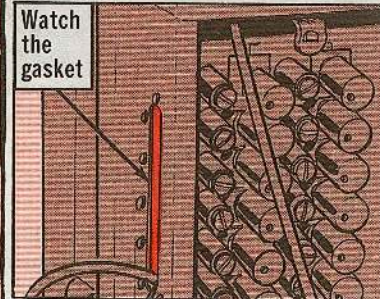


Change the batteries when they're dead or remove them when your switchboard's idle so the batteries won't corrode up the inside of that switchboard.

SAVE RUBBER GASKET

Lay off gouging the rubber gaskets with sharp tools. In fact, lay off touching the gaskets except to install field wire.

Watch
the
gasket



NEVER remove the protective nut from a signal light. With the nut gone, you could wind up with a stuck cateye.

NEVER let the plugs bounce back into place. That rough stuff can cause cracked signal lens.

NEVER etch pictures and stuff on the log plate with a pencil, pen or even a screwdriver. A doodled-up log plate is not so dandy for laying out traffic diagrams.

The VISIBLE PROTECTIVE SHIELD



If you spend more time than you'd care to admit installing new cables on your vehicle-mounted radio sets, maybe your gear needs a little protection.

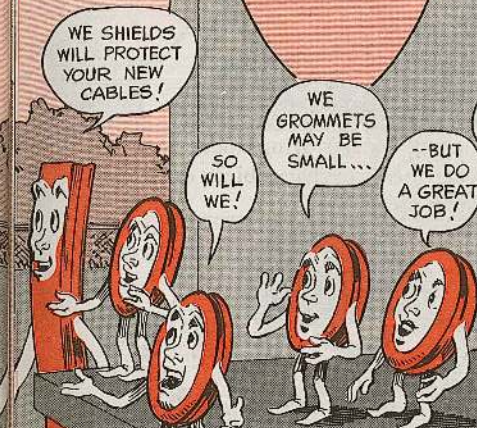
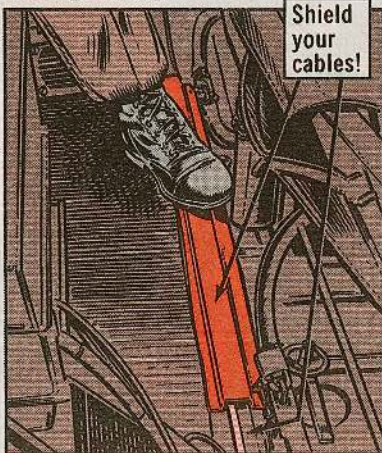
The good book for finding protective devices is SB 11-131 Vehicular Radio Sets and Authorized Installations (Sep 74). Cable shields, guards and grommets are among the items you'll find in this one little pub.

But, you say, you don't need this extra protection?

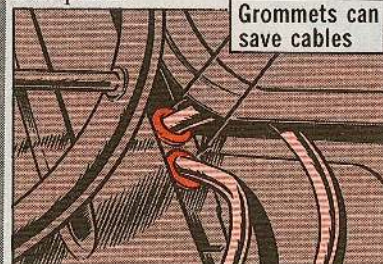
Suppose you're carrying an AN/VRC-49 radio set in your 1/4-ton. You're running a cable across the truck floor, right?

Without the shield, that cable is fair game for troopers' boots, which can break it, or pull down on it, breaking

the connector. The cable is also a sitting duck for tossed or hurriedly-stacked cargo. A shield can solve both these problems.



Your shield will also keep you from trying to hide cables by running them behind the seat—where they can get a fatal pinch.



Another small, but important, part of most installation kits is the grommet. The eyelet-like item saves cables which are run through floorboards or sidewalls. Without them, the sharp steel edges can do a number on your communication'.

Give your cables a break (whoops!) and eyeball the SB.

On AN/MPQ-4A

Is Power Cable Able?



Before you make the power cable hookup on your AN/MPQ-4A radar set with an untested cable, run a continuity check on it. Some miswired CX-2771/U cables are floating around and they'll damage the radar if you use them.

To make sure the cable is OK, test it with a test set like the AN/URM-105.

If the cable's continuity is all right, use the cable.

If the cable's continuity is bad, turn the cable in to your support.

TA-1 ...

You're the One

Your TA-1 telephone set's switch covers and case are the first line of defense against dirt, dust and moisture. Help them do their job.

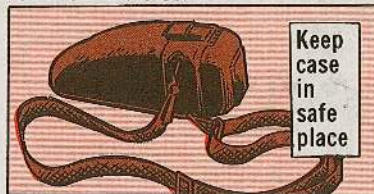
Eye the generator switch and push-to-talk switch cover for cracks or wear. If you find a damaged cover, get it replaced.



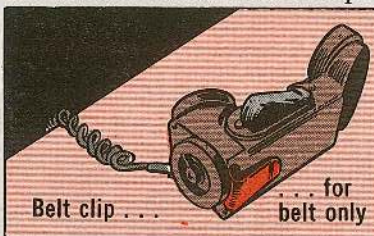
You might eye the pin hole in the bottom of the cover. If the hole's clogged, clear it. The hole is an air vent.

When you have your TA-1 out of its plastic or rubber case, close the case and put it out of the way. It'll not last

long if it's left lying under foot or where heavy or sharp objects can come down on the case.



The plastic case is more brittle in cold weather. Take care not to drop it.



Remember, the metal belt clip is just that—a belt clip. Hooking it over a tree limb or thick cord or wire will spring or break it.

I'M ORDERING A KIT SO I CAN PUT YOU IN MY MISIAI, OL' BUDDY!

Reel's Real NSN



GREAT! BUT BE SURE YOU USE TH' RIGHT NSN!

Having trouble getting a kit for putting your RL-31E reel unit into your M151A1 truck? Use NSN 3895-00-957-3890. The NSN in Change 7 to TM 11-362 (Jun 56) is wrong.

For BA-4386 Batteries ...

You're the Lifesaver



Some radio types don't give their BA-4386 batteries a fighting chance. They toss them out after a day's work and get new ones.

for a day's work?

A 60-sec check with an AN/PSM-13 test set will tell you how much life is left in that battery.



These magnesium power packs aren't that fragile. They'll pack a punch for about 50 hours before they need a replacement.

That magnesium battery doesn't need refrigeration to keep its power—before it's used. But, once you've drained 10 per cent of its power (about 5 hours of operation) it needs some "cool".

You won't be able to stop discharge with the iceberg treatment, but you can slow it down to a crawl.

When you're done for the day, put it in as cool a place as you can find. Watch for moisture, tho. It can finish the discharge job the radio started.

OK, you've cooled it overnight and you're ready to use it again. Is it ready



SB 11-623 (Jan 69) OK's this item for units to company level. Use NSN 6625-00-868-8344 to get the tester and NSN 6625-00-936-5490 for its carrying case.

NSN 5935-00-832-4965 brings you the U-297/PSM-13 connector adapter you need to test your BA-4386 batteries. Stock numbers for adapters which let you test other batteries are in TM 11-6625-823-15 (Feb 68), which is packed with your tester. The pub also shows you how to use the tester.

A little cool, a quick test, and you're getting the life your battery has to give.

Take
the

LOW Road!



HIGH ROAD
OVER-TORQUE FIELD
Home of
SIDELINED BIRDS

THE CHOICE
IS YOURS.

A mech pulling PM and his torque wrench should never be parted . . . especially when it comes to the 'low torque ranges. Some mechs go overboard tightening hardware beyond limits. This damages parts and sidelines aircraft.

Take the T53-L-13 engine, for example. During inspections you eyeball and clean the power turbine oil strainer.

It's no sweat to remove the oil line with an open-end wrench on the "B" nut.



But removing a strainer housing adapter that was tightened beyond limits is something else. If a mech did not use a torque wrench during strainer installation, you've got an engine change in your future.

How come? Well, to remove the strainer adapter takes extra muscle. As a result the unseen safety on the oil tube (under the fireshield) breaks and the oil tube becomes loose, giving you an oil leak.



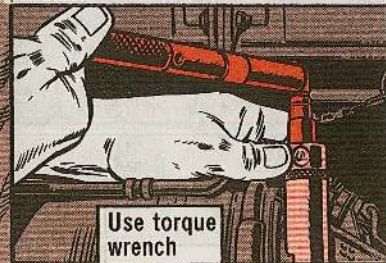
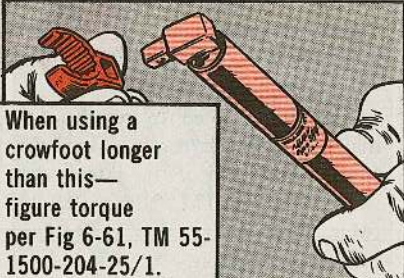

LOW ROAD
TORQUE WRENCH FIELD
Home of
HAPPY BIRDS

I'M HEADIN'
FOR THE CRIB,
CONNIE!

You wouldn't believe the work your support types do to take off the fireshield, main fuel manifold and other parts . . . all because a torque wrench was not used.

'Course, you would use a torque wrench when you put the strainer back in the engine, right? Because that's the word in Para 5-90 of TM 55-2840-229-24 (Apr 71).

The T53-L-13 engine strainer gets tightened to 80-90 lb-in—no more! Only the torque wrench is calibrated to give a mech the right amount of muscle.

When using a crowfoot longer than this—figure torque per Fig 6-61, TM 55-1500-204-25/1.

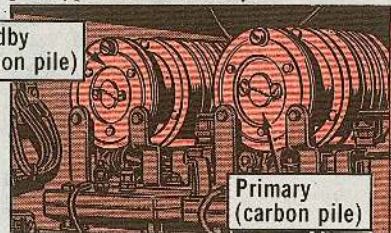
So, head for the tool crib and pick up those torque wrenches. It's the only road to take.

Solid State Is Better

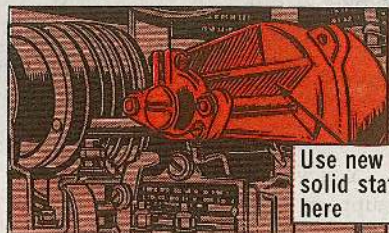
The good news about the new, solid state voltage regulators for your Huey is that they are more reliable and need less maintenance.

If you can't lay your hands on a couple for your bird, tho, you should at least have 1 installed as the main regulator. You can continue to use the old carbon pile type as the standby.

Standby
(carbon pile)



Primary
(carbon pile)



Use new
solid state
here

Now for the bad news: Some mechs are using outdated parts pubs when going for a replacement.

For the solid state job, ask for Voltage Regulator, NSN 6110-00-598-2567, listed in Fig 278 of TM 55-1520-210-23P (Mar 77).

Huey Blade Grip Safety . . .

Nearest Hole's OK

AM I
IN
LINE?

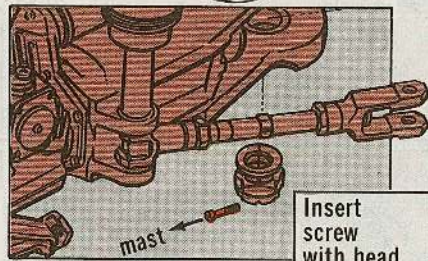


CLOSE
ENOUGH!



There's no need to retorque the main rotor blade retaining nut just because the head of the safety screw (item 1, fig 169, TM 55-1520-210-23P (Mar 77) doesn't point to the exact center of the mast.

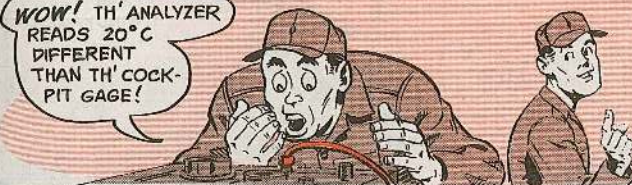
Just use the screw hole closest to the rotor mast centerline . . . saves elbow grease!



Insert
screw
with head
toward mast

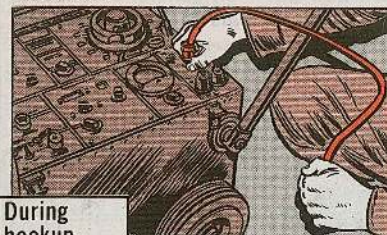
No Slips With Clips!

WOW! TH' ANALYZER
READS 20°C
DIFFERENT
THAN TH' COCK-
PIT GAGE!

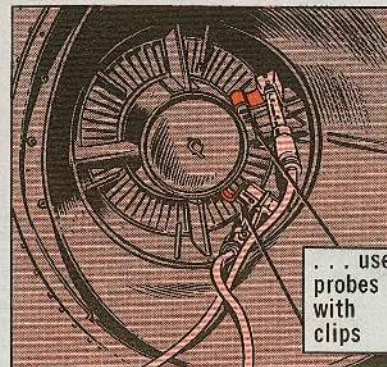


HAVE YOU
GOT A SUPPORT
CLIP ATTACHED
TO YOUR HEATER
PROBE?

Your Jetcal Analyzer will work right when you check out a T-53 engine thermocouple system on a Huey—if the heater probes have been modified.



During
hookup . . .

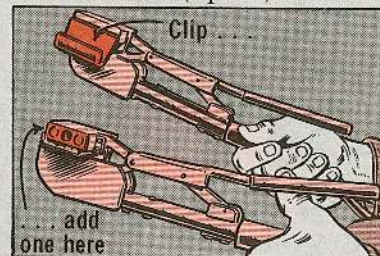


. . . use
probes
with
clips

Without a support clip attached to the heater probe, that baby can slip off the thermocouple. You'll get a difference of 20 degrees C or more between the analyzer and the gage in the cockpit.

False readings could lead you on a hunt for a nonexistent problem with the harness, gage or wiring.

'Course, newer analyzers have probes with support clips. If the clips are missing from an older model, have your sheet metal shop make 'em up, following the poop in Fig C-3 of TM 55-2840-229-24 (Apr 71).



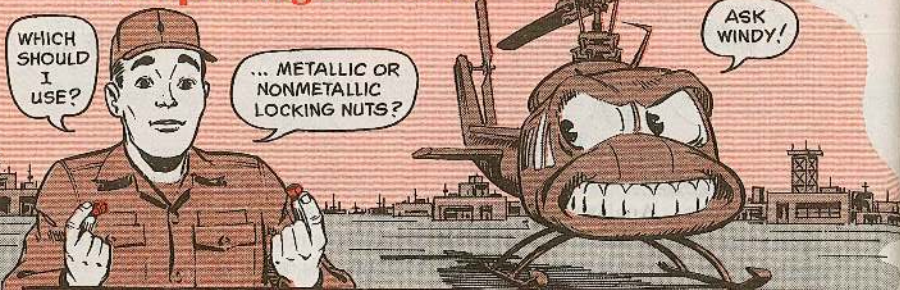
. . . add
one here

When you hook up each probe, the clip fills the gap at the end of the thermocouple to hold the probe in place . . . no more bogus readings!



Readings
OK!

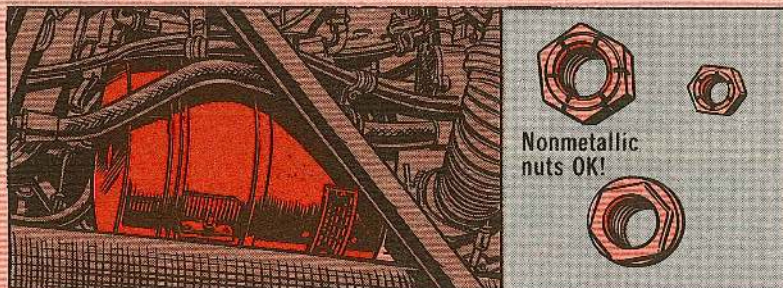
Temp Range A-OK!



Dear Windy,

The word on page 2-22 of TM 55-1500-204-25/1 on general practices is that you never use nonmetallic insert self-locking nuts in areas over 250 degrees F.

The Huey parts pub calls for using the nonmetallic nut, MS21044N6, NSN 5310-00-950-0039, on the T-53 starter-generator.



Isn't the temperature in that area too high for the nonmetallic nuts, Windy?

SP6 T.G.M.

Dear Specialist T.G.M.,

No. The operating temperature range on the starter-generator studs is between 200-250 degrees F.

The fiber insert nut has a heat range up to 250 degrees F and is the one recommended by the manufacturer.

SELF-LOCKING METALLIC NUTS HAVE A HIGHER HEAT RANGE AND CAN ALSO BE USED!

YOUR PLATFORM NEED A NEW DUST SEAL?

Wheel Seal Deal

... BUT CAN WE AFFORD IT?...

THEY'RE 59¢, BIG SPENDER!

If the dust seal on your B-1 maintenance platform is shot, you won't find a replacement listed in TM 55-1730-201-12 (Oct 69). You want—Packing, preformed, NSN 5330-00-631-6649, at a cost of 59 cents.

Saves Moola

When a piece of aircraft ground support equipment goes on the blink, never ask for a new one right-off. Your direct support/intermediate maintenance types can repair platforms, tow bars, hydraulic jacks and such... makes \$EN\$E.

HMMM-- WE CAN USE A NEW PLATFORM!

FIRST SEE IF *DS* CAN'T FIX IT, BUDDY!

For New Cover

YOU NEED A NEW COVER, HUH?

YEAH--BUT MAKE SURE IT'S THE RIGHT ONE!

If the T-53 engine exhaust cover for your Huey has seen better days, ask for a new one. Skip the stock number listed in the flyaway items list, tho, because it's not right. You want Cover, engine exhaust, NSN 1560-00-675-3215... Fig 100, item 5 in TM 55-1520-210-23P (Mar 77).

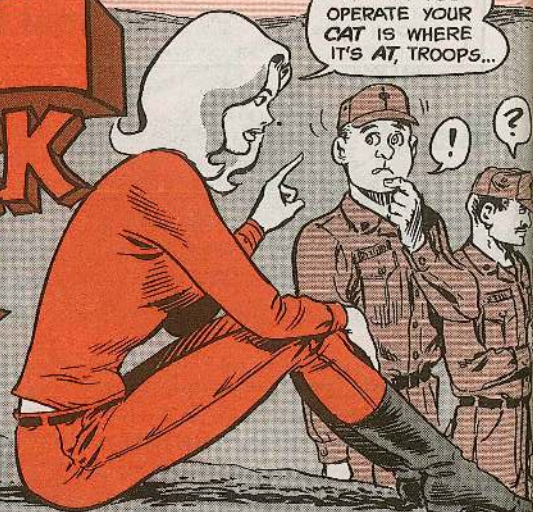
300-Hr Oil Change

Skip the Ute engine oil change scheduled for the 75-hr Intermediate inspection. It's a mistake. Sequence 4.30/7.30 of TM 55-1510-209-PMS will be updated to call for only a 300-hr oil change.

YOU NEED AN OIL CHANGE, OL' BOY!

WRONG! MY *TM*'S BEING UPDATED!

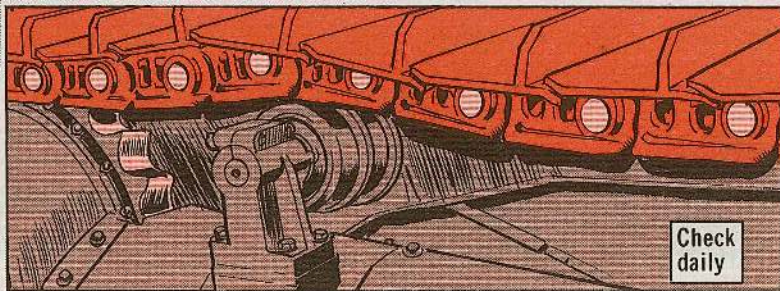
T RACK ALK



THE WAY YOU
OPERATE YOUR
CAT IS WHERE
IT'S AT, TROOPS...

Lay 'em down 'n' pick 'em up! That's how your track-type tractors make their own road. Their super power can move 'em over ground that would stop other vehicles.

Keeping your tractor operating troublefree calls for a daily eyeball check of track shoes and other track hardware.



Track PM cuts undercarriage maintenance and repair parts costs like you wouldn't believe. And your tractor's undercarriage is expensive. It amounts to



IT'S LEADFOOT
LEDFORD,
CONNIE--

HE
HEARD
YOU WAS
HERE--

60

YEH--AN' HE'S
LEAVIN' NO BOULDER
UNTURNUED IN
GETTING HERE...
SOONEST!!

OH,
NO!

about 20 per cent of the tractor's original cost. But half of all tractor maintenance costs are related to the undercarriage!

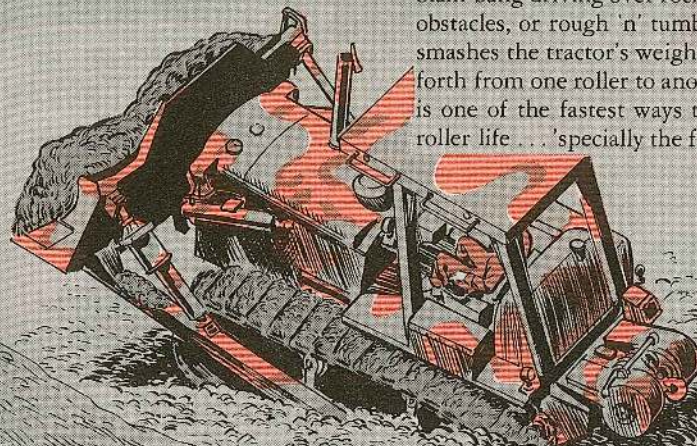
You always have metal turning against metal . . . causing wear.

And everything in the undercarriage works like a team.

If one part of the undercarriage moves, all parts move.

So, how do you fit into this picture?

By the way you handle the dozer. Slam-bang driving over rocky ground, obstacles, or rough 'n' tumble terrain smashes the tractor's weight back and forth from one roller to another. This is one of the fastest ways to shorten roller life . . . 'specially the front ones.



Sure, your dozer's not made of papiermache—and it needs no kid-glove handling, but knowing how to handle it the right way can cut maintenance costs and downtime.

Loose bolts, leaking seals and unusual or abnormal wear is what you look for daily. Any bum part that needs adjustment or replacement? Tell your supervisor pronto.

Never drive your dozer at high speeds. It wears out the undercarriage quick-like. Driving fast over rough ground damages the front track rollers and idlers. Throws 'em out of line, too.



WAIT, CONNIE...

I'LL BE
THERE IN A
SEC!!

61

Never park your dozer on the side of a hill. This parking goof puts a strain on roller seals ... and oil'll leak out. Besides that, it's unsafe!

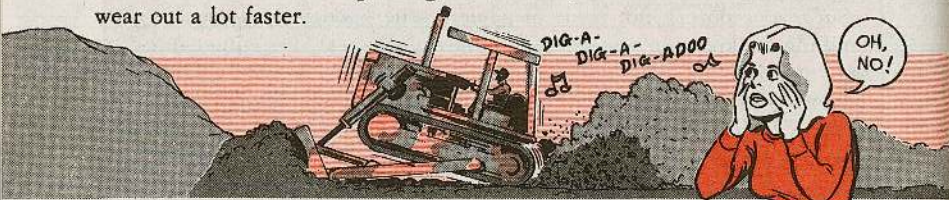


Next day it'll take awhile before the rubber rings get back to the right shape. Meantime you've lost more oil. Rollers only hold about a pint of oil. Without it, the internal parts of a roller will be destroyed in a few hours.

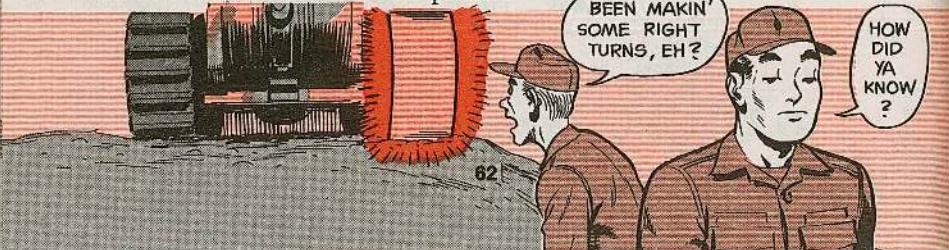
Always back up s-l-o-w-l-y. Working in reverse puts pins and bushings under their greatest strain. High speed reverse just adds to faster wear 'n' tear. So, Keep the heavy foot under control when you have to back up.



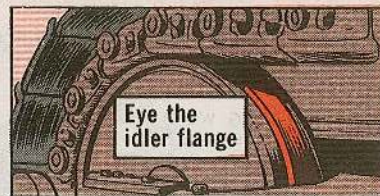
Never take such a deep cut with your dozer or ripper that the tracks start spinning. Like maybe you use more down pressure on the hydraulically controlled blade than you need to. This lifts the front end of your machine up in the air—and tracks start spinning. No traction, no work! But the track shoes wear out a lot faster.



Got a big job that calls for constant right- or left-hand turning? This'll wear out one track faster'n the other. Change your turn pattern every once in awhile for a better balanced track wear pattern.



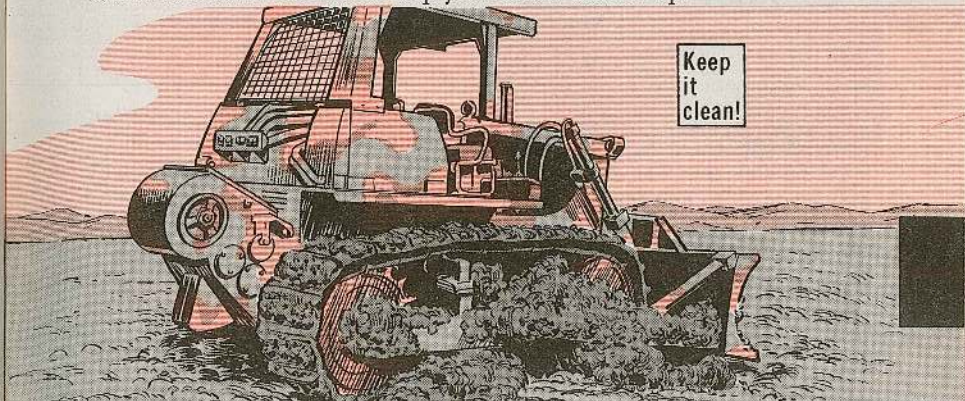
Keep an eye on the idler flanges. Could be they're worn too much. Wear on just one side means you've got an off-center idler. It'll need adjusting with shims.



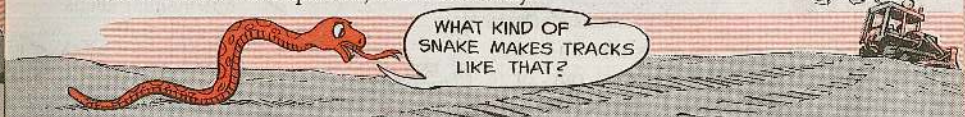
Rapid wear on both sides of the idler flanges means the wear strips of the shims guiding the idler are worn out—or the roller frame is out of line.

Oil on a roller, track or idler means busted seals. Get 'em replaced by your support.

Mud on carrier rollers can stop 'em from turning. You'll get flat spots on the rollers and faster link wear. Keep your tractor cleaned up.



Seen any snakes lately? Behind your tractor, that is? Snake tracks are caused by too much wear on internal pins and bushings. Snakiness speeds up wear on all your track parts ... rollers 'n' idlers have to work harder to keep the tracks in line ... links wear quicker, more unevenly.



Got a tractor back from support with new parts? Then check the roller frame alignment. The frames must be parallel ... in line. Sprockets, rollers, and idlers must lead your tractor along a straight path. If things are out of line the new replacement parts won't give you a full life of service. That means more downtime and parts replacement.



After Hiding, Seek PM

FIRST THING WE GOTTA DO IS SOME PM ON OUR CAMOUFLAGE SCREEN SYSTEM, RIGHT?

NOPE! FIRST WE GOTTA FIND IT!

Take a special look at:

1. Batten spreaders
2. Spreader adapter assemblies
3. Aluminum poles
4. Aluminum stakes
5. Quick connect/disconnect pins and brackets

That's right, podner. After using your camouflage screen systems to hide equipment, you need to PM-it piece by piece.

Spread each screen system out on level ground—just like you do when you get ready to join several pieces.

Repair or replace any damaged or missing part.

Before you store the screen system, dry in a well-aired spot.

Look at the Cover

HEY-- GET A LOAD OF THAT OL' DATE!

WONDER IF SARGE KNOWS TH' DATE IS SO OLD?

This copy is a reprint which includes current pages from Changes 1 through 12.

Changes listed, but manual keeps original date

HEADQUARTERS, DEPARTMENT OF THE ARMY
MAY 1969

Every once in a while an Army publications center runs out of a manual and a new batch is printed.

If any changes are out on the manual, they'll be worked into the main manual. You'll see a block of type on the front cover that tells you which changes are included.

The big thing to watch is this: the manual still keeps its original date.

So, you could get what appears to be a brand-new looseleaf type TM, but it'll have a date a few years old. Changes built into it will be later than that date.

Connie's Mini Minis

CONNIE, I GOT A MAINTENANCE PROBLEM!

P-o-o-t! No Spray Paint

Don't hold your breath waiting for pressurized cans of camouflage paints to become available. They're too expensive and wasteful for touch-up work. The smallest size container for the lusterless paint is 1 gallon.

M551 Pub Flub

Hold one. Don't post that new Change 2 (Feb 78) to your TM 9-2350-230-24P/1. The printer goofed. Several pages of text and all 56 illustrations are missing. Just trashcan this one. You'll soon be getting a new "Corrected Copy."

Testers, Anyone

You no longer get a complete set of adapter connectors when you order an AN/PSM-13 battery test set. You now have to order adapters separately, and individually. To find the ones you need to test your radio's batteries, eyeball TM 11-6625-823-15 (Feb 68). Your authority to have the tester is SB 11-623 (Jan 69).

Blade Kit Here!

There is a new rotor blade tracking and balancing kit, NSN 4920-01-040-7816, for you Huey, Kiowa and Cobra mechs. It supplements the Aviation Unit Maintenance Set No. 2, and is authorized by MTOE. If one of these little gems arrives in your unit, bone up on how to use it by eyeballing TM 55-4920-402-13.

M110 Howitzer Capacity

The engine crankcase capacity of any member of the M110 howitzer family is 28 quarts. Write it on your LO.

PS by Subscription

Personal subscriptions to PS Magazine are now available from US Govt. Printing Office, Superintendent of Documents, Washington, DC 20402. Price is \$9 per year.

TM 38-750 Starts 1 July

The word's out! The revised TM 38-750 (May 78) goes into effect 1 Jul 78. Until then, stick with the current book with Change 1. The word came out in DA Msg DALO-SMM 312133Z Mar 78.

JULIAN DATE CALENDAR

FOR LEAP YEARS ONLY

Day	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Day
1	001	032	061	092	122	153	183	214	245	275	306	336	1
2	002	033	062	093	123	154	184	215	246	276	307	337	2
3	003	034	063	094	124	155	185	216	247	277	308	338	3
4	004	035	064	095	125	156	186	217	248	278	309	339	4
5	005	036	065	096	126	157	187	218	249	279	310	340	5
6	006	037	066	097	127	158	188	219	250	280	311	341	6
7	007	038	067	098	128	159	189	220	251	281	312	342	7
8	008	039	068	099	129	160	190	221	252	282	313	343	8
9	009	040	069	100	130	161	191	222	253	283	314	344	9
10	010	041	070	101	131	162	192	223	254	284	315	345	10
11	011	042	071	102	132	163	193	224	255	285	316	346	11
12	012	043	072	103	133	164	194	225	256	286	317	347	12
13	013	044	073	104	134	165	195	226	257	287	318	348	13
14	014	045	074	105	135	166	196	227	258	288	319	349	14
15	015	046	075	106	136	167	197	228	259	289	320	350	15
16	016	047	076	107	137	168	198	229	260	290	321	351	16
17	017	048	077	108	138	169	199	230	261	291	322	352	17
18	018	049	078	109	139	170	200	231	262	292	323	353	18
19	019	050	079	110	140	171	201	232	263	293	324	354	19
20	020	051	080	111	141	172	202	233	264	294	325	355	20
21	021	052	081	112	142	173	203	234	265	295	326	356	21
22	022	053	082	113	143	174	204	235	266	296	327	357	22
23	023	054	083	114	144	175	205	236	267	297	328	358	23
24	024	055	084	115	145	176	206	237	268	298	329	359	24
25	025	056	085	116	146	177	207	238	269	299	330	360	25
26	026	057	086	117	147	178	208	239	270	300	331	361	26
27	027	058	087	118	148	179	209	240	271	301	332	362	27
28	028	059	088	119	149	180	210	241	272	302	333	363	28
29	029	060	089	120	150	181	211	242	273	303	334	364	29
30	030	090	121	151	182	212	243	274	304	335	365	30	
31	031	091	122	152	183	213	244	275	305	336	366	31	

KEEP ELECTROLYTE in BATTERIES when you TURN 'EM IN

Clip and Save

JULIAN DATE CALENDAR

(PERPETUAL)

Day	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Day
1	001	032	060	091	121	152	182	213	244	274	305	335	1
2	002	033	061	092	122	153	183	214	245	275	306	336	2
3	003	034	062	093	123	154	184	215	246	276	307	337	3
4	004	035	063	094	124	155	185	216	247	277	308	338	4
5	005	036	064	095	125	156	186	217	248	278	309	339	5
6	006	037	065	096	126	157	187	218	249	279	310	340	6
7	007	038	066	097	127	158	188	219	250	280	311	341	7
8	008	039	067	098	128	159	189	220	251	281	312	342	8
9	009	040	068	099	129	160	190	221	252	282	313	343	9
10	010	041	069	100	130	161	191	222	253	283	314	344	10
11	011	042	070	101	131	162	192	223	254	284	315	345	11
12	012	043	071	102	132	163	193	224	255	285	316	346	12
13	013	044	072	103	133	164	194	225	256	286	317	347	13
14	014	045	073	104	134	165	195	226	257	287	318	348	14
15	015	046	074	105	135	166	196	227	258	288	319	349	15
16	016	047	075	106	136	167	197	228	259	289	320	350	16
17	017	048	076	107	137	168	198	229	260	290	321	351	17
18	018	049	077	108	138	169	199	230	261	291	322	352	18
19	019	050	078	109	139	170	200	231	262	292	323	353	19
20	020	051	079	110	140	171	201	232	263	293	324	354	20
21	021	052	080	111	141	172	202	233	264	294	325	355	21
22	022	053	081	112	142	173	203	234	265	295	326	356	22
23	023	054	082	113	143	174	204	235	266	296	327	357	23
24	024	055	083	114	144	175	205	236	267	297	328	358	24
25	025	056	084	115	145	176	206	237	268	298	329	359	25
26	026	057	085	116	146	177	207	238	269	299	330	360	26
27	027	058	086	117	147	178	208	239	270	300	331	361	27
28	028	059	087	118	148	179	209	240	271	301	332	362	28
29	029		088	119	149	180	210	241	272	302	333	363	29
30	030		089	120	150	181	211	242	273	303	334	364	30
31	031		090		151		212	243		304		365	31

THEN
SUPPORT CAN
CHECK TO SEE
IF THEY'RE
STILL GOOD!

Clip and Save

