

Issue 328

PS

March
1980

THE
PREVENTIVE
MAINTENANCE
MAGAZINE

HO-HO-HO!

ONLY **ONE** WEAPON
CAN SLAY TH' EVIL ONE...

QUICK-- ME
SHILLELAGH,
LADS...



B-BUT TIMOTHY--
YE LOST IT...

...AND
NIVIR
REPLACED
IT!

MURPHY
ANDERSON

"Your Name's on the Line"
See Page 29.



THE
PREVENTIVE
MAINTENANCE
MONTHLY

Published by the Department of the Army for the information of all soldiers assigned to combat and combat support units, and all soldiers with organizational maintenance and supply duties. Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, c/o US Army Materiel Readiness Support Activity, Lexington, KY 40511.

Issue No. 328 March 1980

On Maintenance...

Word from the Chief of Staff

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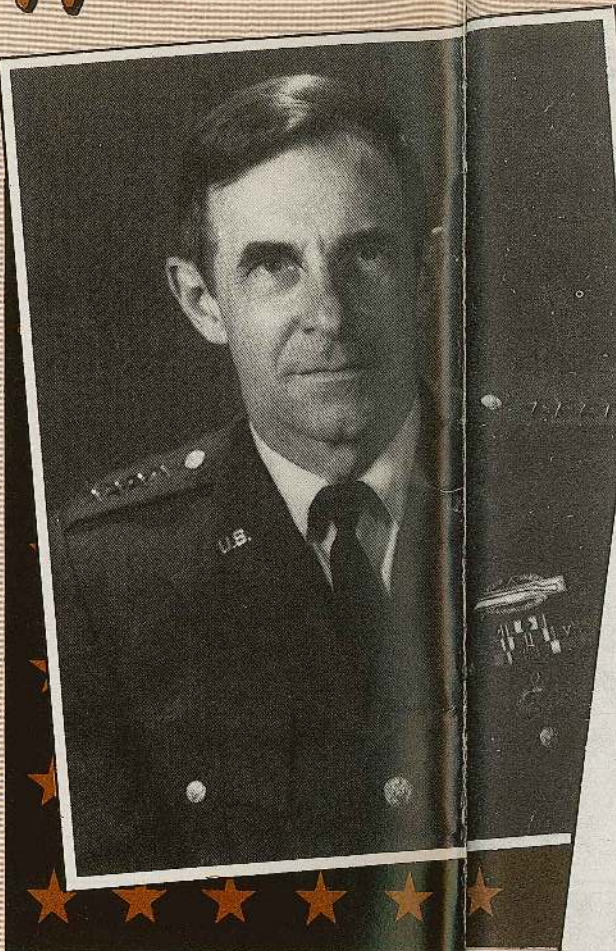
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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to:

MSG Half-Mast
PS Magazine
Lexington, KY
40511

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The safety of our Nation requires that every unit in the Army be ready to go to war. If that unexpected day comes -- as it has many times in our history -- your unit will be only as capable as its equipment will permit it to be. Therefore, we must all make our best effort on a daily basis to ensure that our equipment stays in combat ready condition.

Maintenance, then, is an investment in our future, in the future of your unit, your command, your Army, your fellow soldier.

Part of my job is to see that all of the members of the "maintenance team" -- from manager, to mechanic, to operator -- have the know-how to do the job. PS Magazine is part of this effort. I urge you to use it, for I believe it helps to make our difficult jobs a bit easier.

E. C. Meyer
E. C. MEYER

General, United States Army
Chief of Staff

The SF 368 GIVES YOU Clout!

Somebody's always telling ol' Half-Mast about equipment problems or passing on good ideas for equipment improvements.

But...not many troops are telling the equipment experts and engineers about these problems! Equipment Improvement Recommendations (EIR) are down to a trickle.

Sure, some people are leery of new forms—and the EIR is now sent in on SF 368 instead of the old familiar DA Form 2407. But you're too much a pro to let a form scare you off.

The SF 368 Quality Deficiency Report has more impact than the DA 2407. It can go places the DA 2407 couldn't—like outside Army channels.

The SF 368 has only 2 uses. You just use it to report improvements (EIR's) on your regular gear and quality problems on new equipment. But don't fret over the difference between an EIR and a quality problem. Just fill out the SF 368 as TM 38-750 tells you. Let the managers sort out the problems.

Maybe your forms supply source is out of the SF 368. Tell 'em to order up a bunch of SF 368's from your post publications stockroom or from the AG Pubs Center in Baltimore or St. Louis.

The SF 368 can really work for you. But one thing it cannot do: Fill itself out. You've gotta put the old M1 pencil or a typewriter to work.

THE SF 368 HAS A LOT OF BLOCKS, BUT YOU JUST FILL IN THE ONES YOU KNOW! IF YOU DO NOT HAVE THE INFO, LEAVE BLOCKS 9, 15, 16b, 17 AND 18 BLANK!



SECTION I									
1a. From (Originating point) Co A, 1st d Trans Pn APO San Francisco 96271 WYOU80					2a. To (Screening point) Commander US Army Tank-Automotive Materiel Readiness ATTN: DRSTA-MP Warren, MI 48090 Command				
1b. Typed Name, Duty Phone and Signature Roy Crossland 745-1234					2b. Typed Name, Duty Phone and Signature				
3. Report Control No. RC9326/1		4. Date Deficiency Discovered 9/22		5. National Stock No. (NSN) 4720-00-701-9370		6. Nomenclature Fuel Line			
7. Manufacturer/Mfg. Code/Shipper XYZ Corp Parts Div. 86403			8. Mfg. Part No. 1739230		9. Serial/Lot/Batch No.		10. Contract/PO/Document No. DAAE07-7500141		
11. Item ☒ New ☐ Repaired/ Overhauled		12. Date Manufactured/ Repaired/Overhauled		13. Operating Time at Failure		14. Government Furnished Material ☐ Yes ☒ No			
15. Quantity		a. Received		b. Inspected		c. Deficient		d. In Stock	
16. Deficient Item Works On/With a. End Item (Aircraft, tank, ship, howitzer, etc.) b. Next Higher Assembly		(1) Type/Model/Serial 2320-00-579-8942 Truck Cargo 1 1/2 ton M880 and M890				(2) Serial No.			
		(1) National Stock No. (NSN)		(2) Nomenclature		(3) Part No.		(4) Serial No./Lot No.	
17. Dollar Value		18. Est. Correction Cost		19. Item Under Warranty ☐ Yes ☒ No ☐ Unknown		20. Work Unit Code/EIC (Navy and Air Force only)			
Action/Disposition ☒ Holding Exhibit for days ☐ Released for Investigation ☐ Returned to Stock/Disposed of ☐ Repaired ☐ Other (Explain in Item 22)									
22. Details (Describe, to best ability, what is wrong, how and why, circumstances prior to difficulty, description of difficulty, cause, action taken including disposition, recommendations. Identify with related item number. Include and list supporting documents. Continue on separate sheet if necessary.) Moisture which is trapped in fuel filter NSN 2910-00-903-8592 settles in swag of fuel line NSN 4720-00-701-9370 after vehicle operation. Temperatures below 0°C freeze entrapped moisture and prevent fuel getting through. Ref inclosure 1: drawing of proposed modification. Cut fuel line NSN 4720-00-701-9370 2" from fuel pump NSN 2910-01-038-7372 and turn upward. Cut fuel line P/N 86403-1843253 3" from carburetor NSN 2910-01-033-7864, attach fuel filter NSN 2910-00-903-8592 in a horizontal position next to carburetor. Replace discarded portion of tubing with 24" of 5/16" ID non-metallic tubing 86403-1739236. UTILIZATION CODE: ON									

STANDARD FORM 368

If you have more to say, add it in Block 22. Aircraft types must put extra info in Block 22. But para 3-28g of TM 38-750 explains all that.

The SF 368 is one form where you can let it all out—your gripes, improvement ideas and criticism.

Make 5 copies of the SF 368. Send Copy 1 to the equipment's manager. Appendix B of TM 38-750 tells you who that is. You keep Copy 2. Your organization gets Copy 3. Give your DSU and GSU copies 4 and 5—in case they know of other problems with that gear they'd like to add.

You're the expert. The only one who really knows how your equipment operates. Share that experience on an EIR.

The Pubs of Yesteryear...

WHERE HAVE THEY GONE?

OF ALL
SAD WORDS OF
TONGUE OR
PEN, THE
SADDEST
MAY BE...

"Request refused:
publication cited
is rescinded."

... BUT DO
NOT FEAR...
HELP IS NOW
HERE...

With new DA Pam 310-99, that heartburn need never again happen. It gives about a 10-year list of obsoleted matter—36 kinds of it, from AR's and ARTEPS thru TM's and FM's to TO&E's. It's on 48X microfiche.

Titled "Index of Obsolete Forms/Publications," it lists all such items for 10 years, indicating which have been reinstated, which apply to Guard/Reserve/Foreign only, and which are dead all over.

Orders...?

Or Simply Good Word?

Dear Half-Mast,
I know PS Magazine is an
official Army publication, but are
we supposed to do what PS says,
or is it just good advice?
SP4 J. H.

Dear Specialist J. H.,
PS is not an order
to "get with it." It's not
a directive unless your
own commander
makes it so.

PUBS CLERK

Besides, it tells about
replacements, gives dates, and
states proponents.

Your order in Block 50 of DA
Form 12-4 will get you new editions
of DA Pam 310-99. It's updated
quarterly.

Fill In the Blanks

Troops working in the pubs-ordering business may not notice it, but the DA 12-series forms have a lot of blanks on 'em. New equipment coming out and old equipment that somehow dropped off the forms must be written in before you can get the pubs you need. Some armor gear and weapons fall in that category. So, you pubs people make sure you get St. Louis Bulletin 24 and check out the list of write-ins. Then, fill 'em in on your forms and get them off to the pubs center.

M880 Distributor Cap

You may save about 20 bucks when you need a new distributor cap for your M880-series 1½-ton truck with the suppressed ignition system. If you don't need the whole shielded cap assembly, you can get the plastic cap alone for about \$6 with NSN 2920-01-082-2636. Make a note of this NSN on page 2-29, TM 9-2320-266-20P (Feb 78).

¾-Ton Trailer

Wheel bearing cups are not shown or listed as repair parts in TM 9-2330-202-14P (Aug 62). If you need 'em, order NSN 3110-00-100-0365 for the outer cup and NSN 3110-00-100-0567 for the inner cup. Add these NSN's to the Fig C-12 parts on pages 21 & 22 of your TM's Ch 2 (Jun 73).

Portable Viewer Here!

If you operate out in the boonies and want to make use of your microfiche—like to check the DA Pam 310-4 index—maybe what you need is Viewer, portable, NSN 6730-01-080-7933. It's about the size of a briefcase and includes a battery pack. It costs \$368.

However, everything PS says about
equipment, procedures or policy has
been cleared by the responsible
command headquarters.

Half-Mast

GROUND
MOBILITY

Gages & Sending Units...

TEST



HOLD ONE,
SOLDIER...

**THAT GAGE MAY
BE USEABLE!**

Over a half-million bucks for oil pressure gages!

The 2 most common gages—NSN 6620-00-938-8212 and NSN 6620-00-115-9042—stand out with staggering dollars signs on the Army's high-demand list and top-200 backorder list. You may have a long wait if you need a new oil pressure gage!

Why? How come these gages are goin' like fast-food burgers 'n' fries at lunchtime?

One reason, lots of troops are tossing out oil pressure gages just because they stick a little. They think a gage is no good if they have to tap it to get it started.

before
you



Toss

Here's news for some of you! If your oil pressure gage needle sticks and won't move up after you've got your engine running, go ahead and tap it. If the needle moves up to the right pressure reading and holds steady, there's nothing seriously wrong with your gage. Don't worry about it!

This goes for 'most any gage on your tank-automotive equipment. Give it the "tap test" before you go any further. Sure, the PMCS table in your operator's manual probably says your equipment is "not ready, available" if "gages do not function properly". But a gage that just sticks a little is working well enough to be rated as OK.

HEY! UP 'N' AT 'EM!



**BUM SENDING
UNIT?**

It's a fact. Because of manufacturing defects, a lot of bum oil pressure sending units have been issued under NSN 6620-00-814-4770. These show up in packages carrying Contract Number DAAE07-78-C-5628 or DAAE07-78-C-5465.

These are being screened out of depot stocks, but many of 'em are already out in the field.

Mechanics who did a good job of troubleshooting put the finger on this problem. They tested—by the TM—when operators reported faulty pressure gage readings. They traced

the trouble to the sending unit. They tested again after they installed a new

May be no good...



...to start with

sending unit—and found that some of the new sending units were wrong poop to the gage.

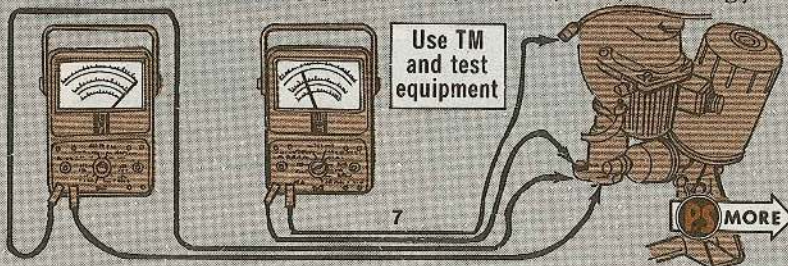
A mechanic's job is not done when he installs a new part—an oil pressure sending unit, gage or anything else. The system's got to be checked again—thoroughly—before it can be tagged as OK.

COULD BE!
CHECK THIS...

TEST—

**DON'T
GUESS!**

You've got to use your TM and your sending unit. That's real troubleshooting! If you don't, you're just wasting your



time and Uncle's money—and your time is Uncle's money.

If you don't understand the trouble-shooting info in your TM, say so. Do something about it! Send a DA Form 2028 to the headshed for that TM. Tell 'em what you don't like. Too complicated? Not enough pictures? Info wrong or not complete? Give specific details.

Also, drop a note to Half-Mast. If it's a common problem in the field, a magazine article will be worked up to get you by until the TM is fixed up.

But your DA Form 2028 comes first. PS does not change TM's—and the headshed won't change your TM until they find out that something's wrong with it. Don't be shy about telling 'em!

New Battery Dating Policy

A DATE WITH "C"?...

DO YA MEAN A DATE WITH CONNIE?



WHAT A DREAMER!

NO...

I MEAN YOU GOTTA PUT A "C" BEFORE THE DATE ON YOUR BATTERY!

Dear Half-Mast,

There was once a requirement for putting a 9-month-old service date on a lead-acid battery when the battery was found to be without an original

service date.

This doesn't show up in TM 9-6140-200-14 (Apr 78).

What's the story?

SFC W. A.

Dear Sergeant W. A.,

Now, such an undated battery is dated with the current date—if the battery checks out OK for serviceability. You put the letter C before the date, the same as explained in the TM—para 3-13—for a recharged battery.

Half-Mast



Plastic-Coated Tarps

If the raindrops keep falling on your head, it could be the seams are leaking in the plastic-coated material used for your equipment's cover. If so, NSN 8030-01-079-3135 will get you a gallon of adhesive to seal the seams.

Trailers For Tracks?



Dear Half-Mast,

What's the story on towing an M105A2 1½-ton trailer with the M577A1 command post carrier or the M113A1 personnel carrier?

It's pretty common here, with the trailer wheels reversed to track better behind the carrier.

Is there any authority for this?

SFC K.T.

Dear Sergeant K.T.,

There's no Army-wide authority for either one—reversing the trailer wheels or towing the trailer with an M577A1 or M113A1.

The tow pintle on the rear of those carriers is intended only for recovery of disabled vehicles.

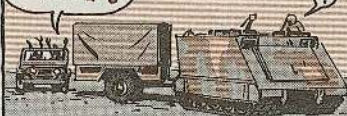
Furthermore, the trailer is designed to be towed only by a 2½-ton truck.

But, if your own command requires trailer towing, use lots of care and common sense. Remember, that trailer can't take rough terrain like your tracked vehicle can.

Also, remember that you've got no brakes on the trailer—because there's no hookup to the carrier. Slow down easy so you won't jack-knife the trailer.

Watch sharp turns—or your carrier will swing around and clobber the trailer. You might even tip the trailer over.

STOP!
STOP!
STOP!



DID YA SEE YER SHADOW?

NO... BUT I'M ABOUT TO SEE A SHATTER!



Pinning Your Life on Old Brake Pins?

F'RGOSHSKES!... I'VE GOT THAT NEW BRAKE SHOE GUIDE PIN SETUP IN THIS TRUCK-- BUT I CAN'T STOP!

YEAH, BUT YOU SHOULD'VE HAD YOUR SEMITRAILER'S BRAKES FIXED THE SAME WAY!

?!

You can wait until it's too late—or you can get the new brake shoe guide pin setup in your 5-ton truck and also in certain semitrailers towed by 5-ton tractor trucks.

There's no DA requirement to make this switch, but your own command can give the word. It's in the best interest of both you and your equipment.

Parts Kit, Guide Pin, NSN 2530-00-137-9275, is already in TM 9-2320-211-20P (May 73), page 2-103, and in Ch. 2, page 40, TM 9-2320-260-20P (Nov 72). There're no pictures of the setup in either -20P. And it's in Ch 1, para 2-193, TM 9-2320-211-20 (Jun 73).

This kit can also be used in these semitrailers, altho it's not yet mentioned in their TM's:

M127A2C 12-ton stake, M128A2C 12-ton van, M129A2C 12-ton supply van.

M131A4, M131A4C, M131A5, M131A5C, M131A5D 5,000-gal fuel transport semitrailers.

A drawing that shows how the new parts are installed comes with the kit.

Complete instructions are in TM 43-0143 (Jun 77), para 4-14a.



Stop Sticky Fingers

WITH THAT FIX, OUR TOOLS ARE REALLY SECURE!

HEH-HEH! NOW'S MY CHANCE...

Stops pilfering

Dear Half-Mast,
Is there an approved way to make the tool box handle longer on our 2½-ton trucks? Right now, the padlock

can be jiggled enough so it'll slip over the latch arm.

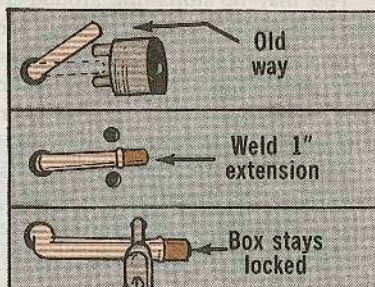
Abracadabra! Our tools disappear.
SSG A.S.

Dear Sergeant A.S.,

A minor alteration by a mechanic will stop the sticky-fingered fellows. The headshed approves welding a 1-in extension to the latch arm to stop a thief from slipping the padlock over it.

Works on the 5-ton truck cab tool boxes, too!

Half-Mast



CURSES...

FOILED AGAIN!

WHEW!!

SAVED BY OUR MECHS WITH THE FIX IN TM 43-0143 (JUN 77)!

Fuel Filter Parts

Never order the whole fuel filter just because of a missing washer or ring. Save Uncle Sam some money by using these NSN's:

Item	NSN
Washer (Square)	5310-00-420-8044
O-Ring	5330-00-248-3174
Snap-Ring	5365-00-252-4725

Your TM 9-2320-260-20P (Nov 72) doesn't list the NSN's for the washer, O-ring and the snap ring for the fuel filter, but you can get 'em.

Water Trailer Parts in TB

You may be stumbling around in the dark when you're looking for repair parts for your 400-gal fiberglass water tank trailer—M149, M149A1 or M625—because they're not in your TM 9-2330-267-14 (Jun 71).

There's a bunch of new parts listings in TB 43-0001-39-4 (Jan 78), pages 3-43 thru 3-47—including a breakdown of repair parts for the manhole cover.

If you're not on pinpoint distribution for this EIR Digest TB series, you're outta luck. It's a one-time issue. You'll have to wait for the new info to show up in a change to your TM.



IF YOU MISSED OUT ON THIS TB, DROP ME A LINE AND I'LL BURN THOSE PAGES FOR YOU!

TB 43-0001-39-4

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

EQUIPMENT IMPROVEMENT REPORT AND MAINTENANCE DIGEST

TANK AND AUTOMOTIVE EQUIPMENT

M49A2C Filter/Separator Parts

Your TM 9-2320-209-20P will be picking up the full rundown on repair parts for your tanker truck's filter/separator.

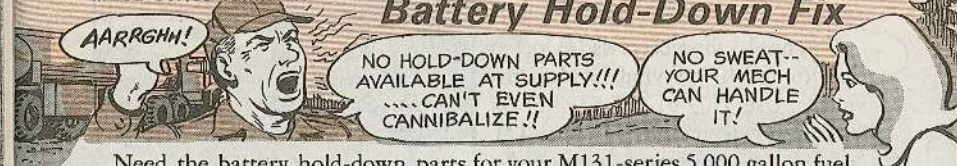
The 15 items are now listed as DS parts in TM 9-2320-209-34P (Dec 76), but they're all being switched to Organizational. The word's in TB 43-0001-39-2 (Jul 79), page 2-42.



Instructions for changing filter elements and fuses are in TM 9-2320-209-20-1 (Aug 78) para 3-33 and 3-34

Packing, preformed (cover gasket), NSN 5330-00-903-0523
Filter element, fluid, NSN 4330-00-983-0998
Fuse, filter element, NSN 4330-00-872-1779 (If AMDF says "Filter," it's wrong)

Battery Hold-Down Fix



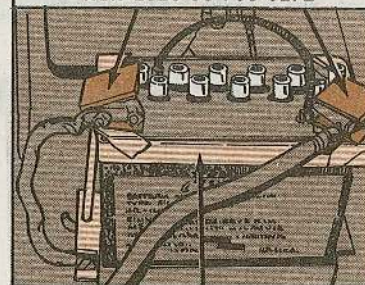
Need the battery hold-down parts for your M131-series 5,000 gallon fuel tank semitrailer?

You can't get 'em thru the supply system. And, most of the time, you can't get the parts from a can point, either.

Your mech can make up a hold-down arrangement for you.

Use a ¼-ton truck battery hold-down frame NSN 2590-00-104-4573, 2 hold-down bolts NSN 5306-00-930-4269, 2 flat washers 5310-00-081-4219, 2 lock washers 5310-00-407-9566, and 2 battery terminal covers 2920-00-738-6272.

Terminal cover
NSN 2920-00-738-6272



Hold down frame
NSN 2590-00-104-4573

BAAA-AAAA

Windshield Thumbscrews

DUNNO! JUST SAID I WAS GONNA PUT THUMBSCREWS ON TH' OL' GOAT...

?... BUT HE AIN'T GOT THUMBS!

Thumbscrews of 3 different lengths are needed to hold the windshield in place. Only 2 are shown in TM 9-2320-242-20P (Mar 77), page 211.

You need 3 thumbscrews ½ inch long to hold the supports to the top of the windshield. They're in the TM as NSN 5305-00-170-0329.

At the bottom of the supports you need thumbscrews ¾ inch long. They're also in the TM as 5305-00-170-1716.

You need 3 thumbscrews 1¼ inches long to attach the windshield to the vehicle. Use 5305-01-047-0358 to get 'em. Jot down that NSN in your TM.

Battery Water

?GASP? I'M THIRSTY!

Need distilled water for your lead acid battery? NSN 6810-00-682-6867 will get you a gallon and NSN 6810-00-356-4936 is for 5 gallons.

GAMA GOAT

The Longer Starter

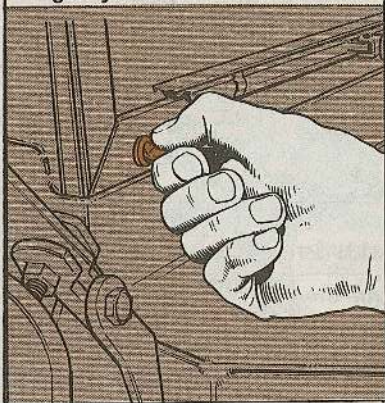
FOR ME?

RIGHT! BUT IT'S A FEW CENTIMETERS LONGER!

The new replacement starter, NSN 2920-01-041-9924, is about 1½ inches longer than either one of the old starters. You have to make some changes to the Goat to use it.

Take off the cold-start air heater fuel filter. Trashcan it. You don't need it. Use 2 pipe couplings, NSN 4730-00-187-7610, and a pipe nipple, NSN 4730-00-196-1465, in place of the filter. Seal the joints with tape, NSN 8030-00-889-3535.

NSN 5305-01-047-0358 gets you these thumbscrews



No Turn Signal Kit

NSN 2590-00-050-8821 will no longer get you the turn signal change-over kit for your military-design tactical truck. That NSN was killed some time ago and should have been taken out of the AMDP at that time. You can still get the individual components, tho, as listed in your truck's -20P TM.

Gama Goat Signal

HOP ABOARD, MEN... WE'RE DUE AT TH' RANGE IN FIVE...

HUH?

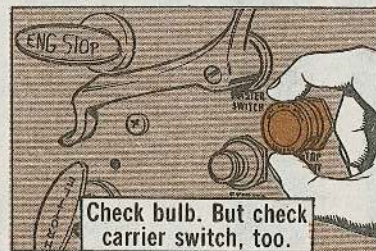
HOLD IT! WHEN DID YOU LAST CHECK THIS GOAT'S CARRIER STOP SIGNAL LIGHT?

Planning to transport people in your carrier? If so, you'd better check your carrier personnel stop signal light first. You want to be sure they can signal you to stop.

Put your trigger finger and thumb on the knurled part of the stop signal light on the dash and press to test. If the light comes on, the bulb's OK.

During noncombat conditions, if the light fails to come on, your carrier

is considered not ready for a people-hauling mission.



Check bulb. But check carrier switch, too.

SLAVE RECEPTACLE MYSTERY SOLVED

SOME M113A1 FAMILY VEHICLES HAVE POSITIVE SLAVE RECEPTACLE BUS BARS AND OTHERS HAVE NEGATIVE BUS BARS!

HEY--IT'S BONNIE!

C'MOVER, BONNIE-- I'M **POSITIVE** YOU CAN HELP ME!

HAH! BET HER REPLY TO **YOU** IS **NEGATIVE**!

WOW! I'D SLAVE FOR THAT FOXY CHICK... **ANYTIME!**

There's an oddball slave receptacle on some M113A1-family vehicles. It's upsidedown! Or is it? Is it interchangeable with the more common receptacle? Can you slave between carriers with different receptacles?

There is an important difference between the 2 receptacles. This difference is the wiring hookup inside the master switch control panel. You'll be in for big trouble if you install the wrong receptacle. You'll short circuit your electrical system when you try to slave.

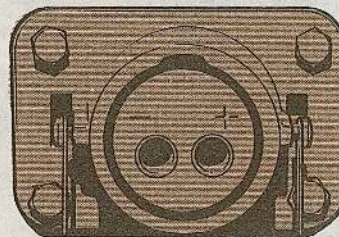
Most common is NSN 2590-00-930-2054, listed in TM 9-2300-257-20P (Aug 75). It has a positive bus bar.

You won't find the oddball receptacle in your -20P. It's NSN 2590-00-997-2372. It has a negative bus bar.

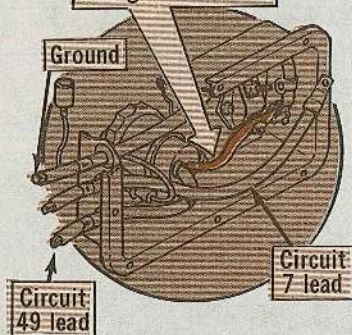
IF YOU'VE GOT TO REPLACE A **BUM** RECEPTACLE, MAKE SURE YOU GET THE RIGHT ONE.

When you've got the receptacle that matches your master switch wiring, you don't have to worry about slaving between carriers with different receptacles. You just turn the slave cable connector 180 degrees to match up with the oddball receptacle.

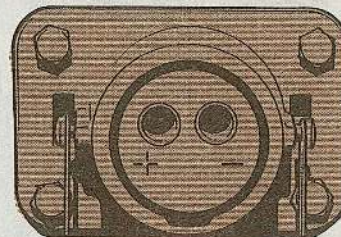
Oddball receptacle with...



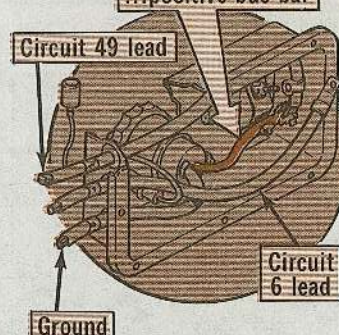
...negative bus bar



Common receptacle with...



...positive bus bar



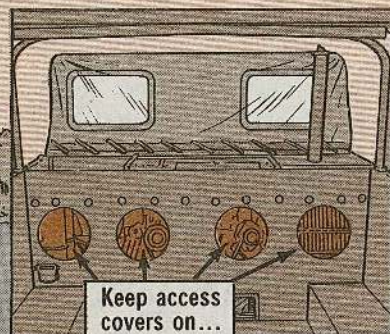
See these inside views of the master switch panel in Figure 2-27 TM 9-2300-257-20 (Feb 69). Also, both are diagrammed in Figure 2-22.2.

M548

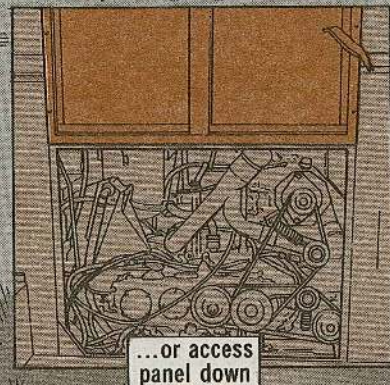
Access Cover

WARNING

Running around with the access covers off your M548 cargo carriers is



like playing Russian roulette. Sooner or later, you're going to lose.



18

DIDN'T SARGE SAY
WE SHOULD ALWAYS
CLOSE THOSE ACCESS
COVER DOORS?

ANHH... HE'S AN OL'
"BY-THE-BOOK" FUSSBUDGET!!

HEY!... A
HITCHHIKER!!...
S-SHOULD WE PICK HIM UP?

In the first place, the engine cooling system is designed to run with the access covers closed. If you leave them open, the engine will overheat.

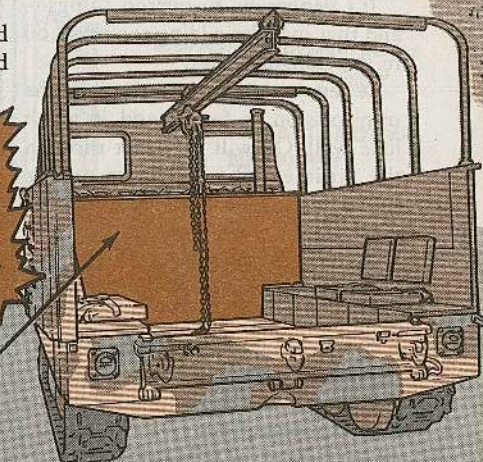
Secondly, with the access covers open, you run the risk of getting a lungful of carbon monoxide or other engine vapor.

But here is the biggie reason: With the access covers open, powder or projectiles can tumble into the engine compartment and explode. *This has already happened.*

You don't need to prove it a second time, so secure those access covers and live a longer life.

(Note: No kind of access cover will protect you unless it's in place. This includes the plywood bulkhead protector which is part of the material handling kit mentioned on page 1-2 of your TM 9-2350-247-10 (Apr 76) with Ch 1 (Oct. 77).

Keep plywood protector
in place



19

S'PRISE, HOWIE, OL' PAL...
GOT MORE OF YOUR FAV'RITE
TRANSMISSION OIL FOR YA!

URGH!

I'M ABOUT TO
BLOW ALL MY SEALS
FROM HIS LAST
S'PRISE!

It's dangerous to overdo things—and that includes adding too much oil to the transmission.

When you get too much oil in the transmission it foams and it won't lube well. Oil will blow out through the breather tube and mess up the inside of the hull. Seals leak, and too much oil can even blow seals.

Note 10 in LO 9-2300-216-12 (May 77) includes the caution: DO NOT overfill.

Even so, lots of XTG-411-2A transmissions are getting overfilled because crewmen don't take the time to go through all the steps in the hot-oil level-check in Note 10.

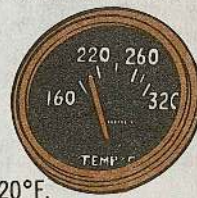
Do this:

- Warm the transmission oil by running the engine at 1600-1900 RPM with the brakes applied and the transmission in 4th gear. Do this

1600-
-1900
RPM

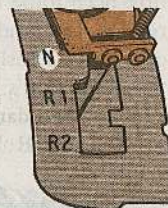


until the transmission oil temperature indicator registers normal operating temperature between 165°-220°F.



- Then run the engine at 1200 to 1600 RPM for 1 to 3 minutes with the transmission in NEUTRAL to stabilize oil temperature between 180°F and 220°F.

Keep in
NEUTRAL



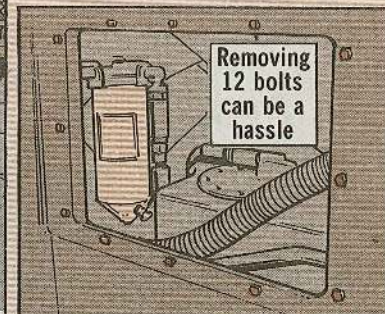
- Stop the engine, wait 3 to 5 minutes, then check the oil level.

OPERATING
RANGE

- Add or drain oil to get a reading in the upper limit of the OPERATING RANGE. Never overfill.

Fuel Filter Fix

Draining the primary fuel filter every day on your howitzer takes a lot of time because you've got to remove and then put back 12 bolts in the access door in the driver's compartment.



You might have thought: "There's gotta be a better way."

THERE
IS...
AND
HERE
'TIS...

TB 43-0001-39-4

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

EQUIPMENT IMPROVEMENT REPORT
AND MAINTENANCE DIGEST

TANK AND AUTOMOTIVE
EQUIPMENT

This bulletin and all changes thereto automatically expire one year from date of issue of this bulletin. A one-time distribution is made and no additional copies are available. This publication will not be reprinted.

See TB 43-0001-39-4 Jan 79, the TARCOM EIR Digest. It details a fix that'll let you drain the primary fuel filter without messing around with the access panel bolts

T130/T130E1
& T132E1...

SINGLE PIN TRACK CHAT

NO WONDER
I CAN'T GET
TRACK SHOES!

LOOK AT THIS!!
THESE GUYS ARE
REPLACING SHOES
8 AT A TIME!

WHY DON'T
THEY REPLACE
JUST THE BAD
ONES?

YEAH-- WHOEVER HEARD OF
8 SHOES GOING BAD AT ONCE?

Tank NOR Change

Everybody with an M48A5 or any type of M60-series tank, pick up your -10 TM...and make this change in PMCS table 2-1:

For readiness.
Reporting equipment
is not ready/available if:

Powerplant warning light or
all temperature and pressure
gages missing or inoperative.
Warning light or gages
indicate powerplant
malfunction.

Powerplant warning light
or any temperature or
pressure gage missing
or not reading in the green

Why are those single pin track shoes for the M113 family and the M107/M110/M110A1/M110A2 and the M578 vehicles being used so quickly?

The headshed can't buy 'em fast enough to keep up with demand.

Could it be you're replacing shoes that don't need to be replaced?

Make sure the shoes are bad before you replace 'em. And replace only the shoes that are bad—broken, badly cracked or with bad bushings.

Brush up on the poop in your vehicle -10 and -20 TM's.

Dust off your copy of TM 9-2530-200-24 (Jul 76), Standards for Inspection and Classification of Tracks, Track Components and Solid Rubber Tires.

TM 9-2530-200-24

TECHNICAL MANUAL

ORGANIZATIONAL, DIRECT SUPPORT
AND GENERAL SUPPORT
MAINTENANCE MANUAL

STANDARDS FOR INSPECTION
AND CLASSIFICATION OF
TRACKS, TRACK COMPONENTS
AND SOLID RUBBER TIRES
(FSC 2530)

HEADQUARTERS DEPARTMENT OF THE ARMY

July 1976

IT TELLS
YOU WHAT TO
LOOK FOR BEFORE
YOU REPLACE A
TRACK SHOE!

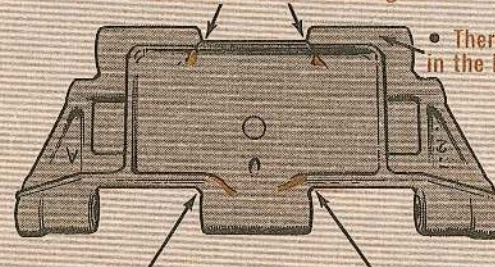
...AND
HERE'S
MORE
GOOD
POOP...

CRACKS

Do not replace shoes with minor cracks. TM 9-2530-200-24, page 3-12, says a crack up to 1 inch long any place on a single pin track shoe is OK.

TB 43-0001-39-3 (Oct 79), has this guidance:

- There can only be a 1/4-in-long crack at the inside corners of the 2- bushing side.



- There can be no cracks in the bushing bore walls.

- There can be no cracks at the corners of the center bushing on the 3-bushing side.



A Secure M203



Dear Editor,

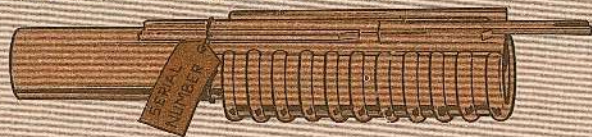
AR 190-11 requires that weapons be made secure when stored in arms rooms.

The M203 grenade launcher seems to have been overlooked. You can't make the M203 secure by removing the bolt of the M16A1 rifle, to which the M203 is attached.

Remove barrel



So, I have suggested that the barrel of the M203 be removed and tagged with the serial number of the grenade launcher.



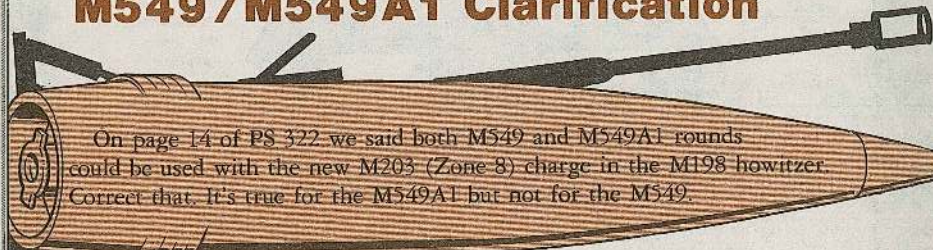
Store it separately

The barrel could then be locked away with bolts from other weapons.

John M. Miller
Fort Devens, MA

(Ed Note: Thanks for passing the idea along. It will be included in a revised AR 190-11 and the M203 will be secured as a Category III weapon. Good show!)

M549/M549A1 Clarification



On page 14 of PS 322 we said both M549 and M549A1 rounds could be used with the new M203 (Zone 8) charge in the M198 howitzer. Correct that. It's true for the M549A1 but not for the M549.

Small Arms...

For a Temporary Finish

CAN YOU HELP US, HALF-MAST?...



Dear Half-Mast,

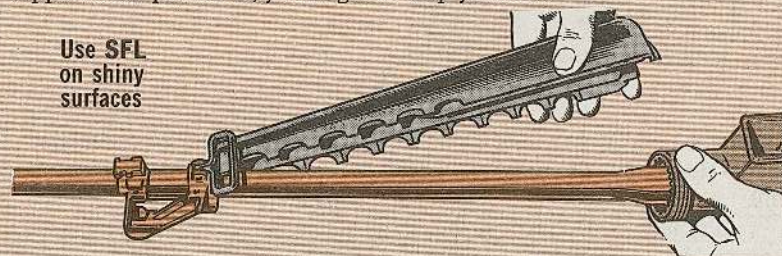
As unit armorer I've been trying for 6 months to get some of my weapons finished (blued). I've been told that it may take a year or longer. Can you help me?

SP5 R.W.

Dear Specialist R. W.,

As you know, the best protection for small arms is refinishing. When your support can't provide it, you've got to help yourself.

Use SFL
on shiny
surfaces



You can by using solid film lubricant NSN 9150-00-142-9309 (16-oz spray can). It doesn't hold up like gray phosphate or black oxide, but it does give temporary protection. Use it as often as necessary to cover small, bright areas which could reflect light. Never use SFL on interior parts.

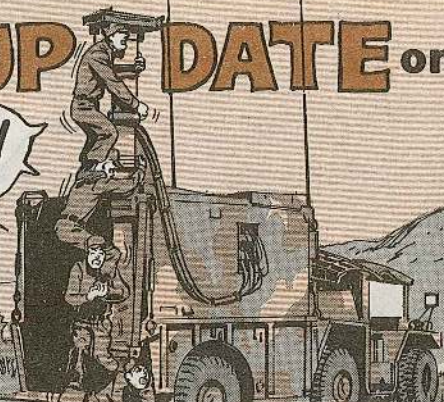
Instructions for applying solid film lubricant are in TM 9-1005-249-20 (Sep 71). They apply to other small arms, too. You'll find the word in Table 2-3 under Upper Receiver Group. It's not so great on commercial weapons (blued) but it'll protect the metal.

Hopefully, the refinishing backlog will clear up and your weapons will get the permanent finish they need.

Half-Mast

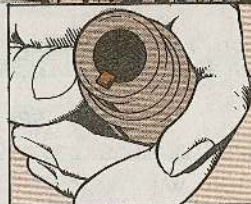
UP DATE on

HALP!!



If the key and screw in the actuator assembly hand crank are breaking, you can help keep your forward area alerting radar system (FAAR) in business by replacing them with these items.

Get machine key NSN 5315-01-021-2384 and machine screw NSN 5305-00-957-6263. The NSN's will be added to TM 9-1430-588-20P.



Key broken?

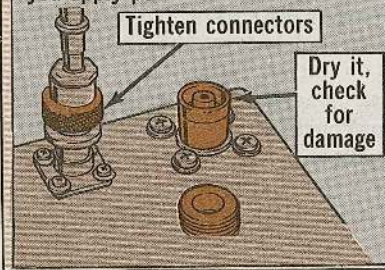
Get NSN
5315-01-
021-2384

The key and screw can be used in both the hand crank and in the drive motor.

Rotary Couplers

If you want to avoid the big burnout on the J1, J2 and J3 rotary couplers, do this:

- Dry out moisture on the connectors and cable plugs before you apply power.



Dry it, check for damage

- Check for burred or damaged connectors. Get 'em replaced if necessary.

- Use protective covers when the cables are off.



- Tighten the cable connectors.

If you let any of those go by, the J1, J2 or J3 will arc and burn out the connectors. That's a depot repair job.

FAAR

I TOLD YOU GUYS
T' CHECK TH' TORQUE ON
YOUR MAST COLLAR
SCREWS!

Mast Collar

There's gonna be a monthly requirement to check the torque on the mast collar screws (it'll go in the -20-1 TM). Some masts have fallen because screws were too loose.

The idea is to torque the screws first time at 50±2 foot-pounds. That keeps the mast collar from slipping. For your own peace of mind, check the torque again before you erect the mast.



TOW Pad Glue

CAN'T UNDERSTAND IT--
I JUST HAD SUPPORT
GLUE THOSE PADS A
FEW DAYS AGO!

YEH-- BUT DID
THEY USE THE NEW
GLUE THAT'S
AVAILABLE?

There's a new and better glue for the cushioning pads on your TOW missile system stowage racks. It's NSN 8040-00-180-6359 (1 qt). If your rack pads are loose, have your support glue 'em back with the good stuff. It could save damage to your missiles.



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, TM's, TB's, etc.; DA Pam 310-8, SC's and SM's and DA Pam (C) 310-9, COMSEC pubs.

TECHNICAL MANUALS

TM 5-3805-274-10 Oct Dump truck body M917
TM 5-3895-371-10 Oct Bitum distrib M918, Mod D-63
TM 5-3895-372-10 Oct Concrete-mobile mixer body M919, Mod 6CM-24/F
TM 5-4120-380-24P Oct Air conditioner, vert compact 18,000-BTU
TM 5-4220-203-12 Sep Life preserver yoke, oral infl
CH 6, TM 5-4330-211-12 Oct Filter-separator, 350-GPM
TM 5-6115-274-20P Nov Gen, DED, 45-KW
TM 5-6115-485-12-HR Sep Generator, DED, 30-KW
TM 9-1025-200-12-HR Sep M114/M114A1/M114A2 towed howitzer
TM 9-1025-211-10HR Oct M159 towed howitzer
TM 9-1425-484-10 Jul Dragon
CH 17, TM 9-2350-215-10 Oct M60/M60A1 tanks
Ch 13, TM 9-2350-215-20 Nov M60/M60A1
Ch 2, TM 9-2350-256-20P Oct M60/M60A1
TM 9-2350-304-10 Oct M110A2 howitzer
TM 9-2350-304-10-HR Oct M110A2 howitzer
TM 9-6920-1427-10 Sep Stinger/Redeye
TM 9-6920-1427-20 Sep Stinger/Redeye
TM 11-5910-274-12&P Sep
TSEC/KG-30A/33A/34A
TSEC/KG-30A-1, TSEC/KG-30A-3,
TSEC/KG-30A-11, TSEC/KG-30A-15,
TSEC/KG-30A-24, TSEC/KG-30A-3,

TSEC/KG-33A-7, TSEC/KG-33A-11,
TSEC/KG-34A-15
TM 11-5840-347-20P Nov Radar.
AN/PPS-15A(V1)
TM 11-5895-365-24P Dec AN/TRC-117(V) radio terminal
TM 11-5895-694-14-HR Oct AN/MRC-127 radio terminal
TM 11-6140-203-14-3 Nov Nonaircraft nickel-cadmium batteries
TM 55-1025-211-14 Sep Transport of howitzer, towed, 165-MM, M198
TM 55-1810-204-23-4 Nov OV-1B/OV-1C Ch 3, TM 55-1520-210-23-1 Oct UH-1D/H/CH-1H
TM 55-1520-217-23P-1, -23P-2, -23P-3 and -23P-4 Nov CH-54A, CH-54B
Ch 27, TM 55-1520-220-20 Oct UH-1C/M Ch 6, TM 55-1520-227-23-2 Nov CH-47B, CH-47C
Ch 1, TM 55-1520-227-22 Nov CH-47B, CH-47C phased main checklist
Ch 7, TM 55-1520-228-23-1 Nov OH-58A, OH-58C
Ch 2, TM 55-1520-237-10 Sep UH-60A Ch 5, TM 55-1520-237-23-4 Sep UH-60A Ch 2, TM 55-1520-237-23-5 Sep UH-60A Ch 3, TM 55-1520-237-23-7 Sep UH-60A Ch 5, TM 55-1520-237-MTF Oct UH-60A
TM 55-2840-231-23P Nov Engine, gas turbine T63-A-5A, T63-A-700
TM 55-2840-248-23 Nov Engine, turbo-shaft mod T700-GE-700

MISCELLANEOUS

Cir 700-18 Dec Preventive measures for improved Army Logistics
CTA 50-909 Nov Field & gar furnishings & eqpt
DA Form 2407 Jul 79 Maint request
FM 7-11H1/2 Nov Heavy antarmor weapons
TC 5-52E2 (JB) Sep Prime power production spec
TC 17-19F1/2(JB) Oct Tank driver

AUDIO-VISUAL STUFF

Available at battalion or post Learning Center

Films, TV Tapes

TF 3-6155 M7A1 gas-particulate filter unit in field hospitals
TF 3-6158 Intro to auto chem agent alarm
TVT 17-106 M60A1 Quarterly Service, Part I - Before Road Test Inspect
TVT 17-107 M60A1 Quarterly Service, Part 2 - During and after road test inspect
TF 20-6160 You're your own best friend (safety)

Tec Lessons

043-441-5412-F Alignment of Improved HAWK Launcher, Part 3
043-441-5417-F Improved

HAWK, Alignment of IFF Antenna, Part 2
101-113-7140-J Install Power Supply PP-2953/U (*)
101-113-7141-J Quarterly PM on Power Supply PP-2953/U (*)
101-113-7142-J Troubleshoot/Repair Power Supply PP-2953/U (*)
102-906-1102-A Operate TS-2844/G Pattern Gen
102-906-2017-A Troubleshoot R-390A/URR HR Receiver, Part I
102-906-2019-A Screwdriver Alignment AN/FRA-86
102-906-2020-A Troubleshoot R-390A/URR HF Receiver, Part II
202-113-5109-A Inner Shelter

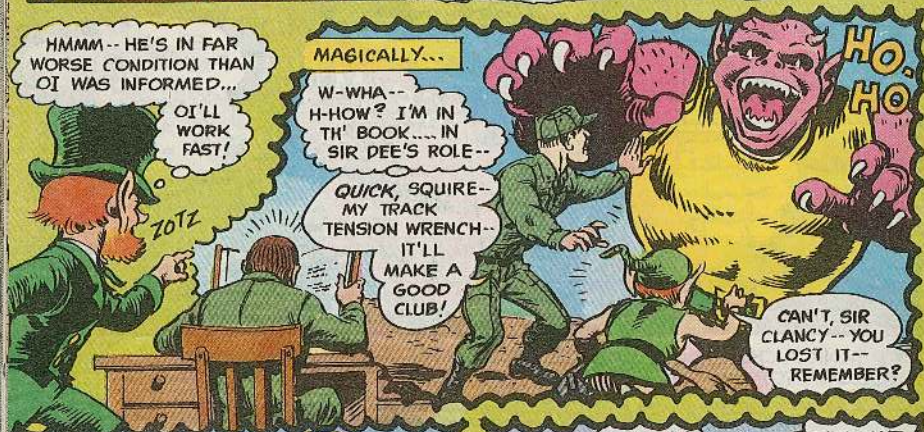
Cabling, Presetting Cable Term
202-113-5111-A Sys Troubleshoot Cable Term
202-113-5112-A Inner Shelter Cabling, Presetting Radio Repeater
202-113-5114-A System Line-up, Troubleshoot Radio Repeater
202-113-5124-A Operator's PM AN/TRC-145
202-113-5148-A Install Telephone Terminal Set AN/TCC-65
231-906-4503-A Prep TT-470, TT-471 Teleprinters
231-906-4505-A OP of AN/TNH-20
231-906-4601-A Patching AN/GSQ-76

431-093-7351-A Prep, Use M18A2 Chem Detect Kit
561-161-5027-A Monitoring Supply Needs, Requesting Supplies, Eqpt
610-091-6256-A 6,000-LB RTFL Brake Sys
610-091-6257-J Causes, Corrections for Brake Malfunctions on 6,000-LB RTFL
610-091-6258-J Charging Accumulator on 6,000-LB RTFL
612-051-9665-E Use of Hydraulic Test Stand
800-101-8418-A Set Up Mobile Kitchen trlr
800-101-8420-A Prep Mobile Kitchen trlr for move
948-071-0156-E Dragon Disassembling, cleaning, assembling L E T

Gen Trailer Brakes

NSN 2530-00-741-2065 will get you the wheel brake cylinders for your M200A1 2½-ton generator trailer. The new NSN replaces both of the NSN's listed in TM 9-2330-205-14 (Nov 72) on page C-14 for Fig C-9, item 20, and it's good for left and right, upper and lower. Make a note in your TM.





JOE'S Dope Sheet

SO... LOW TRACK TENSION IS
TH' PROBLEM?... THEN ADJUST TH'
TRACK TO TH' **CORRECT** TENSION!!

HURRY!

ER-- CAN'T, SIR...
WE... UH... SEEM TO
HAVE LOST THE TRACK
ADJUSTING WRENCH...

Protect gear from loss and abuse--
It'll cost you to let it lie loose;
Keep proper account
Of every amount;
When needed, it'll be there for use!

WE "LOST" IT
DAYS AGO... AN' WE
NEVER GOT AROUND
TO ORDERING A
REPLACEMENT!

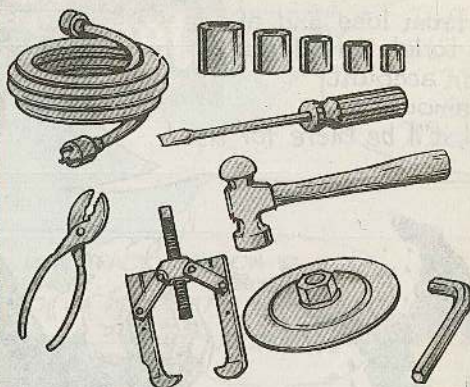
WE HAVE THE WORLD'S BEST EQUIPMENT ... *Take care of it*

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

YOUR "LOST" WRENCH IS AN EXAMPLE OF A **DURABLE ITEM**! SUCH ITEMS ARE NOT ACCOUNTED FOR ON THE PROPERTY BOOK!

HOWEVER...

DURABLE ITEMS

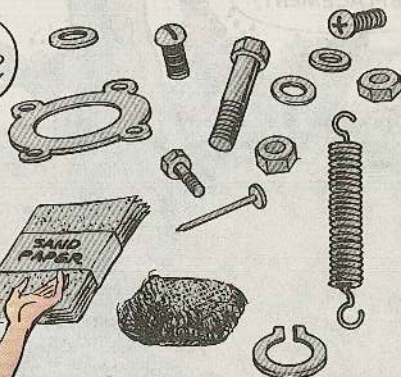


...THE SOLDIER SIGNING THE HAND/SUBHAND RECEIPT OR ANNEX CARRIES RESPONSIBILITY FOR THE GEAR.

OK, OK-- BUT DO I HAF TA ACCOUNT FOR REPAIR PARTS?

NOT AS A RULE... REPAIR PARTS ARE EXAMPLES OF **EXPENDABLE ITEMS** AND ARE NOT ACCOUNTED FOR ON THE PROPERTY BOOK!

EXPENDABLE ITEMS



NORMALLY YOU WON'T FIND 'EM ON HAND RECEIPT, EITHER...

... BUT SOME EXPENDABLE ITEMS MAY SHOW UP ON A HAND RECEIPT... ESPECIALLY IF THEY'RE PART OF A SET, KIT OR OUTFIT!

B-BUT WHEN MY NAME IS ON A RECEIPT, I'M ON THE SPOT IF THE ITEM'S LOST, HUH?

NO! SIGNING FOR EXPENDABLES JUST MEANS YOU AGREE THAT THAT NUMBER ON EXPENDABLES WAS ON HAND WHEN YOU GOT THE GEAR!

YOU ARE NOT REQUIRED TO HAVE EXPENDABLES ON HAND OR ON ORDER TO TURN THE ITEM IN!

BUT YOU DO HAVE RESPONSIBILITY FOR SEEING WHAT YOU NEED IS THERE!

! Gulp:

ROWRR!

SIRE-- HOW DO YOU PLAN FOR US TO ESCAPE THE CAVY AND THE EVIL ONE?

HOW CAN I BE SURE OF THE PAPERWORK I NEED ON AN ITEM, LADY-- ER-- KIRR-NEE?

SIMPLE-- JUST CHECK THE ACCOUNTING REQUIREMENTS CODE (ARC) ON THE AMDF!

ARMS MONTHLY AMDF

U	P	U	UNIT PRICE	S	S	A	R	MAT	D	R	S	S	C	C	C	A	A	ME
				C	C	C	C	CAT	M	C	C	C	C	C	C	C	C	U
N	=	Nonexpendable		91	0	X	Z	J2200	A	0	0	R	4	9K	C	1		
D	=	Durable		90	0	X	Z	J2200	A	0	0	R	4	9B	G	1		
X	=	Expendable		54	0	U	X	J2200	B	0	0	R	4	2B	G			
				10	0	U	X	G22TA	A	0	0	R	5	9G	C	1		
				00	0	U	X	G21YA	A	0	0	R	5	9G	C	1		

TAKE YOUR HAND RECEIPTS SERIOUSLY!

WHEN ITEMS ARE USED UP, BROKEN OR TURNED IN, MAKE SURE YOUR HAND RECEIPT SHOWS THE CHANGE...

...OR A REPLACEMENT IS ORDERED, PRONTO!



KEEP TOOLS AND TOOL SETS UNDER YOUR EYE OR LOCK AND KEY!

REPAIR PARTS STOCKS NEED SPECIAL SECURITY, TOO!

NEVER LEAVE ANY GEAR UNTENDED!

KNOW WHERE YOUR EQUIPMENT IS OR WHO HAS IT AT ALL TIMES!

SIGNING FOR THAT GEAR-- EVEN JUST ON A HAND RECEIPT ANNEX-- PUTS YOUR NAME ON THE LINE!

Y-YES, MA'AM!

IF IT'S LOST, YOU'VE BOUGHT IT!

KR-RR-RUMBLE! HO-HO-HO!

GAA-AH!! TH' GIANT'S BREAKING THROUGH--

YOU LOST IT, SIRE-- AND WE'VE BOUGHT IT!

K-KR-RRR-RASHHH!

WH- WHA--? I'M BACK IN TH' BARRACKS...

...FELL OUTTA MY CHAIR...

W-WAS I DREAMIN'?

NO! THAT EXPERIENCE WAS TOO REAL!

HEY-- WHERE'S MY "TOKEN" BOOK?

IT'S GONE!

JUST AS WELL-- I SUDDENLY REALIZE I GOT A LOTTA IMPORTANT THINGS T'DO DOWN AT TH' MOTOR POOL...

YER TOO LATE FOR CHOW, CLYDE--

DID THAT LITTLE GUY FIND YA?

YEH-- HA-HA -- HE LOOKED LIKE A LEPPER-CON!

CUT IT OUT, YOU CLOWNS! D'YA WANT ME T' THINK A WEE ONE STOLE MY BOOK?

HA-HA! OL' TIM DEE NEEDS A "TOKEN" O' THIS VISIT!

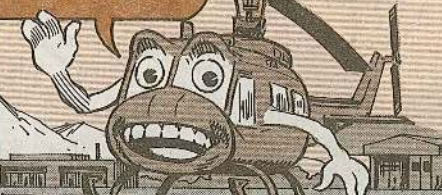


AIR MOBILITY

No Routine Check

Dear Windy,

Inspection of the Numbers 2, 3, and 4 bearing oil strainers in the T-53 engine is no longer required by the



Dear Sergeant H.J.G.,

No. Pulling the strainers regularly is no longer required.

However, if the engine chip detector or oil filter picks up metal, you have to follow the troubleshooting bit in Para 4-6 of TM 55-2840-229-24 (Apr 71).

Then you would pull the strainers for a look-see.

Windy

No need to pull strainers



aircraft maintenance pubs.

Is that an oversight, Windy?

SGT H.J.G.

Bracket Repair

Dear Windy,

Our Huey was red X'ed due to an elongated hole in bracket, P/N 205-030-296-1, NSN 5340-00-162-3658, located in the aft battery compartment.

As an AVUM outfit, we aren't authorized to request a new bracket and Appendix D in TM 55-1520-210-23 (Feb 79) doesn't show how to make one.

What do you suggest, Windy?

SGT T. A. C.

Dear Sergeant T. A. C.,

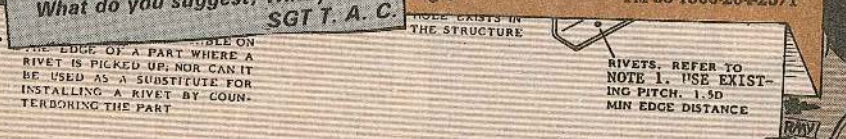
Repair the bracket, following the poop recently put in Fig 3-42B, Change 26 (Jul 78) to TM 55-1500-204-25/1.

FOCUS IN ON THIS PUB, FOR REAL!



TM 55-1500-204-25/1

7. THE EDGE OF A PART WHERE A RIVET IS PICKED UP; NOR CAN IT BE USED AS A SUBSTITUTE FOR INSTALLING A RIVET BY COUNTERBORING THE PART



RIVETS. REFER TO NOTE 1. USE EXISTING PITCH. 1.5D MIN EDGE DISTANCE

Figure 3-42B. Attachment hole repair (Sheet 4 of 5)

3-58K Change 26

37

\$AVE

the SHAFT!

GATHER 'ROUND, TROOPS...

HERE'S A NEAT SUGGESTION FOR A LOCALLY MADE TOOL THAT CAN SAVE *YOUR* TAIL ROTOR DRIVE SHAFT!

GREAT!...

JUST WHAT WE NEED!

BUT, CONNIE--TH' PROBLEM IS CAUSED BY DAMAGED COLLARS...

YEAH... BUT THIS TOOL WILL PREVENT THAT!

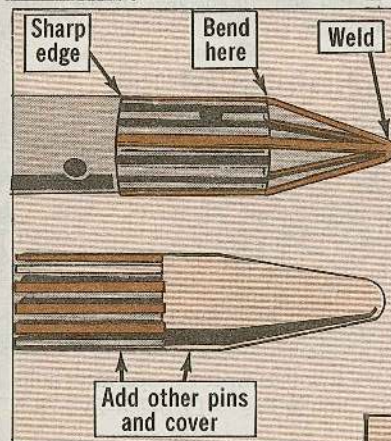
Dear Editor,

Installing the bearing collars on the OH-58A/C tail rotor drive shaft can pose a bit of a problem. The OD of the shaft is larger than the ID of the collar.

Even when using surgical jelly as an installation aid, tho, the inside of the rubber collar often gets cut on the sharp edge of the shaft at the splines. Dirt then settles in the damaged collar. If the collar should rotate, instead of remaining stationary, the shaft is scratched beyond limits.

Well—we made up a dandy little work aid to save the collars and the shaft.

We used 15 3/32-in cotter pins.



You open up all the pins. Then, using the shaft splines as a template, space and shape 5 pins with a pair of pliers and weld them to a point. This gives you the basic form to which you add the other 10 pins of shorter lengths.

We covered the pointed end of the tool with acrylic dental resin, NSN 6520-00-889-9566, which we got from the medics. You can also use epoxy.

In use, the tool raises the collar over the sharp edge of the shaft...no cuts, no rips, no tears.

SGT Arlen Montgomery
Ft. Eustis, VA

(Ed Note—Good show!)

Link up with Parts Pub!

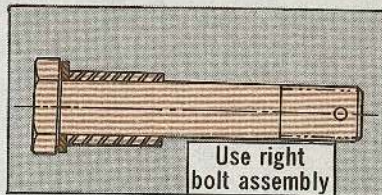
YES--I NEED YOUR HELP!



Before you Huey mechs connect the lift link on a transmission change, it's a good idea to eyeball the parts pub to be sure all the hardware is present 'n' accounted for.

If you install any bolt other than bolt assembly, NSN 1615-00-998-0448, you're in for a surprise. The U-shape attachment lugs are part of the transmission casting. So when you torque the bolt without the bushing to hold the lugs apart, you'll break one of them off...happens!

A broken lug means the transmission has to go back to the overhaul depot.



Your bird won't be lifted into the blue any time soon.

How about it, mechs? Are you using the parts pub?

Aluminum Si—Steel No!

WHAT'S WRONG WITH STEEL BOLTS? THEY'RE STRONGER THAN ALUMINUM!!

BACK OFF...



Never use steel bolts, Cobra-types, in the pylon damper fittings. Steel bolts can damage the pylon. See the poop in Para 2-60 in TM 55-1520-234-23-1 (Sep 76).

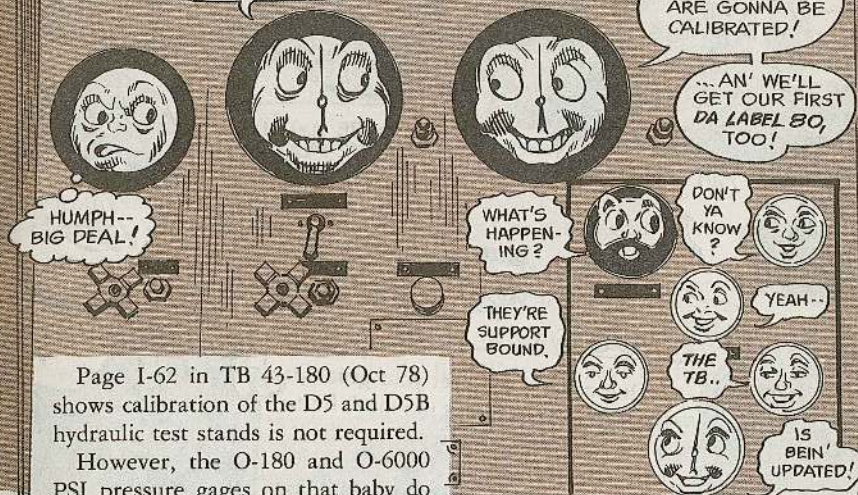
Replacing missing rivets with steel bolts defeats the purpose of the aluminum rivets. The rivets are supposed to shear before doing damage to the pylon.

Gages Only!

THE TIME IS HERE... GREAT, HUH?

YUP! TODAY, YOU AND I ARE GONNA BE CALIBRATED!

...AN' WE'LL GET OUR FIRST DA LABEL 80, TOO!

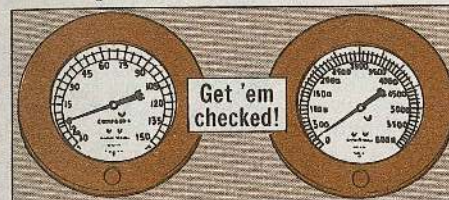


Page I-62 in TB 43-180 (Oct 78) shows calibration of the D5 and D5B hydraulic test stands is not required.

However, the O-180 and O-6000 PSI pressure gages on that baby do require calibration and a DA label 80.

So, the tech bulletin is being updated to show a 360-day calibration on your hydraulic mules.

Turn 'em in to your support. They'll go to work on them, according to the instructions in TB 9-6685-319-50 (Jul 73).



Safety-of-Flight Messages

UH-1-79-25	Maint advis msg UH-1D/H Assy screws bottom on roll-over vent valve assy DRSTS-MEA 072030Z Nov 79
OH-58-79-13	Maint advis msg Main rotor grip assy DRSTS-MEA 072045Z Nov 79
CH-47-79-16	Maint advis msg CH-47A/B/C Procedure for replacing T-55 engine power output shaft DRSTS-MEA 211900Z Nov 79
CH-53-79-04	Maint advis msg Maint of grounded CH-54A in flyable storage DRSTS-MEA 092130Z Nov 79
C-12-79-03	Maint advis msg Armt oil analysis program (AOAP) for C-12 engines DRSTS-MEA 152000Z Nov 79



AW, C'MON,
MACON

A FUSE
IS A FUSE IS
A FUSE!

FUSE CLUES

WELL YES,
BUT...

BEFORE YOU SLAP
THE FIRST ONE THAT
FITS INTO THE FUSE
HOLDER, HERE ARE
SOME THINGS YOU
SHOULD KNOW ABOUT
THAT CIRCUIT SAVER...

One quick way to set your gear up for trouble is to give it too much fuse. Your equipment's circuit was built with a weak link. The right fuse is it.

That bit of glass and metal is built to sacrifice itself so the more fragile (and expensive) parts of your equipment can go on working. When killing bolts of power try to zap the circuit, the fuse goes first.

Overfusing puts the whammy on that carefully-laid plan.

You know better than to put a paper clip or a piece of tin foil in the fuse's place. Sure, it might put you back in business...for a while. But it drops your protection to zip. Ever hear of blowing a paper clip?

This...



NOT this...



...for here



A "field fix" like that puts your circuit at the mercy of whatever blew the fuse. It also ignores the warning signal the blown fuse gave you.

A blown fuse means there's a problem in the circuit. In other words, it's time to troubleshoot your gear.

There's another kind of overfusing, tho. One that seems innocent enough, but can do the same dirt to your equipment.

Fuses that look exactly alike may not be. Physically maybe, but electrically, no.

Putting 'em side by side to see if they match isn't the true test. Eyeball the voltage and amperage ratings on the fuse. You may have to check blow time, too.

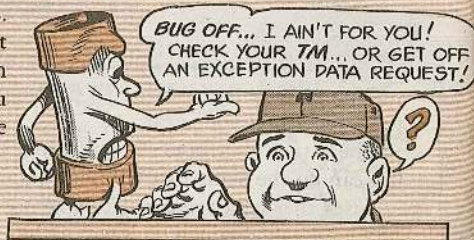


The fuse carries the clues you need. We'll get to the codes to solve the clues shortly.

For now, remember that you never use a fuse with an amp rating higher than the one it replaces. A fuse is built to carry only so much current. If the current goes above the rating and over the time limit, the metal link melts. A fuse with too high an amp rating would continue to carry killing current that will damage parts the original fuse was designed to protect. On the other hand, you can use a higher voltage rating if the amp rating is the same. Don't substitute fuses with lower volt ratings, tho.

When that fuse link melts, electricity can still arc across the gap. The link finally melts away, creating a gap too wide for arcing. Before the gap widens, electricity continues to arc. The voltage rating is the most volts the fuse will take without arcing over. Too low a rating, and arcing keeps the circuit closed.

If in doubt about which fuse your equipment needs, check your TM's. Not listed? Send your supply support an exception data request. Tell 'em what current and voltage rating you need, what the fuse is used in, etc. Give 'em as much info as possible.



THESE ARE THE 4 BASIC TYPES OF FUSES-- CARTRIDGE, LINK, PLUG AND INDICATOR ALARM.

Fuse Families



CARTRIDGE—This is probably the most common fuse. So, it also causes most identity problems. It's a tube of glass, plastic or ceramic. Inside, there's a link attached to both cap ends (ferrules). They are low current capacity (.002-to 60-amp) fuses used in low-powered circuits, like those in radios, radar sets, test equipment and all types of vehicles. For higher-rated (over 60 amps) circuits, there is another type of cartridge fuse, called the knife-blade.



PLUG—Another common type of fuse, it's used in many house circuits. It has a mica or glass window to let you see its condition.



INDICATOR ALARM—These serve a dual purpose. Beside protecting the circuit like other fuses, they also give a noise and/or visual signal to show which one has blown.



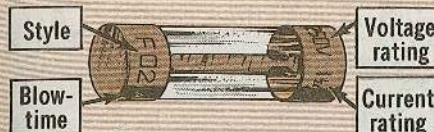
LINK—The simplest kind of fuse, it's a series of flat metal pieces, attached by thin metal necks. They are sometimes used as replacement links for reusable cartridge fuses.

Breaking the Code

Each cartridge fuse—the kind you deal with most often—has a string of letters and numbers stamped on the ferrule. They tell you everything you need to know. Here's a typical code:

F02 A 250V 1½AS

Broken down, it means:



F02—IS THE STYLE CODE. IT TELLS YOUR SIZE AND FUSE TYPE!

Style Code	Type	Dimensions
F01	Cartridge	1 x .25
F02	Cartridge	1.25 x .25
F03	Cartridge	1.125 x .25
F07	Cartridge	1.5 x .406
F09	Cartridge	1.5 x .406
F11	Cartridge	1.5 x .406
F14	Plug	1.281 x 1.281
F15	Cartridge	2.0 x .562
F16	Cartridge	3.0 x .812
F19	Knife-blade	5.875 x 1.312
F20	Knife-blade	7.125 x 1.875
F21	Knife-blade	8.625 x 2.406
F22	Knife-blade	10.375 x 2.906
F27	Cartridge	3.0 x .406
F28	Cartridge	4.5 x .406
F29	Cartridge	5.0 x .812
F30	Cartridge	10.0 x .812
F36	Link	2.5 x .562
F37	Link	2.5 x .562
F38	Link	3.0 x .812
F39	Link	3.5 x 1.062
F40	Link	1.75 x 1.312
F50	Link	1.406 x .406
F51	Indicator-alarm	1.672 x .406
F60	Cartridge	1.5 x .406

ABOUT BLOW TIME...THERE ARE
3 LETTERS TO LOOK FOR.

A IS NORMAL (NORMAL
INTERRUPTING CAPACITY)

B IS TIME LAG (SLOW BLOW)

C IS FAST (VERY HIGH
INTERRUPTING CAPACITY)

A and C have the same time characteristics. The difference is the amount of current needed to make 'em give way. A "C" fuse is normally used in high-powered (over 500 volts) circuits and blows instantly only at very high grounded or short-circuited current. "A's" blow instantly at much lower currents.

250V - That's voltage. Remember you can use a higher rating than the original, but only if the amp rating is the same. If you use a lower rating, current can arc across the melted link.



1-1/2A - That's the amp rating. It shows the max amount of constant current the fuse link will carry without blowing.

S - This tells you the ferrules are silver-coated. No S, no silver. Even if the manual calls for an S, tho, plain is preferred because it doesn't tarnish or corrode as easily as silver.

WATCH IT IF YOU USE CIVILIAN MARKED FUSES.
THEY CODE AMPS AND VOLTS THE SAME BUT USE
DIFFERENT CODES FOR SIZE AND BLOW TIME...
HERE ARE SOME COMMON SAMPLES:

DESIGNATION	BLOW TIME CHARACTERISTICS	DIMENSIONS (INCHES)
3AB	Slow-acting	1 1/4 long x 1/4 dia.
3AG	Normal	
3AG Slo-Blo	Slow-acting	
4AG	Normal	1 1/4 long x 9/32 dia.
4AG Slo-Blo	Slow-acting	
5AG	Normal	1 1/2 long x 13/32 dia.
5AG Slo-Blo	Slow-acting	
8AG	Fast-acting	1 long x 1/4 dia.
ABC	Fast-acting	1 1/4 long x 1/4 dia.
AGC	Fast-acting	
AGX	Fast-acting	1 long x 1/4 dia.
FMN	Fast-acting	1 3/32 long x 1 1/2 dia.
MDL	Slow-acting	1 1/4 long x 1/4 dia.
MDX	Slow-acting	
MTH	Fast-acting	

Taking Care of Fuses

OK, you got the fuse you want and all is well. How do you keep it that way?

Slipping a fuse into a live circuit could create an arc. That burns ferrules or terminals and limits good contact

dirty, clean 'em with emery cloth.

Keep clips tight. Squeeze loose ones together. Still no go? Replace the clips.

Good tension means tight. It should take a pretty good push to seat your new fuse.

Finally, keep an eye on fuse ends for signs of over-heating or corrosion.

Want to know still more about those little circuit savers? Eyeball FM 11-60 Communications Electronics Fundamentals: Basic Principles (Feb 74). Appendix D is all about fuses.

Clips
tight?



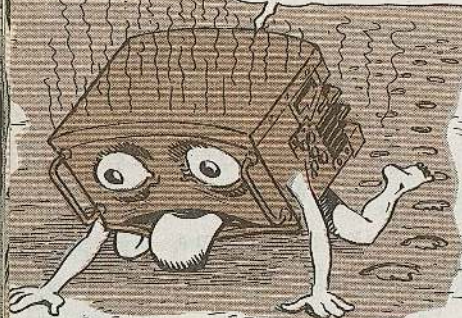
Terminals
pitted?

by increasing resistance. Turn the circuit off first.

If terminals are already pitted or

A Vane In The Neck

AIR... AIR... I NEED COOL AIR!...



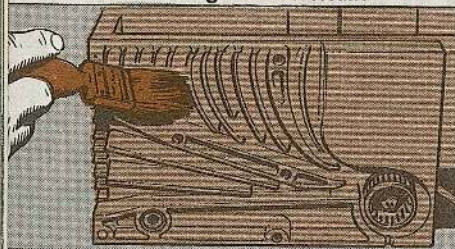
The RT-246 and RT-524 in your AN/VRC-12 series radios run hot.

Cool air running through the heat exchanger vanes helps keep your RT's in business.

No questions so far, eh, wot?

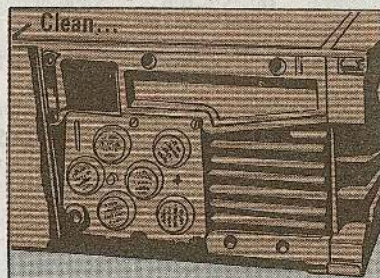
OK. So, whether you've got a super dust problem or a moderate one, you've got to help keep that cool air flowing.

Heat exchanger vanes clean?

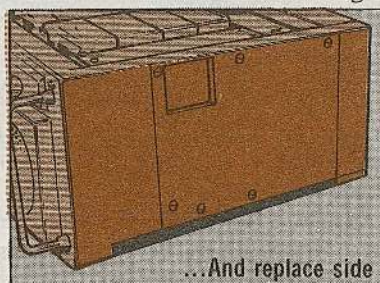


Let conditions decide how often you take the RT's sides off and clean the vanes. Real dust will mean frequent cleaning, every week or less. The weekly TM period may not suit your problem at all.

When you disassemble the RT's for cleaning, be sure to replace the sides before you put the juice to the set.



Running the set with the sides off does not keep it cool. The exchanger does. With sides on, an air flow is directed to the inner components of the RT's which most need cooling.



Direct sunlight on the top cover of an RT also will help overheat it.

So, if the sun's bright and your vehicle's sitting open while the RT cooks, either find some shade, or shade the RT with a piece of canvas...or put the vehicle's canvas top up. They all help.

Climbers... Problem Parts?

If finding replacement parts for your LC-240 climbers has you treed, come on down.

The parts are out there—if you've got their numbers.

SOME PARTS HAVE NSN'S,
OTHERS HAVE ONLY
PART NUMBERS!



Gaffs, pole
NSN 4240-00-483-8925

Gaffs, tree
P/N 9306

Gaff gage (TL-144)
NSN 5210-00-267-2829

Gaff set (includes a pair of tree and a pair of pole gaffs)
NSN 4240-00-530-4289

Straps, calf
NSN 4240-00-844-8035

Pad assembly
NSN 4240-00-591-1240

Leg irons
P/N 9203

Straps, ankle
NSN 4240-00-844-8036

For part number requests, the FSCM is 82063. The RIC is S9G.

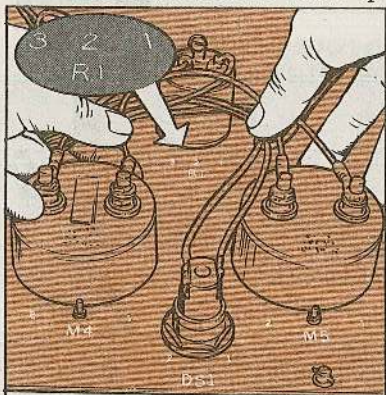
For info on use and care of your climbers, see FM 24-20 (Feb 70).

Control Cubicle Numbers



Numbers can be tricky...at first glance.

For instance, let's say you have to replace the voltage adjust rheostat (R1) on DOD model MEP-002A or MEP-003A generator sets made by Onan Corp. When you open the control cubicle assembly, the first thing you'll see is the terminal identification numbers are mixed up.

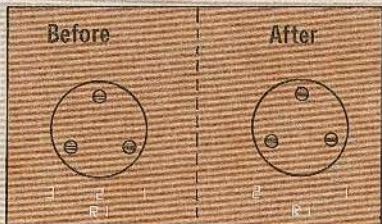


ID numbers mixed up!

1. Paint over or scratch off the terminal identification numerals 2 and 3.
2. Use lusterless white enamel and paint a numeral 2 where 3 was located. Or you can use a white stick-on numeral 2 if you like.



3. Do not use a number to identify the center terminal.



Of course, if you follow the wiring diagram in TM 5-6115-584-12 or 5-6115-585-12 or on the top of the control panel, you'll not have any mixed-up wires.

Seal Off "Shorts"



Watch those terminals on your Hollingsworth 2-wheel, 28-volt generator.

The insulating compound gets old, flakes off and exposes the terminals.

Coat them again with Adhesive Sealant, NSN 8040-00-144-9774, 12-oz can. If you use the set a lot and keep it hooked up, you can use insulating tape over the sealant for extra strength.

It's not a good idea to try to block off the terminals with wood. Wood gets wet, and there go your "shorts" again.

You want to prevent dropped tools from shorting exposed terminals. Also, a stray hand can poke into the electrical load. So, seal 'em.

Get and read Change 1 to TM 5-6115-440-20. It's urgent.



Glow Lamps 'n' Knobs

Dear Half-Mast,
Several transfer switch lamps and knobs are busted on our PUs. TM 5-6115-365-15 (May 66) doesn't show PN's or NSN's for these parts.
Got the answer?

SGT M.L.F.



Dear Sergeant M.L.F.,
No sweat with the glow lamp. Use NSN 6240-00-892-4420.

The knob's a different story. It's identified by PN 06000-1, FSCM 82121. The RIC is A12. This part is SMR-coded XBOZZ...which means you order it only after trying cannibalization.

Half-Mast

Glow lamp
NSN 6240-00-892-4420
under dome

Knob PN 06000-1

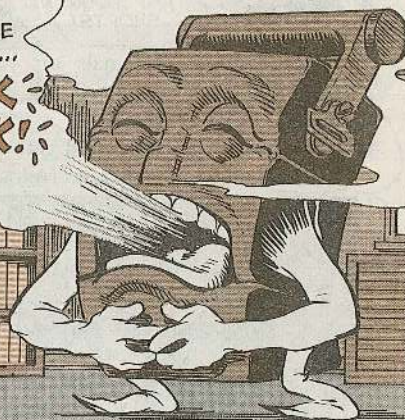
How to Help an M8 Alarm

YOU HEAR
A VOICE,
MYERS?

YEH--
SOMEONE'S
KIDDING US!

**KOFF
KOFF**
I HATE
CIGARETTE
SMOKE...
**KAKK
HAK!**

...IT LESSENS THE
CONVERSION CAPABILITY
OF MY FILTER!



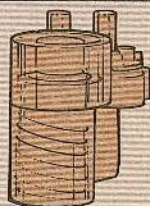
Your M8 chemical alarm won't alarm if the M43 detector unit won't detect.



Keep
your
M43
detector
unit
up to
snuff

Here're some PM tips to keep the detector and the alarm in business: Easy does it when you take out the detector cell. The inlet and outlet ports break easy, ruining the cell.

Easy on
detector
cell



Before you put the cell back in, dab a little water on the ports. This makes it easier to install the cell and makes a better seal.

Check the air filter for cracks. Cracks in the filter reduce the ability of the detector to detect VX. If you find cracks get a new filter.

Never use cigarette smoke to test the detector unit. Use the simulant from the M229 refill kit. A lot of cigarette smoke will lessen the conversion capability of the filter.

Shutting down for more than 72 hours? Don't forget to clean the reservoir assembly.

Fill it 2/3 full with distilled water and manually prime the detector 50 times, then let it run for 2 minutes.

Clean
reservoir
after
72 HR
shutdown



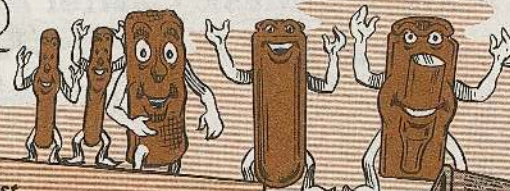
If you use anything other than distilled water you may damage the detector cell.

M58 Decon Refills

NEED
US
REFILLS?

JUST ORDER
US FROM
SUPPLY...

YOU'LL GET
10 REFILLS TO
THE KIT!



Dear Half-Mast,
Are refills available for the M58 skin
decon-training-kits?

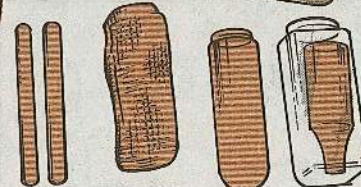
SSG J.J.M.

Dear SSG J.J.M.,

NSN 6910-01-021-0789 gets a box of 10 refills for the M58 decon. There are no separate item replacements.

Half-Mast

M58
skin
decon

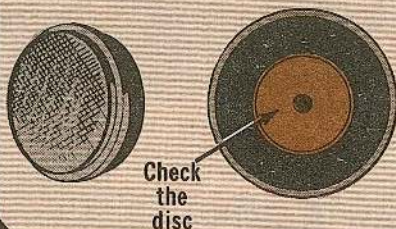


Refills
NSN 6910-01-021-0789

Mask Valve Caution

OUT WITH YOU BOTH!

Replacing the inlet valves on your M17/M17A1 CB masks?



Whether the valves are new or not check the valve disks to be sure they're serviceable. They should lie flat, be flexible and have uniform color (dark brown spots mean they get replaced).

Don't trust them to be good just because they're "new". The valves, with disks attached, may have been stored for some time.

Mark No Mask Carrier

NO! NO!!

NEVER USE PAINT, CRAYON OR INDELIBLE PENCILS ON ME!

Identify your CB protective mask carrier with tape or a tag.



Never use paint, crayon or indelible pencils.

The marks are hard or impossible to get rid of when the carrier is cleaned for reissue.

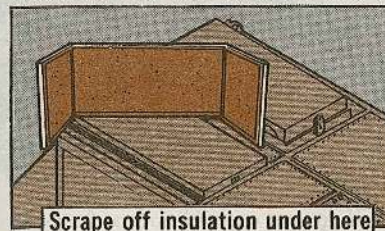
You can attach removable tape or a tag to the carrier. Code them with your name or a number. You can also add the date the mask was tested and fitted.

MUST...

U-Pack Panel PM



Getting rid of the foam rubber condenser air inlet panels will save you a big hunk of maintenance downtime.



The headshed says scrape off the insulation before it comes loose...drops into the condensers and fans...and gums up the works. The insulation was intended to reduce noise levels but it's doing more harm than good. Take it all off.

No. 1 Supplemental Shop Set

MAKE A NOTE OF THIS CORRECT INFO IN YOUR SC 4910-95-CL-A73 (May 19)!

SC 4910-95-CL-A73

DEPARTMENT OF THE ARMY SUPPLY CATALOG

SETS, KITS, AND OUTFITS COMPONENTS LIST

Para 7e. Add Note 2: "This component is not issued as a component part of NSN 4910-00-754-0633 or NSN 4910-00-919-0097, but will be requisitioned on an as required basis only."

A "1" goes in the Remarks column to NOTE for Battery Charger, Item 6, page 5.

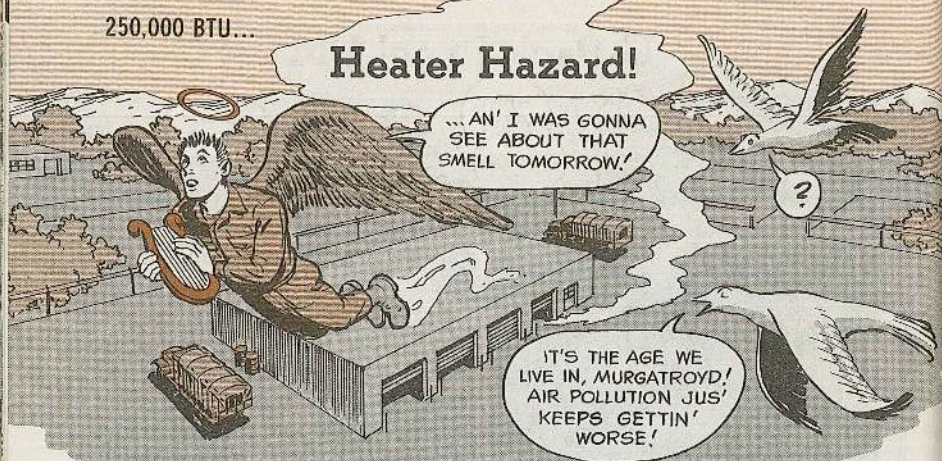
NSN 4910-00-261-5868, Cleaner and Tester, Spark Plug was left out of the SC by mistake. You get 1 each with the set.

HEADQUARTERS, DEPARTMENT OF THE ARMY

MAY 1979

250,000 BTU...

Heater Hazard!



Moving your M68 duct-type heater around hangars, tents and maintenance shops is necessary for comfort.

But too much vibration during operations and rough handling are damaging the fuel tank on the 250,000-BTU heater where the bot-

If you see or smell fuel or fumes in the base inclosure, turn in the heater to your support unit ASAP!

When they fix the leak, they'll add a couple of buffers on the frame, like Para 3-2, TB 43-0001-11-3 (Oct 79) says—to give the tank a softer ride and avoid a possible explosion.



Fuel
or
fumes?...

...turn
in to
support!

tom of the fuel tank rubs against the frame.

Keep an extra sharp eye, nose and hand on the unit. A well-tuned engine cuts down vibration. So will keeping the heater as level as possible during operations.

Be a Meter Reader

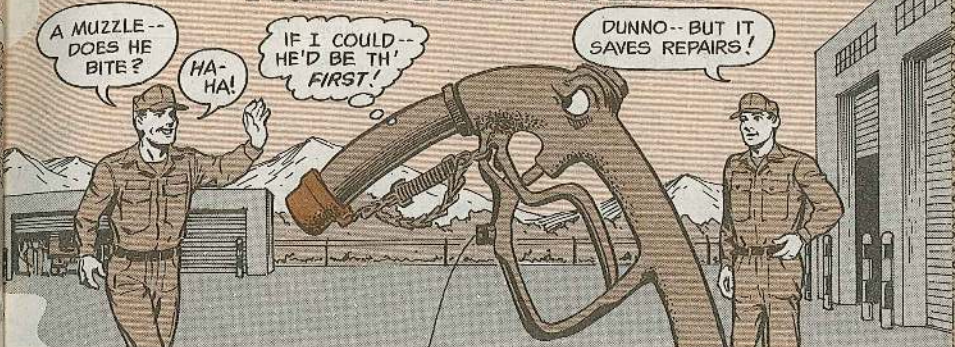
Add NSN 6645-00-089-8842 to Page 20, Fig 17, Item 42, TM 5-6115-275-24P (Jun 77). It'll get you a Time Totalizing Meter for your 10-KW, DOD Mod MEP-018A and MEP-023A GED generator sets.

T&P Engine Fuel Tank

Don't try to fabricate the tank or use the NSN that's in TM 5-4930-227-24P (Apr 70), 'cause it's no good. To get a complete engine fuel tank assembly for your Highland Model 2000 Tank and Pump unit, use FSCM 66289, PN WE411B, and Advice Code 2A on DD Form 1348-6. Tell your support to use RIC S9C.

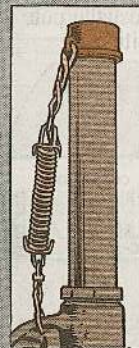
Fueling Folks...

Muzzle Those Nozzles



Keeping dust caps on fuel nozzles cuts maintenance and repair costs to your equipment's fuel system.

Fuel tanker and pump unit operators can keep this list of dust cap assembly NSN's/PN's for quick reference. Use FSCM 81718 with the part numbers. Use RIC S9C.



Nozzle Size, In	DUST CAP	
	NSN	PN
13/16		296CA-13-16
1	5340-00-832-7796	
1 1/8	4730-00-360-0614	
1 1/2		296CA-1-3-8
1 3/4	4930-01-046-7027	
2	4930-00-119-0452	
2 1/4		296CA-1-3-4 C77M

IF YOU NEED JUST PART OF THE CAP ASSEMBLY FOR THE 1 3/8-IN NOZZLE CAP, NSN 4930-00-119-0452, HERE'S THE COMPONENT LIST!

Hook, chain NSN 4030-00-803-0272
Chain NSN 4930-00-120-9602
Spring, Compression NSN 5360-00-522-2247

THE AMDF
IS BECOMING THE
WAY TO GO FOR
YOU PLL AND
SUPPLY TYPES!

THE AMDF
IS BECOMING THE
WAY TO GO FOR
YOU PLL AND
SUPPLY TYPES!

OK...
BUT I DRUTHER
WATCH
MORK 'N' MINDY!

If you know what the AMDF tells you —and which codes to decode— your job's at least possible. If you don't, it's uphill all the way.

There's a lot of info buried in those lines and codes. But you really only need a few of those codes for most jobs. Sure, all the info's good to know. But some of those codes apply mostly to property book operations, transportation or inventory people.

HERE'RE THE
AMDF CODES AND
COLUMNS YOU NEED
MOST OFTEN IN
A SUPPLY
SHOP...

ARC—Accounting Requirements Code explains what type paperwork accountability you will need on the item: property book and hand receipt for nonexpendables (N), hand receipt for durables (D) and no formal accountability for expendables (X).

MAT CAT—Material Category Structure Code tells you who's the manager, the budget code, inventory segment and category grouping. The part you'll be most interested in is the first letter in the code. That letter tells you who to yell at when there's a goof in that line on the AMDE.

ROW F COLUMN D3										IS MOD										AMDF										EFFECTIVE DATE										79213									
PRIME NSN/MCN																																																	
A	C	FSC	NIN	ADOL	SOS	C	QUP	UNIT PRICE	S	I	R	A	M	D	F	I	S	L	C	E	A	R	P	MEASMT	QTY	PHRASE STATEMENT/RELATED NSN/MCN	LIN																						
		6720-00-029-1770			3PC		001	8.40	U																		HOSE ASSEMBLY, RUBBER																						

AAC- Acquisition Advice Code tells you how and under what conditions you can or cannot order the item. D means the item is DOD-managed, stocked and issued. Your request must have a fund citation.

RC-Recoverability Code gives you the disposition action to take when an item becomes unserviceable. Z means the item is nonrepairable. When it becomes unserviceable, the maintenance level that replaces it disposes of it. Other codes tell you to turn in or repair unserviceables. O means organization repairs the item and disposes of it when unrepairable.

SCMC—Supply Category of Materiel Code lists the supply class (a number) and subclass (a letter). 9B is a troop support materiel (B) repair part (9).

PS **END**

Account-Ability



You property book people, hold tight to the info in para 2-5 of AR 710-2. All your gear covered by the authorization documents listed in para 2-5 goes on your property book.

Even the gear in one of those pubs that shows up expendable (X) or durable (D) in the Accounting Requirements Code (ARC) column of the AMDF stays on the property book.

The authorization document rules over the AMDF. But in that case either the AMDF or your authorization document is wrong. Move out on a correction.

Could be you agree with the AMDF code. Ask for a change to the authorization document. Send that request to the document's proponent.

If you agree with the authorization document, ask for an AMDF change. Mail your DA Form 2028 to the agency covered by the first letter in the Materiel Category Structure Code (MAT CAT) for the AMDF entry carrying the bum ARC.

ARMS MONTHLY AMOF														EFFECTIVE DATE		79335	
UP	U	UNIT PRICE	S	A	MAY	O	R	S	I	C	A	A	MEASMT	P	NOMENCLATURE		
			L	R		F	C	C	C	E	E	C			QTY	C	PHRASE STATEMENT
001	EA	11.91	0	X	Z2200	A	0	0	A	4	9	C	1			MORN, ELECTRICAL	
	EA	.40	0	X	Z2200	A	0	0	A	4	9	C	1			LAMPHOLDER	
001	EA	487.54	0	X	Z2200	B	0	0	R	1	5	6				MOTOR, DIRCY CURR	
001	EA	3.18	0	U													
001	EA	171.00	0	U	J	A35 Ground Forces Support										US Army General Materiel	
001	EA	71.50	0	U		Materiel (DSA/GSA										& Petroleum Activity, New	
						Items)										Cumberland Army Depot,	
																New Cumberland PA 17070	
	EA	6.96	0	U													
		.73	0	U													

Slip an info copy of the form to the AMDF headshd: Chief, US Army DARCOM Catalog Data Activity, ATTN: DRXCA-DS, New Cumberland Army Depot, New Cumberland, PA 17070.

Maybe yours is a special situation, though, and a change would apply only to you. Take a look at para 1-4a of AR 710-2 on how to ask for a release from the paras that hang you up.

Make sure you're accounting for all your accountable gear.

Tech Pubs for Commercial Equipment

Looking for a technical pub for that piece of commercial equipment in your unit? You need an index, right?

Defense General Supply Center Manual 4140.1 (Mar 79) lists some 3,000 DGSC TM's in these federal supply classes:



DA Form 2407...

"R" You With Me?

Dear Half-Mast,

We put an "R" to the right of the NO box in Block 9 of the DA Form 2407 Maintenance Request when the item needing repair is DA Form 2406 reportable, or a component or subsystem of a DA Form 2406 item.

But what about items like glass and canvas and repair of components that do not make the item not ready?

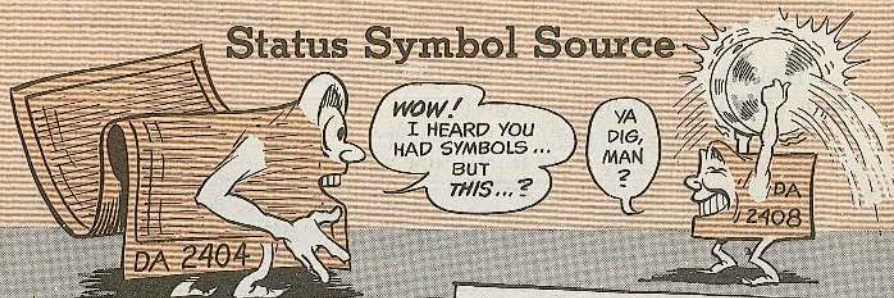
SSG H.S.M.

Dear Sergeant H. S. H.,

Forget about the R in Block 9 of the DA Form 2407 when you're asking for repair or replacement of parts and components that do not make the item or system not available.

PUT THE R IN BLOCK 9 ONLY
WHEN THE ITEM NEEDS NORS/NORM
TIME ACCOUNTING FOR YOUR
DA FORM 2406!

Status Symbol Source



Dear Half-Mast,

Now that the DA Form 2408 Equipment Log Assembly is no longer required on most equipment, how does the operator know what status symbol to put on a fault on the DA Form 2404?

TM 38-750 defines the status symbols, but few operators have that pub on hand during their checks.

MSG G.L.S.

PUT THE SYMBOLS ON A CARD OR TAPE ON THE INSIDE COVER OF THE DISPATCH FOLDER AND-- IF YOU NEED THEM THERE-- ON THE BACK OF THE CLIPBOARDS THAT HOLD YOUR DA FORMS 2404!

Dear MSG G. L. S.,

Plans are underway to put the status symbols and their uses on the DA Form 2404. Meanwhile, here're several ways to handle this problem:

1. Keep a copy of the DA Form 2408 to slip in each dispatch folder. Your local SOP and para 1-7c of TM 38-750 authorize this.

GUESS I'LL SLIP IN...



2. Put the status symbols and their uses on a card or strip of masking tape. Paste the card or tape on the inside cover of the dispatch folder. (Remind your dispatcher to check occasionally to make sure the print stays readable.)

3. If you have the time and resources, overprint the DA Form 2404 with the status symbols and a short definition of each. Your CO's OK and para 1-7a(6) of TM 38-750 authorize that.

Get your CO's approval on the procedure you prefer and add it to your SOP.

STATUS SYMBOLS

X A deficiency in the equipment that makes it in-able.

(X) A deficiency, but equipment can still operate under specific conditions. Higher HQ, CO, (CO's representative limitations)

and inaction. It, main-ardue

Material a defec- corrected efficienc equipment serviceab

Connie's Mini Minis

UNHAND ME...

A CURSE OF THE EVIL ONE ON YOU, YOU BIG OAF!

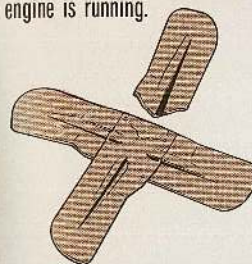
HE SIGNED FOR A SPARE SHILLELAGH, CONNIE...

NOW HE SAYS IT'S LOST! I'M NOT LETTING GO OF HIM 'TIL HE PAYS UP!



1/4-ton Fan Blade Check

The fan blade on your M151-series 1/4-ton truck may crack—even break off—while the engine is running.



Head this off — look for cracks

Check your fan blades now. If you find a blade with a crack, get the fan replaced. If you find a rust trace near the hub, remove the fan. Take a closer look. If you find a hairline crack, replace the blade.

Add a note about this in your -20 TM PMCS as a semiannual check.

Antifreeze S-t-r-e-t-c-h

Four years is no longer the limit for keeping Mil Spec antifreeze in your engine's cooling system. You don't have to change Mil Spec antifreeze until it fails to meet the freeze, reserve alkalinity and cleanliness standards spelled out in TB 750-651 (Nov 77), Use of Antifreeze Solutions and Cleaning Compounds in Engine Cooling Systems. That's the word in USATARGOM Msg DRSTA-M (NMP) 081701Z Jan 80.

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"Mechanic of the Year"

The 25th Infantry Division in Hawaii has selected SP4 John Morsey as the "Automotive Mechanic of the Year" for 1979. He was selected from 20 finalists on his ability to answer a series of technical questions on automotive maintenance. He also was tested on his ability to detect and correct preconditioned faults in vehicles.

Does your Division have a "best mechanic"?

M60A3 and M60A1 RISE Tanks

A wrong replacement bulb in the passive elbow of M32E1, M35E1 and M36E1 periscopes can KO the tank's night vision. The 2.5V #43 bulb is the right one, but it looks very much like some 28V bulbs. When the 28V bulb is used, it burns out a costly regulator assembly. Make sure your periscope's passive elbow has the 2.5V #43 bulb, NSN 1240-01-016-2271.

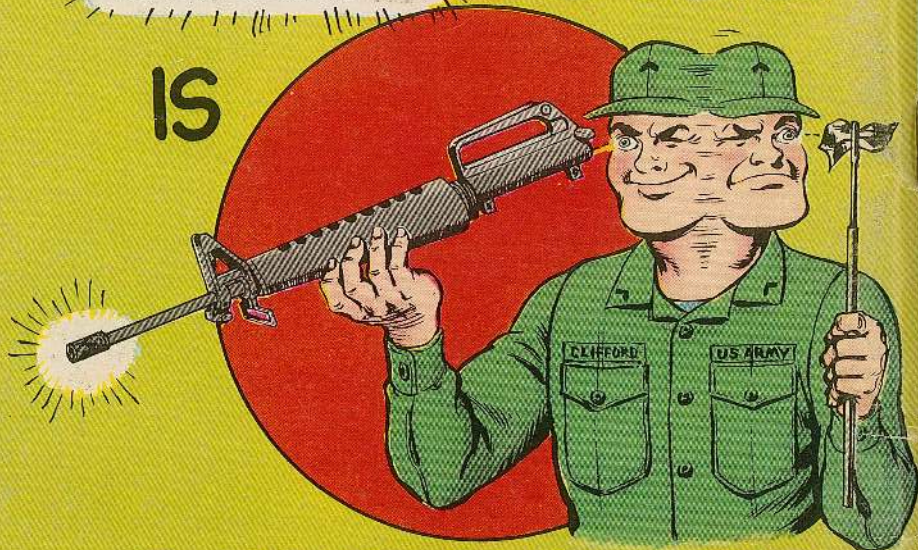
3/4-Ton Trailer Brakes

Clear up the confusion over hand brake control cables for those 3/4-ton trailers covered by TM 9-2330-202-14P (Aug 62). NSN 2530-00-884-4825 is for M101 and M116 trailers, so the Usable On Code, page 18, Ch 2, is wrong. The cable for M101A1 and M116A1 trailers is NSN 2530-00-967-6278. Make a note in your TM.

Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

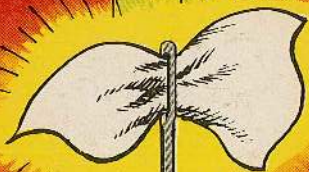
A **SHINY** BORE

IS



A **DIRTY** BORE...

until
your
patch



comes
out
CLEAN!