

Issue 355

PS

June
1982

THE PREVENTIVE MAINTENANCE MONTHLY

Pass
This Copy
Along!!

OH, NO! MY
RIFLE'S JAMMED!

QUICK!! CALL
FOR ANTI-TANK
HELP!!

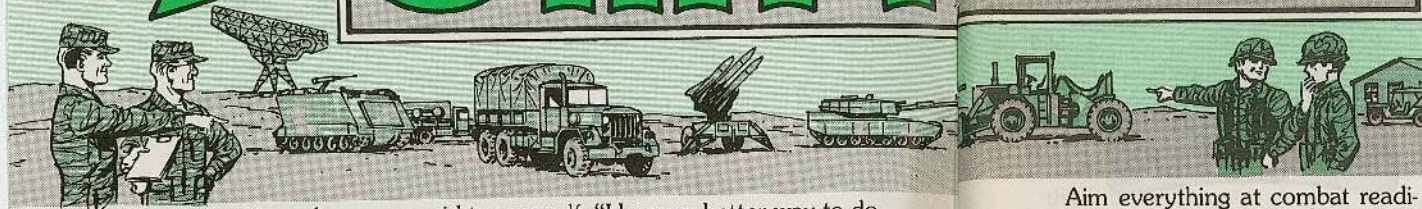
THE RADIO'S
DEAD, SARGE!

MURPHY
ANDERSON

Continued on
Page 29...



Get SMART!



How many times have you said to yourself, "I know a better way to do this, but where do I go, who do I tell?"

Now you can tell the Army's top maintenance and supply soldier, a 3-star general, the Deputy Chief of Staff for Logistics (DCSLOG), LTG Richard H. Thompson.

Through the DCSLOG's Supply and Maintenance Assessment and Review Team (SMART!), you can let General Thompson know how you think maintenance and supply can be improved.

What the DCSLOG wants to do is chop out some of the burdens that maintenance and supply put on your unit...like those caused by piles and piles of regulations, paperwork and procedures.

What **you*** can do is put down on paper (any kind) what you think are the roadblocks to good maintenance and supply.



* "YOU" MEANS YOU... NO MATTER IF YOU'RE A PRIVATE OR A GENERAL-- OR ANYBODY IN BETWEEN!

NOW IS THE TIME FOR YOU TO...

- Question time-honored, but outdated methods
- Question rules that are not necessary and complicate the performance of your mission
- Recommend changes to current directives, doctrine and procedures
- Apply logic to help equipment operators, crew chiefs and organizational and support maintenance and supply people

SEND YOUR SMART! IDEAS TO...



Good ideas will either be put into effect immediately Army-wide or, if required, get a further hands-on test at the 24th Infantry Division (M).

PS THE PREVENTIVE MAINTENANCE MONTHLY

Published by the Department of the Army for the information of all soldiers assigned to combat and combat support units, and all soldiers with organizational maintenance and supply duties.

Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, c/o US Army Materiel Readiness Support Activity, Lexington, KY 40511.

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

MSG Half-Mast
PS Magazine
Lexington, KY
40511

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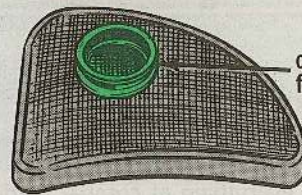
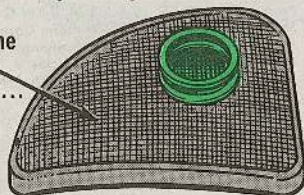
M17/M17A1 Protective Mask... Keep Your

Filters in Kilter

The bigtime filter elements in your M17/M17A1 protective mask can protect you from chemical and biological agents—but only if you protect them with bigtime PM.

Sloppy PM, like getting the filters wet when you clean the mask, makes you a sucker for any CB agent. Keep your guard up with frequent filter element

Check the filter elements...



...and connectors frequently!

checkups. Change the filter elements if you spot mushy, clogged, torn or outdated filters or damaged connectors.

EYEBALL FM 21-40 ON NBC DEFENSE!



WAY TO GO, BONNIE... PAGE B-5 HAS MORE INFO ON WHEN TO CHANGE FILTER ELEMENTS!



Squeeze the filters for a clue to wetness



If the filter elements buckle more than 1 inch, they're probably wet, soggy or mushy. Change 'em!

Make sure you've got the right filter for your mission. The M13A2 filter element with the green connector is the only one good against deadly CB agents.

Use the M13A1 black connector filter element and the M13A1 gold connector filter element for training and riot control.

Check the lot number of your filter elements in SB 3-30-2 on serviceability standards for age limits.

Wilted Filters

Steamy, humid weather makes filter elements mushy. New filters can go bad in 6 months or less. Check often to make sure they're dry and ready.

Wish you had a quick field dryness test for filter elements? Here's a way to check without removing the filters:

Take off the mask in a safe place. Curl your fingers underneath the filters and place your thumbs on top of the filters. Squeeze.

Breathing Easy

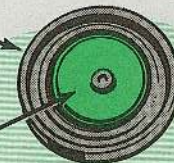
If you're having trouble breathing with the mask on, it could be a tip-off to clogged filter elements. Before you trash the filters, tho, see if the problem is clogged inlet valves.

Brush the inlet valves with a bristled brush, like an M16A1 rifle cleaning toothbrush.



Rotate the inlet valve disks to make sure that they're not stuck. Change 'em, if necessary.

Inlet valve



Inlet valve disk

STUCK DISKS CAN MESS UP YOUR BREATHING!

BELIEVE IT!



M24, M25/M25A1
Protective Masks...

Brain Inspection

Ready for a quiz on PM for the M24 aircraft protective mask or the M25/M25A1 tank protective mask?

A chemical or biological attack comes at you like a life or death test.

...SO KNOW
YOUR MASK
PM!

1. What ruins the mask seal and distorts vision worse than anything else on the M24 or M25/M25A1 protective mask?

- a. Chemical and biological agents
- b. Fog
- c. Improper stowage
- d. Ozone layer

HEY, GREAT!!
IT'S
MY NEW
MASK...

WHAT DO I
DO WITH THIS
PACKING?

TRY THIS
BRAIN
EXAM...

2. What is not a common mask cleaning mistake?

- a. Using hard-bristle brushes
- b. Drying with paper towels
- c. Getting water on the cannister
- d. Using soapy water

I'LL GIVE OL'
MASK A GOOD
CLEANING!

NO!
NO!

3. What makes the cannister unserviceable?

- a. White spots over $\frac{1}{2}$ the area of the cannister
- b. Rust, pits over $\frac{1}{2}$ the area of the cannister; rusty, loose nozzle; cracks, dents deeper than $\frac{1}{4}$ inch; waterlogged; bad lot number.
- c. Corrosion on over a total of 3 inches of the cannister's seams
- d. b. and c.

BUT
WHAT
HARM
CAN A
LITTLE
RUST DO,
BONNIE?

4. A paint-chipped clip and buckle assembly:

- a. Is harmless wear-and-tear
- b. Can cause damaging copper buildup
- c. Doesn't damage the M24 or M25/M25A1 mask, but can damage the M17/M17A1 protective mask
- d. Speeds up dry-rot damage

HE SAYS A LITTLE
PAINT CHIPPED OFF TH'
CLIPS AN' BUCKLES HELPS
CAMOUFLAGE HIS
MASK!

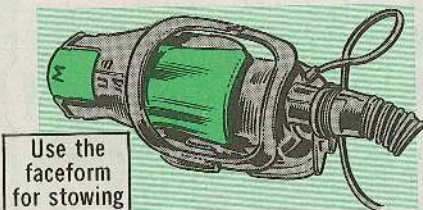
WELL ...
WHAT'S YOUR
MASK PM
IQ?

JUST FLIP
THE PAGE
TO FIND OUT...

PS MORE

Answers

1c. Put a fiberboard faceform in the facepiece when you're going to stow the mask in the carrier for a few days. Stowing the mask without a faceform causes permanent set of the mask lens.



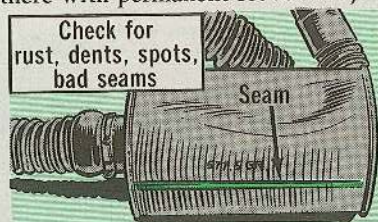
Many troops mess up by throwing the faceform away, thinking that it's just packing material. NSN 4240-01-032-6050 gets a box of 10 replacement faceforms.

Never set up your aircraft or tank protective mask in the carrier like you do a M17/M17A1 mask. Setting it up in the carrier could cause a permanent set and ruin the mask. Stow the mask as shown in TM 3-4240-280-10.

2d. Soapy water is OK, if you use a mild soap like NSN 8520-00-228-0598. Clean with a barely damp lint-free cloth or a soft-bristled brush. A hard-bristled brush could damage the rubber. Keep the cannister above the mask so water won't drip onto it or down the hose into the cannister. Dry the mask well with a lint-free

cloth to keep lint off the eyelens and valves.

3d. Cannister damage ranks up there with permanent set as a major



reason for deadlined masks. Watch out for signs of a bad cannister.

4b. Copper buildup from the bare brass can ruin the M24 or M25/M25A1 (and the other protective masks, too). When you see bare



brass, get your mask to your unit NBC specialist for repair or replacement.

At ease, brains. The quiz is over. The grading scale is simple. One mistake and you flunk. If you flunk the quiz, bone up on the TM. Next time it could be your final exam.

M24/M25 Mask Glue

NBC maintenance types who work with the M24/M25-series protective masks should use adhesive rubber, Type II, NSN 8040-00-117-8738, on the nozzle of the cannister so the hose will stay attached. The new adhesive gives the seal you need.



You NBC specialists need to identify the CB protective masks in your unit by taping or tagging their carriers.

Never tattoo the carrier with paint, crayon, pen or pencil. Those marks are almost impossible to get off when the carrier's cleaned for reissue.

Tag the D-ring or tape the D-ring strap. Then put the ID code number on the tag or tape.

Never mark right on the carrier or mask.



Up to your elbows in empty M256 chemical agent detector kit cases?

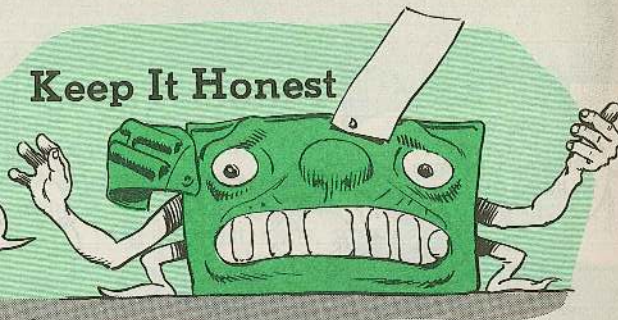
Throw 'em out!

You don't need to save the empty cases 'cause there are no refills stocked for the kit except for M8 detector paper. Get the whole M256 kit with NSN 6665-01-016-8399.

M256 Detector Kit...

Keep It Honest

HONEST!
I ALWAYS TELL
TH' TRUTH...
...ER...
EXCEPT MAYBE
ABOUT BLOOD
AGENTS...



Your M256 chemical agent detector kit could give you a bum steer about a blood agent being around if you don't stash this info in your head:

If your sampler-detector shows the presence of a blood agent, test again with a fresh sampler-detector. Just do the blood agent test this time. Go by the results of the second test.

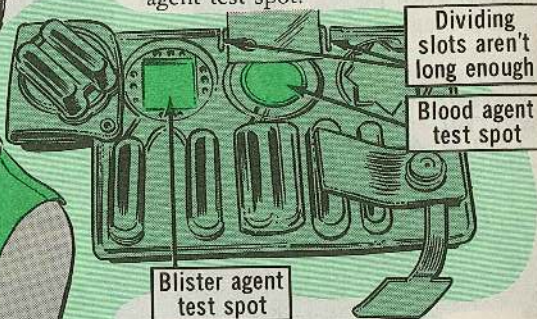
If the first test doesn't finger a blood agent, you don't have to repeat the test.

The reason for the special blood agent test is that cyanide used in the blister test runs onto the blood agent test spot, causing a false reading.

FIRST
TEST SHOWS
A BLOOD
AGENT?

...BEST TO
REPEAT
WITH A FRESH
SAMPLER?

The problem is the sampler-detector has two 1/4-in dividing slots that aren't long enough to keep the cyanide from getting on the blood agent test spot.

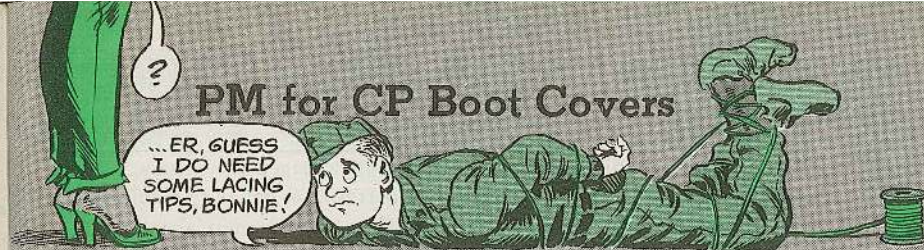


A design change will take care of the problem by making the dividing slots an inch long. Till then, if your first test shows a blood agent, test again.

Forget trying to make the 1-in dividing slots yourself. A cut or tear in the wrong place could ruin the sampler-detector.

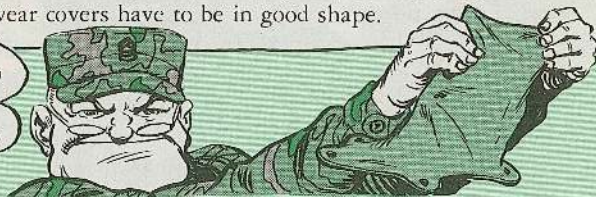
PM for CP Boot Covers

...ER, GUESS
I DO NEED
SOME LACING
TIPS, BONNIE!



When you need chemical protection for your boondockers, your chemical protective footwear covers have to be in good shape.

HERE ARE
SOME WAYS TO
BE SURE THE
COVERS ARE
SERVICEABLE...



- Check them for holes or punctures. If they have any, or if they're damaged, torn or punctured in use, get new covers—now.
- If the covers are exposed to chemical agents during use, they must be decontaminated as spelled out in TM 3-220 before you can re-use them.

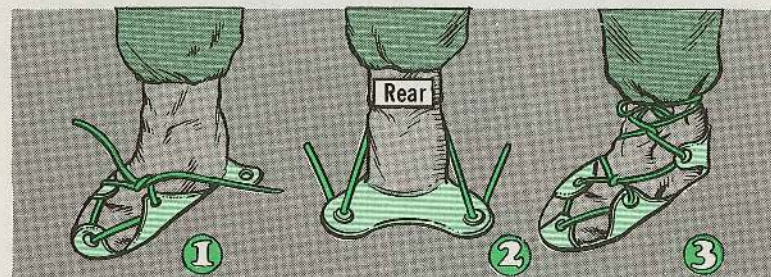
- If your covers are splashed with gasoline, oil, grease or cleaning fluid, you've got 2 minutes to wipe them off and air dry them. Otherwise, replace them.

- For best protection, wear the covers under your outer trousers.
- You wear the covers over whatever shoes or boots you've got on.

Tie 'em

Tie the covers over your boots in 3 steps.

Thread the laces through the inner side of each hole in the covers.



The covers come in small, NSN 8430-00-262-5295; medium, NSN 8430-00-262-5297; and large, NSN 8430-00-262-5296.

You can get new laces with NSN 8335-01-107-6998. Use cord or twine in a pinch...about 7 feet long.



M2 MG Carry

Carrying an M2 machine gun and keeping it undamaged is not easy. Sixty pounds of dead weight...without the barrel...can get away from you, especially if you're moving it on or off a vehicle.

That means damage to sights, back plates, receivers.

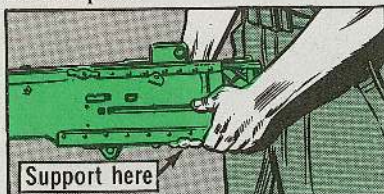
SAY...THERE'S CONNIE!

GREAT! SHE'LL SHOW US HOW TO CARRY THIS HEAVY MG... SAFELY

HERE ARE THE 2 GOOD WAYS TO CARRY YOUR M2... TRY 'EM.'

Buddy System

After the barrel's removed, get a buddy to support the gun under the receiver, about a hand's-width in from the backplate.



Then, get a hold under the barrel support.



Both of you lift the gun off the mount or tripod at the same time.



If you're on a vehicle (track or wheel), hand the gun down to the crew below. If you toss it, chances are somebody won't be able to hang on. That means damage.

Then, carry it to wherever necessary.

Body Support

If help's in short supply, remove the barrel and pass it on.

Hold the barrel support with your left palm out.

Hold under the receiver with your right palm toward you (same spot as with the buddy system).

Lift the gun off the mount and press it against your upper legs for support.

Pass it down from a vehicle, if necessary. Then, lift the same way and carry it off.

Use either of these methods and there's less chance of damage to your .50.



Machine Gun Racks

HEY, MAN-- WE COULD USE A RACK LIKE THIS IN OUR ARMS ROOM! HOW DO WE GET ONE?

WELL-- YOU START WITH A LETTER TO ARRCOM!

Need a rack for storing your machine guns in yours arms room?

There're no ready-made MG racks in the supply system. You can get a set of plans for a rack that'll handle the M2, M85 and M240 guns. Your support can make the rack for you from the plans.

The M60 has a separate set of plans that can be reduced, enlarged or duplicated to handle the number of weapons you have.

TO GET THE PLANS YOU NEED, WRITE...

Commander
US Army Armament Command
ATTN: DRSAR-MAG-SS
Bldg 110
Rock Island, IL 61299

It Shouldn't Happen...

M203 GL or M16A1 rifle handguards keep biting the dust...from screw-drivers and anything that can be used as a prybar.

General result, cracked or useless handguards. It shouldn't happen.

To remove a stubborn handguard, get a buddy to depress the slip ring with both hands. You hold the rifle with one hand and lift the handguard up and out with your other.



Push slip ring down and pull guard up



Vulcan Gun Saddle Pins

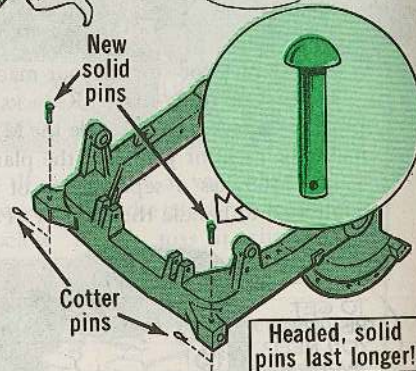


Tired of replacing broken roll pins in the gun saddle assemblies of your M163A1 and M167A1 Vulcan equilibrators?

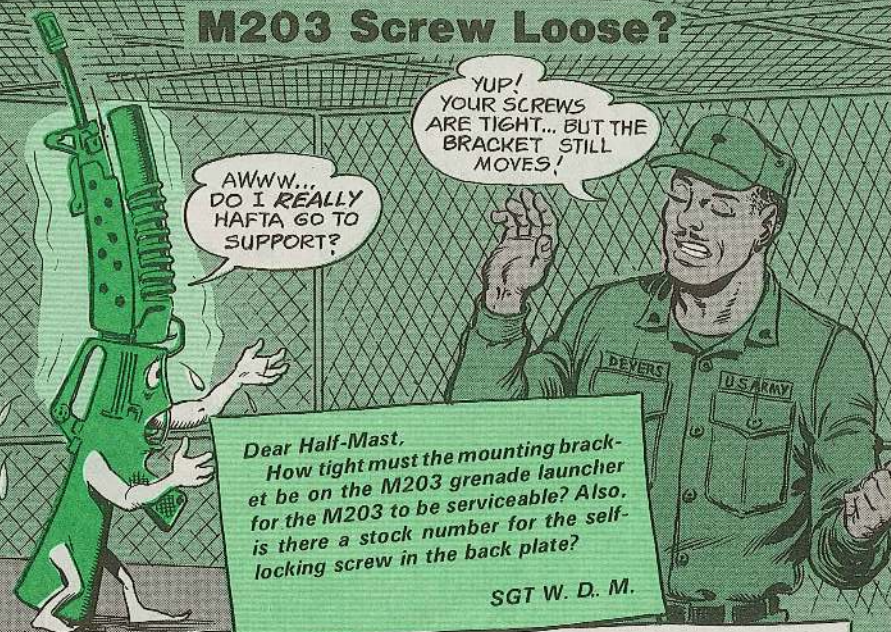
Beat the problem with headed, solid pins held in place with cotter pins. They hold up better than the straight, spring pins.

Request the new pin with NSN 5315-00-988-7660.

The cotter pin goes by NSN 5315-01-027-6616.



M203 Screw Loose?

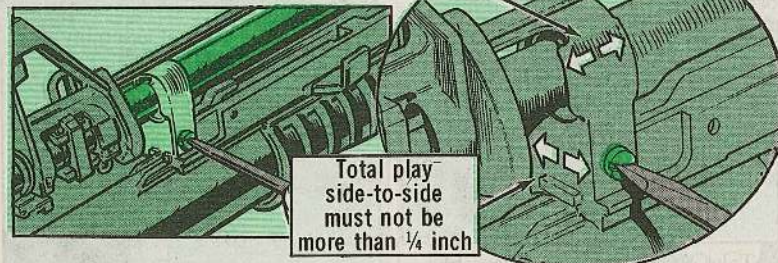


Dear Sergeant W. D. M.,

The mounting bracket will work loose from use. Side-to-side movement at the muzzle end of the bracket can be up to $\frac{1}{8}$ inch on each side of center.

If it moves more than that with the screws tight, get the bushing halves replaced.

No movement along rifle barrel is permitted!



There can be no movement along the rifle barrel by the bracket when screws are tightened. If the bracket moves back or forth, Direct Support must replace it.

The self-locking back plate screw is NSN 5305-00-581-3486.

Half-Mast

M203 Back plate *PM*

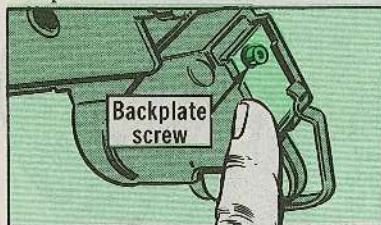
GIVE A LISTEN,
ARMORERS....

IF YOU'RE TIRED
OF SHIFTED LEVERS AND
SCREWDRIVER MANEUVERS
WHEN YOU REMOVE THE
BACKPLATE OF THE M203
GRENADE LAUNCHER...

...HERE'S A
NEW METHOD...

1 To disassemble the M203, cock the firing pin (full open and close the barrel assembly).

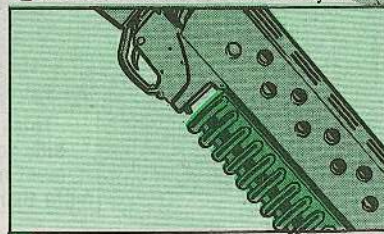
2 Remove the back plate screw and backplate.



3 Take out the follower assembly.



4 Remove the barrel assembly.



5 Release the firing pin (squeeze the trigger).

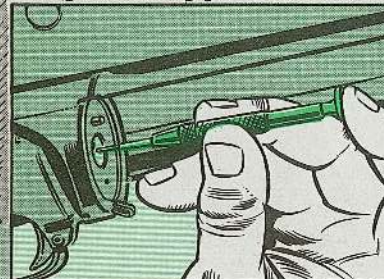
Do your thing (inspect, clean, lube and repair as needed).

Reassembly

Install the follower and compress the follower springs till you get the backplate and screw in place.

Now comes the work saver:

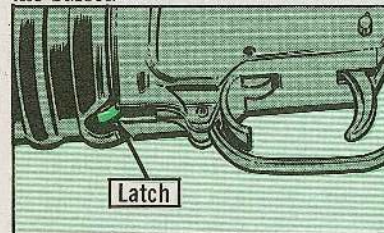
Insert a $\frac{3}{32}$ -in drive pin punch through the firing pin hole.



Push the firing pin into the receiver until it clicks.

Breathe easier.

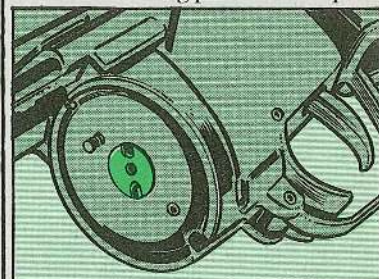
Install the barrel assembly to the receiver. Completely close and latch the barrel.



Squeeze the trigger till the firing pin releases. You're done.

Trigger Happy?

Never get trigger happy with the launcher unless it has a dummy round in it. Cocking and pulling the trigger releases the firing pin. If the weapon is



empty, the firing pin hits the breech insert and strips the insert's threads.



I-HAWK...

ICC Dealing & Wheeling

DON'T GAMBLE WITH THESE CARDS...

THE DECK IS STACKED AGAINST YOU WHEN YOU FAIL TO CLEAN THEM!

Pick a card, any card. Analog. Digital.

Stack it with all those others in your AN/MSQ-95 Improved HAWK Information and Coordinational Central (ICC).

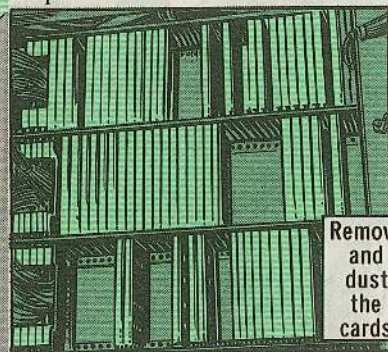
Now, watch them gather dust.

If you let them gather enough dust, you can also watch the funny things your ICC does as the dust acts as a conductor between cards.

& Wheeling

ICC coordination? Forget it. The dust'll help give false readings that'll whack your tactical operation around.

So what to do? Read and heed the word in TM 9-1430-527-12-1 on cleaning the card drawers. Don't pass it up.

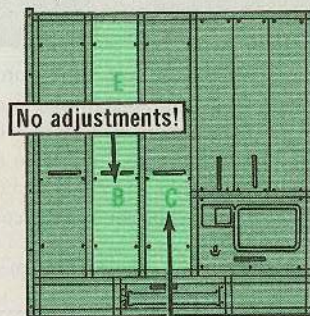


When you do dust the cards, wipe 'em with a soft, clean, lint-free cloth. Or, use a fine brush.

Don't dip the cards in anything. You'll really mess up your operation if you do.

ADP Adjust

Next time you're about to test or adjust your ICC automatic data processor (ADP), remember this:



Do not use probes inside the C parent plate. An accidental touch from a probe can burn up cards.

Do not make any adjustments in the B parent plate. In other words, if you're adjusting E parent plate, above B, never get tempted or careless and do B.

THAT'S SUPPORT LEVEL!

Stinger Nut Snugger

Here's the word from the headshed on the M80 Stinger trainer coolant recharging unit:

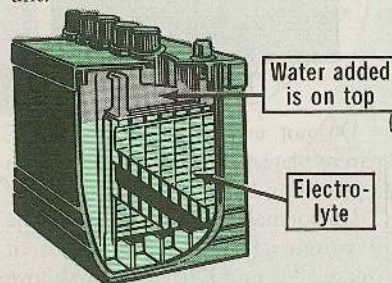
If oil drips from the gas pumping unit (GPU) piston, tighten the packing gland nut...but just till you feel slight pressure against the packing. No muscle. If that doesn't stop the leak, get the compressor replaced.

Be a Pubs Error Terror

Do publications' errors drive you up a wall? Do something about it, like with a DA Form 2028. DA Poster 750-64 gives you a constant reminder...and a handy pocket to keep the forms.

Water Tells a **LIE!**

You can't tell the true condition of your battery or engine cooling system if you test only water. And that's what you get if you add water and then fail to make sure it's mixed with the battery electrolyte or the engine coolant.

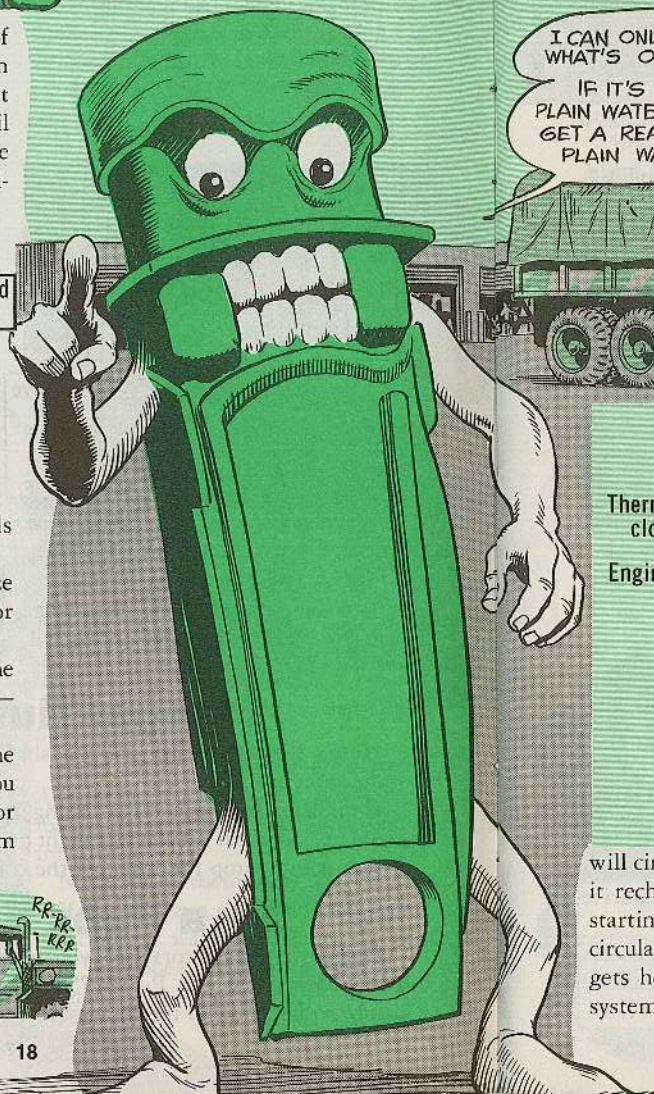


Maybe your battery needs charging—or maybe it doesn't.

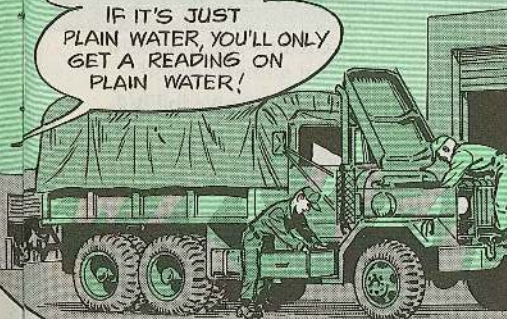
Maybe your coolant's low on freeze protection or rust protection—or maybe it's OK.

You can't know for sure until the water you've added is mixed in—thoroughly and completely.

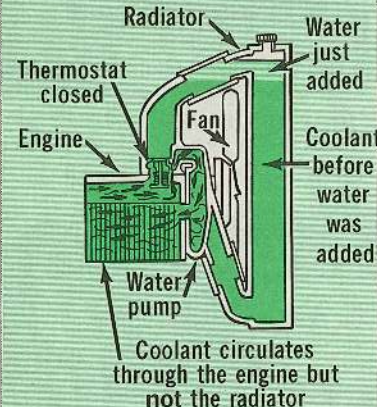
So how can you be sure? Run the engine for about 15 minutes after you add the water—to either the battery or cooling system. The charging system



I CAN ONLY TEST
WHAT'S ON TOP!
IF IT'S JUST
PLAIN WATER, YOU'LL ONLY
GET A READING ON
PLAIN WATER!

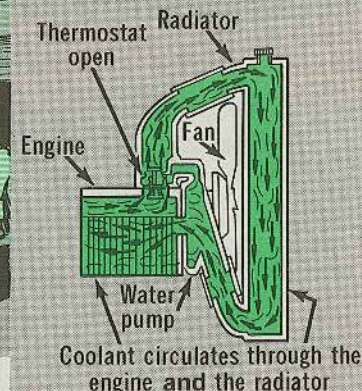


COLD ENGINE



will circulate the battery electrolyte as it recharges the battery after engine starting. The engine water pump will circulate the coolant after the engine gets hot enough to open the cooling system thermostat.

WARM ENGINE



You can test the battery's electrolyte (battery acid) for specific gravity as soon as you shut down the engine. This test tells you the battery's "state of charge"—as explained in Para 3-6, TM 9-6140-200-14, the lead-acid battery bible. Also, see "Easy On The Water", Page 10, DA Pam 750-34, Preventive Maintenance of Lead-Acid Batteries.

But wait until your engine cools down before you check the coolant for freeze protection and rust protection. And go by the book—TB 750-651, Use of Antifreeze Solutions And Cleaning Compounds in Engine Cooling Systems, Para 5, Preventive Maintenance.

TM-218-Series ¼-Ton Truck...

I GOT IT!
IT'S BEEN
MODIFIED TO
BE A SMOKE
GENERATOR!

Battery Cable Fire Hazard

WRONG!
BAD BATTERY
CABLE HOOK-
UP!

Under-the-head battery cable installation can result in a fire in your M151A2 or other ¼-tonner.



Get the
cable and
bolts away
from the
battery box
cover

Install the battery connector cable under the nut instead of under the bolt head. This gets the cable hookups away from the battery box cover. Then the cover won't make contact and

cause a short circuit—and maybe a fire.

This safer hookup is shown in Fig 2-182, TM 9-2320-218-20.

As extra protection, make sure those battery cable hookups—and all



Terminal covers
give extra protection!

others—are guarded with terminal covers, NSN 5940-00-738-6272, Item 1, Fig 50, TM 9-2320-218-20P.

Beat Exhaust Leaks

WOW! WHEN YOU
REPORTED YOUR ENGINE
EXHAUST MANIFOLD
WAS LEAKING...

... YOU
WEREN'T
KIDDING!

Engine exhaust manifold leaks on your M151A2 or other ¼-tonner can drive you nuts.

Now you can save your sanity. A new rundown on installing the exhaust manifold is in TB 43-0001-39-7 (Oct 81). With this, you'll head off leaks by making sure the manifold openings are lined up right with the cylinder head.

TM-242-Series 1¼-Ton Truck...

Gama Goat Brake Bleed Tools



When you bleed the brakes on your Gama Goat, you have to be careful not to spill any fluid in the brake drum. If you do, you have to pull the drum and clean it out.

Brake bleeding is covered in Para 12-14, TM 9-2320-242-20-3-2. The brake bleed hose and wrench mentioned come under NSN 5120-01-024-1029.



Brake bleeder
tool kit
NSN 5120-01-024-1029

IF
YOU
WANT TO
MAKE YOUR
OWN BLEEDING
TOOL, HERE
ARE SEVERAL
IDEAS...

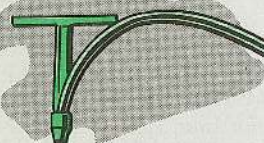
These homemade bleeder tools all include a 7/16-in socket to turn the valve. Use plastic tubing, NSN 4720-00-135-4424.



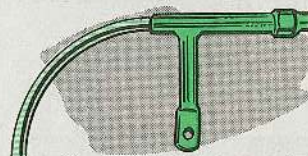
Sawed-off end of the
socket is brazed to any
strong rod bent to an L-shape.



Socket, piece of pipe and a
big nut are brazed together.
Use a wrench to turn the nut end.



Socket, angle iron and a
piece of rod brazed together
for a T-handle wrench.



Socket and 2 pieces of tubing
brazed together.

After you've finished bleeding a wheel, tighten the bleed valve with your tool. Go easy, tho—do not twist the bleed valve off!



M915-Series Trucks...

Electrical Troubleshooting

Finding the cause of electrical trouble in your M915-series truck—and fixing it—may be easy.

The trouble may be loose or poor connections in the electrical compartment caused by wrong hardware.

Make sure circuit breaker and diode hookups are exactly as shown in the diagrams on Pages 5-87 thru 5-90.3 in your TM 9-2320-273-20.

M915-Series Filter Wrench

You can get a wrench for the engine oil filter and fuel filter on your M915-series truck with NSN 5120-00-865-0933. This wrench will be added to the organizational tools in TM 9-2320-273-20P. That's the word in TB 43-0001-39-4 (Jan 81). Until it shows up in the -20P, your authority to order the wrench is App A, CTA 50-970.

Bar the Pry Bar

You can damage the alternator on your M915-series truck if you use a pry bar against the alternator to tighten the drive belts.

Instead, stick with the adjustment in Para 4-55c of TM 9-2320-273-20. It won't damage the alternator, and it's quick and easy, to boot!

Exhaust Cover

NSN 2990-00-089-2079 gets you a cover that fits the 5-in exhaust pipe on any M915-series truck. The cover listed for Item 1, Fig 15, TM 9-2320-273-20P, is too small.

I FEEL NEKKID! WISH THEY'D GET ME AN EXHAUST PIPE COVER....



M916-M920 Sealant

You need silicone RTV (room temperature vulcanizing) when you work on the front wheel bearings and seals on your M916-thru-M920 trucks. Use either NSN 8040-00-902-3871, 3-oz tube, or NSN 8040-00-865-8991, 12-oz can.

M916, M920 Winch Filter

The part number for the winch oil filter element, Item 210, Fig 111, TM 9-2320-273-20P is wrong. Instead, order the element with NSN 2520-00-545-1350.



Wheel Bearing Lube's Enough

There's no need to pack wheel hubs with GAA. You'll only waste grease. If the wheel bearings themselves are lubed right, that's all the grease needed. Stick to the LO and TM for your equipment.



Use the bearing lubricator in the No. 1 Common tool set. If your TM doesn't give detailed instructions, see TM 9-2320-209-20-3-2, Paras 14-7c and 14-8c, for the 2½-ton truck. This procedure goes for all wheel bearings unless the LO or TM for your equipment says differently.

CLP No-No

CLP (cleaner/lubricant/preservative) works like a charm on weapons, but it's not for use on everything.

For example, it can replace OE/HDO or OEA for cleaning, preserving and lubricating weapons, but it can't replace OE/HDO or OEA in automotive clutches, gear boxes or transmissions.

Be sure CLP is an acceptable substitute before you use it.

2½-Ton & 5-Ton Trucks...

Need a Windshield Washer?

Yes, you can have a windshield washer on your 2½-ton or 5-ton truck—if local command gives the OK.

Your support will install the kit, NSN 2540-00-279-8180, listed in TM 9-2320-209-34P. Repair parts are listed in Group 2202, Accessory Items, TM 9-2320-209-20P.

Don't let the Usable on Code "AC" in those 2½-ton truck parts manuals throw you. The windshield washer kit can be installed on any TM-209-series 2½-ton truck, any TM-211-series 5-ton truck or any TM-260-series 5-ton truck.

This windshield washer uses the same cleaning compound, NSN 6850-00-926-2275, listed among Expendable Supplies & Materials for the M151-series ¼-ton vehicles in TM 9-2320-218-10.

Extinguisher for Van

Your M448 1½-ton shop van trailer is the only one in the TM 213-series that needs a fire extinguisher.

Add this model to the description column (3) of the Basic Issue Items in TM 9-2330-213-14.

Mount the extinguisher anywhere inside the van that's easy to get to.



Test Set Checkup

Is your test, measurement and diagnostic equipment (TMDE) gathering dust?



If so, your unit may have more test equipment than it needs, or the wrong stuff.

Keep a daily log of TMDE use. If you don't use a test set, say once a quarter or every 6 months, you probably don't need it.

Tell your CO. He can submit a change to your unit's MTOE or TDA per AR 310-49. The reg also tells how to add test gear you need and don't have.

Water Trailer Contaminated?



Dear Sergeant A. A.,

Your medical battalion's or division surgeon's preventive medicine personnel are qualified to judge whether the water tank is contaminated.

They have been issued detailed instructions in "Interim Guidance on the Preventive Medicine Inspection of M149-Series 400-Gal Potable Water Trailers." This was issued in August 1981 by the Army Surgeon General and was prepared by the US Army Environmental Hygiene Agency.

If you need more info, call the Water Quality Engineering Division, US Army Environmental Hygiene Agency, AUTOVON 584-3816 or -3554...

Commander
US Army Environmental Hygiene Agency
ATTN: HSE-EW
Aberdeen Proving Ground, MD 21010



M149 Water Tank Tee

Use NSN 4730-00-247-3208 to get the pipe tee shown as item 51 in Fig 16 on Page D-63 of TM 9-2330-267-14 & P (Feb 81).

B- BUT DIDN'T YOU ASK FOR TEA, SONNY?



JACK STANDS--USE 'EM RIGHT!



A jack stand (trestle) can take a lot of pressure without breaking if that pressure is lined up straight 'n' true on the ends.

But it won't last long if it's cocked off at an angle under heavy pressure. And all kinds of trouble can come down on you when a jack stand gives out:

• You're out a jack stand if it suffers the slightest damage. It's not safe! And you may be out-of-pocket for the cost of the jack stand if you're at fault for the damage. Figure on about 20 bucks!

• Truck damage can be heavy if your jack stand collapses under cockeyed strain. Figure on losing up to a month's pay.

• You may be lucky enough to wind up in the hospital. It can be worse—when a truck falls on you!



TM 9-2320-260-20-3-2

Instructions in TM

Until recently, you couldn't find detailed instructions for jacking up your truck and supporting it on jack stands. But at least one new TM has come out with this poop. It's in TM 9-2320-260-20-3-2, starting on Page 10-1.

For shop-type lifting operations, you use a 10-ton capacity floor jack (dolly jack), NSN 4910-00-289-7233. And you use 7-ton capacity jack stands, NSN 4910-00-251-8013, in pairs—one at each end of the axle housing—to support your vehicle.

USE 'EM RIGHT!

HERE'RE SOME IMPORTANT RULES... IMPORTANT TO THE TRUCK, TO THE JACK STANDS AND TO YOU...

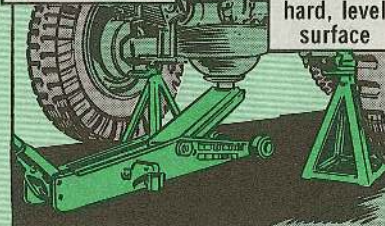
• Park the truck on a level surface.

• To prevent rolling, chock the wheels that won't be raised.

• Raise the entire axle with the floor jack. Never raise one end of the axle housing, place the jack stand

Use a 10-ton jack to raise the entire axle!

7-ton jack stands must be on a hard, level surface



and repeat at the other end. This puts an uneven strain on the jack stand. You'll ruin it!

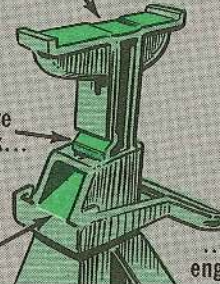
• Make sure the jack stands are on a hard, level surface. If a jack stand is tipped more than 5° from vertical (straight up), uneven strain will damage it. It may even buckle and drop the load!

Center the load on the saddle

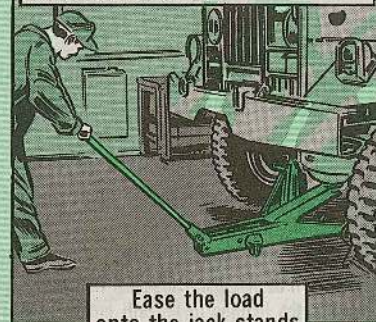
Be sure the rack...

...and pawl...

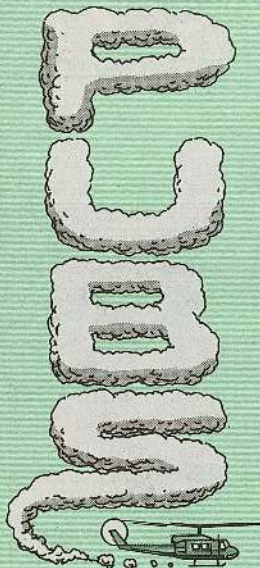
...are engaged



• Lower the floor jack slowly to ease the load onto the jack stands. Dropping the load onto the jack stands can ruin 'em.



Ease the load onto the jack stands



One Index for All

A single microfiche index now lists every current pub and form in the Army. It's DA Pamphlet 310-1, Consolidated Index of Army Pubs & Forms.

It replaced DA Pam 310-1, Admin Pubs; DA Pam 310-2, Blank Forms; DA Pam 310-3, Doctrinal, Training and Organizational Pubs; and DA Pam 310-4, Technical Pubs.

The Pubs Center Bulletins and DA 310-series circulars that announced changes in the status of pubs are being phased out, too. That info's in the new index.

DA Pam 310-99, Obsolete Forms/Pubs, is still good—but you'll only get it twice a year.

No More "Pubs Page"

This will be the last listing of new publications in PS Magazine.

Reason: The new Army Index (see article above) will be updated and issued frequently. As a result, the listings in PS will not be needed.

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 310-1.

TECHNICAL MANUALS

TM 5-1840-277-10 Dec Boat, bridge erection, twin jet, Model USCSBMK
C 6, TM 5-2410-209-12 Jan Tractor, FT, DED, Mod HD16M
C 1, TM 5-2410-214-12 Jan Tractor, FT, DED, D7E
C 1, TM 5-2420-206-20P Jan Clark Mod 280M
C 1, TM 5-3805-239-20P Jan Loader, scoop 2½ cu yd Mod 64SM
C 1, TM 5-3810-294-20 Jan Crane-shovel, ¾-cu yd, 20-ton Mod M320T2
C 1, TM 5-3810-295-12 Dec Crane, 20-ton, Mod M320RT
C 1, TM 5-5115-275-24P Jan Generator GED, 10-KW
C 1, TM 5-5115-323-14 Dec Generator GED, 1.5-KW MEP-015A, MEP-025A
TM 5-5115-465-24P Jan Generator DED, 30-KW
C 3, TM 5-5115-585-12 Dec Generator DED, MEP-003A, MEP-112A
TM 9-1010-224-20&P Dec Launcher, M234
TM 9-1265-388-10-2 Jan MILES
TM 9-1265-389-10-1 Jan MILES for M60A1/A3 tank
TM 9-1265-370-10-2 Jan MILES for M60 machine gun
TM 9-1410-586-24P Sep Chaparral
TM 9-1425-480-L Nov Dragon
TM 9-1425-1585-10-1 Sep Chaparral
TM 9-1430-588-10-HR Nov FAAR

C 1, TM 9-2350-253-10 Jan Tank, M60A3 TTS (tank thermal sight)
C 2, TM 11-1510-213-20-2 Jan RV-1D
C 3, TM 11-5830-340-12 Jan AN/VIC-1 Intercom set, C-10456 and C-10680 intercom, intercom controls, and AM-7046 audio frequency amplifier
TM 11-5840-360-14-1-1 Jan AN/SPS-64 (V) 5 radar
C 1, TM 11-5855-249-20 Dec AN/VVS-2 (V) 1, 1A, 2A, 3 driver's night vision viewers
TM 11-6130-245-14-2 Feb PP-2309-C/U power supply
C 2, TM 55-1520-209-23-1 Jan CH-47A
C 2, TM 55-1520-210-23-1 Feb UH-1D/HV/CH-1H
C 12, TM 55-1520-227-23-1 Jan CH-47B and CH-47C
C 2, TM 55-1520-227-23-3 Sep CH-47B and CH-47C
C 4, TM 55-1520-227-23-5 Dec CH-47B and CH-47C
C 19, TM 55-1520-228-23-1 Mar OH-58A and OH-58C
TM 55-1520-236-L Dec Pubs for AH-1S (prod) AH-1S (ECAS) AH-1S (modernized Cobra)
TM 55-2840-228-23P Dec T53-L-11C, T53-L-11D, T53-L-15B

MISCELLANEOUS

DA Form 2052 Jan Hand receipt/annex (stencil master)
DA Form 2062 Jan Hand receipt/annex number (offset master)
DA Form 3266 Jan Missile eqpt failure report
DA Form 3749 Jan Equipment receipt
DA Label 132 Jan 80 WARNING - DO NOT START VEHICLE WHILE RADIO IS ON
DD Form 1970 Apr 81 Motor eqpt utiliz record
LO 5-1940-277-12 Dec Boat, bridge erection, 27-ft Mod 212
LO 9-1430-588-12 Dec Radar AN/MPQ-49
PAM 310-1 Dec Index admin pubs (fiche)
PAM 310-2 Dec Index blank forms (fiche)
SC 1680-97-CL-A08 Aug Survival kit seat: aircraft cold climate, hot climate, over-water
SC 4840-95-CL-B03 (fiche) May Org repair light truck mtd
SC 5180-90-CL-N01-HR Jul TE 50-B tool kit
SC 7360-90-CL-N02 Nov Range outfit, field, gasoline
SC 7360-90-CL-N02-HR Nov Range outfit field, gasoline
TB 43-0122 Jan Safe handling and identification of CECOM radioactive items

AUDIO-VISUAL STUFF

Available at battalion or post Learning Center

TV Tapes

TVT 9-58 How to assemble demolition kil, projected charge M173
MF (VT) 38-13130 Army TMDE calibration and repair support

TEC Lessons

030-051-6322-F M418 float bridge/left, intro
030-051-6444-F Double-single Bailey bridge Part II
030-051-6449-F Double-single Bailey bridge
030-051-6450-F Double-single Bailey bridge
043-441-5596-F Individual synchro alignment of the

1CWAR, Part I
043-441-7905-F Chaparral
043-441-7916-F Chaparral
101-113-4792-A Trace current path thru schematic
101-113-4808-A Amplitude, freq measuring with oscilloscope AN/USM-251
101-113-4810-A Freq measurement
101-113-4811-A AM transmitter audio
101-113-4812-A AM transmitter RF
101-113-4817-A Transmitters Part I
101-113-4818-A Transmitters Part 2



A Second Chance?

(Continued from front cover.)

Welcome, Sergeant Jones, I didn't expect to see you—or your men—so soon!

I REALIZE OUR APPEARANCE HERE MAY BE PREMATURE, ST. PETER, BUT OUR GEAR LET US DOWN AT A CRITICAL TIME ... AND...

Hold on, Sarge! According to my book, you've got it turned around!!



You let your equipment rot!
You let your men rot!
They're paying for your neglect!

NEGLECT MY MEN?

ME?

WHY, I GAVE 'EM ALL MY TIME!





Yes, you did!



You did a fine job!



Without a doubt!



You overlooked one thing...
You were in charge of men
and materiel!
How well did you
look after the
equipment?



B-BUT, SIR...OUR
EQUIPMENT IS ALL
COVERED BY
PUBLICATIONS!!

ALL MY TROOPS HAD
TO DO WAS FOLLOW THE
INSTRUCTIONS IN THE
TM'S AND LO'S!

Yes, but did they
understand them?

Did they do all they
were supposed to all
the time?

Did you
check?

WELL-L-L-



Were you around when they pulled their PMCS?

TM SEZ
T' PULL
PMCS...

WHAT'S
THAT?

NO,
BUT...

What did you tell Private Johnson when he
came to you for help with his rifle?

SERGEANT,
I GOT A
PROBLEM...

SORRY, PRIVATE--
I GOT AN NCO
MEETING!

COME
BACK
LATER!

HMMM...
I DON'T THINK
HE EVER CAME
BACK, THO...

JOE'S

Dope Sheet

DID YOU WRITE
THAT UP ON YOUR
2404?

THAT'S NOT THE
RIGHT LUBE, SOLDIER!
SHOW ME
YOUR TM!!

When training your soldiers to fight,
Make sure the PM is done right!
It's part of Command!
You have to demand--
Or your chance of success will be slight!

IF YOU PULLED
YOUR PMCS... WHY'S
THE COOLANT LOW?

YOU DON'T DISASSEMBLE
THAT COMPONENT, PRIVATE...
FOLLOW
THE TM!

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.

When Private Carr told you his vehicle was overheating, what did you do?

I TOLD HIM TO NOTE IT ON THE FORM 2404!



IT'S OVERHEATING, SERGEANT!! WHAT DO I DO?



Did he? Did you follow-up to see that it was done?

HE'S SUPPOSED TO FOLLOW THE BOOK!

I ASSUMED...



HOW DO I FILL IT OUT?

TM 38-750 TELLS YA HOW!

Assumed? You didn't "assume" they had learned all the other skills!

You made sure they'd learned them...right?

YOU BET! I KNEW THEY COULD DO THEIR JOBS RIGHT!



YOU GOTTA LEAD YOUR TARGET, MEN.

GOTCHA!

But you figured PM was something they could do with no help from you??

RIGHT!

IT'S ALL IN THE BOOK!

BESIDES, THAT'S THE ARMORER'S JOB!



SERGEANT, DO WE LUBE TH' FIRING PIN?

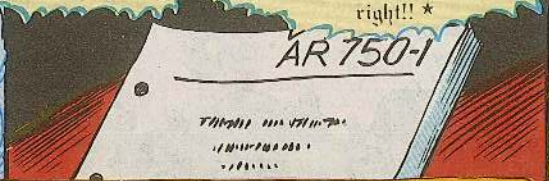
CHECK TH' TM!

Negative Sergeant!!

You were in charge of the equipment!!

It was your responsibility to see that it was maintained right!! *

YES, BUT...

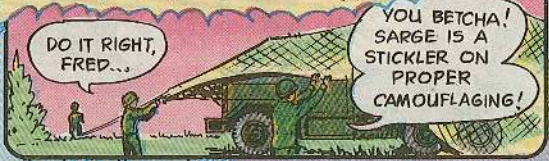


★ AR 750-1, Para 1-3b(1) says that every commander is responsible for maintenance in his unit.



Your men did their other jobs right, because they knew you'd check 'em out...Right?

SURE!



DO IT RIGHT, FRED...

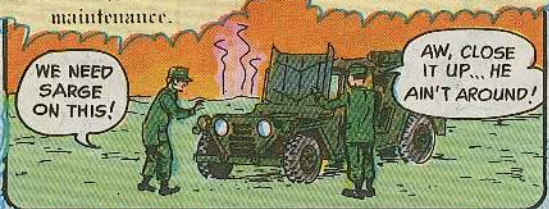
YOU BETCHA! SARGE IS A STICKLER ON PROPER CAMOUFLAGING!



But they knew they were on their own when it came to maintenance.

You weren't around to help 'em or correct 'em!

WELL...



WE NEED SARGE ON THIS!

AW, CLOSE IT UP... HE AIN'T AROUND!



So they assumed if the job wasn't worth being supervised, it wasn't worth doing!

I CAN SEE WHERE THEY MIGHT GET THAT IDEA, SURE...



SARGE NEVER PAYS ATTENTION T' VEHICLE PM!

RIGHT!...SO WHY SHOULD WE BOTHER!



But, you went ahead and bet your life—and theirs—on the ability of your equipment to perform in combat?

... AND I GUESS I LOST THE BET...

ARRGHH!
JAMMED!



Yes, but you're lucky!

You're getting a second chance to prove you can handle the job!

Y-YOU MEAN THIS IS JUST A DREAM?

Well... Maybe...



BETTER GET STARTED ...

I GOT A LOTTA THINGS T' CATCH UP ON!

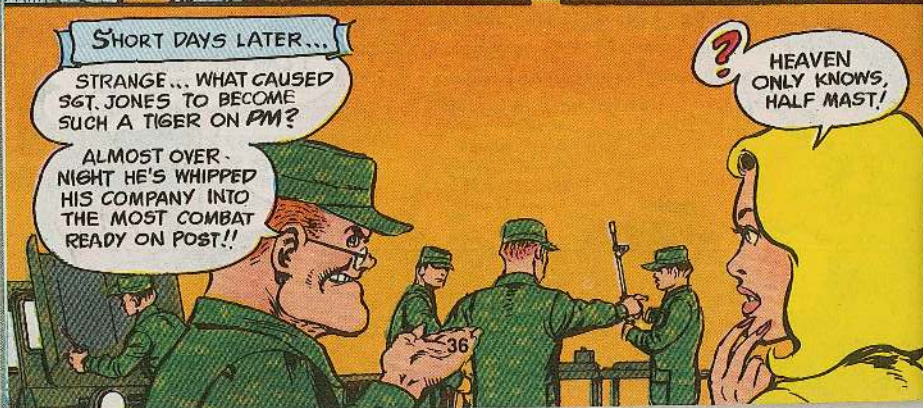


SHORT DAYS LATER...

STRANGE... WHAT CAUSED SGT. JONES TO BECOME SUCH A TIGER ON PM?

ALMOST OVER-NIGHT HE'S WHIPPED HIS COMPANY INTO THE MOST COMBAT READY ON POST!!

HEAVEN ONLY KNOWS, HALF MAST!



A
MOBILITY
R

Try This for Size!

BUT WAS HE PROGRAMMED WITH TM 55-1520-228-23?

'COURSE, SERGEANT... AN' HE'S GOT SOME GREAT BUILT-IN FEATURES!



Dear Editor,

Pulling the input seal on the OH-58A/C tail rotor gearbox, as explained in Para 6-165d of TM 55-1520-228-23, can be a bit of a problem. You can damage the housing using 2 screws and offset screwdrivers.

We came up with a better way to pull the seal, using Kiowa crosshead puller, NSN 5120-00-177-9363.

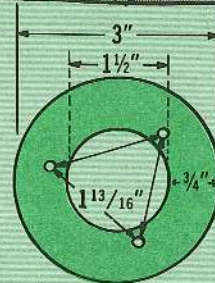
Just make a circular disk from 1/8-in steel to the dimensions shown.

To pull the seal, insert the 3 self-tapping screws thru the disk and into the seal.

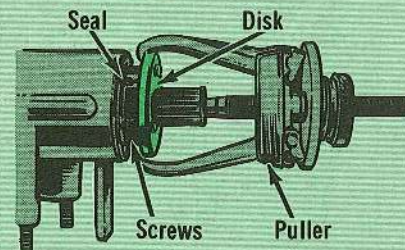
Adjust the arms of the puller over the disk.

Put a wrench on the end of the puller and you'll pull that seal easy as you please.

Kent D. Sharpe
Wisconsin Army National Guard



- Drill 3 No. 11 holes
- Use 3 No. 8 sheet metal screws, 1 1/4-in long



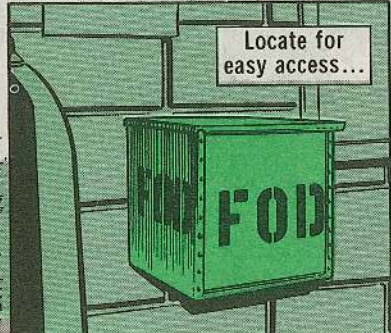
(Ed Note—Thanks for sharing a good idea.)

Organize!... Get Your S-p-a-c-e Act Together

A PLACE FOR EVERYTHING AND EVERYTHING IN ITS PLACE.

...THAT'S THE WAY TO RUN A FIRST CLASS MAINTENANCE OPERATION!

For example, discarded hardware won't find its way into engines and



drive-trains to cause Foreign Object Damage (FOD) when you have a place to put it.

Latch onto a suitable metal container, label it FOD and locate it for easy access. Just like a container labeled OILY RAGS, which you use



...routinely, your FOD container will get maximum use.



Space Limited?

The smaller your hangar, the more you need to organize the ground support equipment.

Shipping containers that are weatherproof can be located outside.

Compressors, hydraulic mules and auxiliary power units should be kept in an area marked off by the lines painted on the hangar floor. The same deal goes for jacks, maintenance stands and ground-handling wheels.

The idea is to keep your support equipment in one area. If you scatter the equipment, you'll cut down on floor space needed to pull maintenance.

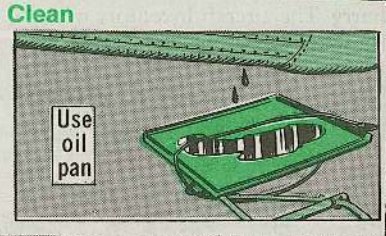


Think Clean

Oil spills have to be cleaned up right away with a sweeping compound. Put a drip pan under any leaky bird.

Keep hangar aisles clear and store aircraft cowlings on shelves.

A clean hangar and quality maintenance go hand-in-hand.



Aviation Messages

If your unit has not received a message in which you have an interest, check with your next higher headquarters.

AH-1-82-01 Rigging throttle control idle stop adjustment DRSTS-MEA 042000Z Feb 82

AH-1-82-02 Inspection of servo extension tubes DRSTS-MEA 262115Z Feb 82

General 82-02 Safety check for AN/ALQ 144 IR Jammer DRSTS-MEA 241830Z Feb 82

UH-1-82-01 Inspection of collective and left/right cyclic connecting links DRSTS-MEA 082045Z Feb 82

Stop the Engine!

When you Ute types adjust the idle on a U-21 engine, using the work aid on Page 37 of PS 351, be sure you shut down the engine. You can make your adjustment and then crank 'er up again. For safety reasons, it's not a good idea to be near a moving prop.

Mounts Count...

Believe It or Not!!



From a distance, the mounts for the RT-348/ARC-54 and the RT-823/ARC-131 look alike.

Believe it—they're not!

The mounts differ in one very important way: There are 4 shocks at the rear of the MT-3664/ARC-131, but only 2 on the MT-1535/ARC-54. The extra shocks are needed for the newer, heavier ARC-131.

If you put that "heavy" in the wrong mount, the shocks will go to pot in a hurry. The aircraft inventory will also be out of whack.

So when you avionics types switch radios, be sure you match 'em up with the right mounts.

The ARC-131 needs 4 rear shocks



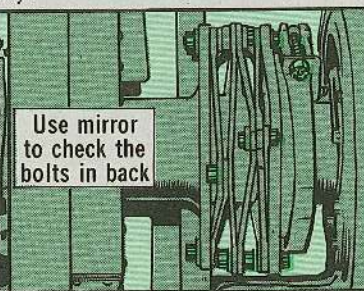
Focus on Drive Shaft



Use an inspection mirror to eyeball the flexible-plate main drive shaft during the PM Daily, Huey mechs. The added check is for birds with the new Kamatics Kaflex drive shaft. TSARCOM Msg DRSTS-MEA 101745Z Apr 81 (UH-1-81-05) has details.

Look for broken or missing bolts, misalignment of plates at the con-

necting bolt points, and clamp security.



40

Pulling Inspections...

Scheduled or Actual?



Dear Windy,

We pulled the last Phase inspection on our Huey early, at 1198 hours. It was due at 1200 hours.

Can we schedule the next 100-HR Phase for 1300 hours. Windy?

SGT G. B.

Dear Sergeant G. B.,

No way! You would be overflying the check.

Para 2-1c of TM 55-1500-328-25, on aircraft policies and procedures, says you can only overfly inspections in an emergency, such as an aircraft evacuation to avoid severe weather.

The next inspection is figured from the actual time you pulled the last one. So schedule your next Phase for 1298 hours.

After awhile, the maintenance officer may need to readjust the Phase numbers in a cycle. This is done according to the poop in Para 2-2f of TM 55-1500-328-25.

Emergency Fuel Record



Dear Windy,

The Huey -10 manual says that you can't fly the aircraft when emergency fuel has been used for a cumulative total of 50 hours. We can't find any info on how to keep track of the emergency fuel hours flown. Even the new TM 38-750 doesn't specifically address this question. Can you help?

SSG H.R.H.

Dear Sergeant H.R.H.,

You bet. You record the emergency fuel usage on DA Forms 2408-13 and 2408-15. The word on this is in TB 55-9150-200-24 on fuels, oils and lubricants. See the note on Page 2-3, C 1.

NOTE

Record emergency fuel flight time on DA Form 2408-13 block 17. When DA Form 2408-13 is removed from the log book, transfer the emergency fuel data to DA Form 2408-15 for the engine and record both that days flight time on emergency fuel and a total flight time on emergency fuel.

...AND THIS NOTE IS NO. 1 IMPORTANT, BUDDY!...

HEED IT!

41

OUT! I
DON'T TRUST
YOU!

'Boot' Faulty Boot

HEY! JUST ORDER
ME A NEW BOOT!

Dear Windy,

When removing the dust and moisture boot from the Cobra's main drive shaft, the boot's retainer sometimes comes loose from the boot.

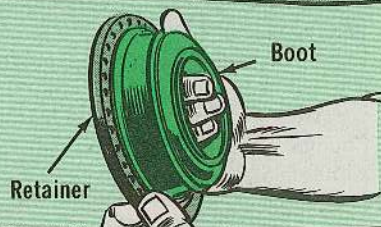
Since both the retainer and boot are fastened to the drive shaft coupling with 8 bolts, can the boot assembly be reinstalled with the retainer loose?

SP4 J.J.H.

Dear Specialist J.J.H.,

No. If the retainer separates from the boot, you don't have a good seal. Ask for a new dust and moisture boot with NSN 1615-00-624-0674.

Windy



Keep 'em Firing!

FIRE NOW!!
QUICK!

?GULP?
C-CAN'T! THINK
WE GOT A SHORT!

Chafed wiring in the harness assembly leading to the gunner's armament control panel on your AH-1S ECAS and PROD models can cause a short and knock out the guns.

So, crew chiefs, take a look at wireway, Item 62, Fig 122A, TM 55-1520-236-23P

If you find any signs of chafing, remove the 2 screws, NSN 5305-00-984-4989, that hold the wire bundle conduit to the airframe. Replace them with shorter screws, NSN 5305-00-984-4988.

The new screws will give enough clearance in the wireway to prevent chafing.

Dryclean Only!

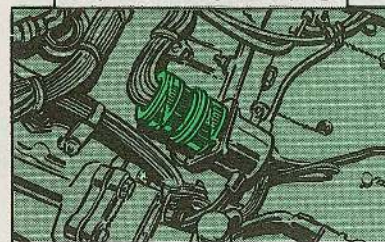
I GOTTA
HAVE IT BACK
T'MORROW,
OK?

AH-1S pressure switches and transducers in oil, fuel and hydraulic systems are taking it on the chin, Cobra mechs. More are failing!

The culprit? Corrosion!

During a wash job, water runs down wire bundles and settles in the can-

Keep water away from plugs



non plugs. The corrosion villain then goes to work, putting components out of commission.

The poop in Para 2-47 of TM 55-1500-333-24, on cleaning aircraft, is

what you want to follow. The Caution "Do not use water or steam on electrical equipment" is important.

Use drycleaning solvent P-D-680, Type 1, to remove tar, oil or grease from wire bundles. NSN 6850-00-264-9038 will get you a 5-gal can.

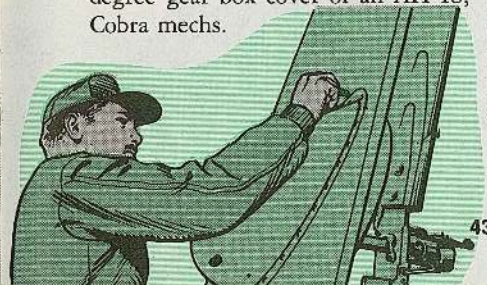
Areas on many aircraft are open to the elements, tho. Rain will run down the wires in the Huey hellhole, for example, and short out the works.

In those special places, you can keep water out of the cannon plugs by using a flexible sealant. Adhesive sealant, silicone RTV, general purpose, is what you want. NSN 8040-00-701-9546 will get you a 4.7-oz tube of the clear sealant.

Just squeeze the contents of the tube around the wires—where the protective plastic cover ends—and you'll stop the corrosion villain cold.

No Coverup, Please!

Never substitute screws in the 90-degree gear box cover of an AH-1S, Cobra mechs.



There is little clearance between the top of the cover and the gear box housing. If you use a long screw (in place of the correct short one) in the upper nut plate, it will wear a hole in the gear box housing.

To prevent a gear box replacement, use only the screws called out in Fig 44 of the Cobra parts pubs.



AN/GRA-39
is Victim...

COMMO KILLER STRIKES AGAIN!

Hello, Chief!
I'm down here at
the radio shack
at the 9th of the
99th Artillery.
Looks like he's
struck again.

Oh, no!
You mean the
AN/GRA-39
Radio Set
commo
killer?

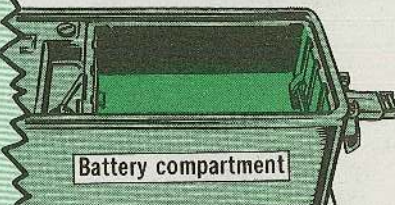
Are you sure,
Sergeant?

That's a
10-4, Chief.

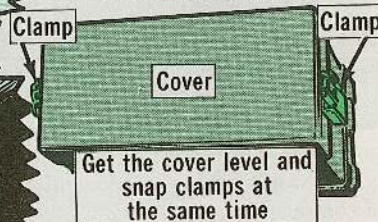
Same
MO.

You know:

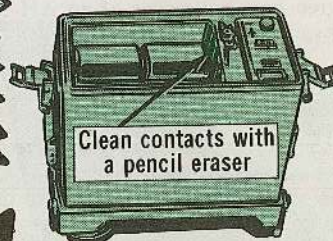
...Cracked battery
compartment where
the batteries weren't
seated right...



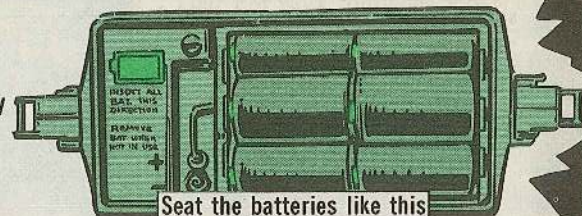
...Bad connections where
the batteries were jarred
because the cover wasn't
level and the clamps
weren't snapped at
the same time...



...Contacts so dirty it
looks like they've never
been cleaned with a
pencil eraser...



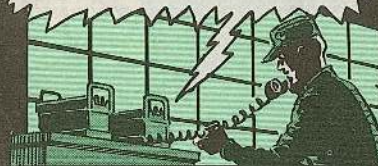
...Batteries stacked
every which way instead
of pointed the way
the set shows to...



...And the corrosion in
the battery compartment!
I've never seen anything like
it in all my years on the job.
That Commo Killer must
never have taken the batteries
out when he wasn't using
the equipment.



Sergeant, do we have a
witness to the crime?



You know the Commo Killer. His
victims don't live to tell any tales.
They're just dumped at the nearest
commo shop. It's a tough case to
crack.



Sergeant, I want you to get him.
I don't care how you do it. Just
get him and book him!



What
charges?

AN/GRA-39 commo
killing in the first degree
and assault on batteries.

Roger-and-out,
Chief.



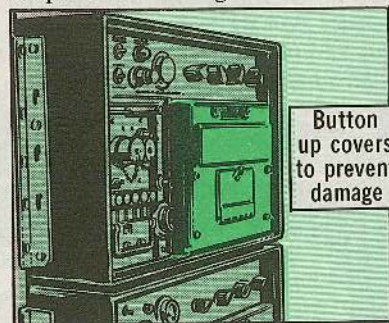
When you're giving your commo shelter setup the PM once-over, be sure you eyeball both sides—in and out.

On the inside, of course, the biggest job is taking care of those expensive components that let you communicate.

First, keep things neat. Extra TA-50 equipment, spare radio sets or loose rolls of teletype paper are all potential commo killers.

The gear that belongs in your shelter has a specified place. Keep it there. Your best bet for those other little extras you have to take with you to the field is to stack 'em away neatly.

The equipment itself should be secure in its racks. Keep screws tight. Then, when word comes to move out ASAP, you won't have to worry about components bouncing around.



Button up covers to prevent damage

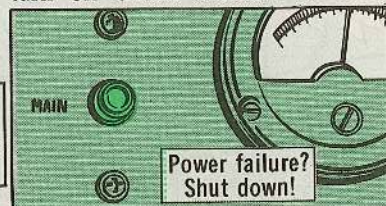
You can prevent other damage by buttoning up gear. Use covers on equipment that has 'em, like TD-660 multiplexers and CV-1548 telephone signal converters.

Without a cover, fuseholders, switches and printed circuit boards are easy targets for damage.



While you protect your gear from bumps and bruises, protect it from power surges, too.

Like, if your power suddenly fails, turn off circuit breakers or main



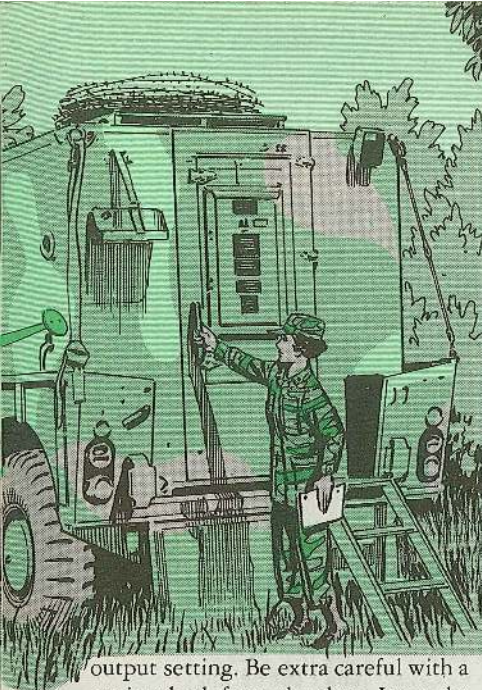
switches. Then, when power is restored, surges can't damage typewriters and radio sets.

In fact, once power is restored, wait until voltage levels stabilize before powering up your gear.

There'll be some alinement and adjustments to make, sure. But, it sure beats sending equipment for repair.

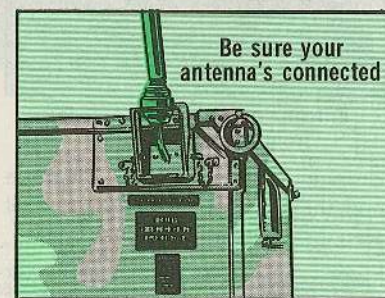
Another zapper is cranking up a new generator set without checking its

Shelters Your Gear



output setting. Be careful with a set just back from the shop. It may be on too high a setting for your gear.

Another way to protect your components is to keep 'em cool. Keep coats, pubs and spare parts off fans and blowers. Be sure you've got an



antenna hooked up to an operating transmitter, too. Without it, an amplifier's output will stay in the set and burn up delicate circuits.

On the Outside

Your PM work continues once you step outside. Watch for power cables.

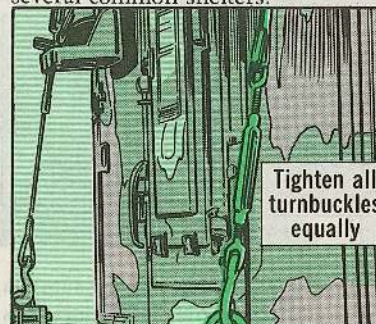


Keep feet and vehicles off. When cables must run through heavily-traveled areas, bury 'em or string 'em overhead.

Be careful when connecting and disconnecting, too. Rough handling can break plastic receptacles or connector cases.

When making a quick move, be sure to disconnect all cables.

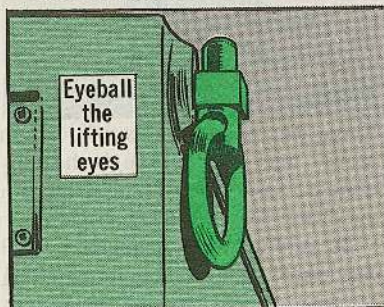
Next, look at your shelter. Is it properly seated on the vehicle? SB 11-640 gives you the dunnage info for several common shelters.



Make sure tiedowns are tight. Not overtight, tho. Tighten all the turnbuckles equally. When they're as snug as you can get 'em by hand, slip a bar through the buckle and give another half turn.

Not sure which tiedowns you need, or how to get them and other parts for your shelter? Get the parts pub. DA Pamphlet 310-4 lists the shelter manuals in the TM 11-5410-series.

Eyeball your shelter's lifting eyes



for rust or hairline cracks. A shelter's not one of the things that's supposed to fall out of the sky.

'Course, any time the shelter needs repair, your reference pub for materials, PM directions and tools is TB 43-0124.



Be sure you're grounded

Protect yourself by making sure you have a good ground. That's a chassis ground for internal gear and an equipment ground for the shelter. For some

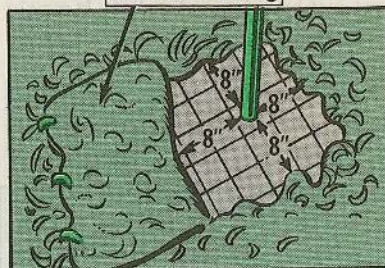
good poop on grounding, see TC 11-6, Grounding Techniques.

Protect your equipment by being sure your whip antenna is not grounded. 'Course, you watch out for power lines, but other metal does it in, too. Like the camouflaged radar scattering screen you use to hide your rig. Letting it lie on your antenna can give you a couple headaches.

Number 1 is the metal content in the screen. It can cut down the radio frequency (RF) power output of your antenna. That can reflect back to your amp and damage it.

Number 2, the heat from the antenna could burn the screen. Head that off by leaving at least an 8-in

Tie flap back... don't cut netting



Antenna needs 8-in clearance from garnish material

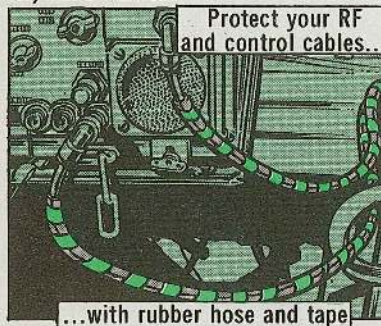
clearance around the whip. Then use only the screen's plastic straps to hold sections together.

YOU'LL ALSO WANT TO KEEP ALUMINUM SUPPORT POLES AT LEAST 4 FEET FROM THE WHIP!

Cable Saver

Dear Editor,

I've found a good way to protect the radio frequency and control cables in my M151 truck.



Protect your RF and control cables...

...with rubber hose and tape

To head off cuts and other damage, I wrap the cables in old black water hose.

I cut the hose about 4 inches shorter than the cables so connections are still easy to make.

Once it's the right length, I slit one side of the hose from end to end.

The cables go inside, then I wrap tape around the hose to hold them there. Finally, the strapping kit fastens the assembly to the vehicle and keeps it out of the way.

This fix keeps the vehicle neater and cables on the job longer.

SSG Rodrigo V. Estrada
Ft Hood, TX

(Ed Note—Good work. Thanks for passing along your cable-saving idea.)

Your PP-2953 Rates a 10A

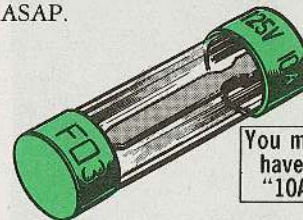


Watch the A rating on the fuse you give your PP-2953 or -2953A power supply. If it's too high, the series regulator circuit will get zapped.

Your front panel calls for a 10A (A for amp) fuse. The NSN in your TM 11-6130-233-24P, tho, brings a 12A. Too big. The right fuse is NSN 5920-00-758-7785.

Eyeball the fuse already in your power supply. Look for "10A" on the

ferrule. If it's the 12A fuse, replace it ASAP.



You must have a "10A"

Order
NSN 5920-00-758-7785

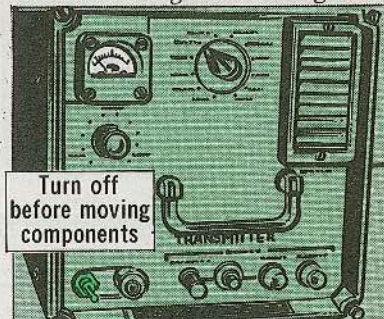
This'll Really

BOOM! You Up

GETTING THE HOT SCOOP TO THE RIGHT PEOPLE TAKES A COOL RADIO SET!

KEEPING YOUR ANGRY-103 COOL TAKES ONLY A LITTLE COMMON SENSE AND GOOD PM. F'INSTANCE...

Always turn off the set's power before removing or installing components.

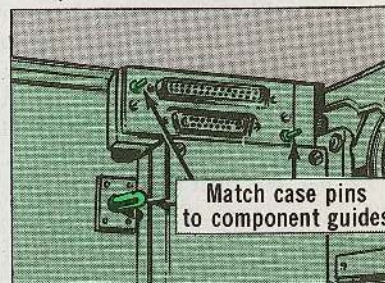


Turn off before moving components

ponents. If you don't, power and signal connectors can be damaged.

Slide components into their cases carefully. Rough handling can bend pins and cause arcing when you try to operate.

The components guide pins and case locating pins help you put things together. Slide gear in carefully until you feel the pins mate. Then seat firmly.



Match case pins to component guides

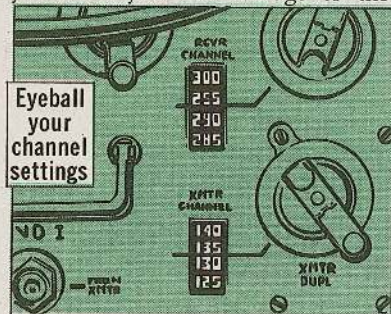
Keep your T-983 transmitter filter clean. That means switching them at least weekly like the TM says. In a dusty area, do it more often. You may need to switch 'em every 4 hours or so.

When you clean, clean out the case, too. It can collect a lot of dust.

If you think you're going to need extra filters, get 'em before you go to the field. Trying to run a radio without filters might keep the overheat alarm from blinking, but it leaves your set open for bigger problems.

Clean filters with soap and water or a low-pressure air hose.

Keep your AM-4316 amplifier-converter receiver and transmitter settings at least 50 channels apart. If you don't you risk damage to the



Eyeball your channel settings

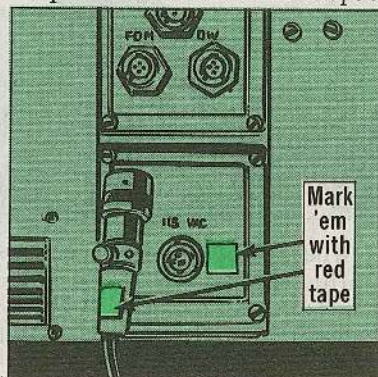
2A1AR1RF amp in the R-1329 receiver.

Make all connections before you turn on the set. If you're not hooked to

the antenna or a dummy load, you can KO your transmitter.

Watch your hookup of the CX-10762 power cable. It'll go on the order wire jack if you force it. That damages the T-983's amplifier monitor panel.

The cable goes to the 115VAC receptacle. Mark both with red tape to



Mark 'em with red tape

head off mistakes. Get a roll with NSN 7510-00-550-7126.

Finally, be sure you keep everything snugged up. That means components in cases and cases in racks.

A loose piece of gear will find a way to hit the floor or dangle at the end of a cable.

EITHER WAY, YOUR SET IS HEADED FOR SUPPORT!

Camouflage Screen System...

Want to make a tank or truck disappear? Say a few abracadabra's and put up a camouflage screen. The trick may not put Kreskin the Magician out of work, but it can fool the enemy.

To make your show a success, tho, you've got to practice a little PM magic on the screens, poles and spreaders that make up the camouflage screen system.

TM 5-1080-200-10 can help you keep your camouflage screen system in top shape. It has the word on use, care and repair parts for screens and other components.

Not Seeing

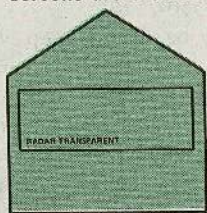


HERE'RE SOME MORE TIPS THAT CAN HELP WITH YOUR CAMOUFLAGING SLEIGHT OF HAND...

When you lay screens out on the ground, never depend on magic to protect 'em from sharp objects. Hocus-pocus actions won't make sticks, rocks and other junk in the area disappear. "Policing" the ground is the answer.

Never mix radar scattering (Type II) and radar transparent (Type I) screen

Tags for Type I screens are 5-sided



Type II screens have rectangular ID tags



sections. It's easy to tell them apart. A rectangular ID tag means Type II; a 5-sided tag is for Type I.

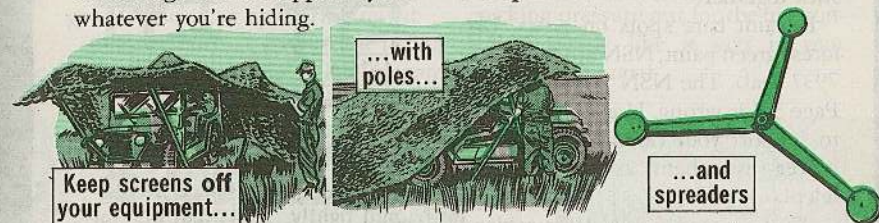
Make sure all your patterns are the same.

is Believing



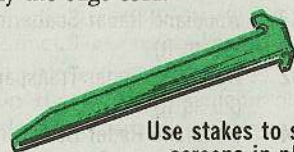
Nix on draping screens over equipment. It doesn't do much for disguising the shape, and it does even less for the screens when they snag on the equipment's sharp edges.

Use the support poles and batten spreaders—components of your camouflage screen support system—to suspend screens at least 2 feet from whatever you're hiding.



Secure screens in place with aluminum stakes, NSN 1080-00-108-1654, and make sure the stakes catch only the edge cord.

Keep screens away from hot surfaces. Heat from heaters and exhaust ruins the synthetic camouflage material.



Use stakes to secure screens in place

Give screens the once-over daily. Keep 'em tight by adjusting the stakes and poles. If the wind's blowing hard, or snow and ice are piling up, check your screens more often.

Whip antennas are a real hot problem for radar scattering screens. If the two touch while you're transmitting, you'll end up with char-broiled camouflage. Pull a PM rabbit out of your hat. Check the TM for instructions on preventing a fire hazard.

Back blasts from artillery can take the magic out of a camouflage screen, too. Remove screens from the blast area before you do any firing.

Maintenance Magic

File rough spots off the ends of pole sections. Nicks and burrs make 'em



File
off nicks
and
burr

hard to put together and take apart. They'll snag screens, too, and give you more maintenance problems to worry about.

Keep the ends of pole sections clean. Dirt, sand and junk cause 'em to stick together.

Repaint bare spots on poles. Use forest green paint, NSN 8010-00-111-7937 (gal). The NSN in your TM on Page 3-2 is wrong. Use support poles to support your camouflage screens. Never use them as pry bars or telephone poles.

Wash screens in mild detergent and a barrel of water. Dry 'em before you fold 'em for storage. Store 'em away from heat and direct sunlight.

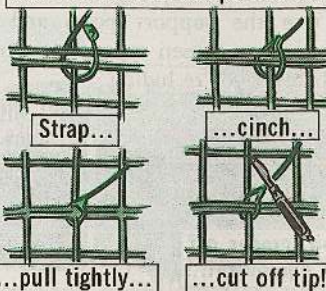
Fix rips 'n' tears as soon as possible. Use the repair kit for the type and pattern screen you're repairing. NSN's for repair kits are in the TM.



Use the right repair
kit for your screen

Trim off any jagged edges of the hole you're patching and cut a patch big enough to cover it. Tie the patch

Use the tiedown straps like so:



Strap...

...cinch...

...pull tightly...

...cut off tip!

securely in place with black plastic tiedown straps NSN 1080-01-022-8633.

NSN 1080-01-051-1433

Woodland Radar Scattering Cloth (20 sq ft)

-051-1432

Woodland Radar Transparent Cloth (20 sq ft)

-062-2184

Woodland Radar Scattering Twine Desert Radar Scattering Cloth (20 sq ft)

-073-1269

-075-4016

Desert Radar Transparent Cloth (20 sq ft)

-060-1698

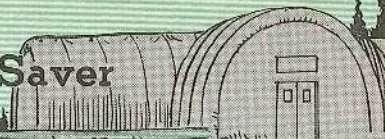
Desert Radar Scattering Twine Reinforcement Edge Cord

4020-00-180-6675

MUST U-Pack...



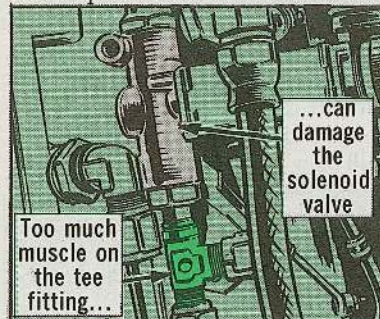
Valve Stop Saver



Careful, troopers, when you replace the tapered nipple tee fitting in the fuel stop solenoid. Too much muscle

this fuel stop solenoid hangup. Get it with NSN 4730-00-787-9402.

'Course, if you can't wait for supply to get the new fitting, cut or grind off the tapered unthreaded part of the tee fitting that mates with the outlet end



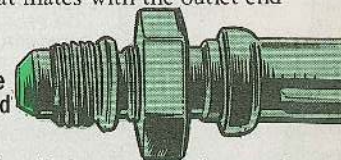
...can
damage
the
solenoid
valve

Too much
muscle on
the tee
fitting...

can damage the solenoid valve...put your U-pack in a sputtering mood.

A new tee that has a boss fitting with locknut sealing will eliminate

Grind or
cut off the
tapered end



of the solenoid. Be sure you deburr and clean the end well to remove any metal bits.

Check your job by pulling the fuel cracking pressure test for the fuel control assembly like it says in your operator's manual.

U-Pack Noise Hazard

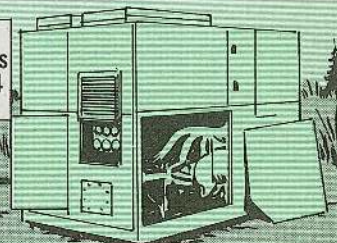
U-packs for MUST—Medical Unit, Self-contained, Transportable—must be stenciled on all 4 sides with noise hazard warnings.

Use yellow paint—black, if U-pack is camouflage painted—and 1½-in high letters like so:

On the front of the unit on the condenser compartment access door No. 2 system, put:

**CAUTION
NOISE HAZARD
HEARING PROTECTION
REQUIRED WITHIN 20 FT**

Stencil
warnings
on all 4
sides



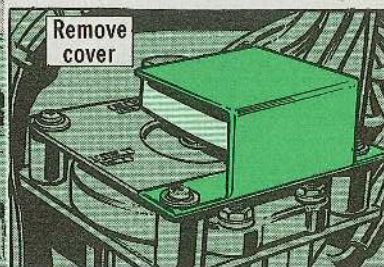
In 3 places—on the right side of the unit on the rear panel, on the rear of the unit on the heat exchanger compartment access panel and on the left side of the unit on the upper rear panel—put:

**CAUTION
HEARING PROTECTION
REQUIRED WITHIN 5 FT**

Uncover

A COVER
USUALLY
PROTECTS
EQUIPMENT
FROM DAMAGE,
OR PEOPLE
FROM INJURY...

...But the voltage/phase selector switch cover on a 10-KW GED generator set can lead to a wrong load terminal and voltage/phase hookup that will blow your mind...and equipment.



The voltage/phase selector switch cover was put on the set as a safety item...to make it harder for the operator to switch the voltage from one setting to another while the set is running.



But the cover hides the 120V, single phase setting—the most commonly used operating mode—from the operator.

the Switch

For instance, a common power hookup for a commo van is load terminal connections L2 and L3 and the voltage/phase position switch on 120V, single phase.

The operator who turns the selector switch to the 120/240V, single phase position and starts the generator can damage a lot of equipment.

Stop the connection mix-up and equipment damage by getting rid of the cover. You don't need it. The switch is inside the control box...which is closed during operations.

Hold one! Before you start the generator, doublecheck the voltage you'll need. Be sure the voltage/phase selector switch position matches the terminal load output...like it says in the NOTE, Fig 2-7, TM 5-6115-275-14.



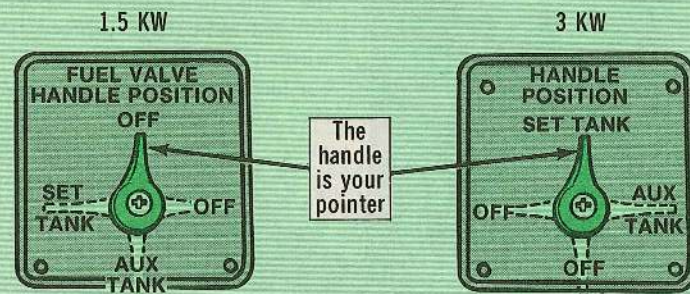
1.5-, 3-KW Generator Sets...

Fuel Valve Handle

Here's how to "read" the handle position on your 1.5- and 3-KW GED generator sets: The handle is your pointer.

Turn it toward the legend on the decal—AUX TANK or SET TANK—for your fuel supply.

Turn it toward OFF when you shut down the set.



Battledress Uniform... Care for Your Camouflage

THEY MAY NOT MAKE YOU THE HIT OF THE DISCO, BUT THE NEW WOODLAND PATTERN BATTLEDRESS UNIFORM (BDU) IS JUST RIGHT FOR THE BATTLE-FIELD!

No Bleach

Never use bleach or starch on the shirt, trousers or cap. They screw up the uniform's built-in visual and infrared camouflage protection. And without that protection, you'll stick out like a sore thumb in an enemy's eyes...or through his IR scope.

YES--IT LOOKS SHARP.. BUT IT'LL NO LONGER DO ITS JOB!

58

ouflage

RIGHT, CONNIE! IT'LL LAST LONGER AND HIDE YOU BETTER IF YOU TAKE CARE OF IT!

or Starch

A starched battledress uniform tears easier, too. That could mean a \$40 trip to the PX. The Post Exchange is the only place to get a replacement. Camouflage fatigues you get downtown don't cut it, no matter how "official" they may look or claim to be.

WE HAD A RUN ON BLEACH AND STARCH LAST WEEK...

YEAH--AN' THIS WEEK IT'S BDUs!

ANY CONNECTION?

PX CLOTHING SALES

PX CLOTHING SALES

59

How to Launder

Wash the uniform the same as you do any permanent press clothes—in warm water—with the machine set on

WASH ON PERMANENT PRESS SETTING...

the permanent press cycle. Use a mild commercial laundry detergent.

Set automatic tumble dryers on the permanent press cycle (130°F or less). The normal cycle is fine if that's all

...AND DRY THE SAME WAY!

YOU CAN USE "NORMAL" SETTING IN A PINCH!

you've got, but run the dryer a while without the heat after the clothes are dry to let them cool off. Then, remove your uniforms and hang 'em up.

Wrinkles? No sweat. Smooth 'em with a hand iron set for synthetic fabrics.

If you have to hand-wash the uniforms, use warm water and a mild detergent. Rinse thoroughly in clean,

Use warm water and a mild detergent

warm water. Squeeze out all the water you can...but no wringing or twisting! Hang 'em on rust-proof hangers so they can drip dry.

Tactical or Nontactical...

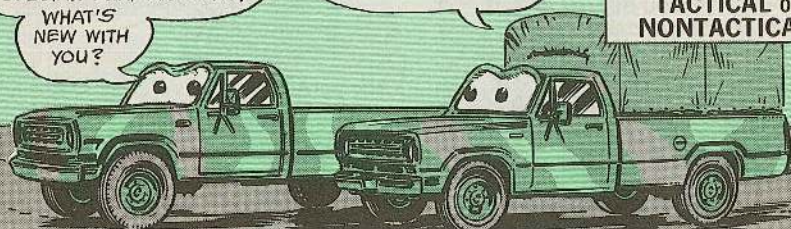
Line Up Your Wheels

HI, CUZ! SORRY I HAVEN'T BEEN ABLE T' KEEP IN TOUCH ...BUT THEY BEEN KEEPIN' ME AWFUL BUSY WITH A LOT O' SPECIAL PURPOSE DUTY!

WHAT'S NEW WITH YOU?

OH, I BEEN SUPPORTIN' A LOT O' COMBAT TYPE UNITS ... AND BOY! DO THEY WORK ME OUT!

Vehicle use determines whether a vehicle is classified **TACTICAL** or **NONTACTICAL**!



All the Army's wheels are now either tactical or nontactical. No more middle ground, like "administrative use" vehicles.

• **TACTICAL WHEELED VEHICLES** are those used in or directly supporting combat or tactical operations. They include vehicles used in combat units, combat support units and combat service units.

The tactical wheeled vehicle fleet covers both military-design—the M151-series, for example—and commercial design vehicles like that M880/890-series.

• **NONTACTICAL WHEELED VEHICLES** are those used for general transportation services and functions not directly connected with combat or tactical operations. Almost all nontactical wheeled vehicles are commercial design and none are assigned to MTOE units.

Nontactical vehicles are divided into 3 types:

• **SPECIAL PURPOSE VEHICLES** have jobs other than hauling people, supplies or equipment. Fire engines, snow plows, telephone line maintenance trucks, garbage trucks, maintenance utility trucks and other with mounted equipment designed for special purposes fall in this category.

• **PASSENGER-CARRYING VEHICLES** carry people: sedans, station wagons, buses and ambulances.

• **GENERAL PURPOSE VEHICLES** haul cargo or equipment.

Every place you see the words "administrative use motor vehicles," read it to mean general purpose and passenger-carrying vehicles.

Update Your Missile Address Book

Complaining about slow mail service has become a national pastime. But there's one thing you can't blame the postal service for—bad addresses.

SORRY FOR THE DELAY... BUT IT WASN'T MY FAULT!...

IT HAD A BUM ADDRESS!

AR 750-40, Missile Materiel Readiness Report, has some new addresses.

Send your DA Form 3266-1 Missile Materiel Readiness Reports, DA Form 3266 Missile Equipment Status Reports and Major Commander's Readiness Impact Statements to:

Commander
US Army Missile Command
ATTN: DRSMI-ULS
Redstone Arsenal, AL 35898

To ask for help with or interpretation of AR 750-40, use ATTN: DRSMI-US.

Mail your DA Forms 2028 and requests for policy changes in AR 750-40 to:

HQDA
ATTN: DALO-SMR
Washington, DC 20310

...AND DROP A CARBON OR INFO COPY TO MICOM, ATTN: DRSMI-US.

These new addresses apply to mailed-in copies and AUTODIN.

MY Code Saver

YOUR CODE SAVER?

MY SAVES LOTSA SUPPLY TYPES GRIEF!

Got some hot gear with no Weapons/Equipment System Designator Code (W/ESDC) to allow Not Mission Capable-Supply (NMCS) or Anticipated NMCS requests? Check out code MY. MY works for requests for parts and components of ERC A items with no W/ESDC of their own. Your CO or his designated representative must OK the high priority you use on those requests. See Appendix C, Para C-10 of AR 725-50 and Appendix E of DA Pam 710-2-1 for W/ESDC's.

Supply Problems...



SHOUT 'EM OUT!

When you reach the hair-pulling stage with supply foul-ups and bum substitutes, what do you do?

(First off, leave the head-cover alone. You may need it later!)

Instead, tell the people at the top about your problems. Maybe you can't yell at 'em personally, but there's a form that'll do that for you! Grab an SF 364 Report of Discrepancy (ROD) and go for it!

FILL OUT AN SF 364 WHEN...

- You get the wrong item or a sub that won't work.
- You get 2 like shipments.
- The box, package or container holds more or less of the items than you ordered. In this case, the item cost must be more than \$50—\$25 for GSA items—before you report it. 'Course, you send in an SF 364 on any classified, sensitive, pilferable or controlled inventory item that's over or short regardless of dollar value.
- You get an item after you've received an OK from support on your cancellation request. Here, too, the item cost must be \$50/\$25 for GSA items. Staple a copy of the status card that OK'ed the cancellation to the SF 364.

REPORT OF DISCREPANCY (ROD)

☒ SHIPPING ☐ PACKAGING		1. DATE OF PREPARATION 82 MARCH 06	2. REPORT NUMBER
3. TO (Name and address, include ZIP Code) Defense Industrial Supply Center 700 Robbins Avenue Philadelphia, PA 19111 (592)		4. FROM (Name and address, include ZIP Code) HHC 35th Signal Bde. Fort Bragg, NC 25307	5. TRANSPORTATION DOCUMENT NUMBER (GUL, Waybill, TCN, etc.) AK6W9834502033
5a. SHIPPER'S NAME		5b. NUMBER AND DATE OF INVOICE 1A527 C8 82 February 19	6. REQUESTOR'S NUMBER (Requisition, Purchase Request, etc.) 00851286
7a. SHIPPER'S NUMBER (Purchase Order/shipment, Contract, etc.)		7b. OFFICE ADMINISTERING CONTRACT	
9. SHIPMENT, BILLING, AND RECEIPT DATA			
NSN/PART NUMBER AND NOMENCLATURE (a)	UNIT OF ISSUE (b)	QUANTITY SHIPPED/ BILLED (c)	QUANTITY RECEIVED (d)
Ordered 6150-01-077-1234 Here to there	EA	0	0
Received 9930-01-119-1717 Hoonoswat	EA	2	2
		UNIT PRICE (e)	TOTAL COST (f)
		\$62.12	\$124.24
		\$51.02	\$102.18
		CODE (g)	AC-2 TION CODE (h)
		W1	1A

12. REMARKS (Continue on separate sheet of paper if necessary)
For additional information, contact SFC Larry Walker, AUTOVON 745-3503

1. DISCREPANCY CODES

CONDITION OF MATERIAL	PRODUCT QUALITY DEFICIENCIES	2. ACTION CODES
C1 - In condition other than that indicated on receipt document	Q1 - Deficient material (Applicable to Great Aid and first shipment only)	1A - Disposition instructions requested (Reply on reverse)
C2 - Expired shelf life	S1 - Quantity less than that requested (Other than unit of issue pack)	1B - Material being retained (See remarks)
C3 - Damaged parcel post shipment	S2 - Quantity less than that requested (Other than unit of issue pack)	1C - Supporting supply documentation requested
D1 - Not received	S3 - Non-receipt of parcel post shipments (Plates, Log Books, Operating Handbooks, Special Instructions, etc.)	1D - Material still required expedite shipment (Not applicable to FMS)
D2 - Illegible or mutilated	T1 - Missing	1E - Local purchase material to be returned at supplier's expense unless disposition instructions to the contrary are received (Not applicable to FMS)
D3 - Incomplete improper or without authority (Only when receipt cannot be properly processed)	T2 - Illegible or mutilated	1F - Replacement shipment requested (Not applicable to FMS)
MISDIRECTED MATERIAL	T3 - Inspection data missing or incomplete	1G - Reshipment not required. Item to be re-acquisitioned.
M1 - Addressed to wrong activity	T4 - Serviceability operating data missing or incomplete	1H - No action required. Information only
OVERAGE/DUPLICATE SHIPMENTS	T5 - Wrong item (Identify requested item as a separate copy in item 9 above)	1Z - Other action requested (See remarks)
O1 - Quantity in excess of that on receipt document	W1 - Incurred item received	
O2 - Quantity in excess of that requested (Other than unit of issue pack)	W2 - Unacceptable substitute	
PACKING DISCREPANCY	Z1 - See remarks	
P1 - Improper packaging		
P2 - Improper marking		
P3 - Improper utilization		

13. FUNDING AND ACCOUNTING DATA

14a. TYPED OR PRINTED NAME, TITLE, AND PHONE NUMBER OF PREPARING OFFICIAL SFC LARRY WALKER, NCOIC AUTOVON 745-3503	14b. SIGNATURE Larry Walker, SFC
15. DISTRIBUTION ADDRESSES FOR COPIES	

- You get somebody else's order.
- Your last status on a \$50/\$25 for GSA item said a government activity or depot was shipping you the item by parcel post, but it never arrived or came damaged.



All foul-ups with shipments from contractors or vendors, though, should be reported on an SF 364 regardless of dollar value.

- You get an item costing more than \$50/\$25 for GSA with a shelf life that's passed. (Look for a note or markings extending the original shelf life before you holler!)

- The supply paperwork (DD Form 1348-1) is missing or wrong.
- You ordered and got the item you wanted, but it's marked with the numbers or info of a different item.

- If the same problems occur time and again with a supply source, fill out an SF 364 and complain—no matter how much or little the item costs.

You need an SF 364 to shout about packaging goofs when:

- The packaging failed to protect your item. It was damaged or lost—or parts of it were lost—and repairing it or replacing the missing parts will cost you more than \$50. Report "possible" packaging problems, too.

- Bum packaging led to damage on gear or items that affect your combat or combat support mission or your safety and health. You need a hurry-up reply in this case. Call or send a message. Follow-up with a written SF 364 within 24 hours.

- You find packaging problems on hazardous material.

The ways you can use SF 364 are in AR 735-11-2, Reporting of Item and Packaging Discrepancies.

When you fill out your SF 364, give all the details you can about your problem. Be sure you check the codes on the form carefully. They help you explain your problem and ask for disposition instructions.

Back up on one code, tho. Action Code 1F "Replacement shipment requested" applies to local purchase items only. If you still need the original item, you must order it again.

You'll find some info on filling out the SF 364 on the form. But AR 735-11-2 has the details. See your support if you do not have a copy.



Painless Forms

New forms usually mean big headaches. But if you work with DA Pamphlet 710-2-1, Using Unit Supply System Manual Procedures, you'll find instant pain relief in Appendix I. Appendix I of the pam tells you when and how to switch to the new forms and what entries and information to take with you!

No Change Date?

TM 38-750 says to put the date of the latest TM change—when one's been published—in Block 7 of the DA Form 2404. But equipment TM's with changes incorporated may not give you a date for the changes. In that case, put the date of the basic pub after the change number.

New Fuse for SB-3614

Your SB-3614 switchboard remains overfused (and underprotected) if you ordered the 4-amp job listed on Page 49 of PS 348. A change in specifications jumped that fuse to 5 amps. No good for your circuits. To get the 4-amp fuse you need, ask for NSN 5920-00-557-2647.

Missile Readiness

You missile magicians have a new book on reporting your readiness. You'll find new forms and new instructions in AR 750-40, Army Missile Materiel Readiness Report (Mar 82). Some types of gear have been dropped from the report, but some systems have been added.

★ U.S. GOVERNMENT PRINTING OFFICE: 1982-559-009/7

M578 Oil Change

Until LO 9-2350-238-12 is changed, ARRCOM Msg DRSAR-MAL 110830Z Mar 82 authorizes the use of OE/HDO-10 in M578 hydraulic reservoirs in areas where the temperature remains above -10 degrees F. Replace the OEA with OE/HDO-10 at the next scheduled oil change. OEA is still to be used in areas where temperatures are lower than -10 degrees F.

AOAP Form Fix

DA Pamphlet 750-5, AOAP Guide for Leaders, is a super source of info. But it's only a guide. Go to TM 38-750 for instructions on filling out DA Form 2408-20 and DD Form 314. The examples on Pages 10 and 11 of DA Pam 750-5 have some errors. You put hours—not a date—in Block 3c of the DA Form 2408-20. And your next scheduled oil sample goes in the Remarks Block of the DD Form 314—not in the body of the form.

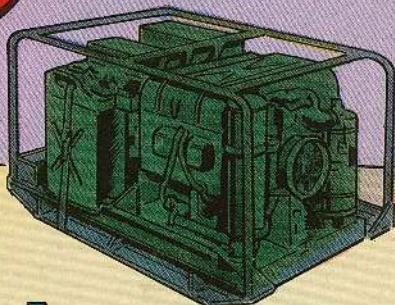
M256 Kit Tidbit

Forget trying to get refills on sampler-detectors for your M256 chemical agent detector kit. There are none. It costs Uncle Sam less to send you the whole kit than to stock and handle all of the components. When you're down to 4 sampler-detectors, order a new kit, NSN 6665-01-016-8399. If you just need M8 detector paper, get a booklet with NSN 6665-00-050-8529.

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

GED

3-, 5-,
10-KW



Shutdown PM

- 1 Circuit breaker
OFF or OPEN
- 2 Voltage rheostat
all the way down 
- 3 Cool down set 3-5
minutes by letting it
run at rated speed
- 4 Stop engine

GENERATORS