

Issue 359

PS

October
1982

THE PREVENTIVE MAINTENANCE MONTHLY

TSK,
TSK!

ER... WHEN DID YOU LAST
PULL YOUR PMCS,
MS WITCH?

MURPHY
ANDERSON

Pass this
copy on!



A TEST for the BEST

Think your outfit's pretty sharp when it comes to maintenance? If you can prove you're the best there is, your unit could get the Chief of Staff's first Army Award for Maintenance Excellence.

DA Circular 750-82-1, Chief of Staff, Army Award for Maintenance Excellence (Jun 82), has the word on this competition. For now, only regular Army outfits under an MTOE are eligible, but others will be included later.

Three categories are open—based on the number of items listed in the authorized column of your MTOE. **Light** density covers units authorized from 50 to 700 total items.

Intermediate applies to units authorized 701 to 1,000 items. **Heavy** organizations have 1,001 or more items authorized.

No matter what type or how complex your maintenance, only the organizational maintenance you perform will be evaluated.

So how will you be judged? Panels will weigh your outfit's work from 1 Oct 81 to 30 Sep 82 in 5 areas: Readiness, maintenance training, maintenance management, costs and innovation (new or different things your outfit does).

The theme for this first competition is:

You're in charge to see it gets done right—NCO leadership sets the pace.

Get a copy of DA Cir 750-82-1 for the details on the program. Then, watch for an announcement by your command. Finalists in each category will be picked by the Major Commands (MACOM's). Just could be, you're the best there is!

CONGRATULATIONS TO YOU AND YOUR TROOPS, SERGEANT!

THANKS, BONNIE!!

Did you miss this year's competition? Don't just stand there! Get ready for 1983!

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
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Lexington, KY
40511

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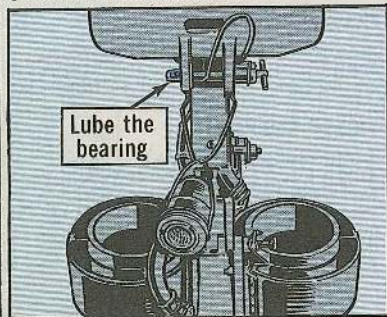
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TOW COBRA TML

A COUPLA' PRECAUTIONS ON YOUR TOW/COBRA MISSILE LAUNCHER (TML) CAN SAVE DAMAGE OR LOSS OF COMPONENTS IN FLIGHT!

TML PM

Push in and lube the bearing of the TML aft section quick-disconnect pin during regular lube periods and more often in moist climates.



Lube the bearing

That way, when you install the pin, the bearing won't stick in the down position, which would let the pin work out from flight vibration. If the pin comes out, the debris director assembly goes down and down and ...down.

CONNIE -- HOW 'BOUT SOME INFO ON FREQUENCY OF LUBING THE BEARING IN TH' QUICK-DISCONNECT PIN?

Umbilical

When you install the launcher harness cable of the TML, the lanyard cables should not overlap. The lanyard on the connector should have only 1 loop with the lanyard attached to the TML.

If the lanyards twist up, they are shortened. When the umbilical is released, both pins and connector can be damaged.

To help keep the lanyards straight, face the pins and turn the connector sleeve as full clockwise as you can. Install it and tighten the sleeve. You

YEAH--AND HOW MANY LOOPS SHOULD THE LANYARD ON THE CONNECTOR HAVE?

NEVER MIND THOSE GUYS, CONNIE -- WE NEED SOME ADVICE ON OUR TSU CABLES...

TSU Cables

Telescopic sight unit (TSU) cables can be mean to get to, but...

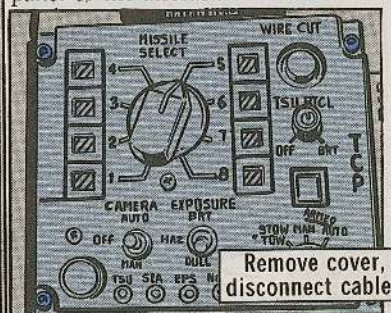
To disconnect TSU cables without busting knuckles, take off the TOW control panel cover on the instrument panel of the aircraft.

Bump

may have to try different positions in order to keep the lanyards clear.



Turn clockwise before installing



Remove cover, disconnect cables

Reach in, disconnect the TSU cables ... and carry on. Easy.

Test Set

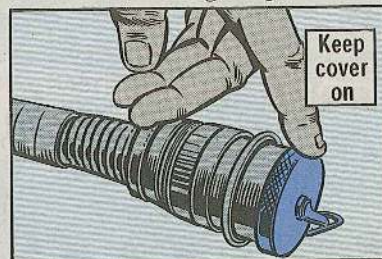
Cables used with your airborne TOW guided missile test set (TSGMS) (NSN 4935-00-351-2601) look extra rugged, so they get dropped, banged, dragged, forced and muscled.

Those almost 2 dozen different expensive cables get damaged, especially the W14P1 thru P5 ones.



They need sensible, careful handling. You don't need force to connect them. Just line them up right.

When you store the cables, put on their protective covers. When you lay them out for testing, keep the covers

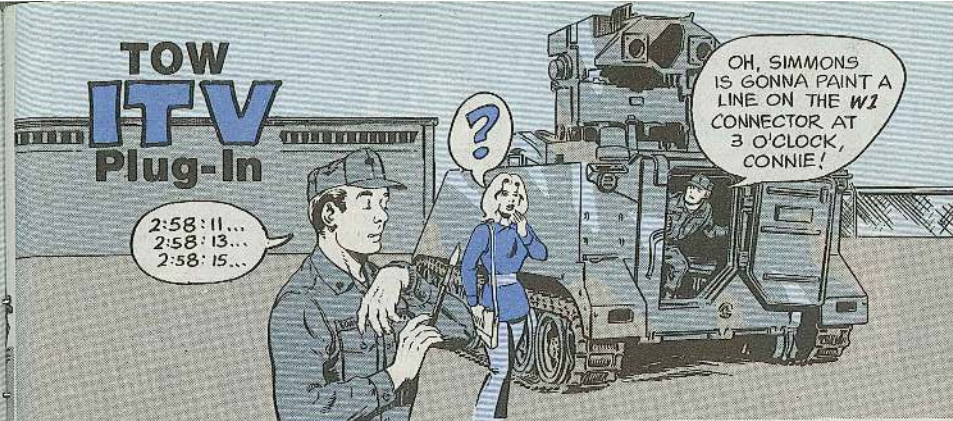
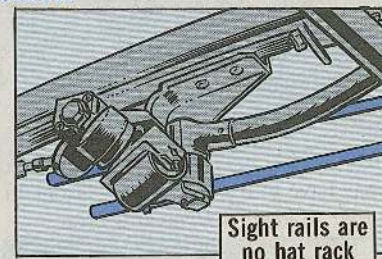


on until you connect them. That protects the pins and contacts...which need protecting.

APH Helmets

Flight crews looking for a handy place to hang a helmet should look someplace other than the helmet sight rails to stash their APH helmets.

The hang-ups mess up 2 things: calibration of the rails and the wiring in the helmets, which snags on the rails. The weight of helmets bends the rails and throws them out of calibration.



The J1 missile guidance set (MGS) jack on your M901 Improved TOW Vehicle is tricky to get to.

When crewmen connect the W1 cable to it, the connector comes off second best, with broken and bent pins.

So what to do?

Eyeball the connector. There are 5 keys on it. Position the 2 keys which are closest together on top and slightly to the left.

Hold the connector parallel to the M901 deck and gently push the keys into place on the jack.

When they're lined up, keep holding the connector parallel and push it firmly into place until the threads on the connector and jack mate.

Tighten the connector.

When the connector and MGS jack are snugged uptight, do this:



Now, paint a line on the W1 cable connector head directly in line with the one on the MGS jack. Don't put the line on the connector ring—it moves.

Next time you connect the W1, just line up the lines...so to speak.

M167A1 Power

The BB-693-series nickel-cadmium batteries in your M167A1 towed Vulcan can get the electrical job done over and over again if you give 'em the help they're supposed to have.

So think "duet" whenever your M167A1 needs power. The duet includes your BB-693's and your APU (1.5-KW generator) working together.

If you run the system on batteries alone, even just for testing, you skim off too much charge. Batteries alone are only for rare emergencies. They develop a memory cycle, take a charge only to a certain point...and that's it.

Fact is, if they can't take a full charge, they have to be turned in for servicing and deep cycle charging. Normally, that's a 90-day requirement. That's a lot of bucks down the drain.

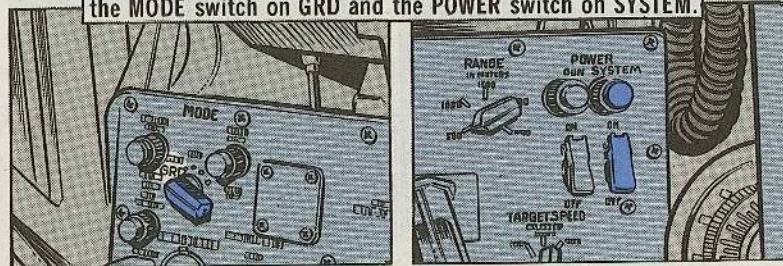
The idea is, whenever you need power, crank up your APU all during the operation so your batteries can keep fully charged. That's the purpose of the APU...to keep the batteries charged.

Your Vulcan TM tells you how to use the APU.

Other important reasons for the APU/battery togetherness: You get smooth operation for your units (radar, etc.). Test results are accurate. You prevent low-voltage damage...and you save those batteries.

Charging

When you charge installed batteries (if needed), keep the **MODE** switch on **GRD** and the **POWER** switch on **SYSTEM**.

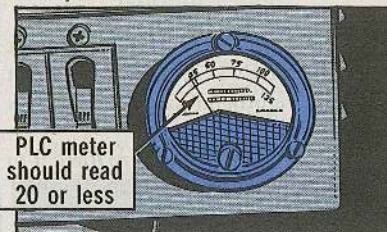


That'll help you spot shorts in the system during troubleshooting. A short can keep a high-load reading on your APU's percent load current (PLC) meter.

Use



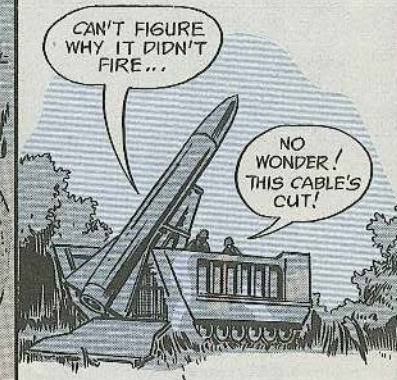
Which brings up a good point: You should have a 0 to 20 percent reading on the PLC meter before you operate the system.



If the PLC reads more than 20 percent, your batteries are not charged enough. Using them in that state can damage the batteries or system components.

IF YOUR PLC METER READING WON'T DROP TO 20 OR BELOW AFTER 30 MINUTES OF CHARGING, NOTIFY YOUR ORGANIZATIONAL MAINTENANCE!

LANCE Cable Clamp



You've gotta clamp down on the firing device cable of your LANCE missile system or you'll set yourself up for the big cut-off.



Some troops forget or ignore the clamps that hold down the firing device cable when it's installed on the base frame assembly launch fixture.

During operation, the cable flops around and is cut. Bye, bye firing device.

Remember the clamps. Attach them to the cable as it shows on Page 3-198, TM 9-1425-485-12.

Chaparral USE + ABUSE

THE LITTLE THINGS
THAT YOU USE, LOSE AND
ABUSE ON YOUR CHAPARRAL
MISSILE SYSTEM PUT IT
DOWN MORE OFTEN THAN
MAJOR PROBLEMS DO!

HERE ARE
SOME
EXAMPLES...

Cap-Plug

When you close the launch rail access door and snag the cap-plug chain, chances are the cap-plug will come off. Or, plug and chain will get lost.

Install cap...



That sets up the connector for dirt and moisture, which shorts it out. And, that means your crew can't fire a missile.

Ease the chain clear when you close the access door. Make sure it stays inside and the cap-plug stays on till you're ready for firing.

S4 Switch

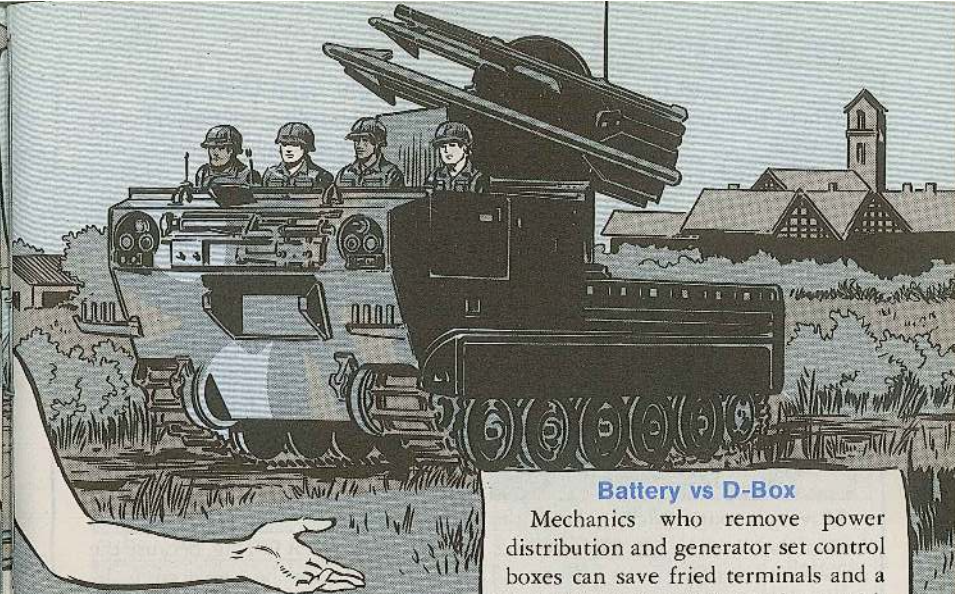
Some gunners don't know or forget that the S4 INTERCOM/RT switch on the righthand control panel is spring-loaded.

So, they turn it and try to force it to



lock in position. The switch strips or breaks.

The idea is to hold it in position while you use it...without forcing it. Then, let it spring back easy to the center position.

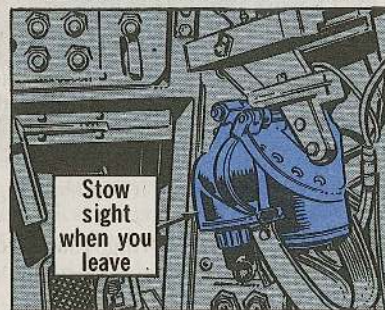


Battery vs D-Box

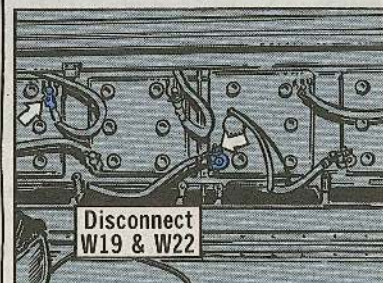
Mechanics who remove power distribution and generator set control boxes can save fried terminals and a lot of headaches if they take 2 quick precautions just before disconnecting the D-Box.

1. Remove terminal W19 in the battery box.
2. Remove terminal W22.

The procedure applies to the master D-box in the crew compartment, the mount D-box and the GSCB in the rear electrical compartment.



When you leave the compartment after using, checking or repairing the sight, put it in stow position.



Disconnect battery terminals W19 and W22 before you unhook or hook up their cables.

Ups and Downs

When the mount's down, move your track.

If the mount's erect and you've gotta go, retract it first. It pays.



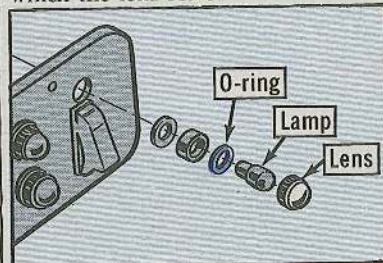
Moving your track when the mount's erect can bust up the jack screws and other mount parts...and put your system down with major repairs.



Another reminder: When you aim your feet into the gunner's compartment, keep them away from the control panels. Plenty switches and such have been broken by feet.

Light Lens O-Rings

Light assemblies on the indicator panel in the gunner's compartment have 7 separate parts. You see 3 of them when you change a lamp...the lamp itself, lens and the O-ring on which the lens seats.



Remember that O-ring, because the only way it can be replaced is by getting the whole light assembly. You get the lamp separately, with NSN 6240-00-155-8714.

The O-ring's easy to lose. It can fall off the lens when you remove it. It can fall off the panel.



You need it because it keeps the lens sealed and helps keep it from backing off.

Also, to get the O-ring, you could end up with a lot of parts you don't need.

BE SURE THE O-RING IS WITH THE LENS WHEN YOU RE-INSTALL IT!

M60 MG Safety Wire

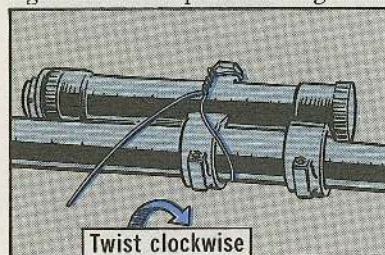


If the safety wires on the gas cylinder plug and the extension washer of your M60 machine gun are loose, have your armorer replace them.

A loose plug or washer can affect operation of the weapon.

Tip to armorers: when you install safety wire with pliers or a wrench, twist it in the same direction that you tightened the cylinder plug or the cap that secures the extension washer.

F'rinstance, clockwise or to the right. That'll keep the wire tight.



Wire twister pliers, NSN 5120-00-542-4171, are your best bet. They turn only to the right. These pliers are in your small arms tool kit.

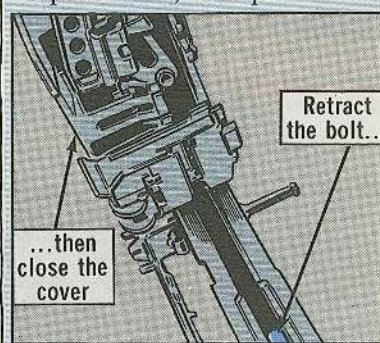
Dragon Lanyard

Units receiving Dragon tracker electrical covers (NSN 5935-00-185-9987) with white lanyards should replace the white jobs. Battalion level maintenance can get NSN 4020-00-935-5761, olive drab lanyard (bulk roll), which blends in with camouflage.



Cover

Reminder: When you close the weapon's cover, first pull the bolt



back. Then, close the cover and let the bolt forward easy-like.

That way you won't damage the cover or the bolt.

TOW Clamp

Forget the news on Page 6, PS 350, about the new "mousetrap" coupling clamp for TOW system pedestals and tripods. The clamp will be put on next year by depot teams under MWO 9-5340-470-50-1. The clamp is part of a kit.



M16A1 Rifle...

Ammo Pouches

Request 30-round magazines with NSN 1005-00-921-5004. Turn in your 20-round jobs when the replacements come in.

CONNIE--WE GOT A PROBLEM TAKIN' 20-ROUND MAGAZINES OUTA OUR M16A1 RIFLE 30-ROUND POUCHES...

PAD 'EM!!



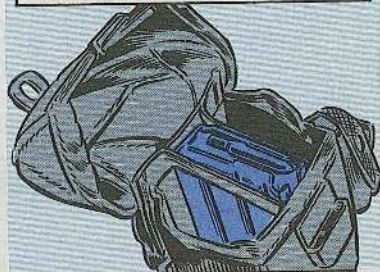
Meanwhile, pad your pouches with rags or paper...enough to let the 20-round magazines ride a half inch or so above the dividers

The idea is, don't cut the dividers in the pouch in order to get the shorter



Do not cut the dividers

magazines out quickly. That ruins a pouch, allows magazines to clang together in the field...and, your magazines may fall out.



There are few 20-round pouches a-round but lots of 20-round magazines. That means you'll have to make do for awhile by padding the 30-round pouches.

Remember, that's pad, not cut.

Double Firing?

When your M16A1 rifle is in semi-automatic, it should fire only one round per trigger pull.

A rifle that fires 2 or more rounds on 1 trigger pull in "semi" position is worn and needs fixing quick. The trigger assembly probably needs repair.

So, notify your armorer. He can check it out by using Table 2-5 of TM 9-1005-249-20 and then pass it on to support for repair if needed.

M1911A1 Pistol Points

HELLO, ALL YOU BIG PISTOL GRIPPERS OUT THERE...



INTERESTED IN SOME HELPFUL HINTS ON KEEPING ME, YOUR M1911A1 .45-CAL PISTOL, WORKING?

GOOD! READ ON...

Easy with the screwdriver when you put the grips on. Just snug



up the screws or you'll crack the grips.

Stifle any ideas you might have about "improving" the trigger action. Messing with the sear, sear



Hair-Trigger Harry's mess 'em up!

spring or hammer notches is unauthorized and dangerous! If your pistol needs repair, see your armorer.

If you're tempted to use your pistol to pound with, stop—and get a hammer. Or a rock. Anybody who would hammer with his pistol should have no trouble finding a rock. His head would be full of 'em!



The butt is no hammer!

.38-Cal Security



Ser. No.

AR 190-11 with C2 says you secure your .38-cal revolvers for storage by storing the frame separate from the cylinder.

To make sure you can match up the cylinders with the frames again, tag each cylinder with the serial number you'll find on the bottom of the pistol grip.

Ignore any other numbers that might be stamped on any of the parts. Those are part numbers. Use only the serial number to identify the cylinder and the frame.

Track Support Rollers

I CAN'T BELIEVE IT! THIS BIG JOB HAS ONLY 2...

INCREDIBLE! HOW CAN ONLY 2 SUPPORT ROLLERS SUPPORT AN M1 TRACK?

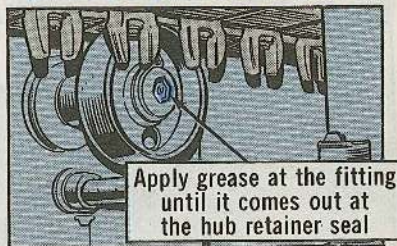
You guys getting the M1 tank have discovered there're just 2 support rollers for each track.

Two'll do, it's true, but you've got something to do too! You've got to maintain 'em by the book!

• Pull the after-operation PMCS on Page 2-43, TM 9-2350-255-10-1.

If a support roller assembly is missing or overheated, your tank's out for the count. Let your mechanic know.

• Lubricate the assemblies according to the LO. If the grease coming out of the seal is contaminated with dirt, grit or metal particles, let your mechanic know.



Apply grease at the fitting until it comes out at the hub retainer seal

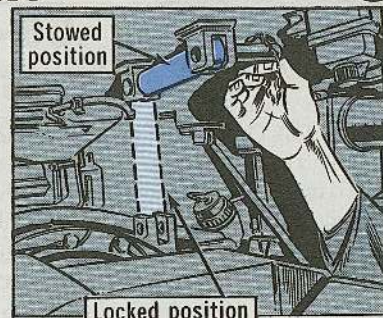
Where's the Travel Lock?

Looking at the outside of the M1 tank hull for the gun tube travel lock won't do you any good.

It's inside the turret.

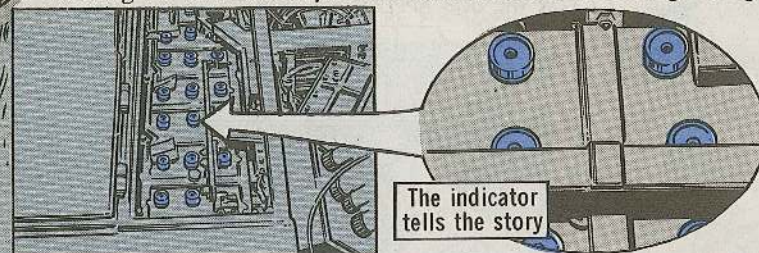
It's inside so you crewmen won't have to leave the protection of the hull to unlock it before elevating the gun tube.

Operating instructions for the M1 travel lock are on Page 2-214 of TM 9-2350-255-10-2



Battery Checks Easy

Checking the condition of your M1 tank's batteries is downright simple.



The indicator tells the story

Each battery cell has an indicator. That indicator will let you know when your battery needs service by you or your mechanic.

- If any indicator is missing, tell your mechanic.
- If an indicator shows green, that cell is in good condition and requires no service.
- If an indicator shows clear, that cell is low on water. Your mechanic will add water. If he's not available, you can add clean, clear water. Notify your mechanic, tho, as soon as possible.
- If any indicator shows black, charge the batteries according to TM 9-2350-255-10-3, Page 3-130.
- If all battery indicators show green, complete your maintenance as shown on Pages 3-129 of the -10-3 TM and continue normal operations.

BATTERY TEST INDICATOR CAP COLOR CODE	
DARK INDICATOR—GREEN DOT	
	• CHARGE OK
	• WATER LEVEL OK
DARK INDICATOR—NO GREEN DOT	
	• CHARGE LOW
	• WATER LEVEL OK
LIGHT INDICATOR	
	• CHARGE UNKNOWN
	• WATER LEVEL LOW

Does your battery need attention? Check the indicator!

Parking Brake Warning

CHECKING THE PARKING BRAKE SYSTEM HYDRAULIC PRESSURE ON YOUR M1 TANK CALLS FOR THIS ADDED WARNING...

"When the tank is parked on an incline, make sure the downslope end of both tracks is blocked and no personnel are standing in front of the tank. You and other personnel could be injured or killed or equipment damaged should the tank roll off when system hydraulic pressure reaches zero."

MAKE A NOTE ON THIS WARNING FOR YOUR TM 9-2350-255-10-1, Page 2-63, Item 42!

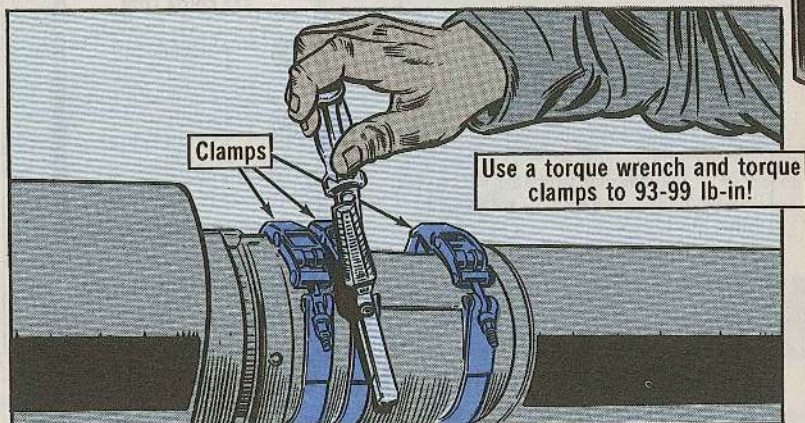
M60A3 Tanks...

Thermal Jacket Torque

THAT STUFF YOU HEAR ABOUT USING THE RIGHT TOOL FOR THE JOB APPLIES BIG TIME TO THE THERMAL JACKET CLAMPS ON YOUR M60A3 TANKS!

LAY IT ON 'EM, SARGE!

All clamps on both the front and rear thermal jackets must be torqued to 93-99 lb-in like it says on Page 13-10 of TM 9-2350-253-20-2.



You crewmen and organizational mechanics know that unless the clamps are secured, the jackets can be cracked and damaged when the main gun is fired. But it doesn't help if you've under- or over-tightened the clamps with an ordinary wrench.

Too loose is bad and so is too tight. You get damage either way.

Use a torque wrench. If you don't have a 0-150 lb-in wrench, you are authorized to order one by Appendix A, CTA 50-970. The NSN is 5120-00-230-6380.

Get one and use it.

Tanks...

Defective Adjusting Links

FOUND TH' TROUBLE, SERGEANT...

...THIS TRACK ADJUSTING LINK GAVE WAY...

... CAUSED 800-K00 DAMAGE!

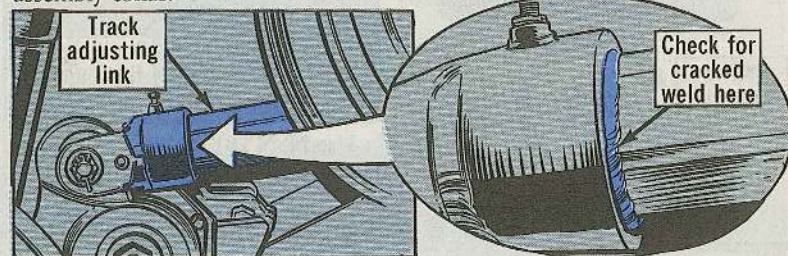
GR-REAT! GLAD YOU STASHED EXTRA RATIONS FOR US...

... SUPPORT CAN'T GET AN M88 OUT HERE 'FORE 0800 HOURS!!



Track adjusting links made under contract DAAE07-78-C-1331 may be defective, and could conk out your vehicle.

Check the links on your tanks and in stock for cracked welds around the link assembly collar.



If you find a defective link, replace it with a good one. Mark the bad one as defective and then...

...SEND AN SF 368, EQUIPMENT IMPROVEMENT RECOMMENDATION/QUALITY DEFICIENCY REPORT, TO...

Commander
US Army Tank-Automotive Command
ATTN: DRSTA-QTR
Warren, MI 48090

Use para 12-5 of TM 38-750 to fill out the SF 368. Tag the defective links as your EIR exhibits and hold onto them until you hear from the folks at TACOM.

Check out para 12-6 of TM 38-750 for info on how to handle exhibits.

Filter Out, Kit In

HOLD ONE, SOLDIER...

ERRR...

DO YOU ACTUALLY NEED THE \$50 PRIMARY KIT?

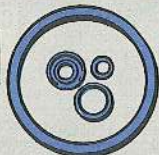
YEAH! TELL HIM 'BOUT TH' \$15 KIT, UNK!

Too many of you tank mechanics are still ordering the \$50 primary pressure fuel filter for your AVDS 1790-2A engines rather than the \$15 kit that includes the filter element and gaskets.

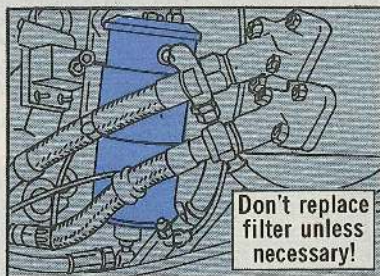
NSN 2815-00-808-2407 gets you...



...filter element...



...and gaskets, washer, packing



Don't replace filter unless necessary!

Use NSN 2815-00-808-2407 to get the cheaper kit and let Uncle save \$.

Where's the Paint?

GLAD YOU'VE ARRIVED BUT...

DEPOT'S ECONOMIZIN' THESE DAYS!

Don't be surprised when your vehicle comes back from depot without a brand-new paint job inside and out. It's just a sign of the times. It's sorta like "If it don't need fixin', don't fix it." That works at the depot, too. If the paint job is good enough after depot people do their work, they don't waste money making it look pretty. Just remember that when you wonder where the new paint went.

Accumulator Gage NSN

Use NSN 6685-00-754-4111 for a replacement accumulator gage for your M60A1 tank. TM 9-2350-257-20P-2 shows the wrong NSN for Item 1, Fig 56.

Access Panel Stencil

You're asking for trouble when you operate the M548/M548A1 cargo carrier with the powerplant access panels open or removed.

At the least, the engine can overheat and carbon monoxide can enter the cargo area.

At the worst, ammo or powder can fall into the engine compartment and explode.



Use flat black enamel paint and 1/2-in lettering for making the stencil.

Check out TB 43-0001-39-2 (July 82) for the information.

M548 Cargo Carrier...

Carrying the Load

Your M548 cargo carrier is load rated at 6 tons. Carrying any more than 6 tons can cause broken and cracked welds and seams.

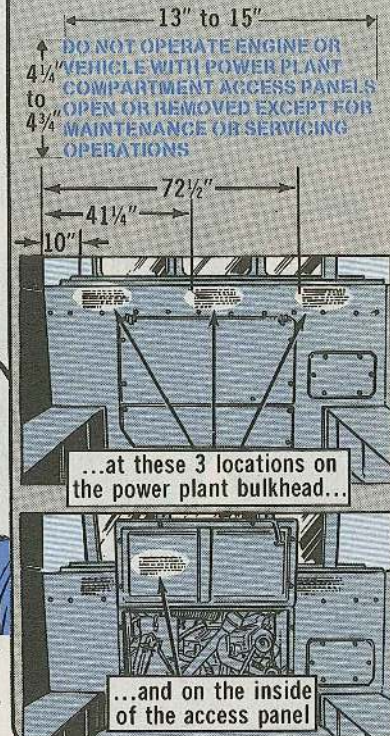
If those welds and seams are no good, let organizational maintenance know soonest.



WHEN HAULING AMMO, YOUR MAXIMUM LOADS ARE...

36 rounds—8-in or 175-MM
96 rounds—155-MM
100 rounds—105-MM

As a reminder for carrier crewmembers, stencil this safety warning...



Another cause of damage is operating the vehicle with the cargo door off, which leaves the sides unbraced. They wave back and forth, breaking the welds and seams.

M113-Series
FOV...

Slave-Starting Changes

HERE'RE THE LATEST PROCEDURES
FOR SLAVE-STARTING ALL M113-SERIES
VEHICLES EXCEPT THE M577A1/A2...

1 Position the live vehicle next to the dead vehicle, lock the brakes, shut off the engine and turn the master switches off in both vehicles.

2 Unscrew the caps from the auxiliary power receptacles and connect the slave cable to both vehicles. Make sure the cable prongs match the receptacle holes, + to + and - to -.

3 On the live vehicle, turn the master switch on, start the engine and bring it up to fast idle (1000 RPM) to show charging on the vehicle battery-generator indicator gauge.

4 On the dead vehicle, lock the brakes, make sure all communication equipment switches are in the OFF position, push in the fuel cutoff control, start the engine, bring it up to idle, and then turn the master switch on.

(Note: In cold regions, activate the air box heater switch at the same time as the starter button.)

5 Disconnect the slave cable from both vehicles.

WARNING: The slave cable is "hot" and may cause an arc while disconnecting. Be careful to pull the connectors away squarely.

20

Changes

M88A1 Recovery Vehicle...

Stowed Oxygen Stencil

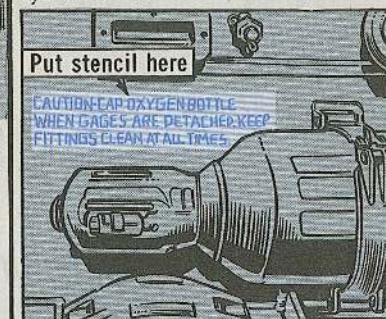
WHERE'S
TH' OXYGEN
TANK?

UNDER TH'
GREASE SOME-
WHERE!

The stowed oxygen cylinder in your M88A1 needs a little extra care.

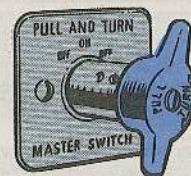
Because it's stored close to the fuel service port, fuel, oil, grease and dirt can foul up the fittings unless the cylinder cap is in place.

As a reminder to keep the cap in place and to keep fittings clean at all times, stencil this information on the rear cab wall near the valve end of the cylinder.



The bottom line of the stencil goes 11 inches above the grill door. Use stencil letters 1/2 inch high and 1/8 inch wide.

One advantage gained with the new procedures is that you start the dead vehicle with the master switch off.



This is
the key to
the new
procedures

That makes starting easier because power's not going into charging the dead batteries; it's all going into starting the engine.

You'll see these procedures in upcoming changes to TM 9-2300-257-10. Slaving procedures for the M577A1/A2 have not been changed.

APPLY THE
STENCIL
ACCORDING TO
TM 43-0139
CHAP 4, SECTION
II...

21

Tire Pressure Change

Tires on some M915-series vehicles are wearing unevenly and wearing out too fast. The problem is air pressure—either too much or too little.

Air pressure needs to be adjusted up or down as your vehicle's load changes.



HERE'S THE RUNDOWN THAT'LL BE SHOWING UP IN YOUR TM 9-2320-273-10 TO REPLACE THE INFO NOW IN THE TM...

THANKS, HALF-MAST!



TIRE PRESSURES

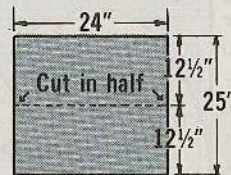
MODEL	SINGLES (Front Axles)			ALL DUALS			SIZE
	EMPTY	½ PAY-	FULL	EMPTY	½ PAY-	FULL	
		LOAD	PAYLOAD		LOAD	PAYLOAD	
M915	75	80	95	50	50	70	10.00 x 20.00
M916	90	90	95	50	50	65	11.00 x 24.00
M917	95	85	100	50	60	90	11.00 x 24.00
M918	75	65	80	50	50	50	11.00 x 24.00
M919	100	90	100	50	60	90	11.00 x 24.00
M920	100	100	100	50	50	90	11.00 x 24.00

M870 Mudflaps

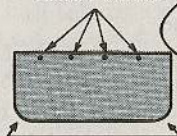


To make mudflaps for your M870 40-ton semitrailer, order one flap with NSN 2540-01-041-0708. Cut the 24-by-25-in mudflap into 2 pieces, 24 by 12½ inches.

This is what you get with NSN 2540-01-041-0708



Drill holes to match trailer



ROUND OFF THE BOTTOM CORNERS AND DRILL 4 MOUNTING HOLES ACROSS THE TOP!



Beware of Chain Reaction!

IS THAT HOW YOU ALWAYS STOW YOUR SECURITY CHAIN?

YEAH, ...WHY DO YA ASK?



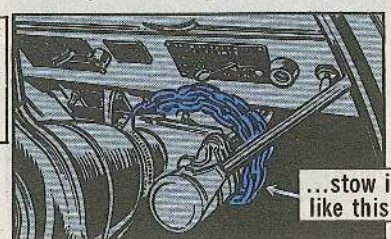
That heavy security chain in your M911 tractor truck can get you into mighty big trouble.

If you stow the chain so it's wrapped

One thing you don't want is bad trailer brakes when you need to slow down or stop with all that weight behind you. So wrap the chain around



over the Johnny bar (trailer brake control), the weight of the chain can turn the handle enough so the trailer brakes drag—and wear.



the steering column so it's below the brake handle but above the steering post mounting bracket.

Headlamp Bracket Baffle

WHAT'S THIS STRIP?



The rubber baffle strip on the headlamp bracket is not a stock item. TM 9-2320-260-20P, Fig 18-3, shows only the bracket complete with the rubber.

You can make the strip, tho, out of .125-in thick rubber. NSN 9320-00-061-0677 gets you a 2-ft by 2-ft sheet.

Use the old strip as a pattern. Or use one off another truck.

Gama Goat...

YER RIGHT, GAMA!

Tow Pintle Repair

TH' PART WE NEED IS LISTED IN TH' M880 -20P TM!

TOLE YA!

There're no repair parts listed for the towing pintle in Fig 125 of TM 9-2320-242-20P. The only thing listed is



Tow pintle

the complete assembly—and it's coded nonrepairable.

You can get repair parts, tho, and repair it. The same pintle assembly is

used on the M880-series 1¼-ton trucks.



M880 truck pintle

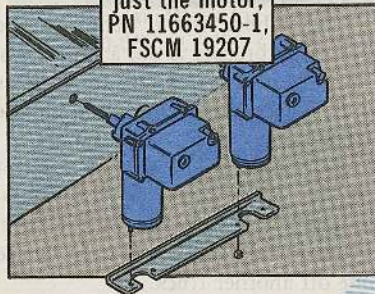
You can find a parts list for the pintle in Fig 68 of TM 9-2320-266-20P.

Repair parts will be added to TM 9-2320-242-20P in the next change or revision.

Wiper Motor

If the windshield wiper motor kit, NSN 2540-00-122-8956, has been installed in your M561 or M792 1¼-tonner, you don't need the complete kit the next time the motor fails.

Instead, order just the motor, PN 11663450-1, FSCM 19207



Hold one, tho! If the kit listed in Fig 156 of TM 9-2320-242-20P has not been installed, you can't use just the motor. It won't fit.

MYRTLE AN' I ALWAYS WANTED KIDS... I WONDER...



YER YOKE'S SUPPOSED T' HAVE 8 HOLES, GAMA!

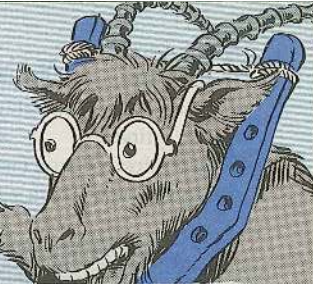
YEAH... YOU'LL HAFTA SEND IN A ROD (SF 364)!

HAH!

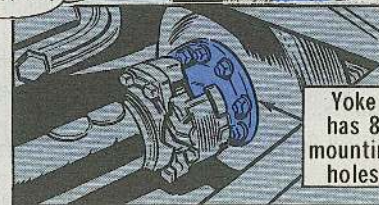
Transfer Yoke

BAA-AAAA! TH' YOKE'S ON ME!

TH' TM SHOWS 4 HOLES!



Yokes should have 8 mounting holes. If you get one with 4 holes, send in a Report of Discrepancy (SF 364). Figs 74 and 93 of TM 9-2320-242-20P and Figs 102 and 127 of the -34P show 4 holes in the hub, yoke and brake drum. Those figures are wrong.



Yoke has 8 mounting holes

Truss Bearing

There are no NSN's given in Fig 124 of TM 9-2320-242-20P for the bearings in the truss assembly. Use NSN 3120-01-054-4286 to get the bearing that's Item 4, and NSN 3120-01-054-4235 for Item 16. The part number for Item 16 is wrong, too. The right one is PN 11601745.

Tire Valve

The NSN for the Gama Goat tire valve—Item 1, Fig 102, TM 9-2320-242-20P—is wrong. Use NSN 2640-00-729-6081.

Steering Wheel Bad? Maybe Not

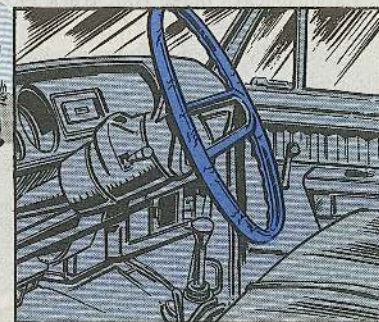


OK, OK, THURMOND-- YOU CAN REPLACE TH' STEERING WHEEL!

A crack or chip in the plastic or hard rubber jacket of a steering wheel does not always mean you have to replace it.

Minor defects like hairline cracks, heat distortion or small chips do not weaken the wheel or make it unsafe.

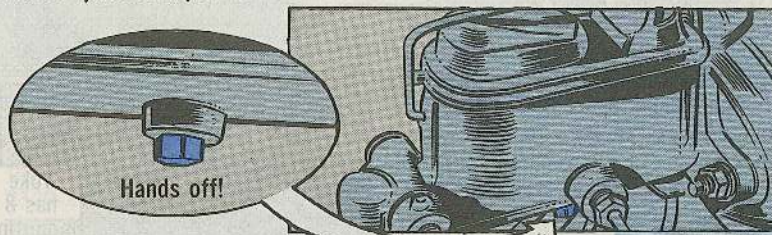
If you have a crack or chip wide enough to expose the steel core, tho, or if the cracks hurt your hands, replace the wheel.



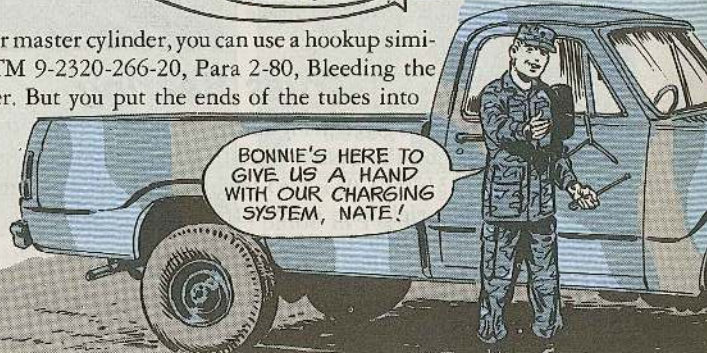
Hands Off the Plug!

That's not a drain plug on the underside of your M880-series truck's brake master cylinder!

It's the front piston retaining set screw. You'll screw up the dual action of the master cylinder if you remove this screw. Leave it alone!



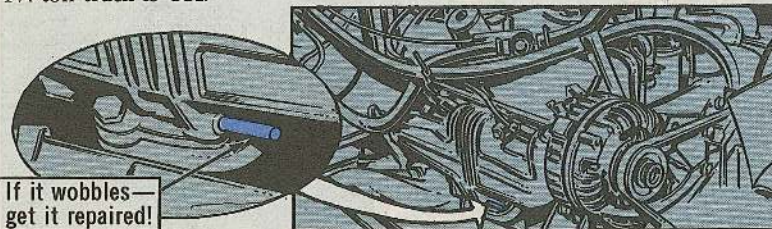
To drain your master cylinder, you can use a hookup similar to that in TM 9-2320-266-20, Para 2-80, Bleeding the Master Cylinder. But you put the ends of the tubes into a container to catch the fluid as you pump the brake pedal.



Manifold Heat Control Leakage

Exhaust leaks make your truck Not Mission Capable (NMC), right? Well, most of the time.

Slight leakage around the manifold heat control shaft on your M880-series 1¼-ton truck is OK.



If there's a lot of leakage, tho, or if there is much side play—wobble—in the shaft, get it repaired.

Charging System Info

You won't find troubleshooting info in TM 9-2320-266-20 for the 60-amp or 100-amp charging system in your M880-series truck.

But you will find the info in DA Pam 750-33, Charging System Troubleshooting (The Easy Way). The 60- and 100-amp systems in those trucks are the same as in various military-design trucks.

The pamphlet is mentioned in Para 2-29.1, C5, TM 9-2320-266-20.

Leak-Checker Is Leak-Maker

All vehicles—

When you're checking your vehicle for exhaust leaks, never plug up the tailpipe and run the engine.

Holding a rag over the end of the pipe for a moment may not cause any damage, but why chance it? Plugging the pipe makes back pressure that can damage the exhaust system and hurt engine performance.

To find leaks, use your eyes and ears. Check pipe joints for black smudges. Listen for puffing sounds when the engine is running.

The M880-series 1¼-ton truck TM, TM 9-2320-266-20, says in Para 2-68 (a)2 to plug the tailpipe. When the TM is revised, this will be removed.

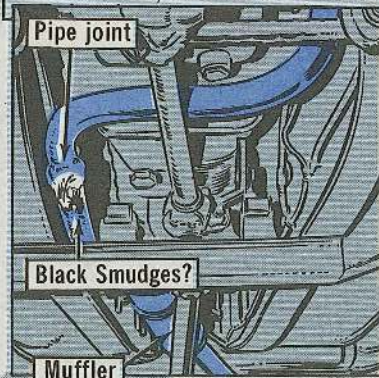


Battery Holddown

Use NSN 2590-01-043-8191 if you need a battery holddown rod for the 24-volt battery set on your M880-series 1¼-ton truck. The NSN for the rod, Item 16 in Fig 110A of TM 9-2320-266-20P, is wrong.

Taillight Assembly

You can get a sealed taillight assembly for your M887 contact maintenance truck with NSN 6220-01-045-0249. Make a note of this for your TM 9-4940-421-24P.



Toss Faulty Pub

TM 55-1500-341-23, on individual equipment used for protection from chemicals, contains info that is hazardous to your health. Discard any copies you have. TSARCOM Msg DRSTS-X 271500Z May 82 has the word.

Power-Dyne on Track

Info on how to use the Power-Dyne PD-602 torque wrench for T-142 track maintenance is in TB 43-0001-39-8, Pages 2-23 thru 2-34.

M730 Vent Valve

Need the vent valve (Item 47, Fig 18, TM 9-1450-585-20P) for the fuel tank vent tube of your M730 Chaparral carrier? The correct NSN is 4820-01-049-6364.

Need Longer Ground

You'll need a longer starter ground strap on your M548 cargo carrier or M730 missile carrier if you're issued Leece-Neville starter, NSN 2920-01-063-8926. Make the strap from 2 lug terminals, NSN 5940-00-115-5001, and a 25-in section of electrical wire, NSN 6145-00-705-6674.

Simple Samples

The supply of glass bottles, NSN 8125-00-933-4414, for sampling aeronautical equipment oil is running low. Order the replacement plastic bottle, NSN 8125-01-082-9697, for your oil samples. That NSN gets you a box of 120 bottles.

You can get aircraft fuel sampling bottles with NSN 6640-00-404-0660 (16-oz) or NSN 6640-00-404-0661 (32-oz). They're listed in FM 10-70, Page 6-6.

M113 FOV Airbox Heater Kit

Cannot get and still need repair or replacement part for the accumulator-equipped airbox heater on your 6V53 engine? If so, now would be a good time to convert to the air-aspirated version. Use conversion kit, NSN 2540-01-127-6540. Conversion is recommended because the old system uses an accumulator no longer being bought by the Army.

No More Shredding

The main transmission oil filter for the M88A1 MRV is now made of an improved material to resist shredding. It's NSN 2520-00-933-4433. Make a note for your TM 9-2350-256-20P, Page 237, Fig 149, Item 3.

SMART! MESSAGES

Here is a list of SMART! messages that have been issued. If you need any of these, check with your next higher command.

SMART! Msg # 1 — Objectives and procedures of Project SMART! HQDA DALO-PLO 141616Z Apr 82 (Action).
SMART! Msg # 2 — Change to TM 38-750. HQDA DALO-PLO 161407Z Apr 82. Covered in 102 to TM 38-750 (Action).
SMART! Msg # 3 — Change to TM 38-750. HQDA DALO-PLO 261307Z Apr 82. Covered in 102 to TM 38-750 (Action).
SMART! Msg # 4 — Change to TM 38-

750. HQDA DALO-PLO 171935Z May 82. Covered in 102 to TM 38-750 (Action).
SMART! Msg # 5 — Impending expedited change to AR 735-11 and DA Pamphlet 710-2-1. HQDA DALO-PLO 011014Z Jun 82. (Action). Covered in 102 dtd 26 Jul 82 to both pubs.
SMART! Msg # 6 — Work improvement idea, taped message at central issue facility. HQDA DALO-PLO 151915Z Jun 82. (Info exchange).
SMART! Msg # 7 — Impending expedited change to TM 38-750. HQDA DALO-PLO 022044Z Jul 82. (Action).
SMART! Msg # 8 — Motor pool shop operations management techniques.

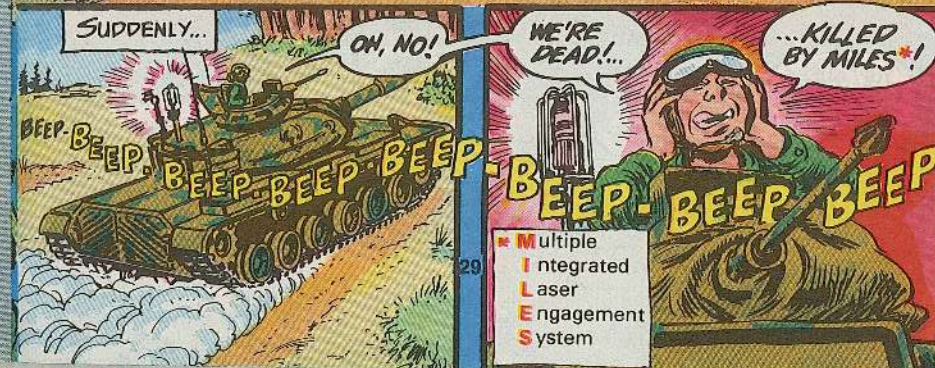
HQDA DALO-PLO 022045Z Jul 82. (Info exchange).
SMART! Msg # 9 — Maintenance inspection techniques. HQDA DALO-PLO 231640Z Jul 82. (Info exchange).
SMART! Msg # 10 — Sequence numbering of maintenance messages from commodity commands. HQDA DALO-PLO 271344Z Jul 82. (Action).
SMART! Msg # 11 — Hotline (AUTOVON 977-6842, Comm 717 782-6842) on supply and maintenance policy. HQDA DALO-PLO 091907Z Aug 82. (Action).
SMART! Msg # 12 — No stenciling of antifreeze installation. (TB 750-651). DALO-PLO 122005Z Aug 82. (Action).



Clean and Bright...

But Can It Fight?

Heroic Eagle 1982...





Joe's Dope Sheet

You may think no damage was done
'Cause your vehicle is able to run--
But that high pressure hose
Creates internal woes
That can sneak up and stifle you gun!

WHATSAMATTER?
YOU SURE NEED A GOOD
BATH ALL OVER AFTER
THAT FIELD TRIP!

ARRGHH..
HALP!!
HALP!

WE HAVE THE WORLD'S BEST EQUIPMENT ... Take it

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

MEN, LET'S EXIT FROM THE TANK FOR A POW-WOW WITH BONNIE...

...I HAVE AN IDEA THAT THESE PROBLEMS ARE SOMEHOW RELATED!

MUST BE GREMLINS, HUH?

GIVE ME A HAND, SOLDIER-- THERE'S SOMETHING I WANT TO CHECK!

SURE, BONNIE!

ME AN' GUNN, HERE, DISCOVERED THIS CLEAN-UP METHOD ON OUR OWN, BONNIE-- AIN'T IT TERRIF?

YEAH--AN' WE PLAN TO WRITE *RS MAG* ABOUT IT!

M-MACON--I'M SPEECHLESS-- WILL YOU TAKE OVER?

YOU BET!

HAH--JUST AS I SUSPECTED...

THIS M60A3 IS *SQUEAKY* CLEAN... INSIDE AND OUT!!

'COURSE, BONNIE-- OUR CREW FIELDS TH' CLEANEST TANK IN TH' BATTALION!

YEAH!

...OR TH' WHOLE ARMY!

IT'S IRONIC, BUT DIDN'T I MEET YOU GUYS AT THE CARWASH LAST WEEK?

RIGHT! WE WERE THERE WITH OUR CLASSIC SPORTS CAR WE BEEN RESTORING T'GETHER!

DO YOU RECALL YOUR REACTION, SPECIALIST, WHEN THEY USED A HIGH-PRESSURE HOSE ON YOUR POV?

HEY!! HOLD IT, YOU NIMRODS! DON'T SPRAY WATER IN THERE!!

HUH?

NO! STOP!! DON'T LET HIGH-PRESSURE WATER SPRAY THROUGH THOSE HOOD LOUVRES!

YEAH, SERGEANT, AND I STILL GET HOT JUST THINKIN' ABOUT TH' DAMAGE THOSE YO-YO'S ALMOST DID TO OUR NEW TACH AN' OUR NEW CASSETTE PLAYER! IF THEY HAD SPRAYED HIGH-PRESSURE WATER ON OUR INSTRUMENT PANEL, WHY... I... ER... I... **>GULP<**

BURNS ME, TOO!! THOSE JOKERS COULDA RUINED OUR NEW REGULATOR, GENERATOR, DISTRIBUTOR... **NOT** I' MENTION CAUSING CORROSION AN' SHORTS IN THE ELECTRICAL WIRING...

BOY! IT TAKES A REAL *NIMROD* T' SPRAY HIGH-PRESSURE WATER IN SUCH A PLACE... ER... I... **>GULP<**

SPECIALIST GUNN... PVT. BRAY... WILL YOU PLEASE TELL ME HOW YOU MANAGED TO CLEAN THIS TANK'S INTERIOR SO THOROUGHLY?

...AS IF I CAN'T GUESS!

SURE, BONNIE...

...WITH PLEASURE!

IT'S A LITTLE DIFFICULT, BUT I OPEN TH' ESCAPE HATCH!

...WHILE I HOSE DOWN TH' WHOLE AREA... BUT GOOD!

...AN' ALL TH' DIRT AN' CRUD RUNS RIGHT OUT TH' HATCH!

THE "DAWN" IS HERE, EH, TROOPS?

YOUR USE OF HIGH-PRESSURE WATER ON YOUR A3 HAS CAUSED YOUR TANK FAILURE... AND YOUR "DEMISE"... AS PROVED BY THE MILES!!

GEE... I NEVER THOUGHT...

I JUST ASSUMED ARMY EQUIPMENT COULD TAKE IT, I GUESS...

AND WE 2 NON-COMS FAILED T'OBSERVE AN' SUPERVISE OUR CREWS CLEANING PRACTICES...

CORRECT, SGT. WARNER... WATER DAMAGE IS SNEAKY! IT MAY TAKE WEEKS TO SHOW UP!

BUT THIS SHOWS THE EFFECT IS SURE IF NOT SPEEDY!

SO, REMEMBER-- NO HIGH-PRESSURE WATER ABOVE THE TURRET LINE... OR INSIDE...

WELL, BONNIE... MACON... SEEMS FOR US THE "WAR" OF "HEROIC EAGLE" IS OVER...

...AND WE LOST BECAUSE WE WERE OUR OWN WORST ENEMY!

...BUT YOU'VE LEARNED YOUR LESSON... RIGHT?

UNFORTUNATELY, THERE IS A LOT OF OTHER ARMY EQUIPMENT WITH SENSITIVE INSTRUMENTS AND WEAPONS SYSTEMS THAT IS DAMAGED BY CARELESS HIGH-PRESSURE HOISING!

SUCH AS SP AND TOWED HOWITZERS, APC'S AND TRUCKS...

...SO LET'S WIND UP BY GIVING THE GOOD WORD...

THINK-- WHEN YOU USE HIGH-PRESSURE WATER!

AIR MOBILITY

Down'n' Dirty!

Even a TV sleuth would have trouble solving a case if half the clues were missing or mucked up.

A lot of valuable evidence is lost when an engine transmission, fuel control or other EIR exhibit arrives at support incomplete and all cleaned up like so:

PASTARDLY, WATSON!

THE EVIDENCE HAS BEEN TAMPERED WITH!

- Removing the main pressure regulator valve from a fuel control makes it impossible for the depot types to figure out which internal part failed.

- Partially disassembling a transmission for a look-see, after metal chips are found in the strainer, is tampering with important evidence. And cleaning those chips out of the strainer won't help the support detectives one bit.

- Removing the transmission input quill to inspect for bearing damage is not worth the trouble, either. The main mast bearing can't be seen and only support can tell if it's the culprit.

So when a strainer or chip detector has metal chips, and an oil lab report confirms that the part is no longer serviceable, send it back "dirty."

THEY GOTTA SEND 'EM BACK DIRTY, EH, HOLMES?

RIGHT! IT'S THE ONLY WAY TO SOLVE THE CASE!

Cat 1 EIR Phone: AUTOVON 693-2066 (24 hours)

Aviation Messages

AH-1-82-09 Maint Mandatory-Daily inspect castellated nut; pitch change tubes DRSTS-MEA-290902 Jun 82
UH-1-82-02 Safety of Flight; Maint Mandatory; RCS CSGLD-1860; inspect all UH-1H main rotor blades (P/N 204-011-

250-5; NSN 1615-00-072-6799) for oversize and/or improper installed skin patches DRSTS-MEA-2121002 Jun 82
UH-60-82-07 Maint Mandatory-Inspect main transmission beam fastener hardware DRSTS-MEA-2908302 Jun 82

Checking out the avionics and weapons subsystems on a Cobra requires all the juice your 7.5-KW auxiliary power unit (APU) can deliver. It has to be maintained.

For thorough monthly and quarterly preventive maintenance checks and services, turn the APU in to your motor pool.



MECHANICS WILL SPRUCE UP THAT BABY, USING THEIR MANUALS...

As the operator, tho, you pull the operator services listed in the manuals. Those old pubs may be hard to come by at the airfield, tho.

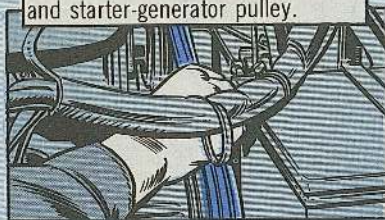
SO PULL PM LIKE SO...

APU NSN	TM
6115-00-903-4948	5-6115-413-15
6115-00-926-8335	5-6115-413-15
6115-00-999-5935	5-6115-351-15

OIL-LEVEL GAGE—Add oil as necessary to keep the oil level near or at the FULL mark on the dipstick.



BELTS—Look for worn, frayed or cracked belts. Belt adjustment should give you a 1/2-in deflection midway between the drive pulley and starter-generator pulley.



BATTERY—Tighten any loose cables and mounting bolts. Look for cracks or breaks and remove any corrosion. Remove the filler caps and eyeball the fluid level. If necessary, add distilled water to your lead-acid battery, filling it to 3/8-in above the plates. NSN 6810-00-682-6867 will get you a gallon of distilled water.



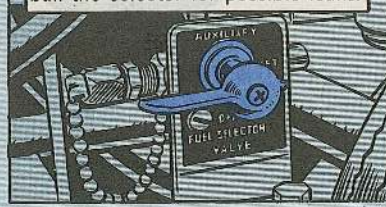
Remove any corrosion

FUEL STRAINER—Remove the filler cap and lift out the strainer. To prevent fuel contamination, the strainer has to be c-l-e-a-n!



FUEL TANK—Fill with regular gas...no Avgas or JP-4, please.

FUEL-SELECTOR VALVE—Eyeball the selector for possible leaks.



CONTROLS, INSTRUMENTS—Look for broken glass, loose mounts.



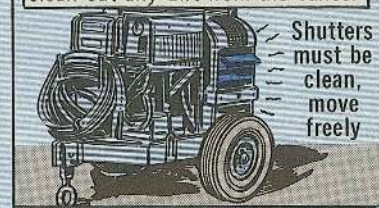
Controls, instruments OK?

SPARK PLUGS—See if any of the insulators are cracked. The wires have to be in good condition, with no cracks.



Spark plugs OK?

SHUTTERS—Lube hinge points, as necessary, for easy operation. Clean out any dirt from the vanes.



Shutters must be clean, move freely

GENERATOR—Inspect the generator terminals and cable connections for security. It only takes a minute to tighten up a loose connection.

OPERATIONAL CHECK—Crank up the APU and check it for proper operation. If the gages are accurate, your baby should be putting out 28 volts DC. Any unusual noise or vibration has to be looked into and corrected.

SAVE the PANEL!

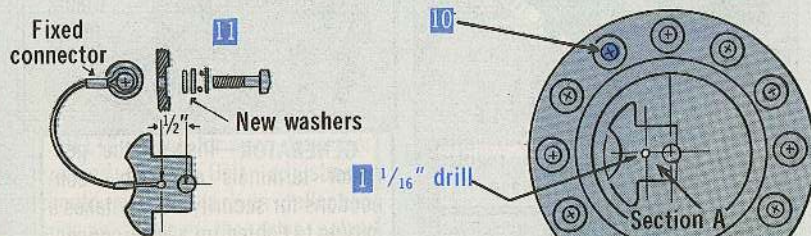
Dear Editor,

Many of our OH-58A/C aircraft had to be repaired because the fuel filler cap was "dropped" during refueling. The cap, swinging on the long wire rope, hit the honeycomb panel with enough force to puncture it.

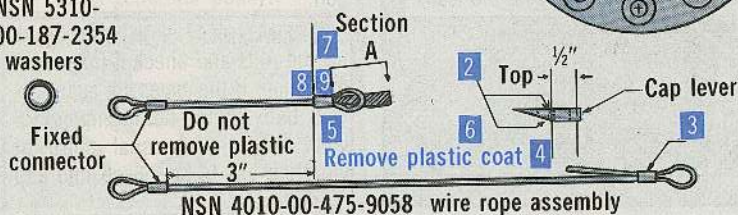
No more! Not after we removed the wire rope from inside the fuel filler neck, shortened a new one, and located it on the outside of the bird.

We installed the new cable in less than an hour, like so.

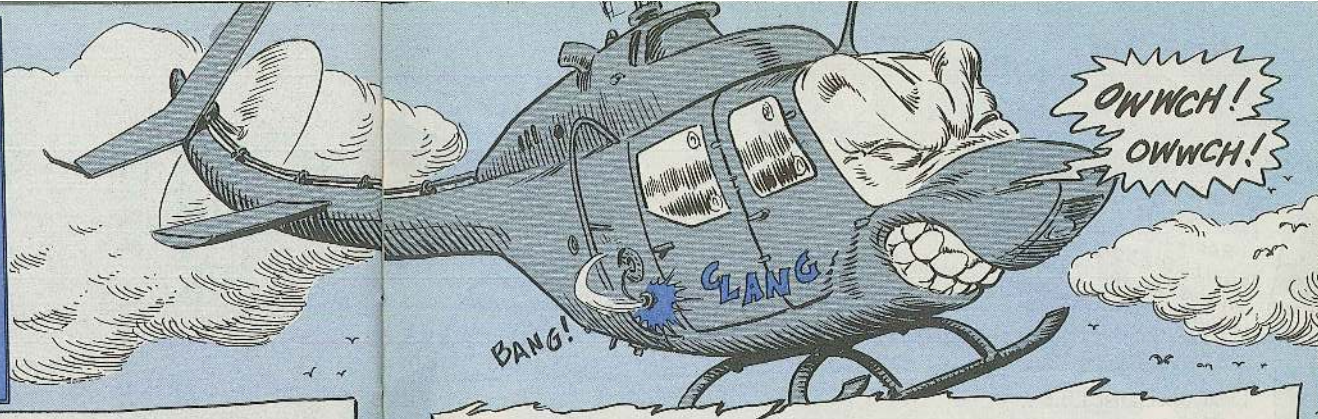
- | | | |
|-----------------------|---|------------------------------|
| 1 Drill hole | 5 Install connector | 8 Crimp connector |
| 2 Round off corners | 6 Insert wire through bottom of cap lever | 9 Cut off excess |
| 3 Remove connector | 7 Insert wire into connector | 10 Remove screw |
| 4 Remove plastic coat | | 11 Install washers and cable |



NSN 5310-00-187-2354 washers



NSN 4010-00-475-9058 wire rope assembly



Relocating the wire rope also prevents foreign object damage caused by fraying of the plastic and metal during closed circuit refueling.



The fix can be used on other aircraft where damage to a panel or wire rope is a problem.

(Ed Note—Your field repair is a winner. The head hangar—TSARCOM—recommends it.)

Scott Miller
John Szot
APO New York 09403

Sturdier Stand

Your aircraft engine "L" stand will sag under the increased weight of newer engines, giving you interference with the frame as you rotate the engine to pull maintenance. Beef up engine stand, NSN 4920-00-269-0329, with improvements recommended by the head hangar. Get the details by writing to:

Commander
US Army Troop Support and
Aviation Materiel Readiness
Command
ATTN: DRSTS-MEG
4300 Goodfellow Blvd
St. Louis, MO 63120

Cobra TM Maze

Dear Windy,
Some Cobra parts manuals, like TM 55-1520-236-23P, for instance, have entries in the "Usable On Code" column, but they don't explain the codes. What gives?

SP5 J. B. B.

Dear Specialist J.B.B.,

Forget the unexplained "usable on code" entries. The parts are good for all Cobra models covered by that TM.

To help you sort out the various Cobra models and match 'em with the right tech pubs, eyeball this list.

KEEP THIS LIST HANDY!

AH-1 Model/Configuration	Tech Manual Series
AH-1G, Helicopter, Attack NSN 1520-00-999-9821 TH-1G, Helicopter, Flight Trainer NSN 1520-00-804-3635	TM 55-1520-221-23P
AH-1S (MOD), Helicopter, Attack, Modified NSN 1520-00-504-9112	TM 55-1520-234-23P
AH-1S (PROD), (ECAS), and (MC) Helicopter, Attack, Production, Enhanced Cobra Armament System and Modernized Cobra (converted from the Production model) NSN 1520-00-504-9112	TM 55-1520-236-23P
AH-1S (MC) Helicopter, Attack, Modernized Cobra (converted directly from the G model) NSN 1520-00-504-9112	TM 55-1520-239-23P

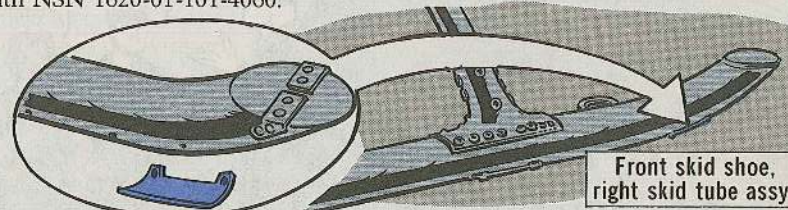
Also, check Para P-1.a in your -236 and -239 series -23 manuals for listings of aircraft serial numbers covered by the pubs.

Try Larger Pair!



Tired of replacing your OH-58's front skid shoes because they wear out faster than the bird's other shoes?

You can now get improved skid tubes with larger, longer-wearing front shoes. You get the left skid tube with NSN 1620-01-101-4061, the right one with NSN 1620-01-101-4060.



Front skid shoe, right skid tube assy.

You can mix and match the new and old skid tubes on the same bird. But, the old front skid shoes will not work on the new tubes.

Get the front shoes only, for the new skid tubes, with NSN 1630-01-098-7493.

Too Many Hours? Scrap it!

Mechanics and supply types can save a lot of packing time and shipping costs on high-time finite life/retirement components removed from aircraft.

The word on those parts, listed in the aircraft maintenance pubs, is in Para 4-5a(6) of TM 55-1500-328-25 on maintenance procedures.

When the part has fewer than 100 hours of Maximum Allowable Operating Time (MAOT) left, send it to your local property disposal office. Attach an unserviceable "condemned" tag and mutilate the part. This applies even tho the Supply, Maintenance, and Recoverability (SMR) code correctly labels the part "D" for depot repair.

When the part has more than 100 hours MAOT remaining, tho, send it for repair, as indicated in Para 4-5a(5) of the management pub.

Send serviceables for repair; scrap unserviceables locally





No Matter How You Spell It...

Cable, Wire

HEY-- YOU'RE RIGHT, MACON, BONNIE-- THE WIRING'S LOOSE FROM TH' CONNECTOR...

HOW'D YOU KNOW THAT?

IT'S A COMMON PIPSY PROBLEM, SOLDIER...

YES, THE STRAIN OF A LONG CABLE CAN PULL THE WIRING LOOSE!

You might not get the big bucks of Tug McGraw or Goose Gossage, but the job you do in relief of cable and wire connections is still important.

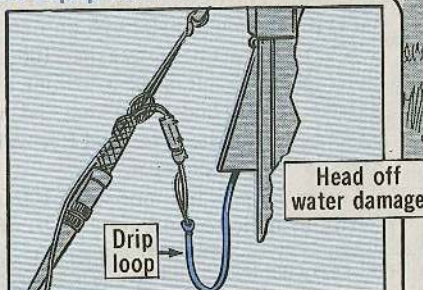
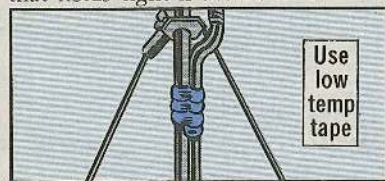
Without your relief job, connections are at the mercy of heavy cables...or heavy feet...or both. But a simple strain relief of tape or wire can save both connectors and receptacles. Here are some places to send relief.

RC-292 Antenna Equipment

Tape the mast's CG-107 cord every 5 feet as the TM shows. Especially important is the relief for the M-359 adapter.

You should also relieve the UG-255 adapter that goes to your radio. Cable weight can put quite a load on the connection.

If the TL-83 tape your TM calls for is not doing the job, a low-temp tape that holds tight is available. Order it



with NSN 5970-00-419-4291.

When relieving the strain, head off moisture damage, too. Put a drip loop on the end that feeds your radio set. This loop keeps moisture from traveling down the cord and into the connection, zapping your commo.

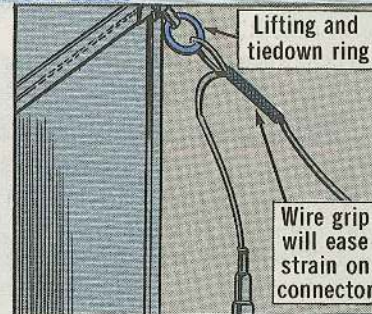
Need Relief

CX-11230 PCM Cable

An ND-0104 wire grip, NSN 5975-00-400-2630, is available to relieve the strain on your cable when it feeds to a shelter.

Be sure the wire grip goes on the CX-11230 and not the adapter cable, tho.

If you're stringing cable some distance, relieve strain by putting the right amount of sag in it.



HERE'S A HANDY CHART FROM FM 24-20...

Span in feet	100	125	150	175	200
Sag in inches	16	24	36	48	72

OE-254 Antenna Group

This is the new gear taking over for the RC-292. It gets the same relief treatment, tho. Use tape each 5 feet, and a drip loop at the radio connections.

The mast gets an added relief from a strain clamp PF-211, attached to the upper guy plate.

AN/VRC-12 Series RT's

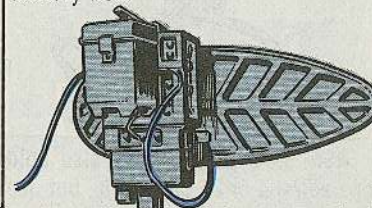
If the CG-1773 antenna cable can't be removed when the receiver-transmitter is, it's a target for boots or cargo in the back of your vehicle.

Taping or strapping will keep it out of the way. For a stopgap, tape the cable to the MT-1029 mount until it's needed.

A more permanent fix is to use strap clamps, NSN 5820-00-783-9035. To use them, just remove a plate nut from the MT-1029. Slip the cable through the strap, then loop the strap over the bolt and replace the nut.

AN/PPS-5 Remote Cable

To ease the pressure on the inside wiring of your AN/PPS-5 radar's remote cable, loop it behind the battery box.



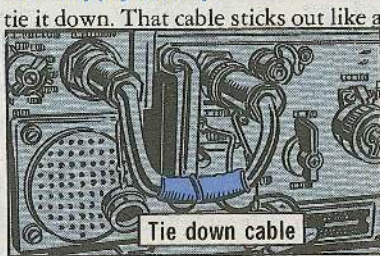
A too-long straining can pull the wiring loose from the connector, putting your remote out of business.

OA-3633 Amplifier-Power Supply Group

If the CX-4655 cable gets in the way, tie it down. That cable sticks out like a sore thumb when the equipment's installed in a TOW vehicle or under vehicle seats.

Take a piece of string and tie it flat against the RT's panel guard.

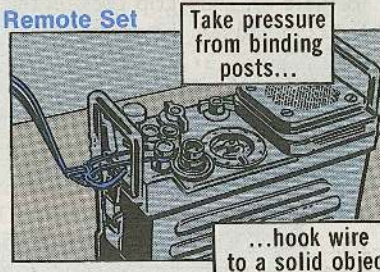
Then, when the cable's not needed, stow it on the rear of the set in the provided clips.



AN/GRA-39 Remote Set

When relieving the strain of field wire from the set's binding posts, hook the wire to a solid object. Some troops just loop the wire around the set's guards.

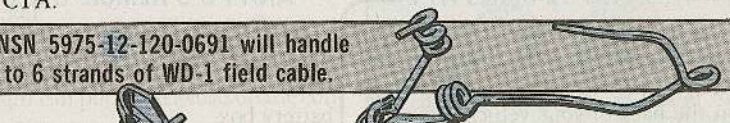
That saves the binding posts, but if somebody trips on the wire, you lose a control set, radio or connecting cable.



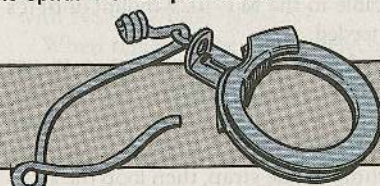
New Wire Hangers

Stringing wire and cable's been made a little easier with the 3 new hooks just added to the Army inventory. They'll soon be added to CTA 50-970, too, at the rate of 1 per 50 feet of wire or cable. Right now, they're coded as repair parts—Class 9—on the AMDF. That's being changed to Class 2, tho, so they can go in the CTA.

NSN 5975-12-120-0691 will handle up to 6 strands of WD-1 field cable.



NSN 5975-12-120-5288 will string one spiral 4 or 26-pair cable.



NSN 5975-12-120-5289 also holds one spiral 4 or 26-pair cable, but does double duty as a strain relief.



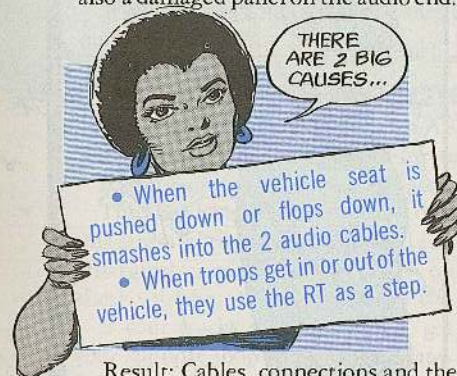
These new NATO NSN's follow the -01's on your AMDF microfiche.

RT-841

Boot Scoot

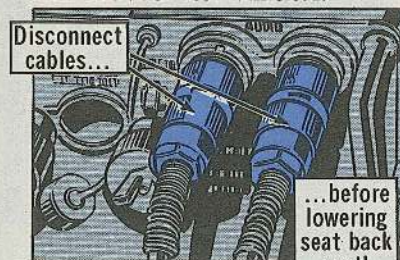
Strap an RT-841 receiver-transmitter on your back as part of the AN/PRC-77, and its audio connectors may last till the radio set falls apart.

Mount the same RT-841 in a 1/4-ton vehicle and chances are good that it'll not only have mangled connectors but also a damaged panel on the audio end.



Result: Cables, connections and the panel are damaged.

Cures: If you have to lower the back seat rest, first turn the radio off and disconnect the 2 audio cables from the RT. The back rest will clear.



HEY, CUZ... YOU'RE YOUNGER THAN ME... BUT YOU'RE IN AWFUL SHAPE!! HOW COME?

SIMPLE...URG... YOU DON'T HAVE BIG BOOTS STEPPIN' ON YOU ALL TH' TIME!

When you step over the side of the vehicle (in or out), use the wheel well next to the RT as a step.



FOR MORE INSURANCE, BE CAREFUL NOT TO SNAG THE CABLES WITH ANYTHING, INCLUDING YOURSELF!



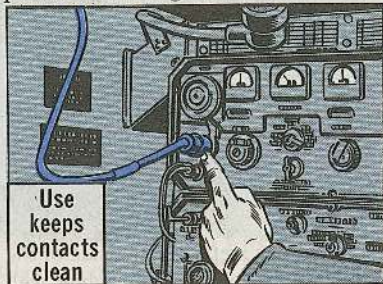
Antenna PT

Your AN/GRC-106 radio set's 50-ohm antenna needs a little exercise to do its best.

Sure, your whip antenna gets the most use. But give your AN/GRA-50 antenna group a workout, too. That keeps the radio set in fighting trim.

Without the workout, antenna coupler contacts corrode. This leads to poor contact and bad readings on the antenna tune and load meters.

These bad readings can show you a tuned and loaded antenna when you don't have one. The antenna won't accept your amp's output, sending some back to the set. This reflected power can damage the radio.



Use keeps contacts clean

Keep contacts clean by tuning your transmitter into the AN/GRA-50 or a dummy load.

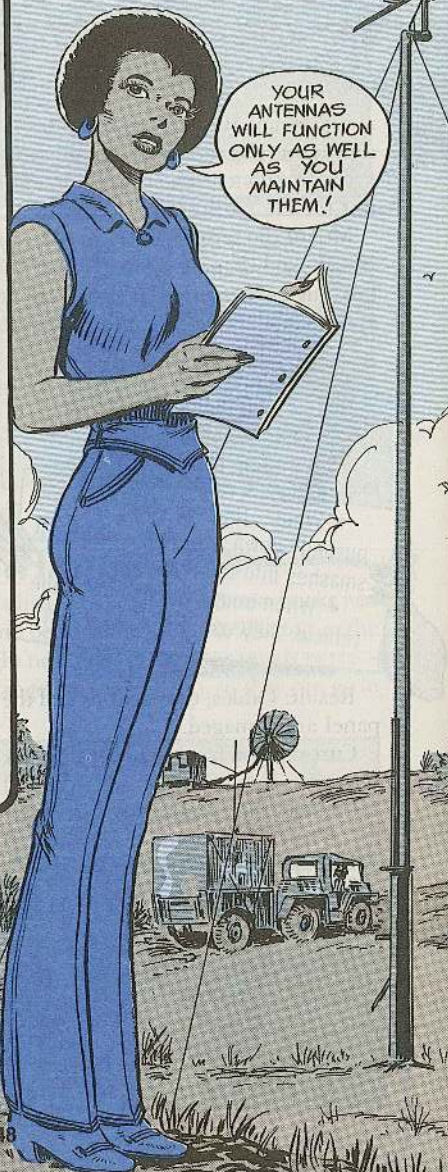
OE-254 Reel

Storing your OE-254 antenna group's guy wires will be easier now that the headshed's OK'd a reel. It's the one you used for RC-292 antenna equipment guys.

Order 4 RL-28's, NSN 8130-00-355-7616. Each one holds 2 guys.

The reel'll be added to your antenna TM's.

YOUR ANTENNAS WILL FUNCTION ONLY AS WELL AS YOU MAINTAIN THEM!



Antenna Coverup?

When it's time to camouflage your vehicle, leave your whip antenna out of it. Tying branches or other material directly to the antenna makes it look like a skinny tree, all right. It also cuts its range and can leave you out of the radio net.



If you feel the whip gives you away, tie it down and blend it into your vehicle's outline.

Reinforcements Needed?

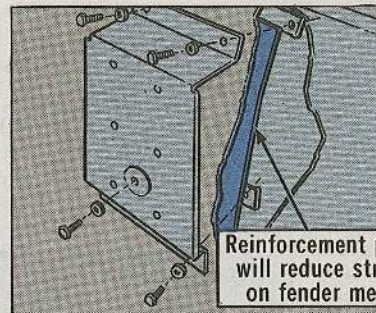
If the wiggle and sway from an AS-1729 antenna have cracked your M880-series truck's fender wall, send for reinforcements.

Reinforcement plates for the antenna mounting bracket, that is.

The headshed's had reports that this stress is cracking fender metal and enlarging mounting bolt holes on these vehicles.

If your trucks are cracking up, get your support shop to make the plates for you.

Fabrication drawings—SC-D-866090 and SC-D-866560—are available from your local DARCOM Logistics Assistance Office (LAO).

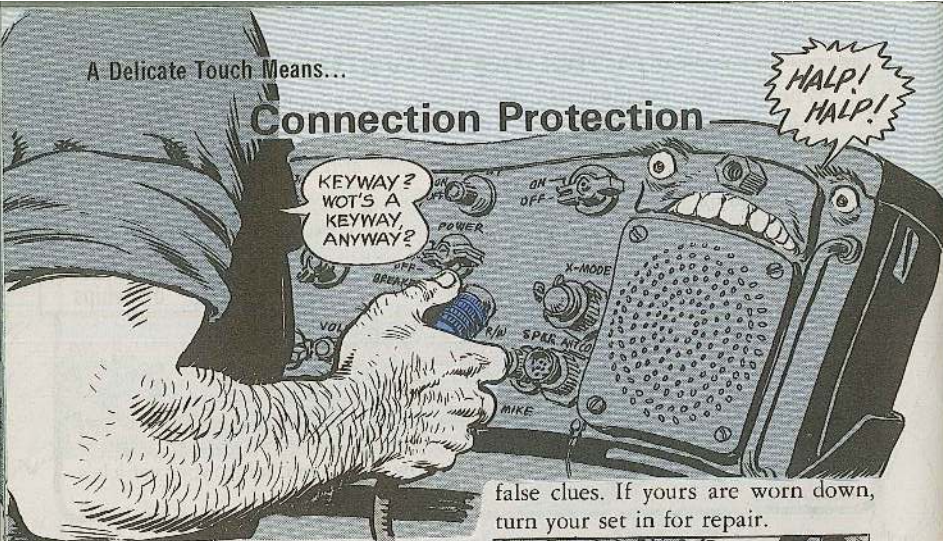


Reinforcement plate will reduce stress on fender metal



A Delicate Touch Means...

Connection Protection



Too much muscle on the antenna control connector of your AN/VRC-12-series receiver-transmitter can drop you out of the commo net with a KO punch.

Your RT, cable or matching unit suffers if you don't use care connecting your CX-4722 cable.

For instance, using key and keyway clues makes a neat and clean connection. Forcing the cable onto the connector bends or breaks pins, putting you off the air.



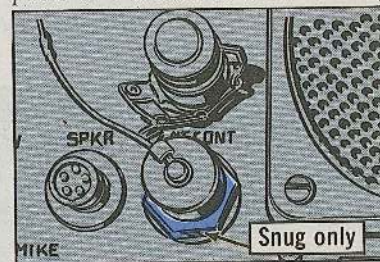
Course, constant use of those guide pins can wear 'em down and give you

false clues. If yours are worn down, turn your set in for repair.



You can also zap your RT by applying the muscle when tightening the connector nut.

It's only meant to be snug. Putting pliers or a wrench to it and bearing

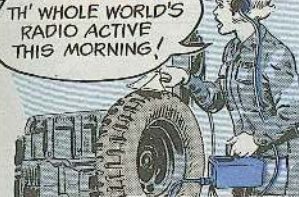


down can twist inside wiring. That'll short the connection and shut down your set.

AN/PDR-60 Radiac Set...

HEY--**WOW!**
TH' WHOLE WORLD'S
RADIO ACTIVE
THIS MORNING!

Close the Window



? SHOULD WE
SOUND AN
ALARM, MACON?

BETTER YET,
LET'S CHECK
OUT THAT
PROBE'S
SURFACE!!



Accuracy goes right out the window when you break the one covering your AC-3 detector probe.

That mylar surface is no stronger than cassette recording tape. Storing it without the protective cover, letting the probe touch a tested surface or touching the window yourself can punch a hole in the flimsy surface.

That hole lets in light. The set's meter reacts to light just as it does to radiation. You'll get bum readings.

Protect it. Use the cover when you're not using the probe. Keep

fingers away. And don't rest the probe on any surface unless the cover is on.

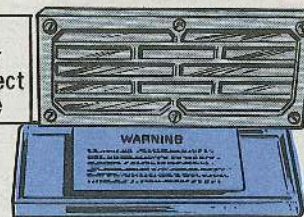
Think you've got a hole in your window? Find out with the quick test in Para 4D1 on Page 12 of TM 11-6665-221-15.

A field fix is also explained. But remember that radiation won't be detected by the patched surface. If you patch a large area, turn the set in for repair ASAP.

FSCM Switch

Some parts for AN/ARC-134 radio sets, previously made by Wilcox Electric, FSCM 65597, are now being provided by Sperry Defense and Space Systems, FSCM 07187. So, change FSCM 65597 to FSCM 07187 in your TM 11-5821-277-20P. The part numbers remain the same.

Use
cover
to protect
probe



Night Sight Mount

Go for the AN/TVS-5 night sight mounting bracket assembly for your M60 machine gun with NSN 5855-01-046-7272. The bracket is shown in Fig C-1, Item 3, TM 11-5855-214-24&P.

AB-558 Ground

A ground strap assembly for your AB-558 antenna mast base is NSN 5995-00-589-2829. That brings the grounding clamp and ring, too.

4,000-lb RTFL

PM
TIPS

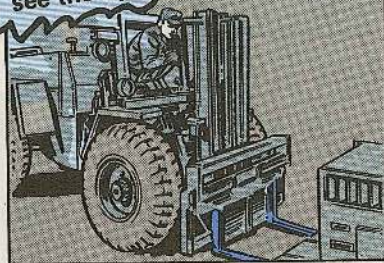
The MHE family has a new, handy helper: A 2-ton capacity rough terrain forklift (RTFL) that handles loads in trailer-size spaces.

HERE'RE SOME TIPS THAT'LL
HELP THIS NEW BABY
WORK BETTER AND
LONGER!

- It's hard to see the fork tips when picking up/depositing pallets at ground level. Those steel forks can damage any pallet and payload you can't see.



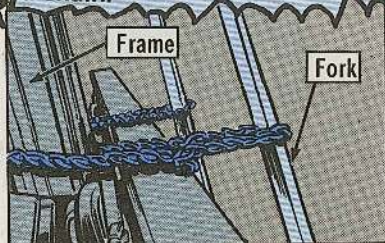
TIP: Lean forward in the seat and side-shift fork as necessary to see the tips.



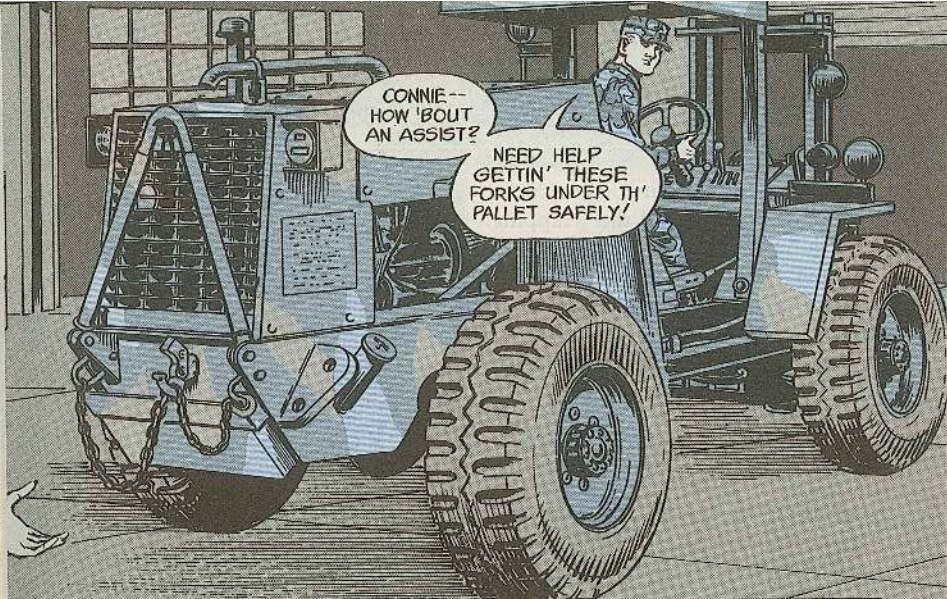
Use a helper at ground level if needed.

- The forks bounce as much as 18 inches when you drive an empty truck over rough terrain. This causes damage and excessive wear to forks and frame.

TIP: Raise the forks 12 inches off the ground, then snub each fork to the hydraulic lift frame with a chain.



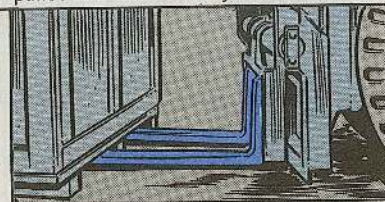
Better yet, use speed according to driving conditions. When it's rough going, slow down. After all, the only cushioning on the MHE 237 is the rubber tires.



CONNIE--
HOW 'BOUT
AN ASSIST?

NEED HELP
GETTIN' THESE
FORKS UNDER TH'
PALLET SAFELY!

- When you set a load on the ground and start to back away, be sure the forks are not dragging the ground. If they are, the fork tips will flip up and damage the pallet and load as they clear it.



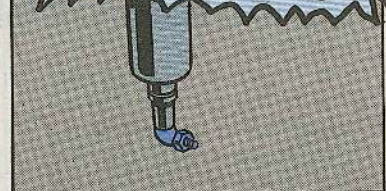
Fork tips can flip
up...watch it!



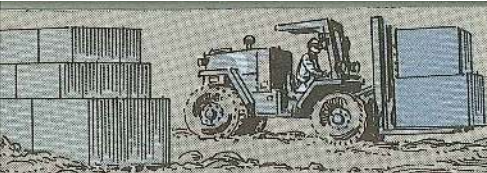
TIP: After setting the pallet down, tilt the fork tips slightly downward to clear the load and pallets as you back away.

- When backing up or operating in rough terrain, the elbow (Item 45, Fig 95, TM 10-3930-638-24&P) gets knocked off the lift cylinder. No hydraulic oil...no lift.

TIP: Replacing the elbow is a DSU job, but you can cut down-time and replacement parts costs by slow and careful driving.



- The lift cylinder hoses on some early production models have a loose steel protective wrapping. The wrapping snags on stumps 'n' rocks 'n' such with enough force to snap off the elbow.



Replace the hose if you can stick a pencil between it and the wrapping. The hose is covered by manufacturer's warranty so you can get a free replacement. Turn in your claim on DA Form 2407.

You can also keep the elbow clean of dirt and debris. You don't want to hide a Class III leak. Para 2-7 in your operator's manual has the PM-word on leaks, seeps and weeps.

• Keep an eye on the pulley bar capscrews (Item 20, Fig 91) and the non-metallic hydraulic hose assemblies (Item 1, Fig 94) on the lift mast.

Keep capscrews and hoses straight



Capscrews

If the capscrews get bent down—or up—it tilts the flat washer (Item 19, Fig 91) that separates the hoses. As the lift moves up and down, the washer chews into the hoses. Pretty soon the hose slips off the pulley. A twisted hose can also slip off the pulley.

TIP: Keep the capscrews (2) and hoses (4) straight.



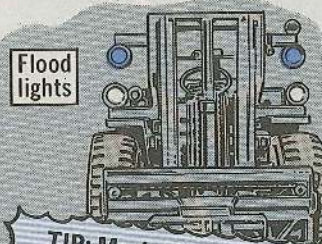
- Unscrew the hose from either end of the hose fitting. Cap the fitting.
- Stretch the hose to get out the twists.
- Make a chalk mark down the hose (you'll need it later).
- Mate the fitting and the hose without twisting it. Your marker will tell if you've twisted the hose.
- Adjust the hose tension.

The hose will give you at least 1,000 hours of trouble-free service if you keep it straight and tight. Adjust the hose if the washer is cutting into the hose.

Replace the hose only if the washer cuts into the rubber sheath deep enough to expose the inner wire braid, or if the hose is leaking. Don't sweat it if the outside cloth material on the hose is frayed/worn. Just showing "wear" won't hurt the hose.



• Flood lights. Water runs down the male lead (Item 4, Page 2-144) thru the seal (Item 5) and thru the mounting stud into the housing (Item 9).

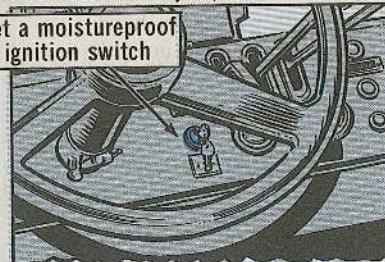


Flood lights

TIP: Mark a spot for a drain hole on the bottom of the floodlamp just in back of the rubber collar. Peel off the collar and take out the lamp bulb. Drill a 1/4-in diameter hole at your mark. Brush a dab of paint in the hole to stop rust and corrosion. Replace the lamp collar.

• The ignition switch is unprotected from rain, sleet and snow. It'll freeze up when the mercury dips below freezing.

Get a moistureproof ignition switch



TIP: Use DD Form 1348-6 and request PN 31-243-B, FSCM 77326, to get a moistureproof ignition switch. 'Course, if your MHE 237 is still under warranty, the switch'll be replaced by the manufacturer.

Seal the opening around the male lead with RTV silicone adhesive sealant. NSN 8040-00-865-8991 gets a 12-oz can of the black sealer.



Put silicone adhesive here...right where lead goes thru seal

DIPSTICK PM

LISTEN UP
TROOPS-- KEEPING
CLEAN OIL IN YOUR
NEW RTFL STARTS
WITH THE DIPSTICKS...

The dipsticks on the 4,000-lb RTFL are exposed to the cold, dirty world.

That's why they have a self-lock device to keep out water, dirt and crud.

So why is this junk getting into the engine, transmission and hydraulic systems?

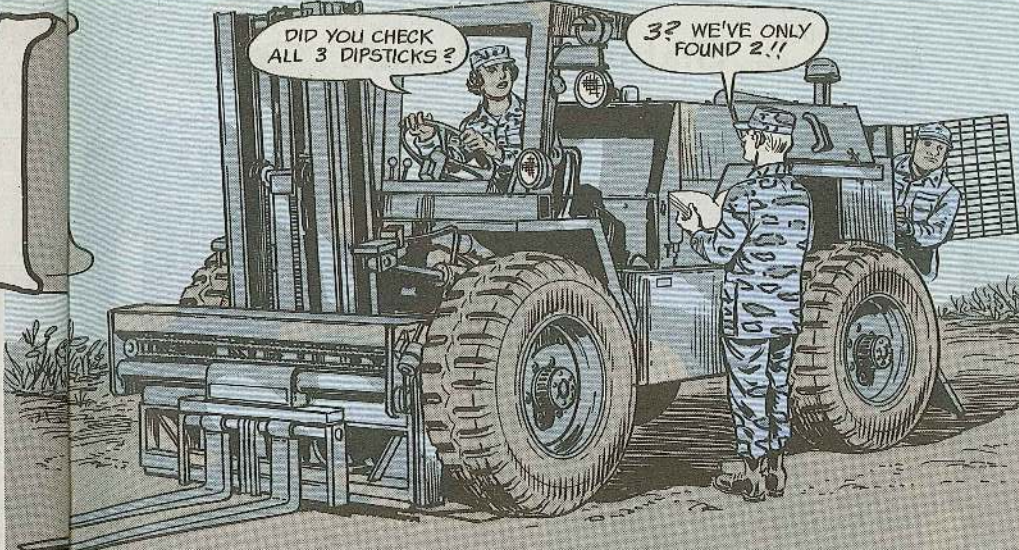
Because some troops are not doing a good job of seating and sealing the dipsticks when they check or add oil.

You need to use a little muscle to push the dipstick into the fill neck. You might think that the snug-fitting seal is enough. Not so!

After seating the dipstick, hold the filler cap with one hand and turn the dipstick handle clockwise several times with your other hand.

Turn the handle until the stick is snug. If it won't tighten, take it out...hold the nut on the handle shaft...and turn the handle until the seal starts to compress. Put the dipstick in the filler neck and tighten...s-n-u-g.

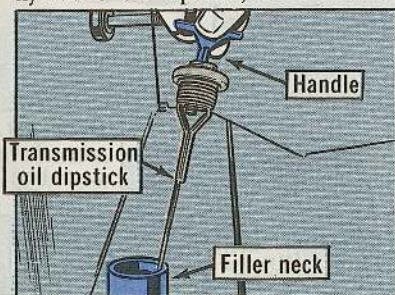
YOU'VE
GOTTA MAKE
SURE THEY'RE
SNUG!!



Before you take out the dipstick, turn the handle counterclockwise until it's loose. Use a little muscle to pull the dipstick out of the fill neck.

If you can pull the stick out after you've tightened the handle as much as you can, replace it. It won't do the job.

NSN 6680-01-100-7437 gets the hydraulic oil dipstick; 6680-01-100-



7436, the transmission stick; NSN 6680-01-113-6241, the engine oil dipstick.

Fuel Tank Cap

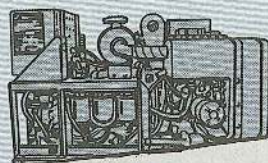
The fuel tank filler cap has the same type of self-locking compression



device as the dipsticks. Meaning it gets the same PM treatment when you "fill 'er up!"

Dirty fuel—water contamination—has already messed up a bunch of RTFL engines. When you take off the cap, shake it well. If any water is present, you know the cap was not sealed right. Need a new fuel cap? Use NSN 2910-01-103-3283.

Stator Test Update



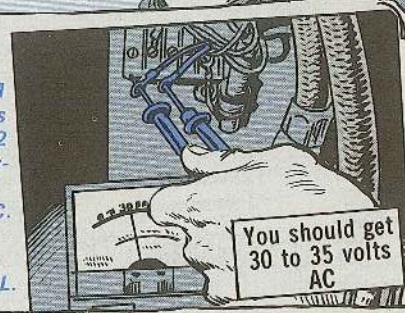
WHAT'S WRONG, SERGEANT? I ONLY GET 30 VOLTS AC!



Dear Half-Mast,
According to Para 4-27a(3)(b), TM 5-6115-584-12, I should get 35 volts AC when I check the voltage across 2 stator leads during the battery alternator stator check.

Trouble is, I only get 30 volts AC. Am I doing anything wrong?

SGT R. L.



Dear Sergeant R. L.,

Nope! But you uncovered some bum dope in the manual. You should get 30 to 35 volts AC with the stator leads disconnected and engine operating normally at 1800 RPM. Here's another stator lead check: With engine stopped and leads disconnected, you should get a resistance of approximately 0.6 ohms.

A REVISION TO THE TM'S FOR THE 5- AND 10-KW DIESEL GENERATOR SETS WILL INCLUDE THIS INFORMATION!

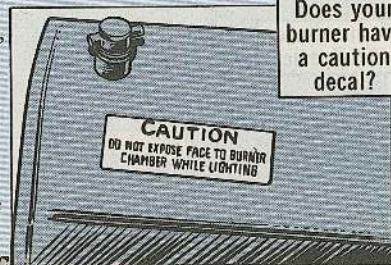


M67 Heater Decal

Does the fuel tank on your M67 immersion heater have a CAUTION decal on it? If it doesn't, get one soonest. Use DD Form 1348-6.

and PN 5-13-2684-5-29, FSCM 81337, for the item listed on Fig E-2, TM 5-4540-202-12&P.

The legend cautions you not to get your face in the way when you light the burner.



Does your burner have a caution decal?

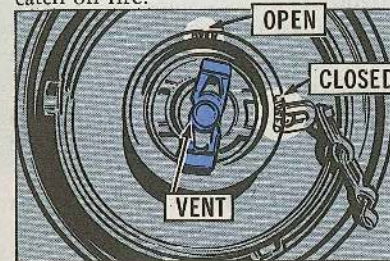
58

Fuel Tank Cap Caution

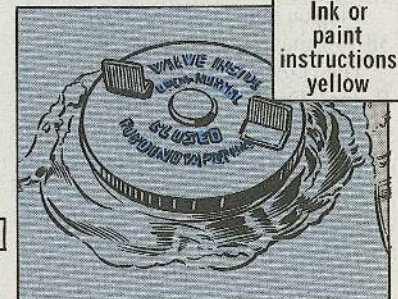
I DIDN'T KNOW TH' VENT HADDA BE OPEN, CONNIE!

If you don't keep the fuel tank cap vent open when the M12A1 decon pump unit's running, you could make big problems.

Running the M12A1 with the vent closed causes a vacuum inside the fuel tank. That can cause the engine to quit. Worse, removing the fuel tank cap too fast could let in-rushing air force fuel out of the tank. If the gas spills on the engine, your M12A1—and you—could catch on fire.



The fuel tank cap vent stays open unless you're fording. To remind you to check the vent, highlight the instructions on the fuel tank with yellow ink or paint. ARRCOM Msg



Ink or paint instructions yellow

DRSAR-MAD-AC 241430Z Feb 82 OK's it.

NSN 7510-00-183-7698 gets you a pint of yellow marking ink.

Helmet Parts Help

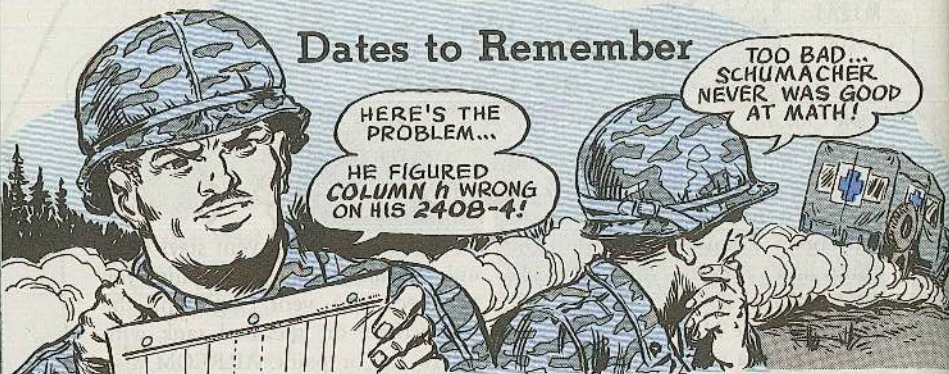
Can't find the parts you need for your M1 steel helmet or its liner? Don't fret. Repair parts are listed in Chap 16, TM 10-8400-201-23. The manual has maintenance instructions too.

Here're a couple of items to keep your TM up to date. Use NSN 8010-01-039-5939 for a quart of lusterless, forest green enamel liner paint and NSN 8010-00-111-8010 for a 5-gal can.

NSN 8470-00-030-8003 gets you the chin strap for the steel pot.

Arc Welder Magneto

Next time you need an ignition magneto for a Libby arc-welding machine, use NSN 2920-00-996-8833. It replaces the NSN in TM 5-3431-205-20P, Item 18, Fig 29.



Dates to Remember

Did you know there's a form in TM 38-750 that can save your life?

The DA Form 2408-4, Weapon Record Data, is more than just another piece of paper to fill out. Its Number 1 use is to keep up with how much the cannon's used—if it's still safe for you to fire. If the cannon's not safe, you'll be the first to know!

Make sure—double sure—you add up those numbers on the form right. Bum figuring on the remaining life in Column h could apply to your own as well as the cannon's!

The people at Watervliet Arsenal

keep a really close eye on those figures. But they depend on you feeding them the right ones and at the right times!

'Course, you know to send in the DA Form 2408-4 whenever it's filled up, right?

But filled up or not, send the form in on 10 April (active Army only) and 10 October (everybody).

Para 5-5f of TM 38-750 gives you the address and tells you about some special situations.

Circle 10 April and 10 October on your calendar. They're dates to remember!

250-CFM Air Compressor

The engine intake hose to the air cleaner on Davey air compressor Model 9M250 RPV is a "ghost" on Fig 3, TM 5-4310-250-20P. The NSN is also a ghost. You get a replacement hose with PN 45960, PSCM 16004. Use DD Form 1348-6. The RIC is AKZ. Use the hose on 250-CFM air compressors NSN 4130-00-248-3496 and NSN 4130-00-078-2462.

Gage Function Correction

When you're checking the function of those solid state pressure gages (PS 354, Page 10), be sure to ground the sending unit wire to bare metal to get the gage's maximum reading. We goofed when we said the gage would read its maximum when the wire is disconnected. This procedure will also work on the temperature gage.

Maintenance
Aids...

They Spell
R-e-l-i-e-f,
Too!



Anybody sitting in the maintenance hotseat for the first time—or after a time in other jobs—usually needs a heap of help.

A couple of pubs may be just what the doctor ordered: FM 43-1 (TEST), Organizational Maintenance Manager's Guide, and FM 43-1-1 (TEST), Organizational Maintenance Manager's Guide Indicator Lists.

FM 43-1 covers the basics of maintenance management. The who, what, when, where, why and how of

running a shop. It discusses ways to handle your resources—time, tools, people and materials—and all the other aspects of staying on top.

FM 43-1-1 works with the basic pub, giving you a series of checks or tests for your maintenance program.

Think you could use some copies? Have your pubs clerk order 'em from the Baltimore Pubs Center on DA Form 4569 by AUTODIN. Also, DA Forms 12-11A and 12-11B will get your unit on pinpoint distribution for them.

Sleeping Bag Warning

There's a bad batch of cold weather sleeping bags in the system that won't protect you from extreme cold. Check the label inside the bag, NSN 8465-01-033-8057, to find out if yours is one of 'em. If the bag was manufactured under Contract No. DLA 100-79-C-2851 with lot numbers of 2 thru 33, turn it in to support.

AOAP Sample Tip

Your outfit planning to head out to the field or into a time of increased operations? Check your Army Oil Analysis Program (AOAP) sampling schedule and supplies. More use means your samples fall due quicker—like by hours instead of the calendar days. Order and take plenty of oil sampling supplies with you.

AOAP Vacuum Pump

You can now get the vacuum pump shown on Page 13, TB 43-0211 with NSN 4930-01-119-4030.

Count Off!

Dear MSG Half-Mast,
There is a wide difference of opinion
on exactly what equipment the DD
Form 314 must be kept on. Could you
help us with this?

SSG J. B. W.

SGT. WARDLOW,
DO WE FILL OUT A SEPARATE
DD 314 ON THE AIR CONDITIONER...
OR DO WE RECORD ITS SERVICES
ON TH' TRUCK'S FORM?

HMMMM...
GOOD
QUESTION!

I'LL ASK
HALF-MAST!

Put the intervals for lube & services you schedule
by miles/hours—or which may fall due by miles/hours
—here. Keep up with odometer/hourmeter changes, too!

Dear SSG J. B. W.,

Para 3-3a of TM 38-750 tells you to use the DD Form 314 for recording scheduled and performed organizational maintenance, lube services, oil samples and not mission capable (NMC) time.

Para 3-3b says to schedule required periodic services when the TM tells you those services will be performed by a mechanic or under the supervision of a mechanic. ('Course, birds, boats and 'chutes are exempt.) (For the DD Form 314, TM 38-750 uses the word **mechanic** to cover all organizational-level maintenance people and specialists.)

So you need DD Form 314 on
each item of equipment that has
its own TM and/or LO listing
organization services—or calling
for a specialist or mechanic to
supervise.

EXCEPT FOR OIL SAMPLES, OPERATOR-ONLY
SERVICES LIKE THOSE IN **MOST -10 TM'S**
DO NOT GO ON THE DD Form 314!

Pull out the organization TM on the major end item or system. Go to the Preventive Maintenance Checks and Services (PMCS) list or organization maintenance section of the pub. Check off all the components and subsystems that are included in those services.

AHHH...
HERE'S TH'
ANSWER,
SPECIALIST
BOTTOM...

...ON Page 1-30 OF TH' -20-1 MANUAL,
THE PMCS TABLE SAYS WE CHECK OUT THE
AIR CONDITIONER! THAT MEANS WE
RECORD IT ON THE
TRUCK'S DD 314. RIGHT, SERGEANT!

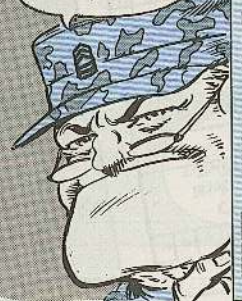
One DD Form 314 will cover the major item and all those components or subsystems included in the major item/system services. Even if you find those items in other TM's, the major item or system TM rules on when, what and how you schedule services on them.

Subsystems

But you may have some components or subsystems—especially gear like generators or commo—not included in the major item pub. They need more work. Get out the organization pub on those specific items.

Could be they have no periodic organization services. The TA-312 telephone, for example, has none. But most will.

IF YOU GO TO ANOTHER TM FOR DIFFERENT SERVICES AT DIFFERENT INTERVALS, YOU NEED A SEPARATE DD FORM 314 ON THAT COMPONENT OR SUBSYSTEM!



DD FORM 314	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
DATE RECEIVED																																																																																																				
REGISTRATION NUMBER	1A2345																															H-6																																																																				
DESCRIPTION	Radio Set																															C-2																																																																				
DATE RECEIVED	80470																															H-6R																																																																				
REGISTRATION NUMBER	1A2346																															H-6																																																																				
DESCRIPTION	TACOM Mfg																															112X60833																																																																				
DATE RECEIVED																																																																																																				
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When any part of the major item or system is DA Form 2406 reportable, you'll need another DD Form 314 to combine the NMC time on the different parts.

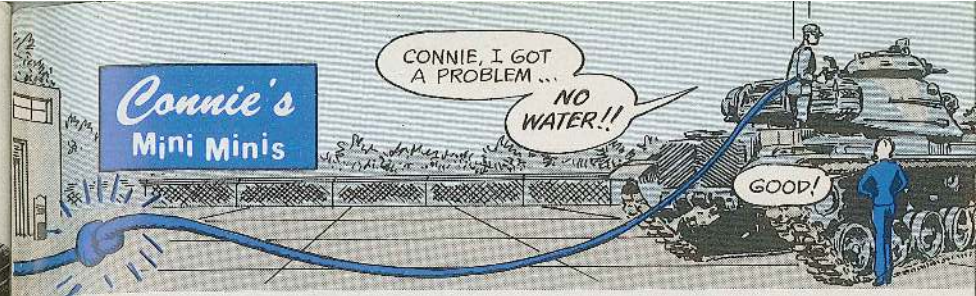
Combine Like Items

You can use 1 DD 314 on several like items—binoculars, rifles, masks, etc.—when you pull their services on the same day. But that only applies to gear that is not reportable on the DA Form 2406.

Keep in mind, though, that the DD Form 314 is your management tool. Keying the need for forms to the organization services and pubs gives you the minimum number of forms you need. Any additional forms you may want for a special shop set-up or on gear that needs extra close attention is strictly up to you.

MOFAB's Get BFS

All mobile floating assault bridges, ferry—MOFAB's—are included in the silicone brake fluid (BFS) conversion program (TB 43-0002-87). TACOM Mfg DRSTA-M 221400Z Dec 81 has the word. Fact is, any piece of Army equipment using polyglycol brake fluid gets the BFS treatment.



Mask Dry Rot Check

Try not to mistake a harmless scratch or nick for dry rot when you check out your M17/M17A1 protective mask as in Page 2, PS Magazine 358. Dry rot can be a stiff, dry patch on your face blank that crumbles when rubbed between fingers. It can be a crack that gets bigger when you stretch it. Or, it may be a sticky, spongy spot you can pierce with slight finger pressure. Eyeball C2, Para 3-5, TM 3-4240-279-10 for dry-rot testing.

Brake Shoe Washer NSN

The flat brake-shoe washer used on your TM-211-series 5-ton truck is NSN 5310-00-910-6692. This number replaces the one given for Item 13, Fig 104 in TM 9-2320-211-20P.

M10A RTFL Starter

PN 1 114 863, FSCM 16764 gets the starter motor for your 10,000-lb RTFL. Note this PN for Item 6, Page 9-2, Sect 9, Chap V, TM 10-3930-643-14P. Order on DD Form 1348-6.

Tank Solenoid Relay

TM 9-2350-257-20P-1 doesn't help much if you need Item 10 of Fig 75 on Page 140, engine starter solenoid relay. There's no NSN and the part number is wrong. The right number is NSN 2920-00-487-9461.

★ U.S. GOVERNMENT PRINTING OFFICE: 1982—559-009/11

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

ALICE 2

Lot down these numbers to support the new LC-2 field pack frame, NSN 8465-01-073-8326:

- | | |
|------------------|--|
| NSN | Item |
| 8465-01-075-8164 | Padded waist strap |
| 8465-01-078-9282 | RH shoulder strap w/quick-release assembly |
| 8465-00-269-0482 | LH shoulder strap w/quick-release assembly |
| 8465-01-079-7839 | Waist strap male buckle |
| 8465-01-079-7840 | Waist strap female buckle |

M113 U-Joint Kit

You can now have your DS unit install a kit to toughen up the weak link in your vehicle's drive train—the transmission-to-steer differential U-joint. The kit, NSN 2520-01-115-1809, has everything needed to swap 6C for 7C U-joints. Have DS make the swap when a 6C U-joint fails or is about to fail, or whenever a transmission or differential is replaced.

Clip It—for Safety!

That AS-1729 antenna can be a deadly hazard if it hits a power line during a road march. If the antenna's mounted more than 6 feet off the ground, be sure to slip the whip under the clip. That way, the whip won't slip the clip when there's a sudden dip.

HAZARDOUS WASTE MATERIALS

Get
SPECIAL
Attention!

- They get special handling... containers... markings... disposition.
- Waste materials include oils, lubes, chemicals, solvents, cleaners, fuels, used antifreeze, used electrolyte, radioactive products, pesticides, drugs and biological materials.



AR 200-1 HAS THE WORD:

It's the **LAW!**