

Issue 377

PS

★
April
1984

THE PREVENTIVE MAINTENANCE MONTHLY



**Maintenance
Management
Improvement
Program**

Be ready!

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.

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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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Got a problem? Need help fast? Call these AUTOVON or commercial numbers for service or help. But first, make sure you've exhausted all the local sources at your disposal—MAIT, DSU, local DARCOM Logistic Assistance Office and Logistic Assistance Representatives. They're your first line of help.

BUT, IF YOU'VE STILL GOT A PROBLEM AND NEED AN ANSWER, CALL THESE NUMBERS...

★ Tanks, small arms, missile guidance/control systems for LCSS, ground and air TOW, Dragon, LANCE, Shillelagh
AUTOVON 694-6582
COMM 205-238-6582

★ CH-47
AUTOVON 977-6408
COMM 717-782-6408

★ Aircraft engines
AUTOVON 861-2651
COMM 512-939-2651

★ Cat 1 EIR (Aircraft)(duty hours 693-3261)
AUTOVON 693-2066
COMM 314-263-2066

★ M113 FOV (incl Vulcan, Chaparral), M2/M3 Bradley
AUTOVON 829-3100
COMM 214-838-3147

★ Power generation eqpt, wheeled vehicles, Redeye, topo eqpt
AUTOVON 790-2129
COMM 801-833-2129

★ All howitzers, M578, FAAR, FADAC, ground guidance and shop/test eqpt for I-HAWK and Nike-Herc
AUTOVON 242-7693
COMM 717-263-7693

★ Commo/Electronics (Sacramento)
AUTOVON 839-2839
COMM 916-388-2839

★ Commo/Electronics (Tobyhanna)
AUTOVON 795-7900
COMM 717-894-7900

★ Commo/Electronics (Ft. Monmouth-CECOM)
AUTOVON 992-5200
COMM 201-532-5200

★ Camouflage
AUTOVON 354-2654
COMM 703-664-2654

★ Supply, Maintenance policy guidance for AR's 750-1, 710-2, 735-5, 735-11, 735-17, 735-20 and 735-72
AUTOVON 977-6842
COMM 717-782-6842

★ Fuels/lubes
AUTOVON 354-4325/3576/4594
COMM 703-664-4325/3576/4594

★ Substitute NSN's, part number cross reference to NSN, item ID, price questions and AMDF code problems (MIRAC)
AUTOVON 977-7431
COMM 717-782-7431

★ Personnel heaters (TACOM)
AUTOVON 786-7417/7745
COMM 313-574-7417/7745

★ Aircraft Vibrex balancing kit
AUTOVON 693-3312
COMM 314-263-3312

★ Defense Construction Supply Center RODs
AUTOVON 850-2089/4275
COMM 614-236-2089/4275

Non-NSN requisitions
AUTOVON 850-2730/2841
COMM 614-236-2730/2841

★ STE-ICE (TACOM)
AUTOVON 786-8060/8061
COMM 313-574-8060/8061



SMITH,
YOUR PM'S
ALL WET!

Stay High... and Dry!

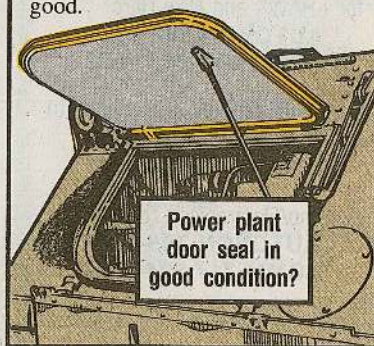
Your TM 9-2300-257-10 has the word on the preliminary checks you need to make when you're going swimming.

Here're some more items you should go over every time you prepare to swim your carrier:

- Check the 2 hull access covers, the 3 drain covers and both final drive recess plugs. Make sure they're in place and tight.

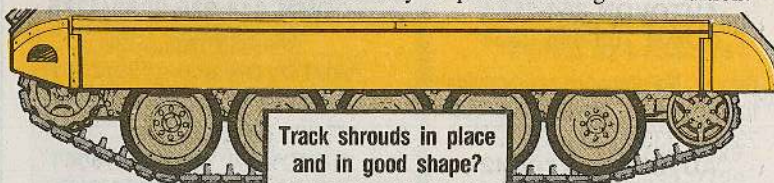


- Check the powerplant door and seal. Make sure the door is closed securely and the seal is good.



- Make sure the trim vane is in good shape and works right.

- Check the track shrouds. Are they in place and in good condition?

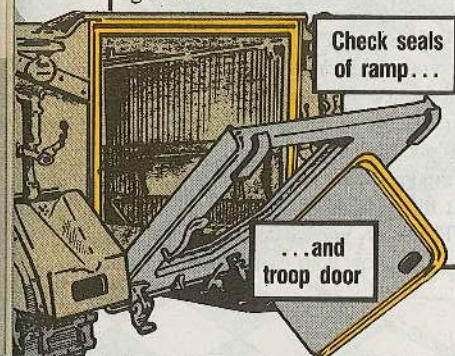


WHAT'S THE MATTER,
GUYS... LOSE
SOMETHING?

- Turn on the bilge pumps. Feel for air at the outlets and check the indicator lights on the driver's instrument panel.



- Is the ramp closed tightly? Is the seal in good shape? Check the troop door and its seal. Make sure the door is tight and the seal is good.



- Are the pivot steering levers connected and working right?

- Are all the hull mounting holes plugged? Check the exterior electrical receptacle. If it's missing, is there a plug in the hull to keep water out? Check the spare track mounting bolts. Are they in place? What about the exterior telephone connector? Is that hole plugged?



Any hole in the hull will let water in. And water in the hull can mean a carrier under water—with you in it.

Give your carrier the once-over every time you prepare to swim it and make sure you follow all local safety rules. You'll enjoy the exercise a whole lot more.

WHAT'S THE
PROBLEM,
OFFICER?

Roadwheel Lube Vital

YOU'D BETTER CHECK
YOUR HUB SIGHT GLASS
BEFORE YOU SET THE
WOODS ON FIRE!



You won't get very far in your M113-series carrier if your roadwheel hubs are low on lube.

That's why checking the hub sight glass after every operation is part of the PMCS. But, there's a little bit of confusion between what TM 9-2300-257-10 says and what the LO schedules.

Your PMCS says check to see that there is either grease or oil in the hub. That's pretty easy if your carrier still has oil-lubed hubs. You just look for oil half-way up in the sight glass.

If your carrier uses grease in the hubs, tho, looking at that sight glass may not tell you if there's enough grease in the hub. And, your LO says the hubs are filled with grease every 75 hours, 750 miles or quarterly.



So, do you take a chance there's enough grease in a hub and let it go until the scheduled lubrication is due? No, you don't.

Any time you believe grease is needed, you add it. You might feel the hub and notice it's getting warmer than usual, or you might hear an odd squeak that you didn't hear before. Either way, pump grease into the hub until it comes out the pressure relief valve.

That way, you've done your PMCS, and you know your carrier has the lube.

M113A1/A2 Vehicle Family...

Screwing Up the Works

Loose screws in your power train universal joints can't be too serious, right? Wrong! Loose screws could wreck your vehicle, damage the equipment and maybe even kill somebody.

If your carrier has the 6C U-joints, keep the screws tight with hardened, flat washers.

Tab-lock washers were used in the original equipment. Hardened, flat washers were tried next. Then disk-lock washers were issued. Tests and research proved that hardened, flat washers are the ones for the job.

If you've got either disk-lock or tab-lock washers and they're holding the screws tight, leave 'em alone. Don't mess with a winner.

But if, for some reason, you disassemble the power train, that's a good time to install the hardened, flat washers.

You'll need 2 kinds of cap screws and 48 washers (NSN 5310-00-000-0079).

For all M548/M730 vehicles, you need 16 screws, cap, 3/8-24 × 1-in, NSN 5305-00-269-3236, and 32 screws, cap, 3/8-24 × 1-3/4-in, NSN 5305-00-269-3241.

For all other M113A1/A2 vehicles, you need 24 of the -3236 screws and 24 of the -3241 screws.

Use only new hardware that's clean and not lubricated. Replace any 2-in cap screws in the U-joints with 1 3/4-in screws.

Torque the screws to 35-40 lb-ft when using the torque wrench without adapter. When using a torque wrench adapter, adjust the torque values accordingly.



ENGINE INSURANCE

More M113A1/M113A2 FOV engines are ruined by overheating than by anything else. Do these simple little things right and you've got an insurance policy against engine overheating.

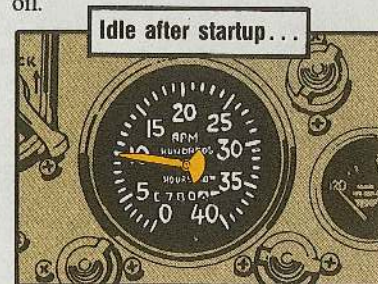
CORRECT COOLANT LEVEL—Operate with low coolant levels and you can overheat and ruin your engine. Check coolant level daily before operation. Be sure coolant is at the bottom of the radiator filler neck (for the M113A1 family) or within 1/2 inch of the auxiliary tank filler neck (for the M113A2 family). Keep the level up at all times.



If you have to add more than 2 quarts of coolant at one time, have your mechanic give the system a complete inspection for leaks.

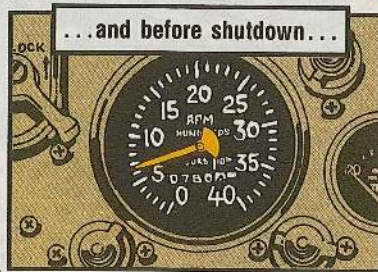
ENGINE WARMUP—This is often neglected, but your engine will last longer if you always warm it up before you move out. Oil drains out of bearings when the engine is at rest. You need to give the oil time to circulate before you move your carrier.

After you start the engine, set the hand throttle and run the engine at 800-1,000 RPM for at least 3-5 minutes to warm up the coolant and the engine oil.

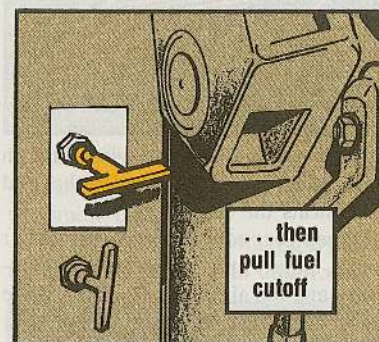


(Note: Normal idle of 650-700 RPM is too low. It will cause carbon to build up around the valves and in the cylinders.) In cold weather it takes longer to warm up your coolant.

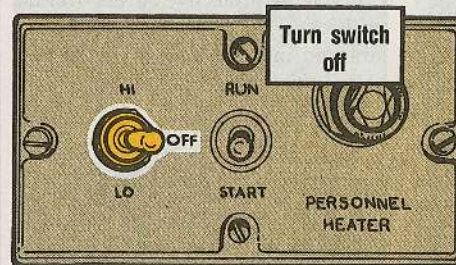
ENGINE SHUTDOWN—Before you shut off the engine, run it in neutral at about 1,000 RPM for 2 minutes or so. At the end of the 2 minutes, set the engine back to idle (650-700 RPM) and check the instrument panel for normal readings. Then, if everything is OK,



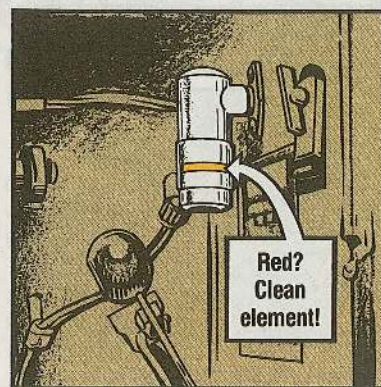
pull the fuel cut-off all the way out. The engine will stop a few seconds later when it has used all the fuel in its injectors and fuel lines.



Then turn off all electrical equipment that's been running. If the personnel heater is on, turn it off using the heater switch. Turning the master switch off will **not** turn off the heater. The only way to turn the heater off is with the heater switch. When everything else is off, turn off the master switch. (Note: Always shut the engine off before you turn the master switch off.)

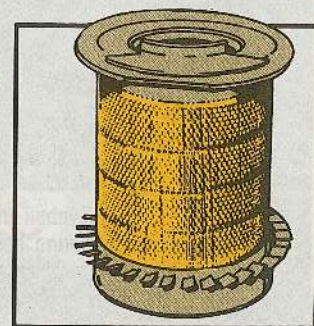


AIR CLEANER—Your engine will lose power and heat up if the air cleaner element is choked with dirt. If your carrier has an air cleaner restriction indicator and it shows only red in the window, clean the element. If your vehi-



cle has no indicator, open the container latches and check the filter often.

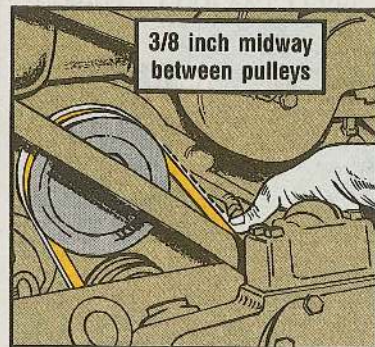
Clean the element when and how your TM says.



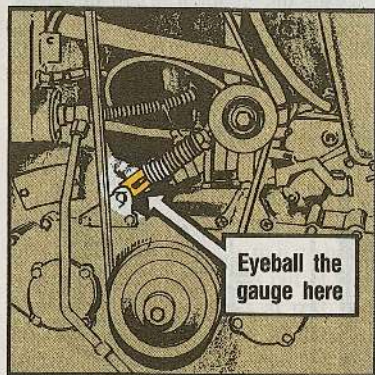
V-BELT CHECKS—The V-belts for the fan drive and the coolant pump are involved in engine overheating.

When the belts get too loose, the fan and the coolant pump are not operated fast enough to keep the engine from overheating.

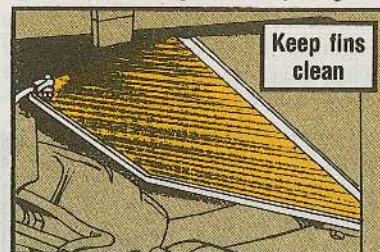
Check the coolant pump belt by pushing in on it halfway between the pulleys. If you can push it more than 3/8 inch, get your mechanic to adjust it.



Check the fan drive belt at the idler. If the adjuster rod is not between the operating range marks, tell your mechanic.

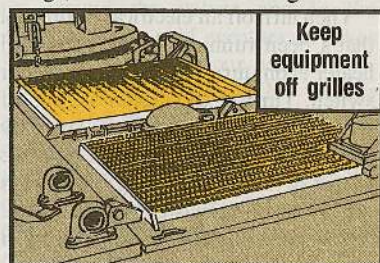


RADIATOR FINS—Your radiator will not do a good job of transferring heat from the coolant to the atmosphere if its fins are clogged with dirt, oil, leaves, grass, twigs, etc. Anything that

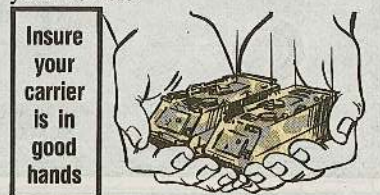


restricts the air from moving through the radiator keeps the coolant hot and overheats the engine.

Keep your equipment—picks, water cans, poles, etc.—off both the air intake and the air exhaust grilles. Make sure both are clean and free from dirt, twigs, leaves and other foreign matter.



If you use protective covers over the grilles, make sure they're rolled up and strapped in place before you operate your vehicle.

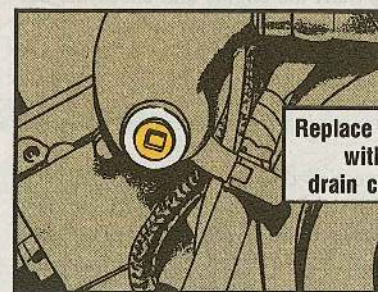


M113 FOV...

Catching the Coolant

Saving and reusing coolant is good business, but it's hard work—unless you know the secret.

The secret? Replace the pipe plugs in the coolant lines with drain cocks.

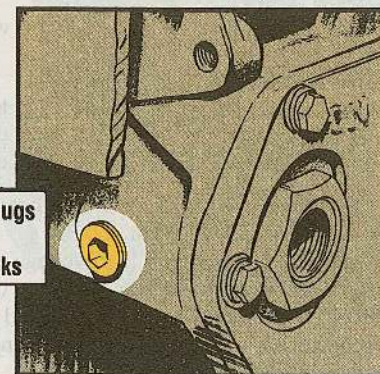


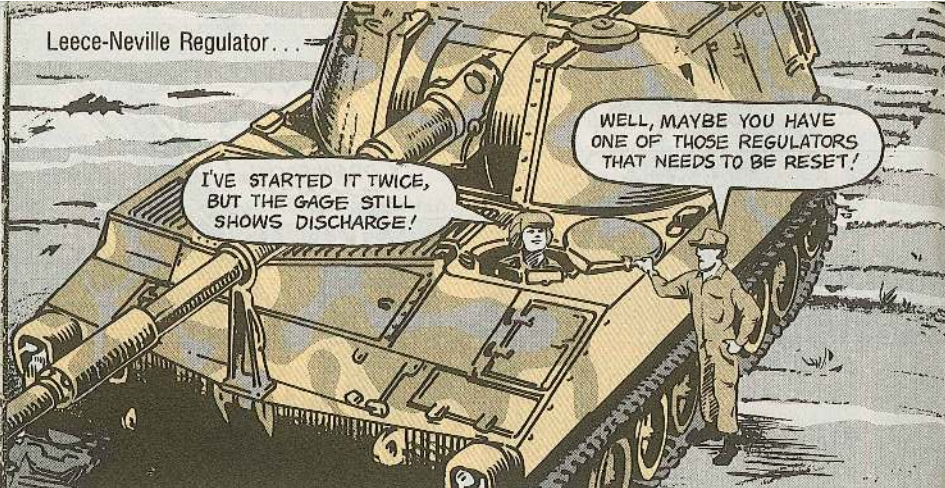
Use NSN 4820-00-845-1096.

Connect a piece of 3/8 inch ID hose—about 5 or 6 feet of NSN 4720-00-177-0671 is plenty—to the drain cock. Then catch the coolant in a clean bucket.

Don't forget there's a drain cock in the engine oil cooler housing. Use the hose and bucket there, too. Keep the coolant clean until you're ready to reuse it.

O'course, make sure the coolant is worth saving. Check out TB 750-651 for the limits on freeze protection.





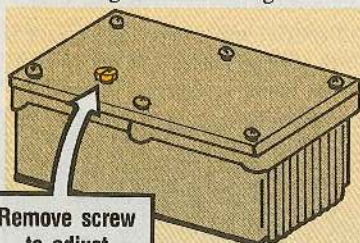
Reset Procedures

Got a "no charge" reading on the BAT-GEN indicator on your M113-series carrier, M109-series howitzer or tactical vehicle? Check to see if you've got a Leece-Neville Model 5027RE regulator.

If you do, it's got a surge protector in it and it can be reset. Here's what you (and maybe your mech) have to do:

① Shut off the engine and then restart it. If the gage reads in the green, the circuit has reset itself and you're OK to go.

② If there's still no charge, you mechs go to work to remove the screw plug and O-ring seal in the regulator cover to get at the adjustment knob.



③ Use a small crosstip screwdriver to gently turn the knob clockwise to the stop.

④ Then, turn the knob counterclockwise about 1/4 turn.

⑤ Start the engine and check the battery charge rate with a multimeter. If it's charging, set the regulator to the proper charge rate your vehicle's TM specifies.

⑥ If there's no charge, troubleshoot the charging system according to the vehicle's TM and DA Pam 750-33.

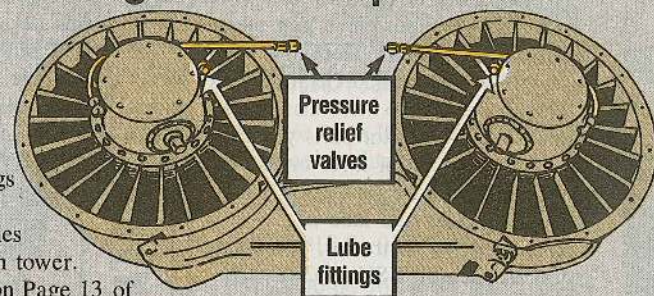
Other regulators with high voltage protection devices, including DC Electronics Model 2644001-06 and some of Model 2644001-05, and Electrodelta Model VR 10028, which'll hit the field soon, require no adjustment. They reset automatically at restart unless something is wrong with the charging system that will require troubleshooting.



Fitting/Valve Mixup

We gave you a bum steer on the location of the lube fittings and relief valves on the M109-series SP howitzer's fan tower.

The illustration on Page 13 of PS 369 should show the lube fittings mounted on the gearboxes and the relief valves on the end of the long metal tubes.



Metric Wrenches Available

Looking for metric wrenches or sockets to work on M1 tanks, multiple launch rocket systems or other equipment with metric bolts and such?

Look no further than the General Mechanic's tool kit, NSN 5180-00-177-7033. A number of metric wrench sets and socket sets are authorized as required.

Check out SC 5180-90-CL-N26 for what's available. Then, get your CO to authorize what you need.



M3A1 Extractor PM

Armorsers who do organizational PM on the M3A1 submachine gun must remove the extractor from the bolt assembly to inspect and clean it.

This means you do more than check and clean the extractor parts you can see. You check all of it for breaks or damage, and you've got to use CLP to thoroughly clean and lube it.

To remove the extractor, you need extractor pin tool, NSN 4933-00-726-6175.

Extractor pin tool



NSN 4933-00-726-6175

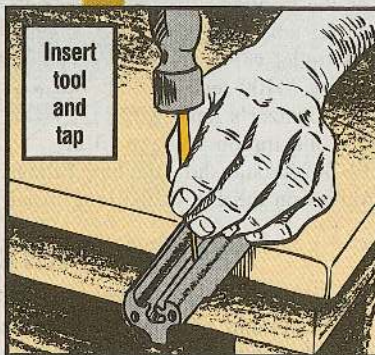
Also, you can't remove the extractor pin by forcing it out from the top (where you can see it best). The pin is shouldered. If you force it from the wrong side, you'll damage both the pin and the bolt.

Remove the pin this way: Turn the bolt so the bottom faces you. The recess for the pin is about a third of the way along the bolt.

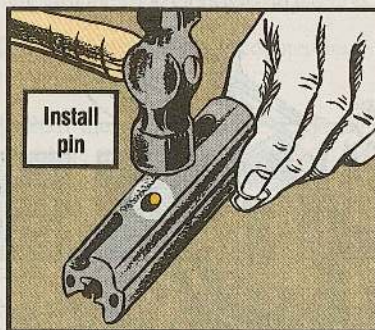


Keep the top of the bolt clear so the pin can come out.

Insert the tip of the tool into the bottom of the pin hole. Lightly tap the tool with a hammer until the pin comes free. Remove the extractor.



Put the pin in the top of the bolt after you put the extractor in place. A light tapping will do the job. If you have



trouble, eyeball the hole in the extractor to make sure it's lined up with the bolt pin hole.

Tank BII Additions

Two new items have been added to the Basic Issue Items List for M48A5 and M60-series tanks and M728 combat engineer vehicles:

Telescope cap, NSN 1015-01-014-4703

Machine gun fitted cover, NSN 1015-01-014-4704

These replace telescope cap assembly, NSN 2540-00-767-9074, and machine gun cover, NSN 1015-00-785-9065, which were listed in the vehicles' -20P-2 TM's by mistake.

Transport Stand

Want to head off damage when you transport M113 FOV powerpack assemblies to your support unit? Build a stand for 'em! This neat little stand holds the powerplant steady so the ride to DS won't be so bumpy. Instructions and a materials list are in TB 43-0001-39-5 (Apr 83).

Heater, Ammo Don't Mix

Be sure to keep all ammo at least 2 feet from the personnel heater outlet in your M113-series carriers. Heater outlet temperature can reach 400° F, and that's hot enough to cause ammo cook-off.

Support Does Chain Job

Changing the erection arm chain on an M901 ITV is no longer a job for you unit mechs.

From now on it goes to support, even tho Para 3-26, Pages 3-38.1 and 3-43, C3, TM 9-2350-259-20 says otherwise.

M30 FDC NSN's

Dear Half-Mast,
I need help with NSN's for the
M30 4.2-in mortar fire direction
control equipment (FDC), plus TM
references.

SSG C.A.G.

MY FDC IS
MUCH BETTER
NOW THAT I'VE
GOT THIS FM!



Dear Sergeant C.A.G.,

NSN's for FDC and some other mortar system accessories are not in a TM or parts manual. They're stashed in the back of an FM on mortar gunnery. You'll find a listing on Pages D-1 and D-2, Appendix D, FM 23-91.

Other FDC items you need include:

Item	NSN or PN
Plate, Ballistic (Scale 1:12,500)	FSCM 19200, PN 10556477
Plate, Ballistic (Scale 1:12,500)	FSCM 19200, PN 10556478
Plate, Ballistic (Scale 1:25,000)	FSCM 19200, PN 10556479
Scale, Graphical Firing Fan	1220-00-999-5473
Case, GFFS	1220-00-999-5474
Cursor	5355-00-859-7771
Pin, Cemented, Vertex	1220-00-003-8415
Grid Sheet, Plastic (50 feet)	9330-00-282-8324

ORDER
PART-
NUMBERED
ITEMS ON
DD FORM
1348-6!

Laser-Safe Filter NSN

The laser-safe filter for the M35E1 periscope daylight body is NSN 1240-01-114-9502, which corresponds to PN 11727453 listed on Page B4 of TM 9-2350-253-10. The laser-safe filter for AN/VVG-2 commander's laser range finder control is NSN 1240-01-107-5700. PN 11743280 will be listed as Item 27 of Page 259 of Fig 126 in the next change to TM 9-2350-253-20P-2.

M203 Barrel Check

You grenadiers making a pre-operation barrel check should think "forward" and "back" . . . and hold it right there.

Some troops twist the handgrip on the barrel assembly during the check. They shouldn't. Twisting causes extra wear on receiver rails and the bushings in the front mounting bracket.

The idea is to push-pull the barrel assembly just hard enough to make sure the stop and latch are working. No twisting is needed.

M16A1 Subcaliber Tips

Carbon buildup in the .22 caliber adapter chamber of your M16A1 rifle needs thorough after-operations cleaning.

The adapter is part of the M261 conversion kit.

If you ignore the carbon, cartridges won't seat right. That can cause the cartridge cases to burst.

Other points: Do not use corroded or dented cartridges. The same goes for those with loose bullets.

Do not use any kind of lube on the cartridges. Keep it off to help prevent carbon build-up in the chamber.

Pistol Lanyards

Dear Half-Mast,
When we go to
the field I empha-
size use of tie-
downs for our .45
caliber pistols to
keep them from
getting lost. We
use boot laces
and whatever.
Is a lanyard in the
supply system?

CPT J.N.P.

Dear Captain J.N.P.,
There are 2 listed in CTA 50-900. NSN
8465-00-965-1705 gets an olive green lanyard
for field use. NSN 8465-00-262-5237 gets a
white one for garrison. Each is nylon cord and
can be used for pistols or revolvers.

Half-Mast

Bad Habits CAUSE Big Trouble



Do you let your 2½-ton truck coast backward with the transmission in a forward gear (or coast forward while in reverse gear)?

Or fail to come to a dead stop before shifting from reverse to first gear (or from a forward gear to reverse)?

If you do, it's a cinch you're not going to win any good driver awards—especially if your truck's got a sprag-type clutch for shifting into automatic front-wheel drive. Your driving habits can cause a busted transfer, prop shaft or front axle.

Always make sure your transmission's in the right gear for the direction you're moving—even if you're coasting—or else the sprag clutch will grab ahold of the front drive shaft and lock on. Rear-wheel drive fights with front-wheel drive. If you're lucky, you'll only end up with a case of sprag clutch "wind-up." If not...

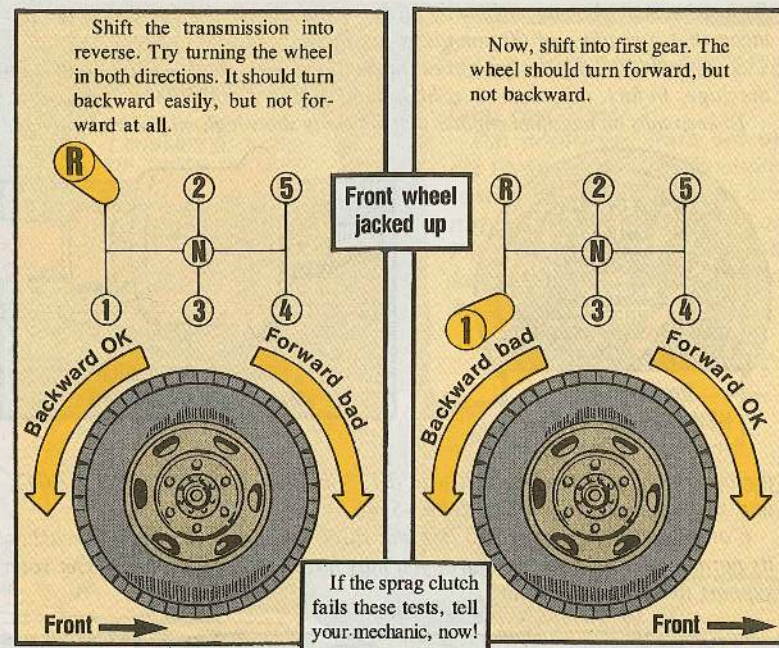
It's easy to tell if your truck's got a fouled-up sprag clutch. The front wheels bounce up and down as you motor down the road. Other signs are fuel hogging, cupping of front tires, hard steering, stubborn shifting and jumping out of gear.

If you make a mistake—coast backward in forward gear, for example—you may be able to head off wind-up and damage. Drive forward for the same distance that you coasted backward. This ought to let the sprag clutch release its hold on the front drive shaft.

Or you might be able to release the wind-up by jacking one front wheel off the ground. Be careful, tho! That wind-up may let go in a hurry.



And as long as you've got the wheel off the ground, check to see if the sprag clutch is working right.



Match Gage to Pressure

Dear Half-Mast,

We've tried everything we can think of to solve the problem of high oil pressure in our 2½- and 5-ton multifuel engine trucks.

We changed both the oil pressure gage and sending unit and checked the electrical system.

But the gage still hits the top—60 PSI—at idle speed. The inspectors want to deadline the vehicles, but we can't find anything wrong. Got any ideas that'll help?

SGT C.F.T.

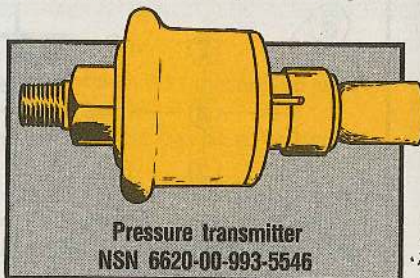


Dear Sergeant C.F.T.,

Normal oil pressure can vary quite a bit from one multifuel engine to another. So just because the gage will only measure a maximum of 60 pounds doesn't mean that a reading of 60 pounds is too high.

Some multifuel engines have a normal oil pressure above the 60 pounds on the gage. In fact, oil pressure as high as 75 PSI at 2,600 RPM is acceptable.

To keep tabs on multifuel engines that normally show high oil pressure, replace



the 60-lb gage and sending unit with a 120-lb gage, NSN 6620-00-115-9042, and sending unit, NSN 6620-00-993-5546.

If oil pressure goes above 80 PSI and stays there after your engine reaches its normal operating temperature, you may have a serious problem. Get your support to check things out.

Pioneer Tool Outfit Hinge/Seal

Dear Half-Mast,

We need the side door rubber hinge/seal for the trailer body of our portable electric pioneer tool outfit. It's not listed in TM 9-2330-202-14&P for the chassis, or in SC 5180-97-CL-E21 for the outfit. CW3 C.P.

MAYBE THIS TAPE'LL KEEP THE RAIN OUT..

...UNTIL I GET A NEW HINGE SEAL



Dear Mr. C. P.,

Order the door hinge/seal with FSCM 98255, PN SW11809M on a DD Form 1348-6. The RIC is B17.

Parts for the body are in the commercial manual that came with the outfit. If your manual's missing, order one just like a repair part on a DD Form 1348-6.

IT'S ABOUT TIME I ANSWERED SOME OF THESE LETTERS...



Fuel Hose Testing

Dear Half-Mast,

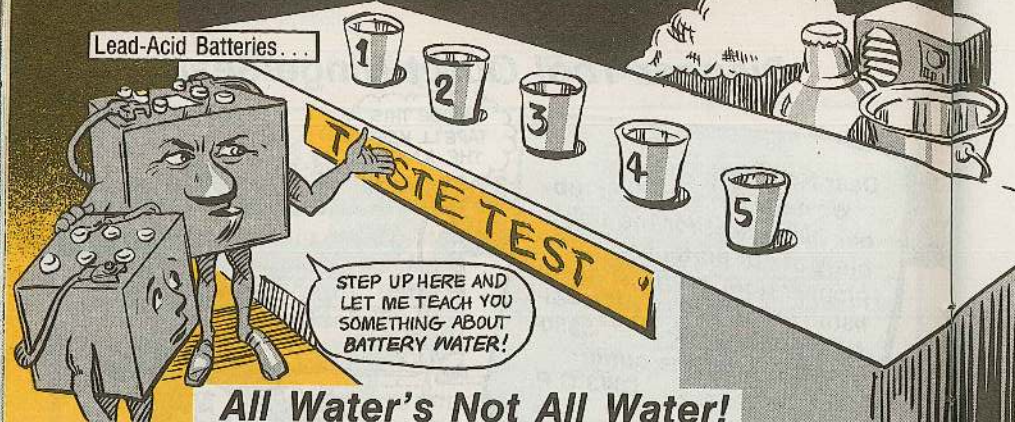
I'm confused! Para 6-4 of FM 10-68 says that hydrostatic tests of fuel tanker hoses are not required. But Para 8-13 of FM 10-71 says hoses must be tested and records kept of the tests.

Which guide do we use?
SFC B.S.

Dear Sergeant B.S.,

Use the optional testing guidelines in C3, FM 10-68. FM 10-71 will be corrected when the manual is revised.

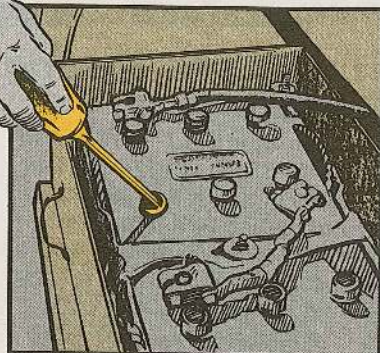
Lead-Acid Batteries...



All Water's Not All Water!

Y'gotta give an equipment operator a pat on the back for noticing when a battery is low on water—and for reporting it on the 2404. And the mechanic's sharp, too, for following up and adding the water needed.

The best bet, then, is to use only distilled water—NSN 6810-00-682-6867 (1 gallon) or NSN 6810-00-356-4936 (5 gallons). This's specified in Para 3-7 of TM 9-6140-200-14 on Lead Acid Storage Batteries.



Batteries die without water!

But water can kill batteries—if the water's not all water. Only distilled water is pure water. All other water's got impurities in it—minerals, metals, chemicals, etc. This stuff can ruin a battery!

How long it takes for that water to ruin a battery depends on how much—and what kind of—stuff is in it.



In a pinch, you can use other water. After all, any water's better than no water!



Water that's OK for drinking may be OK for your batteries—or maybe it's not. Well water that's safe for drinking may be loaded with minerals. The simplest way to check is to let some of the water evaporate in a clean, shallow container—a saucer or the plastic cover from a coffee can. If there's a scum or powder or scale left, don't use that kind of water.



Other pinch-hitters are rainwater—if it's filtered thru a clean cloth—and condensation from an air-conditioner.



Whatever kind of water you use, never store it in a metal container. Keep it in a covered glass or plastic jug.

Better yet, keep a close eye on your stock of distilled water—and order more before you run out. Then you won't need to use those risky substitutes.

Battery Boxes Need Love, Too!



Stretch the life of your vehicle's battery box with simple, easy PM. Watch for a cracked battery leaking acid into the box. Acid eats metal! Plugged drain holes let standing water cause rust and

corrosion, too. Tell your mech, pronto!

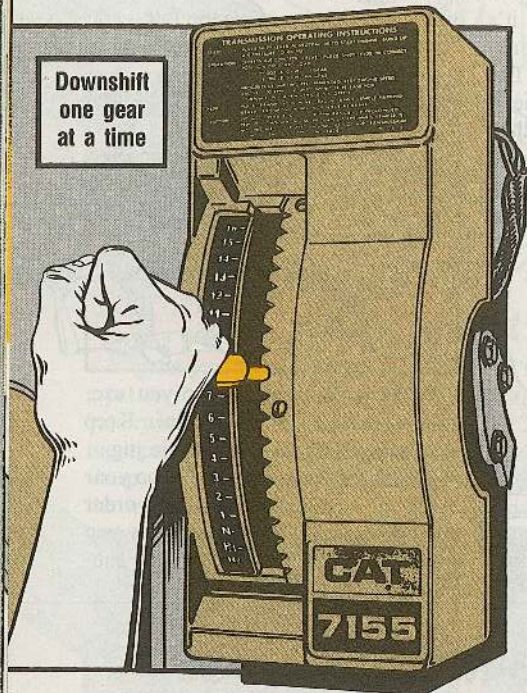
You mechs take over and replace leaking batteries... after you clean the battery box. Use a wire brush on dirt and corrosion in the box and on battery hold-downs. Then soak 'em in a gallon of water mixed with a half-pound of baking soda. Rinse and dry. Coat with epoxy, NSN 8010-00-959-4661, or compound, NSN 8030-00-290-5141.

Use the same soda wash on other nearby corroded metal. Rinse... dry... paint.

Get the whole story on this... and other... battery PM in TM 9-6140-200-14, Pages 3-7 and 3-8.

Think One When Downshifting

Downshift
one gear
at a time



TM 9-2320-273-10 says it's OK to upshift through your M915-series truck's gear range 2 steps at a time up to 11th gear. Above that, it's one gear at a time.

Some operators take this to mean it's OK to downshift 2 gears at a time—starting at 11th gear.

No way! Your truck's transmission was made to be downshifted only one gear at a time, with the engine at 1650 RPM or less.

TWO GEARS
AT A TIME
TEARS UP THE
TRANSMISSION!



M880-Series Trucks...

Scuff Plate

Need the aluminum plate that fits over the cab door sill of your truck?

First, try your local can point.

If that doesn't work, order the scuff plate with NSN 2510-01-147-6450 on a DD Form 1348-6. It costs \$4.74. Use SOS S9C. Write "NSN not on AMDF" in the Remarks block of the form.



Order scuff plate with
NSN 2510-01-147-6450

22

APR 84

Fix Fuel Fooler

When drivers report bum fuel gage readings, you mechs may guess that the gage is faulty—and go thru a lot of wheel-spinning trying to solve the problem.

The real fault may be in the ground connection between the sending unit and the fuel tank. Check this first—because it's quick 'n' easy. Just scratch down to bare metal on top of the sending unit and also close by on the tank. Then, with the ignition switch ON, connect the bare spots with a piece of wire.

If the gage reads right, you know there's a bad ground. None of the 5 mounting screws is making a connection.

GAGE OK,
BUT POOR
GROUND?
DO THIS...



Replace one of the sending unit mounting screws with screw, NSN 5305-00-984-6195, and a copper washer, NSN 5310-00-810-5335. If there's a plastic washer with the old screw, toss it out along with the screw.

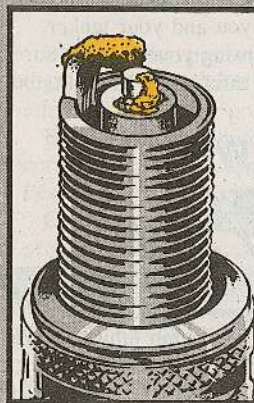
Make sure there's no paint, dirt or grease between the copper washer and the sending unit.

Chrysler 318 Engine...

Hot Plugs Prevent Fouling

Low-speed, stop-and-go driving can gobble up your commercial vehicle's spark plugs—if it has the wrong plugs for that kind of operation.

Carbon deposits build up on the insulator tips, causing the plugs to fail—often soon after installation.



And there's no point replacing those plugs with the standard plug, NSN 2920-00-234-2338, either. That plug's intended for engines used mostly for high-speed, continuous operation.

You need hotter plugs. They transfer heat more slowly and operate at a higher temperature. Higher operating temperatures resist carbon buildup. Try NSN 2920-00-904-1297. It's a couple of steps higher in heat range.

APR 84

23

Pull the Pin



Before dispensing fuel, always remember to pull the safety pin out of the handle on the fixed fire extinguisher.



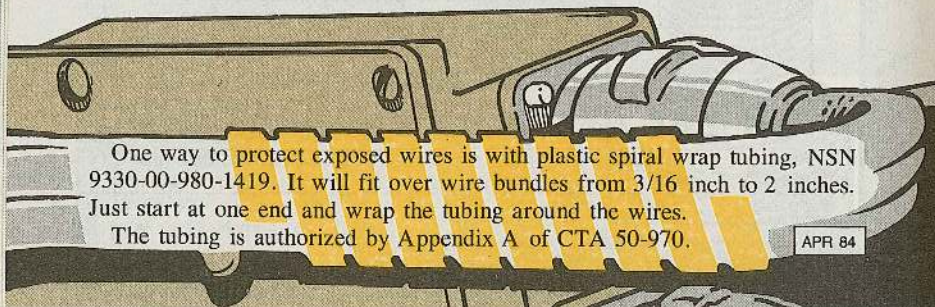
That way, if a fire breaks out in the street-side cabinet, all you have to do to discharge the fire extinguisher is pull the emergency handle.

If you don't, the fire extinguisher's useless. Once a fire has started around all that fuel, you're sure not going to reach in and pull out the pin.

And by the time you get your backup fire extinguisher into operation, it'll be too late—for you and your tanker.

After dispensing your fuel, be sure and put the safety pin back in the handle.

Spiral Wrap Protects Wires



Keep Antifreeze!

Antifreeze is being wasted!

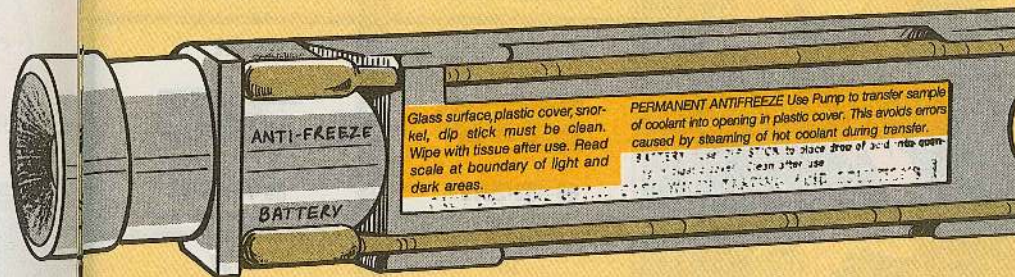
There's nothing wrong with a lot of the antifreeze that's being replaced by new antifreeze. If the antifreeze (MIL-A-46153) now in your engine's cooling system checks out OK for freeze protection and cleanliness, don't replace it!

Ethylene glycol antifreeze is expensive—and it's costing the Army about \$6 million per year for the stuff!

Freeze Protection

It seems a lot of people are not testing by the instructions in TB 750-651, Use of Antifreeze Solutions and Cleaning Compounds in Engine Cooling Systems. Fact is, some people have never even heard of the TB—it's not on their pubs shelf.

To protect your engine in cold weather, your first concern is freeze protection. TB 750-651 tells when and how to test for freeze protection, using Tester, Antifreeze and Battery, NSN 6630-00-105-1418. This tester is in your common tool set. Instructions are right on the tester.



Corrosion Protection

Besides freeze protection, antifreeze prevents corrosion in your engine's cooling system. Corrosion inhibitor is already in the antifreeze—along with the ethylene glycol that prevents freezing.

But corrosion inhibitor does wear out. There was a procedure for restoring corrosion protection, using the inhibitor, NSN 6850-00-753-4967, in TB 750-651. Forget it.

Coming soon, (3rd Qtr FY 84) is an "extender" that will restore corrosion protection. With this extender, antifreeze may be kept in your engine's cooling system indefinitely—if it also meets freeze protection and cleanliness standards.

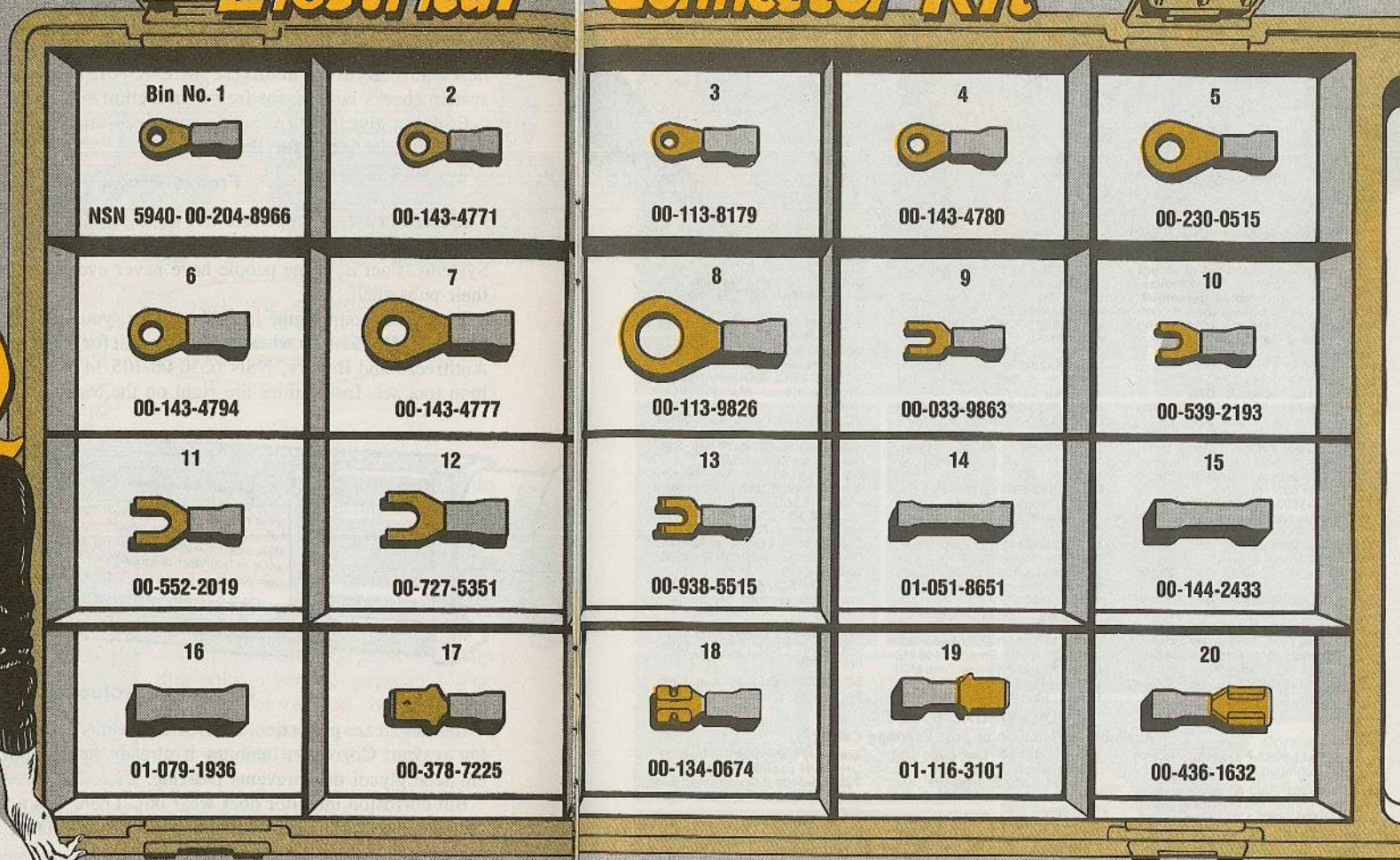
Word on availability of the extender will go out in a worldwide message—and it'll also be in PS Magazine.

Until then, discontinue reserve alkalinity testing for corrosion protection. Freeze protection test requirements remain in effect.

Electrical

Connector Kit

HERE'RE THE
COMPONENTS OF
COMMERCIAL
ELECTRICAL
TERMINAL KIT,
NSN 5940-00-525-0907.
REPLACE ONLY
THOSE COMPONENTS
YOU USE...*NOT*
THE WHOLE KIT!



M796 TM Container

NSN 2540-00-388-9985 gets a manual container for the M796 4-ton bolster trailer. It's not in TM 9-2330-287-14.

2½-Ton U-Joint Kit

In your TM 9-2320-209-20P, pay no mind to the prop shaft U-joint parts kit listing on Page 216—Figure 102, Items 4, 5, & 6. The straight poop is on Page 217 with parts kit, NSN 2520-00-702-4578.

PUBS

This is a selected list of recent pubs of interest to organizational maintenance personnel. This list was made from a computer printout provided by the Adjutant General.

Miscellaneous

LO 5-2410-214-12 Dec Tractor, Full Tracked Model D7E
LO 5-2410-233-12 Dec Tractor, Full Tracked Model D7F
LO 5-2420-206-12 Dec Tractor, Wheeled, Industrial Model 290M
LO 5-3805-231-12 Dec Scraper, Earth Moving, Towed: Euclid Model 585H-G
LO 5-3805-235-12 Dec Scrapers, Earthmoving, Model MS-100 and MRS-100
LO 5-3805-237-12 Jan Grader, Road Model 440HA
LO 5-3805-239-12 Dec Loader, Scoop Type, Model 645M
LO 5-3805-250-12 Dec Loader, Scoop Type: Model MW-24
LO 5-3805-251-12 Dec Loader, Scoop Type, Model MW-24B
LO 5-3805-274-12 Dec M917 Dump Truck Body
LO 5-3810-287-12 Feb Crane Shovel, Model L-36M

LO 5-3820-233-12-1 Mar Crusher, Jaw, Model 2A-2A
LO 5-3820-236-12 Dec Earth Auger, Model 254-10
LO 5-3820-239-12 Dec Drill, Pneumatic Models CM150A/D475A and CM225M/D475A
LO 5-3825-209-12 Jan Rotary, Sweeper Model MP38-W and Model MP38-67
LO 5-3825-221-12 Jan Water Distributor, Model W15A, Model W15A4112, Model W15B9019
LO 5-3895-273-12 Dec Roller, 3-Wheel, 10-Ton, Model E-1012-MR
LO 5-3895-281-12 Dec Hot Oil, Heater, Model 200STM
LO 5-3895-329-12 Jan Mixer, Rotary Tiller, Model B2-1171
LO 5-3895-342-12 Jan Mixer, Concrete, Model 499A
LO 5-4310-338-12 Jan Compressor, Rotary, Air 600 CFM, Model 1M600RPV
LO 5-5420-202-12 Nov Launcher, M60A1, AVLB
LO 5-6115-603-12 Oct Generator Set, MEF 404B, Precise, 400 HZ
LO 9-2350-260-12 Nov Tank M60
LO 10-3930-243-12 Feb RT Forklift, Model RTL10, MHE-199

AUDIO-VISUAL STUFF

Available at battalion or post Learning Center

2C-011-5002-F General systems and components, UH-60A, Part II
104-301-7560-A Introduction to the platoon early warning system AN/TRS-2(V) 1-6
600-551-8842-F Replace engine assembly on CH-47 helicopter

600-551-8844-F Test cargo and rescue winch
600-551-8849-F Replace fuel boost pump on AH-1S Cobra helicopter
600-551-8864-F Install landing gear assembly, Part III
602-551-9402-F Repair mast assembly and collective lever on UH-1 D/H aircraft
730-051-8408-F Constructing and using choker lines and anchor lines
730-051-8411-F Adjusting, dropping and replacing crawler tractor ripper teeth

SMART MESSAGES

SMART Msg #35—Provides information on the availability and suitability of the Veelos belting for temporary emergency repairs, DALO-PLF 241537Z Jan 84.

Maintenance Advisories

AMCCOM MA 84-1—M12A1 Decontaminating Apparatus Alternate Truck Mounting, DRSMC-MAO-NC 181530Z Jan 84.
AMCCOM MA 84-2—M12A1 Decontaminating Apparatus Calibration Requirements, DRSMC-MAO-NC 062040Z Jan 84.
MICOM SIL (Supply Information Letter) 4-83—Missile materiel, DRSMI-SS Dec 83.

THE Midnight Connection





NOW??
IT'S THE MIDDLE
OF THE NIGHT!

PLEASE,
CONNIE!
I'M
DESPERATE!



OH...ALL RIGHT... I'LL
BE WITH YOU IN A MINUTE.



I'VE BEEN ASSIGNED TO DRIVE
SOME VIP'S TOMORROW...



...I WANT TO MAKE SURE THE
COMMO'S IN TOP NOTCH SHAPE...
AND STAYS THAT WAY.



BUT I'M JUST NOT
SURE I'M UP TO THAT!

WHAT'LL
I DO?



GO BY THE BOOK!
DO YOUR PMCS BEFORE YOU
LEAVE THE MOTOR POOL, JUST AS
YOU DO ON YOUR VEHICLE!

THAT
SHOULD
ALWAYS BE
YOUR FIRST
STEP!



I KNOW, CONNIE,
BUT IT'S EASY
TO FORGET.



NOT IF YOU
REALIZE THAT
YOUR LIFE
MAY DEPEND
ON IT!..



IN BATTLE,
MANY LIVES
DEPEND ON THAT
COMMUNICATION
LIFELINE...



... SO READ
AND HEED
THE T/M FOR
YOUR SET!



YOU'RE
RIGHT!

WHAT ELSE
SHOULD I DO?



LOOK THE SETUP OVER CLOSELY...
ARE THE COMPONENTS SECURE IN
THEIR MOUNTS?



ARE THE MOUNTS
SECURE ON THE
VEHICLE?



ARE THE CABLES IN GOOD
SHAPE? NO DRY ROT OR CRACKS?
ARE THEY CONNECTED PROPERLY
TO THE VEHICLE'S BATTERIES
AND OTHER COMPONENTS?



ARE **INSTALLATION KITS** COMPLETE? ARE **SHIELDS, GROMMETS** AND **STRAPPING** INSTALLED TO **PROTECT CABLES**?



ARE **AUDIO PINS** CORRODED? A **RUBBER ERASER** RUBS OUT **CORROSION** BEFORE IT RUBS OUT YOUR **RADIO SET**!



DO THE **CONNECTORS** HAVE **O RINGS**? ARE THE **RECEPTACLES** **SNUG**?



IS THE **ANTENNA** HELD **IN-** AND NOT **UNDER-**THE **CLIP**?

JEEZ, I'M GLAD I ASKED... WHAT'S NEXT?



DOES THE **SAFETY WIRE** HOLD THE **AS-1730** SECTION TO THE **MATCHING UNIT**?



IS THE **TIP CAP** IN PLACE? IS THE **ANTENNA** **SECURE** IN ITS **MOUNT ASSEMBLY**?



IS THE **CABLING** PROPERLY MADE? WITHOUT **RF CABLE**, **REFLECTED POWER** CAN KILL YOUR **TRANSMITTER**!



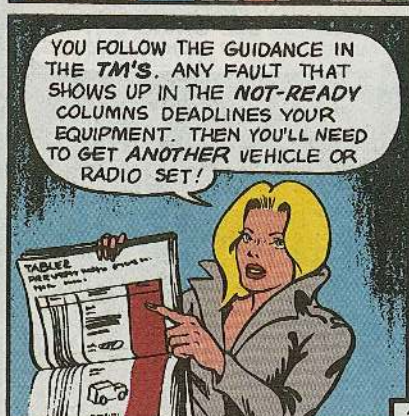
ARE **MATCHING UNIT** AND **AS-1730** **CONTACTS** IN **GOOD SHAPE**?



IS THE **WHIP ASSEMBLY** **SNUG** AND **FREE** OF **CRACKS** AND **SPLITS**?



WHAT IF I **DO** FIND SOMETHING **WRONG**? DOES IT HAVE TO BE **FIXED** BEFORE I **MOVE OUT**?



YOU FOLLOW THE **GUIDANCE** IN THE **TM'S**. ANY **FAULT** THAT SHOWS UP IN THE **NOT-READY** COLUMNS **DEADLINES** YOUR **EQUIPMENT**. THEN YOU'LL NEED TO GET **ANOTHER VEHICLE** OR **RADIO SET**!



WHAT ABOUT **DURING OPERATION**, **CONNIE**? CAN I DO SOMETHING TO HELP MY **RADIO STAY** ON THE **AIR**?



SURE! KEEP IT COOL, CLEAN IT LIKE THE TM SAYS...

KEEP CLOTHES, PUBS AND OTHER MATERIAL OFF THE RADIO TO LET IT STAY COOL!



USE LOW POWER WHEN YOU'RE TRANSMITTING LESS THAN 15 MILES...

KEEP TUNING CONTACTS CLEAN BY TURNING THE SWITCHES BACK AND FORTH ONCE IN A WHILE.

IF YOU SHOULD LOSE POWER, ALWAYS TRY YOUR **BREAKER-RESET** BEFORE GIVING UP. IT MIGHT PUT YOU BACK IN BUSINESS!

BE SURE YOU AND THE DISTANT STATION ARE **BOTH** USING THE SAME **SQUELCH** AND ARE ON THE SAME **FREQUENCY!**



...AND FINALLY, REMEMBER TO TURN THE RADIO OFF BEFORE STARTING OR STOPPING YOUR VEHICLE AND/OR INSTALLING COMPONENTS!



...CAUSE IF YOU **DON'T**, YOU CAN **DESTROY** THE SET BEFORE YOU GET A CHANCE TO USE IT!



WHAT IF SOMETHING GOES WRONG WHILE I'M IN THE FIELD?



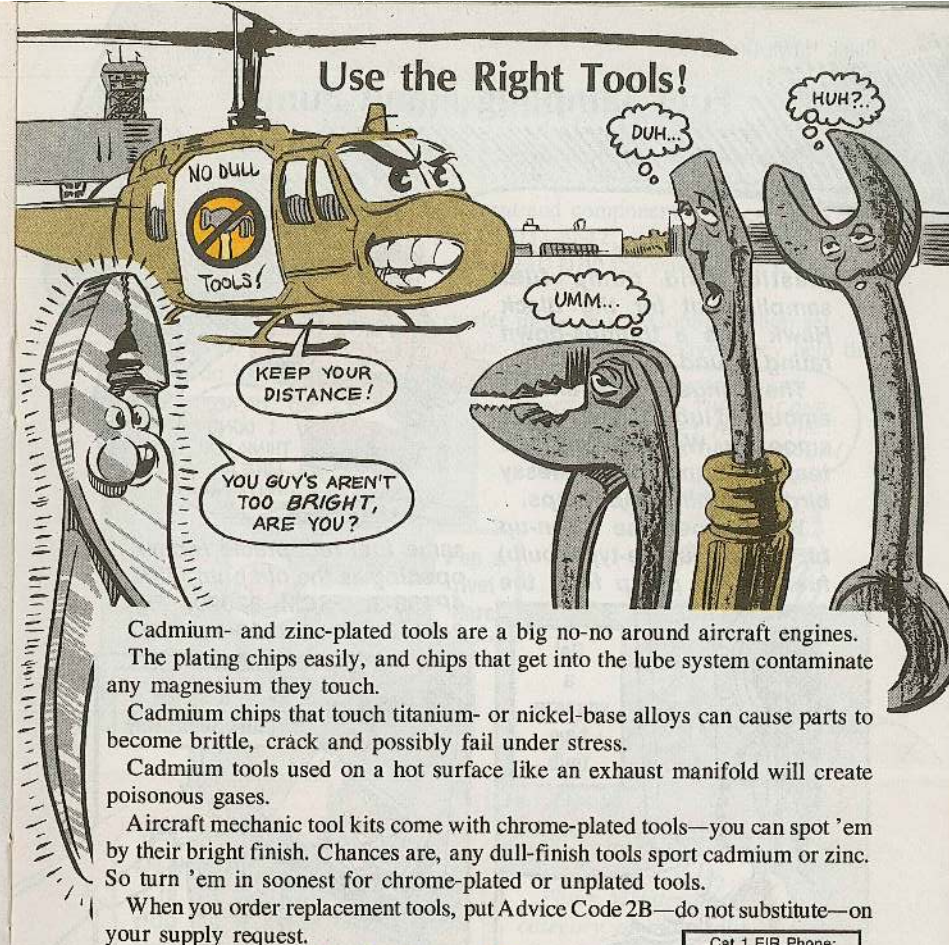
TROUBLESHOOT—YOUR PUBS TELL YOU HOW!



IF IT'S OUT OF YOUR ECHELON, CALL FOR HELP!



MEANWHILE ... YOUR UNIT REPAIRMAN CAN TEST FOR REFLECTED POWER AND DO SOME SUBSTITUTING TO GET YOU BACK ON THE AIR!



Aviation Messages

Call 1 EIR Phone:
AUTOVON 693-2006
(24 hours)

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

CH-54-83-03 SOF Maintenance Mandatory, One-time inspection of CH-54A main rotor head trunnion assembly 091930Z Dec 83.
OH-58-83-05 SOF Technical, One-time inspection of certain OH-58 (round glass) helicopters. Note: This message applies only to Ft Rucker, AL, Ft Hood, TX and Ft Riley, KS. 271815Z Dec 83
OH-6A-83-01 SOF Maintenance Mandatory, Daily inspection of

OH-6A series helicopter tail rotor blades 271715Z Dec 83

OH-6A-83-02 SOF Maintenance Mandatory, One-time inspection of H-6 series helicopters, main rotor swashplate bearing assembly, for missing bearing cages 271800Z Dec 83

MIM-CH-47-83-MEM-12, Unauthorized installation of CH-47 bubble windows 071730Z Dec 83

MIM-CH-47-83-MEM-13, Installation of wiring quick disconnect at aft pylon to fuselage splice on CH-47A/B/C helicopters 071800Z Dec 83

MIM-OH-58-83-MEM-07, OH-58A/C loose nuts in the collective controls installation (flight controls) 271845Z Dec 83

MIM-OH-58-83-MEM-08, OH-58A/C engine to transmission drive-shaft (drive train) 271915Z Dec 83
MIM-T74-83-MEM-01, T74-CP-700/702 and PT6A series turbo-prop engine compressor wash (power plant system) 121900Z Dec 83

MIM-UH-1-83-MEM-04/MIM-AH-1-83-MEM-06, AH-1/UH-1 mismatch of certain pressure indicators and transmitters 131915Z Dec 83

Fuel Sampling Hand Pump

Dear Editor,

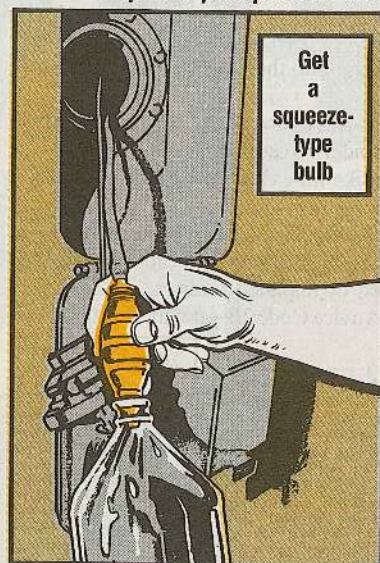
The \$82 thumb-operated plastic hand pump fuel sampling kit for the Black Hawk gets a thumbs-down rating 'round here.

The plunger sticks, and no amount of lube makes it work smoothly. We lose time and tempers, and have messy birds, clothing and ramps.

We stopped the clean-up biz with a squeeze-type (bulb) fuel siphon pump from the



same fuel receptacle recess opening as the old pump (PN 4P156-3, FSCM 82829, Fig 2-25, in TM 55-1520-237-10).



local marina. The \$1.50 pump uses the same size hose as the plastic pump and it works like a charm. It stores in the



No more messy fuel spills, temper flare-ups, dirty Black Hawks or clothing.

Tom Ferguson
Ft. Rucker, AL

(Editor's Note: Thanks for passing along the kit tip. Saving money... tempers... and clean-up time is the name of the PM game.)

Weather Seal Trick

Try this PM tip to keep weather seals around doors from coming loose and blowing in the wind. You'll cut seal replacement costs... maintenance downtime... water damage to equipment and components.

Just pop a rivet, NSN 5320-01-033-8642, and a washer, NSN 5310-00-074-4885, into each end of the seal. Drill the washer hole to the size of the rivet.

Your unit mechanic has a pop riveter in the No. 1 Common shop set.

Remember, these rivets don't replace the silicone adhesive. They help the adhesive do its thing longer.



REMEMBER, THESE RIVETS DON'T REPLACE THE SILICONE ADHESIVE... THEY HELP THE ADHESIVE DO ITS THING LONGER!



Huey 7-day PMD

Dear Windy,
Is a 7-day PMD inspection due on a Huey if it is not flyable due to Phase Maintenance?

Aircraft storage info in TM 55-1520-210-23-3 is not clear on this point, but FM 55-411 says a daily inspection is pulled during Phase Maintenance.

Can you clear up the confusion?

SSG P.H.

Dear Sergeant P.H.,

Phase Maintenance is a higher category of maintenance/inspection than a PMD. Therefore, a 7-day PMD is not due when the bird is in Phase Maintenance... no matter how long the bird is down.

However, you pull the 7-day PMD if your Huey is down for more than 7 days for a specific item of maintenance.

Forget the NOTE on Page 2-3 of FM 55-411. It does not apply to Phase Maintenance inspections.

Windy

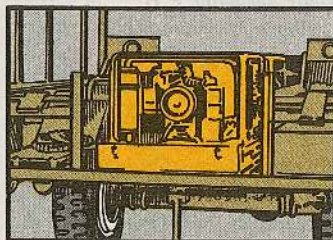
PM Controls RATT Problems

HEY, MACON, THAT
RATT HAS
BIG PROBLEMS!

Wondering just what shape your radio teletypewriter set is in?

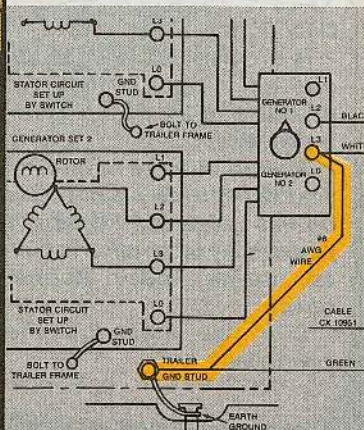
Then tag along as we point out the RATT rig pitfalls and problem areas you can detect and correct—before the next inspector or field problem does it for you.

PU-620 GENERATOR SET—Filters dirty; cables cut or frayed; area cluttered; air intake limited; fuel cans left open and near the generators; trailer safety leg not used; too close to the shelter. Keep it a safe and quiet distance away—at least 25 feet.



POWER OUTPUT—Wrong setting. TB 43-0125 and TM 11-5815-334-12 clue you in. Set 'em for 120 volts, single phase. The voltmeter should read between 115-120 volts.

GROUNDING—Straps frayed; connections loose. Connections at both stake and equipment should be tight and clean. In addition, a bonding strap goes from L3 on the generator set to the trailer's ground stud. See Fig 9 in the TB. For particulars on the PU-620, see TM 5-6115-332-14.



YOU TELL 'EM
RODNEY, YOU'RE
THE RAT EXPERT
AROUND HERE!

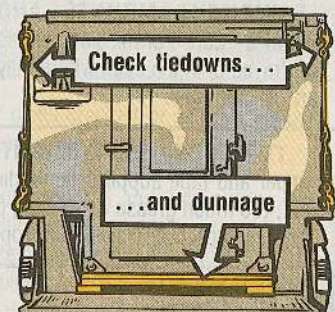


S-250 SHELTER (outside)—Poorly grounded; area cluttered with trash; cables running across roadways or well-traveled areas; equipment improperly stored on roof.

SHELTER SKIN—Punctured. TB 43-0124 gives info and materials needed to make repairs.

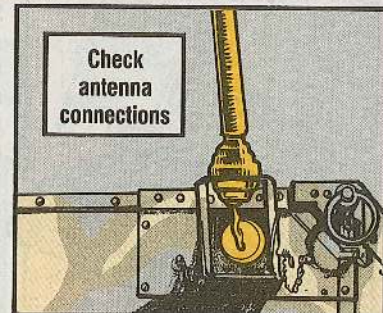


TIEDOWNS AND DUNNAGE—Improper or missing. See shelter TM 11-5410-214-12P for the sling assembly. Dunnage and tiedown are in SB 11-640 if shelter's mounted on an M880-series truck; TB 11-2300-372-14 if on a Gama Goat.



WHIP ANTENNA—Sited too close to another rig. Keep antennas at least 15 feet apart or risk receiver damage. RT-834 or -662 receiver-transmitters should be tuned off the frequency of nearby sets by at least 1 MHz. If transmitting above 10 MHz, tune off by 10 percent of the frequency; connection corroded; shield missing. The AN/GRA-50 antenna group should be on hand and used routinely.

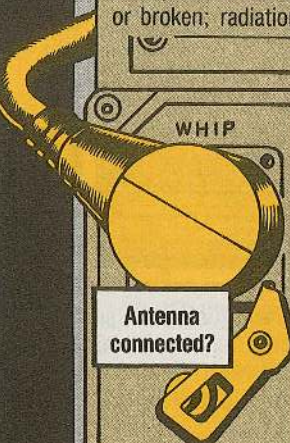
Check
antenna
connections





AN/GRC-106 RADIO SET—Loose in mount; knobs and switches broken, loose; rust or dirt on case; tune/load chart missing; meter glass cracked or broken; radiation decal missing.

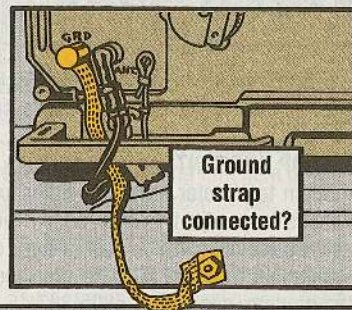
LOAD A
LOGGING CHART



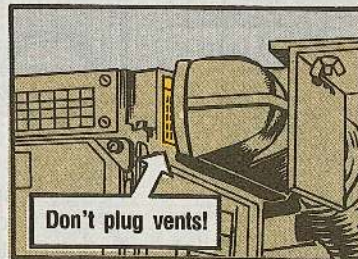
WHIP
Antenna connected?

ANTENNA—No connection made. Transmitting without either the whip or AN/GRA-50 connected can reflect power to the receiver-transmitter and knock out the set. Watch for a too-long CX-10171 cable, too. That extra length becomes part of the antenna and can make tuning and loading between 23-26 MHz impossible. Cut the cable to the length you need for your installation.

GROUND—Poor. Tight and clean grounds must be made between the set and the equipment mounting shelf. Likewise, run a ground strap from the GRD binding post to the rack, shelter wall or other convenient spot. Watch the ground connection. Some straps get attached to the RECEIVER IN binding post by mistake. That's no ground at all.



HEAT EXCHANGER—Dirty. Make sure air gets through the radio set. Without it, overheating will damage the set. Keep clothes and other gear from plugging the vents. If they're clogged with dust, shut the set down and clean the exchanger. Make sure the amp's blower motor is working, too.



TUNING—Operators not observing time limits. Time is a top priority when tuning the -106. For instance, let it warm up 10 minutes in OVEN ON before you start. Once the HV RESET switch goes to TUNE, you have 2 minutes to tune and load. If you can't make it—and never fudge—switch back to OPERATE (and put SERVICE SELECTOR to STAND BY) for 5 minutes before trying again. Finally, turn the RT to STAND BY for 2 minutes before shutting the set down. The radio is covered in TM 11-5820-520-10.

PP-7286 Cables

Dear Macon,

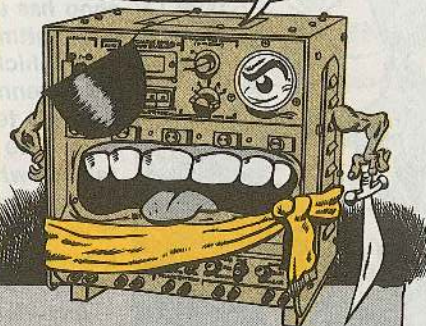
We were issued a PP-7286 battery charger for our BB-557 nickel-cadmium batteries.

Our problem is the -557's won't fit in the charger's battery holders. Para 2-7f of TM 11-6130-392-12 says we need remote cables to charge other batteries. But the pub doesn't have the NSN's.

Can you help?

Ssg T.M.B.

AVAST, YE LANDLUBBERS!
IF YER BATTERIES DON'T FIT,
YE BEST GET YERSELVES A
CABLE ASSEMBLY—OR T'LL
MAKE YE WALK THE PLANK!



Dear Sergeant T.M.B.,

Sure can, Sergeant.

Only the BB-516 battery fits in the PP-7286's holders. All others take a remote setup.

There are 4 assemblies. Cable assembly CX-13145, NSN 5995-01-086-3222, is the one you need. It hooks up the BB-557, -505, -507 and -590.

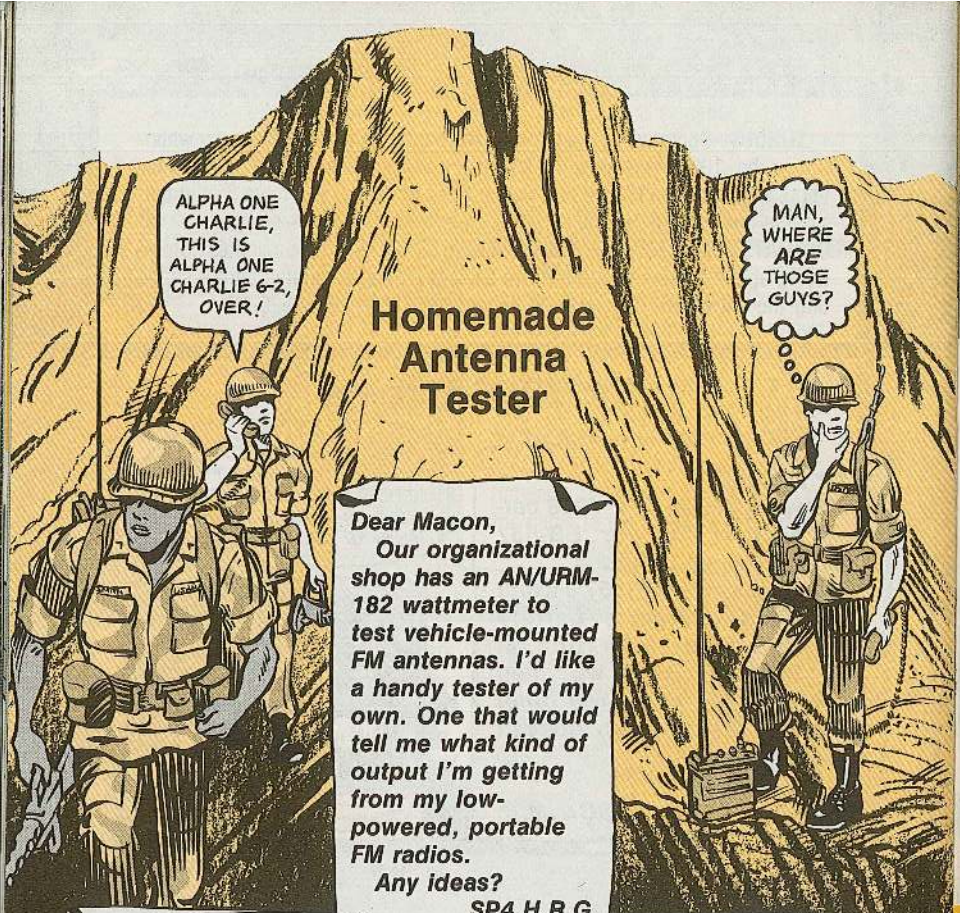
To charge BB-699 and -704 batteries, get cable assembly, NSN 1420-01-072-1020.

You use a CX-13147 cable assembly, NSN 6140-01-094-5461, to charge BB-588, -542 and -586 batteries.

The MX-10154 battery tray assembly has cables for charging a BB-503 or -541. It's NSN 6130-01-092-6754.

The Communications-Electronics Command is moving out to get these NSN's in the -12 pub.

Macon



ALPHA ONE
CHARLIE,
THIS IS
ALPHA ONE
CHARLIE 6-2,
OVER!

Homemade Antenna Tester

Dear Macon,
Our organizational shop has an AN/URM-182 wattmeter to test vehicle-mounted FM antennas. I'd like a handy tester of my own. One that would tell me what kind of output I'm getting from my low-powered, portable FM radios.

Any ideas?

SP4 H.R.G.

Dear Specialist H.R.G.,

Here's one from the Army Materiel Systems Analysis Activity (AMSAA) at Aberdeen Proving Ground, MD. It's good for radios transmitting in the 28-88 MHz range.

First, you'll need an 18-in piece of 10, 12 or 14 gage wire. Any heavy wire—a coat hanger, for instance—might do in a pinch.

Bend it into a triangle, with the open end meeting at about a 60° angle.

You may want to add an insulator or other grip to your hand-held tester, for safety.

Solder a light-emitting diode across the open end. Your unit's TK-101 tool kit has a soldering iron.

Be careful. You can overpower the diode by moving it too close to bigger sets, like an RT-524, operating on HIGH power.

MAN,
WHERE
ARE
THOSE
GUYS?

No diodes? NSN 5961-01-020-3954 will do. The NSN's not on the AMDF, but you can order it with a DD Form 1348-6. Use Routing Identifier Code (RIC) S9E. It costs \$3.74.

To test your whip, hold it and your tester vertically. Now, move the tester towards the antenna, watching the diode as you transmit over the radio.

While the diode won't tell you exactly what your output is, the diode light will give you a good idea of your signal strength. The brighter the better.

Macon

Leave the Handles

Turning in your AN/VRC-12-series receiver-transmitter for repair? Turn in the MWO handles, too.

Your set needs the protection just as much during the trip to support as at any other time.

Those handles are in short supply.

MX-6707 Dust Cover

Get the top button contact protective cover for your matching units with NSN 5985-01-135-2307.

Lost Your Plates?

If tracking down new identification/name plates for your commo gear has put the bite on your time, chew on this awhile.

The plates have no NSN's. You get a replacement plate by following the

good words in SB 11-631. Those words are basically to let your support order 'em for you.

You tell them what goes on the plate. Eyeball a good one for the format. Then fill in the blanks with info from the equipment that needs the plate. 'Course, if you're replacing a mutilated plate, send it along.

The work is done by the depot responsible for repairing your equipment.

TELEPHONE SET TA-312/PT

SERIAL NO. 35127

RADIO ENGINEERING PRODUCTS

CONTRACT NO. DAABOS-67-C-1967

U S

Pass (Up) This Test

Your AN/PSM-13 battery test set flunks out when it comes to the new BA-5598 battery. It won't give you a clue to how much life is left.

The -5598 is replacing the BA-4386 magnesium battery, partly because it gives constant voltage throughout its useful life. That also makes it a bad candidate for testing. Your tester could show a gung-ho battery when it's just a heartbeat away from dropping dead.

And, checking it with a loaded voltmeter tester like the PSM-13 with its U-410 adapter for the BA-4386 is dangerous. The battery can vent toxic sulfur dioxide during testing. The test could also ruin fuses and put the battery out of commission.

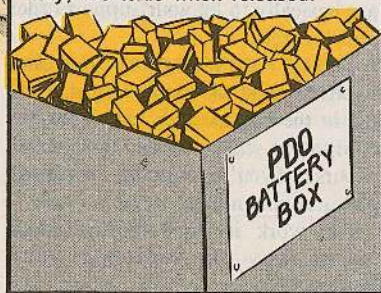
Do's and Don'ts

THESE NEW POWER SOURCES, ALONG WITH THE MERCURY BATTERIES USED IN NIGHT VISION EQUIPMENT, NEED SPECIAL HANDLING ANYWAY...

DO remove batteries from your gear during storage or when sets will be idle.

GET ME OUT! I'M READY FOR A LITTLE R AND R!

DO turn 'em in to PDO (through channels, of course) when you're through with 'em. The chemicals inside, which make 'em a better battery, are toxic when released.



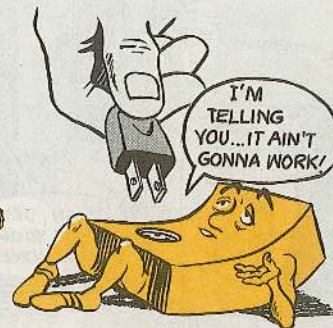
DO turn off your gear ASAP when you feel the battery compartment getting hot, hear a hissing sound or smell the irritating odor of sulfur dioxide. That odor tells you to leave the area right now. Then, wait a half hour before handling the battery.



DON'T burn, bury, crush, puncture, disassemble or mutilate batteries.



DON'T short-circuit or try to recharge 'em.



DON'T use bulged or burst batteries.

Finally, any time you have to handle cracked or leaking mercury or lithium batteries, protect yourself. Wear gloves, roll down your sleeves and protect your eyes if you can.

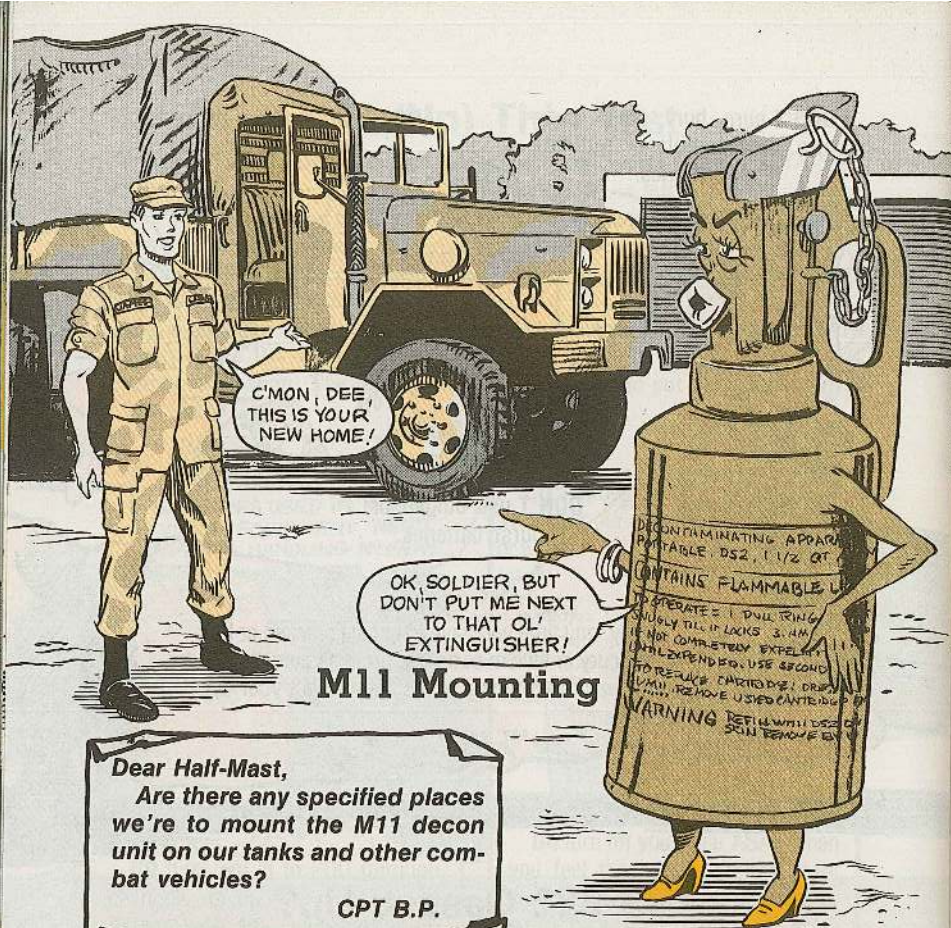


BB-622 Gassed Up?

The hydrogen gas put out by your AN/PPS-5 radar set's battery during charging can create an explosive situation.

You can keep things cool by following a few simple rules.

- Be sure your battery is vented. That'll head off the buildup of gas you get during normal charging.
- Always keep fire—cigarettes, too—away from the battery. That goes double during charging.
- Keep an eye on the battery for bubbling, splattering or spraying electrolyte. That means gas is building up. Turn your charger off ASAP. You could have a bad cell, a short, contaminated cells or electrolyte. Send the battery to support.
- Use only the PP-4127 charger. The battery won't charge faster with the higher current. It'll just use the extra juice to manufacture more explosive hydrogen.



M11 Mounting

Dear Half-Mast,
Are there any specified places we're to mount the M11 decon unit on our tanks and other combat vehicles?

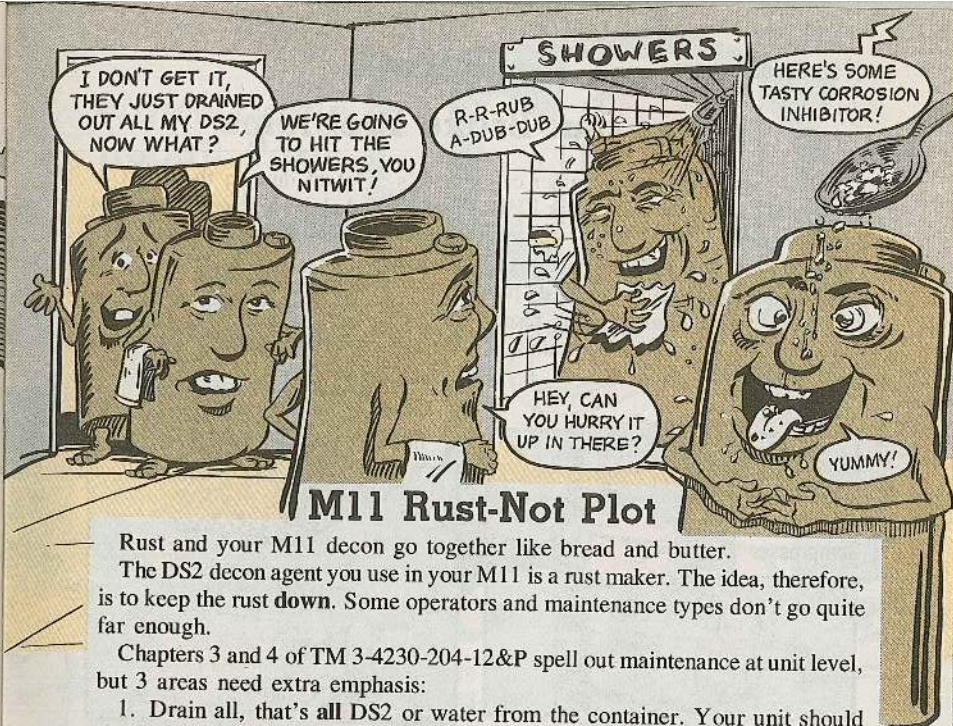
CPT B.P.

Dear Captain B.P.,

Only the M1 tank and the new Bradley Fighting Vehicles have specified places to put the M11. Page 2-449 of TM 9-2350-255-10-2 has the location word for the M1, and Page E-13 of TM 9-2350-252-10-1 has the word for the IFV/CFV.

On other combat vehicles, TM 3-4230-204-12&P is the authority. Its only requirements are that the M11 be mounted in a near-vertical position, close to the operator, but not next to a fire extinguisher. With these points in mind, local commands may install them in any location on the vehicle that doesn't interfere with another system or operation.

Half-Mast



M11 Rust-Not Plot

Rust and your M11 decon go together like bread and butter.

The DS2 decon agent you use in your M11 is a rust maker. The idea, therefore, is to keep the rust **down**. Some operators and maintenance types don't go quite far enough.

Chapters 3 and 4 of TM 3-4230-204-12&P spell out maintenance at unit level, but 3 areas need extra emphasis:

1. Drain all, that's **all** DS2 or water from the container. Your unit should have a designated area for draining DS2.
2. Rinse everything thoroughly, including spray head, and dry the water from all surfaces. Compressed air works just great.
3. When the container's dry, pour $\frac{1}{4}$ teaspoon of corrosion inhibitor NSN 6850-00-856-2916 into it...before you store the decon.

If you drain and rinse the container and add the inhibitor, you'll help stop the kind of rust that flakes off and blocks the strainer. In short, any rust that develops won't be severe enough to keep your decon from operating.

M256 Kit Caution

The No. 4 heater ampoules in your M256 chemical agent detector kit must be held away from you...and your

buddies...when you crush them.

The ampoules give off fumes that can affect you and your nearby buddies...even with protective masks on.

So, hold the ampoule away from you, break it, swing it over the test spot and leave it in place for 2 minutes in the assembly before you use it. Follow instructions in the kit and on the sampler package.

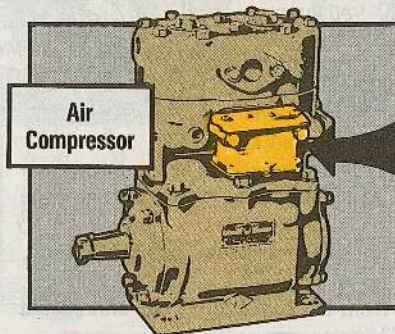
Hold ampoule away from you when you brake it!



Filter Out Brake Problems

A dirty air compressor strainer can cause brake failure on your Clark 175B scoop loader.

The compressor can't pull enough air thru a clogged strainer to build up pressure in the air reservoir. Low reservoir pressure can cause the brakes to lock...or not work at all!



Keep an eye on the pressure gage. If it drops below 95 PSI...or if it takes longer than normal to build up pressure...maybe the strainer is clogged.

Head off problems by keeping the strainer clean. Take it apart and clean it every 100 hours—more often when

there's a lot of dust in the air. Use methyl alcohol or soap and water. NSN 6810-00-597-3608 gets you a gallon of alcohol.

When the strainer element is dry, soak it in clean engine oil, squeeze out the excess and reassemble the strainer. If the strainer element is damaged, replace it. Get a new one with FSCM 72582 PN 5110411 on a DD Form 1348-6. Use RIC S9C. It costs \$3.78.

FARE Fire Extinguisher

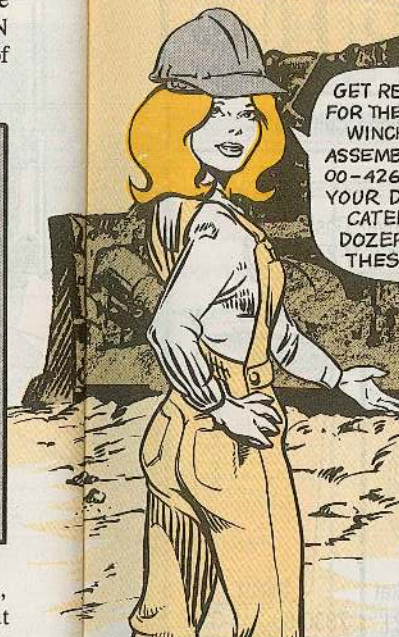
You may have gotten the wrong fire extinguisher with your Forward Area Refueling Equipment (FARE). Some units were shipped with a 10-lb dry chemical extinguisher, NSN 4210-00-808-4544.

Don't use it.

The powder can corrode metals in aircraft engines if it gets sucked into the air intake.

You get the correct fire extinguisher with NSN 4210-01-089-0875. This NSN supersedes NSN 4210-01-003-7709 listed in C5 to TM 5-4930-229-12&P. You need 3 extinguishers for each FARE.

Winch Cable Repair Parts



GET REPAIR PARTS FOR THE 200-FT LONG WINCH CABLE ASSEMBLY — NSN 4010-00-426-7332 FOR YOUR D7E AND D7F CATERPILLAR DOZERS WITH THESE NSN'S...

1 each



Ferrule, wire rope
4030-00-171-4107

1 each



Thimble, wire rope
4030-00-266-0071

4 each



Clamp, wire rope
4030-00-243-4448

1 each



Hook, hoist
4030-00-163-0805

If you need a new winch cable, get your DSU to cut a 200-ft length from a 600-ft roll of wire rope, NSN 4010-00-269-9314.

How to Get Commercial Pubs

The Defense General Supply Center has pubs for a number of chain saws, welding machines, torch outfits and other commercial items.

DGSC pubs are listed in DGSCM 4140.1, Index of Technical Manuals. Order a copy from:

**Commander
Defense General Supply Center
ATTN: DGSC-SDA
Richmond, VA 23297**

If there's a manual listed for your gear, order one copy from the same address.

Draw a blank? Order operator and parts pubs to support your equipment just like you request a repair part from your supply source. Use DD Form 1348-6. The RIC would be the one given for the end item.

Give the make, model and serial number for your equipment. Give the contract number, too, if you know it.

Food Container, Vacuum Jug...

Repair parts for your insulated food container, NSN 7330-00-238-2411, aren't in any TM. Same goes for the 3-, 5-, and 10-gal Vacuum Can Co. jugs.

WHEN YOU NEED PARTS, ORDER REPLACEMENTS FROM THESE CHARTS...

Hard to Find

Insulated Food Containers

Outer Cover Gasket
5330-00-032-2722

Insert Cover
7330-00-243-3254



Insert Cover Gasket
5330-00-032-2721

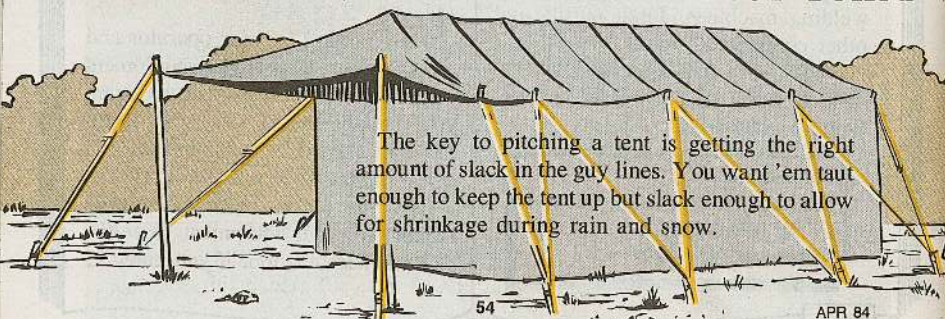


Insert
7330-00-243-3253

YOU CAN ALSO REPLACE CONTAINER DECALS. USE DD FORM 1348-6. THE FSCM IS 66745; RIC IS S9G!

PN 8450 Insulated Food Container with Inserts
PN 8449 Instructions for Use
PN 8448 Nomenclature of Parts

Your Tent's



The key to pitching a tent is getting the right amount of slack in the guy lines. You want 'em taut enough to keep the tent up but slack enough to allow for shrinkage during rain and snow.

54

APR 84

Repair Parts

THESE ITEMS FIT ALL SIZES OF VACUUM JUGS EXCEPT AS NOTED...



NSN 7330-00-



Bonnet, Faucet
051-1493



Stem, Faucet
051-1494



Spring, Faucet
051-1492



Washer, Faucet
051-1497



Handle
965-4685



Faucet Tube
051-1499



Handle Pin, Faucet
051-1496

Air Vent, Closure
051-1501



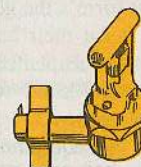
Seat Cup
051-1495



Cover (3 and 5 gallon)
051-1498*

Cover (10 gallon)
01-071-7680

Gasket, Cover (3 and 5 gallon) 051-1502
Gasket, Cover (10 gallon) 01-071-7679

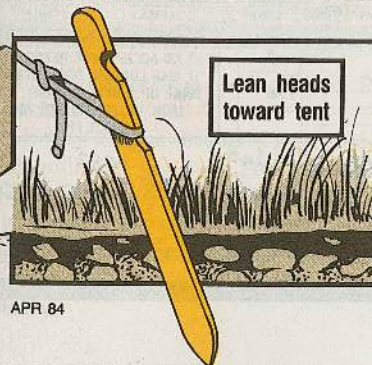


Faucet Assembly
7310-00-961-7571

*Use DD Form 1348-6. In the Remarks block write "NSN not on AMDF". The RIC is G O.

The 3-gal jug NSN is 7330-00-721-8499; 5-gal, -781-3859; 10-gal, -819-7738. Your authority is CTA 50-909.

at Stake!



Lean heads toward tent

You can strike a happy medium by putting the stakes in right. Drive 'em into the ground so the heads lean toward the tent. . . but not at the same angle as the guy lines. This lets pins "give" and ease the strain of the lines on the canvas. Do this with all stakes except short pins and footstop pins. Drive these straight up-and-down.

APR 84

55



Their Loss Is Your Loss

You know what it was like being the new kid on the block? Until you were “in”, things tended to be a little hairy. Same goes for your equipment without a DA Form 2408-9 Acceptance Report.

Why? Well, inspectors tend to "eagle-eye" Acceptance Reports. Then, too, that form's the gear's birth certificate. All the other forms and records depend on it for their basic info.

An Acceptance Report in the computers means your gear's "on file". The planners know where it is now and when it's ready for rebuild/overhaul or replacement.

Your equipment need an Acceptance Report? Check Appendix E of DA Pam 738-750. Find an 'X' under the DA Form 2408-9 column? You need one!

Had One Once?

If your equipment arrived with an Acceptance Report that was lost or destroyed later, no problem. Just go with the directions in Fig 5-7 of DA Pam 738-750. Fill out a permanent logbook of the Acceptance Report. Bird dog as much of the original information as possible. Put UNK (for unknown) in the blocks you can't fill.

The Julian date you fill out the form goes in the Remarks Block. Also, write "New Form Initiated" and "Permanent Logbook Copy" there. Toss the NMP and Control copies.

[illegible]

Never Got One?

If your equipment arrived without an Acceptance Report, that's another story. Contact the people who sent you the item. They may still have the form or logbook.

If all your efforts fail, Para 5-2a(5) of DA Pam 738-750 tells you to contact the Materiel Readiness Support Activity (MRSA) in Lexington, KY.

But MRSA may be limited in the the info they can give you.

They no longer keep the complete history of a piece of equipment. The original DA Form 2408-9 Acceptance or Gain Report info goes into a computer. Some info—like when the equipment joined the Army and who owned it—may not be available.



602370		2ND BN 2ND INFANTRY APO SHELTON 96077 WYOM77		ON		PRIORITY	
CARRIER PERSONNEL M33A1		3350-00-384321		P117		MC 3456	
1. DATE SENT		2. INITIALS AND ADDRESS		3. CARRIER NO.		4. PRIORITY	
5. NAME		6. SERVICE NO.		7. ADDRESS		8. REMARKS	
9. TYPE OF MESSAGE		10. MESSAGE NO.		11. MESSAGE NO.		12. MESSAGE NO.	
13. ADDRESS AND ROUTING		14. ADDRESS		15. ADDRESS		16. ADDRESS	
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245. ADDRESS		246. ADDRESS		247. ADDRESS		248. ADDRESS	
249. ADDRESS		250. ADDRESS		251. ADDRESS		252. ADDRESS	
253. ADDRESS		254. ADDRESS		255. ADDRESS		256. ADDRESS	

And they can verify info you may already have, like nomenclature, model, NSN, serial number and registration number.

Just put UNK in any blocks you and MRSA can't fill out on the Acceptance Report you keep in the consolidated binder.

If MRSA tells you they have a record of your gear, the next step's a breeze.

Fill out a logbook copy Acceptance Report. Stash it in the binder and toss the other copies.

If they tell you they have no record, fill out a DA Form 2408-9 Gain Report according to Fig 5-9. Your unit name, UIC and location go in Blocks 1, 2 and 3. Put code U in Block 17e. The Julian date you fill out the form goes in Block 23. Send out the NMP copy as it says in Para 5-6d.

But keep this in mind: The minimum info you need is what goes on the DA Form 2408-9 Transfer Report. If you've got that, you're covered.

REPORT OF DISCREPANCY (ROD)

☐ SHIPPING ☐ PACKAGING

1. DATE OF PREPARATION 2. REPORT NUMBER

4. FROM (Name and address, include ZIP Code)

Supply or Equipment Problems...

Are supply glitches tripping you up? Problems with equipment and tools breaking up your plays?

A couple of forms can score big points for you! The SF 364, Report of Discrepancy (ROD), scores on problems with supply foul-ups and bum substitutes. The SF 368, Quality Deficiency Report, completes passes on equipment problems or improvements. But keep 'em, straight—switching these forms is like sending in a field goal

kicker to do a lineman's job!

You use an SF 364 (ROD) when:

- You receive the wrong item.
- Too many or not enough items arrive.
- The stuff's defective or all fouled-up.
- You get an item after you've cancelled it and received an OK on the cancellation from support.
- You get somebody else's order.

12. REMARKS (Continue on separate sheet if necessary)

Tackle 'em LOW

1. DISCREPANCY CODES

CONDITION OF MATERIAL
C1 - In con-
C2 - Exch

PRODUCT QUALITY
Q1 - Deficient
Q2 - Mortgag-
Q3 -

HOLD 'EM BACK
UNTIL I COMPLETE
THIS PASS!

GRRRR!

EQUIPMENT PROBLEMS

2. ACTION

Disposition
of material
(if not be-
lieved to be
correct, in-
clude in re-
marks)

1a. From (Originating point)

QUALITY DEFICIENCY REPORT (Category II)

SECTION I

1b. Type

3. Report

7. Manufac

11. Item

New

15.

5. Deficient
Item
Works
On/With

Dollar Val

Action/Di

Holding E

Details (De

incl sep

A couple of other points apply to ROD's. Sometimes the form must involve items that cost \$100 or more. And, the forms won't do their job unless they're sent in ASAP. AR 735-11-2 has the word on how and when to use the SF 364.

DA Pam 700-3 gives you some good words on using the SF 364 to report packaging problems.

The SF 368 has only 2 uses. You use it to report problems and fixes (EIR's) on your regular gear and quality problems on new equipment.

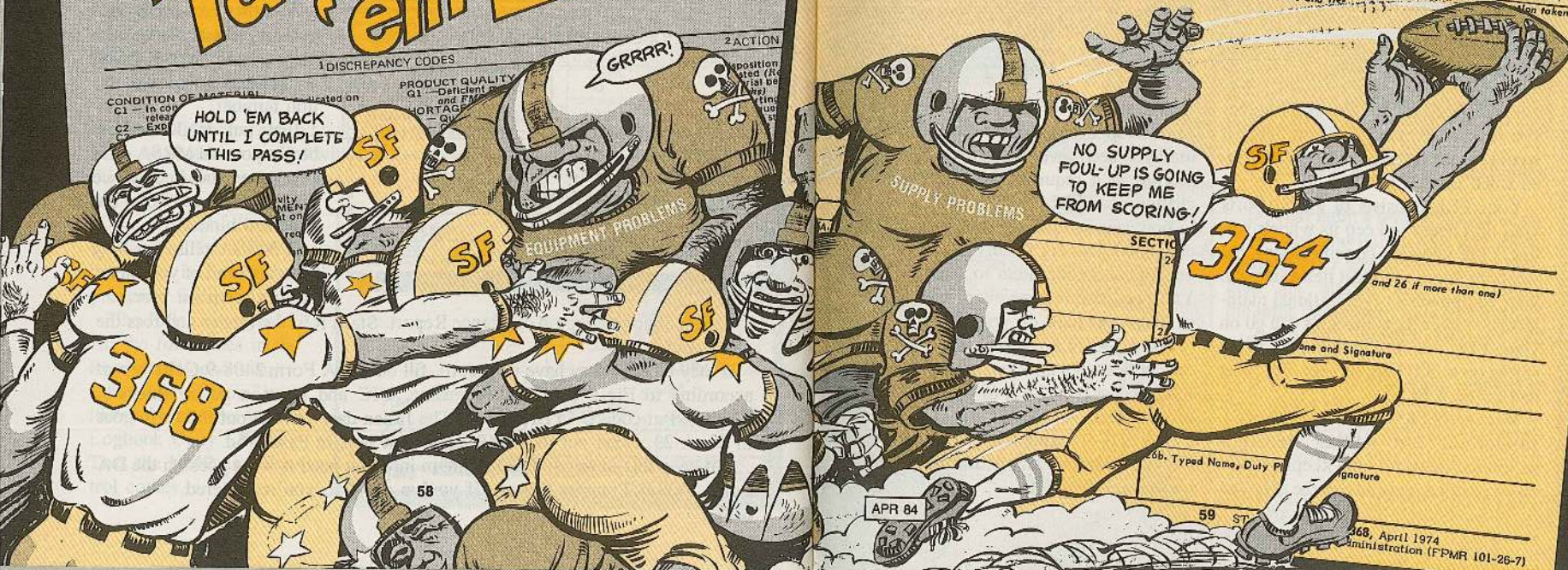
But don't sweat over the difference between an EIR and a quality problem. Just fill out the SF 368 as DA Pam 738-750, Appendix F, tells you. Para 10-28 of TM 38-750 has the word on reporting SF 368's on birds.

If you don't have info for a block, leave it blank. When you have more to say, put it in Block 22. Appendix F-6(22) tells you what "more" you need.

Aircraft types **must** put extra info in Block 22. Para 10-28g(2)(x) of the TM has that word.

You're the expert on your equipment and tools. You're the one who **really** knows how your equipment operates and the quality of your tools. Share your knowledge with the headshed on the SF 368.

Use both of these forms to keep the Army's gear in top condition—on and off the field.



APR 84

59 ST

368, April 1974
Administration (FPMR 101-26-7)

PLLan

Ahead

RIGHT! WE HAVE PLENTY OF THEM IN STOCK, AND WE WON'T RUN OUT BECAUSE IT'S LISTED ON OUR PLL!

GREAT GOING!

WHAT DO YOU MEAN THEY'RE OUT OF STOCK?

WELL, ER... THAT PART'S NOT LISTED ON OUR PLL YET!

You think the supply system gives you headaches now? Imagine what it would be like if there were no Prescribed Load Lists (PLL's).

Your PLL consists of all the parts your unit needs to keep its wheels rolling, birds winging, ammo talking and weapons shooting. Most items listed in your equipment's organizational maintenance repair parts manuals can go on your PLL. A company-sized outfit stocks up to 300 lines of gear. But what can go on a PLL?

Most items on your PLL are demand-supported. But adding demand-supported items to—and keeping them on—your PLL depends on the way you

send in requests. You've got to request a part as soon as it's needed! If you wait until you need several like items before putting in a request, you can short-change your PLL.

You need 3 separate requests in 180 days (360 days for Reserves) to add a demand-supported item to your PLL. You need one request every 180 days to keep that item on your PLL.

So, if you're not submitting a separate request each time you need an item, it might never make it to your PLL—or stay there. See Para 8-4a(2) of DA Pam 710-2-1, Using Unit Supply System, Manual Procedures, for the scoop on demand support.

Special Stocks

Other items may go on your PLL because your major command wants them there. They may want parts stocked for gear you normally don't use much—but you may need for special exercises or seasonal needs or war.

A few units and some gear have special stockage lists that override demands. Items on Mandatory Parts Lists (MPL) or Essential Repair Parts Stockage Lists (ERPSL) go on and stay on your PLL no matter how many—or how few—you order. These stocks are **mandatory**. You keep 'em on hand in at least the number listed in the MPL or ERPSL.

PLL Parts

Except for those special stocks, an initial PLL is limited to non-recoverable parts. That is, parts with a recoverability code of Z.

You'll find recoverability codes in the RC column on the Army Master Data File (AMDF). They're also the last part of the Source, Maintenance and Recoverability (SMR) Code in your parts manuals.

You set up an initial PLL a couple of ways. You can base it on a similar unit with the same gear and a good PLL. Or you can order an initial PLL.

Want an initial PLL on a new item or all your gear? Drop a letter to:

Commander
US Army Materiel Readiness
Support Activity
ATTN: DRXMD-S
Lexington, KY 40511
or call AUTOVON 745-3343/4137
or commercial (606) 293-3343/4137

- Be sure you give this info:
- ✓ Your unit's UIC (Unit Identification Code).
 - ✓ Your outfit's level of maintenance.
 - ✓ Each end item's NSN and model number. (For aircraft and generators, give the engine NSN. For trailer mounted generators, give trailer NSN.)
 - ✓ On-hand quantity of each end item.
 - ✓ Name and telephone number of your unit's point of contact.
- They'll send you an initial PLL print-out or cards (if you ask) to get you started.

YOUR MPL PARTS STAY ON PLL-- THAT'S MANDATORY!



Not on PLL

Some items do not go on PLL no matter what! Common supplies and material—welding rods, friction tape, steel wool, sandpaper, cleaning rags and CTA 50-970-type items—fall into this category. Remember, PLL's are for repair parts.



Parts stocked by your Quick Supply Store (QSS) also stay off PLL. You get those low-dollar, high-use items as needed. 'Course, you can keep a 7-days' supply on hand to slow the traffic to QSS. That's covered by Para 8-4c of DA Pam 710-2-1.

But if the item's in your parts manuals and you have the demands to back it up, go for stockage!

Shipping Boxes...

This Container's Ship-Shape

Looking for reusable containers to ship small parts or equipment items?

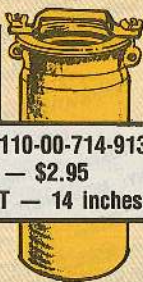
The Defense General Supply Center has surplus 6-in-diameter containers. They come in two heights, and they're cheap!

The containers aren't on the Army Master Data File, so order them on DD Form 1348-6. Use Routing Identifier Code S9G. Appendix A, CTA 50-970, is your authority.

NSN 8110-00-039-0428
PRICE — \$2.68
HEIGHT — 8 inches



NSN 8110-00-714-9137
PRICE — \$2.95
HEIGHT — 14 inches



Unserviceable Parts...

Some Go Back—Some Don't

Z MEANS THE ITEMS
NOT REPAIRABLE...

...AND THE LEVEL
THAT REPLACES IT
ALSO DISPOSES OF IT!



Recoverability codes in your Parts Manuals tell you if the item is repairable, what level repairs it, and what level disposes of it.

If the part has recoverability code (RC) of 0 or if the RC is Z and the maintenance code is 0, you have the action. You either repair it or dispose of it.

If the part has an RC other than 0 or Z and the maintenance code is other than 0, turn it in when it's unserviceable.

(1) ILLUS.	(2) SMR CODE	(3) NATIONAL STOCK NUMBER	(4) PART NUMBER	(5) FSCM	(6) DESCRIPTION	(7) U/M	(8) QTY INC IN UNIT
(a) FIG NO.	(b) ITEM NO.				USABLE ON CODE		
49	1	PAOZZ	5310-00-959-1488	MS51922-21	96906		
					GROUP 05 — COOLING SYSTEM		
					0501 — RADIATOR		
					NUT, SELF-LOCKING	AA	EA

PAOZZ

Z = non-repairable!

Be sure you note the turn-in document number on your request for the new item.

No unserviceable to turn in? Explain why on the back of your request. Your CO or a designated officer signs the note.

Some items also have the recoverability code in the RC column on the Army Master Data File (AMDF).

Your parts manual and CDA Pam 18-1, Code Reference Guide of the ARMS Monthly AMDF, tell you more about the codes.

DD Form 1348-6...

Describe It!

When you're filling out a DD Form 1348-6 for a part-numbered item, be sure that block 7 (description of the item requested) is filled out completely. You probably have more info about the part than anyone else in the supply system. Give your support all the info you can. That'll get your request filled soonest!

How to get UPDATE Pubs

To get on distribution for the new UPDATE pubs, your pubs clerk needs to fill out and mail one of the subscription cards that come with each issue. If one can't be found, use the printed form in the back of each issue.

TO GET THESE Pubs...

FILL OUT A SUBSCRIPTION CARD...

...THE FLIP SIDE OF THE CARD HAS THE ADDRESS!

SEND IT TO...

UNIT SUPPLY UPDATE

MAINTENANCE MANAGEMENT

For Unit Use (Pubs Center will ignore this section)

Standard Account Number

Quantity Required

Full Name/Address of Unit

Commander USAAG Publications Center ATTN: AGDM-OD 2800 Eastern Boulevard Baltimore, MD 21220



M67 Immersion Heater

NSN 4520-01-136-5495 gets a hood assembly for your M67 immersion heater. The SMR code for Item 12, Fig E1, TM 5-4540-202-12&P has been changed to PAOZZ by the headshed.

Immersion Heater Decal

Order NSN 4540-01-155-9388 to get the CAUTION decal for the M67 immersion heater. It's not listed in Fig E2 of TM 5-4540-202-12&P.

Generator Operator Training

The Engineer School's special test on power generation training mentioned in PS 373, Page 57, has been added to C3 of TB 600-1. Forget about writing to Ft. Belvoir for the text.

Fire Extinguisher Cartridges

Get replacement CO₂ cartridges for your 20-lb Purple K fire extinguishers with NSN 4210-00-710-8464. For 30-lb Purple K extinguishers, use NSN 4210-00-134-8961.

☆ U.S. GOVERNMENT PRINTING OFFICE: 1984-759-008/5

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

Computer Reg

AR 18-25, Army Tactical Management Information Systems—Readiness Criteria (15 Dec 1983) is on the streets! This new AR requires readiness reporting on the Decentralized Automated Service Support Systems, AN/MYQ-4 and AN/MYQ-4(A). Other systems will be added to the readiness reporting later. Need a copy? Get on distribution for it using DA Form 12-9A. For a one-time copy, use DA Form 4569.

Starter Rope NSN

The rope for your 6-HP Mil Std engine is NSN 2990-00-972-7950. The number in TM 5-2805-203-24P (Item 4, Fig 12) is wrong.

Helmet Camouflage

Get the camouflage material for your helmet with NSN 8415-00-105-0605. It'll cost you \$2.02 per helmet.

Lister Bag Faucet Fix

Need a new faucet for your water sterilization bag, NSN 4610-00-268-9890? Get it with NSN 4510-00-277-9569.

**THERE'S NO NEED TO
BE IN THE DARK!**

EIR Digests Keep You Up To Date!



**Check TB 43-0001-series
in DA Pam 310-1**

**Get on distribution with:
DA Form 12-34C
or
DA Form 12-38**