

Issue 400

PS

March
1986

THE PREVENTIVE MAINTENANCE MONTHLY

WE'RE UNDER
ATTACK—
BUT FROM
WHERE?

FROM
WITHIN!

See UFO's ATTACK
on Page 29

PS

THE PREVENTIVE MAINTENANCE MONTHLY

Published by the Department of the Army for the information of all soldiers assigned to combat and combat support units, and all soldiers with organizational maintenance and supply duties. Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, c/o US Army Material Readiness Support Activity, Lexington, KY 40511-5101.

ISSUE 400

MARCH 1986

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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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Do Your



DON'T YOU THINK YOU HAVE MORE THAN ENOUGH TM'S?

Before you head out to pull PMCS on your tank, truck, howitzer, etc., make sure you're toting all the TM's you'll need.

For instance, remember to take along the TM's for the commo gear your vehicle carries.

You won't forget to inspect that big ol' tank, for sure. But you might forget the little things, like an intercom or radio set.

Those little things are part of the fighting system. Move, shoot, communicate, remember?

After all, you wouldn't want to be speechless in the middle of an FTX... at NTC... with an LTC trying to talk to you.

Most vehicle TM's refer you to the commo pubs. That's because the radio TM's have the most complete PMCS for that gear.

Radio Check Too



JUST MAKING SURE I HAVE ALL I NEED!

Newer Tank-Automotive Command TM's require operators to use the commo TM. Here's an example from C2 (Aug 85) to TM 9-2350-215-10-1 on the M60A1 tank:

NOTE

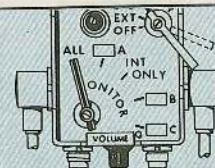
Check of intercom sets 2297 and 2298 is the same except commander's, gunner's and

Check radio set operation and perform PMCS. For procedures, see TM 11-5820-401-10-2 or TM 11-5820-498-12.

to INT ONLY and adjust VOLUME knob (D) to desired level.

Check intercom operation.

Check radio set operation and perform PMCS. For procedures, see TM 11-5820-401-10-2 or TM 11-5820-498-12.



COMMANDER CANNOT TALK WITH DRIVER, LOADER, AND GUNNER.

RADIO WILL NOT TRANSMIT, OR RADIO WILL NOT RECEIVE.

The most common commo TM's you'll be needing are TM 11-5820-401-10-1 for AN/VRC-12-series radios without intercom; TM 11-5820-401-10-2 for AN/VRC-12-series radios with intercom; and TM 11-5820-498-12 for the AN/VRC-53, -64 and AN/GRC-125 and -160 radio sets.

Record and report all commo problems you find. Use the readiness reporting criteria in the end item TM, tho, for rating your vehicle.

MAR 86

MAR 86

TM 9-2350-215-10-1

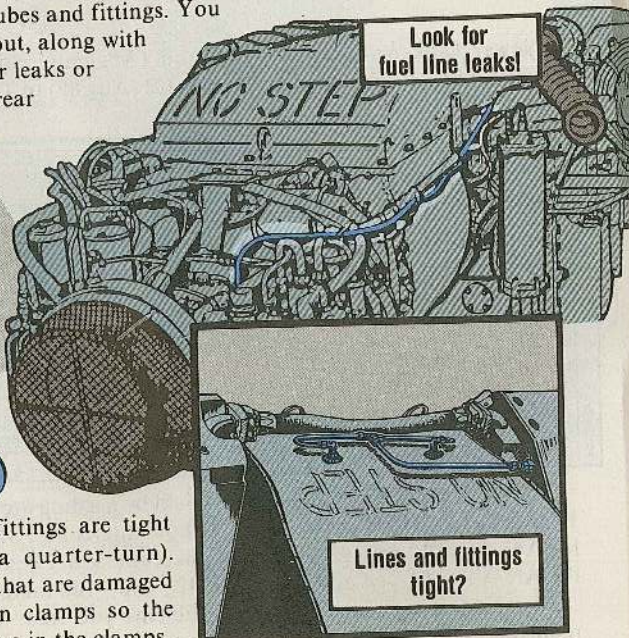


Leaks in smoke generator fuel lines and fittings can cause a fire in the engine compartment. And unless you mechs eyeball the lines and fittings for leaks every chance you get, the next smoke your friendly crew sees may not be from the smoke generator. Metal fatigue and vibrations crack or break fuel tubes and fittings. You need to check them out, along with mounting clamps, for leaks or wear every time the rear deck is removed.

HERE'S THE PLAN:



Make sure the fittings are tight (hand-tight plus a quarter-turn). Replace any parts that are damaged or leaking. Tighten clamps so the fuel tubes can't move in the clamps.



Start the engine and turn on the smoke generator for 30 seconds. Look for leaks at tees, elbows, quick disconnects and fittings as you kneel on the sponson. If you spot a leak, shut down and replace bum parts. If you don't see leaks during the test, look for them as the engine cools. Replace leaking parts and run the test again.

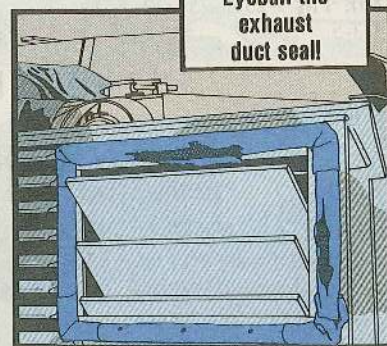
Then look over the drip rail at the rear bottom edge of the exhaust duct. If it's missing or damaged, replace it. Otherwise fuel leaking



from the smoke generator system will run into the engine compartment — a big fire hazard.

Also eyeball the exhaust duct seal on the rear grill doors for tears or

Eyeball the exhaust duct seal



slits. That damage will let hot exhaust gases blow back toward the fuel tubes and cause a fire if they're leaking. If you spot messed up duct seals, replace them.

These smoke generator checks must also be done at every semiannual service before the road test.



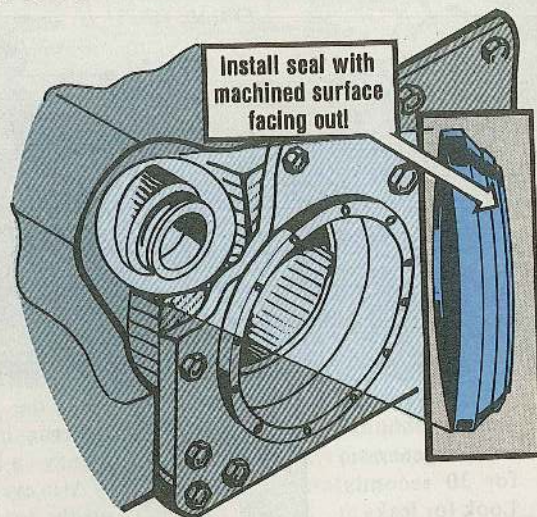
Shock Seal Installation

Some of you mechs have been trying to install that seal half on the rotary shocks by just using the drawing in the -20P TM.

You can't do it that way.

There's not enough detail in the drawing to let you know exactly how the seal is assembled. If you do it **wrong**, you'll have an oil leak real quick.

Instead, put the seal in the right way the first time. Check out Pages 10-154, 10-255, 10-256 and 10-256.1 of C2 (Feb 85), TM 9-2350-255-20-1-3-5.



Keep It Dry!

If you let water get to the fine dust and grit in a ground hop air cleaner, you've got a mixture that's almost as hard as concrete when it dries.

Got any idea how much clean air comes through concrete?

Keep the ground hop air cleaner dry and clean! It'll save you an overheated, balky engine.



Washer Has a Purpose

Turret mechs, when you install the electronics rack shield, make sure the washers are in the right place — between the screwheads and the shield tabs.

It's tempting to slide the shield tabs around the screws and tighten the screws. If the washers are not between the screws and the tab, the screws pull through the tab.

Next time you try to remove the shield, you may not be able to get a socket on the screws. Prying the shield off can ruin the tabs, and messed-up tabs call for a new shield.



Baby That GPS!

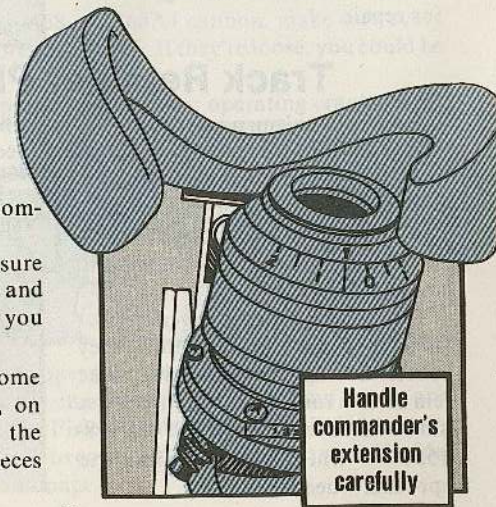


Turret mechs, a little extra care in removing the commander's extension can save damage to the Gunner's Primary Sight (GPS) and the GPS extension.

You can break off the outer ring of the GPS O-ring slot if you don't pull the extension completely clear of the GPS.

Get a buddy to help and make sure the extension is pulled away and clear of the GPS body before you remove it.

Then, as a precaution, put some grease, NSN 9150-00-269-8255, on the O-ring used in installing the extension. That'll make the pieces slide together easier.

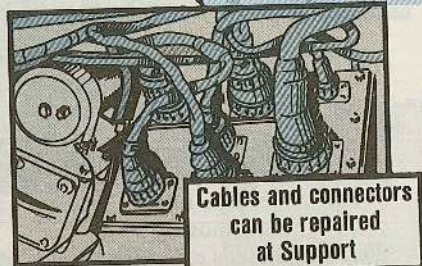


M1 Tank ...

Cable Repairs



Damaged electrical cables, including those used for ground-hopping, can be repaired at DS. If your support outfit has electrical maintenance repair kit, NSN 4931-01-119-7103, they can repair most cables used on the M1 tank. So save your unit some money — turn in all damaged cables for repair.



Cables and connectors can be repaired at Support

Track Retainer Plate Scoop

Now you see 'em, now you don't. That's the way it goes with track retainer plates on M1 tank drive sprockets. You see 'em on early model M1's, but you don't see 'em on newer tanks.

Turns out the retainer plates really don't help much in keeping tracks on the vehicle. New and rebuilt tanks do not have them.

If those on your tank wear out or break, no need to replace 'em. If they loosen during operation, just take 'em off and turn 'em in. Be sure to use shorter screws — NSN 5305-00-938-1539 — when you remount the sprocket wheels.



No need to replace retainer plate

M48A5/M60-Series Tanks ...

PMCS Changes

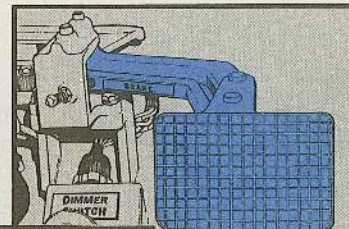
Tank drivers, you've got two new PMCS items to look for on your tank's hydraulic brake system.

If the brake system won't build up to at least 750 PSI with one press of the brake pedal, your tank's NMC. That's right, one press for 750-900 PSI. Hold the pedal down 30 seconds. If the pressure stays up, you're safe to go.

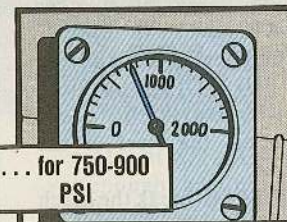
Also, if you can move the shift lever from park to neutral while the parking brake is on, your tank is NMC.

You'll find these good words in Chap. 3, Sec III of TB 43-0001-39-6 (Jul 85).

If you can move the lever with the brake on ... tank's NMC!



One press ...



... for 750-900 PSI



All Tanks ...

Loose Breech Screws Dangerous!

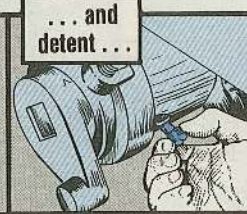
Before you fire your 105-MM M68 or M68A1 cannon, make sure every mounting screw on the cannon breech is tight! If they're loose, you could be in real danger of being hurt.

Put the screwdriver to the operating crank pin, operating crank detent

Tighten operating crank pin ...



... and detent ...



... and adjuster detent

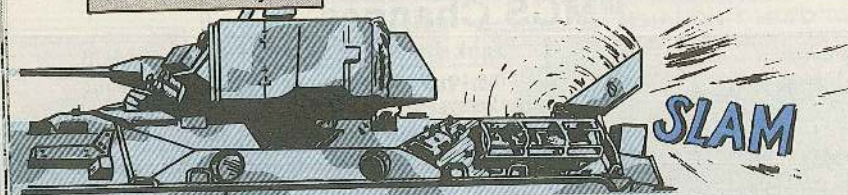


and adjuster detent on the breech operating mechanism.

These hold the breechblock closing mechanism, operating crank and operating lever assembly together. Firing the cannon when these items are loose can cause pieces of the breech to come off and bounce around inside the turret, causing injuries and damage.

M2/M3 Bradley ...

Pad Protects Periscope



A soft rubber bumper is all that stands between your M17 periscopes and the cold, hard steel of your cargo hatch cover.

If you slam the cover all the way back, the soft bumper gives. If it gives enough, the cover can hit the 'scopes. They give, too, to the tune of \$75 per.

The simplest periscope protection is to ease the cover into its FULL-OPEN position.

If you still forget, get your mechanic to raise the bumper. He can add washers between the bumper and mounting bracket. Bumper ad-

justment is on Page 4-29 of TM 9-2350-252-20-1-2.

The taller pad gives the periscopes extra protection.

Always have a missing bumper replaced ASAP, too.

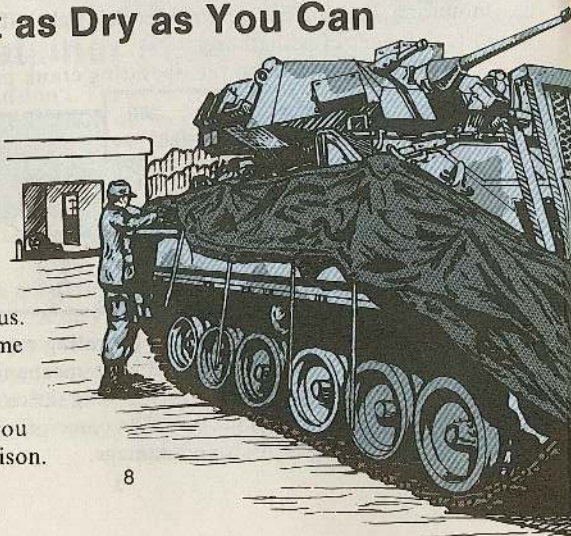
With no bumper at all, and the hatch in the FULL-OPEN position, road vibration starts the cover bouncing against the steel of the bumper mount.

That bouncing can break the hatch loose from its spring-loaded locking pin. The hatch swings shut and anyone within reach gets bonked.

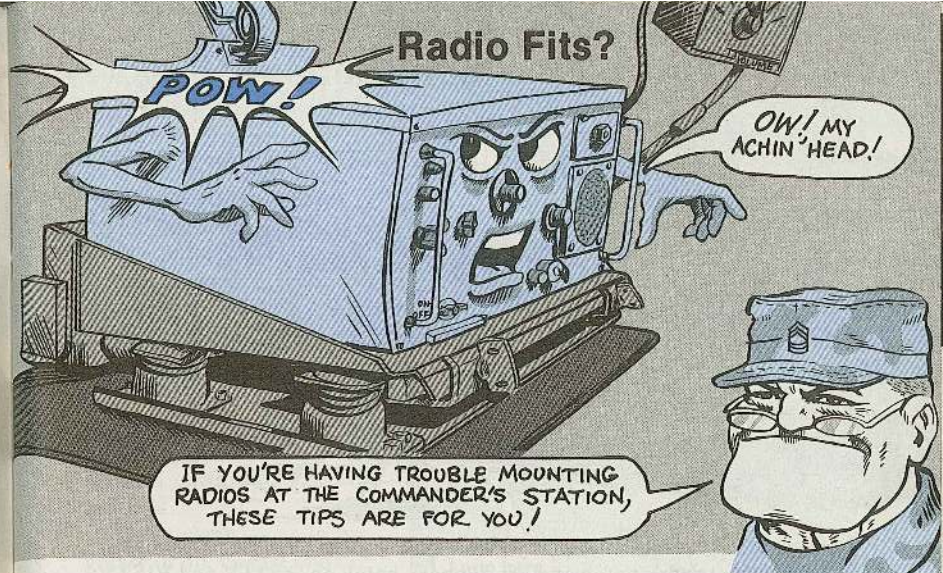
Stow It as Dry as You Can

In hot, humid weather, the Bradley's water barrier material stays damp most of the time — and that means mildew! Air out the barrier every chance you get so that sunshine can do its thing on the sneaky fungus.

You might not have time during training, but you can sure make it a point to dry the barrier when you get back to camp or garrison.



Radio Fits?



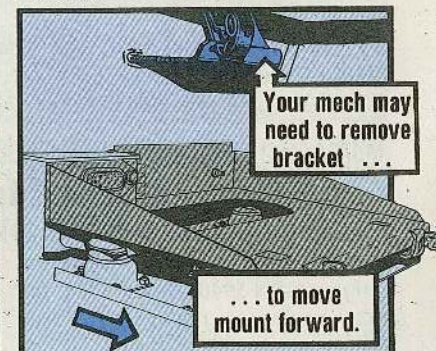
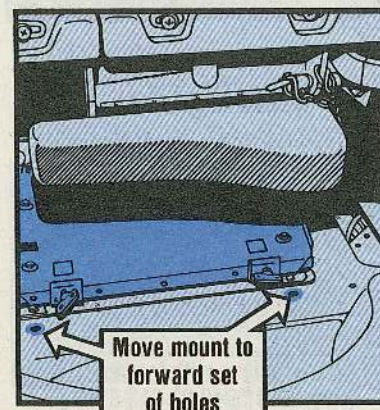
IF YOU'RE HAVING TROUBLE MOUNTING RADIOS AT THE COMMANDER'S STATION, THESE TIPS ARE FOR YOU!

- Mount MT-1029 may not give you enough clearance for an RT-524 or RT-246. If the radio hits the cleaning rod stowage bracket, the mount needs to be moved forward.

When the mount is bolted through the rear set of holes, only an AN/GRC-160 will fit. Have your mech move the mount to the forward

set of holes to mount the -524 or -246.

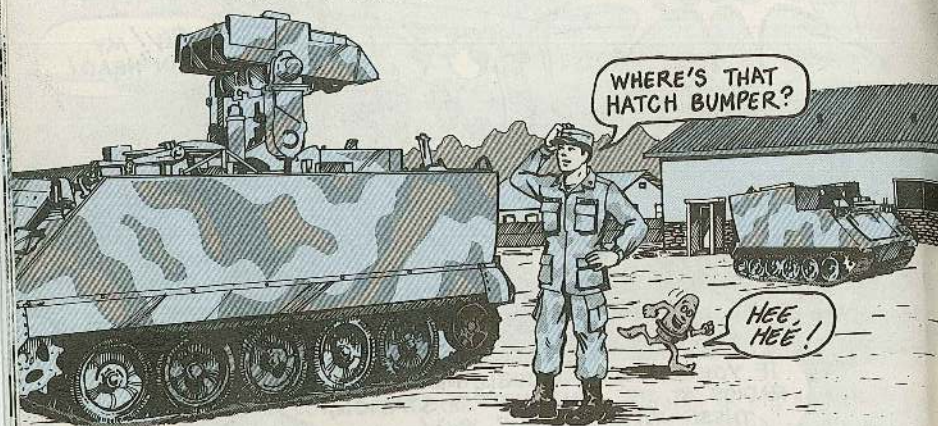
- RT-524 or RT-246 may not fit into MT-1029 if KY-57 secure equipment is installed. The radio transmitter will hit the cleaning rod stowage bracket.



If this happens, your mech can take out the rod stowage bracket.

Store the cleaning rods in the stowage area at the commander's right foot.

Get Your Hatch Bumpers



For want of a rubber bumper, you may lose a finger, a hand or even your life. Both the driver's hatch and the gunner's hatch on the ITV and FISTV have bumpers to absorb shock when the hatches are locked open.

If the bumpers are missing, there's nothing to take up the shock except the locking mechanism. The lock sometimes fails when the hatch bounces. Eyeball your carrier's hatches. If there's a missing bumper, get your mech to replace it now. All the hardware needed is in TM 9-2350-259-20P for the ITV and TM 9-2350-266-24P for the FISTV.



M577A1/A2 Command Post Vehicles...

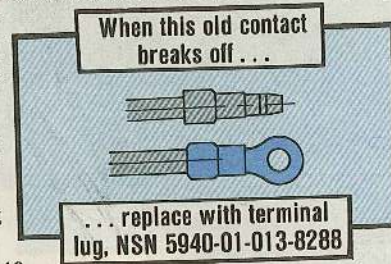
New Ground for Domelights

Here's a quick fix for broken ground lead contacts in the carrier's domelights:

Replace the contacts with terminal lug, NSN 5940-01-013-8288. It'll save having to replace the entire lamp assembly.

When the old contact breaks off, remove what's left of the contact and wire in the lug.

Slip the lug under a mounting screw to make a new ground.



Keep the Juice Flowing



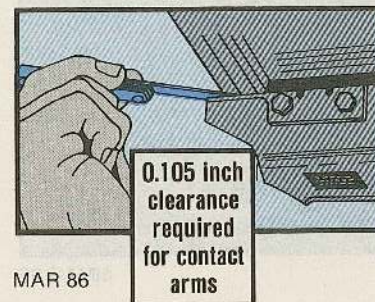
To get electricity to the cab of your howitzer, you've got to keep slip ring segments and contact arm brushes clean and gapped right.

That's clean — as in no grease or oil. Grease and oil keep brushes from making good contact with the slip ring segments. No juice means no power to cab components and instruments.

You crewmen do your part by being real careful when you lube the cab race ring. Follow the word in the LO (either LO 9-2350-217-12N or LO 9-2350-303-12).

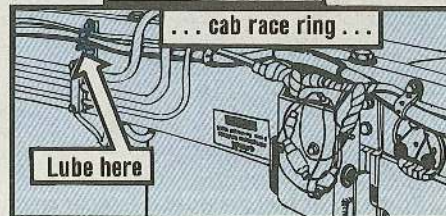
Lightly lube the race surfaces, springs/ separators and balls with GAA.

You mechanics take care not to overlube the traversing mechanism ring gear and output drive gear. If GAA drips onto the slip ring segments and brush holders, you'll get an electrical failure.

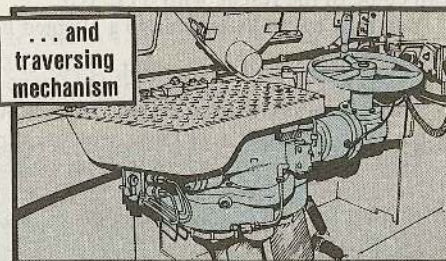


Do not overlube ...

... cab race ring ...



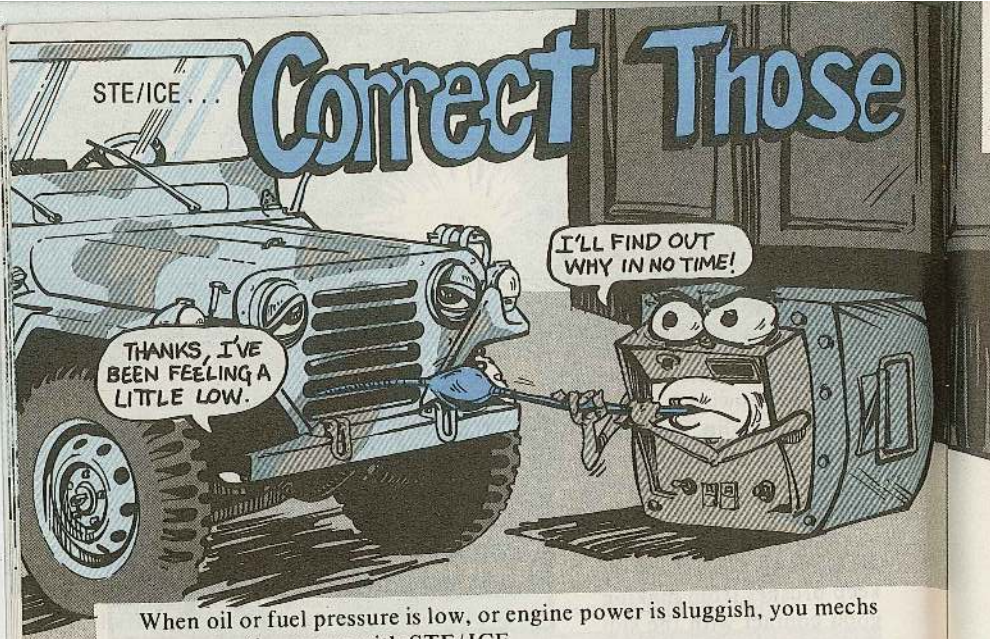
... and
traversing
mechanism



To get the right contact arm gap, use a feeler gage for the 0.105-in clearance needed.

See Pages 7-3 and 7-4 of TM 9-2350-217-20N (M109A1 and A3 models) or Pages 4-15 thru 4-19 of TM 9-2350-303-20-2 (M109A2 models).

Gap them right, keep them clean — and the juice will flow your way.



Correct Those

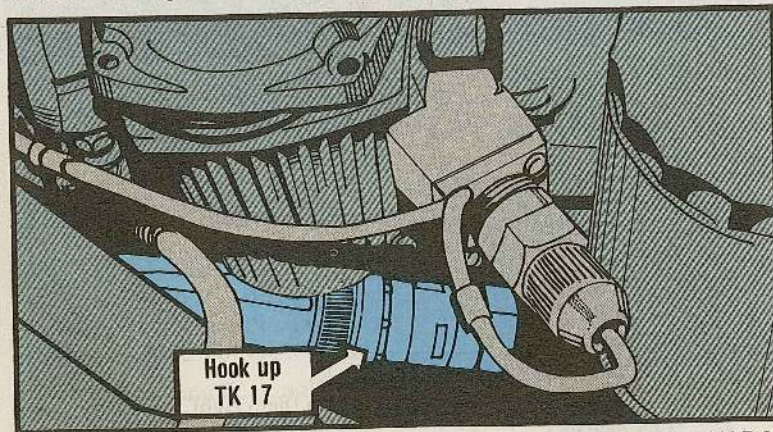
When oil or fuel pressure is low, or engine power is sluggish, you mechs can come to the rescue with STE/ICE.

You may trace the trouble to a clogged line or filter or bad pump.

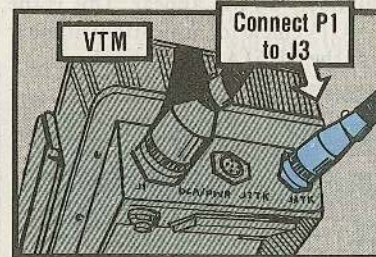
Test Oil Pressure

Make sure the engine oil level is between ADD and FULL on the dipstick. Then, if oil pressure is still low, run an oil pressure test.

To start oil pressure testing, such as on your M151A2 1/4-ton truck, take out the sending unit and replace it with the TK 17 pressure transducer.



Pressure Problems



Hook up the P1 plug of transducer cable W4 to J3 connector on the Vehicle Test Meter (VTM).

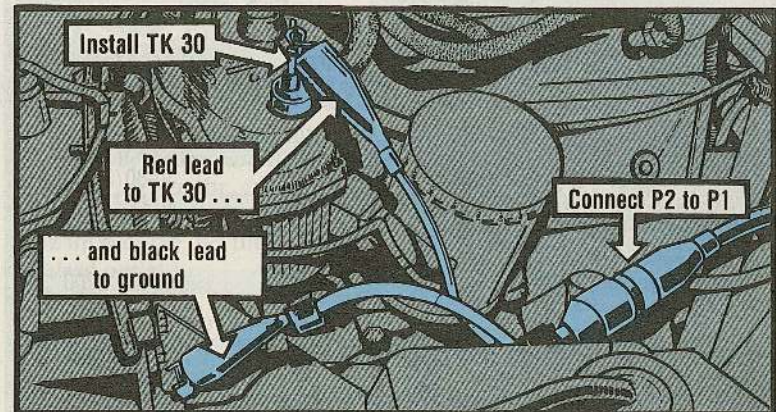
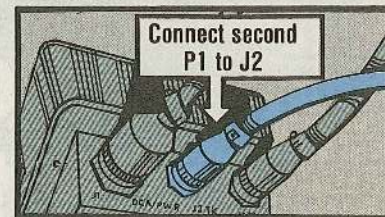
Then hook up the P2 plug of the cable to the TK 17.

Take out the distributor access cap and put the TK 30 ignition adapter in its place. Make sure it's finger-tight and seated right or you may get an error reading.

Hook up the P1 plug of a second W4 cable to J2 of your VTM.

Connect the W4 cable's P2 to the P1 plug of the ignition adapter cable.

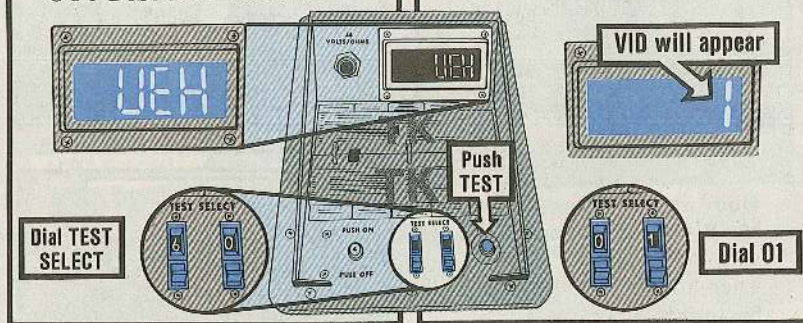
Clip the red (positive) lead to the TK 30 and the black (negative) lead to a good ground on the vehicle.



When you're marrying up plugs and connectors, make sure keyways and pins are lined up or else they can get bent or broken. Use the external marks as guides.

Dial in Test 60.
Press TEST button.
VEH will appear in the READ-
OUT DISPLAY window.

Dial 01, press the button and the
number "1" will appear. This is the
VID (Vehicle Identification) number
for the M151A2-series truck.



For gasoline engines, when you're testing for oil pressure only, no VID is required like it is when you're testing for RPM and oil pressure readings alternately.

For diesel engines, no VID is necessary in either case.

All oil pressure tests on vehicles are done with Test 50. So, dial the test into TEST SELECT switches.

Engine Oil Pressure

Vehicle	PSI (Cold Start/Idle)	PSI/RPM (Engine Warm)
Wheeled		
M151A2 1/4-ton truck	10	35-45/1,500
M880-series 1 1/4-ton truck	8	30-80/2,000
M561 1 1/4-ton Gama Goat	18	40-60/2,800
M44A2-series 2 1/2-, M39A2-series 5-ton truck	15	50-75/2,850
M809-series 5-ton truck	15	45-70/2,200
M520 8-ton Goer	10	10-30/800
Tracked		
M48A5/M60-series tank	15	40-70/2,500
M113-series carrier	15	40-60/2,500
M110A2/M578 vehicles	5	40-70/2,100
M109-series SP howitzer	5	30-50/1,000

Push and hold TEST button until CAL shows up on the READOUT DISPLAY.

Turn loose of the TEST BUTTON.

An offset number will show up in the display window. If it's between -150 and +150, all's OK. If not, use another test probe cable and run the offset test again.

Next, dial in Test 01.

Press button for a moment.

PASS will appear.

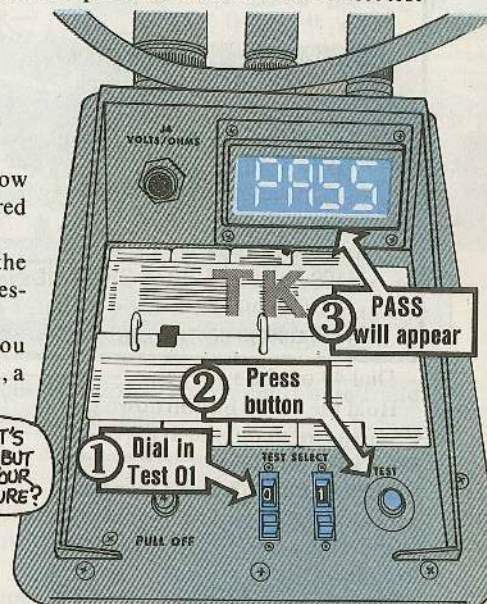
Dial in test 50 again.

Press button for a moment.

The VTM will alternately show the oil pressure and RPM as required for the vehicle.

Start the engine and hold the RPM steady to get the right oil pressure reading.

If the oil pressure's too low, you may have a pump that's going bad, a clogged oil line or dirty filter.



Test Fuel Pressure

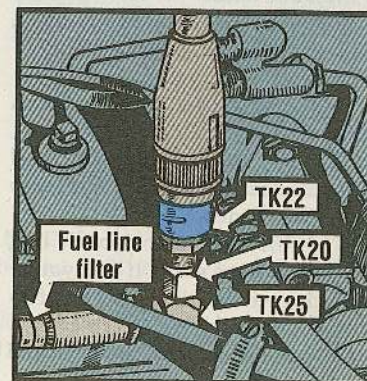
To start fuel pressure testing of a 1/4-ton truck, disconnect the fuel line at the carburetor.

(On a diesel engine, make the hook up near the fuel filter or on the air bleed outlet.)

Hookup the TK 22 (red) pressure transducer to TK 20 adapter and TK 25 street tee.

Connect the W4 cable's P1 connector to J3 plug on your VTM.

Then, hook up the W4 cable's P2 connector to the TK 22 transducer and you're ready to test.



All fuel pressure tests are done with Test 49 or 50 — 49, when test will be below 25 PSI, and 50 when test will be within the 0-1,000 PSI range.

Vehicle Fuel Pressure

	Accelerate Maximum PSI
M151A2-series 1/4-ton truck	1.2
M880-series 1 1/4-ton truck	3
M561 1 1/4-ton Gama Goat	45-70 at 2,800 RPM
M44A2-series 2 1/2-ton truck,	50-70 at 2,850 RPM
M39A2-series 5-ton truck	
M809-series 5-ton truck	45-70 at 1,500-2,800 RPM
M520 8-ton truck Goer	10-20 at 2,350 RPM
M48A5/M60-series tank	45-60 at 2,500 RPM
M109-series, M110A2 SP howitzer,	50-70 at 2,100 RPM
M578 vehicle	
M113-series carrier	50-70 at 1,500-2,800 RPM

Dial 49 on the switches.

Hold the TEST button down until CAL shows up on the READOUT DISPLAY window.

Then wait for an offset number to appear in the window. If it's between -4 and +4, it's OK. If not, use another transducer.

Dial 01 on the TEST SELECT switches.

Press and release the TEST button.

When the PASS appears again, dial 49 into the TEST SELECT window.

Press the TEST button for a moment and start the engine.

This lets the pressure PSI and engine RPM show up alternately in the VTM window.

If 1.5 PSI shows up on your VTM, the fuel pressure's OK. If not, you've got a clogged fuel line, filter or a bad pump.

Correct the pressure problem and run the test again.



Trucks and Semitrailers . . .

Old Brake Pin's Dangerous!



PS 328 MAR 80--"You can wait until it's too late — or you can get the new brake shoe guide pin setup in your 5-ton truck and also in certain semitrailers towed by 5-ton tractor trucks."

ACCIDENT REPORT AUG 85--Five-ton truck pulling semitrailer crashes. Reason: Brake shoe guide pin failure.

Old news is still good news when it comes to the improved brake shoe guide pin for your M39- or M809-series 5-ton truck and—maybe—your semitrailer.

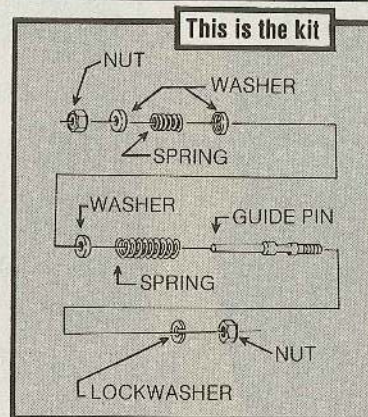
If you're still using brake shoe guide pin, NSN 2530-00-925-8139, and its related parts, you're risking the retaining rings coming off the pins. And . . . you're risking a bad accident.

Solve the problem by getting guide pin kit, NSN 2530-00-137-9275, installed. Instructions come with the kit. They're also in TM 43-0143 (Jun 77) Para 4-14a, Page 4-41.

The kit is listed on Page 2-103 of TM 9-2320-211-20P, Page 40 of C2 to TM 9-2320-260-20P and Pages E-20 and E-21 of C1 to TM 9-2330-272-14&P.

It's not listed at all in TM 9-2330-207-24P w/C1. Only the pin, NSN 5315-01-031-4458, is listed in TM 9-2330-227-14&P and in TM 9-2330-246-14&P.

MAR 86



Save The Flap

Any time you turn in a bum tire, save the flap.

Chances are the replacement tire is a retread and comes without a flap.

When you replace a tire, check the flap. You can keep reusing the same one as long as it's good, like it says in Para 2-17 of TM 9-2610-200-24 (Feb 85).



IF YOU FIND CRACKS, CREASES OR TEARS, GET A NEW FLAP USING THESE STOCK NUMBERS.



TIRES SIZE

	NSN 2640-
8.00x4.5	00-402-8319
6.00x9	00-535-7509
6.00x9	00-797-0509
6.50x10	00-472-8645
7.00x10, 7.50x10, 9.00x10	00-861-3484
7.50x15	00-895-5767
8.15x15, 9x15	01-175-7763
9.00x15	01-086-6964
10.00x15	00-421-9689
6.50x16, 7.00x16, 7.50x16	00-696-0466
9.00x16	00-208-7541
16.00x16	01-017-4522
7.50x18, 8.25x18	00-797-0510
7.00x20, 7.50x20, 8.25x20	00-451-8088
9.00x20	00-147-5160
10.00x20, 11.00x20, 12.00x20	00-158-5617
9.00x24	00-983-3827
10.00x24, 11.00x24, 12.00x24	00-138-8290
13.00x24	00-147-5082
13.00x24, 14.00x24	01-171-2730
29.50x29	00-155-3235

Tires--They're Different

Like different strokes for different folks — M915-series trucks have different tires for different models.

For instance, the M915 truck-tractor uses 10.00x20 size tires with highway tread. You can get them with NSN 2610-00-060-9960.

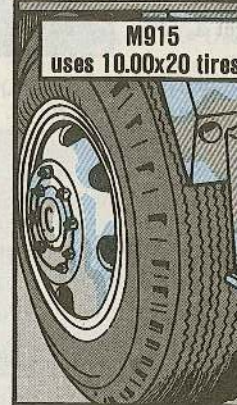
M916 thru M920 trucks take an 11.00x24 size tire for highway and secondary roads. NSN 2610-00-489-8040 gets these tires.

These NSN's replace those listed in Fig 84 of TM 9-2320-273-20P.

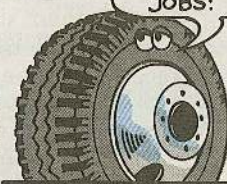
WE DON'T LOOK THE SAME!



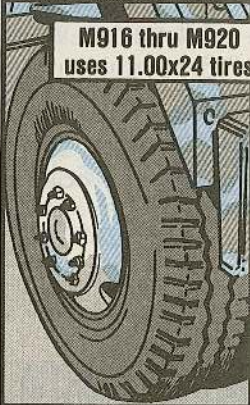
M915
uses 10.00x20 tires



BECAUSE WE DO DIFFERENT JOBS!



M916 thru M920
uses 11.00x24 tires



Steering Gear Lube Change

LO 9-2320-211-12 CALLS FOR THE WRONG LUBE OIL FOR THE STEERING GEAR CASE. HERE'S THE WAY IT SHOULD READ.

— KEY —				
LUBRICANTS	LADINITIES	EXPECTED TEMPERATURES		INTERVALS
		Above 157°	407° to 157°	407° to 457°
		(Above 75°)	(147° to 295°)	(147° to 295°)
STEERING GEARCASE	2.5 qt. (2.4 L)	60 80/90	68 90/100	80 75

* If DEA lubricant is required to meet the temperature ranges prescribed in the KEY, then the DEA lubricant is to be used in place of the 100-100 lubricant for all temperature ranges.

* See note 1.

* When operating in expected temperatures of 60° to 127° or above use 68 90/100.

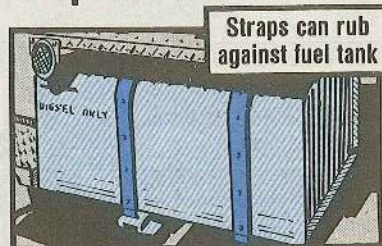


Fuel Tank Strap OK?

A worn fuel tank strap backing pad lets the strap rub against the fuel tank and scratch away the paint. This gives rust a chance to start.

When you repair or replace a fuel tank — or spot corrosion around the strap — look at the backing. If the pad is worn or missing, get a new one.

For 2 1/2- and older 5-tonners, pads come only with the straps. Pads are available separately for M939-series 5-ton trucks.



VEHICLE	ITEM	NSN
2 1/2-ton	Top Strap	2510-00-753-9115
	Side Strap	5340-00-753-9122
M39-, M809-series, 5-ton	All straps	2910-00-740-9419
M945 5-ton	Pad	9390-01-207-8125
All other M939-series 5-ton	Pad	9390-01-192-1610

O-Ring Splicing Kit



You can get an O-ring splicing kit with NSN 4940-01-131-1915. It has four different diameters of rubber O-ring rod material. The kit is authorized by CTA 50-970, Appendix A.

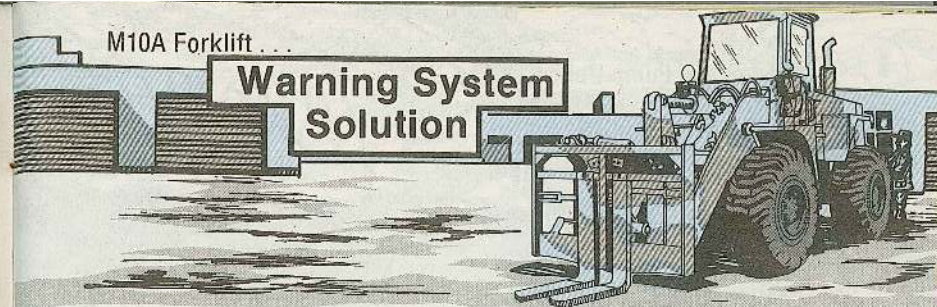
Stock numbers and prices-by-the-foot to replace the material are:

NSN 9390-01-084-	SIZE
0951	3/32-in
0952	1/8-in
0953	3/16-in
0954	1/4-in

NSN 8040-00-142-9193 IS FOR A 1-OZ TUBE OF O-RING ADHESIVE. KEEP IT REFRIGERATED TO EXTEND ITS SHELF LIFE.



Warning System Solution



Mechs, does the service brake warning system keep warning — even after you fix the hydraulic problems?

If so, you need to reset the indicator rod on the pressure converter. A fluid leak causes the brake warning system buzzer and red light to come on — and stay on — until the indicator rod is reset by hand.

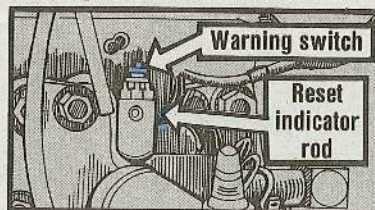
Reset the rod like so:

- Flip the starter switch OFF.

• Use a 2-in piece of stiff wire or a small Phillips screwdriver and push the indicator rod straight back into the pressure converter.

Check the system. The indicator rod's reset when the warning light goes out and the buzzer stops sounding as the air pressure gage hits the RUN range.

Look for all the details in Para 2-5d of TB 43-0001-42-3 (Jul 85).

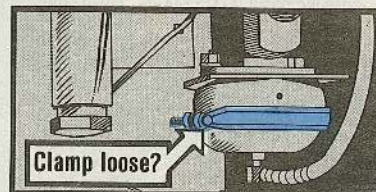


Loose Bolts = No Brakes

Before you operate again, see if the clamps holding your loader's brake actuator air chambers together are tight.

The retaining bolts and nuts loosen from vibration, letting air leak out of the chamber. No air means no brakes.

If the clamp is loose, get your mechanic to tighten the nuts to 70-80 lb-ft. Between scheduled 250-hr services, look for loose nuts, shiny spots or rust around the bolt heads and nuts on both the front and rear air chambers. If you spot any of that, report it to your mech pronto.





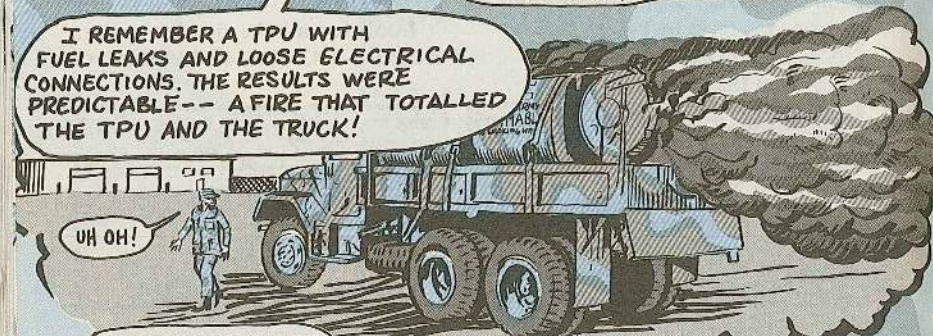
DON'T Tote a Torch



IT'S ALL THERE IN BLACK AND WHITE... BUT IT DIDN'T DO A BIT OF GOOD! THE PMCS PLAINLY SAY TPU'S ARE NMC IF THERE ARE FUEL LEAKS OR A CHANCE OF SPARKS!

LOOK OVER YOUR TPU REAL GOOD. REPORT LEAKS OR DAMP SPOTS INDICATING LEAKS. DON'T USE THE UNIT!

I REMEMBER A TPU WITH FUEL LEAKS AND LOOSE ELECTRICAL CONNECTIONS. THE RESULTS WERE PREDICTABLE-- A FIRE THAT TOTALLED THE TPU AND THE TRUCK!



UH OH!

IF THE PUMPING UNIT HAS AN ELECTRIC MOTOR, A WORN CABLE OR BAD CONNECTORS ALSO MAKE THE UNIT NMC.



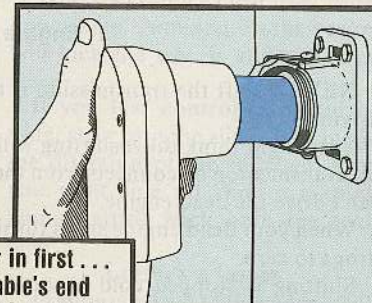
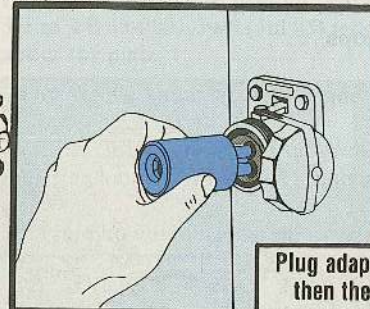
IT'S UP TO YOU TO PREVENT SPARKING WHEN YOU HOOK UP THE CABLE, THO!



IF YOU HOOK UP THE POWER CABLE LIKE PAGE 2-9 OF TM 5-4930-230-13 TELLS YOU, YOU COULD GET SPARKING! HERE'S A SAFER WAY:

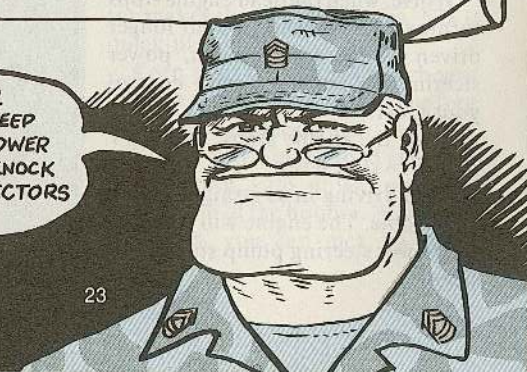
Turn off all power switches—on both the TPU and the vehicle. Then plug the cable into the J2 receptacle of the electric motor driven pumping assembly on the TPU. Make sure the connection's snug.

Connect the cable to the vehicle's receptacle. If the truck has a 2-hole receptacle, plug in adapter/connector, NSN 5935-00-322-8959, first. Then plug the cable's end connector into the adapter.



Plug adapter in first ... then the cable's end connector to the adapter

NOW YOU'RE READY TO PUMP. BUT DURING THE OPERATION, KEEP EVERYONE AWAY FROM THE POWER CABLE. IF YOU BUMP IT OR KNOCK IT AROUND, THE END CONNECTORS CAN SPARK!



Be Sure YOU Know

WE'RE GOING
OFF THE ROAD!

THE ENGINE QUIT, WE'RE GONNA
HAVE TO RIDE THIS ONE OUT!



The Goer is a unique vehicle . . . there's no other like it in the Army. Unless you've been properly trained to drive it and are always alert, it can kill you.

Most of what you have to know is in your -10 TM. But before driving a Goer, you need to complete Operator Training Course OTC 55-1 and see Goer Operator Film MF 17-5934.

Here are some special things you've got to know to operate a Goer safely:

If Engine Stops . . .

NEVER shift the transmission if the engine quits running while you're driving.

You might think downshifting will slow your Goer, but during shifting, the transmission disconnects from the engine. That means the transmission can't drive the dead engine.

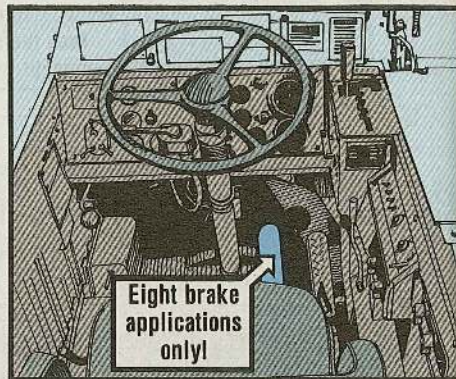
When your dead engine stops turning over, the transmission oil pressure drops to zero.

Shifting is stopped cold because oil pressure is needed to shift gears.

Worse, when the dead engine stops turning over because it's no longer driven by the transmission, power steering is lost. You can't control your Goer.

So, if the engine stops, DO NOT move the shift lever.

Keep driving in as straight a path as possible. The engine will still turn the power steering pump so you can steer.



Before You GO!



Off To the Side or Into a Slide

If you run off the road or onto the shoulder, slow down easy by downshifting — if the engine's still running. Keep traveling on the shoulder until you can ease back onto the road.

Keep engine speed above 1,500 RPM so there's hydraulic pressure for steering.

When braking, push the pedal down easy. Jumping on the brakes will lock the wheels and you can't steer.

If you lose control in a skid or slide, steer into the slide. Turning in the direction of the slide will keep you right side up. You can think about getting back onto the road later.

Lopin's a Loser

Loping can lead to loss of control. Your foot bouncing on the accelerator makes the vehicle bounce. Nix it quick-like.

Keep your heel on the floorboard and use the ball and toe of your foot to operate the accelerator.

Or, if a bump in the road gets your Goer loping, slow down to change the rhythm of the bounce. When loping quits, you can pick up speed again.

Stop by pumping the brake treadle. Watch it, tho! You have only enough air in the reservoirs for about eight full pumps on the treadle.

Have your mech install a warning plate, NSN 9905-01-204-4456, just to the right of the shift lever to remind you not to shift if the engine stops running while you're driving. Para 3-3 of TB 43-0001-39-6 (Jul 85) tells about the plate.



Wire Rope Hazard

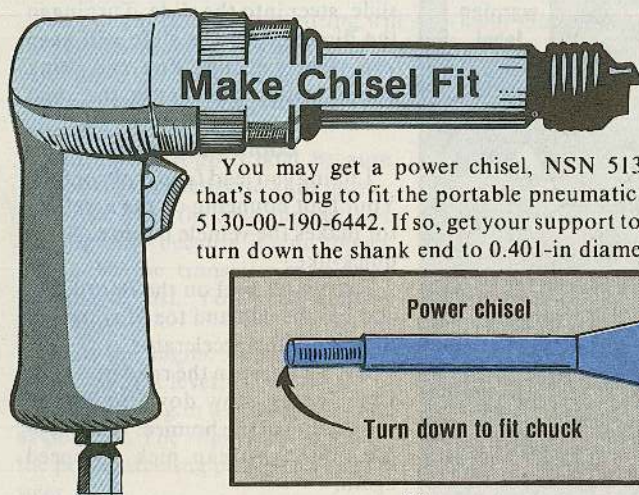


Before operating your 25-ton Grove crane, make sure the wire rope on your main hoist is safe to use.

Dyform-18, NSN 4010-01-136-4744, is the **only** wire rope authorized for your crane. It has a breaking strength of 27,000 pounds, compared to 22,400 pounds for standard 1/2-inch wire rope.

The outside wire on each strand of Dyform-18 has a flat surface, not round. This gives it a smoother appearance. If it's new, it'll have a bronze color.

The NSN is not on the AMDF, so order on a DD Form 1348-6. The RIC is S91. The unit of issue is a 650-ft. roll that'll cost about \$988.00.



You may get a power chisel, NSN 5130-00-203-6424, that's too big to fit the portable pneumatic hammer, NSN 5130-00-190-6442. If so, get your support to use a lathe and turn down the shank end to 0.401-in diameter.

Extract a Good Set

There's a new screw and pipe plug extractor set, NSN 5120-00-305-2275, in the No. 1 Common shop set. It gives you more extractors, but not all the components are listed in SC 4910-95-CL-A74.

Here's a rundown of what makes up the set (sizes in inches):

NSN 5133-00-

DRILL (1 each)

227-9650	1/8
227-9654	3/16
227-9658	1/4
236-4059	1/4 (6 inches long)
227-9662	5/16
227-9664	11/32
227-9670	7/16
227-9646	1/2
266-9466	5/8

NSN 5120-

SCREW EXTRACTOR AND SLIDING NUT

00-223-6940	1/4
00-223-6941	5/16
00-223-6942	3/8
00-223-6943	7/16
00-223-6944	1/2
01-143-5185	5/8
01-140-4497	3/4
01-140-4498	1

NSN/Part Number

E34*

5310-01-205-9184

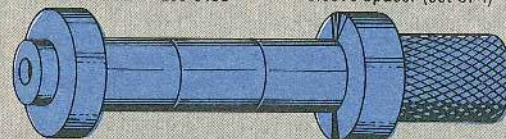
5365-01-205-5133

SLEEVE DRILL GUIDE

sleeve

knurled plain nut

sleeve spacer (set of 4)



NSN 3120-01-

214-4925
214-4924
214-4923
205-2686
215-5209
214-4926
214-1979
214-1978
214-1977
214-1976
214-1975

SLEEVE BUSHING

21/32
11/16
23/32
25/32
13/16
29/32
15/16
31/32
1 1/32
1 1/16
1 3/32

NSN 5120-00-

SOLID DRILL GUIDE

	Drill	OD
223-8868	1/8	9/32
223-8965	1/8	5/16
223-8966	1/8	11/32
223-8967	1/8	3/8
223-8968	3/16	13/32
223-8960	3/16	7/16
223-8961	3/16	15/32
223-8962	3/16	1/2
223-8963	1/4	17/32
223-8964	1/4	9/16

NSN 5120-01-

PIPE PLUG EXTRACTOR

141-0030	1/8
141-0031	1/4
142-6950	3/8
141-0032	1/2
142-6951	3/4
141-0033	1

*There's no NSN assigned for this. Order it on a DD Form 1348-6 from RIC G-0. The FSCM is 55719.



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.

TM 5-3805-253-12-2 Dec 85 F1500M grader
TM 5-5420-202-20-1 Oct 85 M60A1 chassis AVLB
TM 5-5420-202-20-4 Oct 85 M60A1 chassis AVLB
TM 9-1015-200-10 Oct 85 Mortar, 81-MM: M29A1
TM 9-1015-223-12 Oct 85 M67 recoilless rifle

TM 9-2350-267-20 Oct M992 ammo carrier
TM 9-2320-280-20P Apr 85 HMMWV
TM 9-4935-452-24P Jul TOW 2
TM 9-4935-452-24P Jul 85 TOW 2
TM 9-4935-455-24P Jul 85 TOW 2
TM 9-6920-470-24P Nov 85 M70A1 training set
TM 9-6920-475-13 Oct 84 M34 dummy guided missile
TM 11-5805-650-20P Sep 85 TA-838, TA-838A telephone set

TM 11-5895-801-10-HR Dec AN/TSW-7A air traffic control system central
TB 55-1510-209-20-25 Nov 85 U-21A, RU-21A, U-21D, RU-21D series
TB 55-1520-237-20-73 Nov 85 UH-60A
TB 55-1520-238-20-4 Dec 85 AH-64A
TB 55-1520-240-20-9 Nov 85 CH-47D
TB 55-1520-242-20-18 Nov 85 UH-1C/M/H/V and EH-1H/X
TB 55-1520-243-20-9 Nov 85 AH-1/TH-1/TAH-1 and UH-1M

TB 55-1520-244-20-9 Nov 85 AH-1/TH-1/TAH-1
TB 55-1520-247-20-1 Nov 85 EH-1 series
SC 5180-90-CL-NO5-HR Oct 85 Master mechanic's tool kit
C3, LO 9-2350-255-12 Mar 85 M1 tank
FM 20-32 Dec 85 Mine/countermine operations
FM 24-20 Dec 85 Tactical wire and cable techniques
FM 24-21 Dec 85 Tactical multichannel radio comm tech

Maintenance & Safety-of-Use Messages

MICOM SIL 4-85—Supply information letter, missile material supply and maintenance matters, AMSMI-LC-MM Dec 85.
MICOM Vol 1, No 2—Information letter, missile material supply and maintenance matters, AMSMI-LC-CC Dec 85.
AMCCOM 85-41—M43 chemical agent detector unit (NSN 6665-00-859-2201) and M42 chemical agent auto alarm (NSN 6665-00-859-2215), AMSMC-MAR-C 121515Z Dec 85.
AMCCOM SOU—Steam cleaners, AMSMC-MAT 091950Z Jan 86.

TACOM SOU—M313, M447, M447C, M749, M750 semitrailer van, AMSTA-MVA 130850Z Dec 85.
TACOM SOU—M109A2/A3 self-propelled howitzers and M992 field artillery ammunition support vehicles power pack lifting slings, NSN 4910-00-295-8074, AMSTA-MCC 031800Z Dec 85.
TACOM SOU—4x4 (NSN 2310-01-091-1684) and 4x2 (NSN 2310-01-094-1372) modular ambulances, AMSTA-MVA 111510Z Dec 85.

TACOM SOU—CUCV, Model M1009, AMSTA-MTA 061300Z Dec 85.
TACOM SOU—CUCV, M1008 series, except Model M1009, AMSTA-MTA 101200Z Dec 85.
TACOM SOU—Wrecking ball, NSN 3815-00-222-1877, AMSTA-MVB 111604Z Dec 85.
TACOM SOU—Truck wrecker, NSN 2320-01-090-7797, AMSTA-MVA 160800Z Dec 85.

Your Direct Support or Logistic Assistance Office (LAO) can provide you with more information.



Tankers See
Dinosaur
on Desert Range

Alien Agents Infiltrate...

UFO's ATTACK ARMY AIRCRAFT

Scientist Makes
Gasoline Substitute
in Bath Tub

Woman Survives
Fall from 747

Astronomer
Photographs Life
on Halley's Comet!

Corn Silk
Cigarettes
Reach Market

2-Year-Old Opens
Childproof Bottle



No survivors...
investigation
continues



NOW THAT WE HAVE YOUR ATTENTION,
LET'S TALK ABOUT THE REAL PROBLEM
BEING REPORTED HERE:
"UNDISCOVERED FOREIGN OBJECTS"
AND THEIR IMPACT AS FOD!



IF OUR AIRCRAFT WERE
ATTACKED BY ALIENS OR
UFO'S, WE'D COUNTER-
ATTACK WITH
EVERY RESOURCE
AVAILABLE!



BUT, SINCE WE'RE DOING
THE DAMAGE OURSELVES,
WE DON'T GET
TOO EXCITED!



WE ACCEPT FOD AS AN EXPECTED
COST AND PART OF THE PRICE WE
PAY FOR FLYING!



ONLY AFTER A BAD
EXPERIENCE WITH FOD
DO WE GET FIRED
UP!



MR. FODFINDER, FROM THE
SPACE PROGRAM, WILL
TELL US WHAT THEY'VE
LEARNED IN PREVENTING
FOD!



THANK YOU, CONNIE.
WE LEARNED EARLY-ON, THAT YOU
CAN'T JUST CONTAIN FOD-- YOU
HAVE TO ATTACK IT!



30

FOREIGN OBJECTS ARE INFILTRATORS
THAT CAN MULTIPLY WITH DEVASTATING SPEED!



YOU CAN'T LET YOUR
GUARD DOWN FOR AN
INSTANT! ETERNAL
VIGILANCE IS THE PRICE
YOU PAY FOR DAMAGE
CONTROL. VIGILANCE
AND IMAGINATION!

OUR FOD CONTROL PEOPLE USE EVERY TRICK
IN THE BOOK, PLUS -- A FEW OF THEIR OWN!



I REMEMBER ONE CAMPAIGN
WITH THE THEME "WE STOOP TO
CONQUER." THE WHOLE OUTFIT
TOOK GREAT PRIDE IN PICK-
ING UP OR SECURING ANY
POTENTIAL FOD
MATERIAL!



THERE'S NO MAGIC
SOLUTION TO FOD
CONTROL. YOU ARE
UP AGAINST AN
ENEMY THAT NEVER
LETS UP... AND
YOU CAN'T CALL
A TRUCE.



THE HARDEST TASK IS NOT
FINDING FOREIGN OBJECTS, IT'S
OVERCOMING THE INERTIA THAT
CAN SET IN AFTER AWHILE!



31

REMEMBER...
FOREIGN OBJECTS
CAN NOT ONLY RUN--
THEY CAN HIDE, TOO!

DURING DAILY OR PRE-FLIGHT
INSPECTIONS, BE ON THE LOOKOUT
FOR ANYTHING THAT MIGHT CAUSE
FOD...

SUCH AS...

... Metal shavings
around electrical
connectors ...

... scrap
safety
wire ...

... grass or
straw in the
inlet screen ...

... misplaced and
forgotten hand tools ...

Use a flashlight to look in dark places

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

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

EACH PERSON HAS RESPONSIBILITY FOR FIGHTING FOD. DON'T WAIT FOR YOUR BUDDY TO PICK UP THAT TRASH ON THE FLIGHT LINE -- DO IT YOURSELF!



FOD CONTROL IS YOUR RESPONSIBILITY

'COURSE, SUCCESS IN THE FIGHT AGAINST FOD DEPENDS ON THE AGGRESSIVENESS OF EACH UNIT'S FOD CONTROL OFFICER!

MY MOST EFFECTIVE TOOL IS TRAINING -- I'VE GOT TO GET EVERYONE PERSONALLY INVOLVED!



UNIT AWARENESS OF THE PROBLEM IS HALF THE BATTLE...



... THE OTHER HALF IS MOTIVATING EVERYBODY TO INSPECT THE WORK AREA AND THE FLIGHT LINES DAILY!



FOD IS A BIG PROBLEM, BUT WITH YOUR HELP IT CAN BE ELIMINATED!



34

CHAPTER 4 OF AR 385-95, ARMY AVIATION ACCIDENT PREVENTION, COVERS THE PREVENTION OF FOD. IT INCLUDES A SAMPLE FOD PREVENTION SOP IN APPENDIX C AND A GENERAL CONTROL CHECKLIST IN APPENDIX D.

15 November 1982

APPENDIX C

AR 385-95

FOREIGN OBJECT DAMAGE PREVENTION SOP

FOREWORD

a. The following SOP provides guidance for a successful FOD prevention program.

b. The commander may develop additional implementing instructions to amplify these.

c. The intent of this SOP is not to define various forms or record safety practices and does not include all aspects of safety. It should be read as a general guide with existing operating procedures and directives.

STANDARD OPERATING PROCEDURES

Purpose: To establish the procedures and guidelines for planning, organizing, coordinating, and controlling an effective plan to prevent Foreign Object Damage.

BUT ALL THE GUIDELINES IN THE WORLD WON'T WIN THE BATTLE WITHOUT AGGRESSIVE LEADERSHIP!



LEADERS HAVE TO APPLY ENOUGH FORCE TO OVERCOME BATTLE FATIGUE AND APATHY!

LET'S DO ONE MORE FOD CHECK!



TRAINING FILMS AND SAFETY POSTERS ALSO CREATE AND HELP SUSTAIN AN AWARENESS OF THE PROBLEM!

"FOD KILLS"



UFO ATTACKS ARE TAKING PLACE EVERY DAY AT AIRFIELDS AROUND THE WORLD!



35

THE BOTTOM LINE IS,
EVERYONE MUST WORK EVERY
DAY TO ELIMINATE FOD!

FOD AWARENESS AND
CORRECTIVE ACTION CAN
PREVENT AIRCRAFT
ACCIDENTS!

ELIMINATE

FOD

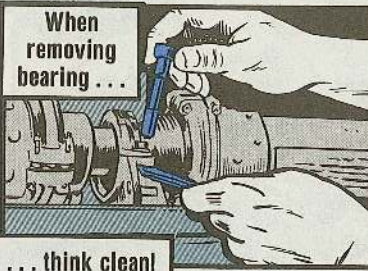
DON'T ACCEPT ANYTHING LESS
THAN PERFECTION--- ZERO FOD INCIDENTS.
IT CAN BE DONE!

Aircraft Bearings ...

Preservation of the Species

Aircraft bearings are in short supply, bird mechs, so the headshed wants to repair as many as possible. That means some bearings coded nonrepairable on the AMDF and in your parts manuals are now repairable.

AVSCOM Supply Letter A10-85 has the scoop. If you don't have a copy, see your friendly AVSCOM Logistic Assistance Representative.



... think clean!



Handle 'em
with gloves,
if possible



Use
plastic
bags!

AVIATION MESSAGES

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

AH-1-85-07, SOF, Technical, One-time inspection of AH-1, TH-1, TAH-1 and UH-1M main rotor hubs, 051610Z Nov 85.

AH-1-85-08, SOF, Maintenance Mandatory, One-time inspection of tail rotor hub/blade assemblies, 061600Z Nov 85.

CH-47-85-18, SOF, Technical, Inspection of combiner transmission cooler fan and driveshaft 072330Z Nov 85.

CH-47-85-19, SOF, Technical, One-time and recurring inspection of vertical hinge pins in CH-47B, C, D rotor heads, 141800Z Nov 85.

CH-47-85-20, SOF, Maintenance Mandatory, One-time inspection of vertical hinge pins in CH-47B, C, D rotor heads, 230020Z Nov 85.

U-21-85-03, SOF, One-time inspection of aircraft fan, cabin heater, 051630Z Nov 85.

UH-1-85-09, SOF, Technical, One-time inspection of AH-1, TH-1, TAH-1 and UH-1M Main rotor hubs, 051610Z Nov 85.

UH-1-85-10, SOF, Maintenance Mandatory, EH-1, One-time inspection of alternator wire bundle, 121700Z Nov 85.

UH-1-85-11, SOF, Maintenance Mandatory, One-time inspection of connecting links, 121400Z Nov 85.

UH-1-85-12, SOF, Maintenance Man-

CAT 1 EIR Phone
AUTOVON 63-2066
(24 hours)

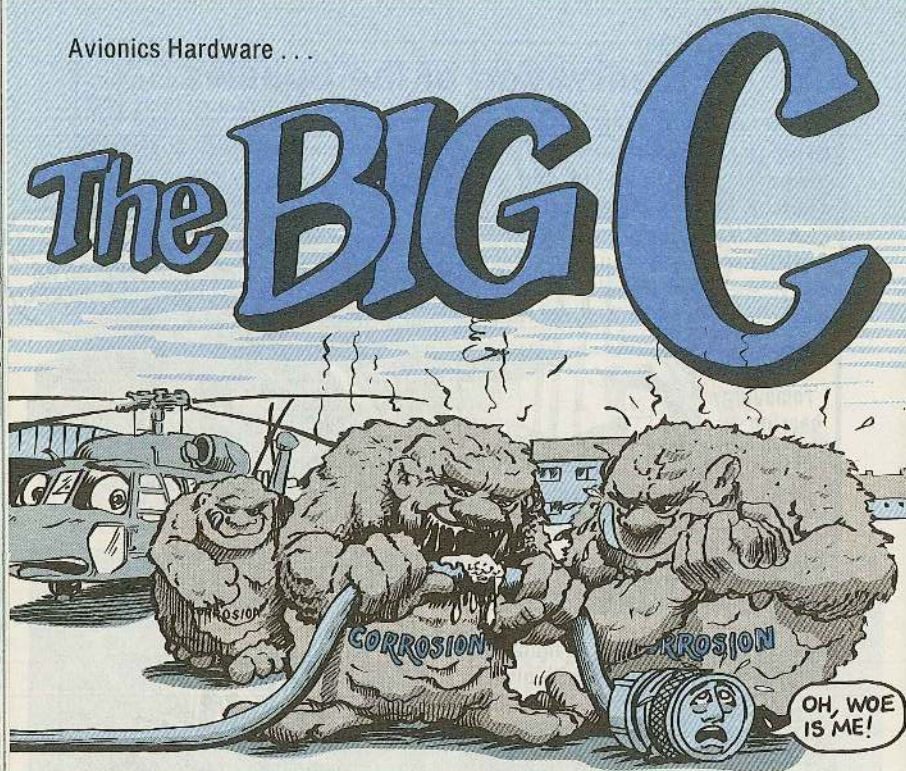
datory, Revision to one-time inspection of connecting links, 261400Z Nov 85.

UH-60A-85-26, SOF, Maintenance Mandatory, Correction to SOF message UH-60A-85-25, 301700Z Oct 85, 032200Z Nov 85.

AH-64-85-06, SOF, Wire bundle chafing, 251330Z Nov 85.

MIM-CH-47-85-ME-05, Results of spiral bevel gear inspection, 051500Z Nov 85.

MIM-AH-1-ME-85-05, Swashplate grease analysis, 211140Z Nov 85.



It can strike anytime . . . anywhere . . . without warning . . . when you least expect it.

It starts out as a tiny spot but can multiply in size overnight.

The longer it goes undetected, the harder it is to treat.

It has real potential for disaster.

It's the **Big C** — CORROSION.

Corrosion is especially deadly for avionics and electrical hardware. Connectors, plugs and receptacles have little resistance to the **Big C** once it gains a foothold.

Defeating corrosion means constant attention by you bird mechs. Eyeball connectors, plugs and receptacles often, not just when your bird's down for phase maintenance. It may be too late by then.

Look for loose white powder around the connections — or a dull, gray finish. Most healthy connections have a luster finish.

The best way to beat the **Big C** is to keep your avionics and electrical hardware coated with a corrosion preventive compound, Mil-C-81309,

Type III. NSN 8030-00-546-8637 gets a 16-oz aerosol can. It's electrically non-conductive, so you can use it on the inside of cannon plugs. It will displace any water inside the connector.

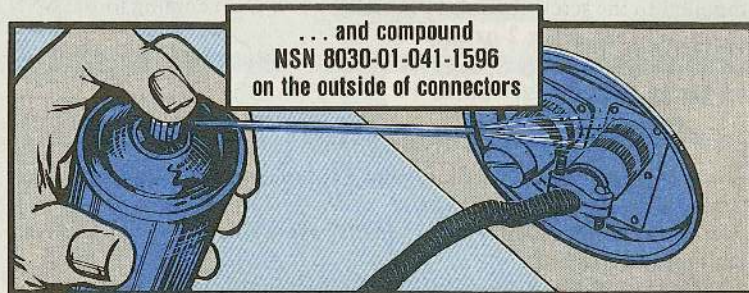
When treating connectors, tilt them down — if possible — to drain excess compound. Then wipe off any excess with a clean cloth.



Before you connect threaded sections of connectors, plugs or receptacle backshells, put some compound to the threaded areas, too.



After you reconnect electrical hardware, coat the outside with non-conductive corrosion preventive compound, MIL-C-85054, Type I. NSN 8030-01-041-1596 gets a 16-oz. spray can.



There is no magic cure for corrosion, but PM can keep it under control. So use corrosion preventive compound on all connectors, plugs and receptacles . . . and inspect them often.

Fix for Chin Strap Woes

GRRRR...

If the chin strap on your SPH-4 flight helmet pulls loose from the cloth retention assembly, chances are it's one of the old straps.

The new chin strap, NSN 8415-01-057-3502, has a double end attaching system that works much better.

Until you can replace your old chin strap with a new one, here's a temporary fix:

Add a steel washer, NSN 5310-00-167-0765, under the slotted head post. It'll keep the grommet from pulling through the cloth.

Before you attach the chin strap to the head post, tho, add some sealing compound to the screw threads to keep the screw from coming loose. NSN 8030-00-247-2524 gets a 2-oz tube.



OV-1 Series...

Stop Guessing, Start Torquing

Some Mohawk mechs are not using a torque wrench to tighten wheel retaining nuts on the landing gear.

The result is damaged bearings when they overtighten, or bent wheel rims when they undertighten.

TM 55-1510-213-23-1 specifies 100-150 lb-in for the nosewheel nut.

For the main wheels, the TM says to torque the nuts to 15 lb-ft, then back off to near zero. Retighten to 5 lb-ft. Then advance the nut to the nearest cotter pin slot.

OH-58A & C...

Give Antenna TLC

OK, THE WHEELS ARE UP, LET'S GO!

HOLD ONE, YOU GUYS. THE FM HOMING ANTENNA IS REALLY HANDY FOR STOWING YOUR JACK HANDLE... BUT LOOK AT THE DAMAGE YOU'RE DOING FOR THE SAKE OF CONVENIENCE!

WHEN THE ANTENNA LOSES ITS PAINT AND FIBERGLASS COATING, IT LOSES ITS RELIABILITY... AND THAT MEANS BIG BUCKS IN REPLACEMENT COSTS!

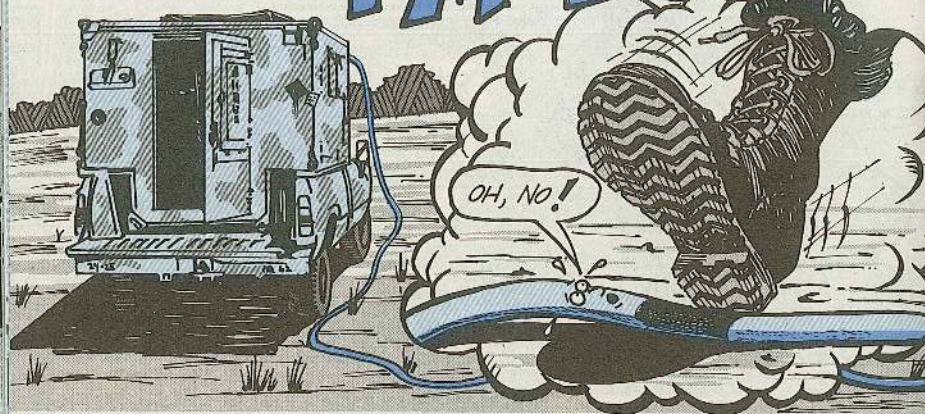
Don't use antenna for stowing jack handle

ALWAYS STOW THE JACK HANDLE INSIDE THE BIRD...

...AND ALWAYS USE A MAINTENANCE STAND TO GET UP ON TOP INSTEAD OF USING THE ANTENNA CROSS BAR AS A STEP!



PM Beefs



Your commo cable and field wire can run between shelters and switchboards — but they can't hide from killers waiting to do them in.

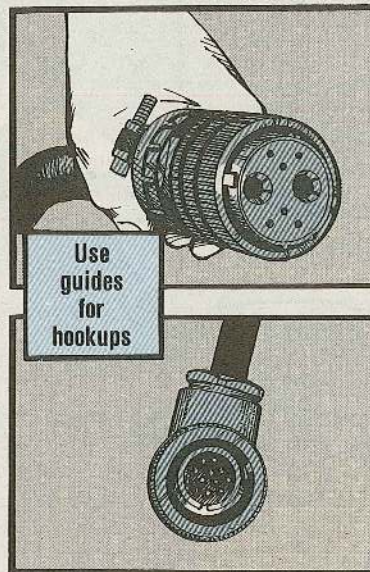
These signal carriers are the weak link in your commo chain. They're outside, where just about everything bad can — and does — happen to them. Careless operators and combat boots; truck tires and tank tracks; camouflage paint and cloudbursts are all enemies of the common commo cable.

Since cable can't hide when one of these killers comes around, it's up to you to do the protecting.

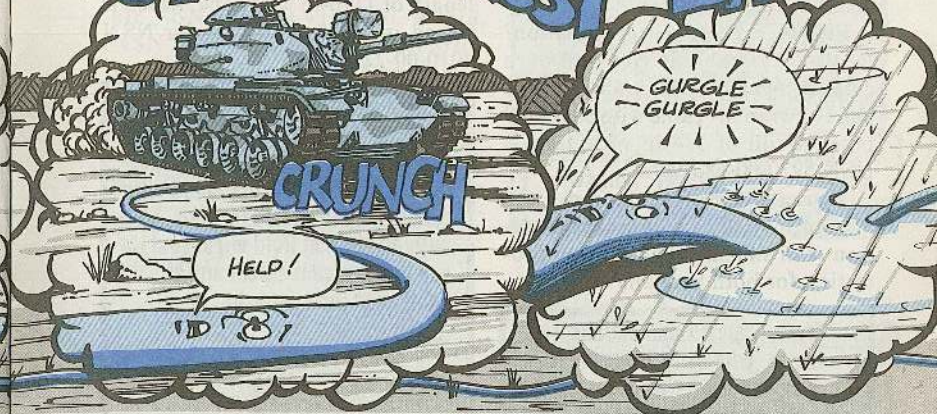
MAKE CONNECTIONS COUNT by looking for the guides (keys and keyways) on connectors and receptacles. Match them up before you hook up the cable. If guides are missing or broken, replace the component.

Without a good guide, connectors can go on wrong, damaging the connector or receptacle. The long, slender pins on some connectors are easily bent and broken by bad connections.

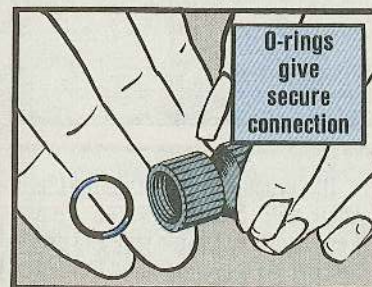
Make sure connectors have O-rings. These rubber rings make sure you get a snug, waterproof connection. To make hookups even easier, use a



Up Weakest Link

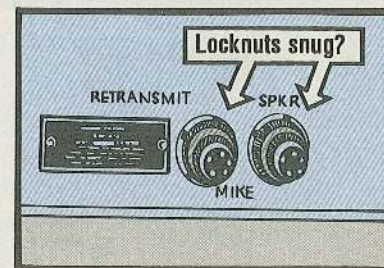


light coat of silicone, NSN 6850-00-880-7616, on the ring.



Even before you twist the connector on, tho, make sure the receptacle is tight. Most receptacles, like those on your AN/VRC-12-series radio components, have locknuts. Tighten them if they're loose. If you don't, the wiring inside will twist right along with the connector when you make your hookup.

Never test the tightness of a connection by yanking on the cable. Something — the connector or receptacle — will give. Check the fit at the connector.



Take your time with hard-to-get-at connections, like the receptacles on the base of the MX-6707 matching unit.

For commo's sake, keep receptacles clean and free of tarnish. Tarnish on contacts is easily rubbed off with a rubber eraser.

GO UNDERGROUND or overhead with cable or wire that has to cross roads or highly travelled areas. FM 24-20, Field Wire and Field Cable Techniques, has good info on protecting cables.

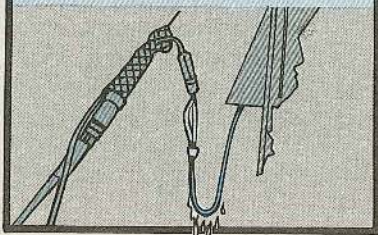
Never let cable kink or twist. That goes double during cold weather.

When it binds, and then is stretched, inside wiring can break.

Find cracked or brittle insulation? Replace the cable if you find deep cuts. If there are only minor cracks or cuts, wrap the cable with electrical tape. A roll of 3/4-in wide tape is NSN 5970-00-685-9059.

You can head off some cracks and dry rot by lightly lubing the insulation with silicone. That's good protection for both heat and cold.

Protect commo connections from moisture with drip loops. These sags in the cable hang below the connection so water can't run down into it.



Remove or mask cables before you send your vehicle to be painted. If you leave the vehicle cabled, the paint shop may coat the rubber insulation along with the metal. Paint ruins the rubber.

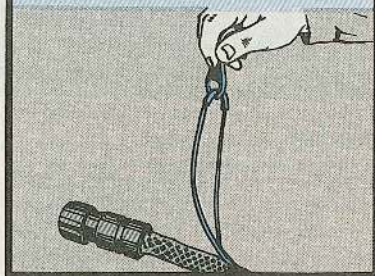
Protect cables that run across vehicle cargo areas or foot traffic areas. If the installation kit has cable shields, use them.

HARDWARE COMES IN handy at cable protection time.

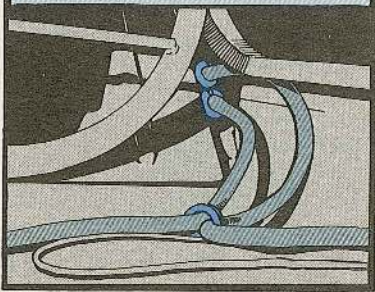
If your connectors or receptacles are supposed to have covers, use them. They keep out dirt and moisture.

Many of your covers are held by a length of 1/16-in wire rope, which is issued in 1,000-ft rolls under NSN 4010-00-222-4482.

Another connector saver is using strain reliefs. The relief takes the weight of the cable off the connection. If your rigs don't come with reliefs, you can make your own with a length of field wire. Just tie one end to a convenient and sturdy point near the connector.

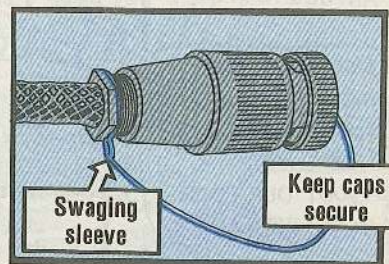


Use grommets and strapping that come with installation kits. They keep cables out of the way and protect cables that are routed through metal. It helps to leave a little slack in the cable when it feeds through a grommet, too.



Swaging sleeves to fasten the rope are NSN 4030-00-431-5536. A tool, NSN 5120-00-323-2292, to crimp the sleeve is authorized by Appendix A of CTA 50-970.

To make sure you make the right hookups with power cables, label positive and negative cable. POSITIVE labels are NSN 7690-00-477-3714; NEGATIVE labels are NSN 7690-00-477-3715.



Tie Poles for Wire Act

Dear Editor,

When you lash a pair of lance poles for aerial wire together as shown in Fig 83 of FM 24-20, it leaves gaps along the tied poles.

Here's my way of lashing them with marline or WD-1 wire.

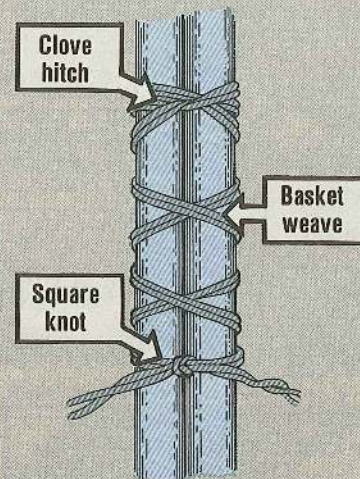
— Make a loose clove hitch on one pole. Put the second pole through the clove hitch to the desired pole height needed. Tighten the hitch by pulling the ends of the wire.

— Work down the two lance poles with a basket weave, keeping a firm grip on the wire.

— Lock the poles together with a square knot.

Then, your poles are ready to hoist wires across a road or stream by going by the info in Para 72c of the FM.

SGT George W. Sikes, Jr.
APO New York



(Editor's Note— Good idea! The folks at Ft. Gordon's Signal Center — authors of the FM — like your lash-up, too. For overheading heavy loads, like cable, tho, they prefer their method. The weave, while strong in side winds and side-to-side stress, tends to loosen when stress is top-to-bottom, they say.)

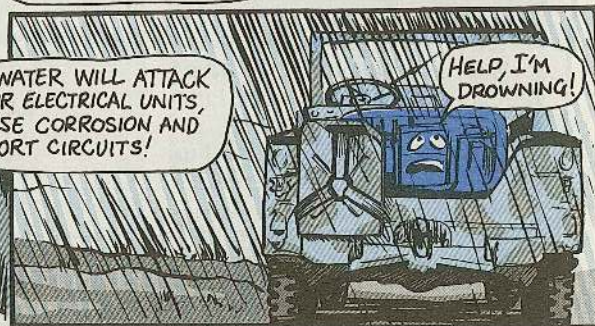
Keep it Cool,

I'LL TELL YOU SOMETHING SAD, THAT JUST MAKES ME REAL MAD, ABOUT OUR POOR NEGLECTED PADS...



... IT'S NOT COOL TO PUT THE HEAT ON...

... WATER WILL ATTACK YOUR ELECTRICAL UNITS, CAUSE CORROSION AND SHORT CIRCUITS!



Cool is the word for the Position Azimuth Determining System (PADS).

Mount PADS where it can get plenty of fresh air. Keep it out of a closed-up CUCV or heat will knock out the PADS power supply. That's a repair job for direct support.

Keep water away from PADS, too. Water attacks sealed electrical units, causing corrosion and short circuits. Never drive a vehicle where water can get at the PADS. Clean the system with a brush or low-pressure air hose. Never use any-

thing wetter than a damp rag.

Remember, PADS has special turn-on and turn-off needs. You must not move PADS for at least one minute after start-up and two minutes after turn-off. If you move too soon, you can damage the internal measuring units — a depot repair job.

When you turn PADS on, make sure the Computer Display Unit (CDU) is out of direct sunlight. The sun can make the CDU harder to read than the print on the bottom of a used car contract.

Dry and Clean

DIRT AND DUST ARE A DEFINITE BUST!



DON'T MOVE PADS FOR ONE MINUTE AFTER START-UP AND FOR TWO MINUTES AFTER SHUTDOWN!

THIS'LL COST YOU PLENTY!



Keep in mind your PADS battery has the same PM needs as the battery in your car. Keep the clamps and

rack. Equipment bouncing against PADS during travel can easily put the system out of whack.

When you shut down your PADS, flick off the CB1 and CB2 circuit breakers. If you forget those two switches you can wind up with dead batteries or a short circuit.

Keep battery clamps and posts free of corrosion



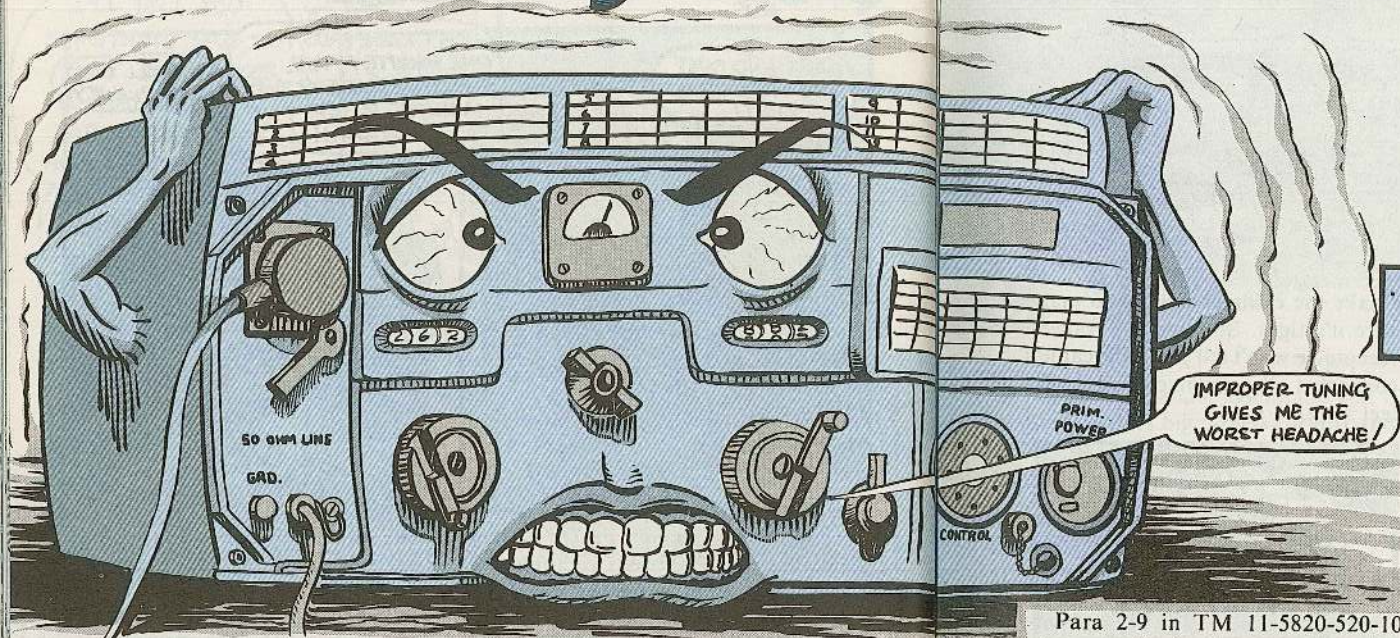
posts free of corrosion. Eyeball the battery regularly to make sure it has enough electrolyte. When it's low, report it.

Don't use your PADS as a storage

Remember to flick off CB1 & CB2 switches when you shut down

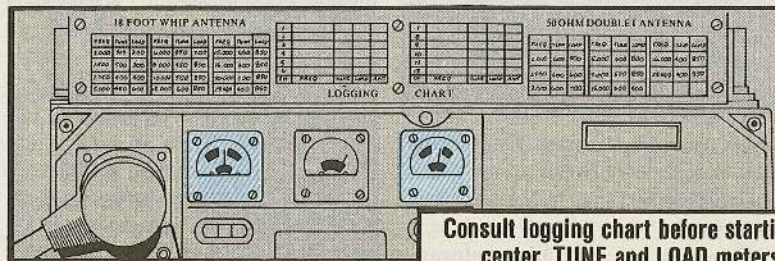


Tune Right or be Tuned Out



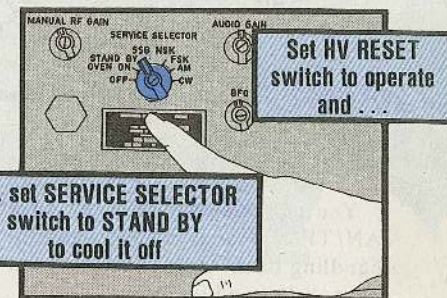
Ignore the tuning SOP on your Angry-106 and you can end up tuned out. An improperly tuned radio traps power inside, zapping relays and the 2A9 stator assembly, causing the radio to overheat. That means a trip to direct support.

You can save yourself a lot of trouble by using the tuning and loading chart on the front of the amplifier. It puts you in the ballpark when you get ready to fine tune your -106 and cuts out a good deal of knob turning.



Consult logging chart before starting to center TUNE and LOAD meters.

If you hit the two-minute mark, set the HV RESET back to OPERATE and RT SERVICE SELECTOR to STAND BY. Stand by for five minutes until the radio cools.

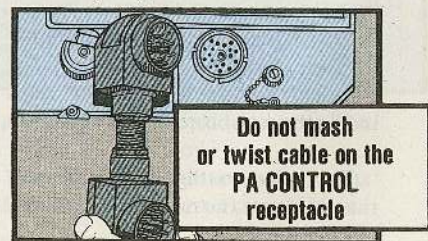


Then reset the HV RESET and RT SERVICE SELECTOR and continue centering the meters — but for no more than two minutes.

After the TUNE and LOAD meters are centered, perform the TEST METER checks on Page 2-38 of TM 11-5820-520-10. Remember, you're still ruled by the two-minute limit.

With the meters centered and the TEST METER checked out, your -106 is tuned to go.

One final tip: Take care mating the interconnecting cable to the PA CONTROL receptacle. If you mash or twist on the cable connector, you'll damage the receptacle. That's a DS repair job.



Para 2-9 in TM 11-5820-520-10 gives you the tuning procedure, but tunes out a few good points. So read on.

Never zip through the settings when changing frequencies. Allow several seconds for the equipment to adjust.

If both the TUNE and LOAD meters refuse to center, try slowly turning both controls at the same time in the same direction. If both meters are off-center to the left, for example, slowly turn both controls to the right.

Never leave the amplifier's HV RESET in TUNE for more than two minutes or you'll blow the final amplifier tube.

Be a Mover and Shaker

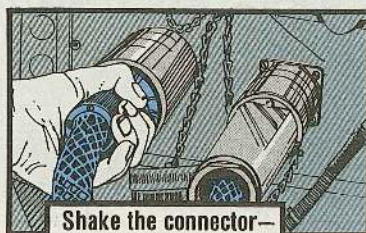


You can head off faults in your AN/TPQ-36 radar set just by careful handling of the data cable between your shelter and trailer.

When you **move** the cable — to reel it up, for example — keep it off the ground. It's fragile. Bouncing the cable or connector along the ground or catching the connector on a piece of equipment can KO the cable. One broken wire can set your fault lights blinking.

Make sure the cable is connected snugly to the trailer's receptacle.

Shake the **cable connector** to make sure it's tight. Shaking the trailer's receptacle won't tell you if the cable's connected. The receptacle will always feel snug.

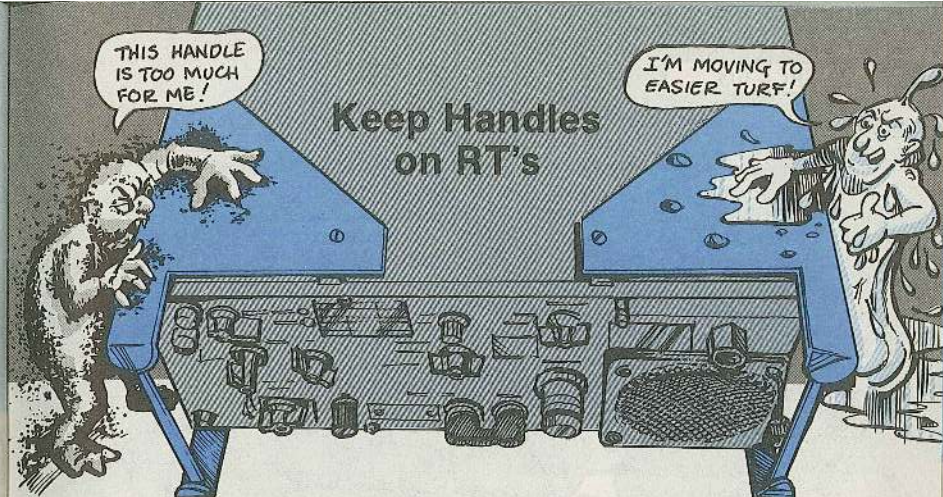
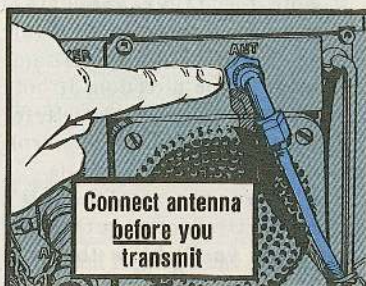


It's Got to Be Freed!

Before you key your radio set to transmit, be sure it has an outlet for its RF power output.

Without an outlet — an antenna, dummy load or test meter, for instance — the RF output stays inside the set or is reflected back into it.

The extra wattage builds up heat that damages the radio's final amplifier circuits.



Missing handle assemblies can leave your AN/VRC-12-series receiver-transmitters big targets for dirt and moisture.

Leave the handles on when your set goes to maintenance. It needs the protection during the trip.

Keep the set buttoned up to keep out commo-killing water and dirt. Replace missing MWO handle screws with NSN 5305-00-764-0071.

Get Your SB 11-131?

If your new SB 11-131 (Mar 85) Vehicular Radio Sets and Authorized Installations hasn't arrived, have your pubs clerk order one.

The SB tells you which installation kits your vehicles need and what is in each kit.

Table 5-1. Component Listing - CONT

NSN/PPL	Component	End item	Vehicle
5820-00-493-3037 PPL 4257	Installation Harness	AN/VRC-47, AN/VIC-1 (V)	M60
5820-00-892-3342	PPL 1583	Amp, AF AM-1780/VRC	Ea 1
5820-00-875-0920	SC-D-48664	Bracket Assy for AM-1780/VRC	Ea 1
5820-00-875-0931	SC-DL-48651	Bracket for Gunner's Control Box	Ea 1

The pub doesn't yet have its own pinpoint formula and is on no DA 12-series form. It will be added to DA Form 12-34R soon.

In the meantime, the headshed has distributed the SB according to its own formula. If your unit didn't get one, order it on a DA Form 4569 per DA Pam 310-10.

AN/GRC-103...

Accessing Access Covers



Access covers for your AN/GRC-103 radio set's amplifier-frequency multiplier are now organizational items.

NSN's will be assigned, but for now order by part number. Get the top cover with PN SM-C-697642 and the side cover with SM-C-697639. Both use FSCM 80063 and RIC B16.

The covers fit all models of the AM-4320, -4321, -4322 and -4323.

The commo headshed will add the numbers to TM 11-5820-540-20P and -20P-4.

AN/VRC-12 Series...

Stop That Wiggle!

If you need a locknut that holds audio accessory receptacles snug on your AN/VRC-12-series radio set components, like the C-2297, -2298, -2299 control box, get one with NSN 5310-01-062-6473.

Without a locknut, wires inside the control box will twist and break when you connect and disconnect audio plugs.

Eye the locknut often to make sure it's in place and tight.



Order TE-33 by the Piece



CTA 50-970 OK'S ONE TE-33 TOOL KIT PER WIREMAN. THE KIT, NSN 5180-00-408-1859, HAS BEEN DROPPED. TO GET A KIT, ORDER IT BY THE PIECE.

TL-29 Knife
NSN 5110-00-240-5943



TL-13 Pliers
NSN 5120-00-239-8254



CS-34 Pouch
NSN 5140-00-498-8898



Secure KY-57 Knob!

You can save your KY-57 secure equipment an early trip to maintenance by using the power switch when you need plain text commo.

Sure, the mode switch has a plain text setting (P). But to use it you have to pull out on the plastic knob before you can turn it. One pull too many or a too-hard pull, and the knob comes off in your hand.

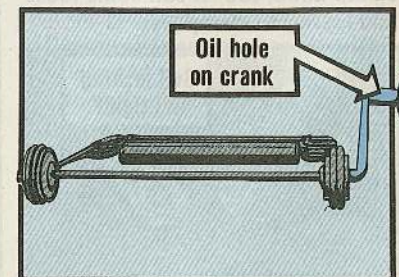
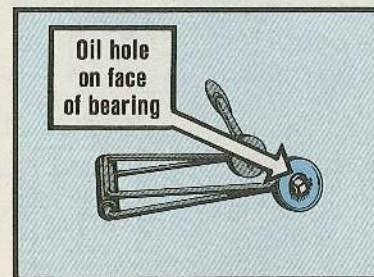
A safer and easier way to get plain text is to turn the gear itself OFF with the power switch.

RL-39 Needs Good Lubing

It's easy to toss your small wire reel on a shelf and forget it until you need it.

If you don't lube it quarterly like TM 11-3895-203-15 says, tho, when that need comes the RL-39 might let you down.

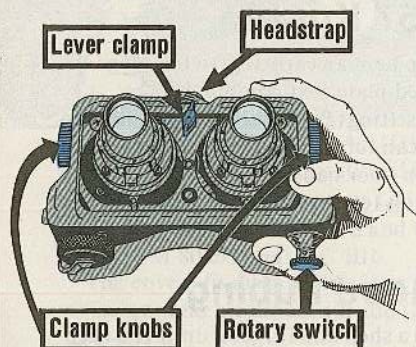
There are three lube points — one on each reel bearing and one on the crank. A couple of drops of oil will do the trick.



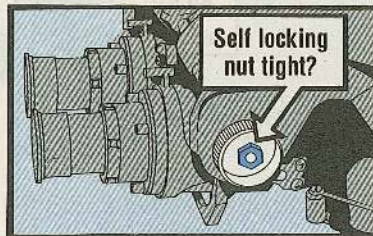
AN/PVS-5 Goggles . . .

Seeing's believing when it comes to your night vision PM. Do a good job and your goggles won't leave you in the dark when you need them most.

Use a light touch when you fit the goggles to your eyes. The lever clamp lets you move eyepieces sideways. Remember to loosen the clamp before you try to slide an eyepiece. Likewise, don't overtighten the clamp when the eyepiece is where you want it. That strips threads.



The same cautions go for the clamp knobs. They hold the eyepieces in the viewing position you want. Keep an eye on the self-locking nut inside the clamp knob, too. It can come loose and leave you clamp-less.

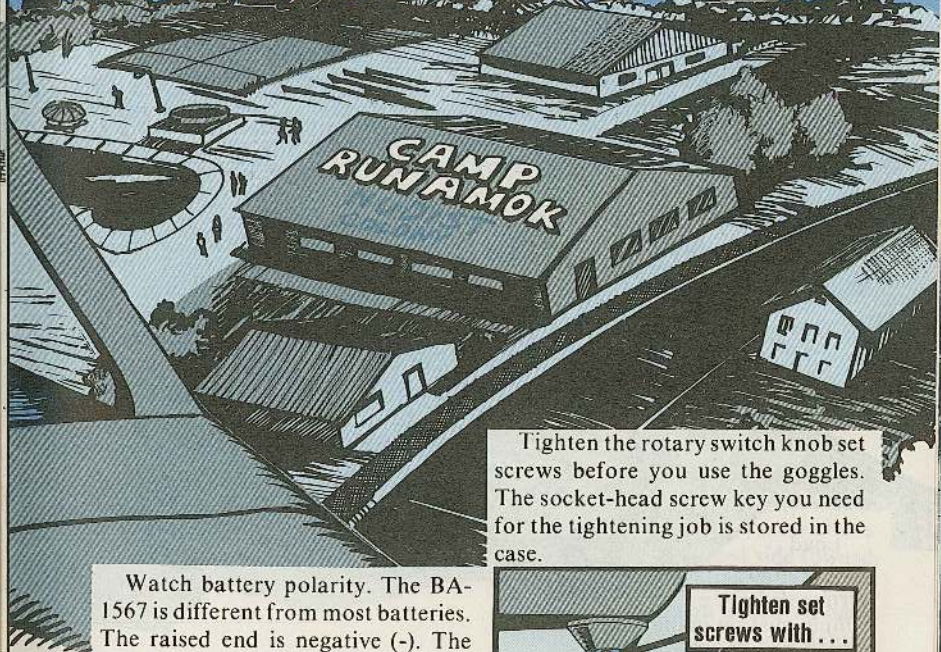


Make sure the goggles' headstrap is in good shape and snugged up so you're comfortable with where it's holding the goggles.

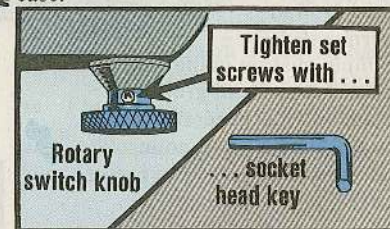
When you put the goggles away in their carrying case, loosen the lever clamp and clamp knobs. If they're still locked, closing the lid can crack the face mask. You should also be sure the face mask fits flush with the cutout inside the case before you close the lid.



Now, See Later

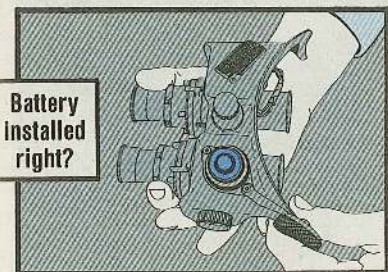


Tighten the rotary switch knob set screws before you use the goggles. The socket-head screw key you need for the tightening job is stored in the case.



Watch battery polarity. The BA-1567 is different from most batteries. The raised end is negative (-). The flat, positive (+) end goes into the compartment first.

Turn off the OFF-ON-IR rotary switch when the goggles are idle. With the switch on, battery power is drained, especially in IR.



Take out the battery before putting the goggles away.

Be sure all four lens caps are on the eyepiece and objective lenses to protect them from scratches.

If a cap's missing, use cleaning tissues and a rubber band to cover the lens until you can get another cap. Without a cap or tissue cover, the image intensifier tube can be zapped by a bright light.



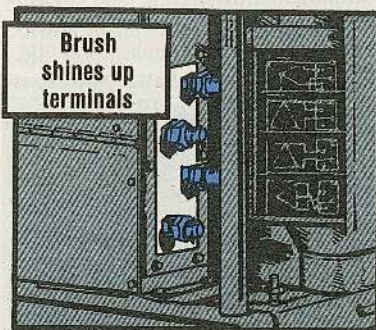
Load and ground terminals have a simple mission in life. They secure power cables and ground leads to your generator sets.

Without a good connection, you get intermittent or zero power to the gear you're running.

You're the key person when it comes to preventing this terminal illness. Here's what you can do:

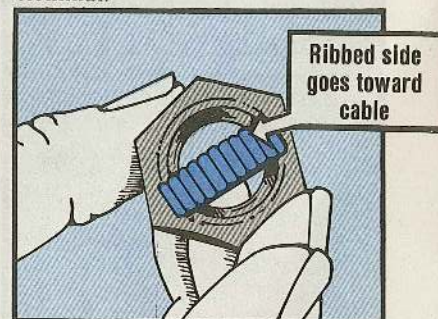
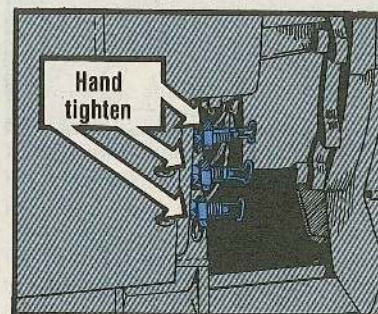
- **USE A STIFF BRUSH** to keep dirt and grease from fouling terminals. If paint or corrosion is keeping your cables and terminals from coming together, tho, DS may have to replace the whole terminal.

- **THREAD LIGHTLY** when you install nuts on terminals. The brass threads strip easily. With the generator off, snug nuts hand tight. Then tighten them another one-half to three-



Keep the nut pressure bar's ribbed side toward the cable. If the other side goes first, it can be forced back into the nut's threads as you tighten it. That ruins the nut and the terminal.

quarters of a turn with a wrench. Do not overtighten. Check them often to make sure they stay tight.



- **FOR WANT OF SAFETY CLIPS**, nuts are lost. Since you can't get ready-made clips, you'll have to

make your own. Here's one quick 'n' easy method:
First, pick the bulk wire you need from this chart:

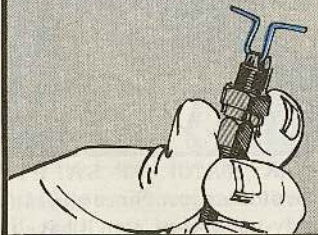
NSN 9505-	002A	003A	016A	017A	018A	021A	022A	023A	026A	112A	015A
00-804-3814 .042 inch			L-G			L-G			G	L-G	L-G
01-049-0144 .050 inch	L-G	L-G			L			L	L		
00-596-1668 .051 inch				L-G	G		L-G	G	L=Load Terminal G=Ground Terminal		

Cut off about 3 inches of the wire. Cut the wire short enough to keep the clips from touching another terminal or the generator frame in the open or closed position. Slip the wire through the hole in the terminal.

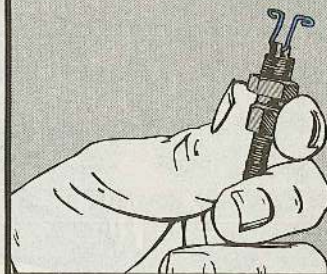
Hold the terminal like this and bend both ends of the wire straight up. Keep the wire in as straight a line as you can with the terminal body.



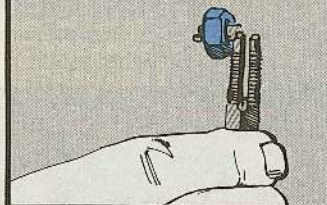
Bend the wire into back-to-back 90° angles. The legs of both angles should be about one-half inch long.



Bend the ends of each 90° angle down and around into a U-shape.



Done properly, the homemade clip will neatly hold the nut when you unscrew it to install the cable.

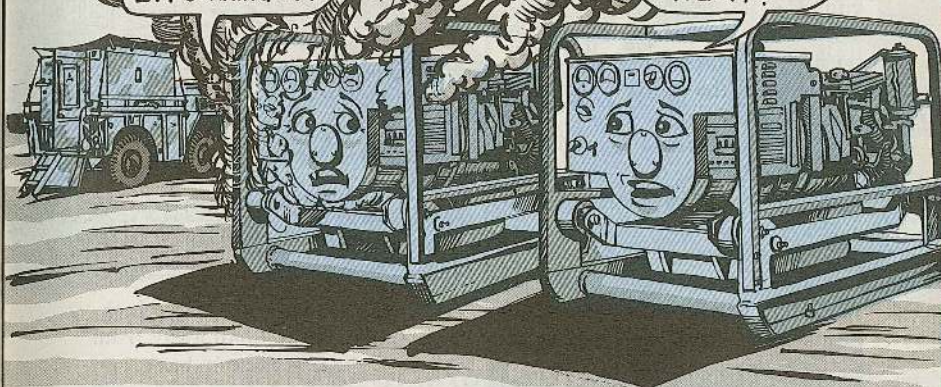


A tip to keep your power cables handy and ready is to leave them hooked up to the load terminals when you pack up to leave the field. Coil them and store them under cover when you pack your generator away.

Shutter Open?

I DON'T KNOW ABOUT YOU, BUT I'M BURNING UP!

I'LL BET YOUR SHUTTER'S SHUT TIGHT!



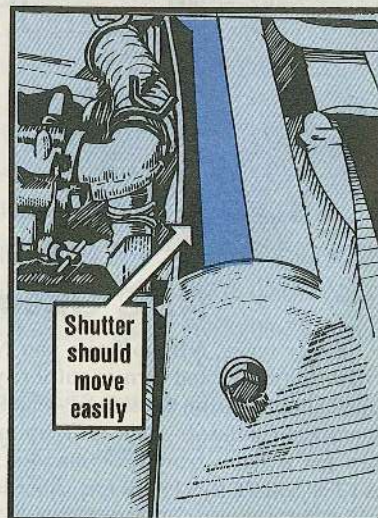
A jammed shutter assembly won't cool down your generator set's engine when things get hot.

Many generator sets come with thermostatically controlled shutters. They open when the engine needs a shot of cool air to keep running.

If the control — or the shutter itself — jams, tho, there is no cool air.

Check the shutter often. On a 3-KW generator, for instance, make sure the shutter moves easily and then springs back to its original position.

On larger sets, give the control lever a smooth open-and-shut check to make sure the shutter is not binding.



M8 Chemical Alarm ...

NO Smoking or Shaking

To be sensitive to trouble, your M8 alarm needs sensitive handling.

Never test the alarm by blowing smoke in the air inlet. That fouls the detector cell. Test the alarm by following the steps in Para 2-9 of TM 3-6665-225-12.

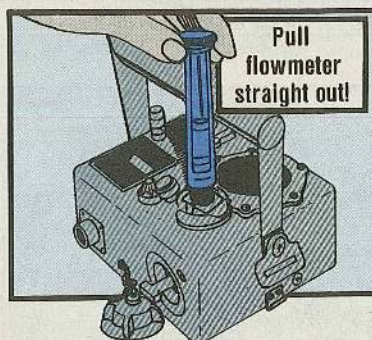
Be careful when changing the detector cell. If you twist or jiggle it roughly, it will break. To remove the

I DETECT SOMETHING'S WRONG!



cell, turn the bail nut counterclockwise and swing the bail away from the cell. Gently rock it back and forth until you can pull the cell straight out. Removing it at an angle can break the cell.

Straight out's the word on removing the flowmeter, too. Never remove it from either the handle or air inlet at an angle. That can break the flowmeter's tip, which means you need a new flowmeter.



NBC Obsolete Listings

Supply types, NBC officers and NCO's who need a listing of obsolete NBC equipment and turn-in authority can find the info in Chemical R&D Special Publication CRDC-SP-85009, Data Book on Type Classified/Standard Chemical Agents, Weapons and Defense Materiel. You can get a copy from Commander, CRDC, USAAMCCOM, ATTN: SMCCR-STs-IR (A), Aberdeen Proving Ground, MD21010, with order No. ADBO95851L.

The Purer, the Better

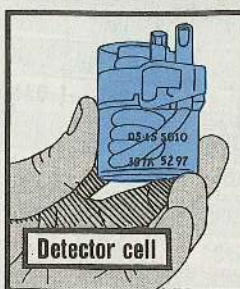
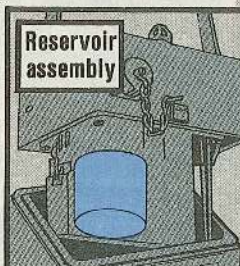
When you prepare your M43 detector unit for storage or shipment, rinse and fill the reservoir assembly with the purest water possible. Water impurities damage the M43's detector cell.

The best water is distilled water. NSN 6810-00-682-6867 gets 1 gallon and NSN 6810-00-356-4936 gets 5.

If you have an emergency and can't get distilled water, then — and only then — use other types of water. Clean rain water is best. Clean, clear lake or stream water next best. As a last resort, use degassed city tap water.

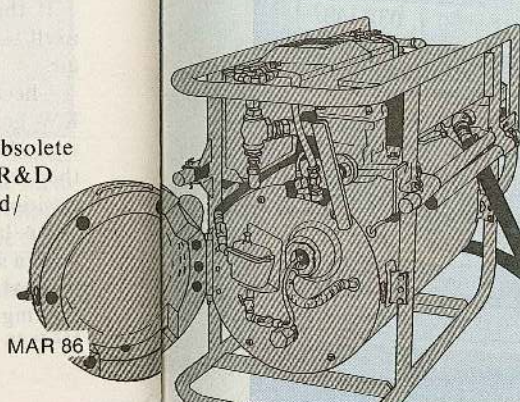
To degas water, shake a containerful for one minute, then let the water stand uncovered for ten minutes.

AMCCOM Maintenance Advisory Message 85-27 has the word.



NSN's for M3A3 Hardware

SIX PARTS HAVE BEEN ASSIGNED NSN'S FOR THE M2 MOUNT, USED WITH THE M3A3 SMOKE GENERATOR!



Item		NSN
Washer, Lock		5310-00-407-9566
Washer, Lock		5310-00-011-5093
Nut, Hex		5310-00-732-0558
Nut, Plain		5310-01-097-8950
Pin, Cotter		5315-01-122-9536
Screw, Cap, Hex Head		5305-00-269-3213

NO-Shine Camouflage Decals

SAVE TIME AND EFFORT WHEN YOU PUT YOUR UNIT ID AND OTHER MARKINGS ON CAMOUFLAGED EQUIPMENT...

... INSTEAD OF DOING A PAINT AND STENCIL ROUTINE, USE THESE HANDY NSN'S FOR LUSTERLESS BLACK DECALS. EXCEPT FOR THE MISCELLANEOUS DECALS, THEY COME IN PACKS OF 10 OR 20 EACH --- THE AMDF TELLS YOU HOW MANY YOU GET!

LUSTERLESS BLACK PRESSURE-SENSITIVE DECALS NSN 7690-01-

LETTER	1-IN	1½-IN	2-IN	3-IN	4-IN
A	030-7126	031-4660	031-9543	032-0732	032-0741
B	030-5778	031-4661	031-5535	032-0733	032-0742
C	030-5779	031-5521	031-5536	032-2428	032-0743
D	030-5780	031-5522	031-6394	032-2430	032-2434
E	030-5781	031-5523	031-9544	032-2432	032-2436
F	030-5782	031-5524	031-5537	032-0734	032-2437
G	030-5783	031-4662	031-5538	032-0735	032-0744
H	030-5784	031-4663	031-5539	032-0736	032-0745
I	030-8542	031-4664	031-5540	032-0737	032-1402
J	030-5785	031-4665	031-5541	032-0738	032-1403
K	030-5786	031-4666	031-5542	032-0739	032-1404
L	030-8543	031-4667	031-5543	032-0740	032-1405
M	030-7816	031-4668	031-5544	031-9545	032-2438
N	030-8544	031-4669	031-5545	031-9546	032-1406
O	030-8545	031-4670	031-5546	031-9547	032-3712
P	031-6395	031-5525	031-5547	031-9548	032-2439
Q	030-8546	031-5526	031-5548	031-9549	032-2441
R	030-8547	031-5527	031-5549	031-9550	032-1407
S	030-8548	031-5528	031-5550	031-9551	032-2443
T	030-8549	031-5529	031-5551	031-9552	032-2445
U	030-8550	031-5530	031-5552	031-9553	032-2447
V	030-8551	031-5531	031-5553	031-9554	032-2449
W	030-8552	031-5532	031-5554	031-9555	032-1408
X	030-8553	031-5533	031-5555	031-9556	032-2451
Y	030-8554	031-4671	032-1400	031-9557	032-4593
Z	030-8555	031-4672	032-0727	031-9558	032-4594

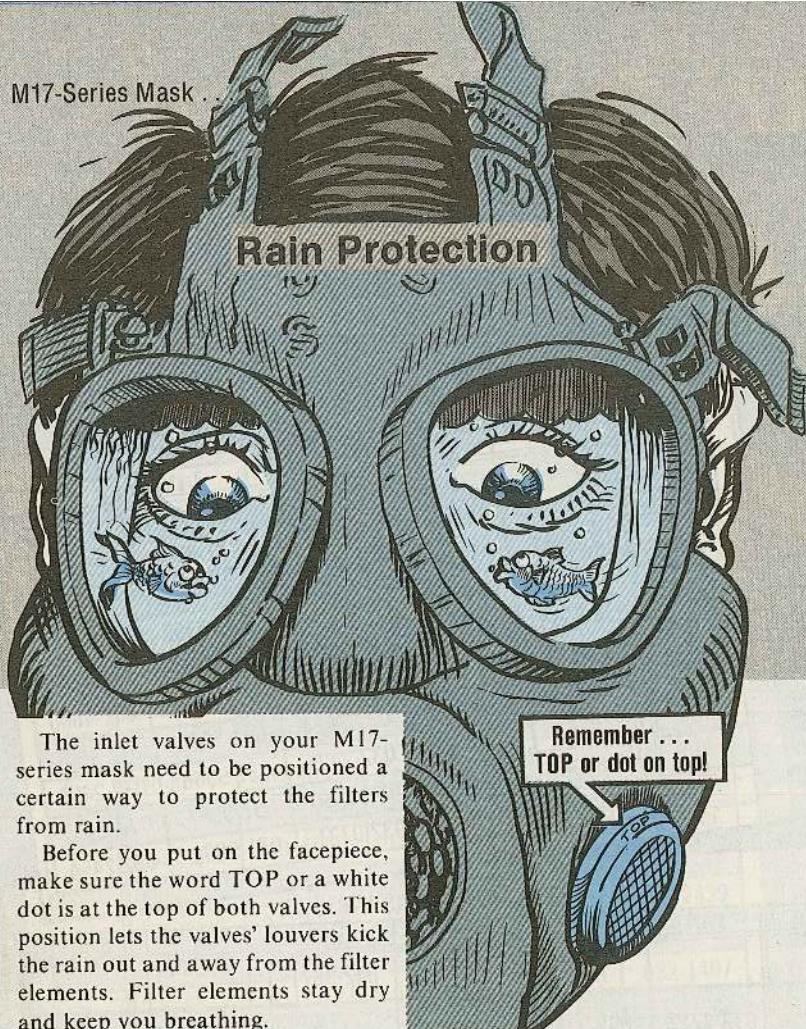
LUSTERLESS NUMERALS—NSN 7690-01-

NUMBER	1-IN	1½-IN	2-IN	3-IN	4-IN
1	030-8556	031-4673	032-0728	031-9559	032-4595
2	030-8557	031-4674	032-0729	031-9560	032-4596
3	030-8558	031-4675	032-2421	031-9561	032-4597
4	030-8559	031-4676	032-2422	031-9562	032-4598
5	030-8560	031-4677	032-1401	031-9563	032-4599
6	030-8561	031-5534	032-2423	031-9564	032-4600
7	030-8562	031-4678	032-2424	031-9565	032-4601
8	030-8563	031-4679	032-2425	031-9566	032-2452
9	030-8564	031-4680	032-0730	031-9567	032-2453
0	030-8565	031-4681	032-0731	031-9568	032-2454

MISCELLANEOUS DECALS—NSN 7690-01-

	1-IN	1½-IN	2-IN	3-IN	4-IN	6-IN
★				042-0671		
MAX SPEED	032-3713	032-3715				
NO SMOKING	032-3714	032-4602	032-4604	036-4777		
US ARMY		032-4603	032-4605	032-4607	032-4609	
MIL POLICE			032-4606	032-4608		
FLAM-MABLE						047-6457*

*With white background



The inlet valves on your M17-series mask need to be positioned a certain way to protect the filters from rain.

Before you put on the facepiece, make sure the word TOP or a white dot is at the top of both valves. This position lets the valves' louvers kick the rain out and away from the filter elements. Filter elements stay dry and keep you breathing.

Boots for Alarms

Binding post boots for the M42 alarm and M43 detector are available with NSN 5970-00-869-6263. The boots, used with M8 and M8A1 chemical agent alarms, have been made organizational repair parts and will be showing up in the M8's TM 3-6665-302-20P and the M8A1's TM 3-6665-312-12&P. The word's in AMCCOM Maintenance Advisory Message 85-41.



CUCV MPL Update

There's been a holdup on the CUCV's Mandatory Parts List (MPL). You can't order it like Page 24 of PS 396 says. Keep your eyes on DA Pam 710-2-5 and Update to DA Pam's 710-2-3 and 710-2-4. That's where the CUCV MPL will be published.

AOAP Kit Delay

Hang loose if you've ordered or you're about to order an AOAP samples leakproof mailing kit, NSN 8125-01-193-3440, mentioned on Page 65 of PS 395. There's a backlog of orders. So hold up for awhile before sending out new orders or followup tracers.

Keep Thumtug Level

No tipping—and most of all, no turning upside down. That's the word when handling the Thumtug (THM-TG, Target Holding Mechanism, Tank Gunnery). Hydraulic fluid makes a mess when it leaks from the reservoir filler/breather cap. The leaked fluid can also affect unit operation. Keep Thumtug on the level and keep it out of your maintenance shop.

CUCV Vented Oil Cap

The vented oil filler cap for the CUCV (PS 395, page 18) is now available under NSN 2940-01-217-8089.

Readiness UPDATE

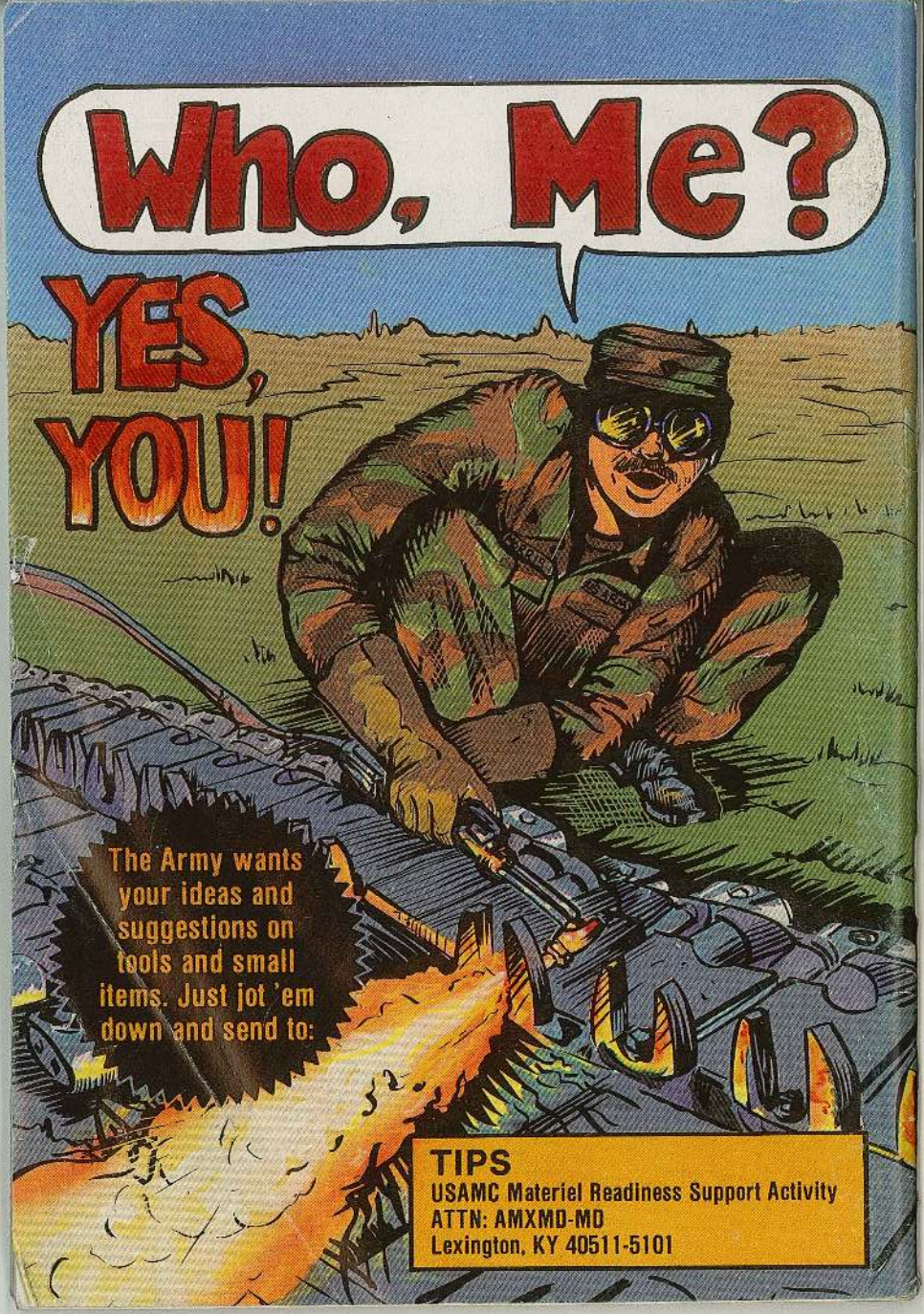
AR 700-138, Army Logistic Readiness and Sustainability, is a brand new reg that supersedes these AR's:

- AR 11-14 Logistic Readiness
- AR 95-33 Army Aircraft Inventory, Status and Flying Time
- AR 750-40 Missile Materiel Readiness Report

It also supersedes the following portions of DA Pam 738-750:

- Chapter 4 Materiel Condition Status Report (DA Form 2406)
- Appendix B List of Items/Systems for the DA Form 2406 Materiel Condition Status Report
- Appendix C Materiel Condition Status Report, Policies, and Procedures

This reg will come in UPDATE form on a semiannual basis.



Who, Me?

**YES,
YOU!**

The Army wants
your ideas and
suggestions on
tools and small
items. Just jot 'em
down and send to:

TIPS

USAMC Materiel Readiness Support Activity
ATTN: AMXMD-MD
Lexington, KY 40511-5101