

1962 Series

PS

Issue 115

**THE
PREVENTI
MAINTENA
MONTHLY**

**COMPLETE
ISSUE**

**ON THE ARMY'S
NEW EQUIPMENT
RECORD SYSTEM**

COME ON OVER
AND I'LL TELL YOU
ALL ABOUT THE ARMY'S

**NEW
EQUIPMENT
RECORD
SYSTEM.**





A Message from the Chief of Staff—

UNITED STATES ARMY
THE CHIEF OF STAFF

Dear Mr. Kidd:

Material readiness is one of the most important responsibilities held by any individual -- operator or commander. This task has grown as the amount of materiel in the hands of troops has grown, and the difficulties have increased as the complexity of equipment increased.

"How do we stand?"

"Are we ready?"

"Can we fight?"

These are all questions that are answered in great part by the condition of our materiel; and to get these answers - quickly, easily, and more accurately on all types of materiel, the Army has developed a new equipment record system. This system has been engineered to promote constant materiel readiness, to help in performing preventive maintenance, and to provide commanders with on-the-spot, up-to-date information on the readiness of their equipment. This system has been thoroughly coordinated, tested and evaluated. However, the effectiveness of this or any other system is largely dependent upon the way each operator, maintenance man, and commander understands and follows the system, and, in turn, by the way they are helped and supervised by their commanders.

I know that the Army's "users" will find this issue of PS a most valuable aid in understanding the system and why it MUST and CAN work.

The past contributions made by PS Magazine toward improving maintenance of Army equipment are most commendable, and I encourage the use of this issue on the new equipment record system as a reference for use at all levels.

Sincerely,

G. H. DECKER
General, United States Army
Chief of Staff

Mr. James R. Kidd
Editor
PS Magazine
Raritan Arsenal
Metuchen, New Jersey



**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

Issue No. 115

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PS Magazine,
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THE ARMY'S BRAND NEW . . .

EQUIPMENT RECORD SYSTEM...



You've heard about it, and read about—the Army's new maintenance record system (it was called "Operation TAPER" while it was under test in 1961), and any day now you'll be meeting it face-to-face. It's covered by Change 2 to AR 750-5, "Maintenance of Supplies and Equipment" (Apr 62). And, it's being set up world-wide per the schedule in DA Circular 700-15, "Instructions for Implementation of the New Equipment Record System" (Apr 62).

Since it's to be your new maintenance-way of life, here's your chance to stand back a little ways and take a thoughtful look at how this important change stacks up.

Its official name is "Army Equipment Record System and Procedures." It applies to all categories of Army equipment (trucks, tanks, bulldozers, generators, flamethrowers, artillery, aircraft, guided missiles, X-ray machines, materiel handling equipment, etc., etc.), except some marine rail, and all nuclear items.

The book that gets the new system rolling is TM 38-750, May 62, which supersedes instructions on maintenance forms and procedures in old standbys like TM 9-2810, TM 5-505, TM 3-313, TM 10-1400, and TM 10-1600.



AND PROCEDURES ...



In case you don't take too kindly to changes, it might help you to get started off on the right foot if you realize that the new system consolidates many directives and whacks off a bunch of forms. This should make your job easier and simpler and gives management info to commanders all up the line.



The new method is based on an equipment log.

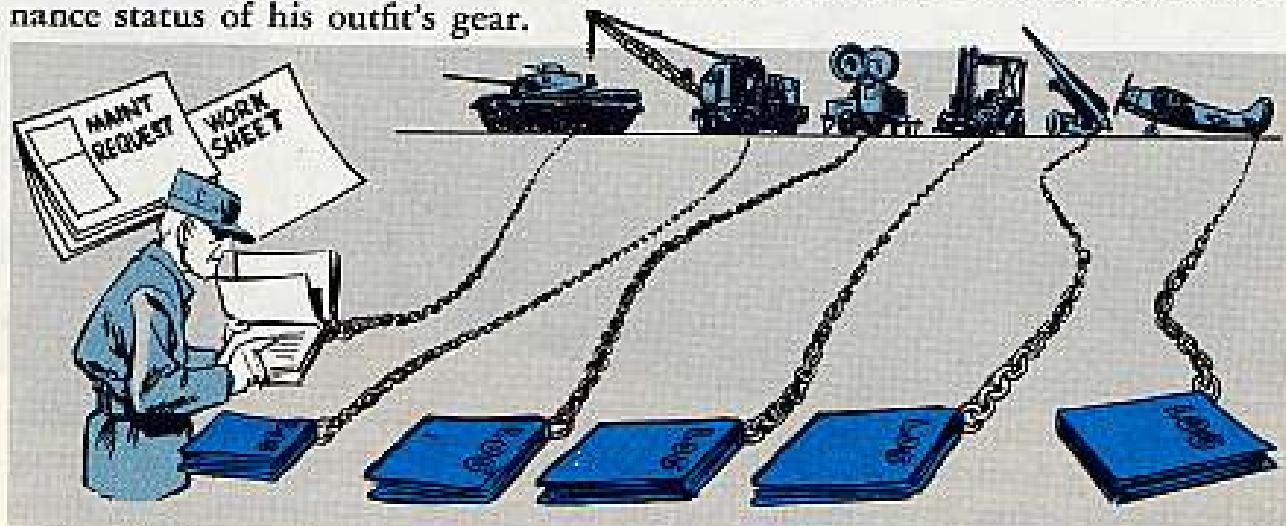
A piece of equipment will get its log at the very beginning—when the item's brought into the Army supply system. From then on the log remains a permanent and vital part of the equipment. It'll contain the equipment's complete maintenance and service history—from its acceptance into the Army to its retirement.



The log along with an inspection worksheet, and a maintenance request, are the key items in the system.

The whole business is aimed at creating a standard, simple, efficient and effective maintenance record system for all Army equipment . . . with a minimum amount of pencil pushing and forms chasing for you, the user.

The log supported by the worksheet for example, is designed to give the Old Man (and anybody else concerned) accurate, on-the-spot info on the maintenance status of his outfit's gear.



The book can give him not only the daily condition of an item, but also its past maintenance and service history, MWO info (which MWO's have been applied and, also, if any are due), and depending on the item, mileage/hour meter readings, lube info, or the item's maintenance money story.

The system's also got special built-in features which will provide maintenance intelligence dope to all levels of command and support, including the national maintenance activity which is responsible for the equipment's being in the Army.

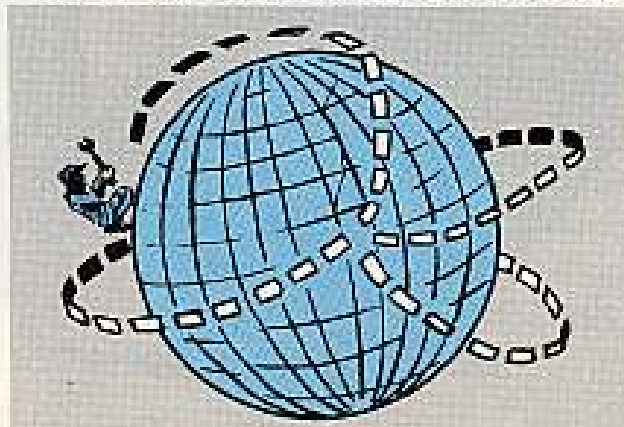
Simple, automatic reports from the user will tell the command and management people how the equipment is op-

erating, its combat-ready record, and where in the world it is, at all times, so higher echelon people can reach it



fast any time it's due modification kits, or special work. This direct feed-back of maintenance data, from the user, is set up to help keep better designed, better maintained equipment in the hands of the troops.

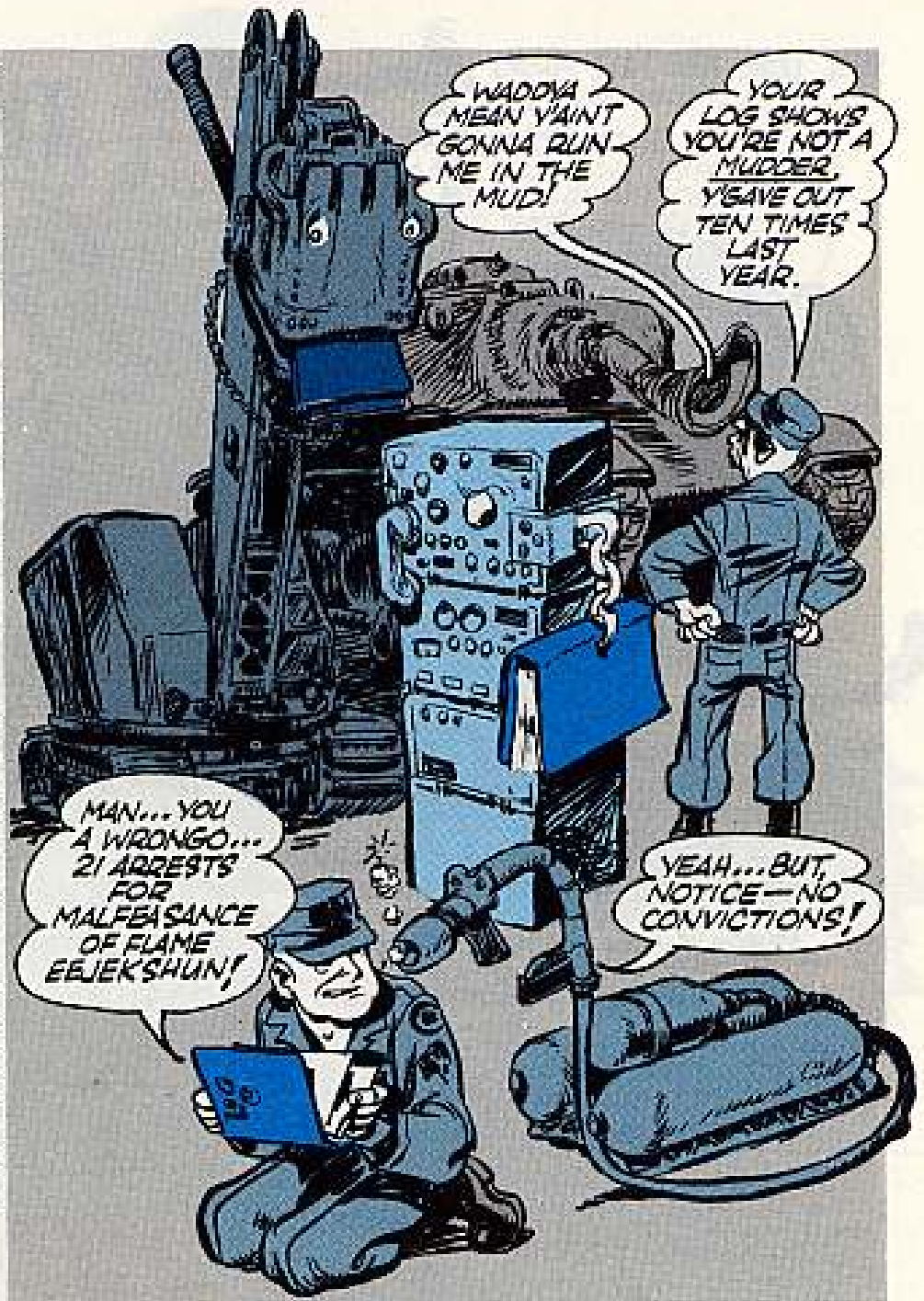
The log can be a fountain of maintenance and operation information for everybody from the operator to the highest command



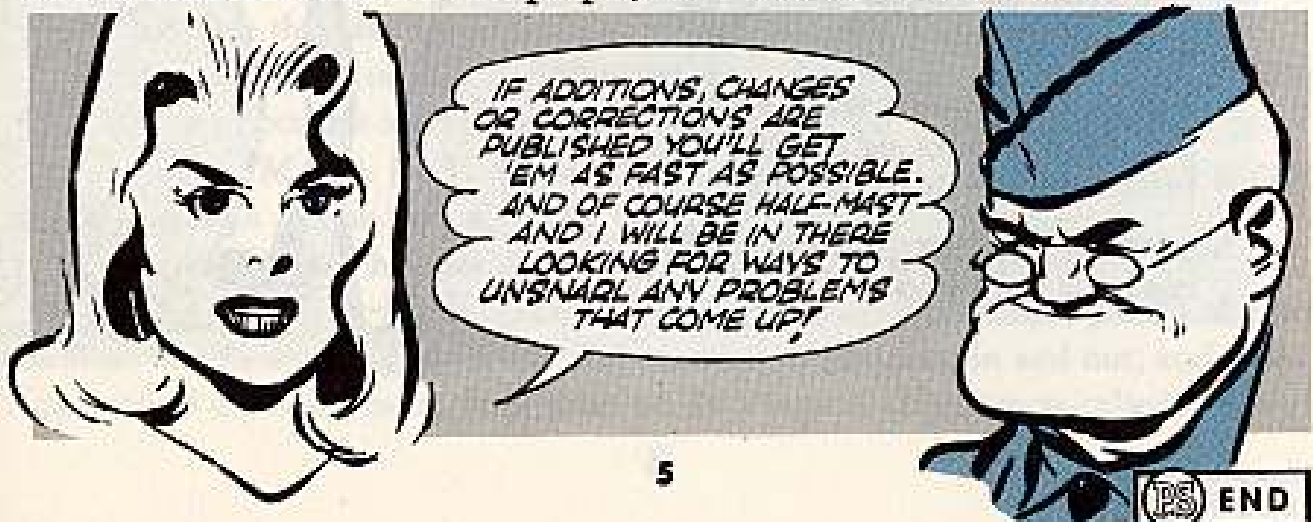
level...you can see why the penalty for so much as misplacing a log book will come high...about neck-high as a matter of fact.

The change-over to the new system is scheduled at different times in different areas, but the switch-over is due to be completed by 31 Dec 1962.

The logs for the equipment now in the field (in case you've been wondering) will be made up by you — the user. You'll need to transfer the needed maintenance info from the old records to the log and the control forms.



But, you needn't get unhinged just yet . . . you'll not be doing it all alone. There'll be special teams going out in all directions to help get the system started, and to train local maintenance people, who in turn will train others.

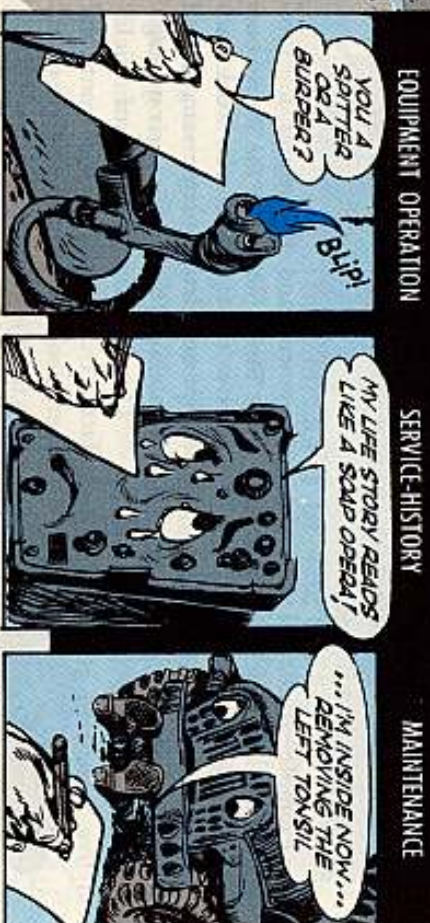


THE BEAUTY OF THE PLAN



Also, the operators and the maintenance people (at all levels) will now work closer with, and right from, the TM's, LO's, and other equipment publications.

The new records ask for three kinds of information:



EQUIPMENT OPERATION

SERVICE-HISTORY

MAINTENANCE

NOW! ABOUT THIS NEW SYSTEM... EVERYTHING IN IT IS AIMED TO HELP YOU DO A BETTER JOB TO SIMPLIFY YOUR RECORD-KEEPING CHOICES AND TO HELP GET BETTER MAINTAINED BETTER DESIGNED EQUIPMENT. IT INVOLVES ONLY ONE STANDARD SYSTEM FOR KEEPING MAINTENANCE TABS ON ANY AND ALL KINDS OF ARMY EQUIPMENT. FOR EXAMPLE...

1. A single equipment log record (per item), used at all echelons of maintenance, contains the equipment's complete maintenance and service history.
2. Compact, easy to use maintenance and operation records.
3. Better operation-and-maintenance management-controls for everyone, including the using unit command.
4. A simple, direct reporting system which'll flash user-maintenance and operation experience directly to the national agency.
5. A common maintenance language for all echelons of maintenance.



But, these forms are a bit particular about the kind of stuff they collect... you'll find that they ask for only certain essential facts and figures.

Like so—the operator'll now do his before, during and after operation checks with a new inspection and maintenance worksheet (on which is noted the equipment's latest TM, LO, etc.), but he doesn't have to make a check mark every time he kicks a tire or flips a switch.

As a matter of fact, he doesn't start writing until he finds something wrong... which he can't correct immediately. Also, he'll pull his PM checks by the TM, but he'll do 'em in a more orderly fashion—instead of jumping in and out, and chattering around the equipment, he'll take 'em in a logical sequence as called for in a

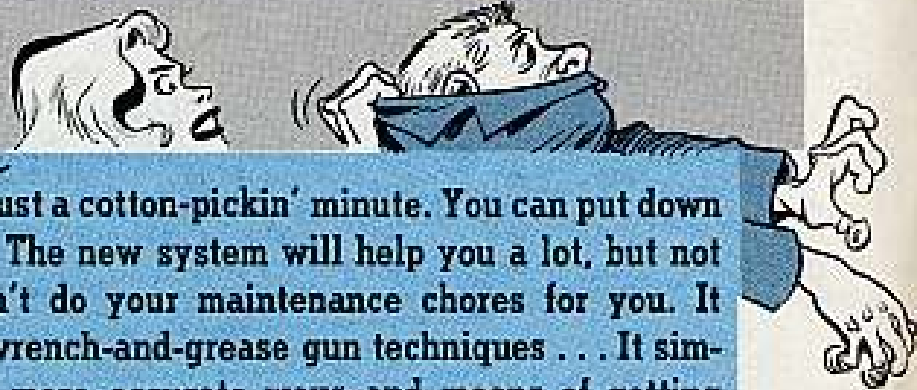
check-list in the equipment's maintenance manual. The check-list inspection plan helps him do his work with less back-breaking, back-tracking sweat.

At the end of the day he records equipment operation and service info in the equipment log—hours and/or miles it operated, fuel and lube it used, and if it ended the day in good running order.

The big idea behind the whole works is to fix it so there's less paperwork and less thumbing through regulations, for you in the combat outfits. It's aimed to help you do a better job... and give you more time to tend to other important jobs.



EASY NOW!



Whoa, there, buddy—just a cotton-pickin' minute. You can put down the "gone-fishing" sign. The new system will help you a lot, but not quite that much. It won't do your maintenance chores for you. It doesn't replace the ole' wrench-and-grease gun techniques... It simply provides better and more accurate ways-and-means of getting your job done.

What's more, friend, like with any new, important, big step forward... it'll take some patience, know-how, and above all a good measure of honest effort and teamwork—by everyone—to get the new system to produce like it's meant to.

For example—all the old ways of reporting unsatisfactory equipment and repair parts failures are out.

Now, you've got a deal that should give you real chest-thumpin' pride and satisfaction... 'cause it makes you a real-live, honest-to-goodness partner



with the management people all the way up the logistics ladder. It's organized to reduce red-tape, by-pass pigeon holes, and break bottle-necks.

Your reports (on equipment and repair parts failures and defects, and your

equipment and procedures improvement ideas) now take the short route right to the top brass who work with equipment design, improvement and replacement, and repair parts stockage.

This routine feed-back of "field-facts," from all maintenance fronts, and every nook-and-cranny in between, will help the big wheels size-up exactly how all equipment behaves, or mis-behaves, under actual field use... and, will have a whale of a lot to do with what they decide to do about which items. You, the user, the guy who lives with, and knows the equipment best, get a better chance to call the shots exactly as you see them.

The new way is called "Equipment Improvement Recommendation" (EIR).

This report'll be made out on the system's standard, maintenance request form. And, this EIR procedure will be used for making reports on all categories of Army equipment. (The standard maintenance request form—a color-coded five-copy form, with carbon inserts—can be made out in pencil or pen by the user and at the collecting point it can be handled manually, or its info lifted and prepared for handling by electronic data processing machines).

It's a simple form, easy to fill out, and, the user doesn't even have to decide where each copy goes—each page of the form is already ear-marked for distribution to the right places.

An EIR will go in anytime any part

of your equipment is unsatisfactory or defective, acts peculiar, or when it needs anything more than normal maintenance.

It can be submitted by anyone at any echelon of maintenance . . . and it goes directly to the agency responsible for collecting maintenance history on the item concerned. When you have a real hot, must-go, EIR, you can even send it in by priority TWX, or phone it in, and then follow it up with a regular EIR form.



For the fine points on working up an EIR see page 27

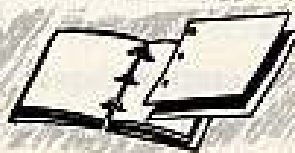


THE SIMPLICITY OF THE PLAN



The new records system dumps a bagful of old forms and procedures (on keeping forms) and hands you a single TM to go by . . . TM 38-750, "The Army Equipment Record System and Pro-

cedures." It's a loose-leaf type TM, and it tells you how to make up and maintain a log record, and how to use its companion maintenance and operation forms, on any item.

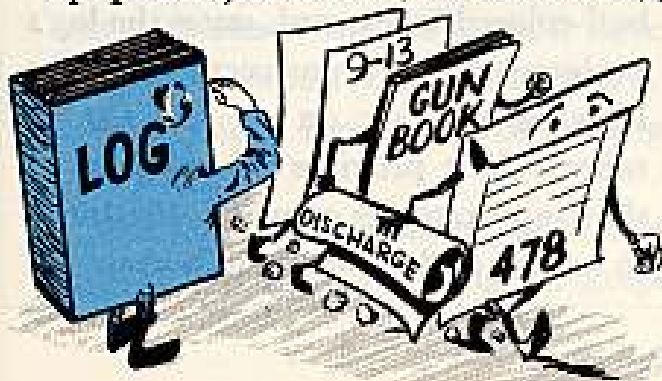


THE EQUIPMENT LOG



The equipment log replaces the old equipment jacket file (DA Form 478),

and other "on equipment records," including the old gun books, DA Form 9-13 and DA Form 9-13-1.



An equipment log will be the mandatory record for all equipment (listed in Appendix II of TM 38-750) and, it'll be a permanent part of the equipment it covers. It'll also be kept with, or easily available to the equipment at all times.

The log's main job is to provide quick, complete and accurate information on maintenance status of an item. Since it'll also contain an item's lifetime "health record," it will also provide important management guidance, and, like any other health record, the more it's used, the more important it'll become, and the harder it'll be to replace. And, this is where you have to come in good and clear—the stuff you record on the equipment log forms must be exact and legible . . . and, also, anytime an equipment log is in your hands you're responsible for its safety.



COMPACT, PORTABLE...VALUABLE

Here's what an equipment log record is all about . . .

You'll have either a regular log book record, or a single card log record, or a small bound book.

The log book record is an assembly of DA numbered forms. They're "card-type" forms, and they're sturdy 6½" x 9½", have easy calling names, and come prepunched and ready to insert in a 3-ring, loose-leaf, plastic binder.

The log forms are numbered in sequence, and they're also color-coded for each echelon of maintenance.

Its white cards are for 1st and 2nd echelon use.

The blue ones are for recording 3rd, 4th and 5th echelon work.

There are some salmon colored forms which are the equipment's Army birth certificate . . . or, its original enlistment records, you might say.



All equipment log books will contain certain standard forms. Their other inserts, however, will depend on the

kind of equipment they cover.

For example, a general purpose log book (which will be used by most equipment) won't need the special forms designed for aircraft. And, equipment log books for artillery pieces will use a weapon record data form which won't be needed in logs for equipment without weapons.


Likewise, logs for administrative-use equipment assigned to a motor pool (including material handling equipment and repairs and utilities equipment) will use insert forms which won't be needed in logs for tactical type equipment.

But putting an equipment log book together for any item is easy as pie.

All you have to do is follow Appendix II to TM 38-750. Also, a two-sided, buff-colored index card, states the log's business and gives instructions on the log's use and care, on one side. On the other side it provides a helpful chart showing examples of which log forms to use for each type of equipment.

DA FORMS 2408 & 2408A

One equipment log book index is DA Form 2408. It covers forms for just about all kinds of equipment . . . except aircraft and administrative-use items.



SO, WHERE YOU'RE CONCERNED WITH AIRCRAFT AND ADMINISTRATIVE-USE ITEMS, YOUR LOG BOOK INDEX WILL BE DA FORM 2408A.

THE BINDER

The plastic log binder, itself, carries the name "U.S. Army Equipment Log Book," and it comes under FSN 7510-889-3494 (QM).

SINGLE CARD LOG

The single card log, DA Form 2409, is called an Equipment Maintenance Log (Consolidated).

It's to be used by itself, as a complete log for the less complicated equipment (like the average trailer, a smoke generator, medical equipment, etc.), and also as a card insert in the log book, to record the service-history of separate components installed on a major item . . . like equipment mounted on a trailer van, or a bulldozer on a tank.



CHUTE LOG

Oh, yes—there's also the Army Parachute Log Record, DA Form 10-42, that'll continue to be used with the new system.



LOG TALK

Anything of importance (operation or maintenance-wise) which happens to a piece of equipment (at any echelon) will be carefully noted in the proper place in its log.

Although the average equipment log book may have ten or more forms (for most items), normally, when the equipment is in use or in the shop the unit'll make daily entries in only two or three forms at most. And, the unit'll never fool with some forms in the log . . . they're strictly for the use of the support units.

Most of the forms become permanent records and stay in the log for keeps,

but some get tossed out after their information's been condensed, totaled and transferred to a fresh form.

Other forms get mailed regularly to keep the responsible national agency up-to-date on the maintenance and operational needs of specific items.

When an item goes in for rebuild or a complete over-haul job, of course, depot will pull all the item's lower echelon operational and maintenance records, and then the re-worked item will start out again with a fresh pack of those forms. **NOTE:** Historical records—MWO, acceptance and proof records, etc., stay with an item for keeps—they're not removed till the item's retired).

HANDLING THE LOGS

Normally, with tactical equipment, the operator will be issued the log (and the inspection and maintenance worksheet for pulling his PM checks), when the equipment is dispatched. The log

will serve as the operator's authority for using the equipment, and he must return it (and the worksheet) properly filled out—to the dispatcher or supervisor, when his job's done.

Logs for material handling equipment or repairs and utilities items and administrative-use vehicles may be kept in the motor pool when the equipment is being operated.

The logs for Army aircraft are split . . . operational records go with the aircraft at all times . . . maintenance records stay in the maintenance shops.



Logs will collect a bundle of important info, and in some cases may even contain security data, so operators and maintenance people (and everyone else) will have to handle the logs with great respect at all times, and safeguard 'em like any other highly valuable document.


LOST LOGS

Lost logs can be replaced, but first, more than likely, the log-less equipment will have to be deadlined for a complete inspection . . . and, then there'll be the usual grind of search, inquiries, daily bulletin notices, etc., which are SOP when any critical item disappears, and disciplinary actions hangs over-head.



FOR NOW AND LATER...

Once the system gets rolling full steam, logs will be OEM (on equipment material) for equipment that gets 'em. They'll be made up at the factory before the item's delivered. These logs will come with the equipment identification space and the historical records filled out.



LOGS FOR EQUIPMENT NOW IN THE FIELD, HOWEVER, WILL BE INITIATED BY YOU-- THE USER.

And initiating a log simply means switching the current maintenance history from the old records to the appropriate log form. Any uncorrected deficiencies will have to be lifted to the new inspection and maintenance worksheet.

RECORD SWAP

DA Circular 700-15 tells you what info you take from the old records to the new forms, and in its Appendix II, you'll find a list of superseded forms, along with the new forms which are taking over.

The deadline for completing the swap-over, of course, will be set by your command . . . but, everyone's supposed to be rolling with the new system by the end of 1962.

The only point that may take a little more time in some outfits is the log's MWO record. This record'll tell which MWO's have been applied, and which haven't. You can get MWO info from the current index, DA Pam 310-4, and its latest changes (be sure to check MWO's listed under specific components and assemblies in the index).

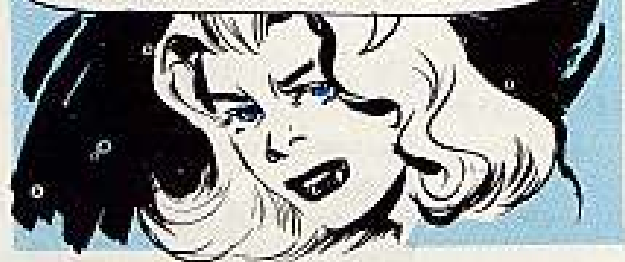
You'll also lift all info on MWO's which have been applied—from the equipment's existing records—this should include all MWO's applied, even if they're no longer listed in the index.



Also, when the system's implemented an initial MWO report (on some items) has to go to the responsible national agency. The circular also gives you a run-down on getting this report together. It calls for all MWO's which have been applied—including MWO's on components. Equipment's to be closely checked (but not pulled apart) to find out if its "urgent" MWO's have been applied.

This report is a very important part of the new system, and is needed to get a lot of old stuff cleared out and updated.

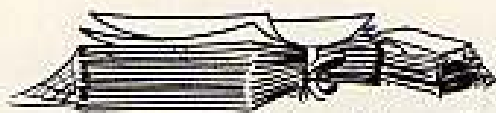
NOTE: THE REPORT'LL BE MADE OUT ON THE STANDARD MAINTENANCE REQUEST FORM... AND ALL MWO'S ON AN ITEM CAN BE REPORTED ON ONE FORM. IT'S TO BE MAILED IN NOT LATER THAN 15 WORKING DAYS AFTER THE NEW SYSTEM GETS ROLLING IN YOUR AREA.



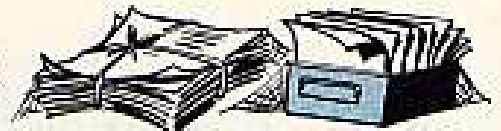
This one-time MWO report applies to equipment that gets a log book. (But, it'll not be needed on items using the single-card log, on Engineer equipment, administrative-use vehicles, or on tank and automotive equipment which was used in "Operation TAPER.")

And, once you get a log's MWO info up-to-date you shouldn't have any sweat keeping it current . . . 'cause another feature of the new way of doing things, is to distribute all MWO's for your equipment, all the way to the using unit, (regardless of who's responsible for applying 'em). And here's why:

When a unit receives any MWO on its equipment it'll immediately record it by title, number and date, in a special section (Modifications Required) of the form in the item's log book. Later, whenever the modification's applied, another entry on the form will tell who applied it and when. This way, all anyone has to do, to find out the MWO score on any item, is to scan the log.



THE OLD RECORDS



For now, and until you hear otherwise, if you run into a question on conflict of regulations for equipment records and procedures . . . sweat, not, TM 38-750, has the final say so. And, remember, the big daddy backing-up the TM is Change 2 to AR 750-5.

DEAL THE LOG CARDS

EACH CARD IN ANY EQUIPMENT LOG MUST ALWAYS SHOW THE ITEM'S COMPLETE IDENTIFICATION, SERIAL OR REGISTRATION NUMBER, ETC. SPACE FOR THIS ALL-IMPORTANT INFORMATION IS PROVIDED AT THE TOP OF EACH FORM.

Log's DA Form No.	Form Title	Echelon
2408	Equipment Log Book Assembly (Records) (General Purpose logs.)	All
2408A	Equipment Log Book Assembly (Records) (Aircraft, commercial and military design administrative-use vehicles and commercial design vehicles—not administrative use-logs.)	All
2408-1	Equipment Daily Or Monthly Log	User
2408-2	Equipment Lubrication Record	User
2408-3	Equipment Maintenance Record (Organizational)	User
2408-3-1	Equipment Maintenance Record (Organizational) For selected items in Appendix III, TM 38-750.	User
2408-4	Weapon Record Data	User, Support
2408-5	Equipment Modification Record	User, Support
2408-6	Equipment Maintenance Record (Support—Echelons—Field or Depot)	Support
2408-7	Equipment Transfer Record	All
2408-8	Equipment Acceptance Record	Depot
2408-9	Proof Acceptance Record	Depot
2408-10	Equipment Component Register	User, Support
2408-11	Accumulative Repair Cost Record	User
2408-12	Army Aviator's Flight Record	User
2408-13	Aircraft Inspection and Maintenance Record	User
2408-14	Uncorrected Fault Record	User
2408-15	Service Record for Aircraft	User, Support
2408-16	Component and Installation and Removal Record	User, Support
2408-17	Aircraft Inventory Record	User
2409	Equipment Maintenance Log (Consolidated) Complete maintenance record by itself, or as an insert in a log book for a component used with a major item.	All

(For more on equipment log records, see pages 37-47.)





HANG-OVERS

A FEW FORMS FROM THE OLD SYSTEM REMAIN AS WERE, OTHERS WERE IMPROVED, RENAMED AND RE-NUMBERED FOR USE WITH THE NEW SYSTEM—YOU'LL SPOT THE OLD ONES EASY ENOUGH.

For example:

DA Form 348

Driver's Qualification Record

SF 91

Operator's Report of Motor Vehicle Accident

SF 46

Operator's Permit

DD Form 314

DD Form 2218

PM Schedule and Record. This is the old visible file record and will be used for scheduling services for administrative use equipment—for example, commercial vehicles and MHE.

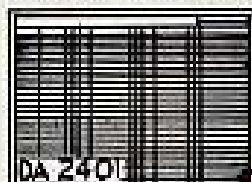
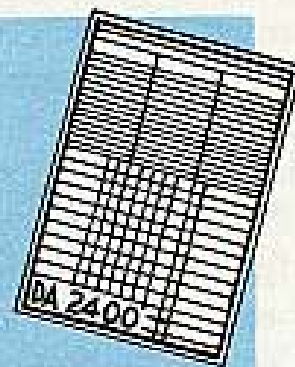
Parts Slip and Work Required. Used at administrative equipment maintenance shops, and it'll provide info on repair parts, labor and other dope for the equipment's log.

DA Form 1546, Request for Issue or Turn-In; DA Form 1543, Title Insert; DA Form 1545, Change Card; and DD Form 1150-1 Request for Issue or Turn-In (and continuation sheet) will work with the new system. Only the DX tag, DA Form 1115, was replaced. (See below.)

THE NEW FORMS

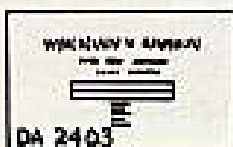
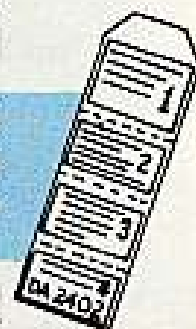
DA Form 2400 Equipment Utilization Record. This form'll provide info on equipment usage (like dates and places used, mileage traveled between stops, passenger and cargo loads, and name of individual releasing the equipment for each operation. This record fills the bill for the CO's who want more detail than's provided by the log record alone.

DA Form 2400 may also be used to dispatch other types of equipment, if local SOP OK's it for use along with the equipment log dispatch system. (See pages 37, 61 and 63).



DA Form 2401 Organizational Control Record for Equipment. The dispatcher's record. It tells who is using (or has used) what equipment, where, and for how long. (See page 60).

DA Form 2402 Exchange Tag. This is the new DX tag. Works like the old one, but takes a bit more item identification. It's also for tagging unserviceable items sent with EIR's. (See pages 53 and 58).



DA Form 2403 Preventive Maintenance Roster. For scheduling PM services on everything, except stuff that's scheduled on DD Form 314. (See page 22).

DA Form 2404 Equipment Inspection and Maintenance Worksheet.

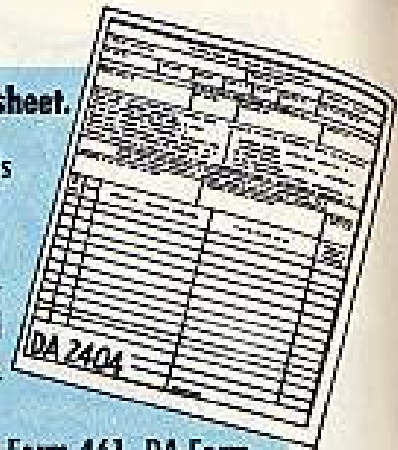
This is the worksheet that will be the operator's and organizational mechanic's daily companion, and is one of the work-horses in the new system.

It's for PM on all categories of equipment and will record all checks and maintenance from the daily before, during and after checks to regularly scheduled maintenance and inspection work, plus any other maintenance work required.

In the tank and automotive branch of the business, for example, it'll replace DA Form 461, DA Form 462, DA Form 2145, and the lower half of DA Form 110. In other categories of equipment the worksheet replaces a potful of maintenance checklists.

It'll also be used at all echelons of maintenance, and even for pulling CMI's.

To be a legit worksheet (for a specific item) at any echelon of maintenance, the form must show the number of the equipment's TM or maintenance manual (and changes) and its date... make sure you're using the latest publication. (See pages 18, 25 and 61.)



A DA Form 2404 will be given to the operator when the equipment is dispatched, and the operator will use the form to record any maintenance or operational shortcomings or deficiencies which he can't correct immediately. The operator must also show any faults found and parts used—if he does the work.

When the log is returned, the 2404 will be used by the organization mechanics to correct the problem. When

work is completed the mechanic signs the form and records the maintenance work or service performed in the equipment's log. The log is then reviewed by the supervisor.



Information from the 2404 will feed log forms:

DA Form 2408-1, **Equipment Daily or Monthly Log.**

DA Form 2408-2, **Equipment Lubrication Record.**

DA Form 2408-3, **Equipment Maintenance Record (Organizational).**

DA Form 2408-3-1, **Equipment Maintenance Record (Organizational).**

DA Form 2408-4, **Weapon Record Data.**

DA Form 2408-5, **Equipment Modification Record.**

DA Form 2408-6, **Equipment Maintenance Record (Support Echelons-Field and Depot).**

DA Form 2408-10, **Equipment Component Register.**

DA Form 2408-11, **Accumulative Repair Cost Record.**

DA Form 2408-13, **Aircraft Inspection and Maintenance Record.**



DA Form 2405 Maintenance Request Register. It's mainly for maintenance support shops to record job orders. Your organizational shop may use it to keep track of work requests, but for them it's not a formal register, like it is for the support outfits.

DA Form 2406 Equipment Status and Deadline Report. This form'll provide the latest info on readiness of equipment in your outfit.

DA Form 2407 Maintenance Request. This is the system's standard maintenance request form, and it's the other work-horse in the system.

MAINTENANCE AND SERVICES FROM ME WILL FEED JUST ABOUT EVERY FORM IN ANY LOG...
EXAMPLE...

DA Form 2408-2, Equipment Lubrication Record.

DA Form 2408-4, Weapon Record Data.

DA Form 2408-5, Equipment Modification Record.

DA Form 2408-6, Equipment Maintenance Record (Support).

DA Form 2408-10, Equipment Component Register.

DA Form 2408-11, Accumulative Repair Cost Record.

DA Form 2408-13, Aircraft Inspection and Maintenance Record.

DA Form 2408-14, Uncorrected Fault Record.

DA Form 2408-15, Service Record for Aircraft.

DA Form 2408-17, Aircraft Inventory Record.

DA Form 2409, Equipment Maintenance Log (Consolidated).

Instructions on its use are listed (for each echelon) on its top copy. On the back of copy 5 it gives failure and action numerical codes for use in accurately and easily describing various maintenance actions on the form.

For illustrations and detailed know-how on use of DA Form 2407, see page 24

And there's DA Form 2410, Component Removal and Repair/Overhaul Record, which concerns itself only with aircraft. (See pages 54, 57 - 59).

AHHHH MY DARLING...
YOU REMIND ME OF A BUTTERFLY,
AND I, A DA FORM 2410, WHO
CONCERNS ITSELF ONLY WITH
FLYING THINGS...



THIS ONE, YOU AND YOUR TM—

DA FORM 2404 EQUIPMENT INSPECTION AND MAINTENANCE



SAME FORM APPLIES TO ANY EQUIPMENT? WHAT HAPPEN? TO Q1, A61, A62, 2145, ETC?

REPLACED! BY THIS ONE SLICK HANDY CANDY 2404... JUST PUT IN 'VIA TROUBLES ON THE LEFT AND THE GASS ON THE RIGHT'

WRITE CLEAR... THEY GONNA USE THIS DOG FOR THE LOG LATER!

The DA Form 2404 is a simplified form to be used for pulling inspection and maintenance services and diagnostic checkouts on all categories of equipment. It'll apply to a specific item of equipment (or component) when the item's description, maintenance manual number and date are entered on the form. A 2404 will go along with each piece of equipment, and it'll be used along with the maintenance standards and procedures in the item's equipment maintenance manual.

The form's mainly to show the results of each inspection or service on one piece of equipment, but it may also be used for inspection of several like items. For instance, one form may be used by CMI personnel to record inspection results on several M14 rifles.

(Or if you operate the same piece of equipment for several days you could use one form for more than one day, if you don't find any deficiencies, or if you correct the deficiencies right away. To use it for more than one day you write in a new date on the next open line in columns a through c. One point... when operators are changed tho, the new man gets a new form.)

Here are a few tips on the use of this form—

Blocks 1 through 7 will be filled in by the operator, maintenance supervisor, or inspector—before using the form.

Block 6—The type of inspection or service (Daily, Q service, Initial, CMI, etc.)

DA FORM 2404

WORKSHEET

1. NAME: Robert Hollenbeck
2. TITLE: Adjutant's messing
3. DATE: 24 Jan 62
4. TIME: 15
5. TYPE OF INSPECTION: Q service

NO.	DESCRIPTION	STATUS	DATE	INITIALS
1	Visual check upper engine bay	OK		
2	Adjuster's messing	OK		
3	Visual check	OK		
4	Adjuster's messing had your bike	OK		
5	Visual check	OK		
6	Visual check	OK		
7	Visual check	OK		
8	Visual check	OK		
9	Visual check	OK		
10	Visual check	OK		
11	Visual check	OK		
12	Visual check	OK		
13	Visual check	OK		
14	Visual check	OK		
15	Visual check	OK		
16	Visual check	OK		
17	Visual check	OK		
18	Visual check	OK		
19	Visual check	OK		
20	Visual check	OK		
21	Visual check	OK		
22	Visual check	OK		
23	Visual check	OK		
24	Visual check	OK		
25	Visual check	OK		
26	Visual check	OK		
27	Visual check	OK		
28	Visual check	OK		
29	Visual check	OK		
30	Visual check	OK		
31	Visual check	OK		
32	Visual check	OK		
33	Visual check	OK		
34	Visual check	OK		
35	Visual check	OK		
36	Visual check	OK		
37	Visual check	OK		
38	Visual check	OK		
39	Visual check	OK		
40	Visual check	OK		
41	Visual check	OK		
42	Visual check	OK		
43	Visual check	OK		
44	Visual check	OK		
45	Visual check	OK		
46	Visual check	OK		
47	Visual check	OK		
48	Visual check	OK		
49	Visual check	OK		
50	Visual check	OK		

EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET

1. ORGANIZATION: 1st Sqn, 11th Avn Co
2. NAME: 9-8022 & 8 Chanable
3. TITLE: 1st Sqn, 11th Avn Co
4. DATE: Dec 1961
5. TIME: 24 Jan 62

6. TYPE OF INSPECTION: Q service

7. TIME: 15

8. INITIALS: R.H.

9. TYPE OF INSPECTION: Q service

10. TIME: 15

11. INITIALS: R.H.

12. TYPE OF INSPECTION: Q service

13. TIME: 15

14. INITIALS: R.H.

15. TYPE OF INSPECTION: Q service

16. TIME: 15

17. INITIALS: R.H.

18. TYPE OF INSPECTION: Q service

19. TIME: 15

20. INITIALS: R.H.

21. TYPE OF INSPECTION: Q service

22. TIME: 15

23. INITIALS: R.H.

24. TYPE OF INSPECTION: Q service

25. TIME: 15

26. INITIALS: R.H.

27. TYPE OF INSPECTION: Q service

28. TIME: 15

29. INITIALS: R.H.

30. TYPE OF INSPECTION: Q service

31. TIME: 15

32. INITIALS: R.H.

33. TYPE OF INSPECTION: Q service

34. TIME: 15

35. INITIALS: R.H.

36. TYPE OF INSPECTION: Q service

37. TIME: 15

38. INITIALS: R.H.

39. TYPE OF INSPECTION: Q service

40. TIME: 15

41. INITIALS: R.H.

42. TYPE OF INSPECTION: Q service

43. TIME: 15

44. INITIALS: R.H.

45. TYPE OF INSPECTION: Q service

46. TIME: 15

47. INITIALS: R.H.

48. TYPE OF INSPECTION: Q service

49. TIME: 15

50. INITIALS: R.H.

Column a—To identify each deficiency or shortcoming listed in Column c) by the sequence number in the TM. When the TM doesn't give sequence numbers, you put down the page, paragraph, or figure number.

The person (or persons) performing the inspection or service will sign his name and grade or job title after completing all corrective actions—except those which require further requisitioning of parts or a maintenance request.

Column b—For aircraft enter condition status symbol; other equipment enter "DL" or inspection codes.

TM ITEM NO. a	STATUS b	DEFICIENCIES AND SHORTCOMINGS c	CORRECTIVE ACTION d	INITIALS WHEN CORRECTED e
2		Windshield wiper needs replacing	replaced	RH
2		Reflector missing	DO 1546/19 Jan / 317-62	RH
2		Clutch straps	Clutch linkage adjusted	RH
5		Cylinders head gasket leaks	DA Form 2407 Req. 230-62	RH
26	DL	Battery terminal corroded	Cleaned	RH
28		Gas belt loose	Tightened	RH
33				
CMI SCORE		0	0	0
SUB TOTAL		0	0	0

DA FORM 2404

Signature (Person inspecting): Robert Helms
Signature (Maintenance Supervisor): John Warden
Mileage at time completed: 15

NOTE: If you're an operator, you'll list all deficiencies and shortcomings that you can't immediately correct, or any you correct by replacing a repair part or component. Mechanics and/or other maintenance personnel on the other hand, will list all deficiencies and shortcomings they find during any inspection or service.

Column d—For corrective action taken by the operator or mechanic who does each job. Or filled in by the maintenance supervisor or clerk if the job needs repair parts not stocked at the organization, or if it's necessary to prepare a maintenance request. In these cases, an entry will give the requisition number and date or it will show that a Maintenance Request, DA Form 2407, has been prepared to get the job done by another shop.

Block 8—For the total man-hours required for the inspection or service. This block does not have to be completed when it's used by an operator or crew member to record daily maintenance inspections or services or by the CMI inspectors.

At field (and higher) maintenance shops the man-hours recorded will be only the time required to do the inspections.

Column e—Initials in this column of person performing a specific job.

Disposition—All necessary data (especially where repair parts are used) will be extracted from this form and entered in the equipment log.

DA Form 2404 will be kept until all corrective action possible (within an echelon) has been taken care of, or until the next periodic service is done. Deficiencies and shortcomings not corrected when the scheduled PM check rolls around will be transferred to the new DA Form 2404 used for the service. The old form will then be destroyed (AR 345-292).

When a 2404 is initiated at field maintenance, it'll be destroyed after the equipment log has been posted, and the equipment has been released (AR 345-280).



DA FORM 2403 PREVENTIVE MAINTENANCE ROSTER

This form is a worksheet for scheduling periodic preventive maintenance services, load tests, and calibration of assigned equipment.

Separate preventive maintenance rosters may be prepared by each organizational maintenance shop or section if it makes it easier to schedule work. For instance, an organizational radio repair shop may keep a DA Form 2403, apart from those made out by the motor maintenance shop. All separate rosters must be coordinated, tho, so equipment won't be out of use any longer than necessary.

All equipment which is maintained by one organizational maintenance shop should be scheduled on a single PM roster (for example, combat vehicles, trailers, Herman-Nelson bearers).

The supervisor responsible for the periodic services is the man who'll see that the form is prepared and kept up. Instructions on filling it out are on back of the form.

Here are a few tips—

Your organization's complete designation.

PREVENTIVE MAINTENANCE ROSTER

DA FORM 2403
1 FEB 54

YOUR ORGANIZATION'S COMPLETE DESIGNATION

DATE OF PREVIOUS MAINTENANCE SERVICE

The three months which the roster covers.

List the equipment registration or serial number.

Equipment nomenclature and model number as listed in the equipment maintenance log or TM. Each piece of equipment that needs scheduled services gets listed on a separate line whether it's mounted on a particular chassis or towed by a certain prime mover.

The bumper or administrative number. On mounted equipment—you can use the vehicle bumper number.

On the date when the scheduled periodic service is actually done, due to either mileage/hours or time, ink in the pencil entry and then enter the actual mileage or hours. You're allowed a ten percent variance in time, hours, or mileage.

The man in charge should check to see if the services have been entered on the Equipment Maintenance Record (Organizational) in the equipment maintenance log.

The following type of info goes here:

1. Equipment at the support unit for repair.
2. Equipment declined for lack of repair parts.
3. Equipment declined due to accident.
4. Equipment detached from parent unit.
5. Equipment transferred.
6. Equipment in storage.

Then you have the schedule portion of the form. The month, and year.



You can make out a new roster ahead of time (before the three-month period ends). Carry the equipment postings over to the new form in the same order as listed on the old roster. The scheduled services on the new roster should be based on the last scheduled or completed service.

After a new roster is made out and all services on the old roster are completed, cross the old one out (AR 345-292).

Next line out nonworking days. Plan the periodic services so the workload is evenly distributed throughout the three-month period. Then you pencil in the appropriate symbol for the periodic service (they're listed on the front of the form) opposite each item on the date the service is scheduled. Your CO can authorize the use of additional symbols... for instance, W for weekly, or he might want you to number Q services Q¹, Q², Q³, Q⁴.



MAINTENANCE REQUEST

DA FORM 2407



The Maintenance Request, DA Form 2407, is another of the key forms which unlocks the door to simplified maintenance record keeping.

You use this form for... requesting repairs and maintenance services, reporting completion of MWO's, and submitting equipment improvement recommendations (EIR's) and reporting the receipt of defective material.

Here's How It's Used

The DA Form 2407 is a five-copy form which is divided into three parts. And, like it says on the form, you use a ball-point pen or hard pencil—and some muscle—to record this info on all five copies. You're not expected to type 'em.

Part I, Work Request, is filled out when you ask for help from your support outfit.

Part III, Equipment Improvement Recommendation, is used with Part I, Work Request to let the national agency know of failures and deficiencies in equipment and to suggest improvements.

Your support people take care of Part II, Work Accomplished, when they complete the work you requested. This covers parts used, man-hours, and cost of repairs.

The only time you use Part II is for reporting completion of an MWO by your own shop.

Your field maintenance and support people will also use the DA Form 2407 for: repairs or services between shops when they need a job order, requesting work by another field maintenance unit, recording work done and parts used, reporting completion of MWO's, submitting EIR's and reporting the receipt of defective material.

Here's how you fill out a DA Form 2407 when you request help from your support unit:

Here's How It Works

Block 6—Nomenclature shown on equipment log or IM. If you've removed a component or assembly for repair, describe the component—not the major item.

Block 5—If none, leave blank.

Block 4—Leave blank on non-serially numbered items—if it has a serial number be sure it goes in.

Block 13—Using info from DA Form 2404, Work Sheet, list deficiencies or symptoms. Be specific—not general. You don't request general repairs; just name symptoms. Let your support locate trouble and decide action. One 2407 can request work on several like items (components, assemblies with same FSM).

Block 14—Sign here.

RECEIPT COPY
CONTROL COPY
NMP COPY
ORGANIZATION COPY
FILE COPY

WRITE WITH A HARD PENCIL OR A BALL PEN

1. DATE OF REQUEST 14 APR 62	2. UNIT OR ORGANIZATION CO 4, 1st ARB, 2d AF SW, APO SF, CA	3. WORK REQUEST <input checked="" type="checkbox"/> WORK REQUEST <input type="checkbox"/> SEPARATE EIR	4. SERIAL NUMBER 20866116	5. RECOMMENDATION 28 Block 7—Major item FSM
6. TITLE OF WORK TRUCK, UTILITY, 1/4 TON 4 X 4, M38A1	7. DATE OF RECEIPT FEB 1953	8. REPAIR/REPLACEMENT/REPAIR PARTS WILLYS OVERLAND	9. FIRST INDICATOR OF WORK K2B1	10. WORK ACCOMPLISHED 2320-8352-8319
11. FALLOUT DEFERRED <input type="checkbox"/> SOLELY <input type="checkbox"/> PARTLY	12. REASON FOR DEFERRED WORK BLOCKS 8-9—Get info from date plates or equipment log.	13. DEFICIENCIES AND SYMPTOMS CLUTCH SLIPPING AND CANNOT BE ADJUSTED.	14. EQUIPMENT IMPROVEMENT RECOMMENDATION (EIR) <input type="checkbox"/> URGENT <input type="checkbox"/> DEFERRED	15. SIGNATURE SFC Paul Prady
16. SIGNATURE	17. ORGANIZATION	18. CONTROL NUMBER	19. CONTROL NUMBER	20. CONTROL NUMBER

Block 11—"X" block which shows when you discovered trouble.

Block 12—"X" block to show how equipment acted when you first spotted trouble.

Block 10—Get this info from equipment log.

Block 3—Your control number, the next one on your register.

Block 1—Date, unit, location. If you're STRAC, "X" that block.

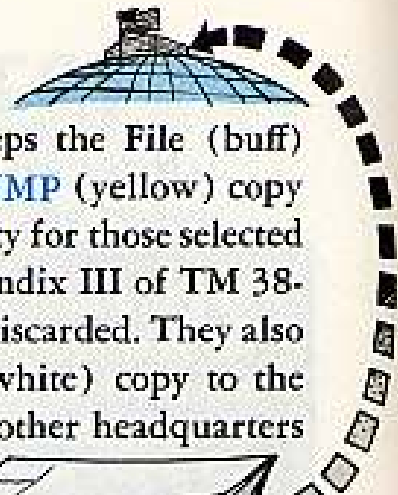
Block 2—Request or a separate EIR. Request or a separate EIR. Blocks 1-2—Date, unit, location. If you're STRAC, "X" that block.

Block 7—Major item FSM.

Block 8—When components or assemblies are removed for repairs, identify major item you took it from completely.

Block 9—For missile electronic equipment, give the component breakdown (CB) code.

What Happens To The Form



When equipment goes to support, they assign a job order number, sign the Receipt (green) copy and return it to you.

When you get the equipment back, you sign Block 28 and exchange Receipt copy for the Organization (blue) copy. Keep this copy to check the entries in your log's 2408-6, then destroy it.

Your support keeps the File (buff) copy and sends the NMP (yellow) copy to the national agency for those selected items listed in Appendix III of TM 38-750, otherwise, it's discarded. They also send the Control (white) copy to the major command or other headquarters as required.

On Completing An MWO

Here's the way you'll report a modification which your unit mechanics have installed: (Blocks 1 thru 10 are filled in the same as for a work request. Leave all other blocks in Part I blank):

Block 18-19—List your unit and date MWO was started.

Block 20-21—MWO number and date completed.

II WORK ACCOMPLISHED						NO.
17. JOB ORDER NUMBER <i>NA</i>		18. UNIT/ORGANIZATION ACCOMPLISHING WORK <i>Co A, 1st ARB, 21st Inf, APO 99</i>			19. DA FORM NO.	
20. MWO NUMBER <i>9-2320-201-20/1</i>		21. DATE MWO APPLIED (Day-Month-Year) <i>17 Oct 61</i>			22. AC	
23. REPAIRS AND SERVICES				24. PARTS USED		
ACTION CODE <i>099</i>	FAILURE CODE <i>099</i>	CB CODE <i>12D4692</i>	NOMENCLATURE REF DESIGN <i>F2996</i>	MFG <i>3525</i>	MAN HOURS <i>1:00</i>	PSN
MWO APPLIED TO:						
REG NR SN MILES						
<i>099 12D466T / F2980 / 3788 0:45</i>						
25. DISPOSITION						25.
a. <input checked="" type="checkbox"/> RETURN TO USER						A. PARTS C (Pinned)
c. <input type="checkbox"/> SALVAGED						
b. <input type="checkbox"/> RETURN TO STOCK						B. LABOR C
d. <input type="checkbox"/> EVACUATED						
27. WORK ACCOMPLISHED IS CORRECT AND SATISFACTORY ACCORDING TO THE SERVICEABILITY STANDARDS AS DEFINED IN AR 752-5 AND CONTAINED IN:		TM NUMBER		TM DATE		C. TOTAL C (A+B)
		DATA TRANSCRIBED TO LOG BOOK		SIGNATURE AND DATE (Day-Month-Year) - FINAL INSPECTOR <i>Ralph Ellis, Sgt 17 OCT 61</i>		
28. ACCEPTED BY (Signature and date, Day-Month-Year)						

Block 24—Leave blank unless parts and materials are not part of MWO kit.

Block 23(c)—If MWO applied to more than one item, show the serial number, registration number, miles or hours for each item modified.

Block 23(d)—Time in man-hours to complete MWO.

Sign Block 14 to complete.

Organization copy—Destroy—after entering MWO application on equipment log (DA Form 2408-5).

Control copy—If modification is installed on an aircraft item, send to your 4th echelon shop. Otherwise, send to the major command or other headquarters as required.

NMP copy—Send to assigned national agency.

Receipt copy—Not required.

Support Activity copy—Send to your DSU.

The EIR

Complete Part III, Equipment Improvement Recommendation, when you feel the failure or deficiency was due to improper design, faulty material, poor workmanship, unusual wear, or a safety hazard.

Preparing An EIR On Equipment

Blocks 1 thru 14—Same as a work request.

Block 29—Not applicable.

III EQUIPMENT IMPROVEMENT RECOMMENDATION (EIR)			
<input type="checkbox"/> EMERGENCY	<input type="checkbox"/> URGENT	<input checked="" type="checkbox"/> ROUTINE	
28. <input type="checkbox"/> NORMAL REPLACEMENT	32. FAILED OR DEFECTIVE PART FSN AIR MAZE CORP PART No. F 350-851		
31. RECOMMENDATION			
a. <input type="checkbox"/> IMPROVE DESIGN	b. <input checked="" type="checkbox"/> MODIFY	c. <input type="checkbox"/> REVISE PROCEDURE	d. <input type="checkbox"/> OTHER (Specify)

Block 31—"X" block which describes action to be taken.

Block 30—Show FSN if different from one in Block 7. Include both FSN and manufacturer's part numbers for complete identification.

Block 32—Give story of failure. Include terrain, type of operation, climatic conditions, any identifying numbers or markings on the part that failed—everything for a complete picture. Give your opinion of failure. Identify component with end item.

Send along a sketch, photo, or (if you can) the bad part—tagged with a 2402. This helps the folks on the receiving end.

If you need more room, continue to the space under "Repairs and Services"; Block 23. If necessary, use a Continuation Sheet, DA Form 2407-1.

23. OPINION ON REPAIRS (Refer to Block 23. Describe conditions under which failure occurred. Attach photos or sketches, if available.)			
WHEN THE AIR CLEANER THUMBSCREW IS TIGHTENED INTO NUT IN BASE OF CLEANER, THE CRIMPED EDGES OF THE RETAINER ARE STRAIGHTENED OUT. THIS LEAVES THE NUT FREE TO ROTATE. DURING ROUTINE OPERATION, THE NORMAL VIBRATION OF THE ENGINE CAUSES THE NUT TO UNSCREW AND FALL INTO THE INTAKE MANIFOLD. THIS COULD CAUSE DAMAGE TO VALVES AND PISTONS. THE NUT IN THE AIR CLEANER BASE CAN BE BRAZED IN THE RETAINER SO IT CANNOT (CONTINUED IN BLOCK 23)			
24. SIGNATURE Ron Green, SFC	25. ORGANIZATION BTRY B, 16th MSL BN	26. CONTROL NUMBER	27. ACCN

Part III—Under Equipment Improvement Recommendation heading, check off block which applies to your EIR's priority.

Blocks 33-34—Sign, add title, organization to complete.

Block 35—This is for the national agency control number... so leave it blank.

"X" the block which is right for the priority of the EIR.

On routine EIR's the NMP copy can be sent to the national agency by your support after repairs have been made. This means you can send in an EIR whenever you believe a failure is not normal, but which you want your support to check out at the time they make repairs. However, this doesn't stop you from sending an EIR directly to the national agency on another 2407.

In any event, the national agency should get a copy of the EIR whether it's combined with a work request or an MWO report, or sent in separately.

Anyone using Army equipment can submit EIR's with his ideas to improve equipment, materials, or procedures, or if equipment requires excessive maintenance effort.

Priorities

There're three priorities for EIR's: EMERGENCY, URGENT, and Routine.

An EMERGENCY EIR is submitted when you run into unsafe conditions that could mean serious or fatal injury to the operator or crew, the destruction of property, or affect national security.

Get an EMERGENCY EIR to the national agency by TWX or telephone. Follow this up with a 2407 by airmail

within five days.

An URGENT EIR is air mailed directly to the national agency when you have an unsafe condition that could result in personal injury or property damage, or would reduce your chances in combat. Equipment must be operated with extreme caution under these conditions.

A routine EIR by regular mail covers all other corrections or improvements.

What Happens Now?

When work is complete, record it in "Remarks" section of the Equipment Maintenance Record, DA Form 2408-3, to show that you've submitted an EIR and the date it was submitted. For TC air items, note this info in Historical Data, DA Form 2408-15, Service Record For Aircraft.

Organization copy —Hold for 90 days—(AR 345-292).

Receipt copy —Discard immediately.

Control copy —Discard immediately unless otherwise directed.

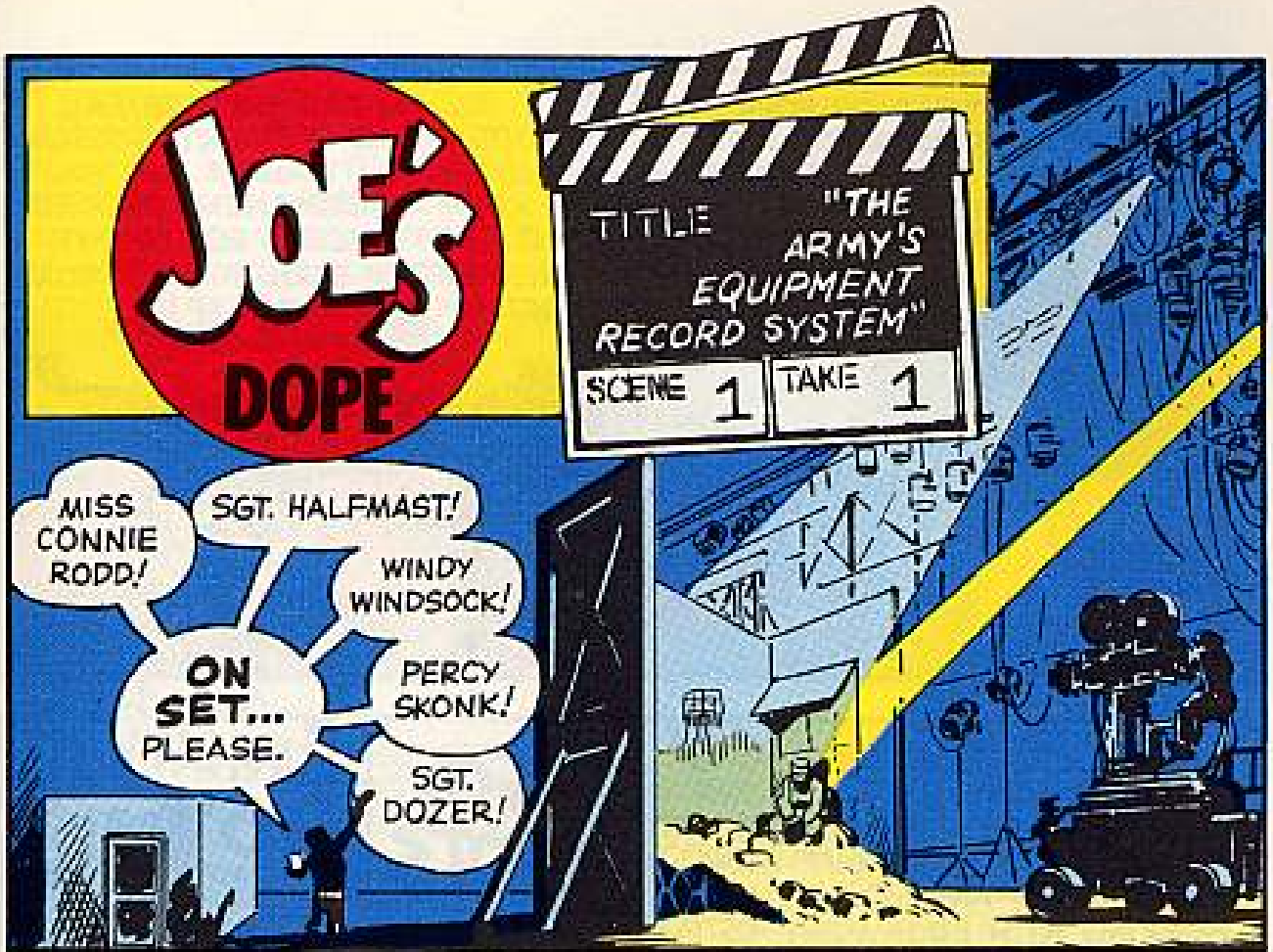
NMP copy —Mail directly to national agency for separate EIR's.

File copy —Goes to your field maintenance people. When a deficiency for which a separate EIR also results in a work request, the File copy of the EIR is attached to the work request.



MR OF SE, PDQ

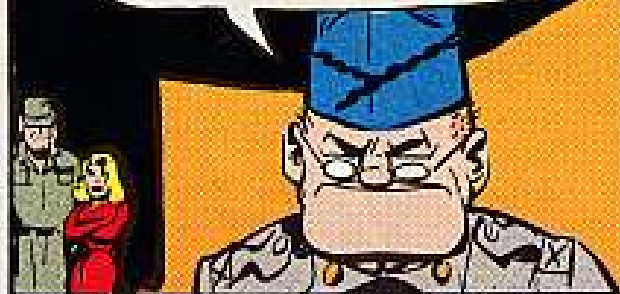
You may need to latch on to a copy of AR 750-45 (9 Mar 62) as soon as you can, to get the latest word on reporting the materiel readiness of certain selected equipment. This report starts out at property book level, so battalions and many separate companies want to grab a look at it.



... FROM A POTFULL OF FORMS AND DIRECTIVES DOWN TO A FEW STANDARDIZED ONES. THE KEY TO THE WHOLE SYSTEM IS **TM 38-750.**



AS YOU DO YOUR **NORMAL** MAINTENANCE CHORES, THIS SYSTEM WILL MAKE IT EASIER FOR YOU TO KEEP A PERMANENT RECORD FOR EACH PIECE OF EQUIPMENT. THIS RECORD STAYS WITH IT FROM FACTORY TO SCRAP HEAP!!... LIKE YOUR MEDICAL RECORDS!



THE HEART OF THIS IS THE **"LOG"** ...THIS IS SOMETIMES JUST ONE CARD--OFTEN IT'S A BOOK OF RECORD CARDS!! AS Y'FILL 'EM OUT, THEY KEEP THE **CO** AND YOU MEN WORKING WITH EQUIPMENT POSTED ON THE CONDITION AND PERFORMANCE OF EACH PIECE!!



SO, WOT'S ALL THIS TO ME?

WHAT'S IT TO YOU?



HEY!! STOP!! WAIT... THIS IS NOT IN THE SCRIPT!!

...MAN, IT IS **EVERYTHING** TO YOU!!

IT'S BETTER WORKING EQUIPMENT!

AND BETTER EQUIPMENT IN GENERAL.



Y'MIGHT AS WELL FACE THE HARD FACTS...YOUR ABILITY TO FIGHT IN A MODERN WAR IS ONLY AS GOOD AS THE **CONDITION** OF YOUR EQUIPMENT **AT-THE-TIME** THE BALLOON GOES UP!

THAT MEANS, WHAT I'M TRAINING WITH... MAYBE THE STUFF I HAVE IN MY HANDS WHEN THE WHISTLE BLOWS IS WHAT I FIGHT WITH!

RIGHT! SO WE GOTTA TAKE A NEW ATTITUDE ABOUT THINGS.



YEP... **FORGET** THE SUPERDOOPER STUFF ON THE DRAWING BOARDS... THE ENEMY ISN'T GONNA WAIT!



...YOU'VE GOT NO CHOICE... **YOU** GOTTA MAINTAIN YOUR GEAR AT COMBAT-READY, AND YOUR **COMMANDER** HAS TO KNOW AT ALL TIMES THE **EXACT** LOCATION, CONDITION, AND CAPABILITY OF EACH PIECE IN HIS OUTFIT...



AND THIS BRINGS US RIGHT BACK TO THIS RECORDS SYSTEM... **IT DOES JUST THAT!**

...ER

HEY, DOZER, GET ME A PIECE OF EQUIPMENT-- ANY KIND... THIS SYSTEM APPLIES TO EVERYTHING!

RIGHT, HALFMAST.

NO, NO, NOT THAT, NO!!

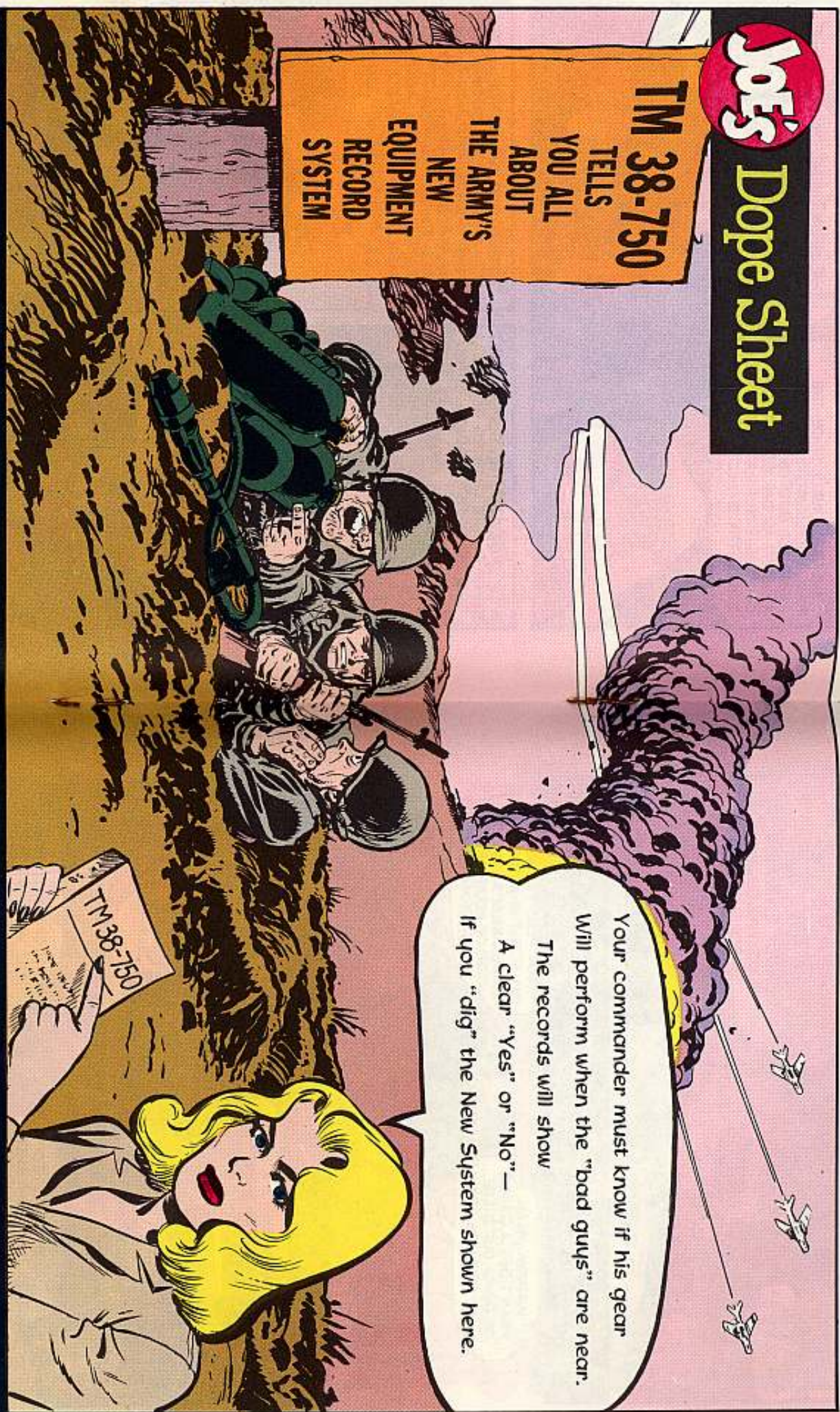


Joe's

Dope Sheet

TM 38-750

**TELLS
YOU ALL
ABOUT
THE ARMY'S
NEW
EQUIPMENT
RECORD
SYSTEM**



Your commander must know if his gear will perform when the "bad guys" are near. The records will show A clear "Yes" or "No"— If you "dig" the New System shown here.

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.

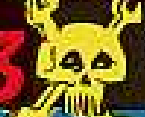


1  Operator fails to detect and report equipment faults to his commanders.



2  Unit maintenance fails to correct reported faults.



3  Sloppy performance of scheduled inspections.





Continued operation of equipment that needs repair.



I THOUGHT IT'D HOLD OUT ANOTHER WEEK, SURE!

...DEADLINE REPORT AND THE DAILY/MONTHLY LOG WOULD'VE SAVED YOU...



Delays in shop action.



WADDYA MEAN, LAZY... I GOT A STACK OF ASH TRAYS WE MADE OUTTA SHELL CASINGS— THAT TOOK ME A MONTH!

DEADLINE REPORT AND LOGS, PLUS THE 2407'LL HELP YOU CORRECT THAT!



Poor supply action.



SURE I GOT A SYSTEM... USE MY INSTINCT, MAN! I-N-S-T-I-N-C-T

THE DEADLINE REPORT, YOUR 2404 AND THE EQUIPMENT'S LOG BEATS INTUITION EVERY TIME!



THAT IS SOME OF THE MORE IMPORTANT THINGS THE SYSTEM WILL DO FOR YOU!

STOP!

LISTEN... YOU RUINED EVERYTHING! THAT WAS NOT THE SCRIPT WE HAD PREPARED!



IT SEEMED TO ME A PRETTY GOOD INTRODUCTION TO THE SYSTEM!

IT DID, SIR?? GEE... WELL GREAT, SURE...



CAN YOU RUN THRU IT AGAIN, SGT. HALFMAST?

SURE, GET YOUR CAMERAS ROLLING!



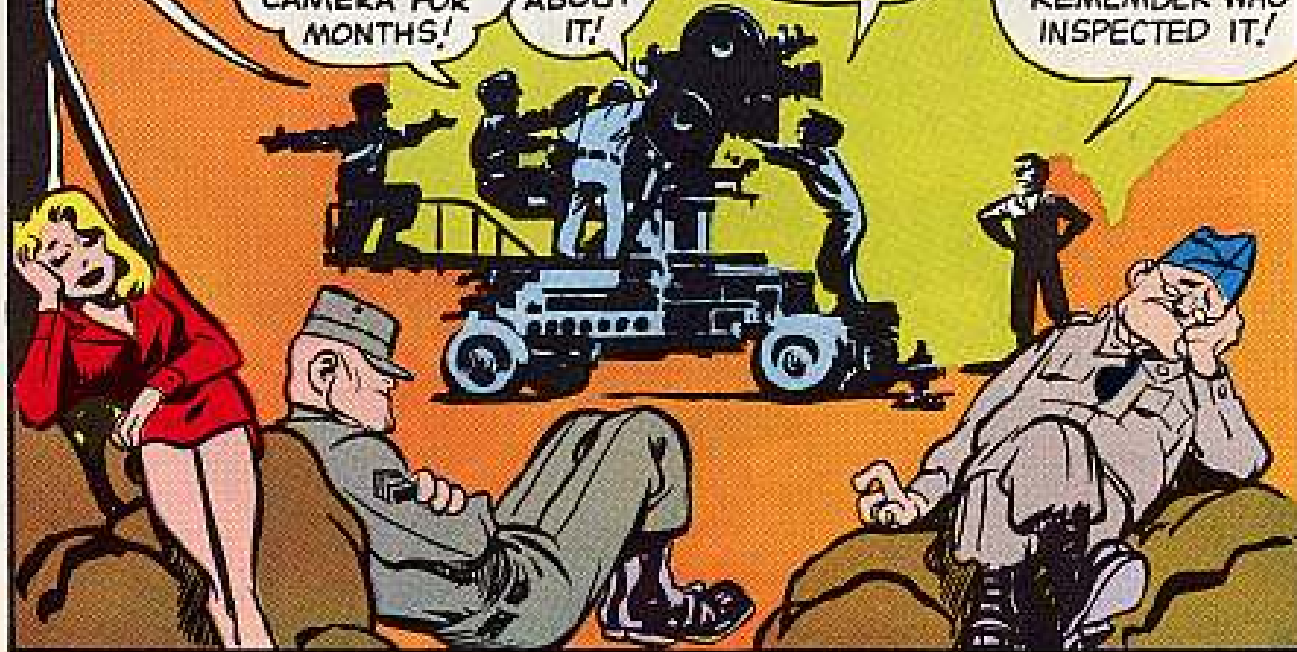
CAN'T GET IT STARTED, SIR...

BEEN COMPLAININ' ABOUT THE SPROCKET GEAR ON THIS CAMERA FOR MONTHS!

TO WHOM? I NEVER HEARD ABOUT IT!

NEVER MIND THAT! WHEN WAS THE LAST TIME IT WAS IN THE SHOP?

I DUNNO, IT WAS INSPECTED LAST MONTH AND PASSED... BUT I DON'T REMEMBER WHO INSPECTED IT!





When you're assigned to a job as "pilot" on a log book item of Army equipment, you're going to find yourself "going steady" with a book.

It's called the Equipment Log Book. And it's an "assembly," made up of a special binder that wears FSN 7510-889-3494 (QM) and a few insert forms.

The first form in the log book will be a page of general instructions with an index, DA Form 2408 (or 2408A if it's for administrative-use equipment or aircraft).

The log can be the dispatch authority for tactical equipment. But the Equipment Utilization Record, DA Form 2400, may also be used with tactical equipment if the CO of your outfit sees fit, like it says in para 21a(3) of TM 38-750.

The basic log book for a major item of equipment, is made up a few insert cards. So let's take 'em up as they'll normally appear, when issued with new equipment . . . or made up for equipment now in use.

EQUIPMENT DAILY LOG, DA FORM 2408-1

This form is to be filled in by the man in direct charge of the equipment (commander or operator) and checked by the platoon leader or supervisor.



Here's how you fill out the log forms:

EQUIPMENT DAILY LOG,

DA FORM 2408-1

The first entry will show the hourmeter and odometer reading for the end of the previous month. Mark it to show it's carried over from the previous month.

Enter the date (day, month, year) in column a, and enter hourmeter and odometer reading in column b



Enter total gallons of fuel added during the day in column c and enter quarts of oil added to listed components in column d (if no fuel or oil is added leave both c and d blank—no X's, zeros, check marks or lines). Other components that may need oil should be written in blank spaces in the heading of column d

Mileage (or hours of operation) when next lubrication is due may be entered on lower right-hand corner of form if desired (or required by local SOP).

This form is the same one that's used for the daily logs, except that on this one you check "monthly" in section 3.

The equipment commander or operator computes and makes the entries on this form at the end of each month.

Each month enter the date (month and year) and the hours or miles of operation for the month. To get total hours or miles from your daily log, subtract the reading for the beginning of the month from the reading at the end of the month.

Enter total gallons of fuel added during the month and total quarts of oil



NON-COLLATING

DA FORM 2408-1

1. DATE OF ENTRY

2. MILEAGE OR HOURS

3. TOTAL FUEL ADDED (GALLONS)

4. OIL COMPONENTS

5. MILEAGE (OR HOURS) WHEN NEXT LUBRICATION IS DUE

6. DEFICIENCIES

7. OPERATOR'S SIGNATURE

8. TIME OF LOG

9. MONTHLY

10. MONTHLY TOTALS

DATE OF ENTRY	MILEAGE OR HOURS	TOTAL FUEL ADDED (GALLONS)	OIL COMPONENTS	MILEAGE (OR HOURS) WHEN NEXT LUBRICATION IS DUE	DEFICIENCIES	OPERATOR'S SIGNATURE	TIME OF LOG	MONTHLY	MONTHLY TOTALS
2 Jan 62	351	1000	(Mileage from Dec)			Markon Koster		<input checked="" type="checkbox"/>	
4 Jan 62	367	1025	53			Robert Shaw		<input checked="" type="checkbox"/>	
11 Jan 62	368	1035	40			Robert Shaw		<input checked="" type="checkbox"/>	
17 Jan 62	370	1041				Robert Shaw		<input checked="" type="checkbox"/>	
22 Jan 62	373	1044				Edwin Hall		<input checked="" type="checkbox"/>	
30 Jan 62	376	1045	45			Robert Shaw		<input checked="" type="checkbox"/>	

EQUIPMENT MONTHLY LOG,

DA FORM 2408-1

1. MONTHLY TOTALS

2. OPERATOR'S SIGNATURE

3. TIME OF LOG

4. MONTHLY

5. MONTHLY TOTALS

DATE OF ENTRY	MILEAGE OR HOURS	TOTAL FUEL ADDED (GALLONS)	OIL COMPONENTS	MILEAGE (OR HOURS) WHEN NEXT LUBRICATION IS DUE	DEFICIENCIES	OPERATOR'S SIGNATURE	TIME OF LOG	MONTHLY	MONTHLY TOTALS
Jan 62	15/68	138	2	2	1	Robert Shaw		<input checked="" type="checkbox"/>	

1. REGISTRATION OR SERIAL NO.

2. TIME OF LOG

3. MONTHLY

4. MONTHLY TOTALS

5. MONTHLY TOTALS

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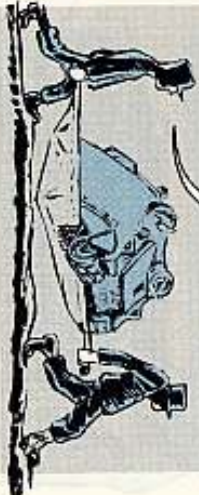
98. MONTHLY TOTALS

99. MONTHLY TOTALS

100. MONTHLY TOTALS

DAILY

Make a check (✓) under column e to indicate whether equipment has an uncorrected shortcoming or a deficiency. If check indicates no deficiencies in column e, the crew chief or operator makes a check in column f and signs the entry in column g. But when a deficiency is noted in column e, the number of days the equipment is non-operational will be entered in column h, and the entry will then be signed by the mechanic or motor sergeant of the organization when the deficiency is corrected.



Nomenclature of the equipment and registration or serial number are written in at the top of the form.

added during the month to each of the components (the same ones listed on the daily log). If none was added, leave space blank.

Total days the equipment was non-operational (deadlined) during the month will be entered in column h and the entry will be signed by the equipment commander or operator.

After the daily log data totals are transferred to the monthly log, any daily log forms that are completely filled in (both sides) will be destroyed. But take care you don't toss 'em away before the info is transferred.

Each month enter the date (month and year) and the hours or miles of operation for the month. To get total hours or miles from your daily log, subtract the reading for the beginning of the month from the reading at the end of the month.

Enter total gallons of fuel added during the month and total quarts of oil

DA FORM 2408-1

1. DATE OF ENTRY

2. MILEAGE OR HOURS

3. TOTAL FUEL ADDED (GALLONS)

4. OIL COMPONENTS

5. MILEAGE (OR HOURS) WHEN NEXT LUBRICATION IS DUE

6. DEFICIENCIES

7. OPERATOR'S SIGNATURE

8. TIME OF LOG

9. MONTHLY

10. MONTHLY TOTALS

1. REGISTRATION OR SERIAL NO.

2. TIME OF LOG

3. MONTHLY

4. MONTHLY TOTALS

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ALL LUBRICATION SERVICES (SCHEDULED OR UNSCHEDULED) ARE RECORDED ON THIS FORM BY THE MAN WHO DOES THE JOB.

Enter the day, month and year of the lube service (a) and the hourmeter or odometer reading (b).

In the "oil change" column (c), enter the number of quarts of oil used to refill each component of the equipment (add additional components as required for your equipment in blank spaces in the heading). If none was added, leave space blank.

In column d, enter "S" or "C" to indicate the filter was serviced or changed. Blanks are provided for listing additional filters that may be on the equipment.

EQUIPMENT LUBRICATION

You enter the number and date of the IO that's used in the upper right-hand corner of the form (Block 3). If there's no IO, leave it blank.

1. WORK CENTER
Tank, 90MM Gun, M48A2

DATE	REASONS	OIL CHANGE (QU)				
		ENGINE	TRANSMISSION	DRIVE SHAFT	DIFFERENTIAL	FINAL DRIVE
<i>2 Nov 61</i>	<i>321</i>	<i>1367</i>				
<i>27 Nov 61</i>	<i>334</i>	<i>1442</i>				
<i>29 Jan 62</i>	<i>375</i>	<i>1658</i>	<i>64</i>	<i>92</i>		<i>12</i>

2. EQUIPMENT IDENTIFICATION (SERIAL NO.)
9-B 2327

3. LUBRICATION ORDER NUMBER
9-7022

4. SIGNATURE
[Signature]

RECORD, DA FORM 2408-2

Write "yes" or "no" to indicate whether a complete lubrication service has been done on components listed in column e (a complete lubrication means servicing all points listed in the equipment IO).

If there're additional components to be lubed, write 'em in the blank spaces in the heading.

Write any comments such as special conditions or reasons for the service (like "after fording") in the space for "remarks" and sign in the last column.

1. IDENTIFICATION (SERIAL NO.)
9-B 2327

2. LUBRICATION ORDER NUMBER
9-7022

3. SIGNATURE
[Signature]

DATE	REASONS	OIL CHANGE (QU)					REMARKS
		ENGINE	TRANSMISSION	DRIVE SHAFT	DIFFERENTIAL	FINAL DRIVE	
<i>S/S</i>	<i>yes</i>	<i>yes</i>	<i>yes</i>	<i>yes</i>	<i>yes</i>	<i>None</i>	<i>Replace</i>
<i>S/S</i>	<i>yes</i>	<i>yes</i>	<i>yes</i>	<i>yes</i>	<i>yes</i>	<i>greasing</i>	<i>Serviceable</i>
<i>S/S</i>	<i>yes</i>	<i>yes</i>	<i>yes</i>	<i>yes</i>	<i>yes</i>	<i>greasing</i>	<i>Serviceable</i>
<i>S/S</i>	<i>yes</i>	<i>yes</i>	<i>yes</i>	<i>yes</i>	<i>yes</i>	<i>greasing</i>	<i>Serviceable</i>

4. EQUIPMENT IDENTIFICATION (SERIAL NO.)
9-B 2327

Filled in lubrication record forms will be destroyed one year after the date of the last entry on 'em (AR 345-292). Also, check your local SOP.

EQUIPMENT MAINTENANCE

1. IDENTIFICATION (SERIAL NO.)
9-B 2327

2. EQUIPMENT IDENTIFICATION (SERIAL NO.)
9-B 2327

3. SIGNATURE
[Signature]

DATE	REASONS	OIL CHANGE (QU)					REMARKS
		ENGINE	TRANSMISSION	DRIVE SHAFT	DIFFERENTIAL	FINAL DRIVE	
<i>2 Nov 61</i>	<i>321</i>	<i>1367</i>					
<i>27 Nov 61</i>	<i>334</i>	<i>1442</i>					
<i>29 Jan 62</i>	<i>375</i>	<i>1658</i>	<i>64</i>	<i>92</i>		<i>12</i>	

RECORD (ORGANIZATIONAL) DA FORM 2408-3-1 OR DA FORM 2408-3

Your equipment log will carry either DA Form 2408-3-1 or DA Form 2408-3. You'll find the selected list of equipment items that get the -3-1, three-copy form in Appendix III of TM 38-750.

When you're using DA Form 2408-3-1, the white control copy (No. 1) is for use by higher headquarters. The yellow copy is to be folded and mailed to the national agency. (On missile or electronic equipment mail weekly or when filled in, on other items mail quarterly or when filled in, whichever comes first.) The white log book copy (No. 3) stays in the log.



Five entries are required at the top of this form: (1) Organization that has the equipment and installation where located, (2) serial number, and (3) registration number (4) nomenclature, and (5) FSN. STRAC units make an "X" in Block 1.

1. ORGANIZATION AND INSTALLATION Co. E, 4TH MED TANK BN, 33RD ARMOR, APO 144		2. STRAC CODE	3. SERIAL NUMBER 3241	4. REGISTRATION NUMBER 9-B 2327					
5. NOMENCLATURE AND MODEL Tank, Combat, 90MM GUN, M48A2			6. FSN 2350-346-7560						
DATE (Day - Mo - Yr)	READING (Hours, Miles, Rounds)	FAILURE DETECTED DURING	FIRST INDICATION OF TROUBLE	ACTION CODE	FAILURE CODE	CD C	REPAIRS AND SERVICES	PARTS USED	COMPONENT SH. REMOVED/SH. NEW

When several components are serviced at one time, the date in column a may be entered only on the first line used for that service

Enter odometer reading, rounds fired, or hours equipment was operated in column b.

Code letters for use in columns c, d and e are found on the left-hand side on the back of the first copy of the form. Code numbers for column f also are listed on the back. (If the service is something like checking and adjusting road wheels or wheel bearings, it's okay to just draw a line thru columns c, d and f.)

DATE (Day - Mo - Yr)	READING (Hours, Miles, Rounds)	FAILURE DETECTED DURING	FIRST INDICATION OF TROUBLE	ACTION CODE	FAILURE CODE	CD C
4 JAN 62	367 / 1628	C	099	A	230	AD
18 JAN 62	371 / 1643	D	387	A	462	RE
23 JAN 62	374 / 1655	D	790	B	790	AD
25 JAN 62	379 / 1655					CO
29 JAN 62	375 / 1650					QC
		A	099	B	230	SE
		A	790	B	790	AD

A brief description of the work done goes in column g. Usually the one-word name of the component serviced will do it. A C/B (component breakdown) Code is being developed for electronic items and missiles only. Sometimes the name of the manufacturer of the component that's serviced or repaired may be needed to pinpoint the problem. Contract number or order number from equipment nameplate may help to identify it. (See form on page 40).

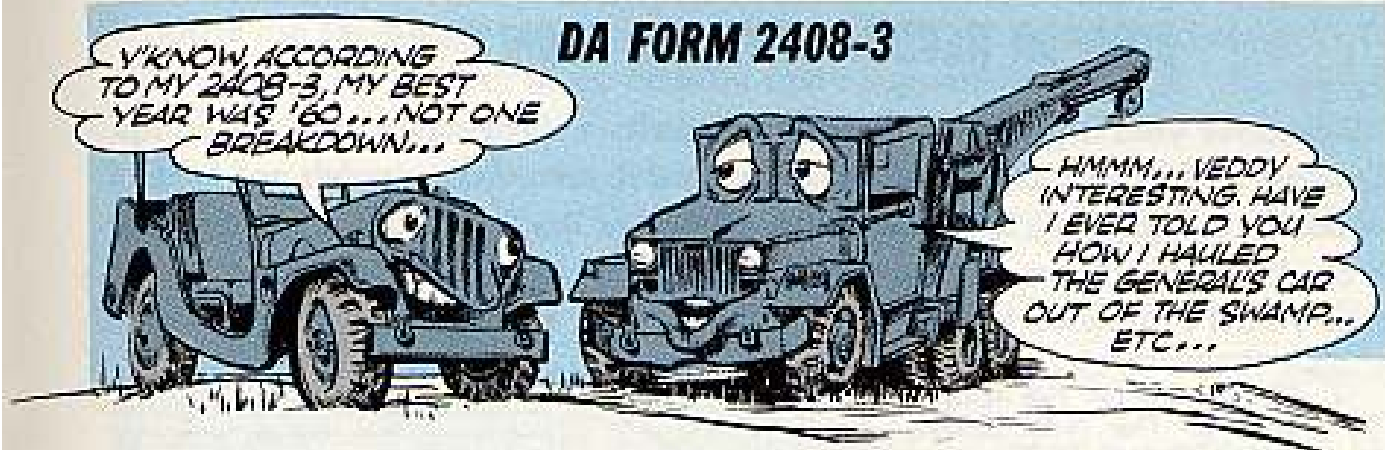
Enter total man-hours in column h, the FSN (I) and quantity of parts used (j), and the serial number of a component removed and the serial number of the component installed to replace it (if they've got numbers) in column k, with a slash between the numbers. (See form on page 40).

Remarks, keyed to the line they refer to, go at the bottom. (When organizational maintenance is performed by field maintenance units on their own equipment and recorded on DA Form 2407, the DA Form 2408-3-1 oughta have this entry under Remarks, like so:



12.							
I. REMARKS (Indicate applicable line number) LINE 4 REPORTED ON DA FORM 2407							
EQUIPMENT MAINTENANCE (CN)							
DA FORM 2408-3-1 1 APR 62				REPLACES DA FORM 9-110, 1 AUG 54, WHICH IS OBSOLETE			

DA FORM 2408-3



For equipment that doesn't get the -3-1 form, a single card DA Form 2408-3 is used.

Enter the date, hourmeter or odometer reading or rounds fired, a brief description of the service or repair, man-hours, and FSN or part number and quantity of parts used. Then indicate under "remarks" if an Equipment Improvement Recommendation (Section III DA Form 2407) was submitted and sign the entry (mechanic or supervisor).

1. NOMENCLATURE				2. REGISTRATION OR SERIAL NUMBER			
TRUCK, UTILITY, 1/4-TON, 4x4, M38A1				6-B-4362			
DATE	METERING (Hours, Miles or Rounds Fired)	REPAIRS AND SERVICES ACCOMPLISHED	MAN HOURS	PARTS USED		REMARKS	SIGNATURE
				FSN OR PART NUMBER	QTY		
4 JAN 62	22106	REPLACED GENERATOR	2	6115-737-4750	1		Aubrey Crowe
1 JAN 62	22341	QUARTERLY SERVICE	4				Porter Hodge
29 JAN 62	12390	ADJUSTED BRAKES	1				Aubrey Crowe
3 FEB 62	22421	ADJUSTED FAN BELT	0:10				Aubrey Crowe

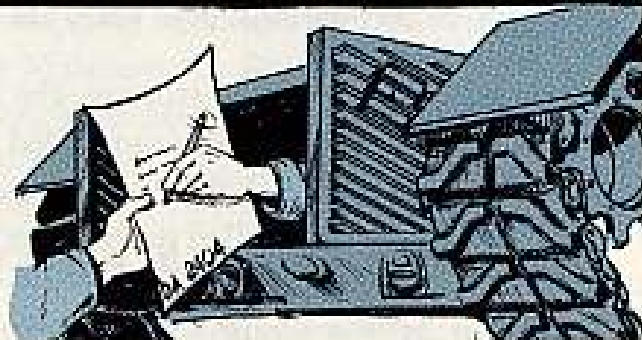
DA FORM 2408-3
1 APR 62

REPLACES DA FORM 2408-1 (TEXT), 1 JULY 51, WHICH IS OBSOLETE. EFFECTIVE 1 JAN 52

EQUIPMENT MAINTENANCE RECORD (ORGANIZATION USE)
DTM 38-7401

Whichever organizational equipment maintenance record form is used, it's to be filled in by the mechanic who performs the service or repair. And it's used whenever an organization maintenance service or repair is required—at periodic intervals or in between. And a copy stays with the equipment log until the equipment gets a depot overhaul or rebuild.

In addition, all inspections of the equipment (annual, command, spot check) will be recorded on the DA Form 2408-3 or DA Form 2408-3-1



on the first open line. Enter the type of inspection in the "repairs and services" column. Entries in other columns will be made by the inspector. Any faults detected will have been recorded on a DA Form 2404, completed in the usual way (See page 18).

WEAPON RECORD DATA, DA FORM 2408-4

Whenever your equipment includes or carries a rifled canon tube, the equipment log will include this form. It's to be used to record the number and type of rounds fired during the life of the tube, cannon or liner, and to make a record of its condition. Entries may be made by a tank commander, for instance, or by the section chief or platoon leader.

AT THE TOP OF THE FORM RECORD THE TUBE SERIAL NUMBER AND TYPE OF OUTFIT USING IT... COLUMN 3 ENTER DATE OF FIRING.

(b), charge or zone, or velocity of fixed rounds.

(c), projectile type and rounds fired—including blanks.

(d), accumulated total rounds.

(e), date of recoil exercise.

(f), gage or velocity measurement —by Ordnance teams.

(g), and estimated remaining life —in EFC rounds.

COLUMN h IS USED FOR ANY EXPLANATIONS NEEDED ON ENTRIES IN OTHER COLUMNS, AND THE MAN MAKING ENTRIES ON EACH DATE SIGNS IN COLUMN 1 EASY ENOUGH, HUH?

DATE	CHARGE OR ZONE	PROJECTILE TYPE AND ROUNDS FIRED	ACCUMULATED TOTAL ROUNDS	RECOIL EXERCISE DATE	GAUGE OR VELOCITY MEASUREMENT	REMARKS	DATE OF ENTRY
7 Feb 61			73	(5th)	3,549	Carried forward from previous page	A. P. Sisko
7 Aug 61	2700 FPS	R. WP M 313 S. TP-7 M 353	88		622		A. P. Sisko
21 Sep 61	3000 FPS	18. TP-7 M 353	104		604		A. P. Sisko
6 Nov 61	2700 FPS	18. TP-7 M 353	132		588		A. P. Sisko
4 Dec 61					1858	Estimated life in accordance with T.M. 9-1300-202-12	Robert Sisko

WEAPON RECORD DATA (7-61-740)

DA FORM 2408-4 (1-61)

Totals from the previous page, page totals, and over-all totals for the equipment get entered at the bottom of the form.

If the tube's switched to storage, the form's removed from the log and stored with the tube. When the tube's installed on a new carriage, the form's put in the log for the new carrier. When a form is filled on both sides, or the tube is condemned the form gets mailed to the responsible national agency. (Before mailing, transfer column totals to new form.)

DA Form 2408-4 along with DA Form 2408-9 replaces the Weapon Record Book, DA Form 9-13 and DA Form 9-13-1.

EQUIPMENT MODIFICATION RECORD, DA FORM 2408-5

All authorized modifications of the equipment are entered on this form. And the owning organization or outfit fills in the info on the left side of the form as soon as the MWO is received, no matter who's supposed to do the modification job (current MWO's are found in DA Pam 310-4).

Enter the MWO number (a), date of the MWO (b), U for urgent or N for normal (c), the number of the echelon that's supposed to apply it (d), and the MWO title and kit number—if there's a kit with an FSN (e). If a second line's needed for this entry, draw a line thru other columns on the second line.



1. NOMENCLATURE					2. REGISTRATION OR SERIAL NUMBER			
Tank, 90mm Gun, M48A2					9-B 2327			
MODIFICATIONS REQUESTED								
AWO NO.	DATE OF MWO (DD/MO/YR)	PRI-ORITY	ECHELON	MWO TITLE AND KIT NUMBER	DATE MWO APPLIED (DD/MO/YR)	MAN HRS	ORGANIZATION APPLIED/MWO	SIGNATURE (Identification of MWO Applicant)
9-2100-202-20	28 SEP 59	N	2	Track Tension Index	16 FEB 60	2	Co B, 3rd Armored	Martin Lester
9-2205-206-38/1	7 JAN 60	U	3	FAN DRIVE AND MOTOR 2930-641-1378				
9-2205-206-38/1	8 JUL 60	U	3	FAN DRIVE AND MOTOR	26 AUG 60	28	16th Det	Carl Cook

When the MWO's applied, enter—on the right side of the form—the date (f), the man-hours required (g), and the shop or organization that applied the MWO. This entry is completed and signed by a representative of the organization that applies the MWO. This form is a permanent part of the equipment log.

EQUIPMENT MAINTENANCE RECORD (SUPPORT ECHELONS—FIELD AND DEPOT), DA FORM 2408-6

1. NOMENCLATURE					2. REGISTRATION OR SERIAL NUMBER			
Tank, 90mm Gun, M48A2					9-B 2327			
DATE	READING (Gauge, Meter, or Ammeter)	REPAIRS AND SERVICES ACCOMPLISHED	MAN HOURS	PARTS USED		REMARKS	SIGNATURE AND ORGANIZATION	
				PART OR PART NUMBER	QTY			
17 Oct 61	512/1340	TB 9-1000-220-35 Replace ammp box mounting studs	8				James Chevall Post Ord	
4 Nov 61	534/1072	Repair short in firing circuit	4				P.C. Martin Ord. Ad.	

This form is the responsibility of the support organization (field and depot)—not the user. Its info comes from the Maintenance Request, DA Form 2407. It's signed by the mechanic or supervisor, who also writes in the organization making the repair.

This form stays with the equipment until depot overhaul or rebuild.

EQUIPMENT TRANSFER RECORD, DA FORM 2408-7

This four-copy form is used to record any transfer of accountability for "selected items" of equipment which have log books. This means any transfer or shipment to another organization, salvage, disposal or loss in combat. It's not used for equipment on loan or evacuated for repair.

Normally, the outfit where the equipment's coming from prepares the form, if delivery is direct to receiver. (The form will be executed by both the source and the receiver if delivered thru a transportation organization or by common carrier.)



Block 1 lists the organization issuing or receiving the equipment. Block 10 gives the receiving organization and Block 11 shows the original source. Block 9 is used to record changes in attachments on the equipment.

Block 12 shows the date of the transfer, or—in case of an attachment replacement—the date of the replacement.

The four copies are distributed like so: Blue copy to supporting field maintenance; yellow copy to national agency; white control copy to organization's major command; white copy stays in the equipment log as a part of the permanent record.

For Engineer items, see AR 711-541.

EQUIPMENT ACCEPTANCE RECORD, DA FORM 2408-8

This form is the equipment's "birth certificate." It shows the equipment status, including engineering and design changes, when received from the manufacturer. Entries are made by the accepting inspector.

Army MWO's will not be recorded on this form—they'll be recorded on DA Form 2408-5. (See page 44.)

The Equipment Acceptance Record is a permanent part of the log.



PROOF ACCEPTANCE RECORD, DA FORM 2408-9

When the log covers a rifled cannon tube, or equipment on which one is installed, it'll have this form with a record of the tube's proof test. The proof test certification is made by the inspector before the tube is delivered to supply.

This is a permanent record, but the form will be removed and packaged with the tube if it goes into storage or added to the log of any other equipment on which the tube is installed.

PROOF ACCEPTANCE CERTIFICATE		Erie Ordnance Depot Lacarne, Ohio	
WEAPON NAME, CALIBER AND NUMBER <i>Gun, 90mm, M41 (Wichland) Breech Ring No 4387</i>		GPI/aa/Feb 1958 Date 17 Feb 58	
TUBE NUMBER <i>78254</i>	MOUNT <i>T88, SN 13217</i>	Gun 90MM T119E1 No. <i>4387</i> w/Tube T119E1 No. <i>78254</i> and Mount M78 No. <i>13217</i> was proof tested and accepted as per Spec MIL-G-10498 (ORD) Amend 1, 11 Jul 1951.	
PROOF TESTED AND ACCEPTED (Authority) <i>Spec MIL-G-10498 (ORD)</i>			
FORWARD <i>3 M82 APC</i>	DATE <i>17 Jun 58</i>		

EQUIPMENT COMPONENT REGISTER, DA FORM 2408-10

DA Form 2408-10 will be used three different ways: It will be used as an index when several equipment logs are kept in a single binder.

It will also be used when you replace a serially-numbered major component on an end item.

When it records a serially-numbered major components on the end item, insert this form in the end item log book (it's for engines, transmissions, final drives, compressors, winches, recoil mechanisms, power control units, auxiliary power plants, etc.).

At the top, enter the end item nomenclature and serial number. Leave "tab" column blank, list component installed with date and serial number, and keep as a permanent part of the end item log.

(The "tab" column is filled in when the 2408-10 is used as a log binder index.)

1. EQUIPMENT NOMENCLATURE			2. SERIAL NUMBER			
Tank, Combat, 90 MM Gun, M48A2			7241			
TAB	NOMENCLATURE	DATE	DATE	DATE	DATE	DATE
		SER. NO.	SER. NO.	SER. NO.	SER. NO.	SER. NO.
	Replace Transmission	26 Apr 61 T-20528				
	Replace Engine	26 Apr 61 E-1052				
	Replace Generator	18 Jan 62 12246				
EQUIPMENT COMPONENT REGISTER (TM 38-710)					DATE FIRED	

DA FORM 2408-10
1 APR 62

For third use of this form (with missile equipment) see page 52.

EQUIPMENT MAINTENANCE LOG (CONSOLIDATED)

DA FORM 2409



This is the single-card log. It can be used as an insert in a log book, or as a separate log on other equipment.

MORE ON THIS ON PAGE 64

Here're a few things you'll want to check in your equipment log book:

First, make sure you've got the right book. It should have the equipment registration or serial number, or both, on the cover and on each form.

Second, make sure all parts of the book are in it. They're listed in the index (first card inside the front

cover), DA Form 2408 or 2408A, and Appendix II of the TM.

Third, see that the Equipment Lubrication Record, DA Form 2408-2, lists the latest LO for the equipment (Check DA Pam 310-4).

Hang onto that equipment log with a firm grip and keep it outa the fire and away from water. Like it says on the instruction card inside the front cover: "Damage, loss, or destruction of this book as a result of negligence will be cause for disciplinary action."

MISSILE

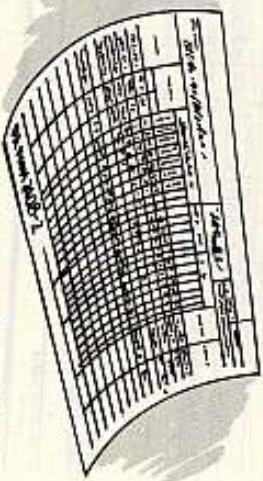
WHAT ABOUT MISSILE SYSTEMS? JUST WHAT FORMS DO YOU USE WITH MAJOR ITEMS LIKE MISSILES, LAUNCHERS, GUIDES, DIRECTORS, HANDLING AND SERVICING EQUIPMENT, TEST SETS AND WHAT HAVE YOU?
STICK AROUND FOR A COUPLE OF PAGES AND YOU'LL GET A BUNDLON ON THE FORMS THAT'RE TIED IN WITH MISSILE SYSTEMS.

SYSTEMS FORMS

One thing you'll see on some of the forms is spaces where you're supposed to say how many miles or hours the equipment has run. In the old days, you could make an estimate if you didn't know for sure. That's not so any longer. If you can't say exactly—by reading a meter—just what the total mileage or hours figures are, put "NA" (for not available or applicable) in the blanks.

The first form you come on in your log book for missile systems equipment is **DA Form 2408-2**, the Lubrication Record. Even though you haven't been recording lube services on any forms in the past, you shouldn't sweat in catching on to this one. (See top of page 40).

The idea of the 2408-2 is to set up a record of scheduled and unscheduled lubrications of equipment. The form is kept in the equipment log for one year after the day you make the last entry. Then it's destroyed.



You can check Appendix II, TM 38-750, for the missile equipment that'll get logs, and also for which forms each item'll use. In a basic log book for missile systems equipment, for example, you'll have:

- DA Form 2408-2, Equipment Lubrication Record
- DA Form 2408-3, Equipment Maintenance Record (Organizational)
- DA Form 2408-3-1, Equipment Maintenance Record (Organizational)
- DA Form 2408-5, Equipment Modification Record
- DA Form 2408-6, Equipment Maintenance Record (Support Echelons)
- DA Form 2408-7, Equipment Transfer Record
- DA Form 2408-8, Equipment Acceptance Record
- DA Form 2408-10, Equipment Component Register
- DA Form 2409, Equipment Maintenance Log (Consolidated)

*This one can be used as an insert in a log book, to record maintenance info on a separate component used with the major item, or it can be used by itself as a complete log.

DA Form 2408-3-1, Equipment Maintenance Record, (Organizational) is mighty important in the missile systems maintenance records scheme of things. The 2408-3-1 is so darn important that you want to be accurate in filling it out—with no if's, and's or but's. That is, just like with the old DA 9-110, the Component Evaluation Report.



There's good reason for being accurate. The national agency wants to know what equipment and components go sour and in what way. Then they can dig into the why's. So a 2408-3-1 will be made out on every end item—which needs maintaining—in a missile system—whether the item has or is included in a log book. Those which don't go with a log may be filed locally after the "franked" copy has been "mailed to Redstone," or the log book copy may go to "file 13." Your command will tell you where to send the control copy.

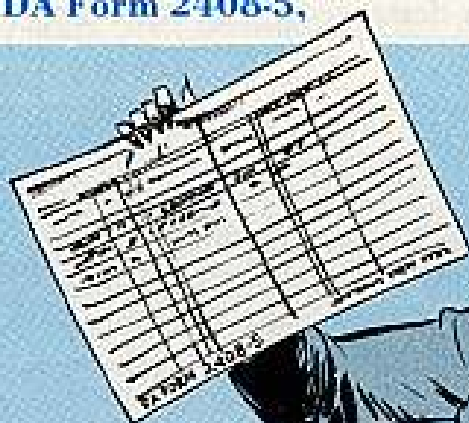
DA Form 2408-3, another Equipment Maintenance Record (Organizational), is used along with the 2408-3-1. And it sure is simple to work on since the only time you use it with missile systems is when you transfer the scoop from 2408-3-1 to it. You make the transfer so's you can have a permanent maintenance record if the equipment happens to be backed up by a log.

1. MANUFACTURE				2. REGISTRATION OR SERIAL NUMBER			
TRACKING STATION, AN/MPA-5A				1185			
DATE	REASON FOR WORK (If Not Filled)	REPAIRS AND SERVICES ACCOMPLISHED	PARTS USED		NUMBER	SIGNATURE	
			QTY	QTY			
6 JUN 62	NA	REPLACE INDICATOR, AZ E RANGE	1.25	4330-621-0137	1	PODR FOCUS <i>[Signature]</i>	
8 JUN 62	NA	REPLACE REGULATOR, VOLTAGE	1.00	1285-762-0552	1	INSULATION FRAYED CAUSING ARCING <i>[Signature]</i>	

DA FORM 2408-3 1 APR 62
REPLACE DA FORM 2408-1 (FORM 1 JAN 61) WHICH IS OBSOLETE. EFFECTIVE 1 JULY 62.
EQUIPMENT MAINTENANCE RECORD (ORGANIZATIONAL) (TM 31-119)

You missile and electronic fixers will want to get acquainted with the circuit designations and component breakdown (CB) codes which are being developed specially for missile equipment and electronic items. You'll also need this scoop on filling out the 2408-3-1 and the 2407.

DA Form 2408-5,



DA FORM 2408-5, EQUIPMENT MODIFICATION RECORD WORKS THE SAME FOR MISSILES AS FOR OTHER EQUIPMENT. CHECK PAGE 45 OF THIS ISSUE ON THE MWO RECORD.

DA Circular 310-9 (12 Apr 62) authorized your unit extra copies of this issue of P5 Magazine on initial distribution.

DA Form 2408-6, Equipment Maintenance Record (Support Echelons — Field and Depot). This form's for recording what support does to your equipment . . . you don't fool with it.

One form that you won't be using very often is **DA Form 2408-7**, the Equipment Transfer Record.

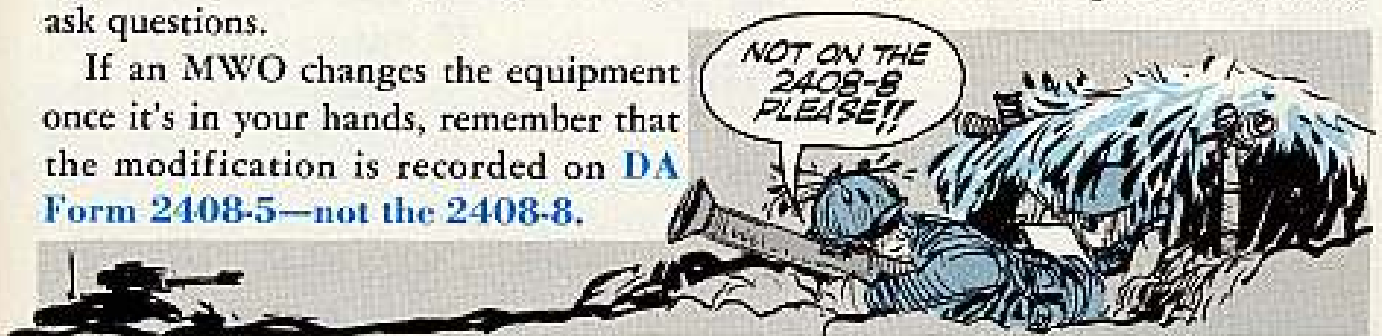
That word "transfer" tells most of the story behind the form. You fill out the 2408-7 whenever you take a piece of equipment—one that's in the equipment log—off your property book . . . and someone else picks it up. You also use it when the equipment is declared excess, is salvaged or disposed of or lost in combat. For now, this form is used only on the selected items listed in Appendix III of TM 38-750. For the story on this see page 45.

1. CONTROL CODES, ORGANIZATION AND INSTALLATION 1st US ARMY COMBINED FIELD MAINT. SHOP, CAMP KILMER, N.C.		2. SERIAL NUMBER 10362	3. NOMENCLATURE AND MODEL GUIDED MISSILE; AIR DEFENSE, M6		
2. FEDERAL STOCK NO. 1410-250-4462		3. DATE OF MFG. WECO 64959	4. U.S. REGISTRATION NUMBER NONE		
3. MANUFACTURER (Manufacturer's Code)		4. HOURS NA	5. MILES NA	6. ROUNDS NA	
ATTACHMENT(S) OR COMPONENTS					
A. MAKE (Manufacturer's Code)		B. MODEL	C. SERIAL NUMBER	D. ITEM DESCRIPTION	
a.					
b.					
c.					
10. SHIPPED TO Btry C, 4th Mst Bn, 71st Arty, Fort Hancock, N.J.			11. RECEIVED FROM WECO, GREENSBORO, N.C.		12. DATE 1 MAY 62
13. REMARKS BE SURE YOU DON'T PUT CLASSIFIED INFORMATION ON THIS FORM.					
EQUIPMENT TRANSFER RECORD (TM 38-710)					
DA FORM 2408-7 1 APR 62		REPLACES DA FORM 2134, 1 SEPTEMBER 1959, AND DA FORM 7-73 1 JUNE 1964, WHICH ARE OBSOLETE, EFFECTIVE 1 JULY 1964.			SUPPORT ACTIVITY COPY - 1

DA Form 2408-8, the Equipment Acceptance Record, is a snap to take care of. You don't do a thing with it—except keep it in your log book.

It's filled out by an inspector long before the equipment works its way from the manufacturer to your outfit. Of course, it doesn't hurt any to give the form a good look-see when you get it. If you have any question on spaces left blank, ask questions.

If an MWO changes the equipment once it's in your hands, remember that the modification is recorded on **DA Form 2408-5**—not the 2408-8.



You might say that **DA Form 2408-10**, the Equipment Component Register, is tailor-made for missile systems equipment. And it does triple-duty, besides.

1. EQUIPMENT NOMENCLATURE		2. SERIAL NUMBER			
MISSILE, AIR DEFENSE, M6		10362			
TAB	NOMENCLATURE	DATE	DATE	DATE	DATE
		SER NO.	SER NO.	SER NO.	SER NO.
A	Fwd + AFT Body Section	5MAY62			
		0613			
	Warhead section	5MAY62			
		0110			
	Igniters M24, M65	5MAY62			
		2112			
	Rocket Motor XM30	5MAY62			
	3678				
	Rocket Motor XM42	5MAY62			
		1986			
	Safety + Arming Device	5MAY62			
		9872			
	Accessory Power Supply	5MAY62	7AUG62		
		2787	2972		
B	Transponder Control Group	5MAY62			
		31892			
EQUIPMENT COMPONENT REGISTER (21 38-749)				DATE FIRED	

DA FORM 2408-10
1 APR 62

The 2408-10 gets used as an index for logs when more'n one log is kept under one log binder... and it becomes a permanent section of the log.

The 2408-10 also is used as an insert in a log book so's you can keep track of missile components and their replacements. Once the missile is fired, the insert is sent back to the national agency.

When it comes to equipment which doesn't get a log book, but still needs a maintenance record, then you use **DA Form 2409**, the Equipment Maintenance Log Consolidated.

You can use the 2409 as a maintenance log for specified equipment that's an end item in itself... or as an insert in a log book to take care of equipment that's attached to other end items. When it's used as an insert, you maintain it just like a separate log. And make sure it goes along whenever the equipment is sent out for repair or is transferred.

So much for the equipment log forms. All other maintenance and operation forms apply as described elsewhere in this issue.

AS YOU WERE

The Command Maintenance Inspection forms listed in Change 5 (31 Jan 62) to DA Pam 310-2 as being obsolete are still used for command maintenance inspections. If your local publications stock room has run out of these forms, they have the OK from their supporting AG publications center to reproduce them.

THREE MORE FORMS



DA FORM 2402—EXCHANGE TAG

You use it to identify parts, components or assemblies turned in on direct exchange. You also use it to identify an unserviceable item turned in as an EIR (DA Form 2407) exhibit.

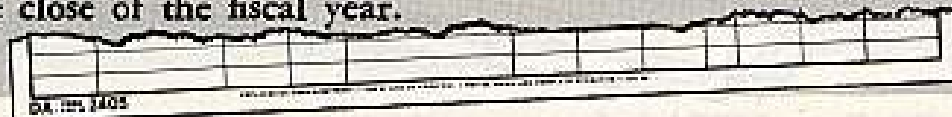


DA FORM 2405—MAINTENANCE REQUEST REGISTER

NO. OF REQUESTS	DATE	DESCRIPTION	STATUS	DATE COMPLETED	BY WHOM	REMARKS
151	2405-1-1	REPAIR	COMPLETED	2405-1-1	JOHN	REPAIR
152	2405-1-2	REPAIR	PENDING		JOHN	REPAIR
153	2405-1-3	REPAIR	COMPLETED	2405-1-3	JOHN	REPAIR
154	2405-1-4	REPAIR	PENDING		JOHN	REPAIR
155	2405-1-5	REPAIR	COMPLETED	2405-1-5	JOHN	REPAIR

It's mostly for field maintenance, but you can use it at organizational level so you'll have a record of work you've requested.

Toss it out after all jobs are finished; support people have to keep it for a year after the close of the fiscal year.



DA FORM 2406—EQUIPMENT STATUS AND DEADLINE REPORT

This report is usually required by commanders at all levels. It keeps 'em up-to-date on what equipment's ready for operation.

Company or battery level start these reports out; they are consolidated as they go up the line.

On the back, your CO may use the normal date (28 Oct 62) or the last number for the year—"2" for 1962 and the number of the day in the year, like "301" for 28 Oct. So, "2301" gives you 28 Oct 62.

YOU AIR TYPES USE THE AIRCRAFT LOG



The DA Form 2408A index says each aircraft log will consist of some of the general forms used with all types of Army equipment along with the special forms peculiar to aircraft.

General forms have already been discussed, so we'll chew over the forms that are peculiar to aircraft—right now.

Only one of them—the DA Form 2410, Component Removal and Repair/Overhaul Record—does not belong in the log. It's the historical record for components during the time they're removed from an aircraft.

White Forms in the Cockpit

The new 2408-12 Army Aviator's Flight Record, 2408-13 Aircraft Inspection and Maintenance Record, and 2408-14 Uncorrected Fault Record are in white to show that they will be kept in the aircraft along with any weight and balance forms that may be required.

The remaining aircraft forms are blue and will be kept in the maintenance shack. So any time you want to keep an entire log in the aircraft, you make out duplicates of the blue forms for that purpose.

The basic change in the new flight record (-12) is the allotment of four lines for names on each flight. The extra spaces are to cover the increasing number of flying status types being



2408-12

assigned to missions. Because of the four-space grouping in Column 6, you now have an extra space in Column 12 for recording round-robin type flights.

This new inspection and maintenance record (-13) doesn't provide for calendar inspections and until all the TM's on individual aircraft are brought in line you may have to improvise, like using Block 10 for calendar inspections. Block 9 is laid out according to the current thinking of inspection by aircraft hours only. The "Daily" inspection is always recorded in Blocks 17-20 and the "other" space in Block 9 is for any future use or special requirement that might come up. Same goes for Blocks 10 and 15. It's extra space that local commanders can use.

Back over to Block 7 now. Keep in mind that boxes 1 to 6 refer to the aircraft's status.

Remember that communication, navigation and identification equipment cannot be divorced from the rest of the aircraft and is considered "mission essential equipment." Under current operating procedures, your aircraft has no choice but to go on a red diagonal status if your UHF or Omni is out, for example. If the IFF is useless, you don't want to head that beast for the wild blue on a combat simulated mission, either. (See page 54.)



But—if surveillance type equipment—like cameras or side-looking radars—are not operational, the aircraft can still be flown without any limitations. The difference is that you can't schedule any surveillance missions until the red / is removed from the "electronic" box.

1. FORM NO. 940862		2. TYPE SERIAL NUMBER 4434		3. CONTROL NO. 58-1330		4. NAME OF OPERATOR OR COMMANDER R. GUACCHIA		5. LOCATION PT. SKYBLUE, VT		6. DATE OF ISSUE 1		7. DATE OF EXPIRY 1			
C. STATUS TODAY				D. AIRCRAFT TIME				E. NEXT INSPECTION DUE				F. OTHER			
AIRCRAFT				TOTAL TIME				INTERVAL				REMARKS			
1				840:20				2				850:00			
2				4:05				3				900:00			
3				844:25				OTHER				1			
G. PARTS, CHANGES, ETC.				H. OIL, WEIGHT				I. SPECIAL SERVICE				J. SERVICES			
PART NO.				QUANTITY				OIL TYPE				SERVICES			
1				43 1000 8				J. Watch				PT SKYBLUE			
2				43 1000 7 8				K. Washdown				PT SKYBLUE			
3				43 1000 8				L. Washdown				PT SKYBLUE			
TOTAL				28				1				2			
K. AIRCRAFT SERIAL				L. PARTS AND/OR SERVICES				M. ACTION TAKEN				N. SIGNATURE			
G				(8 AUG 62) BUBBLE CRACKED DAILY INSP DUE				TRANSFERRED TO -14, 9 AUG 62 DAILY INSP COMPLETED 9 AUG 62				J. Guaccia			
14. FORM NO. 17															
15. TITLE AIRCRAFT INSPECTION AND MAINTENANCE RECORD															



Blocks 11 and 12 require an entry only when you're filling the tanks. No entry for draining tanks. A servicing entry is still required for a simple eyeball check—since your signature means all tanks topped off.

Drifting down to Blocks 17-20, the old system numbers have disappeared! Inspection items are listed by sequence numbers and, eventually, all aircraft TM's will show 'em in the inspection section of the -20 for use with the new 2404 worksheet (page 18).

TCTM's posted to the -15 service record that include inspection requirements must also be entered in Blocks 17-20 on the -18. Recurring requirements will be issued as changes to the inspection chapter of the TM. Until the next TM change a reminder should be tossed into Block 10, but as each recurring inspection comes due, it must be entered and signed off in Blocks 17-20. MWO's are posted to the -5 modification record.

2408-14

The Uncorrected Fault Record (-14) is familiar looking. The only point to make here is that column e gives you space to reference supply action on needed repair parts—or explain that a non-safety of flight repair or inspection is being delayed until the next scheduled maintenance inspection.

1. FORM NO. 2408-14		2. TYPE SERIAL NUMBER 4434		3. CONTROL NO. 58-1330	
A. FAULT		B. REPAIR DELAY		C. DATE OF NEXT INSPECTION	
(8 AUG 62) BUBBLE CRACKED		DAILY ON STAGE		9 AUG 62	
E. ACTION TAKEN		F. SIGNATURE		G. DATE	
TRANSFERRED TO -14, 9 AUG 62		J. Guaccia		9 AUG 62	
14. FORM NO. 17					
15. TITLE UNCORRECTED FAULT RECORD					

THE BLUE FORMS

The -15 (Service Record for Aircraft) is a consolidated historical record for the entire aircraft, the -16 (Component Installation and Removal Record) does the same job for aircraft components, and the -17 (Aircraft Inventory Record) covers aircraft property.

AIRCRAFT HISTORY (-15), There's no need to write a novel in column e. Your component replacements are being recorded on the aircraft's -16, so stick to experiences that affect the aircraft as a whole. (See form on page 55)

Things like major overhauls and inspections, accidents and crash landings (complete with explanation of cause, repair, date, time, etc.) and anything else you yourself would want to know about that aircraft's service life if it were being transferred to you instead of vice versa.

No routine maintenance info here—please!

Also keep in mind that Block 4 means the date the Army, not your outfit, accepted this bird from the manufacturer.

For ease of reading, it might help to make your "R" entry in column a thru d at least one line below the end of the last column e entry. That way the column e entries can be isolated according to which organization or activity made 'em. **COMPONENT HISTORY (-16), (2410)**

1. TYPE, MODEL, SERIES H-23 D				2. SERIAL NUMBER 58-5393			3. PAGE NO. NO. OF PAGES 1 1					
NOMENCLATURE a	FEDERAL STOCK NUMBER b	SERIAL NO. c	OVERHAUL OR REPLACEMENT LIFE (MONTHS) d	WHEN INSTALLED		NO. OF PREV. OVERHAULS e	AIRCRAFT TIME					
				HOURS SINCE OVERHAUL f	HOURS SINCE NEW g		INSTALLED AT h	REPLACEMENT DUE AT i	REMOVED AT j	HOURS SINCE OVERHAUL k	HOURS SINCE NEW l	
Engine(VO-435-231)	2810-605-5925	L-2618-31	600	124	724	1	0	475				

The -16 now serves as the storehouse for component information on each aircraft. But since the -16 stays with the individual aircraft log, the 2410 (Component Removal and Repair/Overhaul Record) fills the gap on individual components once they're removed from your aircraft—and stays with each component until it's installed on the same or another aircraft or ends its service life.

The items you're required to list on the -16 are those you'll find listed in Section III, Chapter 3, of the aircraft's -20 (Replacement and Retirement Schedule). In addition, TB AVN 23-65 (May 62) clues you on which items will be replaced on a "condition" basis rather than a time

The only difference in recording both is that condition items take entry (N/A) in columns d, e, g, i and k. For ease of handling both types of items, keep a separate -16 for condition items.

Once a component is removed from the aircraft, the -16 info on it will have been transferred to the 2410 and the -16 entry can then be lined out. The component currently installed to replace the removed one is the only one that's important to your aircraft. The replacement entry info on the -16 will be taken from the 2410 accompanying the replacement.

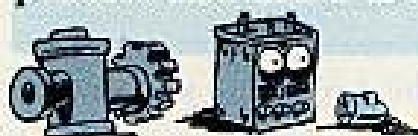
If a serviceable component is laterally transferred from one aircraft to

DA FORM 2403, 56 1 APR 52	REPLACEMENT FORMERLY USED WHEN IT WHICH IS OBSOLETE, EFFECTIVE 1 JUL 52.	COMPONENT INSTALLATION AND REMOVAL RECORD (FORM 2410)
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another, you just transfer its info from the first aircraft's -16 to the second's -16.

No unserviceable item that's taken off your aircraft will go anywhere without a 2410. This is that component's 201 file. If it's lost or muti-

lated, that component will show up at the other end with UNKNOWN hours. That means making an allowable (TB AVN 23-10) but dangerous assumption—needless zero timing—or throwing away either serviceable or repairable items. Beaucoup dollars down the drain.



COMPONENT REMOVAL



The first step after removal is to attach the appropriate AF Form 50-series tag to the item. The 2410 or 2402 exchange tag (page 53) does not replace this series. Then fill out all of Sections I and II on the 2410 from the info on your -16.

If the item is new, Block 11 can take an "N/A" or be left blank. Blocks 14 and 15 should correspond to the AF 50 tag info.

In addition, all completed modifications affecting this component should be listed in Block 15. If there's not enough room, just reference an attached copy of 2408-5 which you extract from the aircraft's -5.

If any extracted modifications dealt only with this component, you can line out and initial the same MWO's on the -5 for the aircraft, since the replacement component installed at a later date may or may not have the same modifications completed on it. Then the modification record would no longer show the true configuration on that aircraft.

By the way, configuration control is the responsibility of 4th echelon, although 2nd or 3rd may be authorized to do the actual job of accomplishing the modification, because of its maintenance importance.

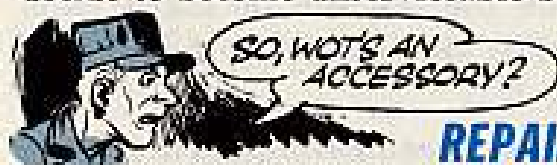
After completing Sections I and II, you mail the 2410's carbon copy to the TMC address in TM 38-750 and place the original copy in a waterproof envelope. (Put the envelope right inside the shipping container or, if the container's too small, attach the envelope to the outside with masking tape.)



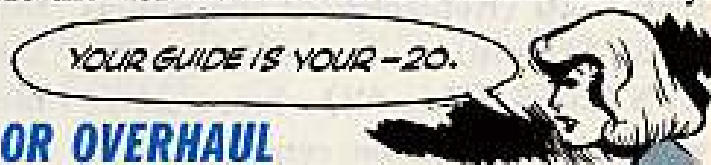
QCA ACCESSORIES



Each accessory attached to a quick change assembly will also need a separate 2410, because the individual accessories which are part of the assembly may decide to become unserviceable before the normal TBO of the entire assembly.



SO, WOT'S AN ACCESSORY?



YOUR GUIDE IS YOUR -20.

REPAIR OR OVERHAUL

The 2410 part will then be repaired by your direct support—or evacuated to your overhaul activity for repair, overhaul or disposal. If repaired, Section III will be filled in . . . if overhauled or disposed of, Section IV takes the necessary

info. Blocks 21 and 22 will only be used if a component is modified to a different configuration and then returned for continued service by the overhaul activity.

COMPONENT INSTALLATION

Every replacement component you receive must have the original copy of its 2410 attached to the container. If it doesn't, you can write to TMC for a copy of the info on the carbon copy. That's the reason for this carbon copy business . . . also why failing to mail it to TMC can louse up the whole deal.

You just read off the 2410 info for your new entries on the -16 for the aircraft receiving that replacement. If MWO's are referenced in Block 15 of the 2410, you enter them on the aircraft's -5 modification record. Then use any open space in either Block 19 or 25 of the 2410 to write in the tail number of the aircraft on which you're installing this component.

COMPONENT REMOVAL AND REPAIR/OVERHAUL RECORD			
SECTION I - IDENTIFICATION			
1. PART NUMBER Engine (120-415-222)	2. PART NAME Lycoming	3. SERIAL NUMBER 1-2410-11	
4. PARTS ORDER NUMBER 2000-02-1405			
SECTION II - GENERAL DATA			
5. DATE 18 Oct 62	6. FROM (UNIT OR TYPE AND MODEL NUMBER) K-212	7. TO (UNIT OR TYPE AND MODEL NUMBER) 38-1078	8. LOCATION OF PART 1902 TASS, Ft. Bragg, NC
9. OPERATOR OR SUPPORT UNIT 400	10. TYPE AND GRADE OF PERSON PERFORMING WORK A-1	11. SIGNATURE OF OPERATOR P. Bushytail	
12. CHECK FOR REMOVAL/REPAIR/REWORK			
<input type="checkbox"/> DISASSEMBLED <input type="checkbox"/> TESTED <input type="checkbox"/> REWORKED		<input type="checkbox"/> REWORKED <input type="checkbox"/> REWORKED <input type="checkbox"/> REWORKED <input type="checkbox"/> REWORKED	
13. CHECK FOR REMOVAL/REPAIR/REWORK			

DA Form 2410

This helps to complete the configuration control story for TMC when you mail in the 2410 original. This also completes the cycle and gives TMC a continuous history of that component from the time it left one aircraft and was installed on another.

AIRCRAFT PROPERTY, (-17)

1. AREA No. 1		2. SERIAL NUMBER 50-5689	3. AIRCRAFT TYPE B-23D	4. PAGE NO. 1	NO. OF PAGES 1											
ITEM NO.	NOMENCLATURE	QTY REQD	EQUIPMENT CHECKS												LOCATION OR REMARKS	
			1	2	3	4	5	6	7	8	9	10	11	12		
1	VHF Rec. B-500/ABC	1	/	/	/											Station 20.0
2	Freq Conv Trans CV-631	2	/	/	/											Station 20.0

VERIFY EACH EQUIPMENT CHECK BY ENTERING THE SIGNATURE AND GRADE OF THE PERSON PERFORMING THE INVENTORY.		
3 May 62 (1)	<i>P. Bushytail</i>	(1)
1 Jul 62 (2)	<i>P. Bushytail</i>	(1)
18 Jul 62 (3)	<i>P. Bushytail</i>	(1)

DA FORM 2401-17
1 JUN 62

REPLACES DD FORM 780 SERIES, 1 JUN 54, DD FORMS 780-1, 780-2, AND 780-3, 1 JUN 54, WHICH ARE OBSOLETE EFFECTIVE 1 JUL 62.

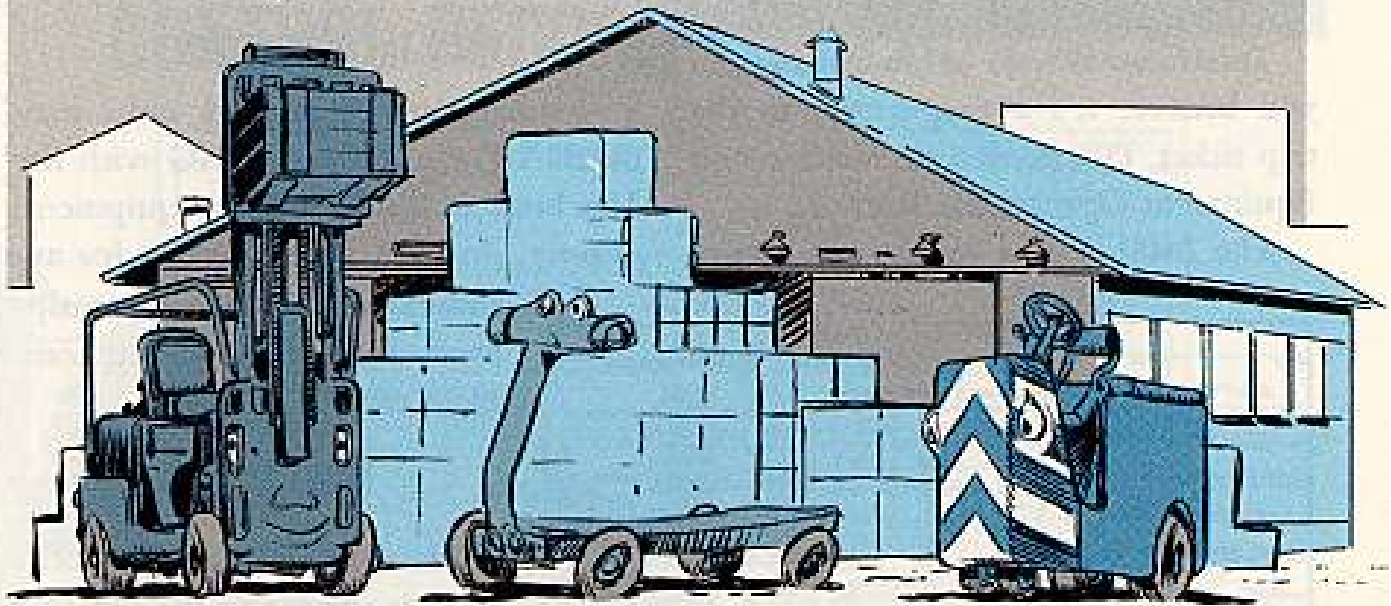
AIRCRAFT INVENTORY RECORD
(TM 26-732)

Since the -17 inventory record takes the place of both the old DD Forms 780-1 and 780-2, the old -2 shortage info has been consolidated into this single form in column e. You may find it helpful to enter items temporarily removed in Block 18 of the -13, carrying it forward on the -13 until replaced on the aircraft. But only when the aircraft is not due for inventory or transfer at

the time of removal. This could reduce the quantity of equipment checks, thereby cutting down the number of times you'd have to reenter the same item in column b and conserving space in column e of the -17.

You take the area designation in Block 1 from the station number breakdown shown in the TM -20 for that aircraft.

ADMINISTRATIVE – USE EQUIPMENT LOG BOOK



With administrative-use equipment—the kind that’s normally handled by a central motor pool, the big thing is the “usage factor”. So, some of their log

book inserts and maintenance and control forms are a bit different.

Log books for administrative-use vehicles, for example, will take:

- DA Form 2408A, Index For Equipment Log Book Assembly**
- DA Form 2408-1, Equipment Daily or Monthly Log**
- DA Form 2408-2, Equipment Lubrication Record**
- DA Form 2408-3, Equipment Maintenance Record (Organizational)**
- DA Form 2408-5, Equipment Modification Record**
- DA Form 2408-8, Equipment Acceptance Record**
- DA Form 2408-10, Equipment Component Register**
- DA Form 2408-11, Accumulative Repair Costs Record and Record of Waiver**
- DA Form 2409, Equipment Maintenance Log (Consolidated)**

All the above forms, except the -11, are covered elsewhere in this issue. The -11 is a fairly easy form, and its title tells the story. Here are a few tips.

DA Form 2408-11, Accumulative Repair Cost Record

This form is used for all types of equipment which require a record of repair costs to support disposal actions.

It's needed to keep a record of the repair cost for the equipment because this equipment has a maximum repair cost allowance. Without this dope on file, you wouldn't know when to stop repairing and start "junking" and replacing.

You get the information on labor and parts for this form from your equipment's DA Form 2218 and DA Form 2407, plus bills for repairs in commercial garages, etc.

ACCUMULATIVE REPAIR COST RECORD							
1. NOMENCLATURE			2. REGISTRATION NUMBER		3. SERIAL NUMBER		
AUTOMOBILE, SEDAN, LIGHT, 5-PASSENGER			1G 7114		0E 32 V 2 36875		
4. DATE (FORM 2407-11) PLATE		5. ADMINISTRATIVE NO.	6. MAX REPAIR ALLOWANCE	7. MAX MILEAGE (M)	8. ACQUISITION COST		
AUGUST 1960		TMP 14	\$ 1261.65	84,000	\$ 1261.65		
DATE	MILEAGE (M)	JOB ORDER NO.	MAN HOURS	LABOR COST	PARTS COST	JOB TOTAL	ACCUMULATIVE
25 AUG 60	—	451-61	1/2	1.84	—	1.84	1.84
23 DEC 60	6705	1330-61	1	3.35	2.47	5.82	7.66
16 FEB 61	8828	1721-61	1	2.80	—	2.80	10.46
12 APR 61	10248	2084-61	1/2	1.50	1.00	3.40	13.86
16 JUL 61	11866	287-62	1/2	1.26	—	1.26	15.12
9 OCT 61	13501	1864-62	4	12.36	112.00	124.36	139.48
12 OCT 61	13521	1876-62	7	43.00	61.00	104.00	243.48
8 JAN 62	14125	2634-62	2	5.60	12.18	17.88	261.26

DA FORM 2408-11
1 JUL 57

ACCUMULATIVE REPAIR COST RECORD
(TM 38-750)

For their maintenance and control records, this equipment will use DA Form 2407, Maintenance Request, and also the old DD Form 314, Preventive Maintenance Schedules and Record, and DA Form 2218, Parts Slip and Work Required.

Log books for other kinds of equipment which collect usage info (MHE,

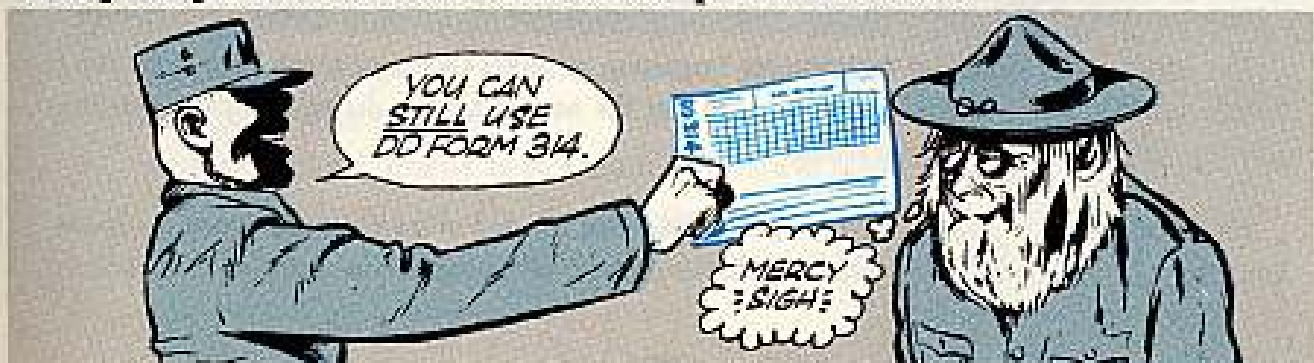
SPE, and some Chemical items) will also use the 2408-11. (See Appendix II, TM 38-750).

DA Form 2400, Equipment Utilization Record, may be used for dispatching all kinds of equipment (see page 61), except administrative-use vehicles (which use DD Form 110-1... see AR 58-1).

DD Form 314, Preventive Maintenance Schedule and Record

This is the same visible file card you've always used to schedule PM services for administrative-use equipment and, perhaps, MHE. It can continue to

be used instead of the new DA Form 2403 for scheduling services on administrative use equipment at TC motor pools and MHE.





SYSTEMS



ARE



GREAT

But...they still

NEED YOU

