

DA PAMPHLET
750-38

IMPROVED

DEPARTMENT OF

TM 38-750
ARMY TECHNICAL MANUAL

ARMY
EQUIPMENT RECORD
PROCEDURES

15 JAN 64



HEADQUARTERS, DEPARTMENT OF THE ARMY

HEADQUARTERS, DEPARTMENT OF THE ARMY
WASHINGTON, D.C.

25 August 1964

Updated TM 38-750

Helps Get Your . . .

EQUIPMENT READY FOR COMBAT



There's more than one way to get ready and stay ready. Depends on what you want to be ready for.

One way's to keep in shape for a change in plans. Another way's to take a cup-sike-of-Rip van Winkle—just wait up in the middle of confusion and chaos. About the best you can hope for from this kind of "readiness" is to find yourself up the creek with only your toothbrush and comb. A much better way to stay ready is to plan your changes so you're ready for any event when the changes hit. Quick changes will come—ready or not.

WHY THE CHANGES?

It's the men who are ready who've been turning in suggested changes to TM 38-750 (1 May 54)—to TM which, just again ago, put into Army equipment under one master control system.

Now that the stockholder's completed, a revised TM 38-750 (15 Jan 54) has rolled off the press.

Some revised items are being deleted—others are being added. This two-way switch is not just a white flag to cancel the maintenance jobs that's known to be needed for almost all Army equipment on the lower front.

Almost all Yag, there's still a few items specifically exempted from the TM 38-750 system. These are: Repairs and utilities handied equipment, industrial production equipment, and equipment processed with non-appropriated funds. Except for these items, the TM covers all Army equipment.

WHAT'S NEW?

Read the May 1954 issue
 "What's Changed"
 Non-Farm Store
 and Non-Storage

COMBAT VEHICLES INDEX

On the go—transport
 Here's how to maintain
 the 1/2 ton "Buckeye" Life Saver

- 1. OPERATIONAL MAINTENANCE
- 2. MAINTENANCE REPAIRS
- 3. MAINTENANCE OF MAINTENANCE

TACTICAL & SUPPORT VEHICLES INDEX

Works with the tank

WEAPONS INDEX

All "Buck" and Non-Farm

MIDDLE SYSTEMS INDEX

Using the "Buckeye"

ELECTRONICS & COMMUNICATIONS INDEX

Using the "Buckeye"

AIRCRAFT INDEX

Using the "Buckeye"

SPECIAL PURPOSE EQUIPMENT INDEX

Here, there and everywhere

FROM THE FORMS-WITH ENTRIES

FORM NO.	DESCRIPTION	FORM NO.	DESCRIPTION	FORM NO.	DESCRIPTION
1	OPERATIONAL MAINTENANCE	10	MAINTENANCE REPAIRS	19	MAINTENANCE OF MAINTENANCE
2	MAINTENANCE REPAIRS	20	MAINTENANCE OF MAINTENANCE	29	MAINTENANCE OF MAINTENANCE
3	MAINTENANCE OF MAINTENANCE	30	MAINTENANCE OF MAINTENANCE	39	MAINTENANCE OF MAINTENANCE
4	MAINTENANCE OF MAINTENANCE	40	MAINTENANCE OF MAINTENANCE	49	MAINTENANCE OF MAINTENANCE
5	MAINTENANCE OF MAINTENANCE	50	MAINTENANCE OF MAINTENANCE	59	MAINTENANCE OF MAINTENANCE
6	MAINTENANCE OF MAINTENANCE	60	MAINTENANCE OF MAINTENANCE	69	MAINTENANCE OF MAINTENANCE
7	MAINTENANCE OF MAINTENANCE	70	MAINTENANCE OF MAINTENANCE	79	MAINTENANCE OF MAINTENANCE
8	MAINTENANCE OF MAINTENANCE	80	MAINTENANCE OF MAINTENANCE	89	MAINTENANCE OF MAINTENANCE
9	MAINTENANCE OF MAINTENANCE	90	MAINTENANCE OF MAINTENANCE	99	MAINTENANCE OF MAINTENANCE

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ARMY & AIR FORCE
 TECHNICAL MANUALS
 TM 38-750

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WHAT'S CHANGED

Here are the major changes introduced in the revised TM 38-750:

a.

Records for control of aircraft engines, specific aircraft components, recoverable combat vehicle engines, and related recoverable vehicle components. Calibration scheduling and accomplishment reporting. Storage, oil, service and administrative use items which are brought under the system.

b.

Army equipment is grouped into primary categories, instead of the detailed service groups in the last edition of TM 38-750. The eight primary categories are Weapons, Combat Vehicles, Tracked and Support Vehicles, Electronics and Communication, Aircraft, Missiles, Special Purpose Equipment and Ammunition.

c.

Use of index for recording information on forms is expanded to aid in machine processing and to speed data on its way to applicable commands and national agencies.

d.

More equipment has been added to the representable items list (Appendix III of the TM) so which detailed information is required. Parts 4-26 of the TM in past editions and the Equipment Log Sheet and their DA Form 2400 require change.

Procedures, records and reports required by TM 38-750 implement policies laid down by AR's 750-1, 750-5, 750-8 and 750-10. These TM's cover The Army's Maintenance Management System.

They are TM 38-750 (Army Equipment Record Procedures), TM 38-750-1 (Maintenance Management, Field Command Procedures) and to be published TM 38-750-2 (Maintenance Management, National Agency Procedures). TM's 38-750 and 38-750-1 are the word for organizational relations.

To maintain uniformity throughout the Army, no additional forms and no alteration of forms or bypassing of procedures outlined in TM's 38-750 and 38-750-1 are permitted.

With these forms and procedures, life with the equipment, you go with what you've got.

Records required by TM 38-750 vary widely within the primary equipment categories. Charts in parts 4-30 of the TM have E's in the columns to show the exact record forms to be maintained for affected items of equipment.

Here's a handy chart to show how the other record forms line up in the primary equipment categories. But remember, there are lots of exceptions and special conditions within the categories. The chart explains most of 'em, but you still need to refer to the TM to see if a particular form applies.

NEW KING OF THE HILL RATING CHART



Ranking High Last Week

10-00 100 99
 09-28 100 98
 09-21 100 97
 09-14 100 96
 08-28 100 95
 08-21 100 94
 08-14 100 93
 07-28 100 92
 07-21 100 91
 07-14 100 90
 07-07 100 89

Next Week's Ranking

10-07 100 92
 09-30 100 91
 09-23 100 90
 09-16 100 89
 08-30 100 88
 08-23 100 87
 08-16 100 86
 07-30 100 85
 07-23 100 84
 07-16 100 83
 07-09 100 82

Up This Week

08-23 96 100
 08-16 96 100
 08-09 96 100
 08-02 96 100
 07-26 96 100
 07-19 96 100
 07-12 96 100
 07-05 96 100
 06-28 96 100
 06-21 96 100
 06-14 96 100
 06-07 96 100

Special Events

08-02 96 100
 07-26 96 100
 07-19 96 100
 07-12 96 100
 07-05 96 100
 06-28 96 100
 06-21 96 100
 06-14 96 100
 06-07 96 100

Down This Week

08-16 96 100
 08-09 96 100
 08-02 96 100
 07-26 96 100
 07-19 96 100
 07-12 96 100
 07-05 96 100
 06-28 96 100
 06-21 96 100
 06-14 96 100
 06-07 96 100

Special Events

08-02 96 100
 07-26 96 100
 07-19 96 100
 07-12 96 100
 07-05 96 100
 06-28 96 100
 06-21 96 100
 06-14 96 100
 06-07 96 100

*Optional. May use
big books for display
board.

*As required by Para
14 and Appendix
B1 of TEI 34.755.

*English only.

*As required by Para
14 of TEI 34.755.

*As indicated in Para
5.20 of TEI 34.755.

*Flooring requirement:
Classroom Only
Carpentry and basic
General Science I.

Week	10-00	09-28	09-21	09-14	08-28	08-21	08-14	07-28	07-21	07-14	07-07	06-28	06-21	06-14	06-07
1000	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
9000															
8000															
7000															
6000															
5000															
4000															
3000															
2000															
1000															

100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100

99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84

92 91 90 89 88 87 86 85 84 83 82 81 80 79 78 77

86 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100

85 84 83 82 81 80 79 78 77 76 75 74 73 72 71 70

69 68 67 66 65 64 63 62 61 60 59 58 57 56 55 54

53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38

37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22

21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6

5 4 3 2 1



BEFORE YOU FILL OUT ANY FORMS, CHECK TO SEE IF THE DATA YOU'RE PROVIDING APPLIES TO THE FORM YOU'RE FILLING OUT.

CHANGE-OVER TIME



forms added to the system. Check the circular carefully before you discard any old forms so you won't lose them and lose the historical data you've collected up to now.

Your CO will be handling our guidelines on proper ways to record maintenance jobs, on periodic review of maintenance records to pinpoint trouble spots, and on carrying forward any data needed to the new forms.

The DA Circular gives detailed instructions on how to handle each of the new or revised forms, including steps on which forms are new, revised, or

FOLLOW THE EQUIPMENT CATEGORY



IN THE EQUIPMENT CATEGORY, SPECIAL FORMS ARE USED FOR ALL TYPES OF EQUIPMENT. MAKE SURE YOU KNOW WHICH FORMS APPLY TO THE EQUIPMENT YOU'RE MAINTAINING.

WASH DRYING BOARD

way than for Combat Vehicles or (E) if a form's required for that category but not for Combat Vehicles.

Remember this rule of thumb: If there are no special forms and no special rules for a form used on equipment in your category, just follow the general rules in the Combat Vehicle section. If there're special rules or special forms that apply, you'll find 'em in the section for that particular primary equipment category.

The first section covers forms required for Combat Vehicles. In most cases, forms are filled in the same way when used for other categories of equipment when they apply.

But to help you see just the differences, there's also a section for each of the other primary categories. These sections give you the word on what to do (E) if a form's used in a different



DO CHECK TO SEE IF THE FORM YOU'RE FILLING OUT APPLIES TO THE EQUIPMENT YOU'RE MAINTAINING.

COMBAT VEHICLES

200000 FORMS . . . FORMS . . . FORMS . . .

Which forms are used on what piece of equipment?

How are the forms used?

Where are the forms used?



All these questions have answers, some are long, some are short. The following pages cover most of the answers on combat vehicle forms, if you need more details than given, then clip two-year copies of the new TM 55-750.

Combat Vehicles use all major forms that fall within the 200000 primary equipment category; here are the forms needed for their Operation, Maintenance, Historical Records and Calibration Records.

IF YOU NEED MORE
DETAILS, CLIP ONE OF THESE
TWO YEAR COPIES





PASSPORT NO. 348

Enl. Form 348 could be your passport to a better and more interesting tour in the Army. When your Equipment Operator's Qualification Record is made out, because all your qualifications are listed. You will continue to use the 348 "Driver's Qualification Record" until the stock is exhausted. The new one will be on the new copies of the form.

The 348 should list every piece of equipment that you're qualified to run. This includes military and civilian operating experience on tractors, trucks, tanks, tractors, power shovel cranes, radio-transmitters, generators, motor-powered graders, snow-plows, compressors, water-purification equipment and so on.

Get it all down there on the form, then you'll be able to wind up in the driver's seat wherever you go.



EQUIPMENT OPERATOR'S QUALIFICATION RECORD			
NAME	GRADE	COMPONENT	STATUS

OPERATOR'S BADGE

NAME		GRADE		COMPONENT		STATUS	



"I've a badge on my chest now, that's what I call a passport. I've got my equipment operator's qualification record listed on it. I've got my own record on it. I've got my own record on it. I've got my own record on it."

Standard Form 348

Operate only the equipment that you're checked out on.

Keep your SF 348 current, don't let it run beyond its expiration date and keep it posted with all your operating abilities.

▲ STANDARD FORM 91

This is one of the forms you've got to have around your mobile equipment at all times. It's best not to when you don't have a need for it. The Operator's Report of Motor-Vehicle Accident is like a life insurance policy . . . good to have around but not one you want to use.

You use this form for the "On The Spot" write-up if ever you have an accident with any Army equipment.

Every detail counts when filling in SF 91.



▲ EQUIPMENT USE

DA Form 2400

DA Form 2401



Whether your units uses the DA Form 2400 for gathering exact operational info depends on your local SOP.

Using the Equipment Utilization Record for equipment that's in the Combat Vehicle category is not a must. Your local requirements for additional operational information regulate its need.

If you're to use the 2400 when operating your combat vehicles then follow the outline that's given on page 46.



Using DA Form 2401, the Departmental Control Record for Equipment to dispatch your units, self-propelled artillery, armored carriers and other combat type vehicle is much the same as it was before.



PM SCHEDULE /

When it comes to keeping a PM center, your Cummins Vehicle, the PM center located at Del. From 2400 is as good as all' most time.

The Preventive Maintenance Schedule and Record (PMS) Form (11) has tabs on it... look, look and learn.

You use the PMS schedule card for your Lubrication (L), Quarterly (Q) or Scheduled (S) maintenance service and any Calibration (C) or Test (T) on all your pieces of equipment.

One card is made out for each item in the equipment category.

Whether you use the top or bottom of the card depends on the type of filling system you use.

The top is for the stand-up-draw box

type fill and the bottom side the side, and inside type fill.



The main body of the card has room for a 200-2000 hour run year in each side. When keeping your schedule, you can fill out the run-work days if your local SOP wants it that way.

You're required to schedule your periodic services at least one month in advance, but when it comes to scheduling Q's and S's, it's best to schedule as late as service is advised.

Enter the date worked with pencil on the date the service is due—then go over it in ink when the service is done.

TOP OF THE BOTTOM AND VICE

When you use the top of the card, you must use the bottom of the card to keep track of the work.



Equipment Number: 12345
Operator: John Doe
Location: Del. From 2400

Service: Lubrication (L)
Frequency: Quarterly (Q)
Next Due: 12/31/2024

Worked: 12/15/2024
Hours: 2.0
Operator: John Doe

ROSTER



This scheduling card uses the same visual signal system.

A **GREEN** signal tab indicates a lubrication service when placed on or under the day that is about scheduled "I" appears.

When the tab is in place, fill in the "I" and enter the year, fill in the vehicle's name and enter the year, fill in the vehicle's name. Your green tab will have to follow your lubrication date and enter you can't use the vehicle. Allow periodic lubrication equipment.

A **YELLOW** signal tab calls your attention to the vehicle and periodic service, Complete Calibration (C) or Test (T). This again you fill out the periodic signal after you complete the job and then have the yellow tab in the next scheduled service.

A **RED** signal tab placed over the lower wrapper right-hand corner of the card signals for the vehicle with a set of service for one month or longer. The red signal tab is not available to supply or it just "ready to go."



When you use the bottom of the card, you must use the top of the card to keep track of the work.

You'll find schedule information in Federal Supply Catalog C2-14-82, 11 Dec 63 in Group 75, Office Supplies, or in the PMS catalog. If the needed tab is not available, use red instead. Ask for Tab, signal, non-projector type, plastic, 1/4-in. w, stamped, 2 1/2-in. visible area, 100 per box, PMS 7508-145-6074 (yellow), PMS 7142-083-6073 (green) and PMS 7148-145-6073 (red).

When the equipment is out of service, mark the card to show the total time out. Between the discussion of service done, give the maintenance category doing the repair and put the reasons for time out in the Remarks box.

After a vehicle is again operational, take off the signal tab and put on the green and yellow tabs for the vehicle's next scheduled services.

When you defer or advance a scheduled service keep the signal tab in the same spot until the service is done.

To make your maintenance load more flexible you're allowed a 10 percent variance in time and mileage. This means when a Q falls on the 15th, you can do it any time from 8 work days before to 7 work days after the 15th. (It is 20 percent of 30 days.)

After a two-year run or when the card is full you can use it as either transferring the side items to a new card.

If the vehicle is transferred or moved to the card you wish to



Our Form 3404 made an easy introduction. The Equipment Inspection and Maintenance Worksheet is still with us and is basically the same. Its changes are few... but they're important.

The high-points of the revised 3404 are:

1. It's an inspection and maintenance worksheet for all inspection ratings: OMSL, maintenance services, diagnostic checks, spot and equipment availability (which checks).
2. It will be used for CMSE of ABRAXON units and may be used as a worksheet for CMSE on other equipment.
3. The main use of the form is for a temporary record of needed maintenance jobs that have not been done and to inform supervisory personnel about them. The OMA is not a permanent record.
4. The form may be used along with the equipment's TM's (or TW's, when they're applicable) to make sure that the right checks and servicing procedures are followed.
5. You can use our form to record the inspection of all components and attachments on a weapon (tank, rifle, the usual equipment).
6. It can be used to cover a complete day's inspection and servicing of a complete weapon system.
7. The form can show the results of an inspection and series of several like items.

Allow Grades Symbols

They're used to show "Y" for all inspections except OMSL and CM.

Y—Indicates a deficiency in the equipment. If the equipment is considered ready for operation and is inspectable.

REPAIR Y—Indicates a material defect other than a CM, CMSE which must be corrected to increase efficiency or to make the item completely serviceable.

REPAIRING—Indicates that a repair is required to specific component replacement, maintenance operational check, or test flight is due but has not been accomplished.

NO Y—Indicates that a fault, though not a serious condition, exists on the equipment or that related essential equipment is not fully or satisfactorily operational.

Daily Inspections and Services

The main routine use of DA 3404 is getting daily before, during and after operation inspections and services.

Either the equipment operator or crew (as applicable) does inspections and fill in the form. Near the top portion of the Form is filled and identifies a specific piece of equipment, it's for that equipment only.

The same form can be used for several days if no deficiency or shortcoming is to be reported, or have been corrected by replacing parts.

Here's how the form is written up when being used for an operator's daily inspection and service:

Operator is instructed to alert the reader in the year column whenever the vehicle is under repair.

Don't forget safety!



1. The operator to which the equipment belongs.
2. Date commencement of the equipment to be inspected and repaired.
3. Inspection or equipment used number. Enter only one.
4. Total miles recorded up to the date. If a total has not been taken:
 1. Make sure it has been taken for the same day and for the same total before being so used and take note on which a deficiency or shortcoming is found.
 2. Type of equipment. "Operator's log."
 3. Vehicle's license tag or other used to make the inspection, if changed for any change, show daily recording BYT when the TM number and put in the hole of the latest change.
 4. Operator's identification or vehicle number being the inspection and service, and the time the equipment was off the air or taken if it is **CHANGED** regularly.
 5. Operator's signature. This needs recording when reported by local SGP, except for **CHANGED** and **CHANGED** use. In **CHANGED** equipment the operator put in his signature and the time after everything has been done. When the **CHANGED** is used as equipment being so presented by local SGP use copies the form to completed, signed and dated by date.
15. Put in the total number for the current month. It takes in the inspection.

Year	Month	Day	Time	Operator	Inspection No.	Equipment No.	Miles	Signature	Remarks
1968	12	15	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	16	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	17	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	18	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	19	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	20	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	21	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	22	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	23	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	24	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	25	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	26	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	27	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	28	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	29	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	30	08:00	John Doe	101	101	1000	[Signature]	OK
1968	12	31	08:00	John Doe	101	101	1000	[Signature]	OK

SA Form 2004



When using the form for more than one day, put in the Julian date of change as well as deficiencies or shortcomings noted as the reported or corrected by parts replacement. Be sure to put your initials in column "5" to verify each day's service. This is only done when the same person uses the form. If inspector or operator is changed, then be sure a new form.

Column "6"—Initially the powered maintenance check made on each deficiency or shortcoming by the TM inspection number. If there is no sequence number, give page, paragraph or figure number. Keep your identifying numbers under four digits.

Column "6"—Put in the machine, access symbol.

Column "7"—Like all deficiencies and shortcomings that cannot be corrected and the ones that were corrected by parts replacement. Follow the PM access symbol in the equipment TM. If you use more than one TM, list the all inspection numbers given in one TM then run a line across the 1400 and do the same for the ones covered by the same TM.

Column "8"—This is to show that the necessary work was made in the vehicle log and on vehicle form. Corrective action taken the same day can be entered in the log's EA Form 1408-1 or EA Form 2400. When a fault cannot be repaired it was pointed on the log's EA Form 1408-14 if the corrective action is to be done by organizational maintenance people, or in a EA Form 2400 if it's to be repaired by support.

Column "9"—Initial when the defect has been corrected. Once a fault is corrected on the 2004-14 and its correction is delayed, it's unnecessary to list it again in the same operator's inspection.

When the daily inspection is over, the vehicle's log's 2400-14 must verify that the machine team does according to the vehicle's TM.

For Q's and Other Uses

Here's how to use the 2404 for "Q" or other scheduled periodic inspection and service:

A periodic inspection and service is marked up on the 2404 about the same way as the operator's daily . . . except with these differences—

Note 1—Put in the latter date immediately because the form must be used for more than one day.

Note 2—Insert the periodic service being done.

NO.	DEFENSE EQUIPMENT INSPECTION AND SERVICE REPORT	DEFENSE EQUIPMENT NUMBER	DATE	PERFORMER	REMARKS
1	ENGINE OIL LEVEL	DA 2404-2	OK		
2	AIR FILTERS, IN CASE	DA 2404-2	OK		
3	ENGINE COOLING WATER	DA 2404-2	OK		
4	STEERING BRAKE	DA 2404-2	OK		
5	WHEELS, TREAD	DA 2404-2	OK		
6	WHEEL TRACK	DA 2404-2	OK		

Note 3—List all deficiencies and shortcomings found. When using the form for a scheduled periodic inspection it can only be used as a one-time form.

The 2404 can be used by support maintenance for initial and final inspection of equipment received for repair. After the inspection, a marking-up copy showing all deficiencies and shortcomings gets attached to the DA Form 2487 or a separate copy can be made for the repair mechanic. All 2404's that are short faults must go to the shop office for necessary action.

When the 2404 is used for Command Maintenance Management Inspections (COMMO) leave columns "d" and "e" blank. The person taking care of the corrective action will fill them in. Use a separate 2404 for each system when covering multiple equal equipments. When you have several 2404's, clip them together and put the overall rating on the form sheet in the supervisor's signature block.

When used for Equipment Serviceability Criteria checks, put in the sequence number of each check. Use the equipment's TM EBC.

In column "E", put in the value for each item. When numerical values are used, put the word after the last entry.

The description of each check goes in column "A". When the inspection is completed the inspector's signature goes in Block 8 which is the left signature block.

Last . . . put in the EBC category (green, amber or red) in Block 10.



WHEN —

1. All corrected faults made during the operator's inspection have been printed on the correct form in the vehicle's log.
2. All uncorrected faults to be corrected by organizational people are put on the DA Form 2406-14.
3. All uncorrected deficiencies and shortcomings to be corrected by support are entered on the DA Form 2407.
4. All periodic services and parts used have been recorded on the log's DA Form 2406-3.

Equipment Serviceability Criteria worksheets are to be kept until the next similar inspection.

Worksheets on equipment that have no permanent log can be thrown out when all faults have been corrected or after the next periodic service, that's when all uncorrected faults are picked up by a new 2404.

ARE YOU READY?

The Monthly Readiness Report is the report that starts out at troop level and ends up at the top staff people in the Army. It lets the Headquarters Department of the Army staff and commanders at all levels see the big picture as to the readiness of your fighting equipment.

The 2465 begins at company or battalion level and when the report reaches the top it tells them whether your units is go or no-go from an equipment standpoint.

Not all equipment is reported on this form—only certain items of equipment that's considered essential for combat operations are listed. These essential items are identified in Appendix III of the new TM 38-750. The new TM also gives the ABC's on filing in the 2465 . . . they're in part 3-5.

Each report submitted to DA level covers one calendar month. It gets completed and forwarded by the preparing unit before the 15th working day after the month ends. Collection of equipment readiness data at various command levels that's needed for the DA monthly report is usually gathered and assembled as required to meet local command needs. It can be done on a day-to-day basis or on specific periods of time.

The 2465 for DA must have at least three copies. One copy goes to the Army Maintenance Data Processing Center, one copy goes to the area higher headquarters and one copy is kept by the originator. The originator's copy is kept for at least one year.

The address for the US Army Maintenance Data Processing Center is: Commanding Officer, Lexington Army Depot, ATTN: AMDFC, Lexington, Kentucky 40305.

DA Form 2465 . . .

MAINTENANCE REQUEST REGISTER

At organizational level, this form is used as a quick reference for keeping track on the status of all your maintenance requests.

The form isn't a must but it's there if you need to keep tabs on all the work you have to support on a DA Form 2467 and any work to be done in your own units that take a DA Form 2465.

Parts 3-5 in the new TM 38-750 gives the details on how the 2465 is filed in the unit.

EXCHANGE TAG

The EA Form 2492 tag has changed only slightly from the one you're now using. You will use it to hurry-up the exchange of unserviceable parts, components, assemblies and to identify EB exhibits.

Filing in Sections 1, 2, 3 and 4 is about the same with the exception of blocks 10, 14, 15, and 22. Here, "Lot Number" was added. In this block you continue to enter the serial number of the end item from which the part was removed.

A new section has been added on the rear side of the 2492. This is for some of the history pertaining to the part that is being exchanged.

The new blocks ask for this info, of course, only when the data is applicable and available, but put it in whenever possible.



1. Fill in the complete form accurately and completely.
2. Put a stop, nail to the part and identify, whether it is unserviceable or serviceable after it has been repaired.
3. Use the tag to identify EB exhibits.
4. Blocks 7, 3 and 4 are used as receipts. If no receipts are needed, then ignore them.
5. When a tagged part is installed, remove and destroy the tag.
6. Destroy all receipts when the transaction is all over.

EA Form 2492

COMPANY NAME Co. A, 207 Main St. 01811	
Co. B, 300 Bay 23rd ARMOR 2420-600-2422	
QUANTITY, FROM AND DATE	
FROM PART NO. 1	
TO PART NO.	
FROM PART NO.	
TO PART NO.	
FROM PART NO.	
TO PART NO.	



SUPPORT PARTS IN THIS LINE ARE THE OPERATIONAL AND BEEN APPROVED

DATE OF RECEIPT 1964	PART NO. 1000
QUANTITY 1	FROM PART NO. 1000
TO PART NO. 1000	FROM PART NO. 1000
TO PART NO. 1000	FROM PART NO. 1000
TO PART NO. 1000	FROM PART NO. 1000
GENERATOR WILL NOT CHARGE	



THE MAINTENANCE REQUEST



Application of Form 2407 from "Log Books" (DIA Form 2407)

This is an old form with a new look. Regardless of its face-lifting, it's still the work-horse that's used to get the job done on all maintenance fronts.

The form has many jobs, but its biggest job is to request maintenance services from your support unit. It's important that all information you give be as accurate as possible. Your support unit and the people responsible on the field to work on any logs in the present equipment. It also helps them design new and better stuff.

Every maintenance man should learn to use the 2407 right. Knowing the ins-and-outs will help your job run smoother and get it done a lot faster.

ORGANIZATIONAL USES

At organization level this form has several jobs. You use it for requesting MWD applications, requests and maintenance from support, calibration services, reporting completion of MWD's and receipt of defective material (not shipping or packaging) and for submitting EEC's.

Although the 2407 can be used to request work on several life or bulk items, it should be remembered that this bulk worked is only used on items that don't have log books or standardized logs. All equipment items that're in para 6.24 of the new TM 16-760 on which a log book or a DIA Form 2407 is kept, must have their work requests made up one to a DIA Form 2407.

There are still five copies of the 2407. This means you'll still need to use a ball-point pen with a heavy hand or a typewriter to get a good clear message on all five copies.

Section I—You fill this portion in the first about all uses. Here you identify your request or action, your units, the equipment, description of trouble, how many places are involved and a brief synopsis of what is wrong.

Section II—The only time the organization uses this area is when reporting the organizational MWD's that have been applied. This portion is mainly for support people to report maintenance that they have accomplished.

Section III—This is for Equipment Improvement Recommendation. Here's where you list the top maintenance engineers know of design or maintenance failures and to suggest improvements.

FILLING IN THE 2407

Filling in the 2407 is pretty much the same regardless of its use. There are certain basic requirements which cover the general information after this is all done, you get in the specifics of the work requested, reporting action or EEC.

Section I—It is that you use of the form. Show whether it's a Work Request, EEC or Item or EEC.

Page Number—Write in either you're doing, then put in the number of each page and the total page. If you need more pages, use the instructions that follow 2407-1.

The right—Insert your priority code as prescribed by TM 16-761 or TM-60.

Requesting Unit	Requesting Unit	Requesting Unit	Requesting Unit	Requesting Unit	Requesting Unit	Requesting Unit	Requesting Unit	Requesting Unit	Requesting Unit
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100

24 Form 2407

Block 1—Identify your unit.

Block 2—Insert your unit's organization. Identification code. Enter correct paragraph 1.1 of the new TM 16-760 to apply to this use. It should have seven digits. The complete set here, put in the code of the unit to which the equipment belongs.

Block 3—This is a paragraph number. Insert if done. It's your job order number.

Block 4—Put in your location. Write in and list in the your unit's mailing address.

Block 1—The serial number of the piece of equipment you're dealing with goes here. Make sure this is the serial number and not the VIN or coil number. Serial numbers are usually found on data plates or stamped on the equipment. If the number is hard to sight, use only the last 10 characters from the right. If there is no serial number, put in 0's. When more than one piece of equipment is involved, list all the serial numbers in Block 14, then insert "see Block 10" in Block 2. Remember, only items that have a log book or are identified by an identification or use label.

Block 7—Check whether your state is 2807 or not.

Block 14—Check to make sure the detail was found. If it was picked up in a 30-day yard check box A, or box B if discovered while you're operating the equipment.

Block 9—Identify where you need to go for your 2807 form from the 2807, a dual list that describes all the bulk or following that must be provided. Do not make general statements like "Signs on the back of" or "Signs are kept for vehicle inspection."

NAME	ADDRESS	PHONE	DATE
JOHN	1234 5th St.	456-7890	
JANE	3456 7th St.	901-2345	
BOB	7890 9th St.	567-8901	
ALICE	2345 11th St.	123-4567	
CHARLIE	6789 13th St.	890-1234	
DAVID	1011 15th St.	345-6789	
EVE	4567 17th St.	789-0123	
FRANK	8901 19th St.	234-5678	
GRACE	2345 21st St.	678-9012	
HELEN	6789 23rd St.	012-3456	
IRVING	1011 25th St.	456-7890	
JANE	4567 27th St.	890-1234	
KARL	8901 29th St.	234-5678	
LUCAS	2345 31st St.	678-9012	
MARY	6789 33rd St.	012-3456	
NORM	1011 35th St.	456-7890	
OLIVE	4567 37th St.	890-1234	
PETER	8901 39th St.	234-5678	
QUINN	2345 41st St.	678-9012	
RALPH	6789 43rd St.	012-3456	
SAMUEL	1011 45th St.	456-7890	
TINA	4567 47th St.	890-1234	
UWEN	8901 49th St.	234-5678	
VICTOR	2345 51st St.	678-9012	
WALTER	6789 53rd St.	012-3456	
XENIA	1011 55th St.	456-7890	
YOUNG	4567 57th St.	890-1234	
ZACHARY	8901 59th St.	234-5678	

Block 8—Insert your "Identification Code". For get your code letter or number from the rear side of the 2807 or from Bulletin 90, Appendix A of the use 28-770.

IN Form 287

Block 4—The "line" number of the item goes here. The last three numbers become 4-70 of the use 28-770. Here's an example: If the 2807 is on the back, 2807, the line number you'd enter would be 22000. If the line log is the number, put in 0's.



Block 5—Put in the "M" designation of the item, like 2807, 2807-00000, etc., or 0's. If there is no "M" designation.

Block 6—Insert the item in Block 4 goes here. If the 2807 is for several items with different VIN's list all of the VIN's in Block 14 and insert "see Block 10" in Block 4.

Block 10, 11, 12 & 13—Enter the total hours operated, mileage, lowest and highest speeds and number of fuel stops. All of these pertain to the item in Block 4 and 5. If any do not apply, put in 0's.

PRINTING

Block 15—Check to make sure that your assembly identifies the condition that influenced the trouble. If more than one apply and you need use the "2807" box then put in one of them. 2807a (Intermittent), 2807b (Oil Pressure), 2807c (Brakes), or 2807d (Other) or 287 for a motor vehicle accident.

OTHER USES

- This area is also used to identify all the like items whose maintenance services are requested for more than one like item. Once you can't put all the serial numbers in Block 2 they'll go in this area. After listing all the items, fill when the dealer or delivery is on each item.
- When the 2807 is used to cover like items with different VIN's, list the VIN's and quantity of each different item. In this case Block 6 will indicate "see block 15." This multiple use is for bulk items like preventive maintenance cards. It's not to be used for items listed in part 4-26, in which a log book or identification tag is kept.

14 Item 2807

Company Name	1234 5th St.	456-7890	John Doe
Company Name	3456 7th St.	901-2345	Jane Smith
Company Name	7890 9th St.	567-8901	Bob Johnson
Company Name	2345 11th St.	123-4567	Alice Brown
Company Name	6789 13th St.	890-1234	Charlie White
Company Name	1011 15th St.	345-6789	Dave Green
Company Name	4567 17th St.	789-0123	Eve Black
Company Name	8901 19th St.	234-5678	Frank Gray
Company Name	2345 21st St.	678-9012	Grace Blue
Company Name	6789 23rd St.	012-3456	Heidi Yellow
Company Name	1011 25th St.	456-7890	Ivan Purple
Company Name	4567 27th St.	890-1234	Judy Pink
Company Name	8901 29th St.	234-5678	Kyle Orange
Company Name	2345 31st St.	678-9012	Laura Red
Company Name	6789 33rd St.	012-3456	Mark Green
Company Name	1011 35th St.	456-7890	Nancy Blue
Company Name	4567 37th St.	890-1234	Oscar Yellow
Company Name	8901 39th St.	234-5678	Peter Purple
Company Name	2345 41st St.	678-9012	Quinn Pink
Company Name	6789 43rd St.	012-3456	Rachel Orange
Company Name	1011 45th St.	456-7890	Samuel Red
Company Name	4567 47th St.	890-1234	Tina Green
Company Name	8901 49th St.	234-5678	Victor Blue
Company Name	2345 51st St.	678-9012	Wendy Yellow
Company Name	6789 53rd St.	012-3456	Xavier Purple
Company Name	1011 55th St.	456-7890	Yvonne Pink
Company Name	4567 57th St.	890-1234	Zoe Orange

FOR BLOCK 14

- When reporting application of one or more MFR's on one piece of equipment.
- All "movable" (Code 81) assemblies or parts removed from major items that've been in the repair must have each part identified and the major item from which it was removed. Identify the end item by its FSN; insert it on the last line.

When your 2807 is all filled in, complete block 20 and read it with the equipment and equipment log to your support team.

Block 20—The person who is authorized to verify the 2807 sign here. The sign lets you enter the signifier.

IN FORM 2807	BY SIGNATURE ONLY
DEC 18 1983	JOHN DOE
4/83	14 Item 2807

44142
MOS
M-2807

MWO USE

Fill in the top portion above to and including block 9 the same way as for a maintenance request.

If you're asking support to apply a higher rating MWO or MWO's, insert the MWO number or numbers in block 16.

It's up to the using unit to make up a 2407 MWO application report on all support maintenance MWO's. This is to be done and forwarded to support as soon as your unit gets the MWO through publication/distribution channels.

If an MWO is to be put on several serially numbered components, it's best to call your support to see if they want all components on one 2407 or one form for each component. When support gets all the parts or kits needed to do the job they'll let you know how and when to send the equipment for the work.

On an MWO request, keep copy No. 1 and send the rest to support. When you take the equipment for the MWO job, the receipt copy goes with it. Support will sign and date it in block 24. Hold onto this receipt until you get your modified equipment back along with the completed organizational copy No. 4.

Don't worry about copy No. 2. Support will send it to the NMF or AMDC.

If you're updating the accomplishment of an MWO in an organizational shop, you'll have to issue blocks 18 thru 19 block out and get all the modification blocks in blocks 20 through 26, like this:

Block 26...the white copy goes here. Get the white from the rear side of the 2407. It fits over #18 to "T".

Block 26...leave the white out. Get it from the rear of the form or from table 8, Appendix 1 in the new 16 20-70. For complete MWO completion form "M".

NO.	UNIT	DATE	DESCRIPTION OF WORK
1	001	1960-8-23PM-444-4-200	
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			

10 Form 2407

PRIORITIES (BLOCK 30)

Here's how they're used:

CRITICAL—This is for conditions that'll result in fat or serious injury to personnel, extensive damage to valuable property or could have serious adverse effect on national security. An action of this type should only be taken by someone in authority who would handle all the aspects of the situation. This type ER is sent by TWX or telephone to the national agency then followed up with a 2407 by airmail within five working days.

URGENT—This is for immediate support conditions which'll result in serious injury, damage or reduced combat effectiveness and under which the equipment can only be operated by using extreme care. The yellow No. 2 copy gets forwarded to the national agency as soon as possible.

ROUTINE—This is for all conditions where there's emergency and urgent. The yellow copy goes by regular mail to the NMF.

Block 20—the MWO number that you've applied your time sheets to, a and B. If you have to put two MWOs on several totally unrelated components or assemblies, list the serial number of each item that had the MWO applied. When several MWO's are put on one major item, list all MWO's applied in sequence.

Block 21g—that is the number spent installing the MWO. When doing more than one MWO, list the time for each MWO. Use hours and tenths.

Block 21h—Put in the total time spent on assembly or on item that was modified.

MWO		MWO		MWO	
Serial Number	Quantity	Serial Number	Quantity	Serial Number	Quantity
100	1	101	1	102	1
103	1	104	1	105	1
106	1	107	1	108	1
109	1	110	1	111	1
112	1	113	1	114	1
115	1	116	1	117	1
118	1	119	1	120	1
121	1	122	1	123	1
124	1	125	1	126	1
127	1	128	1	129	1
130	1	131	1	132	1
133	1	134	1	135	1
136	1	137	1	138	1
139	1	140	1	141	1
142	1	143	1	144	1
145	1	146	1	147	1
148	1	149	1	150	1
151	1	152	1	153	1
154	1	155	1	156	1
157	1	158	1	159	1
160	1	161	1	162	1
163	1	164	1	165	1
166	1	167	1	168	1
169	1	170	1	171	1
172	1	173	1	174	1
175	1	176	1	177	1
178	1	179	1	180	1
181	1	182	1	183	1
184	1	185	1	186	1
187	1	188	1	189	1
190	1	191	1	192	1
193	1	194	1	195	1
196	1	197	1	198	1
199	1	200	1	201	1
202	1	203	1	204	1
205	1	206	1	207	1
208	1	209	1	210	1
211	1	212	1	213	1
214	1	215	1	216	1
217	1	218	1	219	1
220	1	221	1	222	1
223	1	224	1	225	1
226	1	227	1	228	1
229	1	230	1	231	1
232	1	233	1	234	1
235	1	236	1	237	1
238	1	239	1	240	1
241	1	242	1	243	1
244	1	245	1	246	1
247	1	248	1	249	1
250	1	251	1	252	1
253	1	254	1	255	1
256	1	257	1	258	1
259	1	260	1	261	1
262	1	263	1	264	1
265	1	266	1	267	1
268	1	269	1	270	1
271	1	272	1	273	1
274	1	275	1	276	1
277	1	278	1	279	1
280	1	281	1	282	1
283	1	284	1	285	1
286	1	287	1	288	1
289	1	290	1	291	1
292	1	293	1	294	1
295	1	296	1	297	1
298	1	299	1	300	1

DA Form 2407

Block 22—The parts source code you have—get it from the rear side of the form.

Block 23—fill up the number of each type of MWO's applied and leave the rest blank.

Block 24, or **code**—is derived of code. This is only for the equipment that gets a DA Form 2407.

Block 25—adding the numbers and get total here. Don't forget to add the final inspection time which is identified with column code "I".

Block 26—check this block only after the MWO or MWO's have been entered in the log—either on the 2407 or 2409.

MWO		MWO		MWO	
Serial Number	Quantity	Serial Number	Quantity	Serial Number	Quantity
100	1	101	1	102	1
103	1	104	1	105	1
106	1	107	1	108	1
109	1	110	1	111	1
112	1	113	1	114	1
115	1	116	1	117	1
118	1	119	1	120	1
121	1	122	1	123	1
124	1	125	1	126	1
127	1	128	1	129	1
130	1	131	1	132	1
133	1	134	1	135	1
136	1	137	1	138	1
139	1	140	1	141	1
142	1	143	1	144	1
145	1	146	1	147	1
148	1	149	1	150	1
151	1	152	1	153	1
154	1	155	1	156	1
157	1	158	1	159	1
160	1	161	1	162	1
163	1	164	1	165	1
166	1	167	1	168	1
169	1	170	1	171	1
172	1	173	1	174	1
175	1	176	1	177	1
178	1	179	1	180	1
181	1	182	1	183	1
184	1	185	1	186	1
187	1	188	1	189	1
190	1	191	1	192	1
193	1	194	1	195	1
196	1	197	1	198	1
199	1	200	1	201	1
202	1	203	1	204	1
205	1	206	1	207	1
208	1	209	1	210	1
211	1	212	1	213	1
214	1	215	1	216	1
217	1	218	1	219	1
220	1	221	1	222	1
223	1	224	1	225	1
226	1	227	1	228	1
229	1	230	1	231	1
232	1	233	1	234	1
235	1	236	1	237	1
238	1	239	1	240	1
241	1	242	1	243	1
244	1	245	1	246	1
247	1	248	1	249	1
250	1	251	1	252	1
253	1	254	1	255	1
256	1	257	1	258	1
259	1	260	1	261	1
262	1	263	1	264	1
265	1	266	1	267	1
268	1	269	1	270	1
271	1	272	1	273	1
274	1	275	1	276	1
277	1	278	1	279	1
280	1	281	1	282	1
283	1	284	1	285	1
286	1	287	1	288	1
289	1	290	1	291	1
292	1	293	1	294	1
295	1	296	1	297	1
298	1	299	1	300	1

DA Form 2407

Block 27—if you work was delayed while in progress, check here to indicate why, otherwise leave blank.

Block 28—The maintenance officer, maintenance or other person's in charge and you give the OK on the work done, sign this block and give the table date already listed.

After the MWO's are done and the 2407's complete, send the No. 2 copy to the MWO or to AMO/MPC. Appendix B in the new TRM 34-750 will tell you where you send it, unless your local command tells you to send them to their local collection activity in accordance with TRM 34-754-1.



Your support unit uses the same form to report RFD's that have been applied and other work accomplished.

Include it in where they record all the important data covering the accomplishment of the work reported. This includes the parts used, whether obtained by fabrication, cannibalization,

local purchase, rebuild or from other services. If there isn't enough space on the 2407, then the continuation sheet (Std. Form 2407-1) is used for the overflow.

Specify on the support use of 2407 are covered in the new TM 38-710.

USING THE EIR SECTION



This is the section that's filled in when you find a deficiency or failure and you want to tell the top maintenance engineers about it. Top-side wants to know about all that's found on new and older equipment due to faulty material, poor workmanship, improper assembly or design and premature wear or deterioration. They also want to hear about any condition that's a hazard to personnel, equipment and mission and any identification or maintenance action on RFD's, TMs, TEs, etc., that can't be done.

Most of all they'd like to hear of any equipment improvement recommendations that you may have worked out.

All is better if it fits.

Check the EIR box on top and lower corner the number of pages.



Blocks 1 thru 15—Filling in this section is no different from any other 2407 action. But in the info that'll identify your craft and the item your IR is on.

Block 21—Don't forget to check whether the IR is temporary, legal or stolen.

Block 22a (22)—The check for the mailing address of the unit submitting the IR.

Block 23—Put your recommended action here.

Block 27a—Signature of person submitting IR, your name.

Block 28—Put in your organization code just like block 1.

The image shows a close-up of the 2407 form. Blue arrows point from the text boxes to various fields:

- From the top text box to the 'IR No.' and 'Date' fields.
- From the 'Block 21' box to the 'Remarks' section.
- From the 'Block 22a' box to the 'Mailing Address' field.
- From the 'Block 23' box to the 'Recommended Action' field.
- From the 'Block 27a' box to the 'Signature' field.
- From the 'Block 28' box to the 'Organization Code' field.

IR Form 201

Block 22 b (22)—Don't forget your recommendation of the part that you're going to change in the IR. If this is a part, component or assembly it's major item indicated in block 2 then it that you'll put in the IR and fill in the part.

Block 25—Don't show your call sign here. Use all initials. It's better to give you more than less info. If it's a failure, include the type of operation, terrain, altitude conditions or any special conditions. Use it all in an easy-to-read explanation and insert any photos or sketches you think necessary to get your point across. If you need more space, use the 2407 continuation sheet. When you have an exhibit, tag it with a 24 Form 201 and hold the file until you receive negative information from the NAMP. Don't take a ton your exhibit apart, leave it just as it is, even if it's slightly messed up.

Your IR goes down to the NAMP. Don't forget to record the IR action on the DA Form 2405-3 in the equipment log book.

PLEASE DO NOT LET THIS GO TO THE NAMP UNLESS YOU HAVE A 2407 FORM 201 TO SUBMIT WITH YOUR JOURNAL ENTRY TO BLOCK 28.



PROBLEMS SPOTS

In the past, missing information in blocks 6, 20a and 28 caused a monkey wrench into the data processing end of the maintenance recording system. Don't be your 2407 man, up the draft check these specific blocks for completion and accurate information before it's sent to ANMPC or the NAMP.



This is the form that's used when you exchange an engine in any combat vehicle within the 200000 category. The 2410 is a cleanup manifold form that has a main job of keeping troop transportation and commodity managers up-to-date on the whereabouts and condition of these costly recoverable engines.

Normally, when an organizational unit pulls a power pack for engine change, the maintenance action must be coordinated with their support unit. Whoever pulls the engine, initiates the 2410.

IF YOU LEAVE THE MAINT UNIT OF THE SUPPORT UNIT, YOU CAN "RECALL" YOUR 2410.



20000 I use all six codes.
20000 II use codes 1 and 2.
20000 III use codes 3, 4 and 5.
Block 7 has 12 slots.
Here's the old data's layout.

20000 I		20000 II		20000 III	
1	2	3	4	5	6
7	8	9	10	11	12
677 000 000			677 000 000		
DA FORM 2410			DA FORM 2410		

20000 I

Block 1: 1—Always "Support" (this is the only item in the initial release area that gets the 2000).

Block 2: codes in a predetermined, or make-up order.

Block 3: Enter the engine serial number—only based on the engine data plate.

Block 4: These are for the manufacturer code and part number—get 'em from support. If they're not available, enter "unknown".



20000 I		20000 II		20000 III	
1	2	3	4	5	6
7	8	9	10	11	12
677 000 000			677 000 000		
DA FORM 2410			DA FORM 2410		

20000 I

Block 5: Enter the engine model (the 400 000-1 or 400 000-2 or 400 1700-0).

Block 6: Enter the engine type here. If you don't know it, support can give it to you.

Block 7: Put in the date and hours the engine has run since installed on and then from which it is being removed.

Block 8: Leave this entire section alone. It's for support only.

- Block 11—Identify the number within the cover number. Attach form with the engine you covered.
- Block 12—Fill in the vehicle's "M" designation and RMA# No.
- Block 13—Fill in the date.
- Block 14—Fill in the date that did the job.
- Block 15—Indicate "M", "S", and "C" of the work in Block 11.
- Block 16—Show the failure code from Table 17-1 in the new TM 58-70-1 that describes the failure best.
- Block 17—Put an "L" or "R" (should) that tells where the fuel engine was removed.
- Block 18—Use 21—Draw over the signature, stamp and recording info on the engine—put together with your support unit on these units.

TAHM	AMBER 2	2150-148-7400	4070	4.0
4454	274 BH, 2714 4000	1087 Collier, La.	1087	1087
AMBER Co <small>AMBER ENGINE CO. INC.</small>		1087 Collier, La. <small>1087 Collier, La.</small>		
24 Jan 58				

TAHM	AMBER 2	2150-148-7400	4070	4.0
4454	274 BH, 2714 4000	1087 Collier, La.	1087	1087
AMBER Co <small>AMBER ENGINE CO. INC.</small>		1087 Collier, La. <small>1087 Collier, La.</small>		
24 Jan 58				

- Block 19—The PM of the engine vehicle.
- Block 20—The vehicle number you have. It's usually found stamped into the hull behind the USA number.
- Block 21—The previous signature authorizing the covered engine.
- Block 22—The registration tabs—no more than three digits.
- Block 23—Show the effect that the fuel engine has on your outfit's status. Your CO should check this.



HOW ARE SUPPORT COPIES?
 Copies 1, 4 and 5 are always handled by your maintenance support units. The forms are made as the engine can be recovered from one maintenance or overhaul activity to another without indicating a DA Form 1400. There is space on the rear side of Copy 1 for listing all parts used for repair or overhaul.
 Specific procedures for filling in the support tables on copies are in the new TM 58-70-1. Procedures for processing and distribution of the 2410 via TAM/ADP are in TM 34-750-1.



HOW TO EXCHANGE
 When you make out the 2410 for a direct-exchange engine, deliver copies 1 thru 5 to your support unit. No other paper work is necessary, not even an Exchange Tag (DA Form 2482).
 If support cannot deliver you a replacement engine, they'll fill in the rest of Section 2 and return it for your receipt and clearance.



HOW TO INSTALL
 Copy No. 4—This portion of the 2410 is used when you install a replacement engine. The form will come to you along with your new engine. It'll have Section 1 and blocks 35 and 36 filled in. Your concern will be blocks 44 thru 54 and 56.
 This area identifies the number vehicle that's getting the new engine. The requirements here are the same as covered by blocks 9 thru 17 in Section 1.
 After the installation job is over, block 54 gets signed to verify the installation—this is usually done by your maintenance officer or by the support unit.

AMBER 2				
TAHM	AMBER 2	2150-148-7400	4070	4.0
4454	274 BH, 2714 4000	1087 Collier, La.	1087	1087
AMBER Co <small>AMBER ENGINE CO. INC.</small>		1087 Collier, La. <small>1087 Collier, La.</small>		
24 Jan 58				



Blocks 31, 32, 33, 34 and 35 are not used for the installation report . . . so leave them blank. They're used for reporting losses in inventory, like when the engine is transferred to a non-AMBER outfit or to the junk pile.
 When Copy No. 4 is completed it also goes through an AMBPC or to your local data collection activity.

YOUR EQUIPMENT LOG



You can't carry a book for 100 copies. But a cover and contents for the Equipment Log, Log Assembly, and Log Booklet are available. You can order them if you wish to order a set for your office. For more information, see the DA Form 2408.

Your equipment historical records are made up of the cards listed for the equipment in para 4-28 of TM 34-750 assembled in a log book binder.

This book will be with your equipment when the equipment is operated, serviced, repaired, modified or replaced.

DA FORM 2408 11

This Equipment Log Assembly used to be just that. It told you how the forms were to be arranged in the log book.

You'll still find general information about the log book. It also tells you where to look in TM 34-750 to find the index for arranging the forms.

And there are two additional important points. First, you don't want to order a set of your own. Second, you don't want to order a set of your own.



DA FORM 2408

THIS EQUIPMENT LOG BOOK IS USED TO RECORD THE HISTORY OF EQUIPMENT THROUGHOUT ITS SERVICE LIFE. THE EQUIPMENT IS OPERATED, SERVICED, REPAIRED, MODIFIED, OR REPLACED.

THIS EQUIPMENT LOG BOOK IS USED TO RECORD THE HISTORY OF EQUIPMENT THROUGHOUT ITS SERVICE LIFE. THE EQUIPMENT IS OPERATED, SERVICED, REPAIRED, MODIFIED, OR REPLACED.



EQUIPMENT DAILY OR MONTHLY LOG

DA Form 2400-1 is practically the same as the old equipment daily or monthly log. And, it will have the same purpose—to carry a continuous record of operation of a piece of equipment.

It might help if you put down mileage of last "Q" and next take.

This is a status symbol from DA Form 2400. It indicates a delivery to the equipment, the equipment is available for operation and is operable.

Be sure to put down the name and model of your vehicle (Block 1), and there's still space for the registration or serial number (Block 2).

TRUCK, M35A2										42-6714	
REG. NO. 42-6714										MILEAGE	
DATE	TIME	TYPE	OPERATOR	STATUS	REMARKS	OPERATOR	OPERATOR	OPERATOR	OPERATOR	MILEAGE	OPERATOR
12-14	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-15	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-16	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-17	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-18	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-19	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-20	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-21	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-22	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-23	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-24	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-25	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-26	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-27	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-28	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-29	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-30	08:00	TRUCK	JOHN D. HENNING	OPERABLE							
12-31	08:00	TRUCK	JOHN D. HENNING	OPERABLE							

You now have blocks to put down when the next periodic service is due (Block 5), and when the next lubrication is due (Block 6).

This indicates that a fault, though not a serious condition, exists on the equipment or that minor essential equipment is not fully or satisfactorily maintained.

You'll also find the block that you check to tell whether the log is being used for a Daily or Monthly log (see arrow from the bottom of the top of the form (Block 3)).

WRITE A CHECK ON THE EQUIPMENT IN JULY OR SEPTEMBER TO GET AN EXTRA POINT OF CREDIT. IN JULY, THERE WERE 20 DAYS LEFT IN THE YEAR. IN SEPTEMBER, THERE WERE 30 DAYS LEFT.

Don't forget that you have a year to put down the status symbol if your vehicle has an operational shortcoming or a deficiency. If you don't have any, then make a "1" in column 1 and sign your name in column 9.



LETTERS FROM THE FLEET MANAGER

When you're put a deficiency in column 2, the number of days the equipment is non-operational is operational or repair maintenance will be shown in column 4, and the entry will be signed by your maintenance inspector or mechanic.

In case of equipment which is impossible any part of entry and then returned to a non-usable condition the same day will be dropped in 70 days non-operational. But if the equipment is non-operational for two or more days, you don't count it down into half a day but use a whole day. For instance if it was non-operational for 7 1/2 days you would record 4 in the days.



At the beginning of the month you record the hours and 1/2 in column 1 making for your equipment in column 3. You put a tick in brackets that the information was carried over from previous month. The person making the entry signs in column 9.

By looking at the filled-in form you can tell what's what. You'll have a record of hours and 1/2 miles the equipment was operated. If fuel and oil had to be added while the equipment was being operated, it should be there too. You'll also be able to tell the number of days the piece of equipment was operated.

If a piece of equipment is air dropped with "AIR DROPPED" in one of the blank spaces in column 4, each time the piece of equipment is dropped by parachute, put down the number "1" under the heading on the date of the drop.

The crew fills out the form columns 2 through 9 at the end of a day's operation, and your platoon leader or company will check it over to make sure it's accurate and complete.



DO NOT GET YOURSELF OUT OF ORDER BY NOTING THE STATE OF THE MACHINERY OF THE GUN. JUST CHECK IT AT THE END OF THE DAY. IF YOU HAVE ANY PROBLEMS WITH THE GUN, TALK TO THE GUN MANAGER AT THE NEXT MEETING OF THE GUN CLUB.

DATE		MILEAGE		OIL		LUBE		REMARKS	
1974	1-22-74	1000	1000	SAE 30	SAE 30	SAE 30	SAE 30	SAE 30	SAE 30

DA Form 2498-1

The monthly log works very much the same as the daily log except the Monthly is checked instead of Daily. And you have a total for the month—total miles and lbs. have reported, total fuel used, total lube added to account, and there are blank space to indicate it so that you can list other parts that needed oil or lube—such as fuel filter, etc.

And, don't forget to add the number of oil changes for the month and put the total in the "OIL CHANGES" column. (You write in "OIL CHANGES" in one of those blank spaces in column 12.)



If column 12 got the total number of days the equipment was in operational or repair condition and "operational" maintenance during the month. If there were no non-operational days during the month, get down "0".

Also, at the end of the 24th and 25th number of each fiscal year (12 for and 25 for) you take the total number of gallons of fuel added to your vehicle during the preceding 12 month period and show it in the monthly column of the form 2498-1.

There's another big difference in the daily and monthly log and that is how long you keep it. You keep the daily log 90 days and then destroy it. The monthly log is a permanent record and will not be destroyed.

① EQUIPMENT LUBE RECORD

DATE		MILEAGE		OIL		LUBE		REMARKS	
1974	1-22-74	1000	1000	SAE 30	SAE 30	SAE 30	SAE 30	SAE 30	SAE 30

DA Form 2498-2

You fill out the DA Form 2498-2, equipment lubrication record, just like you have been.

Also, check transmissions. Do you check vehicle more get total of EB OIL OIL and see if your engine or transmission is listed there.

Just as the name of the form implies, it's a record of lubrication service both scheduled and unscheduled.

You keep the lube record, also DA Form 2498-2, in the equipment log for one year from the date of the last entry. Then you take it out of the book and destroy it.

Whoever does the service will fill out the 2498-2.

There's been a change in lube pump for the Continental engine and new

DA FORM



This form tells you at a glance just what has happened to your equipment as far as maintenance is concerned. You'll find a record of maintenance services, inspections and repairs which required parts at the organizational level.

You'll also find all the dogs if the piece of equipment's been out of service. You should be able to tell at a glance just how long and why.

But, there's something to keep in mind when you're filling out the 2408-3. It must be accurate and complete, and the info should be your own when it's due out.

WOULD YOU WANT THE DA FORM 2408-3?

DA Form 2408-3



The 2408(00) OMP (the 1) is for use by field or higher headquarters. The field commander decides what it is to be done with.

The 2408 (000) OMP (the 2) is the record kept in the equipment log.

The 2408 OMP (the 3) is mailed to one of the addresses listed in Appendix B of TM 24-120. You pick out the one it should go to when your local headquarters prescribes. If there's nothing there, it's a field collection activity.

You can save some time and energy by recording corrective service rights on the DA Form 2408-3 or 2408 instead of entries 2 and 4 of DA Form 2408. In case you apply an RTRVO, record it on DA Form 2408-5, and make a 2407 to report the RTRVO.

2408-3

Now if you're not sure whether your piece of equipment has to have a 2408-3, make a look in the list in parts 4-20 of TM 24-120.

If you do maintenance services, repairs, or inspect (this includes CMMS), record what you inspected, on 1 the equipment, here are the blocks you'll want to fill in on the 2408-3.



In Block 2 put down your equipment's identification code. Some have a unique 104 of the 10 for the organization's use when they were digitized.

In Block 4 put down your equipment's serial number. If your equipment has more than one digit, use only the last one. If the last doesn't have a serial number, put down 0-0.

You get to the name of your equipment (Block 5). In the name that's used in the property book, put down a title properly suited to the item.

If your serial has a 1040 classification, use the 70. If you've got a 1040 with the 70, use the 70.



DA Form 2408-3

Type	1040		1040		1040		1040		1040	
	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										
16										
17										
18										
19										
20										

In Block 1 you put down the name of your equipment.

In Block 2 you put down the name of the item you listed in Block 1.

Now the Block 3 is the one you've got to watch. You're supposed to give the Federal Stock Number for your piece of equipment.

Find here on you're going to be working into codes, so better come here with some real good use notes.

Except the identification from the item listed in parts 4-7 of TM 24-120. If the item doesn't have a line number, then put 0-0.



Get in Block 7, and down the model number of the equipment. If it doesn't have one put 0-0.

The first one you need is the difference book to look in. If you'll have in Table 10 of Appendix 1, TM 24-120, you'll see all the notes that the one which applies to your serial or equipment.

The agency the owner entitled "Company/Part Name or Location" to list capacities, capacities, and load times which were not completed. Columns 10, 11 and 12 are not for use on smaller vehicles.

In block 11a you put the machine's hours and useful load for each major attachment that includes important items.

In block 11b you put the ROPS manufacturer's part number if the ROPS is available for the replacement that you need. You don't list various hardware items such as seats, belts, screens, the pedals, etc.

In block 11c you put down the make which shows when you started the listing.

Always!

In block 11d you put down the make which gives the first indication of location.

In block 11e enter the Make Code for new items more than 10 years from now give them the complete or you'll get the right one.

If you have been required to make identification you can put them in block 12 to use and tell which has the records apply to.

Block 11a indicates the total number of days in the month your equipment could have been available for use.

In how you show the total number of days your equipment was on hand for possible control in your work include those days it may have been in support maintenance. As you can find record those days over from one job to another unit.

Here, before you're starting with the agency which has to use the "Block 11a" column 11a and show the correct ratings, hours, months and up of the last day of the month. Then enter the follow date for the last day of the month incidentally.

MAKE	MAKE CODE	MODEL	YEAR	TYPE	CLASSIFICATION	LOCATION	STATUS	REMARKS
JOHN DEERE	1	425	1978	TRACTOR	1	1	1	1
JOHN DEERE	1	425	1978	TRACTOR	1	1	1	1
JOHN DEERE	1	425	1978	TRACTOR	1	1	1	1

In block 11d you give the make code which applies to your equipment. One of these codes will be used based on the block of your ROPS.

In block 11e you give the make code which shows that the equipment listed in block 11a has been operated. This doesn't apply, put 01.

MAKE	MAKE CODE	MODEL	YEAR	TYPE	CLASSIFICATION	LOCATION	STATUS	REMARKS
JOHN DEERE	1	425	1978	TRACTOR	1	1	1	1
JOHN DEERE	1	425	1978	TRACTOR	1	1	1	1
JOHN DEERE	1	425	1978	TRACTOR	1	1	1	1

14 from 1981-1

Now, at the end of the last and the end of each fiscal year (1981 and 1982) you enter the total number of gallons of fuel added to your vehicle during the past month. Put this in the capacity column. For example, "Total fuel added—1240 gallons. You get the fuel from column 11 of the Equipment Inventory log, 14 from 1981-1.

In block 11g you put down the number of parts and if it applies, if not, then a blank.



MAKE	MAKE CODE	MODEL	YEAR	TYPE	CLASSIFICATION	LOCATION	STATUS	REMARKS
JOHN DEERE	1	425	1978	TRACTOR	1	1	1	1
JOHN DEERE	1	425	1978	TRACTOR	1	1	1	1
JOHN DEERE	1	425	1978	TRACTOR	1	1	1	1

In block 11g you put down the number of parts and if it applies, if it doesn't apply, put 01.

Block 11h is for putting down the number of parts and if it doesn't apply, put 01.

In block 11i you put the follow date for the first unit or inspection was done.

MAKE	MAKE CODE	MODEL	YEAR	TYPE	CLASSIFICATION	LOCATION	STATUS	REMARKS
JOHN DEERE	1	425	1978	TRACTOR	1	1	1	1
JOHN DEERE	1	425	1978	TRACTOR	1	1	1	1
JOHN DEERE	1	425	1978	TRACTOR	1	1	1	1

In block 11j you put the number of days your equipment was physically under the control of your support maintenance per job.

In block 11k you put down the number of days your equipment was not available for use because it was in support maintenance, but don't count maintenance in your log.

Block 11l gives you a chance to tell the buyer right up about the status of your trade. If you're been doing a maintenance job which is provided in a 10 10 and you find the work you need most difficult, not so hard or they're not so good, then put a "1" in block 11l. Same thing holds true for a job provided by a 10 10, if it's going "1" in the block.

Block 11m, n, o, p, q, r, s, t, u, v, w, x, y, z are for the last day of the month to indicate the availability status of your equipment, but only if an ROPS Equipment Compatibility Label has been placed on your equipment.



THE MOST COPY IN THE
ARMY. COPY AND PASTE
FOR YOUR OWN USE.



The No. 2 copy is the Log Book copy. It will stay in the log book for a year and then it will be taken out and destroyed.

The No. 3 copy is the MRP copy. It will be closed out the last day of each

month. The closed out forms will be forwarded to the AMRFP, or Logistics, Co., or to the address listed in Appendix II of TM 18-790, unless your headquarters directs that they be sent to a local destruction society.

If you close out a form before the end of the month, just hold it until you send the rest of the forms and include it then. When you have more than one

page for a particular piece of equipment, staple all the pages together. The No. 3 (AMRFP) copy should be completed, rolled and mailed by the MRP working day following the end of each month.

When the 2408-4 is used for consolidated maintenance management inspections (CMMI), the No. 1 copy is kept by the headquarters doing the inspection

(usually the area CMMI has been done).

The No. 2 copy goes in the log book and will be kept there until the next CMMI and then it will be removed and destroyed. If there is no log book for the item being inspected, the copy will be kept in the organization files.

The No. 3 (AMRFP) copy goes to the CO of the maintenance organization or activity that provides direct support to the inspected unit.

REPAIRS AND MAINTENANCE
ITEMS SHOULD BE
RECORDED IN THE
LOG BOOK. THE
LOG BOOK IS THE
ONLY RECORD WHICH
RECORDS THE
MAINTENANCE AND
REPAIRS OF EQUIPMENT
AND THE MAINTENANCE
ITEMS WHICH ARE
RECORDED IN THE
LOG BOOK.



As you know, this form is for the purpose of keeping a continuous record of things and say when into that might affect the service life of the weapon tubes. When the weapon is accounted on vehicles the form becomes a part of the log book.

The section chief, rank commander, platoon, company or battery commander may fill in the items.

DA Form 2408-4

PROPERTY IDENTIFICATION		ITEM		CLASSIFICATION	
QTY	ITEM	QTY	ITEM	CLASS.	CLASS.
1	2408-4	1	2408-4	CLASS.	CLASS.

There is something that you need to keep a record when things are used 2408-4. It should be used to include the maintenance and control number of the weapon.

WEAPON RECORD DATA

PROPERTY IDENTIFICATION		ITEM		CLASSIFICATION	
QTY	ITEM	QTY	ITEM	CLASS.	CLASS.
1	2408-4	1	2408-4	CLASS.	CLASS.

REPAIRS AND MAINTENANCE
ITEMS SHOULD BE
RECORDED IN THE
LOG BOOK. THE
LOG BOOK IS THE
ONLY RECORD WHICH
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MAINTENANCE AND
REPAIRS OF EQUIPMENT
AND THE MAINTENANCE
ITEMS WHICH ARE
RECORDED IN THE
LOG BOOK.



When the form is filled or when the tube is accounted, the record is removed and forwarded to the CO, 1st Army Weapons Command, ATTN: AMRFP-AMR, Rock Island Arsenal, Illinois. Before you mail it, take the last entry appearing in each column, except a, brand s, and record that information on a new form.

If the gun is removed from the vehicle or account before it's accounted, the Weapons Record Data form will be taken from the equipment log and packaged with the tube during storage.

IT IS THE POLICY OF THE ARMY TO MAINTAIN THE RECORDS OF THE WEAPON RECORD DATA.

When you close a form, get down the type projects and number actually used. You need the form records for the same way you do the projects but you do not add them together when you're going to say how many is returned.

REPAIRS AND MAINTENANCE
ITEMS SHOULD BE
RECORDED IN THE
LOG BOOK. THE
LOG BOOK IS THE
ONLY RECORD WHICH
RECORDS THE
MAINTENANCE AND
REPAIRS OF EQUIPMENT
AND THE MAINTENANCE
ITEMS WHICH ARE
RECORDED IN THE
LOG BOOK.



1 EQUIPMENT MODIFICATION RECORD

The purpose of your DA Form 2488-5, Equipment Modification Record, is to keep a record of the requirements for and the application of all authorized modifications of equipment.



The existing organization or scale writes in the MWO info on the left side of the form as soon as the MWO is received—as a matter when suggestions apply it.

The DA Form 2488-5 will be a permanent part of the equipment log on items of equipment listed in para 6.26 of TM 54-714 . . . also, you make a separate DA Form 2488-5 when an MWO is applied to assemblies or components coded as "Reversible" in the parts manual, except for those components in which a DA Form 2489 is required.

The 2488-5 has two major sections—"Modifications Required," "Modifications Completed."



WHEN YOU RECEIVE AN AUTHORITY FOR MODIFICATION THAT HAS A MWO, PUT IT IN THE EQUIPMENT LOG WITH THE DATE OF THE AUTHORITY. COME AND ASK US AT THE AUTHORITY AND INFORMATION.

If there's a 2488-5 for an assembly or component that's installed in equipment, then the form that goes along with the component or assembly will be put in the equipment log of the item on which the assembly or component is installed.

2 EQUIPMENT MAINTENANCE RECORD

(Support Echelons)

THE EQUIPMENT MAINTENANCE RECORD (EMR) IS A RECORD OF THE MAINTENANCE WORK DONE ON EQUIPMENT. IT IS USED TO TRACK THE MAINTENANCE WORK DONE ON EQUIPMENT AND TO PROVIDE A SUMMARY OF THE MAINTENANCE WORK DONE ON EQUIPMENT. IT IS USED TO TRACK THE MAINTENANCE WORK DONE ON EQUIPMENT AND TO PROVIDE A SUMMARY OF THE MAINTENANCE WORK DONE ON EQUIPMENT.



● EQUIPMENT TRANSFER RECORD



This four-page form is a means of keeping a record of transfer of specific items of equipment. You can get the list of equipment in para 4-26 of TM 38-750. **DA FORM 2408-7**

You use the 2408-7 when transferring or shipping equipment to another organization, storage, depot, lot in transit, or when the POM is changed because it's been modified or rebuilt.

You don't use it when you're sending the equipment out on loan or when you're exchanging it for repair and return to you.

The organization that has the equipment before the transaction or loan has to make out the DA Form 2408-7 and the receiving receiver also fills in a 2408-7.



You fill out this revised 2408-7 very much like you did the old form.

Don't get confused when you get to Block 6. The line number of the item is listed in paragraph 4-26 of revised TM 38-750.



The No. 1 copy is left in your reporting responsibility.

The No. 2 (Control Copy) goes to the organization's main account.

The No. 3 copy is filed in the equipment log book. The old copy gets destroyed.

The No. 4 (AMDFC) copy goes to AMDFC or to the right authority named listed in Appendix B of TM 38-750.



● DA Form 2408-8

This form is just what the name implies—Equipment Acceptance and Registration Record.

It's filled out by the accepting inspector who includes the status of the equipment when it was received from the manufacturer.

This form is strictly for information only at user level to assist you when you're filling out DA Form 2407, 2408-7 or 2413.

Note: If you receive equipment without this form in the log book, prepare a new form and file NMF copy in an AMDFC, noting in the remarks block, "Equipment received w/o DA Form 2408-8."

DA Form 2408-9

PROOF ACCEPTANCE RECORD

Here's another form that doesn't have to be made out by using words.

This form is used to show a fitted custom tube, or equipment on which one is installed, has been proof tested in accordance with regulations. It is also used to record serial numbers of replaced tubes and the date the tube was replaced.

DA Form 2408-10

EQUIPMENT COMPONENT REGISTER



Here's another use of these forms that is used for more than one thing. (Yes, this form isn't used for aircraft.)

It is used to keep a record of components that are replaced. You keep a record of serially numbered items and those that are capable of operating separately. Examples are engines, transmissions, compressors, mixers, etc.

You also use the 2408-10 as an index when you keep several equipment logs in one binder.

The third use of the form is to keep a record of in-life components and replacements.

The 2408-10 becomes a permanent part of the log book when it's used as an index or as a component replacement record.

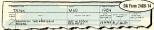
DA Form 2408-14

UNCORRECTED FAULT RECORD

When there are many errors
over time, make a summary
LOGS FROM YOUR OFFICE
to show accuracy. Use the
form to record the
uncorrected faults in
your own equipment.

Transfer
errors into
summary log
book on the
2408-14.





When used for equipment (other than Army aircraft), the maintenance supervisor transcribes the facts from DA Form 2404 to the 2409-14. Not only do the known mechanical faults on equipment get transcribed from the 2404 to the 2409-14, but also minor replacement shortages which may have been shortages for some time.

This form is used by the operator when doing routine preventive maintenance inspections, and by any inspector of the equipment at any station.

The DA Form 2409-14 is kept 6 months after the last copy is made in column F. After that you destroy it.

DA Form 2409 EQUIPMENT MAINTENANCE LOG (Consolidated)



If you've used this single card log before, then you're in good shape.

The form hasn't been changed. It still can be used as an insert in the log book or cover forms included in a major combination. Or, it can be used as a separate log for each item or medical equipment, etc.



Para 4-26 of TM 88-782 tells you which items of equipment need the 2409.

In **SECTION 4-26**, you know (a) serial number, serial number location (this should be in pencil so that it can be changed when the item is moved), frequency of maintenance inspection (daily, monthly, quarterly, semiannually, etc.) called for in the tech pub, name of the item, life expectancy of the item when known (if unknown put that down), date item will be permanently withdrawn from service (add the life expectancy, in years, to the "date put in service" if unknown, see 4-26).

Put down the number of the organizational file, part name, etc., that apply to the inspection and maintenance of the item (you don't have to list the MWO's in the block). You also include the name of the manufacturer, and the date item was accepted. If unknown, put it down. The rest of the form goes down too if it applies. If it doesn't put it in.

SECTION B — MAINTENANCE INSPECTION RECORD

Put down the day, month and year the scheduled maintenance inspection or service was completed. The person who does the maintenance inspection puts his initials in column 6. You enter the results of the inspection and what corrective action was taken by organizational maintenance.

If this is just a routine maintenance service and the equipment is all right, you can put down "As Inspected" — OK. But, where repairs or services are required by support maintenance, then the job order number will be put down.

SECTION C — REPAIR AND OVERHAUL RECORD

This info goes on the back of the form — the date of support maintenance repair, job order number, description of repair and materials required. Some components went out of parts, out of labor and tool or there are spaces provided for this.

ALL REQUIRED
REPAIRS, SERVICE,
AND TO-TIME
REPAIRS WILL BE
RECORDED BY
YOUR ORGANIZATION

ENTER
YOUR
JOB
ORDER
NO.

SECTION D — MODIFICATION RECORD

All required MWO's applying to the equipment will be recorded by the issuing organization. When an official MWO is received it will be recorded regardless of the release responsibility for applying the modification. If this Section B Modification Record is filled, then you can attach a DA form 244-L (Equipment Modification Record) to the MWO and put down the info.

You enter the MWO number, date of MWO, symbol "X" for report or "Y" for normal telephone applied, who is responsible for applying the MWO, MWO job number or title.

The date the MWO was finished, the actual location it took to apply MWO, and the name of the organization applying the MWO will be entered by the man who completes or checks the work. He will also sign his name to show the job's been finished. He sees you the report accomplishment of the MWO on the DA form 244-L.

If you fill up all the space in Section B or C, you use one number 244 to continue it on. Fill in the heading completely, and then at the bottom of the form mark "Continuation Log," staple the two logs together.

The Equipment Maintenance Record (Continuation Log) is a permanent record. It will go with the item throughout its service life. The continuation log may be kept in the using unit's maintenance section or in the log book as an insert for a computer. This form won't be destroyed until the equipment is disposed of.

CALIBRATION OF EQUIPMENT



THIS IS THE 'GUY' BETTER THAN 'EM—HE'S CALIBRATED MY GUN—HE'S THE LAST GUY I WOULD WANT LINED UP IN FRONT OF ME!' AND THEN...

There's very little that you have to worry with as far as calibration of the control equipment in combat vehicles is concerned.

When you run into trouble with any of the fire control items, you send out an SOS on a DA Form 2407 to your support maintenance. Unless it's something minor that you've calibrated or taken care of by your TRL.

So, do yourself, your equipment, and your support people a favor by not trying to work on items which you're supposed to keep your "hands off."

AMMO RECORDS — COMBAT VEHICLES

You're not going to have much trouble when it comes to filling in forms for ammo in your tanks—because there shouldn't be too many—you have the Weapons Record Book, DA Form 2408-4.

Most of the forms for ammo, such as the DA Form 2415, Ammunition Condition Report, and DA Form 2407, which is used as an Equipment Improvement Recommendation, are usually filled in by higher echelon.

It's up to your CO to say what repairs will be made on ammo.

When ammo doesn't fire the way it's supposed to (malfunction), then it is reported in accordance with ABR 700-1100-B.

① WHERE THEY GO



MOTHER, JERRY TALKS TO A LOT OF PEOPLE. HE'S GOT FRIENDS EVERYWHERE AND HE KNOWS THE CORRECTLY CORRECT WAY TO GO. I'M GOING TO ASK HIM TO TAKE CARE OF THIS MATTER FOR ME. PLEASE.

I DON'T KNOW ABOUT GETTING A COLUMN OF THE WAY TO GO, BUT I'LL TRY MY BEST.

Forms And Records For—

TACTICAL AND



Equipment in this class include all motor items that fall in the 200000 primary equipment category. The Army Equipment Record Procedures for vehicles in the 200000 category are basically the same as for combat vehicles. Although there are differences, such as equipment codes and mailing addresses, most of the markings on combat vehicles apply to tactical and support equipment and their uses.

The high points covering Operational Records, Maintenance Records, Historical Records and Calibration Records are on the following pages. If you need more details on any form, check out your copy of the new TM 34-754.

SUPPORT VEHICLES



GENERAL RECORDS AND CHECKS APPLICABLE TO ALL SUPPORT VEHICLES

- OPERATIONAL RECORDS AND USE
- 24 HOURS OF OPERATION (New Vehicle Operator's Identification Card)
- 24 HOURS OF OPERATION (Log of Motor Vehicle Accident)
- 24 HOURS OF OPERATION (Driver's Qualification Record)

These operational forms are basic requirements for all drivers and equipment. See pages 3-7 for a few more important records on these forms.

DA Form 2400 — YOUR



When to use the Equipment Utilization Record (DA Form 2400) depends on your local SOP.

Just about all the vehicles that come under the tactical and support vehicle category must have an equipment log. Whether you'll also use the DA Form 2400 along with the log depends on your command.

Using the new 2400 is similar to using the old DA Form 2400. There are some differences that they're not too great. The new form no longer requires such trip mileage, load/passenger data and cargo weight, mailing and record uses.

The 2400 is normally used for a 24-hour period. You use a new form each

UTILIZATION RECORD

day except when the vehicle is used for extended time periods like maintenance, postal duty, trips that take more than one day, etc.

There is room on the form for more than one operator within the same 24-hour period, plus space for assignments to four different agencies.

One important thing you want to keep in mind is that whether or not you use the 2400, you must also maintain the DA Form 2000.1 that's in your vehicle log book.



THIS FORM IS USED FOR 24 HOURS



DR's
FORM
1088

When you receive your bill, be sure you check for any errors. Ask your carrier if you have any questions.

The dispatcher starts the form at the time he dispatches the vehicle. He fills in the top administrative portion of the form. He also puts in the unit or person the vehicle is to report to, the name of the vehicle operator, the time out and the vehicle's starting mileage.



We report all
DR's Form 1088's
every year (January
through July) to
the IRS.

When you're ready to leave for a given destination, note the time your trip begins; this is usually from the meter panel, later your destination before you start. Then when you arrive at your assigned destination, note the time.

Fill down the time in the correct box into this and on the 14-line clock time.

Whether you make one trip or several, each trip must be shown by its destination, arrival and departure times. After you finish the vehicle was released from an assignment the person or his representative must sign in the bottom by whom operator the destination where the vehicle was released.

VEHICLE OPERATOR		VEHICLE		MILEAGE		DATE	
NAME	NO.	TYPE	NO.	START	STOP	START	STOP
THOMAS PAGE	1088	1088	1088	1088	1088	1088	1088
JAMES WILLARD	1088	1088	1088	1088	1088	1088	1088
TMD	1088	1088	1088	1088	1088	1088	1088
ELPS T-560	1088	1088	1088	1088	1088	1088	1088
SOUTH BAHLE	1088	1088	1088	1088	1088	1088	1088
ALCO #101	1088	1088	1088	1088	1088	1088	1088
TMD	1088	1088	1088	1088	1088	1088	1088
ELCO T-624	1088	1088	1088	1088	1088	1088	1088
CEN. SUPPLY	1088	1088	1088	1088	1088	1088	1088
NON-SERVICE CO. (STR. Bldg.)	1088	1088	1088	1088	1088	1088	1088
4th FLOOR, 500 W. 10th St.	1088	1088	1088	1088	1088	1088	1088
ELCO T-424	1088	1088	1088	1088	1088	1088	1088
TMD	1088	1088	1088	1088	1088	1088	1088

Make sure to be accurate
that this is an operator
and to be precise with the reporting.



Always
check for
errors
on the
form
before
you
submit
it to
the
dispatcher.

If your vehicle is being used as a taxi or you're under the driver control of the dispatcher, then you don't bother getting a meter signature. The dispatcher will sign the release column at the end of your assigned trip.

The vehicle release is for any amount or administrative purposes. You don't get down any mechanical troubles; they go on the DR form 1088.

After you return to the meter panel, get back to the top of the form and enter the time to end the vehicle's total mileage. Then add that the vehicle's beginning mileage from its final mileage; this'll give you the total miles for your hour of assignment. In the case for the total time on the job.

The dispatcher is the man who will see that all the important operating information is transferred to his branch about DR Form 1088.



DR FORM 1088

The old M.A. Form 1000 has...

DISPATCHING EQUIPMENT



The Organizational Control Record for Equipment, OAR Form 2001, is used to identify the user and to pinpoint the location of equipment that's on dispatch.

A quick look at it and you'll know when the equipment is, what items are being used, who has when and when they'll be returned. This is the only form in an outfit that'll keep a commander informed on the dispatch status of his equipment. Without the 2001, dispatch management would be a hodge-podge of guesswork.

The dispatch sheet is kept open throughout the day by a dispatcher. He marks a sheet out at 0800, or at the beginning of the work day and uses it to record the dispatch of various types of equipment—such as, M-1000, M-2000, M-3000, 2H-1000, 5000, and 10000 trucks, 4000 wrecker, tractors and any other equipment that's dispatchable within the unit.

If necessary, the form can be reprinted to the maximum extent if you're dispatching the same equipment day after day.

The sheet can be used for more than one day. It's done by drawing a line

across the sheet after the last dispatch entry and leaving the next day's date in the following open line.

If a new dispatcher comes on duty, he gets his John Hancock and date on the line under the "M" in the Remarks column.

The Remarks column is also used for recording unusual vehicle trips, breakdowns, work and trailer combinations and any unusual or abnormal operations.

When a truck or trailer comes in from an extended trip (more than one day) the date-in and date-out are put in columns 1.

When dispatching several equipments, a single entry is made if the trailer will return the same day with the same truck. Just enter the trailer's identification in the remarks column.

If the trailer is to be returned later or with a different towing vehicle, then a separate line entry for the trailer is made.



WHAT WILL GO INTO EACH COLUMN ON THE 2001.

- 1—Name of person receiving the equipment.
- 2—Location of person or unit to which operator was assigned on 10 report.
- 3—Telephone number of reporting person or unit.
- 4—Date the item is input in reporting person's unit.
- 5—Signed time of return.
- 6—Further point from which and to which unit moved.

Old Form 2001

Column	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	

- 1—Date in the selected vehicle's logbook number (and date relative to).
- 2—Type of equipment used in dispatching, that is, refer, M&M, M&M, etc.
- 3—Registered number of or title being dispatched.
- 4—Name and grade of driver.
- 5—Date the vehicle left the motor pool.
- 6—Date the vehicle returned.
- 7—Initial time of departure if fixed O&M, extended or abnormal operation, special equipment, restricted date of return of vehicle or extended dispatch, etc.

DA Form 2407

MAINTENANCE REQUEST



Here again, the basic details on applying the 2407 to equipment in the Tactical and Support Vehicle category is the same as when it's used for Combat Vehicles.

Pages 28-30 give a general description on filling in and using the 2407 . . . with one exception. And that is administrative and commercial type vehicles.

The new TM 38-750 says DA Form 2407 will be used at all levels for reporting and reporting accomplishments of maintenance on Administrative Use Vehicles. This includes all organizational maintenance people who're required to maintain and service administrative and commercial type vehicles.

Item No.	Description	MFR No.	Classification	
			Code	Rate
1	1.0000	1.0000	1.0000	1.0000
2	2.0000	2.0000	2.0000	2.0000
3	3.0000	3.0000	3.0000	3.0000
4	4.0000	4.0000	4.0000	4.0000
5	5.0000	5.0000	5.0000	5.0000
6	6.0000	6.0000	6.0000	6.0000
7	7.0000	7.0000	7.0000	7.0000
8	8.0000	8.0000	8.0000	8.0000
9	9.0000	9.0000	9.0000	9.0000
10	10.0000	10.0000	10.0000	10.0000
11	11.0000	11.0000	11.0000	11.0000
12	12.0000	12.0000	12.0000	12.0000
13	13.0000	13.0000	13.0000	13.0000
14	14.0000	14.0000	14.0000	14.0000
15	15.0000	15.0000	15.0000	15.0000
16	16.0000	16.0000	16.0000	16.0000
17	17.0000	17.0000	17.0000	17.0000
18	18.0000	18.0000	18.0000	18.0000
19	19.0000	19.0000	19.0000	19.0000
20	20.0000	20.0000	20.0000	20.0000
21	21.0000	21.0000	21.0000	21.0000
22	22.0000	22.0000	22.0000	22.0000
23	23.0000	23.0000	23.0000	23.0000
24	24.0000	24.0000	24.0000	24.0000
25	25.0000	25.0000	25.0000	25.0000
26	26.0000	26.0000	26.0000	26.0000
27	27.0000	27.0000	27.0000	27.0000
28	28.0000	28.0000	28.0000	28.0000
29	29.0000	29.0000	29.0000	29.0000
30	30.0000	30.0000	30.0000	30.0000
31	31.0000	31.0000	31.0000	31.0000
32	32.0000	32.0000	32.0000	32.0000
33	33.0000	33.0000	33.0000	33.0000
34	34.0000	34.0000	34.0000	34.0000
35	35.0000	35.0000	35.0000	35.0000
36	36.0000	36.0000	36.0000	36.0000
37	37.0000	37.0000	37.0000	37.0000
38	38.0000	38.0000	38.0000	38.0000
39	39.0000	39.0000	39.0000	39.0000
40	40.0000	40.0000	40.0000	40.0000
41	41.0000	41.0000	41.0000	41.0000
42	42.0000	42.0000	42.0000	42.0000
43	43.0000	43.0000	43.0000	43.0000
44	44.0000	44.0000	44.0000	44.0000
45	45.0000	45.0000	45.0000	45.0000
46	46.0000	46.0000	46.0000	46.0000
47	47.0000	47.0000	47.0000	47.0000
48	48.0000	48.0000	48.0000	48.0000
49	49.0000	49.0000	49.0000	49.0000
50	50.0000	50.0000	50.0000	50.0000

The 2407 is now used instead of DA Form 2218, the Parts Slip and Work Required worksheet. The maintenance action, parts identification, manhours and repair costs are entered in Section II, blocks 28a thru 28e.

On completion of your required organizational maintenance services, the Copy 3 is used to accumulate any required local statistical data and to cost labor and parts for entry on the DA Form 2405-11 (Automotive Repair Cost Record).

Parts used for repairs of administrative vehicles are not posted on the DA Form 2405-1 . . . just here on the 2407 and their accumulative cost on the 2405-11.

LOG BOOK

No more
faded
equipment tags
or other
pieces of the
equipment
inventory
that are
lost and
not
replaced.
The
LOG BOOK
is the
solution.



Just about all the tactical and support
equipment gets a tag. Under
that tag are no details of the TAG
with historical record forms.

For a detailed picture on each piece
of equipment in the 30,000 piece
equipment inventory see pages 4-20 in the
new TAG 58-754.

A general description of the Form
and how they relate to the TAG 58-754.
Watch out for special instructions on
administration use vehicles and a few
others.

Additional High Points

Index . . . Keep the vehicle's complete maintenance on its edge and front cover for quick identification.

58 Form 1806 . . . Only the "State Symbol" listed in the left column are used on tactical and support vehicles. Items "not used" are "not."

58 Form 1806-1 . . . The equipment operator fills in the daily log and the maintenance supervisor will see that the monthly log is completed. Books 2 and 3 are used only for the daily log; get the necessary info from the Approved Inventory Maintenance Schedule (58 Form 214).

58 Form 1806-2 . . . This record should reflect the maintenance of all lubrication scheduled on the equipment's 214 and, if an 58 label order is published by any of your own model type vehicles, use the manufacturer's lubrication chart along with "B-64 2000-11-1 01 Air Oil, Lubricants for the With Automatic and Commercial-Pipe Administrative Vehicle."

SA Form 2428-1 ... This is one of the most important forms in your log book, so be sure you enter every occurrence. Parts used for repairs of administrative vehicles do not go on this form ... then go on the 2428. The two areas that have given trouble in the past are blocks 4 and 11. Block 4 should show the cost from 1947. Block 11 should show the FMV of the part. Enter parts used for administrative use vehicles on the 2427—better see page 47 of the EM.

SA Form 2428-2 ... You can have several of these in your log, one for the overall vehicle and one on each removable assembly or component that requires a like feature. FMV applied except for those components on which a 2428 is required. You don't subtract a like removable component until a FMV has been stated or installed on the removable component. Commercial type vehicles don't get this form.

SA Form 2428-4 ... Only support maintenance makes entries. Commercial type vehicles do not use this form.

SA Form 2428-7 ... Every piece of equipment in the tactical and support vehicle category uses this form, even the items that only have a 2427-complimented log. Remember, year of 2428-7's is made up when you transfer a vehicle and whenever you receive a vehicle.

SA Form 2428-8 ... Here again, the form goes on every major item. It's usually the vehicle deck certificate. You should have the best copy. Make no entries, just keep with it because it's part of the equipment's permanent record. It helps with logs to make your 2428-7.

SA Form 2428-9 ... The only tactical vehicle log that'll have this form will be to track that support support like the 2428-complimented file and the Easy Check. Administrative use logs get the 8.

SA Form 2428-10 ... This form should reflect the maintenance components on your vehicle. Also it should be used as a cross index if you have a vehicle log book plus also or more complimentary 2428 logs.

SA Form 2428-11

SA Form 2428-11					
Accountable, Name, UNIT, J-NOB	REPORT			DATE SA 2428-11	
PROPERTY NO.	YEAR	PERIOD	FROM	TO	REMARKS
1000000000	—	78	7-20	7-21	7-21-78
NOTE: REPAIRS (BLOCK 4) REQUIRE THAT BLOCK 4 BE FILL					
REPAIR NO.	DATE	QTY	AMT	FMV	REMARKS
REPAIR NO.	7-10-78	5	1.00	1.00	7-10

SA Form 2428-11 ... For commercial type administrative vehicles use the form. It's used to keep a record of cumulative repair parts, but as you won't record the vehicle's maximum

repair allowances as given in AF 700-700A. You pick up the information from your DA Form 2409, give the info. for repairs made by commercial vehicle division. It's also used to keep a record of your motor vehicles that relate to keeping over-aged or over-logged vehicles in operating condition. When this form is used it becomes a permanent part of the vehicle's log.

DA Form 2409-14 . . . All wheeled vehicles that get a log book use this form. It's a good idea to check this form before inspecting a vehicle, if a fault is already covered here then you don't have to pick it up again on your DA 2404. When a recorded fault is corrected at inspection level, be sure and record it on the DA 2404 and indicate the transfer on this form.

DA Form 2409

CONSOLIDATED LOG



The only vehicles in the Tactical and Support Vehicle category that use the DA Form 2409 as a consolidated vehicle log are tactical and commercial trailers, semi-trailers, motorcycles and scooters. Details on using and filling in the form are covered on page 41.

Although the 2409 is a single-rod log it usually takes a few additional forms to complete the equipment's record log. These are spelled out in paragraph 4-26 of the new TM 56-750.

WHEN THE 2409 IS ON A TRAILER, IT SHOULD BE KEPT WITH THE TRAILER LOG BOOK OR THE EQUIPMENT LOG BOOK.



WEAPONS RECORDS



SMALL ARMS — "Guns" and "Knives"

First and foremost, most of the small arms in the 100000 category specifically require any operational records and only the rifle and quad helicopter machine guns make any historical records. But some of them are on the list of items for cultural maintenance data (Appendix III) and will require special reporting. These are the "guns".

The only weapons in Appendix III for data collection purposes are the M14 rifle, M16 machine gun, M79 grenade launcher and the helicopter twin and quad armaments. But others probably will be added from time to time.

All four of these weapons require use of the 2487-1/2487-1. The helicopter machine guns also take the 2488-1 and the 2489-1 and 2489-2.

Just don't forget to check "yes" in Block 9 (Revised form) on that 2487 for these four items, that's all.

As for the "knives"—the 2487-1/2487-1, for example, if you use this form for reporting maintenance data, this won't excuse you from using the same form (or a separate copy, perhaps) for filing an ER or for requesting a maintenance service or collection on the same item. Remember this.

You can use one 2487 to request maintenance services on any number of weapons with the same make, model number and FSM, but you'll have to use separate copies if you request services on additional weapons of another type.

FOR INFORMATION ON THIS FORM AND HOW TO USE IT, SEE WEAPONS RECORDS, PAGE 101



If you use the 2487 (Exchange Tag) to file in a weapon part, component or assembly as direct exchange or to identify an unrecognizable item as an ER exhibit, remember this point:

ONLY WEAPONS "YOUR OWNERSHIP" OF THE WEAPON IS REQUIRED TO REPORT TO THE FBI. YOU CAN REPORT ON A WEAPON YOU OWNED OR IN POSSESSION OF YOUR OWN OR OTHER'S NAME.



The 2487 (Inventory and Maintenance Worksheet) is another form to watch out for if you use in the small arms . . . Block 2 (Discontinuation and Model), Block 7 (EM Reference), and Column 4 (EM Item number of the inspection file in your TM), especially.

If the inspected weapon's a machine gun or a rifle or helicopter, for example, you file the "machine" equipment in Block 2 and give its EM reference in the first half of Block 7. In this case, you'd put the TM reference for the machine gun in the second half of Block 7, but only if the gun takes a separate TM. In some cases you might even have to jot down a couple of TM references for each item—some for the vehicle, some for the small arms.

CUSTOMER INFORMATION AND ASSOCIATED INFORMATION		COMMODITY INFORMATION	
REGISTRATION NO.	4 0041806	TYPE	ARMOR
SALES NO.	988182	QTY	1
DATE	JUL 63	TIME	4:03
OFFICE	9-350-204-10	OFFICE	
OFFICE	JUL 63	OFFICE	

Now, when you come to Column 4, you list the vehicle's ID item number. But first, draw a line across the sheet and list the machine gun's ID item number. If the vehicle doesn't have any deficiencies, draw the line anyway, and then list the machine gun's ID item number.

CUSTOMER INFORMATION AND ASSOCIATED INFORMATION		COMMODITY INFORMATION	
REGISTRATION NO.	988182	TYPE	ARMOR
SALES NO.	988182	QTY	1
DATE	JUL 63	TIME	4:03
OFFICE	9-350-204-10	OFFICE	
OFFICE	JUL 63	OFFICE	

SA Form 3404

When you're inspecting a model of M4 rifle, Flinco, no problem. You identify the M4's in Block 7 and give the ID reference in the first half of Block 7.

CUSTOMER INFORMATION AND ASSOCIATED INFORMATION		COMMODITY INFORMATION	
REGISTRATION NO.	988182	TYPE	ARMOR
SALES NO.	988182	QTY	1
DATE	JUL 63	TIME	4:03
OFFICE	9-350-204-10	OFFICE	
OFFICE	JUL 63	OFFICE	

Then, you identify the accessories for Flinco, Flinco's rifle, or make reference in column 4.

CUSTOMER INFORMATION AND ASSOCIATED INFORMATION		COMMODITY INFORMATION	
REGISTRATION NO.	988182	TYPE	ARMOR
SALES NO.	988182	QTY	1
DATE	JUL 63	TIME	4:03
OFFICE	9-350-204-10	OFFICE	
OFFICE	JUL 63	OFFICE	

SA Form 3404

ARTILLERY

Operational records used for artillery pieces are like the same as for combat vehicles. You fill out the forms the same way, though, of course, some of the data on 'em will be different.

WITH THESE RECORDS, THE MAINTENANCE, THE OPERATIONAL, THE LOGS—EVERYTHING THAT THE DRIVER OR THE GUNNER SHOULD FILE, MUST BE KEPT. THAT'S THE MAINTENANCE RECORDS TO YOUR TYPE OF DA.



UNIT: *1st Artillery*
 LOCATION: *Fort Seward*
 NAME: *J. R. Smith*
 GRADE: *Sgt.*
 DATE: *10/15/54*

Like with combat vehicles, the reports will usually be done with the equipment log, but the CD has the option to require the use of DA Form 2498. You use the 2498 and SF 94 just the same way you'd use 'em for combat vehicles.

The maintenance records (DA Forms 2493, 2494, 2495, 2497/2497-1, and DD Form 114) are also all handled the same way as for combat vehicles.

On historical records (2498/2498-1 as shown in para 4-28 of the TM) you find that several artillery guns all the same have as the self-propelled type, except DA Form 2498-1. Check the chart for your equipment's log book requirements.

JUST REMEMBER, THE FORMS ARE MADE FOR THE GUN, NOT FOR COMBAT VEHICLES.



And make sure you check Appendix III to see exactly what forms you have to keep for items on the list for collected maintenance data. The medium and heavy towed howitzers, for example, are the only ones on which 2498's have to be kept, while the mounted heavy gun's the only one that doesn't need a 2497/2497-1 and 2498-3 for reporting purposes.

When you come to the 2498-4 (Weapon Record Card), pay special attention to Column 4 (Bored Condition). You only enter the date here if your crew mechanic's been mechanically or hydraulically certified in accordance with TB ORD 305 by or under the supervision of your God-eye support people. You don't—like never!—make an entry if it's been certified as a result of firing.

NO.	DATE	TYPE OF DAMAGE	REPAIRS			REMARKS
			MECHANICAL	HYDRAULIC	OTHER	
1000	10/15/54	CRACK IN BARREL			REPAIRED	BY SGT. J. R. SMITH

DA Form 2498-4

SIGHTING AND FIRE CONTROL



Use of operational and maintenance records for sighting and fire control equipment (18000 category) is strictly at the commander's discretion. If he wants you to keep 'em, though, follow the general procedures that you'd use for similar equipment on combat vehicles.

As for historical records, you'll find that the real items equipment, like compass sets, take a most or less full log book. The mounted ones, like telescopes, on the other hand, take none—just like sighting and fire control equipment on combat vehicles.

Calibration services on these items are handled the same way as for sighting and fire control equipment in the 24000 category, and are handled like them through *Prohibited Areas*.

OTHER WEAPONS

ZAP

Operational and maintenance records are required on weapons in the 190000 category. When you use these forms, you use them the same way as for combat vehicles.

On historical records, it shows on page 4-75, the mechanical flame thrower and irritant gas dispenser take a most or less full-scale log book, while the others, like the portable flame thrower, require fewer forms and don't even use a log book binder.

However, like the TM sets, you could use get a binder to keep these records in—and ought to keep the forms for all identical equipment in the same binder.

All of the "Other Weapons", except the mounted irritant gas dispenser, are on the list of items for collected maintenance data (Appendix III). The portable flame thrower and mechanical smoke generator both require 2400's for material readiness reporting, and both of those, plus the mechanical flame thrower and portable irritant gas dispenser, also require the 2407/2407-1, 2408-3, 2408-7 and 2408-8.

Codes

All the codes in all the tables in Appendix I (except the CR codes mentioned in Table XI) apply to weapons.

Routing Addresses

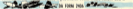
You'll find 'em listed in Appendix II of TM 38-750.

THE FORMS AND MISSILE SYSTEMS



But you do run into differences with miscellaneous records—both in the matter of what they're used . . . and how they're used.

Also some missile systems use a particular form while others don't.



DA Form 2406—the Material Readiness Report—is a case in point. Whether a missile system uses a 2406 depends on what utilization code it comes under according to Table T-11 in Appendix I in TM 10-750. And it turns out that the codes show that SRADCOG units are left out in the cold.

But even this deal can be changed because of a couple lines that the TM adds that say the 2406 will be completed if "directed by appropriate command."

A missile battery has its work when filling out a 2406 because you deal with the entire system—not the various major items within the system. Even when you get up to battalion level you complete the form in terms of only four systems—except the 6000 generator units used with the Forting system. The generator units are listed on their own 2406.

You want to note what the TM says about information that you put in column E. That is, the figure in each block down the column wants to show the number of systems you have on hand on the last day of your reporting period.

Missile systems also get special mention when you come to column G on the 2406. That is, "possible equipment days" means the possible "system" days.



IF PLANNED MAINTENANCE SERVICE (PMS) FOR AIRCRAFT OPERATIONS, BE SURE YOU HAVE THE RIGHT TYPE OF EQUIPMENT, IN PLACE, IN PLACE.

Keep in mind that when the 240 is prepared as a "current state" book, the entries in column g (the |) deal with the number of systems involved, not the number of days.

Column | and | are headed "equipment days non-available." This means the same as downtime for a vehicle system. And downtime is calculated as a period of time more or less continuous long during which you couldn't track and guide or train one vehicle to a target—no matter what your condition of readiness.

EA FORM 240

EA Form 240—the Maintenance Request—is another record that needs eyeballing if you're a minute man.

Maintenance . . . TM 58-750 says you can use one 240 when you want to ask for maintenance services on a couple similar type items with different serial numbers. But the TM goes on to say that this deal doesn't apply to items listed in para 4.26.



THESE ARE THE ONLY FORMS YOU SHOULD HAVE TO USE IN 1980.



In block 204, you put the CB—component breakdown—code for the item involved. You get this, of course, from your 5-1400-series TM.

Block 205 is where you put the reference or stream designation of the item.

And you write the code of the manufacturer of the assembly component or part you're applying in block 206. The codes are listed in MIL 708-141, -142 and -143. If you can't find the code, the word "unk" for unknown.

MAKING (2) IS MORE
 AND MORE THE POINT OF
 THE MANUFACTURER OF
 THE EQUIPMENT. (2) IS
 CLEAR ON THE "MAYBE"
 BEING APPLIED TO
 YOUR EQUIPMENT IF
 YOU DON'T KNOW IT,
 WRITE "NONE".



Take a look at block 13a. This one, cited by the report, is the case of a mobile system, can't be made's own days.

In block 13b, when you're figuring how long the item was not available because you were conducting a deficiency or applying an emergency RFD, remember that you're talking in terms of downtime hours with a mobile system. ~~When you're~~

And downtime in hours is what a

minute could pass in block 13c to show how long the item was under the control of its support unit. ~~When you're~~

When it comes to disposition of the different copies of the 2408-1, the NMP copy gets sent to the address in Appendix B in TM 18-758 at the end of each seven-day period or when all the files on the form are filled—which ever happens first. (Then, too, your next higher headquarters may tell you to send the forms to a local collection activity.) ~~When you're~~

Before you drop the NMP copy in the mail, tho, better check Appendix B in TM 18-758. The appendix tells what mobile items the NMP wants info on. If your equipment's not included, you can toss away the NMP copy.

DA FORM 2408-10

THE BEST OF THE NEW DA FORMS ARE HERE...
 EQUIPMENT REPORTS THAT CAN BE USED BY THE FIELD OR
 THE GROUND, WHEN YOU'RE ASKED FOR A LOG
 REPORT (EQUIPMENT REPORTS)



DA Form 2408-10

EQUIPMENT COMPONENTS LOG			DATE
NO.	DESCRIPTION	REMARKS	
A	Component 1		
B	Component 2		
C	Component 3		
D	Component 4		
	Component 5		
	Component 6		
	Component 7		
	Component 8		
	Component 9		
	Component 10		

Like the 2408-1, DA Form 2408-10—the Equipment Component Report—is mighty important to mobile people. That's because one of the things the 2408-10 is designed to do—when it's used as an insert in the log book—is keep a record of mobile vehicle components and replacement of these components.

WORKING OUT LIKE THIS

In Block 1, you identify the missile according to the system and its model number . . . in Block 2 you write the serial number of the missile . . . in the Tab column, use a letter tab designation for each component listed in the Nomenclature column for which you keep a separate log . . . in the Manufacturer column, insert the nomenclature of components of the missile—and you do this in some as you look on to a new missile . . . and in the Date and Serial Number column, you note the serial numbers of the components and the date you received the missile.

If the item has both a serial number and a lot number, write the lot number under the nomenclature of the item. If it has a lot number, but no serial number, put the lot number under the nomenclature of the item . . . and write "none" in the Serial Number space. It's also a good idea to include in the Nomenclature section—the manufacturer's name and flag, the lot number if item was made—if you know it. **TABLE 27**

If you have more than one of the same components in the file, like the safety and arming device, you can separate the info on them in the nomenclature column when you replace one of the components.

DO YOU CAN PUT A COMPONENT IN TWO DIFFERENT COLUMNS TO GET EACH COMPONENT'S Nomenclature.

You can see that you have three other columns for maintaining the date and serial numbers of the components that you replace. When the component involves a lot number, you don't have any choice about where to put it, or the manufacturer's name and date it was made. You have to square it in the Serial Number block.

As for the Date Filed block, that doesn't need any explanation.

HERE THE MISSILE IS ENTERED ON SEVERAL DIFFERENT TABS OF RECORDS. THE DATE OF FIRST REPAIR ENTERED UNDER A LOT NUMBER COLUMN, THE OTHER REPAIRS UNDER THE SERIAL NUMBER TABS TO INDICATE LOCATION.

RECORDS

RECORDS

Something new's been added to the form TM 38-754—use of ammunition records by various units, including those handling nuclear weapons material and guided missile units: rocket motors, warhead sections, igniters and the like.

The records are kept on two well-known forms—DA Form 2407 and 2409—and a stranger to the crowd—DA Form 2403.

Before you sit down to fill out a form, check out things you want to keep circulating around in the olduggie: say as much as you can without violating any security regulations. So have AR 140-5 and 140-6 on hand to keep everything "legal".

IF YOU'RE
OPERATING
LABORING
OR
WORKING
FOR
NUCLEAR
WEAPONS,
NUCLEAR
MATERIAL,
OR
OTHER
HAZARDOUS
MATERIAL,
YOU
MAY
NEED
THIS.



ON FORM 2415

If your work has nuclear weapons or guided missile assets, the 24-750 tells you to use DA Form 2415—the Ammunition Condition Report—to report failures, discrepancies and other malfunctions. "Other malfunctions" include such things as having nuclear weapons and guided missile ammunition in compartments that're outside the limits set up for the staff.



AMMUNITION CONDITION REPORT		CONTAINER NO.		SERIAL NO.	
1. AMMUNITION TYPE		2. AMMUNITION GRADE		3. AMMUNITION QUANTITY	
4. AMMUNITION LOCATION		5. AMMUNITION CONDITION		6. AMMUNITION DATE	
7. AMMUNITION STORAGE		8. AMMUNITION DATE		9. AMMUNITION DATE	
10. AMMUNITION DATE		11. AMMUNITION DATE		12. AMMUNITION DATE	
13. AMMUNITION DATE		14. AMMUNITION DATE		15. AMMUNITION DATE	
16. AMMUNITION DATE		17. AMMUNITION DATE		18. AMMUNITION DATE	
19. AMMUNITION DATE		20. AMMUNITION DATE		21. AMMUNITION DATE	
22. AMMUNITION DATE		23. AMMUNITION DATE		24. AMMUNITION DATE	
25. AMMUNITION DATE		26. AMMUNITION DATE		27. AMMUNITION DATE	
28. AMMUNITION DATE		29. AMMUNITION DATE		30. AMMUNITION DATE	
31. AMMUNITION DATE		32. AMMUNITION DATE		33. AMMUNITION DATE	
34. AMMUNITION DATE		35. AMMUNITION DATE		36. AMMUNITION DATE	
37. AMMUNITION DATE		38. AMMUNITION DATE		39. AMMUNITION DATE	
40. AMMUNITION DATE		41. AMMUNITION DATE		42. AMMUNITION DATE	
43. AMMUNITION DATE		44. AMMUNITION DATE		45. AMMUNITION DATE	
46. AMMUNITION DATE		47. AMMUNITION DATE		48. AMMUNITION DATE	
49. AMMUNITION DATE		50. AMMUNITION DATE		51. AMMUNITION DATE	
52. AMMUNITION DATE		53. AMMUNITION DATE		54. AMMUNITION DATE	
55. AMMUNITION DATE		56. AMMUNITION DATE		57. AMMUNITION DATE	
58. AMMUNITION DATE		59. AMMUNITION DATE		60. AMMUNITION DATE	
61. AMMUNITION DATE		62. AMMUNITION DATE		63. AMMUNITION DATE	
64. AMMUNITION DATE		65. AMMUNITION DATE		66. AMMUNITION DATE	
67. AMMUNITION DATE		68. AMMUNITION DATE		69. AMMUNITION DATE	
70. AMMUNITION DATE		71. AMMUNITION DATE		72. AMMUNITION DATE	
73. AMMUNITION DATE		74. AMMUNITION DATE		75. AMMUNITION DATE	
76. AMMUNITION DATE		77. AMMUNITION DATE		78. AMMUNITION DATE	
79. AMMUNITION DATE		80. AMMUNITION DATE		81. AMMUNITION DATE	
82. AMMUNITION DATE		83. AMMUNITION DATE		84. AMMUNITION DATE	
85. AMMUNITION DATE		86. AMMUNITION DATE		87. AMMUNITION DATE	
88. AMMUNITION DATE		89. AMMUNITION DATE		90. AMMUNITION DATE	
91. AMMUNITION DATE		92. AMMUNITION DATE		93. AMMUNITION DATE	
94. AMMUNITION DATE		95. AMMUNITION DATE		96. AMMUNITION DATE	
97. AMMUNITION DATE		98. AMMUNITION DATE		99. AMMUNITION DATE	
100. AMMUNITION DATE		101. AMMUNITION DATE		102. AMMUNITION DATE	

YOU WANT TO HAVE THE BEST OF ALL THINGS AND GIVE THE GREATEST AND MOST COMFORT TO THE AMERICAN PEOPLE IN APPROXIMATE \$ TO THE \$50000.



DA Form 2415

Try not to leave any blocks blank, except block 1, which gets filled in up the line. But if you can't find the information to put in the blocks, then put down "unk" to show that you haven't shipped the blocks.



It wouldn't hurt to give a few blocks special mention.

Block 3 speaks for itself, but if you're overseas and reporting on a nuclear weapon, don't write anything that'll show where you're located.

If you're not a DOE or TA outfit, it wouldn't do any harm to put N/A in block 8 to show that you didn't miss it by mistake.



Blocks 9 through 14 are left blank unless the info applies to the overall picture. However, they do get filled in when you report an error or recommend a change in procedure in a publication dealing with nuclear weapons and associated use and handling equipment. (This kind of report pertaining to guided missile parts gets reported on DA Form 2415.)



You want to take a close look at what TM 31-713 says about using the form from block 31 on when reporting on nuclear weapons. That is, don't include accident info from block 31 on.

Block 31 is where you go for details of the condition about which you're reporting. Don't leave any stone unturned.



Could a time with nuclear weapons when you run into an unsafe condition that you know or think might lead to a fatal or serious injury to personnel . . . destruction of or a heap of damage to property . . . or a deal where you'd be hurting in the matter of reliability or operational capability. These are the kinds of emergencies you want to report

direct to Picatinny Arsenal—by phone or TWE.

If things aren't bad enough to be called an emergency, but action is needed to correct checks such as methods and procedures or to increase reliability or operational capability or both . . . don't air mail the 2487 to Picatinny.



IN YOUR 2487 AND 4880

DR. Form 2487 has two uses when you're talking about ammo—all uses of ammo. ~~See TM 31-713, para 3-1.2.~~

You use a 2487 as an IIR when you think your recommendations will mean an improved design or will put the item to additional use or both. (Don't get the 2487 and 2415 confused here. They serve two different purposes.) The wrap-on filing use a 2487 as an IIR for ammo is in para 3-1.8 of TM 31-713.

You also make out a 2487 for ammo



when you want to record a recall or MFGO. And para 3-1.2 has the word on completing the 2487 when it's used to report that a recall or MFGO has been applied.

Whether you use the 2487 as an IIR or to record a recall or MFGO . . . don't bother putting info in the blocks that don't apply to the equipment.

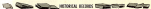
And one of the most important things to remember is that the file and MRP copies of the 2487 get sent to Picatinny Arsenal.

"GEE, JUST LIKE EVERYBODY ELSE?"



For you communications types, who have been either glad, sad or mad over the limited range of records and forms, the new TRF 14-150 spells out the BIG MESSAGE loud and clear: "lose the field with forms!"

By dialing your records to pages 6.26 and Appendix III in the TRF, you can see right away that your communications and electronic equipment is now pretty much in the same category—of cost, the same base—as other types of equipment.



Possibly every major component will have a historical record file (409 Consolidated Log, for the most part). The major base itself, or end base, may also have several other historical records which will contain the data for all the components of the set when the 409's don't do the whole job.

FOR EXAMPLE, AN ANALOGUE OF RECORD FILE #409B03, WITH THESE FORMS (AND OTHER INFORMATION) INCLUDED:



In addition, the individual amplifiers, power supply and receiver-examiners that make up that particular Analog-1 will each have a 409 Consolidated Log for its historical record.

MAINTENANCE RECORDS



As for your maintenance records, the big gun is still the 2884, Equipment Inspection and Maintenance Worksheet. The neat thing about this form is that you can use one form to pull your day-to-day checks on a whole system of components—like an Angry-46. And as long as there're no problems you can't fix immediately, or no problems requiring use of repair parts, you can continue to use the form from one day to the next.

The 2887, Maintenance Reports, with all of its many uses, is another big gun. There's nothing special about filing in a 2887 for your items of electronic equipment.

Appendix II of the TM gives you the punch on where to mail your various forms and records. Pay particular attention to your items of equipment that fall between line number 470010 and 470050. If you are an A54 user of these items, don't all your forms and records are mailed to



If you're not an A54 user, then follow the guidance shown in Appendix II. Your Preventive Maintenance Schedule and Record (DD Form 514) is good just about the way it is for all other types of equipment—except maybe a little more often.

OPERATIONAL RECORDS

As Chapter I of the TM points out, there's a certain amount of common-sense involved in the use of the operational records on equipment other than self-propelled and self-powered types. The operational records are DA Form 2408 and 2481, SF 91, DA Form 248, and SF 46.

The use of these forms for self-powered and towed-type equipment (ignition) are used in pretty specific, with an if's, and's, or but's. Their use for other equipment will remain largely a matter of SOP and local regulations.

The only blocks peculiar to aircraft are 11k thru 11m, where you enter total hours operating time, total landings and total gas turbine engine hot starts, respectively. You pick up time and hot starts from your -12 at end-of each inspection or maintenance action . . . landings from the past month's -12's and enter only only, as line 11j entry, each time you clear out the -1.

BLOCK	DESCRIPTION	UNITS		CUMULATIVE TOTAL
		THIS MONTH	PAST MONTH	
11a	OPERATING HOURS	100.00	100.00	200.00
11b	LANDINGS	100	100	200
11c	HOT STARTS	100	100	200
11d	...	...	...	...
11e	...	...	...	...
11f	...	...	...	...
11g	...	...	...	...
11h	...	...	...	...
11i	...	...	...	...
11j	...	...	...	...
11k	...	...	...	...
11l	...	...	...	...
11m	...	...	...	...



DA Form 2485-1B, a new form, gives you a record of odd interval calendar or time inspections . . . and serves as a basis for those intervals recurring inspections required by TFX or TB until such recurring inspection is picked up in the following revision of the aircraft's -20 manual.



You do not have to list an inspection on the -1B if that inspection coincides with an intermediate or periodic type inspection on the aircraft.

On either the calendar date or hours each inspection occurred date, you write in on Block 17 of the -12 as "inspection due" type entry, with a red horizontal



dash in the same column. Once the inspection has been signed off on the -13, go back to the -18 and erase the old data at this time, writing in the new "zero dash" entry in Block 8. (It's obvious this is a pencil entry.)

ADD FORMS WITH BERTY CHANGE



CROSBY LOOK THE

Flying hours make the pilot of clock hours in the TIME column of the -12. Just show the amount of time your aircraft took to arrive at each destination in the TO block.

IN Form 1400-12

FLIGHT TIME		TIME
FROM	TO	
PTR		40
VKT		25
STE		1:01
T	2	

USE THESE EACH TIME YOU MAKE A FLIGHT

MORE GOES ON THE -13

Block 10 is the right place for turbine engine hot starts. Show the both quantity for the day—even zero—and need to date in each entry. And when a hot start occurs, put the write-up... including actual temperature... in Block 17. For reporting purposes, you write up hot starts only if HGT goes over max range called out in your aircraft's -11 under engine operation limitations.

IN Form 1400-13

DAY	STARTS	101
GP-2		
TOTAL-0		
TOTAL-2		

You also use a vehicle O-D sign in Blocks 11 and 12 whenever you drive fuel or oil. Edge eliminates confusion on how much fuel and oil that aircraft consumed on a given day.

DATE	TYPE OF FLIGHT	TYPE OF OPERATION	TYPE OF AIRCRAFT	TYPE OF ENGINE	TYPE OF FUEL	TYPE OF OIL	TYPE OF AIRCRAFT	TYPE OF ENGINE	TYPE OF FUEL	TYPE OF OIL
10/10/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/11/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/12/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/13/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/14/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/15/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/16/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/17/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/18/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/19/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/20/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/21/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/22/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/23/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/24/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/25/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/26/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/27/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/28/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/29/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/30/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/31/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000

FA Form 2080-13

O-D flights require a statement in Block 17 covering: 1) duration of each flight, 2) OAT and 3) oil temp. O-D flights does not affect status of aircraft and needs no followup action.

DATE	TYPE OF FLIGHT	TYPE OF OPERATION	TYPE OF AIRCRAFT	TYPE OF ENGINE	TYPE OF FUEL	TYPE OF OIL	TYPE OF AIRCRAFT	TYPE OF ENGINE	TYPE OF FUEL	TYPE OF OIL
10/10/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/11/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/12/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/13/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/14/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/15/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/16/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/17/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/18/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/19/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/20/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/21/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/22/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/23/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/24/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/25/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/26/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/27/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/28/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/29/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/30/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
10/31/78	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000

FA Form 2080-13

FA Form 2080-13

REPAIRS

For aircraft status, all faults detected (corrected and uncorrected) go on the 2084 form—which is then stapled or paperclipped to the aircraft's -13. Uncorrected faults also go on that -13 and, if needed, a 2487 work report. All parts used to correct faults go on the aircraft's -13 and, if it's a modification or line change component, also on the -15.



THE -15 IS HISTORY

The new -15 has been honed down to a straight historical record and is not supposed to include any servicing type entries. Examples of the type entries this form should be restricted to are reports of major repairs—overhaul—one-time inspections of the entire aircraft—accidents—or exposure to unusual conditions, such as salt water spray, radiation, moose or extremely dusty areas.

To differentiate between the type of entries going on the -13 and -15, all minor repair and incident category items should be put in Block 17 of the -13. All accident damage and radioactive contamination entries should be listed on both -13 and -15. The -13 serves as interim operational status record and -15 as permanent historical record.

Each -15 entry should have the date, in front, name and location of unit or activity behind—and include a brief flying hours on that date. With an accident entry, make additional remarks explaining how or why damage was done, if info's available.

WHEN INSPECTIVE AND REPAIRS

Any time an aircraft TSO is supplemented by an insertion or Revised directive, the supplemental instructions may include new inspection requirements. If so,

Component modifications and on-time inspections are both entered on the -15 for that component.

Airframe modifications go on airframe -A, but time/line inspections belong on aircraft's -15.

Existing inspections you enter on the -15 by date or subject. And when each comes due, Block 11 of the -15 will state "Remaining Requirement" and message number—followed by "Initial Compliance Completed" in Block 18, Block 19 signature and date clearance.

NOTICES IN THE -16

You can use formwork to explain fixed air entries—such as when TBO or time to replacement changes, or an authorized repair has been granted.



TM 36-75E says this record will contain Block Issue Form (BIF) and other items assigned to aircraft. Appendix B of each aircraft -16 states: "The inseparable items are contained in DA Form 2405-17 . . ." So the -17's will a body-yourself form.

RECORDS

THE NEW 2410 FORM

The number's the same, but the Component Removal and Repair/Overhaul Record has been expanded into a six-copy form. Like before, it's used as a go-between for -16 components not installed on an aircraft. Filing it out is just about the same as before at wing unit level.

As for the 2410 Transaction Report, forget it. This is for your maintenance and supply support activities only.

WE FIN DE FINIS

The FAA procedure for air items has been included in the revised TM 36-75E under para 1-7.4.3. It's a wrap-up report pickup from superseded TR AFM 25-68.

STANDARD ON ITEMS

The permanent forms -1, -7, -8, -13, -16, -17 and -18. They always remain with a given unit number and go along with transfer of accountability.

OUR LOGS ENHANCED

The Army Franchise Log Record (DA Form 18-621, dated 1 November 1961), has had no changes. Instructions are still in same para 21 of AR 700-1070.2

SPECIAL PURPOSE EQUIPMENT RECORDS



This equipment "spread" runs all the way from floating equipment thru construction and materials handling equipment ashore and in submarines to the primary defense 'round about.

OPERATIONAL RECORDS

In this category like in others, you use the operator records, DA Form 348 and SF 48, for qualification of operators of self-powered and towed type equipment.

General rules on use of these forms are found in AR 600-21. Some special rules on Engineer type forms are in AR 600-10 and TB 5-403-1.

Just keep in mind that self-powered equipment includes such items as stationary generators that run on oil and gas as well as mobile and towable rigs. It also includes your battery-powered forklifts.

Dispatch and control records also have to be kept for self-powered and towed Special Purpose Equipment. These are the DA Form 3480 for the equipment logs and DA Form 3481. They're kept in the same way as for combat vehicles except that you won't need mileage and departure and arrival records on forms for stationary items like pumps and generators.

If the commander wants 'em for righter control, the dispatch and control forms can be required even for floating equipment or for equipment that's not self-powered or towed. It's his option.

The SF 51 accident report form is used for self-powered and towed Special Purpose Equipment on dispatch the same as for combat vehicles.

In the Special Purpose Equipment category you use the Maintenance Record forms as needed in the same way as for other equipment. Use DA Form 2482 for parts that are direct exchange items and the DD Form 314 for equipment that requires scheduled maintenance.

DA Forms 2465, 2467, and 2467-1 are used as needed when you talk for maintenance work on your equipment at higher activities including any call location needed on equipment or units. And, of course, the DA Form 2467—and 2467-1, if needed—for sending in reports ER's and MWG accomplishments.

DA Form 2464 is used across the board for inspections. But DA Form 2466 is used only for items listed in Appendix B1 and part 1c of TM 56-710 which spells out the testing methods that are required to make the reports. Commands below DA level also may require the reports of additional items like it says in para 3-6411-20.

You may find a few special spots when filling out Maintenance Record forms for Special Purpose Equipment.



Log for Special Purpose Equipment (Log) lists the single-use DA Form 2469 Consolidated Log as a Log Book with applicable reports.

The Consolidated Log DA Form 2469 is a permanent record and the form is the same one that's been in use since the first Army with TM 56-710 was issued. So, on equipment that has this Log issued with it or already made up, you'll have a better, just keep it updated. Now, tho, that for items where you use a DA Form 2469-5, you don't need to record organizational re-

ports. For example, some items may be covered by a manufacturer's manual when there's no Army TM. In such cases, you enter the manufacturer's manual number in the "Applicable Reference" space on DA Form 2469 with the date of the manual. In this situation, you can use the manufacturer's manual paragraph, or page, in the column headed "TM Item No."

ports in Section C of the 2469.

You may find, tho, that some items have been added to the list that get the Consolidated Log. If you have to make up a DA Form 2469 for a Special Purpose Equipment item, you may need to enter in block 2 the manufacturer's manual or pamphlet (with number, if it has one) in use (they're no Army TM). Also, the name of the manufacturer in block 1B is especially important for some items in this category since it's sometimes the only sure way to identify 'em.



HERE'S THE
MILITARY FORMS
YOU'LL NEED!

1. Make, Model, Year	2. Description of Equipment	3. Date Acquired	4. Date of Last Inspection
5. Location of Equipment	6. Name of Operator	7. Name of Inspector	8. Remarks

DA Form 2408

When a log book is required for Special Purpose Equipment, including the rail and floating equipment that's been added, it's made up of the Binder, FM 7100-809-1-104, and the combination of cards listed for that particular category of equipment in para 4-16 of TM 35-110.

EQUIPMENT REGISTRATION							
EQUIPMENT IDENTIFICATION				EQUIPMENT CLASSIFICATION		EQUIPMENT STATUS	
MAKE	MODEL	YEAR	REGISTRATION NUMBER	CLASSIFICATION	STATUS	DATE OF LAST INSPECTION	DATE OF NEXT INSPECTION
TRUCK	LIFT FORK	1962	42	113,773	1	1960	1961
1. MAKE	2. MODEL	3. YEAR	4. REGISTRATION NUMBER	5. CLASSIFICATION	6. STATUS	7. DATE OF LAST INSPECTION	8. DATE OF NEXT INSPECTION
TRUCK	LIFT FORK	1962	42	113,773	1	1960	1961

DA Form 2408-11

Most forms used for motor vehicles also apply in this category. In addition, DA Form 2408-11 (Accumulative Repair Cost Record) is used for materials handling equipment (730000 category) and the Truck Mounted Flame Thrower Service Unit (778400 category).

Books needed on DA Form 2408-11 are obvious in most cases, but there are a few special pointers.

If there's no registration number (block 4) or administrative number

(block 5), you write "None" in those blocks.

Get the date of manufacture from block 10 on the Equipment Acceptance and Registration Record (DA Form 2408-0). If no date shows on this form and none's found on the equipment's data plate, write "None" in this block.

You get info needed for block 6 (maximum repair allowance) and block 7 (maximum miles and/or hours) from regulations that apply to the equipment. Those are AR 750-514 for the chemical protection and flame

thrower items and AR 750-908-1 for the vehicles.

The registration cost (block 8) may be found on your DA Form 2408-0. If not, you may be able to get it from the equipment supply manual.

PROPERTY OF THE
U.S. GOVERNMENT
THIS DOCUMENT
IS NOT TO BE
DISTRIBUTED
OUTSIDE THE
CONTINENTAL
U.S.



Categories give the maintenance hours and credits, see Table VII in the TM.

Before any maintenance set by the regulations are executed (repair, alterations, miles or hours), a waiver is required and this should be entered on the back of the form, along with any useful info-or-remarks about the waiver.

DA Form 2404-11 is a permanent record and stays with the equipment all its working life.

CALIBRATION RECORDS

If equipment in this category has to be calibrated as it'll do its job, DA Forms 2416 and 2417 and DA Label 88 are used to keep track of the calibration.

Since calibration and collection checks normally are at direct support or higher or by special calibration teams, they'll usually fill in the forms.

The main thing you need to watch is the performance of the calibrated equipment and the "Calibration Comparison Bar" data in block 8 of DA Label 88.

WITH CALIBRATION RECORDS IN RECORD, YOU MAY FIND FOOD IF YOU ARE STUCK BEING CALIBRATED FOOD OTHER EQUIPMENT MANAGER.



CERTIFIED



FLOATING EQUIPMENT RECORD

The new kind of cash desk for Special Purpose Equipment is the special form for floating equipment de-

scription and history. (Now, that is, in TM 34-750. The forms have been around for a spell.)

These are the DA 91-series forms, and contain no 'em are to be typed.

Instructions for their preparation, submission and disposition have not changed, but they're now a part of the TM 34-710 system instead of AR 708-1508-5.

All of these special floating equipment 91-series forms are disposed of according to applicable sections of AR 545-110 and AR 345-215.

National agency copies of Special Purpose Equipment record forms and Logs will be submitted to addresses listed in Appendix II of TM 34-710.

1. NAME OF EQUIPMENT	
2. SERIAL NUMBER	
3. MODEL	
4. TYPE	
5. LOCATION	
6. OPERATOR	
7. DATE	

In addition to the usual type of Log Book, your floating equipment in the 75000 category gets an operational log wearing a DA Form number.



THE ONLY NEW RECORD DIFFERENCE ON THE 75000 OF FLOATING EQUIPMENT IS YOUR NAME.

They're the same log now in use for this equipment, and instructions are printed right on 'em.



But ...

YOU

**Hold The
KEY**