TECHNICAL BULLETIN

AH-64A COMPONENTS REQUIRING MAINTENANCE MANAGEMENT AND HISTORICAL DATA

HEADQUARTERS, DEPARTMENT OF THE ARMY

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WASHINGTON, D.C., 24 September 1985

AH-64A Components Requiring
Maintenance Management
and Historical Data

TB 55-1520-238-23, 4 June 1984, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages	Insert pages
B-1 through B-10	B-1 through B-15/B-16

2. Retain this sheet in front of manual for reference purposes.

By Order of the Secretary of the Army:

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To be distributed in accordance with DA From 12-31, AVUM Maintenance requirements for AH-64A Helicopter, Attack (APACHE)

URGENT

TECHNICAL BULLETIN

HEADQUARTERS
DEPARTMENT OF THE ARMY

No. 55-1520-238-23

WASHINGTON, D.C., 4 June 1984

AH-64A COMPONENTS REQUIRING MAINTENANCE MANAGEMENT AND HISTORICAL DATA

REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS

You can help improve this manual. If you find any mistake or if you know of a way to improve the procedures, please let us know. Mail your letter, DA Form 2028 (Recommended Changes to Publications and Blank Forms), or DA Form 2028-2 located in the back of this manual direct to: Commander, US Army Aviation Systems Command, ATTN: DRSAV-MPSD, 4300 Goodfellow Blvd., St. Louis, Missouri 63120. A reply will furnished directly to you.

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INTRODUCTION

This technical bulletin covers the purpose, preparation, and disposition of forms used in tracking AH-64A APACHE aircraft components only. The DRSTS-M Form 2410 (Test) is used in lieu of DA Form 2410 for APACHE reporting, The additional data elements of the DRSTS-M Form 2410 (Test) will be incorporated into the DA Form 2410 as part of the next revision of the May 1981 version.

The DRSTS-Q Overprint 1 of DA Form 2408-15 is used to track historical counts on selected T-700 engine components.

The TADS/PNVS is covered under a warranty program during initial fielding. The line replaceable units shown in Table B-3, contain many internal components which are warranted. The DRSTS-M Form 2410 (Test) will be used for evaluating warranty claims. With the help of everyone at each level of maintenance, accurate and timely data will result.

PREFACE

P-1. Purpose. This bulletin prescribes the aircraft components/parts for which a requirement is established to maintain and collect maintenance management and historical data,

P-2. Responsibilities. All military activities (supply and maintenance), active Army units, Army National Guard units, Army Reserve units and commercial contractors operating, maintaining, stocking, storing, issuing, modifying, repairing, and overhauling aircraft, aircraft components, or assemblies assigned to the Department of the Army will comply with the provisions of this technical bulletin.

P-3. Definitions.

a. End Item. A final integration of major components, subcomponents and materials combined to establish a product ready for its intended use, e.g., aircraft.

b. Major/Higher Component. A self-contained unit of individual identity. A completed assembly of component parts ready for operation but utilized as a portion of, and intended for, further installation in an end item of equipment, e.g., engine T-700.

c. Subcomponent (Subassembly). A group of two or more components/parts that functions together to form a portion of a complete component, e.g., fuel control unit.

d. Component. A group of connected assemblies and parts which is capable of operation independently but may be externally controlled or derive its power from another source, e.g., gear box, transmission.

e. Part. An item which cannot be disassembled or is of such design that disassembly is impractical, e.g., gear, bolt.

f. Item. Each separate article or entry, entered or included in list of record.

Retirement Life Item. A part or component, which, because of design limitation or safety, is removed from an end item or component and disposed of after a specified period of operation.

h. Time Change Item. Time change components/parts which, because of design limitation or safety, are removed from an end item for overhaul or retirement after a specified period of operation. (These components/parts encompass both, time-between-overhaul and retirement life items and are depicted in chapter 1 of the applicable -23 maintenance manual.)

Selected Condition Item. A component which is removed only when its condition is determined to be unserviceable and requires that historical feedback data be provided for effective commodity management.

j. Time Between Overhaul (TBO). The period of time (expressed in hours or calendar period) established through Engineering Analysis and assigned to “Time Change Components” for component removal and overhaul purpose.

P-4. Implementation.

All entries on DA Form 2408-16 (Component Installation and Removal Record) will be in accordance with TM 38-750 or TM 38-L21-12.

b. Entries on DA Form 2408-15 (Historical Record for Aircraft), DRSAV-Q Overprint for T-700 aircraft turbine engines will be in accordance with instructions contained in this TB.

P-5. General.

A comprehensive method of collecting maintenance management and historical data on significant aircraft components/parts has been established within TM 38-750 and TM 38-750-1. The successful collection and utilization of these data are predicated upon the complete accuracy and timely processing of all forms referenced herein.

b. DA Form 2408-16 is a permanent record for significant historical data pertinent to applicable components/parts and identifies installed subcomponents and parts. The applicable components/parts listed in Appendix B of this bulletin will be entered on DA Form 2408-16 as indicated. Accuracy of all entries on this form cannot be overemphasized since it further provides a data source for the completion of DRSTS-M Form 2410 (Test).

DRSTS-M Form 2410 (Test) provides feedback of certain historical data taken from DA Form 2408-16. Upon removal of a component/part listed herein from a higher component or an aircraft, DRSTS-M Form 2410 (Test) will be initiated and processed in accordance with the procedures in this TB. Failure to comply with this requirement could result in the mandatory condemnation or premature overhaul of the affected component, thereby causing an intolerable drain on the Army's economic and maintenance resources.

NOTE

When a reportable component or part is removed but reinstalled on the same end item or component from which it was removed, as part of the same maintenance action, a DRSTS-M Form 2410 (Test) will not be prepared.

DA Form 2410-1 is required for all items having an asterisk (*) in column 4. These items represent Aviation Component Intensive Management System (ACIMS). DA Form 2410-1 is a self-addressed form to be completed upon the shipment, receipt, installation, removal, condition change, or loss of any reportable item. This action will advise the NICP of the current status, condition, and location of significant aircraft components. The reports control symbol for DA Form 2410-1 is CSGLD-1052 (R2) .

e. Items identified in Appendix B are subdivided into separate groupings applicable to specific end item aircraft and major/higher component engines. End item aircraft are designated by mission and design only and the application of any item by series will be obtained from the appropriate "P" manual.

(1) The "Type item" column in Appendix B contains codes for time change, retirement life, and selected condition components/parts which are as follows:

(a) TC Code is used to identify time change items which have time-between-overhaul (TBO).

(b) RC Code is used to identify retirement life components/parts.

(c) CC Code is used to identify selected condition components/parts.

(d) HR Code is used to identify the history recorder counts and limits established for the component.

NOTE

The maintenance manual (-23) will be utilized to determine the correct TBO or retirement life of "RC" and "TC" components/parts. There will be times when items contained herein will not be listed in the -23 maintenance manual for the following reasons: New basic part numbers; parts have been superseded but are still in the Army inventory; TBO or retirement life of these items will be obtained by submittal of inquiry to Commander, US Army Aviation Systems Command, ATTN : DRSAV-M, 4300 Goodfellow Blvd., St. Louis, Missouri 63120.

(2) Time change components "TC" and retirement life components/parts "RC" will be listed on a separate DA Form 2408-16, as indicated by an "X" in the column titled "Enter on aircraft time change -16." The top margin of the DA Form 2408-16 will be marked Time Change.

(3) Selected condition components/parts (CC) will be listed on the aircraft DA Form 2408-16, as indicated by an "X" in the column titled "Entered on aircraft condition component -16." The top margin of DA Form 2408-16 will be marked condition items.

(4) Specified major components which require DA Form 2408-16 to record the installation and removal of subcomponents/parts are indicated by an "X" in column titled "Requires separate DA Form 2408-16." This form may contain a mixture of time change/retirement life and selected condition components.

(a) Identity of the components/parts to be listed on DA Form 2408-16 of a major/higher component will appear directly under the nomenclature of the major/nigher component, indented one space to the right, and an "X" in the column titled "Enter on higher components -16."

(b) Major dynamic components, not having subcomponents, yet requiring a separate DA Form 2408-16 for the purpose of maintaining continuity of significant historical data such as overspeed, overboost, crash damage, and pertinent information relative to installation, removal, overhaul, washout or reuse of a major component/part, will be indicated by an "X" in column titled "Requires separate DA Form 2408-16." Components requiring a separate DA Form 2408-16 to record operating time on integral depot replacement retirement life parts of a major component are not listed herein, Data entries will be made by the depot maintenance activity overhauling the component; no adjustments or changes are required or will be made to these entries by field activities.

(c) When a major/higher component is removed from an aircraft, only one DRSTS-M Form 2410 (Test) is required for such action. The individual DA Form 2408-16 for the major/higher component will accompany the item through its repair or overhaul cycle. However, when a subcomponent or part is separated from the major/higher component or removed from an aircraft as an individual subcomponent or part, DRSTS-M Form 2410 (Test) will be prepared and processed for each subcomponent or part. In preparation of DRSTS-M Form 2410 (Test) for a subcomponent, blocks 14 Ir through 17 will be the identification of the major/higher component from which the subcomponent was removed. Updating of the appropriate DA Form 2408-16 will be accomplished at this time in accordance with TM 38-750.

f. Material condition tags/labels, TB 750-126, are to be used on Army aeronautical equipment. When feedback data are required, these tags/labels do not supersede the requirement for, but will be used in conjunction with, applicable maintenance forms required by TM 38-750. When a serviceable item is received without DRSTS-M Form 2410 (Test) and DA Form 2408-16, if required, but a properly completed material condition tag is attached to the item, the essential elements of data on the tag will be used to reconstitute the missing records. When it can be determined from the data on the material condition tag and the physical condition of the item that the item is serviceable, the item can be installed immediately and copy 3 of the reconstituted DRSTS-M Form 2410 (Test) is submitted to perpetuate the history of the item. The missing DRSTS-M Form 2410 (Test) Control Number taken from the material condition tag will be substituted for the Control Number of the reconstituted DRSTS-M Form 2410 (Test).

g. When the required DRSTS-M Form 2410 (Test) and the material condition tag are both missing from the item and the overhaul or removal activity is not known, the item will not be installed. Request the required information from Headquarters, US Army Aviation Systems Command, ATTN: DRSAV-M, 4300 Goodfellow Blvd., St. Louis, Missouri 63120. AVSCOM will provide the requested information or appropriate disposition instructions. The minimum essential information required by AVSCOP to process requests for missing or incomplete historical data are: component noun, national stock number, part number, and serial numbers.

NOTE

In the event items of later configuration or higher dash number are received which are not included herein, a DRSTS-M Form 2410 (Test) shall be submitted and an entry on DA Form 2408-16 shall be made in accordance with existing instructions.

SECTION I

T-700 COMPONENT/MODULE DA FORM 2408-15

RECORD PREPARATION

1-1. Purpose. The purpose of the overprinted DA Form 2408-15 is to track history recorder counts on the T-700 engine components listed in Table B-2. See figure 1-1 for sample DA Form 2408-15 (front and back). Initiate or update the DA Form 2408-15 record on these same components/assemblies listed in Table B-2. Individual component cards are required for each complete engine. Subassemblies are listed on the back sheet for those items being tracked. All subassemblies of any DA Form 2408-15 component/module are depot repairable only.

1-2. Preparation Conditions. The DA Form 2408-15 will be initiated or updated for the following conditions:

New Components. The manufacturer shall initiate DA Form 2408-15 on all new components/modules listed in Table B-2. The nomenclature and part number are entered at the top next to block 1. The serial number is entered in block 2. It is not necessary to fill out page numbers. Line 1 is filled in with zeros. The back of DA Form 2408-15 is then filled in. The first line under the heading on the back is filled in with information on the component/module shown on the front. This includes the noun, part number, serial number, and historical counts at last depot repair. For new components these will all be zeros. All subsequent entries below are subcomponents of the first line item. There are some components/modules which have subcomponents listed on the back. Line 2 is filled in when the component/module is eventually married with a history recorder. DA Form 2408-15 is then packaged with the component. When the component is eventually installed on an aircraft, DA Form 2408-15 is placed in the aircraft historical records logbook.

b. Used Components. There are four conditions when DA Form 2408-15 is to be completed:

(1) The component/module is replaced.

(2) The history recorder is replaced.

(3) A message is received by the field to take some action when historical counts for a component exceed a specified limit.

(4) Depot level update or repair.

c. Forms Distribution and Requisitioning. Sufficient DA Forms 2408-15 will be provided to gaining units of AH-64A aircraft T-700 engines directly from HQ, AVSCOM. In the event your unit does not receive adequate copies or additional copies when required, inform DRSAV-QSM, Autovon 693-3417 or Area Code 314-263-3417, or write AVSCOM, ATTN: DRSAV-QSM, 4300 Goodfellow Blvd., St. Louis, MO 63120.

1-3. Preparation of Form.

a. Component/Module is Replaced (All Levels).

1. MODEL T-700	NOMENCLATURE	PART NUMBER	2. SERIAL NUMBER	3. PAGE NO.	4. NO. OF PAGES

HISTORICAL COUNTS ON COMPONENT MODULE — HISTORY RECORDER SERIAL NUMBER

	LCF-1	LCF-2	TIME-TEMP INDEX	OPERATING HOURS	
(3)					READING AT REMOVAL OF MODULE/RECORDER
(2) −					READING AT INSTL OF MODULE/RECORDER
(4) =					LINE 3 MINUS LINE 2
(1) +					PREVIOUS COUNTS OF COMPONENT/MODULE
(5) =					TOTAL COMPONENT COUNTS

	HISTORY RECORDER SERIAL NUMBER	
(3)		READING AT REMOVAL OF MODULE/RECORDER
(2) −		READING AT INSTL OF MODULE/RECORDER
(4) =		LINE 3 MINUS LINE 2
(1) +		PREVIOUS COUNTS OF COMPONENTS/MODULE
(5) =		TOTAL COMPONENT COUNTS

DA FORM 2408-15 1 JAN 64 TM 38-750 DRST-Q OVERPRINT 1,1 APR 78 HISTORICAL RECORD FOR AIRCRAFT

FRONT

Figure 1-1. DA Form 2408-15 (Overprint) (Sheet 1 of 2)

1. MODEL	2. SERIAL NUMBER	3. PAGE NO.	4. NO. OF PAGES

NOMENCLATURE	PART NUMBER	SERIAL NUMBER	HISTORICAL COUNTS AT LAST DEPOT REPAIR			
			LCF-1	LCF-2	T/T INDEX	OP HRS

DA FORM 2408-15.1 JAN 64 DRSTS- Q OVERPRINT 1, 1 APR 78 (TM 38-750) HISTORICAL RECORD FOR AIRCRAFT

Figure 1-1. DA Form 2408-15 (Overprint) (Sheet 2 of 2)

NOTE

If entire engine is removed from the aircraft, the DA Forms 2408-15 are packaged with the engine. No entries are made on DA. Form 2408-15 at this time.

STEP 1. The DA Form 2408-15 for the removed component already has lines 1 and 2 filled in. If these lines are not filled in or the serial number of the history recorded does not match that shown on the DA Form 2408-15, contact AVSCOM, DRSAV-QSM. Paperwork should not continue until the discrepancy is resolved.

STEP 2. Line 3 is filled in with the history recorder reading at the time of removal.

STEP 3. Line 2 is subtracted from line 3 and the result entered on line 4. Line 4 is simply the latest accumulation of historical counts of the component/module.

STEP 4. Line 4 is now added to line 1 and the result entered on line 5. Line 5 is the accumulated historical counts on the component/module since new.

STEP 5. The DA Form 2408-15 is then attached with the removed component along with the DA Form 2410, if required for shipment to higher maintenance.

NOTE

Higher maintenance is to check the arithmetic at time of receipt.

STEP 6. The DA Form 2408-15 with the component/module being installed already has line 1 filled in. Line 2 is now filled in with the current counts on the history recorder. Also, the serial number of the history recorder is entered in the block titled “History Recorder Serial Number.”

STEP 7. Place DA Form 2408-15 with remaining DA Forms 2408-15 to be shipped with engine.

b. History Recorder is Replaced (All Levels). Replacement of the history recorder requires completion of all existing DA Forms 2408-15 and the initiation of a new set of forms. This may be done on the lower set of blocks if they are blank. If not, a new DA Form 2408-15 is used.

STEP 1. Verify that the serial number of the history recorder being removed matches that shown on the DA Form 2408-15. Also, check to see that lines 1 and 2 are already filled in. If any discrepancies are found, contact AVSCOM, ATTN: DRSAV-QSM. Paperwork should not continue until the discrepancy is resolved,

STEP 2. Line 3 on all nine forms in the set is now filled in with the removed history recorder readings.

STEP 3. Line 2 is subtracted from line 3 and the result entered on line 4. Line 4 is the latest component/module historical count accumulation.

STEP 4. Line 4 is added to line 1 and the result entered on line 5. Line 5 is the accumulated historical counts on the component/module since new.

STEP 5. Transfer line 5 onto line 1 of either the bottom set of blocks (if blank) or a new DA Form 2408-15. If a new form is used, copy the nomenclature, part number, and serial number from the top of the old card to the new card.

STEP 6. Line 2 is filled in with the readings of the history recorder now being installed. Also, the serial number of the installed history recorder is entered in the block titled “History Recorder Serial Number.”

STEP 7. All information on the back of each old DA Form 2408-15 is transcribed to the new DA Form 2408-15 exactly as is. This step will not be necessary if the bottom part of the DA Form 2408-15 is used.

STEP 8. All updated or new DA Forms 2408-15 are entered into the aircraft logbook or are packaged with the engine if done at higher maintenance.

STEP 9. Do not throw away old DA Forms 2408-15. Forward them to AVSCOM, ATTN: DRSAV-QSM.

c. Historical Counts May Exceed Specified Limit. There may be a time when a message is sent to the field requiring that current historical counts be calculated for a certain component/module or subcomponent/subassembly. The item may be installed on an aircraft or be in the supply system. The following steps are used.

NOTE

For a component/module in the supply system which has not accumulated historical counts since last depot repair, STEPS 1 thru 5 may be omitted. In this case, the historical counts at last depot repair are to be used directly.

STEP 1. Verify that the history recorder serial number matches that shown on the DA Form 2408-15. Also, the DA Form 2408-15 must have lines 1 and 2 filled in.

STEP 2. Enter the present history recorder reading on line 3.

STEP 3. Line 2 is subtracted from line 3 and the result entered on line 4.

STEP 4. Line 4 is added to line 1 and the result entered on line 5. This is the total historical counts on the component/module.

NOTE

STEPS 5 and 6 are used only when the message refers to a subcomponent of a component/module.

STEP 5. The historical counts at last depot repair of the component/module is the first line under the heading on the back of the DA Form 2408-15. Calculate the difference between line 5 and the historical counts at last depot repair. The result is the historical counts accumulated on the component/module since last depot repair. Add this number to the historical counts at last depot repair for the subcomponent listed underneath. This final number is the total historical counts accumulated on the subcomponent.

STEP 6. If the message requires component/module replacement, refer to paragraph 1-3a, STEPS 5, 6, and 7.

STEP 7. In all other instances, transcribe line 5 of the DA Form 2408-15 to line 1 of either the bottom set of blocks (if blank) or a new DA Form 2408-15.

STEP 8. Enter the present history recorder readings in line 2.

STEP 9. If a new DA Form 2408-15 is required, transcribe all information from the back of the old DA Form 2408-15 to the new one exactly as is.

STEP 10. Do not throw away the old DA Forms 2408-15. Forward them to AVSCOM, ATTN: DRSAV-QSM.

d. Depot Level Repair Updates. A new form with updated readings myst be initiated for any DA Form 2408-15 component/module which is repaired/overhauled at depot. The first line under the heading on the back of the DA Forms 2408-15 is the same as the component/module shown on the front.

STEP 1. The DA Form 2408-15 that you receive with the component should have lines 1 thru 5 filled in. If lines 4 and 5 are not filled in, you may do the arithmetic to obtain total component counts on line 5.

STEP 2. Once the component/module is repaired, prepare a new DA Form 2408-15. The headings in blocks 1 and 2 on the front are copied from the old DA Form 2408-15. Enter the nomenclature, part number, and serial number on the first line under the headings on the back of a new DA Form 2408-15 onto the first line under Historical. Counts at Last Depot Repair. These same readings are also entered on the front side on line 1.

STEP 3. The cold section module, output shaft assembly, power turbine module, and gas generator turbine rotor assembly have a listing of depot replaceable subcomponents. Refer to the old DA Form 2408-15 for this listing. Any subcomponents which are replaced must have their new serial numbers entered as well as their Historical Counts at Last Depot Repair. These readings for the newly installed subcomponent are tagged with the part.

STEP 4. All subcomponents listed on the old form must now have their Historical Counts at Last Depot Repair updated and placed on the new form. This is done in two steps. First, subtract the component/module Historical Counts at Last Depot Repair (top line on back of DA Form 2408-15) from line 5. Second, add this number to the previous Historical Counts at Last Depot Repair of the subcomponent. All removed subcomponents must have these readings tagged with the part.

STEP 5. The DA Form 2408-15 for the repaired component/module is packaged with the item.

STEP 6. Do not throw away the old DA Forms 2408-15. Forward them to AVSCOM, ATTN: DRSAV-QSM.

SECTION II

HISTORICAL FORMS

2-1. Component Removal and Repair/Overhaul Record (DRSTS-M Form 2410 (Test) (RCS CSGLD 1052 (R3)) .

Purpose. Provides a way to report data to control aircraft "Time Between Overhaul (TBO)" and "Retirement Life." Includes data for "Field Replacement Component (RC)" and selected "Condition (CC)" items, to include those components covered under a warranty. The DRSTS-M Form 2410 (Test) is used for the AH-64A in lieu of the normal DA Form 2410 per TM 38-750 (or TM 38-L21-12).

NOTE

Failure to complete DRSTS-M Form 2410 (Test) correctly on reportable items may cause item to be scrapped or overhauled early. Improper reporting could also permit use of item beyond limit. This may increase danger of an in-flight failure.

b. Use. Three-copy form used to provide repair, control, and historical data for certain reportable items. These items may or may not be installed.

NOTE

Preparation of DRSTS-M Form 2410 (Test) is not required when a serviceable, reportable item is removed to aid in other maintenance. The serviceable item will not be installed on another item of equipment in this case.

(1) DRSTS-M Form 2410 (Test) applies to al 1 aircraft TBO, RC, and selected CC items as stated in Appendix B. These aircraft components are referred to as "Reportable Items" in the following instructions.

NOTE

Some T-700 engine reportable items are common to the T-700-GE-700 and T-700-GE-701. They are as follows:

History Recorder	4046T26G03
Anti-Ice Valve	4046T28G05
Power Takeoff Drive Assembly	5044T27G01
Particle Separator Blower	6034T62P13

Until all Army aircraft are converted to DRSTS-M Form 2410 (Test), the above items are to be reported using the present three-part DA Form 2410. This will allow for consistent reporting and will be less confusing than mixing up types of forms on other aircraft. See TM 38-750,

Chapter 10, for proper instructions. All other reportable items shown in Appendix B shall use DRSTS-M Form 2410 (Test) as described in this TB.

(2) The DRSTS-M Form 2410 (Test) will be initiated:

(a) When a reportable item is first placed in the Army inventory (gain). This includes items installed or not installed. Items will not be disassembled for the purpose of checking serial numbers.

(b) When a serviceable or an unserviceable reportable item is removed from an aircraft. In this case, the item is not reinstalled on the same aircraft.

NOTE

Only one DRSTS-M Form 2410 (Test) is prepared for the item removed by the using organization or support unit. (For example, when a T-700 - GE-701 engine is removed from an aircraft, only one DRSTS-M Form 2410 (Test) is required at time of removal. This holds true even though the engine has other reportable items.)

(c) When a serviceable or an unserviceable reportable item is removed from a component or assembly. In this case, the item is not reinstalled on that i tern.

NOTE

Only one DRSTS-M Form 2410 (Test) is prepared for the reportable item removed. (For example, a hydro-mechanical unit removed from a T-700-GE-701 engine.)

(d) When the serviceability status of an uninstalled reportable item changes for any reason.

(e) When the NSN of a reportable item is changed as a result of MWO.

(f) When any reportable item is salvaged. Also when an item becomes a loss to the Army inventory.

(9) When a reportable item is involved in an accident and is later used as a training device.

NOTE

When DRSTS-M Form 2410 (Test) is prepared for removal of a reportable item, Copies 2 and 3 will be delivered with the item. Copy 2 will be completed when repair/overhaul action is completed on the item. Copy 3 will stay with the item until reinstalled or disposal actions are done.

(3) The DRSTS-M Form 2410 (Test) is divided into four separate sections. These sections are used as follows:

(a) Section I, Identification. This section provides identification and usage data about the reportable item. This data is included on all copies of the form. They are common to all of the following acttions on the reported item. Since the information in Section I must be on all copies of the form, personnel will check Copy 3 to make sure it can be read.

(b) Section II, Removal Data. This section shows the aircraft and/or higher assembly from which the reportable item was removed. It gives the organization removing the reportable item. It gives the reason for removal. It also states how the failure was found.

(c) Section III, Repair and Overhaul Data. This section identifies the organization(s) doing checkouts, repair, and overhaul of the reportable item identified in Section I. It gives a means of recording and reporting the disposition of the reportable item. If the item is a gain to the inventory, reason for gain is reported in this section. The reverse side of Copy 2 is used to list parts replaced during repair or overhaul. Historical counts are reported here for those T-700 engine depot replaceable parts shown on DA Form 2408-15 overprint (see Appendix B).

NOTE

Common hardware and bulk materiel used in the repair and overhaul action will not be recorded.

(d) Section IV, Installation Data. This section gives the aircraft and/or higher assembly on which the reportable item is installed. It gives the organization making the installation. It provides usage data needed for preparing DA Form 2408-16. This section also gives a way to report the reason for a loss to the Army inventory.

c. Preparation.

(1) The DRSTS-M Form 2410 (Test) is set up for preparation during the removal, repair, overhaul, and reinstallation of reportable items.

NOTE

When a reportable item is removed for maintenance purposes and reinstalled on the same item from which it was removed, a DRSTS-M Form 2410 (Test) will not be prepared. When the maintenance action involves assigning a new NSN to the item, it will be prepared.

(2) A control number is preprinted in the upper left corner of the form. This control number lets the National Maintenance Point (NMP) relate a reportable item covered by the report with successive actions. If a new DRSTS-M Form 2410 (Test) must be prepared because of damage, the control number of the original form will be used. This will be done by lining out the control number on the new form. The control number of the replaced form is entered in the control number block.

(3) Components subject to DRSTS-M Form 2410 (Test) control must have the forms when received at any supply or maintenance activity. If DRSTS-M Form 2410 (Test) is missing, the gaining activity will immediately ask the losing activity to provide the missing form or the data needed to begin a new form. For aircraft component control, the procedures in TM 55-1500-328-25 apply.

(4) Detailed instructions for preparation and disposition of DRSTS-M Form 2410 (Test) are in paragraphs 2-2 through 2-7.

d. Disposition.

(1) On the date each copy of DRSTS-M Form 2410 (Test) is completed for selected aircraft items, it will be mailed to Commander, US Army Troop Support and Aviation Materiel Readiness Command, ATTN: DRSTS-MPSD, 4300 Goodfellow Blvd., St. Louis, Missouri 63120.

NOTE

Quality control is responsible for assuring all blocks on the DRSTS-M Form 2410 (Test) are accurately completed prior to mailing.

(2) Uncompleted copies of DRSTS-M Form 2410 (Test) will be placed in a waterproof envelope (NSN 8105-00-183-6958). It will be clearly marked “DRSTS-M Form 2410 (Test) Inside.” It will be securely attached to the item inside the shipping container. After an item is repaired or overhauled, Copy 3 of DRSTS-M Form 2410 (Test) will be fastened to the item inside the container. This is done by the activity completing the work. DA Form ,2408-5, 2408-15, 2408-16 and 2408-19 will be included with DRSTS-M Form 2410 (Test). The envelope containing these forms will be attached directly to the item.

e. General Instructions. Paragraph 2-2 gives the preparation and disposition instructions for a normal cycle of removal, evacuation, repair, overhaul, and reinstallation of a reportable item. Paragraphs 2-3 through 2-7 are the preparation and disposition instructions for special conditions.

2-2. Normal Removal, Evacuation, Repair, and Installation Cycle (DRSTS-M Form 2410 (Test)). See figures 2-1, 2-2, and 2-3 for examples of completed forms.

a. Preparation.

BLOCK	INSTRUCTION
SECTION I	This section is completed by the organization removing the item.
1	Enter the noun abbreviation of the item removed.
2	Leave blank.
3	Enter the NSN of the item described in block 1.

COMPONENT REMOVAL AND REPAIR/OVERHAUL RECORD | *REQUIREMENT CONTROL SYMBOL CSGLD-1052(R3)*

SECTION I – IDENTIFICATION

CONTROL NUMBER	1. NOUN NOMENCLATURE (Comp)	2. MODEL	3. NATIONAL STOCK NO.
027824	ANTI-ICE VALVE		2840-01-134-7264

4. SERIAL NO.	5. MANUFACTURER'S CODE	6. PART NO.	7. USAGE SINCE LAST INST (hrs)
COM-02461	99207	4046T28G05	255

8. PRIOR OVERHAULS (No.)	9. USAGE SINCE NEW (hrs)	10. USAGE SINCE OVERHAUL (hrs)	11. WUC	12. FAILURE CODE
1	630	255	241006	650

13. CUMULATIVE COUNTS/HOURS	a. LCF 1	b. LCF 2	c. TTI	d. OP HOURS

SECTION II – REMOVAL DATA

14. REMOVED FROM (Noun Nomenclature)	15. NATIONAL STOCK NO.	16. PART NO.	17. SERIAL NO.
T-700 ENGINE	2840-01-114-2111	6044T06G01	GEE374150

18. HOURS	19. RCDR/HOUR METER S/N	20. RECORDER/HOUR METER READINGS		
		LCF 1	LCF 2	TTI	OP HOURS
340	CA0-01525	00112	00670	00625	0280

21. MODEL	22. SYSTEM CODE	23. SERIAL NO.	24. LEVEL	25. DATE REMOVED (Julian)	26. UIC (This Action)
AH-64A		82-23361	0	4120	WOU919

27. MANHOURS TO REMOVE	28. UIC (Shipped To)	29. SIGNATURE	30. EFFECT ON MISSION			
				a. EMERGENCY LANDINGS	X	c. REDUCED PERF
1.0	K99207			b. ABORTED		d. NO EFFECT

31. FAILURE DETECTED DURING				32. DISPOSITION	
	a. SCHEDULED MAINT	X	d. FLIGHT		a. SHIPPED
	b. TEST		e. OTHER	X	b. AWAITING SHIPMENT
	c. GROUND OPERATION				c. AWAITING REPAIR

REMARKS

#2 ENGINE A/I VALVE STAYS OPEN ABOVE 87%.

DRSTS-M Form 2410 (TEST)
1 Mar 83

REMOVAL REPORT COPY 1

Figure 2-1. DRSTS-M Form 2410 (Test) Copy 1

COMPONENT REMOVAL AND REPAIR/OVERHAUL RECORD | *REQUIREMENT CONTROL SYMBOL CSGLD–1052(R3)*

SECTION I – IDENTIFICATION

CONTROL NUMBER	1. NOUN NOMENCLATURE (Comp)	2. MODEL	3. NATIONAL STOCK NO.
~~027824~~	ANTI-ICE VALVE		2840-01-134-7264

4. SERIAL NO.	5. MANUFACTURER'S CODE	6. PART NO.	7. USAGE SINCE LAST INST (hrs)
COM-02461	99207	4046T28G05	~~255~~ 0

8. PRIOR OVERHAULS (No.)	9. USAGE SINCE NEW (hrs)	10. USAGE SINCE OVERHAUL (hrs)	11. WUC	12. FAILURE CODE
~~1~~ 2	630	~~255~~ 0	241006	650

13. CUMULATIVE COUNTS/HOURS	a. LCF 1	b. LCF 2	c. TTI	d. OP HOURS

SECTION III – REPAIR/OVERHAUL DATA

14. REMOVED FROM (Noun Nomenclature)	15. NATIONAL STOCK NO.	16. PART NO.	17. SERIAL NO.
T-700 ENGINE	2840-01-114-2111	6044T06G01	GEE374150

18. HOURS	19. RCDR/HOUR METER S/N	20. RECORDER/HOUR METER READINGS			
		LCF 1	LCF 2	TTI	OP HOURS
340	CAO-01525	00112	00670	00625	0280

21. MODEL	22. SYSTEM CODE	23. SERIAL NO.	24. LEVEL	25. DATE REMOVED (Julian)	26. UIC (This Action)
AH-64A		82-23361	0	4120	WOU919

33. DATE CHECKED (Julian)	34. SIGNATURE	35. UIC (This Action)	36. MANHOURS TO REPAIR/ OVERHAUL
4215	S. Martini	K99207	12.0

37. INSPECTION AND ACTION				38. REASON FOR GAIN CODE	39. LEVEL	40. UIC (Shipped To)
	a. SERVICEABLE		d. REBUILT			
X	b. REPAIRED		e. UNSERVICEABLE		D	EZ9120
	c. OVERHAULED		f. URGENT MWO DUE			

REMARKS

DRSTS–M Form 2410 (TEST)
1 Mar 83

REPAIR/OVERHAUL COPY 2

Figure 2-2. DRSTS-M Form 2410 (Test) Copy 2 (Sheet 1 of 2)

PART USED FOR REPAIR/OVERHAUL									
FAIL CODE *a*	QTY *b*	ACTION *c*	NOMENCLATURE *d*	PART NUMBER *e*	SERIAL NUMBER *f*	CUMULATIVE COUNTS/HOURS AT LAST DEPOT REPAIR			
						LCF-1 *g*	LCF-2 *h*	T/T INDEX *i*	OP HRS *j*

Reverse of Copy 2, DRSTS-M Form 2410 (TEST), 1 Mar 83

Figure 2-2. DRSTS-M Form 2410 (Test) Copy 2 (Sheet 2 of 2)

COMPONENT REMOVAL AND REPAIR/OVERHAUL RECORD

REQUIREMENT CONTROL SYMBOL CSGLD-1052(R3)

SECTION I – IDENTIFICATION

CONTROL NUMBER	1. NOUN NOMENCLATURE (Comp)	2. MODEL	3. NATIONAL STOCK NO.
027824	ANTI-ICE VALVE		2840-01-134-7264

4. SERIAL NO.	5. MANUFACTURER'S CODE	6. PART NO.	7. USAGE SINCE LAST INST (hrs)
COM-02461	99207	4046T28G05	~~255~~ 0

8. PRIOR OVERHAULS (No.)	9. USAGE SINCE NEW (hrs)	10. USAGE SINCE OVERHAUL (hrs)	11. WUC	12. FAILURE CODE
~~1~~ 2	630	~~255~~ 0	241006	650

13. CUMULATIVE COUNTS/HOURS	a. LCF 1	b. LCF 2	c. TTI	d. OP HOURS

SECTION IV – INSTALLATION

41. INSTALLED ON (Noun Nomenclature)	42. NATIONAL STOCK NO.	43. PART NO.	44. SERIAL NO.
T-700 ENGINE	2840-01-114-2111	6044T06G01	GEE374120

45. HOURS	46. RCDR/HOUR METER S/N	47. RECORDER/HOUR METER READINGS			
		LCF 1	LCF 2	TTI	OP HOUR
560	CAO-01512	00445	01820	01407	0620

48. MODEL	49. SYSTEM CODE	50. SERIAL NO.	51. LEVEL	52. DATE INSTALLED (Julian)	53. UIC (This Action)
AH-64A		82-83357	0	4310	WFJ3D0

54. SIGNATURE	55. MANHOURS TO INSTALL
R. Cousins	1.0

37. INSPECTION AND ACTION				56. REASON FOR LOSS CODE		
X	a. SERVICEABLE		d. REBUILT			
	b. REPAIRED		e. UNSERVICEABLE			
	c. OVERHAULED		f. URGENT MWO DUE			

USE NEXT LINE ONLY FOR LOSS TO INVENTORY BY TRANSFER

57. SHIPPED TO	58. LOCATION	59. UIC	60. DATE SHIPPED

REMARKS

DRSTS-M Form 2410 (TEST)
1 Mar 83

INSTALLATION COPY 3

Figure 2-3. DRSTS-M Form 2410 (Test Copy 3

BLOCK	INSTRUCTION
4	Enter the serial number of the item. Only one serial number may be entered.
5	Enter the five-digit code for the manufacturer of the reportable item. See Appendix A for AH-64A manufacturer codes.
6	Enter the manufacturer's part number assigned to the item described in block 1.
7	Enter the hours that the reportable item has been operated since it was last installed on a component or end item. For new items introduced into the Army inventory, enter "0." Round off to the nearest whole hour.

NOTE

Data for completing blocks 8 through 10 will be taken from DA Form 2408-16.

8	Enter the number of times the reportable item has been overhauled before this removal. This information is obtained from column 7d of DA Form 2408-16. If the reportable item has never been overhauled, enter "O." Enter "NA" if item is not usually overhauled.
9	Enter the total number of hours that the reportable item has been operated since it was manufactured. If the item is new, enter "O." This entry, for other than new items, is taken from column 7i of DA Form 2408-16. Round off to the nearest whole hour.
10	If the item being removed has never been overhauled, enter "O." If the item has previous overhauls, the hour entry in this block is taken from data on DA Form 2408-16. Subtract the number of hours entered in column 7e from entry in column 7f. Then add the hours entered in column 7g. Enter "NA" if item is not normally overhauled. Round off to the nearest whole hour.
11	Enter work unit code (WUC) from Appendix B for item in block 1.

BLOCK	INSTRUCTION
12	Enter the failure code number from Table A-1 that best describes the reason the reportable item was removed. Use the code for reason for change in the serviceability status of uninstalled reportable items if it applies.
13	Enter the total historical counts and operating hours for the item in block 1. This is done only for T-700 engine components or modules which have a DA Form 2408-15 overprint as shown in Appendix B. Total counts are figured this way. Enter the current history recorder readings on line 3 of DA Form 2408-15. NOTE These readings will also be entered in block 20 of DRSTS-M Form 2410 (Test). Next, subtract line 2 from line 3 and enter on line 4. Then add line 1 to line 4 and enter on line 5. The number on line 5 is entered in block 13 of DRSTS-M Form 2410 (Test). NOTE Make sure numbers are right justified.
SECTION II	This section is completed by the organization removing a reportable item from an end item of equipment or from another reportable item.

NOTE

Blocks 14 through 18 always identify the next higher assembly of the item in block 1.

14	Enter the noun abbreviation of the component or assembly from which the reportable item was removed. For example, engine, main rotor head, helicopter, etc. NOTE This refers to the item shown in block 1 of DA Form 2408-16 of which the component was removed.
15	Enter the NSN of the item listed in block 14.

BLOCK	INSTRUCTION
16	Enter the part number of the item listed in block 14. Enter AH-64A if block 14 is "helicopter."
17	Enter the serial number of the item listed in block 14.
18	Enter the current hours of the item in block 14 at the time of removal. Round off to the nearest whole hour.
19	Enter the complete serial number of the recorder from which block 20 readings are taken.
20	Enter the current history recorder readings for T-700 engine components. All four readings are to be reported. TADS/PNVS components are monitored by hour meter. For these items, enter the current reading in the OP HOURS part of block 20.
21	Enter AH-64A if removal was from aircraft. Leave blank if done off-aircraft or if previously identified in block 16.
22	Leave blank.
23	Enter the serial number of the aircraft. Leave blank if done off-aircraft or if previously identified in block 17.
24	This is used to report level of maintenance doing the removal. Enter "O" for AVUM , "F" for AVIM, or "D" for depot.
25	Enter the julian date that the removal action was completed. Refer to Appendix A for julian date calendar.
26	Enter the unit identification code (UIC) of the organization completing the removal action.
27	Enter manhours needed to remove item in block 1. Round off to the nearest hour.
28	Enter the UIC of the organization to which the removed item is shipped.
29	The individual verifying entries in this section will sign in this block.

BLOCK	INSTRUCTION
30	Check the effect on mission completion due to component being removed.
31	Mark the block for the action being done when the failure was first detected.
32	Mark the space for the disposition made of' the reportable item.
REMARKS	Provide any information which may be helpful at higher maintenance to repair the item. This includes FD/LS indications, location of leak or breakage, evidence of maintenance or operator error, or suspected reason for fault. Good information here will save time later on.
SECTION III	This section appears on Copy 2 of DRSTS-M Form 2410 (Test). Entries in this section and block 37 of Copy 3 are made by the maintenance activity that returns the item to a serviceable condition. Maintenance activities completing block 37c or 37d will also update Copy 3. Entries in blocks 7, 8, 10, and 12 are changed by lining out existing entries. The correct data is then entered in these blocks.
14 through 26	Entries in these blocks are made by the organization completing Section 11. They will not be changed by the organization receiving the reportable item for maintenance.
33	Enter the julian date that the action in block 37 was done.
34	The person verifying that the action has been properly done will sign in this block.
35	Enter the UIC of the organizaion that completes the action in block 37.
36	Enter the manhours to the nearest hour needed to repair or overhaul the item.
37	This block contains separate check blocks. They describe the findings and action taken by the maintenance activity. When the reportable item is found to be serviceable (no repair needed), block "a" will be checked. When an unserviceable

BLOCK	INSTRUCTION
	item is returned to serviceable, either block “b,” “c,” or “d” will be checked. NOTE Also mark block 37 of Copy 3 the same as copy 2. See paragraph 2-5 for use of blocks “e” and “f.”
38	Leave blank except when paragraph 2-3 applies.
39	This is used to report level of maintenance doing the action in block 37. Enter “O” for AVUM, “F” for AVIM, or “D” for depot.
40	Enter the UIC of the organization to which the item is shipped.
REMARKS	Provide a brief description of the action checked in block 37. In the case of the T-700 engine repair, report the history recorder headings after checkout run time.
BACKSIDE OF COPY 2	The backside of Copy 2 is used to list parts replaced during repair, overhaul, or rebuild of item in block 1. It will be completed by any maintenance activity that completes the repair action. All serialized parts must be listed with a quantity of 1. All parts used, except common hardware bulk issue items, will be listed as follows:
a	Enter the failure code that best describes why the part failed that was removed. (Refer to Table A-1.)
b	Enter the total quantity of each part listed.
c	Enter the action code as follows: “A” for remove. “B” for install. “C” for replace (nonserialized).
d	Enter the noun abbreviation of the part used.

BLOCK	INSTRUCTION
e	Enter the part number of the part used.
f	The serial number of each part removed and installed. Leave blank if not serialized.
CUMULATIVE COUNTS/HOURS AT LAST DEPOT REPAIR	This is used for T-700 engine depot replaceable parts listed on DA Form 2408-15 overprint as required in Appendix B. The counts/hours for the removed item is figured from DA Form 2408-15. It is also used for TADS/PNVS components which contain an individual time meter. Report the estimated reading in block j (OP HRS) . This is done at AVIM and depot for all parts replaced. Leave blank for all other items.
SECTION IV	This section will be completed by the organization installing a reportable item on an end item of equipment or on another reportable item. Block 37 will have been completed by the organization returning the reportable item to a serviceable condition.

NOTE

Blocks 41 through 45 always identify the next higher assembly of the item in block 1.

41	Enter the noun abbreviation of the next higher assembly on which the reportable item is being installed. For example, engine, main rotor head, helicopter, etc.
42	Enter the NSN of the item listed in block 41.
43	Enter the part number of the item listed in block 41. Enter AH-64A if block 41 is “helicopter.”
44	Enter the serial number of the item listed in block 41.
45	Enter the current hours of the item in block 41 at time of installation. Round off to the nearest whole hour. Leave blank if done off-aircraft.

BLOCK	INSTRUCTION
46	Enter the complete serial number of the recorder from which block 46 readings are taken.
47	Enter the current history recorder readings for T-700 engine components. All four readings are to be reported. Some other components are monitored by an hour meter such as TADS/PNVS, APU. For these items, enter the current reading in the OP HOURS part of block 47.
48	Enter AH-64A if installation was on aircraft. Leave blank if done off-aircraft or if previously identified in block 43.
49	Leave blank.
50	Enter the serial number of the aircraft. Leave blank if done off-aircraft or if previously identified in block 45.
51	This is used to report maintenance level doing the installation. Enter “O” for AVUM , “F” for AVIM, or “D” for depot.
52	Enter the julian date that the reportable item was installed.
53	Enter the UIC of the organization doing the installation of the reportable item.
54	The person verifying that the installation has been properly done will enter his signature in this block.
55	Enter manhours, to the nearest hour, needed to install item in block 1.
37	This block should be marked when you receive Copy 3.
56	Leave blank. This is used for 1oss reporting. (See paragraph 2-4.)
57 through 60	These blocks are completed when a reportable item becomes a true loss to the Army inventory. (Refer to paragraph 2-4.)
REMARKS	Enter comments or remarks if the installation is not routine.

b. Disposition. On the date each copy of this record is completed, it will be submitted as stated in paragraph 2-1. Copies will be distributed as follows:

(1) Copy 1, Sections I and II. This will be forwarded by the organization removing the reportable item.

(2) Copy 2, Sections I and III.

(a) When used for recording repair, overhaul , or rebuild, this copy will be forwarded by the maintenance activity returning the reportable item to a serviceable condition.

(b) When used to record an uninstalled reportable item which was thought to be unserviceable, but is in fact serviceable, this copy will be forwarded by the activity that decided that the reportable item was serviceable.

(c) This copy will also be prepared and forwarded when an item is a gain. (Refer to paragraph 2-3.)

(3) Copy 3, Sections I and IV.

(a) This copy will be forwarded by the organization installing the reportable item.

(b) Prepare and forward Copy 3 each times reportable item becomes a true loss to the Army inventory. (Refer to paragraph 2-4.)

2-3. Gains to Inventory.

Preparation. A DRSTS-M Form 2410 (Test) will be prepared for new spare items by the manufacturer and for other gains to the inventory by the accepting activity. For gains of new components on a complete system, such as helicopter, T-700 engine, or TADS/PNVS the following instructions do not apply. Instead, a computer tape shall be generated which lists the configuration as shown on the DA Form 2408-16. If the gain results from new input of a reportable item from a manufacturer, complete Copy 2 as shown below and blocks 1 through 13 and 37 of Copy 3 as follows (see figure 2-4 for example):

NOTE

Copy 1 is not used. Tear off Copy 1 and throw it away.

BLOCK	INSTRUCTION
1 through 13	Complete in accordance with instructions contained in paragraph 2-2. These blocks must also be completed on Copy 3, normally by using the carbon.
14 through 26	Leave blank.
33	Enter the julian date the item listed in block 1 was accepted into the Army inventory.

BLOCK	INSTRUCTION
34	The individual responsible for acceptance of the item listed in block 1 will sign here.
35	Enter the UIC of the organization delivering the reportable item. For contractors, use manufacturer's code preceded by K, i.e., K99207.
36	Leave blank.
37	Mark the "Serviceable" block. Make sure Copy 3 is also marked serviceable.
38	Enter code "A" from Table A-4.
39	Leave blank.
40	Enter UIC of organization to receive the i tern.
REMARKS	Provide any information on gained item which is not considered routine.

b. Disposition.

(1) Copy 1 will be distroyed.

(2) Copy 2 will be forwarded to Commander, USAAVSCOM, ATTN: DRSAV-MPSD, 4300 Goodfellow Blvd., St. Louis, Missouri 63120.

(3) Copy 3 will stay with the reportable item until it is installed, becomes unserviceable, or is lost to the Army inventory.

2-4. Losses to Inventory.

a. Preparation. When the action being reported is a loss to the Army inventory, the activity owning the reportable item at the time of loss will complete Copy 3 of the DRSTS-M Form 2410 (Test) as follows:

NOTE

The above applies to installed or uninstalled reportable items.

BLOCK	INSTRUCTION
1 through 13	Complete in accordance with the instructions in paragraph 2-2.
41 through 51	Leave blank.

COMPONENT REMOVAL AND REPAIR/OVERHAUL RECORD | *REQUIREMENT CONTROL SYMBOL CSGLD–1052(R3)*

SECTION I – IDENTIFICATION

CONTROL NUMBER	1. NOUN NOMENCLATURE (Comp)	2. MODEL	3. NATIONAL STOCK NO.
027825	M/R BLADE		1615-01-147-4783

4. SERIAL NO.	5. MANUFACTURER'S CODE	6. PART NO.	7. USAGE SINCE LAST INST (hrs)
ABC123	02731	7-311412000	0

8. PRIOR OVERHAULS (No.)	9. USAGE SINCE NEW (hrs)	10. USAGE SINCE OVERHAUL (hrs)	11. WUC	12. FAILURE CODE
0	0	0	05103	—

13. CUMULATIVE COUNTS/HOURS	a. LCF 1	b. LCF 2	c. TTI	d. OP HOURS

SECTION III – REPAIR/OVERHAUL DATA

14. REMOVED FROM (Noun Nomenclature)	15. NATIONAL STOCK NO.	16. PART NO.	17. SERIAL NO.

18. HOURS	19. RCDR/HOUR METER S/N	20. RECORDER/HOUR METER READINGS			
		LCF 1	LCF 2	TTI	OP HOURS

21. MODEL	22. SYSTEM CODE	23. SERIAL NO.	24. LEVEL	25. DATE REMOVED (Julian)	26. UIC (This Action)

33. DATE CHECKED (Julian)	34. SIGNATURE	35. UIC (This Action)	36. MANHOURS TO REPAIR/ OVERHAUL
4090	R. Cousins	K02731	

37. INSPECTION AND ACTION				38. REASON FOR GAIN CODE	39. LEVEL	40. UIC (Shipped To)
X	a. SERVICEABLE		d. REBUILT	A		WOU919
	b. REPAIRED		e. UNSERVICEABLE			
	c. OVERHAULED		f. URGENT MWO DUE			

REMARKS

DRSTS–M Form 2410 (TEST) REPAIR/OVERHAUL COPY 2

Figure 2-4. DRSTS-M Form 2410 (Test) Copy 2 (Gains)

BLOCK	INSTRUCTION
52	Enter the julian date of the loss to Army inventory.
53	Enter the UIC of the organization reporting the loss.
54	The individual verifying the loss of the item to the Army inventory will sign in this block.
55	Leave blank.
56	Enter the code from Table A-3 that best describes the reason for loss.
57	Enter the designation of the property disposal office (PDO), service, agency, department, or Military Assistance Program (MAP) country to which the reportable item is being shipped.
58	Enter the address of the activity identified in block 57. Enter the UIC of the activity identified in block 57. If unknown, leave blank. Enter the julian date the reportable item was shipped.
REMARKS	Provide any additional information which describes why the item is reported as a loss.

b. Disposition. When the “loss to the inventory” action is complete, forward completed Copy 3 to TSARCOM as instructed in paragraph 2-1.

c. Conversion or Redesignation Loss. When the loss to the Army inventory is a result of conversion or redesignation of the item NSN through modification, follow the procedures in paragraph 2-6.

2-5. Changes from Serviceable to Unserviceable Uninstalled Items.

a. Preparation. When a serviceable uninstalled reportable item becomes unserviceable due to MWO or other reason, the following actions will be taken by the activity which has these items.

(1) On Copy 3 of the DRSTS-M Form 2410 (Test), enter the julian date in block 33 or the date an urgent MWO was received. Enter UIC in block 53.

(2) If the change in serviceability status resulted from publication of an urgent MWO, mark block 37f, “Urgent MWO Due.” Mark out or erase any other entries in block 37.

(3) If the change in the serviceability status resulted from damage, mark block 37e “Unserviceable.” Erase or mark out any other entries in block 37. If both the “e” and “f” codes apply or an urgent MWO includes a NSN change, mark only the “f” code in block 37. Follow procedures in paragraph 2-6.

(4) The person who verifies these actions will sign block 54.

(5) Using the data from Copy 3 of the original DRSTS-M Form 2410 (Test), initiate a new form. Do not change the control number of the new DRSTS-M Form 2410 (Test). Complete blocks 1 through 11 and 13 from the original form. Enter a failure code in block 12 to show why the item is unserviceable.

(6) Remarks section. Write “uninstalled or damaged” on both Copies 1 and 2.

(7) Enter in block 25 the julian date the reportable item became unserviceable. (This will be the same date entered in block 33, Copy 3 of the old DRSTS-M Form 2410 (Test).)

(8) Complete blocks 26 and 32 as instructed in paragraph 2-2.

b. Disposition.

(1) Attach Copy 1 of the new DRSTS-M Form 2410 (Test) to Copy 3 of the 01 d DRSTS-M Form 2410 (Test). Forward both to TSARCOM as in paragraph 2-1.

(2) Copies 2 and 3 of the new form will remain with the item.

NOTE

When the reason for change in the serviceability status of a reportable item is an Urgent MWO which also changes the reportable item, process Copies 2 and 3 as in paragraph 2-6.

2-6. National Stock Number Change. This paragraph gives the steps to be followed when a change to the National Stock Number (NSN) of a reportable item is made. The change can be from the application of a MWO or from no maintenance action.

Uninstalled Serviceable Reportable Item. When the change to a NSN is the result of a MWO application, the activity in possession of the reportable item will complete the attached DRSTS-M Form 2410 (Test) Copy 3, as indicated below:

(1) Block 52. Enter the julian date the MWO was received.

(2) Block 53. Enter organization UIC.

(3) Block 37. Mark the “F” block. Strike out other entries in this block.

(4) Block 54. Enter the new NSN and signature of the person completing this form.

(5) Block 56. Enter code “M.”

(6) Initiate a new DRSTS-M Form 2410 (Test), Copies 2 and 3, as follows. Destroy Copy 1.

(a) Section I, enter the new NSN (i.e., NSN in block 54 of old form) in block 3, and a fail code of 801 in block 12. Transfer all remaining information from the old form Copy 3, Section I to the new form Copy 2, Section I. (NSN and fail code data from old Copy 3 is not required on Copy 2 of the new form.)

(b) Section III, Copy 2.

1 Block 19 (T-700 engine only). Enter the history recorder serial number.

2 Block 20 (T-700 engine only). Enter the history recorder readings.

3 Block 33. Enter date checked/completion of MWO.

4 Block 34. Signature.

5 Block 35. Enter UIC completing MWO.

6 Block 36. Enter manhours to accomplish MWO.

7 Block 37. Enter check mark in block 37f.

8 Block 38. Enter “S” code.

9 Block 39. Enter “O” for AVUM, “F” for AVIM, or “D” for depot.

10 Block 40. Enter the UTC that the item is being shipped to.

(7) Attach 01 d Copy 3 and new Copy 2 together and forward to TSARCOM as instructed in paragraph 2-1.

(8) Attach new Copy 3 with item. Copy 1 is not used and may be destroyed.

b. Unserviceable Uninstalled Reportable Item. When the change to a NSN is the result of a MWO application to an item requiring repair/overhaul, the repairing/overhaul activity in possession of the item will accomplish and report the repair/overhaul on the attached Copy 2. NSN change will be reported on Copy 3 which came with the item.

(1) Complete Copy 2 as follows:

(a) Block 33. Date repaired.

(b) Block 34. Signature.

(C) Block 35. UIC of the activity completing repair/overhaul.

(d) Block 36. Manhours to repair/overhaul.

(e) Block 37. Check “B” or “C,” the block which is most appropriate.

(f) Block 39. “O” for AVUM, “F” for AVIM, or “D” for depot.

(2) If repairing/overhaul activity is the same as the activity accomplishing MWO, complete Copy 3 as per instructions in paragraph 2-6a.

(3) Forward copies to TSARCOM as instructed in paragraph 2-1.

c. Installed Reportable Items.

(1) Initiate a DRSTS-M Form 2410 (Test) as per instructions in paragraph 2-2 (blocks 1 through 30) using information obtained from the applicable DA Forms 2408-16 and 2408-13.

Special entries: Block 31. Mark “E” for other.

(2) Copy *2,* complete blocks 33 through 39 and block 3 as follows:

(a) Block 33. Current date.

(b) Block 35. UIC of activity completing the form.

(c) Block 36. Leave blank,

(d) Block 37. Mark “F” URGENT MWO DUE.

(e) Block 38. Enter code “S. ”

(f) Block 3. Cross out old NSN and enter new NSN.

(g) Block 39. Enter “O” for AVUM, “F” for AVIM, or “D” for depot.

(3) Section IV, Copy 3 should be completed as per instructions contained in paragraph 2-2, Section IV blocks 41 through 56 with special entry to be completed as per instructions in paragraph 2-6a (1 through 4).

(4) Forward all copies to AVSCOM as instructed in paragraph 2-1.

2-7. Removal of Serviceable Reportable Items for Lateral Transfer (Cannibalization).

NOTE

The term “lateral transfer” as used here is any removal of a serviceable reportable component from one aircraft for installation on another aircraft. This is done within the same organization or in support of any other organization.

When it becomes necessary to remove a serviceable reportable item from an end item or a major item for the purpose of lateral transfer, the following procedures will apply:

Copies 1 and 3 of DRSTS-M Form 2410 (Test) will be completed. Copy 2 is destroyed. They will be forwarded as instructed in paragraph 2-1. Include the following specific entries:

(1) Enter code 674 “Cannibalization” in block 12.

(2) Mark item “e” in block 31.

(3) Mark item “a” of block 37 of Copy 3.

When lateral transfers are made, it is important that the DA Form 2408-16 be updated as instructed per TM 38-750 (or TM 38-L21-12). This insures that component and item usage data are kept up to date.

APPENDIX A

CODES AND TABLES

This appendix contains the lists of codes and various conversion tables for recording data on TAMMS forms.

Table A-1. Failure Codes

a. Alphabetical.

Code	Description
717	Accident Damage
127	Adjustment Improper
002	Air Leak
128	Airstart Failure
031	Alignment Improper
007	Arcing, Arced
101	Armature Dirty
693	Audio Faulty
129	Backfiring
104	Backlash Improper
731	Battle Damage
710	Bearing Failure
780	Bent/Dented
673	Beyond Specification Tolerance
135	Binding
050	Blistered
590	Bouncetime, Excessive
060	Brittle
070	Broken
108	Broken or Missing Safety Wire or Key
720	Brush Failure/Worn Excessively
109	Buckled
900	Burned
171	Burred
111	Burst
469	Bushing Failure
024	Calibration Incorrect
674	Cannibalization
120	Chafing
900	Charred
910	Chipped
180	Clogged
026	Cold Solder Joint
027	Collapsed
160	Contact/Connection Defective
30	Contaminated
306	Contamination, Fuel
308	Contamination, Oil
114	Controls Inoperative
344	Corona Effect
270	Corroded
070	Cracked
675	Crash Damage
845	Crystallized
029	Current Incorrect
116	cut
760	Damaged for Test Purposes
210	Detent Action Poor
020	Deterioration
968	Dioding
230	Dirty
118	Disconnected
118	Disengaged
201	Distorted
235	Dry
293	Electrical Power Loss
231	Elongated
283	End Play Excessive
142	Engine Removed, Excess Maintenance
234	Excessive G Forces
015	Excessive Noise (Electronics)
111	Exploded
290	Fails Diagnostic/Automatic Tests
051	Fails to Tune or Drifts
602	Failure Caused by Other Component Failure
281	Faulty Reading
055	Feedback Incorrect
058	Flaking
069	Flame Out
037	Fluctuates, Unstable
301	Foreign Object Damage
070	Fractured
910	Frayed
748	Frequency, Erratic or Incorrect
135	Friction Excessive
179	Fuel Pressure Incorrect
280	Fungus Effect
472	Fuse Blown
061	Fused
001	Gassy
120	Grated
214	Grooved
900	Grounded
300	Grounded Electrically
311	Hard Landing

Code	Description
855	Heat Damage
320	High Voltage Breakdown
065	High VSWR
079	Hot Firing Damage
317	Hot Start
820	Hunting Head
248	Icing
916	Impending or Incipient Failure Indicated by Spectrometric Oil Anaylsis
703	Improper Amplitude
627	Improper Attenuation
688	Improper Energy Response
239	Improper Fit
689	Improper Source Output
088	Incorrect Gain
064	Incorrect Modulation
169	Incorrect Voltage
350	Insulation Breakdown
081	Interference
360	Intermittent
370	Jammed
381	Leaking (Liquid)
385	Light Bulb Failure (including landing lights)
382	Liquid/Vapor Lock
180	Locked
383	Lock-On Malfunction
730	Loose
181	Low Compression
004	Low GM or Emission
387	Low Performance
962	Low Power (Electronic)
537	Low Power or Thrust
500	Lubrication (Over or Under)
252	Lubrication Omitted
979	Maintenance Error
604	Manifold Pressure Beyond Limits
225	Manufacturer Defect
344	Mel ted
372	Metal on Magnetic Plug
009	Microphonics
253	Misfires
750	Missing
908	Miswired
420	Moisture Saturation (Wet, Condensation)
910	Nicked
799	No Defect
801	No Defect (MWO Compliance)
802	No Defect (Equipment (previously modified) Restored to Original Configuration (MWO Removal))
798	No Defect (MWO Not Applicable)
797	No Defect (MWO Previously Complied With)
804	No Defect (Removed for Scheduled Maintenance (Includes Mandatory Inspections))
803	No Defect (Removed for Time Change)
305	No Fuel Cutoff
367	No Indicating Lights
008	Noisy (Chattering)
022	No Oscillation
255	No Output/Incorrect Output
920	Not Determined
432	Off Frequency
396	Oil Breathing Excessive
398	Oil Consumption Excessive
603	Oil in Induction System
405	Oil Pressure Incorrect
450	Open
003	Open Filament Tube Circuit
437	Operating Error
457	Oscillating
790	Out of Adjustment
206	Out of Tolerance
461	Output too High
258	Overheating
021	Overloaded
259	Oversize
464	Overspeed
927	Pinched/Flattened/Collapsed
520	Pitted
530	Polarity Reversed
964	Poor Spectrum
977	Pressure Incorrect
070	Punctured
476	Rate of Feather Slow
567	Resistance High
568	Resistance Low
734	Rise Time Incorrect
324	RPM Beta Governing Faulty
315	RPM Fluctuation/Incorrect
740	Saturation Resistance High
473	Seal/Gasket Blown
900	Scored
381	Seeping
263	Separation of Bonding (Delamination) e.g., Rotor Blades, Honey Comb Deck
807	Servo Mag Amp Time Constant
585	Sheared
196	Shorted or Grounded

Code	Description
630	Shorted to Secondary
135	Seized
640	Slippage
163	Slip Ring or Commutator Failure
314	Slow Acceleration
318	Slow Deceleration
159	Smoking
279	Spray Pattern Defective
271	Sprung
513	Stalls-Compressor
329	Starting Stall
650	Sticky
749	Storage Time Incorrect
660	Stripped
945	Structural Failure
503	Sudden Stop
519	Surged
649	Sweep Malfunction
695	Sync Absent or Incorrect
334	Temperature Incorrect
018	Tested OK, Did not Work
070	Torn
274	Timing Off
379	Tooth Broken on Gear
167	Torque Incorrect
816	Total Impedance, High
817	Total Impedance, Low
877	Transportation Damage
666	Twisted
561	Unable to Adjust Limits
670	Unbalanced
275	Undersize
680	Unstable
690	Vibration Excessive
692	Video Faulty
027	Warped
276	Weak
722	Weld Cracked or Broken
622	Wet
020	Worn Excessively
950	Wrong Part

b. Alphabetical by Category.

(1) Mechanical Failure Codes, General (Alphabetical).

Code	Description
031	Alignment Improper
104	Backlash Improper
710	Bearing Failure
673	Beyond Specification Tolerance
135	Binding
050	Blistered
060	Brittle
070	Broken
108	Broken or Missing Safety Wire or Key
109	Buckled
900	Burned
171	Burred
111	Burst
469	Bushing Failure
120	Chafing
900	Charred
910	Chipped
070	Cracked
027	Collapsed
114	Controls Inoperative
845	Crystallized
020	Deterioration
118	Disconnected
118	Disengaged
201	Distorted
231	Elongated
233	End Play Excessive
111	Exploded
058	Flaking
070	Fractured
910	Frayed
135	Friction Excessive
061	Fused
120	Grated
214	Gvooved
900	Grounded
239	Improper Fit
114	Inoperative
081	Interference
360	Intermittent
370	Jammed
730	Loose
225	Manufacturer Defect
344	Mel ted
910	Nicked
008	Noisy (Chattering)
920	Not Determined
790	Out of Adjustment
206	Out of Tolerance
258	Overheating
259	Oversize
927	Pinched/Flattened/Collapsed
263	Poor Bonding (Delaminated)
070	Punctured
473	Seal/Gasket Blown

Code	Description
900	Scored
585	Sheared
135	Seized
640	Slippage
159	Smoking
271	Sprung
650	Sticky
749	Storage Time Incorrect
660	Stripped
945	Structural Failure
334	Temperature Incorrect
379	Tooth Broken on Gear
070	Torn
666	Twisted
561	Unable to Adjust Limits
670	Unbalanced
680	Unstable
690	Vibration Excessive
027	Warped
276	Weak
722	Weld Cracked or Broken
020	Worn Excessively

(2) Oil/Fuel/Air Failure Codes (Alphabetical).

Code	Description
002	Air Leak
180	Clogged
235	Dry
290	Fails Diagnostic/Automatic Tests
281	Faulty Reading
037	Fluctuates, Unstable
179	Fuel Pressure Incorrect
916	Impending or Incipient Failure Indicated by Spectometric Oil Analysis
381	Leaking (Liquid)
382	Liquid/Vapor Lock
180	Locked
372	Metal on Magnetic Plug
305	No Fuel Cutoff
367	No Indicating Lights
396	Oil Breathing Excessive
398	Oil Consumption Excessive
603	Oil In Induction System
405	Oil Pressure Incorrect
977	Pressure Incorrect
324	RPM Beta Governing Faulty
381	Seeping
279	Spray Pattern Defective
018	Tested OK, Did not Work

(3) Environmental Failure Codes (Alphabetical).

Code	Description
230	Contaminated
306	Contamination, Fuel
308	Contamination, Oil
170	Corroded
230	Dirty
301	Foreign Object Damage
280	Fungus
248	Icing
420	Moisture Saturation (Wet, Condensation)
520	Pitted

(4) Electrical/Electronic Failure Codes (Alphabetical)

Code	Description
007	Arcing, Arced
101	Armature Dirty
693	Audio Faulty
590	Bouncetime, Excessive
720	Brush Failure/Worn Excessively
026	Cold Solder Joint
160	Contact/Connection Defective
844	Corona Effect
029	Current Incorrect
968	Dioding
293	Electrical Power Loss
015	Excessive Noise (Electronics)
051	Fails to Tune or Drifts
055	Feedback Incorrect
748	Frequency, Erratic or Incorrect
472	Fuse Blown
001	Gassy
300	Grounded Electrically
320	High Voltage Breakdown
065	High VSWR
820	Hunting Head
703	Improper Amplitude
627	Improper Attenuation
688	Improper Energy Response
689	Improper Source Output

Code	Description
088	Incorrect Gain
064	Incorrect Modulation
169	Incorrect Voltage
350	Insulation Breakdown
383	Lock-On Malfunction
004	Low GM or Emission
962	Low Power (Electronic)
009	Microphonics
908	Miswired
022	No Oscillation
255	No Output/Incorrect Output
432	Off Frequency
450	Open
003	Open Filament Tube Circuit
457	Oscillating
461	Output too High
530	Polarity Reversed
964	Poor Spectrum
567	Resistance High
568	Resistance Low
734	Rise Time Incorrect
740	Saturation Resistance High
807	Servo Mag Amp Time Constant
196	Shorted or Grounded
630	Shorted to Secondary
163	Slip Ring or Commutator Failure
649	Sweep Malfunction
695	Sync Absent or Incorrect
816	Total Impedance High
817	Total Impedance Low
692	Video Faulty

(5) Engine Failure Codes (Alphabetical) .

Code	Description
128	Airstart Failure
129	Backfiring
210	Detent Action Poor
142	Engine Removed, Excess Maintenance
069	Flame Out
079	Hot Firing Damage
317	Hot Start
181	Low Compression
537	Low Power or Thrust
604	Manifold Pressure Beyond Limits
253	Misfires
476	Rate of Feather Slow
315	RPM Fluctuation/Incorrect
314	Slow Acceleration
318	Slow Deceleration
513	Stalls-Compressor
329	Starting Stall
519	Surged
274	Timing Off
167	Torque Incorrect

(6) Operationally Induced Failure Codes (Alphabetical).

Code	Description
717	Accident Damage
731	Battle Damage
780	Bent
024	Calibration Incorrect
674	Cannibalization
675	Crash Damage
116	Cut
760	Damaged for Test Purposes
780	Dented
234	Excessive G Forces
602	Failure Caused by Other Component Failure
311	Hard Landing
252	Lubrication Omitted
500	Lubrication (Over or Under)
979	Maintenance Error
750	Missing
799	No Defect
800	No Defect (Component Removed/ Reinstalled to Facilitate Other Maintenance)
802	No Defect (Equipment (Previously Modified) Restored to Original Configuration (MWO Removal))
797	No Defect (MWO Previously Complied With)
801	No Defect (MWO Compliance)
804	No Defect (Removed for Scheduled Maintenance) (Includes Mandatory Inspections)
803	No Defect (Removed for Time Change)
798	No Defect (MWO Not Applicable)
437	Operating Error
021	Overloaded
464	Overspeed
503	Sudden Stop
877	Transportation Damage
622	Wet
950	Wrong Part

Table A-2. Failure Codes - Numerical

Code	Description
001	Gassy
002	Air Leak
003	Open Filament Tube Circuit
004	Low GM or Emission
007	Arcing, Arced
008	Noisy (Chattering)
009	Microphonics
015	Excessive Noise (Electronics)
018	Tested OK, Did not Work
020	Worn Excessively
020	Deterioration
021	Overloaded
022	No Oscillation
024	Calibration Incorrect
026	Cold Solder Joint
027	Collapsed
027	Warped
029	Current Incorrect
031	Alignment Improper
037	Fluctuates, Unstable
050	Blistered
051	Fails to Tune or Drifts
055	Feedback Incorrect
058	Flaking
060	Brittle
061	Fused
064	Incorrect Modulation
065	High VSWR
069	Flame Out
070	Torn
070	Broken
070	Fractured
070	Punctured
070	Cracked
079	Hot Firing Damage
081	Interference
088	Incorrect Gain
101	Armature Dirty
104	Backlash Improper
108	Broken or Missing Safety Wire or Key
109	Buckled
111	Burst
111	Exploded
114	Controls Inoperative
116	cut
118	Disconnected
118	Disengaged
120	Chafing
120	Grated
127	Adjustment Improper
128	Airstart Failure
129	Backfiring
135	Binding
135	Friction Excessive
135	Seized
142	Engine Removed, Excess Maintenance
159	Smoking
160	Contact/Connection Defective
163	Slip Ring or Commutator Failure
167	Torque Incorrect
169	Incorrect Voltage
170	Corroded
171	Burred
179	Fuel Pressure Incorrect
180	Clogged
180	Locked
181	Low Compression
196	Shorted or Grounded
201	Distorted
206	Out of Tolerance
210	Detent Action Poor
214	Grooved
225	Manufacturer Defect
230	Dirty
230	Contaminated
231	Elongated
233	End Play Excessive
234	Excessive G Forces
235	Dry
239	Improper Fit
248	Icing
252	Lubrication Omitted
253	Misfires
255	No Output/Incorrect Output
258	Overheating
259	Oversize
263	Separation of Bonding (Delaminated) e.g., Rotor Blades, Honey Comb Deck
271	Sprung
274	Timing Off
275	Undersize
276	Weak
279	Spray Pattern Defective
280	Fungus Effect
281	Faulty Reading
290	Fails Diagnostic/Automatic Tests
293	Electrical Power Loss
300	Grounded Electrically
301	Foreign Object Damage

Code	Description
305	No Fuel Cutoff
306	Contamination, Fuel
308	Contamination, Oil
311	Hard Landing
314	Slow Acceleration
315	RPM Fluctuation/Incorrect
317	Hot Start
318	Slow Deceleration
320	High Voltage Breakdown
324	RPM Beta Governing Faulty
329	Starting Stall
334	Temperature Incorrect
344	Mel ted
350	Insulation Breakdown
360	Intermittent
367	No Indicating Lights
370	Jammed
372	Metal on Magnetic Plug
379	Tooth Broken on Gear
381	Leaking (Liquid)
381	Seeping
382	Liquid/Vapor Lock
383	Lock-On Malfunction
385	Light Bulb Failure (Including Landing Lights)
387	Low Performance
396	Oil Breathing Excessive
398	Oil Consumption Excessive
405	Oil Pressure Incorrect
420	Moisture Saturation (Wet, Condensation)
432	Off Frequency
437	Operating Error
450	Open
457	Oscillating
461	Output too High
464	Overspeed
469	Bushing Failure
472	Fuse Blown
473	Seal/Gasket Blown
476	Rate of Feather Slow
500	Lubrication (Over or Under)
503	Sudden Stop
513	Stalls-Compressor
519	Surged
520	Pitted
530	Polarity Reversed
537	Low Power or Thrust
561	Unable to Adjust Limits
567	Resistance High
568	Resistance Low
585	Sheared
590	Bouncetime, Excessive
602	Failure Caused by Other Component Failure
603	Oil in Induction System
604	Manifold Pressure Beyond Limits
622	Wet
627	Improper Attenuation
630	Shorted to Secondary
640	Slippage
649	Sweep Malfunction
650	Sticky
660	Stripped
666	Twisted
670	Unbalanced
673	Beyond Specification Tolerance
674	Cannibalization
675	Crash Damage
680	Unstable
688	Improper Energy Response
689	Improper Source Output
690	Vibration Excessive
692	Video Faulty
693	Audio Faulty
695	Sync Absent or Incorrect
703	Improper Amplitude
710	Bearing Failure
717	Accident Damage
720	Brush Failure/Worn Excessively
722	Weld Cracked or Broken
731	Loose Battle Damage
734	Rise Time Incorrect
740	Saturation Resistance High
748	Frequency, Erratic or Incorrect
749	Storage Time Incorrect
750	Missing
760	Damaged for Test Purposes
780	Bent
780	Dented
790	Out of Adjustment
797	No Defect (MWO Previously Complied With)
798	No Defect (MWO Not Applicable)
799	No Defect
800	No Defect (Component Removed/ Reinstalled to Facilitate Other Maintenance)
801	No Defect (MWO Compliance)
802	No Defect (Equipment (Previously Modified) Restored to Original Configuration (MWO Removal))
803	No Defect (Removed for Time Change)

Code	Description
804	No Defect (Removed for Scheduled Maintenance) Includes Mandatory Inspections))
807	Servo Mag Amp Time Constant
816	Total Impedance, High
817	Total Impedance, Low
820	Hunting Head
844	Corona Effect
845	Crystallized
855	Heat Damage
877	Transportation Damage
900	Burned
900	Charred
900	Grounded
900	Scored
908	Miswired
910	Chipped
910	Frayed
910	Nicked
916	Impending or Incipient Failure Indicated by Spectrometric Oil Analysis
920	Not Determined
927	Pinched/Flattened/Collapsed
945	Structural Failure
950	Wrong Part
962	Low Power (Electronic)
964	Poor Spectrum
968	Dioding
977	Pressure Incorrect
979	Maintenance Error

Table A-3. Equipment Loss Codes

Code	Description
E	Loss due to disassembly of a reportable integrated set/ assembly
I	Combat loss (abandoned, captured, destroyed)
J	Turned in to property disposal officer or salvage point
K	Shipped to other (non-Army) Government, departments, agencies, services, or to MAP
L	Physical loss other than combat, (pilferage, theft, etc,)
N	Identification loss, integrated into a set assembly or system; or a change of equipment serial number or registration number
M	Identification loss, NSN redesignation

Table A-4. Equipment Gain Codes

Code	Description
A	Accepted from a manufacturer (new procurement)
B	Acceptance from local procurement
F	Gain of an individual reportable item as a result of disassembly of an integrated set assembly
P	Combat gain (recaptured or recovered)
Q	Reclaimed from property disposal officer or cannibalization point
R	Received from other (non-Army) Government departments, agencies, or services
S	Identification gain, redesignated NSN
T	Identification gain, integrated set assembly with new NSN; or a change of equipment serial number or registration number
u	Inventory adjustment gain (found on post). This code will also be used to report the gain of reportable items of equipment. which have been added to Appendix B by message or changes to this manual and to report the gain of previously unknown or unreported assets.

Table A-5. Conversion Chart

CALENDER TO JULIAN DATE (CHART 1 PERPETUAL)

Day	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Day
1	001	032	060	091	121	152	182	213	244	274	305	335	1
2	002	033	061	092	122	153	183	214	245	275	306	336	2
3	003	034	062	093	123	154	184	215	246	276	307	337	3
4	004	035	063	094	124	155	185	216	247	277	308	338	4
5	005	036	064	095	125	156	186	217	248	278	309	339	5
6	006	037	065	096	126	157	187	218	249	279	310	340	6
7	007	038	066	097	127	158	188	219	250	280	311	341	7
8	008	039	067	098	128	159	189	220	251	281	312	342	8
9	009	040	068	099	129	160	190	221	252	282	313	343	9
10	010	041	069	100	130	161	191	222	253	283	314	344	10
11	011	042	070	101	131	162	192	223	254	284	315	345	11
12	012	043	071	102	132	163	193	224	255	285	316	346	12
13	013	044	072	103	133	164	194	225	256	286	317	347	13
14	014	045	073	104	134	165	195	226	257	287	318	348	14
15	015	046	074	105	135	166	196	227	258	288	319	349	15
16	016	047	075	106	136	167	197	228	259	289	320	350	16
17	017	048	076	107	137	168	198	229	260	290	321	351	17
18	018	049	077	108	138	169	199	230	261	291	322	352	18
19	019	050	078	109	139	170	200	231	262	292	323	353	19
20	020	051	079	110	140	171	201	232	263	293	324	354	20
21	021	052	080	111	141	172	202	233	264	294	325	355	21
22	022	053	081	112	142	173	203	234	265	295	326	356	22
23	023	054	082	113	143	174	204	235	266	296	327	357	23
24	024	055	083	114	144	175	205	236	267	297	328	358	24
25	025	056	084	115	145	176	206	237	268	298	329	359	25
26	026	057	085	116	146	177	207	238	269	299	330	360	26
27	027	058	086	117	147	178	208	239	270	300	331	361	27
28	028	059	087	118	148	179	209	240	271	301	332	362	28
29	029		088	119	149	180	210	241	272	302	333	363	29
30	030		089	120	150	181	211	242	273	303	334	364	30
31	031		090		151		212	243		304		365	31

For leap Years See Chart 2

Table A-5. Conversion Chart - Continued

CALENDER TO JULIAN DATE (CHART 2 - FOR LEAP YEARS ONLY)

Day	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Day
1	001	032	061	092	122	153	183	214	245	275	306	336	1
2	002	033	062	093	123	154	184	215	246	276	307	337	2
3	003	034	063	094	124	155	185	216	247	277	308	338	3
4	004	035	064	095	125	156	186	217	248	278	309	339	4
5	005	036	065	096	126	157	187	218	249	279	310	340	5
6	006	037	066	097	127	158	188	219	250	280	311	341	6
7	007	038	067	098	128	159	189	220	251	281	312	342	7
8	008	039	068	099	129	160	190	221	252	282	313	343	8
9	009	040	069	100	130	161	191	222	253	283	314	344	9
10	010	041	070	101	131	162	192	223	254	284	315	345	10
11	011	042	071	102	132	163	193	224	255	285	316	346	11
12	012	043	072	103	133	164	194	225	256	286	317	347	12
13	013	044	073	104	134	165	195	226	257	287	318	348	13
14	014	045	074	105	135	166	196	227	258	288	319	349	14
15	015	046	075	106	136	167	197	228	259	289	320	350	15
16	016	047	076	107	137	168	198	229	260	290	321	351	16
17	017	048	077	108	138	169	199	230	261	291	322	352	17
18	018	049	078	109	139	170	200	231	262	292	323	353	18
19	019	050	079	110	140	171	201	232	263	293	324	354	19
20	020	051	080	111	141	172	202	233	264	294	325	355	20
21	021	052	081	112	142	173	203	234	265	295	326	356	21
22	022	053	082	113	143	174	204	235	266	296	327	357	22
23	023	054	083	114	144	175	205	236	267	297	328	358	23
24	024	055	084	115	145	176	206	237	268	298	329	359	24
25	025	056	085	116	146	177	207	238	269	299	330	360	25
26	026	057	086	117	147	178	208	239	270	300	331	361	26
27	027	058	087	118	148	179	209	240	271	301	332	362	27
28	028	059	088	119	149	180	210	241	272	302	333	363	28
29	029	060	089	120	150	181	211	242	273	303	334	364	29
30	030		090	121	151	182	212	243	274	304	335	365	30
31	031		091		152		213	244		305		366	31

(USE IN 1984, 1988, 1992, 1996, 2000, etc.)

Table A-6. Manufacturer's Codes

02731	Hughes Helicopters, Inc.
99207	General Electric
04939	Martin Marietta Corp.

Table B-1. AH-64A Air frame Components

AH-64 Model Aircraft
(NSN) 1520-01-l06-9519)

1 NOMENCLATURE	2 PART NUMBER	3 NATIONAL STOCK NUMBER	WORK UNIT CODE	4 CENTRALLY MANAGED IAW AR710-1 (C) REQ 2410-1	5 TYPE ITEM	6 REQUIRES SEPARATE DA FORM 2408-16	7 ENTER ON HIGHER COMPONENT 16	8 ENTER ON AIRCRAFT TIME [illegible]	9 ENTER ON AIRCRAFT CONDIT COMP 16	10 REQUIRES SUBMISSION OF DRSTSM FORM 2410 (TEST)
Main Rotor Head Assy (1)	7-311411003	1615-01-148-1525	05101		TC	X		X		X
	7-311411003-605	1615-01-209-9169	05101		TC	X		X		X
-Bearing, Lower (1)	7-114110011	3110-01-179-7335	0510176		RC		X			X
-Bearing, Upper (1)	7-211411202	3110-01-172-8102	05101AH		RC		X			X
	7-311411202	NSN PENDING	05101AH		RC		X			X
-Plate, Upper (1)	7-311411096	1615-01-164-3847	0510188		RC		X			X
-Plate, Lower (1)	7-311411080	1615-01-164-3848	0510187		RC		X			X
-Lower Shoe Assy (1)	7-311411088	1615-01-171-3822	05101AA		RC		X			X
	7-311411088-7	NSN PENDING	05101AA		RC		X			X
-Hut subassembly (1)	7-311411015	1615-01-147-4774	0510193		RC		X			X
-Lead Lag Damper (8)	7-311411110	1615-01-157-1283	0510163		RC		X			X
-Rod End, Damper (8)	7-2 11411186-5	3120-01-170-5299	0510144		RC		X			X
-Trunnion, Damper (8)	7-311411187	1615-01-170-5243	0510151		RC		X			X
-Stretched Strap (4)	7-311411146	1615-01-154-7076	0510162		RC		X			X
-lead Lag Link Assy (4)	7-311411155	1615-01-147-4772	0510172		RC		X			X
-Feathering Bearing (4)	7-311411193	1615-01-157-5409	0510121		RC		X			X
	7-311411193-11	NSN PENDING	0510121		RC		X			X
-Pitch Housing (4)	7-311411215	1615-01-147-4773	05101AB		RC		X			X
	7-311411215-7	NSN PENDING	05101AB		RC		X			X
	7-311411215-13	NSN PENDING	05101AB		RC		X			X
M/R Hub Retention Nut (1)	7-311411102	5310-01-160-6767	05115		RC			X		X
Main Rotor Blade (4)	7-311412000	1615-01-147-4873	05103		RC	X		X		X
-Swept Tip (4)	7-311412035-3	1560-01-170-5256	0510301		RC		X			X
M/R Blade Attach Pin (1)	7-211411185	1615-01-164-3917	05105		RC			X		X

1 NOMENCLATURE	2 PART NUMBER	3 NATIONAL STOCK NUMBER	WORK UNIT CODE	4 CENTRALLY MANAGED IAW AR710-1 (C) REQ 2410-1	5 TYPE ITEM	6 REQUIRES SEPARATE DA FORM 2408-16	7 ENTER ON HIGHER COMPONENT 16	8 ENTER ON AIRCRAFT TIME CHANGE 16	9 ENTER ON AIRCRAFT CONDIT COMP 16	REQUIRES SUBMISSION OF DRSTS-M FORM 2410 (TEST)
Tail Rotor Fork Assy (1)	7-211421008-7	1615-01-154-7081	0540103		RC			X		X
	7-211421008-9	NSN PENDING	0540103		RC			X		X
Tail Rotor Hub (2)	7-211421037-3	1615-01-154-7068	0540109		RC			X		X
Tail Rotor Strap Assy (2)	7-211421035-5	1615-01-172-4974	0540104		RC			X		X
Tail Rotor Blade Assy (4)	7-311422050-3	1615-01-154-7139	05408		RC			X		X
Main Transmission Assy (1)	7-311310001-5	1615-01-165-9452	06301		TC	X		X		X
	7-311310001-21	NSN PENDING	06301		TC	X		X		X
	7-311310001-23	NSN PENDING	06301		RC	X		X		X
	7-311310001-27	NSN PENDING	06301		RC	X		X		X
Clutch Assy (2)	7-311310003		0630102		TC		X			X
	7-31131000-3	NSN PENDING	0630102		TC		X			X
	7-311310003-7	NSN PENDING	0630102		TC		X			X
Main Rotor Drive Shaft (1)	7-211350021	3040-01-161-1212	06303		RC			X		X
Main Rotor Drive Plate (1)	7-211310098-5	1615-01-160-8007	06311		RC			X		X
	7-211310098-7	NSN PENDING	06311		RC			X		X
Nose Gearbox Assy, LH (1)	7-311320001-3	1615-01-155-6578	0640113		RC	X		X		X
-Quill Shaft Assy (1)	7-211320093	1615-01-165-6852	0640113015		RC		X			X
Nose Gearbox Assy, RH (1)	7-311320001-4	1615-01-155-6582	0640213		RC		X			X
-Quill Shaft Assy (1)	7-211320093	1615-01-165-6852	0640113015		RC		X			X

1 NOMENCLATURE	2 PART NUMBER	3 NATIONAL STOCK NUMBER	WORK UNIT CODE	4 CENTRALLY MANAGED IAW AR710-1 (C) REQ 2410-1	5 TYPE ITEM	6 REQUIRES SEPARATE DA FORM 2408-16	7 ENTER ON HIGHER COMPONENT 16	8 ENTER ON AIRCRAFT TIME CHANGE 16	9 ENTER ON AIRCRAFT CONDIT COMP 16	10 REQUIRES SUBMISSION OF DRSTS-M FORM 2410 (TEST)
Intermediate Gearbox Assy (1)	7-311330001	1615-01-155-6579	06501		RC	X		X		X
	7-311330001-3	NSN PENDING	06501		RC	X		X		X
-Drive Flange (1)	7-311330025-5	NSN PENDING	0650104		RC		X			X
Tail Rotor Gearbox Assy (1)	7-311340001		06601		RC	X		X		X
	7-311340001-3	1615-01-155-6583	06601		RC	X		X		X
-Drive Flange (1)	7-311330025-5	NSN PENDING	0650104		RC		X			X
Shaft, APU (1)	7-211350009	2835-01-154-7122	06118		RC			X		X
Shaft, NGB to XMSN (2)	7-211350002	1615-01-154-7078	06103		RC			X		X
Shaft, XMSN to Hanger (1)	7-211350005	1615-01-154-7075	06113		RC			X		X
Shaft, Common (2)	7-211350006-3	1615-01-154-7084	06114		RC			X		X
Shaft, IGB to T/R CB (1)	7-211350027	1615-01-156-5372	06117		RC			X		X
Hanger Bearing, Fwd (1)	7-311350008	1615-01-188-4531	06124		TC			X		X
Hanger Bearing, Aft (1)	7-211350007	1615-01-161-3962	06116		TC			X		X
Coupling, NGB to XMSN (2)	7-211350001	1615-01-155-0634	06101		RC			X		X
Coupling, NGB to XMSN (2)	7-211350003	1615-01-188-4530	06105		RC			X		X
Coupling, Common (6)	7-211350004	1615-01-154-7077	06107		RC			X		X
Main Rotor Actuator (3)	7-311820011	1650-01-159-0444	07105		RC			X		X
	7-311820012	1650-01-159-4479	07105		RC			X		X
Tail Rotor Actuator (1)	7-311820014	1650-01-159-4480	07104		RC			X		X
Hydraulic Pump (2)	7-311810022-3	4320-01-158-0893	07101		CC				X	X
Shaft Driven Compressor (1)	7-2117100137	2835-01-155-6040	07318		TC			X		X

1 NOMENCLATURE	2 PART NUMBER	3 NATIONAL STOCK NUMBER	WORK UNIT CODE	4 CENTRALLY MANAGED IAW AR710-1 (C) REQ 2410-1	5 TYPE ITEM	6 REQUIRES SEPARATE DA FORM 2408-16	7 ENTER ON HIGHER COMPONENT 16	8 ENTER ON AIRCRAFT TIME CHANGE 16	9 ENTER ON AIRCRAFT CONDIT COMP 16	10 REQUIRES SUBMISSION OF DRSTS-M FORM 2410 (TEST)
Engine Starter (2)	7-116320000-3	2995-01-159-8510	073CK091		CC				X	X
Main Rotor Swashplate Assy	7-311511101	1615-01-155-6042	1120302		RC			X		X
(1)	7-311511101-7	NSN PENDING	1120302		RC			X		X
M/R Pitch Link Assy (4)	7-311511135	1615-01-163-9509	1120312		RC			X		X
	7-311511135-3	NSN PENDING	1120312		RC			X		X
M/R Scissors Assy (1)	7-311511158-3	1615-01-165-6867	1120321		RC			X		X
M/R Scissors Assy (1)	7-311511158-5	1615-01-165-6868	1120322		RC			X		X
Tail Rotor Swashplate Assy	7-311527038	1615-01-163-1036	1140601		RC			X		X
(1)	7-311527038-603	NSN PENDING	1140601		RC			X		X
T/R Pitch Link Assy (1)	7-311527035-3	3040-01-161-1202	1140604		RC			X		X
T/R Pitch Link Assy (1)	7-311527035-5	3040-01-161-1203	1140605		RC			X		X
T/R Scissors Link Assy (4)	7-311527009		1140602001		RC			X		X
	7-311527009-5	3040-01-179-7455	1140602001		RC			X		X
T/R Actuator Support Assy (1)	7-311525062	1615-01-179-0777	1140501		RC			X		X
	7-311525062-5	NSN PENDING	1140501		RC			X		X
T/R Directional Bellcrank (1)	7-311525063	1615-01-181-8444	1140502		RC			X		X
	7-311525063-3	NSN PENDING	1140502		RC			X		X
T/R Link Assy (1)	7-311525064	1615-01-179-0892	1140503		RC			X		X
	7-311525064-5	NSN PENDING	1140503		RC			X		X
Support Assy, Mixer (2)	7-211160040	1615-01-179-4161	02603		RC			X		X
Bolt, Mixer Support (2)	7-211160042	5305-01-179-0750	02642		RC			X		X
Collective Bellcrank (1)	7-311511117	1615-01-165-7006	1120301		RC			X		X
	7-311511117-5	NSN PENDING	1120301		RC			X		X
	7-311511117-9	NSN PENDING	1120301		RC			X		X
Lateral Bellcrack (1)	7-311511123	1615-01-161-1204	1120303		RC			X		X
	7-311511123-5	NSN PENDING	1120303		RC			X		X
	7-3115111239	NSN PENDING	1120303		RC			X		X
Aft Longitudinal Bellcrank	7-311511125	1615-01-161-1205	1120304		RC			X		X
(1)	7-311511125-5	NSN PENDING	1120304		RC			X		X
	7-311511125-9	NSN PENDING	1120304		RC			X		X
	7-311511125-13	NSN PENDING	1120304		RC			X		X
Fwd Longitudinal Bellcrank	7-311511127	1560-01-160-1291	1120305		RC			X		X
(1)	7-311511127-5	NSN PENDING	1120305		RC			X		X
Longitudinal Link (2)	7-311511130	3040-01-155-6035	1120306		RC			X		X
	7-311511130-5	NSN PENDING	1120306		RC			X		X

1 NOMENCLATURE	2 PART NUMBER	3 NATIONAL STOCK NUMBER	WORK UNIT CODE	4 CENTRALLY MANAGED IAW AR710-1 (C) REQ 2410-1	5 TYPE ITEM	6 REQUIRES SEPARATE DA FORM 2408-16	7 ENTER ON HIGHER COMPONENT 16	8 ENTER ON AIRCRAFT TIME CHANGE 16	9 ENTER ON AIRCRAFT CONDIT COMP 16	10 REQUIRES SUBMISSION OF DRSTSM FORM 2410 (TEST)
Bolt, Mixer Pivot Support (1)	7-211511133	5306-01-163-9567	1120329		RC			X		X
Bolt, Lateral Bellcrank Spt (1)	7-211511134	5306-01-172-8682	1120331		RC			X		X
Longitudinal Torque Link Assy (1)	7-311511181	3040-01-160-1290	1120323		RC			X		X
	7-311511181-35	NSN PENDING	1120323		RC			X		X
	7-311511181-39	NSN PENDING	1120323		RC			X		X
Lateral Link (2)	7-311511182	1615-01-163-4497	1120324		RC			X		X
	7-311511182-5	NSN PENDING	1120324		RC			X		X
Bolt, Aft Long Bellcrank spt (1)	7-211511209	5306-01-163-7072	1120338		RC			X		X
Bolt, Torque Link Spt (2)	7-211511211	5306-01-163-9568	1120339		RC			X		X
Longitudinal Actuator Support (1)	7-311511175	1680-01-171-9072	1120903		RC			X		X
	7-311511175-5	NSN PENDING	1120903		RC			X		X
Collective Actuator Support Assy (1)	7-311511176	1680-01-172-7944	1120913		RC			X		X
Lateral Actuator Support (1)	7-311511139	1680-01-171-9071	1120912		RC			X		X
Stabilator Actuator (2)	7-311D10018	1615-01-158-0891	1151201		RC			X		X
Stabilator Fitting (2)	7-311D10023	5340-01-164-3924	1151201002		RC			X		X
DASE Computer (1)	7-211D00005		1130101		CC				X	X
	7-211D00005-3	6615-01-160-3477	1130101		CC				X	X
	7-211D00005-7	NSN PENDING	1130101		CC				X	X
	7-211D00005-9	NSN PENDING	1130101		CC				X	X
	7-211D00005-11	NSN PENDING	1130101		CC				X	X
	7-211D00005-13	NSN PENDING	1130101		CC				X	X
Mast, M/R Support (1)	7-311160020	1615-01-166-1963	02602		RC			X		X
Base Assy, Mast Support (1)	7-311160030	1615-01-155-6581	0260101		RC			X		X
Strut, Fwd Center LH (1)	7-311160055-l	1615-01-164-3791	02604		RC			X		X
Strut, Fwd Center RH (1)	7-311160055-2	1615-01-164-3790	02605		RC			X		X
Strut, Fwd Side LH (1)	7-311160060-l	1615-01-164-3789	02606		RC			X		X
Strut, Fwd Side RH (1)	7-311160060-2	1615-01-164-3788	02607		RC			X		X
Strut, Aft Side LH (1)	7-311160070-1	1615-01-165-1028	02608		RC			X		X
Strut, Aft Side RH (1)	7-311160070-2	1615-01-165-1029	02609		RC			X		X
Strut, Aft Center LH (1)	7-311160085-1	1615-01-163-9508	02611		RC			X		X
Strut, Aft Center RH (1)	7-3 11160085-2	1615-01-163-9507	02612		RC			X		X

1 NOMENCLATURE	2 PART NUMBER	3 NATIONAL STOCK NUMBER	WORK UNIT CODE	4 CENTRALLY MANAGED IAW AR710-1 (C) REQ 2410-1	5 TYPE ITEM	6 REQUIRES SEPARATE DA FORM 2408-16	7 ENTER ON HIGHER COMPONENT 16	8 ENTER ON AIRCRAFT TIME CHANGE 16	9 ENTER ON AIRCRAFT CONDIT COMP 16	10 REQUIRES SUBMISSION OF DRSTSM FORM 2410 (TEST)
Spar Box Assy, Vert Stab (1)	7-311122601		0220301		RC			X		X
	7-311122601-27	NSN PENDING	0220301		RC			X		X
Stabilator Assy (1)	7-311123600	1560-01-179-7264	02204		RC			X		X
Wing Assy, LH (1)	7-311130200-601	NSN PENDING	0230101		RC			X		X
Wing Assy, RH (1)	7-311130200-602	NSN PENDING	0230201		RC			X		X
Tail Rotor Brace, Fwd (1)	7-311340185-3	1615-01-183-6629	0660404		RC			X		X
Tail Rotor Brace, Aft (1)	7-311340185-5	1615-01-183-6630	0660405		RC			X		X
Eng Mount Spt, Fwd Inbd (2)	7-311670131	1560-01-185-3104	0410544		RC			X		X
	7-311670131-3	NSN PENDING	0410544		RC			X		X
Eng Mount Spt, Inbd Fwd (2)	7-211671010-601	1560-01-155-6589	04101034		RC			X		X
Rod Assy, Primary Spt Eng Mount (2)	7-211670105-3	3040-01-164-6771	0410553		RC			X		X
Spt Assy, Eng Mount Aft (2)	7-311670117		0410556		RC			X		X
	7-311670117-11	NSN PENDING	0410556		RC			X		X
Spt Assy, Fwd Eng Mount LH (2)	7-311113292-3	15601-01-194-5433	0210333		RC			X		X
Spt Assy, Fwd Eng Mount RH (2)	7-311113292-5	NSN PENDING	0210333		RC			X		X
Spt Assy, Aft Erg Mount LH (1)	7-311113128-3		0210337		RC			X		X
Spt Assy, Aft Eng Mount RH (1)	7-3111131284		0210338		RC			X		X
Enviromntal Control Unit (1)	7-311A22105	1660-01-159-7141	13101		CC				X	X
Auxiliary Power Unit (1)	7-211651002-5	2835-01-172-6200	15101		CC				X	X

1 NOMENCLATURE	2 PART NUMBER	3 NATIONAL STOCK NUMBER	WORK UNIT CODE	4 CENTRALLY MANAGED IAW AR710-1 (C) REQ 2410-1	5 TYPE ITEM	6 REQUIRES SEPARATE DA FORM 2408-16	7 ENTER ON HIGHER COMPONENT 16	8 ENTER ON AIRCRAFT TIME CHANGE 16	9 ENTER ON AIRCRAFT CONDIT COMP 16	10 REQUIRES SUBMISSION OF DRSTS-M FORM 2410 (TEST)
Heading Attitude Ref Set (1)	7-314200034-3	NSN PENDING	1921901		CC				X	X
	7-314200034-9	NSN PENDING	1921901		CC				X	X
	7-314200034-11	NSN PENDING	1921901		CC				X	X
	7-314200034-13	NSN PENDING	1921901		CC				X	X
Fire Control Computer (1)	7-319200001-5	NSN PENDING	31101		CC				X	X
	7-319200001-7	NSN PENDING	31101		CC				X	X
	7-319200001-9	NSN FENDING	31101		CC				X	X
	7-319200001-11	NSN PENDING	31101		CC				X	X
	7-319200001-19	NSN ENDING	31101		CC				X	X
Air Data Sensor Mast Assy (Ref only)										
Omni-Directional Sensor (1)	7-319720006		3120101		CC				X	X
	7-319720006-3	NSN PENDING	3120101		CC				X	X
Air Data Processor (1)	7-319720008		3120301		CC				X	X
	7-319720008-3	NSN PENDING	3120301		CC				X	X
	7-319720008-5	NSN PENDING	3120301		CC				X	X
	7-319720008-7	NSN PENDING	3120301		CC				X	X
Drive Plate Cover (1)	7-319720014	1615-01-170-2876	31211		RC			X		X
Flexible Support (1)	7-319720015	1615-01-164-3758	31212		RC			X		X
Bearing Housing (1)	7-319720018	1560-01-189-5350	3120101805		RC			X		X
Bearing (2)	7-319720020	3110-01-1874635	3120106		TC			X		X
*Support HOUSING (1)1)	7-319720022	1560-01-186-4038	3120107		RC			X		X
Power Dist, M/R IE-ICE (1)	7-311A10025	NSN PENDING			RC			X		X
Adapter (1)	7-319720026	1560-01-189-5351	3120121003		RC			X		X
Soft Mount (1)	7-319720027	5340-01-180-7712	3120121002		RC			X		X
Shaft Assy (1)	7-319720028		31203		RC			X		X
	7-319720028-5	1560-01-181-8303	31203		RC			X		X
Remote Hellfire Elect Unit (1)	7-317141001	1270-01-187-5778	32301		CC				X	X

* Used on Aircraft without Power Dist, M/R DE-ICE.

1 NOMENCLATURE	2 PART NUMBER	3 NATIONAL STOCK NUMBER	WORK UNIT CODE	4 CENTRALLY MANAGED IAW AR710-1 (C) REQ 2410-1	5 TYPE ITEM	6 REQUIRES SEPARATE DA FORM 2408-16	7 ENTER ON HIGHER COMPONENT 16	8 ENTER ON AIRCRAFT TIME CHANGE 16	9 ENTER ON AIRCRAFT CONDIT COMP 16	10 REQUIRES SUBMISSION OF DRSTS-M FORM 2410 (TEST)
Symbol Generator (1)	7-319800002	5820-01-172-2886	381		CC				X	X
	7-319800002-3	NSN PENDING	381		CC				X	X
	7-319800002-5	NSN PENDING	381		CC				X	X
IHADSS Sight Elect Unit (1)	7-319430031	1270-01-183-0519	39D01		CC				X	X
	7-319430031-3	NSN PENDING	39D01		CC				X	X
LHADSS Display Elect Unit (1)	7-319430041	1270-01-183-0518	39C01		CC				X	X
	7-319430041-3	NSN FENDING	39CO1		CC				X	X
Target Acquisition Designation Sight (1)	13076000	1270-01-142-2855	33		CC	X			X	X
PiLot Night Vision Sensor (1)	13080000	5855-01-120-7831	34		CC	X			X	X
T-700-GE-701 Engine (2)	6044T06G01	2840-01-114-2111	24		CC	X			X	X

Table B-2. T-700 Engine Components

T-700-GE-701 Engine
(NW 2840-01-114-2111; AH-64A)

1 NOMENCLATURE	2 PART NUMBER	3 NATIONAL STOCK NUMBER	WORK UNIT CODE	4 CENTRALLY MANAGED IAW AR710-1(CI) REQ 2410-1	5 TYPE ITEM	6 REQUIRES SEPARATE DA FORM 2408-16	7 ENTER ON HIGHER COMPONENT 16	8 ENTER ON AIRCRAFT TIME CHANGE 16	9 ENTER ON AIRCRAFT CONDIT COMP 16	10 REQUIRES SUBMISSION OF DRSTS-M FORM 2410 (TEST)	11 REQUIRES SEPARATE 2408-15 (OVERPRINT)	12 ENTER ON HIGHER COMPONENT 2408-15 (OVERPRINT)
Cold Section Module	6044T07G01	2840-01-121-0751	2402		OC		X			X	X	
-Compressor Rotor Assy	6035T77G13				OC							X
-stage 1 Disk	6045T56G01	NSN Pending			OC							X
-stage 2 Disk	6032T27P07	2840-01-083-3156			OC							X
-Stage 3 & 4 Disk	6038T08P03	2840-02-087-l848			OC							X
-Stage 5 Disk	6038T09P03	2840-01-083-7108			OC							X
-Compressor Impeller	6038T74P01	2840-01-083-7085			OC							X
-Gas Gen Turbine Shaft	6035T88P03	2840-01-119-7424			OC							X
-Rear Shaft	6035T83P01	2840-01-089-4137			OC							X
-Inner Balance Piston Seal	5036T95P01	2840-01-089-9087			OC							X
-Compressor Discharge Seal	6035T79P02	2840-01-094-5502			OC							X
-No. 3 Labyrinth Seal	5044T07P01	2840-01-089-4127			OC							X
-No. 3 Ball Bearing	6038T48P02	3110-01-084-2367			OC							X
-No. 4 Roller Bearing	5036T87P04	3110-01-089-4208			OC							X
-No. 4 Roller Bearing (Alt)	5036T88P02	3110-01-089-4207			OC							X
-Vortex Spoiler	5035T57P02	2840-01-089-4123			OC							X
**History Recorder	4046T26G03	2995-01-120-8714	240704		OC		X			X		
**Anti-Ice Valve	4046T28G05	2840-01-l34-7264	241006		OC		X			X		
**Electrical control Unit	4076T60G03	2925-01-121-0755	240702		OC		X			X		
Output Shaft Assy	6039T56G04	2940-01-083-6844			OC						X	

1 NOMENCLATURE	2 PART NUMBER	3 NATIONAL STOCK NUMBER	WORK UNIT CODE	4 CENTRALLY MANAGED IAW AR710-1(C1) REQ 2410-1	5 TYPE ITEM	6 REQUIRES SEPARATE DA FORM 2408-16	7 ENTER ON HIGHER COMPONENT 16	8 ENTER ON AIRCRAFT TIME CHANGE 16	9 ENTER ON AIRCRAFT CONDT COMP 16	10 REQUIRES SUBMISSION OF DRSTS-M FORM 2410 (TEST)	11 REQUIRES SEPARATE 2408-15 (OVERPRINT)	12 ENTER ON HIGHER COMPONENT 2408-15 (OVERPRINT)
-No. 1 Roller Bearing	5034T07P03	3110-01-084-2530			CC							X
-No. 1 Roller Bearing (Alt)	5043T18P01	3110-01-133-5761			CC							X
-No. 2 Roller Bearing	5035T69P01	3110-01-089-4209			CC							X
-No. 2 Roller Bearing (Alt)	5035T71P01	3110-01-087-4251			CC							X
Power Takeoff Drive Assy	5044T27G01	2840-01-082-8046	240203		CC		X			X	X	
	5044T27G01R	2840-01-082-8046	240203		CC		X			X	X	
Hot Section Module (Ref only)												
Gas Generator Turbine Rotor Assy	6053T40G01	2840-01-137-5812	240301		HR		X			X	X	
-stage 1 Turbine Disk	6053T18P03	2840-01-137-5821			HR							X
*-Stage 1 Blade Set					HR							X
-Stage 1 Fwd Cooling Plate	6044T88P02	2840-01-140-6735			HR							X
-Stage 1 Rear Cooling Plate	6044T2P02	2840-01-140-6736			HR							X
-Stage 2 Turbine Disk	6053T19P04	2840-01-137-5822			HR							X
*-Stage 2 Blade Set					HR							X
-stage 2 Fwd Cooling Plate	6044T93P02	2840-01-140-6733			HR							X
-Stage 2 Rear Cooling Plate	6044T94P02	2840-01-140-6734			HR							X
Combustion Liner	6043T71G03	2840-01-143-9806	240305		CC		X			X	X	
Power Turbine Module	6044T03G01	2840-01-121-0752	2404	X	CC		X			X	X	
-Roller Bearing No. 5	5034T06P01	3110-01-084-2368			CC							X
-Roller Bearing No. 5 (Alt)	5034T27P01	3110-01-107-4181			CC							X
-Annular Bearing No. 6	5034T28P01	3110-01-097-2292			CC							X

1 NOMENCLATURE	2 PART NUMBER	3 NATIONAL STOCK NUMBER	WORK UNIT CODE	4 CENTRALLY MANAGED IAW AR710-1(C1) REQ 2410-1	5 TYPE ITEM	6 REQUIRES SEPARATE DA FORM 2408-16	7 ENTER ON HIGHER COMPONENT 16	8 ENTER ON AIRCRAFT TIME CHANGE 16	9 ENTER ON AIRCRAFT CONDIT COMP 16	10 REQUIRES SUBMISSION OF DRSTS-M FORM 24 10 (TEST)	11 REQUIRES SEPARATE 2408-15 (OVERPRINT)	12 ENTER ON HIGHER COMPONENT 2408-15 (OVERPRINT)
-Annular Bearing No. 6 (Alt)	5034T04P01	3110-01-100-2085			CC							X
-Power Turbine Shaft	6043T35G01	2840-01-102-6090			CC							X
-Rotor Assy	5043T75G02	NSN Pending			CC							X
--Stage 3 Turbine Disk	6038T32P01	2840-01-082-8365			CC							X
--Stage 3 Blade Set					CC							X
--Stag 4 Turbine Disk	6038T34P02	2840-01-083-3167			CC							X
--Stage 4 Blade Set					CC							X
Accessory Module	6044T09G01	2840-01-121-0753	2405	X	CC		X			X		
**Overspeed Drain Valve	3046T17G01	NSN Pending	240611		CC		X			X		
Particle separator Blower	6034T62P13	2995-01-128-6846	240502		CC		X			X	X	
**Hydro-Mechnical Unit	4046T52G08	2915-01-140-6771	240608		CC		X			X		

*Blade set identified by serial number of blade in number one position of disk.
**These items are listed as they appear in the RPSTL as an assembly (with build-up hardware). This number is not found on the part itself.

Table B-3. TADS/PNVS Companents

AN/ASQ-170 Target Acquisition Designation Sight
(NSN 1270-01-142-2855; AH-64A)

1 NOMENCLATURE	2 PART NUMBER	3 NATIONAL STOCK NUMBER	WORK UNIT	4 CENTRALLY MANAGED IAW AR710-1 (C) REQ 2410-1	5 TYPE ITEM	6 REQUIRES SEPARATE DA FORM 2408-16	7 ENTER ON HIGHER COMPONENT 16	8 ENTER ON AIRCRAFT TIME CHANGE 16	9 ENTER ON AIRCRAFT CONDIT COMP 16	10 REQUIRES SUBMISSION OF DRSTS-M FORM 2410 (TEST)
TADS Turret Assy	13074000		33AB		OC		X			X
	13076140		33AB		OC		X			X
	13076075		33AB		OC		X			X
	13076075-019		33AB		OC		X			X
	13076180		33AB		OC		X			X
	13076290		33AB		OC		X			X
Boresight Assy	13074219		33ABAPBX		OC		X			X
	13075454		33ABAPBX		OC		X			X
	13076170		33ABAPBX		OC		X			X
Electronic Con. Amp. Assy	13074230		33ABAPBG		OC		X			X
	13075654		33ABAPBG		OC		X			X
	13076073		33ABAPBG		OC		X			X
	13076208		33ABAPBG		OC		X			X
Environmenta1 Con. Sys. Assy	1307436		33ABAPAP		OC		X			X
	13076018		33ABABAP		OC		X			X
	13076018-019		33ABABAP		OC		X			X
Night Sensor Assy	13074092		33AC		OC		X			X
	13076383		33AC		OC		X			X
	13076110		33AC		OC		X			X
	13076384		33AC		OC		X			X
	13076104		33AC		OC		X			X
	13076056		33AC		OC		X			X
Day Sensor Sub-Assy	13074342		33ADAG		OC		X			X
	13075942		33ADAG		OC		X			X
	13075942-019		3ADAG		OC		X			X
	13076042		33ADAG		OC		X			X

1 NOMENCLATURE	2 PART NUMBER	3 NATIONAL STOCK NUMBER	WORK UNIT CODE	4 CENTRALLY MANAGED IAW AR710-1 (C) REQ 2410-1	5 TYPE ITEM	6 REQUIRES SEPARATE DA FORM 2408-16	7 ENTER ON HIGHER COMPONENT 16	8 ENTER ON AIRCRAFT TIME CHANGE 16	9 ENTER ON AIRCRAFT CONDIT COMP 16	10 REQUIRES SUBMISSION OF DRSTS-M FORM 2410 (TEST)
Day Sensor Sub-Assy	13076042-019		33ADAG		CC		X			X
	13076130		33ADAG		CC		X			X
	13076130-019		33ADAG		CC		X			X
	13076144		33ADAG		CC		X			X
Television Sensor Assy	13075460		33ADAP		CC		X			X
	13075600		33ADAP		CC		X			X
	13076149		33ADAP		CC		X			X
	13076149-019		33ADAP		CC		X			X
	13076139		33ADAP		CC		X			X
Rate Gyro Assy (3)	13074499		33ADBP		CC		X			X
	13074492		33ADBP		CC		X			X
	13075092		33ADBP		CC		X			X
	13076378		33ADBP		CC		X			X
Laser Transceiver Unit Assy	13079020		33ADAX		CC		X			X
Laser Tracker/Receiver Assy	13077510		33ADBG		CC		X			X
Optical Relay Column Assy	13074343		33AKAG		CC		X			X
	13074259		33AKAG		CC		X			X
	13076287		33AKAG		CC		X			X
Control Panel Assy	13074291		33AKAP		CC		X			X
	13075988		33AKAP		CC		X			X
Alpha-Numeric Display Assy	13074354		3AKBP		CC		X			X
	13076156		33AKBP		CC		X			X
	13076293		33AKBP		CC		X			X
	13076010		33AKBP		CC		X			X
	13076309		33AKBP		CC		X			X
Left Hand Grip Assy	13075573		33AKAX		CC		X			X
	13075975		33AKAX		CC		X			X
Right Hand Grip Assy	13075574		3AKBG		CC		X			X
	13075976		33AKBG		CC		X			X
Indirect View Display Electronics Assy	13074292		33AKBX		CC		X			X
	l3074292-019		33AKBX		CC		X			X

1 NOMENCLATURE	2 PART NUMBER	3 NATIONAL STOCK NUMBER	WORK UNIT CODE	4 CENTRALLY MANAGED IAW AR710-1 (C) REQ 2410-1	5 TYPE ITEM	6 REQUIRES SEPARATE DA FORM 2408-16	7 ENTER ON HIGHER COMPONENT 16	8 ENTER ON AIRCRAFT TIME CHANGE 16	9 ENTER ON AIRCRAFT CONDIT COMP 16	10 REQUIRES SUBMISSION OF DRSTS-M FORM 2410 (TEST)
TADS ELectronics Unit	13074387		33AL		C		X			X
	13075963		33AL		C		X			X
	13075931		33AL		C		X			X
	13076219		33AL		C		X			X
	13076219-0l9		33AL		C		X			X
	13075705		33AL		C		X			X
	13076361		33AL		C		X			X
	13076361-019		33AL		C		X			X
	13076077		33AL		C		X			X
	13076362		33AL		C		X			X
	13076362-019		33AL		C		X			X
	13076362-029		33AL		C		X			X
	13076362-039		33AL		C		X			X
	13076362-049		33AL		C		X			X
TADS Power Supply	13074409		33AM		C		X			X
	13075523		33AM		C		X			X
Laser Electronics unit	13079400		33AN		C		X			X
Night Sensor Shroud	13074087		33AE		C		X			X
	13076080		33AE		C		X			X
Day Sensor Shroud	13074089		33AF		C		X			X
	13076090		33AF		C		X			X

AN/AAQ-11 Pilot Night Vision Sensor
(NSN 5855-01-120-7831; AH-64A)

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER	WORK UNIT CODE	4 CENTRALLY MANAGED IAW AR710-1 (C) REQ 2410-1	5 TYPE ITEM	6 REQUIRES SEPARATE DA FORM 2408-16	7 ENTER ON HIGHER COMPONENT 16	8 ENTER ON AIRCRAFT TIME CHANGE 16	9 ENTER ON AIRCRAFT CONDT COMP 16	10 REQUIRES SUBMISSION OF DRSTS-M FORM 2410 (TEST)
PNVS Turret Assy	13080001		34AB		OC		X			X
	13080250		34AB		OC		X			X
	13080250-019		34AB		OC		X			X
	13080250-029		34AB		OC		X			X
PNVS Shroud Assy	13080037		34AP		OC		X			X
	13080400		34AP		OC		X			X
Azimuth Drive Gimbal Assy	13080020		34AC		OC		X			X
	13080394		34AC		OC		X			X
	13080423		34AC		OC		X			X
PNVS Electronic Control	13080105		34AF		OC		X			X
	13080383		34AF		OC		X			X
	13080244		34AF		OC		X			X
	13080339		34AF		OC		X			X
PNVS Electronic Unit	13080123		34AE		OC		X			X
	13080347		34AE		OC		X			X
	13080245		34AE		OC		X			X
	13080442		34AE		OC		X			X
	13080402		34AE		OC		X			X
	13080410		34AE		OC		X			X
	13080410-019		34AE		OC		X			X

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RECOMMENDED CHANGES TO EQUIPMENT TECHNICAL PUBLICATIONS

SOMETHING WRONG WITH THIS PUBLICATION?

FROM: (PRINT YOUR UNIT'S COMPLETE ADDRESS)
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COA, 3d ENGINEER BN
FT. LEONARDWOOD, MO 63108

DATE SENT

PUBLICATION NUMBER	PUBLICATION DATE	PUBLICATION TITLE
TB 55-1520-238-23	4 Jun 84	AH-64A Components Requiring Maint Mgt & Historical Data

BE EXACT . PIN-POINT WHERE IT IS

PAGE NO	PARAGRAPH	FIGURE NO	TABLE NO
6	2-1 a		
B1		4-3	
125	line 20		

IN THIS SPACE TELL WHAT IS WRONG AND WHAT SHOULD BE DONE ABOUT IT:

In line 6 of paragraph 2-1a the manual states the engine has 6 Cylenders. The engine on my set only has 4 Cylenders. Change the Manual to show 4 Cylenders.

Callout 16 on figure 4-3 is pointing at a bolt. In key to figure 4-3, item 16 is called a shim - Please correct one or the other.

I ordered a gasket, item 19 on figure B-16 by NSN 2910-00-762-3001. I got a gasket but it doesn't fit. Supply says I got what I ordered, so the NSN is wrong. Please give me a good NSN

PRINTED NAME, GRADE OR TITLE, AND TELEPHONE NUMBER
JOHN DOE, PFC (268) 317-7111

SIGN HERE John Doe
JOHN DOE

DA FORM 1 JUL 79 2028-2

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DRSTS-M Overprint 1, 1 Nov 80

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REVERSE OF DA FORM 2028-2 Reverse of DRSTS-M Overprint 2, 1 Nov 80

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PUBLICATION NUMBER	PUBLICATION DATE	PUBLICATION TITLE
TB 55-1520-238-23	4 Jun 84	AH-64A Components Requiring Maint Mgt & Historical Data

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PAGE NO	PARA-GRAPH	FIGURE NO	TABLE NO

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The Metric System and Equivalents

Linear Measure

1 centimeter = 10 millimeters = .99 inch
1 decimeter = 10 centimeters = 3.94 inches
1 meter = 10 decimeters = 39.37 inches
1 dekameter = 10 meters = 32.8 feet
1 hectometer = 10 dekameters = 328.08 feet
1 kilometer = 10 hectometers = 3,280.8 feet

Weights

1 centigram = 10 milligrams = .15 grain
1 decigram = 10 centigrade = 1.54 grains
1 gram = 10 decigram = .035 ounce
1 dekagram = 10 grams = .35 ounce
1 hectogram = 10 dekagrams = 3.52 ounces
1 kilogram = 10 hectograms = 2.2 pounds
1 quintal = 100 kilograms = 220.46 pounds
1 metric ton = 10 quintals = 1.1 short tons

Liquid Measure

1 centiliter = 10 milliters = .34 fl. ounce
1 deciliter = 10 centiliters = 3.38 fl. ounces
1 liter = 10 deciliters = 33.81 fl. ounces
1 dekaliter = 10 liters = 2.64 gallons
1 hectoliter = 10 dekaliters = 26.42 gallons
1 kilolitar = 10 hectoliters = 284.18 gallons

Square Measure

1 sq. centimeter = 100 sq. millimeters = .155 sq. inch
1 sq. decimeter = 100 sq. centimeters = 15.5 sq. inches
1 sq. meter (centare) = 100 sq. decimeters = 10.76 sq. feat
1 sq. dekameter (are) = 100 sq. meters = 1,076.4 sq. feet
1 sq. hectometer (hectare) = 100 sq. dekameters = 2.47 acres
1 sq. kilometer = 100 sq. hectometers = .386 sq. mile

Cubic Measure

1 cu. centimeter = 1000 cu. millimeters = .06 cu. inch
1 cu. decimeter .1000 cu. centimeters = 61.02 cu. inches
1 cu. meter = 1000 cu. decimeters = 35.31 cu. feet

Approximate Conversion Factors

To change	*To*	*Multiply by*	*To change*	*To*	*Multiply by*
inches	centimeters	2.540	ounce-inches	newton-meters	.007062
feet	meters	.305	centimeters	inches	.394
yards	meters	.914	meters	feet	3.280
miles	kilometers	1.608	meters	yards	1.094
square inches	square centimeters	6.451	kilometers	miles	.621
square feet	square meters	.093	square centimeters	square inches	.155
square yards	square meters	.836	square meters	equare feet	10.764
square miles	square kilometers	2.580	square meters	square yards	1.196
acres	square hectometers	.405	square kilometers	square miles	.386
cubic feet	cubic meters	.028	square hectometers	acres	2.471
cubic yards	cubic meters	.765	cubic meters	cubic feet	35.315
fluid ounces	milliliters	29,573	cubic meters	cubic yards	1.308
pints	liters	.473	milliliters	fluid ounces	.034
quarts	liters	.946	liters	pints	2.113
gallons	liters	3.785	liters	quarts	1.057
ounces	grams	28.349	liters	gallons	.264
pounds	kilograms	.454	grams	ounces	.035
short tons	metric tons	.807	kilograms	pounds	2.205
pound-feet	newton-meters	1.356	metric tons	short tons	1.102
pound-inches	newton-meters	.11296			

Temperature (Exact)

°F Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

PIN: 055873-001