

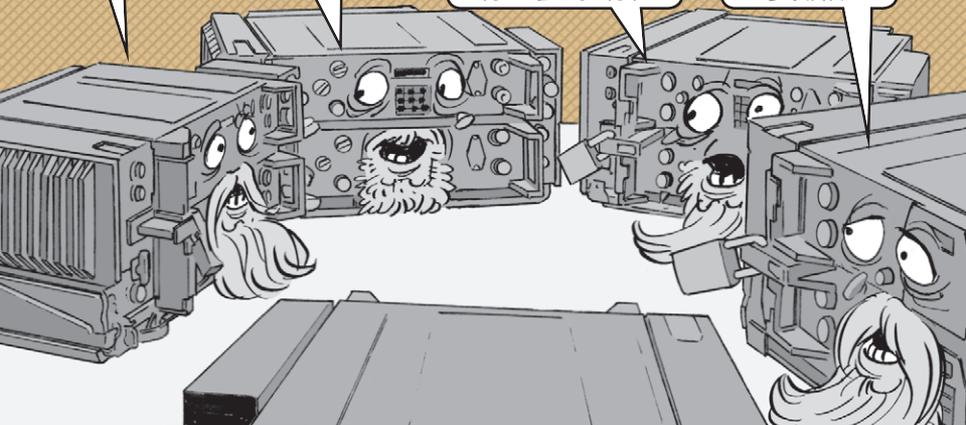
Operating Below E-Level

IF YOU'RE NOT AN E-MODEL, THEY FORGET ALL ABOUT YA!

AHH, THIS NEW GENERATION... THEY DON'T KNOW WHO CAME BEFORE 'EM!"

I GOT SOLDIERS USING ME EVERY DAY! BUT DO I GET THE MAINTENANCE I SHOULD? PFF... NO... I DO NOT.

THEY TELL ME THEY LOOK FOR UPDATES ABOUT US, BUT THEY DON'T FIND SQUAT!



SOME SINGGARS OPERATORS, MAINTAINERS AND REPAIRERS HAVE BEEN FEELING A BIT SHORT-CHANGED LATELY.

SEEMS LIKE EVERYONE, INCLUDING PS, HAS BEEN PUTTING OUT GOOD INFO ON THE ASIP - E-MODEL - SINGGARS AND NOT SAYING MUCH ABOUT THE OLDER MODELS (NON-ICOM RADIOS EXCLUDED).

BUT THE OLDER MODELS ARE STILL GETTING A LOT OF USE!



IF YOU'RE OPERATING A SINGGARS BELOW E-LEVEL, THIS ARTICLE OF COMMON COMPLAINTS AND THEIR SOLUTIONS FOR THESE OLDER GUYS IS JUST FOR YOU!

AT LAST! A LITTLE RESPECT FOR THE ELDERLY.



"It Won't Maintain a Fill"

Maintainers wish they had a nickel for every time they've heard the phrase, "My SINGGARS won't maintain a fill." They would all be retired and living la vida dulce in the Caribbean.

When a SINGGARS won't maintain a fill, the problem is usually in one of these two areas:

1. The holdup battery (HUB):

The HUB, NSN 6135-01-214-6441, is the backup battery for memory retention. If your main power source is switched off or fails, the HUB jumps in and holds your data. With your SINGGARS powered up, it will tell you when your HUB battery needs replacing by flashing a diamond-shaped light at you from the HUB display. The light stays on, but **doesn't** flash when the HUB battery is spent.

The holdup battery could need replacing

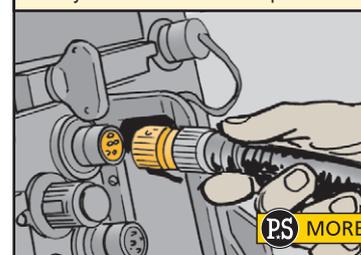


Look for that light, but take one more step to ensure you're never without an operating HUB. Get a stick-on file label, NSN 7530-00-223-6611, and write the battery installation date on it. Trim the label to fit above the keyboard display. Although this extra step will not tell you how much use the battery has had, it will tell you how long it has been in your RT and how fresh it is. If it's been in your RT longer than six months, replace it.

2. Dirty connectors:

Sometimes a fill problem is nothing more than a dirty connection between the fill cable and the fill device or between the fill cable and the RT. If any of the connections are dirty, clean them with a disposable applicator (foam swab), NSN 6515-00-564-8242 and Citra-Safe, NSN 6850-01-378-0616, to clean electrical connectors.

A dirty connector creates fill problems



Make sure your connectors have O-rings and inserts. Without them, you won't have a tight connection.

“It Won’t Key”

When the switch is pressed on your handset and the transmitter won’t key, chances are good that you have a problem in one of these three areas:

1. Dirty connectors:

We hate to repeat ourselves, but if the connector on your handset or on the RT is dirty, you may as well build a fire and learn smoke signals. It’s amazing what a little dust or sand can do to an audio connection.

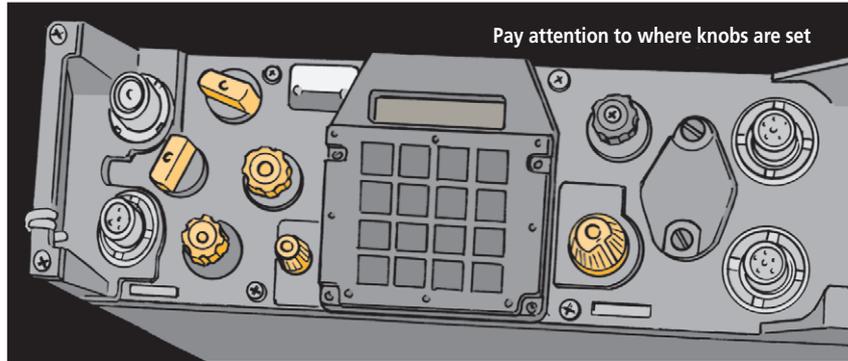
So, save yourself some embarrassment by keeping your connectors clean. Nothing will give you a red face more than telling a repairer that your radio won’t key only to have him take a minute to clean the connector and put you back in business.



2. Where your knobs are set:

If you think a dirty connector is embarrassing, think how a knob set in a position that won’t allow you to key your radio will make you feel. Time and time again, repairers are called on-site to repair a radio that won’t key only to find a control knob set in the wrong position.

If you are going to operate an older-model SINCGARS, you must have more than a passing acquaintance with the operator’s manuals, TM 11-5820-890-10-6, -7 and -8. Operating a vehicular radio is a step-by-step process. Skip a step or two and you’re back to smoke signals. Get to know your operator’s manuals well.



3. Circuit card:

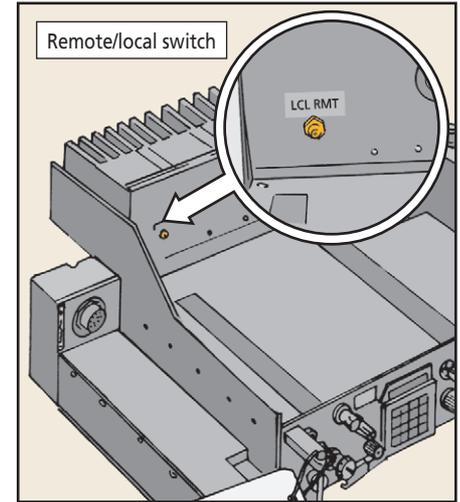
Sometimes a radio that won’t key is legitimately in need of repair. If you, the operator, have cleaned all cable connections and have your knobs set right and the RT still won’t key, get your repairman on the job. Chances are the problem is a burned-up circuit card.

“It Won’t Power Up”

In the range of problems that SINCGARS repair people hear, “It won’t power up” is high on the list. When these words are heard, chances are good that you have a problem in one of these three areas:

1. Remote/local switch:

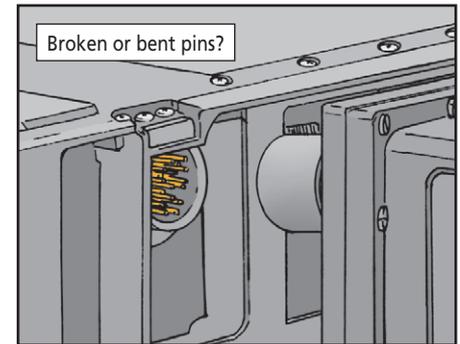
SINCGARS mounting adapters AM-7239B, AM-7239C and AM-7239D have a remote/local (RMT/LCL) switch. The RMT/LCL switch determines the location of the ON/OFF control for the radio system. The RMT setting gives ON/OFF control to the remote loudspeaker, LS-671, or the VIC system. The LCL setting gives ON/OFF control to the adapter. If a handset is all that is being used, the switch needs to be in the LCL setting. Repair folks are the only ones supposed to be switching that switch. But it’s all right to check the switch position if you’re having problems.



2. Broken or bent connector pins.

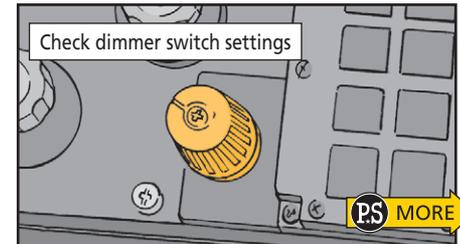
The hookup between the RT and its mount has produced thousands of broken and bent pins and hundreds of hours of repair work over the years. All of that misery could have been avoided, if patience had been practiced.

As you slide an RT into its mount, **take your time!** Ease into the connection. Never force it. You’ll feel it mate. You’ll know when you’re good to go. **Don’t** let the force be with you!



3. The dimmer switch.

A broken dimmer switch or one set to its lowest point might lead you to believe that your RT is not working. Check that switch before you yell for help.



“I Don’t Know What’s Wrong. The Whole Thing Is Messed Up.”

Would you believe that RTs, power supplies and power amplifiers have been opened by maintainers and water has streamed out from them? Would you believe that RTs, power supplies and power amplifiers have been opened by maintainers and they find more rust than on a 1970 Pinto?

Do not high-pressure wash the inside of a vehicle that has any SINCGARS components except the mounting base that is bolted to the vehicle. That means everything must be removed—not only the RT. If you get to the wash rack and the mounting adapter or power amplifier is still in the vehicle and you can’t remove it, wrap the entire mount area with a large garbage bag and aim the wash hose away from it.

SINCGARS components are water-resistant, but not waterproof. Quit trying to prove they are!

TM 11-5820-890-20-1, -2 and -3 are used by unit and direct support maintainers to prove older SINCGARS radios up and humming.



OE-254 Antenna Turn-In

The OE-254/GRC antenna is in short supply. So, if you've got any that are beyond field level repair, but are repairable, turn them in! Send them to:

**Tobyhanna Army Depot,
11 Hap Arnold Blvd,
Tobyhanna, PA 18466**

Use a RIC of BY6, an SOS of B16 and a DODAAC of W25G1W. There is no credit for the return of this major item, so you will need to submit a new requisition in order to replace it. Questions? Contact your CECOM LAR or email:

lynda.macdonald@us.army.mil