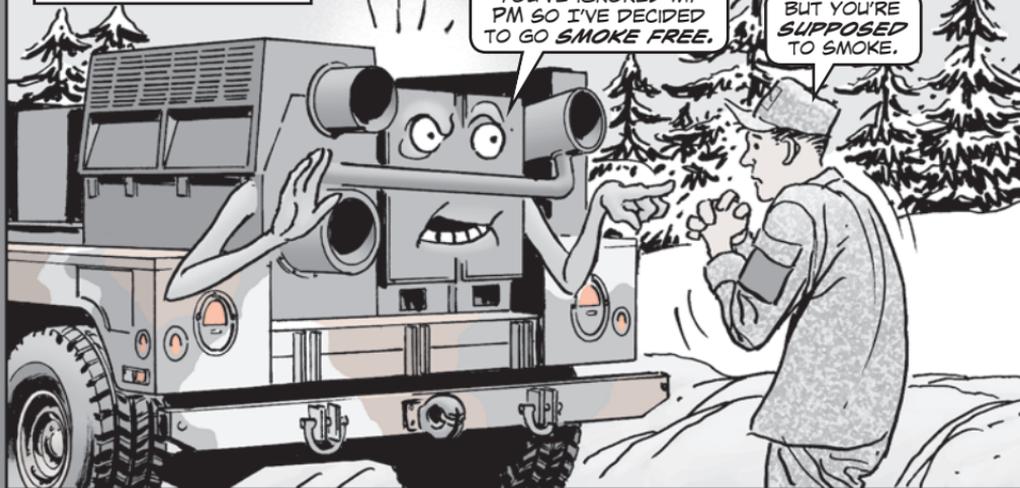


M56 Smoke Generator...

YOU'VE IGNORED MY PM SO I'VE DECIDED TO GO *SMOKE FREE*.

BUT YOU'RE *SUPPOSED TO SMOKE*.



AND YOU'RE *SUPPOSED TO DO PM!*



**GOOD SMOKING
BEGINS WITH
GOOD PM**

YOUR M56 SMOKE GENERATOR WILL GO SMOKE FREE IF YOU DON'T LIGHT IT UP WITH PM.

TRY THESE SUGGESTIONS FOR GENERATING GOOD SMOKE...

PS MORE 

- The PMCS in TM 3-1040-282-10 doesn't pay much attention to the Y-strainer screens. But if they become too dirty, fog oil can't flow to the generator and you don't smoke. So it's a good idea in the field to monthly give the screens a good cleaning.

With the fog oil shut off, use your adjustable wrench to remove the strainer caps. Take out the screens and clean them with dry cleaning solvent and reinstall them. Save yourself clean-up by laying a rag under the Y-strainer before taking off the strainer caps. The rag catches any fog oil dripping out.

Put rag under Y-strainer to catch fog oil

Clean strainer screen with dry cleaning solvent

IF YOU HAVE TROUBLE SMOKING IN COLD WEATHER, CHECK THESE STRAINERS. CONDENSATION CAN FREEZE IN THE STRAINERS AND BLOCK FOG OIL.

IF THAT'S THE CASE, MELT THE ICE WITH THE TRUCK HEATER.

- The half door on the right side of the M56 doesn't latch well. Some units try to fix the problem by tying off the door to the transport hose. Bad idea. That damages the hose. The solution is to use a bungee cord to secure the door to the platform above the grinder.

Use bungee cord to hook door to platform above grinder

- Don't use the IR hopper for storage. If you accidentally hit the graphite switch when stuff like packs are in the hopper, the hopper is damaged, as well as the intromitter drive assembly and auger shaft.

- If you have trouble with the cap for the dispersion cone disappearing, poke a small hole in the cap, run a piece of 550 cord through the hole, and knot the end of the cord. Tie the other end to the cone's heat shield. Then you can just let the cap dangle when you're operating. Remember you must let the dispersion cone cool down before you put the cap back on or the cap melts.

Poke hole through cap and run cord through it

- If nothing happens when you try to start the M56, check the GEN PWR switch. It should be ON. If the switch is ON, make sure the three circuit breakers are pushed in. No change? Do the troubleshooting in Table 3-1 in TM 3-1040-282-10.

GEN PWR switch should be ON

- Stand forward of the front of the rear tire when the turbine is operating. This puts you out of danger if the turbine fins ever break and come flying out or debris shoots out the turbine exhaust.

- Remember to reset the ejector gap setting when the temperature changes a lot. Otherwise, you'll have smoking problems. The procedure and temperature settings are on Page 2-44 in the -10.

WHY WON'T YOU START?

IT TURNED COLD AND YOU FORGOT TO SET MY GAP!

- Wear your helmet when driving the M56. If you don't, you may dent your head on the bracket for the driver's vision enhancer during a sudden stop.