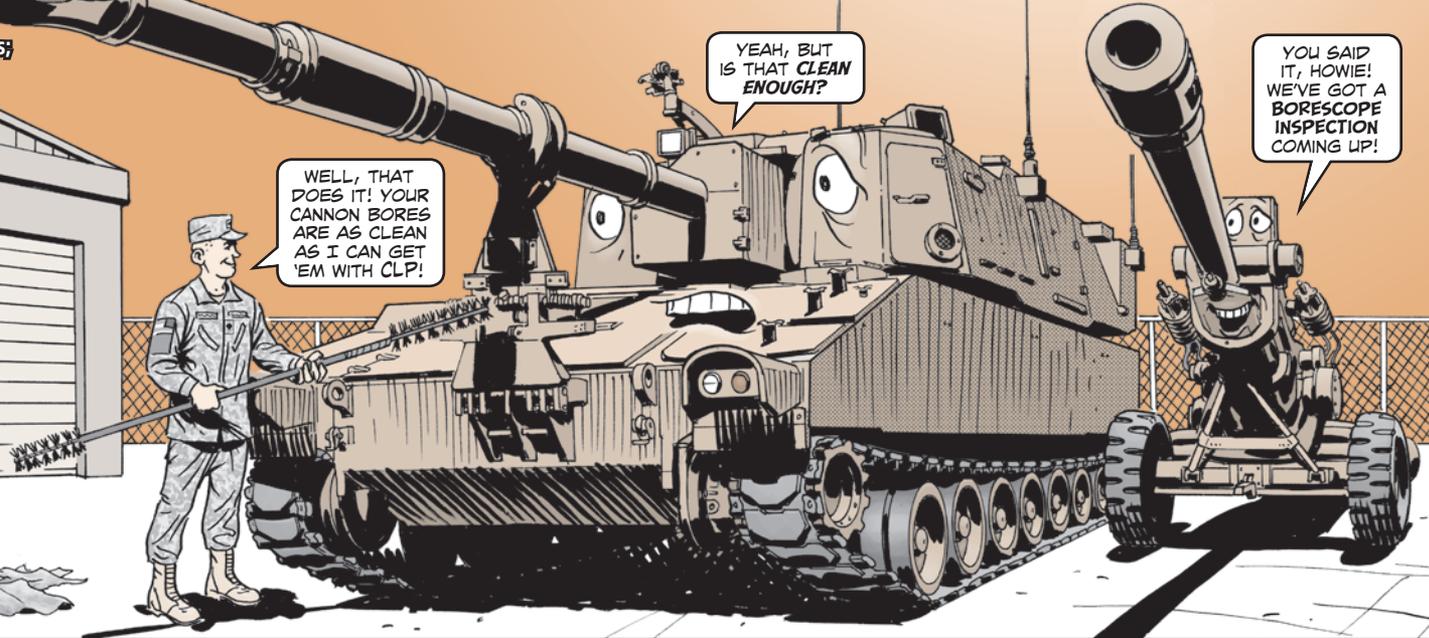


# WHEN 'CLEAN' ISN'T CLEAN ENOUGH!



WELL, THAT DOES IT! YOUR CANNON BORES ARE AS CLEAN AS I CAN GET 'EM WITH CLP!

YEAH, BUT IS THAT CLEAN ENOUGH?

YOU SAID IT, HOWIE! WE'VE GOT A BORESCOPE INSPECTION COMING UP!

CREWMEN, THE -10 TMS FOR YOUR TOWED HOWITZERS AND M109A6 PALADIN GIVE PRETTY SPECIFIC INSTRUCTIONS ON HOW TO PROPERLY CLEAN THE CANNON BORE ON THE DAY OF AND THE DAY AFTER FIRING.



Generally, that means using that particular vehicle's bore brush, cleaning sleeves, and CLP. Add in a whole lot of elbow grease and you'll get a pretty clean bore.

But when it's time to do a borescope inspection, those cleaning procedures just aren't enough. They can leave behind small amounts of carbon and dirt that can hide erosion or pitting inside the bore.



Dirt and carbon can hide damage to cannon bore

So, immediately before the inspection, follow the cleaning procedures outlined on Pages 2-1 through 2-2 of TM 9-1000-202-14, *Evaluation of Cannon Tubes* (Feb 99, w/Ch 5, Jan 11).

1. Clean the cannon bore using your howitzer's bore brush and a cleaning sleeve saturated with RBC (rifle bore cleaner), NSN 6850-00-224-6658 (1-qt), NSN 6850-00-224-6663 (1-gal), or NSN 6850-00-249-8029 (5-gal).
2. Swab out the bore with a wash of solvent, NSN 6850-01-472-2721 (1-qt), NSN 6850-01-474-2319 (1-gal), NSN 6850-01-472-2717 (5-gal), or NSN 6810-01-097-2020 (5-gal). Pass the bore brush and cleaning sleeve saturated with the solvent through the bore, changing out the cleaning sleeve as necessary until it comes out clean.
3. Dry the bore using clean, dry, lint-free cloth or specially prepared paper wiping towels, NSN 7920-01-368-1622.

Eyeball the interior of the bore, looking for any damage or erosion to rifled and smooth areas. Appendix A-S in TM 9-1000-202-14 will tell you exactly what to look for.

WHEN YOU'RE FINISHED, APPLY A LIGHT COAT OF CLP TO PREVENT CORROSION BETWEEN FIRINGS.

