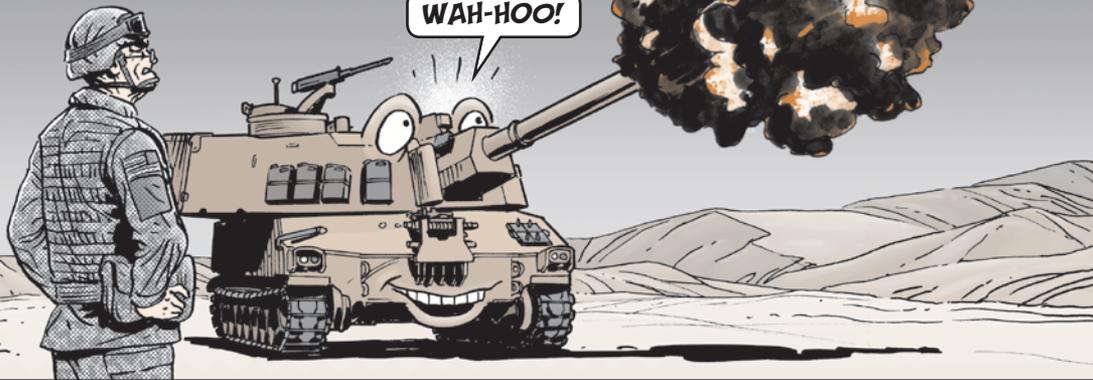
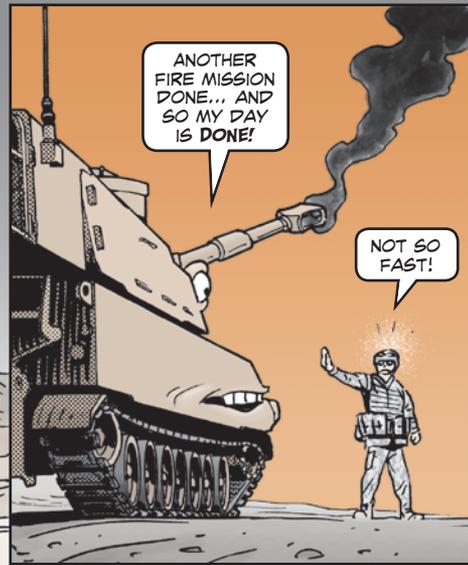


VIGILANCE KEEPS CORROSION AT BAY



WAH-HOO!



ANOTHER FIRE MISSION DONE... AND SO MY DAY IS DONE!

NOT SO FAST!



M109A6 PALADINS WITH REPAIRED GUN TUBES NEED EXTRA VIGILANCE TO MAKE SURE THEIR GUN TUBES ARE GOOD TO GO.

CREWMEN, IF YOUR M109A6 PALADIN HAS A REPAIRED M284 GUN TUBE, LISTEN UP!



FIRST, CHECK THE SERIAL NUMBER ON YOUR PALADIN'S GUN TUBE.



OK!

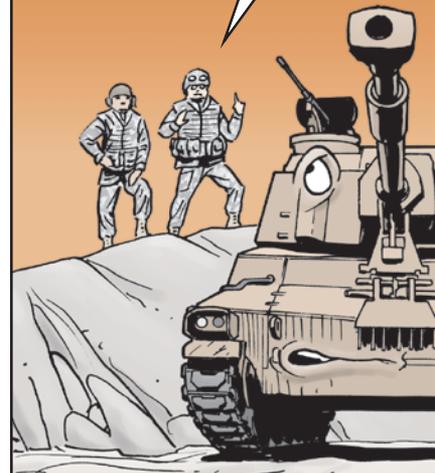


IT HAS AN R AT THE END!

THAT R AT THE END MEANS IT'S A REPAIRED TUBE...



... AND YOU'LL NEED TO FOLLOW SOME SPECIAL CLEANING, INSPECTING, AND LUBING INSTRUCTIONS DAILY AFTER FIRING.



FIRST, MAKE SURE YOU FOLLOW ALL OF THE AFTER PMCS SHOWN IN ITEM 16, WP 0148-20 OF TM 9-2350-314-10-2. THEN FOLLOW THESE ADDITIONAL INSTRUCTIONS...

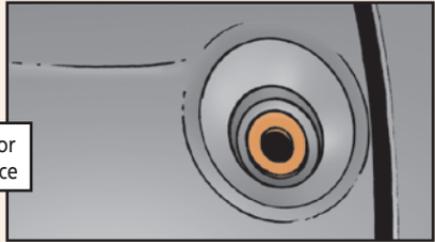
1. With the bore evacuator disassembled, give the 10 rear evacuator orifices and 3 forward metering holes a good cleaning with CLP, NSN 9150-01-054-6453. Make sure you get rid of all grease, carbon and corrosion so that you can clearly see the gun tube.



Clean grease, corrosion and firing residue from the 10 rear evacuator orifices and 3 forward metering holes

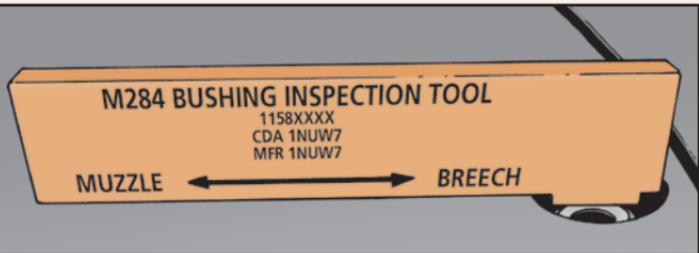
2. Eyeball all 13 of the holes closely. If any of the bushings around the holes show signs of pitting or other corrosion damage, the service life of the tube is reduced. Tell your mechanic.
3. Check each of the 10 rear evacuator orifice bushings for clearance. The 3 forward metering holes do not have to be inspected.

Inspect the 10 rear evacuator orifice bushings for clearance



Two M284 bushing inspection tools are included with every repaired gun tube. Place one of the tools on the gun tube following the instructions that are printed on the tool. Make sure the measurement end of the tool hangs over the hole. There should be a gap between the bottom of the tool and the top of the bushing. If the tool touches any of the 10 bushings, tell your mechanic.

Two M248 bushing inspection tools included with every repaired gun tube



4. Clean and lube the gun tube like it says in WP 0151-27 of TM 9-2350-314-10-2.
5. As an extra step, you'll need to use a gloved finger to apply GAA, NSN 9150-01-197-7690, to the head of all 13 bushings. Make sure you use enough pressure to force grease into the surrounding chamber area and under the head of the bushing.
6. Before reassembling the bore evacuator, make sure each of the 13 holes is completely clear of grease. Leave any behind and the bore evacuator may not work properly.

You can check out additional details in TACOM Maintenance Action Message 15-012. You'll find it on the TACOM-Unique Logistics Support Applications (TULSA) website:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MA15-012.html>

You'll need your CAC and first-time users must request access.

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