

Technical Manual

TM 55-1730-218-20P



Headquarters  
Department of the Army  
Washington, D. C., 25 August 1977

**AVIATION UNIT MAINTENANCE  
REPAIR PARTS AND SPECIAL TOOLS LIST  
FOR  
JACK, HYDRAULIC, TRIPOD  
12-TON  
PN 12-3-14  
NSN 1730-00-912-3998  
(CURRENT AS OF 30 JUNE 1977)**

REPORTING OF ERRORS

You can improve this manual by recommending improvements using DA Form 2028 (Recommended Changes to Publications and Blank Forms) or DA Form 2028-2 (Test) located in the back of the manual and mail the form direct to Commander, US Army Aviation Systems Command, ATTN: DRS-AV-FR, PO Box 209, St. Louis, MO 63166. A reply will be furnished direct to you.

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## Section I. INTRODUCTION

### 1. Scope.

This manual lists spares and repair parts required for performance of Aviation Unit Maintenance (AVUM) of the 12-ton hydraulic tripod jack, PN 12-3-14. It authorizes the requisitioning and issue of spares and repair parts as indicated by the source and maintenance codes.

### 2. General.

This Repair parts and Special Tools List is divided into the following sections:

a. *Section II. Repair Parts List.* A list of spares and repair parts authorized for use in the performance of maintenance. Parts are listed in figure and item number sequence. Items are indented when required to indicate the relationship to the next higher assembly.

b. *Section III. Special Tools List.* (Not Applicable).

c. *Section IV. National Stock Number and Part Number Index.* A list, in ascending National Item Identification Number (NIIN) sequence, of all National stock numbers appearing in the listings, followed by a list, in alphameric sequence, of all part numbers appearing in the listings. National stock number and part numbers are cross-referenced to each illustration figure and item number appearance.

### 3. Explanation of Columns.

a. *Illustration.* This column is divided as follows:

(1) *Figure Number.* Indicates the figure number of the illustration in which the item is shown.

(2) *Item Number.* The number used to identify each item called out in the illustration.

b. *Source, Maintenance, and Recoverability Codes (SMR).*

(1) *Source Code.* Source codes are assigned to support items to indicate the manner of acquiring support items for maintenance, repair, or overhaul of end items. Source codes are entered in the first and second positions of the Uniform SMR Code format as follows:

Code	Definition
PA ---	Item procured and stocked for anticipated or known usage.
P B - - -	Item procured and stocked for insurance purpose because essentiality dictates that a minimum quantity be available in the supply systems.
PC ---	Item procured and stocked and which otherwise would be coded PA except that it is deteriorative in nature.
XD ---	A support item that is not stocked. When required, item will be procured through normal supply channels.

#### NOTE

*Cannibalization or salvage may be used as a source of supply for any items source coded above except air raft support items as restricted by AR700-42.*

(2) *Maintenance Code.* Maintenance codes are assigned to indicate the levels of maintenance authorized to USE and REPAIR support items. The maintenance codes are entered in the third and fourth positions of the Uniform SMR Code format as follows:

(a) The maintenance code entered in the third position will indicate the lowest maintenance level authorized to remove, replace, and use the support item. The maintenance code entered in the third position will indicate the following level of maintenance:

Code	Application/Explanation
O —	Support item is removed, replaced, used at the Aviation Unit Maintenance (AVUM) level.

(b) The maintenance code entered in the fourth position indicates whether the item is to be repaired and identifies the lowest maintenance level with the capability to perform com-

plete repair (i.e., all authorized maintenance functions). This position will contain the following maintenance code:

Code	Application/Explanation
o	— The lowest maintenance level capable of complete repair of the support item is the Aviation Unit Maintenance (AVUM) level.
z	— N on reparable. No repair is authorized.

(3) *Recoverability Code*. Recoverability codes are assigned to support items to indicate the disposition action on unserviceable items. The recoverability code is entered in the fifth position of the Uniform SMR Code format as follows:

Code	Definition
z	— Nonreparable item. When unserviceable, condemn and dispose at the level indicated in position 3.
0	— Reparable item. When uneconomically reparable, condemn and dispose at Aviation Unit Maintenance (AVUM) level.

c. *National Stock Number*. Indicates the National stock number assigned to the item and will be used for requisitioning purposes.

d. *Part Number*. Indicates the primary number used by the manufacturer (individual, company, firm, corporation, or Government activity), which controls the design and characteristics of the item by means of its engineering drawings, specifications, standards, and inspection requirements, to identify an item or range of items.

#### NOTE

*When a stock numbered item is requisitioned, the repair part received may have a different part number than the part being replaced.*

e. *Federal Supply Code for Manufacturer (FSCM)*. The FSCM is a 5-digit numeric code listed in SB 708-42 which is used to identify the manufacturer, distributor, or Government agency, etc.

f. *Description*. Indicates the Federal item name and any additional description required to identify the item.

g. *Unit of Measure (U/M)*. Indicates the standard of the basic quantity of the listed item as used in performing the actual maintenance function. This measure is expressed by a two-character alphabetical abbreviation (e.g., ea, in, pr, etc.). When the unit of measure differs from the unit of issue, the lowest unit of issue that will satisfy the required units of measure will be requisitioned.

h. *Quantity Incorporated in Unit*. Indicates the quantity of the item required for one assembly only, including instances when similar assemblies are broken down together. A "V" appearing in this column in lieu of a quantity indicates that no specific quantity is applicable, (e.g., shims, spacers, etc.).

#### 4. Special Information.

The following publication pertains to the 12-ton hydraulic tripod jack.

##### *Publication and Short Title*

##### **OVERHAUL WIPARTS BKDN**

T.O. 35A2-2-36-11/TM 55-1730-218-12 PN 12-3-14.

#### 5. How to Locate Repair Parts.

a. *When National Stock Number or Part Number Is Unknown:*

(1) *First*. Find the illustration covering the assembly group to which the repair part belongs.

(2) *Second*. Identify the repair part on the illustration and note the illustration figure and item number of the repair part.

(3) *Third*. Using the Repair Parts Listing, find the figure and item number noted on the illustration.

b. *When National Stock Number or Part Number is Known:*

(1) *First*. Using the Index of National Stock Numbers and Part Numbers, find the pertinent National Stock Number or part number. This index is in ascending National Item Identification Number (NIIN) sequence followed by a list of part numbers in ascending alphameric sequence, cross-referenced to the illustration figure number and item number.

(2) *Second*. After finding the figure and item number, locate the figure and item number in the repair parts list.

#### 6. Abbreviations. (Not Applicable).

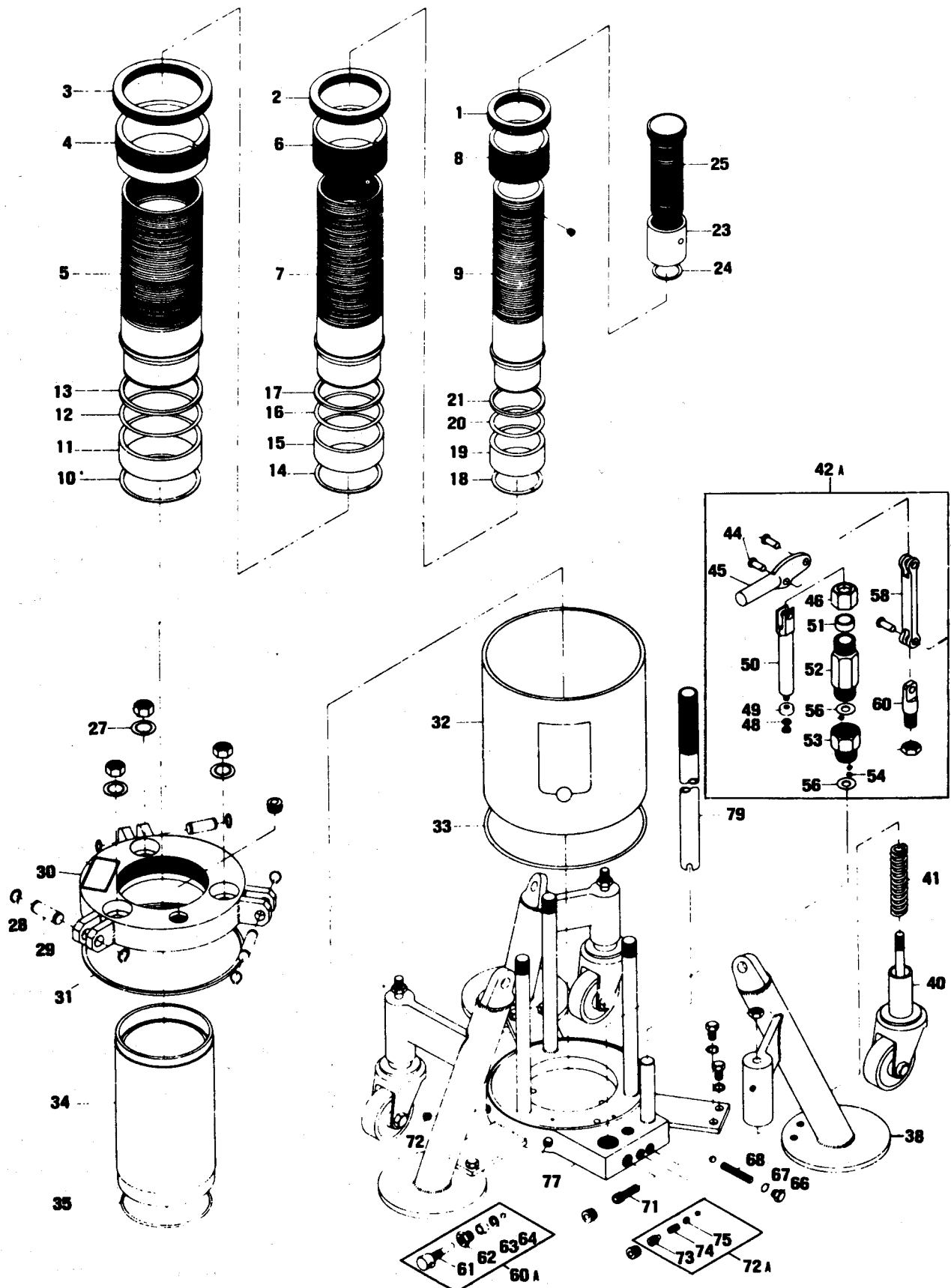


Figure 1. 12-Ton Hydraulic Tripod Jack

TM55-1730-218-20P									
(1)	(2)	(3)	(4)	(5)	(6)			(7)	(8)
ILLUSTRATION					DESCRIPTION				QTY
(A)	(B)								INC
FIG	ITEM	SMR	STOCK	PART					IN
NO	NO	CODE	NUMBER	NUMBER	FSCM	USABLE ON CODE	U/M	UNIT	
SECTION II. REPAIR PARTS LIST									
1	1	XDOZZ		12314-56	94861	NUT,SPECIAL,INNER	EA	1	
1	2	XDOZZ		12314-36	94861	NUT,SPECIAL,CENTER	EA	1	
1	3	XDOZZ		12314-16	94861	NUT,SPECIAL,OUTER	EA	1	
1	4	XDOZZ		12314-17	94861	RING,EXTERNALLY THREADED-OUTER	EA	1	
1	5	PBOZZ	1730-00-088-6733	12314-10	94861	PLUNGER,JACK,OUTER	EA	1	
1	6	XDOZZ		12314-37	94861	RING,EXTERNALLY THREADED-INNER	EA	1	
1	7	PBOZZ	1730-00-225-0471	12314-30	94861	PLUNGER,JACK,CENTER	EA	1	
1	8	XDOZZ		12314-57	94861	RING,EXTERNALLY THREADED-INNER	EA	1	
1	9	PBOZZ	1730-00-225-1358	12314-50	94861	PLUNGER,JACK,INNER	EA	1	
1	10	XDOZZ		12314-3-1	94861	RING,RETAINING	EA	1	
1	11	XDOZZ		12314-12	94861	BUSHING,SLEEVE-OUTER	EA	1	
1	12	PBOZZ	5330-00-196-5337	AN6227-51	88044	PACKING,PREFORMED	EA	1	
1	13	PBOZZ	5330-00-082-4949	49B6413-51	80049	PACKING,PREFORMED	EA	1	
1	14	XDOZZ		12314-3-2	94861	RING,RETAINING	EA	1	
1	15	XDOZZ		12314-32	94861	BUSHING,SLEEVE-CENTER	EA	1	
1	16	PBOZZ	5330-00-198-6198	AN6227-44	88044	PACKING,PREFORMED	EA	1	
1	17	PBOZZ	5330-00-141-3574	49B6413-44	80049	PACKING,PREFORMED	EA	1	
1	18	XDOZZ		12314-3-3	94861	RING,RETAINING	EA	1	
1	19	XDOZZ		12314-52	94861	BUSHING,SLEEVE-INNER	EA	1	
1	20	PBOZZ	5330-00-194-3719	AN6227-37	88044	PACKING,PREFORMED	EA	1	
1	21	PBOZZ	5330-00-641-3844	49B6413-37	80049	PACKING,PREFORMED	EA	1	
1	23	XDOZZ		12314-9	94861	NUT,EXTENSION SCREW	EA	1	
1	24	XDOZZ		12314-3-4	94861	RING,RETAINING	EA	1	
1	25	XDOZZ		12314-8	94861	SCREW,EXTENSION	EA	1	
1	27	XDOZZ		12314-5	94861	WASHER,SEAL	EA	3	
1	28	PBOZZ	5365-00-298-6563	MS16624-62	96906	RING,RETAINING	EA	6	
1	29	PBOZZ	5315-00-082-3724	12314-75	94861	PIN,GROOVED,HEAD	EA	3	
1	30	XDOZZ		12314-4	94861	HEAD,TRIPOD	EA	1	
1	31	PBOZZ	5330-00-082-3527	12314-13	94861	GASKET	EA	1	
1	32	XDOZZ		12314-2	94861	RESERVOIR	EA	1	
1	33	PBOZZ	5330-00-187-3611	AN6230-47	88044	PACKING,PREFORMED	EA	1	
1	34	XDOZZ		12314-6	94861	CYLINDER	EA	1	
1	35	PBOZZ	5330-00-197-9584	AN6230B27	88044	PACKING,PREFORMED	EA	1	
1	38	XDOZZ		12314-55	94861	LEG ASSEMBLY,WELDED	EA	3	
1	40	PBOZZ	1730-00-626-5120	51531	94861	CASTER,JACK,TRIPOD	EA	3	
1	41	PBOZZ	5360-00-671-3193	51597	94861	SPRING,HELICAL,COMPRESSION-CASTER	EA	3	

(1) ILLUSTRATION (A) FIG NO	(2) (B) ITEM NO	(3) SMR CODE	(4) STOCK NUMBER	(5) PART NUMBER	(6) FSCM	(7) DESCRIPTION	(8) QTY INC IN UNIT
SECTION II. REPAIR PARTS LIST							
1	42A	PBOOO	5120-00-507-3565	55040	94861	PUMP ASSEMBLY-TRIPOD JACK	EA 1
1	44	PBOZZ	5315-00-082-4836	55002	94861	•PIN, STRAIGHT, HEADED	EA 3
1	45	PBOZZ	1730-00-671-3190	55001	94861	•FULCRUM, PUMP	EA 1
1	46	XDOZZ		55045	94861	•GLAND, PACKING	EA 1
1	48	PBOZZ	1730-00-225-1360	55049	94861	•RETAINER, CUP, PUMP	EA 1
1	49	PBOZZ	1730-00-225-1359	55048	94861	•CUP, PUMP-LEATHER	EA 1
1	50	PBOZZ	1730-00-671-3191	55047	94861	•PLUNGER, PUMP	EA 1
1	51	PBOZZ	5330-00-082-4972	55044	94861	•PACKING, PREFORMED	EA 1
1	52	XDOZZ		55046	94861	•BODY, PUMP	EA 1
1	53	XDOZZ		55010	94861	•BLOCK, VALVE	EA 1
1	54	PBOZZ	5360-00-562-2538	55295	94841	•SPRING, HELICAL, COMPRESSION	EA 1
1	56	XDOZZ		55024	94861	•GASKET	EA 2
1	58	XDOZZ		55012	94861	•CONNECTITNG LINK, RIGID	EA 1
1	60	XDOZZ		55011	94861	•ANCHOR, LINK	EA 1
1	60A	PBOOO	1730-00-832-2028	55100	94861	VALVE, RELEASE, JACK	EA 1
1	61	PBOZZ	5120-00-092-8650	55101	94861	•STEM, RELEASE VALVE	EA 1
1	62	PBOZZ	1730-00-225-1361	55102	94861	•GLAND, JACK RELEASE VALVE	EA 1
1	63	PBOZZ	5330-00-695-3587	55104	94861	•WASHER, NONMETALLIC	EA 1
1	64	PBOZZ	5310-00-184-9063	55103	94861	•WASHER, FLAT	EA 1
1	66	PBOZZ	5365-00-287-0102	AN814-4	88044	PLUG, MACHINE THREAD	EA 1
1	67	PCOZZ	5330-00-805-2966	MS28778-4	96906	PACKING, PREFORMED	EA 1
1	68	XDOZZ		72519	94861	SPRING, BASE	EA 1
1	71	PBOOO	1730-00-225-1364	55567	94861	FILTER, HYDRAULIC OIL, JACK	EA 1
1	72A	XDOZZ		55155	94861	VALVE, BY-PASS	EA 1
1	73	XDOZZ		55148	94861	•SCREW, SET	EA 1
1	74	XDOZZ		55154	94861	•SPRING	EA 1
1	75	XDOZZ		55153	94861	•GUIDE, SPRING	EA 1
1	77	XDOZZ		12314-7	94861	BASE ASSEMBLY, WELDED	EA 1
1	79	PBOZZ		61878	94861	HANDLE, PUMP	EA 1

## NATIONAL STOCK NUMBER AND PART NUMBER INDEX

STOCK NUMBER	FIGURE NO	ITEM NO	STOCK NUMBER	FIGURE NO	ITEM NO		
5330-00-082-3527	1	31	1730-00-225-1360	1	48		
5315-00-082-3724	1	29	1730-00-225-1361	1	62		
5315-00-082-4836	1	44	1730-00-225-1364	1	71		
5330-00-082-4949	1	13	5365-00-287-0102	1	66		
5330-00-082-4972	1	51	5365-00-298-6563	1	28		
1730-00-088-6733	1	5	5120-00-308-3878	1	79		
5120-00-092-8650	1	61	5120-00-507-3565	1	42A		
5330-00-141-3574	1	17	5360-00-562-2538	1	54		
5310-00-184-9063	1	64	1730-00-626-5120	1	40		
5330-00-187-3611	1	33	5330-00-641-3844	1	21		
5330-00-194-3719	1	20	1730-00-671-3190	1	45		
5330-00-196-5337	1	12	1730-00-671-3191	1	50		
5330-00-197-9584	1	35	5360-00-671-3193	1	41		
5330-00-198-6198	1	16	5330-00-695-3587	1	63		
1730-00-225-0471	1	7	5330-00-805-2966	1	67		
1730-00-225-1358	1	9	1730-00-832-2028	1	60A		
1730-00-225-1359	1	49					
PART NUMBER	FSCM	FIG NO	ITEM NO	PART NUMBER	FSCM	FIG NO	ITEM NO
AN6227-37	88044	1	20	12314-9	94861	1	23
AN6227-44	88044	1	16	49B6413-37	80049	1	21
AN6227-51	88044	1	12	49B6413-44	80049	1	17
AN6230-47	88044	1	33	49B6413-51	80049	1	13
AN6230B27	88044	1	35	51531	94861	1	40
AN814-4	88044	1	66	51597	94861	1	41
MS16624-62	96906	1	28	55001	94861	1	45
MS28778-4	96906	1	67	55002	94861	1	44
12314-10	94861	1	5	55010	94861	1	53
12314-12	94861	1	11	55011	94861	1	60
12314-13	94861	1	31	55012	94861	1	58
12314-16	94861	1	3	55024	94861	1	56
12314-17	94861	1	4	55040	94861	1	42A
12314-2	94861	1	32	55044	94861	1	51
12314-3-1	94861	1	10	55045	94861	1	46
12314-3-2	94861	1	14	55046	94861	1	52
12314-3-3	94861	1	18	55047	94861	1	50
12314-3-4	94861	1	24	55048	94861	1	49
12314-30	94861	1	7	55049	94861	1	48
12314-32	94861	1	15	55100	94861	1	60A
12314-36	94861	1	2	55101	94861	1	61
12314-37	94861	1	6	55102	94861	1	62
12314-4	94861	1	30	55103	94861	1	64
12314-5	94861	1	27	55104	94861	1	63
12314-50	94861	1	9	55148	94861	1	73
12314-52	94861	1	19	55153	94861	1	75
12314-55	94861	1	38	55154	94861	1	74
12314-56	94861	1	1	55155	94861	1	72A
12314-57	94861	1	8	55295	94861	1	54
12314-6	94861	1	34	55567	94861	1	71
12314-7	94861	1	77	61878	94861	1	79
12314-75	94861	1	29	72519	94861	1	68
12314-8	94861	1	25				

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PAGE NO.	PARA- GRAPH	FIGURE NO.	TABLE NO.
-------------	----------------	---------------	--------------

13

Item No. 5.7 Recommend that X's be added to Sequence Number 5.7 under D (daily) and I (intermediate). The teardown analysis result from Corpus Christi Army Depot for engine number LE 21632 from aircraft 69-15324 revealed packed hard dirt had formed over the selfpurging port. This prevented sand and dust from being ejected overboard and eventually recirculated until ingested into the engine. This caused an excessive amount of erosion on internal components preventing the engine from producing maximum power. This inability contributed to a major accident involving fatalities. Increasing the inspection frequency would preclude a reoccurrence of this malfunction.

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