



COMBAT VEHICLES

- M119A2 Howitzer M137A2 Telescope Stowage 2
- M88-Series Recovery Vehicle Hatch Lever Inspection 3
- Army Driver Training Sample Tests 4



CONSTRUCTION

- 120M Road Grader Hydraulic Hose Rub 5
- HEPPOE Breaker Drill Replacements 6
- 924H Wheel Loader Light Switch NSN 7
- MHE-270/271 Forklift Tire Pressure Corrected 8
- MHE-270 Forklift Starter Flywheel Ring Gears 9
- HYEX Upper Support Roller Lubing 10



AVIATION

- OH-58D Main Rotor Blade Expandable Bolts 11
- FOD Removal Reminder 12
- Aircraft Transfer Documentation Guidance 13

CONTAINERIZATION

- Check Humidity Indicators 14
- MILVAN Storage Solutions 15
- Sealing Military Packages for Shipment 16
- Shipping Container (Fast Pack) NSNs 17
- Commo Battery Power Preservation 18
- Blocking and Bracing Tips 19
- HMMWV Cargo Containment Net NSNs 20
- Repair Part Packaging Important 21
- Container Placards, Remove Before Shipping 22
- Rail Shipping Tips for Vehicles 23



SOLDIER SUPPORT

- Remove Jewelry Before Doing Maintenance 45



MISSILES

- Sentinel Slide Hammer Rust Prevention 47
- HIMARS Blast Shield, Water Can Cover Tips 48
- HIMARS, MLRS Simplified Key Loader Help 49
- AN/TPQ-36 V10 Radar WVe Guide Check, Antenna Position 50
- MLRS Link Assembly Door Rod, Track Roller PM 51
- AN/TPQ-37 Radar Maintenance Tips 52-53



SMALL ARMS

- AN/PED-5 LTLM Battery Installation 54
- Mortar Baseplate No Step While Firing 55
- Machine Gun Mount Serial Number Accountability 56



COMMUNICATIONS

- Lithium, Alkaline Battery Differences 58-59
- 3-kW TQG Muffler Mounting Hardware 60
- AN/PVS-14 MNVD Battery Type, Single Battery Housing NSN 61

Connie's Post Scripts

61

TB 43-PS-752, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all Soldiers assigned to combat and combat support units and all Soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders. The use of product or company names does not constitute endorsement of those products, services or companies by the U.S. Army. The use of non-DoD hyperlinks, along with their content, does not constitute endorsement by DoD or DA. Neither DoD nor DA exercises any editorial control over, and cannot vouch for, content on non-DoD websites.

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MSG Half-Mast

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By order of the Secretary of the Army:

RAYMOND T. ODIERNO

General, United States Army Chief of Staff

Official:

GERALD B. O'KEEFE

Administrative Assistant to the Secretary of the Army

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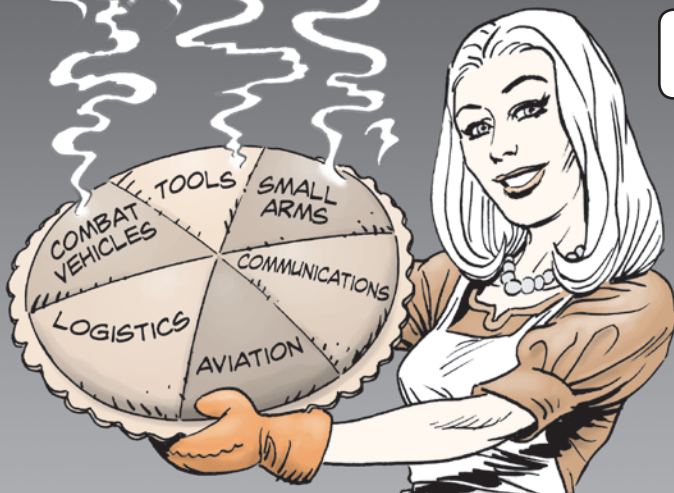
CHECK **ALL** HUMIDITY
INDICATORS AND REPORT
ANY THAT ARE WHITE OR
TURNING PINK.

≡GULP≡
ALL OF
THEM?



For more about Containerization, see Pages 18-45!

Mom, Apple Pie, and PM



**"...WASH YOUR FACE, BRUSH YOUR TEETH
AND FASTEN YOUR SEATBELT."**

THAT'S MOM'S RENDITION OF YOUR PERSONAL PREVENTIVE MAINTENANCE. WHETHER YOU WERE EIGHT OR TWENTY-EIGHT, THE ADVICE PROBABLY DIDN'T CHANGE MUCH OVER THE YEARS.

AND, LIKE MOM, SOMETIMES *PS* MIGHT SOUND A LITTLE REPETITIVE. MAYBE YOU'VE EVEN THOUGHT "YADDA, YADDA, YADDA" A TIME OR TWO WHEN YOU'VE READ OUR PM WARNINGS AND REMINDERS.

BUT YOU KNOW MOM ALWAYS HAS YOUR BACK, AND *PS* DOES, TOO!

SO, MAYBE IT'LL HELP TO THINK OF PM THIS WAY: WHEN YOU TAKE CARE OF YOURSELF AND YOUR EQUIPMENT, YOU MAKE MOM **DOUBLY PROUD!**

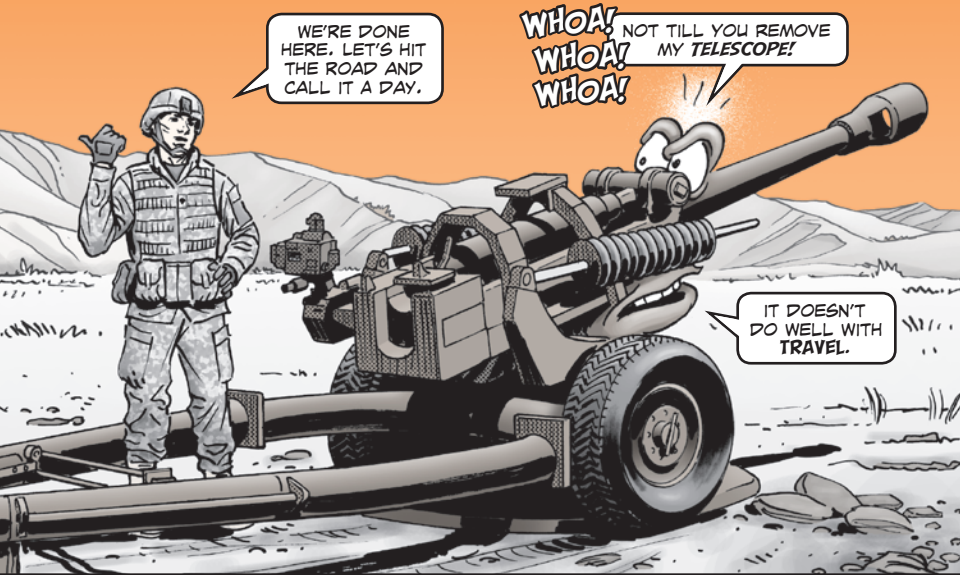


Lower the boom with
these articles...

- M119A2 Howitzer's
M137A2 panoramic
telescope
- M88-series recovery
vehicle hatch springs
- Driver's training
programs

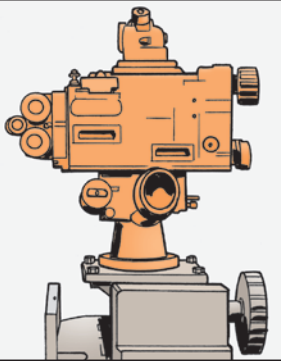


Stow Before You Go



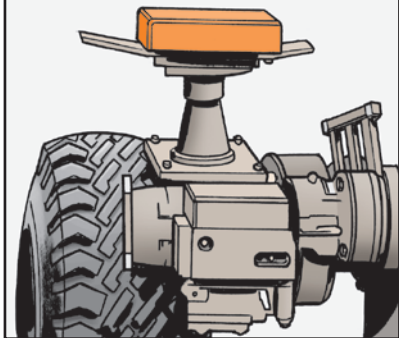
Your M119A2 howitzer's M137A2 panoramic telescope doesn't travel well. If you leave it installed during travel, the telescope won't be working for long. So eyeball these tips to give your howitzer 20/20 vision:

- Stow the M137A2 for travel. If it's installed, vibration damages both the telescope and the M187A1 mount.



- Install the canvas fire control telescope mount cover, NSN 1240-00-819-4527, before you tow. That protects the M187A1 mount from debris.

- After you remove the M137A2, install the plastic quick-release protective cover, NSN 5340-01-042-1330. Without the cover, the quick-release handles can loosen and fall off.



**DON'T
LET HATCH
SPRING A
SURPRISE!**

SURE HOPE YOU
GUYS CHECKED OUT
THE **SAFETY LATCHES**
ON MY HATCH
LEVERS!

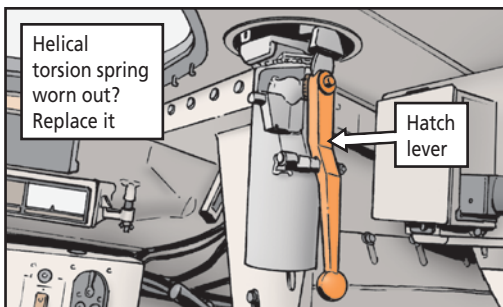
THINGS ARE
ABOUT TO GET A
LITTLE **BUMPY!**

Mechanics, your M88's top hatches might not weigh a ton, but they certainly weigh enough. So the last thing you want is an open hatch crashing down on your head!

A driver was hurt recently by a hatch that closed without warning. The accident was caused by a worn-out spring in the hatch lever's safety latch.

Inspect your M88's hatch levers right away. Follow the PMCS checks in TM 9-2350-256-10 (Oct 14) for the A1 and TM 9-2350-292-10 (Oct 14) for the A2. Make sure the helical torsion spring, NSN 5360-00-999-5125, is properly tensioned and that the latch spring is mounted in the small hole that anchors it to the housing.

If the hatch lever doesn't operate smoothly or have full range of motion, replace the helical torsion spring. It's listed as Item 16 in Fig 221 of TM 9-2350-256-24P-1 (May 92, w/Ch 2, Aug 98) for the A1 and Item 29 in Fig 241 of TM 9-2350-292-24P in IETM EM 0266 (Jun 07) for the A2.



For more details, check out TACOM ground precautionary action message 15-001 on the TACOM-Unique Logistics Support Applications (TULSA) website:

<https://tulsa.tacom.army.mil/Safety/message.cfm?id=GPA15-001.html>

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

Questions? Contact TACOM's Terry Smart at DSN 786-7849, (586) 282-7849 or email: terry.d.smart2.civ@mail.mil

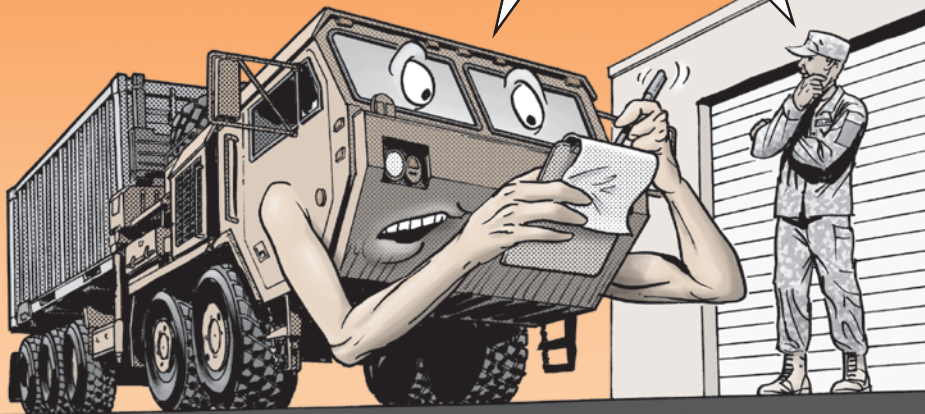
or Matthew Safron at DSN 786-0157, (586) 282-0157 or email:

matthew.m.safron.civ@mail.mil

HEY BUD, LET'S DO A LITTLE KNOWLEDGE CHECK BEFORE YOU PICK UP MY KEYS TODAY. MY MAXIMUM WATER FORDING CAPABILITY IS...

A. 28 INCHES.
B. 48 INCHES.
C. 36 INCHES.
D. 60 INCHES.

UHHH... **NOT SURE!**
BUT IF WE'RE GONNA
START HAVING
POP QUIZZES, I'D
BETTER **BRUSH UP!**



MANY VEHICLES, MANY TESTS?

Dear Half-Mast,
Are there different written
driver's training tests for
different vehicles?

MSG K.M.

Dear Master Sergeant,

We asked the experts at the Army Driver Standardization Office (ADSO) for the latest scoop. The word from ADSO is that you can find examples of written driving tests in AR 600-55, The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing), and in various training circulars (TCs).

For example, Page 5-63 in Chapter 5 in TC 21-305-1, Training Program for the HEMTT, PLS, and LHS Family of Vehicles (Feb 14), shows a written test that units can use as an example when designing tests for their own driver's training programs.

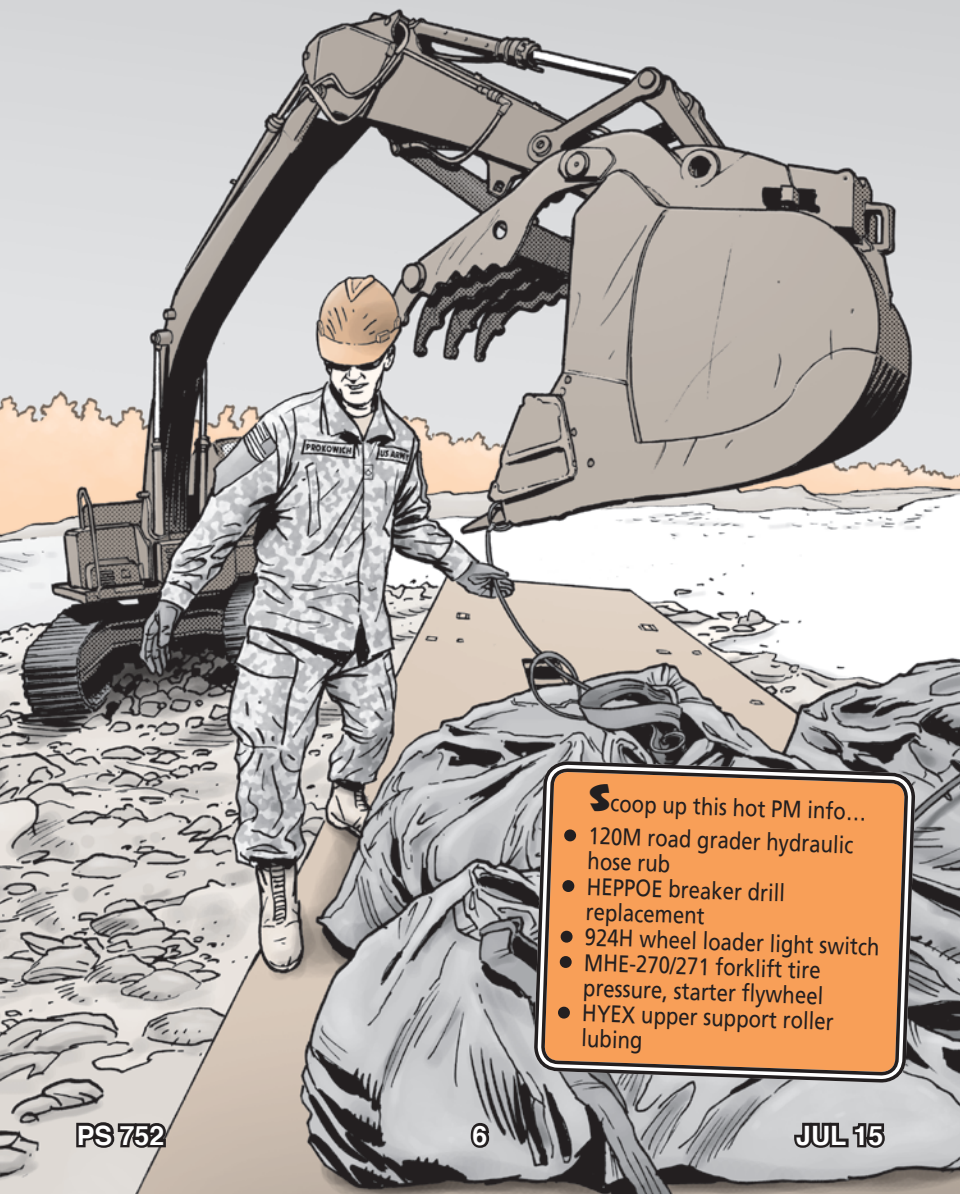
ADSO is revising 21-305 series TCs to be vehicle-specific. More TC updates are in the pipeline for publishing. You can find a list of active TCs on the Army Publishing Directorate's website at:

http://armypubs.army.mil/doctrine/TC_1.html

For more info on driver testing and training and related topics, check out ADSO's website:

http://www.transportation.army.mil/adso/adso_index.htm

Half-
Mast



Scoop up this hot PM info...

- 120M road grader hydraulic hose rub
- HEPPOE breaker drill replacement
- 924H wheel loader light switch
- MHE-270/271 forklift tire pressure, starter flywheel
- HYEX upper support roller lubing

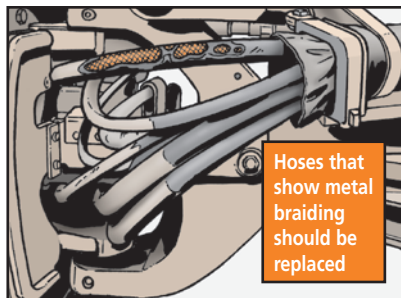
HOSES GETTING RUBBED THE WRONG WAY?

OPERATORS, THE
HYDRAULIC HOSES NEXT
TO BOTH OF THE 120M
GRADER'S FRONT WHEEL
DRIVE ASSEMBLIES ARE
GETTING A **RAW DEAL**.



The hoses rub against each other and against the tire and wheel assemblies during operation. Eventually, all that rubbing wears holes in the hoses. Leaks lower the hydraulic pressure till there's not enough left to operate the grader.

So get down on your hands and knees to eyeball those hoses for indications of wear. If you find problems, particularly hoses worn enough to expose the metal braiding, contact your local Caterpillar dealer. They'll inspect the hoses, replace any that are badly damaged and add a special hose wrap for additional protection. Inspection and repair is free of charge to your unit.



While checking for hose chafing, Caterpillar will also inspect the hose hold down block for problems. Rubbing hoses can sometimes cause the hold down block's bolts to loosen or snap.

If you need help getting in touch with a Caterpillar dealer, contact your local TACOM LCMC logistics assistance representative (LAR).

For more details, check out TACOM Maintenance Advisory Message 14-034:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MA14-034.html>

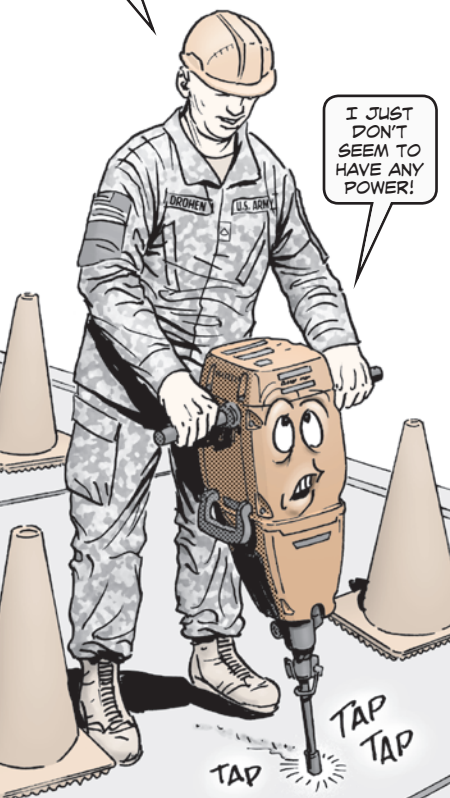
HEPPOE...

REPLACE PROBLEM BREAKER DRILLS

WHAT
IS THAT?
MORSE
CODE?

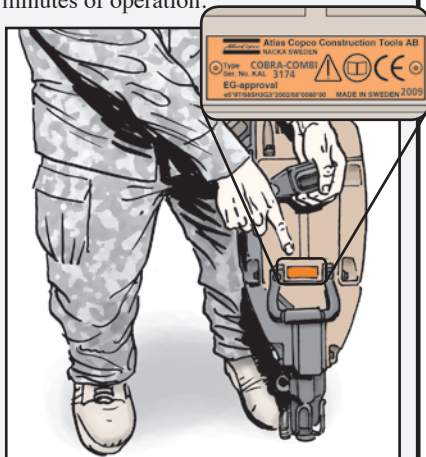
C'MON! LET'S
BREAK SOME
CONCRETE!

I JUST
DON'T
SEEM TO
HAVE ANY
POWER!



Operators, some gas-powered breaker drills that are part of the hydraulic, electric, pneumatic and petroleum operated equipment (HEPPOE), NSN 5180-01-555-6134, aren't up-to-snuff for work site operations.

The breaker drills affected have serial numbers from BES018255 to BES026401 and are in HEPPOE kits with serial numbers 212 to 256. Some of these drills are hard to start, run rough, and have a noticeable lack of power after a few minutes of operation.



If you have a problem breaker drill that falls under these serial numbers, don't try to fix it yourself. Instead, contact the SKOT group at DSN 786-3403, (586) 282-3403, or at their warranty website:

<https://tools.army.mil/login.aspx>

PROBLEM
BREAKER DRILLS
WILL BE REPLACED
AT NO COST
TO YOU AND
RETURNED TO THE
MANUFACTURER
FOR REPAIR.



Shedding Some Light on Light Switch

OK, WE GIVE!
WHAT'S WITH THE
LIGHT BULB?



EVER SINCE I READ
ABOUT HOW TO SAVE
MONEY ON MY 924H'S
LIGHT SWITCH,...

... IT'S
LIKE A
LIGHT
CAME ON!

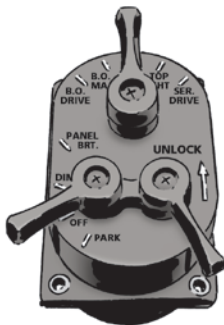
Dear Editor,

Sometimes, when you look hard enough, you can find places to save money where you least expect it. That's what happened to us with the new 924H wheel loader.

We needed a new light switch for our wheel loader. So we ordered NSN 5895-01-544-5202, which is Item 22 in Fig 46 of TM 5-3805-298-24P (Mar 13). That light switch costs \$605.

When the new switch came in, it was wrapped in Caterpillar packaging. But when I opened it, it looked like the standard light switch we use on lots of other vehicles. Then I noticed that the back had NSN 5930-00-307-8856 stamped on it. That's the NSN for the standard \$80 light switch!

NSN 5895-01-544-5202
brings new light switch...



...that's actually less
expensive light switch,
NSN 5930-00-307-8856



So whenever you need a new light switch for your 924H, don't order what's in the TM. You'll save a bunch of money—and get the same thing—by ordering the standard light switch.

Clayton Nagel
TACOM FMX,
Engineer Support
Ft Leonard Wood, MO

Editor's note:

Thanks for the heads-up, Clayton! The Army will save thousands of dollars following your suggestion.

40 OR 45? THE PRESSURE'S ON!

YOU SHOULD
REALLY DO
SOMETHING ABOUT
ALL THAT STRESS.

TOO MUCH
PRESSURE'S
NOT GOOD FOR
YOU, Y'KNOW.



BELIEVE ME, I
KNOW! JUST
LOWERING MY TIRE
PRESSURE BY 5 PSI
WOULD MAKE *ALL*
THE DIFFERENCE!



Dear Half-Mast,

We're scratching our heads when it comes to the tire pressure for our MHE-270 4K forklifts.

The sidewall of the forklift's tire, NSN 2610-01-320-0460, says the max pressure is 40 psi. But Item 8 in the before operation PMCS of TM 10-3930-664-10 says the correct pressure is 45 psi. And most of our forklifts have 45 psi stenciled on their fenders.

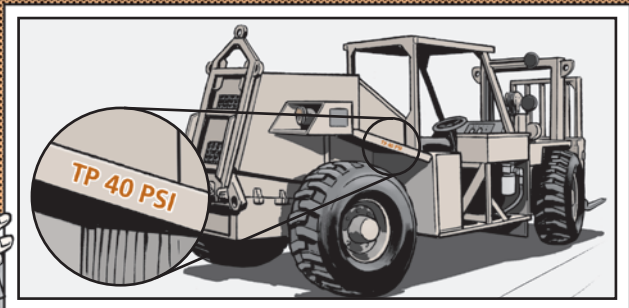
Can you relieve our pressure with the right pressure?

Mr. J.B.

RELIEF
HAS
ARRIVED,
MR B!

THE 40 PSI THAT'S
MARKED ON THE TIRE'S
SIDEWALL IS THE
RIGHT PRESSURE.

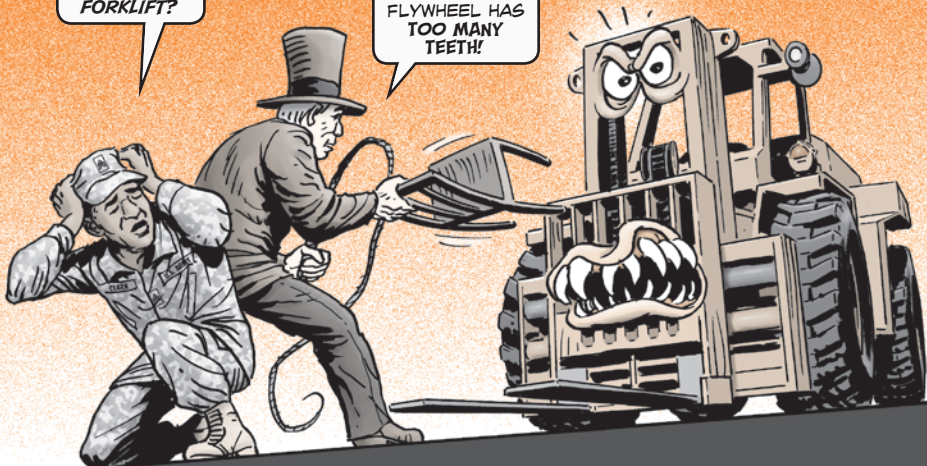
UNTIL THE TMS ARE UPDATED, HAVE
THE FENDERS ON YOUR FORKLIFTS RE-
STENCILED **40 PSI** TO REMIND OPERATORS
OF THE *CORRECT* AIR PRESSURE.



CHEW ON THIS GEAR TOOTH MIX UP

WHAT'S GOT INTO THAT FORKLIFT?

I THINK ITS STARTER FLYWHEEL HAS TOO MANY TEETH!

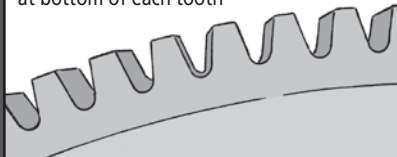


Operators, the starters on some MHE-270 forklifts may end up biting the hand that feeds 'em. Why? Because their flywheel ring gears have too many teeth!

The flywheel ring gear should only have 127 teeth. But some starters were installed with ring gears that have 159 teeth. Too many teeth means the ring gear will strip off the starter. It could even cause the starter to burn up!

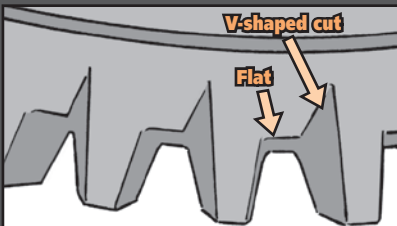
Before that happens to you, get your mechanic to inspect the teeth on the flywheel. Ring gears with 159 teeth will have a curved groove at the bottom of each tooth. Ring gears with 127 teeth have a flat edge beside a V-shaped spur at the bottom of each tooth.

Flywheel with 159 teeth has curved groove at bottom of each tooth



V-shaped cut

Flat

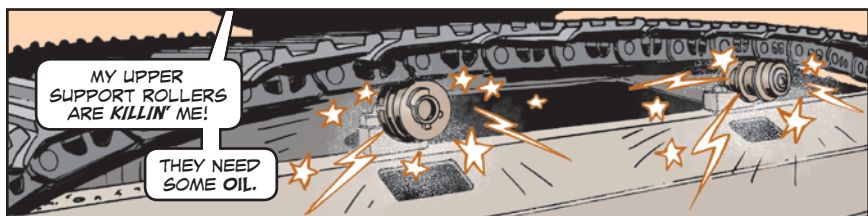
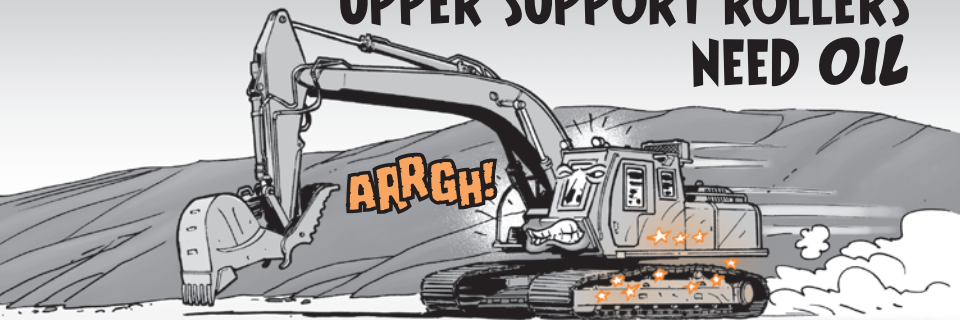


Correct flywheel has flat area and V-shaped cut at bottom of each tooth

If it's the wrong ring gear, your mechanic can replace it with NSN 2815-01-482-4466. If it's too late and the starter's already damaged, get a new starter with NSN 2920-01-407-4857.

HYEX...

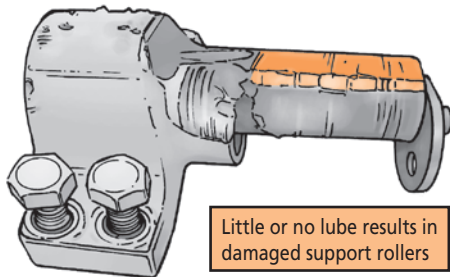
UPPER SUPPORT ROLLERS NEED OIL



Hydraulic excavators are getting full-time workouts in Afghanistan tearing down wooden buildings and removing rubbish.

Working around the clock means these vehicles need daily, weekly and monthly doses of PM.

One particular area of concern is the upper support rollers for the excavator's track. Reports say there's a high rate of burnout with these rollers because of a lack of oil. Low or no oil means the roller won't turn evenly or at all. That damages the roller and causes a lot of wear-and-tear on the vehicle's track system.



Little or no lube results in damaged support rollers

The sad news is there's no check for the roller's oil level in TM 5-3805-280-10. No check means no oil, which equals roller burnout!

To keep those rollers rolling smoothly, mechanics need to check out Pages 11-16 through 11-19 in TM 5-3805-280-24-1 (Feb 00). These pages explain how to remove the roller's hex socket plug with a 6mm hex key wrench. Each roller takes about 2.9 ounces of 80/90W gear oil. So not too much or you'll get seal damage. Just fill to the bottom lip of the fill hole.

Get a 1-qt bottle of gear oil with NSN 9150-01-035-5392.



Make a hot landing with these articles...

- OH-58D main rotor blade expandable bolts
- FOD prevention program
- Aircraft transfer procedures

PS

AVIATION

AVOID STUCK EXPANDABLE BOLTS

TIME FOR MY
40 HOUR VISUAL
INSPECTION
AGAIN!



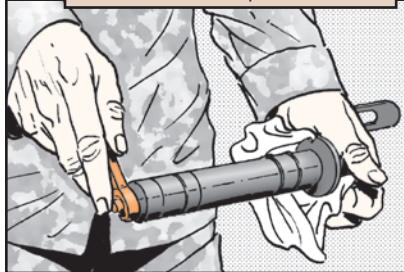
YOU GOT
THAT RIGHT!
THE **LAST**
THING I WANT
TO DEAL WITH
IS A **STUCK**
EXPANDABLE
BLADE BOLT!

Not doing regular inspections on your Kiowa Warrior's main rotor blade expandable bolts can result in a sticky situation, mechanics.

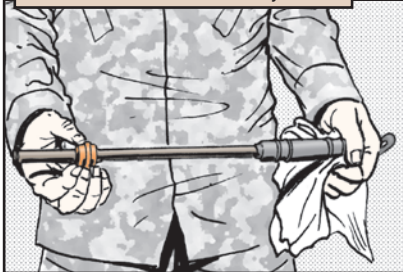
If you don't want the hassle of trying to remove a stuck blade bolt, then do a thorough visual inspection at every 40-hour interval like it says in TM 1-1520-248-PPM, *Progressive Phase Maintenance Manual, Inspection Checklist*. Don't forget any step and leave no task undone.

For example, if you find dirt, excessive corrosion preventive compound (CPC) or other problems with the expandable bolts, you need to remove (WP 171700), clean (WP 172000) and install (WP 172300) them like it says in TM 1-1520-248-23&P. If the bolts exceed damage limits, they must be replaced.

Remove nut from expandable bolt...



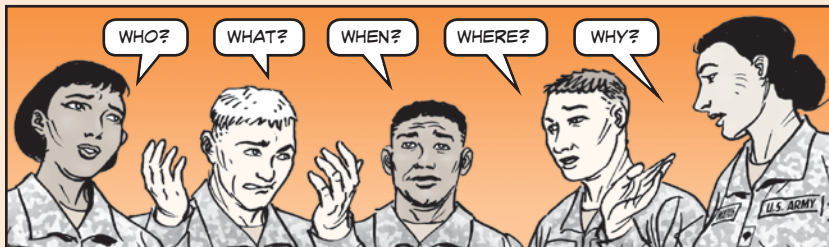
...and attach to tool like it says in TM



Pay close attention when using the expandable bolt cleaning tool. Keep in mind that when disassembling the expandable bolt on the cleaning tool, you must keep all the bolt segments in the correct order for proper reinstallation after cleaning.

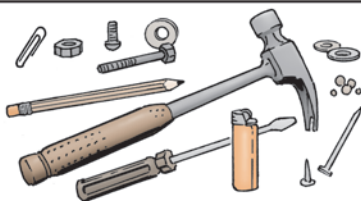
Remember, if you keep periodic inspections on the front burner, you'll avoid stuck expandable bolts in the rotor blade cuff.

Are *YOU* Thinking About *FOD*?



THESE ARE QUESTIONS ALL MECHANICS GET ASKED WHEN AN AIRCRAFT EXPERIENCES FOREIGN OBJECT DAMAGE (FOD).

IF **YOU'VE** HEARD THESE QUESTIONS
AFTER THE FACT, THEN YOU'RE MOST
LIKELY **NOT** THINKING ABOUT FOD.



FOREIGN OBJECT
DAMAGE CAN ALWAYS
BE TRACED TO FOREIGN
OBJECT *DEBRIS* (FOD)...

...WHICH COULD BE
ANYTHING FROM A PAPER
CLIP TO A HAMMER.

THAT'S WHY YOU SHOULD
ESTABLISH A FOD
PREVENTION PROGRAM,
LIKE IT SAYS IN
DA PAM 385-10, FOR
ALL AVIATION UNITS.

THE PAMPHLET DOESN'T ADDRESS ALL THE REAL-WORLD CHALLENGES OF FOD, SO INDIVIDUAL UNITS NEED TO THOROUGHLY ANALYZE **THEIR** SPECIFIC FOD-RELATED HAZARDS TO PREVENT DAMAGE TO AIRCRAFT AND INJURY TO PERSONNEL.

WHEN
YOU THINK
ABOUT FOD,
ALWAYS
THINK *OUT-*
SIDE THE
BOX.

NOT ONLY
CAN INANIMATE
OBJECTS CAUSE
PROBLEMS,
BUT SO CAN
ANIMATE
OBJECTS LIKE...



...BIRDS!

ANY OPENING IN
YOUR AIRCRAFT THAT
IS **NOT** COVERED,
PLUGGED OR CLOSED
OFF IS FAIR GAME
FOR BIRDS AND
THEIR **NESTS**.

HAVING A
GOOD, FLEXIBLE,
ADAPTIVE FOD
PREVENTION
PROGRAM
WITH TRAINED
PERSONNEL WILL
REDUCE DAMAGE
AND INJURY.



YOU CAN PREVENT FOD INCIDENTS BY CONDUCTING A FOD WALK AROUND YOUR AIRCRAFT.

CHECK **EVERY NOOK AND CRANNY**
TO MAKE SURE THOSE PESKY
BIRDS AREN'T NESTING TOGETHER
SOMEWHERE IN YOUR AIRCRAFT.

DON'T Transfer Aircraft the WRONG Way...



THERE'S A RIGHT WAY AND A **WRONG** WAY TO TRANSFER AN AIRCRAFT FROM ONE UNIT TO ANOTHER.

THE **RIGHT** WAY IS WITH COMPLETE AND CORRECT DOCUMENTATION.

THE **WRONG** WAY IS WITH MISSING OR INCOMPLETE DOCUMENTATION OR DOCUMENTATION THAT HAS ERRORS. HERE'S THE GIST OF THE SITUATION...

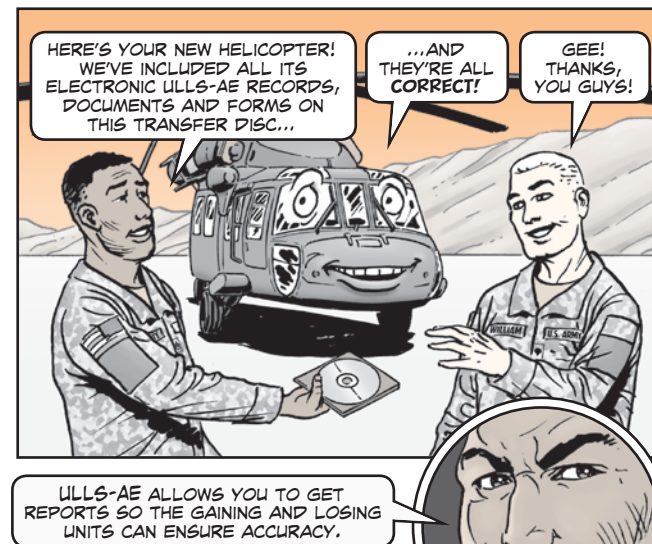


During an aircraft transfer from Unit A (the losing unit) to Unit B (the gaining unit), Unit A gets in a hurry and doesn't give historical records and documents the proper attention they need. Unit B may be overwhelmed with a new mission and all the details involved with that process. They don't usually discover the situation with the aircraft records until **after** the transfer takes place.

When Unit B finally examines the aircraft, they discover that its historical data is either missing or the forms were not filled out correctly. There may be problems with the DA Form 2408-16, *Aircraft Component Historical Record*; DA Form 2408-16-1, *Historical Recorder Component Module Record*; DA Form 2408-16-2, *Auxiliary Power Unit and Component Record*; DA Form 2408-17, *Aircraft Inventory Record*; and incorrect inspection data on the DA Form 2408-18, *Equipment Inspection List*.

The process that Unit B has to go through to correct errors in historical records and paperwork means a lot of work. It sometimes means contacting the AMCOM 2410 Hotline to fix the problems.

...When You Can Do it the **RIGHT** Way!



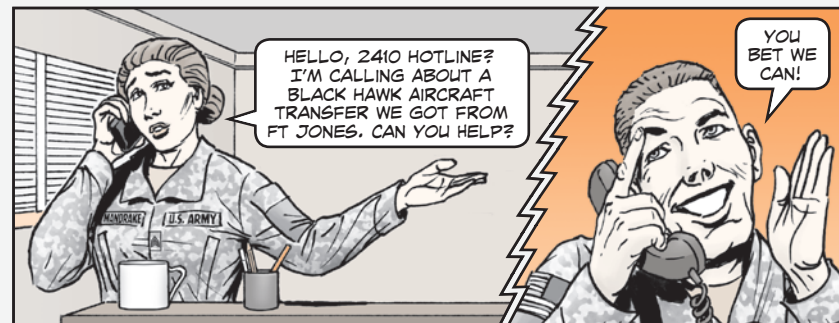
ULLS-AE ALLOWS YOU TO GET REPORTS SO THE GAINING AND LOSING UNITS CAN ENSURE ACCURACY.

In a worse case scenario, Unit B may have to administratively ground the aircraft to research parts lacking historical data. That can affect their mission support capabilities and readiness.

It's very important when preparing an aircraft for transfer that you make sure both units are on the same ULLS-AE software version and all of the aircraft historical and legitimate code file (LCF) data in ULLS-A are up-to-snuff. Just imagine how you'd feel if you were the receiving unit.

Make a note that Change 67 to ULLS-AE included new LCF scrubber scripts to assist the gaining and losing units in identifying parts and inspections that may have been entered incorrectly. Gaining units should request a copy of the report to ensure the losing unit has made the corrections.

If you do need 2410 Hotline assistance, call DSN 897-2410, (256) 313-2410 or toll free (877) 511-8139. Leave your name, UIC and a complete phone number. You can also send an email to: usarmy.redstone.usamc.mbx.immc-data2410@mail.mil

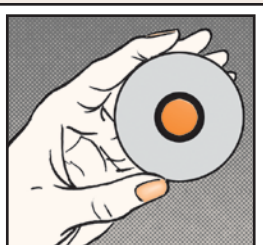
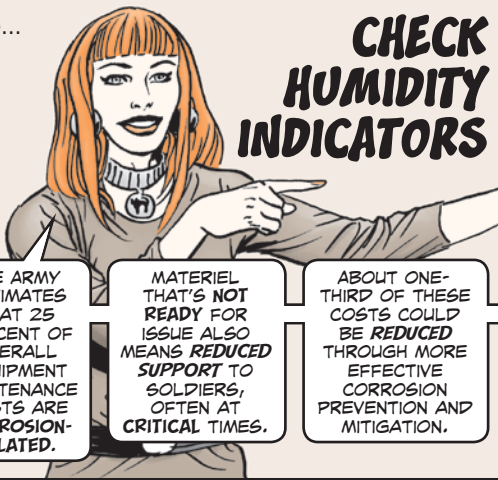




Load up on
this PM info...

- Storage container humidity indicators
- MILVAN storage solutions
- Heat sealer types, requirements
- Fast Pack shipping containers
- Commo battery storage
- Blocking and bracing materials
- HMMWV cargo nets
- Repair part packaging
- Container placards
- Rail movement safety tips

CHECK HUMIDITY INDICATORS



THAT'S WHY **CHECKING HUMIDITY INDICATORS** ON LONG-LIFE REUSABLE CONTAINERS (LLRCs) IS IMPORTANT.

NOT ONLY SHOULD IT BE A **CORNERSTONE** IN EVERY UNIT'S CORROSION PREVENTION CONTROL PROGRAM...

THE ARMY ESTIMATES THAT 25 PERCENT OF OVERALL EQUIPMENT MAINTENANCE COSTS ARE **CORROSION-RELATED**.

MATERIEL THAT'S **NOT READY** FOR ISSUE ALSO MEANS **REDUCED SUPPORT** TO SOLDIERS, OFTEN AT **CRITICAL TIMES**.

ABOUT ONE-THIRD OF THESE COSTS COULD BE **REDUCED** THROUGH MORE EFFECTIVE CORROSION PREVENTION AND MITIGATION.

...IT'S ALSO REGULATION!

ALARACT 263/2013, CARE OF SUPPLIES IN STORAGE (COSIS) FOR CLASS IX COMPONENTS, **REQUIRES** UNITS TO MAKE PERIODIC INSPECTIONS OF CONTAINERS AND CHECK THE STATUS OF HUMIDITY INDICATORS.

A HUMIDITY INDICATOR SERVES AS AN ALARM THAT THE HUMIDITY LEVEL INSIDE AN LLRC IS RISING AND ITS CONTENTS MAY BE AT **RISK**, SO THERE'S A NEED TO TAKE ACTION FAST.



I'VE GOT HUMIDITY HERE! LET'S MOVE IT, PEOPLE!!



UNDERSTANDING THE **DIFFERENT** KINDS OF HUMIDITY INDICATORS AND **WHEN** THEY NEED REPLACEMENT IS THE KEY.

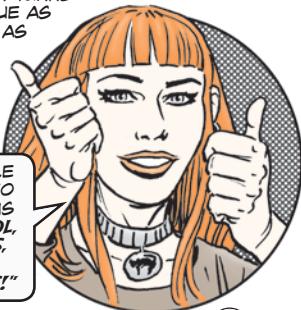
THERE ARE **TWO TYPES** OF HUMIDITY INDICATORS, **REVERSIBLE** AND **NON-REVERSIBLE**.

Reversible Humidity Indicators

AS HUMIDITY INCREASES, THE DISC INDICATOR'S COLOR TURNS FROM **BLUE** TO **LAVENDER** TO **PINK**. IT TURNS BACK TO BLUE AS HUMIDITY DECREASES. THIS DISC IS REUSABLE AS LONG AS IT HAS **NOT** TURNED WHITE.

- **Blue:** Humidity level less than number indicated on disc/spot = **GOOD**
- **Lavender:** Humidity level equal to number indicated on disc/spot = **CAUTION**
- **Pink:** Humidity level surpassed the number indicated on disc/spot = **BAD**
- **White:** Humidity indicator not working and must be replaced = **BAD**

A BASIC RULE OF THUMB TO REMEMBER IS "BLUE IS COOL, PINK STINKS, AND WHITE REALLY BITES!"



THERE ARE TWO
STYLES OF REVERSIBLE
HUMIDITY INDICATORS...

● Single spot disc



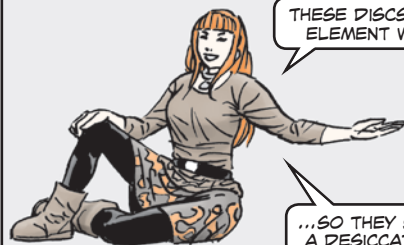
● Multiple spot/multiple section (pie) disc

- "Below" number is 10 less than threshold (CAUTION and monitor if pink)
- "Threshold" number is the level of relative humidity (RH) that cannot be exceeded within the container, usually 40 for most assets. Change the desiccant if it turns pink.
- "Exceeded" number is 10 more than the threshold. Check the asset.

For example, on a 30/40/50 disc, with a humidity level not to exceed 30 percent: below = 30, threshold = 40, exceeded = 50.



Non-reversible Delayed Response Maximum Humidity Indicator Discs



- White = GOOD
- Orange/Brown: Humidity level exceeded = BAD

...SO THEY SHOULD **ONLY** BE USED IN A DESICCATED (DRY) ATMOSPHERE.



WHAT IF THE
DISC COLOR
CHANGES?

FOLLOW THE
INSTRUCTIONS BELOW
FOR YOUR LLRC AND
INDICATOR TYPE...

Reversible Humidity Indicators

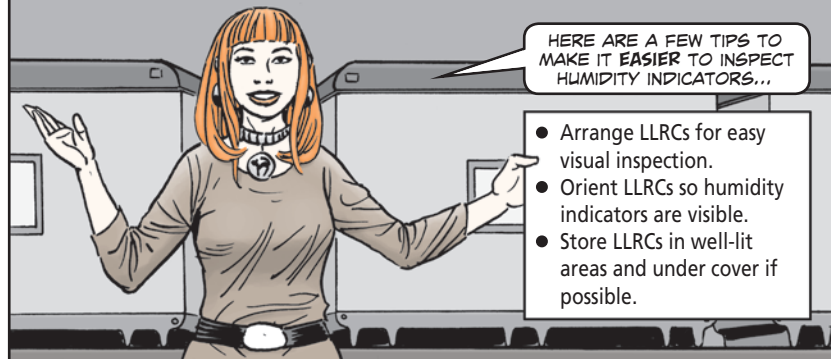
- If any portion of the indicator turns pink, change the desiccant as required. Recheck in 24 hours.
- If the entire indicator turns pink, open the LLRC to check the condition of the asset.

Non-reversible Humidity Indicators

- If the indicator turns orange/brown, open the LLRC to check conditions of the asset.
- Replace indicator.
- Change dessicant as required.

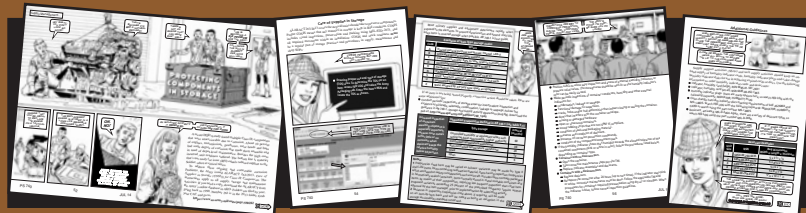
Humidity Indicator Cards and Discs

Nomenclature	Description	NSN 6685-	PN
Card (disc)	20/30/40/50% Spot-Humidity	01-591-2831	TA396-HC-2345S
Card (disc)	20/30/40% Spot-Humidity	00-052-1865	TA356-HC-2345S
Card (disc)	20/30/40/50% Pie-Humidity	01-523-0700	TA356-HC-2345P
Card (disc)	20/30/40/50% Spot-Humidity	00-544-9706	TA346-HC-2345S
Card (disc)	20/30/40% Pie-Humidity	01-370-3699	TA356-HC-234P
Humidity Indicator Plug	20/30/40% Humidity	00-464-4660	MS18013-3
Card (flat)	10/20/30/40/50/60% Humidity	00-526-8526	826004



- Arrange LLRCs for easy visual inspection.
- Orient LLRCs so humidity indicators are visible.
- Store LLRCs in well-lit areas and under cover if possible.

FOR MORE TIPS ON HOW TO **PROTECT** EQUIPMENT IN STORAGE, SEE PAGES 52-57 IN PS 740...



<https://www.logsa.army.mil/psmag/archives/PS2014/740/740-52-57.pdf>

FOR QUESTIONS OR HELP, CONTACT THE LOGISTICS SUPPORT ACTIVITY'S PACKAGING, STORAGE AND CONTAINERIZATION CENTER AT DSN 795-7257, (570) 615-7257, OR EMAIL:

usarmy.tyad.usamc.mbx.pt@mail.mil



STORAGE SOLUTIONS SHOW SOLDIER SAVVY

Your mission has ended. That's the good news. But you have a bunch of equipment to recover and load. That doesn't have to be bad news if you're smart about storage solutions.

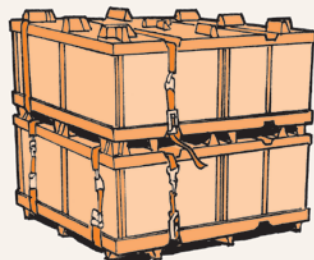
Here are some products that can improve vehicle recovery, logistical support and transportation of supplies.

Collapsible Container System

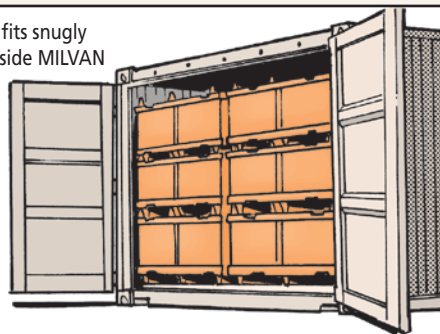
A plastic, weather-resistant collapsible container kit for short- or long-term storage comes with NSN 8145-01-562-9283. The kit has two containers, weighs 115 pounds and measures 48x40x30 inches. It stores conveniently inside a MILVAN.

All it takes is a forklift operator and two ground guides to load an entire MILVAN with 15 kits (30 containers). No blocking or bracing is needed. The kit's containers come with four custom-sized pallets, two collapsible sleeves, and eight ratchet-straps, NSN 8145-01-522-8341. It's designed to carry up to 800 pounds of cargo. The containers will last many years even with daily use.

Collapsible container system...



...fits snugly inside MILVAN

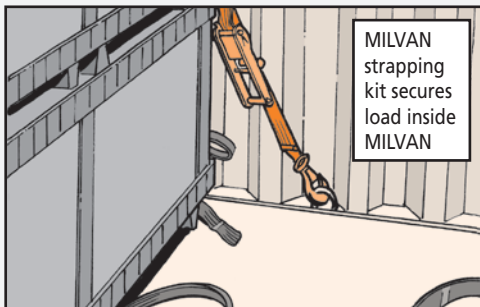


MILVAN Strap Kit

The MILVAN strap kit, NSN 8145-01-524-7267, is designed specifically for the 20-ft MILVAN. One storage bag comes with eight 1-in cargo tie-down straps, and sixteen 1-in x 14-ft ratchet straps.

The kit's second storage bag has eight 1 3/4-in cargo tie-down straps and eight 1 3/4-in x 20-ft ratchet straps.

MILVAN strapping kit secures load inside MILVAN



Cargo Tie-Down Kit

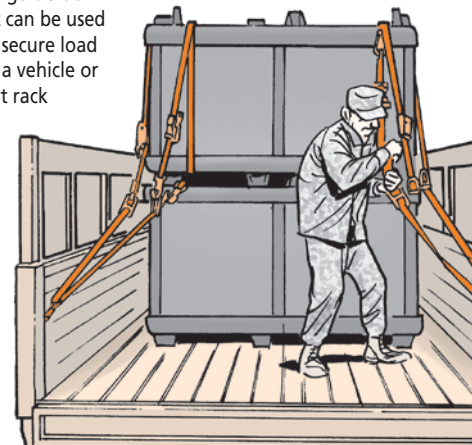
Scattered cargo is the last thing a driver wants to see in his rearview mirror.



To secure a load in place, use a 1-in cargo strap tie-down kit that comes with NSN 8145-01-522-8344. This kit includes a storage bag, four green nylon 1 3/4-in straps with fixed double-bar D rings and a 2-in snap hook.

Also included with this kit is a 1 3/4-in x 20-ft nylon ratchet strap with a fixed 2-in snap hook. All of these items fit quickly back into the storage bag after each mission.

Cargo tie-down kit can be used to secure load to a vehicle or flat rack

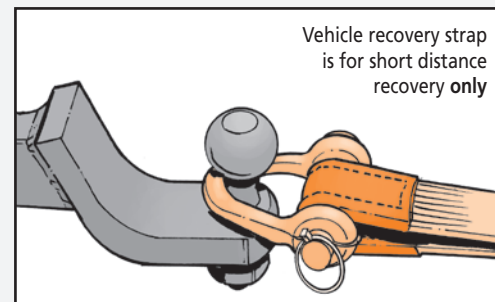


Vehicle Recovery Strap

A 3-in x 27-ft vehicle recovery strap with shackles is now available with NSN 8145-01-533-5613.

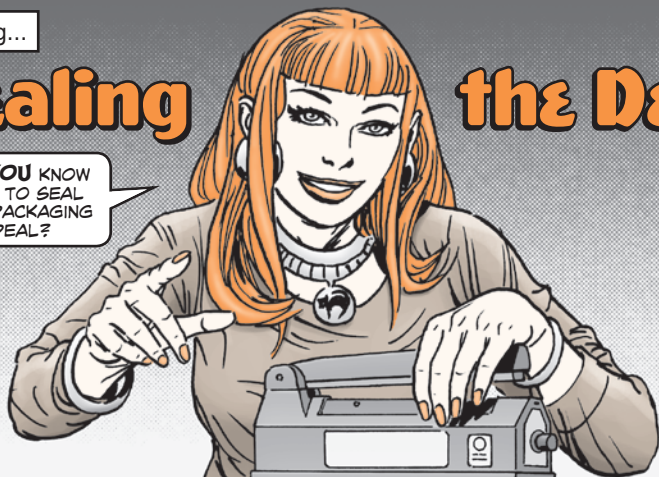
The break strength of the recovery strap is 43,000 pounds. It's designed to be used as a cargo/vehicle recovery strap for short distance recovery operations only—not long distance towing. Also, this strap is not intended as a replacement for the Army's official tow bars.

Vehicle recovery strap is for short distance recovery only



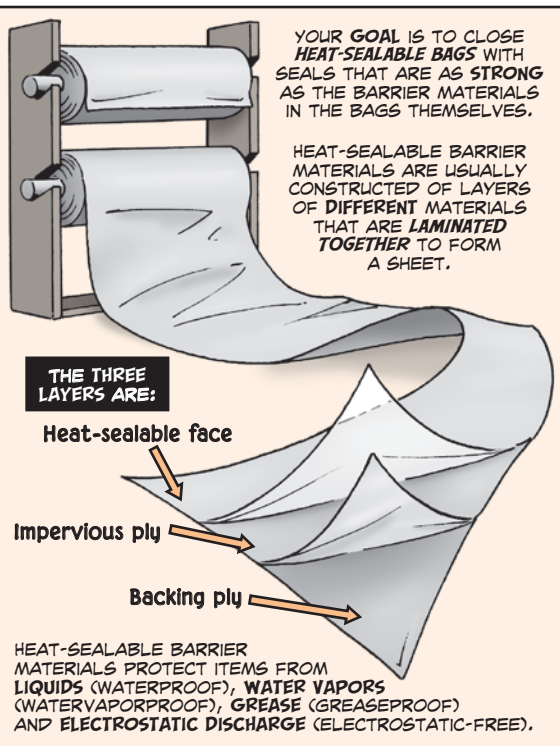
Sealing the Deal

DO YOU KNOW HOW TO SEAL THE PACKAGING DEAL?



SEALING IS AN **IMPORTANT** STEP IN MANY **MILITARY** PACKAGING PROCESSES.

SEALED BAGS BETTER **PROTECT** ITEMS DURING SHIPMENT.



PRESERVATION MATERIAL SHOULD **ALSO** BE STAMPED WITH A MILITARY SPECIFICATION; FOR EXAMPLE, MIL-PRF-121G. THIS SPEC CONTAINS IMPORTANT INFORMATION FOR MAKING THE BEST SEAL, SUCH AS TEMPERATURE, PRESSURE AND DWELL TIME.

Temperature

"USE WITH THIS SIDE OUT"
RECOMMENDED HEATSEALING
JAW TYPE - 500°F @ 30 PSI 3 SEC.
BAND TYPE - 375°F @ 20 PSI 100 FPM
ROTARY TYPE - 375°F @ 40 PSI 100 FPM

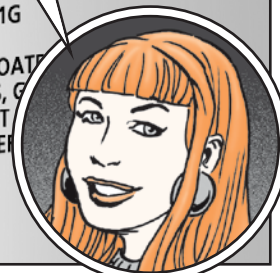
Find recommended temperature, dwell time and pressure recommendations for heat seals on material

Dwell time

Pressure

THESE ARE THE CRITICAL ELEMENTS FOR CREATING A GOOD BAG SEAL.

MIL-PRF-121G
TYPE II
LUDLOW COATING
COLUMBUS, GA
POLY KRAFT
LOT NUMBER
14636



Secrets to a Good Seal

THE **THREE BASIC REQUIREMENTS** FOR SEALS ARE THAT THEY:

- do not leak.
- have the same waterproof, watervaporproof or greaseproof properties as the barrier materials themselves.
- pass a strength test.

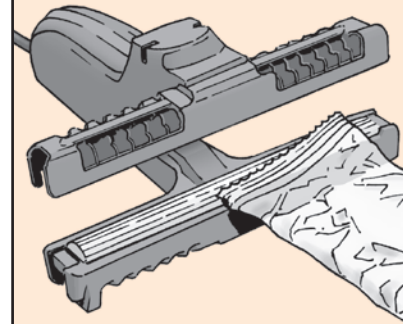
BEFORE YOU HEAT SEAL MATERIAL, YOU NEED TO DECIDE WHAT KIND OF HEAT SEALER IS NEEDED.

THERE ARE **THREE MAIN TYPES**:

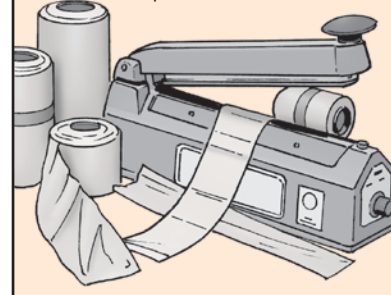
JAW, IMPULSE, AND ROTARY.

SOME HEAT SEALERS WORK IN BOTH HANDHELD AND TABLETOP CONFIGURATIONS.

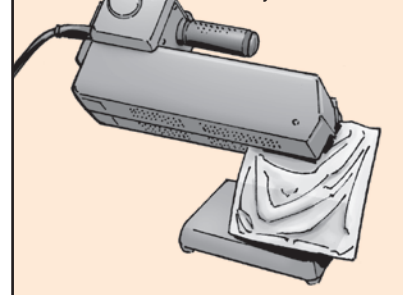
Jaw-type heat sealer



Impulse heat sealer

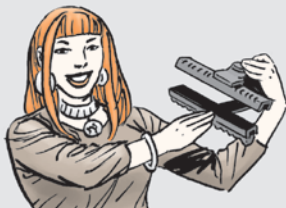


Rotary heat sealer



DWELL TIME AND TEMPERATURE ARE ADJUSTABLE ON MOST HEAT SEALERS...

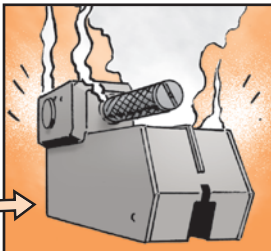
...AND, IF YOU'RE USING A JAW-TYPE HEAT SEALER, YOU CAN ALSO ADJUST THE PRESSURE.



HEAT SEALERS ARE SOLD FOR BOTH "SUPPORTED" AND "NON-SUPPORTED" HEAT-SEALABLE PACKAGING MATERIALS.

WHICHEVER HEAT SEALER YOU CHOOSE, IT SHOULD BE EASY TO USE AND LIGHTWEIGHT. THAT LETS YOU EASILY INSERT ANY HEAT-SEALABLE MATERIAL INTO THE SLOT ON THE BOTTOM EDGE OF THE MACHINE.

GET COMFORTABLE WITH YOUR PRESERVATION MATERIAL AND HEAT SEALER BY TRYING A **SAMPLE HEAT SEALING** FIRST WITH THE TEMPERATURE SET ABOUT 100 DEGREES LOWER THAN THE MATERIAL REQUIRES.

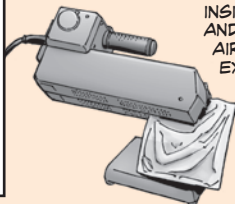


IF THE TEST SEAL **DOESN'T** PULL APART AND HAS NO BUBBLES, THEN YOU'RE OK TO PROCEED.

THAT WAY YOU'LL **AVOID** BURNING THE MATERIAL AND GUMMING UP THE HEAT SEALER.

IF **NOT**, GRADUALLY INCREASE THE TEMPERATURE UNTIL YOU GET A GOOD SEAL.

IF YOU'RE USING A **ROTARY TYPE HEAT SEALER**, YOU'LL NEED TO GUIDE THE MATERIAL THROUGH THE MACHINE.



INSIDE THE MACHINE, THE MATERIAL IS HEATED AND THEN COMPRESSED, CREATING A SECURE, AIRTIGHT SEAL. THE SEALED MATERIAL THEN EXITS THE OPPOSITE END OF THE MACHINE.

TEST THE SEAL BY PULLING GENTLY AT THE SEAMS. IF FURTHER SEAL TESTING IS NEEDED, REFER TO MIL-STD-3010C, **TEST PROCEDURES FOR PACKAGING MATERIALS AND CONTAINERS**.

TO KEEP YOUR HEAT SEALER IN **OPTIMAL** CONDITION, REMEMBER THAT IT NEEDS PMCS, TOO. FOLLOW THE MANUFACTURER'S RECOMMENDED CLEANING SCHEDULE.



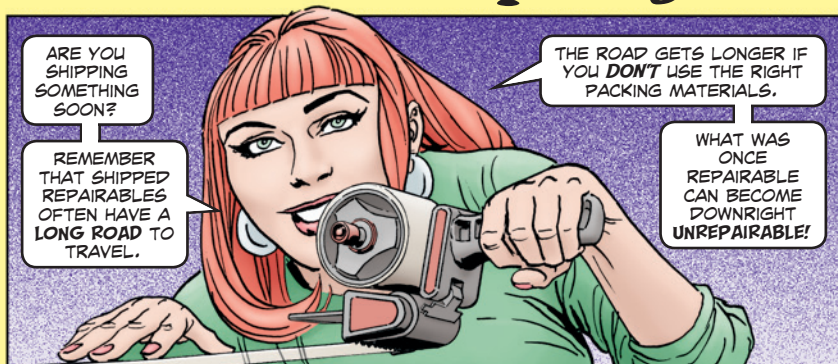
YOU CAN FIND THE PUBLICATIONS REFERENCED IN THIS ARTICLE AT: <http://quicksearch.dla.mil/qsSearch.aspx>

THE **QUICKEST** WAY TO FIND A PUB IS TO ENTER ANY NUMBERS FROM ITS TITLE (FOR EXAMPLE, MIL-STD-129 IS '129') INTO THE DOCUMENT NUMBER SEARCH BOX AND THEN PRESS THE **SUBMIT** BUTTON.

FOR MORE PACKAGING TIPS, DOWNLOAD LOGSAP 746-1, **PACKAGING-THE BASICS**. GO TO:
https://www.logsa.army.mil/documents/LOGSAP_746-1.pdf

IF YOU HAVE ANY **FURTHER** QUESTIONS ON HEAT SEALING OR PACKAGING PRACTICES, CONTACT THE LOGISTICS SUPPORT ACTIVITY'S PACKAGING, STORAGE AND CONTAINERIZATION CENTER (PSCC) AT DSN 795-7105, (570) 615-7105, OR EMAIL: usarmy.tyad.usamc.mbx.pt@mail.mil

Pack it Up Right!

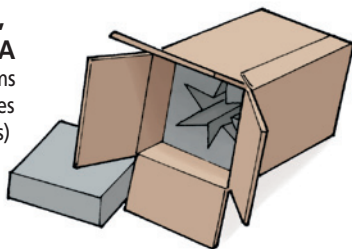


THAT'S WHERE **FAST PACK CONTAINERS** AND OTHER SHIPPING MATERIALS COME IN. THEY KEEP YOUR REPAIRABLES FROM PICKING UP EXTRA DAMAGE ON THE TRIP.

FAST PACK CONTAINERS

(Conforming to PPP-B-1672)

**Vertical star,
Type I, Style A**
(for delicate items
like meter gauges
and instruments)

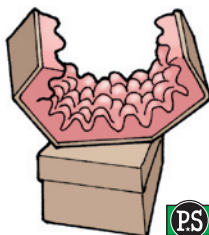


Size (inches)	NSN 8115-
6x6x10	00-192-1603
8x8x12	00-192-1604
10x10x12	00-192-1605
12x12x14	00-134-3655
12x12x18	00-050-5237
14x14x16	00-134-3656

Folding convoluted, Type II, Style D
(protects flat items like circuit boards, modules and tubes)

Size (inches)	NSN 8115-
6x5x2 $\frac{1}{2}$	00-787-2142
6x5x3 $\frac{1}{2}$	00-787-2147
9x6x2 $\frac{1}{2}$	00-101-7647
9x6x3 $\frac{1}{2}$	00-101-7638
10x10x3 $\frac{1}{2}$	01-057-1244
12x8x2 $\frac{1}{2}$	00-787-2146

Size (inches)	NSN 8115-
12x8x3 $\frac{1}{2}$	00-787-2148
13x13x3 $\frac{1}{2}$	01-057-1243
16x16x3 $\frac{1}{2}$	01-057-1245
18x12x2 $\frac{1}{2}$	01-019-4085
18x12x3 $\frac{1}{2}$	01-019-4084
24x16x3 $\frac{1}{2}$	01-093-3730



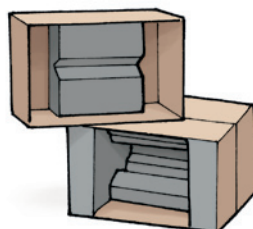
PS MORE

Telescoping encapsulated, Type III, Style G
(for bigger items like receiver-transmitters, amplifiers, power supplies, and electronic indicators)



Size (inches)	NSN 8115-
20x14x9	00-516-0251
24x14x14	00-550-3558
24x18x16	01-015-1312
25x14x14	00-550-3574
26x9x9	01-015-1313
30x16x14	00-516-0242
30x27x14	01-094-6520
32x12x14	00-519-1825
32x18x16	01-015-1315
34x24x18	01-015-1314

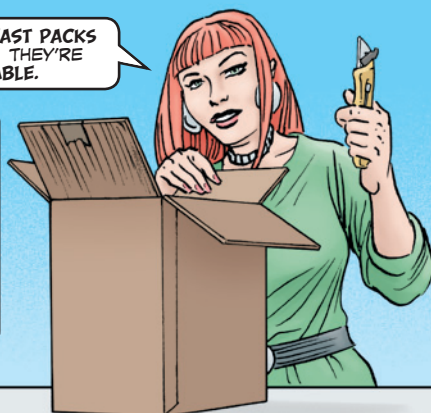
Horizontal star, Type IV, Style B
(for shipping electronic items with a small cross-section relative to length, such as control generators, transmitters and amplifiers)



A 20x14x14-in FAST PACK comes with NSN 8115-01-010-8956. Get a 22x16x16-in FAST PACK with NSN 8115-01-006-7257.

OPEN ALL FAST PACKS WITH CARE. THEY'RE REUSABLE.

INSTEAD OF TEARING THE TAPE OFF, CUT ALONG THE TAPED SEAMS WITH A THIN-BLADED KNIFE.



WHEN YOU'RE READY TO RE-SHIP, JUST TAPE OVER THE OLD TAPE WITH TWO STRIPS OF 2-IN WIDE, PRESSURE-SENSITIVE TAPE, NSN 7510-00-266-6715.

OVERLAP THE TAPE, TOP AND BOTTOM.

BE CAREFUL NOT TO TAPE OVER PRINTING OR MAILING INSTRUCTIONS.

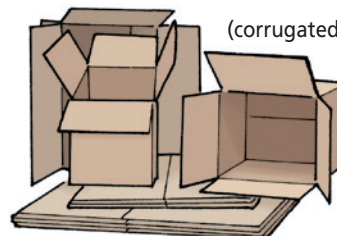
APPENDIX B OF CTA 50-970 IS YOUR AUTHORITY FOR ORDERING FAST PACK ITEMS.

FOR A COMPLETE LIST OF FAST PACK TYPES AND STYLES, SEE PPP-B-1672, AVAILABLE AT THE DEFENSE LOGISTICS AGENCY'S (DLA) QUICK SEARCH:
<http://quicksearch.dla.mil/qsSearch.aspx>

PACKING MATERIALS

HERE ARE SOME OTHER PACKING MATERIALS YOU'LL FIND HANDY...

Fiberboard boxes
(corrugated fiberboard with four flaps on top and bottom)



FOR A COMPLETE LIST OF FIBERBOARD BOX SIZES, SEE PAGES 83-84 IN MIL-STD-2073-1E, AVAILABLE AT DLA'S QUICK SEARCH:
<http://quicksearch.dla.mil/qsSearch.aspx>

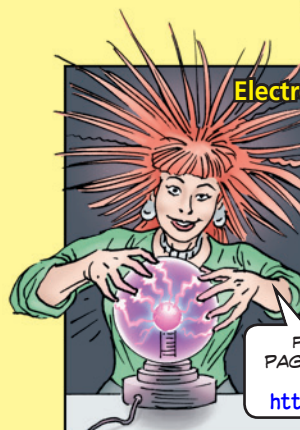
Size (inches)	NSN 8115-	Qty
8x8x10	00-183-9499	25
10x8x6	00-183-9497	25
12x8x8	00-183-9493	25
16x12x8	00-183-9487	25
24x24x10	00-428-4124	10
26x21x21	01-015-4994	10
58x43x35 1/4	00-935-6510	1

Shipping bags
(padded with bubble film liner for small items)



Size (inches)	NSN 8105-	Qty
5 3/4 x 8 1/4	00-117-9860	250
7 1/4 x 12	00-117-9866	100
8 1/2 x 12	00-117-9869	100
8 1/2 x 14 1/2	00-117-9870	100
9 1/2 x 14 1/4	00-117-9872	100
10 1/2 x 16	00-117-9879	100
12 1/2 x 19	00-117-9881	50
14 1/2 x 20	00-117-9886	50

Electrostatic-free flexible cushion pouches
(for circuit cards)



Pouch Size (inches)	NSN 8105-
8x8	01-215-0462
10x10	01-197-2966
12x12	01-197-2965

FOR A COMPLETE LIST OF SIZES, SEE PAGE 32 IN MIL-HDBK-773, AVAILABLE AT DLA'S QUICK SEARCH...
<http://quicksearch.dla.mil/qsSearch.aspx>

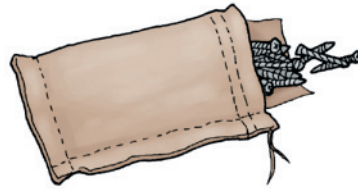


PS MORE

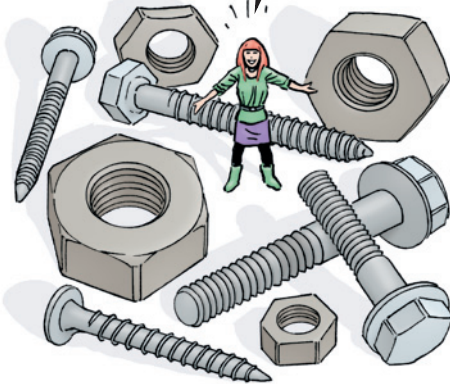
Hardware bags

(for shipping small, unbreakable items such as nuts, bolts and screws)

THE BAGS ARE MADE OF COTTON SHEETING AND CLOSE AT ONE END WITH A DRAWSTRING.



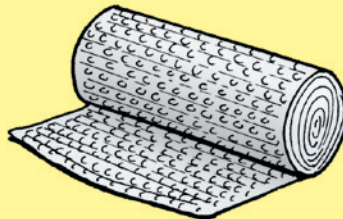
Size (inches)	NSN 8105-	Qty
3x4	00-183-6981	100
3x5	00-281-3924	100
4x9	00-183-6982	100
4 1/2x8	00-179-0089	100
5 1/2x14	00-183-6985	50
6x4	00-586-5630	100
6x9	00-271-1511	100
6 1/2x10	00-174-0836	50
7 1/2x18	00-183-6989	50
8x10	00-290-3360	50
8 1/2x16 1/2	00-543-7837	1



Bubble pack material

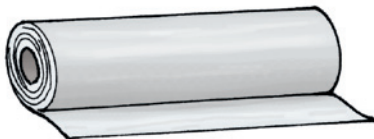
(for wrapping, cushioning, shipping and immobilizing)

A 3/16-in x 24-in x 500-ft roll comes with NSN 8135-00-142-9016. Get a 1/2-in x 24-in x 250-ft roll with NSN 8135-00-926-8991.



Shrouding material, plastic

(for skid-mounted and palletized items)



Size (in x in x ft)	Color	NSN 8135-
100 x .002 x 200	Opaque	00-584-0619
96 x .004 x 100	Opaque	00-584-0610
120 x .006 x 100	Black	00-579-6491
144 x .006 x 100	Opaque	00-579-6489
192 x .006 x 100	Opaque	00-618-1783
240 x .006 x 100	Black	00-579-6487
576 x .004 x 50	Clear	00-282-5635
648 x .020 x 50	Clear	00-050-7698

Barrier material, grease/waterproof

(for wrapping items covered by corrosion preventive compound)

GET A 36-IN X 200-YD ROLL WITH NSN 8135-00-233-3871.

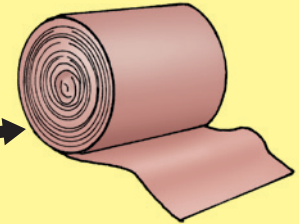
FOR ITEMS REQUIRING WATERVAPORPROOF PROTECTION, ORDER A 36-IN X 200-YD ROLL (SILVER) WITH NSN 8135-01-015-2810.



Wrapping paper

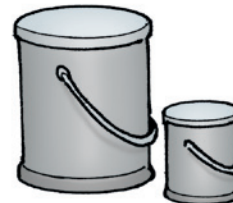
(for wrapping items in a chemically neutral, non-corrosive wrap or cushioning material)

You can get a 36-in x 600-ft roll with NSN 8135-00-558-1245.



Corrosion preventive compounds (CPCs)

(for protecting machined metal surfaces)



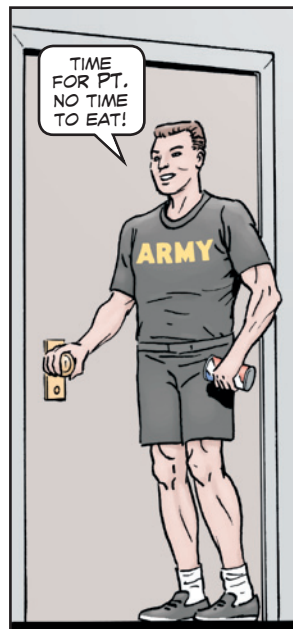
Common CPC spec materials include:

- **MIL-C-16173, Grade 4.** This resilient coating provides long-term protection of metal surfaces. The residual film after solvent evaporation is highly resistant to salt water and salt spray. Get a 1-gal can with NSN 8030-00-244-1297 or a 5-gal can with NSN 8030-00-244-1298.
- **MIL-DTL-85054.** This CPC can be used on any metal surfaces. It's best for non-moving parts that don't require a lubricated surface, such as fasteners, seams, access panels, points, unpainted metal or places where paint is cracked or damaged. Type "MIL-DTL-85054" in part number field in FED LOG to find products.
- **MIL-PRF-81309, Type II and Type III.** Can be used on any metal surface both for initial protection during shipment and storage and for in-service treatment. Intended for indoor or short-term outdoor protection. Not intended as a substitute for other CPCs or for protecting surfaces for more than one month. Type "MIL-PRF-81309" in part number field in FED LOG to find products.

For packaging support, contact the Logistics Support Activity's Packaging, Storage and Containerization Center at DSN 795-7257, (570) 615-7257, or email: usarmy.tyad.usamc.mbx.pt@mail.mil



PRACTICE POWER PRESERVATION



WITHOUT THE RIGHT TYPE OF **NOURISHMENT**, YOU CAN SOON RUN OUT OF ENERGY. AND WITHOUT THE RIGHT TYPE OF TLC FOR COMMO BATTERIES, YOUR RADIOS AND ELECTRONICS CAN BECOME LIFELESS HEAPS OF METAL, PLASTIC AND WIRE.

DON'T LET THAT HAPPEN. BE BATTERY SMART BY HEEDING THESE POINTERS...



- **Don't hoard batteries.** If you usually stockpile supplies, change your ways: Set a limit to the number of batteries you order. Have enough on hand to fill your unit's battery needs—no more, no less.

Batteries need to be used in equipment. Left lying around too long, they begin to lose their power. So rotate your stock. First in, first out.

- **Determine your unit's battery needs.** Use CECOM-LCMC's Power Optimizer for the Warfighter's Energy Requirements (POWER). It's a Microsoft® Excel-based application that helps you manage battery supplies. Here's what POWER can do:

- ✓ present battery options for your equipment
- ✓ figure out a battery's run time based on surrounding temperature
- ✓ estimate how many batteries you need to support your mission

Get POWER by emailing Ari Herman at CECOM-LCMC:

ari.c.herman.civ@mail.mil

- **Stay out of the heat.** High temperatures drain the life out of batteries, reducing capacity. Capacity is the amount of energy a battery can deliver in a single discharge (normally expressed in ampere hours).

Most commo batteries can withstand 110°F for a few days. But when temperatures reach 130°F for more than a few days, any battery can be seriously degraded, even in storage.

So keep batteries cool during storage to preserve their shelf-life.

Never store them in direct sunlight during hot weather. Never store them in a closed, unventilated shelter, CONEX or MILVAN in the summer. That's when temperatures soar inside these containers.

For ideas on how to keep batteries cool, read SB 11-6, *Communications-Electronics Batteries Supply and Management Data* (Feb 10). You'll find it on the USAMC Logistics Support Activity (LOGSA) Electronic Technical Manuals Online website:

<https://www.logsa.army.mil/etms/>



KEEP BATTERIES IN THEIR ORIGINAL PACKAGING WHILE IN STORAGE. THE PACKAGING...

- ✓ identifies batteries by stock number, lot number, manufacturer and type
- ✓ helps prevent damage from high humidity or dryness
- ✓ protects against crushing, puncturing and shorting
- ✓ contains battery leaks

Take rechargeable batteries out of their original packaging and charge them. Return them to their original packaging for long-term storage. Charge the batteries at least once a year from then on.

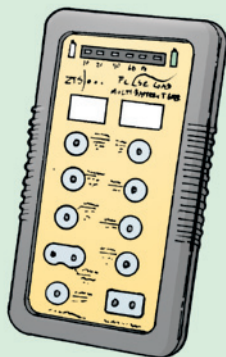


- **Before you go on mission, make sure your batteries work.** Test them with a simple tester. Or run a radio or equipment check like your TM says. If you have large quantities of the same battery with the same date codes, test a small sample to make sure your batteries have power.

The MBT-MIL Multi-Battery Tester™, NSN 6625-01-494-9163, works great for testing Army batteries.



Make sure batteries work



Use a battery tester

1.5V button cell—
S76, A76, A625,
A640, LR44, 357, 303



1.2V nickel-metal hydride/nickel-cadmium (NiMH/NiCd) rechargeable—AA, AAA, C, D

1.5V lithium—
AA L91, AAA L92



3V lithium coin—CR1616, CR1620, CR2016, CR2025, CR2320, CR2032, CR2430,
CR2450, 58L, 1/3N

6V lithium—BA-5372/U



3V lithium cylindrical—CR123, CR2, CRV3

12V alkaline—A23

1.5V alkaline—AA, AAA, C, D, N



9V alkaline & carbon zinc

Shipping...

BLOCK AND BRACE FOR BEST RESULTS

WHOA, GET A LOAD OF THIS MESS!

OH MAN, THE SUPPLIES WE ORDERED ARE TRASHED.

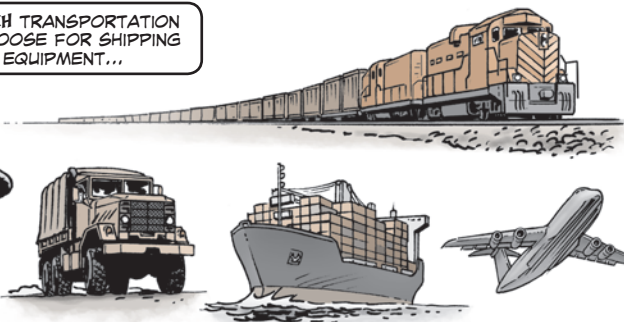
LOOKS LIKE YOU WERE RIGHT, MASTER SERGEANT. BUT HOW'D YOU KNOW THIS TRAILER'S CONTENTS WERE JACKED UP?

MY BUDDY ACE HERE GAVE THE ALERT... HE'S GOT A DOGGONE SIXTH SENSE 'BOUT BAD BLOCKING AND BRACING!

WHAT HAPPENED!?

Ruff
Ruff

NO MATTER WHICH TRANSPORTATION METHOD YOU CHOOSE FOR SHIPPING CARGO OR EQUIPMENT...



...IT'S **CRITICAL** TO USE THE **CORRECT** BLOCKING AND BRACING TECHNIQUES FOR SECURING CARGO INSIDE SHIPPING CONTAINERS.

BECAUSE CONTAINERIZED CARGO/ EQUIPMENT MAY TRAVEL BY LAND, SEA AND AIR, IT **MUST BE SECURED** TO WITHSTAND EVEN THE MOST DEMANDING CONDITIONS.

IF YOU BLOCK, BRACE AND LOAD CARGO **RIGHT**, YOU HELP ENSURE IT ARRIVES IN THE SAME CONDITION AS WHEN IT WAS PACKED. THAT **MINIMIZES** DELAYS AND COSTS FROM DAMAGE IN TRANSIT.

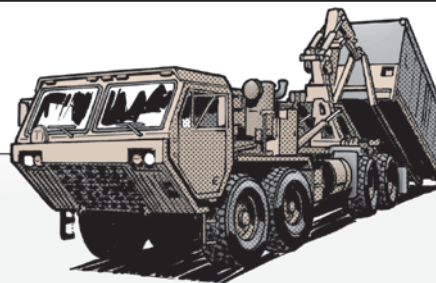
PS MORE



WHEN BLOCKING AND BRACING CARGO, YOU CAN USE WOOD, PLYWOOD OR MECHANICAL DEVICES TO PREVENT MOVEMENT.

NO MATTER WHAT MATERIALS YOU CHOOSE, HERE ARE SOME IMPORTANT POINTS TO REMEMBER...

- Containers loaded on rail cars must be able to withstand an impact of up to 8 mph caused by coupling rail cars in the rail yard.
- 20-ft containers picked up by palletized loading system (PLS) trucks tilt to approximately 35-degree angles during the loading process.



- All containers are subject to varying g-forces during transit.
- Ocean voyages encounter a variety of weather conditions. That means containers will be subjected to pitching, rolling, heaving, surging, yawing, swaying or a combination of these forces.

Where to Start

BEFORE YOU CAN BLOCK AND BRACE CARGO, YOU MUST HAVE THE RIGHT MATERIALS. HERE ARE SOME COMMON OPTIONS...



- **Lumber.** Use as filler for decking, blocking, bracing and constructing partitions. It should be kiln-dried, heat-treated and stamped per the Army's Wood Packaging Material Program. Select lumber specifically made for blocking and bracing cargo in containers. Common lumber sizes used in containers are 1x4, 1x6, 2x4, 2x6 and 4x4 inches.



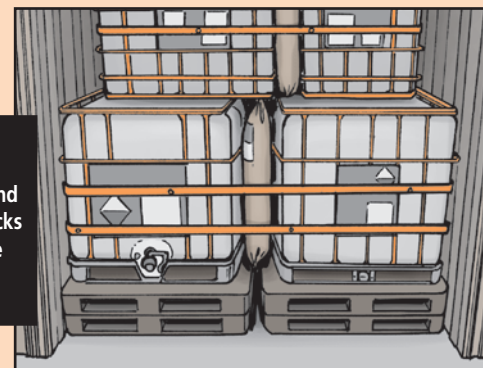
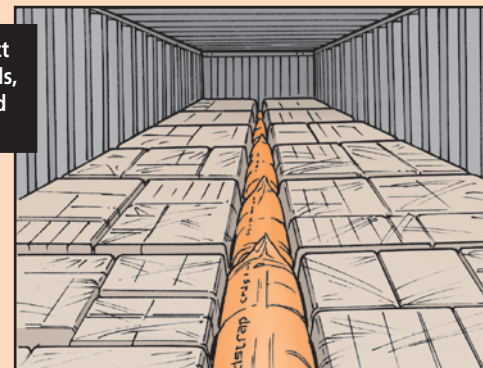
- **Plywood.** Use for container partitions, dividers and secondary decking. It should be clean and dry. Plywood is not easily affected by changes in moisture content, so it's a good choice when high moisture levels are present.
- **Fiberboard.** Available in sheets, rolls and pre-scored structural shapes for light-duty bracing applications. Use it for dividers, decks or partitions. If you choose fiberboard or similar materials, make sure the strength and moisture resistance stays intact. Temperature changes are common when loaded containers are transported over long distances, especially in winter. This can cause condensation to form. When that happens, fiberboard delaminates, losing its structural stability.

- **Dunnage.** Normally a by-product or scrap material. Use to fill voids, block and brace, and protect and secure container contents.

- **Inflatable air bags (IABs).** Available in paper or rubber and may be reusable or disposable. IABs are suitable for light- and medium-duty bracing. Note that IABs cannot prevent cargo from moving when subjected to impacts, such as those from rail car couplings. Use them to fill voids and add protection to containerized cargo.

- **Strapping.** Heavy-duty steel strapping (banding), tempered for maximum tensile strength and ductility, can absorb impact shocks without breaking. It's one of the most versatile tools for securing cargo in dry-cargo containers.

- **Nails/Nailing.** Use in wood blocking/bracing or securing anchor plates. When nailing into a container floor, nails should penetrate a minimum of two-thirds of the floor's thickness. Nails must not be too long or too thick. Nail in a staggered pattern to avoid splitting lumber.



Three Keys to Cargo Success

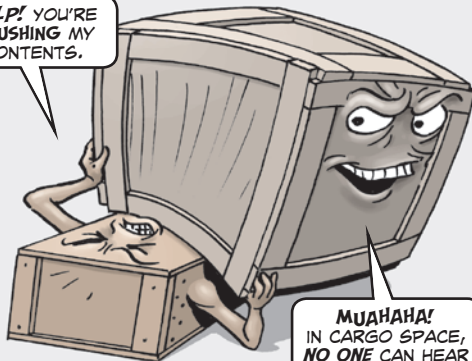
FACTORS TO CONSIDER WHEN LOADING CONTAINERS INCLUDE **WEIGHT DISTRIBUTION, USE OF SPACE, AND CARGO VARIATION/COMPATIBILITY.**

HERE ARE **MORE TIPS** FOR SHIPPING SUCCESS...



- Place cushioning material between items.
 - Use dunnage to fill voids and prevent movement and chafing damage.
 - Avoid loading containers holding liquids above dry cargo.
 - If dry and liquid cargos must be loaded on the same level, use dunnage or pallets to raise the dry cargo off the ground to prevent damage in the event of a leak.
-
- Proper placement of packaged items is important. Even dense cargo like crates can be damaged if loaded improperly. To reduce crushing risk, avoid placing heavy loads next to lighter ones. Likewise, don't stack heavier items above lighter ones.

HALP! YOU'RE CRUSHING MY CONTENTS.



MUHAHA!
IN CARGO SPACE,
NO ONE CAN HEAR
YOU SCREAM!

BOTTOM LINE-
IT'S THE **SHIPPER'S RESPONSIBILITY** TO ENSURE THAT CARGO IS SECURED TO WITHSTAND ANY COMBINATION OF SITUATIONS.

THERE ARE ALSO STATE, FEDERAL, INTERNATIONAL AND MARITIME LAWS AND GUIDELINES THAT **MUST BE FOLLOWED** WHEN SHIPPING CARGO.



FOR **MORE SHIPPING GUIDANCE**, CONTACT THE LOGISTICS SUPPORT ACTIVITY'S PACKAGING, STORAGE AND CONTAINERIZATION CENTER AT DSN 795-7257, (570) 615-7257, OR EMAIL:

usarmy.tyad.usamc.mbx.pt@mail.mil



HMMWVs...

THE CARGO BOX ON YOUR UNIT'S HMMWV CAN PACK A LOT OF THE STUFF YOU NEED ON MISSIONS.

BUT YOU MIGHT WANT **EXTRA SUPPORT** TO KEEP THOSE ITEMS **IN PLACE**.

CARGO BOX CONTAINMENT NETS OFFER PROTECTION

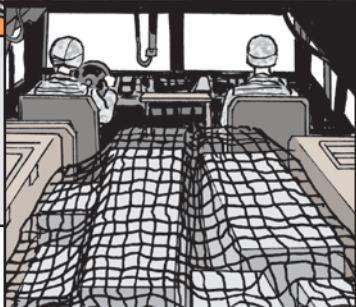


NSN 3940-01-509-9096 BRINGS AN **INTERIOR CONTAINMENT NET** (48 INCHES X 54 INCHES) THAT WORKS ON 4-DOOR HARD SHELL HMMWVs SUCH AS THE M1025, M1114, AND M1151.

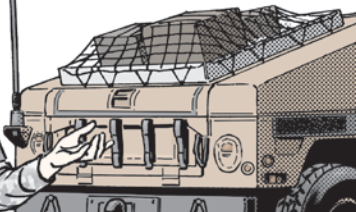
NSN 3940-01-449-2379 BRINGS A **CARGO NET** (80 INCHES X 84 INCHES) THAT'S USED ON OPEN-BED HMMWV MODELS SUCH AS THE M998, M1152 AND M1097.

THE NETS KEEP CARGO FROM BOUNCING AROUND THE INSIDE OF YOUR TRUCK.

PLUS, THEY CAN KEEP FLYING CARGO FROM HITTING THE DRIVER AND PASSENGERS IF THE VEHICLE ROLLS OVER.



YOU CAN ALSO PUT A NET ON THE HMMWV'S TRUNK LID TO CONTAIN CARGO. JUST ORDER A NET FOR **EACH USE**—INTERIOR, LID, OR OPEN BED CONTAINMENT.



A THREE-POSITION MOLDED NYLON CLAMP LOCKS THE CLINCHING ROPE THAT GOES AROUND THE ENTIRE NET.

EACH NET COMES WITH A STORAGE BAG AND ATTACHMENT INSTRUCTIONS.



Packaging Protects Repair Parts



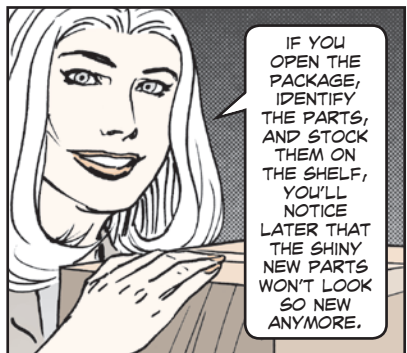
LOOK AT ALL THESE BOXES! AND IT'S NOT EVEN DECEMBER YET!

WHenever you receive a package in the mail, doesn't it feel like Christmas? You want to rip open the box and eyeball its contents.

In fact, you probably do! But when it comes to the box of repair parts that your unit ordered...



...PRACTICE RESTRAINT.



If you open the package, identify the parts, and stock them on the shelf, you'll notice later that the shiny new parts won't look so new anymore.

They may become rusted and unusable.

That's because corrosion starts as soon as metal is exposed to air.

Think oxygen and water, in either their liquid or vapor forms.

Metal parts corrode and require maintenance or replacement. Corrosion reduces equipment readiness, and corroded parts can make equipment unsafe to operate.



It costs the Army big bucks every year.



Your repair parts come in protective packaging.

Packaging is the first line of defense against deterioration and corrosion and is designed by packaging specialists to preserve and protect your parts.



Each part gets unique packaging based on the part's physical and chemical characteristics, its susceptibility to electrostatic discharge (ESD), and its size, weight, or fragility.

Military packaging takes many forms:

- A long-life reusable container (LLRC) housing your HMMWV engine
- ESD protective barrier bags and fast packs on circuit card assemblies
- Fiberboard boxes
- Wood boxes and crates

Parts can be further protected by:

- Preservatives and corrosion inhibitors
- Desiccant and humidity indicators

By the way, don't open LLRCs and any packages containing desiccant unless you're inspecting them or using them.



And take extra precaution with ESD sensitive items. Eyeball MIL-HDBK 773A for guidance on proper handling.

Bottom line is, protect your spare and repair parts from corrosion and damage.



Go ahead and open the box to verify its contents. But...

...Don't open the inner unit package until the part is needed.

Keep Containers Placard Free!



WHEN IT COMES TO HAZARDOUS MATERIALS (HAZMAT) AND ISO SHIPPING (FREIGHT) CONTAINERS, SHORTCUTS ALWAYS CAUSE TROUBLE.

AND THAT'S THE CASE WITH ISO CONTAINER PLACARDS, TOO!

SOME SOLDIERS PAINT OVER THE PLACARDS BEFORE THEIR UNITS RESHIP EMPTY ISO CONTAINERS.

SLAPPING PAINT OVER CONTAINER PLACARDS SLATED FOR SHIPMENT IS PROHIBITED BY THE TRANSPORTATION REGULATIONS.



WHY IS THIS QUICK FIX A PROBLEM?

COVERING UP PLACARDS WITH PAINT CAN LEAD TO RISKY CONFUSION OVER CONTAINER CONTENTS. EVENTUALLY, MARRED PLACARDS MUST BE **COMPLETELY REMOVED** BY SOMEONE DOWN THE LINE.

PASSING THE BUCK IS NOT ONLY **INCONSIDERATE**, BUT MAY BE **COSTLY** TO THE UNIT OR INSTALLATION THAT SHIPPED OR RETURNED THE CONTAINER.

IT'S ALSO ILLEGAL!

THERE ARE **HEFTY FINES** FOR NONCOMPLIANCE.



TITLE 49, CODE OF FEDERAL REGULATIONS, CHAP 1, SECTION 172.502, SUBPART F, PLACARDING, PROHIBITS ANY MARKINGS ON CONTAINERS THAT MIGHT BE CONFUSED WITH PLACARDS REQUIRED FOR HAZMAT, ANY SIGN, ADVERTISEMENT OR SLOGAN (SUCH AS "DRIVE SAFELY") THAT MAY CAUSE **CONFUSION** OVER CONTAINER CONTENTS IS ALSO **PROHIBITED**.

TO COMPLY WITH TITLE 49, **ALL** PLACARDS AND PLACARD DECALS MUST BE **COMPLETELY REMOVED** FROM EMPTY AND NONHAZARDOUS ISO SHIPPING CONTAINERS PRIOR TO RESHIPMENT.

Removing Placard Decals

Materials needed:

- WD-40®
- Dry, clean cloth
- Dish soap
- Mineral oil
- Hair dryer
- Goo Gone®

REMEMBER TO WEAR PERSONAL PROTECTIVE EQUIPMENT AND FOLLOW ANY PRESCRIBED MATERIAL SAFETY DATA SHEETS (MSDS), IF NEEDED.



Try any or all of the following five suggestions for removing stubborn placard decals...

- Peel away as much of the placard decal as possible with your fingernail. Apply dish soap to the placard decal with a clean cloth and allow it to sit for at least 5 minutes before scrubbing away the residue with a clean cloth.
- Lift a corner of the placard decal and use a hair dryer to heat it underneath to soften the adhesive. Keep peeling the placard decal back while holding the heat on the area until the placard decal is removed.
- Spray the placard decal with WD-40® and let it soak for 5 to 10 minutes before removing the decal.
- Apply mineral oil to the placard decal and allow it to soak for several minutes. Once the placard decal is soft, it should scrub away easily.
- Peel away as much of the placard decal as possible and spray what remains with a product such as Goo Gone®. Allow the placard decal to soak for 2 to 3 minutes, then scrub the area with a dry, clean cloth.

FOR MORE INFORMATION, CONTACT THE LOGISTICS SUPPORT ACTIVITY'S PACKAGING, STORAGE AND CONTAINERIZATION CENTER AT DSN 795-7257, (570) 615-7257, OR EMAIL: usarmy.tyad.usamc.mbx.pt@mail.mil

Where to Get MSDS

Need the MSDS for a product or item you're shipping? The Defense Logistics Agency's (DLA) Hazardous Materials Information Resource System keeps all of DOD's MSDS on file. You'll also find transportation, logistics, disposal and safety and health data. Go to:

<http://www.dlis.dla.mil/hmirs/>

Safety...

Shut, Latch and Strap Vehicle Doors

THE ARMY MOVES MILITARY EQUIPMENT BY RAIL TO TRAINING LOCATIONS AND INSTALLATIONS AROUND THE WORLD. THIS **USUALLY** GOES **SMOOTHLY**.

BUT TWO DIFFERENT TIMES RECENTLY, VEHICLE DOORS CAME OPEN DURING RAIL SHIPMENTS. **BAD NEWS!** BOTH THE VEHICLES AND RAILROAD EQUIPMENT WERE **DAMAGED**.



This is a serious safety issue. Not only can an open door damage Army equipment, but it could strike a passing passenger rail car. That could hurt or even kill someone.

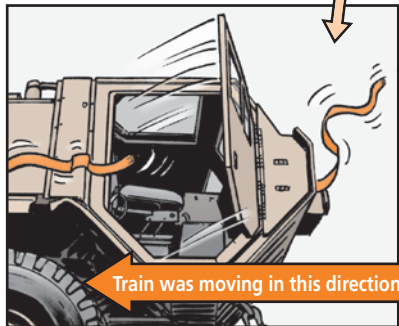
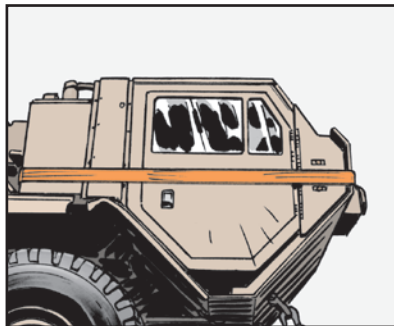
So whenever you ship vehicles by rail, make sure all doors are properly shut, latched and strapped or banded. Make sure door latches are holding. Broken latches **must** be secured by using wire, banding or some other method.

CSX railway already requires that all vehicle doors, armored and unarmored, be secured by wire, banding or other means before rail transport, whether the latches are working or not.

Load team supervisors and inspectors should also double-check that all vehicle doors are secured before rail transit.

Even a strapped door can open, though. In one incident, the train's motion caused the strap to rub against a sharp edge on the vehicle until it broke.

Strap over door was cut by edge of truck, allowing door to fly open



Normal vibration/swaying of flatcar slowly cut strap with saw-like action on vehicle edge. Strap broke and door opened, striking railroad's side signal.

So the Army's Transportation Regimental Safety Office recommends these additional steps when strapping vehicle doors:

- Use rubber or plastic corner/edge protectors when running web straps over vehicle edges.
- Check that protectors are securely connected to web straps so they don't vibrate loose.

Proper tie-down procedures for rail shipping many types of equipment are covered in the Transportation Engineering Agency's (TEA) pamphlet 55-19, *Tie-down Handbook for Rail Movements* (Jul 2009). Go to:

<http://www.tea.army.mil/pubs/Deploy.asp>

Click Field Guidance Pamphlets to get TEA PAM 55-19 and related pubs.

Questions? Contact Howard Mayhew, DSN 687-7467, (804) 765-7467, or email:

howard.j.mayhew.civ@mail.mil

Safety...

Don't Snag the Ring Fish



Summertime means fishing for a lot of folks. But one thing you don't want to hook is a ring fish when you're working on or around Army equipment.

Too many Soldiers have lost fingers (or parts of 'em) by snagging rings when doing maintenance or climbing on or off equipment.

Fact is, jewelry is **risky business** in the motor pool. If you're working on or around electrical devices, it can even pose an electrocution hazard.

So remember—stash the bling and **take off the ring!**

MISSILES PS

ALSO FEATURING SMALL ARMS

Aim straight for
this info...

- AN/PED-5 LTM battery installation
- Mortar baseplate
- Machine gun mount accounting

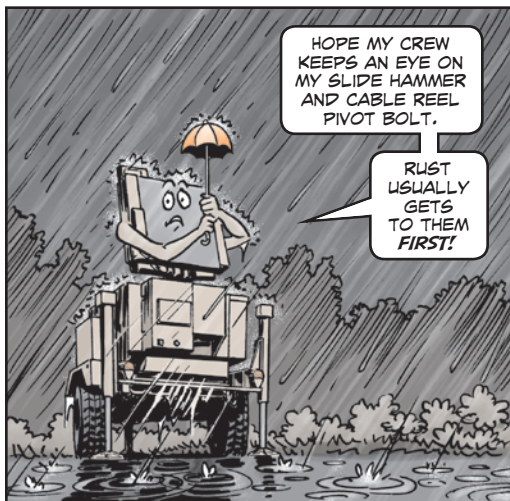
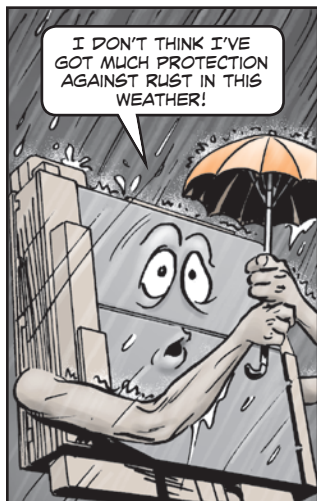
MISSILES

Have a blast with these
PM articles...

- Sentinel corrosion prevention
- HIMARS blast shield cleaning
- HIMARS/MLRS SKL tips
- AN/TPQ-36 V10 radar PM
- MLRS blast door link assembly
- AN/TPQ-37 radar tips

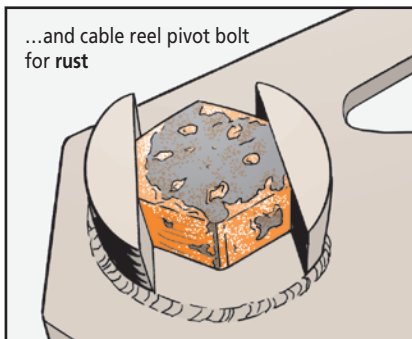
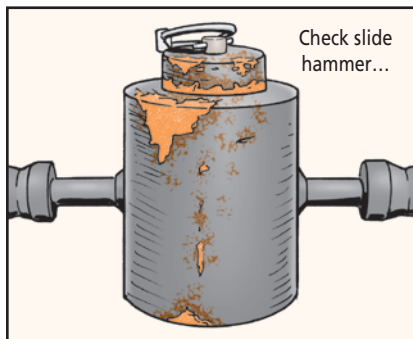


DON'T LET RUST HAMMER YOUR SLIDE HAMMER



Rust can do a real number on the Sentinel's slide hammer and cable reel pivot bolt. If they're left unprotected from the elements, rust starts eating them up.

Prevent that by stopping rust early. Look for rust on the slide hammer and cable reel pivot bolts during PMCS. If you spot any, rub it off with sandpaper. Then spot paint the bare spots with lusterless black paint, NSN 8010-00-066-5937.

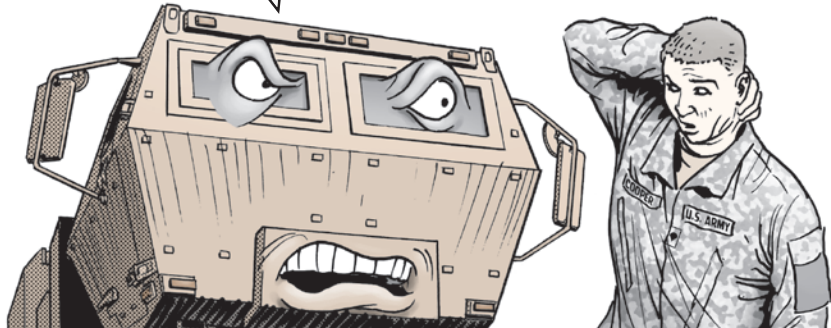


Give the slide hammer even more protection by storing it in the truck's stowage box when you don't need it.

HIMARS...

YOU'VE LET THAT
ROCKET DUST TURN
HARD ON MY BLAST
SHIELDS. NOW YOU'LL
NEVER GET IT OFF!

Clean Blast Shields and Tie Down Cover



Dear Editor,

Here are two tips that can save HIMARS crews time and money:

Clean blast shields as soon as possible after firing. The longer rocket dust sits after firing, the harder it is to remove. Eventually, it becomes like concrete. Rocket dust is extremely corrosive and can lead to warped shields. Plus, corrosion can freeze the nuts and screws for the shields.

Unfortunately, there's no easy way to clean off rocket dust. Use a wire brush, CLP and lots of elbow grease. If there are any bare spots when you're done, touch them up with paint.

Clean blast shields with
wire brush and CLP



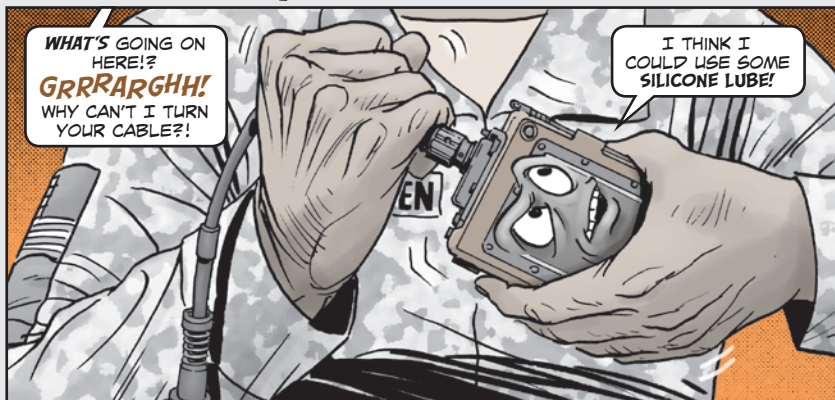
Use zip ties to secure the water can cover. If the cover is left flapping, it will end up damaged. It's rarely used, so there's no reason to leave it unrolled.

Use zip ties to secure water can cover

Brian Stewart
TACOM FMX Track Shop
Ft Sill, OK

Editor's note: Thanks for the good advice, Brian.

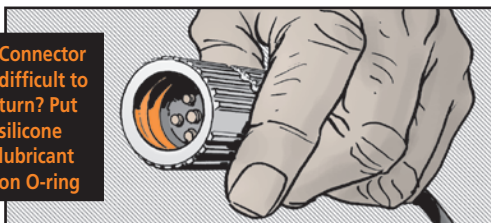
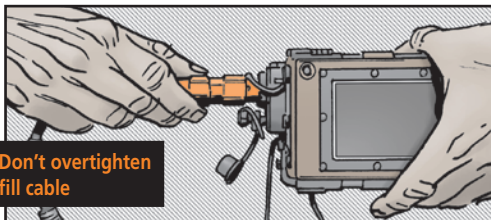
The Key to SKL Solutions



Dear Editor,

Here are a few quick tips to help you with the MLRS and HIMARS' simplified key loader (SKL):

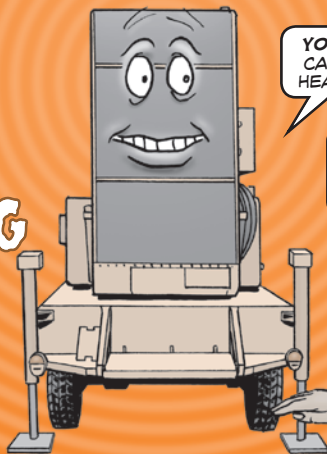
- **Don't overtighten the SKL's fill cable.** If you muscle up on the cable, you can damage the cable connector. If the fill cable is damaged, it's impossible to transfer data information and keys to a receiving or transmitting device.
- **Cable connector difficult to turn?** Try putting a silicone lubricant around the connector's O-ring so that the connector can lock on the fill port. See the SKL IETM's expendable supplies and materials list for silicone lubricants.
- **Easy does it with the inductive stylus.** The stylus' position can be detected even when it's above the surface of the panel. You don't need to bang the stylus to make the SKL work. That just damages the stylus.



SSG James Reddick
AIT School
Ft Sill, OK

Editor's note: Thanks for the SKL help, Sergeant.

KEEP RADAR RADIATING HEALTH



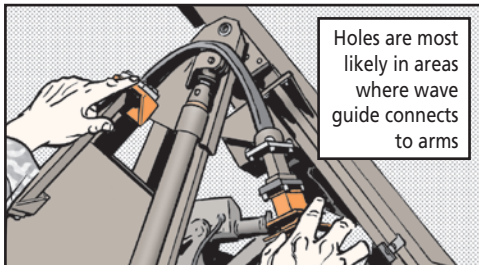
YOUR RADAR
CAN RADIATE
HEALTH, TOO!

JUST
FOLLOW
THESE
RULES!

Dear Editor,

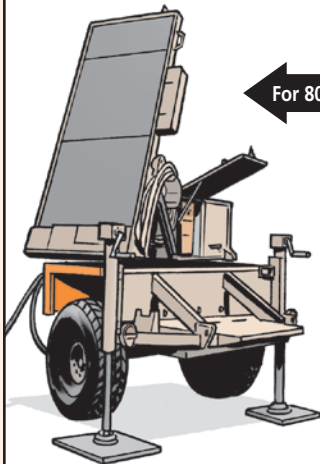
Here at the Ft Sill Ordnance Detachment, we've come up with a few ways to keep the AN/TPQ-36 V10 radar radiating good health.

Before operation, look for cracks and holes in the flexible wave guide, especially at the connection points. Any damage can let radiation leak, which isn't good for your health. Report any problems.



Holes are most likely in areas where wave guide connects to arms

For 801 test, antenna should be over roadside fender



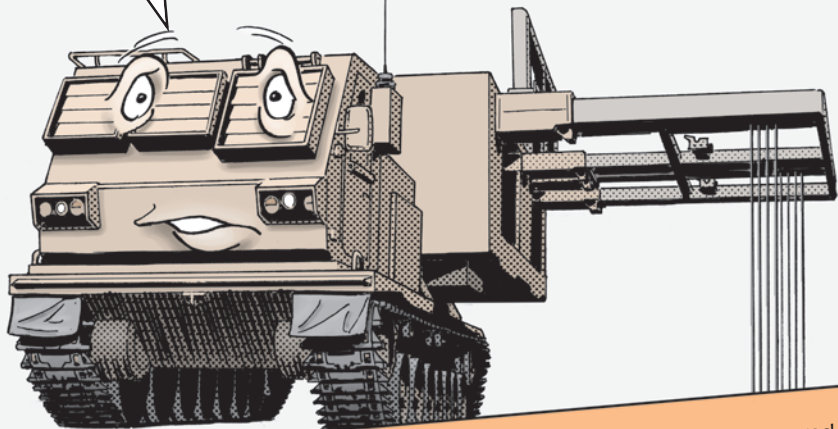
Before doing the 801 test for antenna movement, make sure the antenna is positioned over the roadside fender. If you put the antenna over the curbside fender and there's a fault associated with antenna movement in azimuth, the software will **ONLY** display an 801/030 azimuth drive fault. And the fault may be wrong. This isn't mentioned in the radar's TM.

Eric Armstrong
Ft Sill, OK

Editor's note: Healthy tips indeed! Thanks, Eric.

Catch Bent Catch Assembly

HERE'S A GOOD PMCS
TIP YOU SHOULD DO
BEFORE LOADING PODS!



Dear Editor,

Before loading pods in the MLRS, do PMCS on the link assembly door rod link and track roller to make sure the blast door opens and closes properly.

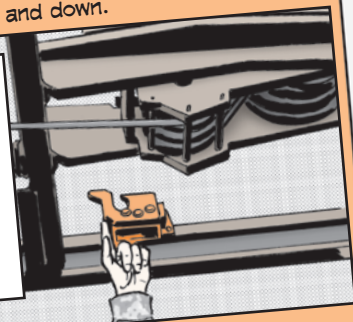
One good thing to check especially is the position of the blast door link assembly. The assembly should be straight up and down.

Another good check is the clearance between the door close cam and the center of the door hinge. The clearance should be between 1 and 3mm. If the blast door link assembly is out of alignment or the clearance between the door close cam and door hinge is wrong, the blast door's roller assembly can be damaged. Then you can't open or close the blast door.

If you spot problems, tell your repairman.

SSG Carlos Rivera
2/18 FA
Ft Sill, OK

Make
sure blast
doors link
assembly is
straight up
and down
before
loading
pods



GOOD
CATCH,
SERGEANT.
THANKS!



HERE'S MORE GOOD STUFF! THESE FT SILL GUYS REALLY KNOW WHAT THEY'RE DOING!



YOU GOT THAT RIGHT!

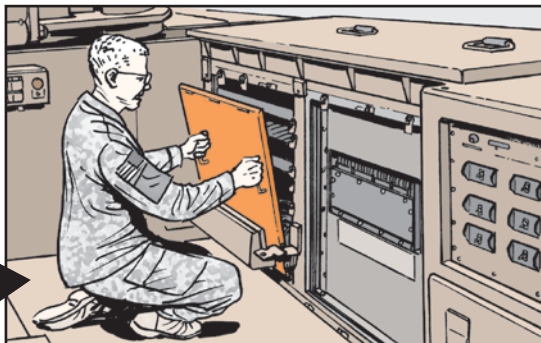
Expert Help for Your AN/TPQ-37 Radar

Dear Editor,

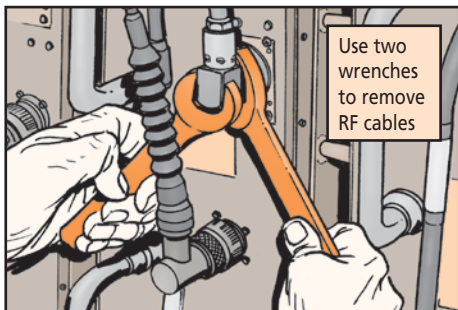
The Ft Sill Ordnance Detachment offers these tips for getting the most out of your AN/TPQ-37 radar:

On the V10, keep the covers on the receiver cabinet completely closed and latched during operation. If you don't, you'll get lots of faults. This was not necessary on the previous versions.

Keep receiver cabinet doors closed and latched



Use two wrenches, NSN 5120-01-430-2961 and NSN 5120-00-604-5021, to remove RF cables. Use one wrench to hold the cable stationary while you use the other to loosen the nut. Otherwise, you can kink the cable and it may leak radiation. When you re-install the W704 and W706 cables, make sure to torque them to 21 ft-lbs. If they're too loose or tight, they can leak radiation.



Use two wrenches to remove RF cables

Clean all 11 filters. The radar overheats if the filters clog up. Blow out the filters with low-pressure air. In sandy areas, you'll need to clean filters daily. Otherwise, weekly is good enough.

Clean all 11 filters weekly or daily in desert

Careful opening the door to the receiver excitor. It's very easy to pinch your right hand if you use it for leverage.

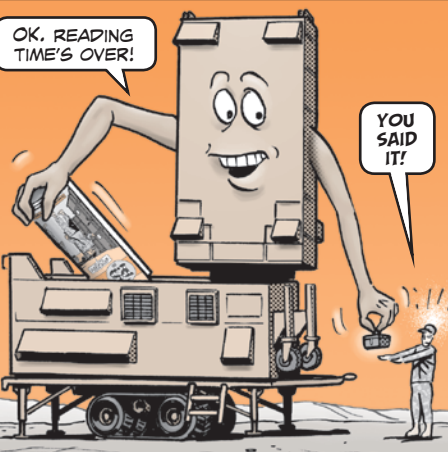


Receiver excitor door can pinch

*Editor's note:
Good advice
from the experts!
Thanks.*

94M Radar
Repair Training
Branch
Ft Sill, OK

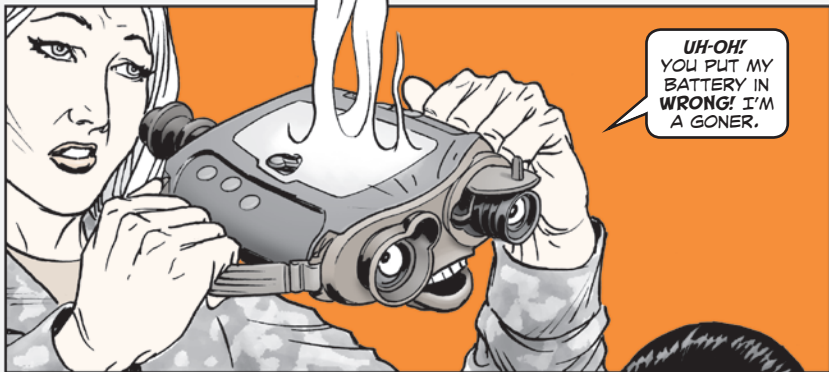
OK, READING TIME'S OVER!



YOU SAID IT!

TIME TO PUT WHAT I LEARNED INTO PRACTICE.





GET BATTERY RIGHT OR EVERYTHING GOES **SMOORW**

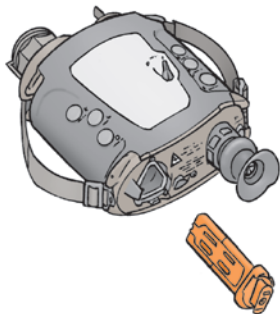
IF YOU DON'T **CORRECTLY** INSTALL THE MAIN BATTERY CASSETTE IN THE AN/PED-5 LASER TARGET LOCATOR MODULE (LTLM), EVERYTHING GOES WRONG IN A **BIG** WAY.



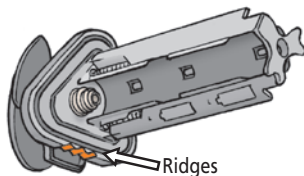
Putting the battery cassette in the wrong way can severely damage the internal battery contacts. It can also cause a reverse polarity effect that puts the AN/PED-5 out of business permanently.

It's easy to install the battery cassette right by using the cassette's tactile orientation ridges to guide the cassette in. The ridges should face the bottom of the LTLM when you install the cassette.

When inserting battery cassette...



...ridges should face bottom of LTLM



If you have any AN/PED-5 questions, contact TACOM's Dennis Timmons at DSN 786-1643, (586) 282-1643, or email: dennis.c.timmons.civ@mail.mil

Mortars...

I'M NOT
GONNA TELL
YOU AGAIN!

BASEPLATE A NO STEP ZONE DURING FIRING

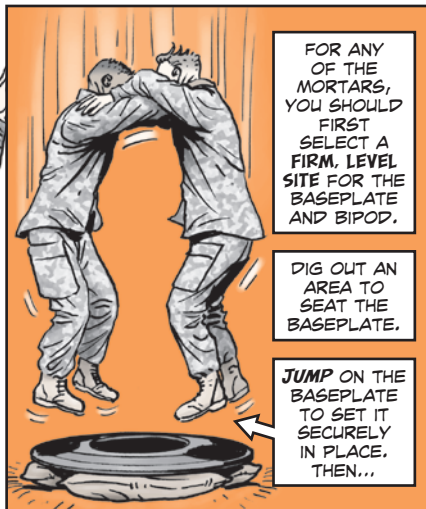
GET OFF MY
BASEPLATE BEFORE
FIRING!

YOU TRYIN' TO
GET *HURT* OR
SOMETHING?

ONE PLACE YOU **DON'T**
WANT YOUR FEET WHILE
FIRING YOUR MORTAR IS
ON THE **BASEPLATE**.

THAT'S BOTH **DANGEROUS**
AND **PROHIBITED**. THE
BASEPLATE CAN KICK OUT
FROM UNDER YOU.

ONE SOLDIER
SUFFERED A
BROKEN LEG WHEN
THAT HAPPENED.



FOR ANY
OF THE
MORTARS,
YOU SHOULD
FIRST
SELECT A
FIRM, LEVEL
SITE FOR THE
BASEPLATE
AND BIPOD.

DIG OUT AN
AREA TO
SEAT THE
BASEPLATE.

JUMP ON THE
BASEPLATE
TO SET IT
SECURELY
IN PLACE.
THEN...



...KEEP
YOUR FEET
AWAY
FROM THE
BASEPLATE
DURING
FIRING.

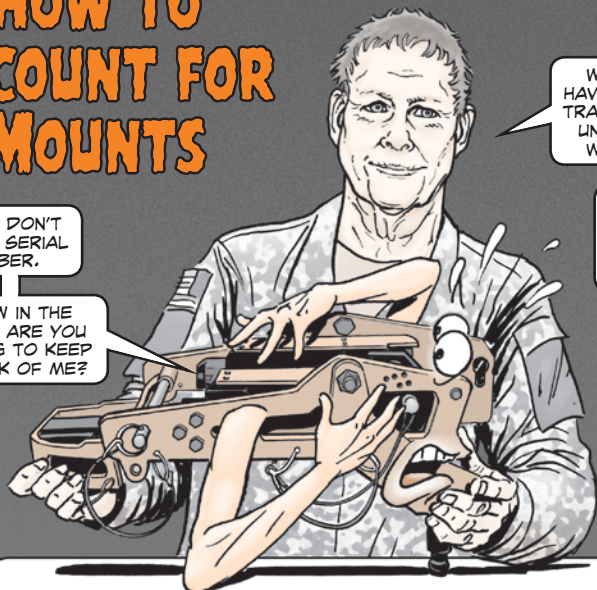
HOW TO ACCOUNT FOR MOUNTS

HEY! I DON'T
HAVE A SERIAL
NUMBER.

HOW IN THE
HECK ARE YOU
GOING TO KEEP
TRACK OF ME?

WE DON'T
HAVE TO KEEP
TRACK OF YOU
UNLESS WE
WANT TO.

THEN WE
CREATE
A SERIAL
NUMBER
FOR YOU.



Dear Half-Mast,
We are getting machine gun mounts that don't have serial numbers. Soldiers have been etching made-up numbers on the mount and then putting the numbers in the property book. But then when we run our monthly reports, we get this message: "NOTE: ON-HAND BALANCE EQUALS 25. 0 SERIAL NUMBERS ARE RECORDED. RECONCILE DIFFERENCE." How should we handle this?

CW2 M.A.

Dear Chief,

The Army hasn't assigned serial numbers to machine gun mounts since 2000. Mounts older than that have serial numbers, but only because back then mounts were unnecessarily considered sensitive items. There is no need for units to create serial numbers for mounts to be entered into PBUSE.

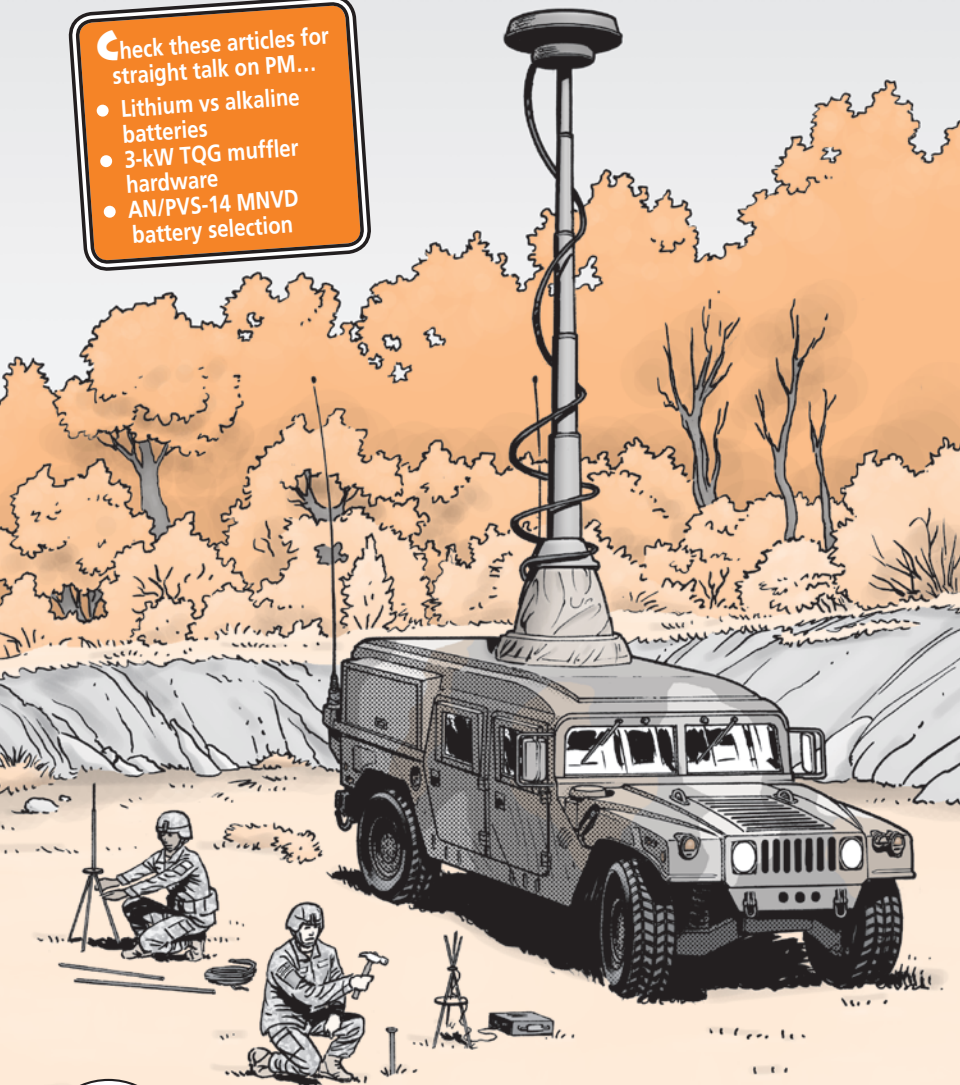
If you have older mounts with serial numbers entered in your property book, simply change their serial/registration number requirement code (SRRC) from "S" to "N". That will prevent the mounts from showing up in the monthly reports.

If units decide to track mounts, they can create serial numbers for each mount according to their local SOP. **But there is no requirement to track machine gun mounts.**

Half-Mast

Check these articles for
straight talk on PM...

- Lithium vs alkaline
batteries
- 3-kW TQG muffler
hardware
- AN/PVS-14 MNVD
battery selection



PS

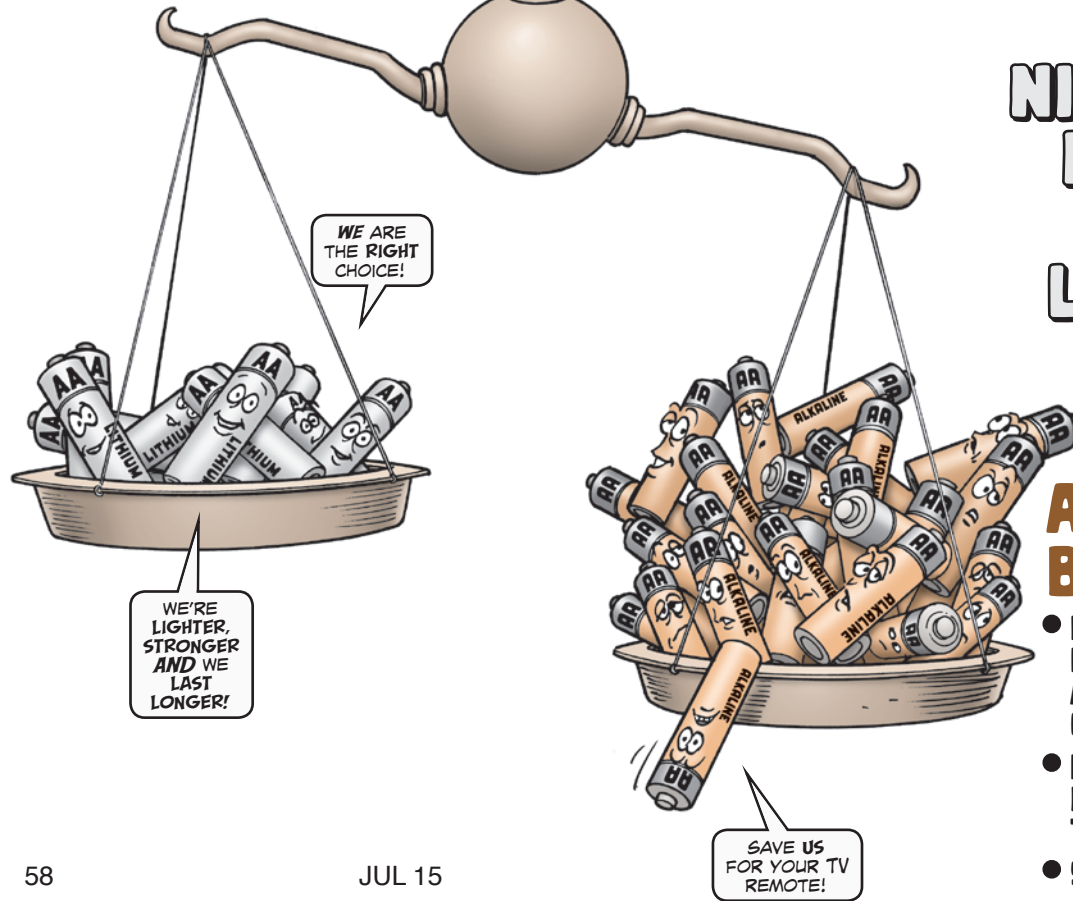
COMMUNICATIONS

LITHIUM ALKALINE



LITHIUM BATTERIES

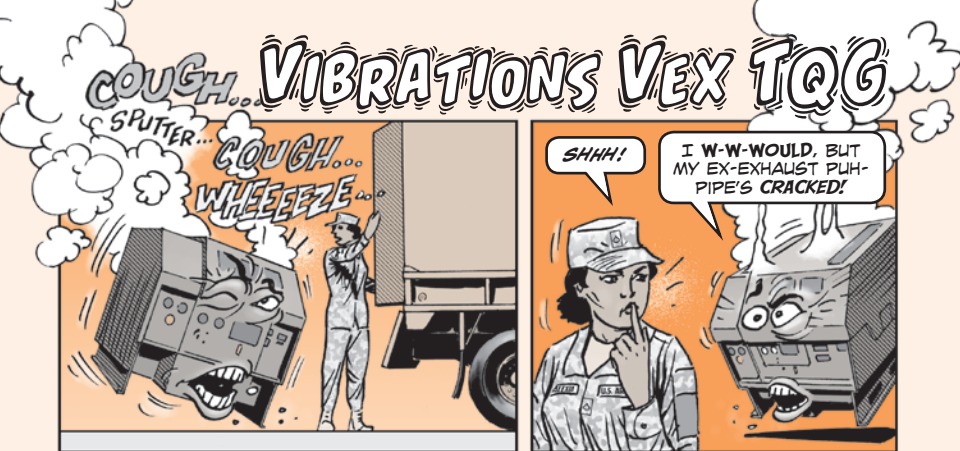
- 30 PERCENT LIGHTER : LIGHTER LOAD FOR SOLDIERS
- MUCH LONGER LASTING
- BEST FOR HIGH-DRAIN DEVICES, SUCH AS ENHANCED NIGHT VISION GOGGLES, THERMAL WEAPON SIGHTS AND LASER TARGET LOCATORS
- PERFORM BETTER IN EXTREME TEMPERATURES
- LONGER SHELF LIFE



**SOLDIERS,
CHOOSE
THE RIGHT
BATTERIES
FOR YOUR
NIGHT VISION
EQUIPMENT,
SENSORS,
LASERS AND
TARGETING
DEVICES**

ALKALINE BATTERIES

- HEAVIER SOLDIER LOAD, WHICH MEANS ADDITIONAL EQUIPMENT CAN'T BE CARRIED
- POOR PERFORMANCE IN EXTREME TEMPERATURES
- SHORTER SHELF LIFE



It's old news that constant vibration leads to trouble for the 3-kW tactical quiet generator (TQG). The muffler takes quite a shaking while the generator is running.

Then muffler bolts can break. And those vibrations loosen the muffler mounting hardware. With loose mounting hardware, the vibrations can crack the exhaust pipe.

A crack in the pipe or muffler could lead to an exhaust system failure.

And more smoke and louder noise is not what you want out of your generator when you're out on a mission.

The solution has always been to keep a trained eye on the muffler's mounting hardware. If it's loose, tighten it. If the mounting bolts have suffered thread damage, replace them. Do this check every time you run up your generator, because the last time it ran could have loosened the mounting hardware.

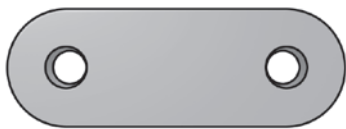
And don't forget that some of the mounting hardware is underneath the muffler on the back of the engine and is hard to see.

There's also a new fix. The current flat washers, NSN 5310-01-478-9081, are being replaced with a washer plate, NSN 5310-01-631-2467.

Plus, changes have been made to procedures in TM 9-6115-639-13&P to improve the new washer plate. Note that Step 6 in WP 0075 now tells you to add a thin coat of locking compound, NSN 8030-01-104-5392, to the bolt threads and to torque the nuts on the cylinder head to 18 lb-ft. Don't forget to check the muffler mounting bolts to ensure they're tightened and torqued to 9 lb-ft.



Use replacement washer plate,
NSN 5310-01-631-2467



MILES Batteries Means Miles of Darkness

BONK!

YOU PUT
MILES
BATTERIES
INTO YOUR
AN/PVS-14
AGAIN!
WHEN WILL
YOU LEARN?

Dear Editor,

I repair night vision equipment. I'm running into too many cases of Soldiers taking batteries from their MILES equipment and putting them into their AN/PVS-14 monocular night vision devices (MNVDs).

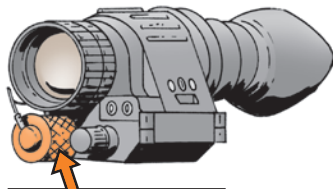
The MILES battery is an AA 3.6v lithium battery. The AN/PVS-14 uses an AA 1.5v L91 lithium battery, NSN 6135-01-333-6101. The MILES battery puts too much voltage in the -14 and can damage it. That leaves Soldiers in the dark and us with expensive repairs.

Please stress that Soldiers should use only the correct batteries in their night vision equipment.

Todd Smock
AMSA 28(G)
Cedar Falls, IA

Editor's note: Sure thing, Todd.

On another note, don't forget the dual battery housing for the AN/PVS-14 is being done away with through attrition. When the dual battery housing wears out, order the single battery housing, NSN 5855-01-523-4058.



Single battery housing

GCSS-Army Reminder

Remember to check the GCSS-Army website for alerts, updated fielding and training schedules and other important info. Visit: <https://gcss.army.mil/>

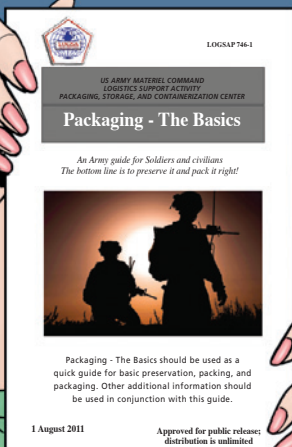
Or sign up to get automatic notifications at: <https://gcss.army.mil/Support/register.aspx>

DISTRIBUTION: To be distributed in accordance with the initial distribution number (IDN) 340312, requirements for the TB 43-PS-Series.

Would You Stake Your Life *right now* on the Condition of Your Equipment?

PACKAGING GUIDE POINTS THE WAY

THE LOGISTICS SUPPORT ACTIVITY (LOGSA) PACKAGING, STORAGE, AND CONTAINERIZATION CENTER OFFERS A QUICK GUIDE TO MILITARY PACKAGING, PACKING AND PRESERVATION.



**Download LOGSAP 746-1,
Packaging-the Basics, from LOGSA's website:
<https://www.logsa.army.mil/index.cfm>**