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TB 43-PS-758, 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.

PS, The Preventive Maintenance Monthly (ISSN 0475-2953) is published monthly by the Department of the Army, Redstone Arsenal, AL 35898. Periodical postage is paid at the Huntsville, AL post office and at additional mailing offices. Postmaster: Send address changes to PS, The Preventive Maintenance Monthly, USAMC LOGSA (AMXLS-GP), Bldg. 3303, Redstone Arsenal, AL 35898.

You are invited to send PS your ideas for improving maintenance procedures, questions on maintenance and supply problems and questions or comments on material published in PS.

Just write to:

MSG Half-Mast
PS, the Preventive Maintenance Monthly
USAMC LOGSA (AMXLS-GP)
Bldg. 3303
Redstone Arsenal, AL 35898

Or email:

usarmy.redstone.logsa.mbx.psmag@mail.mil

Internet address:

https://www.logsa.army.mil/psmag/pshome.cfm

By order of the Secretary of the Army:

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1530902

Issue 758

PS

January
2016

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-758

Approved for
Public Release;
Distribution is
Unlimited

I HOPE EVERY SOLDIER
DOES *GREAT* PREVENTIVE
MAINTENANCE THIS YEAR.

AND WE'RE GOING TO
DO *OUR* PART TO HELP
THEM IN EACH MONTH'S
PS MAGAZINE.

HAPPY
NEW YEAR!
2016

HOW ARE
THINGS WHERE
YOU ARE,
CLOE?

CONNIE, THESE SOLDIERS
ARE REALLY EXCITED
ABOUT GETTING THE FIRST
ISSUE OF *PS* FOR 2016!

IN THIS ISSUE:
THE **2015 INDEX**
PAGES 27-34

HOOOAH!



Read 'em and Heed 'em



If you think about it, a TM is really the first tool of every mechanic and operator in the Army.

An important part of that No. 1 tool is the short messages emphasized in every TM: the warnings, cautions and notes. These three things are just as important as the maintenance procedures.

Many mechanics and operators pay attention to those messages. As a result, they stay safe and their equipment stays fully mission capable.

But some folks skip right over these words of wisdom. They probably have lots of excuses for ignoring 'em. But they can't ignore the results: a scar here, a limp there, and other assorted dings and scratches, just like those on their equipment.

WARNINGS,
CAUTIONS
AND NOTES
ARE IN TMS
TO
**PROTECT
YOU, YOUR
BUDDIES
AND YOUR
EQUIPMENT.**

READ 'EM.
HEED 'EM.
AN EXTRA
DAB OF
SAFETY
GOES A
LONG WAY.



WARNINGS signal danger like a red flag. They warn you of conditions that could injure or kill you or co-workers.

WARNING



Remove all jewelry such as rings, ID tags, bracelets, etc. prior to working on or around vehicle. Jewelry and tools can catch on equipment, contact positive electrical circuits, and can

Table 1. FIELD LEVEL PMCS - BIENNIAL.

ITEM TO BE CHECKED OR SERVICED	PROCEDURE
Wheel bearings	CAUTION Use of excessive amount of grease when lu-

CAUTIONS accompany specific operations and maintenance procedures in your TM. If you don't follow them to the letter, you could damage or destroy your equipment.

NOTES highlight important operations and maintenance procedures. If you ignore them, you may miss a step, waste time and effort, or jeopardize safety.

NOTE

Repairable if damage cannot be visually located or if a prior repair has air of wire. Wire is not repairable if after repair, wire is too short to reach nt. System Schematic.

PS COMBAT VEHICLES

GLAD WE
TOOK THE TIME
TO GET THE
TRACK TENSION
JUST RIGHT.

- M777A2, M119A2/A3 level vial covers
- M119A3 PM tips
- M109 cannon tube corrosion
- M1 track tension
- Stryker drain plugs

M777A2, M119A2/A3
Towed Howitzers...

WELL, LET'S GET YOU
READY TO TOW BACK HOME.

PROTECT LEVEL VIALS WITH COVERS

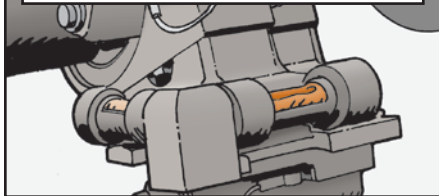
BE SURE
TO COVER
MY LEVEL
VIALS
FIRST!

Crewman, leveling your M777A2 or M119A2/A3 howitzer is no easy task with cloudy or faded level vials on the optical fire control. And a howitzer that isn't level is gonna have a hard time putting rounds on target.

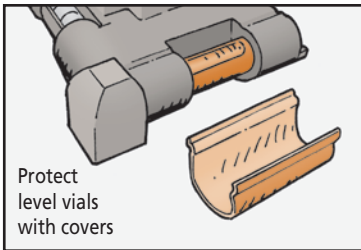
Hard-to-read or damaged elevation vials can be replaced by field-level maintenance. But replacing the cant or cross-level vials on the M777A2's M171A1 mount and M18A1 quadrant and the M119's M187A1 mount is not a field-level task. You have to send them to a TACOM-approved repair center or buy a whole new component.

You can help keep your sights in the fight by covering the level vials when they're not in use. The covers, NSN 5340-00-759-7626, help protect the fragile vials from damage and sunlight that causes premature fading and clouding.

Level vials fade and cloud from sun exposure



Protect
level vials
with covers



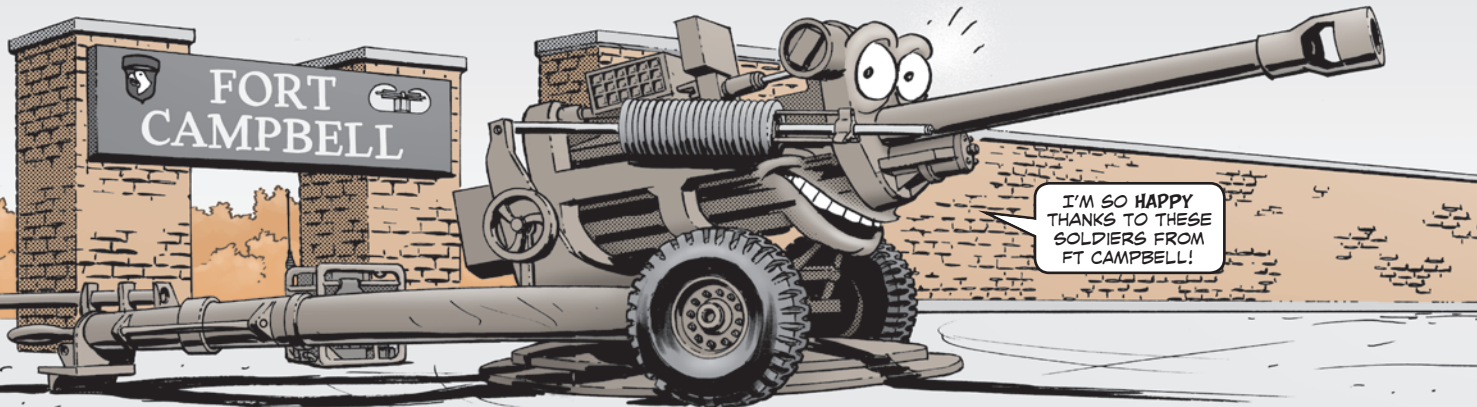
The M119's M187A1 mount uses a retaining clip, NSN 5340-01-281-8295, in addition to the covers.

For more on keeping your howitzer's optical fire control in good order, check out TM 9-1025-215-10 (Nov 14) for the M777A2, TM 9-1015-252-10 (Sep 10) for the M119A2 and the TM 9-1015-260-10 (Oct 14) for the M119A3.

Questions? Contact TACOM's fire control team at:

usarmy.detroit.tacom.mbx.ilsc-fa-core-team@mail.mil

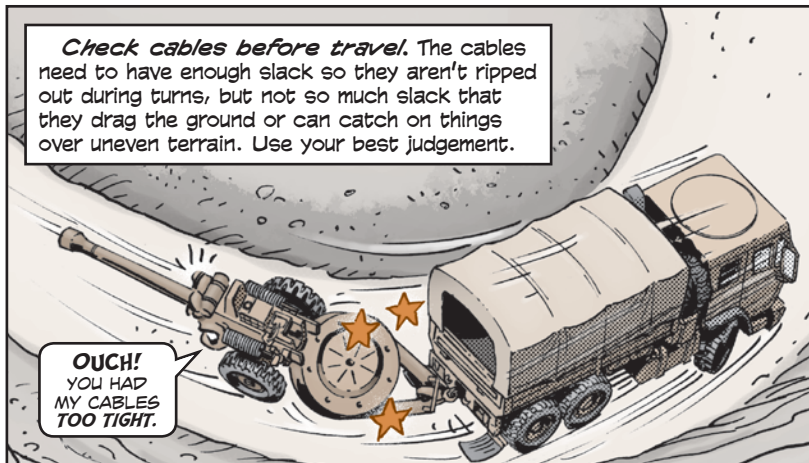
HOW TO KEEP YOUR HOWITZER HAPPY



Dear Editor,

Through experience, we know these tips will keep your M119A3 howitzers happy:

Check cables before travel. The cables need to have enough slack so they aren't ripped out during turns, but not so much slack that they drag the ground or can catch on things over uneven terrain. Use your best judgement.



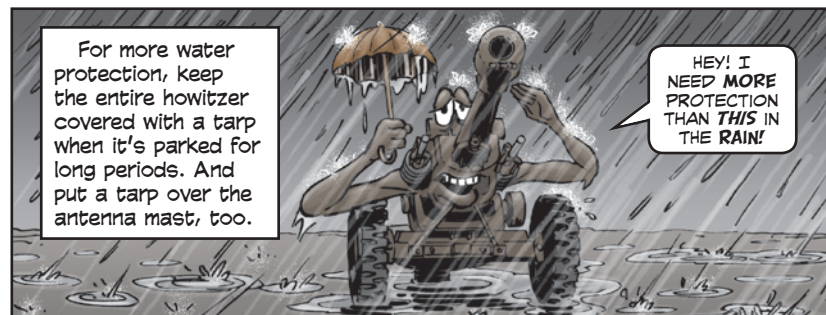
BATTERY COVER

1. Loosen the cover latch by pulling the latch handle down. 2. Turn the cover latch handle clockwise to the open position. 3. Lift the cover off the battery. 4. Place the cover on a flat surface. 5. Clean the battery terminals with a wire brush. 6. Apply a thin layer of grease to the battery terminals. 7. Reinstall the cover by reversing steps 1-4. 8. Tighten the cover latch by pulling the latch handle up. 9. Turn the cover latch handle counter-clockwise to the closed position. 10. Push the cover latch handle down to lock the cover. 11. Test the cover by pulling on the latch handle. 12. If the cover is loose, repeat steps 1-10. 13. If the cover is tight, the battery is ready for use.

VACUUM RELIEF VALVE
TURN CW TO ENSURE SEALING
(TURN CCW BEFORE COVER REMOVAL)

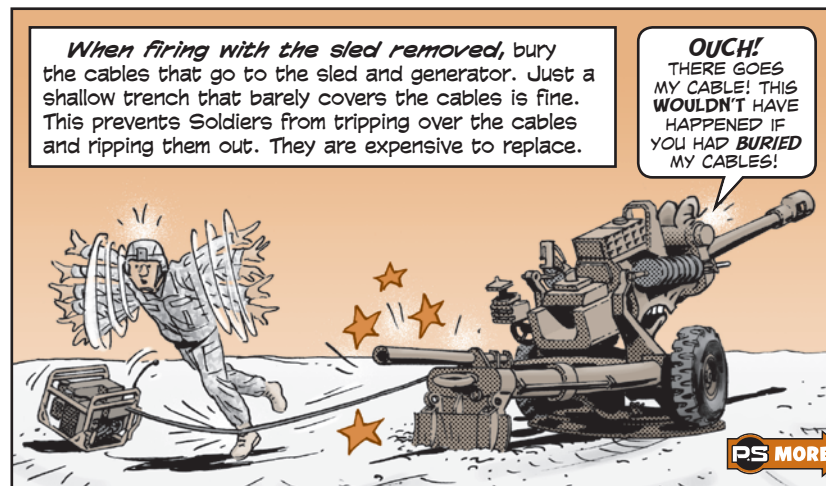
Make sure the sled's relief valve is tight during PMCS. Feel the valve for looseness. If the valve is left loose, water leaks in and corrodes the battery terminals.

For more water protection, keep the entire howitzer covered with a tarp when it's parked for long periods. And put a tarp over the antenna mast, too.



When firing with the sled removed, bury the cables that go to the sled and generator. Just a shallow trench that barely covers the cables is fine. This prevents Soldiers from tripping over the cables and ripping them out. They are expensive to replace.

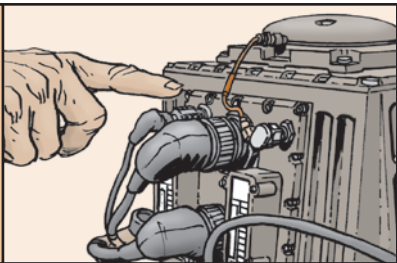
OUCH!
THERE GOES MY CABLE! THIS WOULDN'T HAVE HAPPENED IF YOU HAD BURIED MY CABLES!



PS MORE

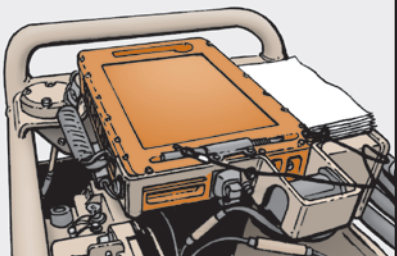
Watch out for the GPS cable.

If you're not careful when installing or removing the GPS cover, you can easily damage the cable. It's difficult to replace. Also take care when rigging the M119A3 for sling loading. If the clevis hits the GPS, BANG, you've got major damage. Some units use an old tire to protect the GPS during sling-loading operations.



Give the fire control computer maximum protection.

If its screen is even slightly dented, the cursor can freeze. When you're not using it, keep the computer in its case and stored in the truck. Also, don't leave it facing the sun for long periods. That can tint the screen and make it hard to read.

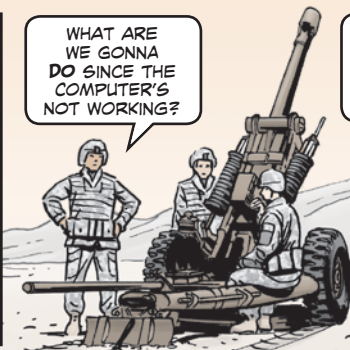


Mark the vent cap's open and closed positions with a permanent marker. That way you can tell at a glance if the cap's closed.

Record firing info before you shut down. The M119A3 doesn't automatically record how much you've fired. If you don't write that info down before you hit MISSION COMPLETE, it's lost. Since maintenance and repair are affected by rounds fired, that's bad news for your M119A3.

Don't neglect training with the sight, GLPS and aiming circle. Some units fire only with the digital instruments. But if they fail, you can't accurately fire if you don't know how to use the old instruments.

WHAT ARE WE GONNA DO SINCE THE COMPUTER'S NOT WORKING?



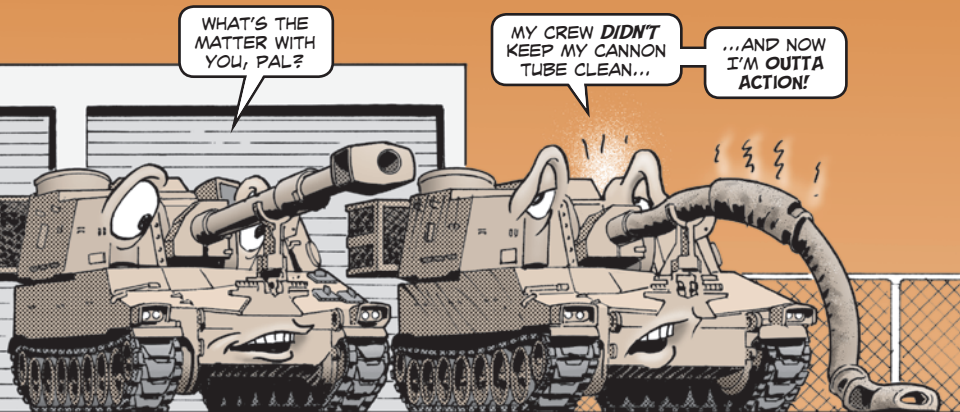
WE'VE BEEN USING DIGITAL SO MUCH I CAN'T REMEMBER HOW TO USE THE AIMING CIRCLE!

SSG Jason Rosales
SSG Rodney Cunningham
A Co, 1-320th
Ft Campbell, KY

Editor's note: All right!
Great information, sergeants.



DON'T NEGLECT CANNON TUBES



Crewmen, your howitzer's cannon tube can end up condemned before its time if you neglect it. Even worse, it can fail and severely injure you and your fellow Soldiers.

That's why it's critical to do after-operation PMCS daily after firing is complete and monthly during periods of non-firing.

For example, after firing you need to slide forward and separate the bore evacuator's pre and main chambers. This allows you to clean and lube the evacuator ball valves and pre-reservoir orifices. Inspect for damage and then give it a thorough cleaning.

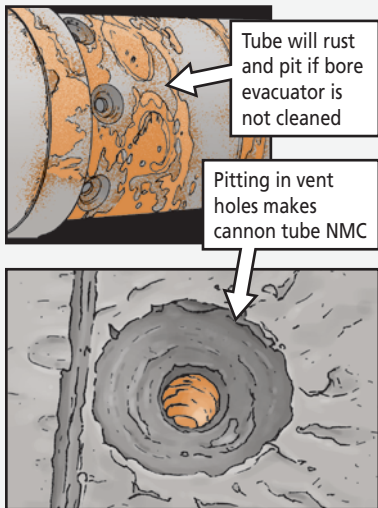
After cleaning the evacuator you'll need to clean and lube the cannon tube, evacuator orifices, metering holes, unpainted tube surface and tube threads.

Neglect any of these areas and the surface of the cannon tube will begin to rust and pit. That'll cost your unit more than \$160,000 for a new tube. Even worse, the damage can let carbon monoxide back into the crew compartment during firing.

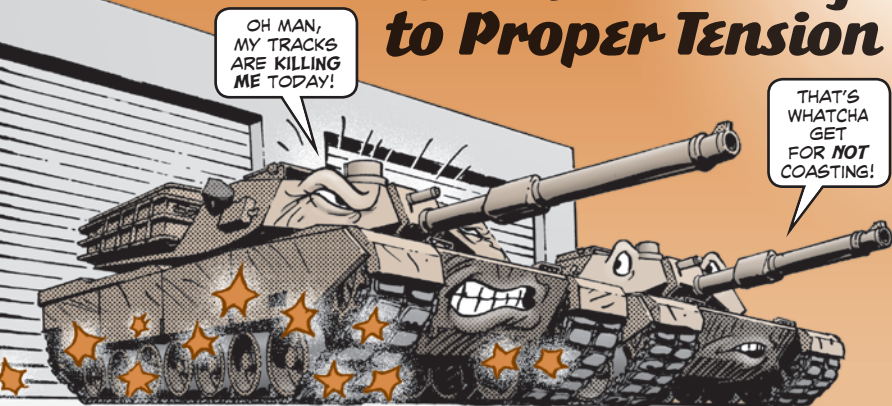
So make sure you follow all of the daily after-operation PMCS instructions in WP 0148 of TM 9-2350-314-10-2 (May 14).

Check out TACOM safety of use message 15-002 for more details:

<https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOU15-002.html>



Coast Your Way to Proper Tension



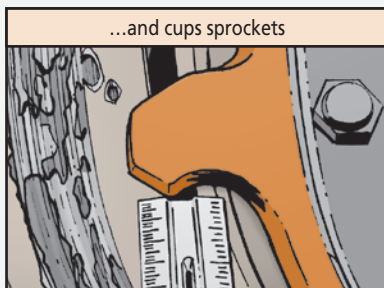
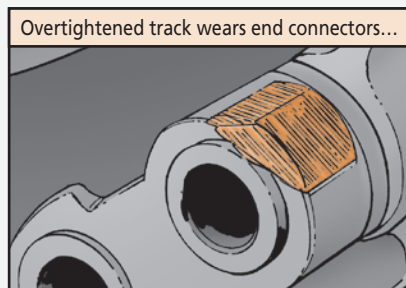
Getting the track tension just right is one of the most important maintenance tasks for your M1-series tank. But it's not gonna happen if you don't follow all the steps in the TM.

If your tank has constant problems with worn end connectors and cupped sprocket teeth, the problem could be that you're not coasting when it comes to adjusting track tension.

Simply pumping grease into the track adjusting link till it comes out of the relief valve isn't all you need to do to set the tension. Coasting is a small but very important step that a lot of crewmen seem to forget.

The TM says to move the tank backward 20 feet, then forward 20 feet on a level surface. But you need to let it **coast** to a stop before pulling out your grease gun. That way the track adjusting link is the only thing pressing against the track when you add grease.

If you use the brakes, the weight of the tank is thrown forward when you stop. That leaves some track tight and other track loose. Adjusting the track then usually results in overtightened track that wears out end connectors and cups sprockets.



Stryker...

IS SOMETHING
WRONG?

YEAH, I'M TAKING ON WATER
'CAUSE SOMEBODY DIDN'T DO
A GOOD JOB **TIGHTENING** MY
DRAIN PLUGS!

TIGHTEN DRAIN PLUGS THE RIGHT WAY

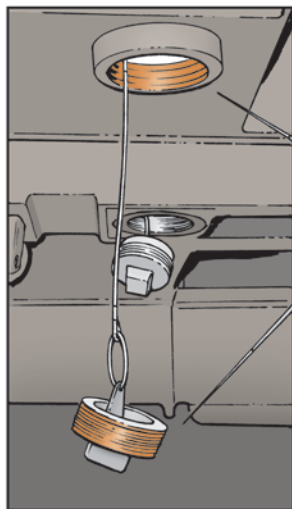
Closing the 15 drain plugs on the hull of your Stryker seems like a simple thing. And it is. But if you get it wrong, you have problems.

Some crewmen close them too loosely. That lets the plugs vibrate loose and they hang below the hull. The plugs end up being knocked off by rocks and brush and their Stryker takes on water at the next fording.

Other crewmen close 'em up real tight, thinking a tight plug won't come loose on rough terrain. You'll see them in the motor pool, huffin' and puffin' trying to get the plugs off.

The right way is to use antiseize compound on the threads before installing the plugs. That lets you tighten the plugs enough to keep them from vibrating loose, but makes them easier to loosen when you need to. Get a 4-oz tube of antiseize compound with NSN 8030-00-059-2761.

Make sure you put the compound on the plug's threads and on the threaded portion of the hull. That way, all the threads are coated and the plugs won't stick.

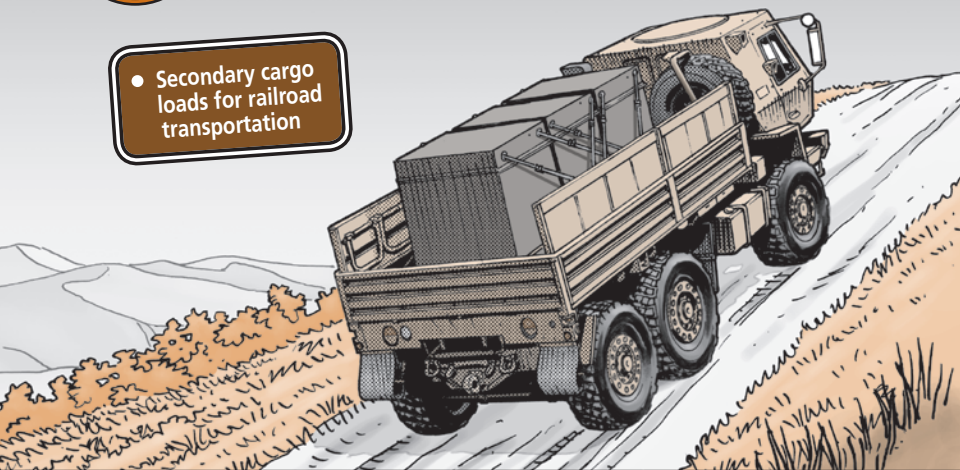


APPLY ANTISEIZE
COMPOUND HERE...

...AND
HERE!

PS TACTICAL VEHICLES

- Secondary cargo loads for railroad transportation



PS CONSTRUCTION

- M9 ACE blade lock pin, retaining pin NSNs





GUESS WE'RE
READY TO SHIP THIS
STUFF OUT!

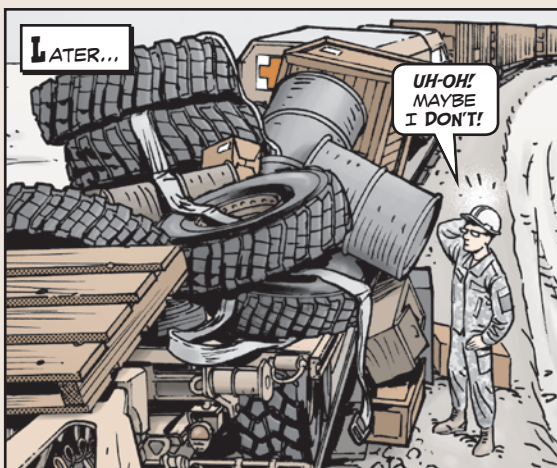
YOU
GUESS...
OR YOU'RE
SURE?



I SEE YOU'VE GOT A
SECONDARY CARGO LOAD
THERE, MILLER. THAT TAKES
ADVANCE PLANNING.

BE SURE YOU'VE
CROSSED ALL
THE TS AND
DOTTED THE IS.

OH YEAH, I'VE
GOT IT **DOWN!**



LATER...

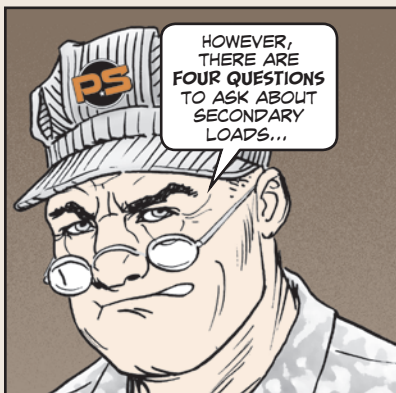
UH-OH!
MAYBE
I DON'T!

Planning Secondary Cargo Loads

WHEN
UNITS LOAD
EQUIPMENT,
VEHICLES OR
SMALLER
MATERIAL
HANDLING
EQUIPMENT
(MHE) ON THE
CARGO AREAS
OF TRAILERS
OR PLS
FLATRACKS
BEING TRANS-
PORTED BY
RAIL, IT'S
CALLED A
**SECONDARY
LOAD.**



THERE IS
**NO OFFICIAL
GUIDANCE** IN THE
ASSOCIATION
OF AMERICAN
RAILROADS
(AAR) OPEN TOP
LOADING RULES
(OTLR) MANUAL
OR IN
TEA MI 55-19,
**TIEDOWN
INSTRUCTIONS
FOR RAIL
MOVEMENTS**
(JUL 15), THAT
**SPECIFICALLY
COVERS
SECONDARY
LOADS.**



HOWEVER,
THERE ARE
FOUR QUESTIONS
TO ASK ABOUT
SECONDARY
LOADS...

THE FOUR QUESTIONS ARE...

1. Has the primary vehicle or trailer been tested and approved to carry a payload for rail transport?
2. Does the secondary cargo or vehicle's weight fall within the approved payload capacity of the primary vehicle or trailer?
3. Can the secondary cargo be adequately secured to the primary vehicle or trailer?
4. Does the load on the vehicle or trailer still fall within the transport envelopes required?

Steps in Secondary Cargo Rail Shipments

DETERMINE THE ACCEPTABLE VEHICLE OR TRAILER PAYLOAD CAPACITY FOR RAIL TRANSPORT.

CHECK FOR A FIGURE IN THE AAR'S OTLR FOR YOUR SPECIFIC VEHICLE OR TRAILER.

IF SO, YOU'LL HAVE THE TESTED AND APPROVED TRANSPORT WEIGHT.

IF YOU DON'T HAVE ACCESS TO THE OTLR OR CAN'T FIND YOUR VEHICLE OR TRAILER IN IT...

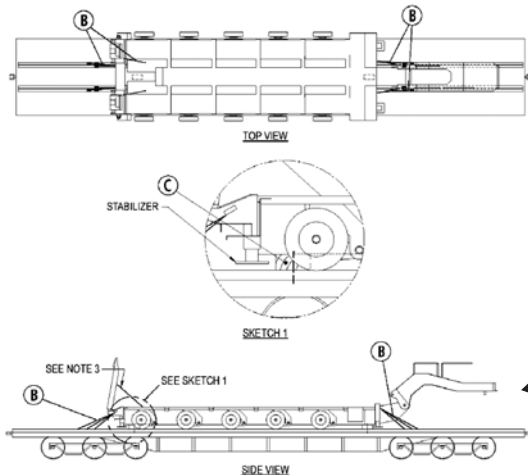
CONTACT THE MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND TRANSPORTATION ENGINEERING AGENCY (SDDCTEA).

CALL (800) 722-0721 OR E-MAIL: usarmy.scott.sddc.mbx.tea-dpe@mail.mil

AAR Open Top Loading Rules Manual

Fig. 88-H (New 08/12)

TRAILERS, M1000 HET—FLATCAR WITH CHAIN TIE-DOWN ASSEMBLY AND CUSHION DEVICE



Item	No. of Pcs.	Description
A	1	Vacant
B	12 each	Chains: 1/4-in. alloy, 55,000 lb MBS.
C	1 each per end	Block: hardwood, 8 in. x 8 in. x 16 in. long, locate at the centerline of the railcar. One block required at each end as shown in Sketch 1; toenail on wood railcar decks before loading trailer.

Notes and Additional Requirements:

1. Stabilizers must not contact railcar.
 2. Lower trailer frame onto item C.
 3. Use chains on the trailer to secure the end ramps.
- Reference the General Rules in Section No. 1 of the Open Top Loading Rules Manual for additional details.

08/2013

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Section 8, Part 2

NOTE:

SOME VEHICLES OR TRAILERS ARE APPROVED FOR RAIL TRANSPORT WHILE EMPTY.

OTHERS MAY BE APPROVED FOR TRANSPORT WITH ANOTHER EMPTY TRAILER STACKED ON TOP.

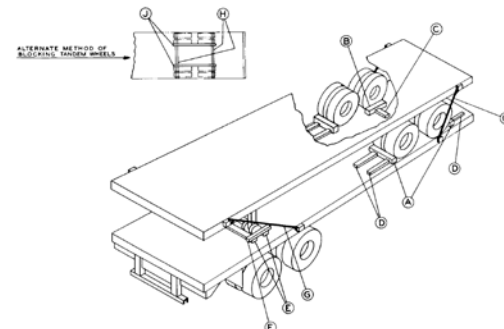
FOR EXAMPLE, THE M1000 HEAVY EQUIPMENT TRANSPORT (HET) TRAILER (SECTION 6, FIGURE 88H IN OTLR) IS ONLY APPROVED FOR RAIL MOVEMENT EMPTY (NO PAYLOAD)...

...WHILE M872 TRAILERS CAN BE DOUBLE-STACKED (SECTION 7, FIGURES 432 AND 434 IN OTLR).

AAR Open Top Loading Rules Manual

Fig. 432 (Rev. 03/01)
(New 1/76)

TRAILERS, FLATBED, DOUBLE DECKED, SECURED WITH CHAINS AND BLOCKING



Item	No. of Pcs.	Description
A	4	Lumber: 4 in. x 4 in. tandem wheel blocks, length equal to one pair wheels. Secure to trailer floor with three 40-D nails.
B	2	Lumber: 4 in. x 4 in. x 16 in. Locate inside rear tandem wheels. Secure to trailer floor with three 40-D nails.
C	1 per ea. Item B.	Lumber: 2 in. x 4 in. x 16 in. Locate against item B and secure to trailer floor with four 16-D nails.
D	2 per ea. Item A.	Lumber: 2 in. x 4 in. x 16 in. Locate against item A and secure to trailer floor with four 16-D nails.
E	2	Lumber: 2 in. x 4 in., length equal to width of trailer. Locate in front and rear of dolly wheels and secure to trailer floor with five 16-D nails.
F	2	Lumber: 2 in. x 4 in., length to extend beyond items E. Locate against and outside of dolly wheels and/or shoes and nail to each item E with four 16-D nails.
G	4	Chains: 3/8 in. HT. Secure each corner of top trailer to bottom trailer, positioning chain at approximately a 45° angle.

Alternate Method of Blocking Tandem Wheels

H	2	Lumber: 4 in. x 4 in., extending from outside to outside of tandem wheels. Secure each to trailer floor with eight 40-D nails.
J	2	Lumber: 2 in. x 4 in., length to extend beyond item H. Locate inside of tandem wheels and nail to each item H with four 20-D nails.

Notes and Additional Requirements:

1. The dolly wheels of the top trailer may be raised to their highest position prior to applying securing chains. (This will result in a "nose down" position of the top trailer.) If this is not done, the dolly wheel elevating screw handle is to be locked by wiring to prevent turning.
- Reference the General Rules in Section No. 1 of the Open Top Loading Rules Manual for additional details.

08/2013

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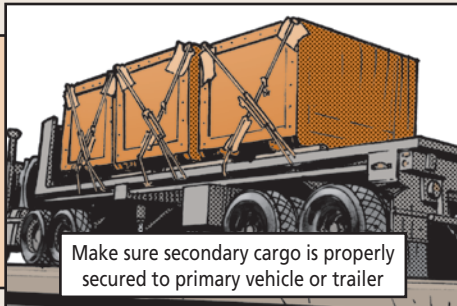
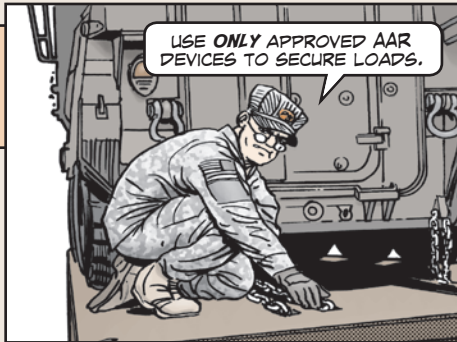
Section 7, Part 2

Tips for Successful Secondary Cargo Shipping

- Determine if the desired secondary cargo falls under the approved vehicle or trailer payload capacity. See the table on Page 15 or contact SDDCTEA if you need help.
- Assess if the secondary cargo can be adequately secured to the primary vehicle or trailer. Note the following:
 - The AAR OTLR, Section 1, Rule 5.3.1, requires that all secondary cargo be secured as a "General Rules Load." That means it must be restrained to three times the weight of the cargo lengthwise, twice the weight of the cargo's width and twice the weight of the cargo's height.

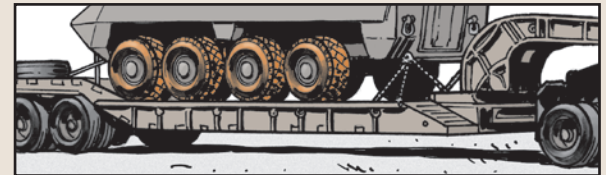
■ Palletized or boxed cargo, as well as smaller wheeled or tracked vehicles, must be restrained using approved AAR restraint devices.

■ Approved AAR restraint devices typically consist of the appropriate size and strength steel banding or chain assemblies that are properly marked. Steel banding requirements are described in AAR OTLR Section 1, Rule 17. Chain requirements are described in Section 1, Rule 21. Web strapping is generally used only for vertical restraint and requires the cargo's length and width be secured by other approved means. Floor blocking can also be used along with AAR-approved restraint devices on commercial flatcars.



- For restraint calculations using both floor blocking and approved restraint devices, check the table in the AAR OTLR manual Section 1, Rule 5.4.3. Request a copy of the AAR OTLR Section 1 General Rules by calling SDDCTEA at (800) 722-0727 or e-mailing: usarmy.scott.sddc.mbx.tea-dpe@mail.mil
- If the secondary cargo is a vehicle, that payload needs to be equipped with the correct size and strength tiedown provisions to properly restrain the vehicle for rail transport. **Warning:** Not all MHE has proper tiedown provisions (number, strength, etc). Commercial MHE not in official Army inventory may not have adequate tiedown provisions for rail transport.
- To properly restrain a vehicle as secondary cargo, the applied restraints (chains) cannot contact any part of the equipment involved, except for the tiedown provision on the secondary vehicle and the cargo tiedown provision on the primary vehicle or trailer. This ensures restraints can be properly tightened and that parts of the secondary vehicle or payload will not buckle, break off or get damaged during rail transport.

- If the secondary cargo is a wheeled vehicle, it must have properly inflated tires.

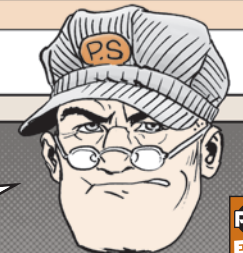


- Generally, secondary cargo that is equipped with International Organization for Standardization (ISO) corner fittings that are secured to ISO twist locks on the primary vehicle or trailer will meet the requirements of the General Rules Load.
- If the secondary cargo includes ammunition or explosives, request additional guidance from the Explosive Safety Engineering Division at the Defense Ammunition Center at: usarmy.mcalester.usamc.mbx.dac-det@mail.mil
- Determine if the load on the vehicle or trailer is within the required rail transport envelope:
 - The originating carrier should be contacted to inspect and measure the secondary loads to ensure they still fit within the required rail clearance envelopes for the rail routes for your specific move. Typically any load more than 11-ft wide or 11-ft high will be checked by the originating rail carrier. Remember, smaller vehicles or forklifts that are properly secured to flatcars on the back of PLS trucks can create very high loads.
- It's a good idea to have the originating carrier coordinate with all subsequent carriers to be sure they will accept the load.

Common Vehicles/Trailers Approved Secondary Payloads

Vehicle or Trailer	Approved Secondary Payload Weight
M870A1 Lowboy trailer	No secondary payload
M870A3 Lowboy trailer	24,950 lbs
M871A3 step deck trailer	45,000 lbs (when attached to prime mover)
M872A4 flatbed trailer	67,200 lbs (when attached to prime mover)
M1074A1/M1075A1 PLS truck w/flatrack	32,250 lbs (40 psi max concentration)
M1076 PLS trailer	32,250 lbs (40 psi max concentration)
M1120 HEMTT truck w/flatrack	22,250 lbs (40 psi max concentration)
Empty stacks of M1077 flatrack	4 high on PLS truck, 5 high on PLS trailer
Empty stacks of M3 CROP flatracks	6 high on PLS truck or PLS trailer
2.5-ton FMTVs (M1078A1 and M1081A1)	5,000 lbs
5-ton FMTVs (M1083A1, M1084A1, M1085A1 and M1093A1)	10,000 lbs

FOR MORE INFO OR HELP IN PLANNING
RAIL TRANSPORTATION, CALL SDDCTEA AT
(800) 722-0727 OR EMAIL:
usarmy.scott.sddc.mbx.tea-dpe@mail.mil



PS
END

BLADE LOCK PIN, CLIP MISSING

TO KEEP YOUR
ACE'S BLADE
TOGETHER,
YOU'LL NEED THE
RIGHT PARTS.

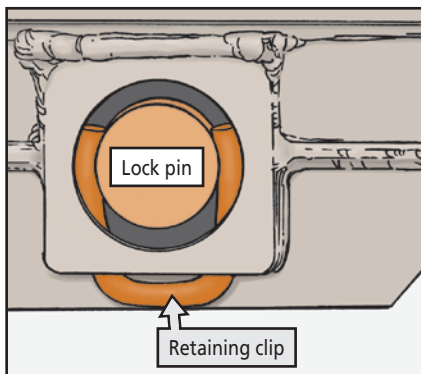


Dear Editor,

Fig 50 of TM 5-2350-262-24P (Jun 12) comes up short on some needed parts for the M9 armored combat earthmover (ACE). The TM shows the blade's bushings (Item 26), but not the lock pin that fits through the bushings. Also missing is the retaining clip that holds the lock pin in place.

Get the lock pin with NSN 5315-01-184-4868. The retaining clip comes with NSN 2590-01-239-1664.

James Carmack
TACOM FMX/Engineer Support
Ft Leonard Wood, MO



Editor's note: Excellent info, Jim. Mechanics, make a note of these NSNs until they're added to the TM.



LET IT SNOW, LET IT SNOW, LET IT SNOOW!

Read about:

- CECOM Now Manages DAGRs
- Parts for UMARK

DAGRs Now Managed by CECOM!



FOR YEARS, ARMY UNITS RETURNED UNSERVICEABLE DEFENSE ADVANCED GPS RECEIVERS (DAGRs) TO ROCKWELL COLLINS FOR CONTRACTOR DEPOT SUPPORT.

NOT ANYMORE.

WAIT, WHAT?!



ARMY DAGR SUSTAINMENT MANAGEMENT HAS TRANSITIONED FROM POSITION, NAVIGATION AND TIMING (PNT) TO CECOM. CECOM (B16) IS NOW THE SOURCE OF SUPPLY (SOS).

SHIP DAGRS TO THE **WRONG** PLACE AND **YOU** MAY HAVE TO **PAY** TO HAVE THEM FORWARDED TO THE PROPER DEPOT.

HELLO, SARGE? IT'S ME, DAGR. UHH... YOU SENT ME TO THE **WRONG** DEPOT FOR REPAIRS.

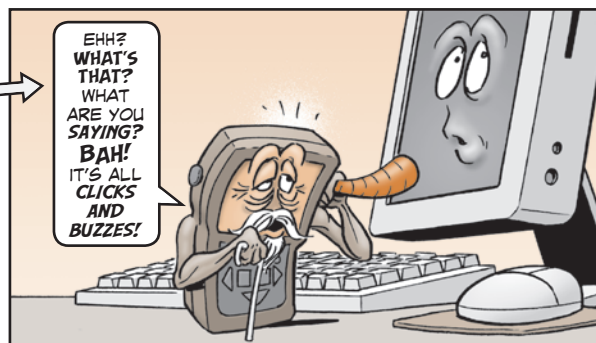
MISDIRECTED DAGRS WILL ALSO MEAN A **DELAY** IN GETTING REPLACEMENT ITEMS TO YOUR UNIT.

AHH, SO I'M GONNA NEED SOME MONEY TO GET TO THE RIGHT PLACE.

AN/PSN-13 DAGRS, NSN 5825-01-516-8038, ARE **OBSOLETE** BECAUSE THEY **CAN'T** BE UPDATED TO THE CURRENT OPERATING SOFTWARE.

FOLLOW THE **PHASE-OUT** INSTRUCTIONS IN MWO 11-5820-1172-50-1 (30 DEC 11). YOU'RE **REQUIRED** TO TURN IN YOUR -13 DAGRS TO THE ELECTRONIC PROVING GROUND (EPG) AT FT HUACHUCA, AZ.

EHH? WHAT'S THAT? WHAT ARE YOU SAYING? **BAH!** IT'S ALL **CLICKS** AND **BZZES!**



FOR FURTHER INSTRUCTIONS AND TO REQUEST A REPLACEMENT AN/PSN-13A DAGR, SEND AN EMAIL TO: usarmy.APG.peo-lewms.dagr-retrofit@mail.mil

IF YOUR UNIT HAS **UNSERVICEABLE** AN/PSN-13A DAGRS AND NEED REPLACEMENTS, CONTACT THE CECOM ITEM MANAGER FOR SHIPPING INSTRUCTIONS: usarmy.apg.cecom.mbx.lrc-dagr-support@mail.mil

Turn in unserviceable DAGRs to CECOM for repair



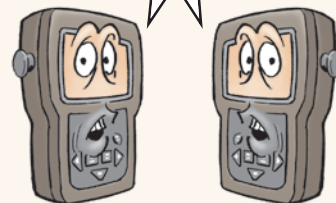
Mixing Up DAGRs

SOME UNITS ARE MISIDENTIFYING DAGRS ON THEIR MTOE.

BEING ABLE TO TELL THE DIFFERENCE BETWEEN THE AN/PSN-13 AND THE -13A DAGR IS **ESSENTIAL...**

...ESPECIALLY IF THEY NEED TO BE TURNED IN FOR REPLACEMENT OR REPAIR.

SO HOW DO YOU TELL THE DIFFERENCE?



ALL AN/PSN-13 DAGRS HAVE SERIAL NUMBERS **BETWEEN 1 AND 12415**. DAGRS WITH SERIAL NUMBERS **GREATER THAN 12415** ARE AN/PSN-13AS. LOOK AT YOUR DAGR'S DATA PLATE TO FIND THE SERIAL NUMBER AND NOMENCLATURE.

Packing and Shipping DAGRs

FOLLOW THESE INSTRUCTIONS FOR PACKING AND SHIPPING YOUR DAGRS:

1. Delete the Crypto-key using MENU choices, not the "Emergency Zeroize" function. Reference DAGR TM 11-5820-1172-13&P (Change 1, 03 Aug 15). If your DAGR is inoperable, remove and reinstall the AA memory to make sure you have deleted the crypto-key.
2. Remove the main power batteries from the battery pack and immediately reinstall the empty primary battery pack to seal the DAGR from moisture.
NOTE: If present, leave the 3.6 volt, 1/2 AA memory battery installed. The memory battery allows the repair shop to read diagnostic codes.
3. Package the receiver in a reusable shipping container whenever possible to protect it from damage. Do not stack DAGRs on top of each other without packaging. The DAGR displays may be damaged and you could void any remaining warranty.
4. Make sure you provide all essential information with the DAGR. A DD Form 1149 is recommended, but at a minimum, include:
 - a unit point of contact and a commercial phone number.
 - a complete return shipping address with building number, not just the DODAAC.
 - comments on what you think may be wrong with the DAGR. For example, how long was the DAGR operating prior to failure?This helps the repair shop with diagnosis and repair.
5. Ship by FedEx, UPS or Certified Mail. Pages 72-75 in Chap 205 of the Defense Transportation Regulation tells how to ship controlled inventory items by code (CIIC). The DAGR falls under CIIC Y on Page 73. No protective services are required, so you can use routine commercial carriers for shipment to a designated US Government location.
6. Remember the following when returning a DAGR:
 - Don't return a DAGR without an empty main battery pack.
 - Don't return DAGR accessories.
 - Don't remove the memory battery.
 - Don't throw DAGRs into a box without adequate packing.
 - Don't send DAGRs to DLA Disposition Services.

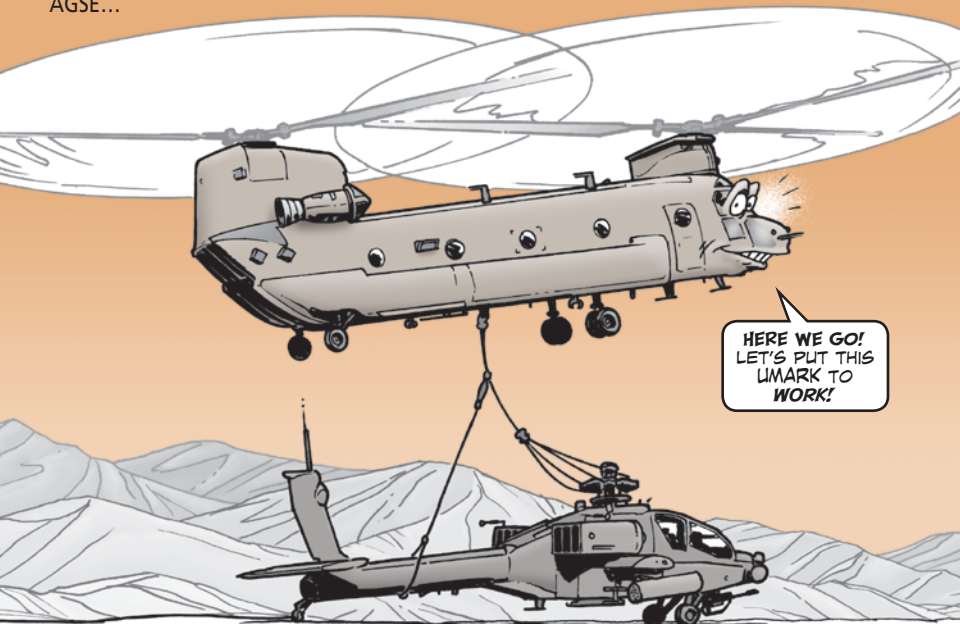
NEED ASSISTANCE
OR HAVE QUESTIONS?

CONTACT THE CECOM ITEM MANAGER AT
usarmy.apg.cecocom.mbx.lrc.dagr-support@mail.mil



YOU CAN ALSO FIND ANSWERS TO MANY QUESTIONS OR CONTACT
THE ARMY DAGR SUSTAINMENT MANAGEMENT OFFICE THROUGH
<https://www.pdpnt.army.mil>

JAN 16



Everything You Need For UMARK



MECHANICS, THE **LAST** TIME WE TOLD YOU ABOUT THE UNIT MAINTENANCE AERIAL RECOVERY KIT (UMARK)...

...IT WAS ABOUT CHECKING FOR **DEFECTIVE SLINGS** (SEE PAGES 38-39 OF *PS 703*).

ON THE FOLLOWING PAGES WE HAVE SOME ADDITIONAL INFORMATION TO KEEP YOUR UMARK, NSN 1670-01-501-8140, IN OPERATION.

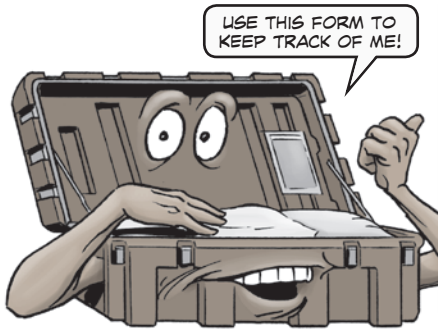
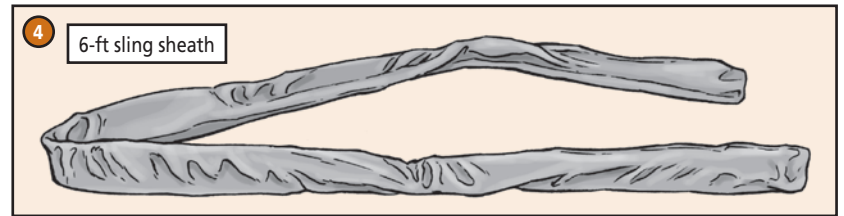
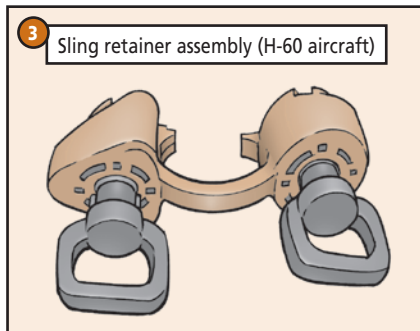
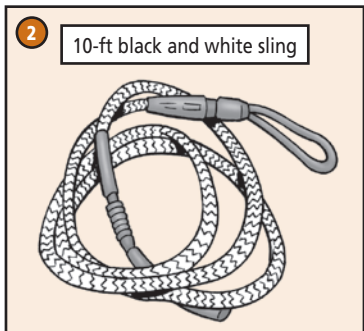
THE UMARK HAS **EVERYTHING** YOU NEED FOR **AIRCRAFT RECOVERY**.

THE **ENTIRE SYSTEM** COMES IN **THREE BOXES**. HERE'S A LIST OF NSNs TO KEEP HANDY FOR A QUICK PARTS INVENTORY...



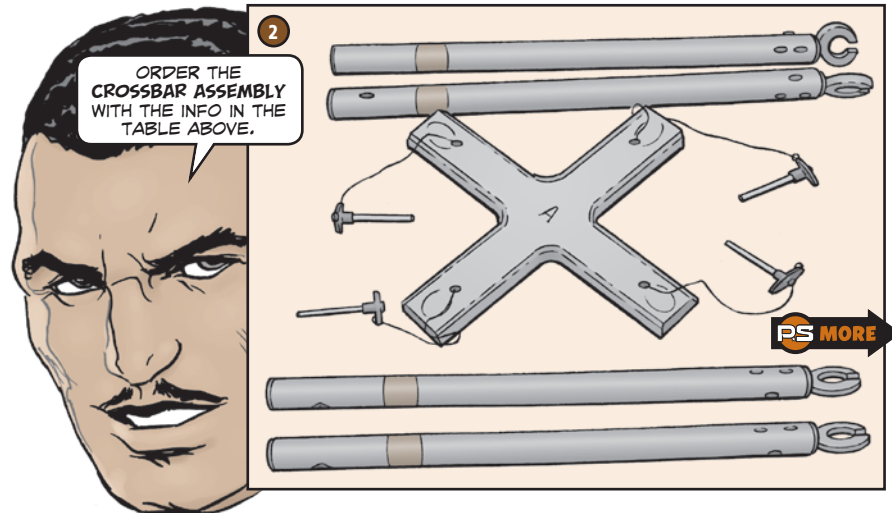
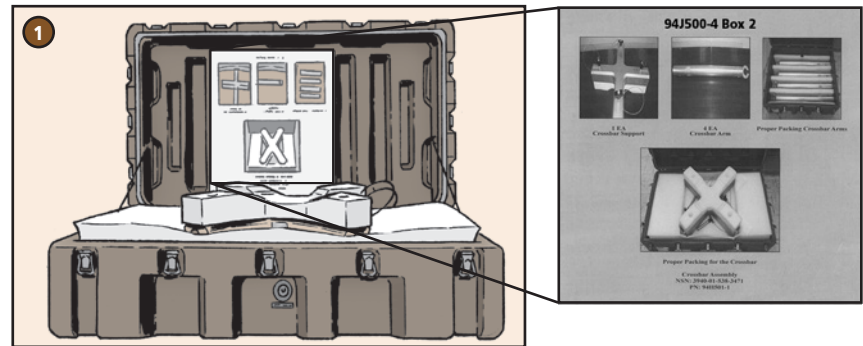
UMARK Box 1, Slings

Item	NSN	Part No.
Case		
1 UMARK usage tracking form		
Green/white sling, 12 1/2-ft	3940-01-538-5739	94D519-1
Blue/white sling, 30-ft	3940-01-538-9499	94D519-4
Red/white sling, 17 1/3-ft	3940-01-539-1505	94D519-3
Yellow/white sling, 13 3/4-ft	3940-01-539-0534	94D519-2
2 Black/white sling, 10-ft	3940-01-538-6784	94D519-5
Black/white sling, 30-ft	3940-01-538-6732	94H520-1
Black/white sling w/bridle attachment, 30-ft	3940-01-538-5218	94H520-2
3 Sling retainer assembly	3940-01-543-9075	10127336
Sling sheath, 34-in	1650-01-632-6759	1024781-1
4 Sling sheath, 6-ft	1650-01-632-6753	1024781-3
Hard card		94J500-401
UMARK inventory card (case 1)		1037403-001

[illegible]

UMARK Box 2, Crossbar Assembly

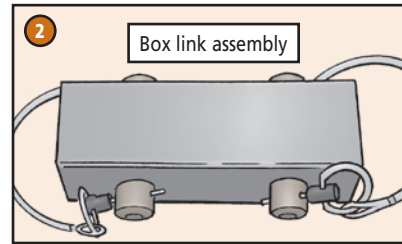
Item	NSN	Part No.
1 Case		
2 Crossbar assembly	3940-01-538-3471	94H501-1
UMARK inventory card (case 2)		1037403-003



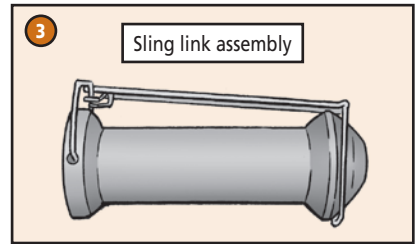
UMARK Box 3, Link/Lifting Assembly

HERE'S
WHAT'S IN
THE LINK/
LIFTING
ASSEMBLY.

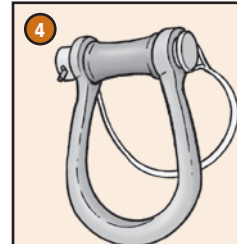
#	Item	NSN	Part No.
1	Case		
2	Box link assembly	3940-01-538-9452	94C524-1
3	Sling link assembly	3940-01-538-0291	94H523-1
4	25K clevis assembly	4030-01-539-0567	94D514-1
5	Lifting clevis assembly	5340-01-539-1932	94D509-1
6	CH-47 hook thimble	4030-01-549-4538	94C533-1
7	AH-1 mast wedge	1680-01-539-3155	94D529-1
8	Blade bag	1615-01-570-5418	94J516-1
9	UH-1 square wedge	5340-01-538-4723	94D528-1
10	Drogue chute	1670-00-391-8499	1670EG029B3
11	OH-58D sight wedge	5430-01-538-5104	94D527-1
	Snapless tie-down	1670-01-541-1132	94C522-2
12	Fixed length tie-down	1670-01-538-2808	94C522-1
	Adjustable length tie-down sling	1670-01-538-2835	94H521-1
13	OH-58C mast wedge	5340-01-538-4862	94D530-1
14	Shackle, 6 1/2-ton	4030-01-568-0061	1020496
15	Sling extension	1670-01-538-8611	94H521-2
16	Blade pole assembly	1730-01-617-3781	94J531-1
17	Sling sheath, 8-ft	1650-01-632-6756	1028532
	UMARK inventory card (case 3)		1037403-005



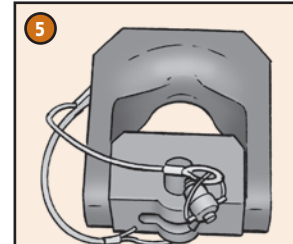
Box link assembly



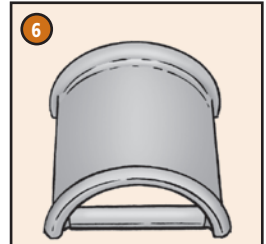
Sling link assembly



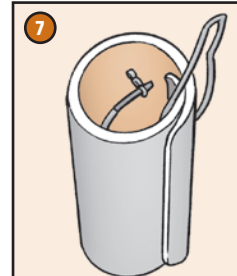
25K clevis assembly



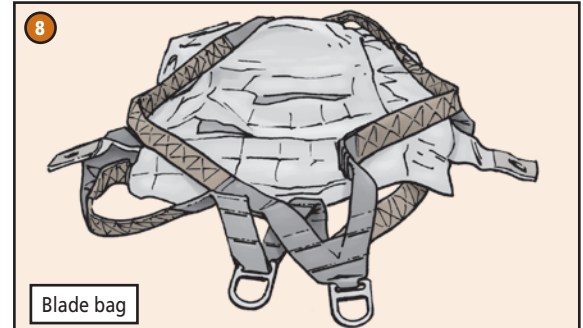
Lifting clevis assembly



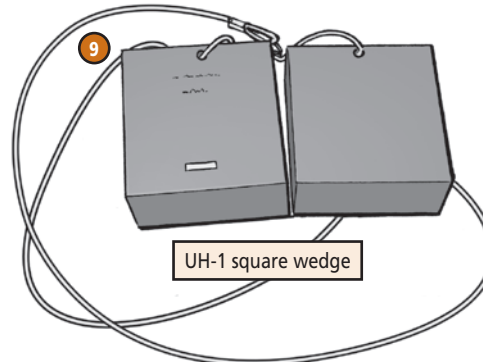
CH-47 hook thimble



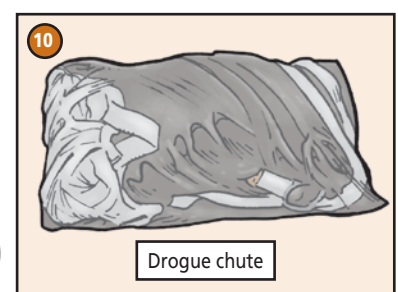
AH-1 mast wedge



Blade bag



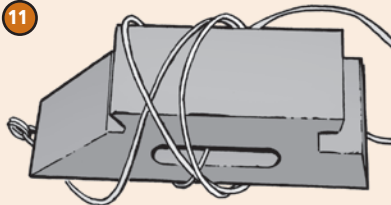
UH-1 square wedge



Drogue chute

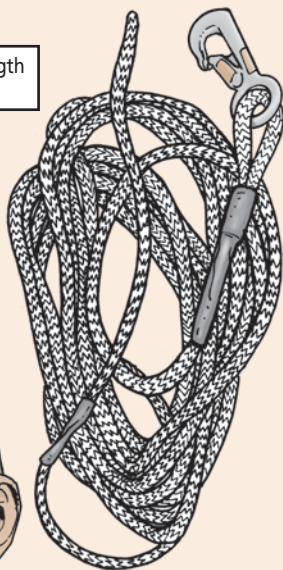


11



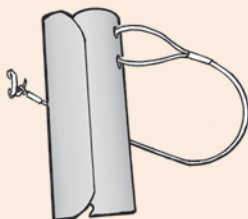
OH-58D sight wedge

12

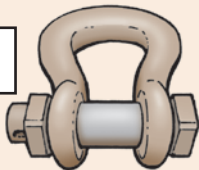
Fixed length
tie-down

13

OH-58C mast wedge

GOT UMARK
QUESTIONS?CONTACT
TAWANNA
HARRIS......AT DSN 746-0858,
(256) 955-0858 OR EMAIL:
tawanna.m.harris.civ@mail.mil

14

6 1/2 ton
shackle

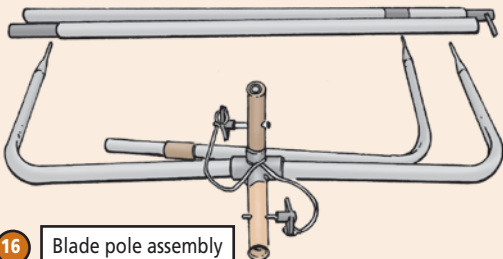
15

Sling extension



16

Blade pole assembly



17

Sling sheath, 8-ft



PS END

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Subject	Issue/Pg	Subject	Issue/Pg
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Subject	Issue/Pg	Subject	Issue/Pg
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Towbars and adapter NSNs	754 06	Track shoes, pad kits	748 04
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Engine hydraulic reservoir check	756 07	SEW--Parts available	751 60
		TMWSS, SEW--Spare tire MWO	754 48

PS MISSILES

ALSO
FEATURING
**SMALL
ARMS**

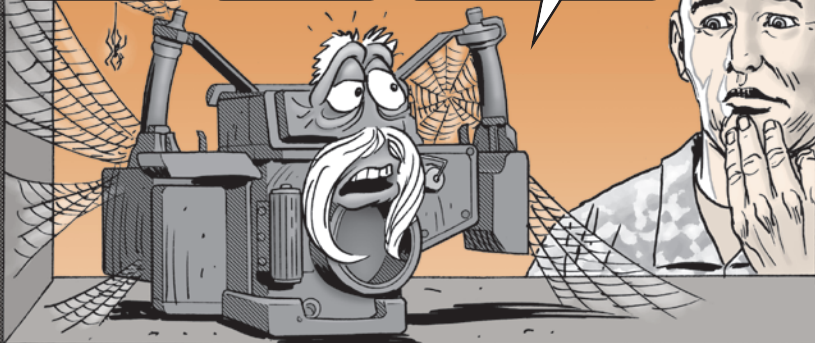
- M16/M4 ambidextrous switch
- M9 Pistol MWO
- M249 piston check
- CROWs tool kit
- Laser ID cable
- TMDE calibration

Javelin Needs Monthly PMCS

YOU HAVEN'T
TURNED ME ON
IN MONTHS!

I BET I HAVE
ALL KINDS OF
PROBLEMS...

...AND YOU'VE PROBABLY
FORGOTTEN HOW TO
OPERATE ME!



Dear Editor,

As an electronic systems maintenance warrant officer, my team and I did a 100 percent inspection of the Javelin missile command launch units (CLU).

We found that maintenance wasn't being done on the CLUs and faults weren't being annotated on DA Forms 5988s.

As a result, 26 CLUs had broken components and were not fit for action. We also discovered that many of the Javelin operators had forgotten how to operate the CLU.

We solved this problem by requiring Javelin operators to do a monthly maintenance and training program following Pages 3-18 and 3-19 in TC 3-22.37, the Javelin's training circular. That way operators get monthly refresher training and we spot CLU problems in time to get them fixed.

I suggest all Javelin units adopt this program. It's worth the effort.

CW2 Kelshal Williams

NO EQUIPMENT SHOULD SIT AND SIT. TO HELP **PREVENT** THIS, A COMPREHENSIVE 360-DAY SERVICE IS BEING ADDED TO THE JAVELIN'S TM.

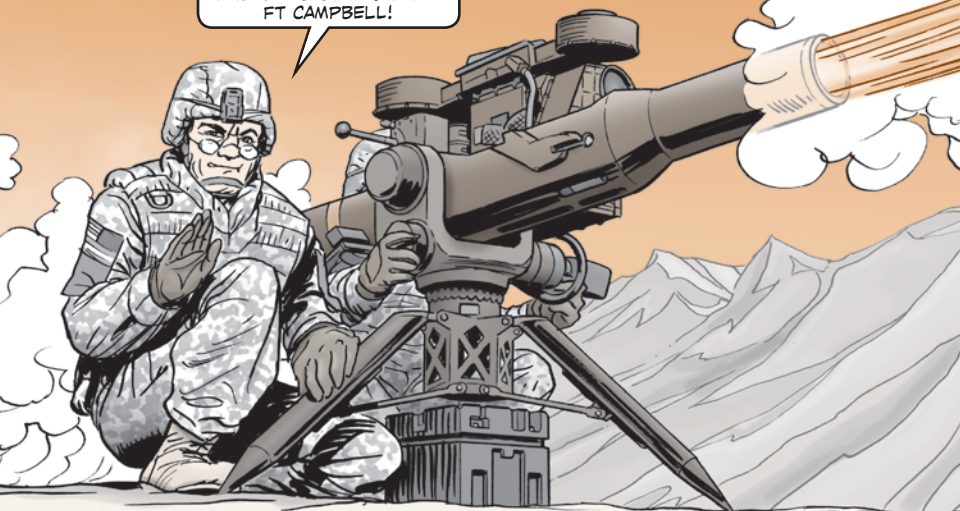
BUT IT'S AN **EXCELLENT** IDEA FOR UNITS ALSO TO DO MONTHLY PMCS AND REFRESHER TRAINING. THANKS, CHIEF.



Improved
Target
Acquisition
System...

GET A HANDLE ON HANDLING PROBLEMS

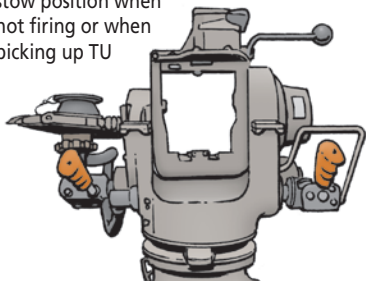
ITAS CREWS, TARGET
THIS **GOOD ADVICE** FROM
FT CAMPBELL!



Dear Editor,

One of the most important rules ITAS crews need to remember is *never* pick up the traversing unit (TU) by the handgrips, TAS mount, bridge clamp or cables. Doing any of this can severely damage the TU. The right way to move the TU is to first ensure the FCS, TAS and tripod are disconnected. Then lock both the azimuth and elevation locks and rotate the handgrips to the stow position. Pick up the TU with the azimuth lock facing you and your right hand under the automatic elevation brake and your left under the TU equilibrator. This method ensures less damage to the TU and allows for quicker setup, proper positioning, and faster reload.

Put handgrips in
stow position when
not firing or when
picking up TU



Put one hand
under automatic
elevation brake
and the other
under the TU
equilibrator

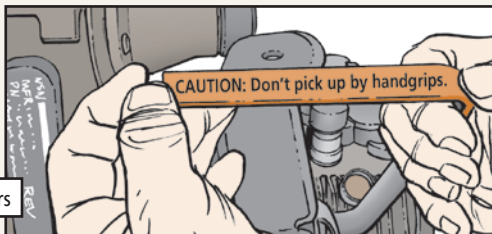


PS MORE

Really, any time you're not firing you should put the handgrips in the stow position. Otherwise, even a hard bump could break buttons or even cause the handgrip to break off its shaft or damage the shaft itself. Damage to the shaft means major repairs.

We think this is so important we've put stickers on the TUs that say **"CAUTION: Don't pick up by handgrips."** You can make them with a label maker.

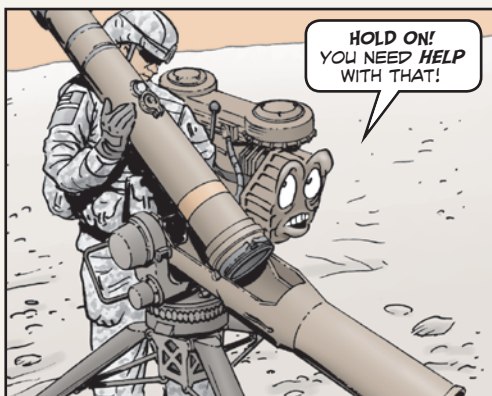
Sticker reminds operators



Here are some more ITAS tips we've picked up:

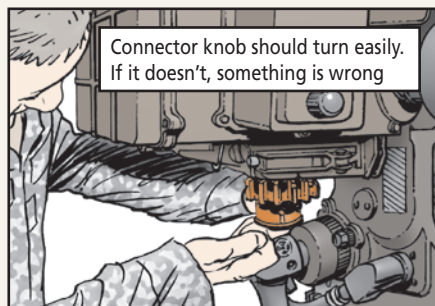
When you set the TU down, **don't** set it on either the azimuth lock or coil cable. Otherwise, they can be damaged, too. Always set the TU down with the azimuth lock facing up, which keeps weight off the azimuth lock and coil cable.

Remember, loading a missile is **always** a two-man job. The missile is just too heavy for one person. One Soldier should remove the missile from the missile rack and hand it to the second Soldier, who then loads the missile. When loading a missile on the truck-mounted ITAS, the TU must be locked down in both azimuth and elevation. Rotate the turret so that back end of the TU is in the 5 or 6 o'clock position. Otherwise, it's an awkward job.



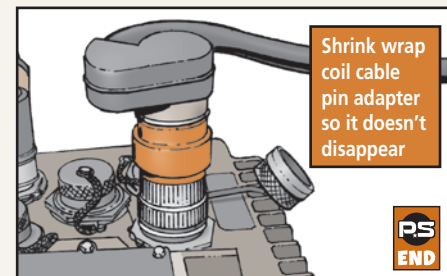
When connecting the TAS interface cable on the TU to the TAS, make sure the locking collar is first rotated all the way to the left. Then rotate it one click to the right. You should hear a click or clunk when the cable is lined up correctly.

When everything is aligned, gently push the connector knob up. You might need to slightly wiggle the cable back and forth to get it to fit. If the connector knob doesn't easily move upward while you rotate the locking collar counterclockwise, don't force it. That bends pins and possibly the locking tab. Reposition the connector knob and try again. Still no luck? Report it. Something is wrong.



Shrink wrap the coil cable pin save adapter (also called the second chance adapter) in place. That keeps the adapter from disappearing and protects the cable's pins from damage. If the coil cable's pins are damaged, the whole TU must be replaced.

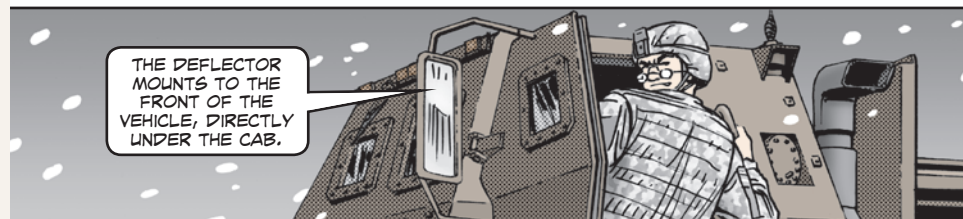
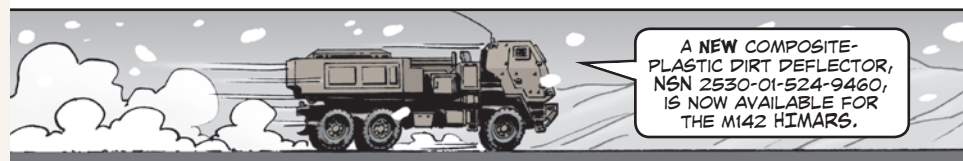
SPC Matthew Wallace
B Co, 526 BSB
Ft Campbell, KY



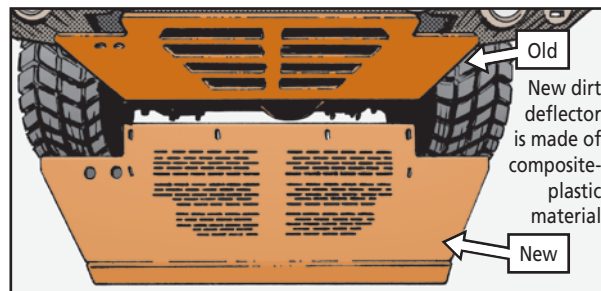
Editor's note: You've IDed some great ITAS tips, Specialist. Thanks for sharing.

M142
HIMARS...

DIRT DEFLECTION DONE RIGHT!



IT REPLACES THE OLD DEFLECTOR, NSN 5340-01-567-8667, THAT'S SHOWN AS ITEM 30 IN FIGURE 1221 OF TM 9-2300-310-14&P (SEP 10).

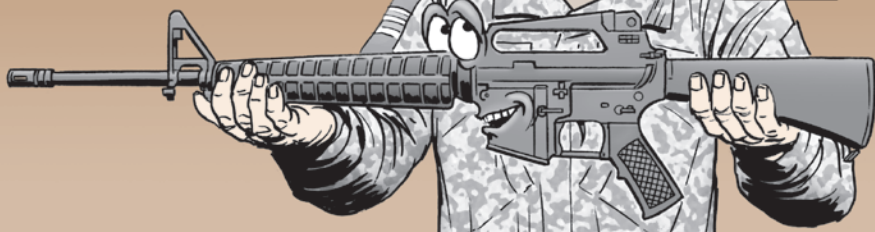


Selector Switch Switched

HEY! HOW ABOUT GETTING ME THAT NEW SELECTOR SWITCH?

SORRY, YOUR OLD SWITCH IS STILL GOOD.

YOU'LL GET A NEW ONE WITH THE MWO OR IF IT BREAKS.

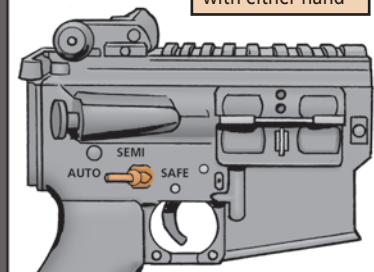


THE SWITCH FROM THE M16/M4'S ONE SIDED-SELECTOR SWITCH, NSN 1005-01-225-8339, TO THE AMBIDEXTROUS SELECTOR SWITCH, NSN 1005-01-585-6042, CONTINUES!

THE ADVANTAGE OF THE AMBIDEXTROUS SWITCH IS THAT IT CAN BE OPERATED WITH *EITHER* HAND.



New selector switch can be set with either hand



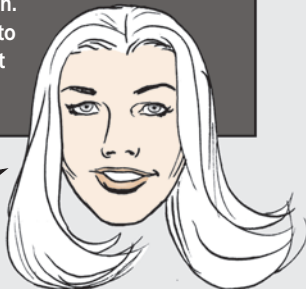
If your M16s and M4s still have the old selector switch and it works, continue to use it. The old switch is a terminal item, so you can no longer order it. Order the new switch. A 91F small arms repairman must install the new switch.

MWO 9-1005-319-50-1 is converting all the M4s to M4A1s, which includes installing the ambidextrous switch. The MWO is being done mostly by traveling TACOM teams at no cost to the unit. Units can't perform the MWO themselves.

There is no MWO for the M16 that adds the ambidextrous switch.

If you want the new switch now, your unit will have to order it. If you install the new switch on an M4, don't report it in MMIS as a completed MWO. The switch swap isn't the complete MWO.

ALL UNITS THAT HAVE THE M4A1 CARBINE WITHOUT THE AMBIDEXTROUS SWITCH WILL GET THE SWITCH THROUGH A SEPARATE -20 LEVEL MWO.



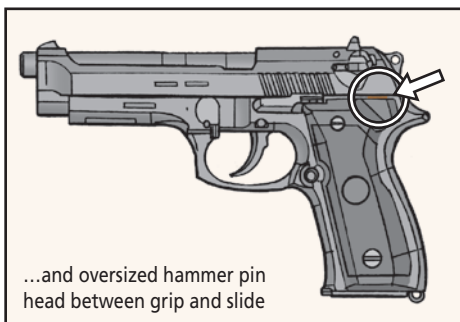
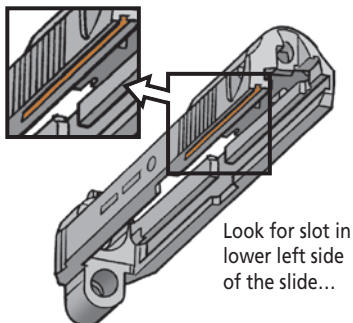
Missed MWO?



MWO 9-1005-317-30-10-1 (Mar 1989) was supposed to be applied to all M9 pistols by June, 1993. The MWO prevents the rear part of the slide from flying off toward the operator if it breaks during firing.

Recently a Soldier found out the hard way that the MWO hadn't been applied to all M9s when a slide broke and hit him in the face.

All armorers need to immediately check their M9s for the MWO. Look for a slot in the lower left side of the slide when looking at the weapon from the rear. Also look for an oversized hammer pin head between the grip and slide.

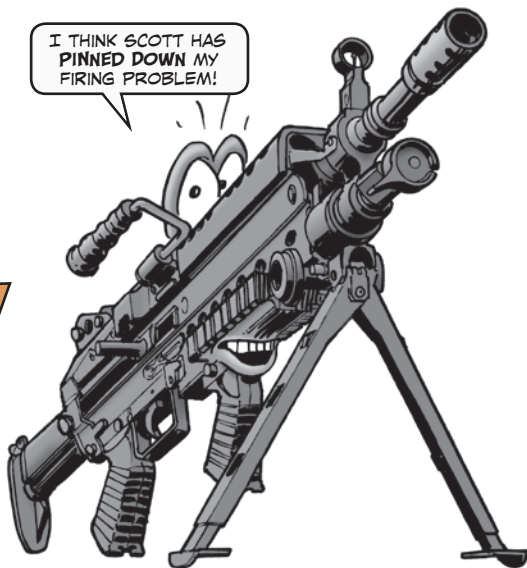


The MWO is long gone. If you find an M9 without the MWO applied, contact the M9 item manager April Freeman for a replacement. Call DSN 786-1262, (586) 282-1262, or email: april.j.freeman.civ@mail.mil

For more info, see TACOM safety of use message (SOU) 15-011 at:

<https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOU15-011.html>

WON'T FIRE? CHECK PISTON PIN



Dear Editor,

Recently I was trying to repair an M249 that wouldn't fire. It would chamber rounds and extract them with no problem when I worked the weapon manually with dummy rounds. But when I had Soldiers test fire it with blanks, it still wouldn't fire. I did the normal troubleshooting, but nothing turned up.

Then I checked the unfired blank round and discovered that it didn't have the normal deep mark on its primer from the firing pin strike. That led me to check the gas piston. I found its roll pin was broken and the gas piston was sticking out too far.

Won't fire? Check roll pin



Once I replaced the pin, the M249 fired great.

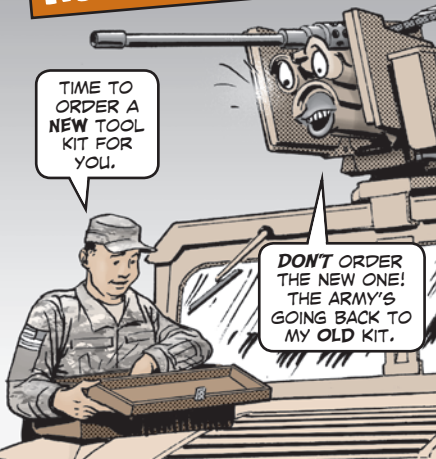
Small arms repairmen might want to keep this in mind when they can't figure out why an M249 won't fire.

Scott Taylor
4th Ranger Training Bn
Ft Benning, GA



Need CROWS Tool Kit?

Order the Old One



IF YOU NEED THE M153 CROWS II TOOL KIT, **DON'T** ORDER THE "NEW" KIT, NSN 5340-01-585-3103. **IT'S GOING AWAY.** INSTEAD, ORDER THE "OLD" KIT, NSN 5180-01-563-4025.

IF YOU USE CROWS ON THE M1-SERIES TANKS, YOU'LL **ALSO** NEED TO ORDER A STUBBY FLAT-TIP SCREWDRIVER, NSN 5120-01-434-9707. IT REPLACES THE #2 STUBBY CROSS-TIP SCREWDRIVER, NSN 5120-01-367-7217. ORDER AN OPEN-END BOX WRENCH, NSN 5120-01-430-2964, AS WELL. BOTH TOOLS WILL BE ADDED TO THE CROWS' AAL AND HAND RECEIPT.

FOR MORE INFO, SEE
TACOM LCMC MAINTENANCE INFORMATION
MESSAGE 15-028:

[https://tulsa.tacom.army.mil/
Maintenance/message.cfm?
id=M115-028.html](https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=M115-028.html)

AN/PED-5 Laser Target Locator Module...

Watch It with I/O Cable!



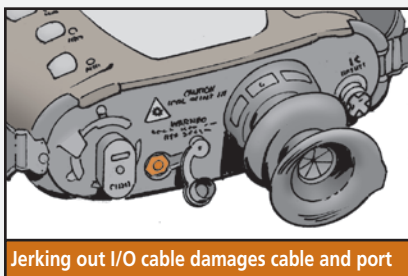
It's very easy to damage the AN/PED-5 laser target locator module's (LTLM's) input/output (I/O) interface connector and external input/output cable.

If you don't correctly remove the 90-degree connector off the LTLM I/O interface connector, you damage both the cable and the connection port.

Avoid that by pulling the connector straight off with a slight rocking motion.

If you have any AN/PED-5 questions, contact TACOM's Engels Arias at DSN 786-1230, (586) 282-1230, or email:

engels.d.arias.civ@mail.mil



Jerking out I/O cable damages cable and port

Keeping TMDE Happy... and Your Equipment Accurate

YOU WANT ALL THIS STUFF CALIBRATED BY NEXT WEEK?! YOU SHOULD'A BROUGHT THIS EQUIPMENT IN MONTHS AGO!



Dear Editor,

I think I speak for TMDE units everywhere when I say units can do so much to help us and themselves if they remember these rules:

Stay on top of calibration. If units do nothing else, this will make their TMDE happy—very happy. Too often units wait until they're ready to deploy or go to the field before they worry about getting equipment calibrated. So we end up trying to do two months of work in two weeks.

Every week, we report to brigade what equipment in each unit needs to be calibrated. So units should know which equipment needs attention. If they're not sure, they can call us. And TB 43-180 lists all equipment that needs calibration.

Don't forget about equipment you've sent to TMDE. We notify units when their equipment is ready for pick-up, but sometimes units don't bother to come get the items. So that makes even more work for us.

Make friends with TMDE. We're here to help, not cause problems. If you have questions or concerns, call us. We'll be glad to assist.

SSG Anthony Brooks
101st Sustainment Bde
Ft Bragg, NC



Editor's note: From our experience, you're speaking for TMDE units everywhere. All units need to pay attention to what needs calibration and when.

PS SOLDIER SUPPORT



Family of
Space Heaters...

Flushing Out the Finer Points of FOSH



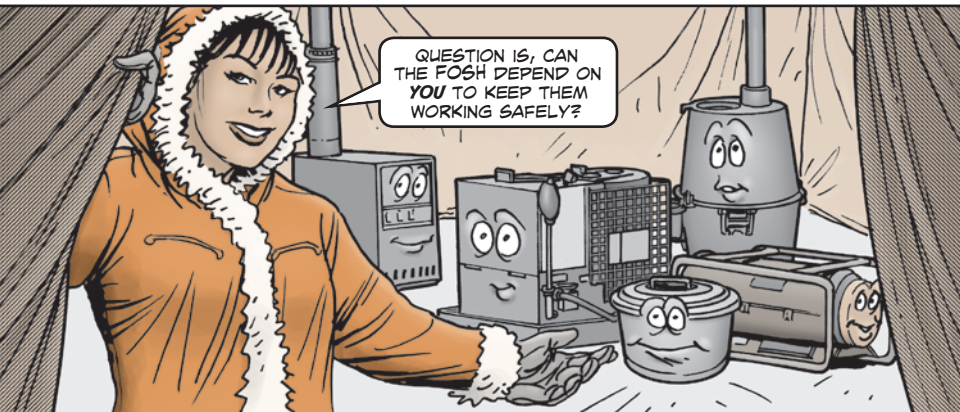
I C-CAN'T
FEEL MY
T-TOES.

ME,
N-NEITHER!
M-MAYBE
WE SH-
SHOULDA'
TAKEN
B-BETTER
CARE
OF THE
H-HEATER!

WHEN YOU'RE **SHIVERING**
IN YOUR TENT AS ANOTHER ICY
WINTER COMES **HOWLING IN...**

...THE FAMILY OF SPACE HEATERS (FOSH)
MAY BE **ALL THAT STANDS** BETWEEN YOU AND
FROZEN TOES—OR WORSE.

QUESTION IS, CAN
THE FOSH DEPEND ON
YOU TO KEEP THEM
WORKING SAFELY?



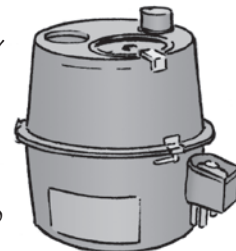
HERE ARE SOME
COMMON ISSUES
FACED BY FOSH
OPERATORS.
THEY COVER
THE VERY
BASICS OF FOSH
OPERATION AND
MAINTENANCE.
FOR THE **WHOLE**
STORY, READ
THE TMS.

FIRST, YOU'LL
NEED THE RIGHT
HEATER FOR THE
TYPE OF TENT
YOU HAVE. HERE'S
A GUIDE...

H-45 SPACE HEATER,
NSN 4520-01-354-1191
(TYPE I, SOLID FUEL)
NSN 4520-01-329-3451
(TYPE II, LIQUID FUEL)

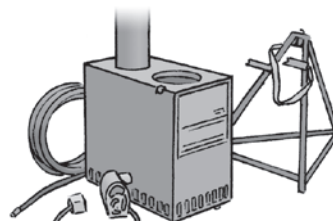
COVERED BY
TM 9-4520-257-
12&P, IT REPLACES
THE OLD POTBELLY
M-1941.

DESIGNED TO
HEAT THE **GENERAL**
PURPOSE AND
TEMPER TENTS.
IT BURNS LIQUID
(JP-8 AND DIESEL)
AND SOLID FUELS.



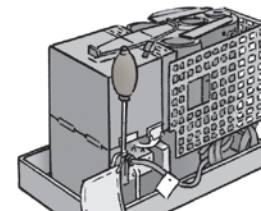
ARCTIC SPACE HEATER,
NSN 4520-01-444-2375

COVERED BY TM 10-4520-261-12&P,
IT REPLACES THE OLD M-1950 YUKON
HEATER. A LIGHTWEIGHT, PORTABLE
HEATER FOR **5-MAN** AND **10-MAN**
ARCTIC TENTS THAT BURNS BOTH LIQUID
(JP-8 AND DIESEL) AND SOLID FUELS.



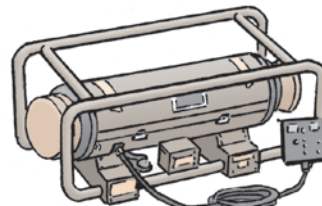
SMALL SPACE HEATER,
NSN 4520-01-478-9207

COVERED BY TM 10-4520-263-12&P, IT'S
IDEAL FOR USE IN SMALLER TENTS LIKE
THE **4-MAN** SOLDIER/CREW TENT. IT BURNS
LIQUID (JP-8 AND DIESEL) FUEL. ALTHOUGH
IT HAS A BUILT-IN FUEL TANK, THE HEATER
CAN ALSO RUN OFF OF AN EXTERNAL FUEL
SUPPLY USING A FUEL CAN AND STAND.



CONVECTIVE SPACE HEATER,
NSN 4520-01-431-8927

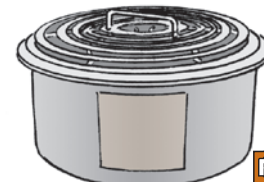
COVERED BY TM 10-4520-262-12&P,
IT PROVIDES FORCED HOT AIR FOR THE
MODULAR COMMAND POST SHELTER.



IT GENERATES ITS OWN ELECTRICAL POWER
AND IT HAS BUILT-IN DIAGNOSTICS. IT BURNS
LIQUID FUEL (JP-8 AND DIESEL).

THERMOELECTRIC FAN,
NSN 4520-01-457-2790

THIS FAN IS A COMPACT,
SELF-POWERED UNIT THAT FITS
ON TOP OF THE H-45 AND
ARCTIC SPACE HEATERS.



THE FAN USES SOME OF THE HEAT
TO TURN THE FAN BLADES, WHICH
CIRCULATE HEATED AIR, IMPROVE
COMFORT AND SAVE FUEL.

PS MORE

Operation

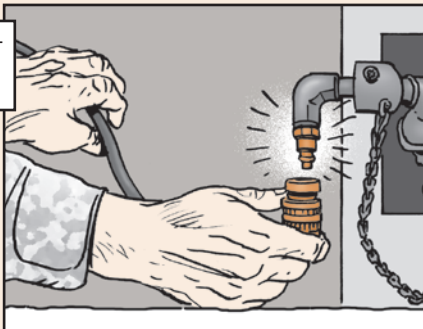
TO OPERATE YOUR HEATER FROM AN EXTERNAL FUEL SUPPLY, YOU'LL NEED:

- HOSES.
- A GRAVITY FEED ADAPTER.
- A 5-GAL FUEL CAN AND
- A FUEL CAN STAND.

EACH ONE DEMANDS YOUR ATTENTION TO ENSURE SAFE FUELING...

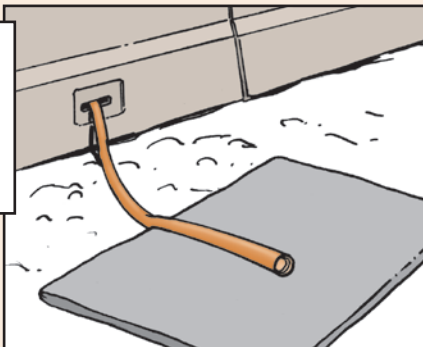
- Inspect fuel hoses for dry rot, cracks, cuts, wear and leaks. Replace them if necessary.
- Keep hoses' quick disconnect fittings clean and unblocked. Brush off snow and ice. They block fuel flow. Wipe off dirt, sand and debris. They can cut O-rings and cause fuel leaks.

Keep quick-disconnects clean



- Inspect the O-rings. Make sure they're not cracked, cut or flattened.
- Run the fuel overflow hose outside, away from the tent and slightly downhill. Put the end of the hose on a petroleum absorbent mat, NSN 7930-01-363-8631, to absorb fuel overflows. That NSN brings a hundred 15x20-in sheets.

Put end of fuel overflow hose on petroleum absorbent mat



- Take care when you screw the gravity feed adapter onto the fuel can. Screw it on slow and easy-like so you don't strip the can's plastic threads. Stripped threads lead to fuel leaks and fires. Take a close look at the adapter and make sure it hasn't been cross-threaded.

- Never try to fuel a hot space heater. You risk a fire or explosion. Instead, shut down the heater and allow it to cool completely before fueling from an external supply.

- Make sure the fuel can stand is stable. Untangle the tripod straps. Fully extend the tripod legs. Tighten the hook-and-pile straps to hold the fuel can to the stand.

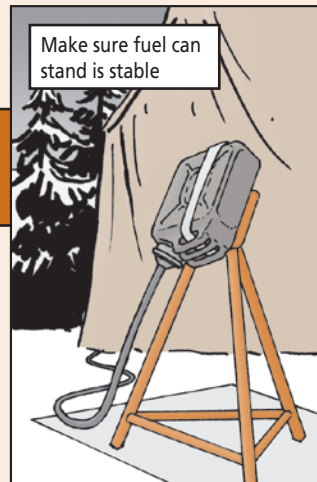
- Store spare fuel cans outside of tents and shelters.

- Open flames or sparks can ignite the external fuel supply. Set up the fuel supply on a cleared, level site about seven to eight feet away from the tent.



- Use only the approved fuels listed in your TM. *Unapproved* fuels—like gasoline, JP-4 or a mixture of fuels—pose a fire hazard.

Make sure fuel can stand is stable



- Keep your eyes peeled for leaks—especially from the hoses, fuel can, gravity feed adapter and quick disconnects.

Use approved fuels only



Lid (Arctic and H-45 heaters only)

CLOSE THE LID WHEN THE HEATER'S OPERATING. THE HEATER DOESN'T WORK EFFICIENTLY WHEN THE LID IS OPEN BECAUSE IT GIVES OFF LESS HEAT.

AN OPEN LID CAN ALSO LET FLAMES EXIT THE HEATER.

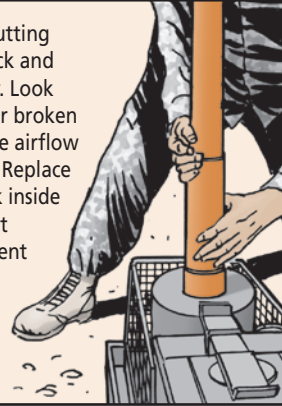
Fire/Carbon Monoxide Prevention (Arctic, H-45 and small heaters only)

CARBON MONOXIDE (CO) IS A DEADLY GAS, YOU CAN'T SEE, SMELL OR TASTE IT.

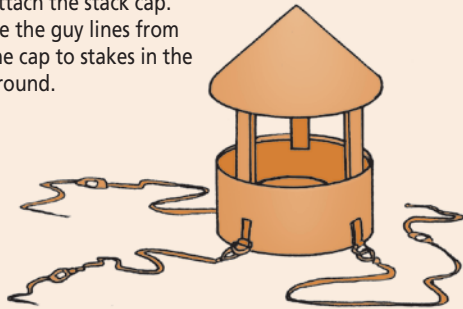
BUT BREATHING CO CAN CAUSE NAUSEA, DIZZINESS, HEADACHES OR FATIGUE ...AND CO CAN KILL YOU.

TO PREVENT CO POISONING FROM YOUR HEATER, FOLLOW THESE TIPS...

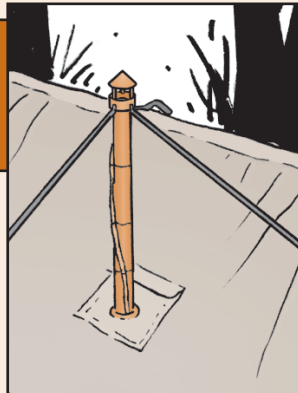
- Use all the pipes when putting together the exhaust stack and make sure they fit snugly. Look for cracks, bent flanges or broken seams that can reduce the airflow needed to burn the fuel. Replace all damaged pipes. Check inside the pipes for clogs or soot build-up that might prevent venting. Clean out any buildup.



- Attach the stack cap.
- Tie the guy lines from the cap to stakes in the ground.



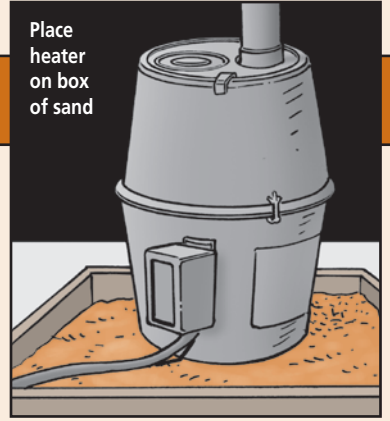
- Make sure the stack is straight up through the exhaust opening and above the tent's peak.
- Allow enough space between the heater and the tent wall. See your heater's TM for guidelines.



- Keep all flammable material at least two feet away from the heater.
- If the tent has a fabric floor or is pitched on snow, put the heater in a box of sand or on a bed of bricks.

- Wait until the heater cools before attempting a re-light. Re-lighting a hot heater could cause a fire or explosion.
- Before burning liquid fuel in the arctic space heater, remove the solid fuel grate, install the burner cover and latch the front door. That helps the heater work efficiently and produce more heat. It also keeps flames from exiting the heater.

Place heater on box of sand



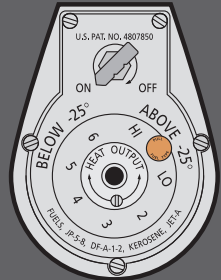
Overfiring (Arctic and H-45 heaters only)

TO PREVENT OVERFIRING, ADJUST THE FUEL FLOW CONTROL VALVE:

SET THE FUEL SELECTOR CONTROL FOR OUTSIDE TEMPERATURE AND TYPE OF FUEL.

ADJUST THE FUEL FLOW ADJUSTMENT KNOB TO REGULATE THE AMOUNT OF FUEL TO THE BURNER.

BOTH HEATERS HAVE INSTRUCTION PLATES THAT EXPLAIN HOW TO USE THE CONTROL PANEL.



WHEN YOU'RE NOT USING THE HEATER, STORE THE FUEL FLOW CONTROL VALVE IN A PLASTIC BAG TO PROTECT THE FUEL FITTING.

STORE IT WITH THE ON/OFF CONTROL IN THE ON POSITION.

THAT KEEPS THE NEEDLE INSIDE THE VALVE FROM STICKING CLOSED.

TO PARAPHRASE WHAT A WISE MAN ONCE SAID,
**WE HAVE THE WORLD'S BEST SPACE HEATERS...
TAKE CARE OF THEM!**

PS END



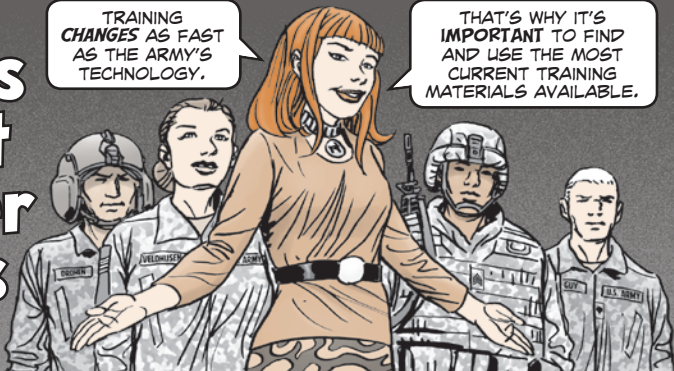
- Improve skills with WTSPs
- PBUSE fix needed for MSD model
- MSD help desk support
- Get RFID tags faster
- Avoid GCSS-Army rejection

Training...

WTSPs Boost Soldier Skills

TRAINING
CHANGES AS FAST
AS THE ARMY'S
TECHNOLOGY.

THAT'S WHY IT'S
IMPORTANT TO FIND
AND USE THE MOST
CURRENT TRAINING
MATERIALS AVAILABLE.



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THE WTSPs OFFER THE **MOST CURRENT TRAINING MATERIALS**. THEY'RE **UPDATED AUTOMATICALLY** ONLINE WHENEVER SOURCE FILES ARE REVISED.

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- LESSON PLANS
- POWERPOINT SLIDES

- PRACTICAL EXERCISES
- HANDOUTS
- REFERENCE MATERIALS ON VARIOUS TOPICS.

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3 THEN CLICK WARFIGHTER TRAINING SUPPORT PACKAGE

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- Training Control
- Warfighter Training Support Package (WTFSP)
- Unit Task List
- Tank Gunnery

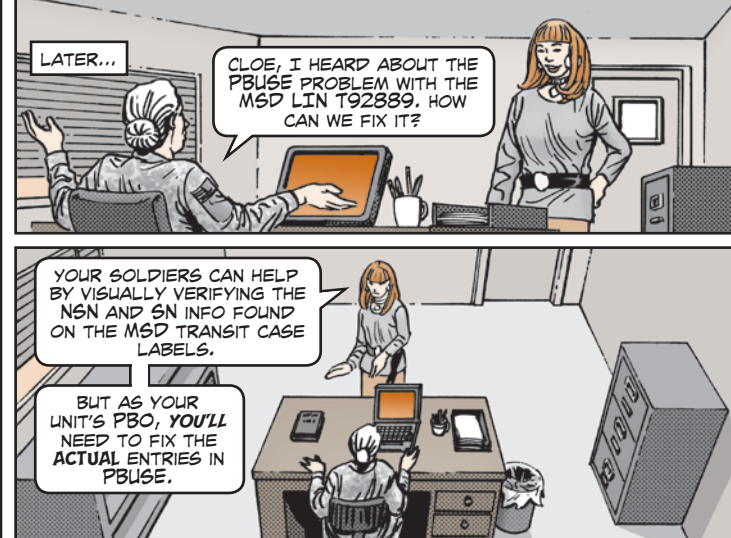
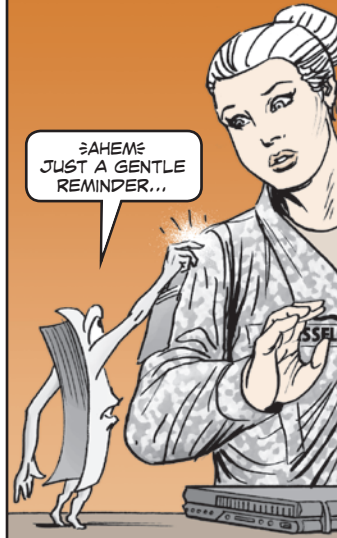
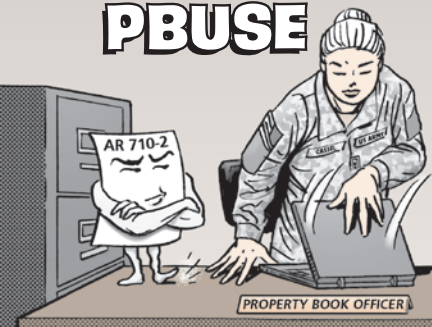
Leader development >>

Other >>

Rate Training Products! Low ☆☆☆☆ High

ATN Top Rated Training Products: [No items rated at this time]

Fix MSD Entries in PBUSE



ATTENTION, PROPERTY BOOK OFFICERS (PBOs)! **NUMEROUS** ERRORS IN PBUSE FOR THE MAINTENANCE SUPPORT DEVICE (MSD), LIN T92889, MUST BE **CORRECTED**.

PRODUCT DIRECTOR TEST, MEASUREMENT AND DIAGNOSTIC EQUIPMENT (PD TMDE) REQUESTS EVERY UNIT WITH LIN T92889 CHECK, VERIFY AND CORRECT THEIR MSD DATA IN PBUSE.

THE NSN AND SN FOUND **UNDER** THE CARRYING HANDLE ON THE MSD'S TRANSIT CASE ARE THE END ITEM INFO THAT NEEDS TO BE RECORDED IN PBUSE.

MILTOPE CORPORATION

EID CAGE 54418
NOMENCLATURE: TEST SET, ELECTRONIC SYSTEM: AN/PSM-95C
Model #: MSD-V3-T1C2/US/W/VW
NSN: 6625-01-599-9556

P/N 715947-19
P/N 715947-19

S/N MSD-V3-SP3-009231

THE FOLLOWING NSN AND SN COMBINATIONS ARE THE ONLY CORRECT FORMAT FOR ENTRIES IN PBUSE FOR LIN T92889...

NSN	SN
6625-01-493-8968	MSD-V2-ICE-#####
6625-01-536-1764	MSD-V2-FR-#####
6625-01-562-9904	MSD-V2-FR-#####
6625-01-573-3587	MSD-V2-SP2-#####
6625-01-592-6732	MSD-V3-FR-#####
6625-01-598-2178	MSD-V3-ICE-#####
6625-01-598-2187	MSD-V3-SP2-#####
6625-01-599-9556	MSD-V3-SP3-#####
6625-01-599-9498	MSD-V3-FR-#####
6625-01-599-9659	MSD-V3-FR-#####
6625-01-624-6684	MSD-V3-FR-#####
6625-01-614-6841	MSD-V3-FR-#####
6625-01-624-6549	MSD-V3-FR-#####

PBOs, IF THE NSN/SN ON A MSD'S TRANSIT CASE DOES NOT MATCH THE CURRENT DATA FOUND IN PBUSE, THEN ENTER THE ADMINISTRATIVE ADJUSTMENT REPORT (AAR) SECTION IN PBUSE, CHANGE THE SNS AND/OR NSNS, AND USE THE TYPE ACTION CODE "P" TO POST THE TRANSACTION.



THE COMPUTER DATA LABEL WITH A SN FORMAT SUCH AS MSD-V3-##### AND THE INTERNAL COMBUSTION ENGINE (ICE) KIT DATA LABEL WITH SN FORMAT ARE COMPONENTS OF THE SYSTEM AND CAN BE ADDED AS SUCH IN PBUSE.

A SP3 KIT SHOULD ONLY BE ASSIGNED AS A COMPONENT TO A MSD END ITEM WITH MSD-V3-SP3-##### IN PBUSE.

ALSO NOTE THAT THE FOLLOWING NSNS UNDER LIN T92889 ARE **OBSOLETE**:

6625-01-352-3060,
6625-01-352-7233,
6625-01-445-0085
AND
6625-01-493-8984.

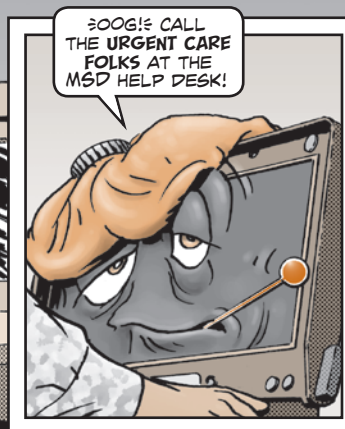
IN ORDER TO RECEIVE REPLACEMENTS FOR THESE NSNS, UNITS SHOULD TURN IN THE OBSOLETE MSDS TO THEIR NEAREST DLA DISPOSITION SERVICES.

THERE'S AN OFFICIAL LETTER OF INSTRUCTION (LOI) WITH GUIDANCE FOR TURNING IN MSDs. THE LOI IS LOCATED ON THE PD TMDE WEBSITE AT:
<https://msd.us.army.mil/>

- Click the green text **Login to MSD Homepage** and log in with your CAC email certificate
- Click the **Customer Support Portal** link
- Click **Technical Bulletins** and download the May 2015 LOI.

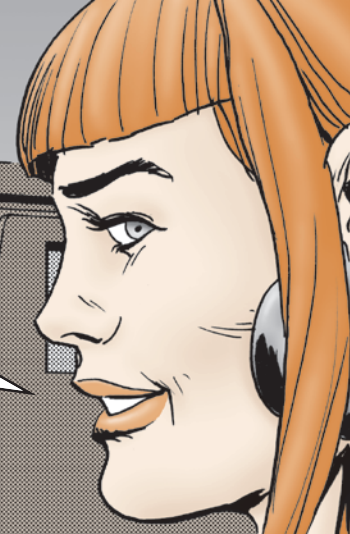
FOR MSD HELP OR QUESTIONS, VISIT THE WEBSITE ABOVE, CALL THE MSD HELP DESK AT (877) 564-1137, (256) 876-2200, OR EMAIL: apats@redstone.army.mil

Got MSD Questions? Get Answers!



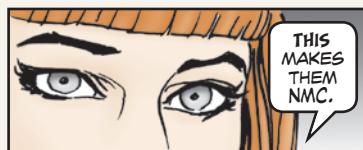
MANY OF YOU KNOW BY NOW THAT THE MAINTENANCE SUPPORT DEVICE (MSD)-V2 IS PHASING OUT AND THE MSD-V3 IS BEING FIELDIED.

HERE'S MORE INFO ON THESE CHANGES, AND HOW AND WHERE TO GET SUPPORT FOR YOUR MSD OR RELATED EQUIPMENT.



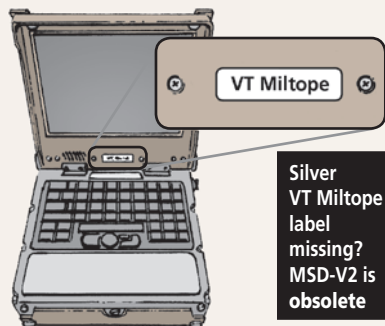
MSD-V2

SOME MSD-V2s ARE NO LONGER SUPPORTED BY THE MANUFACTURER, VT MILTOPE. THEY **CAN'T** BE UPGRADED TO THE WINDOWS 7 OPERATING SYSTEM (OS), WHICH IS NECESSARY TO RUN NEW SOFTWARE UPDATES AND THE LATEST INTERACTIVE ELECTRONIC TECHNICAL MANUALS (IETMS).



HERE'S HOW TO IDENTIFY UNSERVICEABLE MSD-V2 MODELS, OBSOLETE VERSIONS...

- are missing the silver "VT Miltope" tag on the bottom of the screen bezel.
- are PN 714000.
- have a mother board serial number that ends in 855 or lower.



FOR THE MSD-V2s THAT **AREN'T** OBSOLETE AND STILL IN SERVICE, THE ONLY SOLUTION TO NO WINDOWS 7 OS SUPPORT IS TO **WAIT** FOR THE WINDOWS 7 UPDATE RELEASE, EXPECTED SOON.

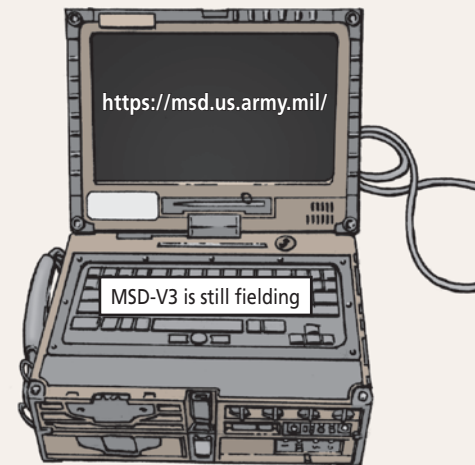
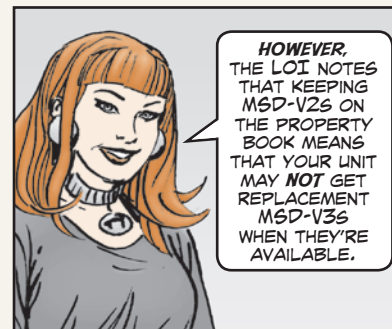
THERE IS AN OFFICIAL **LETTER OF INSTRUCTION (LOI)** WITH GUIDANCE FOR TURNING IN MSDs. THE LOI IS LOCATED ON THE PD TMDE WEBSITE AT:
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- Click the [Customer Support Portal](#) link
- Click [Technical Bulletins](#) and download the May 2015 LOI.

MSD-V3

THE FIELDING OF MSD-V3 CONTINUES, BUT THERE **ARE NOT** ENOUGH AVAILABLE FOR **EVERY** UNIT.

SOME UNITS NEED TO KEEP MSD-V2s FOR MISSION SUPPORT.



FOR HELP WITH MSDs OR RELATED EQUIPMENT, CONTACT THE MSD HELP DESK. THEY CAN ASSIST WITH...

- the internal combustion engine (ICE) or smart wireless internal combustion engine (SWICE) software, firmware and calibration problems
- login/password resets
- equipment fielding issues
- hardware and software issues
- MSD ULLS-A(E) machine problems
- warranty and maintenance repair services

Where to Get Help

- Click the green text Login to MSD Homepage (Select email certificate on your CAC)

apats@redstone.army.mil'. There is a 'PS END' logo in the bottom right corner."/>

MSD Home

Customer Support Portal

Customer Service Requests

new CSRs or to view current status and previous CSRs select here.

1. Click Customer Support Portal

2. Click Customer Service Requests

3. Press "Add" button icon to generate a new CSR help ticket

4. Once all fields are completed, select the green text Apply-Save to submit the CSR

5. Your CSR will go to the appropriate tier level of support. A case number will be assigned and emailed to you so you can track the progress at the MSD homepage.

FOR HELP OR QUESTIONS, CALL THE MSD HELP DESK AT (877) 564-1137, (256) 876-2200, OR EMAIL: apats@redstone.army.mil

PS END

Supply...

Faster Route to RFID Tags!

NEED RFID TAGS? BE AWARE THAT THE NSN YOU USE TO ORDER 'EM CAN ALSO DETERMINE HOW FAST YOU GET 'EM.

If you need to order radio-frequency identification (RFID) tags, note that the following NSNs are not kept in stock at the Defense Logistics Agency (DLA): NSNs 6350-01-633-7731/7732/7338/7342 and 6350-01-631-2568. If you order these NSNs, you may not get them for 60 days or more.

Here's a workaround. DLA keeps NSN 6350-01-579-3126 (data rich tag with DLA label) in stock, but not 6350-01-633-7342 (data rich tag with bracket and DLA label). These two tags work the same, but the first NSN has no mounting bracket while the latter one does. If the first tag will meet your needs and you've got a high-priority requisition, order the in-stock tag with NSN 6350-01-579-3126. RFID tags will work without the optional mounting brackets.

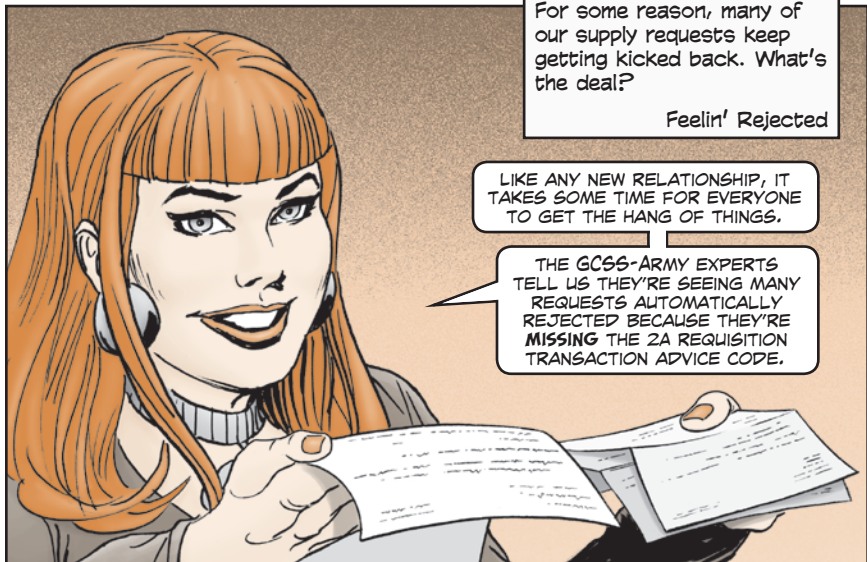
Dear Cloe

How Can I Avoid Rejection?



Our supply support activity has converted to GCSS-Army Wave 1. For some reason, many of our supply requests keep getting kicked back. What's the deal?

Feelin' Rejected



LIKE ANY NEW RELATIONSHIP, IT TAKES SOME TIME FOR EVERYONE TO GET THE HANG OF THINGS.

THE GCSS-ARMY EXPERTS TELL US THEY'RE SEEING MANY REQUESTS AUTOMATICALLY REJECTED BECAUSE THEY'RE MISSING THE 2A REQUISITION TRANSACTION ADVICE CODE.

THIS ADVICE CODE IS **MANDATORY** WHEN ORDERING MATERIALS WITH **ACQUISITION ADVICE CODES (AACs)** OF I, J, K OR L:

AAC	Definition
I	Direct ordering from a central contract or schedule (non-stocked items)
J	Not stocked, long lead time. Inventory materiel management service centrally managed but not stocked item. Procurement will be started only after a requisition is received.
K	Centrally stocked for overseas only. Main source is local purchase or direct ordering from a central contract/schedule when the Federal Supply Schedule Number is shown in the catalog management data record.
L	Local purchase (non-stocked items)

SO REMEMBER, WHEN ORDERING ANY MATERIAL (NSN/NIIN) WITH AN AAC OF I, J, K OR L, YOU **MUST** INCLUDE THE 2A ADVICE CODE.

USING ANY OTHER CODE OR LEAVING THE FIELD BLANK EQUALS AN **AUTOMATIC REJECTION** IN GCSS-ARMY.

? QUESTIONS OR NEED HELP? VISIT:
<https://gcss.army.mil/>



PBUSE-Module
Main Menu

You have alert messages. Please view the list below

Administration	Milstrip
1 Total	2 Request
Property Book	Receipt
Hand Receipt	Shipment Status
MILSTRIP/Order Item	Supply Status
Activity Register	Mass Supply Status
Asset Visibility	

HEY, WE ALL KNOW REJECTION **HURTS!** THIS IS ONE WAY TO NIP IT IN THE BUD.

In PBUSE, choose "MILSTRIP/Order Item," then "Request"

Milstrip Request/Receipt

Request MIL-1 | Modify Unsent Request MIL-12 | Receipt MIL-9 | Want List MIL-11

Enter 2A in PBUSE's "Advice Code" field

Type: Property Book | Doc Num: | DIC: A0A |
 UIC: xxxxxx | Find | DODAAC: xxxxxx | NSN: 1005011289936

Continue / Refresh

Qty: 0 | Supplementary Address: | RIC: |
 AUTH LIN: R95035 | SubLIN: | PBIC: 8 |
 ECS: | Media Status: K | Demand Code: |
 Signal Code: A | Project code: | Type Req Code/EIC: |
 Priority Code: 12 | **Advice Code: 2A** | Required Delivery Date(DD): 0
 APC: | Fund Id: |

Catalog - Update

NIIN/Part No: 014596065

SAMS-E can tie the advice code in at the catalog level.

SAMS-E -> Catalog -> Update Catalog Line -> Administration Tab | Advice Code

Fund Code: |
Advice Code: 2A | Item is not locally obtainable

ULLS-A(E) - Supply

File | Grid | Data | Help

Parts Management | Open | Close

Part Requests | Document No

DCR Management

Receipts

In ULLS-A(E), go to "DCR Management" tab, select "Codes" tab and "Advice Code" dropdown

Details | **Codes** | Remarks | History

DoDAAC: xxxxxx

RIC: WGA | Distribution Code: | Required Deliv

Fund Code: 41 | **Advice Code: 2A** | PS END

★ Connie's Post Scripts ★

FUEL TANKER WHEEL ASSEMBLY REVISITED

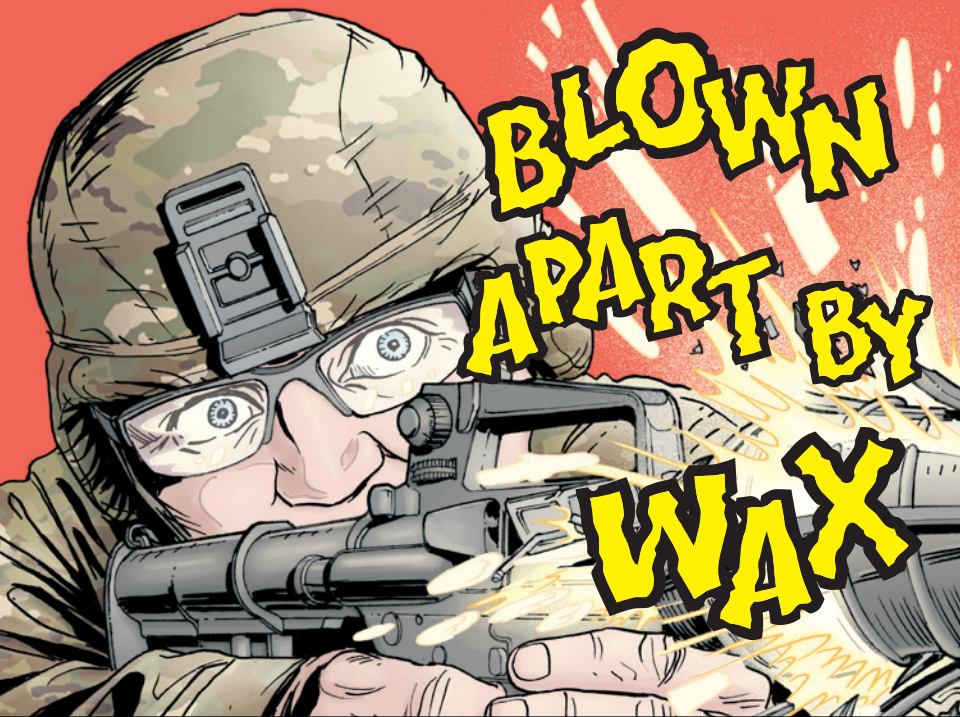
Page 15 of PS 753 (Aug 15) listed NSN 2530-01-527-4609 for the M967A1, M969A1/A2 5,000-gal fuel tankers' tire and wheel assembly. *That's wrong!* The correct stock number is NSN 2530-01-506-4125.

Call DLA For AS-3900A/VRC Antenna Supply Issues

Having trouble ordering the AS-3900A/VRC antenna, NSN 5985-01-308-8988, that goes with SINCGARS installation kits? Keep in mind that the antenna is managed by DLA (SMS), not CECOM (B16). So for supply issues, contact DLA at (877) DLA-CALL (352-2255) or by email at: dlcontactcenter@dlm.mil

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

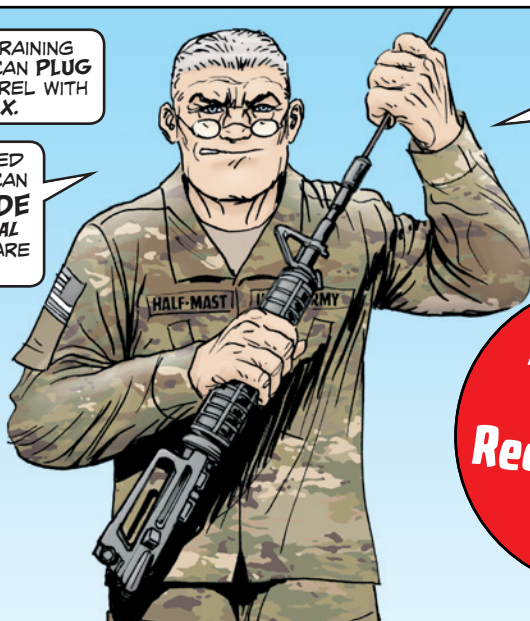
Would You Stake Your Life ^{right now} on the Condition of Your Equipment?



CCMCK TRAINING
ROUNDS CAN **PLUG**
THE BARREL WITH
WAX.

A PLUGGED
BARREL CAN
EXPLODE
WHEN **REAL**
ROUNDS ARE
FIRED.

AFTER
FIRING CCMCK
ROUNDS,
CLEAN YOUR
WEAPON
THOROUGHLY
FOLLOWING
THE -10 TM.



*Training
Rounds
Require Real
PMCS!*