



COMBAT VEHICLES

M109A6 Paladin, Use Gun Muzzle Cover
M109A6 Paladin, Recuperator Gasket PM
M109A6 Paladin, Go Light on Breech Lube
M2/M3-Series Bradleys, Inspect Radiator Cap
M2/M3-Series Bradleys, MLRS Fuel Shutoff Lever
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Prevents Damage

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IHADSS Parts Turn-In
Apache Non-Destructive Inspection Manual
Updated
Apache PQDR Submission
UH-60, HH-60M Hoist Operations and
Setscrew Preflight Inspection
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THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-765

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LOOK
AT THE
SIZE OF
THAT
HORN!

YEAH, BUT
HE'S ONLY
GOT **ONE!**

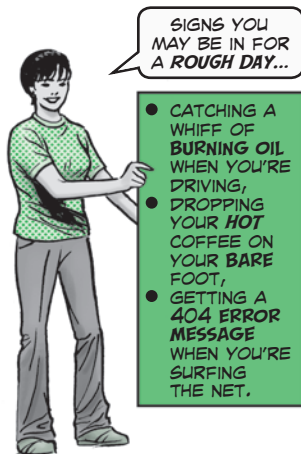
I HEARD HIM
BLOW IT EARLIER.
TRUST ME, **ONE**
IS ENOUGH!

VISIT
"A WORLD OF
JURASSIC PM"
PAGES 27-34





Bad URL's Like a Bad Smell



IT'S A FACT THAT MOST OF US USE THE INTERNET **A LOT.**

AT ONE TIME OR ANOTHER, WE'VE ALL CLICKED ON A LINK ONLY TO FIND IT'S DEAD, CHANGED OR THE PAGE IS SIMPLY **GONE.**



OF COURSE, THE LEVEL OF UPSET OVER THAT MISSING INFO DEPENDS ON HOW DESPERATELY YOU NEED IT.

IF THE LINK WAS IN A **PS** MAGAZINE ARTICLE, ODDS ARE YOU PROBABLY **NEED** THE INFO.

WE CHECK THAT THE URLS IN OUR ARTICLES ARE VALID RIGHT UP UNTIL PUBLICATION, BUT ONCE WE'VE GONE TO PRESS, EVERY NOW AND THEN A FEW LINKS CHANGE OR JUST GO **"POOF!"**

WHEN THAT HAPPENS AND WE'RE ALERTED, WE'LL RUN A CORRECTION OR UPDATE IN A FUTURE ISSUE.

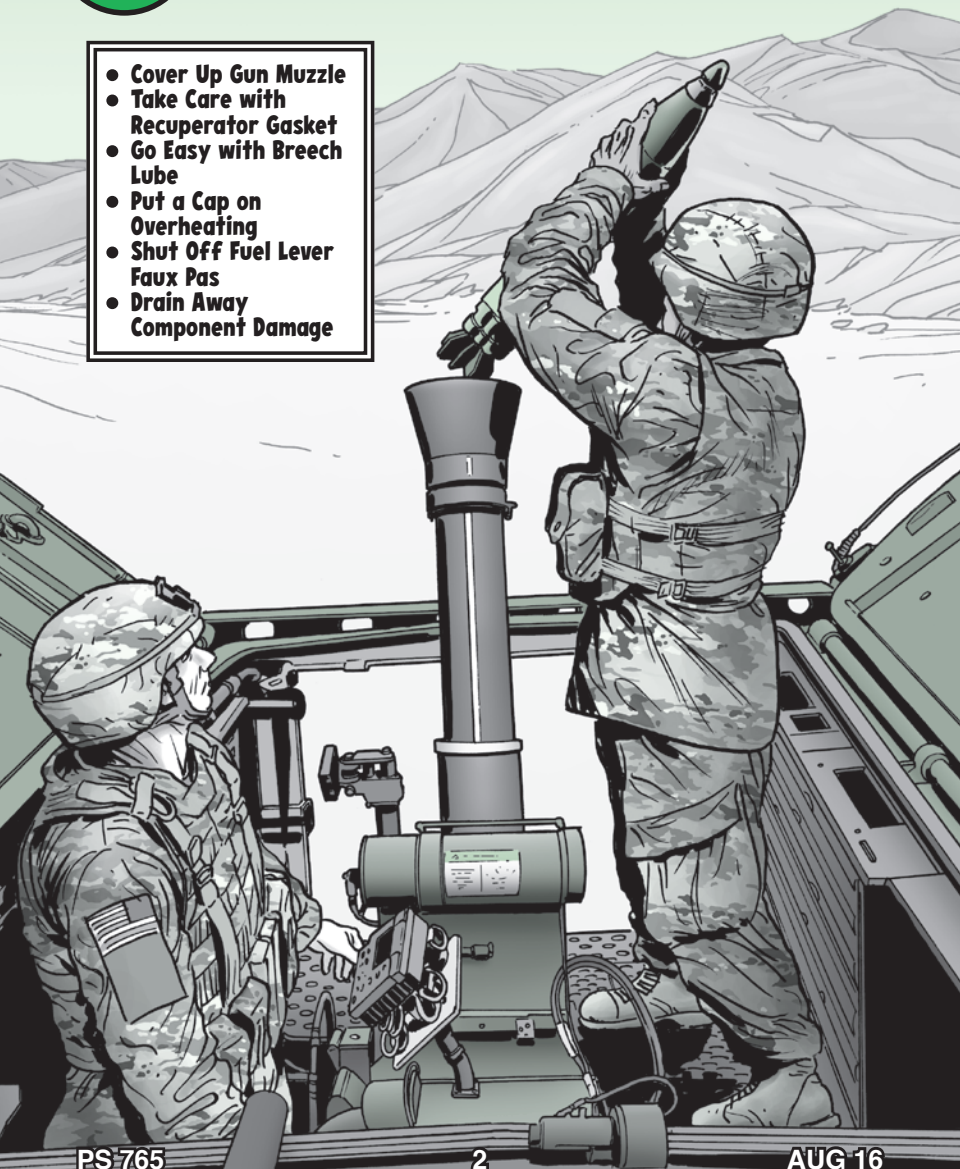
IF YOU RUN INTO A **DEAD OR WRONG URL** IN AN ARTICLE, EMAIL US THE DETAILS: usarmy.redstone.logsa.mbx.psmag@mail.mil

WE'LL BE GLAD TO TRY AND HUNT DOWN THE NEW URL OR HELP YOU FIND WHAT YOU NEED.

IF YOU FIND THE GOOD LINK YOURSELF, BE SURE TO TELL US, TOO!

PS COMBAT VEHICLES

- Cover Up Gun Muzzle
- Take Care with Recuperator Gasket
- Go Easy with Breech Lube
- Put a Cap on Overheating
- Shut Off Fuel Lever Faux Pas
- Drain Away Component Damage



COVER UP GUN MUZZLE

C'MON
CORROSION
GUY, GET
YER SWIM
TRUNKS!

WHERE'S
EVERYONE
GOING?

DIDN'T YOU HEAR?
THERE'S A PALADIN
WITH AN **UNCOVERED**
GUN MUZZLE!

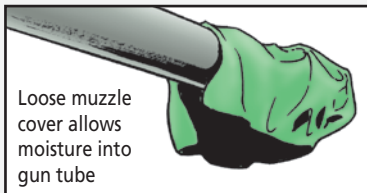
WE'RE ALL GOIN'
SWIMMING!



Crewmen, when you're done with your M109A6 Paladin's daily PMCS checks, take another minute and put the gun muzzle cover in place.

Without the cover, NSN 1025-01-054-5781, water gets in the gun tube and causes corrosion in the tube, bore evacuator and even the breech. Dirt and sand also make their way into the gun tube. That means you'll have to clean out all that debris before the next fire mission.

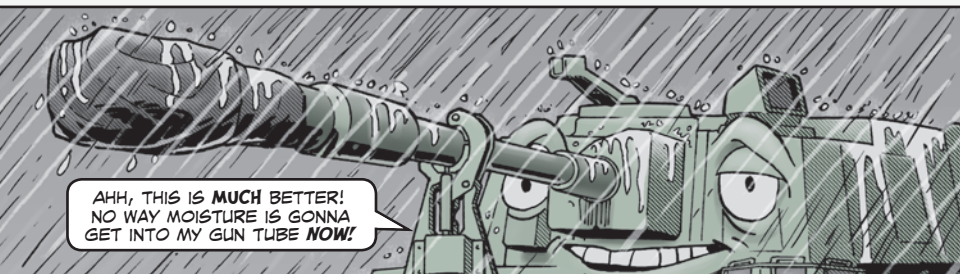
Make sure the cover isn't hanging loose on the gun muzzle. That'll allow moisture to get inside. Cinch it up nice and tight to help keep your howitzer combat ready.



Loose muzzle
cover allows
moisture into
gun tube



Tight covers keep moisture out

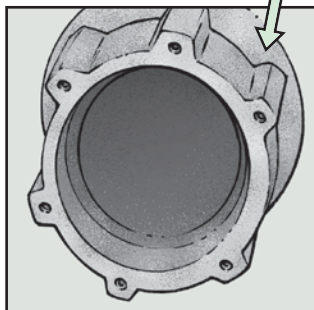


TAKE CARE WITH RECUPERATOR GASKET

YOU LOOK
TERRIBLE! WHAT
HAPPENED?

BLERG... MY
RECUPERATOR
IS ON THE
FRITZ!

CREWMEN, A LOT OF PALADIN
RECUPERATOR CYLINDERS ARE
BEING **SCRAPPED** BECAUSE OF
CORROSION OR WEAR.



THE LENGTH OF
THE INDEX PINS ON
THE RECUPERATOR
HAVE TO BE
MEASURED
BEFORE FIRING
AND **AFTER EVERY**
100 ROUNDS OF
SUSTAINED FIRE.

IF THE PINS EXTEND
LESS THAN 1/4 INCH
OR
MORE THAN 3/4 INCH,
THE **HYDRAULIC**
FLUID LEVEL IN THE
RECUPERATOR HAS
TO BE **ADJUSTED.**

CAREFUL, THOUGH.

IT'S EASY TO
DO **MORE HARM**
THAN GOOD WHEN
CHECKING THE PINS.

THAT'S BECAUSE
EACH TIME YOU
CHECK THE PINS
YOU HAVE TO **OPEN**
THE RECUPERATOR
COVER.

THAT GIVES YOU A
LOT OF CHANCES TO
DAMAGE
THE RECUPERATOR
GASKET.

A **DAMAGED OR**
MISSING GASKET
LETS **CORROSION**
AND **DIRT** INSIDE THE
RECUPERATOR.

THANKS FOR
THE INVITE!



WE'LL MAKE
OURSELVES AT
HOME!

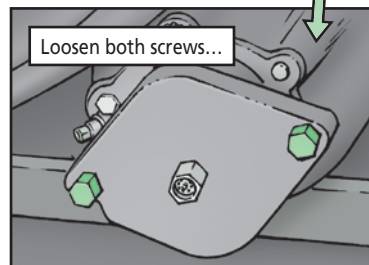
WHEN THE HOWITZER IS FIRED, THOSE
CONTAMINANTS FALL INTO THE INNER
CYLINDER AND **CHEW UP** THE PISTON
HEAD SEALS.



THAT'S
GOOD
EATIN'!

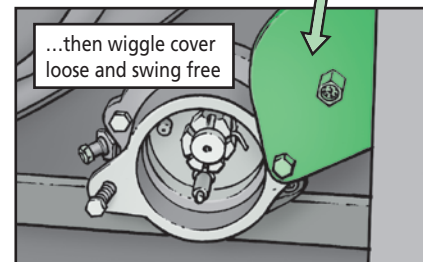
DAMAGED SEALS ALSO LET NITROGEN
ESCAPE FROM THE RECUPERATOR.

TO MEASURE THE PINS, YOU **DON'T**
HAVE TO REMOVE EITHER OF THE TWO
SCREWS HOLDING THE RECUPERATOR
COVER CLOSED...



Loosen both screws...

...JUST **LOOSEN BOTH** SCREWS TO THEIR
STOP PINS AND GENTLY PRY THE COVER
AWAY FROM THE RECUPERATOR WITH
YOUR FINGERS.



...then wiggle cover
loose and swing free

IF YOU LOOSEN
JUST THE TOP
SCREW AND TWIST
THE COVER OPEN,
THE GASKET
TEARS!

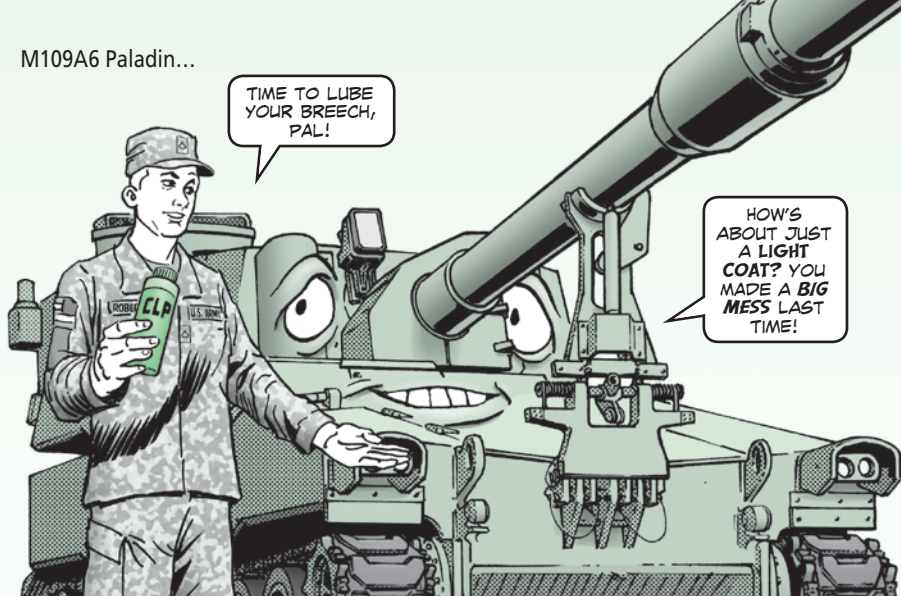
IF THE GASKET IS
CUT OR TORN, TELL
YOUR MECHANIC SO
HE CAN ORDER
A **REPLACEMENT**
WITH NSN 5330-00-
034-4448.

ONCE THE COVER IS COMPLETELY FREE
OF THE RECUPERATOR, TURN IT SO YOU
CAN GET TO THE PINS AND FLUID VALVE.

NEVER LEAVE THE COVER LOOSE TO
SAVE TIME ON CHECKING THE PINS NEXT
TIME, EITHER. THAT'S AN OPEN INVITATION
TO DIRT AND CORROSION!

ALL THAT CAN
BE **AVOIDED,**
THOUGH,
BY TAKING
EXTRA CARE
WITH YOUR
PALADIN'S
RECUPERATOR
GASKET WHEN
CHECKING THE
INDEX PINS.





Go Easy with **BREECH LUBE**

Dear Editor,

Sometimes less is more. That's never truer than when you're lubing your M109A6 Paladin's breech.

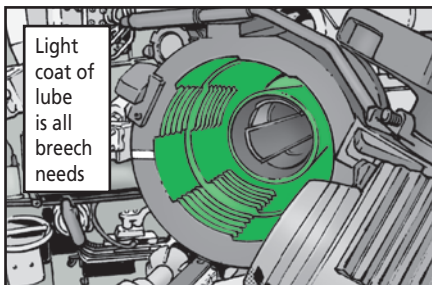
Lubing the breech is an important part of PM. But some crew members go way overboard with the lube. Too much and you end up with a sticky, clumpy mess. That attracts dirt and other contaminants. That's definitely not what you want, especially when operating in a desert environment.

So go easy and apply just a light coat of CLP. The -10 TM has all the info you need on the right way to lube the breech without making a mess of it.

Also, it's a good idea to keep the breech closed whenever your Paladin is parked. Leaving the breech open puts a lot of extra stress on the leaf springs. Pretty soon those leaf springs lose their spring and you'll have a hard time closing the breech.

Keeping the breech closed also helps keep condensation from forming and minimizes corrosion problems.

CW3 David Cook



Editor's note: *These tips will help keep Paladins in the fight, Chief.*

PUT A CAP ON OVERHEATING

WHAT HAS
YOU ALL
STEAMED?

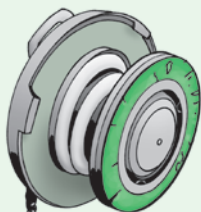


UGH
SOMEBODY
DIDN'T DO
PM ON MY
RADIATOR
CAP!

The last thing you need on a mission is for your Bradley to lose its cool and overheat. But that can happen if your vehicle has a bad radiator cap.

Opening and closing the cap wears out the rubber gasket inside. When the gasket wears enough, the cooling system can't pressurize properly, coolant escapes, and the vehicle overheats.

Check the gasket for cuts, tears or unusual wear during weekly PMCS. Report a bad radiator cap to your mechanic. He'll order a new one with NSN 5342-01-398-2835.



Report gasket damage

M2/M3-Series
Bradley, MLRS...

SHUT OFF FUEL LEVER FAUX PAS

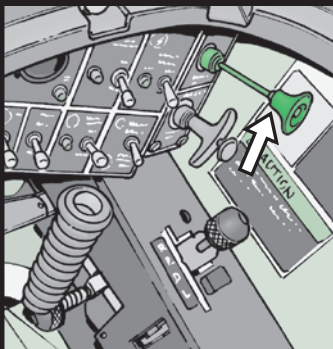
Drivers, don't make a bad move when you're shutting down the engine on your Bradley or MLRS.

At engine shutdown, pull out the fuel shutoff lever. But whatever you do, don't push the lever back in after the engine shuts down!

If you do, fuel continues to flow to the cylinders and can cause hydrostatic lock the next time you try to start the vehicle. Some of that fuel may even seep past the piston rings and into the oil.

Fuel-thinned oil doesn't lube well, so parts wear out quicker. When that happens, the engine is a good candidate for a breakdown.

So leave the fuel control lever pulled all the way out after shutdown. You should push it back in only when you're ready to start the engine.



Leave fuel shutoff lever pulled out
when engine is off

Stryker...

DRAIN AWAY COMPONENT DAMAGE

WHOA! WHAT THE HECK IS WRONG WITH YOU?

P-PLEASE
O-OPEN M-MY
D-DRAIN
P-PLUGS!

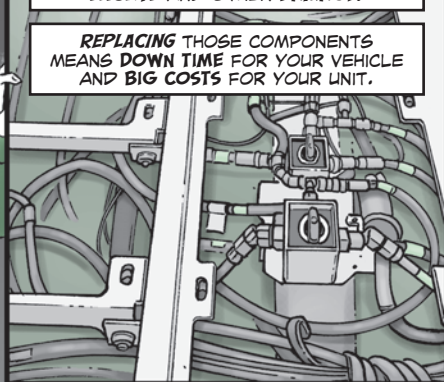


CREWMEN, RAINWATER AND WATER FROM THE WASH STATION ACCUMULATE IN THE HULL OF YOUR STRYKER.

THAT'S BAD NEWS FOR THE COMPONENTS SITTING UNDERNEATH THE FLOOR PLATES.

WATER CAUSES CORROSION, ELECTRICAL SHORTS AND OTHER DAMAGE!

REPLACING THOSE COMPONENTS MEANS DOWNTIME FOR YOUR VEHICLE AND BIG COSTS FOR YOUR UNIT.

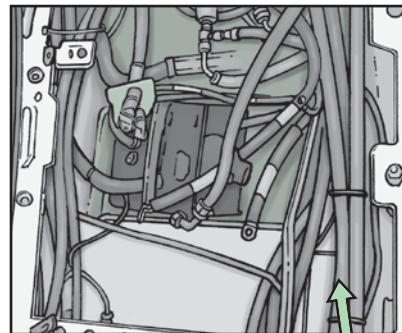


PS 765

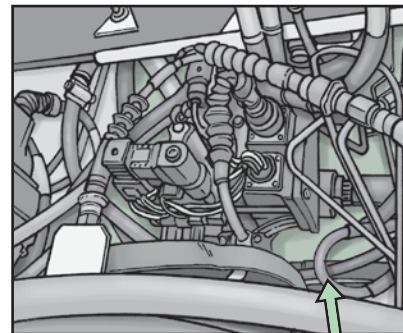
8

AUG 16

THE COMPONENTS **MOST AT RISK** ARE THE CENTRAL TIRE INFLATION SYSTEM (CTIS) MANIFOLD, W409 WIRING HARNESS FOR THE TRAILER LIGHTS, ELECTRONIC CONTROL UNIT (ECU), ANTI-LOCK BRAKE SYSTEM (ABS) AND HEIGHT MANAGEMENT SYSTEM (HMS).



Water in hull can damage components like ECU...



...and CTIS manifold assembly

REMOVING YOUR STRYKER'S HULL DRAIN PLUGS AFTER EVERY MISSION AND DURING WEEKLY PMCS WILL GO A **LONG WAY** TOWARD REMOVING WATER FROM THE HULL AND KEEPING THOSE COMPONENTS **NICE AND DRY**.

FIRST, LOOK AND SMELL

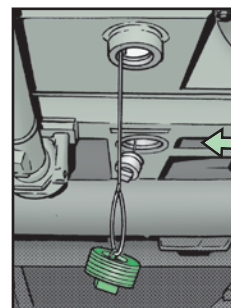


FOR FUEL AND HYDRAULIC FLUID AT THE BOTTOM OF THE HULL.

OPEN THE HULL ACCESS DOOR IN THE REAR CENTER FLOOR PLATE DURING WEEKLY PMCS AND AFTER EVERY OPERATION.

TELL YOUR MECHANIC RIGHT AWAY IF YOU SEE OR SMELL EVIDENCE OF LEAKS.

THEN, IF THERE'S NO EVIDENCE OF FUEL OR HYDRAULIC FLUID LEAKS, GO AHEAD AND OPEN **ALL 15 DRAIN HULL PLUGS**.



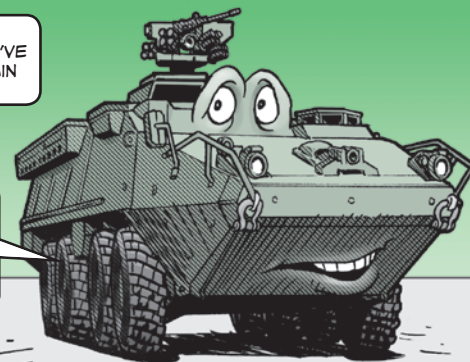
ALLOW ANY COLLECTED MOISTURE TO DRAIN INTO DRIP PANS.

Open drain plugs to get rid of accumulated water

CHECK OUT TM 9-2355-311-13&P (EM 0269, SEP 10) FOR MORE INFORMATION ON HULL PM.

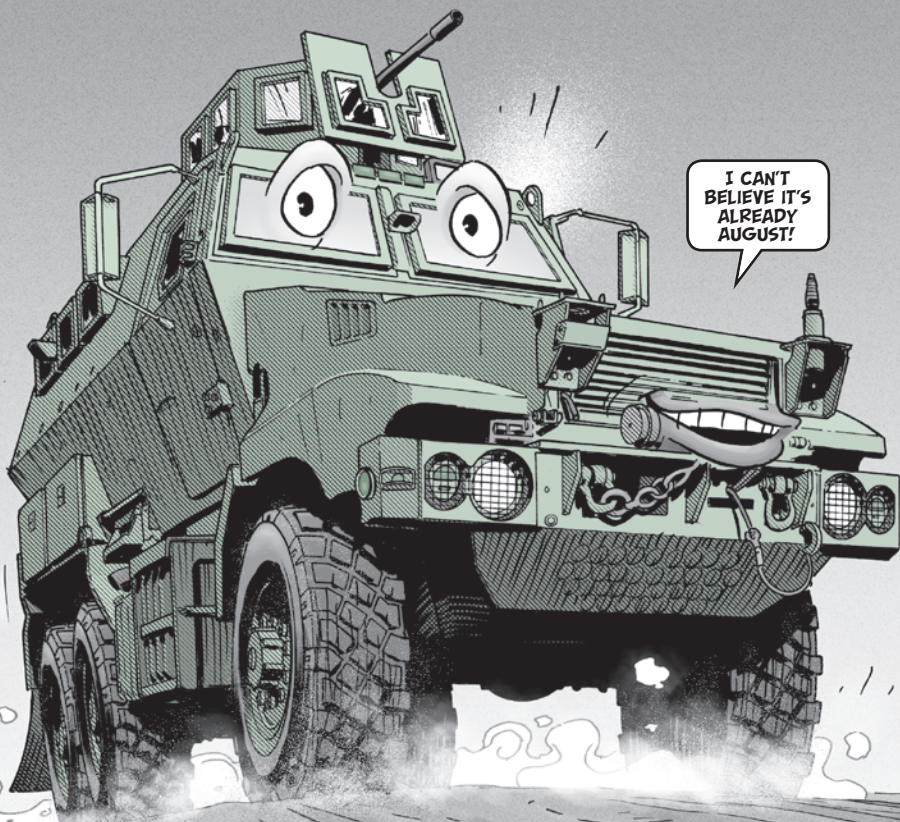
YOU LOOK A LOT BETTER NOW THAT I'VE OPENED YOUR DRAIN PLUGS, PAL.

THANKS! HOW ABOUT MAKING SURE THAT **DOESN'T** HAPPEN AGAIN, ALL RIGHT?

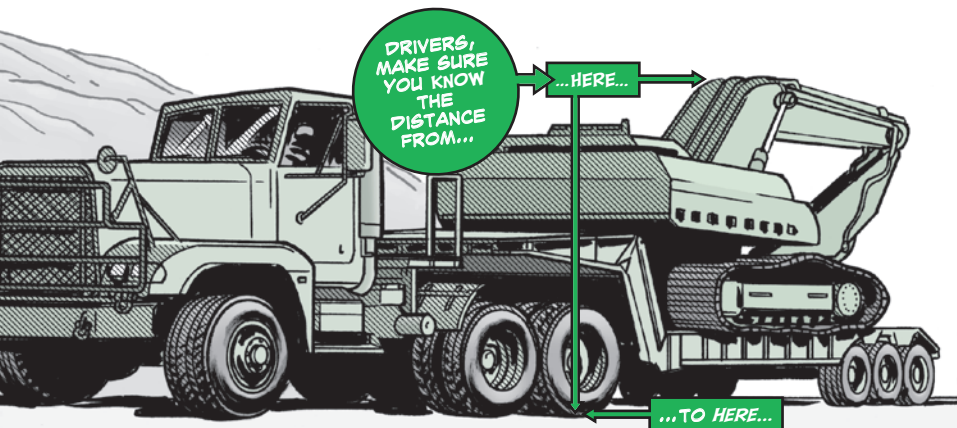


PS TACTICAL VEHICLES

- You Can't Duck When Transporting a Load!



YOU CAN'T DUCK WHEN TRANSPORTING A LOAD!



...OR
THIS
COULD
HAPPEN!

Bridge height:
16 ft 9.5 inches

Max allowable height:
13.5 ft for movement

Soldier's eye calculation
was off by 4 ft!



SO WHAT EXACTLY ARE THE RESPONSIBILITIES OF A TRACTOR AND SEMITRAILER RIG DRIVER AS HE HEADS OUT FOR THE DAY'S RUN?

YOU'LL FIND THE ANSWER IN APPENDIX E ON PAGE E-1 OF ATP 4-11, ARMY MOTOR TRANSPORT OPERATIONS (JUL 13). IT SAYS:

THE DRIVER SUPERVISES THE LOADING OF HIS VEHICLE AND ENSURES THAT HIS CARGO IS PROPERLY LOADED AND SECURED AGAINST MOVEMENT.

HE FURTHER ENSURES THAT THE LOAD IS BALANCED AND DOES NOT EXCEED THE VEHICLE CAPACITY AS NOTED ON THE DATA PLATE. HE USES THE VEHICLE TARPAILIN TO PROTECT THE LOAD FROM THE WEATHER AND PILFERAGE.

ONCE THE DRIVER ACCEPTS THE LOAD FROM THE SHIPPER, HE ALONE IS RESPONSIBLE FOR ITS SAFE DELIVERY. THE DRIVER SHOULD NOT ACCEPT AN UNSAFE LOAD AND SHOULD RESOLVE ANY DISPUTE BEFORE MOVING.

NEVERTHE-
LESS, WHEN
AN ACCIDENT
HAPPENS,
IT GETS THE
ATTENTION OF
EVERYONE...



...ALL THE WAY UP THE CHAIN OF COMMAND.

IN THE LAST YEAR, TWO SEPARATE
ACCIDENTS HAPPENED THAT
INVOLVED 621G SCRAPERS BEING
HAULED ON M870A1 SEMITRAILERS.

IN BOTH ACCIDENTS,
THE CAB OF THE 621G
COLLIDED WITH A
HIGHWAY OVERPASS.

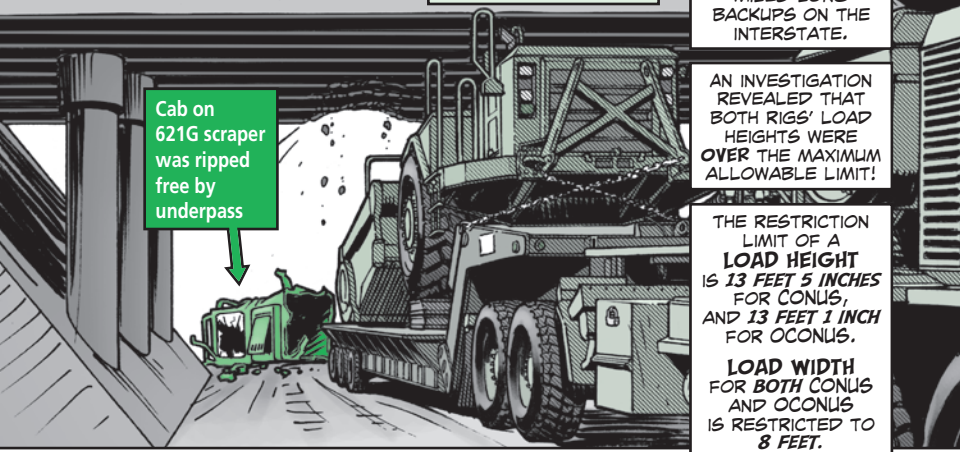
THE ACCIDENTS
CAUSED THOUSANDS
OF DOLLARS IN
DAMAGE PLUS
MILES-LONG
BACKUPS ON THE
INTERSTATE.

AN INVESTIGATION
REVEALED THAT
BOTH RIGGS' LOAD
HEIGHTS WERE
OVER THE MAXIMUM
ALLOWABLE LIMIT!

THE RESTRICTION
LIMIT OF A
LOAD HEIGHT
IS 13 FEET 5 INCHES
FOR CONUS,
AND 13 FEET 1 INCH
FOR OCONUS.

LOAD WIDTH
FOR BOTH CONUS
AND OCONUS
IS RESTRICTED TO
8 FEET.

Cab on
621G scraper
was ripped
free by
underpass

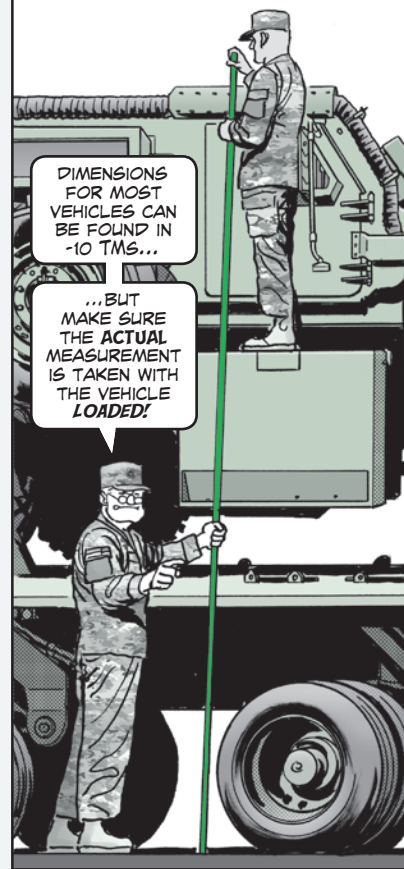


YOU'LL FIND THIS
INFO SPELLED OUT
IN THE MILITARY
SURFACE
DEPLOYMENT
AND DISTRIBUTION
COMMAND
TRANSPORTATION
ENGINEERING
AGENCY'S
(SDDCTEA)
TEA PAM 70-1,
TRANSPORTABILITY
FOR BETTER
DEPLOYABILITY
(JUL 05).

VIEW
A COPY
AT:

https://www.sddc.army.mil/sites/TEA/Functions/Deployability/TransportabilityEngineering/MODES/Documents/PAM_705-01.pdf

TM 5-3805-296-10		0002
EQUIPMENT DATA		
Machine		
Length	43 ft. 3 in. (13.20 m)	
Width	11 ft. 5 in. (3.47 m)	
Height (top of Rollover Protective Structure)	11 ft. 4 in. (3.45 m)	
Weight (empty)	74,300 lb (33,702 kg)	
Rated load	52,800 lb (24,000 kg)	
Maximum load	57,945 lb (26,283 kg)	
Capacity (heaped)	22 cubic yard (17 cubic meters)	
Capacity (struck)	15.7 cubic yard (12 cubic meters)	
Depth of Cut (max)	13.1 in. (333 mm)	
Width of Cut	119 in. (3023 mm)	
Cutting Edges Thickness	0.88 in. (22 mm)	
Depth of Spread	20.6 in. (523 mm)	
Apron Opening (max)	70.0 in. (1778 mm)	
Ground Clearance, Tractor (max)	21.8 in. (554 mm)	
Ground Clearance, Scraper (max)	20.6 in. (522 mm)	
Bridge Classification	60	
Park Brake Holding Capability on a Grade		15% grade



DIMENSIONS
FOR MOST
VEHICLES CAN
BE FOUND IN
-10 TMS...

...BUT
MAKE SURE
THE ACTUAL
MEASUREMENT
IS TAKEN WITH
THE VEHICLE
LOADED!

SO HOW DO
YOU MEASURE
LOAD HEIGHT
ACCURATELY?

GOOD QUESTION!
ONCE THE LOAD IS POSITIONED FOR
TRANSPORT AND SECURED TO THE
TRAILER'S PLATFORM, DO THIS:

USING AN ADJUSTABLE-LENGTH
MEASURING POLE OR A 25-FT RETRACTABLE
MEASURING TAPE, MEASURE FROM THE
GROUND STRAIGHT UP TO THE HIGHEST
POINT OF THE VEHICLE OR LOAD.
THIS MEASUREMENT CANNOT EXCEED
13 FEET 5 INCHES.
IF ANY PART OF THE VEHICLE LOAD
EXCEEDS THIS LIMIT, RECONFIGURE THE
LOAD BEFORE MOVEMENT.
OR SEE THE **Oversize Cargo**
SECTION BELOW.

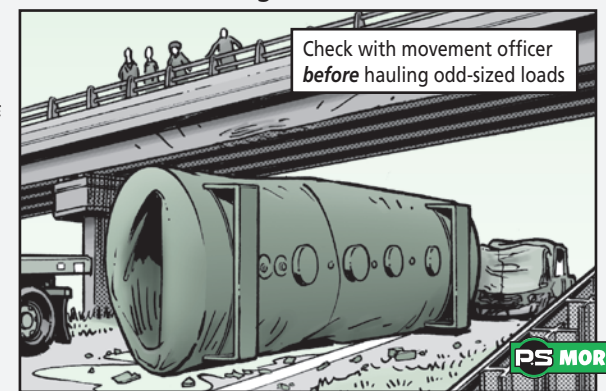
Avoid a Tip Over
HERE ARE SOME THINGS TO
KEEP IN MIND TO KEEP A LOAD FROM
TIPPING OVER:

- Place the heaviest items at the bottom of the load.
- Avoid stacking heavy items too high.
- Slow the vehicle before turning.
- Watch and listen for possible load shifting.

Oversize Cargo

BEFORE OPERATING
A RIG WITH A HEAVY
OR ODD-SIZED LOAD,
CHECK WITH YOUR
UNIT'S MOVEMENT
OFFICER TO DETERMINE
IF THE LOAD COMPLIES
WITH LOCAL, STATE OR
FOREIGN GOVERNMENT
LAWS FOR MOVEMENT
ON PUBLIC HIGHWAYS.

THAT WAY, ANY
SPECIAL PERMITS
NEEDED TO MOVE
THE LOAD OFF THE
INSTALLATION CAN
BE ISSUED.



Check with movement officer
before hauling odd-sized loads

PS MORE

MEASURE BOTH THE HEIGHT AND WIDTH OF THE TRAILER WITH ITS CARGO IN PLACE.

A LOAD THAT **EXCEEDS** THE MAXIMUM MEASUREMENTS **MUST** BE REPORTED TO THE MOVEMENT OFFICER FOR NECESSARY CLEARANCE AND PERMITS.



IF YOU HAVE FURTHER QUESTIONS OR NEED HELP, GET A COPY OF AR 55-162, PERMITS FOR OVERSIZE, OVERWEIGHT, OR OTHER SPECIAL MILITARY MOVEMENTS ON PUBLIC HIGHWAYS IN THE UNITED STATES (JAN 79).

DOWNLOAD A COPY AT:

http://www.apd.army.mil/pdffiles/r55_162.pdf

Overhead Clearance



WHAT IT COMES DOWN TO IS THIS: **KNOW THE OVERHEAD CLEARANCE NEEDED FOR YOUR VEHICLE.** SIGNS ON MOST OVERPASSES SHOW THE CLEARANCE IN FEET AND INCHES.

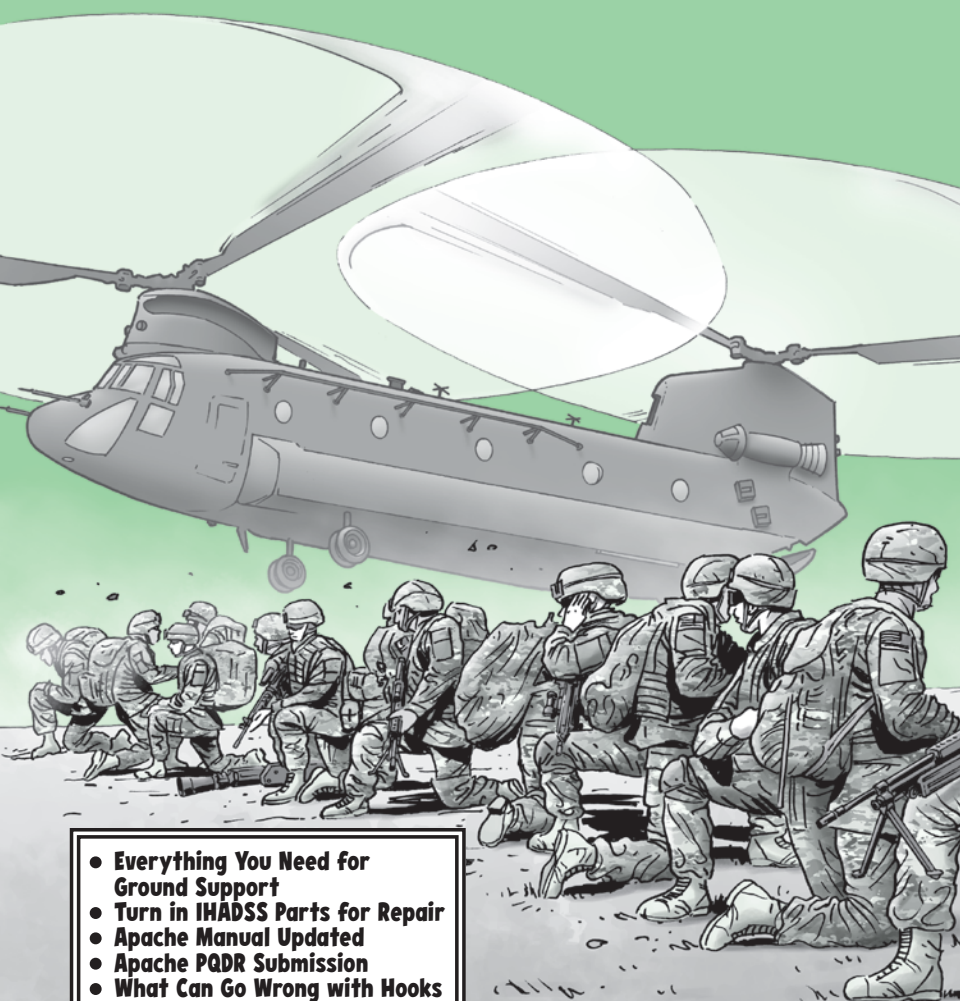
IF YOU'RE **NOT SURE** YOUR LOAD WILL CLEAR A BRIDGE OR OVERPASS, APPROACH THE BRIDGE **SLOWLY** SO YOU CAN STOP **BEFORE** A COLLISION OCCURS.

YOU ALSO NEED TO WATCH FOR **OTHER** HAZARDS, LIKE LOW HANGING OBJECTS, ELECTRICAL LINES, TRAFFIC LIGHTS AND TREE LIMBS.

Publications

KEEP THE FOLLOWING PUBLICATIONS IN THE MOTOR POOL AND **USE THEM** WHEN YOU HAVE **QUESTIONS** OR NEED **MORE INFO** ON TRANSPORT OPERATIONS...

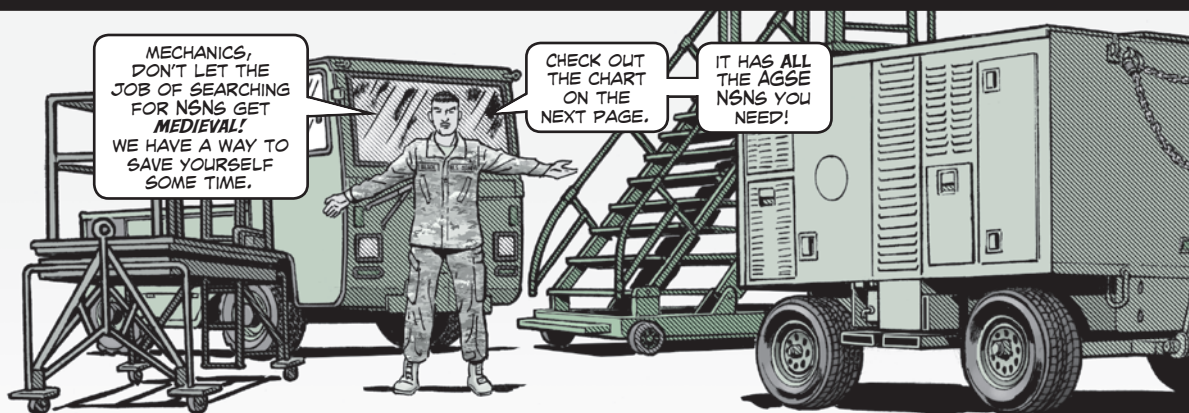
- AR 385-10, *The Army Safety Program* (Nov 13)
http://www.apd.army.mil/pdffiles/r385_10.pdf
- AR 600-55, *Army Driver and Operator Standardization Program (Selection, Training, Testing and Licensing)* (Jun 07)
http://www.apd.army.mil/pdffiles/r600_55.pdf
- ATP 4-11, *Army Motor Transport Operations* (Jul 13)
http://armypubs.army.mil/doctrine/DR_pubs/dr_ta/pdf/atp4_11.pdf
- TC 21-305-20, *Manual for the Wheeled Vehicle Operator* (Jan 16)
http://armypubs.army.mil/doctrine/DR_pubs/dr_a/pdf/tc21_305_20.pdf
- SDDCTEA PAM 55-20, *Tiedown Handbook for Truck Movements* (May 09)
[http://www.sddc.army.mil/sites/TEA/Functions/Deployability/TransportabilityEngineering/Transportability Engineering Publications/Pam_55-20_45.pdf](http://www.sddc.army.mil/sites/TEA/Functions/Deployability/TransportabilityEngineering/Transportability%20Engineering%20Publications/Pam_55-20_45.pdf)
- STP 55-88M14-SM-TG, *Soldier's Manual and Trainer's Guide MOS 88M, Motor Transport Operator, Skill Levels 1, 2, 3 and 4* (Nov 13)
https://armypubs.us.army.mil/doctrine/DR_pubs/dr_aa/pdf/stp55_88m14.pdf
- TC 21-305, *Training Program for Wheeled Vehicle Accident Avoidance* (Aug 96, w/Ch 1, Apr 03)
https://armypubs.us.army.mil/doctrine/DR_pubs/dr_aa/pdf/tc21_305c1.pdf
- TEA PAM 70-1, *Transportability for Better Deployability*
(Take a close look at the vehicle sizes and weights chart in TEA PAM 70-1.)



- **Everything You Need for Ground Support**
- **Turn in IHADSS Parts for Repair**
- **Apache Manual Updated**
- **Apache PQDR Submission**
- **What Can Go Wrong with Hooks Will If...**
- **Be Careful with Rotor Blade Clamping**

PS AVIATION

Everything You Need for Ground Support



AVIATION GROUND SUPPORT EQUIPMENT (AGSE) PLAYS AN IMPORTANT ROLE IN MAINTAINING AIRCRAFT AND OTHER EQUIPMENT IN THE HANGER.

WHEN YOU ORDER AN AGSE ITEM, YOU MOST LIKELY HAVE TO FIND A COMPUTER AND RESEARCH EACH ITEM SEPARATELY IN INDIVIDUAL IETMS, ETMS, OR THE PAPER MANUALS TO LOCATE AN NSN.

HERE IS A LIST OF AGSE EQUIPMENT NSNS TO SAVE YOU THAT TROUBLE.

Item	NSN
Aviation ground power unit (AGPU)-E	1730-01-552-2313
B1 maintenance platform	1730-00-390-5618
B4 maintenance platform	1730-00-294-8883
Battle damage assessment repair (BDAR) kit	4920-01-603-8540
Bond test set	6635-01-568-2666
Bridge capacitor	6625-01-297-5305
Fuel quantity test set (digital)	4920-01-208-3635
Fuel quantity test set (FQTS)	4920-00-503-1895
Digital aircraft weighing scales (DAWS)	6670-01-568-1177
Digital pitot static tester (PSTS)	4920-01-388-6790
Eddy current flaw detector	6635-01-568-2652
Generic aircraft nitrogen generator (GANG)	3655-01-568-2711
AVUM A92 shop set	4920-01-551-7472
Armament & electric (A&E) repair shop set	4920-01-548-2317
Composite repair shop set	4920-01-600-7365
Turbine engine repair shop set	4920-01-600-7332
Non-destructive inspection repair shop set	4920-01-600-7368
Welding machine repair shop set	4920-01-600-7348
Pneudraulic repair shop set	4920-01-600-7377
Power train repair shop set	4920-01-600-7379
Production/quality control repair shop set	4920-01-600-7374
Sheet metal repair shop set	4920-01-600-7364
Tool crib repair shop set	4920-01-600-7362
Standard aircraft towing system (SATS)	1740-01-575-5662
Aviation vibration analyzer test set	6635-01-282-3746
Sheet metal tool kit (SMTK)	5180-01-628-2376
Electrical repairer tool kit (ELTK)	5180-01-628-2373
Power plant tool kit (PPTK)	5180-01-628-2371
General mechanics tool kit (GMTK)	5180-01-628-2375
Hydraulic repairer tool kit (HYTK)	5180-01-628-2370
Power train tool kit (PTTK)	5180-01-628-2374
Technical inspection tool kit (TITK)	5180-01-628-2372
Swaging-B tool kit	5180-01-115-7008
Aviation foot locker tool set	5180-01-560-0584
Ultrasonic flaw detector	6635-01-568-2670
Unit maintenance aerial recovery kit (UMARK)	1670-01-501-8140
Modernized flexible engine diagnostic system (MFEDS)	6625-01-574-9949

Turn in IHADSS Parts For Repair

I'M RUNNING OUT OF ROOM TO STORE YOUR PARTS!

THIS ARTICLE IN THE NEW PS HAS A LIST OF CRITICAL PARTS NEEDED FOR REPAIRS.

ALL OF US ON THE TABLE ARE ON THE LIST! BETTER TURN US IN ASAP!



MECHANICS, GETTING LINE REPLACEABLE UNITS (LRUs) FOR YOUR AH-64 INTEGRATED HELMET AND DISPLAY SIGHTING SYSTEM (IHADSS) WON'T HAPPEN IF YOU **DON'T TURN IN PARTS** THAT NEED REPAIR.

THE SUPPLY SYSTEM HAS **RUN OUT** OF SEVERAL COMPONENTS EVEN THOUGH A REPAIR PROGRAM IS IN FULL SWING.

THE PROBLEM IS THAT THERE ARE VERY FEW CONDITION CODE "F" ITEMS AVAILABLE FOR REPAIR!

TURNING IN PARTS FROM THE FIELD IS **VITAL** TO GETTING REPAIR PARTS.

IF YOU HAVE ANY OF THESE CRITICAL ASSETS, TURN THEM IN ASAP!

Item	NSN 1270-	PN
Display driver unit (DDU)	01-553-1145	95500A-00
Enhanced display electronic unit (EDEU)	01-553-1147	IH-017A-01
Improved helmet display unit (IHDU)	01-553-1146	95750A-00
Sight electronics unit (SEU)	01-557-4596	BG1114AB04
Tube and cable	01-582-4184	95752A-02
Tube and cable (alternate)	01-564-6012*	95752A-00

* NSN is not listed in the IETM.

WHEN TURNING IN PARTS, ATTENTION TO DETAIL IS **CRITICAL**.

DON'T ASSUME AN ITEM IS A PARTICULAR NSN BASED SOLELY ON ITS APPEARANCE. THAT'S A GOOD WAY TO MIX UP COMPONENTS.

FOR EXAMPLE, IT'S **EASY** TO MIX IHDU COMPONENTS WITH LEGACY HDU COMPONENTS, SUCH AS THE TUBE AND CABLE ASSEMBLY, NSN 1270-01-539-2638.



SOMETIMES IHADSS COMPONENTS TURN UP IN **UNLIKELY** PLACES. TRY CHECKING UNOPENED CONTAINERS SHIPPED BACK FROM THEATER. THEY MAY CONTAIN SERVICEABLE OR REPAIRABLE ASSETS.

TURNING IN THOSE ITEMS **HELPS** OTHER SOLDIERS GET THE PARTS AND EQUIPMENT THEY NEED. IT MAY ALSO PROVIDE YOUR UNIT RECOVERABLE FUNDS THROUGH TURN-IN CREDIT.

GOT QUESTIONS?

CONTACT JAMES CASTO, DSN 786-1359, (586) 282-1359 OR BY EMAIL: james.m.casto.civ@mail.mil

YOU CAN ALSO CONTACT DAVID JIRAK, DSN 786-1364, (586) 282-1364 OR BY EMAIL: david.e.jirak.civ@mail.mil

HERE'S THE **BOTTOM LINE:** WORK TOGETHER AND BE PROACTIVE TO HELP FIX THE SHORTAGE PROBLEM.

TURN IN YOUR STUFF!

Apache Manual Updated

The Apache's non-destructive inspection manual, TM 1-1520-264-23 (EM 0319), has been rewritten in IADS 4.0 format and released as electronic media only (EMO). It's available for download or viewing only on the LOGSA ETM website at:

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

Note that if you wish to download IETMs from LOGSA, you must search for the EM number. A search using the publication number will not display the download link.

Apache PQDR Submission

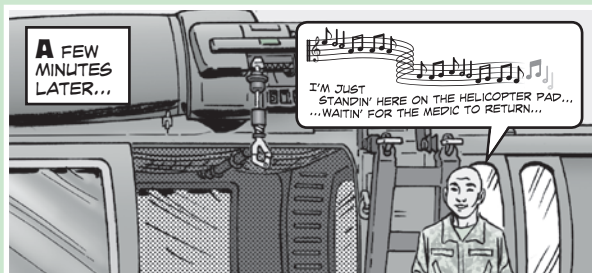
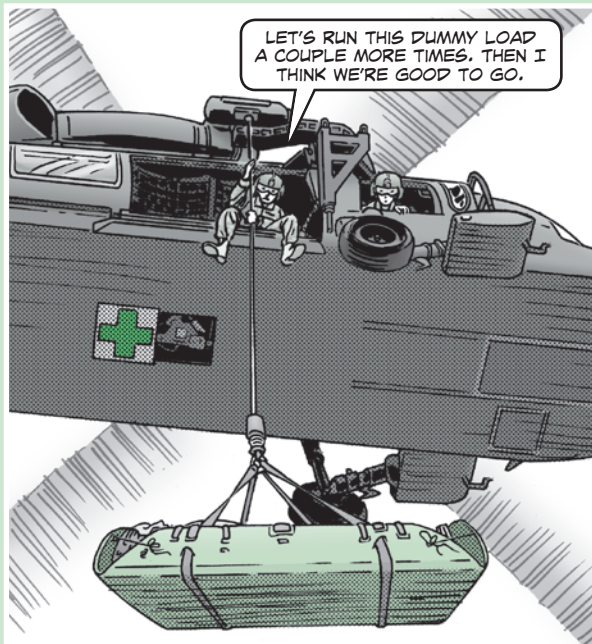
Chapter 4 of TM 1-1500-328-23 says a Product Quality Deficiency Report (PQDR) should be submitted based on the instructions in DA PAM 738-751 and AR-702-7. So submit a PQDR whenever an item fails to perform satisfactorily for any reason. That includes not meeting the established maximum allowable operating time (MAOT) or time between overhaul (TBO) interval. Exclusions include abuse, misuse, crash or battle damage, ground accident or incident, or engine FOD damage (unless the FOD was part of the engine). Submit PQDRs at: <https://www.pdrep.csd.disa.mil/>

UH-60,
HH-60M...

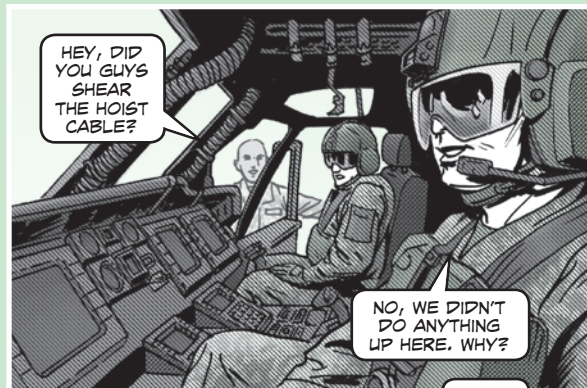
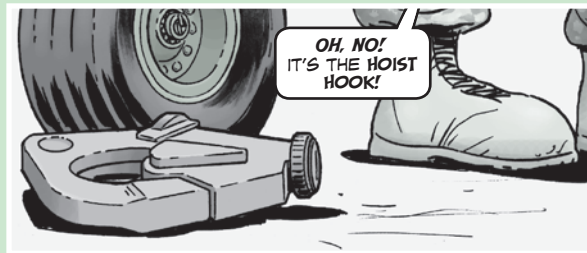
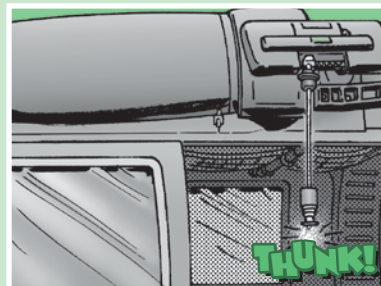
What *Can* Go Wrong

BEFORE WE START
THIS DISCUSSION ON
HOIST OPERATIONS,
LET'S PLAY A
LITTLE GAME OF
PRETEND.

JUST IMAGINE
YOU'RE FIRST UP
FOR MEDEVAC HOIST
TRAINING...



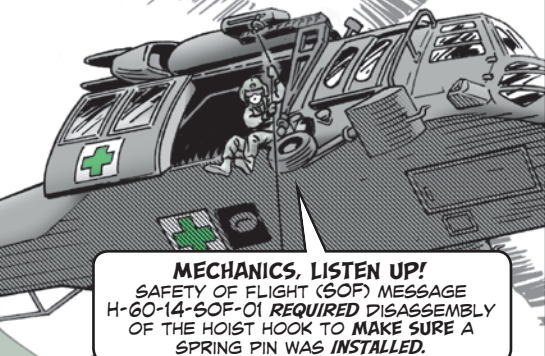
with Hooks *Will* If...



THAT SICK FEELING
IN THE PIT OF YOUR
STOMACH COMES
FROM THE
"WHAT IF."

WHAT IF THAT
HOIST HOOK HAD
DETACHED FROM
THE CABLE WHILE
SOMEONE WAS
SUSPENDED 200
FEET IN THE AIR?

Spring Pin Installed?



WITHOUT THE PIN, THE HOIST HOOK COULD SEPARATE FROM THE HOIST CABLE.

IN ONE INSTANCE, A CRUCIAL INSTALLATION PROCEDURE WAS **MISSED** DURING REASSEMBLY OF THE HOOK.

IRONICALLY, THAT MISSED PROCEDURE RESULTED IN THE **SAME** PROBLEM AS THE MISSING SPRING PIN: THE HOIST HOOK **SEPARATED** FROM ITS CABLE.

THE MISSED PROCEDURE IS FROM WP 1358 IN TM 1-1520-280-23 AND WP 1445 OF TM 1-1520-237-23.

WHEN THE HOIST HOOK SETSCREWS ARE INSTALLED WITH THEIR COTTER PINS, THEY **MUST** BE SEATED IN THE BUSHING GUIDE NUT.

IF **NOT**, THE HOOK ASSEMBLY CAN **SEPARATE** FROM THE BUSHING GUIDE NUT- **AND** THE AIRCRAFT.

CHECKING FOR THE SPRING PIN IS **MANDATORY**. IT'S A **ONE-TIME INSPECTION** AND THE HOIST HOOK **MUST** BE **DISASSEMBLED** TO CHECK IT.

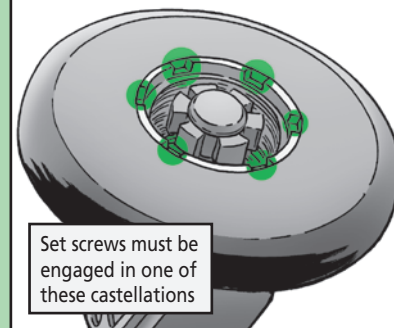
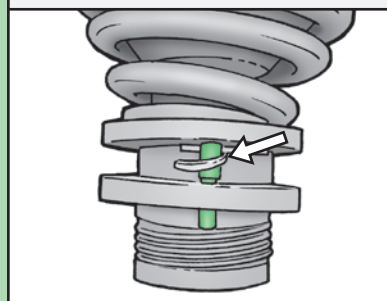


Setscrew Preflight Inspection

HOWEVER, THERE IS A **QUICK WAY** TO MAKE SURE THE SETSCREWS ARE PROPERLY SEATED IN THE BUSHING GUIDE NUT AFTER CHECKING FOR SPRING PIN INSTALLATION!

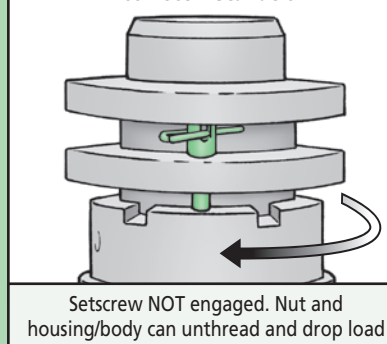


Check for set screws on **both** sides of hook



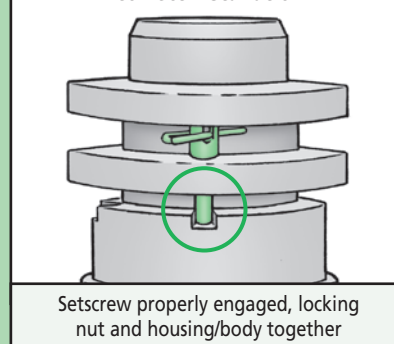
NOTE: ALL THE COTTER PIN DOES IS KEEP THE SET SCREW FROM BACKING OUT. IF THE SET SCREW(S) IS/ARE NOT ENGAGED IN THE APPROPRIATE CASTELLATIONS, THE HOOK ASSEMBLY CAN STILL SEPARATE FROM THE BUSHING GUIDE NUT, EVEN WITH THE COTTER PIN INSTALLED.

Incorrect installation



Setscrew **NOT** engaged. Nut and housing/body can unthread and drop load

Correct installation



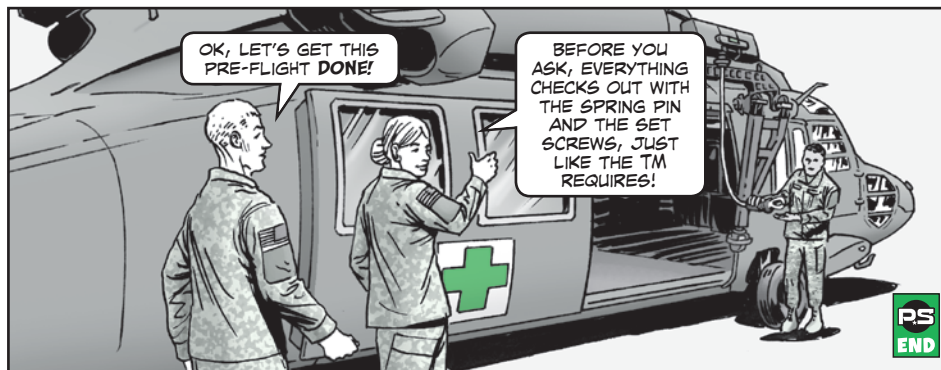
Setscrew properly engaged, locking nut and housing/body together

DURING PREFLIGHT INSPECTION OF THE HOIST, USE YOUR THUMBS TO PULL DOWN THE RUBBER BUMPER COVERING THE BUSHING GUIDE NUT.

THAT LETS YOU **VISUALLY CONFIRM** THAT THE SETSCREW IS FULLY ENGAGED IN A CASTELLATION AND THAT A COTTER PIN IS INSTALLED.

NOW ROTATE 180 DEGREES AND CHECK THE **OTHER** SETSCREW AND COTTER PIN.

IT'S A SIMPLE CHECK, BUT ONE **THAT COULD SAVE SOMEONE'S LIFE**. SO MAKE THIS CHECK A **PREFLIGHT HABIT** AND LET THE MEDICS KNOW THEY NEED TO CHECK IT, TOO.



PS
END

BE CAREFUL with Rotor Blade Clamping



MECHANICS, WP 0548 00 OF TM 1-1520-280-23 HAS INSTRUCTIONS ON HOW TO INSTALL THE HH-60M'S MAIN ROTOR BLADE CLAMP, NSN 4920-01-568-2562, BUT NOT EVERYONE IS FOLLOWING THEM.

DOING IT **RIGHT** IS CRITICAL TO PREVENT DAMAGE TO THE MAIN ROTOR BLADE.

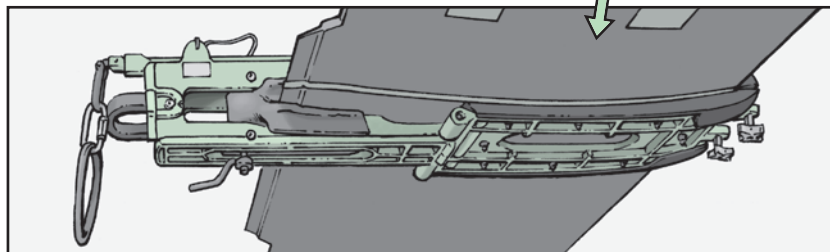
WHEN YOU INSTALL THE MAIN ROTOR BLADE CLAMP, MAKE SURE YOU **DON'T** PUSH IT FORWARD AND SNUG AGAINST THE TRIM TABS.

THERE SHOULD BE NO CONTACT WITH THE TRIM TABS.

PUSHING THE CLAMP TOO FAR LEAVES A GAP BETWEEN THE BLADE'S LEADING EDGE AND THE CLAMP. THAT PLACES THE PHENOLIC BLOCK FORWARD ONTO THE THICKER PART OF THE BLADE. WHEN THE CLAMP IS TIGHTENED, THE PHENOLIC BLOCK PASSES INTO THE BLADE'S SKIN AND CORE, CREATING VOIDS IN THE BLADE.

IF THAT HAPPENS, THE BLADE HAS TO BE REMOVED FROM SERVICE AND REPAIRED.

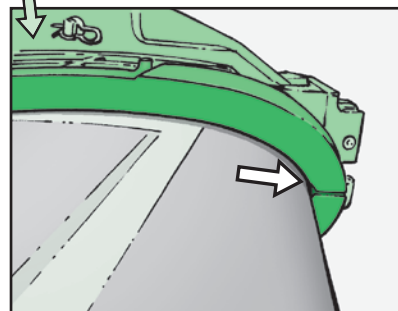
THE BLADE'S LEADING EDGE WITH A PROPERLY INSTALLED CLAMP LOOKS LIKE SO:



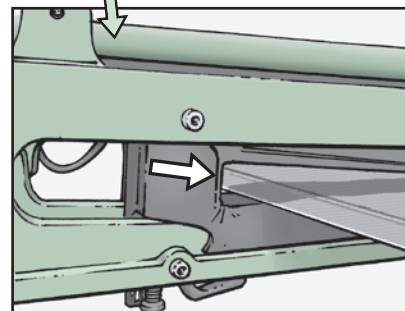
SO, DID WE GET THAT CLAMP ON RIGHT?

RIGHT ON THE MONEY! IT'S SNUG IN THE FRONT AND THE DISTANCE IN THE BACK ON THE TRIM TAB IS GOOD.

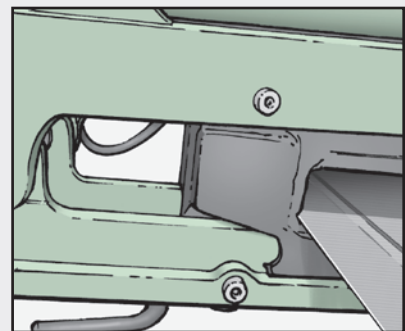
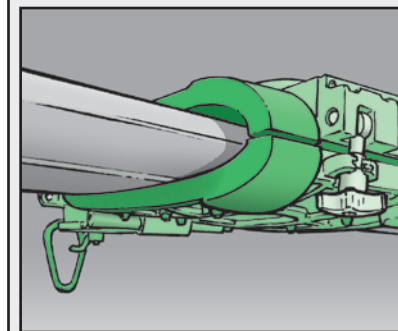
PROPER ALIGNMENT MEANS A **SNUG FIT** AT THE **LEADING EDGE** LIKE THIS...



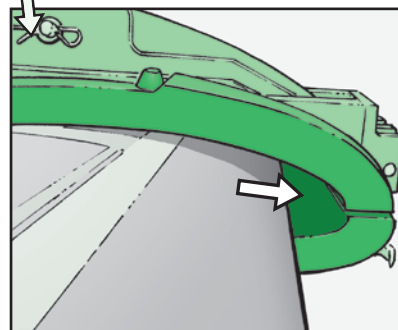
...WITH A **GAP** AT THE **TRAILING EDGE** LIKE THIS:



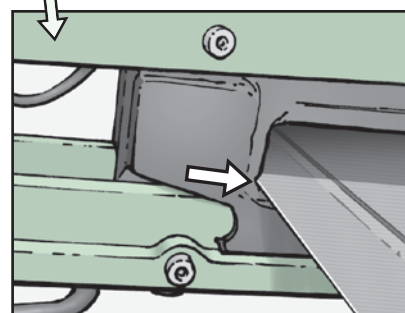
THE BLADE'S **LEADING EDGE** WITH AN IMPROPERLY INSTALLED CLAMP HAPPENS BECAUSE IT IS NATURAL TO PUSH THE CLAMP ALL THE WAY FORWARD UNTIL THE FORM CONTACTS THE TRIM TAB.



INCORRECT ALIGNMENT LEAVES A **GAP** AT THE BLADE'S **LEADING EDGE** LIKE THIS...

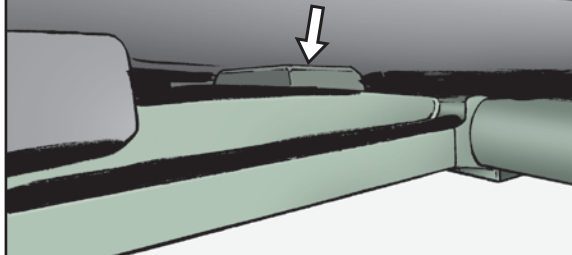


...AND A **SNUG FIT** AT THE **TRAILING EDGE** WHERE THE TRIM TAB CONTACTS THE FOAM:



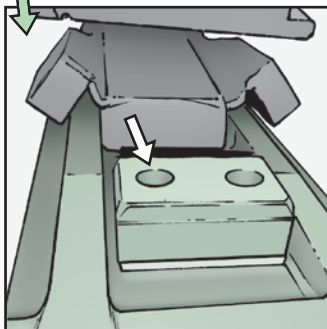
WHEN THE BLADE CLAMP IS INSTALLED **CORRECTLY**, THERE IS **ONLY** A $\frac{1}{8}$ INCH GAP BETWEEN THE BLADE SURFACE AND THE HARD PLASTIC BLOCK. THAT LEAVES **NO ROOM FOR ERROR!**

Gap between blade and hard plastic block should be $\frac{1}{8}$ inch

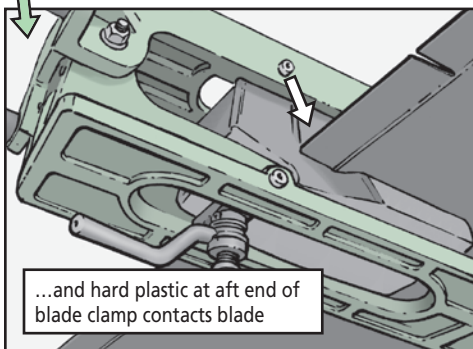


IF YOU INSTALL THE CLAMP IMPROPERLY AND TIGHTEN IT, YOU'LL HEAR THE HARD PLASTIC BLOCK CRUSH THE SKIN OR THE CORE OF THE BLADE.

THIS ALSO CAUSES THE HARD PLASTIC AT THE AFT END OF THE CLAMP TO CONTACT THE BLADE WHEN IT SHOULDN'T WHEN TIGHTENED.



(Clamp not installed properly...)
Hard plastic block can crush blade skin/core...



...and hard plastic at aft end of blade clamp contacts blade

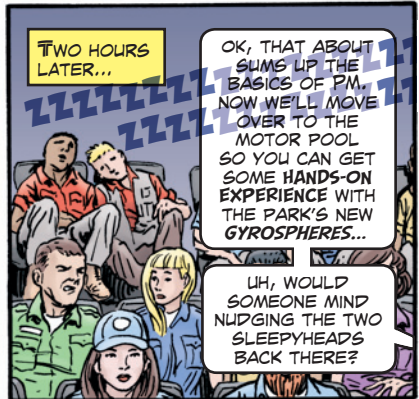
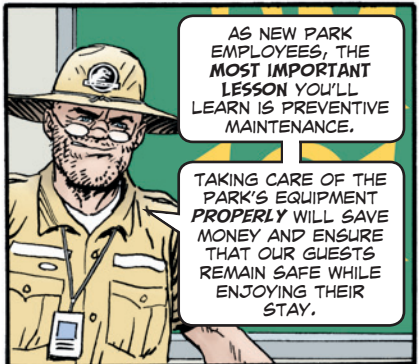
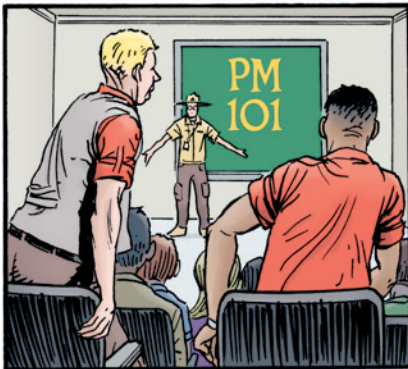
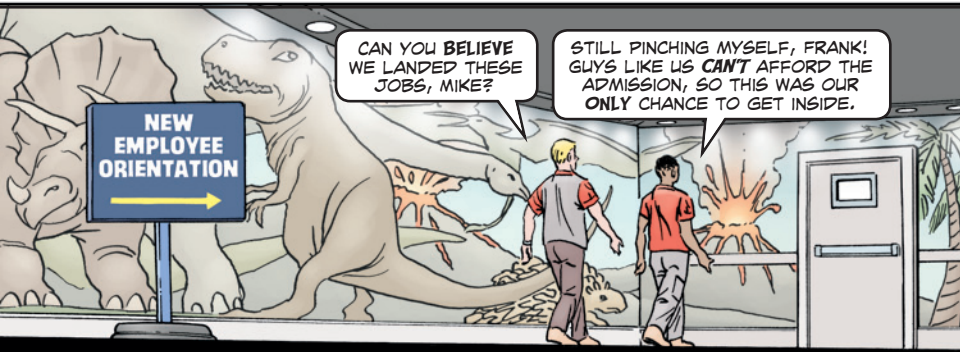


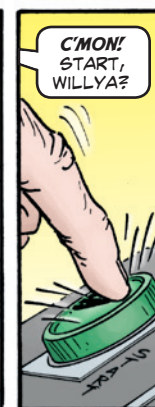
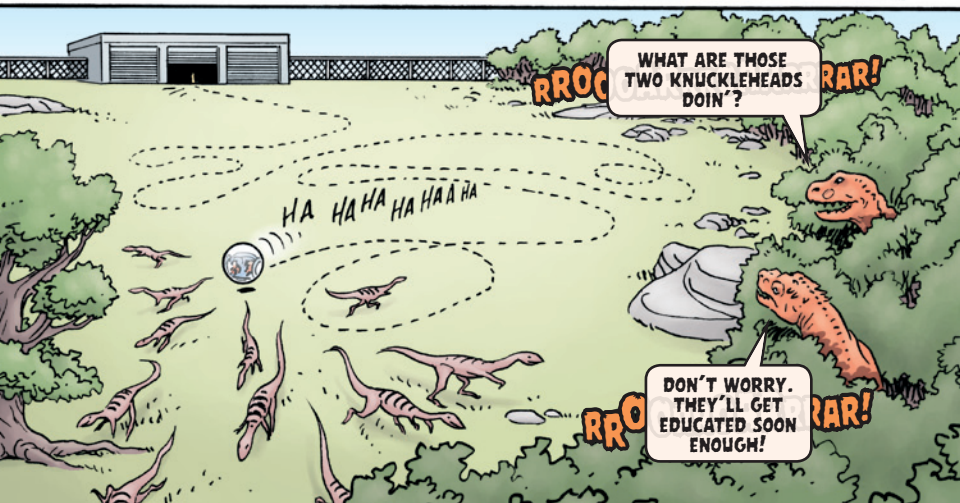
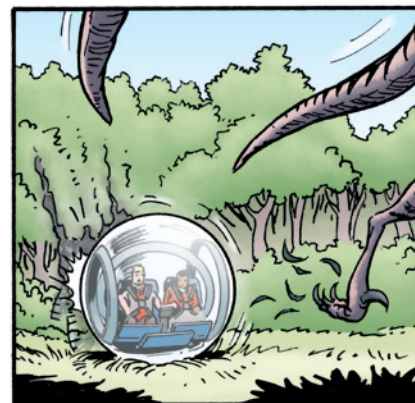
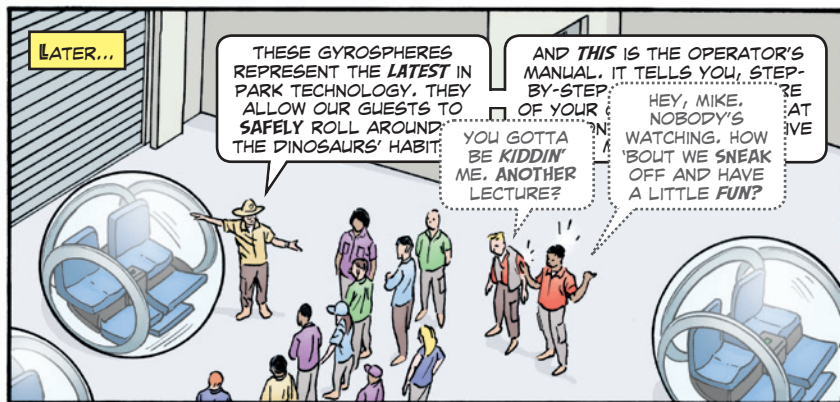
SO LET THE TM BE YOUR GUIDE TO INSTALL THE BLADE CLAMP THE **RIGHT WAY** AND KEEP FLYING HIGH.

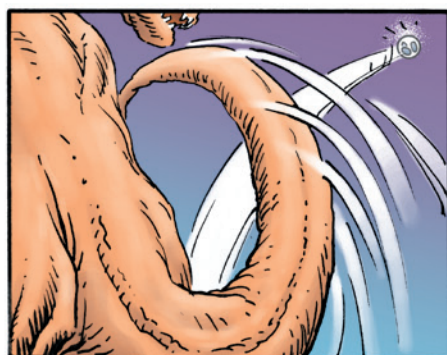
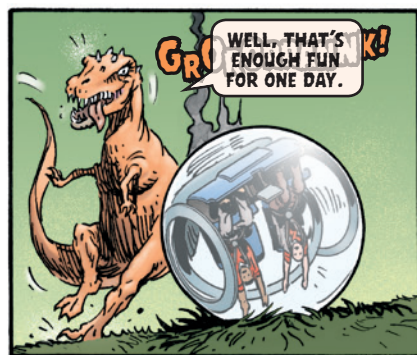
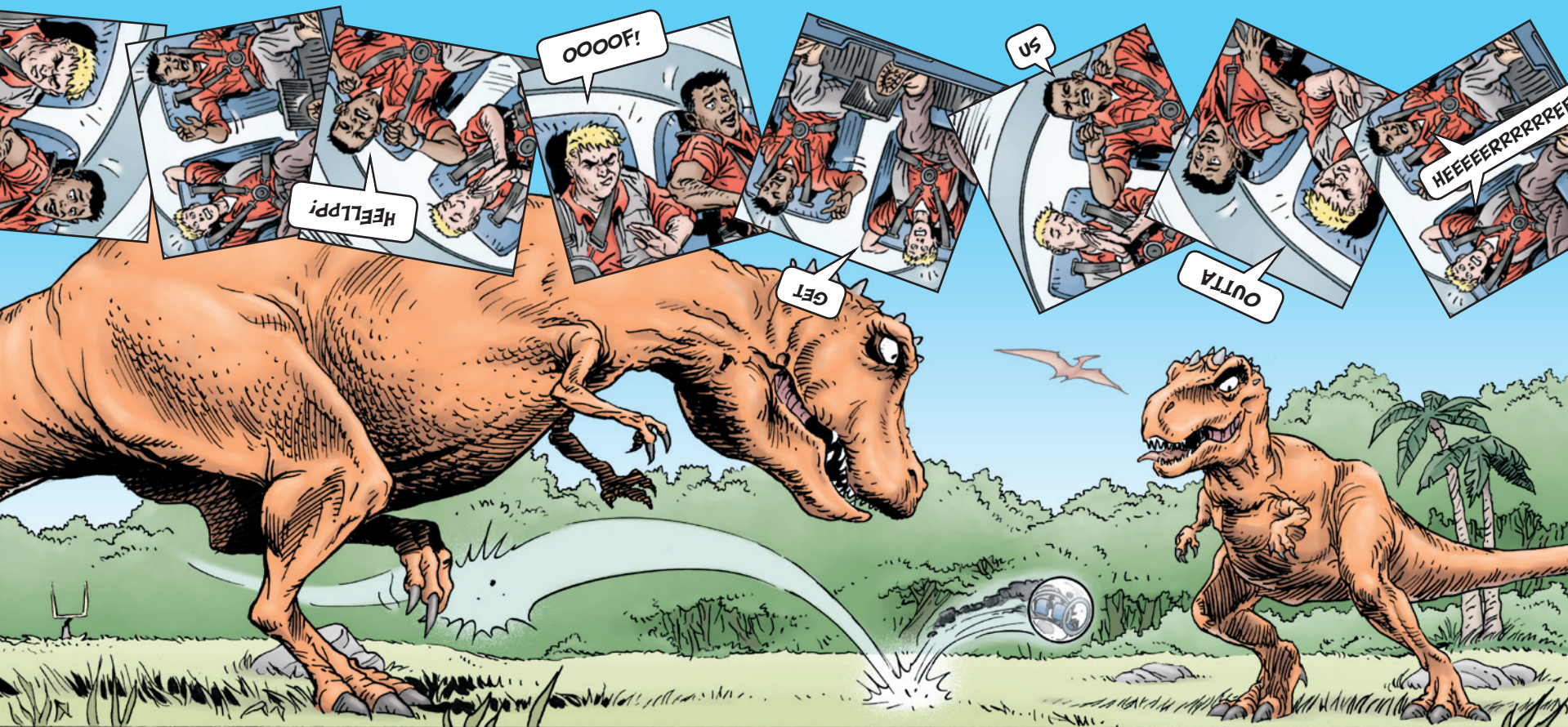
OTHERWISE, IT'LL COST AN ARM AND A LEG TO REPLACE A **DAMAGED** ROTOR BLADE.

PS END

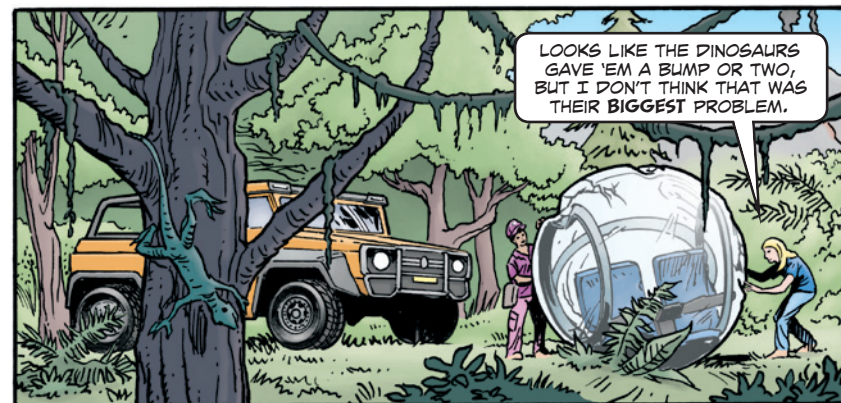
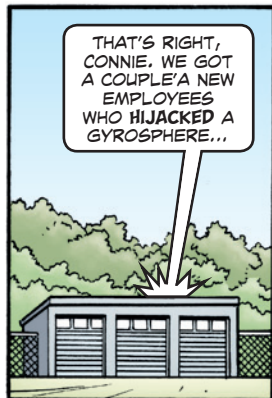
A WORLD OF JURASSIC PM



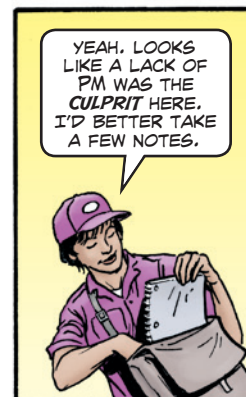
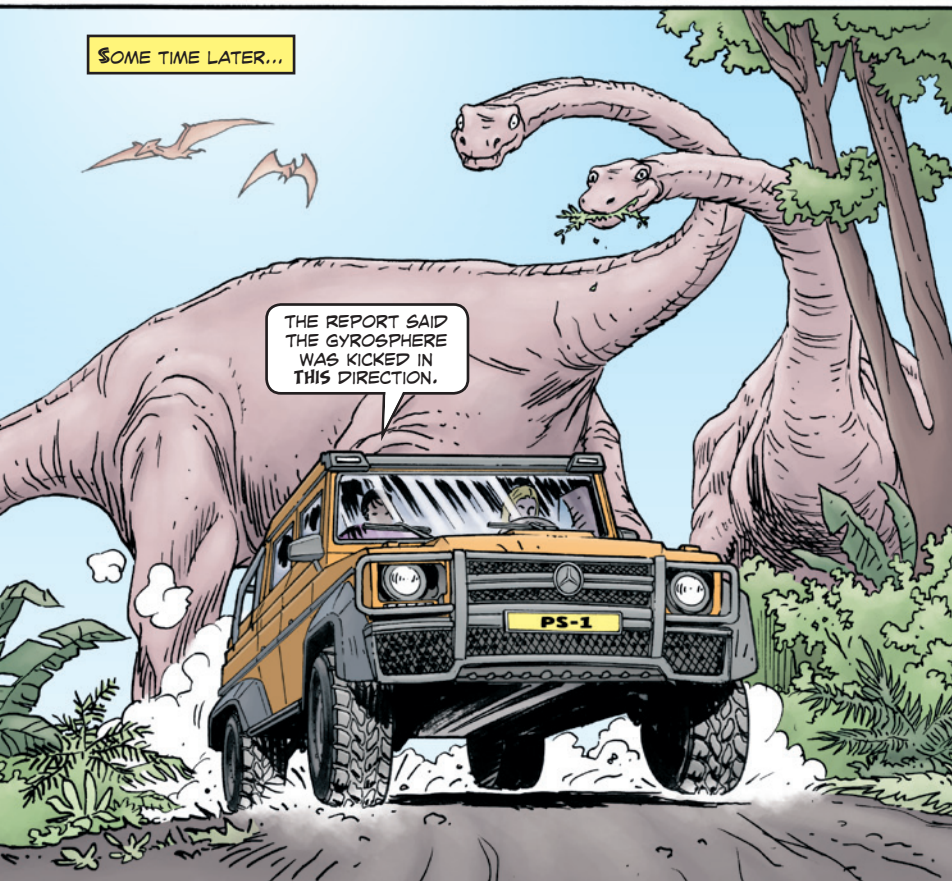




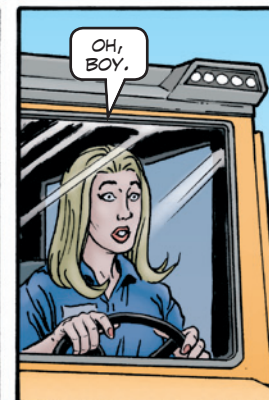
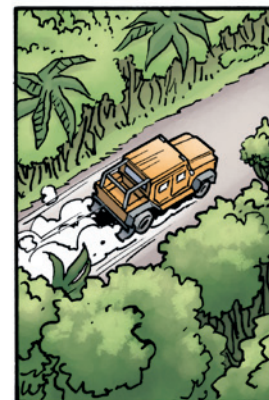
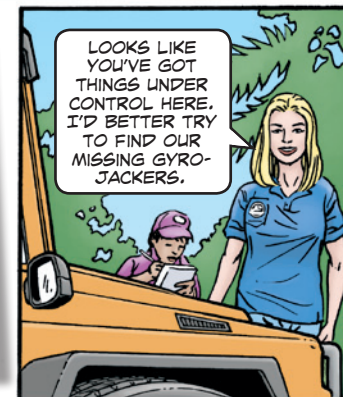
BACK IN THE MOTOR POOL...

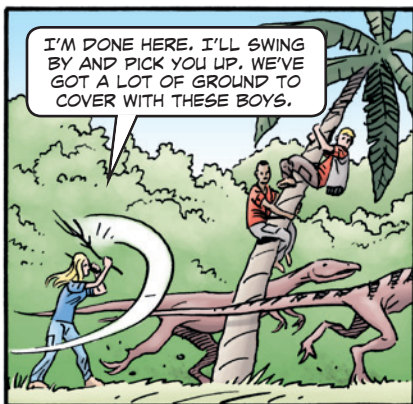


SOME TIME LATER...



- Low fluids
- Clogged fuel and air filters
- No tread on side wheel rails
- Lube fittings not greased
- Stuck wheel control valve
- Low battery levels
- Worn, leaking hoses



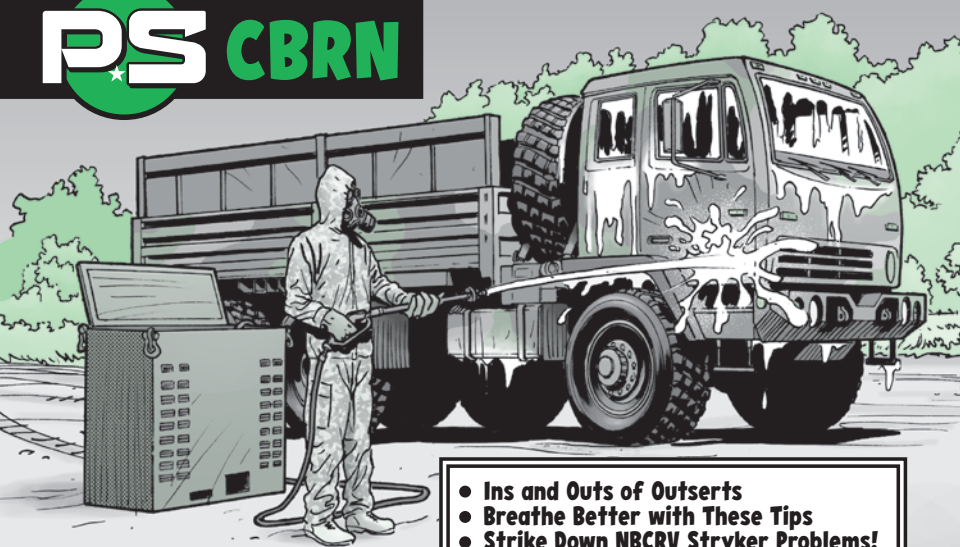


PS SMALL ARMS

- Screw in Barrel Right!
- Firing Pin Not for Cleaning!
- M240 Barrels and Regulators
- Is There an M66 Cover?

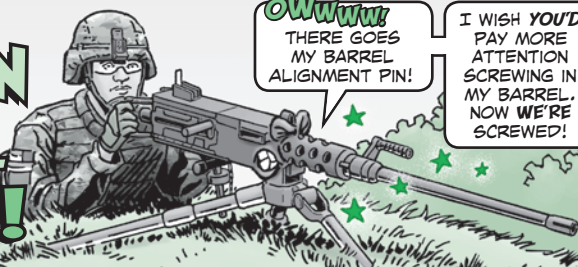


PS CBRN



- Ins and Outs of Outserts
- Breathe Better with These Tips
- Strike Down NBCRV Stryker Problems!

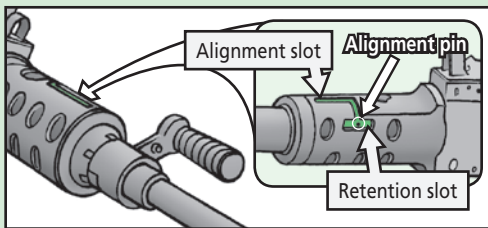
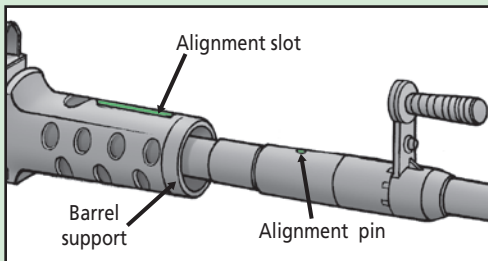
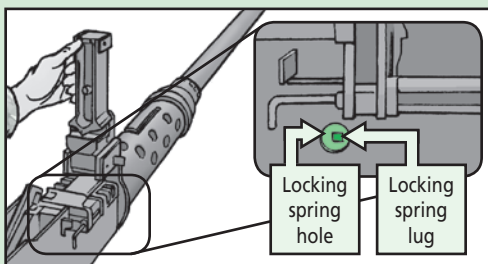
SCREW IN BARREL RIGHT!



Too many M2A1 machine gunners are not being careful screwing in the barrel. As a result, the barrel's alignment pin is sheared off during firing and the whole barrel has to be replaced. One post reports it's having to replace an M2A1 barrel every week. At over \$800 a barrel, that quickly runs into big money.

Here's how to install the barrel:

1. Raise the cover assembly all the way up. Grasp the retracting slide handle and pull it back slightly until you see the square on the barrel locking lug through the $\frac{3}{8}$ -in hole in the right side of the receiver.
2. Insert the barrel into the barrel support until the barrel alignment pin engages the alignment slot.
3. Rotate the barrel clockwise and secure the alignment pin in the alignment slot.
4. Make sure the barrel's chamber end protrudes beyond the barrel extension threads.
5. Release the retracting slide handle and allow the bolt to go forward.
6. Make sure the barrel threads are locked into the barrel extension.
7. Close the cover assembly. Charge the M2A1, making sure the barrel moves forward and rearward during charging.



FIRING PIN NOT FOR CLEANING!

HEY, L'L BUDDY,
MY BOLT
CARRIER'S ALL
GUNKED UP.

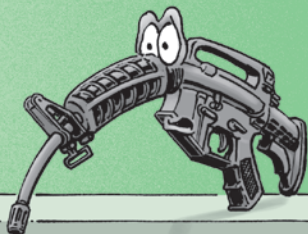
D'YOU THINK
YOU COULD
CLEAN IT OUT
FOR ME?



LISTEN AND
LISTEN GOOD!
**I AM NOT A
CLEANING TOOL.**

I'M A **FIRING
PIN!** THAT'S
WHAT I'M FOR...
FIRING!

**NOTHING ELSE!!
GOT IT!?**



Dear Editor,

Our Logistics Readiness Center told us they are finding a high number of M16s and M4s with unserviceable firing pins. The pins' tips are blunted and there's a ring cut in their shafts. A bad firing pin means the weapon won't fire reliably.

The reason the firing pins are bad is that too many Soldiers think it's OK to use the firing pin to clean inside the bolt carrier. **That's wrong!** The firing pin is **not** a cleaning tool.

The correct way to clean inside the bolt carrier is with a worn bore brush and CLP.

Armorers will save their units money and trouble if they emphasize this during training.

Terry Blount
TACOM LAR

I WONDER HOW MANY FIRING PINS
HAVE BEEN RUINED OVER THE YEARS
BECAUSE SOLDIERS ARE TAUGHT IN
BASIC TRAINING TO CLEAN WITH THE
FIRING PIN?

WE'LL SPREAD
THE WORD THAT
IT'S A PRACTICE
THAT NEEDS TO
STOP.



I'VE GOT
THIS **DIRT** IN
MY SIGHT...
COULD YOU

NO!

WHAT
ABOUT THE
EXCESS
CLP ON

NO!

WELL, MY
STOCK COULD
USE SOME
P

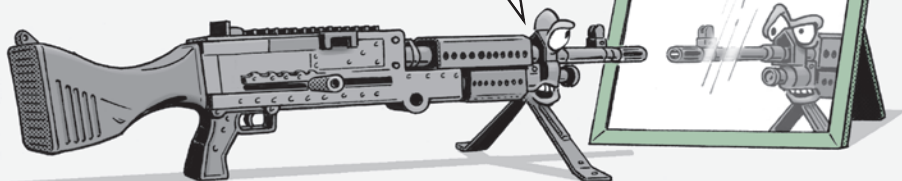
**SSHEESH!
NO!**



M240 Barrels and Regulators

HMMM... I'LL BE USING MY **SHORT** BARREL TODAY.

NOW WHICH **GAS REGULATOR** DO I NEED TO BE USING? AND WHICH **CLEANING TOOL**?



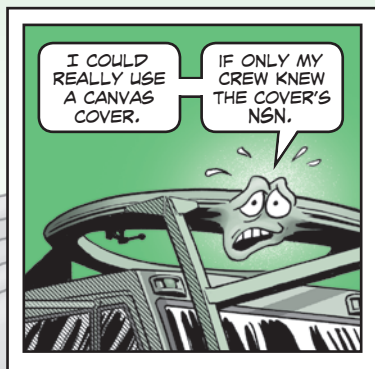
Which gas regulator you use for your M240 machine gun depends on which barrel you're using. And the same goes for the regulator cleaning tool.

The M240B standard barrel and M240L long barrel use gas regulator, NSN 1005-01-512-6424 (PN 13001601) and cleaning tool, NSN 1005-01-512-9284 (PN 13002076).

The M240L short barrel uses gas regulator, NSN 1005-01-564-6020 (PN 13013485), and cleaning tool, NSN 1005-01-564-6768.

Machine Gun
Mounts...

Is There an M66 Cover?



Dear Half-Mast,
Is there a cover
for the M66 ring
mount?

1SG R.T.

Dear Sergeant,

There is indeed a cover. The M66 canvas cover comes with NSN 1005-00-707-0725 and costs \$310. You can also order a plastic "shower cap" cover with NSN 1005-01-610-9108 for about \$250.

Half-Mast

INS AND OUTS OF OUTSERTS

DO YOU HAVE TROUBLE
PUTTING ON M40/M42
OUTSERTS?

THEN TRY OUT THIS TIP
FROM THE U.S. ARMY
CHEMICAL SCHOOL.

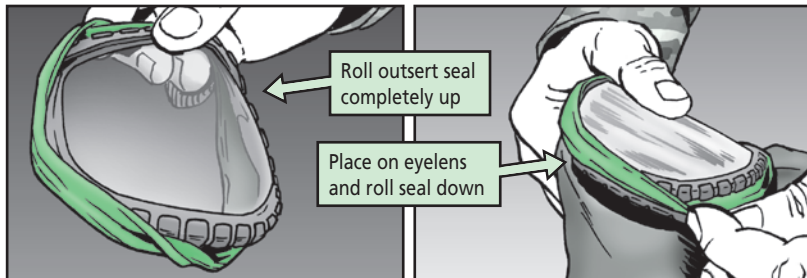


Dear Editor,

At the US Army Chemical School, we recommend our future CBRN specialists order extra outserts for their unit's M40/M42 masks. The outserts protect the mask eyelenses from scratching and cost about \$20. If they get scratched up, CBRN specialists can just put on new ones. But if the eyelenses become so scratched the Soldier can't see well, the only solution is to buy a new facepiece, which costs around \$275.

Clear outserts come with NSN 4240-01-260-8707 and neutral ones with 4240-01-260-8706.

The easiest way to put on an outsert is to completely roll up its seal. Place the outsert on top of the eyelens and then roll down the seal. Trying to stretch the seal over the lens can be a pain.



Front Voicemitter

If the front voicemitter retaining ring is loose, the mask is NMC. Don't try to tighten the retaining ring yourself. It's not repairable at field level.

SSG David Susberry
US Army Chemical
School



Don't tighten
voicemitter
retaining
ring

**Editor's
note:** We'll
be glad to
insert your
outsert
suggestion!

BREATHE BETTER WITH THESE TIPS

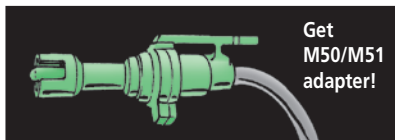
NOTHING BETTER THAN A GOOD MOVIE... ESPECIALLY IF IT'S ONE ABOUT ME!



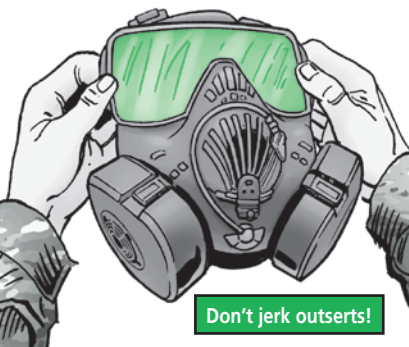
Dear Editor,
CBRN specialists beginning to use M50/M51 protective masks can help their unit breathe better by remembering these tips:

Get the M50/M51 adapter, NSN 4240-01-546-4517, for the M41 PATS. The M40/M42 PATS adapter won't work with the M50/M51, which means you won't be able to check for a good fit without the new adapter.

Order drink couplers, NSN 4240-01-539-5593, and water canteen caps, NSN 8465-01-529-9800. The M50/M51 was developed with an improved drink coupler and water canteen cap. The old M40/M42 coupler and cap won't work with the M50/M51.



Get M50/M51 adapter!

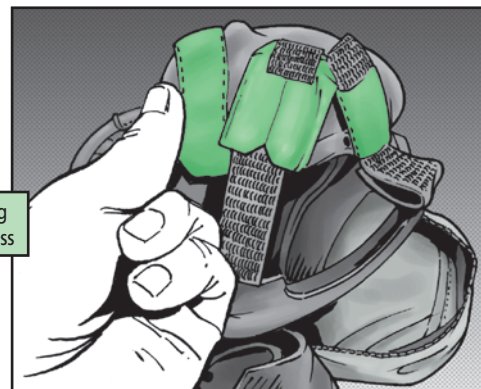


Don't jerk outserts!

Be gentle when removing the outserts. If you jerk on one side of the outsert, you can break the tab on the other side. Gently work off the outsert from both sides.

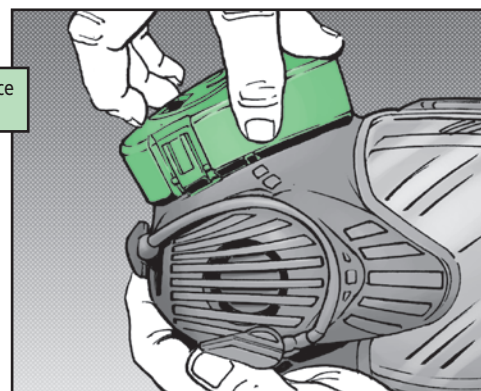
Check the hook-and-pile strength on the harness during PMCS. Once it starts to wear out, the mask can lose its seal while Soldiers are wearing it. If you have any doubts, replace the harness.

Hook and pile getting weak? Replace harness



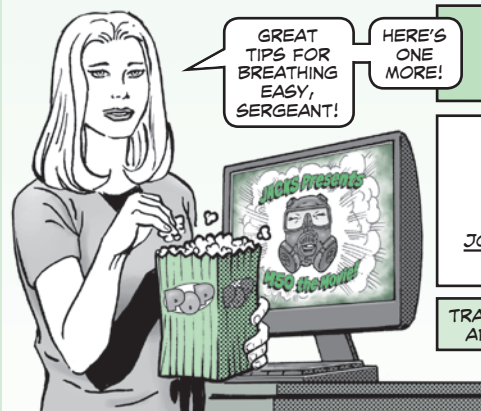
Make sure Soldiers know how to correctly install the Filter. The Filter must be installed correctly to provide not only protection but also air to breathe. Remember that the Filter locks in place when it's installed correctly.

Filter will lock in place if installed correctly



The filter tabs wear out over time and can break. So if any of the tabs look worn, replace the Filter. No sense taking chances.

SSG Justin Maddox
SSG Terrell Robinson
SSG David Susberry
US Army Chemical School



GREAT TIPS FOR BREATHING EASY, SERGEANT!

HERE'S ONE MORE!

UNITS GETTING THE M50/M51 MASK MIGHT WANT TO CHECK OUT THE INSTRUCTIONAL VIDEO AT:
<https://jacks.jpeocbd.army.mil>

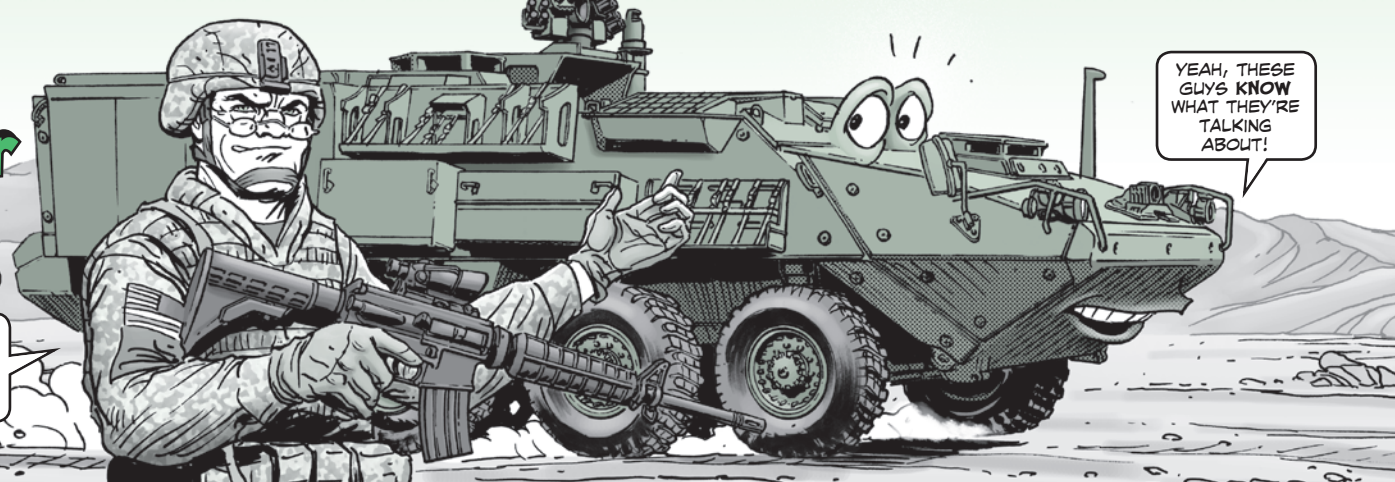
FROM THE TRAINING DROP-DOWN MENU UNDER THE JACKS BANNER, SELECT **NEW EQUIPMENT TRAINING**.

UNDER PROTECTION IN THE LEFT-HAND COLUMN, CLICK ON **JOINT SERVICE GENERAL PURPOSE MASK M50&M51**.

TRAINING FILES, INCLUDING THE VIDEO, WILL APPEAR IN THE CENTER OF THE SCREEN.

Strike Down NBCRV Stryker Problems!

LISTEN UP TO THESE **GOOD TIPS** FOR YOUR NBCRV STRYKER!



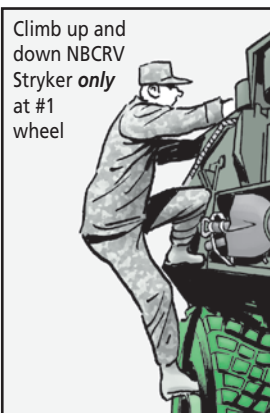
Dear Editor,

Teaching Soldiers how to operate and maintain the M1135 NBCRV Stryker at the US Army Chemical School has taught us the value of these tips:

Always watch your step. The top of the Stryker puts you nine feet off the ground. That's no place to take a fall, especially onto concrete. Always use the three points of contact rule when you're climbing onto or moving around on top of the vehicle. It's too easy to slip or trip on things like the tow bar or storage racks. The only safe place to go up and down is at wheel #1 by the driver's hatch. After you put your right foot on the hub, you have handholds to help you the rest of the way up.



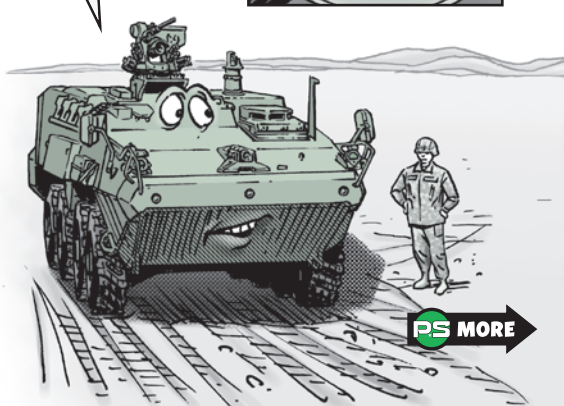
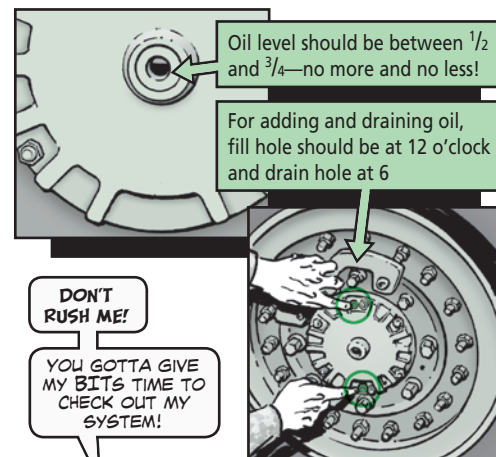
Climb up and down NBCRV Stryker only at #1 wheel



Help for shorter Soldiers. It's very difficult for shorter Soldiers to change the sampling wheels on the dual wheel sampling system from inside the Stryker using the glove port and tongs. The tong box can be adjusted up and down and left to right, which can make the job somewhat easier. If you have trouble, experiment with the best position for the tong box.

Get wheel hub gear oil right. To check the wheel hub oil levels, park the Stryker on level ground. Eyeball each wheel sight glass for a level between $\frac{1}{2}$ and $\frac{3}{4}$ —no more and no less. Too little oil can cause the hub to burn out and too much oil can blow the hub's seal. If you need to drain or add oil to a hub, park the Stryker so the fill hole is at the 12 o'clock position and the drain hole is at 6 o'clock. When you reinstall the fill plug, don't forget the O-ring. Otherwise, the hub will leak. Don't overtighten the plug or you'll damage the O-ring. Tighten hand-tight and then a $\frac{1}{4}$ turn more.

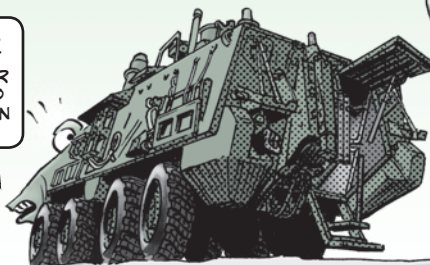
After turning on the AUX MASTER switch, wait until the ENGINE PREHEAT light goes off before starting the engine. That gives the panel a chance to run the built-in tests that ensure all the systems are working. If you rush things, you could end up operating with faulty gauges or a bad oil pump. That could lead to engine damage.



Keep the probe in the stow position when using the glove. That protects your hand from the very hot probe. But remember to put the probe back in the travel position for normal operations. Never run the chemical biological mass spectrometer block II (CBMSII) without the probe cover open. If the heat can't escape, the probe and probe cover seals will be cooked.

Shut down properly. If you just shut down the engine without following the TM's shutdown procedure, soon components like the CBMS will stop working. Plus your Stryker will develop multiple system faults that will require lots of troubleshooting. Don't turn off the engine until all the chemical sensors have been turned off. Otherwise sensors operating at high speed may not shut down properly, which could damage the sensors the next time the engine is turned on.

HEY! WHAT'S THE DEAL? IT TAKES LONGER THAN THAT TO SHUT ME DOWN RIGHT!

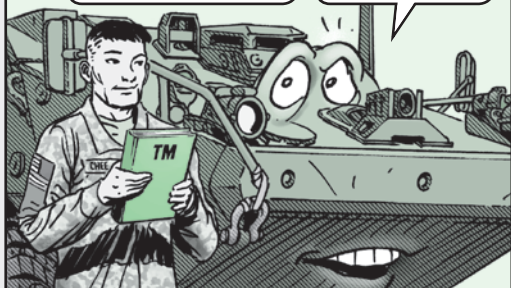


Use at least three people to do PMCS. That's how many people are needed to do a thorough PMCS in the four hours allotted.

SFC Gedney Riley
SFC Jeremy Rae
US Army Chemical School

YOU NEED AT LEAST TWO OTHER GUYS TO DO MY PMCS TODAY!

IT'S TOO MUCH FOR JUST ONE GUY!



YOU'VE STRUCK DOWN NUMEROUS STRYKER PROBLEMS WITH YOUR TIPS. THANKS, SERGEANTS.



PS END

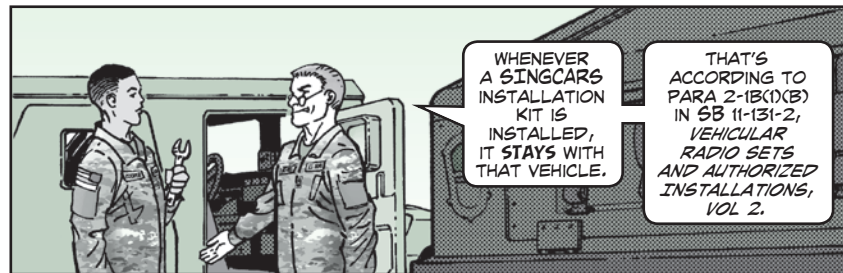
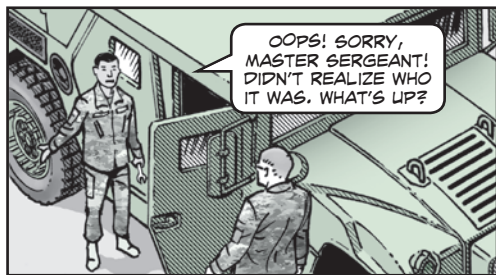
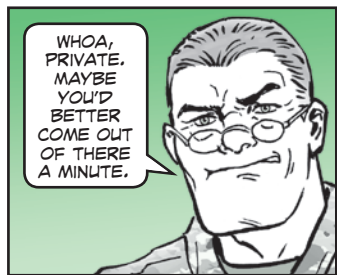
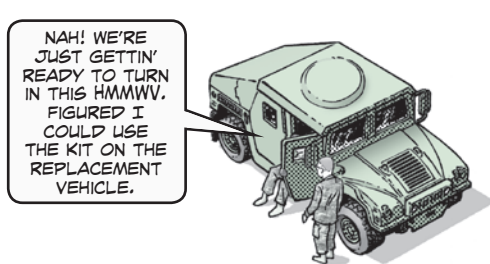
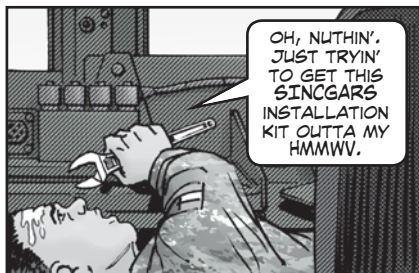
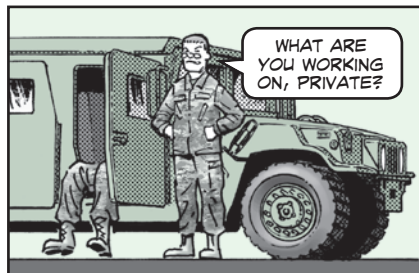
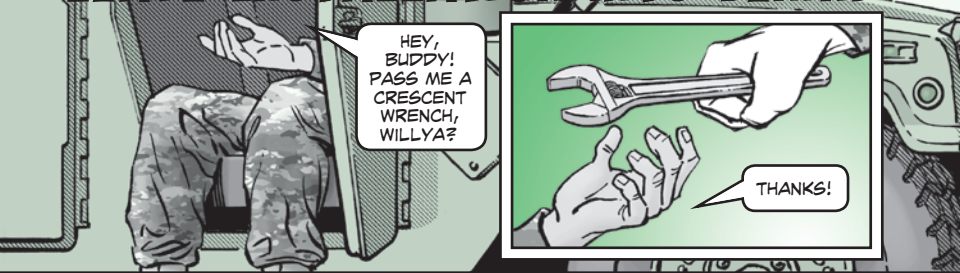
PS COMMUNICATIONS



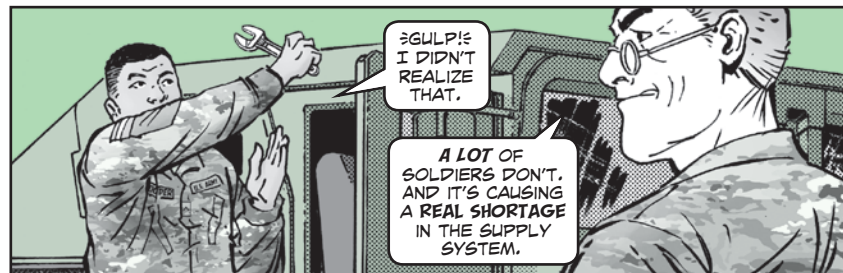
- **Leave Installation Kits Behind**
- **Meet the Family!**

SINGGARS...

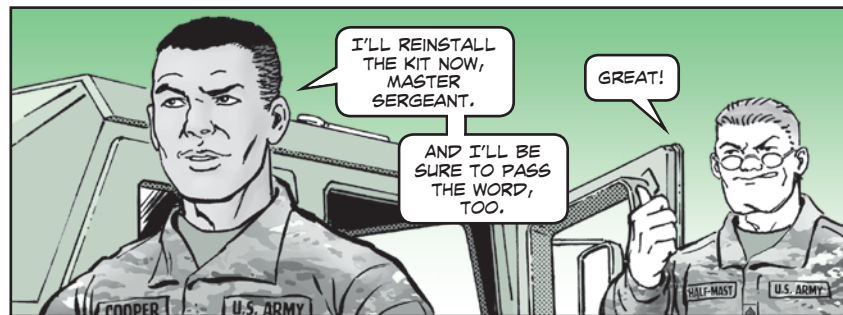
LEAVE INSTALLATION KITS BEHIND



THAT'S ACCORDING TO PARA 2-1B(1)(B) IN SB 11-131-2, VEHICULAR RADIO SETS AND AUTHORIZED INSTALLATIONS, VOL 2.

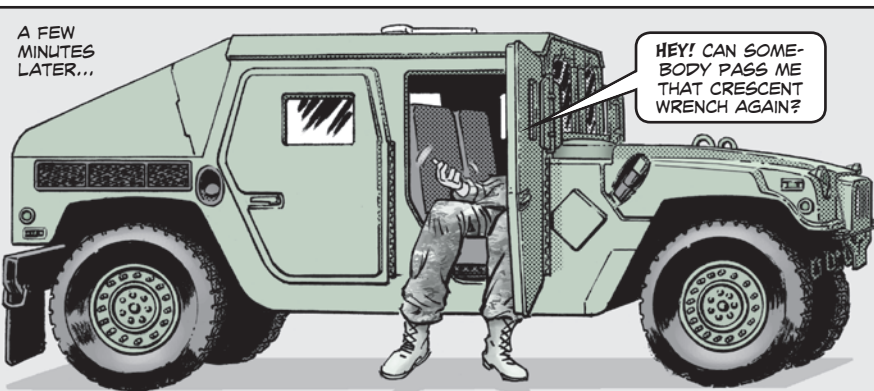


A LOT OF SOLDIERS DON'T. AND IT'S CAUSING A REAL SHORTAGE IN THE SUPPLY SYSTEM.



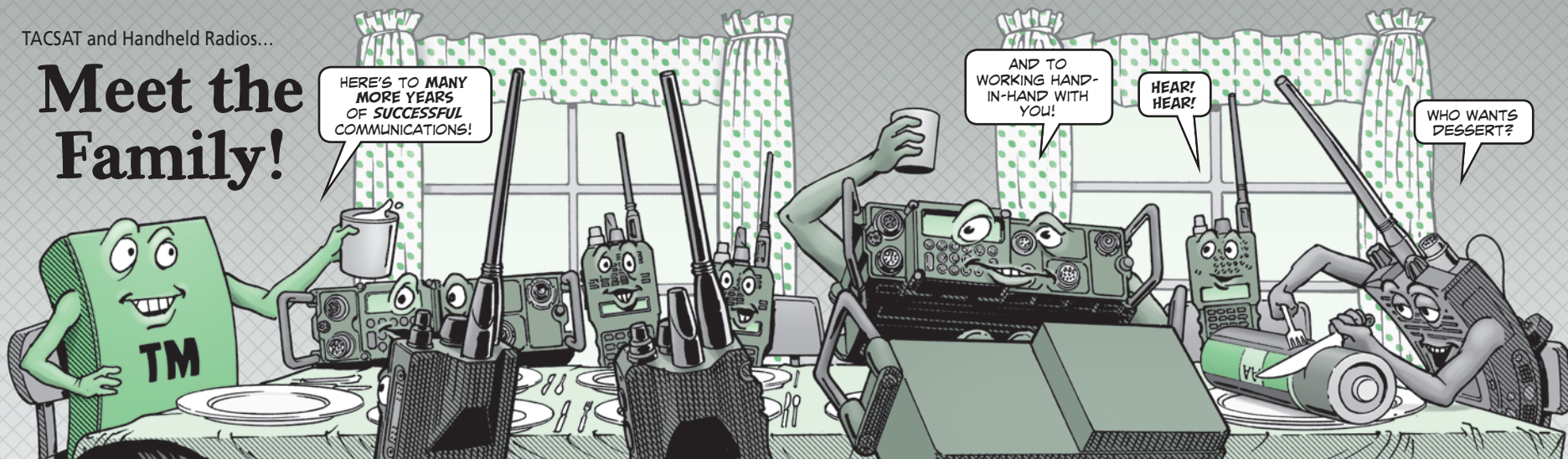
GREAT!

AND I'LL BE SURE TO PASS THE WORD, TOO.



A FEW MINUTES LATER...

Meet the Family!



TACSAT and Handheld Radio Family

THERE ARE SEVERAL MAN-PACK, VEHICULAR, AND BASE-STATION RADIO CONFIGURATIONS THAT OPERATE IN THE ARMY'S **SECURE TACTICAL COMMUNICATION NETWORK** ACROSS THE BATTLEFIELD.

THESE RADIOS OFFER **VOICE AND DATA COMMUNICATIONS** AT COMPANY, BATTALION AND BRIGADE FORCE LEVELS.

MEET THE TACSAT AND HANDHELD RADIO FAMILY AND THEIR TMS:

TACSAT Radio Sets

Item	NSN	LIN	TM
AN/PSC-5D	5820-01-508-3381	R57606	11-5820-1200-13&P (Apr 15), PIN 087216
AN/VRC-115	5820-01-580-4539	R29704	
AN/TRC-228	5820-01-580-6518	R29636	
AN/PRC-117G(V)4(C)	5820-01-579-0452	R45846	11-5820-1408-13&P (Apr 15), PIN 087217
AN/VRC-114(V)3	5820-01-579-0432	R87716	
AN/TRC-227(V)1	5820-01-579-0466	R31575	
AN/PRC-117F(V)2(C)	5820-01-580-2575	R87207	11-5820-1407-13&P (Apr 15), PIN 087215
AN/VRC-103(V)3	5820-01-579-0420	R29704	
AN/TRC-223(C)	5820-01-579-0476	R29636	

Handheld Radio Sets

Item	NSN	LIN	TM
AN/PRC-152(V)1	5820-01-566-0746	R55336	11-5820-1500-13&P (Apr 15), PIN 087214
AN/VRC-110(V)1	5820-01-578-8805	R68668	
AN/VRC-110(V)2	5820-01-579-4483	R68736	
AN/PRC-150A(C)	5820-01-575-6358	R62247	11-5820-1501-13&P (May 13), PIN 086989
AN/VRC-104(V)5	5820-01-575-9257	R44706	
AN/VRC-104(V)6	5820-01-575-9305	R87139	
AN/TRC-209B(C)	5820-01-575-9287	R44956	
AN/TRC-210(V)3	5820-01-575-9263	R21064	11-5820-1186-13&P (Jul 13), PIN 086361
AN/PRC-148(V)2(C)	5810-01-460-1605	R55336	
AN/PRC-148(V)4(C)	5820-01-565-7449	R55336	
AN/VRC-111	5820-01-536-0983	R45778	

GET TMS AT: <https://www.logsa.army.mil/etms>

YOU CAN CURRENTLY ORDER CLASS II RECEIVERS/TRANSMITTERS THROUGH THE STANDARD ARMY RETAIL SUPPLY SYSTEM (SARSS) USING THE NSNs IN THESE TWO CHARTS.

REMEMBER THAT GCSS-ARMY IS REPLACING THE EXISTING LEGACY LOGISTICS INFORMATION SYSTEMS, INCLUDING THE SARSS.

FOR MORE INFO ABOUT GCSS-ARMY, GO TO: <https://gcss.army.mil/>

Warranty Info

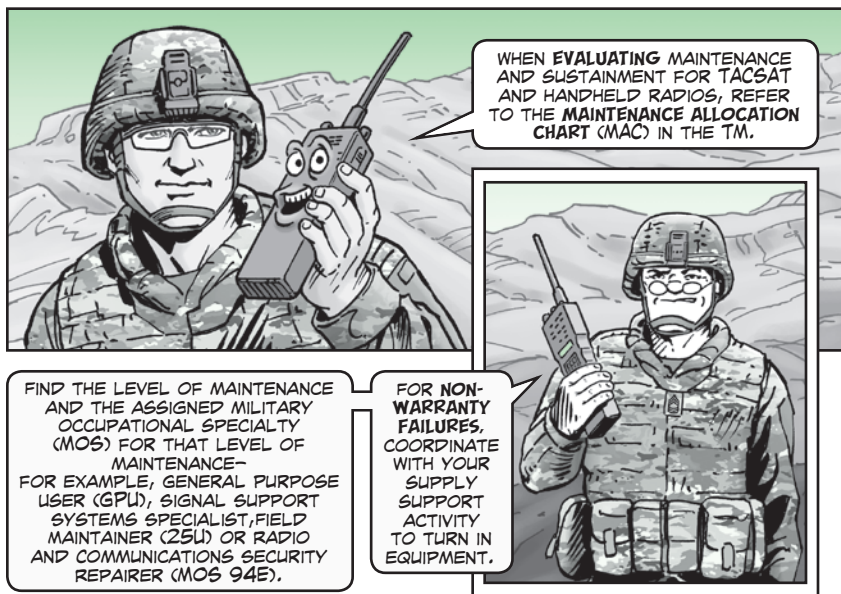
TACSAT and handheld radios are procured and fielded with an original equipment manufacturer (OEM) warranty by Program Manager (PM) Tactical Radios (TR). All radios are fielded with an OEM warranty; however, the warranty varies, based on the radio configuration, procurement date, fielding date and whether damage to the radio is within the scope of normal wear and tear. Verify your radio's warranty status using its TM as your guide.

The OEM warranty is a vital part of the maintenance concept, as TACSAT and handheld radios are sustained through the two-level maintenance concept.

AR 750-1, *Maintenance of Supplies and Equipment, Army Material Maintenance Policy* (Sep 13), explains that the maintenance system consists of two levels, field and sustainment.

Field maintenance (also known as on-system maintenance) is performed by the operator, user or field-level maintainer, and consists of preventive maintenance checks and services (PMCS), fault isolation, line replaceable unit (LRU) swap-out, and field-level LRU repair.

Sustainment maintenance (also known as off-system maintenance) consists of repairs and returns of equipment and components to the supply system/depot for maintenance above field level.



QUESTIONS ON TACSAT AND HANDHELD RADIOS? CONTACT MICHAEL POWELL AT DSN 648-8281, (443) 395-6281, OR EMAIL: michael.powell4.civ@mail.mil



- Easy Does It with MSDs
- EIR Digest Returns!
- Fire Support Command and Control Systems Added to MMDF
- APD Website Gets Makeover
- COMSEC Guidance Published
- AR 700-80 Revised
- PSCC Offers Shelf-Life Workshops
- Updated HMIRS Pub
- Catalog and Supply Pub Revised

Easy Does It with MSDs

I'M JUST SITTING
ON THE DOCK
ON THE BAY,

WISHIN' MY
BROKEN DOCKING
CONNECTORS AWAY...

HEADS UP, SOLDIERS!

PRODUCT DIRECTOR
TEST, MEASUREMENT AND
DIAGNOSTIC EQUIPMENT
(PD TMDE) IS GETTING

TOO MANY

MAINTENANCE SUPPORT
DEVICES (MSDs) COMING IN
FOR REPAIRS WITH BROKEN
DOCKING CONNECTORS.

FOLLOW THESE STEPS
WHEN UNDOCKING/DOCKING
YOUR MSD AND IT'LL WORK
WHEN YOU NEED IT MOST.



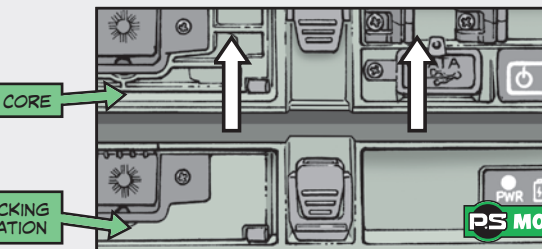
IT'S BEST TO REMOVE THE
CORE FROM THE DOCKING
STATION WHEN THE DISPLAY
IS IN THE **STOWED POSITION**,
LATCHED DOWN.

LIFT UP ON THE BOTTOM OF
THE COMPUTER-TO-DOCK
LATCH TO RELEASE THE
CORE FROM THE DOCK.

LIFT THE CORE TO
REMOVE IT FROM
THE DOCKING
STATION.

CORE

DOCKING
STATION



Undocking the MSD

TO **PROPERLY** UNDOCK
THE CORE LAPTOP FROM
THE DOCKING STATION,
FIRST SAFELY REMOVE
HARDWARE BY GOING
TO THE WINDOWS
(START) ICON.

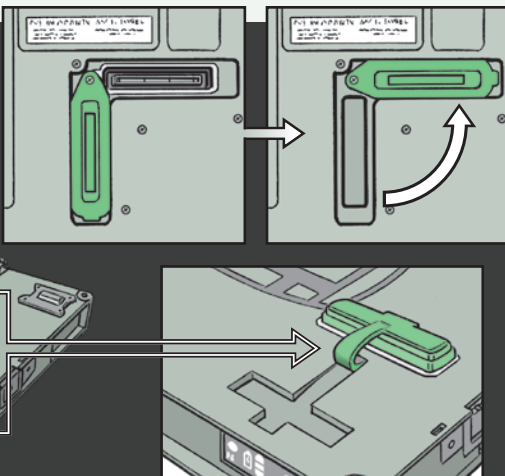
CLICK THE RIGHT ARROW
AT THE BOTTOM OF THE
OPTIONS AND CHOOSE
"UNDOCK."

A **SECOND** OPTION IS
PRESSING THE "FN"
(FUNCTION) AND "F5" KEYS
SIMULTANEOUSLY.

YOU'LL GET A **POPUP**
SAVING "UNDOCK
COMPLETE" WHEN THE
INTERNAL UNDOCKING
PROCEDURES ARE **DONE**.

ONCE THE CORE IS UNMOUNTED, PUT DOCKING CONNECTOR COVERS ON ALL THE EXPOSED PORTS.

THIS HELPS KEEP THEM FREE FROM DEBRIS AND MOISTURE.

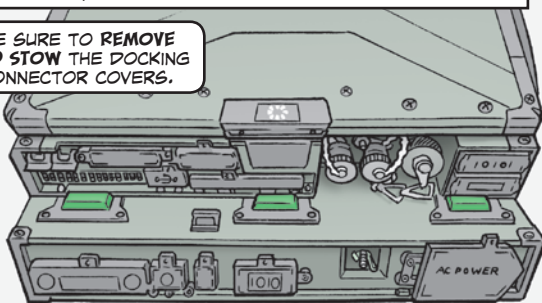


Docking the MSD



MOUNT THE CORE ON THE DOCK, LOCATING THE DOCKING SLOTS ON THE CORE.

BE SURE TO REMOVE AND STOW THE DOCKING CONNECTOR COVERS.



MAKE SURE THE GUIDE HOOKS ARE LINED UP WITH THE GUIDE SLOTS AND FULLY SEATED, THEN **SLOWLY** LOWER THE MSD-V3 CORE ONTO THE DOCKING STATION. THE FIT IS **SNUG**, BUT IT SHOULD **NOT** REQUIRE FORCE TO SEAT PROPERLY.

IF CONNECTION PORTS ARE MISALIGNED YOU CAN DAMAGE THE CONNECTOR PINS.

REMEMBER: DO NOT USE FORCE!

QUESTIONS? SEE PD TMDE'S WEBSITE AT: <https://msd.us.army.mil>
OR CALL THE MSD HELP DESK AT (877) 564-1137, (256) 876-2200,
OR EMAIL: apats@redstone.army.mil



HOT OFF THE PRESS!
HERE'S SOME NEWS
THAT WILL MAKE MANY A
MAINTAINER'S DAY.

TB 43-0001-62-16-1

TECHNICAL BULLETIN

EQUIPMENT IMPROVEMENT REPORT

AND MAINTENANCE INQUIRY

FOR

TACOM LIFE CYCLE MANAGEMENT COMMAND

This publication is a technical bulletin. It contains information that is of general interest to the Army. It is not a policy statement. It is not a regulation. It is not a manual. It is not a guide. It is not a book. It is not a document. It is not a report. It is not a paper. It is not a leaflet. It is not a poster. It is not a sign. It is not a label. It is not a tag. It is not a sticker. It is not a stamp. It is not a seal. It is not a mark. It is not a symbol. It is not a sign. It is not a label. It is not a tag. It is not a sticker. It is not a stamp. It is not a seal. It is not a mark. It is not a symbol.

HEADQUARTERS, DEPARTMENT OF THE ARMY
15 APRIL 2016

EIR Digest Returns!

EIR DIGEST CONTAINS
THE FOLLOWING CHAPTERS:

1. General information
2. EIR cases
3. Minor alterations
4. Ideas approved for implementation based on submittals from DA Form 2028, *Recommended Changes to Publications and Blank Forms*
5. Miscellaneous technical information
6. Authenticated technical equipment publications
7. Safety and maintenance messages.

A POPULAR ARMY EQUIPMENT
PUBLICATION IS **BACK** AFTER A
7-YEAR ABSENCE!

TACOM LCMC STARTED THE
EQUIPMENT IMPROVEMENT
REPORT AND MAINTENANCE
DIGEST (*EIR DIGEST*) BACK
IN THE 1970s.

IT ENDED PUBLICATION IN
2009 BUT IS NOW BACK.

EIR DIGEST COVERS ALL
CATEGORIES OF EQUIPMENT
MANAGED BY THE TACOM LCMC.

IT GIVES INFORMATION ON

- **EIRs.**
- **EQUIPMENT PUBLICATION CHANGES.**
- **2028 RESPONSE INFORMATION.**
- AND
- **PUBLICATION ACTIONS.**

ISSUES ARE QUARTERLY AND THE INFO
EXPIRES TWO YEARS AFTER PUBLICATION.

YOU CAN DOWNLOAD THE *EIR DIGEST* AT:

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

TO SEE A LIST OF ALL AVAILABLE ISSUES,
TYPE "TB 43-0001-62-%" IN THE PUB NUMBER
BOX AND CLICK SEARCH.

THE **NEWEST** ISSUE SHOULD APPEAR
AT THE **BOTTOM** OF THE LIST.

FOR QUESTIONS OR TO SUBMIT IDEAS, PUT
"*EIR DIGEST*" IN THE SUBJECT LINE AND EMAIL:
[usarmy.detroit.tacom.mbx.ilsc-tech-pubs@
mail.mil](mailto:usarmy.detroit.tacom.mbx.ilsc-tech-pubs@mail.mil)

Fire Support Command and Control Systems Added to MMDF

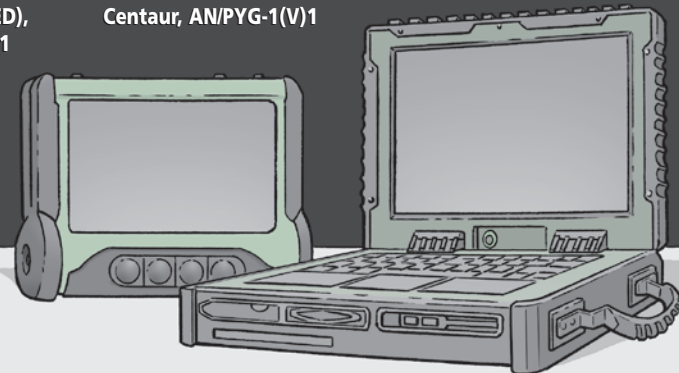
HEADS UP, UNITS! HERE'S SOME **IMPORTANT INFO** ABOUT FSC2 SYSTEMS THAT YOU NEED TO KNOW.



Lightweight forward entry device (LFED), AN/PSG-14A(V)1

Centaur, AN/PYG-1(V)1

Rugged laptop computer, AN/GYK-63(V)2



PM MISSION COMMAND HAS ADDED SEVERAL FIRE SUPPORT COMMAND AND CONTROL (FSC2) SYSTEMS TO THE MAINTENANCE MASTER DATA FILE (MMDF). THE 5 LINS/8 NSNs ADDED ARE AS FOLLOWS...

Item	NSN 7010-	LIN
AN/GYK-56 Client/EMT	01-501-1560	C05018
AN/GYK-63(V)2 AFATDS	01-560-8112	C05032
AN/GYK-63A(V)2 AFATDS	01-642-0638	C05032
AN/GYK-63A(V)3 AFATDS	01-644-2212	C05032
AN/PSG-10(V)3 PFED	01-538-9663	C05011
AN/PSG-14A(V)1 LFED	01-624-0393	C04819
AN/PSG-14A(V)2 LFED	01-623-9078	C04819
AN/PYG-1A(V)1 Centaur	01-620-2824	C53293



THE MMDF IS A USAMC LOGISTICS SUPPORT ACTIVITY (LOGSA) PRODUCT THAT IDENTIFIES THE ARMY'S READINESS-REPORTABLE EQUIPMENT AND SYSTEMS.

IF YOUR EQUIPMENT IS IN THE MMDF THAT MEANS YOU MUST REPORT ITS READINESS STATUS.

THAT REQUIREMENT IS FOUND IN PARA 2-68 OF AR 700-138, ARMY LOGISTICS READINESS AND SUSTAINABILITY (FEB 04).

IT APPLIES TO ACTIVE ARMY, ARMY NATIONAL GUARD AND ARMY RESERVE.

YOU SHOULD ALSO REVIEW AR 750-1, ARMY MATERIEL MAINTENANCE POLICY (SEP 13), FOR ADDITIONAL GUIDANCE.

ALL CONSUMABLE FSC2 PARTS CAN BE SUPPORTED THROUGH THE STANDARD SUPPLY SYSTEM (SAMS-E). FOLLOW THE CURRENT TM PROCEDURES FOR ORDERING ALL SECONDARY RECOVERABLE ITEMS.

Where to Find the MMDF

YOU'LL FIND IT ONLINE IN THE LOGSA LOGISTICS INFORMATION WAREHOUSE (LIW):

<https://liw.logsa.army.mil/>

REQUEST ACCESS THROUGH YOUR SUPERVISOR AND SECURITY MANAGER.

FOR MMDF ISSUES OR SUPPORT, CALL DSN 645-9682; (256) 955-9682; OR EMAIL: usarmy.redstone.logsa.mbx.mmddf@mail.mil

Got FSC2 Questions?

FOR FSC2 SYSTEMS QUESTIONS, CONTACT SCOTT (SCOTTEE) WELSH, DSN 648-1014, (443) 395-1014; E-MAIL: scott.m.welsh2.civ@mail.mil OR ADAM SANTINI, DSN 648-1013, (443) 395-1013; EMAIL: adam.m.santini.civ@mail.mil

APD Website Gets Makeover

The Army Publishing Directorate's (APD) website has a fresh new look, but the URL is the same. Check it out at: <http://www.apd.army.mil/>

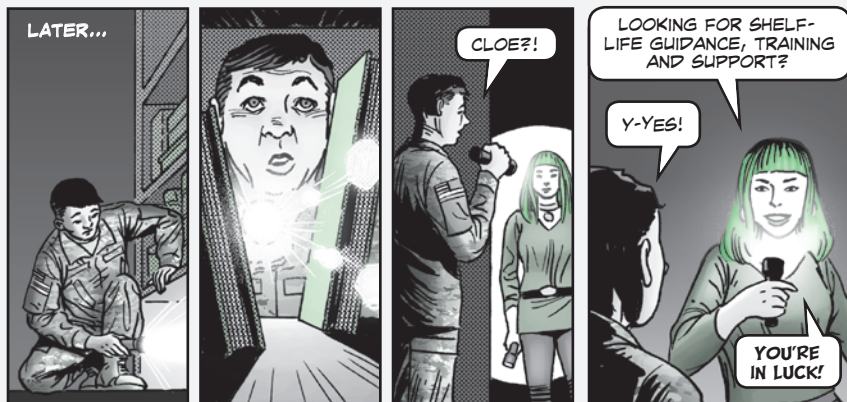
COMSEC Guidance Published

Army Techniques Publication (ATP) 6-02.75, *Techniques for Communications Security (COMSEC) Operations*, was published in August 2015. It gives guidance for managing, using, handling and storing communications security (COMSEC) materials. Get it at: http://armypubs.army.mil/doctrine/DR_pubs/dr_a/pdf/atp6_02x75.pdf

AR 700-80 Revised

A major revision to AR 700-80, *Army In-Transit Visibility*, went into effect in October 2015. Download the pub at: http://www.apd.army.mil/pdf/r700_80.pdf

PSCC Offers Shelf-Life Workshops



THE LOGISTICS SUPPORT ACTIVITY (LOGSA) PACKAGING, STORAGE, AND CONTAINERIZATION CENTER (PSCC) IS THE ARMY MATERIEL COMMAND'S (AMC) RESPONSIBLE OFFICE FOR THE ARMY SHELF-LIFE MANAGEMENT PROGRAM.

THEY OFFER AN ON-SITE, ONE-DAY CLASSROOM WORKSHOP (WITH MULTIPLE SESSIONS IF NEEDED) ON DOD SHELF-LIFE MANAGEMENT POLICY AND PROCEDURES, INCLUDING DOD'S WEB-BASED SHELF-LIFE EXTENSION SYSTEM (SLES).

PSCC CAN HELP
YOUR UNIT OR ORGANIZATION
ASSESS AND IMPROVE
ITS SHELF-LIFE
MANAGEMENT
OPERATIONS.



SHELF-LIFE MANAGEMENT TOPICS COVERED INCLUDE...

- receiving
- stock location
- marking/labeling
- storage
- classification
- discrepancy procedures
- issue
- data systems
- procurement
- maintenance
- extension inspection
- hazardous materials
- inventory
- and testing
- recycling/disposal

PSCC CAN ALSO DO A WALK-THROUGH ASSESSMENT OF YOUR INSTALLATION-LEVEL SHELF-LIFE MANAGEMENT OPERATIONAL AREAS, ASSESS SPECIFIC PROBLEMS OR SITUATIONS AND RECOMMEND IMPROVEMENTS.

IF YOU WANT PSCC'S ON-SITE TRAINING, YOU'LL NEED TO PROVIDE A CLASSROOM WITH POWERPOINT PROJECTION AND INTERNET CAPABILITIES. PCS WITH INTERNET ACCESS FOR AT LEAST HALF OF THE ATTENDEES IS RECOMMENDED.



TO SCHEDULE YOUR PSCC SHELF-LIFE TRAINING, CONTACT KEN PILLAR AT DSN 795-7685, (570) 615-7685, OR E-MAIL: kenneth.w.pillar.civ@mail.mil

OR SEND REGULAR MAIL TO:

Chief
LOGSA Packaging, Storage,
and Containerization Center
(AMXLS-PK/Mr. Pillar)
11 Hap Arnold Blvd
Tobyhanna, PA
18466-5097

Updated HMIRS Pub

A major revision to AR 700-141, *Hazardous Materials Information Resource System (HMIRS)*, went into effect in October 2015. Updates include a link to the HMIRS website at: <http://www.logisticsinformationservice.dla.mil/hmirs/>
Download the pub at: http://www.apd.army.mil/pdf/files/r700_141.pdf

Catalog and Supply Pub Revised

A major revision to DA Pam 708-2, *Cataloging and Supply Management Data Procedures for the Army Enterprise Material Master*, went into effect in October 2015. It gives info and guidance on cataloging supplies and equipment. Download the pub at: http://www.apd.army.mil/pdf/files/p708_2.pdf

★ *Connie's* POST SCRIPTS ★

M320 Day/Night Sight Eliminated

The Army has decided the day/night sight for the M320/M320A1 grenade launcher is too bulky and cumbersome to be of much use. So the sight is no longer considered COEI for the M320/M320A1. This means the launcher isn't NMC if the sight is missing. The PMCS references to the sight in TM 9-1010-232-10 and -23&P will be deleted. For more info, see TACOM LCMC Maintenance Information Message 16-026 at:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MI16-026.html>

M984A4 HEMTT ECM

Get a new electronic control module (ECM) for your M984A4 HEMTT wrecker with NSN 2010-01-563-5614. Make a note until this NSN is added as Item 7 in Fig 44 of TM 9-2320-326-14&P in IETM EM 0288.

CONTAINERIZED KITCHEN BLOWER MOTOR

Need a new blower motor for the rear of the oven on your containerized kitchen with trailer? Order it with NSN 6105-01-525-8720. The parts info and illustration for this motor are missing from TM 10-7360-226-13&P (Jun 01).

BLACK HAWK CASTELLATED NUT SUBSTITUTE

Mechanics, a run on the supply system has depleted the inventory of non-locking, castellated nuts, NSN 5310-01-573-0009, used on the UH/HH-60M Black Hawk. Until the supply system gets more, order NSN 5310-01-305-2582 from DLA instead. That castellated nut is an authorized substitute.

MLRS Speedometer NSN

The NSN for the MLRS speedometer has changed from NSN 6680-01-108-5219 to NSN 6680-01-653-3984 (PN 9608869). This is Item 23 in Fig 88 of TM 9-1055-647-13&P. Please make a note until the TM is updated.

SINGARS RT-1523F Mount

The newest version of vehicular amplifier-adaptor for mounting the SINGARS RT-1523F(C)/U, NSN 5820-01-535-3667, is the AM-7239E/VRC, NSN 5895-01-444-1218. Questions? Contact David Yanosik at DSN 648-6232, (443) 395-6232, or email:

david.w.yanosik.civ@mail.mil

RT240 RTCH Hydraulic Hose Fitting

Get a new hydraulic hose fitting for the RT240 rough terrain container handler (RTCH) with NSN 4730-01-479-3301. The fitting connects the hydraulic hose (Item 41) to the valve head manifold (Item 38) shown in Fig 129 of TM 10-3930-675-24P (Oct 12). The fitting comes with O-rings and is not currently identified in the TM by PN or NSN.

GROUNDING AND BONDING PAMPHLET

Proper grounding and bonding of generators and commo equipment isn't merely a safety protocol. It's a matter of life and death. For your own protection—and that of your fellow Soldiers—use CECOM Pamphlet TR 98-6, *Earth Grounding and Bonding*. Get it from the CECOM Directorate for Safety at DSN 648-3812, (443) 395-3812, fax (443) 395-3836 or email:

usarmy.appg.cecom.mbx.amsel-sf@mail.mil

You can also mail your request to:

CECOM Directorate for Safety

ATTN: AMSEL-SF

3200 Raritan Avenue

Aberdeen Proving Ground, MD 21005-1850

MCU Parts List Update

Page 25 of PS 740 (Jul 14) gave you NSNs and part numbers for the micro-climate cooling system with pending NSNs. The metal fitting O-ring, PN 9452K19, now comes with NSN 5310-01-222-9097. FED LOG lists that NSN as a self-locking nut, so make a note until it's corrected.

125-GPM Water Pump Filter Warning Indicator

Get a replacement filter warning indicator for your 125-GPM water pump unit with NSN 6685-00-179-8632. The NSN is missing from Item 3 of Fig 8 in TM 10-4320-325-24P (Jun 94).

FMTV Transfer Case

The FMTV's transfer case, NSN 2520-01-501-9589, comes with the vehicle's transmission as a single assembly. Orders for the transfer case will be canceled and you'll have to order the next higher assembly—the transmission. So be sure to order the appropriate transmission for your vehicle. Questions? Contact TACOM's Tim Pflueger at DSN 786-4342, (586) 282-4342, or by email:

timothy.p.pflueger.civ@mail.mil

SINGARS Installation Kits

Drivers and mechanics, SINGARS installation kits are considered field level repairable. If they become unserviceable, do not send them to DLA depots. They should be disposed of at your local DLA Disposition Services. Questions? Contact the item manager, Erika Wright, DSN 648-6231, (443) 395-6231, or email: erika.g.wright.civ@mail.mil Or Cathy Siegel, DSN 648-6229, (443) 395-6229, or email: cathy.l.siegel2.civ@mail.mil

CHINOOK/BLACK HAWK INNER COMMUNICATIONS UNIT

Both the CH-47F Chinook and UH-60M Black Hawk use the same inner communication unit (ICU). Unfortunately, the ICU's software version for each aircraft is different. The CH-47F's ICU with version 2 software comes with NSN 5895-01-544-9823. The UH-60M's ICU with version 3 software comes with NSN 5821-01-558-4784.* Be sure to order the right ICU for your aircraft.

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?

Smart Maintenance

SMART MECHANICS ALWAYS DO MAINTENANCE *BY THE BOOK!*

NEVER TAKE MAINTENANCE SHORTCUTS. YOU CAN BE INJURED OR WORSE!



Follow the TM.
It's the **ONLY** way!