



THE PREVENTIVE MAINTENANCE MONTHLY

ISSUE 780 NOVEMBER 2017



COMBAT VEHICLES

M1-Series Tanks Roadwheel Inspection
M1-Series Tanks NBC Filter Fire Prevention
Stryker Ramp PM



TACTICAL VEHICLES

Dump Truck Tailgate Chain Cover
M1117 ASV Drain Plugs
FMTV Manifold Decal NSNs
HMMWV Towing Tips
HMMWV Windshield Washer Hose Clamps
M1074, M1075 PLS 145-amp Alternator
Replacement



AVIATION

MEDEVAC ESSS Rescue Hoist Bolt Installation
H-60/UH-72A, Update JTDI User Account for
UHPO Access
Broken Aviation Tool Replacement Info
H-60 Series Tinted Overhead Windows Approved
AGSE List of Equipment NSNs

Readiness Problems? BLST Them Away!

27-34



MISSILES

35

HIMARS PM Tips
Sentinel Pointers for New FMTV Platforms

36-37

38



SMALL ARMS

39

M240-Series Machine Gun Jamming Fix
New M240B Bipod Parts List
M153 CROWS II Training, PMCS

39-40

40-41

42



TOOLS

43

HT402 Tester TM Storage Problem

43



COMMUNICATIONS

44

AN/TSC-183A SATCOM Terminal Parts NSNs
Part 1

45-55



LOGISTICS MANAGEMENT

56

Computer Hardware Enterprise Software and
Solutions (CHES)
ARs and DA Pams Updated
Body Armor, Order from Authorized Sources
GCSS-Army End User Manual Plus

57-58

58-59

60-61

61

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2017

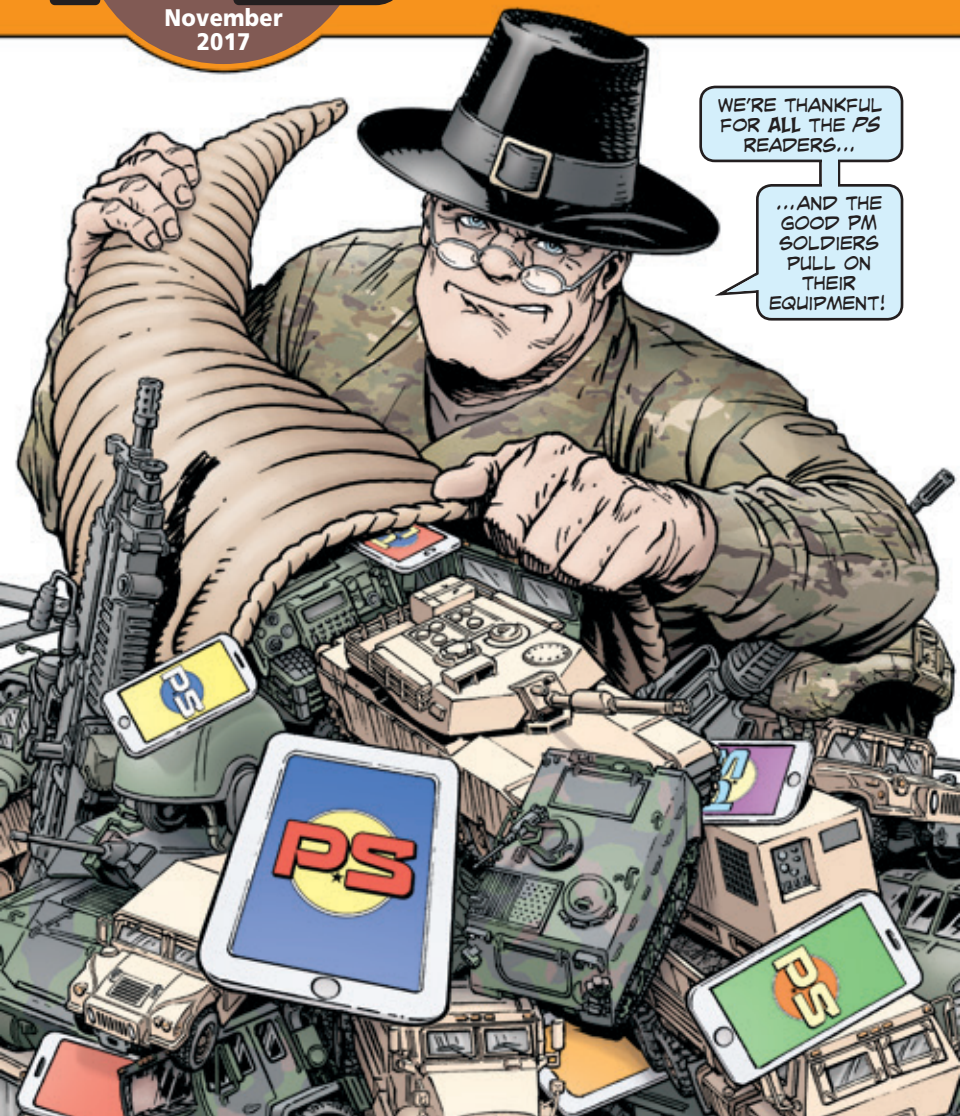
THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-780

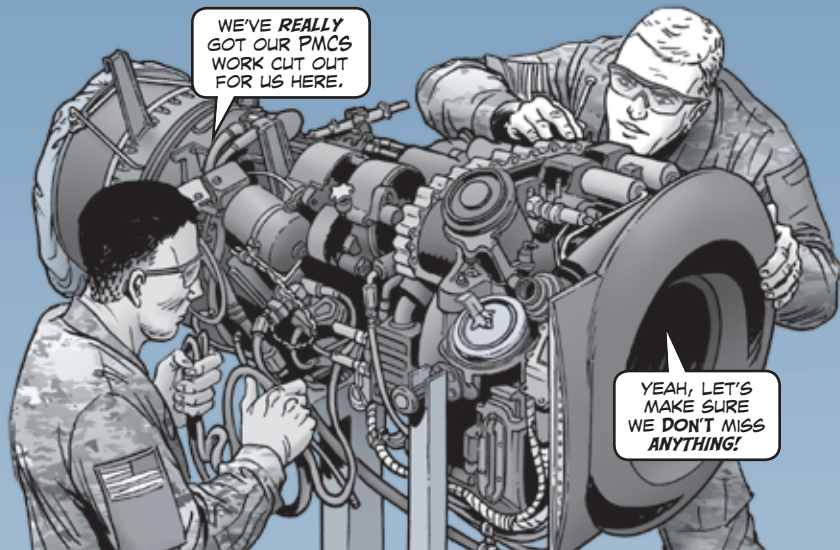
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WE'RE THANKFUL
FOR ALL THE PS
READERS...

...AND THE GOOD PM
SOLDIERS
PULL ON
THEIR
EQUIPMENT!



Readiness Starts with *YOU*



WE'VE **REALLY** GOT OUR PMCS WORK CUT OUT FOR US HERE.

YEAH, LET'S MAKE SURE WE DON'T MISS **ANYTHING!**

OPERATORS, YOU KNOW THAT MOST DECISIONS IN THE ARMY GO FROM THE TOP DOWN—LIKE WHEN AND WHERE YOUR UNIT AND ITS EQUIPMENT GET SENT.

BUT THERE *IS* AN EXCEPTION: INFORMATION ON HOW READY THAT EQUIPMENT IS TO DO ITS JOB **COMES FROM THE BOTTOM UP.**

THAT MEANS THE PERSON BEST SUITED TO DETERMINE YOUR EQUIPMENT'S READINESS IS **YOU.**

REMEMBER **THAT** THE NEXT TIME YOU PULL PMCS.

FIX WHAT YOU **CAN** AND REPORT WHAT YOU **CAN'T**. IF THE EQUIPMENT ISN'T READY, REPORT THAT ON THE MAINTENANCE INSPECTION WORKSHEET.

YOUR **HONEST ASSESSMENT** HELPS YOUR COMMANDER DETERMINE UNIT READINESS. THAT'S A **BIG RESPONSIBILITY.**

MAKE SURE YOUR REPORT TELLS IT LIKE IT IS.





COMBAT VEHICLES

- Chunk the Roadwheel Damage
- Fight Fires with NBC Filter PM!
- Ramp Up Ramp PM!



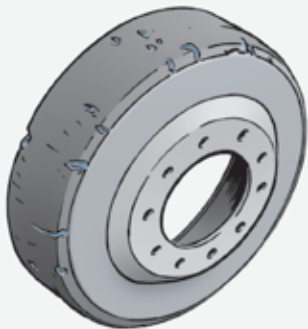
CHUNK THE ROADWHEEL DAMAGE

SOME OF YOUR ROADWHEELS ARE LOOKIN' KINDA **CHUNKY**! WONDER IF THEY NEED REPLACING?

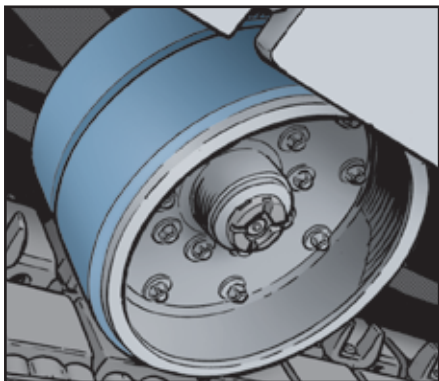
MAYBE YOU OUGHTA CHECK THE TM!

Some chunking and separation on the roadwheels and compensating idler wheels on your M1-series tank are normal. But how much is too much and when do you need to replace a roadwheel or idler wheel?

If there's one inch or more of rubber tread from approximately 75 percent or more from the metal surface, or chunking that exposes $\frac{3}{4}$ -inch or more of the metal surface, it's time for a new roadwheel or idler wheel.



Check roadwheels and idler wheels for chunking and separation from rubber tread



Checking for proper track tension, loose hardware and debris will keep roadwheels and idler wheels in good shape



THERE ARE A FEW WAYS TO KEEP DAMAGE TO ROADWHEELS AND IDLER WHEELS TO A **MINIMUM**.

CHECK TRACK TENSION AFTER EVERY OPERATION AND ADJUST IT AS NECESSARY.

LOOSE TRACK LETS THE CENTER GUIDES HIT THE RUBBER TREAD ON ROADWHEELS AND IDLER WHEELS. THAT RESULTS IN RUBBER GOUGING AND CHUNKING.

CHECK ROADWHEEL AND IDLER WHEEL MOUNTING NUTS FOR LOOSENESS.

IF YOU FIND ANY, TIGHTEN THEM LIKE IT SAYS IN THE -10 TM.

KEEP THOSE LUG NUTS TIGHT.

LOOSE LUG NUTS ALLOW THE ROADWHEELS AND SUPPORT WHEELS TO Wobble. THAT STRIPS THE LUG BOLT THREADS AND EATS AWAY AT THE WHEEL'S MOUNTING HOLES. THE MORE THE WHEELS MOVE, THE BETTER THE CHANCE THAT THE CENTER GUIDES WILL HIT AND DAMAGE THE TREAD.

MAKE SURE YOU CHECK TRACK DAILY FOR ROCKS AND OTHER DEBRIS.

ROCKS GET THROWN UP BY THE TRACK AND LODGE BETWEEN THE ROADWHEEL ARMS. THAT RESULTS IN GOUGING AND DEEP CUTS OR GROOVES IN THE TREAD.

REMOVING THEM WILL GO A LONG WAY TOWARD KEEPING THE ROADWHEELS AND IDLER WHEELS IN GOOD SHAPE.

CHECK OUT YOUR TANK'S -10 TM AND TM 9-2530-200-24, **STANDARDS FOR INSPECTION AND CLASSIFICATION OF TRACKS, TRACK COMPONENTS AND SOLID-RUBBER TIRES**, FOR MORE INFORMATION.

PS END

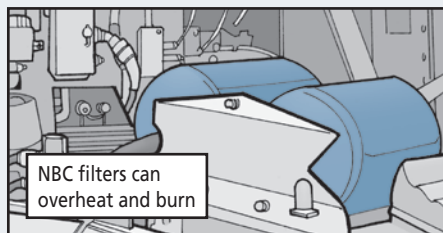
M1-Series Tanks...

FIGHT FIRES with NBC Filter PM!

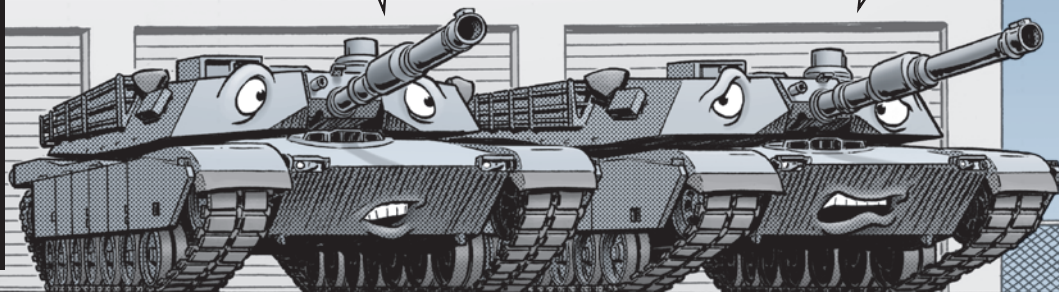
CREWMEN, DOING **REGULAR PREVENTIVE MAINTENANCE** ON YOUR M1-SERIES TANK'S NBC SYSTEM IS **VERY IMPORTANT**.

DOING PMCS NOT ONLY KEEPS YOUR TANK **READY TO FIGHT**, IT CAN KEEP YOU FROM BEING **HURT** OR EVEN **KILLED!**

TWO CREWMEN WERE RECENTLY INJURED BY NBC SYSTEM-RELATED FIRES. THOSE FIRES COULD HAVE BEEN **PREVENTED** BY FOLLOWING THE PMCS GUIDELINES IN THE TMS.



NBC filters can overheat and burn



MY CREW **HASN'T** DONE PM ON MY NBC FILTERS IN **AGES!**

NEITHER HAS MINE. SURE HOPE WE DON'T HAVE ANY FIRES!

BEFORE OPERATIONS, IT'S CRITICAL TO DO THE **BEFORE CHECKS** IN TM 9-2350-264-10-3 (SEP 11, W/CH 3, JAN 15) FOR THE M1A1 AND IN TM 9-2350-388-13&P (EM 0334, AUG 16) FOR THE M1A2 SEP2.

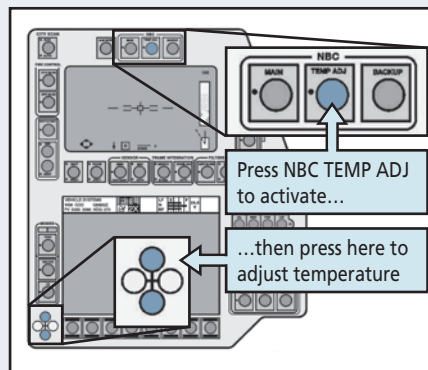
IF THE NBC SYSTEM MEETS **ANY** OF THE "NOT FULLY MISSION CAPABLE" CRITERIA, YOUR TANK IS NMC!

DURING OPERATIONS, WATCH FOR THESE WARNING SIGNS:

• Low or no air flow at the NBC hose sockets or bulk dump.

• Air temperature that doesn't change when NBC TEMP is adjusted.

• The OVERHEAT SPONSON IN, OVERHEAT SPONSON OUT, or NBC FILTER CLOGGED warnings come on.

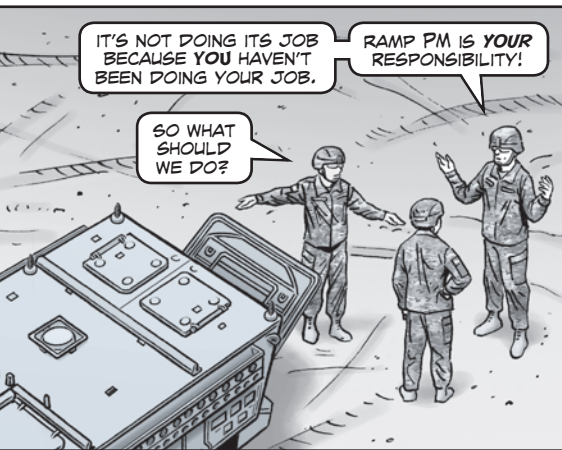
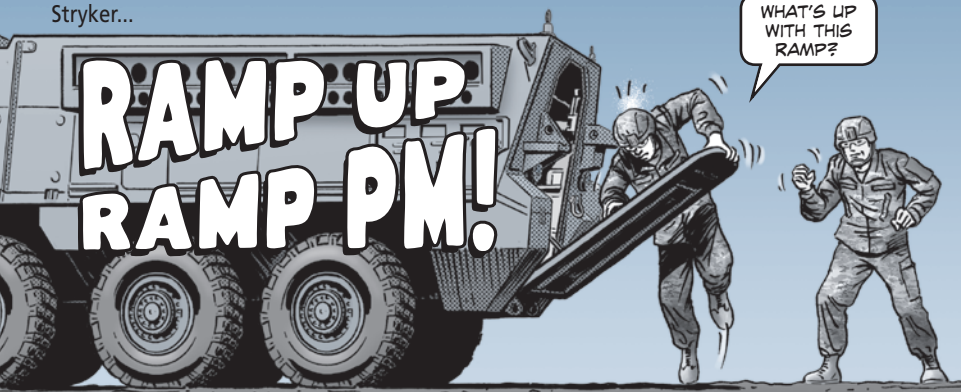


IF ANY OF THESE THINGS HAPPEN, THE FILTERS CAN **CATCH FIRE** **UNLESS YOU SHUT DOWN THE MAIN NBC SYSTEM IMMEDIATELY.**

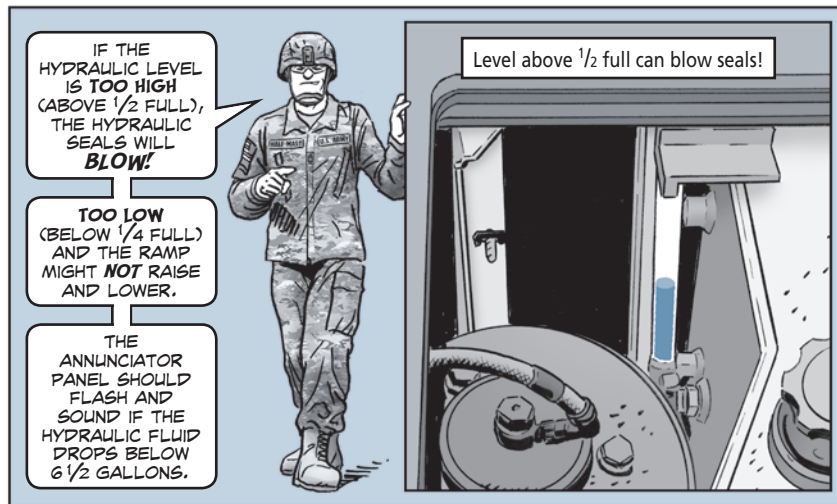
IF YOU NEED CLEAN AIR, ACTIVATE THE BACKUP NBC SYSTEM. WHILE THE BACKUP SYSTEM **DOESN'T** PROVIDE COOLED AIR, IT **DOES** GIVE YOU FILTERED AIR FROM OUTSIDE THE TANK.

MAKE SURE YOUR TANK'S NBC SYSTEM WARNING LIGHTS ARE WORKING PROPERLY BY CHECKING THE 2W118 CABLE'S P1 CONNECTION IN THE NBC SPONSON AREA. THE CABLE SHOULD BE **FULLY CONNECTED AND ATTACHED TIGHTLY.**

Stryker...



- A slow or balky ramp can be a sign of hydraulic problems. Open the rear service hatch and take a close look at the vertical tube at the back. If the fluid is $\frac{1}{4}$ to $\frac{1}{2}$ full in the tube, the hydraulic level is OK.

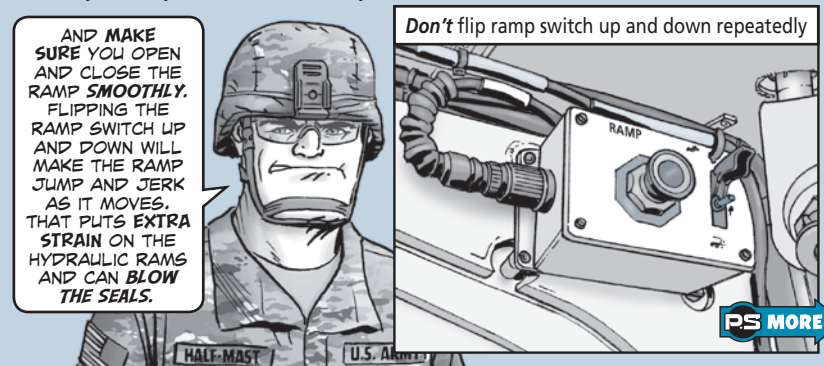


- Be careful not to exceed the load capacity for the ramp and ramp door. The ramp chains may stretch or break and you can ruin the hydraulics. The ramp door seal or hinges could be damaged.

The ramp's load capacity with slat armor is 1,000 pounds and the door's load capacity is 500 pounds.

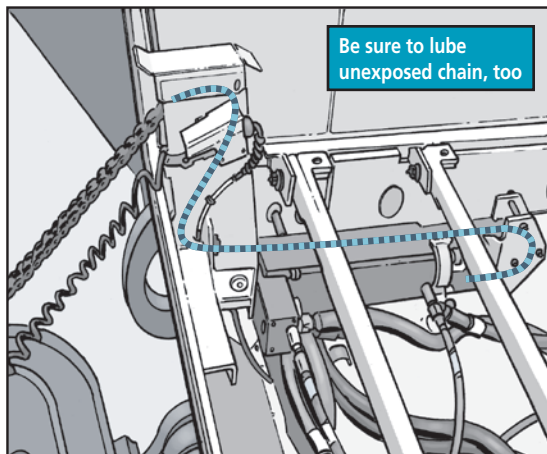
Always raise or lower the ramp completely. Don't lower the ramp partially so that Soldiers can have a seat or to carry equipment, especially when slat armor is installed.

Leaving the ramp partially opened for a while can stretch the chains. Extra weight from you and your fellow crewmen just makes it worse.



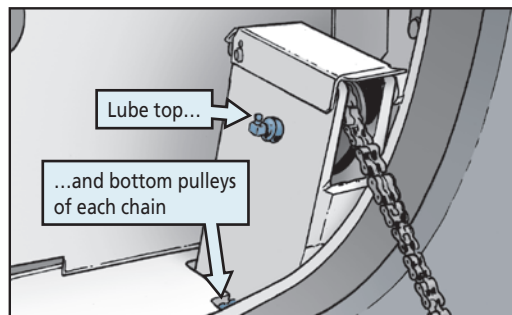
- Remove any water buildup under the floor plates, then have your mechanic give the ramp chains a light coat of GAA semiannually to prevent rust.

Sometimes only the portion of the chain that shows when the ramp is down gets lubed. There's quite a bit more wrapped around the pulleys and hidden beneath the floor plates. So make sure your mechanic lubes all of the chain.



- Give the ramp chain pulleys a few shots of GAA, too. There's a lube point at the top and bottom of both housings holding the pulleys. It's easy to miss the bottom ones.

Tap the horn twice and then wait a few seconds before raising or lowering the ramp. That gives others a warning and enough time to get out of the way.

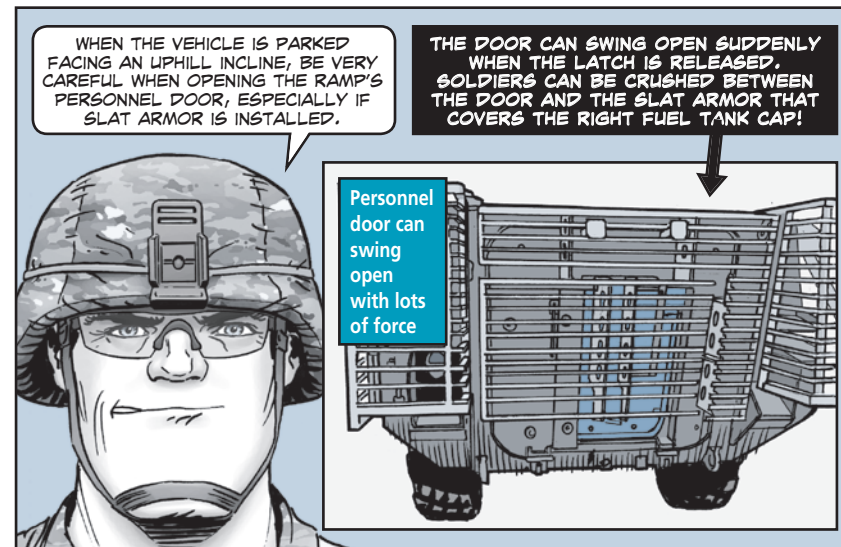


- Before closing the ramp, make sure the vehicle has enough air pressure built up. It needs to be at least 90 psi. If the air pressure's low, the ramp locks may not engage completely. Check to make sure the ramp open LED goes out.

If you're closing the ramp from the squad compartment, make sure the cam locks rotate all the way to the closed position.



- A Stryker facing downhill on a slope of more than 15° may need a push from inside the vehicle to help the ramp start opening, especially if slat armor is installed.



- The ramp won't lower completely if the tow pintle is installed. It juts out enough that the ramp will hit and bend the pintle shaft.

Until it's actually needed, remove and stow the pintle and replace it with the pintle plug, NSN 5340-20-001-0203. That keeps dirt and moisture out of the vehicle. You'll also need an O-ring, NSN 5331-00-585-1068, and a lock pin, NSN 5315-01-328-5286, to install the plug properly.

NOTE THAT THIS PINTLE INFORMATION IS FOR FLAT-BOTTOMED STRYKERS. NOT DOUBLE V-HULLED (DVH) VEHICLES. THESE PARTS WILL NOT FIT DVH STRYKERS.

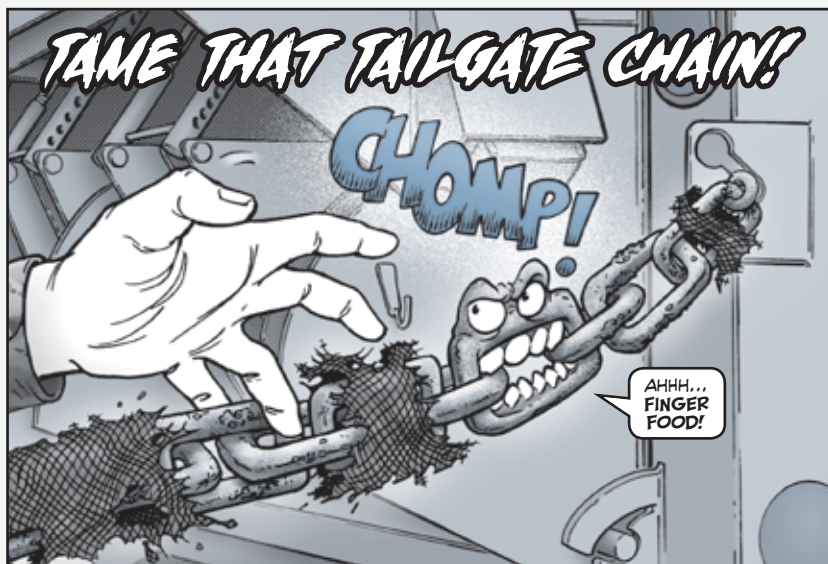


PS TACTICAL VEHICLES



IT'S ALREADY
NOVEMBER!
HAVE YOU DONE
YOUR WINTER
PMCS?

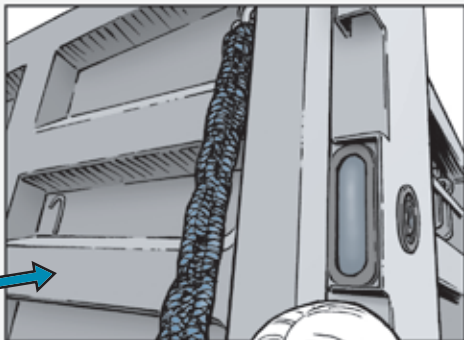
- Tame that Tailgate Chain!
- Open the Drain Plugs
- Manifold Decal Found
- Time to Tow? Try These Tips!
- Stay in the Loop on Washer Hose
- Alternate Alternator Needed



OPERATORS, WHEN EYEBALLING YOUR DUMP TRUCK DURING PMCS, PAY CLOSE ATTENTION TO THE **TAILGATE CHAIN COVERS**.

THE COVERS ARE THERE TO DEADEN SOUND, PREVENT RUST AND PROTECT YOUR FINGERS! **BUT** THEY TEND TO **WEAR OUT** WHEN THE TAILGATE IS OPENED AND CLOSED REPEATEDLY DURING OPERATIONS.

IF EITHER CHAIN COVER IS WORN OR MISSING, ORDER TWO NEW 12-IN NYLON COVERS WITH NSN 4030-00-594-0475.



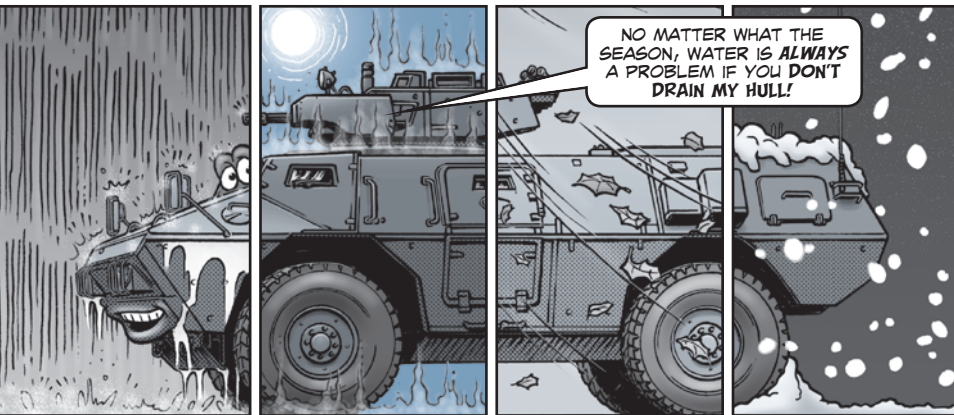
THE COVERS CAN BE A LITTLE TRICKY TO SLIP OVER THE CHAIN. THAT'S ONE REASON WHY THEY'RE NOT ALWAYS REPLACED WHEN THEY GET DAMAGED OR DETERIORATE.

SO HERE'S HOW TO MAKE THE JOB **EASIER!**

SLIP A **BATTERY HOLD-DOWN BOLT**, NSN 5306-00-739-7754, THROUGH THE COVER. HOOK ONE END TO THE LAST CHAIN LINK AND PULL THE CHAIN THROUGH.



OPEN THE DRAIN PLUGS



Winter, spring, summer or fall, regardless of the weather, water is going to collect in the hull of your armored security vehicle (ASV).

That's because water drips off wet boots and uniforms, trickles in from the top of the vehicle when it rains, is forced in at the wash rack, or seeps past loose drain plugs during fording.

Water in All Its Forms

Solid: If you're in a cold-weather region like Alaska or areas of Afghanistan, water that gets under the floor plates will freeze. And because water expands as it freezes, lines and fittings are ruptured, causing all kinds of damage.

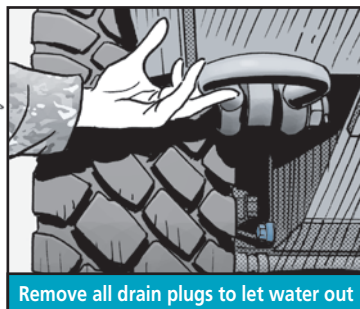
Liquid: Water that collects in the hull rusts the vehicle's air brake valves and just about anything else made of metal.

Gas: As temperatures go up, water evaporates and condenses on radios and other electronic gear. Enough moisture can short out electronic equipment.

What to Do

GET RID OF THE WATER BY OPENING THE DRAIN PLUGS ON THE BOTTOM OF YOUR ASV.

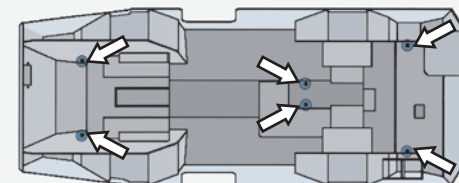
THERE ARE SIX OF 'EM, SO MAKE SURE YOU OPEN 'EM ALL OR YOU'LL LEAVE WATER BEHIND!



Remove all drain plugs to let water out

You'll find a plug in all four wheel wells (behind the wheel assembly) of the vehicle. The last two plugs are directly under the vehicle, near the back half of the middle area. You'll see the locator views of the plugs shown in WP 0076-2 of TM 9-2320-381-10 (Nov 14).

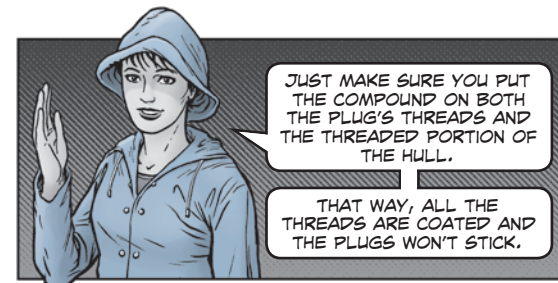
There are six hull drain plugs



By the way, make sure any water drained from the hull goes into a drip pan and is disposed of according to your unit's SOP. That's because any fluid leaks, like coolant, oil and power steering fluid, can end up in the vehicle's hull, too. So never dump contaminated water down a drain or let it run onto the ground.

Also, you don't want water to get back in through the drain plug openings. Make sure you reinstall the plugs before operation, and do it right. Plugs that are too loose will vibrate free. And plugs that are too tight are hard to open and more likely to be left closed when draining is needed.

So apply a little anti-seize compound, NSN 8030-01-087-8254, to the threads before installing the plugs. That lets you tighten the plugs enough to keep them from vibrating loose, but makes them easier to open next time.



FMTV...

MANIFOLD DECAL FOUND

Dear Half-Mast,
I'm having trouble finding an NSN for the decal that goes on the outside cover of the FMTV's hydraulic manifold. The decal specifies the hydraulic fluid to use. Can you help?

A.S.

SURE, SIR! THE DECAL YOU NEED DEPENDS ON THE TRUCK MODEL.

ORDER NSN 7690-01-586-2576 FOR BASE AND A1 MODELS. FOR A1P2 MODELS, USE NSN 7690-01-573-0013.



Base and -A1 models decal

FOR SERVICING THIS HYDRAULIC UNIT, USE FLUID MIL-H-5606 (RED COLOR) ONLY

NSN 7690-01-586-2576

-A1P2 decal

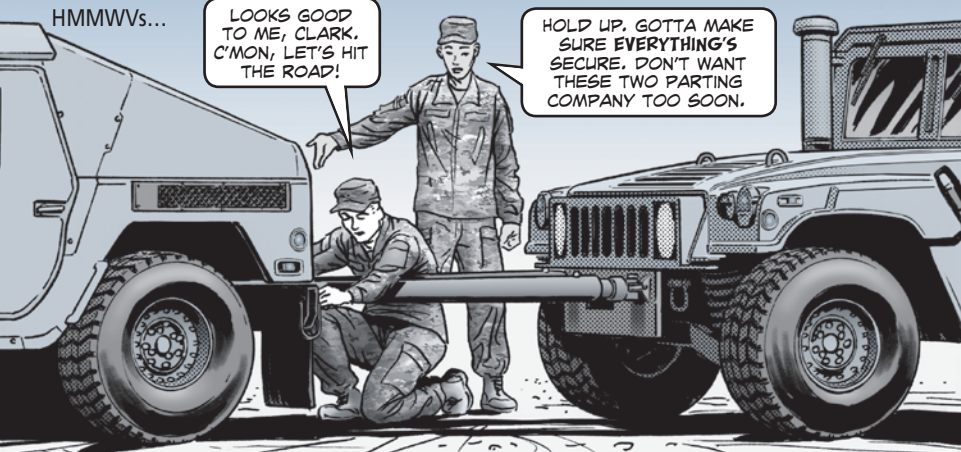
FOR SERVICING THIS HYDRAULIC UNIT, USE DEXRON VI FLUID ONLY

NSN 7690-01-573-0013

HMMWVs...

LOOKS GOOD TO ME, CLARK. C'MON, LET'S HIT THE ROAD!

HOLD UP. GOTTA MAKE SURE EVERYTHING'S SECURE. DON'T WANT THESE TWO PARTING COMPANY TOO SOON.



Time to Tow? Try These Tips!

Dear Editor,

Para 2-3 of TM 9-4910-593-12&P, *Wheeled Motor Vehicle Towbar*, states, "Do not use the disabled vehicle's bumper shackles with the towbar." But during a recent Joint Readiness Training Center (JRTC) rotation at Ft Polk, I witnessed and corrected many operators towing vehicles by the bumper shackles, sometimes even using sling legs.

This is a real safety hazard and can lead to vehicle damage as well. Could you get the message out about the proper use of tow bars and adapters? It might prevent a catastrophe.

MSG Phillip L. Schafer
Ft Stewart, GA

YOU BET, MASTER SERGEANT! THE TOW BAR FOR UP-ARMORED HMMWVS COMES WITH NSN 4910-01-554-7296. THE CORRECT ADAPTER TO USE IS NSN 5340-01-022-4686.



THERE IS ALSO AN IMPROVED FRONT TOW BRACKET AVAILABLE FOR UP-ARMORED AND EXPANDED CAPACITY VEHICLE (ECV) HMMWV MODELS.

THE NEW BRACKET REQUIRES DIFFERENT SCREWS AND LOCKNUTS THAN THE ORIGINAL SETUP, BUT THE WASHERS AND MOUNTING TORQUE (90 LB-FT) ARE UNCHANGED.

HERE'S WHAT YOU'LL NEED:

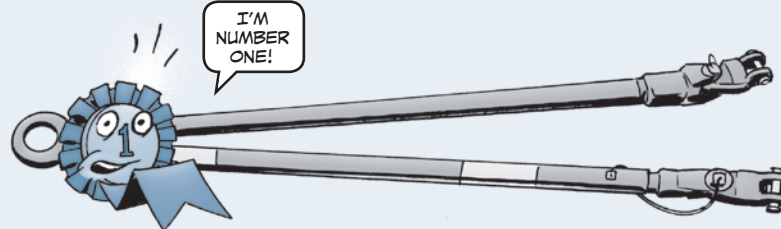
Item	NSN	Qty
Bracket	2540-01-599-0075	1
Screw	5305-00-071-2071	2
Locknut	5310-01-548-1848	3
Washer	5310-01-121-1703	4

ALWAYS CHECK THE TOWED AND TOWING VEHICLES' TMS FOR ANY SPECIAL TOWING INSTRUCTIONS, THEN FOLLOW THESE TIPS...



- Recovery operations require specific skills. A trained vehicle recovery specialist (additional skill identifier H8) should be part of the recovery team whenever possible.

- A tow bar should always be the first choice before using chains, ropes or cables.



- If a tow bar is unavailable, connect cables, chains or ropes to the pintle of the prime mover and to the lifting shackles of the towed vehicle.



- **Never** allow anyone to stand between the two vehicles when the prime mover is backing up to the disabled vehicle.

- Prior to towing, make sure all personnel are clear of vehicles before removing wheel chocks.
- Avoid making sharp turns when towing. Keep turning speed at 5 to 10 mph to reduce skidding risk.
- Before disconnecting the vehicles, make sure both are on level surfaces with wheels chocked.

HEY! SLOW DOWN! MY MAXIMUM TOWING SPEED IS 25 MPH!

- Use reasonable speed for road conditions. The maximum speed limit when towing off road is 15 mph. On paved roads (highways), speed can be increased to 25 mph. However, terrain, weather and other conditions may require a lower speed.



PS MORE

- Be sure to put the cotter pin in the pintle hook. This keeps the tow bar and towed vehicle from disconnecting during stops.

- Do not put hands near the pintle hook when aligning it with the lunette eye hook.



- The towing vehicle operator should always make a final safety check of the tow bar pins and safety clips before moving out and at all rest stops.
- Always insert tow bar pins with the head facing up and the safety clip on the bottom. That way, if the safety clip fails, the pin is less likely to fall out.
- Never substitute anything for the tow bar pins or safety clips. Use only the authorized hardware that is listed in the tow bar's TM.
- When using a tow bar, also connect a safety chain with the appropriate load rating between the two vehicles. That can prevent an accident if the tow bar breaks or disconnects.
- When using a tow bar, also connect a safety chain between the two vehicles in case the tow bar breaks or disconnects. Use a chain with an appropriate load rating.
- If a disabled vehicle's brakes aren't working, don't try to flat tow it. Call for dedicated wrecker support.

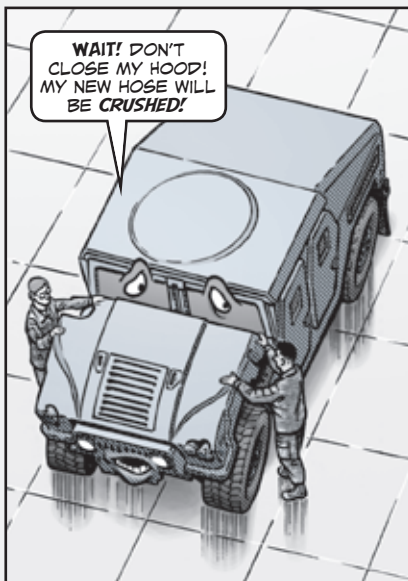
- Avoid hills with greater than a 20 percent incline. The weight of a disabled vehicle can push or pull the tow vehicle, causing loss of control.



- If you must tow in heavy traffic, tie the front lifting shackles of the towed vehicle tightly to the rear lifting shackles of the prime mover and connect the air brake lines.
- Use a ground guide whenever moving a disabled vehicle. The ground guide must remain visible to the driver at all times. See Chapter 11-4, Section (9)h in AR 385-10, *The Army Safety Program* (Feb 17), for more ground guide rules and tips.
- Only the driver is allowed to ride in the disabled vehicle being towed.



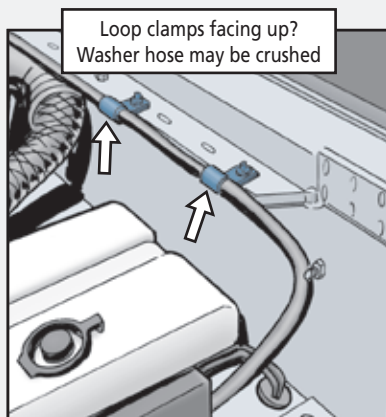
STAY IN THE LOOP ON WASHER HOSE



Mechanics, replacing the HMMWV's windshield washer hose is a simple task. But if it's not done right, you'll have to turn around and do it all over again—and you may have to replace the hose, too.

Some mechanics pay no attention to how the loop clamps that hold the hose in place are positioned. But if they're turned so the loop faces up, the hose is held at a higher profile. That makes it more likely that the hose will be crushed when the hood is closed.

Instead, make sure the clamps are positioned with the loops facing down. That holds the hose at a lower position and decreases the chance of crushing it. If you need to replace the hose, order it with NSN 4720-01-164-7803. The hose comes by the foot, so order as much as you need.



ALTERNATE ALTERNATOR NEEDED

THIS 145-AMP ALTERNATOR IS KAPUT, MASTER SERGEANT, BUT THERE **AREN'T** ANY MORE IN THE SUPPLY SYSTEM. WHAT DO WE DO NOW?

I'VE GOT YOU COVERED. THERE'S A KIT AVAILABLE THAT CONVERTS YOUR BASE MODEL PLS TO A 200-AMP SYSTEM.



Dear Half-Mast,

Our unit has a base model M1074 palletized loading system (PLS) with a busted 145-amp alternator, NSN 2920-01-349-9934. Problem is, this NSN is a terminal item on FED LOG, and no replacement is listed.

TM 9-2320-364-14&P in IETM EM 0206 (Apr 09) shows a 200-amp alternator for the M1074, but it's not compatible with the 145-amp charging system.

Is there a replacement 145-amp alternator or a kit to convert our PLS to the 200-amp system? I've checked everywhere else with no luck. Can you help?

SFC T.D.S.

Dear Sergeant,

You bet. The base PLS with the DDEC II engine came equipped with a 145-amp generator that is no longer supported.


That means your vehicle has to be upgraded to the 200-amp charging system and external battery disconnect that comes with NSN 2920-01-460-9889.

This upgrade kit also includes the 200-amp generator. You'll find installation instructions for the kit in TM 9-2320-364-14&P.

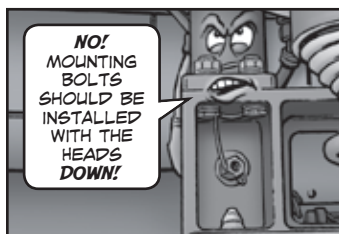
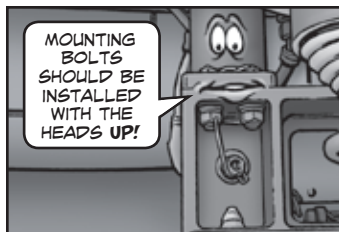
And by the way, the DDEC II engine in the base PLS is no longer supported, either. If your unit has an issue with an engine that needs to be upgraded to a DDEC III/IV, contact TACOM's PLS Team at:

usarmy.detroit.tacom.mbx.ilsc-PLS2@mail.mil

Half-Mast

- 
- Mounting Bolts Heads Up or Down?
 - Update JTDI User Account for Utility Helicopters Access
 - Replace Broken Tools Quick and Easy
 - Tinted Overhead Windows
 - Get Green Light
 - PM AGSE-Managed Items

MOUNTING BOLTS HEADS UP OR DOWN?

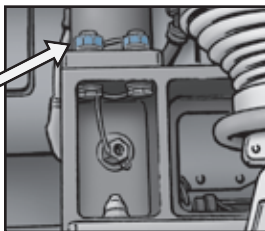


MECHANICS, SOME MEDEVAC HELICOPTERS WITH THE E666 MOUNTED RESCUE HOIST (EMRH) INSTALLED HAVE A MOUNTING BOLT PROBLEM!

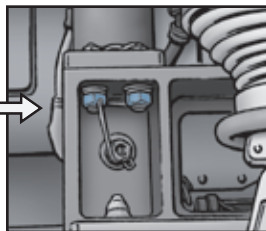
THE PROBLEM COMES WHEN THE FOUR MOUNTING BOLTS CONNECTING THE HOIST ADAPTER TO THE WESTWIND ARM ARE INSTALLED WITH THE BOLT HEADS ON TOP.

THAT MAY SEEM LOGICAL **BUT** THE **CORRECT** WAY IS TO INSTALL THE BOLTS WITH THE HEADS DOWN. THAT'S ACCORDING TO WP 1355 OF TM 1-1520-237-23&P AND MWO 1-1520-237-50-108.

Mounting bolts should be installed this way...



...and **not** this way



THE CAUTION IN THE MWO SAYS TO MAKE SURE THE BOLTS ARE INSERTED **HEAD SIDE DOWN** TO PREVENT EQUIPMENT DAMAGE.

SO CHECK OUT AVIATION MAINTENANCE ACTION MESSAGE (AMAM) H-60-17-AMAM-07, WHICH ADDRESSES THE **CORRECT** INSTALLATION OF THE MOUNTING BOLTS. GO TO:

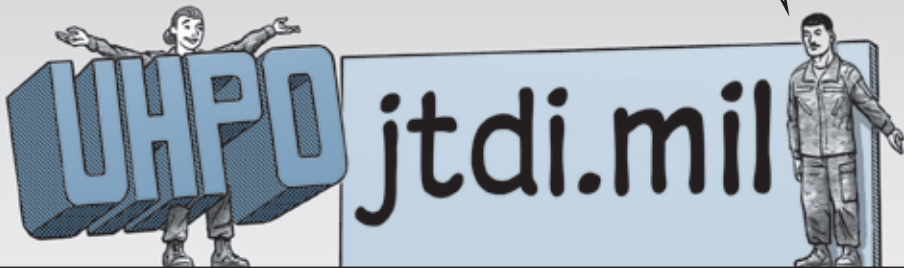
<https://asmprd.redstone.army.mil>



ALL THE INFO YOU NEED TO KNOW ABOUT EMRH IS IN THE TM, THE MWO AND THE AMAM.

IF YOU'RE LOOKING FOR THE **LATEST** LAKOTA OR BLACK HAWK NEWS, CHECK OUT THE UHPO TAB AT **jtdi.mil**

WHILE YOU'RE THERE, MAKE SURE YOUR JTDI USER ACCOUNT IS **UPDATED** TO KEEP IT FROM EXPIRING AND BEING DELETED.



Update JTDI User Account for Utility Helicopters Access

The Utility Helicopter Project Office (UHPO) tab on the JTDI website is a “One Stop Knowledge Base” tool to support information sharing with Black Hawk and Lakota maintainers.

On the UHPO, you can view information on current air worthiness releases (AWRs), safety messages, technical publications, newsletters, material fielding, fleet management, engine maintenance manuals and other information about H-60 and UH-72A aircraft.

Go to the JTDI website at: <https://www.jtdi.mil>

If you don't have access to the UHPO website on JTDI, log in with your CAC and register. Make sure you know your government sponsor's information to complete the application.

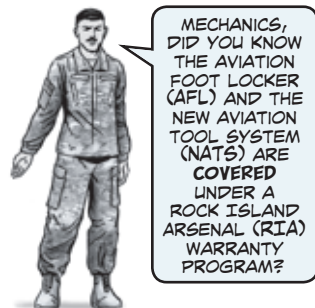
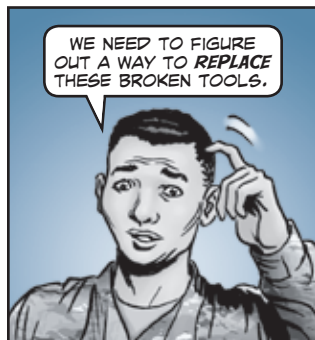
If you've already registered, you need to review your account information once a year. If you don't, your account will expire and be deleted. And you must log into your account every 30 days. If you don't, you'll have to reactivate your account within seven days or risk having your account deleted.

Procedures for updating your account are provided under the UHPO Account Help on the right side of the page. Under Account Help, click on Update Registration Info. Your information is updated after you accept the JTDI Acceptable Use Policy (AUP). After you read the policy and click the acknowledgement box, you'll receive a pop-up that says your information has been updated.

Got questions? Contact Richard (R.D.) Davis, DSN 788-8874, (256) 842-8874 or Dionne Croone, DSN 546-9856, (256) 876-9856. Or send an email to:

richard.j.davis132.civ@mail.mil
wynetta.d.croone.ctr@mail.mil

REPLACE BROKEN TOOLS QUICK AND EASY



**SO IF
YOUR TOOLS
ARE DAMAGED,
EXCHANGE
THEM FOR NEW
ONES. HERE'S
HOW!**

EMAIL A LIST OF DAMAGED OR WORN
TOOLS TO INCLUDE THE MANUFACTURER'S
PART NUMBER, NSN (IF AVAILABLE),
TOOL NAME, BRAND NAME/CONTRACTOR
AND QUANTITY.

ALSO INCLUDE THE UNIT DESIGNATION
THAT YOU NEED ETCHED ON THE TOOLS.
FORWARD THE INFORMATION TO:

Scott Forsberg
[richard.s.forsberg.civ@
mail.mil](mailto:richard.s.forsberg.civ@mail.mil)

Commercial:
(309) 782-6568
FAX: DSN 782-3682

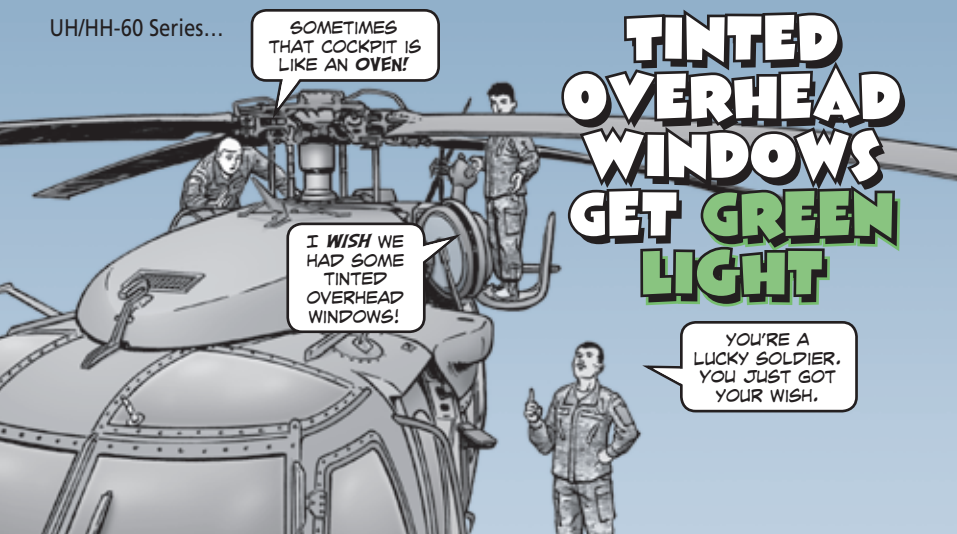
THE RIA WARRANTY PROGRAM IS A **ONE-FOR-ONE
TOOL EXCHANGE** WITH THE TOOL VENDOR.

IF RIA CAN'T GET THE EXACT TOOL REQUIRED OR
ORDERED, THEY WILL TRY TO FIND AN EQUIVALENT
TOOL FROM ANOTHER VENDOR.

ALSO, KEEP IN MIND THAT SOME VENDORS MAY
HAVE LONG LEAD TIMES FOR FILLING ORDERS.
RIA WILL COORDINATE WITH TOOL VENDORS TO
RESOLVE ANY PROBLEMS.

**After coordinating with RIA,
ship unserviceable tools to:**

Rock Island Arsenal
ATTN: Scott Forsberg
Bldg. 299
Tool Warranty Program
Rock Island, IL 61299-5000



Pilots, here's some good news about the overhead cockpit windows on your Black Hawk: Things are about to get a whole lot cooler!

Tinted overhead greenhouse windows are now approved for all Black Hawk helicopters in place of the current lighter windows. In addition, the tinted windows are an alternate to the clear windows. The **left-hand** tinted window comes with NSN 1560-01-495-5522 (PN 70206-01001-111). The **right-hand** tinted window comes with NSN 1560-01-495-5529 (PN 70206-01001-110).

Make a note that the free air thermometer holes are not located in the same location as the H-60A/L windows. On the H-60M LHS configuration, it is located 9.12 inches outboard of the inside edge of the window. This requires a longer bonding jumper, which you must order separately.

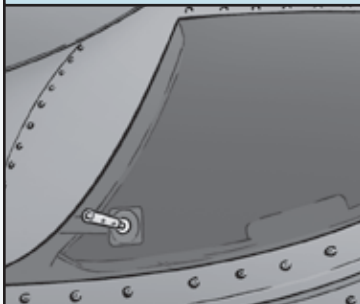
TM 1-1520-237-23&P (EM 0013) identifies the LH bonding strip as item 26 in Fig 1-66, NSN 5999-01-498-2232. WP 0807 00 provides the installation procedure for the bonding jumpers.

TM 1-1520-280-23&P identifies the RH bonding strip as item 9 in Fig 1-75, NSN 5999-01-583-8035. WP 0758 00 provides the installation procedures for the bonding jumpers.

These windows reduce the amount of light that gets through to the cockpit by 30 percent. That in turn lowers cockpit temperatures. Installation of the windows is still the same as called out in both TM 1-1520-280-23&P and TM 1-1520-237-23&P.

The **current left-hand window** is NSN 1560-01-550-2632 (PN 700-21113-042), and the **current right-hand window** is NSN 1560-01-298-1557 (PN 70206-01001-106).

Left- and right-hand tinted windows are alternatives to clear windows



PM AGSE-Managed Items



MECHANICS, TAKING CARE OF AIRCRAFT IS IMPORTANT. THAT'S WHERE AVIATION GROUND SUPPORT EQUIPMENT (AGSE) COMES IN.

COMBING THROUGH MULTIPLE TMS, ETMS AND IETMS TO FIND AN NSN FOR A PIECE OF AGSE CAN BE A CHORE.

SO IF YOU NEED TO KNOW WHAT EQUIPMENT THE AGSE HEADSHEP MANAGES, HERE'S A LIST OF EQUIPMENT NSNs FOR QUICK ACCESS...

Tool Kits

Item	NSN 5180-
Engine tool kit (PPTK) (B07) CATS*	01-628-2371
Power train tool kit (PTTK) (B13) CATS	01-628-2374
Sheet metal tool kit (SMTK) (B02) CATS	01-628-2376
General mechanic tool kit (GMTK) (B01) CATS	01-628-2375
Electrical tool kit (ELTK) (B06) CATS	01-628-2373
Hydraulic tool kit (HYTK) (B03) CATS	01-628-2370
Technical inspection tool kit (TITK) (B09) CATS	01-628-2372
Aviation foot locker (AFL)	01-560-0584

*Common Aviation Tool System (B17 managed)

Aviation Jacks

Item	NSN 1730-
3-ton jack (tripod)	00-734-9382
5-ton jack (axial)	00-540-2343
5-ton jack (tripod)	00-516-2018
10-ton jack (axial)	00-203-4697
12-ton jack (tripod)	00-912-3998

Aviation Carts

Item	NSN
AGPU, E-model	1730-01-552-2313
GANG (new)	3655-01-568-2711
GANG (old to new)	3655-01-589-1954

Aviation Shop Sets- A92 & AVIM Shops

Item	NSN 4920-
Turbine repair shop set	01-600-7332
Armament and electrical (A&E)	01-548-2317
Machine/welding shop set	01-600-7348
Pneudraulic shop set	01-600-7377
Powertrain shop set	01-600-7379
Production/QC shop set	01-600-7374
NDI shop set	01-600-7368
Sheet metal shop set	01-600-7364
Composite shop set	01-600-7365
Tool crib shop set	01-600-7362
A92 tool set	01-551-7472

Aviation Scales

Item	NSN 6670-
Aircraft weighing scales (load cell type)	01-430-1949
DAWS (set of 3)	01-568-1177

Combat Aviation Kits

Item	NSN
BDAR	4920-01-603-8540
UMARK	1670-01-501-8140
UMARK	1670-01-641-7829

Aviation Non-Destructive Test Sets

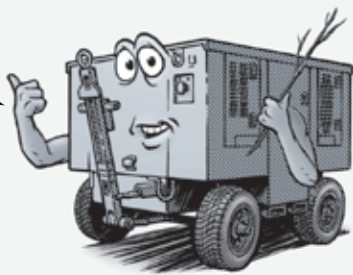
Item	NSN 6635-
Ultrasonic detector	01-568-2670 01-655-2655
Portable eddy current	01-568-2652 01-655-2666
Bond tester	01-568-2666 01-655-2608

Aviation Wheeled Vehicles

Item	NSN
Standard aircraft towing system (SATS)	1730-01-575-5662
Shop equipment contact maintenance (SECM)	4920-01-548-2315
Aviation light utility mobile maintenance cart (ALUMMC)	1740-01-632-9476

THERE ARE MORE
NSNS HERE THAN
YOU CAN SHAKE A
STICK AT!

PRINT THESE PAGES
AND KEEP 'EM HANDY.
IT'LL SAVE YOU TIME
AND HEADACHES.



Aviation Test Sets

Item	NSN
Pitot static test set	4920-01-388-6790
Exhaust gas tester	4920-01-209-0664
Vibration analyzer (AVA)	6635-01-282-3746
Swaging kit-B	5180-01-115-7008
Fuel quantity test set (FQTS)	4920-00-503-1895
Bridge capacitance	6625-01-297-5305
FQTS (digital)	4920-01-208-3635
Engine test stand (FEDS)	4920-01-360-3853 6625-01-574-9949

Aviation Stands and Trailers

Item	NSN 1730-
B1 maintenance stand	00-390-5618
B4 maintenance stand	00-294-8883
Rail trailer	01-086-1653
Aircraft tow bar	01-967-9556



PS END

Readiness Problems? **BLST** Them Away!

MAJOR, THIS IS **BAD! REALLY BAD!** ACCORDING TO THIS, OUR READINESS RATE IS **TERIBLE**.

WE'VE GOT **TOO MANY** PIECES OF EQUIPMENT DOWN AND OUR SOLDIERS ARE **UNTRAINED** ON SOME OF OUR **NEW** EQUIPMENT.

AND THE **WORST** PART IS WE'RE SCHEDULED FOR NTC IN A MONTH.



I HOPE YOU DON'T MIND, SIR, BUT I CALLED IN AN OLD NCO WHO'S GIVEN ME LOTS OF **GOOD** ADVICE IN THE PAST.

MAYBE HE'S GOT SOME IDEAS ON **HOW** WE CAN GET OUT OF THIS MESS.

THE MAJOR HAS TOLD ME ABOUT THE PROBLEMS YOU'RE HAVING, SIR.

MY ADVICE IS TO **BLST** YOUR PROBLEMS AWAY!





BLAST? I DON'T THINK WE NEED TO BLOW ANYTHING UP, DO WE?



NO, BLST STANDS FOR **BRIGADE LOGISTICS SUPPORT TEAM**.

EVERY BRIGADE COMBAT TEAM IS ASSIGNED A BLST, WHICH IS MADE UP OF LOGISTIC ASSISTANCE REPRESENTATIVES—LARS—FROM *EACH* OF THE LIFE CYCLE MANAGEMENT COMMANDS.

THESE LARS ARE HIGHLY TRAINED EQUIPMENT EXPERTS WHOSE JOB IS TO **SOLVE PROBLEMS** WITH WEAPON SYSTEMS, EQUIPMENT, LOGISTICS AND TRAINING.

IF A SOLDIER SHOOTS IT, WEARS IT, COMMUNICATES WITH IT, DRIVES OR FLIES IT, A LAR CAN HELP.

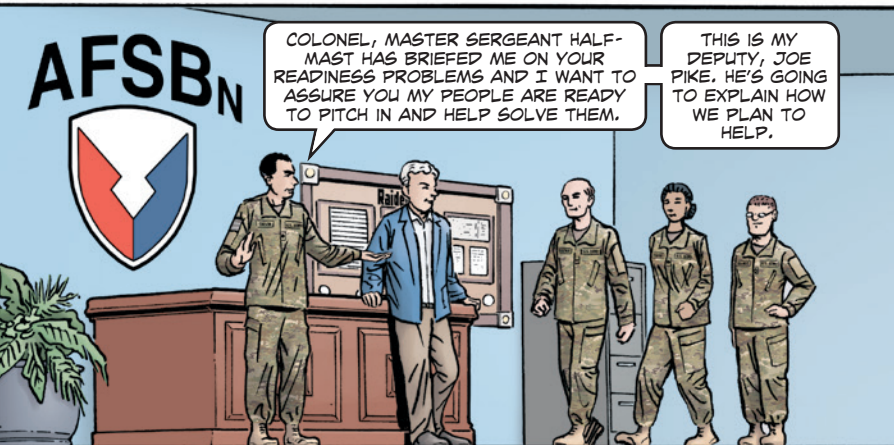


THEY'RE READY TO HELP COMMANDERS LIKE YOU WITH READINESS ISSUES.

I'M STARTING TO LIKE THE IDEA OF BLSTING OUR READINESS PROBLEMS. WHAT'S OUR **FIRST STEP?**



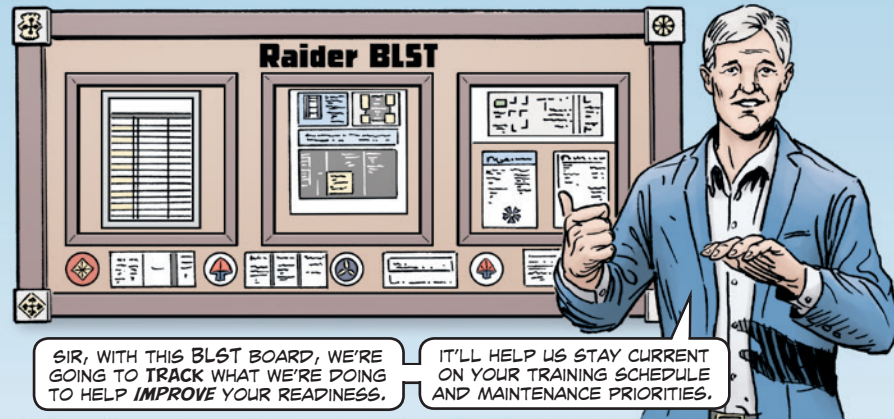
LET'S GO MEET LIEUTENANT COLONEL CARSON, YOUR ARMY FIELD SUPPORT BATTALION—AFSBN—COMMANDER. HE'S RESPONSIBLE FOR THE BLSTs HERE.



AFSBN

COLONEL, MASTER SERGEANT HALF-MAST HAS BRIEFED ME ON YOUR READINESS PROBLEMS AND I WANT TO ASSURE YOU MY PEOPLE ARE READY TO PITCH IN AND HELP SOLVE THEM.

THIS IS MY DEPUTY, JOE PIKE. HE'S GOING TO EXPLAIN HOW WE PLAN TO HELP.



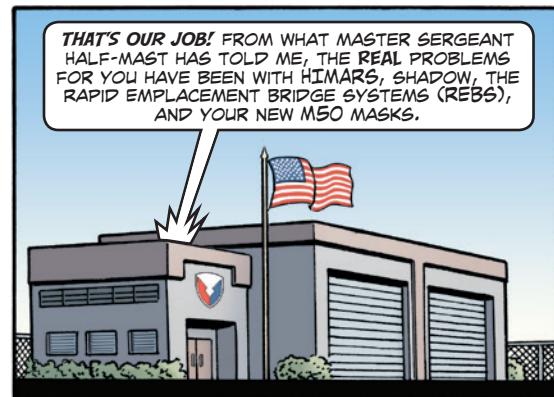
Raider BLST

SIR, WITH THIS BLST BOARD, WE'RE GOING TO **TRACK** WHAT WE'RE DOING TO HELP **IMPROVE** YOUR READINESS.

IT'LL HELP US STAY CURRENT ON YOUR TRAINING SCHEDULE AND MAINTENANCE PRIORITIES.



I'M IMPRESSED. YOUR PEOPLE ARE REALLY HELPFUL.



THAT'S OUR JOB! FROM WHAT MASTER SERGEANT HALF-MAST HAS TOLD ME, THE REAL PROBLEMS FOR YOU HAVE BEEN WITH HIMARS, SHADOW, THE RAPID EMPLACEMENT BRIDGE SYSTEMS (REBS), AND YOUR NEW MSO MASKS.



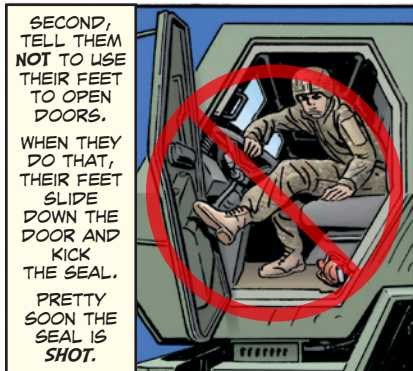
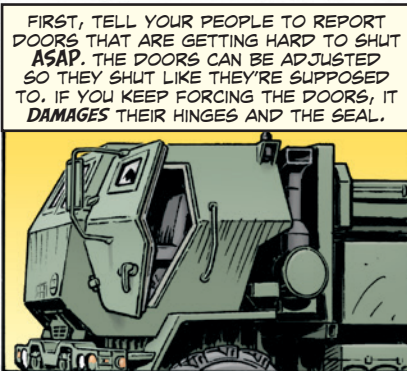
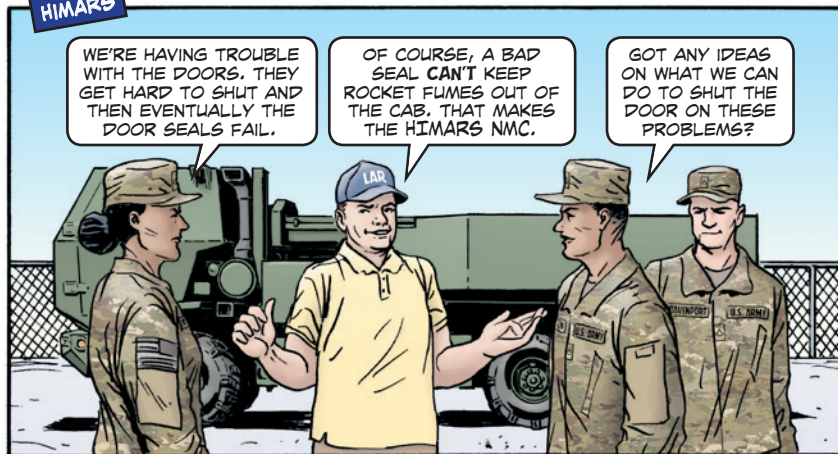
Available LARs

JOE, LET'S GET KENNETH OUT TO THE HIMARS UNIT, REESE TO THE SHADOW FOLKS, AND KERWIN TO THE ARMS ROOMS. HAVE DOUG SCHEDULE TRAINING ON THE MSO MASKS.

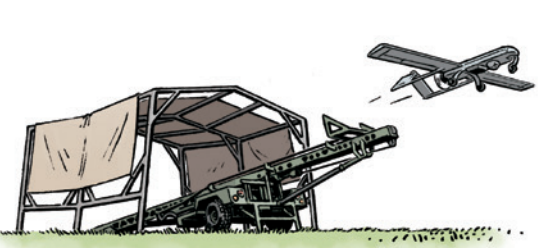
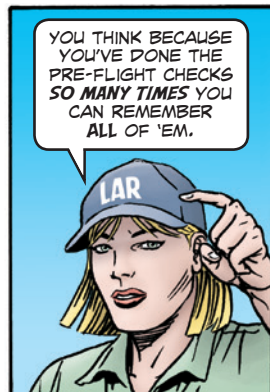
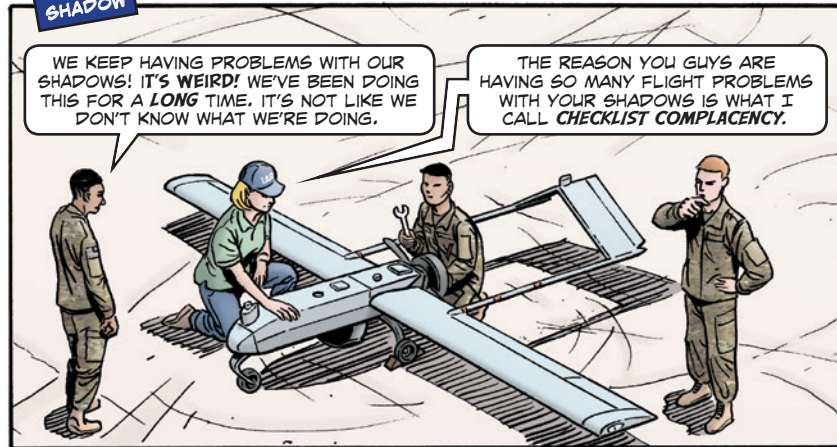


I'M ON IT, SIR!

HIMARS



SHADOW



REBS*

WE'VE HAD BIG TROUBLE OPERATING THE REBS. OUR **BIGGEST** PROBLEM IS THAT WE JUST DON'T HAVE ENOUGH TRAINED PEOPLE TO OPERATE THE BRIDGE.

AND THEN WHEN SOMETHING ON THE BRIDGE DOESN'T WORK, IT'S DIFFICULT TROUBLESHOOTING USING THE BRIDGE'S TM. SO WE OFTEN END UP ORDERING THE **WRONG** PARTS.

*RAPID EMPLACEMENT BRIDGE SYSTEM

CBRN

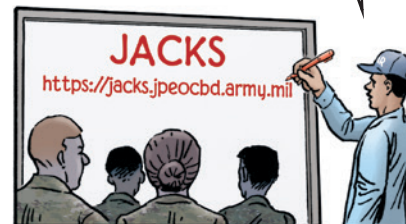
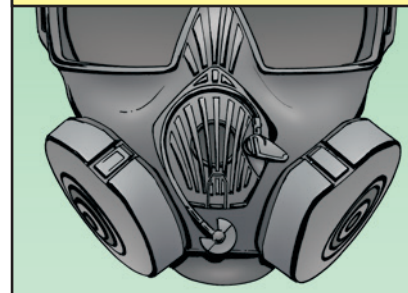
I THINK YOU GUYS ARE **REALLY** GOING TO LIKE YOUR NEW M50 MASKS.

THEY'RE SO MUCH MORE COMFORTABLE THAN THE OLD M40, PLUS YOU CAN SEE SO MUCH BETTER.



NOT ONLY THAT, BUT THE M50 FEATURES A **DUAL FILTER SYSTEM** MAKING IT **TWICE** AS EASY TO BREATHE THROUGH THE MASK AS THE M40.

I'M ONLY HERE TODAY, BUT YOUR UNIT CAN FIND TRAINING HELP FOR THEIR NEW M50 MASKS **ANYTIME** AT THE JOINT ACQUISITION CBRN KNOWLEDGE SYSTEM (JACKS) WEBSITE...



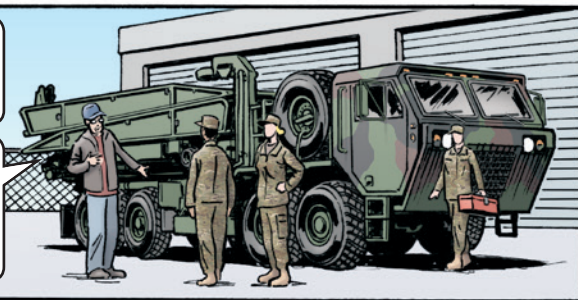
THAT'S A WHOLE HANDFUL OF PROBLEMS!

HMM...

OK, I'M GOING TO ARRANGE BRIDGE TRAINING FOR YOUR OPERATORS. AND...

...I'M GOING TO GET WITH THE PROGRAM MANAGER TO CLEAR UP TROUBLE-SHOOTING CONFUSION.

I'D LIKE YOU TO TELL ME WHAT PARTS OF THE BRIDGE TM ARE **DIFFICULT** TO UNDERSTAND SO I CAN TELL THE PROGRAM MANAGER.



NOW LET'S GO OVER HOW TO PMCS YOUR M50.

LATER, AT THE END OF THE CLASS...

TO STAY ON TOP OF YOUR GAME, YOU ALL NEED TO BE DOWNLOADING AND READING PS EACH MONTH. YOU CAN GET THE PS APP FOR YOUR SMARTPHONE OR...

...DOWNLOAD THE PDF FROM THEIR WEBSITE!

JACKS

<https://jacks.jpeocbd.army.mil>

ANDROID: <https://play.google.com/store/apps/details?id=mil.logsa.army.psmag&hl=en>
 APPLE: <https://itunes.apple.com/us/app/p.s.magazine/id1082232259?mt=8>
 PS WEBSITE: <https://www.logsa.army.mil/psmag/pshome.cfm>

**THREE WEEKS
LATER...**

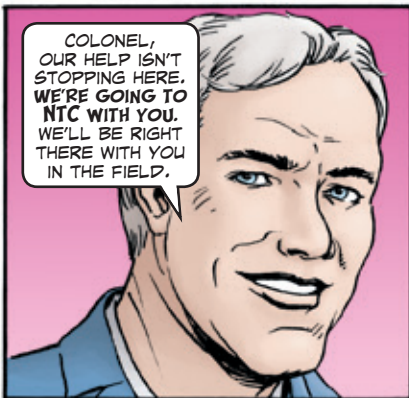
I CAN'T TELL YOU WHAT A
DIFFERENCE YOU GUYS HAVE
MADE IN JUST THREE WEEKS!
YOUR PEOPLE HAVE BEEN A
TREMENDOUS HELP.



HELP IS WHAT
WE'RE ALL
ABOUT, SIR.



COLONEL,
OUR HELP ISN'T
STOPPING HERE.
WE'RE GOING TO
NTC WITH YOU.
WE'LL BE RIGHT
THERE WITH YOU
IN THE FIELD.

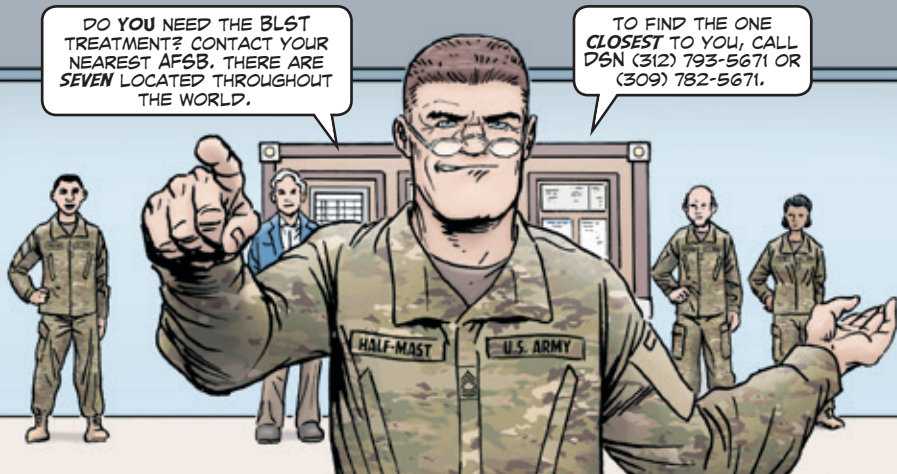


MASTER SERGEANT HALF-MAST,
THANKS SO MUCH FOR GETTING US
THE BLST TREATMENT. I'M ACTUALLY
LOOKING FORWARD TO NTC NOW.



DO YOU NEED THE BLST
TREATMENT? CONTACT YOUR
NEAREST AFSB. THERE ARE
SEVEN LOCATED THROUGHOUT
THE WORLD.

TO FIND THE ONE
CLOSEST TO YOU, CALL
DSN (312) 793-5671 OR
(309) 782-5671.

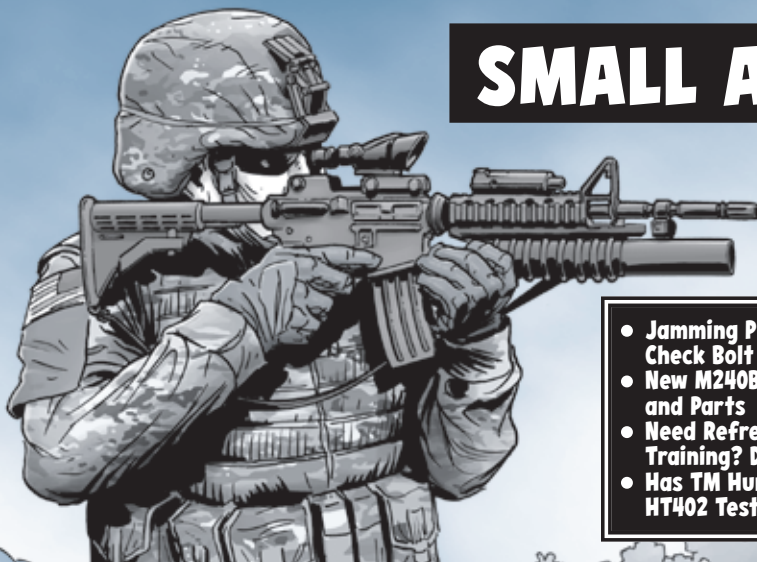


PS MISSILES

- HIMARS How-to Help
- Got FMTV Platform? Then Listen Up!



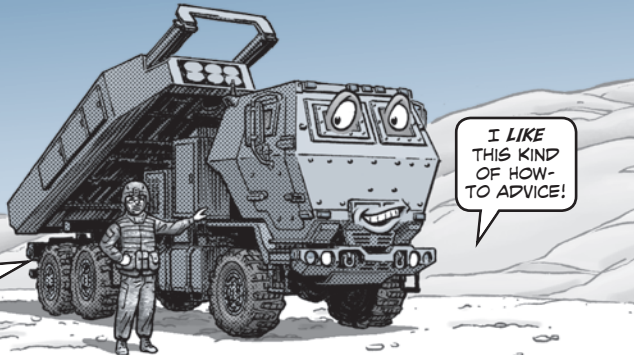
SMALL ARMS



- Jamming Problems? Check Bolt First!
- New M240B Bipod and Parts
- Need Refresher Training? Do PMCS!
- Has TM Hurt Your HT402 Tester?

HIMARS How-to Help

WANT TO KNOW
HOW YOU CAN **REALLY**
HELP YOUR HIMARS?
JUST READ ON!



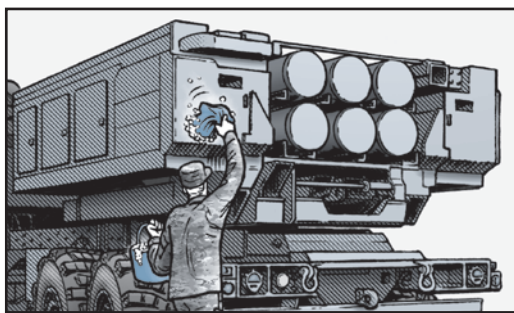
Exercise, exercise, exercise. The worst thing you can do is let your HIMARS sit for weeks. Without exercise, grease coagulates and moving parts like the limit switches and rollers stop moving and start sticking. The flex drive shaft binds and can be damaged. Taking the LLM through its paces weekly can prevent these problems.

OK, WE'RE
GOING TO START
WITH PUSH UPS.

I REALLY
APPRECIATE THE
EXERCISE!



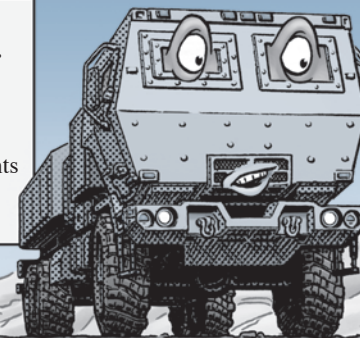
Clean, clean, clean after firing. The rocket residue is **very** corrosive. If you don't clean it off ASAP, soon you've got major and expensive corrosion problems. The bad news is that the only way to get rid of the residue is with lots of CLP and elbow grease. The good news is that the sooner you clean, the easier the job is.



Take it slow and straight loading and unloading rocket pods. Raise and lower pods as straight up and down as possible. That prevents cables from fraying and makes it easier on the LLM motor. Keep an eye on the cables to make sure they don't twist and become tangled. Stop and reposition the pod if necessary.

No slaving from launcher to vehicle.

That can cause a power surge that damages expensive electronic components or kicks on the fire control system.

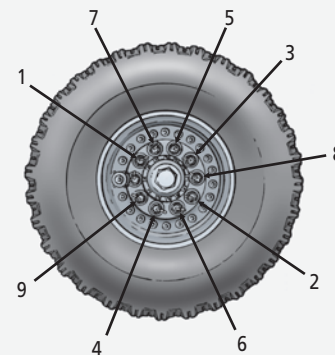


SORRY, YOU **CAN'T**
SLAVE FROM MY
LAUNCHER TO MY
VEHICLE. YOU NEED
TO SLAVE FROM
ANOTHER VEHICLE.



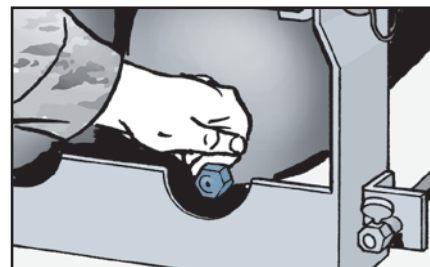
Pay attention to torque when putting on wheels.

The tires have aluminum rims that can be damaged if tightened too much. Follow the procedure in TM 9-2330-450-13&P: Torque the wheels in sequence following this chart:



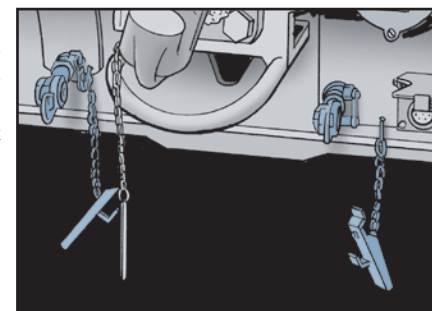
Tightening sequence

Bleed truck air tanks before bleeding the hydraulic system. Otherwise, hydraulic fluid will spray everywhere. A true mess!



Torque them first to 40 ft-lbs, then 150-200 ft-lbs. Next tighten the CTIS lug nut to 150-200 ft-lbs and then tighten the 9 non-CTIS lug nuts to 350-400 ft-lbs.

Install gladhand covers when gladhands aren't being used. Bugs think the gladhands are great places to nest and the wind blows dirt in the receptacles. Bugs and dirt cause blockages and you've got air pressure problems. Plus the covers help keep the gladhand seals from drying out and leaking.



SLOW DOWN!
YOU'RE GONNA
TIP ME OVER!

Got FMTV Platform? Then Listen Up!

Dear Editor,

If your Sentinel is on the new FMTV platform, there are a few things you need to remember:

Take it real slow. The Sentinel trailer is top heavy and can easily flip if you're not careful. That, of course, would mean major damage. When you're off-road, drive as slowly and carefully as possible, avoiding bumps when you can.

Think level. The Sentinel platform can be leveled on a slope no more than 10 degrees, so you need to look for level ground. This will take planning, so be prepared.

Careful hooking up the trailer air hoses. If you do it wrong, the gladhand coupler seals rip and you lose air pressure for the brakes. Push the connectors down and then over to lock them in place.

TM 9-2330-394-13CP-1 says to lube the coupler seals monthly with GAA and a wiping rag. That keeps the seals from drying out and starting to leak.

SGT Ryan Pfeiffer
SGT Manuel Lara
Ft Carson, CO

NOW WAIT
A MINUTE! I
CAN'T DETECT
ANYTHING
LIKE THIS! I
NEED LEVEL
GROUND!

Push connector down and
then over to lock it in place

Editor's note: *Super Sentinel suggestions, Sergeants. Thanks!*

JAMMING PROBLEMS? CHECK BOLT FIRST!

JAMMED AGAIN!? IS IT
YOUR FEED TRAY THAT'S
CAUSING THE TROUBLES?

CLICK
CLICK

MAYBE
NOT!

JAMMING PROBLEMS?
CHECK OUT THESE TIPS
FROM FORT BENNING!

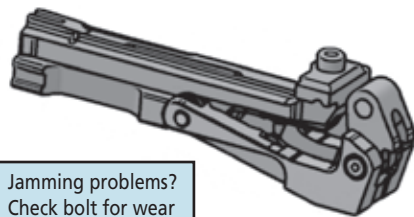
Dear Editor,

If your M240 keeps jamming, it's not always a problem with the feed tray.

I had a problem with an M240 that would pick up a new round, but the round's tip would catch on the feed tray. I replaced all the feed tray pawls and springs, which didn't fix it. Then I replaced the feed cover and all the assemblies in the cover. That made no difference, either.

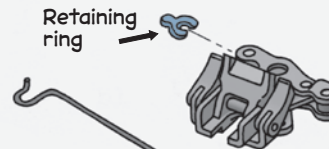
As a last resort, I checked the bolt and noticed there was too much wear on the top. I put in a new bolt and headspaced it to the weapon. Problem solved.

So before small arms repairmen go to the trouble of replacing pawls, springs and the feed cover when an M240 won't feed, they should first check the bolt for wear. It could save lots of time.



Jamming problems?
Check bolt for wear

Retaining
ring



Whenever an M240 jams, it's a good idea to also check the round itself. A blank round with a smashed nose or a live round with the bullet pushed back in the casing or a nasty nick on the side usually means the round is catching on the feed tray. The problem is usually the feed cover.

Bolt OK? Make sure feed cover
retaining ring hasn't disappeared!

Check if the retaining ring has fallen out.
If it's OK, replace the feed cover springs
and pawl retaining pin (but check the bolt first!).

Scott Taylor
Ft Benning, GA

Editor's note: You've given us real food for
thought on feeding problems, Scott. Thanks.



New M240B Bipod and Parts

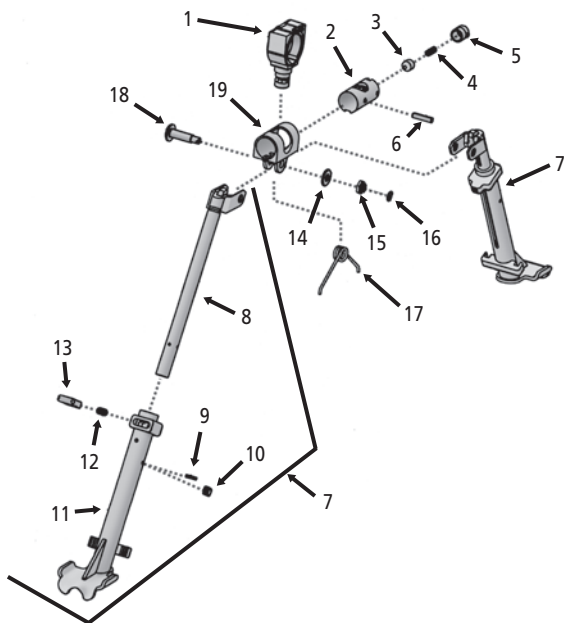
THE M240B MACHINE GUN
HAS A NEW ADJUSTABLE
BIPOD. NSN 1005-01-576-
2490. IT REPLACES THE
BIPOD THAT CAME WITH
NSN 1005-01-408-5905.



HERE ARE THE
REPAIR PARTS
FOR THE NEW
BIPOD...



Item	Description	NSN	SMR
1	Bipod head	Order next higher assy	XAFZZ
2	Actuating cylinder	1005-01-408-5437	PAFFF
3	Bipod retaining plunger	1005-01-408-5438	PAFZZ
4	Compression helical spring	5360-01-408-6000	PAFZZ
5	Retaining bushing	5325-01-408-6676	PAFZZ
6	Spring pin	5315-01-408-6413	PAFZZ
7	Leg assembly	1005-01-576-1338	PAFFF
8	Upper leg assembly	1005-01-575-9641	PAFZZ
9	Spring pin	5315-00-874-2511	PAFZZ
10	Guide	1005-01-577-2087	PAFZZ
11	Lower leg assembly	Order next higher assy	XAFZZ
12	Compression spring	5360-01-522-0763	PAFZZ
13	Latch	1005-01-576-1340	PAFZZ
14	Axis pin washer	5310-01-408-9052	PAFZZ
15	Axis pin leg nut	5310-01-408-9456	PAFZZ
16	Axis pin leg ring	5325-01-408-9050	PAFZZ
17	Leg spring	5360-01-408-6675	PAFZZ
18	Axis bipod leg pin	1005-01-408-6011	PAFZZ
19	Bipod body hinge head	1005-01-408-6678	PAFZZ

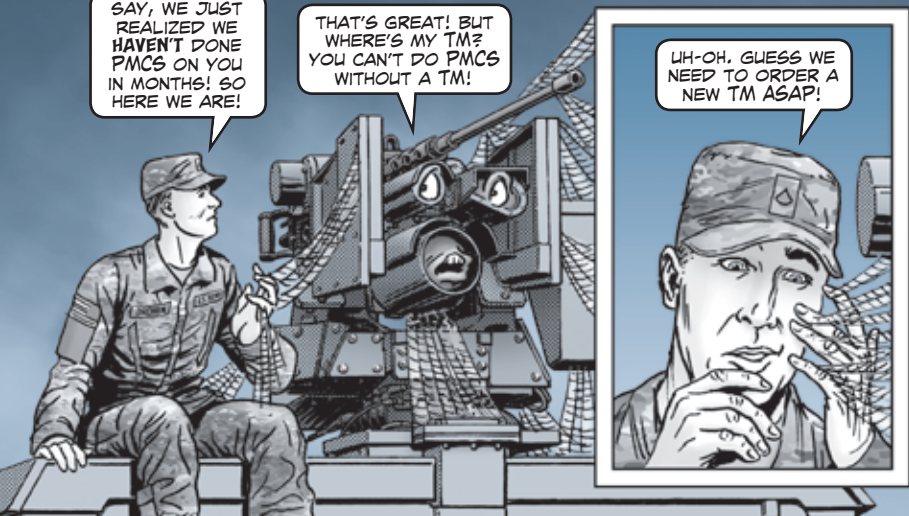


Need Refresher Training? Do PMCS!

SAY, WE JUST
REALIZED WE
HAVEN'T DONE
PMCS ON YOU
IN MONTHS! SO
HERE WE ARE!

THAT'S GREAT! BUT
WHERE'S MY TM?
YOU CAN'T DO PMCS
WITHOUT A TM!

UH-OH. GUESS WE
NEED TO ORDER A
NEW TM ASAP!



Dear Editor,

Soldiers come out of M153 CROWS training fairly expert on how to operate the system. But unfortunately, in many units CROWS doesn't get much use. As weeks go by and CROWS sits unused, all that knowledge starts to slip away.

When it's finally time to crank up CROWS, operators are hazy on procedures. They make mistakes like forgetting to unlock one of the locks, which causes expensive damage.

One way to keep CROWS operators on their toes is have them do weekly PMCS. A good PMCS takes around 45 minutes and doing that week after week is certainly going to keep Soldiers fresh on CROWS.

But PMCS brings up another problem: Many units don't have the CROWS' TM 9-1090-219-10. Without the -10, it's impossible to do a proper PMCS.

So units need to make sure their pubs clerk orders a copy of the -10 for every CROWS system. But there's no need to wait for the mailman to start doing PMCS. TM 9-1090-219-10 is on the ETM site:

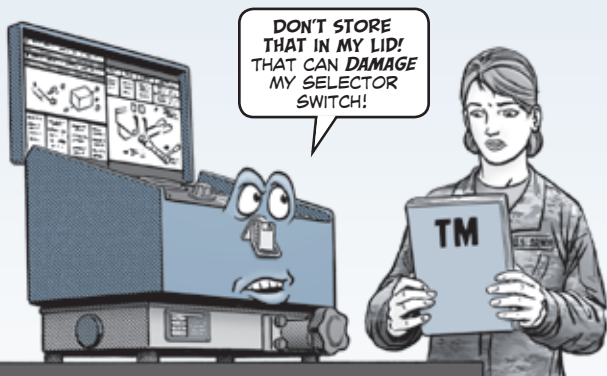
<https://liw.logsa.army.mil/etmapp/#/etm/home>

After downloading the TM, print out the weekly PMCS section and get started.

SSG Marquette Battle
SSG Francisco Sanchez
Ft Polk, LA

*Editor's note: Definitely a tip to
crow about, Sergeants. Thanks.*

Has TM Hurt Your HT402 Tester?



The TM is usually your equipment's best friend. But unfortunately it may have caused a problem for the HT402-S-506 hydraulic tester, NSN 6680-01-383-0784.

The tester's manufacturer shipped it with its TM stored under the lid. But there's not enough clearance between the selector switch assembly and the lid to store the TM there.

This puts too much stress on the selector switch and the control circuit card assembly. Eventually the card assembly cracks around the switch and the tester stops working.

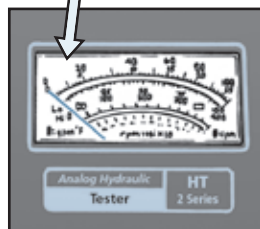
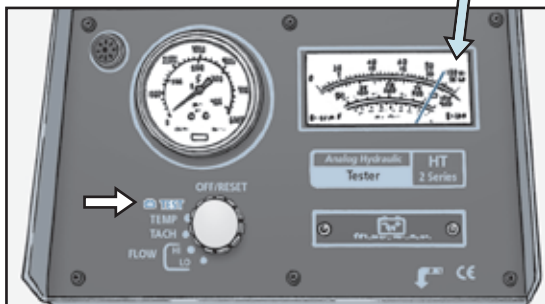
Obviously, stop storing the TM under the lid!

To make sure your hydraulic tester is OK, do this check:

1. With a known good 9V battery installed, rotate the selector switch to BATTERY TEST.

2. The needle should move to the **right** side of the scale.

3. Rotate the switch to TEMP. The needle should move to the **left** side of the scale to a temperature close to room temperature.



If it doesn't, turn in the hydraulic tester for repair.

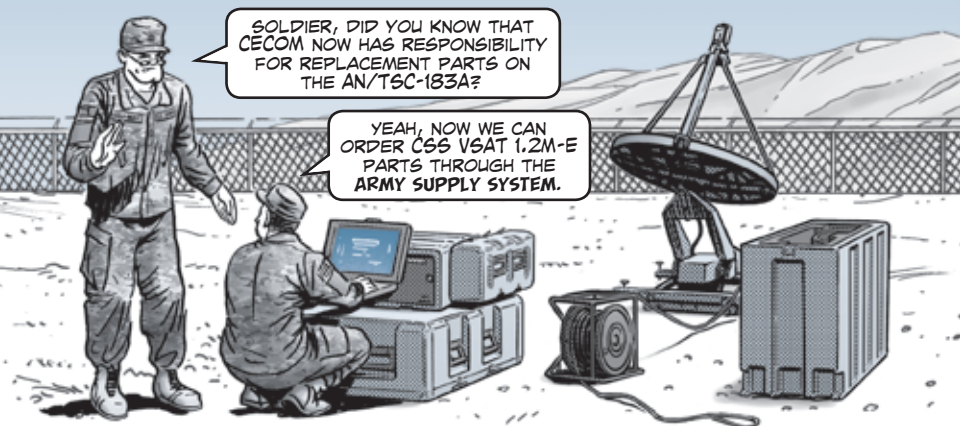
Questions? Contact Ross Breitkreutz at DSN 897-0894, (256) 313-0892, or email:

ross.a.breitkreutz.civ@mail.mil

- AN/TSC-183A SATCOM Terminal Transitions to Sustainment

AN/TSC-183A SATCOM

Terminal Transitions to Sustainment



HARDWARE SUSTAINMENT FOR THE AN/TSC-183A SATELLITE COMMUNICATIONS TERMINAL, NSN 5895-01-559-1209 (LIN J97857), HAS TRANSITIONED TO CECOM LCMC.

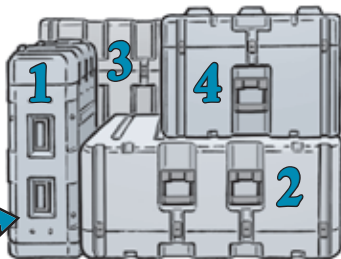
THAT MEANS COMPONENTS ARE NO LONGER AVAILABLE FROM THE PRODUCT LEAD; DEFENSE-WIDE TRANSMISSION SYSTEMS (PL DWTs).

HOWEVER, PL DWTs IS STILL RESPONSIBLE FOR SOFTWARE, SECURITY ACCREDITATION, HOST NATION AGREEMENTS AND CONFIGURATION MANAGEMENT OF THE SYSTEM.

THE AN/TSC-183A PROVIDES NIPRNET COMMUNICATIONS AND VOICE OVER INTERNET PROTOCOL (VOIP) ACCESS BY SATELLITE TO USERS AROUND THE WORLD.

IT CONSISTS OF FOUR TRANSIT CASES:

1. Indoor equipment
2. Antenna pedestal
3. Reflector
4. RF equipment



NOTE: THE CSS VSAT SYSTEM HAS THE **SAME** 4-5 DIGIT SERIAL NUMBER ON EACH CASE FOR PROPERTY ACCOUNTABILITY.

UNITS AUTHORIZED THE AN/TSC-183A SHOULD CHECK THEIR MTOE TO ENSURE THE EQUIPMENT IS ON HAND. FOR **SHORTAGES**, FIRST CHECK FOR LOCAL EXCESS ON YOUR INSTALLATION OR WITHIN YOUR STATE.

NATIONAL GUARD UNITS SHOULD CHECK WITH THE US PROPERTY AND FISCAL OFFICE (USPFO).

ALL OTHER COMPONENTS, INCLUDING FAILED LINE REPLACEABLE UNITS (LRU), SHOULD BE ORDERED THROUGH THE ARMY SUPPLY SYSTEM USING A FUNDED REQUISITION.

TO ORDER COMPONENTS, USE THE PARTIAL COMBAT SERVICE SUPPORT (CSS) VERY SMALL APERTURE TERMINAL (VSAT) 1.2M-E HARDWARE LISTING ON PAGES 46-55.

THEN CHECK OUT NEXT MONTH'S ISSUE (PS 781, DEC 17) FOR THE REMAINING ITEMS.

PS MORE

The Indoor Equipment Unit/Case

Item	Description	NSN	PN
1	Antenna control (indoor equipment unit (IDU) case w/components)	5985-01-628-3212	0102-1000-10T
IDU consists of:			
2	Electronic components assembly (modem tray assembly with components), refer to Items 64-102 for parts breakdown	5998-01-629-4938	0102-1500-00
3	Digital computer system (laptop), refer to Items 62-63 for parts breakdown	7010-01-640-8866	0102-1805-01
4	Antenna subassembly (I/O rear panel assembly), refer to Items 109-135 for parts breakdown		0102-1700-00
5	Antenna case (Indoor Equipment Unit case only), refer to Items 52-61 below for parts breakdown		41-40159T
6	Electrical connector cover (#12 metal dust cap), used with Item 4		71-8112CA
7	Electrical connector cover (#20 metal dust cap), used with Item 4		71-8120CA
Item 8 is located in RF Equipment Case			
8	Electrical power cable assembly (power cable w/yellow GFCI)	6150-01-628-3571	0056-1010-00
9	Electrical connector cover (dust cap), used with Item 8		71-8012CA
10	Antenna control (antenna control unit, handheld device)	5985-01-640-8905	67-10308
11	Special purpose electrical cable assembly (antenna control unit cable for handheld device)		10-00291
12	Electronic equipment mounting tray (retrofit kit for CF-53 laptop that contains laptop tray, top and bottom slide rails, velcro strips, tie wraps, clamp, spacer blocks, ethernet/LAN cable, RJ-45 adapter and various hardware) Note: Required when replacing CF-52 with CF-53 laptop	5975-01-640-7748	0102-1380-01
13	Electrical outlet power strip (Tripp-Lite AC surge protector assembly)	6150-01-640-6931	0056-1310-00
14	Mounting bracket, used with Item 13		FOL-243
15	Machine screw (#4-40 x 1/4-in), used with Items 98 and 99	5305-01-546-9812	91771A106

Item	Description	NSN	PN
Items 16-25 are located in RF Equipment Case			
16	Telephone set (7811G phone bundle)	5805-01-661-1551	02-2856212-1
17	Handset (Cisco 7800-series handset)	5965-01-662-0169	CP-DX-HS-NB=
18	Handset electrical cord assembly (Cisco 7800-series handset cord)		CSC9THV
19	Footstand		CP-7811-FS
20	Telephone cable assembly (CAT-5E cable, black, 25-ft)		11-855BK-25
21	Telephone cable assembly (CAT-5E cable, black, 10-ft)		11-CAT54PR10BKB
22	Electrical power cable assembly (Cisco 7800-series power cord)	6150-01-532-5218	CP-PWR-CORD-NA
23	Power supply (Cisco 7800-series power supply adapter)	6130-01-568-4928	CP-PWR-CUBE-3
24	Telephone adapter (RJ-45 coupler)		TRPA105
25	Electronic communications equipment case (VoIP phone bag/case w/foam)		0102-3520-01
26	Special purpose electrical cable assembly (1-in ethernet cable, blue, booted)		TRP925J
27	Electric mounting tray, includes tray shell, slide rails and front door		2UENC
28	Screw (8-32 1/4-in), used with Item 27	5305-01-524-2932	91771A055
29	Special purpose electrical cable assembly, DB9 null modem, female to female (serial cable, laptop to PSU controller)	5995-01-640-7473	12-LL9FF
30	Power supply (3-prong plug with power adapter for laptop), used with Item 3	6130-01-587-1468	CF-AA5713AM
31	Special purpose electrical cable assembly (5-ft ethernet cable, black, booted)		TRD-815BLK-5
32	Loop clamp, 3/4-in diameter		7572K16
33	Self-locking hexagon nut, 11/32-in	5310-01-543-2318	90101A009
34	Flat washer, #6	5310-01-520-7812	90107A007
35	Loop clamp, 1/2-in diameter		7572K14
36	Blank panel (black rack panel)		20-63090
37	Electronic communication equipment cover (computer drawer door), hinge not included		25-04849
38	Panel screw assembly (clip nuts captive fasteners)		47-62-534-10
39	Butt hinge (piano hinge), used with Item 4		25-04849

The Indoor Equipment Unit/Case (continued)

Item	Description	NSN	PN
40	Machine screw (4-40 x 0.25-in, cross-tip)	5305-00-054-5647	91400A106
41	Flat washer (#4)	5310-01-011-8112	92141A005
42	Flat washer (#6)	5310-01-520-7812	90107A007
43	Self-locking hexagon nut (1/4-in)	5310-01-601-4367	90715A005
44	Angle bracket set (IDU modem tray angle bracket, small)		25-04833
45	Machine screw (8-32 x 0.625mm, cross-tip), used with Item 44		91400A196
46	Lock washer (#8), used with Item 45	5310-01-559-8194	91475A025
47	Flat washer (#8), used with Item 46	5310-01-528-6397	90107A010
48	Angle bracket set (IDU computer tray assembly angle bracket, large)	x	25-48410
49	Machine screw (8-32 x 0.625mm, cross-tip), used with Item 48		91400A196
50	Lock washer (#8), used with Item 49	5310-01-559-8194	91475A025
51	Flat washer (#8), used with Item 50	5310-01-528-6397	90107A010
Items 52-61 are a part of Item 5			
52	"Indoor Equipment" label		87-01010
53	"Arrow" label		87-01011
54	Electronic communication equipment cover (5-in tan lid)		41-00003
55	Electronic communication equipment cover (2-in tan lid)		41-00004
56	Lock-release lever (IDU latch)		20-00504
57	Nonmetallic solid wheel (replacement wheel for IDU Case) Note: This part number brings only a single wheel		90-50123
58	Plastic bag (nylon pouch, located inside IDU lid)		94-P7721
59	Extension drawer slide (laptop slide rails) Note: Two slides and hardware are provided	5340-01-641-2002	20-30516
60	System pressure regulating valve (pressure relief valve)		70-30000
61	Screw assembly (10-32 x 3/4-in cross-tip screw with flat washer)		RA6205-50W
Items 62-63 are a part of Item 3			
62	Power supply (AC power adapter), includes adapter and power cord	6130-01-587-1468	CF-AA5713AM
63	Power supply battery (CF-53 only)		PSTV203

Item	Description	NSN	PN
Items 64-102 are a part of Item 2			
64	Screw assembly (10-32 x 3/4-in cross-tip screw with flat washer), used with Item 65		RA6205-50W
65	Power supply (24-volt DC, 5A, Power Supply CCA for modem)	6130-01-629-9179	200-44075
66	Machine screw (#2 cross-tip), M4 x 5mm, 0.75 threads, length 5.00, 1.69 head height, 6.34 head diameter, flat tapered head, 3/16-in/0.1875mm		92010A212
67	Self-locking hexagon nut (1/4-in)	5310-01-601-4367	90715A005
68	Flat washer (#4), used with Item 67	5310-01-011-8112	92141A005
69	Power supply (12-24 volt DC desktop power supply for 8-port switch) Note: Mounting clamp included	6130-01-629-9181	0102-1581-01
70	Electrical power cable assembly (internal power cable assembly for 8-port switch)	6150-01-640-8789	0056-1200-08
71	Communications modem, refer to Items 97-101 and 104-108 for parts breakdown	5895-01-641-2170	0102-1510-00
72	Machine screw (#1 cross-tip), 40 threads, 0.10-in length, 0.059-in head height, 0.194-in head diameter, flat tapered head, #4 x 40, 0.125		91771A103
73	Electrical power cable assembly (AC input power cable for 29-volt DC power supply CCA (PSU) and modem)	6150-01-640-8792	0056-1200-01
74	Power supply (29-volt DC power supply CCA, powers the antenna pedestal and/or handheld antenna control unit)	6130-01-640-6869	410-03145
75	Machine screw (#1 cross-tip)	5305-01-565-5759	90116A151
76	Lock washer, used with Item 75	5310-01-546-0401	92153A416
77	Flat washer, used with Item 75	5310-01-546-0399	90965A130
78	Machine screw (6-32 x 0.25-in cross-tip), used with Item 74	5305-01-527-0501	91735A144
79	Toggle switch (labeled "ANTENNA"), includes wiring, 1/2-in hexagon nut and 1/2-in star lock washer	5930-01-640-8271	0056-1200-02
80	Toggle switch (labeled "RF"), includes wiring, 1/2-in hexagon nut and 1/2-in star lock washer	5930-01-640-7745	0056-1513-01

The Indoor Equipment Unit/Case (continued)

Item	Description	NSN	PN
81	Circuit card assembly (PSU controller CCA)	5998-01-640-6810	420-03137
82	Machine screw (6-32 x 0.38-in cross-tip), secures PSU controller CCA to the modem tray assembly	5305-00-054-6652	MS-51957-28
83	Lock washer (#6) (Outside Diameter: 5.15 mm) (Inside Diameter: 2.8 mm) (Thickness: 0.7 mm), used with Item 82	5310-01-525-0623	92147A420
84	Flat washer (#6), 7.96mm OD, 2.8mm ID, 0.89mm thick, used with Item 82	5310-01-520-7812	90107A007
85	Machine screw (6-32 x 1/2-in cross-tip), supports PSU controller CCA spacer block	5305-01-530-2631	91400A148
86	Lock washer (#6), 5.15mm OD, 2.8mm ID, 0.7mm thick, used with Item 85	5310-01-525-0623	92147A420
87	Flat washer (#6), 7.96mm OD, 2.8mm ID, 0.89mm thick, used with Item 85	5310-01-520-7812	90107A007
88	Loop clamp, 3/4-in diameter	x	7572K16
89	Loop clamp, 1/2-in diameter		7572K14
90	Machine screw (6-32 x 1/2-in cross-tip), supports the PSU Controller CCA spacer block, used with Items 88 and 89	5305-01-530-2631	91400A148
91	Lock washer (#6), 5.15mm OD, 2.8mm ID, 0.7mm thick, used with Item 90	5310-01-525-0623	92147A420
92	Flat washer (#6), 7.96mm OD, 2.8mm ID, 0.89mm thick, used with Item 90	5310-01-520-7812	90107A007
93	Threaded spacing standoff (hex female standoff, 6-32)		91115A133
94	Automatic data processing interface unit (8-Port industrial ethernet switch with wiring block and bracket)	7025-01-629-8144	0102-1580-01
95	Nut (1/4-in), used with Item 94	5310-01-601-4367	90715A005
96	Flat washer (#4), used with Item 95	5310-01-011-8112	92141A005
Items 97-101 and 104-108 are a part of Item 71			
97	Special purpose electrical cable assembly (TX output cable assembly from modem)	5995-01-640-8826	0056-1200-06
98	Special purpose electrical cable assembly (RX output/monitor cable assembly from modem)	5995-01-640-8928	0056-1512-00
99	Special purpose electrical cable assembly (RX input cable assembly from modem)	5995-01-640-8892	0056-1200-07

Item	Description	NSN	PN
100	Electrical plug connector (TNC connector, crimp-crimp to RG-59)	5935-01-655-5576	71-31126
101	Electrical plug connector (N-male crimp, for LMR-240)	5935-01-654-7688	71-36421
102	Special purpose electrical cable assembly (Control unit antenna cable for handheld device)		10-00291
103	Electrical receptacle connector (TracStar bulkhead coupler, RJ-12 keystone coupler)		03673
104	Special purpose electrical cable assembly (Console ethernet cable, 1-ft)		TRP925J
105	Connector adapter (RJ-45 coupler), enables connection for console cable (Item 95) to special purpose electrical cable assembly (J9 control cable assembly, NSN 5995-01-640-7819 for IDU)	x x	TRPA1F2
106	Special purpose electrical cable assembly (LAN B ethernet cable, 24-in), connects from modem LAN B port to port 2 of the 8-port switch		LANB
107	Connector adapter (right angle cable attachment at 90 degrees, F-type, female to male) Note: Connector adapters are optional with 8-port switch, NSN 7025-01-629-8144		70032175
108	Electrical plug connector (50 Ohm F-male connector)		71-FPC4F
Items 109-135 are a part of Item 4			
109	Panel screw assembly (Clip Nuts captive fasteners)		47-62-534-10
110	Electrical connector cover (#20 metal dust cap for receptacle J9)	x	71-8120CA
111	Electrical connector cover (#12 metal dust cap for receptacle J10)		71-8112CA
112	Special purpose electrical cable assembly (J9), control cable assembly located inside IDU that connects to PSU CCA and IDU rear panel	5995-01-640-7819	0102-1700-02
113	Electrical receptacle connector (J10), AC connector for rear panel	5935-01-640-8799	0056-1700-01
114	Machine screw (#4x40, 1/4-in cross-tip), used with Items 112 and 113	5305-01-476-8130	91771A106

The Indoor Equipment Unit/Case (end)

Item	Description	NSN	PN
115	Flat washer (#4), used with Items 112 and 113	5310-01-011-8112	92141A005
116	Self-locking hexagon nut (¹ / ₄ -in), used with Items 112 and 113	5310-01-601-4367	90715A005
117	Circuit breaker	5925-01-640-8268	250-30020
118	Screw (6-32 x ¹ / ₄ -in), used with Item 117		90825A140
119	Dust and moisture seal boot (flexible boot that covers the circuit breaker)		250-00245
120	Electrical connector cover (dust cover for RJ-45)		71-70300
121	Switch guard (for circuit breaker)		25-48210
122	Electronic equipment air cooler (fan assembly, all four fans)	5999-01-640-8156	0056-1700-fan
123	Electronic equipment air cooler (sealed single fan)	5999-01-640-8251	79-00113
124	Fan impeller guard (plastic fan guard), hold the filter (Item 126) in place	4140-01-640-9672	79-00F60
125	Fan impeller guard (metal fan guard) Note: Used only on intake fans	4140-01-640-9685	20-30188
126	Electrostatic air filter (low-loft polyester fan filter) Note: Used only on intake fans	4460-01-640-9701	0056-0210-00
127	Machine screw (8-32 x 1.5-in cross-tip), used with Items 122 and 123	5305-00-054-6676	91400A203
128	Self-locking hexagon nut, used with Items 123 and 127	5310-01-560-7537	90715A007
129	Flat washer (#6), used with Items 123 and 127	5310-01-520-7812	90107A007
130	Sleeve spacer (stainless steel, unthreaded spacer, 0.75-in long, 0.18-in OD, 0.130-in ID), used with Items 123 and 127		92320A024
131	Screw assembly (10-32 x ³ / ₄ -in), contains cross-tip screw and flat washer		RA6205-50W
132	Electrical receptacle connector (RJ-45 receptacle/port), includes lock nut		71-JP1F5
133	Butt hinge (door piano hinge)		25-04849
134	Self-locking hexagon nut (6-32 ⁵ / ₁₆ -in), used with Item 133		90715A007
135	Flat washer (#6), used with Item 134	5310-01-520-7812	90107A007

RF Equipment Case

Item	Description	NSN	PN
1	Antenna case (RF equipment case with components)	5985-01-659-1265	0102-3000-10T
RF equipment case consists of:			
2	Antenna case (RF equipment case only), refer to Items 16-19 for parts breakdown		0102-3500-01T
3	Electrical power cable assembly (power cable assembly with yellow GFCI)	6150-01-628-3571	0056-1010-00
4	Electrical connector cover (#12 metal dust cap)		71-8012CA
5	Telephone set (7811G phone bundle), refer to indoor equipment unit/case, Items 16-25	5805-01-661-1551	02-2856212-1
Note: PNs 0102-0800-05T and 0102-0800-04T, when combined, comprise a complete feed horn assembly, except for the LNBs which are listed separately			
6	Antenna subassembly (1296 carbon fiber system feed assembly), comprised of feed assembly shell with BUC and LNB quick-disconnects and windows, refer to reflector case for parts breakdown	5985-01-629-9184	0102-0800-05T
7	Electronic frequency converter (6-watt BUC assembly, Ku-band, tan), includes quick-disconnect, waveguide window, 4 screws and 1 O-ring, also listed in reflector case (Item 19)	5895-01-629-7500	0102-0800-04T
8	Magnetic compass-inclinometer		65-80011
9	Radio frequency amplifier (#1 low noise blockdown (LNB) converter assembly, European, tan), includes quick-disconnect and waveguide window, also listed in reflector case (Items 13-15)	5996-01-629-4634	0102-3337-01T
10	Label ("1")		87-03001
11	Radio frequency amplifier (#21 low noise blockdown (LNB) converter assembly, CONUS, tan), includes quick-disconnect and waveguide window, also listed in reflector case (Items 13-15)	5996-01-629-4855	0102-3335-01T
12	Label ("2")		87-03002
13	Radio frequency amplifier (#3 low noise blockdown (LNB) converter assembly, INTELSAT, tan), includes quick-disconnect and waveguide window, also listed in reflector case (Items 13-15)	5996-01-629-5343	0102-3336-01T

RF Equipment Case (continued)

Item	Description	NSN	PN
14	Label ("3")		87-03003
15	Cable assembly and reel (IFL cable assembly with cable and reel), refer to Items 20-23 for parts breakdown	5995-01-629-0120	0102-3100-01
Items 16-19 are a part of Item 2			
16	System pressure regulating valve (pressure relief valve)		70-30000
17	Lock-release lever (case latch)		20-02559
18	Label ("RF EQUIPMENT"), black letters		87-03010
19	Solid nonmetallic wheel (2-in replacement wheel assembly for RF equipment case), assembly supports only one wheel		90-50123
Items 20-23 are part of Item 15			
20	Special purpose cable assembly (IFL cable assembly, cable only)	5995-01-629-5341	0102-3200-01
21	Elastic cord assembly (bungee cord)		19-BUNGE
22	Cable reel, does not include IFL cable assembly	8130-01-630-0899	77-R3805
23	Manual control handle		73-0702180100

Special Tools

Item	Description	NSN	PN
1	Electronic level (digital inclinometer)	5210-01-550-7444	92346
2	Special purpose cable (GPS configuration cable assembly), used to configure GPS assembly (Pedestal Case Item 30)	5995-01-656-9183	0056-2160-00
3	Special purpose electrical cable assembly (USB to serial adapter cable), used with Item 2 if laptop performing configuration does not have a serial port	6150-01-558-7214	BPMI07-5044-01
4	Spanner wrench (Lumberg), used for install/service on Lumberg plugs/connectors for the direction finder set (Reflector Case Item 44)	5120-01-657-9893	90-20380



YOU CAN ALSO FIND A **COMPLETE LIST** OF COMPONENTS THAT HAVE NSNs IN THE CSS VSAT'S TM 11-5895-1817-23&P AND ON THE PL DWTS WEBSITE:
<https://peoeis.kc.army.mil/csscomms>

AT THE WEBSITE, CLICK ON **COMBAT SERVICE SUPPORT (CSS)**
VERY SMALL APERTURE TERMINAL (VSAT)
AND THEN NAVIGATE TO THE AREA YOU NEED.
FOR JAVA ALERTS/SOFTWARE BASELINES,
HOVER OVER **INFO CENTER** AND CLICK **SOFTWARE**.
FOR TECHNICAL AND TRAINING DOCUMENTATION,
HOVER OVER **INFO CENTER** AND CLICK **DOCUMENTS**.
TO ACCESS THE COMMUNICATION BULLETIN,
CLICK ON **MAINTENANCE ACTION MESSAGE (MAM)**,
THEN SCROLL DOWN AND CLICK ON
CSS VSAT COMMUNICATION BULLETIN.

TO TURN IN **UNSERVICEABLE EQUIPMENT**, COORDINATE WITH YOUR LOCAL SUSTAINMENT AUTOMATION SUPPORT MANAGEMENT OFFICE (SASMO), LOG-IT LARS AND 94F COMMUNICATIONS AND ELECTRONICS (C&E) SHOPS FOR FIELD-LEVEL MAINTENANCE SUPPORT.

UNSERVICEABLE LRUs SHOULD BE DISPOSED OF ACCORDING TO ITS' SMR AND DEMIL CODES.

NEED MORE HELP?

FOR HARDWARE QUESTIONS, CONTACT
CECOM ITEM MANAGER, **VIRNA SCOTT**, AT
(443) 395-1183 OR EMAIL:
virna.scott.civ@mail.mil

OR CONTACT CECOM ILS MANAGER,
TRUONG LE, (ALSO POC FOR FSRs AND
LARS), AT (443) 395-1188 OR EMAIL:
truong.n.le.civ@mail.mil

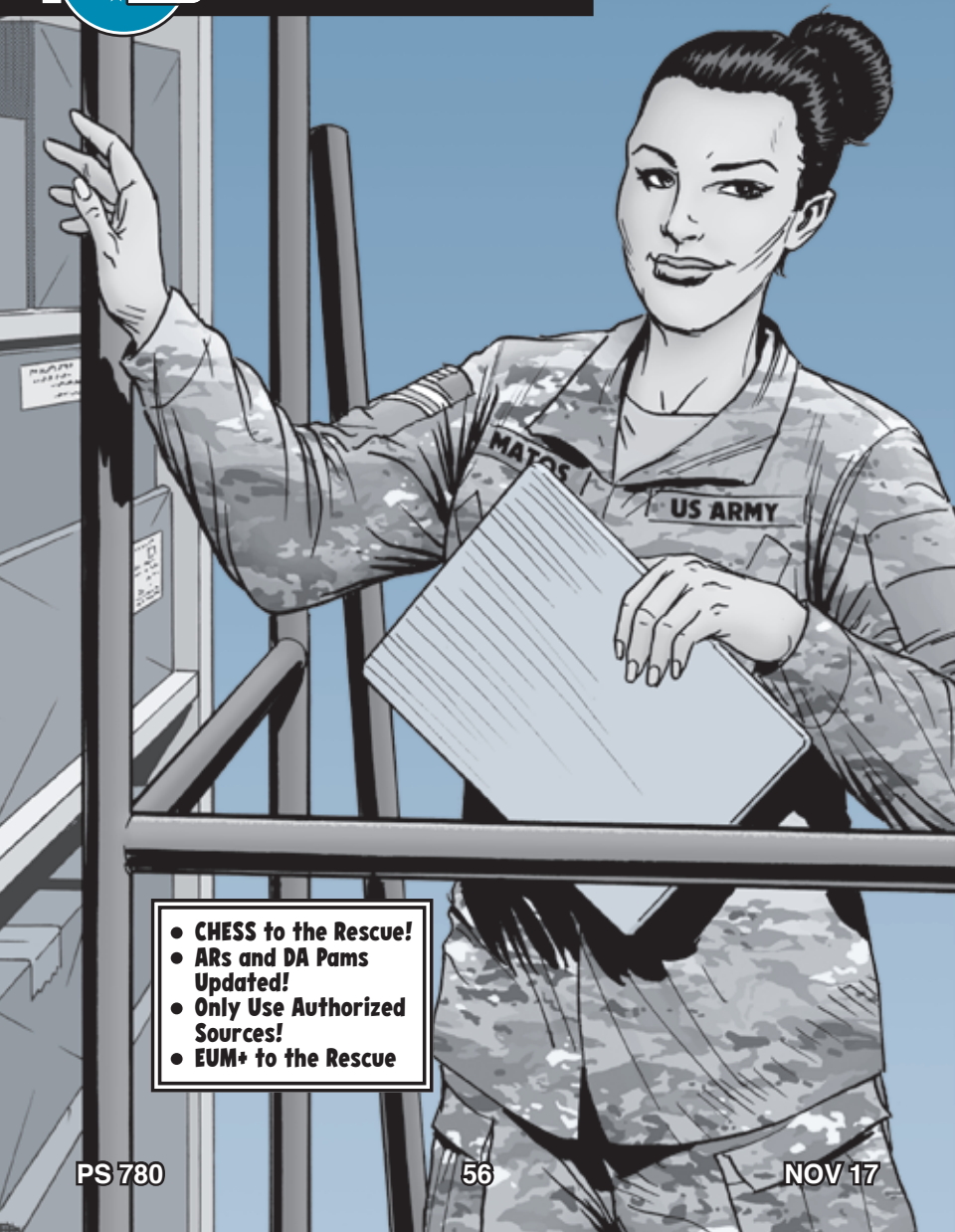
FOR CSS VSAT 1.2M-E QUESTIONS (OTHER
THAN REQUISITIONING COMPONENTS OR
SYSTEMS), CONTACT **RUBY HANCOCK** AT
(703) 806-8483 OR EMAIL:
ruby.p.hancock.civ@mail.mil

FOR NATIONAL GUARD HARDWARE QUESTIONS,
CONTACT **ROBERT DEGRAFFENREID** AT (703)
601-6184 OR EMAIL:
robert.e.degraffenreid.ctr@mail.mil

FOR ARMY RESERVE QUESTIONS, CONTACT
FRANK HOWARD AT (910) 570-9551 OR EMAIL:
horace.f.howard.civ@mail.mil

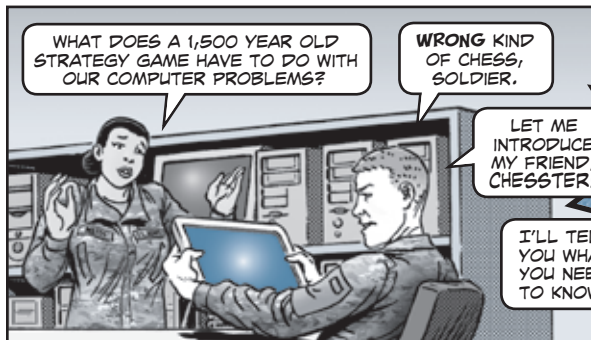
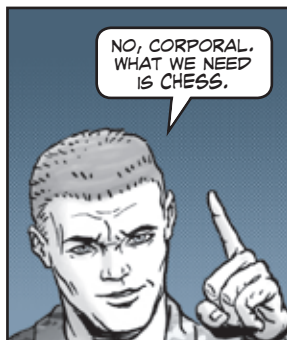
**NOTE: THE REMAINDER OF THIS ARTICLE
WILL CONTINUE IN PS 781 (DEC 17).**





- **CHES to the Rescue!**
- **ARs and DA Pams Updated!**
- **Only Use Authorized Sources!**
- **EUM+ to the Rescue**

CHESS to the Rescue!



NEED NEW COMPUTERS OR SOFTWARE?

DON'T HEAD TO YOUR LOCAL ELECTRONICS STORE.

YOU'LL **SAVE** TIME, MONEY AND A **WHOLE LOT** OF HEADACHES BY USING COMPUTER HARDWARE ENTERPRISE SOLUTIONS (CHESS) INSTEAD.

CHESS IS THE ARMY'S DESIGNATED, PRIMARY SOURCE FOR COMMERCIAL IT HARDWARE AND SOFTWARE.

IT USES REVERSE AUCTIONS TO HELP YOU GET THE COMMERCIAL OFF-THE-SHELF (COTS) HARDWARE AND SOFTWARE YOU NEED AT A PRICE THAT WON'T BREAK YOUR UNIT'S BUDGET.



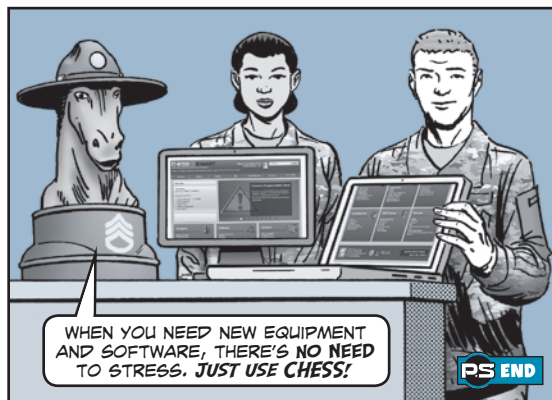
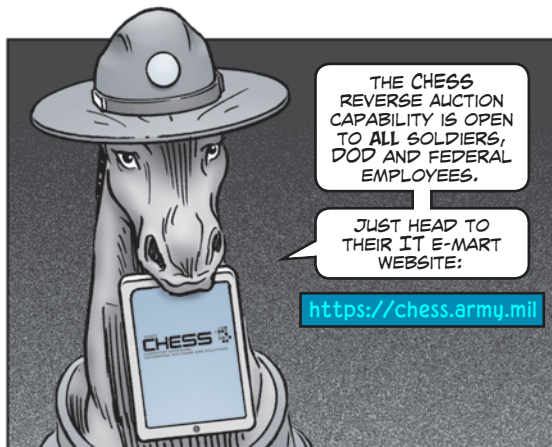
PS MORE ➔

IN A **REGULAR AUCTION**, BUYERS COMPETE BY BIDDING INCREASING AMOUNTS OF MONEY. EVENTUALLY, THE PRICE GETS TOO HIGH AND EVERYONE BUT THE HIGHEST BIDDER DROPS OUT.

IN A **REVERSE AUCTION**, IT'S THE SELLERS THAT COMPETE WITH EACH OTHER. THAT DRIVES THE PRICE **DOWN**.

SINCE THERE ARE NO **CHESS FEES**, YOU GET THE IT HARDWARE AND SOFTWARE YOU NEED AT THE **LOWEST POSSIBLE PRICE!**

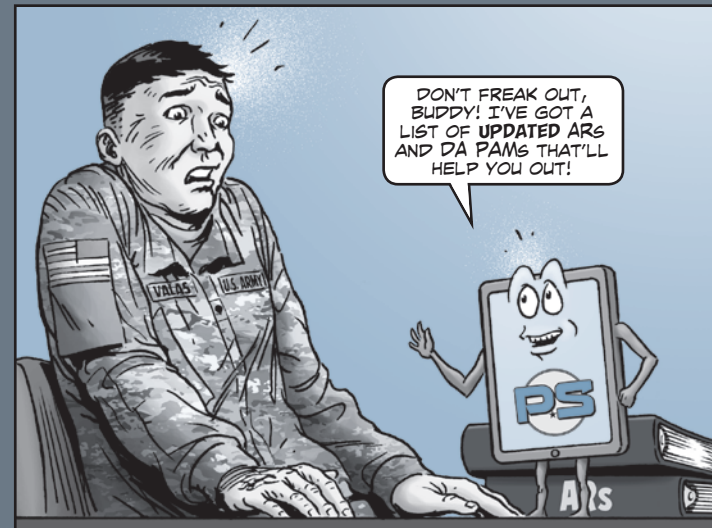
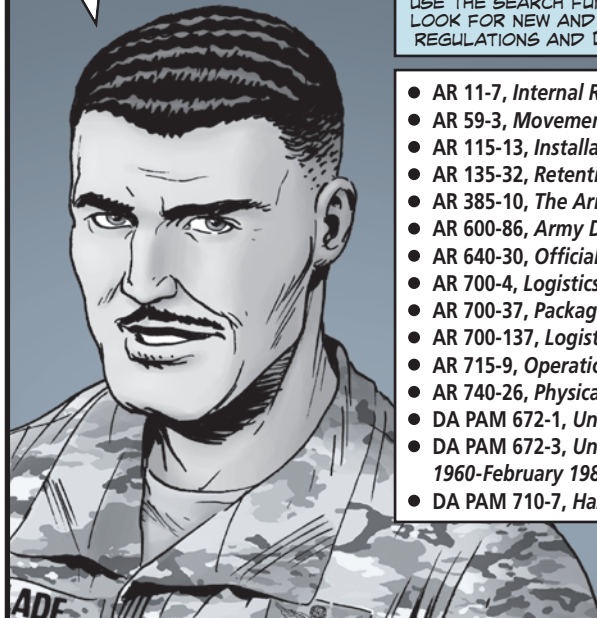
YOU CAN USE REVERSE AUCTIONS TO BUY IT HARDWARE LIKE LAPTOPS, DESKTOPS, MONITORS OR PRINTERS. YOU CAN ALSO USE REVERSE AUCTIONS TO BUY SOFTWARE THAT'S GUARANTEED TO HAVE A CERTIFICATE OF NETWORKTHINESS, SO IT'S ALREADY APPROVED TO RUN ON ARMY NETWORKS.



ARs and DA Pams **UPDATED!**



WHEN IT COMES TO UNIFORMITY AND GETTING THINGS DONE, ARMY REGULATIONS KEEP YOU ON THE **STRAIGHT AND NARROW!**



NEW AND REVISED REGULATIONS AND PUBLICATIONS HAVE BEEN POSTED ON THE APD WEBSITE. TO DOWNLOAD, GO TO: <http://armypubs.army.mil>

USE THE SEARCH FUNCTION TO LOOK FOR NEW AND UPDATED REGULATIONS AND DA PAMS.

MAKE SURE YOU ENTER EITHER AR OR PAM **BEFORE** THE PUBLICATION NUMBER IN THE SEARCH ENGINE.

HERE'S A LIST OF WHAT'S NEW:

- AR 11-7, *Internal Review Program* (29 Mar 17)
- AR 59-3, *Movement of Cargo by Scheduled Military Air Transportation* (23 Mar 17)
- AR 115-13, *Installation Geospatial Information and Services* (24 Mar 17)
- AR 135-32, *Retention in an Active Status After Qualification for Retired Pay* (27 Mar 17)
- AR 385-10, *The Army Safety Program* (24 Feb 17)
- AR 600-86, *Army Disaster Personnel Accountability and Assessment Program* (28 Feb 17)
- AR 640-30, *Official Army Photographs* (29 Mar 17)
- AR 700-4, *Logistics Assistance* (23 Mar 17)
- AR 700-37, *Packaging of Army Materiel* (23 Mar 17)
- AR 700-137, *Logistics Civil Augmentation Program* (23 Mar 17)
- AR 715-9, *Operational Contract Support Planning and Management* (24 Mar 17)
- AR 740-26, *Physical Inventory Control* (23 Mar 17)
- DA PAM 672-1, *Unit Citation and Campaign Participation Credit Register* (24 Mar 17)
- DA PAM 672-3, *Unit Citation and Campaign Participation Credit Register, January 1960-February 1986* (24 Mar 17)
- DA PAM 710-7, *Hazardous Material Management Program* (23 Mar 17)

Only Use *Authorized* Sources!

MILTRADEORG.NET !
Today's Special! Today **ONLY!**

- CHIMERA BALLISTIC INSERTS
- HELMET PADS
- GOGGLES

**3
FOR
1!**



GUYS, LOOK AT THE SWEET **THREE-FOR-ONE** DEAL! I'VE NEVER SEEN A SALE LIKE THIS BEFORE.

I DON'T THINK THAT STUFF IS AUTHORIZED. IT MIGHT **NOT** BE SAFE.

YEAH, WE NEED TO ASK IF WE'RE EVEN ALLOWED TO BUY FROM THEM.

THE **ONLY** PLACES YOU SHOULD GET YOUR PROTECTIVE GEAR FROM ARE THE ARMY SUPPLY SYSTEM OR THE APPROVED PRODUCT LIST AT THE AAFES MILITARY CLOTHING AND SALES STORES.

**DON'T
BUY**

body armor,
combat eyewear,
combat helmets
OR

any other protective gear

FROM AN **UNAUTHORIZED** SOURCE, LIKE AN ONLINE RETAILER OR LOCAL STORE.

PRODUCTS FROM THESE PLACES **HAVEN'T** BEEN TESTED AND CERTIFIED BY THE ARMY AND MIGHT **NOT** PROTECT YOU.

USING GEAR FROM AN **UNAUTHORIZED** SUPPLIER COULD GET YOU HURT OR KILLED.

IF YOU HAVE ANY GEAR FROM AN **UNAPPROVED** SOURCE, STOP USING IT IMMEDIATELY.

GO TO YOUR UNIT SUPPLY ACTIVITY AND LET THEM GET YOU THE **RIGHT** EQUIPMENT FROM THE **RIGHT** PLACES.



GOOD POINTS, GUYS! LET'S HEAD DOWN TO SUPPLY TO SEE IF THEY HAVE THE EQUIPMENT WE NEED.

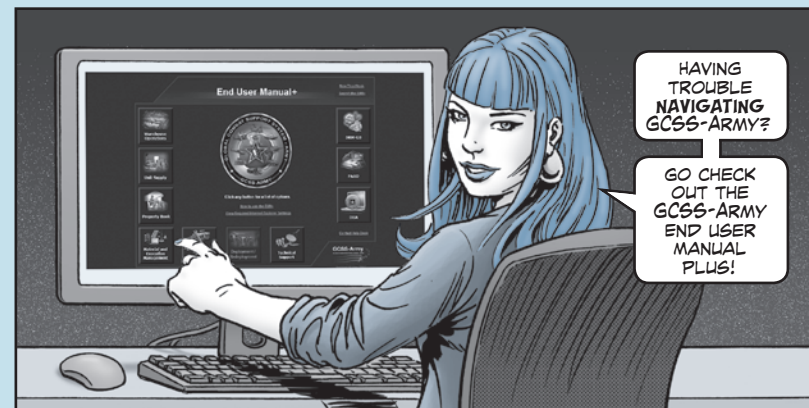
IF THEY **DON'T**, I'M PRETTY SURE THEY CAN ORDER IT FOR US.



SEE TACOM SAFETY OF USE MESSAGE 17-006 FOR MORE INFORMATION:
<https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOUI7-006.html>

GCSS-Army...

EUM+ to the Rescue



HAVING TROUBLE NAVIGATING GCSS-ARMY?

GO CHECK OUT THE GCSS-ARMY END USER MANUAL PLUS!

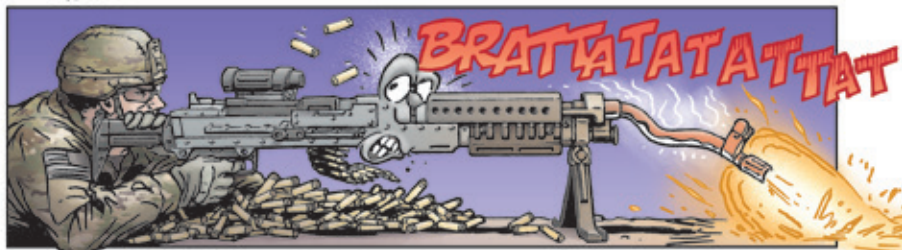
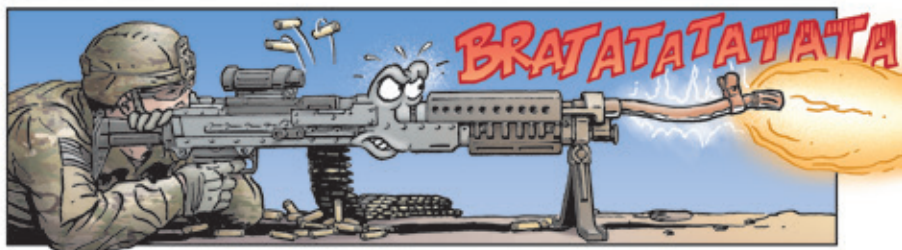
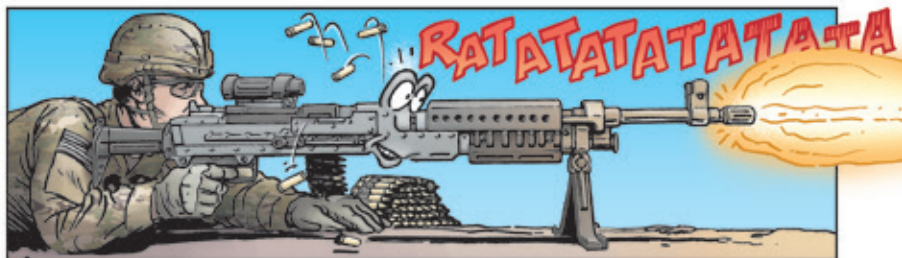
EUM+ OFFERS SUPPORT TOOLS AND GCSS-A TRAINING MATERIALS THAT COVER THE EIGHT GCSS-A BUSINESS AREAS AND TECHNICAL SUPPORT. IT ALSO INCLUDES A SEARCH FUNCTION TO FIND INFORMATION ABOUT KEY TRANSACTIONS.

EUM+ HAS A DIRECT LINK TO THE GCSS-A HELP DESK IF YOU NEED TO SUBMIT A TROUBLE TICKET.

TO SEE EUM+ FOR YOURSELF, GO TO:

https://www.gcss-army.mil/GCSS-ARMY/EUMLaunch/garmy_jump1.html

GIVE BARREL A REST!



FIRING ROUND AFTER ROUND THROUGH THE SAME BARREL RUINS BARRELS. CHANGE BARRELS AS OFTEN AS YOUR -10 TM SAYS.