



THE PREVENTIVE MAINTENANCE MONTHLY

ISSUE 796 MARCH 2019



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TB 43-PS-794, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all Soldiers assigned to combat and combat support units and all Soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders. The use of product or company names does not constitute endorsement of those products, services or companies by the U.S. Army. The use of non-DoD hyperlinks, along with their content, does not constitute endorsement by DoD or DA. Neither DoD nor DA exercises any editorial control over, and cannot vouch for, content on non-DoD websites.

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PS

★
March
2019

THE PREVENTIVE MAINTENANCE MONTHLY

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PREVENTIVE
MAINTENANCE
SHOULDN'T BE A
MYSTERY. BUT IF
IT IS, CALL ME.

IT'S DÉJÀ VU
ALL OVER
AGAIN.

MAX TORQUE,
PM PI 555-PMCS

PS

For Max
Part II,
see Pages
27-34

Everyone's Responsible for FOD Control



Foreign object debris (FOD) is the culprit behind foreign object damage (FOD).

You may not be able to stop the random leaf, twig or rock blown into the aircraft, but you can avoid leaving behind things like tools and other items on your aircraft.

When it comes to a mechanic's toolbox, make sure it's a model of organization. An orderly toolbox gets maintenance done faster and more efficiently with less wear and tear on the ol' nervous system.

Before and after maintenance is done, your toolbox should be in order. That means every tool is accounted for or in use.

You don't have to worry about leaving pliers or screwdrivers behind in an engine if they're safe and sound in the toolbox's proper slot.

Toolbox inventory and organization is a maintenance weapon in every maintainer's arsenal for the war on FOD. And it's not a one-man job. Pilots, crew chiefs and maintenance personnel are all responsible.

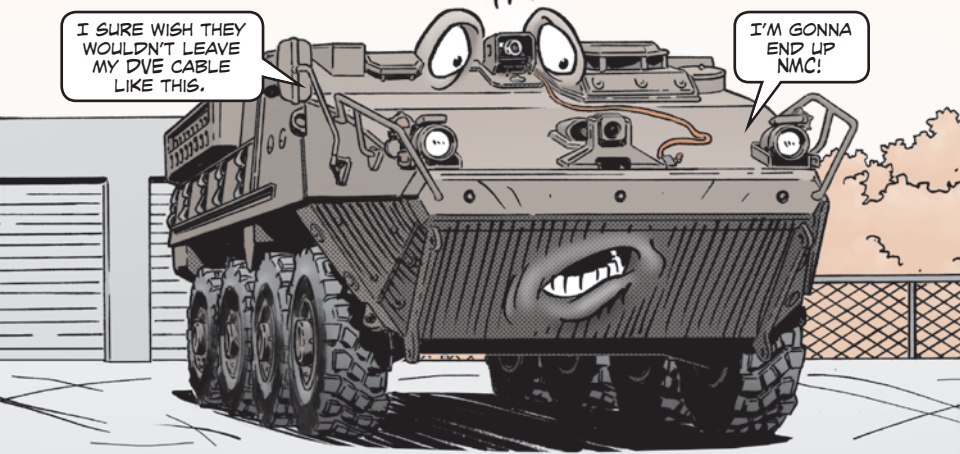
If an aircraft crashes, you don't want to be the one who left a tool in the wrong place. Instead, be the one who made **certain** nothing was left behind.

Stryker...

SEE YOUR WAY TO GOOD DVE CABLE PM

I SURE WISH THEY WOULDN'T LEAVE MY DVE CABLE LIKE THIS.

I'M GONNA END UP NMC!



YOUR STRYKER'S DRIVER'S VISION ENHANCER (DVE) HELPS NAVIGATE THROUGH SOME TRICKY SITUATIONS. BUT...

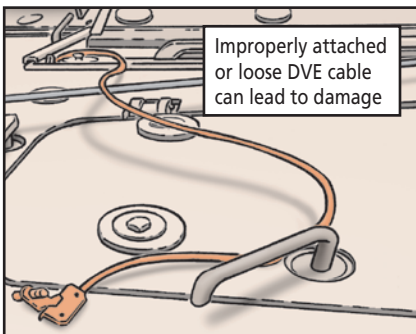
... IF YOU **DON'T** TAKE CARE OF THE DVE CABLE, YOU COULD SEE YOUR STRYKER BECOME NMC!



A NEW **DVE CABLE**, NSN 6150-01-5666-9322, WILL SET YOUR UNIT BACK MORE THAN \$850. SO TAKING CARE OF THESE CABLES IS GOOD FOR YOUR UNIT'S COMBAT READINESS **AND** ITS POCKETBOOK.

SOMETIMES CREWS REMOVE THE CAMERA FROM THE DVE CABLE WHEN THEIR STRYKER IS PARKED. THAT LEAVES THE CABLE'S END CONNECTOR EXPOSED TO DIRT, DUST AND MOISTURE. ALSO, SOMEONE COULD STEP ON AND DAMAGE THE END CONNECTOR.

KEEP THE CAMERA ATTACHED TO THE CABLE AND USE A **COVER**, NSN 5895-01-481-2510, TO **PROTECT** THE CAMERA FROM THE ELEMENTS.



USE CABLE TIES TO HOLD THE DVE CABLE INSIDE THE CHANNEL GUIDE RUNNING FROM THE DVE CAMERA AND THE VIEWING SCREEN. THE CHANNEL GUIDE ALSO RUNS BETWEEN THE ENGINE ACCESS AND DRIVER'S HATCHES AND THEN BELOW THE DRIVER'S HATCH.

BROKEN OR MISSING TIES LET THE CABLE ESCAPE FROM THE CHANNEL GUIDE. THEN THE CABLE'S IN DANGER OF **BEING CUT, CHAFED OR CRUSHED** BY THE ENGINE DECK OR DRIVER'S HATCHES.

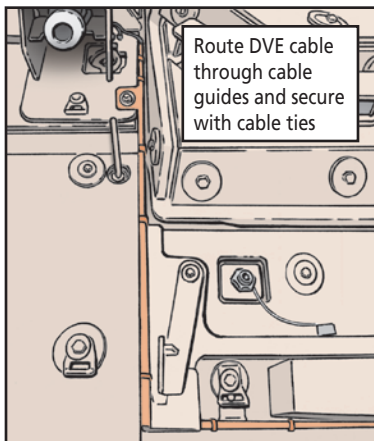
THERE SHOULD BE A **TOTAL** OF 12 TIES, EACH SPACED APPROXIMATELY FOUR INCHES APART.

REPLACE ANY THAT ARE BROKEN OR MISSING WITH NSN 5975-00-899-4606. THAT NSN BRINGS **100 NEW CABLE TIES.**

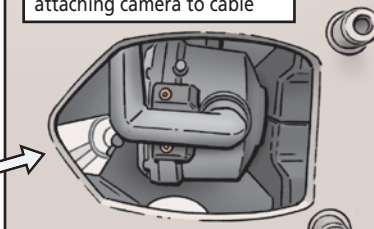


MECHANICS, USE **ELECTROSTATIC GLOVES** WHEN REMOVING THE DVE CAMERA AND CABLE FOR MAINTENANCE, JUST LIKE IT SAYS IN THE TM. ALSO, THE CAMERA SHOULD REMAIN ATTACHED TO THE CABLE DURING MAINTENANCE.

IF THE CAMERA DOES NEED TO BE REMOVED FROM THE CABLE, **DON'T FORGET** TO USE THE TWO **SET SCREWS**. NSN 5305-00-959-0379, WHEN REATTACHING THE CAMERA TO THE CABLE.



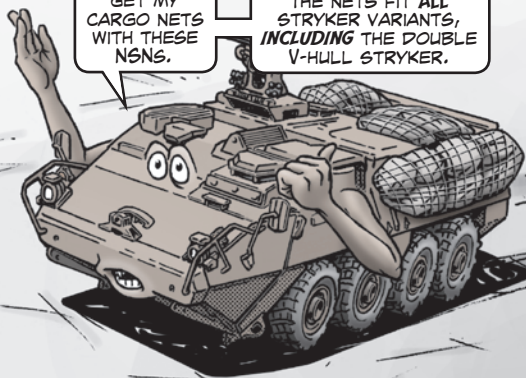
Don't forget set screws when attaching camera to cable



STRYKER CARGO NETS

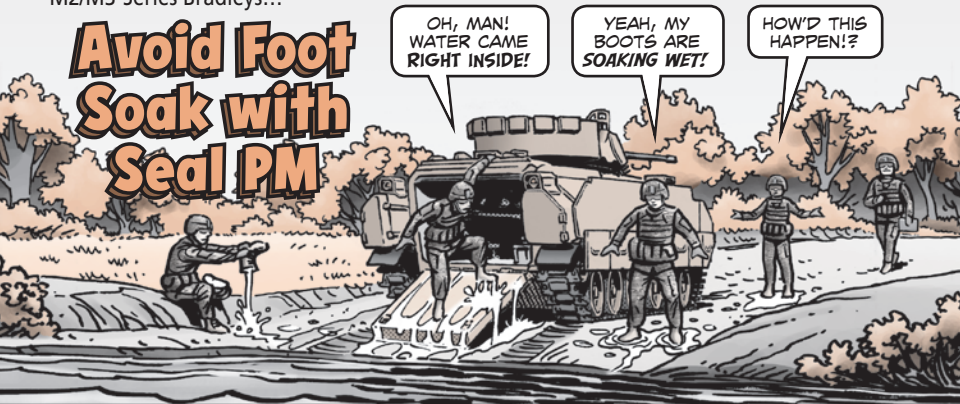
GET MY CARGO NETS WITH THESE NSNs.

THE NETS FIT **ALL** STRYKER VARIANTS, **INCLUDING** THE DOUBLE V-HULL STRYKER.



Item	NSN
Side net	2541-01-666-1273
Top net	2541-01-666-1271
Rope lock	4030-01-666-1262
Footman loop	5342-01-666-1278
Quick tie-down	2541-01-666-4544
Camless strap	5340-01-666-1322
Existing bolt attachment bracket (EBAB)	2590-01-666-4602
Ammo harness	2541-01-666-1489

Avoid Foot Soak with Seal PM



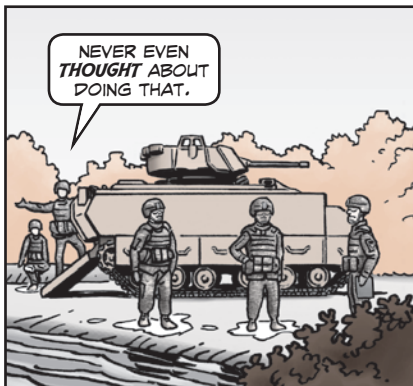
OH, MAN!
WATER CAME
RIGHT INSIDE!

YEAH, MY
BOOTS ARE
SOAKING WET!

HOW'D THIS
HAPPEN!?



IT **HAPPENED** BECAUSE
YOU ***DIDN'T*** DO PREVENTIVE
MAINTENANCE ON THE RAMP
AND REAR DOOR SEALS!



NEVER EVEN
THOUGHT ABOUT
DOING THAT.



YOUR
BRADLEY CAN
FORD WATER
UP TO 3 1/2
FEET DEEP.

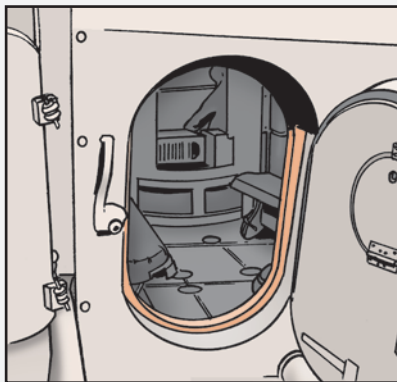
SO IF YOU
WANT **DRY FEET**,
YOU **HAVE** TO
CHECK THE
RAMP AND
REAR DOOR
SEALS SEMI-
ANNUALLY.



I GUESS A LITTLE PM
IS A LOT BETTER THAN
SOAKING-WET BOOTS!

IT SURE IS! HERE'S
HOW TO **CHECK**
THOSE SEALS...

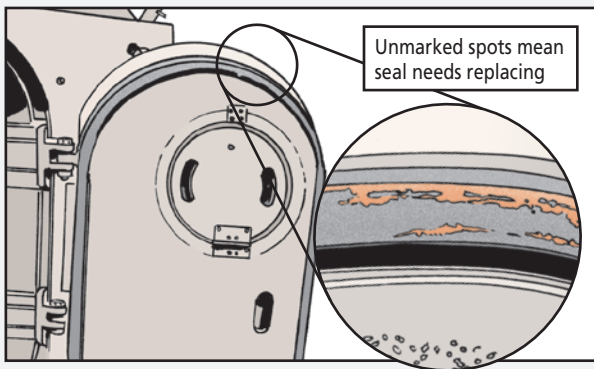
1. Open the ramp door and rub chalk on the inner edge of the door frame. Mark all the way around the frame where the seal seats.



2. Close and latch the ramp door.

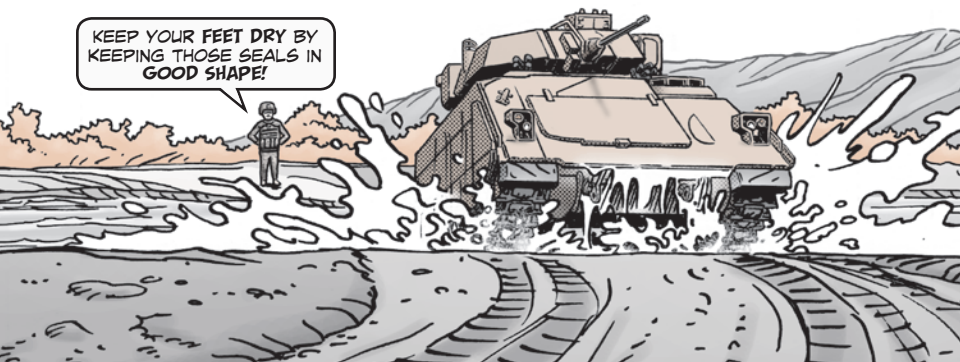


3. Open the ramp door and inspect the seal. If the entire seal is marked with chalk, the door is OK. Unmarked spots mean the seal isn't doing its job. Your mechanic will replace a bad door seal with NSN 5330-01-124-9314.



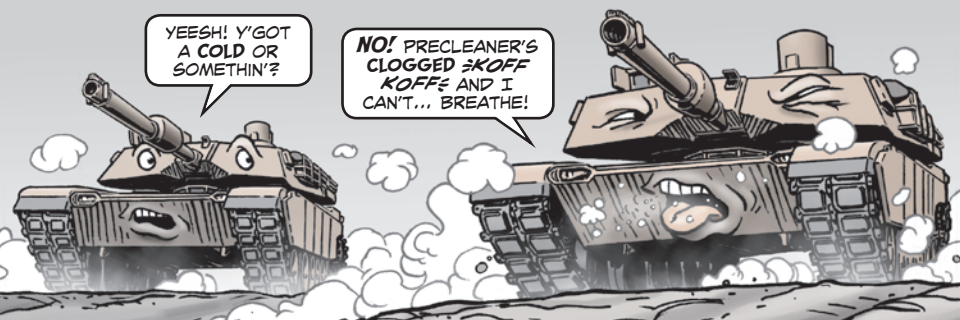
4. Follow Steps 1-3 to check the ramp seal for leaks, too.
Mechanics will use NSN 5330-01-125-4269 to replace a bad ramp seal.

**KEEP YOUR FEET DRY BY
KEEPING THOSE SEALS IN
GOOD SHAPE!**





Precleaner PM Keeps Air Flowing



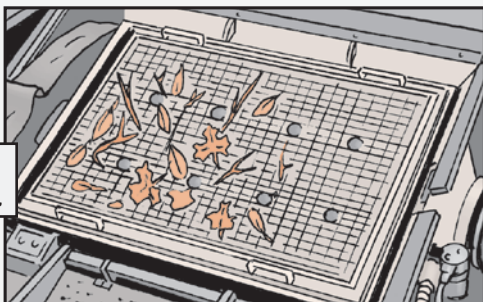
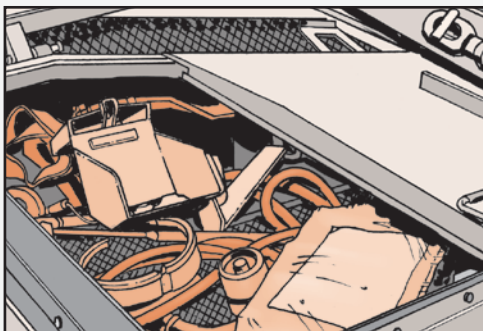
YOUR M1-SERIES TANK ENGINE NEEDS AIR AND **LOTS** OF IT!

THAT'S WHY STORING BII AND OTHER ITEMS IN THE AREA BETWEEN THE AIR INLETS AND THE PRECLEANER IS A **BAD IDEA**.

THE ENGINE CAN **OVERHEAT** AND LOSE POWER IF THE AIR ENTERING THE ENGINE IS **BLOCKED**.

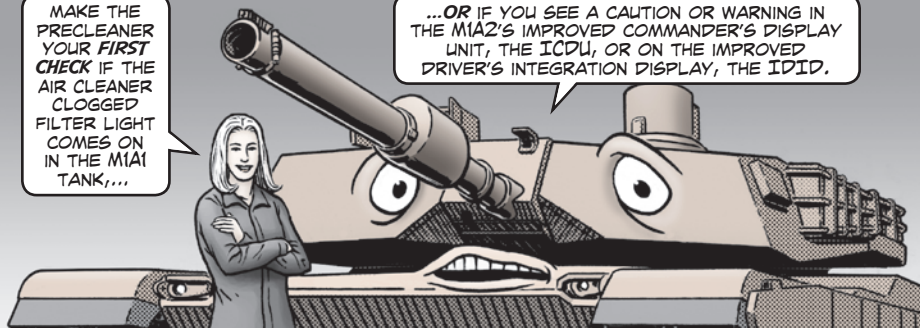
LEAVES AND OTHER DEBRIS THAT FALL ON OR NEAR THE AIR INLETS **GET SUCKED** INTO THE PRECLEANER.

THAT'LL ALSO CAUSE AIR FLOW PROBLEMS FOR THE ENGINE.



MAKE THE PRECLEANER YOUR **FIRST CHECK** IF THE AIR CLEANER CLOGGED FILTER LIGHT COMES ON IN THE M1A1 TANK,...

...OR IF YOU SEE A CAUTION OR WARNING IN THE M1A2'S IMPROVED COMMANDER'S DISPLAY UNIT, THE ICDU, OR ON THE IMPROVED DRIVER'S INTEGRATION DISPLAY, THE IDID.



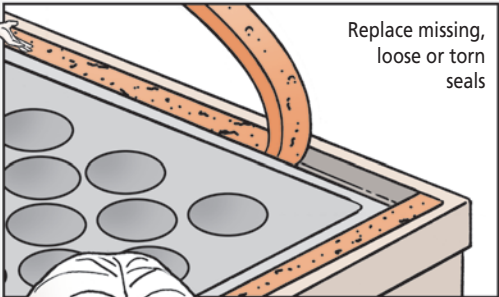
WHILE YOU'RE AT IT, TAKE A **CLOSE LOOK** AT THE BAFFLE SEALS.

CRACKED, TORN OR MISSING SEALS ALLOW DIRT AND OIL FROM THE ENGINE TO CLOG THE AIR CLEANER ASSEMBLY ELEMENT STRAINERS.

NSN 5330-01-225-6106 GETS A NEW **SHORT SEAL**. THE **LONGER SEAL** IS NSN 5330-01-320-3696.



Replace missing, loose or torn seals



THEN CHECK OUT THE **BOTTOM PRECLEANER SEAL**. NSN 5330-01-166-5798.

REPLACE THE SEAL IF IT'S MISSING, LOOSE OR TORN.

HERE'S HOW TO INSTALL THE SEAL...



1. Clean off the old seal and adhesive completely. You'll need a lot of elbow grease combined with a rag, dry cleaning solvent and a wire brush.
2. Spread **adhesive**, NSN 8040-00-664-4318, in the seal groove. Use enough to hold the seal, but not so much that it squeezes out around the seal. The right amount of adhesive keeps the seal from sticking to the airbox frame and ripping loose every time you remove the pre-cleaner.

3. Apply a very light coat of adhesive to the under-side of the new seal and press it into the groove with your finger. Take extra care not to twist the seal as you put the rounded side in the mounting groove. A twisted seal is not air-tight.

4. Let the adhesive dry completely before you put the precleaner back in place. Put a dab of adhesive on a piece of paper. When it's dry, the seal should be, too. Also check to make sure the NBC warning decal is in place. The decal, NSN 7690-01-114-3702, warns that all air filter system parts must be handled by NBC personnel if any NBC contamination is suspected, regardless of whether the pre-cleaner is equipped with the pulse jet system (PJS) or not.

WARNING

IF NBC EXPOSURE IS SUSPECTED, ALL AIR FILTER MEDIA WILL BE HANDLED BY PERSONNEL WEARING FULL NBC PROTECTIVE EQUIPMENT. SEE OPERATOR/MAINTENANCE MANUALS.

7690-01114-3702

If NBC warning decal is missing, order a new one with NSN 7690-01-114-3702

PS
END

M1-Series Tanks...

PINTLE NEEDS REGULAR LUBING

OH, NO!
YOUR TOW
PINTLE IS
STUCK!

I TOLD YA
IT NEEDED
LUBING!

No crewman wants his M1-series tank to be towed, but sometimes it happens. If it does, make sure your tank's pintle isn't stuck closed.

It's easy to overlook the pintle, but it needs regular lubing so it can do its job. Without lube, the pintle gets stuck and becomes very difficult to open. If it won't open, you can't attach the tow bar.

Lube the pintle semiannually with WTR like it says in the LO. Make sure you wipe off the grease fitting first to keep out dirt.

Lube tow
pintle here

Tactical Vehicles...

THE TRANSPARENT ARMOR-OR TA-GLASS FOR SOME OBJECTIVE GUNNER PROTECTION KITS, KNOWN AS OGPKS, MAY HAVE BEEN INSTALLED **WRONG**.

THE TA GLASS HAS HARD GLASS ON ONE SIDE AND A SOFTER PLASTIC SPALL LINER ON THE OTHER.

THE SPALL LINER SHOULD FACE THE GUNNER. OTHERWISE, THE GLASS COULD **FAIL** TO PROTECT THE GUNNER.

OGPK Glass Faces Right Way?

DON'T USE THE STRIKE FACE LABEL AS A GUIDE FOR CHECKING THE TA GLASS. SOME LABELS WERE PUT ON THE **WRONG** SIDE OF THE GLASS.

INSTEAD, USE A POINTED PIECE OF METAL LIKE A NAIL AND TRY TO **SCRATCH** A TINY LINE AT THE CORNER OF THE **INSIDE** AND **OUTSIDE** OF THE GLASS.

THE SIDE THAT **SCRATCHES EASILY** IS THE **SPALL LINER**.

IF THE LINER IS FACING **OUT**, REMOVE THE GLASS LIKE THIS...

1. Remove the three bolts (4), three lock washers (3) and upper bracket (2) from the side armor panel (1). Discard the lock washers.
2. Loosen the remaining nine bolts.
3. Remove the glass from the side armor panel.
4. Install the glass in the three brackets with the spall liner facing in.

5. Install the upper bracket with three new lock washers, NSN 5310-01-523-2980, and bolts. Tighten all the bolts to 21 lb-ft.

FOR MORE INFO, SEE TACOM SAFETY OF USE MESSAGE 17-007:
<https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOU17-007.html>

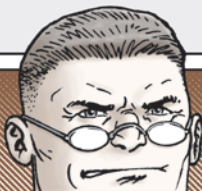
New Tire Inflation Kit Improves Safety

TARDEC RECENTLY APPROVED THE UNIVERSAL HIGH-FLOW SAFETY GROUND TIRE INFLATOR KIT FOR USE ON MOST ARMY VEHICLES.

THE KIT WORKS AS AN INFLATION SYSTEM THAT QUICKLY AND SAFELY REGULATES TIRE PRESSURE.



A TIRE INFLATOR ISN'T EXACTLY EARTH-SHATTERING NEWS, BUT THIS IS A **BIG DEAL** BECAUSE IT'S THE ARMY'S FIRST TOTALLY NEW DESIGN SINCE 1957!



ORDER THE KIT WITH NSN 4910-01-668-5017 (PN 57K9362).

IT'S MANAGED BY DLA. IT'LL EVENTUALLY BECOME **BOTH** A SHOP TOOL AND BII.

THE KIT REPLACES MANY OF THE INFLATORS THAT **DO NOT** MEET ARMY AND OSHA SAFETY REGS, INCLUDING NSNs:

- 4910-01-050-2838
- 4910-00-441-8685
- 4910-01-185-9650
- 4910-01-003-9599
- 4910-01-298-5479

ANY INFLATOR WITH A HOSE **LESS** THAN 10-FEET IN LENGTH AND/OR **WITHOUT** A CLIP-ON SAFETY CHUCK IS A MANDATORY REPLACEMENT AND MUST BE TURNED IN TO DLA DISPOSITION SERVICES.

THE KIT'S RUGGED DESIGN **PROTECTS** MAINTAINERS FROM TIRE EXPLOSIONS. ITS 12-FOOT EXTENSION HOSE ALLOWS PERSONNEL TO STAND WELL OUTSIDE ANY POTENTIAL BLAST ZONES.

Inflator kit safety features



Safety chuck 12-ft extension hose Remote controller Air source

USE THE HOSE WITH THE REMOTE CONTROLLER AND THE SNAP-ON SAFETY CHUCK TO REMOTELY INFLATE TIRES FROM A SAFE DISTANCE.

MULTIPLE ADAPTORS AND ACCESSORIES MAKE THE KIT FUNCTIONAL FOR **ALL** TACTICAL AND COMBAT VEHICLES, CONSTRUCTION EQUIPMENT, MATERIAL HANDLING EQUIPMENT AND ALL-TERRAIN VEHICLES.

IT'S EVEN APPROVED FOR USE IN ARCTIC ENVIRONMENTS!



**MULTIPLE
ADAPTORS
INCLUDE:**



Large bore
quick connect
adaptor



Flexible grip chuck adaptor



Quick connect
large bore
adaptor



Valve core extractor
w/ quick connect



Dual head lock-on chuck extension



Straight easy lock-on extension



Steel-braided flexible extension

**HERE'S WHAT
THE KIT
CONTAINS:**

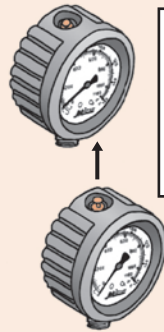
Tire Inflator Kit Parts

Part	Part Number	NSN
Shipping/storage case	12633425	8145-01-677-5973
Steel braided flexible extension hose assembly	12633415	4720-01-677-5993
Large bore quick-connect coupling half adaptor	12633419	4730-01-677-6103
3/8 "M" style male coupling half plug	12633422	4730-01-677-5860
Remote controller assembly inflator gage	12633413	4910-01-668-5004
Pressure gage dial	12633432	6685-01-677-5933
3/8 "H" style coupler	12633429	4730-01-677-5988
Safety relief valve	12633428	4820-01-677-5958
Shut-off valve assembly	12633430	4820-01-677-5946
Valve retainer screw	12633426	5305-01-677-5985
Hose assembly quick-connect "M" style coupler	12633414	4720-01-677-6187
Valve core extractor with quick-connect tool	12633421	4910-01-677-6156
Dual head lock-on chuck air inflating extension	12633418	4730-01-677-6207
Straight lock-on pneumatic inflator extension	12633417	4820-01-677-6202
90-degree standard elbow bore adaptor	12633423	4730-01-677-5922
Large straight bore adaptor	12633424	4730-01-677-5924
Flexible grip quick-change chuck adaptor	12633416	3460-01-677-5994
Quick-connect large bore adaptor coupling assembly	12633420	4730-01-677-5938

Pressure Release Gauge

THE KIT CONTAINS A GAUGE WITH A RANGE OF 5 TO 1600 PSI, PLUS A METRIC KPA FOR NATO/FMS. THE GAUGE IS BUILT FOR **RUGGED USE**, JUST LIKE THE KIT, **BUT** TEMPERATURE AND ALTITUDE VARIATIONS CAN CAUSE PRESSURE TO BUILD UP INSIDE THE GAUGE.

WHEN THIS HAPPENS, THE POINTER MAY **NOT** GO BACK TO ZERO.



To fix it, lift up blue vent stem to release pressure and reset gauge at zero

THE VENT MAY BE LEFT OPEN A LITTLE WHILE FOR CONSTANT PRESSURE COMPENSATION.

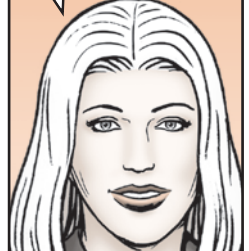


BUT **DON'T** LEAVE IT OPEN FOREVER.

WHY NOT?

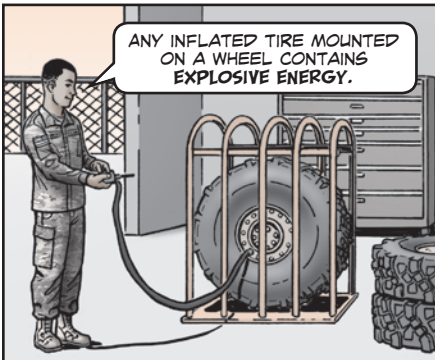


BECAUSE IT MAKES THE GAUGE **SUSCEPTIBLE TO MOISTURE AND DUST** FROM THE ENVIRONMENT.



Safety First When Inflating Tires

ANY INFLATED TIRE MOUNTED ON A WHEEL CONTAINS **EXPLOSIVE ENERGY**.



YOU OR SOMEONE NEARBY COULD BE **SERIOUSLY INJURED OR KILLED** IF STRUCK BY AN EXPLODING TIRE, WHEEL COMPONENT OR AIR-BLAST.



TO AVOID
THIS HAZARD,
REMEMBER
THESE SAFETY
TIPS...



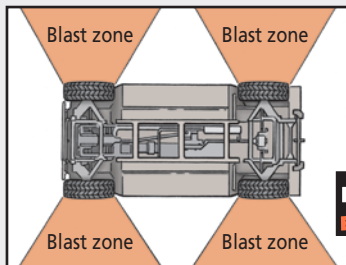
- Inflate tires only when they're contained in an OSHA-approved tire safety cage or bolted to a vehicle with lug nuts fully tightened.



- Always wear ear and eyewear protection to guard against noise and debris from tire explosions when using compressed air.



- Use the full length of the service hose to stand outside the tire blast zone. Never stand, lean or reach over the tire or rim assembly during inflation.



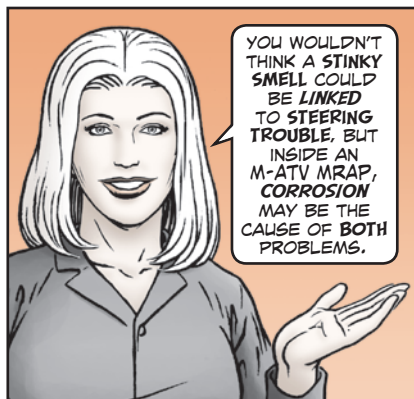
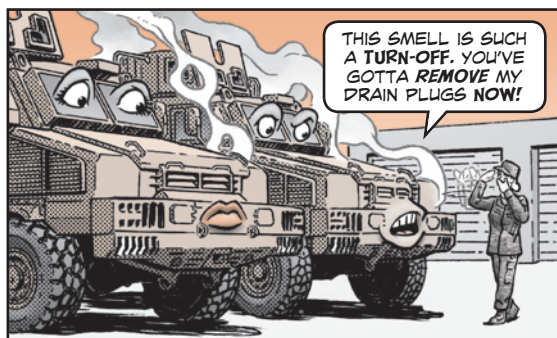
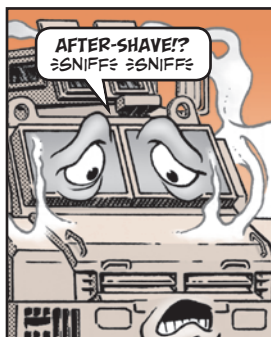
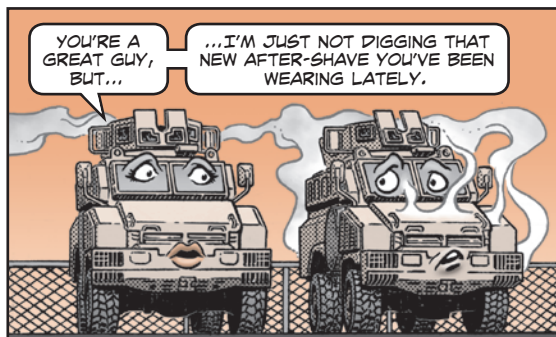
Brrrrr... Need an LTAS Heater Switch?

The FMTV LTAS heater switch should be listed as NSN 5930-01-532-1455 on Item 28 in Fig 1007 of TM 9-2320-333-13&P in IETM EM 0294 (Jun 15). Pictures for the switch are there, but the NSN and description are missing. That'll be corrected in the next IETM revision.

M915A5 Mystery Hub Plug

Having a hard time finding the rubber fill plug for the M915A5 line haul truck's front hubs? That's because the plug isn't available as a separate item. It only comes as part of the front hub, NSN 2530-01-187-2336. But the size of the plug is either 3/4-inch or 1-1/8 inch and can be found at any local Freightliner dealer or parts stores.

SMELLS? STEERING PROBLEMS? CORROSION TAKES THE BLAME!



Big Clues

HERE'S HOW IT CAN HAPPEN:

THE M-ATV IS DESIGNED WITH LEFT- AND RIGHT-SIDE DRAIN PLUGS IN ITS CAB FLOOR. IF THOSE AREN'T OPEN, WATER PUDDLES IN THE M-ATV'S HULL.

NASTY STUFF LIKE MOLD AND MILDEW GROWS IN THE MOISTURE AND CAUSES FUNKY SMELLS. THAT'S YOUR FIRST CLUE SOMETHING'S **WRONG**.

ANOTHER CLUE IS A STEERING WHEEL THAT'S HARD TO TURN, ESPECIALLY IF THE M-ATV HAS BEEN SITTING A WHILE.

TRAPPED WATER IN THE CAB FLOOR POOLS AROUND THE STEERING WHEEL SHAFT AND CAUSES IT TO CORRODE.

WET SAND AND MUD FROM GRIMY COMBAT BOOTS ADD TO STEERING SHAFT CORROSION. BY NOW, YOU MAY ALSO HAVE RUST AND ELECTRICAL ISSUES TO WORRY ABOUT, ALL CAUSED BY TRAPPED MOISTURE IN THE M-ATV'S CAB FLOOR.

Prevention

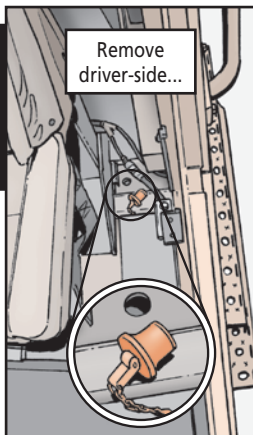
HAVE YOUR MECHANIC **PERMANENTLY REMOVE THE FLOOR DRAIN PLUGS** NEXT TO THE DRIVER AND PASSENGER SEATS.

WITH THE PLUGS OUT, ANY STANDING WATER CAN DRAIN. THIS REMOVES THE ROOT CAUSE OF THE PROBLEM.

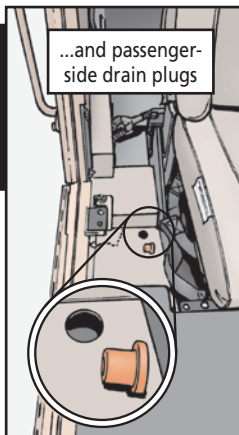
BUT YOU MAY **STILL** HAVE TO ADDRESS THAT STEERING COLUMN BECAUSE **MUDDY BOOTS** CAN'T BE AVOIDED.



Remove driver-side...



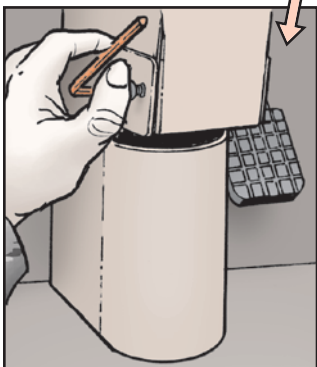
...and passenger-side drain plugs



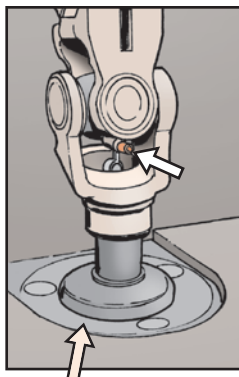
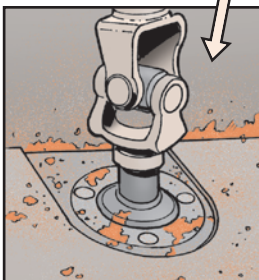
The Fix

TO **CLEAN** STEERING COLUMN CORROSION AND MAKE THE WHEEL **EASIER** TO TURN, FOLLOW THESE STEPS:

1. Use a $\frac{7}{32}$ -inch hex wrench to remove bolts holding steering column plate in place. The wrench comes in a **handy key set** with NSN 5120-01-473-9592.



2. Use a brush or low-pressure air (30 psi) to clean around the steering column.



3. Then use dry film lubricant spray on the steering shaft. NSN 9150-01-260-2534 brings an **11-oz spray can**.

4. A few shots of **GAA**, NSN 9150-01-197-7693, to lube the shaft's U-joint will help loosen up the steering, and you're good to go!

GET THE WATER OUT!

CREWMEN, IT'S NO SECRET THAT WATER COLLECTS IN THE HULL OF YOUR M1272 BUFFALO LIKE RAIN IN A BARREL.

YOU WOULDN'T HAPPEN TO HAVE AN EXTRA PONCHO, WOULD YA?

WATER DRIPS ONTO THE FLOOR FROM WET BOOTS AND UNIFORMS, TRICKLES IN FROM THE TOP OF THE VEHICLE, COMES IN FROM THE WASH RACK, OR SEEPS IN THROUGH LOOSE DRAIN PLUGS DURING FORDING.

What Happens Next

THAT WATER CAN TAKE ON **THREE FORMS**—**SOLID, LIQUID** AND **GAS**.

ALL THREE ARE **BAD NEWS** FOR YOUR BUFFALO!

SOLID:

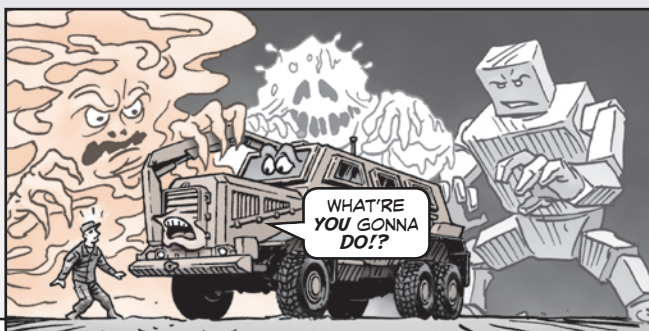
DURING COLD WEATHER, THE WATER IN THE HULL AND UNDER THE FLOOR PLATES FREEZES. THAT RUPTURES LINES AND FITTINGS AND CAUSES ALL KINDS OF DAMAGE.

LIQUID:

WATER UNDER THE FLOOR PLATES WILL **RUST** THE VEHICLE'S AIR BRAKE VALVES AND JUST ABOUT ANYTHING ELSE MADE OF METAL.

GAS:

AS TEMPERATURES GO UP, THE WATER EVAPORATES AND CONDENSES ON RADIOS AND ELECTRICAL GEAR. ENOUGH MOISTURE CAN **SHORT OUT** COMPONENTS.



Here's What To Do

OPEN THE BUFFALO'S HULL DRAIN PLUGS. THERE ARE **THREE**, SO MAKE SURE YOU GET 'EM ALL.

THERE'S ONE UNDER HERE...

...ANOTHER ONE HERE...

...AND DON'T FORGET THE DRAIN PLUG ABOVE AND BEHIND THE TOW PINTLE.

BE SURE TO PUT DRIP PANS UNDER THOSE DRAIN PLUGS, TOO.

THAT WAY, ANY FLUID LEAKS, LIKE COOLANT, OIL OR POWER STEERING FLUID WILL END UP IN THE DRIP PAN INSTEAD OF THE GROUND.

DISPOSE OF THE DRAIN PAN CONTENTS ACCORDING TO YOUR UNIT'S SOP.

ONCE THE WATER'S OUT, **KEEP IT OUT.**

MAKE SURE YOU REINSTALL THE DRAIN PLUGS BEFORE OPERATION AND DO IT **RIGHT**.

PLUGS THAT ARE TOO LOOSE WILL **VIBRATE** FREE.

BUT PLUGS THAT ARE TOO TIGHT ARE 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.

JUST MAKE SURE YOU PUT THE COMPOUND ON **EACH** PLUG'S THREADS AND THE THREADED PORTION OF THE HULL.


THAT WAY, **ALL** THE THREADS ARE COATED AND THE PLUGS **WON'T** STICK.



REBS...

OPERATORS,
MAKE SURE
YOU PAY
ATTENTION TO
THE **WARNINGS**
IN TM 5-2420-
280-10 FOR
LAUNCHING AND
RETRIEVING
THE REBS.

Use **CAUTION** with Bridge Retrieval

 Operators, a recent accident happened with the rapidly emplaced bridge system (REBS) that needs your attention now.

One section of the bridge fell to the ground while an operator was attempting to retrieve the bridge back onto the pallet of the bridge system's prime mover, the M1977 HEMTT common bridge transporter (CBT). The coupler that connects the two bridge sections together was heavily damaged.

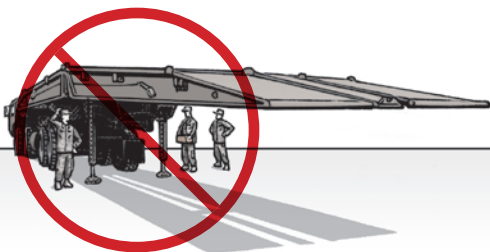
Before the day's run, you need to take a few moments and revisit the **WARNINGS** on WP 0016 00-1 and 00-18 (launching), and WP 0020 00-1 and 00-16 (retrieval) in TM 5-5420-280-10 (Aug 06, w/Ch 3, Dec 11).

The procedure that was crucial in this specific accident was Step 27a in WP 0020 00-18. It's also a requirement to have ground guides on the side, at a safe distance of 30 feet away from the truck and bridge system during launching and retrieval operations.

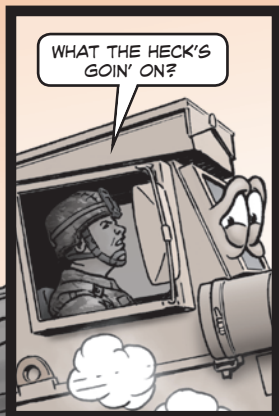
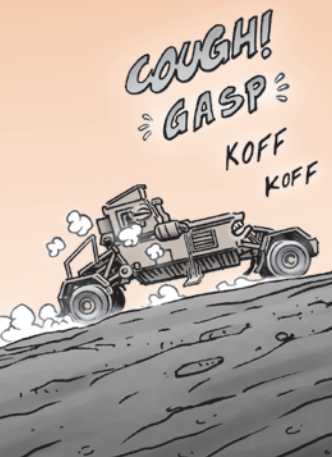
Ensure bridge assembly aligns and engages
with launch boom pinwheel drives

Step 27a

Ground guides must stay at least 30 feet away
from truck and bridge system during operations



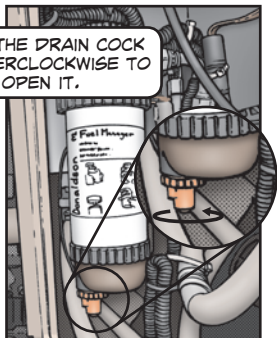
GET RID OF THE WATER!



Operators, water in your M1231 Husky's fuel system will make the engine run rough—if it runs at all!

Warm days and cool nights mean water gets in the fuel from condensation that forms in the vehicle's fuel tank. Get rid of the water by draining the fuel/water separator each week like it says in TM 9-2355-316-10 (Apr 16, w/Ch 1, May 18).

Open the separator, located behind the engine access door, by turning its drain cock counterclockwise. If the fuel is clear, you're OK. But if the fuel doesn't run clear after draining a half pint or so, close the valve and report it your mechanic.



And make sure you dispose of drained fuel in an approved hazardous waste container. Don't dump it down a drain or let it run onto the ground.

HMEE-1...

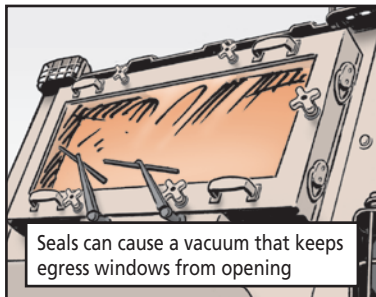
STUCK EGRESS WINDOW A REAL DANGER

WHEN YOU
REALLY NEED TO
USE THE EGRESS
WINDOWS, THEY'D
BETTER WORK!

A NEAR-FATAL ACCIDENT HAPPENED RECENTLY WHEN A HIGH-MOBILITY ENGINEER EXCAVATOR (HMEE-1) ROLLED OVER INTO WATER.

THE OPERATOR QUICKLY REALIZED THE CAB'S EGRESS WINDOW TURN KNOBS WERE **CORRODED** AND IMPOSSIBLE TO TURN. TURNS OUT THE WINDOWS HAD **NEVER** BEEN OPENED. OVER TIME, THE SEALS CREATED A VACUUM THAT CAUSED THE WINDOWS TO STICK SHUT.

WITH LITTLE TIME TO SPARE, THE OPERATOR KICKED OUT THE REAR WINDOW AND ESCAPED A NEAR DROWNING!



MOTOR
SERGEANTS,
PLAY IT SAFE.

MAKE SURE YOUR
OPERATORS REMOVE
AND REINSTALL **EACH**
EGRESS WINDOW
KNOB AS PART
OF THEIR BEFORE
OPERATIONS PMCS.

IT'S SHOWN
AS ITEM 3
IN THE PMCS
CHARTS IN
TM 5-2540-
236-13&P
(JUL 16).

THEY SHOULD PAY SPECIAL ATTENTION TO THE **WARNING AND CAUTION** IN ITEM 3:

WARNING

ONLY HAND-TIGHTEN EGRESS KNOBS. OVERTIGHTENING KNOBS WILL PREVENT EGRESS WINDOW FROM BEING OPENED. FAILURE TO FOLLOW THIS WARNING MAY CAUSE INJURY OR DEATH TO PERSONNEL.

CAUTION

DO NOT USE SOLVENT OR PETROLEUM-BASED PRODUCTS ON BALLISTIC GLASS. FAILURE TO FOLLOW THIS CAUTION WILL CAUSE DAMAGE TO BALLISTIC GLASS.



IF THE SKID
LOADER'S
LOADING LEVER
DOESN'T BUDGE,
DON'T TRY TO
FORCE IT!



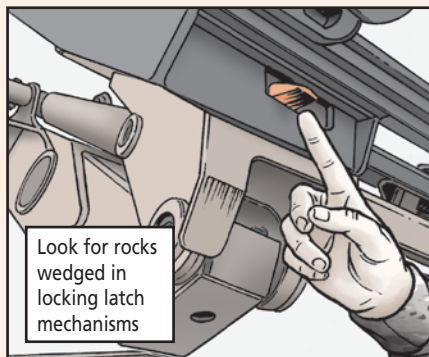
AND WHEN
SERVICES ARE
OVER, **DON'T**
FORGET ABOUT
REINSTALLING
OUR REAR CAB
BOLTS.

Beware of Rocky Culprits

Stones, rocks and mud get into the smallest places when your compact skid loader moves from a hard surface in the motor pool to dirt or gravel.

Keep that in mind when you pull up on the loader's locking levers to release the front attachment. If the lever doesn't budge or lift, don't force it. Instead, lift up the attachment and look for any debris wedged in the mechanism latches.

If you find any, get something to pry out those rocky culprits.



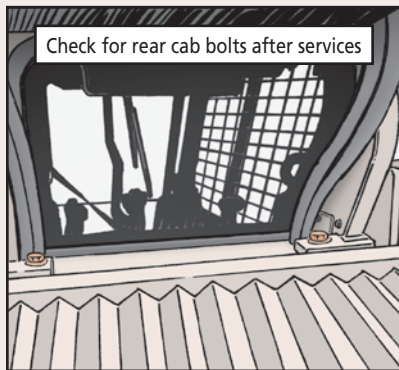
Look for rocks
wedged in
locking latch
mechanisms

Don't Forget Rear Cab Bolts

Mechanics, make sure the M400W compact skid loader's rear cab bolts are back in place after changing out filters and flushing out the loader's hydraulic pump.

It's real easy to toss the bolts into your tool box where they're forgotten after services. When that happens, the whole cab can slide forward the next time the vehicle is used. That's not a good time for anybody!

Just take a quick look around and behind the cab after services. Make sure both bolts are back in place where they belong!



AH-64D/E...

DID YOU FIND
OUT WHAT THE
PROBLEM WAS
WITH THE NIU?

LOOKS LIKE SOME-
BODY **DIDN'T** COVER IT
WHEN **CLEANING** OUT
THE AMMUNITION BAY.

Keep MOISTURE Out of NIU!

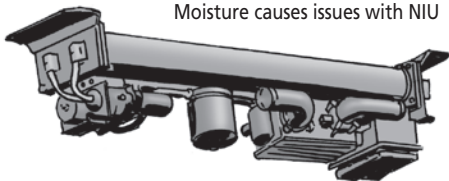
Mechanics, the Apache Nitrogen Inerting Unit (NIU), NSN 1560-01-587-1028, is designed to reduce oxygen in the aircraft's fuel cells to **PREVENT COMBUSTION**.

THAT ENHANCES ITS CRASHWORTHINESS AND BALLISTIC TOLERANCE.

BUT THERE'VE BEEN SOME PROBLEMS WITH THE NIU.

AFTER ANALYZING 785 UNITS RETURNED FOR UPGRADE, OVERHAUL OR REPAIR, 31 PERCENT SHOWED MOISTURE DAMAGE.

Moisture causes issues with NIU



THE NIU HAS A SMALL AMOUNT OF ZEOLITE MATERIAL TO **ABSORB** ATMOSPHERIC MOISTURE FROM AIRCRAFT OPERATION, BUT IT **ISN'T** DESIGNED TO ABSORB MOISTURE FROM **DIRECT** SOURCES, SUCH AS A POWER WASHER.

IF THIS KIND OF
MOISTURE GETS
INSIDE THE NIU,
IT CAN CAUSE
**IMMEDIATE OR
PREMATURE
FAILURE**
FOR THESE
REASONS:

- Moisture causes the motor and fan inside the NIU to corrode or rust. When this happens, the motor and fan may stop completely or produce a rattling noise to indicate the unit isn't operating properly.
- Moisture deteriorates the zeolite material, causing it to clump. During operation, the clump breaks down into a fine dust that escapes the unit and coats the aircraft.
- Moisture clogs the orifice in the pressure reducer, leading to failure.

TO KEEP EXCESS
MOISTURE OUT OF MY NIU,
FOLLOW THESE STEPS...



- When cleaning the aircraft ammunition bay, cover the NIU with barrier material to keep water out of the unit.
- Cap all NIU openings with protective material when you're cleaning or performing aircraft maintenance.
- During refueling, make sure fuel doesn't spray onto the NIU.
- When ready for storage, keep the NIU in its original shipping container wrapped in plastic and with all caps in place.

H-60A/L/M...

CHECK YOUR
IETM FOR THE
BEACON AND
MAKE A NOTE
OF THE TWO
DIFFERENT PART
NUMBERS.

IETM

IETM UPDATE TO INCLUDE IVHMU UNDERWATER BEACON

Mechanics, if you need a new underwater beacon for the H-60M's integrated vehicle health management unit (IVHMU), you'll find it listed as Item 34 in Fig 1-116A of TM 1-1520-280-23&P in IETM EM 0284 (Oct 17). The part number for the beacon is **DK120**, NSN 5845-01-433-3387, or **DK140**, NSN 5845-01-544-2032.

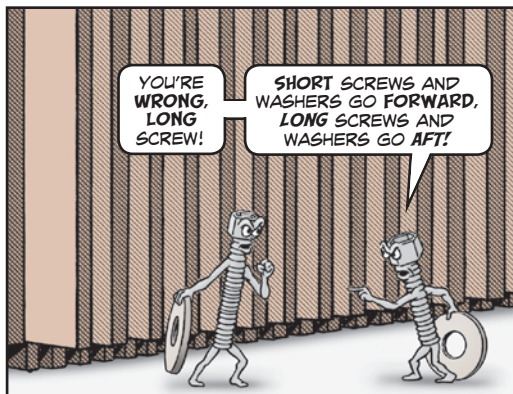
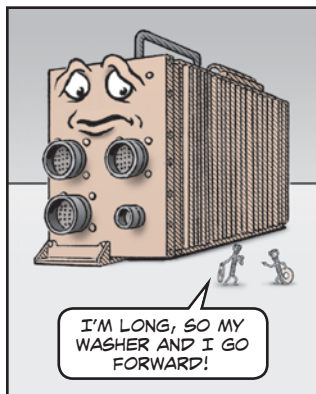
For H-60A/L aircraft with older IVHMUs, the IETM hasn't been updated yet. Until then, make a note of the part numbers and NSNs.

Beacon is now listed in TM

MODE **DK140** — **Part number**
DUKANE CORPORATION
Seaborn Division. St. Charles, IL
180-C121

DO NOT DISASSEMBLE, CRUSH, PENETRATE,
EXPOSE TO TEMPERATURES ABOVE 160
F. FOR NECESSARY INFORMATION CON-
SULT THE IETM, TM 1-1520-280-23&P,
REPAIR, TESTING, MAINTENANCE, AND DISPOSAL

NSNs FOR IVHMU BATTERY COVER SCREWS?



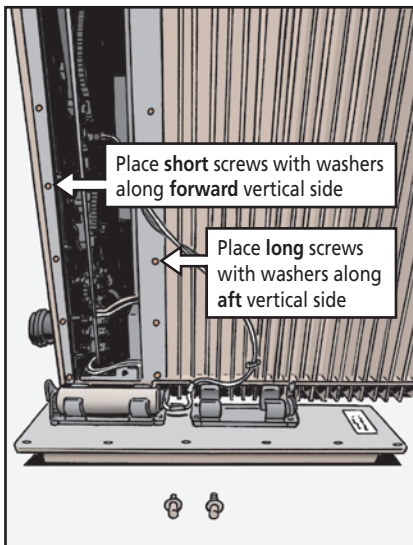
MECHANICS, SOME BLACK HAWK INTEGRATED VEHICLE HEALTH MANAGEMENT UNITS (IVHMUS) ARE GETTING TURNED IN FOR **MISSING OR STRIPPED 3.6V BATTERY COVER SCREWS.**

THE H-60A/L/M IETM **DOESN'T** LIST NSNs OR PART NUMBERS FOR THE REPLACEMENT SCREWS AND WASHERS.

IT **ONLY** REFERENCES ORDERING THE NEXT HIGHER ASSEMBLY.

THE **SHORT** SCREWS AND WASHERS GO ALONG THE **FORWARD** VERTICAL SIDE.

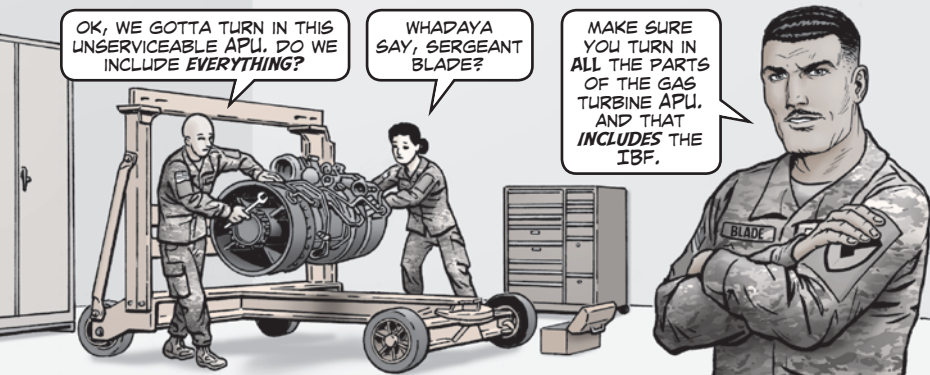
THE **LONG** SCREWS AND WASHERS ARE FOR THE **AFT** VERTICAL SIDE OF THE BATTERY COVER.



Until the IETM is updated, make a note of these NSNs:

Item	NSN	PN	Qty
Screw (short)	5305-00-253-5353	NAS1352C04-5	6
Screws (long)	5305-00-959-0379	NAS1352C04-6	8
Washers	5310-00-595-6211	MS15795-803	14

Turn In **ALL** Parts with Gas Turbine Auxiliary Power Unit



Mechanics, if you have an unserviceable gas turbine auxiliary power unit (APU), NSN 2335-01-603-8684, make sure you include the attached inlet barrier filter (IBF) kit and filter in the original shipping container during turn-in.

Units are removing the inlet barrier filter kit (IBF) and filter before turn-in. But without the two parts, the APU is reconfigured to NSN 2835-01-369-2818 (PN 116305-200). The APU with the IBF kit and filter fit into the original shipping container, so make sure you include everything.

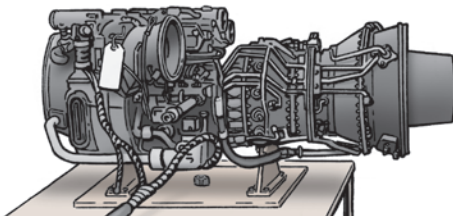
If you have extra IBF kits and filters that were removed from APUs and are ready for turn-in, return them to:

Interservice Components N39712
BLDG 154B DMISA, Cleveland Drive
Cherry Point, NC 28533
(252) 464-5056



THE IBF KITS AND FILTERS WILL BE USED FOR REPAIR EFFORTS ON APUS THAT WERE TURNED IN **WITHOUT** THE COMPONENTS, SO...

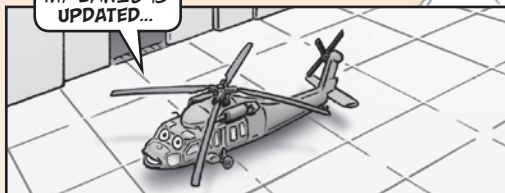
...TURN 'EM IN!



Software Updated For EAWIS?

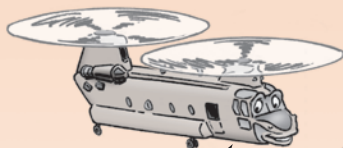
THE SOFTWARE UPDATE
MAKES
EVERYTHING
CLEAR!

NOW THAT
MY EAWIS IS
UPDATED...



...IT'S TIME FOR YOU
TO GET IN THE AIR!

RIGHT BEHIND
YOU, BUDDY!



Mechanics, if your Chinook or Black Hawk aircraft has the **ENCRYPTED AIRBORNE WIRELESS INTERCOMMUNICATION SYSTEM (EAWIS)**, you may need a **SOFTWARE UPDATE**.

INSPECT YOUR AIRCRAFT
NOW AND RECORD
THE SOFTWARE BEING
USED ON THE HANDHELD
ENHANCED MOBILE
EQUIPMENT (EME)
AND THE INTEGRATED
AIRCRAFT INTERFACE
UNIT (IAIU) LOCATED
ON THE MAIN EAWIS
HUB IN THE CABIN
OVERHEAD.

EME
front



EME
back



TELEPHONICS
TRULINK™

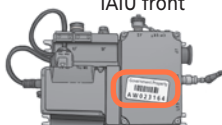
TYPE: ME6880-M1 CAGE: 78711
P/N: ME6880-M1-CF0065-M23
S/N: 69610 V2.6-2 5-09/2015
MFG P/N 010.6880-01 GO
FCC-ID: RQASR300ME
NSN: 5821-01-603-0004
CONTRACT: W58RGZ-13-D-0055

Verify EME has latest
software update label
on back of EME...

...and
front of
IAIU

SUBMIT THAT
INFORMATION TO PM
AIR WARRIOR (PM-AW)
TO MAKE SURE THE
SYSTEMS HAVE THE
LATEST SOFTWARE.

IAIU front



TELEPHONICS
TRULINK™

TYPE: CA6887-M1 CAGE: 78711
P/N: 780-1200-003-CF0065-M25
S/N: 00511 V2.6-10/2017
MFG P/N 010.6887-01 E1
FCC-ID:
NSN: 5895-01-602-9889
CONTRACT: W58RGZ-06-D-0294

IF YOUR AIRCRAFT NEEDS A **SOFTWARE UPDATE**, PM-AW WILL MAKE THE ARRANGEMENTS.

CONTACT THE AIR WARRIOR HEADSHED FOR GUIDANCE. THE POC IS **MICHAEL CARPENTER**, (256) 876-6549, OR **CARRIE DUCHARME**, (256) 842-3826, OR EMAIL:
michael.w.carpenter4.civ@mail.mil OR carrie.a.ducharme.ctr@mail.mil

FOR AIR WARRIOR INFORMATION, CHECK OUT THEIR WEBSITE AT:
<https://airwarrior.peoavnavy.army.mil>

MAX TORQUE, PM DETECTIVE

starring in

"THE MALTESE LONG JOHNS, PART II"



Somewhere out there among the gaudy, twinkling lights, a low-life is pawning his girlfriend's stolen jewelry.

Somewhere a con man is swindling a little old lady out of her valuable doily collection.

And somewhere out there Fido is extorting dog biscuits from his canine brethren.

But these crimes don't concern me. I'm Max Torque, and I only work preventive maintenance cases.

Down on Laundry Row



In my search for answers, I prowled the mean streets of Laundry Row till my dogs barked. I questioned every laundry worker I could corner. If they knew anything about stolen personal gear, clothing or regal underwear, they weren't talking.

I reached the FIVE SHEETS TO THE WIND LAUNDRY a few minutes before closing time. It was my last stop... and my last chance to find a clue as to the whereabouts of the Maltese Long Johns.

YOU'D THINK THEY'D CHAFE.

I MIGHT HAVE ONE LEAD FOR YOU, THOUGH. Y'EVER HEAR A' J. WEASEL FINAGLE?



I'VE HAD DEALINGS WITH HIM. A TWO-BIT GRIFTER WHO'D TRY TO SWINDLE HIS OWN GRANDMOTHER OUT OF HER SUPPORT HOSE. STRICTLY A LOW-CLASS CON MAN.



BUT A FIRST-RATE INFORMANT. IF ANYONE'S GOT THE WORD ON THE STREET, IT'S WEASEL.



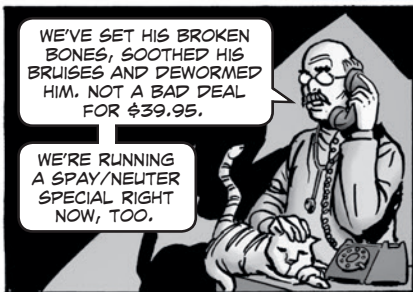
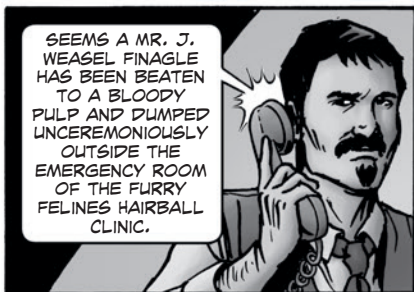
REACH OUT TO HIM. IF HE KNOWS ANYTHING ABOUT THE LONG JOHNS, HAVE HIM CALL MY OFFICE IN THE MORNING.



The next day I waited for Weasel's call. I had time to kill, so I spent half the morning chasing down a cockroach the size of a Coupe de Ville as it scuttled pell-mell across the office floor. I finally cornered the brute in the waiting room, whereupon I bound and gagged it with two rolls of duct tape. Then I drop-kicked its fat exoskeleton into the coat closet and bolted the door. All in all, a typical morning.



About noon I got a call from a local veterinarian.



So...it was the old Dancing Bear and Romanian Circus play. I'd seen it used before. Crude but effective. I'd have to act fast before the Maltese Long Johns tangoed clear out of the country.



I looked at the improved outer tactical vest (IOTV) cloth carriers. I saw a portrait of neglect:

- Cuts, rips, tears, holes and burns
- Torn pockets and flaps
- Torn and frayed webbing
- Loose and broken stitching
- Hits from fragmentation or small arms fire
- Torn, damaged and missing hook-and-loop fasteners
- Dirt and stains



Someone should have **sewn** the tears, **tightened** the stitching and **replaced** the fasteners. Depending on the amount of damage, the cloth carriers could have been **repaired** or **replaced**.

If only they'd asked field maintenance for guidance. I wanted to **shout** it from the rooftops:

TURN IN BADLY WORN OR DAMAGED ITEMS TO YOUR SUPPLY FOLKS.



IF THE ITEMS AREN'T SERVICEABLE, SUPPLY WILL GIVE YOU REPLACE-



...MENTS!

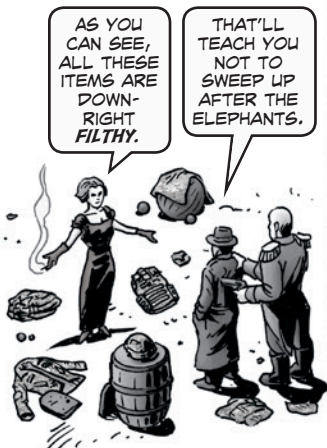
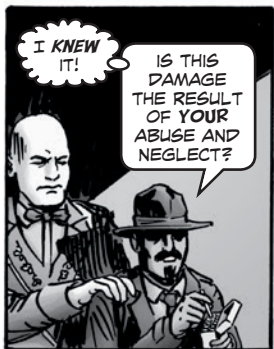


HANDS UP, DORQUE!



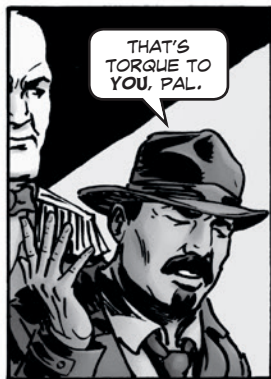
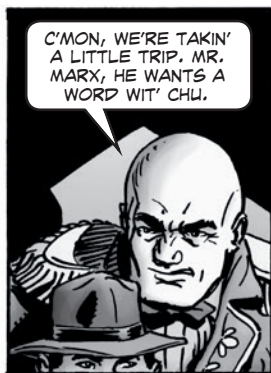


As she stepped out of the shadows, I took a closer look. I've been around the block a few times; I know the type. She had enough peroxide in her hair to disinfect three hospitals. I quickly sized her up as one of those tempered steel ice blondes who could cut you or cure you, and not care one way or the other. She had danger written all over her.





She threw me a look I could feel in my hip pocket. I have no idea what that means, but when you're a hard-boiled PM detective, you're expected to say clever things like that.





As Marx blathered on about flannel shorts and tango two-steps, I frantically worked the rope on my hands. Luckily I always carry a **chiv** up my sleeve, 'cause ya never know when you'll need to escape a villainous plot.



I grabbed the only chance I had. Ripped off his tutu and waved it like a ground guide. Blinded by sequins, Marx wasn't able to regain his balance.

But I **still** had my burning question...

DON'T THOSE THINGS CHAFE?

Down went the brute along with a million kale and cabbage in gems. The bedazzled long johns were so heavy he couldn't get up. I had my man.



DON'T Slam Feed Cover!



Dear Editor,

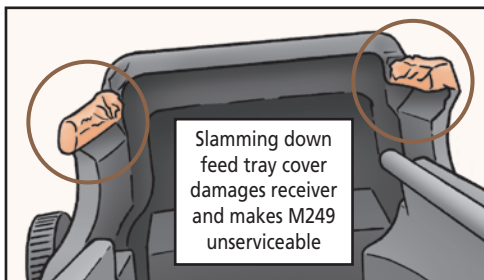
We've had to code out 25 M249 machine guns because Soldiers slam down the feed cover instead of guiding the cover down into the latched position.

Slamming the cover damages the receiver's inside rails where the feed cover latches. Once this happens, repairmen should immediately code out the M249.

Firing the M249 in that condition could lead to a double feed if the Soldier charges the weapon again after it fails to feed. A round could then explode outside the barrel and injure the gunner. At the very least, the gun will have feeding problems.

Soldiers need to be trained to **never** slam the feed cover. This should be emphasized before units go to the range or the field. Just guide the cover down until it locks in place. That will save many M249s a trip to the junk yard.

Scott Taylor
Ft Benning, GA



Editor's note: *No slamming allowed!
Thanks for the alert, Scott.*

GAGING REQUIREMENT BACK TO 2 YEARS FOR GUARD AND RESERVES

ON PAGE 41 OF PS 781 (DEC 17), WE TOLD YOU THE SMALL ARMS GAGING REQUIREMENT FOR THE NATIONAL GUARD AND RESERVES WAS BEING **CHANGED** TO ANNUAL FROM EVERY TWO YEARS.

SCRATCH
THAT!



AFTER FURTHER CONSIDERATION, THE ARMY HAS DECIDED TO LEAVE THE GAGING REQUIREMENT ALONE. **ACTIVE** ARMY UNITS ARE **STILL** REQUIRED TO HAVE **ALL** SMALL ARMS GAGED ANNUALLY AND RESERVE/GUARD UNITS ARE REQUIRED TO HAVE THEIR WEAPONS GAGED EVERY OTHER YEAR.

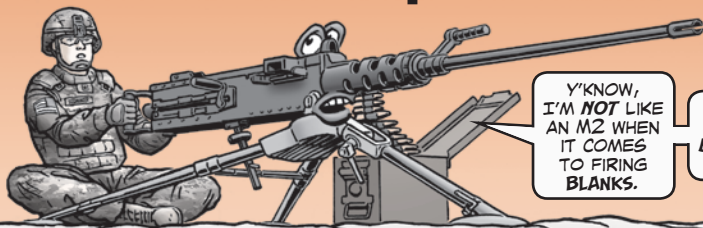
THESE GAGING INTERVALS ARE THE **MINIMUM** REQUIRED TO ASSURE THE SAFETY, OPERABILITY, AND RELIABILITY OF ARMY SMALL ARMS.

ANY WEAPON MAY BE INSPECTED/GAGED MORE FREQUENTLY AND IT'S RECOMMENDED THAT THOSE USED IN TRAINING BE GAGED AFTER COMPLETION OF EACH TRAINING CYCLE.

UNITS NEED TO KEEP **ALL** PAPERWORK PROVING THEIR WEAPONS HAVE BEEN GAGED.

IF THEY **DON'T** HAVE THE PAPERWORK, THE WEAPONS ARE CONSIDERED NMC ONCE THE ONE-OR TWO-YEAR DEADLINE IS REACHED.

M2A1 Barrel Cap Needed with BFA



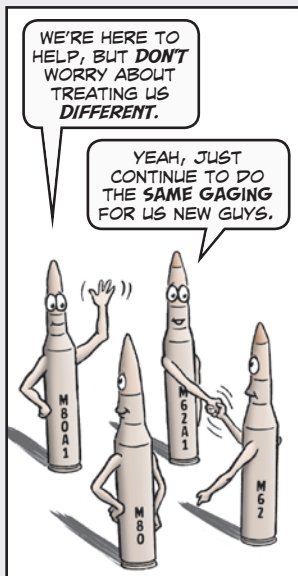
Y'KNOW,
I'M **NOT** LIKE
AN M2 WHEN
IT COMES
TO FIRING
BLANKS.

I NEED A
BARREL CAP
BEFORE YOU PUT
ON MY BFA.

There's a big difference between training with the old M2 machine gun and the new M2A1: The M2A1 requires a barrel cap.

Before you install the M19 blank firing attachment (BFA) on the M2A1, you must first remove the M2A1's flash suppressor and install a barrel cap in its place. The procedure is in WP 0002 of the M19's TM 9-1005-314-13&P (Jun 13), *Preparation of M2A1 for Blank Firing Attachment*.

The **barrel cap**, NSN 5340-01-545-2949, is part of the BII in TM 9-1005-314-13&P. It should come with the M19. Once the barrel cap is on, the M19 can be installed following the procedure in WP 0002.



TREAT **NEW** AMMO LIKE **OLD** AMMO

WHEN YOUR UNIT RECEIVES THE NEW M80A1 AND M62A1 AMMO FOR YOUR M240 MACHINE GUNS, **DON'T WORRY** ABOUT DOING ANYTHING **DIFFERENT**.

DO THE **SAME GAGING** SPELLED OUT IN TM 9-1005-313-23&P THAT YOU DID WHEN FIRING M80 AND M62 ROUNDS.

THAT MEANS M240S **STILL** SHOULD BE GAGED AT **LEAST ANNUALLY** FOR **ACTIVE** UNITS...

...AND AT **LEAST** EVERY OTHER YEAR FOR **RESERVE** AND **GUARD** UNITS.



DA 2408-4 Changes to Help Tracking

Dear Editor,

Units using the RMS6-L 120mm recoiling mortar system need to know that the DA Form 2408-4 gun card has been changed on the TULSA website. It's now easier to track when the buffer recoil felt needs to be changed.

TM 9-2355-370-13&P and TM 9-2355-311-13&P say the recoil felt should be changed every 250 rounds or semiannually, whichever comes first.

A dropdown box has been added to TULSA that lets maintainers indicate when the buffer felt was last replaced.

Go to: <https://tulsa.tacom.army.mil/guncard/>

Once you've found the mortar's gun card, scroll to the bottom and click **+**. On the dropdown on the next page, click **Replace Component**. A new dropdown box will appear. Click the dropdown and select **Buffer Recoil Felt** and indicate the round count and date of the last time the felt was replaced.

CW3 Ryan Harmon
Ft Lee, VA

Editor's note: Thanks for letting us know, Chief Harmon!
Keep those 2408-4s current, mortar and artillery units.

Clues for Protecting CLU



THE JAVELIN'S
COMMAND
LAUNCH UNIT
—OR CLU—IS
TAKING A
BEATING IN THE
FIELD!

CLUs COME
BACK WITH
BROKEN
CONTROL HAND
GRIPS AND
DAMAGED NIGHT
VISION SIGHTS.

MUCH OF THE DAMAGE
COMES FROM **HOW**
THE CLU IS CARRIED IN
THE FIELD. OFTEN THE
CARRYING BAG ISN'T USED
OR IT'S MISHANDLED.

THE CLU'S BAG
IS DESIGNED
TO CONTAIN
THE CLU, THE
LENS CLEANING
KIT, THE TM AND
THE BATTERY...

...BUT SPACE
IS **TIGHT**
AND THE
COMPONENTS
MUST BE
PACKED **JUST**
RIGHT.

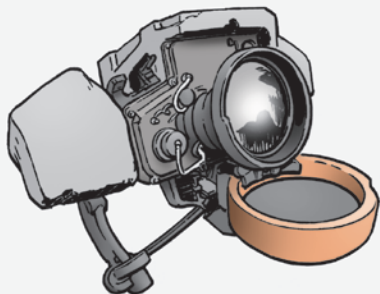


THE NYLON CARRYING BAG,
NSN 8105-01-455-7808,
THAT COMES WITH THE CLU
COSTS AROUND \$55.

AN ALTERNATIVE IS A **PADDLED BAG**,
NSN 8145-01-526-7991, THAT COSTS \$265.
IT PROVIDES **EXTRA** PROTECTION, BUT UNITS
MUST PAY FOR THE BAG.

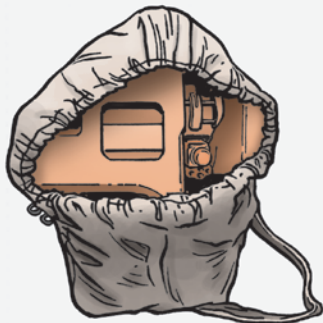
WHEN YOU'RE **NOT** FIRING,
USE THE NIGHT VISION SIGHT LENS AND
DAYLIGHT LENS COVERS.

OTHERWISE, DEBRIS CAN QUICKLY DO
MAJOR DAMAGE TO THE LENS.



PACK THE CLU **CAREFULLY**.

PUT IT IN THE BAG WITH ITS **HAND GRIPS**
UP. THAT HELPS THE CLU FIT IN THE
BAG **EASIER** AND BETTER **PROTECT**
THE **HAND GRIPS**.



MAKE SURE THE EYECUP IS IN PLACE,
TOO. WITHOUT THE EYECUP, DIRECT
SUNLIGHT **HURTS** THE CLU DISPLAY
INDICATORS.

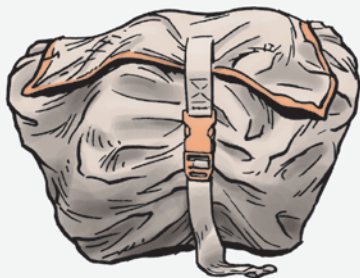
THE EYEPiece IS A MAGNIFYING GLASS
AND THE SUN WILL DAMAGE BOTH THE
BLK-0 AND BLK-1 CLUS.

ALSO MAKE SURE THE EYECUP SHUTTERS
ARE **CLOSED**.



COMPLETELY LATCH THE BAG TO
ELIMINATE GAPS THAT CAN LET IN DEBRIS.

PULL THE DRAWSTRING TIGHT AND
THEN SECURE THE SINGLE PLASTIC CLASP
AND ADJUST THE STRAP.



Completely latch bag to eliminate gaps

Remember!

THE BAG **DOESN'T** PROVIDE MUCH PROTECTION FOR THE CLU.
IF YOU LET THE BAG BANG AGAINST TREES AND ROCKS, COUNT
ON THE CLU BEING NMC. **SOMETHING'S GOING TO BE BROKEN!**

WHEN YOU COME
BACK FROM THE
FIELD, DO A
THOROUGH PMCS
OF YOUR CLU.



WRITE UP ANY PROBLEMS ON
A DA FORM 2404 OR 5988-E
TO GET 'EM FIXED.

**DA FORM-
2404**

I'M GLAD YOU ALL REMEMBERED THESE PM TIPS. WE CAN FORGET ANY FIRING PROBLEMS TODAY.

NO PROBLEM!

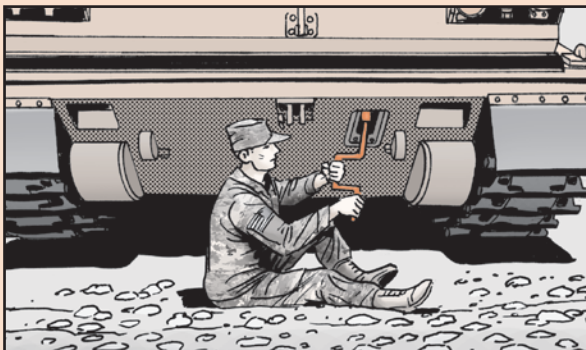
OUR PLEASURE!

PM TO REMEMBER

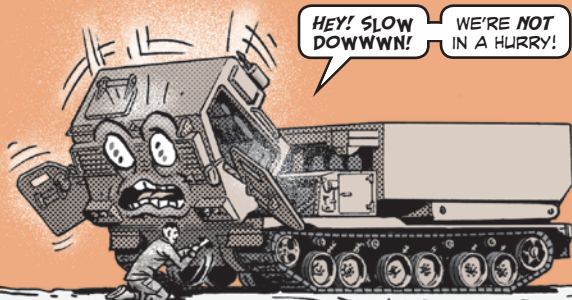
IF YOU **REMEMBER** THESE PM TIPS FOR YOUR MLRS, YOU'LL AVOID MANY FIRING PROBLEMS!

Cab Cautions

Over the years, more equipment—and weight—has been added to the MLRS cab. That makes it even more critical to stay as far under the vehicle as possible when lowering and raising the cab. That protects you in case the lift mechanism fails and the cab crashes down. Also make sure no one stands in front of the cab where they could be crushed.



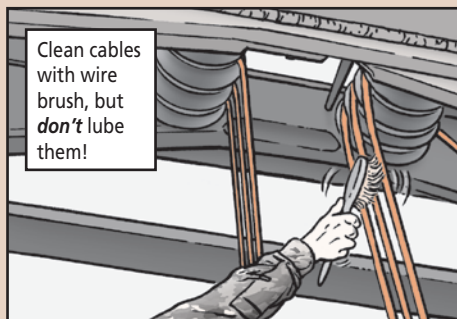
Crank slowly. If you crank fast, the cab can bounce up and down, which damages the lift mechanism. If the cab starts bouncing, stop cranking.



Don't use power tools! They damage the lift mechanism. Every unit should crank with a socket wrench handle, NSN 5120-00-249-1071. It has a brace-type speeder handle with a single revolving handgrip that makes lowering the cab easy, plus it saves your knuckles. And it's only \$39!

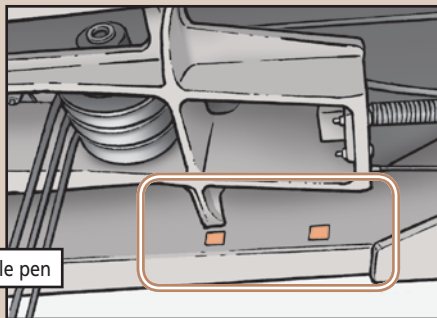
Hoist Pulley Assembly

The more dirty and rusty the hoist cables get, the more difficulty the pulley has doing its job. Eyeball the cables during PMCS for dirt and rust. Clean them with a wire brush and then go over the cables with a cloth dampened with isopropyl alcohol. **But no lube!** Lube attracts dirt and sand. In sandy areas, the cables may need cleaning more often.



Hoist Markings

The underside of the hoist has markings for the M26 and AT2 pods that help you position the hoist correctly. Unfortunately, over time the markings are often painted over. That makes it more difficult to load pods without damaging them. Use an indelible pen to redo the markings.



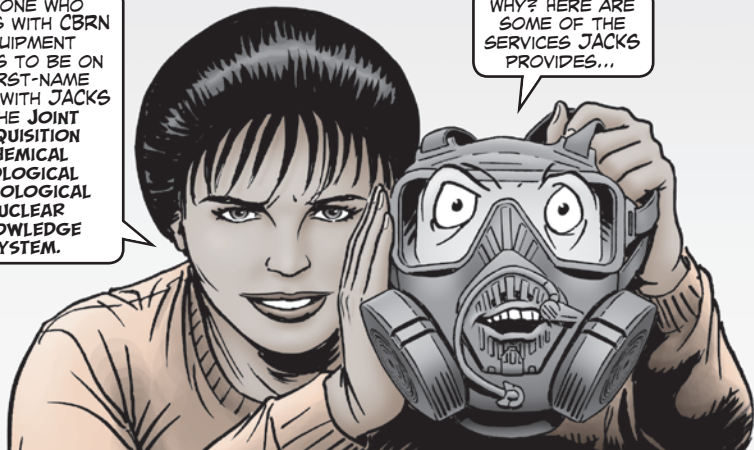
Markings fading? Redo them with indelible pen

CBRN Questions?

JACKS Is Ready to Help

ANYONE WHO WORKS WITH CBRN EQUIPMENT NEEDS TO BE ON A FIRST-NAME BASIS WITH JACKS —THE JOINT ACQUISITION CHEMICAL BIOLOGICAL RADIOLOGICAL NUCLEAR KNOWLEDGE SYSTEM.

WHY? HERE ARE SOME OF THE SERVICES JACKS PROVIDES...



- More than 140,000 NSNs, updated weekly from FLIS
- Training materials for new CBRN equipment

- Shelf life expiration, extension and condemnation info organized by both NSN and lot number

- Lessons learned
- Training links
- Training equipment information
- Code F demilitarization instructions

- Maintenance, logistical, supply and safety-of-use CBRN advisory messages

- CBRN Fact sheets
- Packaging and shipping info
- HAZMAT documents and safety data sheets (SDS)

IT SAYS ON JACKS THAT MY FILTER HAS EXPIRED. GLAD WE CHECKED.

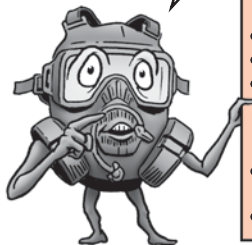


HEY, I FOUND THAT MAINTENANCE MESSAGE ON YOU ON JACKS.

GOOD NEWS INDEED! NOW WE CAN GET MY PROBLEM FIXED.



JACKS LETS YOU
SEARCH BY...



- equipment name
- NSN
- Federal supply class (FSC)
- CAGE
- LIN
- table of authorized material control number (TAMCN)
- joint project manager (JPM)
- part number

TO ACCESS JACKS, YOU'LL NEED A
CAC CARD OR AN AKO ACCOUNT. GO TO:
<https://jacks.jpeocbd.osd.mil>

IF YOU RUN INTO **PROBLEMS**, CALL
CBRN-IRC AT DSN 793-7349,
(309) 782-7349, OR TOLL FREE
(800) 831-4408.

FOR UNCLASSIFIED ISSUES, EMAIL:
cbirn.irc@mail.mil

FOR CLASSIFIED ISSUES, EMAIL:
usarmy.cbirn.irc@mail.smil.mil

BUT YOU
DON'T HAVE TO
GO TO JACKS
TO GET THE
LATEST INFO.
JACKS WILL
COME TO YOU.



HERE'S HOW
TO SIGN UP FOR
JACKS ALERTS...

CBRN Alerts

1. Log in at the JACKS website.
2. From the Community tab drop-down, click My Profile.
3. On the Profile toolbar, click My Subscription.
4. In the first section, **Step 1: Select Alerts**, place a check mark in the box preceding the alerts you want to receive:
 - ☐ CBRN advisory messages
 - ☐ Demil instructions
 - ☐ New CBRN equipment
 - ☐ Hot CBRN news
 - ☐ Shelf life updates
 - ☐ *Chem-Bio Defense Magazine*

An alert will be sent to you whenever new information is available in these areas.

You can also have messages filtered by a custom equipment list so you get information only on equipment you're interested in.

5. In **Step 2: Select Alert Frequency**, choose if you want to receive messages daily or weekly. You can also choose no message if no updates have been made that day or week.
6. In **Step 3: Confirm Email Address**, do nothing if the preferred email address is where the alerts should be sent. Otherwise, click the provided link to change your email address.
7. In **Step 4: Save Your Subscription**, choose either Save Subscription or Cancel and Exit to save or cancel your alert setting. To modify your subscription, follow the steps above.

SEARCH PS MAGAZINE LIKE A PRO!



A **NEEDLE**? I
WAS LOOKING FOR
A TOOTH PICK!



HOW THE HECK
AM I SUPPOSED
TO FIND **ANYTHING**
IN THIS PILE?



YOU KNOW PS MAGAZINE IS
FULL OF **GREAT** INFO, SPANNING
NEARLY 68 YEARS.

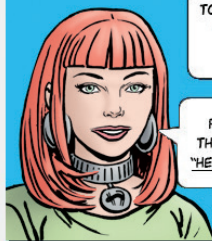
BUT WHEN YOU'RE HUNTING THROUGH PS ISSUES
FOR A **SPECIFIC** ARTICLE, IT CAN FEEL LIKE LOOKING
FOR A NEEDLE IN A **TEXAS-SIZED** HAYSTACK.

THAT'S WHY WE MADE A TOOL THAT HELPS YOU SEARCH THROUGH
OUR ARCHIVES. GIVE OUR SEARCH TOOL A SPIN! FIRST, GO TO:

<https://www.aschq.army.mil/home/psmag.aspx>

SCROLL DOWN THE PAGE UNTIL YOU SEE A BLUE PANEL LABELED
"MAGAZINE SEARCH."

MAGAZINE SEARCH



TO EFFECTIVELY
USE THE PS
SEARCH
FEATURE...

FIRST VIEW
THESE SEARCH
"HELPFUL HINTS".

Options:

From: 2000 To: 2018

* Include: ☒ Articles ☐ Issues ☐ Indexes

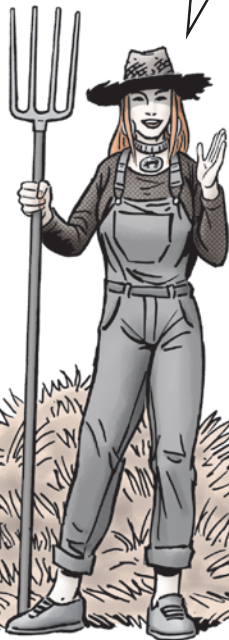
* Enter Search Criteria...

SEARCH

* Required Fields

YOU'LL SEE A BOX TITLED "ENTER SEARCH CRITERIA."

YOU CAN ENTER **WORDS, NOMENCLATURES, NSNs, TMS OR MODEL
NUMBERS**—ALMOST **ANY** TERM USED IN THE MAGAZINE. JUST ENTER
WHAT YOU'RE LOOKING FOR AND PRESS THE SEARCH BUTTON!



AT THE TOP OF THE SEARCH PAGE, YOU CAN FURTHER LIMIT THE SEARCH TO SPECIFIC YEARS.

Options:

From: 1999 To: 2018

* include: ☒ articles ☐ issues ☐ indexes

M1

SEARCH

Just enter what you're looking for and press "Search" button



IN THE SEARCH RESULTS, THE **MOST CURRENT** ARTICLES ARE LISTED **FIRST** AND TITLE LINES ARE LINKED TO THEIR ARTICLES.

SEARCH

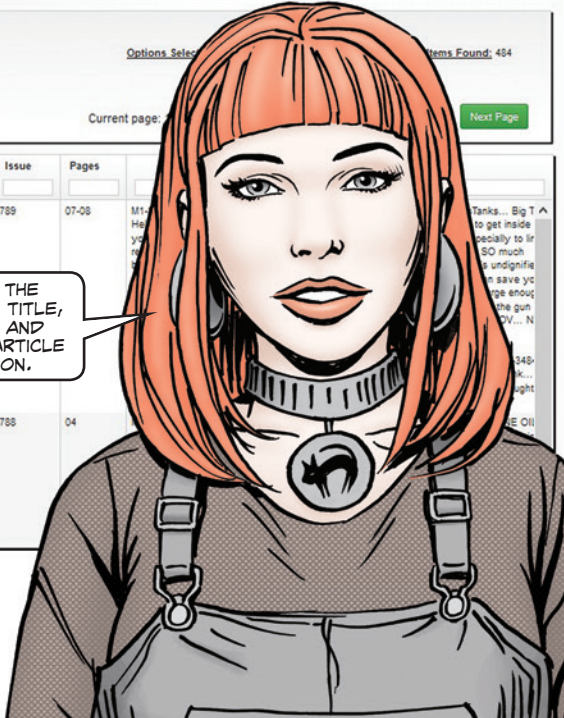
Search Results For:

Search Criteria: "M1" Options Selected: Items Found: 484

Previous Page Current page: Next Page

Front Cover	Title (Link to Article)	Year	Issue	Pages
	M1-Series Tanks... Big Tank helps Avoid Big Problems!	2018	789	07-08
	M1-Series Tanks... Don't ignore Warning Light	2018	788	04

YOU'LL SEE THE FRONT COVER, TITLE, YEAR, ISSUE AND PAGE(S) THE ARTICLE APPEARED ON.

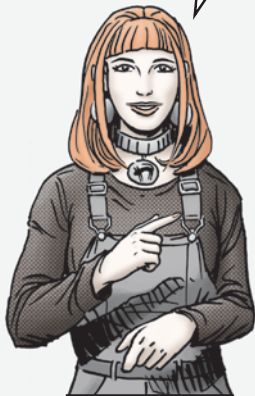


IF YOU WANT TO DO A NEW SEARCH, JUST ENTER NEW SEARCH CRITERIA AND PRESS THE SEARCH BUTTON AT THE TOP OF THE RESULTS LIST.



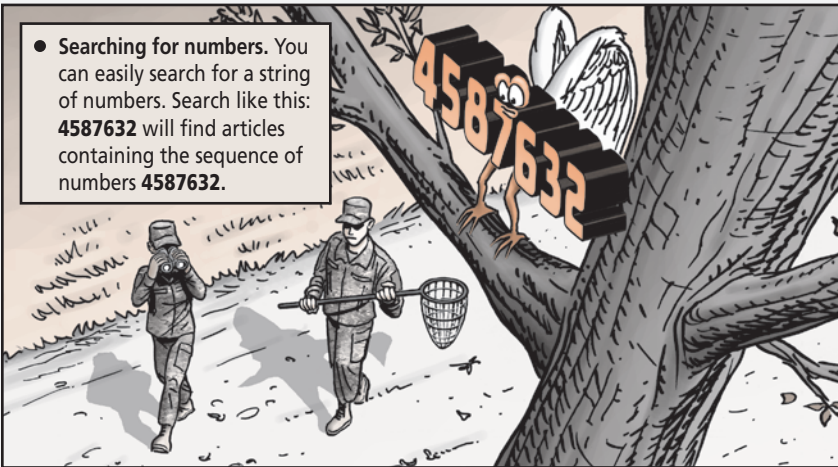
Helpful Hints

HERE ARE A FEW **HELPFUL HINTS** WHEN USING OUR SEARCH TOOL...



- Searches are **not** case sensitive. For example, **Dodaac** is the same as **dodaac** or **DODAAC**.
- **Single word searches.** To find an article with a certain word, simply type that word in the search field. For example, **tritium** will find all articles with the word **tritium**. **HMMWV** will find all articles with the term **HMMWV**.
- **Multiple word searches.** Here's how to search for articles that contain multiple words:
 - **tripod hazard** finds all articles with tripod and/or hazard in them.
 - **tripod hazard NSN** finds all articles with any of those three words in them.
 - **"tripod hazard"** finds all articles containing the phrase **tripod hazard**. Setting off any phrase in quotation marks limits the search to that specific phrase.

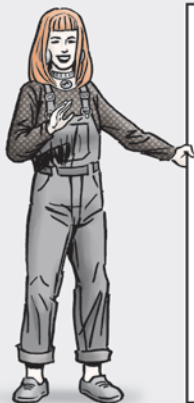
- **Searching for numbers.** You can easily search for a string of numbers. Search like this: **4587632** will find articles containing the sequence of numbers **4587632**.



- **Hyphenated words and numbers.** Searches for hyphenated words or numbers must be surrounded in double quotes (") to retrieve results with the hyphenated word or number. For example: **CAC-enabled** will find articles that contain **CAC** and/or **enabled**. **"CAC-enabled"** will find only articles that contain **CAC-enabled**. **NSN 1005-01-306-9442** will find all articles with **NSN** and/or **1005** and/or **01** and/or **306** and/or **9442**. **"NSN 1005-01-306-9442"** will find all articles with the phrase **NSN 1005-01-306-9442**.



USING A
QUESTION MARK
IN YOUR SEARCH
WILL LEAD YOU TO
THE ANSWER!



- **Wildcard searches.** Use a question mark (?) to do wildcard searches and match a single character in the article. Use an asterisk (*) for multiple characters. For example:

- **?ank** will find:

- Articles with the word **tank, bank, sank, etc.**

- **T??k** will find:

- Articles with the word **tank, talk, task, etc.**

- **T*k** will find:

- Articles with the word **tank, thank, tick, trick, etc.**

PS Index 2000-2018

Subject	Issue	Pg	Subject	Issue	Pg
AIR COMPRESSORS			AN/ALQ-144A--A9 circuit card upgrade	600	40
5-CFM--Tank draining	658	48	AN/ALQ-144A--Cover and cleaning	637	38
250-CFM--Air cleaner, hoses	603	50	AN/ALQ-144A--Paperwork to send to AVIM	650	35
250-CFM--General PM	606	48	AN/ALQ-144A--Set removed during work	632	39
250-CFM--Oil filter element	594	61	AN/ALQ-144A--Window cleaning, protection	592	37
750-CFM--Wheel cylinder NSNs	597	57	AN/APX-123/A--SAFT battery	787	24

YOU CAN ALSO DOWNLOAD
THE **PS CONSOLIDATED INDEX**
TO SEARCH FOR ARTICLES.

JUST RIGHT MOUSE CLICK ON CONSOLIDATED
INDEX OF 2000-2018 ARTICLES AND SELECT SAVE
TARGET AS TO SAVE IT TO YOUR COMPUTER.

70C, Refrigeration certification
E18H MPI, CR pressure switch cover

777 40
623 43

674 detector test issue
M130 chaff dispenser--Don't over tighten

607 06
638 38

INTERACT WITH ME ON THE HALE MACT

YOU'LL FIND THE LINK IN THE PURPLE PANEL ABOVE THE SEARCH TOOL.

PS INDEXES

Consolidated Index of 2000-2018 Articles

VIEW THE INDEX, CLICK, AND GO TO THE ARTICLE YOU NEED.

SELECT INDEX YEAR ~

Index of Articles 1990 thru 1998

Index of Articles 1990 thru 2005

1990-2005 index does not contain links to other PDFs

MAGAZINE SEARCH

Options:

From: 2000 To: 2018

Include: ☒ Articles ☐ Issues ☐ Indexes

* Enter Search Criteria

TO EFFECTIVELY USE THE PS SEARCH FEATURE...

FIRST VIEW THESE SEARCH "HELPFUL HINTS".

THE INDEX IS HOTLINKED TO OUR ONLINE ARTICLES, AND IT'S UPDATED TO ADD A NEW YEAR EACH DECEMBER.

STILL CAN'T FIND WHAT YOU NEED? DROP US AN EMAIL AT:
usarmy.redstone.asc.mbx.psmag@mail.mil



HAZMAT...

Spill Kits to the Rescue

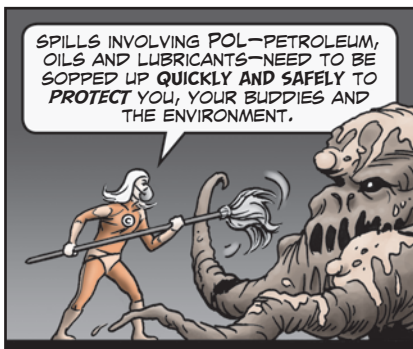


THERE'S
A MESS
IN THE MOTOR
POOL!

WE KNOW
THE DRILL...
CLEAN IT UP,
PRONTO!



A **QUICK** CLEAN
UP IS **ESPECIALLY**
IMPORTANT IF
YOU WORK WITH
HAZARDOUS
MATERIALS—
HAZMAT.



SPILLS INVOLVING POL-PETROLEUM,
OILS AND LUBRICANTS—NEED TO BE
SOPPED UP **QUICKLY** AND **SAFELY** TO
PROTECT YOU, YOUR BUDDIES AND
THE ENVIRONMENT.

TO KEEP
THINGS
TIDY, TAKE
ADVANTAGE
OF THE
FAST HELP
OFFERED BY
SPILL KITS.

THE ARMY STOCKS A
VARIETY OF SPILL KITS WITH
EVERYTHING FROM **SOCKS** TO
CONTAIN **LARGE** SPILLS...

... TO **SMALL PADS**. PADS ARE
ESPECIALLY USEFUL IN THE FIELD
BECAUSE THEY **DON'T** HAVE TO BE
USED ON LEVEL GROUND.



HERE ARE
SEVERAL **SPILL**
KITS...



**Tote Bag Spill Clean-up Kit,
NSN 4235-01-432-7909**

Contents	Qty
Tote bag, water-resistant nylon	1
Pad, 18x18x3-in	4
Sock, 2-in x 5-ft	2
Absorbent, peat moss, ¾ cubic foot bag	1
Waste disposal bag	2

... AND A
LIST OF OUR
CONTENTS!

**Spill Clean-up Kit
(25-gal drum),
NSN 4235-01-432-7912**

Contents	Qty
Pad, 18x18x3-in	7
Sock, 4-in x 8-ft	1
Sock, 4-in x 4-ft	2
Absorbent, peat moss, ¾ cubic foot bag	1
Tyvek protective suit	2
Nitrile gloves	2 pairs
Safety goggles	1 pair
Waste disposal bag	3

**Spill Clean-up Kit
(55-gal drum),
NSN 4235-01-423-7221**

Contents	Qty
Pillow, filled with 2 lbs of peat moss	3
Pad, 18x18x3-in	10
Sock, 2-in x 10-ft	5
Absorbent, peat moss, ¾ cubic foot bag	5
Tyvek protective suit	2
Nitrile gloves	2 pairs
Safety goggles	2 pairs
Shovel, non-sparking	1
Bucket, 3 ½-gal	1
Emulsifier, 2-qt	1
Waste disposal bag	5

**Spill Clean-up Kit
(55-gal drum),
NSN 4235-01-423-7214**

Contents	Qty
Pillow, filled with 2 lbs of peat moss	3
Pad, 18x18x3-in	15
Sock, 4-in x 8-ft	2
Sock, 4-in x 4-ft	2
Absorbent, peat moss, ¾ cubic foot bag	3
Tyvek protective suit	3
Nitrile gloves	3 pairs
Safety goggles	3 pairs
Waste disposal bag	5

**Spill Clean-up Kit
(55-gal drum),
NSN 4235-01-391-3110**

Contents	Qty
Sock, 4-in x 4-ft	6
Absorbent, peat moss, 18-lb bag	2
Rubber gloves, chemical resistant	2 pairs
Dust mask, disposable	6
Shovel, spark-free	1
Pushbroom	1
Waste disposal bag, 55-gal	4
Hazardous label, blank	1

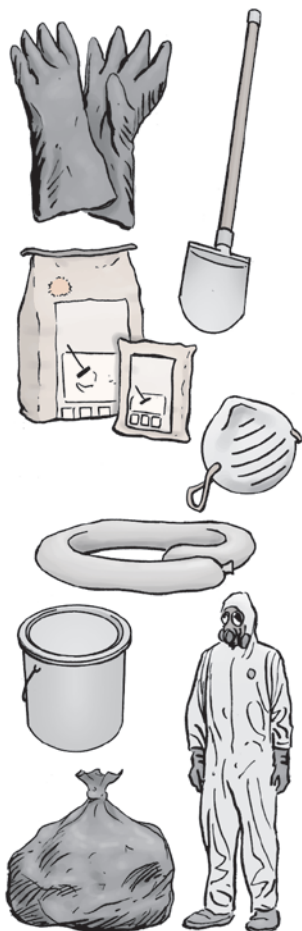




SPILL KITS ***AREN'T*** CHEAP. ONCE YOU'VE GOT ONE, YOU CAN ***SAVE SOME BUCKS*** BY USING THIS LIST TO REORDER ***INDIVIDUAL*** REPLACEMENT ITEMS...

Item	NSN	Qty
Pad, 18x18x3-in	4235-01-423-1463	30
Sock, 4-in x 8-ft	4235-01-423-1465	10
Sock, 4-in x 4-ft	4235-01-416-9008	20
Sock, 2-in x 10-ft	4235-01-423-1467	20
Sock, 2-in x 5-ft	4235-01-416-8997	40
Absorbent, peat moss, 2 cubic feet	4235-01-423-0711	3
Shovel, spark-free	5120-01-332-9954*	1
Pushbroom, handle	7920-01-460-8614*	1
Pushbroom, head, 18-in wide	7920-00-292-2367	1
Safety goggles	4240-01-292-2818	1
Nitrile gloves, small	8415-01-492-0176*	100
Nitrile gloves, medium	8415-01-492-0179*	100
Nitrile gloves, large	8415-01-492-0178*	100
Nitrile gloves, x-large	8415-01-492-0180*	100
Dust mask	4240-01-463-5449*	20
Bucket, 3 1/2-gal	7240-00-160-0455	1
Waste disposal bag, 75-gal	8105-01-183-9764	100

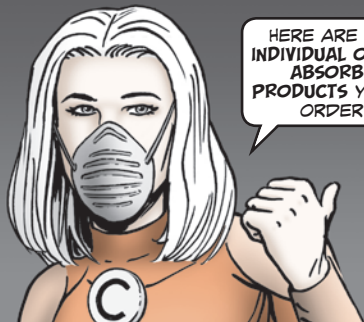
*Order on a DD Form 1348-6 and put NSN not on AMDF in the REMARKS block.



IF YOU WANT TO "THINK GREEN AND BE CLEAN,"
HERE ARE SOME ***ALTERNATIVE*** SPILL KIT OPTIONS...

Spill Clean-up Kit (organic absorbents), NSN 4235-01-572-3891	
Contents	Qty
Bag, tan canvas, 16-in x 17-in x 4-in	1
Bristle brush, 8-in	1
Dust pan, 12-in plastic	2
Absorbent, 4-lb pouch	1
Waste disposal bag	1

Spill Clean-up Kit (55-gal drum), NSN 4135-01-572-3936	
Contents	Qty
Wall mount, metal, 8-in x 12-in	1
Bristle brush	1
Dust pan	1
Absorbent, 4-lb pouch	1
Waste disposal bag	1

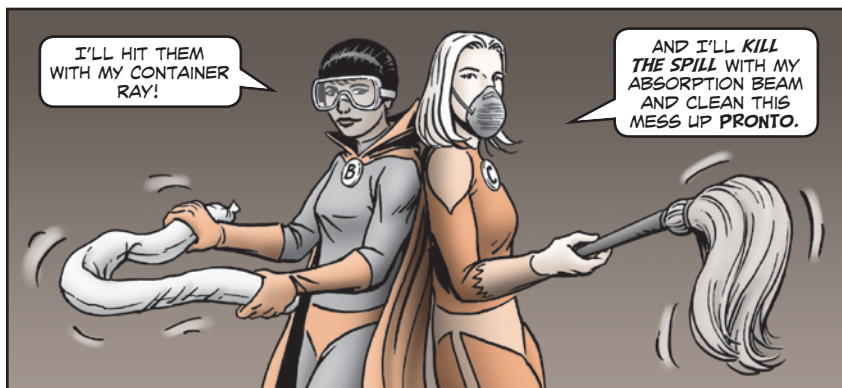


HERE ARE SOME
INDIVIDUAL ORGANIC
ABSORBENT
PRODUCTS YOU CAN
ORDER...

Item	NSN 4235-
Absorbent, 20-lb bag	01-572-3892
Absorbent, sweeping compound, 4-lb pouch	01-572-3902
Absorbent, sweeping compound, 20-lb bag	01-572-3908
Absorbent sock	01-572-3929
Absorbent pillow	01-572-3933
22-lb bag	01-436-8317*
25-qt (50-lb) bag	01-430-2003

NOTE: EVEN THOUGH ORGANIC ABSORBENTS WORK WELL FOR SOPPING UP SPILLS, THEY CAN LEAVE *STAINS* BEHIND.

USE **GENERAL PURPOSE DETERGENT**, NSN 7930-00-926-5280, TO CLEAN UP RESIDUAL STAINS.



I'LL HIT THEM
WITH MY CONTAINER
RAY!

AND I'LL KILL
THE SPILL WITH MY
ABSORPTION BEAM
AND CLEAN THIS
MESS UP PRONTO.

Important Reminder

ONCE ABSORBENTS GET SOAKED WITH POL, REMEMBER THAT YOU MUST TREAT 'EM AS HAZMAT.

GOT QUESTIONS ABOUT HANDLING OR DISPOSING OF HAZMAT?

TALK WITH YOUR UNIT'S HAZMAT OFFICER OR NCO. OR CHECK WITH THE ENVIRONMENTAL OFFICE SUPPORTING YOUR UNIT OR INSTALLATION.

DLA AVIATION'S PRODUCT SPECIALISTS ARE **ALSO** AVAILABLE AT (804) 279-2425.

NEED MORE HAZMAT HELP?

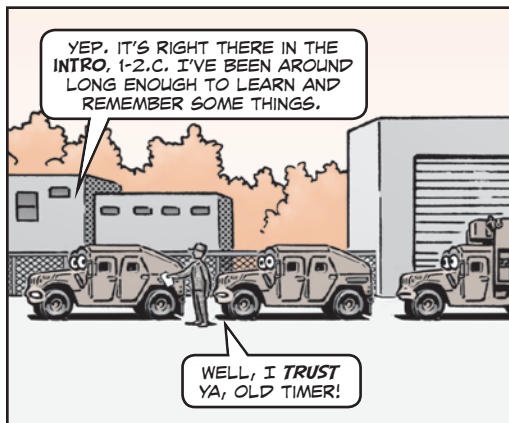
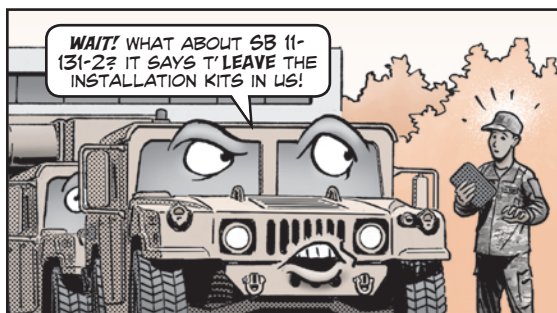
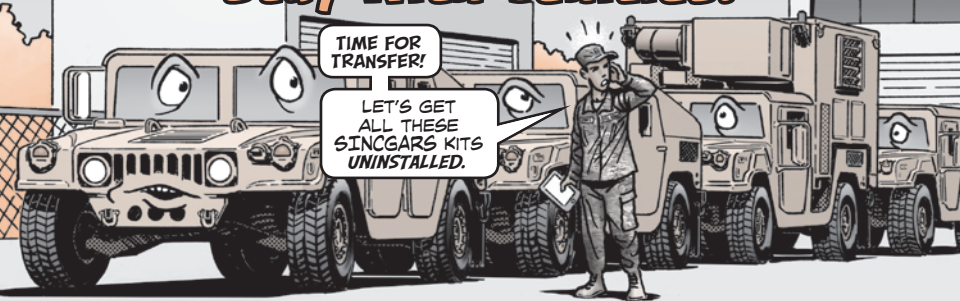
THE LOGISTICS SUPPORT ACTIVITY'S PACKAGING, STORAGE AND CONTAINERIZATION CENTER (PSCC) IS STANDING BY.

CALL DSN 795-7144/7763, (570) 615-7144/7763, OR EMAIL:

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



SINGGARS Installation Kits Stay with Vehicles!



QUESTIONS?

CONTACT DAVID YANOSIK AT DSN 648-6232, (443) 395-6232,
OR EMAIL: david.w.yanosik.civ@mail.mil

Dear Half-Mast,

Back in PS 675 (Feb 09), you had an article about SINGARS installation kits and how they should stay in the vehicles.

Recently my unit was told to transfer vehicles to another unit, and the transportation unit that was shipping the vehicles said we had to remove the HMMWV's MK-2325 installation kits, saying they weren't part of the vehicles. I tried to tell them that SB 11-131-2, *Vehicular Radio Sets and Authorized Installations, Volume II* (Sep 05), says not to remove installation kits, but they stood by their position.

Now the next unit to get the vehicles will have to spend money on new installation kits, and I have to dispose of the prior equipment through DLA. Can you repeat this guidance so more people are aware of the proper procedures?

CPT L.C.

Dear Captain,

Yes, Sir. Here's proof that plenty of Soldiers hang onto our articles for years! Sometimes Army regs change and, in turn, so does our advice. Here's one instance where it hasn't changed.

The guidance in SB 11-131-2 remains in effect. This is stated up front in the introduction, 1-2.c.: Installation Kits are no longer separately accountable. Line Item Numbers (LINs) for Installation Kits have been cancelled, and Installation Kits now remain with the vehicle when it is transferred or turned in.

The policy is also restated in Paragraph 2-1 b(1)(b) and 2-1 b(2)(b), and applies to both wheeled and tracked vehicles.

Half-Mast

KY-58 COMSEC TM

TM 11-5810-262-23&P (Jul 18) covers the TSEC/KY-58 communications security (COMSEC) equipment. The KY-58 is a voice encryption device that provides wideband secure voice capability to both aircraft and ships. It includes the Z-AHP remote control unit, NSN 6110-01-026-9623, and the Z-AHQ power interface adaptor, NSN 5810-01-026-9624. TM distribution is restricted, so you'll need to log in with your CAC at:

<https://idmng.armyerp.army.mil/oamcustomlogin/>

Choose the "ETM/IETM" icon and search for the TM.

Get New AWS TM

TM 11-5895-1762-13&P (Jun 18) covers the airspace workstation (AWS). It includes the AN/FSQ-211A mobile server unit, NSN 5895-01-574-5610, and the AN/FSQ-211B semi-rugged notebook computer (SRNC-17), NSN 5895-01-659-5849. TM distribution is restricted, so you'll need to log in with your CAC at:

<https://idmng.armyerp.army.mil/oamcustomlogin/>

Choose the "ETM/IETM" icon and search for the TM.

SPEED SWITCH SWITCHEROO

NEXT TIME YOU ORDER MY **SPEED SWITCH**, BE SURE YOU GET ONE THAT'S **ALREADY PROGRAMMED!**

SORRY 'BOUT THAT!

Dear Half-Mast,

My question is about the speed switch for a **PU-822A/T DRASH**, NSN 6115-01-547-6738. We ran into a faulty speed switch, PN DYN3-60030. The old one was blue and manufactured by the Barber-Colman Company. When we ordered a replacement switch, we got a black one with no manufacturer on it. It keeps causing an overspeed fault. Are there any known issues with this new switch?

SSG D.S.

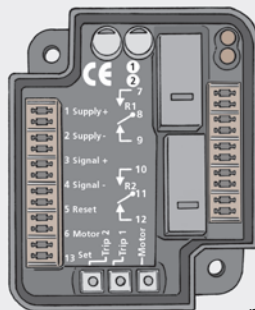
THERE SURE IS, SERGEANT. THE EARLY DRASH—NOW HDT DRASH®—SYSTEMS USED A **BLUE** SPEED SWITCH THAT IS **OBSOLETE**.

ALL SYSTEMS NOW USE THE **BLACK** SPEED SWITCH.

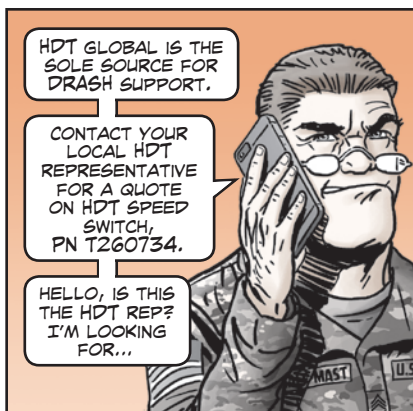
BOTH SWITCHES ARE THE **SAME** IN FORM, FIT AND FUNCTION.

THE **BIGGER** ISSUE IS THAT THE **NEW** SPEED SWITCHES NEED **PROGRAMMING**.

WHEN YOU ORDERED THE **SPEED SWITCH**, NSN 5895-01-569-1469, THROUGH THE NORMAL SUPPLY SYSTEM, YOU PROBABLY RECEIVED A SWITCH THAT IS **NOT** PROGRAMMED.



New black speed switch may need programming

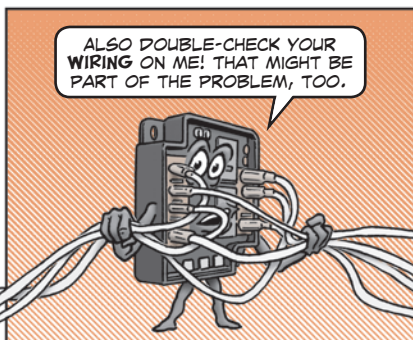


TO FIND YOUR NEAREST REP, CONTACT HDT CUSTOMER SUPPORT AT (800) 969-8527, (216) 438-6111, OR VISIT:

<http://www.hdtglobal.com/contact/>

IF YOU ALREADY HAVE A NEW BUT UNPROGRAMMED HDT SWITCH, CONTACT YOUR LOCAL HDT REP.

THEY CAN GET A QUOTE FOR A NEW, PROGRAMMED SPEED SWITCH, OR IF YOU RECEIVED A NON-PROGRAMMED ONE FROM THE SUPPLY SYSTEM, THEY CAN SEND IT TO THE DESIGNATED HDT SITE FOR PROGRAMMING.



HUD TM Hits Skies

TM 11-5855-340—23&P (Apr 18) is available for the AN/AVS-7(V)11 heads-up display (HUD), NSN 5895-01-659-4829. The HUD is an aid used with a night vision imaging system during flight operations. The TM distribution is restricted, so you'll need to log in to the Logistics Information Warehouse with your CAC at:

<https://idmng.armyerp.army.mil/oamcustomlogin/>

Then choose the "ETM/IETM" icon and search for the TM.

Pub Pushes Power Button

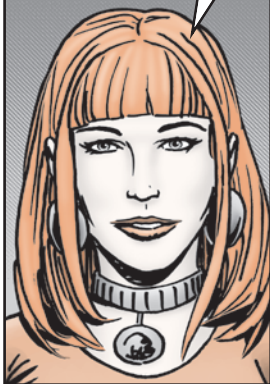
Army Techniques Publication (ATP) 3-34.45, *Electric Power Generation and Distribution* (Jul 18), is out. It covers electric power generation, distribution and management. The ATP replaced TM 3-34.45, *Engineer Prime Power Operations* (Aug 13). Find it at the Army Publishing Directorate: <https://armypubs.army.mil>
Or the Central Army Registry: <https://atiam.train.army.mil/catalog/dashboard>

Oh, Say Can UOC?

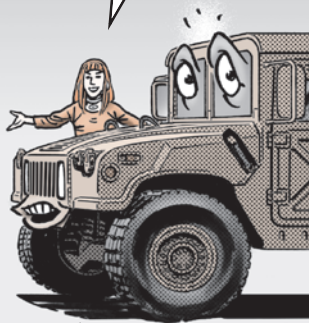
SAY IT? I **DON'T** EVEN KNOW WHAT IT **MEANS!**



KNOWING WHAT UOC MEANS CAN MEAN THE **DIFFERENCE** BETWEEN RECEIVING THE **RIGHT** PARTS OR RECEIVING THE **WRONG** PARTS—AND LOTS OF **GRIEF** FROM YOUR UNIT.



MOST MAJOR EQUIPMENT ITEMS, LIKE TANKS, TRUCKS AND HELICOPTERS, COME IN **SEVERAL** MODELS.



A PART THAT FITS ONE MODEL MAY **NOT** FIT ANOTHER.

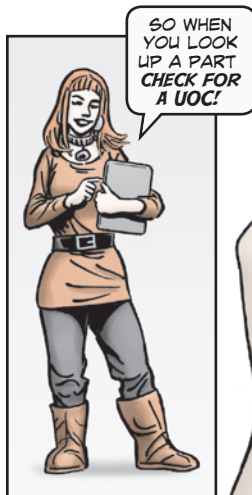
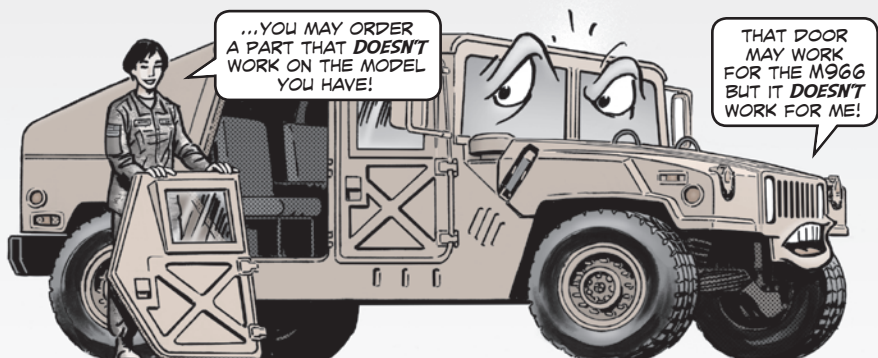
THAT'S WHERE THE PARTS MANUAL'S **USABLE ON CODE—**OR UOC—COMES IN.



IT IDENTIFIES WHICH **PARTS** FIT WHICH **MODELS**.

IF YOU **IGNORE** THE UOC WHEN YOU HUNT UP AN NSN IN THE PARTS MANUAL...

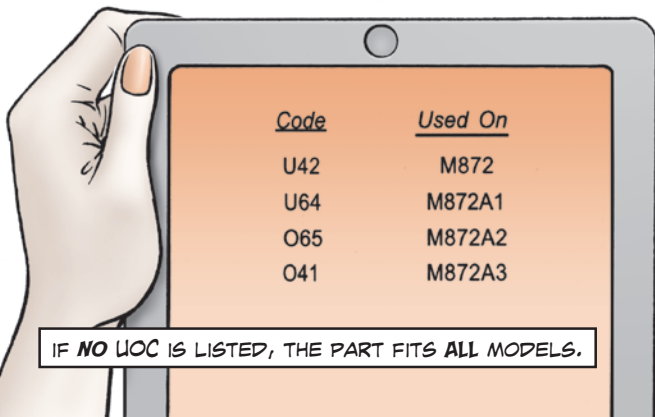




IT'S A SERIES OF **NUMBERS AND/OR LETTERS** NEXT TO THE PART'S DESCRIPTION.

IF THERE'S A UOC, GO TO THE **SPECIAL INFORMATION** SECTION IN THE TM'S INTRODUCTION.

IT TELLS YOU WHAT **MODELS** THE UOCs REPRESENT.



AR-COP...

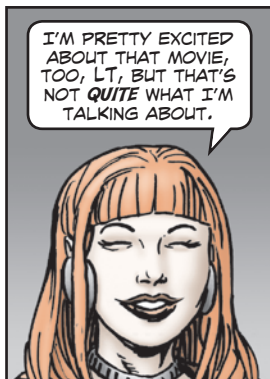
Not Quite, LT. Not Quite

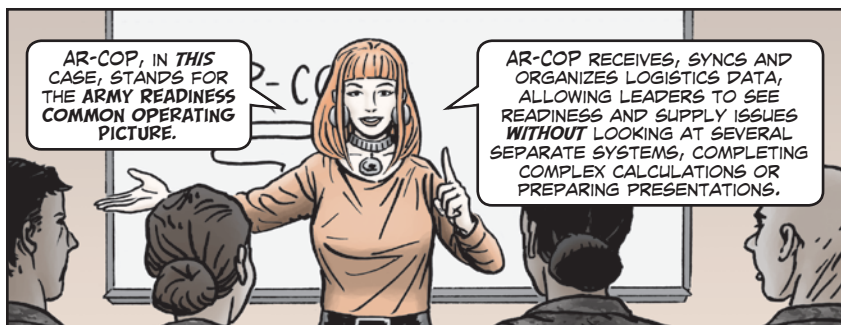


ARMORED RANGER-COP IS CHAD JORDAN, AN ATLANTA LAW OFFICER IN THE YEAR 2045. AFTER A PARTICULARLY *NASTY* BOUT OF SEASONAL ALLERGIES, HE'S REBUILT INTO THE ULTIMATE CYBORG POLICEMAN. WHEN HE TAKES DOWN BAD GUYS, HE SAYS...



"I APPRECIATE YOUR PARTICIPATION..."

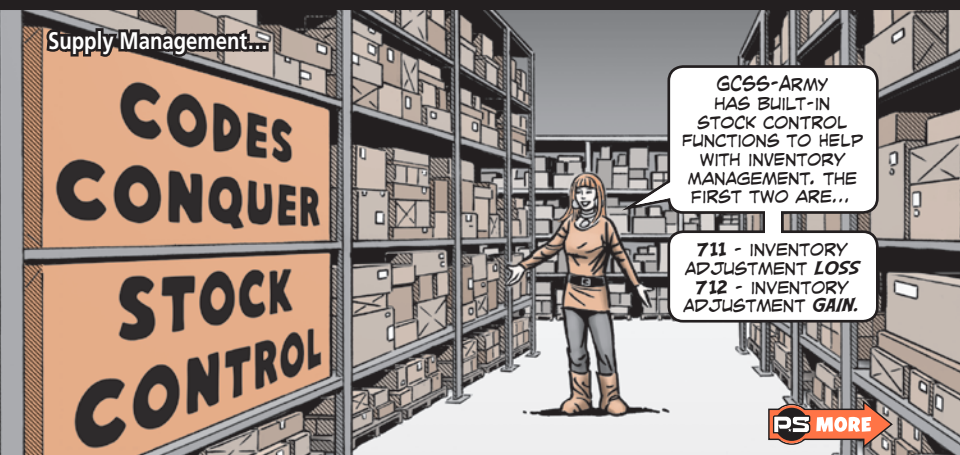




AN **UNCLASSIFIED** VERSION OF AR-COP IS AVAILABLE THROUGH THE LOGISTICS INFORMATION WAREHOUSE PORTAL:
<https://idmng.armyerp.army.mil/oamcustomlogin/>

SCROLL DOWN AND CLICK THE APP WAREHOUSE ICON. ENTER AR-COP IN THE KEYWORD SEARCH BLOCK AND CLICK **CREATE SHORTCUT** TO ADD IT TO YOUR LIST OF APPS.

TO SEE THE **SECURE** VERSION OF AR-COP VISIT: <https://amcop.logsa.army.smil.mil>



USE ZAI^T TO MANAGE YOUR AUTOMATIC IDENTIFICATION TECHNOLOGY (AIT).



CODE ZLX26 STARTS INVENTORY DOCUMENTS AND LX22 MANAGES THEM. POST COUNTS IN AIT OR ZLI11N.



NEED TO MANAGE OVERDUE SHIPMENT DELIVERIES? USE CODE ZPODCHK.



USE CODE ZPODDRPT TO MANAGE SUPPLY DISCREPANCY REPORTS (SDRS) GENERATED AT SUPPLY SUPPORT ACTIVITY (SSA).

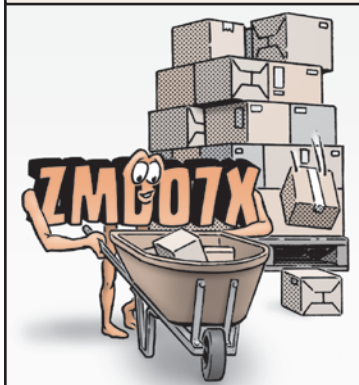
KEEP AN EYE ON UNCONFIRMED TRANSFER ORDERS (TOS) WITH THE WAREHOUSE.



ACTIVITY MONITOR CODES LLO1 AND LT23.



MANAGE **EXCESS STOCK** WITH ZMD07X.



WAREHOUSE **DISCONNECTED** FROM THE NETWORK? USE ZDWMSE TO VALIDATE ITEMS ISSUED ONCE THE WAREHOUSE IS BACK ONLINE.



FIND GCSS-ARMY GRAPHIC TRAINING AIDS THAT COVER A VARIETY OF GCSS-A AREAS HERE :

<https://gcss.army.mil/Training/GTA>

Connie's POST SCRIPTS

NEW AVIATION TRAINING CIRCULAR AVAILABLE

The Army Publishing Directorate (APD) has released a new training circular, *TC 3-04.71 Aviation Maintenance Training Program* (July 18). The training circular is available on the APD website:

<https://armypubs.army.mil>

You can also find the publication on the Central Army Registry:

<http://atiam.train.army.mil/catalog/dashboard>

Get Two New IOTV Pubs

TM 10-8470-215-10 (Sep 18) covers the Improved Outer Tactical Vest (IOTV) Generation IV. TM 10-8470-215-10PMC (Sep 18) is the crew/operator PM checklist for the IOTV Gen IV. TM distribution is restricted, so you'll need to log in with your CAC to the Logistics Information Warehouse at:

<https://idmng.armyerp.army.mil/oamcustomlogin/>

Choose the "ETM/IETM" icon and search for the TMs.

New CK TMs Hit Field

Four new TMs for the containerized kitchen (CK) plus trailer, NSN 7360-01-473-3408, were released in October 2018. They include:

- TM 10-7360-226-10, operator's manual
- TM 10-7360-226-23-1 and TM 10-7360-226-23-2, field maintenance
- TM 10-7360-226-23P, field maintenance repair parts and special tools list

Get the latest CK TMs at:

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

NEW RADIO TERMINAL SETS TM

TM 11-5820-1505-13&P (Sep 18) is the new operator and field maintenance manual for two radio terminal sets: the line of sight multi-channel AN/TRC-238(V)1, NSN 5820-20-010-4352, and the AN/TRC-238(V)2, NSN 5820-20-010-4455. Distribution is restricted, so you'll need to log in with your CAC to the Logistics Information Warehouse at:

<https://idmng.armyerp.army.mil/oamcustomlogin/>

Choose the "ETM/IETM" icon and search for the TM.

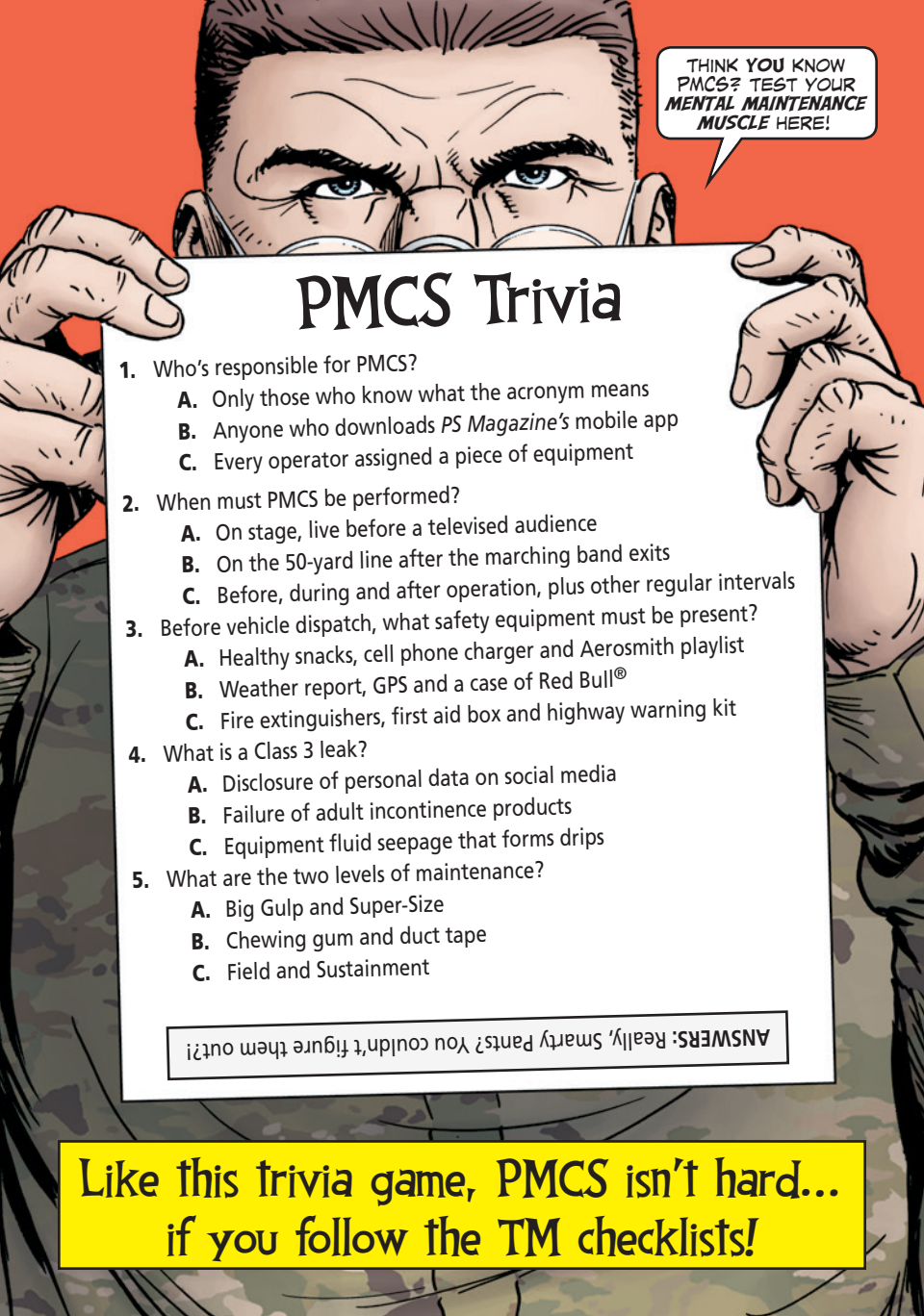
A1P2 FMTV Lift Cylinder NSN

Order a replacement lift cylinder for A1P2 FMTVs with new NSN 3040-01-647-0564. This replaces NSN 3040-01-566-8628, which is a terminal item.

LRT 110 Crane Rear Wheel Cylinder

Get a new rear wheel hydraulic brake cylinder assembly for your LRT 110 crane with NSN 2530-01-278-6250. It replaces NSN 2530-01-276-3565, which is shown as Item 10 in Fig 90 of TM 5-3810-305-24P (Sep 12). That NSN is no longer good.

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



THINK YOU KNOW
PMCS? TEST YOUR
MENTAL MAINTENANCE
MUSCLE HERE!

PMCS Trivia

1. Who's responsible for PMCS?
 - A. Only those who know what the acronym means
 - B. Anyone who downloads *PS Magazine's* mobile app
 - C. Every operator assigned a piece of equipment
2. When must PMCS be performed?
 - A. On stage, live before a televised audience
 - B. On the 50-yard line after the marching band exits
 - C. Before, during and after operation, plus other regular intervals
3. Before vehicle dispatch, what safety equipment must be present?
 - A. Healthy snacks, cell phone charger and Aerosmith playlist
 - B. Weather report, GPS and a case of Red Bull®
 - C. Fire extinguishers, first aid box and highway warning kit
4. What is a Class 3 leak?
 - A. Disclosure of personal data on social media
 - B. Failure of adult incontinence products
 - C. Equipment fluid seepage that forms drips
5. What are the two levels of maintenance?
 - A. Big Gulp and Super-Size
 - B. Chewing gum and duct tape
 - C. Field and Sustainment

ANSWERS: Really, Smarty Pants? You couldn't figure them out?!

Like this trivia game, PMCS isn't hard...
if you follow the TM checklists!