



Roll-up of Articles
April 2023

General and Special Topics





Leader Interview: CW3 RiveraOrtiz, 10th Support Group

/ Published April 3, 2023



CW3 Jamie RiveraOrtiz

MSG Half-Mast recently travelled to Torii Station, Okinawa, Japan, to meet with CW3 Jaime L. RiveraOrtiz, the senior maintenance technician for the 10th Support Group (SG). The two discussed the challenges of sustaining equipment in the unique operating environment found on the island, with special emphasis on corrosion.

CW3 RiveraOrtiz was selected to become an MOS 915A (automotive maintenance) warrant officer in 2013. His military education includes the Joint Logistics Course (JLC), Automotive Warrant Officer Advance Course (WOAC), Automotive Warrant Officer Basic Course (WOBC), CBRN Defense Course, Lean Six Sigma (Green Belt), Special Operations Command Jumpmaster Course, Airborne Course, Support Operations PH1, as well as several Defense Acquisition University courses. Before assuming his current duties, he held numerous positions that include: battalion maintenance officer, group maintenance officer and senior maintenance officer. He's also served on

multiple overseas assignments that include four (4) tours in Afghanistan and a tour in Iraq.

MSG Half-Mast: Briefly describe the mission of the 10th SG, Torii Station, Okinawa.

Mr. RiveraOrtiz: The main function of the 10th SG is to conduct sustainment support operations for U.S. Army Japan (USARJ) and the U.S. Indo-Pacific Command in theater's area of operations (AOR). The 10th SG supports numerous U.S. Forces and bilateral exercises and operations throughout the AOR, to include: reception, staging, onward movement and integration (RSOI); contingency sustainment; and base camp functions. The 10th SG is also a logistical hub for ammunition supply and distribution throughout Japan.

The unit's alternate missions are to flex or scale its logistics and supply operations to support humanitarian aid and disaster relief operations throughout the region, as well as conduct non-combatant evacuation operations should they be necessary.

MSG Half-Mast: Could you explain for our readers how the environmental conditions on Okinawa impact your vehicles and equipment and the maintenance performed on them?

Mr. RiveraOrtiz: Okinawa is a beautiful island paradise located in the southernmost prefecture of Japan. The climate is sub-tropical, with remarkably hot and humid summers and frequent rainfalls throughout the year. Okinawa is in *corrosive category four*, which is considered high by international standards. These environmental conditions, and the base's proximity to the coastline, are some of the unique elements that contribute to accelerating corrosion of our equipment and its components.

For us maintainers, we must be more aware when conducting maintenance operations and ensure that any component we inspect, repair or replace is protected against the elements at all times.



LCU2000 watercraft before corrosion removal (left) and after (right)

MSG Half-Mast: What corrosion prevention tasks has your unit found to work best for your vehicles and equipment and what advice would you give to units in similar environments when it comes to mitigating the adverse effects of corrosion?

Mr. RiveraOrtiz: First, proper and frequent inspections are crucial for the early identification of corrosion indicators and help us address any signs immediately. During inspections, it's important that all equipment parts are inspected, including hidden areas such as joints, crevices and seams.

In Okinawa, due to the highly humid environment, our equipment requires constant freshwater cleaning and rinsing to remove any dirt, salts, sand or other contaminants. Equipment free of dirt helps the maintenance personnel and operators observe components for those early indications of corrosion. In addition, having the right supplies, tools and protective compounds are essential for addressing the problem on the spot. The TACOM corrosion prevention and control (CPC) office has published a list on its website of corrosion-inhibiting compounds and tools that should be part of any unit's corrosion prevention and control program. That list can also be found in TB 43-0213, *Corrosion Prevention and Control (CPAC) For Army Wheeled Vehicles* (Mar 19).

MSG Half-Mast: What do you tell the most junior Soldiers in your unit about their responsibility for preventing corrosion in the first place and dealing with it if they find it?

Mr. RiveraOrtiz: Prevention comes down to equipment ownership and proper preventive maintenance checks and services (PMCS). Soldiers should be using all available and updated technical publications to make sure they are inspecting their equipment to standard. They have a few critical obligations for corrosion prevention, including ensuring that their equipment is clean and free of dirt and also making sure they are applying the proper cleaning compounds to the equipment. They're also responsible for inspecting, addressing and reporting any

corrosion indicators or damages through their chain of leadership, as well as to maintenance personnel, by utilizing the equipment maintenance and inspection worksheet or corresponding work package checklist.

MSG Half-Mast: Please describe any corrosion prevention training you leverage or specific corrosion prevention resources that other units could benefit from.

Mr. RiveraOrtiz: There is an abundant amount of corrosion prevention resources available online for all Soldiers that should be part of every unit's training program. First, read your unit SOP, technical manuals, technical bulletins and regulations for procedural and regulatory guidance. For training, hands-on and in-person training by a subject-matter expert is, in my opinion, one of the most effective methods for prevention training. It allows trainers to observe that the tasks are being performed correctly and can provide instant feedback when necessary.

I frequently visit the TACOM CPC page online for up-to-date corrosion information and instructional aids, publications and handouts. The Unit Training Assistance Program (UTAP) is another excellent source of training material and videos for operators and maintainers. And finally, the Army Learning Management System (ALMS) now offers courses for Unit Corrosion Monitor Training and the Basic Corrosion Course for Operators. All these resources combined are essential.

Here are the links to the corrosion resources mentioned by CW3 RiveraOrtiz (you'll need your CAC to access):

[TACOM Corrosion Prevention and Control \(CPC\)](#)

[Unit Training Assistance Program](#)

[Army Learning Management System](#)



I Sustain This: March 2023 Nominees

/ Published April 4, 2023

PS Magazine's *I Sustain This* campaign is designed to recognize civilian sustainers who exemplify the highest standards while maintaining equipment to meet combat readiness requirements and stay in the fight, even under the most arduous of circumstances.

For Mar 2023, we had two civilian sustainers nominated for this program. They were Robert Hinkle of the TACOM Fleet Management Expansion (FMX) office, Fort Benning, GA; and Ryan Cowles of TACOM FMX office, Ordnance Division, North Range, Ft Lee, VA.

Spotlight Profile



Robert Hinkle

Small Arms Repair Technician

Nominated by: Zachary DuBois

Why does this person deserve recognition? Mr. Hinkle has worked here at the FMX shop for four (4)years and always makes a positive impact in every area of the organization. He has worked at the main repair shop servicing and repairing a multitude of firearms and equipment such as the M2A1, M2, M240, M249, M9, M17, M320, M4, M192, PVS7, etc. He has also supported range truck operations, assisting Warfighters during weapons training out on the ranges. He eagerly volunteered and moved to the Ranger Training Battalion Arms Room, supporting their weapon training maintenance needs. When new firearm satellite maintenance shops were placed in the 197th and 198th Basic Training Support Units, he again volunteered and was part of the first team to establish these sites and currently works at the 197th site. For these efforts, he has received numerous positive Interactive Customer Evaluation (ICE) comments from the command teams and soldiers he supports. He was also instrumental in identifying problems with M17 (when first fielded) in relation to the trigger not resetting by identifying the problem with the trigger bar; he shared his findings with *PS Magazine* who, in turn, forwarded the information to appropriate locations. This led to the identification of certain trigger bar replacements, which corrected the malfunction. Within the shop, he identified misinterpretation of code-out criteria for the M240B, which allowed proper identification of code-outs for this firearm and increased the readiness and safety for the Soldier. He also assisted in identifying improper maintenance procedures for the MK19 within the shop, which resulting in saving the organization approximately \$80,000 and countless man hours for performing a maintenance procedure that was not authorized by the technical manual. More recently, he assisted in identifying improper maintenance procedures being followed for the headspace gaging of the M2A1 and conducted a presentation to the shop supervisor showing the discrepancies and explaining the proper procedure and stressing the importance of following the technical manual.

Additional Comments: Not only does Mr. Hinkle maintain and identify areas as outlined above, but he volunteers (not part of his job description or duties) to instruct Soldiers, NCOs (Instructors and Drill Sergeants) and commanders on proper maintenance procedures at the -10 level, both at the units' location and out on the ranges. Even while he is performing maintenance on firearms, he will see a soldier and ask if they want to learn a little more about the weapon and explain the function and maintenance a little further, which enhances the Soldier's knowledge and self-confidence with the firearm. He is eager to assist his co-workers and encourages them to further their education which resulted in two co-workers completing an Associate of Science in Firearms Technology and two receiving Certificates in Firearms Technology-Gunsmithing. Not only does he encourage others, he also sets the example; he, too, completed training to gain a Certificate in Firearms Technology-

Gunsmithing and is currently enrolled for an Associate of Science in Firearms Technology with a projected completion date of June 2023. During this annual evaluation cycle, Mr. Hinkle has completed over 1,808 job orders for the organization, consisting of 1,785 man hours for these services. Mr. Hinkle truly deserves to be recognized by *PS Magazine's* "I Sustain This" recognition program.

Also Nominated



Ryan Cowles

Heavy Mobile Technician, Recovery and Munitions Division
TACOM Fleet Management Expansion (FMX) office, North Range, Ft Lee, VA

Nominated by: Kevin C. Peavy

Why does this person deserve recognition? Mr. Cowles, maintains the training base operational readiness fleet of M88A1, M88A2, M113A3, M1089A1, M1089A1P2, M1075A1, and M10000 Forklift. His meticulous attention to detail and superior maintenance knowledge enables North Range to execute organizational maintenance

procedures to accomplish the critical objectives of no missed training, while maintaining readiness rates above 90 percent fully mission capable status, and adherence to funding goals allocations.

Additional Comments: As an additional duty, Mr. Cowles administers the North Range battery rejuvenation program, which ensures compliance with installation's requirements for proper battery reutilization and disposal operations.



Half-Mast Sends: Reminder on Safeguarding Classified Information

/ Published April 14, 2023

BLUF: Unauthorized disclosure of classified information, whether intentional or unintentional, is a reportable security incident.



Courtesy US Army Acquisition Support Center

Recent events have made a refresher about classified information urgent. If you have access to DOD classified material, remember it's your responsibility to safeguard that information. Failure to do so can lead to a reportable security incident and other consequences.

Remember, don't discuss classified information with anyone who isn't authorized to receive such information. Most importantly, **don't access or download documents with classified markings** on unclassified websites, from either home or work.

For more warnings and reminders, grab your CAC and read the full DoD memo [HERE](#).



Half-Mast Sends: Readiness Starts with You

/ Published April 28, 2023

BLUF: Readiness starts from the bottom up.



Photo by Spc. Micah Longmire

This article initially appeared in PS 780 (Nov 17), p. 1.

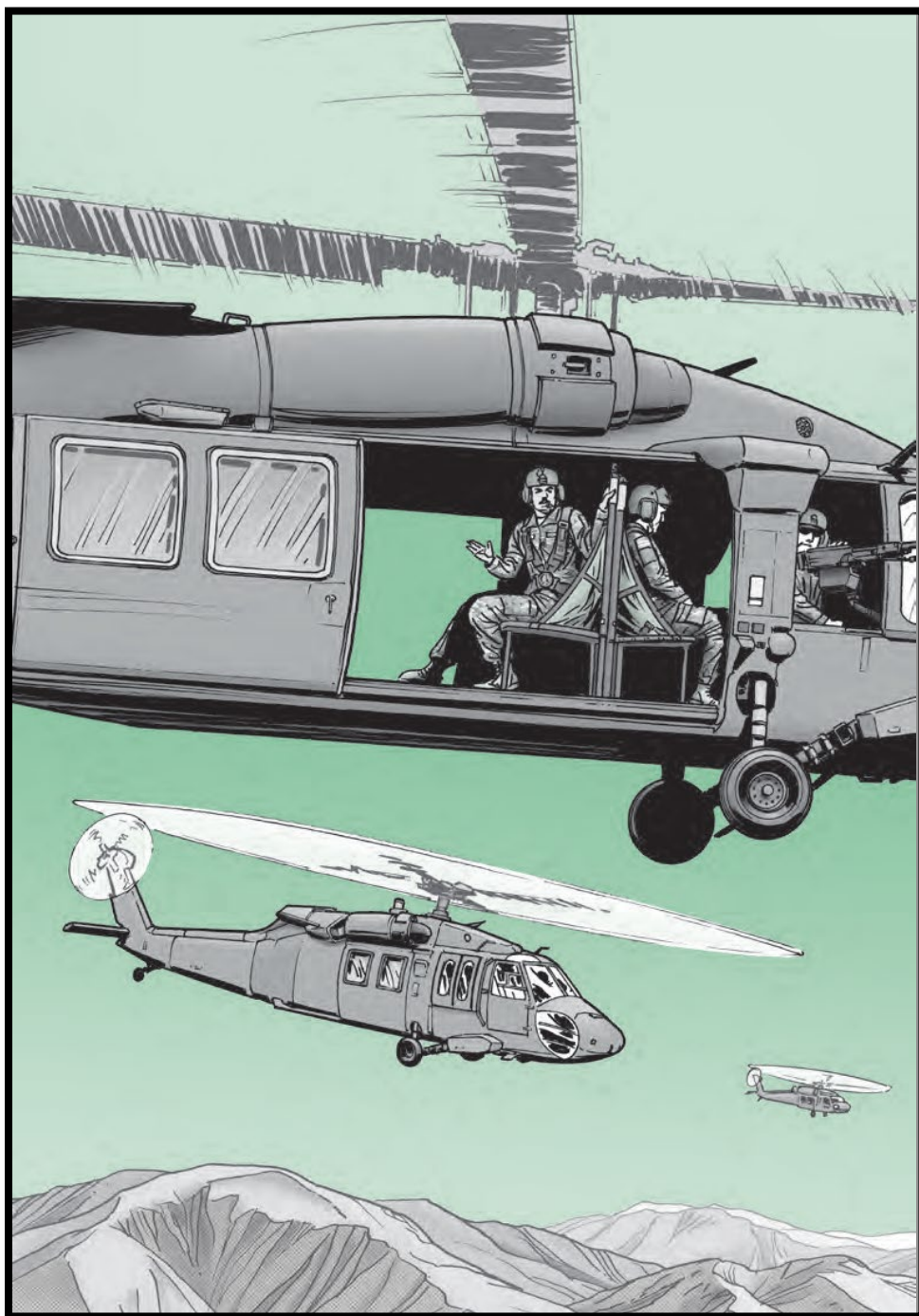
Operators, you know that most decisions in the Army go from the top down—like when and where your unit and its equipment get sent. But there's an exception: Information on how ready that equipment is to do its job comes from the bottom up.

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.

Aviation





Apache: Get Rid of Standing Water

/ Published April 5, 2023

BLUF: Before washing your Apache, cover components and openings to prevent water intrusion and, after washing, always check for standing water and dry it up.



Photo by Charles Rosemond

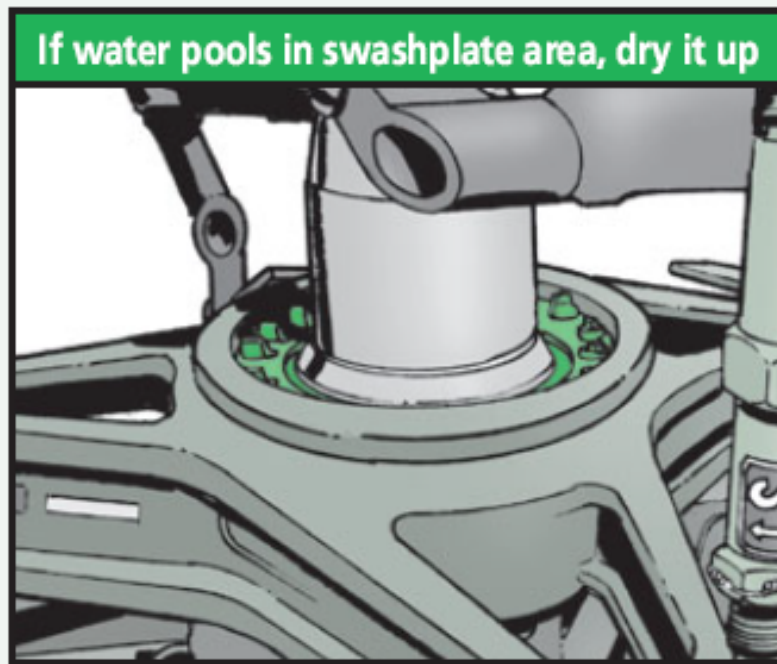
This article initially appeared in PS 741 (Aug 14), p. 26.

Before washing your Apache aircraft, don't forget to bag and tie your electronic components to protect them from water like it says in the IETM's caution statement. The same goes for the pitot static tubes. You don't want water to affect the tubes so that you won't be able to tell your airspeed and wind speed.

After a thorough washing of your aircraft, water can pool in certain areas. Not drying up that water invites corrosion. Stopping corrosion dead in its tracks requires that you look for water in the most likely—and unlikely—places.

For example, after washing your AH-64, you need to check for leftover water in the

rotating swashplate area. If you see water, use shop towels to soak it up. Allow the area to dry and then apply some corrosion preventive compound to the swashplate like it says in the IETM.



If water pools in swashplate, dry it up

An aircraft wash should not turn into a major repair exercise, so take precautions to protect parts and components from water intrusion and corrosion.

Editor's Note: Minor edits have been made to the original version of this article for clarity and brevity.



Chinook: Engine Work Packages Being Updated

/ Published April 11, 2023

BLUF: New troubleshooting steps to inspect and clean electrical connectors/cannon plugs are coming for multiple T55 engine work packages (WP)



Photo by Spc. Oscar Toscano

Mechanics, the T55 section of PM ATE (Advanced Turbine Engines) is working on adding steps that will affect over 90 troubleshooting work packages (WPs) in a future revision of the engine IETM, TM 1-2840-265-23&P (Apr 21).

Essentially, the work packages will be changed to read:

While troubleshooting engine faults using the TM troubleshooting work packages, it's recommended the maintainer perform the following steps early in the process:

- *Identify the related electrical connectors and cannon plugs.*
- *Remove, inspect for corrosion, clean; then re-install them per TM 1-1500-323-24 (Apr 14).*
- *Retest system.*
- *If the fault still exists, continue with troubleshooting using the appropriate work package in TM 1-2840-265-23&P (Apr 21).*



RQ-7B Shadow: Launcher Needs Maintenance Too

/ Published April 13, 2023

BLUF: The launcher must be checked regularly for proper nitrogen pressurization before launching the Shadow.



Photo by [Jamal Wilson](#)

Mechanics, the RQ-7B Shadow launcher is a critical component of the air vehicle (AV) system. A lack of proper launcher maintenance and not keeping enough nitrogen pressure in the accumulator and the nitrogen tanks can lead to the loss of an AV. The pressure must be maintained because temperature changes and nitrogen leakage can reduce pressure over time.

Test Your Knowledge

How much do you know about launcher maintenance? Here are five questions from the U.S. Army Combat Readiness Center's *Flightfax* (Mar 23) that will test your

knowledge and help you get more into your TMs for care.

1. Nitrogen pre-charge pressure is temperature sensitive. A 22°C (40°F) temperature variation will result in how much of a pre-charge pressure variation?
2. A higher pre-charge pressure is required when launching with the tail wind. True or False?
3. How long must you wait for the bottle to equalize before servicing the launcher nitrogen?
4. After servicing the nitrogen, how long must you let the temperature and pressure settle, in a near consistent temperature environment?
5. How often must the launcher's nitrogen system be vented or purged to 0 psi?

To check your answers and learn the specific TM reference, click [HERE](#).



Apache: Aviation Maintenance Training Program Prevents Errors and Mishaps

/ Published April 19, 2023

BLUF: Use the Aviation Maintenance Training Program (AMTP) to standardize maintenance training and avoid preventable mishaps.



Photo by [Sgt. Sarah Sangster](#)

Mechanics, human errors are the leading cause of aviation mishaps. To prevent this, maintenance leaders and commanders should ensure they're implementing a not-so-old concept called the Aviation Maintenance Training Program (AMTP). AMTP involves the entire chain of command training Soldiers on maintenance skills and knowledge that have:

- measurable competencies,
- standardized task requirements and procedures,
- standardized training records.

For more information on the Aviation Maintenance Training Program, read SGM Jason Rittichier's *Flightfax* article [HERE](#).

Another resource is TC 3-04.71 (Dec 20). You can download it [HERE](#).



Black Hawk: Turn In Data Transfer Modules

/ Published April 21, 2023

BLUF: If you have any data transfer modules, NSN 7025-01-542-8454, PN D6291000001, left over from the L-model Black Hawks, turn them in.



Photo by Master Sgt. Becky Vanshur

Data Transfer Modules (DTMs) for the 128 Doppler GPS are still needed to keep UH-60L aircraft updated.

Any units that have transitioned to UH-60M fleets and are still in possession of their old L-model aircraft DTMs, NSN: 7025-01-542-8454, PN D6291000001, should turn them in to their theater aviation sustainment managers (TASMs) ASAP.



Black Hawk: Group Email for UH Safety Office

/ Published April 21, 2023

BLUF: Field units can contact the Utility Helicopter Safety Office by email to resolve safety issues.



Photo by [Airman 1st Class Zachary Foster](#)

If you have safety issues or concerns with your helicopter and need answers or guidance, the Utility Helicopter (UH) Safety Office has a direct email for field units to submit inquiries and share safety-related ideas. You can reach them by email [HERE](#).



Chinook: SCAMP II Exceeds Floor Load Limits

/ Published April 27, 2023

BLUF: All Chinook personnel **must** stop loading the SCAMP II into their aircraft because it exceeds load limits for the floor.



Photo by Cpl. Nicholas Fuel

If you transport the self-propelled crane aircraft maintenance and positioning (SCAMP) II inside Chinooks, make a note that aviation maintenance action message (AMAM) H-47-23-AMAM-01 says the SCAMP II exceeds the load limit for the floor and can damage the floor and loading ramp.

Until the AMAM is rescinded, units are **prohibited** from internally loading the SCAMP II into all H-47 series aircraft.

External loading the SCAMP is currently the only approved method for transporting the SCAMP II. The AMAM provides rigging guidance.

To view the AMAM, click [HERE](#). Click on Consolidated Listings, select Aviation as the

Record Type, H-47 as System Type and AMAM as Message Type. Then click Search. Results are listed in chronological order.



All Aircraft: Be Safe With Electrical Systems!

/ Published April 28, 2023

BLUF: If applicable, make sure to lock out circuit breakers before working on electrical systems.



Photo by Senior Airman Devan Halstead

This article originally appeared in PS 743 (Oct 14), pp. 23-24.

Mechanics, when working on electrical systems always make sure circuit breakers are in the off (pulled position). If they must be locked or deactivated, follow the procedures in para 66. B. 1 of WP 028 00 in TM 1-1500-323-24-1, *Installation and Repair Practices Aircraft Electrical and Electronic Wiring* (Apr 14).

During aircraft ground operations, there are times when positive lockout deactivation of circuit breakers will be required to prevent damage to the aircraft and yourself. Unfortunately, it's **not** happening. And that's almost always because mechanics say they don't have the equipment to lock circuit breakers.

Circuit breakers **must** have a lockout ring, collar or safety lockout sleeve installed on the circuit breaker anytime you work on electrical systems. If you **don't** have any of these items order them **now**.

The TM lists the part numbers for the lockout sleeves and kits you'll need, but not the NSNs. Here's a complete list:

Table 1: Safety locks, sleeves and kits NSNs and part numbers

#	Item	NSN	PN
1	Safety lock, small (for 3/8-in circuit breakers)	5925-01-580-4662	296050002-1
1	Safety lock, large (for 7/8-in circuit breakers)	5925-01-609-6121	296050008
2	Safety lock sleeve	5925-01-609-6208	296050009
3	Clip for safety lock and sleeve	5925-01-609-6211	296050018
4	Safety lock kit (contains 10 small safety lock, 2 large safety lock, 12 safety lock sleeves, 12 warning/danger tags and 12 clips)	5935-01-609-6893	296050020-1
5	Safety lock kit (contains 18 small safety locks, 18 warning/danger tags, and 18 clips)	5935-01-609-6266	296050020-2

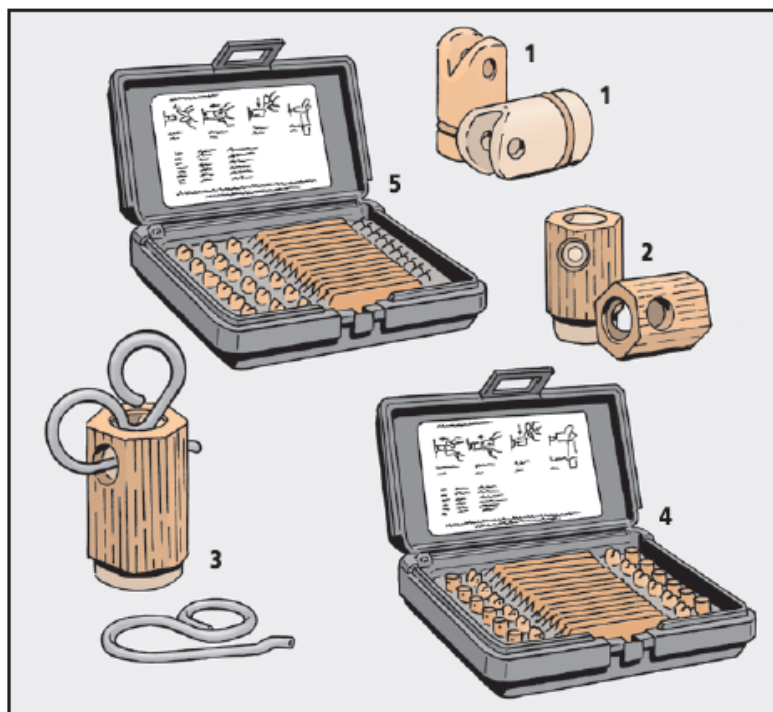
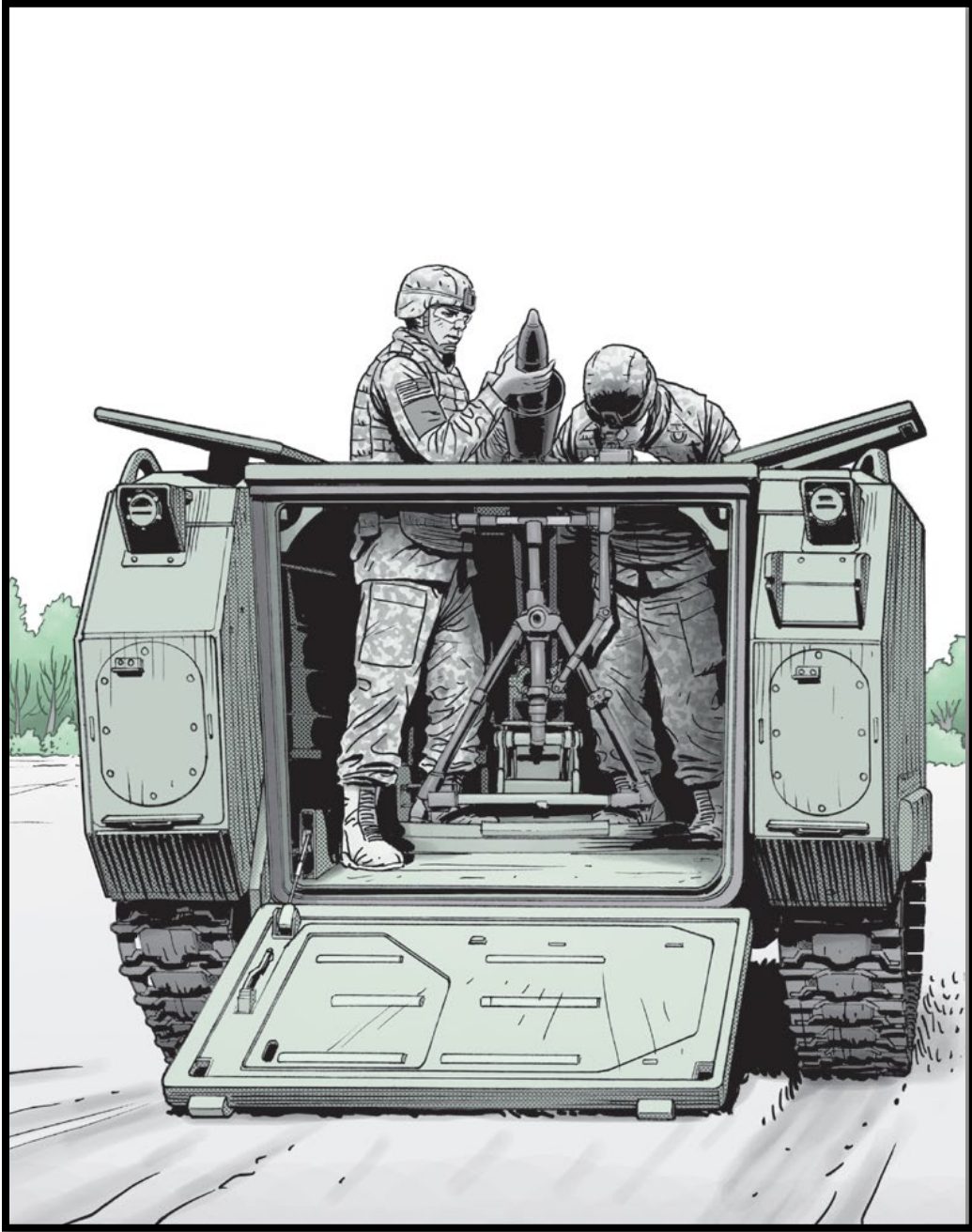


Table 1 legend

Combat Vehicles





M119A3 Towed Howitzer: Use Correct Brake Fluid

/ Published April 13, 2023

BLUF: Using any brake fluid other than MIL-PRF-46176 in the M119A3 howitzer's brake fluid reservoir can cause brake failure and possibly a fire.

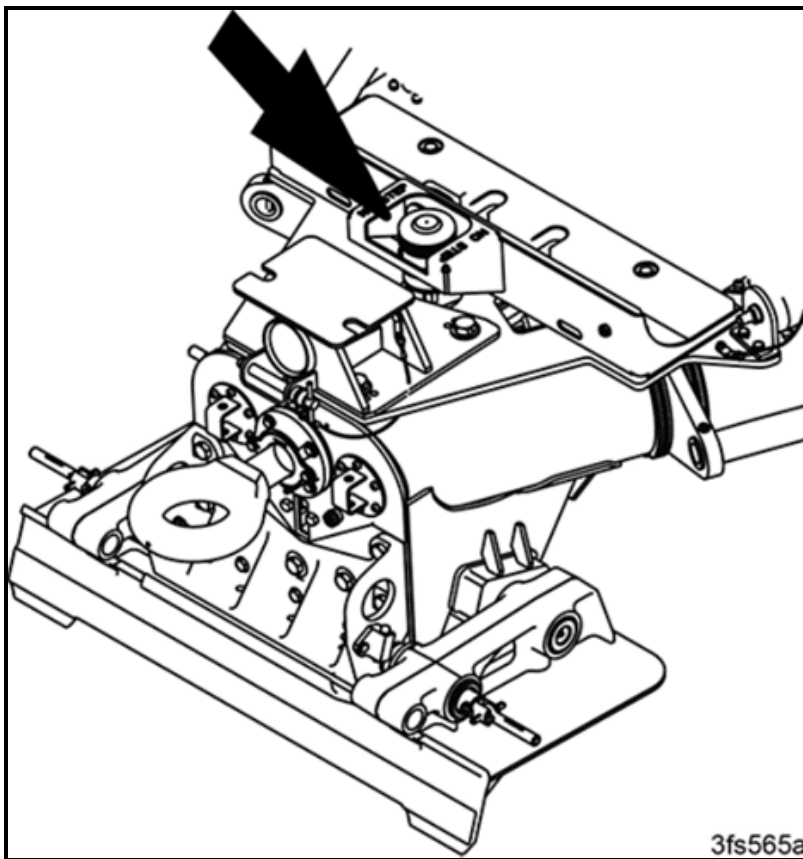


Photo by Sgt. Randis Monroe

Crewmen, make sure you're using the correct brake fluid in your M119A3 towed howitzer. Using the wrong brake fluid can cause the brakes to lock up and catch fire!

Some crew members are using petroleum base hydraulic fluid (OHT) instead of the required brake fluid.

The **only** brake fluid you should put in your howitzer's brake fluid reservoir is MIL-PRF-46176. Get a gallon with NSN 9150-01-102-9455. Check out WP 0084 and WP 0085 in TM 9-1015-260-10 (Sep 21) for more information about maintaining your howitzer's braking system.



3fs565a

Put only MIL-PRF-46176 in brake fluid reservoir



Stryker FOV: Do Not Reattach On Board Oil Exchanger (OBOE)

/ Published April 13, 2023

BLUF: Do **not** reattach the on board oil exchanger (OBOE) on Stryker vehicles for any reason.



Photo by Charles Rosemond

Some mechanics have recently reattached the on board oil exchangers (OBOE) on their unit's Strykers. However, those OBOEs were disabled for a reason.

PM Stryker Brigade Combat Team (PM SBCT) sent out TACOM Maintenance Action Message 14-051 back in 2014 instructing units to disable the OBOE on all Stryker vehicles. The operator manuals were also updated to remove the requirement for operators to check OBOE oil levels during PMCS.

Some well-meaning mechanics have recently reattached the OBOE on their unit's Strykers, even ordering parts to do so. This is unnecessary as the decision to disable the OBOE was made to reduce unit maintenance costs and the maintenance burden

on Soldiers.



Do not reattach OBOE

Check out TACOM MAM 14-051 [HERE](#).



Ground Vehicles: Want to Order in Bulk?

/ Published April 14, 2023

BLUF: If you want to order in bulk be sure to check the Bulk Items List in the TM.



Photo by Capt. Gregory Walsh

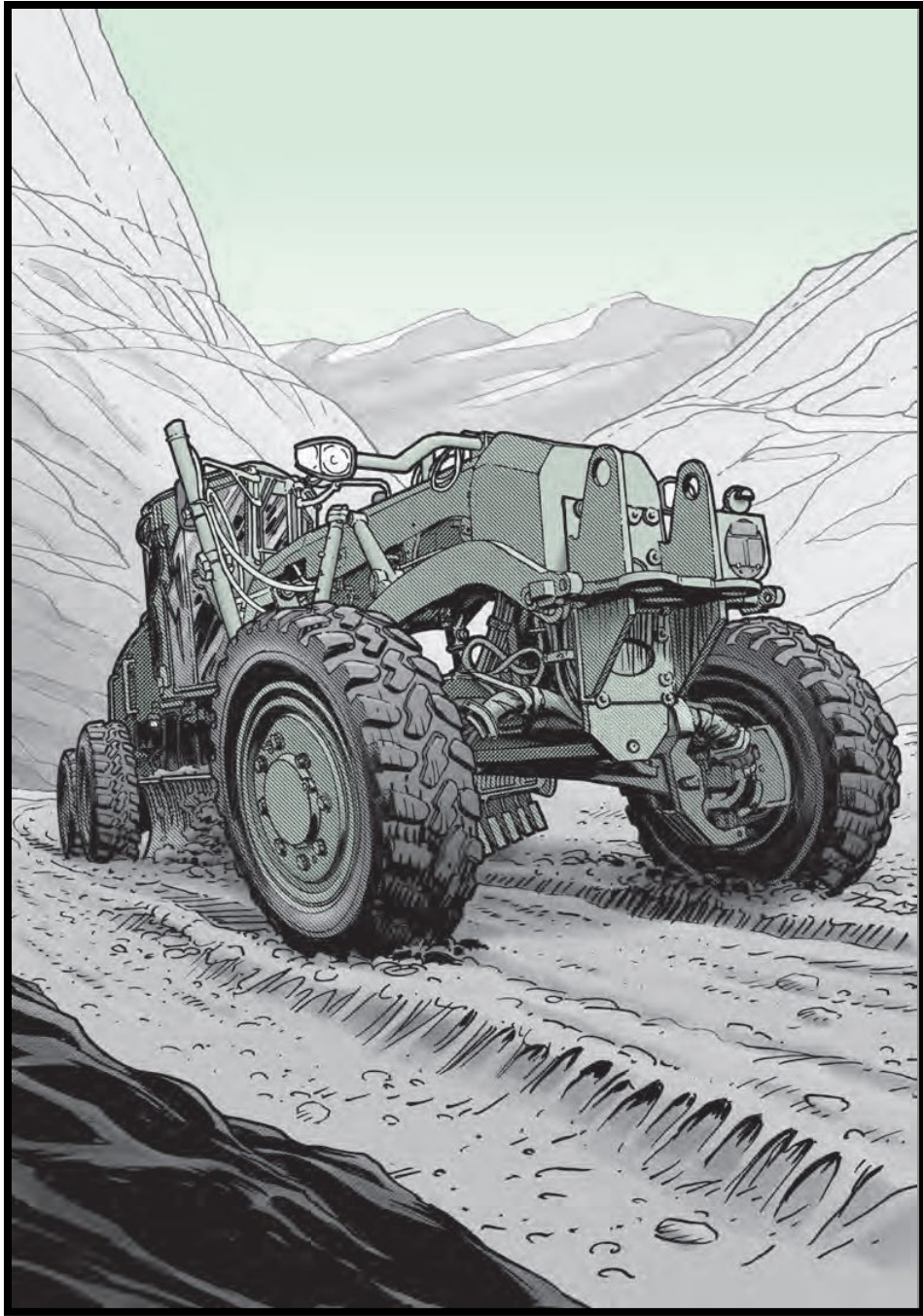
Looking to order parts—for example air brake lines for your truck or trailer—in bulk? That's no problem! You can get that info from the maintenance TM for your vehicle or equipment.

Ordering in bulk can save your unit money and ensure that you have what you need to complete maintenance tasks.

Just go to the **Bulk Items List** in the maintenance TM for that vehicle or equipment.

The list not only shows which items you can order in bulk, but also provides additional info such as sizes.

Construction





Ground Vehicles: Want to Order in Bulk?

/ Published April 14, 2023

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Photo by Capt. Gregory Walsh

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M1231 MK III VMMD Husky: Annual Service Kit NSN

/ Published April 28, 2023

BLUF: To get the annual service kit for the Husky use NSN 2910-01-698-3722.



Photo by Sgt. Michael Armstrong

Mechanics, if it's time to perform annual services on your Husky, you won't find the service kit NSN in the TM.

To get an annual service kit for the M1231 MK III VMMD Husky use **NSN 2910-01-698-3722**. It costs about \$1000.

Make a note until the NSN is added to the next revision of TM 9-2355-316-23P (Jun 18).

Commo/Electronics





PQAS-E: Hard Drive Software Update

/ Published April 11, 2023

BLUF: The PQAS-E laptop's hard drive software needed to be updated by March 29, 2023.

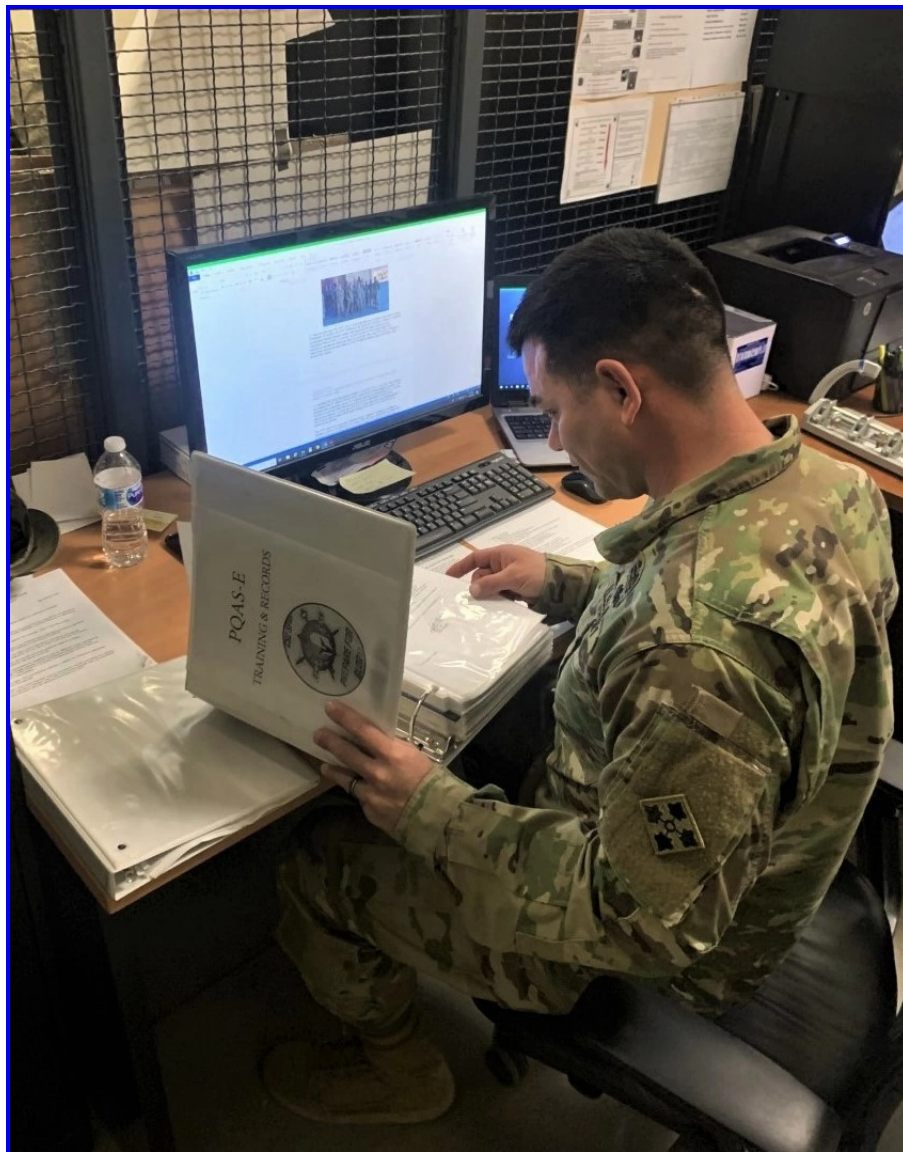


Photo by Sgt. James Geelen

Units, listen up. Be sure to verify that all PQAS-E B300 W10 laptop computers have the latest hard drive software update (version 2.3.2) installed, using WP 0096 in TM 10-6640-264-10 (Sep 17) for reference. According to TACOM MAM 23-012, compliance reporting for the Petroleum Quality Analysis System-Enhanced (PQAS-E) B300 W10 laptop hard drive, NSN 7010-01-564-8774, was due on March 29, 2023.

Again, the deadline to complete this action and report in the Modification Management Information System (MMIS) was March 29, 2023.

The PQAS-E B300 W10 laptop hard drive software system is also transitioning to a universal serial bus (USB) drive-based update method. This new update method has several advantages, including eliminating the need to ship entire hard drives, enhancing cybersecurity, enabling Soldiers to reset their laptops in the field, and streamlining the B300 W10 laptop hard drive software update process.

For more information, including step-by-step instructions and POCs, see TACOM MAM 23-012 [HERE](#).



MEP-831A/832A TQGs: Return Correct Engines Only

/ Published April 21, 2023

BLUF: Turn in the correct 3-kW TQG Yanmar engines to CECOM.



Photo by [Sgt. John Onuoha](#)

Dear Editor,

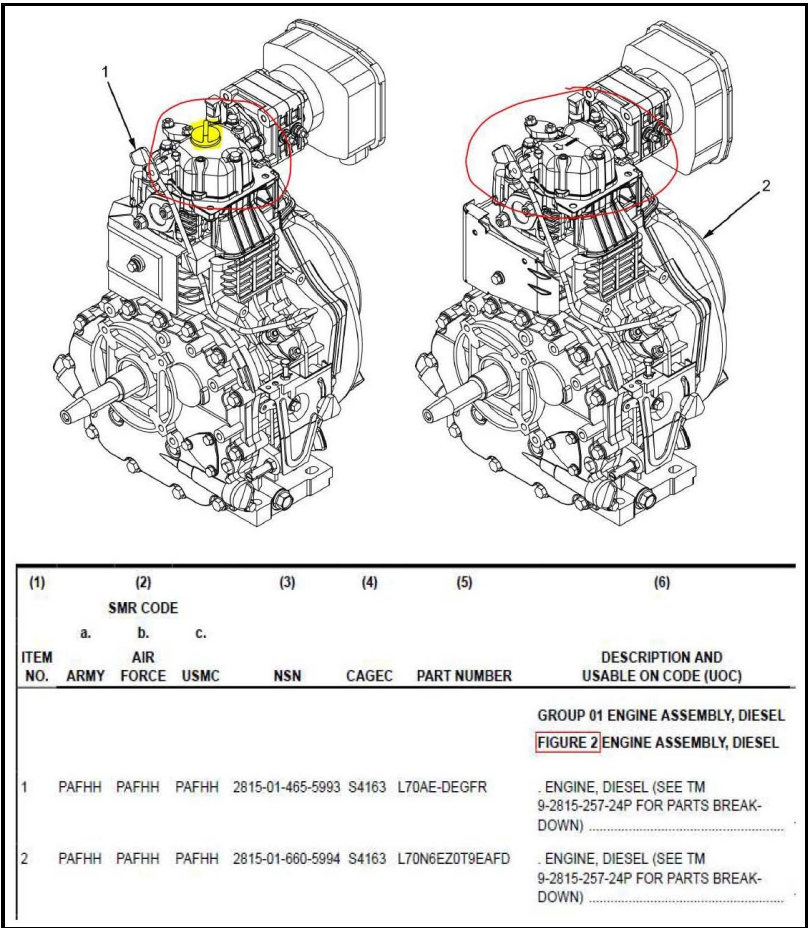
Please send the following message out to units:

The 3-kW tactical quiet generators (TQGs) MEP-831A/MEP-823A are powered by Yanmar L70 diesel engines, NSN 2815- 01-660-5994 (L709 - prime) and NSN 2815-01-465-5993 (L70AE - old).

Only the first engine, NSN 2815-01-660-5994, should be returned to CECOM for disposition. Double-check the engine type prior to disposition.

Don't return NSN 2815- 01-465-5993 to CECOM for disposition.

The Yanmar engines look similar except NSN 2815- 01-660-5994 has an oil filler cap on top and the length of the air intake housing/air filter is oriented horizontally. The illustration below can help identify the difference in the two (2) engines. The oil filler cap is highlighted in yellow. There are other differences, but these are the most readily seen.



NSN 2815- 01-660-5994 (left side) has an oil filler cap on top highlighted in yellow
(right click on image and open in new tab to view larger)

Again, don't return the engines that come with NSN 2815- 01-465-5993 to CECOM. They should go to local disposal instead.

Kimberly Taylor
CECOM

Editor's note: We're glad to support and get the word out.

H2F





H2F: GTA Posters Highlight Five Readiness Areas

/ Published April 21, 2023

BLUF: Five (5) H2F posters are available that cover the Soldier Readiness System.



A new graphic training aid (GTA) is available to help units implement the Holistic Health and Fitness (H2F) Soldier Readiness System (SRS). The GTA is a single PDF that includes five (5) posters covering each of the SRS readiness areas: mental, physical, nutritional, spiritual and sleep.



Example poster covering physical readiness

GTA 07-08-006-1-5 is available at the Central Army Registry (CAR) [HERE](#).

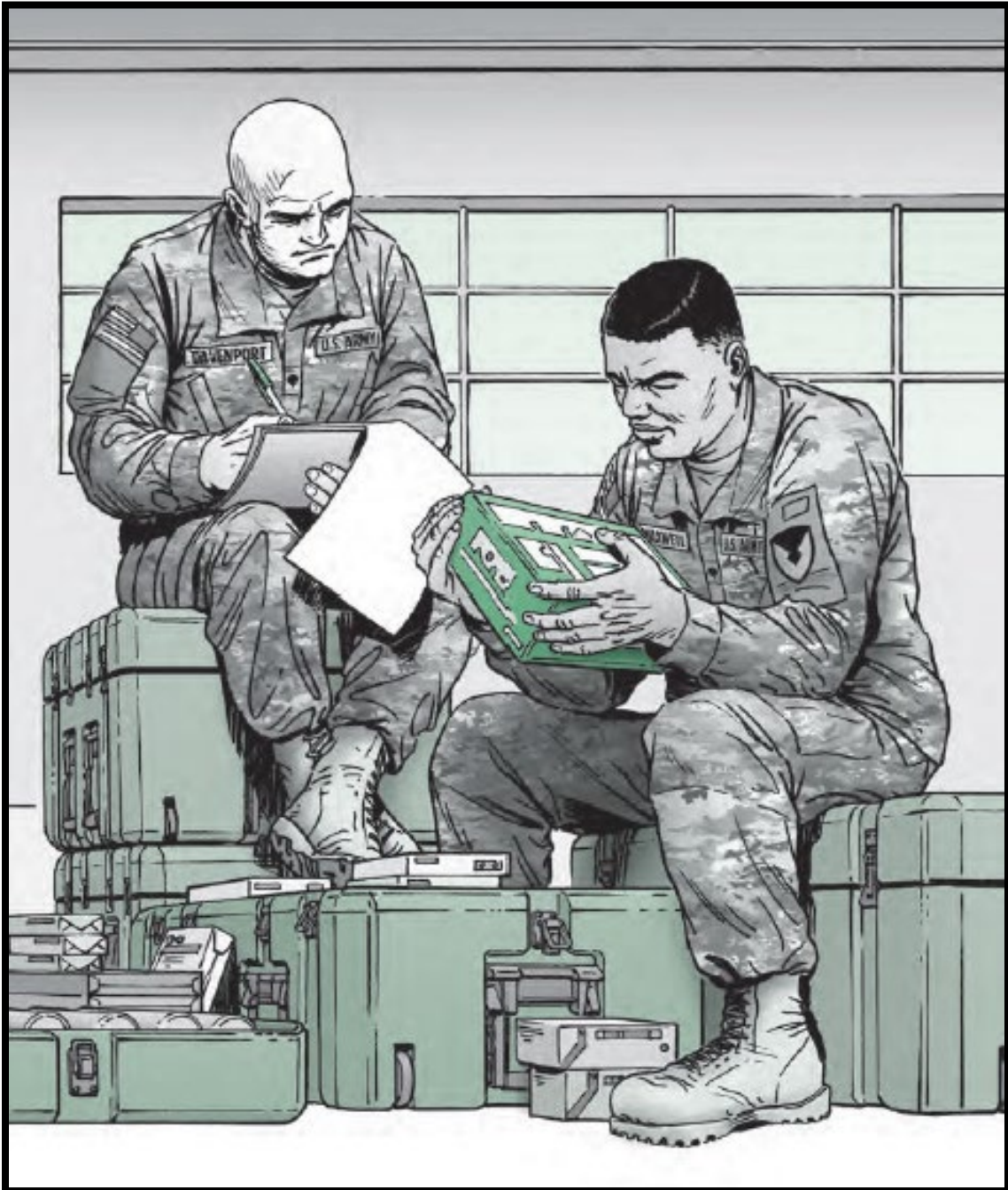
Sign in with your CAC, type "GTA 07-08-006-1-5" in the CAR search box. Or choose "Product Type" in the left-hand column. Scroll down to "GTA-Graphic Training Aid" and find it in the list. You can download a zip file of the posters by clicking on the highlighted title in the "Download Package."



Type GTA No. in search box on the CAR homepage

Local Training Service Centers (TSCs) will have pre-printed posters available for order soon. Until then, they can be used electronically or printed at a local printer (many Morale, Welfare and Recreation offices have a printing service) as 24in x36in posters. Units will be responsible for any associated costs. As an alternative, units can scale them down to print on their local printers.

Logistics Management

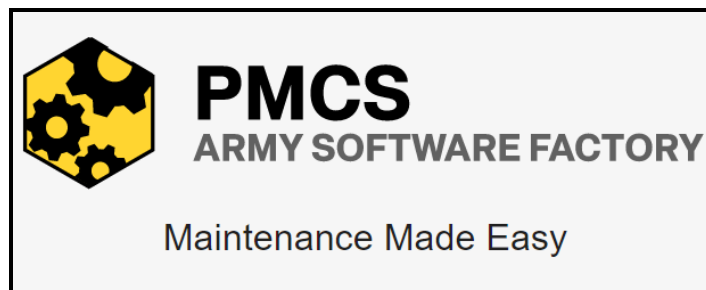




Maintenance Mgmt: Army Software Factory PMCS App Update

/ Published April 13, 2023

BLUF: A new PMCS app feature allows users to add UICs.



Courtesy of the Army Software Factory

The latest update to the Army Software Factory's (SWF) PMCS app allows users to add Unit Identification Codes to their equipment lists. This function allows Army Field Support Battalions (AFSBs), Brigade Support Battalions (BSB), Army National Guard units and Army Reserve units to better support their unit structures and mission requirements.

The PMCS app is available now and allows you to use your own device to access the Army's TM repository and GCSS-Army equipment information.

Click [HERE](#) for a full-color, printable copy of the instructions to register your smartphone with MobileConnect, create your 8-digit PIN and access the PMCS app securely, with a one-time CAC card setup.



Ground Vehicles: Want to Order in Bulk?

/ Published April 14, 2023

BLUF: If you want to order in bulk be sure to check the Bulk Items List in the TM.



Photo by Capt. Gregory Walsh

Looking to order parts—for example air brake lines for your truck or trailer—in bulk? That's no problem! You can get that info from the maintenance TM for your vehicle or equipment.

Ordering in bulk can save your unit money and ensure that you have what you need to complete maintenance tasks.

Just go to the **Bulk Items List** in the maintenance TM for that vehicle or equipment.

The list not only shows which items you can order in bulk, but also provides additional info such as sizes.



Half-Mast Sends: Readiness Starts with You

/ Published April 28, 2023

BLUF: Readiness starts from the bottom up.



Photo by Spc. Micah Longmire

This article initially appeared in PS 780 (Nov 17), p. 1.

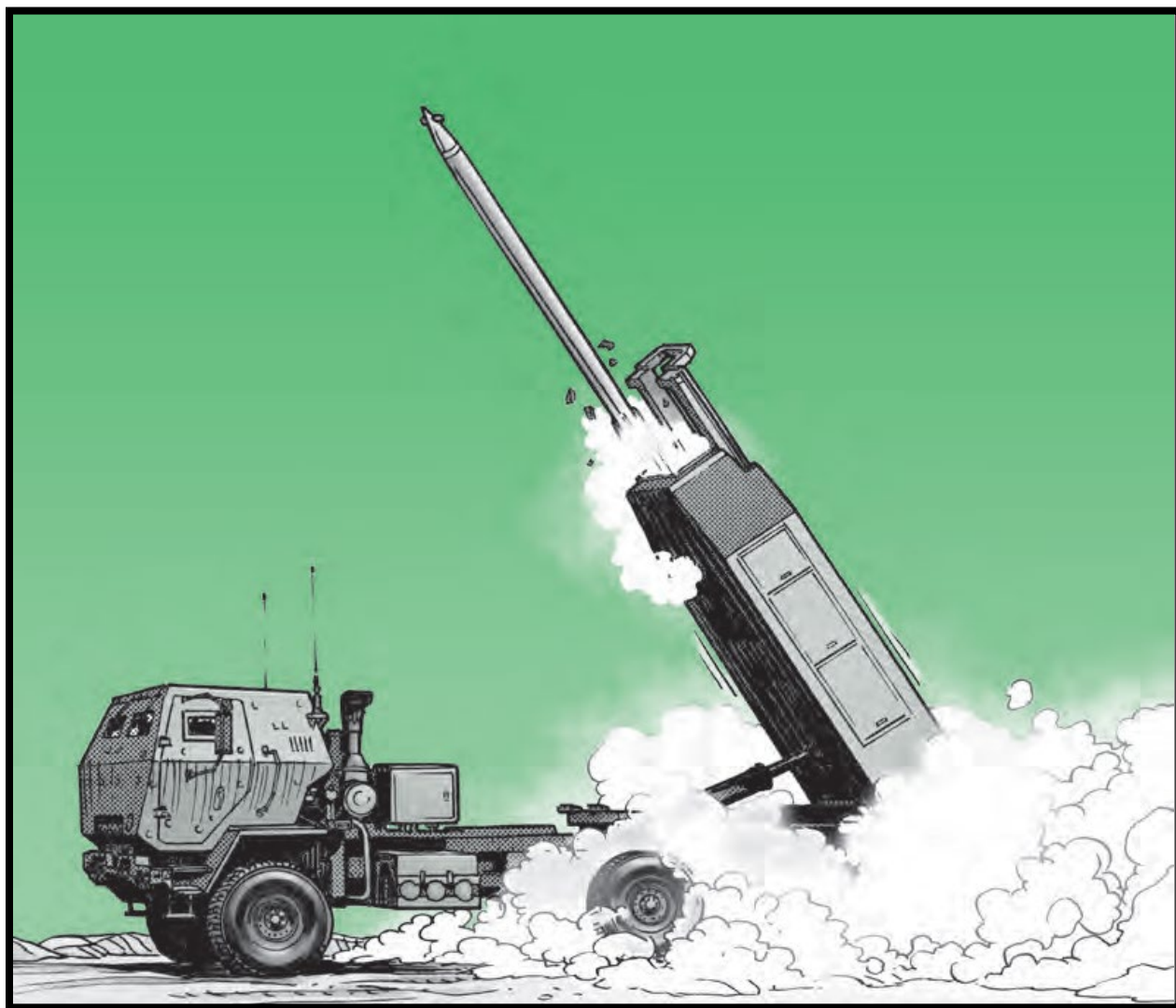
Operators, you know that most decisions in the Army go from the top down—like when and where your unit and its equipment get sent. But there's an exception: Information on how ready that equipment is to do its job comes from the bottom up.

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.

Missiles





Avenger: PM Is Best Served Often!

/ Published April 27, 2023

BLUF: Don't forget about the M3P machine gun during PMCS and pay attention to where you step when getting in the Avenger.



Photo by [Georgios Moumoulidis](#)

This article initially appeared in PS 718 (Sep 12), pp. 44-45.

Dishing up preventive maintenance (PM) often is the best revenge against the forces that can stop the Avenger in its tracks. For instance...

Give M3P Machine Gun Attention

Since it's usually fired only quarterly, it's often forgotten. At least monthly, go to the arms room and give the M3P a complete PMCS. Keep it lubed with TW-25B. If the M3P is going to be in storage, it's OK to give all its parts (except the bolt face) a heavy coat of TW-25B. *However, be sure to wipe clean and reapply a new coat of TW-25B before firing again.

When you do mount the M3P, don't use slip joint pliers to install its cable. They damage the connector. Use needle-nose pliers.

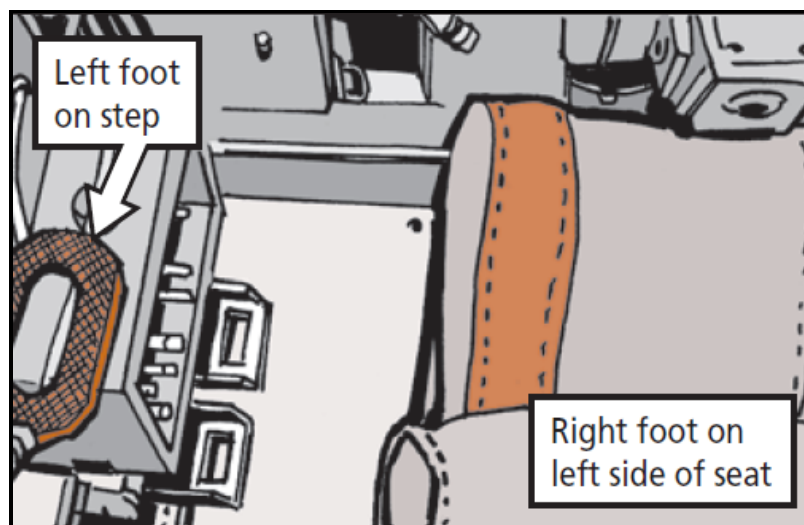
If you need new M3P gages, order them with NSN 5280-13-116-6359. Remember, the gages need to be calibrated yearly by TMDE.

And don't forget to track how many rounds the M3P fires. After 1,250 rounds, it needs to be completely disassembled, cleaned, inspected and lubed.

Tiptoe Through the Turret

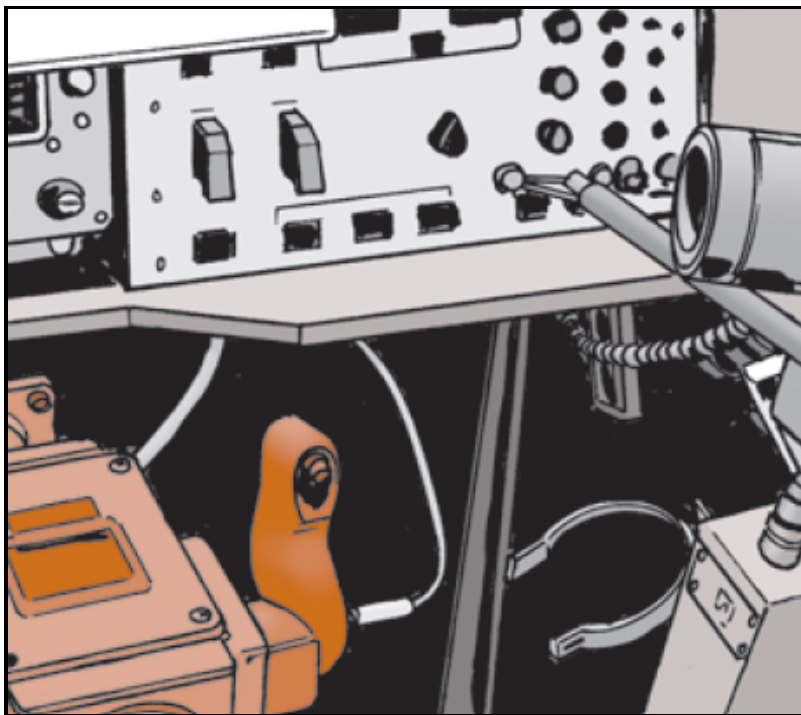
Every gunner knows the Avenger's turret is so cramped you practically have to step outside to change your mind. So when you climb in and out of the turret, be careful where you put your feet. Too many gunner's hand stations and other turret components get KOed by feet every year.

Climb in the turret by putting your left foot on the step on the left side of the turret and then your right foot on the left side of the seat. Climb out by reversing that. Don't do it any other way.



Left foot on step...Right foot on left side of seat

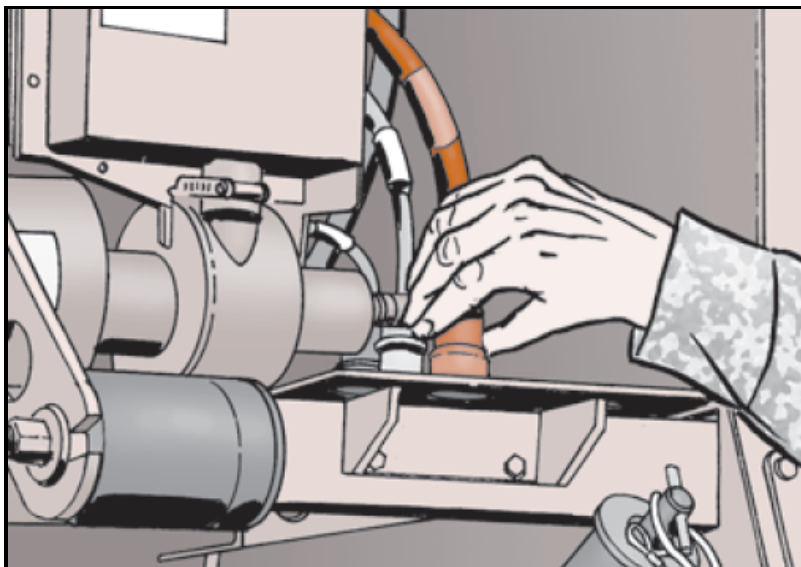
Don't toss things in the turret or use it for storage. Duffle bags and rifles bounce around and break stuff like the sight mounts and *the new tactical consoles screens.



Tossing equipment in turret can break things like gunner's hand station

Do ECU/PPU PM PDQ

The unit's W103 cable can vibrate loose during operation. If it gets too loose, it can become a fire hazard. Feel the cable for looseness during your WEEKLY and BEFORE PMCS and tighten it with a strap wrench if necessary.



Feel W103 cable for looseness and tighten if necessary

Editor's Note: This article has been edited lightly to bring it current. The information following an asterisk (*) has been added.

Small Arms





M16-Series Rifle, M4/M4A1 Carbine: 30-Round Magazine NSN Clarification

/ Published April 6, 2023

BLUF: If you need a new 30-round magazine, use NSN 1005-01-630-9508.



Photo by [Staff Sgt. Raymond Boyington](#)

The component of end item (COEI) table in TM 9-1005-319-10 (Aug 16) lists two (2) NSNs for the 30-round magazine: 1005-01-561-7200 and 1005-01-630-9508. The first of these, NSN 1005-01-561-7200, has an AAC of V in FED LOG which means it's discontinued.

So get a replacement 30-round magazine using **NSN 1005-01-630-9508**.

The AAL table in TM 9-1005-319-10 (Aug 16) lists two (2) optional polymer magazines that are also authorized for use. They are:

- NSN 1005-01-615-5169, PMAG Gen 3 Black
- NSN 1005-01-659-7086, PMAG Gen 3 Coyote tan

Soldier Support





Half-Mast Sends: Reminder on Safeguarding Classified Information

/ Published April 14, 2023

BLUF: Unauthorized disclosure of classified information, whether intentional or unintentional, is a reportable security incident.



Courtesy US Army Acquisition Support Center

Recent events have made a refresher about classified information urgent. If you have access to DOD classified material, remember it's your responsibility to safeguard that information. Failure to do so can lead to a reportable security incident and other consequences.

Remember, don't discuss classified information with anyone who isn't authorized to receive such information. Most importantly, **don't access or download documents with classified markings** on unclassified websites, from either home or work.

For more warnings and reminders, grab your CAC and read the full DoD memo [HERE](#).



H2F: GTA Posters Highlight Five Readiness Areas

/ Published April 21, 2023

BLUF: Five (5) H2F posters are available that cover the Soldier Readiness System.



A new graphic training aid (GTA) is available to help units implement the Holistic Health and Fitness (H2F) Soldier Readiness System (SRS). The GTA is a single PDF that includes five (5) posters covering each of the SRS readiness areas: mental, physical, nutritional, spiritual and sleep.



Example poster covering physical readiness

GTA 07-08-006-1-5 is available at the Central Army Registry (CAR) [HERE](#).

Sign in with your CAC, type "GTA 07-08-006-1-5" in the CAR search box. Or choose "Product Type" in the left-hand column. Scroll down to "GTA-Graphic Training Aid" and find it in the list. You can download a zip file of the posters by clicking on the highlighted title in the "Download Package."



Type GTA No. in search box on the CAR homepage

Local Training Service Centers (TSCs) will have pre-printed posters available for order soon. Until then, they can be used electronically or printed at a local printer (many Morale, Welfare and Recreation offices have a printing service) as 24in x36in posters. Units will be responsible for any associated costs. As an alternative, units can scale them down to print on their local printers.

Tactical Vehicles





JLTV: Updated Battery Disconnect Procedure

/ Published April 4, 2023

BLUF: TACOM MIM 23-010 updates the current battery disconnect/connect work package.



Photo by Spc. Nathan Franco

Maintainers, TACOM maintenance information message (MIM) 23-010 updates the current battery disconnect/connect WP M06000 in TM 9-2320-452-23&P (Feb 19). That's because the current WP M06000 allows for multiple live circuits which can lead to electrical shock.

The affected models are shown below:



Affected JLTV models

Follow the instructions for the updated battery disconnect procedure for both 12V and 24V battery terminals until the TM is updated.

To download the **latest** battery disconnect procedure, have your CAC handy and find TACOM MIM 23-010 [HERE](#).



JLTV: Transmission Fluid NSNs

/ Published April 5, 2023

BLUF: Use only authorized transmission fluid NSNs for your JLTV's transmission.



Photo by [Cpl. Grace Gerlach](#)

Dear Editor,

As a field support representative (FSR), I supported a unit with a JLTV that was performing poorly after its transmission service. The unit had a POL point nearby with DEXRON VI and had mixed some in with the TES-295, which caused the performance problem.

That's how I discovered to **never** mix other fluids in the JLTV's transmission. The lube order in TM 9-2320-452-10 (Oct 18) says to use TES-295 transmission fluid in the JLTV. Units can order it using these NSNs:

NSN 9150-	Qty
01-552-9119	1-qt

NSN 9150-	Qty
01-565-0981	Six 1-gal bottles
01-552-9157	5-gal container
01-551-2796	55-gal drum

Mario Gonzalez

29 Palms, CA

Editor's note: *Thanks for the insight, Mario!*

Operators and maintenance personnel, use **only** TES-295 transmission fluid in the JLTV. That's because mixing other fluids will degrade the transmission's performance and lead to unnecessary maintenance issues.



FMTV: Power Steering Reservoir Filter Discontinued

/ Published April 12, 2023

BLUF: To get the power steering reservoir filter, you must order the power steering pump reservoir assembly, NSN 2530-01-399-4207.



Photo by Spc. Denice Parker

You can no longer order the power steering reservoir filter, NSN 2530-01-375-7624, for your FMTV. That NSN has been cancelled because the filters were discontinued by the manufacturer.

If you need a power steering reservoir filter, you'll need to order the power steering pump reservoir assembly, **NSN 2530-01-399-4207**. That's the next higher assembly.



M1000 HET Semi-trailer: OK to Mix Different Tire Treads

/ Published April 13, 2023

BLUF: Tires with different tread patterns can be used on the M1000 HET semi-trailer as long as they're the same size.



Photo by Capt. Fernando Ochoa

Dear Half-Mast,

Our shop has two types of tires for the M1000 HET semi-trailer. Both came with NSN 2530-01-506-5762. They're the same size but have different tread patterns. Can these tires be used together on the same trailer?

D.G.

Dear Sir,

Yes! According to TM 9-2610-200-14 (Sep 05), *Operators, Unit, Direct Support and General Support Maintenance For Care, Maintenance Repair and Inspection Of Pneumatic Tires Inner Tubes*, tires with different treads can be mixed as long as

they're the same size.



Same size tires? It's OK to mix different tread patterns

It's important to note that the TM also states that bias and radial tires should **not** be mixed.

Half-Mast



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M989A1 HEMAT Trailer: Combat Water Intrusion

/ Published April 19, 2023

BLUF: M989A1 HEMATs are experiencing water intrusion and guidance is available to mitigate it.



Photo courtesy of UTAP

Maintainers, if you have an M989A1 HEMAT, you might already know that these trailers are experiencing water intrusion on the box frame. That's why you'll need to check the trailer for water intrusion and mitigate it if you see it.

TACOM maintenance action message (MAM) 23-017 says the HEMAT water intrusion, which primarily collects in the lowboy hull of the frame, is due to:

- unsealed screw heads.
- unsealed holes.
- lack of caulking tape on the top surface of the lowboy where the wood decking is installed.

To combat water intrusion in the HEMAT, have your CAC handy and get the instructions from TACOM MAM 23-017 [HERE](https://www.psmagazine.army.mil/DesktopModules/ArticleCS/Print.aspx?PortalId=74&ModuleId=30615&Article=3367735).

