



Roll-up of Articles
November 2022

General and Special Topics





Health & Safety: Keeping Mold Trouble at Bay

/ Published Nov. 1, 2022

BLUF: The key to keeping mold at bay is to act quickly and follow some specific steps to mitigate its impact.



Photo by [Sgt. 1st Class Jason Hull](#)

Sometimes you can see it, sometimes not. While you go about your life it's silent and stealthy, fed by moisture that helps it grow. The consequences of ignoring this quietly spreading enemy can be risky. That enemy is called mold.

What's the Cause?

Molds are forms of fungi that are found naturally, both indoors and outdoors. When mold growth occurs indoors, it's often caused by various issues like: problems in the heating, ventilating and air conditioning systems; water intrusion (such as flooding,

roof leaks, and plumbing issues); improper maintenance; and exposure to weather. Mold thrives in damp environments and needs to have a food source. It tends to grow well on cloth, wood and wallboard, but can grow on virtually any surface where there is moisture. Limiting mold growth and home damage means quickly removing the source of water and drying all affected materials.

What's the Risk?

Mold can have adverse effects on people and pets. It produces allergens and irritants. However, it affects everyone differently. Sensitive individuals inhaling or touching mold may have allergic reactions. These reactions are similar to hay fever-type symptoms. Mold can also trigger asthma attacks in those who are allergic to mold. Read more about symptoms [HERE](#).

What to Do

If you find mold in government housing, contact the facility manager ASAP. If you find it in the office, immediately report it to your supervisor and the facility manager. Recommended actions depend on the size of the problem. For example, if there's one ceiling tile with mold growing on it, then there should be no problem continuing to work in the area, but it needs to be reported and corrected ASAP. As a precaution, those who are allergic or very sensitive to mold should be allowed to relocate to areas not affected by the mold. On the other hand, if an 8' x 10' office has walls covered in mold, then consult an expert or mold professional and prepare for the possibility of relocating occupants.

There are interim measures that facility maintenance or the Directorate of Public Works can do until a professional or mold remediation team can assess the situation, remediate it and resolve the cause of the mold growth. For instance, as a temporary fix, the mold growth on a wall can be covered with plastic or sealed in place to stop the release of fungal spores.

For private residences, depending on the amount of the mold in the home, you may be able to remove it yourself. Small, isolated areas of visible mold growth of less than 10-sq ft of surface area can be removed with soap and water. No special training is necessary. For example, a resident can remove a ceiling tile or clean small areas on walls if they wear gloves, goggles and an N-95 filtering facepiece respirator to protect themselves from any fungal spores. In cases with larger areas or where people are experiencing mold-related medical symptoms, consult an expert or mold professional.

The most important tip to keep mold at bay is to act quickly to clean up leaks or spills. If wet or damp materials are dried 24-48 hours after a leak or spill happens, in most

cases mold won't grow.

Army guidance for mold remediation and mold assessment instructions are found in the US Army Public Health Center Technical Guides 277 and 278, which can be found [HERE](#). The Army is finalizing a housing-specific mold and dampness assessment standard operating procedure.

For additional resources, visit the Army Public Health Center website's Mold & Indoor Air Quality section [HERE](#). You can download a handy mold facts flyer [HERE](#). Also see the Strategies to Prevent Mold Growth section on the website [HERE](#).



Awards: Units Take Win for EW/IO/CO

/ Published Nov. 4, 2022

BLUF: The Association of Old Crows unit awards for EW/IO/CO have been announced for FY22.



Photo by Sgt. Julian Padua

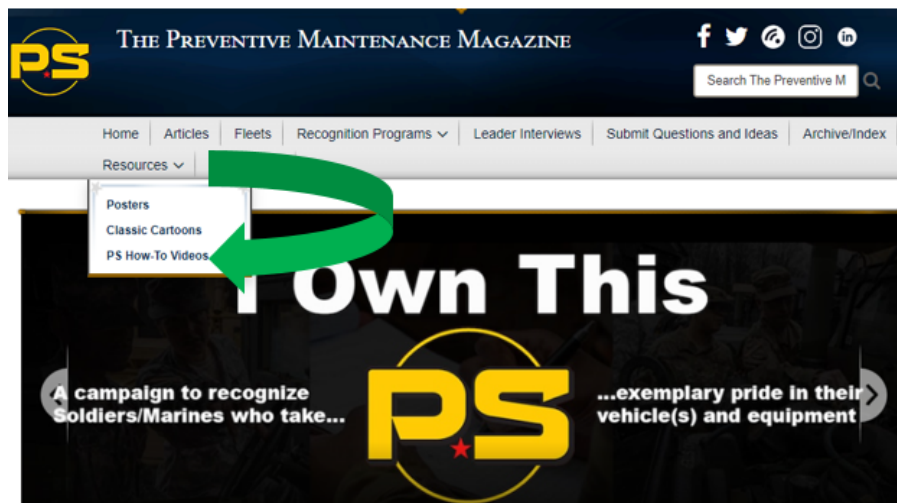
The FY22 winners of the Association of Old Crows Outstanding US Army Unit Award are announced. The units were evaluated on Electromagnetic Warfare (EW), Information Operations (IO) and/or Cyberspace Operations (CO). To see who won, visit our milSuite page [HERE](#). You'll need your CAC.



PS Magazine: New How-To Video Section Optimizes Website Experience

/ Published Nov. 4, 2022

BLUF: *PS Magazine* introduces a new PS How-To Videos section.

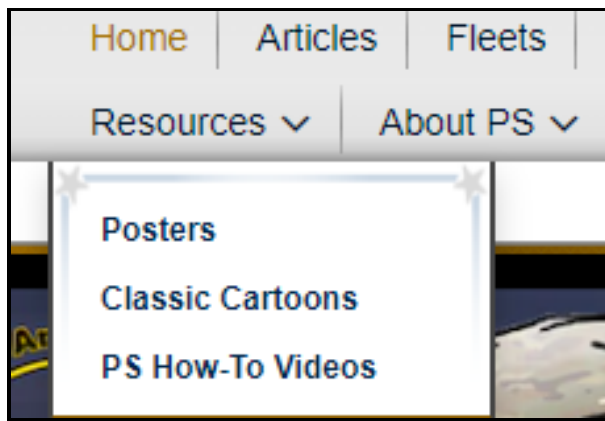


Courtesy photo

Whether you're a frequent visitor or a new reader of *PS*, you'll like the new PS How-To Videos section. There you'll find short tutorials (two minutes or less) designed to optimize your experience using the website.

Topics include Homepage Introduction, The Articles Tab, The Search Function and The Fleets Tab. Stay tuned because we'll add more videos over time.

You'll find the link to the PS How-To Videos page under the Resources tab in a dropdown menu, as shown below.



Find PS How-To Videos under Resources tab

From the Resources tab, select [PS How-To Videos](#), and then click on the video you'd like to watch.



Cold Weather: Some Must-Read PS Articles to Prepare, Plan & Train

/ Published Nov. 15, 2022



Photo by [Sgt. Brian Ragin](#)

Updated 15 Nov 2022

Warfighters, here's the cold truth: it's time to gear up and prepare for the many challenges of cold weather, not to mention the hazards of winter driving.

Prepare yourself and your equipment for cold weather. Start looking at your TMs now to ensure you know how to winterize your equipment.

Plan on maintenance taking longer when you're in a field environment because you're wearing extra clothing like gloves and parkas. Plan on it taking longer to travel due to ice and snow, too.

Train your Soldiers because once you're on a mission and have to stop to put on tire chains and they don't know how, or even worse, failed to pack them, it's too late.

Survive winter by preparing, planning and training. We've collected some *PS Magazine* articles to help you do just that. Check in again later because we'll add more topics as they become available:

GENERAL

Ground Vehicles: Drive Like Your Life Depends on It!

<https://www.psmagazine.army.mil/News/Article/3059107/ground-vehicles-drive-like-your-life-depends-on-it/>

Cold Weather Causes Problems, Too

<https://www.ldac.army.mil/web2/archive/PS2019/795/795-59-60.pdf>

Got Any Good Cold Weather Advice?

<https://www.ldac.army.mil/web2/archive/PS2019/804/804-58-59.pdf>

AVIATION

All Aircraft: Don't Play the Odds with Winter Weather

<https://www.psmagazine.army.mil/News/Article/3168669/all-aircraft-dont-play-the-odds-with-winter-weather/>

Gray Eagle: Ready for Cold Weather?

<https://www.psmagazine.army.mil/News/Article/3164633/gray-eagle-ready-for-cold-weather/>

All Aircraft: Cold Weather Prep, Icing and Winter Hazards

<https://www.psmagazine.army.mil/News/Article/2863187/all-aircraft-cold-weather-prep-icing-and-winter-hazards/>

All Aircraft: Be Prepared for Cold Weather

<https://www.psmagazine.army.mil/News/Article/2820472/all-aircraft-be-prepared-for-cold-weather/>

Aircraft Cold Weather Care

<https://www.psmagazine.army.mil/News/Article/2522704/aircraft-cold-weather-care/>

UAS: Cold Weather Tips

<https://www.psmagazine.army.mil/News/Article/2462513/uas-cold-weather-tips/>

UAS: Protect Gray Eagle Aircraft from Cold

<https://www.psmagazine.army.mil/News/Article/2027310/uas-protect-gray-eagle-aircraft-from-cold/>

Black Hawk: Arctic Maintenance Care in Alaska

<https://www.psmagazine.army.mil/News/Article/2177244/black-hawk-arctic-maintenance-care-in-alaska/>

Fly High with Cold Weather PM

<https://www.ldac.army.mil/web2/archive/PS2000/576/576-38-42.pdf>

Winning the Cold War

<https://www.ldac.army.mil/web2/archive/PS2000/577/577-36-37.pdf>

The Cold Hard Facts

<https://www.ldac.army.mil/web2/archive/PS2010/697/697-38-40.pdf>

Cold Weather Fuel Sampling

<https://www.ldac.army.mil/web2/archive/PS2007/660/660-36.pdf>

COMBAT VEHICLES

M777A2 Towed Howitzer: Don't Let Cold Weather Chill Fire Missions

<https://www.psmagazine.army.mil/News/Article/2864601/m777a2-towed-howitzer-dont-let-cold-weather-chill-fire-missions/>

M2/M3 Series Bradleys: Don't Wait for Cold to Check Heater

<https://www.ldac.army.mil/web2/archive/PS2011/708/708-06-07.pdf>

Cleats Keep You Moving

<https://www.ldac.army.mil/web2/archive/PS2012/711/711-04-05.pdf>

M1096A1 Paladin: A Hot Start on a Cold Day

<https://www.ldac.army.mil/web2/archive/PS2008/672/672-04-05.pdf>

M109A6: Clearing the Air

<https://www.ldac.army.mil/web2/archive/PS2011/708/708-09.pdf>

M119A2 Towed Howitzer: Keep Firing in the Cold

<https://www.ldac.army.mil/web2/archive/PS2010/696/696-08-09.pdf>

M777A2 Towed Howitzer: Cold Weather Can Cause Leaks

<https://www.ldac.army.mil/web2/archive/PS2010/686/686-08.pdf>

M1 Series Tanks: Setting the Cam for Cold

<https://www.ldac.army.mil/web2/archive/PS2011/708/708-08.pdf>

Stryker: Stop Heater Meltdowns Cold

<https://www.idac.army.mil/web2/archive/PS2013/733/733-07.pdf>

Personnel Heaters: All Heaters Aren't Alike

<https://www.idac.army.mil/web2/archive/PS2008/672/672-08.pdf>

A20 Personnel Heater: Hot Tips to Keep Out the Cold

<https://www.idac.army.mil/web2/archive/PS2014/737/737-05.pdf>

Freeze Out Air Filter Damage

<https://www.idac.army.mil/web2/archive/PS2014/743/743-04.pdf>

CONSTRUCTION

M400W Compact Skid Loader: Ensure Door is Shut or Risk Battery Drain

<https://www.psmagazine.army.mil/News/Article/1922840/m400w-compact-skid-loader-ensure-door-is-shut-or-risk-battery-drain/>

MK III VMMD HUSKY: Battery Drain a Real Pain

<https://www.psmagazine.army.mil/News/Article/2397036/mk-iii-vmmd-husky-battery-drain-a-real-pain/>

SMALL ARMS

Ammunition: Cold Weather Affects Performance

<https://www.psmagazine.army.mil/News/Article/2803731/ammunition-cold-weather-affects-performance/>

SOLDIER SUPPORT

Water: It's NOT Just for Summer Anymore

<https://www.psmagazine.army.mil/News/Article/3180664/water-its-not-just-for-summer-anymore/>

Safety: Consider the Cold

<https://www.idac.army.mil/web2/archive/PS2015/755/755-36-38.pdf>

Laundry Advanced System: Drain or Freeze? It's Your Choice!

<https://www.idac.army.mil/web2/archive/PS2014/744/744-48-49.pdf>

FOSH: Taking Ownership of Fuel-burning Heaters

<https://www.psmagazine.army.mil/News/Article/1974480/fosh-taking-ownership-of-fuel-burning-heaters/>

TACTICAL VEHICLES

FMTV: Prep Shackles for the Winter

<https://www.psmagazine.army.mil/News/Article/3209270/fmtv-prep-shackles-for-the-winter/>

HMMWV: New Winter Tire Assembly

<https://www.psmagazine.army.mil/News/Article/3056573/hmmwv-new-winter-tire-assembly/>

Tactical Vehicles: Don't Make Winter Driving a Chilling Experience

<https://www.psmagazine.army.mil/News/Article/2948326/tactical-vehicles-dont-make-winter-driving-a-chilling-experience/>

HMMWV: Winter Tires

<https://www.psmagazine.army.mil/News/Article/2913404/hmmwv-winter-tires/>

M915A3 Tractor Truck, M872A4 Semitrailer: Update for Winter Tires

<https://www.psmagazine.army.mil/News/Article/2844850/m915a3-tractor-truck-m872a4-semitrailer-update-for-winter-tires/>

Winter Storms: Are You Ready Or Not?

<https://www.idac.army.mil/web2/archive/PS2018/792/792-12.pdf>

M149A2, M1112: Water Trailer Tank Heater

<https://www.psmagazine.army.mil/News/Article/2381536/m149a2-m1112-water-trailer-tank-heater/>

M1142 TFFT: Don't Get Left in the Cold

<https://www.psmagazine.army.mil/News/Article/2417823/m1142-tfft-dont-get-left-in-the-cold/>

M1117 ASV: Cold Weather Preventive Maintenance

<https://www.psmagazine.army.mil/News/Article/2475862/m1117-asv-cold-weather-preventive-maintenance/>

Tactical Wheeled-Vehicles: Safe Slave Starting

<https://www.psmagazine.army.mil/News/Article/2538829/tactical-wheeled-vehicles-safe-slave-starting/>

M149-Series, M1112 Water Trailers: Prevent Frozen Tanks

<https://www.psmagazine.army.mil/News/Article/2500238/m149-series-m1112-water-trailers-prevent-frozen-tanks/>

HMMWV: Preparing for Winter Driving

<https://www.psmagazine.army.mil/News/Article/2438759/hmmwv-preparing-for-winter-driving/>

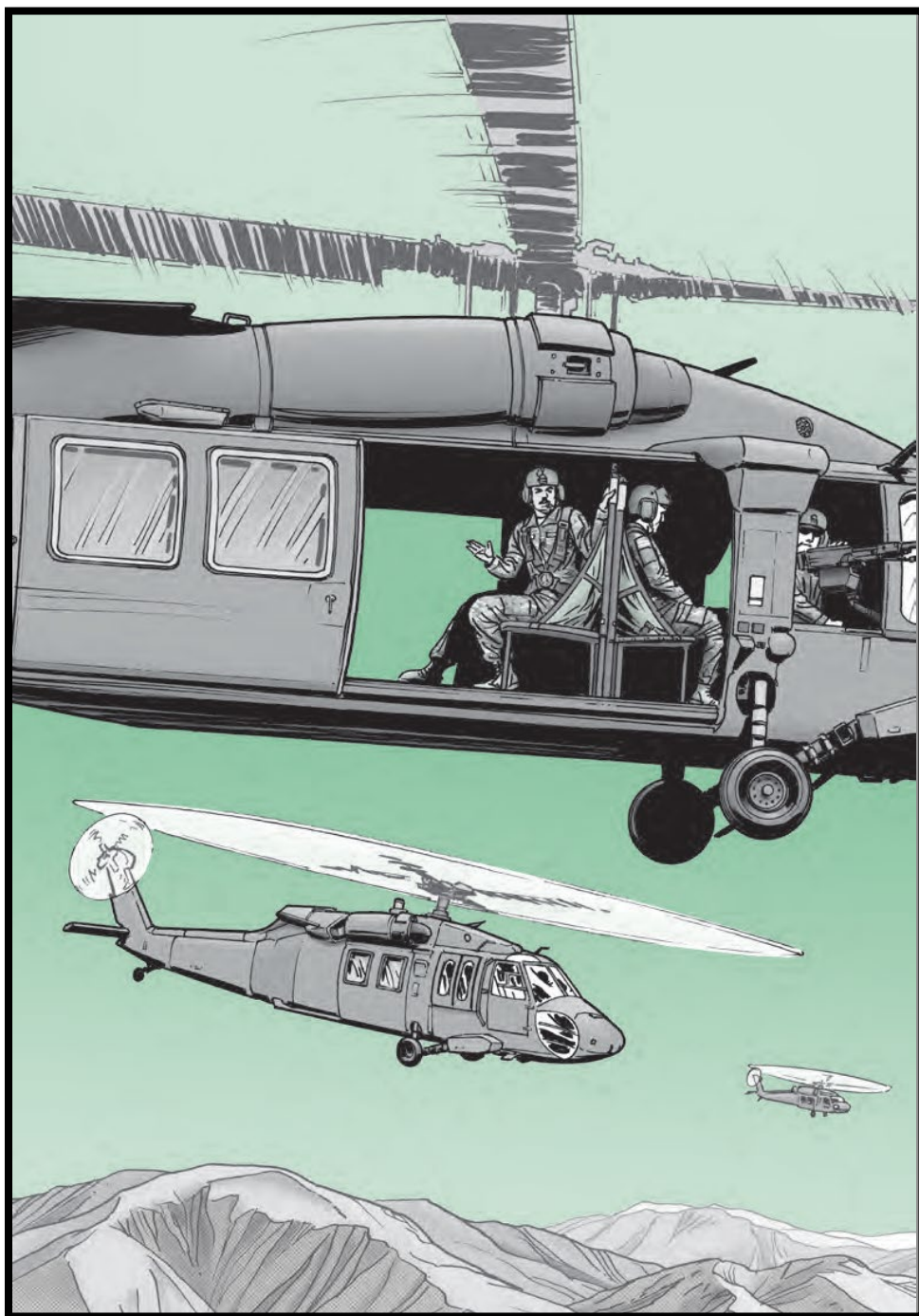
Corrosion: Cleaning is Key to Prevention

<https://www.psmagazine.army.mil/News/Article/2863112/corrosion-cleaning-is-key-to-prevention/>

For more cold weather tips, winter driving safety info, cold weather training, and drivers training videos visit the US Army Combat Readiness Center (USACRC) at:

<https://safety.army.mil/>

Aviation





Black Hawk: BAM Window Latch Assemblies Have NSNs

/ Published Nov. 3, 2022

BLUF: Order BAM window latch assemblies without using DA Form 1348-6.



Photo by Spc. Ryan Lucas

The Black Hawk Advanced MEDEVAC (BAM) window latch assemblies have recently been assigned NSNs for PN 1049584-10 (left-hand) and PN 1049584-30 (right-hand). That means you no longer need to order the latch assemblies using a DD Form 1348-6.

The BAM window latch assemblies are listed as Item 1 in Fig 02-39 of WP 2616 in TM 1-1520-237-23&P (Mar 22) and Item 1 in Fig 02-42 of WP 2232 in TM 1-1520-280-23&P (May 22).

Use the information below to order the latch assemblies:

Item	NSN 1560-	PN
Rim latch set (L/H)	01-701-9385	1049584-10

Rim latch set (R/H)	01-702-6466	1049584-30
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Make a note that the NSNs will be added in the next TM update.

Got questions? Contact Johnny Eley by email:

johnny.s.eley.civ@army.mil



MEDEVAC: Oxygen Flow Meter Hose Adaptors Available

/ Published Nov. 4, 2022

BLUF: Get green plastic oxygen flow meter hose adaptors through the supply system with NSN 6515-01-298-8018.



Photo by [Pvt. Ethan Scofield](#)

Mechanics, if you need green plastic oxygen flow meter hose adaptors (also known as the Christmas trees) because they're lost or broken, order them through the Army supply system with NSN 6515-01-298-8018, PN 33-2600. They come packaged in a group of 50.



Oxygen flow meter hose adaptor

Got questions? Contact Johnny Eley at:

johnny.s.eley.civ@army.mil



MEDEVAC: To Properly Care for ECS, Get EPA Certified

/ Published Nov. 4, 2022

BLUF: The Black Hawk/MEDEVAC environmental control systems (ECS) can only be serviced by EPA-certified technicians using the correct oil. Training is available.



Photo by Spc. Anastasia Rakowsky

Many Black Hawk/MEDEVAC units face a challenge when it comes to servicing the environmental control system (ECS). They lack Environmental Protection Agency (EPA)-certified technicians.

To compensate for this shortfall, MEDEVAC units often turn to Apache units because they typically have EPA-certified technicians available. The only problem with this solution is that the Apache and HH-60 use different types of compressor oil and need technicians well versed in the differences between them.

In response, PD MEDEVAC provides training on the ECS that includes EPA certification at its MEDMET training center at Ft Hood, TX.

Check out all the details on this training on Page 14 of the *Utility Helicopter* newsletter (May-June 22) [HERE](#) and follow the guidance.



UAV/UAS: Shadow Now Has NSNs for Protective Covers

/ Published Nov. 16, 2022

BLUF: NSNs have been assigned for corrosion inhibiting covers to protect Shadow Ground Support Equipment (GSE).



Photo by Gertrud Zach

Shadow operators, corrosion is an ongoing challenge that can wreak havoc on your fleet. To make sure corrosion is headed off at the pass, the Tactical Unmanned Aerial Systems (TUAS) Program Manager's office has assigned NSNs to 12 GSE covers that are usable on the RQ-7 series Shadow and other similar UAS GSE platforms.

These covers provide environmental protection from the elements to help eliminate water exposure and moisture intrusion, a leading cause of corrosion related failure. They can be used in all climates and temperatures. The covers are **not** designed for in-transportation use.


The supply class IX NSNs were assigned to make it easier for the Warfighter to





purchase the covers, which they can now do through the automated supply system using unit funds. The covers aren't funded under the Shadow Contract Logistics System (CLS) for COLTS requisition.

The cover manufacturer, Shield Technologies Corporation, offers free hands-on training and installation instructions to units purchasing the covers. To set up the free cover training for your unit, email the Shield Technologies Aviation Field Service Representative, Mark Bechtel, at:

mark.bechtel@envelopcovers.com

Below is a list of the GSE covers with their NSNs:

Item	NSN 1730-
Shadow launcher shuttle mount cover	01-705-3738
Shadow launcher extended position cover set 	01-705-4040
Shadow launcher folded position cover 	01-705-3740
Shadow high powered launcher extended position cover set	01-705-7833
Shadow high powered launcher folded position cover	01-705-3871
Tactical automatic landing system (TALS) pedestal cover	01-705-3739

	
Tactical automatic landing system (TALS) track control unit (TCU) cover	01-705-3744
Local equipment assembly (LEA) cover 	01-705-3741
Remote equipment assembly (REA) cover 	01-705-3745
Portable transit assembly (PTA) cover	01-705-4041
Rugged serial to fiber (RS2F) cover	01-705-3874
Universal ground data terminal (UGDT) cover 	01-705-3872

For answers to questions about these covers, email Craig Starr at:

craig.a.starr2.ctr@army.mil

Combat Vehicles





M88-Series Recovery Vehicles: Wait Before Checking Oil

/ Published Nov. 9, 2022

BLUF: Wait two hours before checking your M88-series vehicle's engine oil to prevent a potentially dangerous situation.



Photo by Sgt. Geordan Tyquiengco

Mechanics, don't get into too big of a hurry to check your M88-series vehicle's engine oil level.

Always wait at least two (2) hours after shutting down the engine to check the engine oil level. That allows enough time for all the oil to drain back into the engine.

If you check the oil too soon, you might get a reading indicating more oil is needed when that isn't the case. And if you add too much oil to your vehicle's engine, trouble is bound to happen that can lead to flames shooting out the right exhaust stack.

So be patient when checking the oil. And one more thing, make sure your vehicle is parked on a level surface before checking the oil to get an accurate reading.



Combat Vehicles: Don't Overlook BII, COEI

/ Published Nov. 23, 2022

BLUF: COEI and BII are important parts of vehicle and unit readiness.



Photo by [Charles Rosemond](#)

This article initially appeared in PS 762 (May 16), p 1.

When your unit is training for a big exercise, like a rotation at the National Training Center (NTC), or deploying overseas, details matter.

One detail that matters a lot is making sure vehicles have all the required components of end items (COEI) and basic issue items (BII). If vehicles lack these items, crews won't be able to do proper maintenance during their rotation.

Vehicles that don't get PM break down. That means field training is interrupted, NTC rotations are hindered, or missions don't have needed equipment.

Replace missing items right away. Remember, -10 TMs are part of each vehicle's BII

and are just as important as any tool.

Paying attention to details will keep your vehicles running and unit readiness high!



M1-Series Tanks: Follow TM to Clean Cannon Tube Correctly

/ Published Nov. 29, 2022

BLUF: Use the proper equipment and procedures when cleaning the M1-series tank's cannon tube.



Photo by Sgt. Mason Cutrer

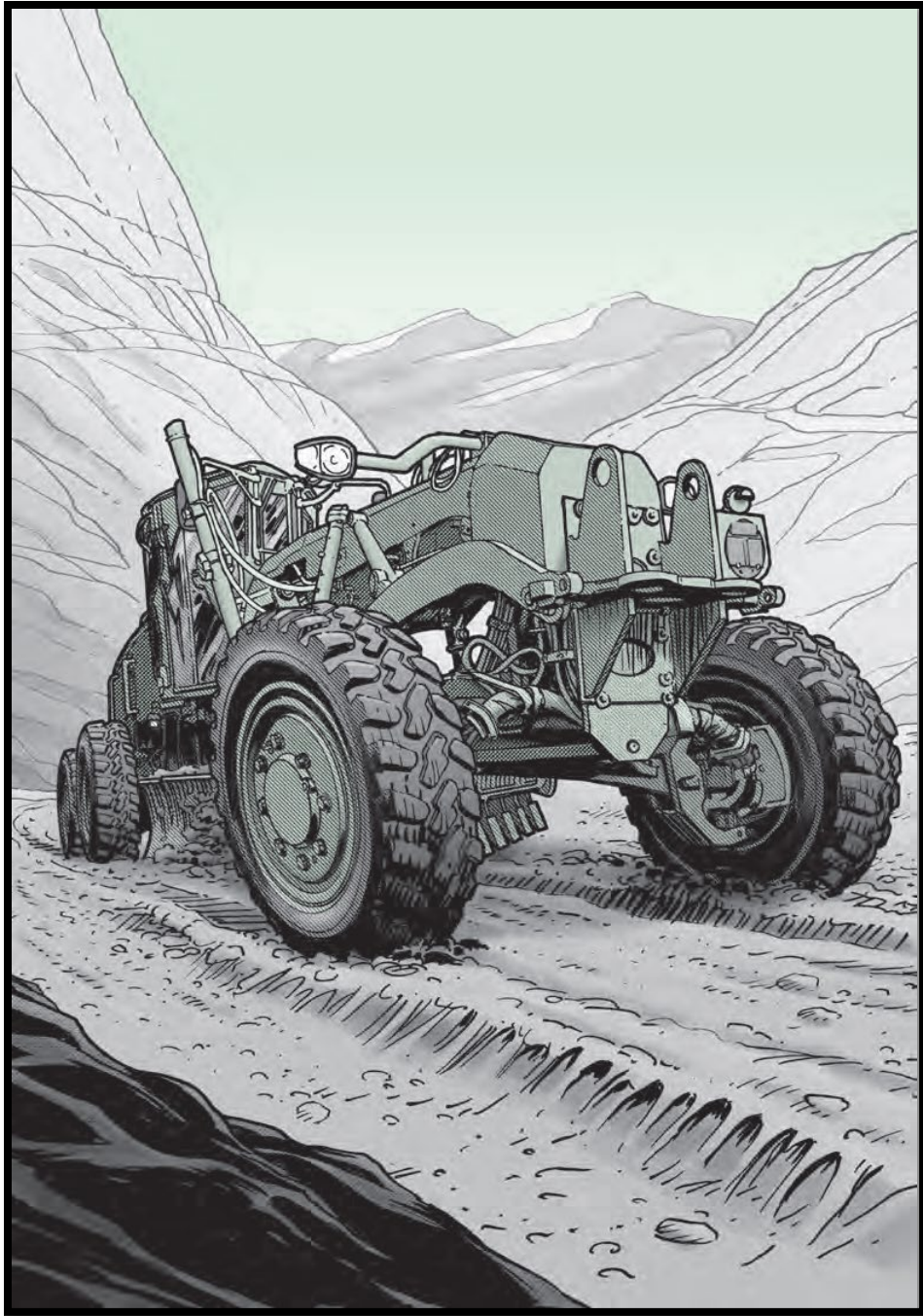
Crewmen sometimes try all kinds of creative ways to clean the 120mm gun tube on their M1-series tank. But unauthorized cleaning techniques can damage the gun tube.

The only **right** way is to follow the -10 TM procedures, using lots of elbow grease and the following items:

- Cleaner, lubricant and preservative (CLP), NSN 9150-01-327-9631.
- Bore brush, NSN 1015-01-209-3483
- Chamber brush, NSN 1015-01-511-7872
- Rammer staff, NSN 1015-01-511-7872

You'll find the proper gun tube cleaning procedures in TM 9-2350-264-10 (Sep 11, w/Ch 4, Jan 18) for the M1A1, TM 9-2350-388-10 (Jan 18, w/Ch 2, Oct 21) the M1A2 SEpv2 and TM 9-2350-412-10 (Apr 20, w/Ch 1, Jan 22) for the M1A2 SEpv3.

Construction





120M Road Grader: Check Moldboard Wear Strips for Wear

/ Published Nov. 4, 2022

BLUF: Because there's no specific check for the moldboard wear strips in the PMCS tables of the TM, operators and mechanics need to eyeball the wear strips to make sure they're not cracked or missing.



Photo by Capt. Ramah Knox

A busted wear strip will fall apart and drop out of its channel. That means both the grader's moldboard and mount come in direct contact with the vehicle's circle drive assembly. The result is wear-and-tear to the moldboard and mount.



Moldboard wear strip

The reason for this is that there's no specific check for the moldboard wear strips in the PMCS tables of TM 5-3805-293-10 (Dec 10) or TM 5-3805-293-23-3 (Jan 10). Operators and mechanics need to eyeball the wear strips to make sure they're not cracked or missing. The check will be updated to the -10 and -23 TMs at the next update.

If you find a cracked or missing strip, let your mechanic know. WP 0306 in TM 5-3805-293-23-1 (Jan 10) covers removal, cleaning, installation, and inspection of wear strips.



966H Heavy Scoop Loader: Cold Weather Tips

/ Published Nov. 23, 2022

BLUF: Follow the -10 TM and keep these tips in mind when operating in winter conditions.



Photo by Sgt. 1st Class Steven Powell

*This article initially appeared in PS 720 (Nov 12), pp. 11-12.**

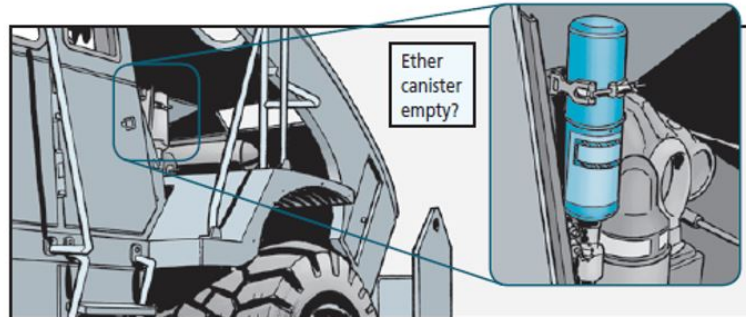
Operators, read the heavy scoop loader's TM 5-3805-291-10 (Jan 10) before the snow flies. With CAC in hand, you can access the TM [HERE](#).

Then keep these cold weather starting tips in mind for smooth running at the worksite.

Rough Start?

Your loader may be hard to start when the temperature drops below freezing. The ether cylinder on the left side of the engine compartment next to the air cleaner can help. It automatically injects ether into the engine for cold weather starting.

If your loader is hard to start, chances are the ether canister is empty. Have your mechanic check it out to be sure.



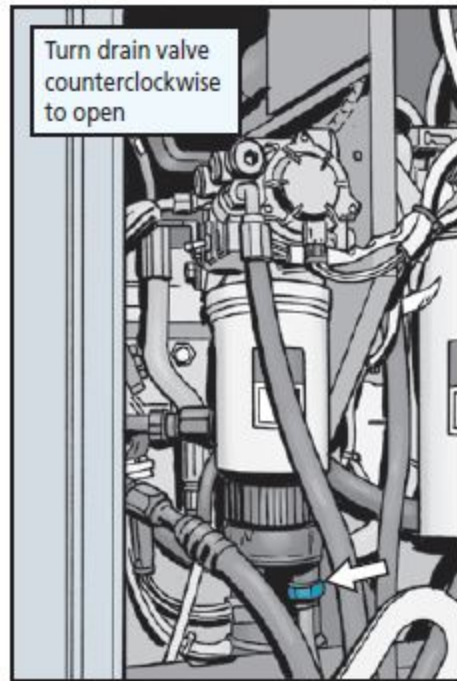
Ensure ether cannister isn't empty

Drain Out Water

Changes in temperature form condensation in the loader's fuel tank. That means you have to drain the fuel/water separator before the day's run.

Not draining the separator leaves water and crud in the vehicle's fuel system. Then the engine runs rough or not at all.

Open the separator by turning its drain valve counterclockwise. Use a clear container to catch the fuel. Let the fuel drain for a few seconds until it runs clear. Then close the valve and go to work. If the fuel remains cloudy, close the valve and tell your mechanic.



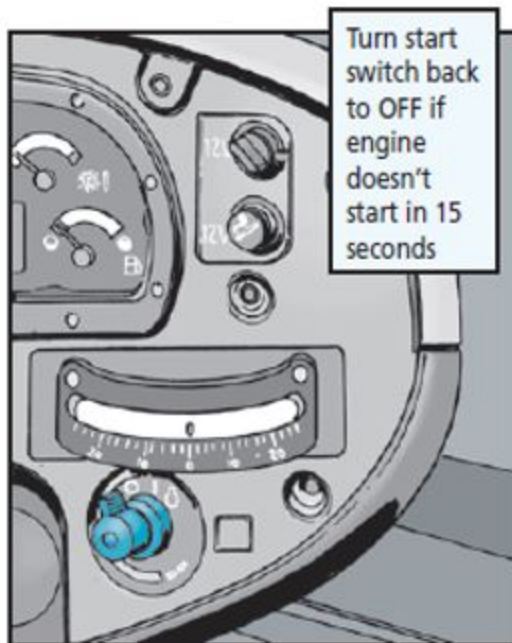
Turn drain valve counterclockwise to open

Starter Switch Reminder

If engine fails to start, return engine start switch to OFF position. This must be done before you attempt to start engine again.

Plain and simple, all it takes is one heavy finger on the starter switch to burn out a good starter motor. So, when you try to start your loader's engine, engage the starter, but after 15 seconds...STOP!

Turn the start switch back to OFF and give the starter at least two minutes to cool off before trying again. If the loader won't start after three tries, call it quits. Your mechanic will need to find out what's wrong.



Turn start switch back to OFF if
engine doesn't start in 15 seconds

* **NOTE:** Minor edits were made to the original for clarity

Commo/Electronics





Awards: Units Take Win for EW/IO/CO

/ Published Nov. 4, 2022

BLUF: The Association of Old Crows unit awards for EW/IO/CO have been announced for FY22.



Photo by [Sgt. Julian Padua](#)

The FY22 winners of the Association of Old Crows Outstanding US Army Unit Award are announced. The units were evaluated on Electromagnetic Warfare (EW), Information Operations (IO) and/or Cyberspace Operations (CO). To see who won, visit our milSuite page [HERE](#). You'll need your CAC.



Publications: Tracking Down the STT Trailer TM

/ Published Nov. 15, 2022

BLUF: A reader is looking for a TM for the STT trailer parts. It's TM 9-2330-392-13&P (Dec 12).



Photo courtesy of CECOM

Dear Half-Mast,

Do you know where I can find parts for the trailer that the AN/TSC-185 satellite transportable terminal (STT) sits on?

SGT S.D.

Dear Sergeant,

No problem. You need TM 9-2330-392-13&P (Dec 12). Also see TM 11-5895-1868-13&P (Jan 18). It covers the following STT models:

- AN/TSC-185(V)1, NSN 5895-01-563-9077
- AN/TSC-185A(V)1, NSN 5895-01-608-7431
- AN/TSC-185B(V)1, NSN 5895-01-646-3037
- AN/TSC-185(V)2, NSN 5895-01-563-9056
- AN/TSC-185A(V)2, NSN 5895-01-608-6905
- AN/TSC-185B(V)2, NSN 5895-01-645-9460



Curbside view of stowed STT trailer

You'll need your CAC to download it since it's a restricted TM. Also bear in mind it's 1,140 pages, so be sure you have enough space on your computer's drive.

To download either TM, go to the ETM Search site [HERE](#).

Under the Search Type Box, choose Pub Number and enter the pub number in the Search Criteria box.

Half-Mast



MEP-1050 Generator: Oil Slobbering Solution

/ Published Nov. 28, 2022

BLUF: The MEP-1050 generator's oil breather joint assembly can clog, resulting in misdiagnosis.

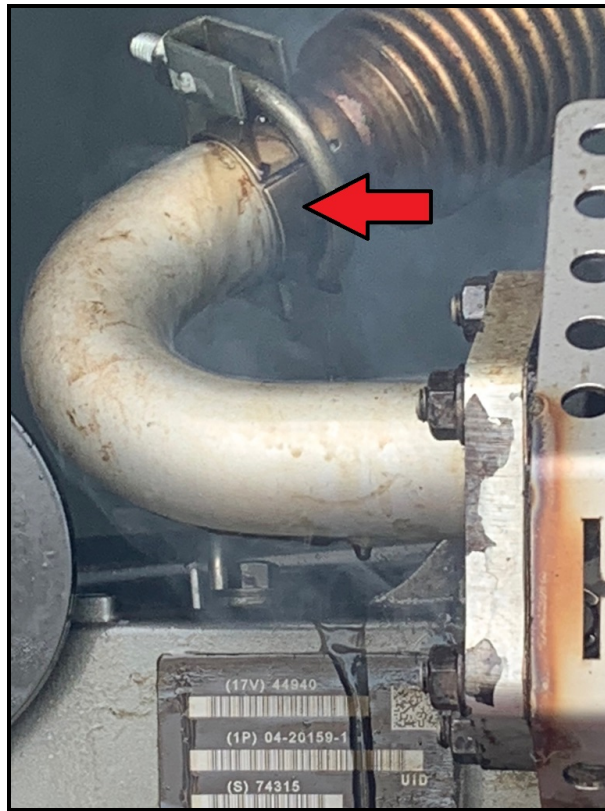


Photo courtesy of ASC

Dear Editor,

Soldiers in the field have seen issues with oil slobbering out of the exhaust side of the turbocharger on the MEP-1050 generator, commonly known as the 15-kW Advanced Medium Mobile Power Source (AMMPS) generator. This often happens with less than 100 hours of operation. The issue is frequently misdiagnosed as a bad turbocharger

assembly. When the new part comes in and is installed, the problem returns.



Oil slobbering on MEP-1050

Units are needlessly spending time and money on what could be solved by a quick check of the oil breather assembly. Before spending over \$1,400 to order and replace that turbo, Soldiers need to look at the oil breather joint assembly.

Per WP 19 in TM 9-6115-751-24&P (Nov 15), the joint attached between two hoses which go to the air filter assembly with a T-coupling is connected to a hose going to the valve cover assembly. Removing the flange per WP 19 could reveal that the breather hole in the T-coupling is clogged with a fiberglass-looking material.



Oil breather joint blockage by fiberglass-like material

When the breather hole is clogged, oil vapors can't easily vent from the crankcase while the engine is running, leading to backpressure in the engine. That oil vapor needs to escape, and the two paths of least resistance are the oil dipstick tube and, most frequently, the exhaust side of the turbocharger.

The oil breather joint allows oil vapors to escape. It's an easy item to inspect. Soldiers can quickly inspect it during the 50-hour PMCS while replacing the break-in oil. When clogged as shown below, use a rag and a scribe to clean the T-coupling and remove material from the hole.



Check for clogged oil breather joint

The turbocharger is designed to last for the entire lifetime of the engine if it receives the prescribed periodic oil and filter changes. A failing turbocharger could make an acoustic noise before it fails, but that's not always a given. A failing turbocharger may also lead to a drop in overall engine power, and the air intake filter should be checked for a clog or resistance prior to diagnosing the turbocharger.

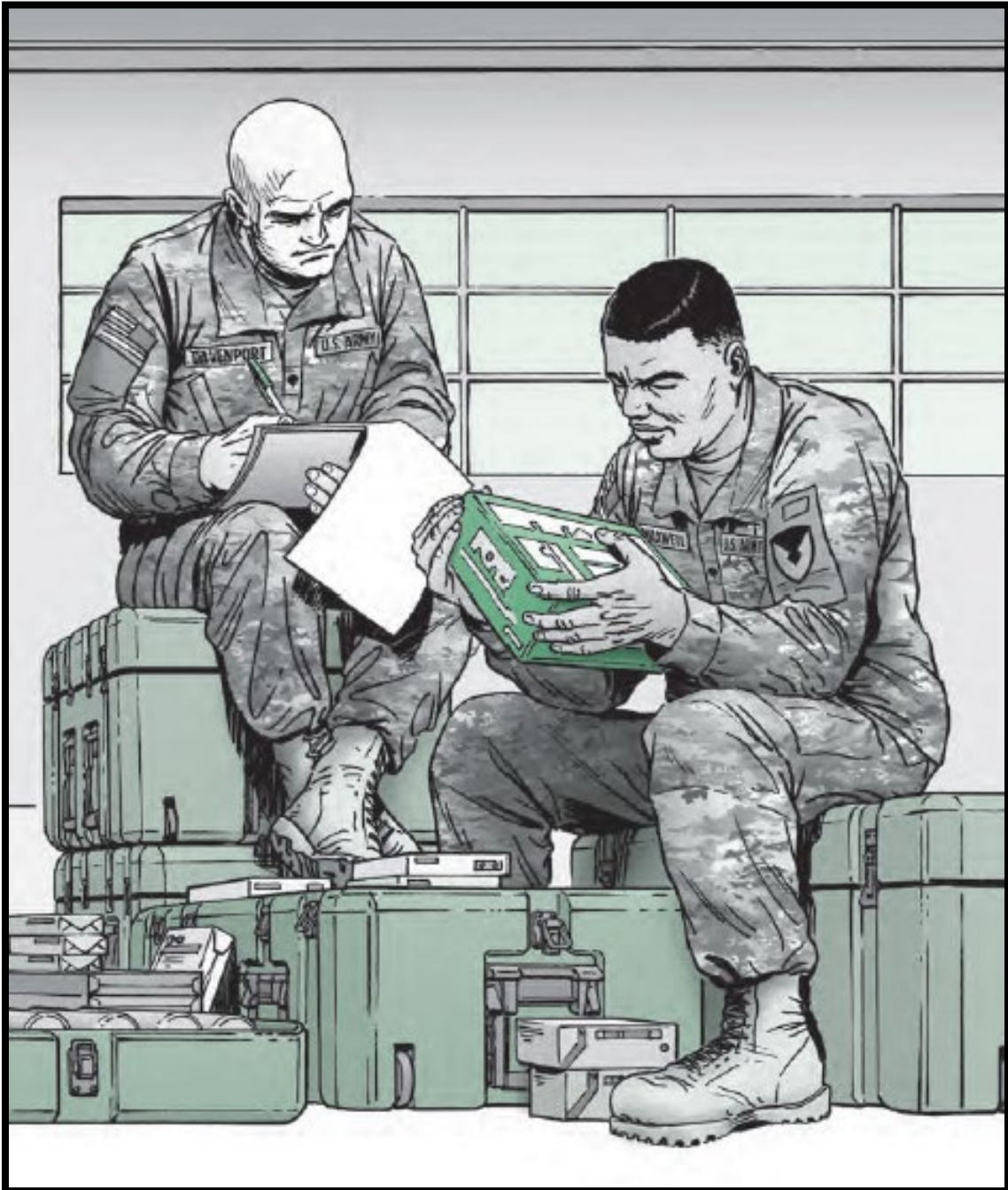
If troubleshooting indicates the problem is the turbocharger, before replacing the turbocharger assembly, the internal components need inspecting. That entails removing the assembly, inspecting the impeller wheels for damage, and ensuring that the rotor spins freely and without restriction per WP 78 in TM 9-6115-751-24&P.

Similar oil slobbering issues have happened on the MEP-1030 (5-kW AMMPS) and MEP-1040 (10-kW AMMPS) generators. Soldiers should consult the equipment TMs for inspection instructions. For further troubleshooting and training support, they can reach out to their AMC Power & Environmental Logistics Assistance Representative (P&E LAR) for help.

William (Bill) Baker
402nd AFSB

Editor's note: *Great info, Mr. Baker. Saving both money and equipment sounds like a win-win to us.*

Logistics Management





Logistics Management: DLA's Self-Help Page

/ Published Nov. 1, 2022

BLUF: DLA's Self-Help page offers several online tools to help answer basic questions about doing business with DLA.



Photo Courtesy of DLA

The Defense Logistics Agency (DLA) website has several tools to help answer requisition, backorder, on-hand-status and availability questions. DLA's Self-Help page also includes a frequently asked questions (FAQ) section and links to additional resources.

Click [HERE](#) to go to the Self-Help page.

Keep in mind that some of the tools may require logins and passwords.

If you visit the website and still have trouble finding the answers you need, contact DLA's Customer Interaction Center. Help is available 24 hours a day, 7 days a week. Email them at:

dlacontactcenter@dla.mil

Or call the Customer Interaction Center toll free at (877) DLA-CALL (352-2255).



PMCS: Good PM Takes More Than Just the TM

/ Published Nov. 22, 2022

BLUF: Good PMCS involves using not just the -10 TM but all your senses, too!



Photo by [Staff Sgt. Charles Porter](#)

This article initially appeared in PS 774 (May 17), p. 1.

Following the PMCS tables in the TMs is a given. But you also need to use your eyes, ears, nose and hands to uncover problems that could deadline your vehicle!



- Catches, locks and hinges should operate smoothly. Look for metal fatigue, wear and other damage. Listen for squeals that indicate rust.

- Check bolts, clamps, nuts and screws regularly for looseness. Chipped paint, bare metal or rust around the heads can indicate loose fasteners.
- A failing weld point may show movement, gaps, corrosion or flaked or missing paint.
- Look for broken, worn or cut electrical connections and cables.
- Check out hose fittings, clamps and the hose itself for abrasions, seepage or leaks. Feel for leaks in areas you can't see. Some fluids have a distinct odor, so use your nose, too.

Doing a complete PMCS will keep your vehicle mission ready and safe!

Medical Logistics





MEDEVAC: Oxygen Flow Meter Hose Adaptors Available

/ Published Nov. 4, 2022

BLUF: Get green plastic oxygen flow meter hose adaptors through the supply system with NSN 6515-01-298-8018.



Photo by [Pvt. Ethan Scofield](#)

Mechanics, if you need green plastic oxygen flow meter hose adaptors (also known as the Christmas trees) because they're lost or broken, order them through the Army supply system with NSN 6515-01-298-8018, PN 33-2600. They come packaged in a group of 50.



Oxygen flow meter hose adaptor

Got questions? Contact Johnny Eley at:

johnny.s.eley.civ@army.mil

Soldier Support





Health & Safety: Keeping Mold Trouble at Bay

/ Published Nov. 1, 2022

BLUF: The key to keeping mold at bay is to act quickly and follow some specific steps to mitigate its impact.



Photo by [Sgt. 1st Class Jason Hull](#)

Sometimes you can see it, sometimes not. While you go about your life it's silent and stealthy, fed by moisture that helps it grow. The consequences of ignoring this quietly spreading enemy can be risky. That enemy is called mold.

What's the Cause?

Molds are forms of fungi that are found naturally, both indoors and outdoors. When mold growth occurs indoors, it's often caused by various issues like: problems in the heating, ventilating and air conditioning systems; water intrusion (such as flooding,

roof leaks, and plumbing issues); improper maintenance; and exposure to weather. Mold thrives in damp environments and needs to have a food source. It tends to grow well on cloth, wood and wallboard, but can grow on virtually any surface where there is moisture. Limiting mold growth and home damage means quickly removing the source of water and drying all affected materials.

What's the Risk?

Mold can have adverse effects on people and pets. It produces allergens and irritants. However, it affects everyone differently. Sensitive individuals inhaling or touching mold may have allergic reactions. These reactions are similar to hay fever-type symptoms. Mold can also trigger asthma attacks in those who are allergic to mold. Read more about symptoms [HERE](#).

What to Do

If you find mold in government housing, contact the facility manager ASAP. If you find it in the office, immediately report it to your supervisor and the facility manager. Recommended actions depend on the size of the problem. For example, if there's one ceiling tile with mold growing on it, then there should be no problem continuing to work in the area, but it needs to be reported and corrected ASAP. As a precaution, those who are allergic or very sensitive to mold should be allowed to relocate to areas not affected by the mold. On the other hand, if an 8' x 10' office has walls covered in mold, then consult an expert or mold professional and prepare for the possibility of relocating occupants.

There are interim measures that facility maintenance or the Directorate of Public Works can do until a professional or mold remediation team can assess the situation, remediate it and resolve the cause of the mold growth. For instance, as a temporary fix, the mold growth on a wall can be covered with plastic or sealed in place to stop the release of fungal spores.

For private residences, depending on the amount of the mold in the home, you may be able to remove it yourself. Small, isolated areas of visible mold growth of less than 10-sq ft of surface area can be removed with soap and water. No special training is necessary. For example, a resident can remove a ceiling tile or clean small areas on walls if they wear gloves, goggles and an N-95 filtering facepiece respirator to protect themselves from any fungal spores. In cases with larger areas or where people are experiencing mold-related medical symptoms, consult an expert or mold professional.

The most important tip to keep mold at bay is to act quickly to clean up leaks or spills. If wet or damp materials are dried 24-48 hours after a leak or spill happens, in most

cases mold won't grow.

Army guidance for mold remediation and mold assessment instructions are found in the US Army Public Health Center Technical Guides 277 and 278, which can be found [HERE](#). The Army is finalizing a housing-specific mold and dampness assessment standard operating procedure.

For additional resources, visit the Army Public Health Center website's Mold & Indoor Air Quality section [HERE](#). You can download a handy mold facts flyer [HERE](#). Also see the Strategies to Prevent Mold Growth section on the website [HERE](#).



Publications: FPE Cold Weather Equipment TM Info

/ Published Nov. 22, 2022

BLUF: A cold weather equipment TM is available for a camp of up to 150 personnel.



Photo by [Pfc. Alexander Johnson](#)

This article originally appeared in PS 782 (Jan 18), p. 60.

A TM is available for Cold Weather Equipment (CWE) for Force Provider Expeditionary (FPE). TM 10-5419-213-13&P (Jun 17) covers the green set, NSN 5419-01-580-6932, and the tan, NSN 5419-01-581-2258.

CWE is a collection of military and commercial equipment, including heat trace sleeves for waste/water hoses, water bladder heaters and tent heaters, which can sustain an FPE camp of up to 150 personnel in temps as low as -15°F.

Search for the TM [HERE](#)*. You'll need your CAC to access. Select the ETM/IETM

button, then click Enter Site. You can search various ways but the easiest is to select Search Type: Pub Number, and then type in TM 10-5419-213-13&P.

***Note:** *The ETM link was updated to the current URL.*



Safety: Are You and Your Vehicles Ready for Winter?

/ Published Nov. 22, 2022

BLUF: Winter weather preparations should include winter survivability in case of emergencies.



Photo by 1st Lt. Jason Carr

*This article initially appeared in PS 792 (Nov 18), p. 12.**

Operators, winter is definitely here. Whether it's your assigned military vehicle or personal automobile, you've got snow tires and antifreeze and think you're good to go. Hold on! There's **more** to winter prep than snow tires and antifreeze!

Winter weather requires more preparation and maintenance for vehicles. Part of that preparation **should** include winter survivability tips in case of emergencies.

Of course, the -10 TM is your first stop when it comes to your assigned military vehicle. The section on *Operation Under Unusual Conditions* has info about starting,

operating and maintaining vehicles in cold weather.

A video, produced by the U.S. Army Combat Readiness Center, is a great resource, too, particularly when it comes to your personal car or truck. It shows what to do if you're stranded in a vehicle during winter. You can view it below.

00:29



VIDEO | 00:29 | Stranded in
Vehicle

Practical Tips Like These Could Save Your Life:

- Raise the hood and display a trouble sign, like a bright cloth tied to the side mirror or fastened at the top of a door.
- Make sure snow drifts or debris don't block the tail pipe.
- Stay in the vehicle unless you can see help within 100 yards.
- Crank the vehicle once every hour and run the heater about 10 minutes.

Learn About Additional Winter Driving Tips At:

<https://safety.army.mil>

* Slight modifications were made from the original article to distinguish military from personal vehicles



Drug Safety: Don't Follow the Rainbow

/ Published Nov. 30, 2022

BLUF: Be aware of rainbow fentanyl—colorful, candy-like pills, powder and blocks—and avoid it at all costs.



Photo courtesy of DEA

One cautionary word: Fentanyl.

It's the deadliest drug threat facing this country. According to the Center for Disease Control (CDC), 107,622 Americans died of drug overdoses in 2021, with 66 percent of those deaths related to synthetic opioids like fentanyl. In fact, drug poisonings are the leading killer of Americans between the ages of 18 and 45.

Fentanyl is a synthetic opioid that is 50 times more potent than heroin and 100 times more potent than morphine. Just two milligrams of fentanyl, which is equal to 10-15 grains of table salt, is considered a lethal dose.

The deadly drug appears in various forms. Law enforcement has seized fentanyl in pills, powder and blocks that look like sidewalk chalk. The latest version of fentanyl is especially colorful, resembling candy. It's called *rainbow* and experts believe that this fentanyl is specially designed to appeal to kids and young adults. But every color, shape and size of fentanyl should be considered extremely dangerous because it is.

For more details, visit the Drug Enforcement Agency's webpage about rainbow fentanyl [HERE](#).

Download a fentanyl fact sheet [HERE](#).

Also see the CDC's fentanyl FAQ [HERE](#).

Tactical Vehicles





M967A2/M969A3 Fuel Tankers: New NSN for Landing Leg Crank Handle Retaining Pin

/ Published Nov. 4, 2022

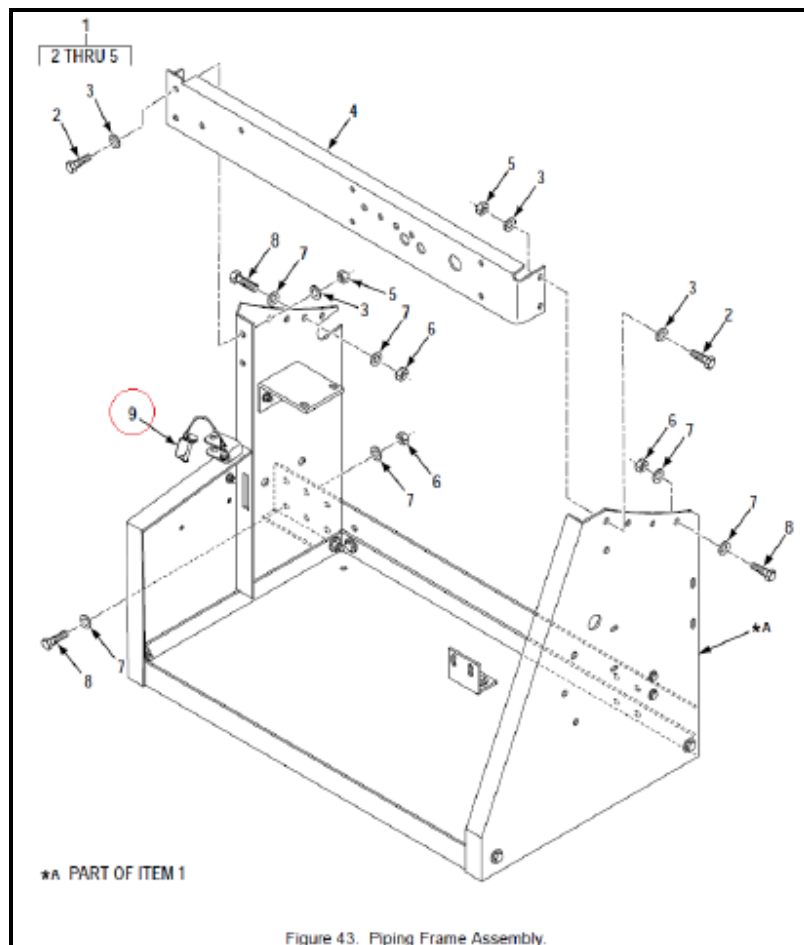
BLUF: The M967A2 and M969A3 fuel tanker's landing leg crank handle retaining pin, **NSN 5315-01-502-8717**, is no longer valid and is replaced with **NSN 5315-01-543-8980**.



Courtesy photo

Heads up! If you have an M967A2 or M969A3 fuel tanker, there's a new NSN for the landing leg crank handle retaining pin.

The M967A2 retaining pin NSN associated with Item 9 in Fig 40 of TM 9-2330-330-23P (Dec 15), which is the same as the M969A3 retaining pin NSN associated with Item 9 in Fig 43 of TM 9-2330-330-23P (Dec 15), is no longer valid. So **don't** use **NSN 5315-01-502-8717** when the retaining pin needs replacing.



Excerpt from TM 9-2330-330-23P

You'll need to use **NSN 5315-01-543-8980** instead.

Jot down the correct NSN until the TM is updated.



FMTV: Prep Shackles for the Winter

/ Published Nov. 4, 2022

BLUF: It's easier to clean and paint shackles in warmer weather so service them now.



Photo by [Capt. Aaron Moshier](#)

Winter is approaching, so now's the time to do some easy prep work on your FMTV's shackles. Why? It's harder to remove and clean shackles in freezing temperatures.

Also, shackles tend to be used more often for towing and emergencies in the winter, so you'll want them serviced and ready to work when you need them.

While performing your next PMCS, remove the FMTV's shackles and clean them with soapy water.

Once the shackles are clean and dry, give them a good coat of CARC paint to prevent corrosion. Make sure the shackles are completely dry before re-installing them on the truck.

If you need guidance for spot painting, then download TM 43-0242, *Chemical Agent Resistant Coating Spot Painting for Army Ground Equipment* (Dec 21) from the LDAC ETM website [HERE](#).



JLTV: Visit UTAP for Additional Vehicle Training Info

/ Published Nov. 14, 2022

BLUF: Visit UTAP for downloadable training material on the JLTV.



Photo by [Zachary Mott](#)

So, you've recently been fielded the joint light tactical vehicle (JLTV) or it's about to be fielded and you're looking for more info. You should definitely visit TACOM's Unit Training Assistance Program (UTAP) website.

UTAP has downloadable material like the JLTV A0 and A1 Training Support Packages (TSPs) for operator and field-level maintenance that are taught in the new equipment training (NET) classes. The TSPs include the Instructor Guides, Student Guides, Lesson Plans, and links to the TMs.

There's also supplemental material, which includes training videos, the *Tow Bar Smart Book* (Jun 17) and *Tactics Techniques and Procedures (TTP) for Recovering the Joint Light Tactical Vehicle (JLTV)* (Jan 19).

Have your CAC handy and visit UTAP [HERE](#).

Check UTAP regularly because they're constantly adding new training material.



MFS TRM M107A1: Draining and Flushing Durasoil®

/ Published Nov. 23, 2022

BLUF: Some M107A1s may have residual testing fluid in them that can cause fuel samples to fail thermal stability. Immediate corrective action is required per TACOM MAM.



Photo by [Staff Sgt. Jacob Cessna](#)

Some fuel samples taken from M107A1 modular fuel system (MFS) tank rack modules (TRMs) have shown traces of residual testing fluid (Durasoil®).

Durasoil® is a synthetic, non-petroleum, dust suppression fluid made from natural gas. During the manufacture of some M107A1s, Durasoil® was used in production testing instead of fuel. The residue can cause fuel samples to fail thermal stability.

Not all M107A1s are affected. You'll need to check the impacted serial numbers in

TACOM maintenance action message (MAM) 22-044 to verify whether your unit has any of the affected M107A1s. Have your CAC handy and click [HERE](#) to access the message.

If you do have affected equipment, contact your AMC LAR. That's because you'll need to perform the draining, flushing and recirculation procedures attached in the message. Read through the procedures carefully and be sure to follow the specified guidance for your equipment.

NOTE: The actions in the MAM were to have been completed by affected units by 24 Dec 2022. Units that have not yet complied need to take immediate action.



JLTV: Flat Towing Procedures

/ Published Nov. 28, 2022

BLUF: JLTVs are only authorized to flat tow other JLTVs.



Photo by [Spc. Brittney Joy](#).

Warfighters, according to [Ground Safety Action \(GSA\) Message 22-016](#), there have been several mishaps with JLTVs flat-towing other JLTVs (or like-vehicles), especially over down-sloping terrain. In each case, the JLTV was towing a disabled vehicle while using a medium-duty tow bar. The term flat tow means that a vehicle or trailer is towed using an approved tow bar.

JLTVs are **only** authorized to flat tow other JLTVs. Towing other like-sized vehicles could lead to a collision or rollover, resulting in injuries, fatalities and vehicle damage.

Even when towing other JLTVs, the recovery JLTV needs to properly adjust suspension height in accordance with new flat tow procedures contained in the safety message, rather than in WP 0080 of TM 9-2320-452-10 (Oct 18), until it's updated.

