



**Roll-up of Articles
September 2021**

General and Special Topics





Log/Maint Management: 2021 AAME, DEA and SEA Award Winners

/ Published Sept. 1, 2021



Congratulations to the winners and runners-up of this year's Chief of Staff of the Army Logistics Excellence Awards (AAME), Deployment Excellence Awards (DEA) and Supply Excellence Awards (SEA)!

AAME Excellence Award Winners and Runners-Up

ACTIVE ARMY

Modified Table of Organization and Equipment (MTOE)

MTOE Small Category:

Winner: Maintenance Company, Group Support Battalion, 10th Special Forces Group, Fort Carson, CO (USASOC)

Runner-Up: Echo Company, 3rd General Support Aviation Battalion, 82nd Combat Aviation Brigade, Fort Bragg, NC (FORSCOM)

MTOE Medium Category:

Winner: 97th Civil Affairs Battalion (Special Operations) (Airborne), 95th Civil Affairs Brigade (Special Operations) (Airborne), Fort Bragg, NC (USASOC)

Runner-Up: 65th Military Police Company, 503rd Military Police Battalion, Fort Bragg, NC (FORSCOM)

MTOE Large Category:

Winner: 3rd Battalion, 8th Cavalry Regiment, Fort Hood, TX (FORSCOM)

Runner-Up: 38th Air Defense Artillery Brigade, Sagami General Depot, Japan (USARPAC)

All Others Category:

Winner: Tank-Automotive and Armaments Command-Fleet Management Expansion, Fort Leonard Wood, MO

Runner-Up: Busan Storage Center, Busan, Korea (USARPAC)

ARMY NATIONAL GUARD (ARNG)

MTOE Small Category:

Winner: Alpha Company, 1st Battalion, 376th Aviation Regiment, Lincoln, NE (ARNG)
Runner-Up: None

MTOE Medium Category:

Winner: 267th Support Maintenance Company, 734th Combat Sustainment Support Battalion, Lincoln, NE (ARNG)
Runner-Up: None

TDA Category

Winner: Combined Support Maintenance Shop 1, Lincoln, NE (ARNG)

Runner-Up: Unit Training Equipment Site 1, Redmond, OR (ARNG)

ARMY RESERVE (USAR)

MTOE Medium Category

Winner: 409th Engineer Company (Engineer Vertical Construction Company), 244th Engineer Battalion, Windsor, CO (USARC)

Runner-Up: 962nd Ordnance Company, 413th Combat Sustainment Support Battalion, Plattsburgh, NY (USARC)

TDA Category

Winner: Area Maintenance Support Activity 80 (G), Fairchild Air Force Base, WA (USARC)

Runner-Up: Equipment Concentration Site 10 (G), Joint Base Lewis-McChord, WA (USARC)

Aviation Category

Winner: 2nd Battalion (Assault), 2nd Aviation Regiment, 2nd Combat Aviation Brigade, K16 Airbase, Korea (USARPAC)

Runner-Up: 3rd Military Intelligence Brigade, Camp Humphreys, Korea (INSCOM)

Deployment Excellence Award (DEA) Winners and Runners-Up

ACTIVE ARMY Deployment Unit Category

Small Category

Winner: Nuclear Disablement Team, 20th Chemical, Biological, Nuclear, Radiological, Explosives Command, Aberdeen Proving Ground, MD (FORSCOM)

Runner-Up: None

Large Category

Winner: 3rd Armored Brigade Combat Team, 1st Cavalry Division, Fort Hood, TX (FORSCOM)

Runner-Up: 3rd Battalion, 2nd Air Defense Artillery Regiment Fort Sill, OK (FORSCOM)

ARMY NATIONAL GUARD Deployment Category

Large Category

Winner: 28th Expeditionary Combat Aviation Brigade, Indiantown Gap, PA (NGB)

Runner-Up: Headquarters and Headquarters Company, 232nd Combat Sustainment Support Battalion, Springfield, IL (NGB)

ARMY RESERVE Deployment Category

Small Category

Winner: 481st Movement Control Team, Bartlesville, OK (USARC)

Runner-Up: None

SEA Winners and Runners-Up

ACTIVE ARMY

Level I (A) Unit Supply MTOE

Winner: 55th Signal Company (Combat Camera), Fort Meade, MD (ARCYBER)

Runner-Up: Headquarters and Headquarters Company, 1st Battalion, 7th Special Forces Group, Eglin Air Force Base, FL (USASOC)

Level II (A) Property Book Operations MTOE

Winner: Headquarters and Headquarters Battalion, United States Army Pacific, Fort Shafter, HI (USARPAC)

Runner-Up: 3rd Brigade Combat Team, 101st Airborne Division, Fort Campbell, KY (FORSCOM)

Level II (B) Property Book Operations TDA

Winner: U.S. Army Materiel Support Command-Korea, Camp Carroll, Korea (USARPAC)

Runner-up: Logistics Readiness Center, Fort Benning, GA (AMC)

Level III (A) Brigade/Battalion MTOE

Winner: 522nd Military Intelligence Battalion, Clay Kaserne, Wiesbaden, Germany

Runner-Up: Headquarters and Headquarters Company, 7th Special Forces Group, Eglin Air Force Base, FL (USASOC)

Level IV (A) Supply/Support Activity MTOE

Winner: Echo Company, 5th Battalion, 7th Air Defense Artillery (ADA), Smith Barracks, Baumholder, Germany (USAEUR)

Runner-Up: Alpha Company, 526th Brigade Support Battalion (Air Assault), Fort Campbell, KY (FORSCOM)

Level IV (B) Supply Support Activity TDA

Winner: Supply Point 60, 498th Combat Sustainment Support Battalion, Camp Carroll, Korea (USARPAC)

Runner-Up: 2nd Theater Signal Brigade, McCully Barracks, Wackernheim, Germany (ARCYBER)

ARMY NATIONAL GUARD

Level I (A) Unit Supply MTOE

Winner: Bravo Battery, 1-107th Field Artillery Regiment, Beaver Falls, PA (ARNG)

Runner-Up: Bravo Company, 766th Brigade Engineer Battalion, Marseilles, IL (ARNG)

Level I (B) Unit Supply TDA

Winner: Medical Detachment, Sea Girt, NJ

Runner-Up: None

Level II (A) Property Book Operations MTOE

Winner: 133rd Engineer Battalion, Brunswick, ME (ARNG)

Runner-Up: None

Level III (A) Brigade/Battalion MTOE

Winner: Headquarters, 110th Maneuver Enhancement Brigade, Kansas City, MO
(ARNG)

Runner-Up: 1249th Engineer Battalion, Salem, OR

Level IV (B) SSA TDA

Winner: USPFO for Alaska Supply Support Activity, Fort Richardson, AK

Runner-Up: None

ARMY RESERVE

Level I (A) Unit Supply MTOE

Winner: Headquarters and Headquarters Company, 451st Expeditionary Sustainment
Command, Wichita, KS (USARC)

Runner-Up: 409th Engineer Vertical Construction Company, Windsor, CO (USARC)

Level I (B) Unit Supply TDA

Winner: 2nd Battalion 360th Regiment Training Support Battalion, Camp Parks
Reserve Forces Training Area, Dublin, CA (USARC)

Runner Up: Area Maintenance Support Activity (AMSA) 133, South Bend, IN

Level II (A) Property Book Operations MTOE

Winner: 304th Sustainment Brigade, Riverside, CA (USARC)

Runner-Up: 402nd Civil Affairs Battalion, Fort Buchanan, Puerto Rico (USARC)

Level II (B) Property Book Operations TDA

Winner: 120th Infantry Brigade, Multifunctional Training Brigade (MFTB), Fort Hood,
TX (USARC)

Runner-Up: None

Level III (A) Brigade/Battalion MTOE

Winner: 561st Regional Support Group, Elkhorn, NE (USARC)

Runner-Up: 821st Transportation Battalion, Fort Bragg, NC (USARC)

Best of the Best Award Winners

AAME

Chief of Ordnance Best of the Best Maintenance Award Winner:

Tank-Automotive and Armaments Command-Fleet Management Expansion, Fort Leonard Wood, MO (AMC)

DEA

Best of the Best Deployment Excellence Award Winner:

3rd Armored Brigade Combat Team, Fort Hood, TX (FORSCOM)

SEA

Quartermaster General Best of the Best Supply Excellence Award Winner:

Echo Company, 5th Battalion, 7th Air Defense Artillery (ADA) Supply Support Activity, Smith Barracks, Baumholder, Germany (USAREUR)

Again, congratulations to all units that were recognized this year!



HOT ITEM - Rotary-Wing Aircraft: Configure Mode S / ADS-B Out Properly

/ Published Sept. 1, 2021



Photo by [Thomas Robbins](#)

Mechanics,

During maintenance on the APX-123/APX-123A Mode 5 transponder, the aircraft-assigned default Mode S can be zeroized or “set to factory default.” Units are subsequently not ensuring that the default Mode S address is reloaded into the APX-123/APX-123A. As a result, the FAA detects an invalid address, which is flagged and reported to the Army as non-compliance. In some instances, the FAA could restrict access to airspace for non-compliant aircraft. Worse still, unless this ongoing problem is corrected, the FAA could cause HQ DA to exact penalties from units that fail to comply with the guidance in this article.

The attached PDF spells out what you need to know. It explains the following:

- The difference between the aircraft-assigned default Mode S and the factory default.
- The difference between default Mode S and operational Mode S.

- The need to reload the aircraft-assigned default Mode S any time the aircraft system processors are replaced or a new aircraft OFP software is loaded.
- The difference between the Mode S address and the Mode S Flight ID.
- The fact that the APX-123/APX-123A does not retain the aircraft-assigned and loaded default Mode S address in the transponder; it is retained in the aircraft system processors.
- Avoiding the use of duplicate Mode S among aircraft.

If you have questions, the POCs are listed at the end of the PDF and can be reached through the Outlook global address list.

To access the PDF, click on the image below:

Rotary Wing Aircraft: Configure Mode S / ADS-B Out Properly

(Passages highlighted in yellow are particularly important)

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Click on image above to view and download PDF



I Own This: August 2021 Nominees

/ Published Sept. 7, 2021

PS Magazine's ***I Own This*** campaign is designed to recognize Warfighters of all services who exemplify the highest standards of care for their assigned vehicles and equipment and contribute in meaningful ways to their unit's overall maintenance and supply posture. In short, they live and breathe readiness.

This month, we had three (3) Warfighters nominated for this program. All are deserving of this recognition. One was selected at random to get the spotlight placed on them. This month, that individual is LCPL David P Salazar.

Spotlight Profile



LCPL David P Salazar

Marine Corps/Active
Small Arms Repairer/Technician

Nominated by: CW2 Shawn Daley

How did you come to know/observe the nominee's actions? I am the battalion's maintenance management officer and I observe his dedication and impact to the mission on a daily basis.

Why does this individual deserve recognition? LCPL Salazar is pictured supporting a recruit rifle range by immediately repairing all weapons on the spot to maintain an uninterrupted training environment. He inspects, assesses and fixes problems by using learned experience and continual dedication. As a small arms repairman, he pays attention to each situation to sustain the mission.

Additional Comments: He takes great initiative and shows inspirational dedication with the sole intent to maintain 100-percent, combat-ready, mission-essential equipment.

Also Nominated...

Soldier's Name: **SSG Aaron P Abelson**

Unit: 872nd Support Maintenance Co, Ogden, UT

Position/Title: Motor Sergeant

Component: Army/Active Reserve

NSN or End Item: M984A4

Nominated by: CW3 Douglas Marida

Justification: I observed SSG Abelson finishing up a service on a piece of equipment that was brought back from an MFGI mission. He proceeded to the wash bay, then vacuumed the inside, and last cleaned all exterior mirrors before road test and placing the vehicle back on line. I was told by his counterparts that's what he always does. They advised he was very thorough. I was impressed and thought, what if more Soldiers took the time to set that type of standard? I came to find out that he is like this with every task he is given. SSG Abelson exemplifies the words duty and integrity. It's what he does when no one else is looking that defines his character. Whether he knows it or not, Soldiers and leaders are paying attention. His subordinates are definitely paying attention. Mentors like him are what defines the Army and great leadership. This is just a great Soldier who deserves the recognition.



SSG Aaron Abelson

Soldier's Name: **SSG Shawn Mantanona**
Unit: B Battery, 2-18 Field Artillery Regiment, Ft Sill, OK
Position/Title: Maintenance Support Sergeant
Component: Army/Active
NSN or End Item: MLRS M270A1
Nominated by: 1LT Samuel Spivey
Justification: SSG Mantanona is one of the hardest-working field artillery maintenance support team leaders that I have ever met. He truly owns his team and their equipment, and represents the best-of-the-best when it comes to maintenance and care for equipment in our unit. SSG Mantanona works hard, takes care of his people and always gets the job done.



PS Magazine Posters: Help Spread the Word

/ Published Sept. 8, 2021

The Nov 2019 *PS Magazine* was its last 64-page, cartoon-illustrated issue. Taking its place is this website.

We need your help promoting *PS Magazine*. Attached are two versions of a poster you can print out and put in day rooms, motor pools, leaders' offices, supply rooms, mess halls or other gathering spots. One is 8.5" x 11" and will print on a standard printer. The other is 18" x 24" and may require special printing.



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For the 8.5" x 11" poster, click [HERE](#).

For the 11" x 17" poster, click [HERE](#).



Maintenance Mgmt: The Cold Reality about PMCS

/ Published Sept. 20, 2021



Photo by [Sgt. James Geelen](#)

Army equipment gets used in some of the worst conditions imaginable.

But no matter the conditions, it's common sense that equipment works "best" when operated daily, weekly and on a monthly basis.

The cold reality is common sense flies out the window when a vehicle sits idle for a long time. Batteries run down, hydraulic fluid turns to gunk, seals dry out and rot, electronic circuits and cylinder rods corrode, tires lose air, and condensation forms in the air tanks among other things.

Herein lies the problem: PM falls apart when a vehicle just sits and doesn't move. On more than one occasion, you'll hear a motor sergeant say, "We maintain it, but we don't use it!" In other words, all the maintenance in the world won't prevent the problems that arise from idle vehicles.

Long story short, do your vehicle's PMCS, exercise your equipment, and let your vehicle's engine run for at least 30 minutes a week – plain and simple!

Aviation





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/ Published Sept. 1, 2021



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Click on image above to view and download PDF



Get Aviation-Related Safety Information from USACRC

/ Published Sept. 9, 2021

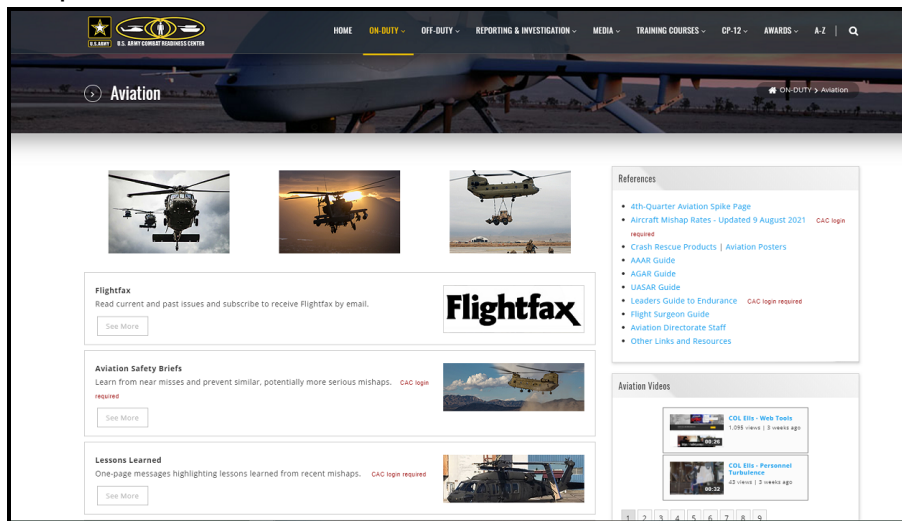


Image Courtesy of U.S. Army Combat Readiness Center

There are plenty of resources that help aviators stay on top of maintenance and safety. One of the best safety resources is the US Army Combat Readiness Center (USACRC) website. You can visit it at:

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

Start by clicking the **On-Duty** tab in the menu at the top of the website. A window will open and the first topic mentioned is Aviation. In this section, you can access [Flightfax](#), crash rescue products, publications, forms and posters.

Under the **Media** tab, you can read the latest *4th Quarter Aviation Spike*, as well as *Risk Management Magazine*. The magazine's aviation-related articles—of which there are currently over 340—can specifically be found at:

<https://safety.army.mil/MEDIA/Risk-Management-Magazine/PID/7428/ev/1/CategoryID/183/CategoryName/Aviation>

You can also submit your own story to the magazine by clicking on the “Tell Your Story” link (you’ll need your CAC to access the next screen).

Finally, it’s highly recommended you visit the aviation category of the **Lessons Learned** section on the website (which also requires your CAC to access):

<https://safety.army.mil/lessonslearned/Lessons-Learned/Lessons-Learned-Search/PID/7756/ev/1/CategoryID/213/CategoryName/Aviation>

There’s even more to consume at this information-rich and interactive destination. So, just like you do with the *PS Magazine* website, you should make visiting the USACRC website a routine habit.



AH-64/UH-60: Stop Duplicate Unique Item Identifiers in TAMMS-A/MCDS

/ Published Sept. 17, 2021

Mechanics, components on the Apache and Black Hawk should not have duplicate unique item identifiers in *The Army Maintenance Management System-Aviation Maintenance Consolidated Database System* (TAMMS-A/MCDS).

Right now, 1,396 T700-GE-701D engines have errors showing at least one duplicate. To identify and fix the problem, open the component status history page in the MCDS. If there's a conflict for that component, you'll see the words **UII CONFLICT** in the upper right corner. Click on the words **UII CONFLICT**. The subsequent page details the conflict.

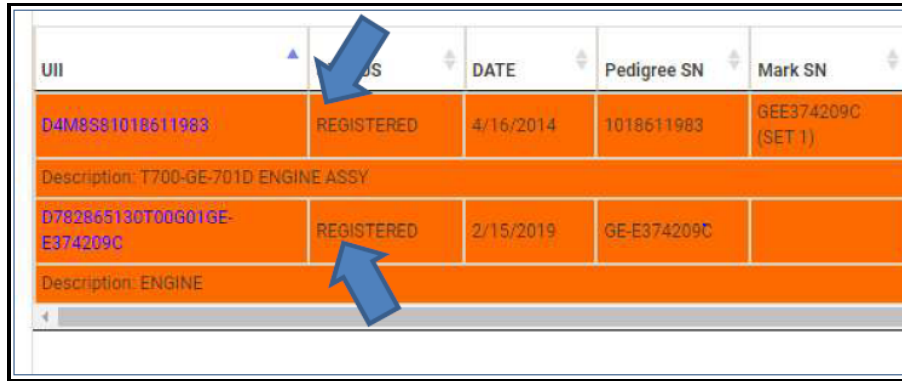


Open *Component Status History* page in MCDS



Review the top right corner of the page, then click UII CONFLICT

AMCOM has flagged many of these conflicts and considers them equally significant. In other words, all Army units should address all flags, no matter the reason, as soon as they are identified by quality control, whether entered as administrative corrections or entered due to safety concerns.



UII	STATUS	DATE	Pedigree SN	Mark SN
D4M8S81018611983	REGISTERED	4/16/2014	1018611983	GEE374209C (SET 1)
Description: T700-GE-701D ENGINE ASSY				
D782865130T00G01GE-E374209C	REGISTERED	2/15/2019	GE-E374209C	
Description: ENGINE				

Address all flags (source image blurred)

To resolve these conflicts, contact Mr. Chris Spears, MCDS IUID Technical Lead at AMCOM, at:

christopher.m.spears.civ@mail.mil

Here is the website link to TAMMS-A/ MCDS:

tamms-a.redstone.army.mil/

CBRN



Combat Vehicles





Stryker: Maintain RWS to Get Most Bang for the Buck

/ Published Sept. 7, 2021



Photo by [Maj. Adam Weece](#)

One sound you never want to hear while in a firefight or qualifying at the live-fire range is a “click” instead of a “bang.”

That “click” sound means something is wrong with your Stryker’s remote weapon station (RWS)! But by properly maintaining the RWS, you can stay in the fight while saving money, time and effort.

Here are some tips for both operators and maintainers that’ll help keep the RWS working the way it should:

PMCS Tips

Proper PMCS is a must. Follow ALL the checks in TM 9-2355-311-13&P (Sep 16). Each check for the RWS is there for a reason. If a part is missing or something isn’t connected, the RWS won’t work properly.

Operating Tips

What special tools are needed for mounting a weapon to the RWS? A hammer or maybe even a pry bar? No and no again! Manpower is the right answer. If you need a tool to install a weapon, something's wrong and field maintenance should be notified.

If the rear weapon mount pins aren't installed correctly, they'll stick out too far. Then the pins will bend when you put the RWS at maximum elevation and that could make it hard to remove the weapon. Follow the guidance in TM 9-2355-311-13&P for proper weapon installation.



Properly installed rear weapon mount pin

Keep in mind that you can't order the pin set. You have to order the pins for the M2 and MK19 separately:

Model	NSN
M2	5315-25-150-6481
MK19	5315-25-150-6182

When you're manually operating (free gunning) the RWS, re-engage the elevation and azimuth clutch handles. If you don't, the next operator who powers up the RWS might not know that the clutches are released. When that operator grabs the control grip, the FCU screen will display a "servo runaway fault" and the RWS won't work.



Elevation clutch engaged



Elevation clutch disengaged



Azimuth clutch engaged



Azimuth clutch disengaged

When disengaging the elevation lock, apply downward pressure to the rear of the soft mount, then flip the elevation lock and pull the handle. Once the pin is out of the soft mount, turn the handle to the operation position. Don't turn the handle before you pull it.



Be sure elevation lock is unlocked, in operation position before turning on RWS

Make sure the STORM is mounted properly by following the installation procedures in TM 9-2355-311-13&P. The biggest mistake when installing the STORM is bending the pins and not aligning the W19 connector properly on the back of the STORM. Make sure the STORM mount is grounded and be very careful while hooking up the two other connectors. The larger one plugs in and turns to lock while the small one requires the dots to align to each other.

Don't twist the connectors or you'll damage the W19 harness and break off the pins in the STORM. If that happens, you won't know how far away your target is on the battlefield.

Note: The STORM-SLX, NSN 5855-01-646-5962, isn't compatible with the Stryker's RWS. The NSNs for the correct STORM versions for the Stryker are:

NSN 5855-01-5351905

NSN 5855-01-577-5946

NSN 5855-01-600-0486

Did you know looking up at the sun hurts your eyes and can even damage them if you look too long? Well, the same goes for the RWS' thermal imaging module (TIM). Never point it directly at the sun! That can damage the reticle and the optics of the TIM.

Use the TIM lens cover, NSN 5340-25-150-4599, during daylight. The cover will also help keep out moisture that can cause video cloudiness and corrode the optics. If the TIM lens is cloudy, have field maintenance purge it with nitrogen at no more than 5 psi.

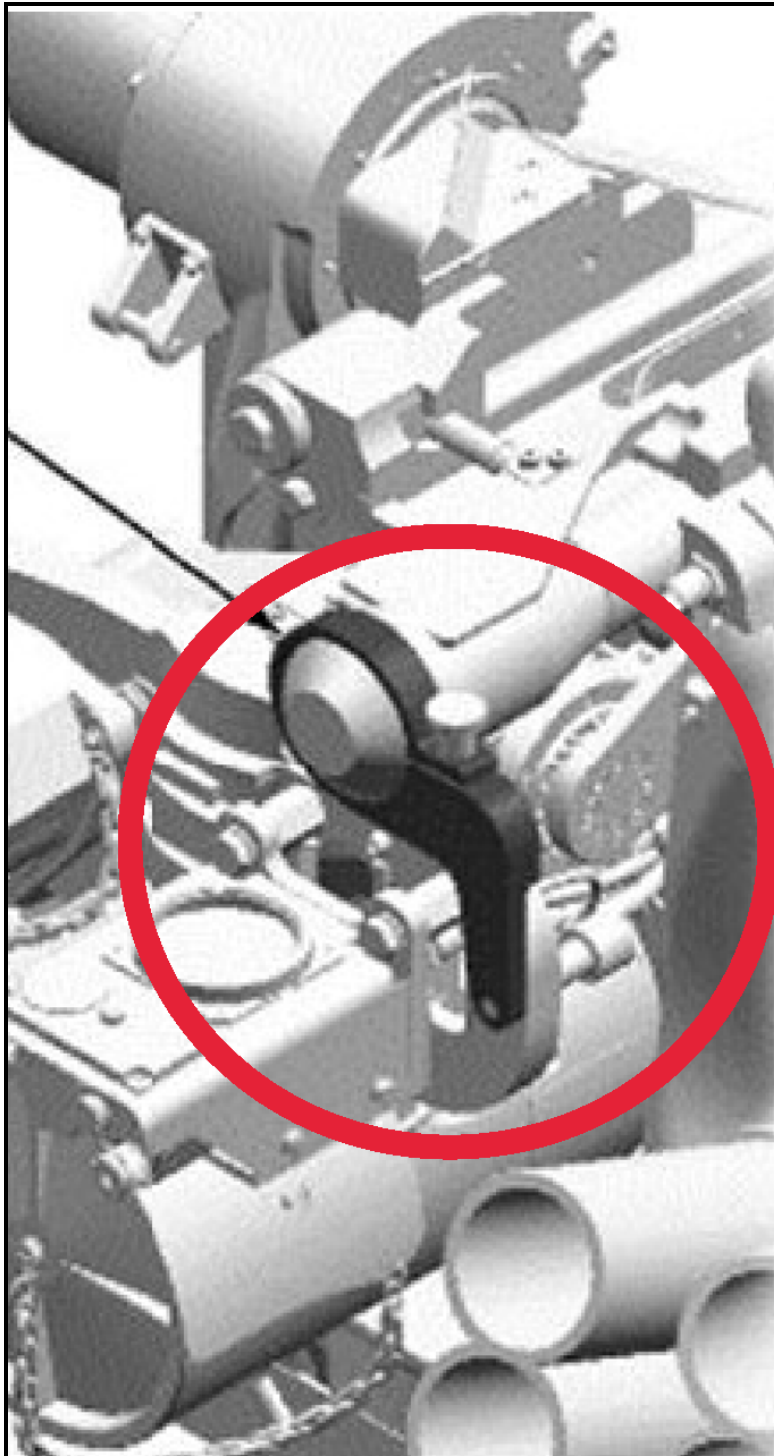
Transportation Tips

Power on the RWS when leaving the motor pool. This allows the electronics to stabilize the system and prevent damage.

If your Stryker is being transported for long distances on a train, truck, ship or plane, follow the stowage procedures in TM 9-2355-311-13&P.

Also, be sure to follow the TM procedures when setting the RWS back up once the transport is done. Make sure the azimuth and elevation locks are disengaged before powering up the RWS. If the locks are engaged and you power up the RWS, the elevation motor can burn up and the azimuth and main frame can be damaged.

The T-handle should be in operation mode when the RWS is powered on. And don't forget to remove the "pork chop" (RWS sight clamp).



Remove "pork chop" before powering on RWS

Troubleshooting Tips

Here are some pointers to help your unit save some time and money.

- After replacing the fire control unit (FCU), main frame assembly (MFA), right side support assembly (RSSA) and the sight servo assembly (SSA),

be sure to calibrate by setting the RWS at twelve o'clock (line up the little black lines).

- Running the correct software on your FCU is critical. If you don't, your rounds will be off target. With newer software, you can use the initiated built-in test (IBIT) function on the RWS to help you troubleshoot. Your local LAR can help you learn how to use the IBIT function.

Here are a few other things that'll help keep the RWS working like it should:

1. For a "runaway" servo, make sure the azimuth and elevation clutch handles are engaged. The transportation locks should work correctly and be free from damage.
2. Check the soft mount for damaged and/or bent weapon mount pins. If the pins won't go all the way in and lock, as soon as the weapon is max elevated, the motor in the RSSA can burn out.
3. Inspect the soft mount rail buffer bushings. If they're not loose and able to spin freely, follow the procedures in TM 9-2355-311-13&P to adjust the soft mount friction brakes. You'll need a special tool, NSN 5120-25-150-8919, to do this properly.



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Photo by [Sgt. James Geelen](#)

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Herein lies the problem: PM falls apart when a vehicle just sits and doesn't move. On more than one occasion, you'll hear a motor sergeant say, "We maintain it, but we don't use it!" In other words, all the maintenance in the world won't prevent the problems that arise from idle vehicles.

Long story short, do your vehicle's PMCS, exercise your equipment, and let your vehicle's engine run for at least 30 minutes a week – plain and simple!



Maintenance Mgmt: Leaders Teach & Train PMCS

/ Published Sept. 20, 2021



Photo by [Capt. Adan Cazarez](#)

Listen up! The next time a vehicle goes into the shop with an apparent low tire psi, ask the operator if they have a tire gauge. Then ask them **how** to check the tire's psi.

You might be surprised to find out what they don't know, or are just embarrassed to ask. Rather than get angry or shrug your shoulders, such a confession is the perfect opportunity to teach and train.

You've heard the saying, "Give people a fish and you feed them for one meal; teach them to fish and you feed them for a lifetime." Teaching and training proper maintenance is as important as training marksmanship or squad tactics.

Now Is the Time

Maintenance leaders, what about the operators in your unit?

While operators may know how to operate their equipment, they may not know how to maintain that equipment properly. By “maintain that equipment,” we mean the PMCS checks in the vehicle’s -10 TM.

Now is the time to find out! Take every opportunity to teach and train them. Turn confusion, uncertainty or embarrassment into assured knowledge of how to properly maintain vehicles and equipment.



Maintenance Mgmt: Ground Guiding is Serious Business

/ Published Sept. 20, 2021



Photo courtesy of USACRC

Army equipment is often large and awkward to move. Safely maneuvering large vehicles, especially in tight spaces, requires properly trained and positioned ground guides. Even smaller vehicles need ground guiding in confined and congested spaces.

However, simply using ground guides isn't enough. Good crew coordination is **critical**. It only takes a split second for a driver to lose sight of a ground guide, or for a ground guide to make a mistake that can result in major equipment damage or worse, an injury or death.

Hand and arm signals are the basic method of ground guiding because voice signals can be misunderstood or not be heard over engine noise.

Using dismounted ground guides in congested or confined areas is critical to the safety of personnel and to promote safe vehicle operations. These congested and confined areas can be motor pools, construction access sites, assembly areas, bivouac sites, parking areas, hazardous terrain or any other situation where visibility

is restricted.

Before moving vehicles in these areas, the operator and the ground guide should have the same clear understanding of what the hand and arm signals mean. Operators, assistant drivers, senior occupants and vehicle commanders in the vehicle should receive instruction on ground guiding during training events such as driver training, as well as periodic refresher training to ensure proficiency is maintained.

Get the ground guide poster here (two halves make the whole):

[Combat and Tactical Vehicle Ground Guide Poster - Left](#)

[Combat and Tactical Vehicle Ground Guide Poster - Right](#)

Here are some tips for safe ground guiding:

- Train operators and crews on visual signals used in communicating with drivers, including flashlight (colored lens) signals. Use blue filters whenever possible to preserve the driver's night vision. Chemical lights also can be used and have less effect on the driver's night vision.
- Before moving a vehicle, the operator or ground guide must walk completely around the vehicle to ensure no personnel or equipment is in the way.
- Position front ground guides to the left front of vehicles. Ground guides must **never** walk directly in a vehicle's path or walk backwards.
- When two (2) ground guides are used, they must maintain visual contact with each other at all times. The front ground guide must **stop** the vehicle if visual contact with the rear guide is lost.
- Drivers must immediately **stop** if they lose sight of a ground guide or don't understand a signal.

Remember, personnel and vehicle safety depend on clear, accurate communication between trained Soldiers.



Use clear and accurate communication while ground guiding

To review standard visual signals, see *Visual Signals*, TC 3-21.60 (Mar 17), at:

https://armypubs.army.mil/epubs/DR_pubs/DR_a/pdf/web/ARN2747_TC%203-21x60%20FINAL%20WEB.pdf

Learn more about ground guiding at the US Army Combat Readiness Center:

- USACRC Principles of Ground Guiding (Video)

<https://safety.army.mil/MEDIA/Video-Library/Video-Player/Videoid/23/Ground-Guiding>

- USACRC Ground Guiding Webpage

<https://safety.army.mil/ON-DUTY/Government-Motor-Vehicle/Ground-Guiding>

Construction





120M Road Grader: PM Reminders

/ Published Sept. 14, 2021



Photo by [Petty Officer 2nd Class Kayla Collins](#)

Operators, these preventive maintenance (PM) reminders will keep your grader running smooth and mission-ready for the day's run.

Oil Check

Look for sludge every time you check the oil level. It will appear as small clumps on the dipstick. The main reasons for sludge are condensation and dilution with fuel.

Also, water contamination is hard to find until it's really bad. If you suspect water contamination, draw an oil sample and let it stand in a glass jar. Water will separate from the oil. If that happens, let your mechanic know. He will need to change the oil and filters.

Accurate Oil-Level Reading

You'll get the most accurate oil-level reading while the engine is cold, just like it says in WP 0013-5 of TM 5-3805-293-10 (Dec 10).

Remove the dipstick and wipe it with a clean rag, then reinsert it. Remove the dipstick again to eyeball the oil level. It should fall in the cross-hatched area of the dipstick.

It's a good idea to check the oil during long operations. After shutting down the engine, wait 10 minutes to let the oil drain back into the oil pan. Then recheck. It's not as accurate as a cold check, but it'll let you know if there are any problems.

The grader's engine oil is also monitored in the service menu on the messenger display inside the vehicle's cab. Low pressure indicates the oil level is low.

Never overfill just to skip an oil check. That just causes other problems, like blowby.

Important to Idle First

Now that you've started your grader, you're ready to move out, right?

Not so fast!

Your vehicle needs to warm up a bit before the day's run. If not, moving parts break down. Then your grader is sitting on the side of the road instead of grading.

Here's how to keep your grader on the job:

- After start-up, run the engine for at least three (3) minutes to allow the engine to reach normal operating temperature. That warm-up lets the engine burn off condensation from normal engine breathing. Remember, unburned condensation will mix with oil to form a sludge that clogs the engine.

The 3-minute delay also gives the engine oil time enough to lubricate parts.

- After warm-up, check the messenger display in the vehicle's cab. Pay close attention to the engine system and action light indicators. If either lights up, shut down the engine and tell your mechanic.

Hydraulic Oil Reminder

With the engine at idle, monitor the hydraulic oil's temperature by keeping an eye on the grader's messenger display.

Only operate the grader when the hydraulic oil temperature reaches or exceeds 41°F. If necessary, raise the hydraulic oil temperature by cycling each of the vehicle's implement and steering controls. This allows warm hydraulic oil to circulate through all the grader's hydraulic lines.

For more information, check out WP 0005 in TM 5-3805-293-10 (Dec 10).

When the Job is Done

Let the engine cool down for five (5) minutes after operation. The engine needs to keep oil circulating to relieve excessive heat in the engine. Too much heat can crack the block, warp a head or valves, or bake the oil until it's not slick enough to lubricate the bearings.

Remember, if you shut down without the cool down, your grader will have a melt-down!



Maintenance Mgmt: The Cold Reality about PMCS

/ Published Sept. 20, 2021



Photo by [Sgt. James Geelen](#)

Army equipment gets used in some of the worst conditions imaginable.

But no matter the conditions, it's common sense that equipment works "best" when operated daily, weekly and on a monthly basis.

The cold reality is common sense flies out the window when a vehicle sits idle for a long time. Batteries run down, hydraulic fluid turns to gunk, seals dry out and rot, electronic circuits and cylinder rods corrode, tires lose air, and condensation forms in the air tanks among other things.

Herein lies the problem: PM falls apart when a vehicle just sits and doesn't move. On more than one occasion, you'll hear a motor sergeant say, "We maintain it, but we don't use it!" In other words, all the maintenance in the world won't prevent the problems that arise from idle vehicles.

Long story short, do your vehicle's PMCS, exercise your equipment, and let your vehicle's engine run for at least 30 minutes a week – plain and simple!



Maintenance Mgmt: Leaders Teach & Train PMCS

/ Published Sept. 20, 2021



Photo by [Capt. Adan Cazarez](#)

Listen up! The next time a vehicle goes into the shop with an apparent low tire psi, ask the operator if they have a tire gauge. Then ask them **how** to check the tire's psi.

You might be surprised to find out what they don't know, or are just embarrassed to ask. Rather than get angry or shrug your shoulders, such a confession is the perfect opportunity to teach and train.

You've heard the saying, "Give people a fish and you feed them for one meal; teach them to fish and you feed them for a lifetime." Teaching and training proper maintenance is as important as training marksmanship or squad tactics.

Now Is the Time

Maintenance leaders, what about the operators in your unit?

While operators may know how to operate their equipment, they may not know how to maintain that equipment properly. By “maintain that equipment,” we mean the PMCS checks in the vehicle’s -10 TM.

Now is the time to find out! Take every opportunity to teach and train them. Turn confusion, uncertainty or embarrassment into assured knowledge of how to properly maintain vehicles and equipment.



966H Wheel Loader: Operator PM Tips

/ Published Sept. 20, 2021



Photo by [Spc. Christopher Shannon](#)

Operators, here are some preventive maintenance tips to keep your loader in action.

Battery Switch

Make sure you use the 966H wheel loader's battery disconnect switch whenever the vehicle sits idle for a month or longer. The batteries will lose their charge when the switch is in the ON position. No charge means your loader will need a slave start to get back to work at the construction site.

Whatever you do, **don't** confuse the battery disconnect switch and the ignition switch: the latter is used to turn off your loader. Using the disconnect switch to shut down the vehicle could fry out the loader's electrical circuits! You'll find this information in the CAUTION in WP 0004 00-6 of TM 5-3805-291-10 (Jan 10).

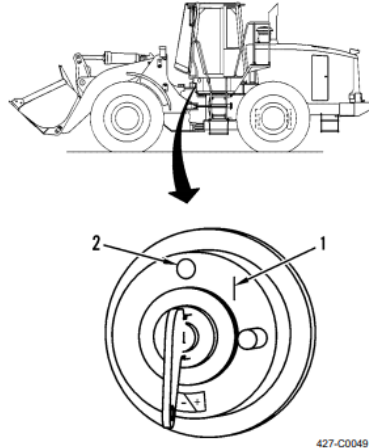
BATTERY DISCONNECT SWITCH

1. Battery disconnect switch is on left side of machine. Open access door.
2. Open access door and turn battery disconnect switch clockwise (to the right) to ON position (1) to activate entire electrical system. Switch must be in ON position to start engine.

CAUTION

NEVER turn battery disconnect switch to OFF position when engine is running. Damage to electrical system could result.

3. Turn battery disconnect switch counterclockwise (to the left) to OFF position (2) to deactivate entire electrical system.
4. When machine will not be used for an extended period of time (1 month or longer), battery disconnect switch should be turned to OFF position (2). This will prevent a short circuit or other electrical system components from draining batteries.



427-C0049

Battery disconnect switch instructions (click image to open full-sized PDF)

By the way, when the battery disconnect switch is turned off, battery power is retained for another 30 seconds. That gives the vehicle's electronics enough time to properly shut down.

Hood Tilt Switch

Just below the battery disconnect switch is the toggle switch for the vehicle's hood tilt. Pay close attention to the CAUTION in WP 0004 00-26 of TM 5-3805-291-10 (Jan 10).

Use the switch to open or close the hood only until the hood stops moving. By holding the switch up to the ON position, the hood will open. When the hood stops, you'll hear a clicking noise. That's your signal to release the switch. If you don't, you'll burn out the hood's actuator motor! The toggle switch will automatically return to the middle position when you release it. The same goes for when lowering the hood, release the switch when you hear the clicking noise.

Engine Oil Level

Check the oil level on level or flat ground before operation while the engine is shut off. Open the service door on the right side of the vehicle and remove the dipstick. Wipe it off, slide it back in place and then remove it one more time to get a clean reading.

Transmission Oil Level

The transmission's oil level sight gage is on the front of the transfer case, on the left side of the vehicle. The gage's red indicator should be within the WARM IDLE range when the oil is warm and the engine is running at low idle.

Check to make sure the red indicator is within the cold start range when the oil is cold and the engine isn't running. If necessary, open the fill cap and add oil through the filler tube.

Coolant Level

Open the access door on the left-rear side of the vehicle to access the coolant level sight gage. You'll find the gage on top of the radiator. With the engine off, check the level in the sight gage. It should be at least half full. Maintain the coolant level within the sight gage.

Hydraulic Oil Level

The loader's hydraulic tank is on the left of the vehicle behind the cab. Before checking the tank's oil level gage, make sure the loader's lift arms are lowered, and the bucket is flat on the ground. That way you'll get an accurate reading.

Check the oil level before operation with the engine shut off. Make sure the level is above the ADD mark on the sight. If necessary, remove the filler cap and slowly add oil.

Lube the Bucket

Pivot pins and lift arms on the wheel loader's bucket need lots of lube to do their job.

Without lube, the bucket will start to squeak while it's being raised or lowered. You'll know something's up when it starts to move erratically during construction operations.

The bucket's grease fitting bank is located on the roadside of the vehicle at ground level. Each week, give each fitting three (3) to five (5) pumps of grease.

If a fitting is clogged and won't take grease, report it. Your mechanic will replace the clogged fitting with NSN 4730-00-050-4208.



Maintenance Mgmt: Ground Guiding is Serious Business

/ Published Sept. 20, 2021



Photo courtesy of USACRC

Army equipment is often large and awkward to move. Safely maneuvering large vehicles, especially in tight spaces, requires properly trained and positioned ground guides. Even smaller vehicles need ground guiding in confined and congested spaces.

However, simply using ground guides isn't enough. Good crew coordination is **critical**. It only takes a split second for a driver to lose sight of a ground guide, or for a ground guide to make a mistake that can result in major equipment damage or worse, an injury or death.

Hand and arm signals are the basic method of ground guiding because voice signals can be misunderstood or not be heard over engine noise.

Using dismounted ground guides in congested or confined areas is critical to the safety of personnel and to promote safe vehicle operations. These congested and confined areas can be motor pools, construction access sites, assembly areas, bivouac sites, parking areas, hazardous terrain or any other situation where visibility

is restricted.

Before moving vehicles in these areas, the operator and the ground guide should have the same clear understanding of what the hand and arm signals mean. Operators, assistant drivers, senior occupants and vehicle commanders in the vehicle should receive instruction on ground guiding during training events such as driver training, as well as periodic refresher training to ensure proficiency is maintained.

Get the ground guide poster here (two halves make the whole):

[Combat and Tactical Vehicle Ground Guide Poster - Left](#)

[Combat and Tactical Vehicle Ground Guide Poster - Right](#)

Here are some tips for safe ground guiding:

- Train operators and crews on visual signals used in communicating with drivers, including flashlight (colored lens) signals. Use blue filters whenever possible to preserve the driver's night vision. Chemical lights also can be used and have less effect on the driver's night vision.
- Before moving a vehicle, the operator or ground guide must walk completely around the vehicle to ensure no personnel or equipment is in the way.
- Position front ground guides to the left front of vehicles. Ground guides must **never** walk directly in a vehicle's path or walk backwards.
- When two (2) ground guides are used, they must maintain visual contact with each other at all times. The front ground guide must **stop** the vehicle if visual contact with the rear guide is lost.
- Drivers must immediately **stop** if they lose sight of a ground guide or don't understand a signal.

Remember, personnel and vehicle safety depend on clear, accurate communication between trained Soldiers.



Use clear and accurate communication while ground guiding

To review standard visual signals, see *Visual Signals*, TC 3-21.60 (Mar 17), at:

https://armypubs.army.mil/epubs/DR_pubs/DR_a/pdf/web/ARN2747_TC%203-21x60%20FINAL%20WEB.pdf

Learn more about ground guiding at the US Army Combat Readiness Center:

- USACRC Principles of Ground Guiding (Video)

<https://safety.army.mil/MEDIA/Video-Library/Video-Player/Videoid/23/Ground-Guiding>

- USACRC Ground Guiding Webpage

<https://safety.army.mil/ON-DUTY/Government-Motor-Vehicle/Ground-Guiding>



Vibratory Roller: Smooth Rolling PM Tip

/ Published Sept. 22, 2021



Photo by [Pfc. Grace Nechanicky](#)

This PM tip will keep your CB534B/CB534C vibratory roller mission-ready at the worksite.

Keep Sediment Filters Clean

The vibratory roller can't do a good compacting job with asphalt clinging to its drum.

Asphalt buildup happens when the vehicle's sediment filters aren't cleaned on both water tanks. The filters are intended to catch debris that can clog the spray nozzles. Clogged spray nozzles stop the water spray that prevents asphalt buildup on the drum.

Remove the sediment filters and clean the strainer element weekly. Make sure the shut-off valve is closed before removing the filter's housing.

Pull out the strainer element and flush it with clean water. Make sure to clean out the filter housing. Once the strainer's back in the filter housing and the filter is back in place, open the shut-off valve.

Do the same thing for the roller's other water tank.

CS563D Hydraulic Oil Cooler Line

While we're talking about roller PM, you can get the hydraulic oil cooler line for the CS563D vibratory roller using NSN 4720-01-474-2627. This NSN replaces the parts info shown as Item 5 on Pages 44 and 45 of TM 5-3895-383-24P (Sep 99).



CCE Vehicles: Cool Weather Maintenance Reminders

/ Published Sept. 28, 2021



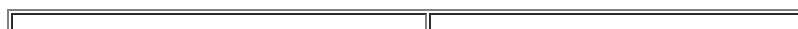
Photo by [Capt. Scott Walters](#)

The cooler days of fall are just around the corner. Here are some reminders that go hand-in-hand with your unit's construction equipment as the temperature starts to drop.

Different Length Slave Cables

Slave cables are handy to use when your vehicle has dead batteries and you need to get it back in operation.

Here's a list of different length cables and their NSNs. Do an analysis of where slaving might occur and order the lengths that will best meet operational needs:



Cable Length	NSN 6150-
6 feet	01-390-7058
12 feet	01-222-7943
20 feet	01-022-6004
35 feet	01-248-9555
50 feet	01-310-1829

CAT CCE Ether Valve

Newer CAT construction equipment like the 120M road grader, 924H wheel loader, D7R II dozer, and 621B scraper all use the same ether start aid valve, NSN 4820-01-551-9292.

Inside the valve is a filter that gets plugged with debris, damaged, gets lost or just plain disappears. Don't look for it in the TMs because it's not there!

The good news is you can order just the filter with NSN 2910-01-658-4647. The cost is under ten bucks. That's a lot cheaper than buying a new valve that costs over \$100!

Don't Use Ether Spray

We've said it before, and we'll say it again. Don't use ether spray to start your vehicle!

Different types of construction vehicles have built-in starting aids and some don't. These aids help vehicle engines turn over in cold weather.

If your vehicle is running rough, **don't** think about going back to the work bench and grabbing a can of ether spray to start up your vehicle's engine. Using ether spray can crack a piston, bend rods and ruin heads.

Keep your hands off the spray and get help from a mechanic instead.

Commo/Electronics





COMSEC: Include Power Supply, CIK with KG-175D

/ Published Sept. 1, 2021



Photo courtesy of Tobyhanna Army Depot

Here's an important message for units. There's a shortage of KG-175D power supplies and cryptographic ignition keys (CIKs). Units that are turning in the KG-175D, NSN 5810-01-547-4520, LIN E05004, must turn in the power supply, NSN 6130-01-587-4129, PN 28-2750283-1 and CIK, NSN 5810-01-559-1366, PN 16-2749832-1.

This is required for all turn-ins, to include direct exchanges and excess. If a unit is performing a direct exchange, its replacement device will come with a power supply. This helps keep maintenance programs and assets at Tobyhanna Army Depot up to 10/20 standards.

There are specific instructions for returning these items. See the attached PDF for guidance.

[KG-175D Disposition Instructions](#)

Click on link above to open PDF



JCR/JBC-P: Might Not Be NMC

/ Published Sept. 14, 2021



Photo courtesy of PEO C3T

Dark screens don't always mean your Joint Capabilities Release (JCR) and Joint Battle Command-Platform (JBC-P) tactical analog systems display unit or tablet is NMC. But units are mistakenly declaring an NMC status because their respective system's blackout (BLKOUT)/ night vision imaging system (NVIS) features are being accidentally activated.

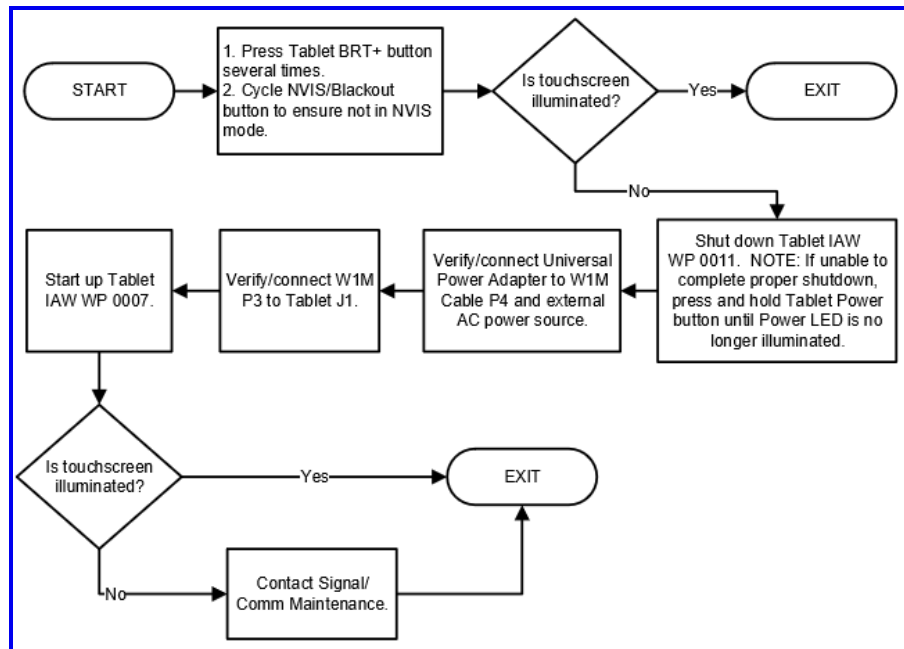
The BLKOUT/NVIS features are used when absolute darkness is needed for safety or covert operations. The features can be turned on or off. That's why users should first try to rule out the BLKOUT/NVIS features as the reason for the dark screens before declaring their equipment NMC.

If you see dark or dim screens, check the following flow charts to ensure the issue isn't the result of BLKOUT/NVIS features.

Use the troubleshooting guide below for the following Mounted Family of Computer Systems (MFoCS) tablets:

- JBC-P: AN/UYK-128C(V)3, AN/GYK-62H(V)1/2, AN/UYQ-90B(V)6/7
- JCR: AN/UYK-128E(V)3, AN/GYK-62J

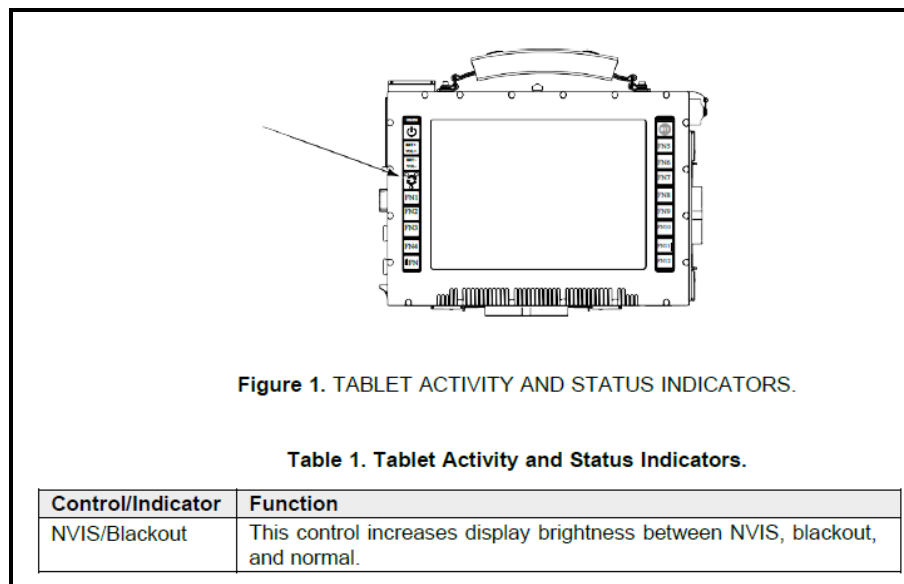
- JCR-LOG: AN/UYQ-90B(V)8/9)



MFOCS tablet troubleshooting guide

(Click on image to view PDF version)

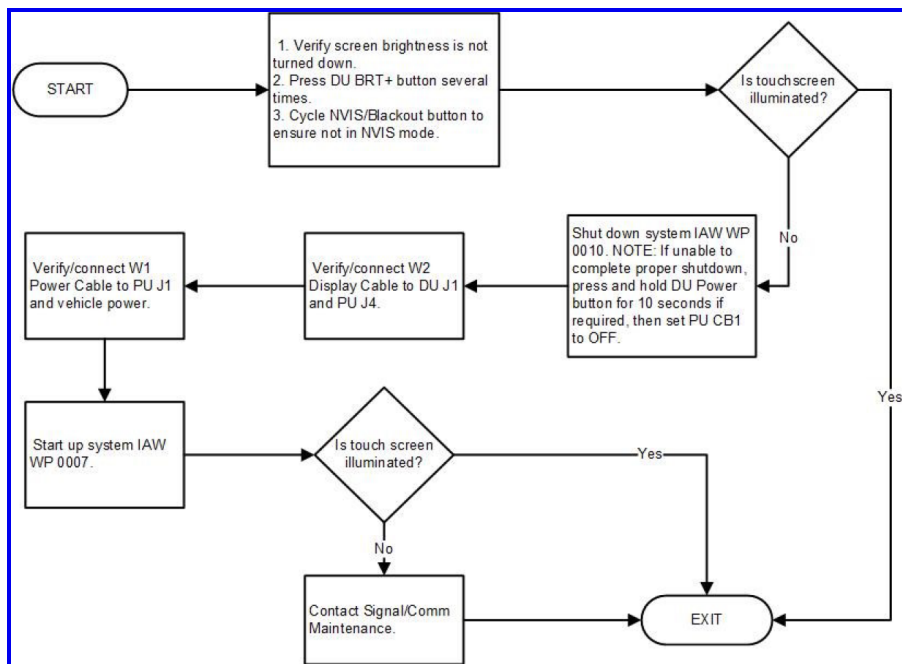
On the MFOCS tablet, the BLKOUT/NVIS button is located as shown below:



BLKOUT/NVIS control location for MFOCS tablet

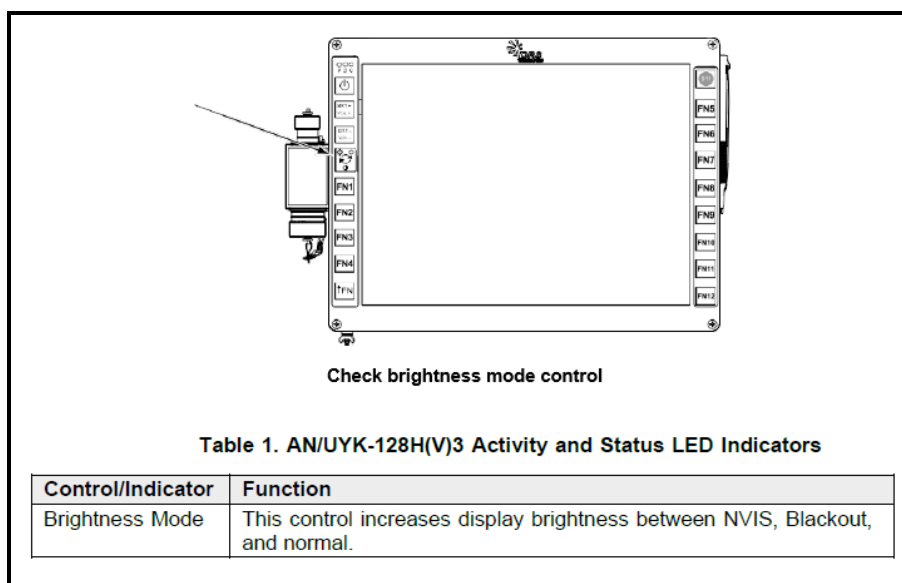
Use the troubleshooting guide below for the MFOCS display units:

- JBC-P: AN/UYK-128D(V)3
- JCR: AN/UYK-128F(V)3



MFoCS display unit troubleshooting guide

(Click on image to view PDF version)



Check brightness mode control

If you have questions, contact:

John C. White, Technical Publications Manager, PM Mission Command

john.c.white2.civ@mail.mil

or

Thomas Carpentier, Mechanical Engineer, JBC-P Product Support, PM Mission Command

thomas.k.carpentier.civ@mail.mil

H2F





H2F: Resources at Your Fingertips

/ Published Sept. 30, 2021



Photo by [Sgt. Owen Thez](#)

If the new Holistic Health and Fitness (H2F) guidelines seem like a lot of heavy lifting, you should know there's a one-stop shop for H2F info. Check out a milSuite group that's gathered up plenty of handy resources, including H2F-related publications and regulations. Grab your CAC and visit and follow the H2F milSuite group:

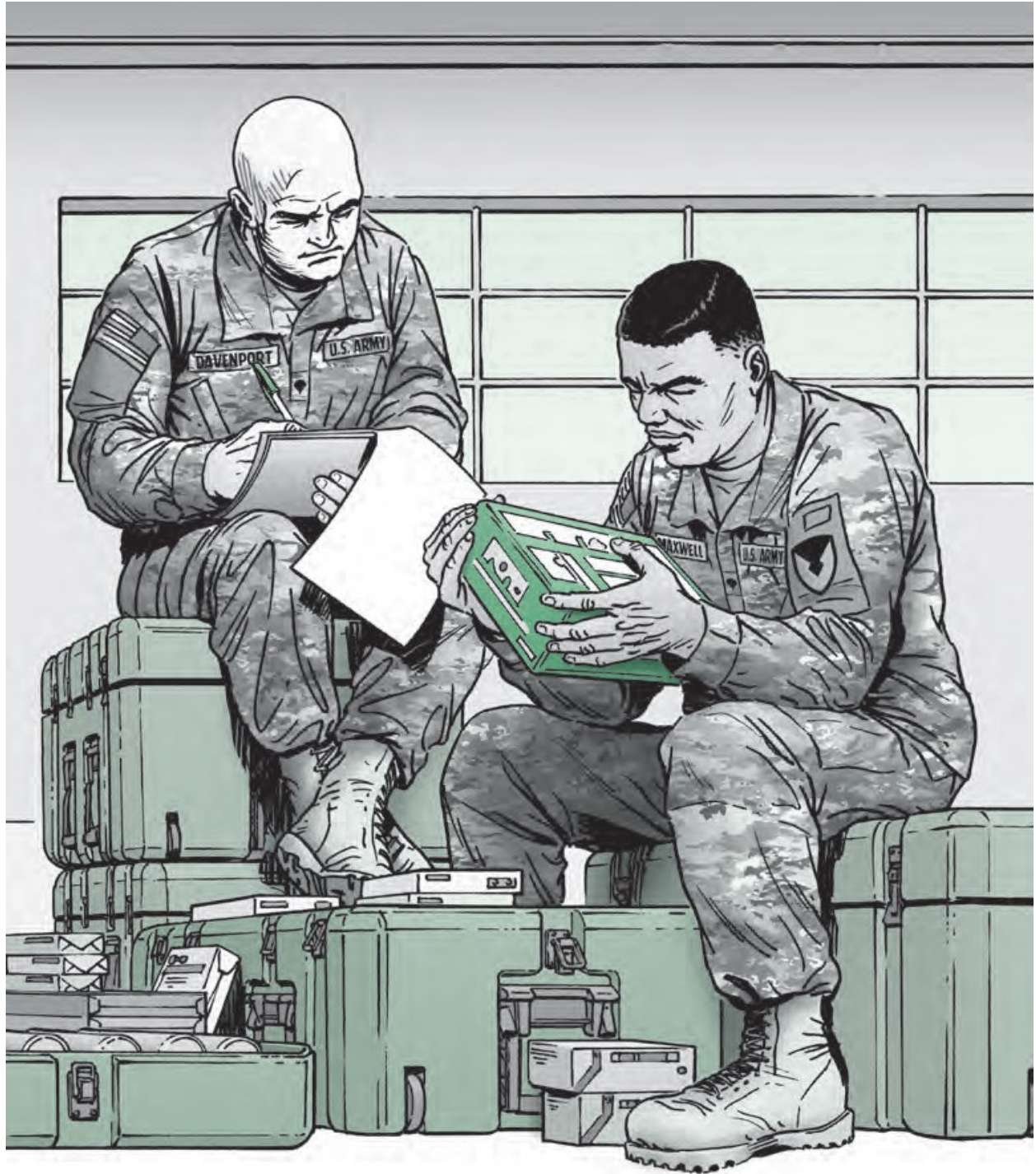
<https://www.milsuite.mil/book/groups/h2facft>

Also swing by the *PS Magazine* group where we've posted HQDA EXORD 144-21. That's the latest guidance for the Army Physical Fitness Test (APFT) and Army Combat Fitness Test (ACFT). Check it out:

<https://www.milsuite.mil/book/groups/ps-magazine>

Look under the "Army Policy and Doctrine" category to see the latest HQDA EXORD on the APFT/ACFT.

Logistics Management





Log/Maint Management: 2021 AAME, DEA and SEA Award Winners

/ Published Sept. 1, 2021



Congratulations to the winners and runners-up of this year's Chief of Staff of the Army Logistics Excellence Awards (AAME), Deployment Excellence Awards (DEA) and Supply Excellence Awards (SEA)!

AAME Excellence Award Winners and Runners-Up

ACTIVE ARMY

Modified Table of Organization and Equipment (MTOE)

MTOE Small Category:

Winner: Maintenance Company, Group Support Battalion, 10th Special Forces Group, Fort Carson, CO (USASOC)

Runner-Up: Echo Company, 3rd General Support Aviation Battalion, 82nd Combat Aviation Brigade, Fort Bragg, NC (FORSCOM)

MTOE Medium Category:

Winner: 97th Civil Affairs Battalion (Special Operations) (Airborne), 95th Civil Affairs Brigade (Special Operations) (Airborne), Fort Bragg, NC (USASOC)

Runner-Up: 65th Military Police Company, 503rd Military Police Battalion, Fort Bragg, NC (FORSCOM)

MTOE Large Category:

Winner: 3rd Battalion, 8th Cavalry Regiment, Fort Hood, TX (FORSCOM)

Runner-Up: 38th Air Defense Artillery Brigade, Sagami General Depot, Japan (USARPAC)

All Others Category:

Winner: Tank-Automotive and Armaments Command-Fleet Management Expansion, Fort Leonard Wood, MO

Runner-Up: Busan Storage Center, Busan, Korea (USARPAC)

ARMY NATIONAL GUARD (ARNG)

MTOE Small Category:

Winner: Alpha Company, 1st Battalion, 376th Aviation Regiment, Lincoln, NE (ARNG)
Runner-Up: None

MTOE Medium Category:

Winner: 267th Support Maintenance Company, 734th Combat Sustainment Support Battalion, Lincoln, NE (ARNG)
Runner-Up: None

TDA Category

Winner: Combined Support Maintenance Shop 1, Lincoln, NE (ARNG)

Runner-Up: Unit Training Equipment Site 1, Redmond, OR (ARNG)

ARMY RESERVE (USAR)

MTOE Medium Category

Winner: 409th Engineer Company (Engineer Vertical Construction Company), 244th Engineer Battalion, Windsor, CO (USARC)

Runner-Up: 962nd Ordnance Company, 413th Combat Sustainment Support Battalion, Plattsburgh, NY (USARC)

TDA Category

Winner: Area Maintenance Support Activity 80 (G), Fairchild Air Force Base, WA (USARC)

Runner-Up: Equipment Concentration Site 10 (G), Joint Base Lewis-McChord, WA (USARC)

Aviation Category

Winner: 2nd Battalion (Assault), 2nd Aviation Regiment, 2nd Combat Aviation Brigade, K16 Airbase, Korea (USARPAC)

Runner-Up: 3rd Military Intelligence Brigade, Camp Humphreys, Korea (INSCOM)

Deployment Excellence Award (DEA) Winners and Runners-Up

ACTIVE ARMY Deployment Unit Category

Small Category

Winner: Nuclear Disablement Team, 20th Chemical, Biological, Nuclear, Radiological, Explosives Command, Aberdeen Proving Ground, MD (FORSCOM)

Runner-Up: None

Large Category

Winner: 3rd Armored Brigade Combat Team, 1st Cavalry Division, Fort Hood, TX (FORSCOM)

Runner-Up: 3rd Battalion, 2nd Air Defense Artillery Regiment Fort Sill, OK (FORSCOM)

ARMY NATIONAL GUARD Deployment Category

Large Category

Winner: 28th Expeditionary Combat Aviation Brigade, Indiantown Gap, PA (NGB)

Runner-Up: Headquarters and Headquarters Company, 232nd Combat Sustainment Support Battalion, Springfield, IL (NGB)

ARMY RESERVE Deployment Category

Small Category

Winner: 481st Movement Control Team, Bartlesville, OK (USARC)

Runner-Up: None

SEA Winners and Runners-Up

ACTIVE ARMY

Level I (A) Unit Supply MTOE

Winner: 55th Signal Company (Combat Camera), Fort Meade, MD (ARCYBER)

Runner-Up: Headquarters and Headquarters Company, 1st Battalion, 7th Special Forces Group, Eglin Air Force Base, FL (USASOC)

Level II (A) Property Book Operations MTOE

Winner: Headquarters and Headquarters Battalion, United States Army Pacific, Fort Shafter, HI (USARPAC)

Runner-Up: 3rd Brigade Combat Team, 101st Airborne Division, Fort Campbell, KY (FORSCOM)

Level II (B) Property Book Operations TDA

Winner: U.S. Army Materiel Support Command-Korea, Camp Carroll, Korea (USARPAC)

Runner-up: Logistics Readiness Center, Fort Benning, GA (AMC)

Level III (A) Brigade/Battalion MTOE

Winner: 522nd Military Intelligence Battalion, Clay Kaserne, Wiesbaden, Germany

Runner-Up: Headquarters and Headquarters Company, 7th Special Forces Group, Eglin Air Force Base, FL (USASOC)

Level IV (A) Supply/Support Activity MTOE

Winner: Echo Company, 5th Battalion, 7th Air Defense Artillery (ADA), Smith Barracks, Baumholder, Germany (USAEUR)

Runner-Up: Alpha Company, 526th Brigade Support Battalion (Air Assault), Fort Campbell, KY (FORSCOM)

Level IV (B) Supply Support Activity TDA

Winner: Supply Point 60, 498th Combat Sustainment Support Battalion, Camp Carroll, Korea (USARPAC)

Runner-Up: 2nd Theater Signal Brigade, McCully Barracks, Wackernheim, Germany (ARCYBER)

ARMY NATIONAL GUARD

Level I (A) Unit Supply MTOE

Winner: Bravo Battery, 1-107th Field Artillery Regiment, Beaver Falls, PA (ARNG)

Runner-Up: Bravo Company, 766th Brigade Engineer Battalion, Marseilles, IL (ARNG)

Level I (B) Unit Supply TDA

Winner: Medical Detachment, Sea Girt, NJ

Runner-Up: None

Level II (A) Property Book Operations MTOE

Winner: 133rd Engineer Battalion, Brunswick, ME (ARNG)

Runner-Up: None

Level III (A) Brigade/Battalion MTOE

Winner: Headquarters, 110th Maneuver Enhancement Brigade, Kansas City, MO
(ARNG)

Runner-Up: 1249th Engineer Battalion, Salem, OR

Level IV (B) SSA TDA

Winner: USPFO for Alaska Supply Support Activity, Fort Richardson, AK

Runner-Up: None

ARMY RESERVE

Level I (A) Unit Supply MTOE

Winner: Headquarters and Headquarters Company, 451st Expeditionary Sustainment
Command, Wichita, KS (USARC)

Runner-Up: 409th Engineer Vertical Construction Company, Windsor, CO (USARC)

Level I (B) Unit Supply TDA

Winner: 2nd Battalion 360th Regiment Training Support Battalion, Camp Parks
Reserve Forces Training Area, Dublin, CA (USARC)

Runner Up: Area Maintenance Support Activity (AMSA) 133, South Bend, IN

Level II (A) Property Book Operations MTOE

Winner: 304th Sustainment Brigade, Riverside, CA (USARC)

Runner-Up: 402nd Civil Affairs Battalion, Fort Buchanan, Puerto Rico (USARC)

Level II (B) Property Book Operations TDA

Winner: 120th Infantry Brigade, Multifunctional Training Brigade (MFTB), Fort Hood,
TX (USARC)

Runner-Up: None

Level III (A) Brigade/Battalion MTOE

Winner: 561st Regional Support Group, Elkhorn, NE (USARC)

Runner-Up: 821st Transportation Battalion, Fort Bragg, NC (USARC)

Best of the Best Award Winners

AAME

Chief of Ordnance Best of the Best Maintenance Award Winner:

Tank-Automotive and Armaments Command-Fleet Management Expansion, Fort Leonard Wood, MO (AMC)

DEA

Best of the Best Deployment Excellence Award Winner:

3rd Armored Brigade Combat Team, Fort Hood, TX (FORSCOM)

SEA

Quartermaster General Best of the Best Supply Excellence Award Winner:

Echo Company, 5th Battalion, 7th Air Defense Artillery (ADA) Supply Support Activity, Smith Barracks, Baumholder, Germany (USAREUR)

Again, congratulations to all units that were recognized this year!



Maintenance Mgmt: The Cold Reality about PMCS

/ Published Sept. 20, 2021



Photo by [Sgt. James Geelen](#)

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But no matter the conditions, it's common sense that equipment works "best" when operated daily, weekly and on a monthly basis.

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Maintenance Mgmt: Leaders Teach & Train PMCS

/ Published Sept. 20, 2021



Photo by [Capt. Adan Cazarez](#)

Listen up! The next time a vehicle goes into the shop with an apparent low tire psi, ask the operator if they have a tire gauge. Then ask them **how** to check the tire's psi.

You might be surprised to find out what they don't know, or are just embarrassed to ask. Rather than get angry or shrug your shoulders, such a confession is the perfect opportunity to teach and train.

You've heard the saying, "Give people a fish and you feed them for one meal; teach them to fish and you feed them for a lifetime." Teaching and training proper maintenance is as important as training marksmanship or squad tactics.

Now Is the Time

Maintenance leaders, what about the operators in your unit?

While operators may know how to operate their equipment, they may not know how to maintain that equipment properly. By “maintain that equipment,” we mean the PMCS checks in the vehicle’s -10 TM.

Now is the time to find out! Take every opportunity to teach and train them. Turn confusion, uncertainty or embarrassment into assured knowledge of how to properly maintain vehicles and equipment.



Maintenance Mgmt: Ground Guiding is Serious Business

/ Published Sept. 20, 2021



Photo courtesy of USACRC

Army equipment is often large and awkward to move. Safely maneuvering large vehicles, especially in tight spaces, requires properly trained and positioned ground guides. Even smaller vehicles need ground guiding in confined and congested spaces.

However, simply using ground guides isn't enough. Good crew coordination is **critical**. It only takes a split second for a driver to lose sight of a ground guide, or for a ground guide to make a mistake that can result in major equipment damage or worse, an injury or death.

Hand and arm signals are the basic method of ground guiding because voice signals can be misunderstood or not be heard over engine noise.

Using dismounted ground guides in congested or confined areas is critical to the safety of personnel and to promote safe vehicle operations. These congested and confined areas can be motor pools, construction access sites, assembly areas, bivouac sites, parking areas, hazardous terrain or any other situation where visibility

is restricted.

Before moving vehicles in these areas, the operator and the ground guide should have the same clear understanding of what the hand and arm signals mean. Operators, assistant drivers, senior occupants and vehicle commanders in the vehicle should receive instruction on ground guiding during training events such as driver training, as well as periodic refresher training to ensure proficiency is maintained.

Get the ground guide poster here (two halves make the whole):

[Combat and Tactical Vehicle Ground Guide Poster - Left](#)

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Here are some tips for safe ground guiding:

- Train operators and crews on visual signals used in communicating with drivers, including flashlight (colored lens) signals. Use blue filters whenever possible to preserve the driver's night vision. Chemical lights also can be used and have less effect on the driver's night vision.
- Before moving a vehicle, the operator or ground guide must walk completely around the vehicle to ensure no personnel or equipment is in the way.
- Position front ground guides to the left front of vehicles. Ground guides must **never** walk directly in a vehicle's path or walk backwards.
- When two (2) ground guides are used, they must maintain visual contact with each other at all times. The front ground guide must **stop** the vehicle if visual contact with the rear guide is lost.
- Drivers must immediately **stop** if they lose sight of a ground guide or don't understand a signal.

Remember, personnel and vehicle safety depend on clear, accurate communication between trained Soldiers.



Use clear and accurate communication while ground guiding

To review standard visual signals, see *Visual Signals*, TC 3-21.60 (Mar 17), at:

https://armypubs.army.mil/epubs/DR_pubs/DR_a/pdf/web/ARN2747_TC%203-21x60%20FINAL%20WEB.pdf

Learn more about ground guiding at the US Army Combat Readiness Center:

- USACRC Principles of Ground Guiding (Video)

<https://safety.army.mil/MEDIA/Video-Library/Video-Player/Videoid/23/Ground-Guiding>

- USACRC Ground Guiding Webpage

<https://safety.army.mil/ON-DUTY/Government-Motor-Vehicle/Ground-Guiding>



Logistics Management: AMPS Is the Gateway to DLA

/ Published Sept. 24, 2021



DLA Logo

The Defense Logistics Agency (DLA) Account Management and Provisioning System (AMPS) allows requests for access to DLA business applications. After the request is submitted, AMPS allows users to track the request and receive a notification when access is granted.

To register for an AMPS account, make sure you have your CAC and go to:

<https://amps.dla.mil/>

Read the user's guide for registration instructions and apply for an account for access to:

- Web Federal Logistics Information System (WebFLIS)
- Hazardous Materials Information Resource System (HMIRS) NextGen
- DD Form 1685, *Electronic Interface for Service/Agency Collaboration*
- Military Engineering Data Asset Locator System (MEDALS)
- Quality Database (QDB)
- Interactive Government Industry Data Edit Review (iGIRDER)
- Electronic Cataloging (E-CAT)

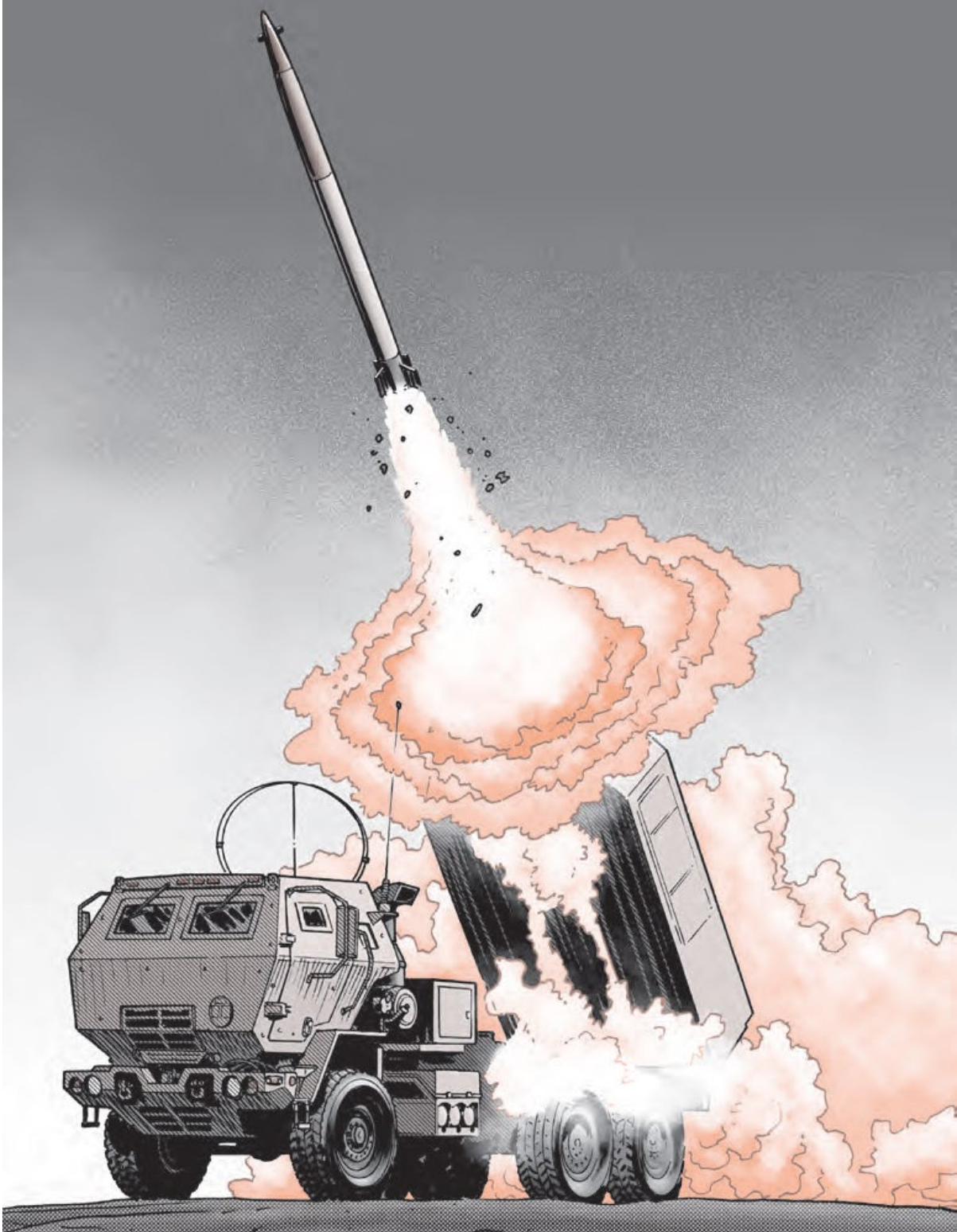
Medical Logistics



Mines



Missiles



Small Arms





M17/M18 MHS: Loaded Chamber Indicator & Rear Sight Maintenance Tips

/ Published Sept. 22, 2021



Photo by [1st Sgt. Iekendrick Stallworth](#)

Dear Half-Mast,

With some of the M17 pistols coming in for maintenance, we've found that the loaded chamber indicator (LCI) is no longer sitting flush after being used on the range. Also, the weapons are coming in with loose rear sights.

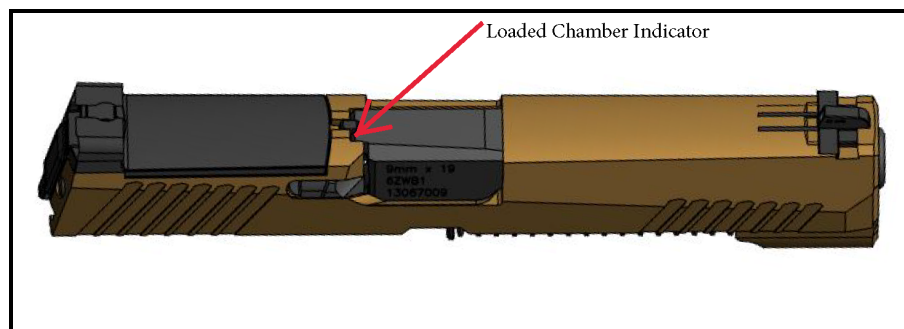
Can you help?

Mr. S.B.

Dear Mr. S.B.,

Certainly. Here's what units need to know.

Too much packing grease in the LCI area can mess it up. Having grease or other preservatives caked in that area will cause the LCI to stay stuck in the up position even if the chamber is empty. The way to fix the problem is to properly clean the area. Cleaning the weapon will allow the LCI to move up and down as intended.



Loaded chamber indicator

If you're having trouble with the rear sight coming loose, TACOM's Maintenance Information Message, MA 21-006, which was issued on 27 Oct 20, can help. With your CAC, you can get the full message at:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MA21-006.html>

All rear sights should be inspected, cleaned and reinstalled using the new procedures in MA 21-006. Also, there are new torque specs, and adding a drop of Loctite 243, NSN 8030-01-620-3313, prevents the sight from coming loose. Note that the rear sight screw will no longer be a mandatory replacement part.

You'll see these changes in a future update to TM 9-1005-470-10 (Mar 16) and TM 9-1005-470-23&P (Jun 16).

By the way, operators should inspect the front sights for looseness or damage, too.



M249 Machine Gun: Don't Clog the Gas Port

/ Published Sept. 22, 2021

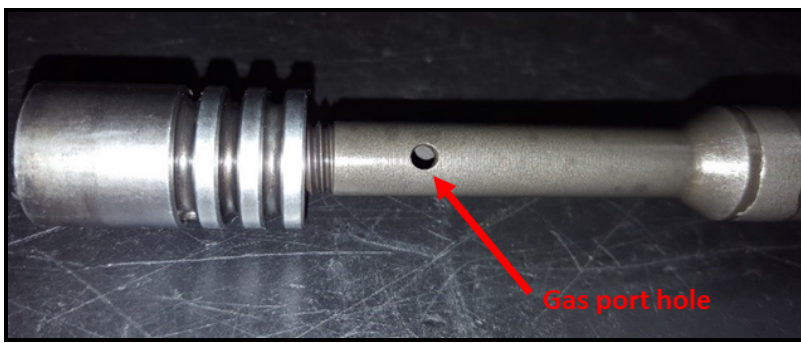


Photo by [Spc. Tori Miller](#)

Dear Editor,

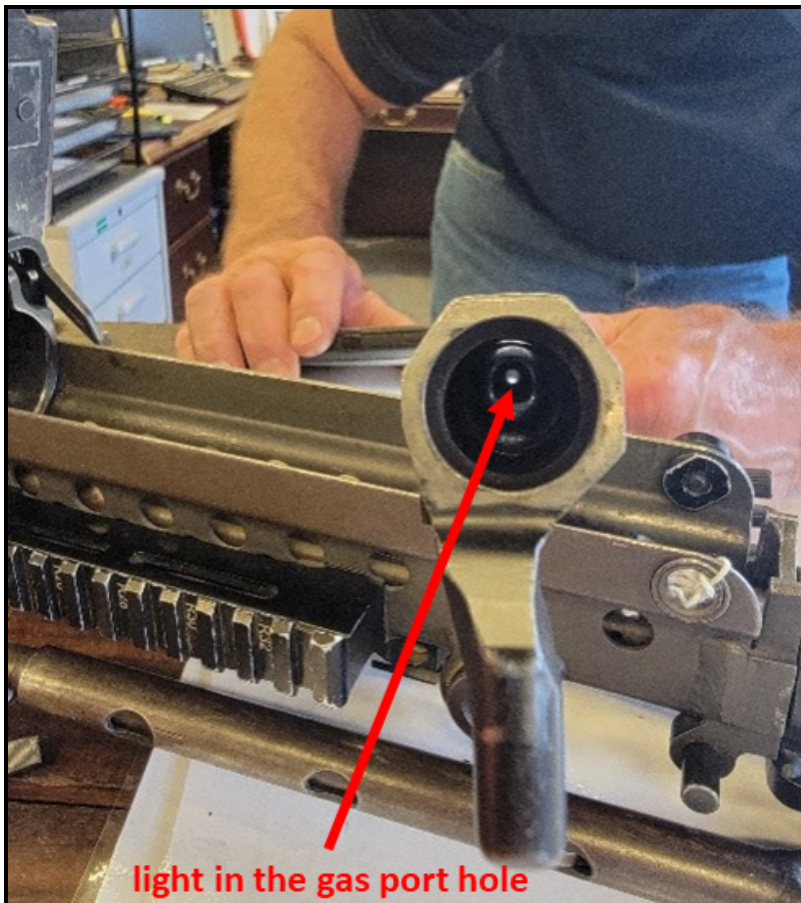
In our weapons shop, we've noticed some Soldiers have cleaned their M249 gas piston assembly and left cleaning patches or other cleaning material behind inside the weapon. If the gas system is blocked, it will prevent the gas piston assembly from completing its cycle, which can cause a malfunction.

After Soldiers clean their M249 gas piston assembly, we suggest they shine a flashlight in the gas hole and make sure there is no obstruction.



Gas port hole

Also, they can look down the hollow tube of the gas piston assembly to make sure there are no obstructions.



Shine a light into the gas port hole

Fred Fanning II
Mark Haggith
David Ryback
Ft Leonard Wood, MO

Editor's note: Thanks for the pointers, Fred, Mark and David. Operators, heed the advice and keep your M249 firing smoothly.

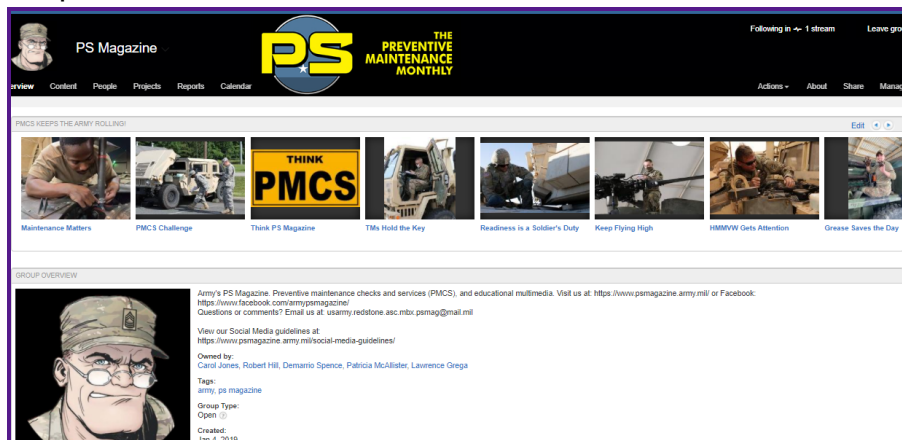
Soldier Support





PS Magazine milSuite Group: A Treasure Trove of Information

/ Published Sept. 13, 2021



Looking for maintenance information goldmines or super helpful supply support stashes? Our milSuite *PS Magazine* group is a great place to start. Here are the top five most requested topic treasures we've got tucked away for you:

- Small arms blank firing attachments (BFAs)
- M88A2 fire prevention checks
- Generator service parts
- Fuel containment berms
- SATS tool locator guide

... and so much more!

One of the benefits of this site is that it allows us to post controlled unclassified information (CUI) that we can't post on our public-facing website.

It also provides a forum for maintenance and supply professionals to interact, share information and talk to one another.

Definitely consider becoming a member of the group!

So grab your CAC and check it out:

<https://www.milsuite.mil/book/groups/ps-magazine>



Soldier Support: FM 7-0, Training, Updated

/ Published Sept. 13, 2021



Photo by [Staff Sgt. Dalton Smith](#)

Field Manual (FM) 7-0, *Training* (Jun 21), has been updated. Changes include updates to unit training, simplified doctrine and other changes made based on lessons learned. An 8-step training model is also introduced. FM 7-0 applies to all components.

Remember, maintenance and supply procedures and activities need to be part of every unit's training program!

To download a copy, click on the image of the FM below:

FM 7-0

TRAINING



JUNE 2021

DISTRIBUTION RESTRICTION:

Approved for public release; distribution is unlimited.

This publication supersedes FM 7-0, dated 5 October 2016.

HEADQUARTERS, DEPARTMENT OF THE ARMY

Click on the image above to open PDF



H2F: Resources at Your Fingertips

/ Published Sept. 30, 2021



Photo by [Sgt. Owen Thez](#)

If the new Holistic Health and Fitness (H2F) guidelines seem like a lot of heavy lifting, you should know there's a one-stop shop for H2F info. Check out a milSuite group that's gathered up plenty of handy resources, including H2F-related publications and regulations. Grab your CAC and visit and follow the H2F milSuite group:

<https://www.milsuite.mil/book/groups/h2facft>

Also swing by the *PS Magazine* group where we've posted HQDA EXORD 144-21. That's the latest guidance for the Army Physical Fitness Test (APFT) and Army Combat Fitness Test (ACFT). Check it out:

<https://www.milsuite.mil/book/groups/ps-magazine>

Look under the "Army Policy and Doctrine" category to see the latest HQDA EXORD on the APFT/ACFT.

Tactical Vehicles





M967/M969 Fuel Tankers: Correct NSN for Rear Axle Assembly

/ Published Sept. 3, 2021



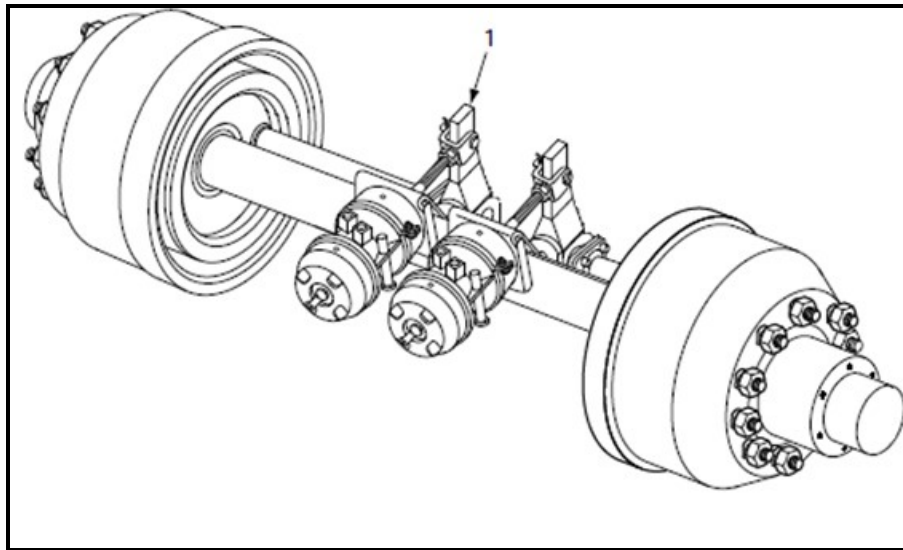
Photo by [Staff Sgt. Veronica McNabb](#)

Soldiers,

TM 9-2330-339-23P (Dec 15) lists the wrong NSN for the rear axle assembly. The correct NSN for the rear axle assembly shown as Item 1 in Fig 7 is NSN **2530-01-680-4885**.

Warning

UPDATED Sep 3, 2021: If you have trailers that you've already modified with the wrong NSN rear axle assembly, you will need to remove these axle assemblies. Currently, there's no removal timetable, but the axle assemblies must be removed and replaced with the correct rear axle assembly.



Rear axle assembly shown as Item 1 in Fig 7 of TM 9-2330-339-23P

The affected models are listed in the following table:

Model	NSN 2330-
M967A1	01-155-0046
M967A1P1	01-531-4059
M969A1	01-155-0048
M969A1P1	01-527-4879
M969A2	01-377-9337
M969A2P1	01-527-4880

Currently, the TM lists NSN 2530-01-537-7118 for the rear axle assembly, which **only** fits M967A2 and M969A3 fuel tankers. It **cannot** be used as an upgrade for the older models because it has **not** been tested and is **not** approved to be used on them.

So **don't** use NSN 2530-01-537-7118 on older model fuel tankers! It's not an upgrade!

Jot this down until the TM is updated.



M139 Mine Dispenser: Turn In Unserviceable DCUs Now!

/ Published Sept. 8, 2021



Photo by [Sgt. Kris Wright](#)

Operators and maintainers, do you have unserviceable Dispenser Control Units (DCUs), NSN 1095-01-260-2732, laying around? If you find any, turn them in now!

The DCUs are in short supply and can't be repaired locally. Turn in any that are unserviceable to Anniston Army Depot (ANAD) or Tobyhanna Army Depot (TYAD) as soon as possible in order to sustain repair programs.

Check your back shops, storage containers and work locations for unserviceable DCUs. If you got 'em, get 'em turned in now!

For more info, contact Michael VanDriessche at:

michael.r.vandriessche.civ@mail.mil

Or contact Kimberly Mason at DSN 786-1358 or email:

kimberly.n.mason5.civ@mail.mil



M139 Mine Dispenser: Don't Delay, Do PMCS Today!

/ Published Sept. 8, 2021



Photo by [Sgt. Kris Wright](#)

Operators and maintainers, **don't** wait until you're preparing to deploy or go on an NTC rotation to make sure your M139 Volcano (mine dispenser) works like it should.

Replacement parts for the Volcano can be hard to come by, so you need to identify deficiencies now. There are a couple of ways you can reduce downtime and maintain readiness.

- First, do the PMCS checks in TM 9-1095-208-10-1 (Jul 92, w/Ch 10, Feb 13). That'll help you evaluate your Volcano and give you plenty of lead time to order any replacement parts.
- Second, "exercise" your Volcano at least once every 12 months, preferably more often. If it sits longer than that, the dispenser control unit and launcher rack electrolytic capacitors lose their charge and may develop permanent shorts.

The best way to track when your Volcano was last exercised is to annotate it on a DA Form 2408-4, *Weapons Record Data* card. Then you can easily tell when the 12-month deadline is coming up. The 2408-4 is where you'll also record when the Volcano was last fired and when the capacitors were charged by direct usage.

Questions? Contact Michael VanDriessche at:

michael.r.vandriessche.civ@mail.mil



FMTV: The Latest News on Cargo Cover Kits

/ Published Sept. 9, 2021



Photo by [Capt. Aaron Moshier](#)

In PS 739, which was published back in June of 2014, we let you know that 3-piece cargo cover kits were being replaced by 1-piece kits.

By now, many units may have switched to the 1-piece kits, while others may still be ordering the old kits or just ordering their down-parts. And that's fine. FED LOG will indicate when the 3-piece kits are exhausted and list the 1-piece replacements.

The attached PDF gives you a complete list of the kits and their components. Some of the down-part NSNs have been updated and are highlighted in red. You'll see the 1-piece kits first, followed by their 3-piece counterparts. Note that the 5-ton dump truck covers haven't been changed to a 1-piece style. We've included their NSNs in the PDF attachment:

Click on the image below to open the PDF:

Cargo Cover Kits

NOTE: All NSNs updated from 2014 PS article have been highlighted in red.

1-piece Arctic (green) 2 1/2-ton Cargo Cover Kit, NSN 2540-01-459-0365

Qty	Description	NSN
1	Cover assembly	2540-01-460-3487
2	Bow, front or rear	2540-01-466-1937
1	Bow, center	2540-01-466-1938
5	Tube, horizontal (1-in dia, 76 1/5-in length)	4710-01-461-9274
5	Tube, horizontal (1-in dia, 72 1/5-in length)	4710-01-461-9189
2	Strap, support	5340-01-461-1429
1	Strap (1-in width, 24-in length)	5340-01-451-8966
1	Assembly, pipe	4710-01-391-3192
3	Strap, tie-down	5340-01-460-6616
24	Snap, extension	5325-01-460-7431
6	Strap (1-in width, 27 9/16-in length)	5340-01-436-7620
4	Brace, bow support	2540-01-461-0106

3-piece Arctic (green) 2 1/2-ton Cargo Cover Kit, NSN 2540-01-539-3903

Qty	Description	NSN
1	Cover assembly	2540-01-460-3487
1	Bow, center	2540-01-564-3669
2	Bow, front or rear	2540-01-564-3372
5	Tube, horizontal (1 1/4-in dia, 72 1/4-in length)	4710-01-564-2565
5	Tube, horizontal (1 1/4-in dia, 76 1/4-in length)	4710-01-564-2778

Page 1 of 14

Click on the image above to open a PDF version



FMTV: Get a Hook for the Cargo Cord

/ Published Sept. 10, 2021



Photo by [Staff Sgt. Andrew Enriquez](#)

Operators, have you noticed broken or inoperable hooks on your FMTV cargo cover cords?



Inspect hook on end of cargo cover cord for damage

If the hook is damaged, but the cargo cord is still good, just order a new hook with NSN 4030-01-582-3410, PN 12420276. There are more than 3,000 in stock and they cost \$1.31 each.



HMMWV: AFES System TM Updates

/ Published Sept. 10, 2021



Photo by [Staff Sgt. Ondirae Abdullah-Robinson](#)

Serious injuries or even fatalities can occur if the proper procedures for the automatic fire extinguishing system (AFES) and manual fire extinguishing system (MFES) aren't followed.

Changes have been made to the AFES/MFES procedures in the HMMWV's IETM 9-2320-387-13&P (Mar 21). **HMMWV maintainers should use the most current IETM** before performing field-level AFES/MFES maintenance.

IETM EM 0323 (Mar 21) replaces TM 9-2320-387-13&P (Mar 14). It can be downloaded at:

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

You'll need your CAC to access.

You can also contact your logistics assistance representative (LAR) or state surface

maintenance manager for help.

TACOM Ground Safety Action Message 21-018 has a list of LARS and state surface maintenance managers. With a CAC, it's available at the following link:

<https://tulsa.tacom.army.mil/Safety/message.cfm?id=GSA21-018.html>



PLS: TMs Missing Unarmored Weapon Station Kit

/ Published Sept. 14, 2021



Photo by [Capt. Khoran Lee](#)

Operators, the latest versions of the PLS TMs don't cover the procedures for installation, removal, maintenance or troubleshooting of the unarmored weapon station kit, NSN 2510-01-675-0743, PN 57K6838.

There's a complete set of attachments that you'll need to download and keep. These attachments apply to PLS models M1074A1, M1075A1, and M1075A1 ECHU. To get the attachments, just go to TACOM Maintenance Information (MI) Message MI 21-051. You'll need your CAC. Visit:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MI21-051.html>

Once you've downloaded the attachments, keep them until TM 9-2320-319-13&P (Feb 19), TM 9-2320-319-10-1 (Feb 19) and TM 9-2320-319-10-2 (Feb 19) are updated.



Fuel Tankers: Trailer Service Info

/ Published Sept. 16, 2021



Photo by [Sgt. Shejal Pulivarti](#)

Maintainers, looking for a handy guide for services and parts for your fuel tankers? We've got you covered.

There aren't any service kits for fuel tankers, but we've got all the info you need to know for services right here.

NOTE: When servicing M967A1, M969A1 or M969A2 fuel tankers, some parts are engine-specific. That means they only apply to the Onan engine or the Lombardini engine, but not both.

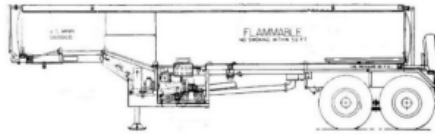
The service information in the following attachment is listed in tables by annual services and by service hours to make it easier for you to know when services are due. Grab a downloadable copy by clicking on the image below:

Fuel Tanker Service Kits

NOTE: For M967A1, M969A1 and M969A2, some parts are engine-specific for the Onan or Lombardini engine, not both. Services are listed as **Annual** and **Service Hours**.

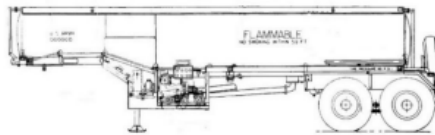
M967A1 Services Information

M967A1 Annual Services



Nomenclature	NSN	Qty	Service Interval
Hub cap gasket	5330-01-280-5827	4	Annual
Onan oil filter	2940-00-586-4792	1	Annual

M967A1 Service Hours



Nomenclature	NSN	Qty	Service Interval
Engine air filter	2940-00-934-7989	1	100 hours
Lombardini oil filter	2940-01-324-5153	1	200 hours
Lombardini fuel filter	2910-00-238-0033	1	250 hours
Onan secondary fuel filter	2910-00-125-5600	1	300 hours
Alternator belt	3030-00-822-2411	1	500 hours
Pump coupling lock washer	5310-00-407-9566	8	500 hours
Lombardini fan belt	3030-01-457-8833	1	500 hours
Onan primary fuel filter	2910-00-125-5601	1	600 hours
Onan fuel pump	2910-00-735-4013	2	600 hours

Click on image above to view and download PDF

For more fuel tanker info, here's a related article: [M969 Fuel Tanker: Get the Latest Separator News](#)



Maintenance Mgmt: The Cold Reality about PMCS

/ Published Sept. 20, 2021



Photo by [Sgt. James Geelen](#)

Army equipment gets used in some of the worst conditions imaginable.

But no matter the conditions, it's common sense that equipment works "best" when operated daily, weekly and on a monthly basis.

The cold reality is common sense flies out the window when a vehicle sits idle for a long time. Batteries run down, hydraulic fluid turns to gunk, seals dry out and rot, electronic circuits and cylinder rods corrode, tires lose air, and condensation forms in the air tanks among other things.

Herein lies the problem: PM falls apart when a vehicle just sits and doesn't move. On more than one occasion, you'll hear a motor sergeant say, "We maintain it, but we don't use it!" In other words, all the maintenance in the world won't prevent the problems that arise from idle vehicles.

Long story short, do your vehicle's PMCS, exercise your equipment, and let your vehicle's engine run for at least 30 minutes a week – plain and simple!



Maintenance Mgmt: Leaders Teach & Train PMCS

/ Published Sept. 20, 2021



Photo by [Capt. Adan Cazarez](#)

Listen up! The next time a vehicle goes into the shop with an apparent low tire psi, ask the operator if they have a tire gauge. Then ask them **how** to check the tire's psi.

You might be surprised to find out what they don't know, or are just embarrassed to ask. Rather than get angry or shrug your shoulders, such a confession is the perfect opportunity to teach and train.

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https://armypubs.army.mil/epubs/DR_pubs/DR_a/pdf/web/ARN2747_TC%203-21x60%20FINAL%20WEB.pdf

Learn more about ground guiding at the US Army Combat Readiness Center:

- USACRC Principles of Ground Guiding (Video)

<https://safety.army.mil/MEDIA/Video-Library/Video-Player/Videoid/23/Ground-Guiding>

- USACRC Ground Guiding Webpage

<https://safety.army.mil/ON-DUTY/Government-Motor-Vehicle/Ground-Guiding>



HMMWV: New Articulating Tow Bar

/ Published Sept. 24, 2021



Photo courtesy GTA 55-01-001

Soldiers, the Army has a new light articulating tow bar (ATB) that allows you to assemble and connect the tow bar to your HMMWV while the vehicle is shut down and in *park*.

The ATB weighs only 69 pounds and provides a 2:1 safety factor. That makes it stronger and safer than previous HMMWV tow bars. It requires only a driver and two ground guides, and takes only two minutes to connect. Just position the towing vehicle within the hook-up zone for connection.

Details about tow bars, in general, and the new ATB specifically (para 5.3, page 21), can be found in GTA 55-01-001, *Tow Bar Smart Book* (Oct 2019) at:

https://rdl.train.army.mil/catalog-ws/view/100.ATSC/AB5D6C75-FBB6-450C-B1F5-07E6F9BD4A90-1573060111406/gta55_01_001.pdf

In the GTA, the NSN for the new ATB is listed as “pending.” To view the NSN, grab your CAC and click on the link below:

<https://www.milsuite.mil/book/docs/DOC-1054268>



Batteries: Free Hawker® Battery Resources

/ Published Sept. 27, 2021



(Courtesy photo)

Warfighters, when it's time to roll out, the last thing you want to hear when you try to start your vehicle is crickets. Hawker® offers lots of no-cost—yes **free**—valuable resources that can help you get the full life out of your Hawker® 6TAGM and military pulse crank (MILPC) batteries.

If you don't know about the free resources, it's time to jump-start your battery knowledge.

Schedule free Battery Maintenance and Recovery Training (BMRT) with a field support representative (FSR). FSRs can conduct the training at your motor pool. So, call them to schedule a time and get it on the training calendar.

Click below to check out the BMRT brochure:

[BMRT Brochure](#)

Visit Hawker® online for the latest info about batteries, FAQs, tips, safety data sheets (SDS), and a quarterly newsletter. There's also a video vault with quite a few training

videos. Here's the link:

<https://hawkerbattery.com/video-vault/>

If you need an FSR, just call the hotline at (877) 485-1472 (it's posted on the battery) or you can fill out a contact form on their website:

<https://hawkerbattery.com/contact/>

Check out the latest Hawker® newsletter by clicking the link below:

[**Hawker® Headlines Newsletter: Summer 2021**](#)

You can learn about battery recharging procedures in TB 9-6140-252-13, *Recharging Procedures for Automotive Valve Regulated Lead-Acid Batteries*, (Jan 12).

Tools

