



THE
PREVENTIVE
MAINTENANCE
MONTHLY

SERGEANT'S TIME TRAINING SUPPORT

Slash Risk with CK Setup An Easy Outline for Sergeant's Time Training

(Note to Sergeants: Here's an easy training outline you can follow any time your unit has a free minute. A problem & solution format is provided below, with visuals if you scroll down. Use this outline or add more info as you see fit. Make it yours & make it matter! –*PS Magazine*)

Problem: Injuries can occur when raising or lowering the containerized kitchen (CK) wing walls.

Solution:

- Check that orange safety straps are engaged before operators are under the CK wing wall to operate the cam locks.
- Inspect both orange safety straps for damage due to abrasion or environmental exposure. Do this inspection as a before- and after-PMCS check.
- Replace any worn safety straps with NSN 5340-01-486-1936.

Problem: The winch also has wear components. Badly worn winches will not brake and may release unexpectedly, possibly causing injuries.

Solution:

- Inspect both CK winch wear components annually to ensure the winch brake mechanism is functioning correctly.
- Inspection requires winch removal. Follow WP 0033 in TM 10-7360-226-23-1.
- A winch repair kit, NSN 3650-01-666-4542, is available to replace worn components.

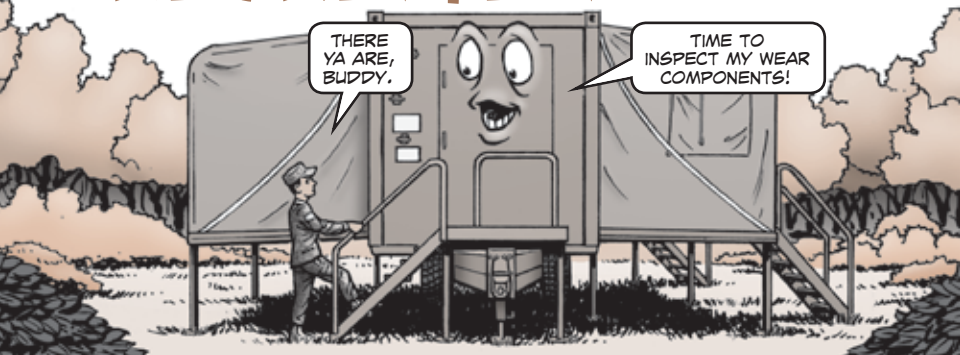
Problem: The wire rope can become damaged, frayed or flattened. Wire rope failure may cause an inadvertent wall release, so it must be inspected annually.

Solution:

- Fully inspect the CK wire rope for both wing walls.
- The winch must be removed prior to inspecting the full length of wire rope. Follow WP 0033 in TM 10-7360-226-23-1.
- Replace any wire rope that fails inspection criteria with NSN 4010-01-486-3503. The CK is NMC until unserviceable wire rope is replaced.



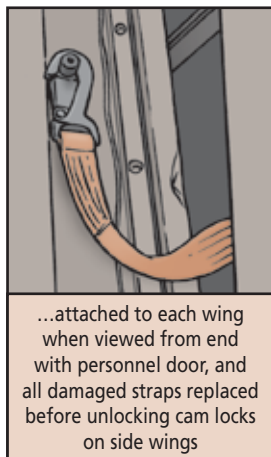
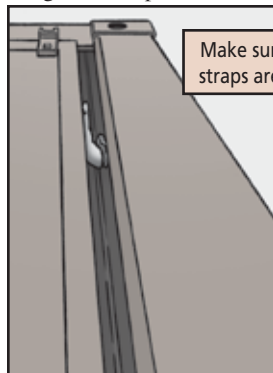
TAKE CARE WHEN WINGING IT



Danger looms during containerized kitchen (CK) setup when raising or lowering either side's wing wall. Each wall is operated by a single manual winch assembly located inside the CK wall. The winch action raises and lowers the wing wall using a wire rope.

The affected models include the CK with trailer, NSN 7360-01-473-3408 (PNs 47010001 or 25670002, LIN C27633).

The CK configuration includes an orange safety strap that **must** be engaged before operators are under the CK wing wall to operate the cam locks.



The winch also has wear components, which must be inspected annually to ensure the winch brake mechanism is functioning correctly. Badly worn winches will not brake and may release unexpectedly.

Over time the wire rope can become damaged, frayed or flattened. Wire rope failure may cause an inadvertent wall release, so it needs to be inspected annually.

The safety strap is constructed of 1-in webbing, which is exposed to the elements and may suffer deterioration over time. In the event the safety strap and winch or wire rope fail, the wing wall may release while Soldiers are operating the cam locks.

Each wing wall weighs about 1,500 pounds. A falling wing wall could strike someone, injuring or even killing them. Already there have been reports of Soldiers struck by falling wing walls, in one case resulting in a broken leg.



OPERATING THE CK WING WALLS WITH **WORN OR DAMAGED** PRIMARY WINCH COMPONENTS, CABLE ASSEMBLY AND SAFETY STRAPS PRESENTS A **SIGNIFICANT RISK** TO ANYONE DEPLOYING THE SYSTEM.

OPERATORS **AREN'T** ALLOWED TO BE UNDER THE WING WALL DURING RAISING AND LOWERING THE WALL **WITHOUT** THE SAFETY STRAP ENGAGED.

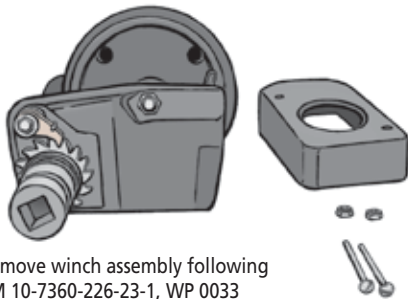
IF THE WINCH, SAFETY STRAP AND/OR CABLE ARE INOPERABLE WHEN CAM LOCKS ARE OPENED, THE WING WALL CAN FALL AND INJURE SOMEONE.

Steps for Resolving Issues and Enhancing Safety

- **CK winch assembly.** Inspect both CK winch assemblies for component wear. Inspection requires winch removal. Follow WP 0033 in TM 10-7360-226-23-1. Ensure all warnings are observed and wear recommended protective gloves when handling wire rope. Primary wear points include the winch pawl, brake pads and pinion gears, though other components may be missing or damaged.

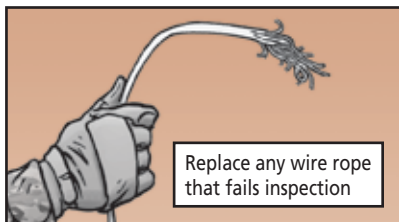
A **winch repair kit**, NSN 3650-01-666-4542, is now available to replace worn components, in conjunction with a supplied work package.

Note that this is the interim solution until the replacement winch assembly is available (estimated 3QFY19). Any CK is NMC if either wing wall winch assembly is unserviceable.



Remove winch assembly following TM 10-7360-226-23-1, WP 0033

- **Winch cable (wire rope).** Fully inspect the CK wire rope for both wing walls. The winch must be removed prior to inspecting the full length of wire rope. Replace any wire rope that fails inspection criteria with NSN 4010-01-486-3503. The CK is NMC until unserviceable wire rope is replaced.



Replace any wire rope that fails inspection

- **Wing wall safety strap.** Inspect both orange safety straps for damage due to abrasion or environmental exposure. Do this inspection as a before- and after-PMCS check. Note that the strap may appear faded from the original orange color. Replacement of faded safety straps is recommended but not required. All hardware should be present and in working order.
- **Immediately replace broken or missing safety straps.** Order single safety straps with NSN 5340-01-486-1936. The CK is NMC if any safety strap is broken or missing.

Important Pointers

INSPECTIONS **MUST** OCCUR BEFORE THE CK'S **NEXT** USE.

USE THE PROCEDURES IN TM 10-7360-226-23-1-2 TO INSPECT HARDWARE AND APPLY REPAIR COMPONENTS. ORDERING INFORMATION IS FOUND IN TM 10-7360-226-23P.

- Dispose of all damaged hardware IAW local regulations.
- 1. **Follow-up actions:** Qualify replacement of new winch assemblies for CK wing walls. Coordinate with DLA to procure winch assemblies, safety straps and wire rope.
- 2. **Field assistance:** The project manager/Product Support Integration Directorate will assist units as needed.
- **Supply Status:**
 - **Parts required:**
 - wire rope, NSN 4010-01-486-3503
 - safety strap, NSN 5340-01-486-1936
 - winch repair kit, NSN 3650-01-666-4542
- **Disposition/availability:**
 - Legacy CK winches, NSNs 3950-01-511-1191, 3950-01-486-3816 and 3950-01-515-2999, are obsolete and out of stock.
- **Cost Impact:**
 - wire rope, NSN 4010-01-486-3503 (\$130 each);
 - safety strap, NSN 5340-01-486-1936 (\$160 each);
 - winch repair kit, NSN 3650-01-666-4542 (\$160 each)

FOR MORE INFO, SEE TACOM SAFETY OF USE MESSAGE 18-008:
<https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOU18-008.html>

QUESTIONS?

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