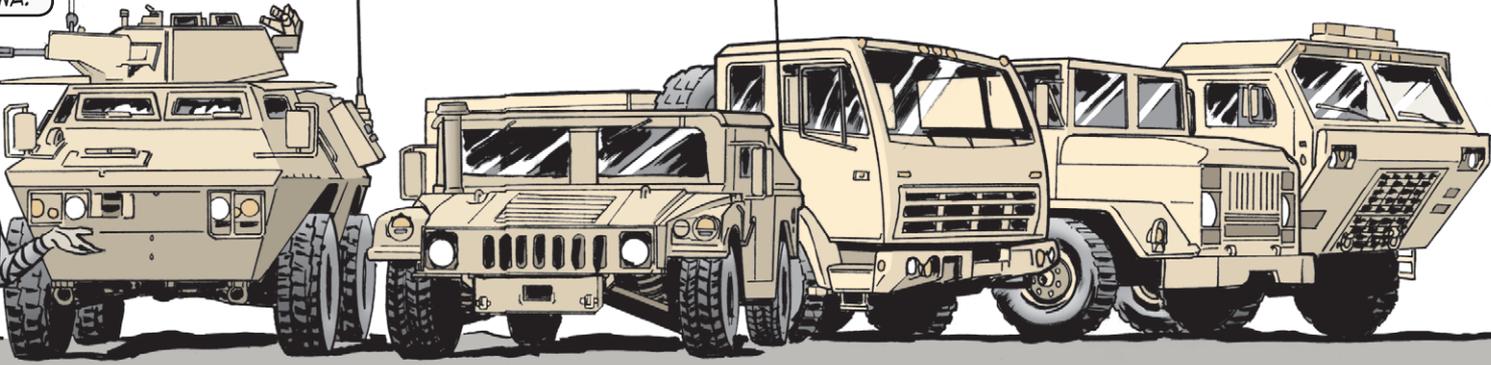


Wheeled Vehicles...

# THE WHOLE WHEEL DEAL

READ THIS ARTICLE TO GET SMART ON THE TARP IN SWA.



Tired of repairing your wheel assemblies? If you're in Southwest Asia (SWA), then you'll be glad to know that the Army Materiel Command's tire/wheel assembly repair programs (TARPs) are up and running. TARPs are located in Kuwait (Camp Arifjan), Qatar (Camp Al Saliyah) and Balad, Iraq (Camp Anaconda). The TARP in Qatar doesn't provide convoy support, though.

The TARPs repair the 41 different tire/wheel assemblies now stocked in the Army supply system. The TARPs recover unserviceable assemblies from local supply support activities or disposal yards, inspect and repair them, and return them to the local supply warehouse for reissue. TARPs also replace or repair damaged wheel assemblies for drive-thru customers who can't remove and replace their own tires.

When you order replacement assemblies at your local supply support activity (SSA), turn in unserviceable ones at that time. The SSA forwards assemblies needing repair to WLG in Balad or W2N in Kuwait. Both sites forward the unserviceables to the TARPs that will repair the assemblies and return them to the local GS warehouses for reissue.

If unserviceable assemblies can be recovered, repaired, and put back into supply, the steel wheel and runflat that hasn't been deployed can be reused. So repairing the assembly at TARP is a big bargain for the Army at almost half the price of buying a new one—and a big knuckle-saver for the soldier!

A list of tire assembly NSNs that TARPs support is online on page 83 of the Tire Group catalog:

<https://www.us.army.mil/suite/doc/5171678>

Keep in mind that only the heavy HMMWV wheel assembly, NSN 2530-01-493-5859, with the alignment pilot hole, is approved for repair. Any other damaged HMMWV wheel will be directed to DRMO for disposal.



POCs FOR THE TARPS IN SWA ARE...

**Balad/Camp Anaconda:**  
DSN: 312-992-2607, Ext 6257, or [veral@MMCS.army.mil](mailto:veral@MMCS.army.mil)

**Kuwait/Camp Arifjan:**  
DSN: 314-430-4509, or [mitzi.dix@arifjan.arcent.army.mil](mailto:mitzi.dix@arifjan.arcent.army.mil)

DSN: 314-430-4532, or [latrice.clark@arifjan.arcent.army.mil](mailto:latrice.clark@arifjan.arcent.army.mil)

HMMWV...

## NEW LOCKNUTS EVERY TIME

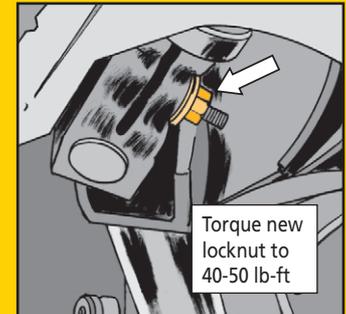


MECHANICS, USE NEW LOCKNUTS AND THE RIGHT TORQUE WHEN YOU REPLACE THE HMMWV'S INTERMEDIATE STEERING GEAR OR GEAR BOX.

Locknuts form to the bolt when they're first put on. They work loose if used over and over again. And even new locknuts will work loose if you don't use the correct torque.

Once a locknut works loose, not only does steering control suffer, but U-joints and steering gear splines get damaged.

Replace the old locknuts, NSN 5310-00-840-6222, and torque the new ones to 40-50 lb-ft like it says in Para 8-21 of TM 9-2320-280-20-2.



Torque new locknut to 40-50 lb-ft