



**AN/PSS-14'S
A GREAT
DETECTOR...**

**...IF YOU
KNOW HOW
TO USE IT!**

THE NEW AN/PSS-14 MINE DETECTOR IS A BIG JUMP UP FROM THE OLD AN/PSS-12.

THE -12 COULD ONLY DETECT METAL OBJECTS IN THE GROUND.

THE -14 CAN ACTUALLY TELL WHICH METAL OBJECTS ARE MINES.

But to safely and effectively operate the AN/PSS-14, you have to practice. Some soldiers' skills can diminish in as little as 60 days after completing the operator's course. That's why commanders need to conduct refresher training as often as possible and at a minimum check operator skills before a mine clearing mission.

To help you learn how to use the AN/PSS-14, the Army has set up a program modeled after the Unit Master Driver Program that is outlined in AR 600-55. First comes new equipment training, which is supported by the AN/PSS-14 Program Office and coordinated with the local installation force modernization officer.

Sustainment training is handled by unit master trainers (UMT). UMTs are NCOs (E5 and above) who have passed the operator course and taken the additional Unit Master Trainer Course. UMTs not only train new operators, but re-validate their skills every six months. UMTs are a commander's key to ensuring a unit's mine detecting capability.

If your unit still has the old AN/PSS-12, you will likely receive AN/PSS-14s soon. If you already have the AN/PSS-14, you need UMTs. Contact him at (573) 563-7646, DSN 676-7646, or email [@us.army.mil](mailto:us.army.mil) to set up a UMT course at a time and place convenient to your unit. Call

If you've been trained as a UMT, make sure your commander knows it. When the updated AR 600-55 hits the street with its addition of the UMT program, your unit will need you to set up the AN/PSS-14 training course. If you need help doing that, contact Sullivan.

SEE... **CLOGGED FILTERS?**

OPERATORS, ONE FILTER CAN RELIEVE YOUR STRESS WHEN EXCAVATOR TURNS BECOME HARD OR ERRATIC.

TOUGH STEERING USUALLY MEANS MY POWER STEERING FLUID IS LOW OR THE STEERING PUMP'S FILTER ELEMENT IS CLOGGED.

So eyeball the fluid level on the dipstick. Make sure it's between the ADD and FULL marks.

In dusty conditions, the pump's filter element can clog and starve the system for oil—which means tough steering!

Make sure your mechanic replaces the pump's filter element, NSN 2910-01-224-5509, during scheduled service. It may need changing more often in dusty conditions.

Eyeball fluid level on dipstick

MAKE SURE I'M CHANGED MORE OFTEN IN DUSTY CONDITIONS!