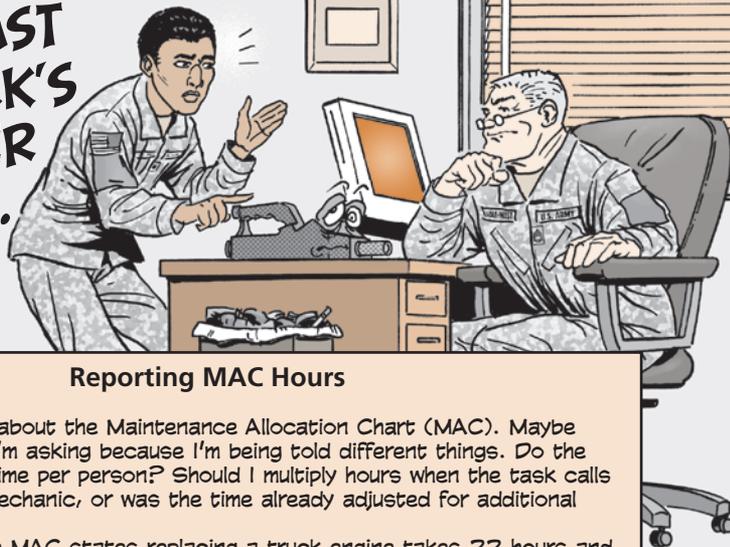


MSG HALF-MAST MCCANICK'S ANSWER DEPT.



Reporting MAC Hours

Dear Half-Mast,

I have a question about the Maintenance Allocation Chart (MAC). Maybe it's a silly one, but I'm asking because I'm being told different things. Do the MAC hours reflect time per person? Should I multiply hours when the task calls for more than one mechanic, or was the time already adjusted for additional personnel?

For example, if the MAC states replacing a truck engine takes 22 hours and requires two mechanics, does that mean the total hours I report is 44?

SGT W.G.

Dear Sergeant W.G.,

Thanks for asking. Hey, the only silly question is the one someone's afraid to ask! The 50/50 chances of getting this one wrong are too high.

Yep, times on the MAC already include the total time it should take the specified number of personnel to complete the job. So if the MAC calls for 22 hours and it takes two mechanics to complete the task from start to finish, each mechanic should receive 11 man-hours credit.

Does it really matter if man-hour reports are right? You betcha. If maintenance managers can't quantify each shop's workload by man-hours, then they can't schedule work efficiently.

When inaccurate data is sent to DA, it paints a false picture of the man-hours needed to repair equipment. This can lead to maintenance managers at any level making decisions based on the wrong info.

Bottom-line, the man-hours you report affect your unit's budget. **Underreporting** may cause your unit to lose mechanic slots. **Overreporting** is wasting money, and can likewise lead to personnel cuts or reassignments if DA determines unit maintenance funds were mismanaged.

Kudos to you, Sergeant, for not guessing but requesting official guidance.

Half-Mast

Use UOCs for HMMWV Thread Protectors

Dear Half-Mast,

Item 4 in Fig 217B of TM 9-2320-387-24P shows a thread protector used on the seat mounting studs of the battery box cover. Is that thread protector used on all HMMWV commander's seats or just on the M1113 and above?

G.C.

Dear Mr. G.C.

The headshed says that for the commander's seat referenced in the TM, use the tapered spacer (thread protector), NSN 5365-01-380-7340, for all models except the M1114.

References to front seat configurations are different than the commander's seat, however. So use the following information to clarify the commander's seat and front seat info for HMMWVs.

- Item 4 in Fig 217B of TM 9-2320-387-24P: Use the tapered spacer, NSN 5365-01-380-7340, on the commander's seat for up-armored HMMWVs with usable on codes (UOCs) TTA, TTT, TT1, UUA, UUU, UU1 and UU2.
- Item 4 in Fig 216 of TM 9-2320-387-24P: Use the tapered spacer, NSN 5365-01-380-7340, on the M1113 commander's seat (UOC XAA).
- Item 23 in Fig 231 of TM 9-2320-280-24P: Use the tapered spacer, NSN 5365-01-380-7340, on the commander's seat for legacy HMMWVs with UOCs AVY, A11, A13, A14, A15, A20, A24, A25, A26, A27, BVY, B15, B16, B17, B18, B20, B24, B25, C17 and NNN.
- Fig 230 in TM 9-2320-280-24P: A different configuration is used for the front seats in legacy HMMWVs with UOCs HVY, H11, H13, H14, H15, H16, H17, H18, H20, H21, H24, H25, H26, H27, H28 and MMM. They do not use the tapered spacer.

This information is also referenced in an upcoming Interactive Electronic Technical Manual (IETM). The up-armor HMMWV IETMs are scheduled for release in early 2013. The legacy HMMWV ETMS have an estimated release of late 2013 to early 2014.

Half-Mast

Get Replacement HMMWV A/C Caps

Dear Half-Mast,

I am writing in regards to the HMMWV with the A/C installed. My primary focus is the M1151A1 high pressure and low pressure service port caps.

I have been unsuccessful at finding replacement caps. I do not see an illustration for them in any of the TM's. There wasn't an NSN provided in the Maintenance Action Message MA11-004 either. They can be locally purchased but our contract requires as much as possible to be ordered through the supply system with an NSN.

I.C.

Dear I.C.,

The TACOM headshed says that you need NSN 5340-01-548-4825 for the blue low pressure cap and NSN 5340-01-547-6786 for the red high pressure cap. They also said these items will be included in the next revision to the technical manual.

Half-Mast