



**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

TB 43-PS-610, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all soldiers assigned to combat and combat support units and all soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders.

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You are invited to send PS your ideas for improving maintenance procedures, questions on maintenance and supply problems and questions or comments on material published in PS.

Just write to:

MSG Half-Mast
PS, the Preventive Maintenance Monthly
USAMC LOGSA (AMXLS-AM)
5307 Sparkman Circle
Redstone Arsenal, AL 35898-5000

Or e-mail to:

psmag@logsa.redstone.army.mil or
half_mast@us.army.mil

Internet address:

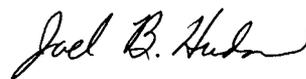
<http://www.logsa.army.mil/psmag/pshome.html>

By order of the Secretary of the Army:

JOHN M. KEANE

General, United States Army Acting Chief of Staff

Official:



JOEL B. HUDSON

Administrative Assistant to the Secretary of the Army

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THE
PREVENTIVE
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MONTHLY

TB 43-PS-610

Approved for
Public Release;
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Unlimited

THIS
ABANDONED
MOTOR POOL'S
A REAL
GRAVEYARD!

YEAH! IT
MUST'VE
BEEN A PM
AND SAFETY
NIGHTMARE!

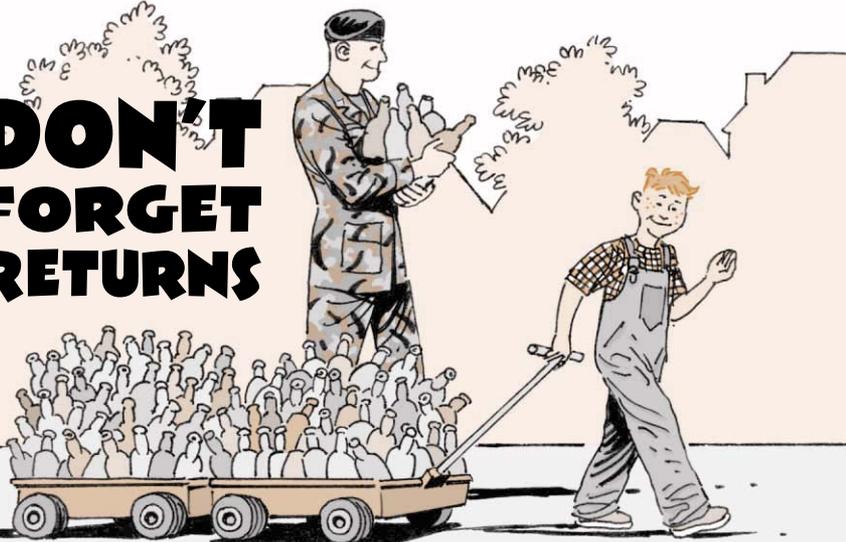
D-DO YOU
GUYS GET
THE FEELING
WE'RE *NOT*
ALONE?

GASPER-- SEE PAGE 27

KARE
VUBER



DON'T FORGET RETURNS



Some of you older soldiers may remember scrounging around bushes and roadsides looking for returnable soda bottles when you were a kid. Not only could you make lots of pocket change by loading 'em in your old wagon and turning 'em in, but the soda companies saved money by cleaning and reusing the bottles.

The same principles hold true for the turn-in of line replaceable units (LRUs) and shop replaceable units (SRUs) for your M1-series tanks and M2/M3-series Bradleys.

Your unit gets credit for every unserviceable LRU and SRU it turns in. The Army saves money by repairing and reissuing the units that are turned in.

The key to the whole process is turn-in. When units order LRUs or SRUs without turning in their unserviceable ones, it puts a strain on the system. With no turn-ins, there are no units available for repair. Pretty soon, there are no units available for issue, either. Your vehicle is NMC and the Army's out a lot of money. Everybody loses.

SO, PACKAGE UP THOSE UNSERVICEABLE LRUs AND SRUs FOR TURN-IN RIGHT NOW.



IT'S THE BEST WAY TO MAKE SURE THERE'S A REPLACEMENT UNIT AVAILABLE WHEN YOU NEED IT.

When you see this palm tree, pay close attention. The stories headed by this symbol contain preventive maintenance and safety information direct from units deployed for Operation: Iraqi Freedom.



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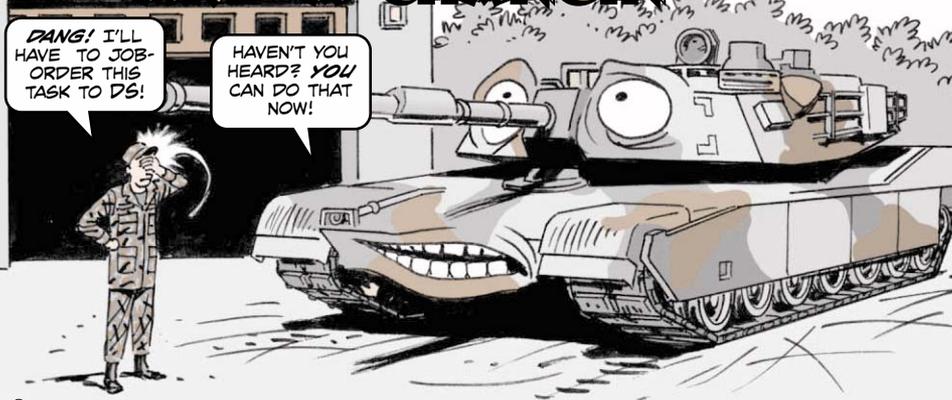
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MAINTENANCE LEVELS ARE 'A-CHANGIN'

DANG! I'LL HAVE TO JOB-ORDER THIS TASK TO DS!

HAVEN'T YOU HEARD? YOU CAN DO THAT NOW!



Slowly, but surely, the Direct Support Plus (DS+) program is going away. It started disappearing in the 4th quarter of FY03 and will no longer exist by the end of FY06.

So what does this have to do with you, tank mechanics? While most of the DS+ tasks will revert to depot-level, some have become field maintenance tasks to be performed by mechanics in MOS 63A and 44B.

Some of the tasks were already moved to MOS 63A with the release of TACOM Maintenance Advisory Message (MAM) 01-05. The remainder were authorized—effective 1 Mar 03—by TACOM MAM 03-005.

HERE'S A LIST OF ALL THE FORMER DIRECT SUPPORT AND DEPOT-LEVEL TASKS THAT CAN NOW BE PERFORMED BY MOS 63A AND 44B...

MOS 63A			
Task	TM 9-2350-	Page	
Replace engine	255-34-1-2	4-12	
	264-34-1-2	4-12	
	288-34-1-2	4-11	
	388-34-1-2	4-11	
Replace transmission assembly	255-34-1-2	4-17	
	264-34-1-2	4-17	
	288-34-1-2	4-16	
	388-34-1-2	4-16	
IGV bellcrank spring replacement (forward module)	255-34 (w/Ch6)	5-32	
Splined shaft replacement (rear module)	255-34 (w/Ch6)	6-1	
Speedometer adapter replacement (rear module)	255-34 (w/Ch6)	6-3	
Speed wiring harness replacement (rear module)	255-34 (w/Ch6)	6-4	

MOS 63A continued

Task	TM 9-2350-	Page
RGB air tube (short) replacement (rear module)	255-34 (w/Ch6)	6-6
RGB feed tube assembly replacement (rear module)	255-34 (w/Ch6)	6-7
RGB scavenge tube (rear) replacement (rear module)	255-34 (w/Ch6)	6-8
RGB lifting sling installation/removal (rear module)	255-34 (w/Ch6)	6-16
RGB assembly replacement (rear module)	255-34 (w/Ch6)	6-17
RGB removal/installation in container (rear module)	255-34 (w/Ch6)	6-21
#10 bearing seal replacement (rear module)	255-34 (w/Ch6)	6-31
Accessory seal assembly replacement (gear box module)	255-34 (w/Ch6)	7-1
AGB lifting sling installation/removal (gear box module)	255-34 (w/Ch6)	7-5
Gear box module removal/installation on engine	255-34 (w/Ch6)	7-6
AGV removal/installation in container (gear box module)	255-34 (w/Ch6)	7-18
Front angle mounting bracket replacement (gear box module)	255-34 (w/Ch6)	7-20
Accessory gear box replacement (gear box module)	255-34 (w/Ch6)	7-21
Gear access cover replacement	255-34 (w/Ch6)	7-24
Reduction gear box lubrication system cleaning	255-34 (w/Ch6)	8-1

MOS 44B

Task	TM 9-2350-	Page
Screw thread insert replacement (machine thread plug)	255-34 (w/Ch6)	7-25
Screw thread insert replacement (engine electrical motional transducer/speed pick-up No. 1 or 2)	255-34 (w/Ch6)	7-28
Screen assembly repair	255-34 (w/Ch6)	5-31

Once your unit has been converted from DS+, there will no longer be any AGT 1500 engine automotive maintenance tasks for MOS 63H on the M1-series tank. Automotive maintenance on the tank will either be done by the on-system mechanic (MOS 63A) or the depot.

The 63A school is now teaching all the tasks listed in MAM 003-05 in both AIT and BNCOC. So the Chief of Ordnance has encouraged units to begin allowing 63A multi-capable mechanics to perform those tasks immediately.



Unit	Conversion Date
1st CD, Ft Hood	4th Qtr FY03
1st ID, Ft Riley	4th Qtr FY03
1st ID, Germany	2nd Qtr FY03
2d ID, Korea	3d Qtr FY04
3d ID, Ft Stewart	4th Qtr FY04
4th ID, Ft Hood	4th Qtr FY04
3d ACR, Ft Carson	1st Qtr FY05
4th ID, Ft Carson	1st Qtr FY05
1st AD, Germany	2d Qtr FY05
1st AD, Ft Riley	3d Qtr FY05
TRADOC	4th Qtr FY05
National Guard	TBD, FY06-08



DON'T BLOW-OFF BOLT CHOICE

WHEW! IT'S A GOOD THING WE USED **GRADE 5 BOLTS** ON THE BLOW-OUT PANELS!

YEAH! OTHERWISE WE MIGHT'VE BEEN **TRAPPED!**



The blow-off panels on your M1A1 tank are designed to blow clear if the ammunition in the turret bustle explodes.

That's exactly what happened to a tank that took an RPG and mortar round hit to the blow-off panels during Operation Iraqi Freedom. Because the panels worked, the trapped driver was able to escape without injury.

The key to blow-off panel success is using Grade 5 bolts. Using any other bolt—Grade 8, for example—may not allow the panels to blow.

So how do you tell? Look at the head of the bolt. If it has three dashes, it's a Grade 5 bolt.

There are three different blow-off configurations for the M1A1 tank. So use the right Grade 5 bolt for each.

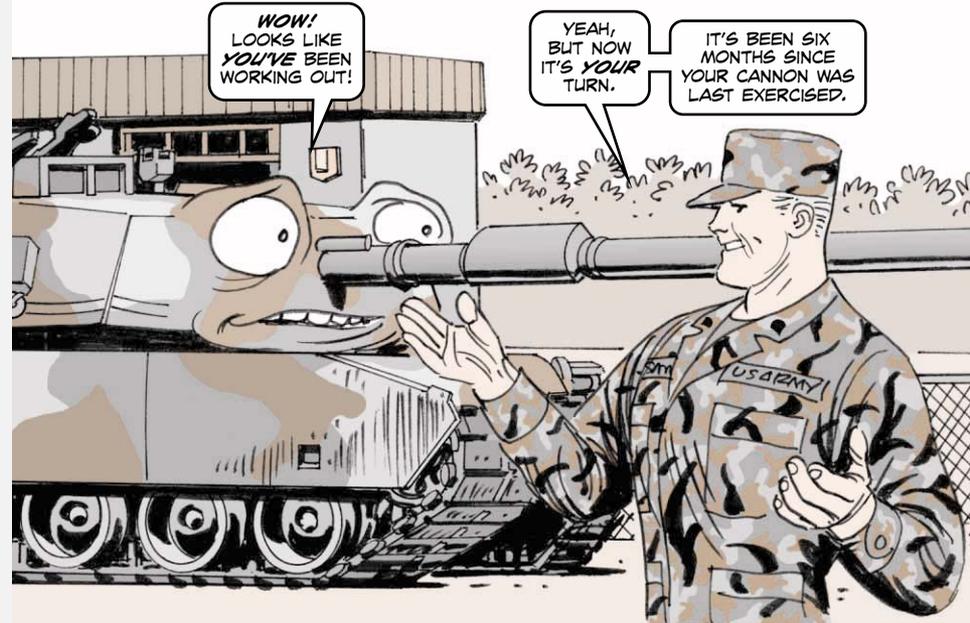
Configuration 1 has separate stand-alone blow-off panels and uses Grade 5 bolt, NSN 5305-01-345-1246. Configurations 2 and 3 have blow-off panels that are part of the ammo rack. Ammo rack, NSN 2590-01-331-6170, takes Grade 5 bolt, NSN 5305-01-340-5652. Use Grade 5 bolt, NSN 5305-01-385-6814, if your tank has the commander's ammo rack, NSN 2590-01-428-7013, or loader's ammo rack, NSN 2590-01-439-8620.

The blow-off panels for the M1A2 and M1A2 SEP tank also use Grade 5 bolt, NSN 5305-01-385-6814.

Three dashes?
It's a Grade 5 bolt



Pump Up Your Tank



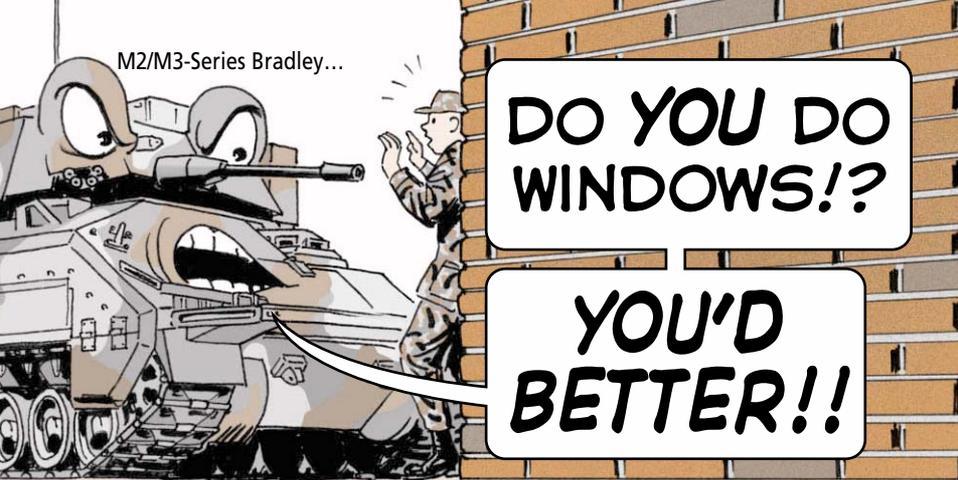
A little exercise never hurt anyone—and it can do the M256 cannon on an M1-series tank a lot of good, mechanics.

Without it, the seals on the recoil mechanism dry out and leak. It's only a matter of time before the cannon won't fire. The tank is NMC.

That's why, during semiannual maintenance, you need to check the tank's DA Form 2408-4, *Weapon Record Data*, to see when the cannon was last fired or exercised. If it's been 6 months or longer, you're required to exercise the cannon using the information in TB 9-1000-234-13, *Exercising of Recoil Mechanisms and Equilibrators*.

A LITTLE EXERCISE NOW WILL KEEP THOSE CANNONS FIRING WHEN THEY'RE NEEDED.





DO YOU DO WINDOWS!?

YOU'D BETTER!!



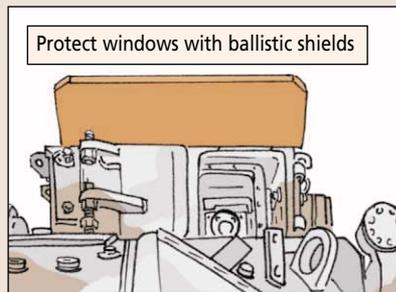
DIRTY OR DAMAGED INTEGRATED SIGHT UNIT (ISU) OR NIGHT SIGHT WINDOWS MAKE FOR DIFFICULT OPERATIONS FOR YOU AND FOR ME, YOUR BRADLEY.

IF WE CAN'T SEE, YOU'RE AT A SLIGHT DISADVANTAGE WITH THE ENEMY-AS IN HELPLESS.

The best thing you can do to protect windows is to keep the ballistic shields down when you're not using the sights. The shields will shield the windows from the sun and blown sand, both of which can do a number on the windows' coating, not to mention protect them from rocks thrown up by tires and track.

When you're washing your Bradley, never spray high-pressure water on the windows. That causes the windows' coating to come off.

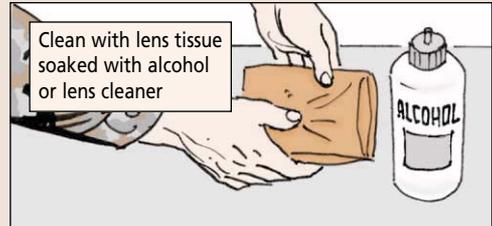
Never scrape ice off the windows. That removes the coating. Same thing happens if you use rags on the windows, wet the dried mud first before cleaning it off. That way you won't scratch the coating. Get rid of ice by running the defogger until the ice melts.



HERE'S HOW TO CLEAN THE WINDOWS...



1. Rinse them with clean water from a squirt bottle until all loose dirt is gone.
2. Soak a lens tissue, NSN 6640-00-285-4694, in isopropyl alcohol, NSN 6810-00-753-4993, and clean the windows with light pressure. If you rub too hard, you could damage the coating. If you don't have alcohol, use lens cleaning solution, NSN 7930-00-664-6910.
3. Once the dirt's gone, rinse off the windows with clean water from the squirt bottle.
4. Dry the windows with a clean lens tissue by wiping in one direction. If you wipe back and forth, you smear the windows and can hurt the coating.



"KEEP THE ALCOHOL AND TISSUES IN A ZIP-LOCK PLASTIC BAG AND STORE THEM IN THE TURRET. THAT WAY THEY'RE HANDY IF YOU NEED THEM IN THE FIELD."



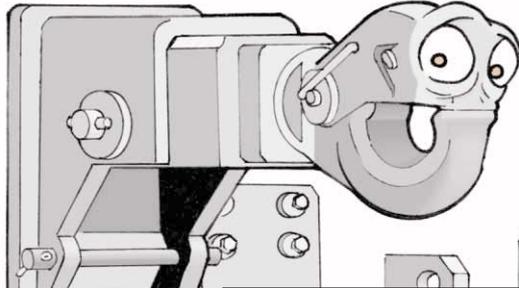
"ANY TIME YOU DETECT A LEAK AROUND ANY OF THE BRADLEY WINDOWS, TELL YOUR REPAIRMAN."



"HE CAN USUALLY CORRECT THE PROBLEM WITH RTV SEALANT."



Tow Pintle Extension Parts



WITH THESE REPAIR PARTS, I CAN BE KEPT *GOOD AS NEW!*



NEED REPAIR PARTS FOR YOUR M113A3'S TOW PINTLE EXTENSION, NSN 2540-01-458-4846?

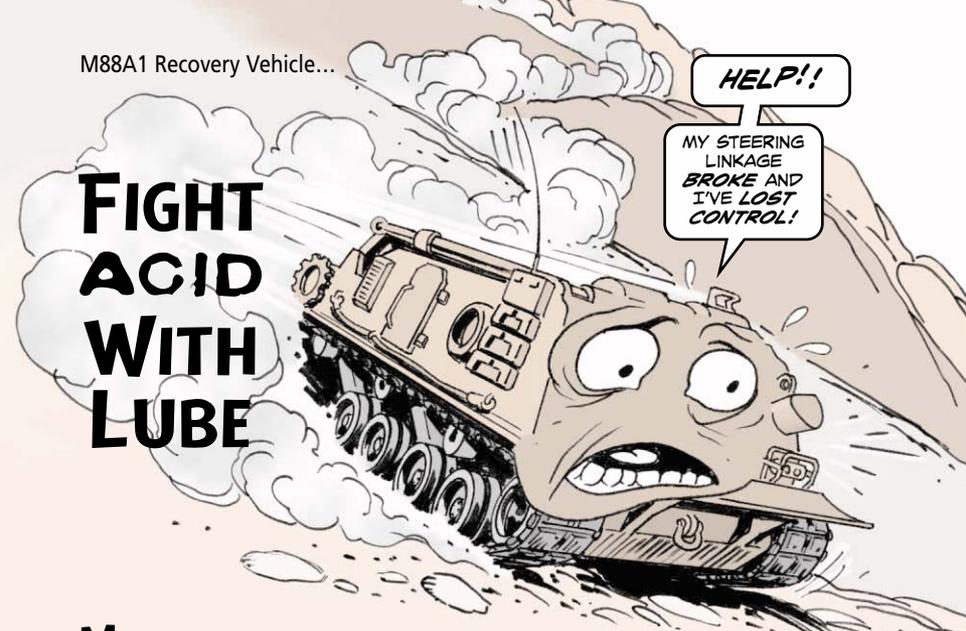
YOU *WON'T* FIND ANY IN THE PARTS TM, BUT YOU *CAN* FIND THEM HERE.

Item	Part Number	NSN
Extender assembly	12379923	2540-01-496-4443
Spacer	12379928	5365-01-497-0015
Retaining ring	12379937-1	5325-01-497-8523
Retaining ring	12379937-2	5325-01-497-8522
Single-leg wire rope assembly	12379936	4010-01-497-6434
Quick-release pin	90170A212	5315-01-398-6605
Straight-headed pin	12379938	5315-01-496-9971
Cap screw, hexagon	B1821BH100C700N	5305-01-506-4149
Grooved pin	12379934	5315-01-497-6055
Mount	12379929	2540-01-498-2279
Hitch pin	12379924	5340-01-498-1257
Cotter pin	MS24665-425	5315-00-013-7238
Cotter pin	MS24665-628	5315-00-846-0126
Flat washer	MS27183-27	5310-00-809-8541
Flat washer	MS27183-30	5310-00-983-8485
Self-locking nut	MS51922-83	5310-00-143-6145
Cap screw	B1821BH125F600N	5305-01-496-9959
Parts kit	57K3383	2540-01-458-4846

The parts kit, NSN 2540-01-458-4846, includes the following items...

Item	NSN	Qty	Item	NSN	Qty
Flat washer	5310-00-809-8541	1	Plate spacer	5365-01-497-0015	1
Flat washer	5310-00-983-8485	3	Straight-headed pin	5315-01-496-9971	1
Self-locking nut	5310-00-143-6145	1	Cotter pin	5315-00-013-7238	1
Cap screw	5305-01-496-9959	1	Cotter pin	5315-00-846-0126	1
Extender assy	2540-01-496-4443	1			

FIGHT ACID WITH LUBE



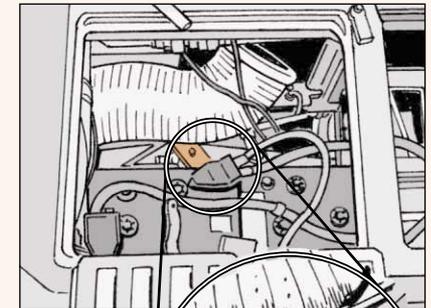
Mechanics, a little battery acid in the wrong place will damage more than batteries. You have to worry about what's **under** the batteries, too.

In the case of your M88A1 recovery vehicle, that's the steering linkage bell crank assembly.

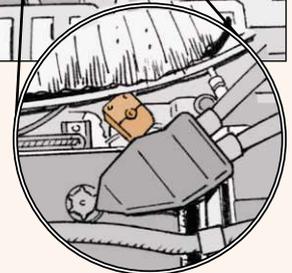
The assembly is to the side and below the battery box, so any battery leakage usually ends up on it, too. If it's not lubed regularly, the resulting corrosion makes the rods brittle. Eventually, they break.

So, before you lube the steering linkage bell crank assembly quarterly with GAA, carefully wipe off any corrosion you find with a rag. If the corrosion is heavy, use a solution of water and baking soda. Wear rubber gloves to protect your hands.

Next, put a light coat of GAA on the outside of the assembly, then use your grease gun to lube normally. The GAA protects the assembly from battery corrosion until it's time to lube again.

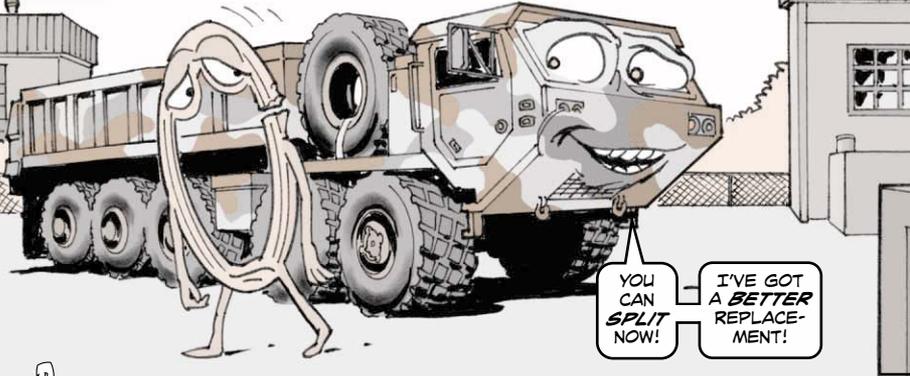


Coat bell crank assembly with GAA during quarterly lubing



HEMTT...

SPLIT RIM WHEELS HAVE SPLIT



Due to safety concerns, the old HEMTT split rim wheels are no longer available. You now have to order a new two-piece, bolt-together wheel.

Here's what you'll need:

Item	NSN 2530-01-	Item	NSN 2530-01-
Wheel assembly (includes inner and outer wheel halves, o-ring, and nuts and studs)	474-5564	Valve	474-5537
		Valve extension	474-5539
		Bead-lock	349-2058

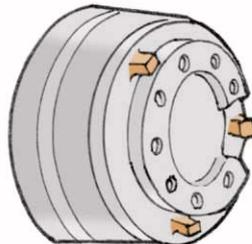
Instructions for installing the new rims start on Page 12-32.1 of TM 9-2320-279-20-2.

Just because your HEMTT needs a new wheel doesn't mean you should do a complete swap-out. **Split rims are still OK to use until they become unserviceable.**

The bolt-together rim **does** require a tubeless tire, though. So Michelin XL tubed tires must be replaced with Michelin XZL or Goodyear AT2A tubeless tires before installing a bolt-together rim.

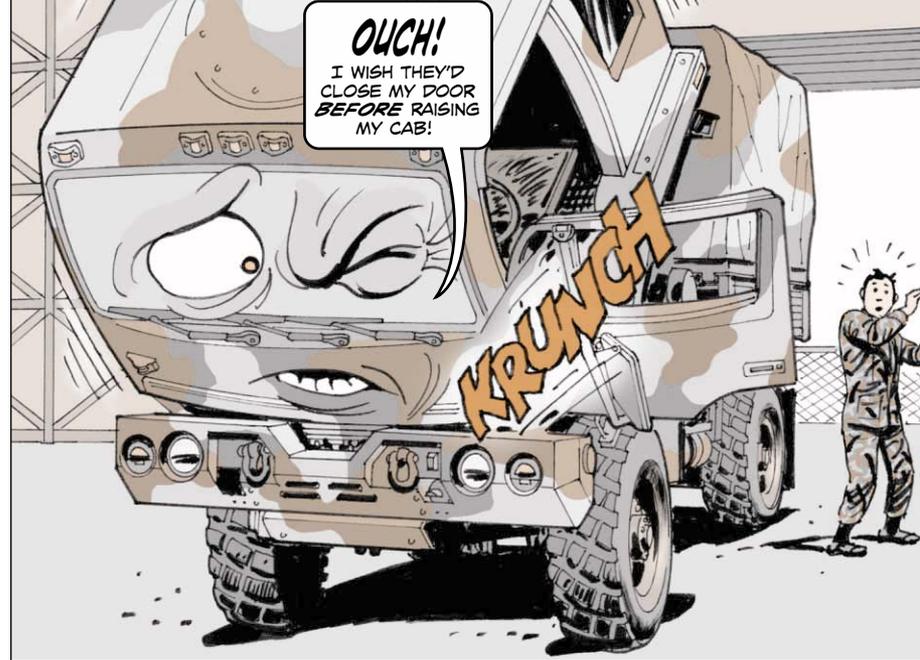
Early-production non-wrecker HEMTTs have three 0.62-in bosses on the rear axle hubs. These bosses should be reworked by DS to avoid interference when installing the bolt-together rims. The procedure is on Page 11-4.1 of TM 9-2320-279-34-2 (Jun 87 w/Ch 3).

Hubs with three 0.62-in bosses need rework



FMTV...

DON'T DOOM DOORS



When it's time to raise the cab on your FMTV, here's a very important point to remember:

Close and latch both cab doors first. If you don't, those doors are going to swing open suddenly as the cab tilts forward.

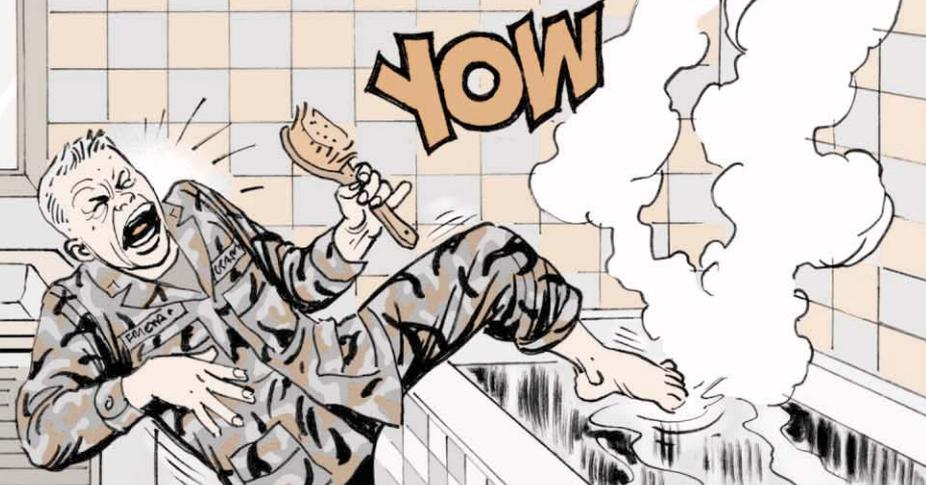
Not only is that unhealthy for anyone standing nearby, but the sudden fall forward can damage hinges and warp the cab wall where they attach. On top of everything else, it's nearly impossible to fix the door so that it closes properly, even if you install a new door and hinges.

So do yourself and your truck a favor. Close and latch the doors before raising the cab.



STAY OUT OF HOT WATER

»SHEESH! I HOPE HE TESTS MY COOLING SYSTEM BETTER THAN THAT!



What do a worn gasket, leaking radiator and cracked hose have in common?

Any one of them can put your vehicle's cooling system out of business.

So here's a little preventive maintenance that saves on repair bills and keeps you out of hot water!

Use ST255 radiator testing kit, NSN 4910-00-728-8227, to test the radiator cap and vehicle's entire cooling system.

The kit is listed in TM 750-254, *Cooling Systems: Tactical Vehicles*. Here's how to use it:

Radiator Cap

Start by testing the radiator cap to make sure the gasket is not cracked or torn and will hold pressure.

Get an adapter from the testing kit that will fit your radiator cap.

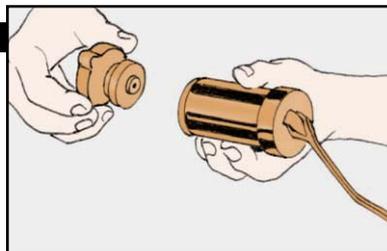
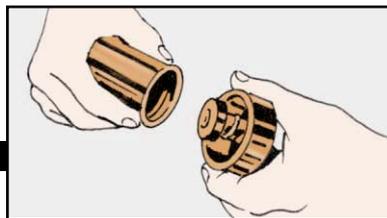
Attach the adapter to the pump's nozzle.

Moisten the gasket on the cap with water or antifreeze, the way it would be under normal conditions.

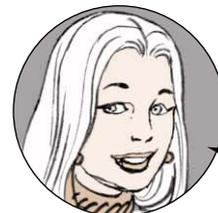
Attach the radiator cap to the adapter.

Work the pump until the gauge shows the required pounds per square inch (PSI). The PSI is stamped on the radiator cap.

If the cap's good, the needle on the gauge will hold at the required PSI. If the needle doesn't hold, the cap's losing pressure. Time for a new cap.

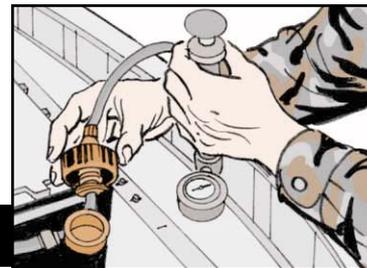


Cooling System

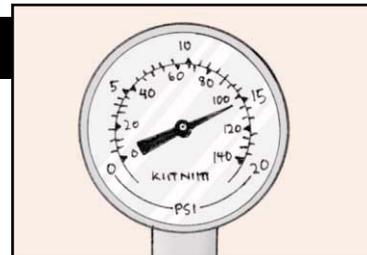


YOU'LL ALSO NEED TO TEST THE ENTIRE COOLING SYSTEM FOR LEAKS. FOLLOW THESE STEPS...

1. Make sure the engine's cool before testing.
2. Remove the radiator cap and attach the pump's nozzle to the neck of the radiator.



3. Work the pump until the gauge shows the required PSI.



4. Keep an eye on the gauge. If the pressure's dropping, there's a leak in the cooling system. Listen for escaping air. Look for coolant leaking out at these places:

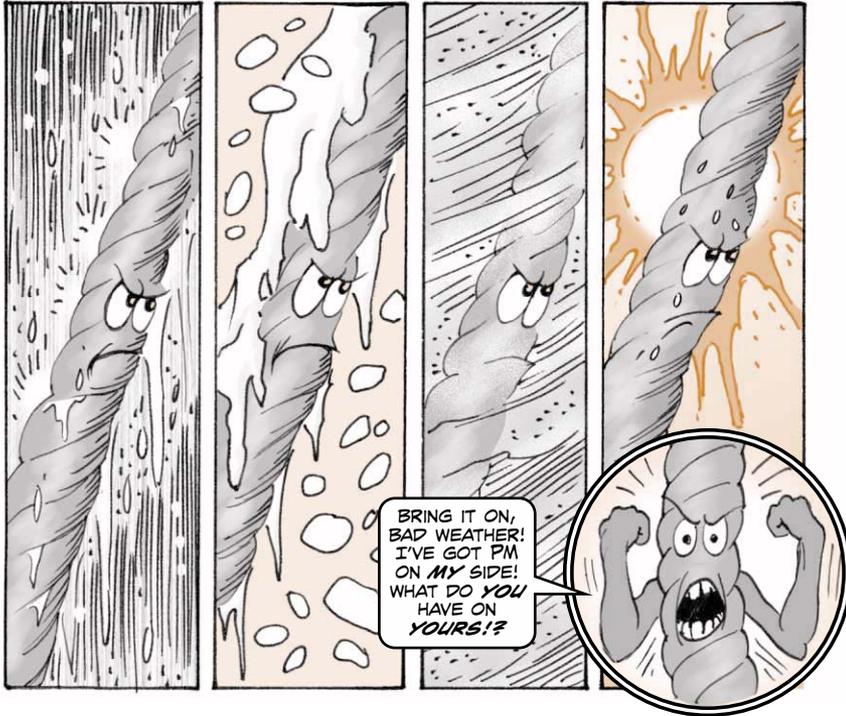
- hoses
- hose connections
- water pump
- radiator
- freeze plugs

Also look for hoses that swell or bulge. They probably need to be replaced.

5. After making your inspection, gradually release the pressure on the pump's nozzle so that coolant doesn't gush out. Remember, the system's under pressure.



THE PM DOPE ON ROPE



Wire rope used on cranes, winches and commercial construction equipment has a hard life. It's exposed to dirt, grit, rain and snow. These culprits creep in and weaken the cable until it's no longer useable or safe.

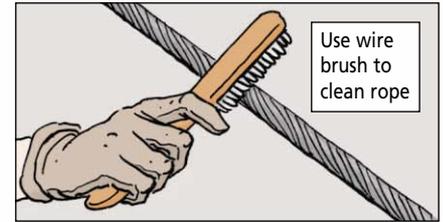
You can lasso these culprits with PM dope, especially after a muddy or dirty operation, or whenever you think it's needed.

But before you do any PM, put on leather gloves. They'll protect your hands from any broken strands or wires.



Cleaning

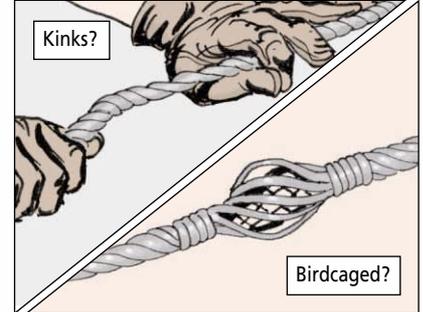
Pay out the wire rope and stretch it out straight on a clean surface, like a paved motor pool. Use a wire brush, like the one from your No. 1 Common shop set, to remove old lube, dirt and corrosion. Clean the entire cable. Grit and corrosion get buried among the cable strands.



Inspecting

While you're cleaning, look for broken wires, kinks, bends, caging and other damage. Replace the cable if you find kinks, bends or caging. Broken wires KO the cable, too.

See your vehicle TM for inspecting details. FM 5-125, *Rigging Techniques, Procedures and Applications*, and TB 43-0142, *Safety Inspection and Testing of Lifting Devices*, have more good info.



A damaged cable with kinks, bends or birdcaging needs to be removed from service. Your favorite welder will then destroy the cable by cutting it into smaller sections.

Lubing

Lube the wire rope according to the lubrication instructions for your equipment. There are some other things you can do to keep the rope mission-ready.

If the cable gets lots of use, coat it with clean OE-HDO 30 engine oil. Stay away from used oil. It has acid that weakens rope strands.

In dry, dusty areas, the cable doesn't need oil. In fact, oil just collects more dust and dirt.

If the wire rope isn't used much, or if conditions are damp or salty, give it extra protection with MIL-G-18458 wire rope grease. Get a 35-lb can with NSN 9150-00-530-6814.



MLRS...

LISTEN UP,
ALL A' YA!

THESE
REPAIRMEN
HAVE SOME
GOOD IDEAS
FOR KEEPING
YOUR MLRS
ROCKING AND
ROLLING!

PREVENT FIRES, BREAKDOWNS, DAMAGE

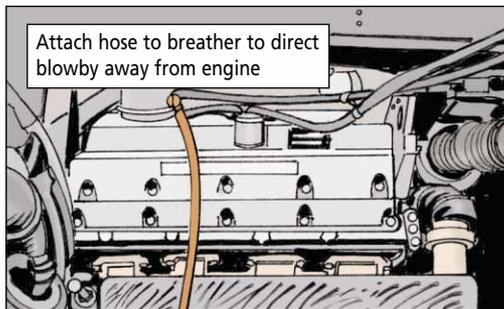
Dear Editor,

We've come up with three suggestions that will help repairmen and crews keep their MLRSs moving and shooting.

• As MLRSs grow older, the engines often have more of a blowby problem, no matter how careful you are about proper idling. The oil from the blowby comes out of the crankcase and drips on the hot manifold. That makes a mess and could be a fire hazard.

We direct the blowby away from the engine by attaching 18 inches of 3/4-in hose to the breather with a standard hose clamp. Position the hose so it sends the oil onto the hull floor. Of course, you need to clean the hull floor when the oil collects there. But that's easier than cleaning the gunk off the engine.

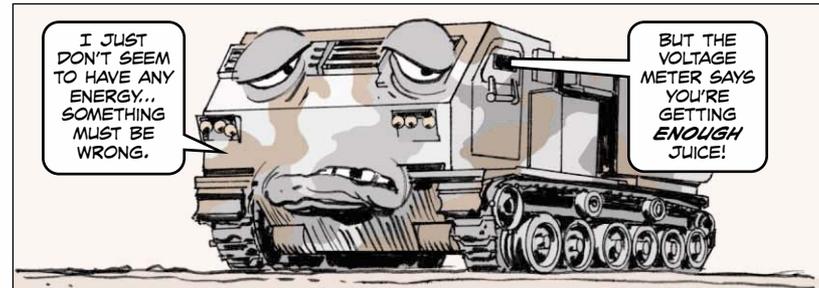
Attach hose to breather to direct
blowby away from engine



• The voltage meter measures the output of both generators, which can sometimes lead to problems. One generator may not be doing its job, but the voltage meter still reads in the green. Then you get to the field and start having problems with the fire control panel because the batteries have gotten weak.

I JUST
DON'T SEEM
TO HAVE ANY
ENERGY...
SOMETHING
MUST BE
WRONG.

BUT THE
VOLTAGE
METER SAYS
YOU'RE
GETTING
ENOUGH
JUICE!



We head off those problems by testing both generators with a multi-meter before we go to the field. That way we catch generator problems while they're easily fixable and don't run into surprises in the field.

To check the generators, do a voltage check at the J10 connector behind the slave receptacle door. For the front generator, Pin N to ground should read 28 volts and, for the rear, Pin R to ground should be 28. If you don't get 28 for both, troubleshoot the generators.

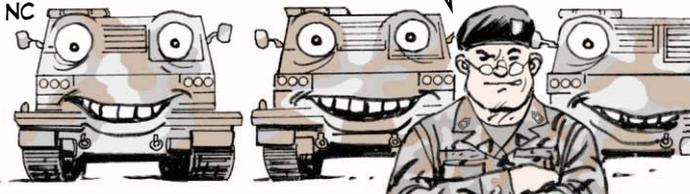
• The locking mechanism for the doors to the engine access panel generally gets missed during lubing. If the mechanism goes unlubed long enough, it can stick in the up position and the doors go too far back. Then when the launcher comes down it catches on the doors. This can damage the doors and cage and your unit's bank account. Preventing that is as simple as spraying a light oil such as WD-40 on the locking mechanism and working the pin up and down to spread the lube. Do that at least monthly and you won't have have trouble with a sticking lock.

Lube locking mechanism
at least monthly



SSG Brett Baker
SSG Scott Wozna
3/27 FA
Ft Bragg, NC

YOU TELL 'EM,
SERGEANTS!



PM FOR YOUR NEW ITAS

MANY UNITS HAVE SEEN OR WILL SOON SEE THEIR TOW SYSTEMS REPLACED BY THE NEW IMPROVED TARGET ACQUISITION SYSTEM (ITAS).

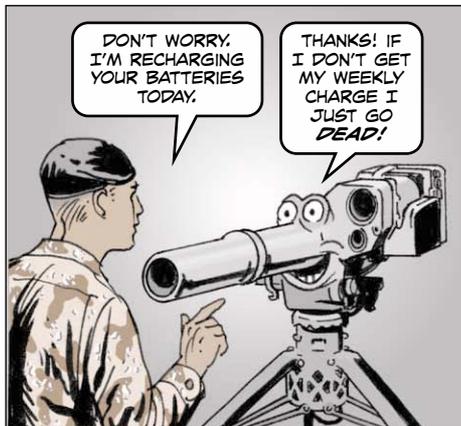
HERE ARE SOME VALUABLE TIPS FROM SOME OF THE ARMY'S FIRST ITAS USERS AT FORT BRAGG...



Batteries

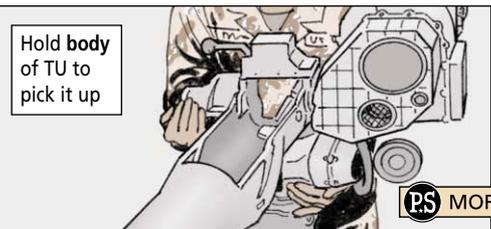
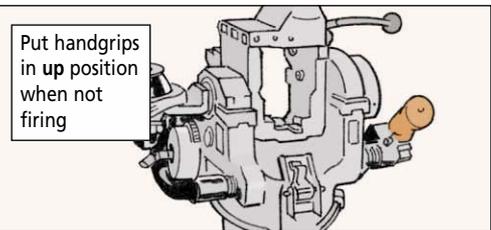
If you remember nothing else, remember the ITAS batteries need recharging **weekly**. The four silver zinc batteries can't be recharged if they're stored too long and not recharged like it says in the PMCS of TM 9-1425-923-12. The batteries are very expensive.

On Monday (or whatever day you do PMCS), plug in the battery power source (BPS) first thing and let them charge all day. Eight hours is usually long enough.



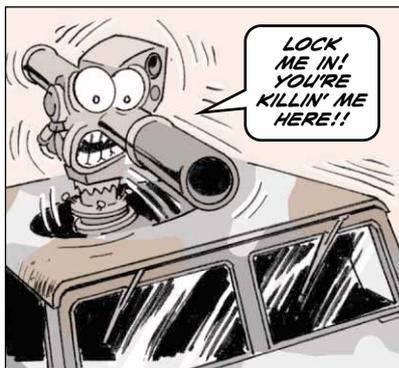
Handgrips

When you're not firing, unlock and rotate the handgrips to the upright stowed position. If the handgrips are left down, they're vulnerable to bumps and knocks that break buttons or even the handgrip shaft. The shaft can't be repaired by your 27E repairman. Before you pick up the traversing unit (TU), always stow the handgrips first. Reach under the handgrips to the body of the TU to pick it up. Never use the handgrips as a handle.



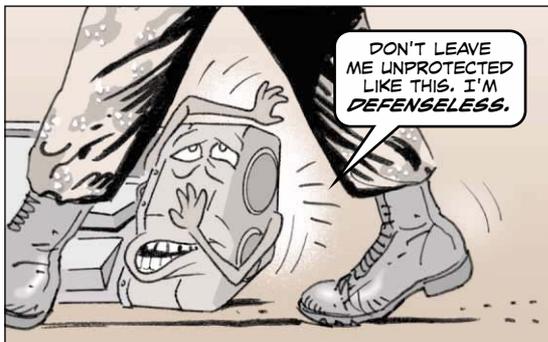
On the Road

If you're moving faster than 5 MPH with the ITAS mounted on the HMWWV—that's almost anytime you're moving—lock the TU in azimuth and elevation positions. Otherwise, hard jolts can damage the sight and that's an expensive fix. Don't use the handgrips as handholds during movement and keep your head away from the sight. A good bump could cause you to break a handgrip or bang your head against the sight. Hold onto the HMWWV's roof, not the ITAS.



Protect It

If the sight is not mounted, it should be stored in its case. If you leave it lying unprotected on the ground or in the HMWWV, you can count on it being damaged. Never throw equipment into a HMWWV that's got an ITAS. One good shot to the sight can ruin it.



Battery Power Source (BPS)

Don't stack stuff on or around the BPS. First of all, the BPS needs plenty of air or it overheats. Second, piling stuff on the BPS can break the J1 cable connector or power switch.



Small Arms...

Preparing for a Trip to DS



WANT TO SAVE YOURSELF TRIPS TO DS AND AGGRAVATION, ARMORERS?

THEN REMEMBER THESE RULES CREATED BY THE ARMAMENT SHOP AT FT BRAGG'S 782D MSB TO HELP ARMORERS GET IT RIGHT THE FIRST TIME...



FOXTROT ARMAMENT SHOP

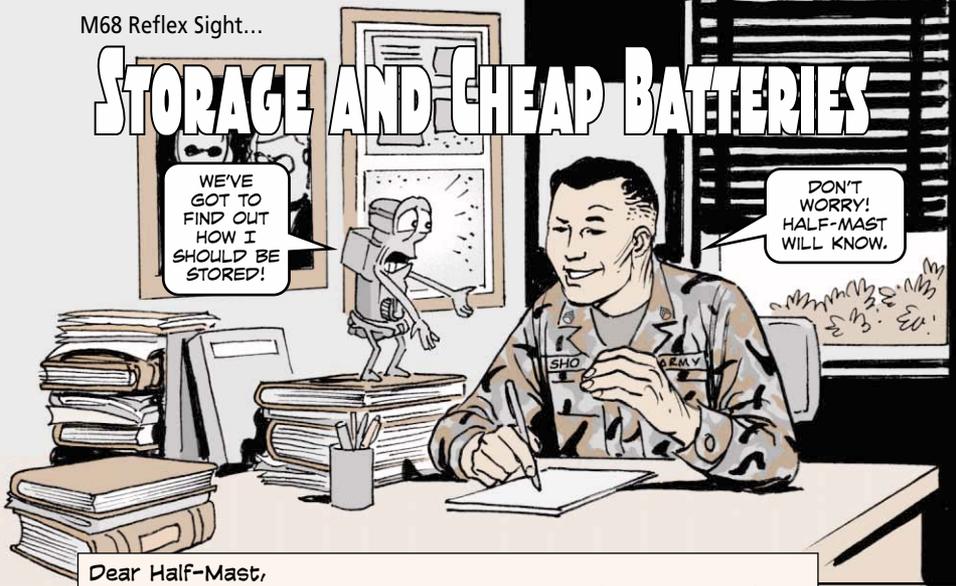
1. Ensure all weapons meet 10/20 standards.
2. Clean and inspect your weapons before bringing them to support.
3. Make sure the weapon is completely assembled.
4. Remove slings.
5. Make sure each weapon is tagged with unit number, serial number, point of contact and job order number.
6. Bring both barrels for the M2, M240B, and M249 machine guns.
7. Ensure that you have proper signatures on your work order.
8. Turn in no more than 10 job orders per day (unless already approved).
9. For gauging, put no more than 10 weapons on each DA Form 5990 and list the serial numbers in the Remarks block.



REMEMBER THESE NINE RULES AND YOU MAKE YOUR JOB AND SUPPORT'S EASIER.

CHECK WITH YOUR OWN SUPPORT TO SEE IF THEY HAVE OTHER RULES YOU'LL NEED TO REMEMBER.

STORAGE AND CHEAP BATTERIES



WE'VE GOT TO FIND OUT HOW I SHOULD BE STORED!

DON'T WORRY! HALF-MAST WILL KNOW.

Dear Half-Mast,

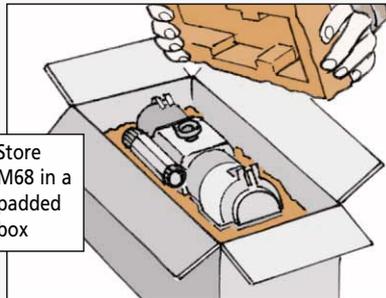
Is there any good way to store the M68 reflex sight that's used with the M16 rifle and M4 carbine? The M68 doesn't come with any sort of storage box. Also, are there cheaper batteries you can use for the sight than lithium batteries?

SSG A.S.

Dear Sergeant A.S.,

The M68 comes in a heavy-gauge cardboard box lined with foam that makes a perfect storage container. If you didn't keep the box, any similar cardboard or plastic box lined with foam or bubble wrap will do.

The sight must be kept under lock and key in the arms room in something like a wall locker. The M68 can't be left on the weapon for storage unless the weapons rack itself is enclosed in a locked cage because the sight can be removed from a weapon locked in a rack. The cage must be certified as secure by your local TACOM-Rock Island logistics assistance representative.



Store M68 in a padded box

LITHIUM BATTERIES, NSN 6135-01-398-5922, ARE PREFERRED FOR THE M68.



THESE ARE THE COMMERCIAL EQUIVALENTS OF THE LITHIUM BATTERY...

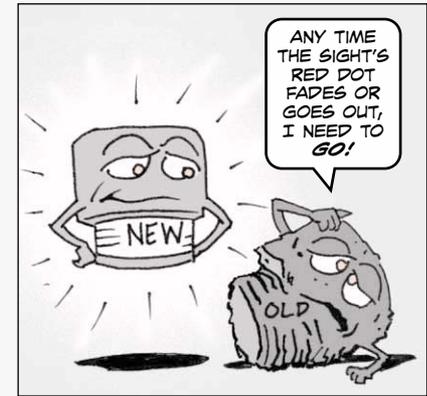
- Duracell DL 1/3N
- Eveready 2L76
- Varta CR 1/3N
- Kodak K58L

Two stacked Energizer A76 alkaline (non-lithium) batteries can also be used, but they will not work in extreme cold.

Remember, a dead battery has a memory effect, which means it will give a short charge after a rest and make you think you've got a dot again. Any time the red dot fades or goes out, pitch and replace the battery.

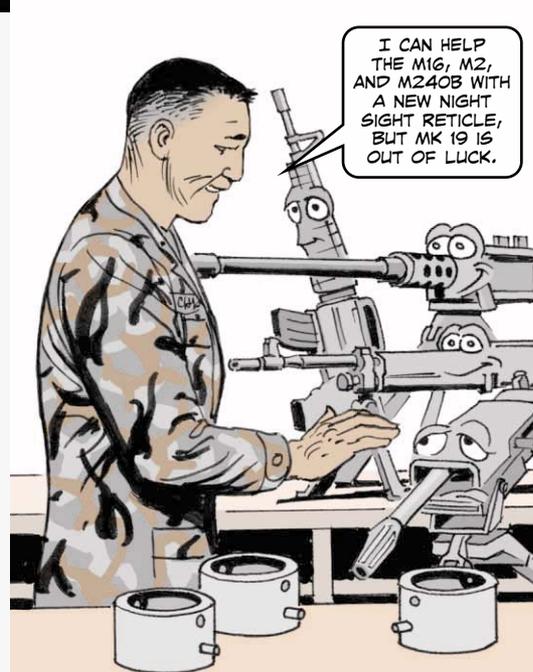
The M68 is covered by TM 9-1240-413-12&P, which is on EM 0065.

Half-Mast



ANY TIME THE SIGHT'S RED DOT FADES OR GOES OUT, I NEED TO GO!

Reticles for Gun Night Sights



I CAN HELP THE M16, M2, AND M240B WITH A NEW NIGHT SIGHT RETICLE, BUT MK 19 IS OUT OF LUCK.

Dear Half-Mast,

Can you help me find reticles for the AN/PVS-4 and AN/TVS-5 night sights when used with the M16 rifle and M240B, M2, and MK 19 machine guns?

SSG C.J.

Dear Sergeant C.J.,

No problem.

The AN/PVS-4 reticle used with the M16 rifle comes with NSN 6650-01-039-2854. The AN/PVS-4 reticle for the M240B comes with NSN 6650-01-039-2853. The AN/TVS-5 reticle for the M2 is ordered with NSN 6650-01-043-8431.

There is no reticle available for the AN/TVS-5 when used with the MK 19.

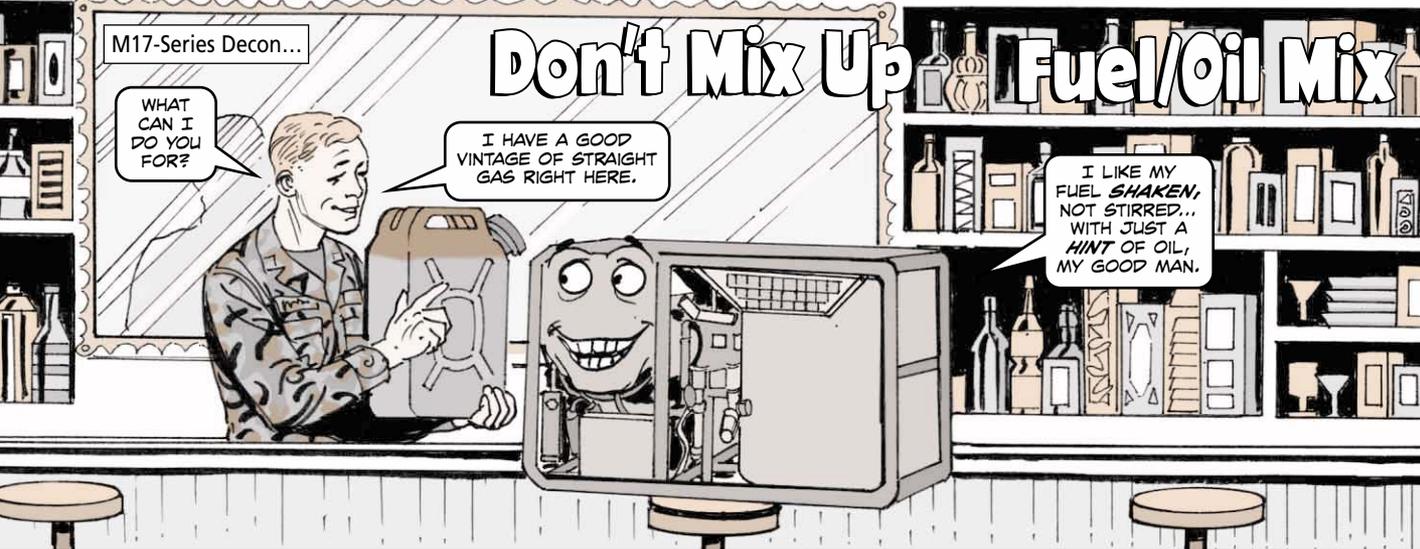
Half-Mast

Don't Mix Up Fuel/Oil Mix

WHAT CAN I DO YOU FOR?

I HAVE A GOOD VINTAGE OF STRAIGHT GAS RIGHT HERE.

I LIKE MY FUEL *SHAKEN*, NOT STIRRED... WITH JUST A *HINT* OF OIL, MY GOOD MAN.

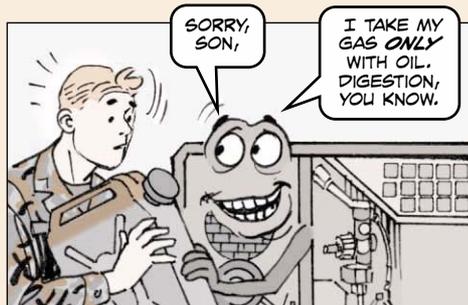


The first thing you must remember about the M17 decon is that oil must be mixed with its gasoline. If you forget and run just straight gas through the engine, you'll soon need a new engine.

But fuel matters are complicated even more because the M17 uses two different engines with two different fuel/oil mixtures. If you use the wrong mixture, you'll also need a new engine.

If you have M17s in your unit with different engines, here's how to keep the fuel/oil mixtures straight. The JLO engines have silver fan guards, so paint the tops of their fuel cans silver or white. For the JLO, mix one **quart** of oil per five gallons of MOGAS.

The Cuyuna engines have black fan guards, so paint the tops of their fuel cans black. For the Cuyuna, mix one **pint** of oil per five gallons of MOGAS.



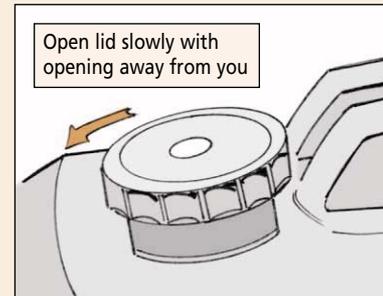
SORRY, SON,

I TAKE MY GAS *ONLY* WITH OIL. *DIGESTION*, YOU KNOW.



Color code fuel can according to fan guard

Mix the fuel and oil in the fuel cans before you go to the field. But remember when it's time to use a fuel can, you must shake it to mix the fuel and oil. That creates pressure inside the can, so open the lid slowly with the opening pointing away from you. Otherwise, you could take a MOGAS bath.

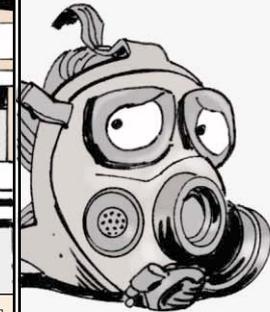


Open lid slowly with opening away from you

If your unit has M17s with JLO engines, you might want to get the JLOs replaced with Cuyunas. There are few replacement parts in supply for the JLO. To get a new Cuyuna engine along with a mounting kit, order NSN 2805-01-357-6566.

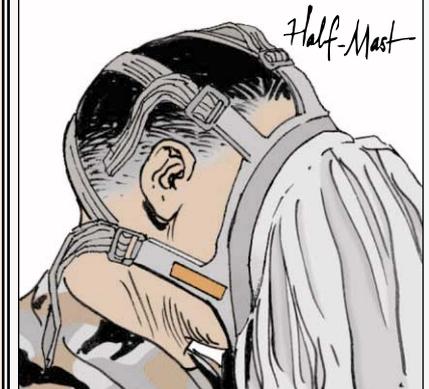
IDing ID Numbers

WHO AM I? WITHOUT MY ID NUMBER... I HAVE NO IDEA!



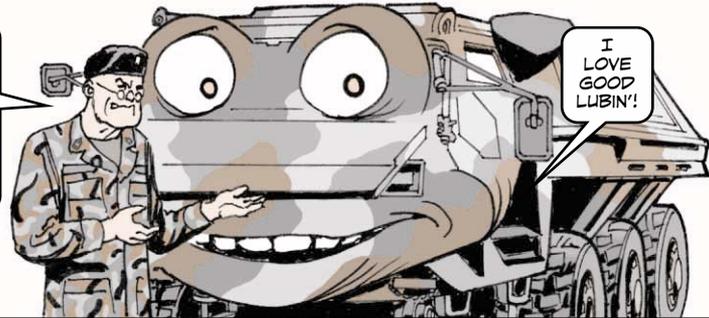
Dear Half-Mast,
Which number on the M40/M42 masks is the lot number you use to ID the mask in the property book?
SFC K.T.

Dear Sergeant K.T.,
The lot number is stamped on the bottom right strap of the facepiece in a rectangular embossed box.



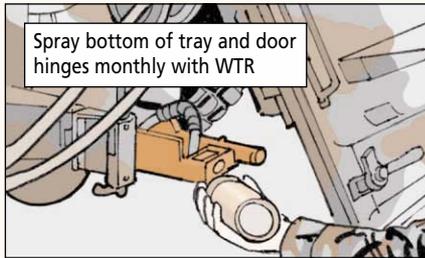
LUBE FOR SMOOTH SAMPLING

FOX CREWMEN, HERE ARE A FEW LUBING TIPS TO MAKE SAMPLING SMOOTHER AND SAFER...



I LOVE GOOD LUBIN'!

If the door for the sampling tray box sticks, you will have trouble taking samples. Monthly, give the bottom of the tray and the box door's hinges a light coat of WTR, NSN 9150-00-145-0268, so the tray keeps moving smoothly. Be careful not to get WTR on the tools, though. That will contaminate them. See Card 16 in LO 9-6665-377-12 for more info.



Spray bottom of tray and door hinges monthly with WTR

When you grease the ballistic shields with WTR, make sure no one is near the controls for the shields. The shields come up with great force and you could suddenly find yourself fingerless. See LO Card 26.



Make sure no one operates ballistic shields while you're lubing them

When you open the swim vanes for operation or lubing, stand at least 10 feet back. Otherwise, you risk being conked on the head. See Card 35.



Tapping on arm usually unsticks it

If the arm of the swim vanes sticks when you try to close the vanes, tap on the arm joint with a mallet. That usually unsticks it. Tap, though, don't bang. Banging on the arm will damage it.

Gasper



IT'S A COLD, DARK NIGHT AT FT. SPOOKY, AS THREE FIGURES ENTER AN OLD ABANDONED MOTOR POOL. A SOFT WIND MOANS LIKE A LOST SOUL...

ARE Y-YOU SURE THIS IS THE PLACE?

I'M SURE, BONNIE. THE PHONE CALL SAID TO MEET HIM... *HERE...* AT MIDNIGHT.



THAT PHONE CALL WAS SO CREEPY. I MUST ADMIT I-I'M A LITTLE *NERVOUS.*

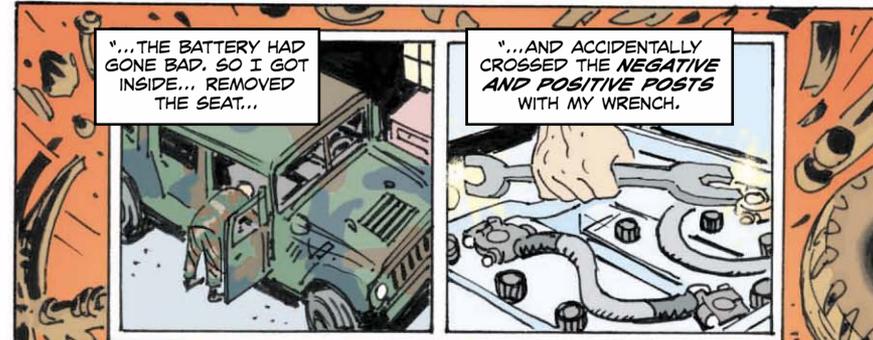
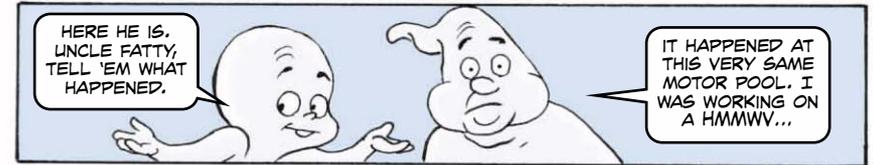
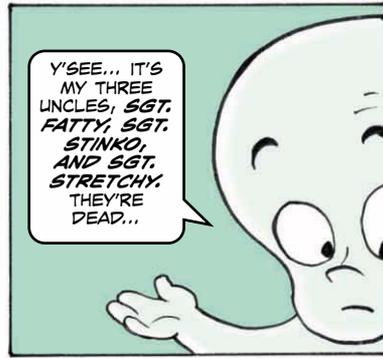
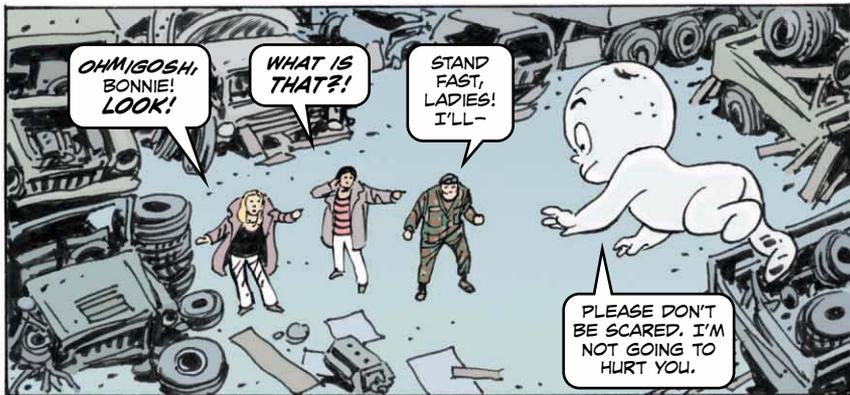


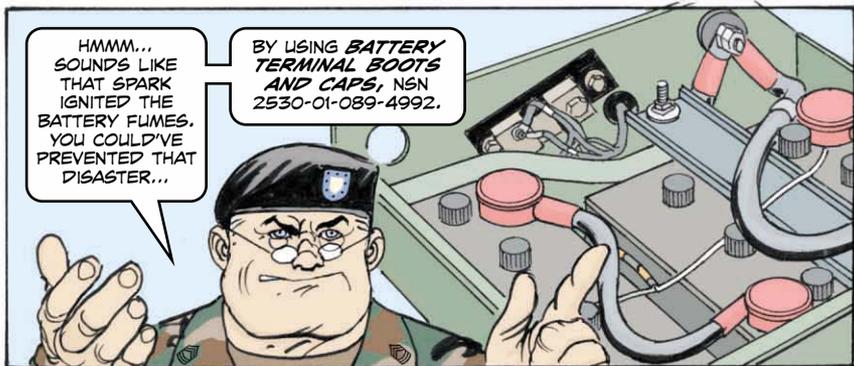
WE WOULDN'T *BE* HERE IF IT WASN'T FOR THAT PHONE CALL, CONNIE.



IT MUST HAVE BEEN A CRANK PHONE CALL. THERE'S NO ONE HERE...

OH, YES THERE *IS*, BONNIE!





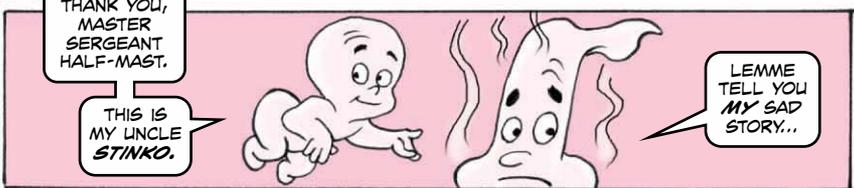
HMMM... SOUNDS LIKE THAT SPARK IGNITED THE BATTERY FUMES. YOU COULD'VE PREVENTED THAT DISASTER...

BY USING **BATTERY TERMINAL BOOTS AND CAPS**, NSN 2530-01-089-4992.



I'M SHOCKED THAT I DIDN'T THINK OF THAT!

NOW I CAN REST AT LAST...



THANK YOU, MASTER SERGEANT HALF-MAST.

THIS IS MY UNCLE **STINKO**.

LEMME TELL YOU **MY SAD STORY**...



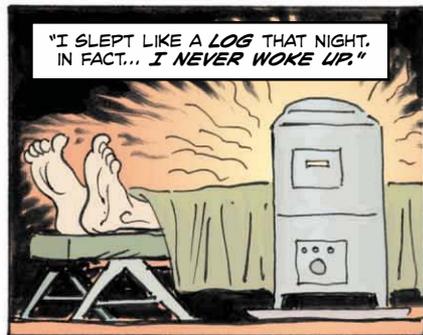
"IT HAPPENED IN MID-WINTER. IT WAS COLD. IT WAS SNOWY. I WAS READY TO CATCH A FEW ZS..."



"I BUTTONED MY TENT UP **TIGHT**. I DIDN'T WANT ANY COLD AIR GETTIN' IN!"



"THEN I LIT MY BRAND-NEW **COMMERCIAL KEROSENE HEATER**."



"I SLEPT LIKE A **LOG** THAT NIGHT. IN FACT... **I NEVER WOKE UP**."



YOU WERE OVERCOME BY FUMES, SGT. STINKO. YOU COULD'VE PREVENTED THAT BY USING AN ARMY AUTHORIZED HEATER...

"...VENTED THROUGH THE FLAP AT THE TOP OF YOUR TENT."



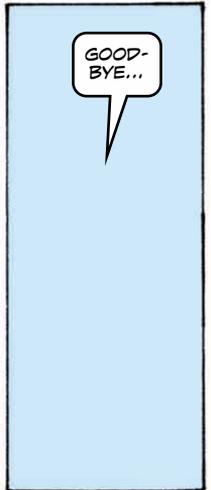
NOW THAT I UNDERSTAND...



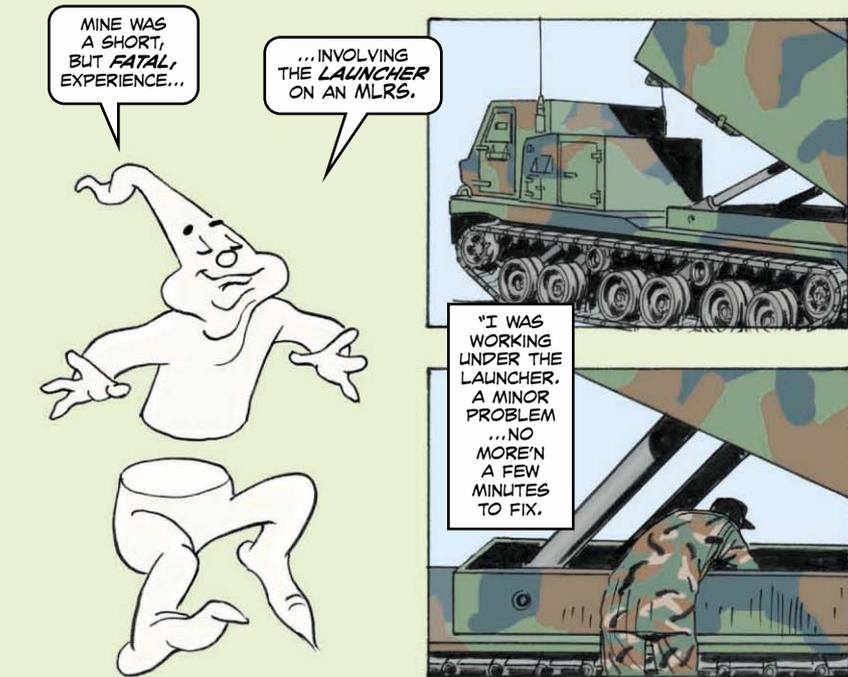
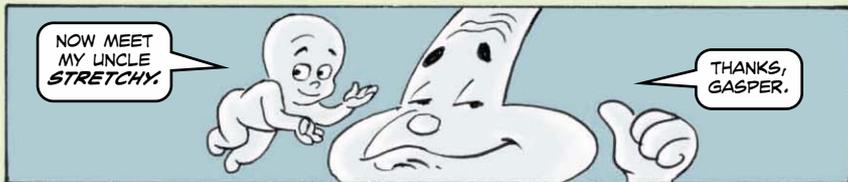
...MY MISTAKE...



...I CAN BREATHE EASIER!



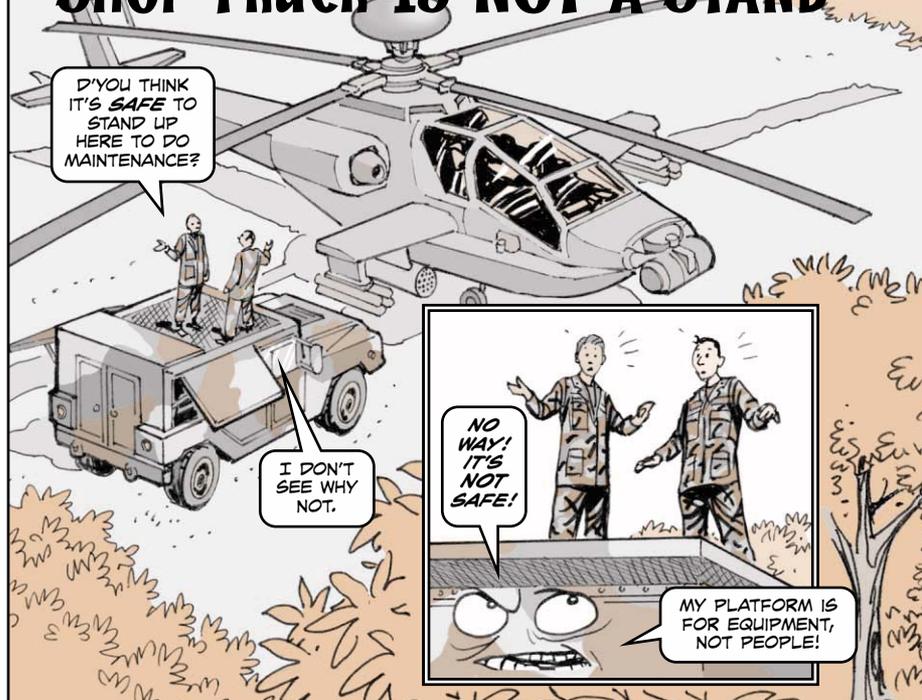
GOOD-BYE...





SECM...

SHOP TRUCK IS NOT A STAND



Mechanics, using the aviation shop equipment contact maintenance (SECM) truck as a maintenance stand is not good.

When your bird needs maintenance in the field, always work from the aircraft work platforms, catwalks and walkways.

The SECM overhead rack is designed to carry cargo, not you! Standing on the overhead rack to perform maintenance puts you in harm's way and is an accident waiting to happen. Without safety rails, you can fall off the SECM and break some bones or worse.

There's a move afoot by the AMCOM headshed to add folding safety rails to the SECM. Until then, however, do not stand on the rack to perform maintenance. Make a note in the draft TM 1-4940-355-12&P until the final TM is printed.

For those who use the automotive maintenance SECM, this change from AMCOM does not apply to you. But it's still not a good idea to work while standing on the rack.

GOOD LAUNCHING THANKS TO PM



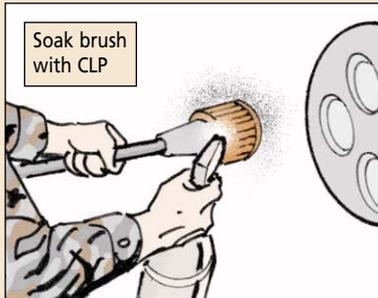
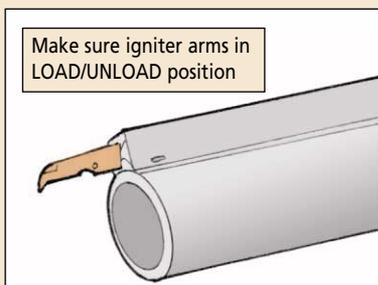
The M260/ M261 rocket launcher is a simple piece of equipment compared to the rest of your bird. But corrosion or carbon or rough handling can quickly turn its launches into misfires.

USE THIS PM FORMULA FOR GOOD LAUNCHING...

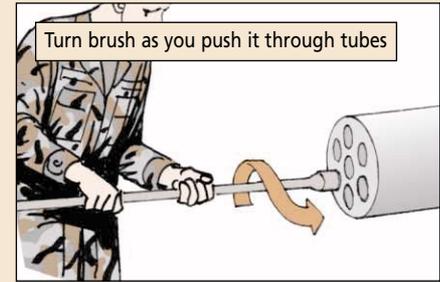


Clean and lube the launcher thoroughly after firing. Just running the bore brush through the rocket tubes is not enough. First, make sure the aft igniter arms are in the LOAD/UNLOAD position and the side firing contacts are recessed.

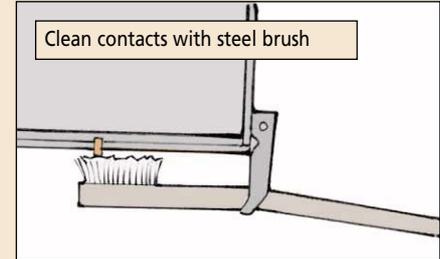
Using a spray bottle, soak the bore brush with CLP. Put the bore brush into each tube from the front of the launcher. Push the brush slowly to the rear while turning the handle. Repeat this until the inside of the tube is coated with CLP.



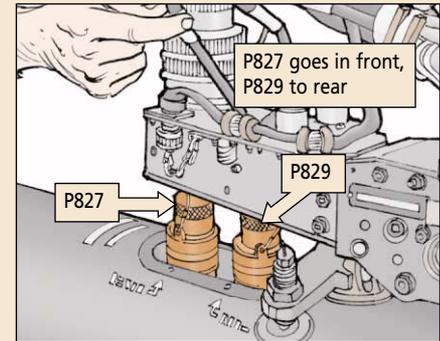
Next, put a small amount of CLP on the brush. Scrub the entire inside of each tube with twisting back and forth strokes of one foot. Attach rags to the brush. Push the brush in through the front of each tube and run the brush all the way through to wipe the tubes dry. Change to a clean rag every third tube.



Working from the back of the launcher, place the aft igniter arms in the firing position and scrub the side and aft contacts with a stainless steel brush. Brush back and forth, not side to side, to avoid damage. Make sure the contacts are completely dry and free of teflon coating.



At the front of the launcher, spray CLP directly into each umbilical connector opening. Clean the connectors with an acid swabbing brush. Flush away residue with CLP and blot the CLP with a rag. After the connectors are clean, use a pipe cleaner to remove any remaining CLP and dry the connectors.

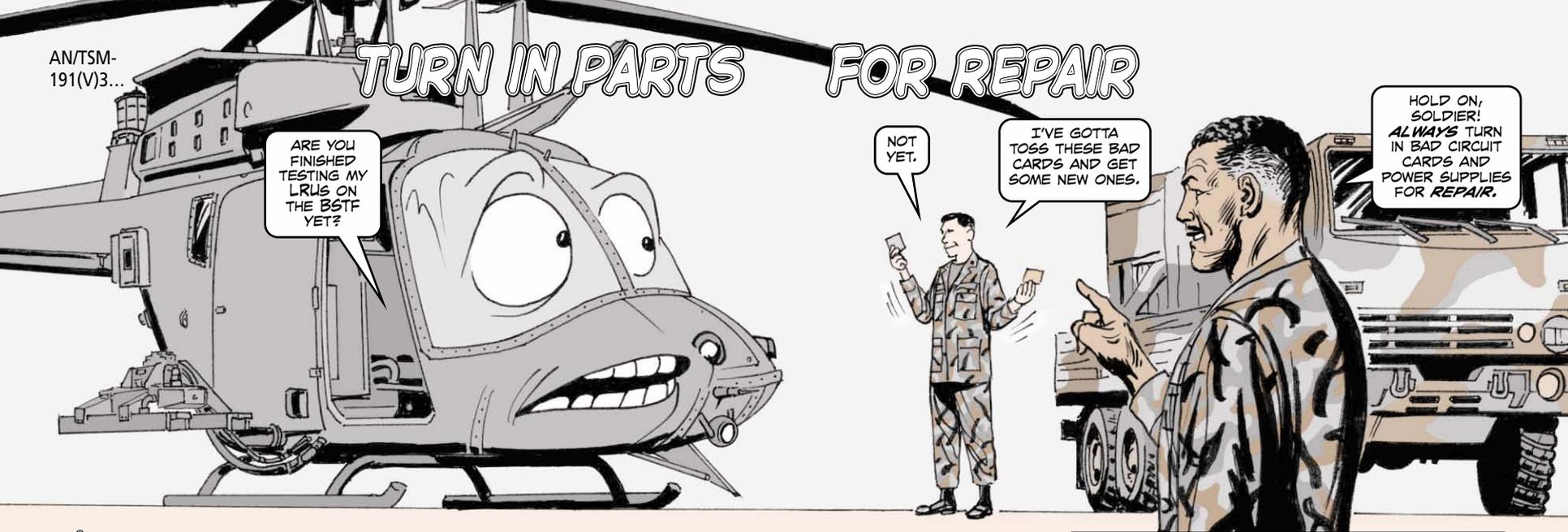


Be careful connecting the Apache launcher cables. The P827 cable goes to the front launcher connector and the P829 to the rear connector. If you get them backwards, you can damage connector pins.

Use care and two people to remove and store the launcher. If you try to handle the launcher by yourself, you will probably bang it and dent it. Be especially careful setting it on end. If it's slammed down, the edges of the launcher can be bent and the launcher rivets loosened.



TURN IN PARTS FOR REPAIR



ARE YOU FINISHED TESTING MY LRUs ON THE BSTF YET?

NOT YET.

I'VE GOTTA TOSS THESE BAD CARDS AND GET SOME NEW ONES.

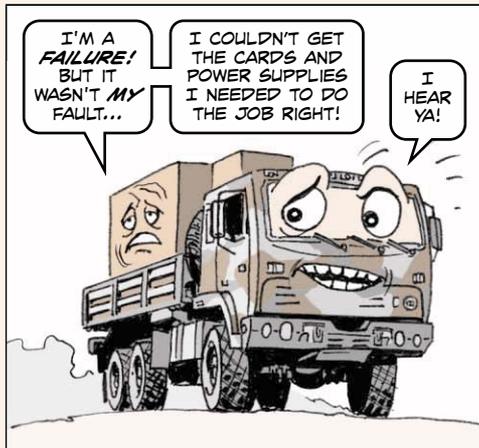
HOLD ON, SOLDIER! ALWAYS TURN IN BAD CIRCUIT CARDS AND POWER SUPPLIES FOR REPAIR.

Are you mechanics and supply types having problems getting replacement circuit cards for the AN/TSM-191(V)3 base shop test facility (BSTF)? You can help by turning in failed circuit cards and power supplies for repair.

The BSTF, which supports the MLRS, Avenger and especially the Kiowa Warrior, is experiencing high component failure because of poor handling and damage to circuit cards and power supplies.

Some units just replace the cards and power supplies, but don't turn in the broken items for repair and reuse. That creates a shortage in the supply system.

Without cards and power supplies, the BSTF will not be able to test and isolate faults in weapon system line replaceable units (LRUs) and shop replaceable units (SRUs). That will hurt unit readiness and mission performance.



I'M A FAILURE! BUT IT WASN'T MY FAULT...

I COULDN'T GET THE CARDS AND POWER SUPPLIES I NEEDED TO DO THE JOB RIGHT!

I HEAR YA!

IF YOU HAVE ANY OF THE FOLLOWING CIRCUIT CARDS AND POWER SUPPLIES LYING AROUND THE MAINTENANCE SHOP, TURN 'EM IN.



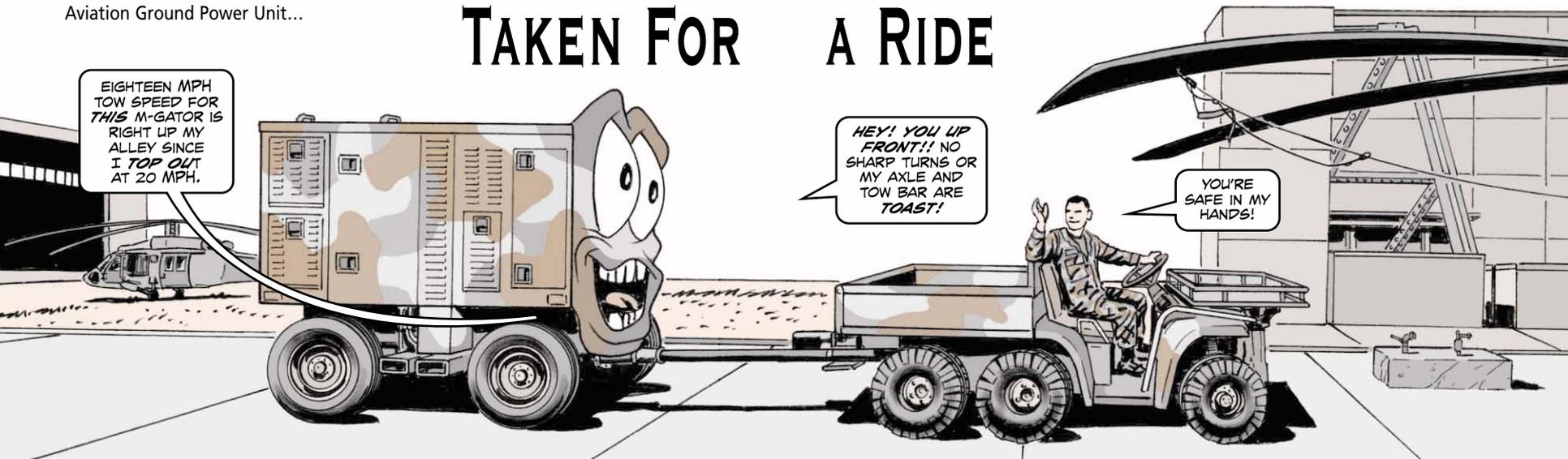

1. Low voltage DWG card, NSN 5998-01-413-8422.
2. Mirco-processor card, NSN 6625-01-450-5880.
3. +/-15 power supply, NSN 6625-01-451-3465
4. +/-55 power supply, NSN 6130-01-388-5632.

For turn-in instructions, contact AMCOM's Kevin Williams, weapon system coordinator at DSN 746-3564, (256) 876-3564, or email: kevin.williams@redstone.army.mil

Or contact Mattie Shaneyfelt at DSN 746-9551, (256) 876-9551 or email: mattie.shaneyfelt@redstone.army.mil

or Cathy Robbins, at DSN 897-5741, (256) 313-5741 or email: cathy.robbs@redstone.army.mil

TAKEN FOR A RIDE

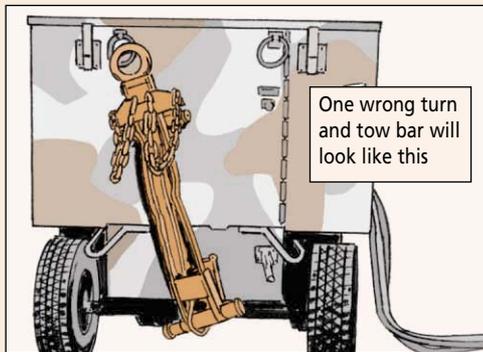
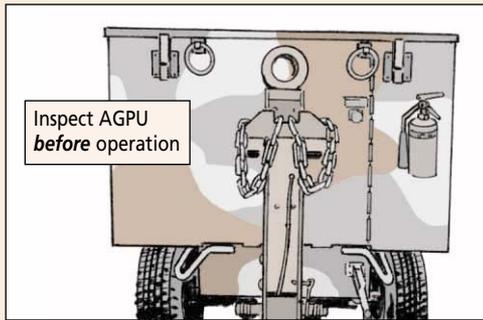


Mechanics, watch those sharp turns with the lightweight utility mobility enhancement system (LUMES) when you're towing your AGPU.

After you've made sure the self-propulsion drive clutch is disengaged, go slow to avoid tow bar and axle damage. And never try to back the AGPU with any vehicle.

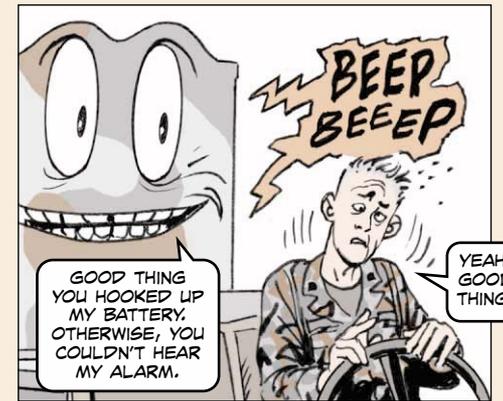
AGPUs don't have a sharp turning radius. But the LUMES, often called M-Gator, can make sharp turns with no problem. When the AGPU is hitched up to the M-Gator, one wrong turn or cramp when backing can break or bend the tow bar and damage the axle.

So when you take your AGPU for a ride to the flight line, keep your eyes on the turn.



Another tip to keep your AGPU going and going is to always disconnect the battery cable when the AGPU is not in use to avoid power drain. But remember to hook up the AGPU battery when in use. Otherwise the alarm that goes off when you try to tow the AGPU with the drive engaged won't work.

'Course, check out the latest and greatest word on towing in TM 55-1730-229-12.



UH-1V Gearbox Cap Packing

Need the two packings that are used on the cap, NSN 1615-01-446-6590, for the 90° gearbox on the UH-1V? They're not shown in TM 55-1520-210-23P-1. Order NSN 5331-01-005-0520 and NSN 5331-00-166-1001. Make a note until the TM is updated.

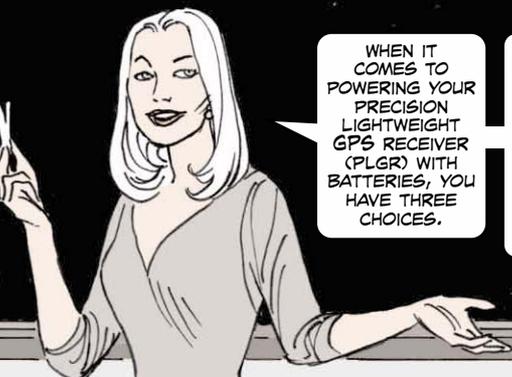
BATTERY COST AND CONVENIENCE

COST
+ LOCATION
+ TIME

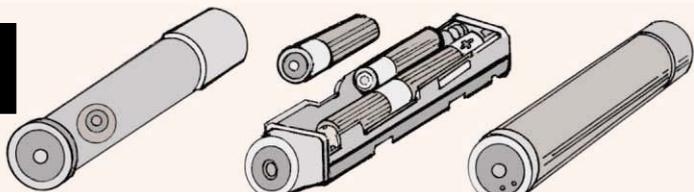
1, 2 OR 3

WHEN IT COMES TO POWERING YOUR PRECISION LIGHTWEIGHT GPS RECEIVER (PLGR) WITH BATTERIES, YOU HAVE THREE CHOICES.

BY FIGURING THE COST, WHERE YOU'LL BE USING THE PLGR AND HOW MUCH TIME YOU'LL NEED BATTERY POWER, YOU CAN DECIDE WHICH METHOD IS BEST FOR YOU.



The three options



BA-5800/U Lithium

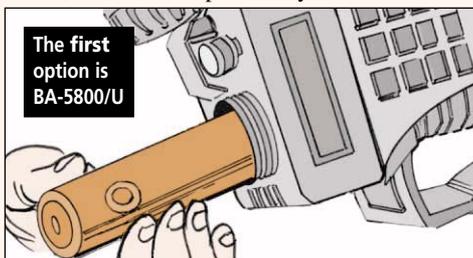
BA-3058/U in holder

Nickel Cadmium

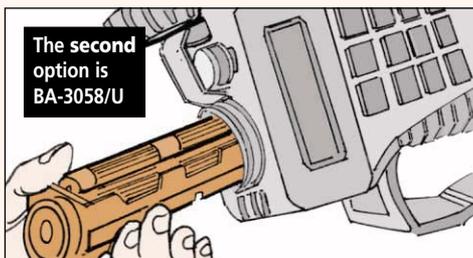
* Your **first** option is the BA-5800, NSN 6135-01-440-7774. It comes in a pack of eight batteries and costs almost \$160, or about \$20 per battery.

The BA-5800 provides the best operating duration and temperature range and is convenient to use, but does require disposal as hazardous waste. It also is under great demand, which means your resupply may take longer than you would like.

* A **second** option is using eight AA batteries in a battery holder. You can order a package of 24 AA alkaline batteries with NSN 6160-01-385-4358. The pack costs a little more than \$5. The batteries are not hazardous waste so they can be tossed when drained.



The first option is BA-5800/U



The second option is BA-3058/U

You can also use rechargeable NiMH AA batteries. Order them with NSN 6140-00-449-6001, at about \$30.

To hold the batteries, you'll need battery tray, NSN 6160-01-385-4358. It costs about \$12.50.

Either type of AA batteries lasts about a third of the time a BA-5800 lasts. That means you'll change out the AAs and the battery tray three times more than you'll replace the BA-5800.

If you use this method, we recommend you have three trays packed with eight batteries ready for each PLGR. Initially, the trays and one pack of batteries will cost about \$42.50, but you won't have to buy the trays again.

In the long run, it will be much cheaper than buying BA-5800s, but you will have the inconvenience of carrying a lot of AAs, loading the battery trays, and removing and replacing them.

* A **final** option is using a Ni-cad rechargeable battery, NSN 6140-01-400-2902. The battery costs about \$80 and will recharge itself if your PLGR is connected to external power, or you can remove the battery to recharge it. It can be recharged at least 200 times.

The rechargeable Ni-cad will cost more initially, but will save a great deal of money in the long run; however, rechargeables do not fit into every operational situation.

If you want to recharge the battery outside the PLGR, you'll need a custom battery charging stand that you must order directly from Rockwell-Collins at (800) 321-2223. They have stands for one, three and six batteries that will cost you from \$200 to \$600.

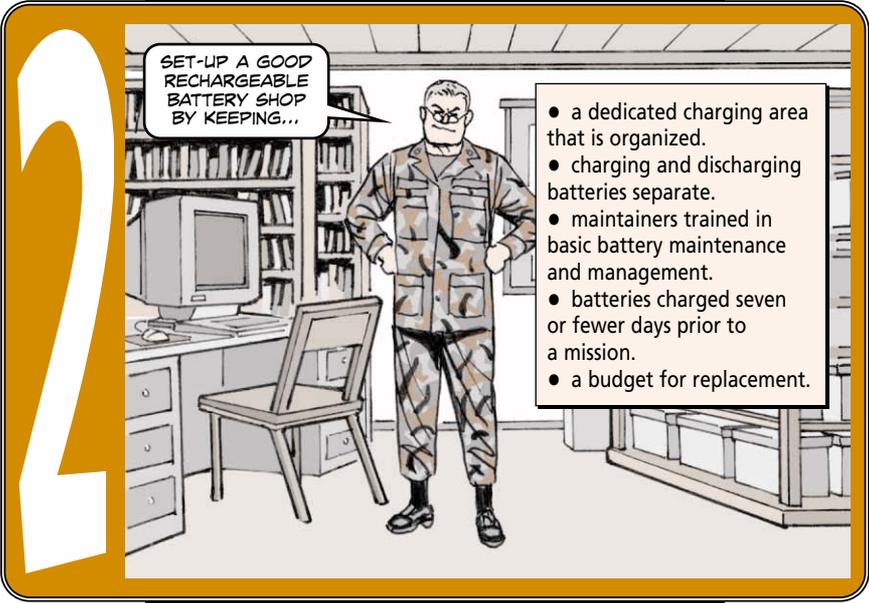
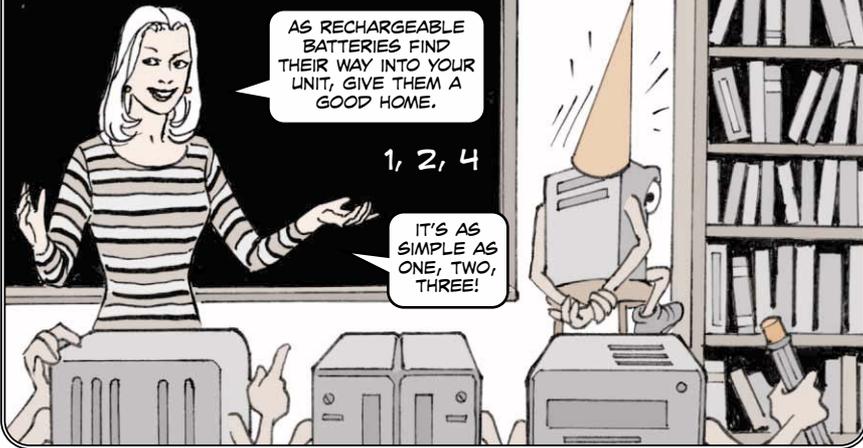
Unlike the BA-5800 that might explode, the rechargeable Ni-cad can be left in the PLGR when external power is used.

A new rechargeable battery and charger will soon be fielded for use in training, but is not yet in the supply system.

The third option is a Ni-cad



AS SIMPLE AS 1, 2, 3



1

Write a unit rechargeable battery SOP. Start with the basics and add to it as your experience gives you more knowledge. Find help in writing an SOP at the rechargeable battery website:
www.monmouth.army.mil/cecom/lrc/lrchq/power/rechargebat.html

You can also contact the CECOM rechargeable battery guru, Don Brockel, by phone at DSN 992-4948, 732-532-4948, or by e-mail at:
Donald.Brockel@mail1.monmouth.army.mil

3

Screen the most common rechargeable in your shop, the BB-390, at least twice a year by...

- doing a quick check with the discharge cap
- fully discharging the BB-390
- fully charging the BB-390
- and checking the battery voltage at connector pins 1&4 and 2&5

The voltage should be 13.25 or better and within 3/4 of a volt of one another.

The new charger, PP-8498/U, NSN 6130-01-495-2839, can also help in diagnosing battery and adapter problems while charging.

GET AN EDGE ON THE MOUNT

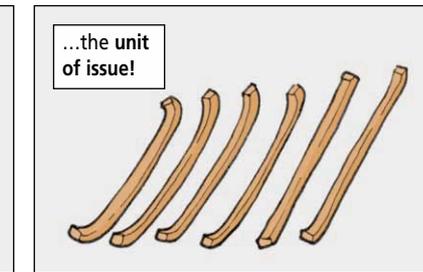
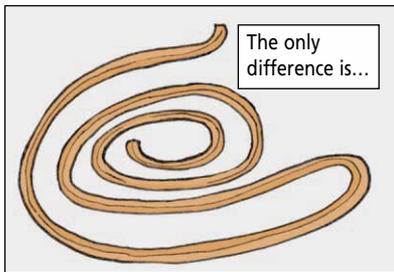
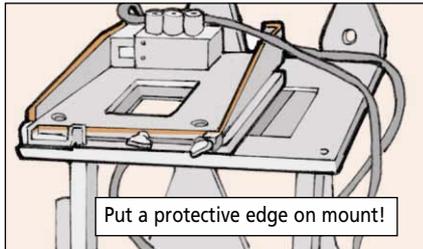


NSN 2590-01-291-1033 brings a 5-ft, 5-in plastic protective edge for your HMMWV SINGGARS radio mount. Or does it?

The supply folks say this item is out of stock.

All is not lost, though. You can order the same edge stuff with NSN 2590-01-196-7281. The only difference is the unit of issue. Instead of 5-ft, 5-in, you'll only get one foot. So, to make a protective edge, order 6 feet of the material and cut it to fit.

If you order the protective edge using NSN 2590-01-291-1033 and are still waiting for it to arrive, consider cancelling your requisition and ordering the substitute, NSN 2590-01-196-7281.



STOP INTERFERING!

Dear Half-Mast,

The SMART program received a suggestion about the strobe light on top of the M1097 shop equipment contact maintenance (SECM) truck interfering with a SINGGARS signal.

The problem happens when the antennas are tied down to the rear of the SECM truck using the tiedown on top of the truck.

If the strobe light is used while the antennas are tied down, the radio gets feedback every time the light flashes.

Not only is this annoying, but it limits good comms.

The suggester solved the problem by removing the tiedown from the rear and attaching it to the grill guard on the same side of the truck. This keeps the radio and the strobe from interfering with each other!



PFC D.A.

Dear PFC D.A.,

Thank you, and thank the SMART suggester, too. As long as there are no safety issues involved, this looks like a good solution to a noisy problem. If some of you other SECM truck operators have solved this problem in another way, let us know.

Half-Mast

Save Oil— & Money!

WHAT A WASTE!
BUT THROWING
AWAY THIS OIL IS
BETTER THAN
LETTING IT GET
CONTAMINATED!

WASTE OIL



WAIT! YOU
CAN SAVE THAT
OIL *WITHOUT*
THE RISK OF
CONTAMINATION!

WASTE OIL

You've always had a choice to make with leftover lubricants. You could throw away what's left (expensive) or keep it for next time and run the risk of contamination and equipment damage (even more expensive).

Now you have another choice: You can keep those leftovers in portable containers specifically designed for storing, transporting and transferring oil and other lubricants. The containers prevent contamination, help avoid costly and dangerous spills, and make lube tasks much easier, safer and faster.

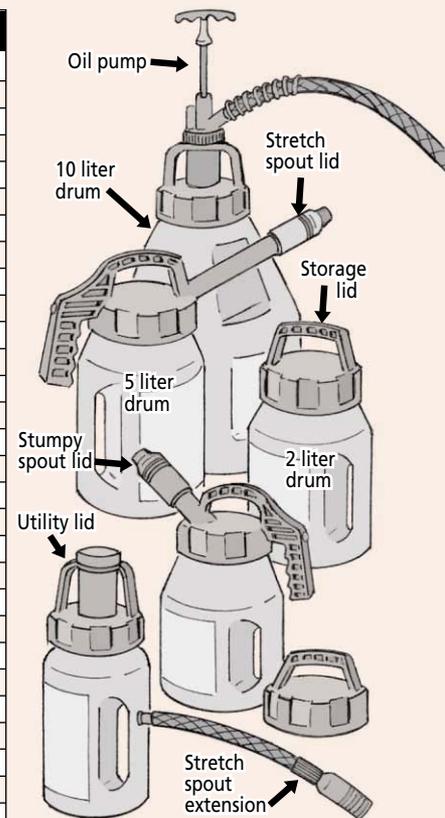
The containers come in four sizes:

- 2-liter, NSN 8125-01-497-2353,
- 3-liter, NSN 8125-01-497-2350,
- 5-liter, NSN 8125-01-497-2346, and
- 10-liter, NSN 8125-01-497-2341.



A VARIETY OF
COLOR-CODED
LIDS FOR
DISTINGUISHING
BETWEEN
LUBRICANTS
ARE ALSO
AVAILABLE...

Lid	Color	NSN 8125-01-
Storage	Yellow	497-2388
Storage	Red	497-2377
Storage	Blue	497-2390
Storage	Green	497-2392
Storage	Dark green	497-2391
Storage	Black	497-2394
Storage	Orange	497-2374
Storage	Purple	497-2382
Utility	Yellow	497-2325
Utility	Red	497-2369
Utility	Blue	497-2312
Utility	Green	497-2371
Utility	Dark green	497-2373
Utility	Black	497-2378
Utility	Orange	497-2380
Utility	Purple	499-8237
Stretch spout	Yellow	497-2265
Stretch spout	Red	497-2231
Stretch spout	Blue	497-2375
Stretch spout	Green	497-2278
Stretch spout	Dark green	497-2291
Stretch spout	Black	497-2297
Stretch spout	Orange	497-2267
Stretch spout	Purple	497-2301
Stumpy spout	Yellow	497-2399
Stumpy spout	Red	497-2400
Stumpy spout	Blue	497-2404
Stumpy spout	Green	497-2403
Stumpy spout	Dark green	497-2397
Stumpy spout	Black	497-2396
Stumpy spout	Orange	497-2398
Stumpy spout	Purple	497-2393



Caution

Do not use the containers for storing leftover hydraulic fluids that come in hermetically-sealed packages. Once opened, airborne dust, pollen, smoke particles, and even moisture from the air will contaminate these fluids past their specification limits.

A spout extension is available for the stretch spout lid with NSN 7240-01-501-4580 and for the stumpy spout lid with NSN 4930-01-504-1591. An oil pump that attaches to the top of the utility lid comes with NSN 4930-01-500-6948. NSN 7420-01-501-9048 brings a 3/8-in OD x 1/4-in ID pump reducer nozzle.

All NSNs should be ordered on a DD Form 1348-6 with "NSN not on AMDF" written in the REMARKS block.

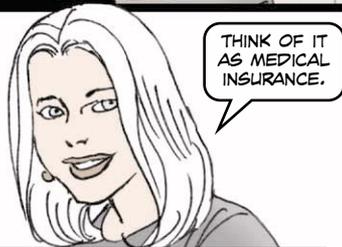
Before reusing oil, inspect the container for cleanliness and to ensure the oil you need is what's stored in the container.

Any leftover hydraulic fluid that comes from a hermetically-sealed container should be disposed of properly and not saved for later use.

Medical "Insurance"



Make sure your first aid kit, NSN 6545-00-922-1200, stays well-supplied. If items are missing or have passed their expiration date, see your medical support folks to get them replaced. They usually keep a large supply on hand. Here's what you need for each kit:



Item	Qty Per Kit	NSN	Qty Per Each NSN
Iodine	10 packets	6505-00-148-7096	144
Field dressing	3 ea	6510-00-159-4883	1
Field compress	1 ea	6510-00-200-3075	1
Gauze bandage, 3-in x 18-ft	2 ea	6510-00-200-3185	1
Triangle bandage, 37-in x 37-in x 52-in	1 ea	6510-00-201-1755	1
Adhesive bandage 3/4-in x 3-in	18 ea	6510-00-913-7909	300
Rolled elastic bandage, 2-in x 12-ft	1 ea	6510-00-935-5820	10
Surgical tape, 1-in x 54-in	3 ea	6510-01-060-1639	100
Petrolatum gauze, 3-in x 36-in	3 ea	6510-01-112-6414	12
Surgical blade	1 ea	6515-00-754-0426	5
Scissors	1 ea	6515-00-935-7138	1
Exam glove	4 ea	6515-01-364-8554	100
Dental bag	1 ea	6520-00-926-9041	100
Eye dressing	1 ea	6545-00-853-6309	1
Case	1 ea	6545-00-113-3722	1

COMFORTABLE LIVING



Heading for the field? A few creature comforts can make life in the desert a bit more tolerable. In PS 605, pages 56 and 57, we printed a long list of personal items that might come in handy. Here are a few more:

Item	NSN
Disposable razor, box of 720	8530-01-347-9576
Shaving cream, box of 12 4 1/2-oz tubes	8520-01-303-4039
Skin moisturizing lotion, box of 12 12-oz pump bottles	8510-01-490-7318
Plastic wash basin	7240-00-985-7451
Saddle soap, 1 pound	7930-00-170-5467
Neat's foot oil, 1 quart	8030-00-244-1031
Goggles, sun, wind, dust	8465-01-328-8268
Face paint, desert camouflage	6850-01-262-0635
Respirator mask, pkg of 50	4240-01-152-3555
Flashlight MX-991	
MX-212	6230-00-161-6422
Flashlight filters Red	
Opaque (blackout)	6230-00-128-2464
Diffusion	
Green	6230-00-504-8341

A vacuum bottle keeps your coffee hot and your soft drink cold. Here are some rugged models made of steel inside and out. They come in three sizes.

Type	Size	NSN 7330-
Stainless steel	2 qt	00-285-4299
Stainless steel	1 qt	00-634-6555
Steel	1 pint	00-946-6121



Water Purification Devices



Being stuck in the boonies without fresh water can leave you real thirsty.

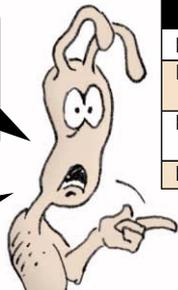
What you need is an individual water purification device that treats any freshwater source for microbiological contaminants. These purification devices are like the ones used by campers and backpackers. They can treat up to 500 liters of drinking water without replacement parts and minimal maintenance.

Here's what's available:

Item	NSN
Filter unit, water purification, pocket	4610-01-503-4590
Element, filter (pocket replacement cartridge)	4610-01-503-4763
Filter unit, water purification, pocket (Sweetwater Guardian purifier)	4610-01-503-5260
Filter unit, water purification, knapsack	4610-01-449-5912

WOULD YOU BELIEVE INSTRUCTIONS COME WITH EACH WATER PURIFICATION DEVICE. !?!

THAT'S NOT FAIR!



CUTTING REMARKS



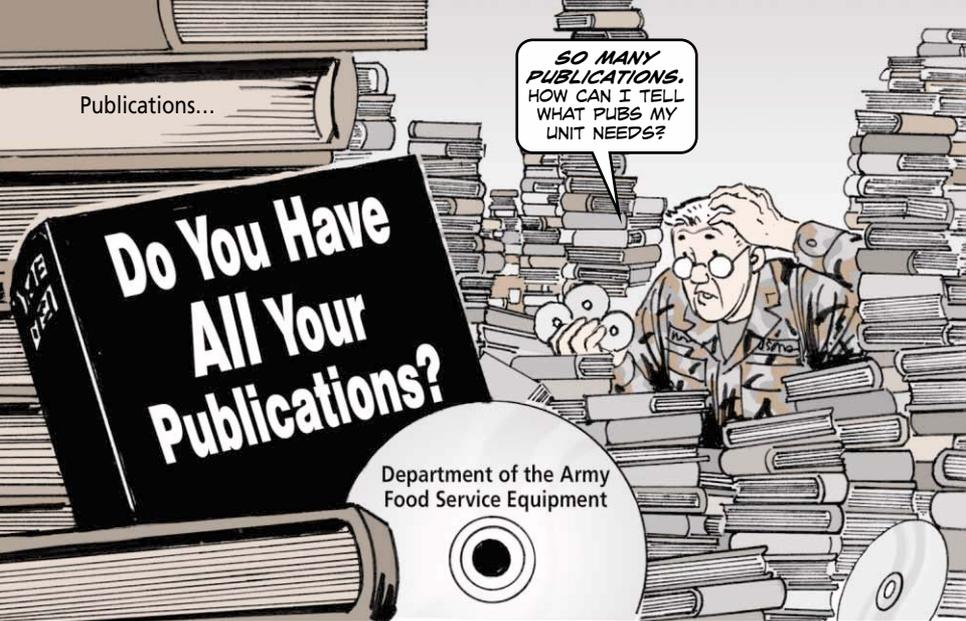
YOU WON'T FIND A LIST OF COMPONENTS FOR YOUR BARBER KIT, NSN 3590-00-058-1837, IN ANY PUBLICATION.

SO, HERE ARE THE COMPONENT QUANTITIES YOU NEED FOR EACH KIT!

Item	Qty Per Kit	NSN
Barber shears	2 ea	3590-00-161-6913
Barber cloth	2 ea	3590-00-162-5630
Hand hair clipper, size 0 with blade set	1 ea	3590-00-170-8462
Case	1 ea	3590-00-240-2926
Electric hair clipper with detachable blades (blades not available separately)	1 ea	3590-00-892-4525
Disinfecting tray	1 ea	3590-00-926-3838
Disinfectant	2 ea	6840-00-753-4797
Toilet soap	2 ea	8520-00-129-0803
Shaving cream	1 ea	8520-01-303-4039
Soap box	1 ea	8530-01-371-0055
Comb	2 ea	8530-01-293-1384
Disposable safety razor	80 ea	8530-01-347-9577*

*NSN brings you a box of 720 razors.





You never know when your unit might deploy. That's why it pays to be ready. Part of readiness lies in having all your equipment publications on hand.

How do you find out what publications your unit needs? Ask the USAMC Logistics Support Activity (LOGSA) to put together a complete tailored pubs listing for you.

Requesting a Tailored Pubs List

For LOGSA to create the list, they'll need to know what equipment you have. If your unit uses the Standard Property Book System-Revised (SPBS-R) or Unit Level Logistics System S-4 (ULLS S-4), ask your property book officer to download a copy of your unit's hand receipt onto a MS-DOS 3 1/2-in disk.

After you download the data, mail the disk to LOGSA. Or you can send the file data as an e-mail attachment.

For those units who don't use SPBS-R or ULLS S-4, LOGSA offers several options:

- You can submit your unit identification code (UIC). Using the UIC and the Army Total Asset Visibility (ATAV) database, LOGSA can create a tailored pubs list.



- Ask for an Equipment Query User Interface Program (EQUIP) Disk. The disk contains an IBM PC (DOS) compatible software program that prompts you for the data, including line item numbers (LINs) and UIC. You don't have to enter NSNs and quantities. They're used by the PLL/ASL program.

Before you enter the data, make copies of the four files on the EQUIP Disk. That way you'll have files on hand if you want tailored pubs lists in the future.

After you enter the data, mail the disk. Or you can send only the qry.dat file as an email attachment. Never send the .exe file as an email attachment; it won't make it through the firewall.

- Another method is to send the recapitulation of equipment part of the MTOE. Send it on a 3 1/2-in disk or as an email attachment. Just make sure you include your UIC.

- If your list of equipment contains fewer than 10 LINs, LOGSA will accept them over the phone.
- You can also fax your LINs. Center them on the paper so that digits don't get cut off. Use a size 14-point font and leave 1 1/2-in margins on each side.
- If you happen to be visiting Redstone Arsenal, Alabama, you can deliver your LINs in person. Just phone LOGSA and they'll direct you to the right office.

When you ask for your tailored pubs list, make sure to include the maintenance level(s) you want the list to cover, your name, rank, UIC for each unit, postal mailing address, email address, and DSN or commercial phone number.

One "Do" and Four "Don'ts"



- DO use only 3 1/2-in high density disks.
- DO NOT send ZIP files.
- DO NOT send <DIR> files.
- DO NOT send 5 1/4-in disks.
- DO NOT use non-ASCII formats unless you can successfully convert them to ASCII.



LOGSA Addresses and Phone Numbers

USE THESE ADDRESSES AND PHONE NUMBERS TO CONTACT LOGSA AND TO SUBMIT YOUR EQUIPMENT LINS...

Address:
 Commander
 USAMC LOGSA
 AMXLS-AP
 Redstone Arsenal, AL 35898-5000

Email address:
 eopdb@logsa.redstone.army.mil

Phone:
 DSN 897-6115 or (256) 313-6115

Fax:
 DSN 645-9850 or (256) 955-9850

What You'll Receive

LOGSA will send you a tailored pubs listing as an email attachment. If you prefer, you can get it on a disk or in hard copy. It shows every equipment publication you need in your unit to support the equipment you have assigned.

THE LISTING COMES IN THREE PARTS...

1. A list of rejected LINS. LINS make the rejected list for a number of reasons.

Rejected LINS

LIN Number

A33020
 B60351
 C18446
 C18514
 C68719
 C68856

They may have been deleted or superseded. They may be so new they're not yet in the LOGSA database. Non-DA LINS will have no Army publications and will show up on the rejected list. And, finally, the LINS may have been entered incorrectly.

2. A list of publications in alphanumeric order and cross referenced to end items.

09/28/2003 03:35:42

Publications Tailored Index Report By Pub Number

Owner: WTEYAA

Publications	Publication Title	Pub Date	Changes	Lst Updt
LO 9-2320-280-12	TRUCK, UTILITY: CARGO TROOP CARRIER, 1 1/4-TO	1990-06-19		1990-06-19
LIN T92242	-TRUCK UTILITY: ARMT CARRIER ARMD 1-1/4 TON 4X4 W/E (HMMWV)			
NIIN 011289551	-TRK UTIL 1-1/4T M1025	1990-06-19		1990-06-19
Publications	Publication Title	Pub Date	Changes	Lst Updt
LO 9-2320-280-12	TRUCK, UTILITY: CARGO/TROOP CARRIER, 1 1/4-TO	1990-06-19		1990-06-19
LIN T05096	-TRUCK UTILITY: TOW CARRIER ARMD 1-1/4 TON 4X4 W/E (HMMWV)			
NIIN 011077153	-TRK UTIL 1-1/4T M966	1990-06-19		1990-06-19

3. A list of publications for each LIN.

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Publications Tailored Index Report By LIN

Owner: WTEYAA

Publications	Publication Title	Pub Date	Changes	Lst U
LO 9-2320-280-12	TRUCK, UTILITY: CARGO/TROOP CARRIER, 1 1/4-TON	1990-06-19		1990-06-19
MWO 9-2320-280-20-1	MODIFICATION OF 1-1/4 TON VEHICLES: M998 SERI	1992-06-06	1	1993-06-06
MWO 9-2320-280-35-1	MODIFICATION OF 1-1/4 TON VEHICLES M998 SERI	1990-03-30		1990-03-30
MWO 9-2320-280-35-2	MODIFICATION WORK ORDER FOR MODIFICATION O	1996-06-01		1996-06-01
	OPERATOR'S MANUAL FOR TRUCK, UTILITY: CARG	1996-01-31	1	1996-01-31
	COVERING CONTENTS OF COMPO	1996-01-31	1	1996-01-31

KEEP IN MIND, THE TAILORED PUBLICATIONS LISTING TELLS YOU ONLY WHAT YOUR UNIT NEEDS.

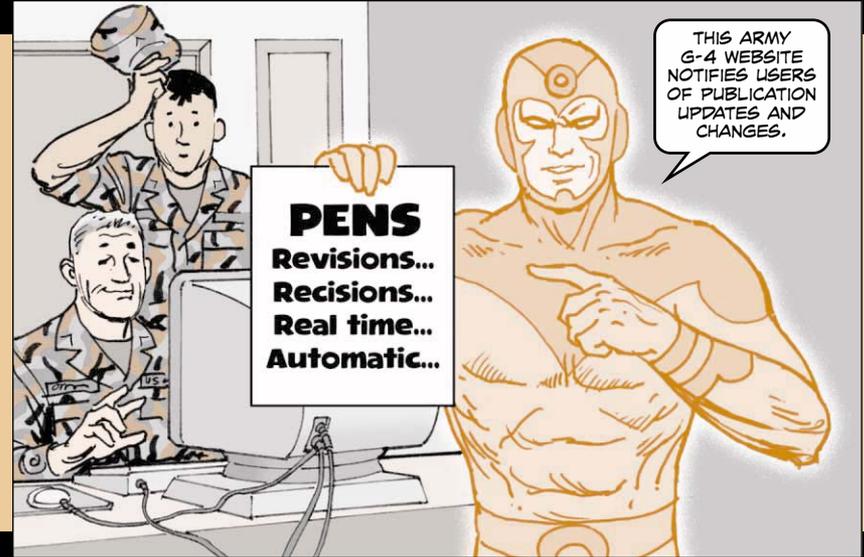
YOU STILL HAVE TO ORDER THE PUBS. FOR ORDERING INFORMATION, SEE PAGE 57 OF PS 591. ACCESS IT ONLINE AT...

<http://www.logsa.army.mil/WEB-PAGE/2002/591/591-57-59.pdf>



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Anyone involved in Army logistics can now receive instant notification of revisions to Army G-4 regulations and pamphlets.

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To sign up for this service, logon to the G-4 Digital Publications Management System (G-4 DPMS) at

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<input type="checkbox"/> AR 11-1	<input type="checkbox"/> AR 700-136	<input type="checkbox"/> AR 702-7	<input type="checkbox"/> AR 750-32	<input checked="" type="checkbox"/> PAM 710-6	
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<input type="checkbox"/> AR 210-130	<input type="checkbox"/> AR 700-139	<input type="checkbox"/> AR 710-1	<input type="checkbox"/> AR 750-6	<input checked="" type="checkbox"/> PAM 738-750	
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<input type="checkbox"/> AR 32-31	<input type="checkbox"/> AR 700-143	<input type="checkbox"/> AR 711-1XX	<input type="checkbox"/> PAM 30-22	<input type="checkbox"/>	
<input type="checkbox"/> AR 32-4	<input type="checkbox"/> AR 700-144	<input type="checkbox"/> AR 711-2XX	<input checked="" type="checkbox"/> PAM 700-127	<input checked="" type="checkbox"/>	
<input type="checkbox"/> AR 55-71	<input type="checkbox"/> AR 700-15	<input type="checkbox"/> AR 711-6	<input type="checkbox"/> PAM 700-142	<input type="checkbox"/>	
<input type="checkbox"/> AR 56-3	<input type="checkbox"/> AR 700-18	<input type="checkbox"/> AR 715-9	<input type="checkbox"/> PAM 700-19	<input type="checkbox"/>	

Click on empty box to left of publication you want

MAINTENANCE LEADERS' COURSE AVAILABLE ONLINE



THE MLC, COURSE NUMBER 171 Q12, IS AVAILABLE ONLINE FOR SERGEANTS AND ABOVE.

The 10 maintenance management lessons in the 171 Q12 course cover:

- unit maintenance operations
- the Unit Level Logistics System-Ground database (ULLS-G)
- ULLS-G system security
- Sage database inquiries
- daily preventive maintenance checks and services
- scheduled maintenance
- Class IX procedures
- prescribed load list management
- licensing and dispatch programs
- the Army Materiel Status System

You can access the course from two different online sources. First, you can access the MLC website at:

<http://147.238.144.82/mlc/index.htm>

Click on the ENROLL button to register for the course and begin. Once you finish the course, complete the course critique. These are evaluated for ideas that will improve the course and the site.

You can also enroll through the Army Correspondence Course program at:

<http://www.atsc.army.mil/accp/catalog.htm>

Search for the course number and then follow instructions for enrollment.

For more information contact the MLC Assistance folks by phone at DSN 464-2509/7133, (502) 624-2509/7133, or by email at:

mlc@16cav.knox.army.mil



Connie's POST SCRIPTS

NOW'S THE TIME TO THINK ABOUT PM FOR THE WINTER... WHEREVER YOU ARE!

WATER TRAILERS REVISITED

Use caution when scrubbing away rust inside the tank of the M1112 or M149-series water trailer like we said on Page 7 of PS 605. First, since the tank is an enclosed space, it's a good idea to have a second person on hand in case of trouble. Second, never mix the scouring powder with bleach or any other cleaner. That can create vapors that may overcome you inside the tank.

MLRS Troubleshooting Fix

There's a slight mixup on the troubleshooting procedures for the transmission oil low pressure indicator light on Page 3-346 of TM 9-1450-646-20-1. If the light doesn't come on when the MASTER POWER switch is moved to ENGINE ON, the TM says to go to Page 3-251. Actually, you need to go to 3-351. Make a note until the TM can be updated.

M1A2/M1A2 SEP O-rings

Use NSN 5331-01-498-9953 to order new O-rings for the bore evacuator on your M1A2 or M1A2 SEP tank. The NSN listed for Item 3 in Fig 87 of TM 9-2350-288-24P-2 and Item 3 in Fig 81 of TM 9-2350-388-24P-2 is no longer available.

Changes to M67 GLPS TM

If you use the M67 gun laying positioning system (GLPS), make these changes in its TM 9-6675-347-13&P. In Page 3-1, c.2, scratch out Borish Manufacturing's address and write in "If you need a shipping address, call Marta Favati at DSN 793-0564/(309) 782-0564 or email her at:

FavatiM@ria.army.mil

In c.3 on the same page, mark out the address and write "Fax a copy of DA Form 2404 to Favati at DSN 793-1616/(309) 782-1616 and call or email her for disposition instructions".

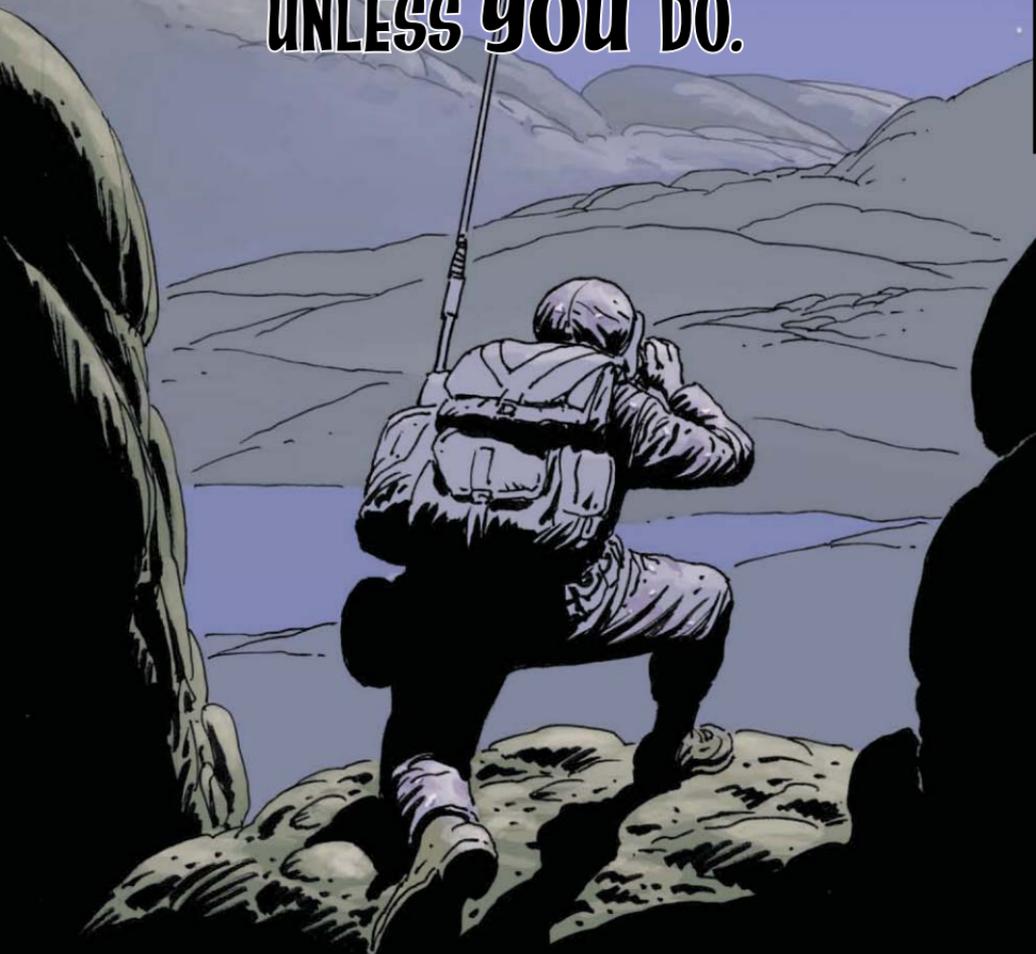
M113-Series FOV Seat Belts

Accidents *do* happen! That's why it's important for everyone inside an M113—or any other combat or tactical vehicle—to always wear their seat and shoulder belts during operation. Read your -10 manual. Without the belts, a rollover or other accident could cost you your life!

DISTRIBUTION: To be distributed in accordance with the initial distribution number (IDN) 340312, requirements for TB 43-PS-Series.

Would You Stake Your Life *right now* on the Condition of Your Equipment?

HE WON'T GET THE
MESSAGE
UNLESS YOU DO.



DO ANIENNA PM!