



**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

TB 43-PS-611, 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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By order of the Secretary of the Army:

PETER J. SCHOOMAKER

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TB 43-PS-611

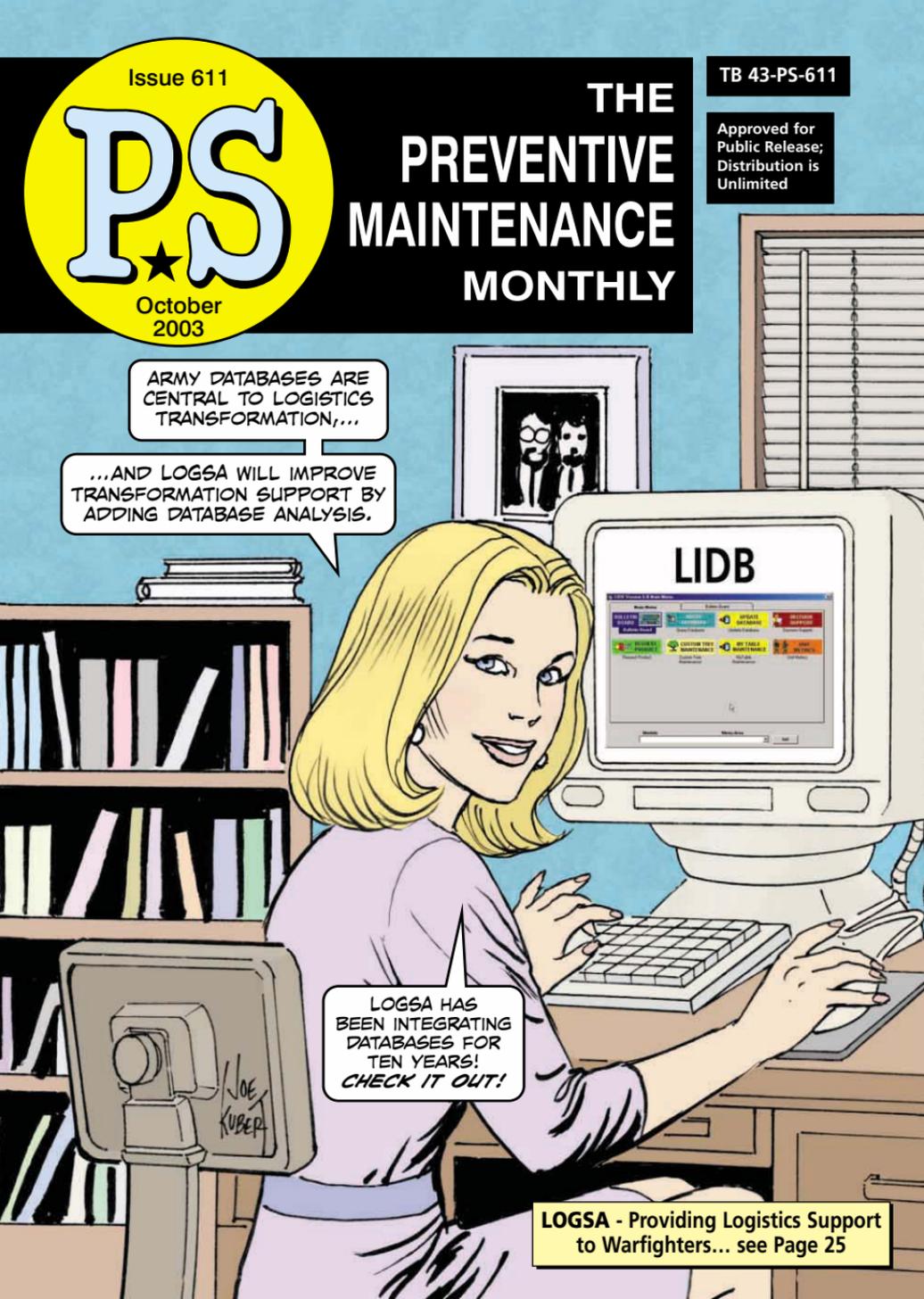
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...AND LOGSA WILL IMPROVE
TRANSFORMATION SUPPORT BY
ADDING DATABASE ANALYSIS.

LOGSA HAS
BEEN INTEGRATING
DATABASES FOR
TEN YEARS!
CHECK IT OUT!

**LOGSA - Providing Logistics Support
to Warfighters... see Page 25**



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IN A NUTSHELL

AWRIGHT, YOU GUYS! WHO KNOWS THE DIFFERENCE BETWEEN MAINTENANCE AND PREVENTIVE MAINTENANCE?



Motor sergeants, ask this question tomorrow morning before the day's work begins in the motorpool.

What's the difference between maintenance and preventive maintenance?

Sounds like a simple question, but you might be surprised by some of the answers you get, even from your seasoned mechanics.

In a nutshell, the technical manual's PMCS is a key part of the equipment's preventive maintenance. Each step in the PMCS checklist helps maintain the equipment for smooth running during operations. Following the time tables in the PMCS chart also minimizes unnecessary wear and tear to the equipment.

For example, replacing a well-worn hydraulic hose that springs a leak after vehicle startup is not preventive maintenance—it's just maintenance. Now, replacing that same well-worn hose before it springs a leak is preventive maintenance. It's the truth, plain and simple.

Why wait till the last minute to replace a worn part or component when you know it's due to fail?

PERFORMING PREVENTIVE MAINTENANCE WHEN FOLLOWING PMCS WILL HELP KEEP YOU FROM DOING PREVENTABLE MAINTENANCE DOWN THE ROAD.



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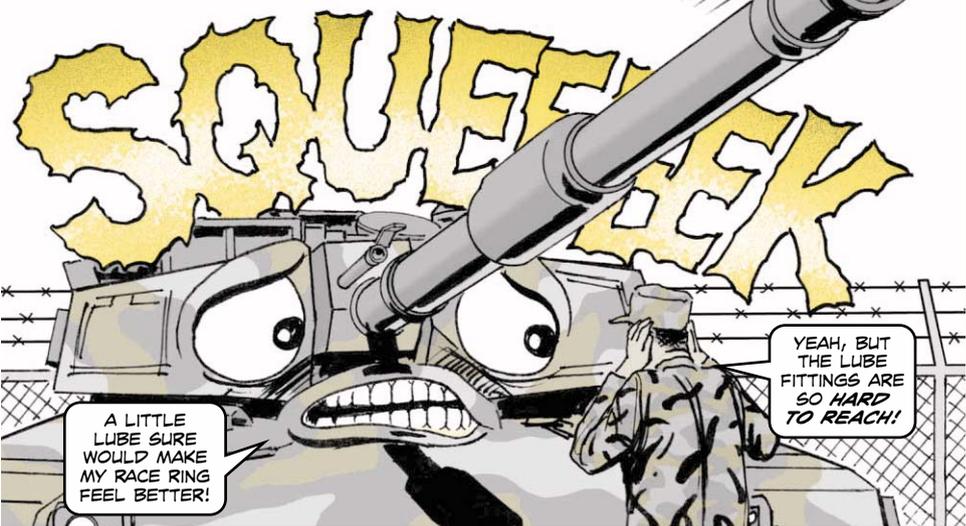
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M1A1/A2 Tanks...

A LITTLE LUBE WINS THE RACE



Without proper lube, the race ring on your M1A1 or M1A2 tank will quickly come to a grinding halt.

Trouble is, those tanks that are equipped with the new wire race ring, NSN 1015-01-433-7999, don't have easy access to the lubrication fittings. The harder the fittings are to reach, the less likely they are to be lubed.

With your unit commander's permission, mechanics can now fix that problem by installing a modified shield and guard with new fittings that make lubing the race ring during PMCS much easier.

HERE ARE THE PARTS YOU'LL NEED...



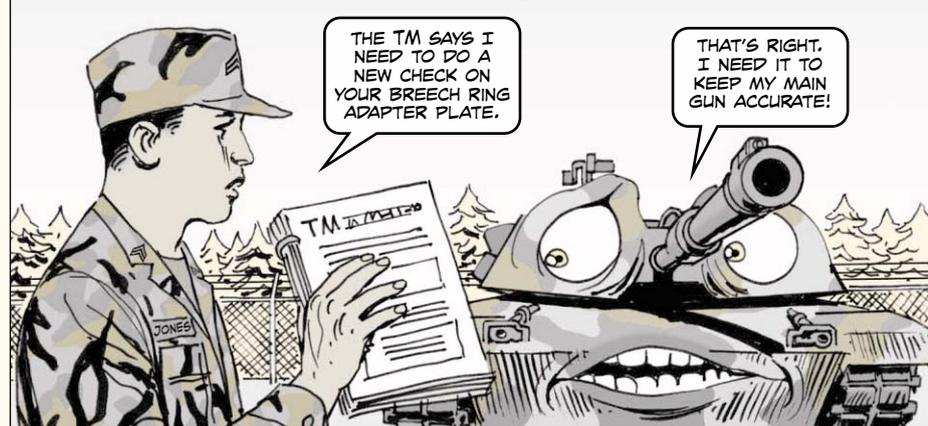
Item	NSN	Qty
Lubrication fitting	4730-00-050-4208	1
Shield assembly	5340-01-495-4274	1
Elastic cord assembly	4020-01-072-4558	1
Guard	5340-01-505-2887	3

For detailed instructions on how to install the modified shield and guard, contact TACOM-Rock Island's Steve Stroyan at DSN 793-2777 or (309) 782-2777. His email address is:

stroyans@ria.army.mil

M1A1 Tank...

NEW CHECK FOR BREECH

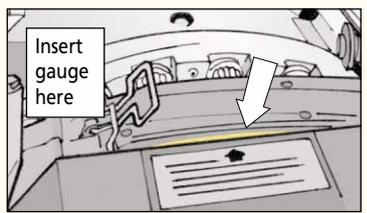
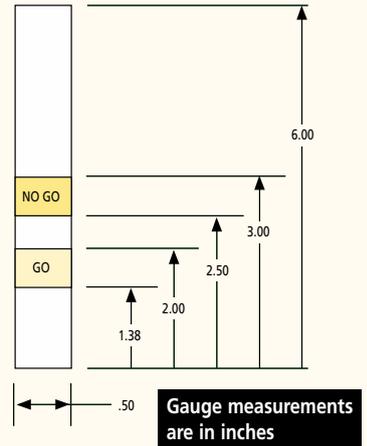


Mechanics, you need to take note of a new PMCS semiannual breech check that was added to TM 9-2350-264-20-2-1 (Feb 03).

The new check is Item 14 on Page 2-32. Without it, main gun accuracy degrades until it becomes difficult to hit a target.

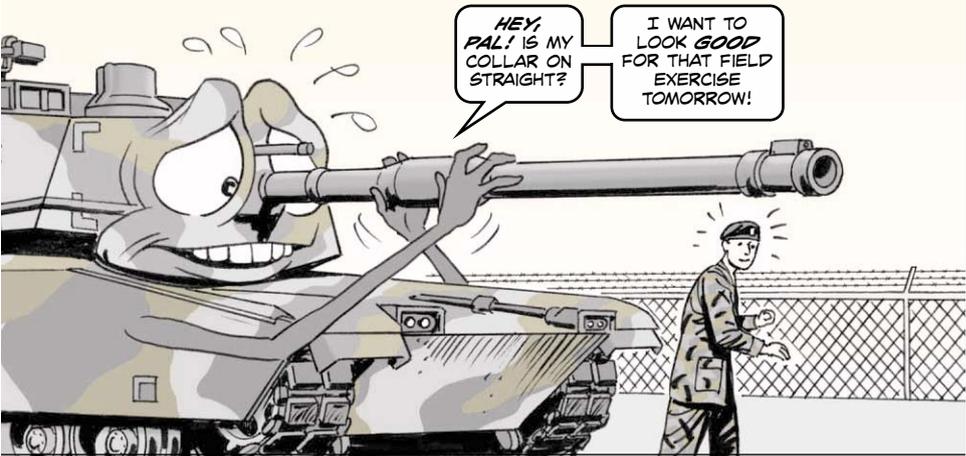
First, you'll need to fabricate the piston seating gauge shown on Page D-11 of TM 9-2350-264-20-2-4. Use gauge stock, NSN 5210-01-023-0334, to make the tool. Order the stock on DD Form 1338-6 and put "NSN not on AMDF" in the REMARKS block.

Once you have the stock, cut off a 6-in long piece and paint the GO area green and the NO GO area red.



M1-Series Tanks...

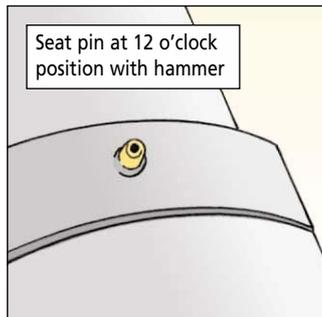
Lock That Collar!



A crooked collar retainer on your tank's bore evacuator is more than a bad fashion statement, crewmen. It can also lead to damage and even injury.

The culprit is a loose roll pin. If the roll pin backs out, the collar retainer and bore evacuator may rotate out of position. The bore evacuator can then be damaged against the rear deck. Even worse, the combustible gasses generated by firing may not expel properly. That increases the chances of a flareback.

Prevent these problems by installing the roll pin the right way. The pin **must** be located at the 12 o'clock position in order to seat properly. Position the pin on top of the collar retainer and seat it with a hammer.

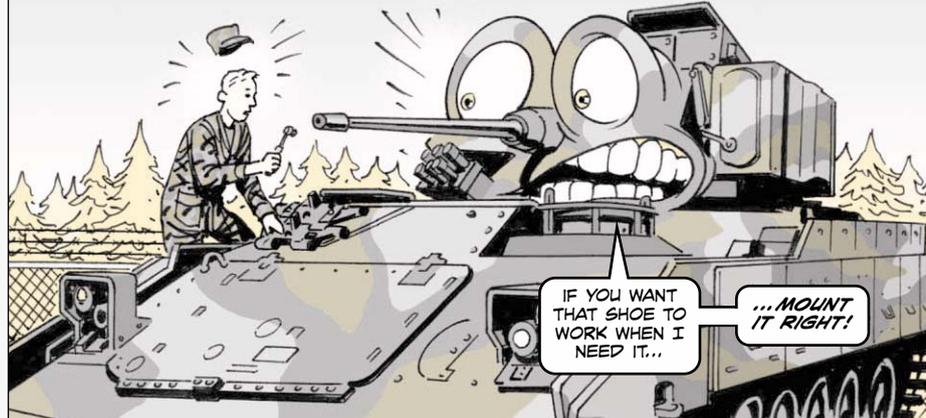


IF THE PIN IS *BENT* OR *DAMAGED*, REPLACE IT WITH NSN 5315-12-162-9166.



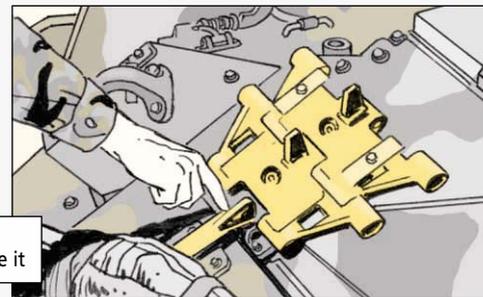
M2/M3-Series Bradleys...

KEEP EXTRA SHOE IN SERVICE

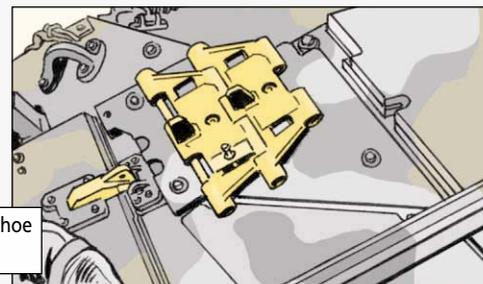


A broken track shoe in the field can bring your Bradley to a screeching halt—unless you have an extra shoe with you.

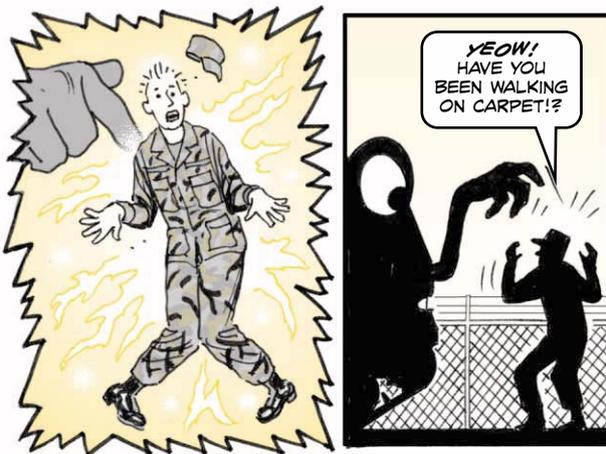
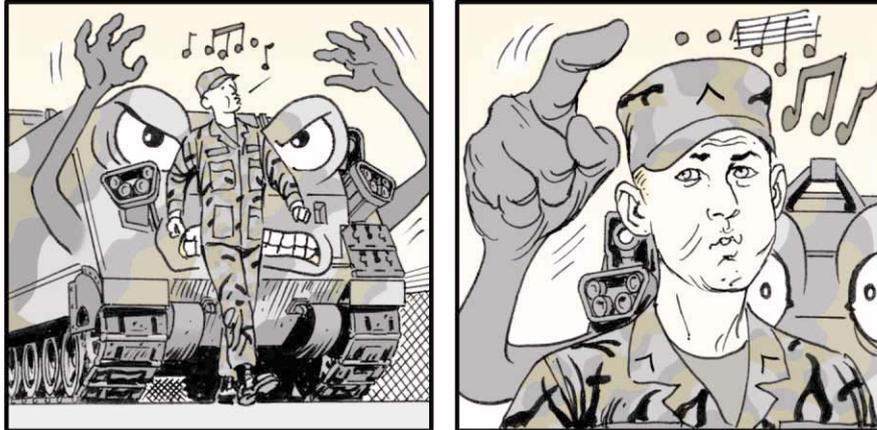
You're supposed to keep an extra shoe mounted just above the engine deck on the front of your Bradley. Mount it wrong, though, and the shoe gets hit and damaged by the engine deck hinge whenever the deck is raised.



Turn the shoe so the narrow end faces up. Screw in the mounting bolts through the lower portion of the shoe. That provides enough clearance to ensure the shoe will be available if and when you need it.



REGULATOR NEEDS A STRAP



Mechanics, there are two different types of 200-amp regulators for M113-series vehicles. One has a built-in internal ground and the other requires an external ground strap.

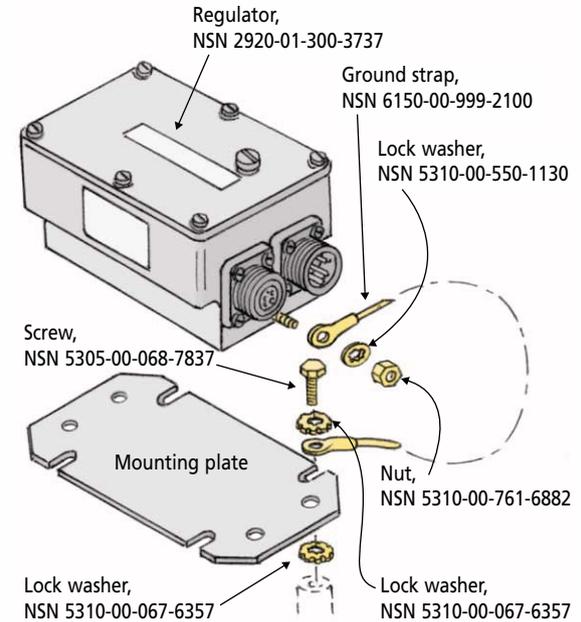
Both regulators come under NSN 2920-01-300-3737 and that's where the problem begins.

Suppose you're replacing a bad regulator that happens to be one of the internally grounded ones. You order a new one expecting to receive the same type, but instead get one that requires an external ground strap. Since there are no installation instructions or ground strap included in the package, you have no idea that it's any different from the one being replaced. So, you install it just like the one you removed.

You've now got an ungrounded regulator that's going to burn up.

TACOM's fix is a requirement that **all** new regulators be installed with an external ground strap. The external ground strap won't hurt internally-grounded regulators and is essential for externally grounded ones.

Attach the ground strap, NSN 6150-00-999-2100, to the regulator with lock washer, NSN 5310-00-550-1130, and nut, NSN 5310-00-761-6882. The other end of the strap connects to the regulator mounting plate with two lock washers, NSN 5310-00-067-6357, and screw, NSN 5305-00-068-7837.



HERE'S SOMETHING FOR YOU M88A1 AND AVLB MECHANICS!



M88A1/AVLB Idler Seal

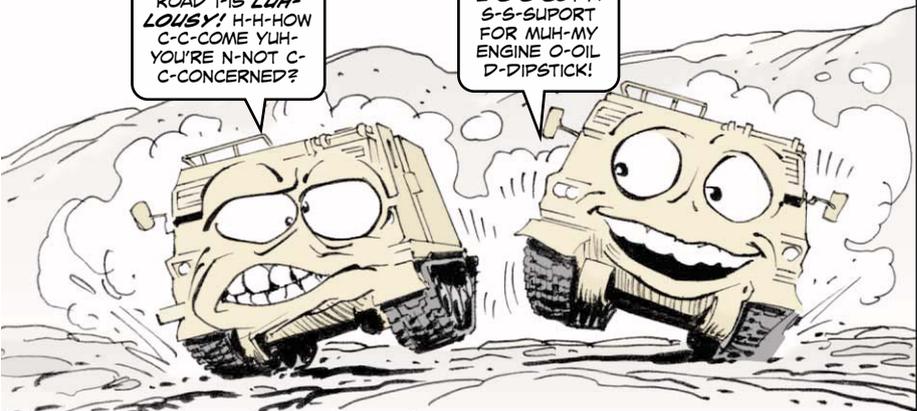
Use NSN 5330-01-407-9045 to order a new compensating idler arm seal for your M88A1 recovery vehicle and M60A1 AVLB. The NSN listed for Item 29 in Fig 195 of TM 9-2350-256-24P-1 and Item 36 in Fig 175 of TM 5-5420-202-24P is no longer available.

STOP THE CRACK ATTACK!



TH-THIS R-R-ROAD I-IS LUH-LOUSY! H-H-HOW C-C-COME YUH-YOU'RE N-NOT C-C-CONCERNED?

I G-G-GOT A S-S-SUPPORT FOR MUH-MY ENGINE O-OIL D-DIPSTICK!



That old enemy, vibration, is at it again. This time, it's attacking the engine oil dipstick tube on MLRS carriers that aren't equipped with a special bracket.

Shaking and vibration whip the long neck of the dipstick tube back and forth. Enough of this can crack the tube. Oil escapes and drips on the exhaust manifold.

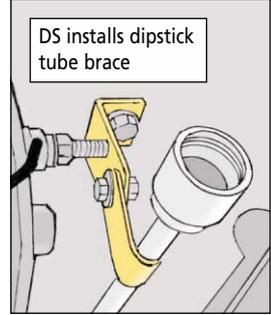
If your carrier is unprotected, have DS clamp the top of the dipstick in place with these parts:

Part	NSN/PN	Part	NSN/PN
Clip	5340-00-417-5800	Nut	5310-00-521-8595
Bracket	128964*	Flat washer	5310-01-467-2838
Cap screw	5305-01-118-8826		

*Order using part number and CAGE 15434.

The clip and bracket stop the whipping motion by supporting the top of the tube. No more cracks!

Installation procedures start on Page 3-236.1 of TM 9-2815-219-34. The parts are listed in Fig 32 of TM 9-1450-646-24P.



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HEY!! KEEP THAT THING AWAY FROM ME!



The new A-20 Global is a rugged and hard-working personnel heater. But it can still be damaged if you don't treat it right, mechanics.

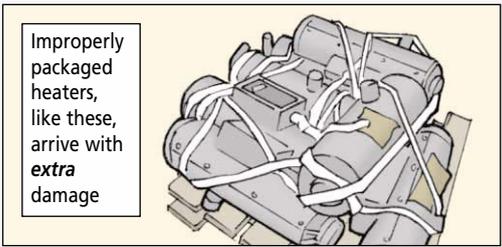
In particular, you need to pull on the kid gloves when removing the heater from a vehicle. It may seem like a good idea to wedge a crowbar or metal pipe between the exhaust flange and the exhaust pipe to pry the heater loose. But you'll end up damaging the exhaust flange and heat exchanger.



Those parts aren't replaceable items, so your unit ends up paying for a new heater—to the tune of more than \$3,200!

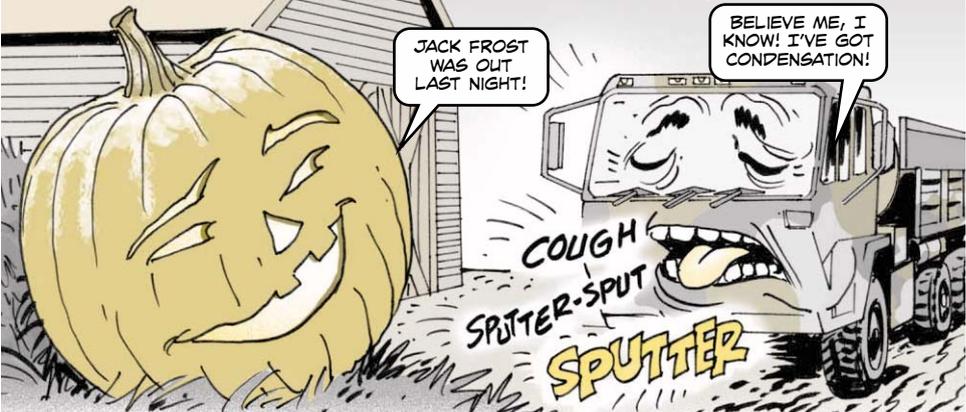
When removing a heater, first make sure the exhaust clamp is removed. Then slowly move the heater back and forth until the exhaust flange pulls loose from the exhaust pipe.

Before you send an A-20 heater to support or depot for repairs, make sure you package it carefully. Proper packaging will ensure the heater arrives with no extra damage that could cost your unit even more money.



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Knock Out Water and Crud



Frost on the pumpkin in the morning means condensation was forming in your FMTV's fuel tank the night before.

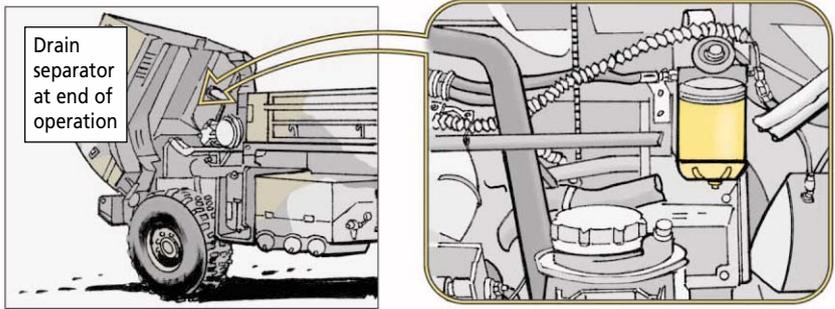
So do your vehicle's fuel system a big favor. Drain the fuel/water separator after the day's run.

Not draining the separator leaves water and crud in the fuel system. That causes corrosion in the engine's fuel injectors. Then the engine runs rough, stalls, or won't run at all.

Open the separator—located on the roadside behind the cab—by turning its drain cock clockwise. Dispose of drained fuel in an approved hazardous waste container. Never dump it down a drain or on the ground.

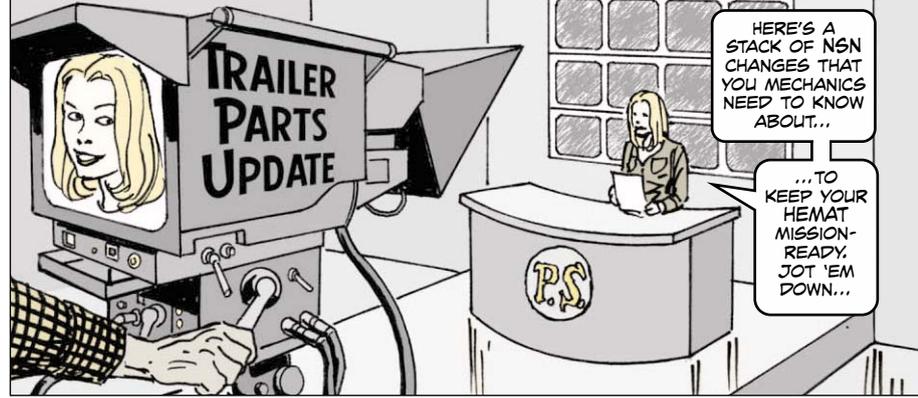
If the fuel is clear, you're OK. If the fuel doesn't run clear after a few seconds, close the valve and report it to your mechanic.

Also, make sure your mechanic replaces the fuel filter twice a year.



Drain separator at end of operation

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Brake Parts

Some of the NSNs for the trailer's air brake parts have changed. Make a note of these new numbers in Fig 13 of TM 9-2330-383-14&P.

Item	Part	NSN
2	Chamber, air brake	2530-01-301-3033
3	Clevis, rod end	5340-01-355-8612
10	Chamber, air brake	2530-01-288-4052

Radial Tires

Bias-ply tires are no longer available for the trailer. So if your trailer still has bias-ply tires, when one tire needs replacing, replace them all with radial tires. Radials last longer and help the prime mover get better mileage.

Get the 385/65R22.5, load range J, radial tire with NSN 2610-01-436-3332 or NSN 2610-01-452-0605.

Remember, bias-ply and radial tires do not mix. So replace all tires, including the spare, when you make the change.

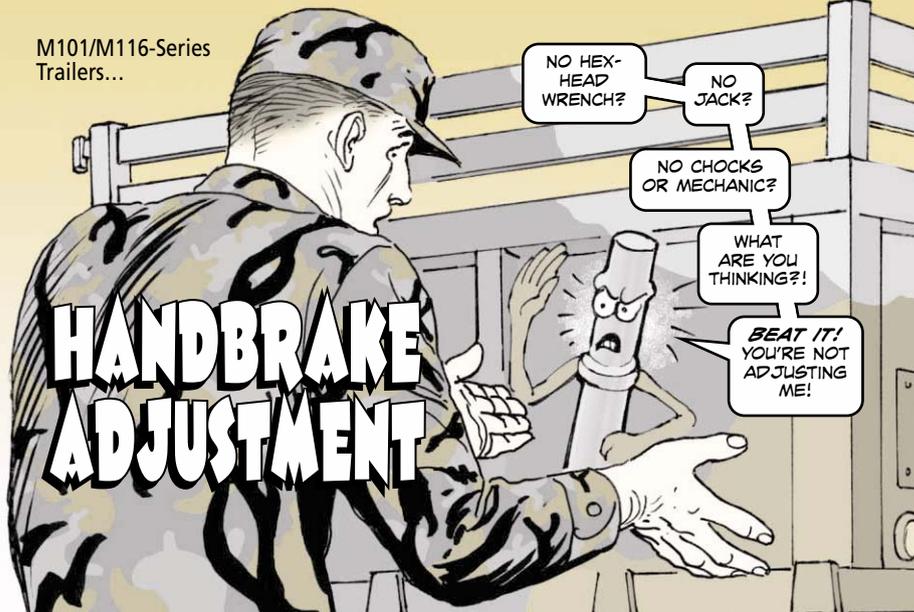
The recommended pressure for the radial tires on the HEMAT is 105 psi for all road surfaces.

M989 Helical Spring

NSN 5360-01-390-6448 gets the trailer's helical spring. The NSN shown as Item 2, Fig 4 of TM 9-2330-368-14&P w/change 1 is no longer available.



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HANDBRAKE ADJUSTMENT

Is there enough “brake” in your trailer’s handbrake?

Most small trailer handbrake adjustments are simple—just turn the handbrake handle clockwise until the trailer wheels no longer turn when the handbrake is applied.

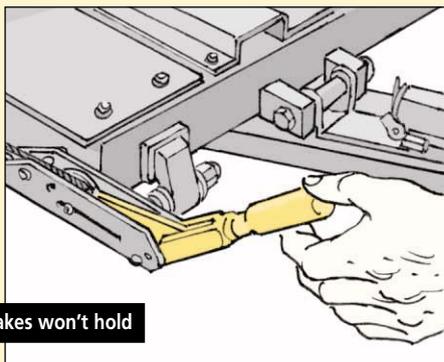
But handbrake adjustments for M101- and M116-series trailers are not so simple.

You—the operator—can’t just turn the handles to adjust the handbrakes.

Your favorite mechanic must make the adjustments, using chocks, a jack and a hex-head wrench. With that in mind, never drive off with your trailer unless you know the brakes will hold.

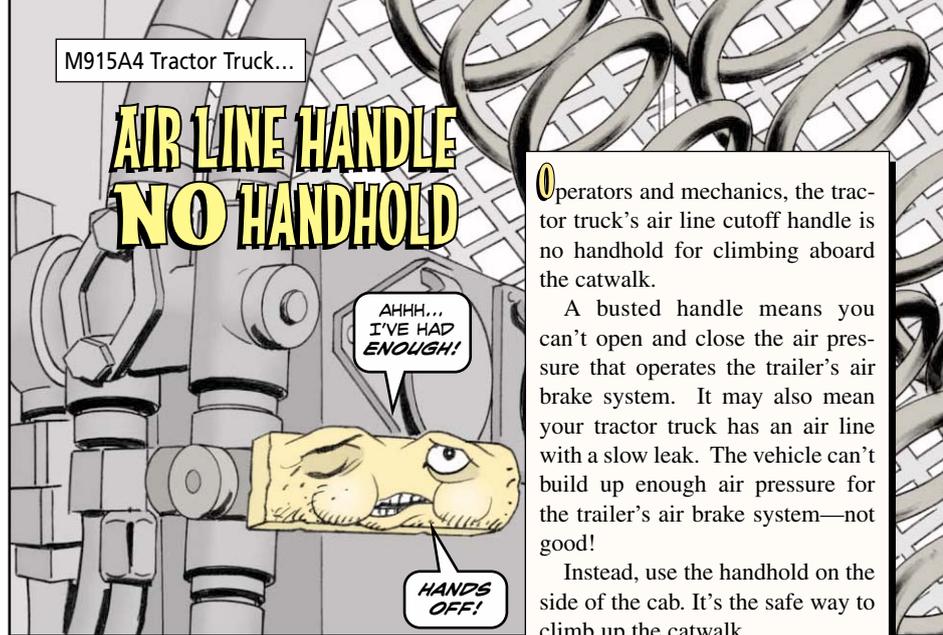
Test ‘em. After you hook up to the trailer, apply the handbrakes and move the trailer slightly to see if the brakes hold the trailer wheels. If they do, go ahead and finish your mission.

If the brakes don’t hold, call in your mechanic. He’s the only one who can put the “brake” back in your handbrakes.



Call mechanic if brakes won't hold

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Operators and mechanics, the tractor truck’s air line cutoff handle is no handhold for climbing aboard the catwalk.

A busted handle means you can’t open and close the air pressure that operates the trailer’s air brake system. It may also mean your tractor truck has an air line with a slow leak. The vehicle can’t build up enough air pressure for the trailer’s air brake system—not good!

Instead, use the handhold on the side of the cab. It’s the safe way to climb up the catwalk.

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HERE'S THE **LATEST INFO** FROM THE FOLKS WHO PROVIDE THE **POL PRODUCTS GUIDE**, WHICH INCLUDES **FUELS AND LUBRICANTS**.

THE GUIDE GIVES **STOCK NUMBERS, SPECIFICATION NUMBERS AND RECOMMENDED AMBIENT TEMPERATURE RANGES FOR FUELS AND LUBES**. TO GET THE GUIDE OR TO GET ADVICE ON **FUELS AND LUBES FOR GROUND SYSTEMS**, CONTACT TACOM.

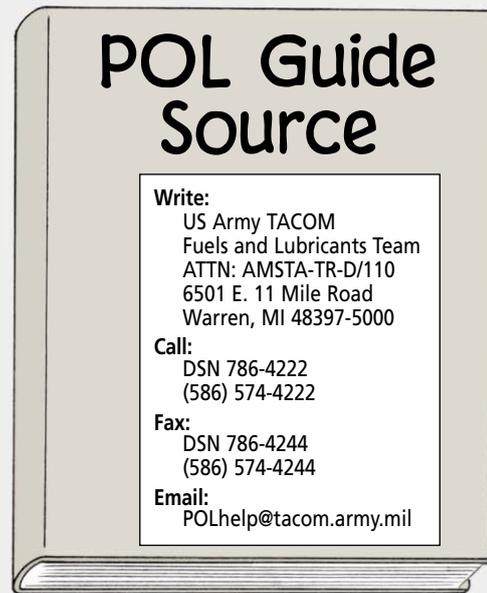
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Write:
US Army TACOM
Fuels and Lubricants Team
ATTN: AMSTA-TR-D/110
6501 E. 11 Mile Road
Warren, MI 48397-5000

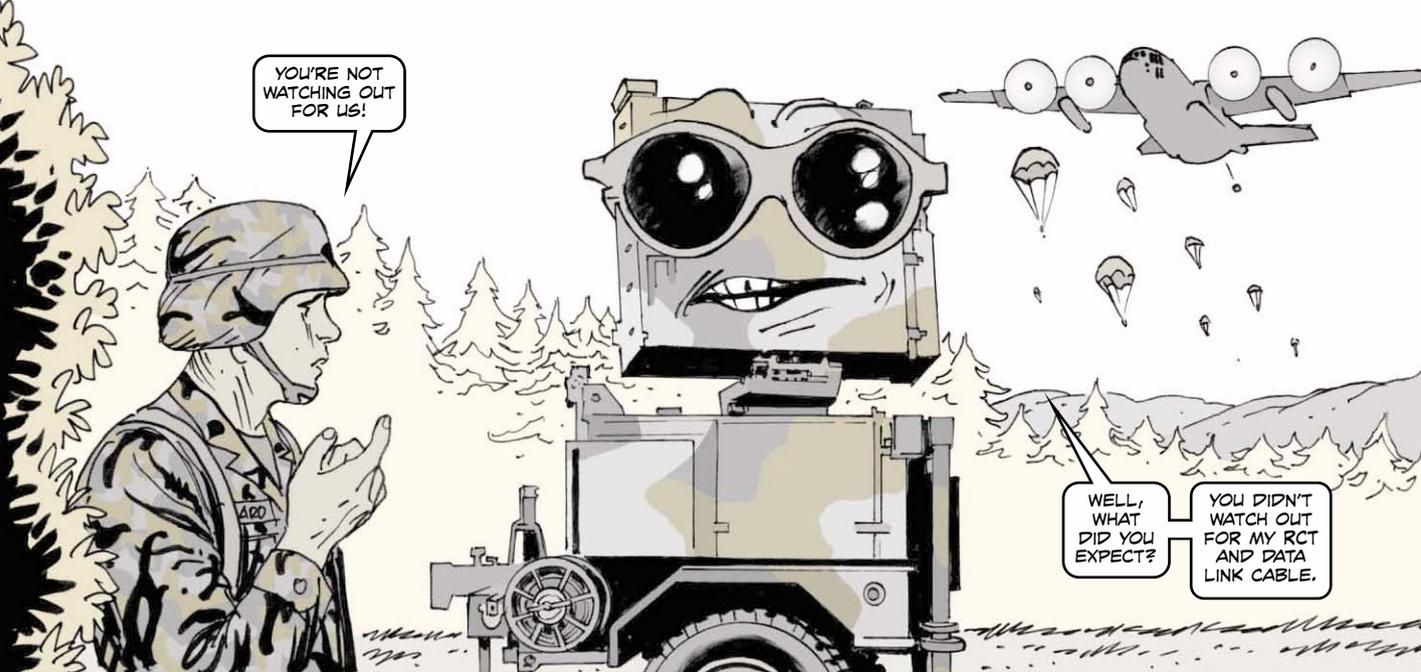
Call:
DSN 786-4222
(586) 574-4222

Fax:
DSN 786-4244
(586) 574-4244

Email:
POLhelp@tacom.army.mil



LOOKING OUT FOR YOUR SENTINEL



YOU'RE NOT WATCHING OUT FOR US!

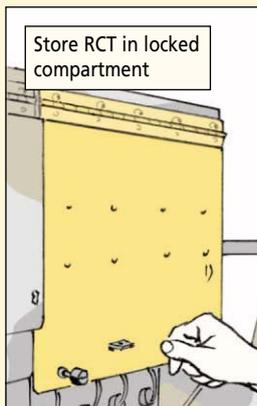
WELL, WHAT DID YOU EXPECT?

YOU DIDN'T WATCH OUT FOR MY RCT AND DATA LINK CABLE.

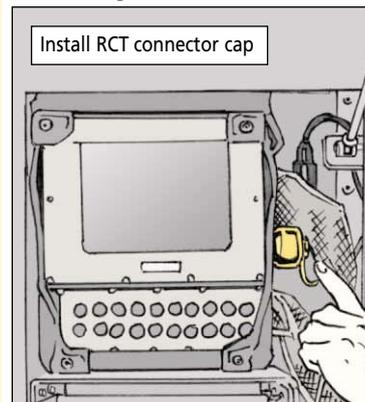
RCT

The RCT is usually damaged by not being stowed properly before movement or for storage. Since the RCT costs close to \$50,000, you won't be popular in your unit if it's damaged because of your carelessness.

Any time you're not operating the Sentinel, keep the RCT in its locked, padded storage compartment. Make sure the two latches for the compartment's access cover are latched. If the cover is not secured with the latches, the cover will bounce around during travel and damage the screen. During storage, a loose cover may not seal out water and dirt.



If you disconnect the RCT cable for storage, install the protective cap on the RCT connector to safeguard connector pins.



If you're using the RCT remotely, carry it in its mesh case. The case makes carrying the RCT easier and less likely to take a fall.



A SENTINEL RADAR SYSTEM WITHOUT A WORKING RADAR CONTROL TERMINAL (RCT) OR REMOTE DATA CABLES IS ONE THAT'S NOT GOING TO BE LOOKING FOR THE ENEMY.

IF YOU EXPECT YOUR SENTINEL TO WATCH FOR TROUBLE, YOU NEED TO LOOK AT THESE TROUBLE SPOTS...

DATA LINK CABLES ARE USUALLY DAMAGED IN THESE FOUR WAYS...

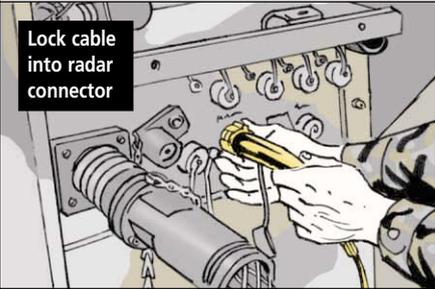


Data Link Cables

Not being locked into the radar properly.

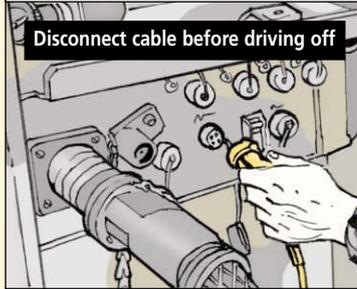
If the cable is just pushed onto the radar connector and not locked on, the cable falls off and is stepped on and damaged. After you fit the cable connector in place, turn the sleeve to lock in the cable.

Lock cable into radar connector



Forgetting to disconnect the cable before driving away in the HMMWV. That yanks the cable apart. Check that the cable has been unhooked and stored before driving off.

Disconnect cable before driving off



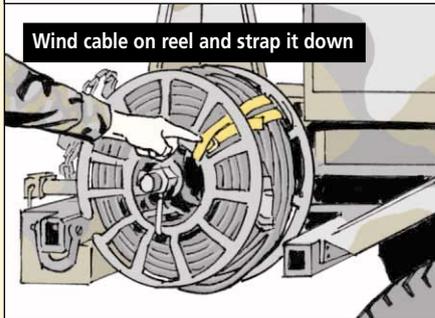
Cable is put in a trench and then covered with rocks. A vehicle drives over the trench and the rocks puncture the cable. Cover the cable with dirt, not rocks.

OWW
OWW OWW
OWW OWW
OWW



Not stowing the cable properly for storage or travel. A loose cable drags along the ground and is torn apart. For travel or storage, wind the cable up on its reel and then secure it with the reel straps.

Wind cable on reel and strap it down



Small Arms...

THE LATEST ON BFAS!

ARMORERS, REMEMBER THESE TWO POINTS ON BLANK FIRING ATTACHMENTS SO YOUR UNIT WON'T DRAW A BLANK ON FIRING BLANKS...

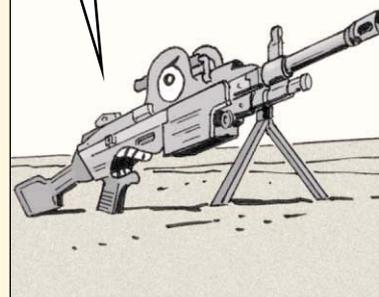


M249 Machine Gun

The NSN listed on Page C-5 in the old TM 9-1005-201-10 for the M249's BFA is no longer good. The correct NSN is 1005-21-912-8997. This was corrected in Change 2 to the TM.

HEY, ARMORERS! THE NSN FOR MY BFA HAS CHANGED.

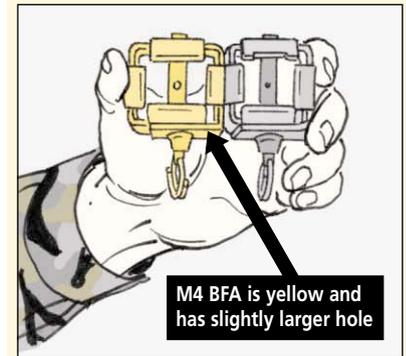
BETTER WRITE DOWN THE NEW NSN PDQ ...OR YOU'LL FORGET!



M16-series Rifle/ M4-series Carbine

The BFAs for the M16 and M4 may look alike, but looks are deceiving. The M4's BFA, which is yellow, has a slightly larger hole for bleeding off gas than the M16's, which is red. Switching BFAs throws off the gas systems and that causes recoil and feeding problems. So don't swap M16 and M4 BFAs.

M4 BFA is yellow and has slightly larger hole



M240 Machine Gun...

Does M240B Fit M240 Rack?

I DON'T KNOW IF WE'LL BE A GOOD MATCH SINCE I'VE BEEN MODIFIED.

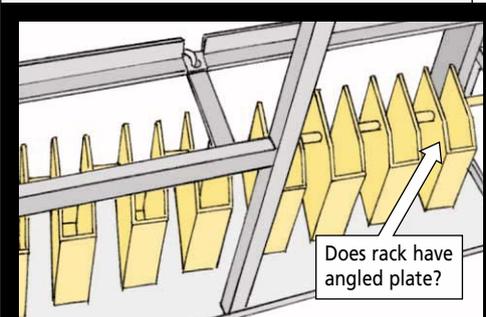


DON'T WORRY. YOU'LL STILL FIT!

Dear Half-Mast,

Does the M240B machine gun fit in the M240 rack if the M240B has been modified with the new buffer assembly and buttstock (MWO 9-1005-313-20-1) and forward rail assembly (MWO 9-1005-313-30-1)? We're hearing that it *won't* fit.

SGT D.R.

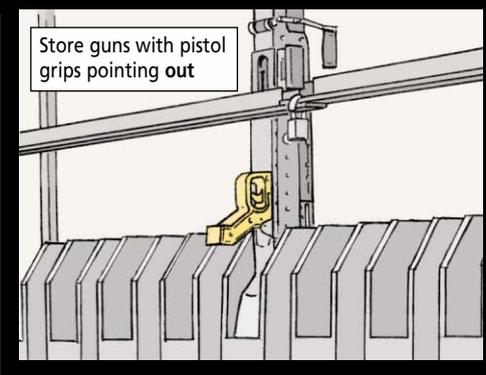


Does rack have angled plate?

Dear Sergeant D.R.,

It shouldn't be a problem as long as you don't have one of the old M240 racks. You can't modify the old rack. You'll need to order a new one with NSN 1095-01-466-2065. The newer M240 racks have an angled plate in the bottom. You will need to store the M240s in the rack with the pistol grips pointing out. Otherwise, they won't fit.

Half-Mast

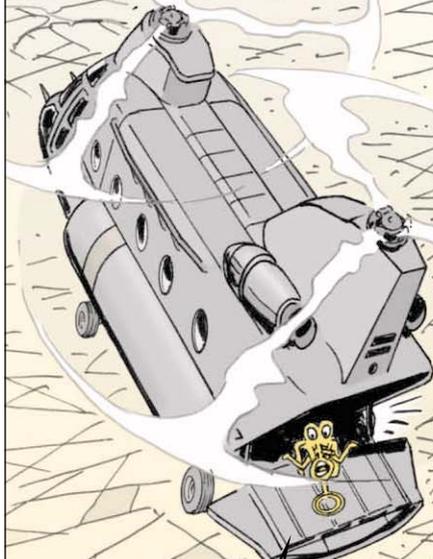


Store guns with pistol grips pointing out

To get a copy of this article to send to someone, click here

AN/PSS-12 Mine Detector...

JUMPING WITH YOUR DETECTOR

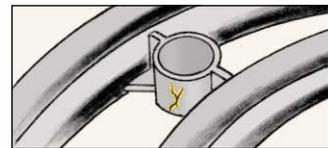


UHH... GUYS? I THINK I'M GONNA NEED MORE PROTECTION THAN THIS!!

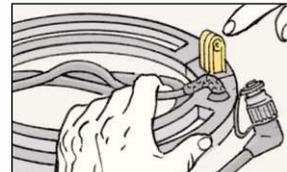
Dear Editor,

The carrying case for the AN/PSS-12 mine detector usually does a fine job of protecting the detector search head, especially if you wrap the head in bubble wrap as you've suggested in PS.

But when you're an airborne unit jumping out of planes, it's a different story. We kept breaking search heads where the inner circle connects to the outer circle and where the head fits to the pole. That ends detecting.



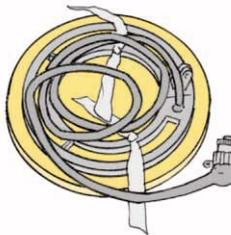
Jumps often break search head where inner and outer circles connect and...



...where search head connects to pole

Our solution was to take a 1-in thick piece of plywood and cut out a circle 1/2 inch wider than the head. Position the head on the board and mark off pairs of spots to drill holes on both sides of the inner circle. Three pairs of holes roughly the same distance from each other would be best. Then run plastic ties, 550 cord, or ribbon through the holes to tie the head down.

Board helps protect search head



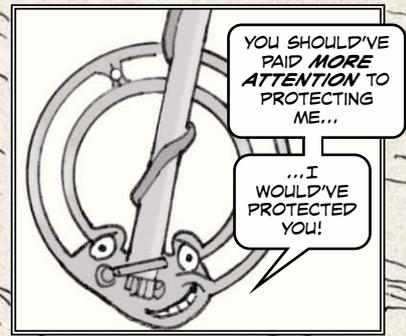
When you're going to jump, wrap the mounted head in your poncho or something similar and put it in your rucksack, not the detector carrier. The search head will have a much better chance of surviving the jump.

SSG Rober Marsh
SSG Kevin Stafford
A Co, 307th Engr
Ft Bragg, NC

From the desk of the Editor Airborne engineers should jump on your idea. Thanks.

To get a copy of this article to send to someone, click here

DETECTABLY GOOD DETECTOR PM

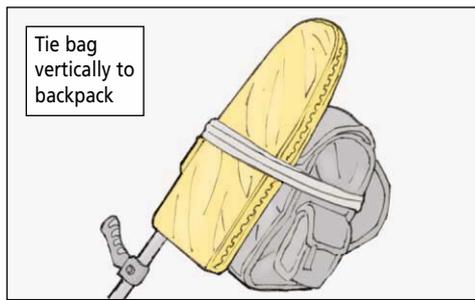


If your AN/PSS-12 mine detector has trouble detecting, you and your unit have trouble surviving on the battlefield. These pointers will keep your mine detector fit for duty.

Protect it. That's the most important thing to remember. The detector is plastic and can be cracked and ruined if it takes a hard knock. Most engineer units can testify to that. Put extra padding like bubble wrap or foam on both sides of the carrying bag's compartment for the search head. Wrapping two layers of bubble wrap around the search head gives it even better protection.



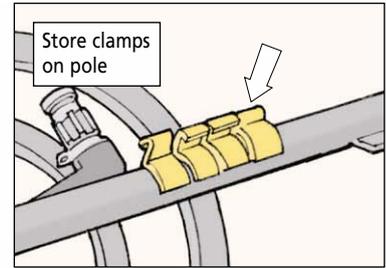
In the field, secure the detector vertically to your backpack so that it's less likely to catch on trees. When you sit, be careful not to sit on the detector. When you take off your backpack, **lay** it on the ground. Dropping the backpack can crack the head.



IF YOU NEED A **NEW** CARRYING STRAP FOR THE ELECTRONICS UNIT, ORDER ONE WITH NSN 8465-99-978-7037.

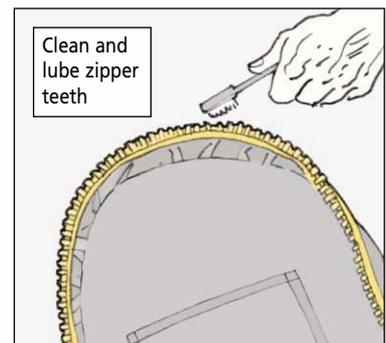
Store the cable clamps on the pole.

After removing the clamps to collapse the pole, put the clamps back on the pole before you store it in the bag. If you leave them loose in the bag, they disappear. Your repairman can order more with NSN 5340-21-905-5919, but it takes a long time to get replacements.



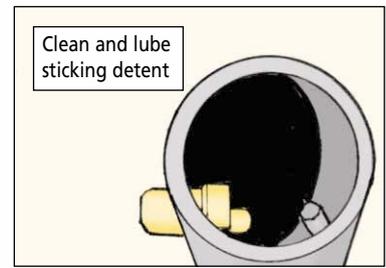
Don't force the zipper on the carry-bag.

If you jerk the zipper, it can rip right out. Then the carrying bag is useless. If the zipper hangs up, zip it all the way up or down and then slowly zip it again. That often zips up the problem. Cleaning dirt out of the zipper teeth with a toothbrush also helps, as does lubing the zipper with zipper lube, NSN 9150-01-228-3389. Put a few drops of lube on the zipper and run it up and down until it moves smoothly. If you don't have zipper lube, rub bar soap or a candle on the zipper.

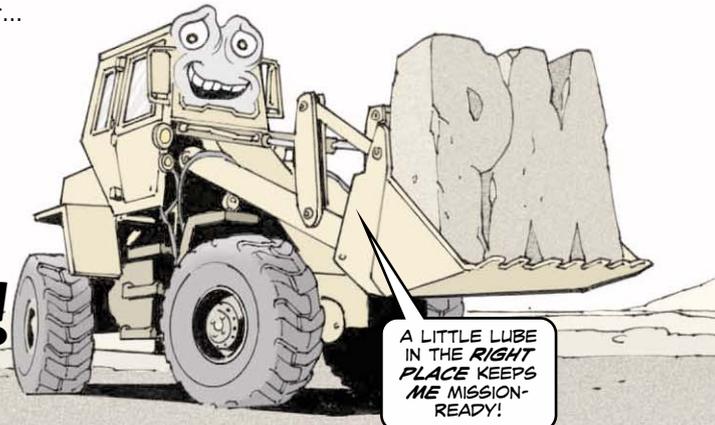


Test the pole's detent.

If the detent snap head sticks, you'll have trouble adjusting the pole. If the detent's spring is weak, the pole can come apart. To cure a sticking detent, take the pole apart and clean the detent with a pipe cleaner. Use another pipe cleaner to give the detent a light coat of CLP or some other light lube. If the spring's weak, your repairman needs to have it replaced.



Lube Up... Lube NOW!

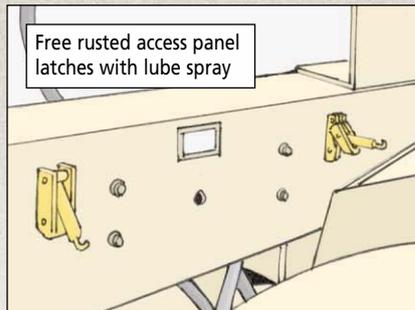


A little lube in the right place works wonders on your scoop loader. Avoid unnecessary repairs with these PM lube pointers before your loader heads out for the day's run.

Engine Access Panels

Pull latches on the engine's access panels get caked with mud. That rusts the latches' internal spring in place and that makes them a bear to pull open when you need to remove the panels to get at the engine.

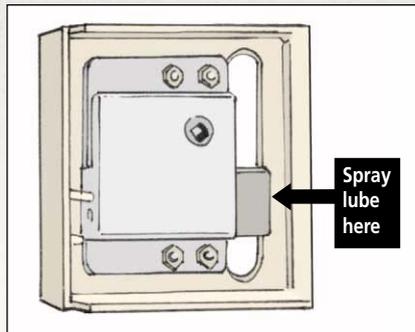
Free up the spring with a shot of lubricating spray, NSN 9150-00-458-0075. Open and close the latch vigorously a few times. Then spray the spring at every scheduled service.



Door Handle Latch

The spring-latch behind the door handle is constantly exposed to the elements. That means corrosion sets in, causing the latch to stick in the open position. Then you can't shut the door properly or keep it closed.

Get the "stuck" out with a shot of lubricating spray. Open and close the door a few times to work the spray around the latch. Do this once a month so the latch will open and close smoothly.



Pivot Pin Pointer

Pivot pins on the clamshell bucket and the bucket lift arms need lots of clean lube to do their job.

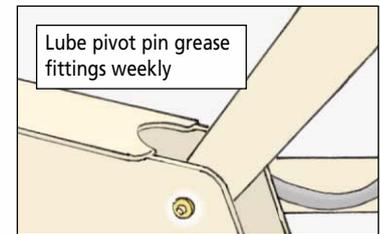
Those grease fittings are usually coated with dirt and sand. Make sure you wipe gunk off the fittings before you start the lube job.

And don't forget to wipe off the dirty end of the grease gun. That way you won't pump any grit into a pivot pin.

Lube the pivot pins on the clamshell bucket every week. If you don't, the pins will bind and break. Then your loader's down until the pins are replaced.

When you lube, pump grease into the fittings until you see clean grease oozing out. Six to eight pumps should do it.

If a fitting clogs and won't take grease, report it. Have your mechanic replace the fitting with NSN 4730-00-050-4208.



Snub the Smear Job

Windshields on some scoop loaders are getting the royal smear job.

That's because the spray nozzle for the windshield washer fluid is located smack dab in the middle of a bunch of grease fittings just below the loader's windshield.

The nozzle looks just like the grease fittings, so it's not surprising that it gets pumped full of grease each time the fittings are lubed.

Grease either clogs the nozzle or ends up on the windshield when you push the washer fluid button to clean the windshield

One way to prevent this mess is to have your mechanic stencil a small note below the nozzle that says, "Not a grease fitting."



AND KEEP YOUR LUBE INSTRUCTIONS HANDY TO BE SURE YOU'RE LUBING ONLY FITTINGS...

...AND THAT YOU HAVE LUBED ALL OF THEM.



CLEAN AIR FOR CAB

SKOFF! SKOFF!
AHHEE-UH... I NEED... SOME... ONE... TO... SKOFF! SKOFF!

...CLEAN... THE... AIR... FILTER... ELEMENT... SKOFF! SKOFF!

COUGH
COUGH

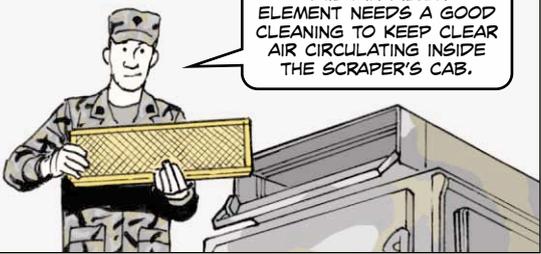
Filter elements for the cab's air system seem to get overlooked for regular cleanings. That's because they're located on the roof. Regardless of how dirty the worksite conditions are, the filter elements keep clean air circulating inside the cab.

So before you clean the elements with low-pressure air (30 psi or less), check the air inlets for leaves, dirt build-up, and ice or snow.



LOOK FOR LEAVES, TWIGS AND DIRT AROUND THE AIR FILTER ELEMENT.

Before the day's run, remove the element and tap it with your hand to get rid of trapped dirt. Do not bang it against the cab! You'll bend its sealing edge or crush filtering material.



THIS AIR FILTER ELEMENT NEEDS A GOOD CLEANING TO KEEP CLEAR AIR CIRCULATING INSIDE THE SCRAPER'S CAB.

To get a copy of this article to send to someone, click here

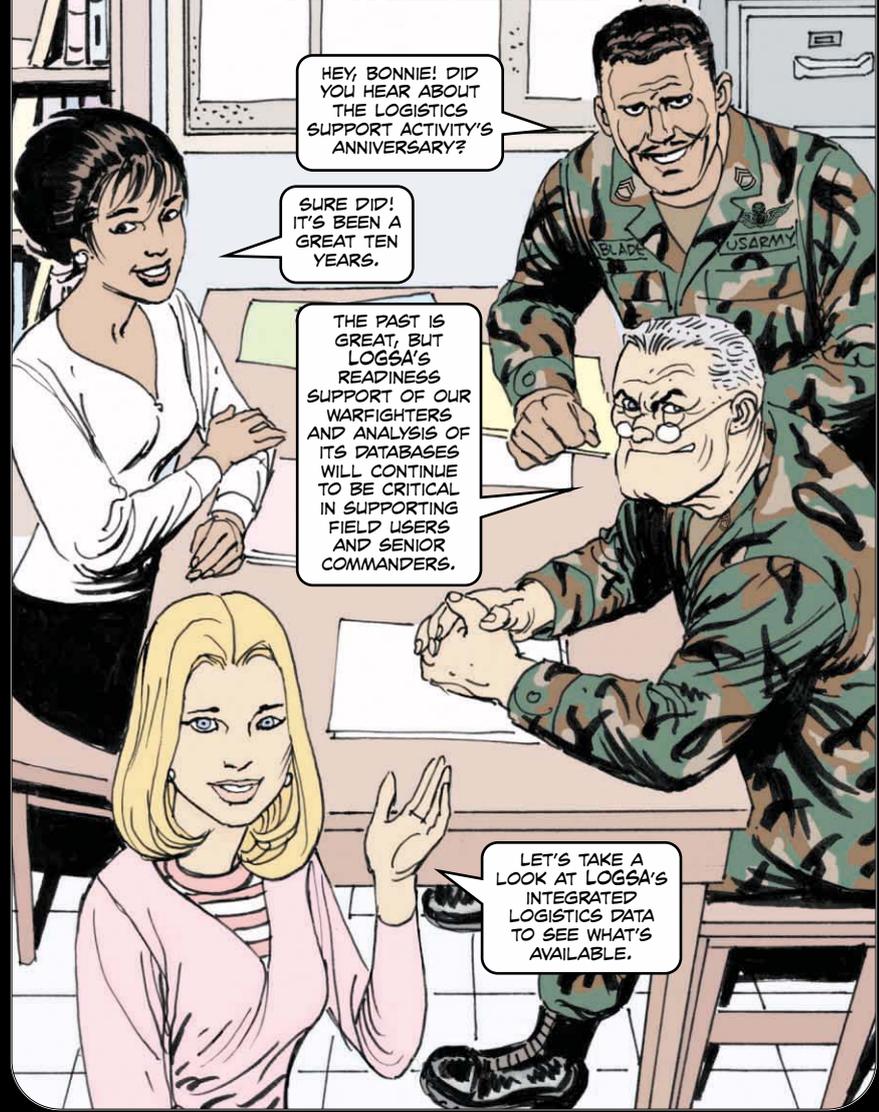
PROVIDING LOGISTICS SUPPORT TO WARFIGHTERS

HEY, BONNIE! DID YOU HEAR ABOUT THE LOGISTICS SUPPORT ACTIVITY'S ANNIVERSARY?

SURE DID! IT'S BEEN A GREAT TEN YEARS.

THE PAST IS GREAT, BUT LOGSA'S READINESS SUPPORT OF OUR WARFIGHTERS AND ANALYSIS OF ITS DATABASES WILL CONTINUE TO BE CRITICAL IN SUPPORTING FIELD USERS AND SENIOR COMMANDERS.

LET'S TAKE A LOOK AT LOGSA'S INTEGRATED LOGISTICS DATA TO SEE WHAT'S AVAILABLE.



To get a copy of this article to send to someone, click here

LOGISTICS INTEGRATED DATABASE (LIDB)

THE CORE OF LOGSA SERVICES IS FOUND IN THE LOGISTICS INTEGRATED DATABASE (LIDB) SUITE OF PRODUCTS. AMONG ITS FEATURES, LIDB...



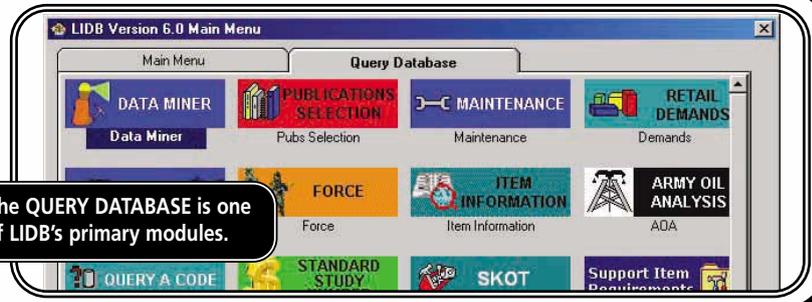
- has a single relational database
- uses one logon and password for all products
- stores tactical and national real time and historical info
- has on demand info for warfighters and civilian logisticians
- has info on readiness, requisition status, supply, maintenance, equipment usage, recommended parts lists, customer wait time stats, and asset visibility

An interactive Computer Based Training (CBT) system is available to help people make best use of the LIDB products. The narrated self-paced CBT can be completed in under 130 hours. You can find the CBT at:

<http://www.logsa.army.mil/prodserv.htm#cbt>

The principal LIDB product, the LIDB client server, delivers current, accurate info for soldiers, managers, and leaders across the Army. The client server program, meant to be loaded on an Internet capable PC, is available on CD-ROM. It can be requested from:

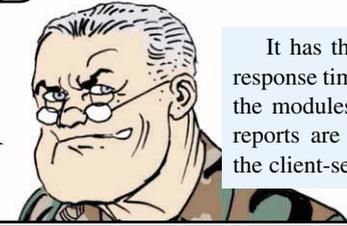
email: helpdesk@logsa.redstone.army.mil



The QUERY DATABASE is one of LIDB's primary modules.

WEBLIDB

SIMILAR TO THE CLIENT-SERVER VERSION OF LIDB IS THE INTERNET VERSION, CALLED WEBLIDB.



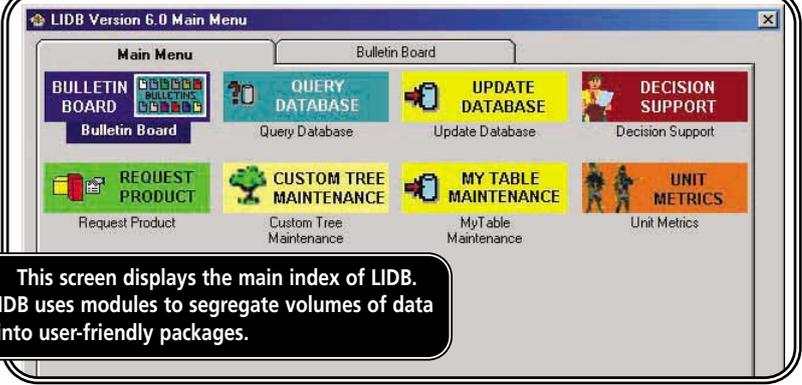
It has the advantage of improved response time for running reports. For the modules available on WebLIDB, reports are processed faster than on the client-server version.

SAMS Feedback Report

Report = SAMS Feedback Report; From = 2003-04-30; To = 2003-05-17; MACOMS = (TRADOC)
 DPI Cd: Q106* Load Date: 05/01/2003 13:2353

Record	Read	Processed Inserted	Processed Created/Updated	Rejected	Rejection Details
Work Order Number Record					
XN1	300	300		0	
Work Order Status History Record					
XN1	2400	2400		0	
Work Order Parts Record					
XN1	600	564		36	36 - Duplicates
Work Order Task Record					
XN1	650	650		0	
Work Order Marc Record					
XN1	400	180		220	23 - Duplicates

A good example of WebLIDB products is the SAMS Feedback report. To get to the SAMS report follow this sequence of modules by clicking on: QUERY DATABASE, MAINTENANCE, REPORT CRITERIA tab, then use the pull down menu to select the SAMS Feedback Report. Users can view the report for a specific SAMS-2 site by providing their Data Processing Installation Code or MACOM.



This screen displays the main index of LIDB. LIDB uses modules to segregate volumes of data into user-friendly packages.

WebLOG

A different type of LIDB product is WebLOG: <http://weblog.logsa.army.mil> WebLOG has 48 categories of info and reports, 19 links to significant logistics web-sites, as well as seven other important LOGSA programs.

WEBLOG PROVIDES QUICK HIT INFO-ANSWERING COMMON LOGISTICS QUESTIONS SUCH AS...

WHERE IS MY REQUISITION IN THE PIPELINE?

WHAT SERIAL NUMBERS ARE DISPLAYED FOR MY EQUIPMENT?

WHAT ARE THE OFFICIAL ADDRESSES FOR MY DODAAC?



PARTS TRACKER

A NEW LOGSA SERVICE PROVIDES A PLAIN ENGLISH LANGUAGE STATUS OF A REQUISITION IN THE SUPPLY AND TRANSPORTATION PIPELINE.



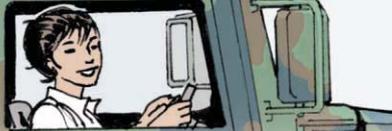
Parts Tracker allows anyone from the supply clerk to senior logistics management officials to enter a document number and find out the exact location of an item shipped through the Defense Transportation System. Parts Tracker tracks the item from the source of supply through depots, consolidated containerization points, ports, supply support activities to customer receipt. This service is available on LOGSA's WebLOG. A tutorial is available on the Parts Tracker homepage.

The Package Track Detail screen tells us when an air ventilator was released from its point of supply. It can then be tracked through the Depot, Consolidated Containerization Point, the Ports of Embarkation and Debarkation, until it reaches the Supply Support Activity and the unit receives the materiel.

Shipments can also be traced by radio frequency tags. The RF Tag Detail report displays the item's RF tag identification number, and the items it has been consolidated with for shipment. The whole shipment is tracked using the Consolidated Tracking Control Number.

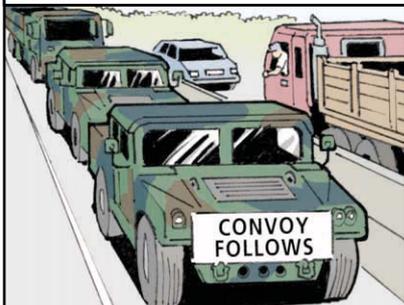
VEHICLE REGISTRATION

HERE'S WHAT'S **IMPORTANT** ABOUT VEHICLE REGISTRATION!



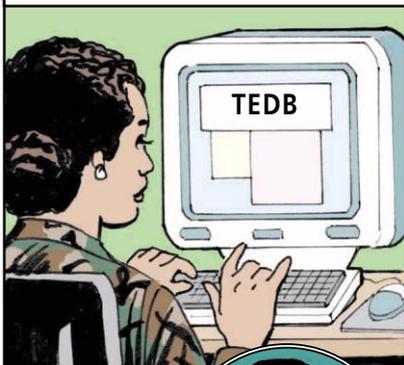
"THIS DATABASE PROGRAM KEEPS TRACK OF ARMY COMBAT, TACTICAL, AND NON-TACTICAL VEHICLES THAT TRAVEL ON PUBLIC ROADS AND WATERWAYS."

"USING REPORTED SERIAL NUMBERS AND REGISTRATION NUMBERS, LOGSA MAINTAINS THE TAMMS EQUIPMENT DATABASE (TEDB) AS PART OF THE LIDB."



"THE VEHICLE REGISTRATION PROGRAM DEPENDS ON UNITS KEEPING THEIR EQUIPMENT ACCOUNTS IN TEDB ACCURATE AND TIMELY."

"THE PROGRAM AFFECTS UNIT BUDGETS, MANNING, AND EQUIPMENT REPLACEMENT/MODIFICATION SCHEDULES."



FOR MORE INFO, YOU CAN EMAIL...



amxismr@logsa.redstone.army.mil

EQUIPMENT-ORIENTED PUBLICATIONS DATABASE



ONE OF LOGSA'S PRODUCTS IS REALLY A BOON FOR UNIT MAINTENANCE AND SUPPLY CLERKS AND NCOs.

THE EQUIPMENT ORIENTED PUBLICATIONS DATABASE (EOPDB) HELPS UNIT SUPPLY AND MAINTENANCE FOLKS FIND OUT WHICH TECHNICAL MANUALS THEY ARE REQUIRED TO HAVE FOR THEIR UNIT'S EQUIPMENT.

"WE WROTE ABOUT IT IN PS 590, JAN. 2002, ON PAGE 59."

Publications...
GET PUBS LIST FROM LOGSA

Dear Staff-Aides:
I'm trying to put together a list of all the equipment pubs that my units need. Is there a CD or web site that will let me search for an end item's pubs by using the item's NINE?
M. M. P. Hueston, AZ

The bad news is that nothing allows you to do an ASN search for a complete listing of pubs for your unit's equipment—see even DA Form 25-30.
The good news is that the USAMC Logistics Support Activity (LOGSA) Consolidated Index of Army Publications and Blank Forms (CIIAPB) will put together a complete Publications Data Base (EOPDB) to download complete pubs listing for you.
If you use the Standard Property Book System-Revised (SPBS-R), download your property book info to an MS-DOS 3.11 or higher PC and ask for the LOGSA PC (DOS) compatible software program.
Once you complete downloading the e-mail it to LOGSA.
Mail completed disks to USAMC LOG 33906-5000, or attach the file data to a e-mail it to eopdb@logsa.army.mil. EOPDB toll free at 800-270-4499, 85S (256) 313-6115.

"YOU CAN TALK WITH THE EOPDB FOLKS THROUGH EMAIL AT eopdb@logsa.redstone.army.mil OR BY CALLING DSN 897-6115, OR COMMERCIAL (256) 313-6115."

ELECTRONIC TECHNICAL MANUALS

ONE OF MY FAVORITES IS THE ELECTRONIC TECHNICAL MANUALS (ETMS) WEBPAGE. AN ARTICLE ON ETMS APPEARED IN PS 581, APRIL 2001, PAGE 60.

THE WEBPAGE, SHOWN BELOW, IS AT...

<http://www.logsa.army.mil/etms/welcom1.htm>



New users should check for software requirements. Many online pubs at the site don't require a logon and password. For those that do, getting access is a clear process. Once you enter the site you can search for pubs using any of several number or text categories. For more info, you can email: logetm@logsa.redstone.army.mil

SKOs



SETS, KITS, AND OUTFITS (SKO) CAN NOW BE ACCESSED THROUGH THE EM 0074 CD-ROM, OR ONLINE AT: <http://weblog.logsa.army.mil/sko/index.cfm>

USERS CAN VIEW OR PRINT HAND RECEIPTS FROM ALL THESE PRODUCTS. THE NEW SKOs ARE MORE COST EFFECTIVE, UP-TO-DATE, AND ACCURATE. QUESTIONS ABOUT SKOs CAN BE SENT VIA EMAIL TO: sko@logsa.redstone.army.mil

ARIL

THE WEB-BASED AUTOMATIC RETURN ITEMS LIST (ARIL) ON WEBLOG ALLOWS MSC ITEM MANAGERS TO UPDATE ARIL ITEMS AT ANY TIME.

THE FILE IS VALIDATED AGAINST THE ARMY MASTER DATA FILE TO ENSURE THAT ONLY VALID NIINS ARE SUBMITTED. FOR MORE INFO, YOU CAN CONTACT: amxslmla@logsa.redstone.army.mil



ASL/PLL

GETTING GOOD ASSIGNED STOCKAGE LIST/PREScribed LOAD LIST (ASL/PLL) INFO IS SIMPLE THANKS TO THE CLASS IX SUPPORT CAPABILITY IN LIDB.



UNDER THE QUERY DATA-BASE SUPPORT ITEM REQUIREMENTS MODULE YOU CAN...

- Determine the parts on a selected end item
- Determine the end items that use a specific part
- Determine the relationships between support items on two or more end items
- Determine repair parts that can be turned in (excess to ASL)
- Determine on-hand unit equipment and densities
- Compute recommended peacetime and contingency PLLs and ASLs

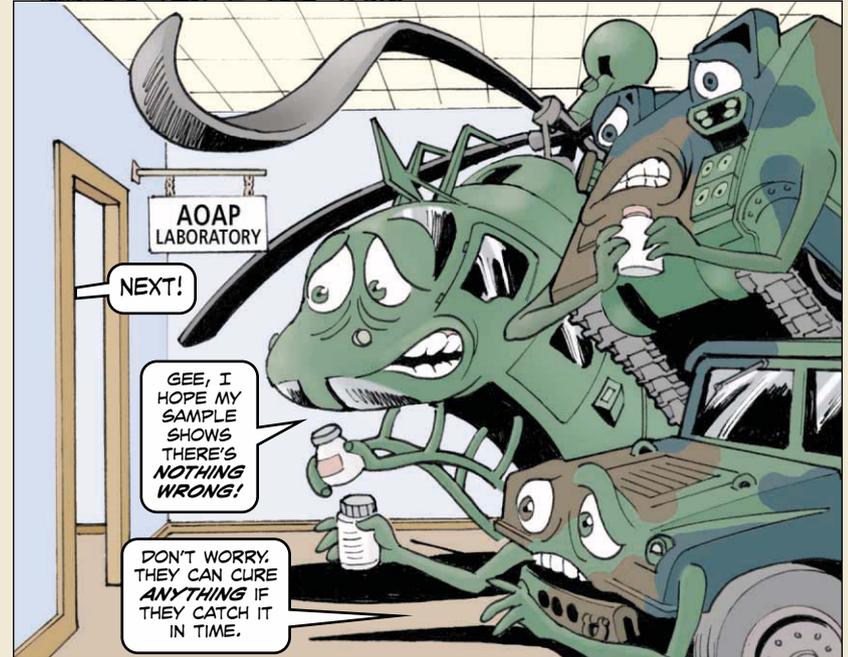
For more info, you can contact: amxslmlb@logsa.redstone.army.mil

Army Oil Analysis Program



ARMY OIL ANALYSIS PROGRAM (AOAP) SAMPLING CAN SAVE **THOUSANDS** OF DOLLARS BY PREVENTING CATASTROPHIC ENGINE, GEARBOX, AND TRANSMISSION FAILURES.

IT CAN ALSO SAVE THE LIVES OF SOLDIERS WHO DEPEND ON MOBILITY TO CONDUCT LETHAL AND SURVIVABLE OPERATIONS.



THE COLLECTED SAMPLES ARE ANALYZED IN ONE OF 26 AOAP LABS TO IDENTIFY **ABNORMAL** COMPONENT WEAR OR CONTAMINATION.

BY DETECTING PROBLEMS EARLY, MAINTENANCE CAN BE PERFORMED AT LOWER LEVELS, REDUCING FAILURES AND REBUILD COSTS.

AOAP IMPROVES READINESS AND ENHANCES SAFETY BY REDUCING NOT MISSION CAPABLE CONDITIONS.



DDO Activity Address Codes



The LOGSA Army Central Service Point manages the DoD Activity Address Codes that identify authorized Army units and contract activities engaged in requisitioning, receiving, and billing of materiel. The daily update of DODAAC info provides accurate online unit location, billing info, rapid troop deployment, and deployment exercises. DODAACs are the primary source for transportation agencies to ID ship-to locations. Info is available by email at:

amxismr@logsa.redstone.army.mil

ROUTING IDENTIFIER CODES

help warfighters get requested items quickly and efficiently by routing transactions to proper supply sources. The LOGSA RIC routes requests to inter- and intra-service agencies on supply transactions. The RIC also ensures the proper history for the transactions:



- Who is the recipient of the document
- Who created the document
- Where the requisitioner will submit follow-up when additional info is needed
- Who is the shipper
- Who is the depot or storage activity that receives return material related to excess procedures.
- Who will supply the warfighters with equipment needed to execute their mission.

More information is available by email at: amxismr@logsa.redstone.army.mil

INSTALLATION Activity Codes



LOGSA CONTROLS, ASSIGNS, UPDATES, DELETES, AND ISSUES ALL INSTALLATION ACTIVITY CODES FOR THE ARMY THROUGH A DESIGNATED LIST OF REQUESTORS.

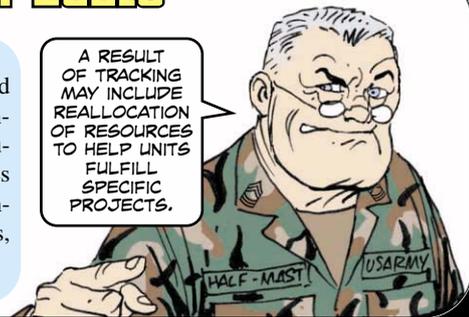
MORE THAN 2,000 CUSTOMERS USE IACS TO OBTAIN PROCUREMENT REQUEST ORDER NUMBERS.

FOR MORE INFO, EMAIL amxismr@logsa.redstone.army.mil

MASTER PROJECT CODES

Army Master Project Codes are also controlled, assigned, updated, and issued by LOGSA. These codes distinguish requisitions and related documentation and shipments. The codes also accumulate intra-service performance and cost data related to exercises, projects, and operations.

A RESULT OF TRACKING MAY INCLUDE REALLOCATION OF RESOURCES TO HELP UNITS FULFILL SPECIFIC PROJECTS.



LOGSA PAMPHLETS 700-1 AND -2



LET'S NOT FORGET TWO LOGSA PAMPHLETS THAT ARE A GREAT HELP IN KEEPING TRACK OF EVERYTHING LOGSA OFFERS.

Pam 700-1 is a guide to key logistics info LOGSA offers to soldiers and decision makers at all levels. A copy is available at:

<http://www.logsa.army.mil/pam700/toc1.htm>

or by emailing:

hotline@logsa.redstone.army.mil

Pam 700-2 focuses on logistics for senior leaders to support tactical, operational, and strategic missions. A copy is also available by emailing the same address.

QUICK REACTION TEAM

LOG 911

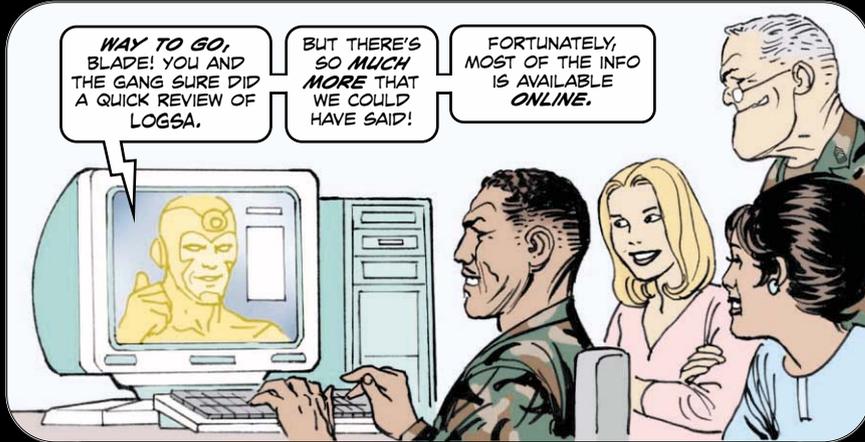
The Quick Reaction Team provides logistics information, feedback, and assistance to garrison and deployed forces. It also resolves deployment logistics issues and expedites requisitions that affect equipment readiness. The team helps deployed units pass requisitions during contingencies to wholesale supply agencies.

LOG911 customers can lodge questions and get answers, usually within 24 to 48 hours. LOG911 is available at:

<http://weblog.logsa.army.mil/log911/index.cfm>



THE HOTLINE IS ALSO AVAILABLE BY CALLING DSN 645-0499, OR (256) 955-0499, OR (800) 578-2869.



WAY TO GO, BLADE! YOU AND THE GANG SURE DID A QUICK REVIEW OF LOGSA.

BUT THERE'S SO MUCH MORE THAT WE COULD HAVE SAID!

FORTUNATELY, MOST OF THE INFO IS AVAILABLE ONLINE.

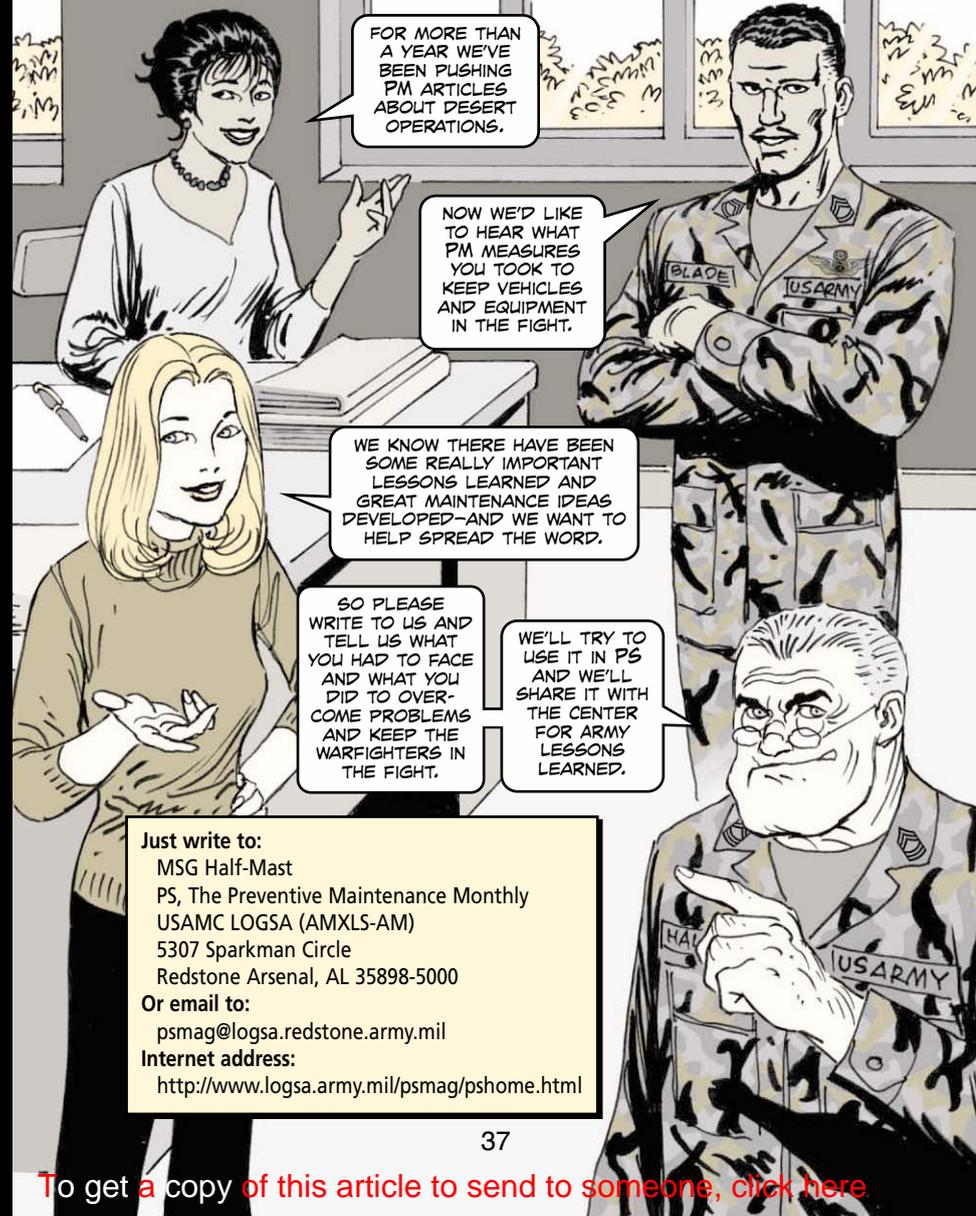


ACCESS BEGINS AT...

<http://www.logsa.army.mil>



DESERT PM LESSONS LEARNED



FOR MORE THAN A YEAR WE'VE BEEN PUSHING PM ARTICLES ABOUT DESERT OPERATIONS.

NOW WE'D LIKE TO HEAR WHAT PM MEASURES YOU TOOK TO KEEP VEHICLES AND EQUIPMENT IN THE FIGHT.

WE KNOW THERE HAVE BEEN SOME REALLY IMPORTANT LESSONS LEARNED AND GREAT MAINTENANCE IDEAS DEVELOPED-AND WE WANT TO HELP SPREAD THE WORD.

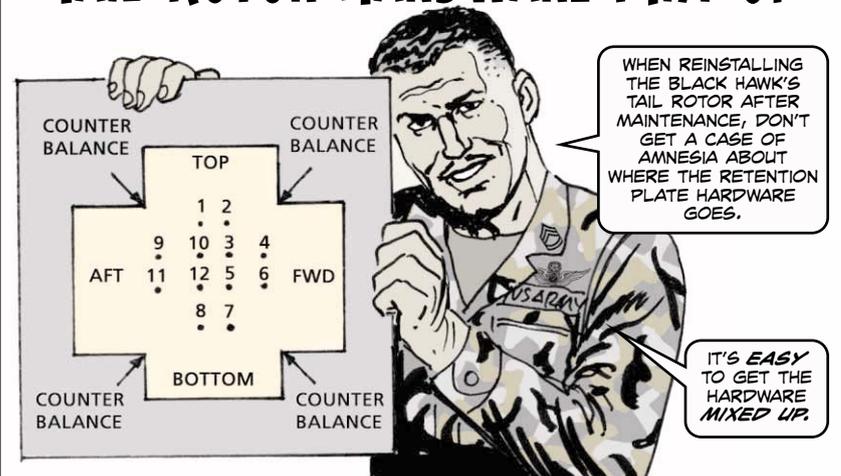
SO PLEASE WRITE TO US AND TELL US WHAT YOU HAD TO FACE AND WHAT YOU DID TO OVER-COME PROBLEMS AND KEEP THE WARFIGHTERS IN THE FIGHT.

WE'LL TRY TO USE IT IN PS AND WE'LL SHARE IT WITH THE CENTER FOR ARMY LESSONS LEARNED.

Just write to:
MSG Half-Mast
PS, The Preventive Maintenance Monthly
USAMC LOGSA (AMXLS-AM)
5307 Sparkman Circle
Redstone Arsenal, AL 35898-5000
Or email to:
psmag@logsa.redstone.army.mil
Internet address:
<http://www.logsa.army.mil/psmag/pshome.html>

To get a copy of this article to send to someone, [click here](#)

TAIL ROTOR HARDWARE MIX UP

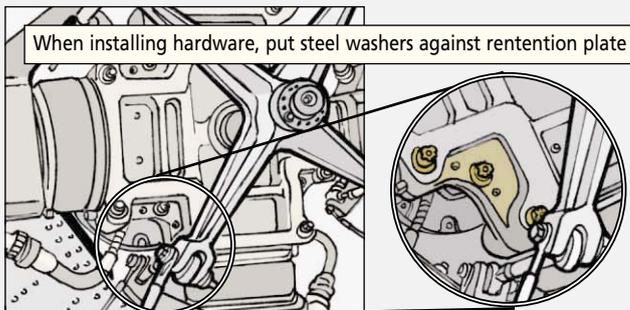


"SO MAKE YOURSELF A BOLT DISPLAY BOARD TO FIGURE OUT WHAT HARDWARE GOES WHERE. HERE'S HOW..."

- Make the board from a thin piece of styrofoam or plywood.
- Cut out a 2-foot square piece and draw in the shape of a tail rotor retention plate.
- Drill 1/2-in holes for each bolt and mark the board FWD, AFT, TOP and BOTTOM.

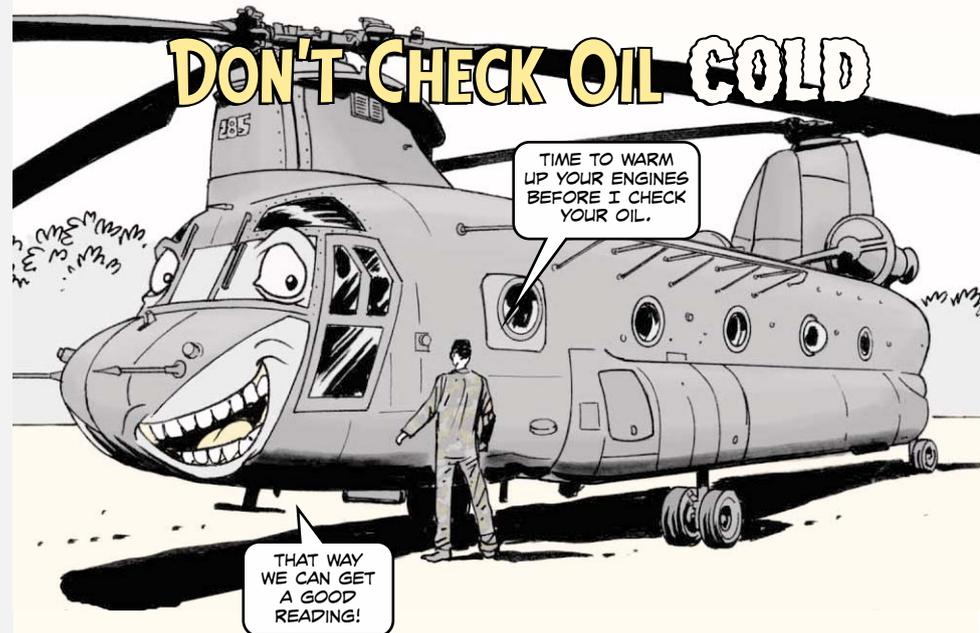
As you remove each piece of hardware from the retention plate, put it in the appropriate hole on your display board. When you reinstall the tail rotor, there's no guesswork about where the hardware goes.

But keep this in mind: Make sure you put the **steel washers**—not the aluminum washers—on the bolts against both sides of the retention plate. Aluminum washers cause corrosion and rust when placed against the metal retention plate.



Remember, an unbalanced tail rotor can cause metal fatigue and can crack the tail rotor gear box mounts. And then **BAM**, your bird could spin out of control.

DON'T CHECK OIL COLD



Mechanics, don't get in a hurry when it's time to do pre-flight inspections.

For example, don't check your Chinook's engine oil level indicator when your bird is cold. Warm up cold engines first before checking the gauge. That's because cold oil drains back into the gearbox and won't give you an accurate reading.

Never add oil before running the engines first. If you do, you'll overfill the engines with oil. Then, look out! The excess oil will blow out through the engine oil breather line onto the flight line and leave a slick mess for you to clean up.

Perform your daily engine inspections like it says in TM 1-1520-240-PMD to keep 'em running smoothly.

To avoid adding too much oil and creating a slippery situation, service your engine oil system like it says in Task 1-74 of TM 55-2840-252-23-1 on helicopters with T55-L-712 engines. With helicopters that have T55-GA-714A engines installed, use the info in TM 1-2840-265-23&P, EM 0186, to check engine oil level. It's Task 1-33 in the paper version.

Check gauge when oil is warm

SEAT BELT FLAP

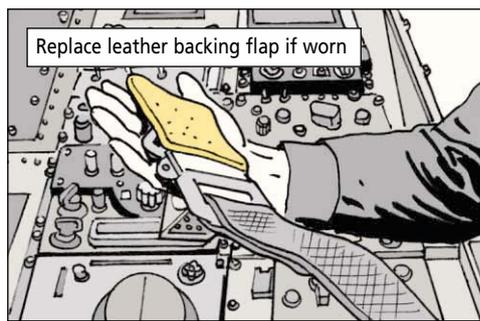


Why replace a serviceable Chinook seatbelt, mechanics, when all you need to do is replace the leather backing flap?

If the seatbelt flap is worn out, or flaking, local purchase some russet color bulk leather.

Drill out the old rivets and remove the old flap. Use it as a pattern to cut a new backing flap from 9/64-in thick natural leather.

Attach the new flap with aluminum rivets, NSN 5320-00-754-0822, and washers, NSN 5310-00-762-5981.



YOU CAN ALSO ORDER THE FLAP PRE-CUT WITH PN 51B3744-1, CAGE CODE 70133. THE VENDOR IS...

Aerial Machine & Tool Corp
4298 Jeb Stuart Hwy
P.O. Box 222
Vestiar VA, 24177-0222
(504) 952-2006



Life Preserver UPDATE



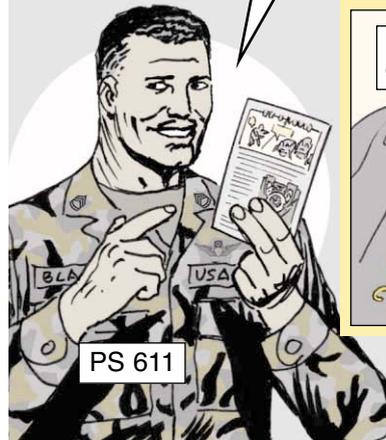
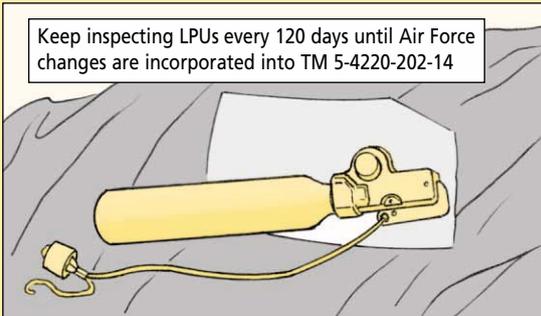
YES, THE 120-DAY LPU LEAK TEST INSPECTION INFO WE HAD ON PAGE 41 OF PS 596 (JULY 02) IS **GOOD**.

THAT INFO TOLD YOU TO MAKE SURE THE GASKET IN THE CO2 CARTRIDGE IS GOOD EVERY 120 DAYS.

The multi-service Air Force T.O. 14S-1-102, which has Army TM 5-4220-202-14 assigned to it, has changes that have not been included in the Army TM. TM 5-4220-202-14 has only been updated through Change 15.

For all the Air Force, however, the T.O. is up to Change 24, which now says to inspect life preservers once a year, not every 120 days as stated in the Army TM.

Until the latest Air Force changes are coordinated with the Army and incorporated into TM 5-4220-202-14, stick with the 120-day inspection.



STOP SAND BEFORE IT STOPS YOU

I'M HERE WITH YOUR "COUGH MEDICINE"!

COUGH
COUGH

SAND CAN GRIND YOUR COMMUNICATIONS TO A SCREECHING HALT.

SAND MAY SEEM LIKE A SMALL THING...

...BUT IT PACKS A BIG, DAMAGING PUNCH WHEN IT CLOGS THE TRANSMITTER'S AIR FILTER ON THE AN/GRC-103 RADIO.

Sand clogging the air filter makes the ventilation fan work harder and harder to suck in cooling air. The transmitter overheats and the OVERHEAT lamp comes on and stays on. The transmission signal degrades or the signal goes out altogether.

OVERHEAT lamp on? Inspect air filter!



That's just the beginning of your problems. Components begin to burn up—like driver tubes, the RF amplifier, frequency generating circuits and the transmitting section of the duplexer.

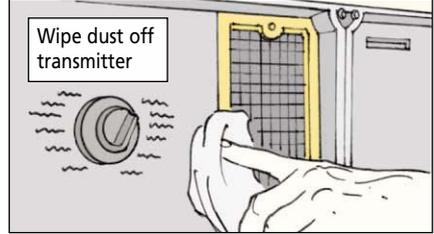
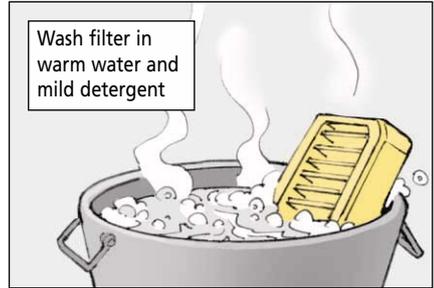
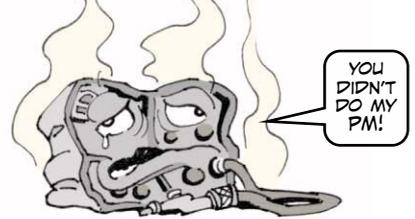
In a desert environment, you must check the filter before, during and after every operation to make sure it's clean and stays that way. Blowing sand might require several "during operation" checks.

If the filter is sandy, remove it from the transmitter by loosening the captive screws. Use an air hose, if you have one, to blow the sand out of the filter. Direct the airflow from the inside of the filter to the outside. But don't use the air hose unless you have an air gun, NSN 4940-00-333-5541, to attach to it. (The air gun limits the outlet pressure to 30 psi, a safe level that won't damage the filter or injure you.)

If you don't have an air hose or the air gun, tap the filter and shake the sand out. If your mission permits, wash the filter in warm water and a mild detergent. Let it air dry away from blowing sand before reinstalling it. If you install it wet, sand will stick to it and cause even greater problems.

Sand also collects on the recessed area and the metal screen where the filter fits on the transmitter. Use a cloth to wipe them clean.

Also wipe down the transmitter frequently to keep sand away from the ventilation fan.



PURGING, RESOLVING AND CALIBRATING...

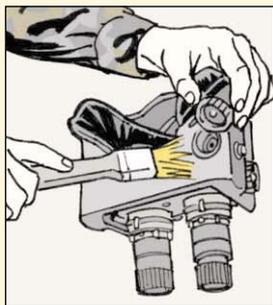
OH, MY!



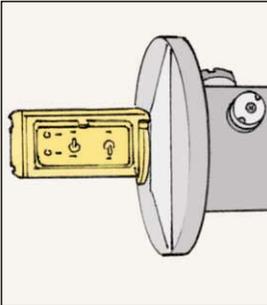
Dear Half-Mast,

There are three problems in night vision goggle (NVG) maintenance that just won't go away.

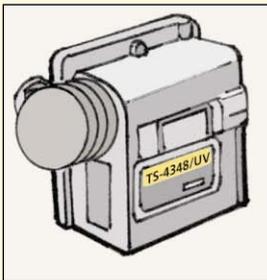
One, they are not being serviced (purged) every 180 days.



Two, the resolution test is not being done on them.



And **three**, the calibration of the TS-4348 test set is not being done, period.

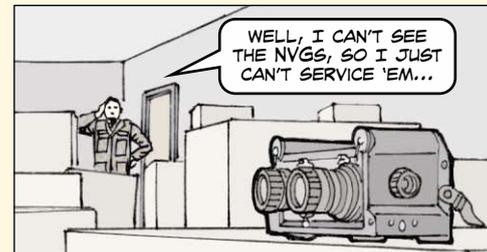


A major part of the reason for these three problems is where the NVGs are stored. They are stored in the arms room to meet the requirement in AR 190-51 for double barrier protection.

Now here's where things get sticky. Although they're in the arms room, they're still the responsibility of commo maintenance to be purged, resolved and calibrated. But the out-of-sight, out-of-mind principle is at work. Also, territorial disputes seem to arise. As a consequence, the job is just not getting done.

Can you help get the word out?

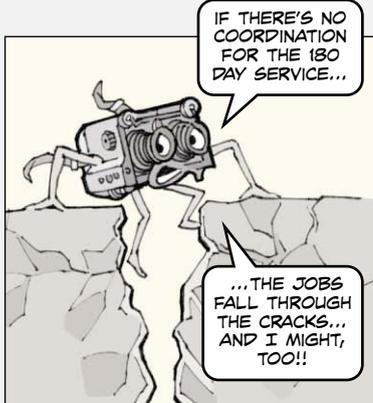
Archard Mathis
G4CMT C5



Dear Mr. Mathis,

In order for the 180-day service—purge, resolution check, and the PMCS—and the test set calibration to take place and take place on time, coordination is required between unit and direct support commo maintenance folks as well as arms room personnel.

Otherwise, these jobs fall through a maintenance crack and are only accomplished when commo folks pull all-nighters when NVGs are going to be issued the next day.



Our recommendation is a face-to-face at a company or battalion maintenance meeting to see how these things can best be scheduled and accomplished. Then, rigorous monitoring needs to take place.

Without these two things happening, NVGs will continue to pile up in boxes in arms rooms waiting for needed maintenance.



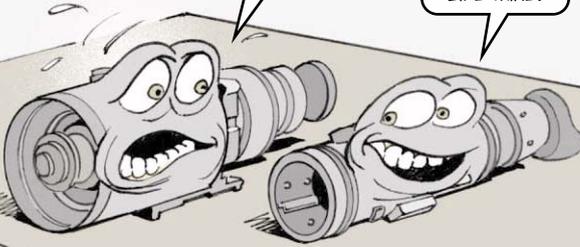
Half-Mast

AN/TVS-5 NVS...

NIGHT VISION NUT

I'VE LOST THE WING NUT ON MY MOUNT.

THAT'S ALL RIGHT, OLD BUDDY. YOU CAN USE ONE LIKE MINE!



Dear Half-Mast,
The wing nut for the mount of the AN/TVS-5 night vision sight, NSN 5855-00-629-5327, is no longer in the supply system. What should we use?
Specialist E.E.H.

Dear Specialist E.E.H.,
The AN/PVS-4 has a similar 3-piece locking nut that will work and CECOM says you can use it. Order spring washer, NSN 5310-01-458-5030; knob locking screw, NSN 5355-01-376-7918; and retaining ring, NSN 5325-00-942-2190.
Half-Mast

M71 RCU...

ANTENNA PARTS

BOO HOO HOO... I DON'T EVEN LIST ALL THE PARTS...

NEVER FEAR, FOR I HAVE WHAT YOU DO NOT!

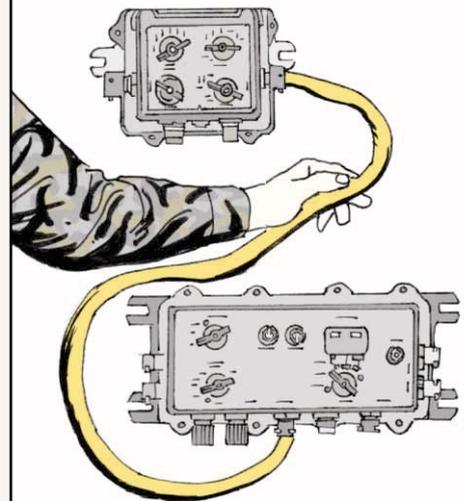


The M71 remote control land mine system, NSN 1290-01-161-3662, needs an antenna to transmit. Unfortunately, all the replacement parts you need for the antenna are not in the M71's TM 9-1290-208-23&P.
The lead coil, NSN 5985-01-218-2143, is in the TM. It's Item 5 of Fig C1. The electrical cap, NSN 5999-00-259-5009, and the adapter, NSN 5985-00-295-7122, are not in the TM. They are, however, in the AN/PRC-77's TM 11-5820-667-20P, along with collapsible antenna, NSN 5985-00-646-2365.

AN/VIC-3...

Leave the Alarm Cable Alone!

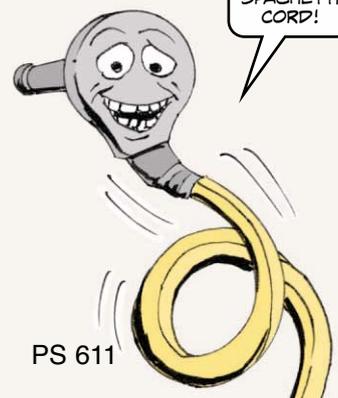
HMMM... I THINK I'LL UNPLUG THIS...



Crewmen, keep your hands off the vehicular intercommunication system (VIS) alarm cable connected to the driver's full function crew station!
When the alarm cable is disconnected, the vehicle hazard warning tones cannot be heard through the intercom system. Lack of a warning could lead to equipment damage, injury or death!
Only the unit maintainer is allowed to remove and replace the alarm cable. Everyone else, hands off!
TM 11-5830-263-10 and -20&P will be changed to include this warning. Until then, make sure all crews using the VIS know the straight skinny on the alarm cable.

ONLY ONE CABLE

...AND THAT'S ME-THE SPAGHETTI CORD!



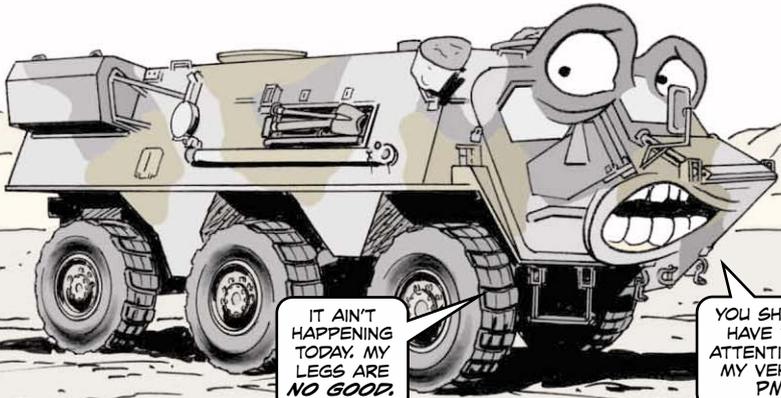
Crewmen, the only cable you can disconnect in the vehicular intercommunication system (VIS) during use is the drop cord attached to the left ear cup of the CVC headset to the bailout cable assembly. (Yeah, the spaghetti cord.)
That's it! No other cables can be removed, bypassed, or replaced.
During PMCS, you can remove the spaghetti cord to clean the plugs and apply silicone grease to the o-ring, as needed. Once done, reconnect it!
All other cables need to stay connected for safety and operational reasons—so hands off!

KEEP THE FOX'S LEGS STRONG

WE'RE GOING TO NEED YOU ON THIS MISSION, FOXY.



YOU'RE OUR WARNING SYSTEM!

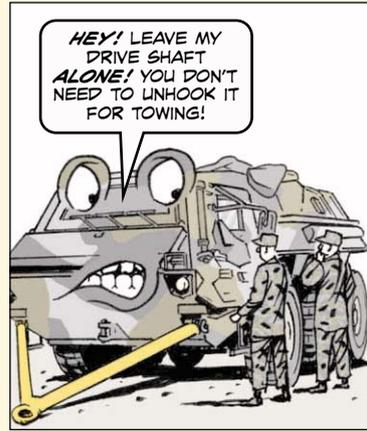


IT AIN'T HAPPENING TODAY. MY LEGS ARE NO GOOD.

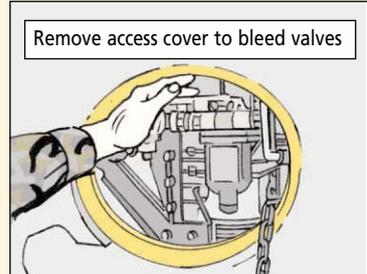
YOU SHOULD HAVE PAID ATTENTION TO MY VEHICLE PM!

All of the Fox's expensive, sophisticated sensing equipment won't make much sense if the Fox doesn't have the legs to get to the danger zones. That's why it's important not to forget the Fox vehicle. Here are some ways to keep it moving:

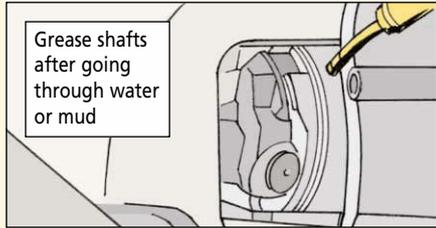
Do not disconnect the main drive shaft if you must tow the Fox. Some Fox units think if you don't disconnect the drive shaft before you tow, the transmission will be damaged. It's just the opposite. If you disconnect the shaft, it turns during towing and tears up the transmission and main flange of the drive shaft. See Procedure APG-Fox-10-O-230 in TM 3-6665-339-10 for towing instructions.



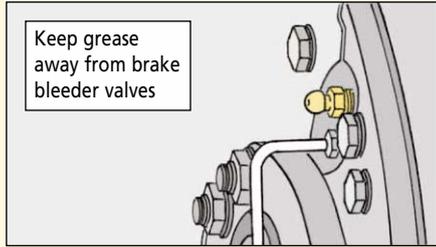
Bleed the air tanks after every operation. The task is part of the after operations PMCS in the -10. The air tanks have alcohol reservoirs that keep moisture in the air tanks from freezing. But if too much moisture gets in the system, the alcohol becomes too diluted and moisture can freeze in the brake lines. The results would not be pleasant. To get at the three bleed points, you must remove the access cover to the air tanks. See Step 74 in Procedure APG-Fox-10-M-001 in the -10 for instructions.



Lube the Fox after fording or rolling through deep mud. Water or mud can cause the axle drive propeller shafts, steering axle shafts, power steering hydraulic cylinder and marine drive propeller shafts to lose lube. Without lube, the Fox will soon stop running down the trail.

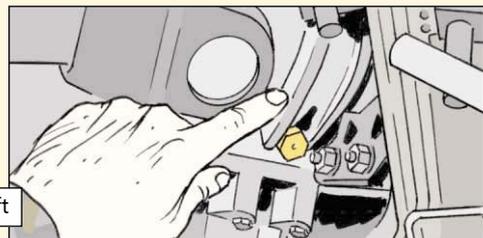


Lube the shafts and hydraulic cylinder with GAA like it says in the ON CONDITION intervals in LO 9-6665-376-12. What you don't want to lube are the brake bleeder valves on each wheel. They look like lube fittings, but they're not. If you get grease in the valves, you can't bleed the brakes.



For Repairmen Only

Torque the collar for the main prop shaft to 90-100 lbs/ft. If you don't, the shaft's splines work loose and are damaged. Then the prop shaft and flanges must be replaced.



Torque collar bolts to 90-100 lbs/ft

DON'T IGNORE DS2



DS2 is powerful stuff. It has to be to neutralize powerful chemical agents. Because it's powerful, you can't ignore it. If it makes a mess, then you can be in a mess with the environmental and safety folks.

HERE'S HOW TO KEEP DS2 WORKING FOR YOU INSTEAD OF AGAINST YOU...



- Never store DS2 with STB, HTH, acids or oxidizers unless you can separate them by at least 5 feet and put a splash-proof barrier between them. Otherwise, you risk a fire.



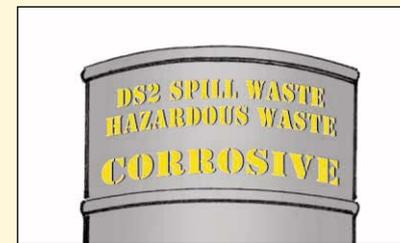
- Check for leaks weekly. DS2 is very corrosive. If you catch leaks early, you save yourself lots of cleanup work. Store DS2 on pallets. That makes it easier to spot leaks and keeps the bottom of the containers drier and less vulnerable to corrosion.



- Report leakers to your local environmental control office. Never touch a leaking container or wet spot without protective equipment. Wear a protective mask, long rubber gloves, and a full-length rubber apron. If you accidentally get DS2 on your skin, blot it off and rinse with lots of water until the soapy feeling is gone. Then seek medical help.

Your installation spill response team should neutralize any puddles of DS2 with sodium bisulfate, NSN 6810-00-270-9984, and soak it up with vermiculite insulation. Put the vermiculite in a drum and write

**DS2 SPILL WASTE
HAZARDOUS WASTE
CORROSIVE**



on the outside. Seal the drum and put it in a cool dry place until your local environmental people can pick it up.

Leaking containers must be packed in drums with several inches of vermiculite all around the leaker to soak up the DS2. Your environmental people can help with this.



Remember, as long as DS2 containers remain sealed, DS2 is good for years. Once air hits it, though, it's good for only 48 hours. But even after it has lost its deconning power, it can still burn you or make you sick. So be careful!

For more information on DS2, see TB 43-0199, which covers DS2 A to Z. It's part of EM 0157, the CD-ROM that contains the TMs for decon equipment.

TOOL NSNs HAVE CHANGED

GET OUT YOUR PENCILS, DECONNERS.

TOOLS AND THEIR NSNs HAVE CHANGED FOR **BOTH** THE SANATOR AND M17 DECON TOOL KITS.

DELETE THE TOOLS LISTED IN FIG F-22 OF TM 3-4230-218-12&P AND FIG C-60 OF TM 3-4230-228-23&P AND LIST THESE INSTEAD...

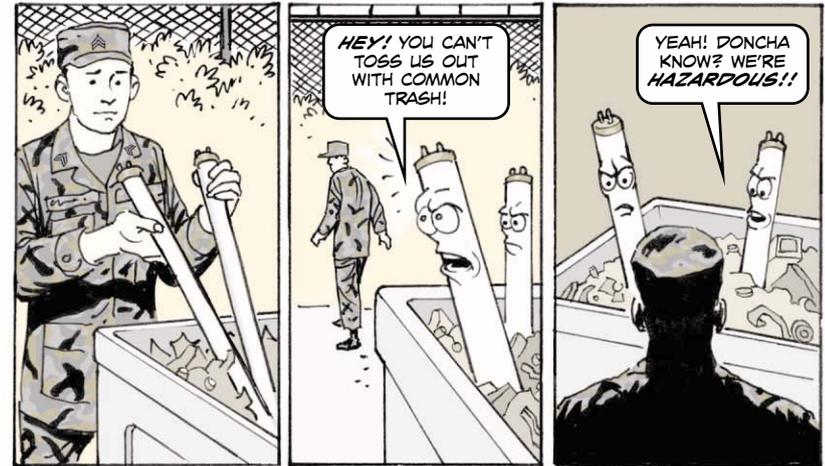


Tool	NSN
Adjustable wrench	5120-00-240-5328
Combination box and open end wrench	5120-01-054-7131
Socket wrench socket	5120-00-945-4704
Flat tip screwdriver	5120-00-227-7356
Open end wrench	5120-01-428-8743
Gap setting (wire) gauge	5120-00-278-1248
Socket head screw key	5120-00-900-9345
Socket head screw key	5120-00-240-5300
Socket head screw key	5120-00-240-5292
Mechanic's tool pouch	5140-01-297-0613
Open end wrench	5120-00-203-4804

The SMR code for all these tools is PAOZZ.

To get a copy of this article to send to someone, [click here](#)

LIGHTEN UP ON LIGHT DISPOSAL



Tossed a burned-out fluorescent light into the trash lately? You could be guilty of illegal disposal of hazardous waste!

Fluorescent lights are designated a hazardous waste because they contain high levels of mercury. When dumped into a regular landfill, the mercury leaches into the groundwater and causes all kinds of problems.

There is an alternative. Some fluorescent lights are designed with low mercury levels that are guaranteed by the manufacturer as non-hazardous waste. These lights should be recycled, but can be tossed out if permitted by your installation environmental office.



SO HOW DO YOU TELL WHAT KIND OF FLUORESCENT LIGHT YOU HAVE?



"LOW-MERCURY LIGHTS HAVE GREEN TIPS OR GREEN LETTERING."

ALL OTHERS SHOULD BE TURNED IN AS HAZARDOUS WASTE, NOT THROWN IN THE TRASH BIN.



To get a copy of this article to send to someone, [click here](#)

HAZMAT...

Poor PM Dumps Drums

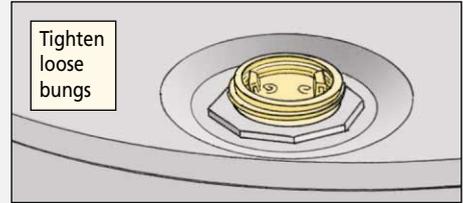


- Before using a drum, wipe off water, oil or grease from the top and sides with a clean cloth. They can hide damage and may contaminate the waste you plan to put in the drum. Contaminated rags should be placed in a covered, flameproof container and disposed of according to local environmental regulations.

- Look for rusty spots, particularly on the bottom of the drum. Rusty drums—even those that seem sound—may not be accepted by your installation's hazardous waste storage facility.
- Don't put different wastes in the same container. Some things, such as antifreeze and used oil, can be recycled as long as they haven't been mixed with anything else. Mixed waste may have to be treated as hazardous waste.

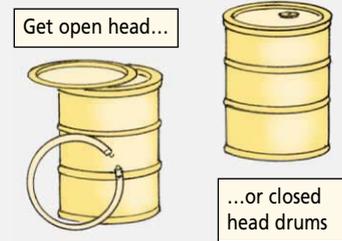


- Check the lids, bands and bungs. Keep them tight to prevent contamination. If any are missing or damaged, replace them or use a different drum.



Need a bung wrench? Get one with NSN 5120-00-507-4886.

- Never fill a drum all the way to the top. Allow about four inches for expansion.
- Check with your environmental coordinator on how much of each type waste you can store in the motor pool. States have different interpretations of just how much waste can be stored at the unit level before it must be moved to the installation's hazardous waste storage facility.
- Never use a dented or leaking drum. Replace worn-out drums with ones from this list:



NSN 8110-	Description
00-254-5713	6-gal, removable cover, steel
00-254-5714	7-gal, removable cover, steel
00-366-6809	30-gal, removable cover, steel
00-866-1728	30-gal, removable cover, steel, enamel-coated
00-030-7780	55-gal, removable cover, steel
00-292-9783	55-gal, closed head, steel
01-150-0677	55-gal, closed head, polyethylene
01-101-4055	85-gal, open head, steel (for solids)
01-101-4056	85-gal, open head, steel (for liquids)
01-302-4252	95-gal, removable cover, polyethylene

- Remember, when you package hazardous wastes, the container must be compatible with the waste material. For example, strong acids or caustics should not be put in steel containers. They corrode steel and that leads to leaks, spills and sometimes even fires.

- Before using a drum for hazardous waste, mark it so everyone knows what's inside. Check with your environmental coordinator for specific marking and labeling requirements.



Your environmental coordinator can also help identify what's inside if you're unsure of a drum's contents.

- Drums can be reused, but must be clean, in good condition, and empty. Your local hazardous waste SOP should give details on cleaning drums. If not, check with your environmental coordinator.

Make sure you remove or paint over all previous labels or markings so there's no confusion about the drum's current contents.

BURNER BASICS



The modern burner unit (MBU) is fast replacing the old M2 burner in the field. In many ways the MBU differs from the M2. The differences show up in operations, in the type of fuel, even in preventive maintenance.

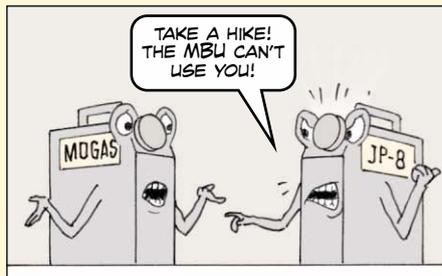
So if you want to keep on feeding hungry troops, get acquainted with your new burner unit. Here are some basic safety and PM tips:

Electric Shock

The MBU's power converter converts 120 VAC to 24 VDC. Before you perform maintenance on the MBU or any of its equipment, shut off external power. When you set up the burner, keep cables out of foot traffic so that no one's running into the connections.

No Gas

Fuel is one of the big differences between the M2 and the MBU. The M2 uses gasoline. The MBU uses only JP-8 or an approved substitute diesel fuel. **Never** use gasoline in the MBU. You'll create a fire hazard and risk an explosion.



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Weight

When it's filled with fuel, the MBU weighs about 58 pounds. And the battery pack weighs around 80 pounds. You could get injured trying to lug these around by yourself. Use two people to carry either one.



Carbon Monoxide

Just like the M2 burners, the MBU emits carbon monoxide (CO) gas when it's operating. You can't smell, see or taste CO. But it can make you drowsy and dizzy, give you a headache, and even cause you to lose control of your muscles. Play it safe by operating the MBU only in a well-ventilated area.

Noise



Replacement Parts



TM 10-7310-281-13&P SAYS THAT AFTER 300 HOURS OF OPERATION, YOU MUST REPLACE...

- air filter, NSN 7310-01-462-4913
- in-tank fuel filter, NSN 7310-01-462-6765
- O-ring on the fuel regulator, NSN 5331-01-183-0991

"ORDER **EXTRA** FILTERS AND O-RINGS SO THAT YOU'LL HAVE REPLACEMENTS ON HAND."



57

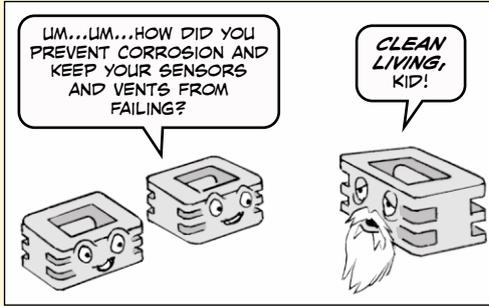
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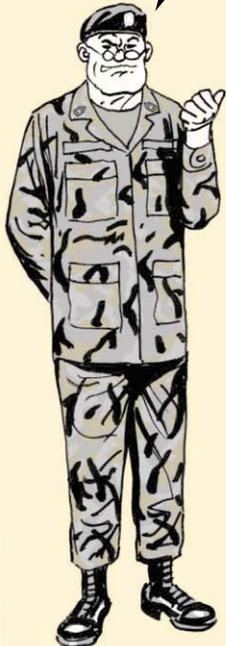
Cleaning your MBU helps fight corrosion and keeps sensors and vents from failing.

Wipe off the MBU with rags and soapy water. Never submerge it in water or use a pressure washer for cleaning. The MBU is water-resistant but **not waterproof**. After cleaning, towel it dry.

Cleaning



HERE ARE A FEW PLACES THAT DESERVE ATTENTION...



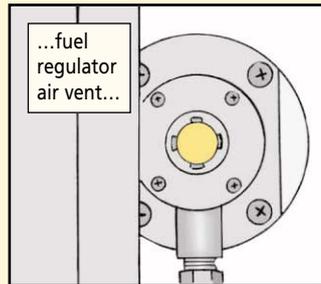
- **Burner well.**

If not wiped up, spilled food soon becomes baked-on food. Clean the well with a damp rag.



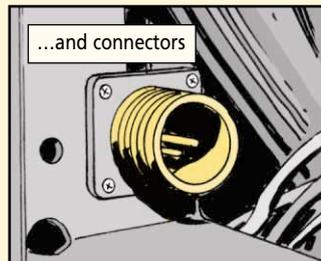
- **Air vent assembly.**

Located on top of the fuel tank, the vent has a 3/8-in hole facing the rear of the MBU. Dirt and debris can clog the hole. That hinders the venting of the tank and restricts fuel flow. Clean the hole with a soft-bristled cleaning brush, NSN 7920-00-514-2417.



- **Fuel regulator air vent.**

This vent is on the side of the fuel tank, just below the filler cap. Remove dirt with the cleaning brush.



- **Connectors.**

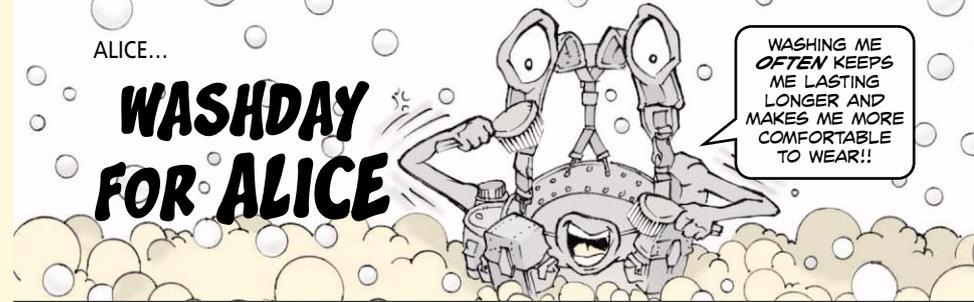
All connectors, including those on power cables, need dusting now and then with the cleaning brush.

- **Battery pack and power converter.**

Wipe down the housing with a damp, not wet, rag to remove dust or stains.

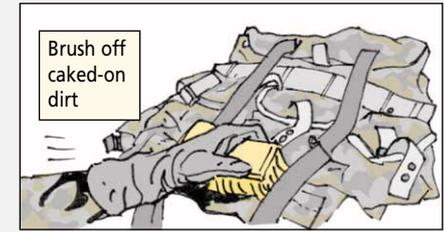
ALICE...

WASHDAY FOR ALICE



When the fabric parts of your All Purpose Lightweight Individual Carrying Equipment (ALICE) get splattered with mud and grime, it's time for cleaning. A washing now and then will help make the parts last longer and make them more comfortable to wear. Here's the washday routine:

- Brush off caked-on dirt with your hands. Or scrape it off with a flat stick or dull tool. Never use anything sharp that will cut the fabric or webbing. After getting rid of the caked-on stuff, sweep away the loose dirt with a soft brush or clean cloth.



- Wash ALICE by hand in a bucket of warm, soapy water. NSN 7930-00-929-1221 brings a detergent that cleans well even in hard or salty water.



Never use a washing machine. And steer clear of chlorine bleach, yellow soap, cleaning fluids and solvents. These products will discolor ALICE and break down the fabric.

- Inspect the fabric for stubborn, soiled spots that won't wash out. Scrub them again with a white or colorfast cloth. Then dip the problem areas in the soapy water again.
- After washing, rinse thoroughly in clean, warm water until all traces of soap are gone. Stretch the fabric back to its original shape.

- Air-dry in the shade or indoors. Don't use a clothes dryer. That leads to shrinkage, not to mention unnecessary wear and tear. And never dry ALICE in direct sunlight or near a heater or open flames—they'll fade and shrink the fabric.



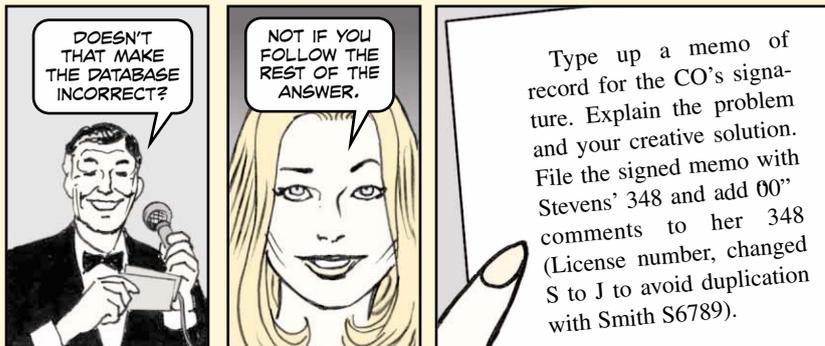
DEALING WITH THE UNLIKELY



Entering a new operator's license in ULLS-G is no cause for excitement, except when the unexpected occurs.

Take, for example, the case when CPL Samuel Smith, SSAN xxx-xx-6789 already exists in the system. The situation becomes complicated when PFC Jamie Stevens, SSAN xyz-xy-6789 arrives in the unit. Smith is already listed as S6789. What do you do with Stevens? She should also be S6789, but the system won't allow that. What do you do?

The short answer is get creative. You can reverse the entry of the first and last names (e.g., input last name of Jamie and first name of Stevens). Or, you can add a different letter as the first position of the last name (e.g., change last name to be Jstevens rather than Stevens).



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CIPs CDs Revisited

Page 10 of PS 609 (Aug 03) gave the wrong phone number for the combat identification panel (CIP) POC. Wayne Deutscher can be reached at DSN 987-5864 or (732) 427-5864.

MKT MAKE-OVER REVISIT

On page 59 of PS 601 (Dec 02) we told you that the MKT-I upgrade kit provides a 2KW generator and MWO 10-7360-206-30-1 installs it. It does not. The kit provides an outlet and the MWO installs it, but the generator is fielded with MBUs. MKTs without the generator should use another power source for the lights and fan.

SINGGARS MOUNTING BASE GASKET

Order the gasket that prevents water intrusion between the chassis and the power supply on the SINGGARS mounting base, MT-6353/VRC, with NSN 5330-01-509-1340. Update your parts manuals until they are revised.

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?

M17 DECON CORRECTION

The new Change 3 to the M17 decon's TM 3-4230-228-23&P has an error in Fig C-22. So get out your pencils, deconners, and make this change. Item 2, the clamp, is no longer available separately. It comes attached to the intake filter element, which is Item 1. Scratch out Item 2. And change the filter element's NSN to 2940-01-217-9696 and its part number to 1144.

Chamber Insert for Transporting M16s

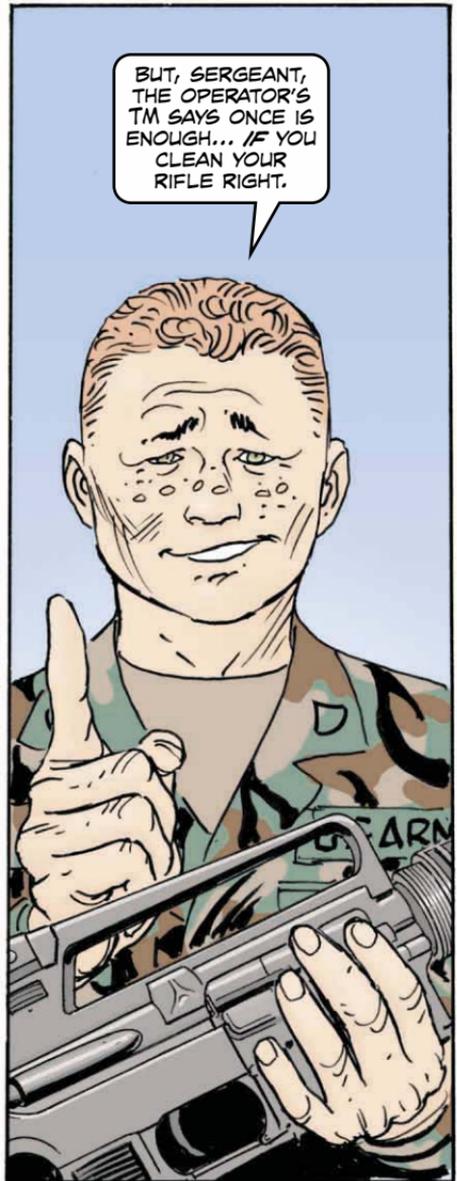
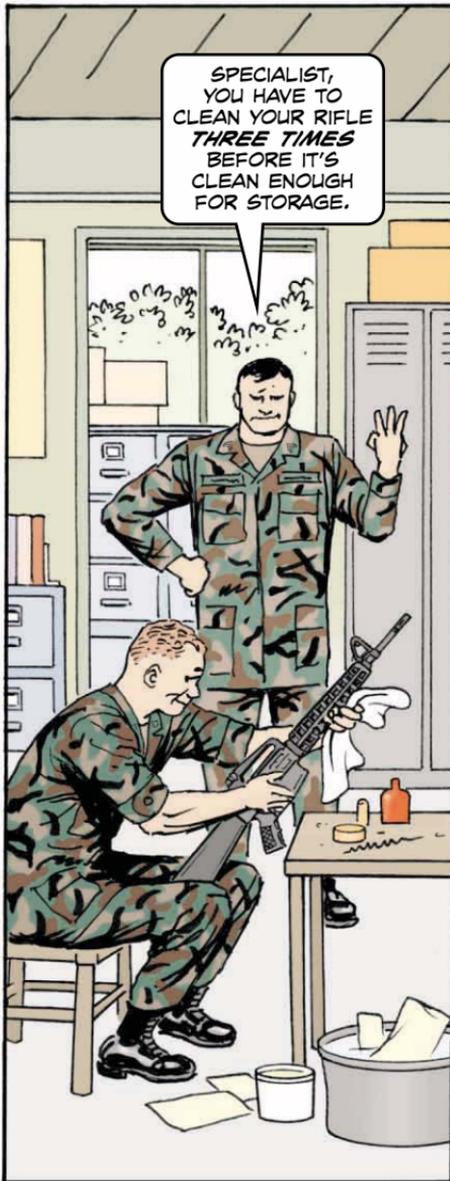
If your unit is deploying, you may need a way to block your M16 rifles' ability to chamber a round with the bolt installed in order to meet air safety regulations. That's what a chamber/safety flag is for. Order it with NSN 1005-00-418-8557. It costs less than 20 cents.

CONTAINER KITCHEN CAUTION LABEL

There's a new caution label required for the container kitchen, NSN 7360-01-473-3408. Your SBCCOM logistics assistance representative (LAR) has it. He'll attach the label inside the winch cover. Among other things, the label reminds you to crank the winch counterclockwise to lower the wings and clockwise to raise them.

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RIFLES, PISTOLS, AND MACHINE GUNS NEED ONLY ONE GOOD CLEANING—NOT THREE!