

**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

ISSUE 634 SEPTEMBER 2005

TB 43-PS-634, 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.



COMBAT VEHICLES 2

Stryker Ramp and Door Cautions	2
Stryker Hub Filler/Drain Plugs	3
Combat Vehicles PMCS and Problem Solving	4-5
M1-Series Tank Turret Crack Clarification	5
M1A1 Tank Turret Network Box	6
M1-Series Tank Chamber Brush Kit	7
M113-Series FOV Propeller Shaft, U-joint Bolts	8
M109A6 Paladin Traversing Gear Box	9



WHEELED VEHICLES 10

HMMWV Geared Hubs	10
HEMTT Speed Limits	11
M939A2 Arctic Fan Belt	11
M989A1 HEMAT Trailer Backing	12-13
M915, M915A1, HEMTT Air Dryer Kit	12-13
M872A1/A2/A3 Semitrailers Axle Info Update	14



SMALL ARMS 15

Small Arms Slings and Cleaning Rods	15
Unauthorized Weapons Modifications	15
M2 Machine Gun Timing and Headspacing	16-17
M2 Machine Gun Feeding Tips	18-19
COMET Website	20-21
M249 Machine Gun Magazine Clarification	21



TOOLS 22

Contact Truck TM's, Drawer Inserts	22, 23
Thread Repair Kit NSNs	24
Creeper NSN, Tire Repair Kit	25



COMBAT ENGINEERING 22

Small Emplacement Excavator Lubing	22
------------------------------------	----



SOLDIER SUPPORT 26

PS Magazine Website Information	26
Space Heater Replacements	46
Field Oven Tips	47
Cargo Tiedown Straps	48-49
Low Security Padlocks	50-51
Tent and Vehicle Cover Repair	52-53



COMMUNICATIONS 27

Large Screen Display Projectors	27-34
Commo Equipment Cleaning Cautions	40-41
Commo Equipment Data Plates	42
3-KW TQG Fuel Level Senders	43
Night Vision Devices Lens Cleaning	44-45



AVIATION 35

OH-58D MMS Coolant Fill Port Caps	35
UH-60A/L/HH-60L Cabin Floor	36
AH-64A/D TADS Turret Tips	37
AH-64D Nose Gearbox Cap Position	38
Cleaning TB Revised	39



NBC 54

M40-Series, M42-Series Mask Valve PM	54-56
--------------------------------------	-------



LOGISTICS MANAGEMENT 57

ULLS-G Clarification	57
LOGSA Transformation to Customer Focus	58-59
CD Recycling Changes Company	60
EDITORIAL	1
CONTINUITY	27
CONNIE'S POST SCRIPTS	61

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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:

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Internet address:

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

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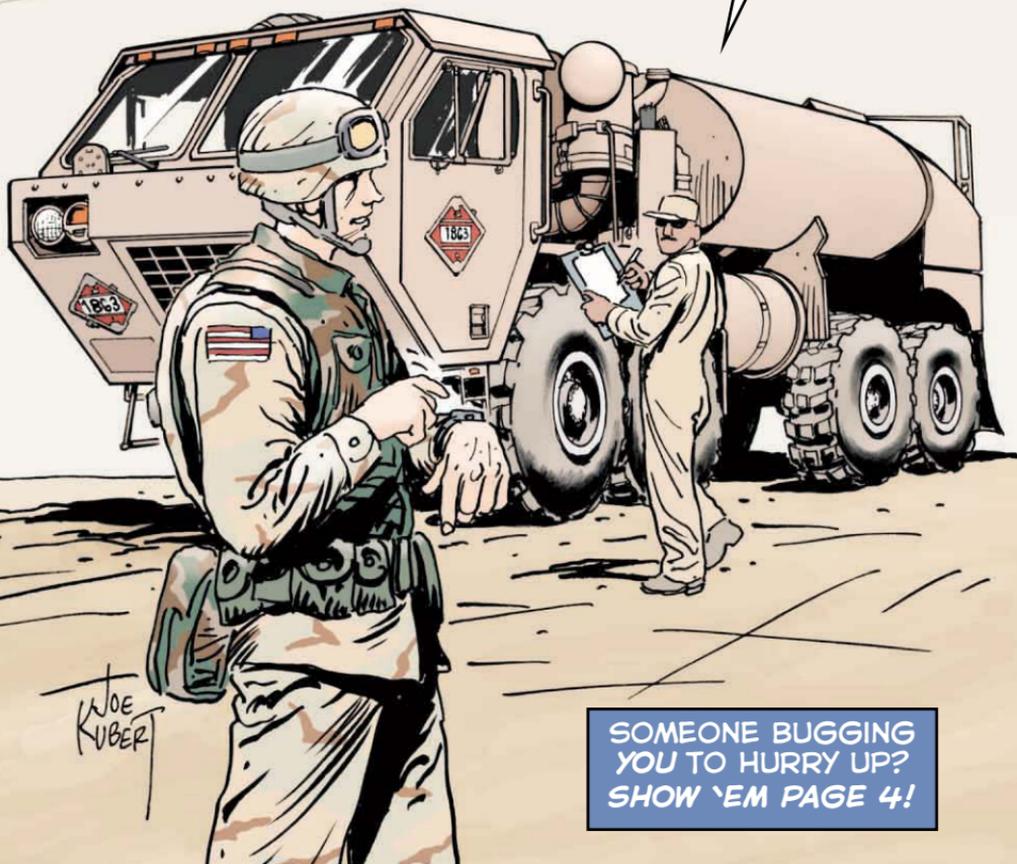
TB 43-PS-634

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Public Release;
Distribution is
Unlimited

HEY, C'MON!
HURRY IT UP...
I'M LATE!

HOLD YOUR
HORSES. I
SMELL ANTI-
FREEZE.

THIS TRUCK
DOESN'T MOVE
UNTIL I CHECK
FOR A LEAK.



JOE
KUBER

SOMEONE BUGGING
YOU TO HURRY UP?
SHOW 'EM PAGE 4!

Use Your LARS...



HELP FOR SUPPLY OR MAINTENANCE PROBLEMS THAT YOU CAN'T SOLVE IS AS CLOSE AS THE NEAREST LOGISTICS ASSISTANCE OFFICE (LAO).

The Army Materiel Command's LAO program has logistics assistance representatives (LARs) all over the world whose jobs are to solve your maintenance and supply problems.

If LARs don't have the answers handy, they know where to get them. They have contacts with equipment managers, engineers, depot repair specialists and pubs folks.

If you don't know where your LAO is, check out DA Pam 750-8, *TAMMS*, Table C-2, beginning on Page 242.

You can also access LAO offices on the Internet. Go to <https://aeps.ria.army.mil/aepspublic.cfm> and click on **AMC LAO OFFICES** under Public Applications. That takes you to a locator webpage displaying LAO regions on a flattened globe. Click on the region you want and you'll get a map of the region and where LAOs are located.

Click on the location you want and you'll get the email address for that office.

...or Become One



IF YOU'RE INTERESTED IN BECOMING A LAR, THERE ARE OPENINGS AVAILABLE.

For more information, contact the director of the Logistics Assistance Program, DSN 793-2544/(309) 782-2544,

Or Call:

800-223-7280,

or

(703) 806-8668,

or go online to:

<http://www.amccareers.com>

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	COMBAT VEHICLES	2		SOLDIER SUPPORT	26
	Stryker Ramp and Door Cautions	2		PS Magazine Website Information	26
	Stryker Hub Filler/Drain Plugs	3		Space Heater Replacements	46
	Combat Vehicles PMCS and Problem Solving	4-5		Field Oven Tips	47
	M1-Series Tank Turret Crack Clarification	5		Cargo Tiedown Straps	48-49
	M1A1 Tank Turret Network Box	6		Low Security Padlocks	50-51
	M1-Series Tank Chamber Brush Kit	7		Tent and Vehicle Cover Repair	52-53
	M113-Series FOV Propeller Shaft, U-joint Bolts	8		COMMUNICATIONS	27
	M109A6 Paladin Traversing Gear Box	9		Large Screen Display Projectors	27-34
	WHEELED VEHICLES	10		Commo Equipment Cleaning Cautions	40-41
	HMMVV Geared Hubs	10		Commo Equipment Data Plates	42
	HEMTT Speed Limits	11		3-KW TQG Fuel Level Senders	43
	M939A2 Arctic Fan Belt	11		Night Vision Devices Lens Cleaning	44-45
	M989A1 HEMAT Trailer Backing	12-13		AVIATION	35
	M915, M915A1, HEMTT Air Dryer Kit	12-13		OH-58D MMS Coolant Fill Port Caps	35
	M872A1/A2/A3 Semitrailers Axle Info Update	14		UH-60A/L/HH-60L Cabin Floor	36
	SMALL ARMS	15		AH-64A/D TADS Turret Tips	37
	Small Arms Slings and Cleaning Rods	15		AH-64D Nose Gearbox Cap Position	38
	Unauthorized Weapons Modifications	15		Cleaning TB Revised	39
	M2 Machine Gun Timing and Headspacing	16-17		NBC	54
	M2 Machine Gun Feeding Tips	18-19		M40-Series, M42-Series Mask Valve PM	54-56
	COMET Website	20-21		LOGISTICS MANAGEMENT	57
	M249 Machine Gun Magazine Clarification	21		ULLS-G Clarification	57
	TOOLS	22		LOGSA Transformation to Customer Focus	58-59
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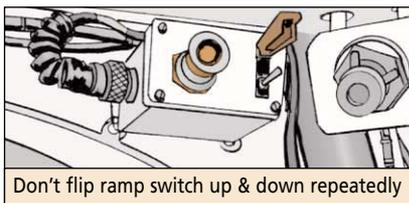
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Up or Down, Keep it Smooth



With the addition of slat armor, the ramp on your Stryker becomes a real heavy-weight. That means you have to be even more careful than normal when raising and lowering the ramp.

Flipping the ramp switch up and down is definitely a bad idea. The ramp will jump and jerk as it raises or lowers. That puts too much strain on the hydraulic rams and blows the seals. The same problems arise if you leave the ramp partially raised or lowered.

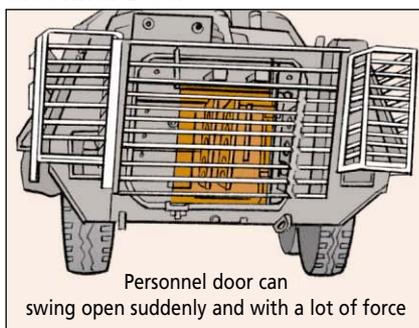


Remember, there are only two positions for the ramp: all the way up or all the way down. So raise and lower the ramp in one smooth motion to avoid damage to the ramp mechanism.

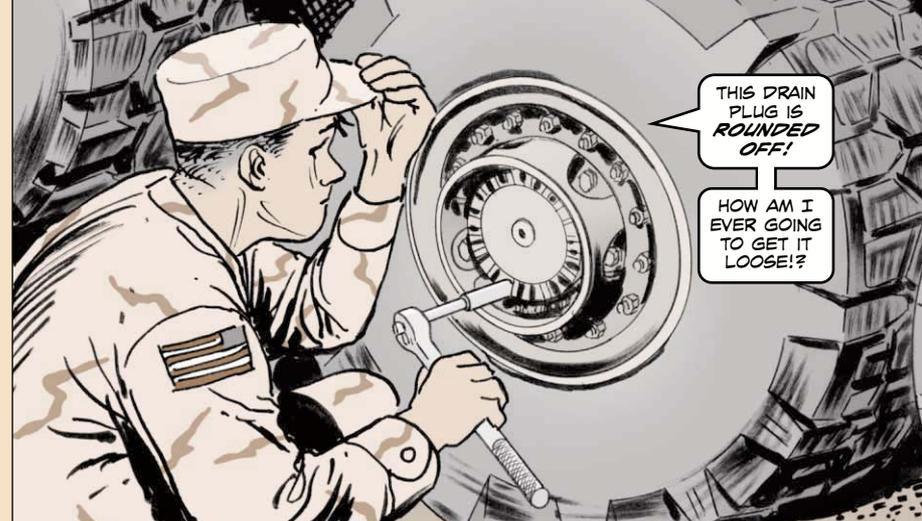
Watch the Personnel Door

Be **very** careful when opening the personnel door on the Stryker's ramp, especially if the vehicle is parked on an uphill incline.

Slat armor makes the door a whole lot heavier, so it will swing open suddenly when the latch is released. A few soldiers in Iraq were nearly crushed between the door and the slat armor that covers the right fuel tank cap.



Keep Plugs Pluggin' Along



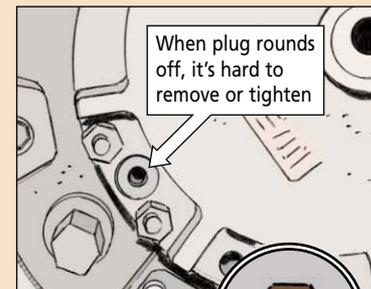
Easy does it when removing or tightening the hub filler/drain plugs on your Stryker.

The hex-shaped indentation on the plug will strip and round off easily. That makes the plug very hard to install or remove.

Make sure you insert your wrench all the way into the plug before turning. That'll reduce the chance of damage.

Keep a few extra plugs, NSN 5365-01-157-1347, and gaskets, NSN 5330-12-156-4524, on hand in case one is damaged. They cost only a little more than \$2 per set, so it'll be more than worth it if a plug strips while you're in the field.

Once the plug is removed, pay special attention to the inside tip. That end of the plug is magnetized, so you may find tiny metal shavings stuck there. Metal shavings probably means wear to the planetary gears in the hub. Tell your mechanic.



It's supposed to look hex-shaped



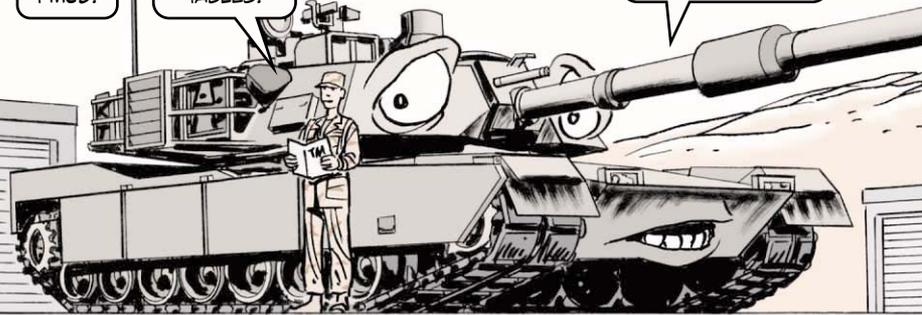
Complete PMCS Makes Sense(s)

THAT TAKES CARE OF PMCS!

I CHECKED EVERY ITEM IN THE TABLES!

BUT I'VE STILL GOT PROBLEMS!

THE PMCS TABLES DON'T COVER EVERYTHING!!



So you've gone through every Item in the PMCS tables of your vehicle's -10 TM. All finished, right?

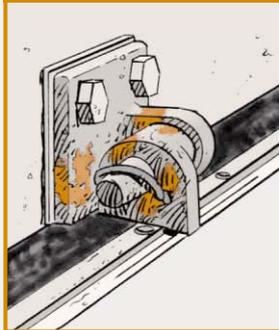
Nope. If you think going through the PMCS charts is all you need to keep your vehicle running, you've got another think coming.

During daily PMCS, there are a lot of items that don't have a specific procedure called out. In other words, a complete, overall inspection is what's required.



YOUR SENSES (SIGHT, TOUCH, SMELL AND HEARING) ARE CRUCIAL IN HELPING UNCOVER POTENTIAL PROBLEMS.

• Catches, locks and hinges should be checked for smooth operation. Look for metal fatigue, wear, and other damage. Listen for squeals that indicate rust.

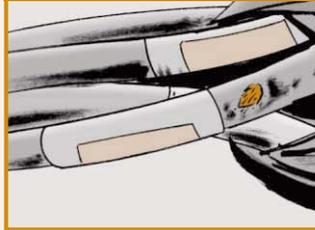


• Bolts, clamps, nuts, and screws should be checked regularly for looseness. How to tell? Loose fasteners will show chipped paint, bare metal, or rust around the heads.

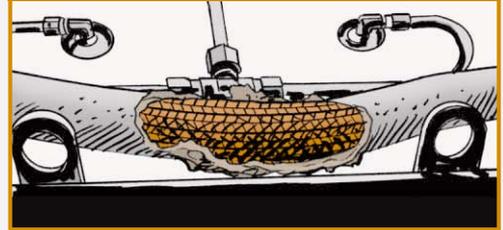


• Many items on your vehicle are welded and require careful inspection. A failing weld may show movement, gaps, corrosion, and flaked or missing paint.

• Other items to inspect include electrical connectors and cables. Look for broken connectors and worn or cut cables.



• Hose fittings, clamps, and the hose itself need to be checked. Look for abrasions, seepage or leaks. Feel for leaks in areas you can't see. Take a sniff, too. Some fluids have a distinctive odor.



IF YOU FIND ANY OF THESE PROBLEMS, LET YOUR MECHANIC KNOW.

REMEMBER YOUR MISSION AND SAFETY COULD BE AT RISK IF YOU DON'T DO A COMPLETE PMCS.

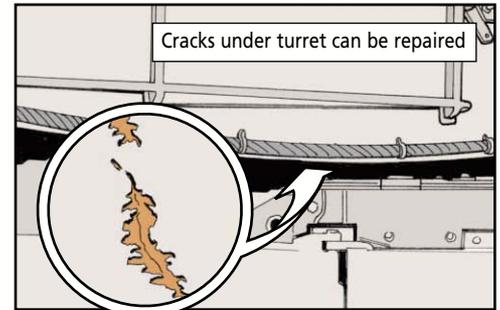
M1-Series Tanks...

IS YOUR TANK CRACKING UP?

If you've noticed cracks developing on the underside of the turret, don't panic. Your tank is not coming apart at the seams.

In most cases, these are not cracks in the armor but in the thin metal skin that covers the bottom of the turret.

They need to be repaired, though, so keep an eye out for those cracks during your PMCS. If you spot any, let your mechanic know. He'll fix them following the procedures that start on Page 5-450 of TM 9-2350-264-20-2-3. The repair procedures haven't been added to the M1A2 and M1A2 SEP manuals yet, but they're coming soon.



Mechanics, a new PMCS check is being added to the -20-2-1 TMs for the M1A1, M1A2 and M1A2 SEP. It requires checking for the cracks during semi-annual services. Make a note until the TMs are changed.

Choose Wisely



HEY! WHEN AM I GONNA GET THAT NEW TURRET NETWORKS BOX?

THE PARTS MANUAL LISTS **FOUR DIFFERENT** NSNs!

HOW AM I S'POSED TO KNOW WHICH ONE TO ORDER?

THERE ARE SEVERAL DIFFERENT CONFIGURATIONS OF M1A1 TANKS OUT THERE.

AND EACH ONE OF THEM USES A **DIFFERENT** TURRET NETWORKS BOX (TNB).

SO HOW DO YOU MECHANICS KNOW THE **RIGHT** TNB TO USE WITH A PARTICULAR TANK?

THERE ARE **THREE WAYS**. PICK THE ONE THAT WORKS **BEST** FOR YOU



1

IF YOU'RE REPLACING THE TNB IN A TANK, TAKE A LOOK AT THE NOMENCLATURE TAG OF THE OLD TNB AND ORDER WITH THAT NSN.

2

IF YOU'RE ORDERING A NEW TNB FROM THE PARTS MANUAL, DETERMINE THE TANK CONFIGURATION...

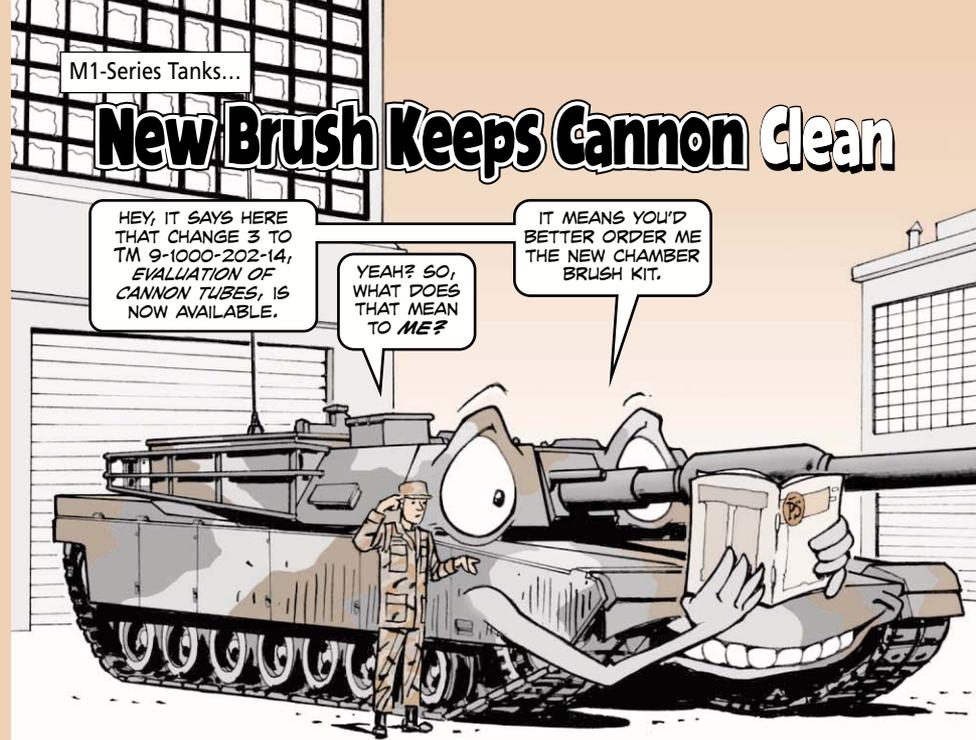
...THEN FOLLOW THE USABLE ON COPEs (UOC), PART NUMBER, AND NSN FROM THE PARTS MANUAL TO SELECT THE RIGHT TNB.

3

IF YOU WANT TO TAKE THE EASIEST ROUTE, ORDER FROM THIS LIST...

Tank Configuration	TNB, NSN 5975-01-
M1A1 without driver's hatch interlock (DHI)	316-9270
M1A1 with DHI	459-9483
M1A1 AIM (1st Armored Division only)	476-6482

New Brush Keeps Cannon Clean



HEY, IT SAYS HERE THAT CHANGE 3 TO TM 9-1000-202-14, **EVALUATION OF CANNON TUBES**, IS NOW AVAILABLE.

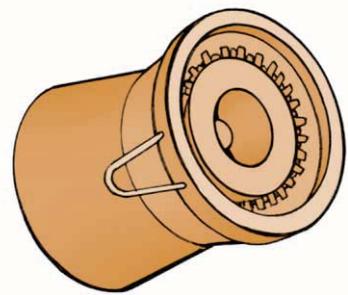
YEAH? SO, WHAT DOES THAT MEAN TO ME?

IT MEANS YOU'D BETTER ORDER ME THE NEW CHAMBER BRUSH KIT.

Change 3 to TM 9-1000-202-14, *Evaluation of Cannon Tubes*, is now available. So what does that mean to you?

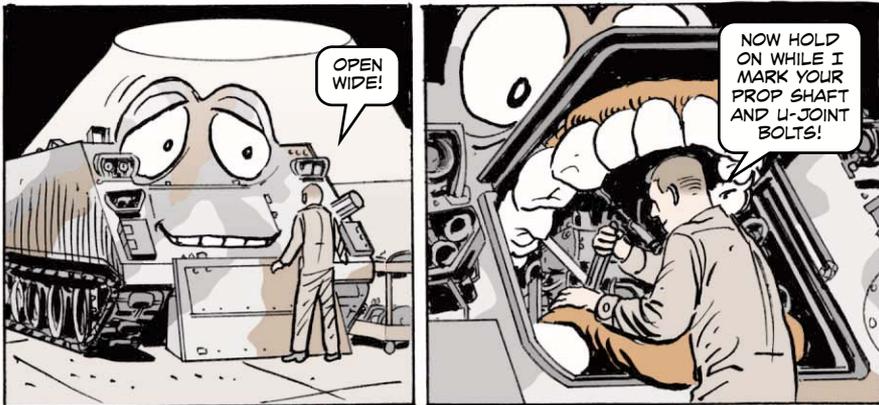
Good question. Appendix B contains new criteria for proper inspection and condemnation of the M256 cannon tube's chamber area. To allow crews to do a good inspection, a new chamber brush kit, NSN 1015-01-511-7872, was added to the BII of TM 9-2350-264-10-2 (Mar 03 w/Ch 1). Instructions for using the kit are found on Page 3-251 of the -10-2 TM.

New chamber brush kit removes carbon and dirt from cannon tube



The chamber brush and instructions have not yet been added to the M1A2 and M1A2 SEP TMs, but the new inspection requirement still covers those tanks. Make sure you order and use the new chamber brush kit, too.

Keep Prop Shaft Bolts Tight

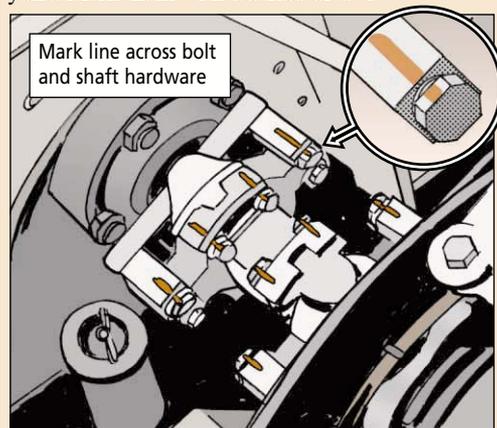


One of the most important things you crewmen and mechanics can do is check for loose or missing propeller shaft and U-joint bolts on M113 carriers.

If the shaft comes loose, it flails around, damaging the vehicle. If it crashes through the floorboard, the shaft could injure or kill the driver.

Spotting a missing bolt is simple enough, but how do you check for a loose one?

That's where you mechanics come in. When you pull semiannual PMCS, torque all the bolts. Then make alignment marks on the bolt heads and prop shaft or U-joint yoke. Mark them with a scribe or awl.



That makes it easy for crewmen to double-check them during PMCS. If the marks don't line up, the bolt has loosened.

Of course, the best solution is to keep the bolts from coming loose in the first place. That means torquing the bolts right.

After torquing the bolts the first time, drive the vehicle forward about 100 feet and then back. Re-check the torque and tighten if necessary. The initial stress of operation sometimes loosens the bolts.

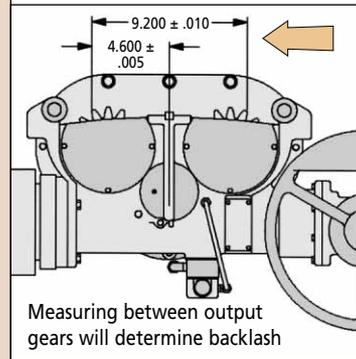
GOT THE SHAKES



IF YOU'RE HAVING **OSCILLATION PROBLEMS** ON YOUR PALADIN WHEN USING THE AUTOMATIC FIRE CONTROL SYSTEM (AFCS)...

...THE CAUSE MAY BE **INCORRECT BACKLASH ADJUSTMENT** OF THE TRAVERSING GEAR BOX.

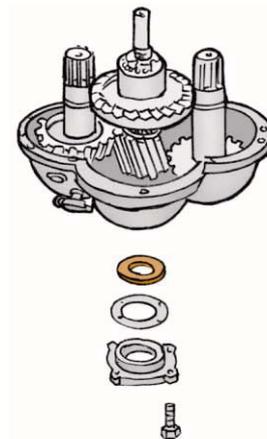
Have your mechanic notify DS/GS maintenance about the problem. They'll determine if the gear box has the correct backlash by measuring the traversing output gears as shown on Page 13-31 of TM 9-2350-314-34-2.



If the backlash is out of tolerance, they'll remove the center bottom cover and add a shim between the backlash gear and the gasket as shown on Page 13-22 of the -34-2 TM.

Adding shim could fix vibration problem

If the shim doesn't bring the gears within tolerance, the traversing mechanism will have to be disassembled to set the backlash gear.



HMMWV...

Geared Hub Flub



That's because the vent line from the geared hub is connected to the vent line from the fuel pump. But for fuel to get into the geared hubs, the fuel lift pump diaphragm must be leaking. If the pump is leaking, your truck could also be hard to start or run rough.

Pump problems can cause fuel to be pushed into the vent lines, and since the geared hubs are the lowest points in the vent system, the fuel tends to go there.

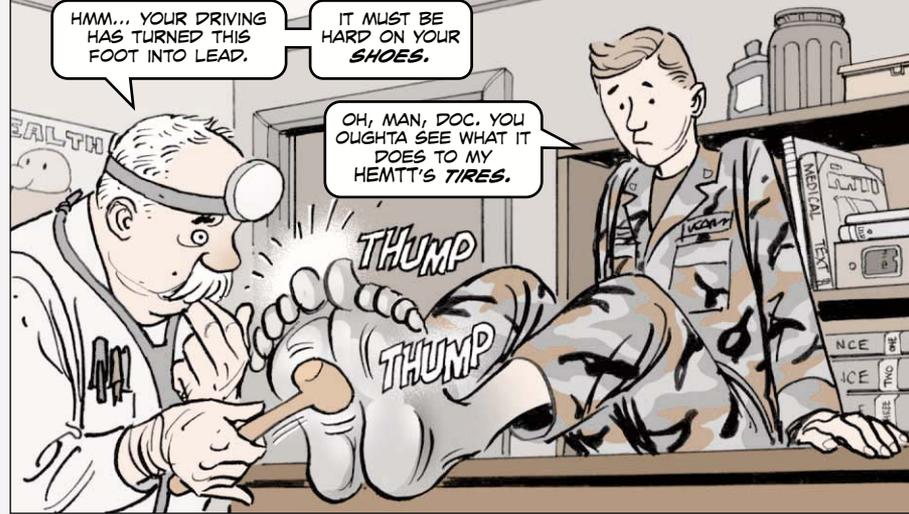
Fuel and gear oil don't lube well. That combo damages hub gears. Plus, too much liquid in the geared hubs leads to blown seals.

Remember, finding fuel in the geared hubs is not common. But when you do, replace the fuel lift pump with NSN 2910-01-168-7905. Then replace the hub gear oil. You need to blow out the vent system with compressed air to get rid of the fuel.



HEMTT...

NO LEAD FOOT



Drivers, throwing rubber is what happens when you operate your HEMTT beyond its recommended speed limits.

Most limits are spelled out in the chart on Page 3-61 and 3-62 of TM 9-2320-279-10-1.



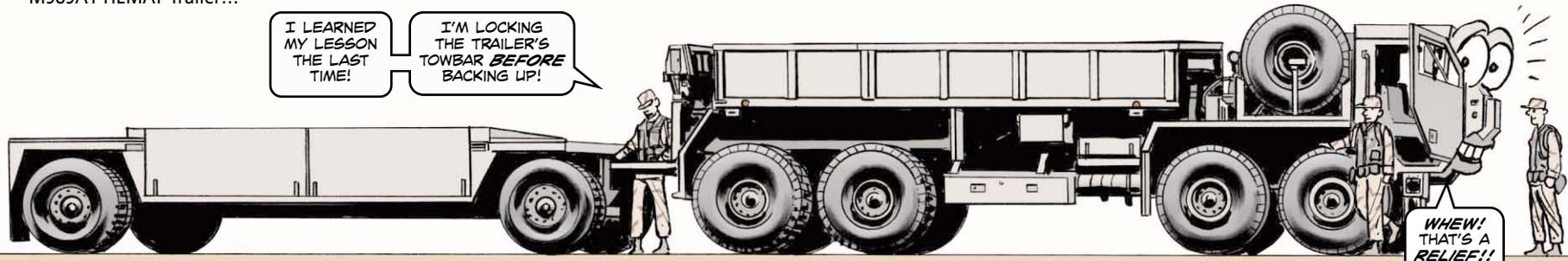
THOSE TOWING SPEEDS ARE...

	Loads to 50,000 lbs	Loads over 50,000 lbs
Level road	35 mph	30 mph
Hilly road	30 mph	20 mph
Off road	15 mph	15 mph

Other culprits of tire damage include wrong air pressure and too much load—so keep these in check.

M939A2 Arctic Fan Belt

NSN 3030-01-287-3155 gets an arctic fan belt for cold weather. It stands up to "Old Man Winter." Take off the arctic belt in the spring and use the regular belt, NSN 3030-01-271-3754. Keep spare belts laid flat in a cool, dry place. Never hang 'em on a nail—they can kink!



LOCK UP BACK UPS

Pulling the HEMAT trailer is easy stuff, drivers, as long as you pay attention when making turns. Backing one up is another story.

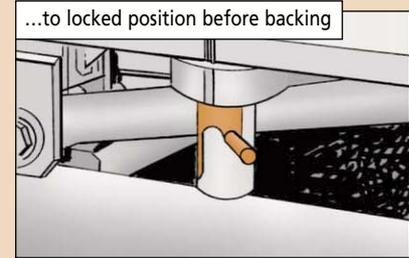
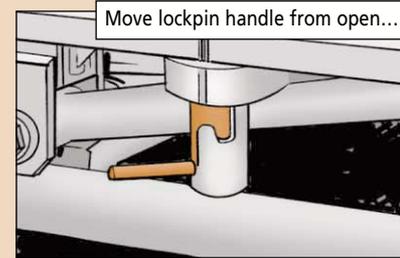
Before you start, you need to get out of your truck and lock the trailer's towbar in place. A lot of drivers forget, or figure they're good enough to maneuver an unlocked trailer.

They're the red-faced ones who have to explain the damage to the trailer and the back of the truck when the trailer jackknifes.

So make sure you lock the towbar every time before backing the trailer. Just remove the hitch pin, raise the lock-pin handle, rotate it counterclockwise to the short slot, and replace the hitch pin. Then get a couple of ground guides to help you back up.

If the hitch pin and chain are missing, replace them with NSN 4010-01-353-9428. You can also order the parts individually. The pin comes with NSN 5315-01-098-6455 and the chain with NSN 4010-01-353-9368.

When you've finished backing, unlock the towbar so you don't forget when it's time to move out again.



Air Dryer Kit



SERVICING THE AIR DRYER ON BIG TRUCKS DOESN'T MEAN YOUR UNIT HAS TO SPEND BIG BUCKS.

SOME MECHANICS SERVICE THE DRYER BY REPLACING THE ENTIRE CANISTER.

INSTEAD, CLEAN THE DRYER BY USING A **DESICCANT PARTS KIT**, NSN 4440-01-081-1391.

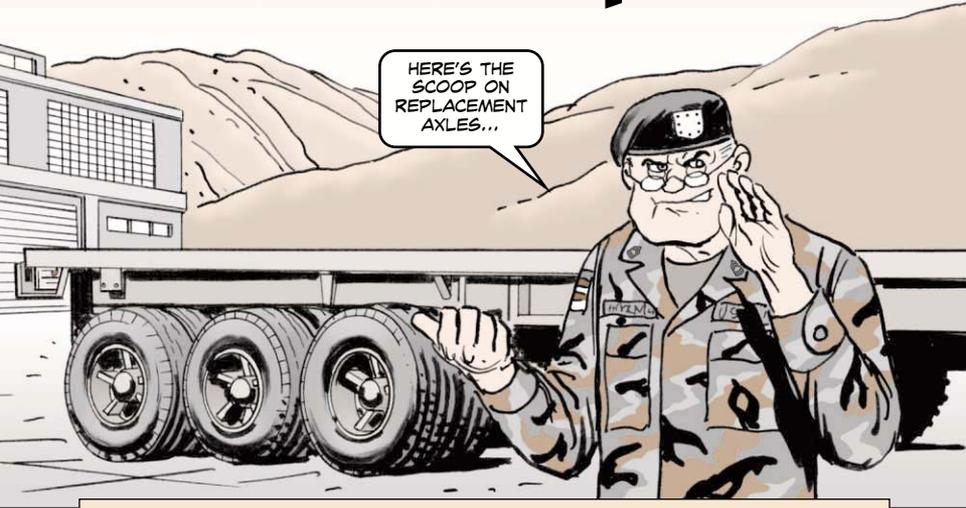


FORGET THAT—YOU'RE JUST THROWING MONEY DOWN THE DRAIN.



THE KIT HAS **EVERYTHING YOU NEED**—INCLUDING INSTRUCTIONS—TO MAKE THE AIR DRYER AS **GOOD AS NEW.**

Axle Info Update



HERE'S THE SCOOP ON REPLACEMENT AXLES...

Dear Half-Mast,

Is there a good NSN for the axle on my unit's M872-series 34-ton flatbed trailer? Using the parts info in TM 9-2330-359-14&P gets you nowhere.

SSG J.B.

Dear Sergeant J.B.

Here's the scoop.

Because the original axle used on the semitrailer is no longer available, you'll have to use axle, NSN 2520-01-499-5403, that's used on the M871A3 22-ton flatbed semitrailer.

However, the -5403 axle uses different rims, so you'll need 4 rims, NSN 2530-01-441-9700, for each new axle. It's the same rim used on the M915-series tractor trucks, so you can use the truck's spare if you get a flat on the new axle.

Use tire, NSN 2610-01-045-3688, on both rims.

As long as you have any of the original axles on the trailer, use rim 2530-01-290-5715 for the trailer's spare. That way, you'll have a spare for the original axles. If you've had to replace all the axles on the semitrailer with the new axles, be sure to change the trailer spare to the -9700 rim.

Half-Mast

SMALL ARMS SLINGS AND CLEANING RODS

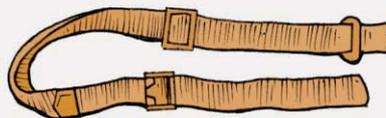
SAVE YOURSELF ORDERING TIME, ARMORERS...



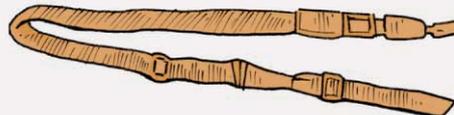
...BY MAKING A NOTE OF THESE NSN CHANGES.

Do not use NSN 1005-01-083-8113 to order a sling for an M16 rifle or M4 carbine. Your order will be rejected by DSC-Columbus.

Use NSN 1005-01-216-4510 to order an M16 sling...



... and NSN 1005-01-368-9852 for the M4 sling.



NSN 1005-00-050-6357 now brings a box of 25 cleaning rod sections instead of just one as it used to. The cleaning rod section is used with the M16 rifle, M4 carbine, and M231 and M249 machine guns.



No Unauthorized Weapons Modifications Allowed

Reports are coming in that soldiers are modifying their rifles, pistols, and machine guns to try to improve how they work or to make them easier to handle in combat. That's a big no-no! The only time a weapon can be modified is if the Army has approved a modification work order (MWO).

Para 3-1e in AR 750-10, *Army Modification Program*, makes this very clear: "Commanders will not allow their equipment to be modified unless there is an official MWO." If you modify your weapon without authorization, you risk making it non-mission capable and you can be held responsible for any damage to it or to your fellow soldiers.

THE TIME FOR TIMING (AND HEADSPACING) IS NOW!

YEAH! TAKE THE TIME AND USE YOUR HEAD ON TIMING AND HEADSPACING ME!

Every year soldiers hurt themselves and their M2 machine guns because they don't realize the importance of timing and headspacing or they've forgotten how to do it correctly.

When an M2 isn't headspaced and timed, a round can go off before it's chambered. That's why it's critical that M2 gunners know they must headspace and time before they fire and any time they change the barrel during firing.

If a soldier hasn't fired an M2 in a year, he's probably not going to remember the procedure. It's pretty complicated. That's why it's a good idea, armorers and First Sergeants, to go over headspacing and timing with your gunners every few months. A half hour during Sergeants' Time is an excellent time to review the procedure. And then when it's firing time at the range, review again.

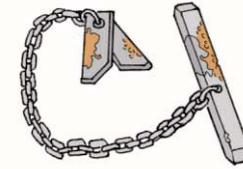
PS 602 (Jan 03) had a good layout explaining M2 timing and headspacing. Make copies of it and use them for training. If you don't have PS 602, you can download the article at

<https://www.logsa.army.mil/pub/psissues/602/602-14-19.pdf>



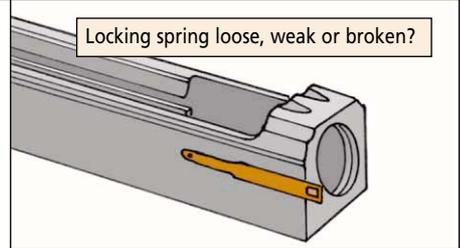
DON'T FORGET THIS PMCS FOR HEADSPACING AND TIMING!

Gauges. If the headspace and timing gauges are bent, rusted, or pitted, it's pointless to headspace and time an M2. Get new gauges with NSN 5220-00-535-1217.



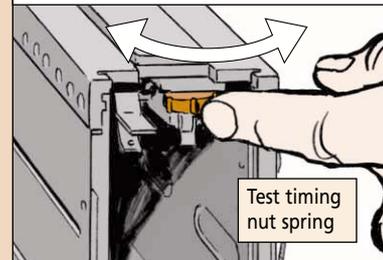
Gauges bent, rusted, pitted?

Barrel locking spring. If the spring can't hold the barrel in place, the barrel turns during firing and headspace is lost. Test the spring by setting the correct headspace and then trying to unscrew the barrel. If the barrel turns, the spring is weak or loose or the barrel locking lugs may be worn.



Locking spring loose, weak or broken?

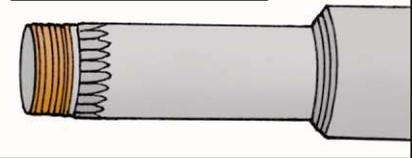
Timing nut. If the timing nut can be easily turned with one finger or it doesn't click as you move it, the nut's spring is too weak and it won't hold timing. Get the spring replaced.



Test timing nut spring

Barrel and barrel extension threads. If the threads are chipped or burred, it will be difficult to screw in the barrel. Even worse, you may think you've screwed in the barrel when you haven't. That means bad headspace. Stone any chips or burrs until they're smooth.

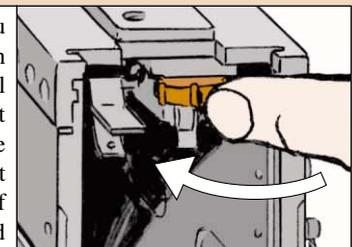
Burred or chipped threads?



PM ALSO INCLUDES PROPER STORAGE!



Storage. When you store an M2, loosen the timing nut all the way to the left until it touches the trigger bar. That takes tension off the nut's spring and helps the spring last longer.



Timing nut turned all the way down to the left?



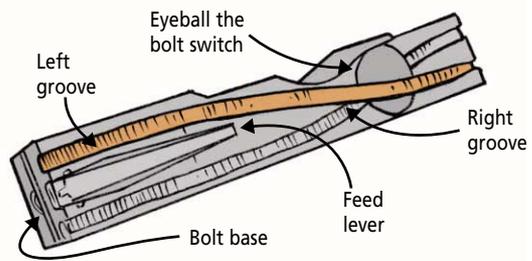
Etiquette for Good Feeding

An M2 machine gun that can't be fed ammo or whose barrel can't be locked in place is an M2 that can't do much to protect you or your unit. Feast on these feeding tips to keep your M2 spitting out ammo:

Feeding: If you get the feed wrong when you put your M2 back together after maintenance, not only will you not be able to feed ammo to it, but you'll also damage the feed pawl guide lever when you slam the feed cover in place. A quick glance, though, tells you if you've got the feed right...if you know what to look for.

The key is the bolt switch. If you're firing with left-hand feed, the left groove beginning at the bolt's base should run through the bolt switch unblocked.

For left-handed feeding, left groove should be unblocked

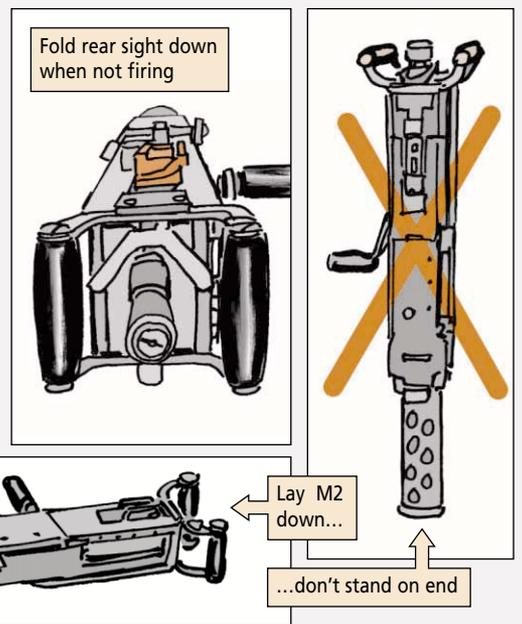


Right hand feed? The right groove should be unblocked. Always check the feed before you fire.

Barrel locking spring: If the spring is weak or missing, the barrel will not stay tight and your M2 will lose the correct headspace. If you can easily move the spring with your finger, it's too weak. Report a missing or weak spring.

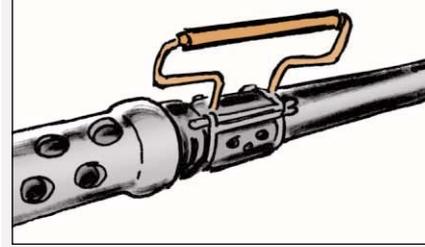


Rear sight: The M2 is a heavy-duty weapon, but it does have one weak spot: the rear sight. If you leave the sight sticking up all the time, you'll soon need a new sight. One good jolt snaps it off. When you're not firing, fold the sight down. It also helps if you lay your M2 down and don't set it on end where it can take a fall. And, of course, never drop it. You'll be less likely to drop it if you get help carrying it.

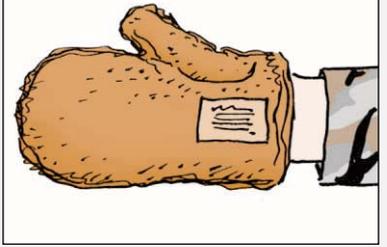


Hot barrel: You don't want to try to change a hot barrel in the field without strong protection for your hand. Using your glove or a rag will give you a burned hand. The best protection is the mitt that comes with the M2. If the mitt is missing, your armorer can order more with NSN 8415-01-092-0039. He should order extras since the mitt disappears. Each M2 should also have a barrel carrying handle, NSN 1005-00-550-4080. Then you can unscrew the barrel with the mitt and pull it out with the carrying handle.

Do you have barrel carrying handle and...



...barrel carrying mitt?



Need Help? Click on COMET



Dear Editor,

Thanks for the great write-up you gave the COMET (command maintenance evaluation team) program in PS 630 (May 05). I'm sure that will help spread the word on what COMET can help units with.

One resource you didn't mention was the website most COMET programs maintain at each installation. Ours at Ft Lewis has info on:

- CBRN
- armament
- TMDE
- supply
- commo
- automotive
- publications
- food service
- master's driver and driver's training
- government purchase card
- field sanitation
- PMCS certification

Under the armament section, for example, we have listings on a command maintenance inspections checklist for arms rooms, an arms room assistance area, a sample arms room SOP, and a weapons pubs list.

We also list the courses COMET teaches.

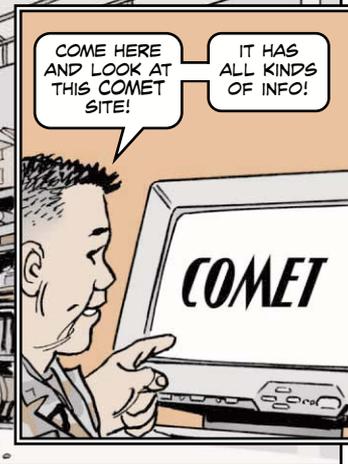
Much of the information on the site would apply to all Army units, not just those at Lewis.

Access the Ft Lewis website by going to:

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

You'll need your AKO login and password to proceed. Go to ORGANIZATIONS, then GARRISON & DIRECTORATES, then DOL, then COMET. But if you work at a major installation with a COMET program, check with your local team to see if they maintain their own website.

COMET
Ft Lewis, WA



Editor's note: Sounds like the COMET websites are a good source of information for many Army problems. Forts McPherson, Bragg, Stewart, Drum, Campbell, Hood, and Lewis have COMET programs. Get to know your COMET people. They can help.



PS 634

M249 Machine Gun...

Magazines OK?

GEE, I'VE HEARD I SHOULDN'T USE AN M16 MAGAZINE WITH YOU.

WELL, I WORK BETTER WITH BELTED AMMO, BUT I CAN FIRE WITH A MAGAZINE.

SO, LET'S START SHOOTIN'!



Dear Half-Mast,

We keep hearing that you're no longer supposed to use M16 rifle magazines with the M249 machine gun. Any truth to that?

SFC R.S.

Dear Sergeant R.S.,

No, there is no truth to that. As it says on Page 2-50 in TM 9-1005-201-10, "Firing from an M16-series rifle magazine is authorized in training or emergency situations where belted ammunition is not available; however, the use of the 30-round magazine can affect reliability. The frequency of malfunction/stoppage can increase using this configuration."

In other words, using a magazine is OK, but it's better to use belted ammo for the best firing.

Half-Mast

21

SEP 05

Contact Maintenance Truck...

I KNOW THERE'S SOME PMCS I'M SUPPOSED TO BE DOING FOR YOU...

...BUT I DON'T KNOW WHERE YOUR TM IS.

GET A COPY OF TM 9-4940-563-13&P. IT HAS ALL THE INFO YOU NEED!

What's the Shop PM?

Dear Half-Mast,
Where do you go for info on the contact shop truck? We can't find anything on maintenance or NSNs for the shop equipment.

SGT R.L.

Dear Sergeant R.L.,

Check out TM 9-4940-563-13&P. You can order a copy through your pubs account or look at it on-line:

<https://www.logsa.army.mil/etms/online.htm>

You will need a password to access the TM. The contact maintenance truck's component list is CL 4940-95-B29 and is at:

<https://weblog.logsa.army.mil/sko/index.cfm>

Half-Mast

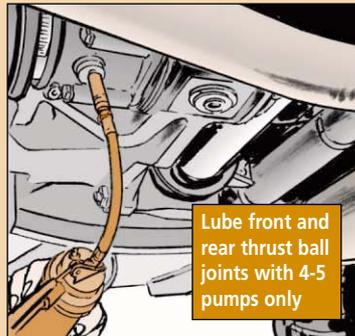
Small
Emplacement
Excavator...

EASY ON LUBE

Operators, make sure you pay attention to the CAUTION in Note 18 of the LO when it's time to lube the grease fittings for the front and rear thrust ball joints on the SEE.

Give each fitting only four or five pumps of lube from a hand-held grease gun.

Pumping in too much lube will split open the ball joint's rubber boot. A split boot means the lube leaks out and water and sand get in. Water can rust the ball joints and sand just causes more wear and tear.



Lube front and rear thrust ball joints with 4-5 pumps only

SECM

How Can I Get Drawer Inserts?

WHAT'S THE MATTER?

WE LOST YOUR DRAWER INSERTS DURING THE TRIP TO IRAQ.

NOW IT'S GONNA BE TOUGH TRYING TO KEEP TRACK OF ALL YOUR TOOLS.

AND I CAN'T FIGURE OUT HOW TO GET REPLACEMENTS!

SHOOT, WE CAN PROBABLY GET SOME MADE.

LET'S CONTACT TACOM.

Dear Half-Mast,
We have lost the foam inserts that go in the drawers for the SECM (shop equipment, contact maintenance). Without the inserts, it is much harder to keep the tools organized and do inventory. We've looked through TM 9-4940-563-13&P and can't find any NSNs for replacements. Can you help?

MSG K.V.

Dear MSG K.V.,

Sure. There are no NSNs for replacement foam inserts, but replacements can be fabricated by the vendor. To do that, you will need to go through TACOM-Rock Island. They will need to know your SECM's NSN and serial number, which can be found on the data plate on the rear of the shelter, and which drawers need replacement inserts.

Contact TACOM-RI at DSN 793-4674/(309) 782-4674

Half-Mast

Tools...

Thread Repair Kit NSNs

ARE YOU USING GARDSERTS, THE THREAD REPAIR KIT PS TOLD YOU ABOUT IN PS 620 (JUL 04)? THEN **LISTEN UP!**

YOU CAN **NOW** ORDER REPAIR PARTS FOR THE KIT, NSN 5180-01-499-8893.



Insert	NSN 5325-01-525-
Inch	
1/4-20	3843
1/4-28	3645
5/16-18	3838
5/16-24	3660
3/8-16	3837
3/8-24	3856
7/16-14	4661
7/16-20	5841
1/2-13	4345
1/2-20	3841
9/16-12	5847
9/16-18	3834
5/8-11	3836
3/4-10	3655
Metric	
M6 x 1.0	3869
M8 x 1.25	3840
M10 x 1.5	3652
M12 x 1.75	4653
M14 x 2.0	4355

Drill Bit Inch Size	NSN 5133-01-525-
S (letter size)	8473
23/64	5768
7/16	6144
29/64	7080
17/32	7081
19/32	6145
39/64	6658
11/16	6143
45/64	6146
49/64	6151
25/32	6142
55/64	6148
11/64	6149
11/32	6147

NSNs have not been issued for cap screws, hex nuts, tapping fluid, the nut gauge, or tray.

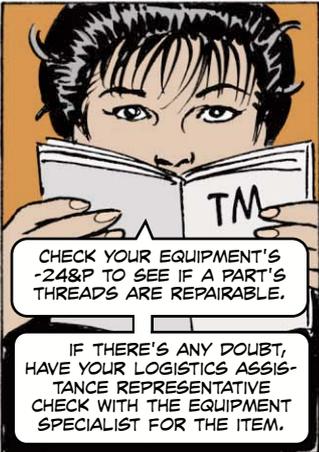


REMEMBER THERE ARE SOME STRIPPED THREADS THAT ARE CONSIDERED **NON-REPAIRABLE**.



FOR EXAMPLE, THERE ARE **NO STRIPPED THREADS** ON AN M1 TANK THAT CAN BE REPAIRED.

AWW...



CHECK YOUR EQUIPMENT'S -24&P TO SEE IF A PART'S THREADS ARE REPAIRABLE.

IF THERE'S ANY DOUBT, HAVE YOUR LOGISTICS ASSISTANCE REPRESENTATIVE CHECK WITH THE EQUIPMENT SPECIALIST FOR THE ITEM.

[Click here for a copy of this article to save or email](#)

Tools...

JEEPERS CREEPERS!

HOW'DJA GET THAT CREEPER?



YOU CAN ORDER ME WITH THESE NSNs!

Dear Half-Mast,
Do you have NSNs for mechanic's creepers, particularly a heavy duty one? A good creeper would make it so much easier for us to get under vehicles.

T.W.

Dear T.W.,
Get a heavy duty creeper with NSN 4910-01-487-7902. It's part of the standard automotive tool set (SATS). NSN 4910-01-322-4799 brings a standard creeper with six steel rollers.

Half-Mast

A Better Breakdown of Tire Repair Tool Kit



Dear Editor,
When you check Components List 4910-96-A74, which covers the tire repair tool kit, NSN 5180-01-355-2166, you run into quite a few discrepancies between what's in the kit and what's listed in the CL. The kit is part of the No. 1 Common.
To get an accurated breakdown of the kit, go to the kit manufacturer's website:
<http://www.gaihtertool.com/support/spareparts/12880/>

SFC R A
Bamberg, Germany

Editor's note: You're right, the CL is inaccurate. It will be corrected in the next update. Until then, use the Gaither website for your inventory.

[Click here for a copy of these articles to save or email](#)

What Do You Know About PS?

PS THE PREVENTIVE MAINTENANCE MONTHLY

Most mechanics and operators read and use PS.

We need to share what you learn in OIF!

PS is available on the Internet.

The URL to our website is listed below.

We answer more than 2,800 questions each year.

Urgent info is posted on our site as Hot Topics!

The printed pages of PS Magazine are something that most mechanics and operators are familiar with.

But did you know the magazine is available online:

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

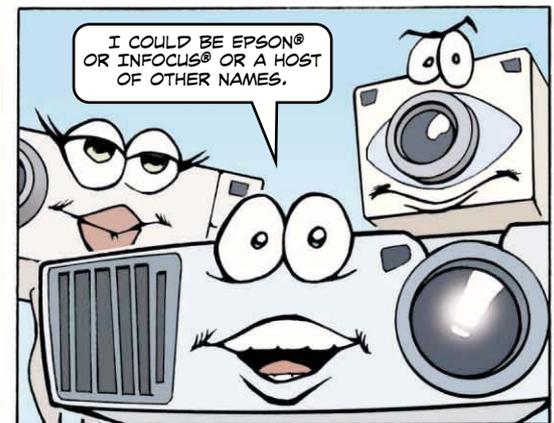
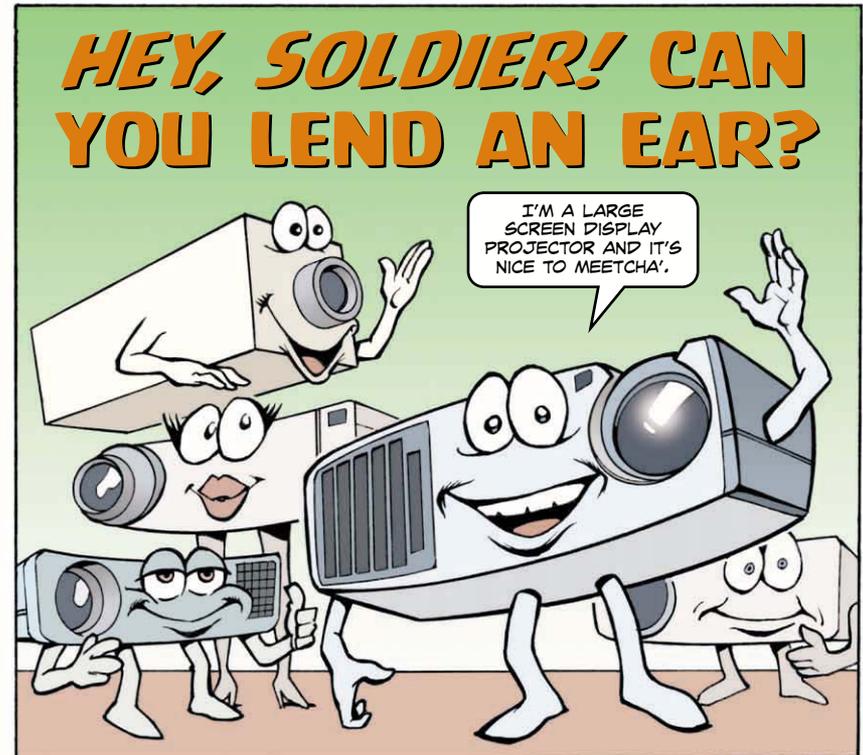
In addition to the 15 years of indexed, hyperlinked articles, we have made it increasingly easier to email individual articles, added a Hot Topics page where late-breaking supply and maintenance info is posted, and, in answer to your requests, we are working out a search mode that will allow readers to search our PDF files by keyword or NSN.

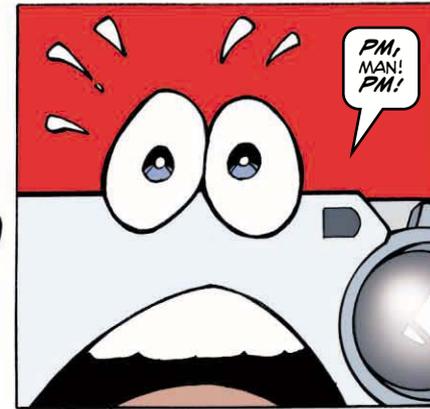
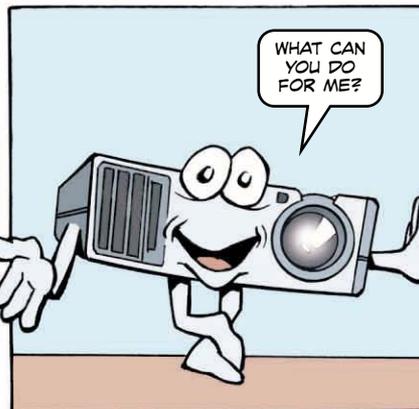
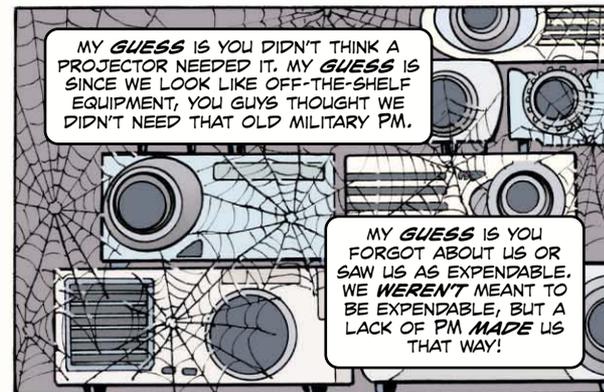
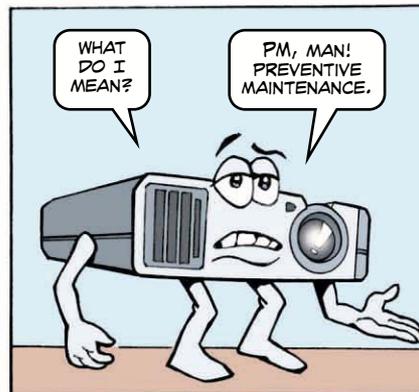
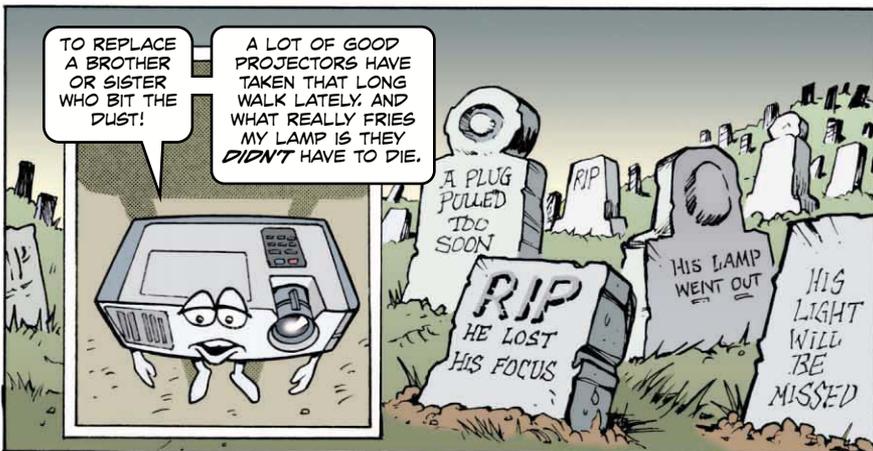
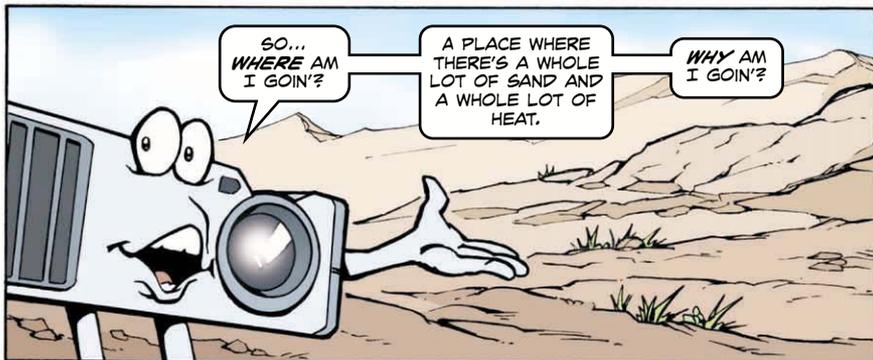
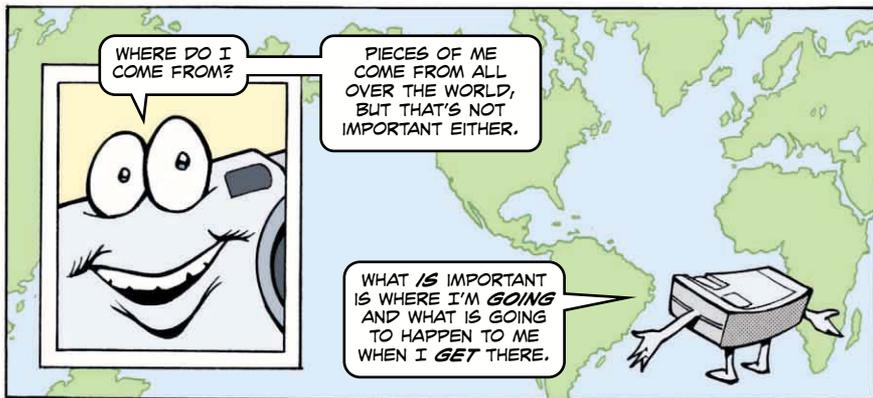
The PS Magazine staff also provides a reader service where soldiers can send in questions on supply and maintenance. We answer approximately 2,800 requests each year. You can email questions to:

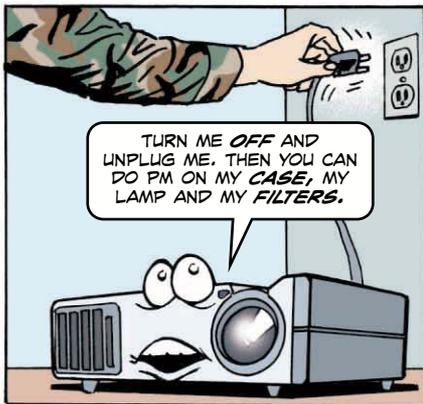
psmag@logsa.redstone.army.mil or half.mast@us.army.mil

We work hard to keep in touch with what you do to maintain Army materiel. We use your successes and ideas to help other soldiers. We also provide answers to maintenance problems common to many soldiers. We're always open to sharing the knowledge you gain from serving in the sandpit. So send us your ideas, questions, problems, and lessons learned.

We'll be glad to hear from you!



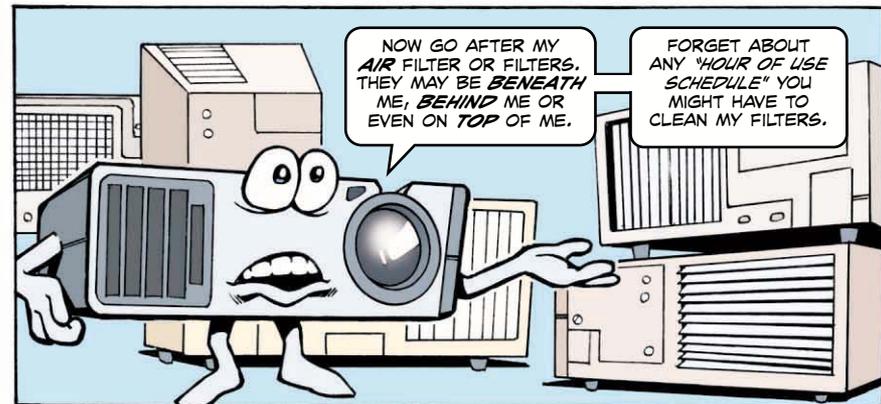




TURN ME OFF AND UNPLUG ME. THEN YOU CAN DO PM ON MY CASE, MY LAMP AND MY FILTERS.



BUT THAT'S IT!
LEAVE MY WIRING ALONE!



NOW GO AFTER MY AIR FILTER OR FILTERS. THEY MAY BE BENEATH ME, BEHIND ME OR EVEN ON TOP OF ME.

FORGET ABOUT ANY "HOUR OF USE SCHEDULE" YOU MIGHT HAVE TO CLEAN MY FILTERS.



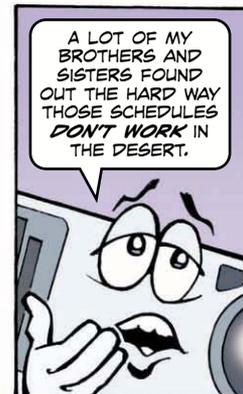
ONCE I COOL DOWN, CLEAN MY LENS OF ANY DIRT AND DUST. USE A CANISTER OF COMPRESSED AIR.

MAKE SURE IT'S JUST AIR AND NOT A FLAMMABLE GAS THAT COMES IN A SIMILAR CONTAINER.



IF MY LENS IS SMEARED, LENS CLEANING PAPER IS THE WAY TO GO.

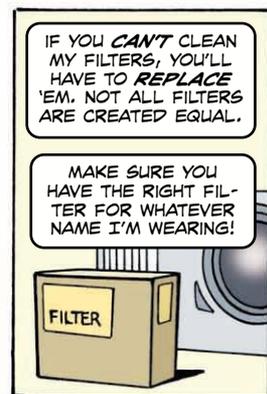
IF NEED BE, MOISTEN A SOFT CLOTH WITH AN ALCOHOL-BASED LENS CLEANER AND GENTLY WIPE MY LENS.



A LOT OF MY BROTHERS AND SISTERS FOUND OUT THE HARD WAY THOSE SCHEDULES DON'T WORK IN THE DESERT.

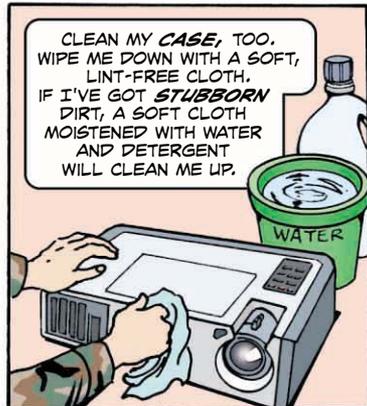


ONCE MY FILTERS ARE REMOVED, CLEAN THEM WITH A SMALL VACUUM, LIKE THE ONES USED ON COMPUTERS, IF YOU HAVE ONE. IF NOT, USE A SOFT BRUSH AND CAREFULLY GET MY FILTERS CLEAN.



IF YOU CAN'T CLEAN MY FILTERS, YOU'LL HAVE TO REPLACE 'EM. NOT ALL FILTERS ARE CREATED EQUAL.

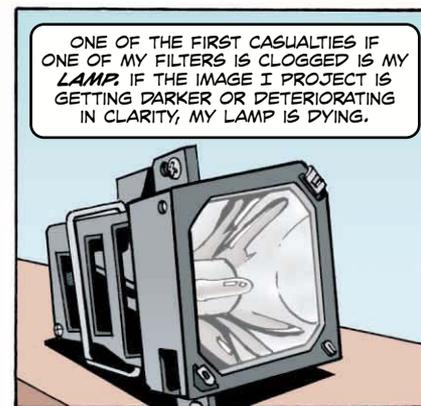
MAKE SURE YOU HAVE THE RIGHT FILTER FOR WHATEVER NAME I'M WEARING!



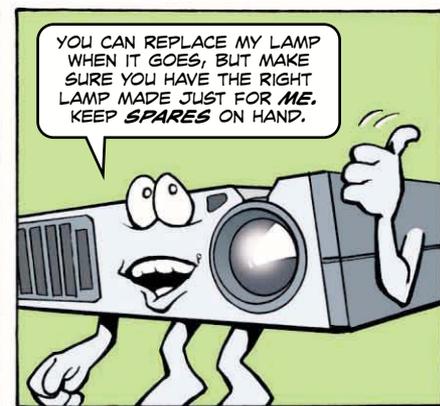
CLEAN MY CASE, TOO. WIPE ME DOWN WITH A SOFT, LINT-FREE CLOTH. IF I'VE GOT STUBBORN DIRT, A SOFT CLOTH MOISTENED WITH WATER AND DETERGENT WILL CLEAN ME UP.



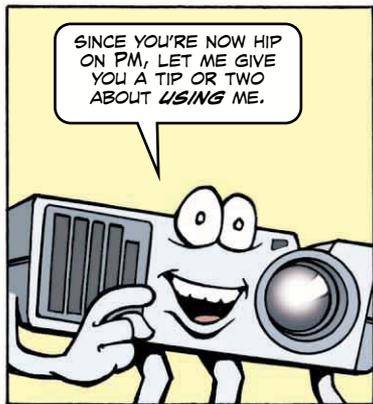
DON'T USE ALCOHOL, BENZENE, THINNER, OR OTHER CHEMICAL DETERGENTS ON MY CASE. THEY COULD WARP ME AND LATER WHEN YOU TURN ME ON, THE VAPORS COULD BE DANGEROUS TO YOU AND ME.



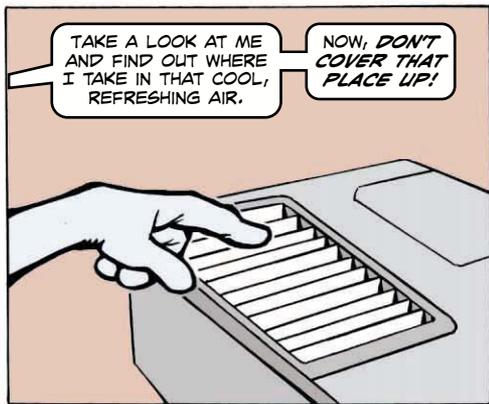
ONE OF THE FIRST CASUALTIES IF ONE OF MY FILTERS IS CLOGGED IS MY LAMP. IF THE IMAGE I PROJECT IS GETTING DARKER OR DETERIORATING IN CLARITY, MY LAMP IS DYING.



YOU CAN REPLACE MY LAMP WHEN IT GOES, BUT MAKE SURE YOU HAVE THE RIGHT LAMP MADE JUST FOR ME. KEEP SPARES ON HAND.

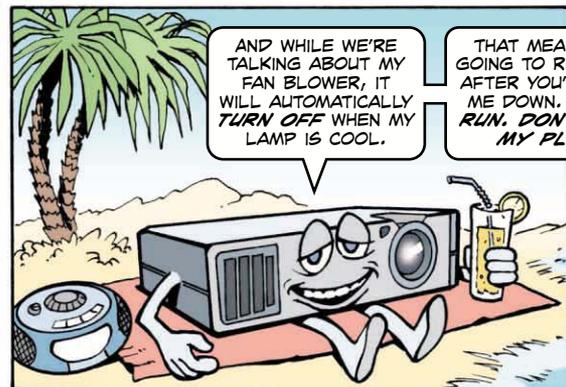


SINCE YOU'RE NOW HIP ON PM, LET ME GIVE YOU A TIP OR TWO ABOUT *USING* ME.



TAKE A LOOK AT ME AND FIND OUT WHERE I TAKE IN THAT COOL, REFRESHING AIR.

NOW, *DON'T COVER THAT PLACE UP!*



AND WHILE WE'RE TALKING ABOUT MY FAN BLOWER, IT WILL AUTOMATICALLY *TURN OFF* WHEN MY LAMP IS COOL.

THAT MEANS IT'S GOING TO RUN SOME AFTER YOU'VE SHUT ME DOWN. *LET IT RUN. DON'T PULL MY PLUG!*

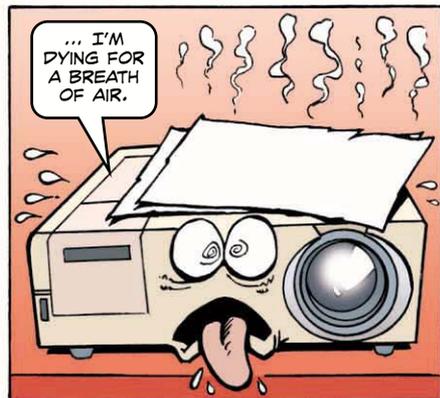


WAIT A MINUTE, MAN. THERE'S NO HURRY.

SMACK



SOMETIMES WHEN A GUY IS BRIEFING OR TEACHING, HE FORGETS AND LAYS PAPER RIGHT ON TOP OF ME AND SUDDENLY...

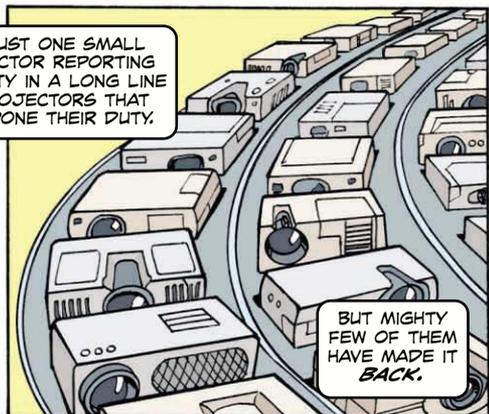


... I'M DYING FOR A BREATH OF AIR.

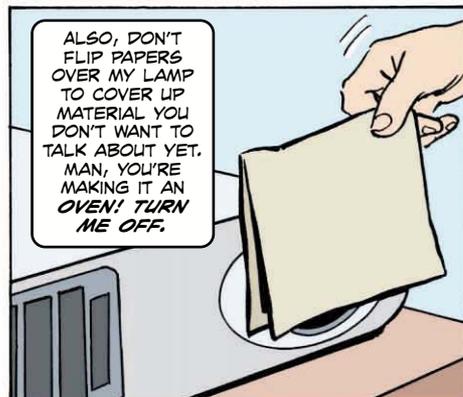


YEAH, I KNOW, I'VE DONE A LOT OF TALKING TODAY, BUT MAN, I'VE READ THE CASUALTY REPORTS.

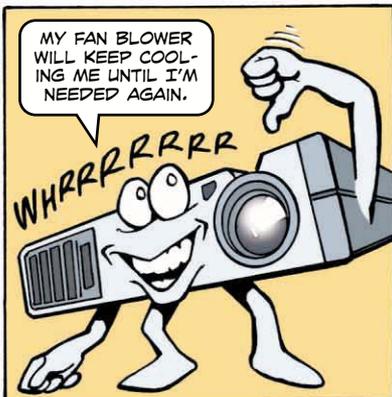
I'M JUST ONE SMALL PROJECTOR REPORTING FOR DUTY IN A LONG LINE OF PROJECTORS THAT HAVE DONE THEIR DUTY.



BUT MIGHTY FEW OF THEM HAVE MADE IT *BACK*.



ALSO, DON'T FLIP PAPERS OVER MY LAMP TO COVER UP MATERIAL YOU DON'T WANT TO TALK ABOUT YET. MAN, YOU'RE MAKING IT AN *OVEN!* *TURN ME OFF.*

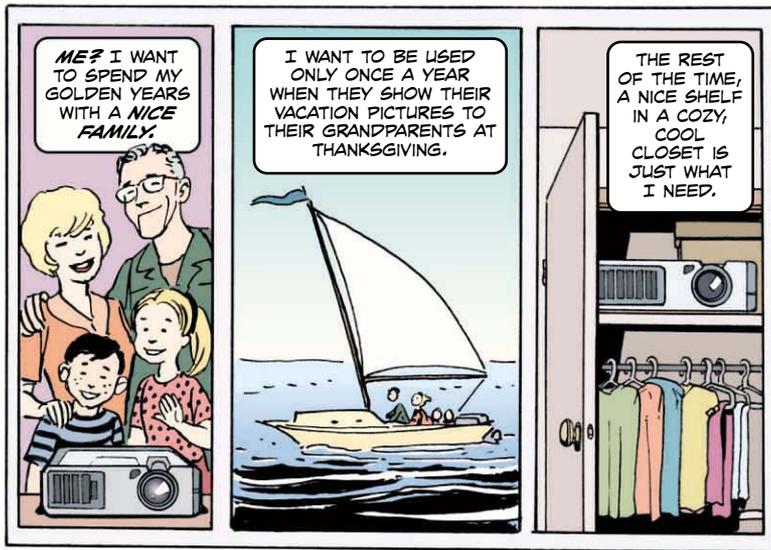


MY FAN BLOWER WILL KEEP COOLING ME UNTIL I'M NEEDED AGAIN.

WHRRRRRR



THEIR RETIREMENT IS A SCRAP HEAP IN SOME DESERT.



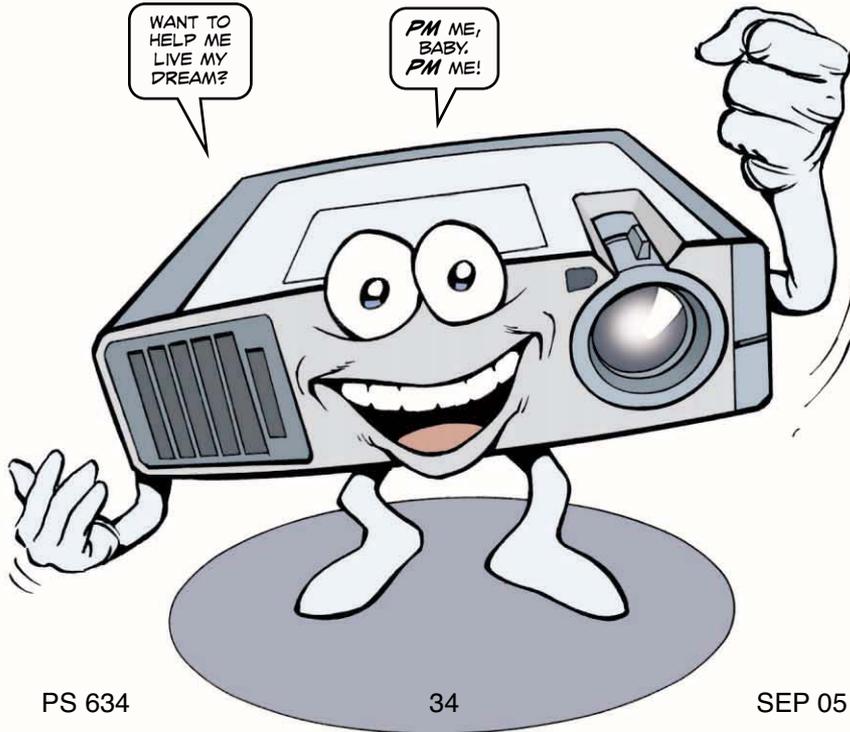
ME? I WANT TO SPEND MY GOLDEN YEARS WITH A *NICE FAMILY*.

I WANT TO BE USED ONLY ONCE A YEAR WHEN THEY SHOW THEIR VACATION PICTURES TO THEIR GRANDPARENTS AT THANKSGIVING.

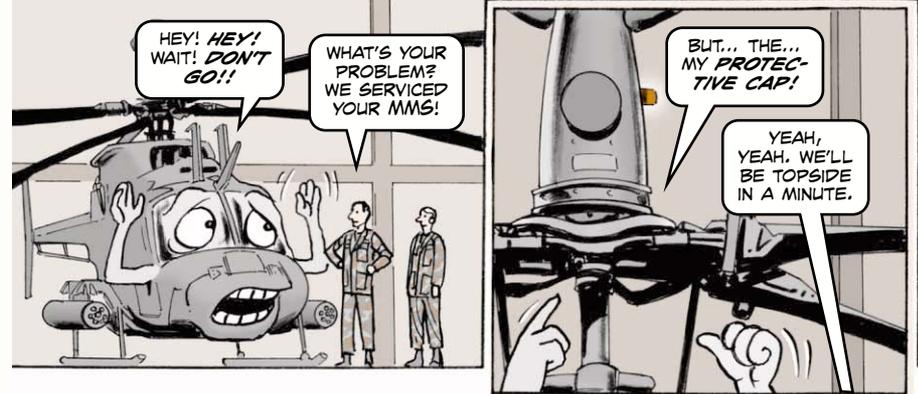
THE REST OF THE TIME, A NICE SHELF IN A COZY, COOL CLOSET IS JUST WHAT I NEED.

WANT TO HELP ME LIVE MY DREAM?

PM ME, BABY. PM ME!



TIGHT AND SECURE



HEY! HEY! WAIT! *DON'T GO!!*

WHAT'S YOUR PROBLEM? WE SERVICED YOUR MMS!

BUT... THE... MY *PROTECTIVE CAP!*

YEAH, YEAH, WE'LL BE TOPSIDE IN A MINUTE.

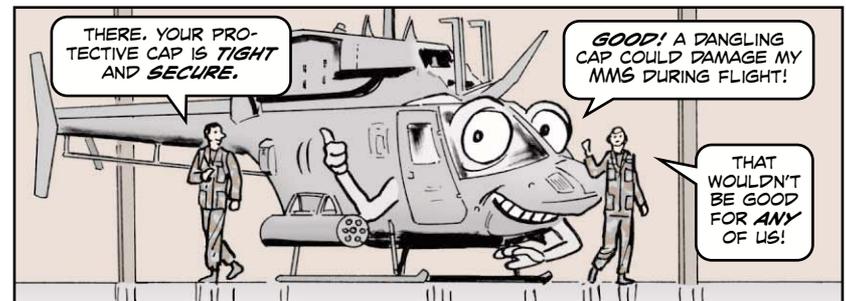
Mechanics, a loose or dangling protective cap for the coolant fill port on your Kiowa Warrior's mast mounted sight (MMS) could mean trouble later.

During flight a loose cap can come off, flail around on the lanyard, and hit the side of the turret and the lightning protective tape. That can damage the turret frame and the tape with dents, gouges, or pits.

So, after servicing your MMS make sure the protective cap is seated correctly and tight and that the lanyard is securely attached.



Make sure protective cap is tight and secure



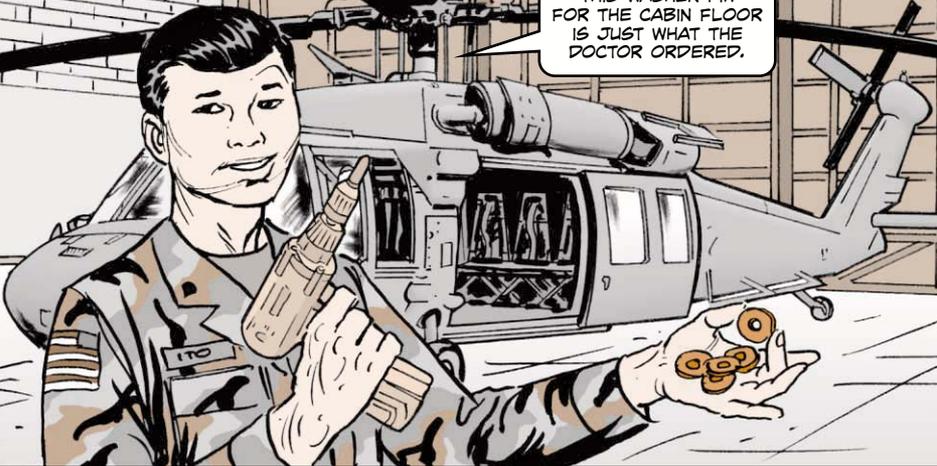
THERE. YOUR *PROTECTIVE CAP IS TIGHT AND SECURE.*

GOOD! A DANGLING CAP COULD DAMAGE MY MMS DURING FLIGHT!

THAT WOULDN'T BE GOOD FOR *ANY* OF US!

DO NOT OVERTORQUE

THIS WASHER FIX FOR THE CABIN FLOOR IS JUST WHAT THE DOCTOR ORDERED.



Dear Sergeant Blade,

Some Black Hawk mechanics get a little careless and don't properly torque the cabin floor screws.

The screws are countersunk into the floor. You should use only enough force to seat the screws, then torque to 20 lb-in. But when some mechanics tighten the screws, they force them all the way through the floor.

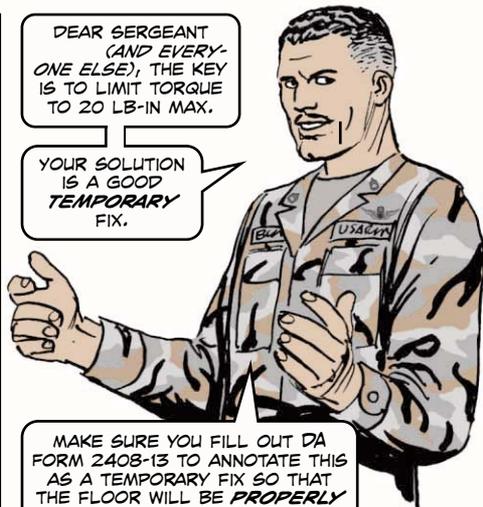
We've come up with a fix to help us deal with the problem of stripped out holes. We install a larger stainless steel washer under the existing washer on the screw to secure the floor. The NSN for the washer is 5310-00-221-3106, (P/N A3235-028-24A).

SSG L AKARNG B

DEAR SERGEANT (AND EVERYONE ELSE), THE KEY IS TO LIMIT TORQUE TO 20 LB-IN MAX.

YOUR SOLUTION IS A GOOD TEMPORARY FIX.

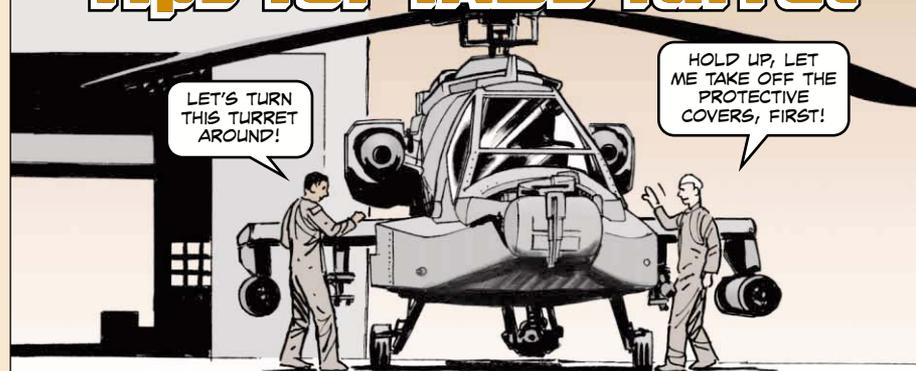
MAKE SURE YOU FILL OUT DA FORM 2408-13 TO ANNOTATE THIS AS A TEMPORARY FIX SO THAT THE FLOOR WILL BE PROPERLY FIXED AT THE NEXT SCHEDULED PHASE MAINTENANCE.



Tips for TADS Turret

LET'S TURN THIS TURRET AROUND!

HOLD UP, LET ME TAKE OFF THE PROTECTIVE COVERS, FIRST!



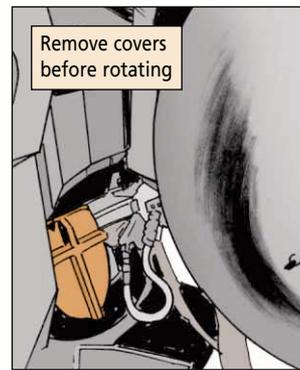
Aircraft armorer, always handle your AH-64's target acquisition designation sight (TADS) with TLC.

That TLC begins by removing the protective covers from the boresight window, dayside window and nightside window of the TADS assembly before you move the turret.

If you leave the covers on, there won't be enough clearance between the TADS components to rotate the turret. If you force it as you move the TADS, you could damage the system.

After removing all three window covers and releasing the azimuth and the elevation brakes, rotate the turret assembly very slowly, like it says in Chap 3 of TM 1-1270-476-20. Do it too fast and you'll damage the turret.

Remove covers before rotating



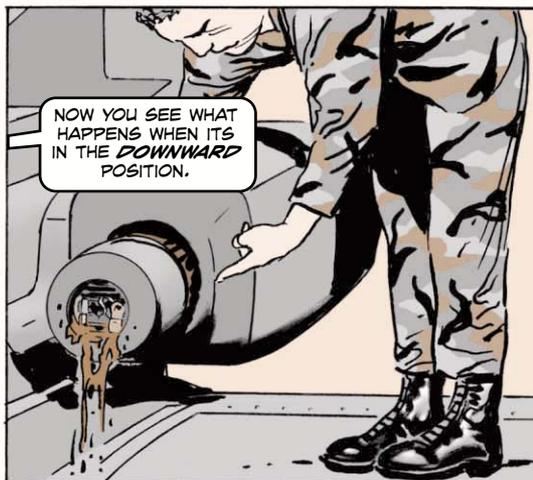
Rotate turret carefully



WHEN YOU'VE FINISHED WORKING ON THE TURRET, REPLACE THE COVERS TO PROTECT THE WINDOWS.



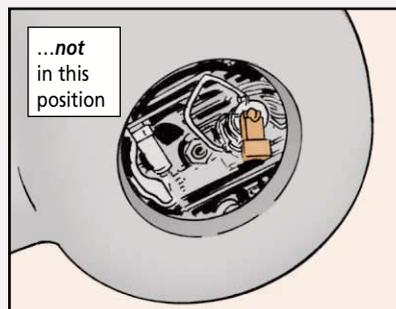
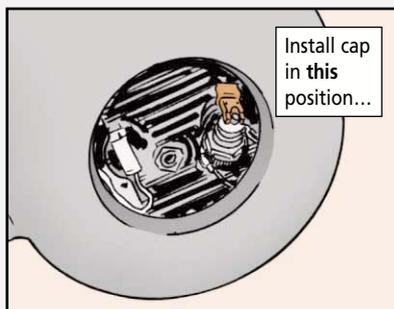
NOSE GEARBOX CAP POSITION



Mechanics, it's important how your AH-64's nose gearbox filler cap is positioned. Make sure the cap is turned to the aft and upward position to protect against strikes on the tab from birds or branches.

If the filler cap is in the forward, downward position, strikes can cause the cap to open and let gearbox oil spill out. At the very least, you'll have a mess to clean up. In flight, you may get a high oil temperature alert on the multi-purpose display (MPD) panel.

Check your bird's nose gearbox filler caps for the right position at the next pre-flight inspection.



Cleaning TB Revised

THERE'S CHANGES IN HERE! MAKE SURE YOU HAVE THE LATEST EDITION!

PAY ATTENTION TO THE NEW DATE ON THE COVER...

READ IT TO GET THE LATEST INFO!



In PS 620, we gave you cleaning instructions for all airframes based on info from TB 1-1500-200-20-31 (16 Sep 03), *Aircraft Desert Operations Cleaning Requirement*. But the TB has been revised, and to stay current on desert operations cleaning, there are some changes you need to know.

In the revised TB 1-1500-200-20-31 (10 Aug 04), the aircraft cleaning compounds listed in the Bulk and Consumables Materials list, NSNs 6850-01-235-0872 and 6850-01-426-6682, replace the compound listed in the old TB.

Also, the TB makes it clear that the green pads, NSN 7920-00-753-5242, listed in the general supply catalog should not be used for cleaning aircraft.

The TB also explains which abrasives are safe to use. Abrasive paper with carbide will cause corrosion on aluminum components. So use only the approved aluminum oxide abrasives when cleaning your bird.

Course, get the entire skinny from the TB. If you don't have a copy of the current edition, call AMCOM at DSN 897-2117, or (256) 313-2117.

WHAT TO KNOW BEFORE YOU CLEAN



BEFORE YOU START TO CHEMICALLY CLEAN YOUR COMMO EQUIPMENT, THERE ARE A FEW THINGS YOU NEED TO DO...

Do Some Reading

Read TB 43-0135, *Environmentally Safe Substances for Use with Communications-Electronics Equipment*. This will tell you the things you can and can't use when cleaning your commo equipment.

Don't depend on your equipment TM to tell you what chemicals to use. Some contain out-of-date information.

Don't have the TB? Have your pubs clerk order it. It's also available on the Logistics Support Activity (LOGSA) website:

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

Click on [Publications and Forms](#).

If you have questions about a cleaning substance, email Half-Mast:

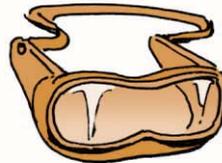
Half.mast@us.army.mil

Prepare to Be Safe

Use a face shield or splash goggles when using a chemical cleaner. NSN 4240-00-202-9473 or NSN 4240-00-542-2048 brings a face shield. NSN 4240-00-190-6432 or NSN 4240-01-292-2818 brings a pair of splash goggles.

Sometimes the scuttlebutt will tell you that a shield or goggles is not needed for a certain chemical. Maybe that word's right, but why chance it? Besides, is there any chemical that you want splashed in your eyes?

Wear goggles or face shield



Wear disposable chemical resistant gloves. Chemicals not only ruin the skin on your hands, but soak into your body. If you use them regularly, you're putting more toxic chemicals into your body than you might think.

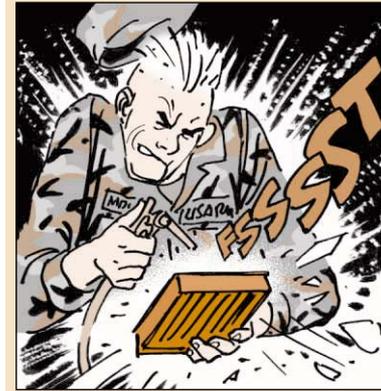
Wear gloves for extra protection



Drying is Important, Too

Never use more than 30 psi compressed air to dry commo equipment you've cleaned. And use only compressed air when the equipment was cleaned with soap and water or a water-based compound.

Never use compressed air to dry parts when a solvent cleaner has been used. Solvents must dry at their own pace to ensure they dissipate over a period of time. Quick-drying with compressed air puts a higher concentration of solvent fumes in the air and could cause illness or an explosion.

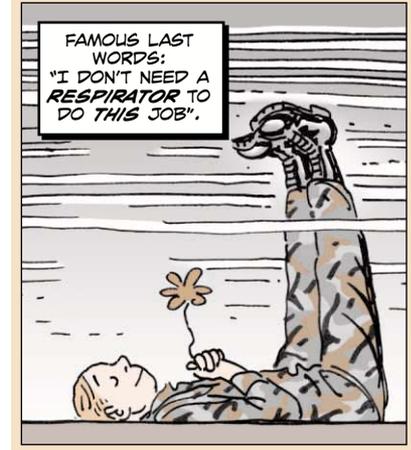


Good, Good, Good Ventilation

Good ventilation is a must when you clean with chemical cleaners. Ventilation disperses fumes over a wide area and dilutes their toxic potential. Poor ventilation concentrates those fumes and allows them to be drawn into your lungs.

Most cleaning jobs don't require a respirator, but some might. If you have any doubts, check with your supervisor or safety office before you begin your cleaning chore.

FAMOUS LAST WORDS:
"I DON'T NEED A RESPIRATOR TO DO THIS JOB!"



Always read the material safety data sheet (MSDS) about each chemical you use.

TB 43-0135
TECHNICAL BULLETIN

ENVIRONMENTALLY SAFE
SUBSTANCES FOR USE WITH
COMMUNICATIONS-
ELECTRONICS
EQUIPMENT

Distribution Statement A.
Approved for public release;
distribution is unlimited

HEADQUARTERS, DEPARTMENT OF THE ARMY
1 JUNE 1994

Communications Equipment...

Data on Data Plates

DO YOU SEE THAT GENERATOR HERE TODAY?

GOSH! I CAN'T TELL!!

THEY ALL LOOK THE SAME TO ME!

Need an identification or name plate for your communications equipment or generator? The quickest and cheapest way is to local purchase. If that's not possible, tell your support that SB-11-631, *Identification Plates and Name Plates for Communications Equipment*, has most of the ordering details.

YOUR SUPPORT WILL NEED SOME INFO FROM YOU ABOUT THE PLATES YOU NEED. THEY'LL NEED THE...



- Number of plates needed and their dimensions.
- Type of equipment or component by type number or nomenclature.
- Manufacturer name and location (if known).
- Contract procurement number.
- Equipment or component serial number and NSN.

THEY'LL SEND THAT INFO AND A FUND CITE ON A DD FORM 448 TO...



Commander
US Army Communications-Electronics
Life Cycle Management Command
ATTN: AMSEL-LC-LEO
Fort Monmouth, NJ 07703-5000

Annotate the form with "for fabrication" and your support's address and phone number. Once the plates arrive, your support will have to fill in any blank designations by hand or machine.

3-KW TQG...

SENDING THE WRONG MESSAGE

NOT AGAIN!

THAT'S THE THIRD ONE THIS MONTH!!



Dear Half-Mast,

We are having trouble with the fuel level floats on the 3-KW tactical quiet generator (TQG), NSN 6115-01-285-3012. The floats are sticking so the fuel gauge reads **FULL** even when the fuel tank is empty. Troops are burning up starters by repeatedly trying to start the generator when the gauge says there's fuel and there *isn't*. Why are we stuck with sticking floats?

SGT B. D. A.

Dear Sergeant B. D. A.,

You're not the first to be stuck with a sticking fuel sender, NSN 6680-01-476-9362, on the 3-KW TQG.

The problem is with the arm of the sender and it usually shows up in generators that have not been in use for a while or that are new.

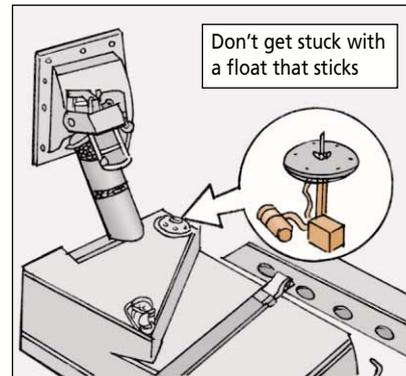
To prevent the problem, exercise the sender arm. Stick something like a stiff rubber hose into the fuel tank to move the arm up and down until it moves freely.

To prevent burned-up starters, the Before Operation checks, which include a visual check of the fuel level in the fuel tank, must be done every time the generator is started.

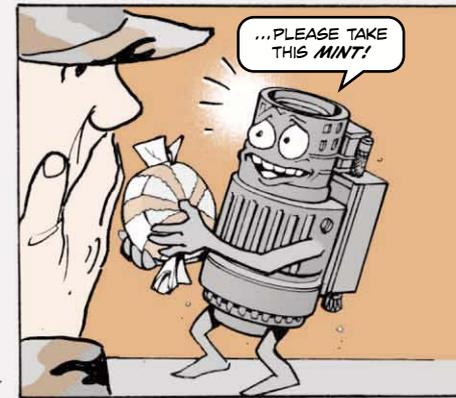
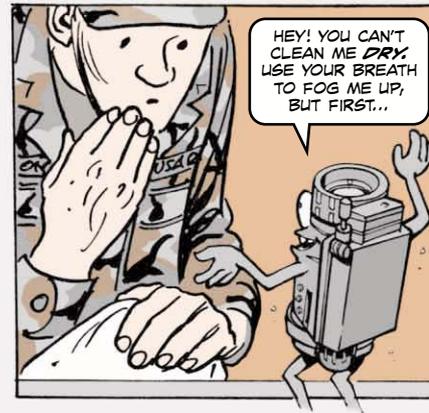
Remember, when you start a generator that has been inactive for a while, crank the engine for only 15 seconds. If it does not start, rest it for 15 seconds and then try again. You'll find this advice as a CAUTION on Page 2-26 of TM 9-6115-639-13.

Half-Mast

Don't get stuck with a float that sticks

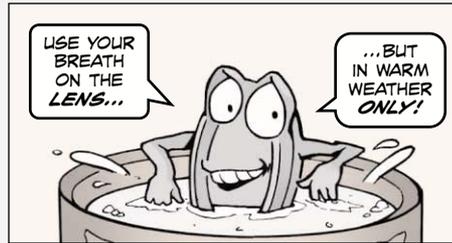


Lend a Hand to Lenses



Cleaning the lens on a night vision device (NVD) is the user's responsibility. But many of you are taking that responsibility too lightly.

Clean the lens with lens paper, NSN 6640-01-459-4239, and water. This is the **only** lens paper that can be used either wet or dry. Never clean the lens when it's dry! Dirt pushed across a dry lens will scratch it. In a pinch, you can use your hot breath to create moisture on the lens. But don't do this in cold weather. Warm moisture hitting the cold glass could crack the lens.



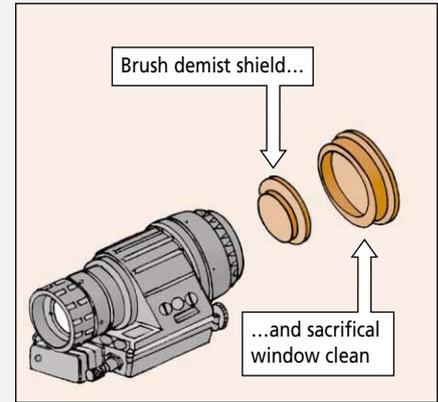
If you're cleaning the lens demist shield, dry is the way to go. The demist shield is coated to prevent the lens from fogging. If you clean the shield using water or your breath, you'll damage the coating.



Brush the demist shield clean with lens paper like you'd sweep a floor. If you can't get it clean, turn it in to your C & E shop for a new shield.

While you're cleaning the lens, don't forget the sacrificial window and the light interference filter. Sacrificial windows will get dirty in the field because they're used during adverse conditions—such as sand or dust—to protect the lens. Use wet lens paper to do the cleaning job.

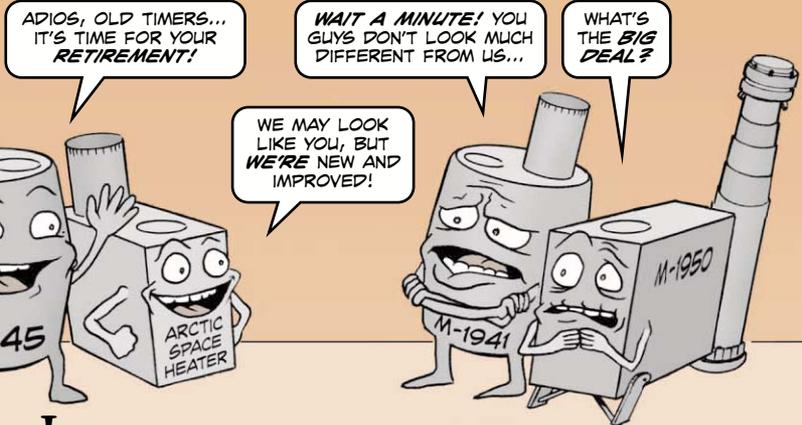
Light interference filters should be cleaned with lens paper and water.



CHECK OUT THIS CHART TO SEE WHICH LENS CAP PROTECTS YOUR NVG.

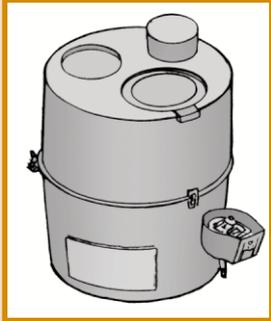
NVD	Eyeiece Cap NSN	Objective Cap NSN
AN/AVS-6-series	5340-01-293-8675	5855-01-356-4024
AN/PVS-7A	5855-01-250-2421	5855-01-250-2420
AN/PVS-7B or -7D (Eyecups)		5340-01-397-6608
AN/PVS-10-series	5855-01-455-8024	5855-01-423-9921
AN/PVS-14 (Eyecups)		5340-01-397-6608

Replace M-1941, M-1950 Space Heaters... NOW!

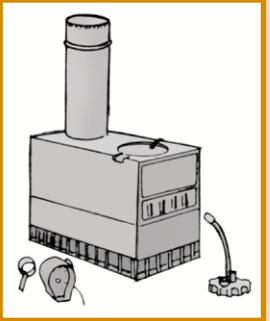


If you're still running the old M-1941 or M-1950 space heaters, turn them in now. These heaters are inefficient and unsafe to operate. What's more, the Army has no spare parts for them.

Replace the M-1941 with the H-45 space heater, NSN 4520-01-329-3451, made for use in the general purpose and TEMPER tents.

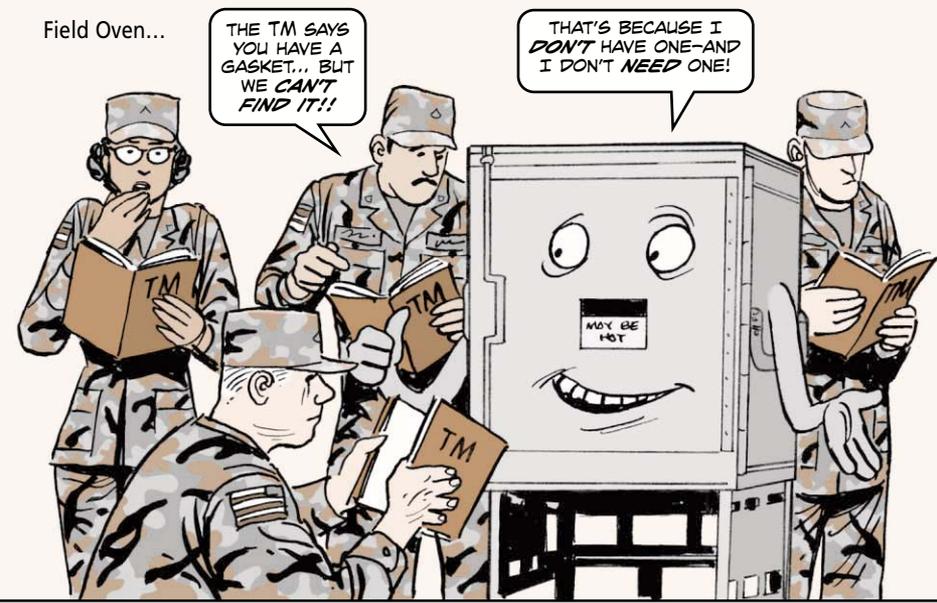


Replace the M-1950 with the arctic space heater, NSN 4520-01-444-2375, made for use in the 5-man and 10-man arctic tents.



Both the H-45 and the arctic heaters are members of the family of space heaters (FOSH). Although there's no Army-wide policy letter ordering replacement, several local policy letters order it.

FOR MORE INFORMATION ON FOSH, GO TO THE DEFENSE SUPPLY CENTER PHILADELPHIA WEBSITE: <http://www.dscp.dla.mil/gi/general/fosh.htm>



GOODBYE, GASKET

You'll find maintenance for the field oven, NSN 7310-01-388-6606, in TM 10-7360-208-13&P. The TM makes several references to the oven's door gasket. It's mentioned in the unit troubleshooting table, the unit maintenance chapter, the RPSTL and the Illustrated List of Manufactured Items. But wherever the gasket's mentioned, you can disregard it.

The headshed says the oven doesn't need a gasket. In fact, they say the oven bakes better without it.

New Oven? Burn off Oil



And here's another cooking tip: a new field oven from the manufacturer may contain oils left over from manufacturing. Burn them off before you do any baking. In a well-ventilated area, heat the oven to baking temperature (at least 400°F). Continue to heat for at least two hours or until the oils are burned off. Leave the oven door slightly open during heating.

HAUL GEAR WITHOUT FEAR



YOU FOR-GOT TO USE THE TIEDOWN STRAPS!



IF YOUR EQUIPMENT DOESN'T SPECIFY A STRAP, USE ONE OF THESE...



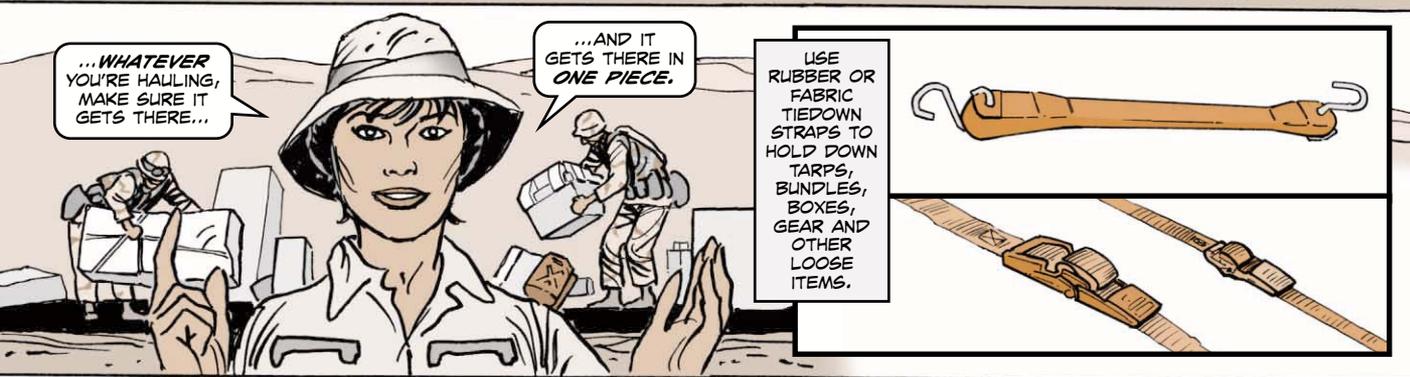
IT COULD BE COMMO...

IT COULD BE AMMO...

MAYBE IT'S TMDE...

MIGHT EVEN BE FUEL CANS OR SPARE PARTS...

OR A WEEK'S WORTH OF MRES...



...WHATEVER YOU'RE HAULING, MAKE SURE IT GETS THERE...

...AND IT GETS THERE IN ONE PIECE.

USE RUBBER OR FABRIC TIEDOWN STRAPS TO HOLD DOWN TARPS, BUNDLES, BOXES, GEAR AND OTHER LOOSE ITEMS.

Rubber Straps

These straps come with an S-hook on each end.

Size (inches)	Stretched (inches)	NSN 5340-
10	15-20	00-340-0980
15	20-30	01-029-9084
21	26-42	01-231-6015
31	36-42	01-029-9085

Fabric Straps

Fabric straps are olive drab, with a buckle to keep them in place. Here are the NSNs.

Size (inches)	Material	NSN 5340-
1.5 x 12	Nylon	01-428-8800
1 x 18	Nylon	00-678-9031
1 x 20	Nylon	00-530-5021
1 x 24	Nylon	00-543-3477
1 x 26	Nylon	00-664-0364
1 x 28	Nylon	00-543-7110
1 x 30	Nylon	00-753-3742
1 x 33	Nylon	00-543-3188
1 x 36	Nylon	00-753-3744
1 x 42	Nylon	00-339-3768
1 x 45	Nylon	00-543-3155
1 x 48	Cotton	00-753-3745
1 x 51	Nylon	00-543-3173
1 x 54	Cotton	00-715-3854
1 x 60	Cotton	00-958-6917
1 x 64	Cotton	00-894-9545
1 x 72	Nylon	00-949-8637
1 x 108	Nylon	00-854-6737
1 x 114	Nylon	00-134-3196

Appendix A of CTA 50-970 is your authority for ordering the tiedown straps. If you need a different size, ask your installation DOL if they can fabricate straps from bulk stock.

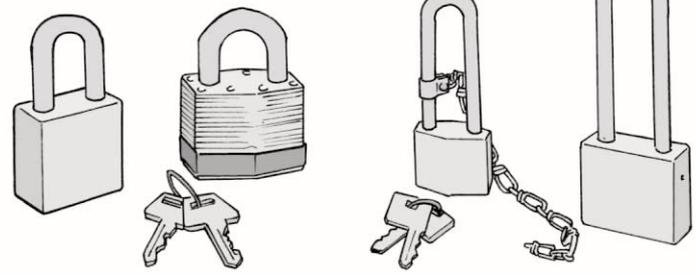
FOR YOUR PROTECTION



YOU CAN ORDER THEM SEPARATELY OR IN SETS.

HERE ARE A FEW THAT ARE AVAILABLE...

Description	NSN 5340-
Single padlock, 15/16-in shackle	00-158-3805
Set of 6, keyed alike	01-437-0625
Set of 10, keyed alike	01-408-8452
Set of 24, keyed alike	01-437-0627
Single padlock, 3-in shackle	01-408-8434
Set of 6, keyed alike	01-437-0630



PS 634

50

SEP 05

[Click here for a copy of this article to save or email](#)

FOR MORE ON LOW SECURITY PADLOCKS, VISIT THE DOD LOCK PROGRAM WEBSITE AT: <http://locks.nfesc.navy.mil/index7.htm>



Department of Defense Lock Program

HOME SEARCH SITE MAP TEL

Program Information

- DoD Lock Program Overview
- FAQ's
- Glossary of Terms
- Lock Program Contacts
- Lock Program Home Page

Security Hardware

- Combination Locks
- Drawer Head Replacement Service
- DSCP Hardware
- General Field Service Padlocks
- GSA Approved Security Containers
- GSA Approved Vault Doors
- High Security Hasps
- High Security Padlock
- Internal Locking Device (ILD)
- Lockmasters' Custom Door Kit
- Low Security Padlocks
- Security Chain
- Security Seals

Call the DoD Lock Program Technical Support Hotline at (800) 290-7607, (805) 982-1212, DSN: 551-1212

Our Technical Support Hotline staff can help you with information on security hardware selection, requirements, specifications, national stock numbers, purchasing, training, and troubleshooting of equipment failures.

Go to the left-hand banner on the home page. You'll find a link to **Low Security Padlocks**.

You'll also find a link to **General Field Service Padlocks**. These are low security padlocks designed to withstand harsh environments. They stand up well against grit, corrosion and freezing weather.

There are two padlocks available:

NSN 5340-01-380-9432 1/2-in shackle
Distributors:
Abloy Security, (800) 367-4598
Lockmasters, (800) 654-0637, ext 303

NSN 5340-01-380-9430 3/4-in shackle
Distributors:
Abloy Security, (800) 367-4598
Lockmasters, (800) 654-0637, ext 303

To get the general field service padlocks in sets keyed alike, specifically request them from the distributors listed above.

If you need high security padlocks, you'll find a link to them on the left-hand banner of the home page.

Keep in mind, you *can't* order high security padlocks in sets that are keyed alike.

Tents and Vehicle Covers...

COATED POLYESTER (SOMETIMES CALLED VINYL) TENTS AND VEHICLE COVERS HAVE BECOME COMMONPLACE THROUGHOUT THE ARMY IN RECENT YEARS.

BUT **QUESTIONS** STILL LINGER ABOUT POLYESTER REPAIR.

WHO MENDS IT?

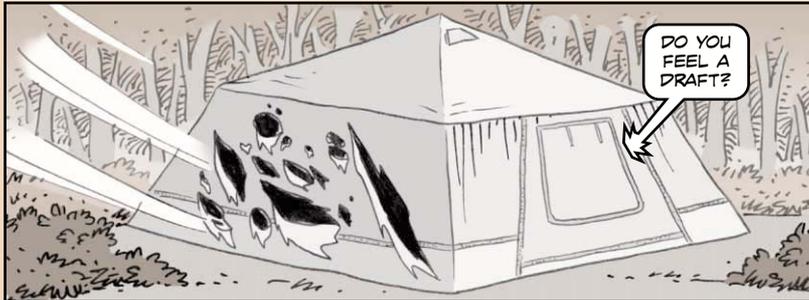
HOW IS IT MENDED?



HERE'S THE LATEST STORY...

A Plan for Polyester

Major Repairs



If your installation has a facility for making major repairs to polyester tents or vehicle covers, that's where you send them. But if your installation doesn't have that capacity, you'll need to ask DOL to recommend a repair shop where you can send your polyester. One approved fabrication and repair shop is located near Ft Hood, TX. See Page 59 of PS 595 (Jun 02) for more details. You'll find the article at:

<https://www.logsa.army.mil/WEB-PAGE/2002/595/595-59.pdf>

Another option is to order polyester tent sections to replace those that are badly damaged. Get them from the Defense Supply Center Philadelphia Basecamp website:

<http://ct.dscpl.dla.mil/ctinfo/basecamp/>

Once you're in the website, go to the white box with the links to various kinds of tents. Each link will take you to a parts breakdown, including polyester tent sections.

[Click here for a copy of this article to save or email](#)

Minor Repairs



Unit maintenance can handle repairs to small holes and tears in polyester tents and vehicle covers—anything less than two inches across.



The Family of Medium Tactical Vehicles (FMTV) has a soft top repair kit, NSN 2540-01-496-4442. Use it to repair the FMTV cover and other vehicle covers.



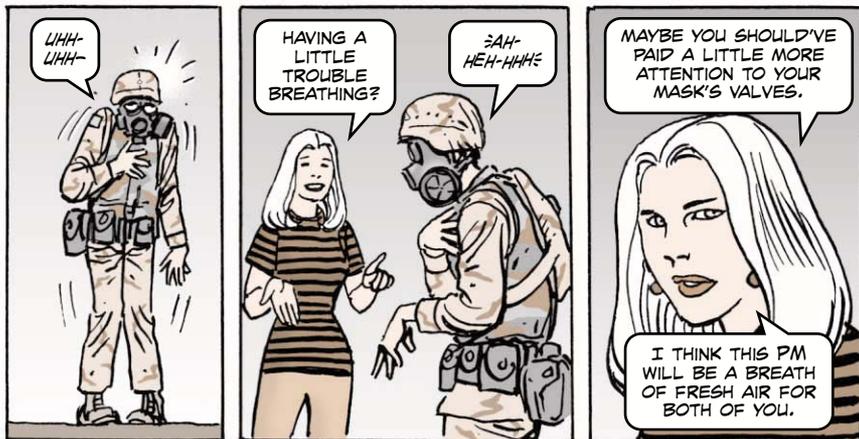
Order FMTV soft top repair kit

The tentage repair kit, NSN 8340-00-262-5767, now comes with polyester fabric. It has two yards of camouflage green fabric, NSN 8305-01-238-0342, and two yards of desert tan fabric, NSN 8305-01-238-8076.

Tentage repair kit has polyester fabric



BREATHE IN, BREATHE OUT



If you can't breathe in and out of your M40- or M42-series mask, it's not exactly going to be helpful protecting you against chemical threats. That's why it's important to pay attention to your mask's valves. If they don't work, you don't breathe. So take a few deep breaths and memorize these PM points:

Disks: The outlet and inlet valve have one disk each. The nosecup valve has two disks. The four disks disappear easily. If any of the disks are missing, you'll have leaks or the eyelenses will fog up. When you do PMCS, make sure all four disks are installed.

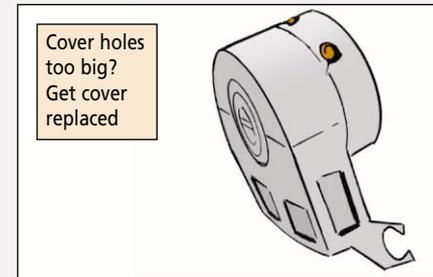
If any of the disks are torn or dirty and can't be cleaned, replace them. Rotate the disks with your finger to make sure they're not sticking. If the inlet valve disk sticks, replace it. Sticking nosecup and outlet disks usually just need reseating. Remember that the two nosecup valve disks go inside the nosecup, not outside.



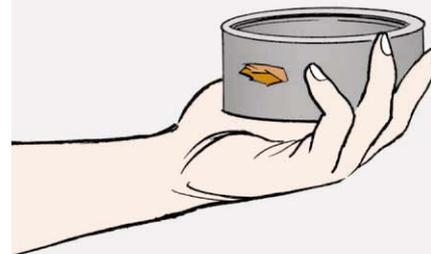
Outlet valve cover: Take it off and check for dirt. Don't forget to check under the disk. Wipe out any dirt with a clean, lint-free cloth. Make sure the valve cover and disk are not damaged. If the outlet valve disk is damaged, your mask won't have a good seal. In the field, check the cover for looseness.



Take it easy pulling off the cover. If you jerk it, the cover can tear where its holes fit over the hooks. Work the cover off and on the hooks. If the cover's holes have become so big the cover doesn't fit tightly, tell your NBC NCO. He may need to replace the cover before it comes off and disappears.



Dents deeper than 1/4 inch? Get a new canister



Canister: It's OK for the canister to have dents as long as they're no deeper than 1/4 inch. If they're deeper or cross a seam or threads, it's time for a new canister.



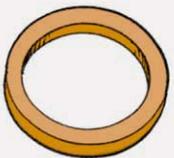
Front and side voicemitters: If you don't see the four bumps on each voicemitter, the voicemitter is installed backwards and your mask can't protect you. Reverse the side voicemitter. Use the D-ring on the carrier strap to tighten the side voicemitter's retaining ring. If the front voicemitter is installed backwards or loose, the facepiece needs replacing. The front voicemitter should never be removed. Loose voicemitters mean poor protection. Don't forget the gasket when you install the side voicemitter. Without the gasket, the voicemitter won't seal.

In hot weather especially, check the gasket for splits and sticky or compressed areas. They mean the gasket won't give the side voicemitter a good seal. Your NBC NCO can order gaskets with NSN 5330-01-260-8702.

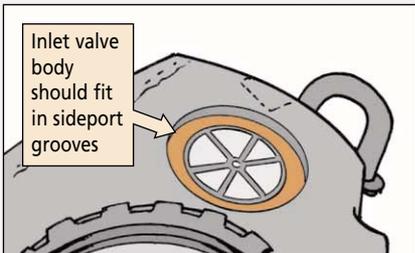
Inlet valve body: The inlet valve body assembly must seat completely in the sideport grooves or the canister won't seal. If the inlet valve body is properly installed, you should be able to rotate it easily with your finger. If it's difficult to move, install it again. Also make sure the inlet valve body spokes aren't torn.

New nosecup valve seat and new inlet valve: NSN 4240-01-496-2844 brings 10 new valve seat assemblies that snap into place. Instructions come with the assemblies. NSN 4820-01-509-5498 is the new NSN for the inlet valve body.

Don't forget side voicemitter gasket

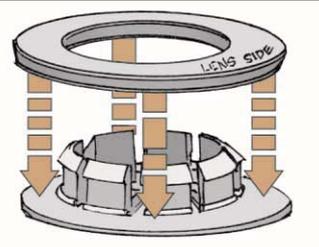


If gasket is cracked or gummy, replace it

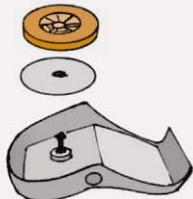


Inlet valve body should fit in sideport grooves

New nosecup valve seat just snaps into place



NSN 4820-01-509-5498 is new NSN for inlet valve body



PS END

ULLS-G...

Misleading Information about PMCS

THE EXAMPLE FORM ON PAGE 57 OF PS 619 (JUN 04) IS MISLEADING ABOUT COMPLETING DA FORM 5988-E.



THE FORM IS SUPPOSED TO REPRESENT THE PAPER COPY OF THE FORM USED FOR PMCS CHECKS.

UNFORTUNATELY, DATA WAS INADVERTENTLY ENTERED IN THE PARTS REQUESTED FIELDS.



THAT CAUSED SOME READERS TO POINT OUT YOU CAN'T INPUT DATES IN THE FAULT DESCRIPTION FILE IN THE ULLS-G DATABASE WITHOUT AUTOMATICALLY GENERATING AN ITEM NUMBER AND FAULT ITEMS IN THE PARTS REQUESTED FIELD.



WRITE OUT THE DATA IN THE PARTS REQUESTED FIELD AND USE THE FORM AS SHOWN ON PAGE 57 AS A REPRESENTATION OF THE PMCS COPY OF THE FORM.

NOTE, TOO, THAT THE DATE IN THE UPPER LEFT OF THE FORM WOULD BE THE DATE THE FORM WAS PRINTED.



DATE: 30-OCT-03	EQUIPMENT MAINTENANCE AND INSPECTION WORKSHEET	DA FORM 5988-E			
WK4WRC	8 CO, 703 INF BN				
EQUIPMENT DATA					
ADMIN NUM: 812	EQUIP SERIAL NUM: 050493				
EQUIP MODEL: M998	REGISTRATION NUM: N630NA				
EQUIP NOUN: TRK UTL CGO 1.25T 4X4	TYPE INSPECTION: W				
EQUIP NSN: 2320011077155	CURRENT READING: M 010907				
PUBLICATION: TM 9-2320-200-10	DATE 06/91	CHANGE NUMBER 02			
SIGNATURE	REQUESTED				
FAULT	DUE DATE	DATE			
MAINTENANCE FAULTS					
ITEM NUM	FAULT DATE	FAULT STATUS	FAULT DESCRIPTION	CORRECTIVE ACTION	OPER LIC HR
			30 OCT 03		4678
			31 OCT 03		4678
7	3 NOV 03	/	headlamp inop	replace	
10	3 NOV 03	X	extinguisher low	recharge	
12	3 NOV 03	X	won't start	electrical	

After doing Before Ops PMCS enter the date if there are no faults.

Enter license number following After Ops PMCS if no faults found.

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LOGSA TRANSFORMS TO CUSTOMER FOCUS



LOGSA has long offered a smorgasbord of databases and services to customers worldwide. Often this was done as a one-size fits all offering. Customers were left to shift through a maze of information. No more.

LOGSA has organized teams, called channels, to serve the unique needs of five geographic regions: **CONUS** handles tactical Active Army, National Guard and Army Reserve units/installations. **National** handles Army headquarters, joint, national and strategic organizations, while **Europe**, **Asia-Pacific** and **SWA** handle tactical elements in their areas.

The channels focus on the logistics operations and challenges of their regions. The LOGSA channels tailor data, products and analysis to proactively support the MACOM and units they serve.

Access to LOGSA systems is available through the channel teams.

In addition, the LOG911 help line is a part of the channels. The following central phone numbers are the LOG911 gateway into the channels:

Commercial (256) 955-0499
 DSN: 645-0499
 Toll-Free: (800) 878-2869

THE BOTTOM LINE IS LOGSA HAS ORGANIZED CHANNELS TO SERVE THE MACOM COMMANDER DOWN TO THE UNIT-LEVEL LOGISTICIAN.

THE INFORMATION IS TAILORED TO REGIONAL AND LOCAL NEEDS.

ARMY CIVILIAN AND MILITARY LOGISTICIANS CAN SEND EMAIL TO EACH CHANNEL USING THESE ADDRESSES...



CONUS – 911CONUS@logsa.army.mil
ASIA-PACIFIC – 911APC@logsa.army.mil
EUROPE – 911Europe@logsa.army.mil
SWA – 911SWA@logsa.army.mil
NATIONAL – 911National@logsa.army.mil



CD Recycling Changes Company



Dear Half-Mast,

I sent a CD for recycling to NESAR Systems, Darlington, PA; however, it was "returned to sender." PS Issue 523, Page 59 lists NESAR for recycling. Has there been a change?

Sincerely,
SGT J.G.S.

Dear Sergeant J.G.S.,

The info on recycling CDs in PS 523 has changed.

Plastic Recycling will recycle unclassified CDs.

Here's some helpful info about how you should prepare your shipment:

- Make the CD unreadable by placing two deep radial scratches from the small inner hole to the outer edge on both sides.
- Send only unbroken CDs
- Separate CDs from jewel cases.

Mark the Defense Information Agency (DISA) MIL-HDBK-9660B (1 Sep 97), Department of Defense Handbook, DOD Produced CD-ROM Products, subpara 5.3.3, Page 32 with the new company and address.

Pages 30 and 31 provide information on destruction of CDs containing classified information.

You can locate the handbook at:

<http://www.marcorsyscom.usmc.mil/sites/publicationsgroup/Documents/MIL-HDBK%209660B%20RevB.pdf#search='MILHDBK9660B'>

Half-Mast

- Remove all paper from the jewel cases. Do not send sleeves or paper. Send plastic only.
- Packages must weigh 50 lbs or less.
- Shipping costs are paid by your unit or installation.

Send shipments to:

Plastic Recycling
2015 South Pennsylvania Ave
Indianapolis, IN 46225



Mount TM on the Internet

TM 9-1005-245-13&P, which covers the machine gun mounts, has been updated and is available on the ETM (electronic technical manual) website at

<https://www.logsa.army.mil/etms/online.htm>

which requires a password. The updated version is also available on ETM 0065. Don't throw away your old TM, though. TM 9-1005-335-13&P, which will cover the M66 ring mount, is being published later this year. Until it comes out you will still need the old version of TM 9-1005-245-13&P for M66 info.

Has Your PATS Been Calibrated?

Right now, NBC NCOs, check the calibration stickers on your M41 PATS. Army records show 1,600 PATS have overdue calibrations, which means they may no longer be giving accurate readings. If your PATS needs calibrating, turn it in to your local TMDE. TMDE units in CONUS, the Far East, Alaska, and Hawaii should send their PATS to:

TMDE
ATTN: AMSAM-TMDE-SS
Bldg 5435, Fowler Rd
Redstone Arsenal, AL 35898-5400

Units in Europe and Southwest Asia should send their PATS to:

TMDE Region Europe
ATTN: AMSAM-TMD-GE-PL
Zepplinstrasse 152
Pirmasens, Germany 66953

If you have questions, contact
DSN 793-4285(309) 782-4285

or email:

fuotof@ria.army.mil

TANK ENGINE/TRANSMISSION OILS

Under no circumstances should you use 15W/40 oil in the engine of your M1-series tank. 15W/40 multi-grade oil—as well as OE/HDO-30 (10° to 125°F) and OEA (-70° to 20°F)—is for use in the tank's transmission. The only engine oil to use is MIL-PRF-23699 (-10°F and above) or MIL-PRF-7808 (0 to -65°F). Check your -10-2 TMs to make sure the info listed there is correct. If not, grab your pencil and note the change until the TM is updated.

Tips on Getting FED LOG

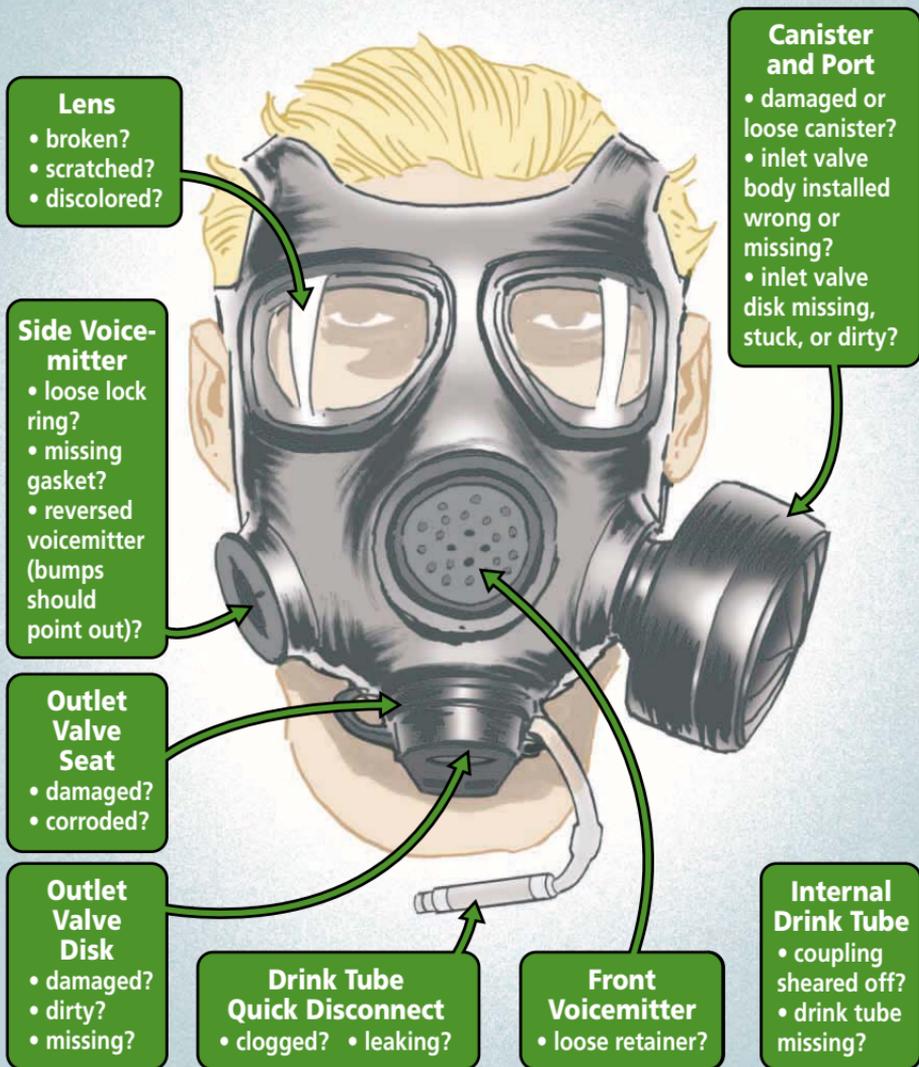
Users who get FED LOG through LOGSA's FED LOG Request Addressing System must immediately update their accounts. Log into the addressing system, enter your account number, and follow the instructions. Users can opt for the traditional five-disc CD-ROM set or a single DVD; both are centrally funded for FY06. FED LOG is also available on the ILAP website:

<https://www.ilap.army.mil>

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?

If Your M40 Mask Passes These Checks, You're Good to Go



Problems? Tell your NBC NCO

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