

**PS****THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY**

TB 43-PS-635, 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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M1A1 Tank Turret Network Box  
M1A1/M1A1 AIM Tanks Stabilization System  
M1-Series Tank Gear Storage  
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You are invited to send PS your ideas for improving maintenance procedures, questions on maintenance and supply problems and questions or comments on material published in PS.

Just write to:

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

Or e-mail to:

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

Internet address:

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

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General, United States Army Chief of Staff

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Administrative Assistant to the Secretary of the Army

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PS

October  
2005

# THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-635

Approved for  
Public Release;  
Distribution is  
Unlimited

MAN! THIS  
HUMVEE IS  
DUSTY!

I'VE GOTTA  
CLEAN THAT  
WINDSHIELD  
INSIDE AND  
OUT!

G'WAN, I'M  
CHEAP AND  
AVAILABLE!  
USE ME TO  
CLEAN THAT  
WINDSHIELD.

NO!  
BALLISTIC  
GLASS CAN  
ONLY BE  
CLEANED WITH  
THE RIGHT  
STUFF!

FIND THE  
**RIGHT STUFF**  
ON PAGES  
10-11!

K. JOE  
RUBERT



Hazardous Waste...

# IT CAN COST YOU



In every nook and cranny of the motor pool you'll find supplies and materials that are considered hazardous waste when it's time to dispose of them: fuel, lubricant, oil, cleaning solvent, degreaser, antifreeze, brake fluid and the like.

They can harm the environment if you spill them or dispose of them the wrong way. That's a good reason to follow Environmental Protection Agency (EPA) rules and regulations on hazardous waste disposal.

But that's not the only reason. The other reason involves dollars and cents: The EPA can fine you **and** your unit if it's caught breaking the regs.

SOME OF THE MORE COMMON VIOLATIONS...

- failing to inspect accumulation storage areas at least weekly
- storing leaking cans and drums with unknown substances in storage areas
- failing to label drums in storage areas as hazardous waste
- failing to record key elements in the contingency plan
- failing to label drums in the storage areas with the date when waste was first stored in them
- failing to maintain adequate aisle space
- neglecting to have all hazardous waste handlers trained or failing to maintain training records
- failing to have fire extinguishers and spill control equipment on hand
- failing to close hazardous waste containers
- exceeding the allowable storage limit



GOT QUESTIONS ABOUT HANDLING HAZARDOUS WASTE?

VISIT YOUR INSTALLATION ENVIRONMENTAL OFFICE.



OR GO TO THE U.S. ARMY ENVIRONMENTAL CENTER (USAEC) WEBSITE AT: <http://aec.army.mil/usaec>

OR YOU CAN CALL THE ARMY'S ENVIRONMENTAL HOTLINE: CONUS 1-800-872-3845 OCONUS DSN 584-1699

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Stryker...

# DO AWAY WITH DANGLING DISASTERS



LET'S HIT THE ROAD! WE'VE GOT ANOTHER MISSION!

BUT WHAT ABOUT THESE CARGO STRAPS?

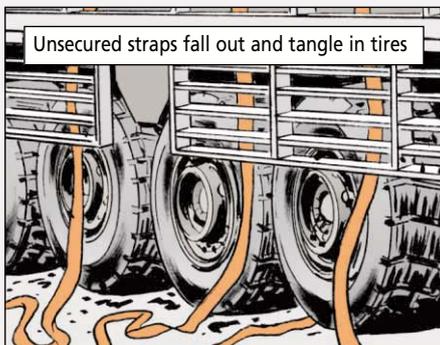
WE CAN'T LEAVE 'EM HANGING!

Ever notice that when you're in a big hurry, something always happens to slow you down? That's because being in a hurry leads to shortcuts and shortcuts mean trouble.

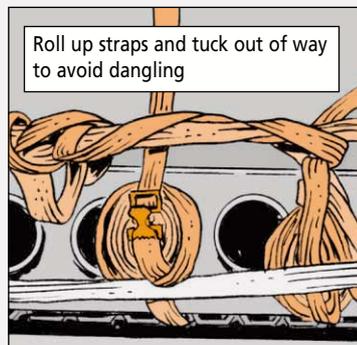
Take the cargo straps on your Stryker's bustle rack, for instance. Tossing the loose straps up in the rack is quick and you're soon on your way—at least until one or more of the straps falls loose from the rack.

Those straps are long enough to get run over and wrapped around the tires. And since the straps are so strong, the bustle rack gets ripped loose instead of the strap breaking.

Don't make that mistake. Take the time to properly secure the straps. Roll them up and tuck them in place to prevent a dangling disaster!



Unsecured straps fall out and tangle in tires



Roll up straps and tuck out of way to avoid dangling

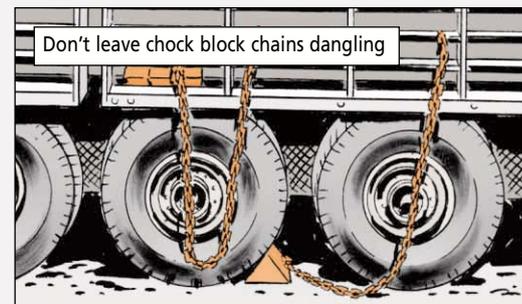
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## Chock Block Chains

The same dangling problem exists for the chock block chains, too. If you haphazardly toss the chock blocks behind the slat armor, the chains hang down and can get run over by the tires. That can snap the chain and even damage the slat armor where the chain connects.



Don't leave chock block chains dangling

Keep those chains out of the danger zone by storing the chock blocks and chains inside the bustle rack.

# Training Option Added to IPADS

IMPROVED POSITION AND AZIMUTH DETERMINING SYSTEM USERS CAN NOW TRAIN BETTER THANKS TO A SOFTWARE CHANGE.



Now when you boot up the system you will be given three operating mode choices:

- OPERATIONAL
- TRAINING
- EMULATOR

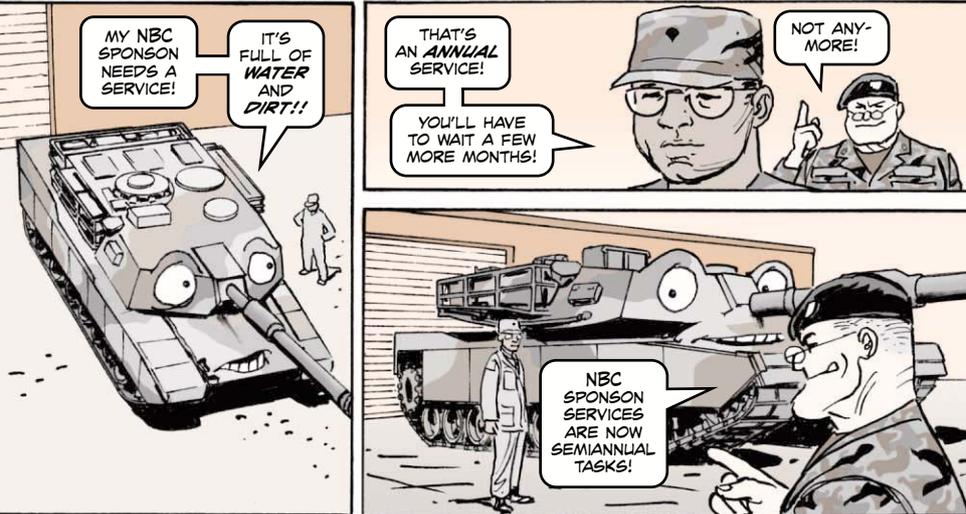
Use OPERATIONAL for normal operations. Use TRAINING to practice operating IPADS with the navigational equipment active. Use EMULATOR to train without the navigational equipment.

Press the F1 key for OPERATIONAL, the F2 for TRAINING, and the F3 for EMULATOR. Any time you change from one mode to another you will need to restart IPADS. When it is turned back on, IPADS will be in the mode selected.



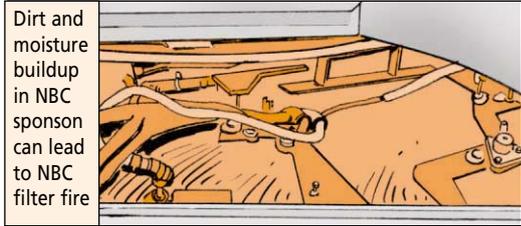
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# OUT WITH THE OLD



The old way of doing things isn't always the best way, mechanics. That's why TACOM made some changes to how and when you service the NBC sponson box on M1-series tanks.

The old annual service wasn't complete enough. Nor was it able to keep up with dirt and moisture buildup problems. That buildup can eventually result in system failure and even an NBC filter fire.



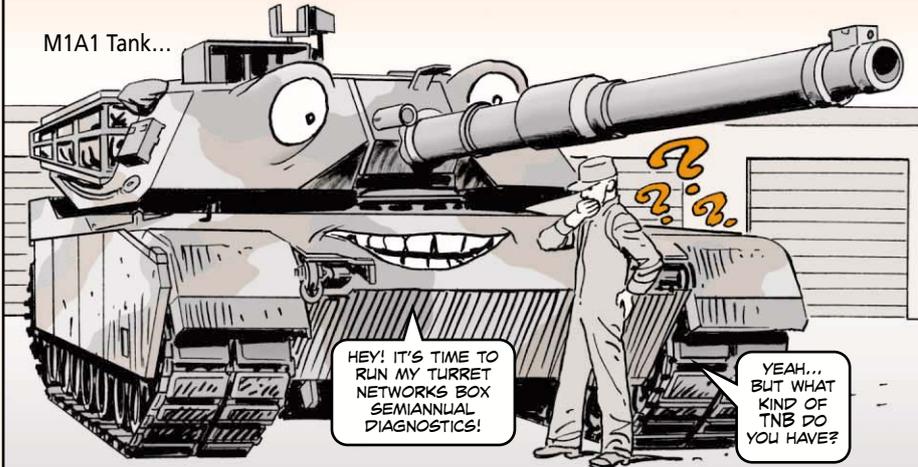
Dirt and moisture buildup in NBC sponson can lead to NBC filter fire

Change 1 (8 Sep 03) to TM 9-2350-264-20-1-5 makes servicing the NBC sponson a semiannual task. The TM change also added some new maintenance procedures, including:

- removing the particle separator and precooler
- inspecting the heat exchanger
- removal of the heat exchanger and condenser for cleaning
- inspecting the fan side of the air cycle machine (ACM) for rust

The new and modified services will take a few extra hours to perform, so plan ahead and take no shortcuts.

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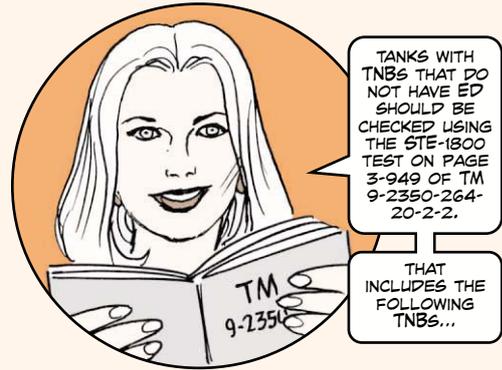


## WHICH CHECK CHECKS OUT?

Mechanics, when it's time to run the semiannual PMCS stabilization system check that's on Page 2-14 of TM 9-2350-264-20-2-1, the right check can make all the difference.

There are several different turret networks boxes (TNB) in use and not all of them take the same diagnostics check.

If you have the redesigned TNB, NSN 5975-01-512-7760, that comes with embedded diagnostics (ED), use the Maintenance Support Device to run the M1A1 full diagnostics IETM 1800 test. You'll find it listed on Page 3-1632 of TM 9-2350-264-20-2-2.



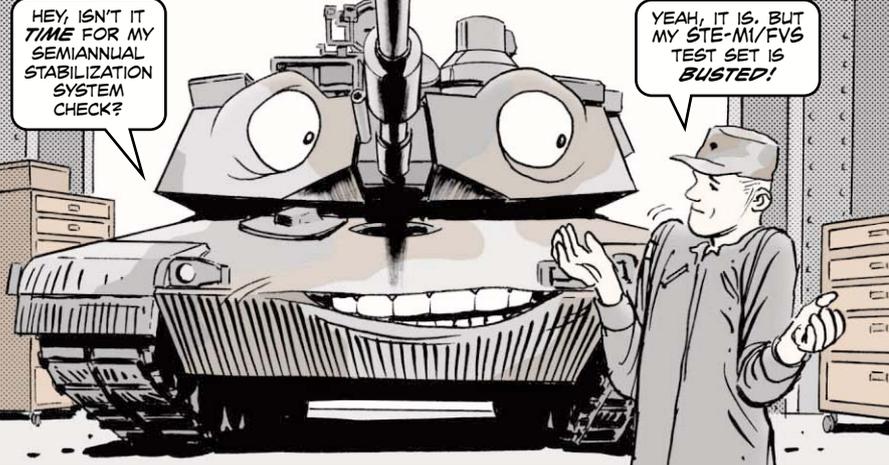
TNB	NSN 5975-01-	Usable-on Code
M1A1 without driver's hatch interlock	316-9270	J94
M1A1 with driver's hatch interlock	459-9483	J94
M1A1 AIM without RTNB/ED	476-6482	BGO
M1A1 AIM with RTNB/ED	512-7760	BGO

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# Broken STE-M1/FVS Is a Dead End

HEY, ISN'T IT TIME FOR MY SEMIANNUAL STABILIZATION SYSTEM CHECK?

YEAH, IT IS. BUT MY STE-M1/FVS TEST SET IS **BUSTED!**



**M**echanics, when it's time to perform the semiannual check of the M1A1 or M1A1 AIM tank's stabilization system (Item 8 on Page 2-14 of TM 9-2350-264-20-2-1), don't hit a dead end. You're going to need an operational STE-M1/FVS test set to do the job.

For basic M1A1 tanks, the check is performed using the STE-M1/FVS 1800 test. M1A1 AIM tanks that are equipped with embedded diagnostics require the full diagnostics IETM 1800 test.

If your STE-M1/FVS isn't working, you won't be able to run the check and the tank is NMC.

Failed STE-M1/FVS components can be repaired. Just send the failed components (VTM, CIB, set communicator, CX-205 cable, or gun simulator) to:

Team Armor Partnership (TAP) Facility  
Bldg 88037 (Oscar Waddell)  
Corner of Clark/Logistics Lane  
Ft Hood, TX 76544

MAKE SURE YOU INCLUDE YOUR **NAME** AND **PHONE NUMBER** WITH THE COMPONENTS TO BE REPAIRED.



The components will be inspected by the on-site repairer to determine what repairs are needed. This information is then reviewed by General Dynamics Land Systems (GDLS) contract personnel.

You will be contacted by GDLS to discuss repair prices and for a government credit card number for payment. Repairs begin as soon as payment is processed. Normal turnaround is about two weeks once repairs start.

Fixed prices of \$1,000 (VTM, set communicator and gun simulator) and \$1,300 (CIB and CX-205 cable) have been set for each component repaired.

Questions? Contact DLS Field Service and Technical Support at (586) 825-7653. Or send an email to: [willir@gdls.com](mailto:willir@gdls.com)



SURE AM GLAD THEY FINALLY SENT US IN FOR REPAIR!

WE'VE GOT LOTS OF LIFE LEFT!!

YEAH, BUT- MAN!- THAT GUY'S HANDS ARE C-COLD!

# Store Your Gear Here!

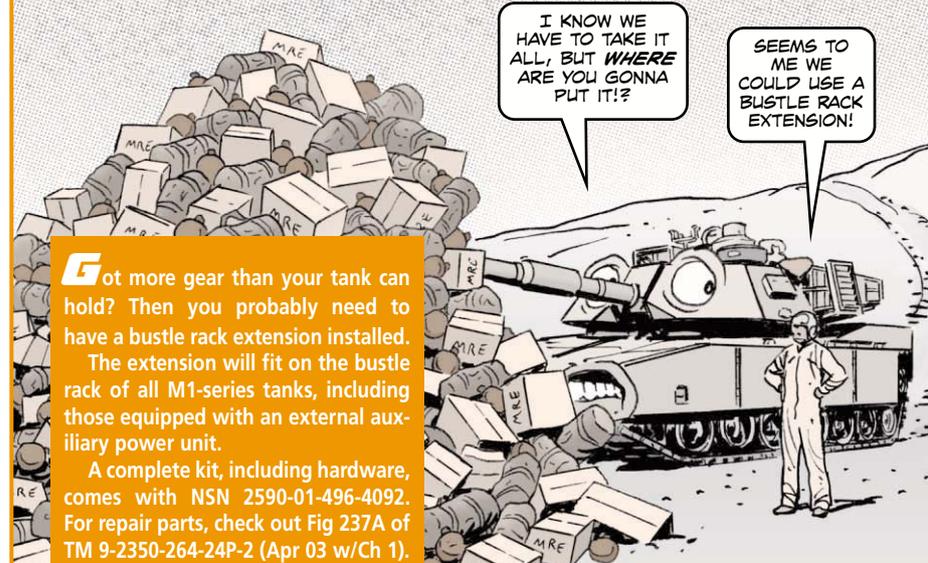
**G**ot more gear than your tank can hold? Then you probably need to have a bustle rack extension installed.

The extension will fit on the bustle rack of all M1-series tanks, including those equipped with an external auxiliary power unit.

A complete kit, including hardware, comes with NSN 2590-01-496-4092. For repair parts, check out Fig 237A of TM 9-2350-264-24P-2 (Apr 03 w/Ch 1).

I KNOW WE HAVE TO TAKE IT ALL, BUT **WHERE** ARE YOU GONNA PUT IT!?

SEEMS TO ME WE COULD USE A BUSTLE RACK EXTENSION!



# SEMIANNUAL EXERCISE A MUST



Exercise only twice a year and chances are you'll be a flabby mess. Fortunately that's all it takes to keep the M256 main gun's recoil mechanism ship-shape, though.

So, mechanics, don't forget to take a look at the tank's DA Form 2408-4, *Weapon Record Data*, during semiannual services.

Specifically, look to see when the tank was last fired or the M256 recoil mechanism was exercised.

If neither has happened in the last six months, exercise it now. The preferred methods of exercising the recoil mechanism are:

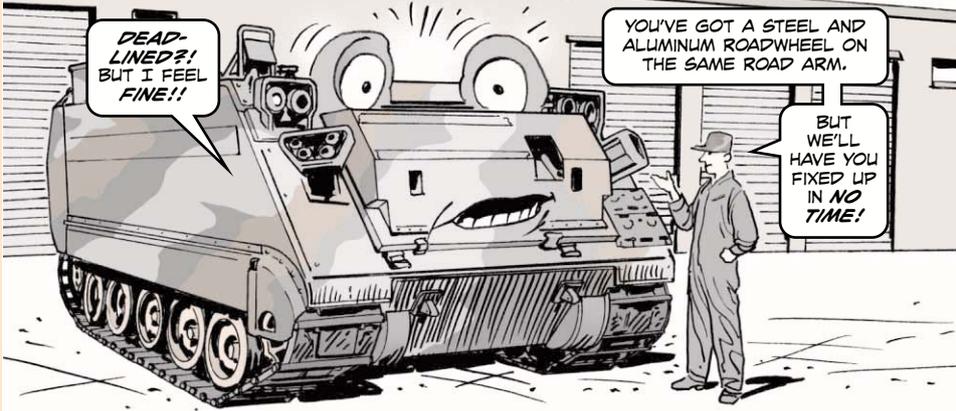
1. Firing the main gun.
2. Using the gun mount exerciser, NSN 4933-01-346-1791.
3. Using the M3 oil pump, NSN 4933-00-712-2378.

If you don't exercise the recoil mechanism every six months like it says in TB 9-1000-234-13, *Exercising of Recoil Mechanisms and Equilibrators*, the gun mount seals are guaranteed to fail.

You can check the DA Form 2408-4 on-line at: <https://aeps2.ria.army.mil/commodity/guncard/index.cfm>

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# Mix 'n' Match Roadwheels



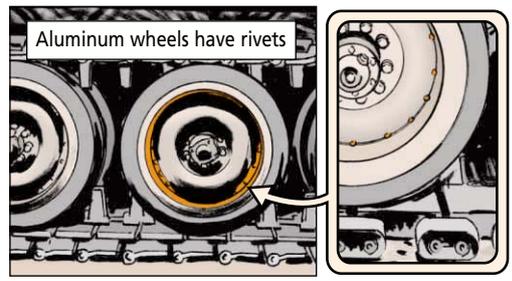
Dear Half-Mast,  
 There are two different types of roadwheels for M113-series vehicles: **steel** and **aluminum**.  
 My maintenance inspectors deadlined several of our vehicles because they had steel and aluminum roadwheels on the same road arm. I've searched the TMs, but can't find anything that supports what they're saying.  
 What's the straight scoop?  
 SFC A.W.

*MSG Half-Mast writes:*  
 Dear Sergeant A.W.,  
 Your inspectors are right. Mixing steel and aluminum roadwheels on the same road arm causes uneven wear that wears out the roadwheels before their time.  
 You can mix steel and aluminum roadwheels on the same vehicle, just make sure you have two of the same type on each road arm.

Can't tell what type of roadwheels you have? The aluminum wheels have 18 small rivets equally spaced around the rim of the roadwheel. There are no rivets on the steel roadwheel.

You can also use a magnet. The magnet will cling to the steel roadwheel, but not to the aluminum one.

Only steel roadwheels are still available in the supply system. If you need one, order it with NSN 2530-01-139-3748.



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HMMWVs...

# CLEANING BALLISTIC WINDOWS

CLEAN YOUR GLASS RIGHT...



MAINTAINING AND CLEANING THE BALLISTIC WINDOWS ON HMMWVs HAS ALWAYS BEEN A CHALLENGE, BUT THE WINDOWS ON THE UP-ARMORED M1114s REQUIRE EVEN MORE ATTENTION TO DETAIL.

HERE'S WHAT YOU NEED TO KNOW ABOUT CLEANING-AND ABOUT THE PROBLEMS CREATED BY BUG SPRAYS, SPRAY SOLVENTS AND SPRAY CLEANERS.



PS 635

## M1114 Up-Armored HMMWVs

Cleaning the windows on the M1114 Up-Armor HMMWV is a whole new can of worms. That's because the interior surface of the M1114's ballistic glass has a self-healing layer.

The only way to clean the glass is like so:

- Remove dust and loose abrasive particles using clean, filtered air at 20 psi.
- Wash the interior windows with mild detergent and warm water. Dry the windows with a clean, soft lint-free cloth.
- Remove stubborn marks and stains with a clean, soft lint-free cloth and equal parts of isopropyl or ethanol alcohol and water.

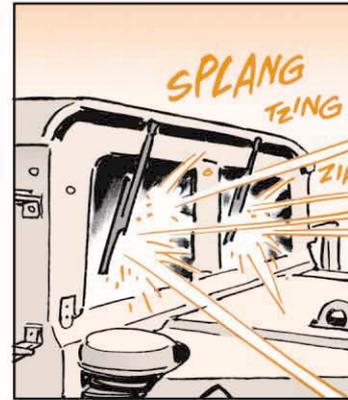
Last but not least, remember not to use scrapers or any object that damage the window's inside surface. Do not apply stickers, labels, solvents or abrasive materials to the glass.



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## Windows on Other HMMWVs

Cleaning the windows on earlier models of HMMWVs is easier, but you still have to take care how you clean.

Follow this procedure for plastic door windows:

- Wash it with detergent and water, using a soft, clean cloth.
- Apply hand cleaner, NSN 8520-00-782-3509, with a clean soft cloth or sponge.
- Wipe off the cleaner immediately with a dry cloth.

Follow this procedure for ballistic windows:

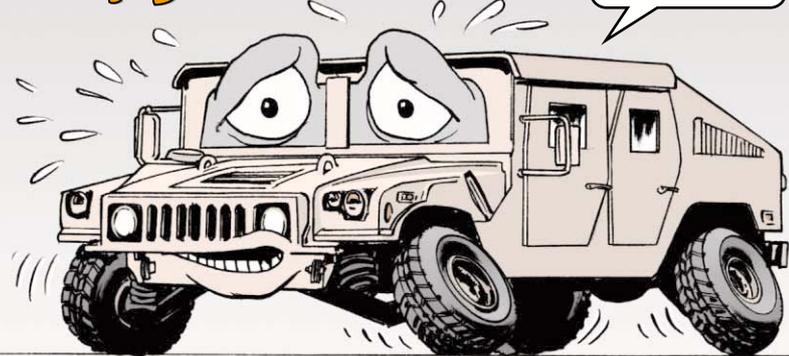
- Clean the outside of ballistic windows the same way you clean plain glass. The inside surface is a plastic laminate that takes special care. Wash only when the glass is cool.
- Add detergent, NSN 7930-00-282-9699, to a gallon of water using the directions on the bottle.
- Saturate a soft cloth with the solution and lightly rub the window surface.
- Lightly rinse off the cleaner with water and dry with a soft cloth. Do not scrub.
- Apply polish, NSN 7930-00-935-3794, and let dry. Wipe clean.

## Bug Spray, Solvents a No-No

The propellant inside cans of bug spray, spray cleaners and paint can crack the glass. They, and liquid solvents, are murder on the plastic surfaces of ballistic glass. So keep them away from your windows!



# HMMWV Suspension/Steering Upgrade Kits

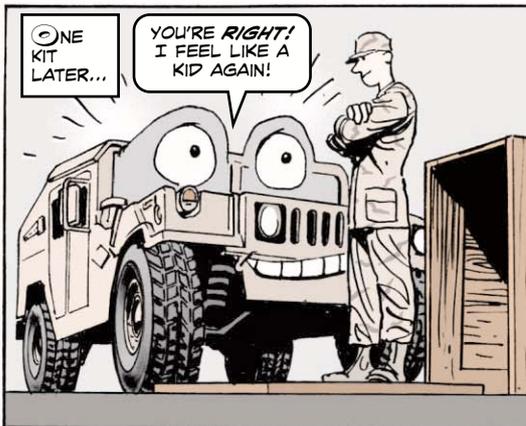


MY SUSPENSION CAN'T HANDLE THE STRESS OF ALL THIS ADD-ON ARMOR!



NO MORE WORRIES!

THIS NEW KIT WILL PERK YOU RIGHT UP!



ONE KIT LATER...

YOU'RE RIGHT! I FEEL LIKE A KID AGAIN!

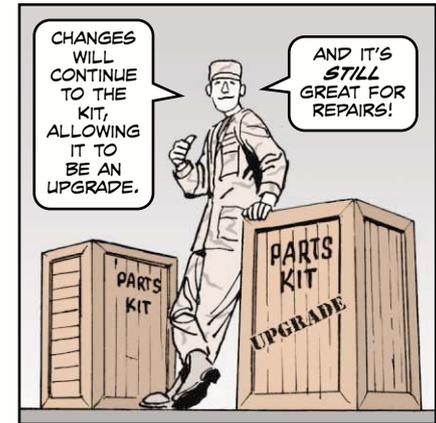
Having problems with suspension and steering components on older HMMWVs? You no longer need to order each and every part individually. TACOM and the PM for Light Tactical Vehicles developed a kit to improve the suspension and steering components, especially those with add-on armor.

The new suspension and steering upgrade kit comes with NSN 2530-01-524-7319. The kit includes the pitman arm, idler arm, center link, upper and lower controls arms, ball joints, rear springs and shocks found on the M1097A2 vehicle for the rear of basic and A1 HMMWVs. This kit is estimated to take 14 hours to install, with frame welding required. HMMWVs in SWA will have the kit installed when they go through the TWV Refurbishment Center, so see your DLA Customer Service Representative or TACOM LAR for more information before you order.

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One thing to keep in mind with this kit: It will not change the gross vehicle weight (GVW) or allowable payload of your vehicle. That would require several other configuration changes for performance and safety reasons.

Kits are being procured and managed by DLA (S9C). Work continues on incorporating recommended changes to the kit (such as front springs, front shocks, tie rod assemblies, and radius rods), which will not only allow the kit to be used as an upgrade, but still makes it a great kit for the repair of suspension/steering components on a tired HMMWV. This was expected to happen sometime during the Jun 05 deliveries. First priority is given to trucks in SWA. CONUS started getting the kits during the Sep 05 timeframe.

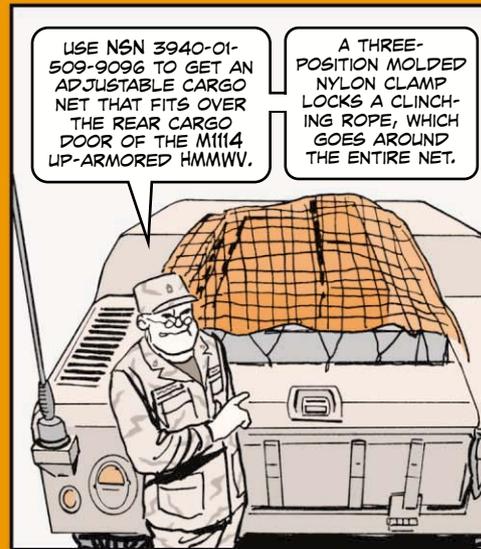


CHANGES WILL CONTINUE TO THE KIT, ALLOWING IT TO BE AN UPGRADE.

AND IT'S STILL GREAT FOR REPAIRS!

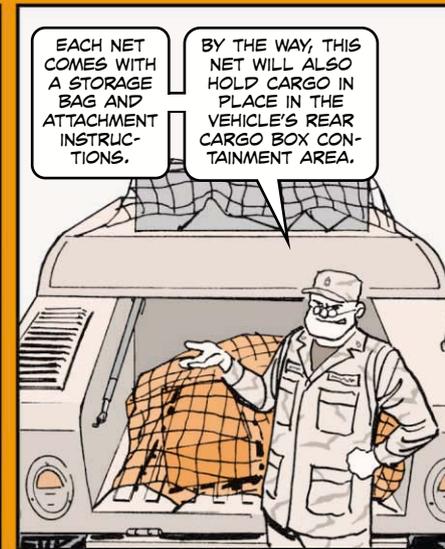
M1114 Up-Armored HMMWV...

## SAFE BET WITH CARGO NET



USE NSN 3940-01-509-9096 TO GET AN ADJUSTABLE CARGO NET THAT FITS OVER THE REAR CARGO DOOR OF THE M1114 UP-ARMORED HMMWV.

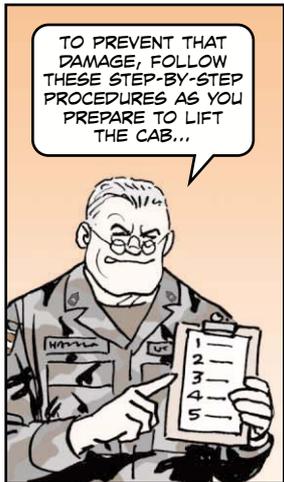
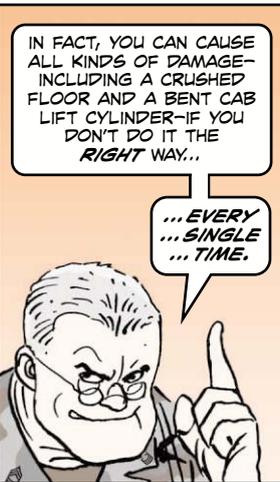
A THREE-POSITION MOLDED NYLON CLAMP LOCKS A CLINCHING ROPE, WHICH GOES AROUND THE ENTIRE NET.



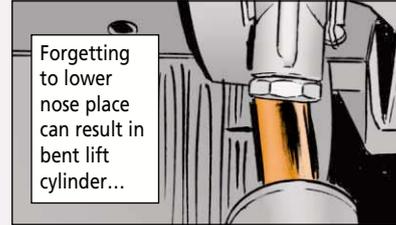
EACH NET COMES WITH A STORAGE BAG AND ATTACHMENT INSTRUCTIONS.

BY THE WAY, THIS NET WILL ALSO HOLD CARGO IN PLACE IN THE VEHICLE'S REAR CARGO BOX CONTAINMENT AREA.

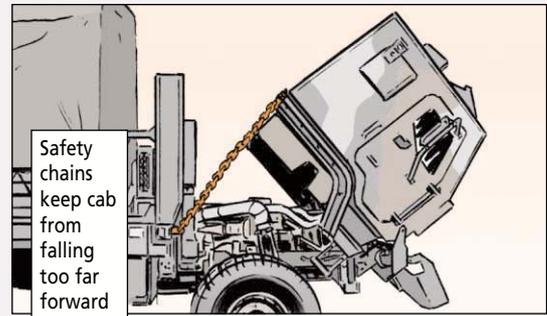
# ARMOR MEANS A TOUGHER LIFT



1. Make sure all loose objects inside the cab are either properly fastened down or removed. Unsecured items will fly around when the cab is raised, damaging the inside of your truck.
2. Lock the machine gun ring mount in position. An unsecured mount—especially one with the machine gun still attached—can swing around abruptly during the lift. The sudden shift in weight can cause the cab to fall forward more rapidly, injuring someone standing in the way.
3. Make sure no one is still in the cab, then close and secure all doors. The hinges can be damaged if a door suddenly slams open as the cab tilts forward. And anyone standing in the door's path can be seriously hurt.
4. Loosen and lower the armored nose plate. To do that, you'll need to remove the bolts that lock the nose plate in position. If those bolts aren't completely removed, they keep the cab from coming up. And if the cab won't move, the lift cylinder bends and can even damage the cab floor.



5. Install the cab lift safety chains, NSN 4010-01-525-0947. Once the cab passes the center point of the lift, the extra weight from the AOA makes it fall forward. That damages the lift cylinder and the cab hinges. The safety chains keep the cab from falling too far forward.



WITH STEPS 1-5 COMPLETE, YOU'RE READY TO SAFELY BEGIN LIFTING THE CAB.

Just make sure you remember to stow the safety chains after you've lowered the cab. Leave the chains in place and they'll wrap around the vehicle's tires during operation.



# Protect Tow Cylinder Lines



THESE RETRACT SUPPLY LINES ON THE WRECKER'S TOW CYLINDERS TAKE A **REAL BEATING** DURING WRECKER OPERATIONS.

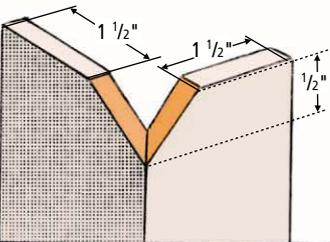
EVENTUALLY, THEY LEAK OR BURST DURING A LIFT.

HERE'S HOW TO **PREVENT** THAT:

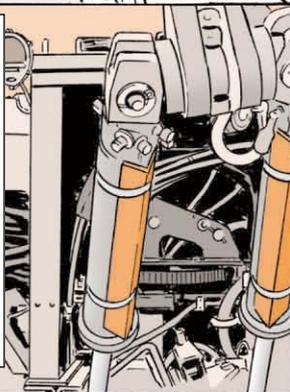
THE LINES ARE ON THE **BOTTOM** OF THE CYLINDERS, WHERE THEY GET **MASHED** WHEN A TOWED TRUCK'S BUMPER OR HOOD BUMPS THEM.

1. Cut two 24-in pieces of 1/8 x 2-in angle iron. Order by the foot with NSN 9520-00-277-4911.

Notch both pieces on one end



2. Place guards over lines so they don't cover cylinder check valves. The notched ends butt against the valves.  
3. Hold the guards in place with four loop clamps, NSN 4730-00-908-6294.



IF YOUR WRECKER **ALREADY** HAS BOTH GUARDS, YOU'RE **GOOD TO GO**.

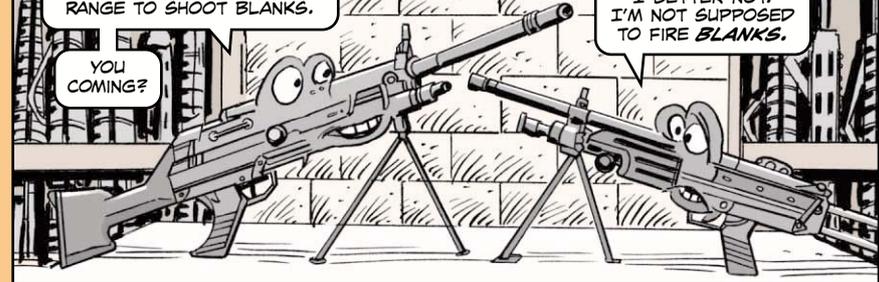


# THE SHORT AND THE LONG OF THE SHORT BARREL

HEY, I'M GOING OUT TO THE RANGE TO SHOOT BLANKS.

YOU COMING?

I BETTER NOT. I'M NOT SUPPOSED TO FIRE **BLANKS**.



Dear Half-Mast,  
We've started using the new short barrel, NSN 1005-01-475-4296, on our M249 machine guns and we were wondering if you need to re-zero the gun when you switch to the short barrel? Also, is it OK to shoot blanks through the short barrel?

MSG T.A.

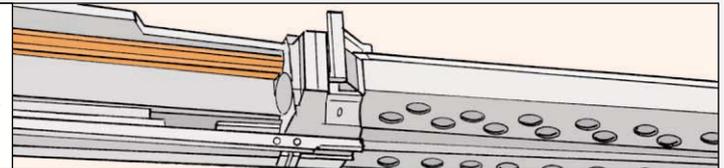
Dear Master Sergeant T.A.,

When you switch to a short barrel, you must re-zero your M249 by adjusting the front sight only. That allows you to use the standard and short barrel from then on without re-zeroing.

The Army doesn't want you to fire blanks through the short barrel. It's possible blanks fired through the short barrel increase the unlocking velocity of the bolt when it leaves the barrel socket. That increased velocity could damage the receiver's inner rail, which makes the M249 unusable. Use the standard barrel for firing blanks, along with the M249 BFA, NSN 1005-21-912-8997.

If you've already fired blanks through the short barrel, check the inner rail for cracks. See Page 2-45 in TM 9-1005-201-23&P for directions.

If you've fired blanks, check left inner rail for cracks



For more info, see TACOM Safety of Use Message 04-005. Contact your TACOM logistics assistance representative for a copy or TACOM at DSN 793-1918 or (309) 782-1918 or email:

[half.mast@us.army.mil](mailto:half.mast@us.army.mil)

*Half-Mast*

M16-Series  
Rifle,  
M4/M4A1  
Carbine...



YOU'RE NOT TOUCHING MY TRIGGER ASSEMBLY.

YOU COULD TURN ME INTO A RUNAWAY!

## LEAVE TRIGGER ASSEMBLY ALONE

Recently during training, a unit had an M16 rifle that wouldn't stop firing. A runaway M16 is bad in training, but in actual combat it could be a disaster since you've lost control of your rifle. How do you prevent your M16 or M4/M4A1 from running away on you?

First and most important, **don't take the trigger assembly apart**. You're not trained or authorized to do that. If the the trigger assembly is put together wrong—and it's not easy to put it together right—you could have a runaway.

Second, do the function test that's listed in WP 0010 in TM 9-1005-319-10 before you fire. That will catch problems with the trigger assembly.

Finally, armorers, make sure your support does the hammer and trigger pin hole gauging check on Page 3-69 in TM 9-1005-319-23&P during annual gauging. That will let you know when the holes have gotten too big to securely hold the hammer and trigger pins.

PS 635



Direct Support needs to gauge trigger and hammer pin holes annually

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OCT 05

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# Turn in M1200 Shotguns

MEET THE ARMY'S NEW SHOTGUN, THE M500 MOSSBERG.

IT'S TOTALLY REPLACING THE M1200.

Dear Half-Mast,  
We have been told we can't deploy to Iraq with our M1200 shotguns. What gives?

CW2 J.S.



Dear Chief J.S.,  
The M1200 shotgun is obsolete and has been replaced by the M500 Mossberg shotgun, NSN 1005-01-295-1832. If your unit is authorized shotguns and you have M1200s, you should get them replaced with M500s since the M1200 is no longer supported by the Army. If you need help, contact TACOM-Rock Island at DSN 793-1943/(309) 782-1943 or email: TM 9-1005-338-13&P covers the M500.

*Half-Mast*

M120/M121 Mortar...

## DO PITS MATTER?

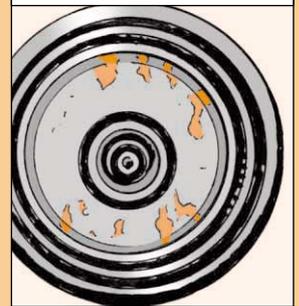
Dear Half-Mast,  
On our M120/M121 mortars, we have noticed pitting in the bottom of the breech cap where the firing pin goes. Is this something to be concerned about? We were wondering if that could mean the breech cap is unsafe.

SGT J.K.

Dear Sergeant J.K.,  
You bet pits matter. Any pitting more than .01 inch deep over a .375-in area (about the size of the top of a pencil) condemns the breech cap and tube. They need to be sent to direct support for borescoping and pullover. Mortar units should look for pitting in the tube and breech cap during PMCS.

*Half-Mast*

Pits deeper than .01 inch condemn breech cap and tube



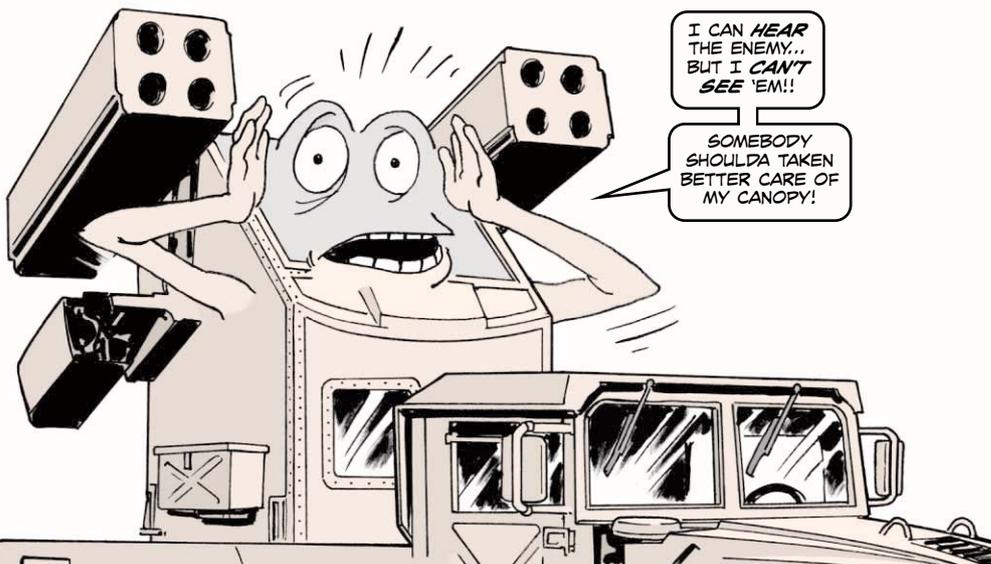
PS 635

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# CANOPY CARE GIVES 20-20 VISION



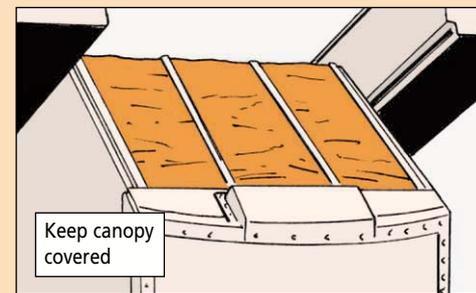
It's tough to hit enemy aircraft if you can't see. That's the situation Avenger gunners will be in if they don't pay attention to canopy care.

The biggest reason canopies turn from clear to cloudy is that operators grab just anything to clean it, stuff like rags, window cleaner, and multi-purpose cleaner. It would be better not to clean the canopy than to use those items. They strip off the canopy's infrared coating. Soon it's time for a new canopy, which costs more than \$6,000.

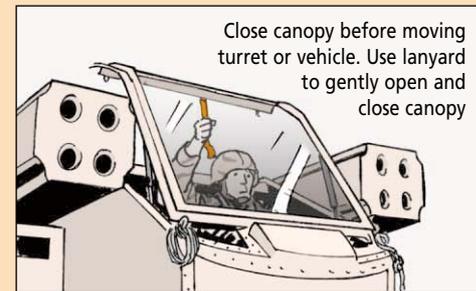
TM 9-1425-433-10 is very specific about cleaning the canopy. Flush the canopy with lots of water, then use your bare hand (no rings!) and hand dishwashing detergent, NSN 7930-00-880-4454, to clean the canopy. Flush it again with lots of water and blot it—don't wipe it—dry with a clean cloth.



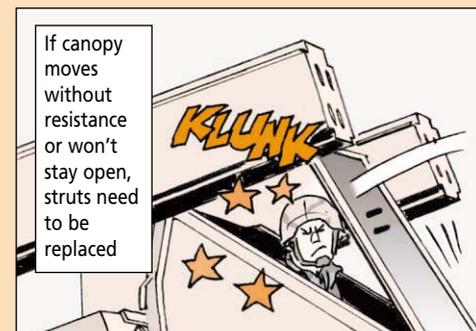
Of course, it's also important to keep the canopy covered as much as possible. Blowing sand and rocks can scar the canopy so badly it must be replaced. Some units cut an old sleeping mat in half and put the pieces under the tarp to give the canopy even more protection.



Never move the turret or vehicle with the canopy open. That throws the canopy out of alignment or damages the mounting brackets for the canopy struts. Shut and latch the canopy before you move.



When you shut or open the canopy, use the lanyard to gently guide the canopy into position. If you let it spring open or slam shut repeatedly, the mounting brackets are damaged. But don't use the lanyard as a handhold. That damages the mounting brackets, too. If the canopy moves without resistance or won't stay open, tell your repairman. The struts need to be replaced.



If the canopy doesn't seal out exhaust, you can be in a world of hurt. Here's an easy way to check how well the canopy is sealing:

- Put 6x1-in pieces of paper half in and half out of each front corner of the turret.
- Close and lock the canopy.
- Pull on the paper.
- If either piece slips out easily, the canopy isn't sealing. Tell your repairman.

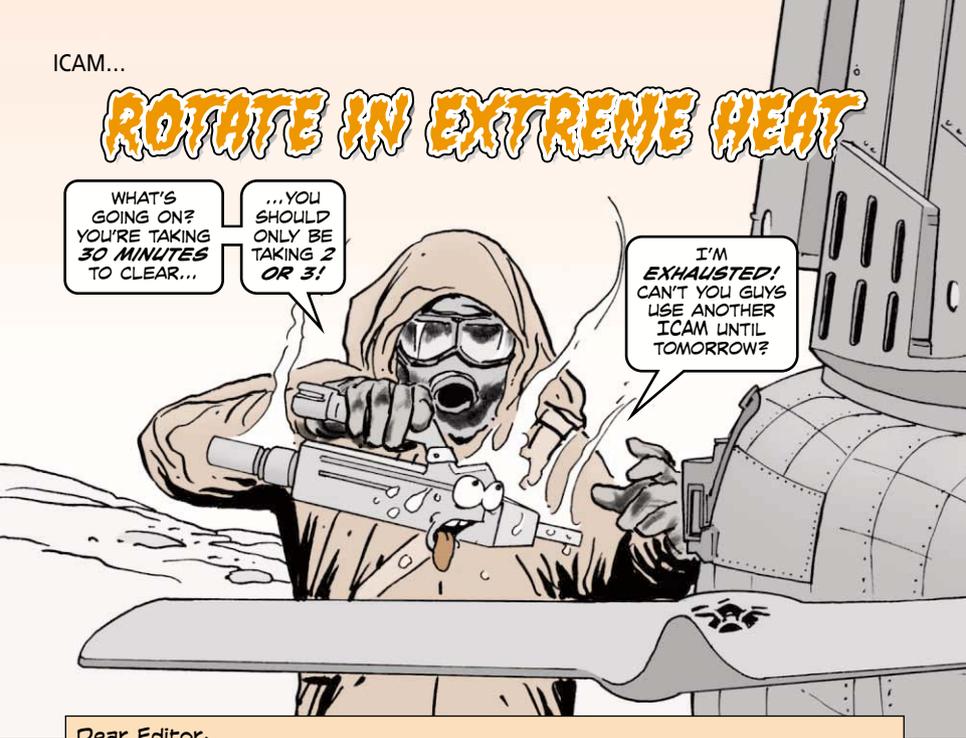


# ROTATE IN EXTREME HEAT

WHAT'S GOING ON? YOU'RE TAKING 30 MINUTES TO CLEAR...

...YOU SHOULD ONLY BE TAKING 2 OR 3!

I'M EXHAUSTED! CAN'T YOU GUYS USE ANOTHER ICAM UNTIL TOMORROW?



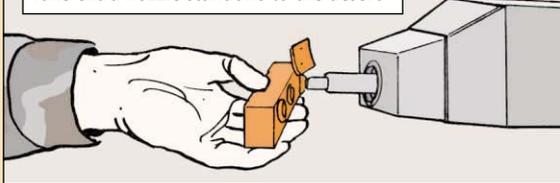
Dear Editor,

We found that in the worst of the heat in Iraq—around 130°F—that it was a good idea to rotate our ICAMs (Improved chemical agent monitors).

If we used the same ICAMs day after day in extreme heat, it would take them as long as 30 minutes to clear instead of the normal 2-3 minutes. But if we rotated the ICAMs and gave each one 24 hours off in an air-conditioned building, we didn't have this clearing problem.

Another tip for operating ICAMs in Iraq is to take extra nozzle stand-offs. In blowing dusty conditions, you need to change stand-offs more often.

Take extra nozzle standoffs to the desert

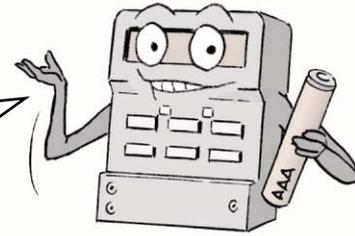


SGT J V  
SGT D G  
PV2 M T

Ft Lewis, WA

**Editor's note:** I guess we could all use time off in AC in that heat—not just the ICAMs. Thanks.

# TAKE OUT THOSE BATTERIES!

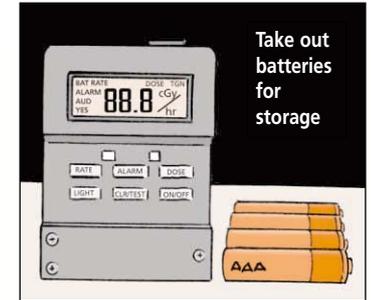


Remembering one simple rule for the AN/UDR-13 radiac set can save units money and downtime:

## Remove batteries for storage.

If you leave the AN/UDR-13's four AAA batteries in the set when it's just going to sit for more than a week, it's very probable those batteries will leak and corrode. That ruins the AN/UDR-13's electrical-electronic test case, which costs \$360 to replace—never mind the weeks it will take to get it back.

All you have to do to prevent that trouble is remember to remove those AAAs.



# PMCS Is in the Cards

Dear Editor,

Too many soldiers don't know how to do a thorough PMCS on their M40 or M42 mask. The consequences of not knowing when your mask can't protect you can be fatal.

A good PMCS teaching tool is five laminated cards held together with a ring. The cards list the critical PMCS, tips on cleaning, and how to use the mask. Just by following the steps on the cards a soldier can do a good job taking care of his mask.

Order the five-card packets for \$1.45 each with NSN 7690-01-491-9282.

Cards list critical PMCS and tips for cleaning and using masks



SSG G K  
Command Maintenance  
Evaluation Team  
Ft Lewis, WA

**Editor's note:** Nice idea, Sergeant. Soldiers should still keep a copy of the mask's -10 TM in the carrier for help with problems not covered by the cards.

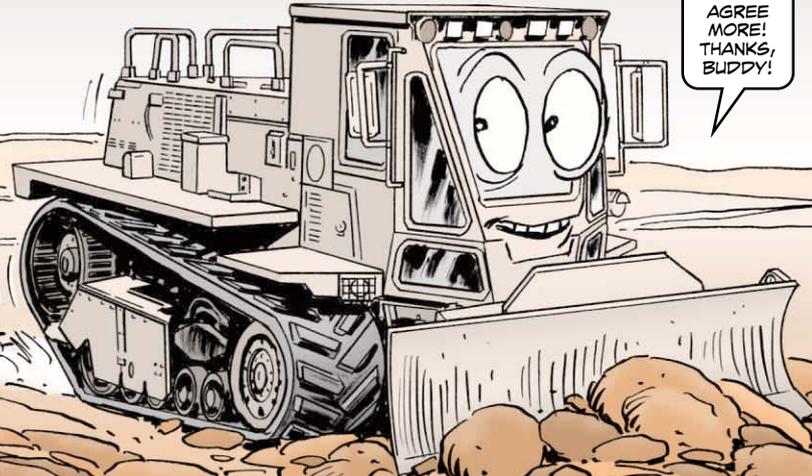
DEUCE...

# KEEP 'EM RUNNING

IF WE WEREN'T DOING YOUR PM, ALL THIS WORK WOULDN'T BE GETTIN' DONE!



I COULDN'T AGREE MORE! THANKS, BUDDY!



THESE EARTHMOVERS ARE RACKING UP **MORE AND MORE HOURS** IN THE SANDBOX.

HERE ARE SOME PM POINTERS TO KEEP IN MIND WHILE YOU'RE THUMBING THROUGH TM 5-2430-200-10.

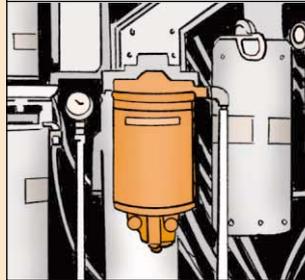


### Water in Fuel

Water in your DEUCE's fuel will leave its engine running rough, or not at all.

Water gets there when warm days and cool nights cause condensation to form in the fuel tank. You get rid of it by draining the fuel/water separator each day before you head out. The separator sits behind the oil filter compartment door.

Open the fuel/water separator each day **before** you head out



If the fuel runs clear when you drain the separator, your DEUCE is OK for another day. If it doesn't run clear, close the valve and report it to your mechanic.

A strong line of defense against water contamination is the fuel filter. Make sure your mechanic replaces it twice a year per the TM.

Then, to limit condensation forming overnight, fill the fuel tank at the end of the day.

### Loose Bolt Jolt

Loose bolts on the DEUCE's front and rear idler wheels can leave you waist deep in sand.

Just one loose bolt can cause the other bolts to loosen. Then the wheels begin to wobble, wallowing out the stud holes and ruining the wheel.

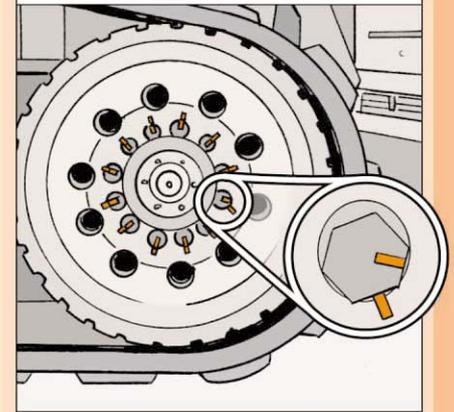
Enough wobble and wallow and the wheel could break off.

So, it's in your best interest to eyeball bolts for tightness before and after operation.

Look for any shiny spots on the bolts' washers and corrosion on the bolts. For a quick visual check any time, use a marker pen or torque seal, NSN 8030-00-408-1137, and mark a line across each bolt head and onto the wheel rim.

Marks on the bolt head and wheel rim that don't line up mean the bolt has moved and must be loose. Tighten bolts if you can and report them.

Paint line across bolts heads and onto wheel



## End-of-Day Cleanup

Before you leave the DEUCE for the day, make sure you dig out and wash off all the mud or sand it has picked up during operations.

That earthmover can work in mud up to its catwalk platform. But the mud will harden around the vehicle's drive wheels, scraper bars, mid-rollers, front and rear idler wheels and belt guides.

Once hard, that mud prevents the mid-rollers from turning properly. Flat spots form on the rollers and cause extra wear on the rubber track.

So get rid of the mud, and while you're at it, look for loose bolts, leaking seals, oil on the mid-rollers, and uneven track wear. Report bum parts or anything that needs adjusting.

You also need to clean the mud away to get at the suspension's grease fittings. There are more than two dozen fittings on each side of the earthmover that need lube!

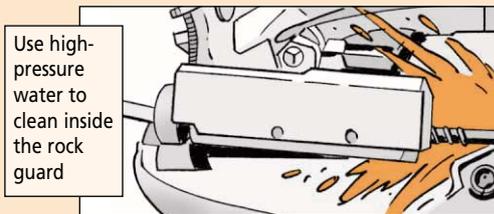


## Rock Guard, Too

The rock guard on your DEUCE's blade tilt cylinder is a haven for sand and mud. All that crud breaks down the hydraulic hoses inside the rock guard.

When the hydraulic hoses start to rot, they spring leaks. Without hydraulic oil, the blade won't retract, elevate or push sand forward. Then your earthmover's blade is out of commission.

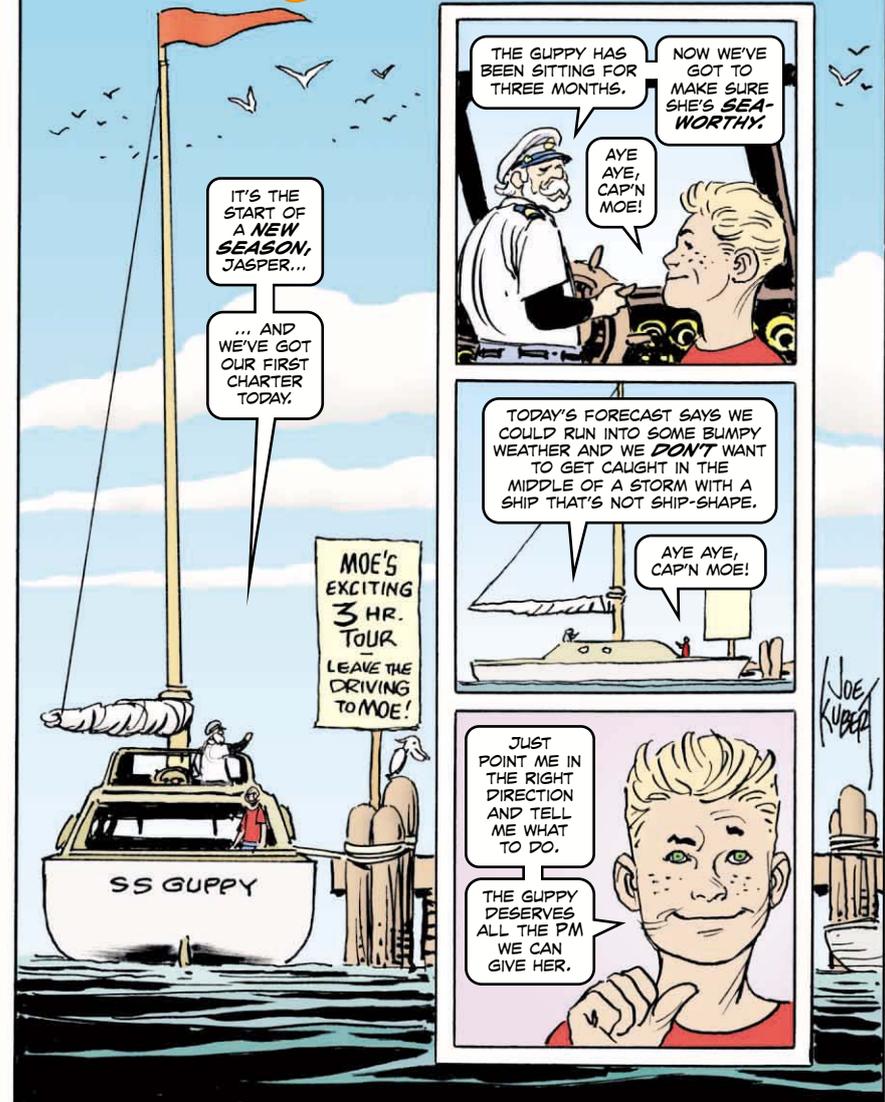
So, after the day's run, use a high-pressure water hose on the tilt cylinder's rock guard. You may have to get your mechanic to remove the rock guard so you can get out all that hard-packed crud.



GIVE YOUR DEUCE A GOOD CLEANING AT THE END OF THE DAY.



# The Voyage Without PM





THAT'S WHAT I LIKE TO HEAR. I WANT YOU TO MAKE SURE **EVERYTHING** HAS BEEN **LUBRICATED** LIKE IT SHOULD BE...



...THAT THE FILTERS ARE CLEAN, THE BILGE PUMP IS WORKING...



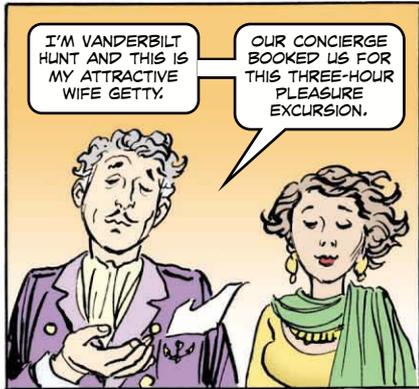
...AND THAT THE SAIL'S IN GOOD SHAPE.



HERE'S A LIST. START WITH LUBING. LAST TIME OUT THE WHEEL TURNED PRETTY **HARD**. I'LL BE BACK SOON.

AYE, AYE, CAP'N. YOU CAN COUNT ON ME.

I SAY, MY GOOD MAN...



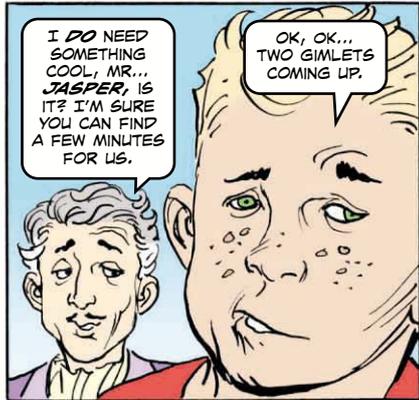
I'M VANDERBILT HUNT AND THIS IS MY ATTRACTIVE WIFE GETTY.

OUR CONCIERGE BOOKED US FOR THIS THREE-HOUR PLEASURE EXCURSION.



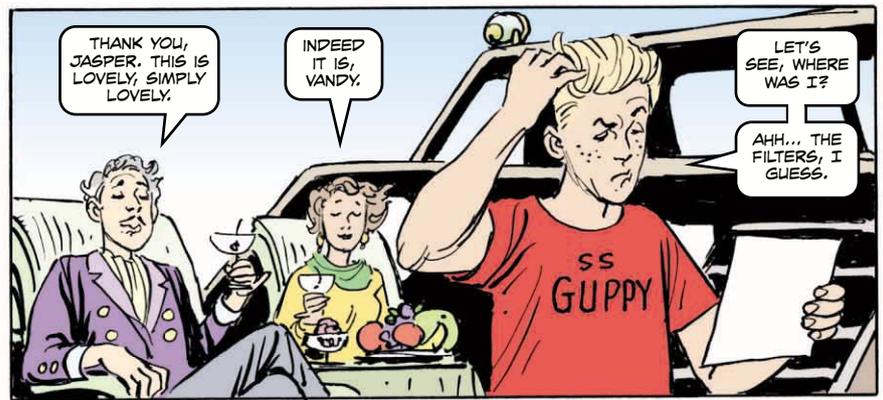
BE A GOOD LAD AND FETCH US SOMETHING COOL TO DRINK. A COUPLE OF GIMLETS WOULD START THIS TRIP OFF NICELY.

YES, SIR. JUST AS SOON AS I FINISH MY PREVENTIVE MAINTENANCE.



I **DO** NEED SOMETHING COOL, MR... **JASPER**, IS IT? I'M SURE YOU CAN FIND A FEW MINUTES FOR US.

OK, OK... TWO GIMLETS COMING UP.



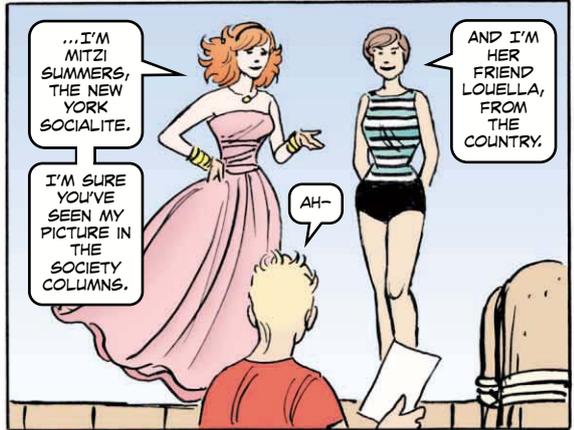
THANK YOU, JASPER. THIS IS LOVELY, SIMPLY LOVELY.

INDEED IT IS, VANDY.

LET'S SEE, WHERE WAS I?  
AHH... THE FILTERS, I GUESS.



HELLO, THERE...



...I'M MITZI SUMMERS, THE NEW YORK SOCIALITE.

AND I'M HER FRIEND LOUELLA, FROM THE COUNTRY.

I'M SURE YOU'VE SEEN MY PICTURE IN THE SOCIETY COLUMNS.

AH-



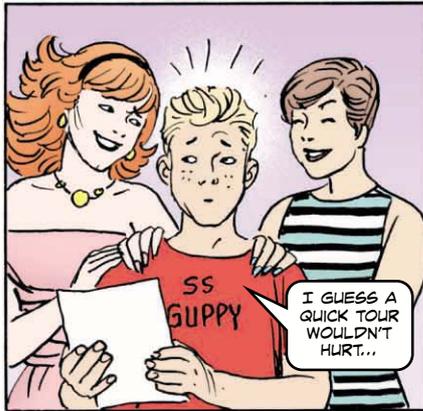
WE'D BE **SO** GRATEFUL IF YOU WOULD GIVE US A QUICK TOUR OF YOUR SHIP!



WELL... I... UHH... WAS JUST GOING TO CHECK THE FILTERS.



P-L-E-A-S-E



I GUESS A QUICK TOUR WOULDN'T HURT...



I'VE GOT TO GET THIS CHECKLIST *DONE*. IT'S ALMOST TIME TO SAIL.

I CAN STILL GIVE THE SAIL AND BILGE PUMP A CHECK...

IS THIS THE SS GUPPY?



I BROUGHT ALONG INSTRUMENTS TO TAKE MEASUREMENTS DURING THE CRUISE AND I WAS HOPING YOU COULD HELP ME SET THEM UP.

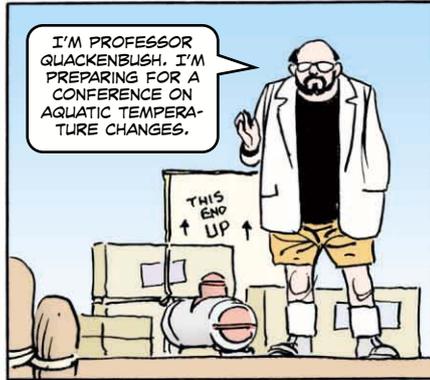
WELL, GEE... I'M IN THE MIDDLE OF DOING PREVENTIVE MAINTENANCE.



FIFTEEN MINUTES LATER...

THANK YOU, JASPER. THAT WAS JUST FABULOUS.

YOU'RE WELCOME.



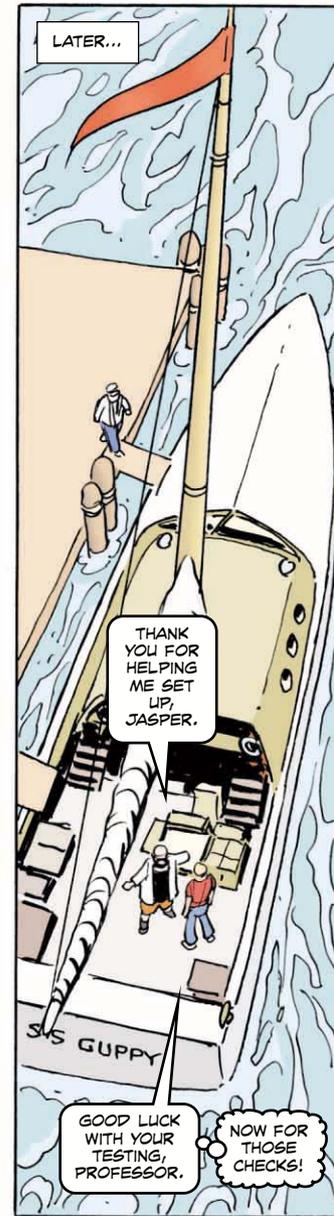
I'M PROFESSOR QUACKENBUSH. I'M PREPARING FOR A CONFERENCE ON AQUATIC TEMPERATURE CHANGES.

THIS END UP



BUT THIS IS IN THE INTEREST OF SCIENCE! SURELY YOU DON'T WANT TO HINDER SCIENCE.

G-G-GOSH, NO. I GUESS PM CAN WAIT A LITTLE LONGER.



LATER...

THANK YOU FOR HELPING ME SET UP, JASPER.

GOOD LUCK WITH YOUR TESTING, PROFESSOR.

NOW FOR THOSE CHECKS!



DID EVERYTHING CHECK OUT, JASPER?

WELL... UH... YOU SEE...

GOOD! CAST OFF! WE'VE GOT A SCHEDULE TO KEEP!



WELL, WE'RE ON OUR WAY, JASPER.

YOU SAID IT, CAP'N MOE!

AND I DIDN'T GET A CHANCE TO CHECK ANYTHING!



I DON'T LIKE THE LOOKS OF THOSE CLOUDS, JASPER.

JUST TO BE ON THE SAFE SIDE, WE'D BETTER TURN BACK.



I CAN'T... SEEM TO TURN... THIS WHEEL.

YOU DID LUBE IT, DIDN'T YOU?!

UH, NOT QUITE... I-



NEVER MIND!  
I'LL JUST GIVE  
THE GUPPY MORE  
POWER!

**KRMMMMM**  
SPUT-  
SPUTTER-  
SPUT-  
SPUT

UH-OH,  
THAT  
DOESN'T  
SOUND  
GOOD.



WERE  
THE FUEL  
FILTERS OK  
WHEN YOU  
CHECKED  
'EM?

I DIDN'T  
ACTUALLY  
GET A  
CHANCE  
TO CHECK  
THEM!



THE HUNTS  
WANTED  
GIMLETS...  
AND—

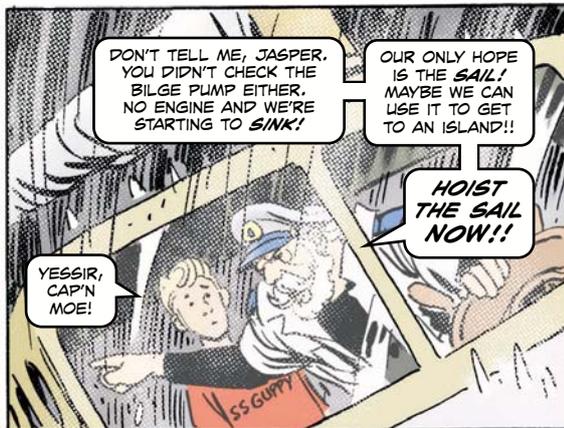
AND YOU THOUGHT  
**GIMLETS**  
WERE  
MORE  
IMPORTANT  
THAN **PREVENTIVE**  
**MAINTENANCE?**

**GREAT!** NOW  
WE'RE TAKING ON  
WATER. LET'S  
HOPE THE BILGE  
PUMP WORKS.



**GNRR**  
BILGE PUMP  
**RRRR**

**KA-CHING**



DON'T TELL ME, JASPER.  
YOU DIDN'T CHECK THE  
BILGE PUMP EITHER.  
NO ENGINE AND WE'RE  
STARTING TO **SINK!**

OUR ONLY HOPE  
IS THE **SAIL!**  
MAYBE WE CAN  
USE IT TO GET  
TO AN ISLAND!!

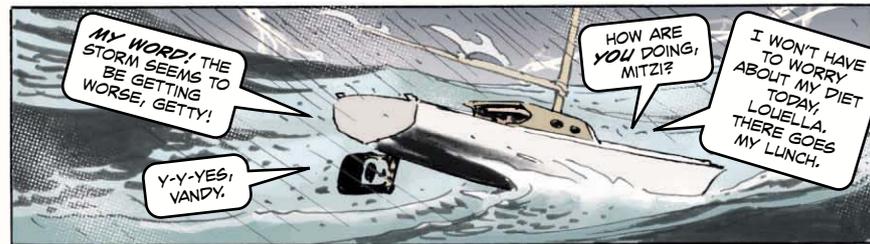
**HOIST  
THE SAIL  
NOW!!**

YESSIR,  
CAP'N  
MOE!



**OOPS!** THERE  
GOES THE SAIL!

YOU'VE  
**REALLY** DONE  
IT NOW,  
JASPER!



**MY WORD!** THE  
STORM SEEMS TO  
BE GETTING  
WORSE, GETTY!

HOW ARE  
**YOU** DOING,  
MITZI?

I WON'T HAVE  
TO WORRY  
ABOUT MY DIET  
TODAY,  
LOUELLA.  
THERE GOES  
MY LUNCH.

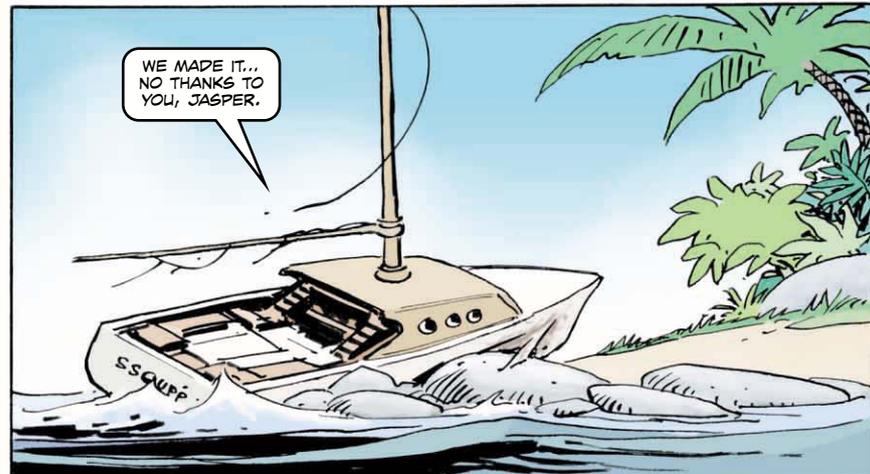
Y-Y-YES,  
VANDY.



HOURS  
LATER...

MY INSTRUMENTS  
TELL ME THAT THE  
STORM IS ALMOST  
OVER, JASPER.

THAT DOESN'T  
MAKE ME FEEL  
MUCH BETTER,  
PROFESSOR.



WE MADE IT...  
NO THANKS TO  
YOU, JASPER.



LOOK! WE'RE NOT THE ONLY ONES MAROONED HERE!

THERE'S ANOTHER BOAT!

MAYBE THEY CAN HELP US!



LOOK! THERE'S SOMETHING CARVED ON THIS BOAT!

WE ABANDONED PREVENTIVE MAINTENANCE AND NOW WE'RE MAROONED ON THIS ISLAND.

JASPER, I SHOULDN'T HAVE EXPECTED YOU TO TAKE CARE OF THE SHIP AND THE PASSENGERS.

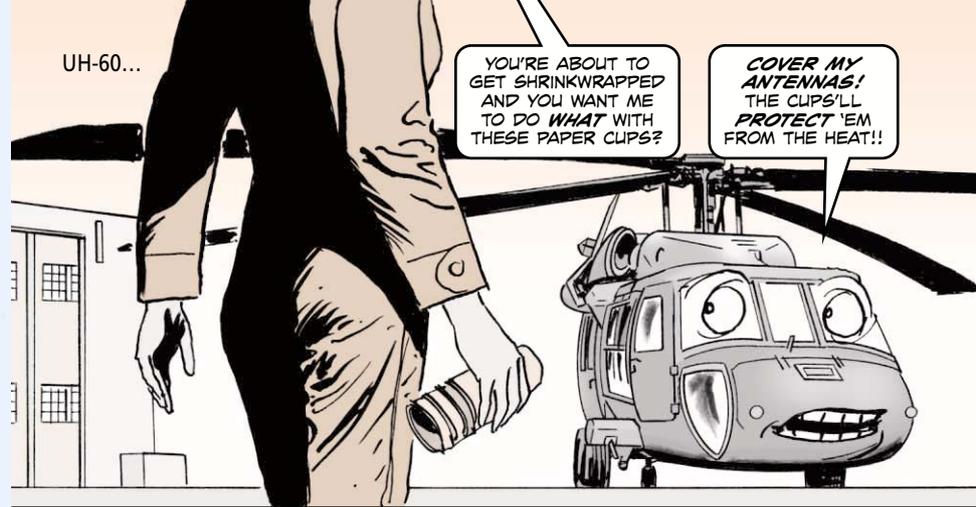
IF WE HAD LEFT YOU ALONE TO DO YOUR MAINTENANCE, WE WOULDN'T BE MAROONED.

I SHOULD HAVE TOLD THE CAPTAIN I HADN'T DONE PM. NOW WE'RE STUCK ON THIS UNCHARTED ISLAND.

AS GOD IS MY WITNESS, IF I EVER GET OFF THIS ISLAND I'LL NEVER FORGET PM AGAIN.



UH-60...



YOU'RE ABOUT TO GET SHRINKWRAPPED AND YOU WANT ME TO DO WHAT WITH THESE PAPER CLIPS?

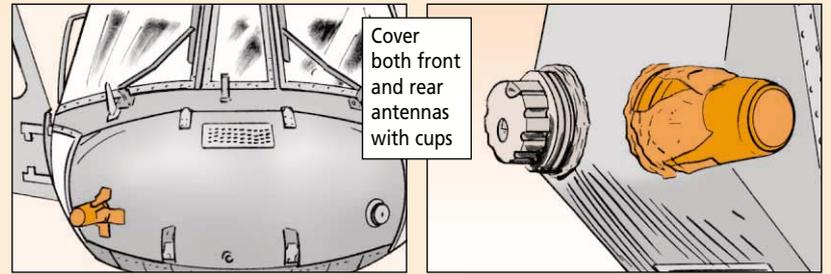
COVER MY ANTENNAS! THE CLIPS'LL PROTECT 'EM FROM THE HEAT!!

# PREP FOR SHIPPING HELICOPTERS

Preparing for a deployment, desert or otherwise? Protect your Black Hawk's AN/APR-39 antennas **before** you shrink wrap them.

Shrink wrapping a Black Hawk is very heat intensive. Shrink wrap melts the antenna material as it seals. You won't see the damage until the bird gets to its final destination and the shrink wrap is removed.

A way to save your front and rear antennas from damage due to melting is to place an 8-oz wax paper—not plastic—cup over all four of them and tape 'em down.

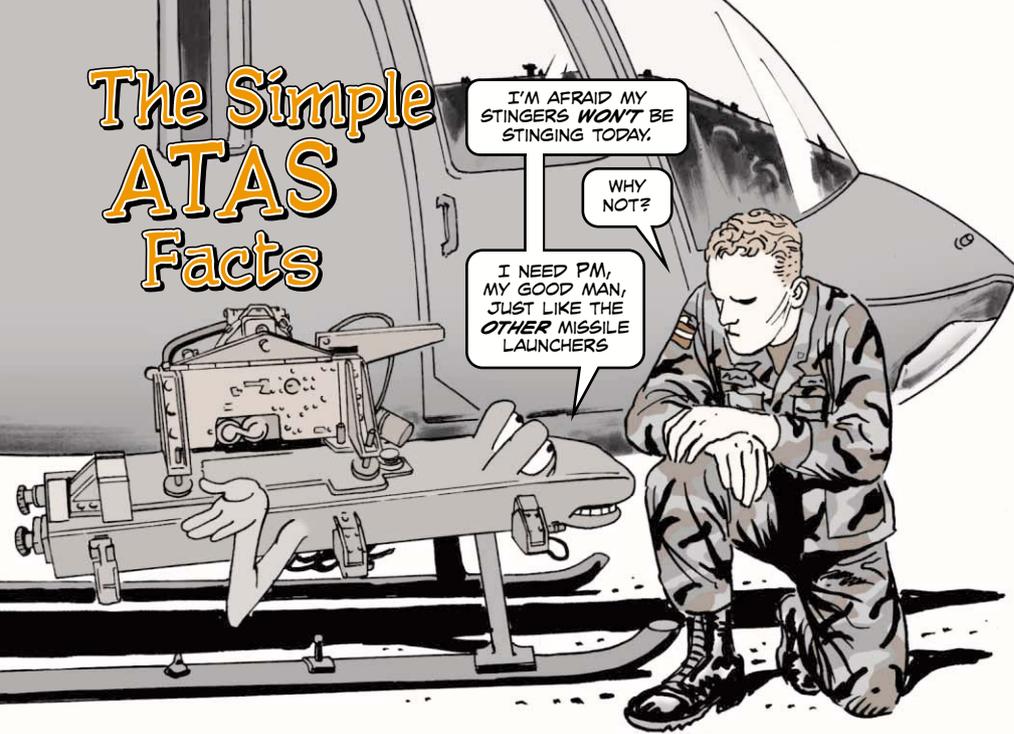


Cover both front and rear antennas with cups

IF THE AN/APR-39 ANTENNAS ARE **NOT** PROTECTED DURING THE SHRINK WRAP PROCESS, YOU WILL BE **REPLACING** ALL FOUR OF THEM.



# The Simple ATAS Facts



I'M AFRAID MY STINGERS *WON'T* BE STINGING TODAY.

WHY NOT?

I NEED PM, MY GOOD MAN, JUST LIKE THE *OTHER* MISSILE LAUNCHERS



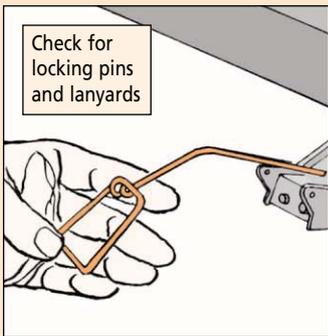
THE ATAS (AIR-TO-AIR STINGER) HAS A SIMPLE LAUNCHER COMPARED TO MOST OF THE OTHER MISSILE SYSTEMS.

BUT THAT *DOESN'T* MEAN IT STILL *DOESN'T* NEED PMCS TO MAKE SURE STINGERS MAKE A BEELINE TO THEIR TARGETS.

HERE ARE THE PMCS FACTS ON ATAS...

## Check locking pins for missile holding arms

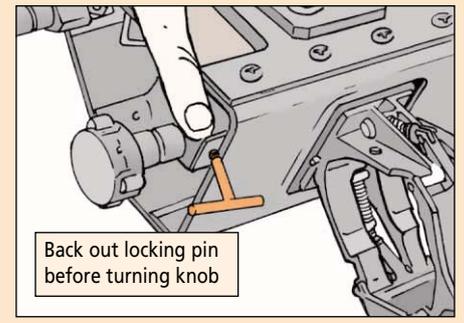
The launcher has three locking pins for each of the two missiles and if even one pin is missing the missile won't be securely locked on the launcher. Unfortunately, the pins often disappear during loading and unloading. Make sure all six pins are present before a mission. And check that every pin has a lanyard that's secured to the launcher. If a lanyard is missing, the pin will soon be too. It's a good idea to keep extra pins and lanyards on hand. Order pins with NSN 5315-01-309-9500 and lanyards with NSN 4010-00-246-0382.



Check for locking pins and lanyards

## Check two argon bottle knobs and locking pins

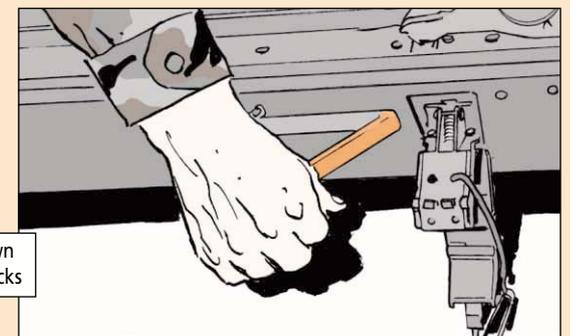
When crews install or remove the argon bottle, they sometimes forget to back out the pins before they turn the knobs. That breaks the pin or strips the knob. Either way, the argon bottle won't be secure. Report a broken pin or stripped knob. Prevent knob damage by first backing out the pin before turning the knob. The pin hangs loose when it's far enough out.



Back out locking pin before turning knob

## Easy does it with securing clamp handle for argon bottle

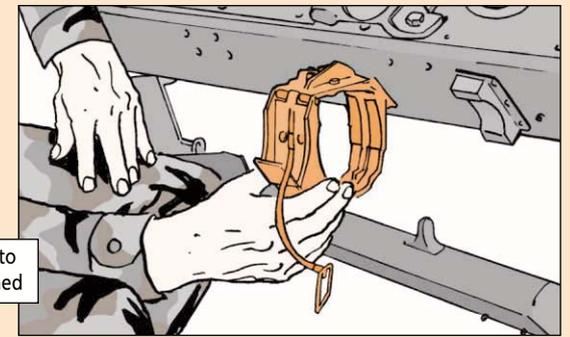
If you muscle it, you can break it. Gently push the handle down until you hear it click. The click means the argon bottle is released and can be pulled out.



Push handle down gently until it clicks

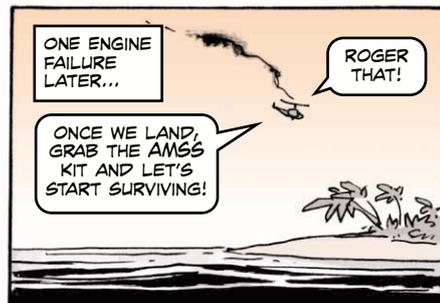
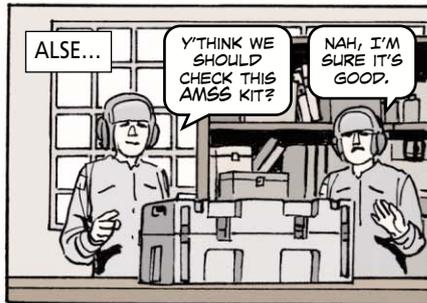
## Make sure holding arms actually latch

Sometimes you think the arms are latched when they're not. That could cost you a missile. Once you've latched the holding arms, give them a gentle tug to be sure they're latched.



Tug holding arms to see if they're latched

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## WHAT TO CARRY OR *NOT* CARRY?

FOR ALL YOUR APPROVED AMSS EQUIPMENT, CHECK OUT TM 1-1680-354-23&P.



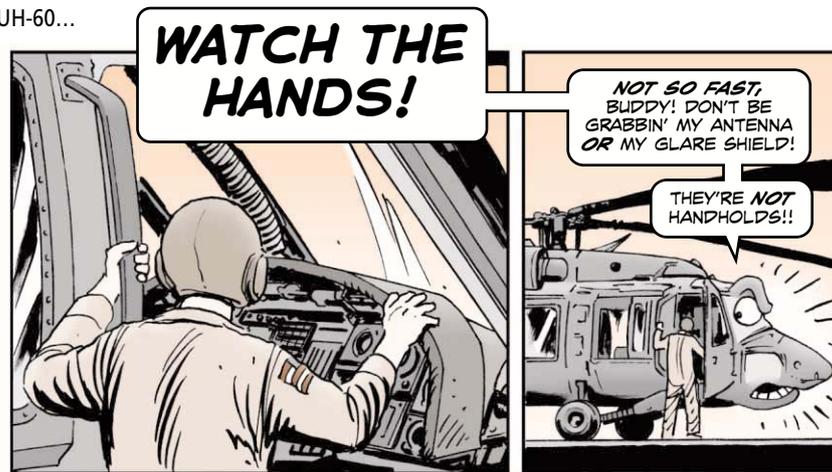
**ALSO** techs, that is a question in some minds when it comes to packing for a mission. But never leave home without the Aircraft Modular Survival System (AMSS).

If you think that the AMSS kit is simply a “nice to have item,” you’re dead wrong. Every aircraft must carry appropriate survival kits every time the bird flies.

The AMSS kit and the hot/cold weather kit you take depends on crew size and geographical area.

You can find the details in AR 95-1, *Flight Regulations*, in Para 8-12d on Page 32.

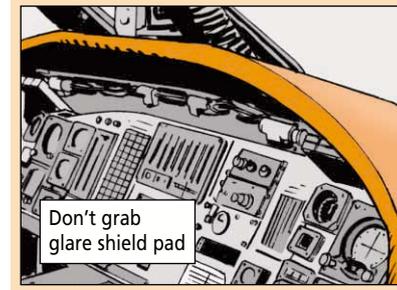
You never know when you’ll need the kits to survive if your aircraft goes down in the boonies while training or in a serious emergency situation. Always, take your survival equipment with you for the sake of your survival.



**M**echanics, not everything on your Black Hawk is a handhold.

For example, the FM homing antenna should **not** be used for pulling yourself up on the bird. Don’t grab it—it can’t handle the weight. A broken antenna means you won’t home in on anything.

Another thing you do **not** grab is the cockpit glare shield pad. You can gouge it with your fingernails while gripping it. It’s made of foam and tears easily.



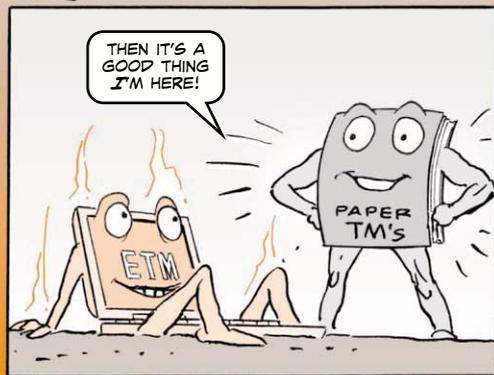
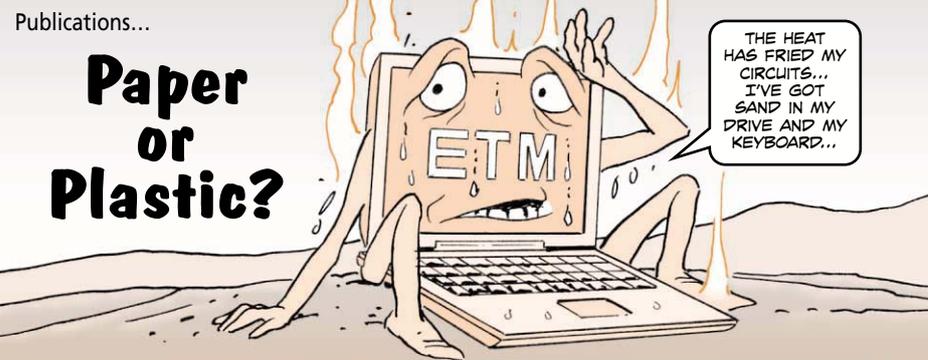
The glare shield keeps sunlight off the cockpit instrument panel and it’s not very sturdy. If damage occurs, repair it like it says in Para 2-4-28 of TM 1-1520-237-23-2.

The proper way to enter the cockpit is to step up on the cockpit steps and grab the seat.

To go topside on your bird, use the cabin steps. And keep your feet off the drag beam support fairing too. It can’t take the weight.

Always check your airframe TM and familiarize yourself with your aircraft’s handholds. Use the handholds and steps to get around on your bird. That way you prevent damage to other parts of your bird that aren’t meant for use as handholds.

# Paper or Plastic?



**M**echanics, the answer is simple. Desert conditions are hot and sand is everywhere. IETMs, ETMs and laptops can't take a beating from sand and heat.

It's in your best interest not to deploy without your paper TMs. That's a chance you don't wanna take. You never know when you'll need the paper to back you up if something goes wrong.

Why?

Computers overheat and liquid crystal displays—just like digital aircraft clocks—get bleached out by the sun. Sand gets into just about every part of a computer and screws up the works.

When a computer or a disk fails to operate in the sandbox and your TMs are back in the rear, the maintenance shops are effectively shut down and your equipment could be NMC.

Computers work fine, but in severe, hostile weather like the desert, there is nothing like a good-ol' set of hard-copy maintenance manuals to fall back on when doing your maintenance.

On your next deployment, pack up those TMs and take 'em with you because you may need them.



**M**echanics, you don't want your AVIM shop singing that song to you. But they will if you turn in an aircraft component without the correct condition code tag. So pay attention!

To prevent delays in repair or replacement of turned in components, make sure to attach the correct tag and that it's filled in right.

The red tag, DD FORM 1577, is for unserviceable/condemned components.

UNSERVICEABLE (CONDEMNED) TAG-MATERIEL	
INSPECTION ACTIVITY	CONDITION CODE
REASON OR AUTHORITY	
INSPECTOR'S NAME OR STAMP AND DATE	

DD FORM 1577

The yellow tag, DD FORM 1574, is what AVIM attaches to a repaired component and sends back to you.

SERVICEABLE TAG-MATERIEL	
NEXT INSPECTION DUE/AGE DUE	CONDITION CODE
INSPECTION ACTIVITY	
INSPECTOR'S NAME OR STAMP AND DATE	

DD FORM 1574

The green tag, DD FORM 1577-2, is used if the component needs service or repair by AVIM.

UNSERVICEABLE (REPARABLE) TAG-MATERIEL	
INSPECTION ACTIVITY	CONDITION CODE
REASON OR AUTHORITY	
REMOVED FROM	
INSPECTOR'S NAME OR STAMP AND DATE	

DD FORM 1577-2

The green tag is where the problem lies. Your AVIM shop can't tell what's wrong if the repairable component has an incorrect tag attached.

And turn-around time for getting repaired components back depends on you making sure the green tag blocks have correct, complete, and legible information. In the remarks block, do not just put INOP. That says nothing. Instead, describe in exact detail what's wrong with the component. And "return to sender" won't be sung in your direction.



## Installation Kit for M1114 Up-Armored

Dear Half-Mast,

Is there an installation kit to put the AN/VRC-97 mobile subscriber radio-telephone terminal (MSRT) into an up-armored M1114 HMMWV?

SGT L.C.N.

Dear Sergeant L.C.N.,

Good question and one I thought I'd better go to the radio installation kit guru, Joe P. at CECOM, to find an answer for. Here's what Joe had to say:

"There is not a kit specifically designed for the MSRT to be put in the M1114 up-armored HMMWV. However, if the requirement is critical, the kit, NSN 5895-01-261-2901, for the M1025 armored armament carrier will work.

"Put the mounting tray on the curbside sponson just like you would on any other HMMWV. However, instead of using an antenna tower mounted on the sponson, use a whip antenna installed on the roadside rear of the vehicle. You'll find instructions in TB 11-2300-480-12.

"There is a problem, however. The M1114 uses a dual installation kit for the SINCGARS. Dual radios require two antennas. One of those antennas goes on the roadside rear, cabled through the rear wall of the M1114, which is where the MSRT antenna needs to be cabled.

"So, you will either have to run with one SINCGARS radio or put another hole in the hatchback. Since another hole may degrade the overall condition of your M1114, we can't authorize it. That's a call your commander on the scene will need to make.

"If you do add another antenna, make sure they don't cross or touch."

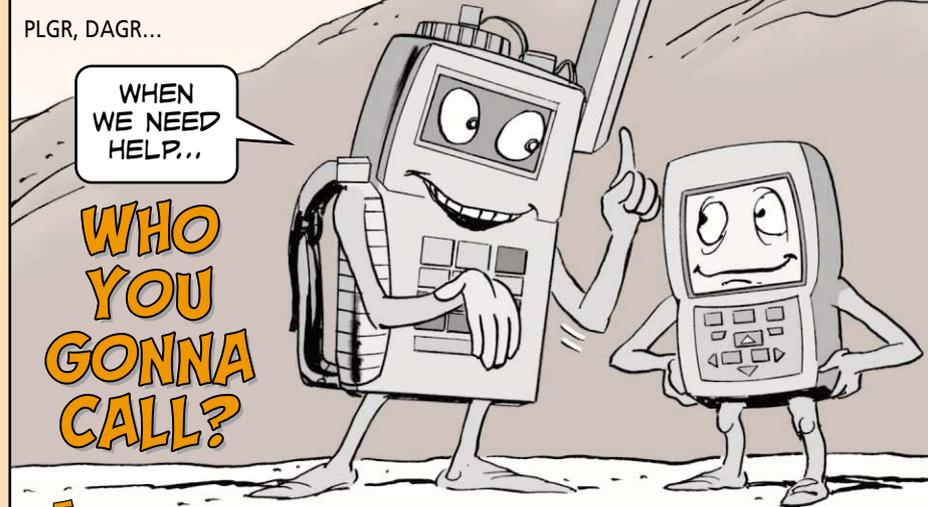
Thanks, Joe, for answering this question and thanks, Sergeant L.C.N., for asking it.

*Half-Mast*

PLGR, DAGR...

WHEN WE NEED HELP...

WHO YOU GONNA CALL?



The legacy global positioning system (GPS) receivers—the standard and enhanced PLGR—and the new GPS receiver—the DAGR—are in the field and being used.

When one system replaces another, questions often are asked about maintaining the old system, and fielding, programming and training on the new system.

WHEN YOUR UNIT ASKS QUESTIONS, WHO WILL GIVE YOU THE ANSWERS?



WE'RE GLAD YOU ASKED.

Have a question that doesn't seem to fit in any of the below categories?

Then call the GPS help line at DSN 468-3518 or DSN 992-4733.

### QUESTIONS ABOUT

### WHO TO ASK

equipment authorization, maintenance status, fielding and new equipment training (NET)

Call (732) 532-0298 or -5758; or DSN 992-0298 or -5758.

sustainment like software support, supply, publications accessories or vehicle installations

Call (478) 926-3288 or -1109; or DSN 468-3288 or -1109.

policy, platform or new product questions

Call (310) 363-6676 or -2925; or DSN 833-6676 or -2925.

# PINNING DOWN THE PARTS



Using parts of the AN/VIC-3(V) vehicle intercommunications system to get the AN/VIC-1(V) system up and running is like trying to cram a dozen professional wrestlers into a Volkswagen Beetle. The Bug will burst before all those wrestlers will fit. The same thing will happen to the VIC-1(V) system.

The parts manuals for both systems will give a clue to the problem. TM 11-5830-340-23P, the manual for the AN/VIC-1(V), is 45 pages long. TM 11-5820-263-20&P, the manual for the AN/VIC-3(V), is 238 pages long! That's a lot of wrestlers to cram into that Beetle!

One area where substituting is often tried, but will not work right, is with the headsets and microphones.

The AN/VIC-3(V) uses headset-microphones: (Bose) CVC H-374/VRC, H-374/VRC PICVC (product improved) and the ITH (RACAL) CAPS/ACAPS, H-365/VRC, H-366/VRC and H-370/VRC. These headset-microphones use a digital voice system and have an active noise reduction feature, along with an electric-powered microphone.

The AN/VIC-1(V) uses headset-microphone DH-132A and DH-132B. These headset-microphones use an analog system and do not require any power.

For example, if you plug in an H-374 into your AN/VIC-1 system, you'll draw power from the intercom system and damage the power supply in the VIC-1 master control station, AM-1780.

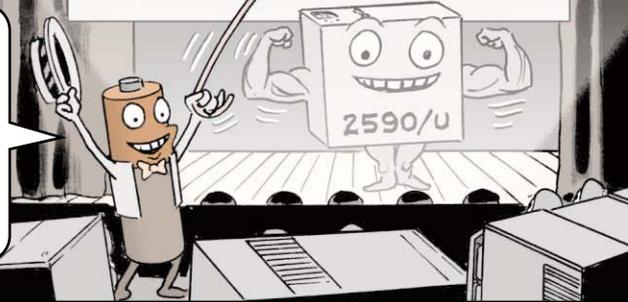
The best thing to do when your AN/VIC-1 is on the fritz is replace it with an AN/VIC-3. To get this process started, contact the Project Management Defense Communications and Army Transmission Systems Office, DSN 992-5415 or (732) 532-5415.



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# NEW AMAZING, LONG LASTING MIRACLE 2590/U BATTERY

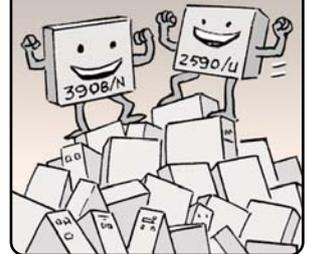
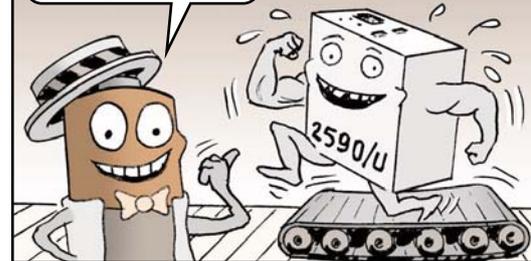
STEP UP TO THE BEST!



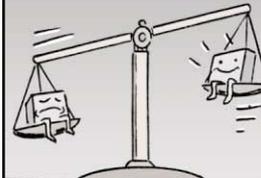
THE *LATEST* AND *GREATEST RE-CHARGEABLE REPLACEMENT* FOR THE BA-5590 AND BA-5390 IS THE BB-2590/U, NSN 6140-01-490-4316.

THIS *NEW* LITHIUM-ION RE-CHARGEABLE WEIGHS *ONLY* ABOUT THREE POUNDS AND HAS AN *ESTIMATED* RUN TIME OF 33 HOURS IN ASIP SINCGARS!

THE BB-2590/U JOINS THE BB-390B/U NICKEL-METAL HYDRIDE RE-CHARGEABLE AS THE *TWO BEST* BATTERIES OF THEIR KIND TO HAVE ON YOUR SHELF AND IN YOUR EQUIPMENT.



BUT THE BB-2590/U BEATS THE BB-390B/U IN *SEVERAL WAYS.*

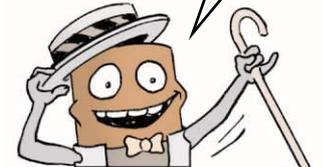


IT'S A POUND LIGHTER. IT HAS A *LOWER* SELF-DISCHARGE RATE, A *HIGHER* CAPACITY OF WATT HOURS—181 AS OPPOSED TO 118—AND HAS AN ESTIMATED RUN TIME NINE HOURS *LONGER.*

SO *BEFORE* YOU REACH FOR THE BA-5590 OR EVEN THE BB-390B/U, CONSIDER *EXTENDING* YOUR REACH FOR THE BB-2590/U.

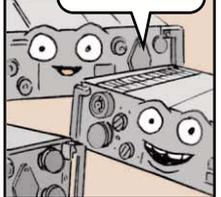
THIS *RE-CHARGEABLE* BATTERY WILL PROVE TO BE THE *RIGHT CHOICE* IN THE *LONG RUN.*

YOU'LL ALSO NEED CHARGER PP-8493/U, NSN 6130-01-495-2839.



I DON'T KNOW 'BOUT YOU, BUT I'M GETTIN' ME A BB-2590/U!!

BUT NOT YOU JAVELIN FOLKS, THEY DON'T DO THE JOB FOR YOU!



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# HEED THIS HEADS-UP ADVICE



THE AN/AVS-7(V) HEADS UP DISPLAY HAS SOME "UNSERVICEABLE" COMPONENTS, BUT THAT *DOESN'T* MEAN THEY CAN'T BE REPAIRED.

IT ONLY MEANS *YOU* CAN'T REPAIR THEM!

HERE'S A LIST OF UNSERVICEABLE (F ASSET) COMPONENTS THAT YOU NEED TO TURN IN FOR REPAIR IF THEY NO LONGER ARE SERVING YOU...



Part	NSN	Where Used
Display unit	7025-01-362-0980	All A/C
Signal data converter	5895-01-361-8986	Generic
Signal data converter	5895-01-424-2280	Non bussed V1
Signal data converter	5895-01-424-2281	Non bussed V2
Signal data converter	5895-01-424-2282	Bussed V3
Signal data converter	5895-01-424-2283	Bussed V4
Signal data converter	5895-01-446-8594	Bussed V6
Signal data converter	5895-01-447-3999	Non bussed V5
Signal data converter	5895-01-459-3050	Non bussed V7
Signal data converter	5895-01-459-3051	Bussed V8
Circuit card assy SDR	5998-01-370-8272	V1 SDC
Circuit card assy CPM	5998-01-370-8273	V1 SDC
Circuit card assy CPM	5998-01-370-8274	Non bussed A/C
Circuit card assy SDR	5998-01-433-8632	V4 SDC
Circuit card assy SDR	5998-01-470-7460	V5 SDC
Circuit card assy SDR	5998-01-470-7465	V7 SDC
Circuit card assy CPM	5998-01-470-7467	V2 SDC
Circuit card assy SDR	5998-01-470-7468	V2 SDC
Circuit card assy CPM	5998-01-470-7469	V3 SDC
Circuit card assy CPM	5998-01-470-7470	V8 SDC
Circuit card assy SDR	5998-01-470-7471	V3 SDC
Circuit card assy CPM	5998-01-470-7473	Bussed A/C
Circuit card assy SDR	5998-01-470-7474	V8 SDC
Circuit card assy SDA	5998-01-470-7477	V6 SDC
Circuit card assy SDR	5998-01-470-7478	V6 SDC
Circuit card assy CPM	5998-01-470-7479	V4 SDC
Circuit card assy CPM	5998-01-470-7480	V5 SDC
Circuit card assy SDA	5998-01-470-7481	V7 SDC
Circuit card assy power supply	5950-01-370-4022	All SDCs

If you have questions about the turn-in process, contact the item manager

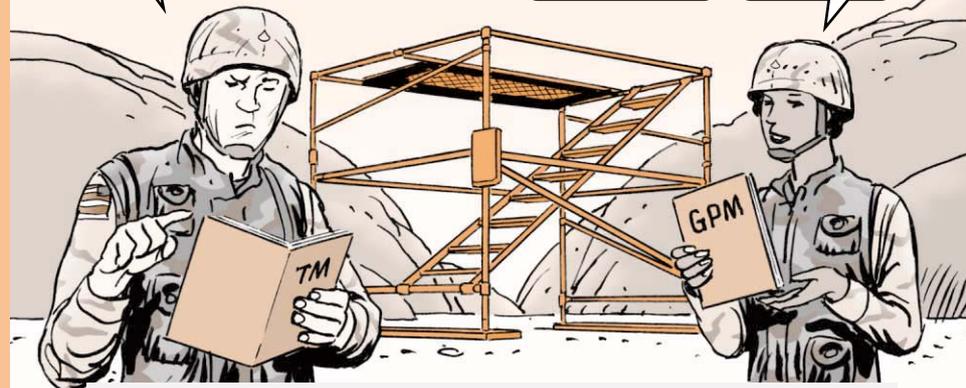
at DSN 992-5332 or (732) 532-5332.

# THE TOWER COULD FALL!

THERE'S *NOTHING* IN THE TM ABOUT TEMPORARY GUY LINES! WE *DON'T* NEED TO MESS WITH 'EM!

IT'S NOT IN THE TM, BUT IT IS IN A GPM! AND IT SEZ IF WE *DON'T* ADD GUY LINES...

...THE TOWER COULD *FALL* AND HURT OR EVEN *KILL* SOMEONE!



When erecting or taking down antenna towers, AB-216/U, NSN 5445-00-550-6062, or AB-216A/U, NSN 5445-00-542-4561, an extra precaution of adding two guy lines attached to the corners of the first tower section and then anchored on each of the longest sides of the first tower section is required. Without this extra precaution, either tower could fall and injure or kill someone.

These temporary guys give much needed stability to that first section of the tower and prevent toppling when raising or lowering the second, third and fourth tower sections.

You won't find this info in your TMs, but you will find it in **Ground Precautionary Message GPM-2004-002**. If you don't have a copy of the message, see your CECOM LAR.



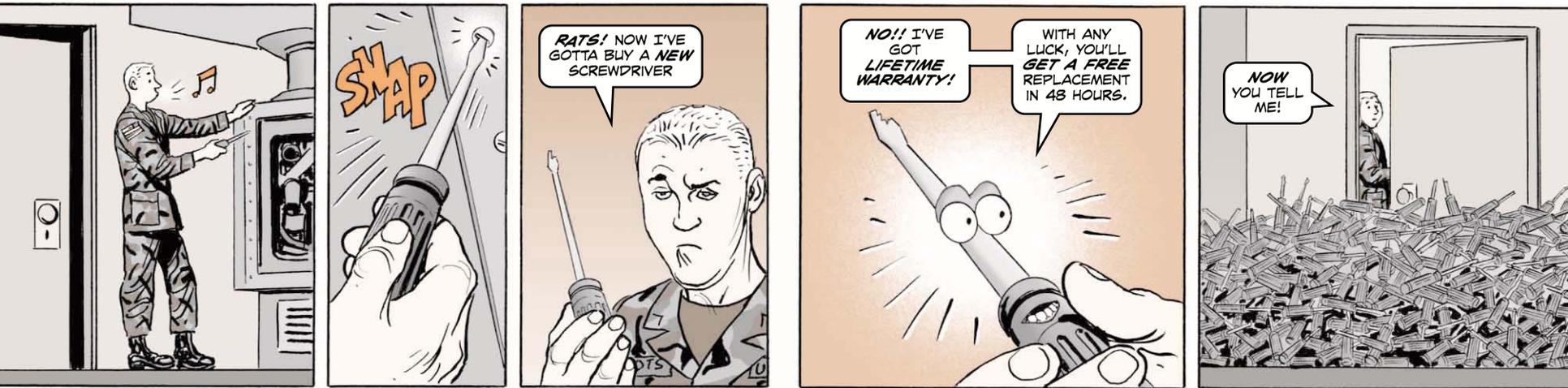
WHILE YOU'RE DOING THAT, CONTACT THE ITEM MANAGER FOR THE TOWER.

THE MANAGER WANTS TO FIND OUT ALL THE UNITS THAT HAVE THE TOWER AND PROVIDE ADDITIONAL GUIDANCE TO THEM.

THE ITEM MANAGER:

AT DSN 992-2617 OR (732) 532-2617.

# Many Tools Covered by Lifetime Warranty



Many of the tools in the Army's modernized sets, kits and outfits (SKO) have lifetime warranties. That means if a tool breaks through normal use you get a replacement free. Of course, the warranty does not cover abuse, improper use of tools or stolen tools.

HERE ARE SOME OF THE NEW SKOs THAT HAVE LIFETIME WARRANTIES...

New SKOs with	Lifetime Warranty
<ul style="list-style-type: none"> <li>• general mechanics tool kits NSN 5180-01-454-3787 NSN 5180-01-483-0249 NSN 5180-01-483-0250</li> <li>• multi-capable maintenance tool kits NSN 5180-01-493-1664 NSN 5180-01-493-1665</li> <li>• individual aircraft armament repairman tool set, NSN 5180-01-516-0223</li> <li>• carpenter squad tool kit, NSN 5180-01-499-3546</li> <li>• explosive ordnance disposal response tool kit (EOD response), NSN 1385-01-487-8701</li> <li>• standard automotive tool set (SATS) core, NSN 4910-01-490-6453 Mod 1, NSN 4910-01-501-7342 Mod 2, NSN 4910-01-501-7343</li> </ul>	<ul style="list-style-type: none"> <li>• lineman's safety tool kit, NSN 5180-01-513-5123</li> <li>• purging kit, NSN 4931-00-065-1110</li> <li>• shop equipment, welding (SEW), NSN 4940-01-454-9877</li> <li>• shop equipment, contact maintenance (SECM) NSN 4940-01-333-8470 NSN 4940-01-333-8471</li> <li>• carpenter's tool kit (CTK), NSN 5180-01-516-1429</li> <li>• body, explosive ordnance disposal (BEOD), NSN 2510-01-466-5337</li> <li>• forward repair system (FRS), NSN 4940-01-463-7940</li> <li>• boresight kit, NSN 4933-00-930- 1957</li> </ul>

There are other kits that also have warranties. To check on your kit or make a claim, go to: <http://pmskot.army.mil>

You can make warranty claims at this site and often get new tools within 48 hours. You will need the tool's part number, your DODAAC, shipping address, email, and a brief explanation of what happened to the tool.

If you have any SKO questions, write:

Product Manager  
Sets, Kits, Outfits and Tools  
ATTN: SFAE-CS-K  
Rodman Ave, Bldg 104, 1st Fl  
Rock Island, IL 61299-7630

Or call 1-877-4-PM-SKOT (1-877-476-7568)  
Or fax DSN 793-6701/(309) 782-6701  
Or email: [PM-SKOT@ria.army.mil](mailto:PM-SKOT@ria.army.mil)





# FOOD CONTAINER PARTS

ARE YOU USING ANY OF THE ARMY'S NEWER INSULATED **PLASTIC** FOOD CONTAINERS?

YOU KNOW... ONE OF THESE...

**NSNs**  
7360-01-408-4911  
7360-01-452-0686

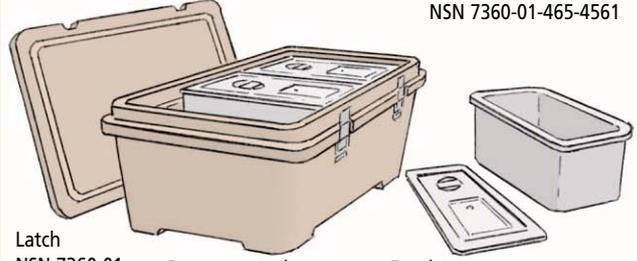
**NSNs**  
7360-01-419-6261  
7360-01-419-8500

If you are, then you know they have clear advantages over the old containers. The new ones serve the same number of soldiers, clean up easily, and never need painting. They're also more durable, and you can stack them. One other thing in their favor: unlike the old containers, you don't need to apply adhesive to hold their gaskets in place.

The containers don't get much mention in the kitchen equipment TMs. And you won't find parts listed there. So here's the list:

Lid cover gasket  
NSN 7360-01-456-9113

Food transporter pan (stainless steel)  
NSN 7360-01-465-4561



Latch  
NSN 7360-01-456-9115

Pan cover gasket  
NSN 7360-01-456-9114

Food transporter pan cover  
NSN 7360-01-463-9027

Field Washstand...

# Civilized Behavior



Just because you're roughing it in the middle of nowhere doesn't mean you should ignore good hygiene. After all, you're not a barbarian. So get civilized. Take along a field washstand so you can clean up.

Using a washstand regularly not only makes you feel cleaner, it also promotes good health. Here's why:

Germs and contaminants on your hands can pass to food and equipment surfaces. From there they spread to your buddies and make them sick. That's why healthcare people cite hand washing as the single most effective way to stop the spread of disease. Just scrubbing your hands at a field washstand can go a long way to protecting your unit.

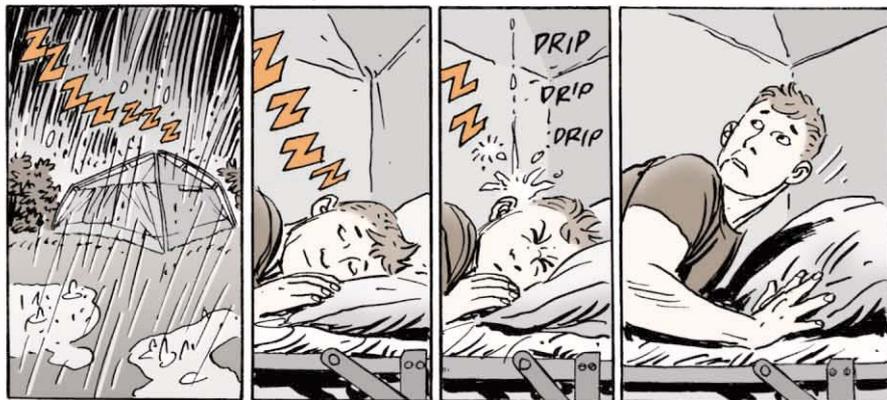


NSN 7360-01-	Type	Color	Width x length x height in inches	Weight in pounds	Capacity
480-8487	4-person	Green	58 x 22.5 x 22.5	60 (empty) 226 (full)	20 gal fresh water 22 gal gray water
481-7512	4-person	Tan/sand	58 x 22.5 x 22.5	60 (empty) 226 (full)	20 gal fresh water 22 gal gray water

Each washstand is compact and serves four soldiers at a time. Each dispenses water by means of a foot pump. You can deploy them for field feeding and at work sites. They come with paper towel holders, soap dispensers and fresh and gray water tanks made of polyethylene.

When you finally sidle up to a washstand for a cleaning, don't just moisten your fingertips. Give your hands a thorough washing. First, wet them down. Then lather up with liquid or bar soap. Scrub all surfaces of your hands vigorously. Rinse well and dry your hands. That's the way to get rid of germs.

# TAKE THE TIME TO



Leaky seams on tents and tarps can turn a field exercise into a soggy nightmare. The constant drip, drip is more than just an uncomfortable nuisance. It's a menace to your equipment.

You've got to seal those leaks before you drown. One recommended way is to use adhesive, NSN 8040-01-458-2768. It's a commercial product called Seam Grip®, and it's a waterproof, flexible formula for repairing surfaces or sealing seams. Use it on natural and synthetic fabrics, waterproof laminates, leather and vinyl.

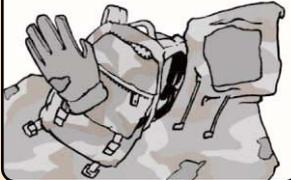
SEAM GRIP HAS **DOZENS** OF USES.



IT REPAIRS NOT ONLY TENTS AND TARPS, BUT ALSO WADERS AND FOOTWEAR, NEOPRENE, PVC AND RUBBER.



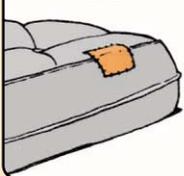
USE IT TO REINFORCE WORN SPOTS ON BACKPACKS, STRAPS, GLOVES, SLEEPING BAGS AND RAIN GEAR.



PUT A DAB ON A LOOSE SCREW TO KEEP IT IN PLACE.



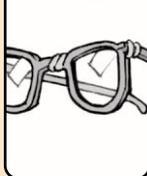
SEAL A SMALL HOLE IN A SELF-INFLATING MATTRESS.



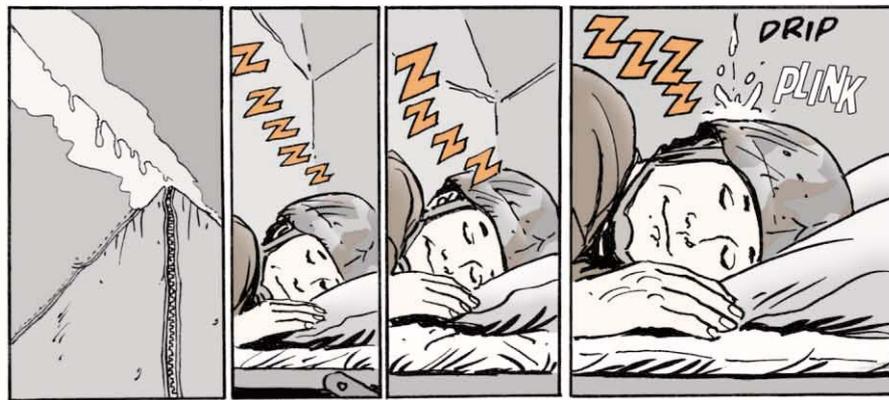
COAT FRAYED TENT CORDS, GUY LINES OR BOOT LACES TO STRENGTHEN THEM.



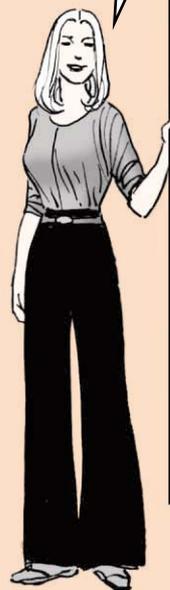
EVEN FIX BROKEN EYEGLOSS FRAMES.



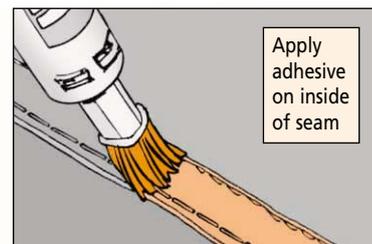
# DEFEAT THOSE DRIPS



HERE'S HOW TO USE IT ON FABRICS...



- Clean the surface with isopropyl alcohol.
- Apply a thin film of Seam Grip by holding the tube opening flat against the inside of the seam. Squeeze lightly and draw the tube across the threads. You can also apply it with a brush.
- Let dry overnight. About 12 hours should be long enough, although you may need more drying time if you're working in an area of very high humidity.
- Cap and store the tube in a cool, dry place.
- If you get any Seam Grip on your hands, clean them with isopropyl alcohol.



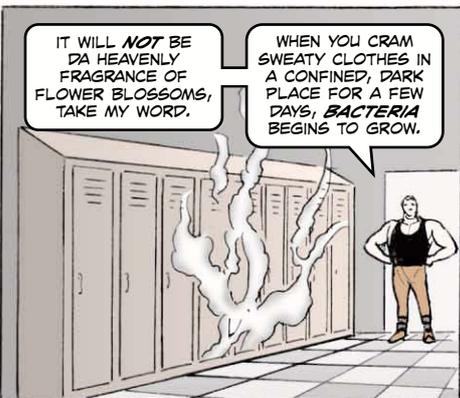
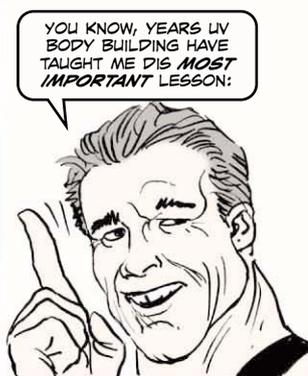
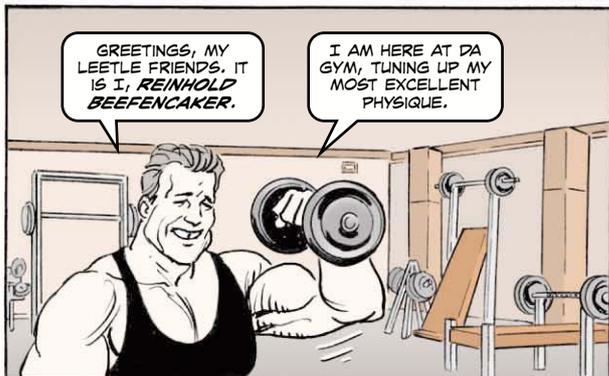
Apply adhesive on inside of seam

Let adhesive dry overnight



After the Seam Grip is fully cured, it may stick to itself when the fabric is folded. So, after the application dries, lightly dust the areas with talcum powder.

# MILDEW PEE-U!



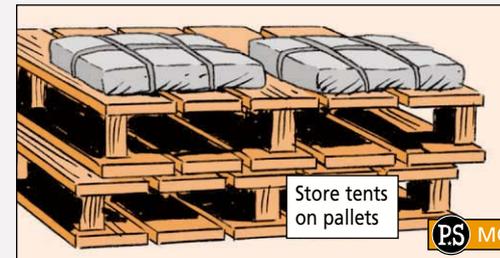
## Preventing Mildew



Scrub dirt and grime off your tent with a soft bristle brush and a mixture of mild soap and water. Rinse it with clean water. Set up the tent or hang it in the sun to air dry. Never spread it on the ground, where moisture will keep it from drying.



Make sure the tent's completely dry before folding. Then store it on a wooden pallet or shelf in a well-ventilated area. Never store it on the ground or in the open where there's dew.



## Cleaning Mildew



1. Set up the tent. It's easier to clean that way.
2. Dilute household chlorine bleach by mixing one cup of bleach per one gallon of water.

Remember that bleach can cause skin, eye and nose irritation. Avoid skin/eye contact. Don't inhale the vapors. Bleach can damage or discolor clothing, including BDUs. So, it's a good idea to wear protective clothing, such as gloves, apron, goggles or safety glasses.

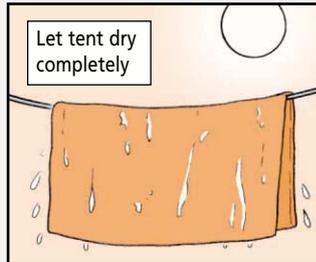
3. Brush or spray the diluted bleach on the mildew.

4. Clean the area with a soft bristle brush until all mildew is removed.

5. Thoroughly rinse the cleaned area with water.

6. Completely dry the tent before folding and storing.

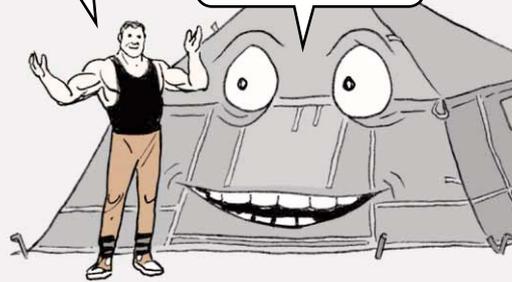
Never use chlorine bleach on **cotton duck** tents. It can weaken the fabric, reduce water repellency and flame resistance, and remove the color.



HELLO DERE, TENT. NICE TO SMELL YOU AGAIN.

THANKS, REINHOLD, FOR SAVING ME FROM THE STINKY CLUTCHES OF MILDW... B-BUT WILL IT RETURN?

IF IT DOES, THEN ...I'LL BE BACK!



PS  
END

Logistics Management...

## Find Substitute LINS in SB 700-20



Dear Bonnie,  
I would appreciate any info you can provide on where to find SUBLINS.  
Thanks,

SFC T.B.

Dear SFC T.B.,

SUBLINs are found in SB 700-20, which is available on the Logistics Support Activity's WEB LOG web site at:

<https://weblog.logsa.army.mil/index.shtml>

On WEB LOG's homepage, SB 700-20 is hyperlinked under the ITEM subtitle of Logistics Data Management. Within SB 700-20, scroll down to "Authorized LIN to Substitute LIN" and then search for what you need.

You'll need a logon and password to use portions of WEB LOG like 700-20. Find the System Access Request (SAR) hyperlink at the top center of the WEB LOG homepage and follow its instructions.

You can search for SUBLINs in both directions: LIN to SUBLIN or SUBLIN to LIN.

**SB 700-20**

SB 700-20 Introduction (Chapter 1)

00-20, enter your search criteria in the input box for the query you wish to perform. The click on the Submit button what search criteria it accepts. If you want to download entire chapters and appendices in text file format, click

<b>LIN with NIIN Detail Query</b> Enter full LIN <input type="text"/> <input type="button" value="Submit"/>	<b>Routing ID Code</b> Enter full LIN OR <input type="text"/> Enter full NIIN: <input type="text"/> <input type="button" value="Submit"/>	<b>FSC Query</b> Enter full NIIN: <input type="text"/> <input type="button" value="Submit"/>	<b>LINs in Chap. 2, 4, 6, 8</b> Enter full LIN : <input type="text"/> <input type="button" value="Submit"/>
<b>X-ref NIIN to LIN with RICC (App B)</b> Enter full LIN OR <input type="text"/> Enter full NIIN: <input type="text"/> <input type="button" value="Submit"/>	<b>X-ref New LIN to Former LIN (App G)</b> Enter full LIN OR <input type="text"/> <input type="button" value="Submit"/>	<b>Auth LIN to Substitute LIN (App H Part 1)</b> Enter full LIN <input type="text"/> <input type="button" value="Submit"/>	<b>App H Part 2 - Substitute LIN to Auth LIN</b> Enter full Substitute LIN: <input type="text"/> <input type="button" value="Submit"/>

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# ARMY HONORS UNITS with LOGISTICS EXCELLENCE AWARDS

# ARMY AWARD FOR MAINTENANCE EXCELLENCE

## ACTIVE ARMY

### MTOEs

#### Small Unit Category

Winner: C Btry, 2d Bn, 44th ADA, Ft Campbell, KY

Runner-up: E Btry, 2d Bn, 43d ADA, Ft Bliss, TX

#### Medium Unit Category

Winner: 82d MP Co, Ft Bragg, NC

Runner-up: C Co, 17th Sig Bn, Kitzingen, Germany

#### Large Unit Category

Winner: 3d Bn, 7th FA Regt, Kandahar, Afghanistan

Runner-up: 95th MP Bn, Mannheim, Germany

### TDAs

#### Small Unit Category

Winner: Equip Concentration Site 66, Ft Leonard Wood, MO

Runner-up: 6981st Civ Spt Grp, Mannheim, Germany

#### Medium Unit Category

Winner: 58th Trans Bn, 3d Chem Bde, Ft Leonard Wood, MO

Runner-up: HHC, 206th MI Bn, Ft Gordon, GA

#### Large Unit Category

Winner: 1st Bn, 29th Inf Regt, Ft Benning, GA

Runner-up: Maint Acty-Kaiserslautern, Kaiserslautern, Germany

## ARMY NATIONAL GUARD

### Small Unit Category

Winner: HHD, 690th Maint Bn, Kinston, NC  
Runner-up: A Co, 429th Spt Bn, Richmond, VA

### Medium Unit Category

Winner: 3647th Maint Co, Blackstone, VA  
Runner-up: 995th Maint Co, Smith Center, KS

## ARMY RESERVE

### Small Unit Category

Winner: 812th Sig Co, Concord, CA  
Runner-up: 312th Med Co, Seagoville, TX

### Medium Unit Category

Winner: 428th Trans Co, Jefferson City, MO  
Runner-up: 369th Trans Co, Wichita, KS

### Large Unit Category

Winner: 94th Gen Hosp, Seagoville, TX  
Runner-up: 643d ASG, White Hall, OH

# DEPLOYMENT EXCELLENCE AWARD

## ACTIVE ARMY

### Small Unit Category

Winner: 96th Trans Co, Ft Hood, TX  
Runner-up: HHC, 89th MP Bde, Ft Hood, TX

### Large Unit Category

Winner: 10th Mtn Div, Ft Drum, NY  
Runner-up: 84th Cbt Engr Bn, Schofield Barracks, HI

### Supporting Unit Category

Winner: 842d Trans Bn, Beaumont, TX  
Runner-up: 39th Trans Bn (MC), Kaiserslautern, Germany

### Army Installation Category

Winner: Ft Hood, TX  
Runner-up: Ft Drum, NY

### Operational Deployment Category

**Small Unit**  
Winner: F Co, 3d Bn, 69th AR Regt, 3ID, Ft Stewart, GA

### Large Unit

Winner: 1st Bn, 38th FA, 2ID, Pusan, Korea

## ARMY NATIONAL GUARD

### Small Unit Category

Winner: G Trp, 82d Cav, Redmond, OR  
Runner-up: 1186th MP Co, Salem, OR

### Large Unit Category

Winner: 2d Bn, 162d Inf Regt, Eugene, OR  
Runner-up: 3d Bn, 116th ACR, La Grande, OR

### Supporting Unit Category

Winner: Camp Atterbury, Edinburgh, IN  
Runner-up: Joint Forces HQs - Illinois, Springfield, IL

## ARMY RESERVE

### Small Unit Category

Winner: 319th Trans Det, Dover, DE  
Runner-up: 281st Trans Co, Las Cruces, NM

### Large Unit Category

Winner: 1179th Trans Bde, Ft Hamilton, NY  
Runner-up: 1190th Deployment Spt Bde, Baton Rouge, LA

### Supporting Unit Category

Winner: 4003d Garrison Spt Unit, Ft Hood, TX  
Runner-up: 1394th Deployment Spt Bde, Oceanside, CA



THE FIRST CHIEF OF STAFF, ARMY (CSA) COMBINED LOGISTICS EXCELLENCE AWARDS CEREMONY COMBINED THREE EARLIER AWARDS PROGRAMS...



...THE ARMY AWARDS FOR MAINTENANCE EXCELLENCE...



...THE DEPLOYMENT EXCELLENCE AWARDS...



...AND, THE SUPPLY EXCELLENCE AWARDS!

# SUPPLY EXCELLENCE AWARD

## ACTIVE ARMY

### Level I (A) Company, Battery, Troop, Detachment

**Winner:** 11th Sig Det, Mannheim, Germany  
**Runner-up:** 51st Trans Co, Mannheim, Germany

### Level I (B) Battalion, Squadron

**Winner:** 205th MI Bn, Ft Shafter, HI  
**Runner-up:** 58th Sig Bn, Okinawa, Japan

### Level II (A) TDA Unit Small

**Winner:** ROTC Det, University of Kansas, Lawrence, KS  
**Runner-up:** HHC, 98th ASG, Wuerzburg, Germany

### Level II (B) TDA Unit Large

**Winner:** Maint Acty-Mannheim, Mannheim, Germany  
**Runner-up:** Medical Research Institute, Aberdeen Proving Ground, MD

### Level III Property Book

**Winner:** 501st MI Bde, Seoul, Korea  
**Runner-up:** ROTC Det, Brigham Young University, Provo, UT  
**Honorable Mentions:** 222d BSB, Baumholder, Germany and 58th Sig Bn, Okinawa, Japan

### Level IV (A) SSA Small

**Winner:** 25th Avn Regt, Wheeler Army Airfield, Schofield Barracks, HI  
**Runner-up:** Avn Ctr Logs Cmd, Ft Rucker, AL

### Level IV (B) SSA Large

**Winner:** 172d Spt Bn, Ft Wainwright, AK  
**Runner-up:** 22d ASG, Vicenza, Italy  
**Honorable Mention:** 305th QM Co, Yongson, Korea

## ARMY RESERVE

### Level I (A) Company, Battery, Troop, Detachment

**Winner:** 329th QM Co (PPTO), Riverside, CA  
**Runner-up:** 960th QM Co, Cedar Rapids, IA

### Level I (B) Battalion, Squadron

**Winner:** 94th Gen Hosp, Seagoville, TX  
**Runner-up:** 389th Cbt Engr Bn (Heavy), Dubuque, IA

### Level II (A) TDA Unit Small

**Winner:** 4th Bde (CSS), Grand Prairie, TX  
**Runner-up:** 1207th U.S. Army Hospital, Ft Benning, GA

### Level II (B) TDA Unit Large

**Winner:** Equip Concentration Site 66, Ft Leonard Wood, MO  
**Runner-up:** Equip Concentration Site 43, Forest Park, GA

### Level III Property Book

**Winner:** 320th Ord Bn, Lincoln, NE

### Level IV (B) SSA Large

**Winner:** 245th Maint Co, St. Louis, MO

## ARMY NATIONAL GUARD

### Level I (A) Company, Battery, Troop, Detachment

**Winner:** 43d Army Band, Lincoln, NE  
**Runner-up:** Svc Btry, 1/119th FA Bn, Augusta, MI  
**Honorable Mention:** 694th Maint Co, New Bern, NC

### Level I (B) Battalion, Squadron

**Winner:** HHC, 2/194th AR Bn, Duluth, MN  
**Runner-up:** 1/134th FA Bn, Marengo, OH

### Level II (A) TDA Unit Small

**Winner:** 209th Regional Training Institute, Lincoln, NE

### Level II (B) TDA Unit Large

**Winner:** Joint Forces HQs, Madison, WI  
**Runner-up:** HHC, 66th Trp Cmd, Jackson, MS

### Level III Property Book

**Winner:** HQs 82d Bde, Trp Cmd, Lake Oswego, OR  
**Runner-up:** Joint Forces HQs, Jackson, MS

### Level IV (A) SSA Small

**Winner:** B Co, 193d Avn Regt, Schofield Barracks, HI

### Level IV (B) SSA Large

**Winner:** Camp Ripley Training Site, Camp Ripley, MN  
**Runner-up:** U.S. Property and Fiscal Office, Clackamas, OR



## BA-5590A/D with SOCI Coming Soon

For all standard BA-5590 applications (like SINGGARS, Javelin, AN/PRC-104, ACADA, etc.), the Army and DLA will soon introduce a version of the battery with a state-of-charge indicator (SOCI).

The SOCI allows users to determine how much life is left using LED indicators on the battery. Using SOCI will make it easier to use all the power in a battery before disposal.

Available in early 2006, the battery will come with NSN 6135-01-523-3037 and cost about \$355 for a 4-pack. During initial fielding, the batteries will be available in limited quantities to targeted test customers.

More details will follow on how to get the batteries. Meanwhile, continue ordering BA-5590B, NSN 6135-01-438-9450.

Connie's  
 POST  
 SCRIPTS

## M1074P1, M1075P1 PLS Power Steering Pinch

If your PLS has add-on armor (AoA), you could have a pinching problem.

The power steering hose, NSN 4720-01-346-6252, on some M1074P1 and M1075P1 vehicles may be pinched between the right rear armor panel and the right side armor mine blast panel. Only vehicles in Southwest Asia (SWA), Europe and at Ft Carson are affected.

Rubbing or pinching of the hose can cause a leak that leads to a complete loss of power steering. While the vehicle can still be steered, the lack of response can lead to an accident. Trucks with a Class III leak or that have damaged hoses or fittings are NMC.

TACOM SOUM 05-010 requires a one-time technical inspection of these trucks before their next operation. Follow these steps:

1. Look between the rear mine blast panel and the right rear armor panel. If you find any pinched hoses, continue with steps 2 and 3. If not, skip to step 4.
2. Remove the four bolts holding the rear mine blast panel to the right side mine blast bracket. That allows the mine blast panel to drop about four inches.
3. Use a wooden 2x4—or other similar object—that's five feet or longer to push the pinched hoses toward the inside of the truck. While holding the hoses out of the way, reinstall the four bolts and torque 'em to 80 lb-ft.
4. Remove the engine access panel inside the truck's cab. You'll have to remove 22 screws, lock washers and flat washers to get the panel off.
5. Using a flashlight, closely inspect the hydraulic hoses for any leaks, cuts or other damage. Hoses that are leaking or have cuts that extend through the steel braiding must be replaced.
6. Cut a 5x8 inch piece of flexible rubber material, such as a mud flap, and wrap it around the hoses where they touch the armor panel. Hold the rubber in place with two long cable ties, such as NSN 5975-00-433-5339. The rubber acts as a shield that keeps the armor panel from rubbing and damaging the hoses.
7. Replace the engine access panel.

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?

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