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THE
PREVENTIVE
MAINTENANCE
MONTHLY

TB 43-PS-638, 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.

ISSUE 638 JANUARY 2006



COMBAT VEHICLES

- M1129 MCV Stryker Mortar Clamp 2
Stryker Maintenance Tips 3
M1A1 AIM Tank Diagnostics, Driver's Alert Panel 4-5, 7
M1-Series Tank Turret Safety Screens 5
M1-Series Tank Torque Wrench 6
M2/M3-Series Bradley Feeder Assembly, Barrel 8-9
M88A2 Recovery Vehicle Voltage Regulator 10-11
M88A1 Recovery Vehicle Access Doors 10-11



MISSILES

- Avenger Missile System M3P Mount Removal 12
Avenger Missile System Cable NSN 13
MLRS, HIMARS Mass Storage Unit 13



WHEELED VEHICLES

- FMTV Trucks with Add-on Armor 14-15



COMBAT ENGINEERING

- DEUCE Maintenance Tips 16-17
IHMEE Cold Weather PM 18-19
130G Road Grader Pulley Lubing 19
SEE Shutdown Reminder 20
Construction Equipment Air Tank Draining 21



SMALL ARMS

- M16 Rifle, M4/M4A1 Carbine Sight Mounting 22
Blank Firing Attachments 23
M2A2 Aiming Circles 24-25
M9 Pistol Magazines 25
Weapon Gauging and Inspection Requirement 26

2 ANNUAL INDEX

27-34



AVIATION

35

- UH-60 Tail Cone Precautions 35-36
All-weather Use Fire Starter for AIRSAVE 36
Countermeasure Set Protection 37
M130 Chaff Dispenser Tips 38-39



COMMUNICATIONS

40

- PLGR Memory Battery 40
PLGR Remote Antenna 41
GBS TGRS Parts NSNs 42
Radio Terminal Set Filters 43
MBITR Work-around 44
5-KW TQG Battery Choices 45



SOLDIER SUPPORT

46

- Cold Weather Clothing Cleaning 46-47
Cold Weather Sleeping Bag PM 48-49
Plastic Water Cans 50-51
Cold Weather Anti-contact Gloves 51
Beret Fitting Procedures 52



CBRN

53

- M17 Decon NSNs 53
M17-Series Decon Starting 54-55
M12 Decon Information on CD 54-55



LOGISTICS MANAGEMENT

56

- SB 38-101 Functions Now Online 56-57
DA Form 348 Clarification 58-59

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>

By order of the Secretary of the Army:

PETER J. SCHOOMAKER

General, United States Army Chief of Staff

Official:

Sandra R. Riley

SANDRA R. RILEY

Administrative Assistant to the Secretary of the Army

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2006

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ARMY
TRANSPORTATION
MUSEUM

2006

2090

TIME
MACHINE

I'VE
GOT IT!

THE
2005 PS
ANNUAL
INDEX!

HMMWV

MAYBE
WE'LL GET
THIS OLD
RELIC
WORKING
AFTER ALL.

JOE
KUBER

See the
2005 PS Index,
page 27!



Ghosts, Freddie Kruger, vampires, Hannibal Lecter, witches and aliens. All have filled the silver screen with frightful horrors. And we went to see them for entertainment.

There are some frightening images, however, that we'd prefer not to see.

An out-of-battery tank cannon when an enemy tank is zeroing in.



A Bradley hatch crashing shut on a crew member's hand.



Brake failure on a HEMTT headed down a steep hill.



Name your equipment failure nightmare. Each can become reality when equipment isn't maintained. Preventive maintenance is the work we do so we don't have to view the truly frightful, nor have the nightmares that follow "accidents"—accidents that PM could have avoided.



PS
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COMBAT VEHICLES	2	ANNUAL INDEX	27-34
M1129 MCV Stryker Mortar Clamp	2	AVIATION	35
Stryker Maintenance Tips	3	UH-60 Tail Cone Precautions	35-36
M1A1 AIM Tank Diagnostics, Driver's Alert Panel	4-5, 7	All-weather Use Fire Starter for AIRSAVE	36
M1-Series Tank Turret Safety Screens	5	Countermeasure Set Protection	37
M1-Series Tank Torque Wrench	6	M130 Chaff Dispenser Tips	38-39
M2/M3-Series Bradley Feeder Assembly, Barrel	8-9	COMMUNICATIONS	40
M88A2 Recovery Vehicle Voltage Regulator	10-11	PLGR Memory Battery	40
M88A1 Recovery Vehicle Access Doors	10-11	PLGR Remote Antenna	41
MISSILES	12	GBS TGRS Parts NSNs	42
Avenger Missile System M3P Mount Removal	12	Radio Terminal Set Filters	43
Avenger Missile System Cable NSN	13	MBITR Work-around	44
MLRS, HIMARS Mass Storage Unit	13	5-KW TQG Battery Choices	45
WHEELED VEHICLES	14	SOLDIER SUPPORT	46
FMTV Trucks with Add-on Armor	14-15	Cold Weather Clothing Cleaning	46-47
COMBAT ENGINEERING	16	Cold Weather Sleeping Bag PM	48-49
DEUCE Maintenance Tips	16-17	Plastic Water Cans	50-51
IHMEE Cold Weather PM	18-19	Cold Weather Anti-contact Gloves	51
130G Road Grader Pulley Lubing	19	Beret Fitting Procedures	52
SEE Shutdown Reminder	20	CBRN	53
Construction Equipment Air Tank Draining	21	M17 Decon NSNs	53
SMALL ARMS	22	M17-Series Decon Starting	54-55
M16 Rifle, M4/M4A1 Carbine Sight Mounting	22	M12 Decon Information on CD	54-55
Blank Firing Attachments	23	LOGISTICS MANAGEMENT	56
M2A2 Aiming Circles	24-25	SB 38-101 Functions Now Online	56-57
M9 Pistol Magazines	25	DA Form 348 Clarification	58-59
Weapon Gauging and Inspection Requirement	26		

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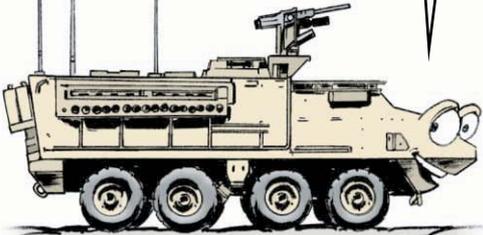
By order of the Secretary of the Army:
PETER J. SCHOOMAKER
General, United States Army Chief of Staff

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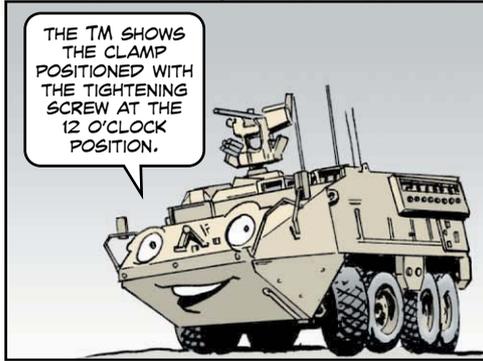
TM Wrong on Mortar Clamp



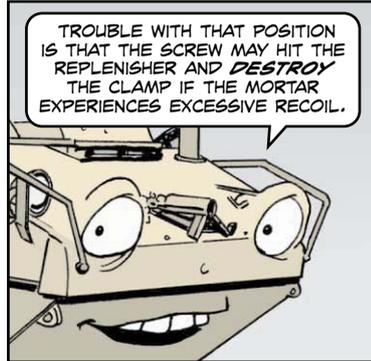
Hi, I'M A MORTAR CARRIER VEHICLE STRYKER.



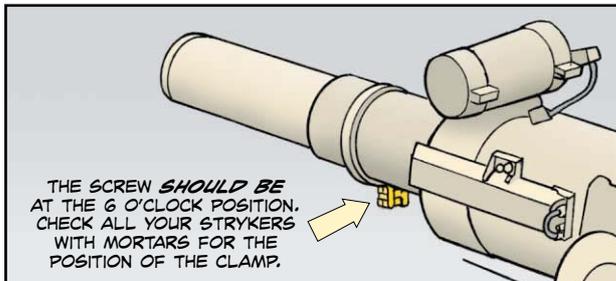
MY TM—TM 9-2320-311-10-12—GIVES **BAD INFO** IN WP 0049 00 ON THE POSITION OF THE **MORTAR WIPER SEAL BAND CLAMP**.



THE TM SHOWS THE CLAMP POSITIONED WITH THE TIGHTENING SCREW AT THE 12 O'CLOCK POSITION.



TROUBLE WITH THAT POSITION IS THAT THE SCREW MAY HIT THE REPLENISHER AND **DESTROY** THE CLAMP IF THE MORTAR EXPERIENCES EXCESSIVE RECOLL.



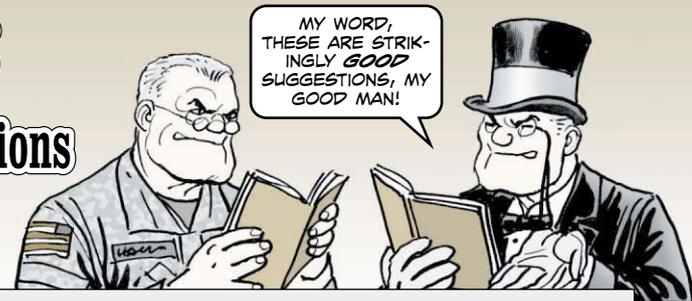
THE SCREW **SHOULD BE** AT THE 6 O'CLOCK POSITION. CHECK ALL YOUR STRYKERS WITH MORTARS FOR THE POSITION OF THE CLAMP.

IF ANY HAVE THE TIGHTENING SCREW IN THE 12 O'CLOCK POSITION, LOOSEN THE SCREW AND REPOSITION THE CLAMP SO THE SCREW IS AT 6 O'CLOCK.



FOR **MORE** INFO, SEE TACOM SAFETY-OF-USE MESSAGE 05-043.

Striking Stryker Suggestions



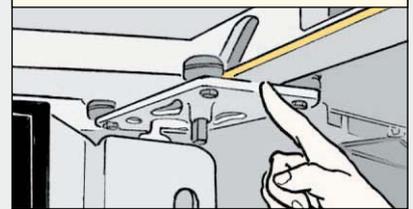
Dear Editor,

These suggestions will keep crews from striking out because of Stryker problems:

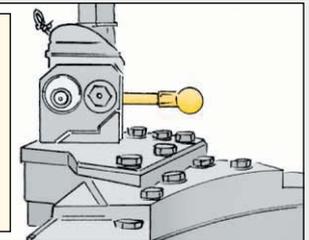
- The gunner's panel must be moved in order to fire missiles. But if the rail that the panel slides on is never lubed, eventually the panel won't move. We've found giving the rail a light coat of GMD every month keeps the panel moving smoothly. After you lube the rail, move the panel back and forth to work in the grease.
- The locking handle for the machine gun ring mount can also freeze if it's not lubed. Then you can't move the machine gun out of the way to fire missiles. Each month we spray a light silicone lubricant on the locking handle and work the handle back and forth until it moves freely. Of course, where sand is a problem you shouldn't do this since lube attracts more sand.
- When you mount the Stryker's machine gun, use the middle hole on the mount to lock in the pintle. If you use the bottom hole, the weapon sits too low, which limits how close you can shoot around the vehicle. If you use the top hole, you have to stand too far out of the commander's hatch to fire, exposing yourself more.

SGT Adams Bowley
PFC John Velez
C Co, 52d Inf
Ft Lewis, WA

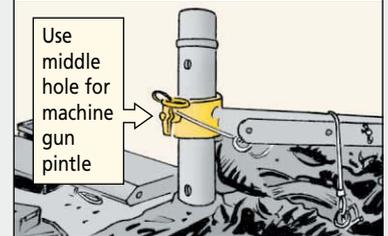
Lube gunner's panel rail monthly with GMD



Lube ring mount locking handle monthly with light silicone lubricant



Use middle hole for machine gun pintle



Editor's note: You've struck pay dirt with your Stryker suggestions. Thanks and good work.

THE FUTURE IS HERE, TODAY

I NEED SOME HELP TROUBLE-SHOOTING YOUR PROBLEM!

I BET THE FOLKS AT TEAM ARMOR DIAGNOSTICS CAN HELP!



Troubleshooting your M1A1 AIM tank is getting easier all the time. With the introduction of embedded diagnostics (ED), your tank has an on-board history and malfunction identifier that can recognize faults on the tank in real-time.

By using the maintenance support device (MSD), you can connect to the tank and run a full diagnostic (FD) scan to aid in diagnosing the tank's symptoms. Soon, ED will be accessible wirelessly via a laptop, so mechanics won't have to be on the tank to troubleshoot.

If you need more info, download it from the tank's ED memory and upload it to PM Combat Systems' new web site:
<http://www.teamarmordiagnostics.com/>



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THE WEB SITE ALSO PROVIDES A HOST OF OTHER INFORMATION.



- **Diagnostic systems.** This link illustrates the major Direct Support Electrical System Test Set (DSESTS) components needed to run diagnostics on line replaceable units (LRU) for the M1, M1A1, M1A2SEP, M2A2/M3A2 ODS and A3 Bradleys, M6 Linebacker, M7 BFIST, and M104 Wolverine.
- **Training.** This link covers the functional description, exterior, interior, DSESTS cable connections and test program set that the DSESTS test systematically runs for each LRU. DSESTS components are covered the same way. You'll also find info on soldering, use of the Daniels kit, and instructions covering the DSESTS van.
- **Data logging.** This link allows you to upload data from either DSESTS data logger or the history from an ED tank. You can also review submitted tests from other users listed by LRU and site submitted. ED history or test results can be sent through the link labeled File Upload.
- **Install instructions.** This link covers new and updated software that you can install on your equipment.
- **Manuals/bulletins.** This link covers maintenance advisory messages, TMs and TBs. In the future, this link will accommodate new part numbers and NSNs that have not made the cutoff for TM printing.
- **Links.** This link allows you to search other web sites of interest.

HALT THE HANG-UPS!

Crewmen, some of you have a real hang-up with the turret safety screens in your tanks.

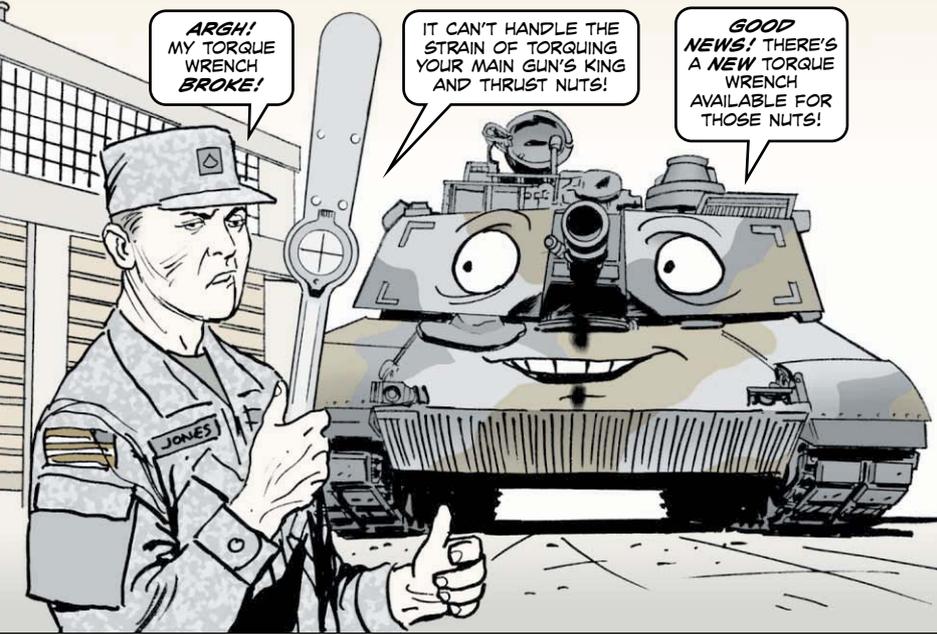
The problem comes when you decide to hang gear, helmets and other items from the screens. The extra weight cracks and bends the screens. Bent screens get hung up on electrical cables and hydraulic lines when the turret is traversed. That's damage you just don't need.

So keep your gear off the screens and put a halt to the hang-ups.

Don't hang gear on turret safety screens



NEW WRENCH BRINGS RELIEF

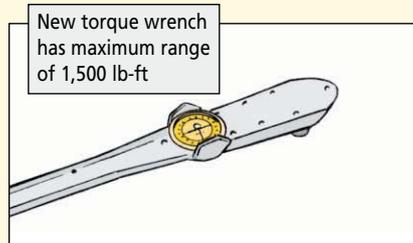


Tightening the king and thrust nuts during a tank's gun tube replacement requires a **minimum** of 1,000 lb-ft of torque.

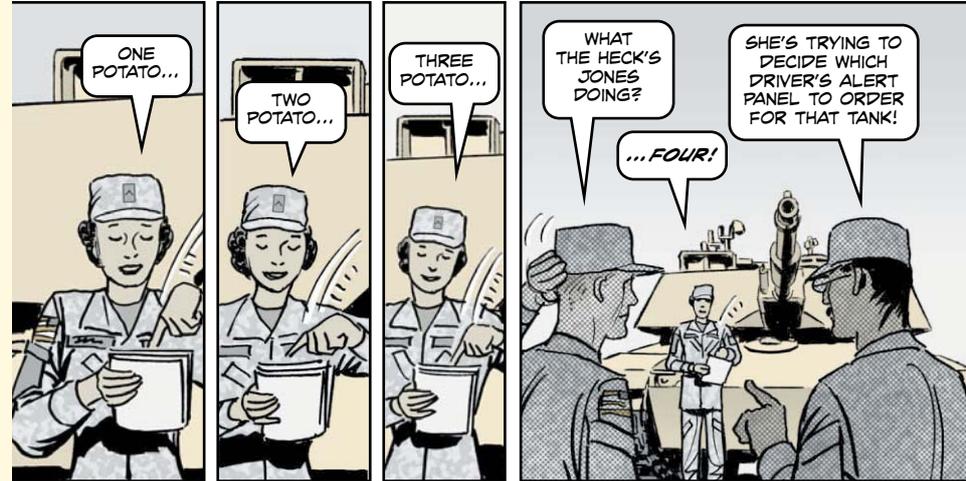
Problem is, the current torque wrench, NSN 5120-00-555-1521, has a **maximum** range of 1,000 lb-ft. The strain can break the wrench or apply too little torque.

And if you don't follow the gun tube replacement procedure exactly as it's outlined in the TMs, the piston won't seat properly against the breech ring and the main gun won't maintain accuracy.

A new torque wrench, NSN 5120-01-355-1827, with a maximum range of 1,500 lb-ft, is now available. Pencil in the replacement NSN as Item 167 on Page D-6 of TM 9-2350-264-34-2-2, Item 98 on Page D-5 of TM 9-2350-288-34-2-2, and Item 96 on Page D-5 of TM 9-2350-388-34-2-2.



Solving the Panel Puzzle



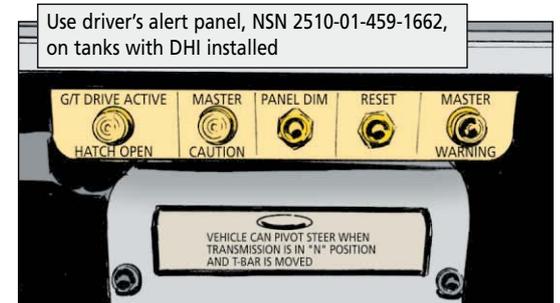
TACOM reports that the number of requisitions for the old configuration of the M1A1 tank's driver's alert panel (DAP), NSN 2510-01-073-0020, is pretty high, especially from Southwest Asia.

"So what?" you might ask.

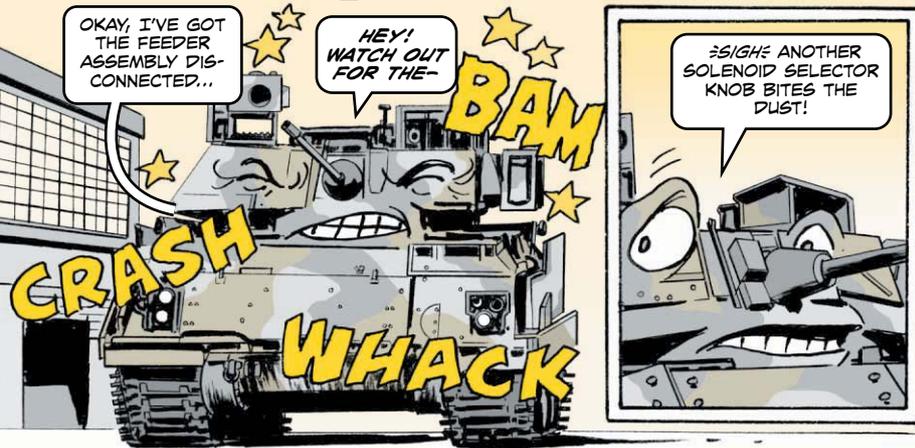
Well, the old DAP was designed for use on tanks that **have not** been equipped with the driver's hatch interlock (DHI). And since all active Army tanks should have had the DHI installed with MWO 9-2350-264-50-11, demand for the old DAP should actually be going down.

Figs 114 and 115 of TM 9-2350-264-24P-1 (Mar 03) list both DAPs, but don't make a clear distinction between the two configurations. That, combined with the number of orders for the old DAP, makes it likely that some units are ordering the wrong panel.

For active Army tanks that have the DHI installed, order DAP, NSN 2501-01-459-1662. National Guard and war reserve tanks that have **not** been modified with the DHI should continue to use the old configuration DAP.



Protect Against Knob Knockers



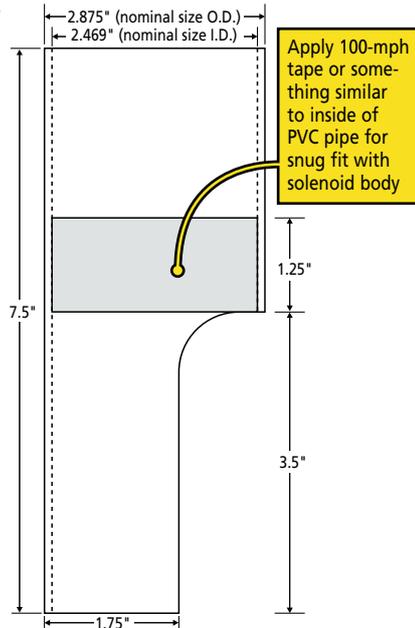
Dear Editor,

The feeder assembly on the Bradley's 25mm gun should probably be added to the endangered species list.

When the feeder assembly is removed for cleaning and maintenance, it's sometimes dropped or knocked against other components. Once it makes it out of the turret, the feeder assembly is usually placed on the troop bench where gear and other stuff is piled on top of it.

The weak spot is the red knob on the electrical feed select solenoid. Knocks, bangs and bumps can bend the knob or snap it off. That means replacing the solenoid body assembly, NSN 5945-01-460-5121. With a replacement cost of more than \$1,000, it's an expense that most units can live without.

We've developed a homemade cover that protects the knob from damage. The cover is fabricated from standard 2 1/2-in Schedule 40 PVC pipe that's available at any local home improvement store. Here's how to make it:

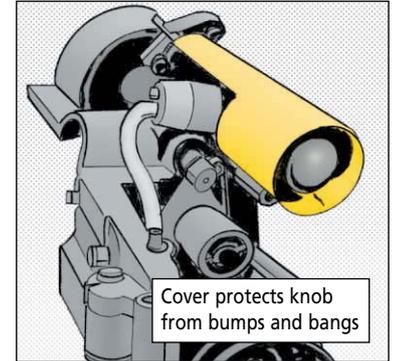


The cover requires no tools to remove or install, so it's a snap to use. It protects the knob whether it's in the AP or HE position. When not needed, we just store it in the rear of the Bradley's troop area.

TACOM Armament LAR

Vilseck, Germany

Editor's note: Looks like you've got that expensive knob problem well covered! Be sure to identify the guard so it won't be discarded. Use a permanent marker to write SOLENOID GUARD on the PVC. This item is scheduled to be added to the list of manufactured items in TM 9-1005-200-23&P.



M2/M3-Series Bradley...

CLP OK for All M242 Barrels

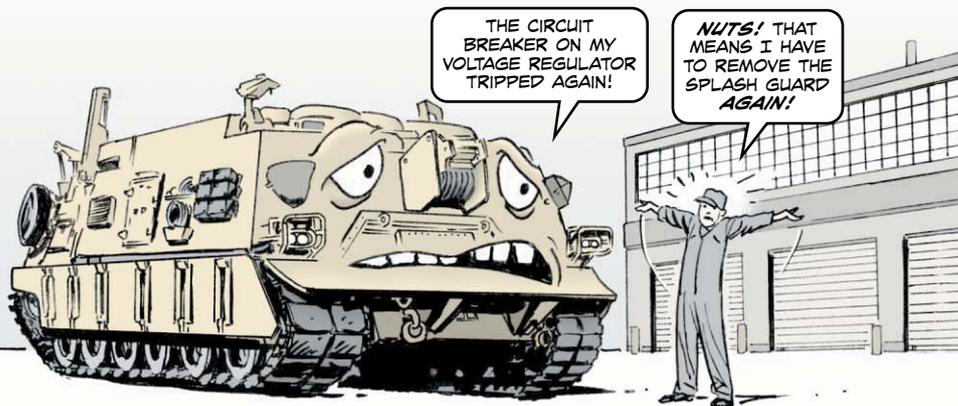


The word used to be that you cleaned the Bradley's M242 automatic gun's two kinds of barrels differently: For the chrome-lined barrel, you used CLP, and for the nitride-lined barrel, you used RBC (rifle bore cleaner).

Well, no more. The Army has decided after thorough study that CLP is fine for both barrels.

This change will be included in the next changes to the Bradley -10 TMs.

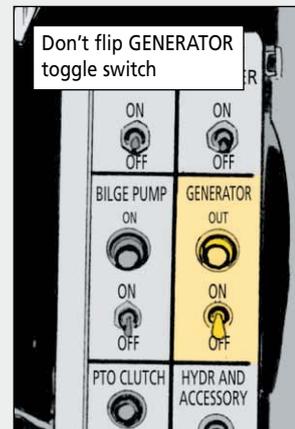
VOLTAGE REGULATOR A REAL TRIP



Tripping the circuit breaker on top of the voltage regulator of your Hercules can be a real pain. The metal splash shield, NSN 5340-01-421-2084, that covers the circuit breaker has to be removed before you can reset the breaker.

Your best bet is to keep from tripping the circuit breaker in the first place. Here are the main causes:

• **Generator toggle switch.** Flipping the GENERATOR toggle switch back and forth while the engine is above idle speed can trip the breaker. There's no need to use the toggle switch at all since the Hercules has the 650-amp oil-cooled generator. The switch should **always** stay in the down position.



- **Poor battery condition.** Dirty or corroded batteries can trip the circuit breaker. Keep 'em clean.
- **Loose generator connections.** Loose or corroded generator connections can trip the circuit breaker. Keep connections tight and clean.
- **Corroded voltage regulator.** Corrosion on the voltage regulator itself can lead to a tripped breaker. Keeping it clean is your best defense.

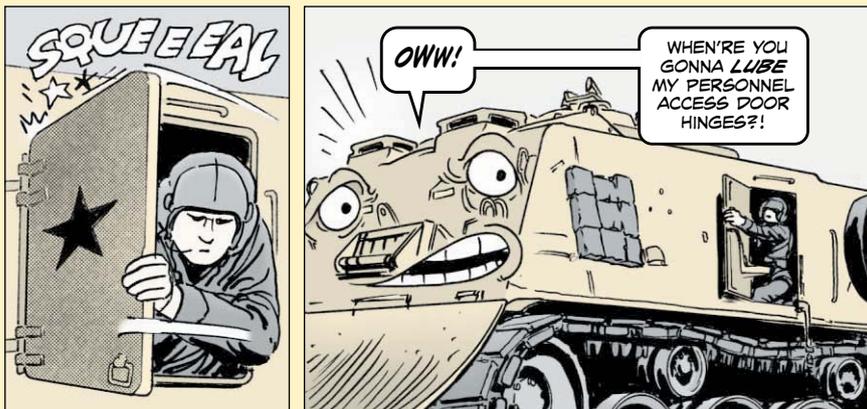
A new kit is being fielded to replace the metal splash guard with a flexible rubber guard. Once installed, the rubber guard is easily lifted up so you can reset the circuit breaker. The new guard will be provided by TACOM's Recovery Vehicle Management Office as part of a contractor-applied modification.

TACOM maintenance advisory message (MAM) 05-039 has the straight scoop. See your TACOM LAR for a copy, or check it out on the AEPS website at:

https://aeps2.ria.army.mil/commodity/mam/tacom_wn/05/mam05-039.html

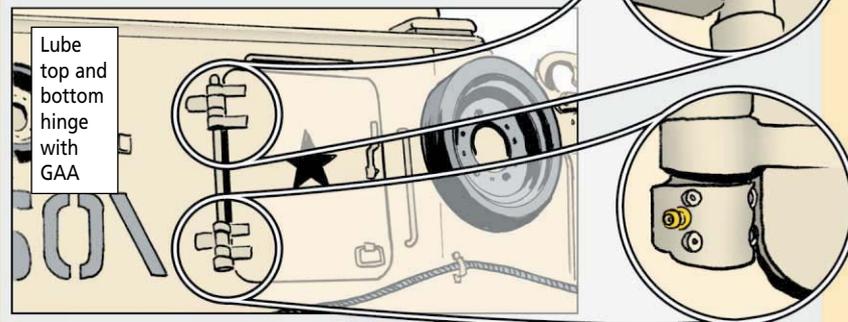
Your AKO username and password will give you access to the site.

DOOR HINGES NEED LUBE, TOO

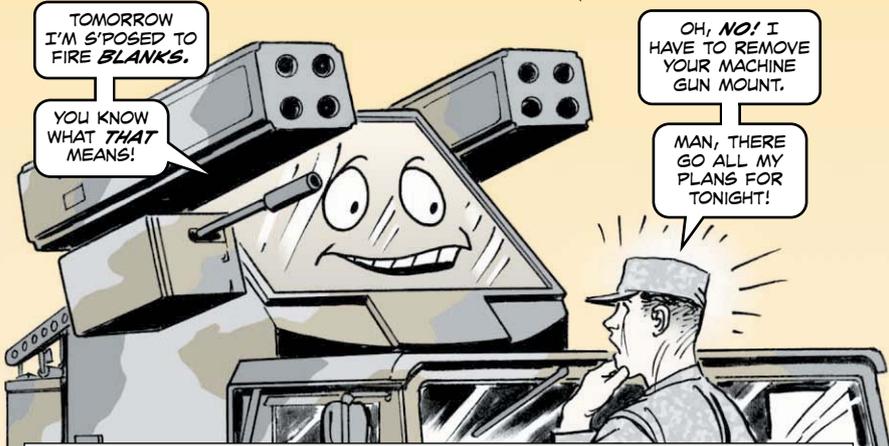


The two side personnel access doors on your M88A1 recovery vehicle are heavy and hard to open. But they won't get any easier to open if you don't lube the hinges on a regular basis.

Lube the hinges quarterly with GAA like it says on Page J-8 of TM 9-2350-256-20. Swing the doors open and closed to help spread the lube. That'll make the doors a lot easier to open next time.



EASIER MOUNT DISMOUNTING

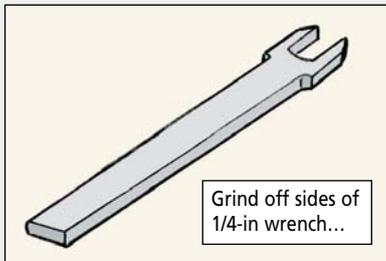


Dear Editor,

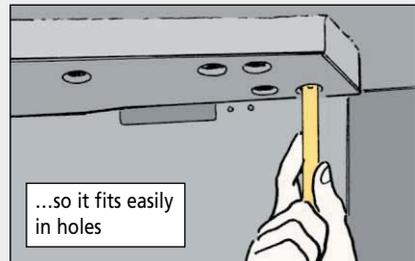
To fire blanks with the Avenger's M3P machine gun you must first install a blank adapter and that means removing the machine gun mount.

Any Avenger repairman can tell you that's an industrial-strength headache. The holes on the mount are too small to easily fit a wrench through to get at the four nuts that hold the mount in place. It can take hours of maneuvering to remove the mount.

I've found you can cut the job to 15 minutes by taking a 1/4-in open-end wrench and grinding off its sides until the wrench fits easily in the holes for the nuts. Then, of course, put that wrench someplace where you can find it next time you need to remove the mount again.



Grind off sides of 1/4-in wrench...

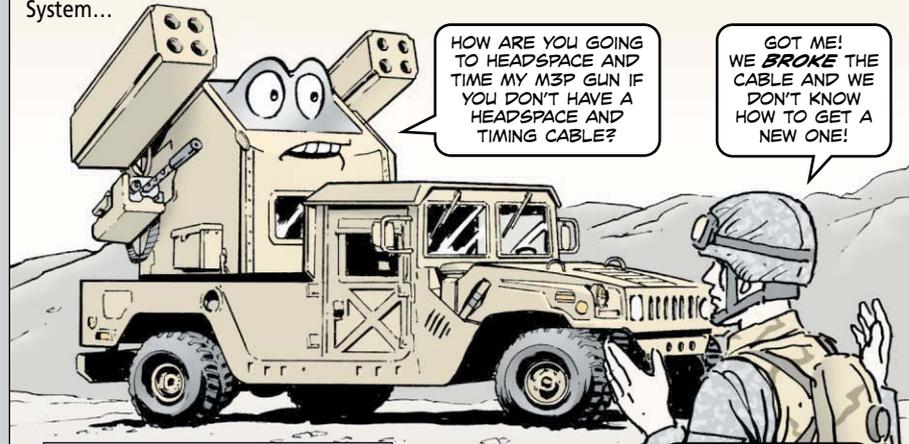


...so it fits easily in holes

SGT C
C Co, 1/62 ADA

Editor's note: What a good way to ease into tight spots! Thanks for the tip.

HEADSPACE & TIMING CABLE NSN?



Dear Half-Mast,

Thanks for running the NSNs for the on-board Avenger M3P machine gun tool kit in PS 630 (May 05). But you left out the headspace and timing cable—and our Avenger unit needs seven of them. Can you help?

SGT T.M.



SGT T.M., UNFORTUNATELY, THE CABLE HAS NO NSN, BUT YOU CAN ORDER IT ON A DD FORM 1348-G WITH P/N 13264858, RIC B64 AND CAGE CODE 18876. HOPE THIS HELPS.

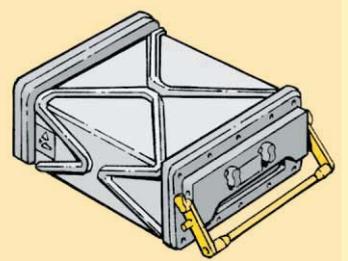
MLRS, HIMARS...

MSU Not a Coat Rack

The mass storage unit (MSU) on your MLRS or HIMARS (high mobility artillery rocket system) is not something you should be using as a coat rack.

If you hang stuff from the MSU handles, the weight causes the handles to break or work loose. Find somewhere else to hang your equipment.

Don't hang stuff from MSU handles



TIPS FOR TRUCKS WITH AOA



FMTVS EQUIPPED WITH ADD-ON ARMOR (AOA) HANDLE AND OPERATE A WHOLE LOT DIFFERENTLY THAN REGULAR TRUCKS.

HERE ARE A FEW THINGS YOU SHOULD KEEP IN MIND...



Steering and Turning

- Greater force is needed to turn the steering wheel when the truck is not moving or moving slowly.
- At higher speeds, the truck will under-steer. That means the amount the vehicle turns will be less than what the steering wheel is turned.
- Reduce speed prior to negotiating turns to make steering safer.



General Operation

- Make sure a trailer is coupled to the M1088 tractor with AoA at all times.
- Do not operate your truck on inclines that exceed 40 percent (approximately 22°). You'll lose control.
- Be careful climbing into and out of the cab. The cab step is recessed inside the cab edge so it's easy to slip.
- Use a lifting device to load and unload the spare tire in the cargo bed. Keep the spare tire firmly secured.
- Make sure the cab is properly ventilated at all times. A damaged air conditioner hose could let R134 coolant leak into the cab area.
- The AoA kit covers up the cab marker lights. That reduces the truck's visibility, so be aware.



Braking

- Allow for greater stopping distances. The extra weight from the AoA means it will take longer to stop the truck.
- Do not park the truck on a grade of more than 30 percent (16.625°). The parking brake may not hold. Unsure of the grade? Park somewhere else.
- The additional AoA weight affects operation of the engine exhaust brake. Be especially careful when driving on wet, slippery roads.
- Use caution when descending hills. There is very little weight on the rear axle.



PMCS

- Inspect the entire AoA kit weekly for loose or missing bolts.
- Never over-tighten the AoA bolts. Refer to the torque tables in App F of TM 9-2320-366-20-1.
- Any extra weight beyond the AoA will impact steering and suspension components. Make sure you strictly follow all required PMCS requirements.



Transportation

- Do not air-drop.
- Do not sling-load.
- Do not transport on a C130 aircraft.

DEUCE...



The DEUCE is a tough workhorse that needs lots of PM while working in the rough stuff. Operators, here are some PM pointers that will help your earthmover at the worksite.

Hydraulic Oil Strainer

Keep your oil supply covered and protected. Wipe off any sand around the earthmover's filler cap before removing it to add hydraulic fluid.

When it's dusty, use a clean rag around the oil can nozzle and filler hole while you add oil to block out the dust.

Also, be careful when adding oil. The oil can nozzle can tear a hole in the side of the strainer or knock out its bottom. Then sand has a straight path to the tank.

If the strainer is damaged or missing, tell your mechanic.

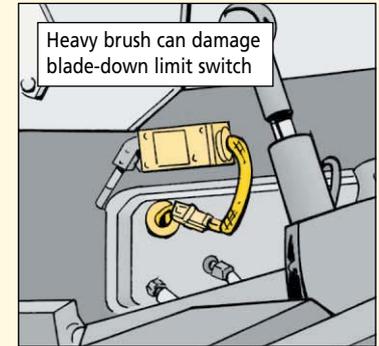


Blade Switch Brush-Off

Bulldozing through heavy brush can damage the blade-down limit switch that's mounted below the cab door. Limbs pull wires off the switch or tear it off the vehicle's frame.

Without the switch, the DEUCE can't run in the EARTHMOVING mode. Then your construction operations come to a halt.

So, eyeball the switch to make sure it's in place and not damaged or disconnected. Call in your mechanic if it's damaged or dangling.



Coolant Tank Snap-Cap

Constant exposure to the elements causes the cap on the coolant level tank to deteriorate.

Eventually, the cap breaks apart, allowing water, dust and sand to get into the coolant. That's not good!

Eyeball the cap for cracks. If you find any or if the cap is missing, get a new one that snaps in place with NSN 5340-01-474-3118.



Battery Clamp

Bouncing around in the rough stuff loosens battery clamps. A loose connection keeps your battery from recharging and your dozer from starting.

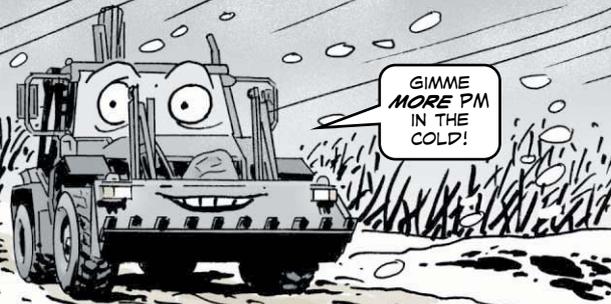
Before the day's operation, gently test the tightness of the battery clamps. Using your thumb and two fingers, try to move battery clamp connections.

Then make sure the battery indicator and ammeter gauge are into the CHARGE range before you go.



IHMEE...

COLD DAYS A COMIN'



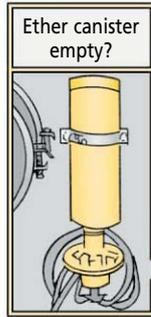
Routine checks and services won't hack it when it comes to interim high-mobility engineer excavator PM during cold weather. Read the good info in TM 5-2420-230-10 and keep these pointers in mind.

Rough Start?

Operators, your excavator could be hard to start when the temperature drops below freezing.

Some IHMEEs have an ether canister that automatically injects ether into the engine for cold weather starting.

If your excavator is hard to start, chances are the ether canister is empty. Have your mechanic check it to be sure.



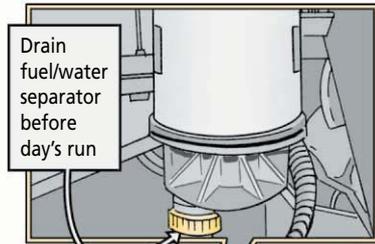
Drain Out Water

Warm days and cool nights form condensation in the excavator's fuel tank. That means you have to drain the fuel/water separator before the day's run.

Not draining the separator will leave water and crud in the vehicle's fuel system. Then the engine runs rough, or not at all.

Open the separator (located on the engine's road side) by turning its drain-cock counterclockwise. Use a clear container to catch the fuel. If the fuel is clear, you're OK. If the fuel doesn't run clear, close the valve and report it to your mechanic. Clean up your mess and dispose of rags properly.

Store drained fuel in an approved hazardous waste container. Never dump it down a drain or on the ground.



Starter Reminder

It's a known fact that more engine starters end up at support for service and repair during cold weather.

All it takes is one itchy finger stuck on the starter switch to burn out a good starter motor.

So, when you try to start your excavator's engine, never keep the starter engaged for more than 15 seconds. **Stop!** Then give the starter at least two minutes to cool off before trying again.

If the IHMEE won't start after three tries, call it quits. Call in your mechanic to find out what's wrong.



130G
Road
Grader...

PULLEY LUBING



One small PM tip that really matters on this road grader is the grease fitting for the fan bearing.

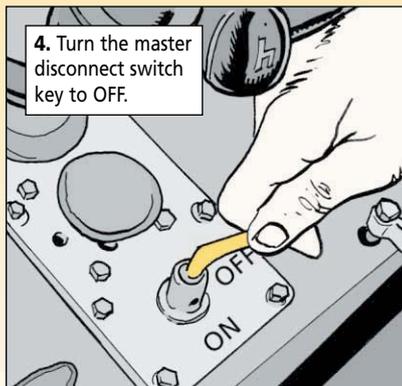
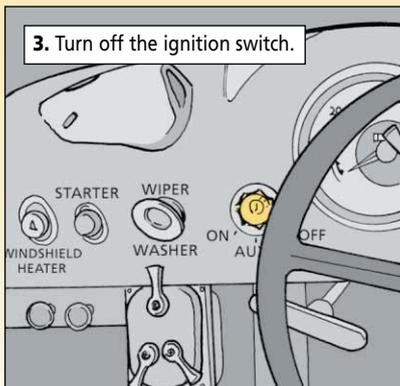
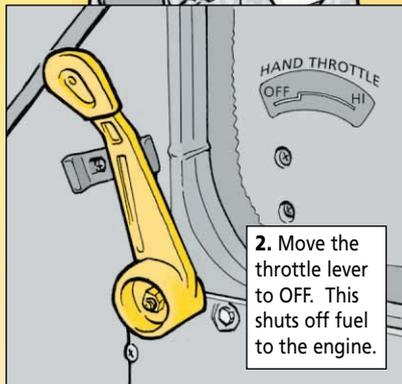
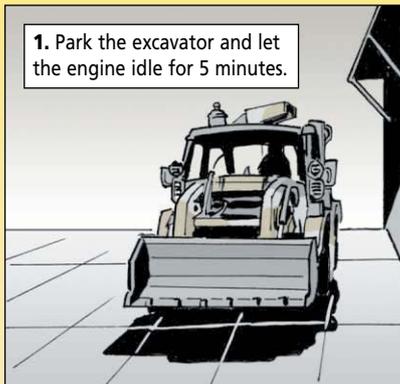
The fitting is located behind the engine's screen door (roadside). Without lube, the bearing seizes up. Then the blade stops turning, causing the engine and transmission to overheat.

So keep the fan pulley bearings lubed. During scheduled services, give the fitting four to five shots of grease.

SEE... **SHUTDOWN REMINDER**

Operators, follow the word on Pages 2-84 and 2-85 of TM 5-2420-224-10 when you shut down the excavator. Doing it wrong can cost your unit about \$300 for a new generator.

The right way is real simple:



Never turn off the master disconnect switch key or the ignition switch before setting the throttle to OFF.

If you don't shut off the fuel first, the generator will build up a load beyond its capacity and burn out.



Construction Equipment...



AIR DRAIN REMINDER

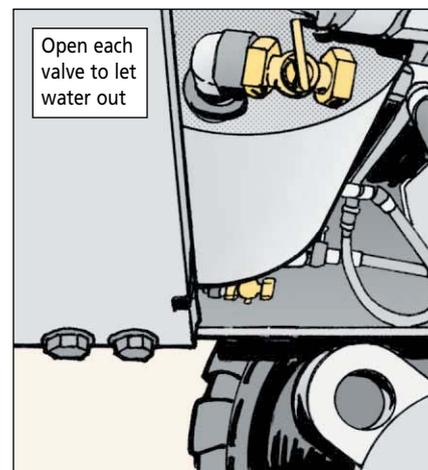
Temperatures drop when the sun goes down. Nature puts the thermometer into a nosedive. The days may be warm, but the nights are cold!

A change in temperature means trouble is brewing if you don't drain your vehicle's air tanks. That's because moisture corrodes air lines, relief valves, safety valves and even the tank itself.

But frozen water (ice) in your vehicle's brake system is double trouble!

Water expands when it turns to ice. The pressure will burst most anything. You lose your brakes, control of your vehicle, maybe your life.

The solution is simple—after the day's run, no matter the weather, drain the vehicle's air tanks.



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

HOW DO YOU MOUNT M68 SIGHT?

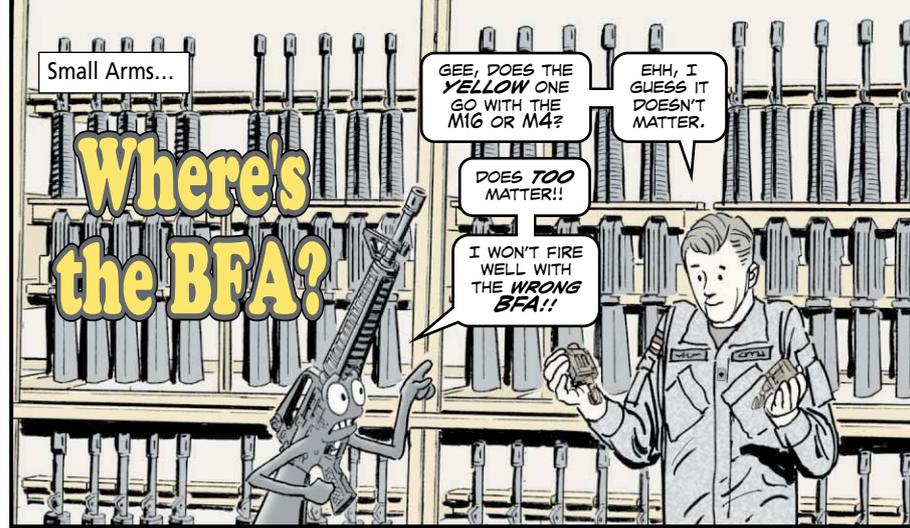
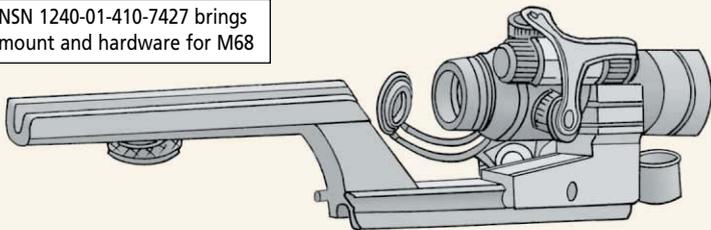


Dear Half-Mast,
How do you mount the M68 reflex sight on the M16 rifle and M4 carbine?
SGT F.S.



For mounting the M68 on an M16A2, you need a mount, NSN 1240-01-410-7427, which should be assembled with short machine screws, NSN 5306-01-442-2407. But for the M4/M4A1 carbine and M16A4 rifle, you also need a spacer, NSN 5365-01-448-8912, and different machine screws, NSN 5305-01-448-9826. See WP 0019 00-2 through 0020 00-3 in the M68's TM 9-1240-413-12&P for more details. The mount comes with the spacer and both types of screws.

NSN 1240-01-410-7427 brings mount and hardware for M68



Dear Half-Mast,

I found very helpful your layout in PS 615 on what can be mounted on the different rifles, carbines, and machine guns.

Could you do something similar on what blank firing attachments (BFA) to use for each weapon and why it's important to use the correct one?

Safety Specialist
Ft Carson, CO

Dear Mr. S

You bet. It's important to use the correct BFA because the weapon will function better with the BFA designed specifically for it. You can use the M16 rifle BFA on the M4 carbine or M249 machine gun and it won't damage the weapon, but you're more likely to have firing problems.

Here are the BFA NSNs for each weapon:

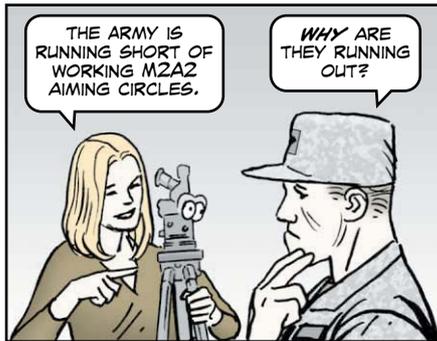
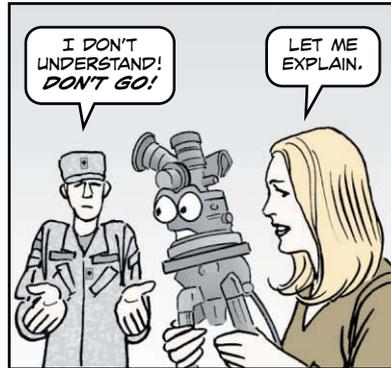
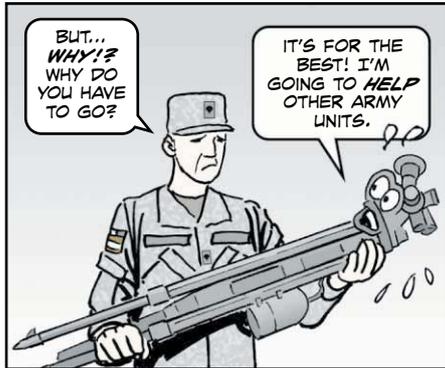
- M16-series rifle, NSN 1005-00-118-6192
 - M4/M4A1 carbine, NSN 1005-01-361-8208 (The best way to tell the difference between the M16 and M4 BFA's is to remember the M16's is red and the M4's is yellow. The M4's has a slightly larger hole for bleeding gas.)
 - M249 machine gun, NSN 1005-21-912-8997
 - M240 machine gun:
 - M240B, NSN 1005-01-480-0289
 - M240 and M240C, NSN 1005-01-148-7437
 - M60/M60D machine gun, NSN 1005-00-140-3515
 - M2 machine gun, NSN 1005-01-091-7510
- The MK 19 machine gun has no BFA.

M4/M4A1 BFA is yellow, the M16's is red



Half-Mast

Unserviceable M2A2 Aiming Circles Needed Now!



THE **ONLY** WAY TO MEET THIS DEMAND IS WITH REFURBISHED M2A2s.



YOU CAN ORDER A REPLACEMENT M2A2 WITH NSN 6675-01-067-0687. DUE TO THE M2A2 SHORTAGE, THE ARMY CAN'T OFFER A DIRECT EXCHANGE REPLACEMENT.



WHEN YOU TURN IN AN AIMING CIRCLE, REMEMBER IT INCLUDES THESE ITEMS...

- aiming circle transit, NSN 1290-01-510-0540
- access cover, NSN 5340-00-346-8171
- lamp extractor, NSN 5120-00-505-5477
- instrument light, NSN 6695-00-346-8186
- tarpaulin, NSN 2540-00-346-8147
- access cover, NSN 5340-00-346-8177
- plumb bob assembly, NSN 1290-00-346-8185
- fire control assembly tripod, NSN 1290-00-346-8184
- incandescent lamp, NSN 6240-00-635-9800
- TM 9-1290-262-10 and TM 9-1290-262-HR



FOR SHIPPING INSTRUCTIONS, CALL TACOM'S AIMEE WREN AT DSN 793-5321/(309) 782-5321, FAX DSN 793-1931/(309) 782-1931 OR EMAIL: aimee.j.wren@us.army.mil

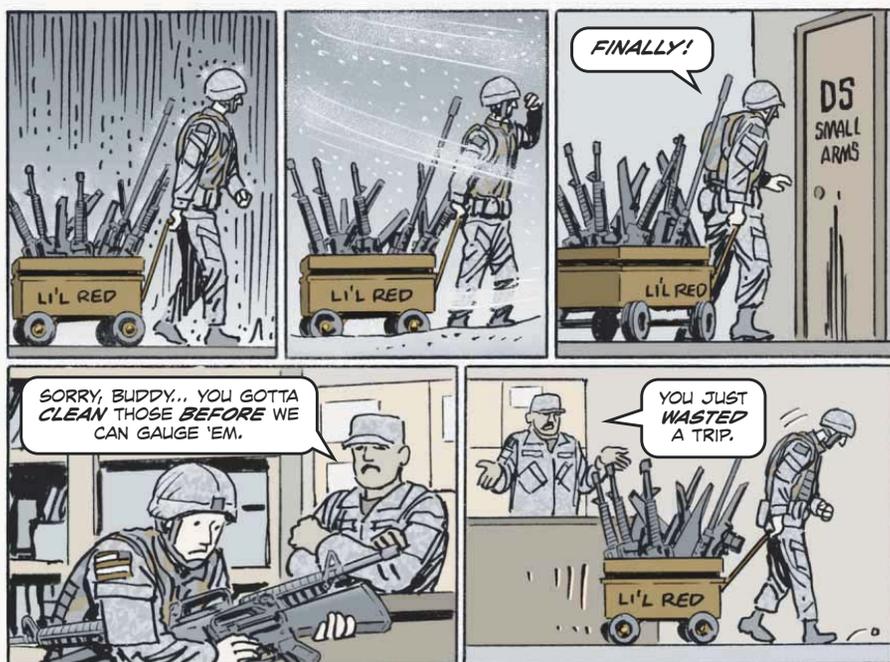
M9 Pistol... **MAGAZINES WITH CORRECT COATING?**



Dear Half-Mast,
We received a message that we needed to replace the magazines for our M9 pistols because they had the wrong coating. But we can't find the NSN for the new magazines. Can you help?
SSG N. B.

Dear Sergeant N.B.,
Sure can. Use the same NSN as the NSN for the bad magazines: 1005-01-204-4376. It will bring you magazines with the right coating this time. It should have "May 04" stamped on it or the contract paperwork should show "04".
Half-Mast

YOU WANT IT GAUGED? CLEAN IT FIRST



Dear Editor,

Here at Ft Stewart's DOL small arms shop, we have a problem with units bringing dirty weapons to us for gauging and inspection. Sometimes it appears that the weapons haven't even been cleaned since they were last fired. And I suspect other DOL and direct support small arms shops have the same problem.

Armorers need to realize that there is no way we can gauge dirty weapons. A dirty weapon can actually ruin our gauges, plus carbon and dirt will hide cracks and hurt function tests.

Armorers will save themselves and us time and work by making sure soldiers clean their weapons before they turn them in to the arms room. That's because if armorers show up with dirty weapons, we're just going to send the guns right back for cleaning.

DOL
Ft Stewart, GA

Editor's note: Listen up to Mr. B , armorers. You don't want to make needless trips lugging weapons to DS or DOL. Get your solders to clean 'em first.

Subject	Issue/Pg	Subject	Issue/Pg
AIRCRAFT AVIONICS		AIRCRAFT, UH-60, BLACK HAWK	
AN/ALQ-144A—Remove during work	632 39	APR-39 antenna—Shrinkwrap protection	635 35
AN/ALQ-144A—Protect mirrors	631 39	Black Hawk T700 engine returns	628 38
Repair turn-in procedures, paperwork	626 35	Blade pin installation	633 35
Repairable parts	635 46	Deck plate screws	634 36
AIRCRAFT ENGINES		Door jettison handle safety hook	627 36
Black Hawk T700 engine returns	628 38	Extended range fuel tank storage	636 36
Engine cleaning to get rid of sand	636 38	Gunners strap attachment corrosion	633 36
AIRCRAFT GROUND SPT EQUIPMENT		PMCS interval change	632 60
AGPU—Backing up	628 38	Swashplate lubing excess	629 38
AIRCRAFT LIFE SUPPORT EQUIPMENT		Tail rotor pitch beam puller tool	629 35
Aircraft modular survival systems	634 38	UHF radio checks in tailcone	626 61
AIRSAVE vest—Aspirin NSN	632 35	Use correct handholds	635 39
Flight gloves; FM 3-04.508 for info	626 39	AIRCRAFT, GENERAL	
Hook and pile fasteners	630 37	ABDU—Serviceability standards	626 38
Sewing machine fielded	626 61	ALQ-144A cover and cleaning	637 38
Survival vest insect repellent	626 39	Cleaning TB updated	634 39
AIRCRAFT TOOLS		Clothing for hot weather maintenance	628 39
Aviation tool boxes, toolbox wheels	633 53	Condition code tags	635 41
NATS—Tool marking	627 39	Corrosion preventive training	630 38
Tool ID marking	632 35	Cover up pitot tubes	637 35
AIRCRAFT, AH-64		Covers for snow, ice	636 32
AMATTS stand band NSN	636 35	Deployment supply stockup	631 36
Cockpit windows closed on flight line	630 35	Engine cleaning to get rid of sand	636 38
Control panel cover	633 37	Magnesium component pretreatment	633 39
ECU covers	632 37	P-D-680 replaced	630 38
Helmet cable connector damage	627 35	Publications for deployment	635 40
How to position gearbox cap	634 38	Temporary storage materials	631 35
Laser danger	633 38	ALICE	
Latches on access doors	636 34	Repairs	628 56
MMS dome removal	637 37	AMMUNITION	
On-board stowage	637 36	AmmoHelp information source	631 8
TADS window covers	634 37	ANTENNAS	
Wheel chock block	626 39	AB-1339/G—Masthead covers	626 43
Wing stores connector covers	628 35	AB-1385/U—Parts, Safety, PM	636 40
AIRCRAFT, CH-47, CHINOOK		AB-216/U, A/U—Erecting, lowering	635 47
Aft pylon work platform door latches	627 38	AS-3900—Caps for antenna tips	626 43
Flight control closed checks	636 37	AS-4429/TSC—Cable tieoffs	627 60
Fuel sampling tool plans	628 36	AOAP	
ILCA jam check, fluid cleanup	637 40	Sampling intervals in TB-43-0211	632 61
Paint for under-floor area	626 39	AVLB, M104 WOLVERINE	
Rotor head vertical hinge pin	628 37	AEGR card upgrade	630 6
Searchlight, landing light repair	632 36		
Transmission oil cooler fin damage	629 39		
Windshield wiper actuator	627 61		
AIRCRAFT, OH-58D, KIOWA			
Engine barrier filter cleaning	626 36		

Subject	Issue/Pg
AVLB'S	
Drive sprocket nuts	628 8
BACK COVER	
Do These M40 Mask Checks	634 62
Don't Let The Dirty Dozen Do You In!	629 62
Going to the Desert?	631 62
No Unauthorized Mods Allowed	637 62
Protective equipment use	635 62
Soldiers are inspired when people care	632 62
It's ACTION that Gets the Job Done	628 62
There are two types of Grounding	633 62
Things to Do Tomorrow...	636 62
To Ground or Not To Ground	630 62
Too much lube is as bad as too little	627 62
Use Your Combat Eyewear	626 62
BATTERY, DRY-CELL	
Batteries—Cold weather care	627 44
Hot weather storage	631 43
BATTERY, LEAD-ACID	
Battery box liner	629 6
Covers for battery terminals	626 41
Hot weather maintenance	631 10
BATTERY, LITHIUM	
Replacement batteries	630 43
BATTERY, RECHARGEABLE	
Batteries, chargers, adapters, cables	637 42
BB-2590/U lithium-ion battery	635 45
Hot weather storage	631 43
State of charge indicators	634 61
BOAT, TUG	
Basic issue items	627 26
CABLES	
CG-1773B/U—Cable lengths	633 49
CARBINE, M4-SERIES	
Adapter rail system cracks	632 14
BUIS—Replacement locking bar	631 61
Clearing procedure	632 16
M68 sight adjustment	632 16
Magazine jamming prevention	631 24
Modular weapon system parts	626 13
Sling NSNs	627 60
Trigger assembly not soldier level	635 18
Usable-On codes for parts	629 21
CARRIER, AMMO, M992	
Air duct hose clamp check	629 16
Fire wire on deck plates	626 26
Radiator shroud seals	631 6
Road wheels, steel or aluminum	630 9
TMs for latest MWO	636 8

Subject	Issue/Pg
CARRIER, PERSONNEL, M113 FOV	
Belly, sponson armor plates	630 5
Engine grille covers	636 6
Fuel cap cleaning, gasket, strainer	626 24
M121 mortar mounting bracket	628 22
Pivot steering reminder	628 6
Prop shaft bolt checks, tightening	634 8
Prop shaft bolt NSNs	633 8
Roadwheel arm grease fittings	627 4
Roadwheel matching	635 9
T150F track introduction, NSNs	630 2
Tow pintle extension	632 8
Tow bar parts	637 8
CHEMICAL AGENT MONITOR (CAM)	
ICAM—Rotate use in hot environment	635 22
Leak test not required annually	629 50
CLOTHING	
Army combat uniform introduced	637 48
CVC gloves—Bogus gloves	630 48
ECWCS—Patch kit	636 50
Flight gloves; FM 3-04.508 for info	626 39
Mechanics coveralls	630 50
SPEAR—Special ops cold clothing	636 52
Underwear for CVC, air crews	636 54
Unit patches for uniforms	627 61
Washing, drying, starching	630 46
COMMERCIAL CONSTRUCTION EQUIP	
Cold weather—Froze in mud	636 23
Deere Company website parts search	637 16
Tire PM	632 18
Website for parts, maintenance info	626 61
COMMUNICATIONS EQUIPMENT	
AN/CYZ-10 DTD—Battery PM	627 40
Batteries—Cold weather care	627 44
Cleaning—Chemical use	634 40
Data plate fabrication	634 42
Grounding in the desert	633 44
Hotline for Tobyhanna depot repair	637 47
Jewelers screwdriver set	626 44
O-ring assortment	629 43
Padding for shipping	629 42
COMPACTOR, 815F	
Steering articulation danger	631 34
COMPUTERS & SOFTWARE	
CD recycling company changes	634 60
Tool user group for programs	631 58
ULLS hardware—Cleaning	632 56
ULLS-G—PCMS data wrong	634 57
CONTAINERIZED KITCHEN	
Handrail strap	628 54

Subject	Issue/Pg
CONTAINERIZED SHOWER	
Shower head maintenance	637 54
CONTINUITY	
A Brief History of Communications	632 27
A Christmas Noel	637 27
Your Sight, Your Choice	627 27
Extreme Makeover: PMCS Edition	628 27
Jimmy of the Jungle	629 27
King Henry V by William Shakespeare	633 27
Large screen projector PM	634 27
The Boatyard Wars	630 27
The Voyage Without PM	635 27
COOLING SYSTEM	
Cooling system care	636 16
Cooling systems—Hot weather care	631 13
COTS	
End stick installation	628 55
CRANES	
22-ton—Air brake alcohol tank	631 30
22-ton—Air filter cleaning	631 31
22-ton—General PM	633 54
DECON	
65-GPM pump care	629 48
DS2 turn-in	629 50
M12A1, M17—Cold weather prep	637 26
M17-series—Burner fuel purging	627 55
M17-series—Caps for pump fittings	628 48
M17-series—Engine governor vane	627 54
Multi-purpose decon system support	636 26
DEPLOYABLE UNIV CBT EARTHMOVER	
DEUCE—General PM	635 24
Steering while dozing	628 26
Suspension lube fitting	627 23
DETECTOR, CHEMICAL	
Heat can damage unit	627 52
DISPENSER, RIOT CONTROL AGENT	
Riot control agent dispenser NSNs	626 50
EDITORIAL	
Cover Me, Baby!	636 1
Don't Be Caught Unaware	633 1
Equipment Verification	637 1
Get PS to the Troops	626 1
Hazardous Waste... It Can Cost You	635 1
It's a Stormy Life	628 1
Need Help? Call COMET	630 1
The Ounce or the Pound?	632 1
Use Your LARs...	634 1
What is the cost of OTS buying?	629 1
You Bet Your Life!	627 1
You Must Do PM!	631 1

Subject	Issue/Pg
ELECTRICAL, GENERAL	
Connector pin straightener	626 40
Electrical connectors w/o tools	637 14
ELECTRONIC MAINT SYSTEM	
IETM viewing problems	637 60
EXCAVATOR, HYEX	
Hydraulic hose rewinding	628 26
FIRST AID KITS	
Combat lifesaver bag items	626 56
FORMS, GENERAL	
DA Form 2408-4 online	633 61
SF 368 completion	632 58
FOX NBC VEHICLE	
Batteries, brakes, probes, swimming	633 50
Door opening, closing	630 54
MMI warmup, winch care	628 49
GENERATORS, GENERAL	
3-KW TQG—Fuel sender sticking	634 43
15-, 30KW—Adjustment rod lubing	628 43
150-KW—Parts TM corrections	637 45
Fuel tank levels, spills	631 46
Fuel—Water, contamination removal	628 44
Rebuild program for OIF/OEF sets	629 61
GLOBAL POSITIONING SYSTEM	
PLGR—Power cable routing	627 14
PLGR—Plans for security bracket	629 41
POCs for questions	635 43
GRADER, 130G	
Circle reverse, lift cylinders	629 25
GRENADE LAUNCHER, M203	
MWO screw NSN	637 24
GROUNDING, ELECTRICAL	
Grounding in the desert	633 44
GUN, MACHINE	
Catch bag parts	630 23
M2, M240, M249—Spare barrel use	626 14
M2—Barrel buffer inspection	633 22
M2—Barrel support assembly	637 61
M2—Barrel support inspection	627 60
M2—Buffer comes by parts only	627 61
M2—Feeding, sight, mitt	634 18
M2—Timing and headspacing	634 16
M2—Unlined barrels out	633 24
M2—Wear allowances	629 20
M6 mount—Height for MK19, M2	626 15
M66 ring mount cover	627 13
M66 ring mount parts and new TM	633 26
M240—Gas regulator setting for blanks	636 27
M249—30-round mag vs. belted	633 21
M249—Gas regulator collar pin	637 20

Subject	Issue/Pg
M249—Mounting rails, short barrel	633 26
M249—Short barrel use	635 17
M249—Short barrels and blank rounds	631 61
M249—Sling eyelet	633 25
M249—Transfer mechanism position	629 23
MK 19—Feed lever adjustment	626 16
MK 19—Special tools needed	626 17
MK 19—MWO, slide adjustment tool	631 27
Mount TM updated	634 61
Poster showing machine gun mounts	637 20
HARDWARE	
Tiedown straps	634 48
Trash bags	630 52
HAZARDOUS MATERIALS AND WASTE	
MSDS for storage cabinet contents	629 54
MSDS source online	629 55
MSDS websites	626 57
Packaging help for deployment	633 14
PSCC answers questions on HAZMAT	629 61
Ration heater disposal guidelines	633 16
Signs, placards	629 51
HEADSETS	
AN/VIC-3—Parts	632 43
HEARING PROTECTION	
Ear plugs for both kinds of noise	628 52
HEATER, PERSONNEL	
A-20—Impeller, vent fan motor NSNs	627 61
A-20—Repairs	636 8
A-20—Starting procedure	636 7
HEATER, SPACE	
M1941, M1950—Turn in	634 46
HELMETS	
ACH—Inspecting, cleaning	628 58
ACH—Parts, care	626 51
CVC—MK-1697/G headset-mic parts	630 40
IHADDS—Helmet bag overstuffing	632 38
IHADDS—Test set not available	628 39
HOWITZER, GENERAL	
DA F 2408-4—Gun card completion	637 9
HOWITZER, SP, M109A6 PALADIN	
Air duct hose clamp check	629 16
Breechblock closing springs	633 9
Carbon monoxide poisoning	636 9
Gearbox shim check	634 9
NATO receptacle cap	626 61
Weather curtain installation	628 7
HOWITZER, SP, M109-SERIES	
Cold start procedure	636 10
Radiator shroud seals	631 6
Road wheels, steel or aluminum	630 9

Subject	Issue/Pg
HOWITZER, TOWED, M119A1	
Lubrication, painting tips	627 8
Variable recoil valve setting	629 17
HOWITZER, TOWED, M198	
Pullover gauge reading posting	627 6
HYDRAULIC SYSTEMS	
Cylinder rods cleaned before operation	636 22
INTERCOM SETS	
AN/VIC-1—Mounting hardware kits	630 42
AN/VIC-1, AN/VIC-3—Parts	635 44
INTERNET	
DA Form 2408-4 online	633 61
Info available from DSCP Base Camp	632 46
Tips on Getting FED LOG	634 61
KITCHEN EQUIPMENT	
Field oven—Door gasket dropped	634 47
Field sanitation FM	632 48
Food container parts	635 50
Insulated food container parts	626 55
MKT—Level before cooking	630 51
LAUNDRY ADVANCED SYSTEM	
Detergent, anti-foam solution ordering	633 60
LOCKS	
DoD lock program web site	629 56
LOGISTICS ASSISTANCE	
COMET websites information	634 20
LOGISTICS AWARDS	
Maint, deployment, supply winners	635 58
LOGISTICS MANAGEMENT	
AEPS access using AKO logins	632 60
Channel management at LOGSA	634 58
LOGNet for info exchange	637 58
RFID tag returns procedure	637 56
Substitute LINS in SB 700-20	635 57
MAINT EXCELLENCE AWARDS	
Package preparation to compete	636 61
MAINTENANCE MANAGEMENT	
DA Pam 750-8 revised	636 61
Pam 738-750 replaced by Pam 750-8	633 56
Regulation revised	637 61
Services—10 percent variance	636 57
TAMMS manual replaced	632 61
MASK, PROTECTIVE	
M40, M42—Mask valve checks	634 54
M40, M42—No XL sizes	636 26
M40, M42—Fitting masks	627 53
M40, M42—Harness checks, fitting	630 56
M40, M42—Desert PM tips	631 56
M40—M1 waterproof bag	632 55

Subject	Issue/Pg
M41 PATS—Power supply	633 60
M41 PATS—Calibration	634 61
PM tips for easy breathing	626 48
PMCS tips cards	635 23
MEDICAL EQUIPMENT	
Medical litter NSN	626 57
MINE DISPENSER, M139 VOLCANO	
Pump, lube, cover, cables	629 58
Upgrade MOD 1 to MOD 3	632 21
MISSILE, AVENGER	
Battery compartment corrosion mat	630 21
Canopy cleaning	635 20
Covers for range finder, SVML	631 20
ECU/PPU maintenance tips	632 10
Hand station rivets	629 18
M3P MG—Cleaning, lubing	626 10
M3P MG—Remote charger spring	637 17
M3P MG—Cleaning kit components	630 20
Maintenance tips from Afghanistan	627 18
Turret ring gear lubing	637 18
MISSILE, HELLFIRE	
Launcher PM	633 41
MISSILE, PATRIOT	
AN/MPQ-53 Radar—Stowing	629 18
Cables, circuit cards, travel locks	630 18
DRASH environmental control unit	636 46
Shelter entrance damage	626 12
Trailer fifth wheel maintenance	631 22
MISSILE, STINGER	
ATAS—General PM	635 36
MISSILE, TOW	
2W1 cable adapter	628 18
Traversing unit cable storage stand	631 23
MISSILES, GENERAL	
TM change submission	628 19
MLRS	
ESPAR heater—Power shorts	636 4
Generator checks	627 5
Generator output stud torque	637 5
Generator setting, exercise, lubing,	626 22
Information available on AKO	630 7
Personnel heater fan cleaning	636 3
Track inspection in high temp ops	631 6
MOBILE SUBSCRIBER EQUIPMENT	
AN/VRC-97 installation in M1114	635 42
Grounding	629 44
MORTARS	
Firing pin cleaning, lubing	628 23
M120/M121—Lubing, buffer, firing pin	628 20
M121—Mounting bracket	628 22

Subject	Issue/Pg
M224—Inspection by borescope	637 21
Pitting in bottom of breech cap	635 19
NBC EQUIPMENT	
M31A1 BIDS—Mini-FCM updated	637 25
M48/M48A1 GPFU—Defective filters	628 46
PATS—Alcohol removal	636 24
PM tips for easy breathing	626 48
Shelf life checks	636 25
Shelter protective system fan	629 46
NIGHT VISION EQUIPMENT	
AN/AVS-6(V)3—Objective lens	629 61
AN/PVS-14—Eyecup must be used	637 46
AN/PVS-14—Lens cleaning technique	634 44
AN/PVS-7—Identification plates	626 45
AN/TAS-8—Unserviceable parts	626 42
ANVIS—Objective lens replacement	636 32
PACKAGING	
Help from PSCC available	629 61
Packaging help for deployment	633 14
PERSONAL EQUIPMENT	
Body armor SAPI care	627 46
Bug repellants	631 52
Camelbak care and cleaning	632 50
Hand washing station	635 51
Hydration system parts	631 48
Interceptor body armor vest fitting	637 51
Knee, elbow pads	627 48
Protective eyewear	627 27
Water-resistant paper, notebooks	626 58
PISTOLS	
M9—No laser handgrips	637 24
POSITION AZIMUTH DETERMINING SYS	
IPADS—Training mode added	635 3
PS MAGAZINE	
Online features	634 26
PUBLICATIONS	
CD recycling address	634 60
COMSEC pubs index rescinded	628 40
Distribution for SWA	636 61
Pam 738-750 replaced by Pam 750-8	633 56
Regulation revised	637 61
Sampling intervals in TB-43-0211	632 61
Tailored pubs list from LOGSA	629 60
TAMMS manual replaced	632 61
TM change submission	628 19
RADIAC EQUIPMENT	
AN/UDR-13—Battery installation	632 54
AN/UDR-13—Remove the batteries	635 23
RADIO SET, AN/GRC-103	
Order wire, power cable hookup	630 45
Radio ordered by parts	630 44

Subject	Issue/Pg	Subject	Issue/Pg
RF cable reinforcement	633 48	Cleaning supplies for weapons	630 22
RADIO SET, AN/PRC-112		Cleaning tanks, solvents	627 16
Turn in unserviceable	632 41	Cold weather care	636 28
RADIO SET, AN/PRC-127EF		Engraving filler for scales	632 60
Headset, batteries, manuals	632 40	Lube and cleaning myths	637 22
RADIO SET, AN/PRC-148		M16 sling, cleaning rods	634 15
Rechargeable battery choices	629 40	M68 reflex sight protective cap	632 60
RADIO SET, SINCGARS		Modifications not allowed	634 15
Antenna base breakage	632 42	P-D-680 cleaning solvent replaced	632 13
DODAAC codes	636 61	Parts not controlled	632 12
Keyboard O-ring seals	636 47	SMALL EMPLACEMENT EXCAVATOR	
RADIO SETS, GENERAL		Air filters, air tank, coolant tank	631 32
Heat—Techniques to reduce	631 40	Boom hydraulic line positioning	627 20
REELING EQUIPMENT		Brake system flush pressure	627 22
CE-11—Parts, care	636 44	Thrust ball joint lubing	634 22
RIFLE, M16-SERIES		Tire leaks	627 22
Adapter rail system cracks	632 14	SMART	
Bandoleer for ammo	637 24	Unaccepted ideas can be good, too	633 57
BUIS—Replacement locking bar	631 61	Winners list, how to submit	633 59
Clearing procedure	632 16	STORAGE	
M16 sling, cleaning rods	634 15	Cabinets for PLL storage	630 49
M68 sight—Adjustment	632 16	STRYKER ICV	
M68 sight—Battery	629 22	Hub drain plugs	634 3
Magazine jamming prevention	631 24	MSD—COM port programming	632 2
Modular weapon system parts	626 13	Ramp up or down	634 2
Pivot, takedown pins	636 27	Strap, chain stowage	635 2
Sling NSNs	627 60	Tire inflation	637 6
Trigger assembly not soldier level	635 18	TOW missile—No mileage limits	637 7
Usable-On codes for parts	629 21	SURVEYING EQUIPMENT	
SAFETY		AISI—Battery check	632 20
Protective equipment	635 62	SWITCHBOARDS	
Warning light kits	633 12	SB-11—Binding post NSN	626 45
SCRAPER, EARTHMOVER, 621B		TANK AND PUMP UNIT	
Battery box PM	630 26	Flowmeter NSN	626 9
Hot weather PM tips	630 24	Junction box relay switch NSN	626 9
SECURITY EQUIPMENT		TANK, M1-SERIES	
Lock assortments	634 50	AEGR card upgrade	630 6
SHELTERS		Air induction system service	631 2
Cable connector hookup	632 45	Breechblock springs	626 18
S-250,S-280—Vent hinge lubing	632 44	Breechblock ejection error	637 4
SHOP EQUIPMENT		Bustle rack cargo net	628 2
Contact maintenance shop manual	634 22	Bustle rack extension	635 7
SECM—Foam inserts for drawers	634 23	Cannon tube chamber brush	634 7
SHOTGUN		DAF 2408-4—Gun card completion	637 9
M1200 shotguns replaced by M500	635 19	Electromechanical fuel system pin	627 3
SLEEPING BAG		Engine, transmission oils	634 61
Modular system—Components	632 53	High-pressure water cleaning	633 2
SMALL ARMS		Laser rangefinder safety switch	629 12
Cleaning no-no's	636 30	M1A1D tanks retired	633 60
		M1A1—DSESTS software upgrade	637 61
		M1A1—Power distribution panel	637 2

Subject	Issue/Pg	Subject	Issue/Pg
M1A1—Weapon mount nut	633 60	M1101/M1102—Landing leg bracket	637 13
M256 recoil mechanism exercise	635 8	M149A1 water—Elbow NSN	627 60
Sabot, canister round counts	636 2	M149A2 water—Tank NSN	627 60
Mine blade lifting belts	628 3	M989A1 HEMAT—Backup procedure	634 12
Muzzle reference sensor checks	629 10	Safety chain hooks	631 16
NBC sponson box servicing	635 4	Tactical trailer survey	627 60
Recoil system oil level check	626 19	TRAILERS, SEMI	
Semiannual, annual PMCS service kits	637 2	Fuel tanker—Grounding clamps	628 15
Startup, shutdown procedure	627 2	Kingpin gauge	626 9
STE-M1/BFV repairs	635 6	M1000—Bogie cleaning, wiper seal	626 6
Tank commander panel replaced	637 61	M1000—Brake dust shields	633 60
Tarp tiedown kit	628 2	M871-series—Axles	634 14
Thermal receiving unit coolant	632 3	TRUCK, 1 1/4-TON, HMMWV	
Turret crack checks, repair	634 5	Adjustable cargo net	635 13
Turret network box checks	635 5	AN/VRC-97 installation in M1114	635 42
Turret network boxes—Differences	634 6	Ballistic glass cleaning	635 10
TENTS		Brake light switch adjustment	630 13
Canvas out, Vinyl/polyester in	627 50	Engine coolant temperature raised	637 12
Info available from DSCP Base Camp	632 46	Geared wheel hub lube	634 10
Mildew prevention, removal	635 54	Generator bolt looseness check	626 8
Polyester repair	634 52	PLGR power cable routing	627 14
Review of tents, pubs	633 19	Radiator shroud mounting, repair	629 2
Seam sealer	635 52	Seat belt—Longer 3-point available	630 15
Snow removal	636 48	Soft door installation	629 2
TEST SETS		Starter looseness	628 10
AN/APM-305A—Turn In for repair	631 61	Suspension kit for HMMWVs	635 12
TIRES		Three-point seat belts defective	636 61
Tire and wheel assemblies	632 61	Up-armored transmission problems	637 10
Tire PM	632 18	TRUCK, 2 1/2-TON, M44-SERIES	
TOOLS		Brake light switch change	631 19
Aviation tool boxes, toolbox wheels	633 53	Ring mount info	627 15
Brake filler-bleeder parts	627 58	Tensioner pulley bearing	627 15
Connector pin straightener	626 40	TRUCK, 5-TON, M939-SERIES	
Creepers	634 25	Arctic fan belt	634 11
Gardsert insert components	634 24	CV joints improved, axle seals	628 14
Hydraulic jack oil, inspections	627 49	Dump truck bed draining	630 14
Jewelers screwdriver set	626 44	ENGINE STOP lever resetting	630 16
SECM—TM changes	631 18	Fire extinguisher—MC status	626 60
Snap ring pliers listed	627 56	M939A2—Larger fuel filter	630 15
Tire repair kit components	634 25	Speed restrictions	631 16
Warranties on new tool sets	635 48	TRUCK, FMTV	
TRACTOR, D7E/F/G		Air dryer servicing	628 11
Air cleaner indicator, seal	629 24	Air tank draining	629 7
Blade FLOAT caution	627 25	Cab lifting with add-on armor	635 14
Breather valve, filler plug, shifting	628 24	Cargo cover and component NSNs	633 10
Fuel line crack	627 24	Cold weather PM tips	636 21
Sprocket bearing, fan pulley lubing	626 47	Input seal warranty	629 5
Throttle linkage lubing	626 46	M1089A1 wrecker—Component list	629 5
Transmission filter screen cleaning	631 28	M66 ring mount cover	627 13
TRAILERS		Paint camo patterns	627 61
Brake chamber dust caps	629 9	Parts—Use TM, not local purchase	637 13
M101A3—Bow kit	630 17	Ring mount cover NSN	626 8

Subject	Issue/Pg
Transmission oil level check	629 4
Troop seat strap	629 6
TRUCK, HEMTT	
Air dryer kit desiccant	634 12
Axle vent check	626 3
Battery box corrosion pads	628 16
Cargo net for cab	628 16
Cargo rack, net	637 11
Fan actuator battlefield bypass	626 2
Gravity feed valve fuel spills	637 13
M978—Tanker purging	632 26
M984E1 wrecker—Inner wheel seals	626 5
M984E1 wrecker—Lift cylinder guards	635 16
Parking brake valve retaining nut	627 10
Self-recovery winch use	627 10
Spare—Valve stem location	626 4
Tie rod assembly	627 11
Tire damage from speed, air pressure	634 11
Wheel lug nut threads showing	627 12
Windshield washer bottle hookup	629 8
TRUCK, M1070 HET	
Air cleaner mounting stud kit	633 11
Tachometer kit	627 15
TRUCK, M915-SERIES	
Air dryer kit desiccant	634 12
Blackout light assembly	630 11
M915, M916, M917—Tires	627 15
M915A3—Axle breather improved	627 13
M916A1/A2, M917A1—Brake camshafts	630 17
M917A1—Airbag pressure valve	630 11
TRUCK, PALLETIZED LOADING	
Add-on armor pinches steering hose	634 61
Air cleaner mounting stud kit	633 11
Cab insulation	630 12
Cargo net for cab	628 16
Cargo rack, net	637 11
LHS grease fittings	632 22
LHS lube needed	632 23
TRUCKS, GENERAL	
Air filter ice clogging	636 19
Battery box liner	629 6
Brake chamber dust caps	629 9
Brake line freeze-ups	636 20
Cooling system care	636 16
Crush-proof drip pans	627 60
Electrical connectors w/o tools	637 14
Parts cleaning cans	626 61
Rope lock NSNs	627 61
Rust inhibitor	633 52
Silicone brake fluid use	632 24
Slave receptacle cover freezing	636 20
Slave starting basics	636 12
Tailgate chain covers	633 12

Subject	Issue/Pg
Tiedown straps	634 48
Tire and wheel assemblies	632 61
VEHICLE, FIGHTING, M2/M3 BRADLEY	
A3—1W98 cable	633 61
Borescope telescope	633 61
Fuel tank—Stopping sand	626 21
Generator output stud torque	637 5
Information available on AKO	630 7
M242 gun—Damper fluid filling	629 14
M2A2/M3A2—300-amp generator	633 61
Personnel ramp door bolt-on armor	633 61
Ramp armor	631 61
Recovery towing procedures	628 4
Roadwheel locknuts replaced	629 13
Track inspection in high temp ops	631 6
Transmission failure in Iraq	630 61
VEHICLE, RECOVERY, M88A1	
Air cleaner parts	637 61
Air filter cleaning	633 4
Drive sprocket nuts	628 8
Roadwheel hub lube relief valve	629 15
Roadwheel nut tightening	630 8
Transmission line clamps	626 20
VEHICLE, RECOVERY, M88A2	
Track tension adjustment change	631 61
VEHICLES, COMBAT	
A-20 heater—Repairs	636 8
A-20 heater—Starting procedure	636 7
Ammo removal before redeployment	632 8
AOAP intervals in SWA	632 60
Desert maintenance	633 6
Desert maintenance tips	632 4
Fire suppression system warning	629 61
Grease fitting caps	628 9
M113A3-series—Tow pintle extension	632 8
PMCS uses senses	634 4
Tarp tiedown kit	628 2
VEHICLES, GENERAL	
Bumper numbers	628 50
Class III leaks	630 58
Cooling systems—Hot weather care	631 13
Polyester repair	634 52
Silicone brake fluid use	632 24
Slave receptacle cover freezing	636 20
Starters—Cold weather burnout	636 15
Tow pintle PM	630 10
Warning light kits	633 12
WATER PURIFICATION	
Tablets have shelf life	632 52
WATER SUPPLY	
Safety—Check for tampering	633 18

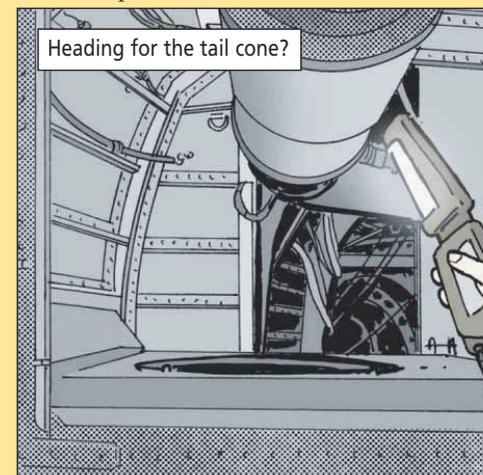
UH-60 Series...

WATCH YOUR STEP!



Mechanics, trying to fit into small spaces like the Black Hawk's tail cone is a daunting task.

As you low crawl through the maze in the transition area to perform checks or inspections on avionic radio and antenna cables in the tail cone, keep your feet on the work platform.



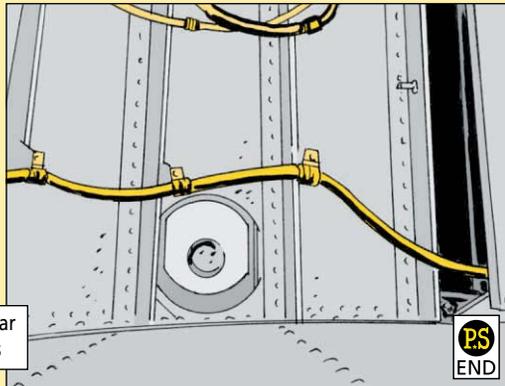
Take a flashlight to help steer your feet clear of every wire, cable or line. It's better to see the ledge you're stepping on with a light rather than guessin' in the dark.

Step down onto the work platform



Remember, some lines and cables for avionic equipment run from the center console all the way back to the tail cone. Stepping on the work platform and not the cables means you won't hear those ugly sounds coming from the AVIM shop about unnecessary repairs.

Use light to steer feet clear of wires, cables, and lines



PS
END

ELSE...

ANOTHER FIRE STARTER

NOW THIS IS THE WAY TO START A FIRE!!



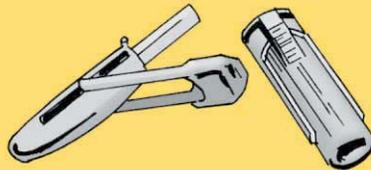
ELSE techs, your aircrew integrated recovery survival armor vest and equipment (AIRSAVE) gets another optional item to carry.

You can order an all-weather use firestarter from GSA's website:

<https://www.gsaadvantage.gov>

(Do a search for "fire starter")

However, you're not required to replace the current fire starter kit, NSN 4240-01-160-5618.



Need a fire starter?
Order it

PROTECT COUNTERMEASURE SET FROM WATER

WHAT ARE YOU DOING!?

I WAS GONNA WASH YER COUNTERMEASURE SET!

MECHANICS, BE VERY CAREFUL HOW YOU WASH AN AIRCRAFT WITH THE NEW C-MODEL COUNTERMEASURE SET INSTALLED.



The sets have been modified with a new air filtration system both top and bottom that cannot take wash water.

After shutdown, always allow the set to cool down. Otherwise the cover can stick to a hot set. Then place a cover, NSN 5865-01-109-1800 on the countermeasure set before you wash your bird. Never get hasty and begin washing aircraft with an uncovered set or while the set is still hot.

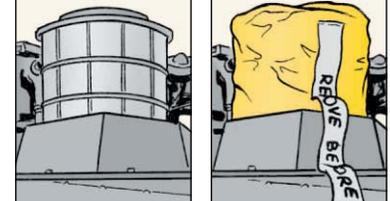
Washing your bird without covering the countermeasure set will destroy the filtration system and make the equipment NMC. Water directed at an uncovered set soaks the filters.

The saturated filters have soaked up water like a sponge. During start-up, water is pulled into the unit, creating havoc on electrical parts and bearings.

A washed-out countermeasure set will cost your unit \$50,000.00. That's an expensive wash! So let the set cool and make sure it's covered before washing aircraft. Also, **do not** direct water at the set.

Make a note until changes to TM 11-5865-200-12 are added.

Use cover to keep water away from set when washing bird



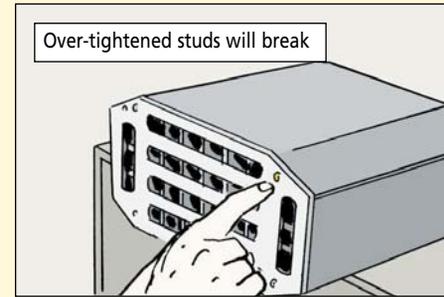
A LITTLE LESS

TIGHTENING



Mechanics, maintenance on the M130 chaff dispenser shouldn't turn into a job for the AVIM shop.

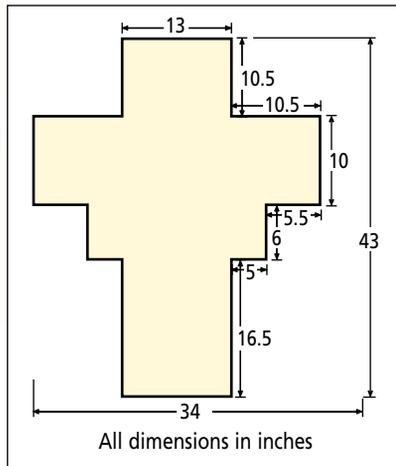
When doing any repair on the payload module's retaining plate or installing the payload module, don't overtighten the stud nuts. Snug is enough—too much torque and damage occurs. Always use the ball screwdriver, NSN 5120-01-079-9644 and don't use a T-handle.



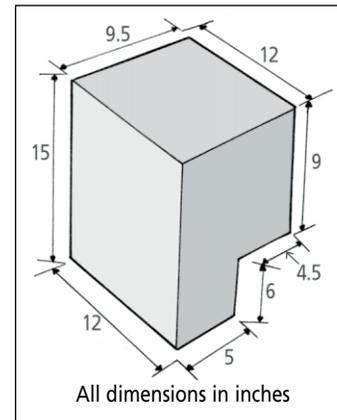
Overtightening can break the stud nuts or the screws on the back end of the retaining plate. That means your chaff dispenser is NMC until AVIM can repair it.

Of course, always protect the dispenser when it's on an aircraft on the ground with a nylon cover, NSN 1730-01-456-2557.

IF YOU **DON'T** HAVE ONE ON HAND, GET YOUR CANVAS SHOP TO FABRICATE A CANVAS COVER WITH THE FOLLOWING MATERIALS AND USING THESE DIMENSIONS...



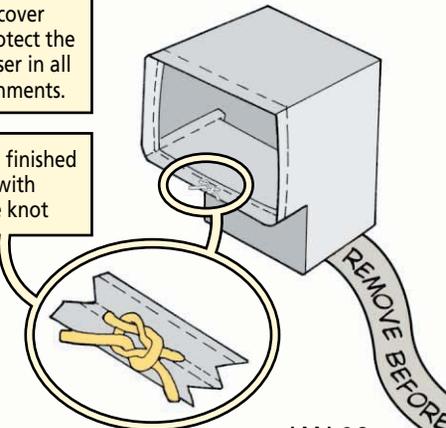
Item	NSN	QTY
Coated cloth	8305-00-515-4244	1.2 yd
Elastic cord	8305-00-267-3114	1 yd
Warning streamer	8345-00-673-9992	1 ea



PS 638

Either cover will protect the dispenser in all environments.

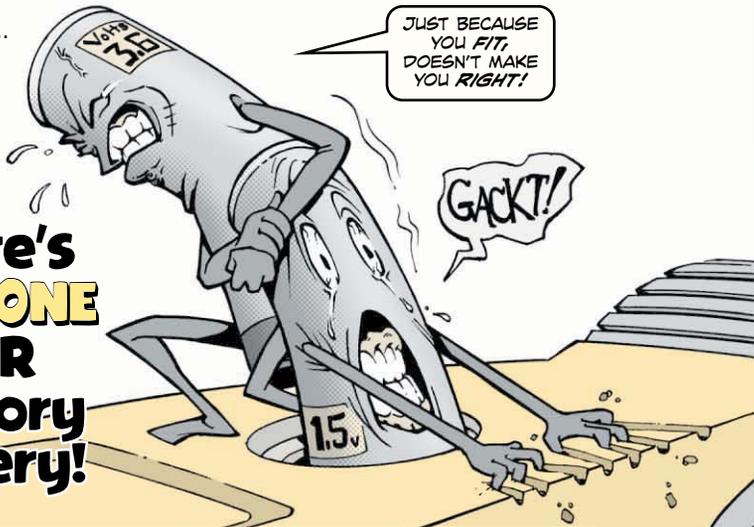
Secure finished cover with square knot



39

JAN 06

There's Only ONE PLGR Memory Battery!

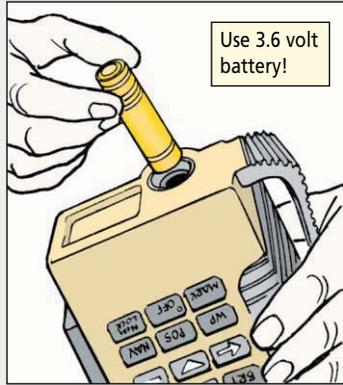


JUST BECAUSE YOU FIT, DOESN'T MAKE YOU RIGHT!

GACKT!

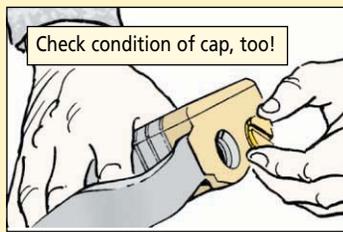
Dear Editor,
 I inspect PLGRs. I can't begin to tell you how many I find with the "Low Memory Battery" message that have a standard AA battery installed. An AA is a 1.5 volt battery. The PLGR memory battery, NSN 6135-01-301-8776, is a 3.6 volt lithium battery. Someone has to tell PLGR users that a 1.5 volt battery will *not* do the job of holding memory. They *must* use the 3.6 volt battery.

Electronics Mechanic
Ft Drum, NY



Use 3.6 volt battery!

Editor's note: It looks like that someone is you! Good job spreading the word, Mr. J. Also, PLGR users, when you're making sure you have the right memory battery, check the condition of the cap assembly. You can get a new assembly with NSN 5340-01-449-1033.



Check condition of cap, too!



HUH... THE SATELLITES MUST NOT BE UP THERE.



HUH... I WONDER WHERE THAT GPS WENT?

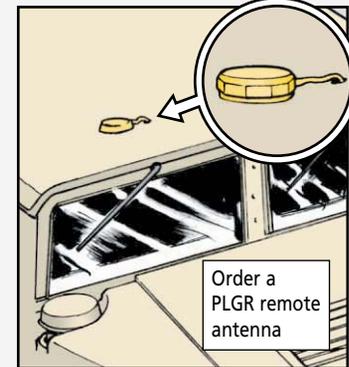
IT'S ALL ABOUT GOOD RECEPTION

Global positioning systems (GPS) like the AN/PSN-11 PLGR rely on line-of-sight (LOS) access to satellite signals.

That means you'll get your best reception when there is nothing between your GPS antenna and the satellites but the clear sky.

So when you're riding in a vehicle with a metal roof, the integral antenna hidden in the top of the GPS receiver is not going to get decent LOS reception. And waving your receiver out the window is not the answer to the problem. You need to install a remote antenna outside the vehicle.

Order a PLGR remote antenna with NSN 5985-01-375-4660 and its cable with NSN 6150-01-375-8662. To install this antenna on an M1114 HMMWV, you'll need installation kit, NSN 2590-01-529-9541.



Order a PLGR remote antenna

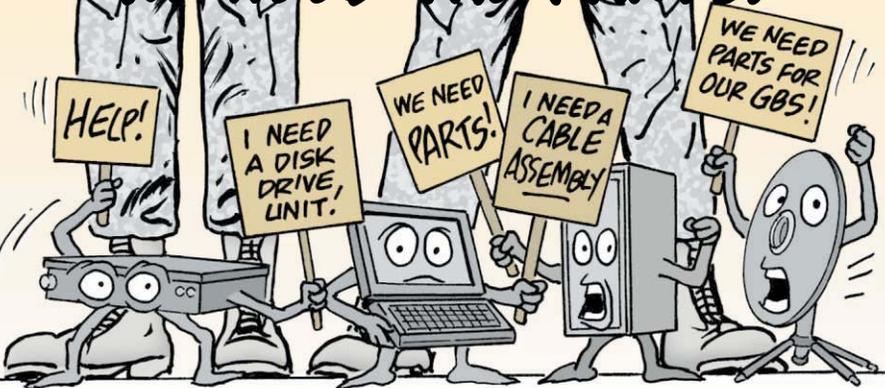
To install this antenna on any other type of HMMWV except the ambulance series, you'll need installation kit, NSN 2590-01-530-2947.

For more information about installing a PLGR in a HMMWV or guidance on installing the new AN/PSN-13 DAGR, call DSN 468-1109 or (478) 926-1109. Or email the WRALC/LSAGA GPS Help Desk at wralc.lsaga.gps@robins.af.mil

You will get access to the ground receivers integration team internet website that has lots of technical assistance for GPS installation.

GBS TGRS...

WE NEED THE PARTS!



The global broadcast service (GBS) transportable ground receive suite (TGRS) models AN/TSR-4 and AN/TSR-7 are being replaced by the internet protocol versions, AN/TSR-8 and AN/TSR-9.

Until this replacement is done, repair parts for the -4 and -7 must come from **you**. New parts are no longer being made, so old, failed parts must be refurbished and reissued. This can't be done unless you turn them in!

The parts needed most are components of the asynchronous transfer mode receive broadcast manager and the ground receive terminal.

Here are the parts needed most:

Part	PN	NSN
Digital computer system	726628-802	7010-01-478-8648
Digital computer system	9900-06000-9004	none
Circuit card assembly	2600QPSK	none
Circuit card assembly	VG-250L-N	5998-01-476-4909
Antenna control	726663-801	5985-01-483-5317
Data processing terminal	9900-06041-0001	7025-01-484-6729
Disk drive unit	9800-06030-0000	7025-01-483-0231
GRT antenna assembly	G772514-1	5985-01-476-3684
GRT pedestal assembly	G774409-1	5985-01-476-3649
GRT reflector assembly	G772396-1	5985-01-476-0544
Antenna tripod	4-63120-SAT	5985-01-476-3646
GRT feedome assembly	G772503-1	5985-01-476-0545
GRT RF cable assembly	G772732-1	5995-01-476-1032

FOR MORE HELP ON *WHAT* TO RETURN AND *HOW*, CONTACT THE NORFOLK DEPOT AT (757) 852-2185 OR -2157.



AN/TRC-170(V)2 & 3...

FILTER OUT THE DESERT



Your radio terminal set AN/TRC-170 (V)2 or 3 needs a strong defense against desert sand. Part of that defense is having on hand a good supply of air and gas particle filters. But some of the filters in TM 11-5820-934-23P-1 and -2 have changed NSNs.



HERE'S WHAT YOU NEED TO ORDER NOW...

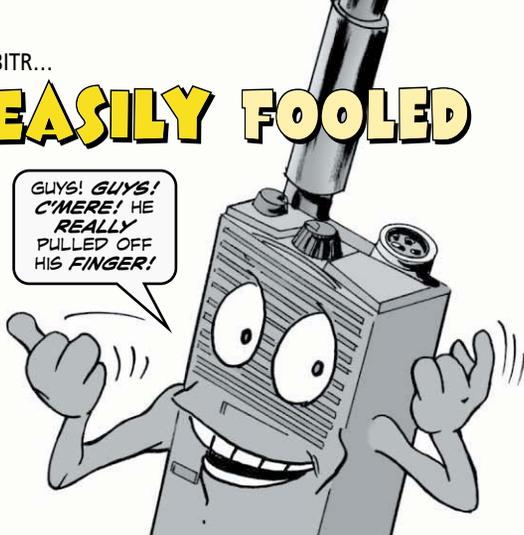
Filter	NSN
Air element (V)2	4130-01-519-1181 (replaces Item 78, Fig 4, TM P-1)
Air element (V)2 & 3	4130-01-519-1183 (replaces Item 85 & 87, Fig 4, TM P-1) (replaces Item 4, Fig 4, TM P-2)
Air element (V)2 & 3	4130-01-519-1185 (replaces Item 69, Fig 4, TM P-1) (replaces Item 84, Fig 3, TM P-2)
Gas particle set (V)2	4240-01-519-1188 (brings filters -1181, -1183, & -1185)
Air element (V)3	4130-01-519-0920 (replaces Item 9, Fig 4, TM P-2)
Gas particle set (V)3	4240-01-519-1189 (brings filters -1183, -1185 & -0920)

AN/PRC-148(V) MBITR...

IT'S EASILY FOOLED

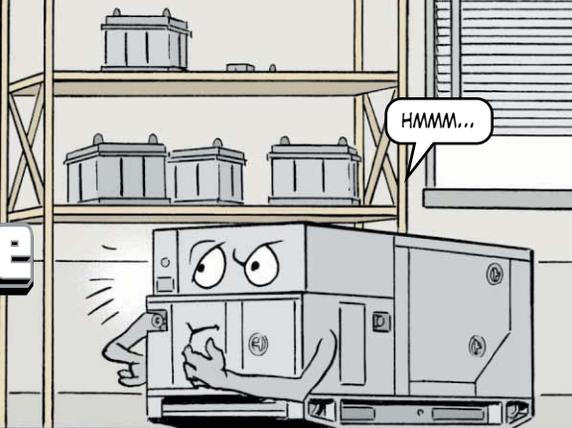


GUYS! GUYS!
C'MERE! HE
REALLY
PULLED OFF
HIS FINGER!



TQG Generator Batteries...

You've Got Some Choices

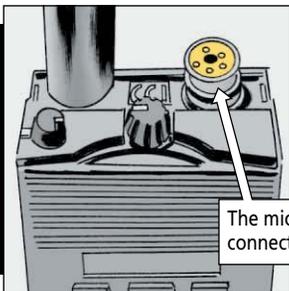


The microphone-handset connection on the AN/PRC-148 (V) multiband inter/intra team radio (MBITR) needs to be fooled if you want to connect the improved tactical headset (ITH) to it.

The microphone-handset connection has six pins. One pin is in the middle and five surround it. The pin in the middle has a 5-volt current running through it. This current lets you connect a powered electret microphone.

However, the Bose Tactical TriPort ITH needs to operate either unpowered or powered by 12 to 24 volts. The low five volts put out by the MBITR center pin causes the ITH to switch back and forth between powered and unpowered mode leading to unreliable operation.

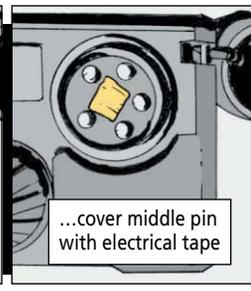
So fool the MBITR into thinking it's connected to a generic handset like the H-250 by putting a small piece of electrical tape over the center pin on the microphone-handset connection. When the center pin is covered, getting good comms with the ITH should be no problem.



The microphone/headset connector has six pins, so...



...cover middle pin with electrical tape



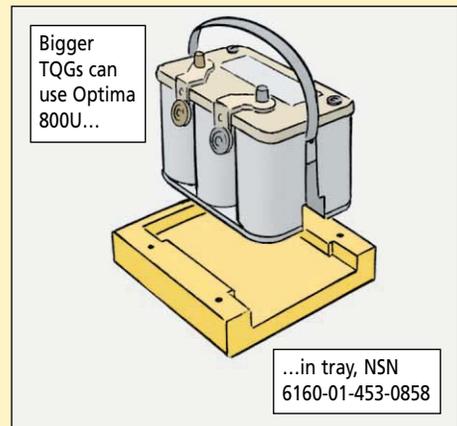
When it comes to the 12-volt, lead-acid batteries that get your 5-KW tactical quiet generators up and humming, you have several choices.

The cheapest, and the one that requires the most maintenance is 2HN, NSN 6140-00-057-2553. With this battery you'll have to keep an eye on the fluid levels, add fluid when needed, and risk acid leaks and spills.

The current favorite battery, at nearly twice the price is the Optima D51R, NSN 6140-01-529-7226. This is a maintenance free, sealed, spill-proof battery. Its case is plastic, not rubber like the older battery, and it's a bit smaller. But when it comes to eliminating fuss and muss, this battery is your baby.

There is also a maintenance-free battery for the 10-, 15-, 30-, and 60-KW TQGs, the Optima 800U, NSN 6140-01-374-2243. For these batteries to fit right in the 15-, 30-, and 60-KW TQGs, you'll need adapter tray, NSN 6160-01-453-0858.

With the new Optima D51R for the 5-KW, the Optima 800U for the 10-KW, and the Optima 800U with adapter tray for the 15-, 30-, and 60-KW TQG, all batteries for the TQG fleet of generators can be maintenance free.



Bigger TQGs can use Optima 800U...

...in tray, NSN 6160-01-453-0858

Need more info on generator batteries? Email the CECOM POC:

jose.santos@us.army.mil

Or call him at DSN 654-3865 or (703) 704-3865.

**GREASE,
ACID
DESTROY
PARKAS!**

TELL ME
SOMETHING I
DON'T KNOW!



Motor pools and your extended cold weather parka don't mix well. If acid and grease get on your parka, they will leave it spotted and holey.

When battery acid gets on your parka, nothing can stop it from eating away at the fabric. You will have to get a new parka.



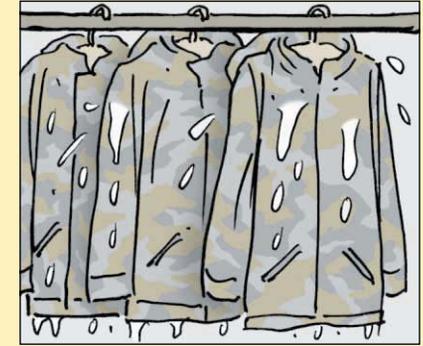
Grease spots are not removable because you can't clean your parka at a high enough heat to get out the stain without damaging the parka's seam tape.

Follow the laundering instructions on the care label if your parka gets dirty from substances other than grease and acid.



Washing Instructions

- Use warm water and detergent.
- Put it in the washing machine on permanent press cycle.
- Thoroughly rinse in clean, warm water.
- If hand washing, don't wring or twist; rough handling can damage the waterproofing.
- Do not bleach or starch.
- Tumble dry on low heat (do not exceed 90°F) or air dry the parka on a rust-proof hanger. If the hanger is not rust-proof it can stain your parka.



NSN 8415-01-228-	Size	Length
1306	X-small	X-short
1307	X-small	Short
1308	X-small	Regular
1309	X-small	Long
1310	Small	X-short
1311	Small	Short
1312	Small	Regular
1313	Small	Long
1314	Medium	X-Short
1315	Medium	Short
1316	Medium	Regular
1317	Medium	Long
1318	Large	Short
1319	Large	Regular
1320	Large	Long
1321	X-large	Regular
1322	X-large	Long

GRIP IT, THEN ZIP IT!

IF YOU'D DONE YOUR SLEEPING BAG ZIPPER PM, YOU'D BE WARM AND TOASTY LIKE ME!

I'M C-C-COLD!

I'M C-C-COLDER!

I'M F-F-FREEZING!

IS **YOUR** COLD-WEATHER SLEEPING BAG'S ZIPPER DEVELOPING A MIND OF ITS OWN?

ZIPPER TEETH THAT SEPARATE CAN BE **CHILLING**, TO SAY THE LEAST. HERE ARE A FEW TIPS ON HOW TO **FIX** THE COLD AIR BLUES ON YOUR OWN.

IF THE ZIPPER GOES OFF TRACK, PULL IT TO THE VERY BOTTOM OF THE BAG. SLOWLY AND GENTLY PULL THE ZIPPER BACK UP. MOST OF THE TIME THE ZIPPER WILL RE-TRACK ITSELF AND YOUR PROBLEM WILL BE SOLVED.



Work zipper all the way down, then back up

IF THAT DOESN'T DO THE TRICK, TRY IT A FEW MORE TIMES.

THE **BEST** SOLUTION IS **PREVENTING** THE PROBLEM IN THE FIRST PLACE.

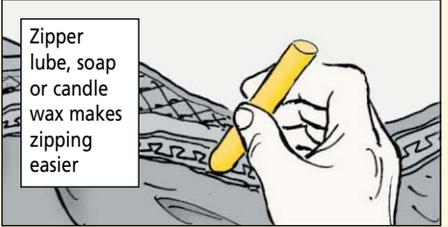
USE THE FOLLOWING PM TIPS TO KEEP YOUR BAG'S ZIPPER IN GOOD WORKING ORDER...

- KEEP GRIT FROM GETTING CAUGHT IN THE ZIPPER BY BRUSHING DIRT AND DEBRIS OFF THE SLEEPING BAG.

- PULL THE ZIPPER LEVER SLOWLY AND EVENLY RATHER THAN JERKING ON THE THONG THAT IS ATTACHED TO IT. THIS WILL SAVE WEAR AND TEAR ON THE ZIPPER.

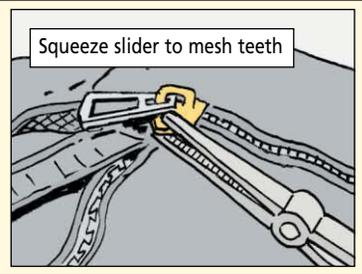
- ON NEW ZIPPERS—OR WHEN THE ZIPPER STARTS TO STICK—USE ZIPPER LUBE, NSN 9150-00-999-7548. CLOSE THE ZIPPER AND RUB A LITTLE LUBE OVER THE ZIPPER TEETH. THEN MOVE THE ZIPPER UP AND DOWN UNTIL IT IS EASY TO MOVE.

- IN A BIND YOU CAN USE SOME SOAP OR A CANDLE. RUN EITHER OF THEM UP AND DOWN THE ZIPPER, THEN MOVE IT UP AND DOWN TO SPREAD THE WAX OR SOAP.



Zipper lube, soap or candle wax makes zipping easier

- IF THE ZIPPER TEETH STILL SEPARATE, THE SLIDER BODY MAY HAVE OPENED A BIT FROM CONTINUED USE OR HARD PULLS. AN OPEN SLIDER KEEPS THE TEETH FROM MESHING PROPERLY. TAKE A PAIR OF NEEDLE-NOSE PLIERS AND GENTLY SQUEEZE DOWN THE FLAT PORTION OF THE SLIDER BODY.



Squeeze slider to mesh teeth



IT'S **STILL** NOT WORKING!

THEN IT'S TIME TO **TURN IT IN.**

A CAN COULD FREEZE

HEY, BUDDY, IS THIS ANY WAY TO TREAT A PLASTIC 5-GAL WATER CAN?

YEAH, I'M FREEZING MY CAN OFF. HOW MUCH WATER DO YOU THINK YOU'LL GET OUTTA ME THEN?

ARE THOSE CANS TALKING, OLLIE?

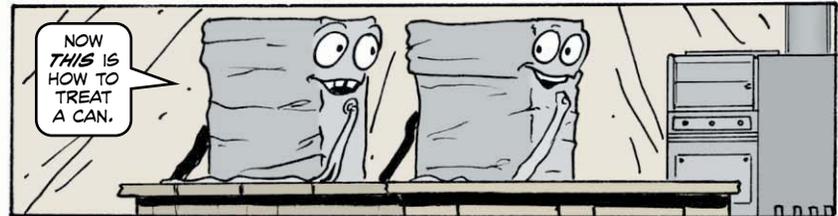


AND KEEP US OUT OF THE CHILLING WIND. WE PREFER THE INSIDE OF A TENT OR VEHICLE.

KEEP US OFF THE FROZEN GROUND. SET US ON PLANKS OR PALLETS.



AND NEVER HEAT A FROZEN CAN-THE PLASTIC WILL MELT!



NOW THIS IS HOW TO TREAT A CAN.



IT APPEARS SO, STANLEY.

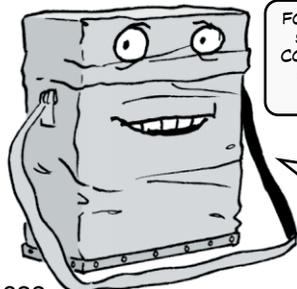


OH, DEAR. I'M AFRAID WE'VE BEEN OUT IN THE COLD TOO LONG, OLLIE. WE'RE IMAGINING THINGS.

YOU'VE BEEN OUT IN THE COLD TOO LONG?! HOW ABOUT US?! IT'S YOUR JOB TO KEEP OUR WATER FROM FREEZING.

YOU'RE S'POSED TO PROTECT US WHEN THE TEMPERATURE PLUNGES

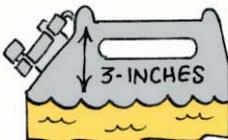
PROTECT YOU? HOW?



FOR STARTERS, USE SOME INSULATED COVERS, NSN 7240-00-125-9061, TO KEEP US WARM.

EITHER THAT, OR YOU'LL HAVE TO SHARE YOUR LONGJOHNS.

WHEN YOU FILL US CANS WITH WATER, LEAVE ROOM FOR EXPANSION. FILL NO MORE THAN THREE INCHES FROM THE TOP.



Clothing...

FREE UP YOUR FINGERS

Cold-weather mittens keep your fingers warm, but they're too bulky to do too much more than shoot a rifle. But ice-cold metal can freeze your skin if you touch it with bare hands. So what do you do when you need to free up your fingers to do a little PM?

Thin, anti-contact gloves will save the day. They are cotton gloves with deerskin palms. They give your hands quick contact protection, keeping your hands from sticking to the metal in freezing conditions while allowing you to get things done.

NEVER WEAR THE GLOVES LONGER THAN YOU NEED TO.

THEY WON'T PROTECT YOUR HANDS FROM THE FREEZING TEMPS—JUST FROM THE METAL.



HERE'S WHAT'S AVAILABLE!

NSN 8415-00-227-	Size
1220	Small
1221	Medium
1222	Large



Make Beret a Good Fit



ONE BLAST FROM THE NORTH WIND CAN SNATCH THAT LOOSE BERET RIGHT OFF YOUR HEAD.

IT NEEDS TO FIT SNUG SO YOU WON'T HAVE TO MAKE LIKE A GOLDEN RETRIEVER AND FETCH IT.

SOME HOT WATER AND A LITTLE KNOW-HOW CAN SHRINK YOUR BERET DOWN TO A PERFECT FIT.



DRAW HOT WATER FROM THE FAUCET INTO A PAN OR BUCKET. YOU DON'T WANT TO USE WATER ANY HOTTER THAN THAT. SOAK THE BERET UNTIL IT'S COMPLETELY WET, ABOUT ONE TO TWO MINUTES.



MAKE SURE YOU KEEP THE FLASH OUT OF THE WATER. YOU DON'T WANT TO SHRINK THAT.

SHAKE MOST OF THE WATER OUT OF THE BERET. DON'T WRING OR TWIST IT. YOU'LL DISTORT ITS SHAPE.



PUT THE BERET ON YOUR HEAD, WITH THE FLASH OVER YOUR LEFT EYE. FOLD IT TO THE RIGHT, DOWN OVER YOUR RIGHT EAR.



IF THE BERET'S TOO LOOSE, PULL ON THE RIBBONS, ONE AT A TIME, UNTIL IT'S SNUG.

KNOT THE RIBBONS AND CUT OFF THE ENDS.

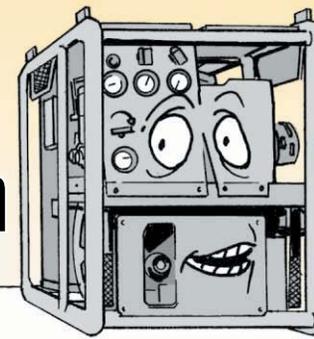


AIR DRY THE BERET. NEVER PUT IT IN A DRYER. DRYER HEAT CAN SHRINK IT AND CRACK ITS RIM.

THE BERET'S MADE OF WOOL, SO IF IT NEEDS CLEANING, TAKE IT TO THE DRY CLEANERS. NEVER HAND WASH IT OR CLEAN IT IN A WASHING MACHINE. IT'LL SHRINK AND THEN YOU'LL HAVE TOO TIGHT A FIT.



Left Out M17 Decon NSNs



I HAVE TWO DIFFERENT ENGINES, WHICH MEANS I HAVE DIFFERENT NSNs FOR SOME PARTS.

GET OUT YOUR PENCILS AND MAKE THESE CHANGES IN YOUR TM.

The M17 decon has two versions of the Cuyuna/2SI engine. Those engines with serial numbers below 63427 are one version and those with numbers 63427 and higher are the other.

The NSN differences in parts for the engines are covered in TM 3-4230-228-23&P, except for these:

Serial numbers below 63247

Fig C-28, Item 4, electronics amplifier, NSN 6110-01-358-7886, PN 1389, SMR PAOZZ

Fig C-28, Item 9, ignition coil, NSN 2920-01-356-6928, PN 3040, SMR PAOZZ

Serial numbers 63247 and above

Fig C-29, Item 20, ignition trigger, NSN 2920-01-498-8351, PN 3500, SMR PAOZZ

Fig C-29, add Item 23, ignition coil and wire assembly, NSN 2920-01-498-8916, PN 5035, SMR PAOZZ

Fig. C-28

Ignition coil



Electronics amplifier



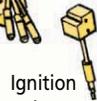
MAKE A NOTE OF THESE CHANGES UNTIL TM 3-4230-228-23&P IS REVISED.



Fig. C-29

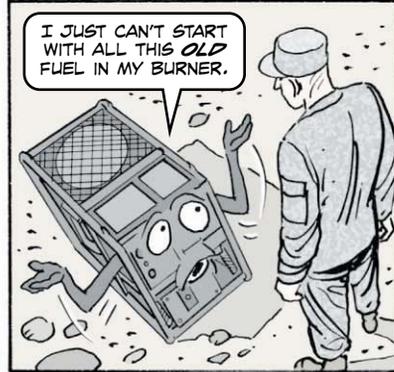


Ignition coil and wire assembly



Ignition trigger

STARTING MADE EASY

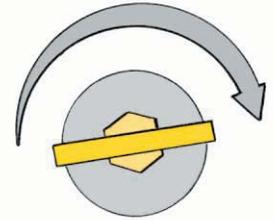


Dear Editor,

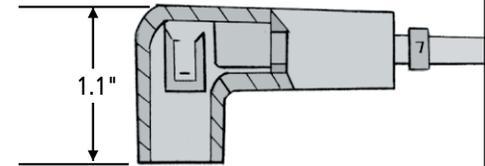
Through our work supporting units with the M17-series decon, we've come up with these three tips to make starting easier:

- Page 2-35 of the M17 TM 3-4230-228-10 says the burner fuel knob at startup should be turned fully clockwise. Actually it's often better to turn the knob only 3/4 of a turn clockwise. Each M17 is different, so you will need to experiment.
- If you're having trouble getting a spark out of the igniter plug for the burner, try cutting off the boot assemblies for the power supply and for the igniter so they're 1.1 inch from the top to the opening for the plug. Sometimes the boots are too long and prevent the power supply and igniter from making a connection.
- Repairmen, when you have your M17s disassembled for maintenance, clean out all old fuel in the burners. That will make it easier for the burners to fire up next time.

Try turning fuel pressure knob 3/4 turn clockwise



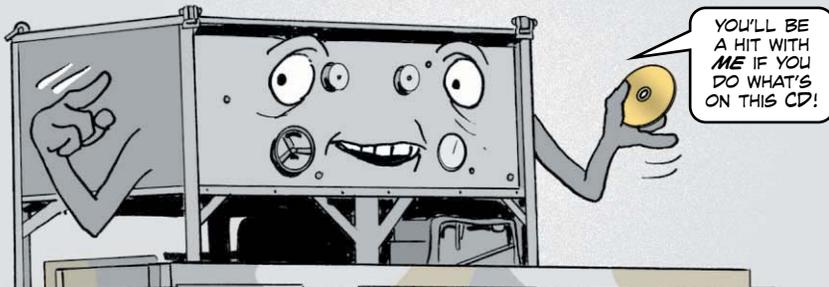
Cut off part of igniter and power supply boots



Wichita, KS

Editor's note: Get started on these suggestions, deconners. They'll start making starting a breeze.

How Do I Get CD?



Dear Half-Mast,

We've heard there is a CD available that gives a good rundown on using and taking care of the new M12 diesel decon. How can I get a copy?

SGT P.F.

Dear Sergeant P.F.,

When you received your new M12, you should have also received the CD, which contains all of the M12 diesel ETMs and a briefing on the M12 diesel. If you didn't, contact TACOM at DSN 793-6885/(309) 782-6885 or email:

lefebvres@ria.army.mil

He'll send you the CD.

TM 3-4230-237-10 and TB 3-4230-209-23 are on the LOGSA website:

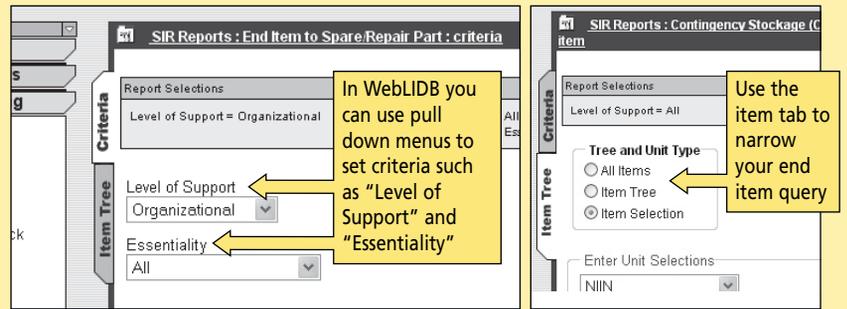
<https://www.army.mil/etms/online.htm>

Half-Mast

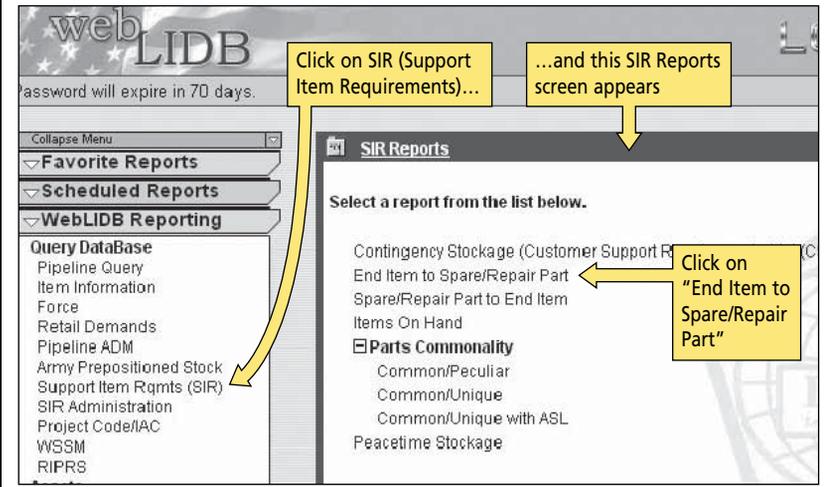
SB 38-101 FUNCTIONS ARE NOW ONLINE



Dear Half-Mast
I've been running a copy of SB 38-101 EM-0010 (1 Jul 00) for the end use of miscellaneous parts. Is a newer version available, and does it track parts info faster than the 1 Jul 00 version?
Thank you.
Sgt L.K.



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



IN WEBLIDB, THE SUPPORT ITEM REQUIREMENTS (SIR) MODULE OFFERS ALL THE PREVIOUS FEATURES OF SB 38-101 AS WELL AS SOME NEW CAPABILITIES. IT HAS THE ADVANTAGE OF BEING UPDATED ALMOST DAILY.

THE END ITEM TO SPARE/REPAIR PART, SPARE/REPAIR PART TO END ITEM, AND PARTS COMMONALITY REPORTS ARE THE CURRENT SB CAPABILITIES.

THE MODULE ALSO ALLOWS YOU TO VIEW ON-HAND END ITEM DENSITIES FOR YOUR UNIT, AND TO DEVELOP PEACETIME AND CONTINGENCY PLLS AND ASLS.



YOU'LL NEED TO COMPLETE A SYSTEMS ACCESS REQUEST FOUND AT THE TOP OF THE WEBLOG HOMEPAGE. ONCE YOU HAVE A LOGSA LOGON AND PASSWORD, CLICK ON THE WEBLIDB LINK AT THE TOP OF THE WEBLOG HOMEPAGE.

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

Who Keeps DA Form 348?



Many units are confused about what to do with the DA Form 348, *Equipment Operator's Qualification Record (Except Aircraft)*, after its information is entered into ULLS-G.

Para 4-1b(10) on Page 8 of AR 600-55 (31 Dec 93), *The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing)*, says the unit no longer needs the form and to return it to the driver for his personal records.

AR 600-55, Para 4-1b(10) Misstatement: After information is put into ULLS, there is no requirement for the unit to maintain or retain DA Form 348s. Return the manual form to the individual for the soldier's personal records.

On the other hand, Para 2-1c on Page 4 of DA Pam 750-8 (25 Feb 05), *The Army Maintenance Management System (TAMMS) Users Manual*, says you must keep the DA Form 348 on file in the motorpool.

So what do you do?

Keep the form on file. AR 600-55 is currently being revised and will eventually reflect the guidance from DA Pam 750-8.

The original thought behind transferring the information into ULLS-G was to make it easier to cross check training when units try to dispatch a vehicle. However, the DA Form 348 must remain the official document of record because it contains important information that is never transferred to ULLS-G.

You should continue inputting the data into ULLS-G. Then you can print a DA Form 348-E for local command requirements. But you must keep the original DA Form 348 on file.

HQDA IS CURRENTLY WORKING ON A WAY TO ELIMINATE THE DA FORM 348 PAPER TRAIL BY LINKING THE DATA BACK INTO SAMS-E (AND LATER GCSS-A) USING THE DIGITAL TRAINING MANAGEMENT SYSTEM (DTMS).

WHEN THAT HAPPENS, DTMS WILL BECOME THE AUTHORIZED SOURCE FOR ALL SOLDIER TRAINING AND SAMS-E WILL PROVIDE THE DATA FOR THE DISPATCHING PROCESS.



NAME (Last, first, last): AND SERVICE NUMBER Jones, John L. 111-41-7119				PERMIT (Initials) NUMBER J-7119 DATE ISSUED 10 JUN 93 TYPE ARMY STANDARD LIMITATIONS (Physical or operational) R1 POSITION TITLE (If civilian)	
SEX M	DATE OF BIRTH 1 May 64	COLOR HAIR Brown	COLOR EYES Green	HEIGHT 5' 9"	WEIGHT 160
SECTION I - OFFICIAL QUALIFICATIONS					
TYPE OF EQUIPMENT HEMTT, M977	SIZE 10 TON	SPECIAL QUALIFICATION ² SE	DATE QUALIFIED 10 JUN 93	QUALIFIED AT FREDSTON, VA	NAME OF EXAMINER Guy F. Smith
SECTION II - BACKGROUND AND EXPERIENCE					
TYPE OF EQUIPMENT SEDAN	SIZE 5 PASS	TYPE OF DRIVING OR OPERATION ² CITY/RURAL	ADDITIONAL DRIVER'S LICENSES (State or agency) VA	NUMBER OF OTHER DRIVER'S LICENSES 31 MAY 94 T-4143-2143	SATISFACTORY EXPERIENCE VERIFIED BY Guy F. Smith
<p>ULLS-G produces a temporary Form 348-E to help streamline automated dispatch procedures ...however, this is not a replacement for DA Form 348.</p>					
DATE	CREDITS	DEBTS	TYPE OR NATURE	ACTION TAKEN	
4 JUN 93	40 HRS		QUALIFICATION	COMPLETED DRIVER TRNG IAW AR 600-55, ROBERT COOK	
10 JUN 93	2 HRS		TESTING/LICENSING	ARMY STANDARD IAW 600-55, GUY F. SMITH	
10 JUN 93	1 HR		ACCIDENT AVOIDANCE	IAW 600-55, SAM WILSON	
12 OCT 93	1 HR		WINTER DRIVER TRNG	IAW TCFE REG 21-305, GUY F. SMITH	
EQUIPMENT OPERATOR'S QUALIFICATION RECORD (EXCEPT AIRCRAFT) (AR 600-55 and AR 385-55)					

DA Pam 750-8, Para 2-1c — DA Form 348 is the only authorized permanent record for documenting equipment operator's qualifications.

ULLS-G produces a temporary Form 348-E to help streamline automated dispatch procedures ...however, this is not a replacement for DA Form 348.

Units maintain all authorized operator's DA Form 348s on file.



RFID Customer Support Desk Opens

User assistance for traditional "help desk" type questions concerning radio frequency identification (RFIDs) is now available through PM J-AIT Customer Support.

For answers to your questions, call the RFID Customer Support Desk at 1-800-877-7925 or email: help@rftv.army.mil

Assistance can cover setting up and re-registering write/read sites, troubleshooting site problems, solving interrogator issues, using the TIPS write/read software and getting answers to questions about the ITV Server.

The support desk doesn't issue ITV Server passwords. If you need an ITV Server password, either complete the New User Registration form:

https://national.rftv.army.mil/open_docs/index.html

or log on to the ITV Server by using your AKO username and password.

Tool Kit Upgrade for R-12, R-134A Refrigeration

To enable repairmen to work on both R-12 and R-134A refrigeration systems, the service refrigeration ordnance tool kit, NSN 5180-00-596-1474, has been upgraded. To get the kit's new components, order the supplemental tool kit, NSN 5180-01-531-1677. For more info on the kit, visit PM-SKOT at <http://pmskot.army.mil> or email: PM-SKOT@ria.army.mil

HOLEY MITTEN LINERS?

Don't buy new mittens yet! Replace the liners. Nylon liners in your arctic mitten set, NSN 8415-00-782-6715 through -6717, can wear out quicker than the mittens.

The liner NSNs are:

NSN 8415-01-323-	Size
2174	Small
2175	Medium
2176	Large

ICE SCRAPER

Be ready for winter by ordering an ice scraper with NSN 7920-01-383-8023. The scraper comes with a plastic bristle brush on one end.

SIDEWALK SALT

With winter just around the corner, it's time to stock up on sidewalk salt to melt slippery snow and ice. NSN 6810-00-227-0437 brings an 80-lb bag.

Medical Equipment Tool Kit

The medical equipment tool kit, NSN 5180-00-117-3414, contains dozens of tools. Do you know where each one goes? There's no supply bulletin, hand receipt or diagram to show you how to pack the kit. For that, you need to talk with the supplier, Kipper Tool Company. The government sales department at Kipper can help you figure out where the tools go. Contact them at:

info@kippertool.com

or 1-800-295-9595.

DON'T USE SWAMPER TIRE!

Say it once, then say it again. "Don't use the Super-Swamper tires on your HMMWV!" Word from the field is these tires are still showing up on trucks. Tests show this type of tire does not hold up to heat and puts extra wear and tear on the HMMWV's suspension.

Doppler GPS Components Needed!

Black Hawk and Chinook mechanics, AN/ASN-128B Doppler GPS radar navigation system components are in critically short supply! You can help. Turn in all unserviceable signal data converters (SDC), NSN 5895-01-399-4918, and computer display units (CDU), NSN 5841-01-399-5513, now! Then they can be repaired and you'll have serviceable SDCs and CDUs in the supply system to keep your aircraft mission ready.

Ship unserviceable components to:

Tobyhanna Army Depot
W25G1W (DDTP-Receipting)
Bldg 1C, Bay 6 (Post to B16 Account)
11 Hap Arnold Blvd
Tobyhanna, PA 18466

Contact CECOM at DSN 992-3654 or (732) 532-3654.

Black Hawk Greasing Info Wrong

Oops, we goofed. In PS 629, Page 38, we said rotate the rotor to lube grease points on the Black Hawk's swashplate. That was incorrect. Once the swashplate index marks are lined up, engage the gust lock. Remove the inner retainer ring, and lube each grease fitting. But never rotate the rotor head while the retainer is removed!

SEE Shock Mount Bolts

Use CAGE 64678 and PN 308765 020010 (until an NSN is available) when you order the upper rear shock mount bolt for the small emplacement excavator. It's shown as Item 3, Fig 190 of TM 5-2420-224-24P-1. Order the lower bolt that's shown as Item 17 in Fig 193 with NSN 5305-01-291-9074. Both the upper and lower bolts use the same washer and nut, shown as Items 1 & 2 in Fig 190. Make a note of these changes until they're added to a revision or change to the technical manual.

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