



THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-639, 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 639 FEBRUARY 2006



COMBAT VEHICLES

Stryker Slat Armor	2
Stryker Hatch Caution	3
M1-Series Tank Cannon Tube Cleaning	4
M1-Series Tank After-operation PMCS	5
M2/M3 Bradley, MLRS Carrier Generator NSNs	6
M113A3 FOV Bolt Reminder	7
AVLB Cable Rotation	8
Combat Vehicle Air Filtration PM	9



WHEELED VEHICLES

Truck Wheel Lift	10
Truck Security Chains	11
Wheeled Vehicle Reflective Decals	12
HMMWV Snow Plow Kits	13



COMBAT ENGINEERING

IHMEE PM Cautions	14-15
IHMEE Spare Tire Reminder	15
M9 ACE Tips for Driving in Sand	16
CCE Painting Precautions	17



MISSILES

MLRS Launcher PM	18-19
------------------	-------



SMALL ARMS

Spacesaver Universal Rack System	20-23
Machine Gun Mount Information	24-26
M230 Roller Chain Inspection Changes	26



HAND TOOLS

27-34



AVIATION

35

AIRSAVE Body Armor	35
AH-64A/D IHADSS Helmet Care	36
UH-60A/L/HH60-L Rotor Head Maintenance	37
UH-60 Safety Cable Information	38
Bird Droppings Problem	39



COMMUNICATIONS

40

Fiber Optic Cable Handling	40-42
AN/GRM-122 PM Reminders	43-45



CBRN

46

Sanator Starting Instructions, Safety Cautions	46-47
--	-------



SOLDIER SUPPORT

48

Wet Weather Parka and Trousers	48-49
PASGT and CVC Helmet Painting	50-51
Water Can Information	52
Family of Space Heaters Maintenance	53-55
CECOM SOUM for FDECU	56



LOGISTICS MANAGEMENT

57

Correcting Forms Under TAMMS	57-58
Deployment Shipments Tracking	58-59

CONNIE'S POST SCRIPTS	60-61
-----------------------	-------

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

Just write to:

MSG Half-Mast

PS, the Preventive Maintenance Monthly

USAMC LOGSA (AMXLS-AM)

5307 Sparkman Circle

Redstone Arsenal, AL 35898-5000

Or e-mail to:

psmag@logsa.redstone.army.mil or

half.mast@us.army.mil

Internet address:

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

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PS

February
2006

THE
PREVENTIVE
MAINTENANCE
MONTHLY

TB 43-PS-639

Approved for
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Unlimited



DEAR Dad
HAPPY
VALENTINES DAY
LOVE XXX
BILLY

P.S. PLEASE
REMEMBER to
DO YOUR P.M.





Welcome back! You've done your tour in Southwest Asia and now you're back at home base among friends and family in the good ol' U.S. of A.

Enjoy the homecoming, but don't forget your equipment. Your trucks, tanks, generators, aircraft and all the other equipment your unit uses to perform its mission have just endured months of suffocating heat and clouds of fine sand. Those are some of the worst conditions equipment can have to endure. And then your equipment had to make that long trip back home.

So don't expect your equipment to be ready to spring back to duty. Before you resume normal operations, your equipment will need careful, thorough PMCS. That will save you lots of repair costs later.

And remember you're no longer operating in the desert where you worried more about sand than corrosion. All those parts you didn't worry about lubing over there now need lube. So get out your lube gun and go to it.

Lots of units return home to find their TMs, EMs and LOs were left over there. Do a quick inventory and make a list of what parts you need. Get your parts clerk to order them ASAP. You can't take care of your equipment if you don't have TMs.



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M1-Series Tank After-operation PMCS	5	UH-60A/L/HH60-L Rotor Head Maintenance	37
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AVLB Cable Rotation	8		
Combat Vehicle Air Filtration PM	9		
 WHEELED VEHICLES	10	 COMMUNICATIONS	40
Truck Wheel Lift	10	Fiber Optic Cable Handling	40-42
Truck Security Chains	11	AN/GRM-122 PM Reminders	43-45
Wheeled Vehicle Reflective Decals	12	 CBRN	46
HMMWV Snow Plow Kits	13	Sanator Starting Instructions, Safety Cautions	46-47
 COMBAT ENGINEERING	14	 SOLDIER SUPPORT	48
IHMEE PM Cautions	14-15	Wet Weather Parka and Trousers	48-49
IHMEE Spare Tire Reminder	15	PASGT and CVC Helmet Painting	50-51
M9 ACE Tips for Driving in Sand	16	Water Can Information	52
CCE Painting Precautions	17	Family of Space Heaters Maintenance	53-55
 MISSILES	18	CECOM SOUM for FDEUCs	56
MLRS Launcher PM	18-19	 LOGISTICS MANAGEMENT	57
 SMALL ARMS	20	Correcting Forms Under TAMMS	57-58
Spacesaver Universal Rack System	20-23	Deployment Shipments Tracking	58-59
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SAY NO TO SLAT ARMOR SWINGING



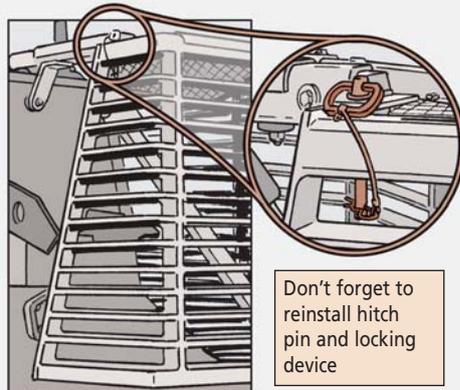
Drivers, when it's time to refuel your Stryker, you first have to swing open the section of slat armor that protects the fuel caps. Unfortunately, too many of you are forgetting to resecure the armor with the hitch pin when you finish refueling.

As you drive away, the slat armor swings open, leaving you with an unprotected soft spot. Even worse, the first major bump you hit is usually enough to bend or even break the armor's hinges. That soft spot becomes permanent until the armor can be repaired.

'Course the whole problem can be solved by remembering to slide the hitch pin in place after closing the armor and securing it with the attached locking device. It's also a good idea to keep a few extra hitch pins on hand in case yours come up missing.

The hitch pins aren't available by NSN, so order using part number 98412A215 and CAGE 07BY4. Each hitch pin comes with a pin, lanyard and locking device.

Sure, it would be easy to substitute a bolt from bench stock. It would also be a mistake. That bolt is probably not the right thickness and will allow too much play. That can allow the fuel tank armor to stick out far enough to hook and damage the ramp armor when it's raised or lowered.



Don't forget to reinstall hitch pin and locking device

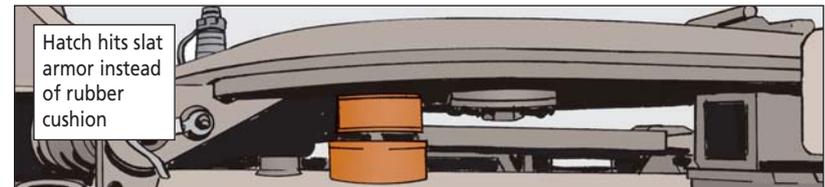
DON'T BE A HATCH BASHER



WHAM! CR-A-A-CK!

That's the sound you'll hear if you let the troop hatch fall open on your Stryker.

With the addition of slat armor, the edge of the hatch hits the armor instead of the rubber cushion that's designed to absorb the blow. The hit is usually violent enough to crack or break the hinge springs on the hatch. That makes opening and closing the hatch a whole lot harder.



Hold onto the latch when opening the troop hatch. Lower it gently down against the slat armor.

Once the hatch is open, you want to keep it that way. Big bumps on the road or explosions from improvised explosive devices (IEDs) or other munitions can throw the hatch closed, crushing anyone standing in the hatch opening. Use the lock mechanism to keep the hatch safely in place until you're ready to close it.



THE RIGHT WAY'S THE BEST WAY



I'M GONNA HAVE THE **CLEANEST** TUBE IN OUR UNIT!

MAYBE I SHOULD GET A **PATENT** ON THIS BABY!

Y'KNOW, THE **TM** TELLS THE **ONE AND ONLY WAY** TO CLEAN CANNON TUBES.

AND I **DON'T REMEMBER** SEEING THAT THING IN THE **TM!**

A lot of tank crewmen have come up with “homemade tools” and “better ways” of cleaning the 120mm cannon tube. These are the same crewmen who have to explain why their cannon tubes have to be replaced before their time.

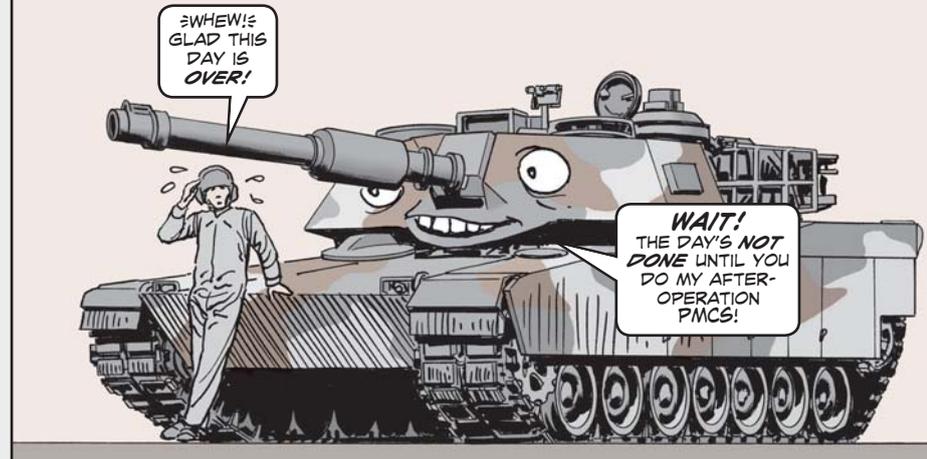
THERE'S ONLY ONE OFFICIALLY APPROVED METHOD OF CLEANING YOUR TANK'S CANNON TUBE.

IT WORKS AND IT'S SPELLED OUT **PLAIN AND SIMPLE** IN THE -10-2 TMS.

SO WHEN IT'S TIME TO CLEAN THE CANNON, PULL OUT SOME **CLP**, YOUR **BORE BRUSH**, NSN 1015-01-209-3483, **CHAMBER BRUSH**, NSN 1015-01-511-7872, AND **CLEANING STAFF**, NSN 1015-00-699-0633, AND **USE 'EM LIKE THE TM SAYS**

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IT'S NOT OVER 'TIL IT'S OVER



≡WHEW!≡ GLAD THIS DAY IS OVER!

WAIT! THE DAY'S **NOT DONE** UNTIL YOU DO MY AFTER-OPERATION **PMCS!**

After a mission, you're hot, tired, and ready to call it a day. But the job's not finished until you've completed your tank's after-operation PMCS.

That's especially important when it comes to servicing the main gun tube, bore evacuator, and breech. You should inspect, clean and service each item that's called out in the TM.

Why is this so important? Each of these checks are designed with **your** safety in mind. Something as small as a torn bore evacuator O-ring could result in a deadly flareback.

The main gun tube needs to be cleaned. The bore evacuator should be removed and the seals inspected. The breech needs to be disassembled and its parts inspected.

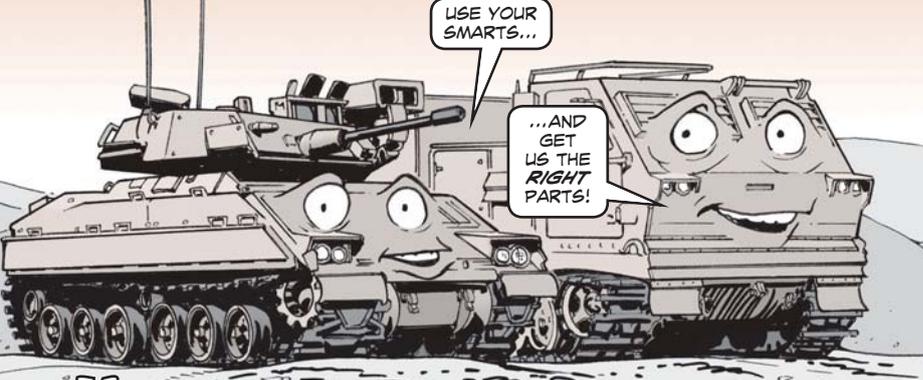
See Pages 2-104 and 2-105 in TM 9-2350-264-10-1 and Pages 2-94 and 2-95 in TMs 9-2350-288-10-1 and 9-2350-388-10-1 for the proper procedures.



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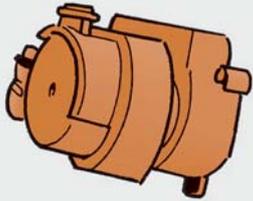
M2/M3-Series
Bradleys,
MLRS Carrier...

Start with Right Parts



Mechanics, here's what you need when it comes to the right generator and parts for M2/M3-series Bradleys and MLRS carriers.

The 300-amp generator assembly, NSN 2920-01-204-4470, for both vehicles is no longer stocked. You now have to order the individual parts separately.



Order generator assembly by its component parts

But the parts are not the same from one vehicle to another, so here's what to order for all Bradleys except the M2A3/M3A3.

Item	NSN
Generator (300-amp)	6115-01-458-0096
Regulator	2920-01-438-4767
Pigtail	5995-01-429-8209

The newer M2A3/M3A3 Bradleys use a completely different 400-amp generator and also require an electronic control module.

Item	NSN
Generator (400-amp)	6115-01-465-5822
Regulator	2920-01-438-4767
Pigtail	6150-01-468-3235
Electronic control module	5998-01-462-0122

The MLRS cannot use the universal regulator listed for the Bradleys because it puts out too much voltage and can damage the vehicle. Also, the MLRS cannot use generator, NSN 2920-01-472-4493, even though it's listed in the parts manual.

Here's what the MLRS needs:

Item	NSN
Generator (300-amp)	6115-01-458-0096
Regulator/Pigtail	2920-01-226-4601

M113A3 FOV...

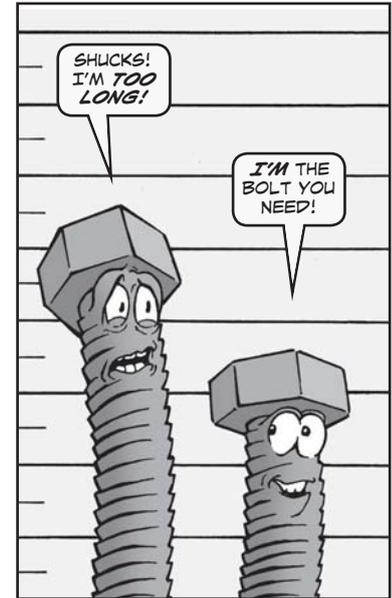
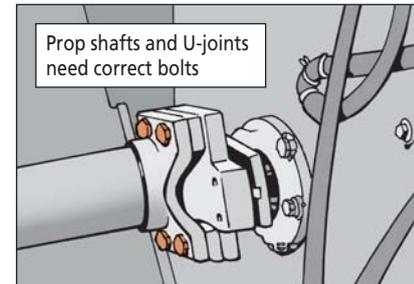
RIGHT LENGTH BOLT REMINDER



Mechanics, one bolt can make the difference between a vehicle being mission-ready or NMC. Keep that in mind when it comes to installing the propeller shaft and universal joints on a vehicle from the M113A3 family.

Some mechanics are using a bolt, NSN 5305-01-216-7378, that is supposed to be used for attaching the output flange to the transmission. This bolt is about one inch too long for securing the prop shafts and U-joints, so it damages the output housing on the transmission.

The right bolt is NSN 5305-00-719-5239. It's just the right length for securing the prop shaft and U-joints without damaging the output housing.



CORRECT ROTATION CRUCIAL

OOPS! I SHOULD'VE ROTATED THE SCISSORING CABLES COUNTERCLOCKWISE ON THE RIGHT SIDE!



Dear Half-Mast,

We're confused about the correct rotation for the scissoring cable strands on our AVLBs. Page 2-31 in TM 5-5420-203-14 (Jun 91 w/Ch2) shows the rotation as right side counterclockwise and left side clockwise. Then on Page 3-21 it shows the rotation as right side clockwise and left side counterclockwise.

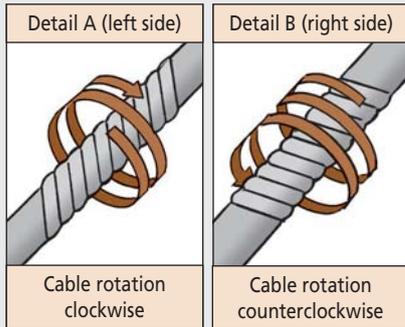
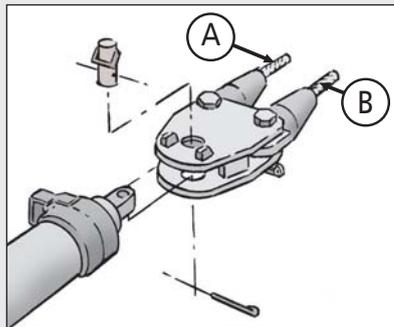
The proper rotation of the strands is critical. If you do it backwards, the cables can ride up on the grooved rims of the cable lays, damaging the quadrant and possibly dropping the bridge.

What's the proper rotation to use for the cable strands?

R.R.C.

Dear Mr. R.R.C.,

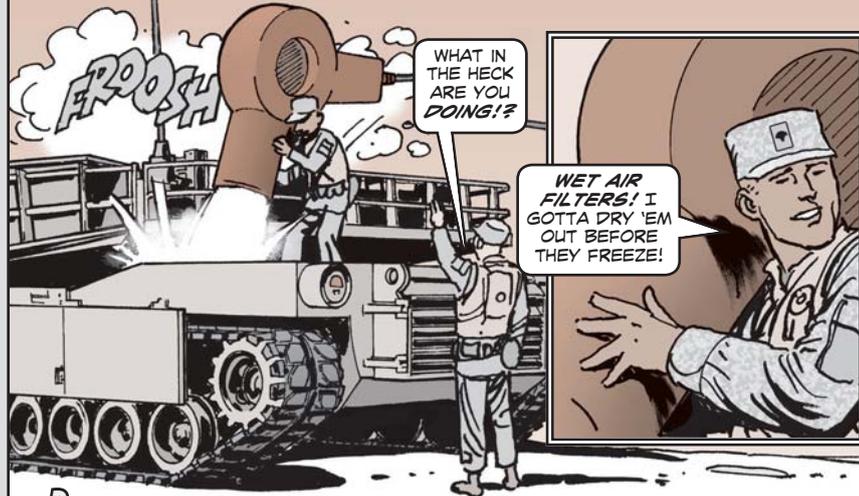
You are right. There is a problem with the information in TM 5-5420-203-14. The correct rotation of the scissoring cable strands should be counterclockwise for the right side and clockwise for the left side.



Until the TM is updated, make a note that Page 3-21 shows the proper rotation.

Half-Mast

AIR FILTERS CAN FOLD IN THE COLD

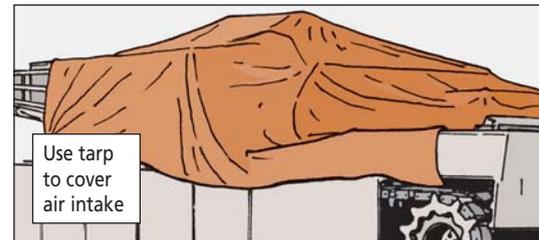


Dust, sand and dirt aren't the only things that can clog your combat vehicle's air filters. Water, especially when it freezes in cold weather, plugs the filter and keeps the engine from getting the air it needs. Pretty soon you've got a burned-out engine.

So keep those air filter elements as dry as you can when Mother Nature throws a little slop your way.

Start with the air cleaner intake. When your vehicle is sitting, cover the intake with canvas or plastic to keep out rain, sleet and snow. Make sure you remove the cover before starting, though.

During operation, keep a close eye on the air cleaner indicator or air filter clogged light so you'll know when the element is plugged. Get a plugged filter cleaned, dried out, or replaced—whichever is needed—as soon as possible.





Wrestling a truck's wheel and hub assembly back onto an axle can cause some real damage.

That axle damage includes banged-up threads, leaky seals and bearings... not to mention a sore back!

So what else is new?

Parts Available

Don't look for NSNs when you need parts for your wheel lift. There are none.

You can get parts by writing to:

Nestor Sales LLC
7337 Bryan Dairy Road
Largo, FL 33777

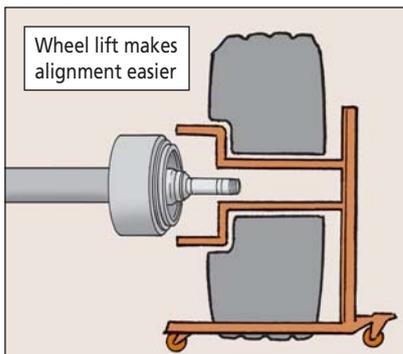
Or you can call them at (727) 544-6114.

Extension 401 is government sales and repair parts.

Bunged-up threads?

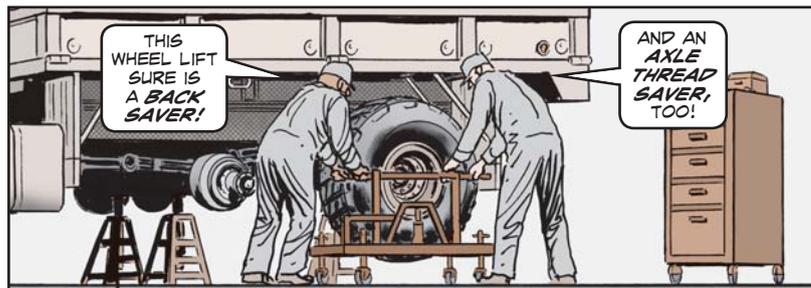


Wheel lift makes alignment easier



Well, you unit mechanics can head off wheel and axle damage—and a sore back—by using wheel lift, NSN 4910-00-554-5983, from the Common shop sets.

Even with the lift, get a buddy to help you. An extra pair of eyes and hands can make sure everything is lined up.



FOLLOW THE CHAIN ROUTE

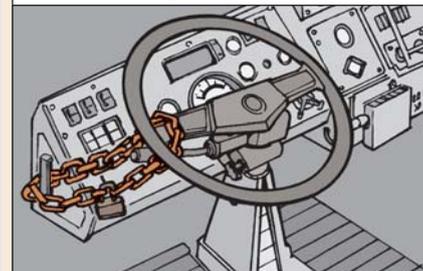


Drivers, follow the word in your -10 TM on securing your vehicle. Doing it the right way prevents wiring harness and turn signal lever damage.

For instance, for FMTVs, the right way is shown in Para 2-21 of TM 9-2320-365-10 w/C2 and Para 2-27 of TM 9-2320-366-10 (Para 2-27).

For these trucks, the chain is routed around a steering wheel spoke and through the dash-mounted handhold, then locked.

Chain goes around wheel spoke and through dash handhold



If you loop the chain around the wheel and steering column, you can damage the wiring harness.

Plus, using the chain as a handhold when you get into the cab can damage the turn signal lever.



Wheeled Vehicles...

GET REFLECTIVE



MY FAULT!?! YOU RAN INTO ME!!

BUT YOU DON'T HAVE ANY REFLECTIVE DECALS!!

IT'S TIME TO GET REFLECTIVE.

FINALLY!



WE'RE TALKING ABOUT ARMY VEHICLES HERE.

OH.



Too many drivers say they never saw the vehicle in front of them...until it was too late.

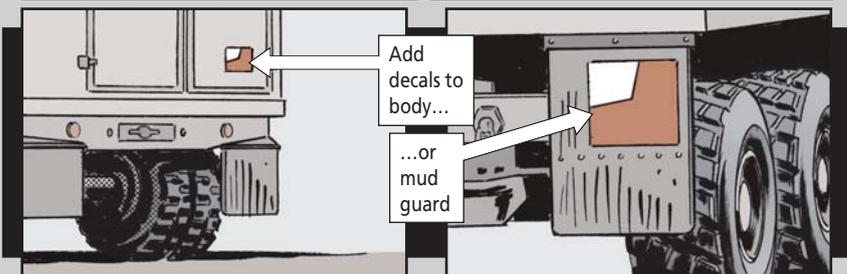
With a nod from your commander, you can add reflective decals (just like those you see on Army vehicles in Europe) to your over-the-road vehicles. These type of decals can help cut down the likelihood of rear-end collisions during a sand storm.

The decals are offered in two sizes: 7 7/8 x 7 7/8 inches and 15 3/4 x 15 3/4 inches. They are peel-and-mount decals, so surfaces must be clean before the decals are applied.

Order the smaller decal with NSN 9390-01-382-8308. Get the larger one with NSN 9390-01-382-8369.

Add decals to body...

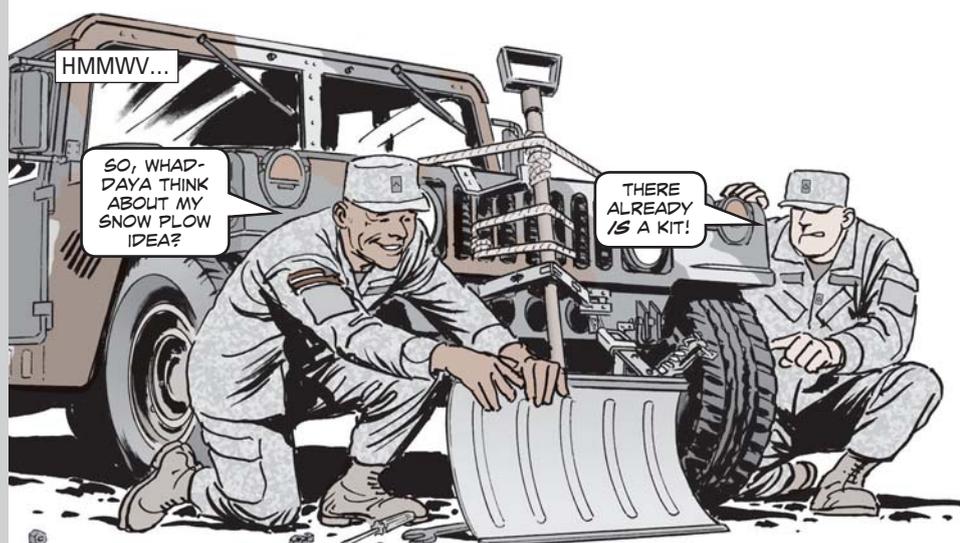
...or mud guard



HMMWV...

SO, WHAD-DAYA THINK ABOUT MY SNOW PLOW IDEA?

THERE ALREADY IS A KIT!



SNOW PLOW KITS

THE ARMY'S COLD REGIONS RESEARCH AND ENGINEERING LABORATORY (CRREL) HAS DEVELOPED **SNOW PLOW KITS** FOR USE ON MANY HMMWV MODELS.

HERE'S WHAT'S AVAILABLE...

- * The complete package kit, NSN 3820-01-473-2777, which includes the snow plow with hardware and hydraulics
- * Removable plow assembly, NSN 3820-01-473-2783
- * Affixed vehicle plow kit hardware, NSN 3820-01-473-2793



Instructions come with each kit, but only depot is authorized to install it on your HMMWV. If your maintenance facility doesn't have depot capability, call the CRREL at DSN 220-4470 or (603) 646-4470. They can help you arrange an appointment with the plow's manufacturer to install it on your HMMWV.

The plow can be mounted on all basic M998, M1037 and M1097 models, except those with a winch.

Never drive over 10 mph while plowing



PM Lessons of Excavating

HERE ARE A FEW PM TIPS TO KEEP ME MISSION-READY IN THE SANDBOX!



Operators, even a workhorse like your interim high mobility engineer excavator needs some TLC to keep it moving dirt and sand. Follow the operator info in TM 5-2420-230-10 and use these PM tips to keep your excavator mission-ready.

Mirror No Handhold

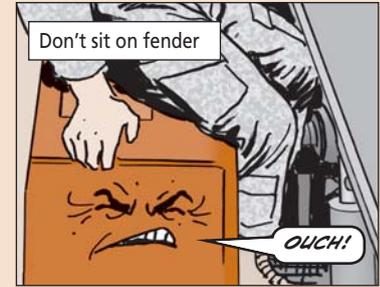
Operators and mechanics, the excavator's mirror bracket on the side of the cab is not a handhold for climbing into and out of the cab. The bracket is not strong enough to support your weight. A busted mirror bracket means you can't look into the mirror to see what's behind you while driving or operating the vehicle. Instead, use the handhold attached to the side of the cab door.



Don't Sit Here

A tree stump makes a good spot for sitting. But the plastic fenders on the excavator do not. Two things can happen when you sit on a fender. First, your weight could cause it to crack or break. Second, a break means you could fall off the fender and hurt yourself.

Give the fenders a break so they don't break while doing checks and services, or when cleaning the excavator. Stay off 'em!



Watch Your Step

The air dryer canister does its job when left untouched, especially by a soldier's boot.

The problem is, some well-meaning operator steps on the canister while doing checks and services. All that weight breaks the canister's bracket—not good!

So-o-o-o, give the air dry canister a break...and don't break it. Keep your boot off the canister.

Keep your boot off air dryer canister



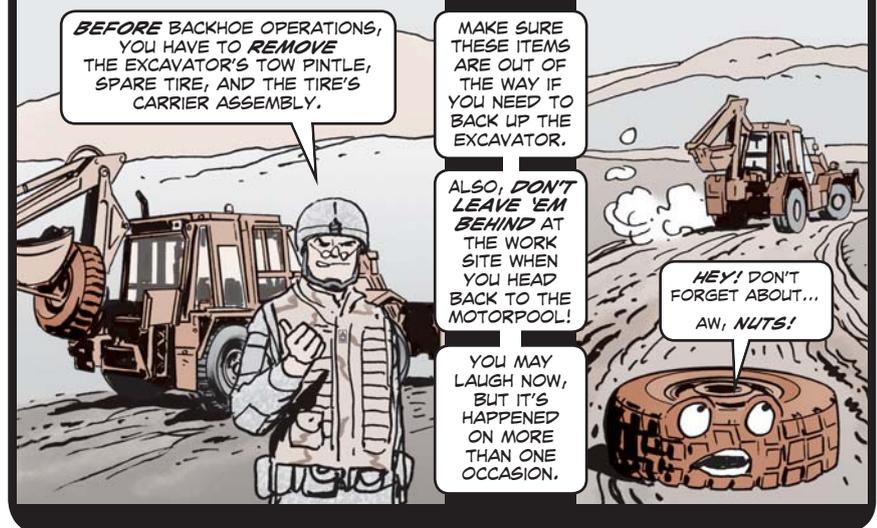
Spare Tire Reminder

BEFORE BACKHOE OPERATIONS, YOU HAVE TO REMOVE THE EXCAVATOR'S TOW PINTLE, SPARE TIRE, AND THE TIRE'S CARRIER ASSEMBLY.

MAKE SURE THESE ITEMS ARE OUT OF THE WAY IF YOU NEED TO BACK UP THE EXCAVATOR.

ALSO, DON'T LEAVE 'EM BEHIND AT THE WORK SITE WHEN YOU HEAD BACK TO THE MOTORPOOL!

YOU MAY LAUGH NOW, BUT IT'S HAPPENED ON MORE THAN ONE OCCASION.



M9 ACE... TIPS FOR DRIVING IN THE SAND

Moving sand, excavating dirt and reinforcing berms is what these earthmovers are all about. But they're racking up more and more hours in the sandbox, so it's critical that you follow the word in TM 5-2350-262-10 and keep these driver tips in mind:

- Stay at a reasonable speed on improved road surfaces. Check out the road conditions. If it's wet or slick, 30 mph is too fast. Slow down to whatever speed allows you to maintain complete control.

- Off-road conditions require skill in driving, too. If the blade digs into a ridge or other obstruction, your ACE is going to stop real fast. Be sure the blade is folded for travel—especially cross-country!



- Avoid jackrabbit starts.



- Sharp turns need to be made at slow speed to prevent overturning.



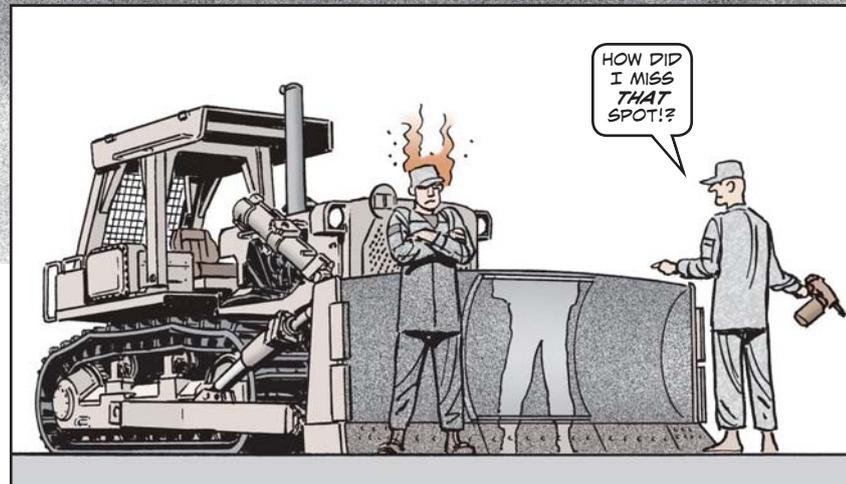
- Give yourself plenty of distance to stop. Don't make panic stops.



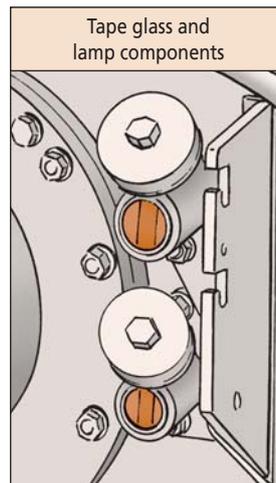
- Use the bowl for dirt, sand or cargo—but never for troops. Same goes for hauling people in the rear of the vehicle. Never do it. Your ACE is not a troop transport!



Painting Precautions



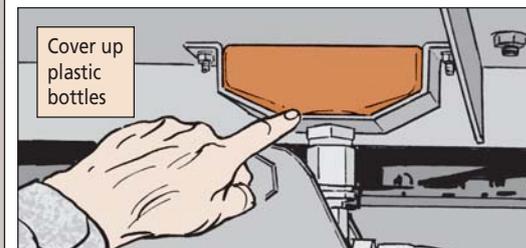
When you prep commercial construction equipment for the paint shop, you know you have to cover all the glass and lamp components—like the windshield, mirrors, headlights and taillights.



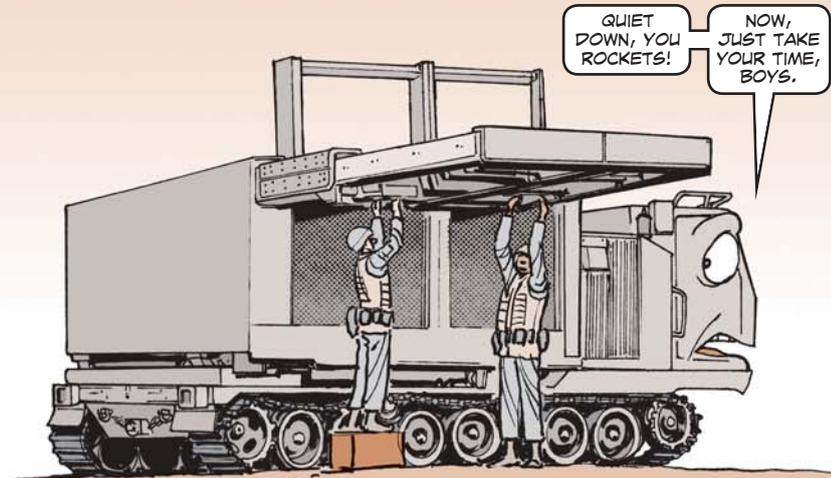
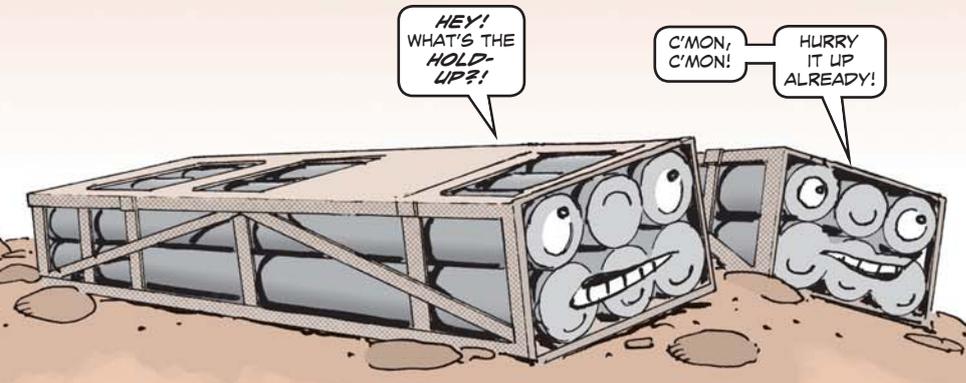
But you'll also need to cover all the polyethylene/plastic components that contain liquids—such as coolant overflow tanks and windshield washer reservoirs.

That's because you can't see through CARC to tell how much liquid is in the containers.

Just remember to cover the polyethylene/plastic as well as the glass items on your commercial construction equipment **before** it goes to the paint booth.



PM a Boon for Boom



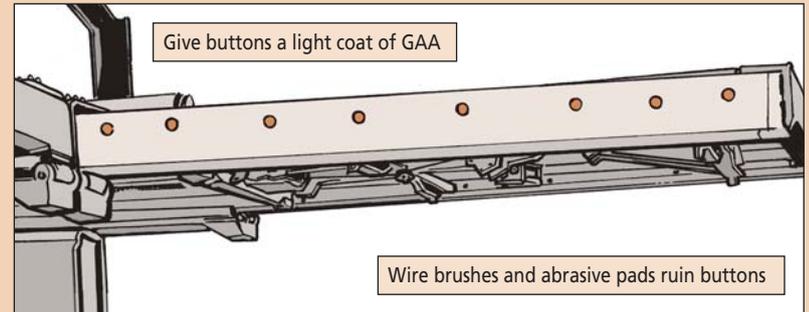
A boom that won't work on your MLRS is a real bummer. No boom means no missile loading. These PM points will prove a boon for the boom:

Good greasing means first getting rid of the old grease.

As you know, the MLRS kicks up lots of dirt during travel. The dirt mixes with the grease and soon the grease has stopped greasing parts and started scouring them. That wears out boom parts fast, especially gears and the boom motor. So before pumping in grease, use lubricant cleaner and MEK to get rid of old grease. The procedure for doing that is in operator maintenance instructions for boom forward rollers in IETM 9-1425-648-13&P. When you grease the boom rails, remember to put a thin coat of GAA, NSN 9150-01-197-7689, on each of the nylon buttons on the rails. That helps cut down on friction when the boom is moved in and out.

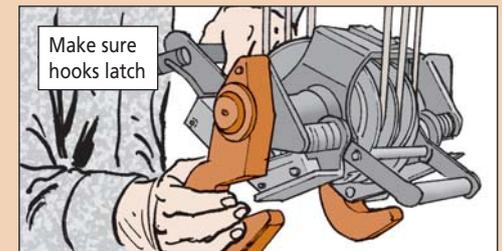


Shiny is bad. Generally, you don't want your boom or launcher to shine. Abrasive pads and wire brushes remove the protective coating from the boom rails and actuators, which leads to corrosion damage. Pads and brushes also ruin those nylon buttons on the rails. Putting CLP on CARC paint causes the paint to flake off and makes it easier for enemy radar to detect you. Clean the way IETM 9-1425-648-13&P says.



Make sure both hooks hook.

During weekly PMCS, make sure the hooks and latches are functioning properly. Sometimes the hooks and latches on the boom get bent and they can no longer hold the pod securely. If the pod falls, it's damaged and it could hurt somebody.



Small Arms...

NEW RACKS MORE VERSATILE, EFFICIENT

MODULAR RACK REPORTING FOR DUTY!

I CAN HANDLE ANY WEAPON YOU'VE GOT!



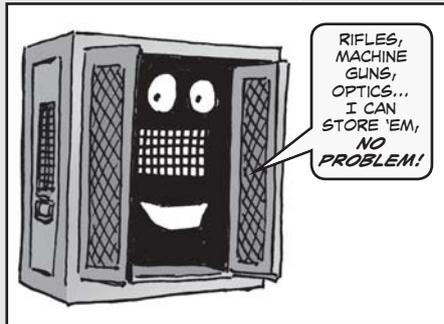
The Army's current family of racks is quite specific. Each rack can store only a specific weapon, with the exception of the universal rack, which is basically a cage with shelves.

NOW THE ARMY HAS AN ALTERNATIVE.

SPACE SAVER'S UNIVERSAL RACK SYSTEM IS A MODULAR RACK SYSTEM THAT CAN BE ADAPTED FOR ALL SMALL ARMS, EVEN PISTOLS.

HERE ARE SOME OF THE SPACE SAVER RACK BENEFITS...

Flexibility—The rack can be used to store rifles, machine guns, hand guns, optics and other accessories. Every inch of the rack can be used for some sort of storage.



RIFLES, MACHINE GUNS, OPTICS... I CAN STORE 'EM, NO PROBLEM!

Security—The Spacesaver racks have locking arms with steel lock rods that prevent the doors from being opened without tools within 10 minutes, which meets the Army's security standards. The racks can be ganged together top-to-bottom, side-to-side, or back-to-back. No chains or welding are necessary for the racks to meet the requirement that any rack lighter than 500 pounds must be secured to the building or to another rack in facilities not manned 24 hours daily.

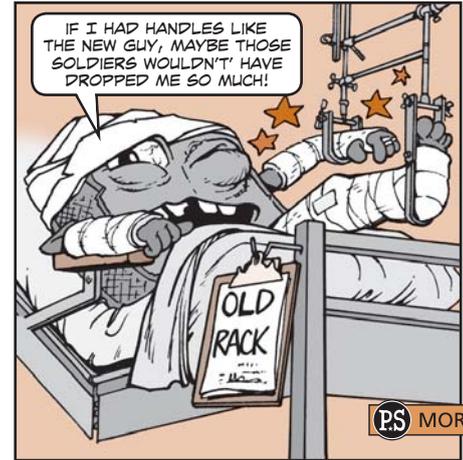
Space efficiency—Both the tall rack and the standard rack are 16.25 inches deep and 42 inches wide, which allows weapons to be stored with optics attached. Spacesaver racks have retractable doors, which makes it easier to use adjacent racks without the doors blocking each other.

Visibility—Both racks have perforated doors, sides, and backs that allow inventory of the contents without having to open up the racks.

Durability—The new racks are constructed of heavy gauge metal. The parts of the rack that contact weapons have a vinyl coating or are made of thermoplastic that can withstand temperature extremes.

Mobility—Spacesaver has designed a cart to transport the racks.

Transportability—Optional handles, barrel supports and a universal base let you transport weapons safely in the racks.



PS MORE

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

Spacesaver NSNs

HERE ARE THE NSNs AVAILABLE FOR SPACESAVER COMPONENTS...

- standard rack (45-in tall cabinet), NSN 1090-01-523-5640
- tall rack (61-in tall cabinet), NSN 1095-01-523-5978
- MK 19 barrel support, NSN 1010-01-523-5974
- M2 barrel support, NSN 1005-01-523-5735
- standard barrel support, NSN 1005-01-523-5739
- standard base for 10 weapons (stores shotguns, M16/M4s, and other weapons with standard stocks), NSN 1005-01-523-5975
- standard base for 5 weapons, NSN 1005-01-523-5990
- mortar base (also stores MK 19s), NSN 1005-01-523-5989
- M2 machine gun base (stores two M2s and their four barrels), NSN 1090-01-523-5965
- weapons base for M249s and M240s with spare barrel holes, NSN 1005-01-523-5976
- vertical full bin system for 45-in tall cabinet, NSN 1095-01-523-6235
- horizontal full bin system for 61-in tall cabinet, NSN 1005-01-523-5988
- M16/M4 rack kit, NSN 1095-01-523-4304
- standard rack for M249s and their spare barrels, NSN 1095-01-523-4303
- support rail, NSN 5340-01-523-4296
- pistol hook, NSN 1095-01-523-4299

Several Spacesaver components, such as the cart, handles, universal base, overstorage cabinets, two of the barrel supports, and the universal base stock caps have no NSNs yet. They can be purchased from Spacesaver through the GSA contract. Spacesaver will help units design a layout in their arms rooms for the racks and will install them for an additional price.

To order components directly from Spacesaver or to arrange to meet with a Spacesaver representative, call 1-800-492-3434, or email: Jglass@spacesaver.com
For more information about Spacesaver, go directly to their website at

www.spacesaver.com

Any Spacesaver component that comes with an ID plate showing an NSN does not need to be certified. No ID plate means the rack will have to be certified by a TACOM logistics assistance representative (LAR)—or an authorized Reserve Component representative—along with a battalion-level command representative.

Standard Racks

The NSNs for the standard racks are:

Rack	Weapons	NSN 1095-
M11	M1, M14 rifle	00-897-8755
M12	M16 rifle/M4 carbine	00-407-0674
M13	M249 machine gun	01-197-7902
M14	M9/M11 pistol	01-236-2203
M15	MK 19 machine gun	01-216-9295
	M240 machine gun	01-466-2065

The universal rack, which can be used for any weapon, comes with NSN 1095-01-454-6320.

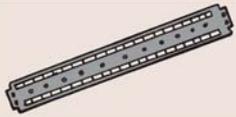
For any standard rack questions, contact TACOM at DSN 793-2978/ (309) 782-2978. For rack certification questions, contact DSN 793-1797/4268 or commercial (309) 782-1797/4268.

Visit the small arms rack website:

http://tri.army.mil/lc/cs/sl/small_arms_storage_racks.htm



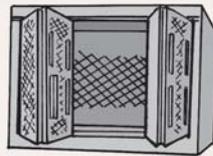
Support Rails



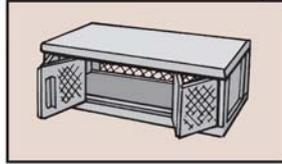
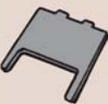
See chart on next page for existing NSNs.

NSNs are not on the AMDF, so in the REMARKS block of DD Form 1348-6 you must write "NSNs not on the AMDF".

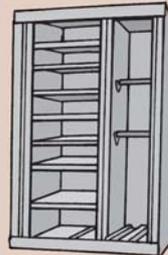
Overstorage Cabinets



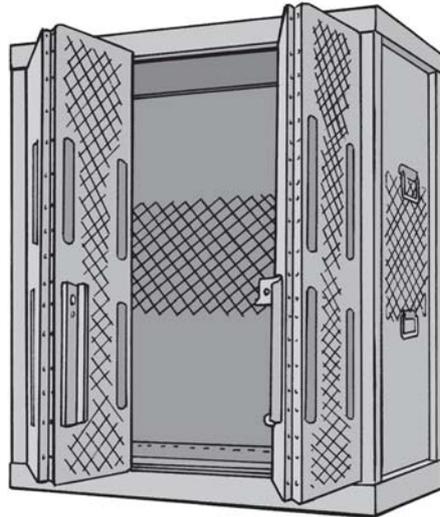
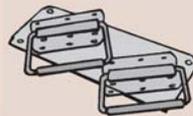
Barrel Systems



Bin Systems



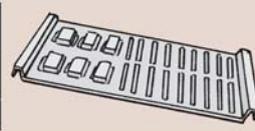
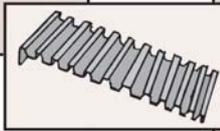
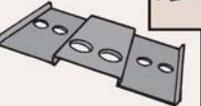
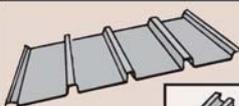
Handles



Cart

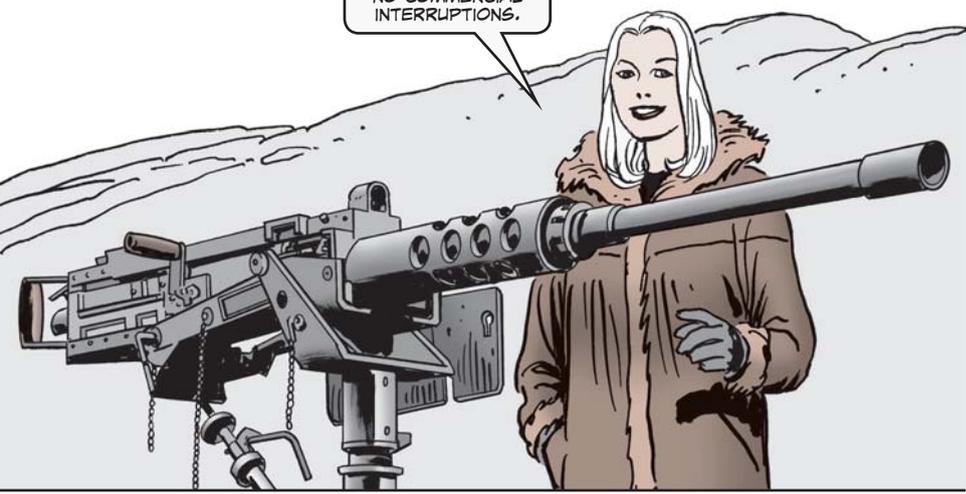


Bases

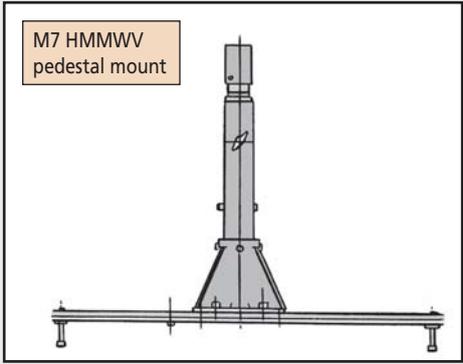


A Goodly Amount of Mount Info

PS NOW BRINGS YOU THE **LATEST** ON MACHINE GUN MOUNTS. AND WITH NO COMMERCIAL INTERRUPTIONS.



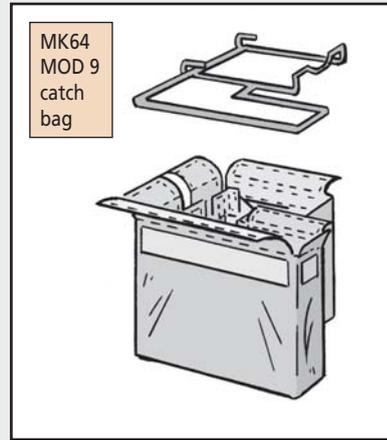
New and improved machine gun pedestal—The new M7 HMMWV pedestal, NSN 1005-01-518-9037, is an improvement over the old M6. It can be mounted in the forward or rear (over the wheel wells) positions on the M998 cargo carrier. The M7 comes with a larger mounting plate to stop spent casings building up along the edges of the vehicle bed. Its column base has been redesigned to eliminate cracked support braces and tripping hazards. And it has a depression stop to prevent accidental firing in the cab area. The stop, NSN 1005-01-519-2129, can also be used with the M6 and can be ordered as an M6 additional authorized item.



M7 HMMWV pedestal mount

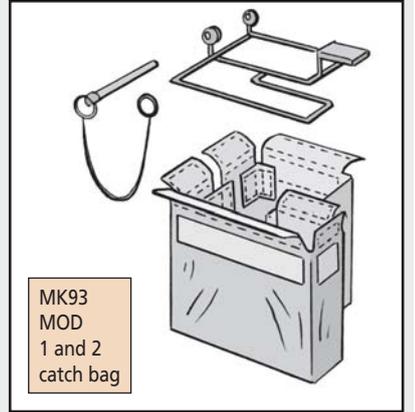
MK93 MOD 1 and MOD 2 and MK64 MOD 9 catch bag assemblies—These catch bags can be ordered by component now:

MK64 MOD 9
Catch bag (olive), NSN 1005-01-388-5702
Catch bag (sand), NSN 1005-01-388-5685
Catch bag frame, NSN 1005-01-516-3961



MK64 MOD 9 catch bag

MK93 MOD 1 and MOD 2
Catch bag (olive), NSN 1005-01-388-5702
Catch bag (sand), NSN 1005-01-388-5685
Catch bag frame, NSN 1005-01-513-9741
Quick release pin, NSN 5315-01-385-9216

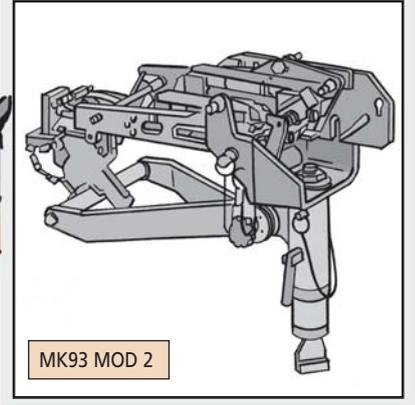


MK93 MOD 1 and 2 catch bag



HERE'S SOME **IMPORTANT** INFO TO HAVE ON THE **MK93 MOD 1 AND MK93 MOD 2!**

MK93 MOD 2 replaces MK93 MOD 1—The MOD 2, NSN 1010-01-502-7547, is virtually identical to the MOD 1, except it's cheaper. When you need a new MK93, order the MOD 2.

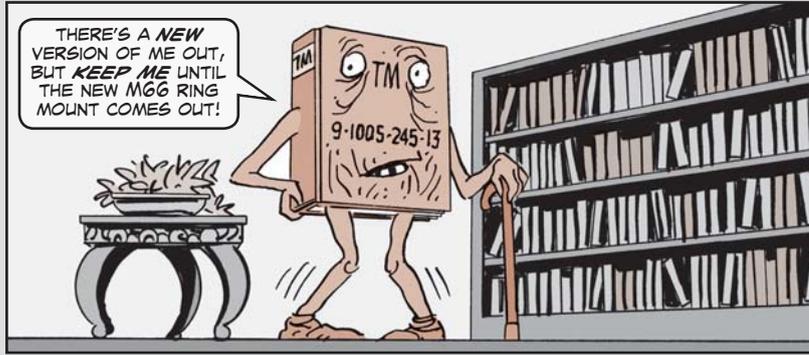


MK93 MOD 2

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



New mount TM—TM 9-1005-245-13&P has been updated and can now be ordered through your pubs account. But don't throw out your old copy. The new -13&P doesn't contain info on the M66 ring mount because a separate pub, TM 9-1005-335-13&P, is being written for the M66. Until it comes out, you'll need to consult the older version of TM 9-1005-245-13&P for M66 info. PS will let you know when you can order TM 9-1005-335-13&P.



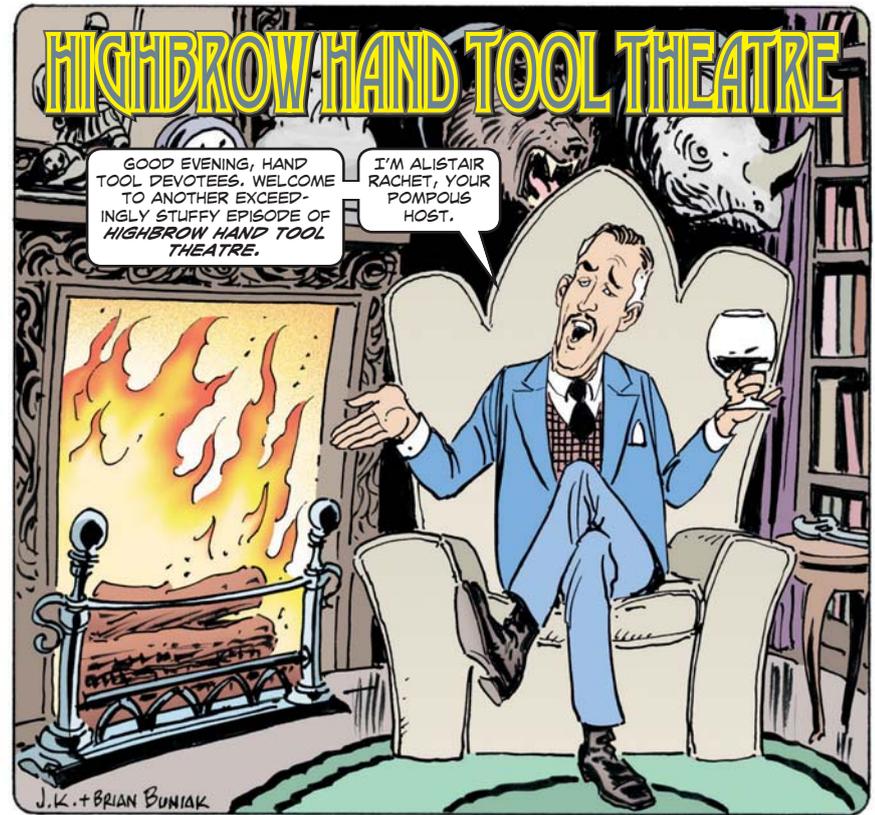
IF YOU HAVE QUESTIONS ABOUT THE M7 PEDESTAL, CONTACT TACOM AT DSN 793-3459/(309) 782-3459 OR EMAIL: nelsonc@ria.army.mil

IF YOU HAVE *OTHER* MOUNT QUESTIONS, CONTACT TACOM AT DSN 793-4403/(309) 782-4403 OR EMAIL: barb.painter@us.army.mil



Inspection Changes for M230 Roller Chain

Change 13 to TM 9-1090-208-23-1-1 said the M230 automatic gun's roller chain assembly didn't need to be replaced until 15,000 rounds, instead of the previous limit of 10,000. But TACOM has decided that's wrong and the assembly may break before 15,000 rounds. So the limit is again 10,000 rounds. Make the change on Page 4-46.1. The limit for the firing pin assembly remains 15,000. See TACOM maintenance advisory message 05-041 for more details.



TONIGHT'S EAGERLY AWAITED INSTALLMENT SHALL BEGIN PRESENTLY.

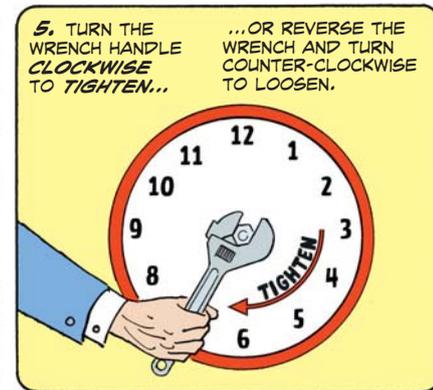
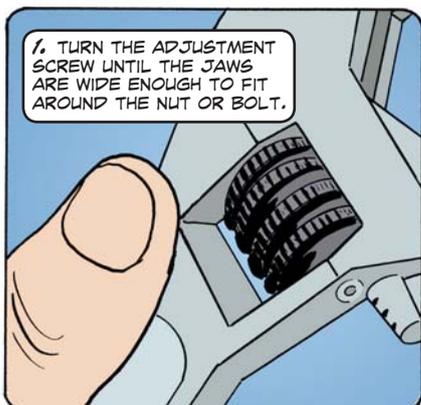
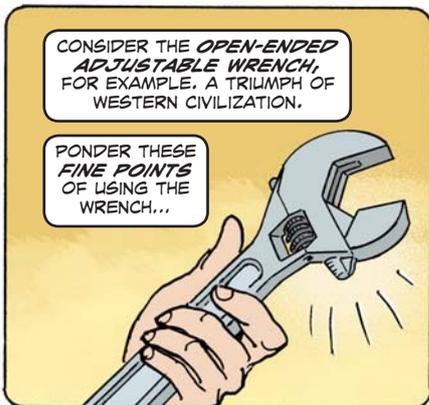
BUT FIRST, LET US PAUSE FOR A MOMENT OF CALM REFLECTION ON THE CORRECT USE OF HAND TOOLS.

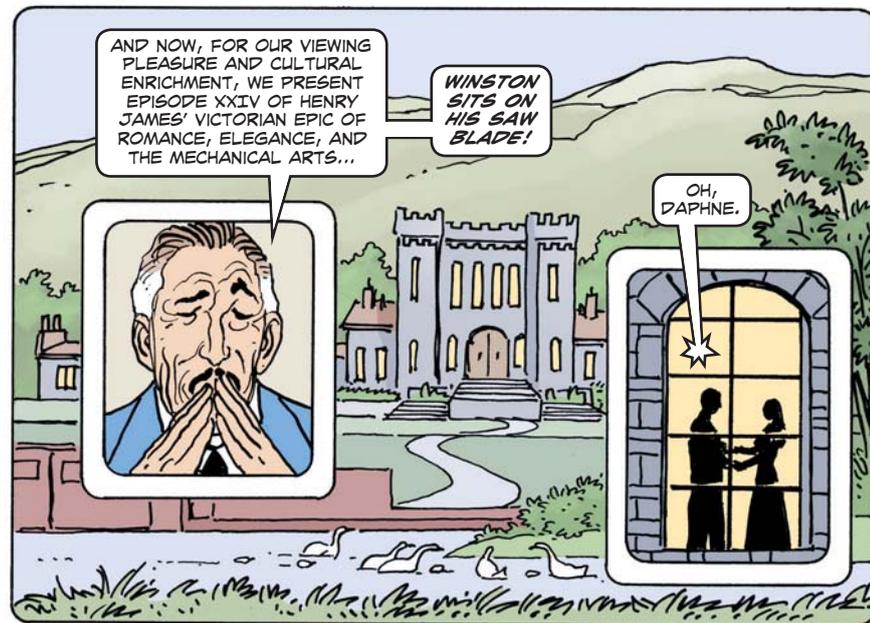
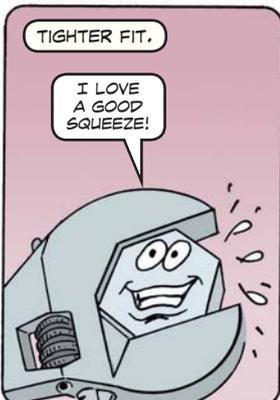


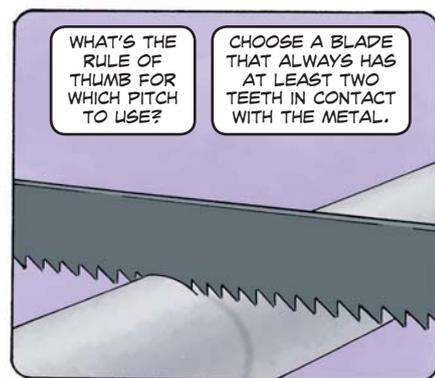
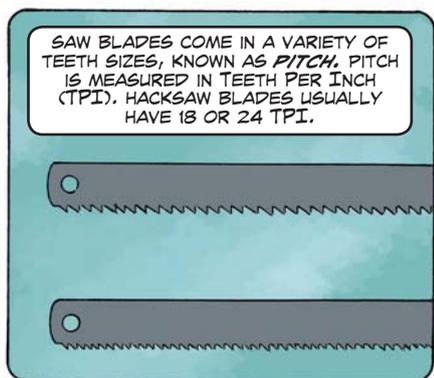
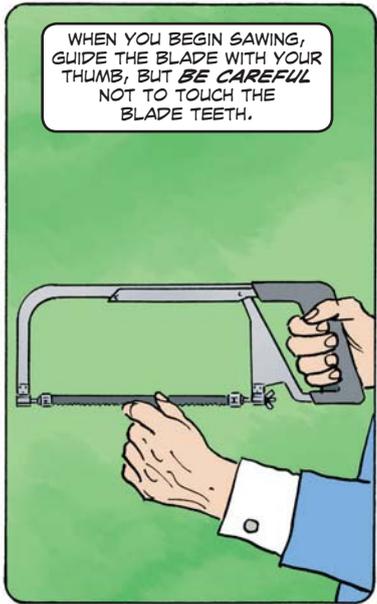
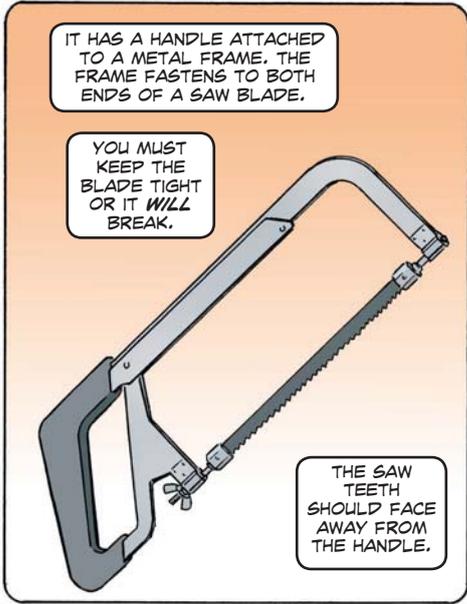
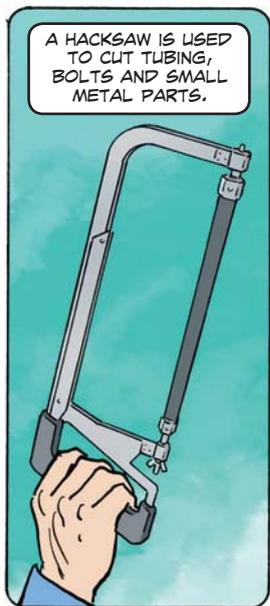
ONE DOES NOT SIMPLY SNATCH UP A HAND TOOL AND START BRANDISHING IT ABOUT.

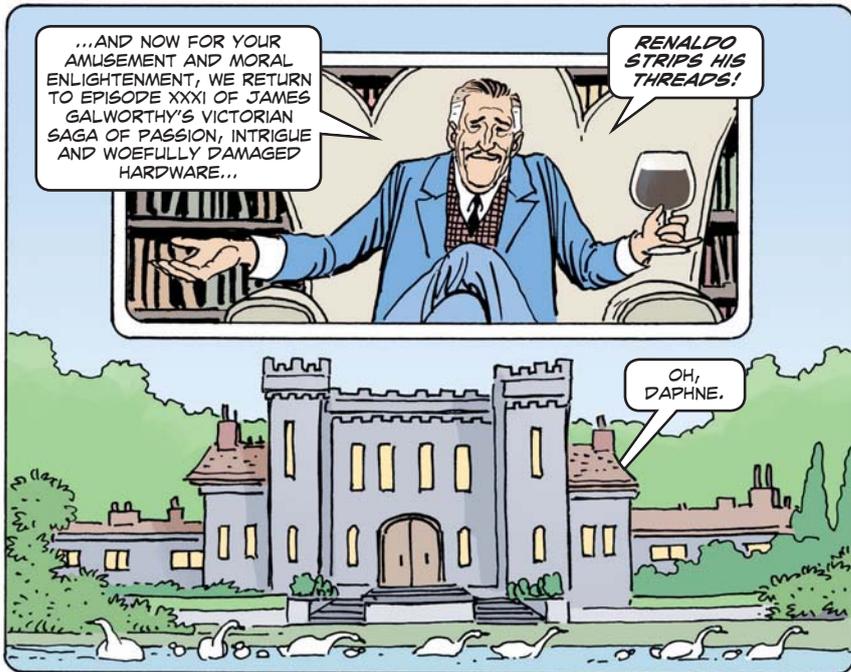
HOW VULGAR. AFTER ALL, WE'RE NOT BARBARIANS.











PS 639



34



FEB 06



AIRSAVE Body Armor...

PLACE YOUR ORDERS!

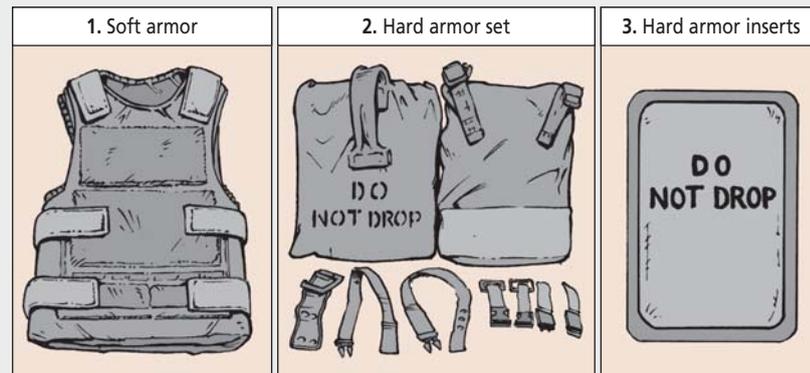


Looking for body armor for the aircrew integrated recovery survival armor vest and equipment (AIRSAVE)? For a while, getting your order filled was slow going. There just weren't enough of these items in the Army supply system.

Not any more. The Defense Supply Center Philadelphia (DSCP) now has plenty of body armor available. So, if you've put off ordering, now's the time to send in your requisitions. Both the soft and hard armor come in two sizes: medium and large.

HERE'S WHAT YOU GET:

Item	Medium NSN 8470-01-	Large NSN 8470-01-	Fig
Soft armor	441-2993	441-2996	1
Hard armor set (Includes front and back encasements and hard armor inserts)	441-2991	442-1990	2
Front encasement with hard armor insert	441-2986	442-2062	
Front and back hard armor inserts only	441-2995	441-2997	3



To get a complete AIRSAVE body armor set, you must order both the soft armor and the hard armor set.

For more information or to place an order, phone DSN 444-8071 or (215) 737-8071. Or send an email to:

Ellen.Thomas@dla.mil

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NO STUFFING



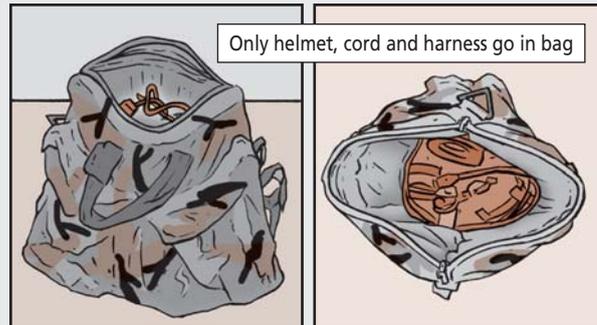
DON'T EVEN THINK ABOUT STUFFING THAT CHECKLIST AND THOSE GLOVES INSIDE ME, PALLY!

DON'T WORRY! THE ALSE FOLKS GAVE ME AN EARFUL!

Pilots and co-pilots, your AH-64's integrated helmet and display sighting system (IHADSS) is a delicate piece of equipment. Treat it with care.

THAT MEANS **NO** STUFFING CHECKLISTS, KNEE BOARDS, GLOVES, OR MAPS ON TOP OF OR INSIDE THE HELMET BAG ON YOUR WAY TO OR FROM THE FLIGHT LINE.

THOSE THINGS CAN S-T-R-E-T-C-H YOUR HELMET!



Only helmet, cord and harness go in bag



Also, do not coil the IR harness and the ICS cord inside the helmet. Over time the IR harness will kink up and cause internal wires to break. If that happens, a broken harness, NSN 5995-01-186-8601, costs about \$7,500 to replace.

Just place the cord and harness around the inner edge of the bag, not coiled inside the helmet.

It may seem convenient to pack items on top of the helmet, but that can cause soft spots and damage the mike boom and sensors on the helmet.

Helmets are fitted for head size. Stuffing it stretches the helmet out of shape. And that puts your noggin at risk. The only items that go in the bag are the helmet, cord and harness. Keep the junk out.

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ALL IS NOT WELL UNTIL YOU FINISH!



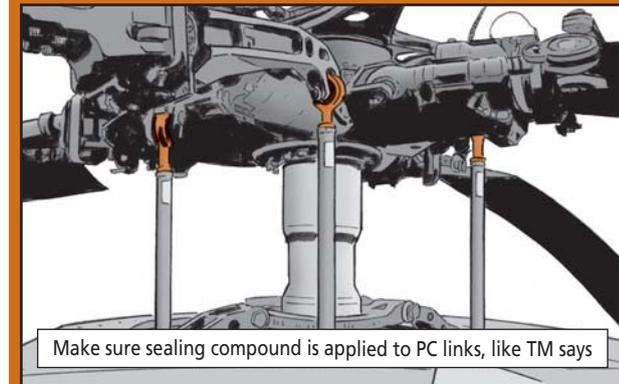
I FINISHED THE JOB...AND BEFORE YOU SAY ANYTHING, I DIDN'T FORGET THE SEALING COMPOUND!

ALWAYS FINISH WHAT YOU START WHEN DOING MAINTENANCE. THAT INCLUDES MAKING SURE EVERY STEP IN THE TM IS DONE.

Mechanics, maintenance procedures usually turn out OK—if you finish the job. Finishing a job may mean not forgetting sealing compound.

For example, any time Black Hawk rotor head maintenance is done, the TM requires track and balance of the PC links of the pitch control rods including adjustments.

But even then the job isn't complete until you check to make sure all the rods have the right amount of sealing compound, NSN 8030-00-174-2599, at the top where the jam nut is. Add sealing compound like it says in Para 5-4-20 of TM 1-1520-237-23, after the adjustments.



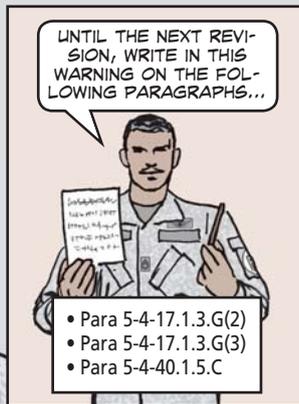
Make sure sealing compound is applied to PC links, like TM says

The sealing compound prevents water from seeping into the rod and setting up corrosion inside the hollow rod and in the upper and lower rod ends, including the threads.

When it's all said and done, all is well because you've finished the job.

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Missing Safety Cable Information



BIRDS OF A FEATHER FLOCK TOGETHER



As in the Alfred Hitchcock movie, "The Birds," birds have descended on aircraft hangars to hang out, to nest, and to breed. The resulting droppings cause problems.

As the battle of the birds continues, one way to scare birds away and keep them out of the hangar is to use fake owls or hawks placed in high places where birds like to settle.

Bird nests have been found in the opening of the AH-64 tail rotor and nestled underneath the cambered fairing of a Black Hawk just above the stabilator.

Inspect all bird hangouts and keep birds out of helicopters to protect against FOD.

Birds nesting in the rafters of your hangar can damage helicopters. Bird droppings are highly corrosive and messy. Wear gloves when cleaning off droppings. Bird waste can eat through paint, wiring, and insulation.

Always wash your helicopter if it has been hit by bird droppings while inside or outside of a hangar.

HANDLE LIKE GLASS

HEY! WATCH HOW YOU HANDLE THAT CABLE!



CHANCES ARE YOUR UNIT IS USING FIBER OPTIC CABLES. IF NOT, IT SOON WILL BE.

FIBER OPTIC CABLE HAS SOME SPECIAL HANDLING NEEDS AND REQUIRES SOME SPECIAL MAINTENANCE.



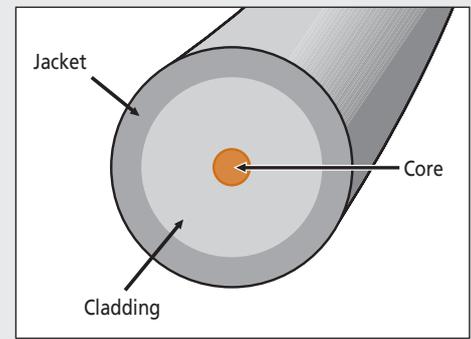
HERE IS A BAKER'S DOZEN THINGS YOU NEED TO KNOW ABOUT FIBER OPTIC CABLES AND THEIR SPECIAL NEEDS...

1. A fiber optic cable is a cylindrical pipe. It is made so the pipe—the fiber—can guide light from one end to the other.

It's like a pipe!



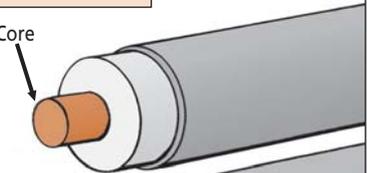
2. A fiber optic cable has a core, a cladding and a jacket. The core carries the light beam and may be made of glass, plastic or a combination of both. The cladding strengthens the core. And the jacket acts like a shock absorber to protect the core and the cladding. It also protects them from abrasions, solvents and other contaminants. But it can't stand up to abuse.



3. When it comes to mode-of-light transmission, a fiber optic cable can be one of two types: multimode or single mode. Multimode is used for short range communications and is the most often used by the Army. Single mode is used for long range communications and is normally found in strategic-based systems.

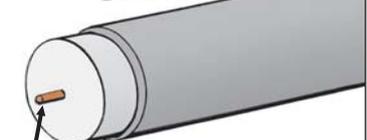
Multimode cable

Core



4. Fiber optic cable can be spliced, but it's not like twisting two wires together. A splice requires a precise alignment of the mated fiber cores. There are two types of splices: fusion and mechanical. Field splices are almost always mechanical. Contact direct support for splicing help.

Core



Single mode cable

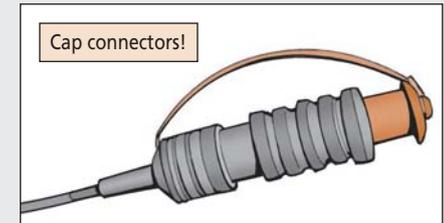
5. Know your cable's bend radius and do not bend it sharper than that. The current standard is 10 times the cable's outside diameter under a no-pull load and 15 times the cable's outside diameter when the cable is under tension.

6. Do not stretch, puncture or crush fiber cables.

7. Do not polish the end of the connectors with a cloth made of synthetic fibers. The residue fibers will attract dust.

8. Keep the dust caps on the cable connectors, transmitter and receiver until you connect the cable. When you disconnect, immediately, put the dust covers back.

Cap connectors!



9. The fiber end face and ferrule must be absolutely clean before it is inserted into a transmitter or receiver.

10. Dust, lint, oil from your hands and other foreign particles compromise the strength and integrity of the signal. Never touch the fiber-end face of the connector unless cleaning it.

11. Unprotected connector ends are most often damaged by impact, such as hitting the floor. Use protection boots on the connectors and use only those that cover the entire connector end and not just the ferrule.

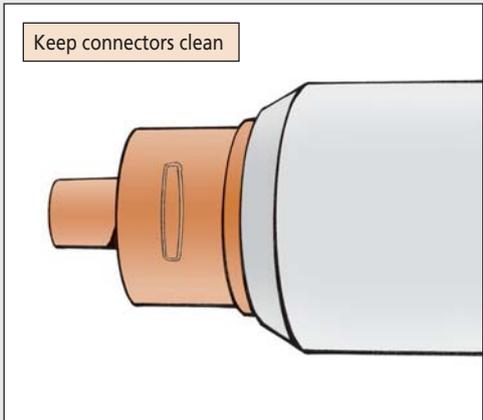
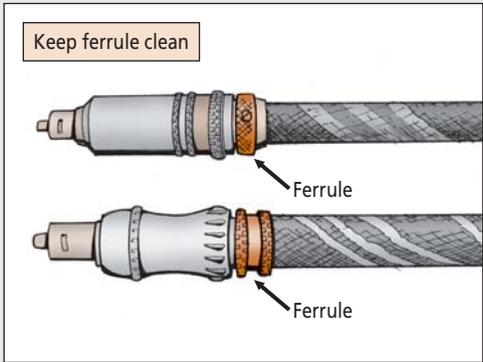
12. The leading cause for signal loss is dirt on connectors. Clean the connectors with pure isopropyl alcohol. Do not use isopropyl alcohol that has been diluted with mineral oil or water.

Always use a lens-grade, lint-free tissue to clean. It is best to fold the tissue twice to create a four-layer-thick pad.

Saturate the tissue with the alcohol and use your finger and fingernail to clean the connector area.

Canned dry air can be used to remove lint or loose dirt. Get six, 10-oz cans with NSN 7930-01-398-2473.

13. Fiber optic cables have the largest power loss at connectors and not on the length of the cable. Try not to use more than three connected cables.



FINALLY, IF YOU HAVE TO REPLACE A CABLE, USE THE CABLE IDENTIFIED IN THE TM.

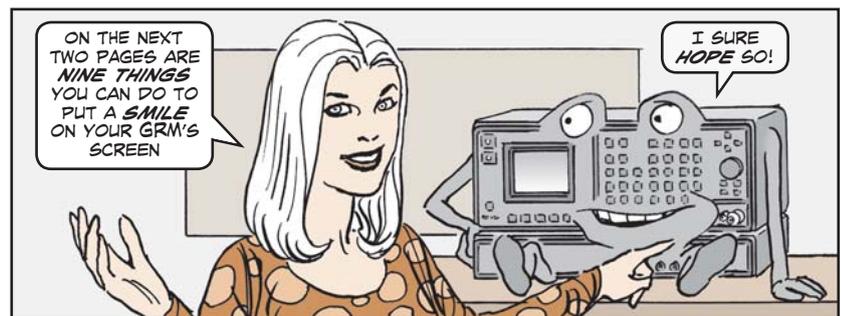
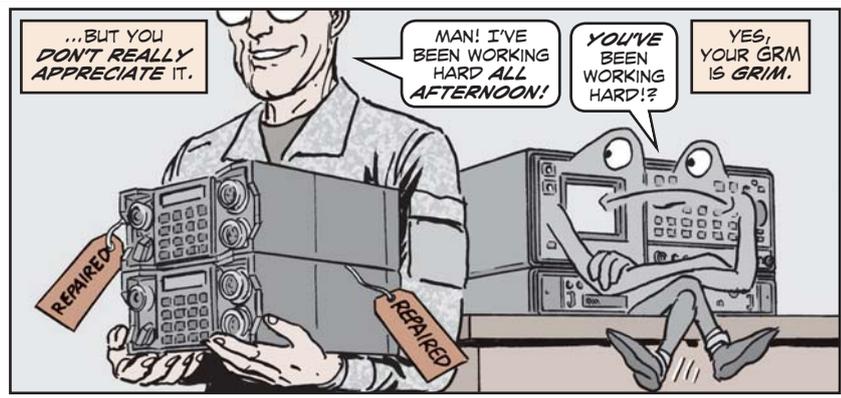
ALL FIBER OPTIC CABLES LOOK THE SAME ON THE OUTSIDE, BUT THE ACTUAL FIBERS CAN BE DIFFERENT AND NOT ALWAYS INTER-CHANGEABLE.

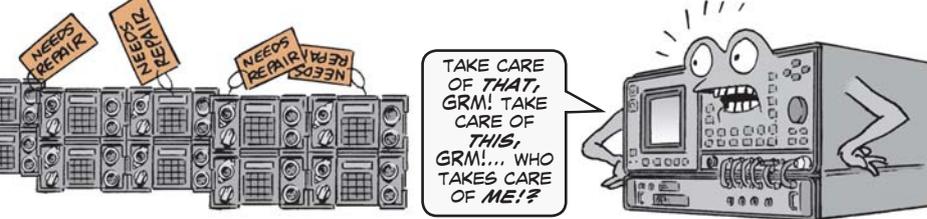


TM 11-6020-200-10 AND -238P COVER THE MAINTENANCE ON THE POPULAR CX-13295A/G FIBER OPTIC CABLE.

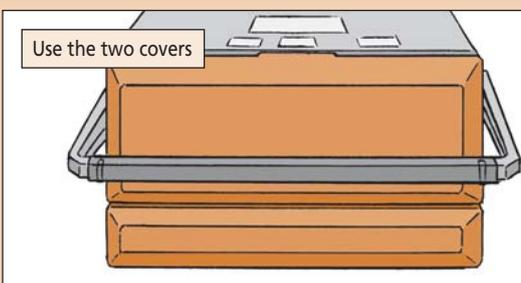


Some GRM News

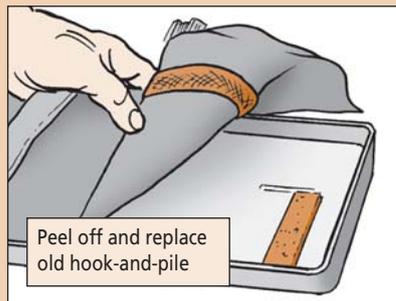
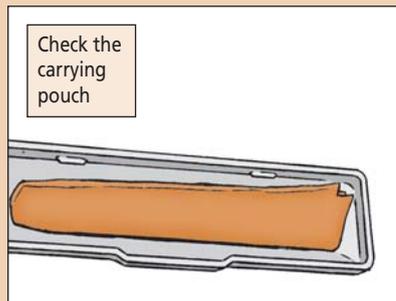




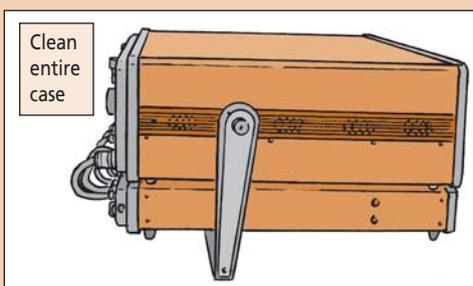
1. Use the covers when not using the GRM. The GRM has two front covers. They are not there to be used only when transporting the GRM. They are there to keep dirt and dust out and to protect the face of the GRM any time it is not in use. So, use them.



2. Inside each cover is a carrying pouch for BII and cables. Hook-and-pile fasteners hold these pouches in place. If it has been there awhile, chances are good that the hook-and-pile is no longer doing its job. Peel off the old hook-and-pile, clean the area well, and put on new.

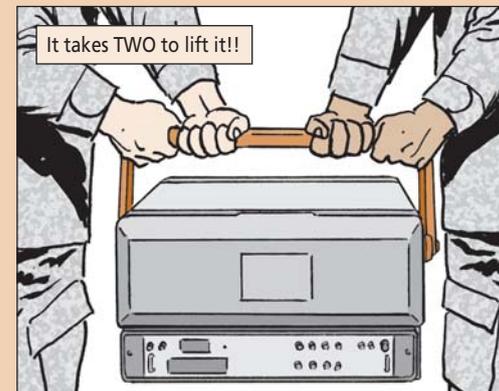


3. Clean over the entire case and front panel of the GRM lightly whenever necessary. Use a small amount of liquid detergent and a damp, lint-free cheesecloth, NSN 8305-00-267-3015, to keep the GRM clean.



Use Citra-Safe, NSN 6850-01-378-0616, to clean electrical connectors.

4. Remember, lifting the GRM is a two-person job. Sure, it can be done by one, but it also can be dropped and banged by one! Then you can kiss calibration goodbye.



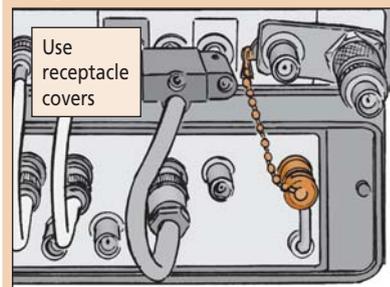
5. The GRM must be calibrated every six months or in some commands, every year. Calibrate it more often, if you suspect a calibration problem. Your TMDE shop will use the info in TB 9-6625-2296-35 to calibrate the GRM.

6. Make sure you always have the latest and greatest software version programmed into your GRM. Check with your TMDE shop to find out the latest version. Right now you need Version 5.0 in the TS-4317 and Version 5.01 in the PL-1536/GRM. Contact your TMDE shop if your GRM needs upgraded hardware or software.

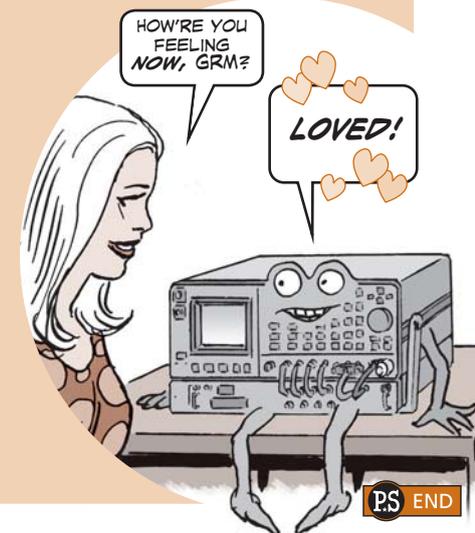


7. When you take your GRM to the field and use it in a commo shelter, strap it down. A hard bump when moving or a hard bump from a body in the close confines of a shelter can be enough to lose calibration.

8. If a cover is provided for a receptacle, use it. It's there for a reason, not just to hang around.



9. Do a regular check for loose nuts, screws and frayed cables.



NEW INSTRUCTIONS FOR OLD SANATOR

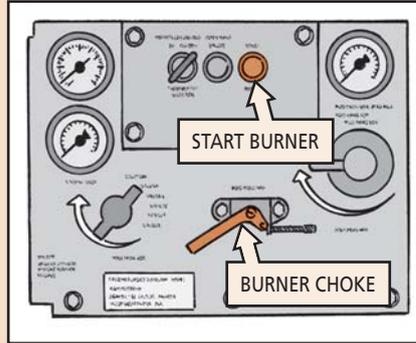
BECAUSE THE ARMY NEEDS ALL THE LIGHTWEIGHT DECON SYSTEMS IT CAN FIND, IT'S NOT PHASING OUT THE OLD A/E32U-8 SANATORS.

TO SIMPLIFY OPERATIONS AND INCREASE SAFETY, THE ARMY HAS COME UP WITH NEW STARTING INSTRUCTIONS AND SAFETY CAUTIONS.

I'M OLD, BUT I'M IMPROVED!

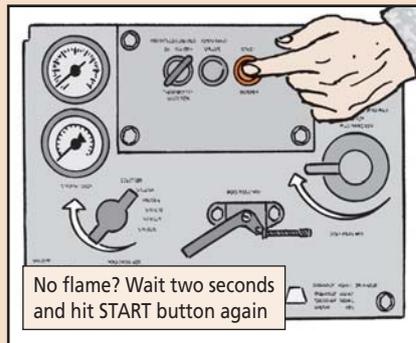
Starting Instructions

1. Verify that the burner fuel pressure is 95 to 105 psi.
2. Verify the burner fuel valve is fully clockwise.
3. Turn the THERMOSTAT SELECTOR switch to the desired temperature setting.
4. Lift and hold the BURNER CHOKE handle while pressing the START BURNER button for no more than one second.



5. Watch for flame in the burner sight tube and listen for the burner lighting.

If the burner does not light, wait two seconds for fuel vapors to clear in the boiler and try the START BURNER button again for one second. No luck? Wait two seconds and hit the START BURNER again for one second.



Still no luck? Let the engine and burner fan run full speed for two minutes to clear the burner of fuel vapors. Then troubleshoot using Step 13 in Para 3-4 of TM 3-4230-218-12&P.

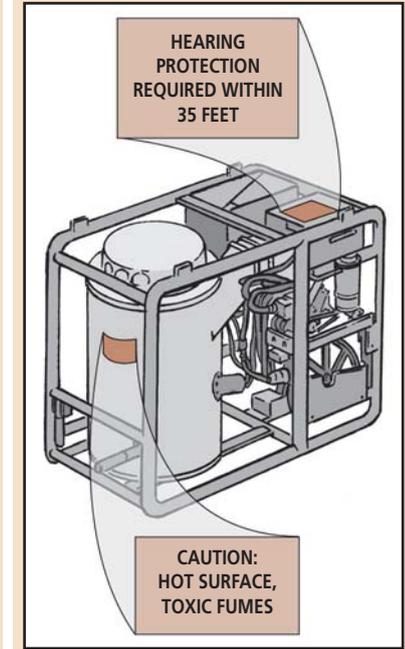
Under no circumstances should you push the START BURNER button longer than two seconds unless the burner is running. Otherwise vapors build up in the burner and could cause an explosion.



When the burner fire starts, hold the START BURNER button while releasing the BURNER CHOKE handle. When the OPEN MAG VALVE light comes on, release the START BURNER button.

Warning Labels

Every Sanator should have two warning labels: one for the burner exhaust ports and one for the top of the storage box. If your Sanator is missing labels, contact TACOM at DSN 793-3126/(309) 782-3126 or email lefebvres@ria.army.mil He'll send you labels.



WET DOG IN THE RAIN

When the skies open up and the rain pours down, it's time to pull on your wet weather parka and trousers. But some soldiers say the rainsuit smells foul and they don't like wearing it.

That smell comes from sweat deposited on the clothing and from the bacteria that feed on it. The smell might also come from a breakdown in the waterproof coating, especially on older clothing.

Getting rid of that wet-dog-in-the-rain funk calls for a thorough washing. Here's how it's done:

- Hand wash the parka and trousers with a cloth or soft-bristle brush in warm water and a mild laundry detergent. Never machine launder or dry clean. It's too rough on the polyurethane coating that waterproofs the rainsuit.



- Next, turn the clothing inside out and do the hand wash routine once more. That should remove odors.

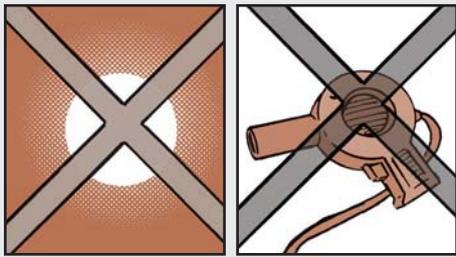
- Rinse thoroughly inside and out with clean water. Make sure you get rid of all the suds.



- Air-dry for 24 hours on a rust-proof hanger. Let the parka and trousers dry completely before you fold and store them. Storing them damp is an invitation for mildew to form.



- Never dry the clothing in direct sunlight. The sun causes permanent creases. And don't use direct heat—like machine dryers, hair dryers or space heaters. They cause the coating to dry out and crack.



SMITTY LOOKS MISERABLE! WHY DOESN'T HE PUT ON HIS RAIN GEAR?

HE SAYS IT SMELLS LIKE A WET DOG!

WHERE ARE HIS BDUS?

HE SAYS IT'S BATH NIGHT!



If washing doesn't get rid of the smell, then replace the parka or trousers.

PONDERING PAINTS

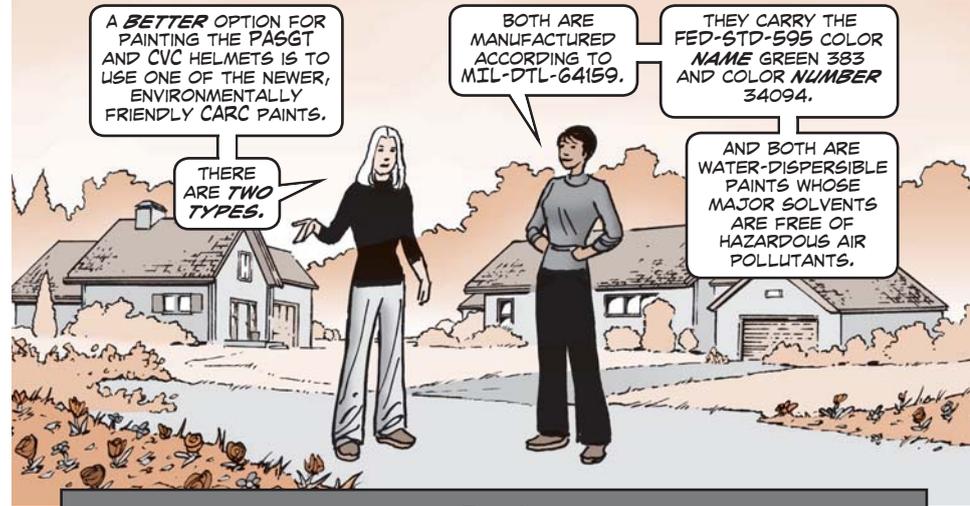


Given enough time and wear, the paint on PASGT (personal armor system ground troops) (Kevlar) and CVC helmets can crack, chip and peel. Sooner or later the helmets will need repainting.

If you've been handed the task of painting helmets, you'll need to know what color and type of paints the Army authorizes. One option is to go to TM 10-8400-203-23, *General Repair Procedures for Individual Equipment*. Page 19-4.2 (Change 6) lists two NSNs for an olive drab CARC paint for the PASGT helmet. It's manufactured according to MIL-C-46168. NSN 8010-01-055-2319 brings one gallon of paint, and NSN 8010-01-144-9875 brings four gallons.

It's a solvent-based paint that uses silica-type flattening agents. But it has some drawbacks: It contains hazardous air pollutants, and the dried finish easily mars.

Page 4-8 (Change 6) of the same TM lists a forest green paint, NSN 8010-01-123-9278, for use on the CVC helmet. Don't bother to order it, though, because it's a terminal item.



Type I					
FED-STD-595 color name	FED-STD-595 color number	Type	Kit size	NSN 8010-01-492-	
Green 383	34094	1	3 pints	6637	
Green 383	34094	1	3 quarts	6648	
Green 383	34094	1	3 gallons	6639	
Green 383	34094	1	15 gallons	6640	

Type II					
FED-STD-595 color name	FED-STD-595 color number	Type	Kit size	NSN 8010-01-493-	
Green 383	34094	2	3 pints	3168	
Green 383	34094	2	3 quarts	3169	
Green 383	34094	2	3 gallons	3170	
Green 383	34094	2	15 gallons	3171	



HEY, ARE ANY OF THOSE OLD 5-GAL METAL JERRY CANS FOR WATER STILL HANGING AROUND IN THE SUPPLY SYSTEM?

NO METAL, PLENTY OF PLASTIC!



The Army *no longer* stocks the metal can, NSN 7240-00-242-6153. Look up the NSN in FED LOG and you'll find no information on it.



SOB!! IT'S TRUE!!

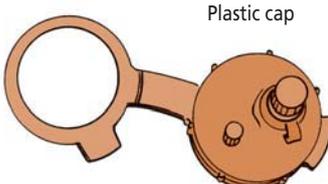
But the Army does stock 5-gal **plastic** water cans and accessories. The plastic can is lighter and more durable than the metal one. It won't corrode and it fits in the same vehicle racks.

HERE ARE THE NSNs FOR THE PLASTIC CAN AND ITS CAP. NO GREEN CAP IS AVAILABLE.



Item	Color	NSN 7240-
Can	green	01-365-5317
Can	sand	00-089-3827
Cap	sand	00-089-7312

If you lose the covers to the breather cap and pour spout, don't bother trying to order them. They're not available. Instead, order the entire cap with the NSN listed.



Plastic cap

If you have any metal caps lying around, it's best not to use them on plastic cans. A metal cap works for a short time on plastic. But sooner or later the metal strips out the plastic threads. You get a poor seal and leaking water. So, whenever possible, use plastic caps to seal plastic cans.

Family of Space Heaters...

BACK TO BASICS



ANOTHER ICY WINTER COMES HOWLING DOWN FROM THE NORTH. HUDDLED IN TENTS, YOUR UNIT DEPENDS ON THE FAMILY OF SPACE HEATERS (FOSH) FOR WARMTH.



QUESTION IS: CAN THE FOSH DEPEND ON YOU TO KEEP THEM WORKING SAFELY?

SOME COMMON ISSUES FACED BY FOSH OPERATORS CAN BE FOUND ON THE NEXT TWO PAGES.

THEY COVER THE VERY BASICS OF FOSH OPERATION AND MAINTENANCE.

FOR THE WHOLE STORY, READ THE TMS.



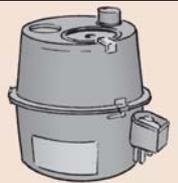
Choosing a Heater



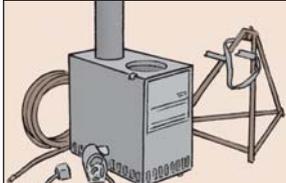
GET THE RIGHT HEATER FOR THE SIZE AND TYPE OF TENT YOU HAVE.

USE THE FOLLOWING TABLE AS A GUIDE...

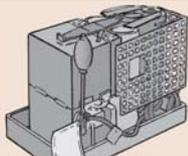
H-45 space heater



Arctic space heater



Small space heater



Convective space heater



Heater	NSN 4520-01-	TM	Tent size and type
H-45 space heater	354-1191 (Type I, solid fuel)	TM 9-4520-257-12&P	General purpose and TEMPER tents and modular command post shelter
	329-3451 (Type II, liquid fuel)		
Arctic space heater	444-2375	TM 10-4520-261-12&P	5-man and 10-man arctic tents
Small space heater	478-9207	TM 10-4520-263-12&P	4-man soldier/crew tent
Convective space heater	431-8927	TM 10-4520-262-12&P	General purpose and TEMPER tents and modular command post shelter

The general purpose and TEMPER tents are expandable. They may need more than one H-45 or convective space heater.

Quick Disconnects

Brush off snow and ice. They block fuel flow.

Clean off dirt, sand and debris. They can cut o-rings, causing fuel leaks.



Fuel Hoses

Inspect for drying, cracks, cuts, wear and leaks. Replace if necessary.

Fuel

Use only the approved fuels listed in your TM. Never use gasoline, JP-4 or a mixture of fuels. They can cause a fire or an explosion.

Fuel Can Stand

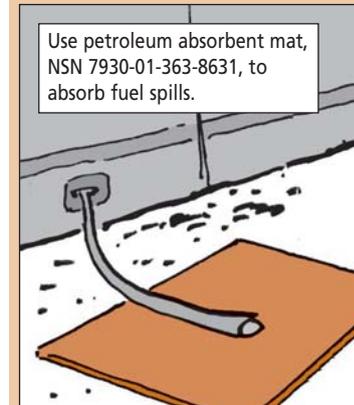


Make sure fuel can stand is stable

Untangle the tripod stabilizer straps. Fully extend the tripod legs.

Tighten the hook-and-pile straps to hold the fuel can to the stand.

Fuel Spills



Use petroleum absorbent mat, NSN 7930-01-363-8631, to absorb fuel spills.

Run the end of the fuel overflow hose outside the tent and onto the mat.

Lid (Arctic and H-45 heaters only)

Close the lid when the heater's operating. The heater doesn't work efficiently when the lid's open. It gives off less heat. An open lid can also let flames exit the heater.

Prevent Fires/Carbon Monoxide Poisoning (Arctic, H-45 and small heaters only)

Use all pipes when you put together the exhaust stack.



- Put on the stack cap.
 - Tie the guy lines from the cap to stakes in the ground.
 - Never re-light a hot heater. Wait until it cools.
- Re-lighting a hot heater could cause a fire or explosion.
- Before burning liquid fuel in the arctic space heater, install the burner cover in the door frame and latch the front door. That helps the heater work efficiently to produce more heat. It also keeps flames from exiting the heater.

Overfiring (Arctic and H-45 heaters only)

To prevent overfiring, adjust the fuel flow control valve: Set the fuel selector control for outside temperature and type of fuel. Adjust the fuel flow adjustment knob to regulate the amount of fuel to the burner. Also, use all the pipes that come with the exhaust stack so that the heater draws enough air.

When you're not using the heater, store the fuel flow control valve in a plastic bag to protect the fuel fitting. Store it with the ON/OFF control in the ON position. That keeps the needle inside the valve from sticking closed.



Safety of Use Messages...

Stay WARM and SAFE This Winter

THE USAMC COMMUNICATIONS-ELECTRONICS COMMAND HAS RELEASED A SAFETY OF USE MESSAGE.

FOR THOSE OF YOU LOOKING TO STAY COMFORTABLE IN SHELTERS YEAR-ROUND, THIS WILL BE OF PARTICULAR INTEREST.



CECOM SOUM #05-001

CECOM SOUM #05-001 concerns the field deployable environmental control unit (FDECU), models FDECU-2, FDECU-3, FDECU-4 and FDECU-5, NSN 4120-01-449-0459, LIN A26852.

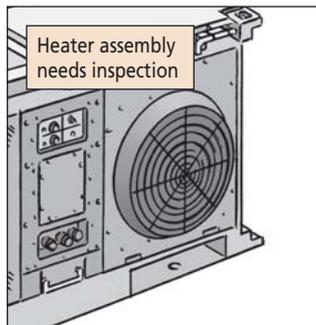
The FDECU provides cooled or heated air to various types of portable shelters and vans.

The reason for the SOUM is that a few soldiers suffered smoke inhalation when the heater assembly, P/N 9454066, NSN 4520-01-494-3852, of a FDECU overheated and their tent filled with smoke. The Army believes worn wiring insulation caused the overheating.

Unit maintainers must inspect the heater assembly. Follow the procedures in Item No. 6 of the unit PMCS in TM 9-4120-411-14.

Read the complete SOUM for the full story. It's available at the Army Electronic Product Support (AEPS) website:

<https://aeps2.ria.army.mil/commodity/soum/cecom/05/csoum05-01.html>



IF YOU HAVE ANY QUESTIONS ABOUT THIS SOUM, CONTACT THESE TWO POCs...



steven.chan@mail1.monmouth.army.mil

DSN 987-7473
(732) 427-7473

dono.oglesby@us.army.mil

DSN 992-3990
(732) 532-3990

Maintenance Management...

Correcting Forms Under TAMMS



Dear Half-Mast

DA Pam 738-750 provided instructions on how to correct TAMMS forms (see Para 1-6(c)). Why doesn't the new TAMMS, DA Pam 750-8, have these instructions?

Mr. E.B.

MR E.B., THAT'S AN INTERESTING QUESTION!

HERE'S YOUR ANSWER...



DA Pam 738-750 was more concerned about the use of non-automated/manual forms. Paragraph 1-6(c) was about making changes to manual forms. Corrections were made on manual forms to ensure the information was accurate.

DA Pam 750-8 focuses on the automated forms associated with ULLS and SAMS. It isn't enough to enter the corrections on printed copies of electronic forms, the data in the computer system must also be updated.

Once computer data is updated, a new form should be printed and the old printed form should be discarded unless specifically required by DA Pam 750-8.

The bottom line is that manual and automated forms must be readable and correct. Para 1-9c(6), DA Pam 750-8 states: "...Information on each form or record must be readable, correct, and complete."

Just keep in mind, with the old TAMMS, manual forms were the record. Under the new TAMMS, printed e-forms only represent the record copy that exists as data in the ULLS and SAMS computer systems.

A MAINTENANCE ACTION ISN'T COMPLETE NOW UNTIL IT'S ENTERED IN THE COMPUTER.



PS END

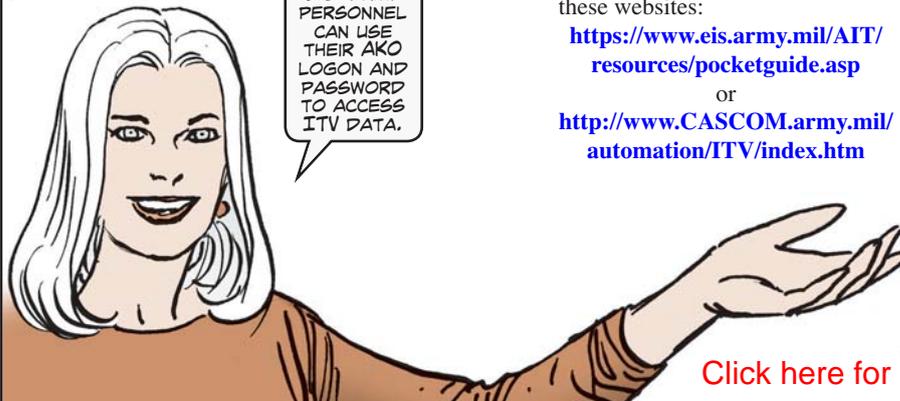
MAKE SURE YOUR



So you're preparing vehicles and shipping containers for your deployment to the sand box. Did you know there's a system for tracking those items and increasing the probability you'll actually get them?

The Intransit Visibility (ITV) server uses radio frequency identification tags to report the last known status and location of your shipment.

U.S. ARMY PERSONNEL CAN USE THEIR AKO LOGON AND PASSWORD TO ACCESS ITV DATA.



DEPLOYMENT SHIPMENTS GET TO YOU!



Pocket Guides

The project manager for Joint Automatic Identification Technology has prepared two small handbooks to help units using the ITV server and software. The ITV Server Guide and the RFID Operations Guide can be viewed and downloaded from either of these websites:

<https://www.eis.army.mil/AIT/resources/pocketguide.asp>

or

<http://www.CASCOM.army.mil/automation/ITV/index.htm>

Supplies and Batteries

Even radio frequency identification tags need supplies and batteries. Here's what's available:

Item	NSN
SAVI 410 RF tag	6350-01-495-3040
SAVI 654 RF tag	6350-01-523-1998
Magnetic mounting bracket	5340-01-495-3007
Cable tiedown strap	5975-00-899-4606
Lacing wire	9505-00-640-4290
SAVI 410 batteries	6135-01-301-8776
SAVI 654 battery	6135-01-524-7621
Lithium-ion battery pack for the PDT 7200 (portable data terminal)	6140-01-476-5414
Lithium-ion battery pack for the PDT 8146	6140-01-499-7364
NiCad battery pack for SAVI 410R handheld interrogator	6140-01-501-3344



HMMWV Blackout Light

Use NSN 6220-01-496-1925 to get the HMMWV's TMs blackout light assembly. This NSN replaces the NSN shown as Item 1, Fig 62 of TM 9-2320-280-24P-1, and Item 1, Fig 60 of TM 9-2320-387-24P.

Protect HMMWV Ballistic Glass

HMMWV ballistic glass will cloud and become yellow from exposure to solar ultraviolet light and heat. When discoloration impairs vision and ability to operate the vehicle safely, the HMMWV becomes non-mission capable (NMC) and the glass panels need to be replaced.

Keep these simple pointers in mind on how to reduce premature deterioration of the ballistic glass:

- If possible, park the HMMWV in a position that shields the cab windows from direct sunlight.
- Use existing shade from buildings and trees, or a man-made screen.
- Place a tarpaulin over the vehicle's cab. The tarpaulin does protect against sunlight, but traps heat, causing deterioration to the glass panels. Use with caution.

See TACOM MAM 06-004 for more details at the AEPs website: <https://aeps.ria.army.mil>

HMMWV Serpentine Belts

Mechs, keep these NSNs in mind when you change the HMMWV's serpentine belt.

Also, M998s use only V-belts. There is no authorized MWO that changes the vehicle's configuration to a serpentine belt.

Model	NSN
M1113A2/M1114A2 (s/n 196900 and below)	3030-01-466-9476
M1113A2/M1114A2 (s/n 196901 and above)	3030-01-488-5606
M1025A2/M1097A2 (AOA installed, early models with 2 idlers)	3030-01-524-2451
M1025A2/M1097A2 (later models with 1 idler)	3030-01-524-2460

AOAP Supplies

Getting low on AOAP supplies? Order a box of 120 AOAP bottles with NSN 8125-01-082-9697. A 1,000-ft roll of AOAP tubing comes with NSN 4720-00-964-1433.

M915 Coolant Filter Kit

Use NSN 2930-01-184-1877 to get a coolant filter kit for the M915-series trucks. The coolant filter keeps the cooling system clean and helps prevent corrosion. Get replacement filters with NSN 4330-00-274-4712. Installation instructions come with the kit.

X-LONG BIVY COVER

The sleeping bags that come with the modular sleeping bag system (MSBS) are available in regular and extra long sizes. If you're using an extra long bag, you should also use an extra long bivy cover. Get it with NSN 8465-01-452-1695.

AR 710-2 Updated

An update of AR 710-2, *Inventory Management Supply Policy Below the National Level* (8 Jul 05), changes policy on when items must be placed on property book records. The revision is available on the Army Publishing Directorate website:

http://www.army.mil/usapa/epubs/750_Series_Collection_1.html

Parts Bags

Self-sealing plastic bags make good containers for small parts and hardware. Order what you need with these NSNs:

NSN 8105-00-837	Size (inches)	Qty
7753	4x4	1,000
7754	6x6	1,000
7755	8x8	1,000
7756	11x10 1/2	500
7757	12x12	500

BATTERY TERMINAL COVERS

Protect your vehicle's batteries from accidental shorts by adding rubber terminal covers. Single terminal covers come with NSN 2530-01-089-4992. NSN 4940-00-738-6272 brings a double terminal cover.

CHECK ON COMPONENT LIST UPDATES

Wondering if your component list was changed? SKOs are updated each April and September, and WebLOG has changes for every cycle back to Sep 01. Check out the [Changed Lists for Component Lists](#) under [Sets, Kits, and Outfits](#) on the LOGSA WebLOG public web page at:

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

MOLLE Shoulder Straps

Need shoulder straps for your modular lightweight load-carrying equipment (MOLLE)? Here's what's available:

NSN 8465-01-	Camouflage
522-6490	woodland
522-6487	desert
524-7240	universal camo

The shoulder straps attach to the MOLLE frame. Keep in mind that the shoulder straps can't be used with the ALICE frame.

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

Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

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1,328 pages. Do you really
remember *everything*?**

DID YOU
DO THE
PMCS BY
THE BOOK?

WELL,
SARGE...
I DID
ALL 10.

TEN! THERE
ARE AT
LEAST 40
BEFORE-
OPERATION
CHECKS!

**Trust the TMs...
*Not your memory!***

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