

PS**THE
PREVENTIVE
MAINTENANCE
MONTHLY****ISSUE 645 AUGUST 2006**

TB 43-PS-645, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all soldiers assigned to combat and combat support units and all soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders.

	COMBAT VEHICLES	2		CBRN	22
Personnel Heater Testing and Repair Change Stryker DVE Cable		2	Fox NBC Vehicle PM Tips		22
M1-Series Tank Combustor Liner Disposal		3	ACADA Chemical Alarm Exhaust Nozzle		23
M1-Series Tank Breech Handle Reminder		4			
M2/M3-Series Bradley, MLRS Fuel Shutoff Lever		5		RADAR	24
MLRS Carrier Filler Neck Bolt Check		6	Sentinel Radar System Maintenance		24-26
M577A3, M1068A3 CPC 5-KW Generator Hose		7			
M577 CPC 4.2-KW Generator Switch Setting		8			
		9		AVIATION	35
	MISSILES	10	AH-64D Mast-Mounted Assembly		35
Javelin Shipping Containers		10	UH-60 Vibration Analyzer Test Set		36-37
	SMALL ARMS	11			
Small Arms Cleaning Clarification		11		COMMUNICATIONS	38
M2, MK19 Machine Gun Shipping Tips		12-13	SINGGARS Antenna Mount Reinforcement		38-41
Arms Room Humidity Control		14	Commo Battery Basics		42-44
			Lithium Battery Handling		45
	WHEELED VEHICLES	15	DAGR Battery Pack Installation		46
HMMWV Gunner's Station Mock-up		15	AN/PVS-6 MELIOS Battery		47
HMMWV Brake Pad Warning		16	DAGR Power Cable Caution		47
HMMWV Alternator Bracket		17			
HEMTT Oil Filter		18		SOLDIER SUPPORT	48
M915-Series Truck Wiper Info		19	Modern Burner Unit Gasket Info		48
M915A2/M916A1 Tachometer Kit		20	Advanced Combat Helmet Chin Strap NSNs		49
M915A3 Lug Nut		20	Heat-treated Wood for Packaging		50-53
M915A4 AC Belt		20			
HET/PLS Fuel Filter		20		LOGISTICS MANAGEMENT	54
HEMTT Hose Reel Gasket, Slave Receptacle Cap		20	Telemaintenance		54-56
			Rapid Fielding Initiative Items Replacement		57
	COMBAT ENGINEERING	21	Logistics Excellence Awards		58-60
350 GPM Water Pump Air Hose		21	Connie's Post Scripts		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:

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USAMC LOGSA (AMXLS-AM)
5307 Sparkman Circle
Redstone Arsenal, AL 35898-5000

Or e-mail to:

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By order of the Secretary of the Army:

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Administrative Assistant to the Secretary of the Army

0615002

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Issue 645

PS

August
2006

THE PREVENTIVE MAINTENANCE MONTHLY

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GET US SOME
AIR SUPPORT...
NOW!

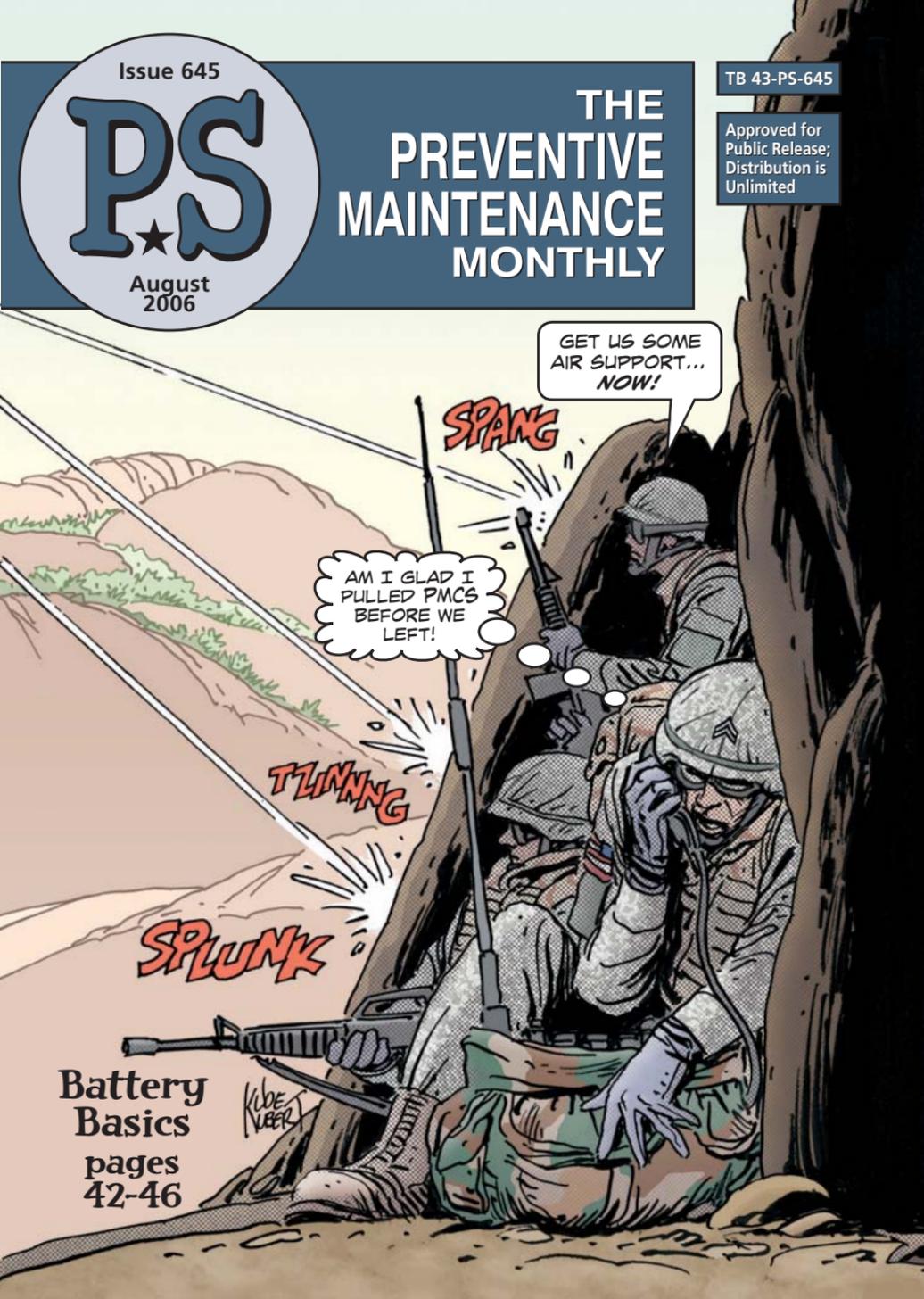
AM I GLAD I
PULLED PMCS
BEFORE WE
LEFT!

TZZING

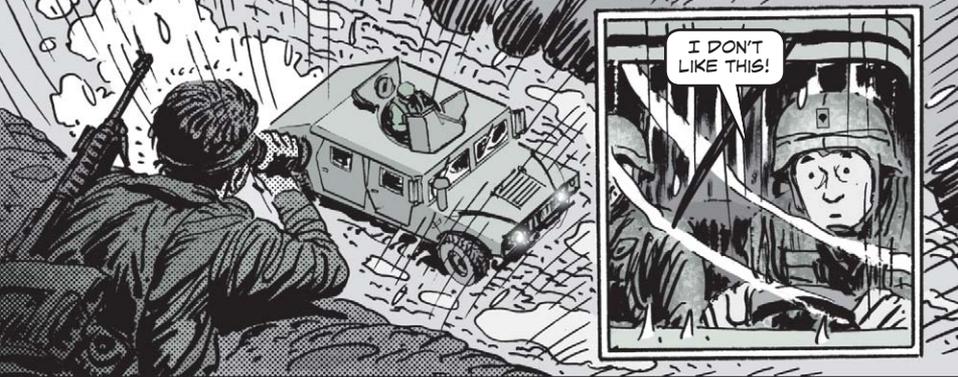
SPLUNK

Battery
Basics
pages
42-46

KUBE
VEER



PM and the Road Less Traveled



Being a soldier that learns from his or her mistakes can be costly. Sure, it's a good idea not to repeat a mistake, but it's an even better idea to have never made the mistake.

That's the philosophy that powers preventive maintenance. PM is fueled by the desire to prevent things from going wrong instead of learning a lesson when they do go wrong.

If you're a parent who is about to hand his 16-year-old daughter the keys to a car, you want her to know that the time to check the oil is before the red light goes on. You want her to know that the time to replace a tire is before the tread is gone. You want her to know these things so she is not stranded on the side of a seldom-traveled road in the dead of night.

As bad as that scenario is, soldiers travel that lonely road night and day with those who want to do them great harm lurking behind every bush and dune. PM does not eliminate the danger, but it does lessen it. It increases your odds for survival and victory. It brings the moon out on a dark night and it makes that lonely road a bit more friendly.

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



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HEATER REPAIR HAS A NEW HOME



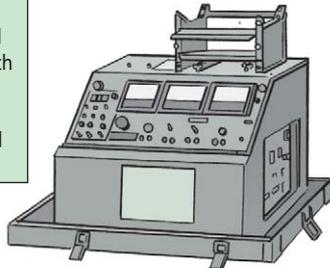
MY PERSONNEL HEATER'S NOT WORKING! CAN YOU SEND IT OFF FOR REPAIR?

HAVEN'T YOU HEARD? WE REPAIR 'EM RIGHT HERE NOW!

Personnel heater testing and repair is now a field-level task. Formerly performed at the DS/GS level by MOS 63G (fuel and electrical systems repairers), heaters are now tested and repaired by MOS 52C (utilities equipment repairers).

Any unit with 52Cs who are authorized by their MTOE can now order a portable heater test stand, NSN 4910-01-318-4508.

Heater test stand works with combat vehicle personnel heaters



The heater test stand allows repairers to test and repair the following personnel heaters:

- A-20
- Hupp (models MF60A, MF60B, MF60B2, MF510A, MF510B, and MF510C)
- Stewart-Warner (models 10530A, 10530B, 10560C, 10560G, 10560M, 10560M24B1, 10560M24B2, and 939-J24)
- Benmar (models CP-3050-24FBG and AP-3050)

Questions? Contact CW3 Jose Marrero at the US Army Ordnance Mechanical Maintenance School, DSN 458-1505 or (410) 306-1505. Or email him:

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

CABLE CRUSHING CONCERNS



YOUR NEW DRIVER'S VISION ENHANCER CABLE IS HERE!

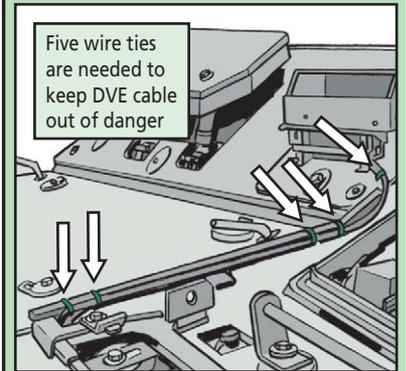
A FEW CABLE TIES MIGHT KEEP IT IN SERVICE LONGER!

A recent modification to the Stryker moved the driver's vision enhancer (DVE) to a new position higher up on the vehicle. The modification also included a longer, 6-ft cable to reach the DVE screen.

The cable is routed alongside a metal bar that runs between the driver's hatch and the engine access hatch. It's held in place with cable ties.

Problem is, those cable ties can wear out. If that happens, the cable moves around and can get caught in either of the two hatches. **CRUNCH!**

Check the cable ties periodically for damage. Replace any that are broken or missing with NSN 5975-00-985-6630.



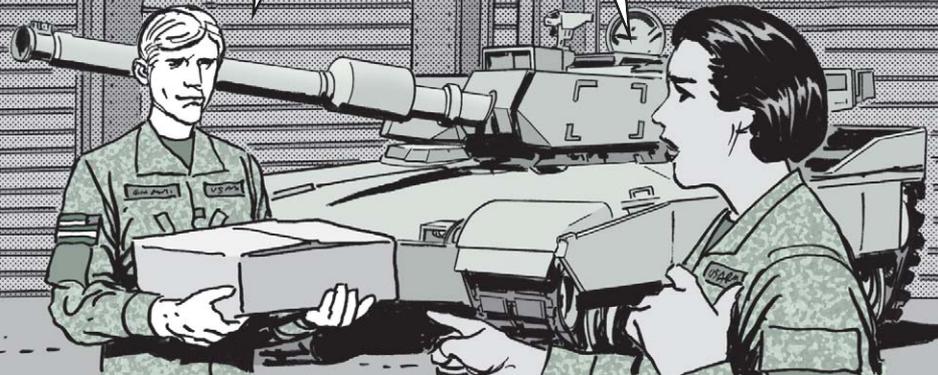
Five wire ties are needed to keep DVE cable out of danger

Mechanics, if you have to replace a damaged cable, don't forget to secure the new one with cable ties. Otherwise, you'll soon be replacing the cable again.

GET A HANDLE ON LINER DISPOSAL

I'VE GOT THAT OLD COMBUSTOR LINER READY TO SHIP.

WHAT STYLE IS IT? THERE MAY BE SOME SPECIAL DISPOSAL PROCEDURES WE'LL NEED TO FOLLOW.



After replacing the combustor liner on your tank's AGT-1500 engine, do you know what to do with the old liner?

That depends on which liner you have. There are two types. If you're replacing the new-style liner, NSN 2835-01-422-9131 (PN 12286890-1), there are no special procedures. Just turn it in.

However, if you've replaced an old-style liner, NSN 2835-01-076-6092 (PN 12286890 or 12286384), there are some special disposal procedures to follow.

The old-style liner emits an extremely low amount of radiation. It's not hazardous when handled, but does require that the shipping container be clearly marked **RADIOACTIVE MATERIAL** — TH232 before shipping it back to depot.

You'll find additional information about disposal of old-style liners in the warning section at the front of all -10 and -20 level TMs. The demil code of this old liner has been changed to F.

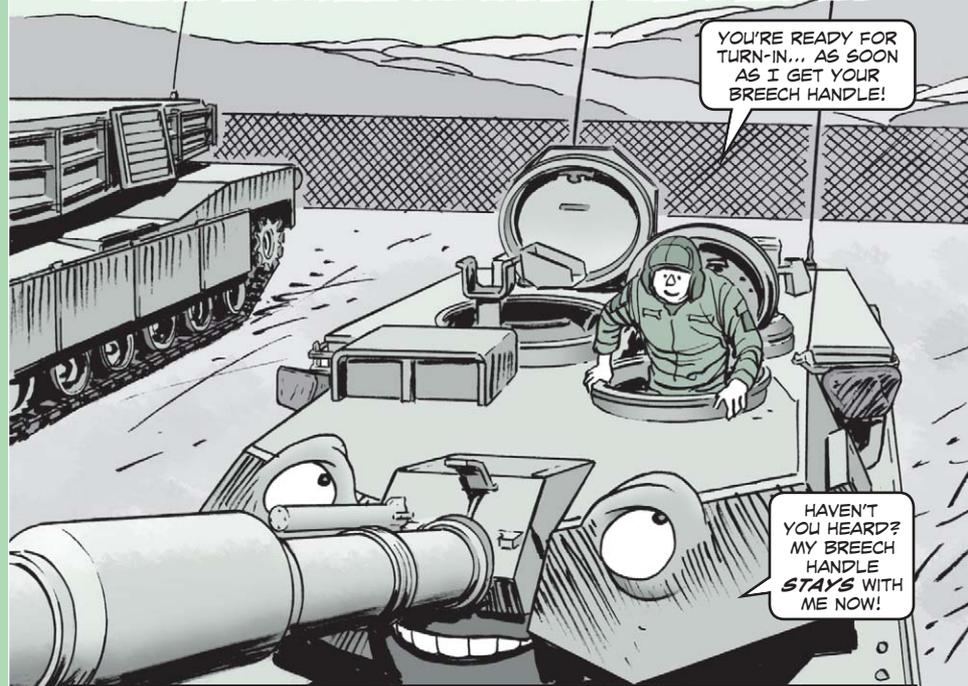


NOT SURE WHICH LINER YOU HAVE?

THE PART NUMBER SHOULD BE STAMPED DIRECTLY ON THE LINER.

LEAVE BREECH HANDLE BEHIND

YOU'RE READY FOR TURN-IN... AS SOON AS I GET YOUR BREECH HANDLE!

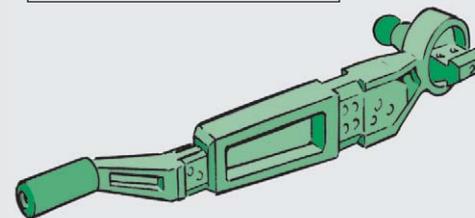


HAVEN'T YOU HEARD? MY BREECH HANDLE STAYS WITH ME NOW!

When it's time to turn in an M1-series tank, most crewmen remove the breech handle, NSN 1015-01-173-9350. Since they'll need one for their next tank—and at a cost of almost \$2,400 each—it makes pretty good sense.

Unfortunately, that's also creating supply shortages. And it's the reason why the handle's classification has been changed to make it a component of end item (COEI).

Breech handle is now part of COEI

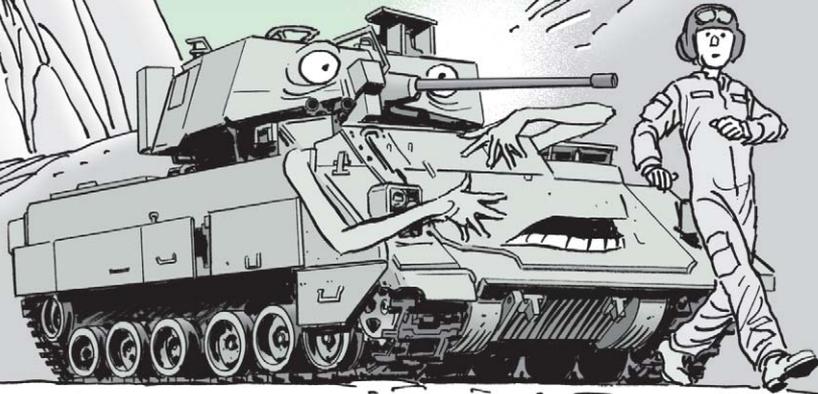


From now on, the breech handle should **remain** with the tank during turn-in. Make a note in App B of your -10-2 TMs until they can be updated.

Give It a Pull

GLUG!
OHMIGOSH!
HELP!

CHOKE!
FUEL'S FILLING
MY CYLINDERS!



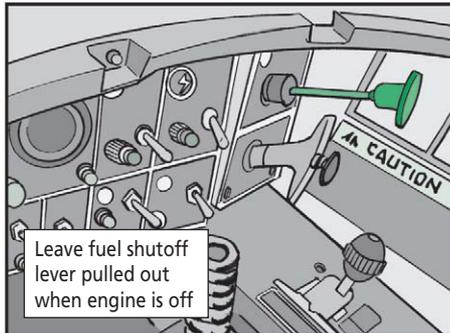
Drivers, you can't be pushy when it comes to the fuel shutoff lever on your Bradley or MLRS.

When shutting off the engine, you have to pull out the fuel shutoff lever. However, there are a few drivers who think it's OK to push the lever back in after the engine shuts down.

That lets fuel continue to flow to the cylinders and can cause hydrostatic lock the next time you try to start the vehicle. Some of that fuel may even seep past the piston rings and into the oil.

Fuel-thinned oil doesn't lube well, so parts wear out quicker. When that happens, the engine is a good candidate for a breakdown.

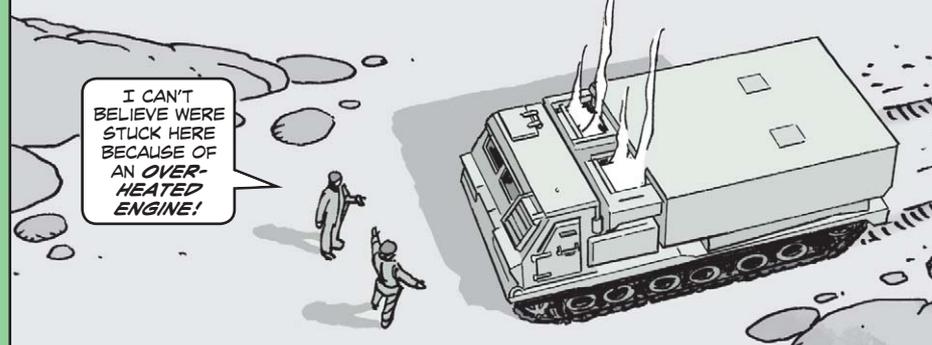
So leave the fuel control lever pulled all the way out after shutdown. You should push it back in only when you're ready to start the engine.



Leave fuel shutoff lever pulled out when engine is off

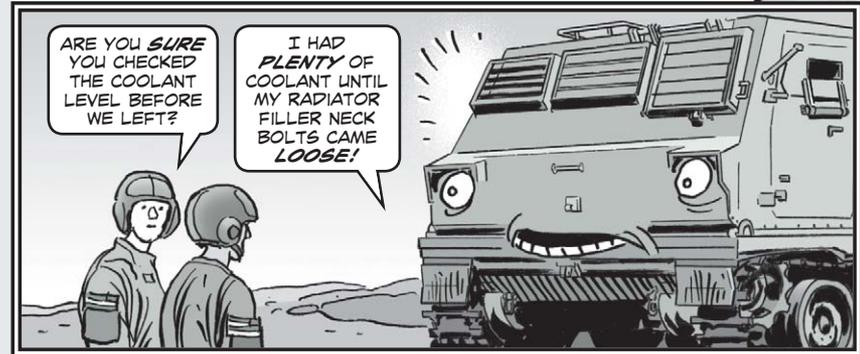
NOT SO GOOD VIBRATIONS

I CAN'T BELIEVE WE'RE STUCK HERE BECAUSE OF AN OVER-HEATED ENGINE!



ARE YOU *SURE* YOU CHECKED THE COOLANT LEVEL BEFORE WE LEFT?

I HAD *PLENTRY* OF COOLANT UNTIL MY RADIATOR FILLER NECK BOLTS CAME LOOSE!

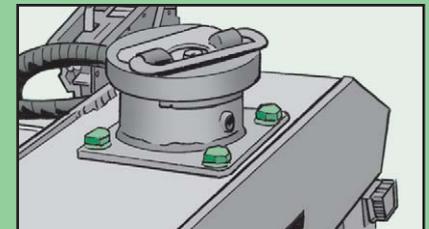


Vibration: It comes in the form of a working engine, the jarring bumps of rugged terrain, the terrific concussion of missile firing.

When you add all that to the temperature changes that come from the engine heating up and cooling down, it's no wonder the radiator filler neck bolts on some MLRS carriers are starting to loosen.

Antifreeze expands as it gets hot. So if those four bolts loosen, coolant can blow out from under the plate. If you lose enough antifreeze, the engine will overheat.

Check the bolts once a month or so to make sure they stay tight. Report loose bolts to your mechanic. He'll torque 'em to 264-288 lb-in.



Make sure radiator filler neck bolts stay tight

BEAT THE HEAT!

I DON'T GET IT! I JUST CHECKED YOUR AIR FILTER BEFORE STARTUP AND EVERYTHING LOOKED FINE!

YEAH, BUT ~~GASP!~~ YOU DIDN'T RECONNECT MY AIR DUCT HOSE!

Your command post carrier's 5-KW generator can take a real beating from desert heat. So do your part to keep it as cool as possible.

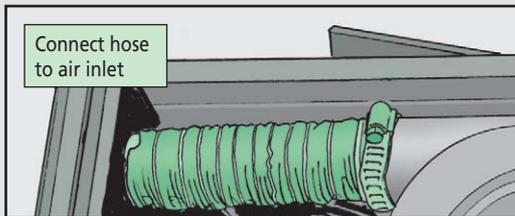
Something as simple as properly reattaching the air duct hose after inspecting the air filter can make all the difference.

When putting the air filter cap back on, some operators don't notice that the air duct hose isn't connected. That allows hot air to be drawn from inside the generator. The extra heat can be enough to burn up the generator—especially in the desert.

So when you reinstall the air filter cap, make sure you push the air duct hose back onto the air inlet. It only takes a few seconds and lets your generator pull in relatively cooler outside air.



Disconnected hose pulls in hot air



Connect hose to air inlet

TOO HOT TO HANDLE

WHEW! IT'S A HOT ONE TODAY!

PFET! YOU THINK YOU'VE GOT IT BAD?

SOMEONE LEFT MY AIR SHUTTER LEVER ON WINTER...

THIS HEAT'S MORE THAN I CAN HANDLE!

Summers are hot enough without adding hot air to your M577's 4.2-KW generator, crewmen. That's why the engine air shutter has a SUMMER/WINTER lever.

During cold weather, setting the lever to WINTER deflects cold incoming air past the exhaust manifold. The preheated air makes for easier restarts and a smoother run.

Unfortunately, some crewmen forget to move the switch back to SUMMER when the temperatures go back up. Already hot air becomes scorching. The generator's air filter is toast and that can cut off the air supply.

So do your 4.2-KW a favor. Flip the engine air shutter lever to WINTER when it's cold and to SUMMER all the rest of the time.



Flip lever up to WINTER during cold weather...



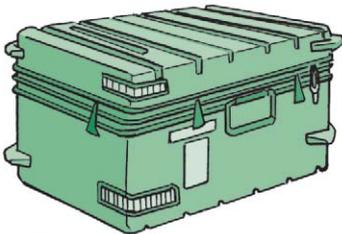
...and down to SUMMER all other times

USE CORRECT JAVELIN SHIPPING CONTAINER



The **only** container the Javelin weapon system's command launch unit (CLU) should be shipped in is the approved CLU shipping and storage container, PN 13305402-509, CAGE 18876. It was specifically designed to protect the CLU. If you use other containers, you risk expensive damage to the CLU.

Use correct container to ship CLU



For info on properly shipping the CLU, see WP 0012 00 in TM 9-1425-688-12.

If you have questions about shipping, contact the Close Combat Weapon Systems Project Office at DSN 645-7430/(256) 955-7430 or email: [@us.army.mil](mailto:us.army.mil)



Don't let anybody convince you that you have to clean a rifle, machine gun, or pistol three times before it's clean enough for inspection. It just isn't so.

Once is enough, if you do it right. And right means cleaning by the book, the weapon's -10 TM.

All operator TMs for small arms say to clean weapons after so many rounds or after so much time. If you then clean and lube them like the TM says, the weapons are clean enough for firing, for storage, and for inspection.

If the weapon is going to the arms room for storage, it doesn't need cleaning again for 90 days, unless it shows signs of corrosion.

Save the white glove test for barracks inspections. Any weapon that has been properly cleaned and lubed will have a film of CLP (or LSAT for the MK19). So spots on a white glove are a good thing—they mean a weapon has been lubed to prevent corrosion. A spotless glove means no protection.

Shipshape Shipping



If you don't ship your M2 and MK19 machine guns with the correct lubrication and packing protection, you can end up with weapons that arrive in Southwest Asia so corroded they are unusable and unrepairable. Here's how to keep your M2s and MK19s shipshape during shipping:

- **Clean 'em.** Completely clean your M2s and MK19s like their -10 TMs say to. **But no steam cleaning.** That surely leads to corrosion because it also cleans out all lubricant.

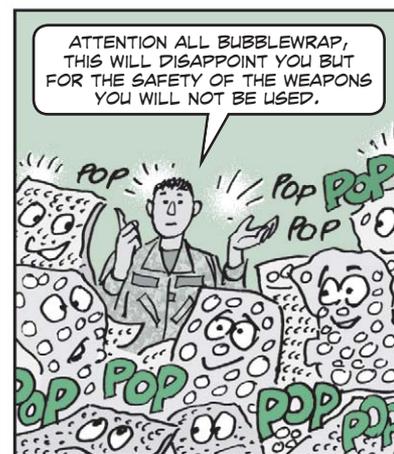
- **Lube 'em for preservation.** That means CLP for the M2. For the MK19, use corrosion preventive compound (MIL-PRF-16173 grade 3), NSN 8030-00-244-1293, cut 50 percent with mineral oil; or use general purpose lubricating oil (MIL-PRF-3150), NSN 9150-00-231-2356; or general purpose lubricating oil (MIL-PRF-32033), NSN 9150-00-231-9062, if it's used with vapor corrosion inhibitor (VCI). All three lubes can also be used for the M2.

- **Wrap 'em.** Wrap both the M2 and MK19 in VCI paper and secure the barrier with tape. NSN 8135-00-664-0015 brings a 3x600-ft roll of VCI.

Some units have reported problems getting VCI through the supply system. Band-All is another source for VCI bags and will ship them within 24 hours. Their bags can be heat-sealed or taped and come in 31x21x51, 42x36x58 and 58x48x90 inch sizes. Call Band-All at (309) 794-9544.



Do not use bubblewrap. Some bubblewrap contains a chloride that when mixed with moisture forms an acid that causes corrosion. There's no way to tell which is which, so avoid **all** of them!



- **Box 'em.** Put them in weather resistant fiberboard boxes. Put fiberboard or cellulose material in the boxes to keep weapons from shifting during travel. Tape all open seams and edges to prevent VCI from escaping and to prevent dirt and moisture getting in.

For the MK19, use NSN 8115-00-079-8989 or NSN 8115-00-190-5015 to order boxes. For the M2, use NSN 8115-00-579-8461.

You can also put the MK19s and M2s in heavy-duty plastic containers, which can be found at most large discount stores in the automotive department. These kind of containers normally cost around \$35 each.

HEAVY DUTY PLASTIC CONTAINERS ARE GOOD FOR SHIPPING, TOO!



Your local ammunition refuse yard or DOL receiving area may also have good boxes for shipping weapons.



QUESTIONS?
CONTACT YOUR
LOCAL TACOM
LOGISTICS
ASSISTANCE
REPRESENTATIVE
OR DAVID PISKORIK
OF THE ARDEC
PACKAGING OFFICE
AT DSN 793-
6164/(309) 782-
6164 OR EMAIL:

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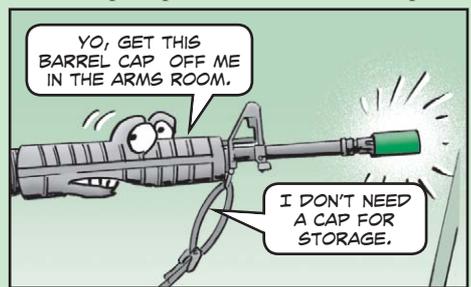
When it comes to corrosion ruining weapons stored in the arms room, it's not the heat, it's the humidity. Humidity causes moisture to build up on and in weapons. And then corrosion is close behind. If the corrosion is not cleaned off, soon you need a new rifle or machine gun.

One good way to fight humidity is with a dehumidifier, NSN 4440-00-566-0616. At less than \$150, it quickly pays for itself if it helps prevent just one weapon from being ruined by corrosion.

But--and this is a big but--the dehumidifier will only help if it's emptied on a regular basis. How often will depend on how humid it is where you're operating. Someplace like Louisiana may require daily emptying of the dehumidifier. And if you, the armorer, are gone for days or weeks, you need to have someone emptying the dehumidifier in your absence. Once a dehumidifier is full it stops pulling moisture from the air.

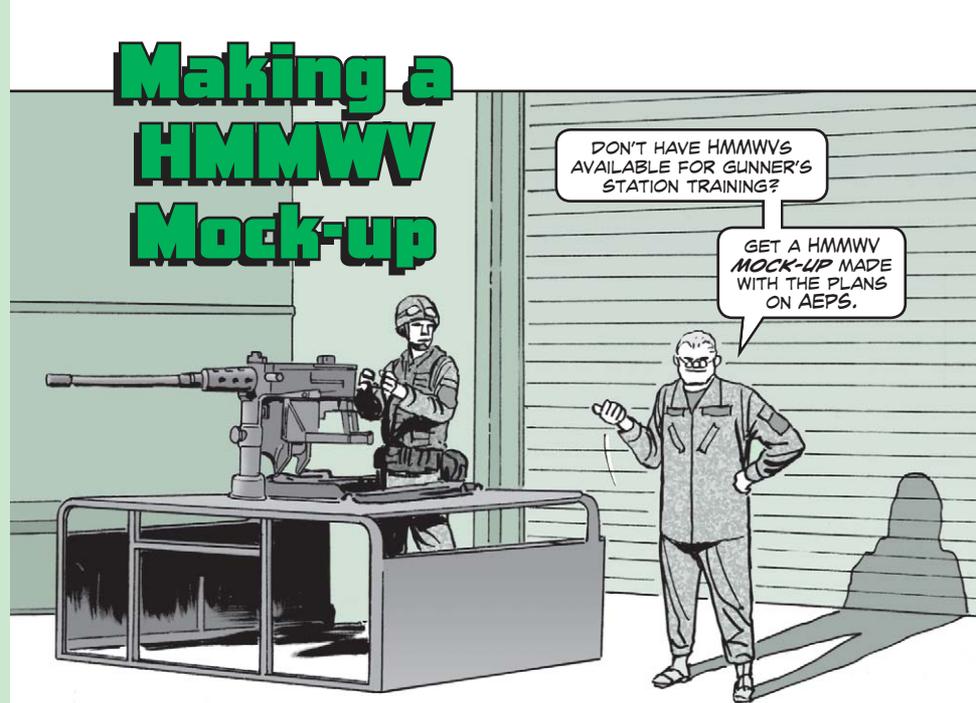


Weapons should always be lubed for storage. Also, don't store weapons with the barrel caps on. The caps trap moisture inside the weapon.



Weapons TMs say you can store weapons for up to 90 days without cleaning, lubing and PMCS if they're not fired. But even if you have a humidifier, weapons need to be checked at least monthly for signs of corrosion, especially in humid areas. If you wait three months to check, it may be too late.

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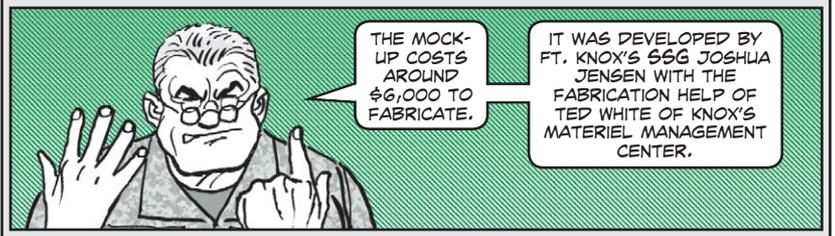


Knowing how to correctly and instinctively use the HMMWV gunner's station can be the difference between life and death on the battlefield.

But the problem is that sometimes units don't have HMMWVs available for training with the gunner's station. They're off on missions.

The solution is a HMMWV mock-up for the gunner's station. Gunners can train with the mock-up while leaving real HMMWVs free for missions. The mock-up lets soldiers train for mounting and dismounting the M2, MK19, and M240B machine guns and operating the Javelin missile system.

Plans for fabricating the HMMWV mock-up can be found at the AEPS website: <https://aeps2.ria.army.mil/commodity/M1025-MOCK-UP-TRAINER.pdf>



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HMMWV BRAKE PADS COULD BE BAD



About 4,000 defective brake pads have mistakenly been issued to the field. Defective brake pads can pose a serious safety hazard by leading to degraded braking capability, wheel lock-up, loss of control, or an accident—things you want to prevent!

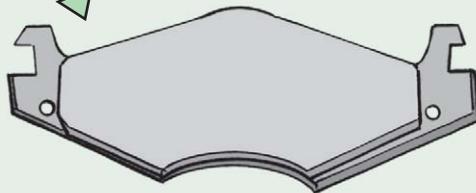
If your HMMWV uses brake pads, NSN 2530-01-420-8025, inspect them right away. A photo of these oversized, non-conforming brake pads can be viewed online:

https://aeps2.ria.army.mil/commodity/soum/tacom_wn/06/hmmwv-brake-shoe.doc

If your brake pads and label look like this, **don't** use the brake pads.



2530014208025
NSN 2530-01-420-8025
CAGE: 06YZ5 P/N: BXXFM2FF
BRAKE SHOE SET
1 SE
SP0750-04-C-3486
M31-06/04



If you find defective brake pads, remove them, hold them for exhibit, and replace them with new pads. For more details, read TACOM SOUM 06-014:

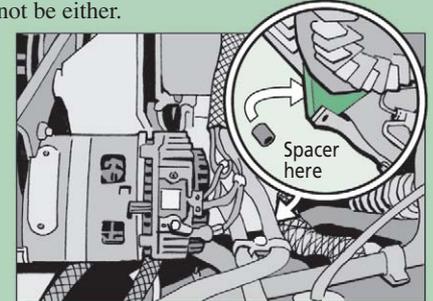
https://aeps2.ria.army.mil/commodity/soum/tacom_wn/06/soum06-014.html

HMMWV... **KEEP SPACER IN PLACE SO EARS WON'T BREAK**



If a spacer is not in place when installing the older style alternator bracket, your HMMWV's alternator ears soon might not be either.

A big strain is put on the alternator ear as the brace nut is tightened when the spacer is missing. That's why forgetting to re-install the spacer at the rear alternator brace can lead to a broken ear on 60-amp, 100-amp, and 200-amp HMMWV alternators. When the ear breaks off, the alternator has to go to the rebuild shop. But this can be prevented if you use a spacer.



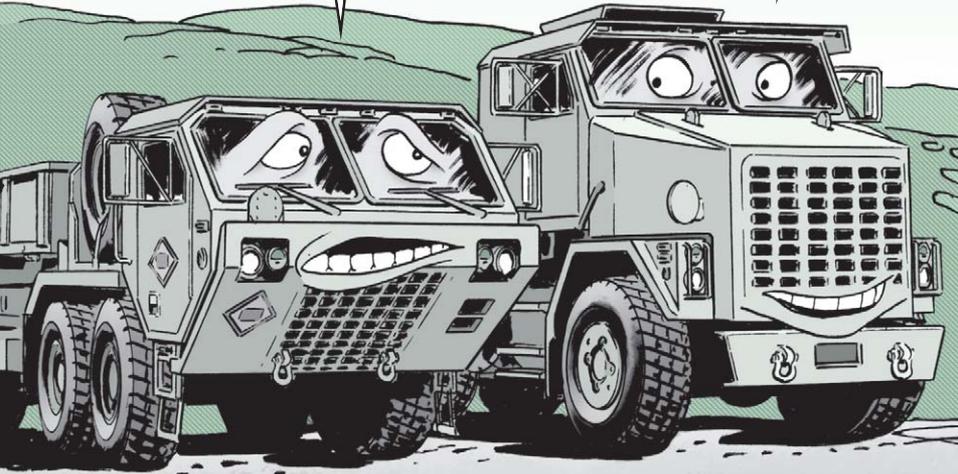
On 60-amp and 100-amp alternators, use spacer, NSN 5310-01-292-5354, with brace, NSN 5340-01-293-0125. On 200-amp alternators, use spacer, NSN 5310-01-337-7034, with brace, NSN 5340-01-292-8404. Eyeball paragraph 4-2, step b.3, and paragraph 4-4, step b.2 of TM 9-2320-280-20-2 for more details. Note that a spacer is not required for alternators mounted with the steel through-bolt style support bracket. But when the TM calls for a spacer, remember that if the spacer is in place, your ear won't break.

SMART IDEA SLIPS ONE IN FOR OIL FILTER

I HATE OIL FILTER CHANGES. THOSE TORQUE WRENCHES ARE A PAIN!

YA OUGHT TA' TRY MY SCREW-ON FILTERS.

THEY'RE PAINLESS!



An Army warrant officer earned \$250 for suggesting that HEMTT trucks could use screw-on oil filters instead of the old torqued housing bolt filter.

CW2 Martin Smith of the 508th Trans Co noted that housing bolts for HEMTT oil filters are often over-torqued and prone to leakage. He thought the conversion info mentioned in Fig 17 of the HET TM 9-2320-360-24P could be used for the HEMTT. So he submitted his idea to the SMART program.

The Army agreed. So the HEMTT TM will be updated with this info at its next revision. Until then, units can use these HET parts from the -24P. Item 3, the new filter head, is NSN 2910-01-205-9573. Item 10, the gasket, is NSN 5330-01-206-3263. And Item 22, the oil filter, is NSN 2940-01-314-1345. Installation instructions are found in Para 3-5, TM 9-2320-360-20-2.

What you get are better filtration and less mess during oil changes, faster filter changing times, and fewer chances for leaks and possible contamination of the engine oil system during filter change.

Don't want to upgrade? Keep servicing your HEMTTs using the current TM.



Dear Editor,

The wiper valve, P/N 7547068, (Item 16 of Fig 280 in TM 9-2320-273-24P, and Item 43 of Fig 139 in TM 9-2320-283-24P), for the M915-M920 is no longer available. You'll have to replace the entire wiper system. NSN 2540-01-312-4718 gets a motor kit with all the parts necessary. After the kit is installed, a new wiper valve, NSN 4820-00-753-9695, can then be used. This valve will only work with the new wiper motor.

CW3 Wilson J. Quebedeaux
LAARNG

Editor's Note:

Good looking out, Mr. Quebedeaux. According to TACOM, reservoir kit, NSN 2540-01-312-4719, and wiper arms kit, NSN 2540-01-390-2717, will complete the upgrade of the wiper system.

BRIEFLY NOTED...



M915A2/M916A1 Tachometer Kit

NSN 6680-01-502-6523 gets a new tachometer kit for the M915A2 and the M916A1 tractor trucks. The tachometer replaces the old-style tachograph shown as Item 1 in Fig 335 of TM 9-2320-363-24P. Use NSN 6680-01-503-7539 to get a new meter-recorder if the new tachometer kit is already installed on your truck.

M915A3 Lug Nut

Use NSN 5310-01-521-6727 to get a lug nut for the M915A3 tractor truck. This NSN replaces the parts info shown as Item 2 in Fig 166 of TM 9-2320-302-24P.

M915A4 AC Belt

Use NSN 3030-01-100-2171 to get the air conditioner belt for the M915A4 tractor truck. This NSN replaces the parts info shown as Item 13 in Fig 224 of TM 9-2330-303-24P.

New HET/PLS Fuel Filter

NSN 2910-01-478-5210 gets the new secondary fuel filter for the M1070 HET and M1074/M1075 PLS. This filter replaces the one shown as Item 2 in Fig 39 of HET's TM 9-2320-360-24P and as Item 5 in Fig 44 of the PLS' TM 9-2320-364-24P. The new filter does a better job of catching contaminants.

HEMTT TANKER HOSE REEL GASKET

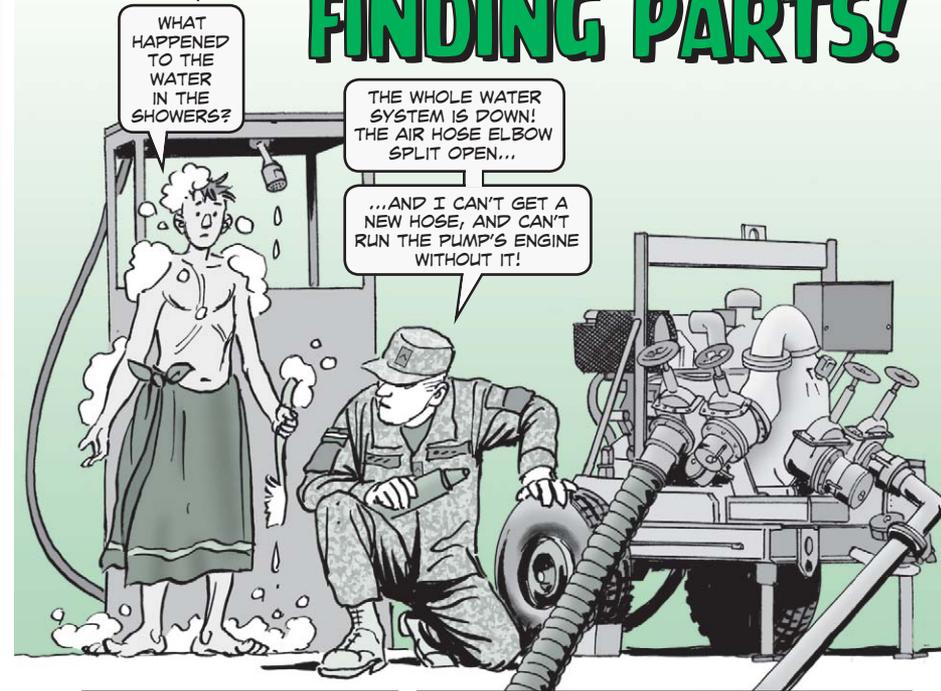
Use NSN 5330-01-431-9947 to get the gasket for the M978 fuel tanker's hose reel. This NSN replaces the parts info for Item 19A in Fig 283 of TM 9-2320-279-24P-1.

HEMTT SLAVE RECEPTACLE CAP

NSN 5340-01-059-0114 gets the dust cap for the HEMTT's NATO slave receptacle. The NSN is missing from Fig 118 of TM 9-2320-279-24P-1. Use NSN 4020-01-092-0331 to get the cord assembly that secures the cap to the receptacle.

350 GPM Pumps...

FINDING PARTS!



Dear Half-Mast,
Is there a good NSN for the air hose elbow on the 350 GPM water pump? The hose deteriorates from exposure to the elements. It's shown as Item 3, Fig 4 of TM 10-4320-226-24P.

SFC M.S.F.



Dear SFC M.S.F.,

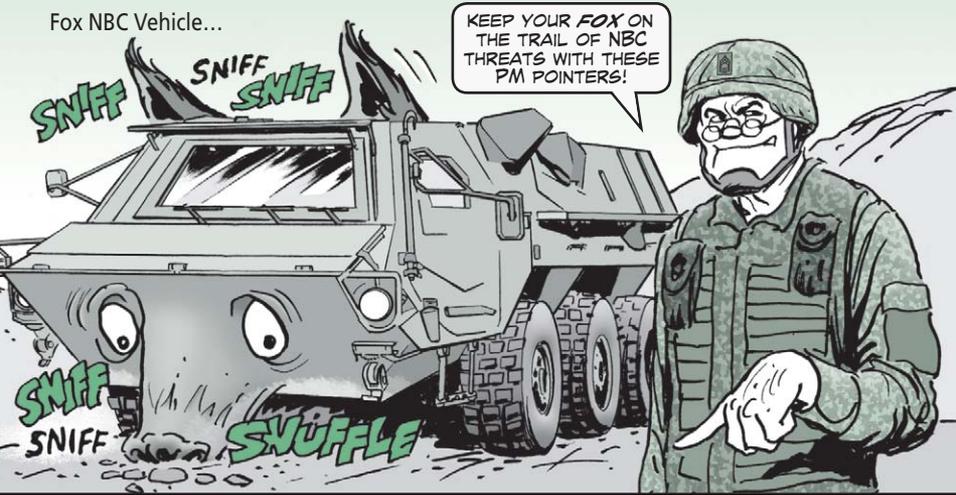
The air hose elbow is no longer made by the manufacturer, Deutz, and it's not in the Army's supply system.

The good news is McDonald Equipment Company, working with the manufacturer, developed a new air cleaner kit for the water pump's Deutz 912 diesel engine. The kit (Items 1-19) includes the air hose elbow.

Until an NSN is available, order the kit directly from McDonald Equipment Company. They work with Army units on a regular basis and accept the Government Purchase Card.

Order the kit with part number TAC-22002183 by calling Ms. Dodi Fulajtar, (800) 589-9025. The kit runs about \$218.

Half-Mast



Stay on NBC Trail with PM

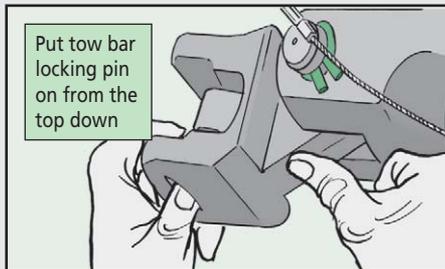
Cover the Fox in the motor pool. If the Fox is going to sit for weeks, cover it with the Fox's tarp. That will help keep rain out of the engine compartment where it can cause corrosion problems and dilute fuel and oil. If you're missing the tarp or it's worn out, order a new one with NSN 8340-00-841-6458.

Cover Foxes in the motor pool



Be careful assembling the Fox's tow bar. Some Fox crews think it doesn't matter how you insert the tow bar's locking pins. It does. The locking pin should go on from the top so it's head is on top when the pin is slid up into place, it can work out easier if the safety pin comes out.

Put tow bar locking pin on from the top down



Don't forget to lube the steering linkage. It's under the floorboards and often is forgotten during PMCS. If the linkage goes too long without lube, it can lock up during turns. Lube the linkage every six months with GAA.

EXHAUST NOZZLE BROKEN? NO PROBLEM



The first thing that usually gets broken on the ACADA is the exhaust nozzle. That used to mean a trip to direct support, which could last for weeks.

No more! Change 3 to TM 3-6665-321-12&P authorizes you NBC NCOs to do the job if your ACADA has the new style exhaust nozzle. The old nozzle, which isn't flared at the base, still must be replaced at support. Here's how to replace the new exhaust nozzle with the exhaust assembly kit, NSN 6665-01-508-7225:

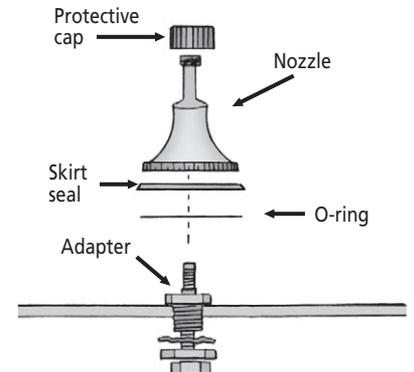
1. Unscrew the exhaust nozzle with the skirt seal by hand.
2. Remove the O-ring if it's damaged.
3. Keep the protective cap unless it's damaged.

To install the new tip:

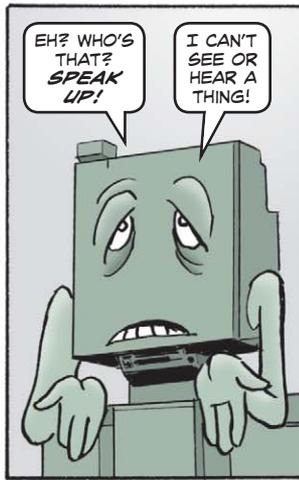
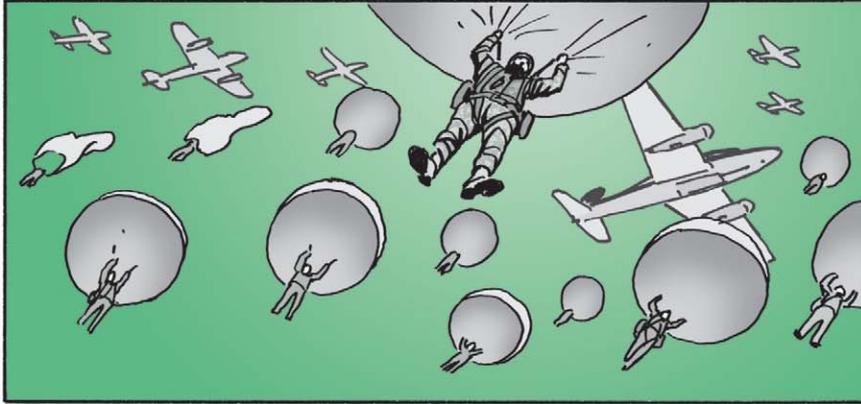
1. Place the skirt seal into the slot in the exhaust nozzle base and make sure it is fully seated.
2. If needed, place a new O-ring around the exhaust adapter.
3. Screw the exhaust nozzle on the exhaust adapter hand tight and put the protective cap back on.

If the plastic exhaust port tip breaks, replace it with NSN 4730-01-494-7215.

Unfortunately, the inlet tip can't be replaced. If it breaks, you must replace the whole valve using the procedure in Para 3.4.1.



HUH? WHAT AIRCRAFT?



A DAMAGED RCT (RADAR CONTROL TERMINAL) OR DAMAGED REMOTE DATA CABLES MEAN YOUR SENTINEL IS **BLIND** TO ENEMY AIRCRAFT.

LISTEN TO THIS PM TO KEEP YOUR SENTINEL'S HEARING KEEN...



Carelessness during stowage of the RCT for movement or storage costs Sentinel units big bucks every year.

ANY TIME YOU'RE NOT OPERATING THE SENTINEL, KEEP THE RCT IN ITS LOCKED, PADDED STORAGE COMPARTMENT.

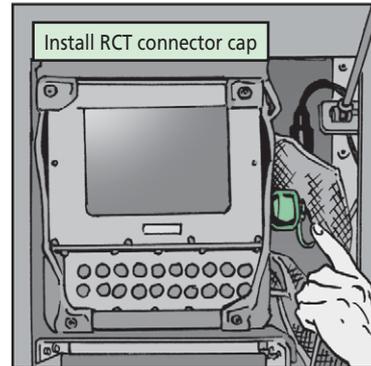


Make sure the two latches for the compartment's access cover are secured. If the cover latches aren't latched, the cover bounces around during travel and damages the screen. During storage, a loose cover may not seal out water and dirt.

IF YOU DISCONNECT THE RCT CABLE FOR STORAGE, INSTALL THE PROTECTIVE CAP ON THE RCT CONNECTOR TO SAFEGUARD CONNECTOR PINS.



IF YOU'RE USING THE RCT REMOTELY, CARRY IT IN ITS MESH CASE. THE CASE MAKES CARRYING THE RCT EASIER AND LESS LIKELY TO TAKE A FALL.

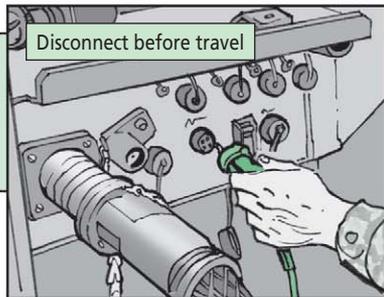
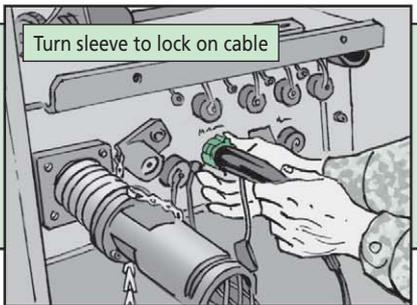


PS MORE

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

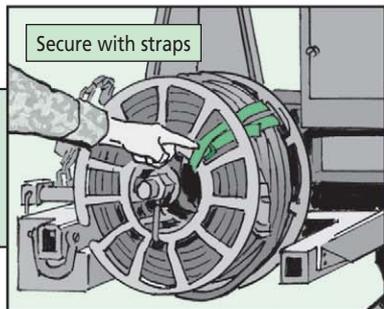


Not being locked into the radar properly. If the cable is only pushed onto the radar connector and not locked on, the cable falls off and is stepped on and damaged. After you fit the cable connector in place, turn the sleeve to lock it in.



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

Covering cable in trench with rocks. A vehicle drives over the trench and the rocks puncture the cable. Cover the cable with dirt, not rocks.



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

PS END

SOLVING A TITANIC MYSTERY



SHORTLY BEFORE NOON ON APRIL 10, 1912, THE UNSINKABLE SHIP OF DREAMS, THE RMS TITANIC, CAST OFF FROM HER DOCK AT SOUTHAMPTON, ENGLAND, AND STEAMED AWAY ON HER MAIDEN VOYAGE.

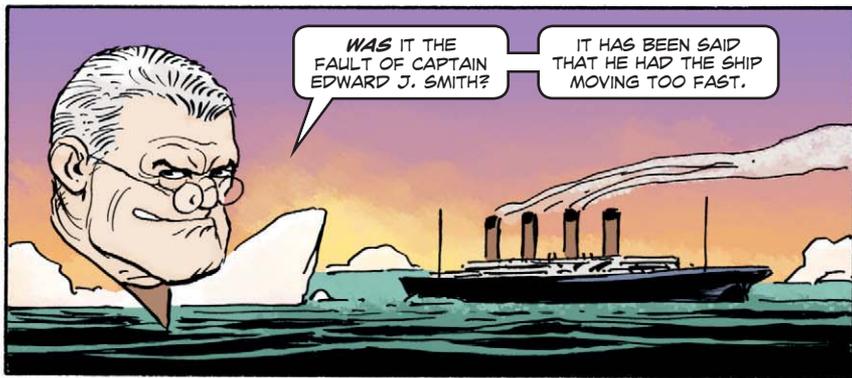
FOUR DAYS AND 14 HOURS LATER, SHE WOULD REACH HER ETERNAL DESTINATION— 2 1/2 MILES BELOW THE CHOPPY, FRIGID WATERS OF THE NORTH ATLANTIC OCEAN.



THIS TITANIC TRAGEDY WAS BLAMED ON AN ICEBERG.

BUT OTHER EXPLANATIONS HAVE BEEN OFFERED. HERE ARE A FEW OF THOSE...





WAS IT THE FAULT OF CAPTAIN EDWARD J. SMITH?

IT HAS BEEN SAID THAT HE HAD THE SHIP MOVING TOO FAST.



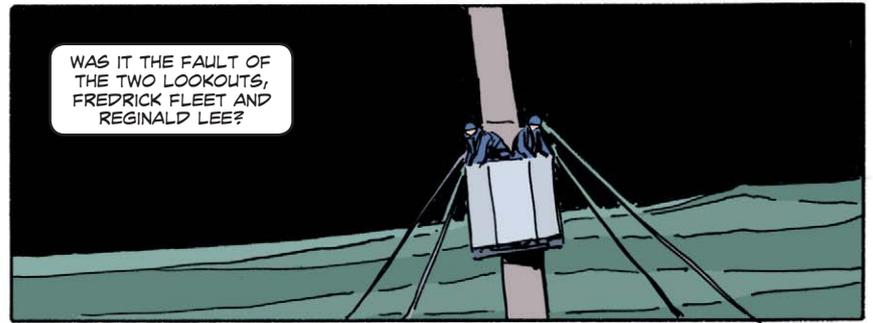
IT HAS ALSO BEEN SAID THAT HE IGNORED ICEBERG WARNINGS.



IT HAS BEEN SAID HE WAS *SLEEPING* WHEN HE SHOULD HAVE BEEN ON THE SHIP'S BRIDGE...



...SAILING THE MIGHTY TITANIC TO THE SAFETY OF NEW YORK HARBOR.



WAS IT THE FAULT OF THE TWO LOOKOUTS, FREDRICK FLEET AND REGINALD LEE?



HIGH IN THE CROWS' NEST OF THE FORWARD MAST, THEY STRAINED THEIR EYES PEERING INTO THE MOONLIT-DARKNESS OF THE BLACK SEA AND THE BLACK SKY.



PERHAPS *WITH BINOCULARS*, THEY WOULD HAVE SPOTTED THE ICEBERG IN TIME FOR THE SHIP TO MANEUVER PAST IT.



HOWEVER, THE *BINOCULARS* HAD BEEN LEFT BEHIND.

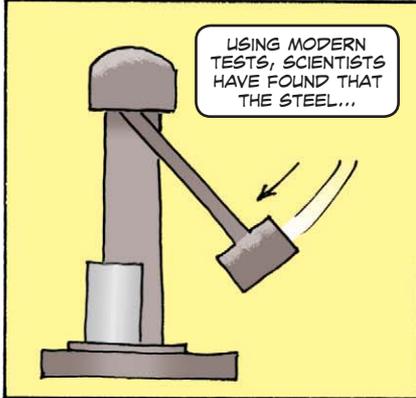
IT WAS A MISTAKE, BUT WAS IT *THE* MISTAKE?



WAS IT THE FAULT OF THE BUILDERS, HARLAND AND WOLFF?



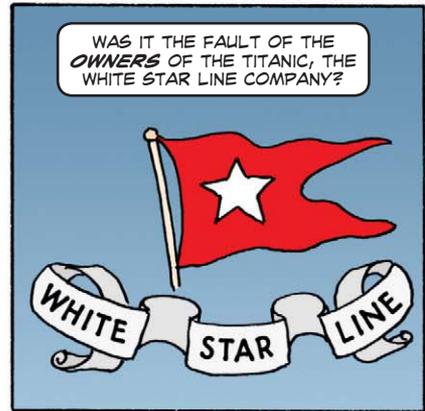
IT HAS BEEN CLAIMED THAT THE STEEL USED IN THE TITANIC WAS TOO BRITTLE.



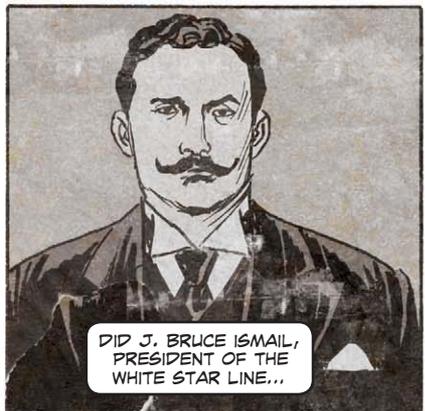
USING MODERN TESTS, SCIENTISTS HAVE FOUND THAT THE STEEL...



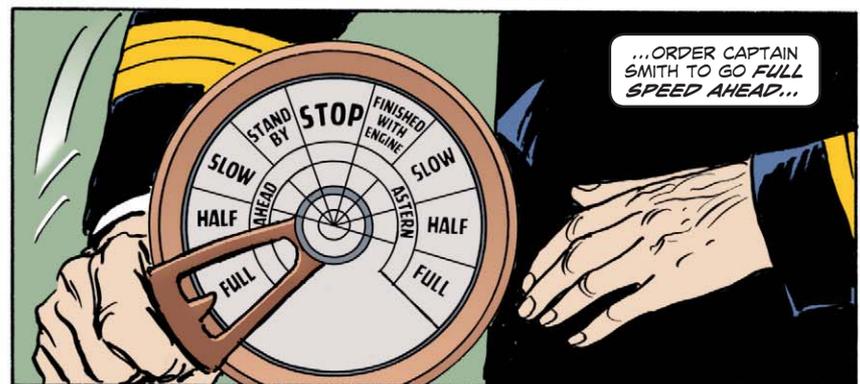
...FULL OF SULFUR IMPURITIES, SHATTERS WHEN STRUCK LIKE GLASS HITTING PAVEMENT.



WAS IT THE FAULT OF THE OWNERS OF THE TITANIC, THE WHITE STAR LINE COMPANY?



DID J. BRUCE ISMAIL, PRESIDENT OF THE WHITE STAR LINE...



...ORDER CAPTAIN SMITH TO GO FULL SPEED AHEAD...



NEW YORK

1. SOUTHAMPTON, ENGLAND

3. QUEENSTOWN, IRELAND

2. CHERBOURG, FRANCE

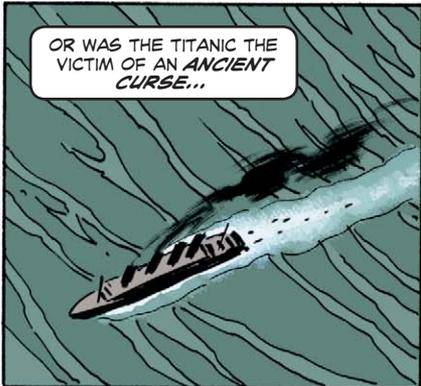
...IN ORDER TO SET A NEW SPEED RECORD FROM ENGLAND TO NEW YORK?



DID THE MIGHTY SHIP SINK BECAUSE OF THE COAL FIRE...



...BURNING OUT OF CONTROL IN THE ENGINE ROOM?



OR WAS THE TITANIC THE VICTIM OF AN ANCIENT CURSE...



...THAT EMANATED FROM THE EGYPTIAN MUMMY HOUSED BEHIND THE SHIP'S BRIDGE?



PERHAPS, AS SOME HAVE SAID, THE ANGRY GHOST OF A STEEL WORKER WHOSE BODY WAS WELDED INTO THE HULL OF THE TITANIC WAS EXACTING REVENGE.



OR MAYBE IT WAS SABOTAGE? WORLD WAR I WAS ON THE HORIZON AND PERHAPS THERE WAS INTRIGUE AFOOT.

OR MAYBE, JUST MAYBE...



...IT WAS SEAMAN HENRY SMEDLAP.



SMEDLAP!



YOU DIDN'T DO PREVENTIVE MAINTENANCE ON THE WATERTIGHT DOORS.



NOW THEY'RE ALL RUSTY! THEY MAY NOT SLIDE SHUT IF WE NEED 'EM TO.



DIDN'T THE CHIEF TELL YOU TO DO DAILY PM SINCE WE HUNG THEM A YEAR AGO!?



HAVEN'T YOU HEARD THE NEWS, MATE? THIS SHIP IS UNSINKABLE!

WE DON'T NEED NO WATER-TIGHT DOORS. NO WATER'S GONNA REACH THOSE DOORS.



I DON'T MIND DOING A LITTLE PM HERE AND THERE, BUT ONLY WHERE I THINK IT'S NEEDED.

NOW SHOVE OFF! I'M GETTING FORTY MORE WINKS!

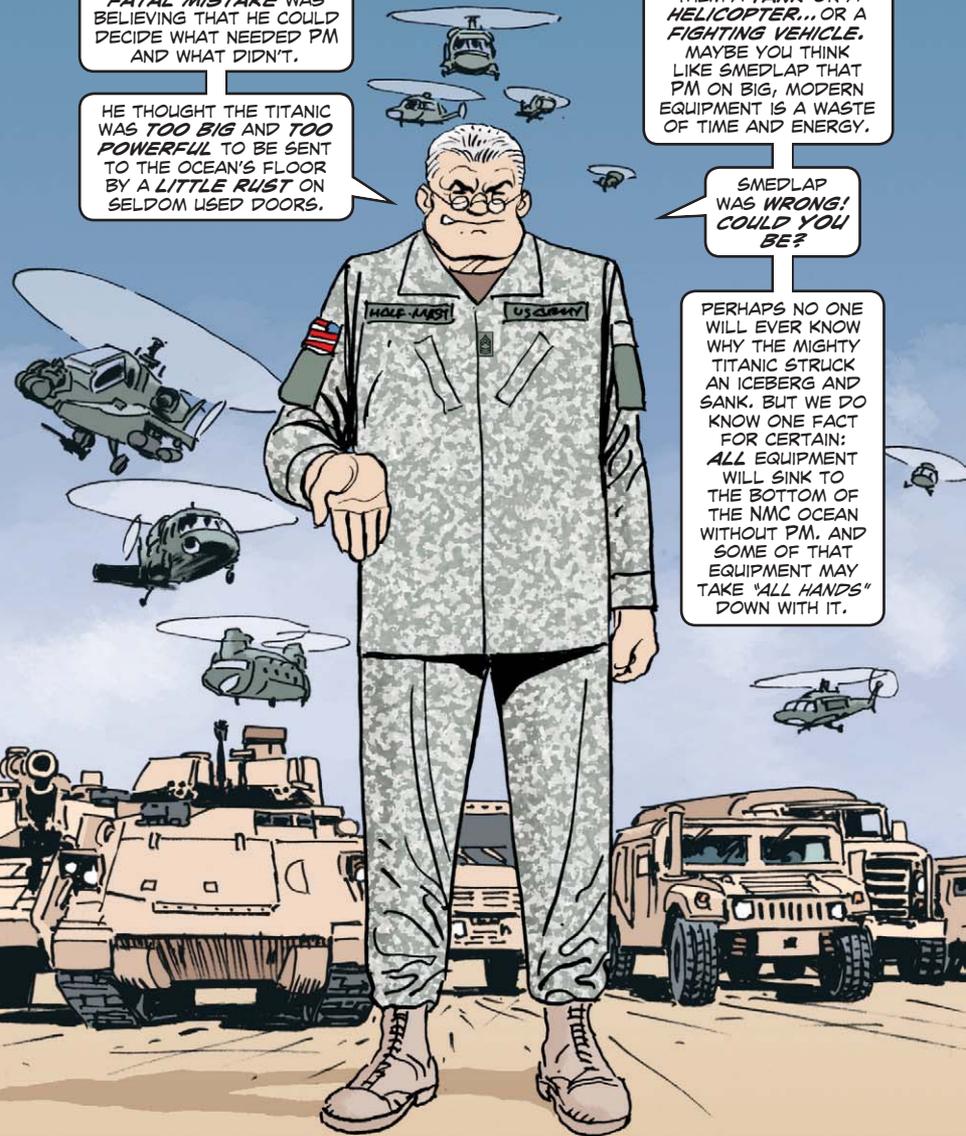
SEAMAN SMEDLAP'S FORTY WINKS HAS BEEN ALMOST A CENTURY'S WORTH OF WINKS. HIS FATAL MISTAKE WAS BELIEVING THAT HE COULD DECIDE WHAT NEEDED PM AND WHAT DIDN'T.

HE THOUGHT THE TITANIC WAS TOO BIG AND TOO POWERFUL TO BE SENT TO THE OCEAN'S FLOOR BY A LITTLE RUST ON SELDOM USED DOORS.

DO YOU HAVE ANY TITANICS IN YOUR UNIT? MAYBE YOU CALL THEM A TANK OR A HELICOPTER... OR A FIGHTING VEHICLE. MAYBE YOU THINK LIKE SMEDLAP THAT PM ON BIG, MODERN EQUIPMENT IS A WASTE OF TIME AND ENERGY.

SMEDLAP WAS WRONG! COULD YOU BE?

PERHAPS NO ONE WILL EVER KNOW WHY THE MIGHTY TITANIC STRUCK AN ICEBERG AND SANK. BUT WE DO KNOW ONE FACT FOR CERTAIN: ALL EQUIPMENT WILL SINK TO THE BOTTOM OF THE NMC OCEAN WITHOUT PM. AND SOME OF THAT EQUIPMENT MAY TAKE 'ALL HANDS' DOWN WITH IT.



AH-64D...

Milking an MMA

ARE YOU SURE YOU KNOW HOW TO REMOVE CONDENSATION FROM ME!?

DON'T ASSUME ANYTHING! MAKE SURE YOU KNOW WHAT YOU'RE DOING!



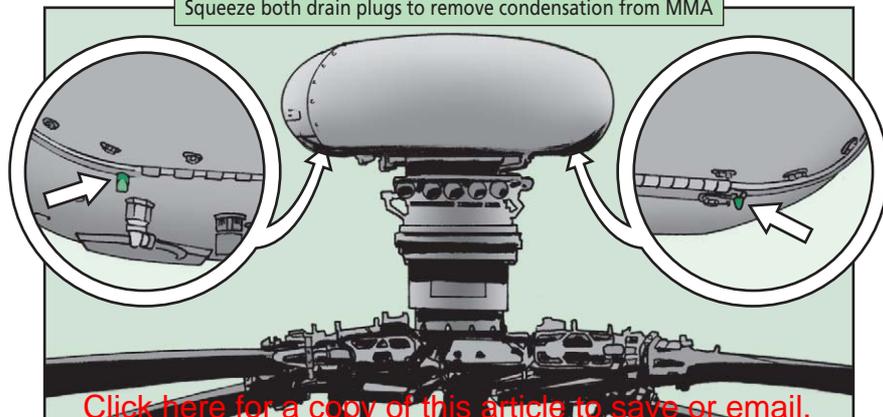
Mechanics, over time, moisture and condensation will get inside your AH-64D's mast-mounted assembly (MMA). So what do you do?

When TM 1-1520-251-PMD tells you in Task 8-3 to remove condensation from the MMA, don't assume the TM means for you to open up the MMA to remove condensation.

That's an armament task, so if you're not an armament mechanic, leave it to armament folks to do the opening.

What you **should** do is bleed condensation from the radar by squeezing the two drain plugs that protrude on the underside of the dome to release condensation. Always do your 25-hour/14-day scheduled inspection like the -PMD says.

Squeeze both drain plugs to remove condensation from MMA



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

AVIATION VIBRATION ANALYZER HOOKUP

READY FOR THIS NEW AVA SETUP?

WITH THIS PANEL, THE PILOT WILL STAY WARM NOW THAT THERE'S NO OPEN HOLE FOR COLD AIR!

Dear Sergeant Blade,

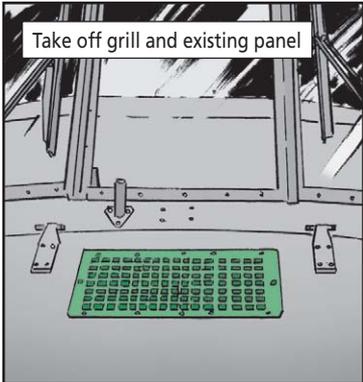
When using the aviation vibration analyzer test set, NSN 6625-01-282-3746, for Black Hawk main rotor blade track and balance, the avionics access door ventilation cover, NSN 1560-01-095-7573, must be removed to allow routing for the universal tracking device (UTD) cable. Then we hook up the wire that runs from the AVA to the UTD mounted on the nose.

When it's cold the missing panel allows air into the bird and the pilot freezes while performing the rotor track and balance test.

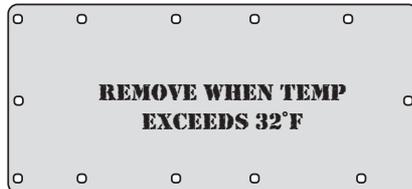
We've come up with an access cover fix that works better and prevents cold air from entering the bird so the pilot stays warm.

We take the cover, NSN 1560-01-095-7573, and have our shop locally fabricate another cover for use only in cold weather with the AVA kit.

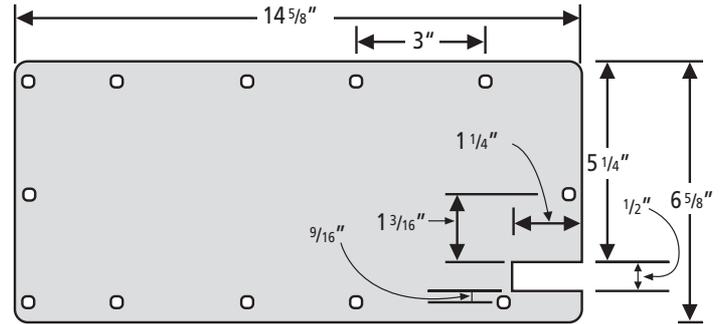
Take off grill and existing panel



Existing panel removed

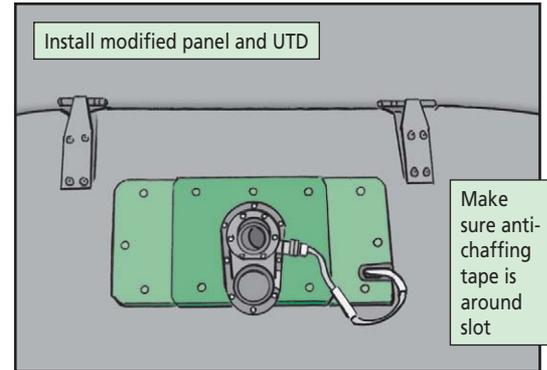


- Here's what we use:
- Metal, type 2024-T3 aluminum. The thickness should be 0.040 inches.
- Make the modified panel as shown in the diagram.



Use anti-chafing trim, NSN 9390-00-290-8047 or NSN 9390-00-247-7282, around the cut slot to prevent chafing of the AVA cord when it's inserted through the slot. Another choice is rubber, NSN 5330-00-834-7382, and rubber sealing compound, NSN 8030-00-174-2597.

Install modified panel and UTD



Then we're ready for testing. Remove the access plate and install the modified plate. Hook up the AVA and route the cable through the slot.

After the test, we just reinstall the original access plate and we're done.

SGT Matt Hogsett
WWARNG AASF No. 2

THANKS, SERGEANT HOGSETT. THIS SOLUTION KEEPS THE COLD AIR OUT SO THE PILOT CAN WORK WITHOUT OLD MAN WINTER INTERFERING!



REINFORCE THE ANTENNA MOUNT

Dear Editor,

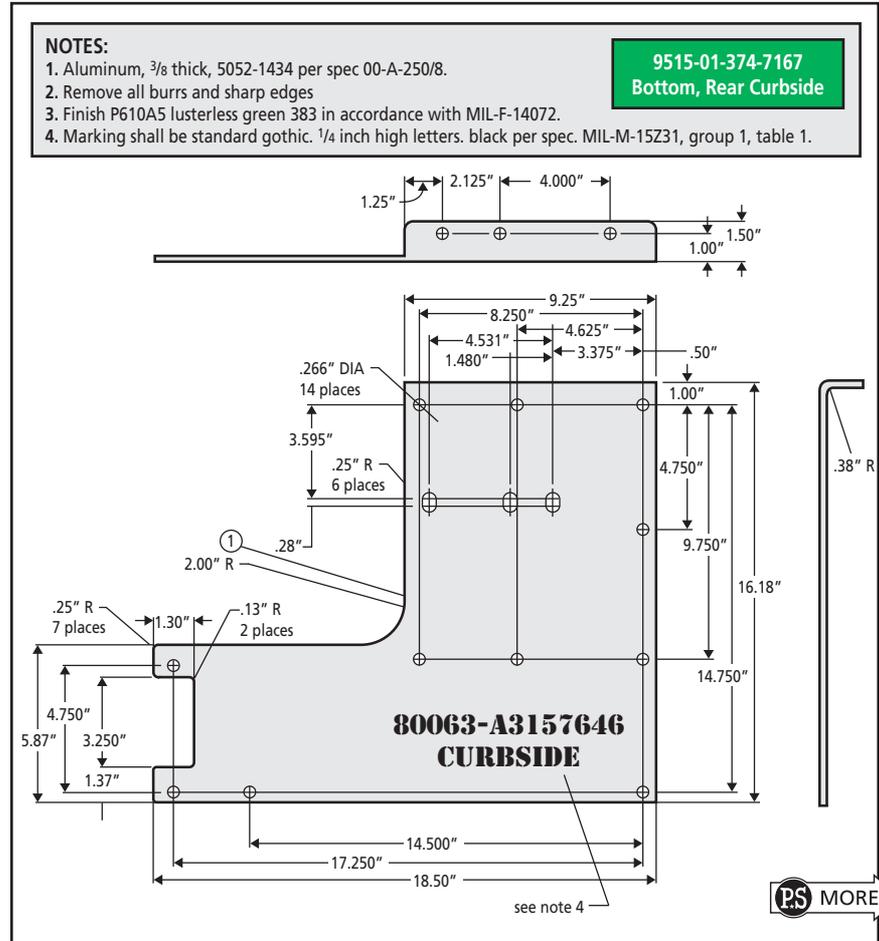
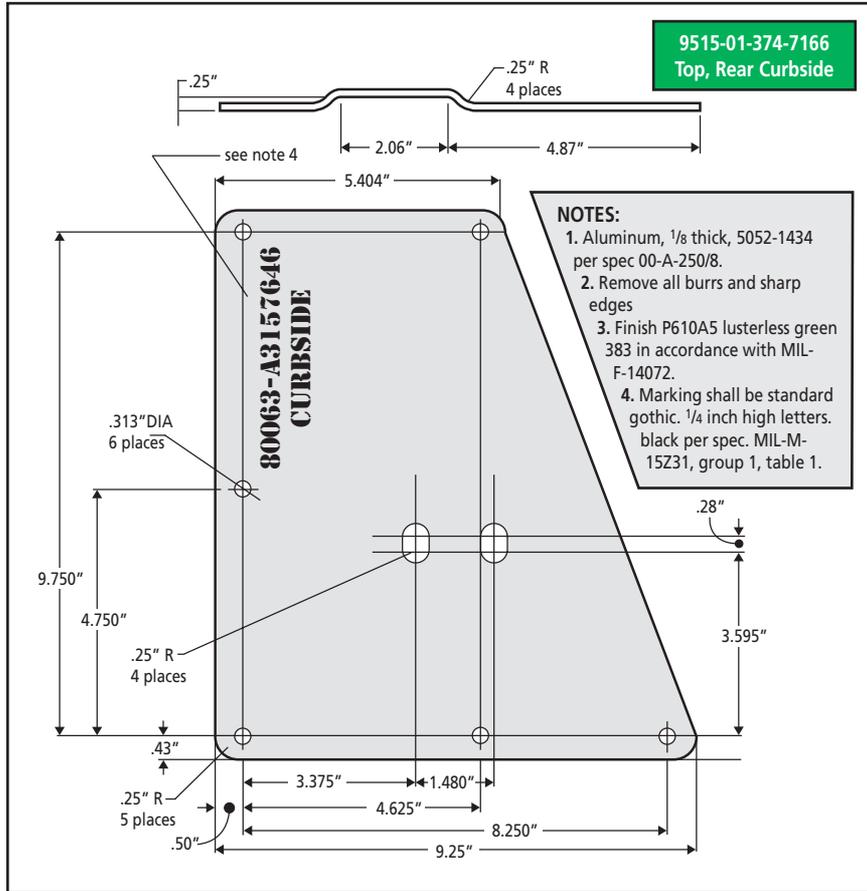
Vibration on SINGARS antennas mounted on HMMWVs with mounting kits, MK-2327, NSN 5895-01-229-1298, or MK-2328, NSN 5895-01-297-8000, is causing the mounting bolts to pull away from the vehicle.

The problem is the metal is thin on the HMMWV at the wheel sponson where the antenna mounts go.

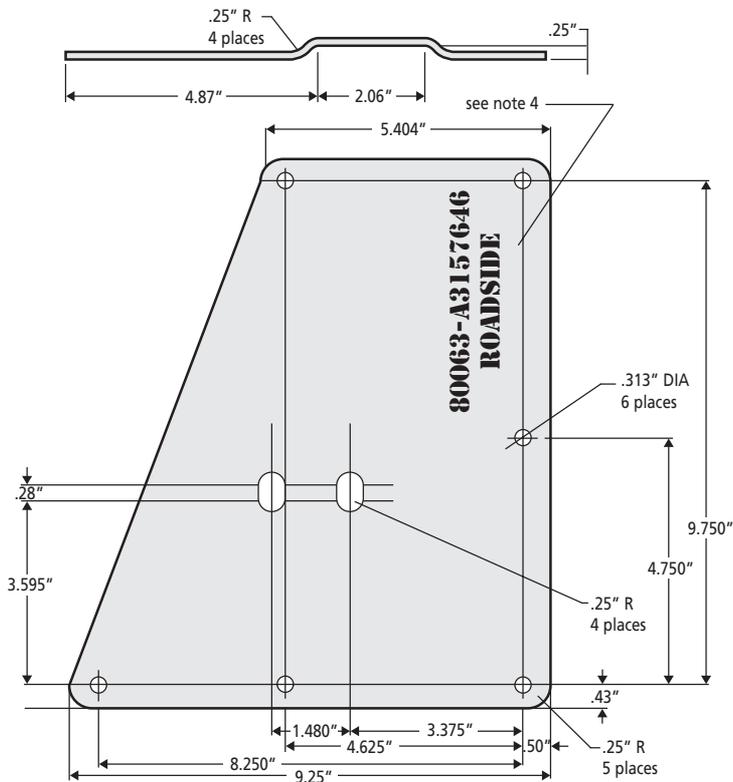
To solve this problem, reinforce the area with aluminum plates. If you use the MK-2328, order metal plate, NSN 9515-01-374-7165, for the top rear roadside mount and metal plate, NSN 5340-01-374-7164, for the bottom rear roadside mount.

If you use the MK-2327, use metal plate, NSN 9515-01-374-7165, for the top rear roadside mount; NSN 9515-01-374-7166, for the top rear curbside mount; and NSN 9515-01-374-7167, for the bottom rear curbside mount.

Barbara Cusack
PM TRCS CECOM
Ft Monmouth, NJ



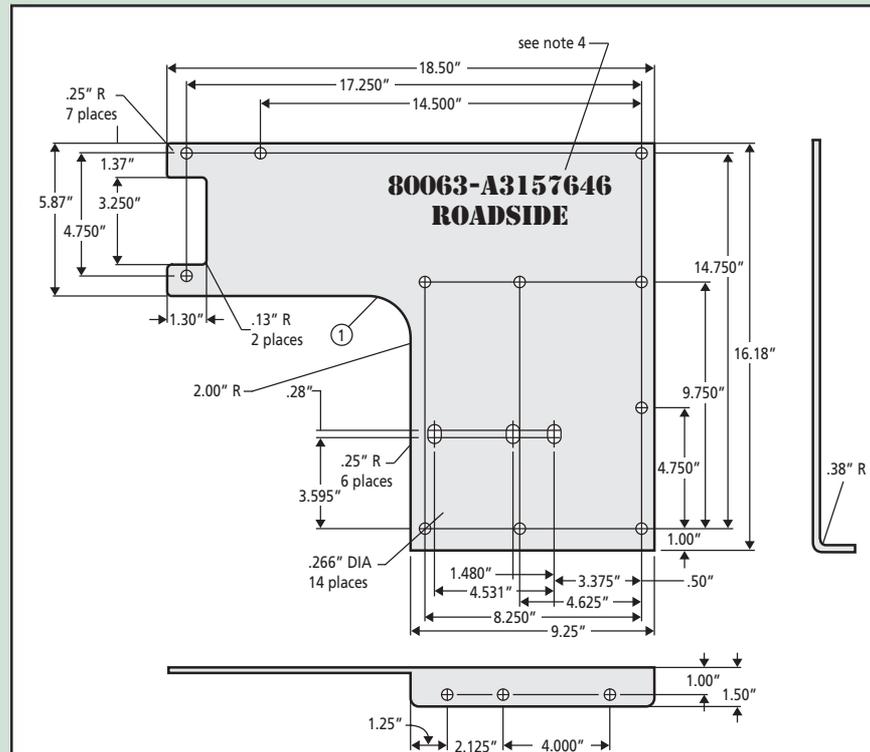
HERE ARE THE ONES FOR THE ROADSIDE!



NOTES:

1. Aluminum, 3/8 thick, 5052-1434 per spec 00-A-250/8.
2. Remove all burrs and sharp edges
3. Finish P610A5 lusterless green 383 in accordance with MIL-F-14072.
4. Marking shall be standard gothic. 1/4 inch high letters. black per spec. MIL-M-15Z31, group 1, table 1.

9515-01-374-7165
Bottom, Rear Roadside



NOTES:

1. Aluminum, 3/8 thick, 5052-1434 per spec 00-A-250/8.
2. Remove all burrs and sharp edges
3. Finish P610A5 lusterless green 383 in accordance with MIL-F-14072.
4. Marking shall be standard gothic. 1/4 inch high letters. black per spec. MIL-M-15Z31, group 1, table 1.

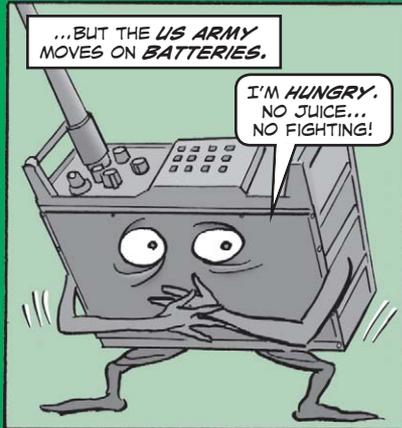
5340-01-374-7164
Bottom, Rear Roadside

THIS SHOULD KEEP YOU ON TOP OF THINGS!



Editor's note:
If you need more information on this problem, email Ms Cusack:
[@us.army.mil](mailto:us.army.mil)

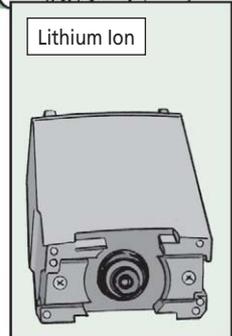
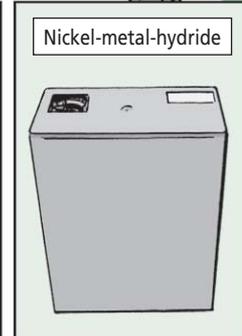
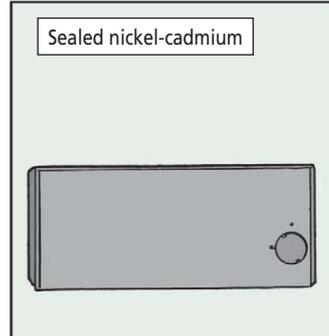
It's Elementary!



So, if you're a commo equipment user, maintainer or repairer, you need to know some battery basics. Here are a few of those basics:

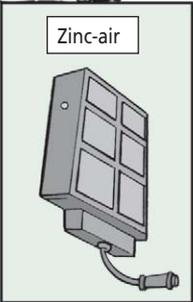
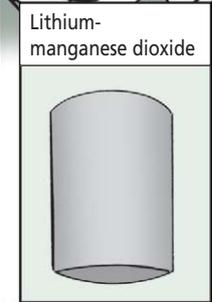
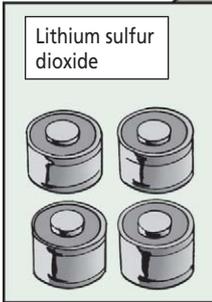
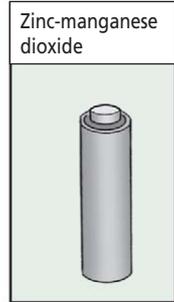
Communications batteries are either rechargeable or non-rechargeable. Rechargeables are reused after being recharged by a battery charger. Non-rechargeable batteries are sometimes called primary batteries, but that name isn't used by the Army. They're also known as "throw-aways" or disposable, because they are used once and discarded.

THE **RECHARGEABLE** BATTERIES FOUND IN PORTABLE COMMUNICATIONS EQUIPMENT START WITH **BB-** AND ARE...



If you need info on charging these batteries, visit the battery support website: <https://lrcteams.monmouth.army.mil/QuickPlace/ipm/Main.nsf>

THE **NON-RECHARGEABLE** BATTERIES FOUND IN PORTABLE COMMUNICATIONS EQUIPMENT START WITH **BA-** AND ARE...



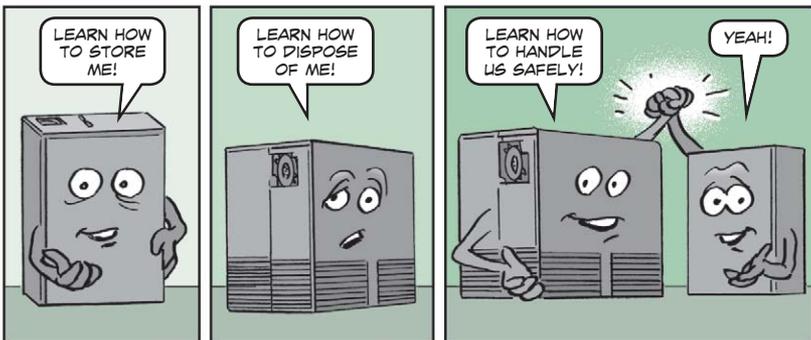
In both types of batteries, the first element listed indicates the anode—the negative electrode—of the battery and the second element the cathode—the positive electrode.

It is important to know the composition of the battery you're using in order to handle it and dispose of it right. Some batteries are considered hazardous material and you must take special precautions when handling and disposing of them. Other batteries may explode or burn when mishandled. Once you know the kind of battery you're dealing with, look it up in TB 43-0134. The TB will give you specific precautions and restrictions.

Sulfur-dioxide used as the cathode in the lithium sulfur-dioxide batteries is toxic. Its fumes in high concentrations can cause paralysis and worse. However, when there is sulfur-dioxide venting into the air, you'll know it. It stinks like rotten eggs!



Lithium, used as the anode in lithium-sulfur dioxide, lithium-manganese dioxide and lithium-ion, is highly reactive and capable of bursting into flames when wet or exploding when burned. The lithium in the lithium batteries is stored inside hermetically sealed cells to prevent reactions with moisture.



Batteries are everywhere and because they are so commonplace, we abuse them and ignore basic maintenance. Spend some time learning about the batteries you use in your commo equipment. Learn how and where to store them. Learn how to dispose and handle them safely. Learn when rechargeables are the way to go or when non-rechargeables make the most sense. Ensure all your rechargeables are charged at least once every six months. If not, you could lose their best performance. So, use them or lose them.



For questions on non-rechargeables, email Patrick Lyman:

[@us.army.mil](mailto:patlyman@us.army.mil)

For questions on rechargeables, email Don Brockel:

[@us.army.mil](mailto:donbrockel@us.army.mil)



Lithium Batteries...



LATER...



USE MATERIAL SAFETY DATA SHEETS

What you don't know about lithium battery handling could hurt you. So read the material safety data sheet (MSDS) on lithium batteries before you handle them.

Where do you get an MSDS? Glad you asked!

Log on to the Internet and go to:
<http://www.dlis.dla.mil/hmirs/>
 Once at the web site, click on:

HMIRS Registration Forms

Download the registration form, fill it in and then send it in. You'll get an email back with a user ID. Once you have the ID, you can click on:

Connect to HMIRS

From there, you can search by stock number, part number, CAGE code or contract number for the MSDS you need.

If you have questions about a battery MSDS, email:

AMSEL-SF@mail1.monmouth.army.mil

If you have trouble accessing the web site, contact DLIS:

DLIS-Support@dlis.dla.mil

Or call them at DSN 661-7766 or (877) 352-2255.

Don't have access to the Internet and need an MSDS in a hurry? Call DSN 987-7445 or (732) 427-7445.

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

DAGR Battery Pack is a Tight Fit

IT AIN'T COOL TO BE ON A MISSION AND HAVE YOUR DAGR AA BATTERY PACK POP LOOSE.



SO THAT YOU WON'T LOSE YOUR COOL *OR* YOUR BATTERIES, THE BATTERY PACK IS A *TIGHT FIT*.

THAT TIGHT FIT MAKES IT HARD TO OPEN WHEN IT'S TIME TO REPLACE THE BATTERIES.



SOME OF YOU ARE TAKING A SCREWDRIVER OR ANYTHING SHARP THAT'S HANDY TO PRY THE BATTERY PACK OFF.



STOP THAT!



WHY?

YOU'LL **DAMAGE** THE DAGR CASE AND **WEAKEN** ITS WATER RESISTANCE.



INSTEAD OF **PRYING**, TRY **PULLING**.



HOLD THE DAGR UPSIDE DOWN WITH THE BATTERY PACK AT THE TOP AND FACING YOU.



GRAB THE PACK FIRMLY AT BOTH CORNERS.

PULL DOWN AND YOU SHOULD HEAR THE CORNER SNAPS RELEASE.



NOW GIVE THE PACK A GOOP TUG AND...

...IT SHOULD SLIP OUT INTO YOUR HAND.

AN/PVS-6 MELIOS...

WHAT DO YOU SEE?

SAVINGS!

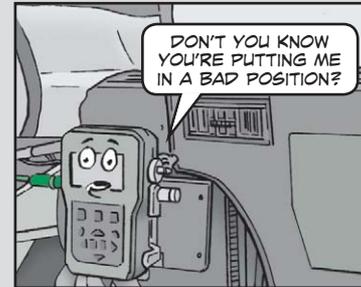
SAME COST, BUT TWICE THE LIFE

The AN/PVS-6 mini eyesafe laser infrared observation set (MELIOS), NSN 5860-01-350-8551, takes two batteries to do its observation job. One is in the sight and the other is a backup. Until now, the recommended battery was the Ni-Cad, BB-516A/U. Now the recommended battery is the BB-326/U, NSN 6140-01-533-7674. It's a nickel-metal hydride rechargeable battery that can be recharged by the standard Army rechargers.

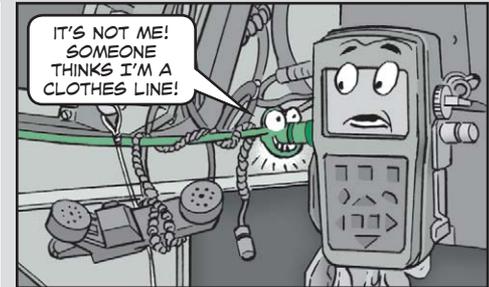
With the BB-326/U in your MELIOS, you'll double the number of shots and not pay a penny more than you paid for the BB-516A/U.

GPS
DAGR...

You Need an Able Cable!



DON'T YOU KNOW YOU'RE PUTTING ME IN A BAD POSITION?



IT'S NOT ME! SOMEONE THINKS I'M A CLOTHES LINE!

The DAGR-to-DC power cable, NSN 6150-01-521-6757, is takin' a lickin' and it's not still tickin'.

This GPS power cable is breaking and the pins inside the threaded connector are shearing because soldiers are hanging equipment on it.

Stop doin' that!

Cables are not clothes lines or a place to hang equipment out of your way. It may seem like a good idea, but that's stinkin' thinkin'.

Resist the urge to hang anything on any cables in your vehicle. That includes FFCB2, GPS, SINGARS, EPLRS, and any other acronymed equipment that shows and glows or squawks and talks.

PS 645

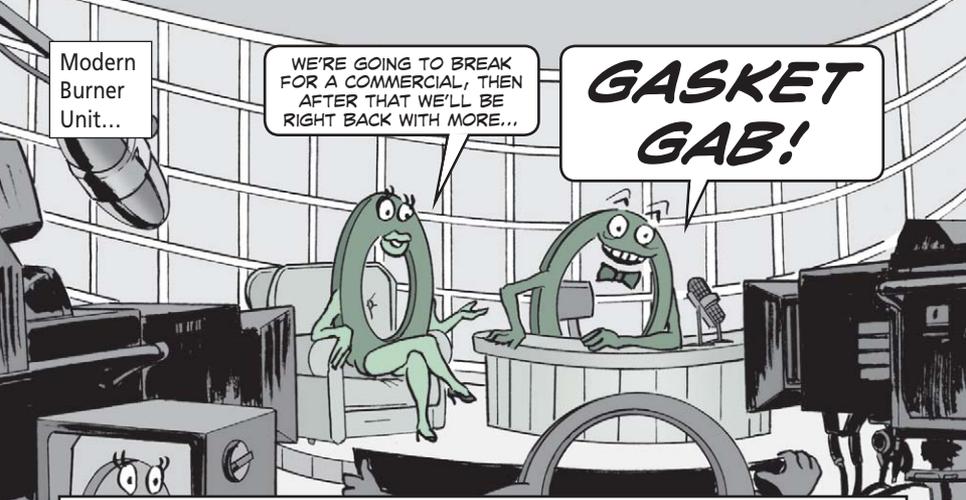
47

AUG 06

PS 645

46

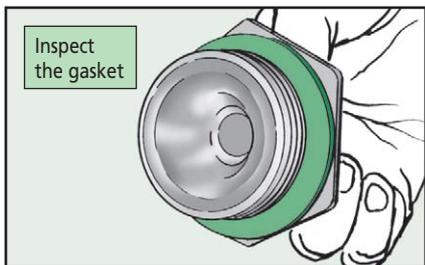
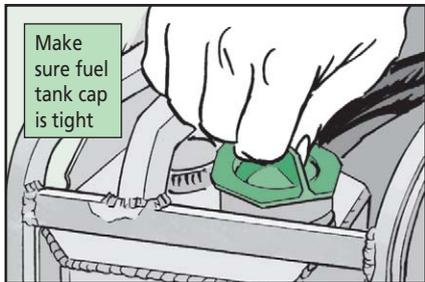
AUG 06



A worn or leaking gasket on the fuel tank cap of your modern burner unit (MBU) can prevent powered fueling. A leaking gasket allows air instead of fuel to flow into the tank. It also lets fuel leak out, which fouls the environment, creates a fire hazard and wastes resources.

The answer is a tight fuel cap with a good gasket. The gasket creates a tight seal that's especially important during powered fueling. It's what allows the MBU to suck fuel out of the 5-gal fuel can. A good gasket also keeps fuel in and water out.

So, when you do your Before PMCS, take a close look at the gasket on the fuel cap.



ASK YOURSELF THESE QUESTIONS. IS THE GASKET...

- missing?
- cracked?
- nicked or torn?
- dry or hard?
- warped?
- twisted, folded or bent out of shape?



If you answer yes to any of these questions, the gasket's past its prime. You need a new one. Get it with NSN 7310-01-462-4867.



WITHOUT A STRAP, YOU TAKE IT ON THE CHIN

The older version—the Mine Safety Appliance (MSA) TC2000—is no longer available. If you order the MSA TC2000 and its parts, you won't get them. Order the SDS Warrior only.

SDS Warrior

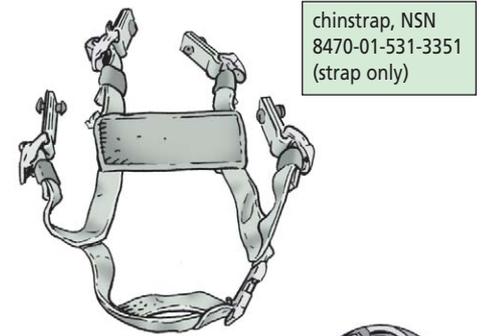
A four-point chin strap, NSN 8470-01-530-0868, comes in a one-size-fits-all foliage green. The NSN brings a chin strap with four each of the following mounting hardware: **attachment tabs, posts and screws.**

NSN 8470-01-531-3351 brings the chin strap only.

If you have only the chin strap, you'll need to order a **mounting screw set**, NSN 8470-01-533-1011. The set includes four each of the following: **attachment tabs, posts and screws.**

You can also order hardware in bulk:

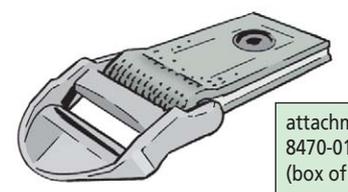
The **mounting screw**, NSN 8470-01-531-4268, and the **post**, NSN 8470-01-531-4284, fasten the **attachment tab**, NSN 8470-01-531-3897, to the helmet shell. Each NSN brings a box of 50.



mounting screw, NSN 8470-01-531-4268 (box of 50)



post, NSN 8470-01-531-4284 (box of 50)



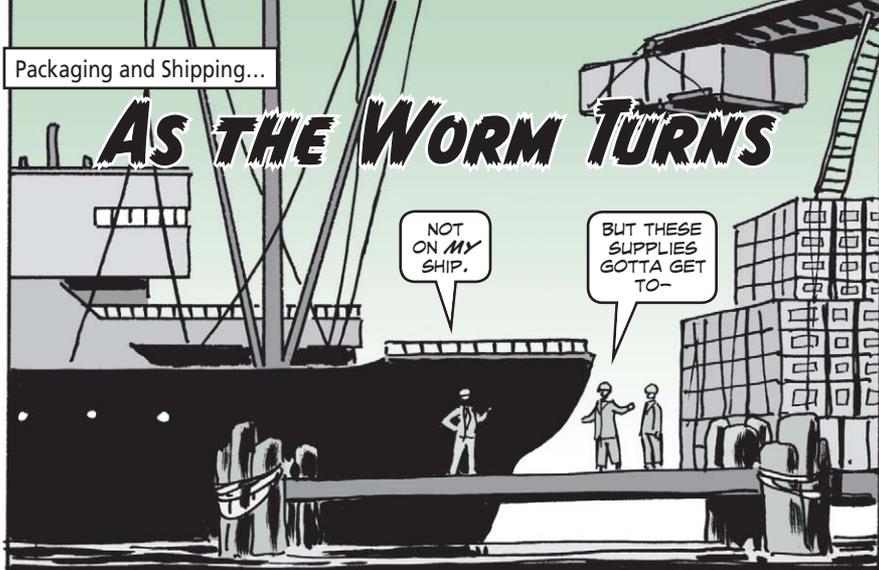
attachment tab, NSN 8470-01-531-3897 (box of 50)

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

Packaging and Shipping...

AS THE WORM TURNS



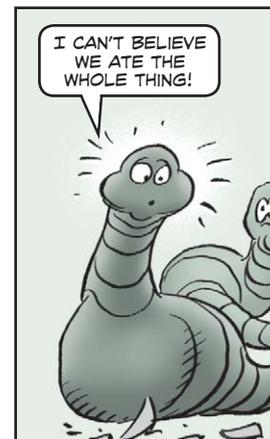
If you build or repair wooden boxes, crates, pallets, skids, dunnage or other wood packing used for shipping, make sure your wood packing materials are cut from **heated-treated (HT)** lumber. Otherwise, your shipment may not reach its destination. Here's why:

There's a microscopic roundworm called the pinewood nematode that bores into trees. Left unchecked, it can infest and kill whole forests.

This wood-boring worm could end up in the lumber you use for wood packaging. If you ship infested packaging CONUS or OCONUS, you're helping to spread the roundworm and its infestation.



ALL LUMBER USED TO BUILD OR REPAIR WOODEN BOXES, CRATES, PALLETS, SKIDS, DUNNAGE OR OTHER WOOD PACKAGING PRODUCTS MUST HAVE BEEN HEAT-TREATED SO THAT ANY ROUNDWORMS LURKING IN THE WOOD HAVE BEEN KILLED.



The lumber mill that heat-treats the lumber will stamp it with **HT**. That little marking tells you it meets the standards for wood packaging materials. It's OK to use.

Getting Heat-treated Lumber



If you purchase locally, make sure the lumber is marked HT.

If you order from DLA, write in the remarks box of the requisition: heat-treated lumber only. When the lumber arrives, look for the HT marking.

For information on DLA's lumber and wood products, go to the Wood Products page on the Defense Supply Center Philadelphia S9I website:

<http://www.dscp.dla.mil/gi/general/pglum.htm>

You can even download a lumber and wood products catalog from the same website:

<http://www.dscp.dla.mil/gi/general/woodcat.pdf>

The catalog includes NIINs, MIL-Specs, types of wood, suggestions for typical use, and information on board lengths, widths and thicknesses.

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



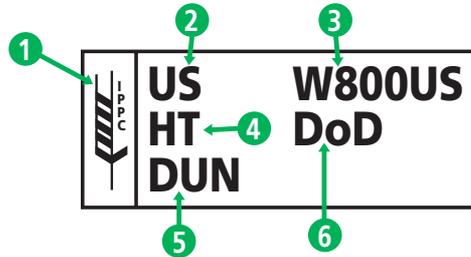
Certification Requirements and Markings

If you build wood packaging from scratch, or if you use dunnage, you're required to become certified prior to marking the finished product with one set of certification markings. If you receive packing that's already stamped with markings, don't stamp it again—unless you have to repair it. After repair, paint over the old certification markings and stamp it with your own.



HERE ARE THE CERTIFICATION MARKINGS...

YOU **MUST** STAMP, STENCIL OR BRAND CERTIFICATION MARKINGS ON THE FINISHED PRODUCT.



AND HERE'S WHAT THEY STAND FOR...

- 1 Approved international symbol for wood packing material that conforms to these standards.
- 2 Two-letter code for country of manufacture.
- 3 The DODACC of the unit who built or repaired the wood packing.
- 4 Two-letter code specifying lumber treatment. The code should always be HT.
- 5 Indicates that the lumber is being used as dunnage. Otherwise, leave blank.
- 6 Indicates that the product is made by a DOD activity.

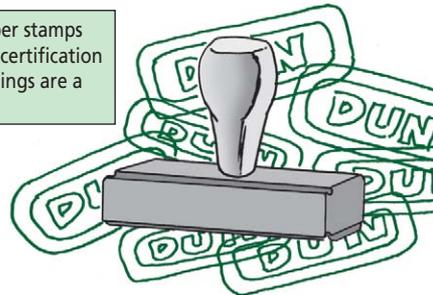
You'll need rubber stamps with the certification markings. You must be certified to use the IPPC stamps. Contact the Logistic Support Activity (LOGSA) Packaging, Storage, and Containerization Center (PSCC) for information on certification and stamps:

Phone DSN 795-7105 or (570) 895-7105. Or send an email to:

PT@tobyhanna.army.mil

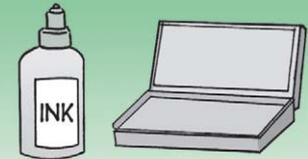
You may need to get two different stamps: one to stamp wooden boxes, crates, pallets and skids, and another stamp with **DUN** on it to mark dunnage.

Rubber stamps with certification markings are a must



You'll also need a stamp pad and black ink. NSN 7510-00-526-1741 brings a 3 1/4-in x 6 1/4-in pad. Get a 2-oz plastic bottle of ink with NSN 7510-00-161-4237.

Stamp pads and black ink are available in the system



FINALLY, A COUPLE MORE THINGS YOU SHOULD KNOW ABOUT THE GUIDELINES...

- The need for heat-treatment applies only to **lumber** used to build and repair boxes, crates, pallets, skids and dunnage. Plywood, particle board and other manufactured wood products **do not require** heat-treatment.
- The guidelines apply both to soft and hard woods and to import (CONUS) and export (OCONUS) shipments.
- Dunnage inside a wooden crate or box must be stamped with certification markings. But it **does not** have to be stamped with **DUN** to indicate dunnage.
- Dunnage inside ISO or MILVAN containers **must** be stamped with certification markings that include **DUN** to indicate dunnage.
- Since 16 Sep 2005, authorities at domestic and foreign ports and air terminals can refuse to forward shipments that use wood packaging materials lacking the proper certification markings. They'll return those shipments to port or terminal of origin.



LATER...

NOW THAT WE'VE USED HEAT-TREATED WOOD, WE WON'T HAVE TO WORRY ABOUT ANY STUPID WORMS!

Power up and key into modems to get a 520 or better signal strength when you position the dish

Use the compass on the back to orient them south to the equator relative to your position

Remove ALL loops in satellite wire

Connect splitter wires power-up (keep dry)

NATO connector for AC devices

Turn off the TMSATSYS to ensure you are not charging minutes of sat time when finished with a training event or collaborative meeting.

External speakers not included

Insert PCMCIA card, connected to the splitter

Connect classroom projector, camera, mic / headset before you power up the Toughbook PC (keep dry)

All components included unless otherwise noted.

MORE INFORMATION ABOUT TSPs AND TELEMaintenance CAN BE FOUND AT THESE LOCATIONS...



US Army RDEC Munitions New Equipment Training Branch

AMSRD-AAR-AIL-LI, Bldg 20
Picatinny Arsenal, NJ
07806-5000
DSN: 880-2035/7333
COMM: 973-724-2035/7333
EMAIL: mnet@pica.army.mil

CE-LCMC Directorate for Readiness Telemaintenance

AMSEL-LC-RE-LA
Bldg 555 Malterer Ave
Ft Monmouth, NJ 07703
DSN: 992-1262
COMM: 732-532-1262
EMAIL: telemaintenance@mail1.monmouth.army.mil



Replace RFI Items Through Supply



PEO-SOLDIER PROVIDES THE INITIAL FIELDING OF IMPROVED INDIVIDUAL AND UNIT EQUIPMENT AND COMMERCIAL OFF-THE-SHELF ITEMS TO DEPLOYING UNITS.



EVENTUALLY RFI ITEMS NEED TO BE REPLACED. SUSTAINING RFI EQUIPMENT IS A UNIT RESPONSIBILITY.

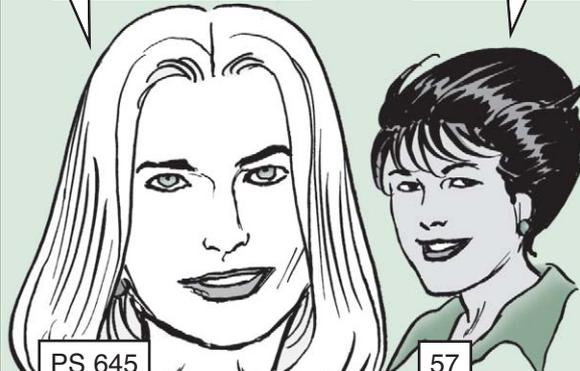
Units must use normal supply channels to replace worn, damaged or lost individual and unit equipment they receive from the Rapid Fielding Initiative (RFI) run by the Program Executive Office-Soldier.

RFI has been responsible for fielding at least 20 items for individual soldiers, including moisture wicking t-shirts, modular sleeping systems, goggles, hot and temperate weather tan combat boots, advanced combat helmet and accessories, and visual translator cards.

Unit-level RFI equipment includes more than 30 items such as assault ladders, back-up iron sights, the M24 binoculars, fiber optic viewers and the three-point sling.

THE LIST OF SUSTAINMENT RFI INDIVIDUAL AND UNIT EQUIPMENT WITH NSNs...

...OR SPECIAL ORDER INFO IS AVAILABLE ON BOTH THE PEO-SOLDIER AND LOGNET WEBSITES...



PEO-Soldier:

https://peosoldier.army.mil/pdfs/rfi_sustainment.pdf

LOGNet (Look under the Quartermaster community for Rapid Fielding Initiative (RFI) Information):

<https://lognet.bcks.army.mil>

THE SECOND ANNUAL CHIEF OF STAFF, ARMY COMBINED LOGISTICS EXCELLENCE AWARDS WERE PRESENTED AT A CEREMONY ON MAY 18TH.

THE WINNERS ARE FOUND ON PAGES 58-60.

ARMY AWARDS FOR MAINTENANCE EXCELLENCE

ACTIVE ARMY MTOE

Small Category

Winner: HHD, 728th MP Bn, Camp Walker, Korea
 Runner-up: 568th Med Co, Camp Humphreys, Korea

Medium Category

Winner: 297th Trans Co, Ft Hood, TX
 Runner-up: 181st Sig Co, Heidelberg, Germany

Large Category

Winner: 5th Bn, 52d ADA, Ft Bliss, TX
 Runner-up: 2d Bn, 34th AR, FOB Gabe, Iraq

TDA

Small Category

Winner: Maint Acty Vilseck, Vilseck, Germany
 Runner-up: HHB, 2d Bn, 6th ADA, Ft Bliss, TX

Medium Category

Winner: 58th Trans Bn, Ft Leonard Wood, MO
 Runner-up: HHC, 206th MI Bn, Ft Gordon, GA

Large Category

Winner: Maint Acty Kaiserslautern, Kaiserslautern, Germany
 Runner-up: 1st Bn, 29th Inf Regt, Ft Benning, GA

ARMY RESERVE MTOE

Small Category

Winner: HHD, 213th QM Bn, Wausau, WI
 Runner-up: 312th Med Co, Seagoville, TX

Medium Category

Winner: 354th Med Co, Seagoville, TX
 Runner-up: 179th Trans Co, Belton, MO

Large Category

Winner: 643d ASG, Whitehall, OH
 Runner-up: 325th Field Hospital, Independence, MO

NATIONAL GUARD MTOE

Small Category

Winner: 540th QM Co, Lenoir, NC
 Runner-up: A Co, 429th Spt Bn, Richmond, VA

Medium Category

Winner: 1454th Trans Co, Concord, NC
 Runner-up: 160th Engr Co (CSE), Middletown, DE

DEPLOYMENT EXCELLENCE AWARDS

ACTIVE ARMY Operational Deployment Category

Small Unit

Winner: B Co, 1-35 AR Bn, 1AD, Aschaffenburg, Germany

Large Unit:

Winner: 426th Bde Spt Bn, 101st Abn Div (Air Assault), Ft Campbell, KY

All Army Installation Categories

Winner: Ft Hood, TX
 Runner-up: Ft Bragg, NC

Active Army

Small Unit

Winner: 305th QM Co, Yongsan, Korea
 Runner-up: HHC, 5th SF Grp, Ft Campbell, KY

Large Unit:

Winner: 40th Sig Bn, Ft Huachuca, AZ
 Runner-up: 728th MP Bn, Daegu, Korea

Supporting Unit:

Winner: 832d Trans Bn, Jacksonville, FL
 Runner-up: 838th Trans Bn, Rotterdam, Netherlands

ARMY RESERVE

Small Unit

Winner: 828th QM Co, Wilkes Barre, PA
 Runner-up: 401st Trans Co, Battle Creek, MI

Large Unit

Winner: 483d Trans Bn, Vallejo, CA
 Runner-up: 1190th Deployment Spt Bde, Baton Rouge, LA

Supporting Unit

Winner: HHC, U.S. Civil Affairs and Psychological Operations Command, Ft Bragg, NC
 Runner-up: 643d ASG (Detachments 2 and 4), Ft Polk, LA

NATIONAL GUARD

Small Unit

Winner: D Company, 113th Avn Regt, Reno, NV
 Runner-up: 41st AG Co, Salem, OR

Large Unit

Winner: 1st Bn, 151st Inf Regt, Indianapolis, IN
 Runner-up: 224th Engr Bn, Fairfield, IA

Supporting Unit

Winner: Joint Forces Headquarters - Florida, St Augustine, FL
 Runner-up: Camp Atterbury (Maneuver Training Center), Edinburgh, IN

IT'S TIME TO GET READY FOR THE NEXT AWARDS!

FOR PROGRAM INFO SEE...

AAME: AR 750-1, CHAP 8
 SEA: AR 710-2, APP G
 DEA: https://fpic.eustis.army.mil/dpmo_section/dea_home.asp



SUPPLY EXCELLENCE AWARDS

ACTIVE ARMY

LEVEL I (A) COMPANY, BATTERY, TROOP, DETACHMENT

Winner: 82d Abn Div Band, Ft Bragg, NC

Runner-up: B Co, 141st Sig Bn, Wiesbaden, Germany

LEVEL I (B) BATTALION, SQUADRON

Winner: 58th Sig Bn, Okinawa, Japan

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

LEVEL II (A) TDA UNIT SMALL

Winner: HOC, 527th MI Bn, Camp Humphreys, Korea

LEVEL II (B) TDA UNIT LARGE

Winner: Maint Acty Mannheim, Mannheim, Germany

LEVEL III PROPERTY BOOK

Winner: 58th Sig Bn, Okinawa, Japan

Runner-up: Installation Property Book Office, USAG, Baumholder, Germany

Honorable Mention: Installation Property Book Office, Ft Bragg, NC

Honorable Mention: HHC, 8th MP Bde, Yongsan, Korea

LEVEL IV (A) SSA MTOE

Winner: 26th QM Supply Co, Hanau, Germany

Runner-up: 520th Maint Co, Camp Humphreys, Korea

Honorable Mention: 546th Maint Co, Ft Polk, LA

Honorable Mention: 209th Avn Spt Bn, Wheeler Army Airfield, HI

LEVEL IV (B) SSA TDA

Winner: Aviation Center Logistics Command, Ft Rucker, AL

Runner-up: USAG-Vicenza, Vicenza, Italy

Honorable Mention: DOL, S&S Div, Ft Stewart, GA

ARMY RESERVE

LEVEL I (A) COMPANY, BATTERY, TROOP, DETACHMENT

Winner: HHC, 353d CA Cmd, Staten Island, NY

Runner-up: 312th Med Co Seagoville, TX

LEVEL I (B) BATTALION, SQUADRON

Winner: HHC, 412th CA Bn, Whitehall, OH

LEVEL II (A) TDA UNIT SMALL

Winner: Reserve Spt Det-South, Vicenza, Italy

Runner-up: 3d Bn, 345th Regt, 87th Training Spt Div, Ft Gillem, GA

LEVEL II (B) TDA UNIT LARGE

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

Runner-up: Area Maint Spt Acty-77(G), Beaumont, TX

LEVEL III PROPERTY BOOK

Winner: 643d ASG, Whitehall, OH

Runner-up: HQs, 7th ARC, Schwetzingen, Germany

LEVEL IV (B) SSA TDA

Winner: 854th QM Co, Logan, UT

ARMY NATIONAL GUARD

LEVEL I (A) COMPANY, BATTERY, TROOP, DETACHMENT

Winner: HHD, 733d QM Bn, Delavan, IL

Runner-up: HQs Co, 51st Avn Grp, Eastover, SC

Honorable Mention: Co A, 729th FSB, 29th ID(I), Hagerstown, MD

LEVEL I (B) BATTALION, SQUADRON

Winner: 43d Army Band, Pentamer Armory, Lincoln, NE

Runner-up: HHC, 1-296th Inf Bn, Mayaguez, Puerto Rico

Honorable Mention: HQs, 682d Engr Bn, Willmar, MN

LEVEL II (A) TDA UNIT SMALL

Winner: 209th Regional Training Institute, Camp Ashland, NE

Runner-up: HHC 66th Trp Cmd, Jackson, MS

Honorable Mention: 175th Regional Training Site-Maintenance, Camp Ripley, MN

LEVEL III PROPERTY BOOK

Winner: JFHQ, Jackson, MS

Runner-up: 2d Bn, 174th ADA, 11th ADA Bde, McConnellsville, OH

LEVEL IV (B) SSA TDA

Winner: U.S. Property & Fiscal Office for Illinois, S & S Div (JFHQ), Springfield, IL

Runner-up: U.S. Property & Fiscal Office for Oregon, Supply Distribution Center (JFHQ), Clackamas, OR

Honorable Mention: U.S. Property & Fiscal Office for Pennsylvania (JFHQ), Ft Indiantown Gap, PA



RECHARGE HAWKER BATTERIES

Before you toss any of those sealed, service-free 6TAGM Hawker batteries you're using in SWA (or elsewhere), give 'em a recharge!

One of the benefits of the technology built into Hawkers is that they can be recharged to full service from fully discharged multiple times. Battery chargers designed for these batteries include NSNs 6130-01-398-6951, 6130-01-500-3401, 6130-01-532-7711 and 6130-01-518-7866.

The Hawker is now certified to meet the performance specification for automotive storage batteries of the valve regulated lead-acid type.

Although expensive, the Hawker does last considerably longer than the flooded lead-acid batteries it replaces, particularly when used to power C4ISR equipment. It comes fully charged, sealed and air transportable as non-hazardous material.

The battery is available through 59G with NSN 6140-01-485-1472.

HMMWV COOLANT RATIO CHANGED

Here's the latest scoop on the HMMWV's antifreeze-to-water coolant mixture rates:

- Use a 50/50 mixture of antifreeze and water for temperatures -34° F and above.
- Use a 60/40 mixture of antifreeze and water for arctic conditions at -62° F to +40° F.

Got these changes down until they appear in TM 9-2320-280-series and TM 9-2320-387-series manuals.

CHANGE TO HMMWV 6.5L TURBOCHARGED ENGINE INJECTION PUMP TIMING

Mechanics, have your drivers complained about less kick to the 6.5L turbocharged engine's power on their HMMWVs? It could be a fuel injection pump timing issue. It's direct support's job to check the timing ASAP. Plus, direct support will need to make some changes to the timing procedures in TM 9-2320-387-24 on pages 15-42 through 15-45. For more information, go online:

<https://aeps2.ria.army.mil/commodity/pubs/tacom/bulletin/hmmwv-FIP.pdf>

M1-Series Tank Annual Service Kit

When you receive a new annual service kit, NSN 4330-01-117-7943, for your tank, check for missing parts. In particular, make sure you have two filter elements, NSN 4810-01-014-1896. One is for the NBC prioritization valve (on the turbine) and the second is for the pressure regulating valve (in the NBC sponson box). If one or both of these filter elements is missing, order them separately. Then submit an SF 344, *Report of Discrepancy*, to report the missing filter element.

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

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