

**PS****THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY****ISSUE 671 OCTOBER 2008**

TB 43-PS-671, 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**

M1-Series Tank V-Pack Cleaning  
M2A2/M3A2 Bradley Night Viewer Cable  
M2A3/M3A3 Bradley DVE Caution  
M113-Series FOV Exhaust Manifold Rust  
M113A3 Steer Lock Conversion  
DA Form 2408-4 Gun Card Tips  
M992A2 Ammo Carrier Doors

**WHEELED VEHICLES**

MRAP TMs, Service Intervals, Parts  
MRAP Training Materials, Tech Manuals  
M939-Series 5-Ton Truck Spare Tire Bracket  
HMMWV Windshield Washer Hose  
HMMWV Windshield Wipers

**SMALL ARMS**

M16 Rifle, M4 Carbine, M249 MG ACOG  
M2 Machine Gun Side Rail Adapter  
M240B Machine Gun Rail Kit Torque  
M2 Machine Gun LBS Mandrel  
M249 Machine Gun Barrels, Buttstocks  
M249, M240B Machine Gun Weapon Cradle  
Small Arms Cleaning Supplies  
Grenade Safety Tips  
Mortar Interface Computer PM  
Small Arms Rumors

**MISSILES**

Javelin Missile System CLU Case  
MLRS Ratchet Straps Use

2

**AVIATION**

35

2-3 FOD Prevention 35-37  
4-5 M261 Rocket Launcher Current Check 38  
4-5 CH-47D/F Special Tools TB 38  
6-7 All Aircraft Tie-Down Chains 39

**COMMUNICATIONS**

40

10 3-KW TQG TM Corrections 40-41  
100-, 200-KW TQG Reprogramming 42-43  
5-, 10-KW TQG Cap Lanyard Caution 44  
AN/TRC-190 LOS RESET Turn-Ins 45

**CBRN**

46

10-13 JACKS Website 46  
14 M56 Smoke Generator Half Door Latching 47  
15 M12A1 Decon PM 48-49  
16  
17

**COMBAT ENGINEERING**

50

18-19 Compact Skid Loader TMs, NSNs 50-51  
20 130G Grader Centershift Pin Lube 52  
21  
21  
22  
22  
23  
23  
24

**TOOLS**

53

25 Mobile Parts Manufacturing 53  
27-34 Hammer, Hacksaw Use 54-57

**SOLDIER SUPPORT**

58

26 Website for Fastener Benchstock 58-59  
26 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**

Or email to:

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

Internet address:

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

By order of the Secretary of the Army:

**GEORGE W. CASEY, JR.**

General, United States Army Chief of Staff

Official:

*Joyce E. Morrow*

**JOYCE E. MORROW**

Administrative Assistant to the Secretary of the Army

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2008

# THE PREVENTIVE MAINTENANCE MONTHLY

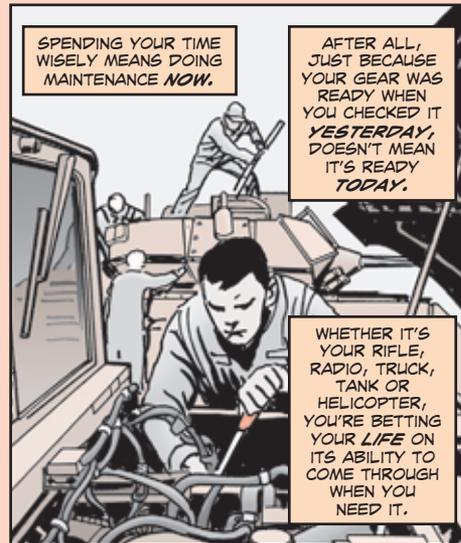
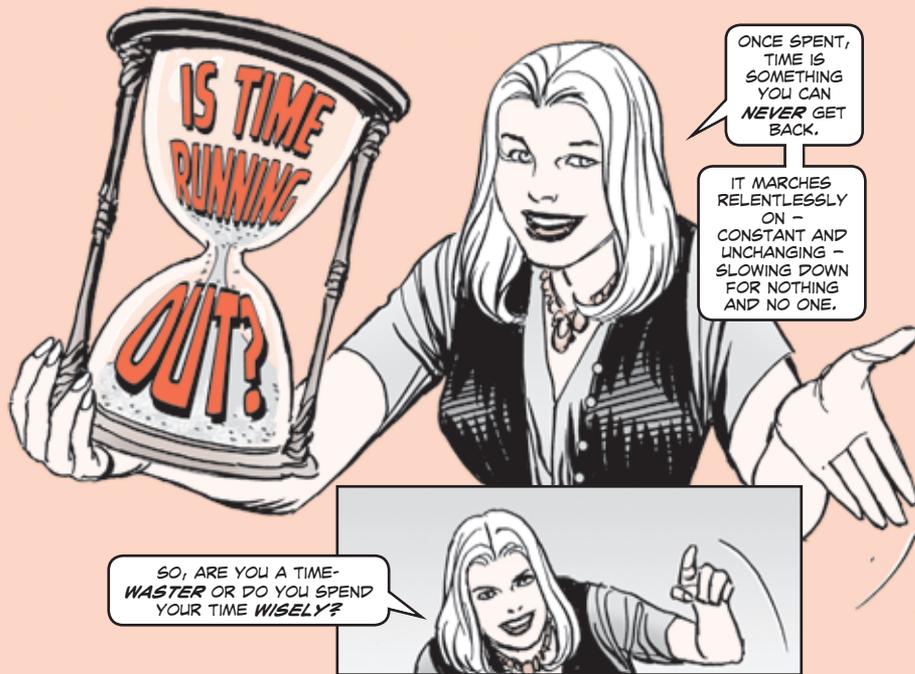
TB 43-PS-671

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Unlimited

WE'VE GOT  
TO KILL THIS  
RUMOR!

I CLEAN  
BETTER  
THAN CLP!

**READ: "THE WEAPONS CLEANING RUMORS  
THAT WON'T DIE!" -- IF YOU DARE! SEE PAGE 27**



**SO DON'T PUT OFF PM UNTIL LATER. LATER COULD BE TOO LATE!**

Click here for a copy of this article to save or email.

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<b>COMBAT VEHICLES</b>	<b>2</b>	<b>AVIATION</b>	<b>35</b>
M1-Series Tank V-Pack Cleaning	2-3	FOD Prevention	35-37
M2A2/M3A2 Bradley Night Viewer Cable	4-5	M261 Rocket Launcher Current Check	38
M2A3/M3A3 Bradley DVE Caution	4-5	CH-47D/F Special Tools TB	38
M113-Series FOV Exhaust Manifold Rust	6-7	All Aircraft Tie-Down Chains	39
M113A3 Steer Lock Conversion	7		
DA Form 2408-4 Gun Card Tips	8	<b>COMMUNICATIONS</b>	<b>40</b>
M992A2 Ammo Carrier Doors	9	3-KW TQG TM Corrections	40-41
		100-, 200-KW TQG Reprogramming	42-43
<b>WHEELED VEHICLES</b>	<b>10</b>	5-, 10-KW TQG Cap Lanyard Caution	44
MRAP TMs, Service Intervals, Parts	10-13	AN/TRC-190 LOS RESET Turn-Ins	45
MRAP Training Materials, Tech Manuals	14		
M939-Series 5-Ton Truck Spare Tire Bracket	15	<b>CBRN</b>	<b>46</b>
HMMWV Windshield Washer Hose	16	JACKS Website	46
HMMWV Windshield Wipers	17	M56 Smoke Generator Half Door Latching	47
		M12A1 Decon PM	48-49
<b>SMALL ARMS</b>	<b>18</b>		
M16 Rifle, M4 Carbine, M249 MG ACOG	18-19	<b>COMBAT ENGINEERING</b>	<b>50</b>
M2 Machine Gun Side Rail Adapter	20	Compact Skid Loader TMs, NSNs	50-51
M240B Machine Gun Rail Kit Torque	21	130G Grader Centershift Pin Lube	52
M2 Machine Gun LBS Mandrel	21		
M249 Machine Gun Barrels, Buttstocks	22	<b>TOOLS</b>	<b>53</b>
M249, M240B Machine Gun Weapon Cradle	22	Mobile Parts Manufacturing	53
Small Arms Cleaning Supplies	23	Hammer, Hacksaw Use	54-57
Grenade Safety Tips	24		
Mortar Interface Computer PM	25	<b>SOLDIER SUPPORT</b>	<b>58</b>
Small Arms Rumors	27-34	Website for Fastener Benchstock	58-59
<b>MISSILES</b>	<b>26</b>		
Javelin Missile System CLU Case	26		
MLRS Ratchet Straps Use	26		

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**logsa.psmag@conus.army.mil** or  
**half\_mast@us.army.mil**  
 Internet address:  
**https://www.logsa.army.mil/psmag/pshome.html**

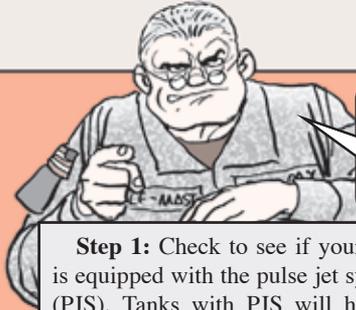
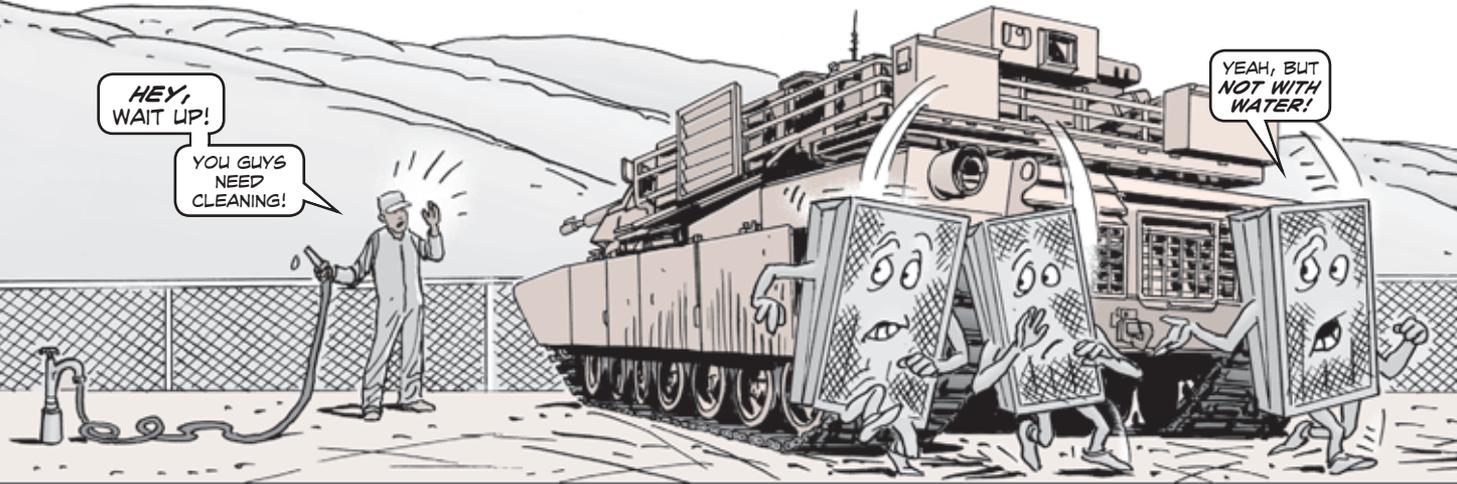
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# Clean Up Your V-Pack Act!

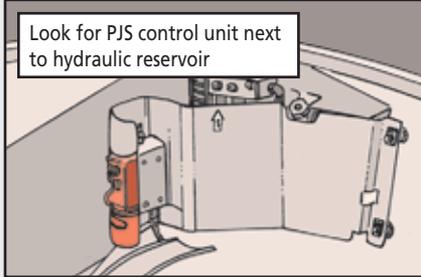


SOME GUYS THINK THAT CLEANING THE V-PACK AIR FILTERS ON THEIR TANKS MEANS WASHING THEM.

THOSE ARE THE SAME GUYS THAT END UP WITH DAMAGED V-PACKS.

CLEANING THE V-PACKS RIGHT IS A FIVE-STEP PROCESS...

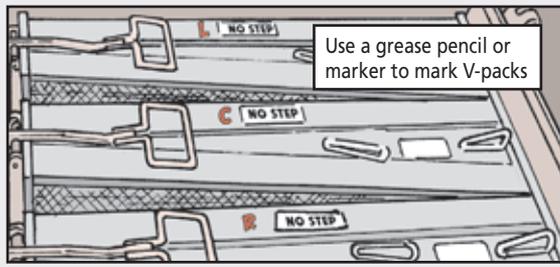
**Step 1:** Check to see if your tank is equipped with the pulse jet system (PJS). Tanks with PJS will have a control unit next to the hydraulic reservoir inside the center hull compartment.



Look for PJS control unit next to hydraulic reservoir

V-packs on PJS-equipped tanks are self-cleaning, but you can clean them under emergency conditions. Follow the procedures in your -10-2 TMs.

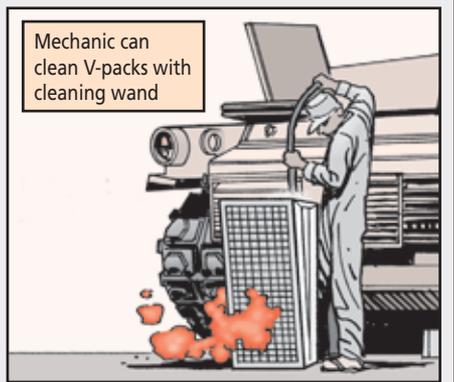
**Step 2:** Before removing non-PJS V-packs, use a black marker or grease pencil to label the filters L, C, and R (left center, and right). That's so you can put the V-packs back into the same slots after you clean them.



Use a grease pencil or marker to mark V-packs

If the V-packs are put back in a different sequence, they won't line up with the original compression points on the air plenum box seal. That leaves gaps in the seal and allows dirt to get to the engine.

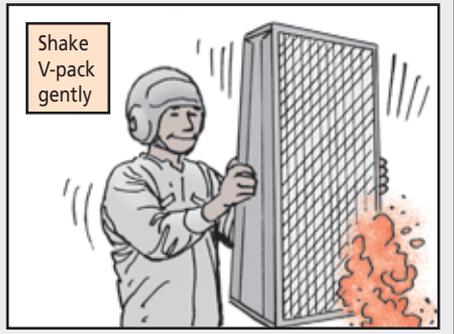
**Step 3:** After removing the V-packs, get your mechanic to clean the filters with the V-pack cleaning wand.



Mechanic can clean V-packs with cleaning wand

If a mechanic or the wand isn't available, clean the V-packs yourself by shaking them **gently**. Hand-brush dirt and dust from the elements. Never hit the V-packs against anything harder than the heel of your palm. Dented V-packs won't seal out dirt.

Notify your maintenance folks as soon as possible that you had to clean the packs and why. They'll give 'em a proper cleaning and determine if they're serviceable.

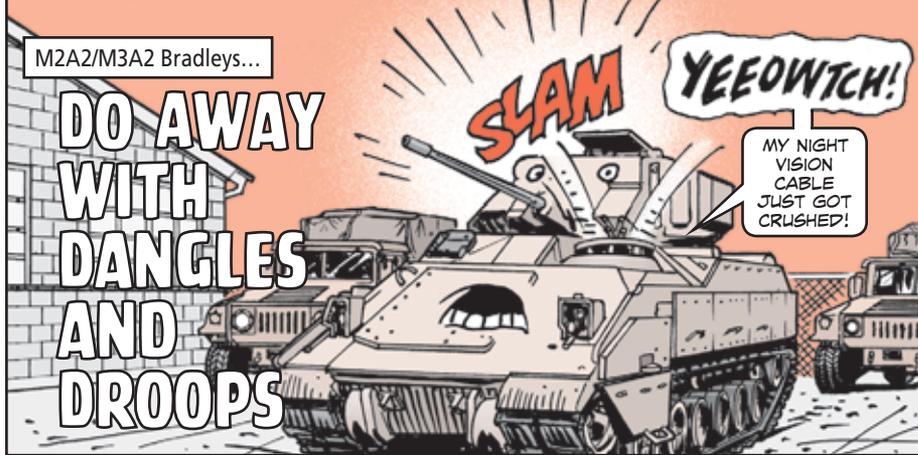


Shake V-pack gently

**Step 4:** Wipe any loose dirt or sand out of the bottom of the air plenum box. If you let enough stuff collect there, the V-packs won't seat properly.

**Step 5:** Reinstall the V-packs. Remember to put them back in the same order that you removed them.

# DO AWAY WITH DANGLES AND DROOPS

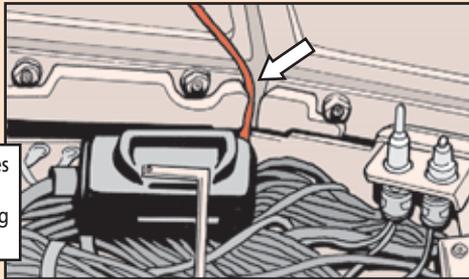


The 1W300 cable, NSN 6150-01-426-2197, for the driver's night viewer, may have a few droops and dangles. That puts it in harm's way when you close the driver's hatch. A crushed cable can cause a fire if it shorts out.

The cable has been redesigned to add an in-line fuse to help with the fire threat, but it's up to you mechanics to keep the cable safe from the hatch. That means rerouting the cable on the hatch to stop the dangling. Here's how:

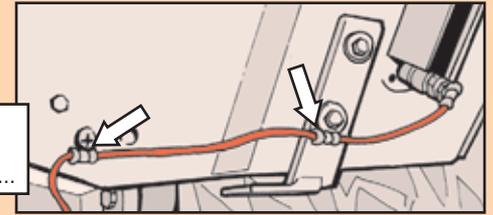
1. MAKE SURE THE CABLE IS ROUTED OUT OF THE BRADLEY BETWEEN THE TWO SECTIONS OF THE HATCH OPENING CUSHIONING PADS LOCATED OVER THE DRIVER'S LEFT SHOULDER.

Cable goes through cushioning pad...



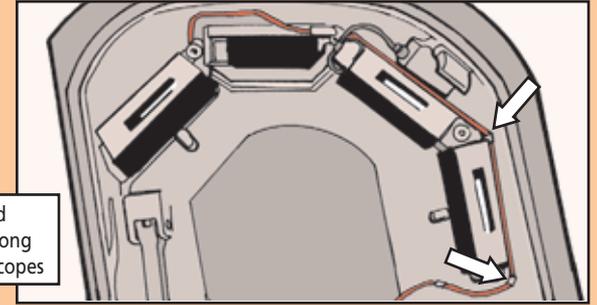
2. ROUTE THE CABLE ALONG THE DRIVER'S HATCH, KEEPING THE FIRST TWO LOOP CLAMPS PARALLEL WITH THE BOTTOM OF THE HATCH.

...along bottom of hatch...



3. CONTINUE ROUTING THE CABLE ALONG THE PERISCOPES USING LOOP CLAMPS AND THE PERISCOPES' MOUNTING SCREWS.

...and up along periscopes

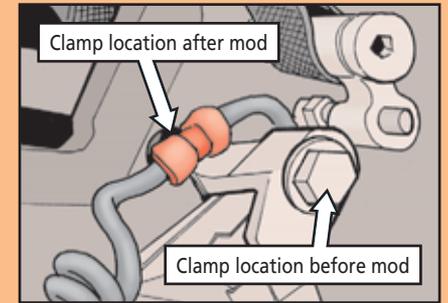


4. AT THE COILED END, DISCONNECT THE CABLE CLAMP FROM THE HATCH. RE-POSITION THE CLAMP ABOUT 1 INCH UP FROM THE COILED SECTION OF THE CABLE AND REATTACH IT USING THE OLD HARDWARE IN THIS SEQUENCE:

- Loop clamp, NSN 5340-00-954-6014, holding the 1W300 cable
- Sleeve spacer, NSN 5365-01-172-7899
- Flat washer, NSN 5310-00-080-6004
- Eye bracket, NSN 3040-01-106-7812
- Flat washer, NSN 5310-00-080-6004
- Self-locking bolt, NSN 5306-01-110-7884

Clamp location after mod

Clamp location before mod



# WATCH YOUR STEP!

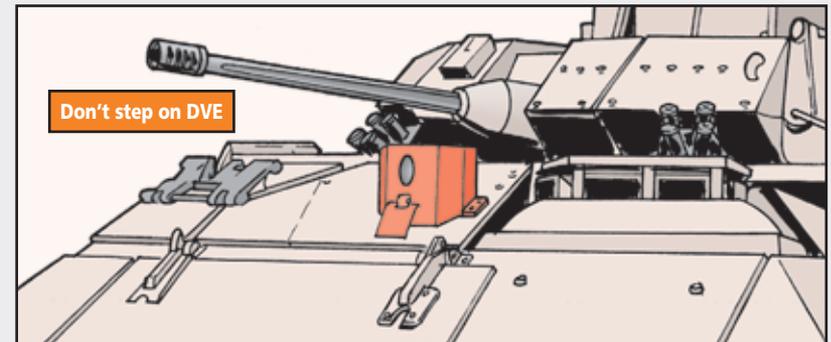
When climbing on top of your Bradley, you're looking for a step up wherever you can find it.

At first glance, the driver's vision enhancer (DVE) looks like just what you need. It's handy for getting on top of the turret and it's armored. No problem, right?

Wrong!

The DVE is **not** a step. Sure, it's armored, but enough jolts and blows from those size 12 boots can still mess up the camera. So find another way up top and keep your feet off the DVE.

Don't step on DVE



# Wet Manifold a Rusty Problem



YOU'LL BE CLEAN AS NEW WHEN I GET FINISHED!

**SPLASH**

GLUB!  
CLEAN, YES!

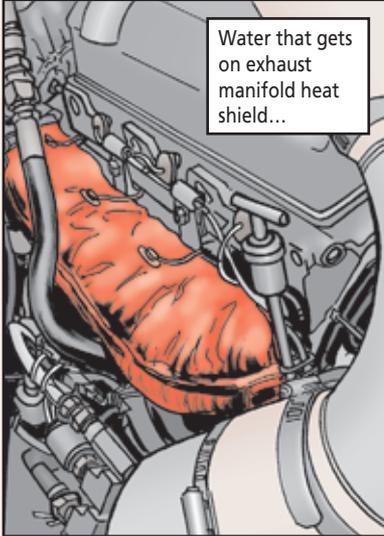
BUT WHAT ABOUT THE DAMAGE TO MY EXHAUST MANIFOLD!?

Dear Half-Mast,

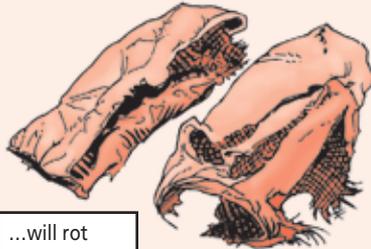
We've come across a problem with the exhaust manifolds on several of our M113A3 personnel carriers.

The heat shield covers seem to be retaining water from rain and vehicle washing. Over time, that water causes rust, resulting in holes and even splits in the exhaust manifold.

The heat shield covers don't fare too well either. They're rotting from the inside out.

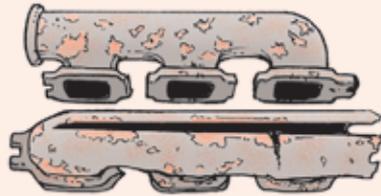


Water that gets on exhaust manifold heat shield...



...will rot heat shield...

...and rust out manifold



Is there something we can do to prevent this damage?

SSG R.M.G.

Dear Sergeant R.M.G.,

You bet!

As you mentioned, there are two main culprits that lead to heat shield cover and manifold damage—rain and wash water.

Rain is pretty easy to beat. First, you'll need to make sure you keep the engine grille buttoned up with grille cover, NSN 5120-01-105-0779 (green) or NSN 2510-01-496-9646 (tan). Just don't forget to remove the grille cover before operating the vehicle.

Second, cover the vehicle with a tarp whenever it's stored outdoors. NSN 8340-00-841-6456 brings a 12x17-ft green tarp. NSN 2540-01-330-8062 gets a 12x17-ft tan tarp. Both are listed in the -10 TM's Additional Authorized List (AAL).

When it comes to washing the vehicle, your best bet is to avoid spraying wash water directly onto the engine as much as possible. However, if the heat shield cover **does** get wet, run the engine at fast idle afterward. The heat generated will dry out the cover and lessen moisture buildup problems.

*Half-Mast*

## M113A3 Steer Lock Conversion

Mechanics, hold off on replacing a bad electrical steer lock solenoid, NSN 5945-00-933-8450, on the M113A3 FOV. Instead, get your support to install the new electrical-to-mechanical conversion kit, NSN 2520-01-434-8596. At around \$573, the kit costs more than a new electrical solenoid, but it also lasts a lot longer.

# GUN CARD FRUSTRATIONS?

KEEPING YOUR DA FORM 2408-4, WEAPON RECORD DATA (OR GUN CARD), ACCURATE AND UP-TO-DATE CAN BE A LITTLE FRUSTRATING, ESPECIALLY WHEN YOU RUN INTO PROBLEMS.



Most of the problems gun card users face happen when the end item changes ownership.

Remember, Team Armor **must** be notified so the Unit Identifier Code (UIC) can be updated whenever your equipment is:

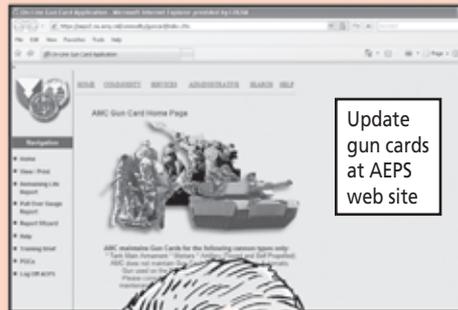
- transferred
- turned in
- placed in storage
- rebuilt or overhauled

The UIC user list also needs to be updated whenever there's a change in personnel responsible for the equipment and its gun card. If the UIC isn't updated, there will be problems with user access to the electronic gun card system.

In addition to having the UIC updated and user status changed, losing units must also print a hard copy of the gun card and place it in the equipment record folder that goes with the vehicle.

If you need to establish or update gun cards, go to the Army Electronic Product Support (AEPS) web site:

<https://aeaps2.ria.army.mil/commodity/guncard/index.cfm>



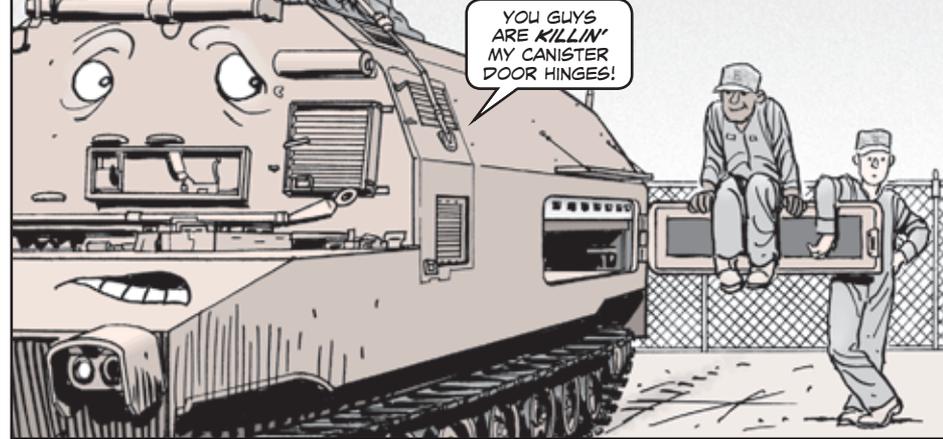
You'll need your AKO login and password to access the site. You can also login with your common access card.

At the site, you'll also find links to both TM 9-1000-202-14, *Evaluation of Cannon Tubes*, and DA PAM 750-8, *The Army Maintenance Management System*. Both provide lots of info on gun card requirements.



PROBLEMS? CONTACT TEAM ARMOR BY EMAIL:  
[rock-tacom-guncard-armor@conus.army.mil](mailto:rock-tacom-guncard-armor@conus.army.mil)

# DON'T DAMAGE THE DOORS!



YOU GUYS ARE KILLIN' MY CANISTER DOOR HINGES!

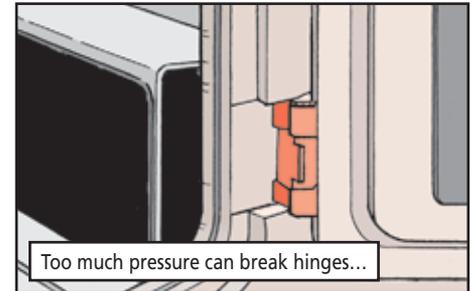
Crewmen, your ammo carrier is a pretty rugged vehicle. But that doesn't mean it can't be damaged when you're a little too rough with it.

Take the canister doors for instance. Too many of you are sitting or leaning on the doors when they're open. All that extra pressure over-stresses the hinges, leading to cracks and breaks.

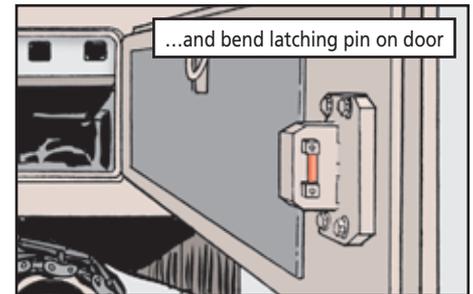
Another problem comes when it's time to close the canister doors. Sure, you can rear back and slam the doors shut like you're trying to hit a home run. And the doors will probably hold up under that abuse—for a while.

But eventually, slamming the doors will bend their latching pins. Then you'll have trouble getting the doors to stay closed.

So, when using the canister doors, don't treat 'em like a lounge chair. And make sure you close 'em firmly, but gently.



Too much pressure can break hinges...



...and bend latching pin on door

MRAP Vehicle...

# GET SMART on Parts and Services

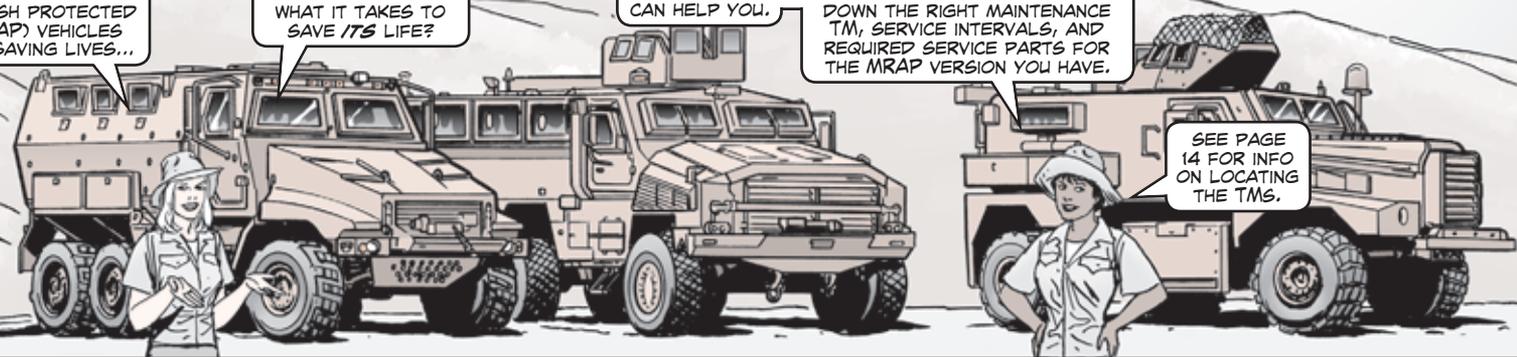
THE MINE RESISTANT AMBUSH PROTECTED (MRAP) VEHICLES ARE SAVING LIVES...

...BUT DO YOU KNOW WHAT IT TAKES TO SAVE ITS LIFE?

IF NOT, WE CAN HELP YOU.

USE THIS INFORMATION TO TRACK DOWN THE RIGHT MAINTENANCE TM, SERVICE INTERVALS, AND REQUIRED SERVICE PARTS FOR THE MRAP VERSION YOU HAVE.

SEE PAGE 14 FOR INFO ON LOCATING THE TMS.



## BAE RG33/RG33L MRAPs

TM 9-2355-108-23 GIVES YOU MAINTENANCE INFORMATION FOR BAE RG33 AND RG33L MRAP MODELS.

SEMI-ANNUAL SERVICE IS DUE EVERY SIX MONTHS OR 25,000 MILES.

ANNUAL SERVICE IS DUE EVERY 12 MONTHS OR 50,000 MILES.

SEE THE CHART BELOW FOR THE REQUIRED SERVICE PARTS...



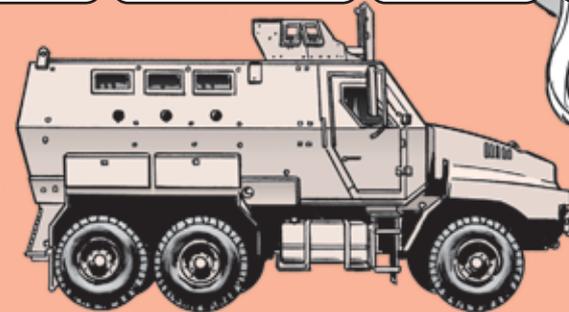
Part	NSN	Part Number	CAGE code
Engine oil filter	4330-01-514-6885	LF9009	33457
Transmission filter kit (annual)	4330-01-425-7701	29545779	73342
Primary air filter element	2940-01-205-6038	P15-8487	18265
Fuel/water separator element	2910-01-555-4839	0399-HH3-001	36MV0
Fuel filter	2910-01-555-4838	FF5488	1DL99
Air dryer filter (annual)	4440-01-547-6462	5008414	06853
Windshield wipers (annual)	2540-01-555-4812	0504-RR8-001	36MV0
Heater fuel filter	4930-01-305-8430	12345932	19207

## Caiman MRAPs

YOU CAIMAN MRAP USERS CAN GET MAINTENANCE INFORMATION IN TM 9-2355-107-23.

AND YOU CAN GO TO TM 9-2320-392-20, THE ARMY'S FMTV MAINTENANCE MANUAL, TO PERFORM CHECKS AND SERVICES COMMON TO THE FMTV.

DO YOUR SEMI-ANNUAL SERVICE EVERY 6 MONTHS, AND USE THIS CHART FOR SERVICE PARTS...



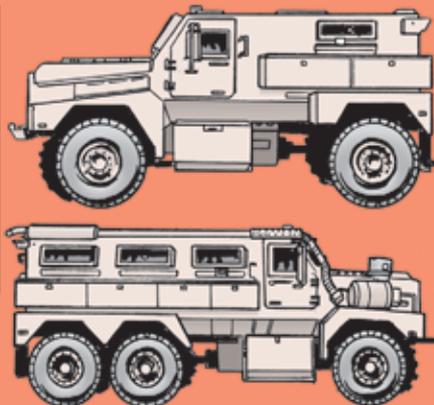
Part	NSN	Part Number	CAGE code
Engine oil filter	2910-01-519-3768	1R1807	11083
Transmission filter kit (annual)	5530-01-453-0770	29540493	73342
Primary air filter element	2940-01-361-2407	P52-7750	18265
Fuel/water separator element	2910-01-360-6366	R22146	55752
Fuel filter	2910-01-424-7315	1R0751	11083
Air dryer filter (annual)	4440-01-337-7324	DQ-6030	6721
Windshield wipers (annual)	2540-01-454-0415	NW-20R	35708

## FPI 4X4/6X6 Cougar MRAPs

LET YOUR TACOM LAR GIVE YOU MAINTENANCE HELP FOR YOUR FPI 4X4 AND 6X6 COUGAR MRAPs.

AND REMEMBER YOUR SERVICE INTERVALS ARE QUARTERLY (EVERY 3 MONTHS) OR 3,000 MILES, SEMI-ANNUALLY (EVERY 6 MONTHS) OR 6,000 MILES, AND ANNUALLY (EVERY 12 MONTHS) OR EVERY 12,000 MILES.

HERE ARE THE PARTS YOU'LL NEED...



Part	NSN	Part Number	CAGE code
Engine oil filter	2910-01-424-7315	2000108	11083
Transmission filter kit (annual)	2910-01-431-1324	29538232	73342
Primary air filter element	2940-01-544-1903	P532503	18265
Secondary air filter element	2530-01-553-1414	1000763	1EFH8
Fuel/water separator element	4330-01-557-0414	2002514	1EFH8
Fuel filter	2910-01-553-1515	2000190	1EFH8
Air dryer filter (annual)	2590-01-550-2157	1000533	1EFH8
A/C heater filter (front)	4460-01-557-0357	1001552	1EFH8
A/C heater filter (rear)	4130-01-557-0367	1001554	1EFH8

## GDLS-C RG31A2 MRAPs

GDLS-C RG31A2 MRAP USERS, GET MAINTENANCE INFO FROM TM 9-2355-315-23.

YOUR SEMI-ANNUAL SERVICE IS DUE EVERY 6 MONTHS OR 6,000 MILES, ANNUAL SERVICE IS DUE EVERY 12 MONTHS OR 12,000 MILES, AND BI-ANNUAL SERVICE IS DUE EVERY 24 MONTHS OR 23,000 MILES.

AND FINALLY, THE REQUIRED SERVICE PARTS FOR YOUR MRAP ARE IN THE CHART ON THE NEXT PAGE...



Part	NSN	Part Number	CAGE code
Engine oil filter	4330-01-492-6796	LF3970	33457
Transmission filter kit (annual)	4330-01-520-4832	29537965	7X677
Transmission filter (spin on)	2910-01-508-1913	29539579	73342
Primary air filter element	2940-01-557-6684	P605536	18265
Secondary air filter element	2940-01-558-3396*	P601560	18265
Fuel/water separator element	2910-01-557-6229	R0067979	SZ177
Fuel filter (primary)	2940-01-558-7221*	FS20022	33457
Fuel filter (secondary)	2910-01-559-5916	FF5421	33457
Air dryer filter (annual)	4730-01-557-5438	013465	SZ177
Heater fuel filter	2940-01-557-5853	R0020881	SZ177

\*Order on DD Form 1348-6 and put "NSN not on AMDF" in the REMARKS block.

## IMG Category I/II MRAPs

TM 9-2355-106-23-1 GIVES YOU THE MAINTENANCE INFO YOU NEED FOR YOUR IMG CATEGORY I AND II MRAP VEHICLES.

AND DO YOUR SEMI-ANNUAL SERVICE EVERY 6 MONTHS OR 6,000 MILES, ANNUAL SERVICE EVERY 12 MONTHS OR 12,000 MILES, AND BI-ANNUAL SERVICE EVERY 24 MONTHS OR 23,000 MILES.

THESE ARE YOUR REQUIRED SERVICE PARTS...



Part	NSN	Part Number	CAGE code
Engine oil filter	2910-01-555-5093	1842816C2	338X5
Transmission filter kit	4330-01-425-7701	29545779	73342
Primary air filter element	2940-01-513-1502	3532800C1	89346
Secondary air filter element	2940-01-555-4940	3532801C1	338X5
Fuel/water separator element	2910-01-556-4577	1677004C91	338X5
Fuel/water separator element	2910-01-444-8795	1822588C1	338X5
Air dryer filter	2940-01-555-4996	BX065624	338X5

THE MRAP CONTRACTOR FIELD SERVICE REPRESENTATIVE SHOULD BE ABLE TO SQUARE YOU AWAY IF YOU NEED INFO THAT'S NOT LISTED HERE FOR THE MODEL YOU HAVE.

AND DON'T FORGET THE TM AND TRAINING INFO ON THE NEXT PAGE.



# Training Materials and Tech Manuals



Dear Half-Mast,

Those of us in the sandbox are glad to have MRAPs in our unit. But we really need more help with training and maintenance for this vehicle. Is there a solution for us outside of MRAP University and the MRAP contractor field service reps?

1LT D.H.

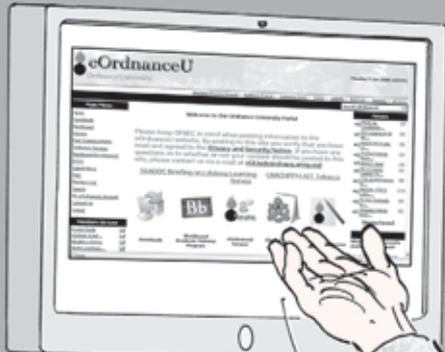
YES,  
LIEUTENANT  
D.H.,  
THERE IS.

ALL AVAILABLE TRAINING  
MATERIALS AND TECHNICAL  
MANUALS FOR THE MRAP  
FAMILY OF VEHICLES ARE  
LOCATED ONLINE.

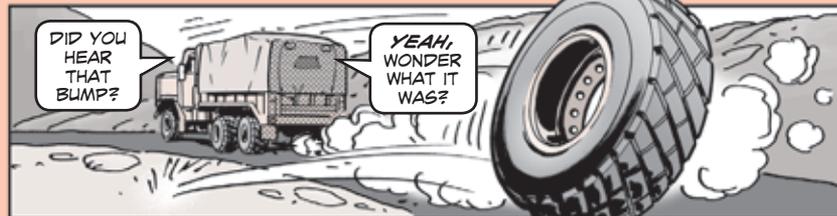
YOU CAN GET TO THEM IN  
THE DOWNLOADS AREA ON  
EORDNANCEU USING THIS LINK:  
[https://ordnanceu.army.mil/  
portal/index.php](https://ordnanceu.army.mil/portal/index.php)

YOU'LL HAVE  
TO USE YOUR  
AKO LOGIN AND  
PASSWORD. JUST  
CLICK ON THE  
MRAP VERSION  
YOU HAVE AND  
SCROLL THROUGH  
THE INFO.

BY THE WAY,  
YOU *WON'T*  
FIND THESE  
COMMERCIAL  
MRAP TMS ON  
LOGSA'S ETM  
WEBSITE.



# REIN IN RUNAWAY TIRE

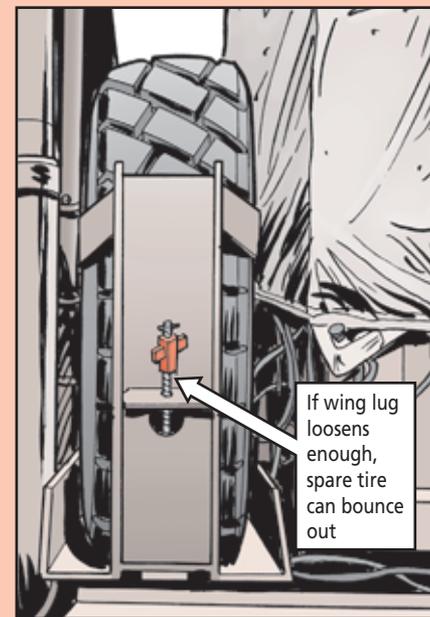


**R**eplacing a flat tire on your M939-series truck gets a whole lot harder if the spare tire is missing. But that's what can happen if you don't take steps to keep the spare in place.

Vibration during operation can loosen the wing lug, NSN 5340-01-089-3126, that holds the hinged wheel brace against the spare tire. Although the retaining pin, NSN 5315-00-810-3701, is supposed to keep the wing lug from coming completely off, it's often missing.

Even with all parts in place, the brace can be pretty loose by the time the lug hits the retaining pin. If you hit a big enough bump, the spare tire may go flying.

Your best bet is to further secure the tire with the chain and padlock from your truck's BIL. Run the chain through the center of the spare tire and around the mounting bracket pipe. Snap the padlock in place and that spare will be there the next time you need it.



# All WASHED Up



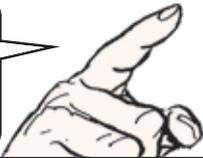
THAT TAKES CARE OF YOUR NEW WINDSHIELD WASHER HOSE!

NOW TO CLOSE THE HOOD!



WAIT! MY NEW HOSE WILL BE CRUSHED!

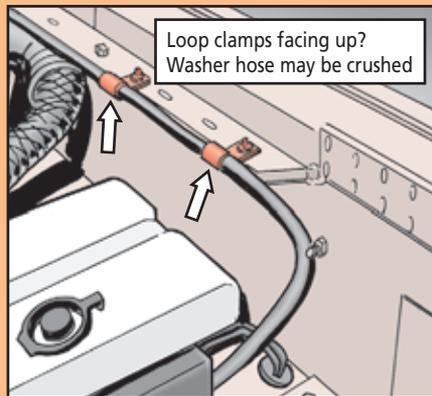
MECHANICS, REPLACING THE HMMWV'S WINDSHIELD WASHER HOSE SEEMS LIKE SUCH AN EASY JOB.



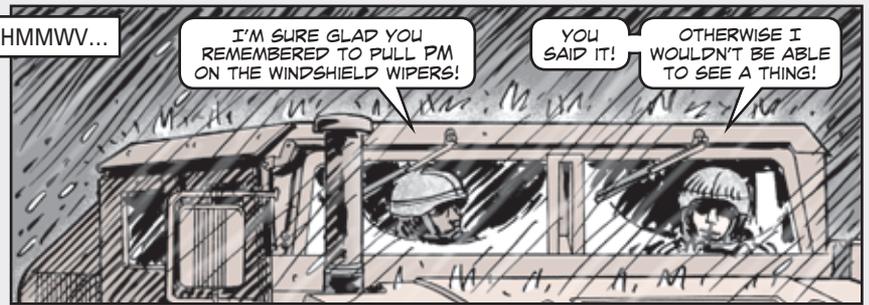
BUT IF IT'S NOT DONE RIGHT, YOU'LL HAVE TO TURN AROUND AND DO IT ALL OVER AGAIN.

Some mechanics pay no attention to how the loop clamps that hold the hose in place are positioned. If they're turned so the loop faces up, the hose is held at a higher profile. That makes it more likely that the hose will be crushed when the hood is closed.

Instead, make sure the clamps are positioned so the loop faces down. That holds the hose at a lower position, decreases the chance of crushing and ensures you'll only have to do the job once.



Loop clamps facing up? Washer hose may be crushed



I'M SURE GLAD YOU REMEMBERED TO PULL PM ON THE WINDSHIELD WIPERS!

YOU SAID IT!

OTHERWISE I WOULDN'T BE ABLE TO SEE A THING!

## PM Wipes Away Worries

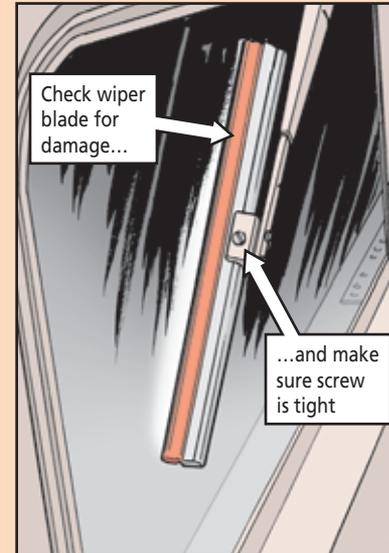
A thorough PMCS on your HMMWV includes everything from top to bottom, inside and out. Just don't forget that the windshield wipers are included in there somewhere, too.

Yes, that's right, the windshield wipers!

The wipers are easy to overlook because you don't use 'em every day. But when you really need them—in the rain or snow—they'd better be ready to do the job.

Check the wipers like this:

1. Eyeball both of the wiper blades. Look for torn, cracked or peeling rubber.

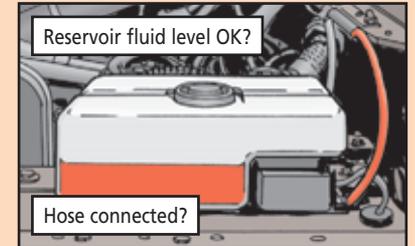


Check wiper blade for damage...

...and make sure screw is tight

2. Check the screw holding the wiper arm in place. It should be tight.

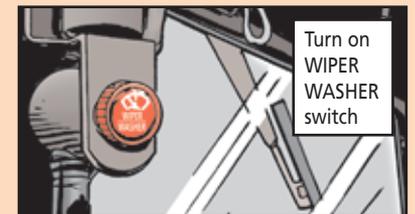
3. Check the fluid level in the windshield washer reservoir.



Reservoir fluid level OK?

Hose connected?

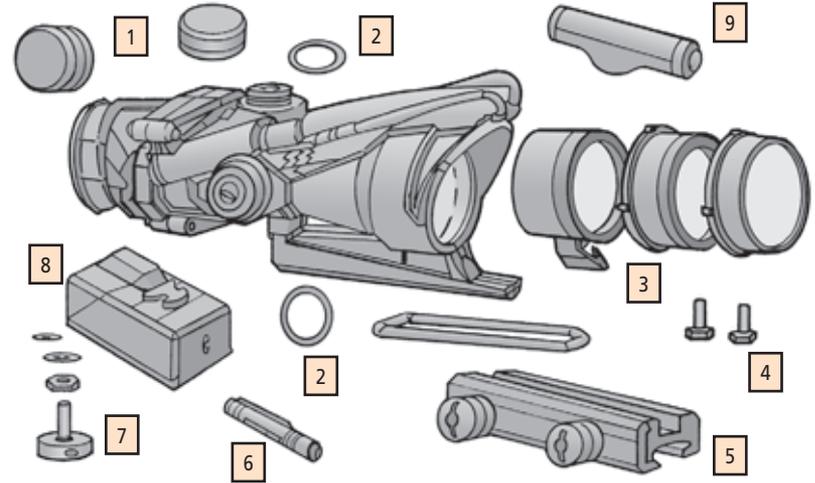
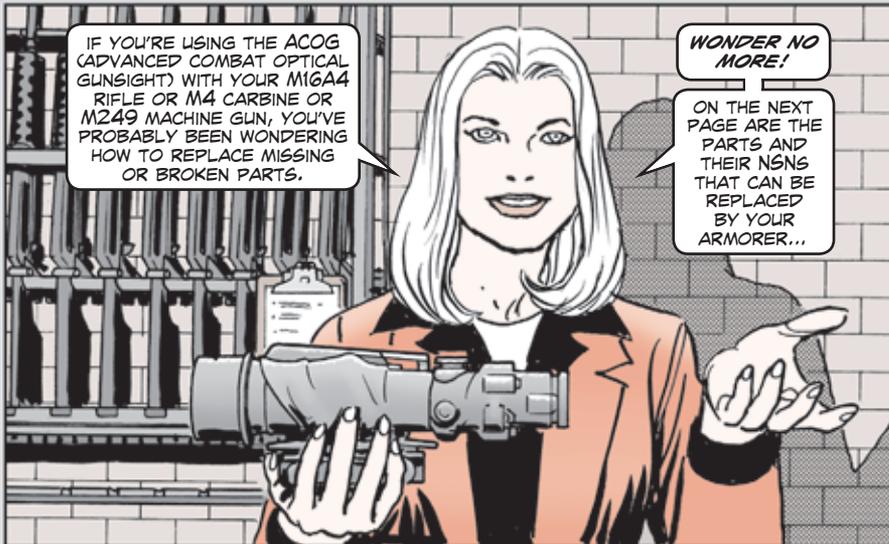
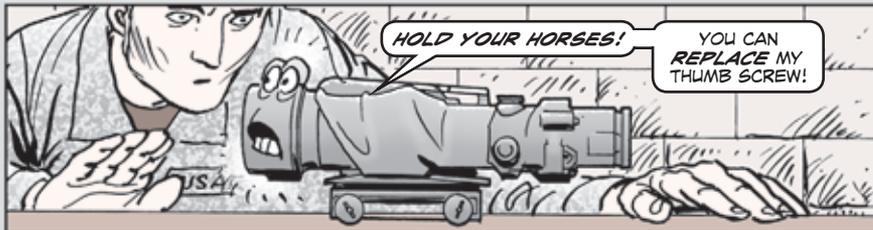
4. Make sure the reservoir hose is firmly connected.



Turn on WIPER WASHER switch

5. Flip on the WIPER WASHER switch and squirt some washer fluid to make sure the wipers work.

# Help for ACOG Is Here!



- |   |   |
|---|---|
| 1. Adjustor caps, NSN 5340-01-527-7104  | 6. Lens cleaning tool, NSN 1240-01-535-0972   |
| 2. Adjustor caps O-ring, NSN 5331-01-528-2147   | 7. M16A2 thumbscrew kit (includes thumbscrew, washer, special washer, and O-ring), NSN 5305-01-559-3863 |
| 3. LFU/ARD assembly (includes LFU, ARD, adapter and retaining band), NSN 1240-01-540-2890 | 8. Soft case (MOLLE, brown), NSN 1240-01-535-4485   |
| 4. TA51 mount screws, NSN 5305-01-531-6659  | 9. Neoprene scope coat, NSN 1240-01-534-9198  |
| 5. MIL-STD-1913 mount, NSN 1240-01-527-7101   |   |

## Radiation Warning

The ACOG contains a small amount of tritium gas. If the tritium source breaks or no longer illuminates, notify the local radiation safety officer immediately.

Anyone who has handled an ACOG with a broken tritium source should wash thoroughly with non-abrasive soap and lukewarm water. Anyone handling the damaged ACOG should wear rubber or latex gloves. The ACOG and gloves should then be double-wrapped in plastic and put in a sealed container labeled "BROKEN TRITIUM DEVICE-DO NOT OPEN".

The safety officer should contact Trijicon for shipping instructions for the damaged ACOG. Call (800) 388-0563.



M2 Machine Gun...

I SURE COULD USE A SECOND SIGHT FOR THOSE TIMES I WANT TO SHOOT FOR DISTANCE!

I HAVE JUST WHAT YOU NEED...

## MOUNTING BRACKET FOR EXTRA SIGHT

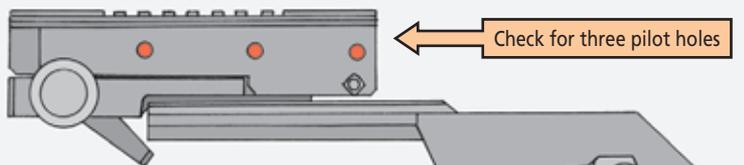
...A SIDE RAIL ADAPTER!

The M2 machine gun now has a side rail adapter that allows you to mount an additional sight so that you can easily switch from near to far shooting.

A lever on the left side of the adapter lets you easily switch back and forth between sights.

Check to see if your M2 bracket assembly was manufactured to handle the adapter. If it has the three pilot holes in the NEAR/FAR adapter, you can order the rail adapter, NSN 5340-01-536-6189, and install it. See Page 23 in PS 654 for instructions on how to do that:

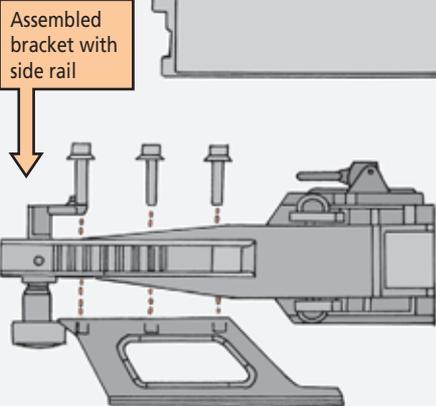
<https://www.logsa.army.mil/psmag/archives/PS2007/654/654-22-23.pdf>



But if your bracket doesn't have those three holes, you will need to order a new bracket with NSN 5340-01-502-7233. That will bring both the bracket and the side rail adapter.

When mounting the AN/PEQ-2A sight on the side rail, use these offsets:

- 500-m zero: IR aim point
- 10 meter-CM: 6.5U, 9.7R CM
- 25 meter-bullet strike zone in target squares: 2.0D, 9.5L squares



M240B Machine Gun...

## Torque Test for Rails

OW! YOU'VE GOT MY RAIL TOO TIGHT.

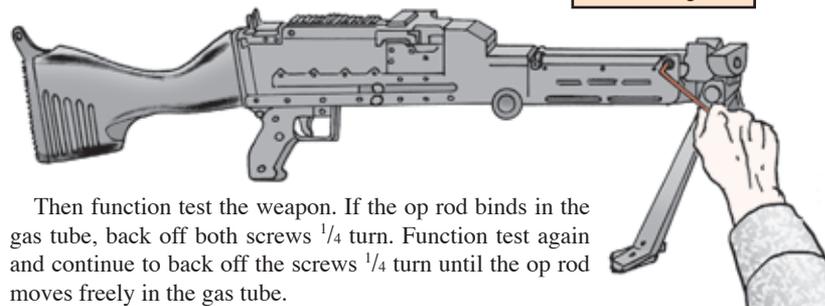
YOU NEED TO BACK OFF THE RAIL SCREWS, BUDDY.

If you apply too much torque when you install the rail kit on the M240B machine gun, the operating rod can bind in the gas tube.

Do it like this:

Install the two long screws for the rail body and tighten them with your fingers. Then use a 5/32-in hex wrench to tighten the front screw no more than three complete turns. Tighten the rear screw 1/4 turn.

Don't overtighten!



Then function test the weapon. If the op rod binds in the gas tube, back off both screws 1/4 turn. Function test again and continue to back off the screws 1/4 turn until the op rod moves freely in the gas tube.

M2 Machine Gun...

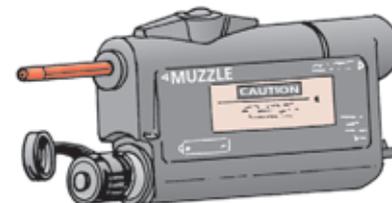
## New Mandrel for LBS

Small arms repairmen have had trouble with the .50-cal mandrel used with the laser borelight system sliding completely into the barrel.

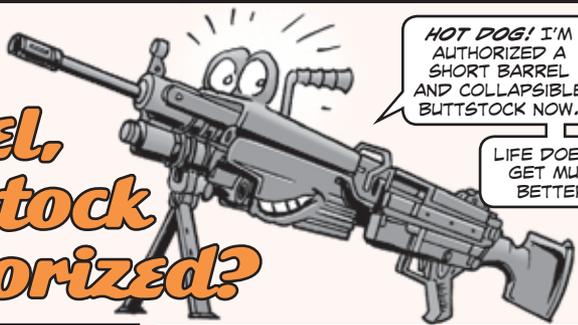
As a result, the mandrel's manufacturer has increased the diameter of the mandrel's tapered end from .509 inch to .513. Now the mandrel will stay positioned on the barrel like it's supposed to.

Order the new mandrel with NSN 3460-01-556-9023.

New mandrel won't slip completely in M2 barrel



# Barrel, Buttstock Authorized?



HOT DOG! I'M AUTHORIZED A SHORT BARREL AND COLLAPSIBLE BUTTSTOCK NOW.

LIFE DOESN'T GET MUCH BETTER!

Dear Half-Mast,  
We are in a light infantry battalion and we would like to put short barrels and collapsible buttstocks on our M249 machine guns. Is this authorized?

LTC N.L.

Dear Colonel N.L.,  
Yes it is, Sir. The short barrel authorization is on Page C-7 of the AAL in TM 9-1005-201-10. The collapsible buttstock will be added to the AAL when the TM is next revised.

Half-Mast

# New Cradle for M249, M240B

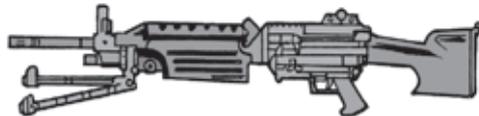
A new weapon cradle is now available for the M249 and M240B machine guns that will provide the gunner with increased stability and support when the weapon is mounted on a vehicle.

The NSN for the new LMG/MMG (light machine gun/medium machine gun) weapon cradle is NSN 1005-01-553-0683.

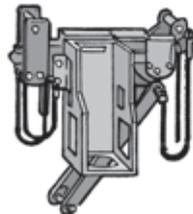
The weapon attaches to the cradle by two quick release pins that require no tools. The cradle includes:

- a spent brass deflector
- M240B 200-round 7.62mm ammo container bracket
- plastic M249 200-round 5.56mm ammo bracket
- travel lock arm
- standard small tapered pintle to use with the standard vehicle pintle adaptors

M249 light machine gun



LMG/MMG  
weapon  
cradle



# WHAT DO WE NEED FOR PM?



Dear Half-Mast,  
Our unit is getting ready to deploy to Afghanistan and we are wondering what cleaning supplies we should order for our weapons. Can you help?  
SSG G.H.

Dear Sergeant G.H.,  
Certainly. The only complete cleaning kit you can order is for the M16-series rifle and the M4/M4A1 carbine. It comes with NSN 1005-01-541-7228.  
Otherwise, you must order individual cleaning items by NSN. Everything you need is listed in the back of the -10 TMs for your weapons, but here's a quick rundown of what's generally required:

- **CLP**  
1/2 ounce, NSN 9150-01-102-1473  
4 ounces, NSN 9150-01-079-6124  
1 pint, NSN 9150-01-054-6453  
1 gallon, NSN 9150-01-053-6688
- **Rifle bore cleaning compound (RBC)**  
2 ounces, NSN 6850-00-224-6656  
8 ounces, NSN 6850-00-224-6657  
1 gallon, NSN 6850-00-224-6663
- **Arctic lubricating oil (LAW)**  
1 quart, NSN 9150-00-292-9689
- **Weapons lubricating oil (LSA)**  
2 ounces, NSN 9150-00-935-6597  
4 ounces, NSN 9150-00-889-3522  
1 quart, NSN 9150-00-687-4241  
1 gallon, NSN 9150-00-753-4686
- **Pipe cleaners**  
pack of 32, NSN 9920-00-292-9946
- **Wiping rags**  
50-lb bundle, NSN 7920-00-205-1711
- **Cleaning swabs**  
package of 1,000,  
NSN 1005-00-912-4248
- **Toothbrush**  
NSN 1005-00-444-6602
- **Dry cleaning solvent**  
1 gallon, NSN 6850-00-281-1985  
5 gallons, NSN 6850-01-474-2317  
55 gallons, NSN 6850-01-474-2316
- **Solid film lubricant**  
16-oz spray can,  
NSN 9150-01-260-2534

Half-Mast

# BE VERY SAFE WITH GRENADES

THREE SOLDIERS WERE INJURED IN IRAQ—ONE LOSING HIS ARM—WHEN ONE OF THEM REMOVED TAPE FROM THE SAFETY DEVICE OF AN MK 141 FLASH BANG.

THAT ACTIVATED THE MK 141 AND IT EXPLODED.

## GRENADE LECTURE TODAY

FIRST OF ALL, THE MK 141 IS NO LONGER USED BY ANY OF THE SERVICES. IF YOU STILL HAVE MK 141s, **TURN THEM IN.**

SECOND, **NEVER** TAPE THE SAFETY LEVER OR SAFETY PIN OF ANY HAND GRENADE AND **NEVER** BEND, TAMPER, MODIFY OR ALTER IN ANY WAY THE SAFETY PIN OR SAFETY LEVER.

THE SAFETY LEVER AND SAFETY PIN ARE DESIGNED TO KEEP YOU SAFE. IF YOU MESS WITH THEM, YOU TAKE AWAY YOUR PROTECTION.

IF YOU EVER ENCOUNTER A TAPED GRENADE, **DON'T REMOVE THE TAPE.** NOTIFY YOUR LOCAL AMMO SPECIALISTS.

Turn in MK 141 flash bangs



Note white band

The military no longer uses them

Never tape a grenade

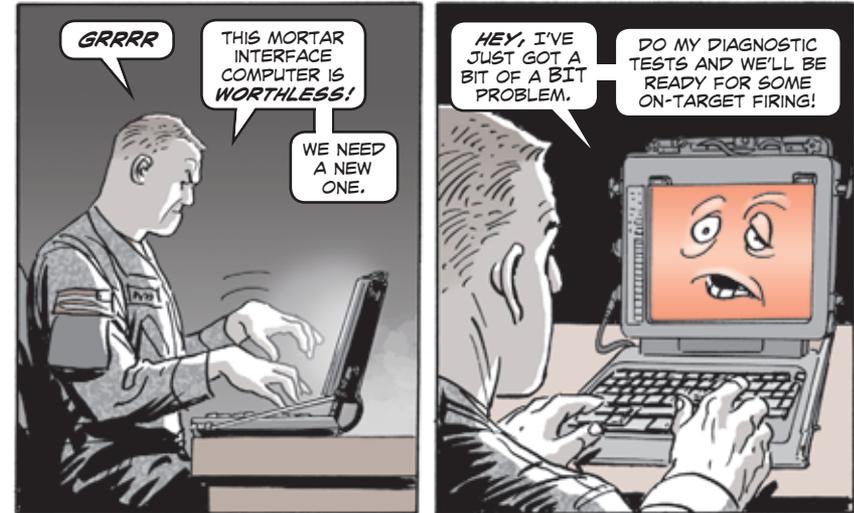


Never remove tape from a grenade

IT PAYS TO BE VERY SAFE WITH GRENADES.

Mortars...

# Computing Longer Computer Life



Too many M95/M96 mortar fire control system commander's interface computers are going down or being replaced needlessly because mortar units just don't give them much attention.

But there are a few easy things you can do to keep your interface computer on its feet.

When your computer has problems, do the troubleshooting and diagnostic tests in TM 9-1220-248-10, TM 9-1220-248-23&P, TM 9-1220-249-10, TM 9-1230-203-204-13, or TM 9-1230-203-13&P (the -13 and -13P have the most current info). This includes running the computer's BIT test, using the diagnostic test set for isolating faults in the cables and line replaceable unit (LRU), and, if necessary, having the computer reprogrammed at DS.

If that doesn't solve the problem, contact TACOM's \_\_\_\_\_ for help. He is the mortar expert. Call DSN 793-3369, (309) 782-3369, or email:

[\\_\\_\\_\\_\\_@us.army.mil](mailto:_____@us.army.mil)

If the computer does need to be replaced, turn it in as unserviceable for credit and requisition a new LRU through supply. For questions, contact item manager at DSN 793-2201, (309) 782-2201, or email:

[\\_\\_\\_\\_\\_@us.army.mil](mailto:_____@us.army.mil)

# THE CASE OF THE MISSING NSN



AHH...THIS IS MORE LIKE IT.

LAST TIME I WAS SENT IN A CARDBOARD BOX AND IT RESULTED IN A BIG REPAIR BILL!

Dear Editor,

I work in the Javelin direct support shop at Ft Lewis where we often see damaged command launch units (CLU) because they are not kept in their protective cases.

The components usually broken are the hand grips, the crossbar, and the a-focal cover. Repairs can add up to big dollars.

When we tell units they need to keep CLUs in their cases where they're protected with padding, they tell us they've lost the case and don't know how to get a replacement.

PS would be doing a big favor for Javelin folks if you gave them the NSNs for the cases.

*Editor's note: We're glad to do that favor.*

*For the M98A1, order a case with NSN 8145-01-442-8471 (PN 13305402-509). For the M98A2, order a case with NSN 8145-01-551-5310 (PN 13305402-819).*

SGT  
296th MSB  
Ft Lewis, WA

# MLRS... HOW MANY RATCHET STRAPS?

Dear Half-Mast,

We are required to use ratchet straps when we carry MLRS missile pods on the back of trucks. We think we're supposed to use ratchet straps rated for 10,000 pounds, but the only NSN we can find is for straps rated for 5,000 pounds. Can you help?

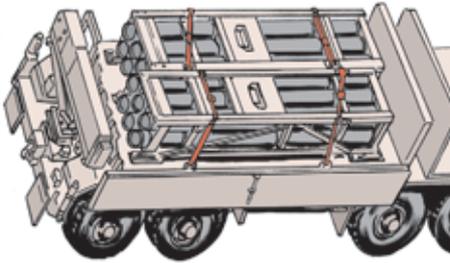
SSG M.S.

Dear Sergeant M.S.,

Sure can. You can use either 5,000- or 10,000-lb straps. If you use 5,000-lb ones, you need to use eight straps. If you use 10,000-lb straps, use four. NSN 3990-01-204-3009 brings straps rated for 10,000 pounds.

*Half-Mast*

Use either four 10,000-lb straps or eight 5,000-lb straps



# WHY THOSE RUMORS WON'T DIE

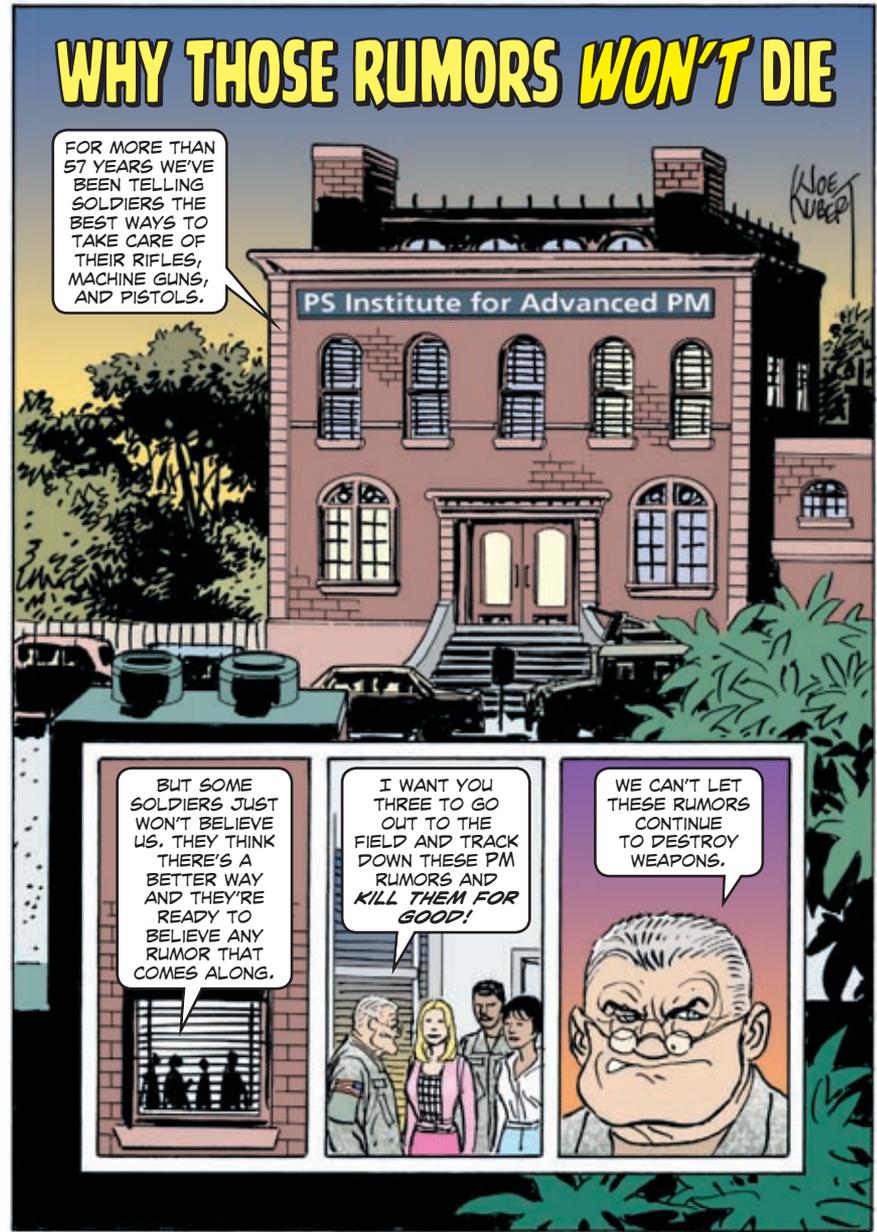
FOR MORE THAN 57 YEARS WE'VE BEEN TELLING SOLDIERS THE BEST WAYS TO TAKE CARE OF THEIR RIFLES, MACHINE GUNS, AND PISTOLS.

PS Institute for Advanced PM

BUT SOME SOLDIERS JUST WON'T BELIEVE US. THEY THINK THERE'S A BETTER WAY AND THEY'RE READY TO BELIEVE ANY RUMOR THAT COMES ALONG.

I WANT YOU THREE TO GO OUT TO THE FIELD AND TRACK DOWN THESE PM RUMORS AND KILL THEM FOR GOOD!

WE CAN'T LET THESE RUMORS CONTINUE TO DESTROY WEAPONS.





LATER AT FORT NOWHERE...

WHAT ARE SOME PM TRICKS YOU DO FOR YOUR WEAPONS THAT AREN'T CALLED FOR IN THE TM?

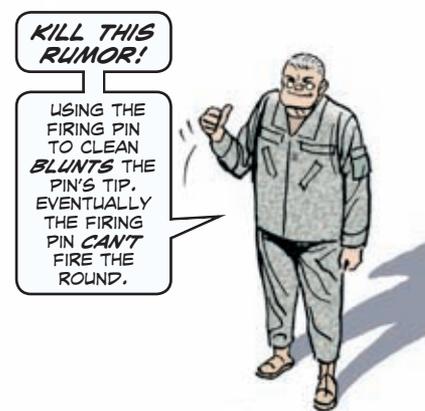
AND TELL ME HOW YOU CAME UP WITH THEM.



I'VE ALWAYS USED THE FIRING PIN AS A **CLEANING TOOL**... ESPECIALLY FOR GETTING CARBON OFF THE BOLT. THE FIRING PIN IS **GREAT** FOR THAT.

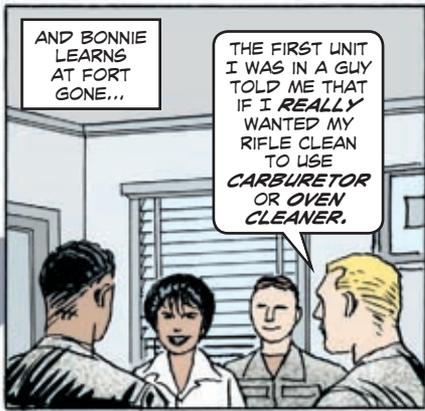


WHEN I WAS A KID IN AIT AN OLD SERGEANT GAVE ME THAT TIP AND I'VE PASSED IT ON TO OTHER SOLDIERS FOR YEARS.



**KILL THIS RUMOR!**

USING THE FIRING PIN TO CLEAN **BLUNTS** THE PIN'S TIP. EVENTUALLY THE FIRING PIN **CAN'T** FIRE THE ROUND.



AND BONNIE LEARNS AT FORT GONE...

THE FIRST UNIT I WAS IN A GUY TOLD ME THAT IF I **REALLY** WANTED MY RIFLE CLEAN TO USE **CARBURETOR** OR **OVEN CLEANER**.



AND BOY WAS HE **RIGHT!** THAT STUFF REALLY SHINES UP MY RIFLE **GREAT**. I'VE HELPED SO MANY NEW SOLDIERS WITH THAT TIP.



**KILL THIS RUMOR!**

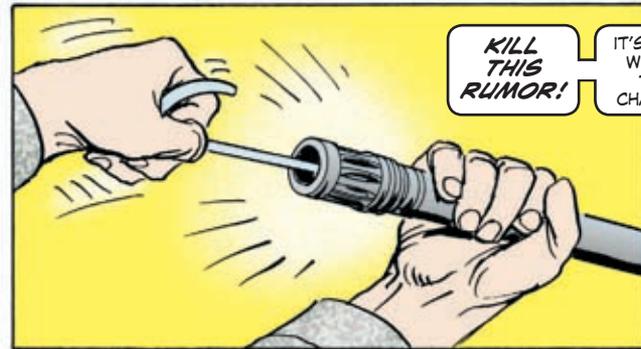
DARN RIGHT THAT STUFF CLEANS. IT CLEANS SO WELL IT TAKES THE FINISH **RIGHT OFF** YOUR WEAPON AND **RUINS** THE BARREL GROOVES. SOON YOUR WEAPON IS **JUNK!**



YEAH, OVEN CLEANER IS GOOD, BUT THIS CLEANING TOOL I MADE...



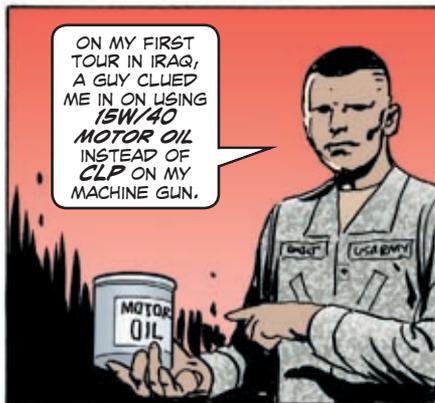
...IS **TERRIFIC** FOR CLEANING OUT CARBON IN THE CHAMBER AND BARREL. I'VE MADE **LOTS** OF THESE FOR SOLDIERS OVER THE YEARS.



**KILL THIS RUMOR!**

IT'S HELPED **RUIN** MANY WEAPONS. IT SCORES THE INSIDE OF THE CHAMBER AND BARREL.





ON MY FIRST TOUR IN IRAQ, A GUY CLUED ME IN ON USING **15W/40 MOTOR OIL** INSTEAD OF **CLP** ON MY MACHINE GUN.



HE SAID MOTOR OIL ACTUALLY PRODUCES LESS CARBON THAN **CLP** DURING FIRING.



**KILL THIS RUMOR!**

MOTOR OIL IS FOR YOUR **TRUCK**, NOT YOUR **MACHINE GUN!** MOTOR OIL **HARDENS...**

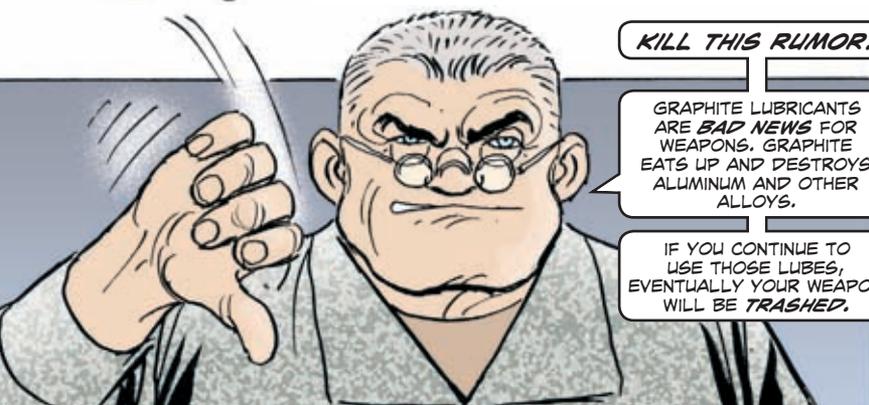
...AND MAKES A **MESS** OF YOUR MACHINE GUN.



I HEARD WHILE I WAS IN IRAQ THAT A **GRAPHITE** LUBRICANT WOULD WORK BETTER THAN **CLP**.



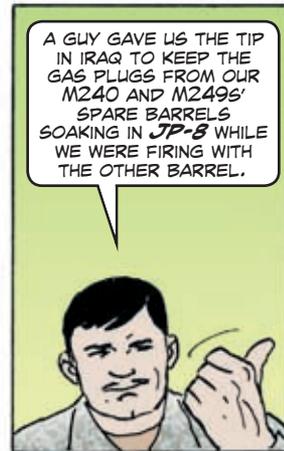
WE MANAGED TO GET SOME AND EVERYONE IN OUR UNIT STARTED USING IT.



**KILL THIS RUMOR!**

GRAPHITE LUBRICANTS ARE **BAD NEWS** FOR WEAPONS. GRAPHITE EATS UP AND DESTROYS ALUMINUM AND OTHER ALLOYS.

IF YOU CONTINUE TO USE THOSE LUBES, EVENTUALLY YOUR WEAPON WILL BE **TRASHED**.



A GUY GAVE US THE TIP IN IRAQ TO KEEP THE GAS PLUGS FROM OUR **M240** AND **M249S'** SPARE BARRELS SOAKING IN **JP-8** WHILE WE WERE FIRING WITH THE OTHER BARREL.



THAT WAY THE PLUG WILL BE CLEAN WHEN YOU'RE READY TO FIRE WITH THE SPARE BARREL.



I'M GOING TO NEED TO CHANGE BARRELS PRETTY QUICK.

I'M GLAD I SOAKED THAT PLUG IN **JP-8!**

**KILL THIS RUMOR!**

SOAKING THE GAS PLUG IN **JP-8** AND THEN USING THE PLUG WITHOUT GETTING ALL THE **JP-8** OFF MAKES CARBON BUILDUP **WORSE**.

YOUR MACHINE GUN PLUGS UP **QUICKER** AND YOU CAN DAMAGE IT. THE WAY YOU PREVENT CARBON PLUGGING UP THE GAS SYSTEM IS BY **CHANGING THE BARRELS** WHEN YOU'RE SUPPOSED TO AND CLEANING THE GAS PLUG WITH THE **SCRAPER**, NSN 1005-01-131-1914.



CHANGING THE BARREL HELPS PREVENT A PLUGGED GAS PLUG.



CLEAN THE PLUG WITH YOUR COMBINATION TOOL.



CLEAN THE PISTON GROOVES BY SCISSORING THE SCRAPER AROUND THE GROOVES.



AND AT FORT LONG GONE, ROTOR BLADE WAS SHOCKED AS HE LISTENED TO HIS GROUP...

A GUY IN ONE OF MY FIRST UNITS WAS AN AMATEUR GUNSMITH...



...AND HE SHOWED ME HOW TO TAKE APART MY MIG'S LOWER RECEIVER AND TRIGGER ASSEMBLY SO I COULD CLEAN IT BETTER.



IT'S NOT THAT HARD AND IT SURE LETS YOU CLEAN INSIDE THE RECEIVER. I'VE SHOWN LOTS OF SOLDIERS HOW TO DO IT.



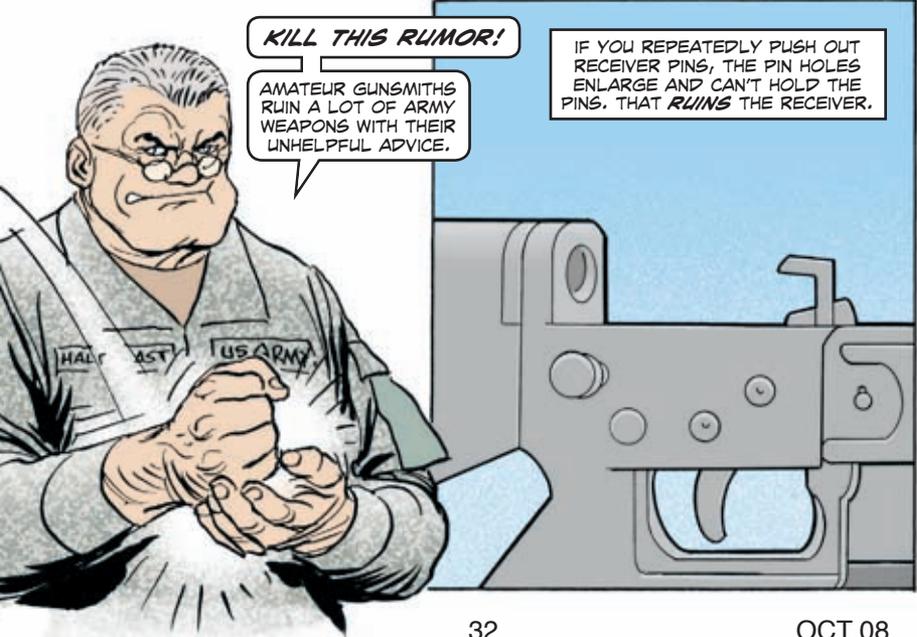
IF THE TRIGGER ASSEMBLY IS REASSEMBLED WRONG...



...YOUR RIFLE CAN FIRE *AUTOMATIC* WHEN IT'S NOT SUPPOSED TO.

YOU COULD ACCIDENTALLY KILL SOMEBODY.

**KILL THIS RUMOR!**



**KILL THIS RUMOR!**

AMATEUR GUNSMITHS RUIN A LOT OF ARMY WEAPONS WITH THEIR UNHELPFUL ADVICE.

IF YOU REPEATEDLY PUSH OUT RECEIVER PINS, THE PIN HOLES ENLARGE AND CAN'T HOLD THE PINS. THAT *RUINS* THE RECEIVER.



LATER, BACK AT THE PS INSTITUTE CONFERENCE ROOM...



SO WHAT HAVE WE LEARNED FROM YOUR FIELD RESEARCH?

THERE ARE *ALWAYS* SOLDIERS WHO WANT TO IMPRESS OTHERS WITH HOW MUCH THEY "KNOW" ABOUT WEAPONS.

SO THEY COME UP WITH WHAT THEY THINK ARE BETTER WAYS TO CLEAN, LUBRICATE, AND MAINTAIN THEIR WEAPONS.



AND THERE ARE *ALWAYS* SOLDIERS OUT THERE WHO ARE READY TO BELIEVE THESE WANNABE "EXPERTS" KNOW BETTER THAN THE ARMY.

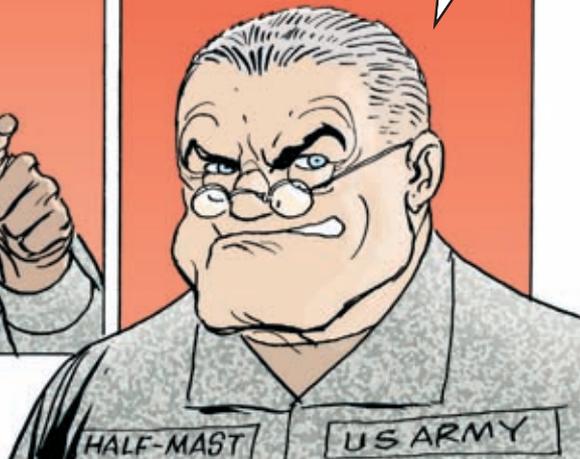


WE PROBABLY CAN'T EVER *TOTALLY* KILL THESE *BOGUS TIPS*, BUT THAT *DOESN'T* MEAN WE SHOULD STOP TRYING.



YOU GOT *THAT* RIGHT, BLADE. WE *WON'T* STOP TRYING.

*LISTEN UP, SOLDIERS!* THE BEST FAVOR YOU CAN DO YOUR WEAPON, YOURSELF, AND YOUR UNIT IS TO TAKE CARE OF YOUR WEAPON JUST THE WAY YOUR OPERATOR'S TM TELLS YOU TO. NO MORE, NO LESS. IT'S *THAT* SIMPLE.



All Aircraft...

# THE FOD MASTER

LIKE A MARTIAL ARTS MASTER WHO KNOWS PRECISELY WHERE TO DISABLE A FOE, YOU NEED TO KNOW PRECISELY WHERE YOUR TOOLS ARE WHEN YOU FINISH A MAINTENANCE TASK.

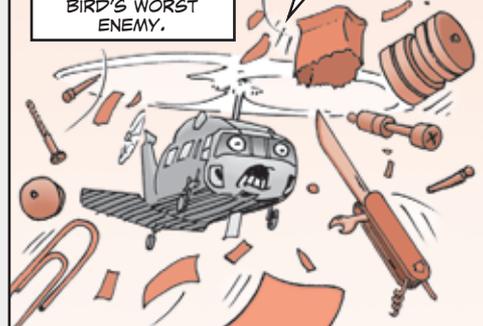


AND YOU MUST BE A MASTER AT FINDING *FOREIGN OBJECTS* THAT CAN *DAMAGE* YOUR AIRCRAFT TOO.

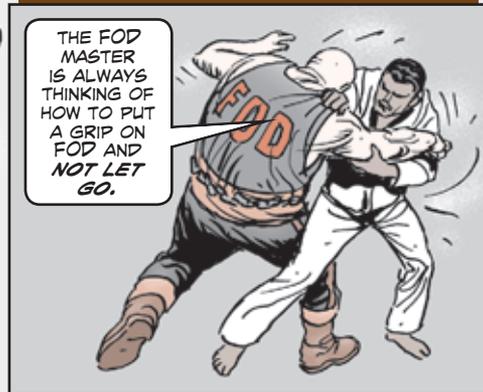


IF YOU DON'T, *FOREIGN OBJECTS* CAN BECOME YOUR *BIRD'S WORST ENEMY*.

*OH, NO!!*



THE FOD MASTER IS ALWAYS THINKING OF HOW TO PUT A GRIP ON FOD AND *NOT LET GO*.

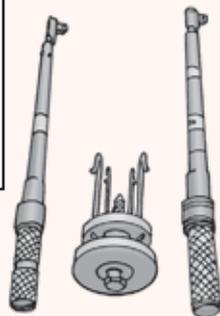




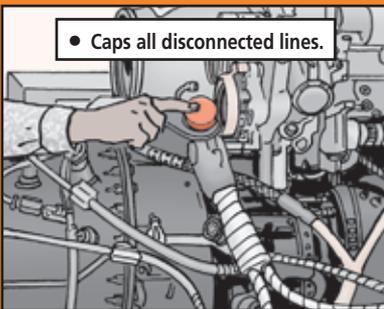
### The FOD Master:

- Cleans the work area daily.
- Picks up all safety wire, paper clips, and anything else around the working area of the bird.
- Inventories his toolbox daily.

- Returns all special tools signed out from the tool shop.



- Caps all disconnected lines.



- Properly disposes of all empty or partially empty cans of lubricant.



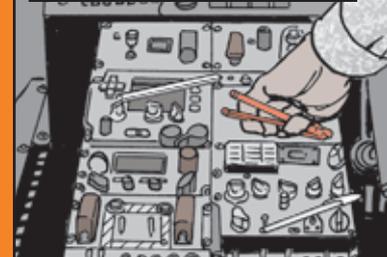
- Looks for metal shavings around electrical connectors and straggler hand tools like pocket knives.
- Uses a flashlight to inspect dark places on the bird where items could hide.

- Properly stows and secures helmet bags.



- Installs all protective covers, such as engine and pitot tube covers, after the mission is finished.

- Makes sure the cockpit is free of loose objects like food wrappers, water containers, or pens and pencils that can slip between components or controls.



- Keeps a sealable bag handy for small objects.



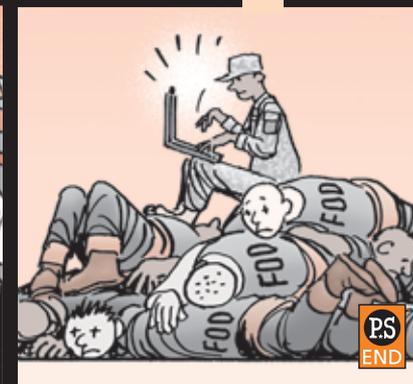
**THE FOD MASTER READS:**

CHAPTER 15 OF AR 385-10,  
THE ARMY SAFETY PROGRAM,  
AND DA PAM 385-90,  
ARMY AVIATION ACCIDENT PREVENTION PROGRAM.

**THE FOD MASTER CHECKS OUT:**

THE U.S. ARMY COMBAT READINESS CENTER'S WEB SITE FOR FOD INFORMATION AND MORE:

<https://crc.army.mil>



PS  
END

M261 Rocket Launcher...

# TM Misleading on Current Check

HEY, THAT TM IS WRONG ON MY STRAY CURRENT CHECK.

WE BETTER TELL PS SO IT CAN LET THE REST OF THE ARMY KNOW!

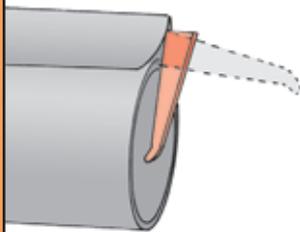
Dear Editor,

Illustration 7G1X\_OOX101A for the M261 rocket launcher stray current check in TM 1-1520-Longbow Apache on EM O126 shows the igniter arm in the raised position for the stray current check.

Actually, the igniter arm should be in the down (fire) position for the check. Please let other aviation crews know so they can correct their TMs.

SSG  
8/229 Avn Regt  
Ft Knox, KY

Igniter arm should be in the down (fire) position for stray current check



*Editor's note: You're absolutely right, Sergeant. This was corrected in the last change to the TM.*

All Aircraft...

# CHAIN GANG CHATTER

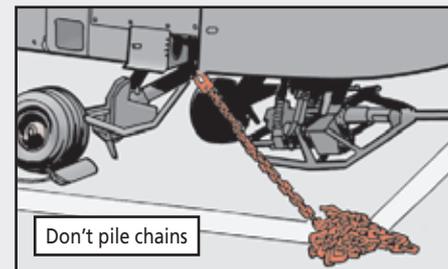
WE'LL BLOW ME DOWN, YOU'RE ANCHORED AND TIED DOWN!

YOU'RE NOTHING BUT A WIND-BAG!

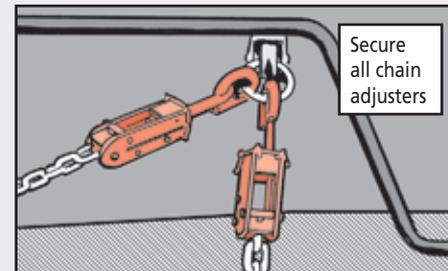
Crews, your aircraft tie-down chains, NSN 1670-00-516-8405, need as much PM as your bird if you're going to keep your birds anchored.

If you treat chains like a pile of junk, that's what they'll become. And if a heavy windstorm blows up like it did at Ft Hood in 1989, your bird could be tossed like a chef salad if there are weak links in the chain.

When you're not using the chains, don't pile them up. Instead, stretch them out to prevent dirt buildup and to let them dry quicker. Chains left in piles rust faster, especially in rainy weather as water and dirt easily collect in the chain pile. Then you'll have all the right ingredients for corrosion. Check and clean corrosion from chains like the tie-down TM says.



Frequently rotating the tie-down chains you're using extends their life and use. Make sure the chain adjuster lock mechanisms operate properly. Chains that don't fit properly or are not adjusted right will not provide the right resistance to strong winds. When you're not using the adjusters, store them in a safe place to prevent damage from vehicles.



For all tie-down and mooring information, eyeball your bird's -23 TM and TM 1-1500-250-23, *Aviation Unit and Aviation Intermediate Maintenance for General Tie-Down and Mooring On All Series Army Model AH-64, UH-60, CH-47, UH-1, AH-1 and OH-58 Helicopters*. If there are conflicts between your aircraft's pub and the tie-down manual, the tie-down TM takes precedence. Always use polyester rope. NSN 4020-01-318-5428 gets a 3/8-in rope, while NSN 4020-01-028-3843 gets a 1/2-in rope.

For more info on tie-down procedures or moorings for your bird, contact at (256) 313-6314, DSN 897-6314, or email: [@us.army.mil](mailto:us.army.mil)

CH-47D/F...

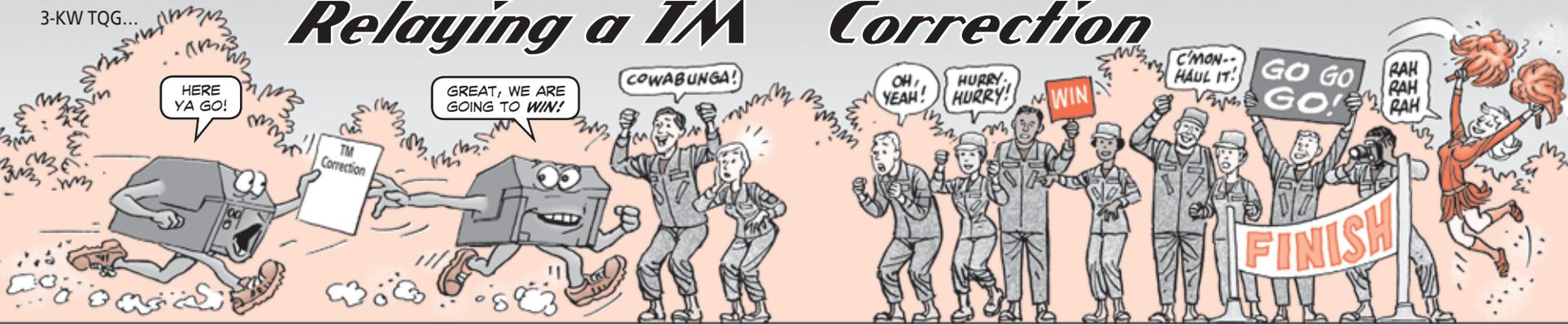
# SPECIAL TOOLS FOR A BIG BIRD

HAVE YOU EVER WONDERED WHAT SPECIAL TOOLS YOU NEED FOR YOUR CHINOOK? **STOP WONDERING!**

**EVERY** SPECIAL TOOL YOU'LL EVER USE ON THE CHINOOK WITH A T55-GA-714A ENGINE IS NOW LISTED IN TB 1-1520-240-20-168.

THE TB CONTAINS THE RECOMMENDED QUANTITIES OF EACH TOOL NEEDED ON THE AIRFRAME AND THE ENGINE FOR THE GENERAL SUPPORT AVIATION BATTALION (GSAB) AND THE AVIATION SUPPORT BATTALION (ASB).

# Relaying a TM Correction



Dear Half-Mast,

I have a problem with Figure 15 on Pages C-42 and C-43 in the 3-KW TQG technical manual, TM 9-6115-639-13&P (15 Aug 2005). The drawing and the parts list shows all three electromagnetic relays as identical.

But they're not!

The first two relays are 24 VDC and the last relay is 110-120 VAC. If a soldier plugs a 24 VDC relay into the socket meant for a 110-120 VAC relay, when the generator is started, the relay coil will burn up!

Am I crazy? Or is the TM wrong?

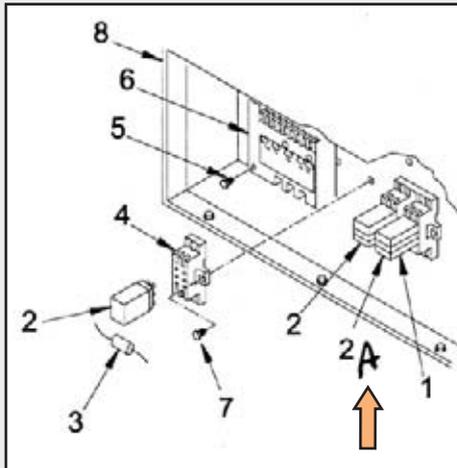
SGT A.M.I.

Dear Sergeant A.M.I.,

You're **not** crazy!

The TM is wrong for the 60 Hz model of the generator. (It's right for the 400 Hz model.) 60 Hz, 3-KW TQG maintainers, get out your stubby pencil and make these changes in TM 9-6115-639-13&P. (If you're using an electronic TM, print the pages and make the changes, then keep those pages with the electronic manual disk.)

Make your first change to Figure 15 on page C-42. The figure has three 2's, each one pointing to a relay. Make the 2 on the far right relay, a 2A.



Now, go to the next page and the parts list. On Item 2, change the quantity from 3 to 2. Now, add an Item 2A. Here's how the addition should look:

Item	SMR	NSN	CAGE	PART NUMBER	DESCRIPTION, (UOC)	QTY
2A	PAOZZ	5945-01-558-5373	60886	RH2B-ULAC-110-120V	Relay, Electromagnetic 60 Hz, UOC: LQQ	1

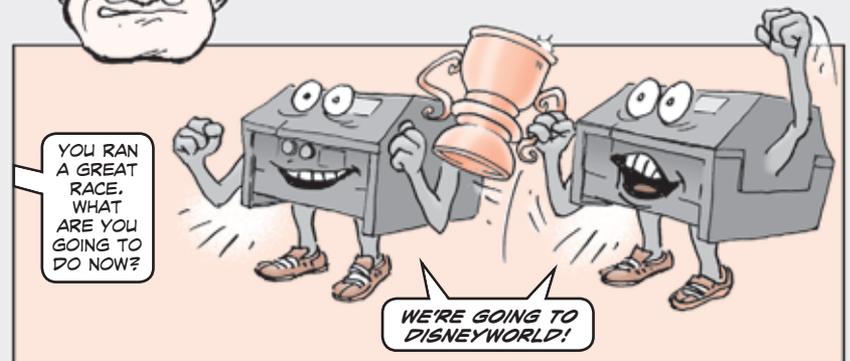
Now look at Item 3 in that list—the semiconductor device. Add to the item description 60 Hz and a UOC of LQQ. Change the quantity from 1 to 2. Also, note that although this part is still in stock, it is obsolete and you may have a semiconductor device with a part number of 1.5KE51CA instead of the one listed.

While you're there, go ahead and add an additional item for 400 Hz needs. Here's how that addition should look:

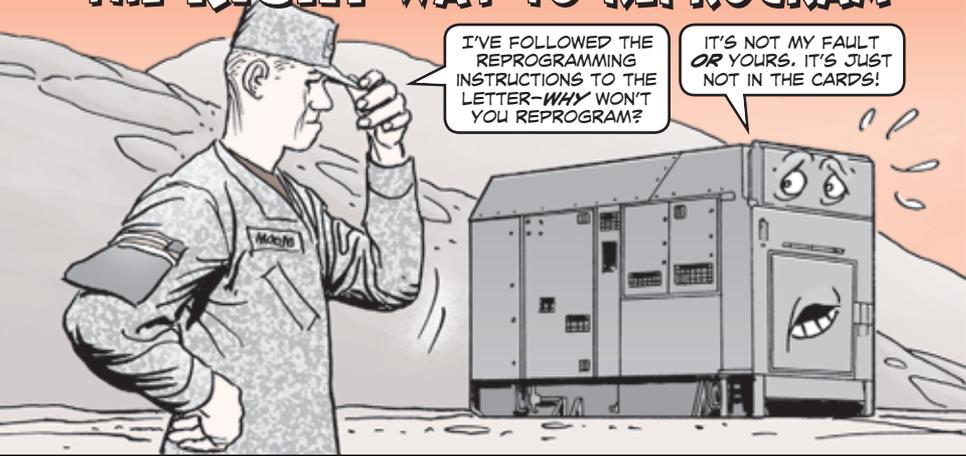
Item	SMR	NSN	CAGE	PART NUMBER	DESCRIPTION, (UOC)	QTY
3	PAOZZ	5961-01-057-3305	81349	JANTX1N6072A	Semiconductor Device 400 Hz, UOC: LQR	3



THANKS FOR POINTING THIS OUT, SGT A.M.I.



# THE RIGHT WAY TO REPROGRAM



Just because it's laminated doesn't mean it's written in concrete.

The laminated reprogramming instruction card for the MEP-807A 100-KW TQG and the MEP-809A 200-KW TQG has two big errors. The reprogramming instructions tell you how to change the voltage and frequency output of the generator. The way the instructions are now written, you can't do it!

So, generator maintainers, go to each of your generators and remove the laminated instruction card on reprogramming and make these changes.

**100-KW**

**UNIT FIELD LEVEL MAINTENANCE**  
TECHNICAL GUIDANCE FOR THE 100 KW MEP-807A (100-KW) TQG (100-KW) REPROGRAMMING

**DEFAULT SETUP**

Name: 100-KW  
Manufacturer: MPT 800L  
Model/Part#: Equipment Condition  
Name: TQG in not operating and powered down  
Previous Model#: 100

**REPROGRAMMING (BY PARAMETER) FOR VOLTAGE AND FREQUENCY CHANGE**

The following procedure is used if the voltage and frequency settings for the generator set need to be changed. Because of factory requirements, when the unit is in the reprogram mode, the reprogram card must be replaced and the unit must be reprogrammed for the correct frequency and voltage. Note: For the 100-KW TQG, the reprogram mode is reprogrammed (off).

1. Set Engine Disconnect Switch to ON.
2. Set DEAD CRANK SWITCH to NORMAL.
3. On EDCP, use ENGINE CONTROL, Push 0000 to COOL DOWN/STOP.
4. Enter reprogramming data from Table 1 below according to the desired output voltage and desired frequency. (Voltage measurements and other requirements, such as 60 Hz, of the EDCP controller card must be checked as noted.)

Table 1. 100-KW TQG Output Voltage and Frequency Programming Parameters and Defaults

DESIRED OUTPUT	CON PARAMETER NUMBER								
VOLTS	HERTZ	01	02	03	04	05	06	07	08
120/240	60	217	1.0	0	0	0	0	0	0
120/240	60	217	1.2	0	0	0	0	0	0
120/240	60	217	1.0	0	0	0	0	0	0
240/480	60	217	0.0	0	0	0	0	0	0
240/480	60	217	0.0	0	0	0	0	0	0

SHP 19 OF 28

**200-KW**

**UNIT FIELD LEVEL MAINTENANCE**  
TECHNICAL GUIDANCE FOR THE 200 KW MEP-809A (200-KW) TQG (200-KW) REPROGRAMMING

**DEFAULT SETUP**

Name: 200-KW  
Manufacturer: MPT 800L  
Model/Part#: Equipment Condition  
Name: TQG in not operating and powered down  
Previous Model#: 200

**REPROGRAMMING (BY PARAMETER) FOR VOLTAGE AND FREQUENCY CHANGE**

The following procedure is used if the voltage and frequency settings for the generator set need to be changed. Because of factory requirements, when the unit is in the reprogram mode, the reprogram card must be replaced and the unit must be reprogrammed for the correct frequency and voltage. Note: For the 200-KW TQG, the reprogram mode is reprogrammed (off).

1. Set Engine Disconnect Switch to ON.
2. Set DEAD CRANK SWITCH to NORMAL.
3. On EDCP, use ENGINE CONTROL, Push 0000 to COOL DOWN/STOP.
4. Enter reprogramming data from Table 1 below according to the desired output voltage and desired frequency. (Voltage measurements and other requirements, such as 60 Hz, of the EDCP controller card must be checked as noted.)

Table 1. 200-KW TQG Output Voltage and Frequency Programming Parameters and Defaults

DESIRED OUTPUT	CON PARAMETER NUMBER								
VOLTS	HERTZ	01	02	03	04	05	06	07	08
120/240	60	217	1.0	0	0	0	0	0	0
120/240	60	217	1.2	0	0	0	0	0	0
120/240	60	217	1.0	0	0	0	0	0	0
240/480	60	217	0.0	0	0	0	0	0	0
240/480	60	217	0.0	0	0	0	0	0	0

SHP 19 OF 20

First, go to instruction 13. It now reads, “**Press Function Key on DVR once to display data for parameter.**” Change it to read, “**Press Function Key on DVR once to switch back to the parameter number.**”

Now, go to instruction 17. It now reads, “**Press and hold up arrow key or down arrow key to set the data for parameter :90 to 0009 to lock the DVR.**” Change it to read, “**Press and hold up arrow key or down arrow key to set the data for parameter number :90 to any number but 0009 to lock the DVR. DVR will not stay locked when Engine Control Switch is switched from either COOL DOWN/STOP to OFF/RESET and back to COOL DOWN/STOP or from COOL DOWN/STOP to MANUAL START.**”

12. Press and hold up arrow key or down arrow key to set the data for parameter per Table 1.

13. Press Function key on DVR once to switch back to the parameter number.

14. Press up arrow key once to change to next parameter number per Table 1.

15. Keep repeating from step 9, entering parameter data from Table 1, until all 6 parameter data is entered or verified to be correct.

16. Press Function key on DVR once to display data for parameter :90.

17. Press and hold up arrow key or down arrow key to set the data for parameter number :90 to any number but 0009 to lock the DVR. DVR will not stay locked when Engine Control switch is switched from either COOL DOWN/STOP to OFF/RESET and back to COOL DOWN/STOP or from COOL DOWN/STOP to MANUAL START.

18. Press Function key on DVR once to switch back to parameter number. Press and hold up arrow key or down arrow key to set the parameter number back to 01.

19. Proceed to REPROGRAMMING POINTS FOR VOLTAGE AND FREQUENCY CHANGE and reprogram the OP5 parameters for P028 (1 thru 25).

20. If the generator set is not in the ENGINE CONTROL Switch (ECS) to OFF/RESET, set Battery Disconnect Switch to OFF.

CORRECTING A LAMINATED CARD TAKES MORE THAN JUST A GREASE PENCIL OR A MARKER. A CORRECTION MUST BE MADE THAT IS **PERMANENT** AND **WON'T RUB OFF.**

IF POSSIBLE, HAVE AN ADDITIONAL LAMINATED CARD MADE WITH THE CORRECTIONS AND ATTACH IT TO THE ORIGINAL.

IF NOT, CORRECT IT IN ANY WAY YOU CAN THAT IS BOTH OBVIOUS AND PERMANENT.

The reprogramming information in both TM 9-6115-729-24 for the 100-KW TQG and TM 9-6115-730-24 for the 200-KW TQG is correct. Only the laminated instruction card that stays with the generator is wrong.

If you need more information about this correction, contact [us.army.mil](mailto:us.army.mil) at DSN 992-7169 or (732) 532-7169. Or email:



# That's the CBRN Facts, JACKS



JACKS (Joint Acquisition Chemical Biological Radiological Nuclear Knowledge System) is a website that will provide you with a wide range of information on almost all CBRN equipment.

EXAMPLES OF THE INFORMATION YOU WILL FIND AT JACKS ARE...



- more than 100,000 NSNs, which are updated weekly from the FED LOG
- Code F demilitarization instructions
- shelf life expiration, extension and condemnation info organized by both NSNs and lot numbers
- maintenance, logistical, supply and safety-of-use CBRN advisory messages

To access parts of JACKS considered sensitive, you will need a Public Key Infrastructure (PKI) digital identity certificate (CAC card) or an Army Knowledge Online (AKO) or Defense Knowledge Online (DKO) account.

JACKS is looking for suggestions on how it can better help you. Suggestions can be submitted through the JACKS site: <https://jacks.jpeocbd.osd.mil>

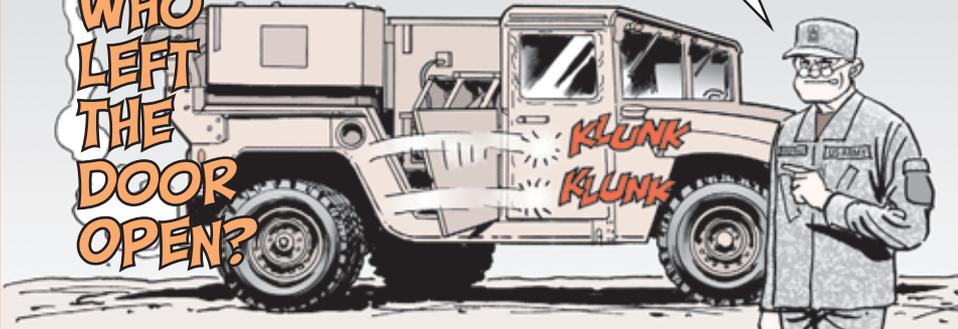
If you have questions about JACKS, call DSN 761-9600, (703) 681-9600, or email [webmaster@jpeocbd.osd.mil](mailto:webmaster@jpeocbd.osd.mil)

You can also contact the CBRN Information Resource Center at (800) 831-4408 or email [cbrn@conus.army.mil](mailto:cbrn@conus.army.mil)

M56 Smoke Generator...

## WHO LEFT THE DOOR OPEN?

HERE'S A GOOD WAY TO KEEP YOUR M56'S HALF-DOORS LATCHED!



Dear Editor,

To operate the M56 smoke generator, you must remove its storage and transit cover. But then you have no good way to keep the two half-doors latched. They swing back and forth, get in the way, and can catch on something and be damaged.

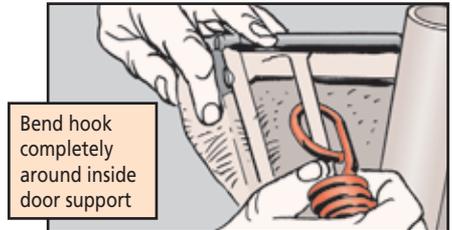
We've found bungee cords are an excellent latching solution. We use a 1-ft cord, NSN 5340-00-340-0980, on the fuel tank side and a 2-ft cord, NSN 5340-01-231-6015, on the grinder side.

For each door, we attach one end of the cord to the door's inside support and bend the cord's hook completely closed. That way the cord stays with the door and isn't lost. The other end of the cord can be hooked to something solid on the M56 frame or through one of the frame slots.

Now the doors are latched to stay.

SSG

US Army Chemical School  
Ft Leonard Wood, MO



Bend hook completely around inside door support



Fasten other end to something solid on frame or...



...through slot in frame

**Editor's note:** This is a good idea for smokers to latch onto. Para 3-15 in TM 3-1040-282-10 shows how to do this.

# Deconning Made Easy

OH, DECONNING IS JUST DELIGHTFUL THANKS TO THESE TIPS!

DECONNING WITH YOUR M12A1 DECON WILL BE SO MUCH EASIER IF YOU REMEMBER THESE POINTERS...



**Do you have gas?** You should have traded in your old gas-powered M12A1 by now for a new diesel one. If you still have the gas version, the Army wants to know about it. Please contact TACOM-SBC's at DSN 793-5536, (309) 782-5536, or email

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

He will provide disposition and shipping instructions for your M12.



**Diesel differences.** The diesel model has differences from the gas model that you need to remember. With the diesel version, you don't need to remove all the engine compartment panels. Just the back one will do. But don't forget to open it for operation. Otherwise the exhaust has no place to go.

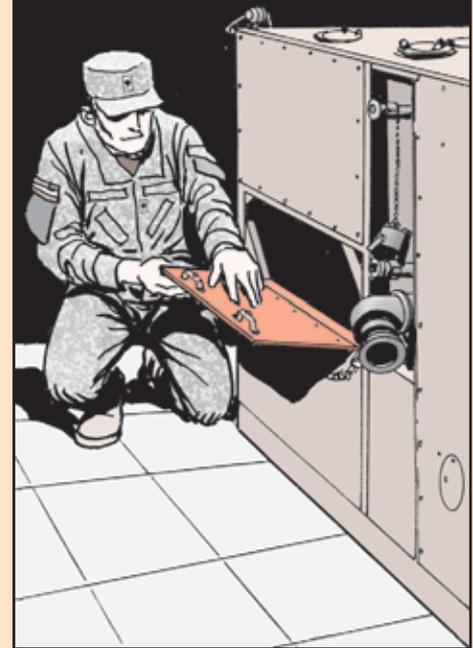
Changing the oil is much easier with the diesel model, so now you don't have a good excuse for not doing it. Change the engine oil after the first 20 hours of operation or at the end of the first month after you receive the M12. After that, change the oil every 200 hours of operation or annually, whichever comes first. The oil from the diesel drains slowly and it may take two hours to completely drain it. Use the dipstick to check the oil levels when draining and filling.

**Valves and such.** The set-screws for the four valves often work loose (or are left off at maintenance). That makes the valve difficult—or impossible—to turn with the handle and the handle can actually come off. If the valves handles feel loose, tell your repairman. He can tighten or install setscrews.

When you do quarterly lubing, make sure to hit Valve #1 with GAA. If it doesn't get lubed, it often breaks. In fact, if any valve feels stiff, give it a shot of GAA.

**Watch the heat!** Make sure the heater exhaust is uncovered and that you keeps hoses and electrical cables away from it. The exhaust reaches 200°F, which can melt lots of things, including you. So be careful.

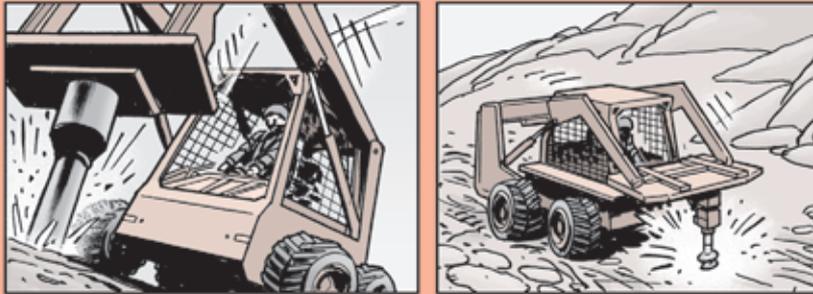
Remember to take off back panel to operate



If valve handle is loose, get set screws checked



# KEEP THE BOBCAT RUNNING



Dear Half-Mast,  
Have the technical manuals for the compact skid-steer loader, known as the Bobcat, been updated? I need to replace some parts, but they don't cross over to NSNs on FED LOG. Can you help?

SFC D.D.D.

SERGEANT D.D.D.,  
HELP IS ON  
THE WAY! HERE  
ARE TECHNICAL  
MANUALS YOU  
NEED TO SUPPORT  
THE SKID-STEER  
LOADER...



- TM 5-3805-284-13&P Model 763 - Operation and Maintenance Manual
- TM 5-3805-285-14&P Model 763 - Parts Manual
- TM 5-3805-286-14&P Model 763 - Service Manual
- TM 5-3805-287-13 Model S150 - Operation and Maintenance Manual
- TM 5-3805-288-14P Model S150 - Parts Manual
- TM 5-3805-289-14 Model S150 - Service Manual

VISIT THE MANUFACTURER'S WEBSITE:  
<http://www.bobcat.com>

IF YOU'RE IN SOUTH-WEST ASIA, KEEP THESE NSNs AND POINTS OF CONTACT HANDY WHEN ORDERING PARTS.



Item	Model 763, NSN 3805-01-502-3529	Model S150, NSN 3805-01-515-3766
Oil filter, engine	2940-01-486-5325 (PN 6678233 gets a six pack)	2940-01-486-5325 (PN 6678233 gets a six pack)
Fuel filter	2940-01-447-1786	2940-01-447-1786
Air filter, outer	2940-00-192-9182	2940-00-192-9182
Air filter, inner	2940-01-358-7691	2940-01-358-7691
Filter element, fluid	4330-01-441-9360	4330-01-441-9360
Filter, fluid (in-line)	4330-01-473-3517	4330-01-473-3517
Battery, 12-volt	6140-01-526-8780	6140-01-526-8780
Fluid, hydraulic	PN 6903117 (2 1/2-gal)	PN 6903117 (2 1/2-gal) PN 6903118 (5-gal)
Propylene glycol (antifreeze)	6850-01-383-4068 (1-gal) 6850-01-441-3257 (concentrate 5-gal)	6850-01-383-4068 (1-gal) 6850-01-441-3257 (concentrate 5-gal)
Oil, engine SAE 15W40	9150-01-422-8750 (5-gal) 9150-01-422-8899 (12 quarts)	9150-01-422-8750 (5-gal) 9150-01-422-8899 (12 quarts)
Oil, engine SAE 10W30	9150-01-413-6892 (5-gal) 9150-01-413-6897 (12 quarts)	9150-01-413-6892 (5-gal) 9150-01-413-6897 (12 quarts)
Oil, engine SAE 30W	9150-01-422-9247 (5-gal) 9150-01-422-9250 (12 quarts)	9150-01-422-9247 (5-gal) 9150-01-422-9250 (12 quarts)
Grease	9150-01-197-7693 (14-oz cartridge)	9150-01-197-7693 (14-oz cartridge)

**KUWAIT**  
Bahrah Trading Company  
P.O. Box 5869  
Safat Kuwait 13059  
e-mail: [bahrah@kuwait-toplist.com](mailto:bahrah@kuwait-toplist.com)  
POC: Mr. (Service Manager)  
Phone: 00-965-0746731  
e-mail: [@alsayer.org](mailto:@alsayer.org)  
POC: Mr. (Service Manager)  
Phone 00-965-9855602

**IRAQ**  
Tristar Company  
00964 66 253 2415  
00964 66 253 0391 (FAX)  
60 Ring Road,  
Koya Street, 3rd Building  
Erbil - Kurdistan  
e-mail: [@tristar-iraq.com](mailto:@tristar-iraq.com)

# LUBE HELPS "STICKY" PIN

POSITIONING THE GRADER BLADE IS "STICKY" BUSINESS WHEN THE VEHICLE SITS TOO LONG WITHOUT EXERCISE.

NO EXERCISE MEANS THE GRADER'S CENTERSHIFT PIN RUSTS IN PLACE.

THEN YOU CAN'T MOVE THE PIN IN AND OUT OF THE CENTERSHIFT HOLE TO POSITION THE BLADE.

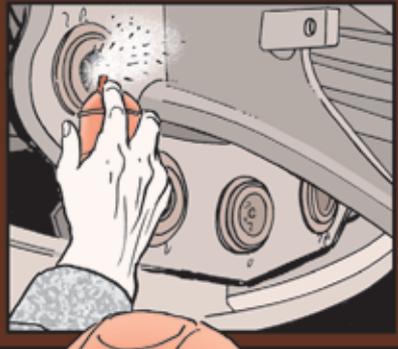
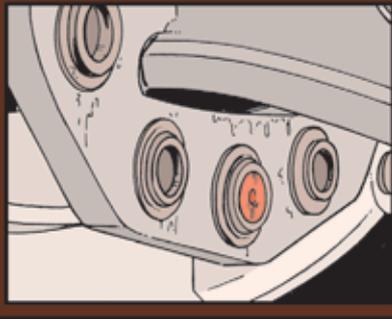
YOUR GRADER'S SLOPING OPERATIONS JUST CAME TO A SCREECHING HALT!

HERE ARE TWO THINGS YOU CAN DO TO HELP THE CENTERSHIFT PIN OUT...



- First, exercise the grader by pulling the centershift pin out of the hole at least once a month. That way rust won't "freeze" the pin in place.

- Second, spray the hole and pin with corrosion preventive compound. NSN 8030-00-938-1947 gets a 16-oz can.



BY THE WAY, WP 0039 AND WP 0041 OF TM 5-3805-261-10 HAVE THE LOWDOWN ON THE CENTERSHIFT PIN.



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

# Need Repair Parts Fast?

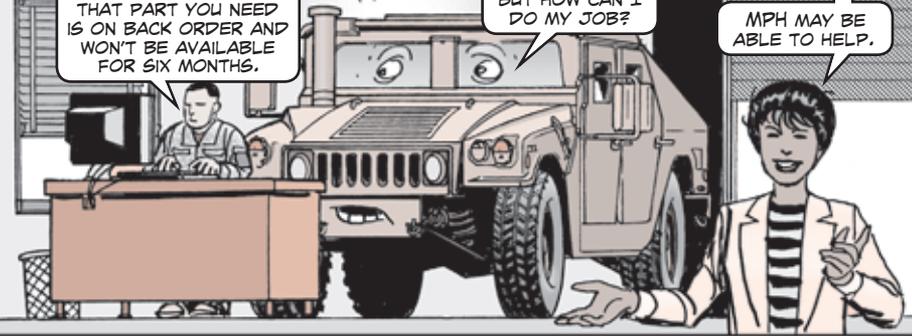
## MPH Is ~~Very~~ Fast

DON'T GIVE UP HOPE.

UH-OH, SAYS HERE THAT PART YOU NEED IS ON BACK ORDER AND WON'T BE AVAILABLE FOR SIX MONTHS.

BUT HOW CAN I DO MY JOB?

MPH MAY BE ABLE TO HELP.



Units fighting or getting ready to fight in SWA can't afford to wait weeks or months for a vital repair part. But if that part is on back order or maybe doesn't even exist, the unit doesn't have much choice but to wait...until now.

MPH (Mobile Parts Hospital) is a mobile manufacturing system that can fabricate standard parts and even create parts previously unavailable. MPH's mission is to provide the manufacturing solution at the point of need to ensure Soldier readiness.

Three MPHs are deployed in Kuwait, Iraq, and Afghanistan. They are standing by to help you with your repair part needs. Here's what the MPH needs from you:

- either the actual part to be reproduced or a blueprint of it with dimensions
- NSN of the part if it's in the military supply system (if in the military system, the part must be on order)
- document number if on order
- unit identification code (UIC)

There are limits to what an MPH can produce. It can produce only parts made of aluminum, brass, stainless steel, mild steel, or pre-heat treated steel.

MPH can't help with parts:

- considered safety critical (part failure could cause injury or equipment damage)
- of a hardness greater than 33 Rockwell (equivalent to a Grade 5 bolt)
- longer than 25 inches for external work or nine inches for internal work
- more than six inches in diameter
- heavier than 20 pounds

But even if the part isn't something MPH can help with on-site, it may be able to have the part manufactured in CONUS. CONUS-manufactured parts require a six-week lead time.

These are the MPH POCs:

- **Kuwait**, DSN 318-430-7010
- **Iraq**, DSN 312-987-5130 (operator 1, extension 6277)
- **Afghanistan**, DSN 312-987-5130 (operator 1, extension 6059)

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# PROFESSOR TOOLEY INSTRUCTS

OUR LESSON FOR TODAY, CLASS, IS ABOUT TWO COMMON TOOLS YOU'LL FIND AROUND THE MOTOR POOL AND MACHINE SHOP: HAMMERS AND HACKSAWS.

## Hammers

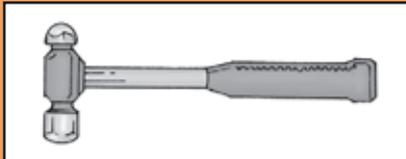
I CALL YOUR ATTENTION TO FOUR TYPES OF MAINTENANCE HAMMERS...

- Ball peen
- Soft-faced
- Dead blow
- Sledge

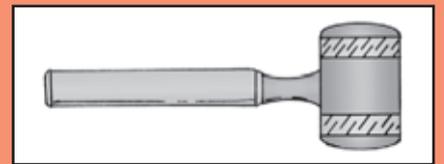
**Ball peen hammers**, also known as machinist's hammers, are used for metalwork.

The flat surface on the head is called the face. The rounded portion at the opposite end is called the peen.

You can form thin metal by applying light, steady blows with the peen of the hammer. You use a light touch because the head can damage materials made of softer metal.



Use a **soft-faced hammer** when you want to protect the surface you're working on. Its replaceable faces are made of materials such as soft lead, plastic, wood or rubber that won't damage a metal surface.



Using a **dead blow hammer** will also protect a metal surface. Its head is filled with shot and coated in rubber. That helps give it greater striking power and reduces noise, vibration and bounce-back.

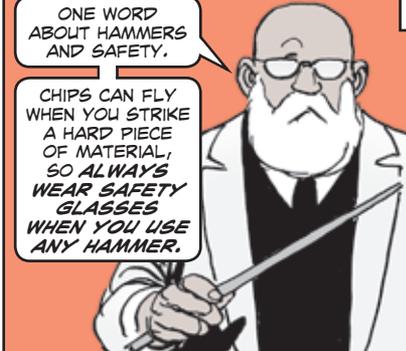


Save the **sledge hammer** for heavy-duty work. Its head is made of forged steel and may weigh from 2 to 20 pounds.



ONE WORD ABOUT HAMMERS AND SAFETY.

CHIPS CAN FLY WHEN YOU STRIKE A HARD PIECE OF MATERIAL, SO ALWAYS WEAR SAFETY GLASSES WHEN YOU USE ANY HAMMER.



NOW, CLASS, WHAT HAVE WE LEARNED ABOUT HAMMERS?

SELECT THE RIGHT HAMMER FOR THE JOB.

A BALL PEEN HAMMER IS USED FOR WORKING WITH METAL WHEN IT'S NOT IMPORTANT IF THE MATERIAL BECOMES SLIGHTLY MARRED.

A SOFT HAMMER IS USED WHEN YOU WANT TO PROTECT THE WORKING SURFACE.

A SLEDGE HAMMER IS USED ONLY FOR HEAVY-DUTY WORK.

USE IT WITH CAUTION AND ALWAYS WEAR SAFETY GLASSES.

EXCELLENT, CLASS. TRULY YOU HAVE STRUCK A BLOW FOR TOOL KNOWLEDGE THIS MORNING.

NOW BEFORE WE PROCEED, HERE'S A WORD ABOUT HAMMER ABUSE...

POUND FOR POUND, A HAMMER TAKES MORE OF A BEATING THAN ANY OTHER TOOL.

HERE ARE THE MOST COMMON ABUSES...

- Using a hammer for the wrong job
- Hitting one hammer with another
- Using broken, chipped or mushroomed hammers
- Using soft-faced hammers to drive nails
- Striking a screwdriver with a hammer to pry open boxes. (Use a hammer and chisel instead.)
- Striking chisels that are bent, chipped, cracked, broken or mushroomed

I DON'T THINK IT'LL MATTER MUCH IF I HIT THIS SCREWDRIVER WITH A HAMMER TO PRY OPEN THIS CRATE!

### Hacksaws

NOW CLASS, I WISH TO MAKE A FEW CUTTING-EDGE REMARKS...

...AHEM...

...ABOUT A SMALL BUT MIGHTY TOOL, THE HACKSAW.

A hacksaw is used to cut tubing, bolts and small metal parts. It has a handle attached to a metal frame. A saw blade fastens to both ends of the frame. You must keep the blade tight or it will break. The saw teeth should face away from the handle.

When you begin sawing, guide the blade with your thumb, but be careful not to touch the blade teeth. Pull the saw back slowly and lightly. Once you've made a cut, grip the front of the frame with one hand to guide the blade and apply pressure.

THE SAW CUTS ONLY WHEN PUSHED FORWARD, SO APPLY PRESSURE ON THE FORWARD STROKE.

LIGHTEN PRESSURE ON THE BACKWARD STROKE.

AND USE LONG, SLOW STROKES.

NEVER FORCE THE SAW; THAT CAN PULL THE TEETH.

Saw blades come in a variety of teeth sizes, known as pitch. Pitch is measured in teeth per inch (TPI). Hacksaw blades usually have 18 or 24 TPI. What's the rule of thumb for which pitch to use? Choose a blade that always has two teeth in contact with the metal. That means you use a blade with a lower pitch to cut thick metal, and one with a higher pitch to cut thin metal or tubing.

NOW, CLASS, WHAT HAVE WE LEARNED ABOUT HACKSAWS?

THEY CUT BOLTS, TUBING AND SMALL METAL PARTS.

A HACKSAW CUTS ONLY WHEN YOU PUSH IT FORWARD.

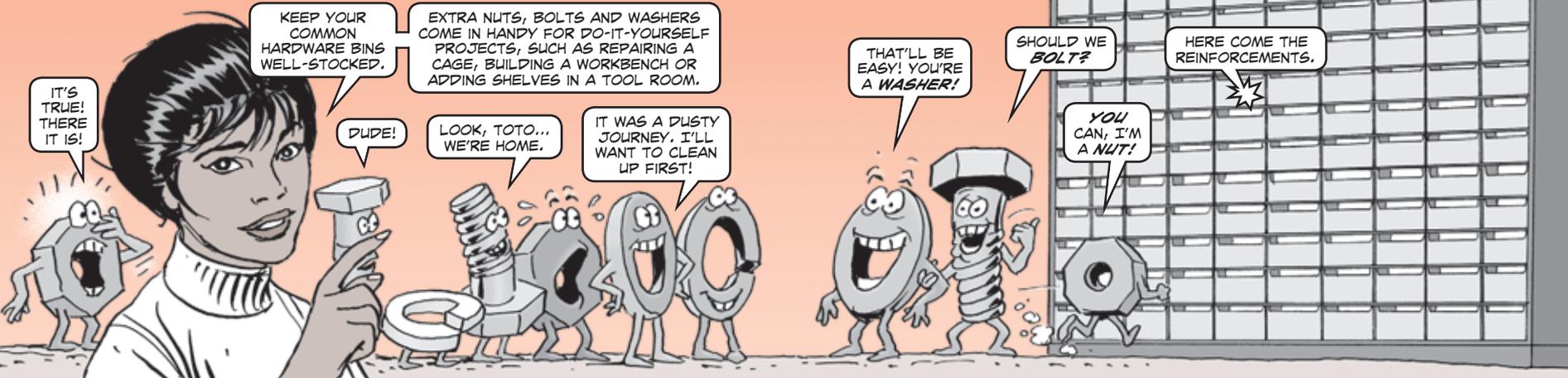
USE LONG, SLOW STROKES WHEN YOU SAW.

ALWAYS USE THE CORRECT SIZE BLADE.

EXCELLENT, CLASS! TODAY YOU ARE TRULY THE SHARPEST TOOLS IN THE SHED.



# Website Gets Down to Nuts and Bolts



One recommended website for viewing benchstock in the Army inventory is the Defense Supply Center Philadelphia's (DSCP) Aviation Supply Chain Partner Site: <http://www.dscp.dla.mil/aviation/customermenu.htm>

Don't let the name fool you. This website's not just for aviation. It lists common hardware for **all** usage. Here you'll find points of contact for a variety of fasteners. Two links on the page are particularly helpful:

**Fastener Catalogs and Assortments**

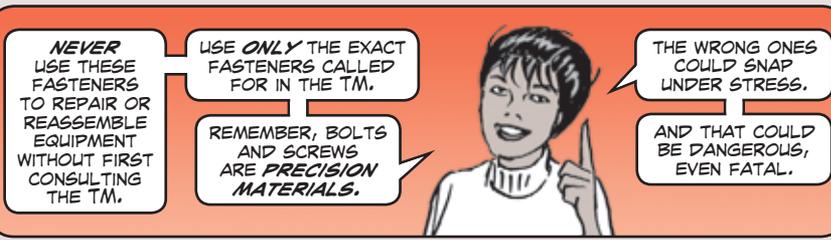
**DSCP Inventory Locator Network (DILNet)**

### Fastener Catalogs and Assortments

This link takes you to an online fastener catalog of bolts, cap screws and machine screws, along with their composition, diameters, lengths, NIINs, NSNs or part numbers. It also leads to catalogs of self-locking nuts, flat washers and lock washers. There's even a link to assortments of screws, bolts, nuts, washers and threaded rods—each with its own NSN. For example, NSN 5305-01-195-5479 brings you an assortment of hexagon head cap screws, grade 5, in 1/4-in through 1/2-in diameters—a total of 1,470 pieces in all. Another NSN brings you a different assortment of hardware.

### DSCP Inventory Locator Network (DILNet)

Updated each day, the DILNet lists the hardware inventory available to DSCP from participating vendors. The customer can search the inventory by NSN or part number, contact the item manager and submit a MILSTRIP requisition. Hardware is shipped directly from the vendor, with shipping time averaging just eight days.



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# Connie's POST SCRIPTS

## SKOT PAM Updated

DA PAM 700-60, which covers the Army's sets, kits, outfits and tools (SKOT), has been updated with warranty and replacement procedures for tools. The update also includes tool requisition requirements. You can download the pub at:

[http://www.army.mil/usapa/epubs/G-4\\_\(DCSLOG\)\\_1.html](http://www.army.mil/usapa/epubs/G-4_(DCSLOG)_1.html)

## Basic FMTV Pressure Switch

You can't get a new pressure switch for the oil pressure light on your basic FMTV trucks that use Caterpillar 3116 engines by using NSN 5930-01-384-5419 anymore. That NSN is a terminal item, so get the switch using NSN 5930-01-528-7523 instead. This switch is used on trucks with serial numbers 11,438 and below. Jot down the new NSN in your parts manual.

## Bootlace NSN

Need replacement laces for your tan temperate and hot weather Army combat boots? NSN 8335-01-332-8894 brings a pair of 66-in tan bootlaces. Unit supply can order them from the Defense Supply Center Philadelphia website: <http://warfighter.dla.mil/newmenu/Index.jsp>

## Flag Sticker Decals

Looking for American flag decal stickers that you can use to ID vehicles? You'll have trouble finding them in the Army inventory. But you can find them on the General Services Administration (GSA) Advantage website: <https://www.gsaadvantage.gov>

Once there, do a search on *flag decal stickers*. You'll turn up a list of companies that manufacture or market them.

## HEMTT Spotting Mirror

Wish you could view the front and right side of your HEMTT? You can if you get the front spotting mirror that's been added to the HEMTT. NSN 2540-01-493-9101 brings the spotter mirror kit. It mounts on the right hand side mirror frame. Or get the mirror kit components you need using NSN 2540-01-494-4311 for the mirror head and NSN 2540-01-542-0902 for the mirror arm assembly. You should see these changes in the next revision to the TMs.

## M1117 ASV Alternator

Use NSN 2920-01-562-4002 to get a 200-AMP retrofit kit for the armored security vehicle (ASV). Make a note until the NSN is added to Fig 6-2 of TM 9-2320-307-24P.

## Up-armored HMMWV Transmission Modulator

The NSN listed in the parts manual for your up-armored HMMWV's transmission modulator is wrong. Fix that by changing the NSN listed for Item 1 in Fig 56 of TM 9-2320-387-24P to NSN 2520-01-498-9279.

## Update to TACOM SOUM 08-017 for HMMWV Geared Hub Assemblies

HMMWV users, [TACOM SOUM 08-017](#) gave you the scoop on a recent problem with geared hub assemblies. But some key info was missing that you need to know. There are service kits that contain lock washer, NSN 5310-01-213-4185. These kits are subject to the same disposal replacement instructions called out in the SOUM. That includes **freezing assets** until the kits comply with the safety message.

Check your bench stock/ASL right away for these kits: annual service kit, NSN 4330-01-495-6900; semi-annual service kit, NSN 4910-01-496-0055; hub kit, NSN 2590-01-523-1657; maintenance kits, NSN 2590-01-530-3471 and NSN 2590-01-530-3470; and diesel engine parts kits, NSN 2815-01-492-5709 and NSN 2815-01-492-3214. And see your TACOM logistics assistance rep (LAR) if you need help complying with the safety message.

## 7 1/2-TON CRANE SWITCH

Use NSN 1740-01-538-2590 to get the turn signal switch for the 7 1/2-ton crane. This NSN replaces the one shown as Item 36 in Fig 14-1 of TM 5-3810-305-24P.

## M240 MACHINE GUN TM CORRECTION

On WP 0048 00-3/(4 blank) in the M240 machine gun's TM 9-1005-313-23&P, items 4 and 5 are reversed. Item 4 should be the retaining head bushing, NSN 5315-01-408-6676, and item 5 the helical compression spring, NSN 5360-01-408-6000. Make a note until the TM is revised.

## DEUCE Fuel Cap

Use NSN 5340-01-523-5488 to get a fuel cap for the deployable universal combat earthmover. This NSN replaces the one shown as Item 14 in Fig 127 of TM 5-2430-200-24P.

## FIXED FIRE EXTINGUISHER REFILL STATIONS

If your brigade support battalion (BSB) does not have a recovery/recharging station for fixed fire extinguishers, chances are you have a lot of extinguishers that get thrown away when they're empty. That's a **huge** waste of money. All BSBs are authorized to order recharge/refill machines for Halon, FM-200, and dry powder service unit (DPSU) fixed fire extinguishers. Order them with these NSNs:

Extinguisher Type	Recovery/Recharger NSN
Halon	4210-01-470-4618
FM-200	4210-01-474-6206
DPSU	4210-01-488-9655

The Halon and FM-200 recovery/recharger stations also require an inverter, NSN 4210-01-470-4617, which securely holds the bottle in place while refilling. No inverter is needed with the DPSU recovery/recharger station.

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

Would You Stake Your Life <sup>right now</sup> on the Condition of Your Equipment?

# RINGS CAN SNAG!



**KEEP THEM OFF  
YOUR FINGERS!**

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