

PS**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

TB 43-PS-699, 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. The use of product or company names does not constitute endorsement of those products, services or companies by the U.S. Army.

ISSUE 699 FEBRUARY 2011**COMBAT VEHICLES**

Stryker Hatch Caution
M1-Series Tank Battle Override Valve Knob
M1-Series Tank Turret Race Ring
M2/M3-Series Bradleys, MLRS Carrier Roadwheels
M2/M3-Series Bradleys Forging Checks
M109-Series SP Howitzer Copperhead Extractor
AVLB Hull Draining

**WHEELED VEHICLES**

HMMWV Turret Leak Prevention
MRAP Caiman AC Rear Fan Blower
MK II, MK III Husky Power Steering
Up-armored HMMWV Cargo Shell Hatch
Army Tire to Wheel Assembly Transition Policy

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Avenger Missile System Maintenance Tips

**SMALL ARMS**

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Target Paster NSNs
Machine Gun Barrel Marking
MK 19 Machine Gun Secondary Drive Lever
Safety Means T.H.I.N.K., Part 2

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

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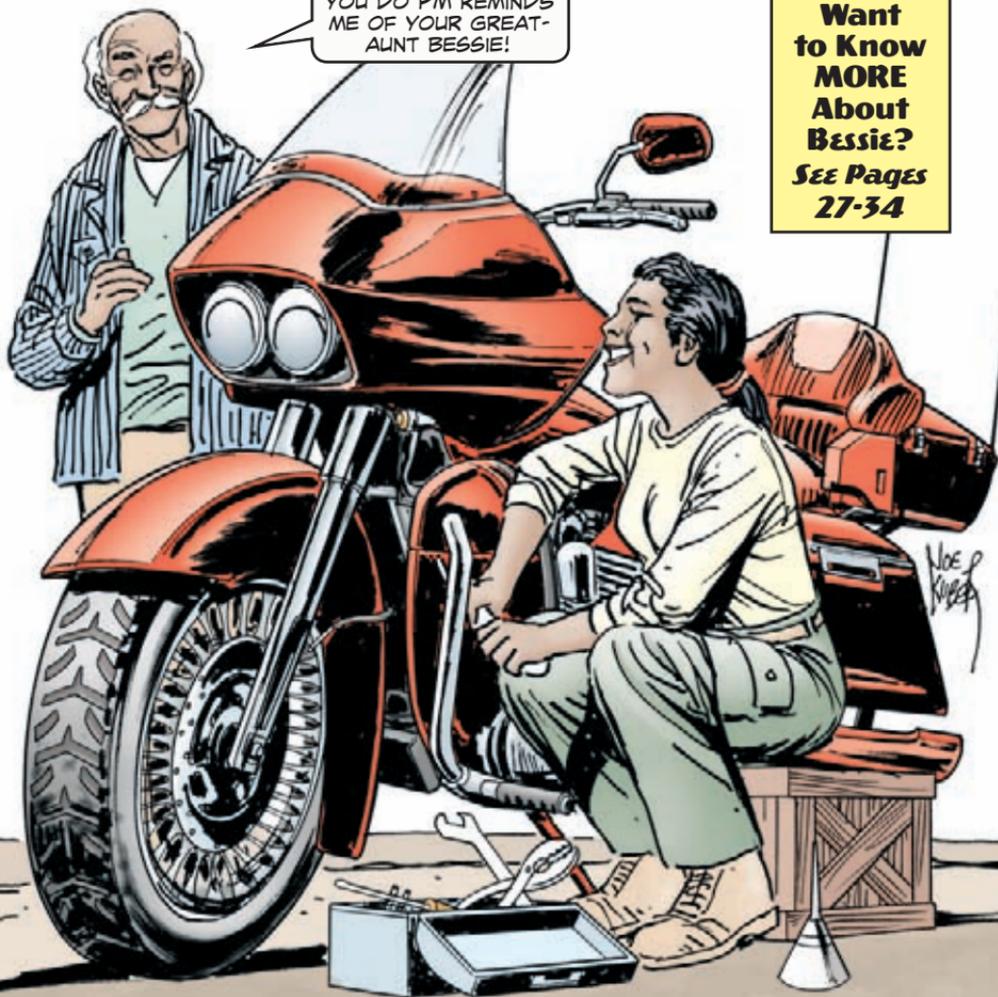
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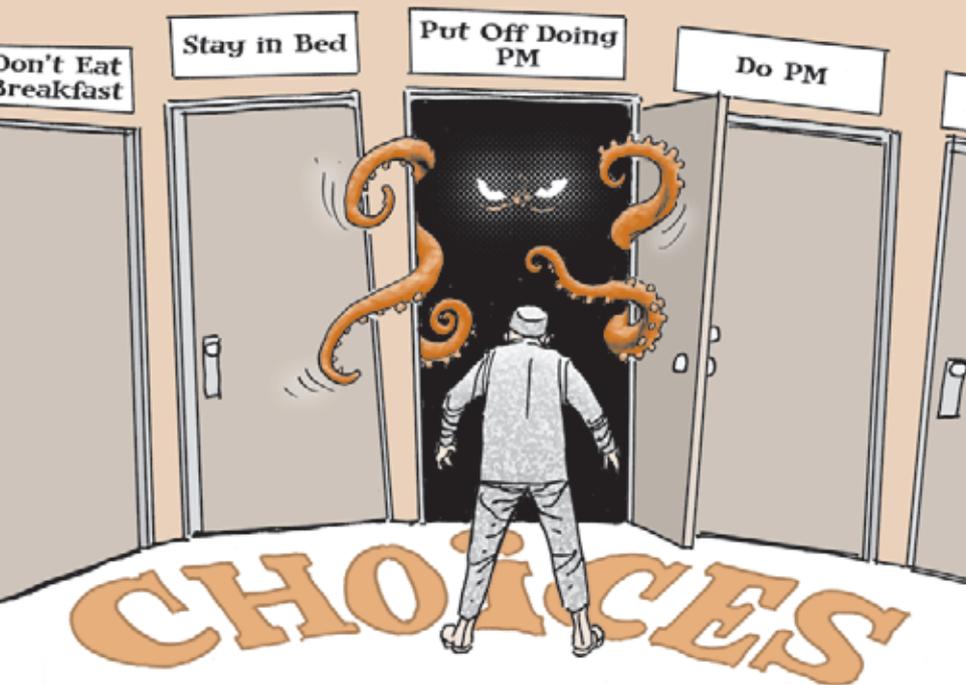
TB 43-PS-699

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TILLIE, WATCHING
YOU DO PM REMINDS
ME OF YOUR GREAT-
AUNT BESSIE!

**Want
to Know
MORE
About
Bessie?**
*SEE Pages
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Every day of your life is a series of choices. From the first one you make that gets you out of your rack in the morning to the last one you make that puts you back in, your day is spent deciding what to do next. And what to do next is always your choice.

Making right choices makes life easier. Things go smoother and the downs of life are less frequent. Sometimes we don't know what the right choice is and we make a guess. Hopefully, an educated one. But more often than not, we do know what the right choice is. Unfortunately, sometimes we ignore that precious knowledge and choose wrongly. And, the wrong choice often blows up in our face.

As a Soldier, today and every day, you have a choice whether or not to do preventive maintenance on your equipment. You know what the right choice is, because you know that doing preventive maintenance is never the wrong choice. And yet, even with this knowledge, some of you are not pulling PM and some of you are putting it off until the last minute and doing a sloppy job of it.

Preventive maintenance makes every Soldier's life easier. Preventing a piece of equipment from breaking is always easier than fixing it after it's broken. In addition, in a Soldier's world, lives depend on equipment working and working well. Lives depend on preventive maintenance.

So, what choice will you make today? To do PM or not to do PM, that is the question. And, there really is only one right answer.

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

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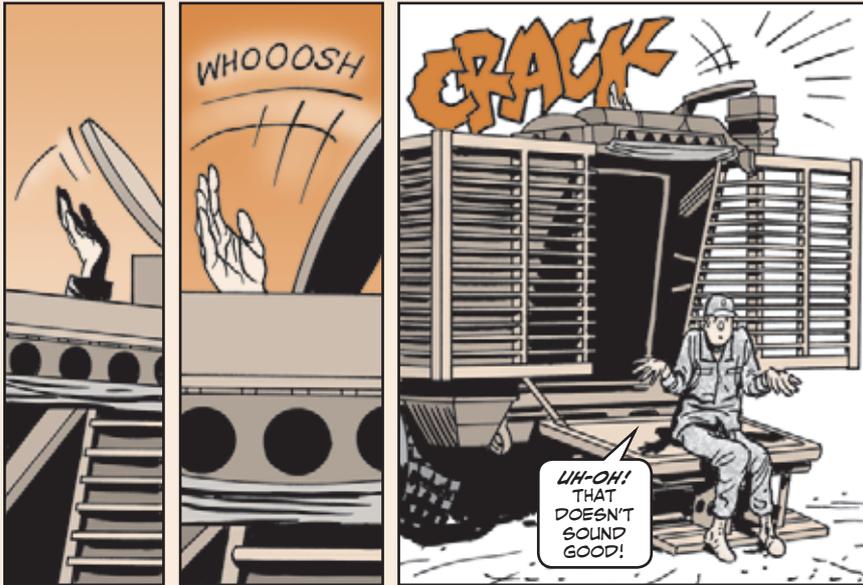
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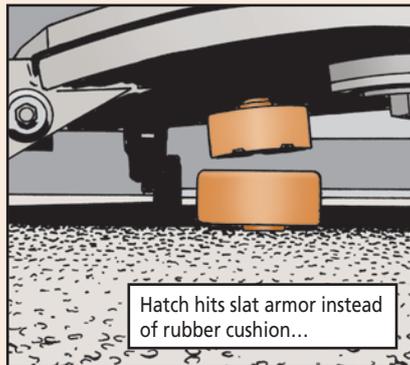
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Put a Halt to Hatch Hits

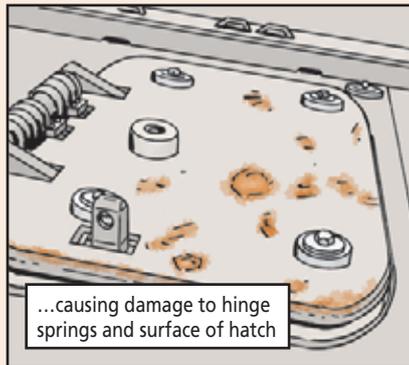


If you're heavy-handed with the air sentry hatch on your Stryker, damaged hinges could be in your future!

On vehicles with slat armor, the edge of the hatch hits the armor instead of the rubber cushion that's designed to absorb the blow. If you let the hatch fall open, the hit can be violent enough to crack or break the hinge springs on the hatch. Not only is opening and closing the hatch a lot harder, but the hatch surface can be damaged, too.



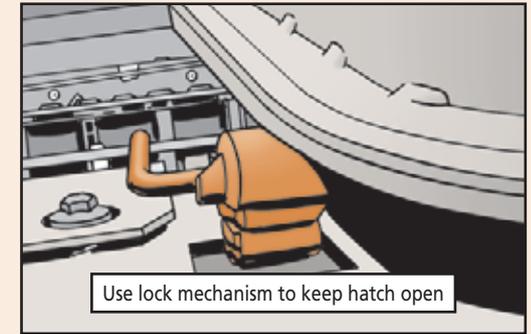
Hatch hits slat armor instead of rubber cushion...



...causing damage to hinge springs and surface of hatch

Hold onto the latch when opening the air sentry hatch. Then gently lower the hatch down against the slat armor.

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



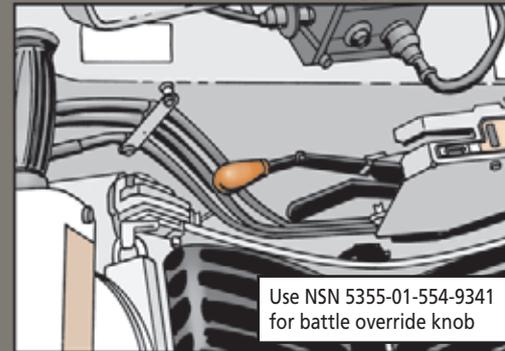
Use lock mechanism to keep hatch open

M1-Series Tanks...

BATTLE OVERRIDE VALVE KNOB CHANGE

USE NSN 5355-01-554-9341 TO GET THE RED KNOB FOR YOUR M1-SERIES TANK'S BATTLE OVERRIDE VALVE HANDLE.

THE KNOB IS LOCATED ON THE RIGHT SIDE OF THE DRIVER'S SEAT.



Use NSN 5355-01-554-9341 for battle override knob



THIS REPLACES NSN 5355-01-067-8591, WHICH IS SHOWN AS ITEM 23 IN FIG 282 OF TM 9-2350-264-24P-1 (MAR 03, W/ CH 6, JUN 09). THAT NSN BRINGS THE *WRONG* KNOB.

PUMP IT UP!



When it's time for your tank to hit the wash rack, the last thing you want to worry about is leaks, crewmen. But that's what happens if you forget to protect the turret race ring.

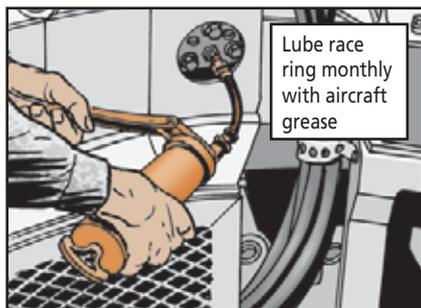
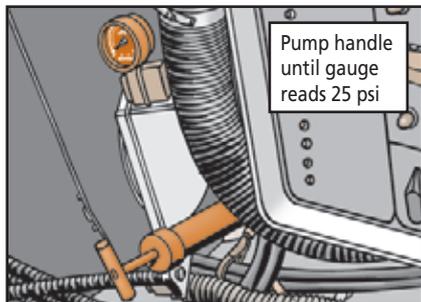
When water is forced inside the race ring, grease is washed away. Dirt gets inside and mixes with the moisture to start the corrosion process. Corrosion damages the springs, ball bearings, and the race itself. Eventually the turret grinds to a halt and will no longer traverse.

Fixing the damage is difficult and costly, so avoid it by using the turret's inflatable seal to keep wash water out. You'll find the inflatable seal on all M1, M1A1 and some M1A2 tanks.

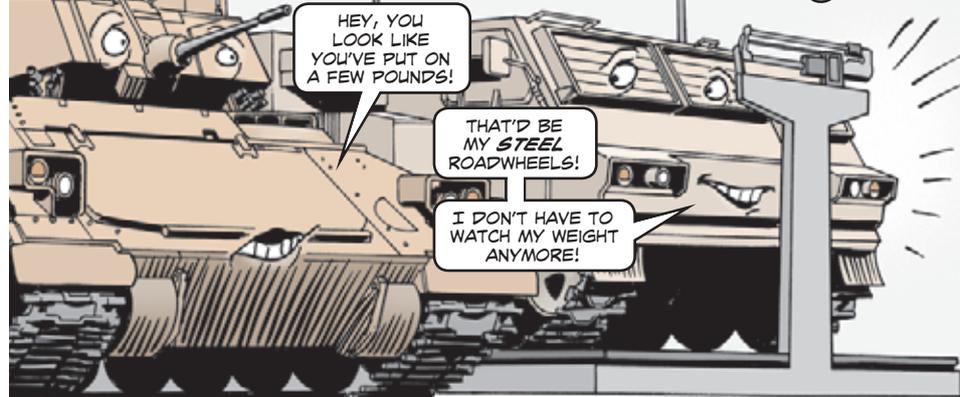
Close the bleed cock below the inflatable seal's pressure gauge and pump the handle until the gauge reads 25 psi. If the seal won't inflate to 25 psi, let your mechanic know. The seal could be damaged.

After washing the tank, deflate the seal by opening the bleed cock and allowing the pressure to drop to 0 psi. **Do not** try to traverse the turret with the seal inflated. That tears the seal.

Don't forget to grease the turret race ring monthly with aircraft grease (WTR), NSN 9150-01-501-5729 (MIL-PRF-81322). That keeps corrosion away and the race ring turning smoothly.



No Need to Watch Your Weight

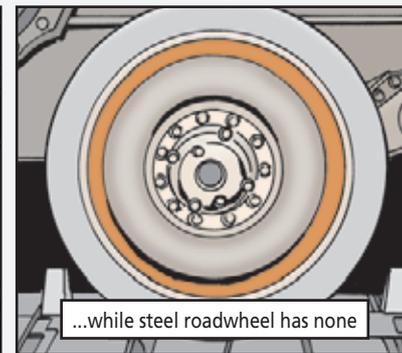
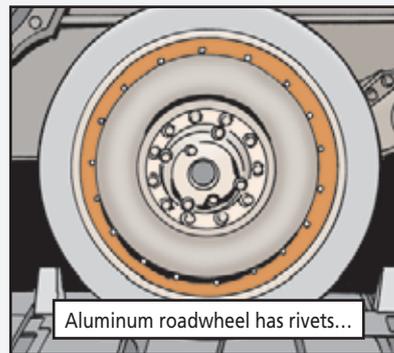


When it comes to roadwheels, the MLRS has always had only one option: the aluminum roadwheel, NSN 2530-00-801-6702.

That's because the MLRS had to be light enough to be air-lifted by the C-141 Starlifter. Steel roadwheels, NSN 2530-01-310-2237, made the vehicle too heavy.

Now that the C-141 has been retired, that restriction has been lifted. Both the Bradley and MLRS can use steel and aluminum roadwheels. In fact, you can mix and match both types of roadwheels on the same vehicle. Just don't mix them on the same road arm.

So, how do you tell the two roadwheel types apart? Aluminum roadwheels have a steel wear plate riveted in place. Steel roadwheels have no wear plate and no rivets.



Continue to use the aluminum roadwheels until unit supplies are exhausted. Then make the switch to all steel roadwheels.

Got WET Feet?



SOMEBODY NEEDS TO CHECK THE RAMP SEALS!

IT'S A SWAMP IN THERE!



SQUISH SQUISH SQUOOSH

CREWMEN, YOUR BRADLEY ISN'T A SWIMMER, BUT IT CAN STILL FORD WATER UP TO 3 1/2 FEET DEEP.

HERE'S HOW TO CHECK THEM...

SO, IF YOU'RE GOING TO BE FORDING AND WANT TO KEEP YOUR FEET DRY, MAKE SURE THE RAMP AND REAR DOOR SEALS ARE IN GOOD CONDITION.



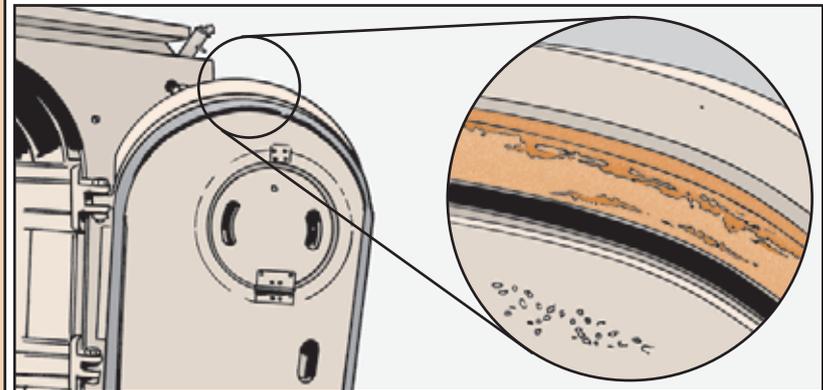
1. Open the ramp door and rub chalk on the inner edge of the door frame. Mark all the way around the frame where the seal seats.



2. Close and latch the ramp door.



3. Open the ramp door and inspect the seal. If the entire seal is marked with chalk, the door is OK. Unmarked spots mean the seal isn't doing its job. Your mechanic will replace a bad door seal with NSN 5330-01-124-9314.

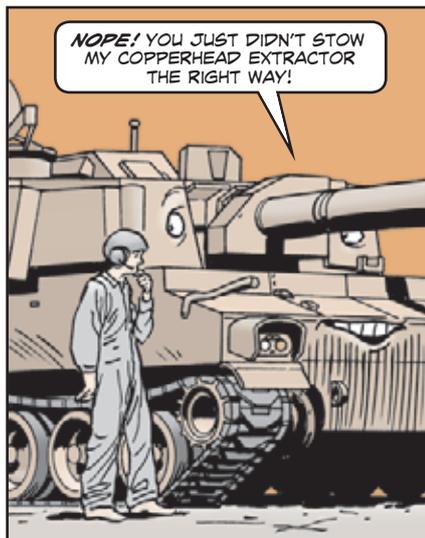


4. Follow steps 1-3 to check the ramp seal for leaks, too. Mechanics will use NSN 5330-01-125-4269 to replace a bad ramp seal.

CHECKING THE RAMP AND REAR DOOR SEALS SEMIANNUALLY IS THE ONLY WAY TO KEEP YOUR FEET DRY THE NEXT TIME YOU HAVE TO FORD A STREAM.

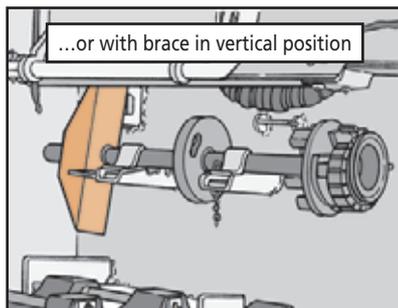
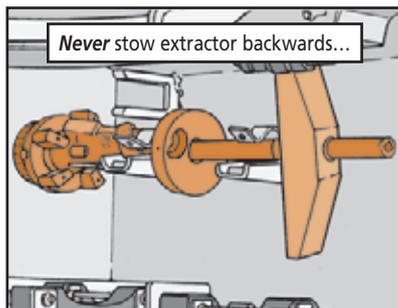


COPPERHEAD EXTRACTOR STORAGE



Crewmen, if you get careless with how you store the Copperhead extractor, NSN 1025-01-082-3586, in your M109-series howitzer, it could come back to bite you!

If you store the extractor backwards, or with the brace in the vertical position, the brace bangs into the wiring harness that powers the slip ring contact arms. That banging wears away the harness cover and leads to arcing and electrical failure.

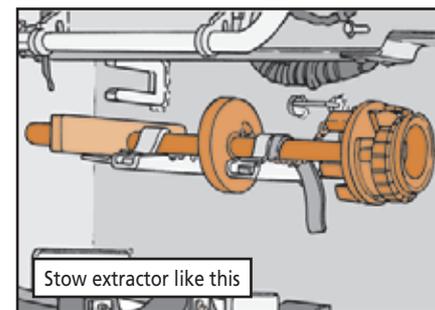


The same problems occur when the brace isn't tightened in place, even if the extractor is stowed properly. Vibration shifts the brace around until it snags the wiring harness.



Slide the brace forward on the extractor shaft until it touches the end of the ratchet handle. Turn the drive nut on the shaft end counterclockwise until the brace is held firmly against the ratchet handle.

Then, turn the extractor so that the brace is horizontal and facing away from the rear door when it's stored in the cab rack. That way, you avoid harness damage altogether.



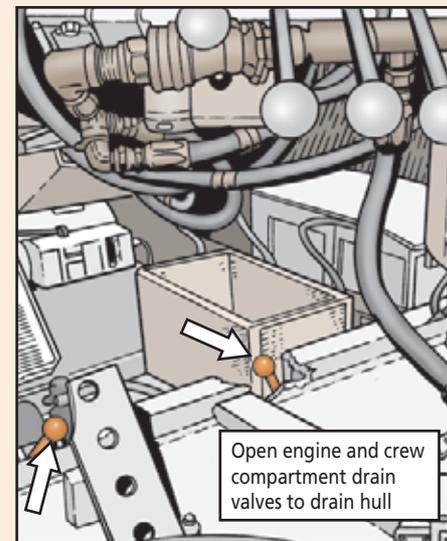
AVLB...

Cable Stew

Drivers, there are a lot of important cables that run along the bottom of your AVLB's hull. The brake, primer, accelerator, tachometer and manual fuel shutoff cables, to name a few, all run under the floor plates in the hull.

Trouble is, so does water from rain, fording and washing. The cables sit there marinating in the water, sometimes for days at a time. Damaged cables are the result.

So, when you return from a mission, open the engine and crew compartment drain valves. Just make sure you do it in an approved area of your motor pool to avoid HAZMAT issues.



HMMWVs...

PUT A STOP TO TURRET DRIP DROP

MAN, THIS RAIN IS POURING DOWN!



YOUR HMMWV'S TURRET ISN'T DESIGNED TO BE WATERTIGHT, EVEN WHEN THE HATCH IS CLOSED.



SOME WATER FROM RAIN OR MELTED ICE OR SNOW WILL ENTER THE VEHICLE THROUGH THE TURRET'S BEARINGS.

THAT'S NORMAL.

Fortunately, communication systems used in HMMWVs, such as SINCGARS, Blue Force, Warlock, and VIC III, are water resistant. But they aren't waterproof and they **can't** be submerged in water and survive!

M1165s and M1165A1s use a roof plug in place of the turret and some units have reported leaks around the plug area. The solution was a design change that added water-sealing foam washers and closed cell, water-resistant insulation foam to plug the leak. This change was made in production, so your M1165 HMMWV should be good to go.

A few simple precautions can stop turret drip drop.

YOU MAY NOT BE ABLE TO CHANGE YOUR HMMWV'S DESIGN, BUT YOU CAN REDUCE TURRET LEAKS.

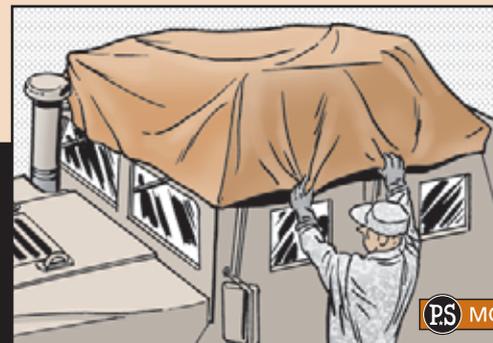


Preventive Measures

1. During winter months, keep the roof free from snow or ice buildup. If you don't, water will leak into your vehicle when snow and ice melt. And, water seeping through the bearings can freeze, damaging the turret bearings.



2. Whenever possible, keep the turret hatch closed. That will greatly reduce the amount of water coming into the vehicle from rain or snow.



3. Cover the top of your HMMWV with a tarpaulin, NSN 4610-00-442-9736. That can keep rain, snow and ice from reaching the turret area if the vehicle is parked or idle for extended periods.



4. If you have M1114s, order a turret hatch hinge cover boot field repair kit, NSN 2510-01-520-3972. The kit includes one hatch hinge seal, one each of the hatch hinge seal's short and long tie-downs, 13 10-32 locking nuts, 13 10-32 x 1/2-in screws, four inches of 3/8-in diameter sponge rubber and a tube of adhesive.

5. For basic model (NON up-armored) HMMWVs—M966, M1025, M1026, M1036, M1043, M1044, M1045, and M1046—use the first three steps we've just told you about. Then follow these procedures to fabricate and install a seal to help keep water from leaking through the turret.

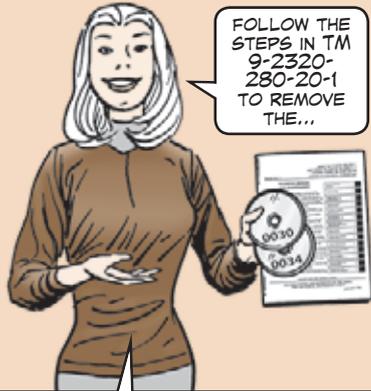


START BY GETTING THIS MATERIAL...

Getting the Right Stuff

Nomenclature	NSN	Qty
Inner tube, pneumatic	2610-00-051-9602	1
Adhesive	8040-00-856-8991	1
Knife, pocket	5110-00-240-5943	1
Nuts	5310-01-509-2488	15

Removals to Prep your HMMWV

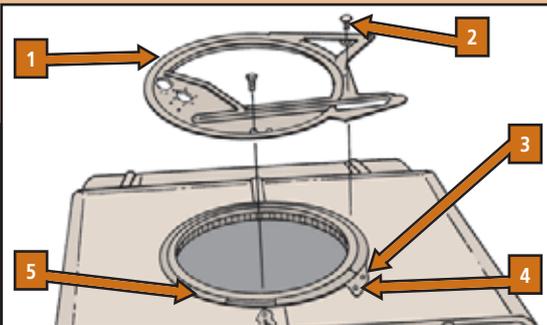


FOLLOW THE STEPS IN TM 9-2320-280-20-1 TO REMOVE THE...

1. weapon station hatch.
2. hinge pivot bracket and gunner's sling.
3. gunner's sling hook.
4. weapon station bracket pads.
5. weapon station hatch latches.
6. weapon station hatch tube assembly.
7. TOW mount pedestal, if installed.
8. TOW mount pedestal cover, if installed.
9. weapon station inclinometer, if installed.
10. turret lock.
11. armament cover and seal, if installed.
12. armament mount panel, if installed.
13. traversing bar, if installed.

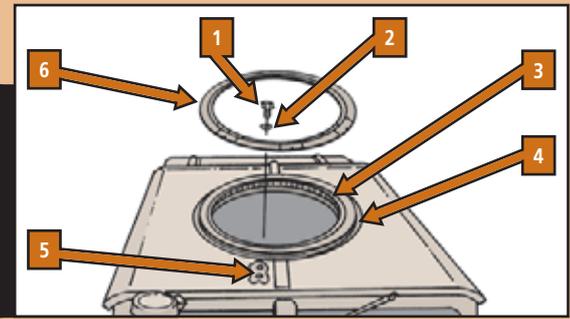
IN THE NEXT STEP, NOTE THE LOCATION OF ATTACHING HARDWARE FOR INSTALLATION.

14. Three existing nuts (4), six washers (3), and three screws (2), securing weapon station tray (1) to bearing assembly (5). Discard nuts.



15. Weapon station tray (1) from bearing assembly (5).

16. Twelve nuts (5), 24 washers (2), 12 screws (1), and six roof retainers (6) from bearing assembly (3) and support ring (4). Discard nuts, (5).



Seal Fabrication and Installation

1. Place the inner tube (1), NSN 2610-00-051-9602, on a flat surface.

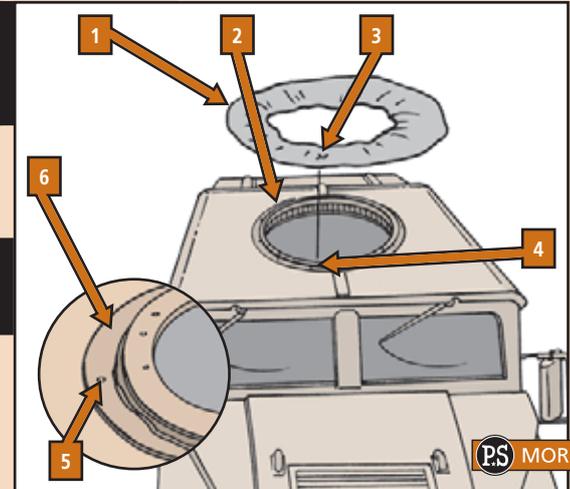
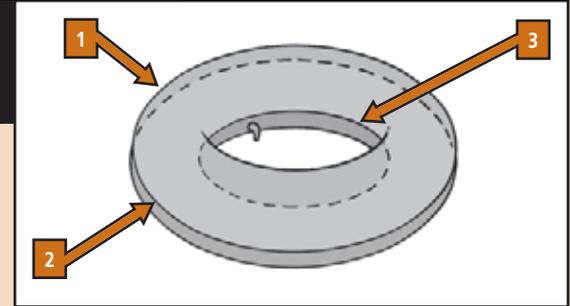
2. Using the knife, NSN 5110-00-240-5943, cut outer circumference (2) and inner circumference (3) of the inner tube.

3. Center one half of the cut inner tube (1) on the bearing assembly (2).

4. Locate and mark 12 places (3) in the inner tube (1) where screw holes (4) are located.

5. Using a 3/8-in diameter hole punch, punch 12 holes marked in step 4.

6. Apply a 1/8-in bead of adhesive sealant (5), NSN 8040-00-865-8991, on bearing assembly (2).



PS MORE

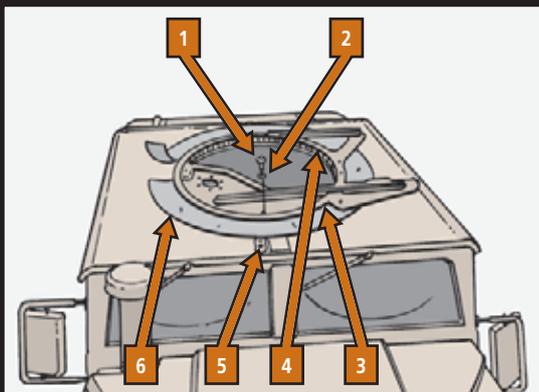
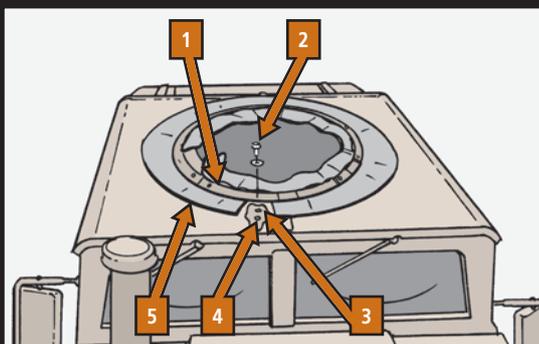
7. Position the cut inner tube (1) on the bearing assembly (2).

8. Position six roof retainers (1) and secure with 12 screws (2), 24 washers (3), and 12 nuts (4), NSN 5130-00-935-9021. Tighten the nuts to 37 lb-ft.

9. Using the knife, trim excess material from inner tube (5) $\frac{1}{8}$ inch from the roof retainers (1).

10. Place the weapon station tray (3) on the bearing assembly (4) and secure with three existing screws (1), six washers (2), and three nuts (5). Tighten nuts to 37 lb-ft.

11. Using a knife, trim excess material from the inner tube (6) $\frac{1}{8}$ inch along outside edge of weapon station tray (3). Rotate the weapon station tray (3).



FOLLOW THE GUIDANCE IN TM 9-2320-280-20 TO INSTALL THE...



12. traversing bar, if it was removed.
13. armament mount panel, if removed.
14. armament cover and seal, if removed.
15. turret lock.
16. TOW MGS pan, if removed.
17. weapon station inclinometer, if removed.
18. TOW mount pedestal cover, if removed.
19. TOW mount pedestal, if removed.
20. weapon station hatch tube assembly.
21. weapon station hatch latches.
22. weapon station backrest pads.
23. weapon gunner's sling hook.
24. hinge pivot bracket and gunner's sling.
25. weapon station hatch.

PS
END

MRAP Caiman...

REAR FAN SHUT DOWNS

SHORTCUTS LEAD TO SHORT CIRCUITS.

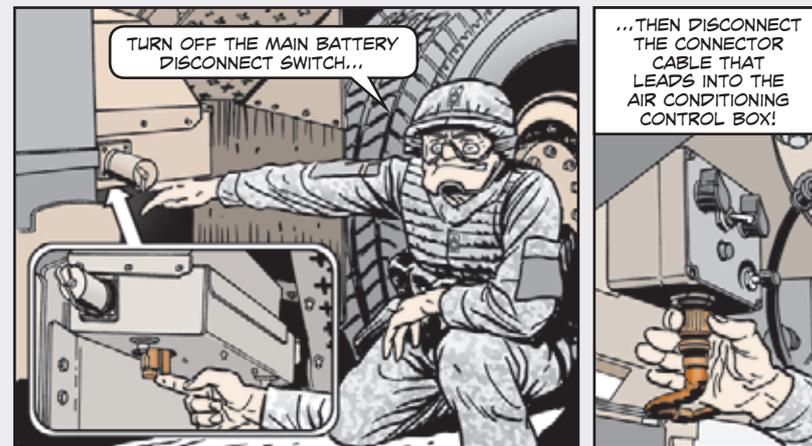
TO SHUT DOWN THE CAIMAN'S AIR CONDITIONING SYSTEM REAR FAN BLOWER, SOME OPERATORS LOOSEN THE CONTROL BOX CONNECTOR CABLE.

THAT'S BAD NEWS FOR ME!



That shortcut shorts out the control box computer. When that happens, you'll stop getting air conditioning in your Caiman. At 9,000 bucks a pop for a burned-out control box, that's some serious greenbacks!

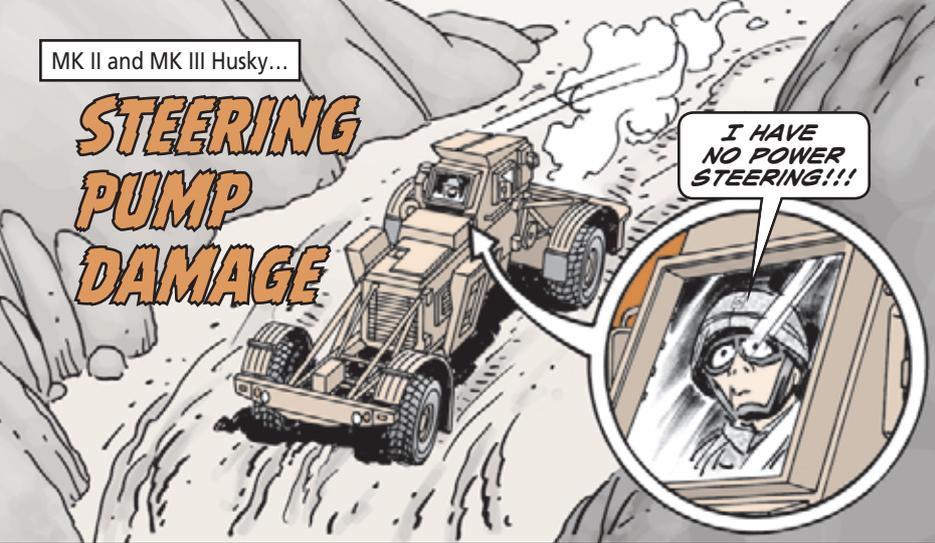
So follow WP 10 in TM 9-2355-107-10 when you power down the vehicle's air conditioning blower fans. Turn off the vehicle and then turn off the main battery disconnect switch outside the vehicle, next to the batteries. Then, and only then, disconnect the connector cable that leads into the air conditioner's control box.



A better way is coming. A new disconnect switch that shuts down the blower from the driver's seat is in the works. We'll let you know when it becomes available.

MK II and MK III Husky...

STEERING PUMP DAMAGE

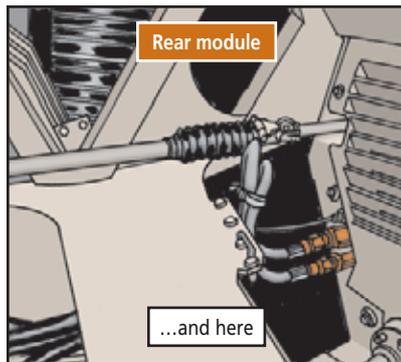
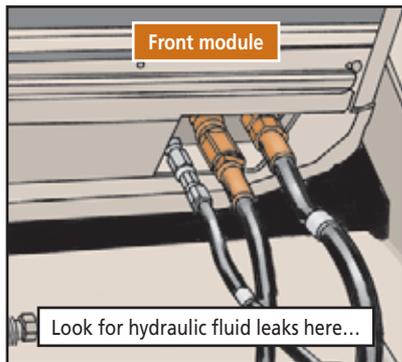


Mechanics, make sure the quick-disconnect couplings are good and tight when you swap out a front or rear module on the MK II or MK III Husky.

A loose connection causes hydraulic oil in the power steering pump to back up. When oil can't flow—and has no place to go—guess what? All that pressure causes the pump to crack and leak. Enough of a leak means no oil, causing the pump to burn out. When that happens, you won't have any power steering—not good!

So, do yourself a favor. Make sure the couplings are good and tight! Also, when the couplings are removed during maintenance, make sure the locking bearings in the female coupling slide back and forth freely. Stuck couplings may be clogged with dirt and sand.

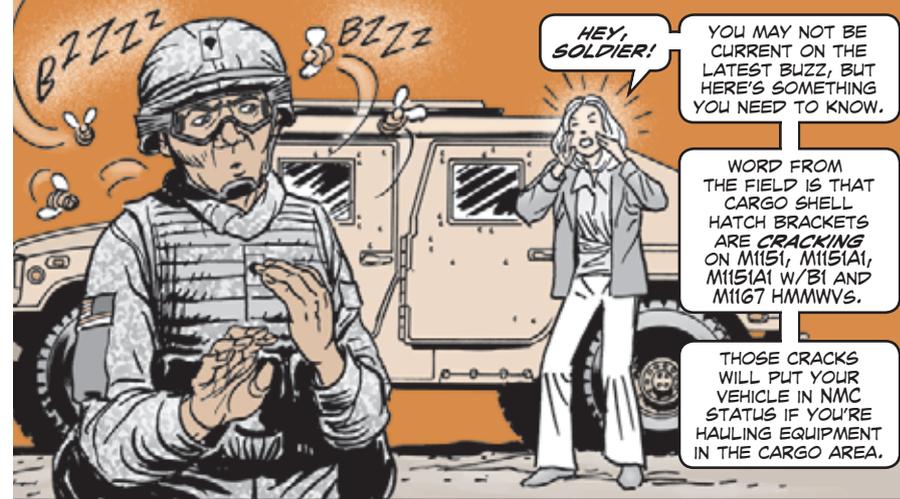
Damaged couplings? Replace the female coupling with NSN 4730-01-554-8869. NSN 4730-01-555-5385 gets the male coupling.



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

Up-armored HMMWVs...

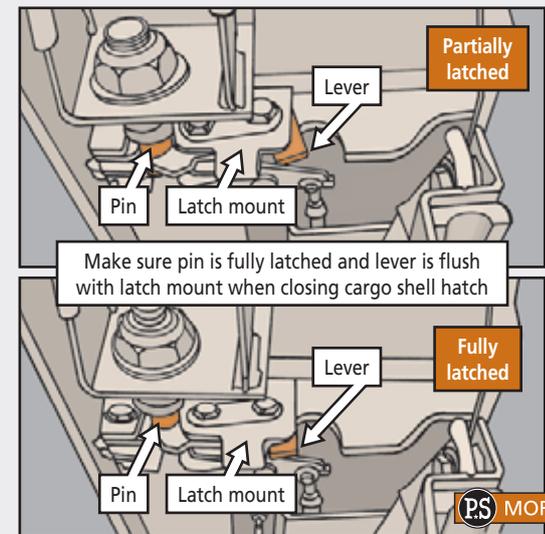
THE BUZZ ON CARGO SHELL HATCH BRACKETS



One reason for this failure is that the hatch is opened from the rear position before the forward latch is completely closed to the second detent. When that happens, the added leverage can result in a cracked or failed bracket.

Prevent this problem by reviewing and doing the opening and closing procedures for the cargo shell hatch. That's found in Para 2-32 on Pages 2-96-2-97 of TM 9-2320-387-10 (Oct 97, w/Ch 6, Jun 09).

Some units have welded the brackets as a quick fix, but that's *not* an authorized repair. The truck headshed has approved a much stronger bracket with the same fit and function and similar form as the original bracket.



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

The original bracket's NSNs may bring either a redesigned or an original bracket until the original brackets are used up. That's OK. Just be sure to correctly open and close the cargo shell hatch, no matter which bracket you get. Order these NSNs:

Left-hand - NSN 2590-01-574-8770

Right-hand - NSN 2590-01-574-8782

Use this link to get bracket installation instructions:

<https://www.us.army.mil/suite/doc/23922086>

Need more help? Contact TACOM's Mark Mosley at DSN 786-4098, (586) 282-4098 or Reginald Dixon at DSN 786-8060, (586) 282-8060. Or email them:

mark.mosley2@us.army.mil

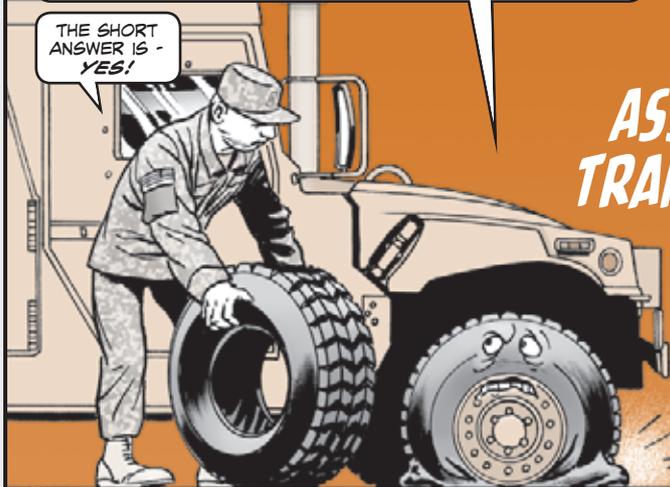
reginald.dixon@us.army.mil

PS END

Wheeled Vehicles...

INQUIRING MINDS WANT TO KNOW! DO ACTIVE ARMY, NATIONAL GUARD AND RESERVE SOLDIERS ALL HAVE TO REPLACE ME WITH A WHEEL ASSEMBLY NOW?

THE SHORT ANSWER IS - YES!



ARMY TIRE TO WHEEL ASSEMBLY TRANSITION POLICY

Our article on Pages 10-12 in the December 2010 issue about transitioning from tires to wheel assemblies wasn't clear. In DA Message: SUBJECT: TIRE TO WHEEL ASSEMBLY TRANSITION POLICY FOR ARMY TACTICAL VEHICLES, DTG: 292043Z APR 10, Paragraph 4A explained that Phase 1 was limited to runflat tires for tactical vehicles in the Active Army. Paragraph 4B of the message however did not make it clear that Phase 2 covers not only a wider range of equipment and non-runflat wheel assemblies, it also includes subject vehicles being used by Army Reserve Component units. Also, in most situations units cannot order the tires without the assemblies. But commanders may (in some cases) be able to order tires without the wheel assemblies as non-stocked items.

PS 699

18

FEB 11

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

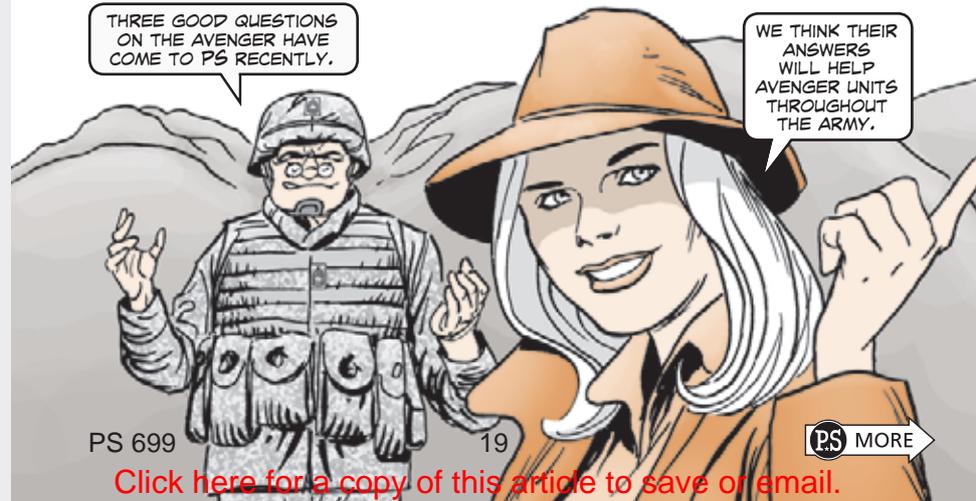


YOU GOT
AVENGER
QUESTIONS?

**WE GOT
ANSWERS!**

THREE GOOD QUESTIONS
ON THE AVENGER HAVE
COME TO PS RECENTLY.

WE THINK THEIR
ANSWERS
WILL HELP
AVENGER UNITS
THROUGHOUT
THE ARMY.



PS 699

19

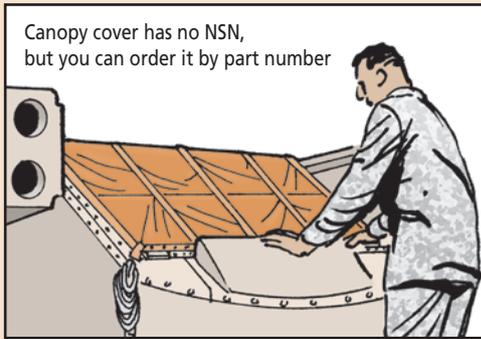
PS MORE

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

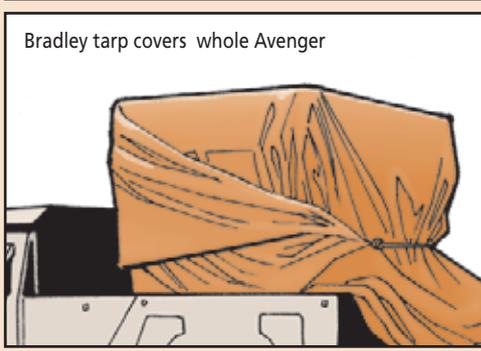
How do you get covers for the Avenger? There is no NSN for the canopy cover, but you can order one with PN 13265043, CAGE code 18876 and RIC of B64 on DD Form 1348-6. It's a good idea to use the canopy cover as much as possible when the Avenger just sits because blowing sand and rocks can really scratch up the canopy. Once you have trouble seeing through it, the whole canopy has to be replaced at a cost of several thousand dollars.

Some units give the canopy even more protection by cutting an old sleeping mat in half and putting the pieces under the canopy cover.

In rainy areas, it's best to cover the entire Avenger with a tarp. That helps prevent corrosion and electrical problems. A Bradley tarp works well. You can order a green tarp with NSN 2540-00-587-2532 or a tan one with NSN 2540-01-330-8062. Or you can save money just by having your fabric shop make a tarp 12 x 17 feet.

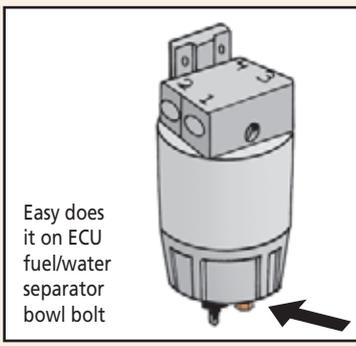


Canopy cover has no NSN, but you can order it by part number



Bradley tarp covers whole Avenger

We have trouble finding parts for the environmental control unit (ECU). Are there NSNs for the fuel/water separator bowl and its gasket, the air filter, and the oil pan gasket? Yes! NSN 4330-01-438-7674 brings the separator bowl, gasket and air filter. You can help the gasket last by not muscling up on the bowl's bolt when you tighten it. That's what ruins gaskets. The oil pan gasket comes with NSN 5330-01-399-7319. See Fig 17M in TM 9-1440-433-24P for other ECU parts.



Easy does it on ECU fuel/water separator bowl bolt

Is there an NSN for the zipties for the cryogenics? Yes, NSN 5975-00-570-9598 will bring you 100 ties.

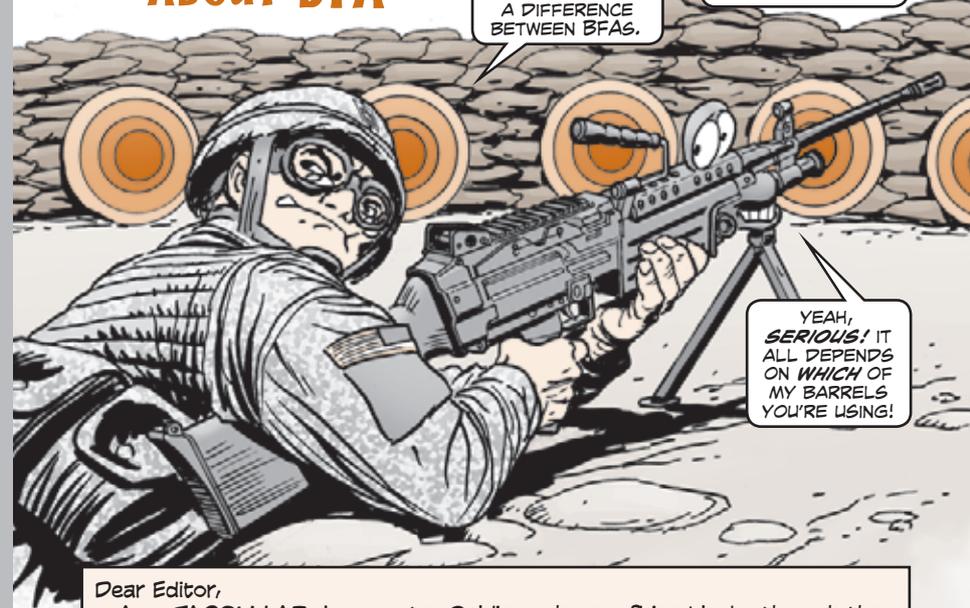


M249 Machine Gun, M16-Series Rifle, M4/M4A1 Carbine...

BE VERY CAREFUL ABOUT BFA

WHEN IT COMES TO FIRING BLANKS THROUGH YOUR M249, THERE IS A DIFFERENCE BETWEEN BFAS.

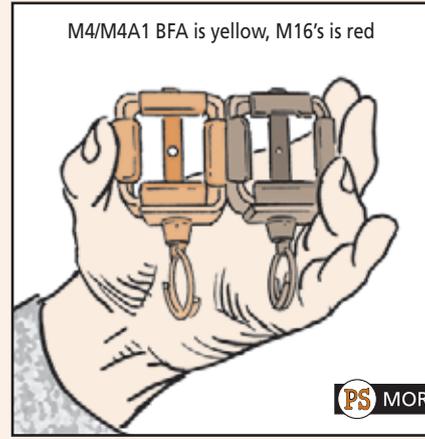
IF YOU DON'T PAY ATTENTION TO THE BFA, YOU PUT A SERIOUS HURT ON YOUR M249.



YEAH, SERIOUS! IT ALL DEPENDS ON WHICH OF MY BARRELS YOU'RE USING!

Dear Editor,
As a TACOM LAR, I encounter Soldiers who are firing blanks through the M249 machine gun's short barrel firing attachment (BFA) installed. They don't realize this can damage their M249s. Please put the word out that gunners need to pay attention to which BFA they use.

The same goes for the M4 carbine and M16 rifle BFAs. If you interchange them, it causes firing problems. The M4's BFA, NSN 1005-01-361-8208, is yellow and the M16's BFA, NSN 1005-00-118-6192, is red.



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

Gerald Knife
TACOM LAR
Ft Riley, KS

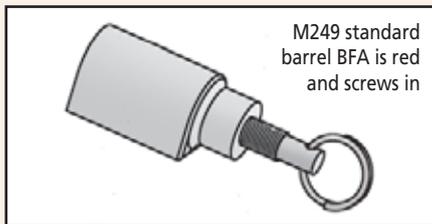


Editor's note: Using the M249 standard barrel BFA with the short barrel increases the unlocking velocity of the bolt when it leaves the barrel socket. That increased velocity can damage the receiver's inner rail, which means curtains for the M249.

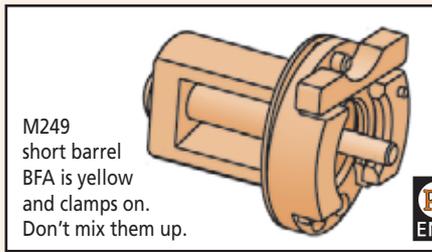
The BFA for the M249 standard barrel is red and screws in. It comes with NSN 1005-21-912-8997.

The BFA for the short barrel is yellow and clamps on. Order it with NSN 1005-01-537-0491.

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



M249 standard barrel BFA is red and screws in



M249 short barrel BFA is yellow and clamps on. Don't mix them up.



Machine Guns...

The Mark of Good Barrel Marking

NO ONE ID'ED THESE BARRELS AND NOW THEY DON'T KNOW WHICH MACHINE GUN THEY BELONG TO.



Small Arms... Target Paster NSN?

I THINK WE HAVE A PROBLEM ABOUT QUALIFYING YOU GUYS ON THE RANGE.

I DON'T HAVE A GOOD NSN FOR TARGET PASTERS!

ASK HALF-MAST. HE'LL KNOW!

Dear Half-Mast,

We are getting ready to go to the range for annual qualification for our weapons and I discovered that the NSN I have for target pasters isn't good. Can you help?

SGT S.S.

Dear Sergeant S.S.,

Sure can. NSN 6920-00-172-3572 brings 5,000 target pasters. The NSN can be found in TM 9-6920-210-14&P, Small Arms Targets.

Half-Mast

Both barrels for the M2, M249 and M240B machine guns need to stay with their machine gun so that you don't have to keep firing through the same barrel. That's what ruins barrels.

But that's especially true for the M249 and M240-series barrels. They are headspaced specifically for their machine gun. If they are used with another machine gun, the headspacing may be wrong and the weapon could be damaged and Soldiers injured.

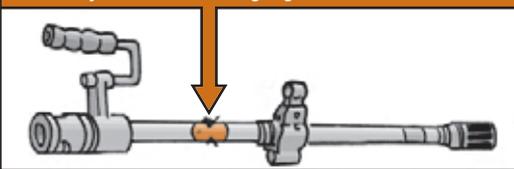
To prevent a barrel mixup, both barrels must be ID'ed with their machine gun's serial number. That way a Soldier can tell at a glance if he has the right barrel.

But how to mark the barrels? Some units engrave the number on the barrels. That's bad. Engraving ruins the finish of the barrel. Others write the number on in ink. Not good either. The ink quickly wears off.

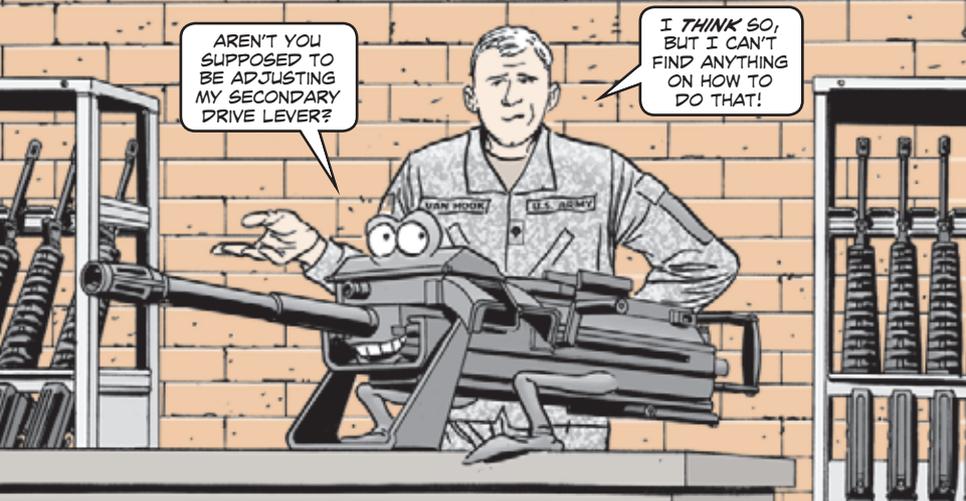
The best way is to stamp the number on a dog tag and then safety wire the tag to the barrel. Order dog tags with NSN 8465-00-242-4804. Your support unit can stamp numbers on the dog tags. If the dog tags have a rubber edging, remove it. The hot barrel will melt the rubber.

The best place to position the tag for the M249 and M240B is under the heat shield where it can't catch on anything. Make sure the ends of the safety wire are clipped off so they can't poke fingers.

Use safety wire to attach dog tag to area under heat shield

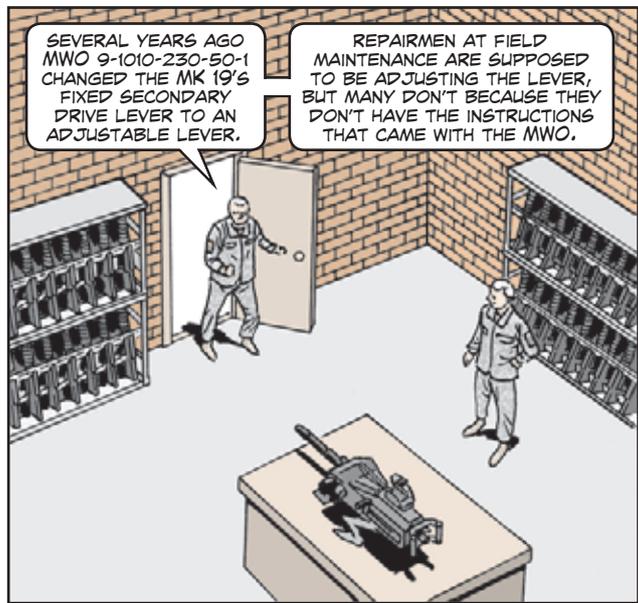


Adjusting Secondary Drive Lever



AREN'T YOU SUPPOSED TO BE ADJUSTING MY SECONDARY DRIVE LEVER?

I THINK SO, BUT I CAN'T FIND ANYTHING ON HOW TO DO THAT!



SEVERAL YEARS AGO MWO 9-1010-230-50-1 CHANGED THE MK 19'S FIXED SECONDARY DRIVE LEVER TO AN ADJUSTABLE LEVER.

REPAIRMEN AT FIELD MAINTENANCE ARE SUPPOSED TO BE ADJUSTING THE LEVER, BUT MANY DON'T BECAUSE THEY DON'T HAVE THE INSTRUCTIONS THAT CAME WITH THE MWO.

NO PROBLEM. HERE ARE THE INSTRUCTIONS...



1. Make sure the MK 19 is cleared and the bolt is forward.
2. Open the top cover assembly.
3. Remove the alignment guide and ogive plunger assembly.

4. Place the feed slide adjustment tool into the feeder base between the round positioning block and primary pawl with the rear of the tool aligned with the ammo link slot.

Align rear of tool with ammo link slot

5. Make sure the secondary drive lever is positioned all the way to the right. Close the top cover.
6. Going through the ammunition entrance, push the tool with your finger against the round positioning block. The tool will audibly click into position.
7. Pull the bolt fully to the rear without stopping. Move the handles forward and up.

8. Look at the tool through the ogive plunger hole. If the lever is adjusted correctly, the left edge of the indicator should be within the width of the white painted line. If the adjustment is correct, remove the tool and you're done. If the alignment is not correct, continue with Step 9.

Left edge of indicator within width of white line?

9. Open the cover and remove the secondary drive lever. Remove the screw and the locating washer on top of the secondary drive lever. Move the selector bushing so the next higher number aligns with the arrow on top of the secondary drive lever.

Go through range of adjustments until you get correct alignment

10. Assemble the secondary drive lever and do the alignment check again. If the left side of the indicator is still not within the width of the white line, remove the lever again and move the selector bushing so the next higher number aligns with the arrow on top of the secondary drive lever.

Keep doing Step 10 at each setting from +3 to -3 until the left edge of the indicator is within the width of the white line.

If you adjust the selector bushing from +3 to -3 and still can't get the correct alignment, the MK 19 needs to go to support.

If you lose the adjusting tool, you can order a new one with NSN 1005-01-467-9435.

SAFETY MEANS T.H.I.N.K.!! (PART 2)

THE FIRST STEP IS TO ALWAYS MAKE SURE I'M NOT LOADED!



Dear Editor,

Your article "Safety Means T.H.I.N.K.!!" offered good rules for avoiding small arms accidents. But the first example in the article bothered me. After clearing his rifle, a Soldier reassembled it and did a function test. The rifle fired three rounds on BURST, killing another Soldier.

The first safety rule for any weapon is that before doing any maintenance or function test, you make absolutely sure it's not loaded. It doesn't get any more basic than that.

Jerry Davison
Logistics Assistance Representative
Ft Riley, KS

Editor's note: You're absolutely right, Jerry. You should never, ever, do any maintenance on a weapon without first checking that it's not loaded. Everything follows from that.

*To review T.H.I.N.K.:
Treat every weapon as if it's loaded.
Handle every weapon with care.
Identify the target before you fire.
Never point a weapon at anything you don't intend to shoot.
Keep the weapon on SAFE and your finger off the trigger until you intend to fire.*

Aunt Bessie's PM Tale!

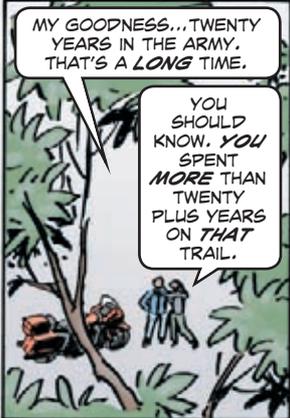


REGARDS,
BESSIE SPRINGFIELD
1944



GOOD TO SEE YOU, UNCLE TED. MOM SAID YOU WANTED TO SEE ME AS SOON AS I GOT BACK.

TILLIE! WELCOME HOME.



MY GOODNESS... TWENTY YEARS IN THE ARMY. THAT'S A LONG TIME.

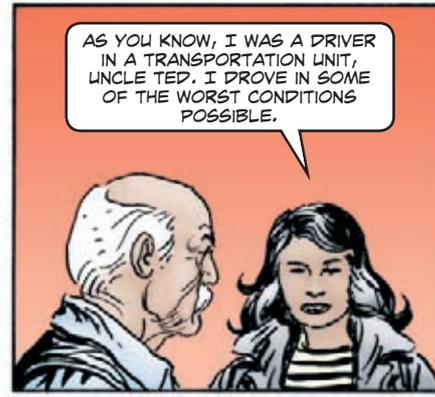
YOU SHOULD KNOW. YOU SPENT MORE THAN TWENTY PLUS YEARS ON THAT TRAIL.



YES, I DID. MY TRAIL TOOK ME THROUGH VIETNAM...



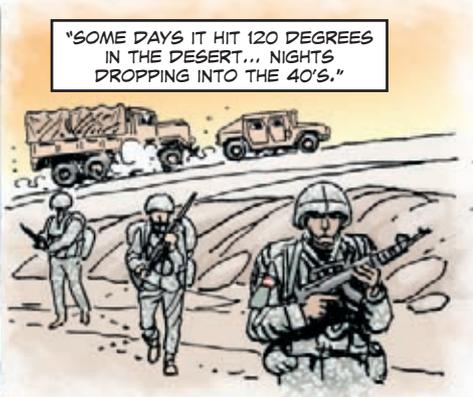
...TELL ME MORE ABOUT IRAQ AND AFGHANISTAN.



AS YOU KNOW, I WAS A DRIVER IN A TRANSPORTATION UNIT, UNCLE TED. I DROVE IN SOME OF THE WORST CONDITIONS POSSIBLE.



"SOME DAYS IT BLEW SO HARD I COULDN'T SEE MY HAND IN FRONT OF ME..."



"SOME DAYS IT HIT 120 DEGREES IN THE DESERT... NIGHTS DROPPING INTO THE 40'S."



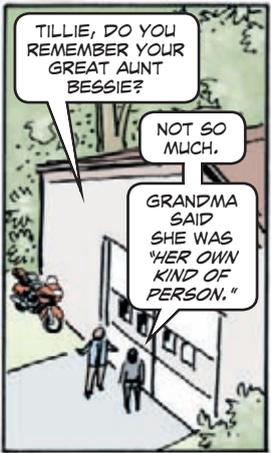
I GOT TO KNOW MY PMCS SO WELL, I COULD DO IT IN MY SLEEP!



A GOOD SOLDIER HAS TO MAINTAIN HER EQUIPMENT.

I LIKE YOUR WAY OF THINKING.

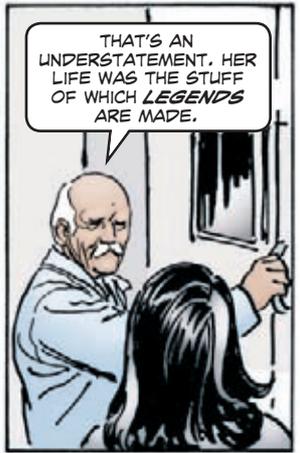
COME INTO THE GARAGE. THERE'S SOMETHING I THINK YOU'LL APPRECIATE.



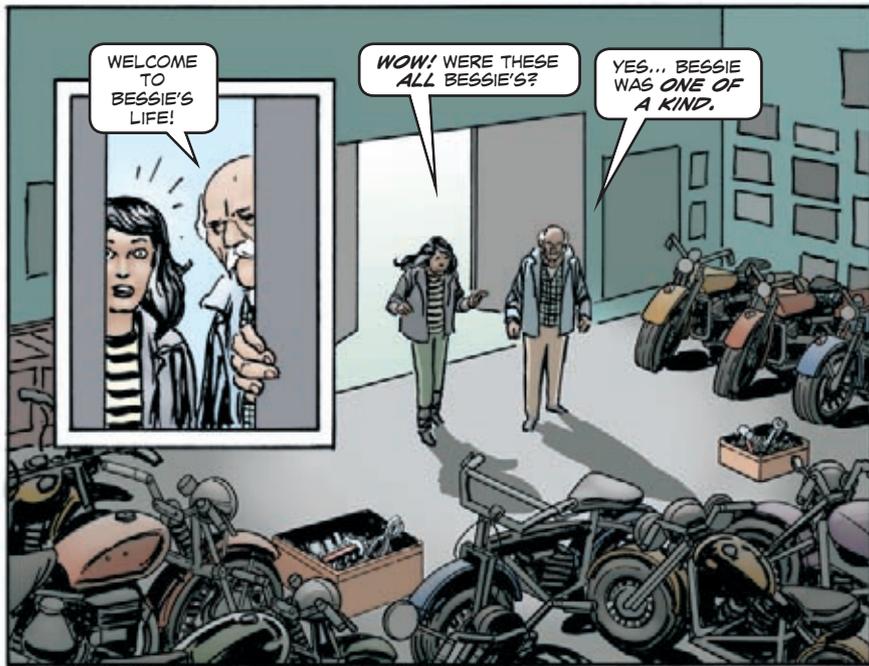
TILLIE, DO YOU REMEMBER YOUR GREAT AUNT BESSIE?

NOT SO MUCH.

GRANDMA SAID SHE WAS "HER OWN KIND OF PERSON."



THAT'S AN UNDERSTATEMENT. HER LIFE WAS THE STUFF OF WHICH LEGENDS ARE MADE.



WELCOME TO BESSIE'S LIFE!

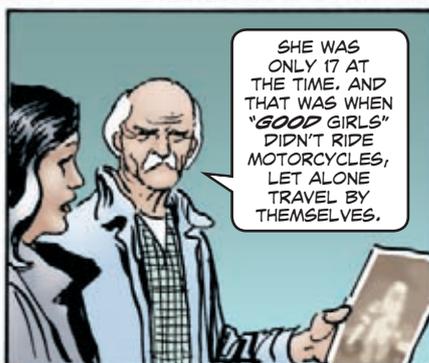
WOW! WERE THESE ALL BESSIE'S?

YES... BESSIE WAS ONE OF A KIND.

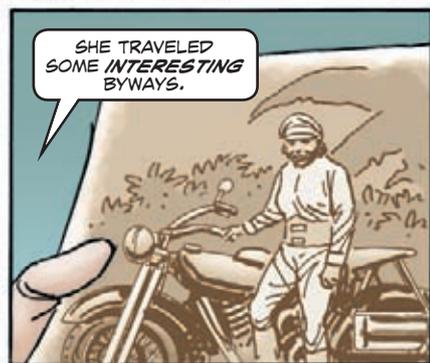


LOOK AT ALL THESE BIKES! AND ALL THESE TOOL BOXES.

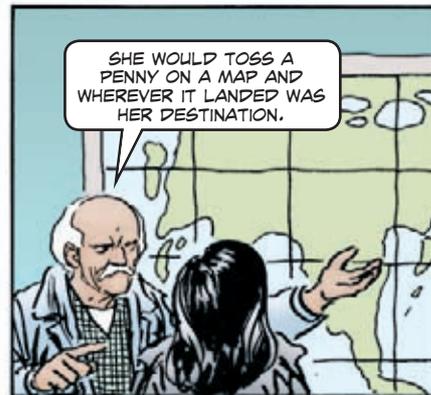
AUNT BESSIE RODE HER FIRST MOTORCYCLE -- AN INDIAN SCOUT -- BACK IN 1928.



SHE WAS ONLY 17 AT THE TIME, AND THAT WAS WHEN "GOOD GIRLS" DIDN'T RIDE MOTORCYCLES, LET ALONE TRAVEL BY THEMSELVES.



SHE TRAVELED SOME INTERESTING BYWAYS.



SHE WOULD TOSS A PENNY ON A MAP AND WHEREVER IT LANDED WAS HER DESTINATION.



SHE TOOK EIGHT SOLO RIDES ACROSS THE UNITED STATES. SHE ALSO RODE THROUGHOUT HAITI, BRAZIL AND EUROPE.



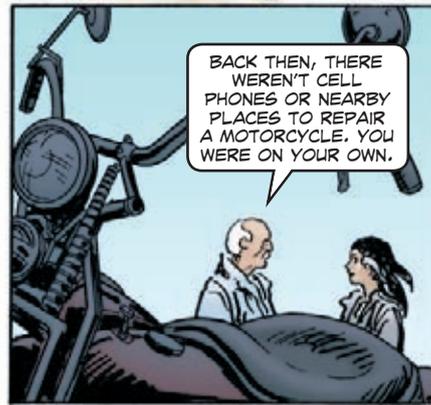
"SHE RODE IN RAINSTORMS..."



"SLEPT IN A TENT NEXT TO HER BIKE..."



"...AND ALWAYS DID PM ON HER BIKE."



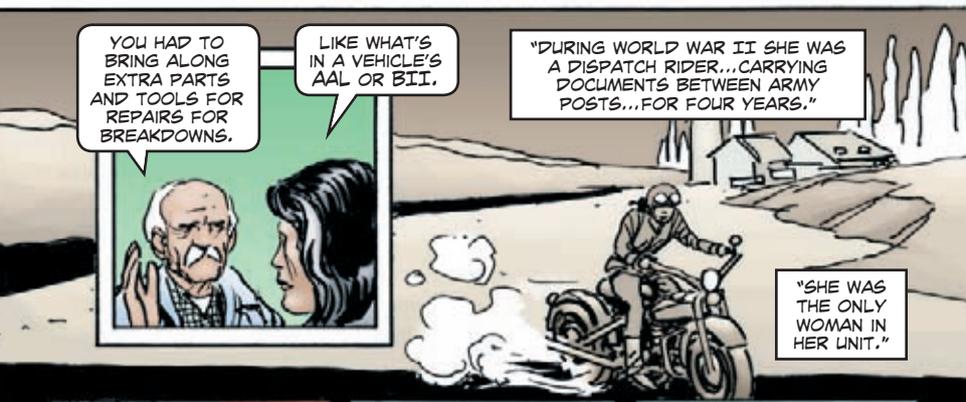
BACK THEN, THERE WEREN'T CELL PHONES OR NEARBY PLACES TO REPAIR A MOTORCYCLE. YOU WERE ON YOUR OWN.



THAT MEANT YOU HAD TO KNOW THE BIKE'S CHECKS AND SERVICES LIKE THE BACK OF YOUR HAND.

CHECKS AND SERVICES!

THAT RINGS A BELL.



YOU HAD TO BRING ALONG EXTRA PARTS AND TOOLS FOR REPAIRS FOR BREAKDOWNS.

LIKE WHAT'S IN A VEHICLE'S AAL OR BII.

"DURING WORLD WAR II SHE WAS A DISPATCH RIDER...CARRYING DOCUMENTS BETWEEN ARMY POSTS...FOR FOUR YEARS."

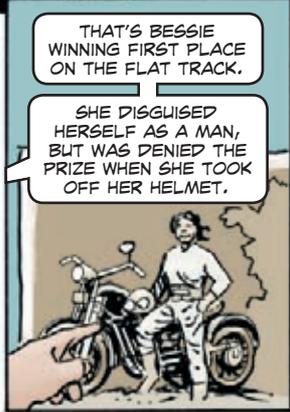
"SHE WAS THE ONLY WOMAN IN HER UNIT."



HMM...THAT SOUNDS KIND OF LIKE ME WHEN I GOT STARTED.



AFTER THE WAR SHE WENT ON AND FOUNDED THE "IRON HORSE MOTORCYCLE CLUB" IN MIAMI.



THAT'S BESSIE WINNING FIRST PLACE ON THE FLAT TRACK.

SHE DISGUISED HERSELF AS A MAN, BUT WAS DENIED THE PRIZE WHEN SHE TOOK OFF HER HELMET.



TOWARDS THE END OF HER LIFE THE DOCTORS WANTED HER TO GIVE UP RIDING. SHE SAID, IF I DON'T RIDE, I WON'T LIVE LONG...



LOOK AT ALL THIS.

YES, IT'S IMPRESSIVE. NOW TAKE A LOOK AT THIS.



YOUR GREAT AUNT BESSIE RECEIVED THIS AWARD TWO YEARS BEFORE HER DEATH IN 1993. SHE WAS 32 YEARS OLD.



Presented To
BESSIE STRINGFIELD
By The
AMERICAN MOTORCYCLE ASSOCIATION (AMA)
and **HEROES OF HARLEY DAVIDSON**



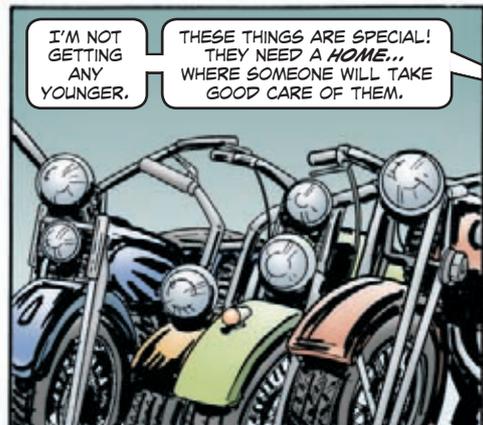
"I WAS THERE WHEN SHE GOT THE AWARD. SEVERAL YEARS LATER THE AMA CREATED THE BESSIE STRINGFIELD MEMORIAL AWARD."

"AFTER HER PASSING, SHE WAS INDUCTED INTO THE MOTORCYCLE HALL OF FAME."



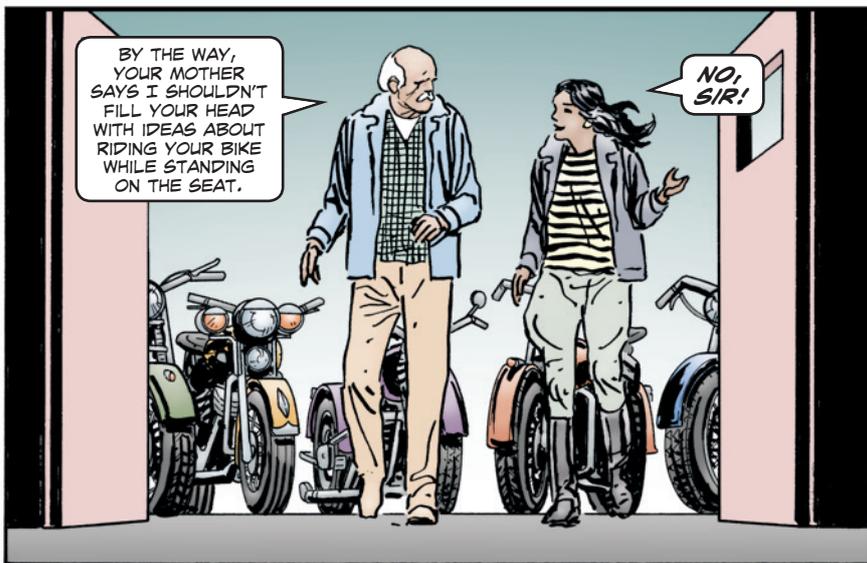
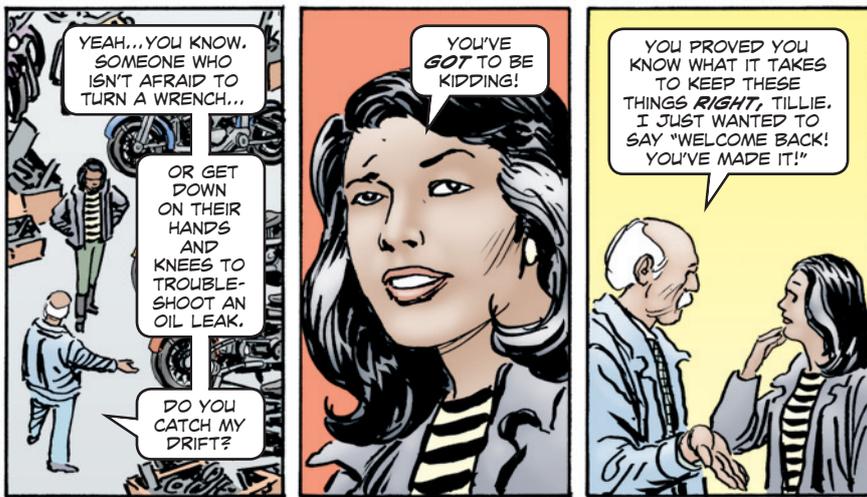
WHAT'S GOING TO HAPPEN WITH ALL THIS STUFF? ALL OF THESE MEMORIES?

WELL, KIDDO. THAT'S WHY I INVITED YOU OVER.



I'M NOT GETTING ANY YOUNGER.

THESE THINGS ARE SPECIAL! THEY NEED A HOME... WHERE SOMEONE WILL TAKE GOOD CARE OF THEM.



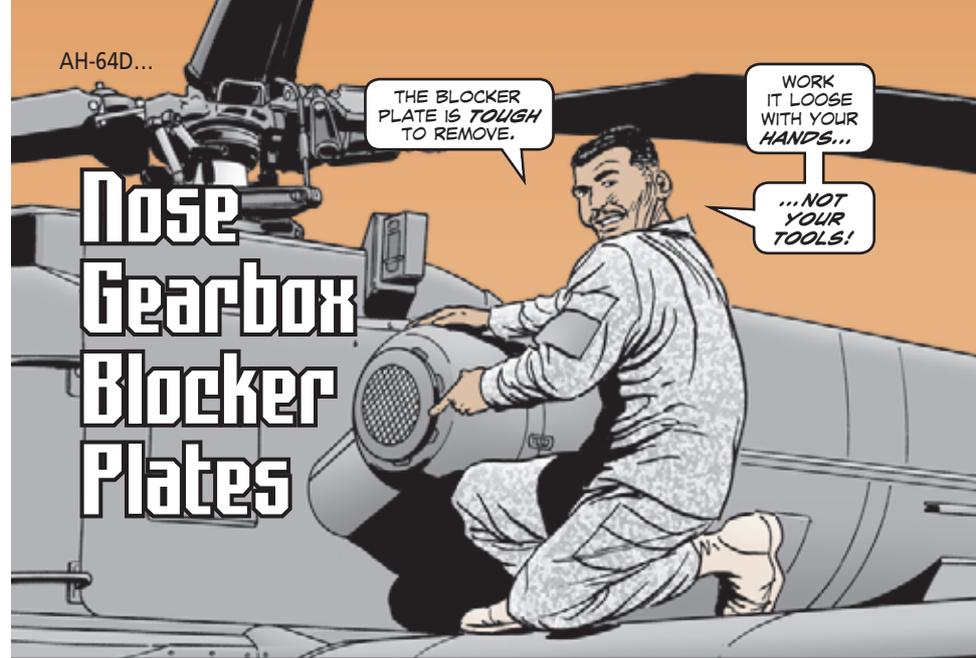
UNCLE TED AND TILLIE ARE FICTITIOUS, BUT BESSIE WAS VERY REAL!

TO LEARN MORE ABOUT THE AMAZING *BESSIE STRINGFIELD*, SEE THE FOLLOWING ENTRIES ON THE AMA HALL OF FAME AND HARLEY-DAVIDSON WEBSITES:

<http://motorcyclemuseum.org/halloffame/detail.aspx?racerID=277>

AND
http://www.harley-davidson.com/en_us/content/pages/women-riders/female-trailblazers.html

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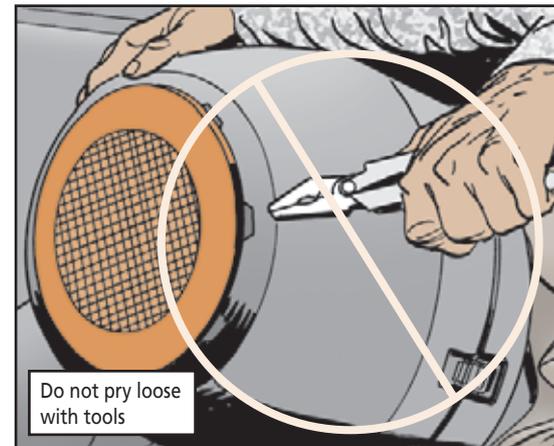


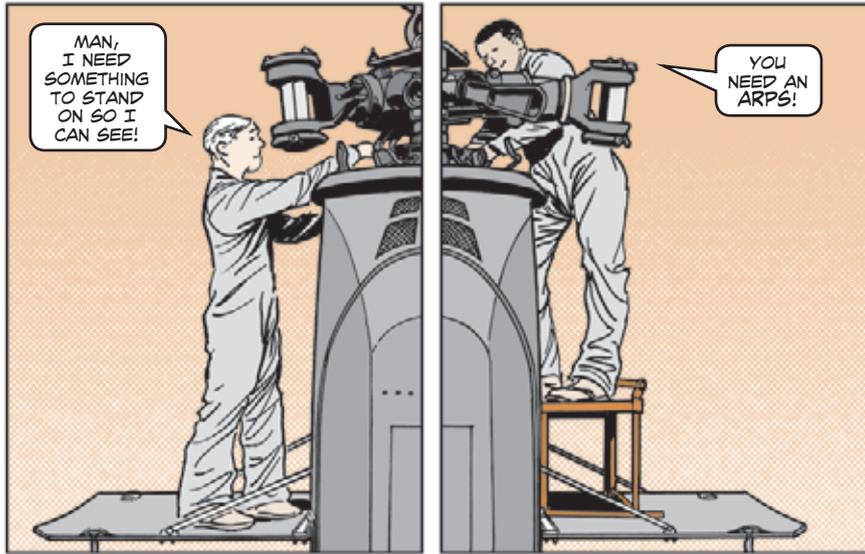
Now that AH-64D aircraft have the nose gearbox blocker plates, take care how you remove them.

Keep in mind that the blocker plate is tough to remove because added hook-and-loop fasteners secure it more tightly. You'll have to use some elbow grease—but not tools—to work it loose from the gearbox.

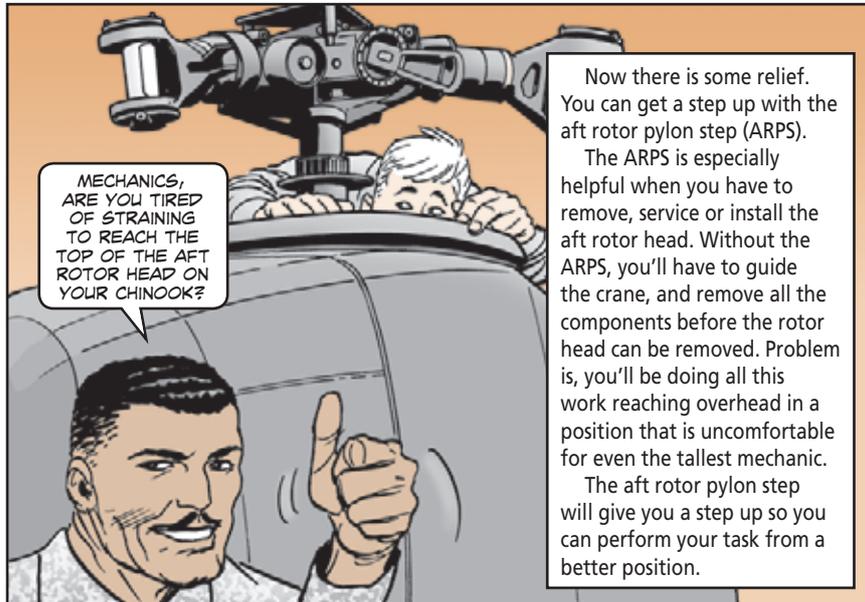
If you're thinking of using a screwdriver or a pocket tool to get the job done, think again. You may get the blocker plate off, but you'll also break or damage the blocker plate or the nose gearbox fairing.

So at every pre-flight inspection or every 25 hour/14 day gearbox inspection, remove the blocker plate the right way using your hands and not your tools.





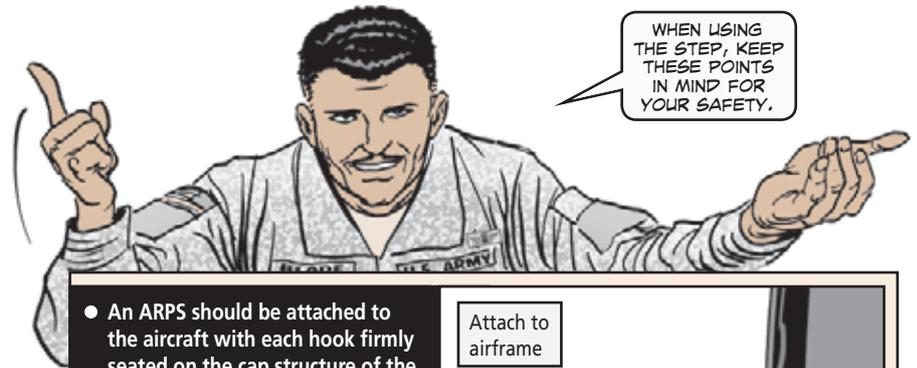
A Step Up For Maintenance



Now there is some relief. You can get a step up with the aft rotor pylon step (ARPS).

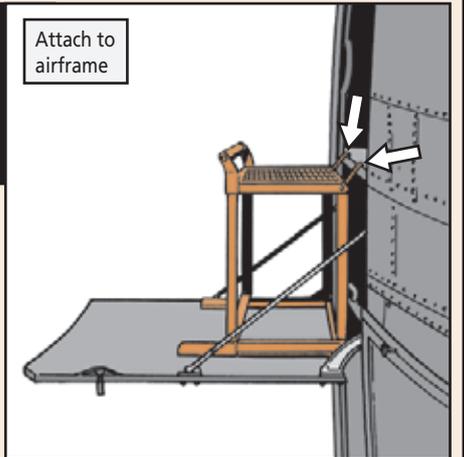
The ARPS is especially helpful when you have to remove, service or install the aft rotor head. Without the ARPS, you'll have to guide the crane, and remove all the components before the rotor head can be removed. Problem is, you'll be doing all this work reaching overhead in a position that is uncomfortable for even the tallest mechanic.

The aft rotor pylon step will give you a step up so you can perform your task from a better position.

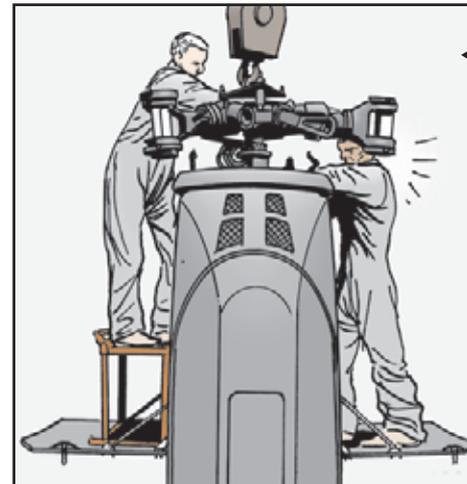


- An ARPS should be attached to the aircraft with each hook firmly seated on the cap structure of the WL 119 deck with its base resting firmly on the work platform for more support.

Attach to
airframe



- An ARPS can be used on both sides of the aircraft at the same time.
- Because of limited space and for safety purposes, only one mechanic should be standing on each ARPS.
- The capacity of the stand is one mechanic, tools and equipment, not to exceed 400 lbs.



Difference in height reduces fatigue and possibility of overhead injuries

For a copy of the step plans, email *PS Magazine* at half.mast@us.army.mil
If you have questions about making the aft rotor pylon step, contact SSG Ryan Meeks, DSN 323-3834, (253) 912-3834 or email ryan.meeks1@us.army.mil

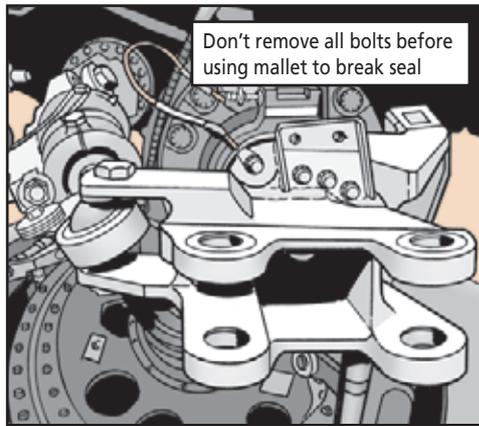
A tip of the hat goes to 1SG William Tapscott, (360) 789-5602, who is the original inventor and fabricator of this product.

WORKING ON THE SPINDLE



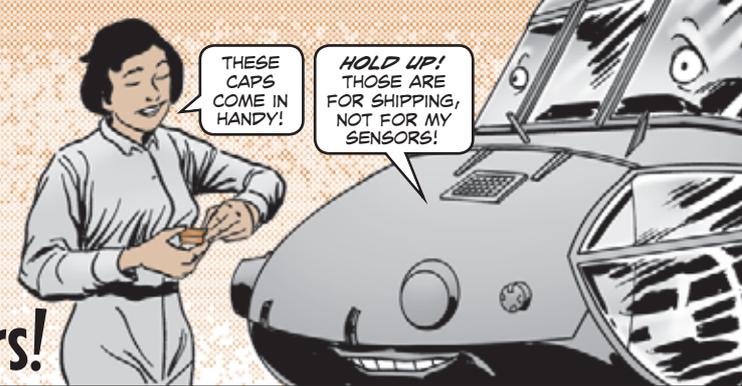
The spindle is heavy. You must use a rubber mallet to break the seal and remove it from the main rotor hub after unbolting it. If all of the bolts are removed when you tap the spindle, it could fall free.

If that happens, the 65 pound spindle could land on your feet, the hydraulic deck, the engine or the ground below. Leave two or three bolts in place but loosened so the spindle doesn't jump out at you before you can attach the hoist and sling.



The spindle horn is a critical safety item so follow every step like it says in WP 0560 00 of TM 1-1520-237-23-7 when removing it.

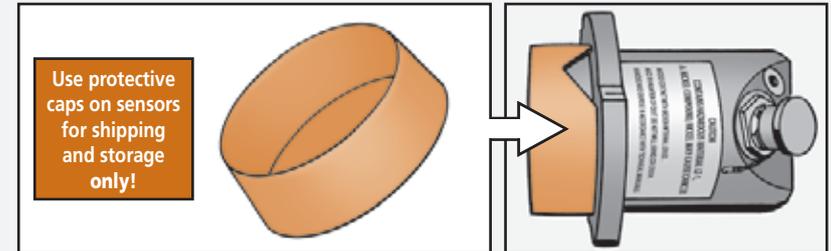
Don't Cover the Sensors!



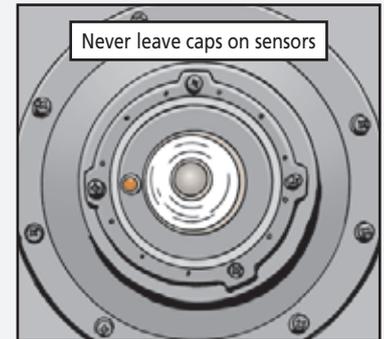
Mechanics, some parts of your aircraft need covers and some don't.

One part in particular that does not require protective caps is the electro-optic missile sensor (EOMS). When the common missile warning system (CMWS) gets installed on your bird, some think the caps that come with the EOMS are for use on the EOMS. That's not the case. The EOMS doesn't require caps when installed on the aircraft.

The EOMS protective caps are only used for shipping and storage of the sensors. They are absolutely not for use as sensor covers on the aircraft!



Leaving the covers on the sensors while the aircraft sits on the flight line is a FOD problem you don't need. And leaving a cover on an EOMS while on a mission impairs the systems' ability to protect the aircraft from a threat. If just one cover is accidentally overlooked, then that quadrant of the missile detection system is rendered defenseless and makes the aircraft vulnerable to attack. **Keep the sensors uncovered** until they are removed from the aircraft for shipping or storage.



Make sure you pass on the good word to other mechanics, too.

Electronic Warfare...

A Short Four That Will Pay Off Big!



Dear Editor,

As a member of a deployed electronic warfare section, I see many practices in the field that hurt system health and performance. Here are four quick tips that will help equipment health and performance.

ONE: Keep space around systems to allow for good air flow. Heat is an equipment killer and where electronic warfare equipment is often deployed, there's enough heat already. Don't add to it!

TWO: Keep metal stuff that's not authorized off the tops of vehicles. Metal interferes with signal strength and quality. Metal, like wire and awnings, should be carried on trailers or stowed in trucks.

THREE: Don't pressure wash CREW systems! Parts of electronic warfare systems are subject to water intrusion when the water is shot at them under high pressure. Don't do it!

FOUR: Keep antennas free of tape and straps that degrade system performance.

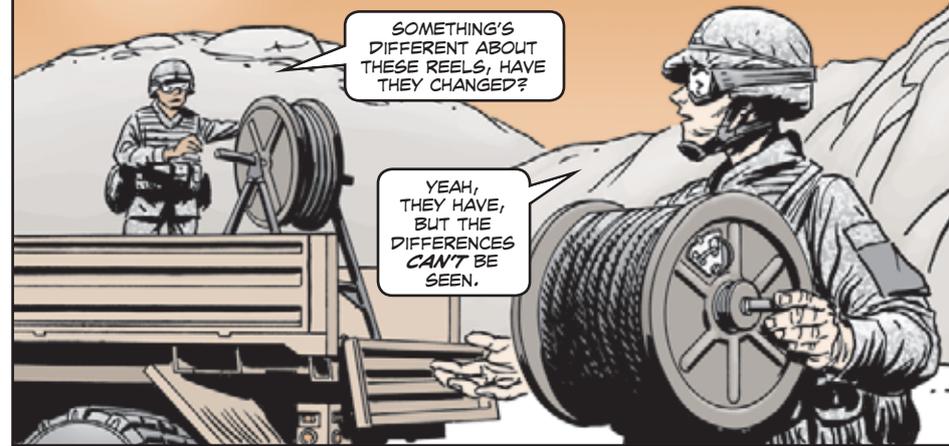
There's nothing difficult about any of these four short tips and the payoff is big.

MAJ Gary Lyke
Electronic Warfare
Officer
OCONUS

Editor's note: Soldiers, follow these simple tips and use your brainpower to come up with a few more. CREW equipment needs to be functioning at peak performance. Eliminate anything that prevents that from happening.

RL-31, RL-39...

Some Reel Changes



If you're a commo outfit, pull up your property book, modified table of organization and equipment (MTOE), and common table of allowances (CTA) and make some changes about two reeling machines.

Reeling machine, RL-31, LIN R59023, NSN 3895-00-252-6896, and reeling machine, RL-39, LIN R59160, NSN 3895-00-498-8343, are no longer non-expendable items. They're now expendable! As expendable items, move them from your MTOE and onto your CTA. Both of these reels will now reside on CTA 50-970, *Expendable/Durable Items (Except: Medical, Class V, Repair Parts, and Heraldic Items)*.



These reels will lose their LIN to NIIN association, but will remain valid components to their end item so retain them as needed to support those systems.

You'll find this information in ALARACT message 255/2010. To get a copy of this message or to get questions answered about this change, email:

alexander.brownsr@us.army.mil or danny.e.rogers@us.army.mil

A LITTLE MORE INFO ON RETURNS!



Dear Editor,
I'm the importer/exporter for failed equipment that comes into our service center here at Rockwell Collins. We appreciate all you do to publicize where and how to return warrantied items to Rockwell Collins like the article you did on the AN/PSN-13 DAGR.

However, I do have one request. Could you tell your readers to include the Rockwell Collins part number on the DD Form 1149, *Requisition and Invoice/ Shipping Document*? They can find the part number on the data plate on the item they're returning. The part number will help us handle the return more efficiently and we all win when that happens.

Dee Loveland
Import/Export Compliance
Rockwell Collins, Inc.

Put part number on form in block 4b

Look for data plate for part number

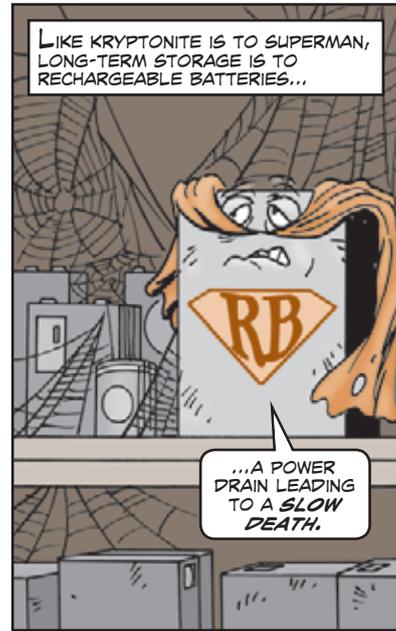


Editor's note: Thanks, Ms. Loveland, for the good info. Soldiers, when returning an item, include, if you have it, the NSN on the DD Form 1149, too. All this information ensures correct and faster routing for repairs and returns. Also, you'll find the DAGR article on [Pages 48 and 49 of PS 686 \(Jan 10\)](#). If you're returning DAGRs, it's worth a read.

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

USE 'EM OR LOSE 'EM

If your requirement for rechargables has diminished and you have more rechargables on hand than needed, rotate them throughout the equipment you are powering. Endlessly sitting on a shelf wears out rechargables.

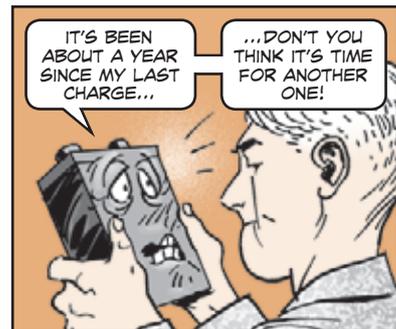


...A POWER DRAIN LEADING TO A SLOW DEATH.

You must conduct a maintenance charge of all your rechargeable batteries at least once a year. Once they're charged, monitor them to make sure they're maintaining their capacity.

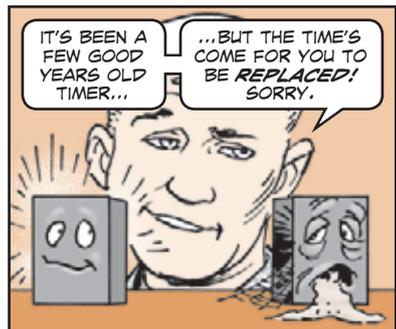


Remember, rechargables do not run forever. Even under the best maintenance conditions, you had better plan on replacing a rechargeable battery in the three-to-five year range depending on the amount of use. Work a periodical purchase plan into your unit's budget so the need to replace batteries does not hit you all at once.

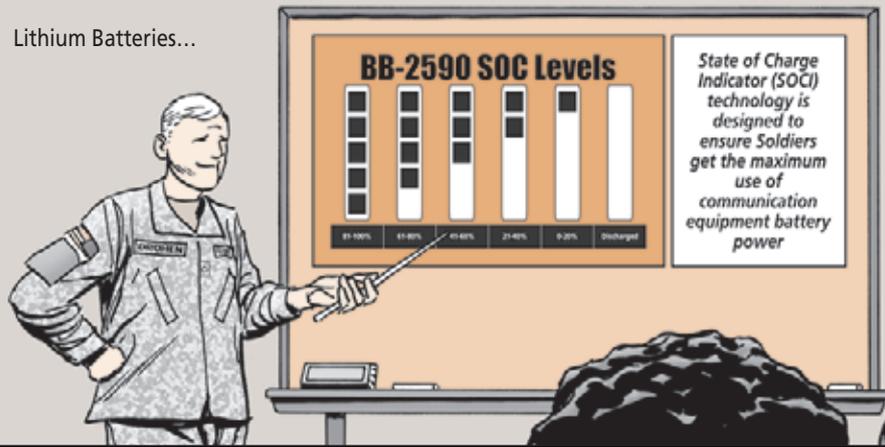


...DON'T YOU THINK IT'S TIME FOR ANOTHER ONE!

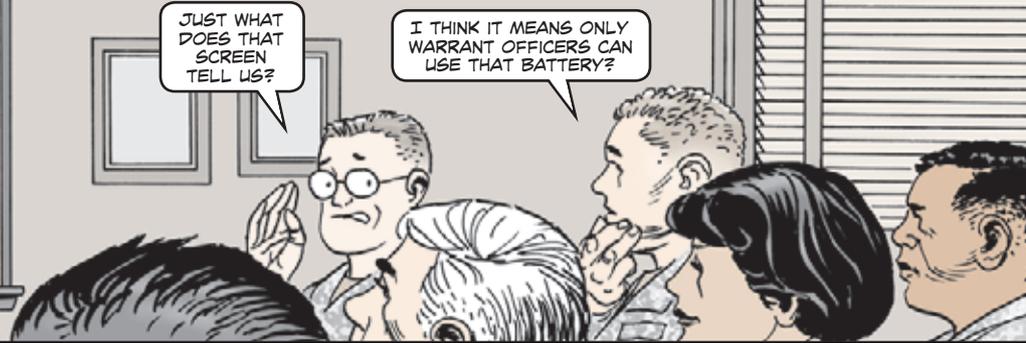
[Click here for a copy of this article to save or email.](#)



...BUT THE TIME'S COME FOR YOU TO BE REPLACED! SORRY.



Just How Do You Read SOCIs?

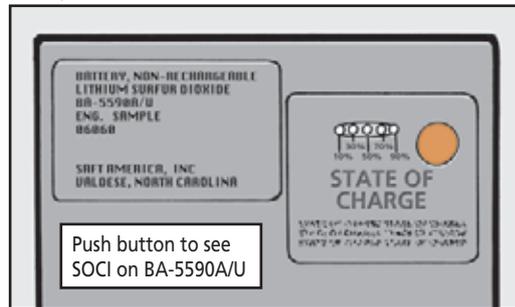


For several years now, the non-rechargeable, lithium battery, BA-5390A/U, NSN 6135-01-517-6060, and the non-rechargeable, BA-5590A/U, NSN 6135-01-523-3037, with state of charge indicators (SOCIs), have been powering a whole lot of commo equipment.

An SOCi will let you know how much charge is left in a battery. But there's a critical component to this process. That component is you! You must know how to read the SOCi to know what power you have available.

The SOCi for both these batteries has a five-light indicator located on the label face of the battery.

To find battery strength, push the button next to the lights and hold it down. The lights work from a "lamp-ramp" circuit, which means they will slowly surface to full green illumination.



Release the button and the lights will dim and go out. They will also dim and go out if you hold the button down longer than seven seconds.

If all five lights come on and stay on when you push the button, you have at least a 90% charge in the battery. If four lights come on, you're looking at a 70% charge; three lights is around 50%; two lights, 30%; and one light about 10%.

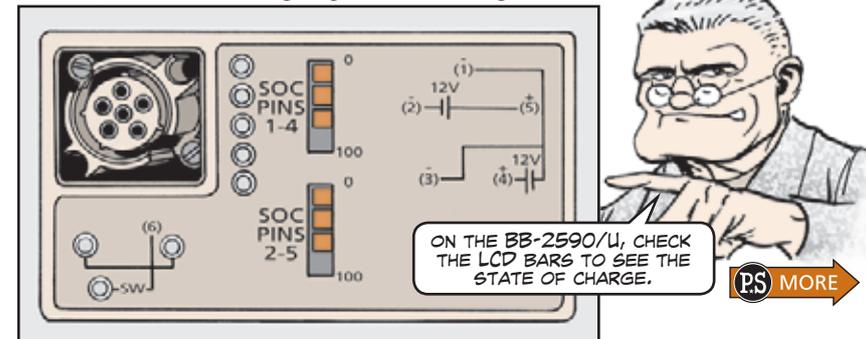
Here's a little known fact, but one worth knowing. When all five lights are out, you may have a little power left to get you over a critical hump when the equipment is needed. However, the time of this extra power varies and is short and should not be depended on for anything but an emergency situation.

It is also important to note that the SOCi on non-rechargeable batteries does not measure battery life lost from sitting on a shelf and not being used. So, a battery that has not been used may show you five green lights, but you might not have anything close to 90% power.

The rechargeable lithium ion battery, BB-2590/U, NSN 6140-01-490-4316, also has a SOCi, but it's very different than the ones on non-rechargeables. This battery's SOCi has two sections, each with five black liquid crystal display (LCD) bars located on the connector face—the top—of the battery.

These displays are on all the time. There is no button to push.

The LCD bars are graduated to show 100%, 80%, 60%, 40% and 20% increments of remaining energy. Both displays are independent, and each measures the energy remaining in one section of the battery. If one malfunctions and goes blank, don't worry. Chances are both sections of the battery are charged and drained at the same rate. Just color over the bad one with magic marker and rely on the remaining display. What's more is that the displays are actually smart! They show the true capacity. This means that as your BB-2590 ages, and no longer holds the same energy as when it was new, not all bars will light up after a full charge.



A Few Extras

Before the BA-5390A/U and BA-5590A/U with SOCI, you could test battery strength with battery tester, TS-4403A/U. But don't use it on **these** batteries with the SOCI! Because the battery has changed, this tester will not produce accurate results.

Also, if you're choosing between the BA-5390A/U and the BA-5590A/U, consider that the 5590 is a bit cheaper, slightly lighter and is more effective in cold temperatures. However, the 5390 lasts longer (as much as 50% longer) and is more effective in hot temperatures.

Any decision on battery use should start with the Power Optimizer for the Warfighter's Energy Requirements. This automated tool will help you determine which battery and how many you will need to complete your mission.

To find this tool, go to:

<http://www.monmouth.army.mil/cecom/lrc/lrc.html>

At that site, click on **Battery Support** under the Logistics Support heading.

At the next site, click on **Rechargeable Battery Program**.

- ▼ Who We Are
 - Analyst Code Search
 - Send us your comments
- ▼ Logistics Support
 - **Battery Support**
 - Safety Messages
 - MSE Repair and Return
- ▼ Handy Tools

Power Sources Center of Excellence

C-E BATTERIES



RECHARGEABLE BATTERY PROGRAM
Home

At this site, click on **Battery Calculator**. You will get instructions on how to use the spreadsheet from a step-by-step guide listed in the Table of Contents. This is the only place on the web the guide is shown

Integrated Power Management

Sign In

- Contents
- Integrated Power Management
- Questions & Answers

Battery Calculator

Created By: donald.brockel 07/13/2006 - 01:58 PM
Updated By: donald.brockel 08/15/2006 - 01:01 PM

IF YOU HAVE ANY QUESTIONS ON BATTERIES OR THE POWER OPTIMIZER, CONTACT THE POWER SOURCE TEAM AT DSN 992-6763 OR (732) 532-6763.

OR EMAIL THEM:
ari.herman@us.army.mil
luis.torres2@us.army.mil

PS
END

Is Tool Engraving OK?

TIME FOR YOUR ENGRAVING!

HOLD IT RIGHT THERE, BIG FELLA!

IF YOU ENGRAVE ME, YOU KILL MY WARRANTY!



Dear Half-Mast,
Is there a requirement to engrave information like the unit identification code on tools? I can't find any information in the regulations on this.

CW2 D.W.

Dear Chief D.W.,
Not only is there no requirement to engrave information on tools, but you definitely **shouldn't** do it. Most of the tools the Army buys are guaranteed for life, which means if they're broken or damaged they're replaced free of charge. But engraving voids that great tool warranty. Engraving destroys the tools' protective surface, which lets corrosion gain a foothold. That can lead to the tool fracturing.
If you need to mark a tool, use paint or ink. But no engraving.

Half-Mast

BDAR Emergency Field Kits Available

A BDAR emergency field kit is available that helps with situations requiring quick bundling, securing, fastening, or clamping.

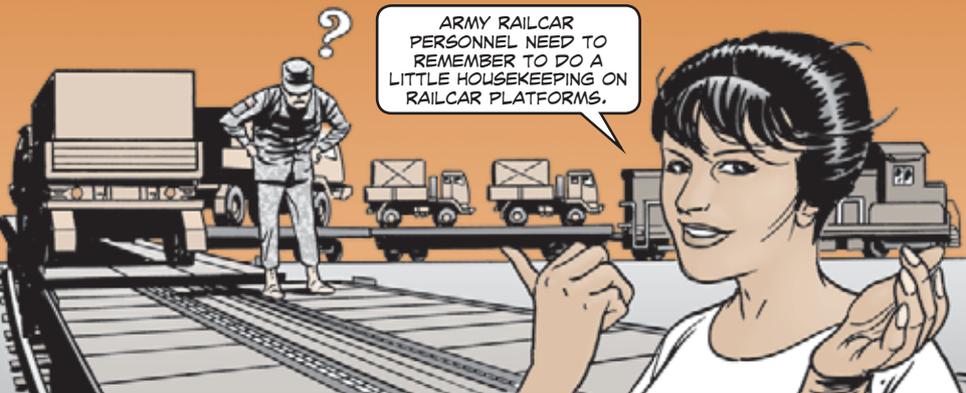
The kit also eliminates or reduces wiring harness cuts or failures caused by bad P-clamps. The kit contains different types of ties that can be used in a variety of ways.

- The kit includes:**
- heavy duty mounts
 - dual clamp ties
 - cable ties
 - edge clips and ties
 - hose clamps

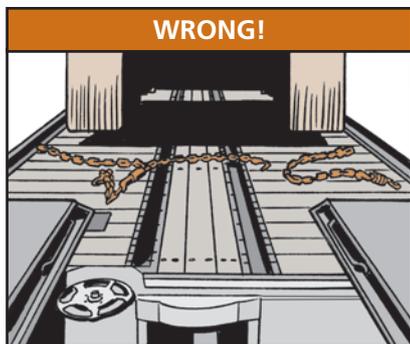
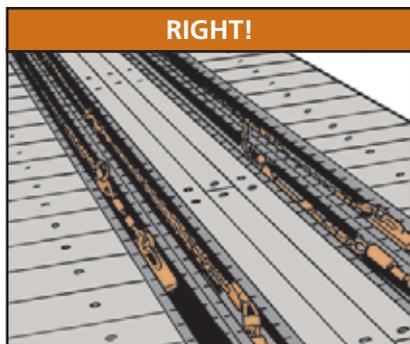
The kit, which is a Class 9 item, comes with NSN 5325-01-559-2722 and costs \$138. NSN 5325-01-575-1573 brings an emergency kit with fewer parts for \$86.

Click here for a copy of these articles to save or email.

STOW THE TIEDOWN ASSEMBLIES!



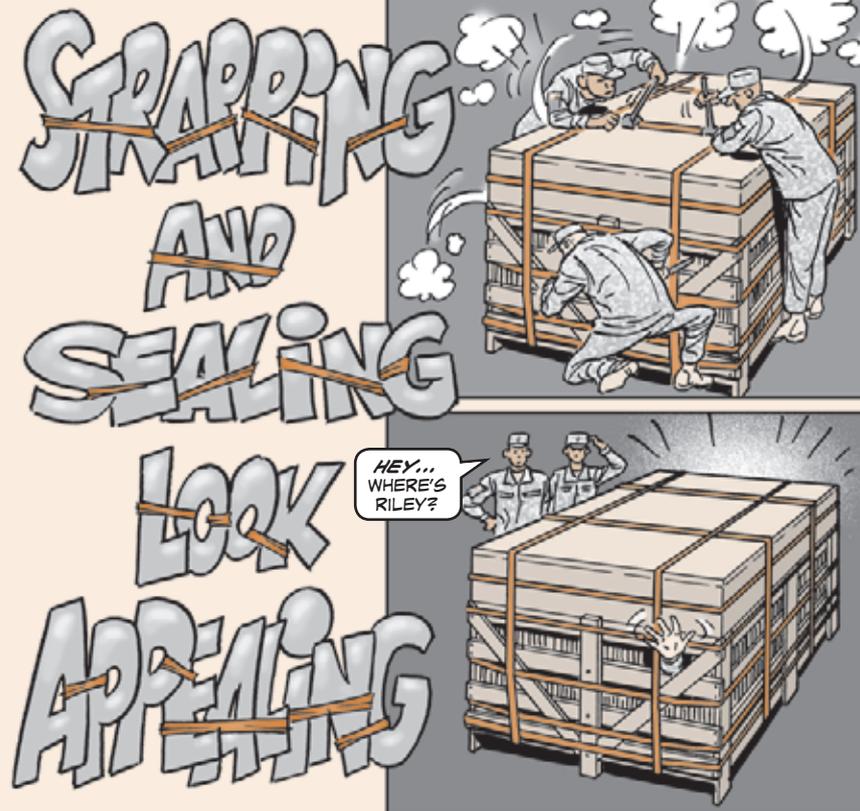
Stow all tiedown chain assemblies in the railcar's platform anchor channels. Or move them to the center of the platform before any vehicles drive on or off the railcar.



When stowed, tiedown assemblies don't get run over and damaged by heavy equipment. And people won't trip over the assemblies and fall off the railcar's platform.

175B Scoop Loader Gasket

NSN 5330-01-088-5984 gets the gasket for the access cover on the scoop loader's flywheel housing. It replaces NSN 5330-00-745-7732, which is shown as Item 4 in Fig 9 of TM 5-3805-257-24P (Oct 93). This gasket is also used for the filter housing on the engine's ventilating system (Item 2 in Fig 27) and the generator assembly (Item 18 in Fig 58) of the same TM.



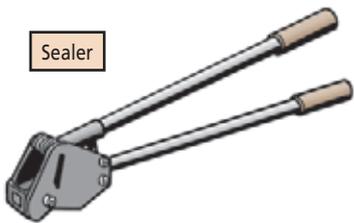
Before you ship or transport cargo, you may want to strap and seal it for protection. That's when these strapping and sealing kits come in handy. If you don't need the whole outfit, you can order components. Kits and components are available from the General Services Administration (GSA).

Kit, NSN 3540-00-565-6240		
Item	NSN	Qty
Sealer	3540-00-223-8855	1
Stretcher	3540-00-278-1250	1
Box	3540-00-897-5516	1
Seals, 3/8 inch	8135-00-239-5285	5,000
Strapping, 3/8 inch	8135-00-283-0664	100-lb coil

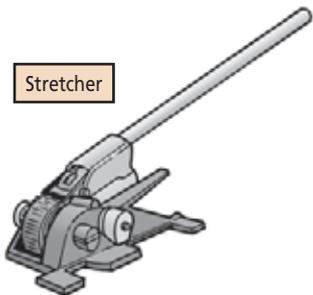
Kit, NSN 3540-00-565-6241		
Item	NSN	Qty
Sealer	3540-00-234-6741	1
Stretcher	3540-00-278-1250	1
Box	3540-00-897-5516	1
Seals, 1/2 inch	8135-00-239-5308	5,000
Strapping, 1/2 inch	8135-00-283-0666	100-lb coil

Kit, NSN 3540-00-565-6242		
Item	NSN	Qty
Sealer	3540-00-234-6742	1
Stretcher	3540-00-278-1250	1
Box	3540-00-897-5516	1
Seals, 5/8 inch	8135-00-290-1086	5,000
Strapping, 5/8 inch	8135-00-283-0667	100-lb coil

Sealer

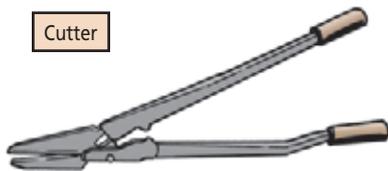


Stretcher

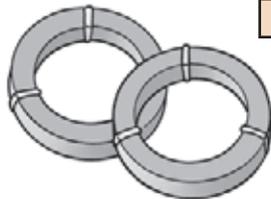


Kit, NSN 3540-00-565-6244		
Item	NSN	Qty
Sealer	3540-00-223-8592	1
Stretcher	3540-00-278-1251	1
Cutter	5110-00-223-6281	1
Box	3540-00-897-8117	1
Seals, 1 1/4 inch	8135-00-239-5294	1,000
Strapping, 1 1/4 inch	8135-00-283-0671	100-lb coil

Cutter



Strapping



Kit, NSN 3540-00-565-6243		
Item	NSN	Qty
Sealer	3540-00-234-6743	1
Stretcher	3540-00-278-1250	1
Box	3540-00-897-5516	1
Seals, 3/4 inch	8135-00-239-5288	5,000
Strapping, 3/4 inch	8135-00-283-0668	100-lb coil

Seals



Industrial Gas...

GOT GAS?

THE DEFENSE LOGISTICS AGENCY-AVIATION (DLA-AVIATION) HAS AWARDED HAAS GROUP INTERNATIONAL A CONTRACT FOR INDUSTRIAL GAS SUPPORT.

THE GAS PROGRAM PROVIDES JUST-IN-TIME SUPPLY OF INDUSTRIAL GASES, CYLINDERS AND CYLINDER PARTS MAINLY TO CONUS DOD CUSTOMERS.



THE PROGRAM ALSO EXTENDS TO SOME OCONUS REGIONS.

HERE'S WHAT IT CAN DO FOR YOU...

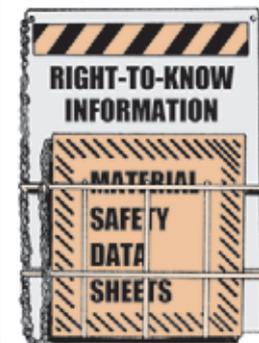


- Supply compressed and liquefied gases in a variety of cylinder sizes



- Deliver full cylinders to your site. Products usually ship the day after Haas receives your order.
- Charge for the gas only. No extra charge for returnable, reusable cylinders.
- Pick up the empty, reusable cylinders from your CONUS site (in most cases).
- Manage wholesale inventory.
- Recertify and refurbish cylinders. Customer unit prices include this service.
- Forecast your gas needs and maintain a ready-to-ship inventory based on your demand history.

- Provide material safety data sheets (MSDS) through the Hazardous Materials Information Resource System (HMIRS)



NSNs and Ordering

Acetylene, argon, carbon dioxide, helium and refrigerants are just a few of the gases available from the program. For a list of NSNs for the gases and cylinders, go to the DLA-Aviation Industrial Gases web page:

<http://www.dscr.dla.mil/userweb/aviationsupplier/commodities/gases.asp>

DLA-Aviation is the source for industrial gases for both aviation and ground applications.

Once you're on the page, look at the left-hand banner. Under **Industrial Gases and Cylinders Privatization Program**, you'll find links to gas and cylinder NSNs, facts about the program, and information on the return of empty cylinders.

You have four ways to order the products:

- Order through automated systems using MILSTRIP/FEDSTRIP
- Shop online at DoD E-Mall
- Phone DESX or DLA's Customer Center (877) DLA-CALL (877-352-2255)
- Email: DLAContactCenter@dla.mil

Once in a while, the program adds or deletes NSNs. If you need more information about these NSN changes, contact Haas Group International:

Haas customer service manager, (512) 519-3971

Haas DLA gas program manager, (303) 883-5609

Or phone the Haas 24-hour hotline, (866) 724-0932.

You can also email:

DLA.Gas.Program@HaasGroupIntl.com



Cylinder Returns

To arrange industrial gas cylinder returns, phone the Haas 24-hour hotline, (866) 724-0932. Or email: cylreturns@haastcm.com

When requesting turn-in assistance, please provide the following information:

- Customer POC Information (DoDAAC/Phone Number/Email Address)
- Cylinder NSN
- Gas type
- Quantity
- Ship from location

You'll receive either an email or a phone call with pick-up information or shipping instructions for the cylinders. Your location determines whether Haas picks them up or you ship them.



Logistics
Management...

**FIND
THE
PARTS
YOU NEED
(BEFORE
YOU NEED
THEM)**



MY UNIT'S GETTING A NEW PIECE OF EQUIPMENT...

...I WANT TO KNOW WHICH REPAIR PARTS I'LL NEED TO MAINTAIN IT.

PUT A QUARTER IN THE SLOT AND I'LL TELL ALL!



The Operating and Support Management Information System website (OSMISWEB) gives users operating and support information on more than 1,500 major Army weapon systems. OSMIS-tracked systems include combat vehicles, tactical vehicles, artillery systems, aircraft, electronic, and engineering systems.

OSMISWEB lists repair parts by NSN for nearly every Army weapons system. You can run queries and download Excel spreadsheets for all the requisitioned parts by Army commands, installations, divisions, brigade combat teams or by individual units. National Guard Soldiers can use OSMISWEB to pull data for their states.

Data can be sorted by various categories, including parts, quantities, and costs.

TO REQUEST AN OSMIS USER ACCOUNT, USE YOUR CAC OR AKO CREDENTIALS AND VISIT:
<https://www.osmisweb.army.mil/osmisrdb>

CLICK ON **I accept** AND THEN **Need an OSMIS user account?** COMPLETE AND SUBMIT THE FORM.

FOR MORE INFORMATION OR ASSISTANCE, EMAIL:
osmisweb@calibresys.com



OCIE Guidance for USAR Soldiers

I HAVE SOME QUESTIONS ABOUT OCIE ISSUE AND TURN-IN.

NO PROBLEM!

YOU CAME TO THE RIGHT PLACE!

SOME US ARMY RESERVE (USAR) SOLDIERS MAY WONDER HOW THE BIG WHEELS TURN WHEN IT COMES TO THEIR ORGANIZATIONAL CLOTHING AND INDIVIDUAL EQUIPMENT (OCIE).

FORTUNATELY, THE US ARMY RESERVE COMMAND HAS ISSUED GUIDANCE FOR THESE SOLDIERS AND THEIR COMMANDERS.

HERE ARE SOME FACTS FOR USAR SOLDIERS TO KNOW...

- OCIE issued directly to you at active component (AC) central issue facilities (CIFs) and in the Rapid Fielding Initiative Program will be posted to your individual installation support module (ISM)-CIF clothing record.
- On redeployment, you're required to keep certain OCIE items for the rest of your career.
- Your supporting CIF is Reserve CIF at Sierra Army Depot (SIAD), CA (RS0100). When you are no longer deployed, SIAD will support you on OCIE issues, turn-ins and exchanges, and also maintain and update your clothing record.
- At home station, your unit supply sergeant can initiate changes or corrections to your ISM-CIF records.
- When deployed or assigned to an AC or Army National Guard (ARNG) unit, you'll be supported in the same manner as all the other Soldiers in your assigned AC or ARNG unit.

UNIT COMMANDERS BEAR SOME ADDITIONAL OCIE RESPONSIBILITIES...

- Make sure your Soldiers maintain their equipment within established appearance and serviceability standards. This means doing annual OCIE inspections and inventories.
- Check that your Soldiers have all OCIE items listed in their ISM-CIF records. Account for any missing items as directed in AR 735-5, *Policies and Procedures for Property Accountability*.
- Store and account for **retained** OCIE as directed in Para 2-14i, in AR 710-2, *Supply Policy Below the National Level*. Store and account for **non-retained** OCIE as described in Para 2-18d of AR 710-2.
- Each USAR unit identification code must have DA Form 1687, *Delegation of Authority*, and FH Form 25-29-R, *User Access Request and Responsibility Statement*, approved by SIAD to enable access to the ISM-CIF.

FOR MORE INFORMATION ON USAR OCIE ACCOUNTABILITY, CONTACT PHIL JACKSON AT DSN 224-0927, (703) 614-0927, OR EMAIL: phillip.jackson1@us.army.mil

How to Contact SDDC Help Desk After Hours

To reach the Military Surface Deployment and Distribution Command (SDDC) Help Desk on weekdays after 1730 EST, or on weekends, call DSN 770-4262 or (618) 220-4262. Normal operating hours are M-F, 0700 to 1730 EST. Call (800) 526-1465.

ATSTP Courses Roll Over to AIRS

The Army Traffic Safety Training Program (ATSTP) now uses the Army IMCOM Registration System (AIRS) for all its classes. Students can register for ATSTP courses, get class rosters and find training locations at the following website: <https://airs.lmi.org/>

PROPERTY BOOK POINTERS FOR IMPROVING UNIT EOH READINESS

PART 2



CONNIE, I THINK IT SAVES TIME JUST TO GENERATE A LOCAL LIN AND PUT THIS CENTAUR ON THE UNIT'S PROPERTY BOOK. WHAT'S WRONG WITH THAT?

HASTE CAN MAKE WASTE IF TAKING THAT STEP KNOCKS DOWN YOUR UNIT'S READINESS RATING.

SOMETIMES, THOSE LITTLE NON-STANDARD LINS CAN CAUSE BIG PROBLEMS!

In Part I, we gave you the first article in a mini-series about line item numbers (LINs) that can mess up a unit's readiness reporting.

Here are some more problem LINs that may be found on a unit's property book. Property book officers (PBOs) and supply sergeants should review these LINs and read the guidance offered by HQDA G-8.

In the following chart, some problem LINs are listed along with their nomenclatures.

Note: Most equipment in this series is common to more than one type of Army unit.



IF YOU HAVE QUESTIONS, CONTACT: MARK MOORE, DSN 225-4513, (703) 695-4513, OR EMAIL: mark.moore@us.army.mil

LIN	Nomenclature	Issue	Solution
C53293	AN/PYG-1 Centaur	Units list Centaurs (formerly Z00311) on property books under locally-generated (non-standard) LINs.	Commander directs PBO to generate a lateral transfer (DA Form 3161) in PBUSE, to sub-LIN Z00311 under LIN C53293.

LIN	Nomenclature	Issue	Solution
L76556	Scoop loader	IBCTs are authorized one L76556 scoop loader on their MTOE. Some IBCTs do not report scoop loaders as equipment on-hand, but list scoop loaders on property books under different LINs: L76693, L76321, L76315, and L76897 (all in SB 700-20, Appendix H). Additionally, L76321 is an authorized substitute for L76315, and L76315 is an authorized substitute for L76321. Life cycle management commands and supply support operations should input requests into SLAMIS to create authorized substitutions.	Commander directs PBO to generate a lateral transfer (DA Form 3161) in PBUSE, to sub-LIN L76693, L76321, L76315, and/or L76897 under LIN L76556.
S83835	Raven unmanned aerial vehicle (UAV)	Raven UAV authorizations are on unit MTOEs under two LINs, S83835 and Z00446. Some units overlook one of the on-hand quantities when reporting on unit status reports. Additional LINs used by units for UAVs are Z00905 and BA5000. New FY10 and FY11 MTOEs have corrected this issue for HBCTs and IBCTs.	Commander directs PBO to generate a lateral transfer (DA Form 3161) in PBUSE, to sub-LIN Z00446, Z00905 and BA5000 under LIN S83835.
T05096	M996 Improved target acquisition system (ITAS) vehicle	Current MTOEs document the legacy M966 (LIN T05096) as the ITAS vehicle. The M1121 (LIN T07814) is the vehicle fielded to replace the older M966. Many units fail to report the M1121 as a valid ILO substitute piece of equipment for the M966 vehicle.	Commander directs PBO to generate a lateral transfer (DA Form 3161) in PBUSE, to sub-LIN T07814 and T34704 under LIN T05096, and then this will count as an ILO piece of EOH.
T24690	Target acquisition system: TOW improved (ITAS) M41	ITAS systems were accounted for using non-standard LIN RC2500 vice the ITAS LIN T24690. This was because the NSN for ITAS with far target locator was not aligned with T24690 on the property book. New FY10 and FY11 MTOEs have corrected this issue for HBCTs and IBCTs.	Commander directs PBO to generate a lateral transfer (DA Form 3161) in PBUSE, to sub-LIN RC2500 under LIN T24690, and then this will count as an ILO piece of EOH.

Expert ASL Team Aids Units



UNITS HAVE A REAL ALLY IN THE EXPERT ASL TEAM.

THE RIGHT STOCKAGE CAN LEAD TO OPTIMAL PERFORMANCE AND EVEN GENERATE COMBAT POWER.

IT'S AS EASY AS *A-S-L!*



MY UNIT NEEDS TO GET REPAIR PARTS TO ITS MAINTENANCE CREWS FASTER!

THE ARMY'S EXPERT ASL TEAM CAN HELP MAKE THAT HAPPEN!



Supply support activities (SSAs) play important roles when it comes to equipment readiness. If a piece of equipment fails but the necessary parts to fix it are on-hand at tactical or fixed-base SSAs, that equipment can often be quickly returned to action.

But if critical parts are out of stock, the extra time it takes to get those parts and return the equipment to mission-capable status can, in turn, affect unit readiness.

The Expert Authorized Stockage List (ASL) Team at the Logistics Support Activity can help units improve their combat readiness by analyzing demand data and advising SSAs what to stock.

ASL review packages are tailored to a unit's specific needs, so Active, National Guard or Army Reserve units can all benefit from the team's expertise.

The team uses the Enhanced Dollar Cost Banding (EDCB) process, which can factor in unit deployments or even build an ASL from scratch for units that have limited demand information. In these cases, the team uses a proxy demand stream or availability balance file.

The EDCB process is a scientific approach to stockage determination. It streamlines the ASL review process, reducing the need for units to conduct line-by-line reviews and allowing them to focus on more critical areas.

Used together, the EDCB model and team are combat multipliers. They can create the best ASL possible for a unit to support equipment readiness. However, the process does not replace the need for unit input during the review.



THE EXPERT ASL TEAM CAN ALSO ADVISE UNITS ON...

- Readiness drivers, by focusing on parts that deadline combat systems
- Issues that may affect ASL performance
- Specialized ASL reviews (non-standard), for activities that have unique needs

SSAs serviced by the Expert ASL Team will have an ASL fill rate goal of 35 percent for all issue priority groups, and a goal of 60 percent readiness-driver fill rate.

Note: Readiness-driver fill rates can now be viewed in the "MySSA" section of the Logistics Information Warehouse.



ADDITIONAL GUIDANCE FROM HQDA G-4 IN ALARACT 296/2009 STATES THAT ALL SSAS **MUST** HAVE ASL REVIEWS...

- Every 180 days in OCONUS
- Every 120 days, if in OCONUS theater and supporting a deployed force
- Annually if CONUS-based



Units may also request more frequent reviews as needed.

To request an ASL review, the unit's authorized representative should open a review request form on the ASL AKO [Announcements](#) URL:

<https://www.us.army.mil/suite/page/620127>

To obtain an optimal review, answer all the questions about the unit on the form. Once the form is completed, choose Submit and it will be attached to a pre-addressed email with all interested parties copied. Hit **Send** and the request will go to the Expert ASL Team.

The ASL AKO section also includes a brochure, FAQs, and other helpful information about the review process.

You'll also find Expert ASL Team support on the SustainNet forum:

<https://forums.bcks.army.mil/secure/communitybrowser.aspx?id=873680&lang=en-US>

For questions or further information, call (256) 799-5959/5958, or email:

logsa.asl@conus.army.mil



Supply Data Made Simple

Supply information from more than 20 different government databases has been compiled into one searchable database by the Defense Standardization Program Office. The Pin Point system is a single website that unifies all the information available about NSNs from a variety of sources. It's updated quarterly. Government users can register or use CACs for access. Check out the Pin Point system: <https://pinpoint.xsb.com/>

Oldies, But Goodies!

If you're a history or comics buff, or just like looking at old magazines, you may be interested in the Virginia Commonwealth University's archived collection of early copies of *PS Magazine*. The digital collection features the art of Will Eisner, and covers the PS publication years from 1951-1971 (issues #1-229). It's free to browse:

<http://go.vcu.edu/psmagazine/>



HEMTT WRECKER ELECTRICAL CONTROL BOX

The M984A4 HEMTT wrecker's electrical control box comes with NSN 5975-01-558-4419. This NSN replaces the parts info shown as Item 4 in Fig 57 of TM 9-2320-326-14&P (EM 0288).

M1-Series Tank Wire Ties

NSN 5975-01-577-6742 gets a 4-in wire tie with a tensile strength of 35 pounds for the engine compartment of your M1-series tank. NSN 5975-01-581-5719 brings a 4-in wire tie with a tensile strength of 90 pounds. Both of these high-temperature wire ties will hold up under temperatures ranging from -65°F to 302°F.

HIP Times Website

To get a current issue and past copies of the *Heavy Tactical Vehicle Improvement Program (HIP) Times*, check out this AEPS website:

<https://aeps2.ria.army.mil/services/newsletter/HipTimes/hiptimesquarterly.cfm>

CHOCK BLOCKS FOR GROUND SUPPORT EQUIPMENT

If aircraft wheels need chock blocks, it stands to reason that ground support equipment (GSE) needs chocks, too. Order some rubber chock blocks with NSN 2540-01-494-0078.

Field Sanitation SOP

If you need to get crackin' on your unit's field sanitation SOP, check out a template on milWiki that can save you some serious time. Now you won't have to reinvent the wheel (or the latrine)!

https://wiki.kc.us.army.mil/wiki/Field_Sanitation_SOP

STRYKER BORESIGHT KIT STEM FIX

Some of the 12x boresight kits, NSN 1240-01-545-5147, for the Stryker's M2, M240 and MK 19 machine guns were fielded with the wrong boresight stem. The correct stem is 6.2 inches (7.62mm) long and the wrong one is 5 inches. If your kit contains the wrong boresight stem, get a retrofit kit with all the necessary parts and installation instructions by contacting TACOM-RI's Richard Harris at DSN 793-6481, (309) 782-6481, or by email:

richard.j.harris@us.army.mil

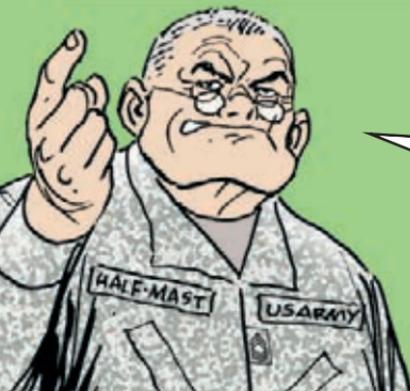
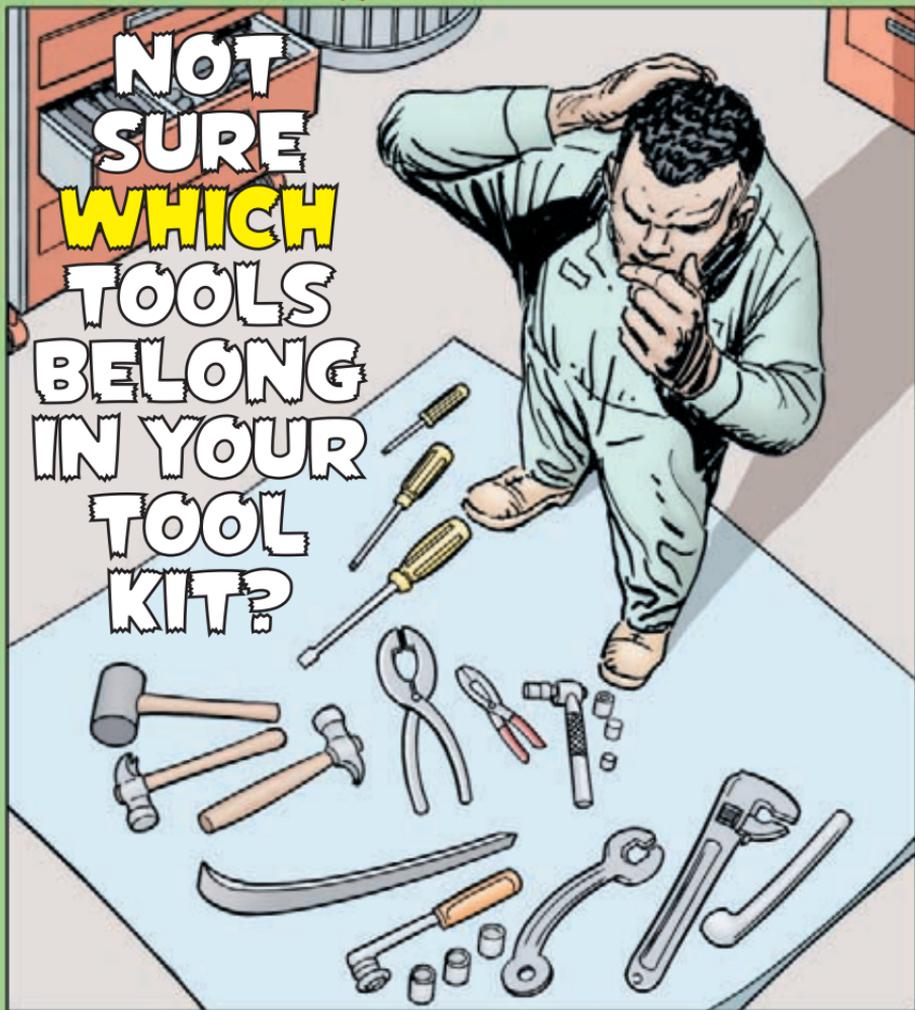
If you are using the kit on another system and the .30 cal boresight stem is not long enough, you can order an extension stem. Extension stem, NSN 4933-00-930-8951 (PN 12960718), is part of the Bradley boresight kit. NSN 4931-01-573-4105 (PN 13023642), is part of the CROWS II boresight kit. The wedge slot on the CROWS II extension is slightly wider and longer than the slot on the Bradley extension. Either will work with the Stryker's boresight device.

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?

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

NOT SURE WHICH TOOLS BELONG IN YOUR TOOL KIT?



MOST TOOL KIT HAND RECEIPTS
CAN BE FOUND ONLINE:

[https://weblog.logsa.army.mil/
sko/index.cfm](https://weblog.logsa.army.mil/sko/index.cfm)

CLICK ON **Electronic Sets,**
Kits, and Outfits AND THEN
Component Lists.