

PS**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

TB 43-PS-702, 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.

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M109A6 Paladin Powerpack Fuel Connectors
Stryker Recovery Lug Shackles
M2/M3-Series Bradleys Belly Plate Caution
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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.

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.cfm>

By order of the Secretary of the Army:

GEORGE W. CASEY, JR.

General, United States Army Chief of Staff

Official:

JOYCE E. MORROW

Administrative Assistant to the Secretary of the Army

1105501

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Issue 702

PS

May 2011

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-702

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**HOT OFF THE PRESS!
SIXTIETH ANNIVERSARY
OF PS MAGAZINE
COMING IN JUNE!**

WOW!
LEMMIE SEE
THAT!

I'LL
TAKE
ONE.

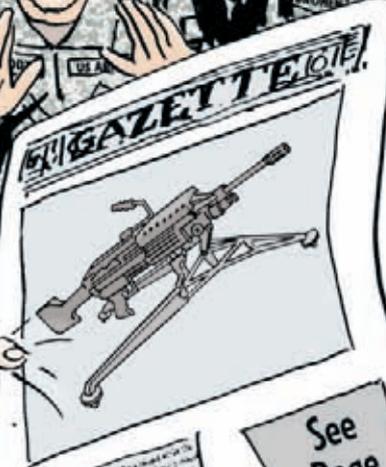
**READ ALL ABOUT IT!
EVERYTHING YOU NEED
TO KNOW ABOUT MACHINE
GUN MOUNTING!**

**FINALLY!
I'VE BEEN
LOOKING FOR
INFO LIKE THIS!**

I'LL
TAKE
TWO
COPIES!

**SIXTY
YEARS!
MAN... THAT'S A
LONG TIME!**

LOE
VBEET



See
Page
27





MISSING LINK? DID YOU BLINK?

Make no mistake about it, the Internet is a terrific resource. Lots of us wonder how we ever got along in life not knowing what a “caisson” is, but now we can ask a search engine and get hundreds of instant hits.

However, it’s important to remember quick and easy answers come at a price. Taking shortcuts, whether in preventive maintenance or online, often carries consequences.

And sometimes, the price of instant information is accuracy. PS always strives to bring correct information to readers, but one of the quirks of the Internet is its ever-changing nature.

At one time or another, every Internet user has clicked on a link only to find it’s dead, wrong or the page it links to is missing. Yes, it’s annoying, and yes, we constantly face that problem here at PS.

We check that the URLs we give our readers are valid right up until publication, but once we’ve gone to press, it’s inevitable that a few links will change or just plain vanish. When that happens and we’re alerted, we’ll run a correction or update in a future issue. If you run into a dead or incorrect link, please email us:

logsa.psmag@conus.army.mil

We’ll be glad to hunt down the new link or help you find the information you need. And if you find that good link yourself, let us know, too!



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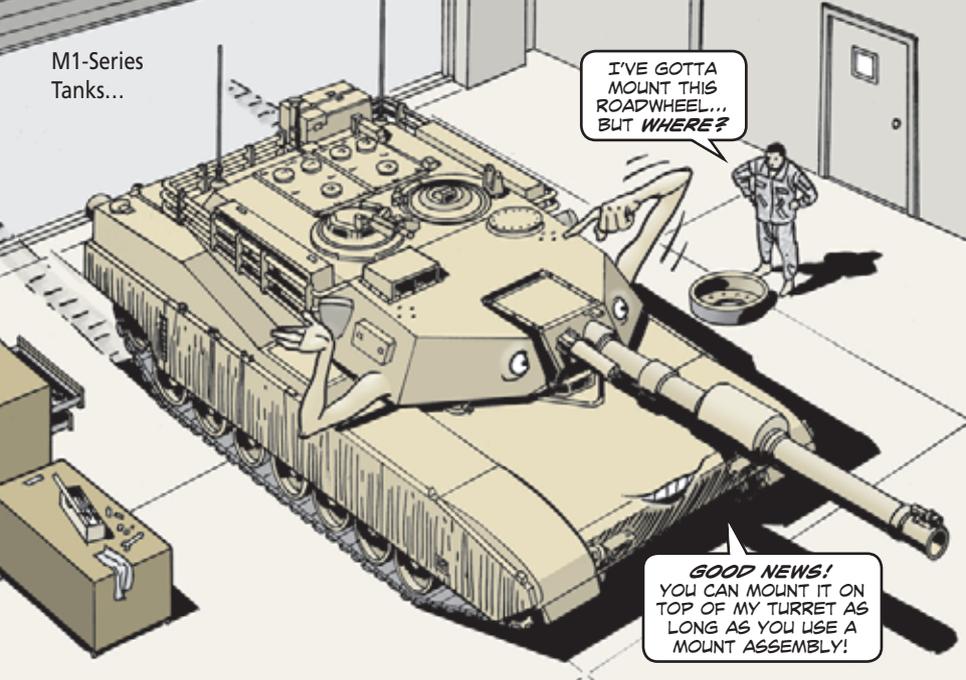
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M1-Series
Tanks...



I'VE GOTTA
MOUNT THIS
ROADWHEEL...
BUT WHERE?

GOOD NEWS!
YOU CAN MOUNT IT ON
TOP OF MY TURRET AS
LONG AS YOU USE A
MOUNT ASSEMBLY!

**EXTRA
ROADWHEEL?
MOUNT IT
HERE!**

Dear Editor,

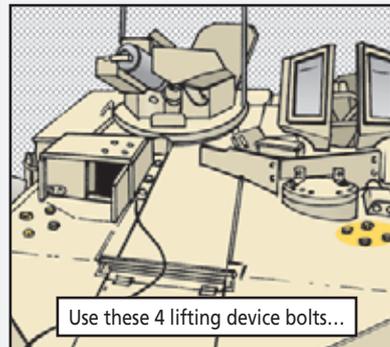
Tank crewmen have been told many times to leave the 11 unused bolts on top of their tank's turret alone. Those bolts are for the turret lifting device. Using them for roadwheels, flag brackets, lights or other items can damage the threaded holes.

That leaves no way to safely separate the turret from the hull when support-level repairs are needed.

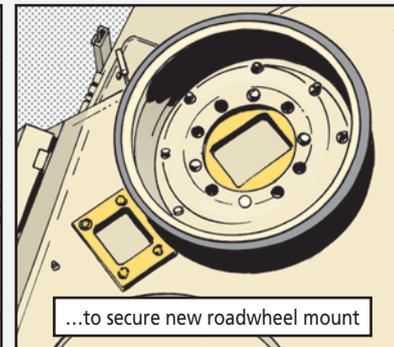
But now there's an exception.

There's a new mount assembly, NSN 2350-01-583-5139, that allows crews to mount a roadwheel in front of the loader's hatch on their tanks. The mount offsets the roadwheel from the lifting bolt holes while allowing the roadwheel to sit flush against the turret roof. That relieves any strain and protects the threads.

The four bolts in front of the loader's hatch are the only authorized location for this mount. Installing the mount in front of the commander's hatch gets in the way of the gunner's primary sight.



Use these 4 lifting device bolts...



...to secure new roadwheel mount

Kevin McCammon
Abrams Armament Group
TACOM-Rock Island

Editor's note: Thanks for the new info, Kevin. Tankers, the new mount assembly is for roadwheels only. Do not use it to mount any other items.

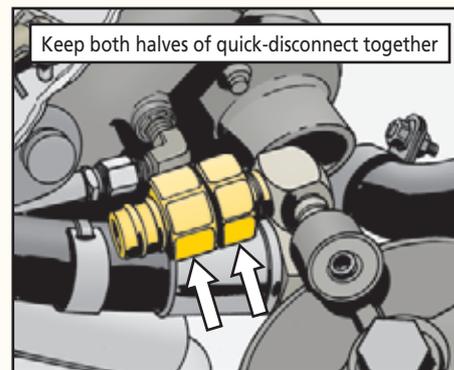
M109A6 Paladin,
M992A2 Ammo
Carriers...



KEEP QD HALVES TOGETHER

Mechanics, when it's time to swap out a powerpack on your Paladin or ammo carrier, make sure you hang on to both halves of the fuel line quick-disconnect, NSN 4730-00-738-8571.

That quick-disconnect has several manufacturers. Each works equally well—at least until you try mixing different halves. A mismatched quick-disconnect can reduce or even cut off fuel flow, stopping your vehicle in its tracks.



Keep both halves of quick-disconnect together

Stryker...

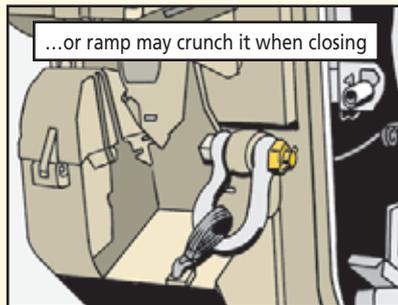
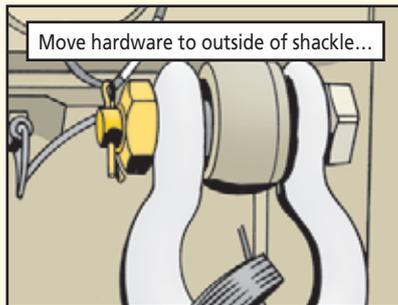


PUT A STOP TO CRUNCHED SHACKLES!

Drivers, when you raise the ramp on your Stryker, anything that's in the way is gonna get crunched for sure.

Take the recovery lug shackles on the back of the vehicle, for example. If you've got the retaining nut and cotter pin installed on the wrong side of the shackle, there's a loud **CRUNCH** in your future.

With the hardware on the ramp side of each shackle, the ramp could hit them as it's raised or lowered.



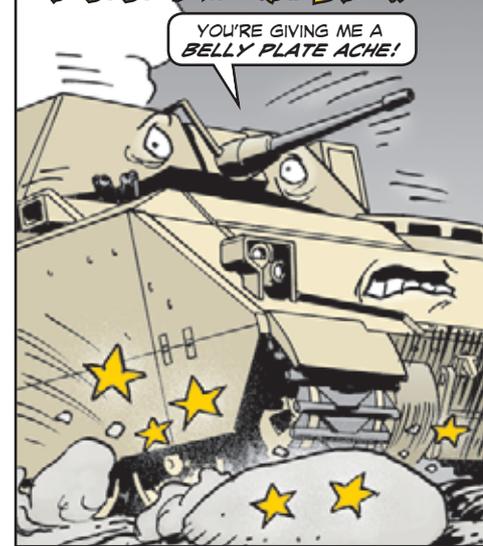
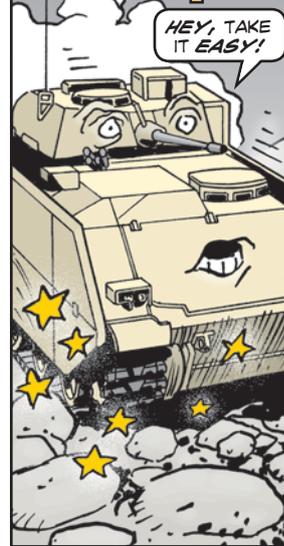
Prevent that damage by making sure the retaining nut and cotter pin are installed on the outside of the shackle, facing away from the ramp. Then double-check the shackle hardware as part of your before-operation PMCS.

M2/M3-Series Bradleys...



Put a Stop to

BELLYACHES

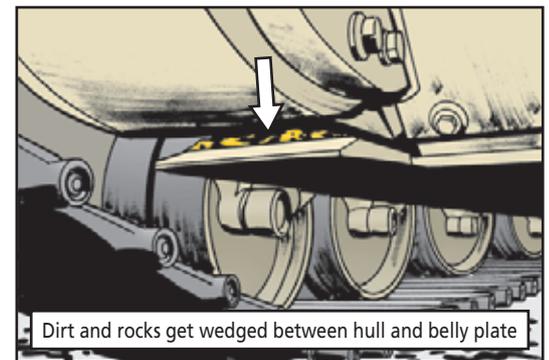


Drivers, if your Bradley has the newer style of add-on belly armor, there are a few precautions to take.

The new style armor has wedge-shaped extensions at each front corner. The older armor doesn't have the extensions.

As you move cross-country, the extensions can catch rocks and dirt that get wedged between the hull and the belly plate. The faster you travel, the more likely you are to pick up debris.

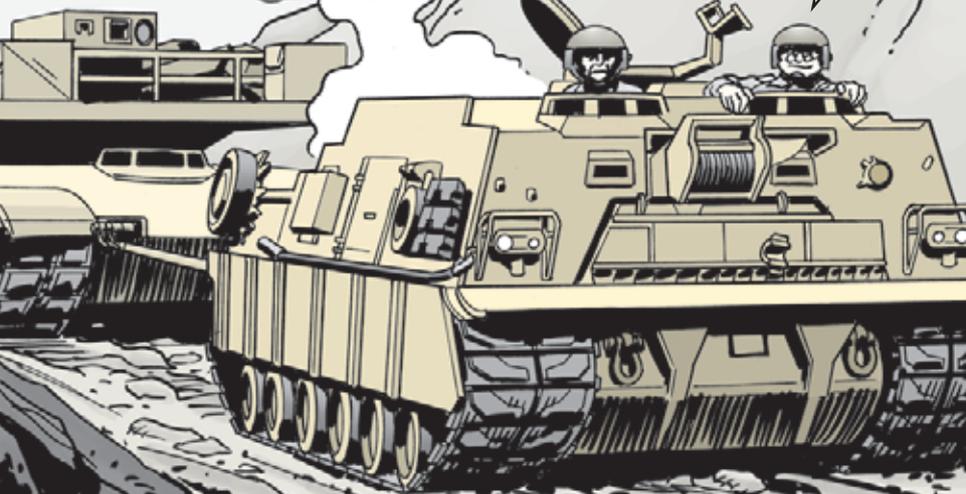
If enough stuff gets wedged in there, it can bend the belly plate and even snap or strip the bolts holding it in place.



So, when you're in the field, don't move cross-country any faster than you have to. And when the mission is finished, take a few minutes to clean out anything that's gotten wedged between the hull and belly plate.

Take Some Tips on Towing

THE HERCULES IS A LOT HEAVIER AND STRONGER THAN THE OLD M88A1 RECOVERY VEHICLE, BUT YOU STILL NEED TO USE CAUTION WHEN TOWING A TANK. FOLLOW THESE TIPS...



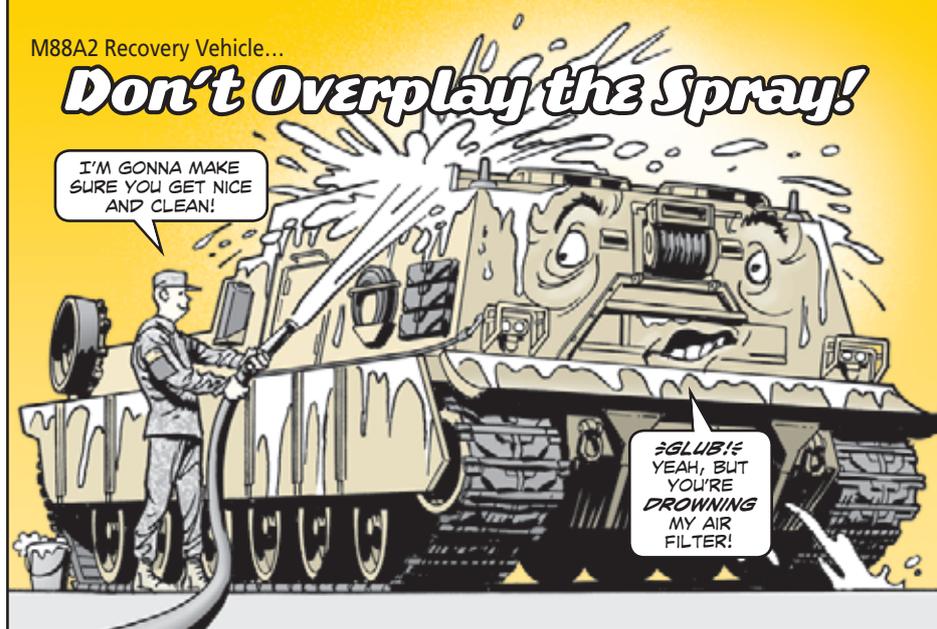
- Always perform the recovery tow operational risk assessment shown on Page 0040 00-2 of TM 9-2350-292-10 (Nov 05, w/Ch 1, Jun 07) to determine if a hold back vehicle—either another tank or a second Hercules—is needed.
- Hook up the towbar following the instructions on Page 0043 00-2 of the -10 TM.
- Never allow anyone to ride in or on the tank being towed.
- Adjust your towing speed for the road conditions. Follow the guidance on Page 0040 00-3 of the -10 TM.
- Avoid steep slopes whenever possible. Your track can slip when towing uphill or downhill at an angle.
- Avoid making sharp turns or sudden stops. Keep turns slow and gradual and stay in first gear.

IF YOU DON'T DO THESE THINGS, THE TANK YOU'RE TOWING CAN JACKKNIFE, PUSH YOU SIDWAYS, RUN INTO THE BACK OF YOUR VEHICLE, RUIN YOUR TRANSMISSION OR BRAKES, AND MAYBE EVEN FLIP YOUR VEHICLE OVER.



Don't Overplay the Spray!

I'M GONNA MAKE SURE YOU GET NICE AND CLEAN!



GLUB! YEAH, BUT YOU'RE DROWNING MY AIR FILTER!

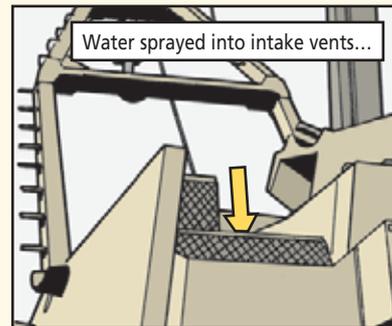
DRIVERS, WHEN SOME OF YOU HIT THE WASH RACK, YOU GO INTO A SPRAYING FRENZY!

IT'S IMPORTANT TO BALANCE CLEANING YOUR M88A2 RECOVERY VEHICLE WITHOUT CAUSING IT DAMAGE.

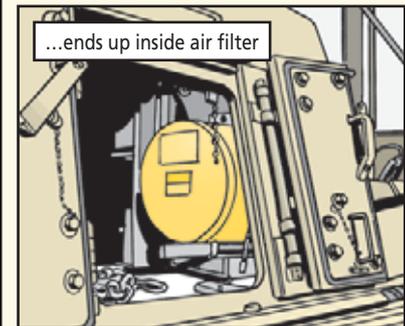


Too often, high-pressure water is getting sprayed in places it shouldn't. That includes the air filter intake vents on both sides of the vehicle.

At the next startup, that water gets sucked directly into the air filter where it soaks the canister. That cuts off air flow and can lock up the engine.



Water sprayed into intake vents...



...ends up inside air filter

When cleaning your vehicle, keep the high-pressure water below the track line.

BROKEN DRIVESHAFT?



CHECK ROTORS WITH THIS TOOL!



DARN MY LUCK!

I SHOULD'VE KNOWN THAT NEW BLOWER HOUSING DRIVE SHAFT WAS GONNA BREAK!

KRUNNCH
SNAPPOP

Dear Editor,

A broken driveshaft, NSN 3040-00-903-0908, from the blower housing in an M113-series vehicle's 6V53 or 6V53T engine is a real pain. It can take a long time to get a stuck driveshaft out, so you really want to make sure the blower rotors will turn. Otherwise, the new driveshaft will snap and you have to start all over again.

Thing is, you can't check the rotors because your hands won't fit inside the housing. Most mechanics put in the new driveshaft and cross their fingers!

Not us! We've made a homemade tool that allows you to check the rotors before installing the new driveshaft.

Take the broken end of the driveshaft you just removed and weld a long bolt to the end of it. Insert the driveshaft end of the tool into the blower housing and try to turn the bolt, either by hand or using a socket wrench.

Weld bolt to end of broken driveshaft



If the rotors turn, you're in good shape for installing the new driveshaft. If not, you'll have to install a new motor rotor, NSN 6105-01-234-1037.

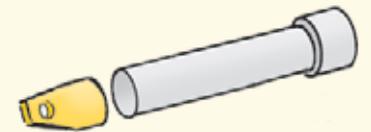
SGT Nickolus Brusco
D Troop, 5/4 Cav
Ft Riley, KS

Editor's note: An excellent idea, Sergeant! And to remove the broken driveshaft, you might want to try the idea we ran on Pages 6-7 of PS 615 (Feb 04):

https://www.logsa.army.mil/psmag/archives/PS2004/PS_615/615-06-07.pdf

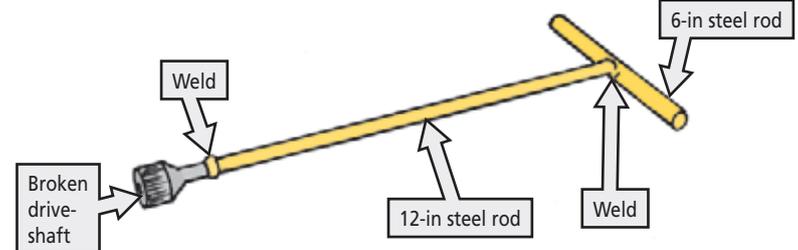
Cut off the small end of a chem light and pour out the contents in an approved HAZMAT container. Push the open end of the chem light firmly onto the broken driveshaft and pull. The chem light fits snugly enough to create a vacuum so the driveshaft usually comes out.

Cut off end of chem light



You'll find instructions on how to make a similar tool in that article, as well.

Homemade tool can also be made with steel rod



BEWARE OF CADMIUM IN THE MOTOR POOL



CADMIUM IS COVERING THE ENTIRE MOTOR POOL!

IS THERE NOTHING TO BE DONE?!

Cadmium is a silver-white metal element that's commonly used as a protective coating, a hardener, a battery component and a paint pigment. That means it's all over any motor pool.

Unfortunately, cadmium is also a known carcinogen and can cause lung and kidney damage. That's why Soldiers should do everything possible not to expose themselves to it. Normally, grinding and sanding produce particle sizes that will not be airborne. However, don't use compressed air to clean work benches, parts and areas because cadmium dust can produce an inhalation hazard. Keep the hazard limited to a skin and ingestion hazard. Maintain a clean work environment and wash frequently.

You are most at risk to cadmium exposure while grinding, sanding or welding metal parts, particularly bearings and axles. The fine cadmium particles get into the air where you can unknowingly inhale them, especially if compressed air is used to clean or dry parts. This can also spread cadmium particles to adjoining areas like break rooms and offices.



HERE ARE SOME WAYS TO PROTECT YOURSELF AND YOUR FELLOW REPAIRMEN WHEN GRINDING, SANDING OR WELDING...



Wear a respirator and protective clothing, such as coveralls, as determined by a qualified industrial hygienist.

- Welding, sanding and grinding should be done in areas that can be washed to remove cadmium waste. These processes are best done outside the shop to reduce inhalation hazards. People not involved should stay away from these processes

- Use exhaust ventilation to capture cadmium dust at its source. Ensure the work environment is periodically evaluated by industrial hygienists or safety professionals to provide adequate and appropriate protection.



- Wash your hands and face as soon as possible after doing any repairs that might produce cadmium dust.

- Never shake or blow dust that might contain cadmium off clothing. That just puts the cadmium in the air where it can be inhaled.



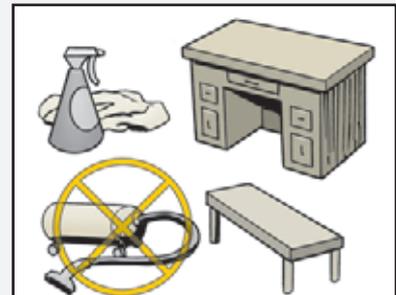
- Keep your home free of possible cadmium contamination by leaving work clothing in designated work locker areas.



- Do not smoke, eat or drink in work area.



- Don't wash contaminated clothing with non-contaminated clothing.



- Regularly wash work areas. Do not use a shop vac to clean since it may spread the cadmium through its exhaust.

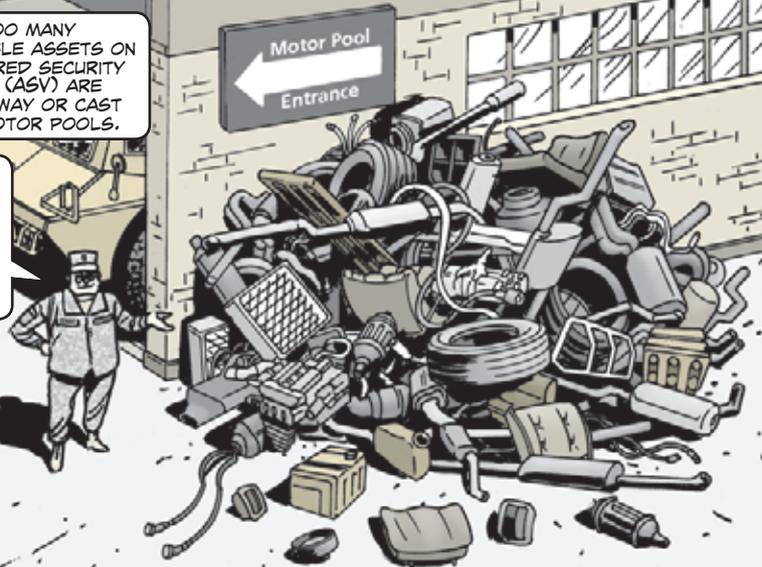
Follow local environmental laws and Army regulations to dispose of gloves, clothing, rags, respirator cartridges and waste water.

M1117
ASV...

Unserviceable Assets

FAR TOO MANY UNSERVICEABLE ASSETS ON M1117 ARMORED SECURITY VEHICLES (ASV) ARE STUFFED AWAY OR CAST ASIDE IN MOTOR POOLS.

THIS CAUSES A REAL BOTTLENECK IN THE ARMY'S SUPPLY SYSTEM.



It goes like this: your unit gets credit for an ASV unserviceable asset it turns in. But when units order ASV assets without turning in their unserviceable ones, it puts a strain on the system. With no turn-ins, there are no assets available for repair. Pretty soon, these assets are not available for issue. That means your vehicle stays NMC and Army readiness suffers.

So, package these unserviceable assets for turn-in right now! It's the best way to make sure there's a replacement available when it's needed.

HERE'S A LIST OF THE ASV ASSETS THAT NEED TO BE TURNED IN...

Assets	NSN
Engine w/container	2815-01-533-1155
Transmission, hydraulic (Gen IV)	2520-01-542-6997
Transmission, hydraulic (W Tec 3)	2520-01-538-6824
Transfer transmission	2520-01-472-6309
Shaft, axle, automotive (front)	2520-01-472-8056
Shaft, axle, automotive (rear)	2520-01-472-6310
Traversing mechanism	1015-01-548-7033
Sight, bore, optical	1240-01-480-7206
Generator, engine, AC	2920-01-543-1235
Generator, engine, AC	2920-01-543-1233
Generator, engine, AC	2920-01-543-1231

FMTVs...

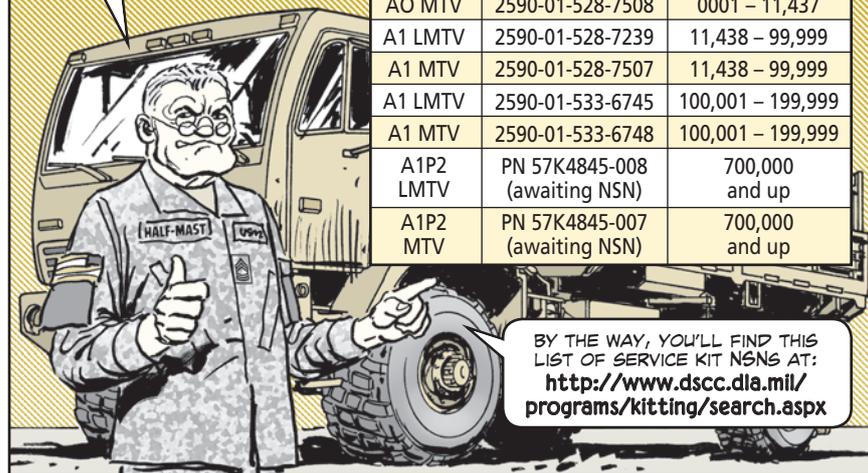
Annual Service Kits

Dear Half-Mast,

Is there a list of NSNs for the annual service kits to perform services on the FMTV (AO and A1) vehicles?

SGT F.J.T.

YOU BET, SERGEANT F.J.T.! HERE ARE THE ANNUAL SERVICE KITS...



FMTV Model	NSN	Serial Numbers
AO LMTV	2590-01-528-7243	0001 - 11,437
AO MTV	2590-01-528-7508	0001 - 11,437
A1 LMTV	2590-01-528-7239	11,438 - 99,999
A1 MTV	2590-01-528-7507	11,438 - 99,999
A1 LMTV	2590-01-533-6745	100,001 - 199,999
A1 MTV	2590-01-533-6748	100,001 - 199,999
A1P2 LMTV	PN 57K4845-008 (awaiting NSN)	700,000 and up
A1P2 MTV	PN 57K4845-007 (awaiting NSN)	700,000 and up

BY THE WAY, YOU'LL FIND THIS LIST OF SERVICE KIT NSNs AT:
<http://www.dscclia.mil/programs/kitting/search.aspx>

Yellow Safety Paint

Use NSN 8010-01-019-1776 to get a 5-gal container of yellow safety paint. This water-based latex is used to paint guide marks and warning lines inside your motor pool. It's non-flammable and presents fewer health and safety hazards than the old oil-based paint. Before disposal, check with your environmental safety office for state or local regulations on latex paint waste.

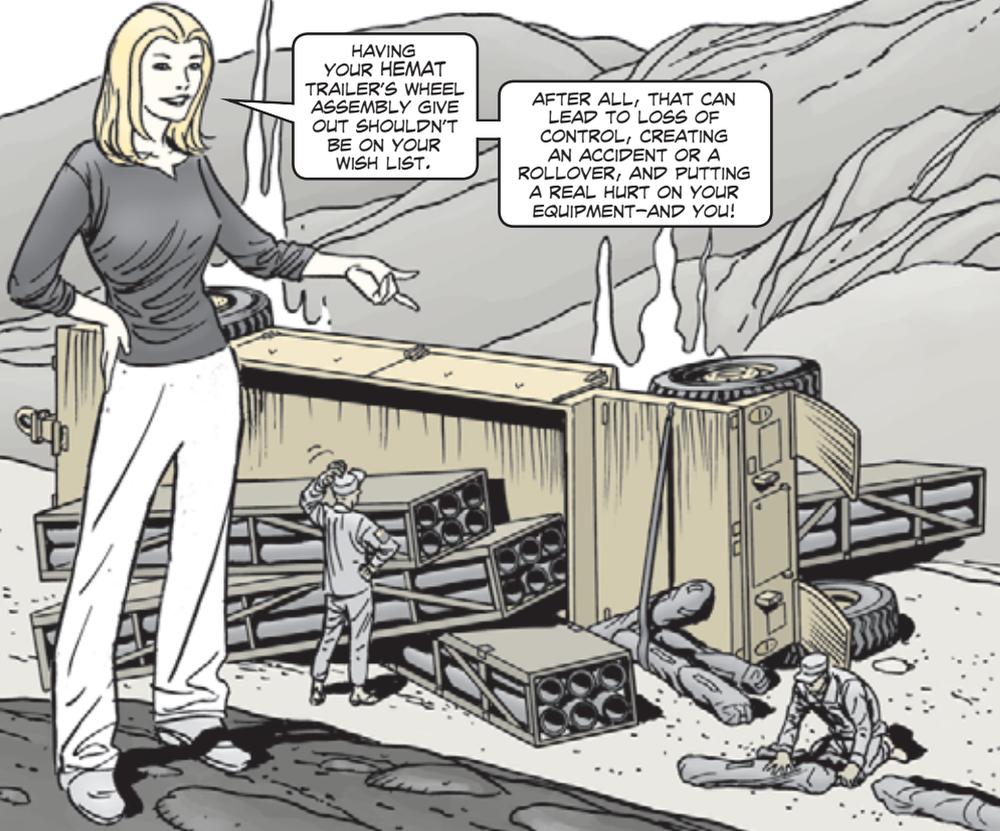
M872A4 Dock Bumper

To get a dock bumper for the M872A4 34-ton semitrailer, use NSN 5340-01-499-4186. Make a note until this NSN is added to Fig 21 of TM 9-2330-331-14&P.

Bum Wheel Assembly Makes Trailer NMC

HAVING YOUR HEMAT TRAILER'S WHEEL ASSEMBLY GIVE OUT SHOULDN'T BE ON YOUR WISH LIST.

AFTER ALL, THAT CAN LEAD TO LOSS OF CONTROL, CREATING AN ACCIDENT OR A ROLLOVER, AND PUTTING A REAL HURT ON YOUR EQUIPMENT-AND YOU!



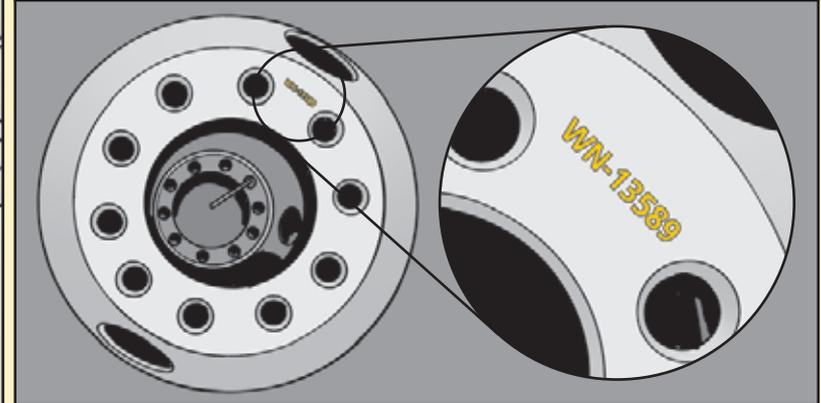
This is usually preventable with good PM. But a recent issue created a dangerous situation that PM **won't** fix. What's that? Glad you asked.

Some units have found defective M989A1 HEMAT wheel assemblies, NSN 2530-01-506-7324. These were assembled by an unapproved wheel source. This contractor welded together the inner disk and outer rim of the wheel, NSN 2530-01-289-3963. And your guess is as good as ours as to how long these defective wheels will last!

Inspections Offer Protection

If you haven't already, do this right away:

- Perform a one-time inspection for HEMAT wheel assemblies received or installed on or after 4 Dec 08. Inspect **before** you use your trailer again, or at the next weekly preventive maintenance checks and services (PMCS), whichever comes first.
- Check the part number that is stamped on the disk portion of the wheel. Bad wheel assemblies have part numbers WN13610, WN13589, or WN13458.



This doesn't apply if the wheel assembly is stamped with "TITAN" on the rim or has the "MFR 20076" CAGE Code stamped on the disk. Those wheel assemblies are good-to-go.

Wheels without hand holes are also good. A hand hole is an opening in the disk area of the wheel between the bolt holes and the rim.

- Remove bad wheel assemblies, but **do not** remove the tire from the wheel assembly!
- Classify all trailers with suspect wheel assemblies as NMC until they are replaced.

Reporting Is Important

If you find a bad HEMAT wheel assembly, submit a product quality deficiency report (PQDR) that includes the PQDR Number, quantity and point of contact at your CONUS location.

If your unit is OCONUS, replace bad wheel assemblies with good on-hand assets. Or you can buy new ones through the supply system. Also, submit a PQDR.

Questions? See TACOM SOUM 10-024 online for details:

https://aeqs2.ria.army.mil/commodity/soum/tacom_wn/sou10-024.html

Or contact TACOM LCMC's wheel assembly equipment specialist, Anthony Gianfermi, at 248-588-9603, or aj.gianfermi@us.army.mil

M1000
HET
Semi-
Trailer...

DRAIN WATER BEFORE IT FREEZES!



I DON'T GET IT! THE SUPPORT LEG WON'T LOWER!

MAYBE IT'S FROZEN?

Dear Editor,

We've been having problems with the rear support legs seizing up on our HET trailers.

It turns out that water is seeping past the drive screw and into the inner tube of the support leg. During cold weather, that water freezes and expands the tube enough that it's almost impossible to raise or lower.

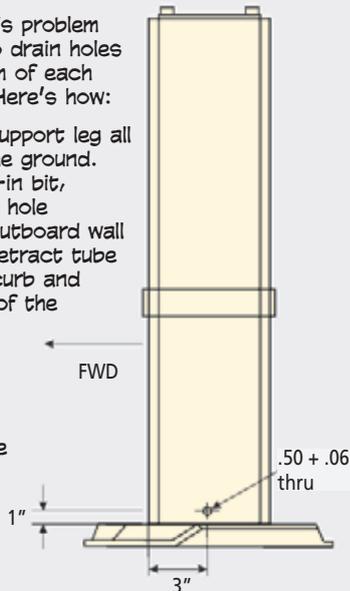
We fixed this problem by drilling two drain holes at the bottom of each support leg. Here's how:

Lower the support leg all the way to the ground.

Using a 1/2-in bit, drill one drain hole through the outboard wall of the inner retract tube on both the curb and street sides of the support leg.

Center the holes and drill them 1 inch above the top of the foot plate.

Water seeps past drive screw and into support leg

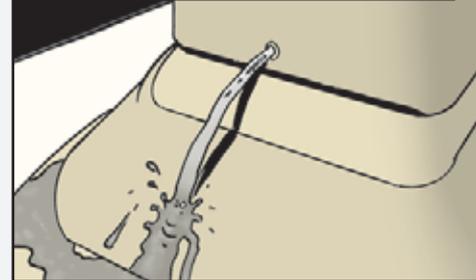


Avoid drilling holes on the front or back of the support leg. Dirt and mud will just get into the holes and plug them.

SGT Justin Deneff
CSMS #57
Camp Douglas, WI

*Editor's note:
You really drilled it with that idea, Sergeant Deneff! Good job!*

Drain holes release water before it can freeze



Vehicles...

BATTERY BOX LINER

MECHANICS, USE A BATTERY BOX LINER FOR ABSORBING BATTERY ACID IN YOUR VEHICLE'S BATTERY BOX.



You need it because the liner will not only absorb battery acid but neutralize it as well.

Get a roll of 1/4-in thick liner with NSN 6160-01-389-1966. Cut it to the dimensions you need to line a vehicle's battery box. This 13-in x 100-ft roll of liner will take care of all the vehicles in your unit's motor pool... and then some.

Change the liner when it becomes soaked with battery acid or starts to deteriorate.

TAKING CARE OF TANKERS

WITHOUT PROPER CARE, HEMTT TANKERS THAT HAVE BEEN PURGED AND SHIPPED FROM OVERSEAS MAY GIVE YOU TROUBLE.

IF YOU SEE SIGNS OF LEAKING, YOU'VE GOT TROUBLE!



Leaking can occur if the tanker sits for a long time after purging and continues to be exposed to purging residue. The coupling gaskets on the tanker begin to dry out, creating leaks.

These leaks show up at the pipe couplings at the tank and tanker control module and gaskets in the back of the tanker after the tanker is filled again. Here's how to prevent this from happening.

Proper Post Purging PM

PROPER POST PURGING PM INVOLVES SOME EFFORT!

DON'T LEAVE TANKERS DRY FOR A LONG TIME AFTER A PURGE.

TEST TANKERS THAT ARE SHIPPED FROM OVERSEAS AS SOON AS POSSIBLE.



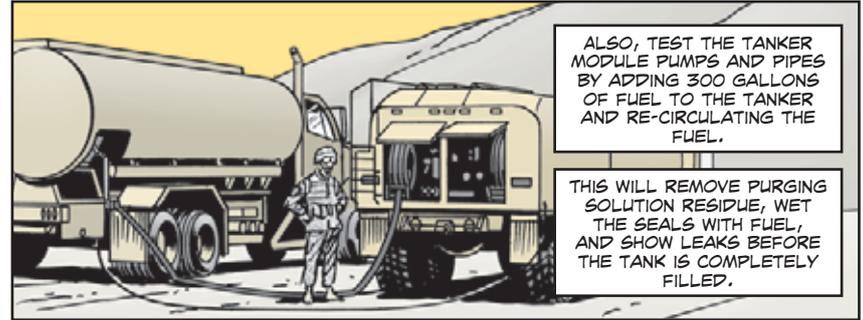
BE SURE TO USE THE -10 TM TO PERFORM PM ON ALL TANKERS RETURNING TO SERVICE.

THIS INCLUDES INSPECTING ALL ASSEMBLIES, SUBASSEMBLIES, AND ACCESSORIES TO BE SURE THEY ARE IN PROPER WORKING ORDER.



ALSO, TEST THE TANKER MODULE PUMPS AND PIPES BY ADDING 300 GALLONS OF FUEL TO THE TANKER AND RE-CIRCULATING THE FUEL.

THIS WILL REMOVE PURGING SOLUTION RESIDUE, WET THE SEALS WITH FUEL, AND SHOW LEAKS BEFORE THE TANK IS COMPLETELY FILLED.



IF YOU FIND LEAKS, REPAIR THEM FOLLOWING GUIDANCE IN THE IETM FOR TANKER PIPING REMOVAL/INSTALLATION. FOLLOW ALL OF THE WARNINGS, NOTES AND CAUTIONS.

THE PIPE COUPLINGS IN THE MODULE AND UNDER THE TANK ARE AVAILABLE IN A KIT THAT COMES WITH NSN 5330-01-578-5493. THE KIT INCLUDES ALL OF THE GASKETS AND SEALS USED ON THE TANKER...



...OR YOU CAN JUST ORDER THE SPECIFIC COUPLINGS AND GASKETS YOU NEED!



Read Your References

You may want to eyeball MIL-STD-3003B, *Department of Defense Standard Practice, Vehicles, Wheeled: Preparation for Shipment and Storage Of*, for more PM help. And reference these HEMTT IETM's instructions on preparation for storage: EM 0288, TM 9-2320-326-14&P; EM 0289, TM 9-2320-325-14&P; and EM 0290, TM 9-2320-279-14&P.

By the way, stainless steel and aluminum tanks **don't** have the requirement to add preservative oil. For aircraft tankers, preservative is considered a contaminant.

Master Cylinder Brake Fluid Fix



I'VE GOT THE TM INSTRUCTIONS AND THE LUBE GUN. IT'S TIME TO LUBE YOUR MASTER CYLINDER!

HOLD UP, BUDDY. THERE'S A *MISTAKE* IN THAT TM. YOU NEED TO GET THE *FACTS* FIRST!

Dear Editor,

I found a mistake in TM 9-2330-392-14&P. Step 3 of the Notes section on Page G-6 in Appendix G gives lube instructions for the master cylinder. It says "semiannually, or as required, fill to within 1/8 inch (3 mm) of top edge of reservoir." But doing this won't allow for expansion of the brake fluid!

To allow for expansion, the TM should be changed to say "semiannually, or as required, fill to about 1/8 inch (3 mm) *below the bottom of the reservoir filler neck.*"

I've already submitted a DA Form 2028 to TACOM LCMC, and they agree with me. Until they can update TM 9-2330-392-14&P, you might want to get the word out to your readers.

Lewis W. Eoff
TACOM LAR
1st Calvary Division
Fort Hood, TX

Editor's note:

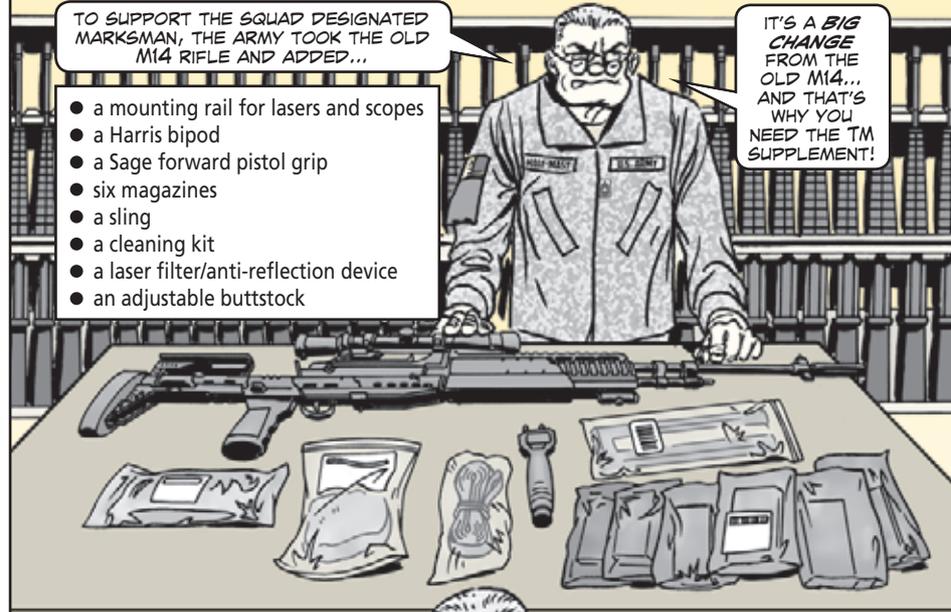
You just told 'em, Lew. Thanks. Readers, make a note until the TM is changed.

GET THE TM SUPPLEMENT!

TO SUPPORT THE SQUAD DESIGNATED MARKSMAN, THE ARMY TOOK THE OLD M14 RIFLE AND ADDED...

- a mounting rail for lasers and scopes
- a Harris bipod
- a Sage forward pistol grip
- six magazines
- a sling
- a cleaning kit
- a laser filter/anti-reflection device
- an adjustable buttstock

IT'S A *BIG CHANGE* FROM THE OLD M14... AND THAT'S WHY YOU NEED THE TM SUPPLEMENT!



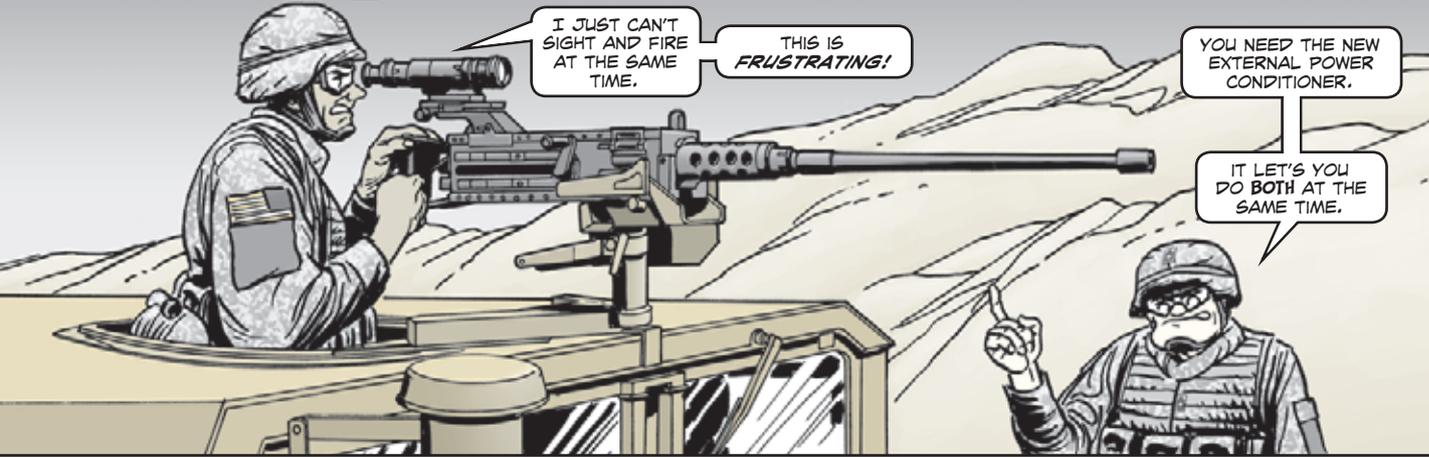
THE RESULTING WEAPON IS CALLED THE *M14 ENHANCED BATTLE RIFLE.*



But to correctly use all these new additions, you will need not only the old TM 9-1005-223-10, but also the supplement to the -10, dated 26 Jan 09. It explains things like mounting a sight on the rail system and the entire M14 cleaning procedure.

The supplement should have come with your M14 enhanced battle rifle. If it didn't, contact your local TACOM logistics assistance representative (LAR) or TACOM's Michael Petersen at DSN 793-3331, (309) 782-3331, email: michael.petersen2@us.army.mil

Sight and Shoot with TWS



When the AN/PAS-13 thermal weapon sight (TWS) is mounted on the M2 machine gun, a gunner can target an enemy from as far as two kilometers away. But it's very difficult for him to look through the TWS while firing.

That's why the Army has come out with the external power conditioner (EPC) and an EPC bracket assembly. Both come with NSN 6130-01-557-1542.

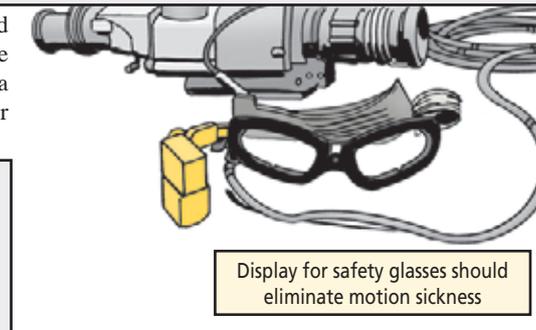
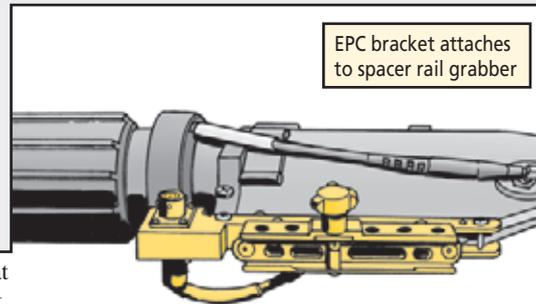
The EPC makes it possible to connect the TWS to a monitor and/or a head-mounted display so a gunner can sight and shoot simultaneously. The monitor and display come with the EPC.

The EPC bracket assembly attaches to the TWS at the spacer rail grabber so that the access cable has a solid connection to the TWS without straining the access port. A cable connects the bracket to the EPC at a quick disconnect. The EPC can be used with all five versions of the AN/PAS-13.

Some Soldiers who tested the EPC with the helmet-mounted display complained of motion sickness. To remedy that, the Army has designed a display that can be attached to safety glasses. Because the glasses provide a more secure fit than a helmet-mounted eyepiece, motion sickness should be reduced or eliminated. Order the glasses' display with NSN 5855-01-556-7130.

When using the EPC, gunners should acquire targets using the TWS wide field of view and then switch to narrow field of view for firing. Otherwise, you will have a hard time finding the target.

Instructions for mounting and using the EPC come with it.



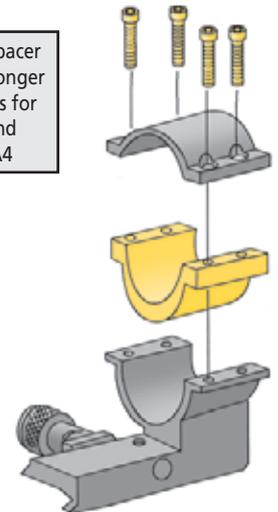
M68 Sight Needs Spacer for M16A4, M4/M4A1

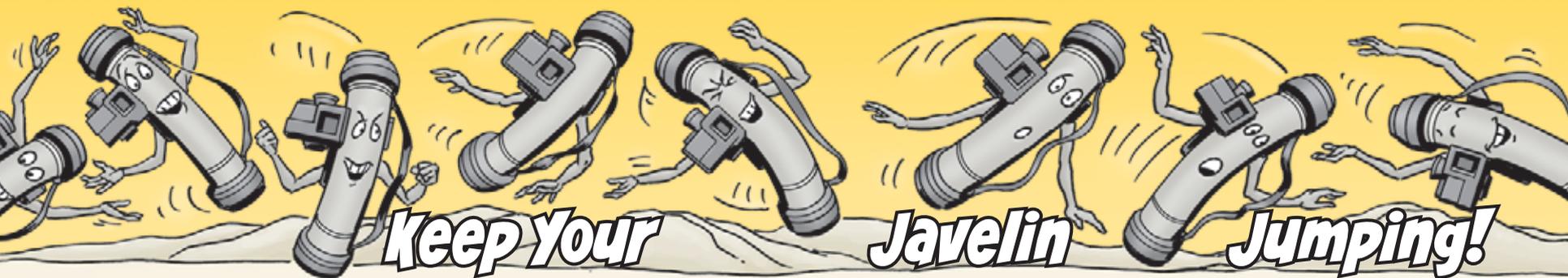
Dear Editor,
Many Soldiers (and armorers) don't realize that when you mount the M68 sight (also known as the close combat optical) on the M16A4 rifle or M4/M4A1 carbine you need a spacer and longer screws. Please remind your readers of this.

SGT Rose Gushanas
Elizabethtown, PA

Editor's note: Sure thing, Sergeant. As WP 0027 00-2 in TM 9-1240-413-13&P (Mar 08) points out, you will need a spacer, NSN 5365-01-448-8912, and longer screws, NSN 5305-01-448-9826, when you put the M68 on the M16A4 or M4/M4A1. Thanks for reminding us.

Use spacer and longer screws for M4 and M16A4





Keep Your Javelin Jumping!

Dear Editor,

We support the Javelin missile system at Ft Carson. From our experience, we offer these suggestions to keep your Javelin CLU (command launch unit) jumping into action:

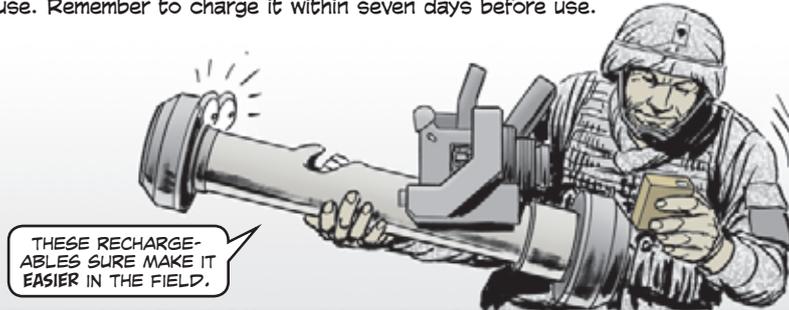
Use it. We see Javelins that sit for months. When the Javelin is not operated for long periods, problems can go undetected. Then when you are ready to use it, you can't. If you put the Javelin's battery in and let the system run for 30 minutes at least monthly, that lets the built-in-test detect problems. That also gives operators a chance to refresh their Javelin training. And follow the PMCS in the TM, too, to make sure you catch everything.

Don't forget the field tactical trainer, either. Check it out while you're running the Javelin to make sure it doesn't have problems. You can't do much training if it doesn't work.

Keep and use the storage case. Javelin storage cases are disappearing during deployments and units are substituting whatever they can find. The Javelin CLU needs its specially designed case to protect parts like the hand grips, afocal lens, eyepiece, and battery case. If a unit ships a Javelin in the wrong case and it's damaged, they can be held responsible for what may be very expensive damage. If a case is missing or damaged, get it replaced ASAP. Contact the Javelin Integrated Technical Operations Center by calling 1-888-528-4862 or emailing jvitoc@jvjavelin.com for assistance.

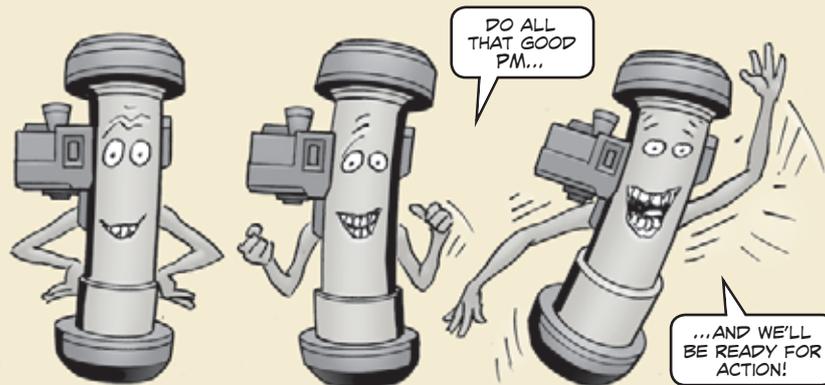


Use rechargeable batteries for training. That will save you money in the long run and you won't have to carry so many batteries to the field. The BB-390B/U, NSN 6140-01-490-4317, is one rechargeable you can use. Remember to charge it within seven days before use.



CW2 Travis Ogletree
SGT Jeffrey Poston
SPC Larry Dutton
204th BSB
Ft Carson, CO

Editor's note:
Excellent suggestions that will help all Javelin units. Thanks for the good advice.



Detector Turn-in Procedure

SORRY, OLD TIMER, BUT YOU'RE BEING REPLACED BY JCAD.

I GOTTA TURN YOU IN.

FINE, BUT DON'T FORGET I'VE GOT A RADIATION SOURCE THAT REQUIRES SPECIAL TURN-IN PROCEDURES.

YOU NEED TO FIND OUT HOW TO DO THAT.

The joint chemical agent detector (JCAD) is replacing both the M8A1 chemical alarm and the M22 automatic chemical agent alarm (ACADA).

But when you CBRN specialists get the JCAD, you can't just turn in your old M8s and ACADAs. Both the M8's M43A1 detector, NSN 6665-01-081-8140, and the ACADA's M88 detector, NSN 6665-01-438-3673, have radiation sources that require special disposal procedures.

Radioactive sources should not be removed from the detectors. Instead, contact your unit radiation safety officer and transportation officer for help properly packing and shipping the detectors to Pine Bluff Arsenal. Be sure to include a complete list of the serial numbers for both the detectors and radioactive cells.

Units must use a transaction code of CBR with a supplementary address of W41CE8 for Pine Bluff Arsenal. This codes the action as a turn-in, which is then reflected in the Army Serial Number Tracking database. The entire radioactive device should be shipped by traceable means to Pine Bluff. Use Steven Gray, (870) 540-3033, or Virginia Cushing, (870) 540-3565, as the POC at Pine Bluff.



SEND THEM TO...

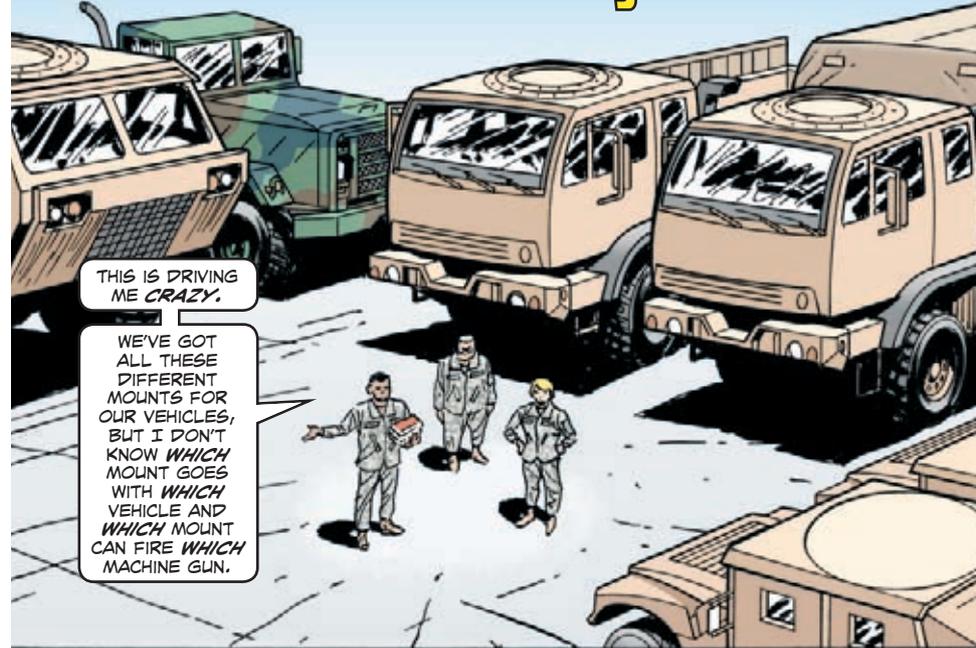
Pine Bluff Arsenal
Army Non-ammo Field Service
Bldg 53990 507th Street
Pine Bluff, AR 71602-9500

Units should make sure to have any detectors turned in removed from the accountability record DA Form 2765, *Request for Turn-in or Issue*.

If you have questions, contact the TACOM LCMC Radiation Safety Officer, Thomas Gizicki, at (309) 782-2965 or email: thomas.gizicki@us.army.mil

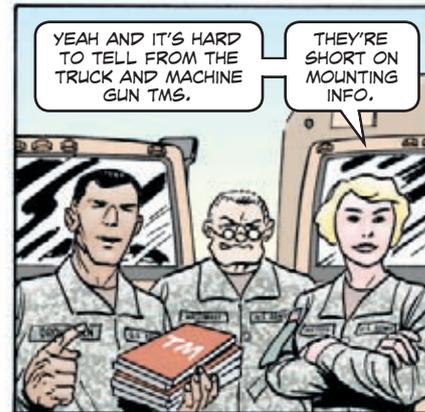
Or contact the M22/M8 item manager, Reba Stallworth, (586) 282-7420, or email: reba.stallworth@us.army.mil

You Want Mount Help? You Came to the Right Place!



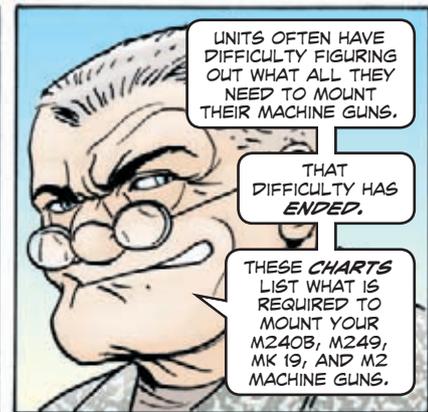
THIS IS DRIVING ME CRAZY.

WE'VE GOT ALL THESE DIFFERENT MOUNTS FOR OUR VEHICLES, BUT I DON'T KNOW WHICH MOUNT GOES WITH WHICH VEHICLE AND WHICH MOUNT CAN FIRE WHICH MACHINE GUN.



YEAH AND IT'S HARD TO TELL FROM THE TRUCK AND MACHINE GUN TMS.

THEY'RE SHORT ON MOUNTING INFO.



UNITS OFTEN HAVE DIFFICULTY FIGURING OUT WHAT ALL THEY NEED TO MOUNT THEIR MACHINE GUNS.

THAT DIFFICULTY HAS ENDED.

THESE CHARTS LIST WHAT IS REQUIRED TO MOUNT YOUR M240B, M249, MK 19, AND M2 MACHINE GUNS.

MOUNTING THE M240B



Tripod for M240B

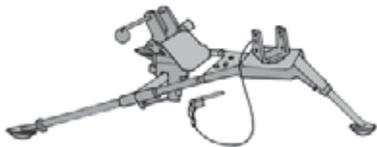
USE EITHER THIS

M192 lightweight ground mount,
NSN 1005-01-503-0141



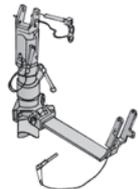
OR THIS

M122A1 machine gun tripod mount,
NSN 1005-01-433-1617



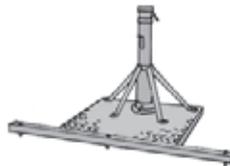
AND BOTH OF THESE

2 M197 machine gun mount,
NSN 1005-01-413-4098



AND

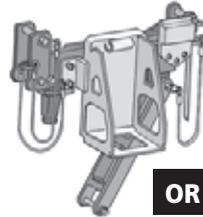
3 M7 pedestal mount,
NSN 1005-01-518-9037



M240B's HMMWV Pedestal (M998-series only)

USE EITHER THIS

1A machine gun cradle,
NSN 1005-01-553-0683



OR THIS

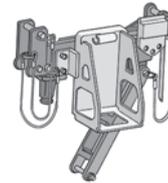
1B ammo adapter bracket assembly,
NSN 1005-01-431-8324
with deflector kit,
NSN 1005-01-468-0552



M240B's Vehicle Ring Mount

USE EITHER THIS

1A machine gun cradle,
NSN 1005-01-553-0683



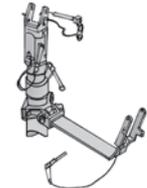
OR THIS

1B ammo adapter bracket assembly,
NSN 1005-01-431-8324
with deflector kit,
NSN 1005-01-468-0552



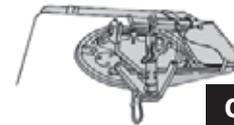
AND

2 M197 machine gun mount,
NSN 1005-01-413-4098



Then choose ONE of the following: **3a**, **3b** or **3c**

3A M1025/M1026/M1114 HMMWV bearing sleeve,
NSN 3120-01-188-5082



OR

3B M66 machine gun mount ring,
NSN 1005-00-701-2810



OR

3C lightweight ring mounting kit for 900-series 5-ton, NSN 1005-01-432-3339 (kit includes mount ring) cab reinforcement kit, NSN 2590-01-436-9144

Note: The new versions of the HEMTT, PLS and LMTV/FMTV vehicles use the new lightweight ring mount. Watch PS for more details about this mount.

The M66 Machine Gun Mount Ring will work with any of the following:

M800-series 5-ton mounting kit,
NSN 1005-01-226-4589
with cab reinforcement kit,
NSN 2590-01-322-2694



OR

LMTV and FMTV mounting kit,
NSN 1005-01-381-5431



OR

HEMTT mounting kit, NSN 1005-0-519-2126 with PLS mounting kit, NSN 1005-01-523-6549



PS MORE

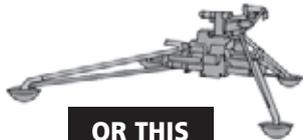
MOUNTING THE M249



Tripod for M249

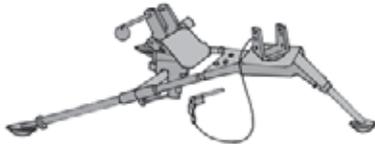
USE EITHER THIS

M192 lightweight ground mount,
NSN 1005-01-503-0141



OR THIS

M122A1 machine gun tripod mount,
NSN 1005-01-433-1617



THE BEST PLACE TO GO FOR MOUNT INFO IS TM 9-1005-245-13&P. IT COVERS ALL THE MACHINE GUN MOUNTS, EXCEPT THE M66.



TM 9-1005-335-13&P WILL COVER THE M66, BUT IT HASN'T BEEN PUBLISHED YET. YOU CAN READ THE DRAFT VERSION OF THE TM AT <https://aeps2.ria.army.mil/commodity/mount/files.cfm>

PS WILL KEEP YOU UPDATED ON CHANGES TO MOUNT NSNs SO KEEP READING PS EVERY MONTH.

M249's HMMWV Pedestal (M998-series only)

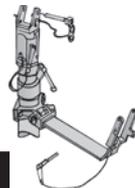
USE

1 machine gun cradle,
NSN 1005-01-553-0683



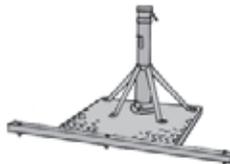
AND/OR

2 M197 machine gun mount,
NSN 1005-01-413-4098



AND

3 M7 pedestal mount,
NSN 1005-01-518-9037



M197 and M7 can be used without the cradle

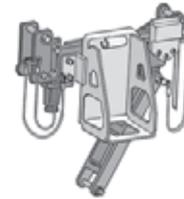
M249's Vehicle Ring Mount

USE BOTH OF THESE

1 machine gun cradle,
NSN 1005-01-553-0683

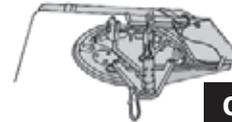
AND

2 M197 machine gun mount,
NSN 1005-01-413-4098



Then choose ONE of the following: **3a**, **3b** or **3c**

3A M1025/M1026/M1114 HMMWV bearing sleeve,
NSN 3120-01-188-5082



OR

3B M66 machine gun mount ring,
NSN 1005-00-701-2810



OR

3C lightweight ring mounting kit for 900-series 5-ton, NSN 1005-01-432-3339 (kit includes mount ring) cab reinforcement kit,
NSN 2590-01-436-9144

Note: The new versions of the HEMTT, PLS and LMTV/FMTV vehicles use the new lightweight ring mount. Watch PS for more details about this mount.

The M66 Machine Gun Mount Ring will work with any of the following:

M800-series 5-ton mounting kit,
NSN 1005-01-226-4589
with cab reinforcement kit,
NSN 2590-01-322-2694



OR

LMTV and FMTV mounting kit,
NSN 1005-01-381-5431



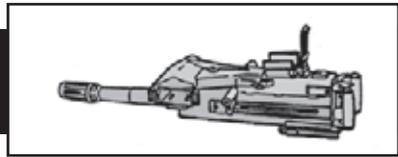
OR

HEMTT mounting kit, NSN 1005-0-519-2126 with PLS mounting kit,
NSN 1005-01-523-6549



PS MORE

MOUNTING THE MK19



Tripod for MK19

USE ONE OF THESE:

1A MK93 MOD 2, NSN 1010-01-502-7547



Carriage and Cradle

OR

1B MK93 MOD 1, NSN 1005-01-383-2757



Carriage and Cradle

OR

1C MK64 MOD 9, NSN 1010-01-412-3159



Carriage and Cradle

WITH

2 M3 machine gun tripod mount, NSN 1005-00-322-9716



MK19's HMMWV Pedestal (M998-series only)

USE ONE OF THESE:

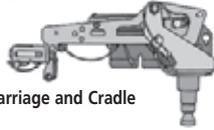
1A MK93 MOD 2, NSN 1010-01-502-7547



Carriage and Cradle

OR

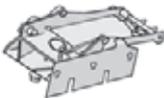
1B MK93 MOD 1, NSN 1005-01-383-2757



Carriage and Cradle

OR

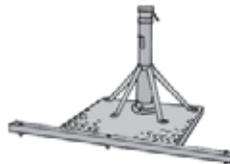
1C MK64 MOD 9, NSN 1010-01-412-3159



Carriage and Cradle

WITH

2 M7 pedestal mount, NSN 1005-01-518-9037



MK19's Vehicle Ring Mount

USE ONE OF THESE:

1A MK93 MOD 2, NSN 1010-01-502-7547

OR

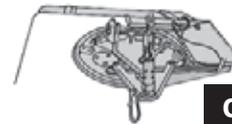
1B MK93 MOD 1, NSN 1005-01-383-2757

OR

1C MK64 MOD 9, NSN 1010-01-412-3159

Then choose ONE of the following: **2a**, **2b** or **2c**

2A M1025/M1026/M1114 HMMWV bearing sleeve, NSN 3120-01-188-5082



OR

2B M66 machine gun mount ring, NSN 1005-00-701-2810



OR

2C lightweight ring mounting kit for 900-series 5-ton, NSN 1005-01-432-3339 (kit includes mount ring) cab reinforcement kit, NSN 2590-01-436-9144

Note: The new versions of the HEMTT, PLS and LMTV/FMTV vehicles use the new lightweight ring mount. Watch PS for more details about this mount.

The M66 Machine Gun Mount Ring will work with **any** of the following:

M800-series 5-ton mounting kit, NSN 1005-01-226-4589 with cab reinforcement kit, NSN 2590-01-322-2694



OR

LMTV and FMTV mounting kit, NSN 1005-01-381-5431



OR

HEMTT mounting kit, NSN 1005-0-519-2126 with PLS mounting kit, NSN 1005-01-523-6549



PS MORE

MOUNTING THE M2



Tripod for M2

USE ONE OF THESE:

1A MK93 MOD 2, NSN 1010-01-502-7547



Carriage and Cradle

OR

1B MK93 MOD 1, NSN 1005-01-383-2757



Carriage and Cradle

OR

1C MK64 MOD 9, NSN 1010-01-412-3159



Carriage and Cradle

WITH

2 M3 machine gun tripod mount, NSN 1005-00-322-9716



Note: M3 can be used without any carriage and cradle.

M2's HMMWV Pedestal (M998-series only)

USE ONE OF THESE:

1A MK93 MOD 2, NSN 1010-01-502-7547



Carriage and Cradle

OR

1B MK93 MOD 1, NSN 1005-01-383-2757



Carriage and Cradle

OR

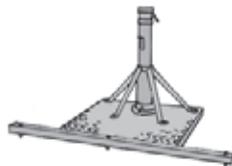
1C MK64 MOD 9, NSN 1010-01-412-3159



Carriage and Cradle

WITH

2 M7 pedestal mount, NSN 1005-01-518-9037



M2's Vehicle Ring Mount

USE ONE OF THESE:

1A MK93 MOD 2, NSN 1010-01-502-7547

OR

1B MK93 MOD 1, NSN 1005-01-383-2757

OR

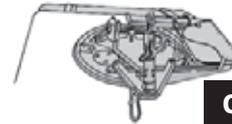
1C 6650 mount, NSN 1005-00-704-6650

OR

1D MK64 MOD 9, NSN 1010-01-412-3159

Then choose ONE of the following: **2a**, **2b** or **2c**

2A M1025/M1026/M1114 HMMWV bearing sleeve, NSN 3120-01-188-5082



OR

2B M66 machine gun mount ring, NSN 1005-00-701-2810



OR

2C lightweight ring mounting kit for 900-series 5-ton, NSN 1005-01-432-3339 (kit includes mount ring) cab reinforcement kit, NSN 2590-01-436-9144

Note: The new versions of the HEMTT, PLS and LMTV/FMTV vehicles use the new lightweight ring mount. Watch PS for more details about this mount.

The M66 Machine Gun Mount Ring will work with any of the following:

M800-series 5-ton mounting kit, NSN 1005-01-226-4589 with cab reinforcement kit, NSN 2590-01-322-2694



OR

LMTV and FMTV mounting kit, NSN 1005-01-381-5431



OR

HEMTT mounting kit, NSN 1005-01-519-2126 with PLS mounting kit, NSN 1005-01-523-6549



PS
END

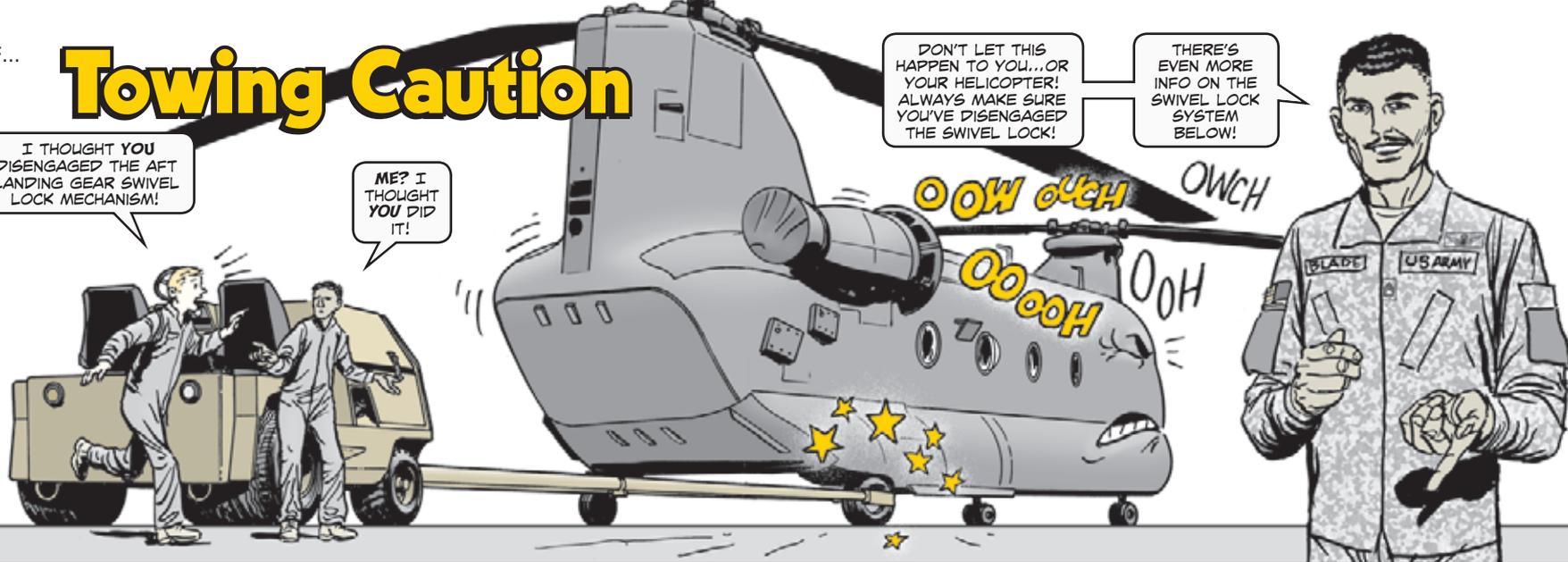
Towing Caution

I THOUGHT YOU DISENGAGED THE AFT LANDING GEAR SWIVEL LOCK MECHANISM!

ME? I THOUGHT YOU DID IT!

DON'T LET THIS HAPPEN TO YOU...OR YOUR HELICOPTER! ALWAYS MAKE SURE YOU'VE DISENGAGED THE SWIVEL LOCK!

THERE'S EVEN MORE INFO ON THE SWIVEL LOCK SYSTEM BELOW!

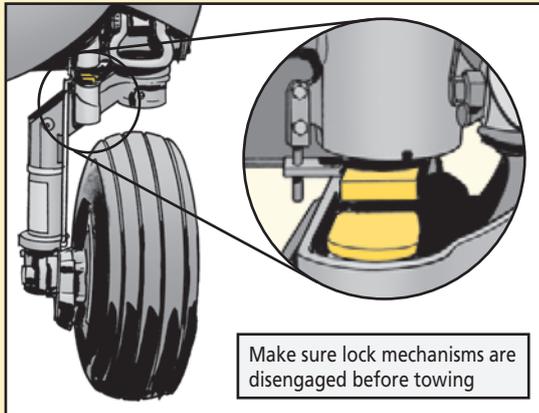


The Chinook is the Army's work horse. If you don't want it to pull up lame, make sure both the aft landing gear swivel lock mechanisms are disengaged before towing.

When you remove all electrical and hydraulic power from the aircraft, the swivel locks should automatically unlock, but in some cases a swivel lock may stay engaged and the wheel won't be able to rotate.

If the lock is still engaged when you tow the aircraft, you could rip out the swivel lock mechanism from the swivel housing.

Whenever you rely on electrical and hydraulic power for operation of any system, things can go wrong. If you've had sticking problems with the locking mechanism, the best thing to do first is to troubleshoot the system like it says in TM 1-1520-240-23&P or TM 1-1520-271-23&P.



Make sure lock mechanisms are disengaged before towing

Because the swivel lock system operates off 24 VDC, circuit breakers and a power steering control box, electrical problem can originate from any of these components or even a bad wire.

Hydraulic power for swivel lock operation is provided by the utility hydraulic system thru the power steering/swivel lock module to the swivel lock actuator. Any of these items can go bad.

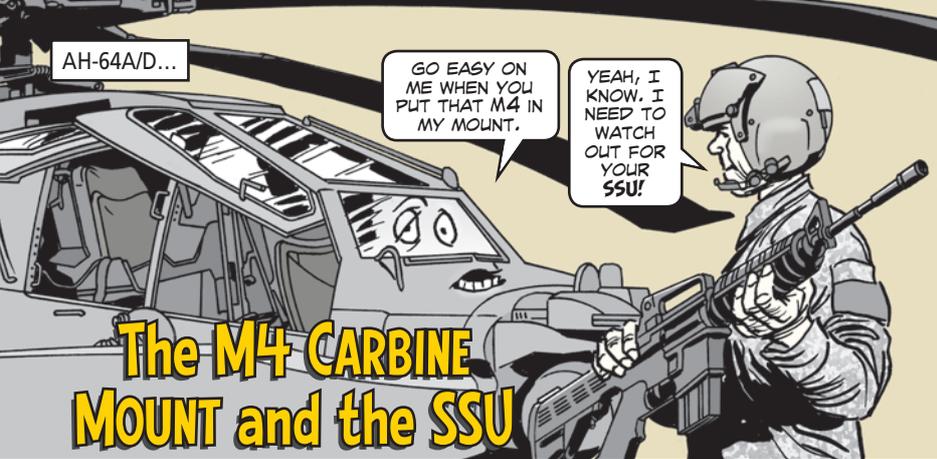
If you've been having problems with swivel lock operation, it is a clear sign the swivel lock piston rod has not been cleaned.

There is a scraper ring inside the swivel lock actuator that keeps dirt and grime from entering the actuator. If hydraulic fluid, dirt, grease and grime accumulate on the piston rod and scraper ring, they could gum up the works and stick the lock in the down position (engaged) when all power is removed from the aircraft. Check the piston rods daily for cleanliness and obstructions. Sometimes they get overlooked because they're not easily accessible.

SAVE YOURSELF THE GRIEF OF A GROUNDED HELICOPTER.

CLEAN THE PISTON RODS AND INSPECT THE SWIVEL WHEEL LOCKS UP CLOSE TO MAKE SURE THEY ARE NOT ENGAGED BEFORE TOWING.





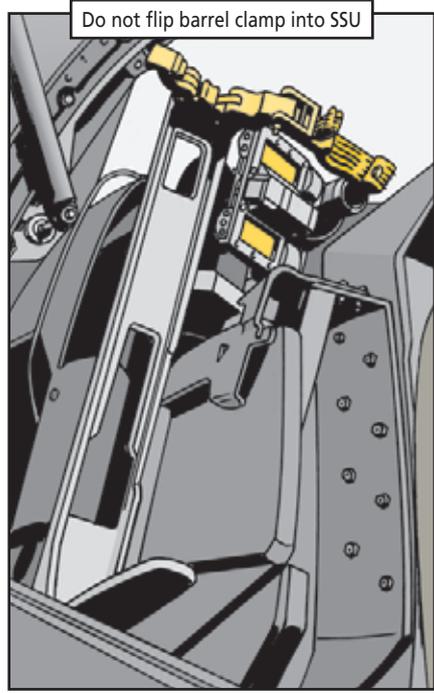
Co-pilot gunners, the M4 carbine mount on the AH-64 sits real close to the sensor surveying unit (SSU), NSN 1270-01-159-7994. The SSU can't take a licking and keep on ticking if you slam the M4 into the mount or flip the barrel clamp into the sensor.

Pay attention when you remove and install the M4 because the mount is almost flush against the SSU. That's too close for comfort. The SSU is not strong enough to handle the M4 being shoved too hard into the rack. The barrel clamp could break or crack the SSU lens if the clamp is carelessly flipped into it.

Remember, the SSU sends signals to the integrated helmet and display sighting system (IHADSS). If it's broken, your helmet will no longer be able to control aircraft weapons and the target acquisition designation sight (TADS).

Your bird will be red X'd and won't be flying until the broken SSU or its mount gets replaced or it is repaired by a depot-level contact team.

So, take it easy when you install or remove the M4 from the mount. That way, the SSU won't take a licking and will keep on ticking.



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

Dear Sergeant Blade,
 In our ALSE shop, we've been trying to find a copy of the latest and greatest FM 3-04.508, *Aviation Life Support System Maintenance Management and Training Programs*, (Apr 04). Can you help?
 SGT K. J.

ALSE Pub Needed

Dear Sergeant K. J.,
 Yes, I certainly can. The info in FM has been revised and modified to better assist the ALSE tech in everyday operations. The info is now a *Training Circular, TC 3.04.72*, Aviation Life Support System Management Program, (Oct 09). You can download a copy of the TC from the Army Publishing Directorate at:
<http://www.apd.army.mil>



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

You can submit suggested changes or comments about the new training circular to TRADOC on a DA Form 2028, Recommended Changes to Publications and Black Forms or by email: av.doctrine@us.army.mil
 You can also download the TC at Army Knowledge Online (AKO):
<https://www.us.army.mil>

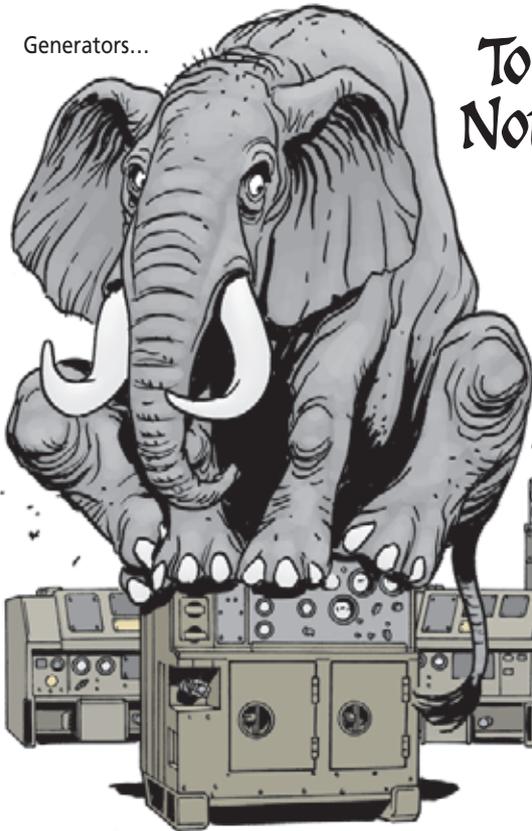


or the General Dennis J. Reimer Training and Doctrine Digital Library:
<http://www.train.army.mil>



"Rotor" Blade

Generators...



To Load Test or Not to Load Test, That is the Question!

WHAT THE HECK ARE YOU DOING WITH THE ELEPHANT?

I'M LOAD TESTING THAT GENERATOR!



Dear Half-Mast,
Do you have to load test generators? I've always done it, but my new boss says, "if it's not in writin', I don't want to do it." Is it in writing? Do we have to do it?

SFC B.J.I.



Dear Sergeant B.J.I.,

Since I answered my first question as a Private under Patton, there's been one question I hate to see come across my desk and this is it. Is load testing generators mandatory or just a good idea? And the answer is, it depends upon what you read and who you talk to.

If you look at private industry and the Air Force and Marine Corps, they load test a generator after every repair, before every deployment or field exercise, and on a periodic basis that depends on the application and installation.

If you look within the Army maintenance community at the backbone of the maintenance system, the LAR, you'll find almost unanimous agreement that load testing is an absolute must.

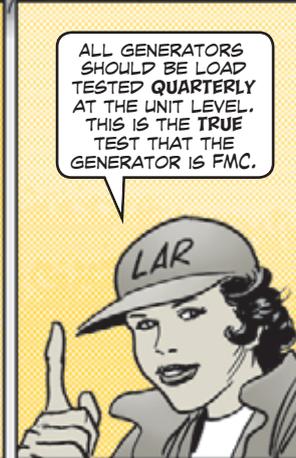


HERE'S WHAT SOME OF THESE EXPERTS SAY...

A FAILED GENERATOR IS **NOT** REPAIRED UNTIL IT HAS PASSED A LOAD TEST.



I THINK THAT IT IS **IMPOSSIBLE** TO VERIFY THE PROPER OPERATION OF A GENERATOR WITHOUT A LOAD TEST.



ALL GENERATORS SHOULD BE LOAD TESTED **QUARTERLY** AT THE UNIT LEVEL. THIS IS THE **TRUE** TEST THAT THE GENERATOR IS FMC.

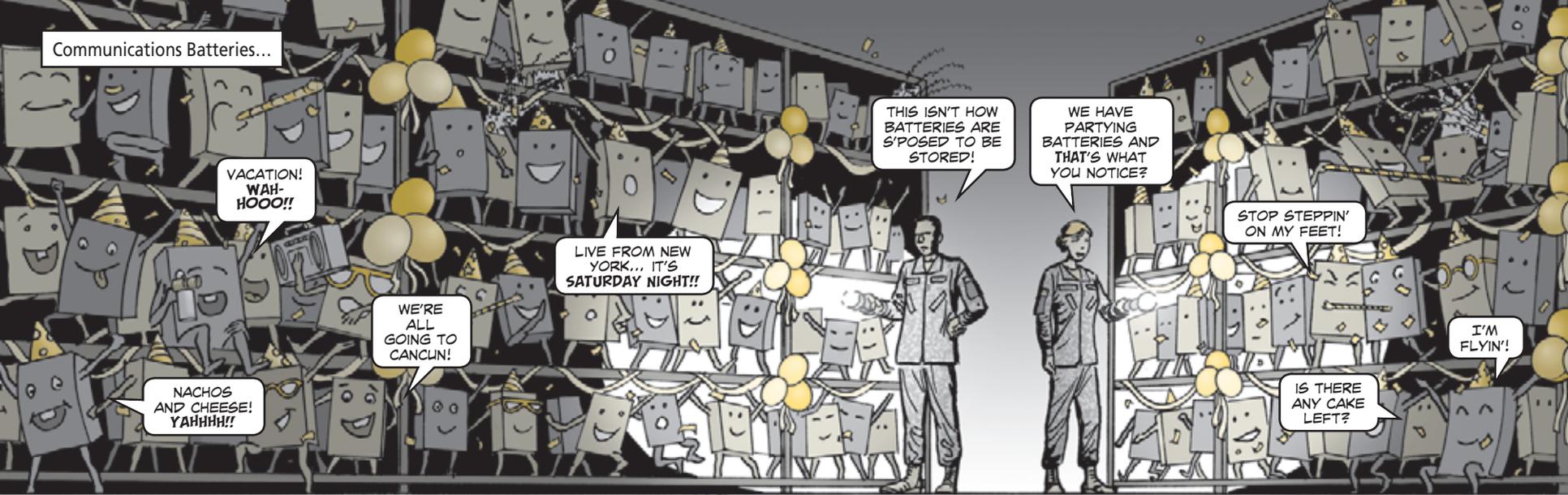


YOU WILL FIND REFERENCE TO LOAD TESTING THE GENERATOR ESPECIALLY DURING OR AFTER ANY SIGNIFICANT REPAIR IN VARIOUS TMS AND MAINTENANCE MANUALS.

And, now, here's the gospel according to Half-Mast: It is a sound and cost effective policy for generator set management and maintenance to load test. Generators leaving the shop should be operated on a load to verify full output. Just starting the generator and monitoring voltage/frequency doesn't identify all engine problems. I recommend a semi-annual or quarterly load testing interval if the set isn't in the shop for maintenance before those times.

Of course, the next question is, are you authorized a load bank? Well, it depends on what your definition of authorized is. Talk to your generator LAR.

Half-Mast



VACATION!
WAH-HOOO!!

LIVE FROM NEW YORK... IT'S SATURDAY NIGHT!!

WE'RE ALL GOING TO CANCUN!

NACHOS AND CHEESE! YAH!!!

THIS ISN'T HOW BATTERIES ARE S'POSED TO BE STORED!

WE HAVE PARTYING BATTERIES AND THAT'S WHAT YOU NOTICE?

STOP STEPPIN' ON MY FEET!

I'M FLYIN'!

IS THERE ANY CAKE LEFT?

A QUESTION ABOUT BATTERY STORAGE



HERE'S A LETTER I RECEIVED ABOUT BATTERY STORAGE...

Dear Half-Mast,

I just got to my new duty station and one of my first jobs was to take over the storage of all the different communications/electronic batteries we use.

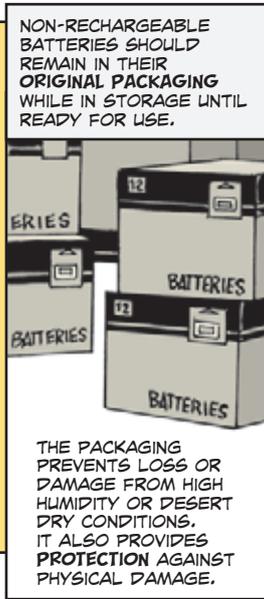
I was surprised to see that the Soldier doing the job before had removed all the batteries from their packaging. When I questioned the wisdom of that, I was told that removing the packaging made storage neater, took up less room, and let you more easily see the type and number of batteries you had on the shelves.

I was always taught that batteries needed to stay in their packaging until use. Was I taught wrong?

SPC J. W.



SPECIALIST J.W., YOU WERE TAUGHT RIGHT!



NON-RECHARGEABLE BATTERIES SHOULD REMAIN IN THEIR ORIGINAL PACKAGING WHILE IN STORAGE UNTIL READY FOR USE.

THE PACKAGING PREVENTS LOSS OR DAMAGE FROM HIGH HUMIDITY OR DESERT DRY CONDITIONS. IT ALSO PROVIDES PROTECTION AGAINST PHYSICAL DAMAGE.



WHILE PACKAGING PREVENTS THE OUTSIDE FROM GETTING IN AND DOING HARM, IT ALSO PREVENTS INSIDE-BATTERY LEAKAGE-FROM GETTING OUTSIDE AND PUTTING HARMFUL CHEMICALS IN THE AIR OR ON THE SHELF.

FINALLY, PACKAGING HELPS IDENTIFY BATTERIES BY STOCK NUMBER, MANUFACTURER, LOT NUMBER AND TYPE.

IF THEY ARE RECHARGEABLE BATTERIES, THE BEST THING YOU CAN DO FOR THEM IS TO CHARGE THEM UP RIGHT AWAY AND THEN PUT THEM BACK IN THEIR ORIGINAL PACKAGING FOR LONG TERM STORAGE. CHARGE THEM ONCE A YEAR FROM THEN ON.

SO, KEEP 'EM PACKAGED AND CHARGED...

... AND PASS THE WORD AROUND YOUR SHOP THAT HALF-MAST TOLD YOU TO!



COLD STORAGE?

Dear Half-Mast,

I've been in the communications/electronics battery storage business for a decade and I think I know how to store batteries. Now, I have a new BMO and he says that I don't need to refrigerate any batteries. He says its been proven not to do any good. He suggested I ask you. Should I get rid of the old fridge?

So, what do you say? Is cold-storage for batteries still the right thing to do?

SGT G.M.B.

Dear Sergeant G.M.B.,

You're right on track when you think that high heat is bad for batteries. While in storage, batteries degrade. They do it faster and to a greater degree when the temperature is above 80°F.

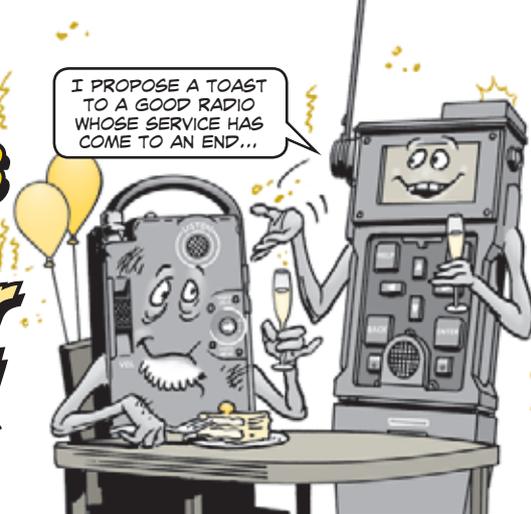
You should keep batteries cool, out of direct sunlight and don't store them in unventilated shelters or connex containers.

But, and it's a big but that concerns your question, the current scientific thinking is that no batteries need to be refrigerated. Regular storage on a shelf with temperatures below 80°F, should keep the batteries in good shape.

Does it hurt the batteries to put them in the frig? Probably not. But if you don't, will it increase the rate of degradation? Nah.

Half-Mast

The WHYS and HOWS for Disposing of Radios



Dear Editor,

Please spread the word that there are *NO* repair programs for these four radios any more:

Radio	NSN 5820-
AN/PRC-90	00-782-5308
AN/PRC-112	01-279-5450
AN/PRC-112C	01-458-6018
AN/PRC-112D	01-500-1535

Nor is there a repair program for the KY-913 Loader, NSN 7025-01-279-5308.

These radios and the loader should be turned in condition code "H" and DEMIL code "D" to a unit's DLA Disposition Services (the old DRMO).

If your unit turns in one of these radios, the project management office for the FBCB2 will issue the combat survival evader locator (CSEL), AN/PRQ-7, NSN 5820-01-499-4473, as a replacement, per the PM fielding schedule.



No repair for PRC-90 or PRC-112!

Time for the CSEL!



Larry Hall
Inventory Manager
C-E LCMC
APG, MD

Editor's note:
Thanks for the good info, Mr. Hall. Soldiers, if you need further help on this issue, call DSN 458-4407 or (410) 306-4407. Or email: larry.hall4@us.army.mil

At a Glance



LOTS OF SAND FLYIN', BUT NOT IN MY EYES.



THESE GOGGLES ARE GREAT!



THESE GLASSES CUT THE GLARE OF THE SNOW.



MAN, THAT WAS CLOSE! THESE GOGGLES JUST SAVED MY EYES!



HERE'S A SUMMARY OF ALL THE ARMY-APPROVED COMBAT EYEWEAR.

These are the only products authorized for Army use.

- All approved combat eyewear are found on the authorized protective eyewear list (APEL)
- 2- or 3-wavelength (WL) laser protective Ballistic/Laser Protective Spectacles (BLPS)
- 2- or 3-WL laser protective Special Protective Eyewear Cylindrical System (SPECS)



- 2- or 3-WL laser protective Sun, Wind and Dust Goggles (SWDG)

THE ARMY HAS APPROVED ONLY CLEAR AND NEUTRAL GRAY SUNGLASS LENSES.

THE ONLY EXCEPTIONS ARE PRODUCTS WITH APPROVED LASER PROTECTIVE LENSES.



CURRENTLY, THESE LENSES ARE AVAILABLE IN GREEN (2-WL PROTECTION) AND BROWN (3-WL PROTECTION).

THE ARMY HAS *NOT* APPROVED NON-LASER COMMERCIAL LENS TINTS, SUCH AS YELLOW, BECAUSE THEY DISTORT COLORS.



DO YOU WEAR PRESCRIPTION EYEGLASSES?

IF YOU *DO*, THE FOLLOWING TABLES TELL YOU WHICH SPECTACLES OR GOGGLES YOU CAN WEAR.

THEY ALSO TELL YOU IF THE GOGGLES HAVE BALLISTIC FRAGMENTATION, ULTRAVIOLET (UV) AND LASER PROTECTION.



Combat Eyewear	Prescription Capable?	Ballistic Fragmentation and UV protection (applies to all approved lenses)	Laser Protection
Ballistic/Laser Protective Spectacles (BLPS)	Yes. Primarily for Soldiers who wear prescription eyeglasses Spectacles have an optional prescription lens carrier (PLC) to hold prescription lenses.	Yes	Yes. BLPS to be worn only with 2-WL or 3-WL lens.
Special Protective Eyewear Cylindrical System (SPECS)	No. Wear them only if you don't need prescription eyeglasses.	Yes	Yes. SPECS to be worn only with 2-WL or 3-WL lens.
Sun, Wind and Dust Goggles (SWDG)	Yes. Wear them alone or over prescription eyeglasses. PLC not available.	Yes	Yes. SWDG to be worn only with 2-WL or 3-WL lens.
ESS Crossbow Spectacles	Yes. Wear them with or without PLC.	Yes	No
Oakley SI Ballistic M Frame 2.0 Spectacles	Yes. Wear them with or without PLC.	Yes	No

Oakley SI M Frame



Revision Sawfly



Uvex Genesis



Combat Eyewear	Prescription Capable?	Ballistic Fragmentation and UV protection (applies to all approved lenses)	Laser Protection
Revision Sawfly Spectacles (Two sizes—regular and large)	Yes. Wear them with or without PLC.	Yes	Wear with 2-WL or 3-WL lens for laser protection. *See Note on page 51.
Smith Optics Aegis	Yes. Wear them with or without PLC.	Yes	No
Uvex Genesis Spectacles	Yes. Wear them with or without PLC.	Yes	No
Uvex XC Spectacles	Yes. Wear them with or without PLC.	Yes	No
Wiley X PT-1 Spectacles	No. Wear them only if you don't need prescription eyeglasses.	Yes	No
Wiley X SG-1 Spectacles	No. Wear them only if you don't need prescription eyeglasses.	Yes	No
Wiley X Talon Spectacles	Yes. Wear them with or without PLC.	Yes	No

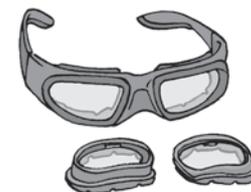
Smith Optics Aegis



Wiley X PT-1



Wiley X SG-1



Combat Eyewear	Prescription Capable?	Ballistic Fragmentation and UV protection (applies to all approved lenses)	Laser Protection
Arena Flakjak Goggles	No. Wear them only if you don't need prescription eyeglasses.	Yes	No
ESS Land Operations Goggles	Yes. Wear them alone or over prescription eyeglasses. PLC not available.	Yes	No
ESS Profile NVG Goggles	Yes. Wear them with or without PLC.	Yes	No
Revision Desert Locust Goggles	Yes. Wear them with or without PLC.	Yes	Wear with 2-WL or 3-WL lens for laser protection. *See Note on page 51.
Smith Optics Outside the Wire (OTW) Goggles	Yes. Wear them with or without PLC.	Yes	No

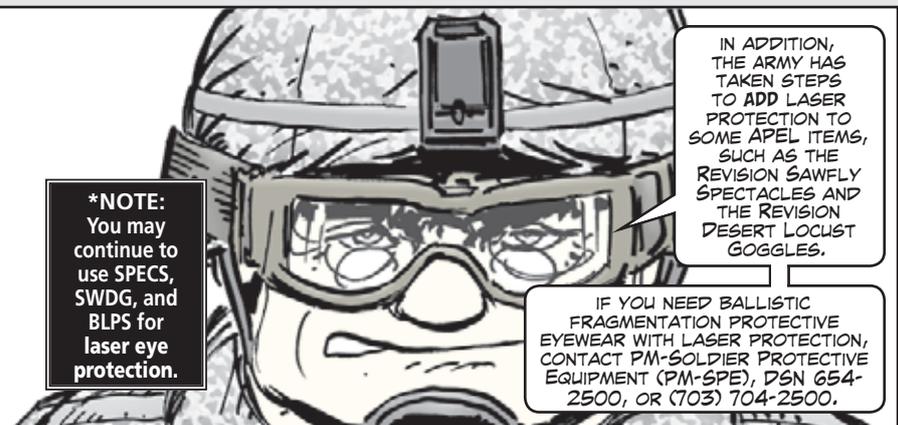
Arena Flakjak



ESS Land Operations



Revision Desert Locust



YOUR LOCAL MILITARY OPTOMETRY OR OPHTHALMOLOGY CLINIC, AS WELL AS CLINICS IN THEATER, CAN SUPPLY PLCs AT NO COST.

UNITS IN THEATER THAT NEED REPLACEMENT PLCs CAN ALSO ORDER THEM FROM THE G-EYES GOVERNMENT EYEWEAR SYSTEM WEBSITE:
<https://g-eyes.amedd.army.mil>

Replacement Parts
Units that order combat eyewear, listen up. If spectacles or goggles get chipped, scratched or broken, don't order a complete eyewear system. Instead, order *replacement lenses and frames* at a fraction of the cost. They're available through the Army supply system. Unit supply personnel should determine whether a complete eyewear system is needed or if a replacement part will do. You'll find currently available parts on the PS Hot Topics web page:
<https://www.logsa.army.mil/psmag/topics.cfm>



- <https://peosoldier.army.mil/pmseq/eyewearmessage.asp>
- <https://peosoldier.army.mil/pmseq/eyewear.asp>
- <https://peosoldier.army.mil/docs/EyewearAPELMemo.pdf>

LOOKING FOR A GREAT VIEW?



CHECK OUT A NEW FEATURE IN THE LOGISTICS INFORMATION WAREHOUSE (LIW)—THE 360 DEGREE LOGISTICS READINESS DASHBOARDS.

THEY OFFER AN OVERVIEW OF CLASS VII (MAJOR ITEMS) AND CLASS IX (REPAIR PARTS AND COMPONENTS).

GRAB A 360° VIEW

THE DASHBOARDS INCLUDE:

- **Class VII Enterprise Inventory Visibility**— Shows asset balance, ownership and condition of major items across the Army enterprise (sustainment, field, and in-transit).
- **Class VII Unit Receipt Tracking**— Helps property and supply managers track major item issue and fielding processes, so they can maintain unit visibility and accountability.
- **Class VII Retrograde**—Gives life cycle management commands visibility of items in the retrograde pipeline, so they can see if shipments return from theaters in a timely manner.
- **Class VII Unit Materiel Readiness**— Allows managers to review readiness trends by month and drill down to unit-specific data.
- **Class VII Army Equipment Loss**— Displays reports, performance metrics, and statistics on combat and noncombat losses for major items across the Army enterprise.
- **Class VII Sustainment Base Production**— Allows maintenance and supply managers to track sustainment input/output and review depot data.
- **Class IX Non-Mission Capable Supply** — Provides visibility and offers analysis of repair parts that are deadlining major items.
- **Class IX Enterprise Inventory Visibility**— Provides quantity on hand and ownership information for Army repair parts and components.
- **Class IX Secondary Item Production**— Shows planned versus actual production for below depot level Class IX reparable programs.
- **Class IX MySSA and MyRetrograde**— These LIW tools give more supply support activity and retrograde information to complement the other Class IX dashboards.

YOU CAN CHECK OUT ALL THE DASHBOARDS UNDER "MYBI TOOLS" AFTER YOU LOG IN AT THE LIW HOMEPAGE:
<https://liw.logsa.army.mil>

IF YOU DON'T HAVE AN LIW ACCOUNT, SUBMIT A SYSTEM ACCESS REQUEST USING LINK ON RIGHT SIDE OF SCREEN.

LOG ON TO LIW IF YOU ALREADY HAVE AN ACCOUNT.

FROM LIW PORTAL, EXPAND "MYBI TOOLS" FROM QUERY AND REPORTS MENU TREE, AND THEN SELECT 360 DEGREE LOGISTICS READINESS LINK.

360 BI Tools — General Use

- Each tool has a series of tabs across the top of page reflecting levels of dashboards/reports available within the tool
 - Aggregate reports (targeted to item managers and command HQs) are typically on left
 - Detail reports (targeted to operational/tactical users) are typically on right
 - Tabs are highlighted to reflect active page, plus can be selected to navigate directly to page
- Reports and dashboards are interactive
 - Clicking on gauges or text/numeric hyperlinks drills down to underlying data
- Filters on pages allow user to tailor reports
- All BI reports can be downloaded to Excel for local analysis and import to Power Point
- All dashboards contain various levels of HELP
 - Text boxes give background information
 - Clicking on ? accesses detailed information in ROBOHELP

MEL Mysteries



Dear Editor,

I feel that I have a fairly thorough knowledge of maintenance expenditure limits (MELs). In the MEL article in PS 695 (Oct 2010) issue, I found one of the explanations on Page 60 misleading.

The question was asked, "What price do I use in MEL calculations?" The answering paragraph tells us, "The forecasted MEL dollar value is the price you use for the MEL." This is questionable, because I know that the MEL is actually a percentage (found in the TB) of the forecasted MEL planning price (from the Standard Study Number System or SSNS).

During my years as a surface maintenance mechanic inspector, I was taught to use the percentage (shown in the TB) of the forecasted price—for example, 65 percent (shown in the TB) of \$10,000 (the forecasted price taken from the MEL planning report in SSNS). So, in this example, that equals a MEL of \$6,500.

But this article implied that the forecasted MEL price is the actual MEL. If this was the case, there would be no need for the TB 43-0002 series of publications. My concern is that Soldiers will use the forecasted prices from the SSNS as actual MELs, and spend way too much on equipment that should be turned in for replacement.

MSG Eric Fink
Army National Guard Tennessee

Editor's note:

Thanks for writing, Master Sergeant Fink. You're correct, and the explanation and example you gave us here will surely help out the field.

Readers, most of the MEL article was straightforward, but we need to clarify that sentence. The forecasted MEL price is used in **calculating** the MEL, but it is not the **actual** MEL.

To determine the actual MEL on an item, you need two figures:

First, get the forecasted MEL price for that specific item from the most current SSNS Report.

Second, find the percentage to use in your calculation. You will find that percentage in the item's TB.

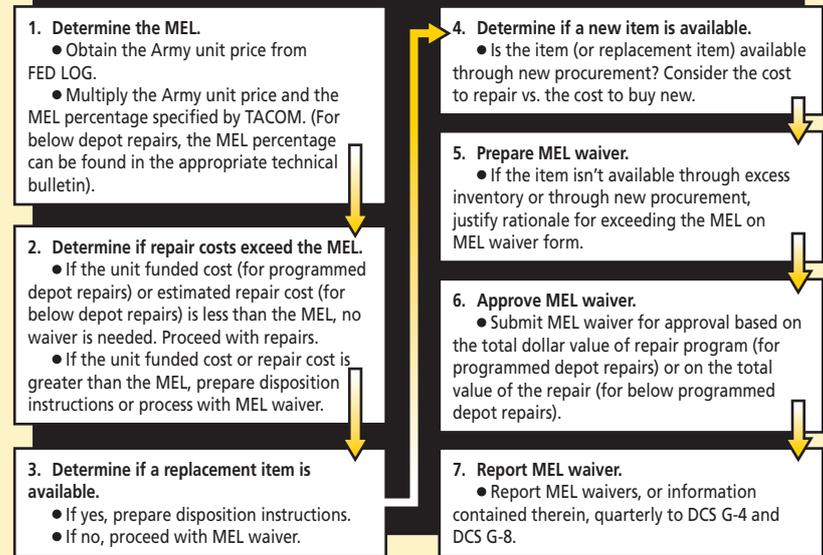
Multiply the forecasted MEL price for the item by the percentage listed in the TB, and you'll get your MEL.

Finally, compare that MEL against the estimated cost of repair. For example, if your MEL is \$6,500, but the cost to fix the equipment is \$8,000, repair is not authorized unless a waiver is requested and approved.

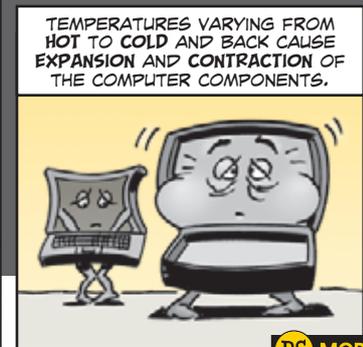
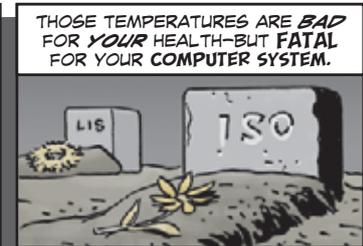
MEL calculation

- | | |
|--|--|
| a. Estimated Repair Costs (per vehicle): | \$ _____ |
| b. Army Unit Price on FED LOG: | \$ _____ |
| c. MEL Percentage: | _____ % |
| d. MEL [Army Unit Price (b) x MEL Percentage (c)]: | \$ _____ |
| e. Do estimated repair costs (a) exceed the MEL (d)? | Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] |

Complete step by step MEL process



Pack LIS Properly for Transport



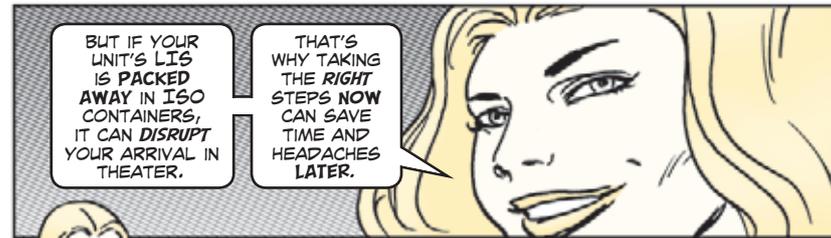
THAT CAN LEAD TO DISLODGED COMPONENTS AND A COMPUTER THAT WON'T WORK, JUST AS YOU'RE TRYING TO ORDER THE SUPPLIES AND REPAIR PARTS YOU NEED AS YOU ARRIVE IN THEATER.



THE HEAT CAN ALSO DRAGSTICALLY DRAIN LIFE FROM YOUR COMPUTER'S BATTERIES.



THE DAMAGING EFFECTS OF HEAT ARE JUST ONE REASON UNITS ARE TOLD TO DEPLOY THEIR LIS ON THE SAME AIRCRAFT AS THEIR TAMMS CLERK OR SUPPLY NCO.



THAT'S WHY TAKING THE RIGHT STEPS NOW CAN SAVE TIME AND HEADACHES LATER.

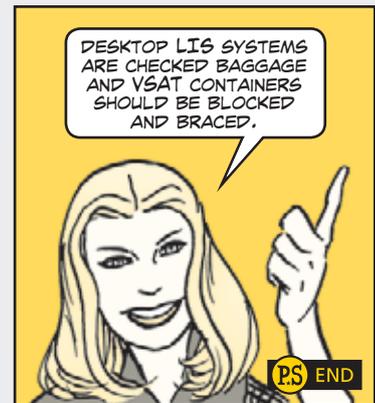


THESE STEPS TO A SUCCESSFUL LIS DEPLOYMENT...

...OFFER WAYS YOU CAN REDUCE THE TURMOIL OF DEPLOYING YOUR LIS.

Steps to a Successful LIS Deployment

- Perform proper PMCS prior to and after arriving in theater.
- Have a LIS check performed by your losing SASMO, during which the hardware and software are checked. Unit data is backed up and the LIS is cleared for deployment.
- To give laptops adequate protection, transport them in the hard-shell cases that came with the system. Experience shows that soft-sided padded backpacks or briefcases do not protect laptops from damage during deployments.
- Stow laptops in the overhead compartment of your plane.
- First, print cartridges should be removed from printers. Bubble-wrap printers and ship them in hard transit cases. They should go as checked baggage on the aircraft deploying the unit.
- Ship desktops, monitors, keyboards and mice in hard/transit cases. These cases require a four-man lift. Bubble-wrap the monitors and desktops for extra protection, even though the hard-shell case has built-in foam protection.
- Ship self-protected Combat Service Support Automated Information Systems Interfaces (CAISIs) as checked baggage.
- Ship Very Small Aperture Terminals (VSATS) in their own hard/transit cases as checked baggage. Block and brace them properly with 2x4s to prevent damage due to shifting during shipment.
- For all desktop computers and printers, change the power selector from 110 volts to 220 volts just before closing the hard/transit case for shipment. Then make sure the voltage is set for 220 volts before plugging into the power grid in theater. Plugging a system set at 110 volts into a 220-volt power grid is a sure way to burn out the system's power supply.
- Once the unit arrives, get a LIS inspection done by the gaining SASMO.



ANOTHER REASON IS THAT AMONG THE FIRST TASKS ANY UNIT MUST DO WHEN ARRIVING IN THEATER IS TO ESTABLISH ACCESS TO THE LOGISTICS PIPELINE.

WITHOUT LIS, THERE AREN'T ANY BEANS OR BULLETS, WATER OR LUBRICANTS, OR SPARE PARTS.



THE FIRST THING YOUR SERVICING SUSTAINMENT AUTOMATION SUPPORT MANAGEMENT OFFICE (SASMO) IS GOING TO REQUIRE AS YOUR UNIT PROCESSES INTO THEATER IS A CHECK OF YOUR LIS HARDWARE AND SOFTWARE.



THE THEATER SASMO WILL MAKE SURE YOUR LIS SYSTEM WORKS BEFORE YOU LOG IN TO THEIR NETWORK.

THIS CHECK MAKES SURE YOUR LIS IS STILL WORKING, THAT THE SOFTWARE IS THE RIGHT VERSION, AND THAT ANTI-VIRAL SOFTWARE AND THE CURRENT MAINTENANCE MASTER DATA FILE (MMDP) ARE LOADED. WHEN THE LIS IS VERIFIED AS MISSION CAPABLE, AN INTERNET PROTOCOL (IP) ADDRESS IS ASSIGNED AND YOUR UNIT CAN LOG INTO THE THEATER LOGISTICS NETWORK.

PROPERTY BOOK POINTERS FOR IMPROVING UNIT EOH READINESS

PART 5

HOOAH! IT'S TIME TO WRAP UP OUR FIVE-PART SERIES ON PESKY LINE ITEM NUMBERS (LINS) THAT CAN DRAG DOWN A UNIT'S READINESS RATING.

PROPERTY BOOK OFFICERS (PBOs) AND SUPPLY SERGEANTS WHO BALANCE THE BOOKS MAY HAVE ALREADY CROSSED PATHS AND PENS WITH SOME OF THIS MONTH'S COMMO-RELATED LINS.

USE THE FOLLOWING CHART TO CHECK FOR PROBLEM LINS THAT MAY BE AFFECTING YOUR UNIT'S READINESS REPORTS.



NOTE THAT MOST OF THE EQUIPMENT IN THIS ARTICLE IS COMMON TO MORE THAN ONE TYPE OF ARMY UNIT.

LIN	Nomenclature	Issue	Solution
C18378	AN/UYK-128(V)3 Blue Force Tracker (BFT)	Many units are not accounting for BFT (satellite version) systems under the correct LIN C18378. Units are accounting for them under other LINS, such as the DAGR, non-standard LIN FJ1007, Z01247 AN/UYK-128(V)1 (FBCB2 terrestrial version) and Z01248 AN/GYK-62B (BFT TOC kit).	Commander directs PBO to generate a lateral transfer (DA Form 3161) in PBUSE, to sub-LIN FJ1007, Z01247 and Z01248 under LIN C18378.
N96248	AN/PSN-13 navigation set	The AN/PSN-13 DAGR, LIN N96248, is the current MTOE documented navigation system used by units. Some units have DAGRs incorrectly posted in PBUSE under a SLAMIS LIN such as FA2501, causing loss of asset visibility.	Commander directs PBO to generate a lateral transfer (DA Form 3161) in PBUSE, to sub-LIN FA2501. Additionally, units should also account for LIN N95862, AN/PSN-11, Precision Lightweight GPS Receiver, on their books to satisfy their GPS requirement.

LIN	Nomenclature	Issue	Solution
R57606	AN/PSC-5 TAC SAT radio	LIN R57606, AN/PSC-5 is the legacy TAC SAT radio documented as the required system on the units' MTOEs. This radio is no longer in production and has been superceded by the PSC-5C, PSC-5D and Harris PRC-117 radio. Many PBOs fail to align the superceded radios under the proper MTOE (LIN R57606), and may list them under LINS FA2038, FA208T, Z00876, R30308, R57674 and/or R38403 (the only authorized substitution).	Commander directs PBO to generate a lateral transfer (DA Form 3161) in PBUSE, to sub-LIN FA2038, FA208T, Z00876, R30308, R57674 and R38403 under LIN R57606.
Z00384	AN/PYQ-10 SKL	MTOEs are authorized either AN/CYZ-10 (LIN D78555) or AN/PYQ-10 SKL (LIN Z00384), depending on the effective date of their MTOE. Many units will only account for those systems documented on their MTOE against their readiness reporting requirement, and will not take credit for the older or newer system as valid ILO pieces of equipment.	Commander directs PBO to generate a lateral transfer (DA Form 3161) in PBUSE, to sub-LIN Z00384 under LIN D78555 and vice versa.
Z00862	Land mobile radio (LMR)	LMRs can be found on unit property books under a variety of different LINS (such as FA2026 and R55336), depending on when they were fielded.	Commander directs PBO to generate a lateral transfer (DA Form 3161) in PBUSE, to sub-LIN FA2026 and R55336 under LIN Z00862.
Z01320	MIBTR radio	MIBTR radios can be found on unit property books under numerous LINS, including R55336, M18029 and Z99966. Many PBOs do not properly account for MIBTRs under the proper MTOE LIN of Z01320.	Commander directs PBO to generate a lateral transfer (DA Form 3161) in PBUSE, to sub-LIN R55336, M18029 and Z99966 under LIN Z01320.

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