

PS**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

TB 43-PS-704, 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 704 JULY 2011**COMBAT VEHICLES****2**

Stryker Engine Start-up Procedures 2-4
M1-Series Tank Hatch Locks 5
M2/M3-Series Bradley Latch Lubing 6
Frequently Asked Questions About Jack Stands 7-9

**WHEELED VEHICLES****10**

M989 HEMAT Trailer Parts Support 10
HEMTT -A4 Troubleshooting Codes 11
HEMTT -A4 Brake Kits 12
HEMTT -A4 Annual Service Kits 13
M1117 ASV Foothold Caution 13
M934/A1A2 5-Ton Expandable Van Hand Rail Kit 14
RECAP HMMWVs Parts, NSNs 15
M1151A1 HMMWV Door Identification 16-17

**MRAP/ROUTE CLEARANCE****18**

MRAP GRS Adjusting Tips 18-19
MaxxPro MRAP Hose Rub Fix 20
MaxxPro MRAP Gunner's Platform Info 21

**AVIATION****22**

OH-58D Exhaust Pillow 22
AMCOM Environmental Hotline 23
AH-64/D Hydraulic Hose Protection 24
Condition Code Tags 25
Aircraft Warnings, Notes, Cautions 26

A Sign of Strength**27-34****SMALL ARMS****35**

M4/M4A1 Defective Buttstocks 35
M2/M3-Series Bradley M242 Maintenance 36-38
GLPS Storage, Shipment 39
Ammo Peculiar Equipment Program Helpers 40-41
MK 19 Machine Gun Top Cover Removal 40-41
Unserviceable Aiming Circles Turn In 42-43
M240B Machine Gun Rail Tightening 43

**COMBAT ENGINEERING****44**

M-Gator Parts Ordering 44-46
621B Scraper Battery Box Pad Info 47

**SOLDIER SUPPORT****48**

Advanced Combat Helmet Inspection,
Cleaning, Pads 48-51

**LOGISTICS MANAGEMENT****52**

SAMS-E Help Desk Assistance 52-53
Deployed Operations Resource Management 54
Course 54
PBUSE Training 55
Ordering PS and Other Army Pubs 56-59
DA Form 5984-E Correction 59

Connie's Post Scripts**60-61**

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

Just write to:

MSG Half-Mast**PS, the Preventive Maintenance Monthly****USAMC LOGSA (AMXLS-AM)****5307 Sparkman Circle****Redstone Arsenal, AL 35898**

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

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2011

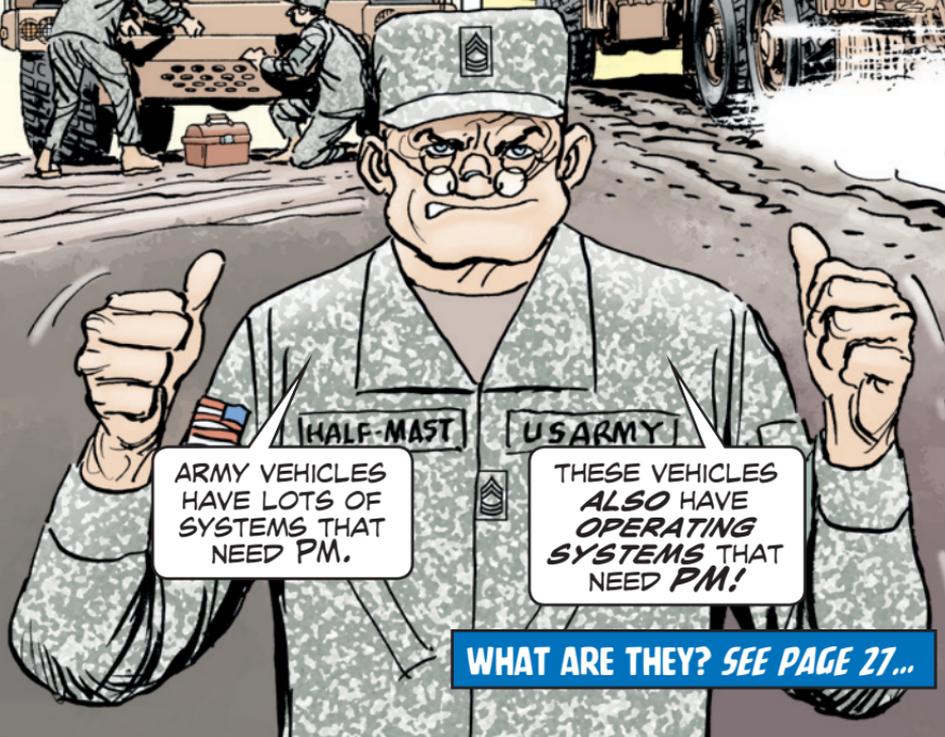
THE
PREVENTIVE
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TB 43-PS-704

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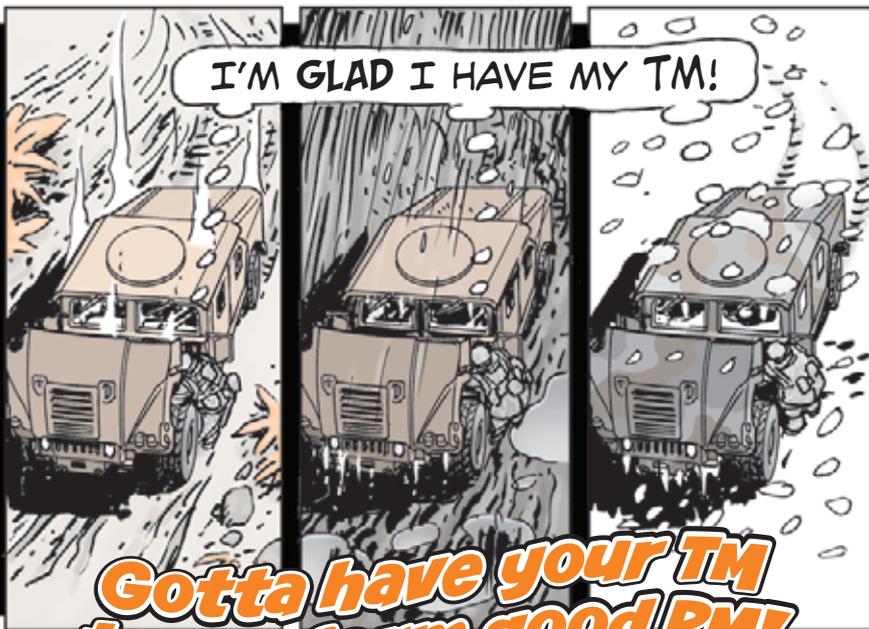
JOE
KUBERT



ARMY VEHICLES
HAVE LOTS OF
SYSTEMS THAT
NEED PM.

THESE VEHICLES
ALSO HAVE
OPERATING
SYSTEMS THAT
NEED PM!

WHAT ARE THEY? SEE PAGE 27...



I'M GLAD I HAVE MY TM!

Gotta have your TM to perform good PM!

Units set themselves up for failure when they don't keep an up-to-date library of TMs for their equipment. Those TMs provide what operators, mechanics, and supply personnel need to know. They tell you how to operate your equipment, guide you through maintenance and troubleshooting and point you to the stock numbers for parts and supplies.

Operators, you may not be mechanics, but the maintenance you pull really does matter. Maybe you've used your equipment's PMCS charts so much that you've got them memorized. But what happens if you're in the field performing maintenance under unusual conditions, such as extreme cold, hot weather, or wet climates? You need your TM to perform good PM.

Operator's manuals contain more than just PMCS charts. They have lubricating, cleaning, inspection and operating instructions, too. And they'll give you the lowdown on equipment characteristics and data, descriptions and use of operator controls.

Bottom line for everyone is, the TM helps you keep equipment mission ready. So whether you're an operator or a mechanic, do a good job with PM by following the guidance in your TM. Otherwise, you'll just be guessing.

If you're not sure which TMs you need, see the article on pages 56-59 of PS 686 (Jan 10). Here's the link to it:

<https://www.logsa.army.mil/psmag/archives/PS2010/686/686-56-59.pdf>

And if you find problems in your TMs, such as missing NSNs and confusing instructions, send a completed DA Form 2028 to the command responsible for the TM. That tells the command what needs to be fixed.

Eyeball the latest tech manuals online using LOGSA's ETM website:

<https://www.logsa.army.mil/etms/index.cfm>

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

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 COMBAT VEHICLES	2	 SMALL ARMS	35
Stryker Engine Start-up Procedures	2-4	M4/M4A1 Defective Buttstocks	35
M1-Series Tank Hatch Locks	5	M2/M3-Series Bradley M242 Maintenance	36-38
M2/M3-Series Bradley Latch Lubing	6	GLPS Storage, Shipmment	39
Frequently Asked Questions About Jack Stands	7-9	Ammo Peculiar Equipment Program Helpers	40-41
 WHEELED VEHICLES	10	MK 19 Machine Gun Top Cover Removal	40-41
M989 HEMAT Trailer Parts Support	10	Unserviceable Aiming Circles Turn In	42-43
HEMTT -A4 Troubleshooting Codes	11	M240B Machine Gun Rail Tightening	43
HEMTT -A4 Brake Kits	12	 COMBAT ENGINEERING	44
HEMTT -A4 Annual Service Kits	13	M-Gator Parts Ordering	44-46
M1117 ASV Foothold Caution	13	621B Scraper Battery Box Pad Info	47
M934/A1/A2 5-Ton Expansible Van Hand Rail Kit	14	 SOLDIER SUPPORT	48
RECAP HMMWVs Parts, NSNs	15	Advanced Combat Helmet Inspection, Cleaning, Pads	48-51
M1151A1 HMMWV Door Identification	16-17	 LOGISTICS MANAGEMENT	52
 MRAP/ROUTE CLEARANCE	18	SAMS-E Help Desk Assistance	52-53
MRAP GRS Adjusting Tips	18-19	Deployed Operations Resource Management Course	54
MaxxPro MRAP Hose Rub Fix	20	PBUSE Training	55
MaxxPro MRAP Gunner's Platform Info	21	Ordering PS and Other Army Pubs	56-59
 AVIATION	22	DA Form 5984-E Correction	59
OH-58D Exhaust Pillow	22	A Sign of Strength	27-34
AMCOM Environmental Hotline	23	Connie's Post Scripts	60-61
AH-64/D Hydraulic Hose Protection	24		
Condition Code Tags	25		
Aircraft Warnings, Notes, Cautions	26		

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START-UP'S AS EASY AS 1-2-3... 4-5-6-7

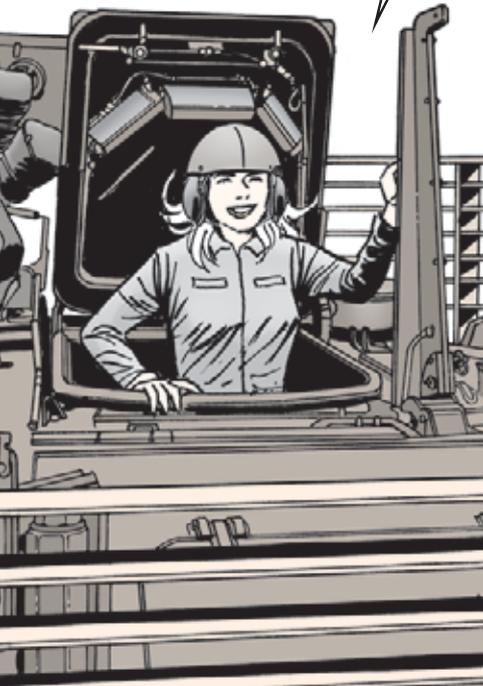
RUH-RUH-RUH-RUH

YOU MIGHT AS WELL GIVE UP!
I'M NOT GONNA START UNLESS YOU FOLLOW THE RIGHT SEQUENCE!

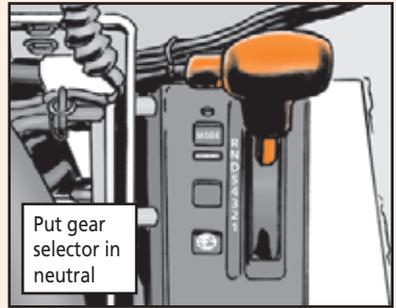


DRIVERS, IF YOU WANT YOUR STRYKER TO DO ITS JOB, YOU HAVE TO DO YOURS AS WELL.

THAT MEANS STARTING THE ENGINE PROPERLY. HERE'S HOW...

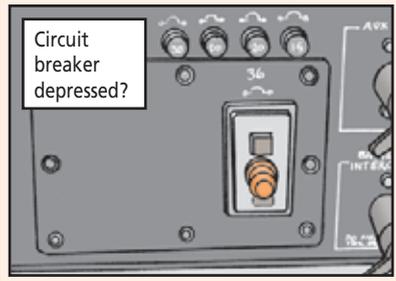


1. Make sure all radios and lights are off before starting the engine. Leaving them on can drain batteries and cause an electrical spike that might damage your radios.
2. Engage the parking brake and make sure the gear selector is in N (neutral).



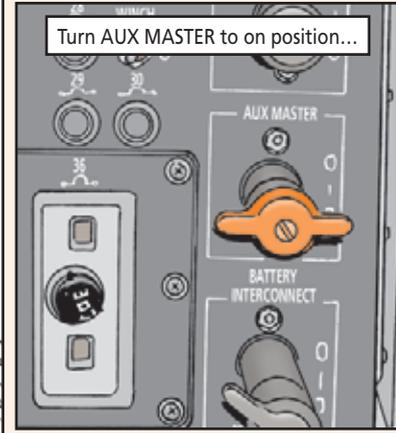
Put gear selector in neutral

3. Check the 300-amp circuit breaker. It should be depressed.

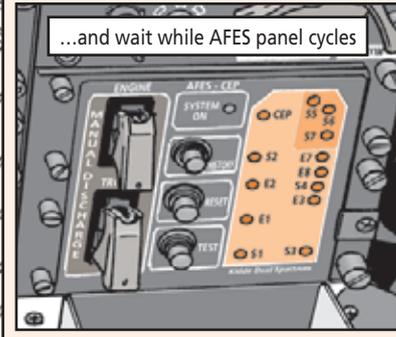


Circuit breaker depressed?

4. Pull out the AUX MASTER switch and turn it to the on (I symbol) position. The automatic fire control system (AFES) panel will begin cycling.



Turn AUX MASTER to on position...



...and wait while AFES panel cycles

5. Pull out the AUTO MASTER switch and turn it to the on (I symbol) position. The check engine light should flash. If it doesn't flash, or won't stop flashing, tell your mechanic.



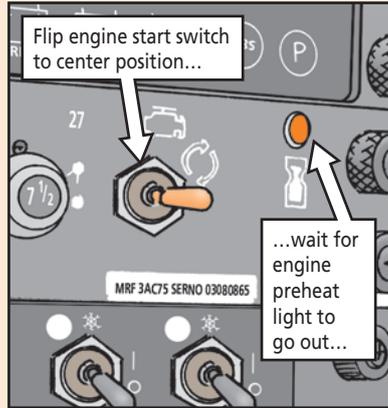
Turn AUTO MASTER to on position



The check engine light should flash



6. Flip the engine start switch up one notch to the center position. The vehicle will begin initializing and you'll hear a series of clicks. Wait until the engine preheat LED goes off and the fuel level gauge moves up from empty.



7. Press up and hold the engine start switch until the engine starts. If the engine won't start after 15 seconds or fails to reach 100 rpm after it does start, stop the procedure and call your mechanic.

YOU'LL FIND THESE PROCEDURES UNDER **ENGINE START-UP** IN YOUR VEHICLE'S -10 MANUALS.

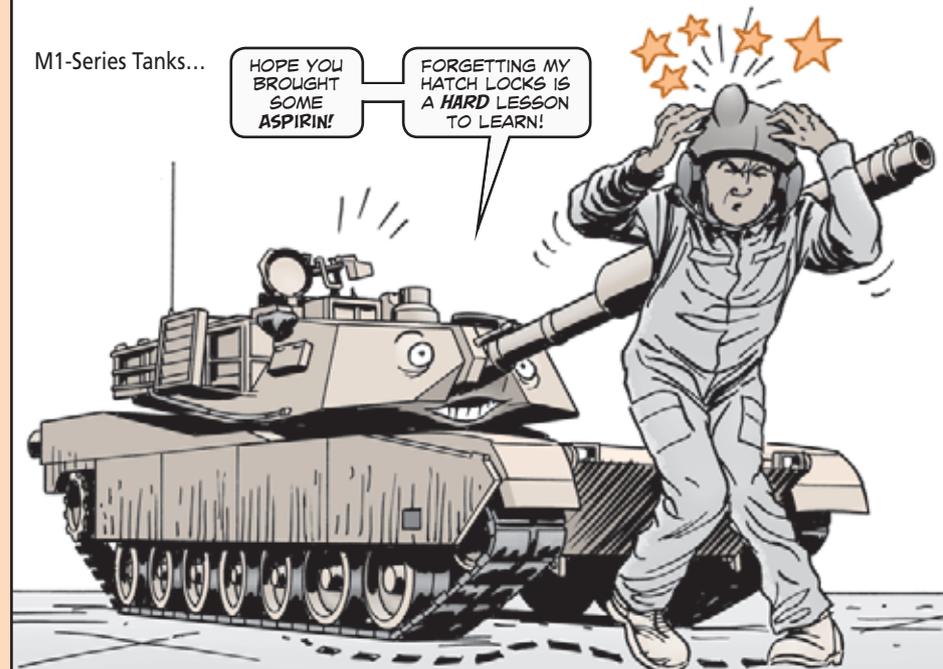
MAKE SURE YOU PAY SPECIAL ATTENTION TO ALL THE CAUTIONS AND NOTES LISTED IN THE TM, TOO.



M1-Series Tanks...

HOPE YOU BROUGHT SOME ASPIRIN!

FORGETTING MY HATCH LOCKS IS A **HARD LESSON** TO LEARN!

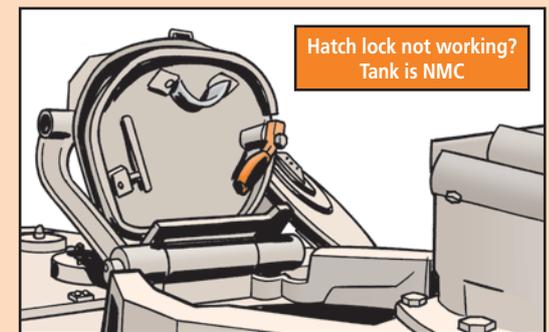


LEARN THE EASY WAY

Nobody wants to learn a lesson the hard way, especially when it comes to locking back the hatches on your M1-series tank!

If the hatches are open during operation, you **must** make sure they're locked open. If you don't, and the tank stops suddenly, that hatch will come crashing down on your head. If you survive, you've just learned the hard way!

Your tank is considered not mission capable if the hatches or hatch locks don't work. Lube the hatches and locks according to the lube order. While you're at it, check for cracks, worn bushings, or other signs that may indicate equipment failure. Then, tell your mechanic if you find problems.



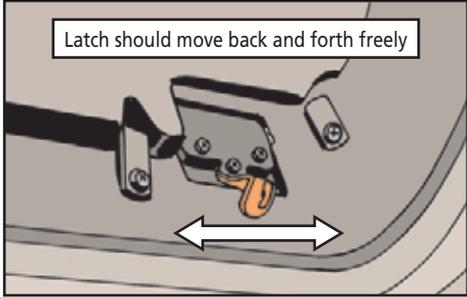
M2/M3-Series Bradley...

GLUB!
IT WON'T TAKE
MUCH OF THIS TO
RUST MY HATCH!

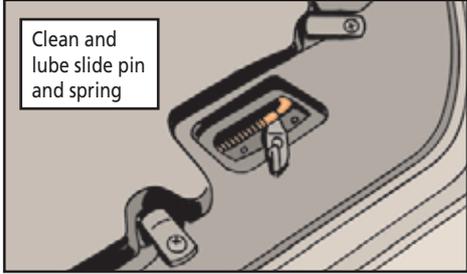
No PM Means a RUSTY LATCH

Take some metal, add a little water and what do you get? You guessed it—rust! And you can expect the same answer when it comes to the commander's hatch on your Bradley.

When the hatch is left open, rain and condensation pool around the hatch cover latch. The water seeps inside the latch and rusts the slide pin and spring. Then the latch won't move, so you can't move the hatch to the pop-up position.



Keep the latch moving with a shot of aerosol dry-film lubricant, NSN 9150-01-260-2534, about every 120 days. Move the latch back and forth a few times to work in the lubricant.



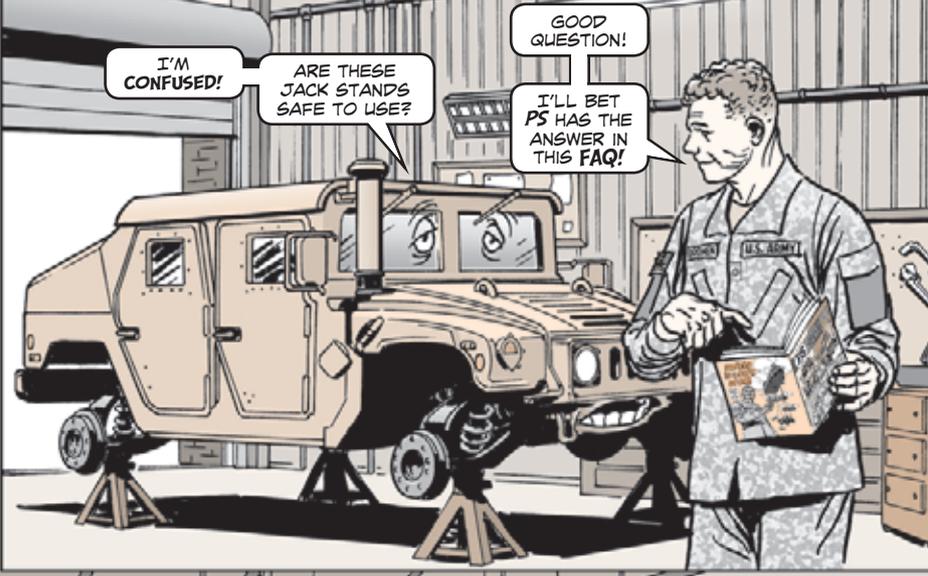
If the latch is hard to move or won't budge at all, get your mechanic to remove the latch cover and clean and lube the area around the slide and spring with dry-film lubricant.

The hinges and hatch release pin also get exposed to the elements. Without lube, you'll hear a lot of creaking and groaning when you try to open and lock the hatch—if it'll move at all.

Put a few drops of OE/HDO on the hinges and release pin quarterly. Then exercise the hatch a few times to work in the oil.

Jack Stands...

Frequently Asked Questions



I'M CONFUSED!

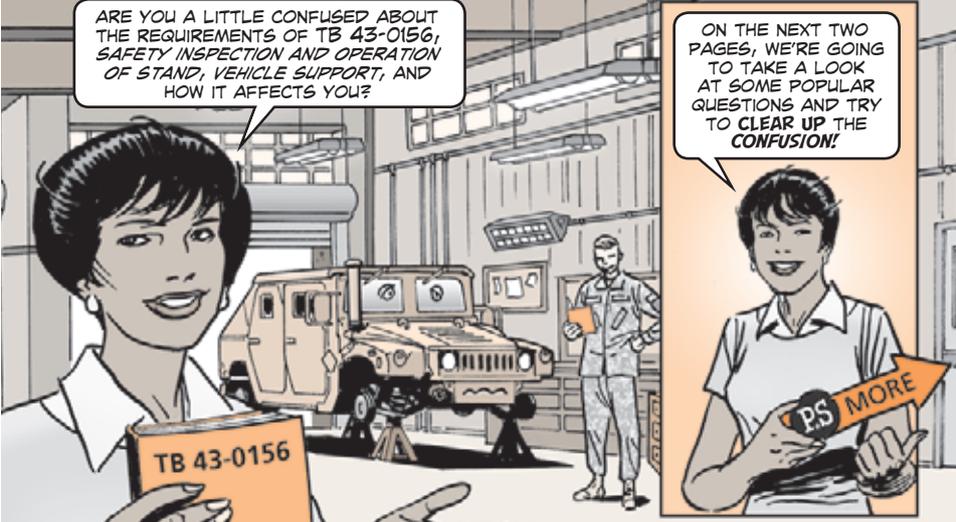
ARE THESE JACK STANDS SAFE TO USE?

GOOD QUESTION!

I'LL BET PS HAS THE ANSWER IN THIS FAQ!

ARE YOU A LITTLE CONFUSED ABOUT THE REQUIREMENTS OF TB 43-0156, SAFETY INSPECTION AND OPERATION OF STAND, VEHICLE SUPPORT, AND HOW IT AFFECTS YOU?

ON THE NEXT TWO PAGES, WE'RE GOING TO TAKE A LOOK AT SOME POPULAR QUESTIONS AND TRY TO CLEAR UP THE CONFUSION!



Question: I've been told that we have to load test jack stands every six months. Is this true?

Answer: No. TACOM maintenance advisory message (MAM) 05-035 states, "Vehicle support stands do not require functional tests in accordance with paragraph 4a." (on Page E-3 of TB 43-0142)

Turns out periodic load testing of jack stands does more harm than good. If the stand's been tested or certified by the manufacturer, that's the only testing it will ever need.

Q: Isn't load testing required after repairing jack stands?

A: No. TACOM MAM 05-035 says, "If a stand needs repair, you are required to dispose of it and get [a] new [one]."

Repair is also not allowed per TB 43-0156. The warning at the bottom of Page a states, "No alterations shall be made or attachments added to this product."

If your equipment fails inspection, follow the instructions in Para 8d(3) of the TB which states, "Those stands that fail inspection must be identified, segregated from other stands, and be disabled to preclude usage. The defective stands will be disposed of in a timely manner in accordance with local disposal policies. Replacement stands can be ordered through appropriate supply channels."



Q: What replaces the functional load test requirements of TB 43-0142, *Safety Inspection and Testing of Lifting Devices*?

A: Para 7b of TB 43-0156 says, "Local purchasers of commercial stands shall require suppliers of the stands to provide proof of a qualified load test either from the manufacturer or a testing facility. The Certificate of Conformance (COC) with the load testing certification required for locally purchased stands will be maintained by the unit."

Q: If the COC is not available, is the stand considered NMC?

A: Yes.

Q: Can units produce their own COC if they don't have one?

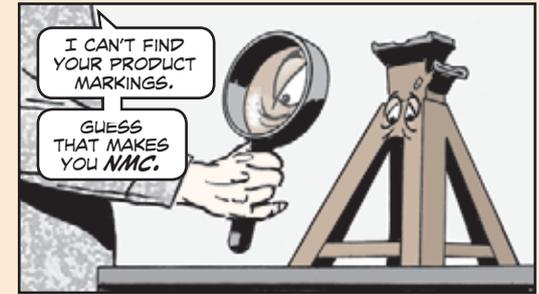
A: Yes. TACOM MAM 05-035 says, "Locally purchased vehicle support stands must be tested prior to placing them into service. The local purchase order (PO) contract should specify proof of load testing requirements. A certificate of test results, one per vehicle support stand delivered, from the manufacturer or seller will be acceptable for this purpose and if accepted must be kept on file. If no such certificate is delivered with the vehicle support stands, then the using unit is required to verify the proof load capability of each vehicle support stand, create a certificate to record compliance of each individual vehicle support stand and keep the certificate on file."

Q: Is a COC required for stands purchased through the Army supply system?

A: No. Para 7a of TB 43-0156 says, "If a vehicle support stand has a U.S. Army data plate affixed, with a contract number stamped on the data plate, the stand has been tested and a COC is not required."

Q: Is a jack stand NMC without the product markings required by App B of TB 43-0156?

A: Yes. Without product markings, it's very hard to trace the equipment back to its COC. You might consider contacting the manufacturer or supplier for these missing markings, plates or labels.



Q: If you apply the manufacturer's markings, plates or labels, wouldn't that be considered repair alteration and violate the warning on Page a of TB 43-0156?

A: Since gluing ID markings to a stand will not alter the strength or integrity of its welds, it is not considered an alteration. TB 43-0156 will have a clarifying statement added to this effect at the next update.

Q: Does the Army have NSNs for ordering these markings?

A: No. You might want to consider making your own and gluing it to the stand yourself. App B of TB 43-0156 gives an example of the information needed for product markings. There is also a safety marking example that can be copied and glued to the stand if needed.

Q: Are the new 10-ton Highboy jack stands, NSN 4910-01-583-5140, included in TB 43-0156 requirements?

A: Yes. These jack stands have to meet the same requirements because they are the same type of load-holding device as other jack stands.

By definition, a load-holding device is set on the ground or floor and takes only the weight of the load. Something else, such as a jack or lift, has to pick the load up and lower it onto the load-holding device.

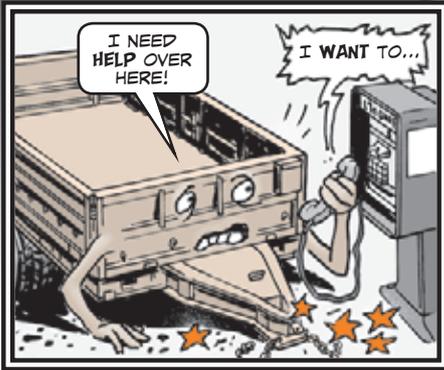
Q: Where can I get more information?

A: You'll need to find a copy of TACOM MAM 05-035.

TB 43-0142 and TB 43-0156 can be found on the LOGSA ETMs website: <https://www.logsa.army.mil/etms/>



WHAT'S THE SUPPORT SITUATION?



Dear Half-Mast,
We have a tough time getting parts for the M989 HEMAT trailers in our unit. I hear there's a support solution in place. What's the story on this?

SGT D.A.

Dear Sergeant D.A.,
You heard right. The Army has authorized a swap-out of all basic M989 HEMAT trailers, NSN 2330-01-109-4258, for M989A1 HEMATs, NSN 2330-01-275-7474.

Just give your vehicle's serial or registration number to Marleen Fiantaco at TACOM LCMC. She'll give you disposition instructions for the basic M989. The quickest way to get the replacement trailer, NSN 2330-01-275-7474, LIN T45465, is to submit a DA Form 5106, Mission Support Plan (MSP), through your chain of command.

Contact Marleen at DSN 786-9362, 586-282-9362. Or email: marleen.fiantaco@us.army.mil

Half-Mast



MAKE XXX COMPANY XXXXXXXXXXXXXXXX MILWAUKEE, WI 53207
MODEL M989
MANUFACTURERS SERIAL NO IS9US1723DMO63043
REGISTRATION NUMBER PK04T3
NSN XXXXXXXXXXXXXXXX
VEHICLE CURB WEIGHT 6950 LBS
PAYLOAD MAX XXXXXX LBS
GROSS WEIGHT RATING MAX 28,950 LBS
DATE OF DELIVERY 2/83
WARRANTY 12 MONTHS
CONTRACT NUMBER XXXXXX XX XXXXX

Locate M989 trailer serial or registration number

Troubleshooting Codes 1701 and 1707



Dear Half-Mast,
Our unit can't find repair tracks for fault codes 1701 and 1707 in the HEMTT -A4 IETM's troubleshooting section. Can you help us out with these codes?

SSG J.C.L.

Dear Sergeant J.C.L.,
Can do. TACOM LCMC tells us that both of these fault codes—1701 and 1707—will be added to the HEMTT -A4 IETM in the next change. In the meantime, here's what you need to know:

Code 1701 is the result of a programming issue. It appears when the software attempts to check a component that is not part of the HEMTT -A4's configuration. If you get this code, contact your local logistics assistance representative (LAR). Your LAR has access to commercial software and instructions that can help resolve this fault.

As for the second fault code in question—1707—here's the deal: Operators must depress the brake pedal **every** time they start a HEMTT -A4 series truck. If they don't, the ABS light may illuminate and the flash code 1707 appears.

Try to clear this fault code with a firm, swift push on the brake pedal. If that doesn't work, shut down your vehicle, hold the brake pedal down and restart your -A4 truck. Get field maintenance to assist you if that doesn't solve the problem.

Half-Mast

HEMTT -A4...

CHECK OUT MY NEW SHOES!

I WISH YOU'D BUY NEW SHOES FOR MY BRAKES!

New Brake Kits Are Available

Dear Half-Mast,
I hear there are new brake kits for HEMTT -A4s. Can PS give me the details?

WO1 H.E.

Dear Mr. H.E.,

Yes, we can! The new brake shoes in these kits are a set of four, replacing the single-wheel type. Each kit services one axle and includes shoes for the left and right sides. This table tells you everything else you need to get 'em:

Part Number	Item	NSN 3040-01-588-	HEMTT -A4 Model
955K340	Kit, brake, shoe & lining EES 1100/600	6738	Used on axle #1 and #2 on all HEMTT -A4 models; one kit per axle
955K341	Kit, brake, shoe & lining ES-600	6743	Used on axle #3 and #4 on models M977A4, M978A4, M983A4, M985A4, M985A4 GMT, M1120A4, M1977A4; one kit per axle
955K342	Kit, brake, shoe & lining EES 1100/600	6745	Used on axle #3 and #4 on model M983A4 LET; one kit per axle
955K343	Kit, brake, shoe & lining ES-1100	6747	Used on axle #3 and #4 on model M984A4; one kit per axle

Half-Mast

HEMTT -A4...

Annual Service Kits

YOU'LL WANT TO MAKE A NOTE OF THESE SERVICE KIT NSNs UNTIL THEY'RE ADDED TO THE HEMTT -A4 TECHNICAL MANUALS.

Model	NSN 4910-01-588-
M983A4, M985A4, M1977A4, M1120A4	1344
M978A4	1366
M983A4 LET	1407
M984A4	1415
M985A4 GMT	1421

These kits include all the replacement parts you need to perform the vehicle's annual service. For a list of the kit's components, send a request to:

donald.oconnor@us.army.mil

M1117 ASV...

BEHOLD THE FOOTHOLD!

HAVING A BAD DAY?

UGH! I GUESS YOU COULD SAY THAT!

The foothold on the side doors of the armored security vehicle (ASV) is a handy place to step when you exit the vehicle. That is, as long as your boot doesn't get stuck in the foothold!

When you're ready to exit the ASV, place your foot on top of the foothold. Do not place your foot inside the "loop" of the hold. That way you won't get stuck, twist an ankle and land on your face! This also keeps Soldiers from falling on top of you or your getting in the way as they exit the vehicle.

Place boot on top of foothold



HAND RAIL KIT

USE NSN 2540-01-458-3323 TO GET A HAND RAIL KIT FOR ME, YOUR M934/A1/A2 5-TON EXPANSIBLE VAN.

THIS KIT COMES WITH INSTRUCTIONS AND EVERYTHING YOU NEED TO INSTALL HANDRAILS TO THE VEHICLE'S BOARDING LADDERS.



IF YOUR VAN ALREADY HAS HANDRAILS INSTALLED ON THE LADDERS, REPAIR PARTS ARE NOW AVAILABLE.

SO KEEP THIS LIST HANDY UNTIL THEY'RE ADDED TO THE VEHICLE'S TECHNICAL MANUALS.



ORDER THE LEFT-HAND SWIVEL GRAB HANDLE BRACKET ON A DD FORM 1348-6 USING THE PN AND CAGE 19207. IN THE REMARKS BLOCK WRITE, "NSN NOT AVAILABLE."

Item	NSN/PN
Footman loop	5340-01-434-1809
Strap assembly	5340-01-455-1774
Door spring spacer	5365-01-453-7992
Ladder to handrail bracket	5340-01-453-7165
Fixed grab handle	5340-01-453-6549
Swivel grab handle	5340-01-453-7183
Bottom handrail stowage bracket	5340-01-453-7187
Top handrail stowage bracket	5340-01-453-7190
Ladder handrail	5340-01-453-7203
Pin and lanyard assembly	4010-01-454-9246
Washer, lock	5310-00-582-5965
Nut, self-locking	5130-01-509-2488
Screw, cap	5305-00-068-0510
Washer, flat	5310-01-412-4013
Screw, tapping	5305-01-447-9227
Screw, tapping	5305-01-456-6347
Screw, tapping	5305-00-855-0964
Swivel grab handle bracket RH	5310-01-453-7217
Swivel grab handle bracket LH	PN 12432467

UNIQUE RECAP PARTS

HERE'S A LIST OF PARTS THAT YOU NEED TO SUPPORT HMMWV RECAP VEHICLES.

UNTIL THE TECHNICAL MANUALS CAN BE UPDATED, KEEP THIS LIST HANDY.

MOST OF THESE PARTS HAVE A USEABLE ON CODE (UOC) OF "BVY."



Item	NSN
Engine, 6.5 NA, w/container	2815-01-461-7078
Transmission, hydraulic, veh 4L80E	2520-01-489-0849
Harness, engine compartment	6150-01-412-3192
Tube, bent, metallic, transcooling line	4710-01-439-8167
Adapter assembly, pump, transmission	2520-01-464-1772
Seal, non-metallic, transmission fluid	5330-01-447-4762
Filler neck, tube, transmission	2590-01-412-2664

Item	NSN	Item	NSN
Gage, rod-cap, liquid (dipstick)	6680-01-466-7238	Cable assembly	6150-01-555-7025
Heat shield assembly, exhaust	2990-01-411-2728	Cable assembly	6150-01-555-7019
Transmission shift control, assembly	2520-01-413-2595	Tachometer, generator	6680-01-554-4741
Harness, cable assembly power	6150-01-413-0853	Transmission/transfer cooling line	4710-01-439-8165
Electric, cable and conduit assembly	6150-01-415-0535	Cover, fitting—transmission/transfer cooling lines	5340-01-442-0308
Shield, fuel tank	2910-01-412-0047	Fan, clutch fan blade assembly	2930-01-420-8622
Fuel tank assembly	2910-01-447-3911	Pulley, groove (over-running clutch)	3020-01-491-2671
Muffler, exhaust	2990-01-411-3947	Arm, adjusting, belt, tension	2920-01-491-2011
Shield assembly, muffler guard	2990-01-411-3954	Pump assembly, power steering	2530-01-491-2681
Shield assembly, insulator thermal	2540-01-414-1275	Reservoir pump assembly, power steering	2530-01-488-6147
Frame section, structural vehicular	2510-01-412-4969	Bracket mounting, alt/power steering pump	5310-01-488-6179
Cable assembly, lead electrical	6150-01-417-3411	Bracket mounting, A/C and tensioner	5340-01-488-6181
Cable assembly, special	6150-01-444-4437	Belt, vehicle, serpentine	3030-01-488-5606
Bus bar assembly	6150-01-413-7946	Pulley, power steering	3020-01-488-5635
Cable assembly, lead electrical	6150-01-416-7899	Alternator/power steering pump mounting bracket	5340-01-488-5643
Switch assembly	2540-01-410-8789	Bracket, alternator adjuster	5340-01-488-6073
Valve, body assembly	4820-01-456-6257	Bracket, idler pulley mounting	5340-01-497-2269
Exhaust assembly, catalytic muffler	2990-01-412-0142	Tube, power steering return	4710-01-488-6143
Pipe, exhaust	2990-01-414-4072	Pulley, grooved idler	3020-01-491-0776
Propeller shaft with universal joint	2520-01-413-0080	Adapter, clutch (200 amp)	3020-01-491-2659
Shaft assembly, constant velocity	2520-01-413-2724	Alternator pulley nut (200-400 amp)	5310-21-921-5930
Speedometer, electronic	6680-01-554-4738		
Harness assembly	6150-01-555-7011		

DOOR DETECTION DILEMMA



For some things, if you've seen one, you've seen them all. But that's not the case with the FRAG 5 doors and standard threat (B-KIT) doors on your M1151A1 HMMWVs.

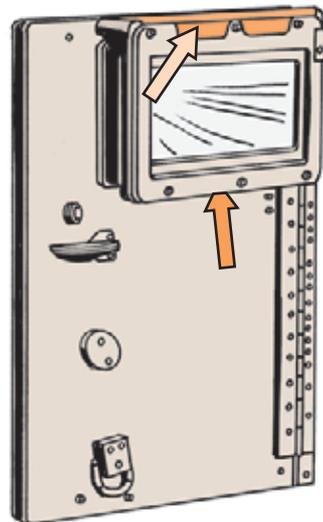
There's been a lot of confusion identifying which door is which. And you're not supposed to mix the doors. So what's a Soldier to do?

Get smart on the differences between the two, that's what you do! To start, make sure you use the correct door NSNs for each type of door. The following tables should help:

Standard Threat (B-Kit) Doors		
NSN 2510-01-581-	Nomenclature	Qty
4185	Door, vehicle, front left	1
4179	Door, vehicle, front right	1
4178	Door, vehicle, rear left	1
4180	Door, vehicle, rear right	1

Standard Threat (B Kit) Door Window top bracket has a 90 degree bend

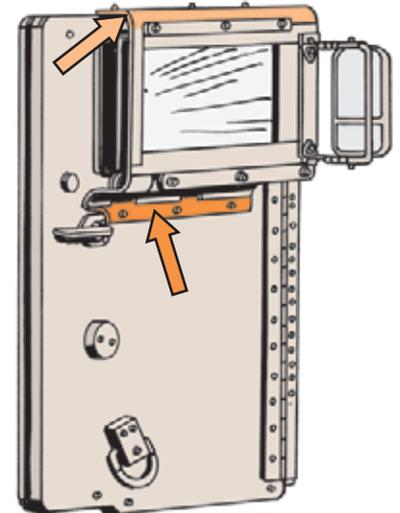
Standard Threat (B Kit) Doors have no bracket on the bottom of window



FRAG 5 Doors		
NSN 2510-01-545-	Nomenclature	Qty
5890	Door, vehicle, front left	1
5887	Door, vehicle, front right	1
5891	Door, vehicle, rear left	1
5893	Door, vehicle, rear right	1

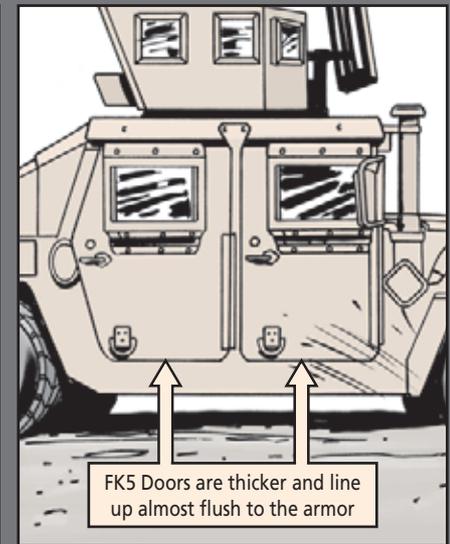
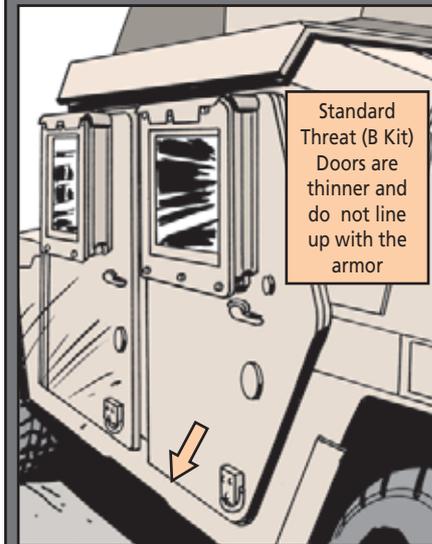
FK5 Window Box has a rounded bend

FK5 Window has a bracket covering the bottom of window

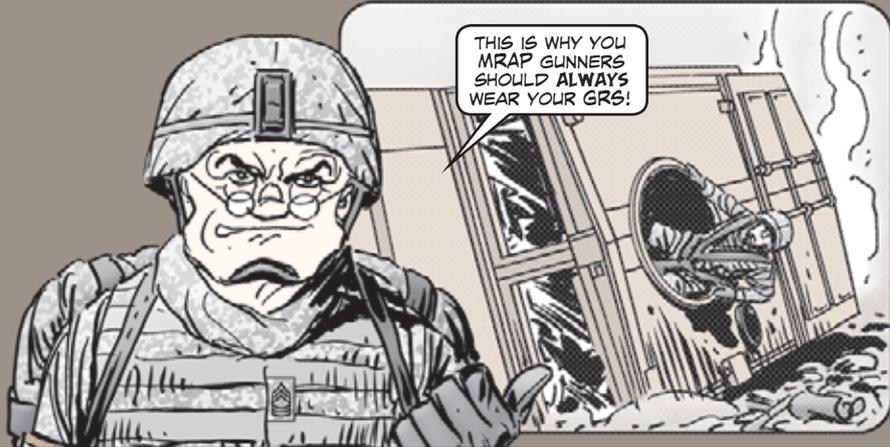


You should also pay attention to the differences in the armor over and under the windows. And see if the doors line up with the body armor under the door. That's key to knowing which door is on your vehicle.

M1151A1 with Standard Threat (B-Kit) Doors compared to M1151A1 with FRAG Kit 5 Doors



ADEQUATELY ADJUST GRS



THIS IS WHY YOU MRAP GUNNERS SHOULD ALWAYS WEAR YOUR GRS!

BY NOW YOU SHOULD HAVE VIEWED THE MANDATORY VIDEO ABOUT THE RIGHT WAY TO USE THE GUNNER RESTRAINT SYSTEM (GRS).

SEE THE PS ARTICLE ABOUT IT:
<https://www.logsa.army.mil/psmag/archives/PS2010/697/697-60-61.pdf>

IF YOUR GRS HARNESS TAIL STRAP HAS A TAN V-STRAP AND A PELICAN CLIP WITH A YELLOW TAG, YOU'VE GOT THE IMPROVED VERSION.



THE QUICK-RELEASE BUTTON LETS YOU GET OUT OF YOUR MRAP QUICKLY **WITHOUT HAVING TO DROP THE HARNESS FIRST**. THE SWIVEL KEEPS THE TAIL STRAP FROM TWISTING, AND THE ADJUSTABLE TAIL STRAP LETS A TALL GUNNER LENGTHEN THE STRAPS FOR EASIER ACCESS.

IT ALSO ALLOWS SHORTER GUNNERS TO KEEP THE STRAP TIGHT ENOUGH TO PROPERLY PROTECT THEM.

BUT BE CAREFUL NOT TO STEP ON THE TAIL STRAP!

THAT'S A PROBLEM WHEN THE TAIL STRAPS AREN'T CORRECTLY ADJUSTED AND END UP HANGING TOO LOW. IT CAN CAUSE PREMATURE WEAR AND TEAR ON THE STRAP. STEPPING ON THE STRAP CAN ALSO KEEP THE STRAP FROM RETRACTING DURING ROLLOVERS, PUTTING THE GUNNER AT RISK.

"Tan V-strap and pelican clip with yellow tag? You've got the improved version."

"Adjust from rear to avoid stepping on strap"

SO WHEN YOU STRAP IN, MAKE SURE YOU MAKE ALL OF THE NECESSARY ADJUSTMENTS—FROM THE FRONT AND THE REAR.

Make sure hip buckles are secure

Pull on waist straps to fit

CUT THE HOSE RUB

WHY IS IT REALLY HOT IN THERE!

WHAT HAPPENED TO THE AIR CONDITIONING?

MY A/C COOLANT HOSE IS LEAKING!

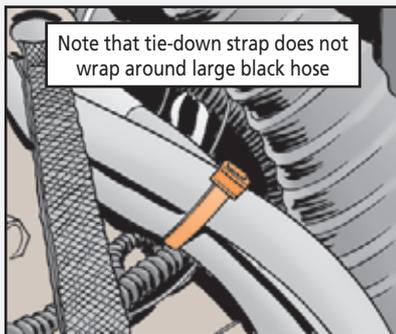
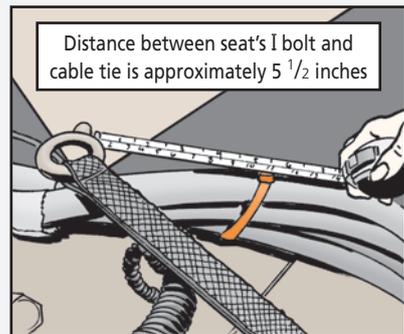
FIELD MECHANICS, THE HEATING, VENTILATION AND AIR CONDITIONING (HVAC) HOSES ROUTED BEHIND THE COMMANDER'S SEAT CAN END UP WITH A RAW DEAL.

Get real close and eyeball the hoses for any wear marks. These hoses rub against the seat. Too much wear means a hole with coolant leaking out. Without coolant, there's no air conditioning. Talk about hot tempers in Southwest Asia!

See any rubs? Use a 6-in tie-down strap, NSN 5975-00-984-6582, to hold the HVAC hoses in place away from the seat. Place the strap on the hoses about six inches away from the I-bolt that's mounted on the back of the seat.

Distance between seat's I bolt and cable tie is approximately 5 1/2 inches

Note that tie-down strap does not wrap around large black hose



GUNNER'S PLATFORM INFO

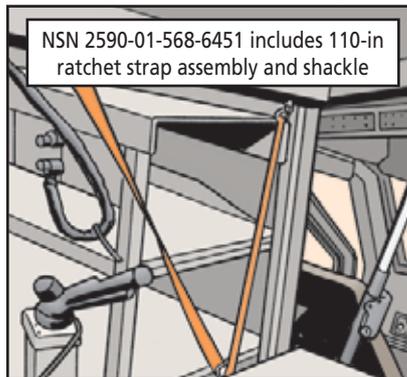
SUPPORT STRAPS FOR THE GUNNER'S PLATFORM ARE KNOWN TO BREAK.

THIS HAPPENS WHEN THE WRONG PARTS ARE USED OR WHEN THE RIGHT PARTS ARE INSTALLED THE WRONG WAY.

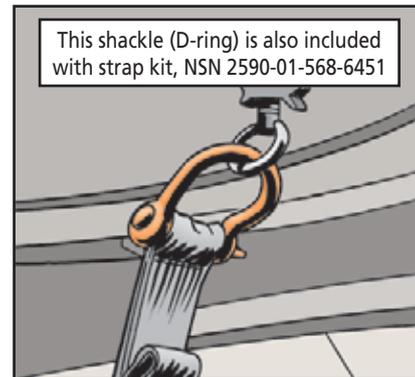
Problem is, getting the right parts is a little iffy when you try to find them in the vehicle's technical manual.

So, here's what you need to replace the support ratchet strap (kit), NSN 2590-01-568-6451, which attaches to the gunner's platform:

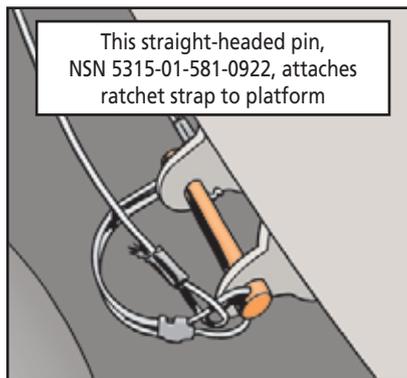
NSN 2590-01-568-6451 includes 110-in ratchet strap assembly and shackle



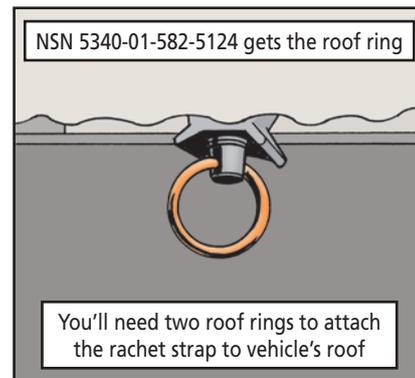
This shackle (D-ring) is also included with strap kit, NSN 2590-01-568-6451



This straight-headed pin, NSN 5315-01-581-0922, attaches ratchet strap to platform



NSN 5340-01-582-5124 gets the roof ring



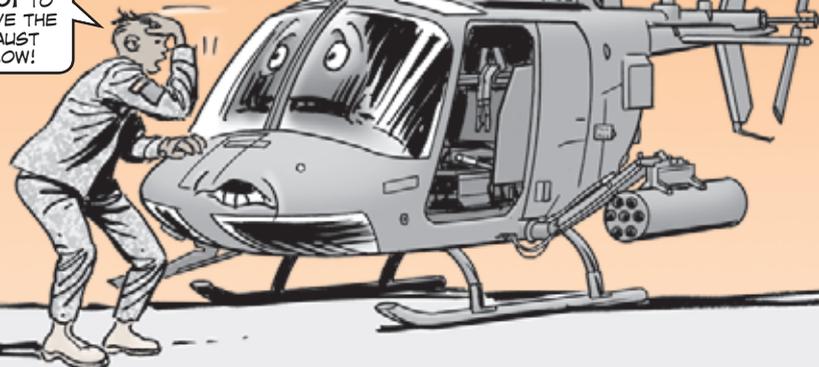
You'll need two roof rings to attach the ratchet strap to vehicle's roof

By the way, you'll find the installation instructions for these parts starting on Page 4-16-1 of TM 9-2355-106-23-1 (Apr 09).

DON'T FORGET THE PILLOW!

OH NO! YOUR REPAIR COSTS ARE GONNA BE ASTRONOMICAL!

ALL BECAUSE I FORGOT TO REMOVE THE EXHAUST PILLOW!



Crew chiefs, not taking pre-flight inspections seriously is a step toward damaging your Kiowa Warrior.

On your pre-flights, eyeball your bird from top to bottom before starting up the aircraft. That especially means going topside to make sure the exhaust pillow is removed from the engine exhaust.

That's important because forgetting the exhaust pillow puts your aircraft's engine in harm's way.

If the exhaust pillow isn't removed before engine start up, it could catch fire and/or be blown into the main rotor blades. If that happens, your unit could be facing a huge repair bill.

If you don't want your unit's budget to take a hit, remove the exhaust pillow during pre-flight inspections.

When preflighting your Kiowa...

...go topside to remove exhaust pillow



THE AMCOM ENVIRONMENTAL HOTLINE

HELLO AMCOM ENVIRONMENTAL HOTLINE? I NEED HELP!

THE HOTLINE USUALLY HANDLES SITUATIONS THAT ARE NOT EMERGENCIES!



The AMCOM Environmental Hotline was created to address environmental issues on coatings, paint strippers, surface treatments, adhesives and cleaners.

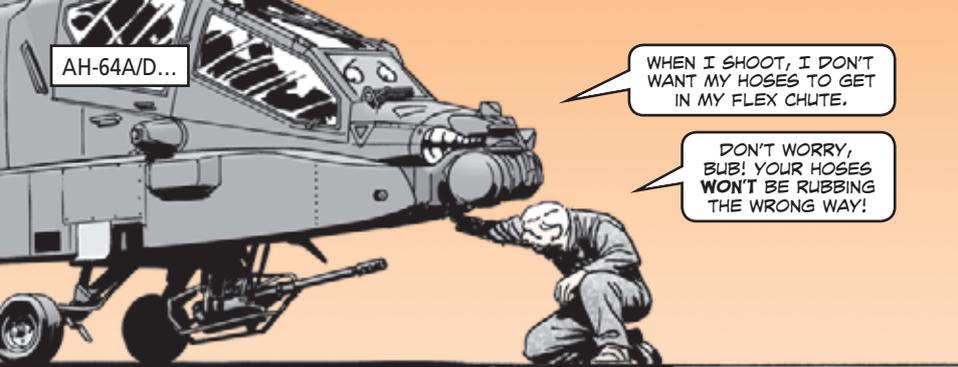
Do you have environmental questions related to aviation or missiles? The hotline staff can identify currently approved materials that will not harm the environment.

The hotline staff will help you find alternatives to obsolete products and hazardous materials. They can also help you deal with regulatory guidance and alternative technologies needed to reduce the environmental effects of maintenance.

The team can provide expertise in consumables and processes concerning paint strippers, adhesives, cleaners and surface treatments associated with technical manuals (TMs) and depot maintenance work requirements (DMWRs).

You can contact the hotline 24/7 with your requests for environmental information. Call them at (256) 313-1711, DSN 897-1711, or email:

amcomenvironmental@conus.army.mil



AH-64A/D...

WHEN I SHOOT, I DON'T WANT MY HOSES TO GET IN MY FLEX CHUTE.

DON'T WORRY, BUB! YOUR HOSES WON'T BE RUBBING THE WRONG WAY!

Protect Hydraulic Hoses

If you're being rubbed the wrong way, taking action is a natural response.

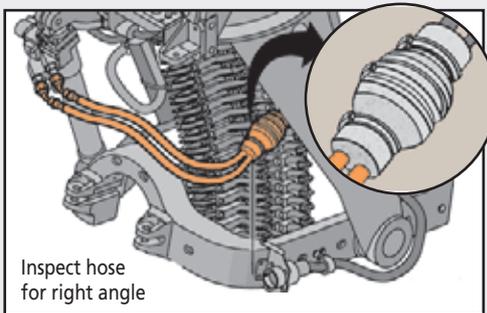
So, mechanics, before the 30mm turret's braided hydraulic hoses on your AH-64A/D rub together or get caught in the flex chute, you should take action to prevent hose damage.

Chafing occurs when the hoses rub together or against the wire strike or flex chute. Hydraulic hoses get damaged in the flex chute because they are not routed and adjusted correctly. Aircraft vibration and gun recoil can cause chafing and holes in the hoses. If they have too much slack and get tangled in the flex chute, they'll be torn apart.

Damaged hoses mean your gun is NMC because of lost elevation control.

Make sure the lines are installed correctly like it says in Para 4-7-47 and 4-7-48 of TM 9-1090-208-23-1-1. This will ensure that they will not touch the wire strike or be too close to the flex chute when the gun is firing.

Improper clocking of the 45° angle fitting on the turret actuator can result in hydraulic hose contact or entanglement with the flex chute. Hydraulic hoses with a 45° bend should be installed with the plane of the elbow 90° to the plane of the actuator. When installing these hydraulic lines, maintainers should ensure that the bottom of the hose bumper is 13½ ± ¼ inch from the end of the hose nut. The 13½ inch measurement should be measured along the length of the lower (return) hydraulic line. This measurement should be made from the edge of the nut nearest the actuator to the closest edge of the hose bumper. The upper (feed) line should be positioned parallel to the return line. Improper location of the hose bumper can also result in hydraulic hose contact or entanglement with the flex chute.



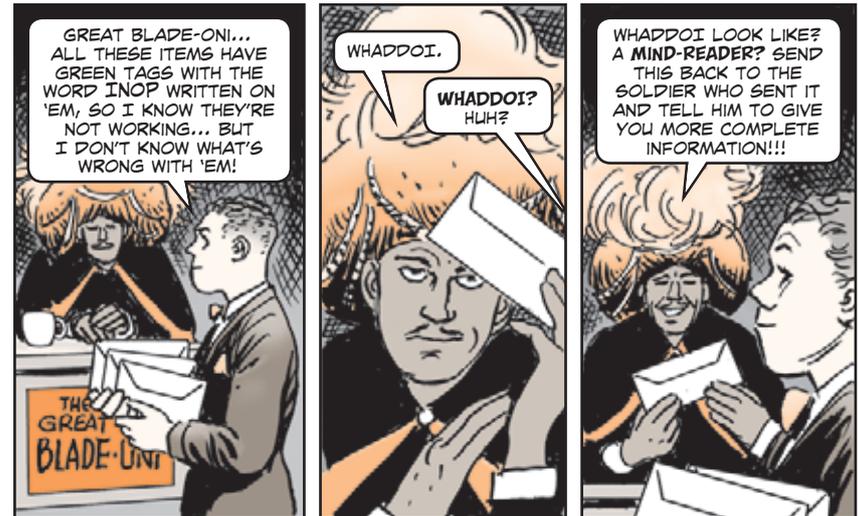
Inspect hose for right angle

Teflon insulating sleeving can be removed in the area covered by the hose bumper; however there should be no braided line showing. Remember, proper installation of the hydraulic hoses and hose bumper will prevent contact and entanglement with the flex chute.

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

All Aircraft...

Incomplete Condition Code Tag



Mechanics, your support maintenance personnel are not mind readers. The word INOP written in the remarks column on the green tag, DD Form 1577-2, lets them know that the item is not working but it gives no clues to what's wrong with the item.

To prevent delays in repair or replacement of turned-in components, make sure you fill out the green tag with complete information describing the problem.

When you turn in an aircraft component with little or no information about the problem, the component could get returned to you — without repair.

So remember, turn-around time for getting repaired components back depends on your making sure every necessary block on the green tag has correct, complete and legible information. INOP, in the remarks column, means nothing to the ASC shop because it doesn't describe what's not working in what situation. Describe in exact detail what's wrong with the component.

A complete tag helps support maintenance

NOL PART NO. AND ITEM DESCRIPTION		UNSERVICABLE (REPARABLE) TAG-MATERIEL	
<small>WARNING: Do not use this form for reporting, adding, or deleting items from the inventory. It is for use only for reporting items to the inventory.</small>		INSPECTION ACTIVITY	CONDITION CODE
		REASON OR REPARABLE CONDITION	
SERIAL NO. / LOT NO.	UNIT OF ISSUE	REMOVED FROM	
CONTRACT OR PURCHASE ORDER NO.	QUANTITY	INSPECTOR'S NAME OR STAMP AND DATE	
REMARKS			

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

All Aircraft...

WARNINGS, CAUTIONS AND NOTES

WARNINGS, CAUTIONS AND NOTES ARE IN PAPER TMS, ETMS AND IETMS FOR A REASON.



THEY WILL PROTECT YOU.

SO READ 'EM OR WEEP!



Not reading the warnings, cautions and notes of a particular maintenance procedure puts you, your buddies and your equipment in harm's way.

Reading and heeding all warnings, cautions and notes ensures you remain safe and the equipment stays fully mission capable.

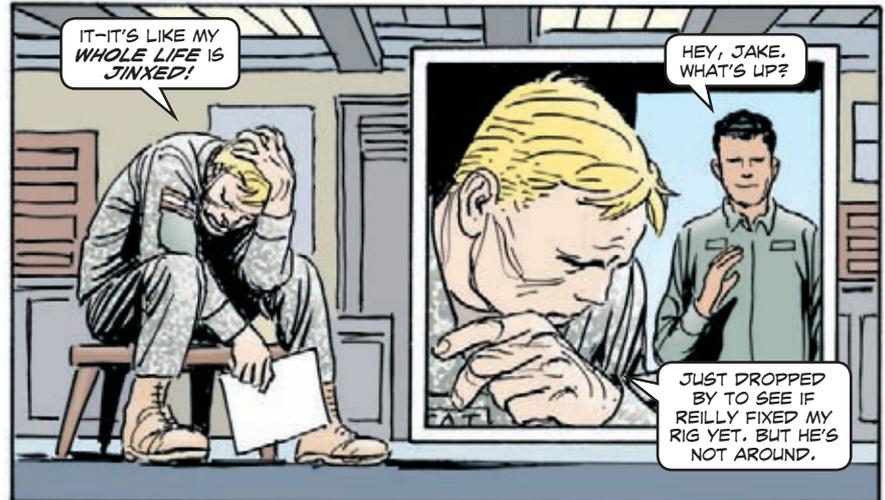
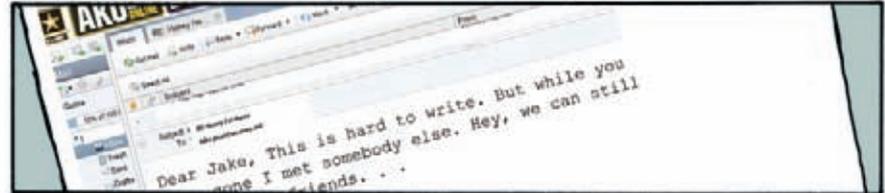
When you read **WARNINGS**, you'll find out how to prevent injury or death to yourself and others. For example, if you're adjusting your AH-64's radar altimeter in the avionics bay, your hands must go into the bay while the vaneaxial fan spins. The IETM warning tells you to be cautious of the exposed vaneaxial fan blades. Those who don't take heed stand to lose a finger or two.

When you read **CAUTIONS** and follow them to the letter, you'll prevent damage to your equipment. For example, when working on your Black Hawk main landing gear wheel, the caution tells you not to drop the bearings while removing the wheel.

When you read **NOTES**, you'll learn that they highlight important operations and maintenance. Overlooking a note could cause you to miss a step, waste time and effort or jeopardize safety. For example, TM 1-1500-204-23-9, *General Aircraft Maintenance*, highlights exactly where to measure sheet metal using the sheet metal tool and wire gauge.

The next time you come across a warning, caution or note, read 'em, and heed 'em 'cause you certainly need 'em.

A Sign of Strength





YEAH...THE CREW JUST LEFT FOR LUNCH.

HEY, WHAT'S THIS I HEAR ABOUT YOU NOT MAKIN' RANK?

IT'S TRUE.



SORRY, MAN.

MY *GIRL* BAILED OUT TOO. LOOKS LIKE I'M OUT TO SET A NEW WORLD RECORD FOR THE *WORST* LIFE.



WOW... *THAT BITES!*

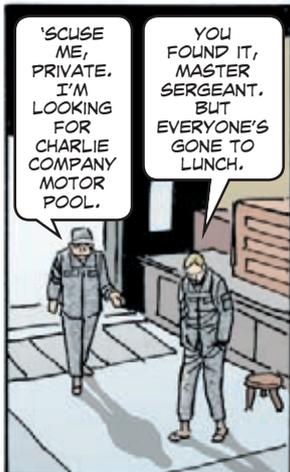
LMMM, SPEAKING OF BITES, GOTTA CATCH UP WITH THE GUYS AND GRAB SOME CHOW MYSELF.

SEE YOU LATER.

SURE.



HE DIDN'T EVEN INVITE ME ALONG. 'CUZ *NOBODY* WANTS THEIR LIFE MESSED UP BY *JP THE JINX*.



'SCUSE ME, PRIVATE. I'M LOOKING FOR CHARLIE COMPANY MOTOR POOL.

YOU FOUND IT, MASTER SERGEANT. BUT EVERYONE'S GONE TO LUNCH.

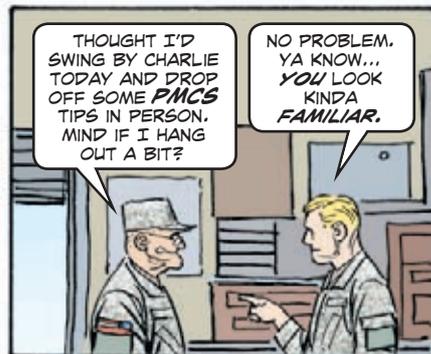


NOT *EVERY-ONE*.

WELL, EVERYONE THAT *COUNTS*.



SOMETHING'S *WRONG* HERE... I NEED TO FOLLOW MY GUT INSTINCTS AND CHECK THIS OUT.



THOUGHT I'D SWING BY CHARLIE TODAY AND DROP OFF SOME *PMCS* TIPS IN PERSON. MIND IF I HANG OUT A BIT?

NO PROBLEM. YA KNOW... *YOU* LOOK KINDA *FAMILIAR*.



HALF-MAST... *PS* MAGAZINE...?

OH, YEAH. THAT COOL COMIC BOOK MECHANICS READ.



PS ISN'T JUST FOR *MECHANICS*. AND IT'S AN *OFFICIAL* TECHNICAL BULLETIN. BUT I WILL TAKE THAT "COOL" COMPLIMENT.

HEH.



GOT ANY COFFEE AROUND HERE?

SURE. HELP YOURSELF.



HOW 'BOUT A REFILL?

NO, THANKS. GOTTA HEAD BACK TO THE BARRACKS NOW.



SOMETHING URGENT?

YOU *COULD* SAY THAT.

SOMETHING I'VE PUT OFF *TOO LONG*.



HEY. BEFORE YOU GO, PICAT—JUST WANT TO SAY *THANKS* FOR DOING WHAT YOU DO. I KNOW YOU PROBABLY *DON'T* HEAR THAT ENOUGH IN THE DAILY GRIND.



DON'T HEAR IT *AT ALL*.

EXCEPT AN OLD MAN BOUGHT ME LUNCH ONCE 'CAUSE I WAS IN UNIFORM AT SOME BURGER JOINT. THINK HE SAID HE WAS A KOREAN VET.



BET HE HAD AN INTERESTING TALE OR TWO TO TELL.

Y'KNOW...HE NEVER SAID AND I NEVER ASKED, KINDA WISH I HAD.



WHAT'S YOUR MOS, SOLDIER?

11B.



THAT TAKES SOME GUTS.

SOMETHING I DON'T HAVE ENOUGH OF.

OR I COULD'VE SAVED RAMIREZ.



YOUR BUDDY?

YEAH, REZZY AND ME WENT WAY BACK, EVEN ENLISTED ON A MUTUAL PARE. LOST HIM... 'BOUT TWO MONTHS AGO.



WANNA TALK ABOUT IT?

NOT REALLY.



OK, TWO MONTHS? SO YOU HAVEN'T BEEN BACK LONG YOURSELF?



NOPE. JUST LONG ENOUGH TO HELP CARRY REZZY'S COFFIN... AND GET DUMPED BY MY GIRLFRIEND.

OH, YEAH...AND FAIL TO MAKE RANK. MAN...WHY AM I TELLING YOU ALL THIS?



MAYBE BECAUSE YOU NEED TO TALK TO SOMEONE.

NAW. I'M OK.



JUST ONE OF THOSE THINGS YOU LISTED WOULD KNOCK MOST PEOPLE DOWN...HARD.

THAT'S LIFE. WHEN IT RAINS IT POURS. YADDA, YADDA, YADDA.



WELL-MEANING FOLKS SOMETIMES COUGH UP CLICHES LIKE THOSE... BUT-THAT DOESN'T HELP MUCH WHEN YOU'RE HURTING. AND TO BE HONEST WITH YOU HERE: IT SEEMS LIKE YOU'RE HURTING PRETTY BAD.



NOW IT'S YOUR TURN TO BE HONEST. EVER THINK ABOUT KILLING YOURSELF?

YOU SURE DON'T BEAT AROUND THE BUSH, DO YOU, SARGE?



THAT'S ANOTHER COMPLIMENT I'LL GLADLY ACCEPT. BUT, DON'T THINK I DIDN'T NOTICE YOU AVOIDED MY QUESTION.

YOU SOUND LIKE MY SERGEANT NOW. AND THE ONLY THING I HAVE IN COMMON WITH HIM IS THAT BOTH OF US THINK THE UNIT WILL BE BETTER OFF... WITHOUT ME.



OK...SO MAYBE YOU HAVE TO SKIP A LINK IN YOUR CHAIN OF COMMAND. THERE'S STILL PLENTY OF OTHER FOLKS WHO WANT TO HELP YOU...IF YOU JUST ASK.



WHAT MAKES YOU THINK I HAVEN'T TRIED? I DID TRY... MORE THAN ONCE, IN FACT. BUT IT DIDN'T DO ANY GOOD.



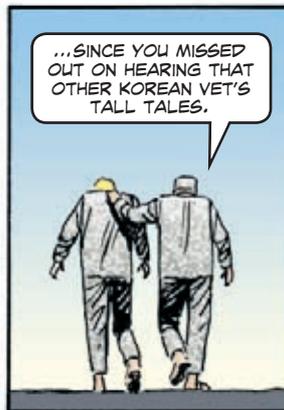
I KNOW IT'S TOUGH... THAT YOU'RE TIRED OF TREADING WATER. BUT MAYBE THIS IS THE TIME IT WILL WORK. DO YOU REALLY WANT TO WALK AWAY FROM THAT CHANCE? I WOULDN'T.



OK, OK! I GET IT. I'LL GO SEE SOMEONE TOMORROW.



HUMOR AN OLD MAN. LET'S GO TOGETHER... RIGHT NOW. AND ON THE WAY, AS A TODAY-ONLY BONUS, I'LL TELL YOU MY WAR STORIES...



...SINCE YOU MISSED OUT ON HEARING THAT OTHER KOREAN VET'S TALL TALES.



SOLDIERS...IT SHOULDN'T TAKE A STRANGER ASKING QUESTIONS AND SHOWING CONCERN TO SAVE SOMEONE'S LIFE.

WE SAY WE'LL NEVER LEAVE A FALLEN COMRADE. THAT ALSO APPLIES OFF THE BATTLEFIELD.



THIS OLD WRENCH-TURNER THINKS THAT *IGNORING AN EMOTIONAL ALARM* GOING OFF IN *YOU*... OR YOUR BATTLE BUDDY...IS KINDA LIKE *PUTTING OFF PMCS!*

THE LONGER YOU TAKE TO *FIND AND FIX* PROBLEMS, THE GREATER THE *RISK* TO YOUR EQUIPMENT...OR YOUR *BUDDY*.

AND EACH ONE OF YOU IS *MORE VALUABLE* THAN ANY EQUIPMENT ON EARTH.

Remember...
seeking help is a sign
of *strength!*

DON'T KNOW WHERE TO TURN? TRY TALKING TO A FAMILY MEMBER, A FRIEND, YOUR BATTLE BUDDY, SQUAD LEADER, PLATOON OR COMPANY LEADERS, A CHAPLAIN (EVEN IF YOU AREN'T RELIGIOUS), A DOCTOR OR A BEHAVIORAL HEALTH PROFESSIONAL.

NEED SOMETHING A LITTLE LESS STRESSFUL THAN TALKING TO SOMEONE FACE-TO-FACE? HERE ARE SOME MORE RESOURCES:



For Soldiers

National Suicide Prevention Lifeline

Call 24/7, 365 days a year. Free and confidential. Call 1-800-273-TALK (8255). In OCONUS, dial your DSN access code and then 800-273-TALK. Veterans, press "1" for the Veterans' Suicide Prevention Hotline. Or visit: <http://www.suicidepreventionlifeline.org>

Military OneSource

In CONUS, call 1-800-342-9647. Overseas personnel should visit the website for the complete list of OCONUS contacts: <http://www.militaryonesource.com>

TRIAP (TRICARE Assistance Program)

<http://www.tricare.mil/mentalhealth>

The Defense Center for Excellence for Psychological Health and Traumatic Brain Injury

Call 1-866-966-1020 or visit: <http://www.dcoe.health.mil>

Tragedy Assistance Program for Survivors

Call 1-800-959-TAPS (8277) or visit: <http://www.TAPS.org>

For Leaders

Army's Suicide Prevention Program

<http://www.preventsuicide.army.mil>

Suicide Prevention Resource Council

<http://www.sprc.org/index.asp>

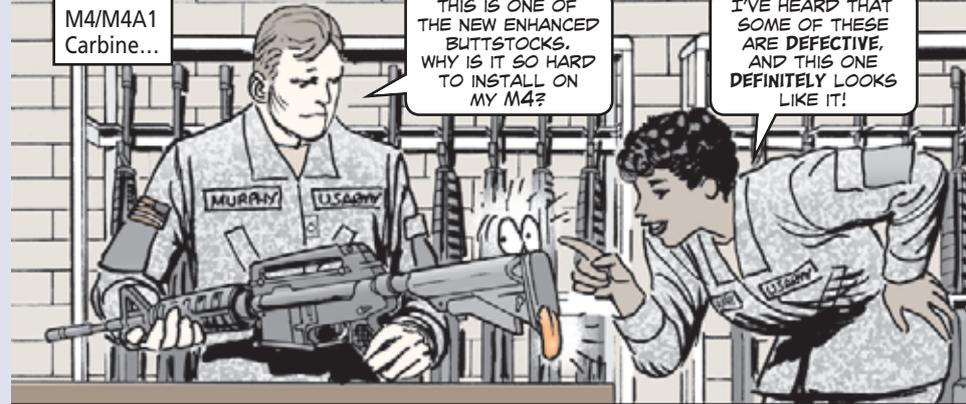
AR 600-63, Army Health Promotion:

http://armypubs.army.mil/epubs/pdf/r600_63.pdf

DA PAM 600-24, Health Promotion, Risk Reduction and Suicide Prevention:

http://armypubs.army.mil/epubs/pdf/p600_24.pdf

M4/M4A1 Carbine...



THIS IS ONE OF THE NEW ENHANCED BUTTSTOCKS. WHY IS IT SO HARD TO INSTALL ON MY M4?

I'VE HEARD THAT SOME OF THESE ARE DEFECTIVE, AND THIS ONE DEFINITELY LOOKS LIKE IT!

DEFECTIVE ENHANCED SLIDING BUTTSTOCKS

Some of the new enhanced sliding buttstocks, NSN 1005-01-544-9825, for the M4/M4A1 carbines are defective.

It's easy to spot the bad buttstocks. They are difficult to install on the M4 or fail to move smoothly or lock in place when installed. (Note: These are not the standard M4 buttstocks.)

If your enhanced sliding buttstock doesn't exhibit these problems, you're good to go. But if you've got a bad buttstock, submit a product quality deficiency report (PQDR). Use the link below.

Your unit will receive credit for the defective buttstock.

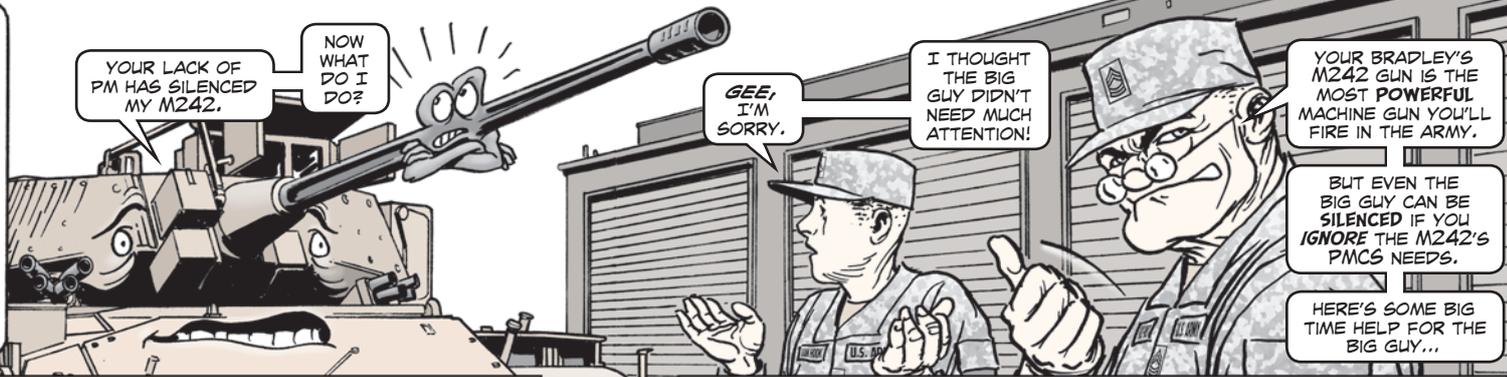
TO SUBMIT A PQDR, GO TO:
<http://www.nsicpts.mh.csd.disa.mil/>



- Select Web PQDR under "Web Based Applications" at the upper left-hand side of the page.
- Select EZPQDR under "Important Links."
- Select the EZPQDR link under the Army EZPQDR paragraph.
- Select Accept on the "DOD Warning and Consent Banner" page.
- Fill in all mandatory fields ("m" indicates a mandatory field). Be sure to include the document number, contract number and cage code 58VQ8. This information is critical for accurate processing of the PQDR.
- Select ARMY (TACOM ROCK Island)-W91AS2 under "2. Screening Point" on the EZPQDR

Questions? Contact TACOM's Tausha Knowlin at DSN 786-1278, (586) 282-1278, or email: tausha.knowlin@us.army.mil

Big Time Help for the Big Guy

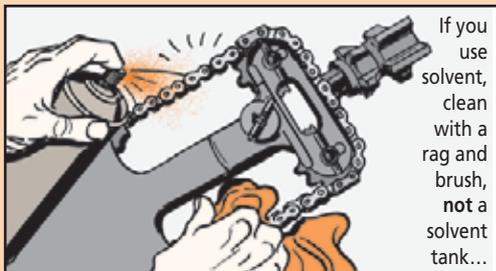


Cleaning and Lubing

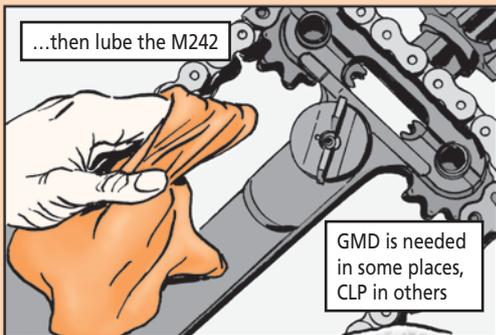
Solvent can make cleaning off carbon easier, especially on the bolt. But what you don't want to do is dunk the bolt in a solvent tank. The solvent ruins the bolt's track assembly gears, which means a trip to support. If you clean with solvent, use a rag and brush.

But once you're through cleaning, **you must lube the M242**. GMD is not pleasant to work with, but your M242 will suffer corrosion if you don't use the GMD. The barrel is especially prone to rust and needs a light coat of GMD inside the locking lugs and barrel support bearings. Use CLP on the rest of the barrel.

Don't get carried away lubing, though. More is not better. Too much lube attracts sand, which leads to jamming and a very dirty weapon. A light coat of GMD is all that's needed on the outside of the breech and locking lugs.



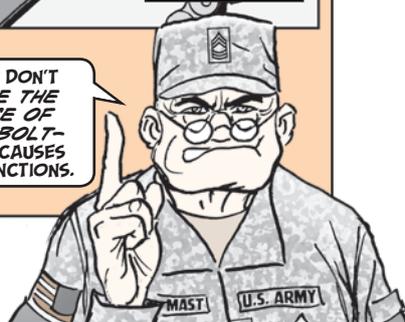
If you use solvent, clean with a rag and brush, **not** a solvent tank...



...then lube the M242

GMD is needed in some places, CLP in others

BUT DON'T LUBE THE FACE OF THE BOLT—THAT CAUSES MALFUNCTIONS.



Assembly, Disassembly

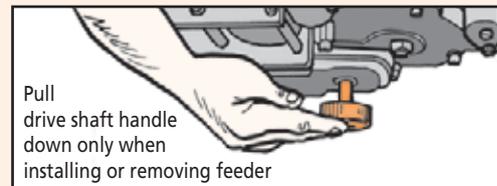
Pull the lower straight drive shaft down only when you're installing or taking off the feeder. And then put the drive shaft back up ASAP. If you leave the shaft down, count on it being bent.

When you install the feeder, make sure it's correctly installed on the receiver before you push up the lower straight drive shaft. If the shaft doesn't want to go up, the feeder isn't positioned right. Reposition it and try again.

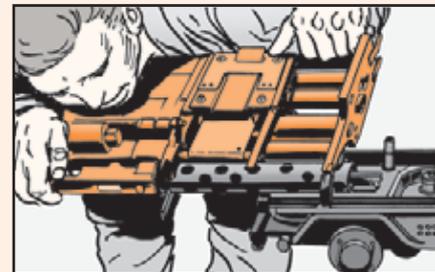
Once the drive shaft handle is locked in place, the feeder handle should lock in the down position easily. If it doesn't, your repairman needs to check it out. If you try to force the feeder handle down, you could damage the 14-pin connector.

If you set the gun at 30 degrees, that makes it easier to maneuver the feeder on and off.

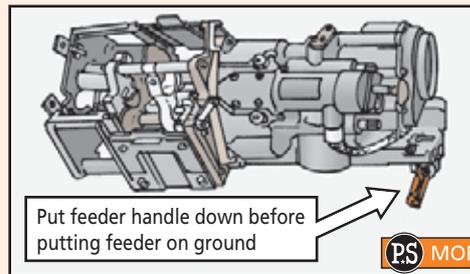
When you remove the feeder, make sure its handle is in the down position before you lay the feeder on the ground. That protects the feeder's 14-pin connector, which is easily damaged.



Pull drive shaft handle down only when installing or removing feeder



If drive shaft handle doesn't want to go up, reposition the feeder and try again



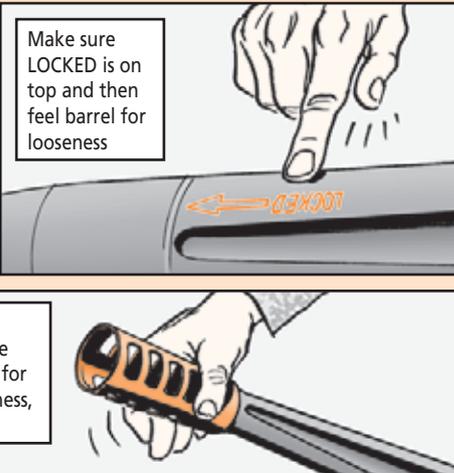
Put feeder handle down before putting feeder on ground



PMCS

Make sure the barrel is actually locked in. Gunners have watched with dismay as their M242's barrel goes flying off because they didn't lock it in. Check that **LOCKED** is on top of the barrel, then move the barrel back and forth to make sure it's locked in. If it turns, tell your repairman.

Feel the muzzle brake for looseness, too. If it turns more than 1/4 inch, tell your repairman. Vibration can cause it to work loose and then it flies off during firing.



Make sure **LOCKED** is on top and then feel barrel for looseness

Feel muzzle brake for looseness, too

Override Safety

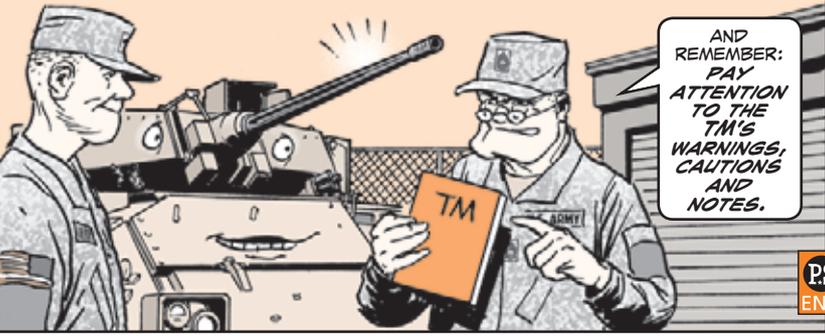
If you have to operate the Bradley in override, make very sure the driver's hatch is down before you traverse the turret. If you forget, the M242 slams into the hatch, which can damage the muzzle brake and throw off the M242's zero.

Manual Safety

Remember, turn the manual safety forward to fire and back for safe. If you force the safety the wrong way, it can be damaged. That allows the gun to be fired on SAFE.

AP/HE Stops

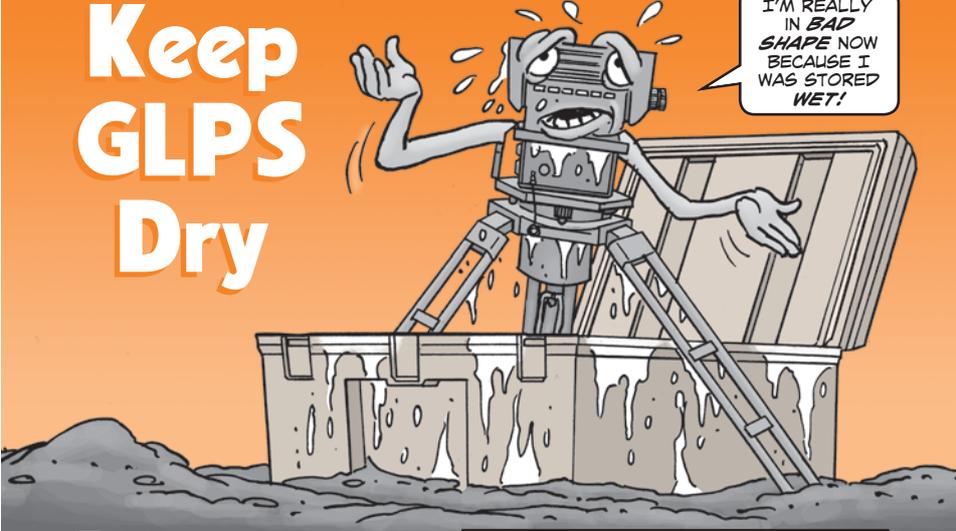
If you can't get the AP/HE stops to move, don't try forcing them with something like a hammer. That just breaks the stop shafts. Let your repairman handle it.



AND REMEMBER: **PAY ATTENTION TO THE TM'S WARNINGS, CAUTIONS AND NOTES.**

P.S. END

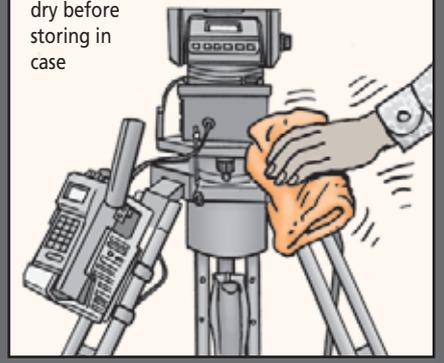
Keep GLPS Dry



I'M REALLY IN **BAD SHAPE** NOW BECAUSE I WAS STORED **WET!**

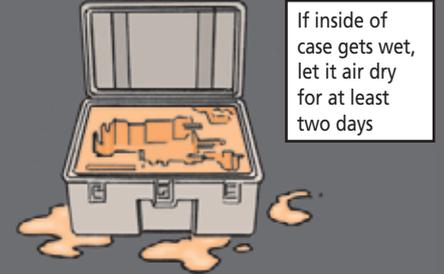
The gun laying and positioning system (GLPS) needs to be completely dry for both storage and shipment. If the GLPS is shut up wet in its storage case, the trapped moisture causes corrosion and electrical problems. The contractor that repairs GLPS reports receiving far too many systems that have been shipped wet and suffered damage as a result.

Wipe GLPS dry before storing in case



Before you put a GLPS in its case, wipe it completely dry. The case's inserts also soak up moisture. So if the inserts do get wet, open the case and let it air dry inside for at least two days. Make sure it's completely dry before you store a GLPS in it. You can get stickers warning against storing a wet GLPS by calling TACOM's Target Acquisition Office at DSN 786-9264, (586) 282-9264, or emailing: todd.cetanyan@us.army.mil

If inside of case gets wet, let it air dry for at least two days



Small Arms...

AMMO HELPERS

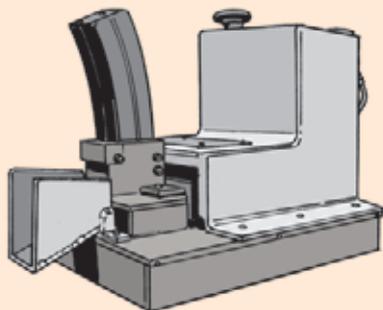
THE DEFENSE AMMUNITION CENTER PRODUCES THREE ITEMS THAT CAN HELP UNITS MANAGE THEIR AMMO THROUGH THE AMMUNITION PECULIAR EQUIPMENT (APE) PROGRAM...

APE 1998 M16 magazine stripper:
As its name states, the APE 1998 strips 5.56mm rounds from loaded M16 rifle magazines. The 1998 is powered by an air hose set to 40 psi.

To use it, the operator inserts a loaded magazine in the 1998's magazine well where it locks in place. He then pushes the red start/stop button to start the stripper and the magazine is emptied in five seconds.

The 1998 weighs 35 pounds and is 24 x 12 x 12 inches.

APE 1998 empties magazine in 5 seconds

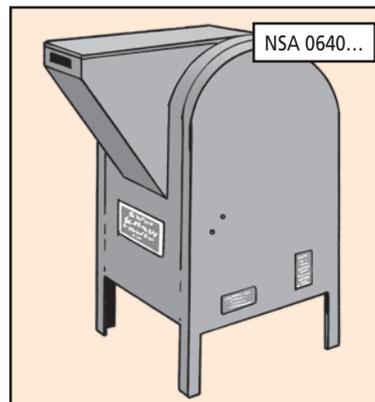


Non-standard APE (NSA) 0640 and 0641: These are containers for the Ammunition and Explosives Amnesty Program in which small arms ammo can be turned in anonymously for proper disposal. Both the NSA 0640 and 0641 have openings large enough for ammo as big as .50-cal rounds. The containers securely hold the ammo until it can be collected.

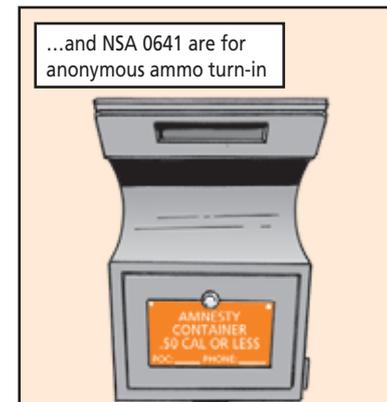
The NSA 0640 looks like a post office street mailbox, weighs 130 pounds and measures 34.1 x 20.6 x 49.5 inches.

The NSA 0641 looks like a smaller street mailbox, weighs 50 pounds and measures 22.8 x 12 x 18.3 inches.

NSA 0640...



...and NSA 0641 are for anonymous ammo turn-in



The ammo stripper is available through the APE Program. NSA items are available on a reimbursable cost basis or fabrication drawings can be provided.

For ordering info, email: ROCK-AMSJM-LID@conus.army.mil

Or visit the Ammunition Peculiar Equipment (APE) catalog website:

http://www4.osc.army.mil/apems3_catalog/index.aspx/

MK 19 Machine Gun...

WHO CAN REMOVE TOP COVER?

SAYS HERE SUPPORT REMOVES YOUR TOP COVER.



YEAH, BUT MY -10 SAYS YOU CAN, TOO, FOR CLEANING AND LUBING!

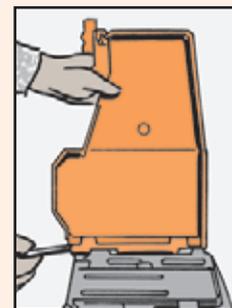
Dear Editor,

As a weapons inspector in Ft Leonard Wood's Ground Support Material Management Directorate, I am often asked whether it's OK for the operator to remove the MK 19's top cover for cleaning. Page 25 in PS 670 (Sept 2008) said it was support's job to remove and repair the top cover. Please clear that up for us.

Gary Becker
Ft Leonard Wood, MO

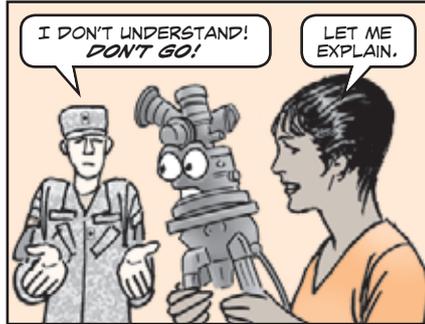
Editor's note: The operator can indeed remove the top cover for cleaning, but only support can repair it.

TM 9-1010-230-10's WP 0011 00-15 tells operators to remove the top cover during field stripping and WP 0010 00-24 tells them to remove the cover and lubricate it.



It's OK for operator to remove top cover for cleaning and lubing

Turn in Unserviceable Aiming Circles



WHEN YOU TURN IN AN AIMING CIRCLE, REMEMBER TO INCLUDE THESE ITEMS...

- aiming circle transit, NSN 1290-01-510-0540
- access cover, NSN 5340-00-346-8171
- lamp extractor, NSN 5120-00-505-5477
- instrument light, NSN 6695-00-346-8186
- tarpaulin, NSN 2540-00-346-8147
- plumb bob assembly, NSN 1290-00-346-8185
- fire control assembly tripod, NSN 1290-00-346-8184
- incandescent lamp, NSN 6240-00-635-9800
- TM 9-1290-262-10 and TM 9-1290-262-HR

ORDER A REPLACEMENT M2A2 AIMING CIRCLE WITH NSN 6675-01-067-0687.

DUE TO THE SHORTAGE, THE ARMY CAN'T OFFER A DIRECT EXCHANGE REPLACEMENT.

M240B Machine Gun... **DON'T OVER-TIGHTEN RAILS**

Some armorers are using too much muscle when they install the rail kit on the M240B machine gun. As a result, the operating rod binds in the gas tube. Here's how to stay out of that bind:

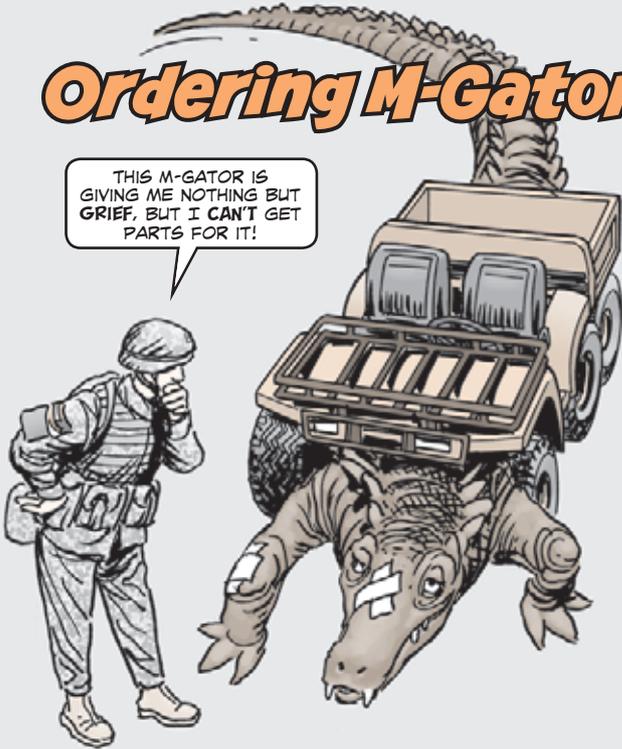
Put a drop of sealing compound, NSN 8030-01-499-3589, on the threads of the two long screws for the rail body to help them stay tight.

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

Don't overtighten!

Function test the M240B. If the op rod binds, back off both screws 1/4 turn. Function test again and continue to back off the screws 1/4 turn until the op rod moves freely.

Ordering M-Gator Parts



THIS M-GATOR IS GIVING ME NOTHING BUT GRIEF, BUT I CAN'T GET PARTS FOR IT!

GOT PROBLEMS ORDERING M-GATOR PARTS?

HERE'S SOME HELPFUL INFORMATION FROM THE ARMY'S SUSTAINMENT NETWORK (SUSTAINNET).



THESE ARE SOME OF THE M-GATOR PART NUMBERS.

ALL ARE SOS SMS WITH AN AAC OF J.

Description	PN	Price \$
Rear tire (HDAP)	M118819	114.66
Front tire (HDAP)	M118820	118.63
Push/pull cable	AM133921	30.25
Hood	AM126154	150.00
Alternator	AM877740	320.00
Fuel cap	VGA10892	7.99
Solenoid	M806608	154.14
Oil filter, diesel engine	M806418	7.99
V-belt	M800313	16.99
Clutch kit	AM133889	130.00
Fan	9PDF	75.35
Fuel filter element	CH15553	5.00
Air filter element, primary	M113621	18.75
Air filter element, secondary	M123378	24.99
Packing	CH12731	2.91
Ignition switch	AM128457	25.75
Bulb, headlight	R136239	11.99

THE RC IS Z AND SCMC IS 9K.

USE CAGE 75755.

CHECK UNIT PRICES. THEY CAN CHANGE.



YOU CAN GET A JOHN DEERE INTERACTIVE MANUAL ONLINE...



...AND A PRESENTATION TELLS SARRS OPERATORS HOW TO PROCESS PARTS ORDERS FOR THE M-GATOR USING PART NUMBERS FROM THE JOHN DEERE PARTS MANUAL...

<https://forums.bcks.army.mil/secure/CommunityBrowser.aspx?id=961513&lang=en-US>



IF A UNIT HAS CASH OR A GOVERNMENT PURCHASE CREDIT CARD, THEY CAN ORDER PARTS FROM ANY JOHN DEERE DEALER IN THE WORLD.

YOU'LL FIND A LIST OF DEALERS AT THIS WEBSITE:
<http://www.johndeere.com>



IN SOUTHWEST ASIA, UNITS CAN CONTACT THIS JOHN DEERE DEALERSHIP IN ANTALYA, TURKEY...

Golf Med Yapi ve Turizm San.Tic.Ltd.Sti
Kircami Mak,
A. Tolunay Cad
Uysal Evler Alkis, Sitesi
B Blok 133A
Antalya, Turkey
Tel: +90(0)242-324-8728
Fax: +90(0)242-324-8729
Email: info@golfmedltd.com

PS MORE

TO EXPEDITE ORDERS AND GET PUSH PACKAGES OR FREQUENTLY ORDERED M-GATOR PARTS, YOU CAN CONTACT THESE TWO GOVERNMENT AGENCIES...



Defense Logistics Agency (DLA), DSCC email:
REQ.mailbox@dsccl.dla.mil
DSN 850-1634 or (614) 692-1634,
or DSN 850-8821 or (614) 692-8821
FAX: DSN 850-3324 or (614) 692-3324

DOD E-MALL website:
https://dod-email.dla.mil/acct/
DSN 850-7346 or (614) 692-7346
DOD E-MALL Help Desk:
DSN 661-7766 (for OCONUS users)
Toll Free: (877) 352-2255

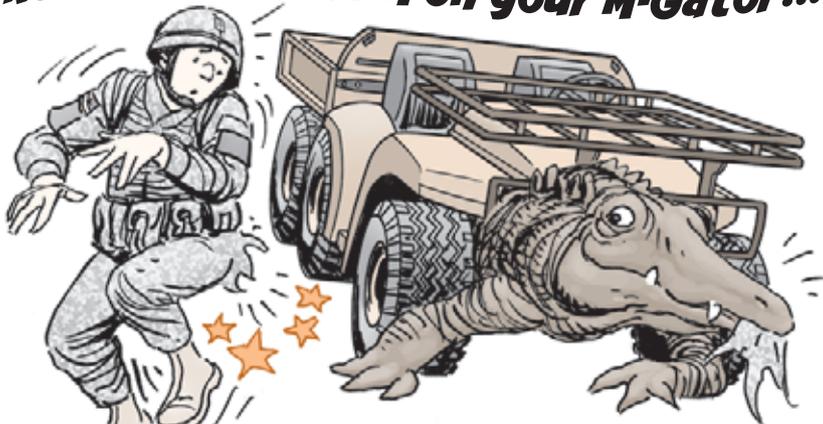
BY THE WAY, TACOM HAS ISSUED A SAFETY-OF-USE MESSAGE (SOLM) THAT OUTLINES THE SAFETY CAUTIONS IN THE OPERATOR'S MANUALS.



IT'S THE SAME INFO WE HAD ON PAGES 46 AND 47 OF PS 612 (NOV 03)...

<https://www.logsa.army.mil/psmag/archives/PS2003/612/612-46-47.pdf>

Remember: Bad PM on your M-Gator...



...will BITE you in the end!

621B
Scraper...

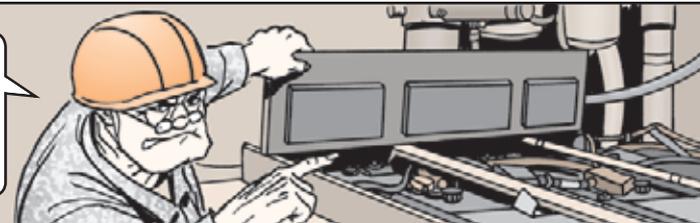
OPERATORS, IF YOU'RE GETTING READY TO DO PMCS ON MY BATTERY BOX...

...HERE ARE SOME GOOD TIPS FOR YOU!

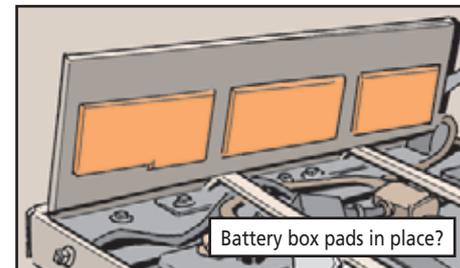
Battery Box Pad Info



YOU SHOULD BE CLEANING OUT DIRT AND SAND BEFORE IT GETS PACKED IN!



While you're cleaning out the battery box, make sure the rubber pads on the access doors are in place. The pads keep the doors from touching the battery clamps, battery posts and the box's support. Without the pads in place, the batteries can short out. Then your construction operations come to an electrifying halt!



Battery box pads in place?

If a pad is torn or missing, your mechanic can replace it. NSN 9320-00-060-9363 brings a 24 x 24-in rubber sheet. Keep the pads in place with adhesive, NSN 8040-00-142-9193. This NSN will bring you ten 1-oz bottles.

When you open the scraper's battery box, remove any dirt or sand with low-pressure air.

Any time the batteries are removed, eyeball the condition of the battery box. Mop up any moisture you find in the bottom of the box. It could lead to rust.

Your mechanic can use a wire brush to scrape off rust and loose paint. After cleaning, protect the bare metal inside the box with bituminous coating compound, NSN 8030-00-290-5141.

Advanced
Combat
Helmet...

**MY STRAP
HURTS,
MY PADS
STINK!**

SUMMER HEAT IN THE
SANDBOX CAN FOUL
YOUR ADVANCED COMBAT
HELMET (ACH).

I'M
SUPER-
BAD!

YOUR SWEAT SOAKS INTO THE ACH'S SUSPENSION PADS,
NAPE PAD AND CHIN STRAP. ADD IN DIRT, GRIME AND
BODY OILS AND SOON THE PADS AND CHIN STRAP
REEK. THEY MAY EVEN START TO WEAR OUT.

I DARE
YOU... TO
PUT ON THIS
HELMET!

PHEW!

GAHH!
I CAN'T
DO IT...
YOU WIN!

YOU WON'T
ENJOY THE
STINK AND YOU
CAN'T AFFORD
THE WEAR.

THE PADS AND CHIN STRAP MUST BE
IN GOOD SHAPE TO GIVE YOU A SNUG,
STABLE, COMFORTABLE FIT. THEY HELP
PROTECT YOUR HEAD AGAINST IMPACT.

THAT'S WHY
YOU SHOULD
INSPECT AND
CLEAN THEM
REGULARLY.

YOU TREAT
ME RIGHT AND
I'LL TREAT
YOU RIGHT!

PS 704

48

JUL 11

Inspect

HERE'S WHAT
YOU NEED
TO DO...

Inspect the **suspension pads** for damage. Look for rips, tears, cuts, burns or holes. Squeeze each pad between your thumb and forefinger. If it feels stiff, or if it doesn't return to its original shape right away, the pad is damaged and needs replacing.

Inspect the **nape pad** for damage. That includes the cloth carrier and the soft ballistic insert.

Inspect the cloth carrier for:

- Rips, tears, cuts, burns or holes
- Hits by bullets or fragments.
- Hook and loop tab doesn't securely attach the nape pad to the helmet
- Torn elastic
- Discolored fabric
- Carrier has been drenched in gasoline, bleach or lubricants

Inspect the soft ballistic insert for:

- Rips, tears, cuts, burns or holes
- Hits by bullets or fragments.
- Bunching or lumps that can't be flattened

Look at the **chin strap**. Is the hardware cracked, loose or missing? Is the webbing cut, torn or frayed? Are the stitches unraveling?

If your chin strap or suspension pads are damaged through normal wear and tear, take them to the Central Issue Facility (CIF). The CIF can replace the chin strap, hardware and suspension pads.

The CIF cannot replace the nape pad. The nape pad is issued only to deploying units.

For the complete story on inspecting your ACH, see the preventive maintenance checks and services in TM 10-8470-204-10, *Operator's Manual for Advanced Combat Helmet (ACH)* (May 10).

PS MORE

Cleaning

Cleaning the Chin Strap and Suspension Pads

To clean the **chin strap** and **suspension pads**, you need cold water, a cloth or soft bristle brush and some mild laundry detergent.

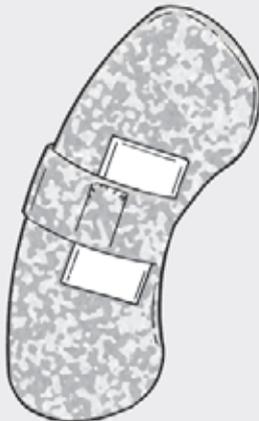


- Remove the chin strap webbing from the hardware. Remove the suspension pads from the inside of the helmet shell.
- Machine wash the chin strap and pads in the gentle cycle with cold water and mild detergent.
- You can also scrub them by hand with cold water and detergent. If you like, let them soak for 10 or 15 minutes before washing. Regular washing gets rid of the salt and oil and helps prevent pad odor. It also makes the chin strap more comfortable to wear and easier to adjust.
- Rinse them thoroughly with clean water and let them air dry. Do not machine dry. You could shrink the fabric or damage the pads.
- While you're at it, clean dirt and debris from the hook disks on the inside of the ACH's shell. A small nail brush or toothbrush works best. Dirt-free hooks and loops keep the pads sticking.

Cleaning the Nape Pad

Soft Ballistic Insert:

- Remove the insert from the cloth carrier. Wipe it with a moistened sponge or cloth.
- Never dunk the insert in water. That can damage the layers of ballistic protective fibers inside. And never machine wash or dry clean it.
- Air dry the insert indoors or in shade. Do not machine dry.



Cloth carrier:

- Remove the insert from the cloth carrier. Hand wash the carrier in cold or lukewarm water with mild soap or laundry detergent.
- Never machine wash. It causes too much wear and tear on the fabric.
- After washing, rinse it in clean, warm water.
- Hang the carrier to air dry, either indoors or in the shade. Do not machine dry.

For more on cleaning, see WP 0018 in the TM.

Extra Suspension Pads

Even though your local CIF can give you replacement suspension pads, it's still a good idea to pack extra pads when you go to the field.



- Not only do pads wear out, they also flatten out with constant use. Eventually they don't offer the degree of padding and protection they should.
- You wear your helmet constantly. If you have only one set of pads, there's little chance for them to dry out.
- In the field you may not have the opportunity to wash them.

Suspension pads come in two sizes: $\frac{3}{4}$ -in thick (also known as size 6), and 1-in thick (also known as size 8).

You can order size 6 pads individually or in sets of seven. A set includes one circular crown pad, two trapezoidal pads and four oblong/oval pads.

You can order size 8 pads individually but not in sets. Also, the crown pad is not available in size 8. You must order it in size 6.



Size 6 Suspension Pads

Description	Quantity	NSN 8470-01-546-
Set	1	9420
Circular Crown	1	9415
Trapezoidal	1	9407
Oblong/oval	1	9356

Size 8 Suspension Pads

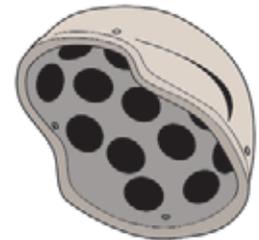
Description	Quantity	NSN 8470-01-547-
Trapezoidal	2	2795
Oblong/oval	2	2802

It's also a good idea to order **hook fastener tape (hook disks)**, NSN 8470-01-506-6742. They hold the pads in place. The disks have adhesive backing that sticks to the inside of the ACH's shell. The outer side of the disks is made of hook fastener. The pads are covered with loop fabric on one side, and they cling to the hook fastener. The NSN brings a roll of 500 disks.

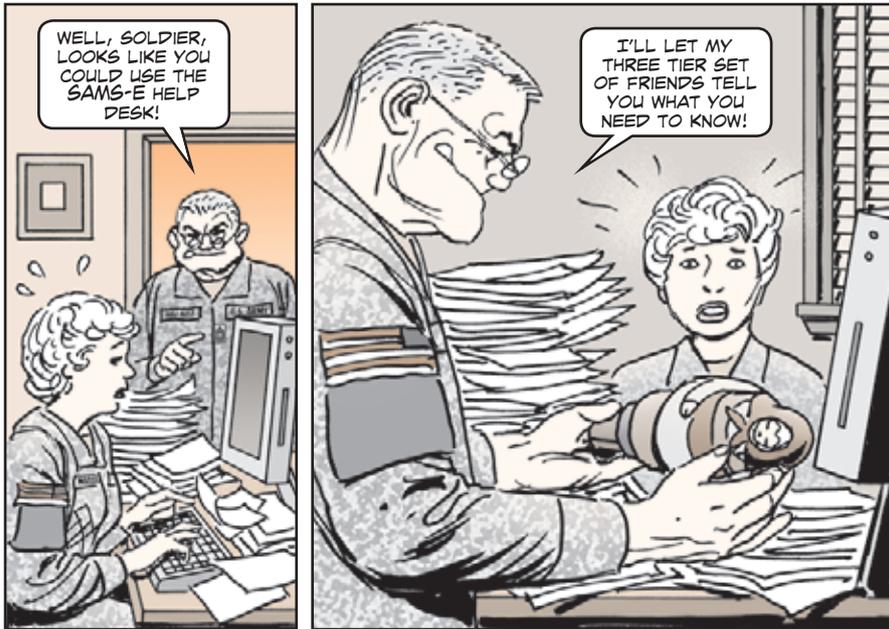
For more repair part NSNs, check out the TM online :

<https://www.logsa.army.mil/etmpdf/files/080000/080445.pdf>

Keep plenty of hook fastener tape on hand



SAMS-E Help Desk Assistance



The hardest part of getting help can be knowing who to ask or where to look for it. When it comes to SAMS-E problems, we've got you covered.

Before submitting a help desk ticket on your unit's SAMS-E system, contact your local Sustainment Automation Support Management Office (SASMO) for help. Your chain of command can direct you to the SASMO that serves your unit.

TYPICAL ISSUES THAT TIER I SASMOS HANDLE INCLUDE NETWORK CONNECTIVITY (FOR EXAMPLE, IF YOU'RE UNABLE TO CONNECT TO A PRINTER), HARDWARE ISSUES (LIKE A COMPUTER RUNNING TOO SLOW), OR BASIC TROUBLESHOOTING OF THE SYSTEM.

IF YOUR LOCAL SASMO IS UNABLE TO SOLVE THE PROBLEM, EITHER THEY OR YOU CAN SUBMIT A HELP REQUEST TO THE FT LEE CUSTOMER SUPPORT OFFICE (CSO) OR, IF YOU'RE DEPLOYED, TO YOUR REGIONAL AUTOMATED LOGISTICS ASSISTANCE TEAM (ALAT) VIA PHONE CALL, EMAIL OR INTERNET.

A TIER II HELP DESK TECHNICIAN CAN ASSIST WITH FUNCTIONAL PROBLEMS (FOR EXAMPLE, THE INABILITY TO CLOSE A WORK ORDER), PROVIDE GENERAL LOGISTICS INFORMATION (I.E., HOW DO I CREATE AN O2G REPORT?), OR CONDUCT MODERATE TROUBLESHOOTING.

IF THE TIER II HELP DESK IS UNABLE TO SOLVE YOUR PROBLEM, THEY WILL REQUEST ASSISTANCE ON YOUR BEHALF FROM THE TIER III HELP DESK.

YOUR HELP DESK TICKET IS THEN ELEVATED TO A TIER III HELP DESK TECHNICIAN.



Note: You must go through the Tier II help desk before receiving assistance from the Tier III help desk.

THE TYPICAL ISSUES THAT TIER III SUPPORT TACKLE INCLUDE SOLVING DATA ERRORS (I.E., ORACLE DATABASE ERRORS), PERFORMING ANY NECESSARY CLEAN UP OF USER DATABASES (LIKE CONVERSION DATA UPDATES), AND EXECUTING HEAVY-DUTY TROUBLESHOOTING.



HERE'S THE CONTACT INFORMATION YOU NEED TO GET HELP WITH SAMS-E...

Regional Automated Logistics Assistance Teams (ALATs)

- ALAT-Iraq
DSN: (318) 433-2056/2962/2963/2964
Email: alat.north@us.army.mil
- ALAT-Afghanistan
Kandahar (South)
DSN: (318) 421-6099
Email: alatafghanistan@swa.army.mil
- ALAT-Afghanistan
Bagram (North)
DSN: (318) 431-3340
Email: bgralat@swa.army.mil
- Kuwait Theater SASMO
DSN: (318) 430-5582

Customer Support Office at Ft Lee

DSN: 687-1051
Toll Free: (866) 547-1349
OCONUS: 312-687-1051
Fax: 804-734-2974
Email: lee.secl.cao@conus.army.mil
Submit a help request at the website: <https://s4if.lee.army.mil>



TUCK DORMC UNDER YOUR BELT

Deployment is tough enough without dreading the new duties waiting for you across the pond. If you've been assigned to manage your unit's resources in theater, there's a training course to help you get a handle on it.

The Deployed Operations Resource Management Course (DORMC) is held at the US Army Financial Management School in Ft Jackson, SC.

The two-week course covers various topics, including:

- Fiscal law
- Contingency contracting
- Special funding
- SOPs and lessons learned

You'll dive into some intensive hands-on training, and learn about financial management systems that can help keep your unit in the green.

The course is aimed at officers (captains or above), NCOs (staff sergeant and above, or sergeant and below with waiver) and civilians GS-7 and above. Sister military services may also send students.

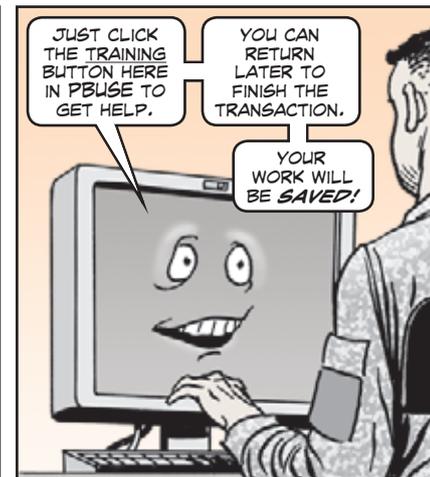
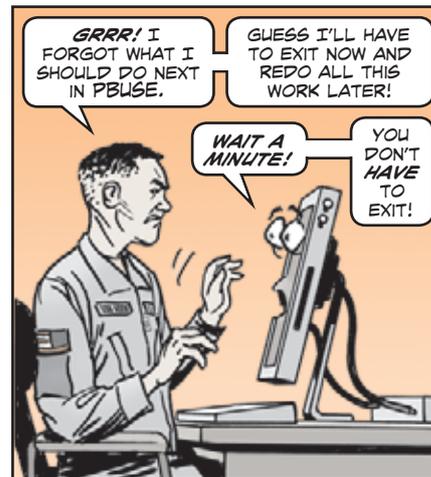
First slots in the class go to applicants who are deploying within six months of the next class date. Next slots go to those who are deploying, but longer than six months out. Any remaining slots are offered up to applicants without deployment orders.

You **must** enroll in DORMC through ATRRS. Choose Class 7D-F36/542-F18, School 805A. The next classes at Ft Jackson begin 17 Oct 11 and 23 Jan 12.

For more information, call DSN 312-734-8640, (803) 751-8640, or email:

kathy.allison@conus.army.mil

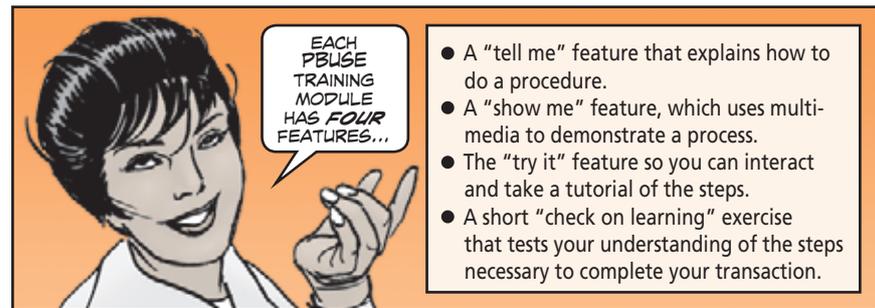
PICK UP THE PACE IN PBUSE



The Property Book Unit Supply Enhanced (PBUSE) is the Army's web-based property accountability tool. Units continually pull important information from its depths. But sometimes, learning PBUSE and its various complex functions can be tough.

Some of you may not know that PBUSE contains special help features that don't require exiting the program.

You can click on [Training](#) and review embedded training modules anytime, or if you're mid-transaction and not sure of your next step, you can click on the [Training](#) button and access the help function. Your work will be saved so you can return to the spot and finish the transaction later.



For PBUSE assistance, call DSN: 687-1051, Toll Free: (866) 547-1349, OCONUS: (312) 687-1051, or email: lee.secl.cao@conus.army.mil

Submit a help request at the website: <https://s4if.lee.army.mil>

How to Order PS and Other Army Publications



I REALLY LIKE THIS PS BOOK AND BEING THE NEW PUBS CLERK AROUND HERE I'D LIKE THE REST OF MY UNIT TO HAVE THIS AND OTHER ARMY PUBLICATIONS!

I JUST DON'T KNOW HOW I CAN GET IT TO THEM!



WELL, YOU CAN FIGURE THAT OUT BY READING THAT PS ISSUE YOU HAVE THERE!

NEW PUBS CLERKS OFTEN WONDER HOW THEIR UNIT CAN GET ARMY PUBLICATIONS, INCLUDING PS.



THE DIRECTORATE OF LOGISTICS (DOL) MANAGES THE ARMY PUBLISHING PRODUCTS INDEX AND ORDERING SYSTEM.

DOL'S WEBSITE WILL WALK PUBS CLERKS THROUGH THE PROCESS OF SUBSCRIBING TO MANY OF THE ARMY PUBS THEIR UNITS NEED:
<https://dol.hqda.pentagon.mil/ptclick/index.aspx>



PUBS CLERK'S NOTE: YOU'LL NEED YOUR AKO CREDENTIALS OR CAC CARD TO ACCESS THE WEBSITE.

YOU MUST REGISTER AN ACCOUNT WITH DOL THE FIRST TIME YOU WANT TO ORDER PUBS.



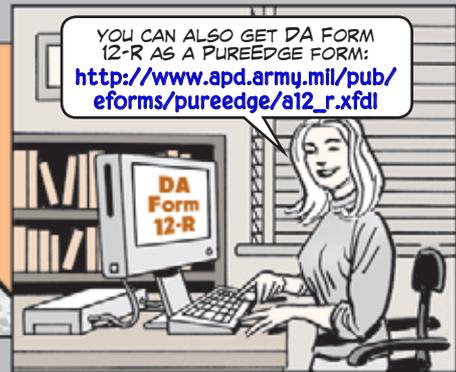
TO SET UP A CONUS PUBS ACCOUNT, GET DA FORM 12-R, REQUEST FOR ESTABLISHMENT OF A PUBLICATIONS ACCOUNT:
http://www.apd.army.mil/pub/eforms/pdf/a12_r.pdf

AS A BONUS, USE THIS HELPFUL, STEP-BY-STEP TUTORIAL ON DA FORM 12-R...



<https://ptclick.hqda.pentagon.mil/Helps/Help/EstablishAccount.pdf>

YOU CAN ALSO GET DA FORM 12-R AS A PUREEDGE FORM:
http://www.apd.army.mil/pub/eforms/pureedge/a12_r.xfdl



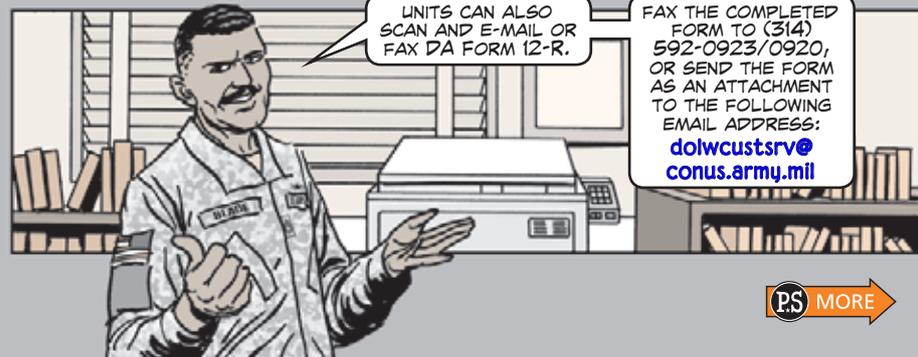
PUBS CLERKS SHOULD SUBMIT THE COMPLETED DA FORM 12-R AS FOLLOWS...



- **Active duty units:** To the installation records manager located in the Division of Human Resources (DHR), Administration Services Section in Records Management.
- **Army Reserve units:** To the supporting operational and functional command, training command, or support command DHR Administration Services Section in Records Management.
- **National Guard units:** To the state National Guard headquarters.

UNITS CAN ALSO SCAN AND E-MAIL OR FAX DA FORM 12-R.

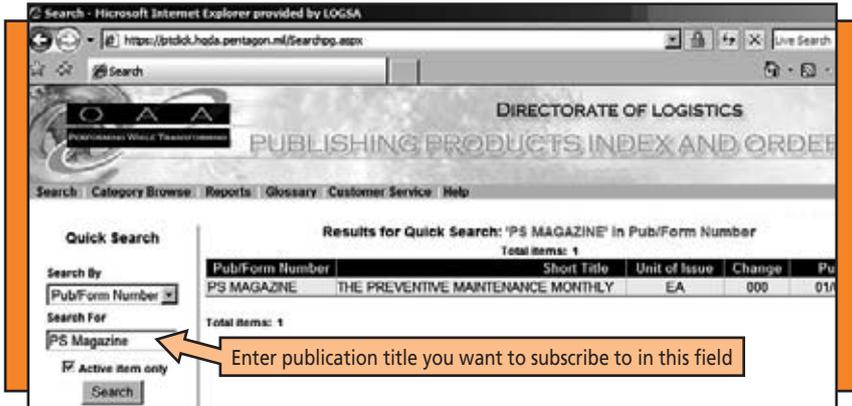
FAX THE COMPLETED FORM TO (314) 592-0923/0920, OR SEND THE FORM AS AN ATTACHMENT TO THE FOLLOWING EMAIL ADDRESS:
dolwcustsrv@conus.army.mil



How to Order PS Magazine

Like other Army pubs, *PS* reaches units through DOL's distribution system. After you've registered with DOL, you can submit a specific request for *PS*.

Go to the DOL website and click on the [Search](#) tab. In the [Quick Search](#) column on the left-hand side of the page, there is a blank box titled "Search For." Enter "PS Magazine" in this box and press the [Search](#) button.



Or, in the Advanced Search column to the right, enter "PS Magazine" in the "Publication/Form Number" field and click [Submit](#). A third way to find *PS* is to choose the [Category Browse](#) tab and scroll down the alphabetical list at the left until you find *PS MAGAZINE*.



Another option for finding publications is to use the Advanced Search feature

Finally, you can search for *PS* by IDN or PIN in the Advanced Search column. The IDN is 340312 and the PIN is 082621.

When you find *PS Magazine*'s listing, go to the column heading Status and click on the word [Available](#). Login with your pubs account number and your 5-digit zip code.

If your unit's mailing address is right, then hit "Yes." If the address is wrong, send an updated DA Form 12-R to DOL at the same fax/email shown on Page 57 before submitting your order.

Once you've chosen *PS*, enter the desired quantity of magazines at the bottom of the next screen. (We recommend a copy for each of the following in a company-size unit: the commander, first sergeant, XO, motor sergeant, each vehicle mechanic, supply sergeant, armorer, CBRN NCO, communications NCO and extra copies for distributing in common areas for equipment operators.)

Click [Subscribe](#), then [Add to Selection](#). Go to the shopping cart (at the top right of the screen) and click the [Final Submit](#) button.

QUESTIONS OR PROBLEMS?
CALL DOL CUSTOMER SERVICE
AT DSN 693-9606,
(314) 592-0910, OR EMAIL:
dolwcustsrv@conus.army.mil

FOR UNITS IN EUROPE, AFRICA OR SOUTHWEST ASIA, THE ARMY IN EUROPE LIBRARY & PUBLISHING SYSTEM (AEPUBS) IS THE OFFICIAL SOURCE FOR PUBLICATIONS AND FORMS, INCLUDING *PS*:
<https://aepubs.army.mil>

FOR ASSISTANCE, CONTACT AEPUBS CUSTOMER SERVICE AT DSN (314) 379-6438/6419 OR EMAIL:
customer.service.aepubs@eur.army.mil

TO FIND OUT HOW TO ORDER *PS* FOR OTHER MILITARY SERVICES OR HOW TO GET A PRIVATE SUBSCRIPTION, VISIT:
<https://www.logsa.army.mil/psmag/dist.cfm>

From ULLS-G to SAMS-E

On Page 51 in PS 698 (Jan 11), we said that ULLS-G creates DA Form 5984-E, *Operator's Permit Record*. ULLS-G is a legacy system and was replaced by SAMS-E. The newer SAMS-E system still produces this form.

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



M1022A1 Dolly Set

Getting the right parts for the tie-rod assembly on these dolly sets is a little tricky. Until NSNs are assigned and the parts info updated in Fig 19 of TM 9-2330-390-14&P, you can direct purchase what you need from the manufacturer, CDK, by calling Mr. Kevin Mulligan at (302) 475-6696.

FORKLIFT CENTRAL LUBRICATION SYSTEM

Get the central lubrication system (CLS) for the 10K ATLAS and 6K variable reach rough terrain forklift (VRRFTL) by ordering NSN 2930-01-556-2078. The ATLAS's CLS is covered in TB 10-3930-673-13&P and TB 10-3930-660-13&P covers the 6K VRRFTL's CLS. Both TBs are available online through the LOGSA ETM website:

<https://www.logsa.army.mil/etms/welcom1.cfm>

GUIDE TO CONTAINER INSPECTION

If you're working with cargo containers, you need MIL-HDBK-138B, DoD Handbook, *Guide to Container Inspection for Commercial and Military Intermodal Containers* (Jan 02). You'll find it on the Army Knowledge Online (AKO) website:

<https://www.us.army.mil/suite/doc/22092036>

The handbook has inspection standards and procedures for inspecting intermodal freight containers. It also has general container descriptions, definitions of container terms and a section on markings.

CONTAINER CALCULATOR MAKES IT EASY

The container calculator in DLA's SPIDERS (Support Planning Integrated Data Enterprise Readiness System) is a handy automated web tool. It can help you figure out your unit's supply transportation needs. The calculator tells you how many 20- and 40-ft containers, aircraft and trucking assets you need to move material. It's a snap to use because you don't need pen or paper. Just copy/paste the info to your computer's clipboard, and email it to yourself or others. Visit:

<https://spiders.dla.mil>

MRAP and M-ATV CALL Handbook Available

Want to benefit from the insights, observations, and lessons of other MRAP users? Get the *MRAP and M-ATV Handbook*. The Center for Army Lessons Learned (CALL) released it in February 2011 to help you prepare for and conduct MRAP operations. This handbook includes info on MRAP capabilities, limitations, safety, load plans and battlefield towing and recovery. Go to the CALL website to download or request a copy of this document:

<http://call.army.mil>

M149A2 Wheel Bearing NSN

To get a complete wheel bearing assembly for the water buffalo, use NSN 3110-01-100-5951. The NSN that is shown as Item 16 in Fig 17 of TM 9-2320-267-14&P gets only the tapered-roller bearing.

M1-Series Tank Roadwheel Mount Revisited

Page 2 of PS 702 (May 11) told you about a new roadwheel mount, NSN 2350-01-583-5139, for the top of your M1-series tank turret. Unfortunately, that mount interferes with the Commander's Integrated Thermal Viewer (CITV) mount and had to be redesigned. Order the new, redesigned mount with NSN 2350-01-593-1101.

CAGE Code 16236 Invalid for Non-NSN Requisitions

DLA will now reject any requisitions received that begin with 16236 for non-NSN parts. This is an invalid CAGE code and causes major delays in the procurement process. Customers should resubmit rejected requisitions using the correct CAGE code of the contractor providing the material, and update all cataloging records to reflect that CAGE code. For assistance with obtaining CAGE codes for non-NSN requisitions, please contact Charles Greene at DSN 850-1634, (614) 692-1634, or email:

charles.greene@dla.mil

or Ron Walter at DSN 850-1853, (614) 692-1853, or email:

ronald.walter@dla.mil

Tan Coveralls NSN Correction

On Page 40 in PS 697 (Dec 10), we told you that NSN 8145-01-548-5966 would bring a set of medium tan coveralls. That's wrong. The correct NSN for the coveralls was NSN 8145-01-548-5968. Unfortunately those tan coveralls are out of stock. They will be replaced by new flame-resistant coveralls that will not be available until the end of October at the earliest.

NOW PLAYING:

PROPERTY ACCOUNTABILITY

Property accountability and good supply discipline are important across the Army. Take a few minutes to eyeball this HQDA video posted on the Army Media Player:

<http://bcove.me/film60pu>

You can also download the video. Scroll down in the gray box, choose Download, right-click and "Save Target As..." to your computer.

AVIATION LIFE SUPPORT EQUIPMENT TESTER

There's a new piece of equipment on the block, the aviation life support equipment tester (ALSET). The ALSET-400 is a multi-purpose tool that can test different types of equipment, such as distress marker strobe lights and flight helmet earphones. And it also can be used as an ohm and volt meter. To order the ALSET-400, use NSN 6695-01-590-8393. More information is available on the web:

<http://www.ALSET.us>

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 these articles to save or email.

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

Safety is a Part of PM!

SO WORK
SAFELY
BECAUSE
OTHERS
ARE
COUNTING
ON YOU!

