

PS**THE
PREVENTIVE
MAINTENANCE
MONTHLY****ISSUE 715 JUNE 2012**

TB 43-PS-715, 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. The use of non-DoD hyperlinks, along with their content, does not constitute endorsement by DoD or DA. Neither DoD nor DA exercises any editorial control over, and cannot vouch for, content on non-DoD websites.

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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-GP)****5307 Sparkman Circle****Redstone Arsenal, AL 35898**

Or email to:

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

By order of the Secretary of the Army:

RAYMOND T. ODIERNO

General, United States Army Chief of Staff

Official:

JOYCE E. MORROW

Administrative Assistant to the Secretary of the Army

1211002

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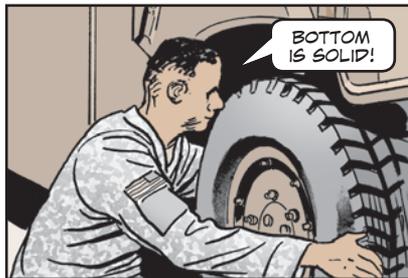
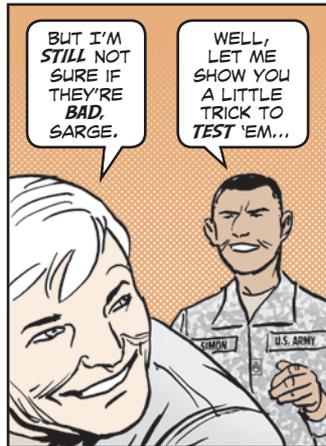
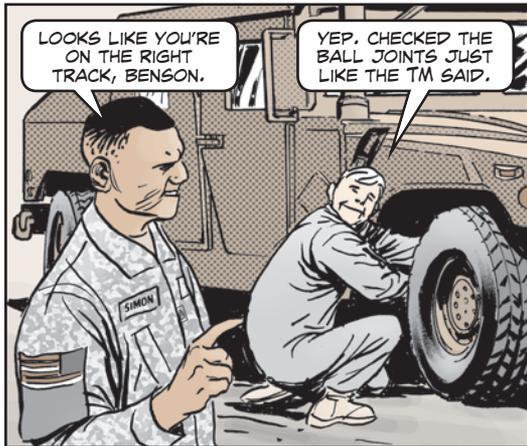
TB 43-PS-715

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WANNA SEE
MY INSIGHTS
ON SIGHTS?
SEE
PAGE 27!



The Master Key to Proper PMCS



Army leaders know PMCS done correctly is a force multiplier. Likewise, damaged or failing equipment can reduce unit readiness. Poor or neglected PMCS also lowers Soldier morale and decreases safety.

First-line supervisors, you are the master key in this equation. Given proper guidance, motivation and resources, most Soldiers will do scheduled PMCS and do it well. But they still look to you to set a positive example and offer feedback.

By setting up effective PMCS programs and actively observing mechanics at work, you can ensure your unit upholds high standards at home and in the field. This means taking an active and sometimes even a creative approach to continually inspire them to do their best.



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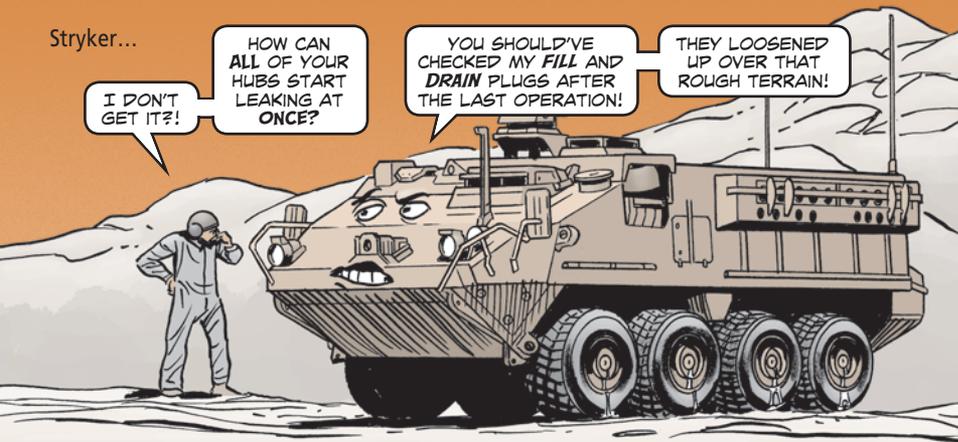
Stryker...

I DON'T GET IT?!

HOW CAN ALL OF YOUR HUBS START LEAKING AT ONCE?

YOU SHOULD'VE CHECKED MY FILL AND DRAIN PLUGS AFTER THE LAST OPERATION!

THEY LOOSENE UP OVER THAT ROUGH TERRAIN!



TWO STEPS TO HUB OIL CHECK

The wheel hubs on your Stryker have sight glasses for checking the oil, drivers. Seems like it oughta be an easy process then, huh?

It's a little more complicated than you might think. Checking the oil is actually a two-step process that involves oil level and oil color.

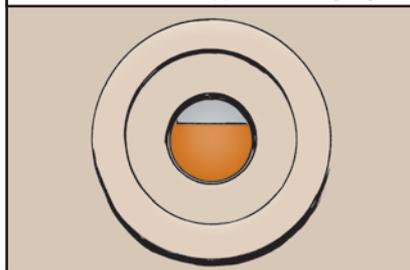
Oil Level

Wheel hub oil levels should be checked after every operation—but not **immediately** after. You need to allow about an hour for the oil to run back from the planetary gears into the hub to get an accurate reading. Do it too soon and you'll end up overfilling the hubs.

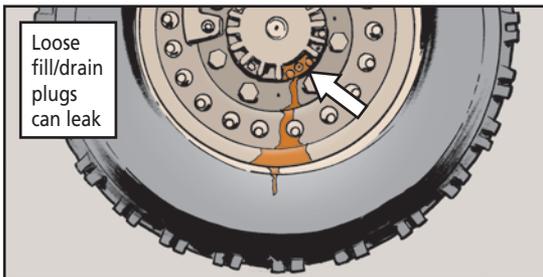
The correct oil level should be in the upper half of the sight glass, usually between $\frac{3}{4}$ and $\frac{7}{8}$ full.

Keep that oil level where it should be by checking the fill and drain plugs periodically. Sometimes those plugs can loosen during operation and allow the hub to leak. If you don't catch it soon enough, the hub can seize up.

Oil level should be in upper half of sight glass



Loose fill/drain plugs can leak



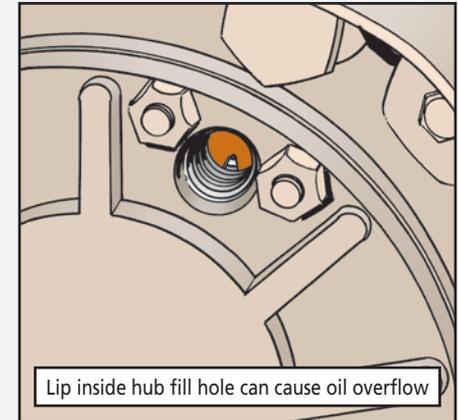
Oil Color

Oil color in your Stryker's hubs will vary. Knowing how to read the color code can head off damage.

New oil will be yellowish to clear in color. It soon turns black—usually within the first 25 miles or so. Either color works as long as the level is where it should be.

But if the oil turns milky or greenish in color, you've got a problem. Those colors mean the oil is contaminated with water and has lost its ability to lubricate. Your Stryker is NMC until your mechanic can flush the contaminated oil and refill the hub with SAE 75W90 oil.

Mechanics, make sure you go slow and easy when replacing the oil. There's a small lip inside the filler hole that makes filling the hub slow work. Go too quickly and you'll have a mess to clean up when the oil overflows.



M1-Series Tanks...

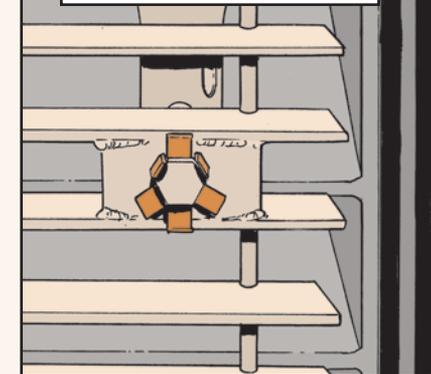
Right Washers the Key

That clanging noise you heard coming from the rear of your tank might have been the engine exhaust grilles falling off.

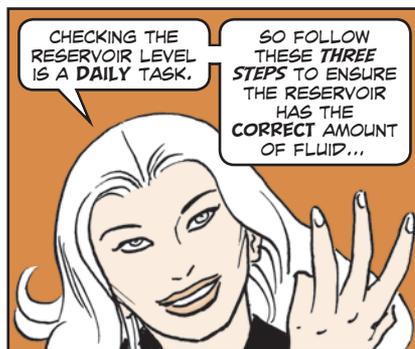
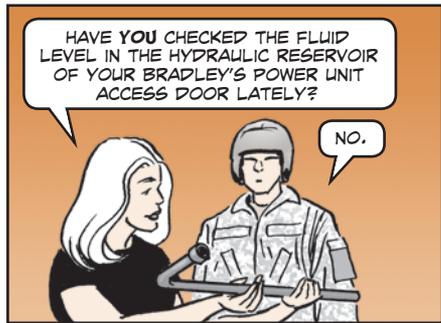
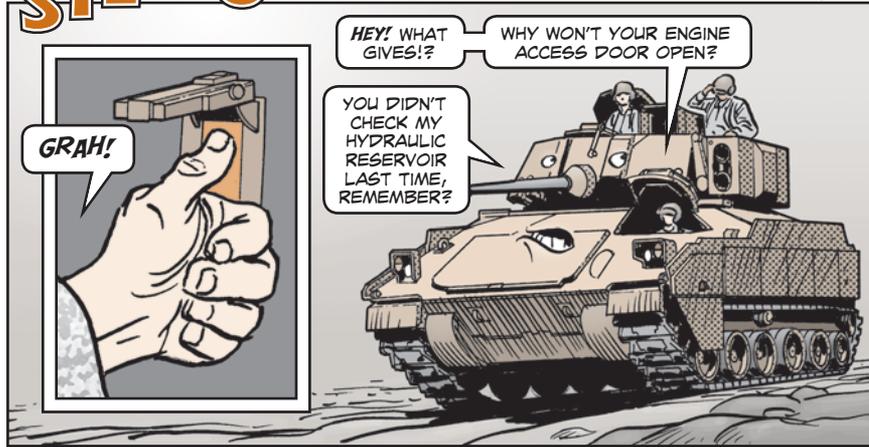
That's because some mechanics figure any flat washer will do when bolting the grilles in place. But a common flat washer can't stop engine vibration from loosening the grate bolts. When the bolts work loose—CLANG!—off come the grilles.

So make sure your mechanic uses key washers, NSN 5310-00-824-5474, under the bolts. That's what's called for in the parts TMs. With a tab folded over the bolt head, each key washer keeps its bolt tight and the grilles where they're supposed to be.

Key washer tabs keep bolt in place



STEP UP for Reservoir PM



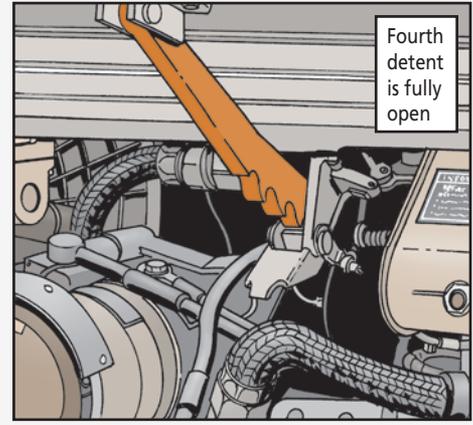
Step 1

Park the vehicle on level ground. The reservoir sight glass won't give an accurate reading if your Bradley is parked at an angle.

Step 2

Open the access door all the way before checking the fluid level. When the door is only partially open, you'll get a high reading because the hydraulic cylinders aren't fully extended. Later, when you drain extra FRH from the reservoir to bring down the level, the system is under-filled. That lets air into the system and may keep the door from opening.

Open the access door to the fourth detent on the support link. That's fully open.



Step 3

Eyeball the fluid level in the reservoir. The level in the sight glass should reach the full mark line inscribed on the reservoir.

Fluid level should reach fill mark on reservoir

MAX FLUID LEVEL WITH DOOR OPEN

If it doesn't, add FRH until it reaches the line. If the level passes the mark, drain some of the fluid. Use an AOAP vampire pump, NSN 4930-01-119-4030, to remove the excess fluid.

An Extra Step

While you're checking the sight glass, pay special attention to the **color** of the fluid. Fluid that is milky is probably contaminated with water. Let your mechanic know right away since contaminated fluid will ruin the seals.

Report milky color in sight glass

NO ALARM? SNIFF BE ALARMED! SNIFF

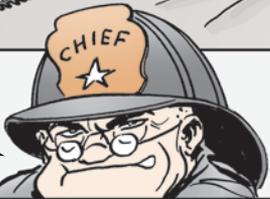
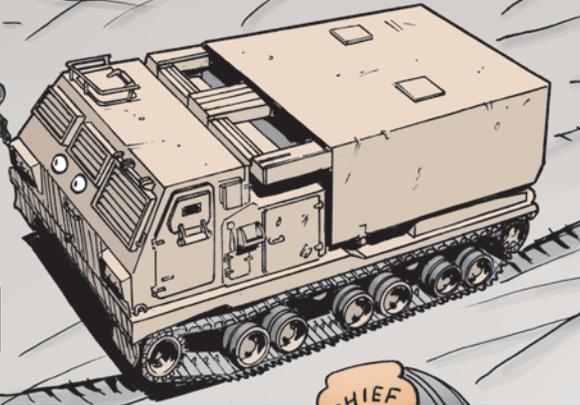
I KEEP SMELLING SOMETHING BURNING!

NOW WHAT THE HECK COULD THAT BE?

SNIFF

THAT'D BE ME!

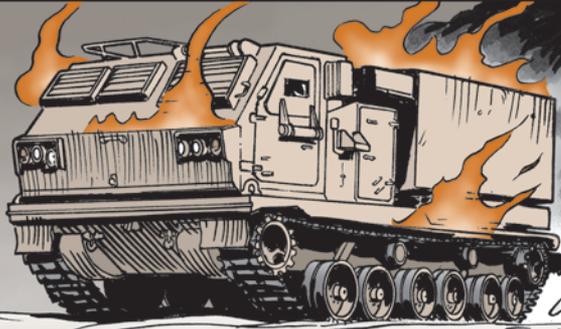
SURE WISH YOU'D CHECKED MY FIRE SENSORS RECENTLY!



THE SENSORS ON YOUR MLRS' FIRE SUPPRESSION SYSTEM ARE **SUPPOSED** TO TRIGGER THE FIRE WARNING LIGHT WHEN A FIRE STARTS.

PROPERLY WARNED, YOU CAN TRIGGER THE FIRE EXTINGUISHERS AND KEEP DAMAGE TO A MINIMUM.

IF THE SENSORS **DON'T** WORK, IT MAY BE TOO LATE—FOR YOU AND YOUR VEHICLE—BY THE TIME YOU DISCOVER THE FIRE.

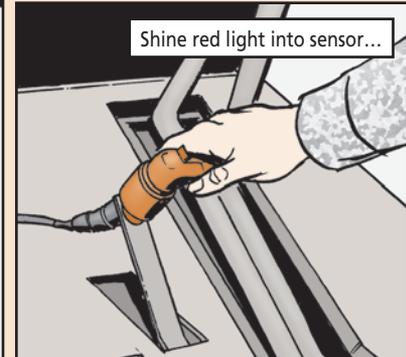


KEEP THOSE SENSORS IN TOP FORM...

...BY CHECKING THEM WEEKLY LIKE THIS...



1. Raise the cab.
2. Set the MASTER POWER switch to ENGINE ON.
3. Using a red filter, NSN 6230-00-111-0190, shine your flashlight directly into the sensor. The FIRE WARNING light should come on.



Shine red light into sensor...



...and look for FIRE WARNING light

4. Do the same thing with the second sensor on the other side of the cab.

No warning light? The problem could be a dirty connector. Unhook the connector on the faulty sensor and blow out any loose sand or dirt. Then, clean the connector with isopropyl alcohol, NSN 6810-00-753-4993, and foam swabs, NSN 4920-01-243-0571.

Don't use cotton swabs for cleaning. They leave behind cotton fibers that cause the same problems as dirt.

Test the sensor again. If the FIRE WARNING light still won't come on, call in your mechanic. He'll repair or replace the sensors.



Blow out loose sand and dirt

EXHAUST PIPE NEEDS A GOOD PACKING

C'MON, MAN!

IT'S NOT ME!

WHAT DID YOU EAT LAST NIGHT?



SORRY, GUYS!

GUESS MY ENGINE EXHAUST PACKING IS LEAKING!



Crewmen, that gassy hiss you keep hearing might not be from last night's tacos. It could be an exhaust leak from the engine compartment of your howitzer or ammo carrier.

If so, the culprit could be a worn-out exhaust deflector packing. It's supposed to plug up the space between the deflector and the end of the engine exhaust pipe.

Once the packing is worn enough, you'll get exhaust leaks in the engine compartment. That's a potentially dangerous problem.

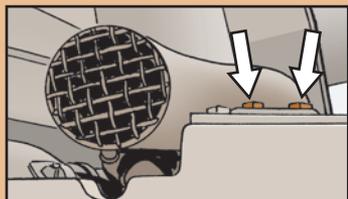
Replace that packing when you start seeing leaks. A new packing comes with NSN 5330-01-382-4272. Use the whole packing to fill the gap between the deflector and the hull mount.

If the seal support is bent so the deflector won't seat right, replace it. NSN 2990-00-894-0075 gets a new support.

Make sure the cap screws that hold the deflector snug against the packing are not stripped or cross-threaded. Replace bad screws with NSN 5305-00-269-3238. Note that you'll get 100 screws with that NSN.

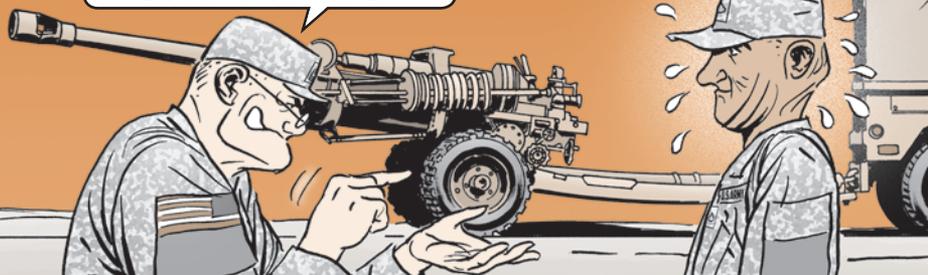
And the next time you need to pull the powerpack, make sure you remove the exhaust deflector first. Otherwise, the deflector gets ripped off when you remove the deck.

'Course, it probably wouldn't hurt to lay off the spicy food, just in case.



THE RIGHT SPOT MAKES A DIFFERENCE!

USING JACK STANDS IN THE WRONG LOCATION IS A SURE WAY TO CAUSE DAMAGE TO YOUR M119A2!



Dear Editor,

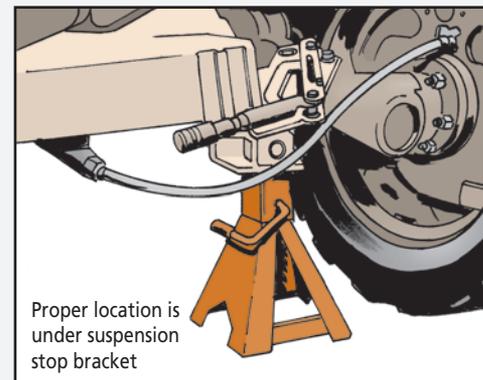
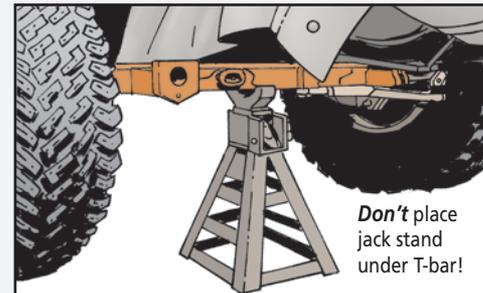
During several recent site visits, we've found that units have been using jack stands in the wrong place when performing maintenance on their M119A2 howitzers.

When the jack stand is placed under the forward portion of the trail assembly (the T-bar), the weight of the howitzer could cause some significant damage to the T-bar. This area has a machined, precision surface that plays a vital role in plane setting, boresighting and the fire control alignment test (FCAT).

This area of the howitzer is also used for the gunner's quadrant, so it's very important that it remain in good condition.

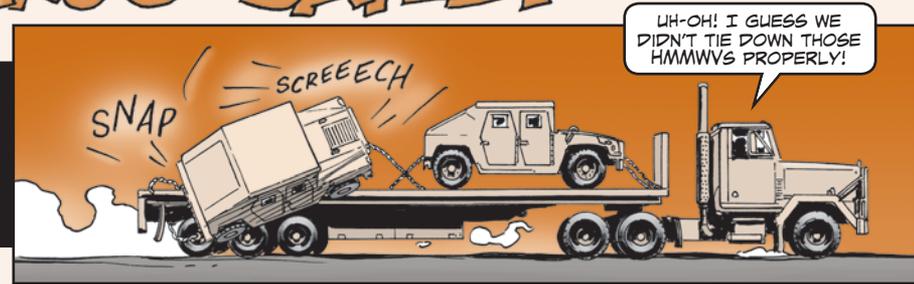
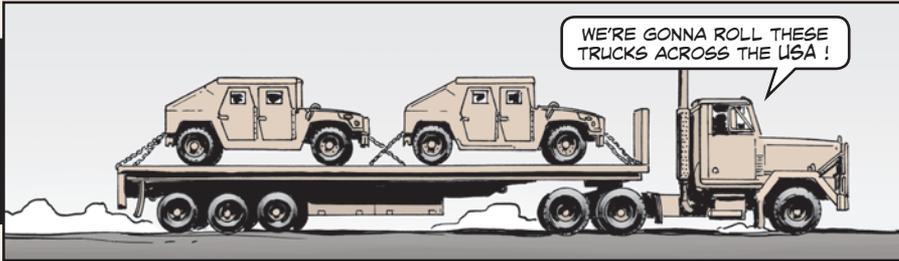
Could you let everyone know that the proper location for the jack stand is under the suspension stop bracket? It's called out in WP 0032 004 of TM 9-1015-252-20&P (Aug 06, w/Ch 1, Feb 08).

Michael Quig
Randall Trebat
TACOM LARs
Ft Bragg, NC



Editor's note: Consider them told, gentlemen!

RESTRAIN CARGO SAFELY



Dear Editor,

Securing cargo safely shouldn't happen by luck or by accident. One question I've asked others is, did you ever stop and think how valuable a lowly chain and its proper use can be?

It's very important to correctly tie down military vehicles that need to be transported. Official guidance is available to help out with this.

I wanted your readers to see these photos. There are a number of restraint problems here:

- Improper asymmetrical tie-downs (strap on one side, chains on the other)



● Don't use a single tie-down point (such as the tow pintle)



● Improper tiedown pattern (chains not crossed to provide sufficient lateral load capability)

- Improper restraint method (one chain used and connecting to the transport vehicle passing through two openings, instead of two separate tie-down chains, one per opening, for added security and strength)

Any of these issues could result in a restraint failure and a loss of load, physical damage, and injuries. This would affect equipment availability, readiness and the safety of warfighters.

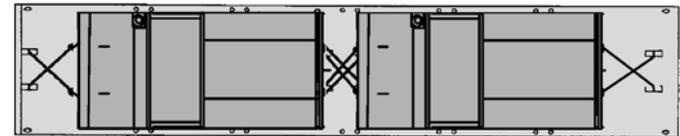
Please remind your readers that restraint guidance is available and *must* be used by anyone responsible for transportation and deployment. This is even more critical when moving items defined as transportability problem items (TPIs).

TPIs are generally large, heavy and complex items requiring extreme care and attention when transporting.

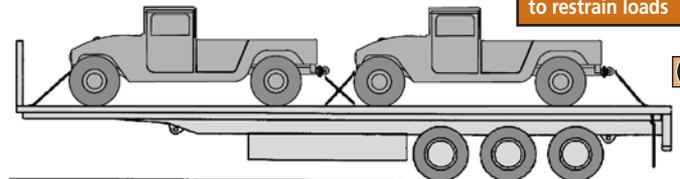
The Transportation Engineering Agency (TEA) publishes easy-to-use guidance in the form of pamphlets like SDDCTEA Pam 55-20, *Tiedown Handbook for Truck Movements*.

Also, use your vehicle's tech manuals. The instructions in these pubs must be followed to make sure you have safe movement. Otherwise, you'll end up with improper restraints that can lead to equipment damage, personnel injuries, or death.

TOP VIEW



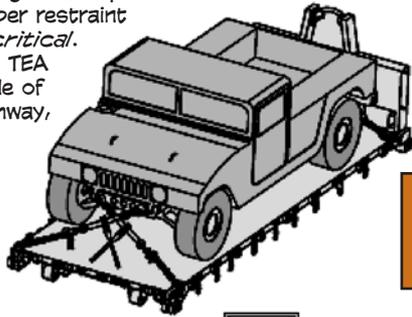
SIDE VIEW



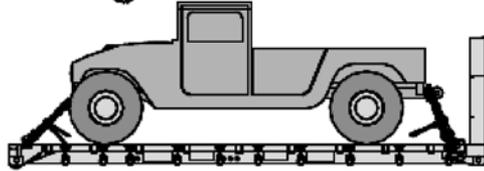
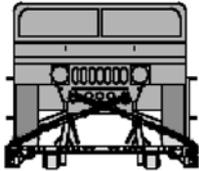
TMs show proper way to restrain loads

PS MORE

Whether you're heading across post or traveling the globe, proper restraint of military payloads is *critical*. Guidance is available in TEA pamphlets for each mode of transportation (air, highway, rail, and sea).



Follow guidance in transportation pubs



Units can order or view the pamphlets and other transportability references for free on TEA's website:

<http://www.tea.army.mil/dep/transport/default.asp>

While viewing the website, it's a good idea to check out TEA Pam 70-1, *Transportability for Better Deployability*.

It gives a good overview of transportability.

Pay special attention to the Vehicle Sizes and Weights Chart.

Mark Levine
Transportation Engineer
SDDC-TEA
Scott AFB, IL

Editor's note: Great coverage, Mark! Readers, Para 10-1e of FM 55-30, Army Motor Transport Units and Operations, says: "The driver supervises the loading of his vehicle and ensures that his cargo is properly loaded and secured against movement. He further ensures that the load is balanced and does not exceed the vehicle capacity as noted on the data plate. He uses the vehicle tarpaulin to protect the load from the weather and pilferage. Once the driver accepts the load from the shipper, he alone is responsible for its safe delivery. The driver should not accept an unsafe load and must resolve any dispute before moving."

Here are some other publications related to transport that you'll want to read before moving out:

AR 55-162, Permits for Oversize Overweight, or other Special Military Movements on Public Highways in the United States

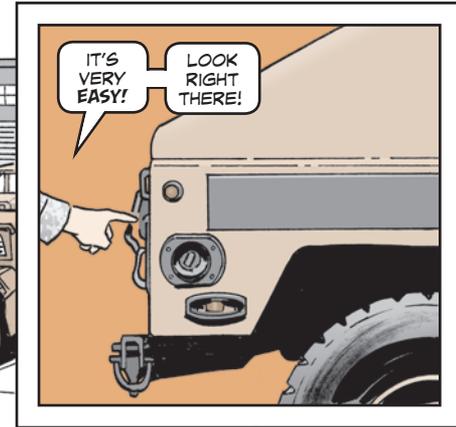
AR 600-55, The Army Driver and Operator Standardization Program (Selection, Training, Testing and Licensing)

STP 55-88M14-SM-TG, Soldier's Manual and Trainer's Guide for MOS 88M, Motor Transport Operator-Skill Levels 1, 2, 3, and 4

TC 21-305-20, Manual for the Wheeled Vehicle Operator



HMMWV... Identify Auxiliary Fuel Tanks



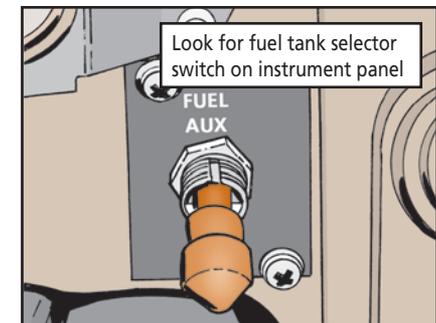
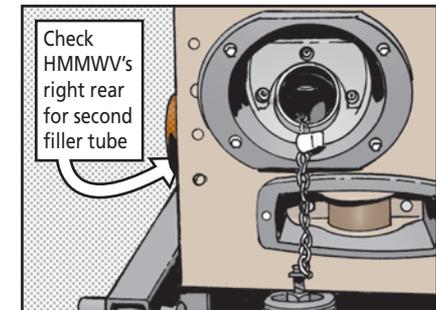
TACOM LCMC's GPA message 12-005 addressed auxiliary fuel tanks in HMMWVs with ground mobility vehicle modifications. After that safety message was released, the truck headshed got a lot of requests from the field for help identifying HMMWVs with auxiliary fuel tanks.

One quick and easy way to identify a HMMWV with the auxiliary fuel tank is to look for a second filler tube. The auxiliary filler tube is aft of the main filler tube on the rear of the HMMWV.

You can also look for the auxiliary fuel tank selector switch inside your HMMWV. It's located on the instrument panel on all HMMWVs with auxiliary tanks installed.

And if you haven't followed the instructions in the safety message, now's the time. You can eyeball it online:

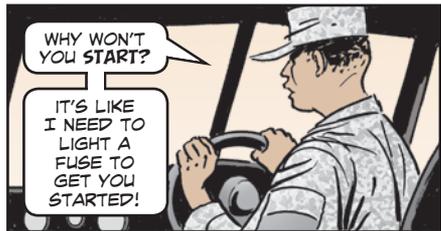
https://tulsa.tacom.army.mil/safety/gpm/tacom_wn/GPA12-005.html



M915 FOV...

KEEP EVERY FUSE IN ITS PLACE!

GNNRRR
COUGH
COUGH
GNRRR



WHY WON'T YOU START?

IT'S LIKE I NEED TO LIGHT A FUSE TO GET YOU STARTED!



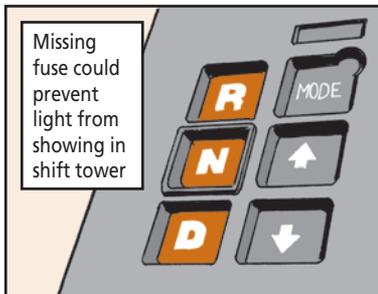
DON'T LIGHT A FUSE, JUST FIND ME ONE.

'CAUSE THAT'S WHAT I'M MISSING!

Does your unit have an M915A4 truck that won't start and has no light on the shift tower? Or does the shift selector in your M915A4 truck's cab no longer shift into drive? In both cases, the problem may be a missing fuse.

The factory mislabeled some of the M915A4's fuses as spares. They're not really spares because each one is needed for your truck to run right.

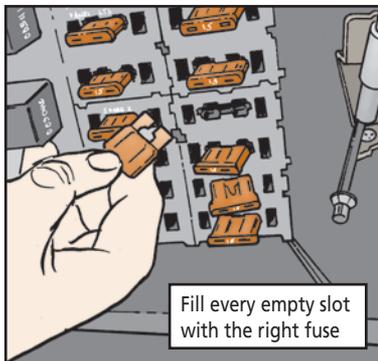
The solution is to keep *all* fuses installed in the fuse panel. Be sure there's a fuse in every empty slot. Then keep extra fuses in your glove compartment. You may need them later.



Missing fuse could prevent light from showing in shift tower

EYEBALL THIS TABLE FOR FUSE NSNs.

Size	NSN 5920-01-
10A	149-6952
15A	085-0825
20A	123-5211
25A	149-6953
30A	188-6294



Fill every empty slot with the right fuse

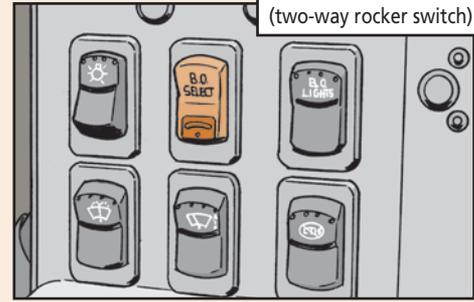
MRAP M-ATV...

DON'T BE ALARMED

Drivers, the *last* thing you want in a tactical situation is the backup alarm going off on your M-ATV.

So, make sure it *won't*. Just use the switch on the dash to shut off the alarm.

Blackout select
(two-way rocker switch)

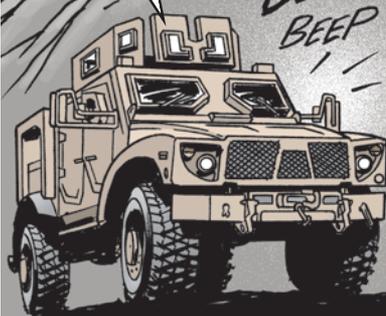


OH NO, I THOUGHT YOU SHUT OFF THE ALARM?!

OOPS, I GUESS I FORGOT!

QUICK! USE THE BLACKOUT SWITCH!

BEEP BEEP BEEP BEEP BEEP BEEP BEEP BEEP



Select between normal and blackout mode. For blackout, press main switch up. To disengage blackout, press smaller bottom switch up and hold while pressing main switch down. Releasing small switch unlocks main switch, allowing return to normal mode. In blackout mode, backup alarm will not operate.

When you're backing up your vehicle without the backup alarm, use a ground guide and lots of extra caution when the tactical situation allows.

Expanded Capacity Utility Truck...

Correct NSN for Wrench

Dear Editor,

TM 9-2320-387-24P for the expanded capacity utility truck shows the wrong NSN in WP 0151 01-1 for the open-end wrench. The correct NSN is 5120-01-543-5919.

I think it's important mechanics make a note of the correct NSN because the wrench doubles as the handle for the spare tire assembly on the Expanded Capacity Vehicles (ECV) HMMWVs. And it often disappears in the field.

SFC Stephen Little
Trenton, TN

Editor's note: This will eventually be corrected in the TM, but until it is mechanics should pencil in the right NSN. Thanks for letting us know, Sergeant.

HARD TO STEER

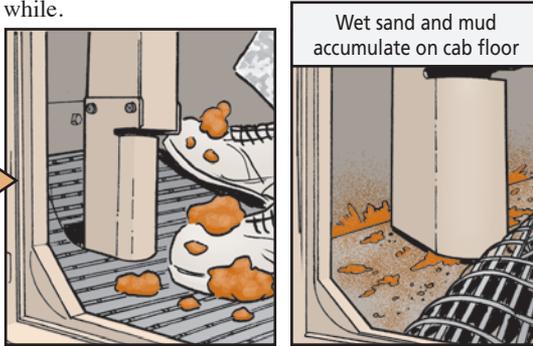


Sometimes it's hard to turn the steering wheel on the M-ATV, especially when the vehicle has been sitting for a while.

That's because wet sand and mud corrode the steering wheel shaft where it mounts into the cab's floor.

One source of wet sand and mud

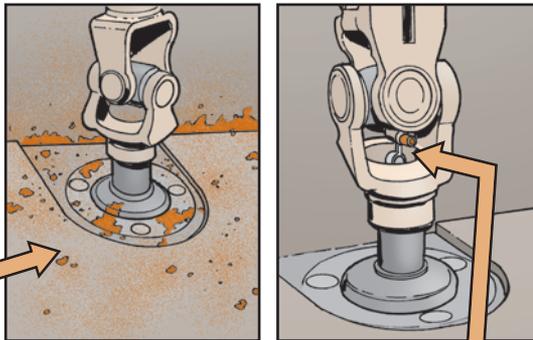
Here's what you can do to make steering easy:



Use a 7/32-in hex wrench to remove the bolts that hold the steering column plate in place. You'll find the wrench in a handy key set that comes with NSN 5120-01-473-9592.

Remove access cover

Use a brush or low-pressure air (30 psi) to clean the area around the steering column.



After a good cleaning, use a dry-film lubricant spray on the steering column shaft. NSN 9150-01-260-2534 gets an 11-oz spray can.

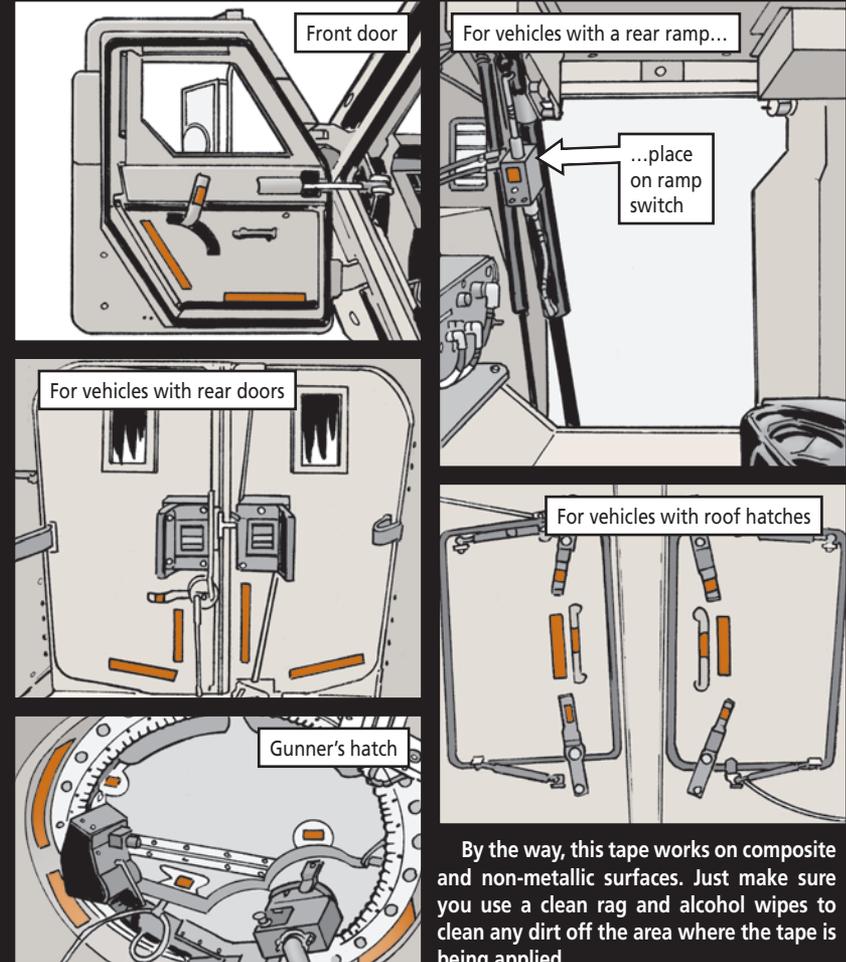
And while you're at it, use a grease gun and lube the shaft's U-joint with 3 or 4 pumps of grease.

SHED SOME LIGHT

Door handles and escape hatches inside MRAP vehicles are hard to see, especially in the dark, because there's little color contrast between the handles and surrounding area.

You can shed some light (or glow) on the situation by adding a strip of pressure-sensitive tape, NSN 9390-01-573-0835, in the right places.

Inside the MRAP, place the tape on the escape hatches and doors like so:



Front door

For vehicles with a rear ramp...

...place on ramp switch

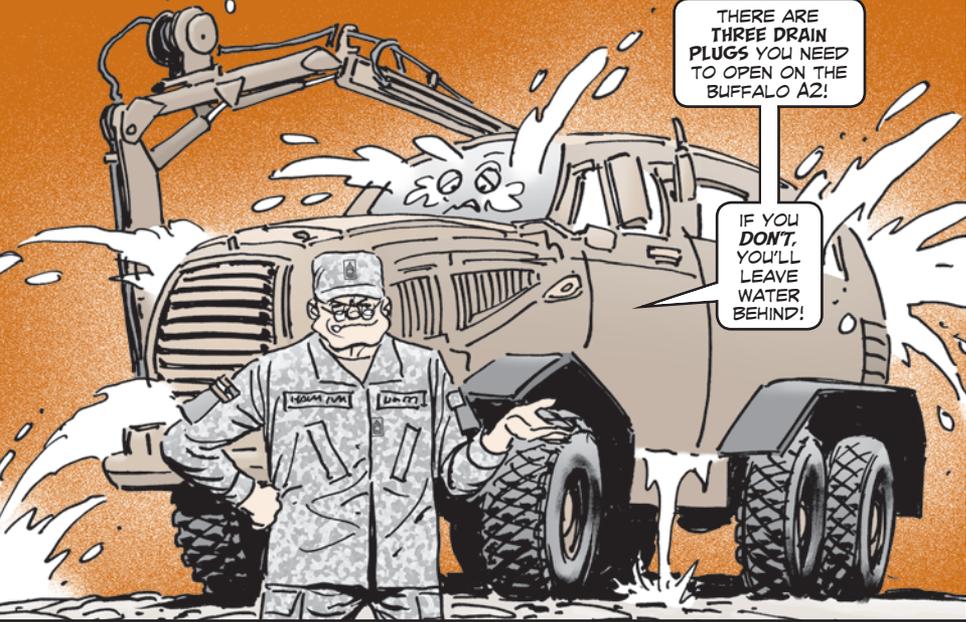
For vehicles with rear doors

For vehicles with roof hatches

Gunner's hatch

By the way, this tape works on composite and non-metallic surfaces. Just make sure you use a clean rag and alcohol wipes to clean any dirt off the area where the tape is being applied.

DRAIN WATER OUT



Crewman, water collects in the hull of your Buffalo A2 like a rain barrel at the side of a barn.

Water drips off wet boots and uniforms, trickles in from the top of the vehicle, comes in from the wash rack, or seeps in through loose drain plugs during fording.

Here's the Problem

WATER TAKES ON THREE FORMS - SOLID, LIQUID AND GAS.

ALL THREE CREATE PROBLEMS IN YOUR A2.

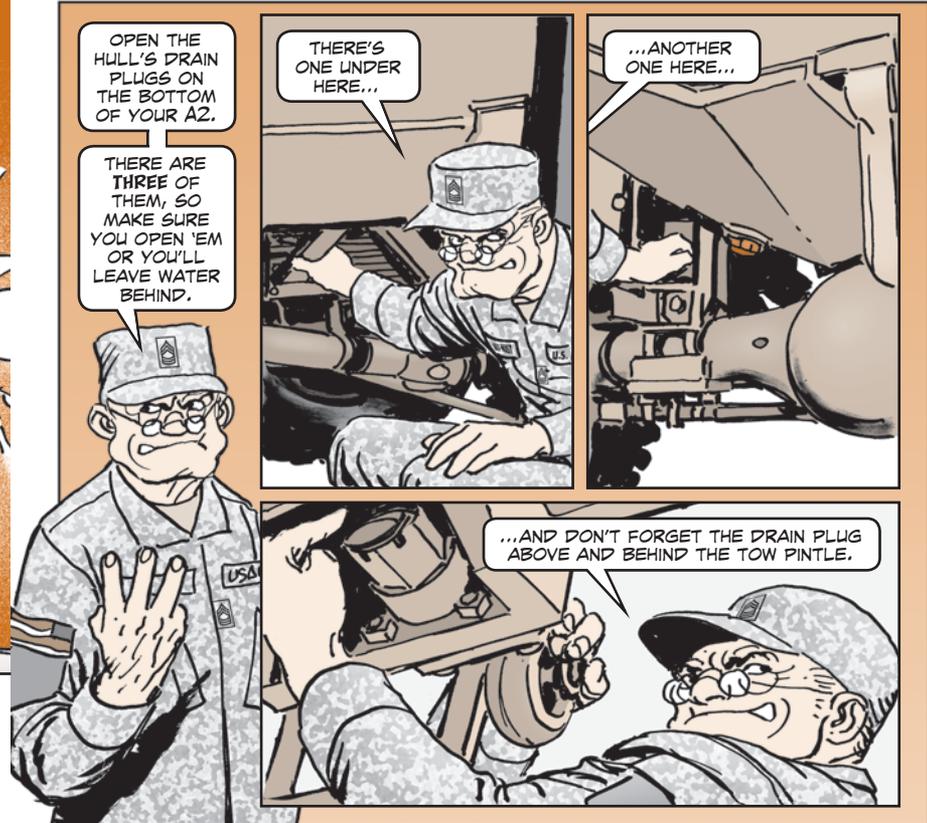


Solid: If you're in a cold-weather region of Afghanistan, the water in the hull and under the floor plates will freeze. Since water expands as it freezes, lines and fittings are ruptured, causing all kinds of damage.

Liquid: Water under the floor plates will rust the vehicle's air brake valves and just about anything made of metal.

Gas: As temperatures go up, the water evaporates and condenses on radios and electronic gear. Enough moisture can short out electronic equipment.

Here's the Solution!



OPEN THE HULL'S DRAIN PLUGS ON THE BOTTOM OF YOUR A2.

THERE'S ONE UNDER HERE...

...ANOTHER ONE HERE...

THERE ARE THREE OF THEM, SO MAKE SURE YOU OPEN 'EM OR YOU'LL LEAVE WATER BEHIND.

...AND DON'T FORGET THE DRAIN PLUG ABOVE AND BEHIND THE TOW PINTLE.

By the way, make sure any water drained from the hull goes into a drip pan and is disposed of according to your unit's SOP. That's because any fluid leaks, like coolant, oil or power steering fluid, can end up in the vehicle's hull. So, **never** dump contaminated water down a drain or let it run on the ground.

Also, you don't want water to get back in through the drain plug openings. Make sure you reinstall 'em before operation—and do it right. Plugs that are too loose will vibrate free. And plugs that are too tight are hard to open and more likely to be left closed when draining is needed.

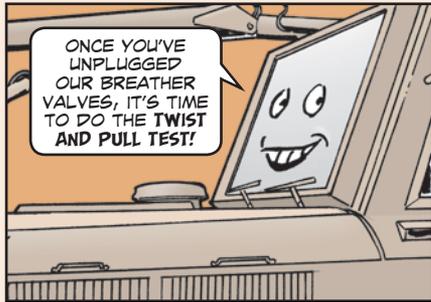
So, apply a little anti-seize compound, NSN 8030-01-087-8254, to the threads before installing the plugs. That lets you tighten the plugs enough to keep them from vibrating loose, but makes them easier to open next time.

Just make sure you put the compound on each plug's threads and the threaded portion of the hull. That way, all the threads are coated and the plugs won't stick.

Twist, Pull DIFFERENTIAL BREATHERS



SOMETIMES US BUFFALOS *≡SNIFF SNIFF≡* NEED OUR BREATHER VALVES *≡SNIFF SNIFF≡* CLEANED AND OPENED TO LET OFF PRESSURE!



ONCE YOU'VE UNPLUGGED OUR BREATHER VALVES, IT'S TIME TO DO THE **TWIST AND PULL TEST!**



TWIST AND PULL WHAT?!

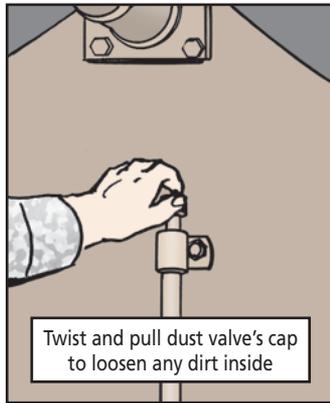
Breather valves on the Buffalo A2's front and rear differentials must be clean and open to let off pressure that builds up in those assemblies.

If a breather valve is plugged, seals blow, gear oil leaks out, and gears go, too.

Keeping the breather valves clean is simple: Twist the valve's cap to loosen any dirt stuck inside. Then pull on the cap to make sure it's moving freely. If the cap won't turn and pull up, get a new valve.

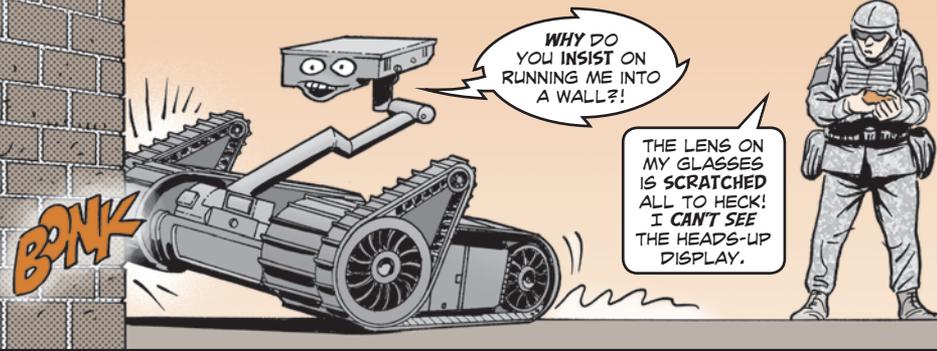
Make sure the new valve is good by blowing into the threaded end. If you can't easily blow through the breather, it won't do the job for your equipment. The cap on a good breather opens a little under ½ psi – almost no pressure at all.

Then give all breather valves the twist-and-pull test after each operation in mud or heavy dust. Your A2's differentials will live longer if you do.



Twist and pull dust valve's cap to loosen any dirt inside

Glass Lenses Reminder



WHY DO YOU INSIST ON RUNNING ME INTO A WALL?!

THE LENS ON MY GLASSES IS SCRATCHED ALL TO HECK! I CAN'T SEE THE HEADS-UP DISPLAY.

BONK

Operators, here's a quick reminder to keep in mind about the XM1216 Small Unmanned Ground Vehicle (SUGV).

You can't operate the SUGV properly if you can't see the micro-display because of a scratched lens on the glasses.

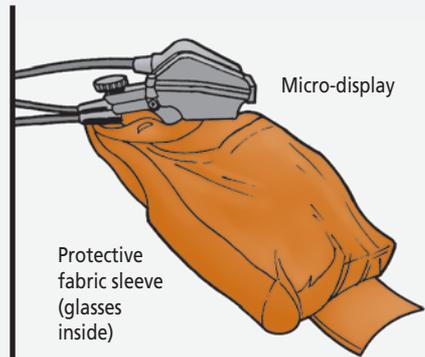
The lens gets scratched when the micro-display gets shoved into the protective fabric sleeve along with the glasses.

To store the unit properly and not scratch the lens, place the glasses inside the protective fabric sleeve with the micro-display on the **outside** of the sleeve.

Heads-up display glasses



Micro-display



Micro-display

Protective fabric sleeve (glasses inside)

If the lens gets scratched or the glasses get damaged, replace **them**, not the complete heads-up display unit. It makes the difference between 25 bucks for the lens, 93 bucks for the glasses, or 4,000 big ones for the heads-up display unit!

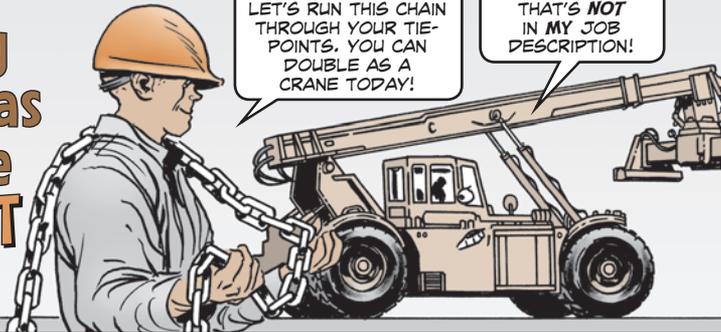
Here's what's available:

Item	NSN
Heads-up display unit	5855-01-590-8042
Oakley glasses (frame and lenses)	4240-01-525-3095
Oakley clear lenses	4240-01-525-7555

You'll want to make a note of these NSNs, especially the lens, until they show up in an update to TM 9-2350-397-13&P.

Safety...

Using RTCH as Crane WON'T Fly!



C'MON, BUDDY! LET'S RUN THIS CHAIN THROUGH YOUR TIE-POINTS. YOU CAN DOUBLE AS A CRANE TODAY!

SORRY, CHARLIE! THAT'S **NOT** IN MY JOB DESCRIPTION!

The RT240 Rough Terrain Container Handler (RTCH), NSNs 3930-01-473-3998 and 3930-01-522-7364, is a nifty workhorse in the field. It's used to lift, move, stack or unstack 20-ft to 40-ft ISO containers. The RTCH can even be used as a forklift if a special forklift kit is installed.

But one thing it **isn't** is a crane. Some units are making their RTCH pull double duty as a substitute crane. They're using it to lift materials or equipment with chains, slings or straps attached to the tie-down points.

Bad idea. The RTCH's tie-down points are only meant to secure the top handler during transportation. They were never designed to pull or lift materials or equipment.

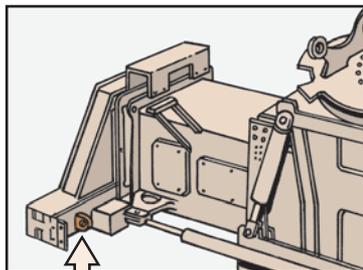
Misusing the RTCH can result in a load dropping unexpectedly and damaging equipment, or even worse, injuring or killing someone. The problem is widespread enough that TACOM LCMC issued a safety of use message prohibiting using the RTCH as a crane.

See TACOM SOUM 12-002 online for details:

https://tulsa.tacom.army.mil/safety/soum/tacom_wn/SOU12-002.html

Questions? Contact TACOM LCMC's MHE equipment specialist, William Roach, at DSN 330-6129, (586) 467-6129, or email:

william.j.roach.civ@mail.mil



One of the four top handler tie-down points being improperly used for lifting. Tie-down points should only be used to tie/secure the RTCH top handler during transportation



ELSE...



THE FREE CAN ONLY BE WORN WITH A2CU AND IT IS ONLY FOR DEPLOYING SOLDIERS.

IT IS **NOT** A STAND-ALONE UNIFORM FOR WEARING.

FREE Ensemble Not Authorized

Flight crews, there's lots of talk going on about what types of aviation clothing can be worn. If you've heard that the fire resistant environmental ensemble (FREE) can be worn in lieu of the army aviation combat uniform (A2CU) flight suit, you heard wrong!

The FREE has not been authorized as a stand-alone flight uniform. FREE is only being issued to deploying Soldiers.

If you are deploying and have been issued the FREE, you can wear the FREE **with** the A2CU but not instead of the A2CU.

Make a note that the FREE will be available through regular supply channels sometime in late 2012 or early 2013.

Because the FREE is not yet available, you can order the aviation cold weather clothing system (ACWCS). Here are NSNs you can use. The items can be requisitioned from DOD EMALL.

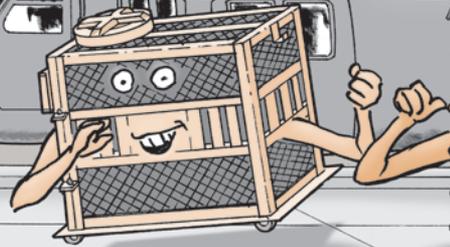
Item	*NSN 8415-
Flyers jacket	01-394-3513 (s)
Flyers jacket liner	01-394-3816 (s)
Overalls	01-111-5020 (s)
Coat liner	01-448-4250 (s)
Nomex drawers	00-467-4075 (s)
Nomex undershirt	00-485-6547 (s)

*Make a note that "s" indicates multiple NSNs for various sizes. And note that some items are green or tan and are authorized to wear.

AIR-CRAFT TIRE CAGE



I'M GOING TO FILL THIS GUY'S TIRE ON-AIRCRAFT.
WHICH ONE A' YA DO I NEED TO USE?



PICK ME! PICK ME!



YOU NINNY! HE CAN'T USE YOU FOR AN ON-AIRCRAFT TIRE CHANGE!

THAT REQUIRES ME!!

PAYING ATTENTION TO DETAIL WHEN IT COMES TO TIRE INFLATION AND CAGES IS **IMPORTANT!**

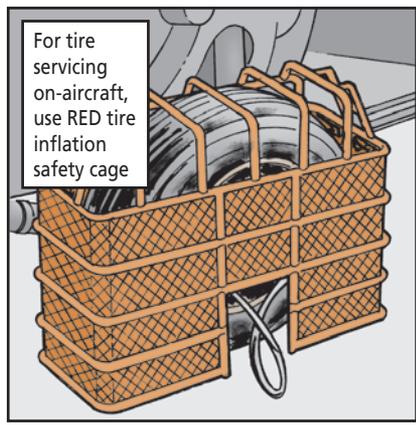


Filling your cup to the brim with java is a good start to the day. But filling your aircraft tires to the rim without following all the WARNINGS and information in your specific aircraft TM and your unit's SOP for inflating and servicing aircraft tires could cost you a limb or your life.

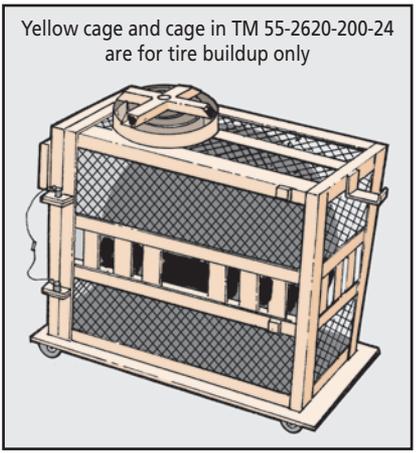
The Black Hawk and the AH-64 aircraft should only use the red tire cage, NSN 4920-01-545-0763, PN SK2000TC-6. This cage is for on-aircraft servicing of the main and tail landing gear tires. Make sure you follow the instructions that come with the cage because it is not in the TMs. This cage is being provided as part of the modernized shop sets currently in fielding.

For the Chinook aircraft, make a note that an on-aircraft tire cage is not available but one is in the works. So follow the TM instructions for servicing tires. If your TM or any of the airframe TMs reference Chapter 5, *Special Instructions Peculiar To Army Operations of TM 55-2620-200-24*, for servicing tires, keep in mind that the referenced tire cage, NSN 4910-01-459-7080, is only used for tire buildup and cannot be used while the wheel is installed on the aircraft.

Do not use aircraft tire cages for vehicles or ground support equipment tires. Also, do not use vehicle tire cages for aircraft tires. They are not authorized. If you have the DOL UH-60 mobile yellow tire cage with bead breaker in your hangars, they are for tire buildup only with the tires off the aircraft. Check your unit SOP on the use of this cage. There is no TM support for it.



For tire servicing on-aircraft, use RED tire inflation safety cage

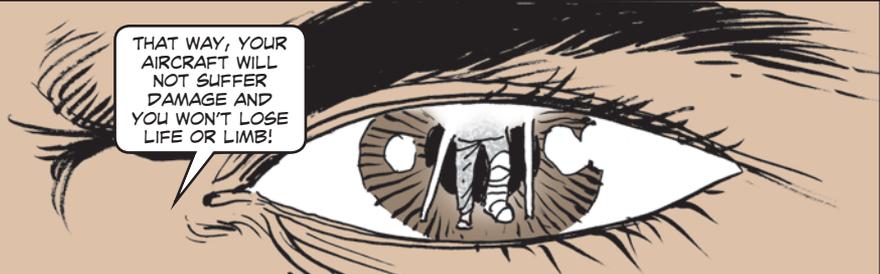


Yellow cage and cage in TM 55-2620-200-24 are for tire buildup only

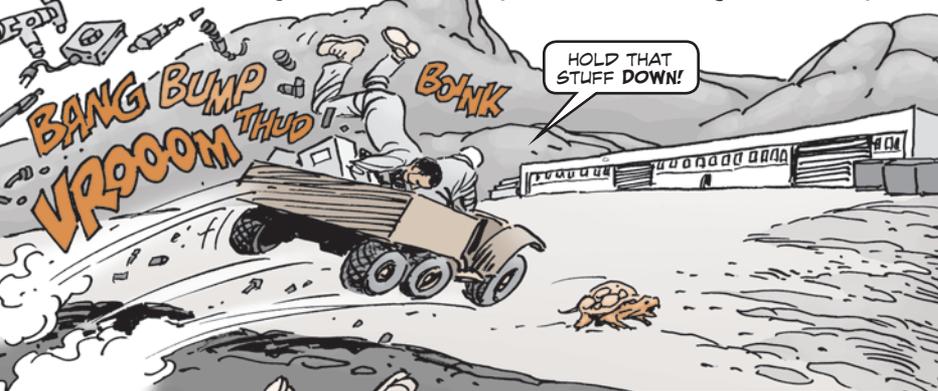
ALWAYS FOLLOW THE INSTRUCTIONS YOUR TMS HAVE AND **NEVER** TAKE SHORTCUTS WITH TIRE INFLATION OR TIRE CAGES.



THAT WAY, YOUR AIRCRAFT WILL NOT SUFFER DAMAGE AND YOU WON'T LOSE LIFE OR LIMB!



TURNING IN PARTS TO SUPPORT



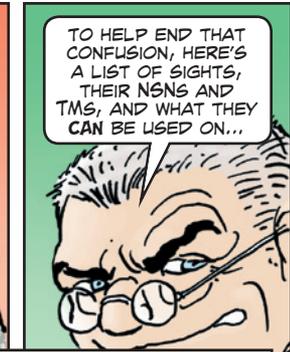
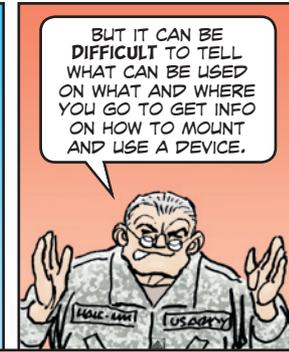
Mechanics, everybody talks about "more bang for the buck." But sometimes, taking parts to the support shop for repair shouldn't turn into more bucks for the bang!

Transporting unprotected parts to support for repair creates more damage because they bang against each other. The bucks you'll pay for the extra damage in transport can go sky high. So the question is, can you afford more bucks for the bang? Probably not.

Whatever form of transportation you use, always wrap, box up or use the original containers to avoid damage. Parts such as tail rotor blades, pitch control links and flight-critical components should never be transported unprotected.

Never put components or parts in a truck or a gator unprotected. They will just bounce around and crash into each other during transport. By the time you get to support, your repair cost could go from minimum to maximum, depending on the damage.

The Proper Sight-Weapon Mix



AN/PAQ-4 infrared aiming light (LIN A34938):

- AN/PAQ-4A, NSN 5855-01-312-5160, TM 11-5855-297-12&P
- AN/PAQ-4B, NSN 5855-01-361-1362, TM 11-5855-301-12&P
- AN/PAQ-4C, NSN 5855-01-398-4315, TM 11-5855-301-12&P



ALL THE AN/PAQ-4 VERSIONS CAN BE USED ON THE M16-SERIES RIFLE, THE M4/M4A1 CARBINE, AND THE M249 AND M240B MACHINE GUNS.

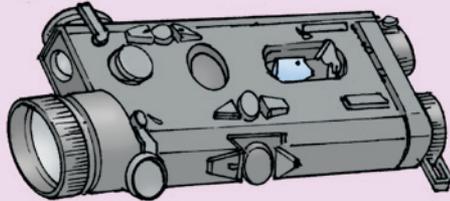
THE AN/PAQ-4 SERIES IS **NO LONGER SUPPORTED.**

USE IT UNTIL IT STOPS WORKING, THEN REPLACE IT WITH A DIFFERENT SIGHT.

AN/PEQ-2 target pointer illuminator/aiming light (TPIAL) (LIN J03261):

AN/PEQ-2A, NSN 5855-01-447-8992, TM 9-5855-1915-13&P
AN/PEQ-2B, NSN 5855-01-515-6904, TM 9-5855-1915-13&P
AN/PEQ-2C, NSN 5855-01-515-6908, TM 11-5855-308-12&P

THE AN/PEQ SERIES CAN BE USED ON THE M16-SERIES RIFLE, THE M4/M4A1 CARBINE, AND THE M249, M240B, M2 AND MK 19 MACHINE GUNS.

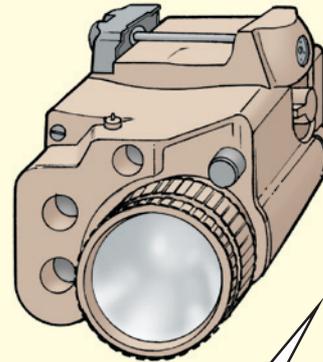


IT IS **NO LONGER SUPPORTED**. USE IT UNTIL IT STOPS WORKING AND THEN CHOOSE A **DIFFERENT SIGHT**.



AN/PEQ-14 integrated laser white light pointer (ILWLP) (LIN J68403):

AN/PEQ-14 (tan), NSN 5855-01-571-1258, TM 9-5855-1911-13&P
AN/PEQ-14 (black), NSN 5855-01-538-0191, TM 9-5855-1911-13&P

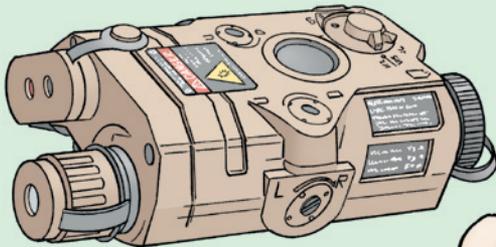


THE AN/PEQ-14 IS USED ONLY ON THE M9 PISTOL IN MP UNITS.

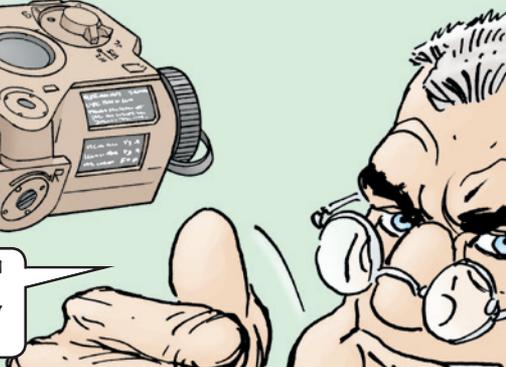


AN/PEQ-15 multi-functional aiming light NSN 5855-01-537-6000 (family) (LIN J03261):

AN/PEQ-15 (tan), NSN 5855-01-577-7174, TM 9-5855-1914-13&P*
AN/PEQ-15 (black), NSN 5855-01-534-5931, TM 9-5855-1914-13&P*
AN/PEQ-15A (green) dual-beam aiming laser-advanced (DBAL), NSN 5855-01-579-0062, TM 9-5855-1912-13&P*
AN/PEQ-15A (black) DBAL, NSN 5855-01-535-6166, TM 9-5855-1912-13&P*

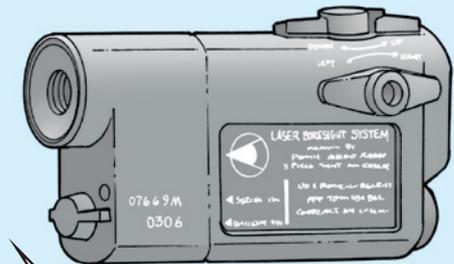


THE AN/PEQ-15 AND -15A CAN BE USED ON THE M16-SERIES RIFLE, THE M4/M4A1 CARBINE, AND THE M249, M240B, M2 AND MK 19 MACHINE GUNS.



Laser borelight system (LBS):

AN/PEM-1 (no LIN), NSN 5860-01-471-2091, TM 9-5860-226-13&P
M30 (LIN B60351), NSN 4933-01-394-7781, TM 9-4933-273-12&P



THE AN/PEM-1 IS USED ON ALL SMALL ARMS AND IS AUTHORIZED THROUGH THE CTA.

THE M30 IS **NO LONGER SUPPORTED**. IT'S BEEN REPLACED BY THE AN/PEM-1.

*To be included in the next TM update.

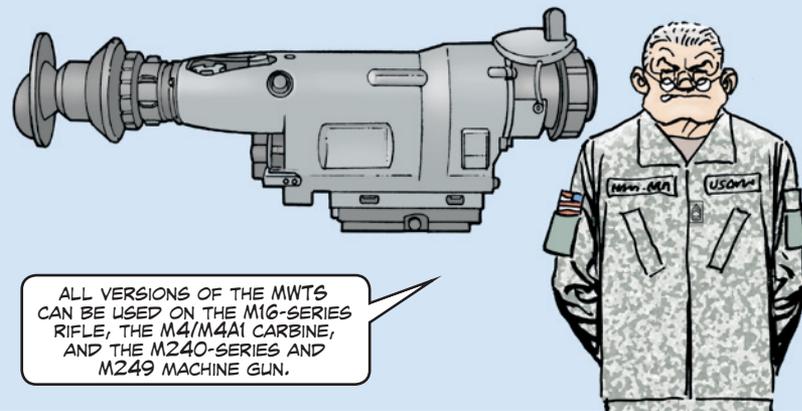
**AN/PSQ-23 small tactical optical rifle mounted (STORM)
micro laser range finder (MLRF) (LIN J68653):**

AN/PSQ-23 (tan), NSN 5855-01-577-5946, TM 9-5855-1913-13&P
AN/PSQ-23 (black), NSN 5855-01-535-1905, TM 9-5855-1913-13&P



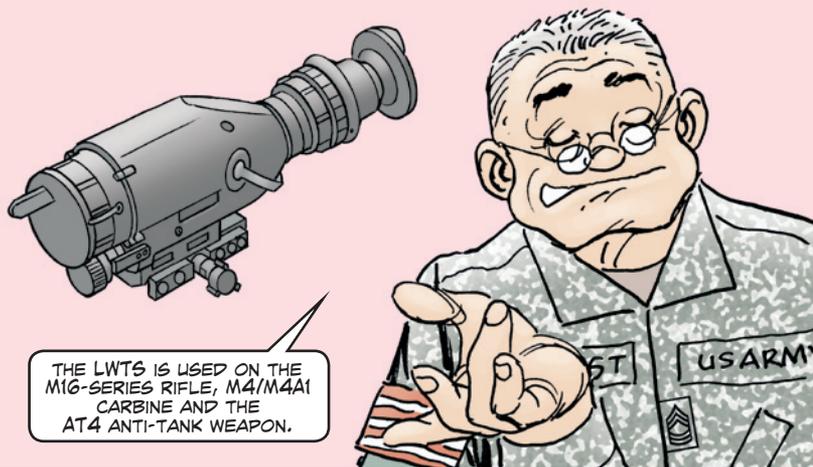
**AN/PAS-13 medium weapon thermal sight
(MWTS) (LIN S90535):**

AN/PAS-13B(V)2, NSN 5855-01-464-3152, TM 11-5855-312-10
AN/PAS-13C(V)2, NSN 5855-01-523-7713, TM 11-5855-316-10
AN/PAS-13D(V)2, NSN 5855-01-524-4313, TM 11-5855-317-10



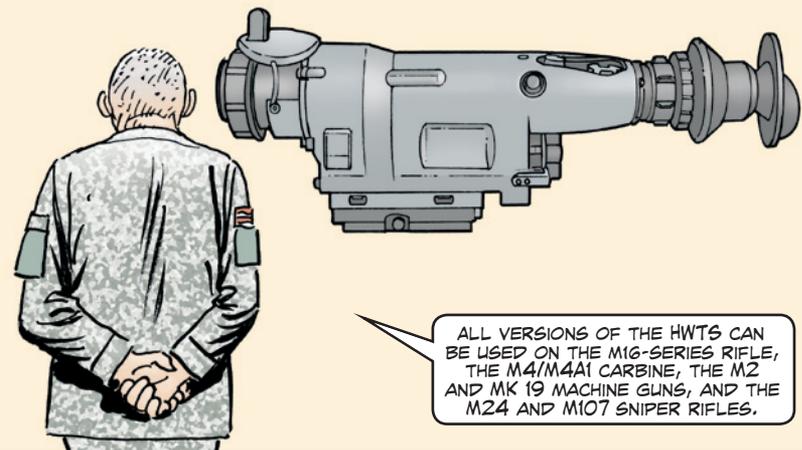
AN/PAS-13 light weapon thermal sight (LWTS) (LIN S60356):

AN/PAS-13C(V)1, NSN 5855-01-523-7707, TM 11-5855-316-10
AN/PAS-13D(V)1, NSN 5855-01-524-4308, TM 11-5855-324-10



AN/PAS-13 heavy weapon thermal sight (HWTS) (LIN S90603):

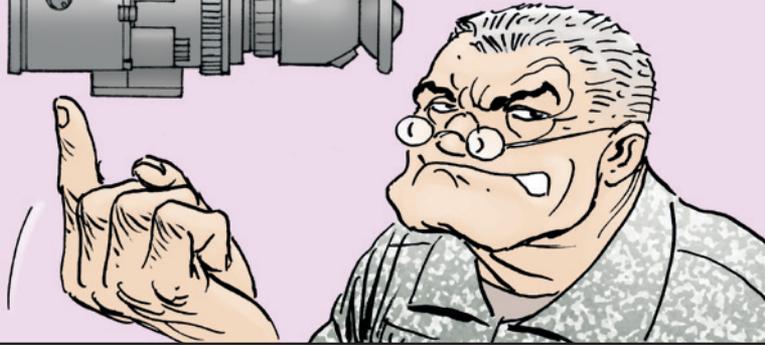
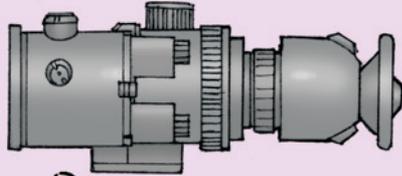
AN/PAS-13B(V)3, NSN 5855-01-464-3151, TM 11-5855-312-10
AN/PAS-13C(V)3, NSN 5855-01-523-7715, TM 11-5855-316-10
AN/PAS-13D(V)3, NSN 5855-01-524-4314, TM 11-5855-317-10



AN/PVS-4 night vision sights (LIN N04732):

AN/PVS-4, NSN 5855-00-629-5334
AN/PVS-4A, NSN 5855-01-422-8782
Both are covered by TM 11-5855-213-10.

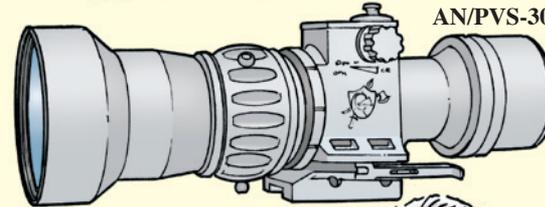
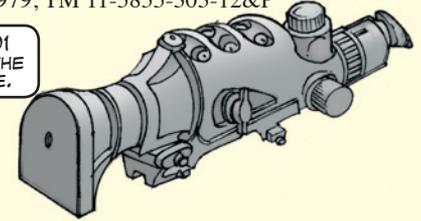
THE AN/PVS-4 AND -4A CAN BE USED ON THE MIG-SERIES RIFLE, THE M4/M4A1 CARBINE, AND THE M249 AND M240B MACHINE GUNS.



Night vision sniper scope (LIN S90433):

AN/PVS-10(V)1, NSN 5855-01-410-8979, TM 11-5855-303-12&P

THE AN/PVS-10(V)1 IS USED ONLY ON THE M24 SNIPER RIFLE.



AN/PVS-30, NSN 5855-01-567-9243,
TM 9-5855-1916-13&P

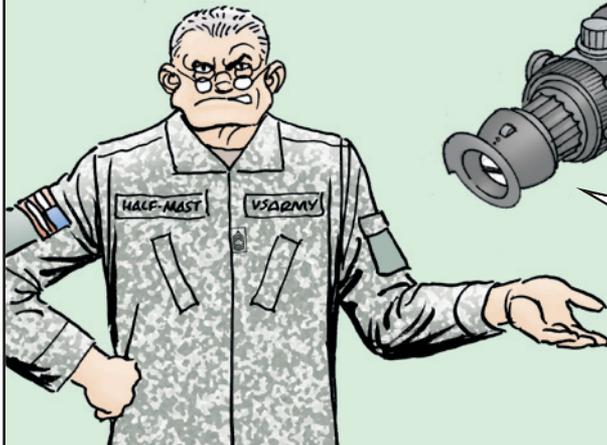
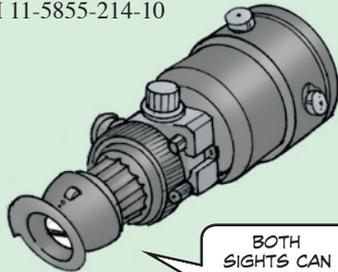
THE AN/PVS-30 IS USED ONLY ON THE M110 SNIPER SYSTEM.



AN/TVS-5 night vision sights (LIN N04596):

AN/TVS-5, NSN 5855-00-629-5327, TM 11-5855-214-10
AN/TVS-5A, NSN 5855-01-422-8777, TM 11-5855-214-10

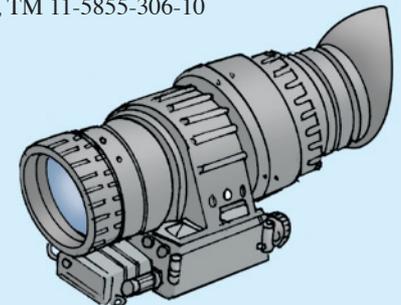
BOTH SIGHTS CAN BE USED ON THE M2 AND MK 19 MACHINE GUNS.



AN/PVS-14 monocular night vision device (LIN M79678):

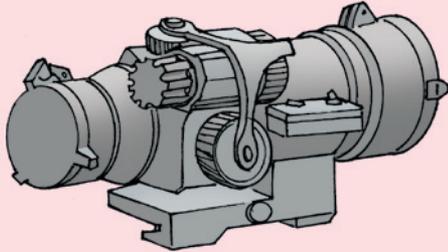
AN/PVS-14, NSN 5855-01-432-0524, TM 11-5855-306-10

THE AN/PVS-14 IS USED ON THE M16A2 RIFLE, WHERE IT'S MOUNTED BEHIND THE M68 SIGHT.



Reflex sight, M68 close combat optic (CCO) (LIN S60288):

M68 compM2, NSN 1240-01-411-1265, TM 9-1240-413-13&P
M68 compM4, NSN 1240-01-540-3690, TM 9-1240-413-13&P
M68 compM4S, NSN 1240-01-576-6134, TM 9-1240-413-13&P

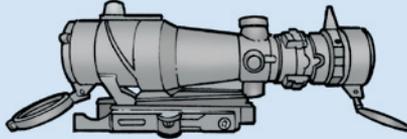


ALL VERSIONS OF THE M68 CAN BE USED ON THE M16-SERIES RIFLE AND THE M4/M4A1 CARBINE.

THE COMPM2 AND COMPM4 VERSIONS ARE **NO LONGER SUPPORTED**. REPLACE THEM WITH THE COMPM4S WHEN THEY NO LONGER WORK.

Rifle combat optic (RCO) sight (LIN S45729):

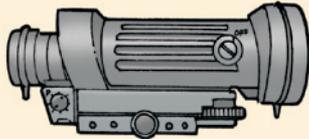
M150 RCO,
NSN 1240-01-557-1897,
TM 9-1240-416-13&P



THE M150 CAN BE USED ON THE M16-SERIES RIFLE, THE M4/M4A1 CARBINE, AND M249 MACHINE GUN.

M145 straight telescope (LIN T60185):

M145,
NSN 1240-01-411-6350,
TM 9-1240-415-13&P



THE M145 IS USED ON THE M240-SERIES MACHINE GUN.

ANY TIME YOU HAVE QUESTIONS ABOUT WHAT YOU CAN OR CAN'T USE ON YOUR WEAPON...

...CHECK OUT THE SMALL ARMS INTEGRATION BOOK, WHICH CAN BE ACCESSED AT:
<https://www.us.army.mil/suite/folder/4718898>

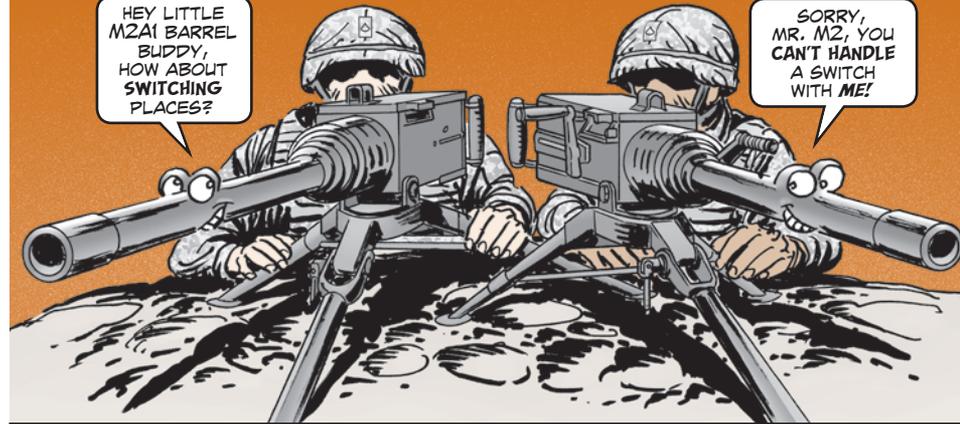


M2/M2A1
Machine
Guns...

M2 vs. M2A1 BARRELS

HEY LITTLE M2A1 BARREL BUDDY, HOW ABOUT SWITCHING PLACES?

SORRY, MR. M2, YOU CAN'T HANDLE A SWITCH WITH ME!



The good news is that all of the new M2A1 machine gun's barrels are interchangeable. You can switch any M2A1 barrel with any M2A1 receiver without worrying about its affecting headspace and timing of the machine gun.

The bad news is this doesn't apply to the M2 machine gun. No M2 barrel can be used with an M2A1 machine gun and no M2A1 barrel can be used with an M2. If you try to use an M2 barrel in an M2A1 machine gun, it will damage the M2A1 and possibly you.

How do you tell the difference between barrels? M2A1 barrels have interrupted threads on the receiver side of the barrel, a barrel lock pin (or lug), and a carrying handle assembly. M2 barrels have the same serial number as their receiver and do not have a carrying handle assembly or barrel lock pin.

You can interchange M2 barrels with other M2 machine guns, but of course you then must go through the timing and headspacing procedure before you fire the M2.

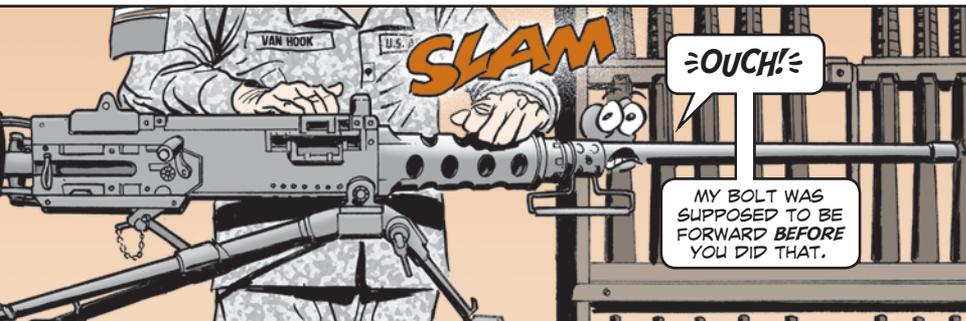
The M2A1 does not need to be headspaced and timed when you change its barrel. Any M2A1 barrel can be used with any M2A1 receiver without affecting headspace and timing. See WP 0023 00-1 in TM 9-1005-347-10 for more info on taking care of the M2A1 barrel.

ARMORERS, IMMEDIATELY CHECK ALL YOUR M2A1 MACHINE GUNS!

MAKE SURE THEY HAVE M2A1 BARRELS!



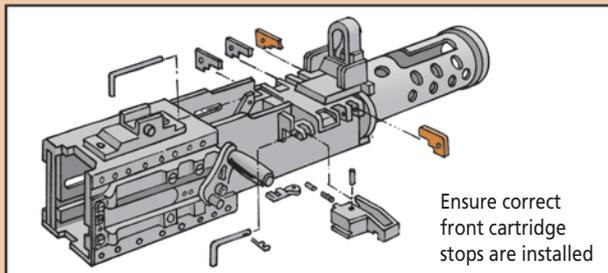
PROPER M2A1 LOADING BOOSTS BOLT HEALTH



M2A1 machine gun bolts are taking a beating because gunners aren't loading ammo correctly. As a result, the tops of bolts are ending up with dents, gouges and excessive wear.

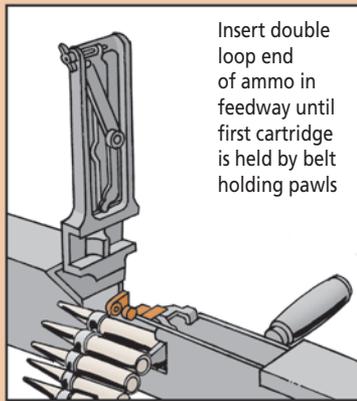
TO LOAD UP ON CORRECT LOADING...

- Ensure the bolt is forward and the correct front cartridge stops are installed.



Ensure correct front cartridge stops are installed

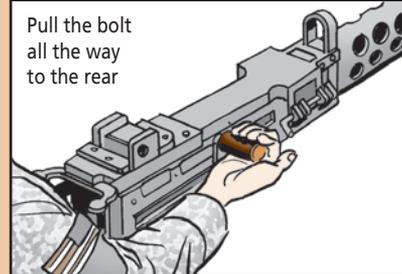
- Open the machine gun cover and insert the double loop end of the ammo belt in the feedway until the first cartridge is held by the belt holding pawls. **Never close the cover while the bolt is held to the rear.** That damages the bolt and feed tray when the bolt goes forward.



Insert double loop end of ammo in feedway until first cartridge is held by belt holding pawls

- Close the cover. Pull the retracting slide handle all the way back until the bolt is completely to the rear. Release the handle. Do this twice if you're going to fully load the M2A1.
- If the M2A1 is set for single shot, the bolt will remain in the rear position, so move the slide handle forward before releasing the bolt with the bolt latch release.

Pull the bolt all the way to the rear



If the M2A1 is set for automatic fire, the slide handle will automatically go forward with the bolt when the bolt is released.

- Press the trigger to fire.

M2/M3-Series Bradley...

STAND YOUR M242 ON THIS!

I SURE WISH YOU HAD A STAND TO SET ME ON.

I'M SO TIRED OF ALL THIS STANDING AROUND.

Dear Half-Mast,
We have seen a lot of Bradley units with a stand to set the M242 automatic gun on. But we can't find an NSN for the stand or any directions on how to make one. Can you help?

SFC S.P.

Dear Sergeant S.P.,
There is no NSN for the stand, but you can have one made from plans that TACOM will send you. Call TACOM's Brian Webster at DSN 786-1179, (586) 282-1179 or email: brian.l.webster.civ@mail.mil for a copy of the plans.

Half-Mast

DON'T SUFFER BAD BUFFERS!

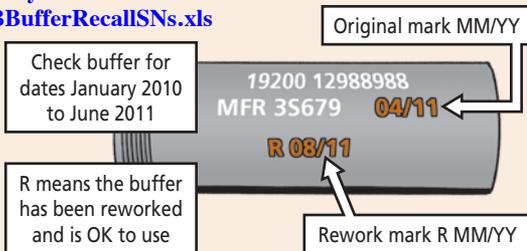


Defective buffers for the M240B/M240L machine guns have gotten out in the field. The buffers, NSN 1005-01-461-0326, have bad hydraulic fluid fill plug screws that can loosen during firing. The buffer's hydraulic fluid then leaks out, which means the buffer can't do its job. That can lead to a ruined receiver.

The 9,000 M240B/M240Ls possibly affected are listed by serial number in

https://tulsa.tacom.army.mil/SAFETY/mam/tacom_wn/M240BBufferRecallSNs.xls

Armorers, if you have any M240B/M240Ls on the list have your small arms maintenance shop check for the bad buffers, which are stamped with an ID code date of January 2010 to June 2011.



They should disassemble the buttstock assembly and check if its buffer is within the date range. If the buffer has no date stamped on it or the date isn't January 2010 to June 2011, the buffer is good to go as long as it doesn't show signs of leakage. If the buffer is within those dates but has R stamped on it, it has been reworked and is also OK to use.

But if the buffer is in the date range and has no R, it must be replaced. Deployed units can have the buffer replaced at the nearest small arms repair facility.

Non-deployed units must submit a PQDR to get a new buffer. If the buffer has a CAGE code of IHFX2 (Kaepfer Machine), the PQDR must be submitted to DLA online:

<https://www.pdrep.csd.disa.mil>

The CAGE code is stamped on the buffer.

The DLA POC is Greg Lupton, who can be reached at (614) 692-4615, DSN 850-4615, email:

gregory.upton@dla.mil

For buffers with a CAGE code other than IHFX2, the PQDR must be submitted to TACOM. The TACOM POC is Daryl Meyer, DSN 786-1249, (586) 282-1249, email:

daryl.p.meyer.civ@mail.mil

For the QDR number and info, go to:

https://tulsa.tacom.army.mil/SAFETY/mam/tacom_wn/BufferRecallQDR-M240BL.pdf

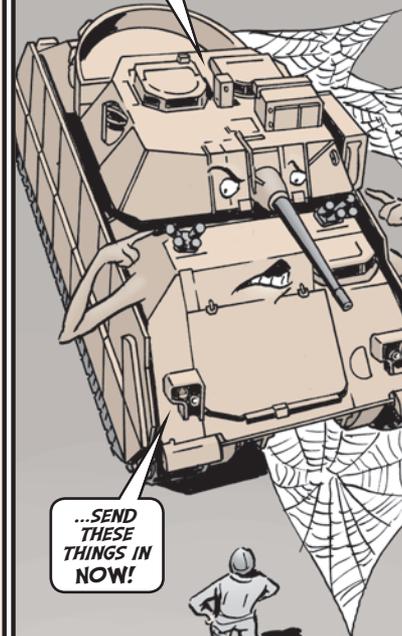
For more information, see TACOM LCMC MA 12-013:

<https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=MA12-013.html>

Combat Vehicles...

HEY GUY, THE RESET/REPAIR PROGRAM HAS NO SMOKE GRENADE LAUNCHERS AND THEY NEED TO WORK ON THEM.

SO SINCE I'VE BEEN HERE A WHILE AND I'M NOT GOING ANYWHERE ANYTIME SOON...



Turn in Smoke Grenade Launchers NOW!

The Reset/repair program for smoke grenade launchers has halted because they have run out of launchers. Any of the following launchers that are not being used or are not working should be turned in immediately:

- M239, NSN 1055-01-015-0874, LIN L44612
- M243, NSN 1055-01-059-0560, LIN L67021
- M250, NSN 1055-00-000-0138, LIN L44680
- M257, NSN 1055-01-070-1213, LIN L44031
- M259, NSN 1055-01-107-7501, LIN L44748

Smoke grenade launchers in condition codes F or H should be sent to:

RIC: AD1
DODAAC: W41CE8
XU W0K4 USA OSC Pine Bluff Arsenal
Army Non-ammo Field Service Account 53990
507th Str
Pine Bluff AR 71602-9500

For launchers in all other condition codes, contact Ramon Perez for mailing instructions at DSN 786-1553, (586) 282-1553, or email:

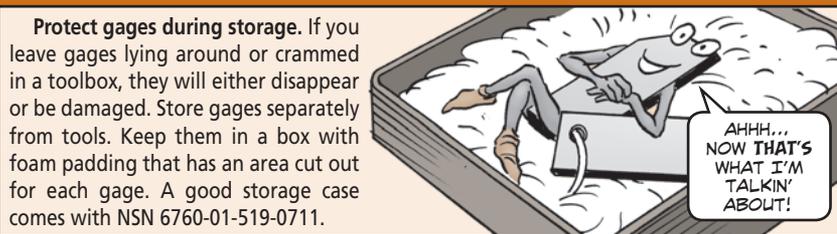
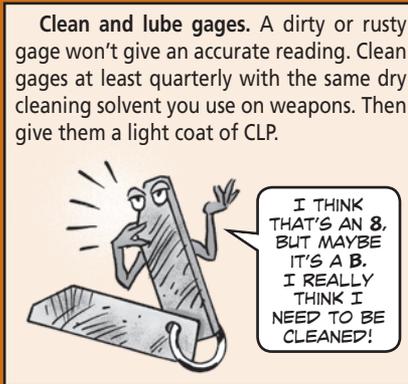
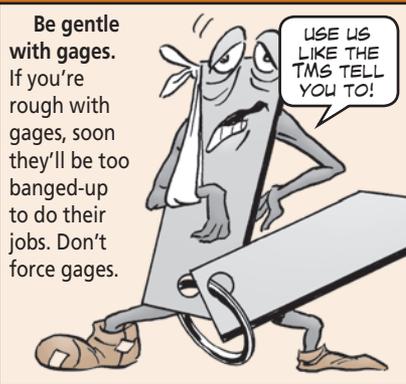
ramon.j.perez.civ@mail.mil

Units should send the launchers via military shipping at their own cost. No credit will be given to the units for the launchers.

Small Arms... PM Keeps Gages Accurate



A gage that's no longer accurate is about as useful as a bore brush that has no bristles. If your gages are going to keep your unit's rifles, pistols and machine guns accurate, then you need to be accurate with their PM.

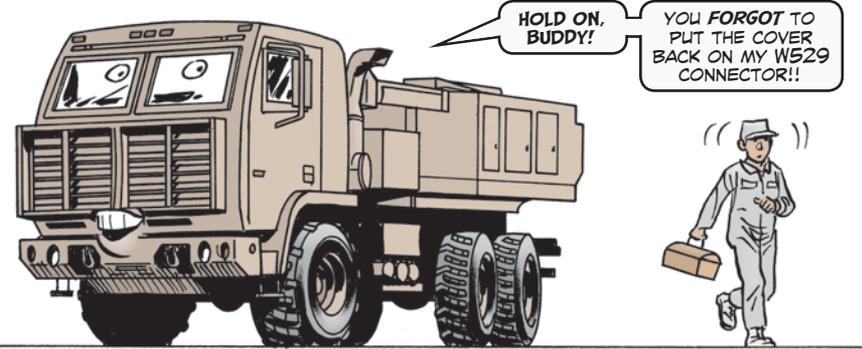


Keep gages calibrated. TB 43-180, which governs gages, says they must be calibrated every 360 days. (Air Force personnel can find the same information in TO 33K-1-100-2.) Keep copies of DA Form 3023, the calibration record, stored in a safe place so you can prove your gages were calibrated.



HIMARS...

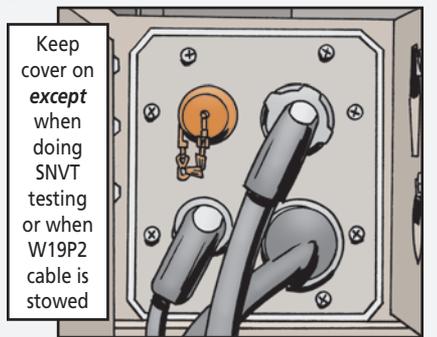
COVER STOPS CABLE FAILURE



Since 2007, the HIMARS' W529 cable assembly has failed 38 times. Half those failures were in 2011. The W529 is failing because crews fail to install its cover.

The W529 cable connector has a cover that should always be installed except when the SNVT test is being run or when the W19P2 cable is stowed. When the test is over, the cover needs to be put right back on and left there.

Without the cover, the connector has no protection against moisture or backblast from rockets firing. Corrosion eats away at the connector's pins and soon there's no electrical connection.



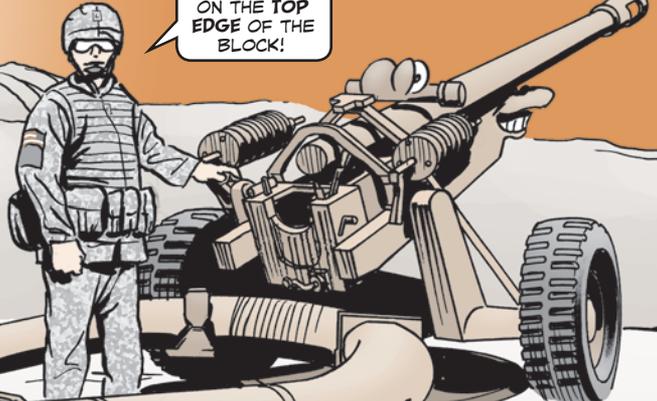
So do your HIMARS a favor and use the W529 cover. And check for the cover during your weekly PMCS. Order a new one through your Lockheed Martin rep with P/N MS27502B17N if it's missing.

WHERE TO FIND BREECH BLOCK SERIAL NUMBER

HOW DO YOU TELL WHICH BREECH BLOCK SERIAL NUMBER IS THE RIGHT ONE? THERE'S MORE THAN ONE NUMBER!



THAT'S EASY! IT'S THE ONE ON THE TOP EDGE OF THE BLOCK!

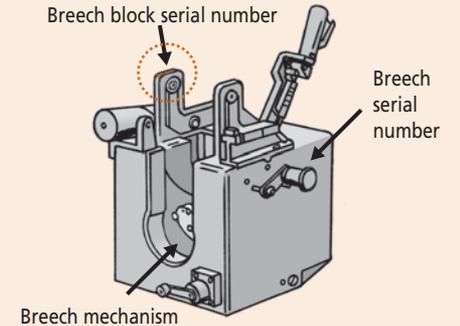


Dear Editor,

Your article on Page 10 in PS 708 (Nov 11) on the importance of making sure the M119A2's breech and breech block serial numbers match may confuse some howitzer units.

The picture of where to look for the serial number on the breech has an arrow pointing to the side of the breech. The number is actually on the flat surface on top of the breech block lug, near where the hinge pin is located. The main reason I point this out is that I have seen breeches that have other numbers engraved on them besides the serial number. We don't want confusion about which is the serial number and where it is.

Breech block serial number is on top edge of block

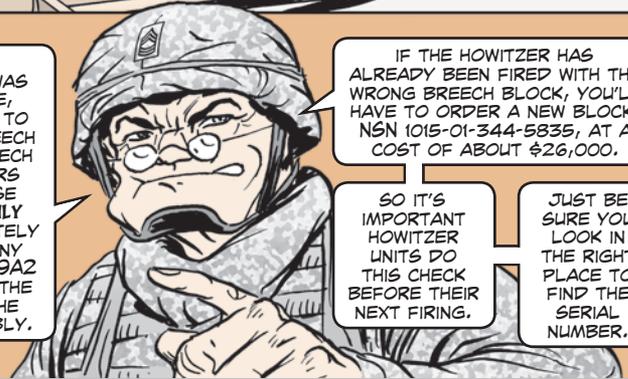


James Palmer
TACOM Left Behind
Equipment Specialist
JBLM, WA



YES, WE DEFINITELY DON'T WANT ANY CONFUSION ABOUT WHERE TO FIND THE SERIAL NUMBER.

TO BRIEFLY REPEAT WHAT WAS IN THE ARTICLE, IT'S IMPORTANT TO ENSURE THE BREECH BLOCK AND BREECH SERIAL NUMBERS MATCH BECAUSE THAT IS THE ONLY WAY TO ACCURATELY TRACK HOW MANY ROUNDS THE M119A2 HAS FIRED AND THE LIFE LEFT IN THE CANNON ASSEMBLY.



IF THE HOWITZER HAS ALREADY BEEN FIRED WITH THE WRONG BREECH BLOCK, YOU'LL HAVE TO ORDER A NEW BLOCK, NSN 1015-01-344-5835, AT A COST OF ABOUT \$26,000.

SO IT'S IMPORTANT HOWITZER UNITS DO THIS CHECK BEFORE THEIR NEXT FIRING.

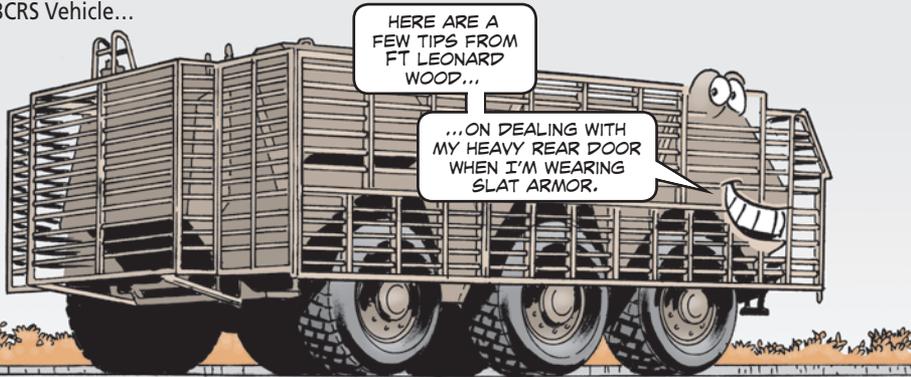
JUST BE SURE YOU LOOK IN THE RIGHT PLACE TO FIND THE SERIAL NUMBER.

Linseed Oil Preserves Decking

Constant exposure to the elements causes the wood decking on semitrailers to dry, crack and splinter. Prevent that damage by spreading boiled linseed oil on the decking as needed. NSN 8010-00-152-3245 gets a gallon of oil and NSN 8010-00-684-8789 gets five gallons. Use NSN 8010-00-242-6114 to get a 55-gal drum.

Trailer Tire NSN

To get a tire for the M103- and M116-series ¾-ton trailers, use NSN 2610-01-063-7947. This tire is also used on the M105A2, M149A2 and M200A1 trailers. Keep this NSN handy until it's added to the updated technical manuals for these trailers.



MORE ON SLAT DANGERS!

Dear Editor,

We saw your article in PS 700 (Mar 11) on the dangers of opening and closing the Fox's rear door when the Fox is equipped with slat armor. Through our experience supporting the Fox here at Ft Leonard Wood, we would like to offer these comments and suggestions:

- With the slat armor, the door weighs close to 100 pounds. Plus there are only about 1 1/2 inches of clearance between the door slats and the slats on each side of the door. So you need to not only worry about the door falling and conking someone on the head, which happened here, but also the danger of a Soldier getting his fingers caught between the slots if he tried to catch a falling door. He could easily lose fingers if that happened.
- We've found the best way to close the door is to have one person sit on the door entrance's edge, while another stands outside to the side of the door. The person sitting releases the locking handle and then both guide the door down while maintaining upward pressure. The person outside needs to stay to the side, out of the door's path.



- To open the door, the safest way is to push from the inside with both hands until you feel the door lock in the open position. Of course, you want to make *very* sure the door has locked in place before you release it.
- PS 700 said the fix for the additional weight from the slat armor was to have your Fox field rep adjust the gas cylinder that controls the upper rear door. That's a good idea, but you should still use these procedures for opening and closing the rear door in case the gas cylinder fails.



Rob Pardun
Greg Tipton
TACOM Maintenance Support
Ft Leonard Wood, MO



M101-Series Bulk Brake Line

You can order bulk brake line for M101A1/A2/A3-series 3/4-ton cargo trailers using NSN 4710-00-350-9896. Bend, cut and flare the metal line to the desired length. Order the line in one-foot increments up to 24 feet.

M105A3 Landing Leg

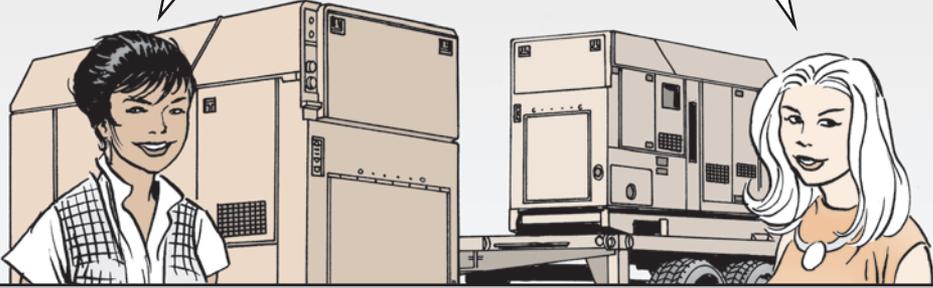
The original landing leg on the M105A3 cargo trailer is not stable enough to hold up the trailer without being attached to a prime mover. Mechanics can replace the landing leg with a kit, NSN 2590-01-564-2057, that's part of MWO 9-2330-324-23-1. Installation instructions come with the kit. By the way, the landing leg is shown as Item 1 in Fig 14 of TM 9-2320-324-14&P.

100-kw
Generators...

Hydraulic Pump Warranty

IF YOU HAVE A 100-KW TACTICAL QUIET SKID-MOUNTED GENERATOR, NSN 6115-01-296-1463...

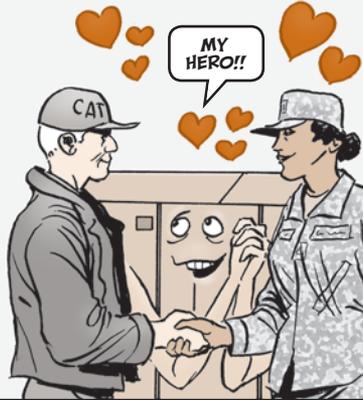
...OR TRAILER-MOUNTED GENERATOR, NSN 6115-01-471-7088, HERE'S THE LATEST WARRANTY NEWS...



CATERPILLAR, INC. (CAT), WHICH MAKES THE GENERATOR'S ENGINE, HAS EXTENDED THE WARRANTY ON THE UNIT INJECTOR HYDRAULIC PUMP, NSN 2915-01-521-8527.

THERE'S A CHANCE THE PUMP COULD WEAR OUT BEFORE THE GENERATOR'S 12,000-HOUR LIFE SPAN.

IF IT DOES, A CAT DEALER WILL REPLACE THE FAILED PUMP AT YOUR LOCATION FREE OF CHARGE.



MY HERO!!

WARRANTY

THE WARRANTY COVERS ONLY GENERATORS WITH PUMP FAILURES.

IT'S IN EFFECT THROUGH 30 JUNE 13.

TO QUALIFY, THE GENERATOR MUST BE LESS THAN 72 MONTHS OLD FROM THE DATE OF MANUFACTURE.

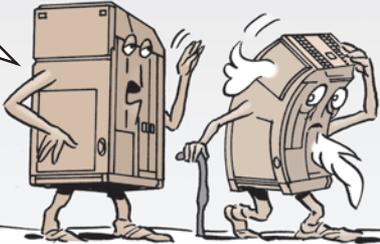
THE DATE IS STAMPED ON THE DATA PLATE.

IT MUST SHOW LESS THAN 12,000 ENGINE RUN HOURS ON THE CONTROL PANEL.

TO FIND A CAT DEALER NEAR YOU, GO ONLINE TO: <http://www.cat.com>

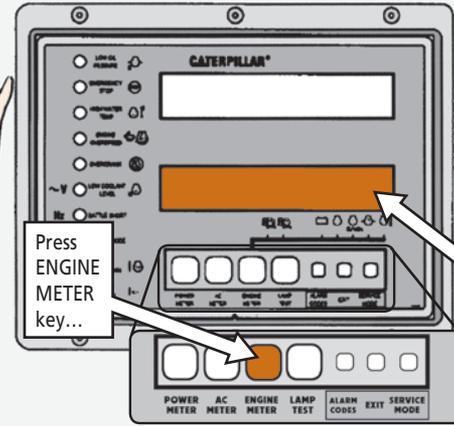


SORRY OLD TIMER BUT YOU'VE BEEN AROUND TOO LONG TO GET YOUR PUMP REPLACED FOR FREE!



WHETHER YOU MEET THE DEALER IN PERSON AT YOUR LOCATION OR SHIP THE FAILED PUMP TO HIM, HERE'S THE INFORMATION HE'LL NEED WHEN YOU ASK FOR HIS SUPPORT...

- Product support program number PS52035, dated 9 June 11
- Your unit name, address and shipping address
- Point of contact, phone number and email address
- Generator serial number and date of manufacture. Both are stamped on the data plate.
- Number of engine run hours at the time of failure



Press ENGINE METER key...

...lower display shows engine run hours

- Engine serial number. It's on the engine block behind and below the coolant overflow bottle.

REMEMBER, THE REPLACEMENT PUMP IS FREE.

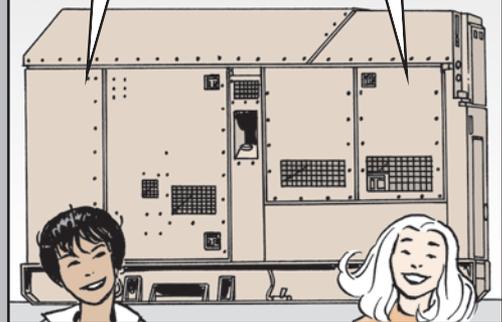
THE WARRANTY ENDS ON 30 JUNE 13.

JUNE 2013

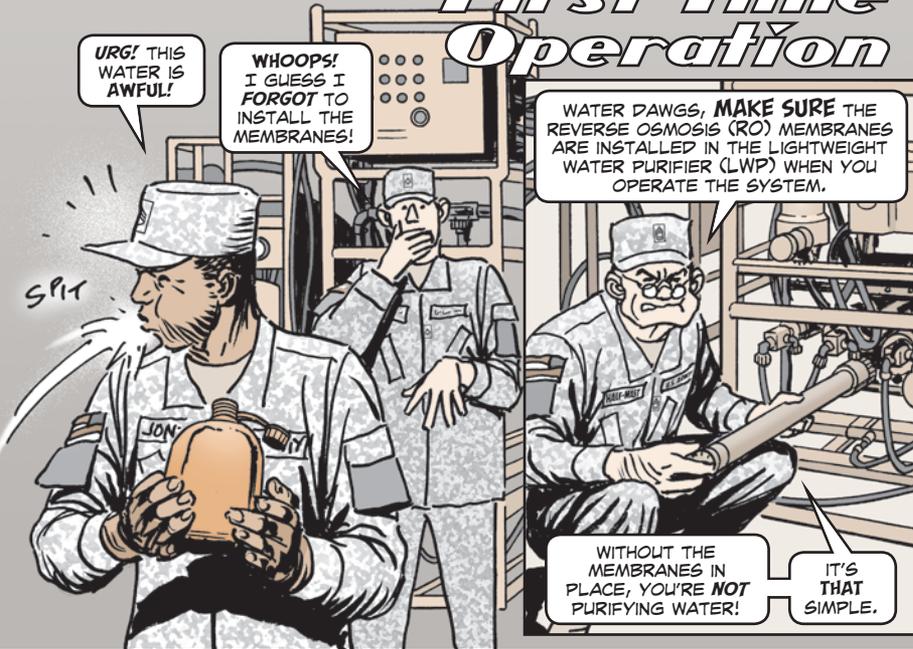
02	03	04	05	06	07	08
09	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

FOR MORE INFORMATION ON THE WARRANTY, THE GENERATORS AND THE PUMP, CONTACT CECOM'S TED BANKS AT DSN 648-4738, (443) 395-4738, OR EMAIL:

theodore.a.banks2.civ@mail.mil



First Time Operation



URG! THIS WATER IS AWFUL!

WHOOPS! I GUESS I FORGOT TO INSTALL THE MEMBRANES!

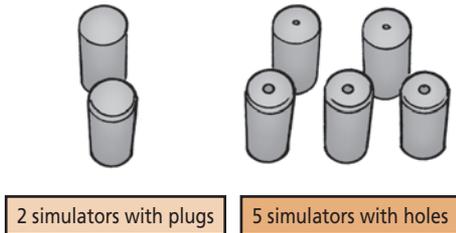
WATER DAWGS, MAKE SURE THE REVERSE OSMOSIS (RO) MEMBRANES ARE INSTALLED IN THE LIGHTWEIGHT WATER PURIFIER (LWP) WHEN YOU OPERATE THE SYSTEM.

WITHOUT THE MEMBRANES IN PLACE, YOU'RE NOT PURIFYING WATER!
IT'S THAT SIMPLE.

LWPs are shipped from the manufacturer with RO **simulators** installed. The simulators are used only for storage, shipping, training and system testing. When installed, they simulate realistic LWP operation without using the RO membranes. That way the membranes stay new, sealed and preserved until they're needed for a water mission. Look at WP 0046-6 to -8 in TM 10-4610-310-13 (Oct 09) for info on how to install and remove the membranes.

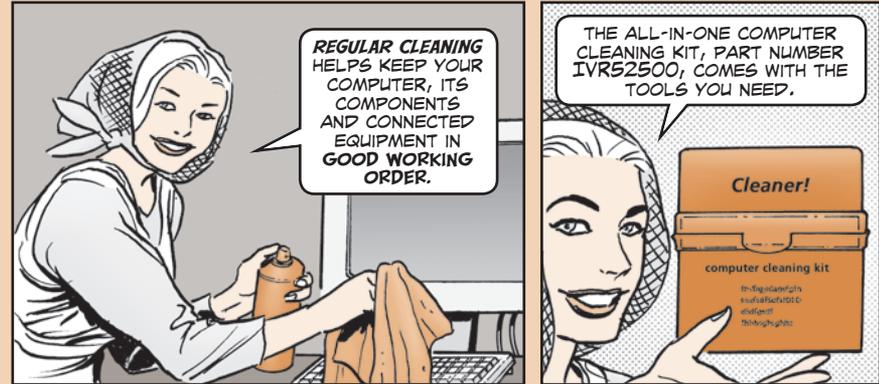
Use the Right Simulator Plug

Many of these LWPs were fielded with simulators in the wrong configuration. Here's the correct configuration: two simulators with a plug and five simulators with a hole. That way you'll get the right product water settings needed for operating the system with simulators installed.



By the way, NSN 4610-01-527-3761 gets the simulator with a hole. This setup is shown as Item 47 in WP 0138-19 of TM 10-4610-310-13 (Oct 09).

COMPUTER CLEANING KIT

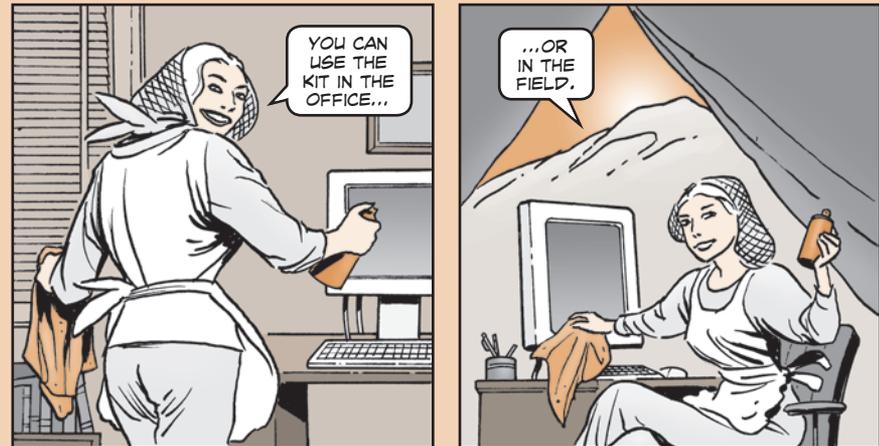


REGULAR CLEANING HELPS KEEP YOUR COMPUTER, ITS COMPONENTS AND CONNECTED EQUIPMENT IN GOOD WORKING ORDER.

THE ALL-IN-ONE COMPUTER CLEANING KIT, PART NUMBER IVR52500, COMES WITH THE TOOLS YOU NEED.



ORDER IT FROM THE GSA ADVANTAGE WEBSITE:
https://www.gsaadvantage.gov/advantage/main/start_page.do



YOU CAN USE THE KIT IN THE OFFICE...

...OR IN THE FIELD.

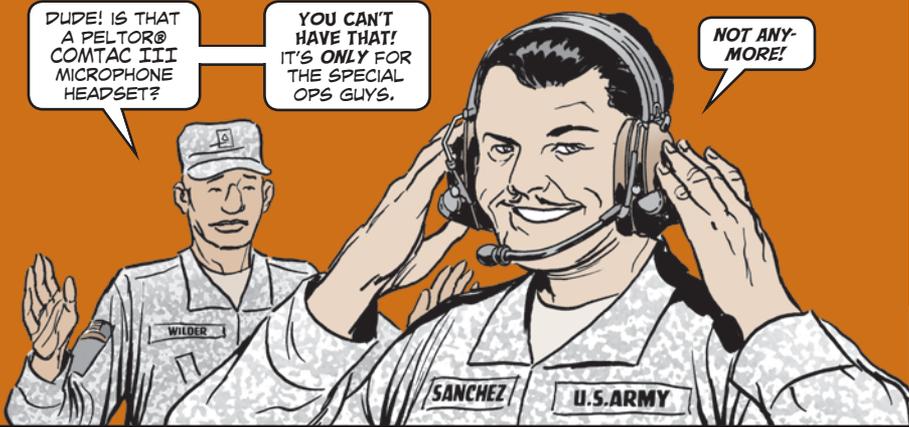
THE KIT INCLUDES...

ALL COMPONENTS COME HOUSED IN A DURABLE STORAGE BOX THAT DOUBLES AS A CD/DVD HOLDER.

- 6.75-oz spray bottle of antistatic cleaner
- four lint-free wipes
- blower brush
- retractable keyboard brush
- CD/DVD laser lens cleaner
- reusable micro fiber cleaning cloth



Peltor® No Longer Restricted



Between November 2010 and May 2011, conventional Army units submitted more than 850 requisitions for the Peltor® COMTAC III™ microphone headset. All the requisitions were rejected.

The Army's Rapid Equipping Force (REF) looked into the problem and here's what they found: The source of supply (SOS) code for the headsets was F56. That SOS is maintained and used only by Special Operations Forces. That's why requests from outside of Special Forces were rejected.

REF succeeded in making the Peltor® headsets available to all Army units. Now the Defense Logistics Agency (DLA) manages the headsets. They carry an SOS code of SMS.

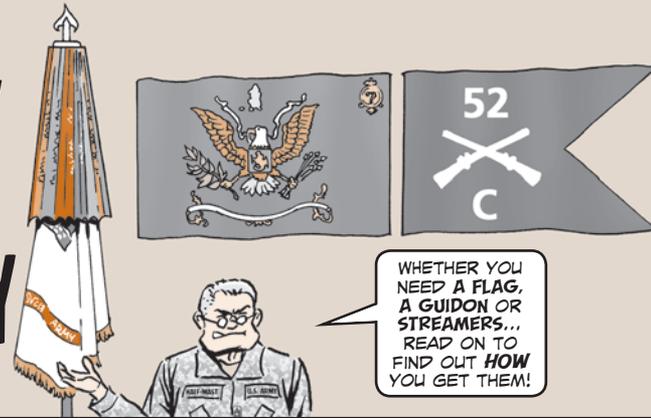


NSN 5965-01-572-	Single or dual communications channels	Color	Push-to-talk (PTT)
7941	Single	Olive drab	Comes with one PTT
7829	Single	Coyote brown	Comes with one PTT
7946	Dual	Olive drab	Comes with two PTTs
7797	Dual	Coyote brown	Comes with two PTTs

You can also order a spare boom microphone with NSN 5965-01-572-7803.

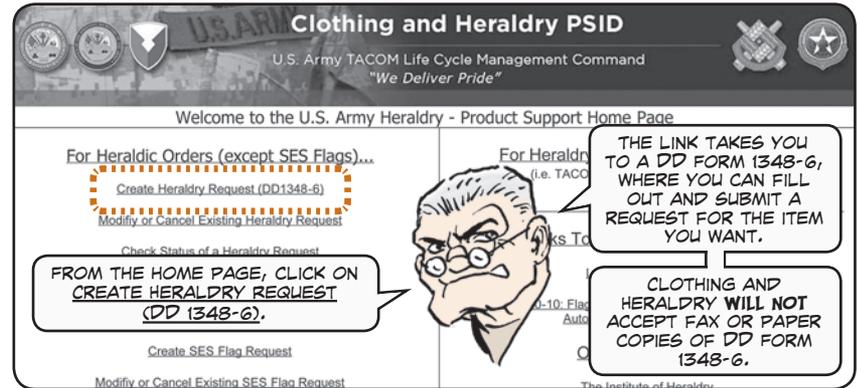
For more information, contact an REF logistics officer at 703-704-0526 or 703-704-2090.

DISPLAY THEM PROUDLY



Arrmy units can order Army heraldic items online from the U.S. Army TACOM Clothing and Heraldry Product Support Integration Directorate (PSID). Here's their website:

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



Here's what you can order online:

- battalion and organizational flags
- unit guidons
- 2-, 3- and 4-ft campaign participation streamers

Requisitions for flags should include the complete unit name. Requisitions for guidons should include company letter or HQ designation.

The products are free issue for active Army and Army Reserve units. National Guard units can pay with a government credit card or provide a two-digit fund code for their heraldic items.

The Clothing and Heraldry PSID keeps all official drawings created by the Institute of Heraldry. This information is used to manufacture items and to find out if units are eligible for items.

For more information, phone (877) 827-9026. Or click on [Contact Us](#) under Help and Information on the home page.

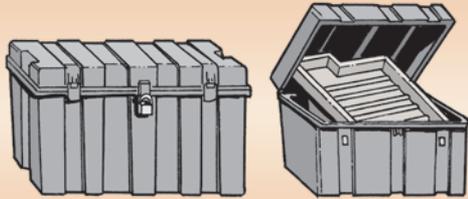
STORAGE FOR RELIGIOUS SUPPLIES

WE'VE GOT MORE BOOKS THAN SPACE TO STORE THEM.



THE ARMY USED TO HAVE A BOOK CHEST IN THE SUPPLY SYSTEM. **NOT ANYMORE.**

I'VE HEARD ABOUT A COUPLE OF TRUNKS YOU MIGHT FIND **USEFUL** FOR STORING AND TRANSPORTING THEM.



THE TRUNKS COME IN **TWO SIZES**. THEY'RE MADE OF WEATHER-RESISTANT, HIGH-IMPACT PLASTIC. THEY'RE CONSTRUCTED TO KEEP WATER OUT AND THE CONTENTS SAFE.

Item	Size in Inches	NSN 8460-01-471-
Trunk, locker	36 1/4 x 18 1/4 x 20 1/4	1035
Trunk, locker	24 1/4 x 20 1/4 x 12 1/2	1024



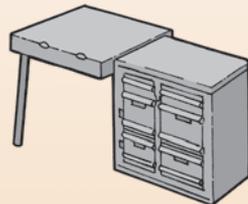
THE TRUNKS HAVE INTERLOCKING LATCHES, AND YOU CAN PADLOCK THEM. THEY COME WITH MOLDED HANDLE GRIPS AND AN INTERNAL TRAY.



AND IF YOU NEED **EVEN MORE SPACE**, CONSIDER ORDERING THE CHAPLAINCY LOGISTICAL SUPPORT PACKAGE (CLSP), NSN 9925-01-479-5319.



IT'S A LIGHTWEIGHT CONTAINER THAT CONVERTS INTO A PORTABLE ALTAR OR A WORK STATION WITH STORAGE SPACE FOR RELIGIOUS SUPPLIES.



YOU CAN FIND MORE CHAPLAINCY ITEMS AT THE DEFENSE LOGISTICS AGENCY (DLA) CHAPLAIN SERVICES WEBSITE:
<https://www.dla.mil/chaplain/>



These items include:

- chaplain kits and accessories
- field items
- furniture
- Buddhist, Muslim, Christian and Jewish items.

...BE STRONG AND COURAGEOUS...



Combat Eyewear...

ORDER REPLACEMENT PARTS, SAVE \$



HERE'S A SUGGESTION FOR UNITS ORDERING COMBAT EYEWEAR...

If spectacles or goggles get chipped, scratched, bent or broken, don't order a complete eyewear system. That's expensive.

Instead, order replacement lenses and frames at a fraction of the cost. Get them through the Army supply system. Unit supply personnel should determine whether a complete eyewear system is needed or if a replacement part will do.

Currently available parts are on the PS Hot Topics web page:

<https://www.logsa.army.mil/psmag/topics.cfm>

Once you're on the Hot Topics page, scroll down and click on **Combat Eyewear Replacement Parts**. On the next screen, click on **MCEP Table of Replacement Items 20-Jan-12**. Here you'll find a table of replacement lenses, frames and straps for all combat eyewear on the Army's authorized protective eyewear list (APEL).

Be a Super Steward with PQDRs!

RECENTLY, A SOLDIER WENT TO A LOT OF TROUBLE TO SUBMIT A DETAILED SMART SUGGESTION...



I'VE GOT A GREAT IDEA FOR A WORKAROUND ON THIS DEFECTIVE THERMOSTATIC SWITCH!

I'M GOING TO SEND IT IN TO SMART AND SEE IF I CAN WIN SOME BUCKS.

LATER...

OH, MAN... TURNS OUT THOSE SWITCHES WERE DEFECTIVE FROM THE MANUFACTURER!

SO I WASTED ALL THAT TIME AND EFFORT FOR NOTHING!

THIS IS A REAL AND GOOD EXAMPLE OF WHY IT'S IMPORTANT FOR ALL OF US TO REPORT PROBLEMS WITH ARMY PARTS OR EQUIPMENT.

IF MORE FOLKS IN THE FIELD HAD REPORTED THOSE DEFECTIVE SWITCHES BY FILING PQDRS, THE ARMY MIGHT HAVE SPOTTED A PATTERN SOONER...

... AND SPARED THIS WELL-MEANING SOLDIER SOME DISAPPOINTMENT!

The Army buys equipment and parts expecting them to work. But the Army doesn't know there's a problem with something unless you report it. That's why it's important to submit a product quality deficiency report (PQDR) for every malfunctioning or defective item, part or tool you find. From aircraft to vice grips, no item is too big or small for a PQDR.

When you submit PQDRs, problems can be addressed through the parts replacement or reimbursement processes, and your unit won't be throwing money down the drain.

PQDRs also help item managers spot patterns so they can investigate any potential quality issues with manufacturers.

We showed you the steps for submitting PQDRs in PS 694 (Sept 10):

<https://www.logsa.army.mil/psmag/archives/PS2010/694/694-54-55.pdf>

HERE ARE THE URLS ONCE AGAIN FOR SUBMITTING PQDRS...



Aviation and Missiles

Submit all aviation and missile PQDRs at <https://jdrs.mil>

Other Non-Aviation/Missile TACOM and CECOM-managed (B16) Items

Submit TACOM and CECOM-managed (B16) PQDRs at <https://www.pdrep.csd.disa.mil/>

PQDR TRAINING IS AVAILABLE ON THEIR WEBSITES.



THERE'S NO MONETARY REWARD FOR TURNING IN A PQDR, BUT YOU CAN TAKE PRIDE IN THE FACT YOU'RE BEING A GOOD STEWARD OF TAXPAYER DOLLARS.

PLUS, REPORTING A DEFECT MAY EVEN PREVENT AN ACCIDENT AND SAVE SOMEONE FROM INJURY.

How to Submit an Article to PS

AHHH... THIS FIX IS JUST WHAT THE DOCTOR ORDERED! YOU SHOULD SEND IN YOUR CLEVER IDEA TO PS.

NAW... THAT'S TOO MUCH WORK TO TRY AND WRITE IT IN THAT FUNNY WAY.

YOU DON'T NEED TO DO THAT MUCH! JUST SEND THE INFO TO ME, SOLDIER. I'LL TAKE IT FROM THERE.

Odds are that if one person in the field is having a problem with supplies, equipment or maintenance procedures, so are others.

PS offers a good way to share solutions and makes a point of getting the word out worldwide. Your maintenance solutions, supply procedures or ideas in other areas are welcomed and encouraged.

For example, if a maintenance TM skips over something important, instructions aren't clear or you know how a procedure can be done better or more safely, why not share your wisdom with everyone?

It's a good idea to submit a DA Form 2028, *Recommended Changes to Publications and Blank Forms*, too, especially if something is wrong in a TM. We told you how to do that on Pages 58-59 in PS 706 (Sep 11). Then let PS help spread the word, because we can do that faster than a TM can be updated.

WE OFTEN GET ASKED HOW TO SUBMIT AN ARTICLE TO PS.

BUT SOME OF YOU MAY NOT ASK BECAUSE YOU ASSUME IT'S TOO HARD TO WRITE IN OUR STYLE.



LET'S PUT THAT NOTION TO REST.

ALL YOU NEED TO DO IS TO SEND US AN EMAIL WITH YOUR PROPOSED ARTICLE.

YEP, IT'S JUST THAT EASY.



HERE ARE SOME BASIC QUESTIONS AN ARTICLE SHOULD ADDRESS...

- What is the problem?
- What caused the problem?
- What are the costs
(in terms of time/extra work/money/etc.)?
- What is the solution to the problem?
(There may be more than one.)
- How is the solution achieved, and by whom?



IF YOU'RE SENDING ILLUSTRATIONS OR PHOTOS THEY SHOULD NOT BE EMBEDDED IN A WORD PROCESSING DOCUMENT OR A SLIDE PRESENTATION. SEND THEM AS ATTACHMENTS.

DON'T TRY TO WRITE THE ARTICLE IN OUR FORMAT! WE'LL DO THAT. AND DON'T WORRY ABOUT THE FONT OR TYPESIZE.



Try to include any references, such as TM procedures, that are affected. Unless it's a very short article (what we call a brief, like those you read in Connie's Post Scripts), any photos you include to help illustrate the article are welcome, too. That gives our artists a reference for drawing technical art.

Digital jpgs are best, but do not send them embedded in documents. That decreases photo quality and makes them unusable.

A PS writer will take your submission and put it into our style, and run it by a subject matter expert for the end item or process. Everything you read in PS is approved by the Army's authorized proponent for that item or area before publication. That's how you know our info is good to go.

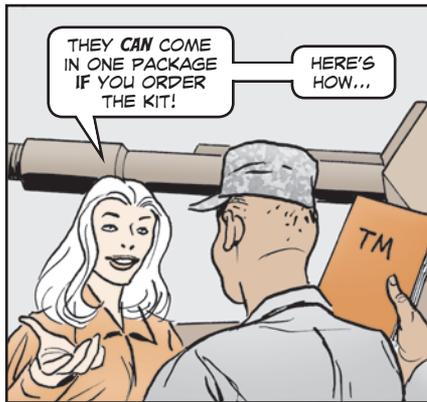
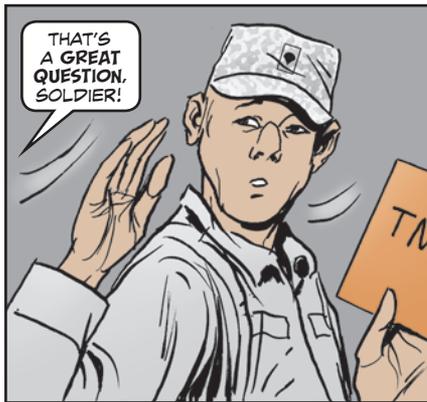
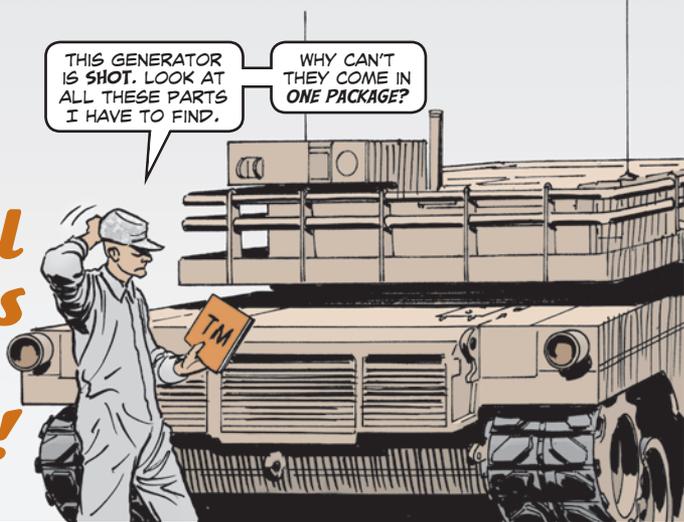
When you're ready to take the PS plunge, please send your article and related attachments to:

half.mast@us.army.mil

We look forward to your contribution. You'll hear from us soon!

Drop us your story ideas. We gladly welcome them!

Kits Make Annual Services a Breeze!



When it's time to do the annual service on a vehicle, the motor sergeant assigns a mechanic to do the service.

If you're the mechanic and you're lucky, the motor sergeant will give you a list of the needed part numbers. If not, you have to search the TM to find out which parts you need. Then you turn the list over to the maintenance clerk to find out if the parts are on hand or need to be ordered. That adds up to a lot of non-wrench-turning time.

Worse, maybe you've started the service, but discovered a part is missing. Maybe it didn't get ordered, maybe it's misplaced, or maybe someone else needed that same part and grabbed it before you did.

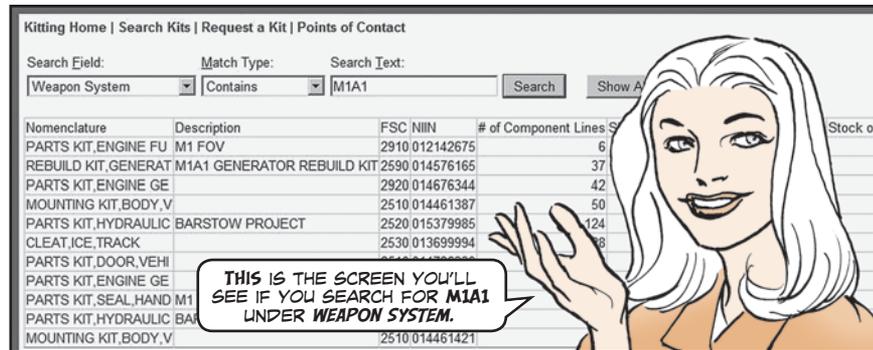
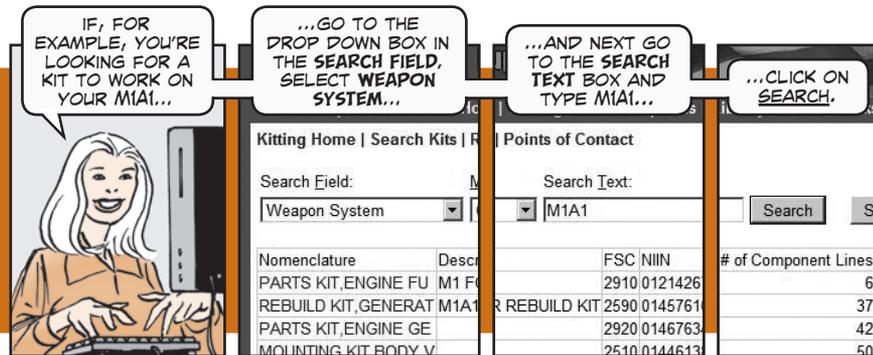
Don't you wish that all you had to do was order one NSN to get all the parts you need? And, as long as you're wishing, wouldn't it be nice if they all came in one box?

No "forgot to order the parts," no "lost parts," no "borrowed" parts and no lost time.

Well, you **can** get your parts that way—it's called a kit. Kits allow you to order everything you need for your services, rebuild, or Reset programs with just one NSN, and get it all shipped in one box or package. Open it and put on **100 percent of the replacement parts**. It's that easy.

How do you find these kits? That's the easiest part of all. Just go to DLA's Land Kitting web page with your CAC:

<http://www.landandmaritime.dla.mil/programs/kitting/default.aspx>



All the current kits will appear showing the nomenclature, description, NSN, number of component lines, shelf life, source of supply, price, and the amount of stock on hand. Want to know what's in a kit? Click on the nomenclature and it lists all the sub components.

Do you have an idea for a kit that would help you and other Soldiers for a land-based weapons system? Just go to the **Request a Kit** page on the website and enter the info requested. The DLA Land Kitting Team will make it easy as pie, and they'll even put the kit together for you.

Need help finding a kit? Contact the Land Kitting Team at DSN 850-1759, (614) 692-1759, or email:

land.kitting.team@dla.mil

Connie's POST SCRIPTS

FMTV Troop Limits Decal

Need to know how many troops can safely fit into your FMTV truck's cab or cargo bed? Eyeball the troop capacity table in the operator's manuals. There's also a troop capacity decal, NSN 7690-01-559-9001, being installed in the cab on the power distribution cover. If your truck doesn't have one, order it. And note these limits:

Model	Cab	Cargo bed
M1078/M1081/ M1090/M1094	3 troops	12 troops
M1083/M1084/M1093	3 troops	14 troops
M1085/M1086	3 troops	20 troops
All others	3 troops	No troops

ACH TM NUMBER CORRECTION

On Page 58 in PS 713 (Apr 12), the TM number we gave for the *Operator's Manual for Advanced Combat Helmet* (May 10) was wrong. It should be TM 10-8470-204-10.

AMCOM 2028 CHECKUP

If you've submitted an unclassified DA Form 2028, *Recommended Changes to Equipment Technical Publications*, and want to check the latest status, go to: <https://pubsweb.redstone.army.mil/> Then click on the link AMCOM 2028's Online (Online Request). While there, you can also submit a new unclassified 2028, view web 2028 attachments and email the AMCOM 2028 point of contact.

AFES Informational Video Now Available

All automatic fire extinguisher systems (AFES) serve the same purpose: to quickly put out fires in tactical and combat vehicles and to protect the vehicle's driver and passengers. To help with this, TACOM LCMC has released an informational video on the AFES. The video discusses common components across many platforms. It also tells you how to properly operate the AFES. To get a free copy for your unit, call DSN 786-4276, (586) 282-4276, or email:

tacom-lcmc.ilsc_utap@mail.mil

Make sure you give them a good military shipping address.

M1112 Axle Spindle Nut

To get a spindle nut for the axle on your M1112 400-gal water trailer, use NSN 5310-01-226-8735. This NSN replaces the one shown as Item 28 in Fig 13 of TM 9-2330-397-14&P.

CATERPILLAR DIAGNOSTIC WEBSITE

To get the diagnostic procedures for electronic engines and transmissions on Caterpillar construction equipment, visit this URL:

<https://akoapps.amrdec.army.mil/tacom>

By the way, you'll need your CAC card to access this website.

ATLAS II Forklift Special Seal Tool

The wrong rear seal installation tool was added to 200 ATLAS II special tool kits. The correct tool is NSN 5120-01-334-7012. You can get a replacement tool from JLG Industries by contacting Terri Bradley toll free at (866) 554-7782 (Press 1 for parts), (717) 485-5161, ext. 3719, or by email at:

tibradley@jlg.com

The tool is free to units through 13 Sep 12. After that, you'll have to order it through the supply system or direct from JLG.

New Website for Cancelled CECOM (B16) Requisitions

Requisition cancellation notices at CECOM (B16) are now automated, and there is a new website that can tell you why your B16 requisition was cancelled. You'll need your Common Access Card (CAC) to access it. Go to: <https://lrcweb1.apg.army.mil/i2log/misc/ca.cfm>

You can search for your requisition by document number, DODAAC or NIIN. Questions? Contact Diane Johnson at DSN 848-6322, (443) 861-6322, or email: diane.johnson1.civ@mail.mil

A New Slice of CECOM's PIE

The Logistic Readiness Center's (LRC) Policy and Information Encyclopedia (PIE) lets you search for CECOM equipment by type, NSN/NIIN, LIN, part number/drawing number, TM number, item name or office symbol. The database recently moved. The new URL is:

<https://lrcweb1.apg.army.mil/pie/index.cfm>

For more information about LRC's PIE, contact Jeff Potter at DSN 848-6458, (443) 861-6458, or email:

jeffery.l.potter6.civ@mail.mil

M1114, M1151A1 HMMWV OGPK GLASS

Need to replace the objective gunner protection kit's (OGPK) weapon shield and side glass on your M1114 and M1151A1 HMMWVs? Use the following NSNs:

Left side weapon shield glass -

NSN 6650-01-550-7555

Right side weapon shield glass -

NSN 6650-01-550-7525

Side glass (bucket) -

NSN 6650-01-550-7534

New URL for PM J-AIT

The Product Manager Joint-Automatic Identification Technology (PM J-AIT) website is now at:

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

Check it out for support on AIT, Radio Frequency In-Transit Visibility (RF-ITV) and Radio Frequency Identification (RFID) hardware, software, technical engineering and maintenance.

M500 TM Correct on Extractors

On Page 37 of PS 711 (Feb 12), we said that the M500 shotgun's TM 9-1005-338-13&P had the cartridge extractors reversed in WP 0029 00-1. That was wrong. The extractors are not reversed and the TM is correct.

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?

**DIRTY
FUEL
CAUSES...**

- **CLOGGED
INJECTORS**
- **POWER LOSS**
- **A ROUGH-
RUNNING
ENGINE**



CHECK FUEL FILTERS DAILY!

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