



THE PREVENTIVE MAINTENANCE MONTHLY

ISSUE 725 APRIL 2013

TB 43-PS-725, 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)
Bldg. 3303
Redstone Arsenal, AL 35898

Or email to:

half.mast@us.army.mil or
usarmy.redstone.logsa.mbx.psmag@mail.mil

Internet address:

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

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THE PREVENTIVE MAINTENANCE MONTHLY

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THERE'S
NO ROOM
FOR A
JACK...

... AND WE
DON'T HAVE
A WRECKER
OR CRANE.

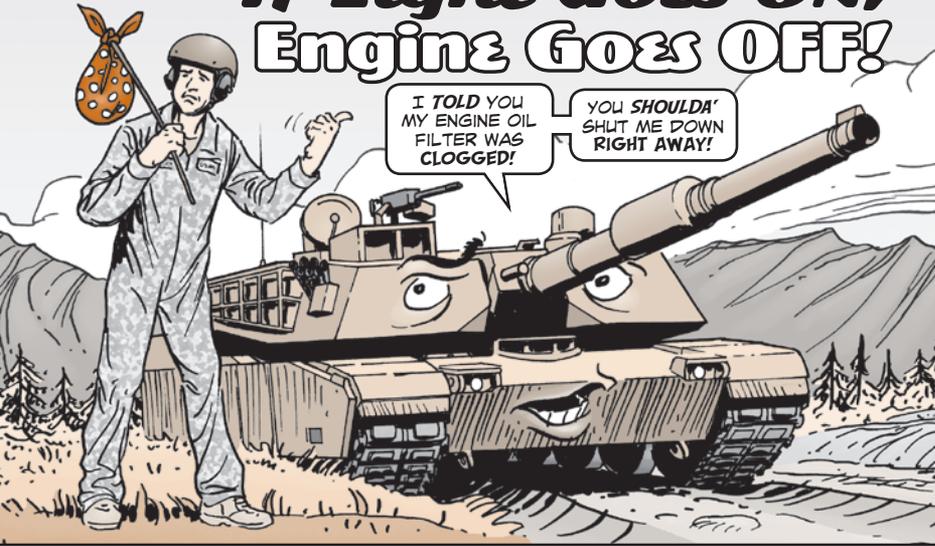
NO
PROBLEM,
SOLDIER!

YOU CAN USE AN
AIRBAG OR TWO
WHEN A JACK
WON'T DO!



SEE "AIR BAGS LIFT HEAVY LOADS" PAGES 44-45

If Light Goes ON, Engine Goes OFF!



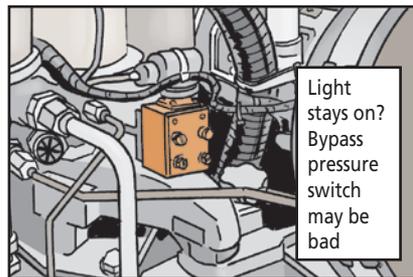
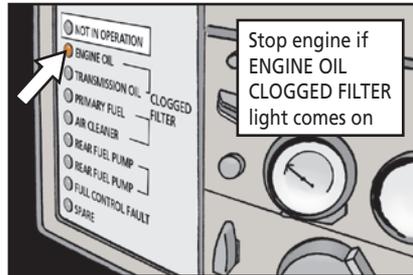
Drivers, the tank's ENGINE OIL CLOGGED FILTER warning light is very similar to the check engine light in your POV.

So just like with your car, if you see the light go on, don't hesitate. **Shut down now.** Otherwise, the dirt, sand and other gunk that's in the oil could shut down your tank's engine—permanently.

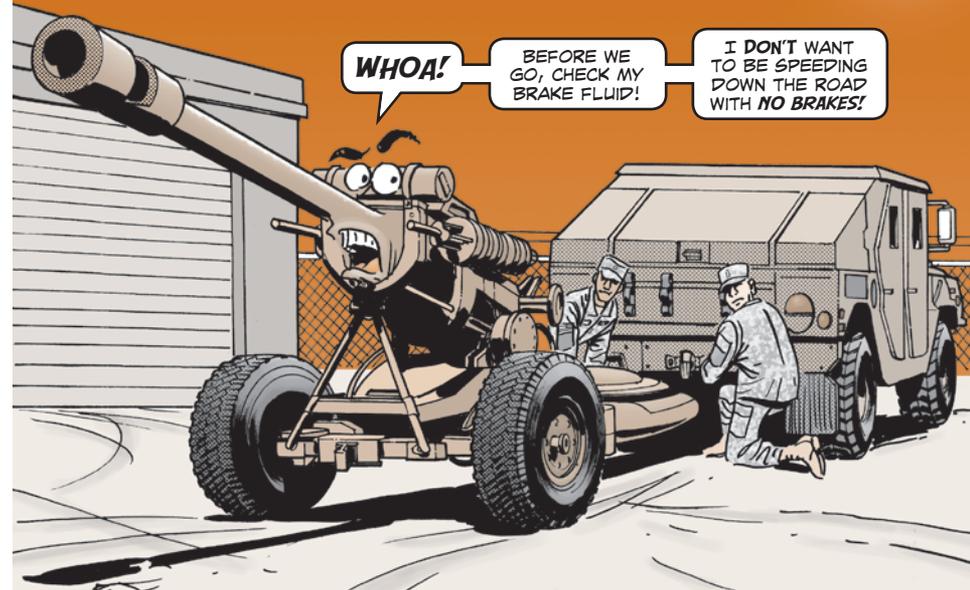
Dirty oil bypasses a clogged filter, carrying dirt into the engine. The bypass feature is to keep the engine running when you're on the battlefield.

But that dirty oil gets into engine parts. The longer you run with a clogged filter, the more damage grit and dirt cause.

Mechanics, if the light stays on after changing the filter element, the problem is probably a bad by-pass pressure switch on the engine oil pump assembly. Replace the switch with NSN 5930-01-089-9142.



Add Brake Fluid Check to PMCS



Dear Editor,

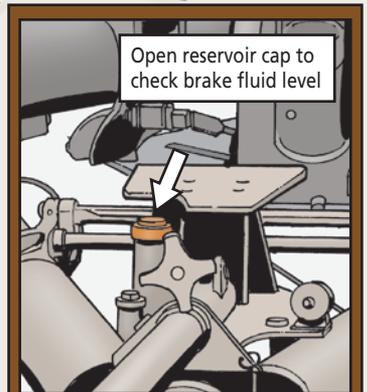
I noticed while conducting PMCS on an M119A2 howitzer that there is nothing mentioned in TM 9-1015-252-10 about checking the fluid level in the brake reservoir. Further investigation showed that the fluid level is mentioned only in the -20&P as a quarterly check.

Any time you are getting ready to move the M119A2 you should first make sure it has enough brake fluid. You don't want the brakes to fail while you're on the road.

It's a pretty simple check. Just unscrew the brake reservoir cap and verify that the reservoir has the proper fluid level—within 1/2 inch of the top of the reservoir.

Add this check to your BEFORE PMCS.

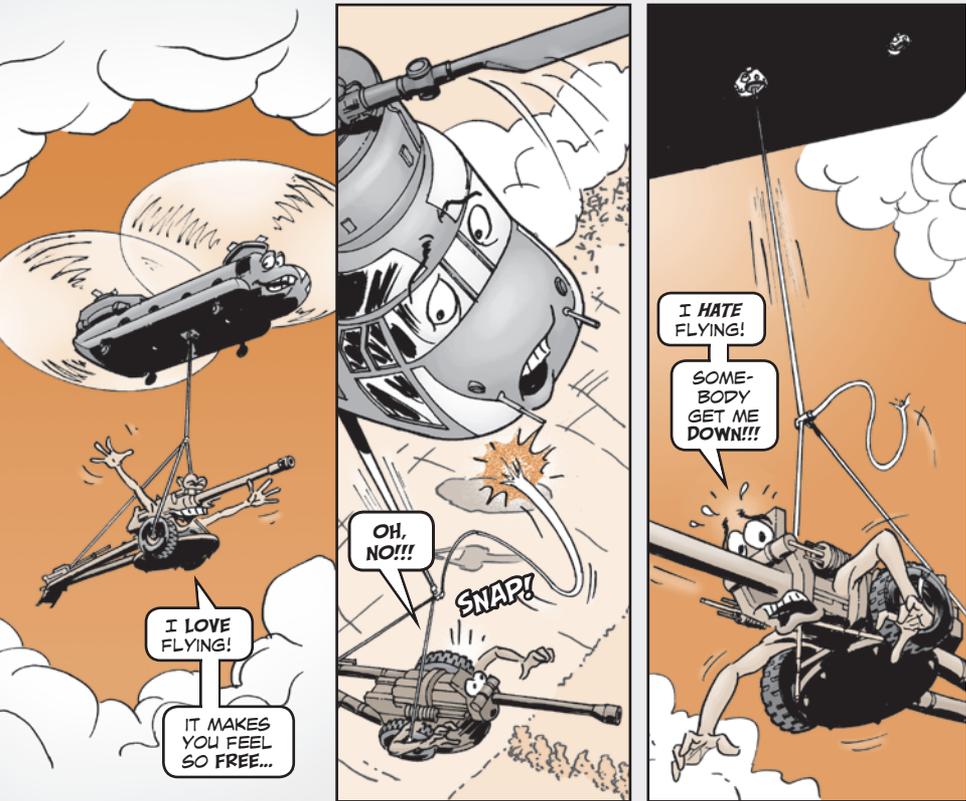
James Palmer
TACOM ARFORGEN Field Integrator
JBLM, WA



Editor's note:

An excellent way to put the brakes on brake failure.

BE SAFE WHEN SLING LOADING!



SOME OF THE CULPRITS FOR SLING LOAD FAILURE INCLUDE UNSERVICEABLE SLING SETS, LIFTING LEG FAILURES, AND USING THE WRONG SWIVEL AND LINK ASSEMBLY.

SO MAKE SURE YOU VISUALLY INSPECT SLINGS BEFORE AND AFTER EACH USE.

FOLLOW THE GUIDELINES IN TM 10-1670-295-23&P (MAY 91, W/CH 1, AUG 05). IT COVERS THE 10,000- AND 25,000-LB EXTERNAL TRANSPORT SLING ASSEMBLY AND 5,000- AND 10,000-LB EXTERNAL TRANSPORT CARGO NET.

YOU SHOULD ALSO USE THE DAMAGE CRITERIA CHART IN TM 4-48.09 (JUL 12), MULTISERVICE HELICOPTER SLING LOAD: BASIC OPERATIONS AND EQUIPMENT.

AND MAKE SURE YOU USE THE **RIGHT** SWIVEL AND LINK ASSEMBLY, NSN 4030-01-480-7152. IT'S PART OF THE ADDITIONAL AUTHORIZED LIST IN THE M119A2'S TM 9-1015-252-10 (SEP 10).

Use the right swivel and link assembly for sling loading

FOR MORE INFORMATION ON THE **FUNDAMENTALS** OF SLING LOAD OPERATIONS, CHECK OUT THESE MANUALS...

- FM 4-20.198, *Multiservice Helicopter Sling Load: Single-Point Load Rigging Procedures*
- FM 4-20.199, *Multiservice Helicopter Sling Load: Dual-Point Load Rigging Procedures*
- TM 4-48.09, *Multiservice Helicopter Sling Load: Basic Operations and Equipment*
- DA Pam 55-21, *Lifting and Tiedown Handbook for Helicopter Movements*

Crush Proof Drip Pan NSNs

Need some drip pans for use around the motor pool? These drip pans are made of a special collapsible rubber that snaps back to its original shape, even when driven over. Each pan also comes with its own pull-chain.

Size	NSN 4940-
3-gal	01-490-2455
6 1/2-gal	01-490-2463
15-gal	01-490-2470

Dexron VI NSNs

Need some Dexron VI for your vehicle's transmission? Use these NSNs:

NSN 9150-	Size
00-698-2382	1 quart
01-353-4799	1 quart (plastic bottle)
00-657-4959	5 gallons
01-114-9968	55 gallons

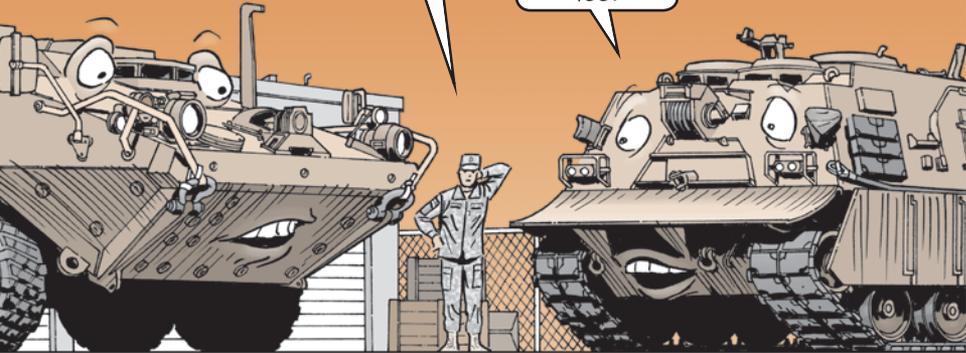
The Right Fit: Tow Bars and Adapters

OK, I NEED A LITTLE HELP HERE...

I DON'T KNOW WHICH TOW BAR FITS EACH OF YOU... OR WHAT ADAPTERS I NEED SO YOU CAN TOW OTHER RIGS SAFELY.

YEAH, IT'S HARD FOR US TO REMEMBER THAT STUFF, TOO.

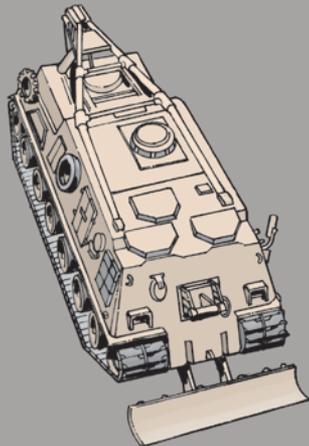
BUT I'M SURE HALF-MAST KNOWS! LET'S FIND OUT FROM HIM!



WE KNOW IT CAN BE TOUGH TO FIGURE OUT THE RIGHT TOW BARS AND ADAPTERS TO USE IN VEHICLE RECOVERY OPERATIONS.

SO HERE'S SOME HELPFUL INFO ON ARMY-APPROVED TOW BARS AND ADAPTERS.

Towing vehicle: M88A1 recovery vehicle



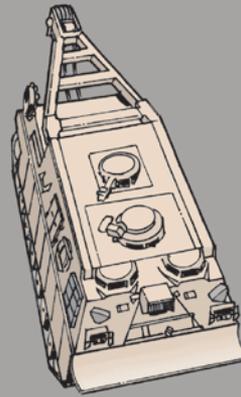
Tow bar: Heavy duty tow bar, NSN 4910-01-267-2912 (capacity 112,000 lbs)



Adapters:

- 2.5-10-ton light duty, NSN 2540-00-863-3153
- 10-50-ton medium duty, NSN 5340-01-267-2908 (comes with tow bar)
- 50-ton heavy duty, NSN 2450-00-589-6391
- Adapter, tow bar, NSN 2540-01-440-4979

Towing vehicle: M88A2 recovery vehicle. Also part of the HEMTT additional authorization list (AAL).



Tow bar: Heavy duty tow bar, NSN 2540-01-434-8595 (capacity 139,000 lbs)

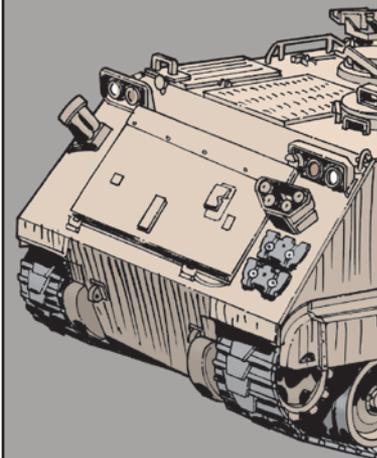


Adapters: (Not supplied with tow bar)

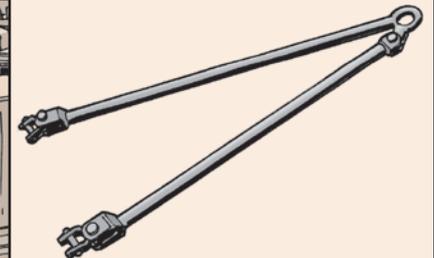
- 2.5-10-ton light duty, NSN 2540-00-863-3153
- 10-50-ton medium duty, NSN 5340-01-267-2908
- 50-ton heavy duty, NSN 2450-00-589-6391
- Adapter, tow bar, NSN 2540-01-440-4979

Note: The M88A1/A2 heavy duty tow bars do not have a working load limit, but do not exceed the weight of the M88A1/A2 (112,000 lbs/139,000 lbs). Any like-vehicle towing must be done by a vehicle of equal or greater weight.

Towing vehicle: M113 APC



Tow bar: NSN 2540-00-936-7801, (capacity 68,000 lbs)

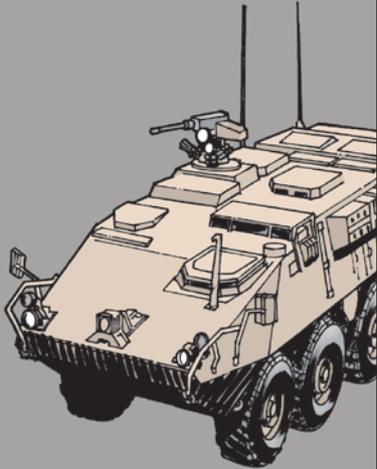


Adapters: (supplied with tow bar)

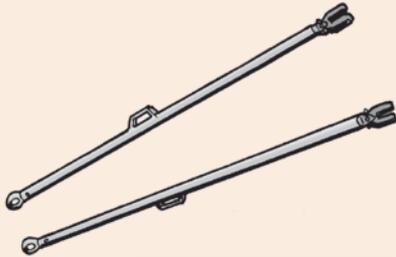
- Clevis, rod end, NSN 5340-01-051-3609
- Clevis, rod end, NSN 5340-01-046-4770



Towing vehicle: Stryker family of vehicles (FOV)



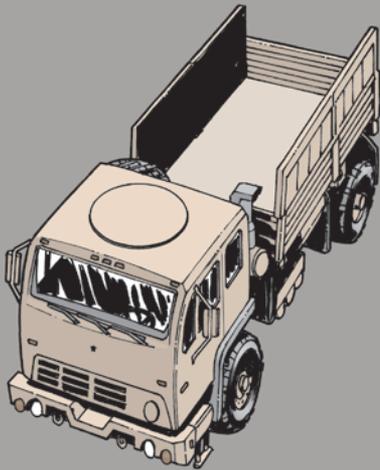
Tow bar: Stryker tow bar, NSN 2540-01-517-9227 (capacity 50,000 lbs)



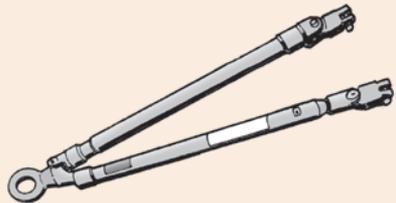
Adapter: Clevis, rod end, NSN 5340-01-051-3609 (comes with tow bar)

Caution: Use the Stryker tow bar only on the Stryker FOV. Using it on other vehicles will damage the tow bar and towed vehicle due to the towing angle.

Towing vehicle: MTV



Tow bar: Medium-duty tow bar, NSN 4910-01-554-7296 (capacity 65,000 lbs)



Adapter: Clevis, rod end, 1 inch, NSN 5340-01-023-9801 (comes with tow bar)
Swivel pins, 1 inch, PN 12424566-004

Caution: Use this tow bar only in the retracted position. Using it in the extended position may decrease tow capacity and damage both the tow bar and towed vehicle.

MRAP Flat Towing

MRAP Flat Tow Recovery

Adapter	NSN 2540-00-863-3153 (2.5-10 ton)
For MRAP variants:	BAE Systems RG-33L 6x6 BAE TVS Caiman 6x6 Navistar MaxxPro 4x4
Adapter	NSN 5340-01-267-2908 (10-50 ton)
For MRAP variants:	Force Protection Cougar 6x6 Force Protection Cougar 4x4 General Dynamics RG-31 4x4 MATV Base/UIK/SOCOM 4x4 Force Protection Buffalo A1/A2

MRAPS CAN BE FLAT-TOWED USING ANOTHER MRAP OR LIKE VEHICLE, AS LONG AS THE TOWING VEHICLE IS OF EQUAL OR GREATER WEIGHT.

NOTE: THE ONLY ARMY-APPROVED TOW BARS FOR USE WITH MRAPS ARE HEAVY TOW BARS, NSN 4910-01-267-2912 AND 2540-01-434-8595. THE FOLLOWING CHART IDENTIFIES WHICH ADAPTER TO USE WITH EACH MRAP VARIANT.



WARNING: A DISABLED VEHICLE WITH CAGED BRAKES SHOULD NEVER BE TOWED BY A LIKE VEHICLE. USE DEDICATED RECOVERY ASSETS.

FOR DETAILED VEHICLE RECOVERY INSTRUCTIONS, DOWNLOAD THE FOLLOWING BOOKS IN PDF FROM TRADOC'S PROJECT OFFICE FOR BATTLE-FIELD RECOVERY...

TOW BAR SMART BOOK (OCT 12) AND TACTICS, TECHNIQUES AND PROCEDURES (TTP) FOR RECOVERING THE MINE RESISTANT AMBUSH PROTECTED (MRAP) VEHICLES (MAR 12)...

<https://forums.army.mil/secure/communitybrowser.aspx?id=1054789&lang=en-US>

QUESTIONS? CONTACT WILLIAM PAYSON AT DSN 298-4115/4474, (410) 278-4115/4474, OR EMAIL: william.l.payson.civ@mail.mil

STEERING COLUMN WIRING HARNESS CHANGED!



Ever wish your problems could just disappear? Well, one problem with HEMTT A4 trucks that rolled off the line between Mar 10 and 3 Aug 12 and all PLS A1 trucks produced before 3 Aug 12 is about to do just that. Vanish!

A production issue caused a cab wiring harness to rub against a grease fitting on the steering column of these HEMTT A4 and PLS A1 trucks. That contact can lead to a damaged wiring harness, including sparking of exposed wires or shearing of the wires. But the good news is, steering and other safety-related functions aren't affected.

More good news is that Oshkosh Corporation will inspect and modify suspect trucks. In fact, Oshkosh will provide the required parts and labor to correct this problem at no cost to units. The repair work will include removing and disposing of the problem grease fitting, installing a plug to fill the opening, and adding two half-inch wide cable ties.

The trucks that need to be fixed are identified at this link:

[https://tulsa.tacom.army.mil/maintenance/
?t=mam&f=HEMTTA4PLSA1STEERWI.xls](https://tulsa.tacom.army.mil/maintenance/?t=mam&f=HEMTTA4PLSA1STEERWI.xls)

Units should schedule repairs by contacting Christopher Schweitzer at:

cschweitzer@defense.oshkoshcorp.com

And you shouldn't see this problem in the future because the steering shaft wiring harness change was added to HEMTT A4 and PLS A1 production on 3 Aug 12.

What about the TMs? The HEMTT A4's TM 9-2320-326-14&P (EM 0288, May 09), and the PLS A1's TM 9-2320-319-13&P (EM 0298, May 09) will be updated in the next revision. The grease fitting will be removed and two half-inch wide cable ties will be added.

Want more details? See TACOM LCMC's maintenance information message 12-051 online:

<https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=MI12-051.html>

MAKE SURE YOUR TIRES MATCH!



Just like a size 10 shoe in one brand can be a size 9 1/2 in another, all tires don't come as a standard size either. Ordering FMTV wheel assembly, NSN 2530-01-500-4619, can bring two different tires. So make sure you take a good look at the manufacturer and the tread. The Goodyear tire is about an inch taller than the Michelin option.



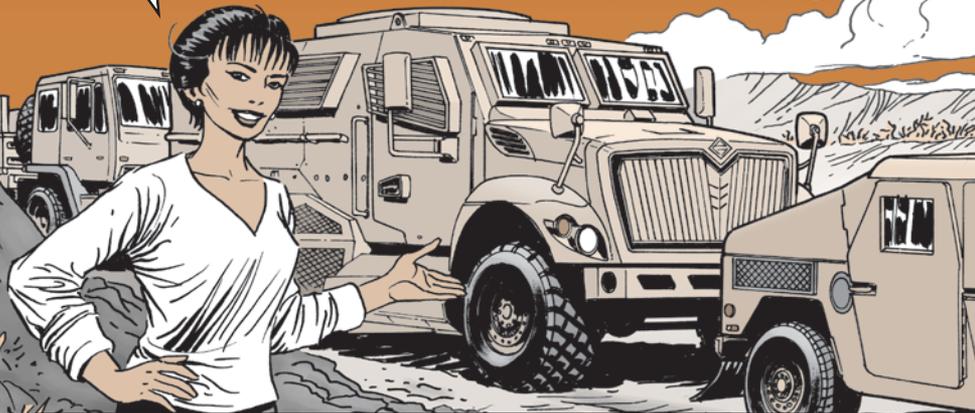
Finally, make sure your spare tire matches the tires on your truck. The spare needs to at least match one of the axles. As a general rule for all Army vehicles, make sure the spare tire matches the tires that are already installed.

M1117 ASV Seat Switch NSN

If the electric switch for the hydraulic seat on your M1117 armored security vehicle (ASV) goes bad, don't replace it with NSN 6150-01-577-4987 (Item 1 in Fig 69A of TM 9-2320-307-24P). That brings the switch and bracket at a cost of almost \$1,650! Instead, reuse the old bracket and replace just the switch with NSN 5930-00-765-5719. That sets you back only \$51.88.

EYEBALL THE CHARTS ON THESE FOUR PAGES FOR THE LATEST TIRE AND WHEEL ASSEMBLY NSNS FOR ARMY VEHICLES.

Vehicle Tire Info



MEDIUM TACTICAL VEHICLES

Vehicle	Assembly NSN	Tire NSN	Size
FMTV A0/A1 (M1078-M1090, M1092, M1093, M1096, M1148, M1157)	2530-01-500-4619	2610-01-356-9098	395/85R20 MV/T (Goodyear); MIL395/85R20 XML (Michelin)
FMTV LTAS (A1P2)	2530-01-571-5857	2610-01-564-6172 (Goodyear); 2610-01-572-6017 (Michelin)	395/85R20 MV/T (Goodyear); 395/85R20 XZL+ (Michelin)
M923A1 & M939A1/A2	2530-01-506-7243	2610-01-214-1344	14.00R20
M818/M926/M939 w/o ABS, M939 FOV	2530-01-506-7244	2610-00-262-8653	11.00-20.00
M939 with ABS	2530-01-506-8319	2610-01-473-3997	11.00R20
M1117 ASV	2530-01-478-0593	2610-01-479-4200	14.00R20
LAV	2530-01-532-5635	2610-01-527-8260	325/85R16
M35A2/M200 Trlr/M149A2/M105A2/M373A2/M332/M313/M750	2530-01-506-5910	2610-00-262-8677	9.00-20
M35A3	2530-01-506-5915	2610-01-397-6976	14.50R20

MHE AND CONSTRUCTION VEHICLES

Vehicle	Assembly NSN	Tire NSN	Size
10K ATLAS Forklift - Right	2530-01-446-1035	2610-01-459-0440	17.50-25
10K ATLAS Forklift - Left	2530-01-514-8514	2610-01-459-0440	17.50-25
4K RTFL (JI CASE M4K)	2530-01-506-6873	2610-01-320-0460	15.00-19.50
4K Entwistle Forklift	2530-01-596-0860	2610-01-320-0460	15.00-19.50
M10A 10K (right side)	2530-01-506-6884	2610-00-726-5168	20.50-25
M10A 10K (left side)	2530-01-527-9583	2610-00-726-5168	20.50-25
50K RTCH (Caterpillar)	2530-01-506-6885	2610-01-114-3732	35.00/65R33
50K RTCH (Kalmar)	2530-01-484-1419	2610-01-483-5851	29.50-35
6KVRTFL - (Right Side)	2530-01-518-3656	2610-00-726-5164	17.50-25
6KVRTFL - (Left Side)	2530-01-518-3659	2610-00-726-5164	17.50-25
IHMEE (Right)	2530-01-543-8303	2610-01-517-5835	14.00R24
IHMEE (Left)	2530-01-543-8304	2610-01-517-5835	14.00R24
130G Grader (Right Side)	2530-01-549-6588	2610-01-543-4493	13.00-24
130G Grader (Left Side)	2530-01-582-3904	2610-00-543-4493	13.00-24
MW24C (Right Side)	2530-01-581-5782	2610-00-726-5165	20.50-25
MW24C (Left Side)	2530-01-584-7913	2610-01-726-5165	20.50-25
CS-563D Vib Roller	2530-01-572-7187	2610-01-559-2780	23.1-26
SEE	2530-01-527-9584	2610-01-220-6413	12.50R20

MRAP VEHICLES

Vehicle	Assembly NSN	Tire NSN	Size
BAE RG33/RG33 HAGA	2530-01-555-4810	2610-01-552-5577	395/85R20 XZL
BAE RG33/RG33 HAGA PLUS	2530-01-563-0583	2610-01-561-7314	16.00R20 XZL
BAE TVS Caiman	2530-01-555-4749	2610-01-559-2516	395/85R20 XML
BAE TVS Caiman PLUS	2530-01-565-2137	2610-01-564-6172	395/85R20
Navistar MaxxPro & MaxxPro PLUS (Front Axle)	2530-01-555-5456	2610-01-552-5577	395/85R20 XZL
Navistar MaxxPro PLUS (Rear Axle)	2530-01-565-5657	2610-01-561-8321	12.00R20
Navistar DASH	2530-01-570-6352	2610-01-572-6017	395/85R20 XZL+LR J
GDLS RG31 365 w/Steel Rim	2530-01-560-8477	2610-01-388-6679	365/85R20XZL
GDLS RG31A2 365 w/Alum Rim	2530-01-572-5907	2610-01-388-6679	365/85R20 XZL LR J
GDLS RG31A2 395 w/Alum Rim	2530-01-572-5445	2610-01-552-5577	395/85R20 XZL LR J
M-ATV	2530-01-576-5896	2610-01-572-6017	395/85R20 XZL+LR J
M-ATV UIK	2530-01-592-6682	2610-01-561-7314	16.00R20 XZL

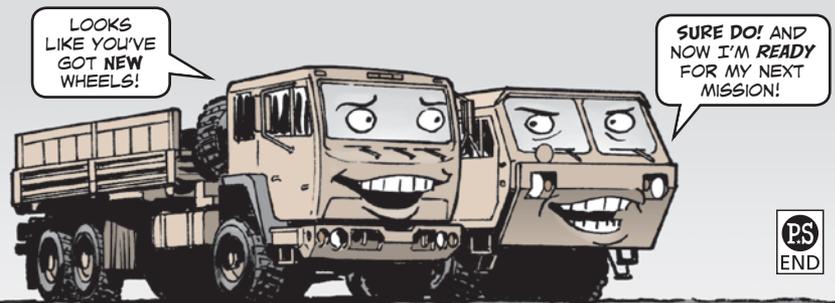
HMMWV AND LIGHT TACTICAL VEHICLES			
Vehicle	Assembly NSN	Tire NSN	Size
HMMWV/M1101 Trailer L/R D	2530-01-493-5859	2610-01-333-7632	37.0/12.5R16.5
HMMWV/M1101 Trailer L/R D (24 Bolt Rim w/Michelin Baja/ Goodyear MTR tire)	2530-01-558-2138	2610-01-541-4090	37.0/12.5R16.5
HMMWV/M1101 Trailer L/R E (24 or 20 Bolt Rim w/ Goodyear MTR tire /Michelin Baja T/A)	2530-01-563-8620	2610-01-563-8328	37.0/12.5R16.5

ROUTE CLEARANCE VEHICLES			
Vehicle	Assembly NSN	Tire NSN	Size
Buffalo (Front)	2530-01-535-9462	2610-01-334-2694	16.00R20
Buffalo (Rear)	2530-01-535-9459	2610-01-334-2694	16.00R20
Buffalo (Front for Hull #'s 65-current)	2530-01-554-6621	2610-01-334-2694	16.00R20
RG31 (MK2 and MK3)	2530-01-541-5364	2610-01-537-4093	365/80R20

LIGHT AND MEDIUM TRAILERS			
Vehicle	Assembly NSN	Tire NSN	Size
M1076 PLS Trailer	2530-01-500-4991	2610-01-357-8333	15.50/80R20
M860A1 Trailer (Patriot)	2530-01-506-7315	2610-01-500-4505	445/65R22.5
M870 Trailer	2530-01-508-6677	2610-01-325-1934	10.00R15
M870A1 Trailer	2530-01-506-7646	2610-01-325-1934	10.00R15
M870A3 Trailer	2530-01-571-7223	2610-01-518-5292	275/70R22.5
M1062 Trailer	2530-01-506-7648	2610-01-045-3688	11.00R22.50
M172A1 Trailer	2530-01-506-7650	2610-01-325-1934	10.00R15
M129A4 Semitrailer	2530-01-514-7903	2610-01-045-3688	11.00R22.50
M1061A1	2530-01-514-7909	2610-01-204-4488	12.00-16.50
M119A2 (Left side)	2530-01-541-7004	2610-01-551-2684	9.00-16
M119A2 (Right side)	2530-01-541-7001	2610-01-551-2684	9.00-16
FMTV Trailer (M1082, M1095)	2530-01-542-7405	2610-01-518-5292	275/70R22.5
M871, M871A1, M871A2	2530-01-506-4129	2640-01-481-5378	11.00R22.50
M871A3	2530-01-508-2786	2610-01-519-0940	255/70R22.5
M872 Trailer Series	2530-01-547-4136	2610-01-506-0388	11.00R22.50
M872A4, M871R, M871A1R, M871A3R & M871A2R	2530-01-584-7914	2610-01-569-2153	11.00R22.50
M200A1, M149A1/A2, M105A2/A3, M103A3	2530-01-528-9461	2610-01-063-7947	10.00R22.5
M967A2/M969A3	2530-01-527-4609	2610-01-045-3688	11.00R22.50
LHS Trailer (M1147)	2530-01-542-7405	2610-01-518-5292	275/70R22.5

LINE HAUL TRACTORS			
Vehicle	Assembly NSN	Tire NSN	Size
M915A2 (Front), M969, M969A1/A2, M871, M129A2C, M129A3	2530-01-506-4125	2610-01-045-3688	11.00R22.50
M915A3	2530-01-506-4128	2610-01-481-5378	11.00R22.50
M915A4/A2 (Rear), M871A1, M871A2, M871	2530-01-506-4129	2610-01-481-5378	11.00R22.50
M917A1 Front	2530-01-506-4131	2610-01-436-3332	385/65R22.50
M917A1 Rear	2530-01-506-4132	2610-01-436-3334	315/80R22.50
M916A1/A2 Rear	2530-01-506-4133	2610-01-436-3334	315/80R22.50
M916A3 (Up Armor Front)	2530-01-557-2625	2610-01-552-6448	425/65R22.50
M916A3 (Up Armor Rear, Right Outer, Left Inner)	2530-01-584-7917	2610-01-514-3999	315/80R22.50
M916A3 (Up Armor Rear, Left Outer, Right Inner)	2530-01-584-7915	2610-01-514-3999	315/80R22.50
M920	2530-01-506-4136	2610-01-332-1564	11.00R24
M915A2 (Up Armor)	2530-01-537-8294	2610-01-465-5823	12.00R22.5
M915A3 (Up Armor)	2530-01-537-8297	2610-01-465-5823	12.00R22.5
M915A4 (Up Armor)	2530-01-537-8299	2610-01-465-5823	12.00R22.5
M878A2	2530-01-514-5105	2610-01-507-3633	11.00R22.50

HEAVY TRUCKS AND TRAILERS			
Vehicle	Assembly NSN	Tire NSN	Size
M977 HEMTT w/o CTIS	2530-01-477-1660	2610-01-334-2694	16.00R20
M1070/74/75 PLS HET Truck w CTIS	2530-01-506-2715	2610-01-334-2694	16.00R20
M1000 HET Trailer	2530-01-506-5762	2610-01-323-4813	215/75R17.50
M989A1 Trailer HEMAT	2530-01-506-7324	2610-01-452-0605	385/65R22.50

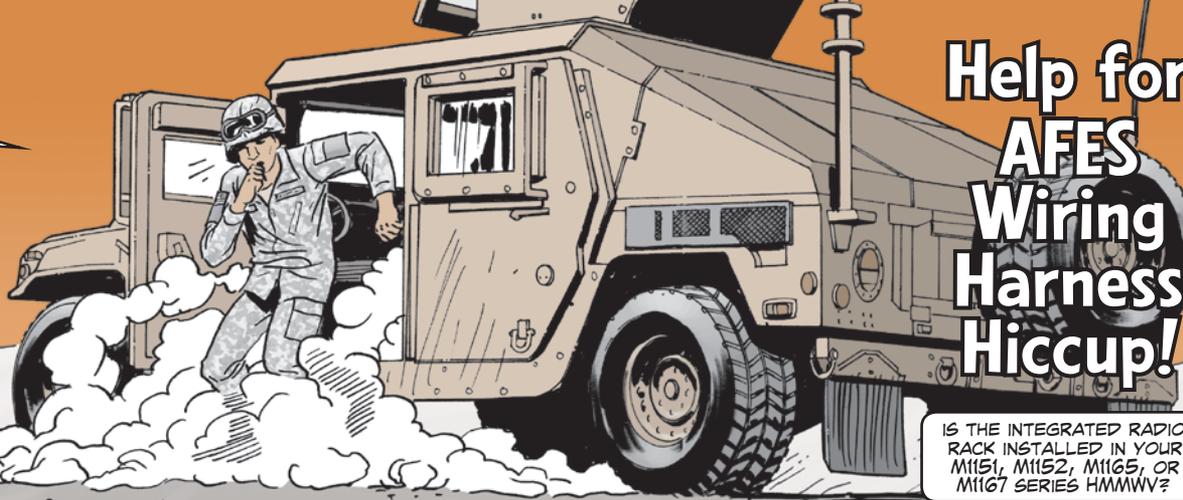


PS
END

HMMWV...

THANK GOD I GOT OUT IN TIME!

I WONDER WHAT SET OFF THE AFES?



Help for AFES Wiring Harness Hiccup!



IS THE INTEGRATED RADIO RACK INSTALLED IN YOUR M1151, M1152, M1165, OR M1167 SERIES HMMWV?

IF SO, YOU MAY HAVE NOTICED A PROBLEM WITH THE AUTOMATIC FIRE EXTINGUISHING SYSTEM (AFES) MASTER CONTROLLER'S WIRING HARNESS.

THAT UNSECURED HARNESS GETS TANGLED WITH THE HMMWV'S TRANSMISSION, TRANSFER AND PARKING BRAKE CONTROL LEVERS.



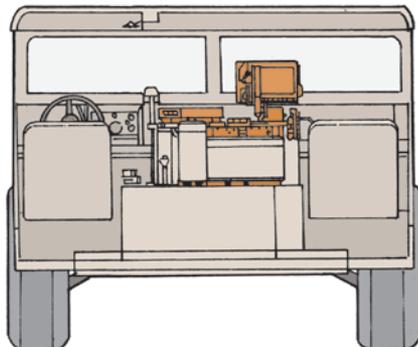
THAT PUTS TOO MUCH STRESS ON THE WIRING HARNESS AND CAN ACCIDENTALLY DISCHARGE THE AFES DURING VEHICLE OPERATION.

TM Update Needed

Some of you have seen the wiring harness problem and have even tried to fix it. Problem is, TM 9-2320-387-24-2 (Dec 97) only tells you how to route and secure an AFES wiring harness installed with the **standard** radio rack. There are no specific installation instructions for routing or securing the AFES wiring harness with the **integrated** radio rack.

The BFT/integrated radio rack installation TBs, 11-7010-438-23 and 9-2320-387-35-1, don't help you with this, either. So the way you see the AFES routed in HMMWVs with the integrated radio rack installed could vary.

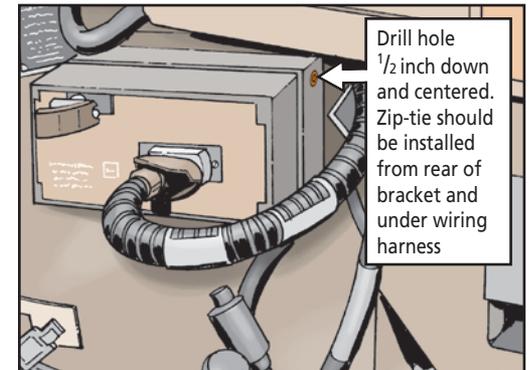
Integrated Rack in an M1151 HMMWV



Fixing the Problem

Here's the recommended field-level repair. It allows you to secure the wiring harness out of the way of vehicle controls. Just follow this procedure:

1. Disconnect your HMMWV's batteries.
2. Disconnect the wiring harness from the AFES master controller.
3. Move all wiring out from behind the AFES master control mounting bracket.
4. Drill a 5/16-in hole. The hole should be drilled 1/2 inch down from the top of the bracket and centered.
5. Reconnect the wiring harness to the AFES master controller.
6. Form a loop with the excess wiring harness length and secure it with a zip-tie. Place the loop and zip-tie behind the integrated radio rack.
7. Position the wiring harness and secure it to the drilled hole with a zip-tie. The zip-tie should be fed through the back of the bracket and the wiring harness should be positioned toward the top of the bracket.
8. Make sure you can use all vehicle controls without touching the harness.
9. Reconnect your HMMWV's batteries.



PUT THE HOLD ON CORROSION

I WON'T BE EASY PICKING! NOT LIKE THOSE BATTERIES BACK THERE, MR. CORROSION!

WITH A LITTLE SILICONE COMPOUND ON MY BATTERY POSTS, I CAN FIGHT OFF THE LIKES OF YOU!



Dear Half-Mast,
Around the motor pool, I've heard it's a good idea to put a light coat of grease on the terminals of our vehicle's lead-acid batteries. Supposedly, this helps prevent corrosion and makes the clamps easier to remove.
Is this true? And if so, what kind of grease is best to use?

SGT M.S.F.

Dear Sergeant M.S.F.,
Yep, it's true! The TACOM LCMC still recommends putting a light coat of GAA on your battery's positive and negative posts. However, there is a silicone compound that works even better than grease.
When applied, the silicone runs down around the battery post and terminal to completely seal out moisture. Get a 3-oz tube with NSN 8040-01-331-7133 or a 1-pint can with NSN 8040-01-331-7134.

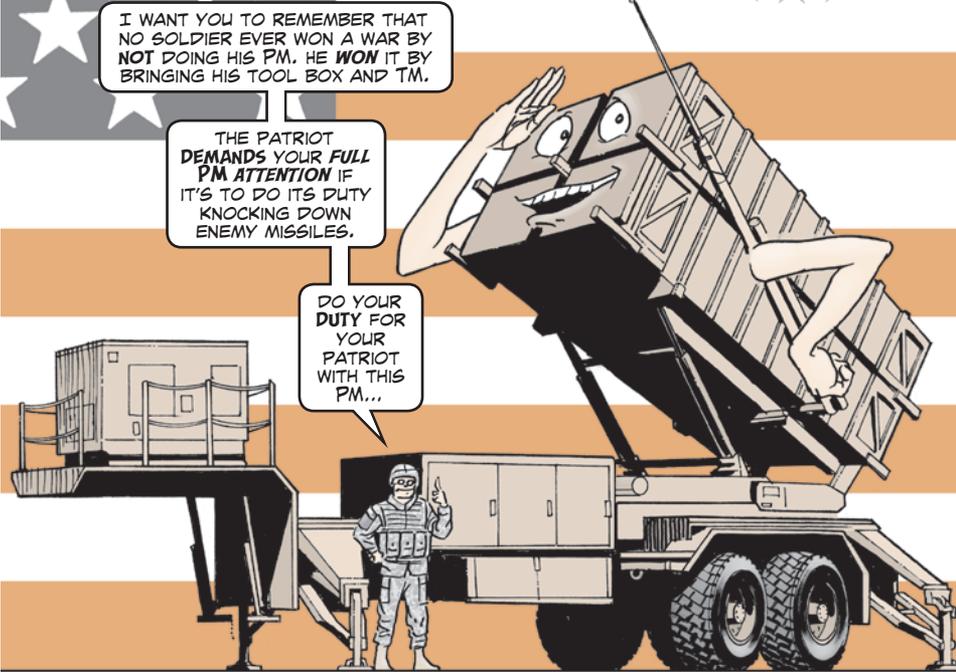
Half-Mast

PM IT'S YOUR PATRIOTIC DUTY!☆☆☆

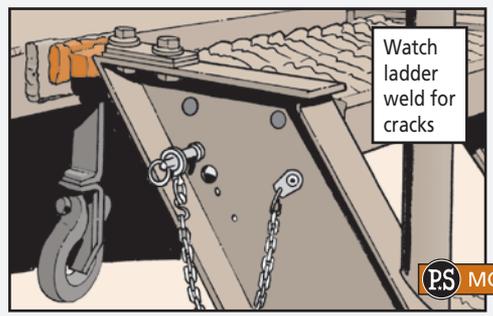
I WANT YOU TO REMEMBER THAT NO SOLDIER EVER WON A WAR BY NOT DOING HIS PM. HE WON IT BY BRINGING HIS TOOL BOX AND TM.

THE PATRIOT DEMANDS YOUR FULL PM ATTENTION IF IT'S TO DO ITS DUTY KNOCKING DOWN ENEMY MISSILES.

DO YOUR DUTY FOR YOUR PATRIOT WITH THIS PM...

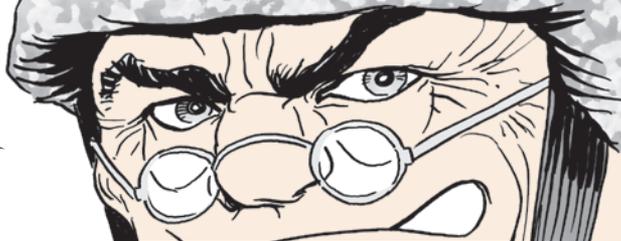


The AMG ladder is prone to cracking at the welds that secure it to the trailer. Eventually, a ladder can break off if the cracks get bad enough. You could end up hurtling through space if you're the unlucky one on the ladder when that happens. At least monthly, eyeball the ladder welds for cracks. Report any you find.



PS MORE

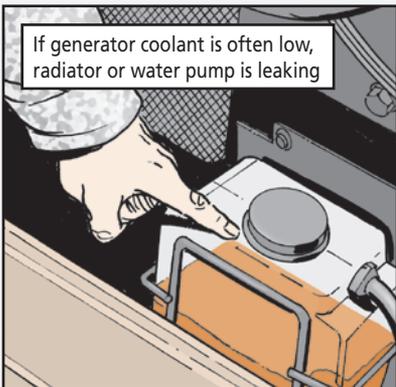
KEEP READING FOR MORE WAYS TO HELP YOUR PATRIOT!



Generating PM

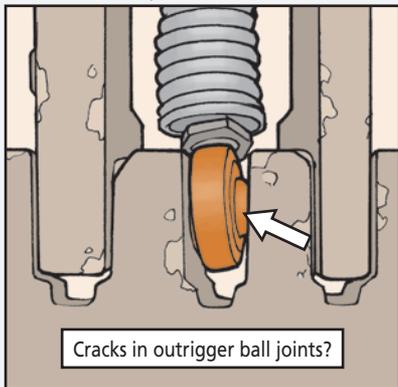
Adjust the voltage, hertz and governor knobs like WP 0044 00 in TM 9-1440-600-10 says. You're not going to help the generator run better by randomly adjusting voltage, hertz or the governor. If you get the generator's settings wrong, you'll start getting voltage faults.

Check the oil and coolant before operating. The generator is bad on oil consumption. It will often need more oil if it's been operating for a while. If the coolant is often low, the radiator or the water pump is leaking. Tell your repairman.

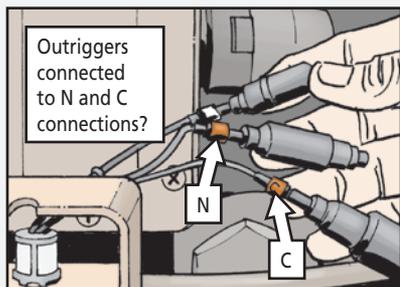


Check Out Outriggers

Look for cracks in ball joints. Hairline cracks regularly develop in the ball joints. Eventually they can become so bad that the ball joint splits. Then the outrigger has trouble going up and down. Check all the outrigger ball joints at least monthly for cracks.



Make sure the limit switches limit. If a limit switch has stopped working or is adjusted wrong, the outrigger or its motor could be damaged during operations. The easiest way to check them is to just raise and lower the outrigger while watching the limit switches. Also make sure they are connected to the N and C connections, not the 0. Never bypass the interlock circuitry for the outriggers.



Radar Reminders

Make sure the AN/MPQ-65's shroud is secured completely for storage and for operation. First, properly fold the shroud for storage. If it's bunched up, it will be damaged. Then ensure all the shroud straps are tight and buckled. If the shroud is not secured completely before lowering the antenna, its frame can punch holes in the top of the radar. Water can then get in the radar and cause expensive damage.



Also make sure the shroud straps are securely buckled for operations. If the shroud flips back down while the radar is radiating, it could catch fire from the transmitted radio frequency.

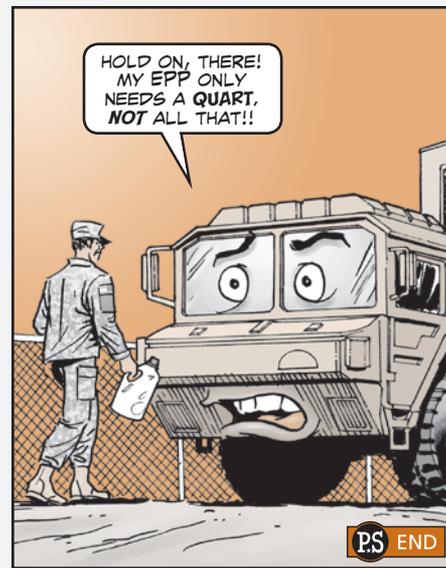
Don't rush the manual drive for the main array. Some Soldiers attach a power tool to the manual drive to try to make it move faster. All that does is destroy the manual drive's gears. Crank the drive with a wrench like you're supposed to.

EPP

Easy does it when adding oil to the electrical power plant (EPP). If you overfill the EPP, a gasket will be blown and you've got a major oil leak. Check the dipstick to see if the EPP needs oil and how much. Then use an oil dispenser to add just the right amount. If you use a funnel and a 5-gal jug, you will have trouble getting it right.

Add fuel just to the bottom of the fill neck. If you push fuel past the bottom of the neck, it can leak from heat expansion and that's a fire hazard.

Check the rubber hinges on the generator access doors for dry rot. If the hinges start to fall apart, the doors won't shut correctly and then rain can get in the generator.



All Aircraft...

DID YOU HEAR ABOUT THIS NEW GREEN CLEANER CALLED NAVSOLVE?

YEAH! I HEAR THAT STUFF MIGHT DO WONDERS ON CLEANING OUR AIRCRAFT!

HOLD UP THERE, SOLDIERS!

THE WORD ON NAVSOLVE IS NO-GO!

YOU CAN'T USE IT OR SIMPLE GREEN!



UH/HH-60M...

AVOID BUSTED KNUCKLES AND COMPONENT DAMAGE!

MAN, I'M TIRED OF BUSTING MY KNUCKLES TRYING TO REPLACE THE FLANGE!

I KNOW HOW YOU FEEL!

YOU SHOULD SEE MY KNUCKLES!

GET THE WORD ON GREEN CLEANERS

Mechanics, as the Army goes green, you'll hear lots about environmentally-safe cleaning compounds for use on Army aircraft.

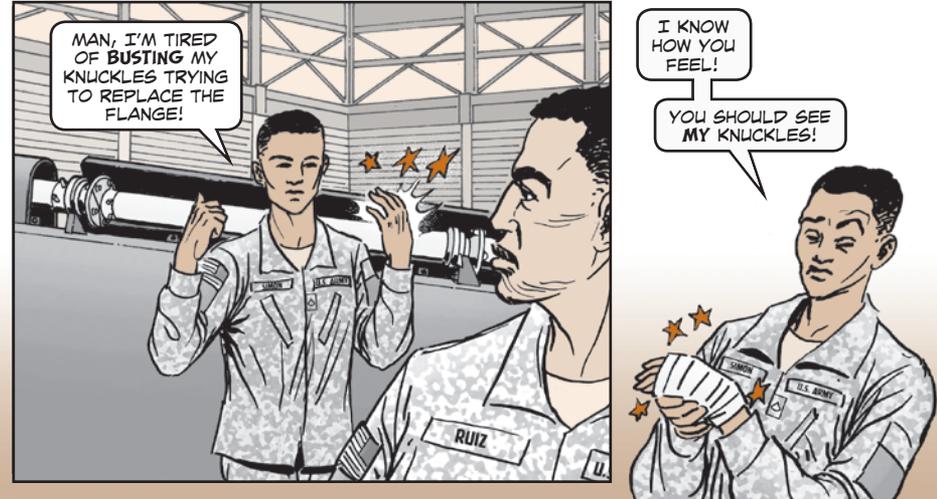
For instance, if you come across a green cleaner called NAVSOLVE®, put out by the DLA headshed as an approved cleaner, you need to hold your horses before using it on aircraft. The definitive word for NAVSOLVE® use on aircraft, including UAVs, is NO-GO for now!

Consider the cleaner off limits until you either get an aviation maintenance information message (AMIM) or TM updates that add the NSNs.

Don't confuse Army green products with commercial products like Simple Green®. Simple Green has never been approved by the Army and should never be used to clean aircraft.

Cleaners for aircraft are those listed in TM 1-1500-344-23, *Cleaning And Corrosion Control*, the -23 maintenance manuals and cleaners otherwise approved by the Army specifically for aviation.

If you have questions about the DLA-approved cleaner NAVSOLVE® for Army Aircraft, contact your local logistics engineer. Also, if you have questions or concerns about this or any other environmentally friendly alternative, you can contact the AMCOM G-4 Environmental Hotline at usarmy.amcom-environmental@mail.mil or call (256) 313-1711.



Dear Editor,

When we remove or install the Black Hawk's tail rotor drive shaft, gear box flange or the seal, our knuckles and components take a beating.

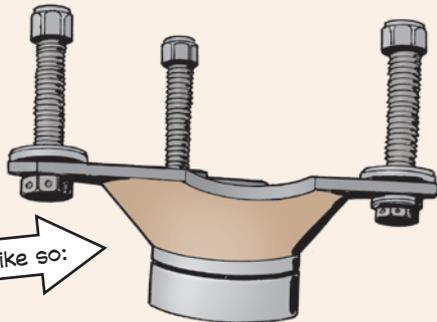
The TM procedure *Tail Gear Box Input Seal, Plug Seal and Flange* requires us to use a torque reactor and a special socket. That's it! The problem is, it doesn't work very well. When performing the task, we end up damaging multiple components and busting our knuckles. That's because the socket slips off the nut and damages the gear box and drive shaft. This procedure applies along the entire tail rotor driveline, including the oil cooler, the intermediate gearbox and the tail rotor drive shaft.

We've come up with a smart new procedure using a tool that doesn't require special fabrication or unusual parts. It also saves our knuckles and prevents damage to drive shafts, gear boxes and flanges. It's primarily an on-aircraft task, but can be done off the aircraft, too.

The tool consists of the following:

1. An old flange,
NSN 1615-01-078-5710
2. Three bolts,
NSN 5306-01-098-6116
3. Three nuts,
NSN 5310-00-950-0039
4. Washers,
NSN 5310-01-097-9937

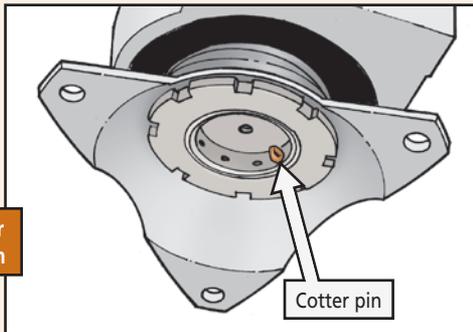
The tool looks like so:



Make sure you paint all the parts **red** so they don't get confused as good parts.

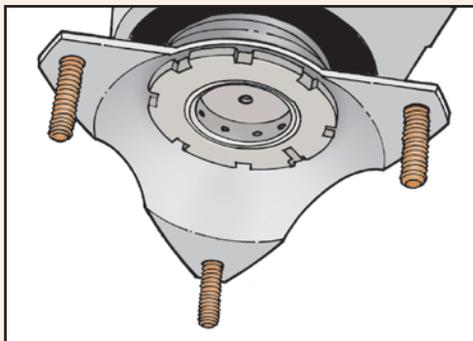
We follow the procedures all the way through to Step 5 of the removal portion for the cotter pin in IETM WP 0648 00 of TM 1 1520-280-23&P.

Start procedure after removal of cotter pin

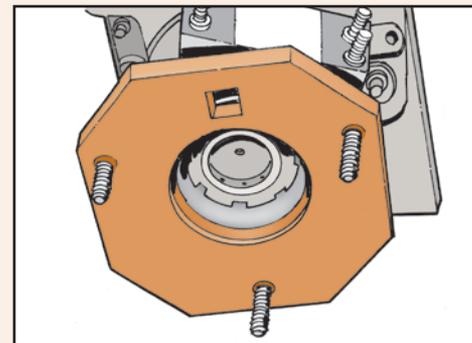


Then we add these steps:

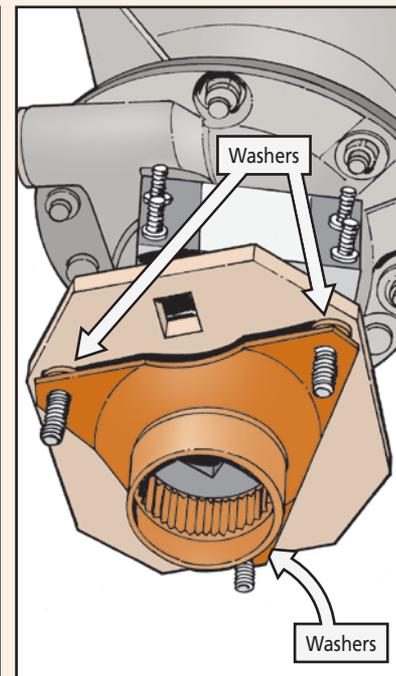
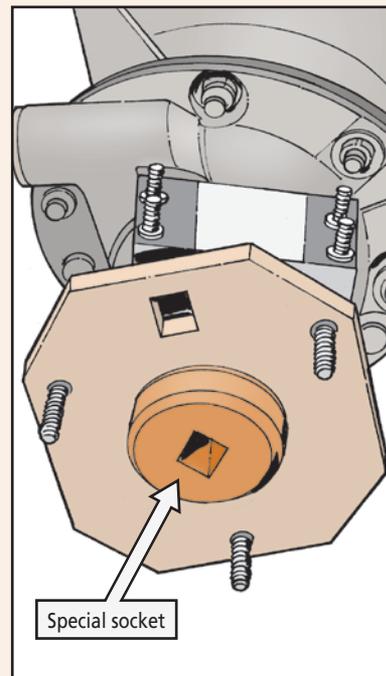
1. Install the bolts one at a time into the flange being removed. The bolt head must point towards the gear box and you may have to rotate the flange a little to get them in.



2. Install the torque reactor plate, NSN 1680-01-105-1496, PN 70700-20688-041, by slipping it over the three bolts installed on the flange in Step 1.

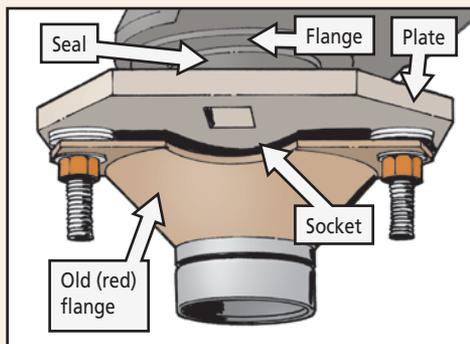


3. Install the special socket from the power train tool kit with the teeth on the nut. Then place the red-painted flange over the three bolts installed in the flange being removed.

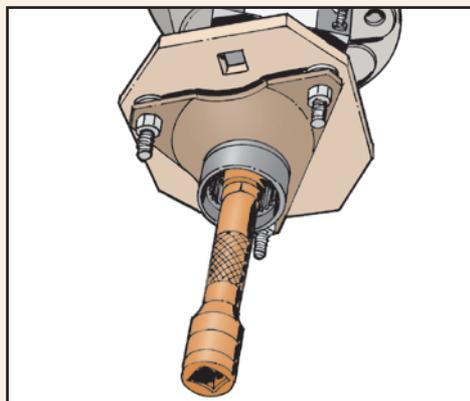


You'll need to place washers between the red flange and the torque reactor to ensure there is enough space between the red flange and the special socket.

4. Install the nuts and tighten. As you tighten the nuts, watch the old flange. When it contacts the special socket, stop tightening.



5. Insert your socket wrench extension through the opening in the red flange and then continue with the TM procedure. As you loosen the nut, the flange will pull off with it. Presto!



By following these simple steps, the red flange traps the socket in place so it will not pop off and cause damage to the aircraft or your knuckles. When we install a new flange, we just follow the procedure in reverse order and we're good to go.

SGT Andrew Smith
Ft. Campbell, KY

Editor's note:

Thanks for the great idea. I'm sure mechanics will appreciate this tool that helps them avoid knuckle and aircraft damage.

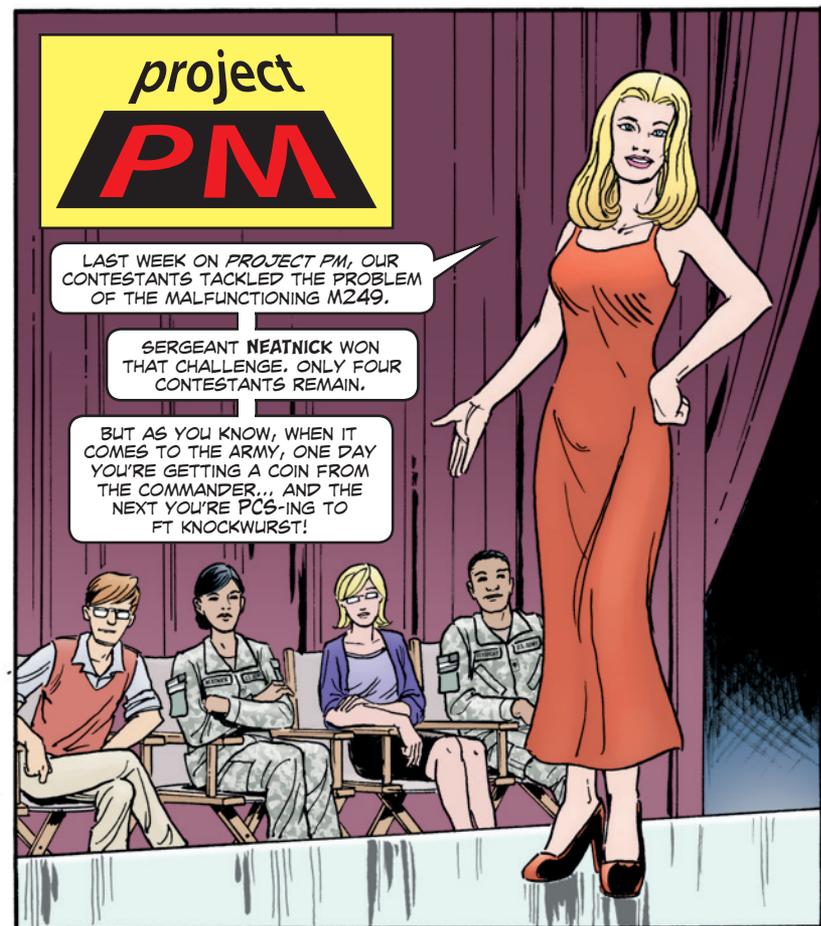


project PM

LAST WEEK ON PROJECT PM, OUR CONTESTANTS TACKLED THE PROBLEM OF THE MALFUNCTIONING M249.

SERGEANT NEATNICK WON THAT CHALLENGE. ONLY FOUR CONTESTANTS REMAIN.

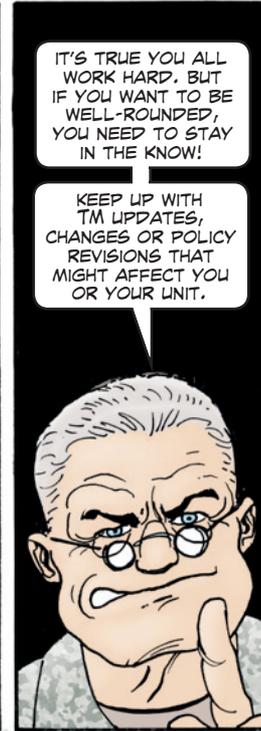
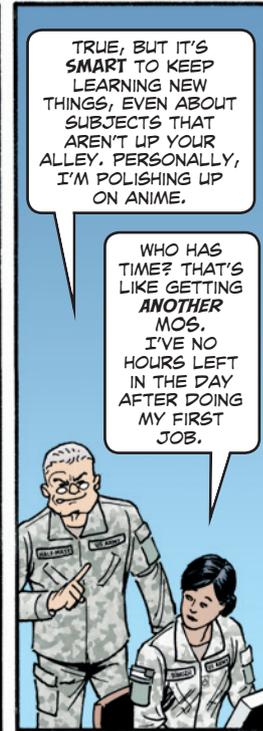
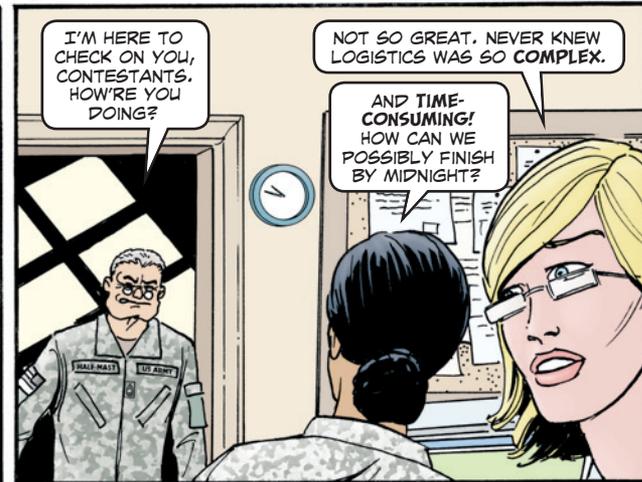
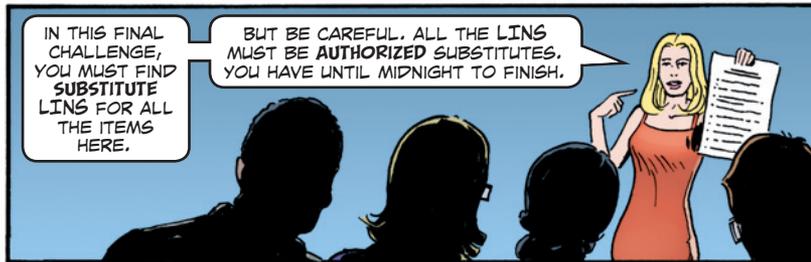
BUT AS YOU KNOW, WHEN IT COMES TO THE ARMY, ONE DAY YOU'RE GETTING A COIN FROM THE COMMANDER... AND THE NEXT YOU'RE PCS-ING TO FT KNOCKWURST!

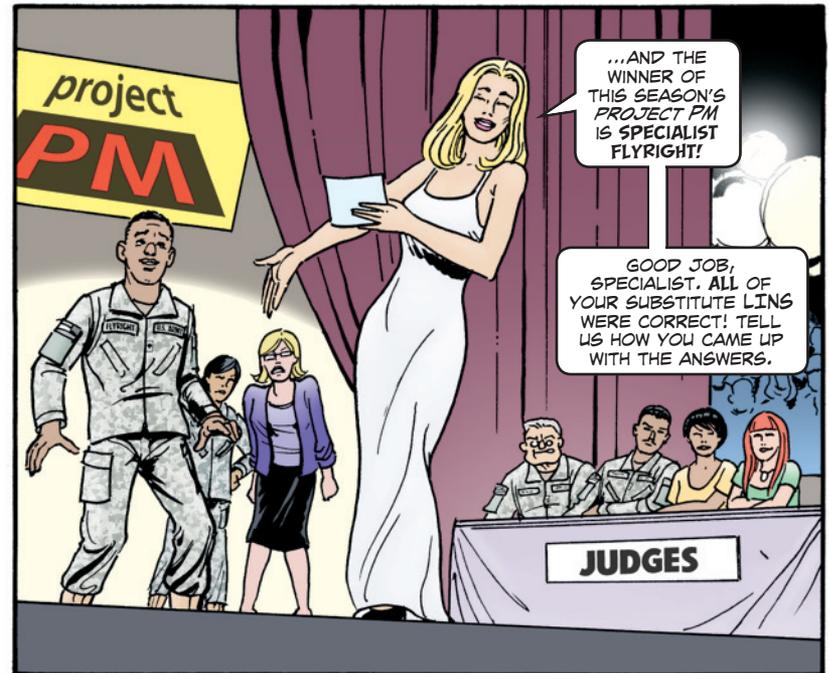
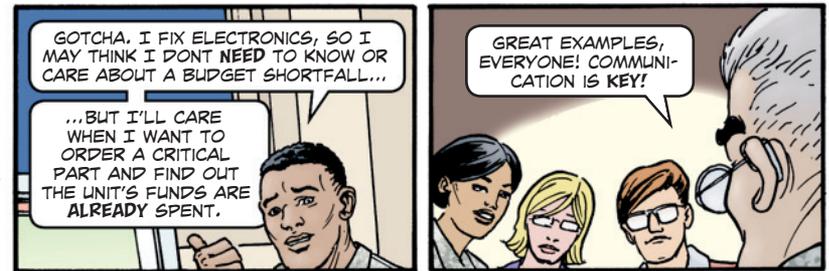
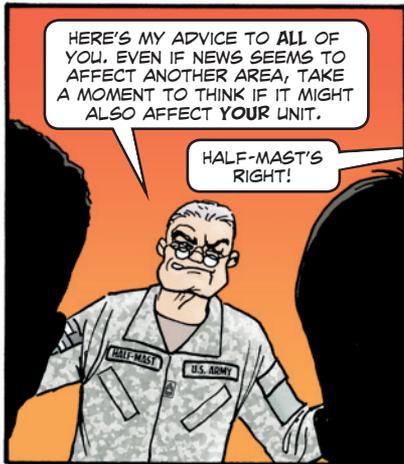
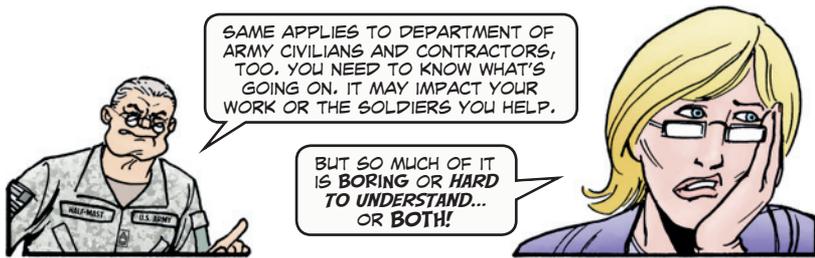


MR. MINDFUL, SERGEANT NEATNICK, MS. SHORTCUT AND SPECIALIST FLYRIGHT... CONGRATULATIONS ON MAKING IT THIS FAR!

BUT ONLY ONE OF YOU CAN WIN TODAY.







I REMEMBERED THE HINT HALF-MAST GAVE US ABOUT PS.

SO I LOOKED UP PAST ISSUES OF PS ONLINE, AND FOUND AN ARTICLE ON HOW TO FIND AUTHORIZED SUBSTITUTE LINS.

THEN I FOLLOWED THE INSTRUCTIONS AND WENT TO \$B 700-20 ON LIW...



AND, ~~POW!~~ THE REST WAS EASY!

HMMPH. I GOT MY ANSWERS FROM A SEARCH ENGINE. BUT HALF OF THEM TURNED OUT **WRONG!**

project



CUTTING CORNERS ISN'T WISE. THE INTERNET IS A GREAT TOOL, BUT IT'S NOT INFALLIBLE.



PS CAN HELP SAVE YOU TIME AND EFFORT, ESPECIALLY IF YOU'RE RESEARCHING AN UNFAMILIAR TOPIC.

WITH OUR ARTICLES, WE'VE ALREADY DONE THE HOMEWORK FOR YOU AND GOTTEN ANSWERS CLEARED BY THE PROPONENTS.



NOW LET'S TALK ABOUT THOSE WHO DIDN'T DO SO WELL. MS. SHORTCUT AND SERGEANT NEATNICK, TELL US WHY YOU **BOTH** TURNED IN BLANK LISTS.



WELL, I JUST DON'T GET LOGISTICS. IT'S TOO COMPLICATED... AND I TUNE OUT THE MINUTE SOMEBODY SAYS 'REQUISITION.'

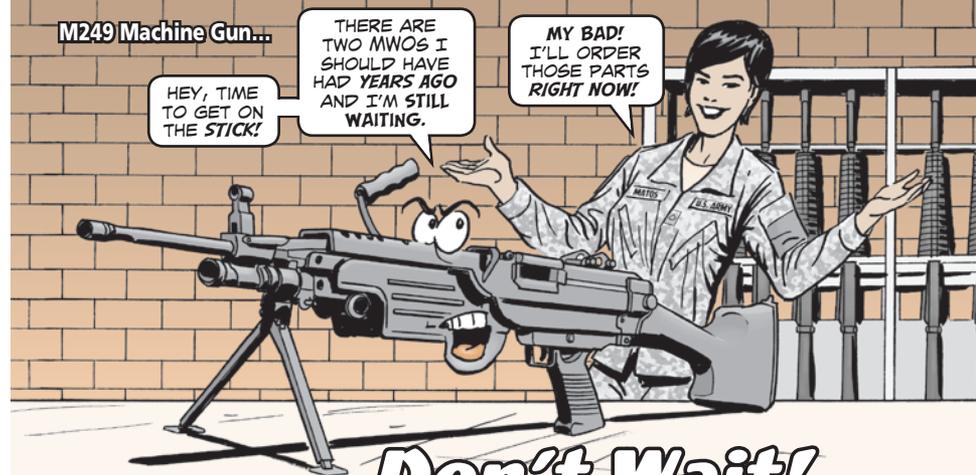
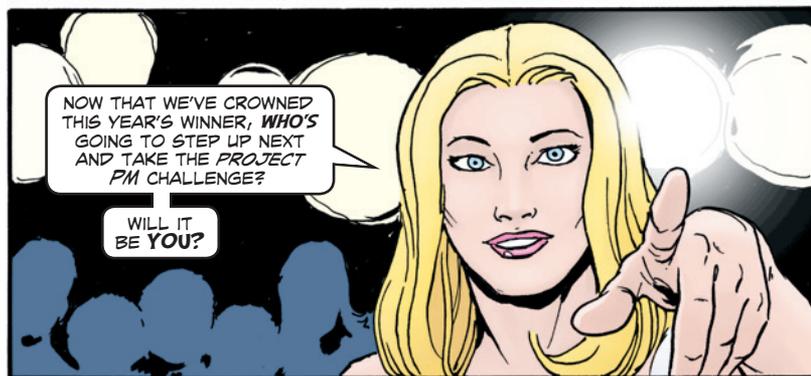
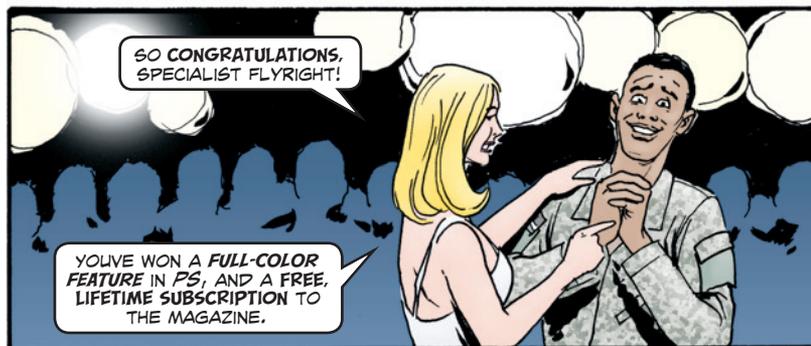


YEAH. I THOUGHT PS WAS SUPPOSED TO BE ABOUT MAINTENANCE. WHY ALL THIS STUFF ABOUT SUPPLY?



WELL, WHAT GOOD WOULD THOSE EXCELLENT PMCS SKILLS BE, SERGEANT, IF YOU DIDN'T HAVE ANY WEAPONS TO DO THEM ON?





Don't Wait! Get Your M249s Modified

Two great modifications for the M249 machine gun have been around for some time. But unfortunately some armorers have never gotten around to getting the MWOs done. Stop putting it off! The time is now for improving your M249s.

MWO 9-1005-201-50-1 added an accessory mounting rail to the feed tray cover. The rail lets Soldiers mount the AN/PEQ-2A and AN/PAQ-4B/C laser pointer/illuminators, AN/PAS-13 thermal weapon sight, AN/PVS-4 night vision sight, M145 machine gun optic, and combat identification system for dismounted Soldiers (CISDS).

MWO 9-1005-201-30-6 replaced the hand guard with a forward rail assembly, which provides a second rail for mounting optical and electronic devices.

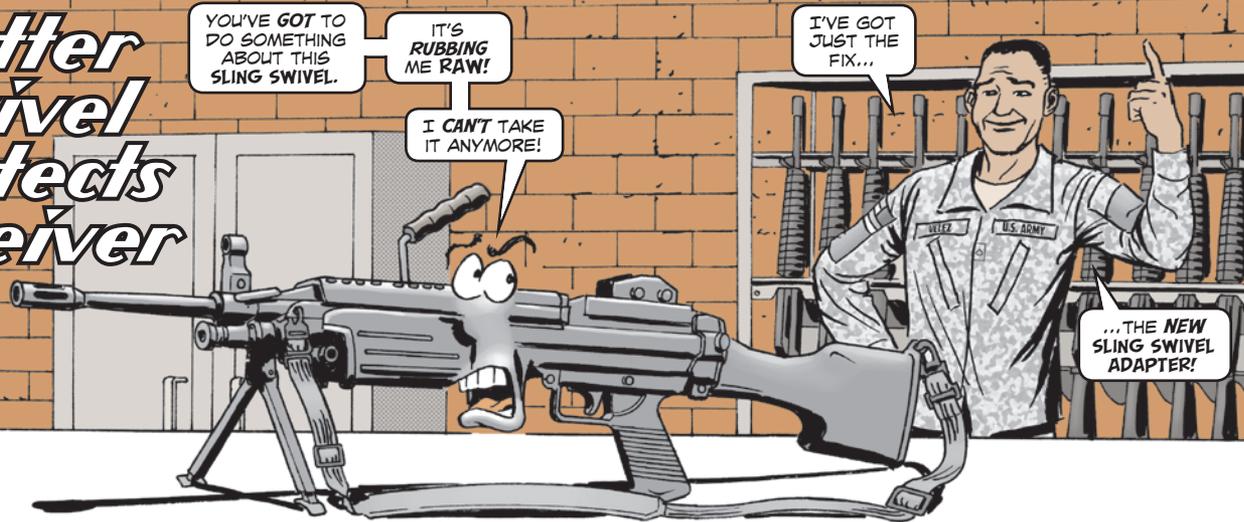
These MWOs have long passed their completion dates, so you won't get MWO funding or assets for them. If your M249s haven't been modified, you must order the MWO parts through normal supply channels. Order the top cover using NSN 1005-01-547-2614. For the forward rails, order right accessory rail, NSN 1005-01-559-1947; left accessory rail, NSN 1005-01-559-1948; and socket head cap screw, NSN 5305-01-101-9426.

Armorers, if any of your M249s have received these modifications, TACOM wants to know about it so they can update the serial numbers in the Maintenance Management Information System (MMIS). Go to: <https://www.mmis.army.mil>

If your M249s have been modified, make sure their serial numbers have been reported through your local PBO and MWO coordinators, too.

Questions? Contact TACOM's Andre Pilgrim at DSN 786-1256, (586) 282-1256, or email: andre.v.pilgrim.civ@mail.mil

Better Swivel Protects Receiver

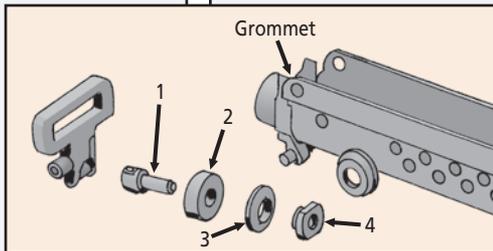


The snap hooks on the M249 machine gun's sling tend to wear and even crack the upper receiver hole where they attach to the receiver. If the receiver hole is cracked, the receiver has to be coded out. Good news! The new sling swivel adapter will stop that wear.

Order the front sling mounting kit with NSN 1005-01-529-8406, the rear sling mounting kit with NSN 1005-01-529-8408, and the quick-release swivel with NSN 1005-01-529-9309. You'll need two swivels for each M249.

If the M249 receiver still has the grommet assembly, install the front mounting sling assembly like this:

1. Place the stud (1) into the thick spacer (2).
2. Place and hold the lug (4) in the inside of the grommet, lip end first.
3. Add one drop of blue Loctite® 246, NSN 8030-01-499-3589, to the threads of the lug.
4. Screw the stud with spacer into the lug and snug down the stud.

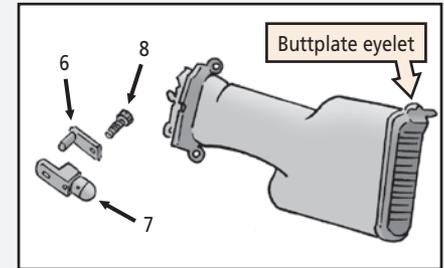


If the receiver is missing the grommet assembly, install the sling like this:

1. Place the stud (1) into the thick spacer (2).
2. Place replacement grommet (3), lip end first, into the inside of the receiver where the missing grommet would normally be found.
3. Place and hold the lug (4), lip end first, in the inside of the receiver and into the spacer (2). The spacer can be on either the inside or outside of the receiver.
4. Add one drop of blue Loctite® 246 to the threads of the stud (1). Screw the stud with spacer (2) into the lug (4) and snug down the stud.

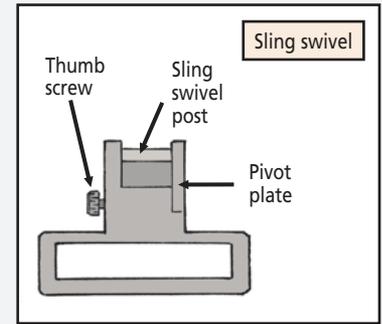
To install the rear mounting sling assembly:

1. Place the lug (6) through the hole in the buttplate eyelet.
2. Install the stud lug (7) on the opposite side of the buttplate eyelet.
3. Apply one drop of Loctite® to the threads of the cap screw (8).
4. Attach the lug to the stud lug by screwing the cap screw through the lug and into the stud lug. Snug down the cap screw.



To attach the quick-release swivel to the stud lugs:

1. Turn the thumb screw counterclockwise all the way out.
2. Push in on the thumb screw and turn the pivot plate to expose the sling swivel post.
3. Attach the sling swivel post to the lug or stud lug.
4. Push in on the thumb screw and turn the pivot plate up and onto the sling swivel post. The thumb screw will spin on the shaft and won't lock down.
5. Screw the thumb screw clockwise all the way down to hold the sling swivel in place.



Order Through CTA, Turn in Unserviceables

YOU CAN NOW ORDER AIMING LASERS THROUGH THE STANDARD SUPPLY SYSTEM!

NO MORE RED TAPE, THANK GOODNESS!



AIMING LASERS WITH LINE ITEM NUMBERS (LIN) J03261, J68403 AND A44066 ARE NOW AUTHORIZED BY TABLE 63 OF CTA 50-909.

THAT MEANS YOU NO LONGER NEED TO DO AN OPERATIONAL NEEDS STATEMENT TO GET ADDITIONAL AIMING LASERS.

YOU CAN JUST ORDER MORE WITH A FUNDED REQUISITION THROUGH THE ARMY SUPPLY SYSTEM!



Here's what is available:

LIN	Model	NSN
J03261	AN/PEQ-15 (tan)	5855-01-577-7174
J03261	AN/PEQ-15A (black)	5855-01-535-6166
J03261	AN/PEQ-15A (green)	5855-01-579-0062
J68403	AN/PEQ-14 (black)	5855-01-538-0191
J68403	AN/PEQ-14 (tan)	5855-01-571-1258
A44066	LA-8/P (right-handed)	5860-01-558-4706
A44066	LA-8/P (left-handed)	5860-01-564-8167

Turning in Aiming Lasers

If you have unserviceable aiming lasers, you need to turn them in so they can be fixed and returned to the field. Your property book officer should report them to the National Inventory Control Point (NICP) B14, using an FTE (report of excess) and following the instructions in Chap 7 of AR 725-50, *Requisition and Issue of Supplies and Equipment*.

The NICP will respond with final disposition instructions through an FTR (reply to report of excess) with exception data. The exception data require the unit to provide a copy of the DD Form 1348 that documents the demilitarization of the aiming light and is signed by the DOL or DLA Disposition Services. The serial number must be included on the 1348.

Order a replacement by submitting a funded requisition through the standard Army supply system.

If you have questions about any aiming lasers, contact Jeffrey York at DSN 312-781-1344, (586) 282-1344, or email:

jeffrey.l.york2.civ@mail.mil

M120A1 Mortar...

REMOVE CLAMP FOR INSPECTION

TM 9-1000-202-14, *EVALUATION OF CANNON TUBES*, SAYS MORTAR REPAIRMEN NEED TO CHECK THE M120A1'S CANNON FOR VISIBLE DENTS, OUT-OF-ROUNDNESS AND EXTERNAL GOUGING.

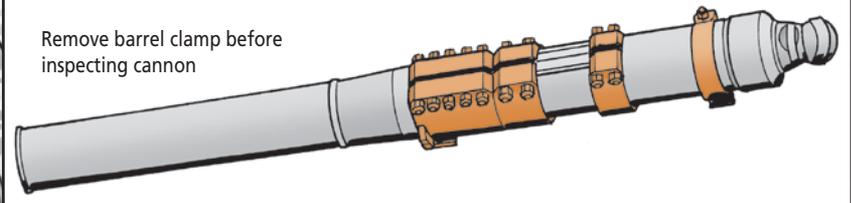
Unfortunately, you can't do that without removing the barrel clamp assembly. And the 120mm mortar's TM 9-1015-256-13&P mentions nothing about that.

So, this TM will be changed to specify that the clamp must first be removed before the cannon is checked. But, in the meantime, note that in your -13&P, repairmen. Barrel clamp instructions can be found in TM 9-1230-205-13&P

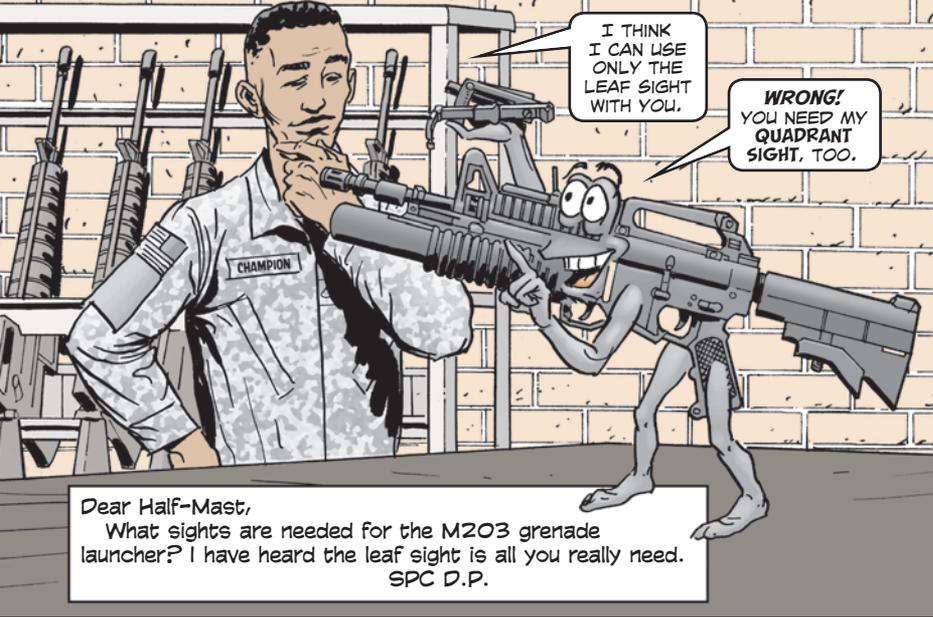
Questions? Contact TACOM's Erik Jensen at (586) 282-1220, DSN 786-1220, or email:

erik.s.jensen4.civ@mail.mil

Remove barrel clamp before inspecting cannon



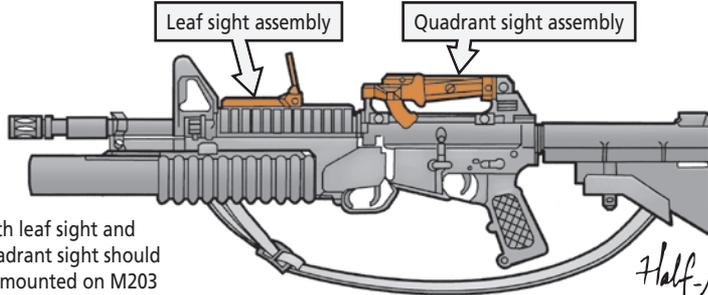
BOTH SIGHTS NEEDED



Dear Half-Mast,
 What sights are needed for the M203 grenade launcher? I have heard the leaf sight is all you really need.
 SPC D.P.

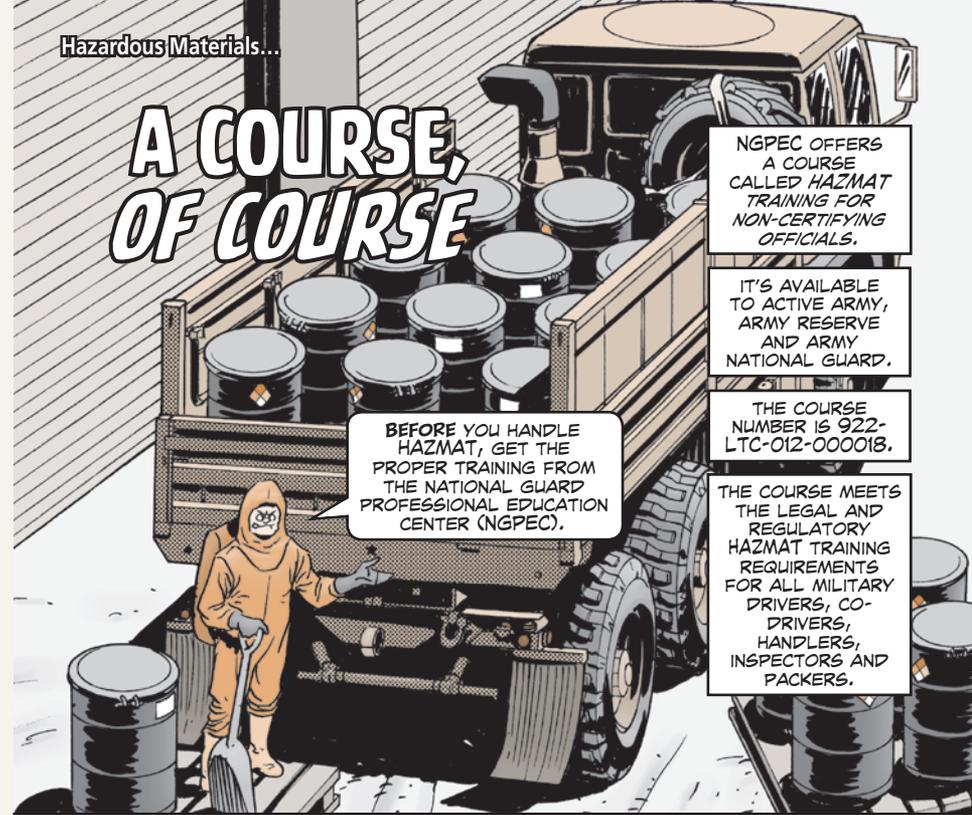
Dear Specialist D.P.,

All of the M203 grenade launchers (M203, M203A1, and M203A2) should be equipped with both the leaf and quadrant sights. The leaf sight is generally what's used most during firing because it's the easiest to use. But it's only effective up to 250 meters. The quadrant sight, however, lets you fire out to 350 meters.



Both leaf sight and quadrant sight should be mounted on M203

A COURSE, OF COURSE



IT DRAWS ITS MATERIAL FROM SEVERAL SOURCES...

THE COURSE ADDRESSES DOT, OSHA AND EPA HAZMAT TRAINING REQUIREMENTS.

IT'S FREE FROM THE GUARDU TRAINING WEBSITE:
<https://guardu.elc.learn.army.mil>

THE COURSE DOES NOT MEET THE AMMUNITION HANDLER TRAINING REQUIREMENTS SET FORTH IN CHAP 4 OF NATIONAL GUARD REGULATION 385-64; ARMY NATIONAL GUARD AMMUNITION AND EXPLOSIVES SAFETY STANDARDS (DEC 07).

- Department of Transportation (DoT)
- Environmental Protection Agency (EPA)
- Occupational Safety and Health Administration (OSHA)
- Department of Defense (DoD)
- US Army Forces Command (FORSCOM)
- Army regulations



Suitable Tips for JSLIST



MOVE IT TO THE LEFT A LITTLE!

THESE JSLIST SUGGESTIONS ARE SUITABLE FOR FRAMING!

JSLIST Suggestions
 Keep track of how long JSLIST is out of its bag and how many times you wash it.
 Don't open JSLIST bags with a knife.
 Put the pants on first.
 Make at least one friend.

Dear Editor,
 I have a few suggestions for how Soldiers can keep JSLIST (joint service lightweight integrated suit technology) suitable for wear and protection:

Keep track of how long JSLIST is out of its bag and how many times you wash it.
 Once you remove JSLIST from its sealed bag, it's good for 120 days max. The limit for wearing JSLIST is 45 days and the limit for washing it is six times (mark each wash on the JSLIST care label). After any of those limits are reached, the suit can no longer protect you and should be used for training only. To make sure it's used only for training, stencil **FOR TRAINING ONLY** on the suit. If it's contaminated, the limit is 24 hours and then it must be disposed of properly.

Soldiers need to train with JSLIST because that will be what protects them in a chemical environment. I see units still training with the old battle dress overgarment MOPP gear. That training won't do them much good when they need to use JSLIST in an emergency.

Don't open JSLIST bags with a knife.
 Even a slight nick to the suit can compromise your protection. The bags have a tear notch for opening. Use it.



HOW TIME HAS FLOWN! 120 DAYS HAVE GONE BY AND NOW YOUR PROTECTION DAYS ARE OVER!

WELL, I CAN STILL TRAIN YOU FOR THE REAL THING!

Put the pants on first.
 Most people want to put the top on first out of habit. But the pants should go on first because you will need to adjust the suspenders before you put on the top. Once you've got the suspenders right, put on the top, then the boots, then the mask and finally the gloves. Be sure to attach the strap that holds the top down over the pants.

Make at least one friend.
 You'll need a friend to check your suit for gaps, especially between the mask and top. When he's finished checking you for gaps, return the favor.

SFC Peter Carona
 110th Chemical Bn
 JBLM, WA

Editor's note: Your suggestions are suitable for framing on a CBRN room's wall, Sergeant. Thanks. By the way, you can get free JSLIST for training by emailing: icomp.support@us.army.mil Shipping is free, too.

HOLD ON THERE, PARDNER! PUT MY PANTS ON FIRST SINCE YOU'LL NEED TO ADJUST THE SUSPENDERS!

CAN I CHECK YOU FOR GAPS?

YOU CHECK MINE AND I'LL CHECK YOURS!

M20A1 Simplified Collective Protection System...

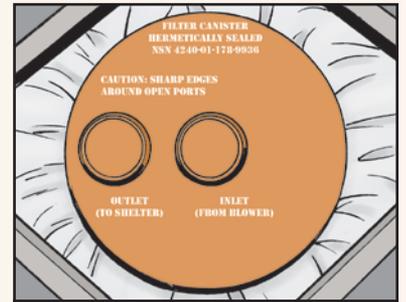
LEAVE CANISTER IN CRATE

The hermetically sealed filter canister (HSFC) for the M20A1 simplified collective protection system is one item that should always remain in its shipping container... even when being used.

The HSFC is packed inside a wooden crate with insulation that protects it. Once you pull the HSFC out of the crate, it loses that protection and stuff like hose openings can be damaged.

The crate also contains the HSFC lot and contract info. No crate means that information is lost.

So leave the HSFC in its shipping crate at all times.

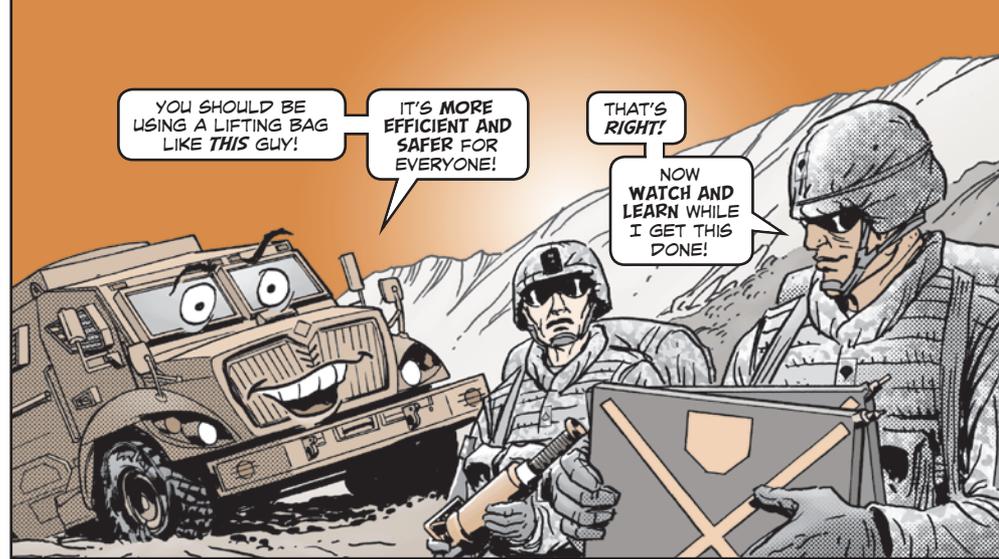


Leaving canister in shipping crate protects it and saves lot and contract info

AIR BAGS LIFT HEAVY LOADS



DON'T YOU DARE COME NEAR ME WITH THAT JACK! NOT ON THIS GROUND!



YOU SHOULD BE USING A LIFTING BAG LIKE THIS GUY!

IT'S MORE EFFICIENT AND SAFER FOR EVERYONE!

THAT'S RIGHT!
NOW WATCH AND LEARN WHILE I GET THIS DONE!

Did you know that airlifting bags that can lift heavy loads are available in the Forward Repair System (FRS)?

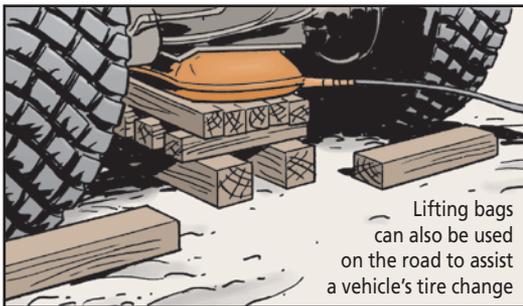
The Army often uses them during maintenance operations to lift vehicles for services or in emergency situations, such as removing personnel from underneath vehicles or collapsed structures.

Lifting bags can also be used on the road to assist a vehicle's tire change. Their large area of ground contact makes them helpful on unstable ground and low clearance areas that conventional bottle jacks can't get underneath.

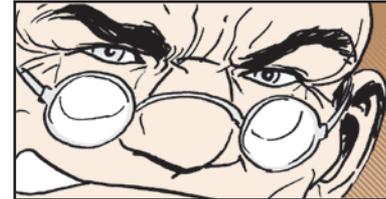
Lifting bags, KPI-44 and KPI-74, come with the FRS. The KPI-32 is part of SATS (Standard Automotive Tool Set).



Use airlifting bags during maintenance operations



Lifting bags can also be used on the road to assist a vehicle's tire change



HERE'S THE CAPACITY OF EACH BAG...

Air Lifting Bag	Weight and Height Capacity
KPI-74	70.2 tons, 20 inches
KPI-44	41.5 tons, 15 inches
KPI-32	29.9 tons, 13 inches

Lifting bags are inflated using compressed air from an air compressor or a vehicle's air system that provides at least 118 psi. Although the lift rating decreases as the lift height increases, you can stack up to two bags to increase the total lift height.

Storage length and width dimensions differ for each bag, depending on a particular bag's lift rating. The deflated thickness for each bag is one inch or less. For example, the KPI-74 (70.2 tons) bag's storage dimensions are 37" x 37" x 1".

To use the lifting bags, you need a controller kit that includes a pressure regulator, air hoses and inflation controller, as well as shutoff adapters to operate the bag from your vehicle's air system. These items are available separately as part of the FRS and SATS. However, the additional components are required if you purchased air bags and don't have an FRS or SATS.

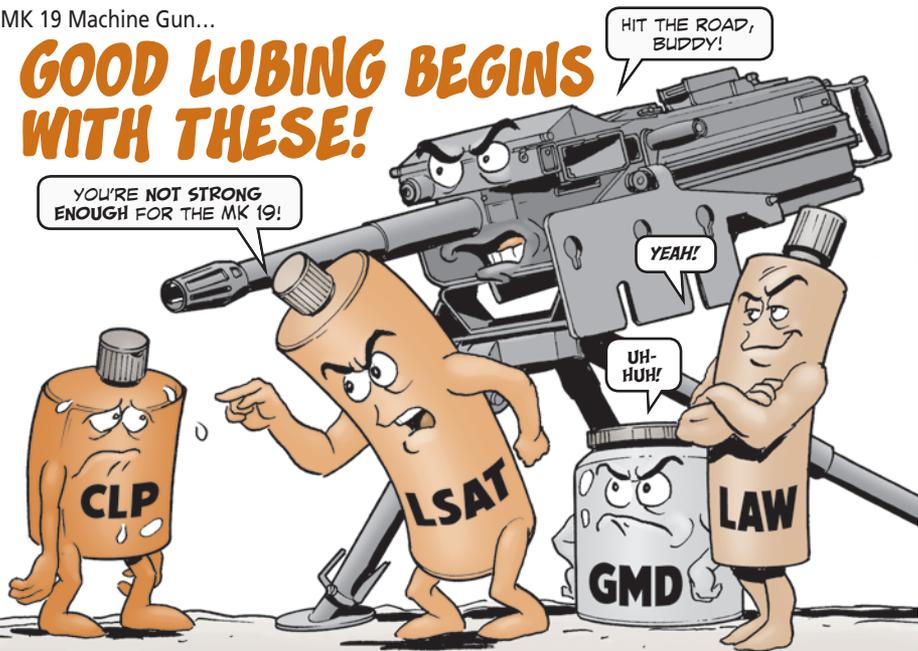
By the way, if your FRS never came with a KPI-74 air lifting bag, go to this website: <https://pmskot.army.mil/wcstart.cfm>

There you'll get a free bag and accessories. But the equipment is free only if it hasn't already been retrofitted under your unit's FRS's serial number.

If you have any questions about the FRS and air lifting bags, email the FRS system acquisition manager, Larry Rigsby: larry.e.rigsby2.civ@mail.mil

If you have any questions about recovery techniques, write to TARDEC's Towing and Recovery team: emily.a.neville2.civ@mail.mil

GOOD LUBING BEGINS WITH THESE!



The MK 19 is not like other machine guns. The **best** thing you can use on weapons like the M2 or M240 is good ol' CLP. But for the MK 19, CLP is the **worst** lube you can use. CLP is not strong enough to handle all the heat the MK 19 generates. An MK 19 lubed with CLP will soon be an MK 19 that won't fire.

Good lubing for your MK 19 begins with these:

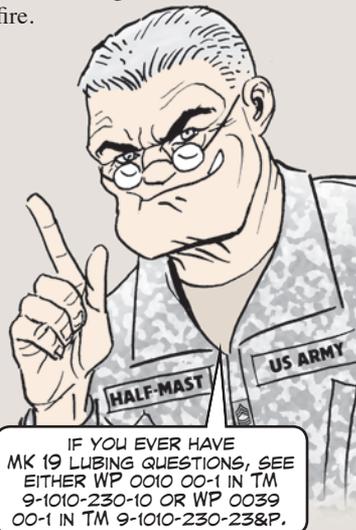
LSAT should be your first choice. NSN 9150-00-949-0323 brings an 8-oz tube and NSN 9150-01-109-7793 a 1-lb can.

Unfortunately, LSAT isn't always available. The next best choice is **GMD**.

NSN 9150-00-935-4018 brings a 14-oz can, NSN 9150-00-223-4004 a 6.5-lb can, and NSN 9150-00-965-2003 a 35-lb can.

LSA is another choice. NSN 9150-00-935-6597 brings a 2-oz bottle, NSN 9150-00-889-3522 a 4-oz bottle, and NSN 9150-00-753-4686 a 1 gal.-can.

But if the temperatures drop below -10°F, use only **LAW**. That's the only stuff strong enough for that extreme cold. NSN 9150-00-292-9689 brings a 1-qt bottle.



IF YOU EVER HAVE MK 19 LUBING QUESTIONS, SEE EITHER WP 0010 00-1 IN TM 9-1010-230-10 OR WP 0039 00-1 IN TM 9-1010-230-23&P.



MARKING RUINS PROTRACTORS!

Dear Editor,

I work at the Army's TMDE Activity Europe. We have had problems with units marking or engraving the PRO 360 and PRO 3600 digital protractors (NSN 5210-01-494-0899 and NSN 5210-01-418-0671).

They turn in the protractors to us for calibration, but we can't calibrate them because they've either engraved their unit ID or serial number on the protractor's measuring surface or applied a bar code with a thick protective covering. Doing either ruins the protractor. And at around \$400 and \$600, the two protractors aren't cheap.

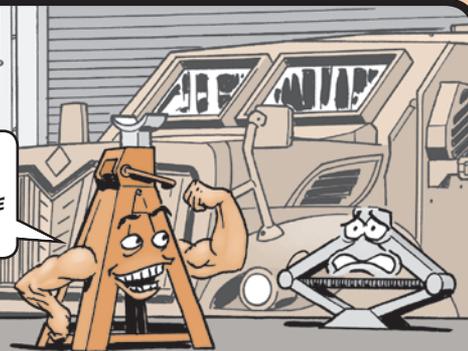
If you must mark your ID on the protractors, do it only on the **back** of the protractor. Keep markings away from measuring areas.

Gilbert Atwood
TMDE Activity Europe

Editor's note: Marking the measuring surface of a protractor is like plugging up your M16's barrel. Don't do it.

STRONGER JACK STANDS AVAILABLE?

YOU'RE NO GOOD FOR MRAPS, ONLY JACKS LIKE ME CAN HANDLE 'EM!



Dear Half-Mast,

With all the heavy up-armored vehicles that have been added to the Army inventory, are there any jack stands available that can handle these vehicles?

W.O.

Dear Mr. W.O.,

Yes indeed. You can order a jack stand for around \$150 that works with MRAP, supports up to 40,000 pounds and can be adjusted from 30 to 52 inches. Use PN KTC S10001 to order the jack stand with a credit card or MIPR at:

<http://pmskot.army.mil>

Half-Mast

Containerized Kitchen...



HERE ARE A FEW TIDBITS TO KEEP YOUR CONTAINERIZED KITCHEN IN **GOOD WORKING ORDER...**

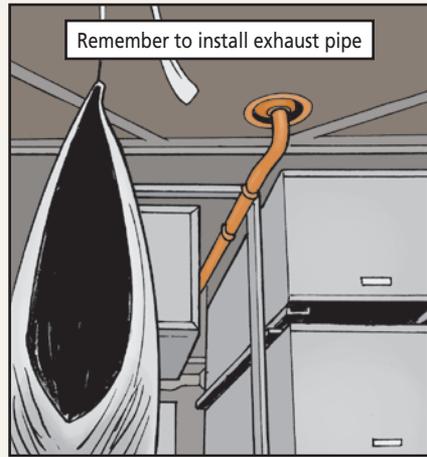
I HOPE THEY'RE AS GOOD AS THIS CHICKEN-FRIED STEAK LOOKS!

I BET THEY'RE EVEN **BETTER!**

FOOD FOR THOUGHT

Exhaust Pipe Coupling

Make sure you have an exhaust pipe coupling, NSN 4730-01-486-4366, when you take your kitchen to the field. If the coupling is missing or damaged, you won't be able to attach the exhaust elbow pipe to the generator exhaust outlet in the mechanical room. The pipe directs generator exhaust away from the kitchen. Without the pipe, exhaust gets sucked into the air intake and heads straight to the cooks' station. Keep in mind, that exhaust is carbon monoxide (CO), a deadly gas. You can't see, smell or taste it. But breathing CO can cause nausea, dizziness, headaches or fatigue. And breathing a heavy dose of it can kill you.



Remember to install exhaust pipe

Foldout Awning

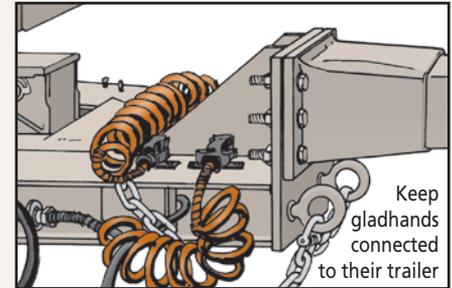
Set up the foldout awning across the top of the mechanical room's open doors. WP 0006 00-12 of TM 10-7360-226-13&P (Aug 01 w/Ch 4, Mar 07) shows you how. The awning protects the room from rain, dust and sand.

When you install the exhaust elbow pipe, route it down through the opening in the awning. The awning acts as a barrier to stop generator exhaust from drifting toward the air intake.

You can order a green foldout awning with NSN 7230-01-503-0230. Order a tan one with NSN 7230-01-515-2978.

Gladhands

The gladhands are the couplings for the air supply between the towing vehicle and the containerized kitchen's trailer. Without them, the trailer has no air brakes. So, when you set up your kitchen, don't remove the gladhands. Better to keep them right where they are—connected to the trailer. That way you don't risk damaging the threads during removal. You also don't risk displacing the gladhands altogether.



Keep gladhands connected to their trailer

Tools...

Got Grommets?

Dear Half-Mast,

We do a variety of maintenance work and often need different size grommets. Is there an NSN that brings a whole assortment of grommets?

SSG R.F.

Dear Sergeant R.F.,

GSA Advantage is your best source for finding different assortments of grommets.

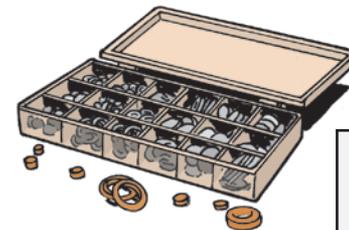
Go to:

<https://www.gsaadvantage.gov/>

Enter "grommet assortment" in the Search box. That gets you a list of several grommet assortments, including a set of 125 grommets of varying sizes for around \$12.

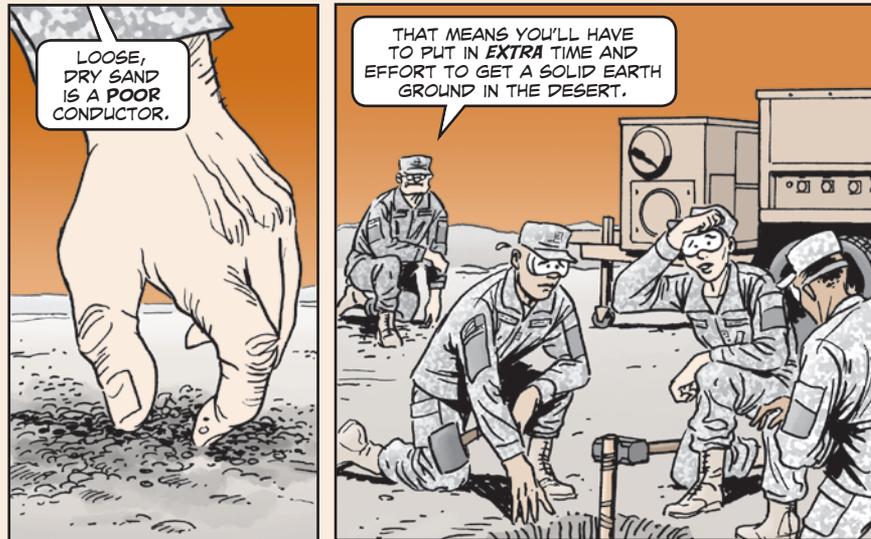
One caution: If your TM calls for a specific grommet, that's what you should use.

Half-Mast



GSA has a number of grommet assortments

SAFETY IN THE DESERT SANDS



Before You Drive a Ground Rod

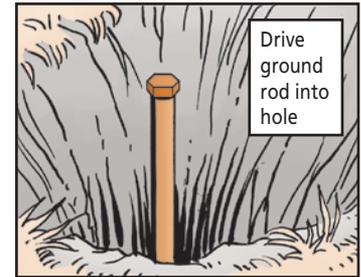
Give your ground rod a thorough cleaning. Grease, oil, tar, paint and corrosion on the rod make it a poor conductor.

Often a sledgehammer is used to drive in the rod. The hammer striking the rod creates flying metal fragments. So, wear safety gloves and goggles to protect your hands and eyes.



Rods In a Hole

Before you drive, dig a hole at least 12 inches deep and 36 inches across. Then drive the rod into the hole until the rod's top is below ground level. Far too many ground rods are left sticking above the ground, where they can be a safety hazard.

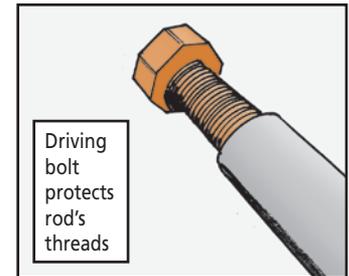


Drive the rod in the center of the hole. Drive it straight. If the soil won't permit the rod to go in straight, drive it in at an angle, but no more than 45 degrees from vertical.

It's good practice to drive the ground rod down into the water table. The soil there has less resistance to electrical current. That's how to get a dependable earth ground. If you can, locate your equipment near an oasis or subterranean water.

Use a sectional ground rod. Add extensions to reach deeper into the soil until you can no longer drive the rod. When adding extensions, make sure each section is tightly connected to the next one. If they're not tight when you drive in the rod, you'll damage the coupling sleeve threads.

Don't hit the threaded end of the rod with the hammer. That damages the threads, too. Instead, screw a driving bolt on the top section. Make sure it's tight. A loose bolt will break off, or damage the threads.



If you have a slide hammer, NSN 5120-01-013-1676, use it when installing a sectional ground rod. A slide hammer makes it easier to drive rods, and easier to get them out, too.

Try to reach the water table with a single ground rod or one with extensions. If you can't, use multiple grounds. Also, use a salt-and-water mixture. The salt and water make the soil more conductive. See "Soil Preparation" on page 52 for details.

Ground Rods: How Far Apart?

If you drive in multiple ground rods, give them lots of space to get a good earth ground. Separate the rods by a distance of at least two times the depth of the rod. In other words, if you're using 8-ft rods, space them at least 16 feet apart. Space 10-ft rods at least 20 feet apart.

If three rods are used, drive them in a triangular pattern. If four or more rods are used, put them in a straight line or a star pattern. When using multiple rods, always connect all the rods together with ground wires or cables. Connect the final rod to the equipment to be grounded.

If you can't drive a ground rod more than 4 feet deep, bury the rod horizontally 1 1/2 feet deep. Then add a salt-and-water mixture before backfilling the hole.

Ground Rod Assembly



GROUND ROD ASSEMBLY, NSN 5975-00-878-3791, COMES WITH A THREE-SECTION GROUND ROD AND...

Three section ground rod



Item	NSN
3 couplings	5975-00-794-2523
1 clamp	5999-00-186-3912
1 driving bolt	5975-00-924-9927
1 terminal lug	5940-00-271-9504
No.6 AWG wire issued by the foot	6145-00-395-8799

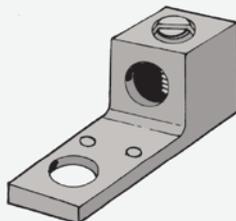
Coupling



Clamp



Terminal lug



Soil Preparation

One way to get a good ground in the desert is by preparing the soil. You can make the soil more conductive by keeping it moist and by adding a salt-and-water mixture to the area around the ground rod.

Mix a pound of salt with each gallon of water. NSN 6810-00-227-0439 brings an 80-lb bag of salt. Start with 5 gallons of the mixture.

Slowly pour the mixture into the hole you dug for the ground rod so it soaks in.

Use the salt-and-water mixture often. It may take a daily 5-gal mix and several pours.

Ground Plates

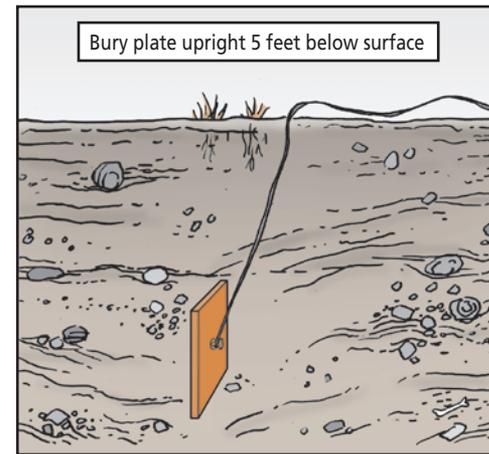
Because sand is easy to move, ground plates are well-suited for use in the desert. They give you a large, metallic area in contact with the soil. Use two to four ground plates and space them at least 10 feet apart.

To make a ground plate, start with a clean, bare steel plate or sheet that's 1/4 inch thick. Cut the plate so that it measures at least 1 3/4 feet x 1 3/4 feet. **Do not use aluminum.** It quickly oxidizes, corrodes and increases resistance to earth. The plate should have at least 3 square feet of surface contact with the ground. The larger the plate, the lower the resistance and the better the ground.

Along with the plate, you'll need a metal bolt, nut and lock washer to attach the ground wire. Drill a hole in the center of the plate just large enough for the bolt.

Bury the plate standing upright with the top edge about 5 feet below the sand's surface. Burying the plate upright ensures good soil contact on both sides of the plate. Pour your mixture of water and salt into the soil around the plate to make the soil more conductive.

Bury plate upright 5 feet below surface



FOR MORE INFORMATION, GET CECOM PAMPHLET TR 98-6, EARTH GROUNDING AND BONDING.

CONTACT CECOM DIRECTORATE FOR SAFETY AT DSN 648-3812; (443) 395-3812; FAX (443) 395-3836 OR EMAIL: usarmy.APG.cecom.mbx.amsel-sf@mail.mil



YOU CAN ALSO MAIL YOUR REQUEST TO...

CECOM Directorate for Safety
ATTN: AMSEL-SF
3200 Raritan Avenue
Aberdeen Proving Ground, MD
21005-1850

HOW TO FIND MANUFACTURER INFO!

MAN, LIFE WOULD BE A LOT EASIER IF I HAD ACCESS TO A DATABASE THAT LINKED LINS TO MANUFACTURERS!



Dear Cloe,
I want to find a logistics database that links line item numbers (LINS) to manufacturers. Does such a thing exist?

Mr. D.B.

MR. D.B., YOU'RE IN LUCK! THE DEFENSE LOGISTICS AGENCY (DLA) HAS A DATABASE CALLED WEBFLIS THAT MAY HAVE THE INFORMATION YOU NEED.

WEBFLIS SEARCHES BY NIIN/NSN, ITEM NAME, PART NUMBER, PARTIAL PART NUMBER WITH * FOR A WILD CARD, CAGE CODE, OR MANUFACTURER'S NAME AND PART NUMBER COMBINATION.

ITEM NAME
SNIFF
SNIFF

IF YOU JUST HAVE A LIN AND NOT AN NIIN/NSN OR OTHER INFO ON YOUR ITEM...

... USE FED LOG FIRST TO CROSS-REFERENCE A NIIN/NSN FOR YOUR LIN.

USE ME FIRST!

You can access FED LOG through the Logistics Information Warehouse (LIW). Go to: <https://liw.logsa.army.mil/>

If it's your first visit to LIW, you'll need to submit a system access request. Click on System Access Request at the top right of the page. Once logged into LIW, add the FED LOG button to your portal from the App Warehouse at the bottom of the page with "Create Shortcut" or just "Go to Application."

Enter your LIN under the "Army" tab in FED LOG. If you find a CAGE code in FED LOG, you may be able to pull up data on the item manufacturer there. Look under the "Reference" tab. But if there's no CAGE code in FED LOG, get the NIIN/NSN for your LIN and visit:

<http://www.logisticsinformationservice.dla.mil/webflis/>

Enter your NIIN/NSN and search. On the results screen in WebFLIS, under the "Reference/Parts Number" tab, look for a column titled "CAGE CD." Click on the number there and it should list the manufacturer and their contact info.

Another handy shortcut to use if you already know a company's name or CAGE code is to enter it in DLA's Business Identification Number Cross-Reference System (BINCS):

https://www.logisticsinformationservice.dla.mil/bincs/begin_search.aspx

IF YOU NEED ASSISTANCE IN YOUR SEARCH, CONTACT DLA CUSTOMER SUPPORT AT 1-877-352-2255, DSN 661-7766, OR EMAIL: dlacontactcenter@dlamail.mil

EXITING THE METHODS OF PRESERVATION MAZE: METHOD 30

THIS IS THE FOURTH ARTICLE IN A MONTHLY SERIES, WHICH BEGAN WITH "CLEARING THE METHODS OF PRESERVATION MAZE" ON PAGES 52-53 IN PS 722 (JAN 13).

PS HAS GIVEN US THIS MAP.

NOW LET'S GET OUTTA HERE!

EXIT



IN THIS PACKAGING SERIES, WE'VE BEEN TALKING ABOUT A "MAZE OF CONFUSION" THAT'S CAUSED BY A FAILURE TO UNDERSTAND THE DIFFERENT KINDS OF MILITARY PACKAGING PRESERVATION METHODS.

WE'VE ALREADY COVERED METHODS 10 AND 20. THIS MONTH WE'LL DISCUSS THE **THIRD** PACKAGING PRESERVATION OPTION, **METHOD 30.**

THIS METHOD IS A BIT TRICKIER THAN THE FIRST TWO, SO YOU'LL NEED A TRUSTY MAP TO "EXIT THE MAZE" OF PACKAGING PRESERVATION OPTIONS USING METHOD 30.



THE BEST GUIDE TO USE IS MIL-STD-2073-1, **STANDARD PRACTICE FOR MILITARY PACKAGING.**

METHOD 30 PRESERVATION REQUIRES USING WATERPROOF OR WATERPROOF-GREASEPROOF PROTECTION (WITH PRESERVATIVE, AS REQUIRED).

PACKS ARE APPROPRIATE ALMOST ANYTIME THE ITEM WILL FIT INTO A BAG, A RIGID CONTAINER OTHER THAN ALL METAL, OR AS LONG AS ONLY WATERPROOF OR WATERPROOF-GREASEPROOF PROTECTION IS NEEDED.

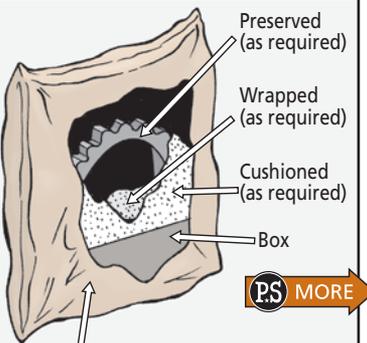
HOWEVER, METHOD 30 ISN'T THE RIGHT CHOICE FOR PACKAGING IF WATERVAPORPROOF PROTECTION IS ALSO REQUIRED—IN THAT CASE, YOU MUST CHOOSE METHOD 40 OR 50.



TO USE METHOD 30, PLACE AN ITEM THAT IS PRESERVED, WRAPPED AND CUSHIONED AS NEEDED INTO A CLOSE-FITTING BOX OR CARTON.

ENCLOSE THAT BOX, IN TURN, IN A SEALED WATERPROOF BAG.

AND FOLLOW THE STEPS ON THE NEXT PAGE...



PS MORE

Bag-A-A3174 Type I or II, Grade A, Class I MIL-PRF-22191 Type III MIL-B-22020 as limited by MIL-I-8574

- Clean and dry the item.
- Select and apply a preservative coating to the item or parts of it.
- Apply a greaseproof wrap conforming to MIL-PRF-121, Type I or II.
- Select a close-fitting inner container from MIL-STD-2073-1 or the container specified by the contract or order. See Page 53 of Container Selection.
- Insert the item into the container along with cushioning and dunnage. This will protect the item from any projections or sharp edges and restrict its movement within the container.
- Blunt the sharp edges and corners of the box to protect the bag selected in Step 7.
- Enclose the box in a bag conforming to MIL-DTL-117, Type I, Class B. The following are examples of barrier (bag) materials meeting the MIL-DTL-117 requirement: A-A-3174, Type I or II, Grade A, Class 1 (see note below) and MIL-PRF-22191, Type III. Note: When specified, a protective wrap of heavy-duty kraft paper or equivalent (tape sealed) should be used to protect the barrier material.
- Heat-seal the bag. Keep the trapped air between the box and the bag to a minimum by compressing the bag or by using mechanical means, such as a vacuum cleaner attachment. Be careful not to rupture the bag.
- Apply markings according to MIL-STD-129.



IF YOU GET LOST, CALL THE LOGISTICS SUPPORT ACTIVITY'S PACKAGING, STORAGE AND CONTAINERIZATION CENTER AT DSN 795-7105, (570) 615-7105, OR EMAIL: hwmdh4@g'Ura.mla IN THE NEXT ISSUE, WE'LL LOOK AT **METHOD 40.**

You can find the publications referenced in this series at:

<http://quicksearch.dla.mil/>

The quickest way to find a pub is to enter any numbers from its title (for example, MIL-STD-129 would be '129') into the Document Number search box and then press the Submit button.



Logistics Management...

SKN-Live Shares GCSS-Army Lessons Learned

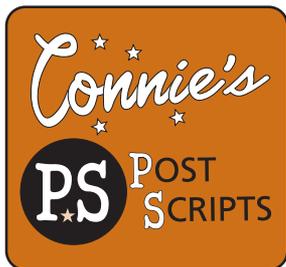


The Combined Arms Support Command (CASCOM) Directorate of Lessons Learned hosted a Reverse Collection and Analysis Team (R-CAAT) recording on Sustainment Knowledge-Live (SKN-Live).

In this broadcast, leaders from the 47th BSB at Ft Bliss, TX, offered observations, insights and lessons learned from their yearlong fielding of the Global Combat Support System-Army (GCSS-Army).

Topics covered GCSS-Army conversion, network requirements, training, maintenance, retail supply and property book pointers. They also gave helpful advice on how other units might minimize future GCSS-Army conversion problems.

The full presentation is available on AKO. View or download the recording and slides at the following link: <https://www.us.army.mil/suite/download/673889>



MUST-USE EMAIL FOR PS MAGAZINE!

Heads up! PS no longer gets email sent to our old CONUS email (logsa.psmag@conus.army.mil). For a while, it was forwarded to our new Enterprise email (EE) account. No more. If you send email to our old CONUS account, it will bounce back to you. We know old habits die hard, but from now on use either our AKO email or EE address to reach us. Email PS at:

half.mast@us.army.mil or
usarmy.redstone.logsa.mbx.psmag@mail.mil

LOGSA Updates Readiness Mailboxes

The Logistics Support Activity (LOGSA) has two new email addresses for readiness-related questions. For help with ground issues, email: usarmy.redstone.logsa.mbx.readiness@mail.mil
For aviation readiness assistance, email: usarmy.redstone.logsa.mbx.airdata@mail.mil

HMMWV Windshield Story Corrections

There were a few misprints in our HMMWV windshield story on Page 17 of PS 722 (Jan 13). SGT Adrian Isquierdo of the TXARNG noticed that we listed the wrong NSNs for the M1152A1's right-hand windshield and right-hand heated windshield. Get the right-hand windshield with NSN 2510-01-535-6000 and the right-hand heated windshield with NSN 2510-01-561-2540. And where you see M115A1 under HMMWV model, it should be M1151A1.

EMS NG Help Desk Info

If you need help with the Electronic Maintenance System—Next Generation (EMS NG), the EMS Program Office invites you to use an online program called "Service Now" to open, view and track EMS NG incidents. Visit:

<https://oneil.service-now.com/ems/main.do>
You can also call the EMS NG help desk at 1-877-445-1780 or email:

Support@EMS-HelpDesk.com

The help desk is staffed Monday to Friday from 7:30 a.m. to 4 p.m. EST.

Download EMS NG Viewer and ADM

The Electronic Maintenance System—Next Generation (EMS NG) Viewer and Autonomous Diagnostic Manager (ADM) software are no longer distributed with interactive electronic technical manuals (IETMs). Download the most current versions of the EMS NG Viewer and ADM at: <https://www.us.army.mil/suite/files/26121198>

If you are unable to download the Viewer and/or ADM from AKO, email the EMS team at: tacom-lcmc.ilsc_electronicmaintenancesystem@mail.mil

Units can also request a copy of the Viewer and ADM software on DVD by writing:

Commander, US Army TACOM

AMSTA-LCL-MP

6501 E. 11 Mile Rd.

Warren, MI 48397-5000

Please include your mailing address when you email or write.

ARMY FORUMS MOVE: BRACE FOR BAD LINKS

We told you in PS 722 that the Army Professional Forums were moving to milSuite. One downside is that many of the old forum's links or downloads will no longer work. Some URLs we gave in the past or even a few future articles may have bad links. If you hit a dead URL, let us know and we will try to track down a new one or find another source for the information. Email:

half.mast@us.army.mil or
usarmy.redstone.logsa.mbx.psmag@mail.mil

SUBMIT TACOM-RELATED PQDRS USING NEW ENTERPRISE EMAIL

The process for working TACOM-related product quality deficiency reports (PQDRs) hasn't changed, but the email address for submitting them has. So make a note that PQDRs must now be submitted through a new enterprise email address:

usarmy.detroit.rdecom.mbx.tardec-product-qual-deficiency@mail.mil

The old AKO address no longer forwards emails.

Revised TM for Simple Key Loader

TM 11-5810-410-13&P, *Operators and Field Maintenance Manual Including Repair Parts and Special Tools List for Transfer Unit, Cryptographic Key AN/PYQ-10(C) Simple Key Loader (SKL)* has been revised. The revision features SKL user application software (UAS) versions 7.0 and 7.2. The 7.0 and 7.2 software include new menu options, detail buttons, procedures and figures. You'll find the TM on the LOGSA ETM website:

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

NSN for M66 Cover

Need a canvas cover for the M66 ring mount? Order one with NSN 1005-00-707-0725. It costs around \$275. You can also now order a plastic "shower cap" cover with NSN 1005-01-610-9108 for around \$300.

ARMY SAFETY PUB HITS STREETS

A new publication, DA Pam 385-26, *The Army Electrical Safety Program*, went into effect 1 February 2013. It offers guidelines for protecting Army personnel, facilities and equipment from electrical hazards. Download the publication at:

http://www.apd.army.mil/pdf/files/p385_26.pdf

For more safety-related information, visit the US Army Combat Readiness/Safety website at:

<https://safety.army.mil/>

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?

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Get ready for
Changes
coming
soon to a
Stovepiped
STAMIS/LIS
System
near
you!

