

PS**THE
PREVENTIVE
MAINTENANCE
MONTHLY****ISSUE 726 MAY 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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MRAP M-ATV Service Kits
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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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RAYMOND T. ODIERNO

General, United States Army Chief of Staff

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2013

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SOLDIERS,
YOU NEED TO
GET TO KNOW
YOUR NEW
MSO MASK.

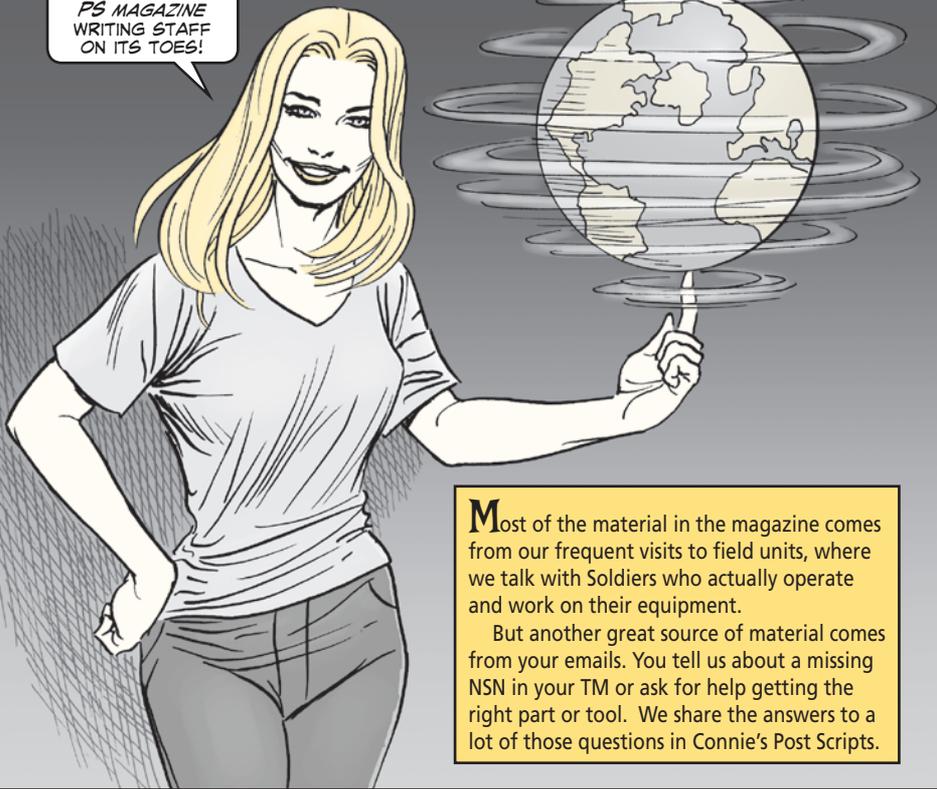
LET US
HELP YOU OUT.
READ ABOUT
IT ON PAGES
27-34.



Ever Wonder About **Connie's PS** ?

POST SCRIPTS

OUR WORLD-WIDE READERSHIP BASE KEEPS THE PS MAGAZINE WRITING STAFF ON ITS TOES!



Most of the material in the magazine comes from our frequent visits to field units, where we talk with Soldiers who actually operate and work on their equipment.

But another great source of material comes from your emails. You tell us about a missing NSN in your TM or ask for help getting the right part or tool. We share the answers to a lot of those questions in Connie's Post Scripts.

LOCATED ON THE LAST ONE OR TWO PAGES OF EACH ISSUE OF PS, CONNIE'S POST SCRIPTS IS OUR QUICK-AND-EASY WAY TO KEEP OPERATORS AND MECHANICS IN-THE-KNOW ON THE LATEST MAINTENANCE AND SUPPLY NEWS.



SO IF YOU NEED HELP WITH A SUPPLY OR MAINTENANCE QUESTION, DROP US A LINE AT: half.mast@us.army.mil

AND MAYBE I'LL SEE YOU IN CONNIE'S POST SCRIPTS!

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

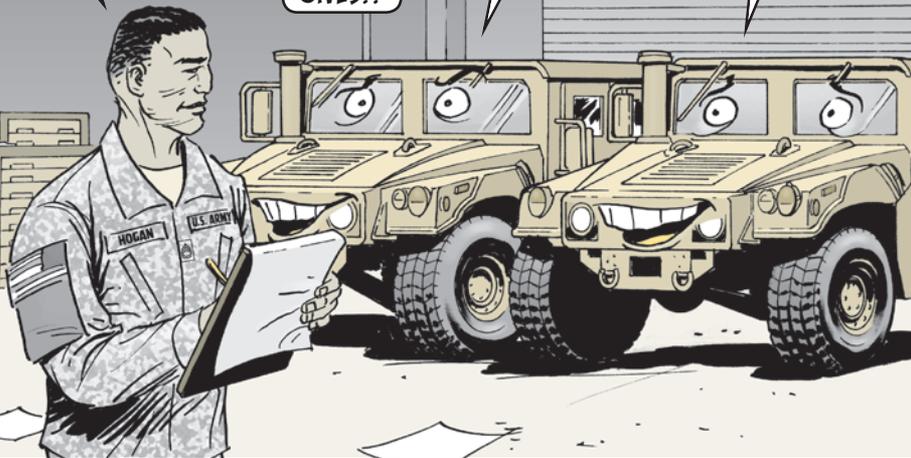
The Meaning of "R1"

THIS SAYS ONE OF YOU IS AN M1097A2 AND THE OTHER IS AN M1097A2R1...

...BUT YOU LOOK THE SAME TO ME! WHAT GIVES?!

WE LOOK ALIKE, EXCEPT I'M NEW...

...AND I'M RECAPPED!



Dear Half-Mast,
What's the "R1" mean when you see it at the end of a HMMWV or HEMTT truck model? Maybe you've already written about this and I missed it.

SFC D.H.

Dear Sergeant D.H.,

We haven't written about the meaning of "R1," so no worries. You didn't miss a thing.

For HMMWVs, the "R1" means the truck is a recapped HMMWV. The RECAP (Recapitalization) program extended the useful life of the HMMWV fleet at a fraction of new production costs. This was done through drive train and suspension upgrades that made the vehicle more reliable. For a specific breakdown of the R1 repair parts, contact the Legacy HMMWV team at:

usarmy.detroit.tacom.mbx.ilsc-hmmwv@mail.mil

And for HEMTTs, the "R1" also means the truck has been recapped. For example, some A2 HEMTTs were newly produced, and others were recapped from base and A1 HEMTT models. A new production HEMTT won't have the R1 attached to the model number. So an M1120A2 is a new production truck, while an M1120A2R1 is a truck that's been recapped to the same configuration as the A2.

Half-Mast

Library
Quiet Please

SHUSH!



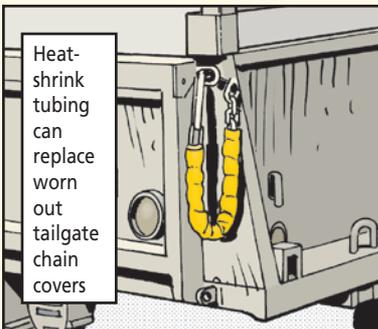
Cost-Saving Tailgate Chain Covers

Dear Editor,

I've noticed many tailgate chains on tactical vehicles are being replaced due to a missing or torn chain cover. The rubber cover gets exposed to all types of weather and deteriorates over time.

Since the chain covers are basically for noise discipline, the DOL while I was at Fort Hood started using heat-shrink tubing on the chains instead of replacing the entire chain assembly. NSN 5970-00-815-1300 gets you the 1-in heat-shrink tubing. It shrinks to 1/2 inch and costs only **43 cents** per foot. Plus, it takes just two minutes to install.

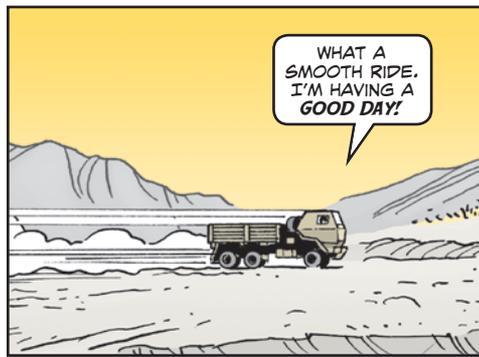
Rob Matson
Logistics Management Specialist
Ft Carson, CO



Heat-shrink tubing can replace worn out tailgate chain covers

Editor's note: We hope our readers won't shrink away from using your money-saving tip, Mr. Matson!

Loose Torque Rod Locknuts Cause Deadlines



You want to avoid problems while driving your FMTV, or any other vehicle for that matter. After all, losing control of your vehicle can quickly turn a good day into a bad one.

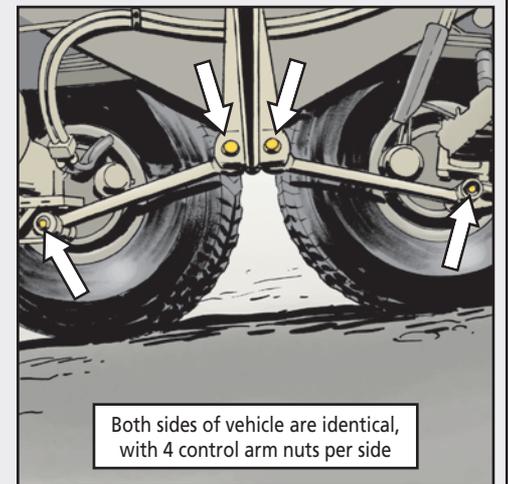
If you haven't already heard, a production error caused some FMTVA1P2 LTAS 6X6 (3-axle variant) trucks within the serial number range of 720,001-744,192 and M1095 trailers within the serial number range of 720,038-759,324 to roll off the line with improperly tightened torque rod nylon insert locknuts, NSN 5310-01-434-0078. The vehicles have four individual torque rods secured by eight nylon insert locknuts. If these locknuts are not installed and torqued properly, the individual torque rod could separate from the truck or trailer, putting you at risk for a loss of control, rollover, and collision.

By now, the corrective measures provided in TACOM SOUM 12-015 and TACOM SOUM 13-005 should be completed. But if they haven't been, or if you encounter loose torque rod locknuts, here's what you should do.

For your FMTVA1P2 LTAS truck, use the maintenance instructions found in the Rear Torque Rod Replacement work package of TM 9-2320-333-14&P (EM 0294, Jun 12). And for your M1095 trailer, refer to the maintenance guidance in WP 0097 of TM 9-2330-394-13&P.

By the way, if inspections reveal missing nylon insert locknuts, Oshkosh will replace the missing hardware free of charge. They'll even cover shipping. Just call Jim Erickson at 920-235-9151, ext. 22744, or John Dykstra at 920-235-9151, ext. 27185, for assistance. Or email:

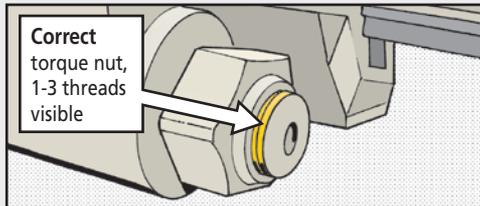
jerickson@defense.oshkoshcorp.com or jdykstra@defense.oshkoshcorp.com



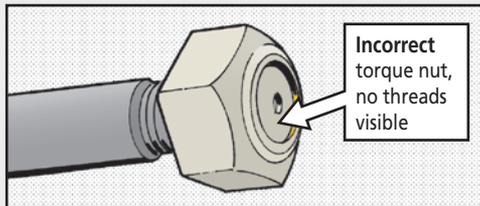
Both sides of vehicle are identical, with 4 control arm nuts per side

Check for Extending Threads

Immediately inspect your FMTV LTAS 6X6 truck and M1095 trailer to see if each torque rod nylon insert locknut has threads that are visible beyond the locknut. A properly tightened nylon insert locknut will show 1-3 threads exposed past the nylon lock feature.



You won't see extending threads if the locknut is improperly torqued. That means your truck or trailer is non-mission capable (NMC) until all the nylon insert locknuts have been properly torqued.



Color Coding

See any green or blue markings on the locknuts? Then your truck or trailer is good. But if you don't see these marks, a green mark is needed after your vehicle gets a passing inspection, or when corrective actions have been completed. Mark each torque rod nylon insert locknut with a small green marking.

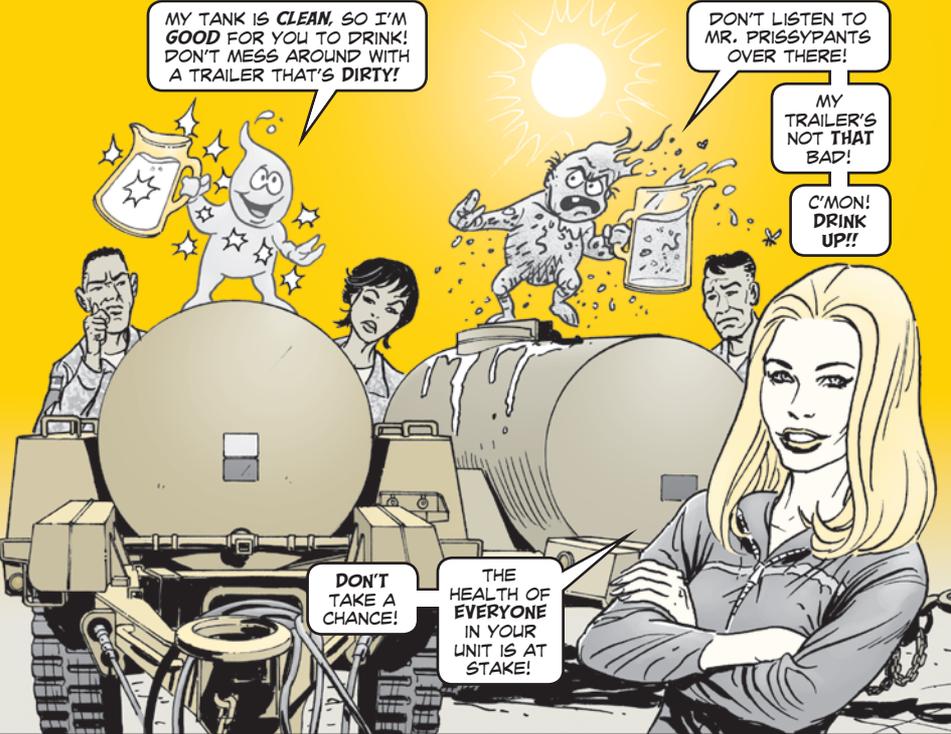
If blue torque seal markings have been applied to all eight locknuts, Oshkosh has already inspected the vehicle. If your truck or trailer serial number is within the ranges we gave you earlier, and your unit hasn't given a status report, make sure you follow the guidance in TACOM SOUM 12-015 and TACOM SOUM 13-005.

Eyeball both safety messages to get the full scoop on the loose locknut issue. They're available online at:

<https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=SOUM12-015.html>

<https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=SOUM13-005.html>

WATER TANK CLEANING TIPS



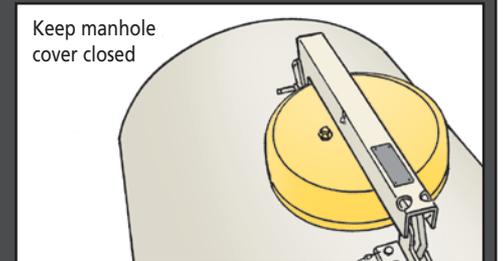
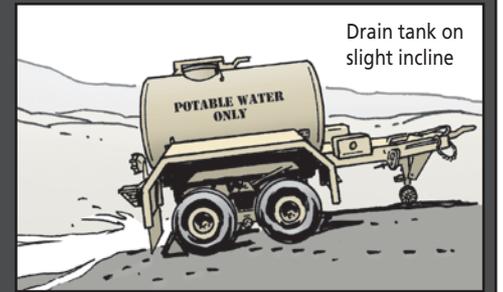
WARNING: If contents of water tank was other than potable water, the water tank must be flushed out with clean potable water and drained. Do not allow trailer to sit for extended periods of time with any amount of liquid in it. Standing water will result in contamination and food poisoning. **KEEP WATER TANK CLEAN AT ALL TIMES.** Failure to follow this warning may result in serious injury or death to personnel.

If you've eyeballed TM 9-2320-267-14&P (Jul 91), you've probably seen this warning. It lets you know it's not a good idea to wait 'til the last minute to clean your water trailer's tank. And it's not a good idea to leave water in the tank for months at a time!

Cleaning the tank improves the taste of the water and keeps the tank safe to use. The TM says to clean the tank annually or when the medics tell you the tank is contaminated. But why wait? You have to drink the water, too!



- When you're done using the water trailer, empty the tank completely. Water left in the tank causes rust, mineral deposits and algae buildup. Put the trailer on an incline with the rear slightly lower than the front so that all water will drain through the drain plug. Then open the faucets to let out any water still in the pipes.
- Close the manhole cover tightly when the water trailer is in storage. That keeps out dirt, sand and rain.
- To stop deposit buildup, every three months, pour in eight gallons of vinegar, NSN 8950-01-079-3978, and leave it for 5-6 hours. Then empty the tank and flush it with clean water.
- Clean the tank more often during the summer since you'll be drinking more water then. Make sure you drain the tank completely between uses.



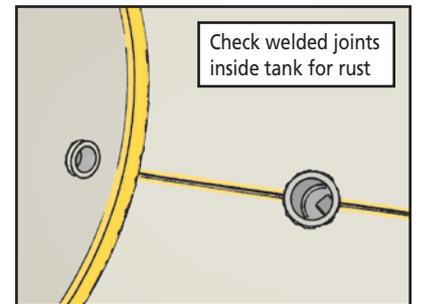
Rusty Stainless Steel

If the water from a stainless steel tank has a rusty, metallic taste, check the weld joints in the tank for rust.

Scrub away rust with a solution of water and scouring powder, NSN 7930-01-294-1116. Always use a nonmetallic, nylon brush. You can get one with NSN 7920-00-061-0038.

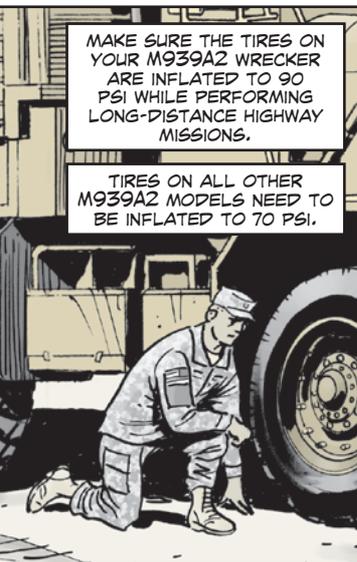
Flush the tank thoroughly with clean water. Scrub it again if you still see rust. You're done when the rust is gone.

Eyeball TB MED 577, *Sanitary Control and Surveillance of Field Water Supplies*, for more on cleaning.



OPERATORS! KEEP THESE TIRE PRESSURES IN MIND WHEN YOU TAKE ME ON A LONG-DISTANCE HIGHWAY MISSION!

CTIS Updates for Highway Missions!



MAKE SURE THE TIRES ON YOUR M939A2 WRECKER ARE INFLATED TO 90 PSI WHILE PERFORMING LONG-DISTANCE HIGHWAY MISSIONS.

TIRES ON ALL OTHER M939A2 MODELS NEED TO BE INFLATED TO 70 PSI.



THERE'S A **PROBLEM**—THE VEHICLE'S ORIGINAL CENTRAL TIRE INFLATION SYSTEM (CTIS) ONLY PROVIDES 80 PSI FOR THE WRECKER AND 60 PSI FOR ALL OTHER M939A2 5-TON MODELS!



GOOD NEWS! NEW HARDWARE THAT **INCREASES** YOUR VEHICLE'S CTIS AIR PRESSURE IS AVAILABLE.

Wrecker



YOU'LL NEED THESE ITEMS FOR THE WRECKER TO ACHIEVE ITS NEW 90 PSI HIGHWAY MODE...

Item	NSN
Valve kit, front wheel	2530-01-539-0982
Valve kit, rear wheel	2530-01-540-9408
Electronic control unit (ECU)	2530-01-565-1565
Pressure transducer kit	6695-01-565-1579

Other M939A2 Trucks

If your vehicle had its CTIS' electronic control unit (ECU) replaced within the last four years, the CTIS may already be capable of the new 70 psi highway requirement. There are two ways of finding out:

1. Check the vehicle's tire pressure after the CTIS has operated in highway mode and reached its highway requirement of 70 psi. If the pressure stays at 70 psi, the CTIS is updated and you're good to go.
2. Look on the back of the ECU after it's been removed from the vehicle's shift tower. An updated ECU has a label marked 70 psi for highway mode.

Updated ECU has 70 psi label on back



IF YOUR VEHICLE HAS AN ORIGINAL OR NON-FUNCTIONING ECU, ORDER A NEW ONE WITH NSN 6110-01-268-8739 OR NSN 2530-01-565-1565.

YOU'LL FIND THE REMOVAL AND REPLACEMENT PROCEDURES STARTING IN WP 0810 OF TM 9-2320-272-23-5 (SEP 12).

M1152 HMMWV Fire Extinguisher NSN

If you need the short fire extinguisher bottle used in M1152 HMMWVs, order NSN 4210-01-562-0852. It's not listed in TM 9-2320-387-24P yet. The regular fire extinguisher, NSN 4210-01-525-6692, used in all other up-armored HMMWVs, is in the parts manual.

MRAP M-ATV Service Kits

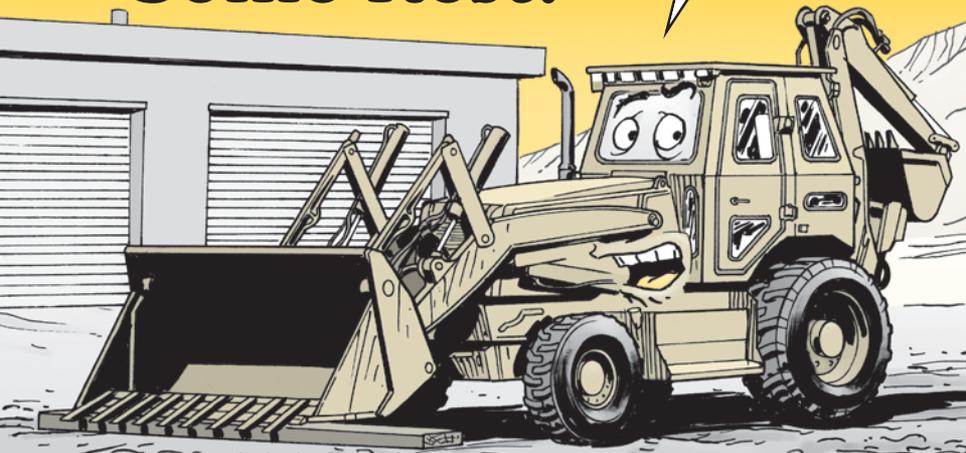
Get the annual service kit for the M1240 M-ATV with NSN 2530-01-591-1753. NSN 2530-01-591-1751 gets the annual service kit for the M1245 SOCOM M-ATV.

CAT Engine Valve Push Rod NSN

Tell your buddy in sustainment maintenance to get the valve push rod for the Caterpillar 3126 and C7 engines with NSN 2815-01-570-5374. Then make a note until this NSN replaces the parts info shown in all the FMTV and MRAP TMs with CAT engines.

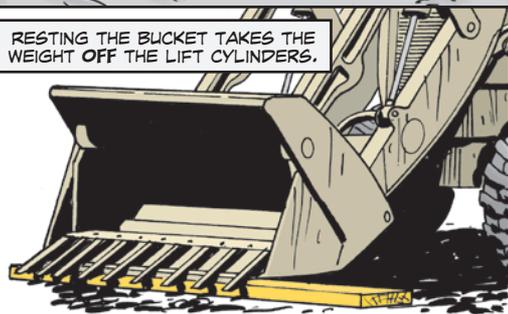
Buckets Need Some Rest!

WHEN YOU PARK ME, LOWER MY FRONT BUCKET TO THE GROUND. THAT'LL SAVE MY HYDRAULICS!



OPERATORS, YOU CAN SAVE A LOT OF WEAR-AND-TEAR ON YOUR BACKHOE LOADER'S BUCKET BY FOLLOWING ONE VERY SIMPLE RULE...

RESTING THE BUCKET TAKES THE WEIGHT OFF THE LIFT CYLINDERS.



USING A PIECE OF WOOD KEEPS THE BUCKET FROM STICKING TO MUDDY GROUND.

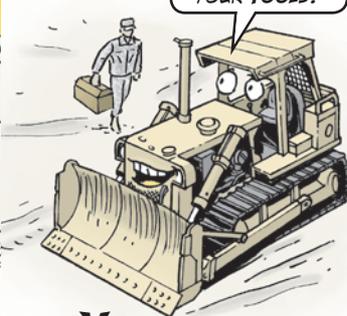
WHEN YOU PARK YOUR LOADER, LOWER THE BUCKET DOWN ONTO A BOARD OR OTHER PIECE OF WOOD SITTING DIRECTLY ON THE GROUND.

AND, WHEN NOT IN USE, LOCK THE BACKHOE BOOM IN THE TRANSPORT POSITION.

THAT ALLOWS THE BOOM LOCK TO TAKE THE WEIGHT INSTEAD OF THE HYDRAULICS.

Track Wear Info

OH, IS IT THAT TIME AGAIN? DID YOU BRING YOUR TOOLS?



OH YEAH, THIS SPROCKET IS SHOT. NOW TO CHECK YOUR TRACK SHOES!

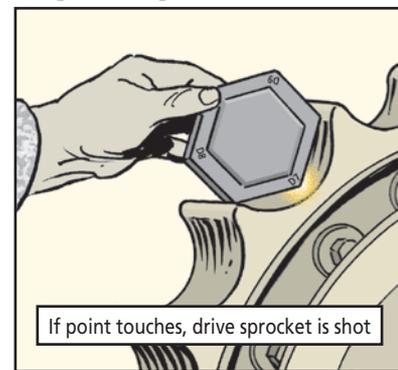


Mechanics, you need two special tools when you eyeball the tractor's sprocket and track shoes—a wear gage and a track shoe gage. Use them for measurements every 250 hours or quarterly, whichever comes first.

Use Wear Gage

Use drive sprocket wear gage, NSN 5210-01-225-1132, to check sprocket wear on the D7G and D8 tractors.

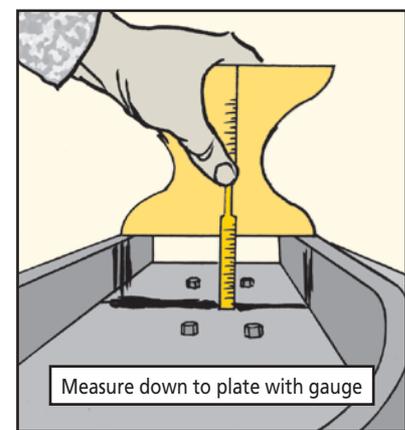
Set the point of the gage marked for the tractor you're working on between the teeth of the drive sprocket. If the point doesn't touch bottom, the sprocket's OK. If it touches, get support to replace the sprocket.



If point touches, drive sprocket is shot

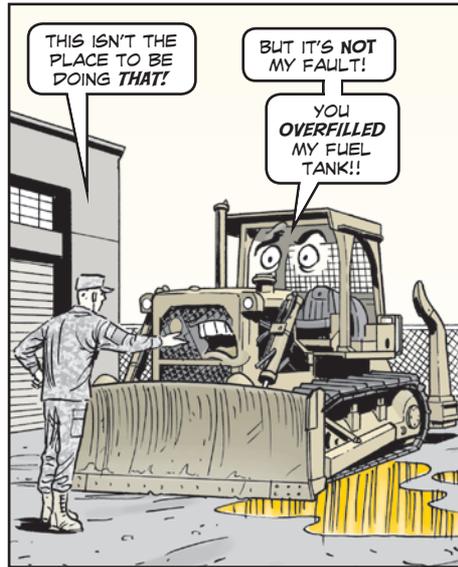
Track Shoe Gage

Use the broad-based depth gage, NSN 5210-00-221-1902, to measure the height of the grousers. Set the base across two adjacent grousers and measure down to the plate on the D7s and D8s. If the grouser is less than 1 1/2 inches, replace the shoe.



Measure down to plate with gauge

Fuel Line Reminder



Your dozer came back from the paint shop looking like new.

But before you hop in the cab for the day's run, eyeball the back of the fuel tank. Make sure there's a stenciled "fill line" on the tank. It's a quick reminder not to overfill the tank.

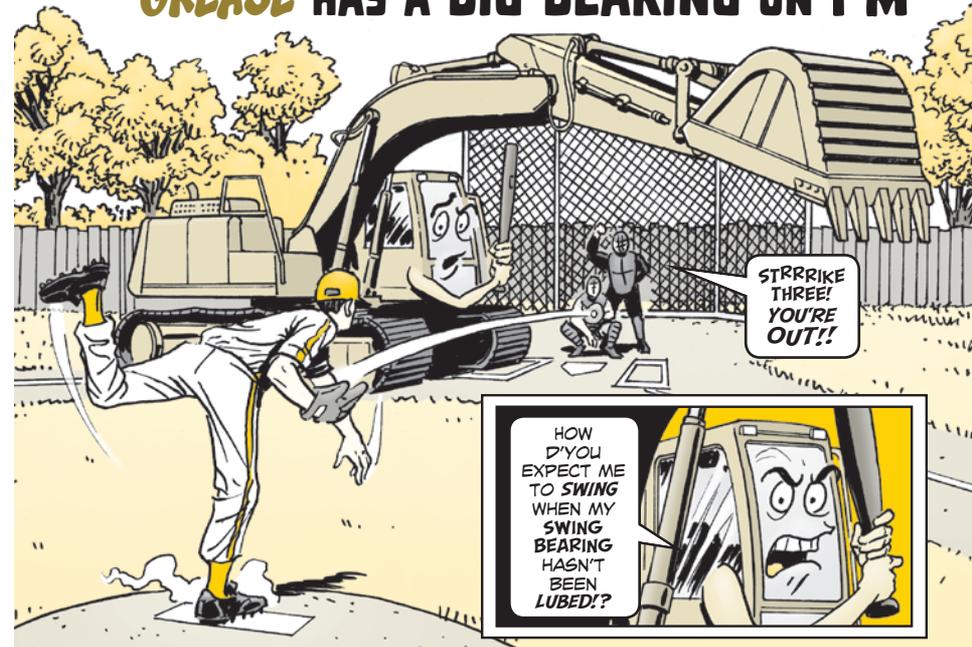
When a tank is filled to the brim, diesel fuel that spills causes fumes in the cab area. Enough fumes will leave you lightheaded and nauseated.

If the paint line was painted over, have your mechanic use black CARC paint to stencil a new fill line at the bottom of the filler neck—about 3 inches below the top of the fuel tank.

Below the fill line, stencil "CAUTION—DO NOT FILL ABOVE THIS LINE TO ALLOW FOR EXPANSION" in 3-in letters. The stencils are part of the Standard Automotive Tool Set.



HYEX... GREASE HAS A BIG BEARING ON PM



A drop in temperature may cause a "slow down" in your excavator's upper structure when it traverses during operation.

But if it continues to move erratically or at a snail's pace, the structure needs some lube now!

Two grease fittings that lubricate the structure's swing bearing are located directly under the access cover for the boom's hydraulic hoses. Needless to say, they get overlooked a lot!

So grab your grease gun and put some "swing" back into the swing bearing by following these steps from Page 15-1 of TM 5-3805-280-10 (Feb 00).

Repeat this procedure three times to get the right amount of lube into the swing bearing.

1. Park the excavator on level ground.
2. Lower the bucket to the ground.
3. Turn the idle switch off.
4. Run the engine with the needle about one third of the way up the rpm gauge, without a load, for two minutes.
5. Decrease the rpm level to the slow idle position.
6. Turn the key switch to OFF, then remove the key.
7. Attach a "Do Not Operate" tag on the right control lever inside the cab.
8. Pull the pilot control shut-off lever to the locked position.
9. During scheduled services, give both fittings ten shots of grease each.
10. Start the engine. Raise the excavator's bucket several inches off the ground. Turn the upper-structure 45 degrees.

HYEX... FUEL STRAINER STAYS PUT!



PUT ME BACK!
PUT ME BACK!!

I KEEP CRUD OUT OF THE TANK!

OPERATORS, KEEP THE FUEL TANK STRAINER IN PLACE WHEN YOU REFUEL THE VEHICLE. **DO NOT REMOVE IT!**

THE STRAINER KEEPS DIRT AND CRUD FROM GETTING INTO THE FUEL TANK WHEN REFUELING.

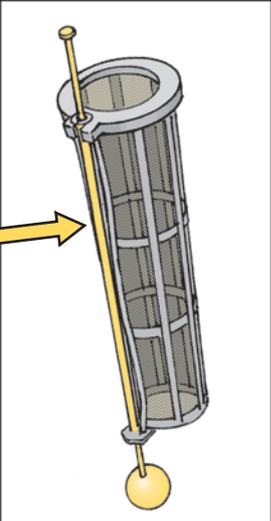
IT ALSO HAS AN EXPANSION GUIDE ROD THAT ALLOWS FOR FUEL EXPANSION.

THE GUIDE ROD SLIDES UP THE STRAINER WHEN ITS FLOAT BALL TOUCHES FUEL.

IT'S A QUICK WAY TO SHOW YOU WHEN TO STOP REFUELING.

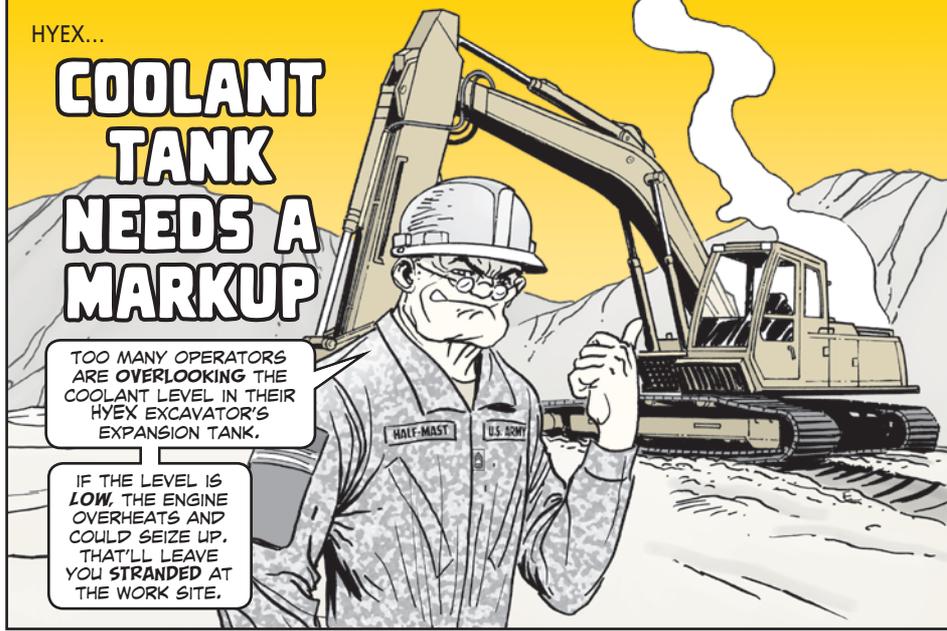
WITHOUT THE STRAINER, YOU COULD OVERFILL THE TANK. TALK ABOUT A MESS!

SO PLAY IT SAFE! KEEP THE STRAINER IN PLACE WHEN YOU REFUEL.



HYEX...

COOLANT TANK NEEDS A MARKUP



TOO MANY OPERATORS ARE OVERLOOKING THE COOLANT LEVEL IN THEIR HYEX EXCAVATOR'S EXPANSION TANK.

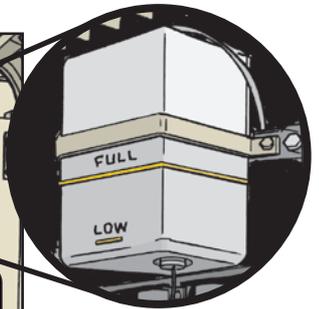
IF THE LEVEL IS **LOW**, THE ENGINE OVERHEATS AND COULD SEIZE UP. THAT'LL LEAVE YOU **STRANDED** AT THE WORK SITE.

So eyeball the coolant level in the expansion tank. You'll find the tank behind the cab on the left side of the vehicle. Open the engine access door and you'll see the tank mounted next to the radiator on your right.

The coolant level should be between the **LOW** and **FULL** marks on the tank. They're a little hard to see because the marks are located on the part of the tank that faces inward toward the access area.



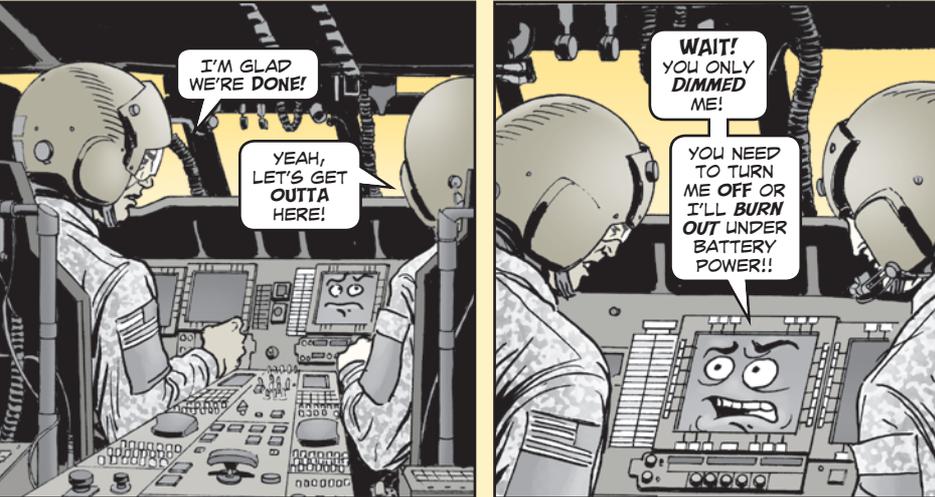
KEEP COOLANT BETWEEN THE **LOW** AND **FULL** MARKS.



It's a good idea to mark the **LOW** and **FULL** marks with a permanent marker. Extend the marks so the levels can be seen on the side of the tank that faces out towards you. That does away with the guess work.

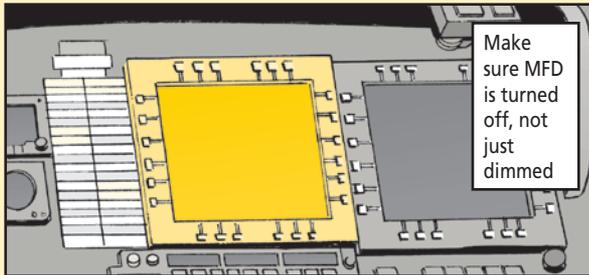
Just add coolant when the coolant level gets below the **LOW** mark.

HH-60M... ARE YOU EXPERIENCING BURNOUT?



Pilots, copilots and avionics folks, the question isn't referring to burnout for you, but for your Black Hawk cockpit multifunctional display (MFD).

When you check and inspect MFDs, make sure the No. 3 MFD is not just dimmed but completely turned off and the aircraft is shut down properly to avoid burning out the display.

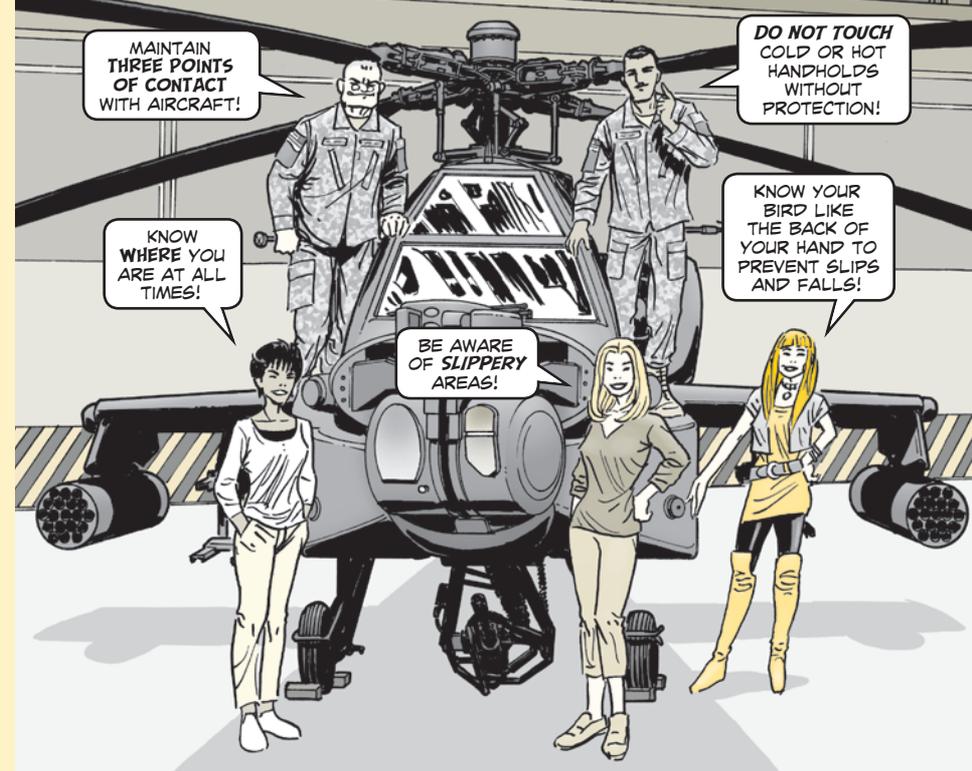


The No. 3 MFD panel illuminates with aircraft battery power. If the display gets dimmed during NVG flights or during avionics troubleshooting at night, you may not realize the panel didn't get turned off after either task is complete. It actually stays **ON** under battery power.

If that happens, the cooling fan is not running because it requires the AC generator to run and cool the No. 3 MFD.

Avoid burnout by making sure the No. 3 MFD is completely off and the aircraft is shut down properly before powering off.

All Aircraft... KNOWING YOUR WAY AROUND AN AIRCRAFT



Mechanics, preventing injuries is an aircraft safety concern that should not be an afterthought.

When it comes to mounting or dismounting your aircraft during maintenance you need to know the best way to prevent falls. The first step is knowledge: Check the TM before you start. Know where all the footholds, handholds, steps, walkways and 'no-step' areas are.

Always maintain situational awareness: watch out for trip and fall hazards like surfaces covered with POL (fuel, grease, or oil), ice, frost, or snow. Always maintain three points of contact with aircraft at all times, but be aware that touching a hot or cold-soaked handhold with unprotected skin can cause injuries, too!

Don't take this bit of advice for granted. It could save you from bodily injury or worse.

WHERE ARE YOU GOING WITH THAT?

I'M DROPPING IT OFF AT ASB... WHY?

WITHOUT A TAG, YOU'RE IN FOR A WAKE-UP CALL AND A LONG WALK BACK!

USE THE RIGHT CONDITION CODE TAG

Mechanics, the aviation support battalion (ASB) can't read your mind. So they might sing "Return to Sender" if you don't fill out the condition code tags correctly!

To prevent delays in repair or replacement, take time to carefully and legibly fill out the right tag with the correct information for turned-in components. Don't just write INOP in the REMARKS block. The ASB and depot need to know what you already have done to troubleshoot the component. Failure to provide the ASB with specific faults leaves them with two options: waste time and effort troubleshooting or return the item without repairs. Either choice delays turn-around time.

You can also speed up turn-around time at the ASB if the components you turn in are clean.

Keep in mind that your blue tag is only used when a component needs a non-destructive test/inspection (NDI). Don't use a blue tag to have something tested just to avoid doing your PMCS.



HERE IS A LIST OF THE TAGS AND WHAT THEY ARE USED FOR...

1. The yellow tag, DD Form 1574, is for a repaired component sent back to you from ASB or depot.

SERVICEABLE TAG-MATERIEL	
NEXT INSPECTION DUE/VERAGE DUE	CONDITION CODE
INSPECTION ACTIVITY	
INSPECTOR'S NAME OR STAMP AND DATE	

DD FORM 1574

UNSERVICEABLE (CONDEMNED) TAG-MATERIEL	
INSPECTION ACTIVITY	CONDITION CODE
REASON OR AUTHORITY	
INSPECTOR'S NAME OR STAMP AND DATE	

DD FORM 1577

2. The red tag, DD Form 1577, is for unserviceable/condemned components.

3. The green tag, DD Form 1577-2, is for a component that needs service or repair by ASB or depot.

NSN PART NO. AND ITEM DESCRIPTION		UNSERVICEABLE (REPARABLE) TAG-MATERIEL	
		INSPECTION ACTIVITY	CONDITION CODE
		REASON OR AUTHORITY	
SERIAL NO. / LOT NO.		UNIT OF ISSUE	REMOVED FROM
CONTRACT OR PURCHASE ORDER NO.		QUANTITY	INSPECTOR'S NAME OR STAMP AND DATE
REMARKS			

DD FORM 1577-2

FSN, PART NO. AND ITEM DESCRIPTION		TEST/MODIFICATION TAG-MATERIEL	
		AUTHORITY	DATE
SERIAL NO. / LOT NO.			
UNIT OF ISSUE			
CONTRACT OR PURCHASE ORDER NO.		QUANTITY	
REMARKS		INSPECTOR'S NAME OR STAMP AND DATE	

DD FORM 1576, 1 OCT 66

4. The blue tag, DD Form 1576, is for a component scheduled for NDI or testing.

When parts are going to depot for repair, time and cost also go up if the tags are incomplete. But depots won't return items that don't have complete tags. They will spend the extra money and time to rebuild the component when it may only have needed a repair for a certain fault. Can you hear that sound? It's the sound of wasted maintenance dollars in a day of shrinking budgets.

Save yourself some headaches. If you need help in filling out green, red or blue tags, consult DA PAM 738-751, *The Army Maintenance Management System-Aviation (TAMMS-A)*. It is the bible on DA forms and records.

I SEE YOU CUT YOUR HAND! LEMME GET YOU A BANDAGE FROM THIS AIRCRAFT FIRST AID KIT!

HOLD ON! THESE AIRCRAFT FIRST AID KITS ARE NOT FOR CASUAL USE!

AND IF YOU DO USE ONE, YOU'LL HAVE TO TURN IT IN TO ALSE FOR RE-PACKING, RE-SEALING AND RE-TAGGING!

FIRST AID KITS ARE NOT FOR DAILY USE



Mechanics, during everyday maintenance, it's quick and easy to break open aircraft first aid kits to take care of minor cuts and injuries.

Problem is, your aircraft first aid kits aren't meant for casual use. They are needed for emergencies during missions.

If the aircraft first aid kits do get used, always return them to the Aviation Life Support Equipment (ALSE) shop for re-packing, re-sealing and re-tagging. First aid kits with broken seals shouldn't be left on aircraft. You don't want them missing items you'll need in an emergency.

Also, AR 95-1, *Flight Regulations*, says that each aircraft must carry the right number of kits for the number of occupants. Each kit must have a yellow DD Form 1574 tag annotated with the kit's next inspection due date and a seal that must be inspected as part of pre-flight. Breaking those seals to use the kits should be avoided when you're not on a mission.

If the seal is broken or the tag has expired, take the kit to your ALSE tech and have it inspected, then re-packed and re-sealed. When you get the kit back make sure you look at the next inspection due date. You'll also need to update your DA Form 2408-18, *Equipment Inspection List*, to reflect the new inspection date.

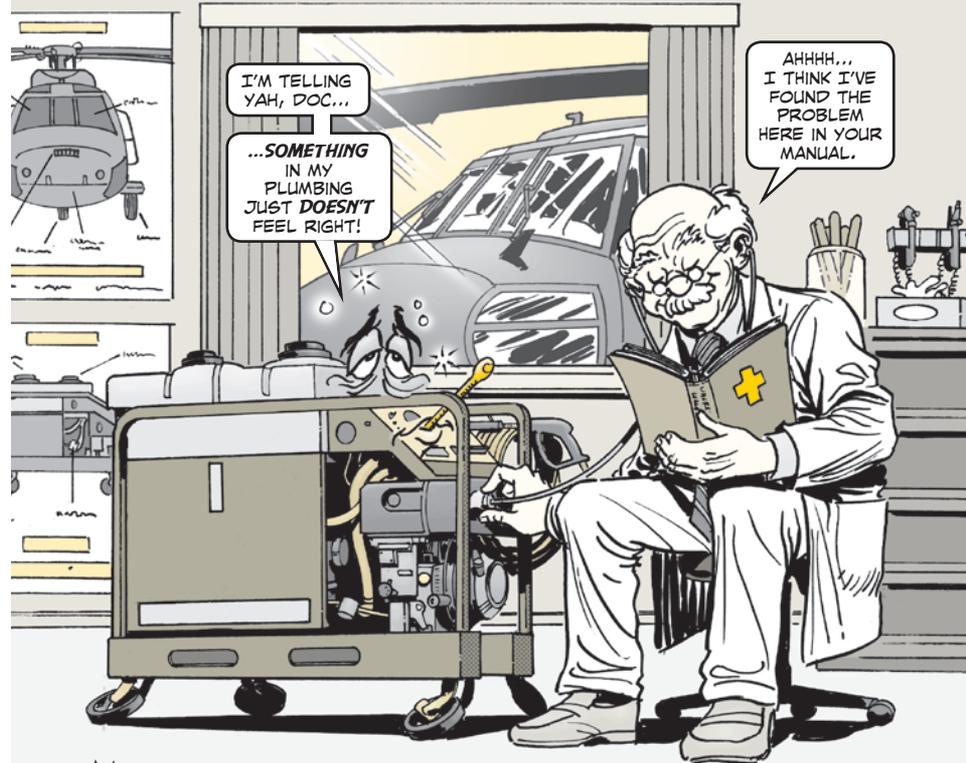
Course, when you pre-flight your aircraft, make sure your kits have not been opened. If they have been, you may not be able to fly until the kit gets inspected and replaced with a new one.

Remember, your aircraft first aid kits are for mission emergencies. The first aid kits posted in the shops and around the hangar area are meant for routine nicks and cuts.

Use shop and hangar kits for first aid, not aircraft kits!



TURBINE ENGINE WASH SYSTEM



Mechanics, on Page 38 of PS 656 (Jul 07), we told you about the aviation ground support equipment (AGSE) office giving the thumbs up on using the turbine engine wash system-commercial (TEWS-C), NSN 4940-01-514-0087.

To keep your wash unit in tip-top shape with PMCS, make a note that the commercial manual can be viewed on PM AGSE's JTDI website:

<https://www.jtdi.mil>

Go to the website and login with your CAC. Then click on the AGSE tab. Under the AGSE tab, click on Maintenance, then click on TEWS-C Maintenance Manual. There you'll find the good word on maintaining your wash unit. Remember, the TEWS-C is a part of your AVUM No. 2 shop tool set.

Make a note that the majority of the parts for TEWS-C and its engine are available through the supply system. Also, keep your eyes peeled. The TEWS engine manual will be added to the JTDI website soon.

DON'T FORGET TO DO MAINTENANCE ON YOUR JACK STANDS!

OTHERWISE THEY'LL...
KOFF KOFF

...END UP LIKE US!

AND THAT'S BAD FOR ME!

LIFTING UP MAINTENANCE

Mechanics, aircraft jack stands deserve a personal maintenance once-over before you use them on your aircraft.

Take some time to eyeball the hydraulic pump cylinder and ram, the support structure base and the locknuts.

Check for leaks, cracks, missing or damaged hardware and bad hoses. Check the oil level and refill as needed. And don't forget the base—it's often neglected. If the base has casters, they should move freely and have good tread.

Make sure the jack is clean. Dirt can act like an abrasive and grind into parts, letting corrosion eat away at your stand.

If a jack stand has a leak or you see fluid on the ground, don't use the stand until it is checked out. If a stand has been repaired, make sure it passes a load test prior to lifting an aircraft. All jack stands should be load tested once a year. Load test certification is required by Para 3 of TB 43-0142 for all lifting devices.

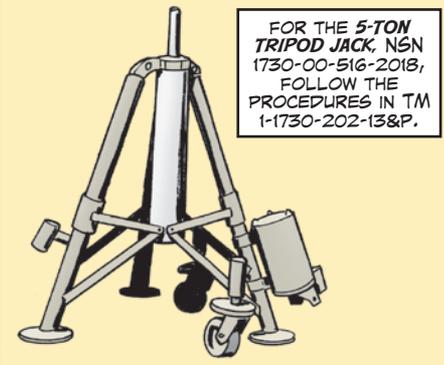
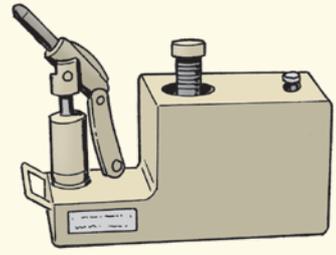
WHEN DEALING WITH JACK STANDS, SAFETY IS THE **FIRST** PRIORITY.

SO ALWAYS FOLLOW THE UNIT PROCEDURES IN TM 55-1730-218-20P FOR THE 12-TON JACK, NSN 1730-00-912-3998.

FOR THE 10-TON HAND JACK, NSN 1730-00-203-4697, FOLLOW THE GOOD WORD IN TM 1-1730-221-23P AND TM 55-1730-221-12.

FOR THE 5-TON HAND JACK, NSN 1730-00-540-2343, FOLLOW THE OPERATOR PROCEDURES IN TM 55-1730-219-12 AND FOR FIELD REPAIRS USE TM 1-1730-219-23P.

FOR THE 5-TON TRIPOD JACK, NSN 1730-00-516-2018, FOLLOW THE PROCEDURES IN TM 1-1730-202-13&P.

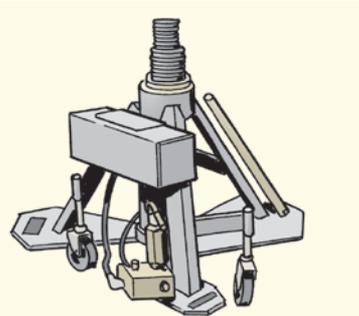


MAKE A NOTE THAT ONE 3-TON JACK, NSN 1730-00-734-9382, IS **NO LONGER STOCKED** AND ITS TM, 55-1730-222-20P, IS **OBSOLETE**.

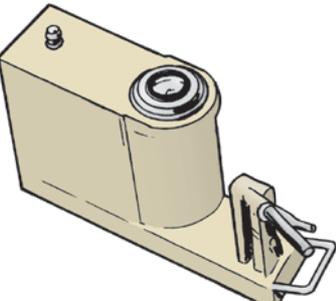
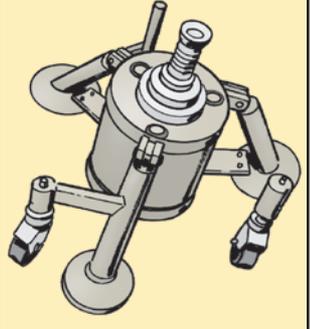
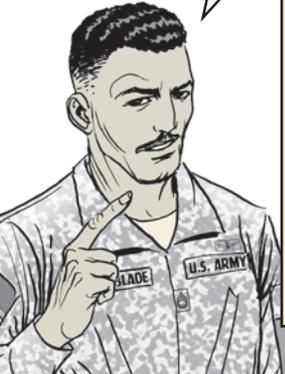
IF YOU HAVE THESE HANGING AROUND THE HANGAR, TURN THEM IN TO DLA DISPOSITION SERVICES.

USE NSN 1730-01-541-3186 TO REPLACE THAT JACK.

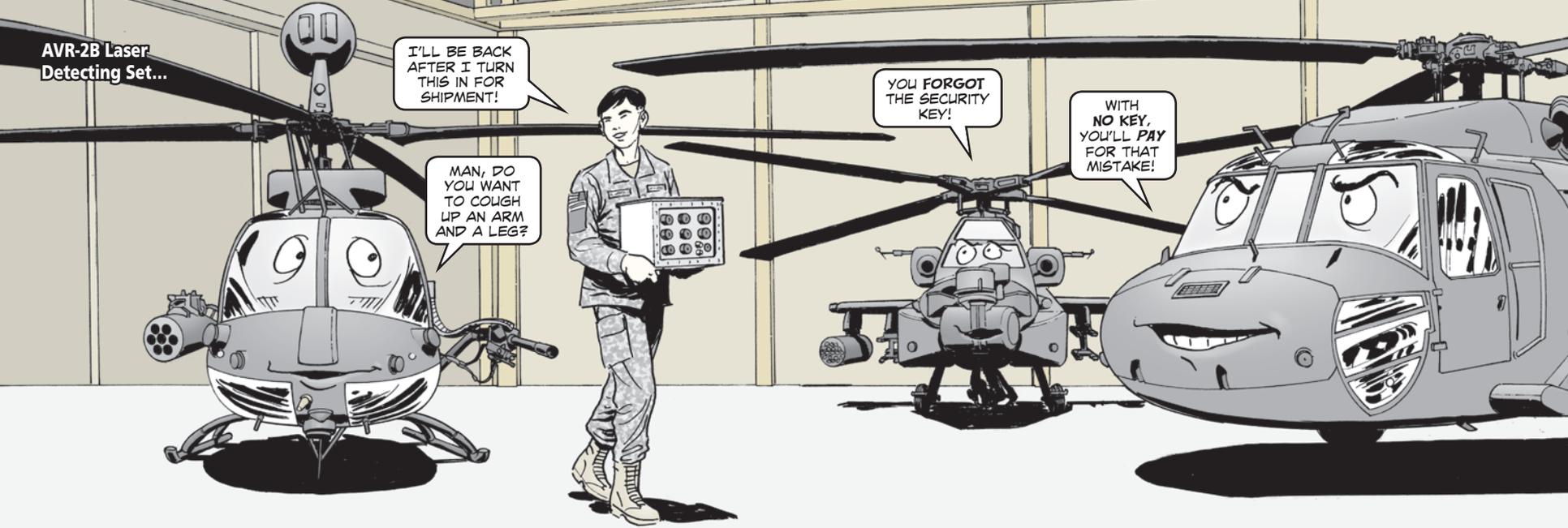
EVERYTHING YOU NEED TO MAINTAIN THIS 3-TON JACK IS IN TM 1-1730-270-13&P.



REMEMBER TO CHECK OUT CHAP 9 IN YOUR GENERAL AIRCRAFT MANUAL, TM 1-1500-204-23-9, FOR **MORE** INFORMATION ON DIFFERENT TYPES OF JACK STANDS.



AVR-2B Laser
Detecting Set...



Ship Security Key With

Comparator Module

BLACK HAWK, KIOWA WARRIOR AND AH-64 CREW CHIEFS, DO YOU WANT TO SAVE \$8,800 OF YOUR COLD HARD CASH? THEN FOLLOW THESE INSTRUCTIONS!



TOO MANY AVR-2B LASER DETECTING SETS (LDS) AND SIGNAL COMPARATOR MODULES (SCM) ARE BEING SHIPPED TO DEPOTS FOR OVERHAUL OR REPAIR WITHOUT THE SET'S SECURITY KEY, NSN 5810-01-561-3121.

WHEN A TECHNICIAN TRIES TO TROUBLESHOOT THE SCM, NSN 5865-01-514-2857, THEY CAN'T TURN IT ON BECAUSE THERE'S NO SECURITY KEY.

POOF!

UNFORTUNATELY, TOO MANY CREW CHIEFS THINK THAT'S THE TECHNICIAN'S PROBLEM.

IT'S NOT MY PROBLEM... IT'S THIS GUY'S!

WHAT?? NO WAY??!

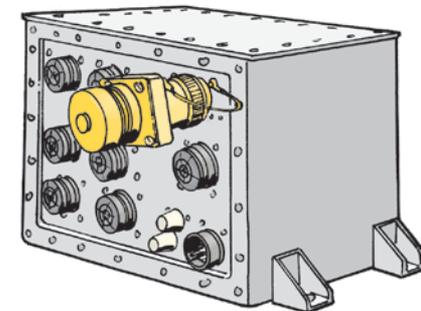


SO... WHOSE PROBLEM IS IT? READ ON!

Is it Their Problem?

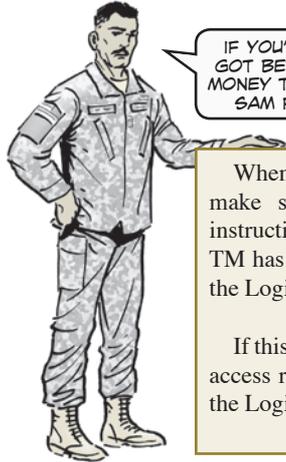
Nope! As it turns out, it's **yours!** The maintenance activity will fill out a supply discrepancy report (SDR) notifying your unit that the security key is missing. If you fail to turn in the missing security key in a timely manner, the SDR is forwarded to the major command. If the security key still doesn't show up, your unit or someone in your unit will pay for its replacement.

A financial liability investigation of property loss (FLIPL) may be initiated. Depending on the circumstances, the Soldier who signed the hand receipt for the LDS can be held financially responsible. Either the unit or the Soldier is on the hook for more than \$8,800 per lost key.



Always ship security key with AVR-2B SCM

How to Protect Your Money



IF YOU'RE LIKE MOST FOLKS, YOU'VE GOT BETTER THINGS TO DO WITH YOUR MONEY THAN TURNING IT OVER TO UNCLE SAM FOR PAYMENT OF PROPERTY!

SO HERE'S HOW TO PROTECT YOUR GREENBACKS.

When you turn in an SCM, regardless of its condition, make sure you pack the security key following the instructions in WP 0049 of TM 11-5865-1032-13&P. This TM has restricted distribution, but it is available online on the Logistics Support Activity (LOGSA) ETM website:

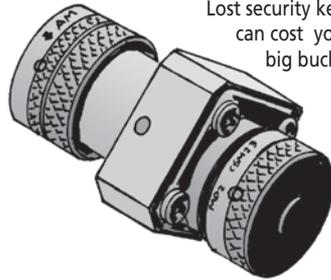
<https://www.logsa.army.mil/etms/>

If this is your first visit, you'll need to complete a systems access request (SAR). To complete a LOGSA SAR, go to the Logistics Information Warehouse (LIW) website:

<https://liw.logsa.army.mil>

The Security Key Is Lost

If the security key has been lost, and the SCM needs to be turned in, you must complete a shortage annex (DA Form 2062). Turn in the annex with the remaining components. The annex should be signed by the unit commander or his designated representative and contain this statement: "Missing component or accessory has been accounted for IAW AR 735-5." If the equipment is lost, a FLIPL must be initiated to investigate the circumstances.



Lost security key can cost you big bucks

Essential Points

- The security key is not classified.
- The SCM **DOES NOT WORK** without the security key.
- **DO NOT** cut or remove the lanyard affixed to the SCM and the security key. Its sole purpose is to prevent loss of the key.
- The SCM and the security key should **NEVER** be separated and **MUST** be turned in together for repair.
- The security key should always be connected to the J9 port of the SCM.



SO, IF KEEPING AND PROTECTING THE MONEY IN YOUR POCKET IS IMPORTANT, SHIP THE SECURITY KEY ALONG WITH THE COMPARATOR MODULE.

THEN YOU WON'T GO BROKE PAYING FOR IT!

PS END

INTRODUCING YOUR NEW M50 MASK!

THE DAY HAS FINALLY ARRIVED!



THE ARMY IS NOW WIDELY FIELDING THE NEW M50 MASK...

...FOR TANKERS IT'S THE M51.

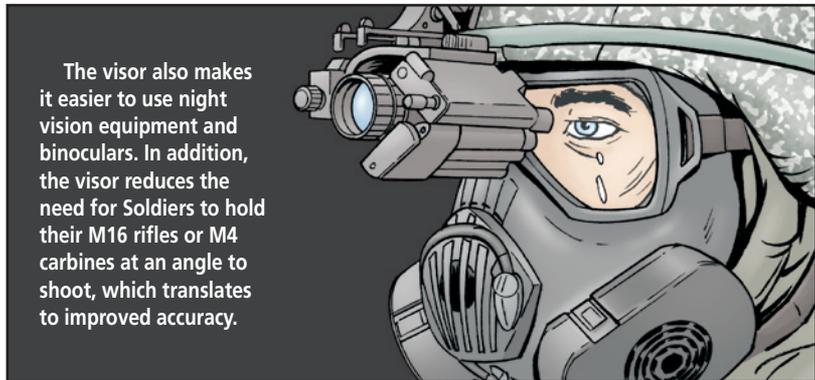


HERE'S WHAT YOU HAVE TO LOOK FORWARD TO WITH YOUR NEW MASK...

Greatly Improved Vision

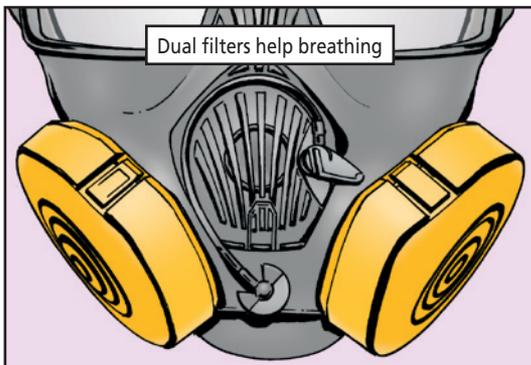
The one-piece eyelens provides a field of view that is at least 80 percent greater than what Soldiers had with the M40. This lets Soldiers see more without having to turn their heads, which means better target detection, enemy identification, hit probability, and situational awareness.

The urethane eyelens itself won't yellow as easily as the M40's and is much more resistant to contaminants and scratching.



The M50's dual filter system makes it twice as easy to breathe through the mask compared to the M40. That increases a Soldier's endurance and cuts the time needed to accomplish a mission. Breathing easier also makes for better breath control during firing, which boosts marksmanship.

Breathe Easier



So Much More Comfortable

The dual filter system gives better weight distribution to the M50, making it more comfortable than the M40. The mask's inner parts are made of silicone, which is softer and easier on the mouth and nose.

The head harness comes with a skull cap, which provides a more comfortable fit and makes it easier to put on the harness. Only the two bottom straps have buckles—the other straps use velcro, which also improves the fit.



Drinking Made Easy

MY DRINK TUBE CAN BE MOVED WITH AN OUTSIDE LEVER...

...MAKING IT SIMPLE TO GET THE DRINK TUBE IN AND OUT OF YOUR MOUTH.



The filter has an indicator that changes color when it needs to be changed.

Self-sealing disks let you change filters without fear of breathing in chemical agent. If a filter is installed wrong, the disk won't let you breathe in until the filter is installed correctly.

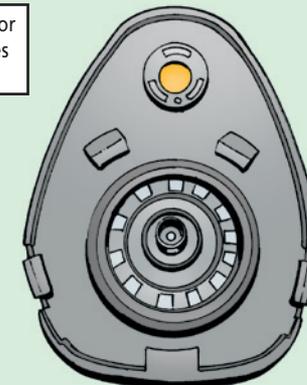
The filter's three sealing points on two surfaces strengthen the interface seal. The positive locking mechanism prevents the filter from working loose. The filter's lower profile reduces the risk of losing its seal if jarred and makes it less likely to get caught in camouflage nets or brush.

The filter's gasket forms independent seals with the base of the filter mount, which provide a seal against particles and vapors.

The filter's high efficiency synthetic particulate air (HESPA) filtration material is more durable than the M40's and better resists contaminants.

Filter Facts

Indicator changes color



HESPA filtration filters better



Carrier Is Better, Too

The carrier's most important improvement is that it does a much better job of sealing out dust and sand. You won't open up the carrier to find your mask is coated with sand that can clog filters and make breathing a chore.

The individual equipment bag has designated slots for nerve agent antidote kits, convulsive antidote, M291 decon, M295 individual decon kit and reactive skin decon lotion. The slots make it a snap to find these items in an emergency, plus let you inventory the carrier in just a few seconds.

The carrier and individual equipment bag have snaps to make it MOLLE compatible and it can be worn in different configurations.



Commo Connections



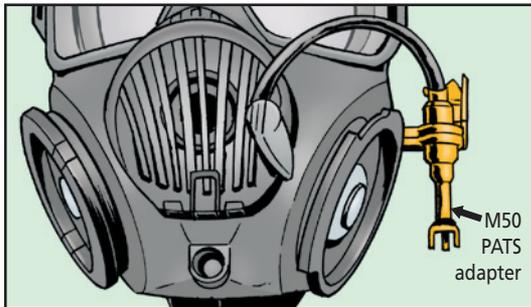
THE M50 HAS BOTH INTERNAL AND EXTERNAL CONNECTORS...



...FOR A VOICE AMPLIFIER OR A BOOM MIKE!!!

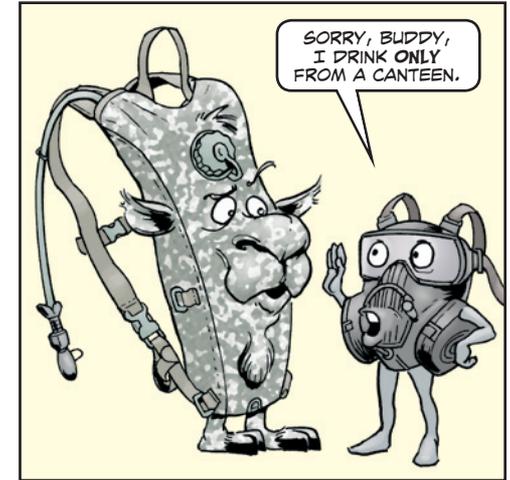
PATS Adapter

CBRN specialists will need to check M50/M51 masks with PATS just like they did for the M40. To do that, you'll need adapter, NSN 4240-01-546-4517. It connects PATS to the M50/M51's drink tube. The M50/M51 adapter is purple and the M40's is red.



Canteens Only

The only authorized hydration systems for the M50 are the M1961 canteen, NSN 8465-01-115-0026, and the 2-qt canteen, NSN 8465-01-118-8173. They should be used only with the water canteen cap, NSN 8465-01-529-9800. Some Soldiers think it's OK to use their Camelbak® or other hydration systems with their M50. Not true! These systems may not have a bladder that seals out CBRN agents. So you could end up sucking in the very agents your M50 is protecting you from.

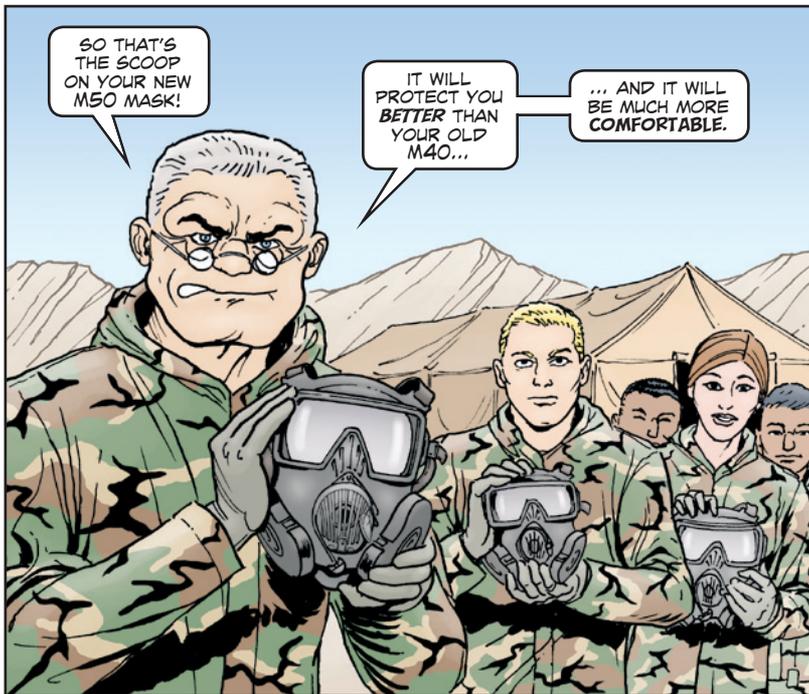


Training Help

YOUR UNIT CAN FIND **TRAINING HELP** FOR THEIR NEW M50 MASK AT THE JOINT ACQUISITION CBRN KNOWLEDGE SYSTEM (JACKS) WEBSITE:
<https://jacks.jpeocbd.army.mil>



Community	Equipment	Training
Sitemap: Home		Overview
JACKS News		New Equipment Training
<p>HOT Hot News</p> <p>New Advisory Messages</p> <p>Shelf Life News</p>	<p>FROM THE TRAINING DROP-DOWN MENU LOCATED BELOW THE JACKS BANNER, SELECT NEW EQUIPMENT TRAINING.</p> <p>SCROLL DOWN TO THE PROTECTION SECTION IN THE LEFT-HAND COLUMN AND CLICK M50/M51 JOINT SERVICE GENERAL PURPOSE MASK.</p> <p>SCROLL BACK UP AND YOU'LL SEE THE TRAINING FILES IN A NEW BOX.</p>	<p>Interactive Training</p> <p>Lessons Learned</p> <p>Training Equipment</p> <p>Training Links</p> <p>CBRNE Hands-On Training</p>
<p>ALSO, OF COURSE, CHECK OUT THE M50'S TM 3-4240-542-13&P. EVERY SOLDIER IN YOUR UNIT SHOULD HAVE A COPY OF IT. IT'S ALSO ON THE ETM SITE:</p> <p>https://www.logsa.army.mil/etms/</p>		<p>Protection</p> <p>AFS Alternative Footwear Solutions</p> <p>M20A1 M20A1 Simplified Collective Protection Equipment</p> <p>JSGPM M50/51 Joint Service General Purpose Mask</p> <p>M53 M53 Chemical Biological Protective Mask</p> <p>M8 CBR M8 Chemical and Biological Protective Shelter</p>



SO THAT'S THE SCOOP ON YOUR NEW M50 MASK!

IT WILL PROTECT YOU BETTER THAN YOUR OLD M40...

... AND IT WILL BE MUCH MORE COMFORTABLE.



NOW THE REST IS UP TO YOU!

TAKE CARE OF YOUR NEW MASK AND WATCH FOR FUTURE PS ARTICLES ON HOW TO GET THE MOST OUT OF YOUR M50.

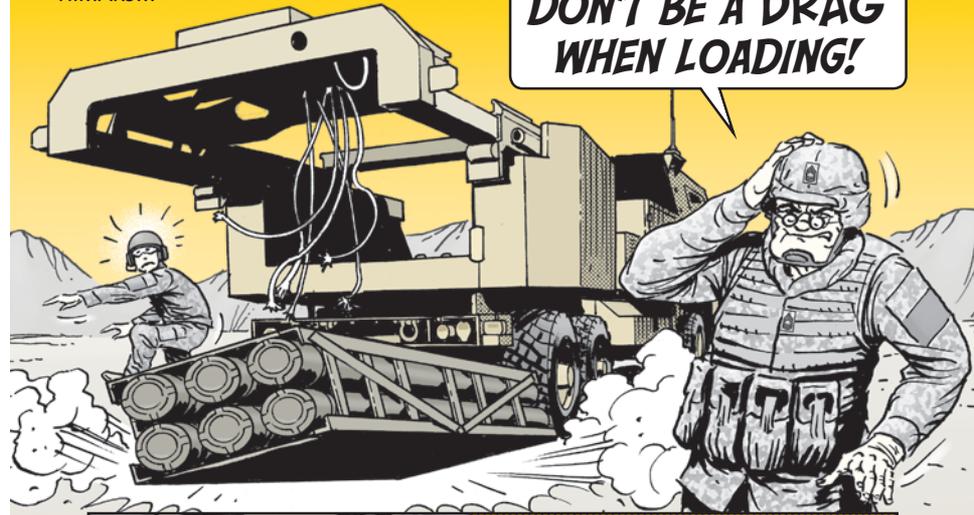
AND HOLD ONTO THIS ARTICLE UNTIL THE M50/M51 FILTERS DOWN TO YOU.



Note: see pages 44-45 for JSLIST help.

HIMARS...

DON'T BE A DRAG WHEN LOADING!



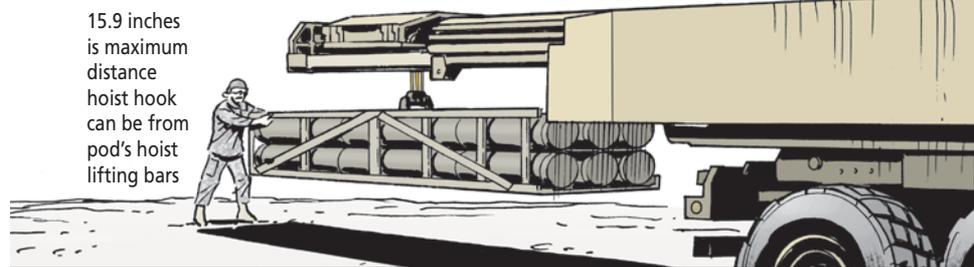
IN ONE 18-MONTH PERIOD, 28 DIFFERENT M142 HIMARS HOIST CABLES FAILED. AND IT'S NOT BECAUSE THE CABLES WERE DEFECTIVE. IT WAS BECAUSE LOADING PROCEDURES WERE NOT CORRECTLY FOLLOWED!

Crews are using the hoist cable to drag the rocket pod. That results in the cable fraying or being cut when it slips off the hoist pulley. If that happens often enough, the cable breaks.

Dragging the rocket pod is a drag for the hoist cable. Save the cable by following this caution from TM 9-1055-1646-13&P:

CAUTION: To prevent damage to the hoist assembly and/or the rocket pod or GMLA, do not drag rocket pod or GMLA. The hoist hook and pulley assembly should be positioned as close as possible over the hoist lifting bars of the rocket pod and GMLA...

15.9 inches is maximum distance hoist hook can be from pod's hoist lifting bars



...When the rocket pod or GMLA is on the ground, the maximum distance allowed is the width of the hoist hook and pulley assembly [15.9 inches]. This distance decreases to 0 if the rocket pod or GMLA is lifted from a resupply vehicle or trailer.

M16-Series Rifle, M4/M4A1 Carbine...

NO WONDER YOU JAMMED! THIS MAGAZINE CAN'T FEED YOU BULLETS!!

I WISH THERE WAS SOME WAY TO WEED OUT BAD MAGAZINES!

YOU NEED TO SUBSCRIBE TO MY NEW MAGAZINE TOOL!

MAGAZINE TOOL NOT BEING SUBSCRIBED TO

Dear Editor,
Back on Page 21 of PS 700 (Mar 11), you had an article on a new tool to ID bad M16/M4 magazines. I'm one of the small arms LARs at Ft Hood and I've never seen the magazine tool in any of the arms rooms. You might want to remind armorer's the tool is still available. When it first came out, its price was \$80. Now the price has dropped below \$25, which might make it easier to convince commanders the tool is needed.

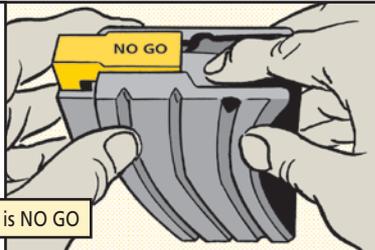
Karl Hayhurst
TACOM LAR
Ft Hood, TX

Editor's note: Every arms room should have this tool, NSN 5120-01-574-0036. It's a small price to pay to ensure no bad magazines go out to the field.

Here's how to use the tool:

- Depress the follower with your index finger.
- Grip the base of the magazine tool with your other hand.
- Slide the curved channel of the magazine tool along the bolt catch cutout area of the magazine housing.
- Apply slight pressure to slide the tool through the feed lips. If the GO portion passes through the feed lips freely and the NO GO portion does not pass through the feed lips, the magazine is good to go.

Depress follower with index finger. Grip tool base with other hand



But if the GO portion won't pass through because the feed lips are crushed or bent inward or the NO GO portion does pass through because the feed lips are separated, the magazine is shot. Don't try to fix it by bending the feed lips. Get a new magazine, NSN 1005-01-561-7200.

When the black oxide wears off the tool, replace it. It doesn't need to be calibrated.

M68 Reflex Sight...

DON'T GO CAPLESS!

HEY, CAN YOU CUT DOWN ON THE REFLECTION?

THAT'S LIKE 'PLEASE SHOOT HERE' TO THE ENEMY!

NOT MY FAULT, DUDE.

YOU TOOK OFF MY ANTI-REFLECTIVE CAP. BAD MOVE.



THE ANTI-REFLECTIVE CAP SERVES TWO FUNCTIONS FOR THE M68 REFLEX SIGHT...

- It prevents a reflection from signaling your position to the enemy. That could mean the difference between life and death to you on the battlefield.
- It protects the M68's lens from getting scratched up. If the lens gets too scratched up, you can't see through it and the sight becomes unusable.

Those are two very good reasons to keep the anti-reflective cap on at all times. But Soldiers keep removing the cap and losing it because the cap makes it harder to use the M16 rifle's BUIS (backup iron sight).

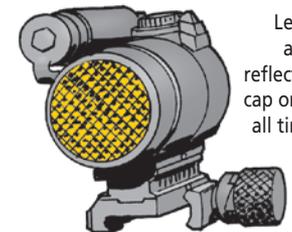
Don't do it. You're just shortening the life of the M68 and maybe yours, too. If the cap has disappeared, order a new one with NSN 6650-01-479-5386.

Get Newest TM

Make sure you have the newest TM for the M68, TM 9-1420-413-13&P (Mar 08). It covers the M68 Comp M2, NSN 1240-01-411-1265, and M68 Comp M4/M4S, NSN 1240-01-540-3690. It's online at the LOGSA ETM website:

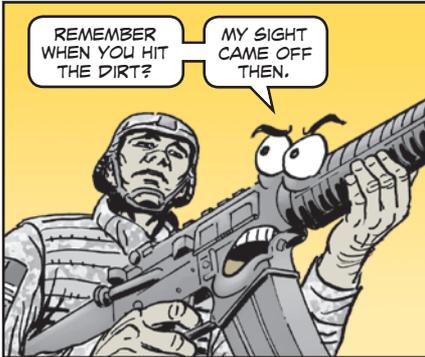
<https://www.logsa.army.mi/etms/>

Some units report getting M68s with the old TM 9-1420-413-12&P. It's way out of date, so make sure you're using the newest edition.



Leave anti-reflective cap on at all times

Keeping Sights in Sight



Dear Editor,

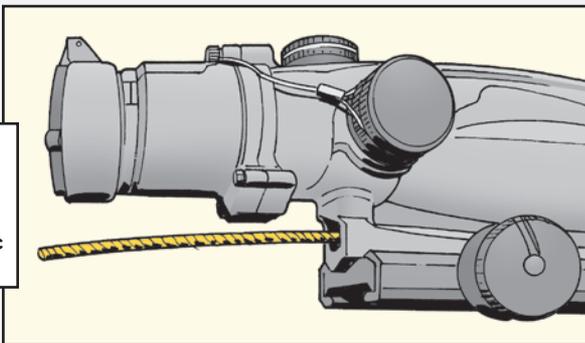
Most units don't have very good ways to keep sights like the M150 or M68 secured to their weapons. If the sights work loose from the mounting rail, they disappear in the field.

I've come up with a good method for securing sights that is easy, cheap, and doesn't interfere with the weapon. Here's what you need:

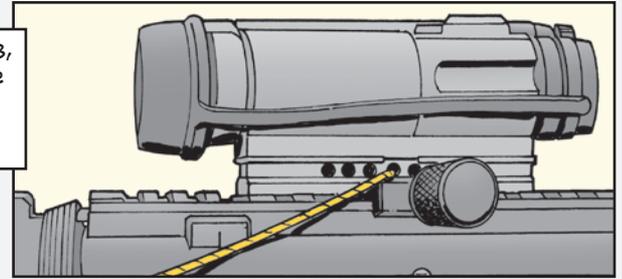
- wire rope, NSN 4010-01-151-6230
- hex bolt, NSN 5305-00-576-6107
- ring crimp, 5940-00-143-4794

Cut the wire rope to 8 inches, leaving the bolt ring on the end.

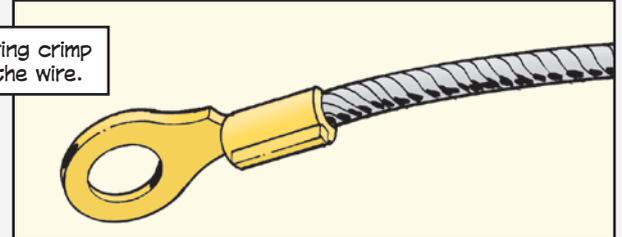
For the M150, thread the wire through its front in the channel between the optic and its mount.



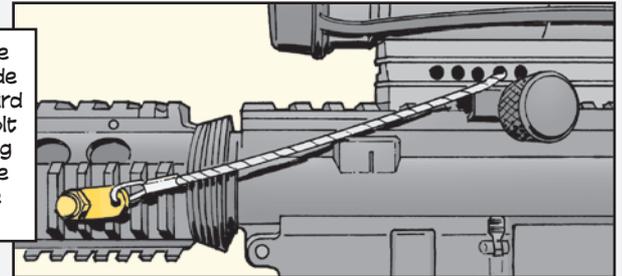
For the M68, thread the wire through its center hole at its base.



Attach the ring crimp to the end of the wire.



On either the left or right side of the handguard rail, use the bolt through the ring crimp to secure the wire to the handguard.



Install the sight on the mounting rail and you're done.

SSG Andrew Neal
HSC 205th Eng Bn
Bogalusa, LA

Editor's note: Nice idea, Sergeant. Units, if you have trouble keeping your sights in sight, try the Sergeant's fix.

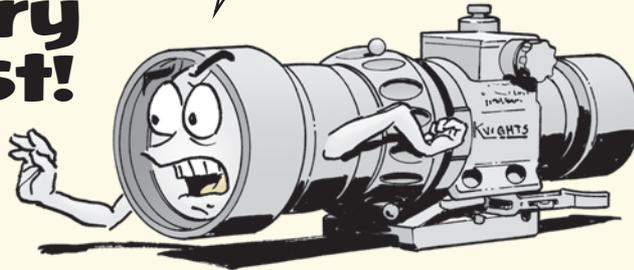
MWOs Now Strictly Depot

All modification work orders for small arms will now be done only at the depot or by small arms readiness evaluation teams (SARET).

The Army is making the change to improve MWO accountability and accuracy of the Modification Management Information System (MMIS) database.

If you have questions about small arms MWOs, contact your local TACOM LAR.

Right Battery a Must!



WHOA THERE, MISTER 3.6 VDC! I CAN'T USE YOU!

I'M A 1.5V AA KINDA GUY!

Ignoring battery musts can leave you and your AN/PVS-30 sniper night sight blind and in the dark.

Regardless of whether you're using the clip-on sniper night sight (CoSNS) single or double battery configurations, use only 1.5V AA alkaline or lithium batteries. Never use 3.6 VDC AA batteries or anything similar—you could destroy the AN/PVS-30's circuitry. You can use 3.0 VDC 123 battery, NSN 6135-01-351-1131, but only in the CoSNS single-battery configuration.

See the AN/PVS-30's TM 9-5855-1916-13&P for info on installing the sight's batteries.



ARMORERS, INVENTORY YOUR BATTERY SUPPLY NOW AND ENSURE YOU HAVE ENOUGH 1.5V AAs FOR YOUR NIGHT SIGHTS.

IF YOU DON'T, ORDER MORE WITH NSN 6135-01-333-6101, SO YOU NEVER HAVE TO SUBSTITUTE THE WRONG BATTERY.

THIS 1.5V AA BATTERY, WHICH COMES IN A PACKAGE OF 12, CAN BE USED IN BOTH THE SINGLE AND DOUBLE CONFIGURATION.

When you ship or store the AN/PVS-30, never leave the batteries installed. The batteries can leak and cause corrosion bad enough to damage the sight.

If you have any questions about how to handle batteries, please see TB 43-0134, *Batteries, Disposition and Disposal*, for more info. The TB is online at:

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

If you have questions about the AN/PVS-30, contact Dennis Timmons at DSN 786-1347, (586) 282-1347, or email:

dennis.c.timmons.civ@mail.mil

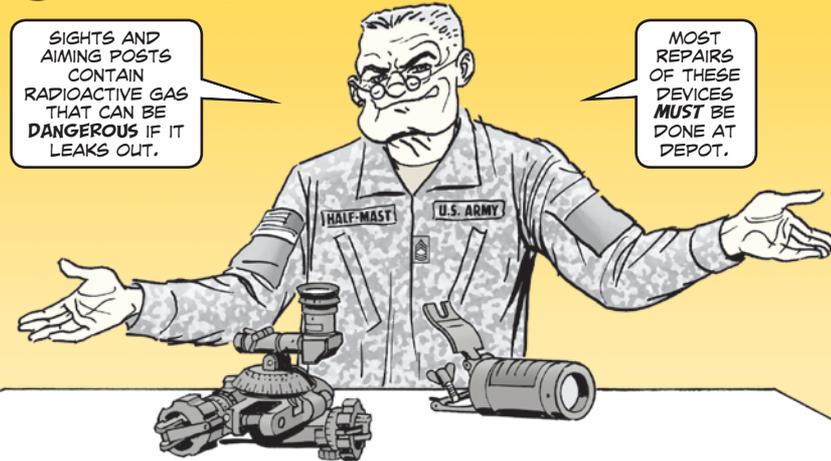
or contact Anthony Smith at DSN 786-1350, (586) 282-1350, or email:

anthony.g.smith30.civ@mail.mil

Sights Repaired at Depot ONLY

SIGHTS AND AIMING POSTS CONTAIN RADIOACTIVE GAS THAT CAN BE DANGEROUS IF IT LEAKS OUT.

MOST REPAIRS OF THESE DEVICES **MUST** BE DONE AT DEPOT.



THE FOLLOWING MORTAR DEVICES CONTAIN RADIOACTIVE TRITIUM GAS IN A SEALED SOURCE MODULE...



- M67 sight unit
- M64A1 sight unit (USMC only)
- M224/M224A1 60mm mortar range indicator
- M58/M59 aiming post light



BECAUSE TRITIUM GAS CAN BE **DANGEROUS**, REPAIR OF ANY OF THESE DEVICES THAT REQUIRES REMOVAL OF THE TRITIUM MODULE CAN BE DONE **ONLY** AT THESE LOCATIONS...

- Anniston Army Depot, AL
- JBLM, WA
- Ft Bragg, NC
- Marine Corps Logistics Base, Albany, GA

At the field level, repairmen are authorized only to remove the elbows for the mortar range indicator and the sight units.

Any time armorers suspect these items have been damaged severely enough to be leaking tritium gas, they should immediately contact their local radiation safety officer (RSO). And contact the RSO if any of these items disappear. Shipping the items for repair or disposal must also be done through the RSO.

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

erik.s.jensen4.civ@mail.mil

Spring Pin's NSN Changes



Dear Editor,

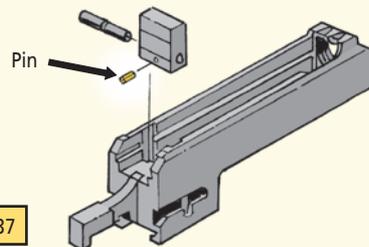
TACOM's Maintenance Action Message 12-049 about the sluggish operation of the M2A1 machine gun required maintenance to check the weapon's headspace. While doing this, we discovered that several breech locks needed to be replaced.

When you replace the breech lock, you're also supposed to replace the spring pin, NSN 5315-01-541-7233. It's shown as Item 18 of Fig 1 in TM 9-1005-347-23&P. Unfortunately, the spring pin's NSN is no longer good.

We checked with TACOM and they said you must now order the spring pin with NSN 5315-00-051-8637. Keep in mind that NSN brings 100 pins.

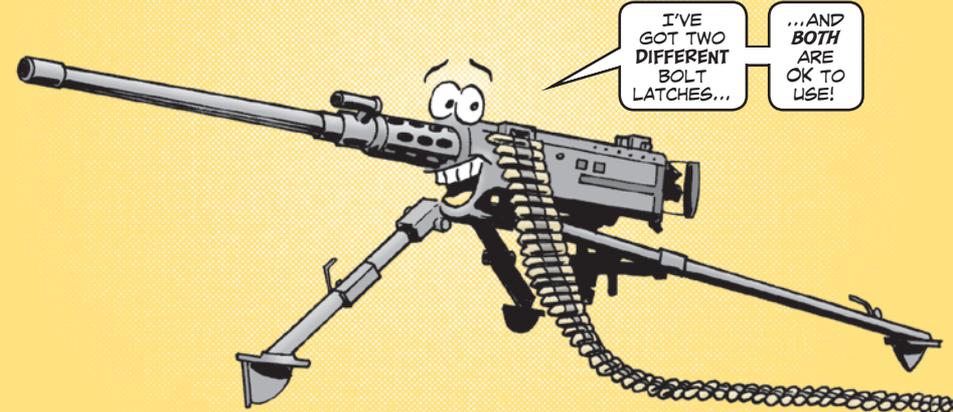
Charles "George" King
TACOM LAR
Southwest Asia

Editor's note: Thanks for sharing your research, George.



Order spring pin with NSN 5315-00-051-8637

Old Bolt Latch OK to Use



Dear Editor,

On Page 41 in PS 720 (Nov 12), you pointed out that the M2/M2A1 machine gun bolt latch with the fixed clearance hasn't been manufactured for 20 years. When units order the bolt latch, NSN 1005-00-550-4060, they should receive one which has an adjustable clearance.

This is all correct.

But it turns out there are still some of the old bolt latches in the field and on new weapons coming from Anniston Army Depot. We have had several questions about if it's OK to continue to use the old bolt latch. It is. Use it until it wears out and then replace it with the adjustable bolt latch.

Amber Brasseur
Weapon System Manager
TACOM

*Editor's note:
We're glad to clarify this.*

PATS Video Online

CBRN specialists used to get a DVD with their new M41 protection assessment test system (PATS) that explained how to use PATS. Unfortunately, the DVD often disappeared. The good news is you can now view the video online:

<https://multimedia.apgea.army.mil>

You must access it with your CAC. Microsoft Silverlite® is required for viewing the video, and has to be installed by an administrator.

I'VE GOT SOME TIPS THAT SHOULD SUIT YOU JUST FINE WHEN YOU'RE WEARING ME!



JSLIST Tips to Suit You

Joint service lightweight integrated suit technology (JSLIST) can do a terrific job of protecting you, but only if you put it on correctly. If you leave gaps in the suit or miss a strap, you've missed out on vital protection. Here are some JSLIST tips that will suit you right:

Get help. An extra set of eyes will ensure you get all JSLIST openings closed and all the straps secured. Put on your JSLIST with the help of a buddy. You can check his suit and he can check yours.

HEY, LET'S HELP EACH OTHER GET OUR JSLIST ON RIGHT.

YEAH, I'LL CHECK YOUR SUIT IF YOU CHECK MINE!



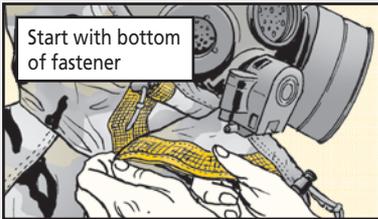
Work out the kinks. If you can't secure the hook-and-loop fasteners for the hood, the drawstring is probably too tight. Have your buddy work out the kinks in the drawstring to get as much slack in the drawstring as possible.

Work out kinks in drawstring



It's better to secure the bottom of the hood fastener first and then work your way up. That way you're less likely to leave a gap. Look up while you're securing the hood fastener. That also helps prevent gaps.

Start with bottom of fastener



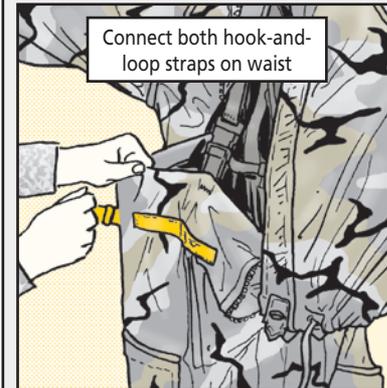
Get a good seal with the mask. Make sure the JSLIST hood seats around the top of the mask's second skin just above the eye lenses and just below the outlet valve. Once the hood is properly positioned, then tighten the hood drawstring.

Hood should seat just above eye lenses and just below outlet valve



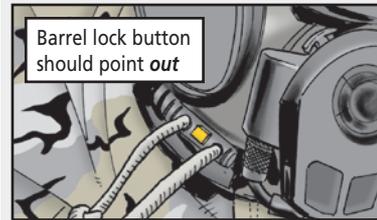
Secure ALL the straps. The pants may be more comfortable if you don't hook up the two hook-and-loop waist straps, but that leaves the straps dangling where they can catch on something and break the JSLIST's seal.

Connect both hook-and-loop straps on waist



Lock up barrel lock. If the barrel lock comes loose, the hood won't stay tight. Make sure its button points out. If it points in, the mask can bump it and cause it to unlock. Once the barrel lock is locked, tie a bow below it (it's easier if your buddy does it). That way if the drawstrings are jerked, the barrel lock itself won't be jerked and broken.

Barrel lock button should point out



Tie a bow below barrel lock



If the pants suspenders are too long even after you adjust them, cross them to take up the slack.

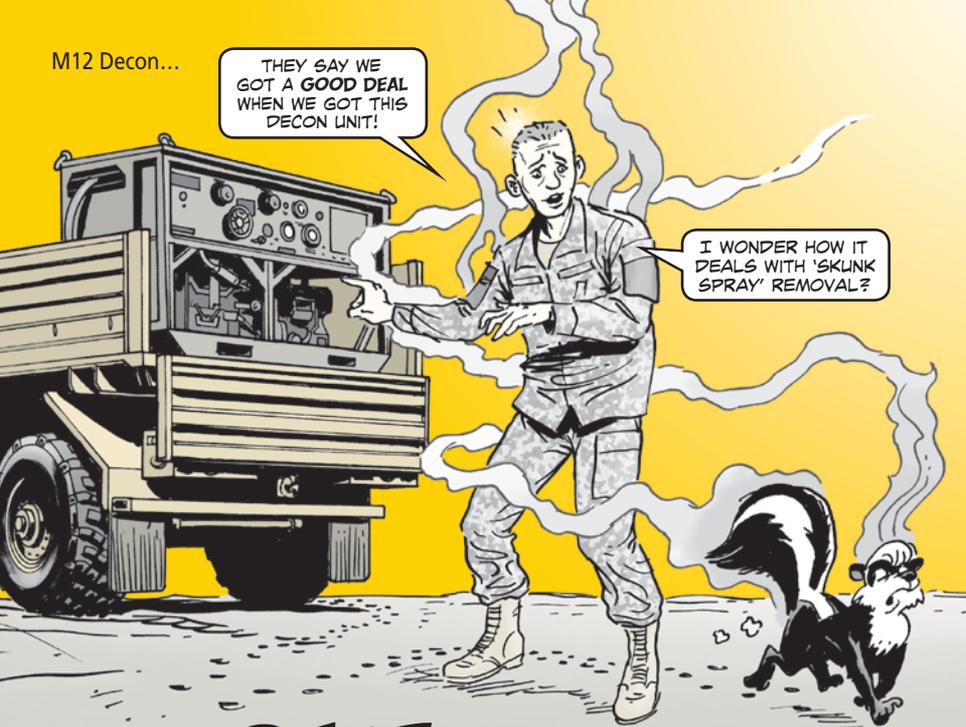
Cross suspenders if they're too long



When you take off JSLIST, make sure to first unhook the suspenders before you take off the blouse. Otherwise, you can damage the blouse.

THEY SAY WE GOT A GOOD DEAL WHEN WE GOT THIS DECON UNIT!

I WONDER HOW IT DEALS WITH 'SKUNK SPRAY' REMOVAL?



THE BEST DECON DEAL

Hose Help

The hose that connects the M12 to the tank is very heavy. Get help to maneuver it and don't drag it along the ground. That damages its connectors. Lay the hose flat on the ground when you're ready to connect it to the M12 and tank. That makes the job easier.

Keep all the hoses stored as much as possible, especially in the desert. If the hoses are left constantly exposed to the sun, they will dry rot faster.

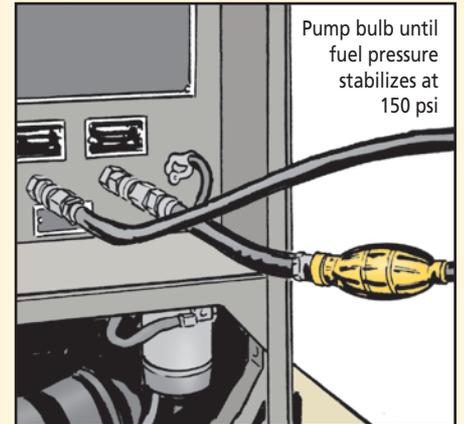
Tank hose is too heavy for one person. Get help



Fuel Facts

With the M12, make sure the fuel valve is open prior to startup. The valve is underneath the fuel tank. Otherwise, the M12 will stall. When using the heater, be sure the priming bulb is connected to the quick-disconnect fuel outlet line leading to the heater. Pump the bulb when powering up the heater until fuel pressure stabilizes to 150 psi. Be sure that the thermostat on the heater is off until the pressure reaches 150 psi. If the pressure doesn't stabilize after a couple of minutes, notify field maintenance. They will need to bleed the fuel pump on the heater to make sure there is no air blockage.

During your BEFORE PMCS, make very sure the fuel hose for the M12 is secure and not leaking. You don't want any leaking fuel around the burner, which gets very hot.

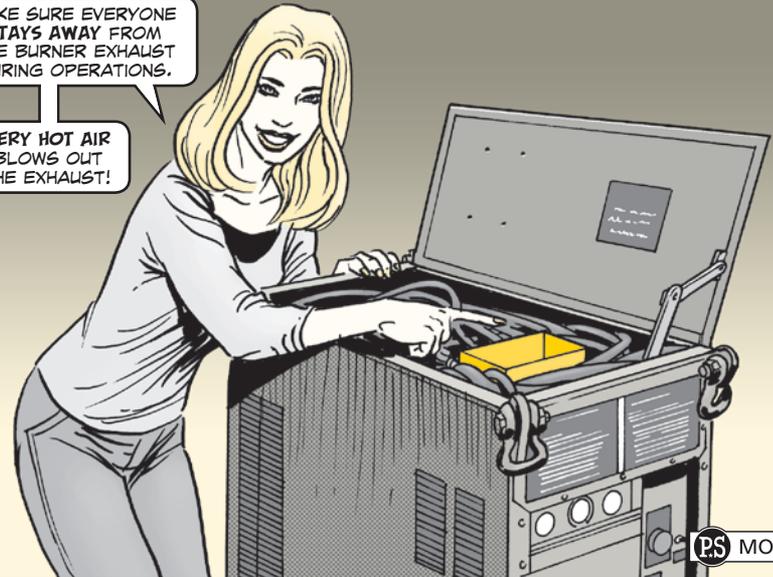


Pump bulb until fuel pressure stabilizes at 150 psi

Careful Around the Exhaust

MAKE SURE EVERYONE STAYS AWAY FROM THE BURNER EXHAUST DURING OPERATIONS.

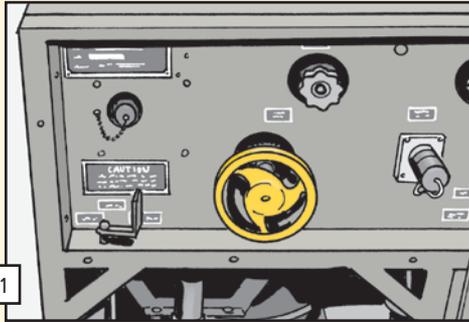
VERY HOT AIR BLOWS OUT THE EXHAUST!



PS MORE

Easy Does It with Valve #1

It is one of the most frequently broken items on the M12. Soldiers turn it too hard, which forces it off track. Then you can't send water to the heater. If the valve is difficult to turn, lube it. It has a lube fitting. But don't force the valve. If it still turns hard, something is wrong. Get it checked out.



Don't force Valve #1

Storage Protection



IF YOU JUST SHUT YOUR M12 DOWN AND LET IT SIT FOR WEEKS, COUNT ON DAMAGE, ESPECIALLY IN COLD WEATHER.

WATER LEFT IN THE M12 FREEZES AND BUSTS TANKS AND PUMPS!

TO PROTECT THE M12 WHEN IT'S GOING TO BE SITTING OUTDOORS, PARK IT ON LEVEL GROUND AND DRAIN ALL THE WATER YOU CAN FROM THE MAIN TANK, PRIME DETERGENT TANK AND PUMP.

THEN MIX THREE PINTS OF GENERAL PURPOSE LUBRICATING OIL (PL-5), NSN 9150-00-231-6689, WITH THREE GALLONS OF WATER.

Pour water/oil mixture in detergent tank and open Valve #4

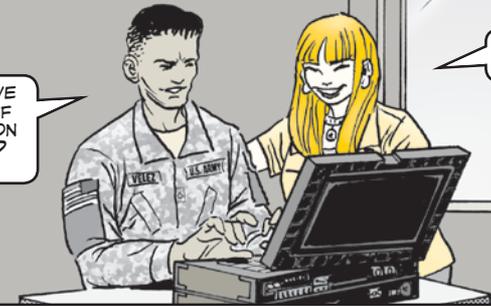
POUR THE MIXTURE INTO THE DETERGENT TANK AND OPEN VALVE #4. RUN THE PUMP 30 SECONDS, THEN DRAIN THE PUMP. CLOSE VALVE #4, BUT LEAVE THE PUMP DRAIN VALVE OPEN.

NOW THE PUMP WON'T FREEZE!

PS END

TMDE...

I CAN'T BELIEVE ALL THE STUFF THEY'VE GOT ON THE NEW MSD HOMEPAGE!



BELIEVE IT, SOLDIER!

THIS IS GOING TO MAKE YOUR JOB A WHOLE LOT EASIER!

MSD HELP AVAILABLE ONLINE!

Good news for Soldiers using maintenance support devices (MSDs)! The MSD homepage has been updated and improved by the At-platform Automatic Test Systems (APATS) office and now offers all kinds of help for your MSD.

THE SITE SUPPORTS ALL APATS PRODUCTS...

- MSD-V2
- MSD-V3
- Serial ICE kit
- Smart wireless internal combustion engine (SWICE) kits

HERE IS WHAT THE MSD HOMEPAGE OFFERS...

- The latest software and training material
- Common troubleshooting tracks
- Frequently asked questions (and answers)
- A knowledge base page for reference
- Components of end item (COEI) inventory sheets for all MSD products
- A community comments page where MSD users can suggest improvements, offer tips and bounce ideas off each other

Customer support requests (CSRs) for warranty and other help can be initiated through the MSD homepage.

To get started, logon with your CAC to the MSD homepage:

http://pdtmde.redstone.army.mil/msd_info.htm

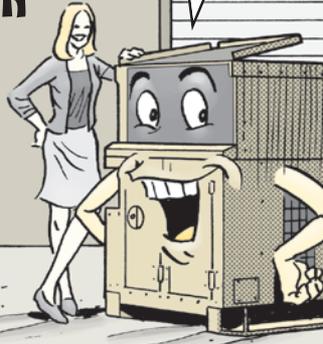
Create a user profile, making sure to completely fill out the Point of Contact information. Then select Upgrade My Role to have full access. You should receive an email within a few hours stating that you have been upgraded to Standard User.

Of course, you can still contact the MSD/ICE Help Desk for technical support. They are available 0730-1730 CST Monday through Friday (not including holidays). Call (877) 564-1137 or (256) 876-2200, DSN 746-2200, or email:

apats@redstone.army.mil

5-, 10-, 15-kW TQG...

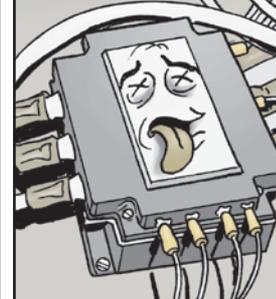
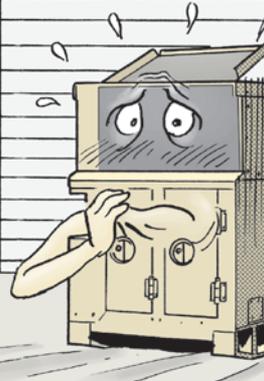
CONTACTOR FREE OF CHARGE



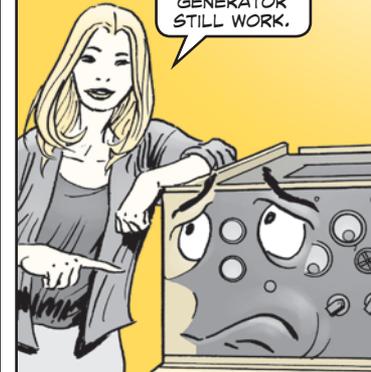
DOES YOUR UNIT HAVE A 5-, 10- OR 15-KW TACTICAL QUIET GENERATOR (TQG)?



IF IT DOES, THE GENERATOR MAY CONTAIN A FAULTY K1 CONTACTOR, NSN 6110-01-367-8921, THAT'S LIABLE TO FAIL.



ONCE THE CONTACTOR FAILS, THERE'S NO POWER OUTPUT TO THE LOAD TERMINALS...

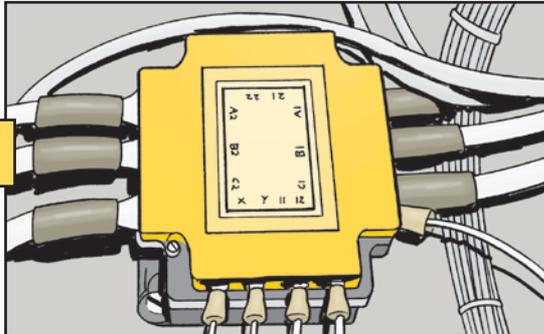


...EVEN THOUGH THE ENGINE AND GENERATOR STILL WORK.

Identify the Faulty Contactor

The K1 contactor is located in the TQG's output box. Here's how to identify a bad one:

- The contactor's cover is shaped like a "+."
- Look for a brown label with AMETEK printed on it. Ametek, Inc., manufactured the bad K1 contactors.



- In the label's lower right corner is the MFG DATE (date of manufacture). The first two digits represent the week; the last two digits represent the year. Look for MFG DATEs from 40/10 through 13/11. Ametek K1 contactors manufactured during this time are potentially faulty and should be turned in.

AMETEK®		
PRESTOLITE POWER AND SWITCH		
JAG-6008		
CURRENT Amp 150/POLE	FREQHz 400	CONTACTS 3PST NO
OPERATING VOLTS 28 VDC	MAIN CONTACTS VOLTAGE VAC 115/200	MFG DATE 40/10

A Free Contactor

HERE'S HOW TO GET A REPLACEMENT FREE OF CHARGE...



1. Phone CECOM LCMC's Brian Sohosky, DSN 648-6989, (443) 395-6989, or email: brian.g.sohosky.civ@mail.mil, or Scottee Welsh, DSN 648-6950, (443) 395-6950, or email: scott.m.welsh2.civ@mail.mil
Let them know you have a failed contactor. Give them the following information:
 - DODAAC
 - unit identification code (UIC)
 - point of contact
 - phone number
 - Transportation Account Code (TAC) funding
 - number of contactors you want shipped to you
2. CECOM LCMC will notify the West Virginia National Guard (WVNG), who is storing replacement contactors. WVNG will ship replacement contactors to customers who have defective ones.
3. Once your unit receives the replacement contactor, you must ship the failed contactor to Ametek. A prepaid shipping label is included inside the free issue box with the replacement contactor. You must use the same shipping box to ship the failed contactor. The return label lists the following ship-to address:

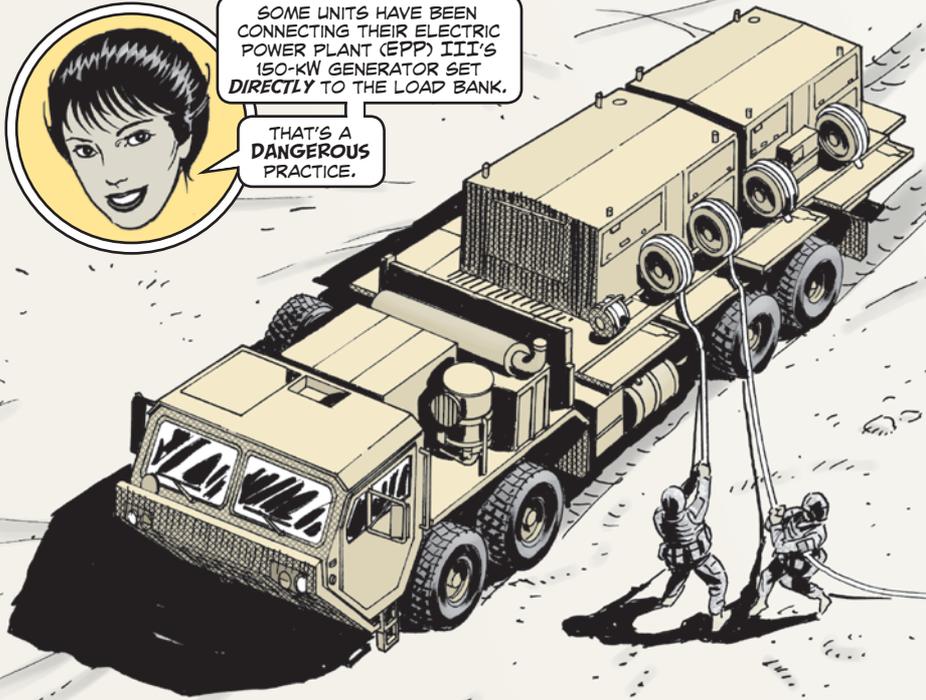
AMETEK Power Instruments
Manufacturing Manager—Jesus Torres
1701 Industrial Blvd
Hildago, Texas 78557
Phone: 956-843-4070
Fax: 956-843-4534
Cell: 956-605-3017
4. CECOM LCMC's LARs in the field will provide a service bulletin containing contactor inspection, removal and installation instructions.

CONNECTION CORRECTION



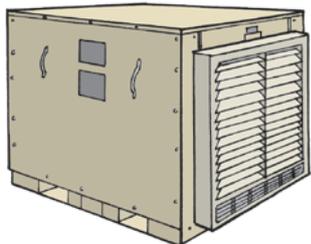
SOME UNITS HAVE BEEN CONNECTING THEIR ELECTRIC POWER PLANT (EPP) III'S 150-KW GENERATOR SET **DIRECTLY** TO THE LOAD BANK.

THAT'S A **DANGEROUS** PRACTICE.

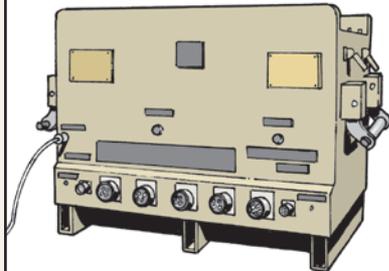


A direct connection between the generator set and the load bank exposes you to live leads producing more than 208VAC at 520 amperes per phase. That's enough to kill you and then some.

Never connect generator set *directly* to load bank



Connect load bank to junction box

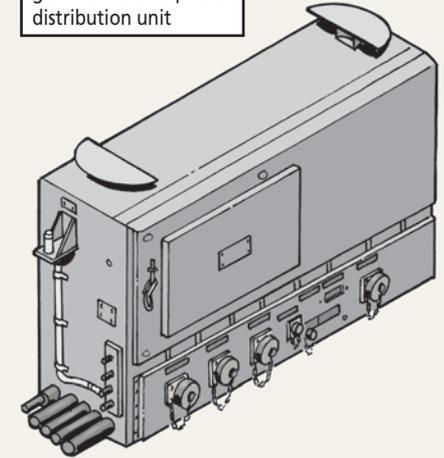


HERE'S THE **SAFE** WAY TO MAKE THE CONNECTION...



Connect the load bank's L1, L2, L3 and LO cables to the generator set's junction box. Then make sure the generator set is properly connected to the power distribution unit (PDU), like it says in WP 0005-5 through -6 of TM 9-6115-668-13 (Dec 11), *Operator and Field Maintenance Manual for Generator Set, Diesel Engine Driven, Skid Mounted 150kW, 400 Hz, Alternating Current.*

Properly connect generator set to power distribution unit



Finally, connect the generator set's power and control cables to the junction box. That way the power cables don't have any exposed leads that can harm you. And the connection between the load bank and the generator set is convenient and safe.

COMPLETE PROCEDURES FOR OPERATING THE LOAD BANK ARE SPELLED OUT IN...



...WP 0005-33 THROUGH -35 OF TM 9-6115-669-13&P (FEB 12), *OPERATOR AND FIELD MAINTENANCE MANUAL INCLUDING REPAIR PARTS AND SPECIAL TOOLS LIST FOR ELECTRIC POWER PLANT III.*

Play It Safe

Before you start connecting power cables or anything else, make sure your generator set is properly grounded. WP 0005 of TM 9-6115-669-13&P covers grounding instructions.

And remember, never set up, adjust or fix a ground when the generator set is running. If you do, you risk getting a deadly shock.

So play it safe. Make sure the set is shut down and all power is off before you touch ground straps, rods, terminals, clamps or lugs. Ideally, you should check grounds during other PMCS when the set is off.

PRODUCTS TO PROTECT COMMO

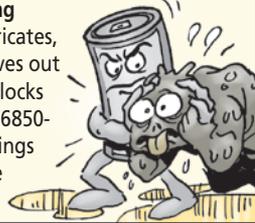


WATER, DIRT AND CORROSION ARE COMMO EQUIPMENT'S WORST ENEMIES.

YOU'LL NEED SOME ARMY STRONG ALLIES TO PROTECT YOUR EQUIPMENT.

HERE ARE FOUR OF THEM...

Water-displacing compound lubricates, penetrates, drives out moisture and blocks corrosion. NSN 6850-00-142-9389 brings a box of twelve 16-oz cans.



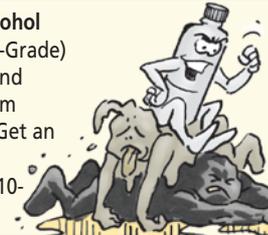
Electrical tape can make all kinds of commo repairs. Get a roll with NSN 5970-00-419-4291.



Silicone compound with corrosion inhibitor seals areas and keeps out dirt and water. NSN 6850-00-880-7616 brings an 8-oz tube.



Isopropyl alcohol (Technical, A-Grade) cleans well and does not harm equipment. Get an 8-oz bottle with NSN 6810-00-753-4993.



ONE-STOP SHOP FOR TACOM LCMC SAFETY AND MAINTENANCE MESSAGES

MISS CLOE, I NEED TO GET ME SOME SAFETY FIXINS'.

GOTTA ROUND UP 'EM DOGGIES AND HEAD ON OVER TO TULSA!

I CAN SAVE YOU THAT TRIP!

ALL YOU NEED IS A COMPUTER AND YOUR CAC!

CAC? COWS AND CRITTERS?

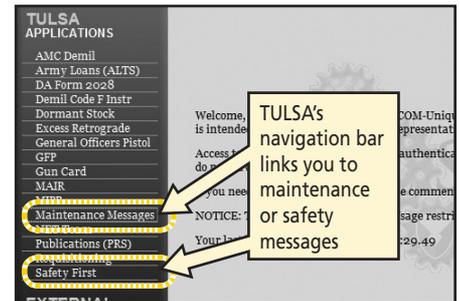


Are you hunting for past safety or maintenance messages for TACOM LCMC-managed equipment? All you have to do is pop on over to TULSA. And no, we don't mean the city in Oklahoma!

The historical collections for TACOM LCMC safety messages and maintenance messages are found online at the TACOM-Unique Logistics Support Applications (TULSA) website. You'll need your CAC and first-time users must request access. Go to: <https://tulsa.tacom.army.mil>

If you need assistance getting into the website, email TULSA's helpdesk at: tacom-lcmc.ilsc_tulsa@mail.mil

Once you're in, you can find maintenance messages by clicking Maintenance Messages in the left-hand column. You can find safety messages by clicking Safety First in the same column. You can even get future safety messages emailed to you. You'll find the E-Mail Subscriptions link in the navigation bar on both the maintenance and safety messages pages.



If you can't find a specific safety or maintenance message that you need, email a help request to: usarmy.detroit.tacom.mbx.ilsc-safety-of-use-mailbox@mail.mil

Logistics Management... Got GCSS-Army Questions?

Good news! Help with Global Combat Support System-Army (GCSS-Army) is here. A new help desk call center at the Software Engineering Center at Ft Lee, VA, is open to support the field.

The Sustainment Support System for the Single Interface to the Field (S4IF) is the go-to spot for GCSS-Army answers. This means handy "one-stop shopping" for SASMOs supporting both GCSS-Army and legacy STAMIS systems.

All first-time users at S4IF must register for access. Visit: <https://s4if.lee.army.mil>

For a step-by-step registration guide, go to:

https://s4if.lee.army.mil/Doc/S4IF_Requester_Guide.pdf

Questions? Contact GCSS-Army's help desk toll-free at (866) 547-1349, DSN 687-1051, (804) 734-1051 or email: usarmy.lee.sec.mbx.leeec-secler-cso@mail.mil

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

EXITING THE METHODS OF PRESERVATION MAZE: METHOD 40

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

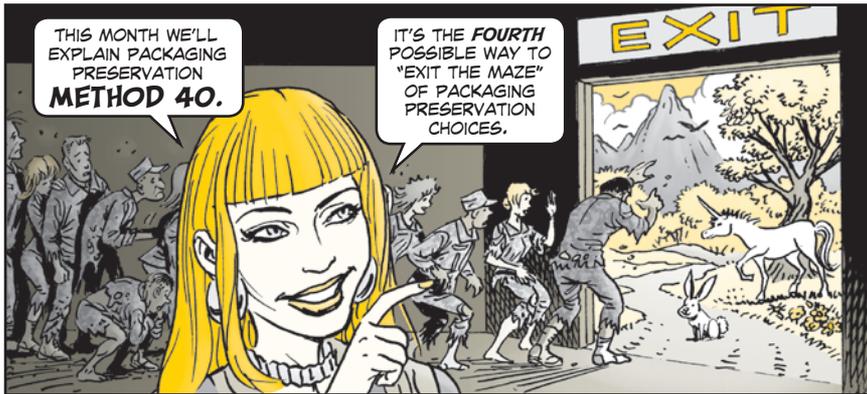
FOR SEVERAL MONTHS NOW, WE'VE WALKED YOU THROUGH A MAZE.

IT'S A MAZE CAUSED BY CONFUSION OVER THE DIFFERENT KINDS OF MILITARY PACKAGING PRESERVATION OPTIONS.



THIS MONTH WE'LL EXPLAIN PACKAGING PRESERVATION METHOD 40.

IT'S THE FOURTH POSSIBLE WAY TO "EXIT THE MAZE" OF PACKAGING PRESERVATION CHOICES.



METHOD 40 REQUIRES THE USE OF WATER- AND VAPOR-PROOF PROTECTION (WITH PRESERVATIVE, AS REQUIRED).

THIS METHOD IS ALSO USED FOR ITEMS SUCH AS CIRCUIT CARDS THAT ARE ELECTROSTATIC DISCHARGE SENSITIVE (ESDS).



FOR MORE ON ESDS ITEMS, SEE PAGES 48-54 IN PS 719 (OCT 12).



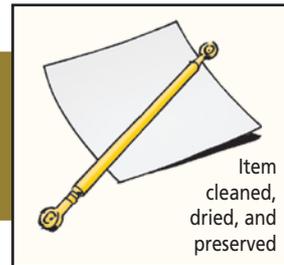
YOU MAY ALSO BE ABLE TO EXIT THE MAZE THROUGH...

SUBMETHOD 41 PROTECTS METALLIC AND NONMETALLIC ITEMS AGAINST DETERIORATION CAUSED BY WATER, WATER VAPOR, OR NATURAL OR INDUSTRIAL CONTAMINATES AND POLLUTANTS.

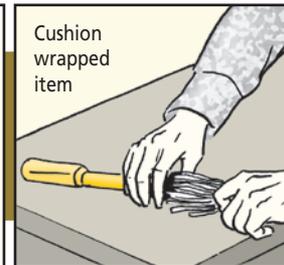
ITEMS PACKED BY **SUBMETHOD 41** ARE GENERALLY LIGHTWEIGHT AND FLAT. THEY SHOULD BE EASILY INSERTED INTO FLAT OR ENVELOPE-TYPE BAGS.

INSERT THE ITEM WRAPPED AND CUSHIONED AS NECESSARY INTO A WATER- AND VAPOR-PROOF BAG, REMOVE THE EXCESS AIR AND CLOSE THE BAG.

- Clean and dry the item.
- Select and apply a preservative coating to the item or parts of it. The manufacturer normally applies permanent preservative coatings to ESDS items.
- Apply a greaseproof wrap only if a soft, dry preservative was applied to the item.



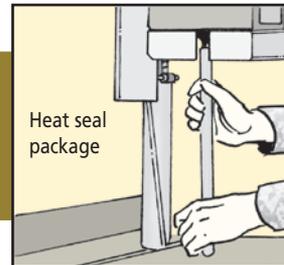
Item cleaned, dried, and preserved



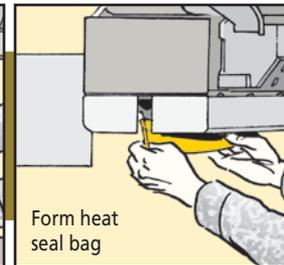
Cushion wrapped item



Wrap item in greaseproof barrier



Heat seal package



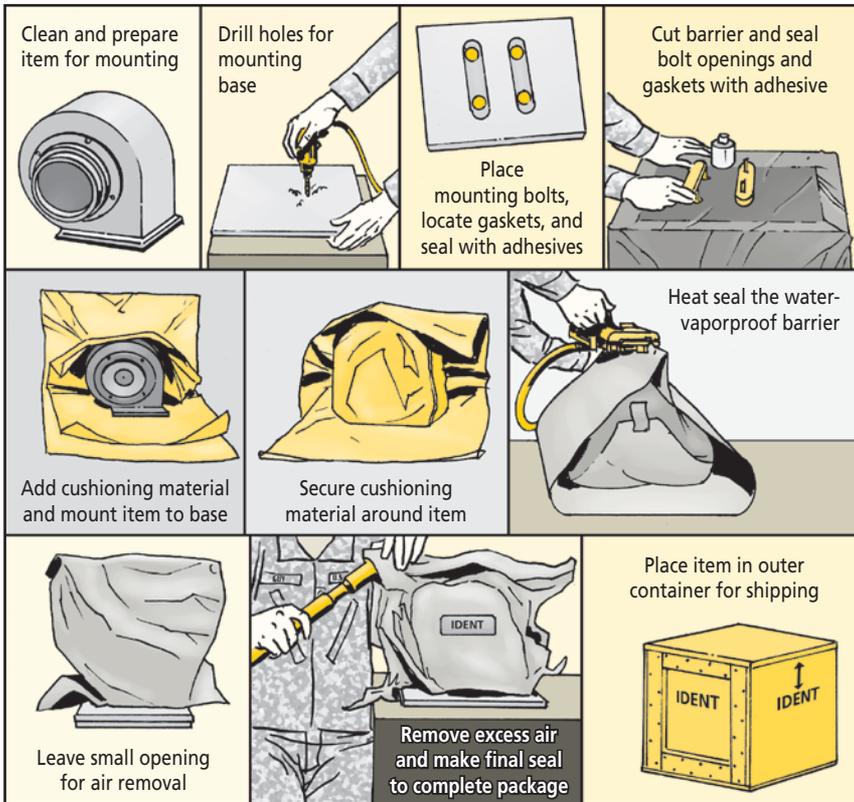
Form heat seal bag



Identify completed unit pack

- If greaseproofing is not required, apply a neutral wrap using a noncorrosive, dust-protective wrap prior to or as part of unit packing.
- Place the item (wrapped and cushioned, as required) into a close-fitting, heat-sealed bag that meets specifications listed in MIL-PRF-131, *Barrier Materials, Watervaporproof, Greaseproof, Flexible, Heat-Sealable*.
- Mark the bag in accordance with MIL-STD-129, *Military Marking for Shipment and Storage*.

Submethod 43: Use to unit pack equipment like generators, electric motors and transformers.



Note: If you must use a carton or box with the unit container, place the cushioning specified in the contract or order between the bag and the carton or box. Mark the carton or box the same way as the bag. You're good to go.

Whether you choose Method 40 or submethods, you need to pay attention to detail. It's easier if you use the MIL-STD-2073-1, *Standard Practice for Military Packaging*, as a map for the maze.

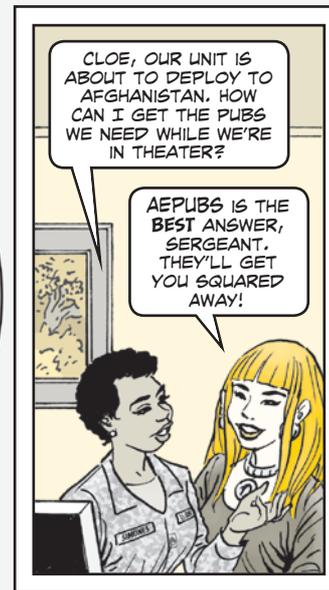
If you need guidance, call the packaging experts at the Logistics Support Activity's Packaging, Storage and Containerization Center at DSN 795- 7105, (570) 615-7105, or email: toyb.pt@us.army.mil

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.

**STAY TUNED!
NEXT MONTH
WE'LL LOOK AT
METHOD 50!**



Publications...



Arrmy units stationed in or deployed to Africa, Europe or Southwest Asia must order publications through the Army in Europe Library & Publishing System (AEPUBS).

Unit pubs managers can set up a first-time AEPUBS account with DA Form 12-R, *Request for Establishment of a Publications Account*.

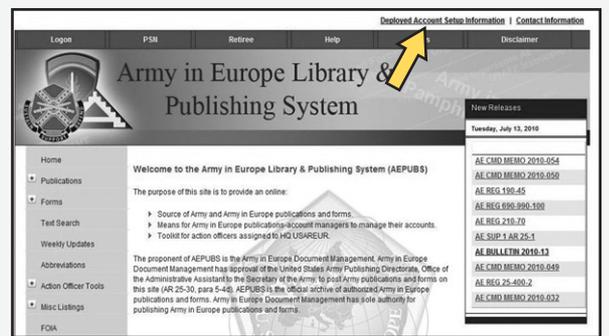
Email the completed DA Form 12-R to:

usarmy.sembach.imcom-europe.mbx.aepubs@mail.mil

FOR INSTRUCTIONS ON FILLING OUT THE FORM OR TO GET PRE-FILLED FORMS, VISIT AEPUBS AT: <https://aepubs.army.mil>

SELECT ACCOUNT SETUP INFORMATION ON THE HOMEPAGE.

FOR AEPUBS HELP, CALL DSN (314) 496-5824 OR (49) 6302-67-5824.



Connie's POST SCRIPTS



CONNIE, YOU NEED TO TELL THESE POST SCRIPTS THAT SOMEDAY THEY MAY GET THE FULL ARTICLE TREATMENT... LIKE I DID!

M270A1 MLRS Engine Oil Filter

Get a new engine oil filter for your M270A1 MLRS with NSN 2940-01-131-5928. It replaces NSN 2940-01-487-3754, which is shown as Item 189 in Fig 30 of the IETM (EM 0208) parts manual. Both the semi-annual service kit, NSN 4910-01-551-8678, and the annual service kit, NSN 4920-01-552-3969, already include the new filter.

No Permalube for M1000 Semitrailers

Permalube is **not** an authorized lubricant for M1000 trailers. You also shouldn't mix Permalube with GAA. The thickeners used in the two greases are not compatible. Mixing them weakens the grease's lubing ability. Then components fail. GAA is the **only** approved grease for the M1000 trailer and other military vehicles. If Permalube has been used, it must be removed and GAA applied.

Oshkosh Will Fix Incorrect Data Plate on Recapped M985A2/A4 HEMTTs

There are recapped M985A2/A4 HEMTTs in the field that could have the wrong load rating capacity stenciled on the crane data plate. The correct capacity is 5400 lbs, but if you don't see that, email Oshkosh Corporation so they can cover the error by applying a small data plate that includes the right info. The email address is:

defenseretrofit@defense.oshkoshcorp.com

And in case you wondered, base M985s are not affected.

Safety/Security/Traffic Mirrors

Do you work in a place crowded with vehicles coming and going? Places like motor pools, truck terminals, parking lots or access gates? You may need to improve visibility with safety/security/traffic mirrors. Order a 36-in diameter, outdoor, acrylic, convex mirror with part number 60008315 from GSA Advantage!:

<https://www.gsaadvantage.gov>

Electric Power Manager Kit Protects HMMWV Batteries

Leaving all those HMMWV communication systems turned on can put a serious drain on your vehicle's batteries. But you can prevent battery drainage by installing an electric power manager (EPM) kit, NSN 5999-01-576-9653. It works on M997A2, M998A2, M1025A2, M1035A2, M1043A2, M1045A2, M1097A2 and expanded-capacity vehicles (ECV), including the M1113, M1114, M1151, M1151A1, M1151A1W/B1, M1152, M1152A1, M1152A1W/B2, M1165, M1165A1 and M1165A1W/B3.

M59A Field Range Safety Hazard

Units have reported a safety hazard while heating liquid in a 10- to 15-gal stock pot in the M59A field range, NSN 7360-01-479-0312: The pot jams on the rollers as it's being removed. Hot liquid spills out and Soldiers get their hands and forearms scalded.

All M59As issued from the Defense Logistics Agency (DLA) since March 2012 have been modified by replacing the defective rollers. These ranges have a DLA MODIFIED label on the door.

If your range doesn't have a label, replace the rollers by getting the free M59A roller kit, NSN 7310-01-600-2290, from DLA. For the whole story on the M59A safety hazard, see TACOM LCMC SOUM 12-011, *M-59 Field Range Causing Personnel Injury*. It's on the TULSA LCMC Safety First website:

<https://tulsa.tacom.army.mil/safety/serviced.cfm>

ATLAS Forklift Grease Cover

The grease cover for the ATLAS forklift's central lubrication system is not available by NSN. You'll have to order it using PN 70023137 and CAGE 1YHH8. Or you can call the manufacturer, JLG, at (866) 554-7782, option #1, and ask for Terri Bradley.

ATEC AT-422T Crane Tire NSN

Get the Goodyear AT2A 16.00R21 tire for your 22-ton all terrain crane (ATEC) AT-422T with NSN 2610-01-182-4165 (PN 7900000377). Make a note of this NSN until it's added to Fig 134 of TM 5-3810-307-24P.

FMTV Repair Kits

The following repair kits are now available for your FMTV. Make a note until they're added to the TMs.

Kit	NSN
Steering drag link seal kit w/tool	2530-01-525-7587
Torque rod seal kit w/tool	2510-01-499-5596
V-rod seal kit w/tool	2510-01-525-7576

Bradley BUSK 3 Battery

Don't use the Exide AGM dual-post battery, NSN 6140-01-557-6221, as a substitute for the battery on your A2 ODS, A3 and SA Bradleys with the BUSK 3 modification. This battery, which is designed for use on the MRAP, failed vibration testing for the Bradley. Exide's AGM single-post battery, NSN 6140-01-582-5710, is the **only** battery approved for Bradley use.

M4 Bituminous Distributor Cylinder

Order a new actuating cylinder for your M4 bituminous distributor with PN 6602250 and CAGE 80195. NSN 3040-01-541-8101, which is shown as Item 12 in Fig 6 of TM 9-3990-257-13&P, brings the wrong cylinder. If you already have some on hand, check the OEM part number stamped on each cylinder. The right cylinder is marked S9426. Wrong cylinders are marked S9425.

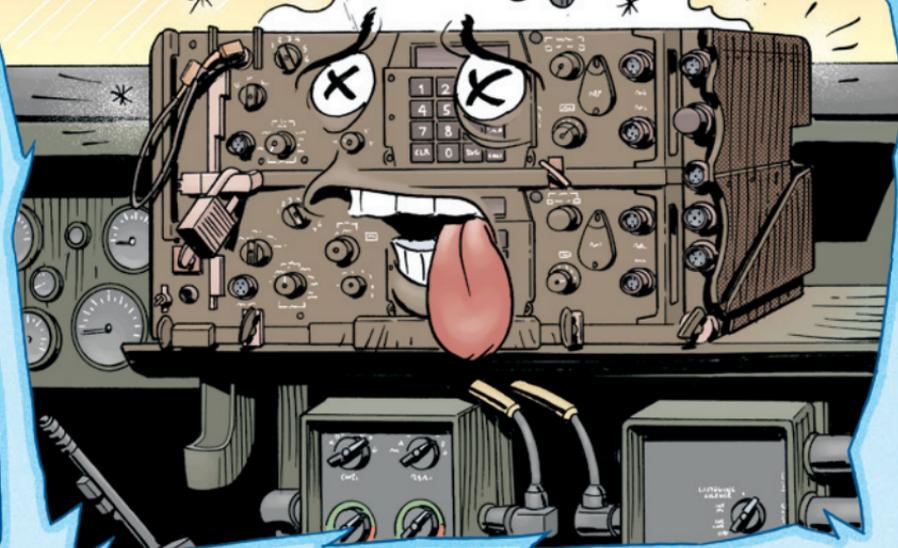
DISTRIBUTION: To be distributed in accordance with the initial distribution number (IDN) 340312, requirements for TB 43-PS-Series.

Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

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**A POWER SURGE
CAN ★ KNOCK OUT ★ YOUR
VEHICULAR RADIO!**



**Turn Off Power to ALL
Commo* Before Starting or
Stopping Your Vehicle's Engine!**

*On SINGARS Radios, Power OFF by Setting Function Switch to STBY