

PS**THE
PREVENTIVE
MAINTENANCE
MONTHLY****ISSUE 727 JUNE 2013**

TB 43-PS-727, **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.

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June
2013

THE PREVENTIVE MAINTENANCE MONTHLY

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THE STRYKERS
GET US
ROLLING ON
PAGES 2-6...

THEN COME
READ ABOUT
US FOOD
THERMOMETERS
ON PAGE 5!

CHK- CHK-

WHY ARE YOU JAMMING? YOU'RE BRAND NEW!

I'M JAMMING 'CAUSE I HAVEN'T BEEN CLEANED AND LUBED!

No Exceptions! Do PMCS

The condition of your equipment is not something you want to guess about. Even if your aircraft, truck, tank or whatever else is brand new or just back from rebuild, you need to do a thorough PMCS like a -23&P TM says under SERVICE UPON RECEIPT. That way you know your equipment will do what it's supposed to and not leave you up the creek.

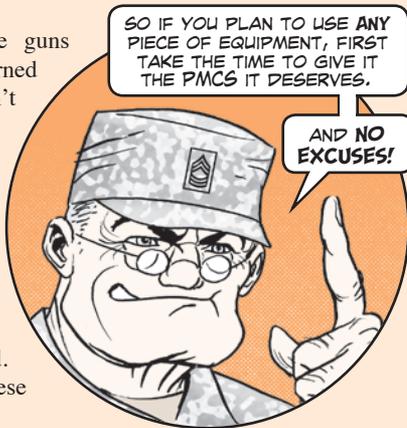
Recent events have shown this is especially true with small arms. In several cases, new weapons jammed the first time they were fired. Inspection revealed that they hadn't been lubed.

In another case, new M2A1 machine guns jammed. When they were examined, it turned out the manufacturer's preservative hadn't been cleaned off.

But, of course, weapons that have already seen action have even more problems with jamming. This has been particularly true with the M240 and M249 machine guns. When inspectors have checked to see why these machine guns jammed, they almost always found it was not a defective weapon, but one that hadn't been cleaned and lubed. A PMCS by the -10 TM would have kept these machine guns out of that jam.

SO IF YOU PLAN TO USE ANY PIECE OF EQUIPMENT, FIRST TAKE THE TIME TO GIVE IT THE PMCS IT DESERVES.

AND NO EXCUSES!



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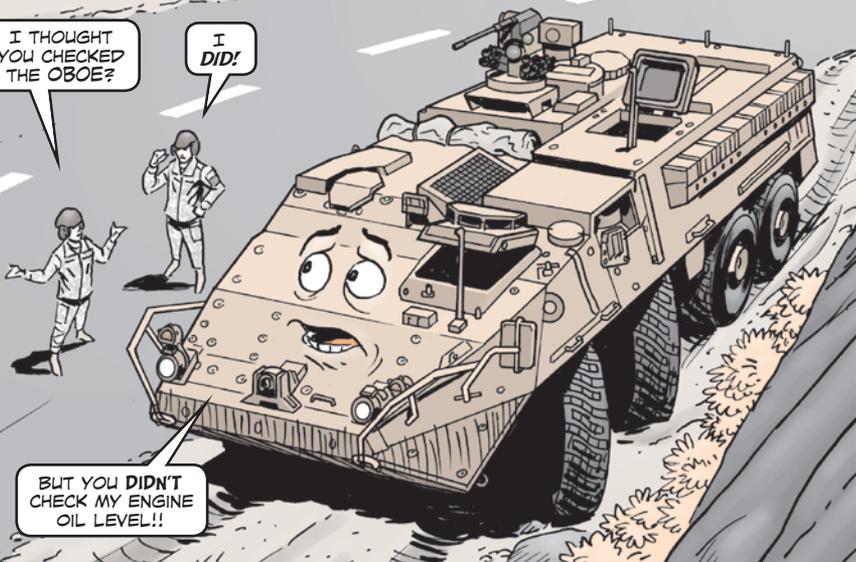
Stryker...

OIL FOR ONE AND ONE FOR OIL!

I THOUGHT YOU CHECKED THE OBOE?

I DID!

BUT YOU DIDN'T CHECK MY ENGINE OIL LEVEL!!



Crewmen, if you think keeping your Stryker's on board oil exchanger (OBOE) filled means you don't have to check the engine oil—you better think again!

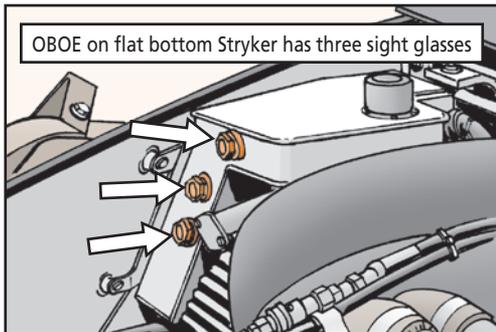
The OBOE works like this: For every 10 hours of operation, the OBOE takes approximately 1 quart of oil from the engine and injects it into the fuel system where it's burned off.

Then the OBOE replaces that engine oil from its 1.71-gal reservoir. When it's full, the OBOE can continue to replace the burned-off engine oil for about 60 hours before it runs dry.

When it's empty, the OBOE will continue to draw oil from the engine for burnoff. And if there's not enough oil for the engine, the engine burns up!

To keep that from happening, check the three sight glasses on the side of the flat bottom Stryker's OBOE. There's one at the top, one in the middle and one near the bottom. You're good to go if you can see oil in the top sight glass. But if you can't see oil in the bottom sight glass, your OBOE is WAY overdue for a fill-up.

OBOE on flat bottom Stryker has three sight glasses

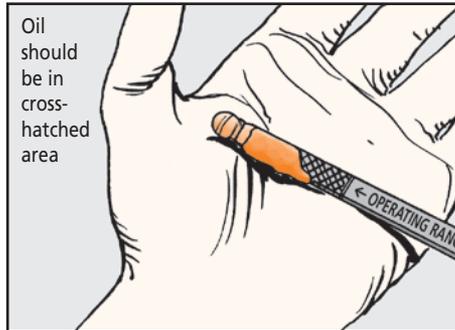


On the double V-hull (DVH) Stryker, the OBOE is located toward the front of the engine compartment and has a single sight glass. If the oil level is at the FULL mark, you are good. But if the oil level falls below the ADD mark, service the OBOE right away.

Some crewmen wrongly assume that just because they keep the OBOE filled, they don't have to check the engine oil. The **only** way to know if you have an oil leak or oil contamination is to check the engine oil.

Before checking your Stryker's engine oil, make sure the vehicle is on level ground. And wait at least 20 minutes after shutting the engine down before pulling the dipstick.

The oil level should be in the crosshatched area of the dipstick. Look for whitish blobs that indicate water contamination. And take a sniff—if you smell fuel, the oil could be contaminated.



WHILE YOU'RE CHECKING THE OIL, BE SURE TO CHECK THE DIPSTICK TUBE CLOSELY FOR CRACKS OR LEAKS.

OIL OVERFILL, DISCOLORED OIL OR A CRACKED DIPSTICK TUBE DEADLINES THE VEHICLE.

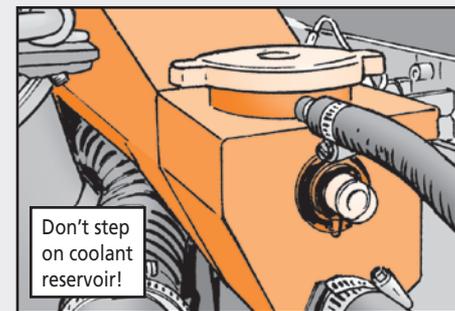


Stryker...

WATCH YOUR STEP AROUND THE RESERVOIR

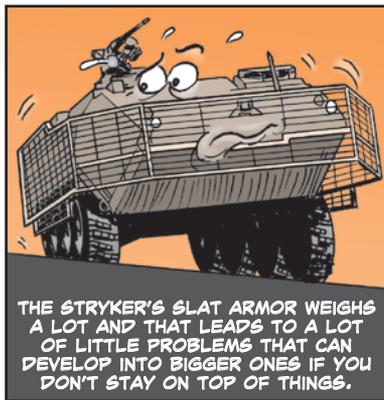
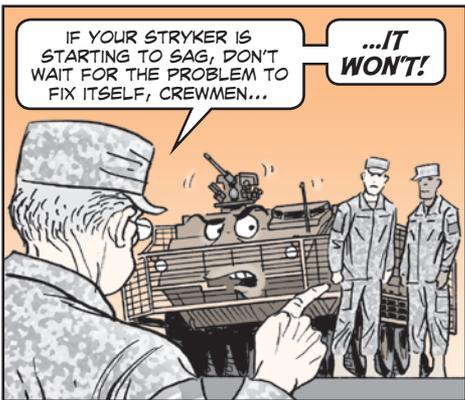
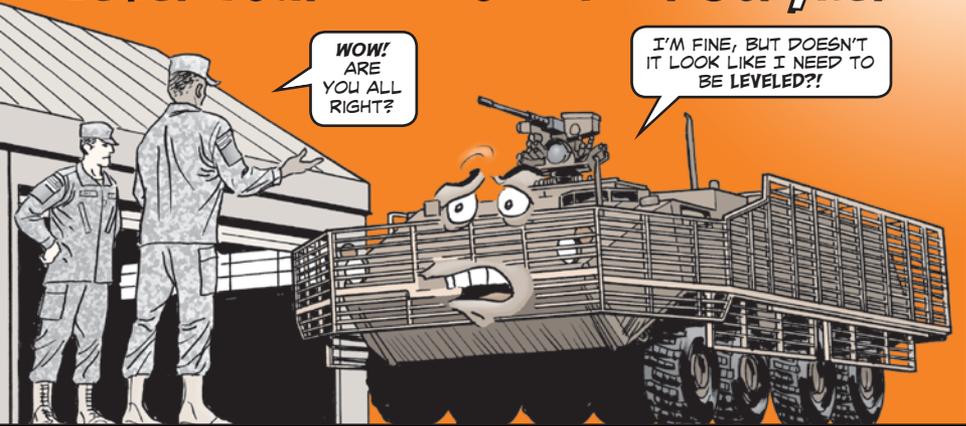
Crewmen, it's easy to put your feet in the wrong place when you're pulling the air filter on your Stryker for cleaning. But one wrong step and a big problem can follow.

The coolant reservoir can't support your weight. If you step on it, you may not see any apparent damage. But the inner seal can crack, sending all the coolant to the overflow tank and causing an overheated engine.



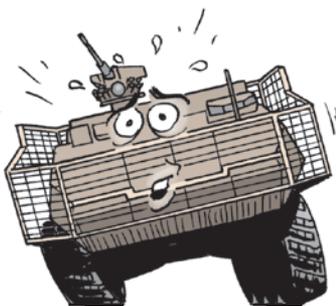
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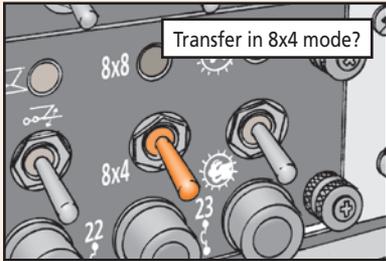
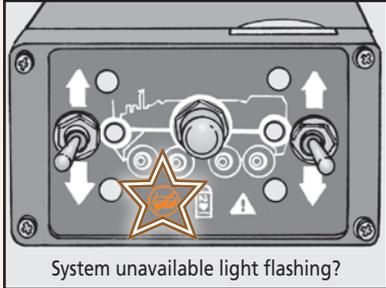
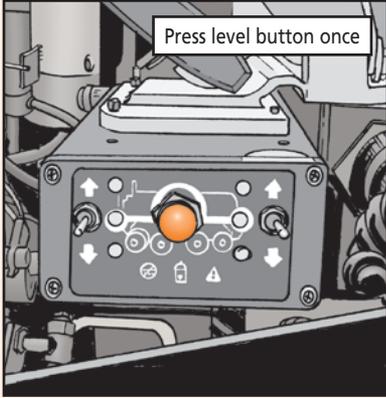
Level Your Out of Kilter Stryker



THE HEIGHT MANAGEMENT SYSTEM (HMS) CAN BE KNOCKED OUT OF KILTER BY THE EXTRA WEIGHT.

YOU'LL KNOW IT'S TIME TO LEVEL YOUR STRYKER WHEN YOU SEE IT SAGGING AT ONE OR MORE OF ITS CORNERS.



1. Start the vehicle.
2. Make sure the transfer is in 8x4 mode.
 
3. Drive the vehicle over a smooth, level stretch of road. The Stryker must be moving at a steady speed and in a straight line. If not, the system unavailable light will flash.
 
4. While driving, press the center level button on the HMS panel one time. The front and rear middle LEDs will start flashing. The flashing will continue during the leveling process, which could take up to four minutes. Once the vehicle is level, the flashing will stop and the two LEDs will stay on.
 
5. If your Stryker does not level on the first attempt, try it again. If it fails a second time, or if the system fault or low nitrogen lights come on, notify field maintenance.

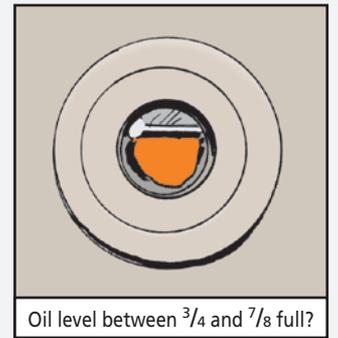
Stryker... Go Slow When Checking Hub

Crewmen, don't be in a big hurry to check the oil level on your Stryker's wheel hubs.

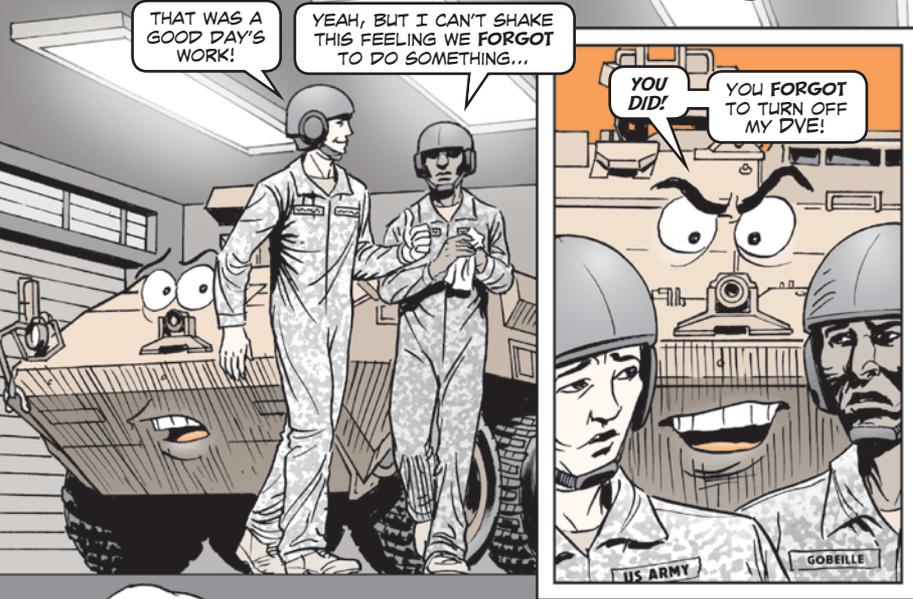
While the sight glass on each of your Stryker's hubs makes it a snap to check the oil level, checking too soon after operation can lead you to believe the level is low. And if you add too much oil, blown seals and a lot of messy work to fix them can be the result.

So wait about an hour after operation before checking the oil levels. That gives the oil time to run back from the planetary gears into the hub so you can get an accurate reading in the sight glass.

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

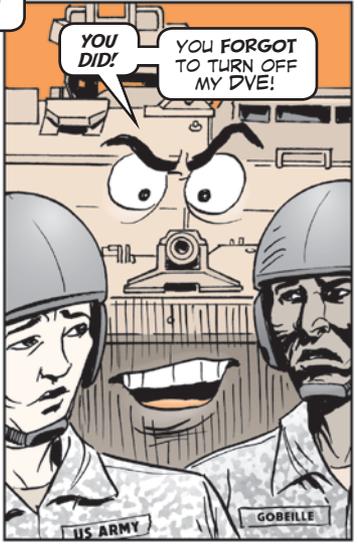


Shut Down the Surge



THAT WAS A GOOD DAY'S WORK!

YEAH, BUT I CAN'T SHAKE THIS FEELING WE FORGOT TO DO SOMETHING...



YOU DID!

YOU FORGOT TO TURN OFF MY DVE!

U.S. ARMY

GOBELLE

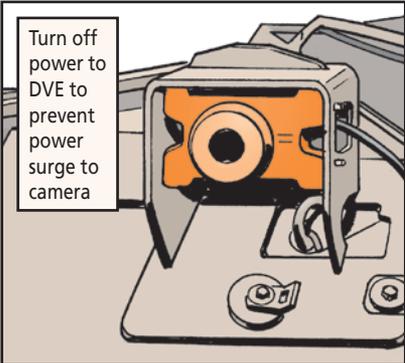


DRIVERS, AT THE END OF THE DAY WHEN YOU'RE PARKING YOUR STRYKER IN THE MOTOR POOL, THERE'S ONE TASK YOU DON'T WANT TO FORGET.

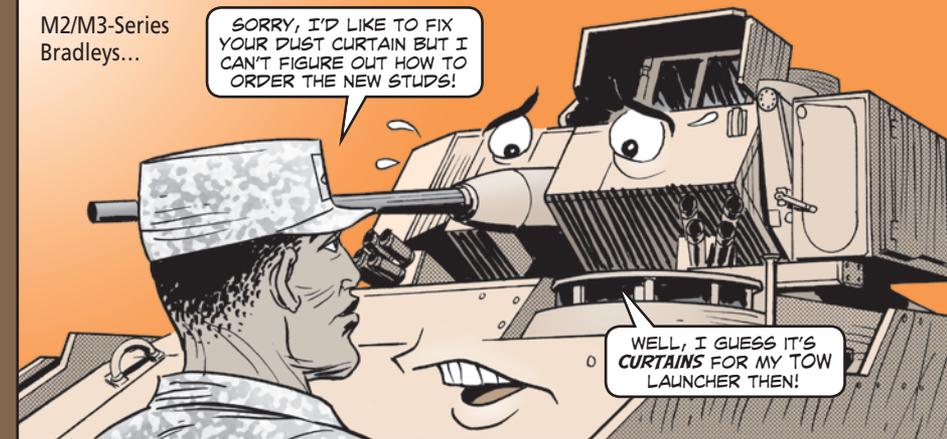
Be sure to shut off power to the driver's vision enhancer (DVE) before you shut down the engine and power off the vehicle. You'll also want to double-check that the DVE is shut down before applying power to the vehicle and starting the engine.

If you forget, a power surge at startup could damage the DVE camera, NSN 5855-01-525-1631, or the DVE screen, NSN 5980-01-525-1688.

A new camera costs about \$10,300 and a new screen about \$3,500.



Turn off power to DVE to prevent power surge to camera



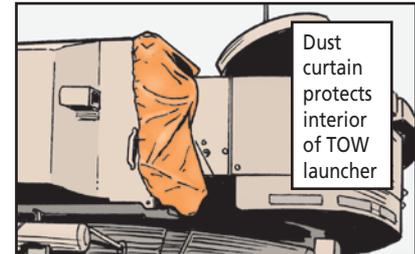
SORRY, I'D LIKE TO FIX YOUR DUST CURTAIN BUT I CAN'T FIGURE OUT HOW TO ORDER THE NEW STUDS!

WELL, I GUESS IT'S CURTAINS FOR MY TOW LAUNCHER THEN!

IS THE CURTAIN CLOSED?

Crewman, a missing or open dust curtain, NSN 1005-01-126-7797, on your Bradley's TOW launcher can lead to unnecessary damage. That's a real show-stopper!

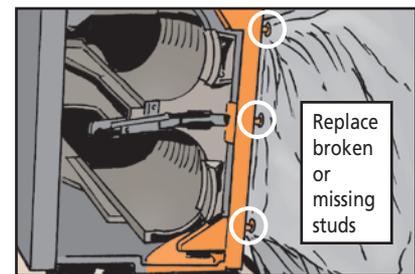
Without the curtain's protection, dirt and moisture get inside the launcher. That allows corrosion to build up on the armament control unit's (ACU) umbilical connectors. Corrosion can also allow the missile latch/release handle to seize up. That makes it hard to load, seat and lock the missiles into the tubes. So keep the curtain closed whenever the launcher isn't being used.



Dust curtain protects interior of TOW launcher

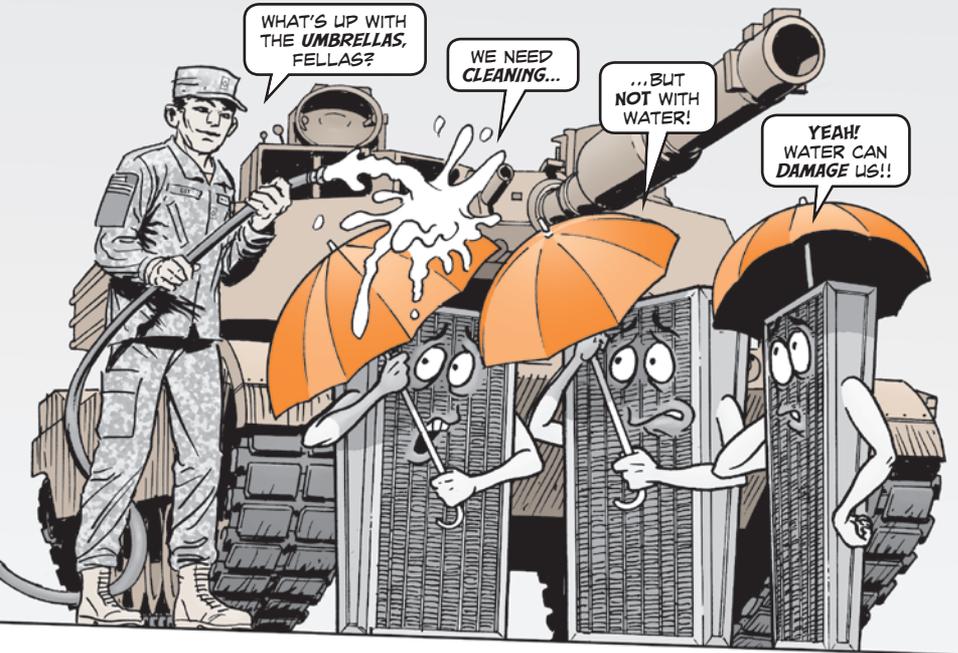
Course, you can't close the curtain if the snap fastener studs and hook-and-pile tape are missing or damaged. Replace the studs on the launch cover with NSN 5315-00-174-2882.

New hook-and-pile tape for the top cover comes with NSN 8315-01-470-8453. That brings a 25-yd roll of 1-in wide black tape.



Replace broken or missing studs

V-Packs: Do Not Mix With Water



Crewmen, reaching for a water hose might seem like a good idea when it's time to clean the V-pack air filters on your tanks. Nope!

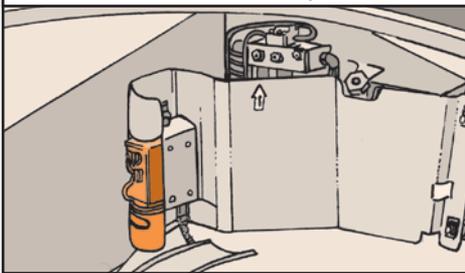
Cleaning the V-pack filters with water instead of following the correct five-step process will lead to serious engine damage.

Here's the right way to clean 'em...

Step 1: Check to see if your tank is equipped with the pulse jet system (PJS). Tanks with PJS will have a control unit next to the hydraulic reservoir inside the center hull compartment.

V-packs on PJS-equipped tanks are self-cleaning, but you can clean them under emergency situations. Follow the procedures in your -10-2 TMs.

Look for PJS control unit next to hydraulic reservoir

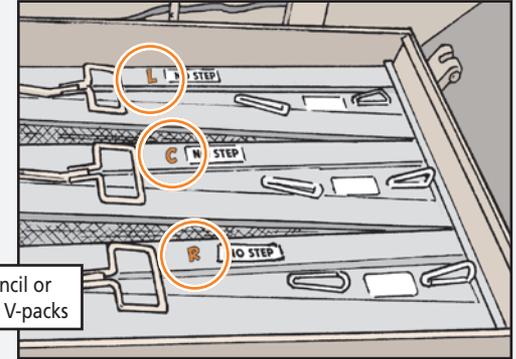


Step 2: Use a black marker or grease pencil to label the filters L, C and R (left, center and right) before removing non-PJC V-packs. That way, after the V-packs are clean, you can put them back into the correct slots.

Dirt can get into the engine if you don't put the V-packs back in the proper sequence. That's because they won't line up with the original compression points on the air plenum box seal, which will cause gaps in the seal.

Don't stand an element on the open end.

Use a grease pencil or marker to mark V-packs



Step 3: After removing the V-packs, get your mechanic to clean the filters with the V-pack cleaning wand, NSN 4730-01-086-1459, at less than 90 psi.

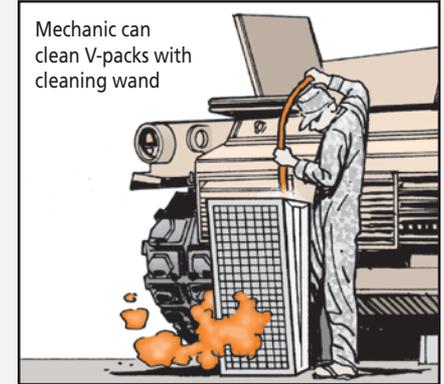
If a mechanic or a cleaning wand isn't available, clean the V-packs yourself by shaking 'em gently. Hand-brush dirt and dust from the elements. Never hit the V-packs with anything harder than the heel of your palm. Dented V-packs won't seal out dirt.

Notify maintenance as soon as possible that you had to clean the packs and why. They'll give 'em a proper cleaning and replace them if they exceed 43 pounds.

Step 4: Wipe any loose dirt or sand out of the bottom of the air plenum box. If you let enough stuff collect there, the V-packs won't seat properly.

Step 5: Reinstall the V-packs, remembering to put them back in the same order that you removed them.

Mechanic can clean V-packs with cleaning wand

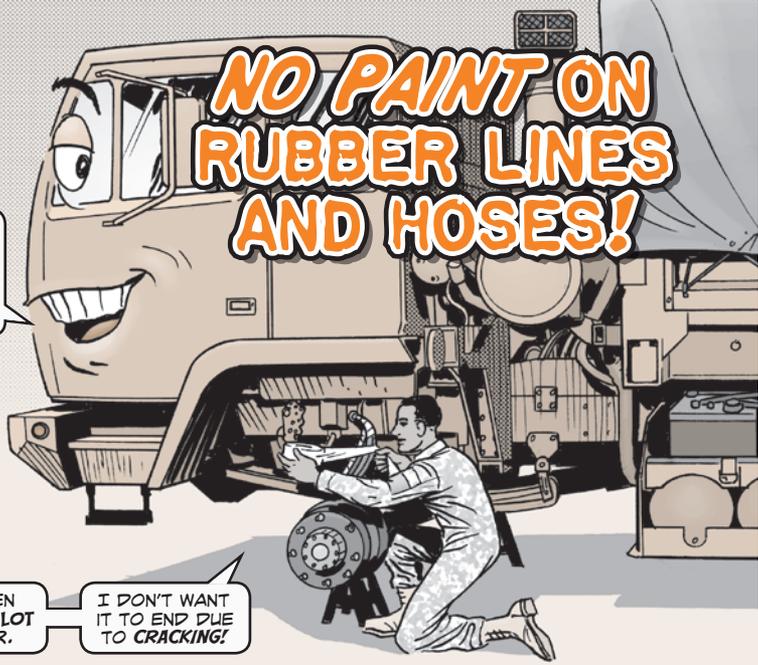


Shake V-pack gently



NO PAINT ON RUBBER LINES AND HOSES!

OH, THANK YOU SO MUCH FOR COVERING UP MY RUBBER HOSES!!



WE'VE BEEN THROUGH A LOT TOGETHER.

I DON'T WANT IT TO END DUE TO CRACKING!

THE RUBBER ON YOUR VEHICLES SHOULD NOT BE PAINTED.

SO BEFORE YOUR VEHICLE IS SENT OFF FOR A FRESH COAT OF CARC PAINT, TAKE A CLOSE LOOK AT THE EXTERIOR RUBBER LINES AND HOSES.

HAVE THEY BEEN COVERED WITH TAPE AND PAPER YET?

AHH... MY SUPPORT CAN DO IT BEFORE THEY PAINT.



SURE THEY CAN. BUT SINCE IT'S YOUR VEHICLE AND YOU HAVE TO DRIVE IT, PROTECTING THOSE LINES AND HOSES YOURSELF IS JUST GOOD OLD COMMON SENSE.



CARC PAINT AND RUBBER DO NOT MIX!

CARC IS DESIGNED FOR USE ON HARD METAL SURFACES, NOT FLEXIBLE RUBBER SURFACES LIKE BRAKE LINES AND HYDRAULIC HOSES.

THE SOLVENTS IN CARC CAN DAMAGE THE RUBBER'S FLEXIBILITY AND MAYBE EVEN CAUSE PREMATURE CRACKING.



I WOULD'VE LASTED LONGER IF SOMEONE HAD TAKEN BETTER CARE OF ME!

IF THAT HAPPENS, YOUR VEHICLE'S UNSAFE UNTIL THE HOSES ARE REPLACED.

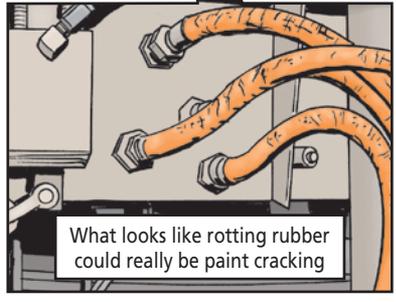
AW, C'MON! REALLY? ALL BECAUSE YOU DIDN'T COVER MY RUBBER PARTS?



TAKE ANOTHER LOOK AT YOUR VEHICLE AFTER IT'S RETURNED TO MAKE SURE THE RUBBER PARTS AREN'T PAINTED!

IF YOU GET A VEHICLE WITH PAINT ON THE EXTERIOR RUBBER, DON'T ASSUME YOU'VE GOT A BAD PART.

SCRATCH OFF THE PAINT AND CHECK TO SEE IF THE PART IS STILL SERVICEABLE.

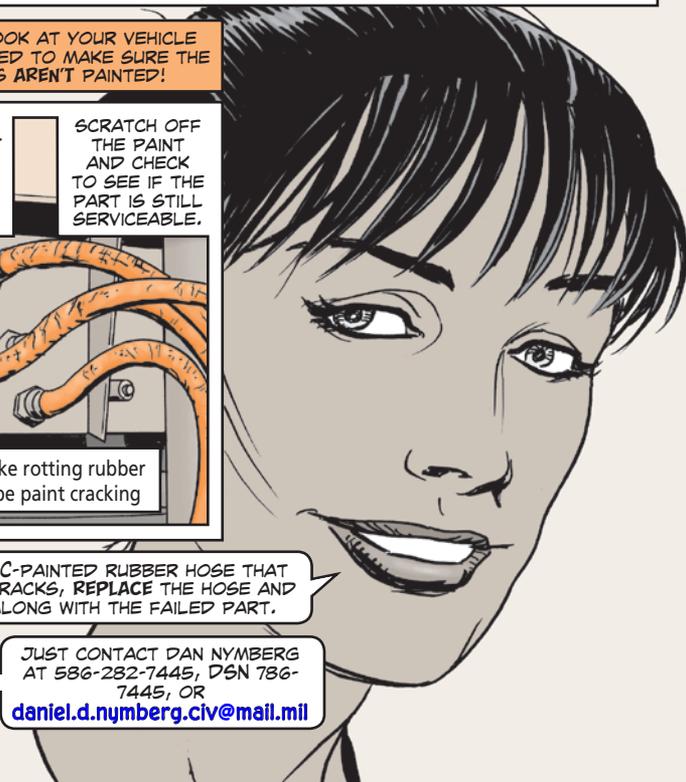


What looks like rotting rubber could really be paint cracking

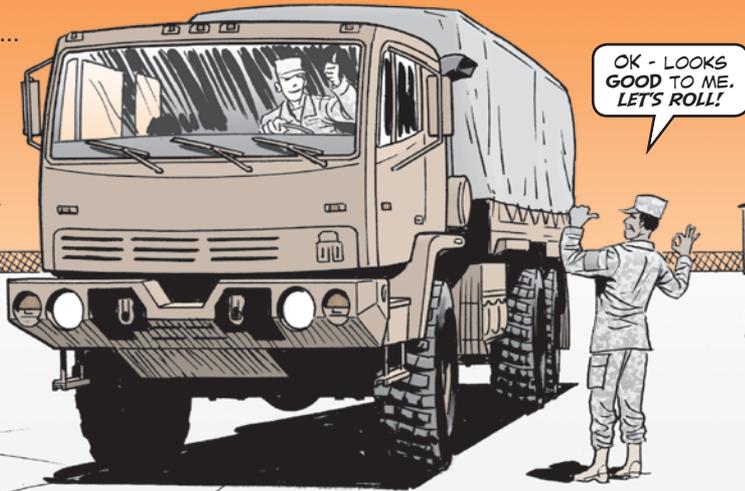
IF YOU FIND A CARC-PAINTED RUBBER HOSE THAT HAS DEVELOPED CRACKS, REPLACE THE HOSE AND SUBMIT A QDR ALONG WITH THE FAILED PART.

QUESTIONS? TARDEC-TACOM MATERIALS ENGINEERING CAN HELP.

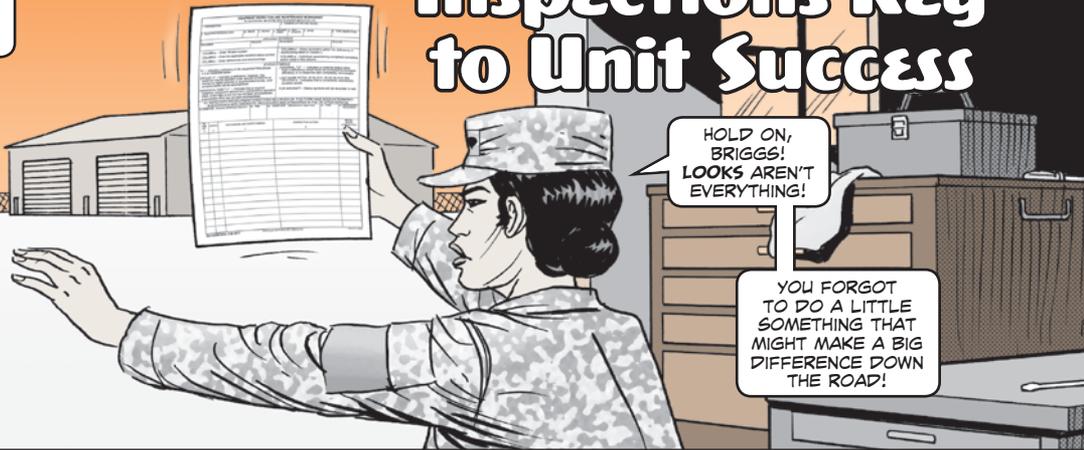
JUST CONTACT DAN NYMBERG AT 586-282-7445, DSN 786-7445, OR daniel.d.nymberg.civ@mail.mil



Safety...



Inspections Key to Unit Success



IT'S EASY TO ASSUME THAT VEHICLES AND EQUIPMENT WILL WORK WHENEVER WE NEED THEM.

BUT WITHOUT ROUTINE AND COMPLETE PMCS, THERE'S **NO GUARANTEE!**

The effects of neglected PMCS go beyond inconvenience. When a vehicle is NMC, a weapon improperly assembled or a radio's batteries are dead, Soldiers and missions are put at risk.

Units should never take detailed checks lightly. Schedule sufficient time for PMCS, pre-combat checks (PCCs) and pre-combat inspections (PCIs) before **each** mission.

All equipment operators need to be familiar with TMs and checklists, but only qualified inspectors should perform technical inspections prior to repair, evacuation or turn-in of unserviceable equipment.

Inspections Win the Day

Safety inspections are one of the most important accident prevention tools in a unit's safety program. Trained inspectors can spot faults or malfunctions before an accident occurs.

All inspectors should know the standards, be trained on the equipment they inspect and be able to reference the proper TMs.

Individual involvement, leadership engagement and supervision at all levels help reinforce an effective safety program.

LEADERS, YOUR ROLE IS TO ENFORCE EQUIPMENT CHECKLISTS.

MAKE SURE YOUR PEOPLE HAVE THE RESOURCES NEEDED TO ACCOMPLISH THE MISSION.

PLAN INSPECTIONS WELL IN ADVANCE, AND ALLOW TIME FOR CORRECTIVE ACTION IN CASE A VEHICLE OR EQUIPMENT FAILS INSPECTION.

ARMY SAFE IS ARMY STRONG

MANY UNITS HAVE LOCALLY PRODUCED INSPECTION FORMS TAILORED TO THEIR NEEDS.

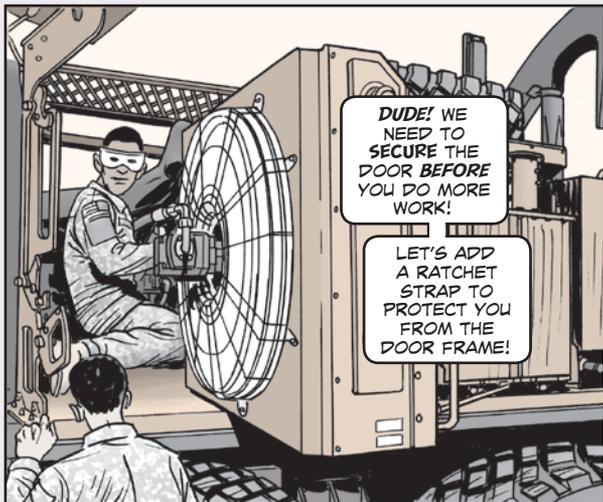
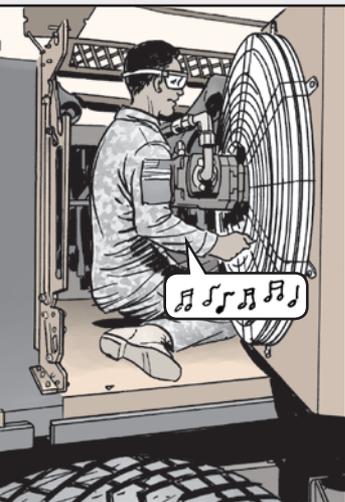
HERE IS A GENERAL CHECKLIST ANY UNIT CAN USE...

- PMCS done on all equipment
- DA Form 5988-E completed and logged
- Vehicle(s) dispatched
- -10 TMs present
- Basic issue items (BI) complete and present
- Drivers properly licensed
- Equipment loaded by load plan
- Vehicle load plan verified
- First aid kit complete and present
- Night-vision devices clean and operational
- Fire Suppression System (FSS) working
- Handheld fire extinguishers working
- Cargo secured and tied down
- Prime movers and trailer brake systems properly connected and operational
- Risk assessment done
- Risk assessment form signed by the approving authority.

For detailed equipment inspection checklists, visit the US Army Combat Readiness/Safety Center's Driver's Training Toolbox at:

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

FIX FOR LATCH HAZARD



DUDE! WE NEED TO SECURE THE DOOR BEFORE YOU DO MORE WORK!

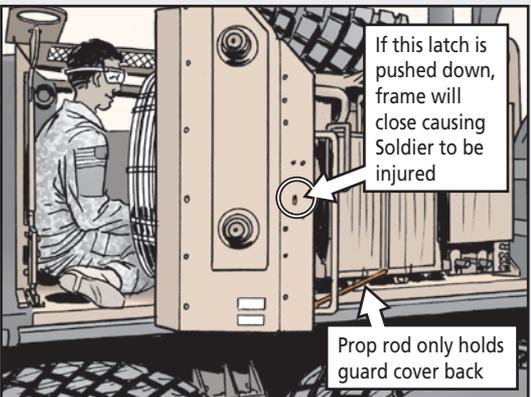
LET'S ADD A RATCHET STRAP TO PROTECT YOU FROM THE DOOR FRAME!

There's danger related to your unit's M1074A1 and M1075A1 PLS charge air cooler and radiator assembly doors. While working inside the engine compartment or in the path of the door frame, you could be struck or crushed against the engine or vehicle fender!

HERE'S WHAT CREATES THE PROBLEM!

The charge air cooler and radiator assembly doors are two-piece assemblies; they have a guard and a frame assembly. The outer guard on each door can be held open with a prop rod while maintenance is done inside the engine compartment.

The outer door guards also have a latch that allows the two pieces to be separated from the radiator and charge air cooler frame assemblies. If the latch is pulled while the prop rod is in use, the frame separates from the guard. The frame will move and can strike or crush anyone working inside the engine compartment or in the path of the frame.

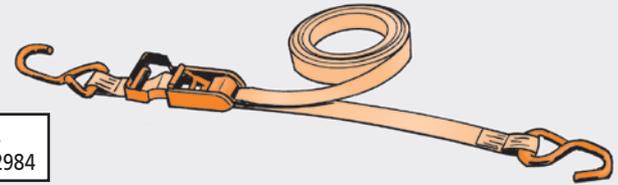


If this latch is pushed down, frame will close causing Soldier to be injured

Prop rod only holds guard cover back

HERE'S WHAT SOLVES THE PROBLEM!

10-ft ratchet strap, NSN 5340-01-341-2984



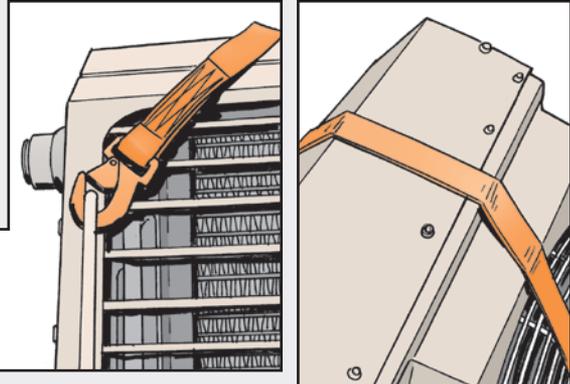
WHENEVER PMCS IS DONE ON ITEMS WITHIN YOUR TRUCK'S ENGINE COMPARTMENT, MAKE SURE YOU USE A RATCHET STRAP TO PROTECT YOURSELF.

YOU'LL HAVE TO PROPERLY ROUTE IT AROUND THE DOOR GUARDS AND FRAMES.

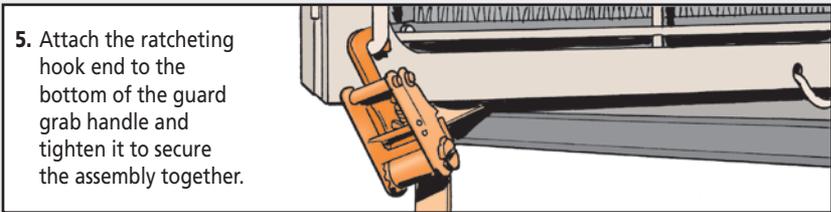
EYEBALL TM 9-2320-319-13&P (EM 0298) AND FOLLOW THESE STEPS...



1. Open the charge air cooler and radiator doors.
2. Get the 10-ft ratchet strap, NSN 5340-01-341-2984, from the BII storage box.
3. Attach the non-ratcheting hook end to the top of the grab handle of the guard.



4. Route the strap over the top of the guard and frame, between the second and third frame bolts.



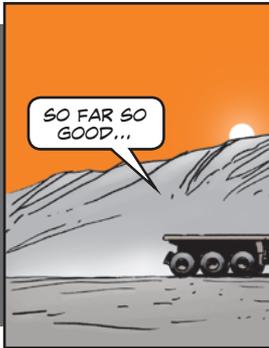
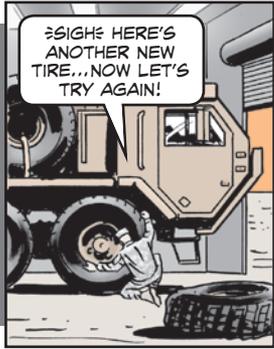
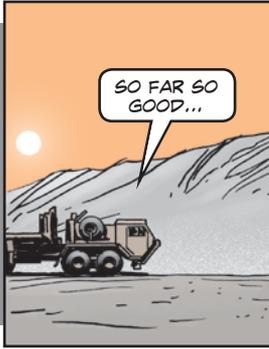
5. Attach the ratcheting hook end to the bottom of the guard grab handle and tighten it to secure the assembly together.



THE RATCHET STRAP PREVENTS THE FRAME FROM MOVING IF THE GUARD LATCH IS PULLED. THEN MAINTENANCE CAN BE DONE SAFELY.

BY THE WAY, THIS PROBLEM DOESN'T MAKE YOUR TRUCK NON-MISSION CAPABLE.

Spindle Is Key to Tire Leak Mystery!



Dear Editor,

A problem with an M1075A1 PLS was recently brought to my attention. The truck had low miles, but it kept dumping air out of the tire on the front passenger side of the vehicle.

At first, we thought it was a tire leak because only the front passenger tire deflated to 25 psi after shutting down the vehicle. We followed the troubleshooting guidance in the TM and still couldn't find the solution.

After swapping out the pneumatic control unit, quick-release valve, wheel valve, wet tank transducer, pneumatic brake valve, and the CTIS controller, the problem didn't go away. We even swapped out wheel seals, hubs and tires, but the front passenger tire still deflated to 25 psi.

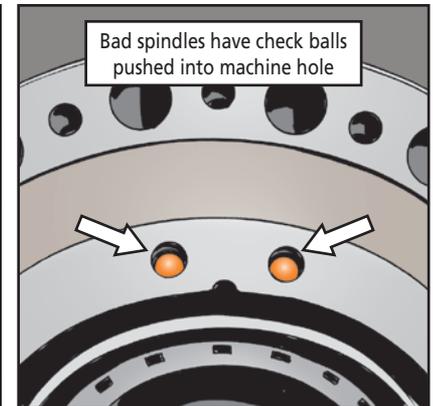
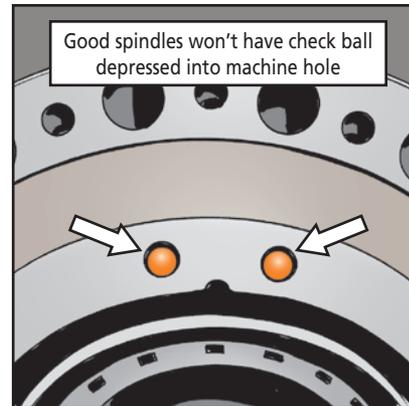
Finally, the truck's front axle was taken apart down to the spindle. We found that one of the three holes drilled on the back side of the spindle for the central tire inflation system (CTIS) had a check ball that was depressed into its machined hole. The spindle was compared to a known good one, and its check balls were *NOT* depressed into the machined holes.

We replaced the spindle on the truck and the problem was corrected.

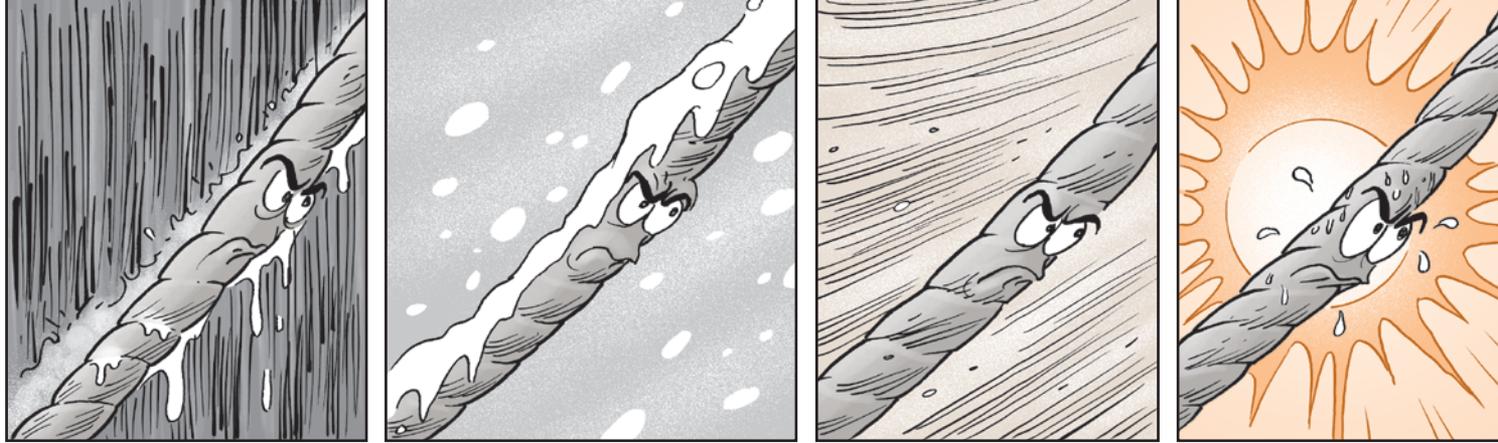
This has happened with a few other trucks Army-wide, so your readers can save a lot of trouble by checking the spindle if they ever get a slow leak that won't go away with normal troubleshooting.

David M. Watts
TACOM Automotive LAR
2/25 SBCT BLST
Schofield Barracks, HI

Editor's note: Thanks, Mr. Watts. Your letter may keep others from spinning their wheels over a faulty spindle! By the way, TACOM tells us that this problem may affect M1074A1 trucks, also.



DON'T LEAVE WIRE ROPE STRANDED!



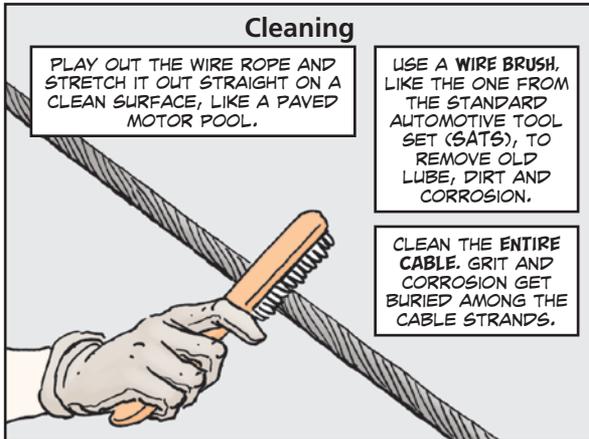
EXPOSED TO RAIN, SNOW, WIND AND HEAT... IT'S A HARD LIFE FOR US WIRE ROPES WHO ARE USED ON CRANES, WINCHES AND CONSTRUCTION EQUIPMENT.

THESE CONDITIONS WEAKEN US UNTIL WE'RE NO LONGER USEABLE OR SAFE!



PM WILL KEEP YOUR WIRE ROPE HEALTHY, BUT FIRST YOU'LL NEED TO PUT ON SOME LEATHER GLOVES TO PROTECT YOUR HANDS FROM BROKEN STRANDS.

HERE'S WHAT TO DO AFTER A MUDDY OR DIRTY OPERATION...



Cleaning

PLAY OUT THE WIRE ROPE AND STRETCH IT OUT STRAIGHT ON A CLEAN SURFACE, LIKE A PAVED MOTOR POOL.

USE A WIRE BRUSH, LIKE THE ONE FROM THE STANDARD AUTOMOTIVE TOOL SET (SATS), TO REMOVE OLD LUBE, DIRT AND CORROSION.

CLEAN THE ENTIRE CABLE. GRIT AND CORROSION GET BURIED AMONG THE CABLE STRANDS.

Inspecting

WHILE YOU'RE CLEANING, LOOK FOR KINKS, BENDS, CAGING AND OTHER DAMAGE. BROKEN WIRES CAN KO THE CABLE, TOO.

SEE YOUR VEHICLE'S TM FOR INSPECTION DETAILS. FM 5-125, RIGGING TECHNIQUES, PROCEDURES AND APPLICATIONS, AND TB 43-0142, SAFETY INSPECTION AND TESTING OF LIFTING DEVICES, HAVE MORE GOOD INFO. REPLACE THE CABLE IF NECESSARY.



Kinks

Bird-caging

A DAMAGED CABLE SHOULD BE DESTROYED TO KEEP IT FROM BEING REUSED. GET YOUR WELDER TO CUT THE CABLE INTO SMALL SECTIONS.

Lubing

LUBE THE WIRE ROPE ACCORDING TO THE LUBRICATION INSTRUCTIONS FOR YOUR EQUIPMENT.

THERE ARE SOME OTHER THINGS YOU CAN DO TO KEEP THE ROPE MISSION-READY.

IF THE CABLE GETS LOTS OF USE, GIVE IT A COAT OF OE-HDO 30 ENGINE OIL. STAY AWAY FROM USED OIL. IT CONTAINS ACID THAT CAN WEAKEN THE ROPE STRANDS.

THE CABLE DOESN'T NEED OIL IN DRY, DUSTY AREAS, THOUGH. IN FACT, OIL JUST COLLECTS MORE DUST AND DIRT.

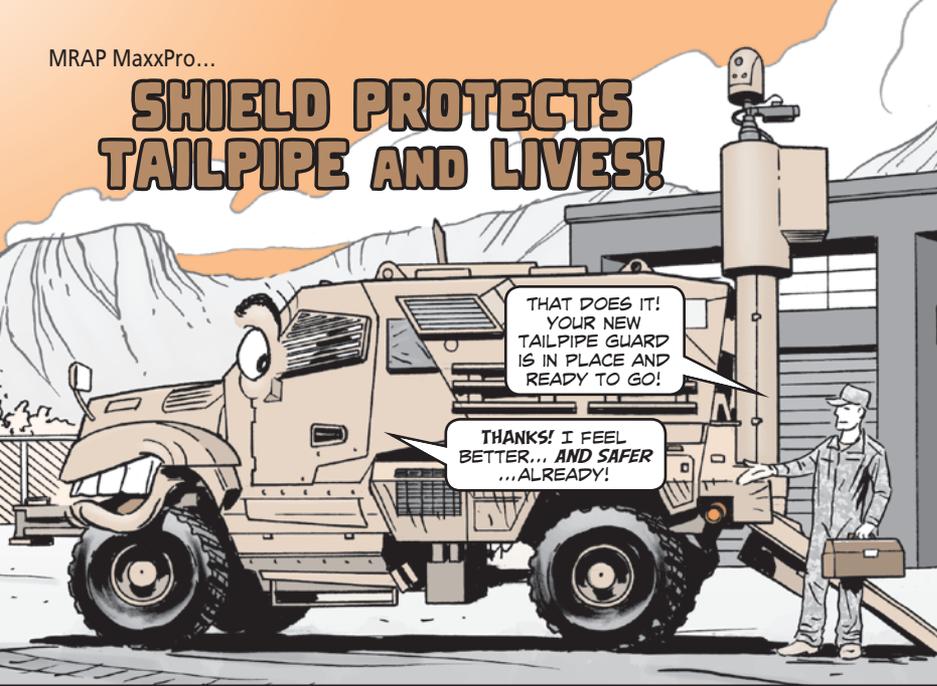
IF THE WIRE ROPE ISN'T USED A LOT, OR IF CONDITIONS ARE DAMP OR SALTY, GIVE EXTRA PROTECTION WITH A COAT OF MIL-G-18458 WIRE ROPE GREASE. A 35-LB CAN COMES WITH NSN 9150-00-530-6814.

I'LL CLEAN OFF THE DIRT...

...AND I'LL LUBE WITH SOME FRESH OIL!



SHIELD PROTECTS TAILPIPE AND LIVES!



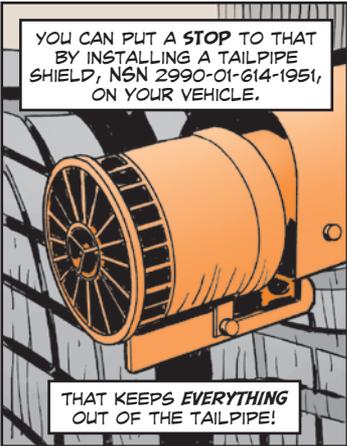
THAT DOES IT! YOUR NEW TAILPIPE GUARD IS IN PLACE AND READY TO GO!

THANKS! I FEEL BETTER... AND SAFER ...ALREADY!

INSURGENTS HAVE A NASTY HABIT OF LEAVING FOREIGN OBJECTS -- LIKE A GRENADE OR IED -- IN THE MAXXPRO'S TAILPIPE.

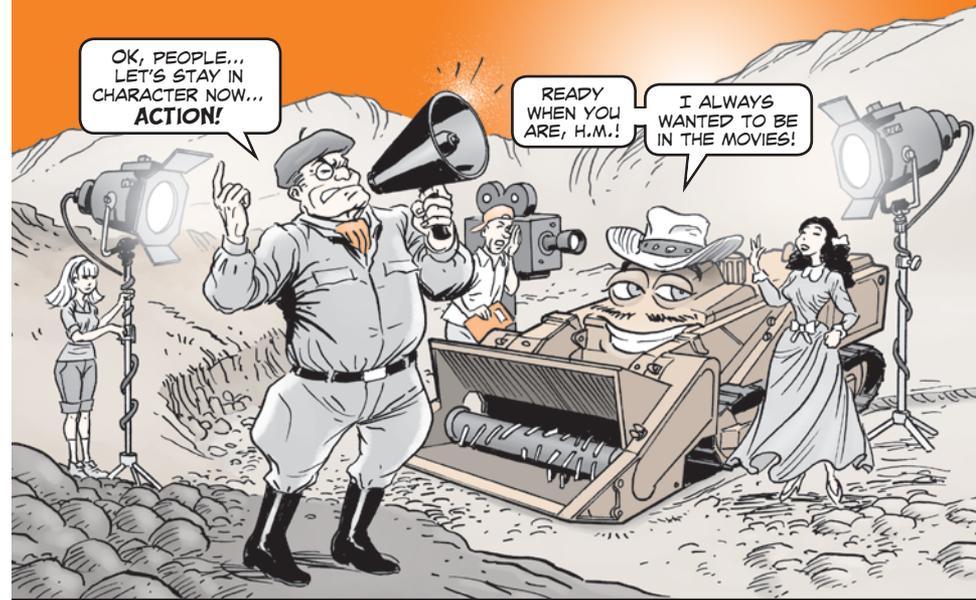
THE END RESULT IS A DESTROYED VEHICLE AND SOLDIERS KILLED.

YOU CAN PUT A STOP TO THAT BY INSTALLING A TAILPIPE SHIELD, NSN 2990-01-614-1951, ON YOUR VEHICLE.



THAT KEEPS EVERYTHING OUT OF THE TAILPIPE!

MADE FROM ALUMINIZED STEEL, THE SHIELD COMES WITH FASTENERS THAT BOLT IT ONTO THE TAILPIPE.



OK, PEOPLE... LET'S STAY IN CHARACTER NOW... ACTION!

READY WHEN YOU ARE, H.M.!

I ALWAYS WANTED TO BE IN THE MOVIES!

Now Showing: M160 Light Flail Video

A new video is available on the M160 Light Flail Remote Control Anti-Personnel Mine Clearance System. The 58-minute video is at the UTAP website:

<https://utap.army.mil>

IT TAKES JUST 6 QUICK STEPS TO ACCESS THE VIDEO...

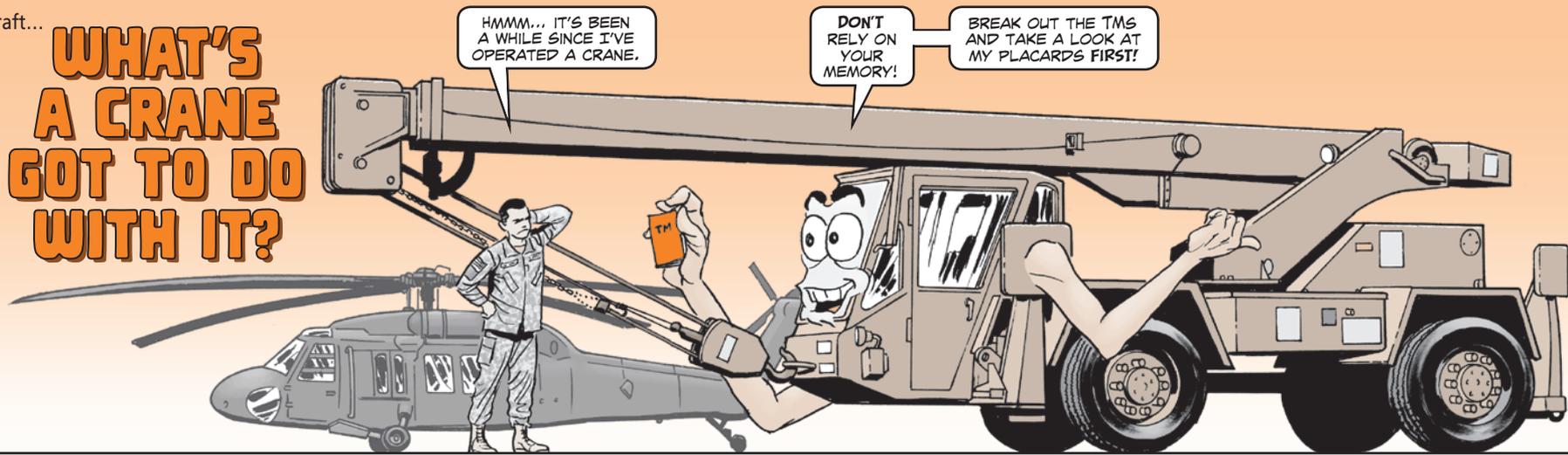


1. Click on the VIDEOS tab.
2. In the Search for Item box, type M160.
3. Select the Army button under Select Branch and click GO.
4. Under Item Name, click on M160 Flail Remote Control Anti-Personnel Mine Clearing System.
5. Under the Video column, click on M160 Flail CB Operators Video (ARMY).wmv.
6. Click Open to view the video or Save to save a copy to your hard drive.

Questions? Contact TACOM LCMC's UTAP customer service helpdesk at DSN 786-4276, (586) 282-4276 or by email:

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

WHAT'S A CRANE GOT TO DO WITH IT?



The answer to that question depends on your know-how, mechanics. When using a crane for heavy duty maintenance, a lack of knowledge puts you, your equipment and others in harm's way.

You need to pay attention to all ground guide instructions and hand signals when using a crane, NSN 3810-01-165-0646, to remove big ticket items like rotor heads or engines from aircraft.

If you don't know all the hand signals, learn them for crane operations! Hand signals are posted on the crane. Using them will keep you from damaging other aircraft parts and surrounding aircraft as you remove components for maintenance.

Knowledge and safety are key when using the crane. So become familiar with all data plate and placard information posted on the crane before you put it to use.

HAND SIGNALS FOR CRANE OPERATORS

TM and hand signals go hand-in-hand for crane operations

ON OUTRIGGERS			
BOOM LENGTH	BOOM LENGTH		R
	Retracted	Extended	
10	15,000	15,000	10
13	15,000	15,000	12
14	15,000	15,000	13
14	15,000	14,100	14
15	15,000	14,100	15
20	15,000	13,200	20
25	15,000	7,800	25
25	7,900	5,400	25
28	7,900	5,400	28
30	7,900	4,000	30

ON TIRES				
MAX. LOAD	MIN. HOIST	12R22.5 LR-H		ROAD WHEEL
		STATIONARY	PICK & CARRY	
10	1	7,300	9,800	10
12	1	9,600	8,400	12
13	1	4,100	7,500	13
20	1	2,600	4,700	20
25	1	1,900	3,400	25
28	1	1,400	2,800	28
30	1	1,400	2,800	30

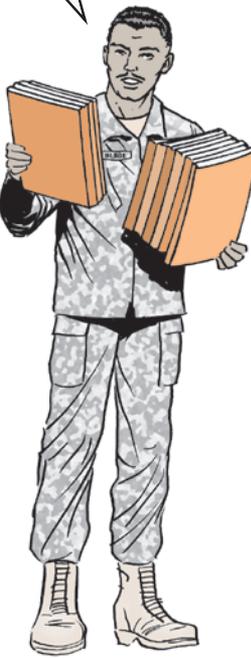
HOOK BLOCK WEIGHTS	
HOOK BLOCK (1 SHEAVE)	235 Lbs.

RECOMMENDED TIRE PRESSURE	
STATIONARY TRAVEL	115 psi
LOADING	115 psi

MAXIMUM PERMISSIBLE HOIST	
LINE PARTS	1 - 2
MAX. LOAD	6,000 - 12,000
BOOM HEAD	1 - 0
HOOK BLOCK	0 - 1

WIRE ROPE: 6x19 Class, 25,000 lbs. Minimum Diameter, 1 P.S., I.W.R.C.

MAKE SURE YOU PUT THESE CRANE PUBS TO USE TO STAY SHARP AND MISHAP FREE!



- TM 5-3810-305-10, *Operator's Manual for Crane, Wheel Mounted, Hydraulic Light, 7 1/2 Ton (Rough Terrain Crane) Model LRT 110*
- TM 5-3810-305-24, *Unit, Direct Support and General Support Maintenance Manual for Crane, Wheel Mounted, Hydraulic Light, 7 1/2 Ton (Rough Terrain Crane) Model LRT 110*
- TM 5-3810-305-24P, *Unit, Direct Support, and General Support Maintenance Repair Parts and Special Tool List For Crane, Wheel Mounted, Hydraulic Light, 7 1/2 Ton (Rough Terrain Crane) Model LRT 110*
- TM 55-3810-01-165-14, *Transportability Guidance, for the Crane, 7 1/2-Ton, Rough-Terrain, Koehring Type I, (NSN 3810-01-165-0646), Type II (3810-01-165-0647)*
- TB 5-3810-305-15, *Warranty Program For Crane Wheel Mounted, Hydraulic, Light 7 1/2 Ton Type I General Purpose (NSN 3810-01-165-0646) Type II Airborne/Airmobile (3810-01-165-0647)*

Keep Maintenance Platforms Rolling!

Mechanics, maintenance platforms allow you to get to places on your aircraft that are hard to reach.

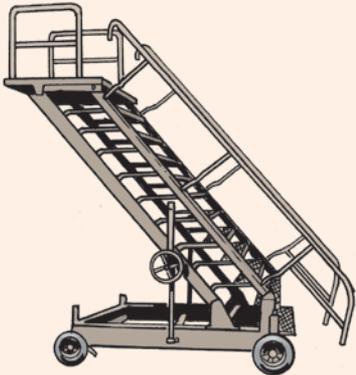
Getting the most out of your maintenance platform depends on putting your best efforts into PMCS to keep them safe, sturdy, mobile, adjustable, and dependable.

Check out TM 1-1730-201-13&P for tips on the B-1 platform, NSN 1730-00-390-5618. Check out TM 1-1730-215-13&P for tips on the B-4A platform, NSN 1730-00-294-8883. Then follow these tips:



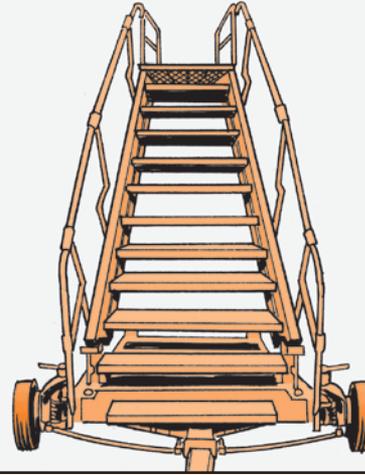
B-1 Maintenance Platform

Note: The B-1 maintenance platform tips below apply to the old, yellow B-1 stand which was supported by TM 55-1730-223-13. The TM is now obsolete. So, use these tips to take care of any yellow platforms you still have in your hangar.

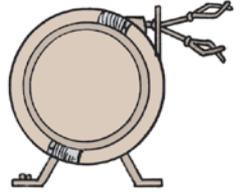


The newer, green B-1 maintenance platform is supported and maintained by TM 1-1730-201-13&P. The two stands look slightly different but they have the same NSN. For other ground support equipment check out Chapter 9 of TM 1-1500-204-23-9 for maintenance stand information.

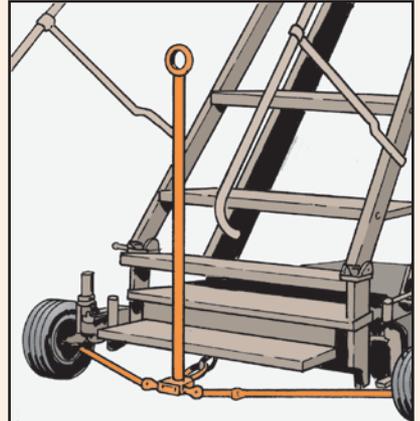
✓ The platform should be complete with handrails in place. Repair or replace any corroded, cracked, bent or missing parts on the frame, handrails, steps and platform.



✓ Check the static discharge reel for missing alligator clips and frayed or damaged static wire. Make sure the reel turns freely.

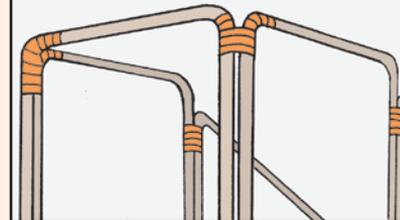


✓ Inspect wheels and casters for proper operation. Check for proper lube and make sure wheels are not worn out.

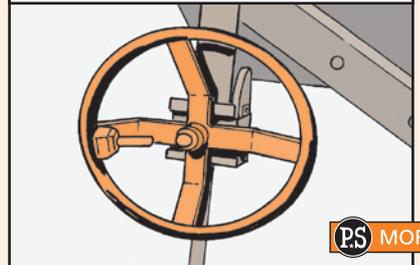


✓ Make sure the lunette assembly isn't badly bent, cracked or missing pieces like the steering pin, tie rods, detent pins or the tongue.

✓ Always remove the rail from the side of the platform that will be flush against the aircraft. Whenever all four rails are installed, reinforce them by taping the corners of the rails where they meet. Use some duct tape, NSN 5640-00-103-2254.



✓ Check the handwheel for a broken collapsible handle and any grinding or binding. The same goes for the jackscrew. Check it for cracks in the bellows, grinding noise during operation or binding due to a lack of lubrication.



✓ Make sure the immobilizing jacks are working right. Set the foot pedals on the jacks so the platform doesn't move when the jacks are in place. If foot pressure doesn't easily set the jack pads, grease their pivot points.

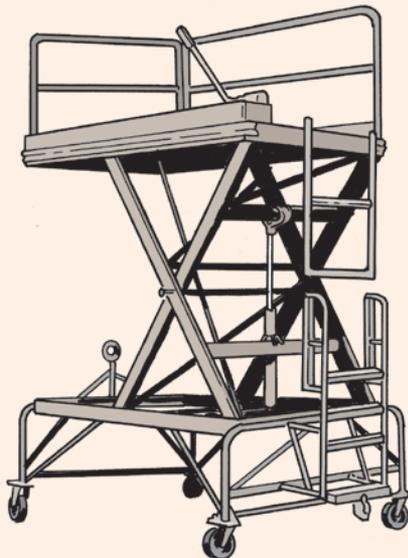
B-4A Maintenance Platform

✓ Do all PMCS like it says in WP 0011 00 of TM 1-1730-215-13&P.

✓ Inspect hydraulic hoses for leaks, cracks and other damage.

✓ Check for proper fluid levels for reservoir pump.

✓ Check actuating cylinder for leaks.



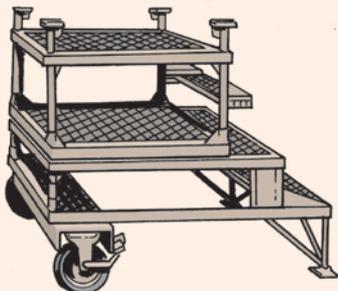
✓ Clean off dirt and grime from roller channels, ladder guides, and scissors pivot points.

✓ Make sure swivel casters are not broken or chipped and wheels have no cracks.

✓ Set each caster brake to make sure there is no platform movement

Low-Level Maintenance Platform

The low-level maintenance platform, NSN 1730-00-269-8283, gets its fair share of use, too. It doesn't require much more than a visual inspection and it has no TM to support it. But it does have replacement parts you can use to keep it in good shape. Here are the parts you can order:



- Rigid caster, NSN 5340-01-340-8799
- Quick release pin, NSN 5315-00-935-8804
- Latch assembly clamping catch, NSN 5340-00-787-3209. This NSN gets the complete assembly. To order its components, use NSN 5340-01-295-4896 for the catch strike and NSN 5340-00-821-0304 for the clamping catch.
- Spring-loaded clamping latch catch, NSN 5340-00-860-3862

Make a note that while the low level maintenance platform has no TM support, it does require a load test certification like it says in Para 3 and 4 of TB 43-0142.

Lifting devices like maintenance platforms must have an initial load test certification document from the manufacturer or one from a repair activity when the equipment is new, extensively repaired or altered.

If you don't want your maintenance platforms to let you down, do your part. Then they can hold you up for the next maintenance job.

PS END

THE TAMING OF THE FLUE

1830s LONDON.

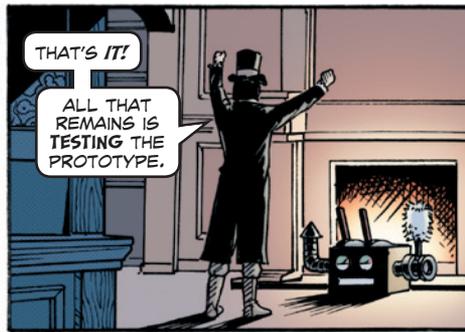
AN ENTERPRISING LAD, **CARL YOUNGER**, INVENTS A CLEVER INSTRUMENT THAT CLEANS **CHIMNEYS**, MAKING THEM SAFER.

HE HAS A PERSONAL STAKE IN HIS INVENTION. YOU SEE, WHEN CARL WAS A YOUNGER YOUNGER, HE WAS ONE OF THOSE FILTHY AND OFT-ABUSED BOYS WHO WERE SHOVED UP FLUES TO CLEAN CHIMNEYS.

THE **ONLY GOOD THING** TO COME FROM THAT DARK SPELL IN CARL'S WORK HISTORY IS A BURNING MOTIVATION TO END THE SUFFERING OF POOR CHIMNEY SWEEPS EVERYWHERE.

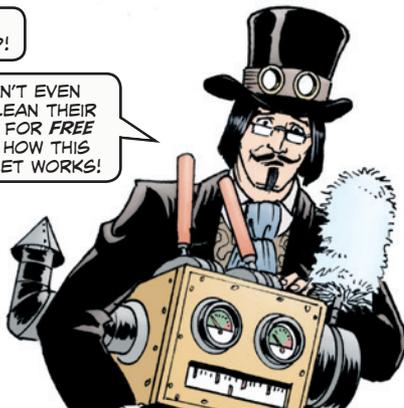
OH, AND IT IGNITES HIS DETERMINATION TO WIN THE LOVE OF A QUIRKY GAL. BUT WE'LL GET TO **THAT JUICY DETAIL** IN DUE TIME.

SO DEAR READERS, SETTLE DOWN WITH YOUR LIBATION OF CHOICE, AND JOIN ME AT THE HEARTH AND IN THE HOME OF A FIERY MAVERICK BORN BEFORE HIS TIME...



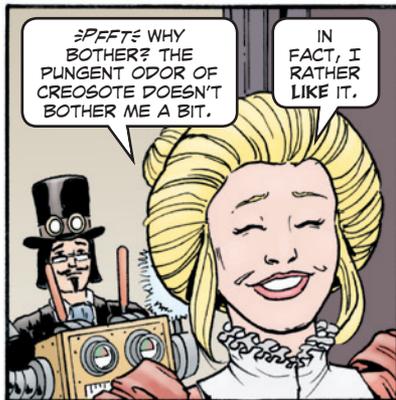
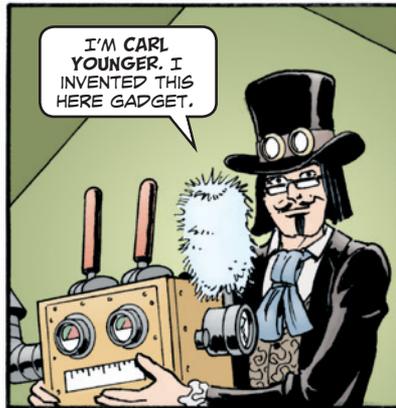
I DON'T UNDERSTAND!

THEY WON'T EVEN LET ME CLEAN THEIR CHIMNEYS FOR FREE TO SHOW HOW THIS NIFTY WIDGET WORKS!



NEVER ONE TO GIVE UP EASILY, CARL DEVISES A PLAN TO WIN OVER UNSUSPECTING HOMEOWNERS. IT INVOLVES CLEANING CHIMNEYS WHEN THE OWNERS AREN'T INCONVENIENTLY AROUND TO ARGUE THE POINT. CARL GAMBLES THAT A SPIC-AND-SPAN FLUE WILL SIMPLY SELL ITSELF!





SCORCHED SHINS AND PETTICOATS ARE WHAT WE'RE TRYING TO AVOID!

THE LINK BETWEEN CREOSOTE BUILD-UP AND FIRES IS CLEAR.

YET WE MUST NOT ENDANGER CHILDREN ANY LONGER BY FORCING THEM TO CLEAN FLUES.

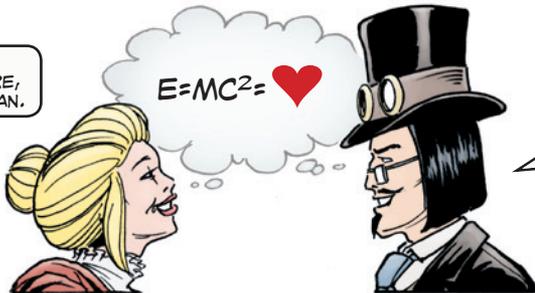
THIS THING-AMAJIG IS THE ANSWER.



I LIKE YOUR FIRE, YOUNG MAN.

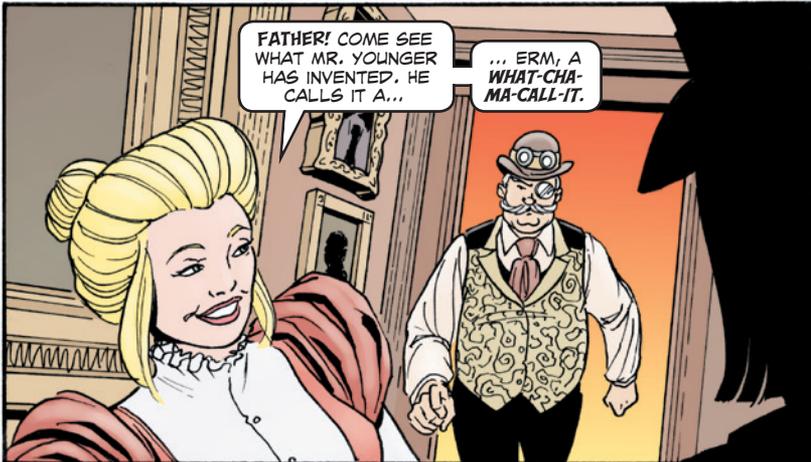
$E=MC^2=$ 

CALL ME CARL, PLEASE. YOU'RE NOT 80, AND I'M NOT 8.



FATHER! COME SEE WHAT MR. YOUNGER HAS INVENTED. HE CALLS IT A...

... ERM, A WHAT-CHA-CALL-IT.

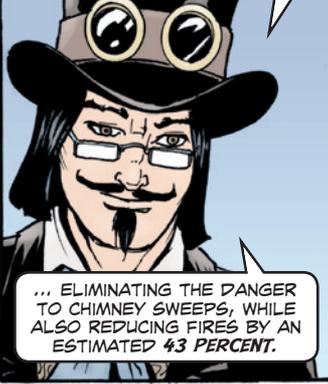


ZOUNDS! I KNOW YOU. YOU'RE THAT WHIPPERSNAPPER WHO COMES TO MY LECTURES AND BABBLES ON ABOUT SOME NONSENSE CALLED "PREVENTIVE MAINTENANCE!"

THAT'S RIGHT, SIR. NOW I'VE DESIGNED A DEALIE-BOB TO DO PM. THIS CONTRIVANCE DISSOLVES CREOSOTE LICKETY-SPLIT...

... ELIMINATING THE DANGER TO CHIMNEY SWEEPS, WHILE ALSO REDUCING FIRES BY AN ESTIMATED 43 PERCENT.

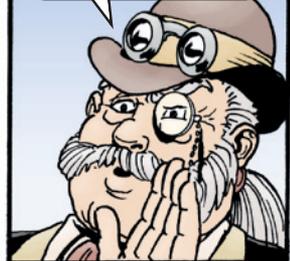
POPPYCOCK AND PATENT NONSENSE!



WELL IT IS PATENTED NOW, SIR, BUT I STILL NEED A RESPECTED AUTHORITY LIKE YOU TO WIN OVER SPONSORS AND CONVINCE A MANUFACTURER TO MASS PRODUCE THIS HANDY LITTLE DOOHICKEY.

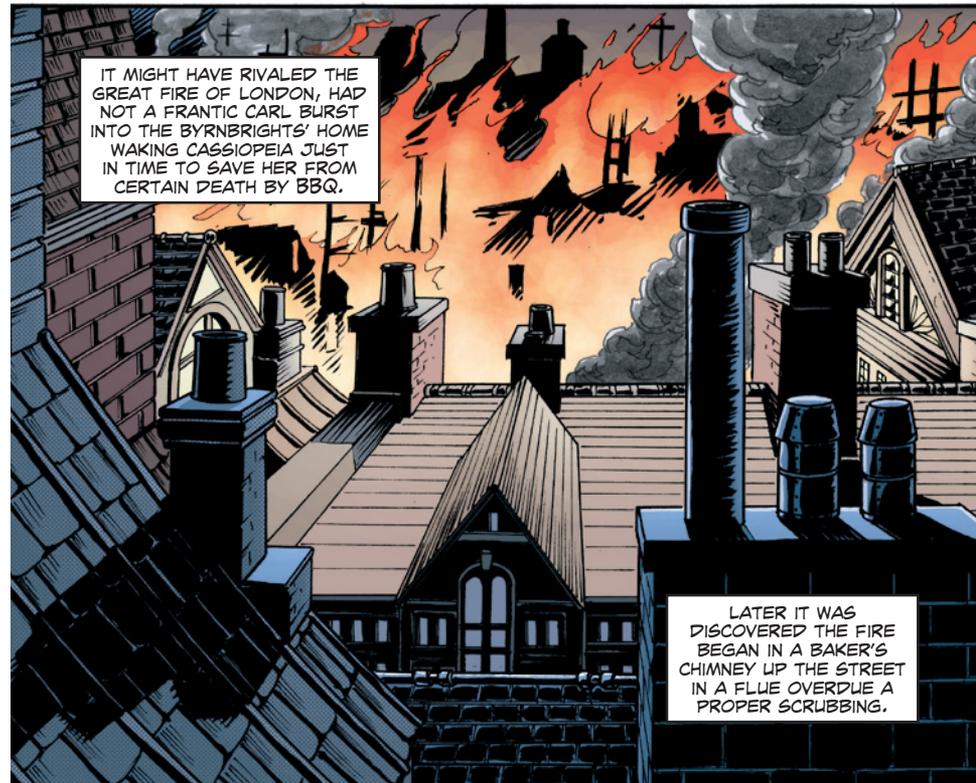
OH, FATHER, YOU SHOULD SPONSOR THIS BRILLIANT INVENTION.

AND RISK DESTROYING MY SCIENTIFIC REPUTATION? NEVER! GO HOME, YOUNG MAN, AND INVENT SOMETHING TRULY USEFUL, LIKE A BIRD-POWERED BLIMP.



DESPITE CASSIOPEIA'S DRAMATIC PLEAS AND CARL'S ARGUMENTS, THE PROFESSOR IS UNMOVED AND THE YOUNG PEOPLE PART IN TEARS. BUT A FEW WEEKS LATER, DISASTER STRIKES WHILE THE PROFESSOR IS AWAY AT A CONFERENCE ON CRANIUM COOLERS.

IT MIGHT HAVE RIVALED THE GREAT FIRE OF LONDON, HAD NOT A FRANTIC CARL BURST INTO THE BYRNBRIGHTS' HOME WAKING CASSIOPEIA JUST IN TIME TO SAVE HER FROM CERTAIN DEATH BY BBQ.



LATER IT WAS DISCOVERED THE FIRE BEGAN IN A BAKER'S CHIMNEY UP THE STREET IN A FLUE OVERDUE A PROPER SCRUBBING.



LATER, IN THEIR NEW HOUSE...

I OWE YOU AN APOLOGY, YOUNG MAN. LET ME TAKE ANOTHER LOOK AT THAT FLUE-TAMING CONTRACTION.

GLADLY, SIR!



NOW, YOUNGER, I THINK I HAVE SOMETHING TO GIVE YOU IN TURN...

...MY DAUGHTER'S HAND IN MARRIAGE. FOR, HAD YOU NOT SAVED CASSIE, I WOULD HAVE LOST A MOST USEFUL ASSISTANT.

PLUS THIS WAY, I NOW GET TWO ASSISTANTS.

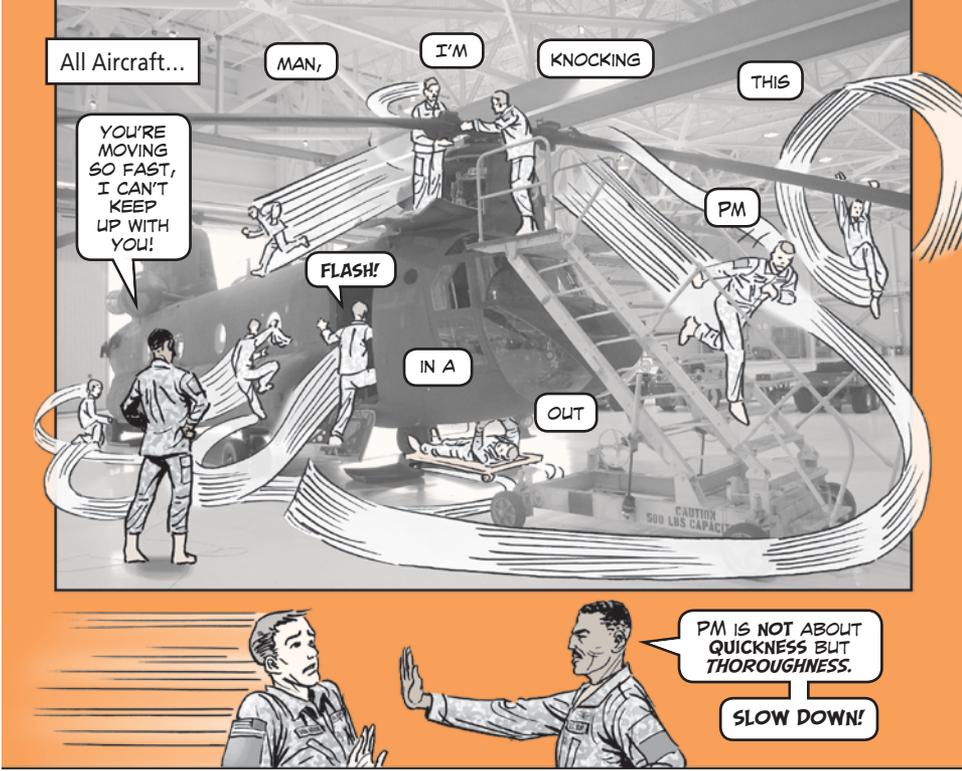
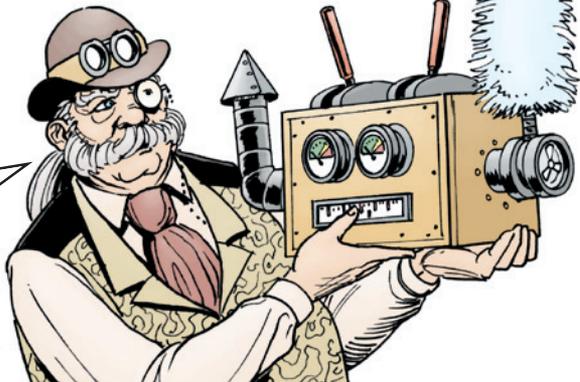
SO, HOW ABOUT A HONEY-MOON CULTURING MOLD SPORES IN BORNEO?



SIR, YOU COULD SEND US TO THE MOON, AND WE'D NOT ARGUE.

SO HAPPILY ENDS THE STORY OF CARL AND CASSIOPEIA, AND BEGINS THE PM LEGEND OF A VERY HANDY, UM, GIZMO.

I THINK I'LL CALL IT A "WHIRLY-GIG!"



All Aircraft...

MAN,

I'M

KNOCKING

THIS

YOU'RE MOVING SO FAST, I CAN'T KEEP UP WITH YOU!

FLASH!

PM

IN A

OUT

PM IS NOT ABOUT QUICKNESS BUT THOROUGHNESS.

SLOW DOWN!

SLOW YOUR ROLL AND WATCH YOUR FEET!

Mechanics, *Around the World in Eighty Days* and *Fast and Furious* are about races to the finish. But preventive maintenance around your aircraft is neither a 100-yd dash nor a marathon—it is a life-long requirement.

Take it easy when removing parts like cowlings, pylons or covers. Sometimes connectors are attached to different parts of the airframe. When you hastily remove a cowling or a cover with wiring attached, not only will the cover come off, so will the wiring. Slow down and remove parts and components step by step like the TMs say.

When doors, covers and airframe parts are removed from your aircraft, make sure they're not tossed to the ground or into the wind, either. Just because they are made of strong lightweight material like fiberglass, sheet metal or composites doesn't mean they won't be damaged if you carelessly handle them. Don't create expensive repairs by doing sloppy maintenance.

Just in case you forget, "No Step" still means no step, whether covers, parts and pylons are on the ground or on the aircraft. They'll still break under your weight.

ELECTRICAL CONNECTORS AND CORROSION

HEY! LOOK OVER THERE!!

YEAH, AIRCRAFT RIPE FOR THE TAKING!

WE'RE GONNA MAKE A MESS OUTTA THEM!

BRING IT ON YOU NASTY CREATURES!

YEAH, WE'VE GOT PM ON OUR SIDE!

Mechanics, has it occurred to you that forcing multi-pin electrical connectors in place will only get you broken pins?

In some cases, not only will you break the pins inside the connector, but you may have to repair or replace the cable, too, depending on the damage caused by forcing connectors in place.

If you have trouble connecting connectors, you may find that dirt, rust or corrosion is the problem.



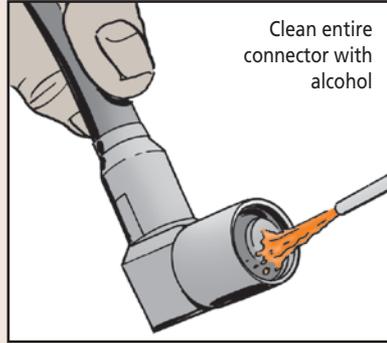
HERE ARE SOME CONNECTOR CLEANING AND CORROSION POINTERS TO KNOCK OUT CORROSION...

- Remove corrosion on plated connector external surfaces by scrubbing with non-abrasive pad, NSN 7920-00-151-6120. For unplated connector external surfaces, use abrasive mats (A-A-58054 Type I, Grade A), NSN 5350-00-967-5089. On both types of connectors always use the least invasive method to prevent damage.
- Wipe away corrosion residue with a cheese cloth, NSN 8305-00-267-3015.



Wipe corrosion off connector with cheese cloth

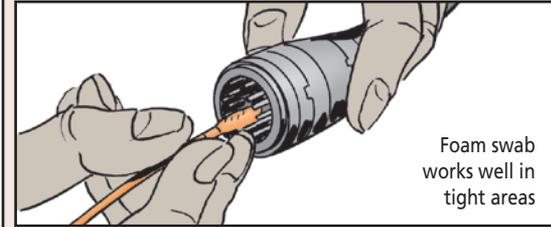
Then clean the connector inside and out with isopropyl alcohol (TT-I-735): NSN 6810-00-983-8551 brings a quart and NSN 6810-00-753-4993 an 8-oz can.



Clean entire connector with alcohol

- Remove the excess alcohol and residue with cheese cloth.

- For inside the connector and hard to reach areas between the pins, use a pipe cleaner, NSN 9920-00-292-9946. Gently clean pins and let the connector dry before installation.



Foam swab works well in tight areas

- To prevent future corrosion, lightly coat inside the connector with water-displacing corrosion preventive compound (CPC) (MIL-PRF-81309 Type 3, Class 2), NSN 8030-00-546-8637. Tilt the connector down while coating it to allow the excess to run off. One quick spray with minimal excess is the goal.



Tilt connector down to allow for excess run-off

Let the connector dry for a few seconds. Wipe off any excess with a clean, dry cheese cloth.

FOR MORE CORROSION PREVENTION INFORMATION, SEE CHAPTER 6; TREATMENT OF SPECIFIC AREAS, IN TM 1-1500-344-23-3 (MAR 05); CLEANING AND CORROSION CONTROL, AVIONICS AND ELECTRONICS.

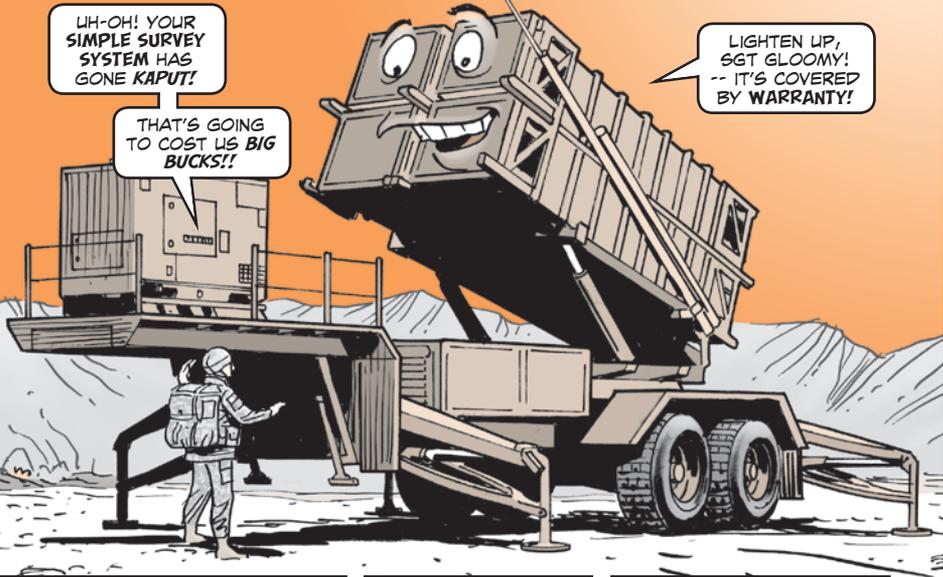


HOW TO USE WARRANTY

UH-OH! YOUR SIMPLE SURVEY SYSTEM HAS GONE KAPUT!

THAT'S GOING TO COST US BIG BUCKS!!

LIGHTEN UP, SGT GLOOMY! -- IT'S COVERED BY WARRANTY!



FORTUNATELY FOR PATRIOT UNIT BUDGETS, SOME MISSILE SYSTEM COMPONENTS HAVE WARRANTIES THAT LET YOU GET FREE REPLACEMENTS.

HERE ARE THE WARRANTY PROCEDURES FOR THE IMPROVED NORTH FINDING SYSTEM (INFS)...

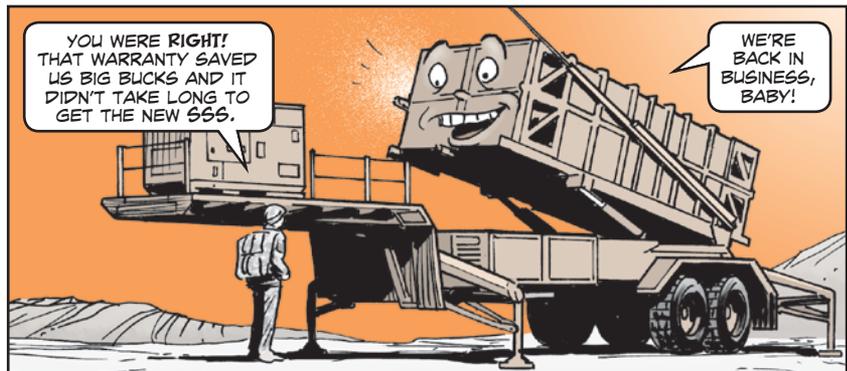
...ALSO KNOWN AS THE BEARING DISTANCE HEADING INDICATOR (BDH), AND THE SIMPLIFIED SURVEY SYSTEM (SSS).



- ### INFS
1. Document the INFS failure. Provide all symptoms and obvious damage and the INFS serial number.
 2. Email the lower tier project office (LTPO) field office at Ft Bliss for authorization and shipping instructions. Call (915) 775-9969 or (915) 843-2318/2343 or email: LTPO.FieldOffice.FtBliss.Contact@us.army.mil
 3. The INFS will be exchanged with the Ft Bliss LTPO on a one-for-one basis. Units at Ft Bliss and White Sands should deliver the INFS to the Ft Bliss LTPO at the address below.
 4. Units outside the Ft Bliss area should ship the INFS to:

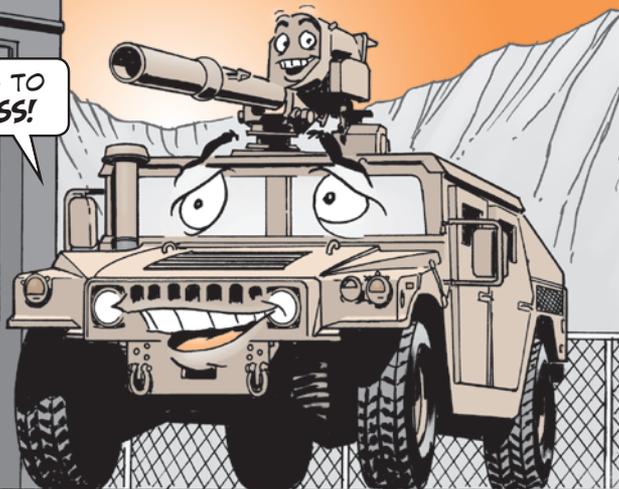
LTPO
DODAAC: W90W5N
ATTN: INFS Warranty Program
Bldg 30A, Spur Drive
El Paso, TX 79906
 5. Pack the INFS only in a double-boxed shipping container. Failure to do that could void the warranty and result in charges to the unit. If there are any questions, contact the Ft Bliss LTPO.
 6. Include a DD Form 1149 with INFS and unit identification, a POC, and a description of the failure. Email the Ft Bliss LTPO the method of shipping and transportation control number. OCONUS units should provide a physical address, not an APO address or PO box number.
 7. The LTPO will ship the replacement INFS to the unit. Shipment tracking info will be sent to the unit POC.

- ### SSS
- If an SSS fails, the unit should first contact Honeywell to see if it can be fixed over the phone. In CONUS, call (888) 467-4771. Outside CONUS, call (727) 539-4222.
- If the SSS can't be fixed over the phone, it should be sent to the Ft Bliss LTPO following the same procedure as above, except marked ATTN: SSS Warranty Program. It should be shipped **only** in the container that came with the SSS (fast pack XE-9, 34 x 24 x 18 inches, with inner box PA-4421 #2). The container can be ordered directly from Soule Packaging by calling (800) 999-2928, cell (813) 918-2928, fax (813) 907-6091, or emailing: soulepkg@yahoo.com



**ITAS HELP RIGHT
HERE, RIGHT NOW!**

THANKS TO
FT BLISS!



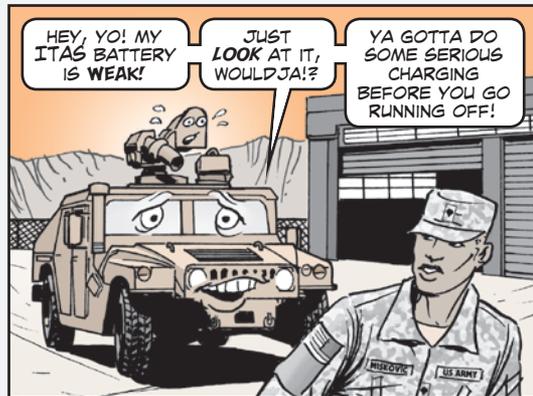
Dear Editor,

Through hard experience, we've found this advice will make life so much easier for improved target acquisition system (ITAS) units:

Develop a battery charging program.

The ITAS is powered by the lithium-ion power source, which consists of the lithium battery box (LBB) and two chargers: the lithium AC charger (LIAC) for dismounted charging and the vehicle-mounted charger.

If the LBB is properly maintained, it can power ITAS for at least 14.5 hours. But if it's not charged as a regular part of operations and during monthly PMCS as spelled out in TM 9-1425-923-10, it can become more and more difficult to fully charge or even become inoperable. That's why it's critical crews follow the charging directions in the -10 and keep all LBBs charged.



If you're storing LBBs for longer than 30 days, develop a charging plan to ensure each battery is fully re-charged at least every 90 days. (If a battery hasn't been charged for more than 30 days, it may take longer to fully charge it.)

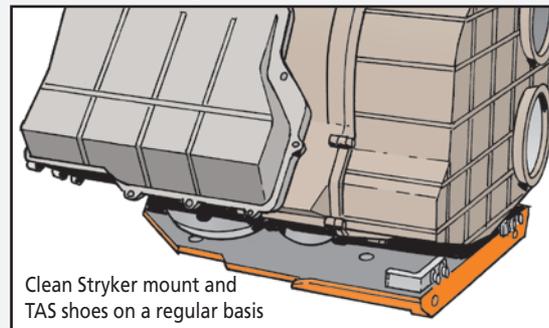
Remember once the BAT, ELEC fault light comes on, it's too late. The battery can't be charged. You must get it replaced and that's expensive. All LBBs must be shipped to depot for repair.

Store LBBs in as cool a place as possible.

Heat can reduce cell life. But if you keep the LBB charged, it will provide needed power at all temperatures.

Remove target acquisition subsystem (TAS) monthly and clean the Stryker mount.

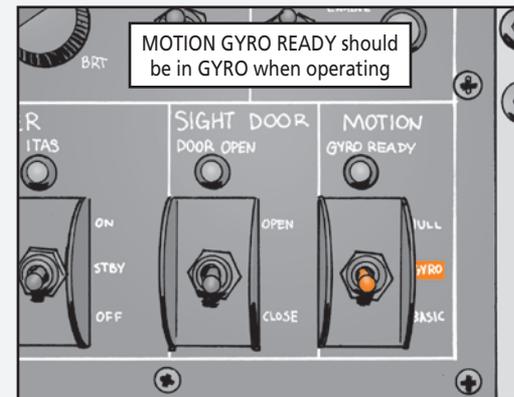
If the TAS is left mounted for long periods, corrosion can form on the mount's rails and make it extremely difficult to remove the TAS without damaging the TAS or mount. That won't be a problem if you monthly remove the TAS and clean the mount rails and the TAS shoes.



Clean Stryker mount and TAS shoes on a regular basis

Keep motion gyro switch in GYRO when operating the modified improved target acquisition system (MITAS).

If the switch is left in BASIC, the gunner's ability to scan, detect and track targets smoothly will be decreased. If there is a drift in the system in AZ or EL without any gunner input, the gyro and motor drive need to be "nulled" (or synched). Hold the gyro switch up until the motion gyro illuminator blinks, which means the gyro and motor drive are nulled. Then verify without gunner input that there is no drift in the system.



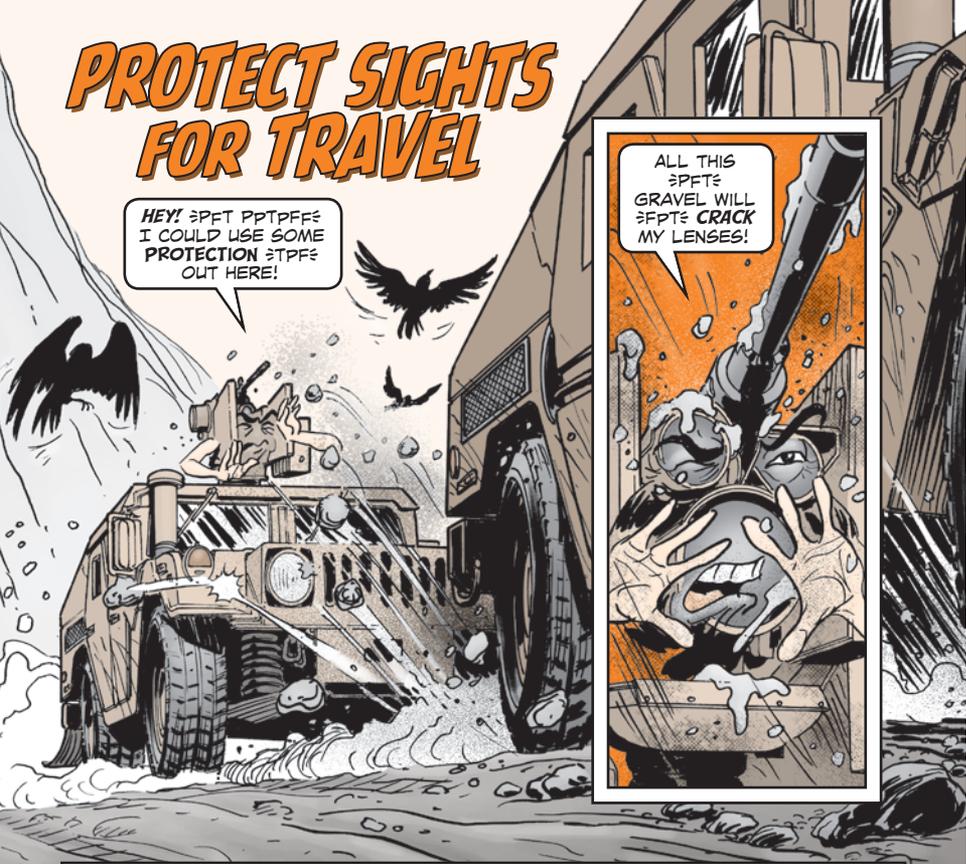
CW3 Joseph Peoples
B Co, 501st BSB
Ft Bliss, TX

Editor's note: The ITASes will be much better off if units follow your directions, Chief. Thanks.

PROTECT SIGHTS FOR TRAVEL

HEY! I COULD USE SOME PROTECTION OUT HERE!

ALL THIS GRAVEL WILL CRACK MY LENSES!



Dear Editor,

In my work as a CECOM LAR, I often see convoys of vehicles traveling across rough ground with optics facing forward and unprotected. The CROWS (common remotely operated weapon station) and LRAS3 (long range advanced scout surveillance system) are good examples of what I'm talking about.

Gravel kicked up by the vehicles can very easily crack the lenses on these very, very expensive systems. Units can save themselves mountains of money by either covering the optics for travel or turning them so they don't face forward. If you're not in a combat environment, there is absolutely no reason for these optics to be left exposed to whatever is kicked up off the road.

Gregory Janeczek
CECOM LAR
Ft Stewart, GA

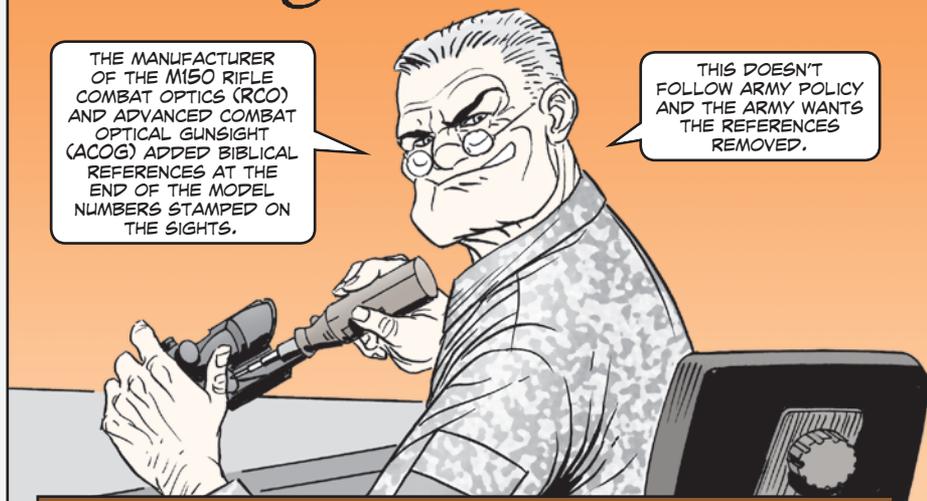
Editor's note: Protecting optics for travel should be part of every unit's SOP. Gregory. If sights are missing their covers, order more. In the meantime, use old tarps or something similar to protect optics.

Small Arms...

Removing Biblical References

THE MANUFACTURER OF THE M150 RIFLE COMBAT OPTICS (RCO) AND ADVANCED COMBAT OPTICAL GUNSIGHT (ACOG) ADDED BIBLICAL REFERENCES AT THE END OF THE MODEL NUMBERS STAMPED ON THE SIGHTS.

THIS DOESN'T FOLLOW ARMY POLICY AND THE ARMY WANTS THE REFERENCES REMOVED.



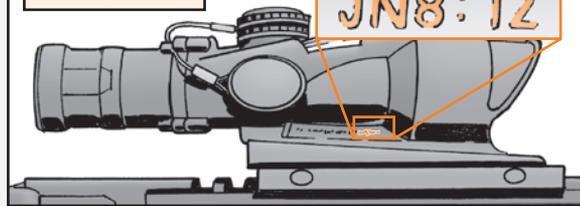
These are the models that need to be checked for the references:

- RCOM150, NSN 1240-01-557-1897
- TA31RCO-A4, NSN 1240-01-525-1648
- OFL29TA31RCO-M4, NSN 1240-01-534-1114
- TA31F, NSN 1240-01-514-8428
- TAO1, NSN 1240-01-412-6608
- TA11E, NSN 1240-01-594-7613
- TA11F, NSN 1240-01-594-7614

THE REFERENCES ALWAYS APPEAR AT THE END OF THE MODEL NUMBER--FOR EXAMPLE ACOG4X32JN8:12.

Look for reference

JN8:12



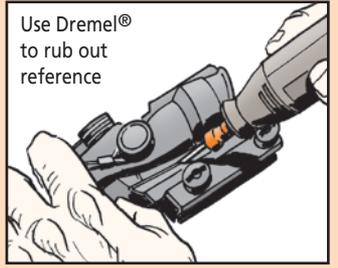
TO REMOVE THE REFERENCES, YOU WILL NEED...

- Dremel® kit, NSN 5130-01-014-6856
- Safety glasses, NSN 4240-01-500-6196
- Black paint pen, NSN 7520-01-207-4167

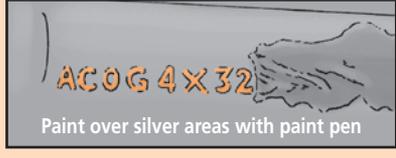
THE DREMEL® KIT AND SAFETY GLASSES ARE PART OF THE STANDARD AUTOMOTIVE TOOL SET (SAT).

HERE'S HOW TO DO THE JOB...

1. Use a 1/8-in end mil bit in the Dremel®.
2. Hold the sight housing securely in a horizontal position with one hand. Brace your hand against a stable surface. Do not use a vise. That can damage the sight.
3. Align the bit's tip with the text to be removed. Use short, light passes to remove the reference.
4. Blow off any debris and make sure the reference is completely gone.
5. Use the black paint pen to paint over the exposed surface. Make sure the paint is thick enough to cover any silver areas.
6. Let the paint dry.



Use Dremel® to rub out reference



ACOG 4x32
Paint over silver areas with paint pen

WHEN YOU'RE FINISHED, FORWARD THIS INFORMATION TO TACOM AND YOUR TACOM LAR...

- Serial numbers and NSNs of sights altered
- Your unit and location
- TACOM LAR action officer if one is attached to your unit
- Date of completion

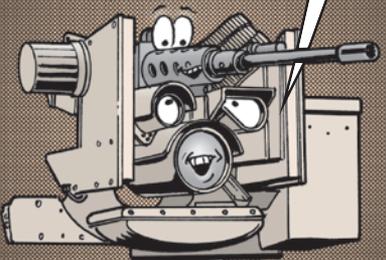
Send this information to either Chad Mcdowell, DSN 786-1354, (586) 282-1354, email: chad.m.mcdowell.civ@mail.mil or Steve Collins, DSN 786-1356, (586) 282-1356, email: steven.a.collins1.civ@mail.mil

PS END

CROWS II...

M2A1 MACHINE GUN REPORTING FOR DUTY!

WELCOME! HOPE YOU DON'T MIND IF I KEEP THE OLD M2'S GAGE. I NEED IT FOR MY SOLENOID TIMING!



M2 Timing Gage Still Needed

When units receive the new M2A1 machine gun, the armorer will be issued a new wear limit timing gage, NSN 5220-01-580-6602, to replace the old M2 timing and headspacing gages.

But if the M2A1 is to be used with CROW II, units will need to keep the old M2 gages, NSN 5220-00-535-1217, to perform the electronic timing for the CROWS II solenoid. Use the FIRE/NO FIRE portion of the old timing gage for the electronic timing. But do not use the M2 headspace gage on the M2A1. The M2A1 and M2 headspace gages are completely different.

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

Fox @BRN Vehicle...

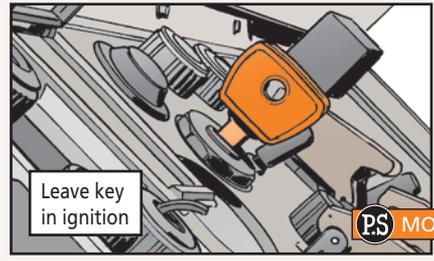
Mistakes STOP Fox in Its Tracks!



Dear Editor,

We help keep the Foxes on the road here at Ft Stewart. Through our work, we've noticed a few mistakes that Soldiers make that can stop a Fox in its tracks. But just a bit of attention can keep the Fox happily sniffing out trouble:

Leave the key in. All Foxes use the same key. Foxes are secured not by removing the key, but by padlocking the doors. When the key is removed it is often lost. Then Soldiers improvise by turning the ignition switch with a screwdriver or pocket knife. Soon the ignition switch is broken. Avoid that problem by leaving the key in the ignition all the time.



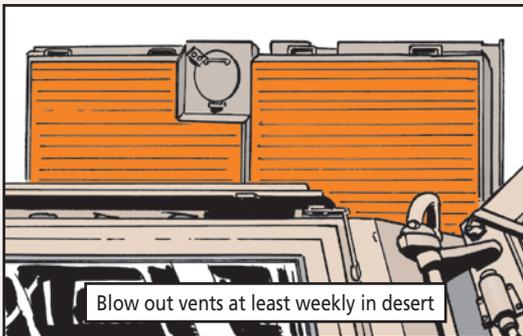
PS MORE

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

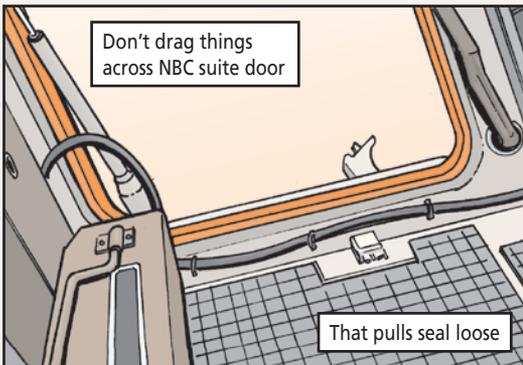
Let the warning lights warn you. If the dashboard warning lights kick on or you go above a certain speed, the Fox's anti-gas system activates and makes it difficult to press down on the gas pedal. Soldiers disable the system by turning off its circuit breaker. But then you won't be alerted to major problems like low oil pressure or the transmission overheating. A little extra speed is not worth that danger. Leave the circuit breaker alone.

Clean means cool.

Fine sand clogs the grill door vents on top of the Fox. The lack of air to the A/C condenser causes the A/C to overheat. At least weekly in the desert, Fox crews need to blow out the vents from the inside out so that the A/C gets plenty of air. This helps the A/C work more efficiently, too, which means you stay cooler.



Keep overpressure pressured. The usual causes of poor overpressure are plugged valves and poor seals. Dirt and trash like leaves can keep the two valves from sealing tight. Air escapes and you can't build up air pressure. Open both valves weekly and clean out any debris. Make sure their seals are in good shape, too.

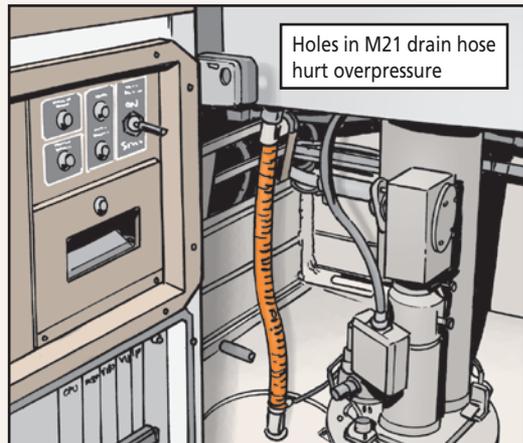


Be careful carrying stuff through the NBC suite door. If you drag things across the door's seal, the seal is pulled loose. Once again, the Fox can't build up air pressure.

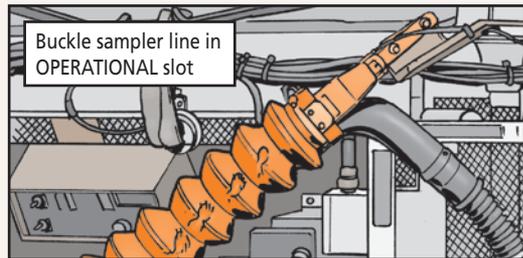


When you do your weekly PMCS, check the door and hatch seals for loose spots or tears. That way you can get them fixed before your next mission.

One other item that can cause overpressure problems is the drain hose that runs from the M21 container box to the floor plate. The hose is often accidentally kicked or bumped when Soldiers are working in the confined space of the NBC suite. If the hose is punctured, the overpressure system won't work. Watch your feet around the hose and remember to check the hose if the Fox can't build pressure.



Buckle up for sampling. When you're using the double wheel sampler, make sure you have the sampler line securely buckled in the OPERATIONAL slot. If the sampler isn't secure, it could come off completely during travel. And it won't work in AUTOMATIC mode when it's not securely buckled in.



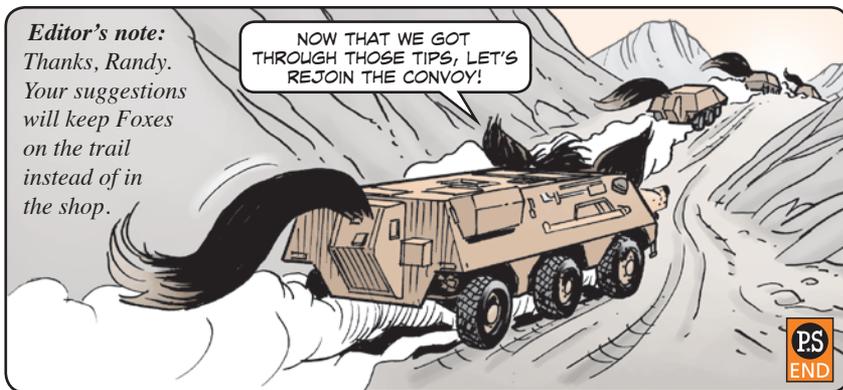
Carefully follow the procedure for starting and stopping the MM1 spectrometer. If you skip steps, the MM1 will fault out. That can damage circuit cards.

Randy Pearce
Ft Stewart, GA

Editor's note:

Thanks, Randy. Your suggestions will keep Foxes on the trail instead of in the shop.

NOW THAT WE GOT THROUGH THOSE TIPS, LET'S REJOIN THE CONVOY!



AN/PDR-75A Coming Soon

HEY, DID YOU HEAR THE NEW AN/PDR-75A RADIAC SET IS ON THE WAY!

THIS IS REALLY EXCITING, DON'T YOU AGREE?!

YEAH, SURE! I ALWAYS ENJOY BEING REPLACED.

JUST BE AWARE, I HEARD THIS NEW ONE IS A BIT SENSITIVE WHEN IT COMES TO USING THE WRONG WRIST DOSIMETER.

The new AN/PDR-75A radiac set will soon hit the field. It will be a big step up from the old AN/PDR-75 in that it's 1,000 times more sensitive. And it's smaller and lighter.

The -75A will work essentially like the -75. You wear a wrist dosimeter and at the end of operations it's placed in the -75A to measure the radiation dose.

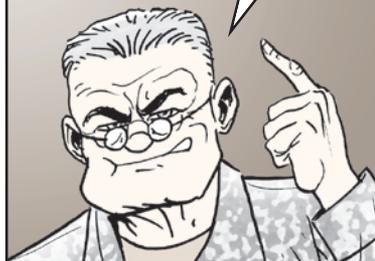
But the -75A's DT-236A/P green wrist dosimeter, NSN 6665-01-602-9991, can be used only with the -75A. And the -75's DT-236/PDR-75 black wrist dosimeter, NSN 6665-01-043-2191, can be used only with the -75. They are **not** interchangeable. If you use the wrong dosimeter, you may get an incorrect radiation reading.

When you get the new AN/PDR-75A, make sure you have enough DT-236A/P wrist dosimeters for your unit.

Refer to TM 11-6665-415-10 and TM 11-6665-415-23&P for more info.

HERE'S HOW TO TELL WHICH DOSIMETER YOU HAVE...

...THE -75A'S IS GREEN, THE -75'S IS BLACK.



NEW HELMET COVER FOR NEW GOGGLES



MMMPPH... HEY, MAN! I CAN'T BREATHE UNDER HERE! A LITTLE HELP! SOMEBODY? HELLO???

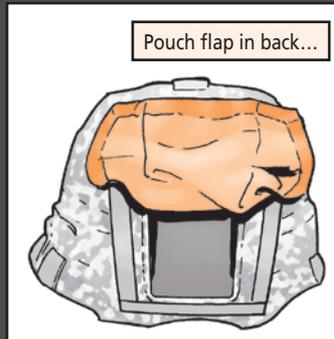
Not just any helmet cover will do when you're wearing the AN/PSQ-20 enhanced night vision goggles (ENVG) on your advanced combat helmet (ACH). You can't use the standard ACH cover because it's not designed to fit over the ENVG helmet mount and battery pack.

When you wear the AN/PSQ-20, you also need to wear the ENVG ACH cover. The ENVG cover has a large opening in front to fit over the helmet mount. It also has a pouch flap in back to fit over the battery pack. The camouflaged flap conceals the battery pack and helps to conceal you. It also protects the pack and prevents it from snagging on objects.

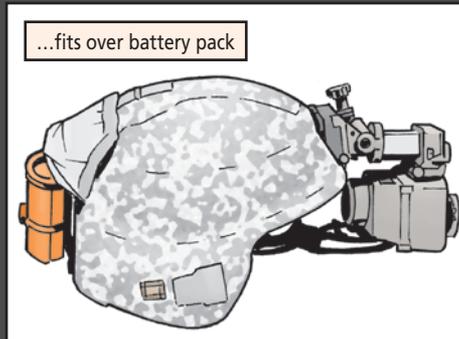
Large opening fits over helmet mount



Pouch flap in back...



...fits over battery pack



You can easily tell the difference between the ENVG ACH cover and the standard ACH cover. And that difference helps you choose the right cover when operating the ENVG.

The ENVG cover comes in sizes small/medium, large/x-large and xx-large. It's available in universal camouflage pattern (UCP) and Operation Enduring Freedom camouflage pattern (OCP).

Currently, the ENVG ACH helmet cover is not in the supply system. Units will be issued the cover when they deploy. If you need a replacement cover, phone Project Manager Soldier Maneuver Sensors (PM SMS) Thomas Grover at (703) 704-3784 or email:

thomas.w.grover.civ@mail.mil

PLL/ASL for ENVG

THE ENVG, HELMET COVER, PARTS AND ACCESSORIES ARE INCLUDED IN YOUR UNIT'S PRESCRIBED LOAD LIST (PLL)/AUTHORIZED STOCKAGE LIST (ASL).

HAVING ALL YOUR PLL/ASL PROVIDES YOUR UNIT WITH ENVG PARTS AND ACCESSORIES SUCH AS ACH COVERS, LENS CAPS, KNOBS, NECK CORDS, EYE CLIPS, TECHNICAL MANUALS AND MORE.

HERE'S A TABLE OF ALL PLL/ASL FOR YOUR ENVG...



Item	NSN
Sacrificial window*	5855-01-246-8271
Neck cord*	4020-01-446-8097
7-pin connector dust cap*	5340-01-554-9624
Switch assembly lever	5340-01-554-9717
Switch knob	5355-01-555-0044
Eye cup*	5855-01-246-8273
Infrared light filter*	5855-01-379-1410
ENVG system	5855-01-534-6449
Eyepiece lens cap*	5855-01-554-9678
Objective lens cap*	5855-01-555-0007
Helmet mount*	5855-01-555-0028
Carrying case*	5895-01-554-9667
Helmet mount wiring assembly (HMWA)*	5995-01-554-9735
L91 lithium battery	6135-01-333-6101
Battery box*	6160-01-554-9890
Battery box cover*	6160-01-554-9907
Chin strap assembly, foliage green	8470-01-530-0868
Helmet post for ACH	8470-01-531-4284
Mounting bolt, HMWA	8470-01-568-3589
TM 11-5855-322-23&P	N/A
TM 11-5855-322-10*	N/A

* These items come with the ENVG system, 5855-01-534-6449.

PS END

Kitchen Equipment...

Well-Traveled Thermometers



WE FOOD THERMOMETERS... YOU CAN CALL US NSN 6685-00-444-6500 IF YOU MUST...



...ENJOY TRAVELING TO EXOTIC LOCALES.



BUT WE INSIST ON GOING FIRST CLASS.

WE ARE PRECISE MEASURING INSTRUMENTS.

HARD KNOCKS AND SHOCKS CAN THROW US OUT OF CALIBRATION.

THAT'S WHY YOU MUST TAKE SPECIAL CARE WITH US WHEN YOU PACK AND TRANSPORT YOUR KITCHEN EQUIPMENT.



HERE'S HOW TO MAKE SURE WE KEEP MEASURING PRECISELY...

- Before you pack us, clean us with a damp, not wet, cloth. Wipe us dry with a clean cloth. Never dunk us in soap and water. If suds and water get inside, you might get false readings.
- Single occupancy is the rule: Only one thermometer per carrying case. More than one ups the risk we'll break while bouncing against each other. At the very least, our plastic face covers can get scratched, making the scales hard to read.
- For added protection, wrap each case in layers of bubble wrap, NSN 8135-00-926-8991, or barrier material, NSN 8135-00-753-4661.
- For a trip to the field, store the encased thermometers in a storage cabinet or in the tool box. Once you get to your destination, unwrap the cases and check us for damage.



DON'T DUNK US IN WATER!

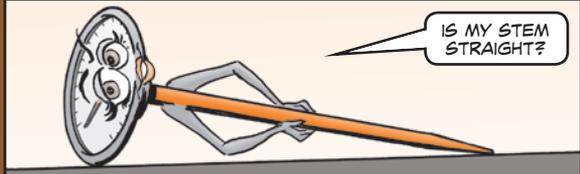
NO-O-O-O-Ooooo

PS MORE

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

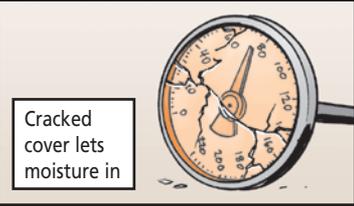
HERE'S WHAT TO CHECK...

- ✓ My stem—Is it straight? A bent stem could mean the bimetal sensor is damaged. That could give you a false reading.



IS MY STEM STRAIGHT?

- ✓ My plastic cover—Is it cracked? A cracked cover lets moisture seep in. That can fog up the plastic or damage the temperature dial.



Cracked cover lets moisture in

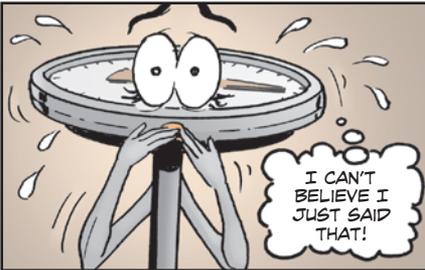
- ✓ My hex nut—Is it loose? A loose hex nut could throw me out of calibration.



Make sure hex nut is tight

BUT NOT TOO TIGHT!

IF YOU FIND DAMAGE, REPLACE ME!

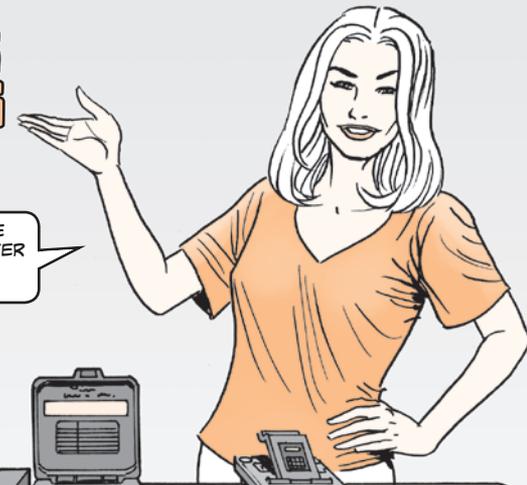
I CAN'T BELIEVE I JUST SAID THAT!

About Calibration

The National Institute of Standards and Technology (NIST) is a U.S. government agency that calibrates and certifies thermometers and other precision instruments. When you purchase a thermometer, look for the NIST label. The label tells you the thermometer is calibrated and certified; it will be accurate for at least one year. Each year, NIST thermometers must be certified to assure accuracy. This service is usually done by the manufacturer of the thermometer or an NIST calibration laboratory.

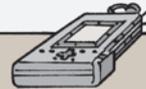
Communications Security...

READINESS REPORTING REQUIRED!

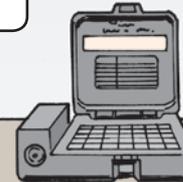


SAMS-E OPERATORS, YOU USE THE B TABLES IN THE MAINTENANCE MASTER DATA FILE (MMDF) TO IDENTIFY READINESS REPORTABLE ITEMS.

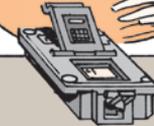
SOME OF THOSE ITEMS INCLUDE COMMUNICATIONS SECURITY (COMSEC) EQUIPMENT.



Simple key loader, AN/PYQ-10



Data transfer device, AN/CYZ-10



Tape reader, KOI-18

THE COMMUNICATIONS SECURITY LOGISTICS ACTIVITY (CSLA) IS SLOWLY ADDING COMSEC ITEMS TO THE MMDF.

AT PRESENT, CSLA HAS THE FOLLOWING REPORTABLE COMSEC IDENTIFIED IN THE MMDF...

Item	NSN	LIN
SKL (AN/PYQ-10 (C))	5810-01-517-3587	C05002
KY-100	5810-01-376-1380	C52700
AN/CYZ-10(V)3	5810-01-393-1973	D78555
Z-AHQ	5810-01-026-9624	J97569
KY-99	5810-01-307-5414	K47623
KY-99A	5810-01-391-0187	K47623
Z-AHP	6110-01-026-9623	R71604
KY-57	5810-00-434-3644	S01373
KY-58RED28 V	5810-00-449-0154	S01441
KOI-18	5810-01-026-9620	T40405
KYK-13	5810-01-026-9618	E98103
KYK-15A	5810-01-095-1312	N02758
KG-175D MICRO	5810-01-547-4520	E05004
KIV-7 M	5810-01-530-2811	E05003



PS MORE

TWO OTHER COMSEC ITEMS ARE LISTED IN THE MMDF...



BOTH OF THESE ITEMS WILL SOON BE DELETED BECAUSE THE ARMY IS REMOVING THEM FROM THE SUPPLY SYSTEM.

OH, BOY! I LIKE TO TRAVEL!



TO:
TOBYHANNA
BUILDING 73

CSLA WILL ADD MORE COMSEC ITEMS TO THE MMDF AS THEY GET STANDARD LINE ITEM NUMBERS (SLIN).

Item	NSN	LIN
TSEC/ST-58	5810-01-173-6242	FA1098
KYX-15	5895-01-026-9619	FA100T

IF YOU SEE YOUR COMSEC EQUIPMENT IN THE MMDF, YOU MUST REPORT ITS READINESS STATUS.



THAT'S A REQUIREMENT FOUND IN PARA 2-6B OF AR 700-138, ARMY LOGISTICS READINESS AND SUSTAINABILITY (FEB 04).

THIS REQUIREMENT APPLIES TO ACTIVE ARMY, ARMY NATIONAL GUARD AND ARMY RESERVE.

Where to Find the MMDF

The MMDF is a USAMC Logistics Support Activity (LOGSA) product that identifies the Army's reportable equipment. You'll find it online in the LOGSA Logistics Information Warehouse (LIW): <https://www.logsa.army.mil/index.cfm>



Maintenance Master Data File (MMDF) & Readiness Reportable Item Listings (B Tables of AR 700-138) (Dated Jan. 2013)

The January 2013 (MRSAMMDF.DAT and MRSAMMDF.HDR files) and Readiness B Table Spreadsheets are now available.

NOTICE: The spreadsheet to the left (MRRAPAdditionsJUL2012.xls) is the official list of MRRAP vehicles identified by HQDA G4, the PM Shop, and the TACOM item managers. Each of these trucks is currently loaded into the MMDF as well.

For additional information or assistance with MMDF issues, please contact LOGSA: COMM (256) 955-9682 or DSN 645-9682; Email: army.redstone.logsa.mbx.mmddf@mail.mil

You'll find MMDF online in LOGSA's Logistics Information Warehouse

The MMDF consists of both readiness reportable and maintenance significant items. The MMDF is updated and published every quarter (AN, APR, JUL, OCT). Customers can either execute the MMDF interface from LOGSA (MRSAMMDF) interface directly in the SAMS-2E box, or download the entire file from the LIW website to an external media and then load into the SAMS-2E box. The print out at the end of the MMDF receive process contains the most current changes and they should be saved and posted (AW Army Regulations and local policies, local records or Command Significant Items (Material Condition Status reporting (MCSR) Designator of 'S') may be added at the SAMS-2E box; see the latest MMDF should be pushed down to all subordinate SAMS-1E boxes.



CSLA ENCOURAGES UNITS TO ACCURATELY REPORT COMSEC EQUIPMENT READINESS.

MONTHLY COMSEC REPORTS ALERT CSLA TO ITEMS BEING REPAIRED MORE OFTEN THAN THEY SHOULD BE.

THE REPORTS ALSO IDENTIFY EQUIPMENT CONSIDERED NON-MISSION CAPABLE (NMC).

IF YOU NEED HELP MAINTAINING OR REPLACING ANY COMSEC EQUIPMENT FOUND IN THIS ARTICLE, CONTACT CSLA'S NANCY CALDERON AT DSN 879-6408, (520) 538-6408, OR EMAIL: nancy.j.calderon.civ@mail.mil



HOW TO UPDATE A PS SUBSCRIPTION

NEED TO CHANGE THE NUMBER OF PS MAGAZINE COPIES YOUR UNIT GETS EACH MONTH?



OR UPDATE YOUR UNIT'S MAILING ADDRESS WHERE PS IS SENT?



UNFORTUNATELY, WE HERE AT PS CAN'T DO IT FOR YOU.



CONUS UNITS MUST SUBMIT ALL SUBSCRIPTION CHANGES DIRECTLY TO THE DIRECTORATE OF LOGISTICS (DOL): <https://dol.hqda.pentagon.mil/ptclick/index.aspx>

PUBS CLERKS CAN CHANGE THE NUMBER OF PS COPIES THEIR UNIT GETS ONLINE, BUT AN ADDRESS CHANGE REQUIRES A REVISED DA FORM 12-R. DOWNLOAD THE FORM HERE: http://www.apd.army.mil/pub/eforms/pdf/a12_r.pdf

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

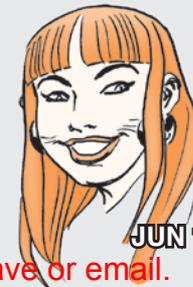


A HELPFUL TUTORIAL ON HOW TO COMPLETE DA FORM 12-R IS FOUND HERE: <https://ptclick.hqda.pentagon.mil/Helps/Help/EstablishAccount.pdf>

IF YOU NEED ASSISTANCE, CONTACT DOL AT (314) 592-0910, DSN 693-9606, FAX (314) 592-0923/DSN 693-9620, OR EMAIL: usarmy.stlouis.106-sig-bde.mbx.dolwmdcustsrv@mail.mil

UNITS DEPLOYED TO OR STATIONED IN EUROPE, AFRICA OR SOUTHWEST ASIA (OCONUS), MUST USE THE ARMY IN EUROPE LIBRARY & PUBLISHING SYSTEM (AEPUBS) TO MAKE ANY PUBLICATION SUBSCRIPTION CHANGES. VISIT: <https://aepubs.army.mil>

CONTACT AEPUBS CUSTOMER ASSISTANCE AT DSN (314) 496-5824 OR (49) 6302-67-5824, OR EMAIL: usarmy.sembach.imcom-europe.mbx.aepubs@mail.mil



EXITING THE METHODS OF PRESERVATION MAZE: METHOD 50

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



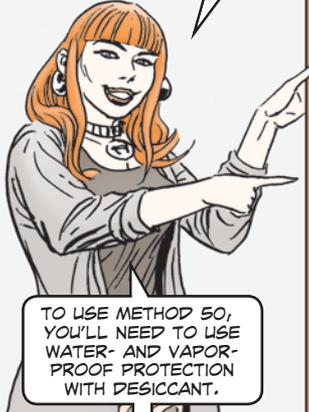
WELCOME TO THE FINAL ARTICLE IN OUR MILITARY PACKAGING PRESERVATION SERIES.

FOR MONTHS WE'VE GUIDED YOU THROUGH A MAZE!

IT WASN'T A LITERAL MAZE, BUT A MAZE OF CONFUSION OVER THE DIFFERENT METHODS OF PACKAGING PRESERVATION.

SO ONCE AGAIN, BRING ALONG YOUR TRUSTY MAP, MIL-STD-2073-1, STANDARD PRACTICE FOR MILITARY PACKAGING.

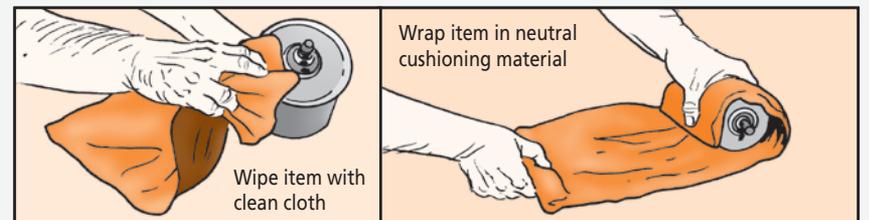
METHOD 50 IS THE ONLY REMAINING "EXIT" AVAILABLE FROM THE METHODS OF PRESERVATION MAZE.



TO USE METHOD 50, YOU'LL NEED TO USE WATER- AND VAPOR-PROOF PROTECTION WITH DESICCANT.

USE A HUMIDITY INDICATOR AND A METHOD 50 LABEL. FOLLOW THESE STEPS...

- Clean and dry the item.
- Select and apply a preservative coating to the item or parts of it, if called out in the preservation instructions. The manufacturer normally applies permanent preservative coatings to electrostatic-sensitive devices (ESDS).
- Apply a greaseproof wrap only if a soft, drying preservative has been applied to the item.
- If greaseproofing is not required, apply a neutral wrap with a noncorrosive, dust-protective wrap before or during unit packing.
- Place the item, including the required number of desiccant bags, wrapped and cushioned into a close-fitting, heat-sealed bag that meets specifications in MIL-DTL-117, *Bags, Heat-Sealable*. Bags made from the following material meet MIL-DTL-117 requirements: MIL-PRF-131, Type I or II, Class 1 or 2 and MIL-PRF-81705, Type I, Class 1 (ESDS items only).
- Firmly secure the humidity indicator immediately within the closable edge of the bag.
- Mark the bag in accordance with MIL-STD-129, *Military Marking for Shipment and Storage*. Apply a Method 50 label.



Place cushioned item in container and add desiccant and humidity indicator

Crimp metal top to fiber container to seal

Apply identification and method 50 labels to complete the pack



FOR SUB METHOD 51, YOU'LL ALSO ENCLOSE YOUR PRESERVED, WRAPPED, CUSHIONED AND DESICCATED ITEM IN A SEALED BAG.

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.

This is the label to use:

METHOD 50
FORMERLY METHOD II
PACKAGE

PACKAGED WITH DESICCANT
DO NOT OPEN
UNTIL READY FOR USE OR INSPECTION

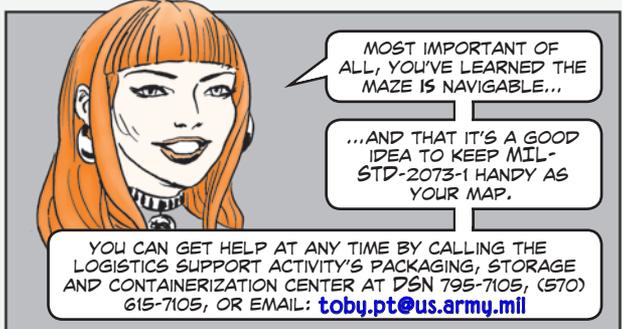
IF THERE IS *NOT* ENOUGH SPACE TO USE A LABEL, WRITE
"DESICCATED PACKAGE-DO NOT OPEN UNTIL READY FOR USE"
ON THE CONTAINER NEAR THE IDENTIFICATION MARKINGS.



THERE...THERE REALLY IS A WAY OUT OF THE MAZE IF YOU HAVE THE **RIGHT** INFORMATION!

CONGRATULATIONS!

YOU'VE NOW SAFELY EXITED THE METHODS OF PRESERVATION MAZE!



MOST IMPORTANT OF ALL, YOU'VE LEARNED THE MAZE IS NAVIGABLE...

...AND THAT IT'S A GOOD IDEA TO KEEP MIL-STD-2073-1 HANDY AS YOUR MAP.

YOU CAN GET HELP AT ANY TIME BY CALLING THE LOGISTICS SUPPORT ACTIVITY'S PACKAGING, STORAGE AND CONTAINERIZATION CENTER AT DSN 795-7105, (570) 615-7105, OR EMAIL: toby.pt@us.army.mil



NOW THAT YOU'VE **MASTERED** THE MAZES, GO FORTH AND **TACKLE PACKAGING!**

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.



OH, HALF-MAST, TELL ME IT ISN'T TRUE!

SOME YANKEE SCOUNDREL SAID LOG911 IS GONE.

THAT'S RIGHT, MISS CLOE.



FIDDLE-DEE-DEE!

WHATEVER WILL I DO NOW WHEN I NEED TO KNOW THE NSN FOR HOOP SKIRTS?



NEVER FEAR, PS MAGAZINE IS STILL HERE.

The Logistics Support Activity's LOG911, a Q&A service that ran for a number of years, closed on 10/31/12. But judging by the questions we're getting here at PS, we need to repeat that news. Sorry, folks! LOG911 did not simply change names, there is no app to replace it, and the old searchable database is gone.

Help is still available, though. Send your maintenance and supply questions to PS Magazine at:

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

Send email from an official government email address (ending in .mil or .gov). Be sure to include info like item/equipment name, NSNs, part numbers, etc. Here's an article that can help us get you answers faster:

<https://www.logsa.army.mil/psmag/archives/PS2012/716/716-55.pdf>

If you need assistance with specific LOGSA applications or products (like LIW, parts tracker, etc.), contact LOGSA's help desk at Toll Free 1-866-211-3367, CONUS DSN 645-7716, OCONUS DSN 312-645-7716, commercial 256-955-7716, or email:

usarmy.redstone.logsa.mbx.help-desk@mail.mil

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THERE'S THE
JBoss ERROR
AGAIN!!

HOW CAN I DO PMCS
ON YOU IF I CAN'T
ACCESS YOUR ETM?!

Dealing with a Bad JBoss



GEE,
THERE
MUST
BE A FIX
SOME-
WHERE!

The Java Beans Open Source Software (JBoss) is used with the Electronic Maintenance Systems Next Generation (EMS NG) viewer for IETMs and ETMs.

Soldiers are sometimes getting an error when they boot up EMS NG saying the JBoss web server can't be found.

Here's how to check if your computer has JBoss:

For computers running Windows XP Army Gold Master (AGM):

1. Left-click the Start Menu and then click on Control Panels.
2. Click on Administrative Tools.
3. Click on Services.
4. Scroll down to EMSNG JBOSS Service.
5. If the service is present, but the status column is blank, right-click the service and select Start to start JBoss.
6. If EMSNG JBoss Service doesn't appear, uninstall and reinstall the EMS NG.

Go to <http://www.EMS-Helpdesk.com> and click on Viewer under "Downloads." Go to Page 18 of the EMS NG viewer guide for information on reinstalling the EMS NG.

For computers running Windows 7 AGM:

1. Click the Start Menu button.
2. Right-click Computer.
3. Launch Manage.
4. Left-click Services and Applications to expand if necessary.
5. In the Services screen, scroll down to EMSNG JBoss Service.
6. If the service is present, but the status column is blank, right-click the service and click on Start to start JBoss.
7. If JBoss doesn't appear, uninstall and reinstall the EMS NG viewer following the instructions in the user guide. See Step 6 in the XP instructions above.

The EMS NG viewer 2.1.8 will no longer use JBoss, although JBoss will still be available for viewing information from the old viewer. Viewer 2.1.8 will be available in September, 2013. Soldiers who are on the EMS mailing list will be notified when the new version is available for download. When Soldiers update their Maintenance Support Devices, the new viewer will automatically be added.

Connie's POST SCRIPTS

M1101/M1102 Trailer Shock NSN

Get a new shock absorber for your M1101 and M1102 cargo trailers using NSN 2510-01-554-1785. NSN 2510-01-190-3862, which is shown as Item 6 of Fig 14 in TM 9-2330-392-13&P (Dec 12), is now a terminal item.

TURN IN ALL BASIC M967, M969, AND M970 FUEL TANKERS

All basic M967, M969, and M970 5,000-gal fuel tankers have a zero percent maintenance expenditure limit (MEL). So they must be turned in right away to DLA Disposition Services (formerly known as DRMO). Get replacement instructions from TACOM LCMC's trailer item manager, Breia Kilgo. You can reach her at DSN 786-6800, 586-282-6800, and email:

breia.n.kilgo.civ@mail.mil

M151 Scope with LFU/ARD

Because of safety regulations for eye protection, the M151 spotting scope, NSN 6650-01-504-8456, is no longer available. If you need a new scope, order NSN 6650-01-557-7444, which combines the scope with the laser filter unit (LFU)/anti-reflective device (ARD) as one assembly. Remember, you can order the M151 only if you are authorized the M110 sniper system.

M68 Sight Cap NSN

The lens cap for the M68 reflex sight is important for two reasons: It prevents a reflection that can signal your position and it protects the lens from getting scratched up. Unfortunately, the cap often disappears. Order extras with NSN 6650-01-479-5386. And make sure you have a copy of TM 9-1420-413-13&P (Mar 08), which covers both the M68 Comp M2 and M4/M4S.

SERVICE STRIPES AND BARS

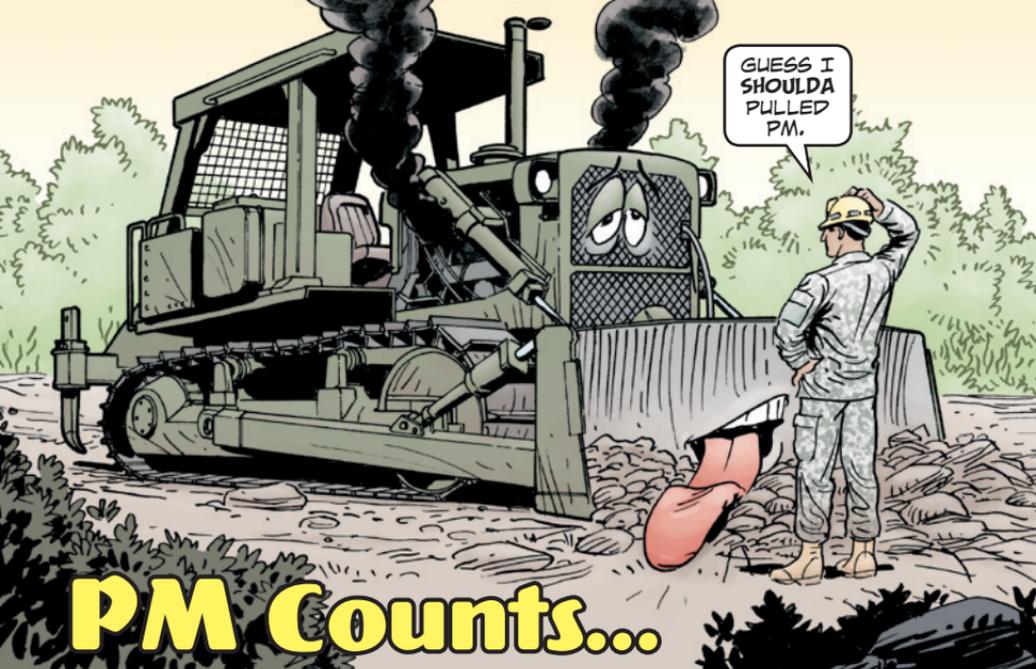
Look sharp for formal occasions. Here are the NSNs for service stripes and overseas service bars worn with the new **blue Army service uniform (ASU)**:

Item	Size	Qty	NSN 8455-
Overseas service bars	Large	85	01-571-2906
Overseas service bars	Small	100	01-571-2914
Service stripes	Large	60	01-571-2923
Service stripes	Small	85	01-571-2927

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

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

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



GUESS I SHOULD PULLED PM.

PM Counts...



GOOD PM DOES IT AGAIN!

NOM-NOM-NOM!

...When it's Time to Move a Load

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