THE PREVENTIVE MAINTENANCE MONTHLY

ISSUE 733 DECEMBER 2013

TB 43-PS-733, 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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By order of the Secretary of the Army:

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General, United States Army Chief of Staff

Official:

GERALD B. O'KEEFE
Administrative Assistant to the Secretary of the Army

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P★S

December 2013

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-733

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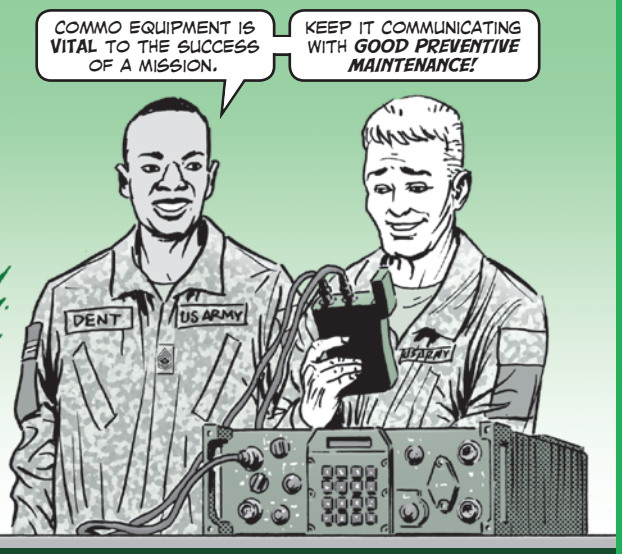
SEE PAGE 50 FOR WINTER SAFETY TIPS!

CSM Corner…

TAKE CARE OF YOUR CRITICAL LINK: RADIOS



CSM KENNIS J. DENT, CE-LCMC

Would anyone seriously consider going on a resupply mission or a combat patrol without radios, blue force tracker, or boomerang targeting antennas?

Of course not! Radio communications are vital to the success of a mission. The information you can gather from communications capabilities is critical to having situational awareness and remaining in contact with Command and Control—ultimately to keep you as safe as possible as you execute the mission.

But to preserve this precious capability, we must remain vigilant in protecting our equipment through preventive maintenance.

Electronics are sensitive pieces of equipment and require protection from corrosion and static discharge. Adopt maintenance habits to mitigate the risk of electronic systems failing when you need them most.

Be careful! The electrical systems we work with introduce high voltages, energy and heat. These properties carry the potential for serious shocks and burns to operators and maintenance personnel, both military and civilian.

Read your technical manuals and bulletins. The civilians here at CECOM are here to assist. They continually update technical publications so Soldiers in the field have the information they need to perform preventive maintenance checks and services. Be aware of the warning signs concerning broken insulation, frayed wires, loose and missing bonded connections between platforms.

Use your technical publications like you should and be safe! Remember, radios, and all communications equipment, are the **critical link** to your success on the battlefield. Take care of your situational awareness resources!

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

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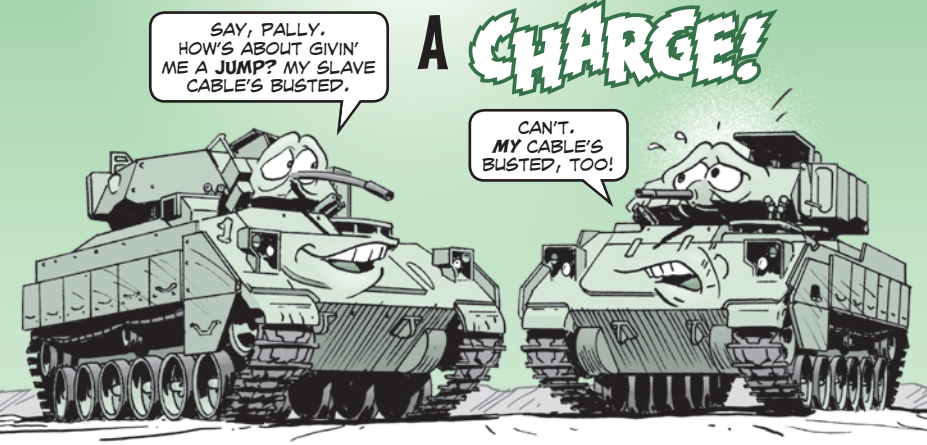
GIVE CABLE MAINTENANCE A CHARGE!



SLAVE CABLES ARE EASY TO USE. AND THEY CAN SURE COME IN HANDY FOR GETTING YOUR VEHICLE BACK INTO ACTION WHEN IT HAS A DEAD BATTERY.

BUT SLAVE CABLES, JUST LIKE EVERY OTHER PIECE OF GEAR, NEED MAINTENANCE TO MAKE SURE THEY'RE READY TO HELP YOU OUT OF A JAM.

IF YOUR SLAVE CABLE IS **MISSING** ANY PARTS, HERE'S A LIST OF ***REPLACEMENTS.***

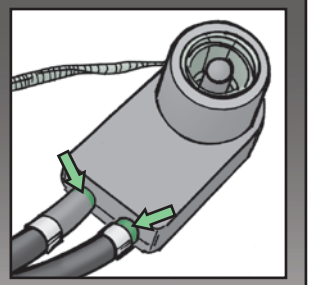
THEN **KEEP READING** TO LEARN HOW TO MAKE ***REPAIRS...***

Item	NSN
Cable w/o end connectors	6150-00-398-6527
Cable w/ end connectors	6150-01-022-6004
End connector	5935-00-567-0128
Connector adapter (allows either end of cable to fit two-hole receptacles)	5935-00-322-8959

Stop the Shock

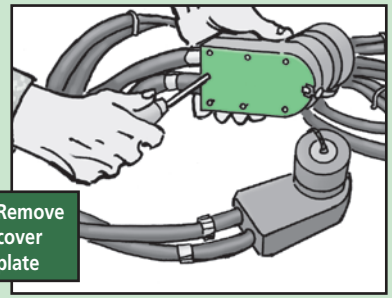
MAKE SURE YOU DON'T GET THE SHOCK OF YOUR LIFE FROM BARE WIRES WHEN HOOKING UP YOUR SLAVE CABLE.

TAKE A ***CLOSE LOOK*** AT THE END CONNECTOR FOR BARE OR EXPOSED WIRES WHERE INSULATION HAS PULLED BACK FROM THE CONNECTOR HOUSING.



If your slave cable has bare wires, have your mechanic do this:

1. Make sure the cable isn't connected to any power source.
2. Remove the connector's back plate, then disconnect the cable from the connector.
3. Cut off the terminal lugs. Strip back just enough insulation to put on new terminal lugs, NSN 5940-00-115-5004.
4. Reconnect the cables to the connector. Make sure the positive lead (+) is reconnected to the center post and the negative lead (-) is reconnected to the negative cup of the connector.
5. Reassemble the connector.

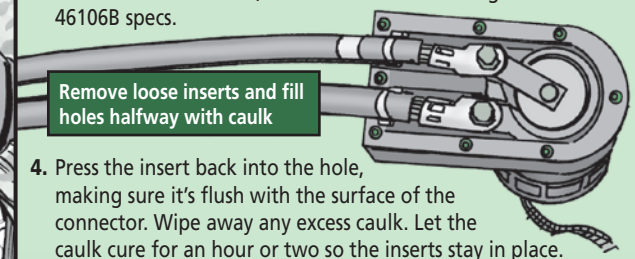


Connector Cover Fix

WATER CAN GET INSIDE THE CONNECTOR AND CORRODE THE CABLES IF THE CONNECTOR INSERTS ARE LOOSE AND THE COVER WON'T SEAL TIGHT.

Fix that problem like this:

1. Remove the cover plate.
2. Remove loose inserts by threading a screw into the insert and gently wiggling the insert until it comes out the body of the connector.
3. Fill each hole about halfway with silicone adhesive caulk, NSN 8040-00-865-8991, or a similar caulk meeting MIL-A-46106B specs.



4. Press the insert back into the hole, making sure it's flush with the surface of the connector. Wipe away any excess caulk. Let the caulk cure for an hour or two so the inserts stay in place.
5. Run a thin bead of silicone adhesive caulk around the connector lip and screw down the cover. Wipe off any caulk that oozes out. Again, let the caulk cure for an hour or two before using the cable.

TO GET BACK INTO THE CONNECTOR THE NEXT TIME, REMOVE THE SCREWS AND USE A SHARP KNIFE TO CAREFULLY CUT THROUGH THE CAULK.

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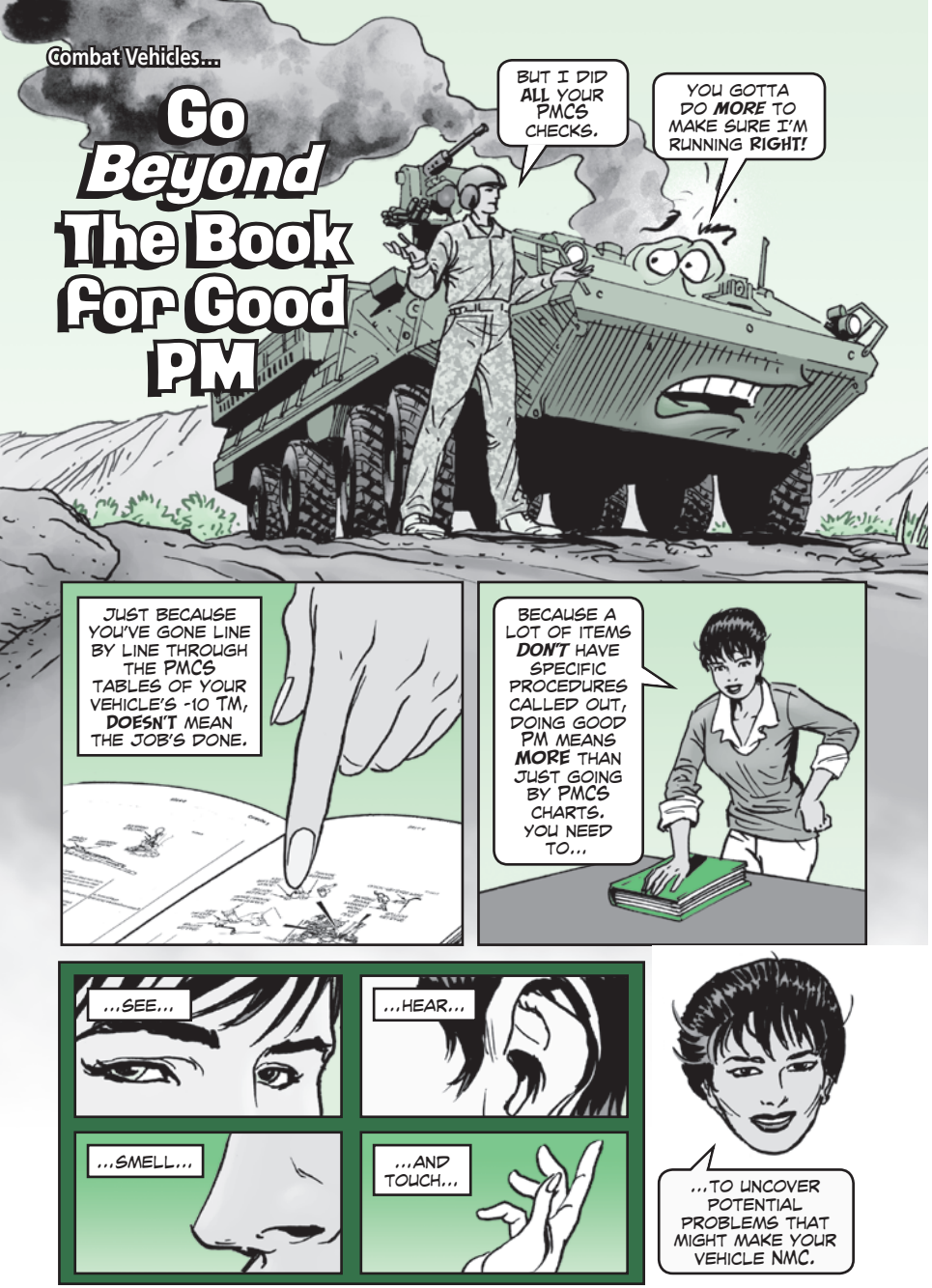
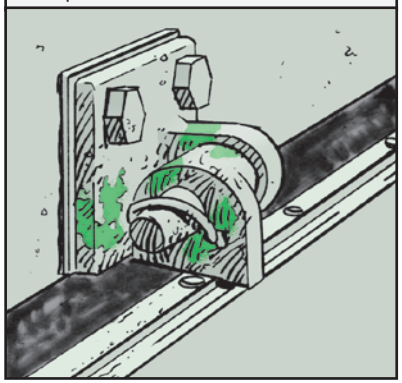
Combat Vehicles...

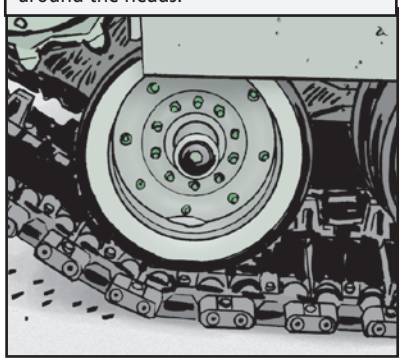
Go Beyond The Book For Good PM



Catches, locks and hinges should operate smoothly. Look for metal fatigue, wear and other damage. Listen for squeals that indicate rust.

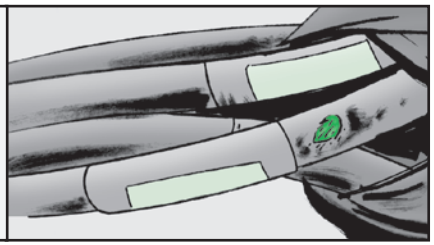


Check bolts, clamps, nuts and screws regularly for looseness. You can spot loose fasteners by looking for chipped paint, bare metal or rust around the heads.

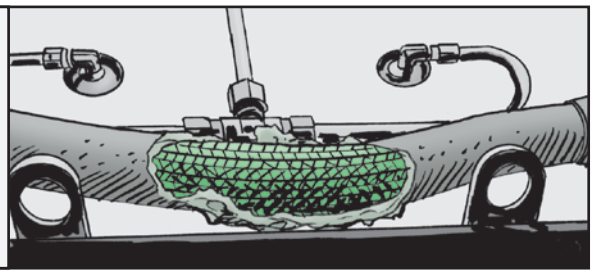


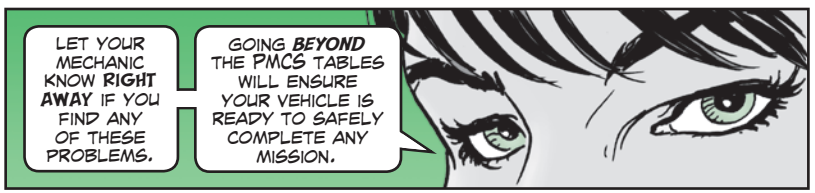
Weld points require careful inspection. A failing weld may show movement, gaps, corrosion and flaked or missing paint.

Inspect electrical connections and cables. Look for broken connectors and worn or cut cables.



Check the hose, clamps and hose fittings. Look for abrasions, seepage or leaks. Feel for leaks in areas you can't see. Take a sniff, too. Some fluids have a distinct odor.





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Combat Vehicles...

Spray Primer Makes Touch-Up Easy

When it's time for some touch-up work on your vehicle's paint job, reach for MIL-PRF-53022 Type V primer. That's the official primer designed to go underneath WD CARC paint.

It's now available as an aerosol, which makes it a lot easier to use than the cans of liquid primer that have to be applied with a brush or roller. And it's chromate free, so it's better for you and the environment.

Because it's an aerosol, you don't have to spend time measuring or mixing the primer. And clean-up is a snap because you don't need any special containers for disposal.

Get a box of six 8 1/2-oz cans with NSN 8010-01-610-7329, while NSN 8010-01-610-7330 gets you six 13 1/2-oz cans. Instructions for use come with the primer.

Be sure to check out TB 43-0242, *WD CARC Spot Painting*, before you get started. That'll tell you everything you need to know about how to touch up your vehicle.

Aerosol version of MIL-PRF-53022 primer now available

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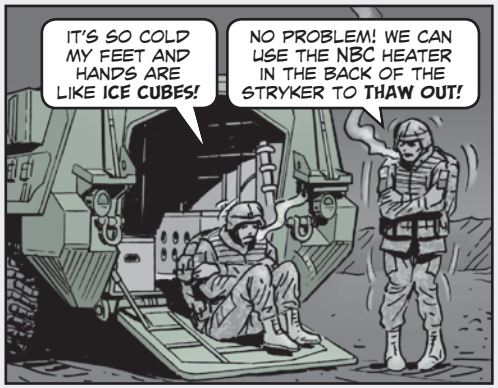
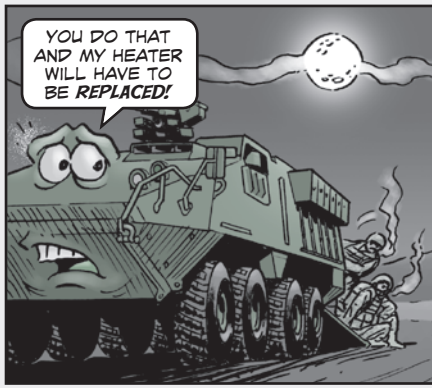
Stryker...

Stop Heater Meltdowns Cold





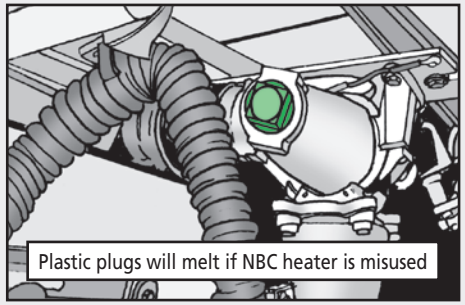
Stryker crewmen looking to escape the cold desert night sometimes try to keep warm any way they can.

And one method many Soldiers use to beat the cold is sticking the hose of the NBC/M3 heater inside their uniforms and turning the heater up to full blast.

Those heaters weren't designed to be used like that. The unit will overheat and the plastic plugs at the ends of the heater will melt.

Once that happens, your unit will have to order a whole new heater, NSN 4240-00-807-6856, because replacement plugs aren't available. That sets your unit back about $250.

Check out the NBC Ventilating System Operation or Chemical Defense System Operation section of your -10 TM for the right way to use your NBC/M3 heater.



Plastic plugs will melt if NBC heater is misused

Combat Vehicles...

A Tip of the Cap for Grease Fittings

Dirt, mud and sand can make a real mess of your combat vehicle's grease fittings. Even worse, lubing dirty grease fittings just forces contaminants in along with the grease. And that damages bearings and other components.

You can keep fittings clean by covering them with protective caps, NSN 4730-00-289-8148. Order plenty so you always have them on hand when you're doing PMCS. Just remember that even capped fittings need to be wiped off before lubing to make sure the grease isn't contaminated.

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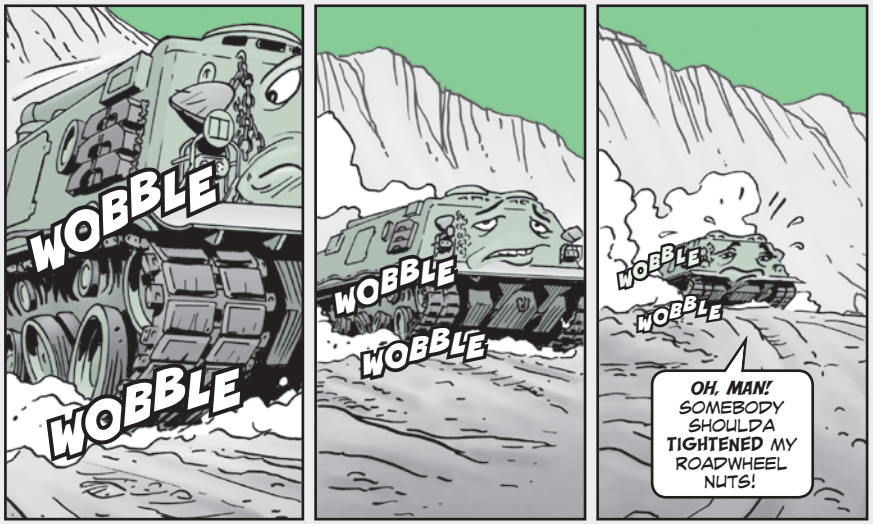
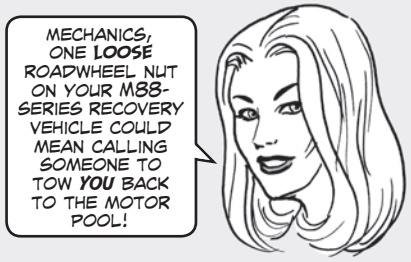
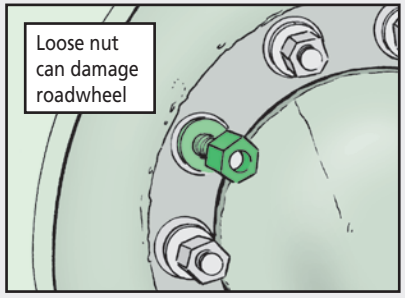
M88-Series Recovery Vehicle...

Torque Nuts RIGHT to Keep 'Em TIGHT







Loose roadwheel nuts are all but inevitable, considering the weight and pressure they're under. Just because they're torqued in place doesn't mean they'll stay that way.

And when even one nut loosens, that increases the pressure on the rest. Pretty soon, there's a chain reaction of loose nuts, wobbly road-wheels and snapped studs. That can cause a thrown track and a big headache!

Spot loose nuts before they cause any trouble. Look for shiny spots around the flat washer under the roadwheel nut.

Replace missing nuts with NSN 5310-01-064-3910 and flat washers with NSN 5310-00-809-9514. Retorque loose nuts to 320-350 lb-ft for the M88A1 and 350-400 lb-ft for the M88A2.

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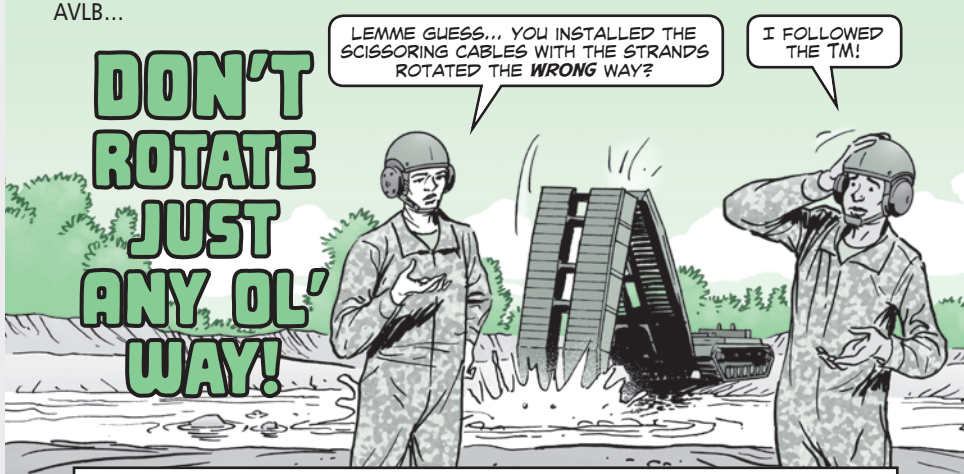
AVLB...

DON'T ROTATE JUST ANY OL' WAY!



Dear Half-Mast,

I'm confused about the right way to rotate the scissoring cable strands on AVLBs.

Page 2-31 in TM 5-5420-203-14 (Jun 91, w/Ch 2, Jun 97) shows the right-side rotation as counterclockwise and the left-side as clockwise.

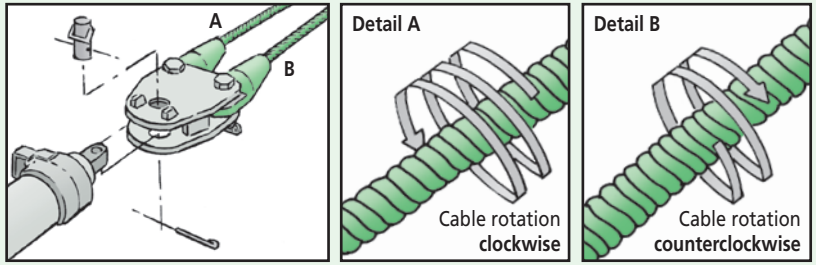
But Page 3-21 shows the right-side rotation as clockwise and the left-side as counterclockwise.

What's the right rotation for the cable strands?

SPC D.B.

Dear Specialist D.B.,

You're right. The information in TM 5-5420-203-14 is confusing. And if the cables aren't rotated the right way, they can ride up on the grooved rims of the cable lays and damage the quadrant. You might even end up dropping the bridge!



Until the TM is corrected, note that Page 3-21 shows the proper rotation, which is clockwise for the right side and counterclockwise for the left side.

Half-Mast

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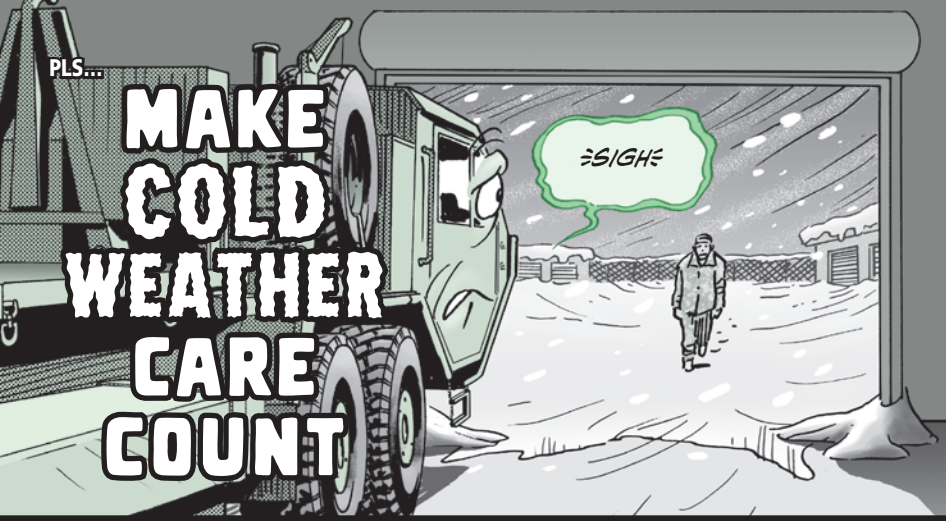
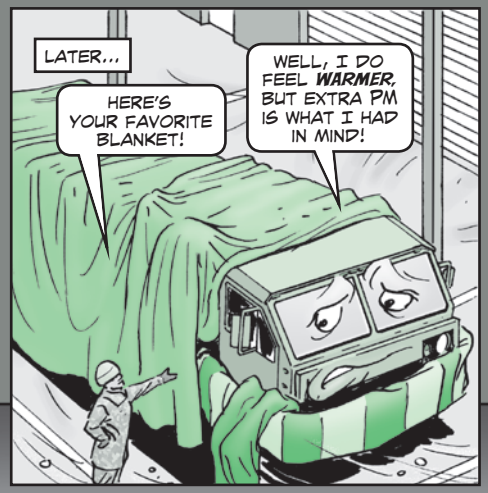




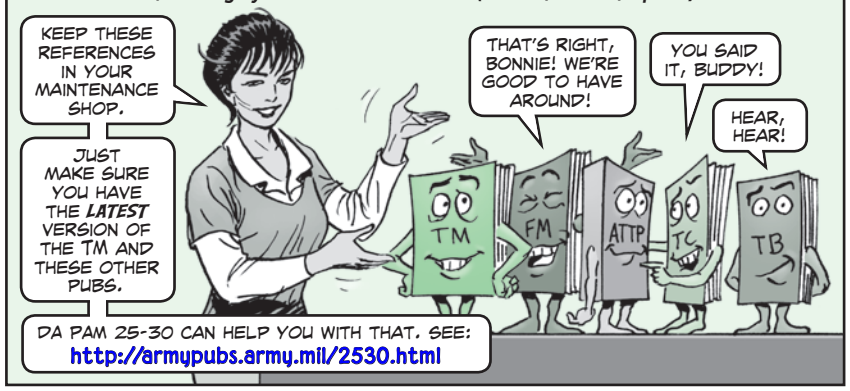
If you're stationed in Alaska or any other place with arctic conditions, you're probably no stranger to operating vehicles in extreme cold. But in that type of environment, your unit's M1074, M1074A1, M1075, and M1075A1 Palletized Loading System (PLS) trucks will need extra prep and more maintenance to operate well.

Why? Cold weather puts more stress on vehicles, creating issues that don't exist in normal temperatures. So follow the guidance in TM 9-2320-364-14&P for your M1074 and M1075 PLS and TM 9-2320-319-13&P for your M1074A1 and M1075A1 PLS. Then you can properly operate and maintain your trucks.

Winter Resources

Pay special attention to these other pubs that can help keep your vehicles up and running in winter weather:

- FM 9-207, *Operations and Maintenance of Ordnance Materiel in Cold Weather (Jul 13)*
- ATTP 3-97.11, *Cold Region Operations (Jan 11)*
- TC 21-305-20, *Manual for the Wheeled Vehicle Operator (Jul 09)*
- TB 750-651, *Use of Antifreeze Multi-Engine Type Cleaning Compounds and Test Kit in Engine Cooling Systems (Sep 06)*
- TM 750-254, *Cooling Systems: Tactical Vehicles (Mar 72, w/Ch 2, Apr 73)*



Ether and Engines

The engines in PLS trucks have built-in ether starting aids. They use measured amounts of ether to help start your trucks in very cold weather. Use only the approved procedures shown in the TM for ether usage. External spray cans of ether **are not authorized** for use on any PLS trucks.

If you think it's no big deal to spray the ether anyway, maybe this will change your mind. Ether has a higher and hotter rate of burn than JP8 and diesel. Spraying external ether can damage your PLS truck's engine, causing your vehicle to stop instead of start!

Spraying ether into engines will crack pistons, fracture cylinder sleeves, bend connecting rods and ruin engine cylinder heads. This can lead to permanent damage and your vehicle will be NMC. That's **not** what you want.

So remember, whenever your PLS truck won't start, do this:

- Follow the troubleshooting guidance in the Operator's TM.
- If that doesn't help, call your mechanic to find out what's wrong.

***Don't* use spray can ether!**

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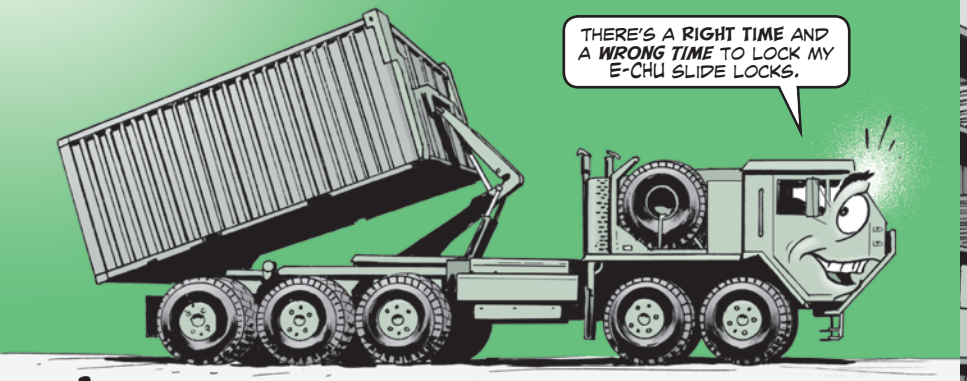
PLS, HEMTT LHS...

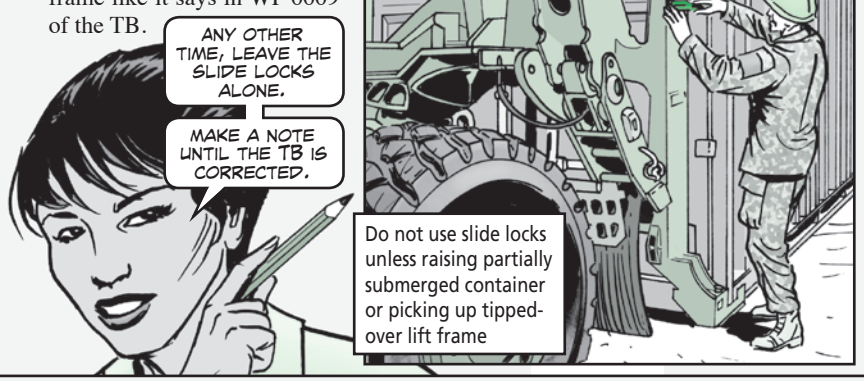
To Lock or Not to Lock E-CHU Slide Locks



Operators, Step 2 in WP 0008-7 of TB 9-3950-253-13&P (Jul 09, w/Ch 1, Jun 12) says to push the locking handle on the enhanced-container handling unit (E-CHU) toward the container to secure the slide lock when transporting a container.

But when transferring a container to an M1076/M1076A1 trailer, there's no safe way to reach and unlock the slides so you can detach the E-CHU. The ladders in your PLS and HEMTT BIIs aren't tall enough, so you have to lower the container to the ground, undo the slide locks, and then place the container on the trailer.

The slides should be locked **only** when you're raising a partially submerged container or picking up a tipped-over lift frame like it says in WP 0009 of the TB.



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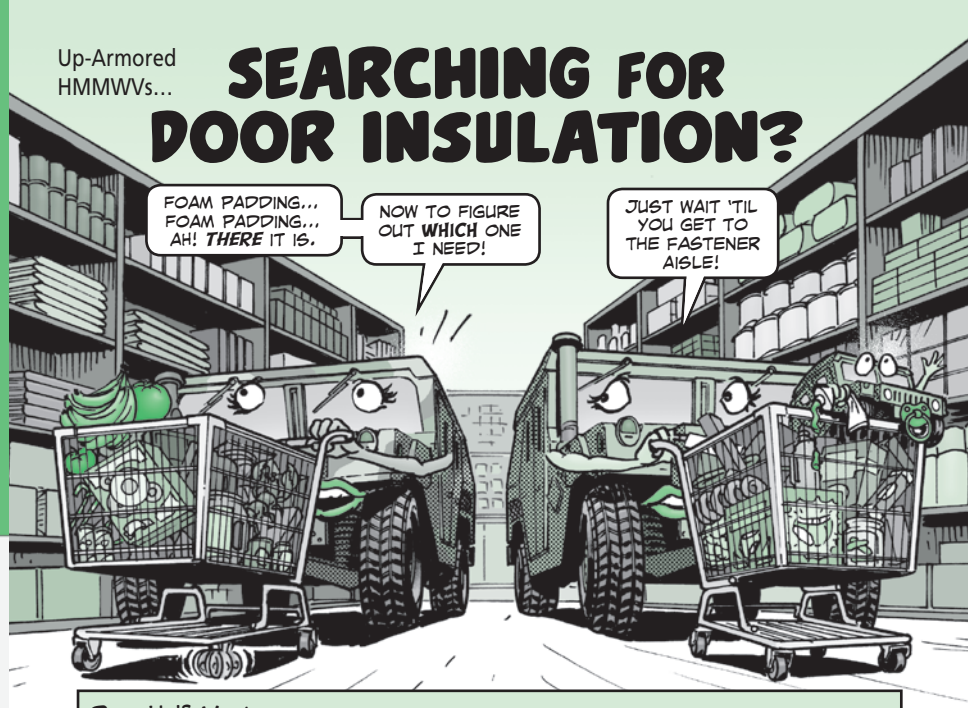
Up-Armored HMMWVs...

SEARCHING FOR DOOR INSULATION?



Dear Half-Mast,

My unit needs thermal insulation kits, or foam padding, for our M1151A1 HMMWV's front and rear doors. I've searched, but can't seem to find any NSNs. Can you help us?

MSG M.C.

Dear Master Sergeant M.C.,

I sure can! TACOM LCMC has a new, fire-resistant door foam that is precut for doors on the following HMMWV models:

HMMWV Models	Item	NSN 2510-
M1151A1, M1152A1, M1165A1 and M1167	Left-hand front door	01-606-1450
M1151A1, M1152A1, M1165A1 and M1167	Right-hand front door	01-606-2365
M1151A1, M1165A1 and M1167	Left-hand rear door	01-606-2339
M1151A1, M1165A1 and M1167	Right-hand rear door	01-606-2357

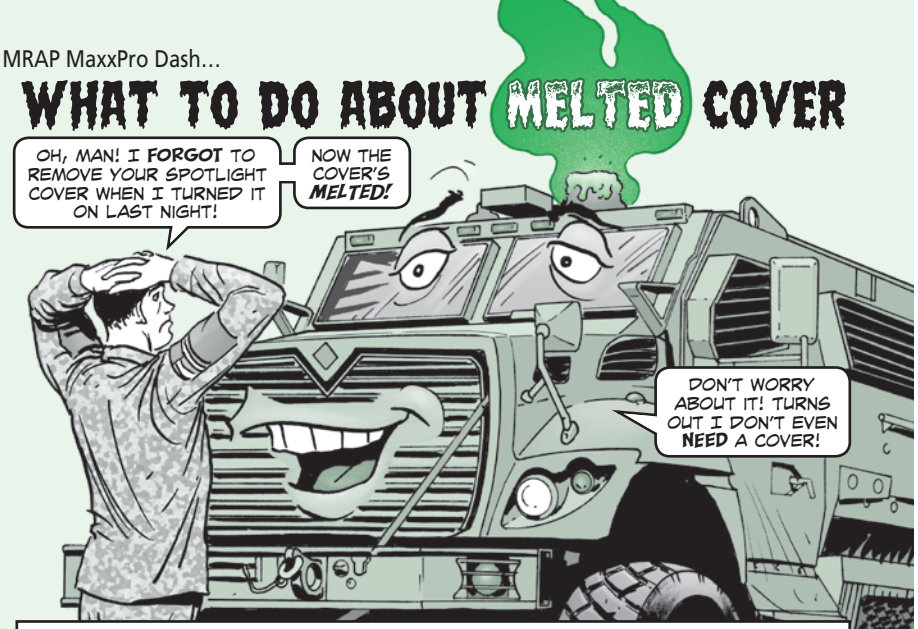
These are the only NSNs available now. So for doors on HMMWV models other than those listed, you'll need to order the foam in bulk, NSN 2510-01-575-4233. Then cut it to fit your doors.

Half-Mast

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

MRAP MaxxPro Dash...

WHAT TO DO ABOUT MELTED COVER



Dear Half-Mast,

I have a question about the go light on my MaxxPro Dash. We forgot to remove the cover before powering up the go light and partially melted it. I've looked everywhere I can think of but can't seem to find an NSN for a replacement cover.

Is there an NSN or do we need to order a new go light to get the cover?

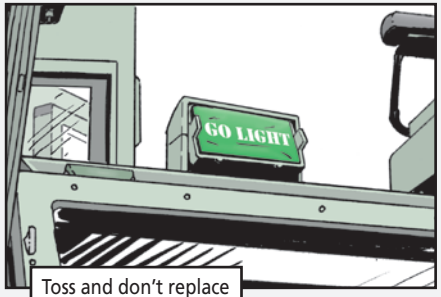
SSG M.J.P.

Dear Sergeant M.J.P.,

I've got good news and bad news. The bad news is that there is no NSN for the cover.

The good news is that you won't need to order a new go light. Turns out the light wasn't supposed to have a cover to begin with! The manufacturer accidentally included the covers when the first round of go lights were distributed. Ordering a new go light will now bring the light without the cover.

So you can toss that damaged cover. It's not needed.



Toss and don't replace damaged cover

Half-Mast

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Tactical Vehicles...

Operators OK'd to Inspect Fire Extinguishers

Dear Editor,

A lot of email traffic has been generated over who is qualified to routinely inspect fire extinguishers on Army vehicles. The answer is the operator doing PMCS.

The safety engineers at TACOM LCMC's safety office weighed in with the following statement:

*A Soldier does not have to be certified or licensed to do the PMCS inspections. They are **NOT** allowed to repair or refill the bottles if an issue is found and the vehicle is to be considered NMC until the bottle/AFES system is brought back to ready. If the fire department or other office has a requirement to check all fire extinguishers on base, including those contained in vehicles, by certified personnel, this is above and beyond the vehicle's requirement. PMCS should still be done per the intervals called out in the TM.*

Please help us tell the field that ***operators*** should inspect their vehicle's AFES.

Ron Rowland
Action/Security Officer, TWV
TACOM LCMC
Warren, MI

Editor's note: *Your comments should extinguish those emails, Mr. Rowland.*

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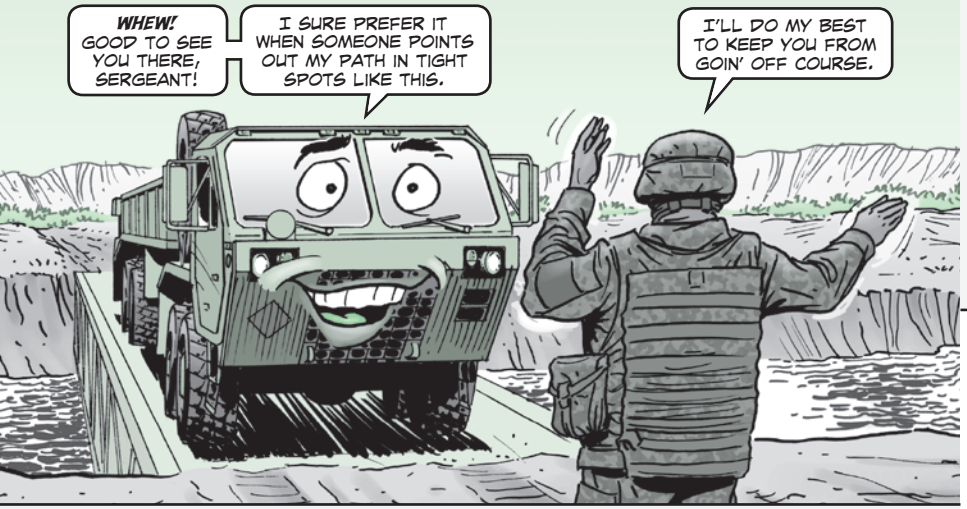
Safety...

GROUND GUIDED



Army equipment is often large and awkward to move. Safely maneuvering large equipment, especially in tight spaces, requires properly trained and positioned ground guides.

However, simply using ground guides isn't enough. Good crew coordination is critical. It only takes a split second for a driver to lose sight of a ground guide, or for a ground guide to make a mistake that can result in major equipment damage or worse, an injury or death. Here are some tips for safe ground guiding:

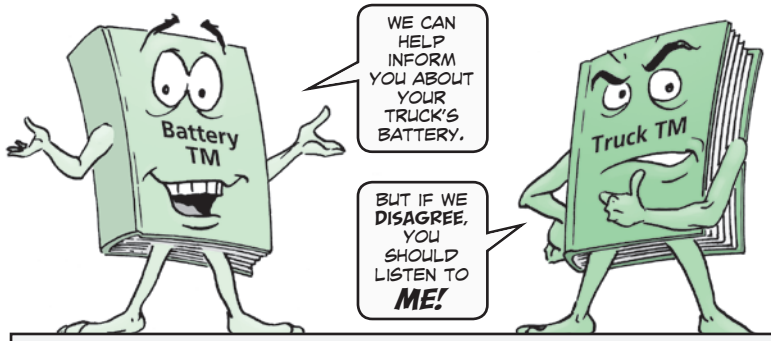
- Everyone should know basic visual signals used in communicating with drivers, including flashlight signals.
- Position front ground guides to the left front of vehicles. Ground guides must never walk directly in a vehicle's path.
- When two ground guides are used, they must maintain visual contact with each other at all times. The front ground guide must stop the vehicle if he loses sight of the rear ground guide.
- Drivers must immediately stop if they lose sight of a ground guide or don't understand a signal.
- Ground guides, not vehicle commanders, are in charge of moving vehicles. When a vehicle is under a ground guide's control, the only command the vehicle commander should issue to the driver is "stop."

To review standard visual signals, see FM 21-60, *Visual Signals*, at:
http://armypubs.army.mil/doctrine/DR_pubs/DR_a/pdf/fm21_60.pdf

Find more ground guide materials in the U.S. Army Combat Readiness/Safety Center Driver's Training Toolbox. Visit:
https://safety.army.mil/drivertrainingtoolbox

Lead-Acid Batteries...

When in Doubt, Go with the Vehicle TM



Dear Editor,

We've been told about an issue with TM 9-6140-200-13, *Operator and Field Maintenance for Automotive Lead-Acid Storage Batteries*, (May 11). The TM includes some general procedures that may differ from the information found in vehicle tech manuals. The solution is to go with the guidance in the vehicle TM.

We recommend that users write this statement under "How to Use This Manual" on Page ix of TM 9-6140-200-13:

TM 9-6140-200-13 does not supersede the Vehicular TMs.

You should see this in a future TM update.

Boyd Dial
Energy Storage Team
Battery Lab Manager
US Army TARDEC

Editor's note: *The battery guidance in the vehicle's TM trumps the battery TM. Got it, and thanks, Mr. Dial.*

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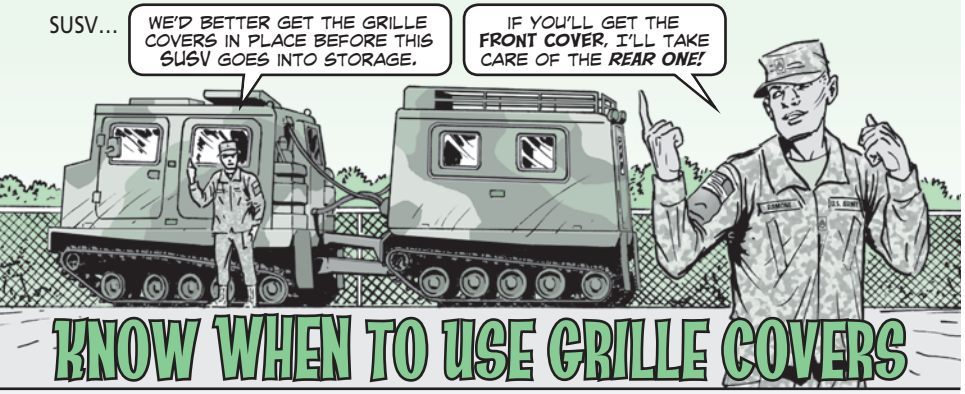


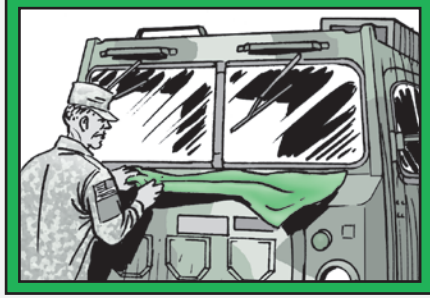
KNOW WHEN TO USE GRILLE COVERS

Drivers, make sure you use the SUSV's grille covers during the off-season (after the thaw and before the first freeze).

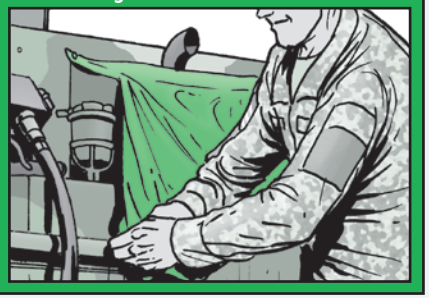
Without the covers, mechanical and electrical components in the engine compartment can rust and corrode.

Here's what to do if you know your vehicle won't be used for **more than a week:**

- Turn the key to STOP.
- Do PMCS.
- Remove drain plugs and store them in the front door pocket.
- Install front...



...and rear grille covers.



- Disconnect the battery's ground cable. Then add a tag to the vehicle's keys as a reminder that the battery is disconnected.
- Remove the front engine hood.

If you're parking your SUSV for **a week or less:**

- Turn the key to STOP.
- Install the front and rear grille covers.

Never operate the vehicle with grille covers installed. Power train components will overheat and can cause a fire.

If your grille covers are missing, order one for the front with NSN 2540-01-309-1078. NSN 2540-01-309-1079 gets the rear cover.

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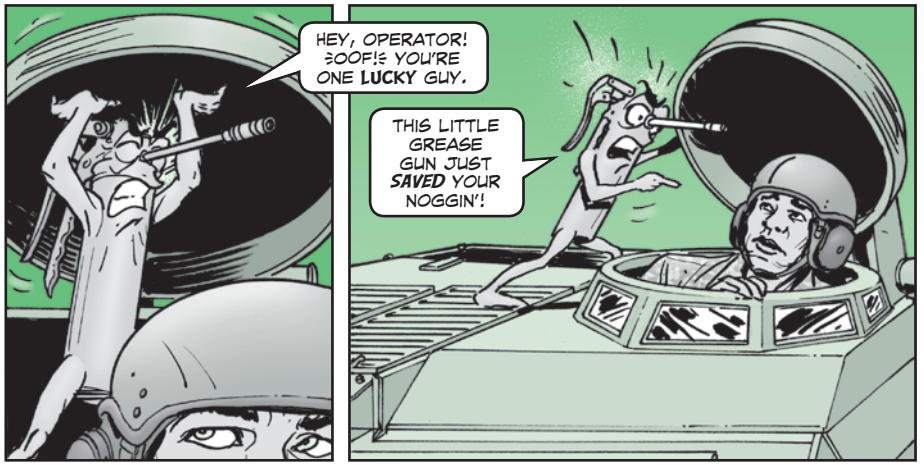
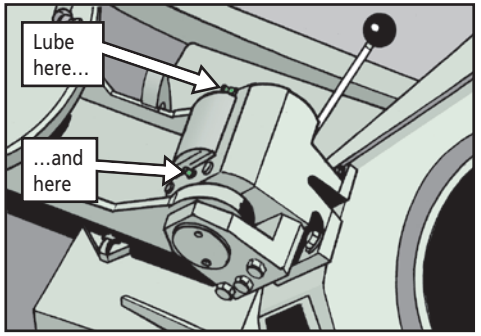
A Little Lube Saves Your Noggin'



Operators, keep this PM tip in mind 'cause it's a real noggin' saver!

Without lube, condensation gets into the hatch hinge assembly's internal spring, causing it to rust. The spring continues to weaken until it finally breaks. Then the hatch cover can fall on your head!

There are two grease fittings that lube the assembly's internal spring. They're shown in Note 16 of WP 0076-25 in TM 5-2350-262-10 (Jun 12). Give each fitting four or five pumps of GMD quarterly.



Size	NSN 9150-
14-oz cartridge	00-935-4018
1.75-lb can	00-754-2595
6.5-lb can	00-223-4004
35-lb can	00-965-2003

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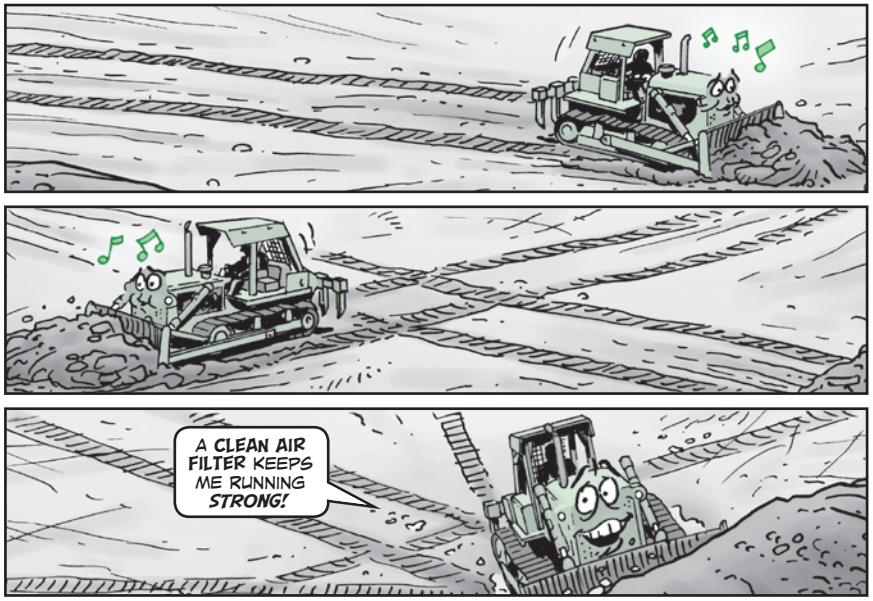
Keep Air Filter Clean and Sealed



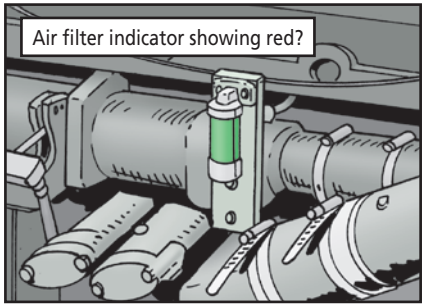
Operators, keep a close eye on the air cleaner indicator right next to your dozer's air filter element canister. If the indicator moves to red, it's cleaning time.

Open the canister and pull out the primary air filter. Use an air hose from a nearby tactical vehicle to blow low-pressure air (30 psi or less) from the inside out. Never bang the filter on a rock or hard surface like the dozer's track. That just damages the filter.

You should replace the primary air filter element once a year or after six cleanings, whichever comes first.

When the dozer's secondary filter becomes clogged, have your unit mechanic replace it.

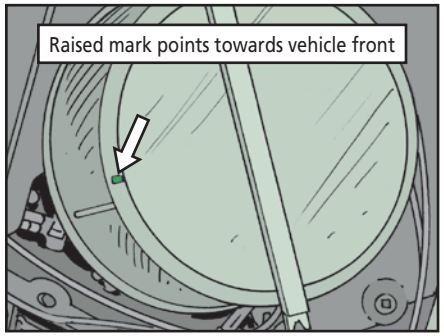
How do you tell if it's clogged? After installing a clean or new primary filter element, watch the air cleaner indicator. If it moves into the red zone when you start your dozer, the secondary filter's clogged. Black exhaust smoke is another sign of a clogged filter.



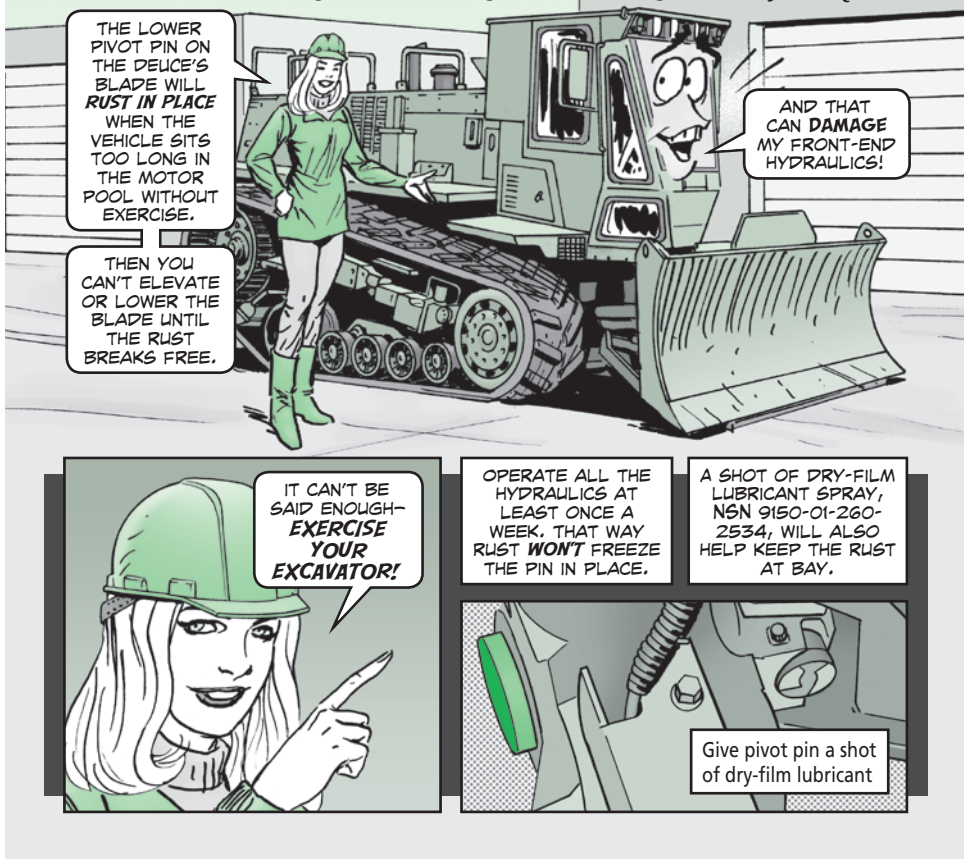
Make the Seal Tight

With the filter elements installed, make sure the canister lid closes completely. That lid needs a tight seal to keep out the dirt and sand that can ruin your dozer's turbocharger and engine.

The lid has a recessed lip with a raised mark on its outer cover. Make sure this area points toward the front of the vehicle. That way the primary filter element fits tight against the lid with a good seal.



EXERCISE KEEPS JOINTS MOVING



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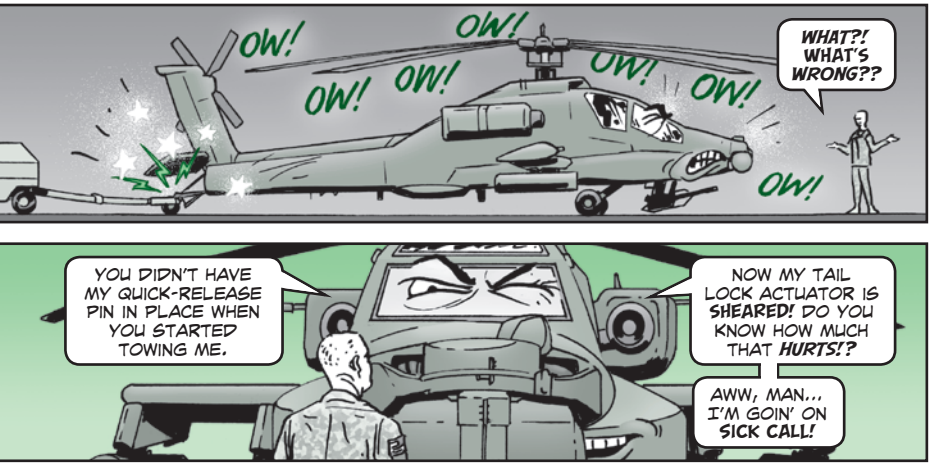
AH-64A/D...

THE TOWING HOOK UP

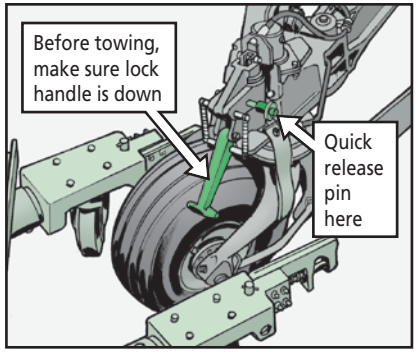


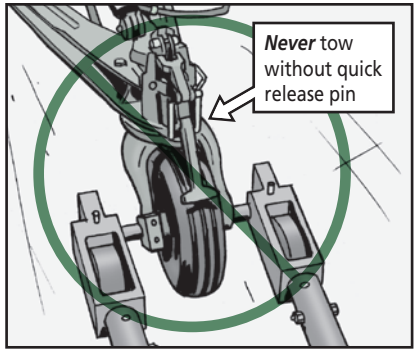
Mechanics, proper towing procedures for your AH-64 are important if you want to avoid tail wheel damage.

Too often, the quick release pin either isn't in place before towing or it gets missed when preparing your aircraft for the tow bar. If that happens, you'll shear the tail wheel lock actuator. Then your bird is out of commission.

To avoid damaging the tail wheel, always press the lock handle down first and then fully insert the quick release pin. This allows the wheel to pivot when towed. If the handle is left up, the wheel is locked and if you tow the aircraft, you'll break the lock pin.

Also, make sure the lock handle doesn't pop back up before inserting the pin. When the handle is down and the pin is in, hook up the tow bar and you're ready to go.





Just don't forget the ground guides and brake rider when towing. They will help you keep aircraft blades from running into hangar doors and other aircraft.

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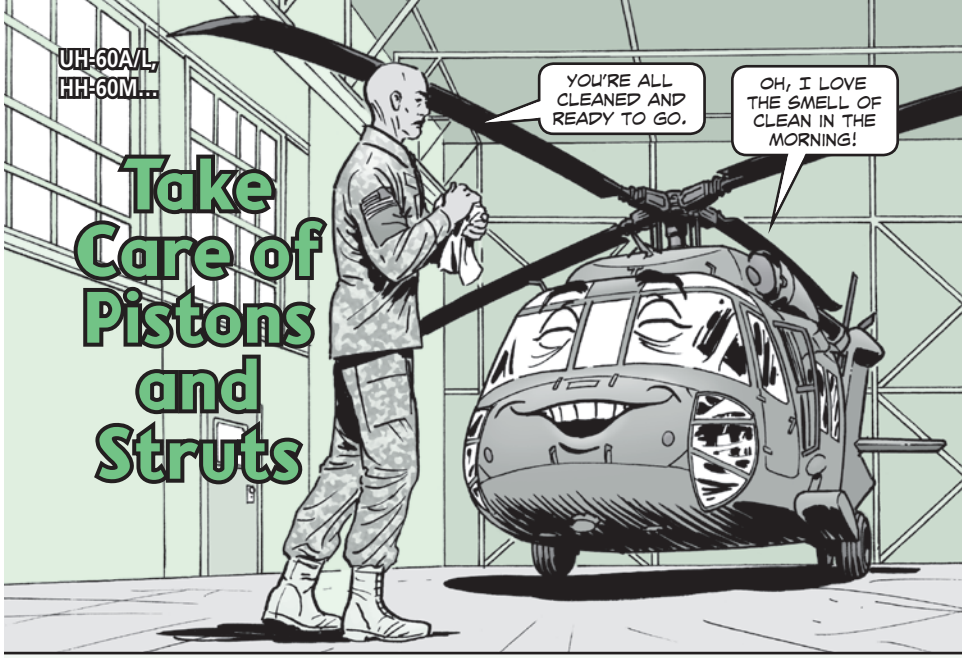
UH-60A/L, HH-60M...

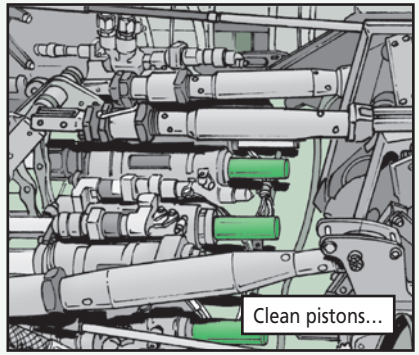
Take Care of Pistons and Struts

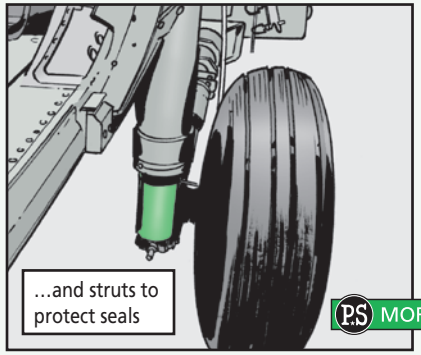


Mechanics, your Black Hawk pistons are moving parts that need attention to protect their seals.

Make a habit of wiping down all aircraft pistons with a clean dry cloth before and after each flight and after you wash the aircraft. If you don't lube them after you wash, calcium deposits will damage the seals. Do what it says in TM 1-1520-237-23 series and your unit SOP. For the M-model, follow the good words in TM 1-1520-280-23&P.

The following parts **all** have seals: the pitch, roll and yaw piston; the primary servo pistons in the hydraulic deck; the main rotor damper pistons; the main landing gear struts; the tail landing gear struts; the tail rotor servo piston and the stabilator actuator.





PS MORE

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Remember though, when you inspect the hydraulic deck pistons, some seepage is allowed, like it says in WP 0691 00 of TM 1-1520-237-23-4. Follow the leakage inspection criteria for the M-model like it says in TM 1-1520-280-23&P.

If the piston surfaces aren't cleaned regularly, dirt and grime build up and eat away the seals, causing leaks and blown seals. If leaks happen and seals blow, cleaning is no longer an option. You'll have to remove other parts of the aircraft to repair more damage from blown seals.

ALSE...

New Green Paint for HGU-56/P Helmet

ALSE techs, Page 41 of 693 (Aug 10) told you about the color change to foliage green for the aircrew integrated helmet system (AIHS), HGU-56/P helmet.

Good news! There's now a new foliage green paint, NSN 8010-01-576-8919, available for spot painting the helmet.

Make a note until all the details about the new paint are added in the next update to TM 1-1680-377-13&P-1. For all helmet painting information, check out WP 0058 00 in TM 1-1680-377-13&P.

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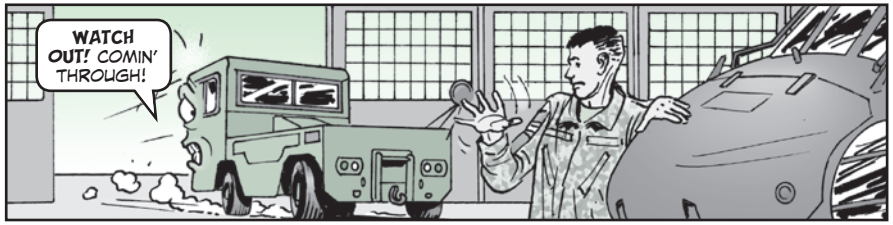
AGSE...

Watch Out For Moving SATS



Mechanics, if your standard aircraft towing system (SATS), NSN 1740-01-575-5662, suddenly moves while you're doing PMCS, a faulty, shorted diode is most likely the culprit.

When the gear selector is in park with the parking brake applied and the reverse work light turned on, the SATS can shift into reverse and begin moving. That's not supposed to happen!

P.S. MORE

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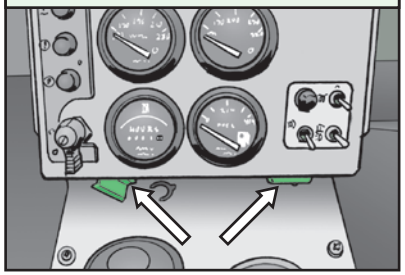
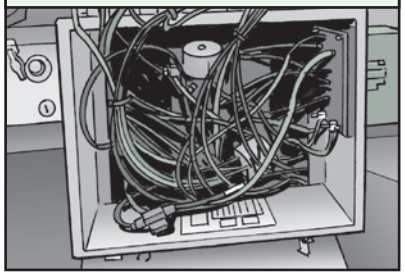
1. Loosen the two clamps on the bottom of the dash panel.

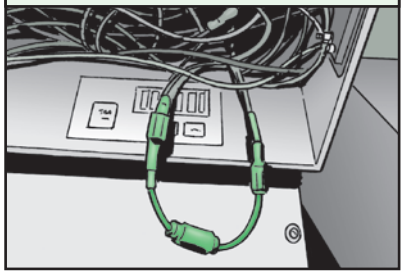


2. Open the panel to expose the dash wiring harness.

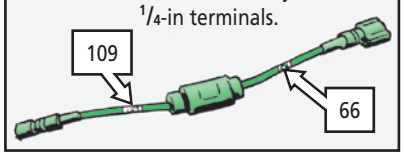


3. Cut the wire ties as necessary.

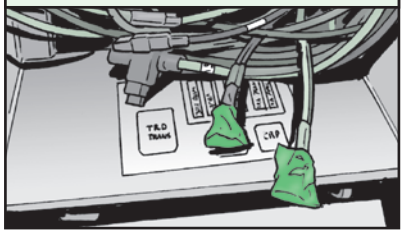
4. Locate the diode assembly on wires 66 and 109.



5. Remove the diode assembly at both 1/4-in terminals.



6. Tape over or place heat shrink tubing on the terminal ends.



7. Install wire ties as necessary.

8. Close the panel and reinstall the clamps on the dash cover.

Removal of the diode does not deadline the SATS. The only function lost is the reverse work lights won't come on automatically when the vehicle is in reverse. But the backup alarm will function normally and the reverse work lights can still be manually activated.

For more information, check out the safety action message AGSE-13-ASAM-01. You find it on the Joint Technical Data Integration (JTDI) website: **https://upw.jtdi.mil**

After removing the faulty reverse light diode assembly, check out the permanent fix with installation instructions for the reverse light relay assembly in aviation maintenance action message (AMAM) AGSE-13-AMAM-01, issued by the original equipment manufacturer (OEM). *PS Magazine* will publish a full article on the permanent fix in an upcoming issue. This fix will appear in the next change to TM 1-1740-221-13&P.

PS END

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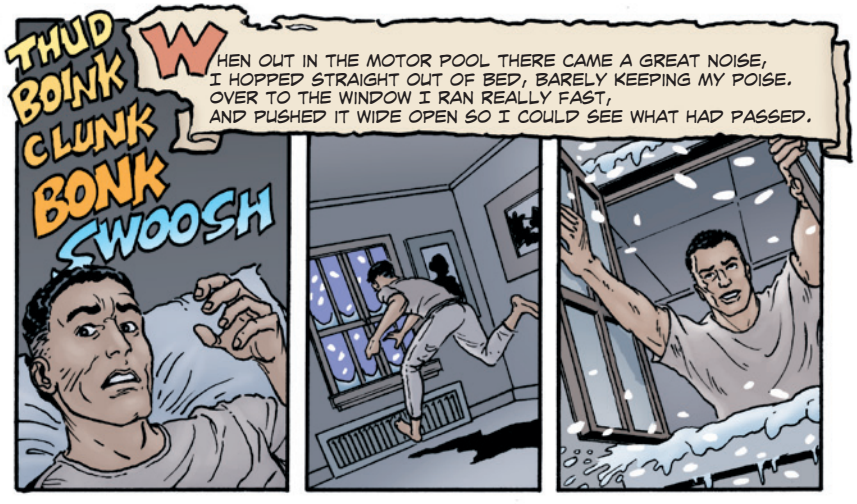

THUD
BONK
CLUNK
BONK
SWOOSH
WHEN OUT IN THE MOTOR POOL THERE CAME A GREAT NOISE,
I HOPPED STRAIGHT OUT OF BED, BARELY KEEPING MY POISE.
OVER TO THE WINDOW I RAN REALLY FAST,
AND PUSHED IT WIDE OPEN SO I COULD SEE WHAT HAD PASSED.

THE SODIUM LIGHTS SPREAD A
DIM YELLOW GLOW,
ON THE SNOW-COVERED TRUCKS
IN THE LOT DOWN BELOW.
MY EYES POPPED WIDE OPEN AS
ON THAT WINTER FRONTIER,
FLEW A BIG RED SLEIGH PULLED
BY EIGHT FEISTY REINDEER.

AT THE REINS WAS A DRIVER
WITH A BIG SQUARE JAW,
I KNEW RIGHT AWAY IT MUST
BE HALF-MAST SANTA CLAUS!
FASTER THAN LIGHTNING ALL
HIS REINDEER DID FLY,
AND HE SHOUTED THEIR
NAMES AS THEY MOVED
'CROSS THE SKY!
HALF-MAST
U.S. ARMY

"NOW, DUDLEY! NOW,
SMEDLEY! NOW,
PERCY AND JOE!
ON, SEYMOUR! ON,
CRUSTY! ON DEXTER
AND MOE!
TO THE TOP OF THE
MOTOR POOL,
QUICK AS CAN BE!
I'VE GOT TMS TO
DELIVER FOR THESE
SOLDIERS TO SEE!"

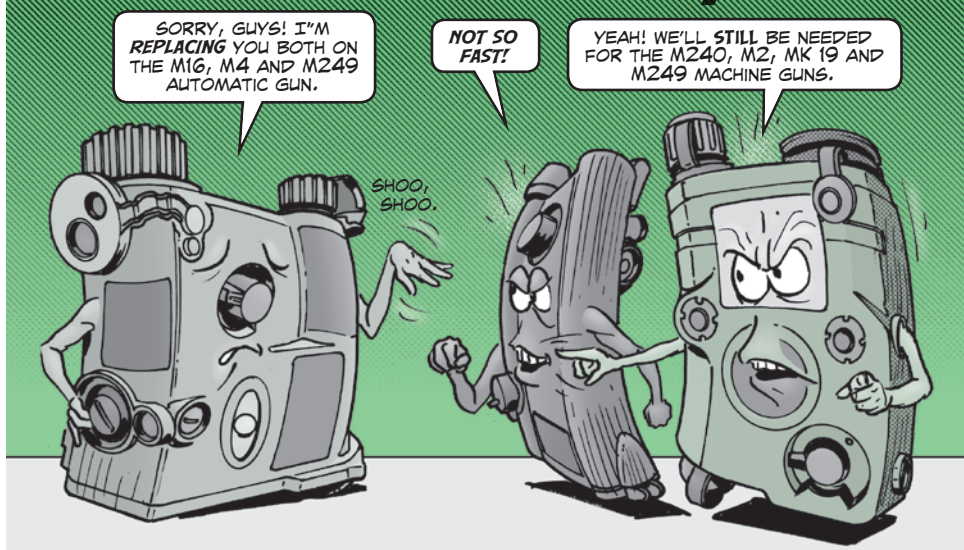
WITH A CRACK OF HIS WHIP AND A MIGHTY "HO, HO!" HALF-MAST SANTA UP THE BUILDING DID GO. UP ON THE ROOFTOP THEY ARRIVED WITH A CRASH, HIS OVERSTUFFED SLEIGH FILLED WITH A PM MISHMASH.
A FEW SECONDS LATER, I HEARD STEPS UP ON TOP, AND THEN, RIGHT BEHIND ME, I HEARD A LOUD PLOP! I TURNED AROUND QUICKLY, AND WHAT DID I SEE? WHY, HALF-MAST SANTA CLAUS JUST AS REAL AS CAN BE!

HE WAS DRESSED IN GREEN CAMO FROM HIS HEAD TO HIS TOES, I WAS SHOCKED WHEN I SAW HIM AND IMMEDIATELY FROZE.
HIS GLASSES, THEY SPARKLED! HIS GRIN RATHER KNOWING, HIS CHEEKS WERE QUITE RED; I GUESS IT'D BEEN SNOWING.
HE WAS A PERFECT PICTURE OF CLASSIC AMERICANA,
HE HAD A HUGE BAG FILLED WITH ALL KINDS OF STUFF,
LIKE TMS AND GREASE GUNS—HE'D BROUGHT QUITE ENOUGH.
EXCEPT HIS CHIN WAS CLEAN-SHAVEN. NO BEARD FOR THIS SANTA!
WELL-MANNERED AND NEAT, AND POLITE AS YOU PLEASE, THE SMILE ON HIS FACE QUICKLY PUT ME AT EASE.
THEN DROPPING HIS PACK TO THE FLOOR WITH A SIGH, HE STRETCHED OUT HIS BACK AND LOOKED ME IN THE EYE.
THUMP

With finger to lips, and a "Shhh!" as his plea,
he dug through his pack as he dropped to one knee.
Lube orders, multimeters, grease guns and pliers,
when I thought he was done, he pulled out some tires!

Small Arms...

AN/PEQ-16B is the Way to Go



The AN/PEQ-16B combines an aiming laser with a WML. That means you won't need as many remote cables and batteries and you'll have a lighter load.

But remember that the AN/PEQ-16B can be used only on the M4/M4A1 carbine, M16-series rifle and the M249 when it's used as an automatic rifle. It can't be used on the M249, M240, M2 or MK 19 machine guns. For those, order the AN/PEQ-15 or -15A with NSN 5855-01-537-6000. That NSN will bring either the -15 or -15A.

If you have any questions about sights, contact TACOM's Dennis Timmons at DSN 786-1347, (586) 282-1347, or email: **dennis.c.timmons.civ@mail.mil** or Anthony Smith at DSN 786-1350, (586) 282-1350, or email: **anthony.g.smith30.civ@mail.mil**

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

IS THERE A CHEAPER CLEANING KIT?

Dear Half-Mast,

We read in PS that the NSN for the new M16/M4 cleaning kit is NSN 1005-01-562-7393. But when you check the AMDF, the kit's cost is $481. Is there a cheaper kit?

CPL B.M.

Dear Corporal B.M.,

No, there is no cheaper cleaning kit available, at least through the Army. You will save lots of money by ordering the parts of the cleaning kit individually, though:

- Maintenance equipment case, NSN 8465-00-781-9564, $4.60 (This is listed in the AAL of TM 9-1005-319-10. All of the other items are listed under Expendable and Durable Items List.)
- Cleaning rod handle section, NSN 1005-01-113-0321, $2.09
- Cleaning rod section, NSN 1005-00-050-6357, 25 per box and three required for one cleaning rod, $18.60
- Swab holder, NSN 1005-00-937-2250, $.78
- Bore brush, NSN 1005-00-903-1296, $.42
- Chamber brush, NSN 1005-00-999-1435, $.78
- Toothbrush, NSN 1005-00-494-6602, $.46
- Cleaning brush, NSN 7920-00-205-2401, $1.91
- CLP, ½-oz bottle, NSN 9150-01-102-1473, $2.40

That comes to a grand total of $32.04. That's a savings of $448.96 for each cleaning kit.

Half-Mast

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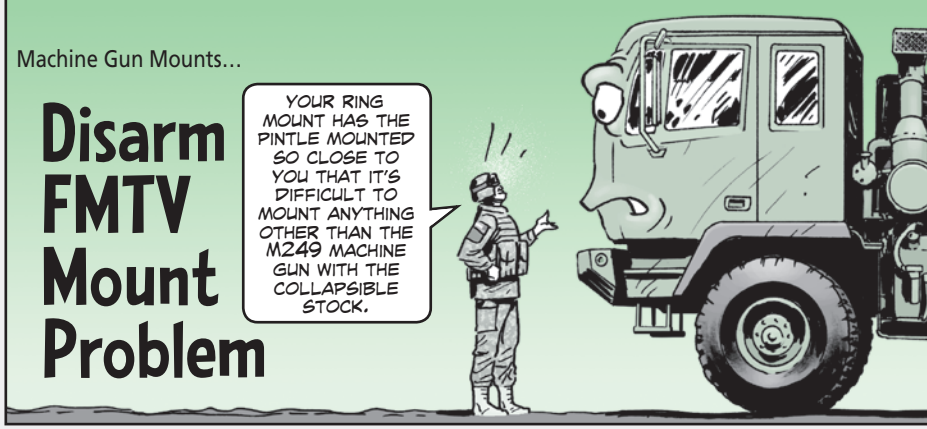
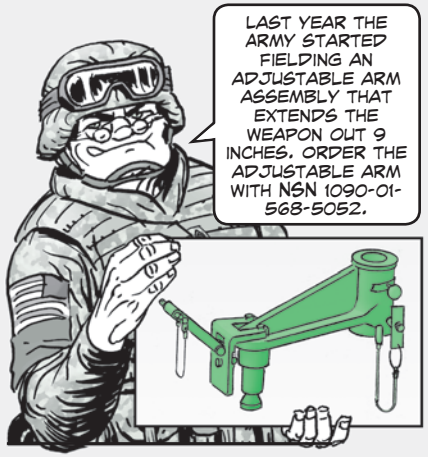
Machine Gun Mounts...

Disarm FMTV Mount Problem





CROWS Hand Receipt Online

If you need the hand receipt for CROWS II, you can download it at either the LOTTIS site **https://utap.army.mil** or LOGSA site **https://www.logsa.army.mil/etms**. The LOTTIS site also includes a POC list of the CROWS support team. At the LOTTIS site, go to ARMY TAB, fill in keyword "CROWS", and then hit CLICK HERE TO GET DETAILS. At the LOGSA ETM site, fill in TM 9-1090-219-10-HR for the pubs number search.

MK 19 UPWS Name Change

The MK 19 up gun weapon station (UPWS) has had a name and LIN change. Its nomenclature is now MK 19 machine gun MOD 4 and its LIN has changed from Z01612 to M05019. Make the changes in your property book.

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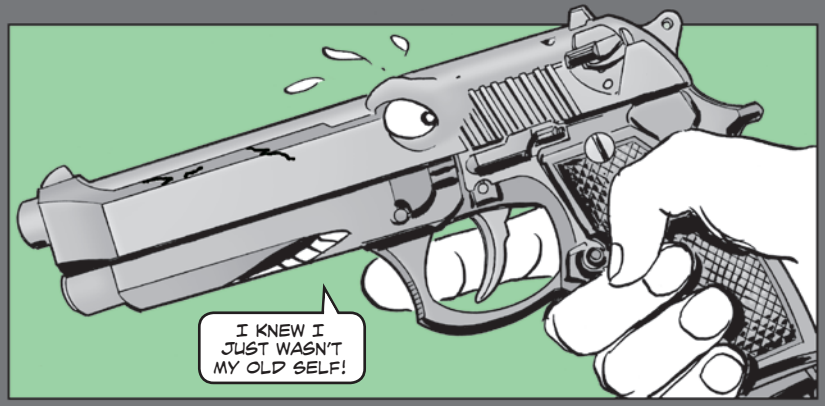
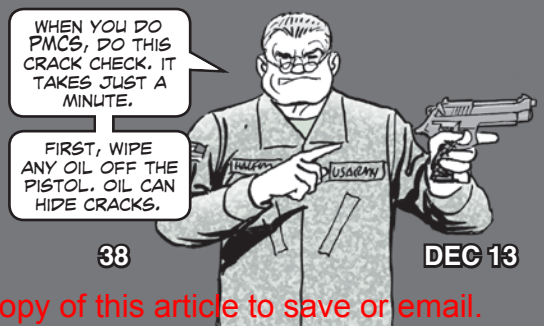
CRACK DOWN ON CRACKS... AND OTHER STUFF



An M9 pistol that is fired frequently will develop cracks eventually. There's nothing you can do to stop cracks, but you can spot them before they crack up your M9.



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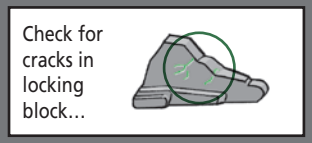
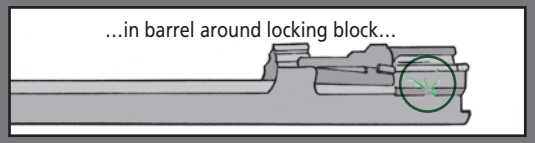
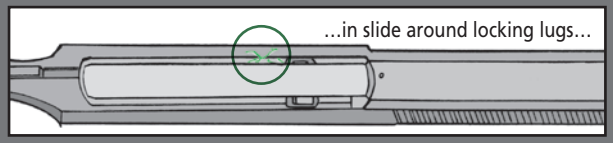
Crack Check

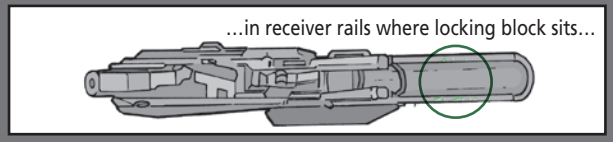
Check for cracks in these areas:

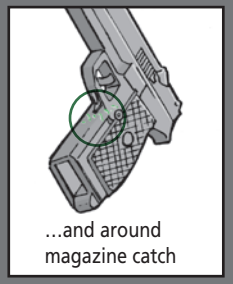
- the locking block along the front and rear of the locking lugs. That's where cracks and chips usually appear.
- the barrel in the area around the locking block
- the inside of the slide where the locking lugs sit
- the receiver rails where the locking block sits in the receiver
- around the magazine catch







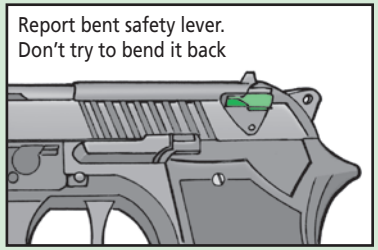




Cracks usually mean you need a new pistol. Tell your armorer if you spot any.

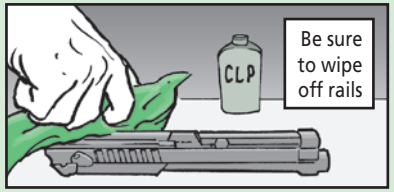
Safety Lever

If the safety lever is bent, don't try to bend it back. That just weakens the lever or snaps it off. Support needs to replace the lever.



Clean Rails

Make a point when cleaning to wipe off the receiver and slide rails. If the rails become gritty with sand, the back-and-forth action of the slide wears out the bearing surfaces and soon you've got firing problems.



Trigger Bar Spring

Be careful when cleaning inside the magazine well. Many trigger bar springs are lost each year during cleaning. The spring is under lots of tension. If you nudge it—ZING—it's gone. No spring means no firing. Keep cleaning tools away from the spring and make sure the spring is still in place when you're through cleaning.

DRY UP HUMIDITY THREAT

Dear Half-Mast,

Our Reserve unit was moved to a consolidated Reserve center where our weapons are now stored in a large arms room. I cleaned and lubed my M16 just like the TM says and then stored it in the arms room. When I checked it again two months later, I found ***RUST***. When I checked the humidity level inside the arms room, it read 51 percent. Is there any official guidance on how much humidity is acceptable?

SGT K.S.

Dear Sergeant K.S.,

There is no Army reg on humidity in an arms room, but humidity certainly should be way below 51 percent–35 to 45 percent would be more like it.

Your problem is likely that the dehumidifier in your arms room is too small. Most home dehumidifiers hold only 15 pints, which is too small for many arms rooms, especially consolidated ones.

Get a 30- to 60-pint dehumidifier. Industrial supply houses like McMaster-Carr or Grainger and large home supply outlets have a wide selection. You might also want to consider buying one with an integral drain so that water can be run directly to a building drain.

If your commander doesn't want to spend the money on a big dehumidifier, point out how much it costs to replace a single M2 machine gun because of corrosion–$12,685. You can buy many dehumidifiers for much less.

Remember that dehumidifiers start to lose their effectiveness above 95°F. So keep the room temperature below that.

Dehumidifiers should be positioned on the floor since moist air settles. Circulation helps fight humidity, too, so running a fan is a good idea, especially if it blows into corners.

Another good investment is a humidity meter. You can get a good one for $25. The meter lets you directly monitor the humidity. Shoot for 35 to 45 percent to prevent corrosion.

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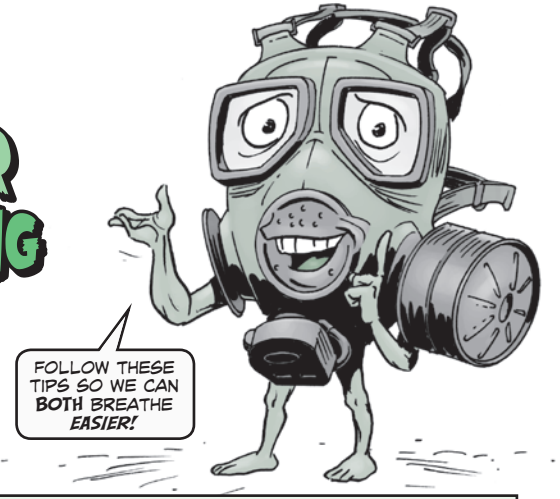
TIPS FOR BREATHING EASIER

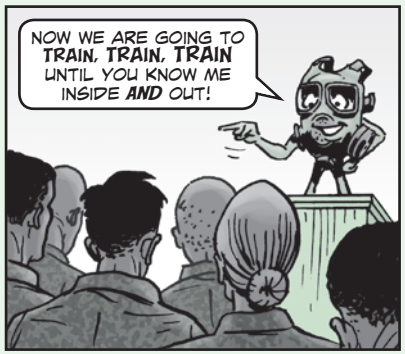


Dear Editor,

You will definitely breathe easier in your M40/M42 mask if you remember these tips:

Train, train, train. We see Soldiers who are just handed a mask and really don't have any idea on how to put it together or wear it. Sergeant's Time is an excellent time for CBRN specialists to go over mask basics with units. TM 3-4240-346-10 and -23&P are excellent tools for training.

If you're a new CBRN specialist and don't have much training yourself, most major posts have some sort of CBRN school you can go through to prepare you for your new job.

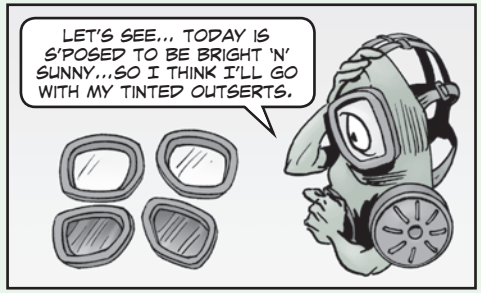


Remember the M40 canister can be on either side of the mask. That helps left-handed Soldiers when they're firing their weapons.

When you sanitize a mask or issue a mask to a new Soldier, replace the outlet, inlet and two nosecup disks, the internal drink tube, and the head harness. They wear out over time, which makes it difficult for the mask to function. These items aren't expensive, so replacing them is a good, cheap way to keep the mask breathing right.

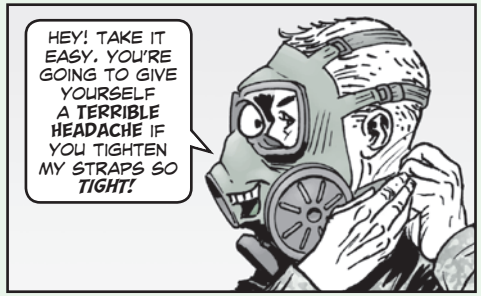
Make sure you learn how to use M41 PATS. That is the best way to ensure your Soldiers have masks that properly fit. In too many CBRN rooms, PATS isn't being used because CBRN specialists aren't sure how to use it. Also make sure PATS is calibrated. It won't do you any good if it gives false results.

Consider where you will be operating when choosing which outserts to use. If you're going to be in bright sunshine most of the time, use the tinted outserts. If it's going to be cloudy or at night, use the clear outserts. Once you have the mask on, it's difficult to change the outserts.



Forget the faceform for storage. You no longer need to install the plastic insert in the mask when it's going to be stored for a long time. The mask will hold its shape without the insert if it's stored like the TM tells you to. Just remember to store the mask with the head harness straps pulled over the front of the mask. Also ensure the mask is stored with the outserts installed so the primary lenses don't get scratched.

Don't crank the headharness straps tight. New Soldiers often do this, which results in the Mother of All Headaches. If your scalp tingles after you tighten the straps, they're probably too tight. Loosen the straps and place a finger under the clip and buckle. Adjust the strap until the clips and buckle feel snug. Do this for all the straps.



Put on your mask chin first. That helps it fit better.

Putting mask on chin first gives a better fit

When you do your mask PMCS, check all the straps for elasticity. If they've lost their snap, they won't do a good job of holding the mask in place. Get a new head harness.

SFC Peter Carona
100th Chem Bn
JBLM, WA

Editor's note: *You've unmasked some great mask ideas, Sergeant. Thanks for sharing.*

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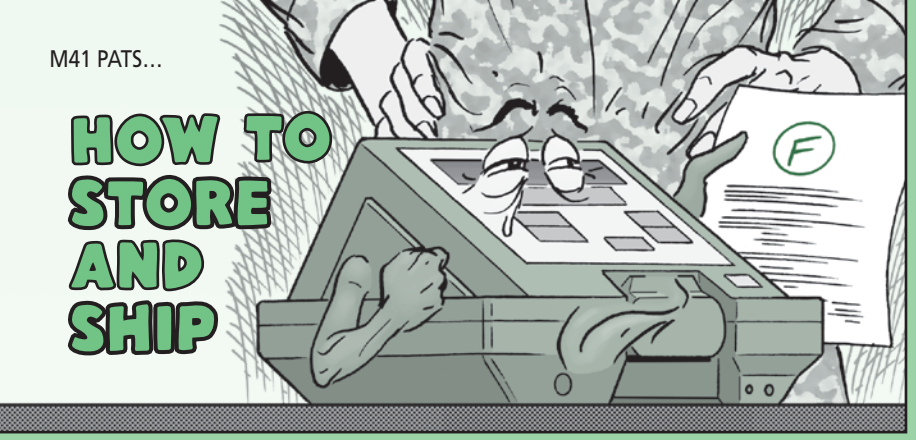
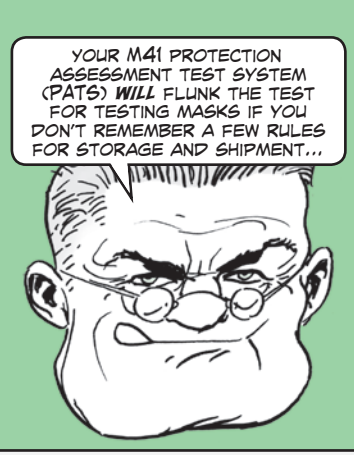
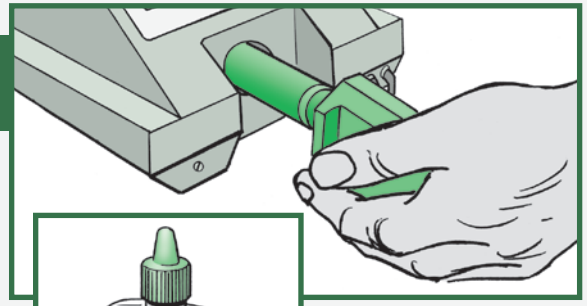
HOW TO STORE AND SHIP





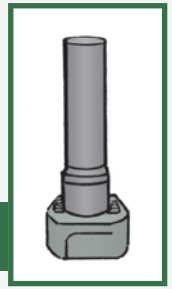
Short Term Storage

Remove the alcohol cartridge and store it in the alcohol fill capsule.



Cover the cartridge cavity with the storage cap. That prevents dirt from getting inside the PATS.

Always recap alcohol containers immediately to prevent them from absorbing moisture, which weakens the alcohol's purity.



Keep the storage cap and alcohol cartridge clean. Always set them down with their ends standing up so they don't pick up dirt.

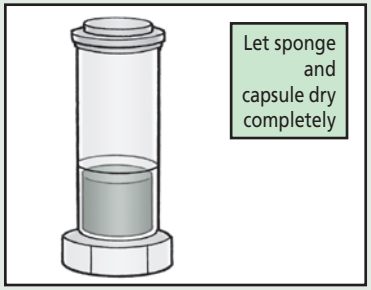
Shipment or Long Term Storage

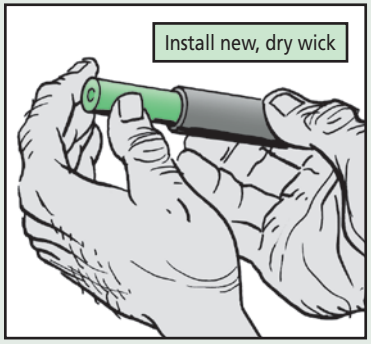
Remove and properly dispose of all alcohol inside the alcohol fill capsule. Let the sponge and capsule dry completely before storage. Otherwise, you could have a fire hazard.

Remove and properly dispose of the used alcohol wick inside the alcohol cartridge.

Install a new, dry wick in the alcohol cartridge. See WP 15 in TM 3-4240-349-12&P for instructions.

Remove all alcohol bottles from the PATS carrying case and store them in an authorized storage area in accordance with your local SOP. If PATS is being shipped, order alcohol when you arrive at your new location.





Remove all batteries from the PATS and its carrying case and store them in an authorized storage area. Batteries should be either shipped separately or new ones ordered at the new location.

Never ship the PATS without its carrying case and accessories. The case is specially designed to protect PATS.

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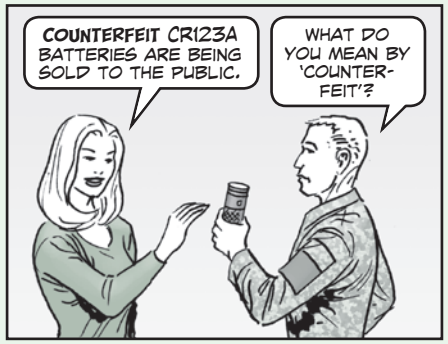
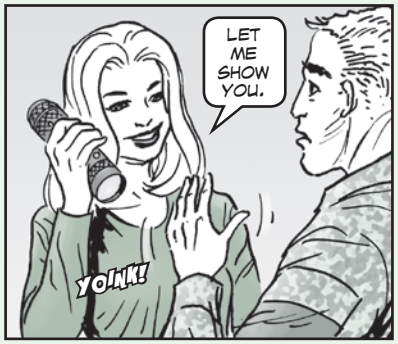
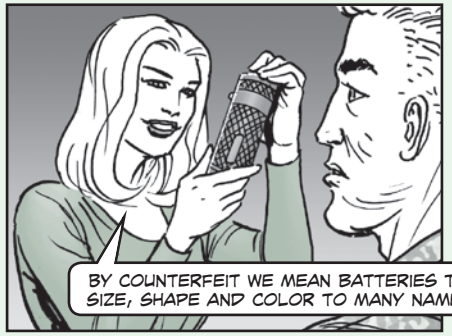
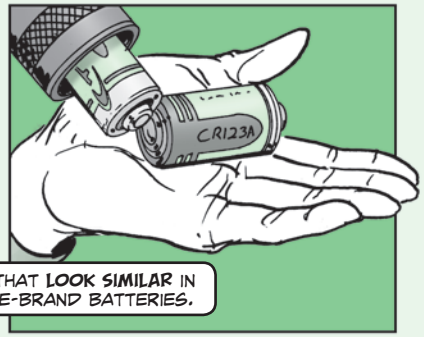
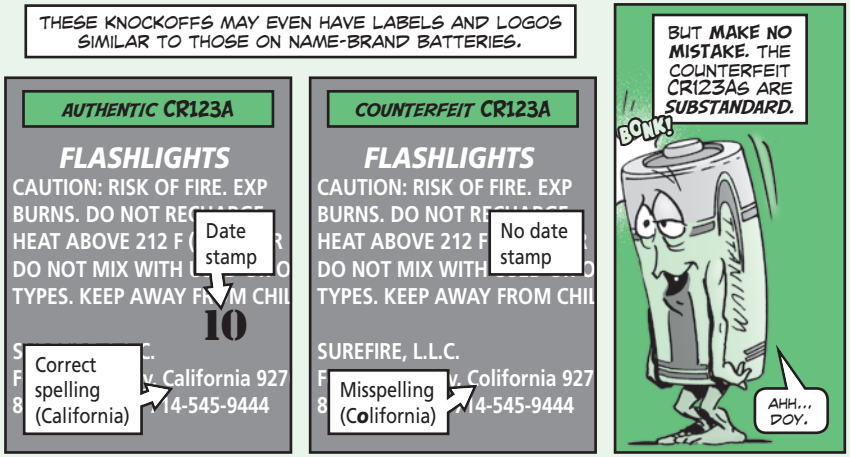
CR123A Batteries...
DON'T BE FOOLED BY FAKES
DO YOU USE CR123A 3V LITHIUM NON-RECHARGEABLE BATTERIES, NSN 6135-01-351-1131, IN ANY OF YOUR NIGHT SIGHTS, LED FLASHLIGHTS, HEADLAMPS OR CAMERAS? IF SO...
...LISTEN UP!


COUNTERFEIT CR123A BATTERIES ARE BEING SOLD TO THE PUBLIC.
WHAT DO YOU MEAN BY 'COUNTER-FEIT'?

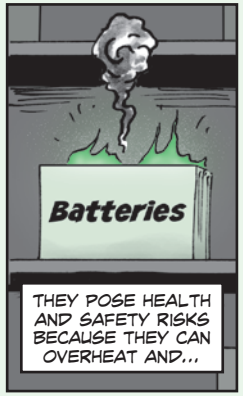

LET ME SHOW YOU.
YOINK!

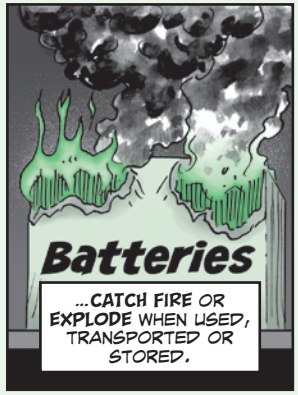

BY COUNTERFEIT WE MEAN BATTERIES THAT LOOK SIMILAR IN SIZE, SHAPE AND COLOR TO MANY NAME-BRAND BATTERIES.




THESE KNOCKOFFS MAY EVEN HAVE LABELS AND LOGOS SIMILAR TO THOSE ON NAME-BRAND BATTERIES.
AUTHENTIC CR123A
FLASHLIGHTS
CAUTION: RISK OF FIRE. EXP
BURNS. DO NOT RE
HEAT ABOVE 212 F
DO NOT MIX WITH
TYPES. KEEP AWAY FROM CHIL
Date stamp
10
Correct spelling (California)
California 927
14-545-9444
COUNTERFEIT CR123A
FLASHLIGHTS
CAUTION: RISK OF FIRE. EXP
BURNS. DO NOT RE
HEAT ABOVE 212 F
DO NOT MIX WITH
TYPES. KEEP AWAY FROM CHIL
No date stamp
SUREFIRE, L.L.C.
Misspelling (Colifornia)
Colifornia 927
14-545-9444
BUT MAKE NO MISTAKE. THE COUNTERFEIT CR123AS ARE SUBSTANDARD.
BONK!
AHH... DOY.

ALREADY THESE BATTERIES HAVE INJURED PEOPLE AND DAMAGED EQUIPMENT.
Batteries
THEY'RE POORLY DESIGNED AND MANUFACTURED.


Batteries
THEY POSE HEALTH AND SAFETY RISKS BECAUSE THEY CAN OVERHEAT AND...


Batteries
...CATCH FIRE OR EXPLODE WHEN USED, TRANSPORTED OR STORED.

THE COUNTERFEITS USUALLY ENTER THE AMERICAN MARKET FROM OVERSEAS.

THEY'RE OFTEN SOLD AT A REDUCED PRICE ON THE INTERNET AND AT SWAP MEETS, GUN SHOWS, AND ELECTRONICS AND TECHNICAL SHOWS.

SPECIAL OFFER! MASSIVE SAVINGS!! TODAY ONLY!!!

HOW CAN YOU SPOT A COUNTERFEIT CR123A? LOOK FOR...

- label misspellings.
- missing label information.
- blurred fonts.
- altered logos or seals.
- altered or substandard packaging.
- label dimensions different from those of an authentic CR123A.

P.S MORE

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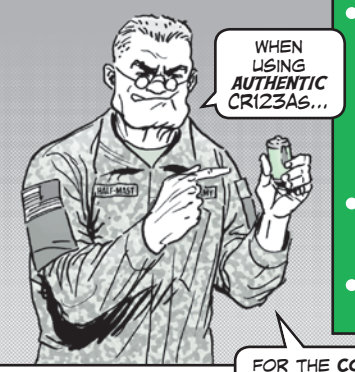
Using CR123As



- Don't mix and match fresh and partially used batteries. They have different capacities. **Capacity** is the amount of energy a battery can deliver in a single discharge (normally expressed in ampere hours). A difference in capacities can cause a stronger battery to charge a weaker one. That can make the weaker battery overheat, fail, leak, vent, catch fire or burst.
- Don't use CR123As from different manufacturers. They may have different chemical properties. That can lead to a difference in capacities.
- Make sure all batteries used in a piece of equipment have a date code within 6 months of one another.

FOR THE **COMPLETE** STORY, SEE CECOM GROUND PRECAUTIONARY ACTION (GPA) MESSAGE 2013-006, *OPERATIONAL: COUNTERFEIT LITHIUM NON-RECHARGEABLE BATTERIES, CR123A BATTERIES.*

IT'S ON THE CECOM DIRECTORATE FOR SAFETY WEBSITE...

https://cecomsafety.apg.army.mil/sfmessages2/

CECOM
DIRECTORATE FOR SAFETY

SAFETY OF USE (SOU) & GROUND PRECAUTIONARY ADVISORY (GPA) MESSAGES

SAFE IS ARMY STRONG

Aviation and Missiles | Munitions | Tank and Automotive

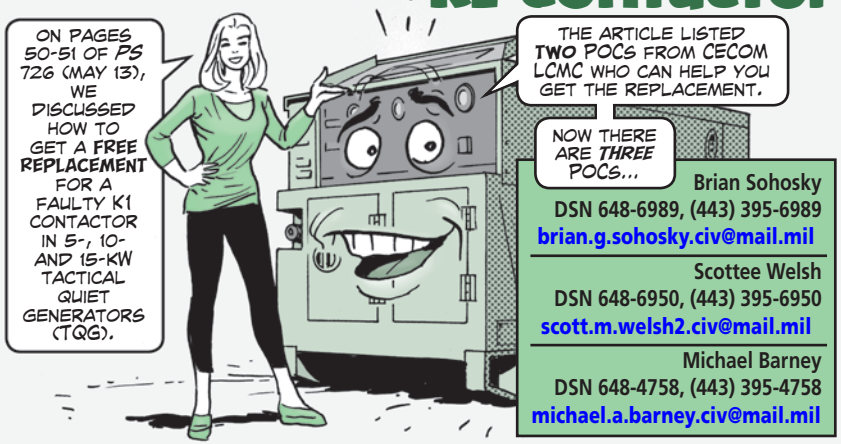
Select Document Year: 2013 Search | Select Document Type: SOU Search | Enter Title Search Text: Search | View All

Year	No.	Type	Title
2013	001	MAM	CECOM Maintenance Advisory Message (MAM) Number 2013-001 (CECOM MAM 2013-001) for POWER PLANT UTILITY AND TRAILER MOUNTED SUPPORT SYSTEM (TMSS) (LARGE) [PU-823/T, PU-823A/T, PU-824A/T, PU-824B/T] FLEET
2013	007	GPA	CECOM Ground Precautionary Action (GPA) Message (CECOM GPA 2013-007) Informational: Lind Model RP0520-1643 DC/DC Power Adapter, NSN 6150-01-543-3432
2013	006	GPA	CECOM Directorate for Safety Operational Ground Precautionary Action (GPA) Message (CECOM GPA 2013-006) Operational: Counterfeit Lithium Non-Rechargeable Batteries, CR123A Batteries
2013	005	GPA	CECOM Ground Precautionary Action Message (CECOM GPA 2013-005) Maintenance Mandatory: Mast Group, Hydraulic-Pneumatic OA-9054(V)4/G, NSN 5985-01-129-1794

PS END

5-, 10-, 15-kW TQGs...

Additional POC for K1 Contactor



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Sanitation Team FM

Over the course of the US Army's 236-year history, disease and non-battle injuries have caused more casualties than battlefield wounds. That's an excellent reason to form a unit field sanitation team if you don't already have one. Start by reading FM 4-25.12, *Unit Field Sanitation Team* (Jan 02). The FM discusses:

- team development and duties.
- water and food sanitation.
- waste disposal..
- pest control.
- heat and cold injuries.
- toxic chemical hazards.
- noise hazards.

The FM also has:

- a team training course.
- a list of supplies needed for field sanitation.

Paras 1-7 and 2-29 of AR 40-5, *Preventive Medicine* (May 07), require every company-sized Army unit to have a field sanitation team.

Generator Set Training

Do you need help maintaining your generator sets? Project Manager, Mobile Electric Power (PM-MEP), has developed a series of online training classes to help maintainers keep their generators in top shape. The PM-MEP generator training site is on Land War Net at: **https://lwn.army.mil/training/-/wiki/main/mobile+electric+power**

You'll need an AKO login and password to access the site.

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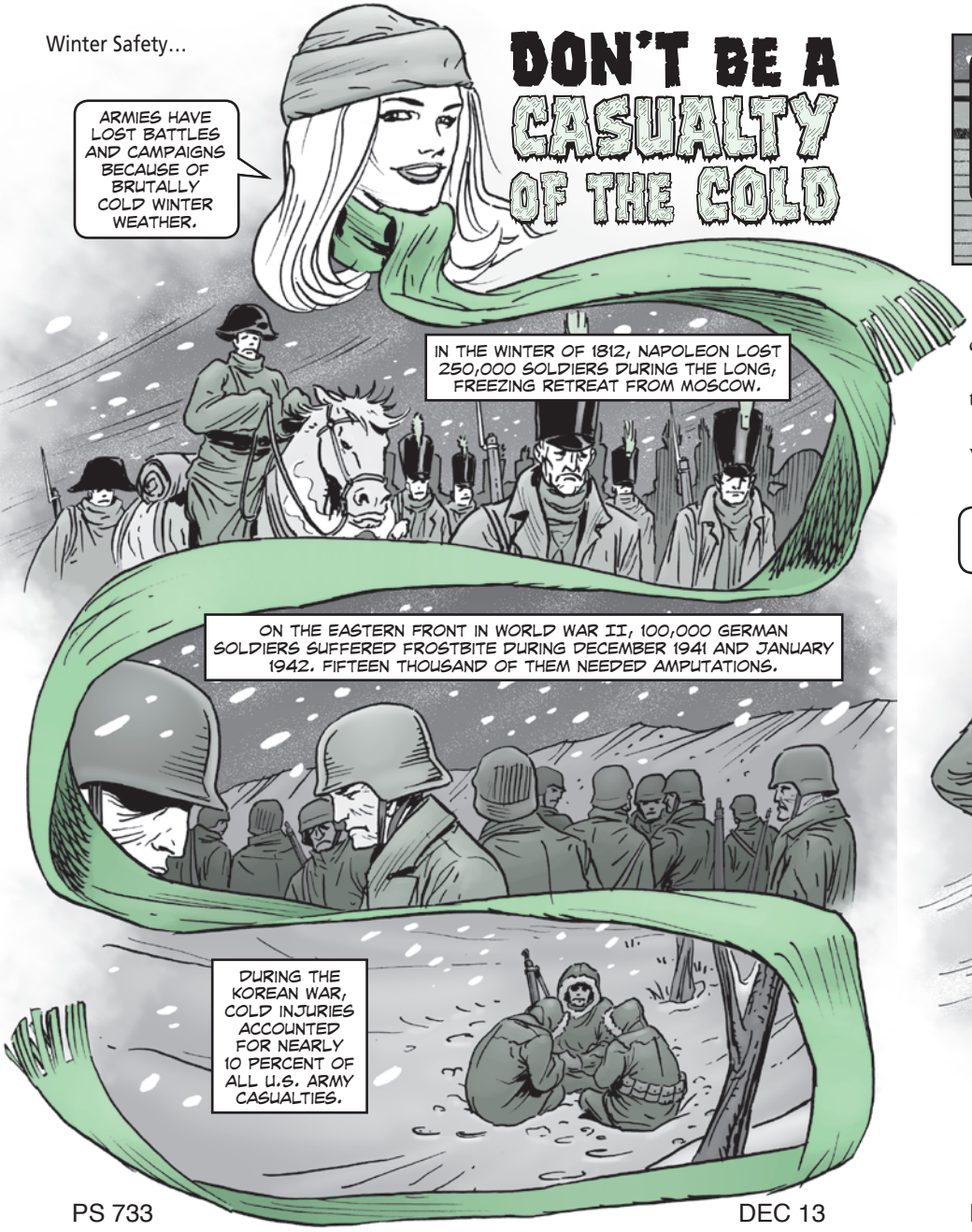
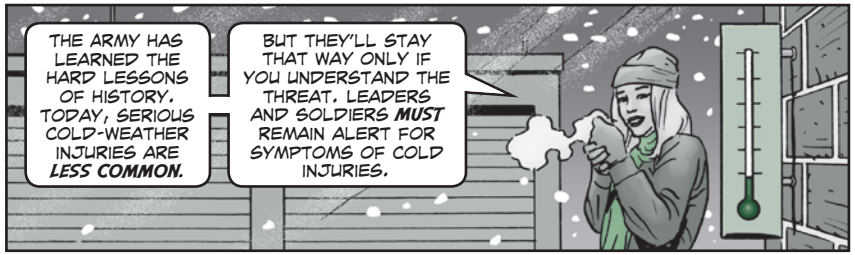
DON'T BE A CASUALTY OF THE COLD





The Cold Facts

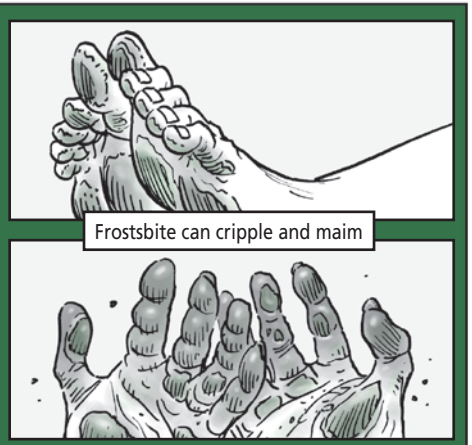
Cold weather exposure can lead to **frostbite** and **hypothermia**. Both are dangerous conditions.

Frostbite is the freezing of body tissue caused by exposure to freezing temperatures. Frostbite usually occurs on the face, ears, fingers and toes.

Hypothermia is the lowering of core body temperature. Hypothermia occurs when the body gets cold and loses heat faster than the body can make it.

Frostbite

- Numbness
- A tingling or burning sensation
- Red skin, later turning to a waxy yellow (grayish in dark-skinned Soldiers)
- Tissue that feels wooden to the touch



Frostsbite can cripple and maim

- Warm the affected area at room temperature, with direct body heat from another Soldier, or with warm water (98-104°F).
- Do not thaw frozen tissue if there's a chance it might freeze again. Refreezing can further damage tissue.
- Do not expose frozen tissue to intense heat (open flames, stove tops, steam, heat packs).
- Do not rub or massage. You might damage the skin.
- Do not wet the tissue or rub it with snow or ice.
- Seek medical treatment as soon as possible.

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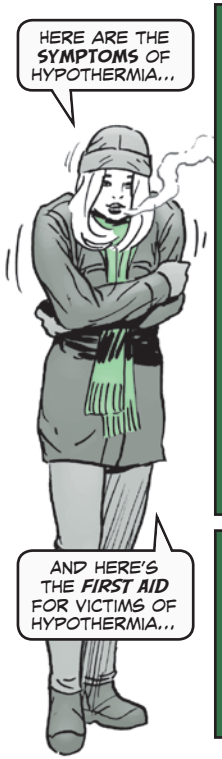
Hypothermia



- Cold sensation, goose bumps, numbness
- Shivering, lack of coordination, sluggishness

- Violent shivering, difficulty speaking, mental confusion, stumbling
- Muscle stiffness, slurred speech, blurred vision
- Unconsciousness, irregular heartbeat

- Move the victim to a dry, warm place.
- Strip off wet or frozen clothing.
- Warm with blankets, dry clothing or your own body heat.
- Apply heat to the skin (radiant heat, hot water bottles, electric blankets) ONLY if the victim has stopped shivering. Check the skin often to prevent burns.
- Seek medical treatment as soon as possible.

TO LEARN **MORE** ABOUT COLD-WEATHER INJURIES, READ TB MED 508, *PREVENTION AND MANAGEMENT OF COLD-WEATHER INJURIES.*

YOU'LL FIND IT ON THE U.S. ARMY PUBLISHING DIRECTORATE WEBSITE: **http://www.apd.army.mil**

FROM THE HOME PAGE, EXPAND THE **PUBLICATIONS** TAB AND CLICK ON **ADMINISTRATIVE PUBLICATIONS**. ON THE NEXT SCREEN, CLICK ON **MEDICAL ADMIN PUBLICATIONS**. ON THE NEXT SCREEN, SCROLL DOWN TO TB MED 508.

MMIS Moves to LIW

THE MODIFICATION MANAGEMENT INFORMATION SYSTEM (MMIS) MUST NOW BE ACCESSED THROUGH THE LOGISTICS SUPPORT ACTIVITY'S (LOGSA) LOGISTICS INFORMATION WAREHOUSE (LIW) PORTAL.

IT IS ***NO LONGER*** A STAND-ALONE APPLICATION.

Existing MMIS accounts did not transfer to the LIW version. If you were a prior MMIS user but do not have an LIW account, apply for LIW basic access at: **https://liw.logsa.army.mil/**

All LIW users have read-only access to MMIS through an LIW basic account. If you need to enter confirmation and completion info on maintenance work orders (MWOs), safety of use messages (SOUMS), maintenance advisory messages (MAMs), and/or ground precautionary actions (GPAs), you must also submit an LIW SAR for the "MMIS Supervisor" role and include proper justification. If you need "MMIS LCMC" role access to update materiel change numbers (MCNs) on MWOs, submit a SAR with justification.

For specific MMIS questions, email: **usarmy.redstone.logsa.mbx.mmis@mail.mil**

IF YOU NEED GENERAL HELP OR HAVE ACCESS PROBLEMS, 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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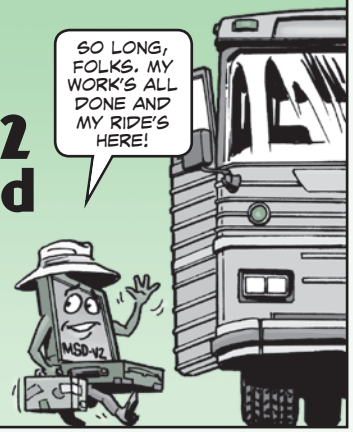
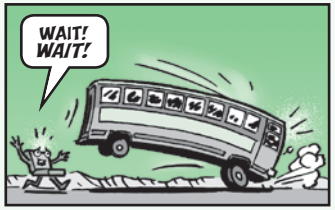
Keep MSD V2 Around for EMS-2 IETMs

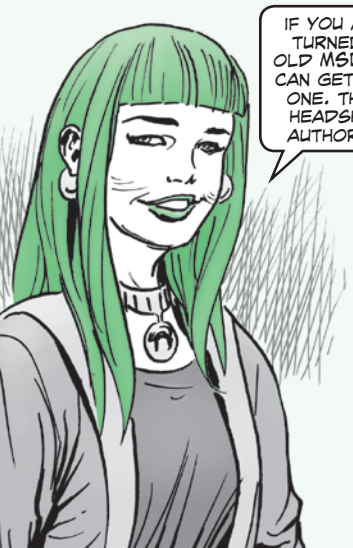




Mechanics, keep your Maintenance Support Device Version 2 (MSD V2) handy. You'll need it if you still use Electronic Maintenance System-2 (EMS-2) interactive electronic technical manuals (IETMs) or software loader verifier (SLV) to maintain equipment. You **can't** view EMS-2 IETMs or use the SLV on the newer MSD V3.

That's because EMS-2 IETMs and the SLV don't work on any computer with a Windows 7 or newer operating system (OS). That includes the MSD V3. EMS-2 IETMs and the SLV work only on computers with an OS like Windows Vista or earlier. That includes the MSD V2.

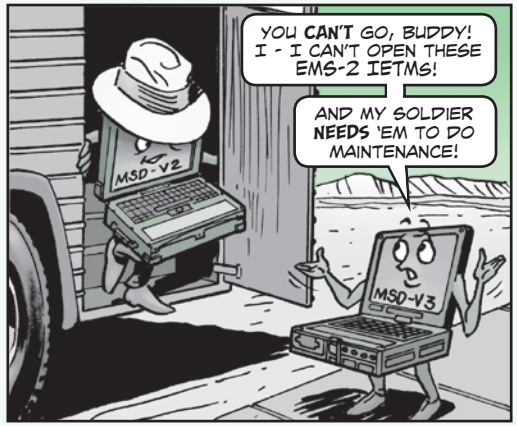
Bradley, M1-series tank, Direct Support Electrical Systems Test Set (DSESTS), Stryker, Long Range Advanced Scout Surveillance System (LRAS3) and Paladin systems use SLV software to change the firmware in their on-board modules. So if you maintain any of these systems with SLV, keep your MSD V2.



NSNs for MSD V2
6625-01-536-1764 (MSD V2 kit)
6625-01-493-8968 (MSD V2 kit with ICE kit)
6625-01-562-9904 (MSD V2 kit)

NSNs for MSD V3
6625-01-599-9556 (MSD V3 kit with SWICE Spiral 3 kit)
6625-01-598-2187 (MSD V3 kit with SWICE Spiral 2 kit)
6625-01-599-9498 (MSD V3 kit)
6625-01-592-6732 (MSD V3 kit)

All EMS-2 IETMs are slated to be converted to Electronic Maintenance System—Next Generation (EMS NG) by March 2015, but until then they can only be viewed on the MSD V2.



M1-series tank, Bradley, Paladin, LRAS3 and DSESTS' SLV software are slated to become compatible with Windows 7 OS by March 2014 and Stryker by March 2015.

The EMS-2 viewing software has not been supported or updated since December 2011.

If your MSD V2 has not been updated since you received it, contact TMDE to request updated software.

The current versions of the EMS NG Viewer and Autonomous Diagnostics Manager (ADM) (v2.1.5) are designed to run on the MSD V3 (Windows 7).

The MSD and other test hardware such as internal combustion engine (ICE) kits and EMS NG software suites are tested for compatibility and brought up-to-speed as technology evolves. The EMS NG Viewer and ADM can operate on several operating systems and personal computers, but the primary computer for **any** EMS IETM is the MSD.

For questions about hardware like the MSD or your ICE kit, contact the MSD help desk at 1-877-564-1137 or submit a help ticket to the TMDE headshed at:

https://tmde-register.us.army.mil/TMDE_Register/MSD_Home/MSD_POCs_Intro.aspx

For questions on EMS software products such as EMS-2, EMS NG or the ADM, contact the EMS help desk by phone at 1-877-445-1780, or email:

support@EMS-helpdesk.com

Or submit a customer incident report through the EMS web-based ticketing system, Service Now, at: **http://www.EMS-Helpdesk.com**

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Record MTS and JCR-Log Systems RIGHT!

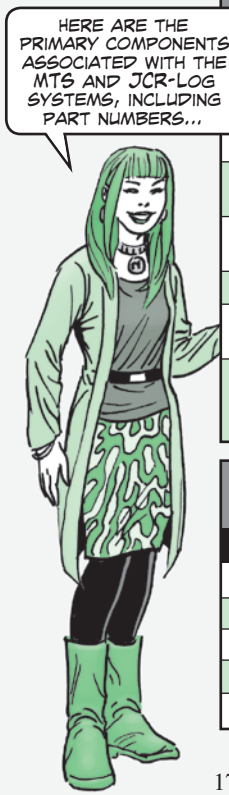
All Movement Tracking System (MTS) and Joint Capabilities Release–Logistics (JCR-Log) accountability systems should be tracked by their MT-2012 transceiver serial numbers.

This changes the way many systems are tracked in Property Book Unit Supply Enhanced (PBUSE). It standardizes the method of recording MTS and JCR-Log systems across the Army. The goal is consistency and Army-wide asset visibility.

There are currently four variants that Property Book Officers (PBOs) must ensure are recorded correctly in PBUSE. The following table covers each type:

Type Designation	Common Name	LIN	NSN 7010-	Transceiver NSN	Transceiver PN
AN/UYQ-90A(V)2	JCR-Log/ MRT mobile unit	C18278	01-603-7650	7035-01-609-4139	CMDC-SM5-I1GNGR
AN/UYQ-90A(V)3	JCR-Log/ MRT control station	C78851	01-603-7648	7035-01-609-4139	CMDC-SM5-I1GNGR
AN/UYQ-90(V)2	MTS mobile unit	C18278	01-476-0935	5895-01-543-2565	CMDC-SM3-I1GNGR
AN/UYQ-90(V)3	MTS control station	C78851	01-476-0934	5895-01-543-2565	CMDC-SM3-I1GNGR

Also, many JCR-Log systems were fielded using the MTS Magnus NSN as the system NSN. PBOs, check that your unit's JCR-Log system is recorded by the correct end item NSN.



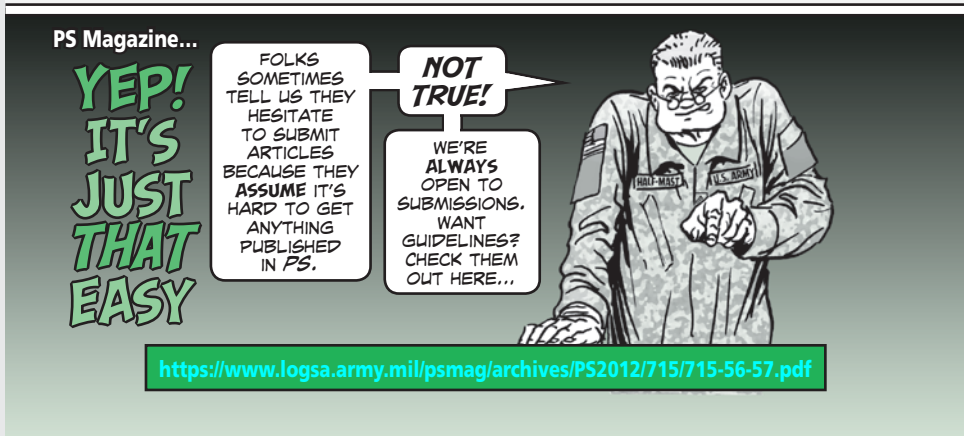
MTS Magnus System
Mobile Unit and Control Station Primary Components

Nomenclature	NSN	PN
MRT display unit	N/A	F100189 20500018 501801
MT-2011 transceiver	5895-01-543-2565	CMDC-SM3-I1GNGR MT 2010-1
Magnus keyboard	N/A	F100190 502358-1
Port expander	N/A	MTS-CS-05A
Computer, digital	N/A	MTS-CS-01 NBT 140-TS06
Transit case	N/A	1753-0004 30-15697-200 30-15697-300

JCR-Log MRT Mobile Unit
and Control Station Primary Components

Nomenclature	NSN	PN
MRT display unit	7021-01-609-4244	9800-55800-0010
Solid state hard drive	7025-01-609-4245	9800-53000-2413
Transit case	7045-01-611-9299	1753-2004
MRT keyboard data	7025-01-609-4251	9800-48669-0000
MT-2012 RSI transceiver	7035-01-609-4139	CMDC-SM5-I1GNGR

Questions? Contact Sharon Conroy at DSN 648-1757, 443-395-1757, or email: **sharon.a.conroy.civ@mail.mil**



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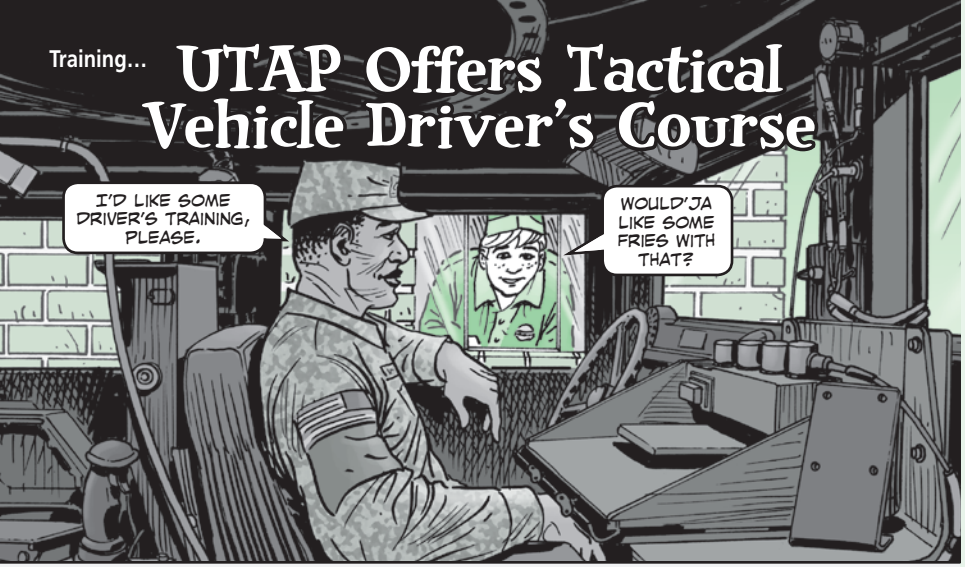
Training...

UTAP Offers Tactical Vehicle Driver's Course

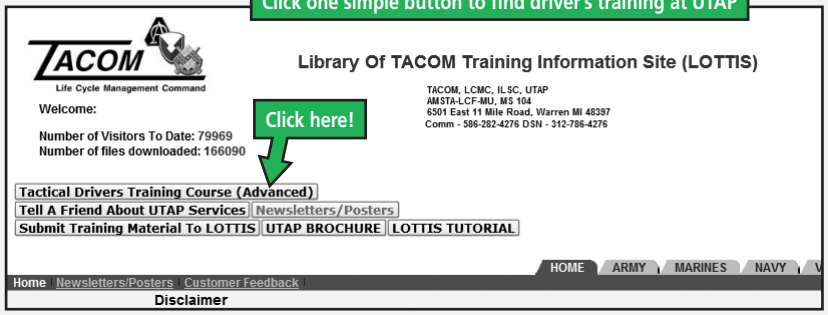


Looking for driver's training that won't bust a hole in your unit's budget? The Unit Training Assistance Program (UTAP) at TACOM LCMC offers an advanced tactical vehicle driver's course online.

You can find the course in the Library of TACOM Training Information Site (LOTTIS). Get your CAC and go to: **https://utap.army.mil**

Once you've logged in, click on Tactical Vehicle Drivers Course (Advanced) at the top left of the page.

Click one simple button to find driver's training at UTAP



The training is 40 hours. There are 10 modules that include PowerPoint slides and a training support plan in PDF. The complete package includes videos, course critique, final exam and course certificate. There are 27 documents and three videos available for download.

If you have any problems finding or downloading course content, email:

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

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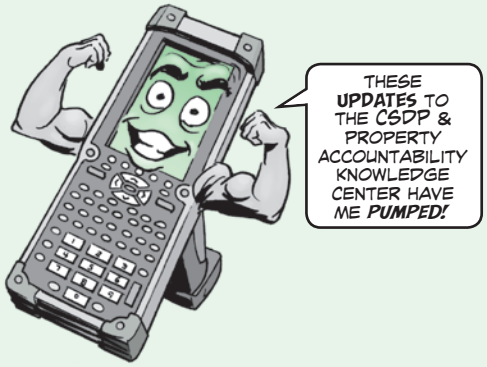
Supply Management...

Knowledge Center Beefs Up Content



The Property Accountability and Command Supply Discipline Program (CSDP) Knowledge Center on AKO recently made some major updates. We first told you about the site on Page 57 of PS 723 (Feb 13):

https://www.logsa.army.mil/psmag/archives/PS2013/723/723-57.pdf

Since then, the site has added tabs for commanders, units, S4 operations, property book and mentorship. You can view videos and find CSDP certificate-producing courses. You can also upload documents like tactics, techniques and procedures or SOPs to the site to share with others.

Check it out! Visit the CSDP and Property Accountability Knowledge Center at:

https://www.us.army.mil/suite/page/670916

For more information about the Knowledge Center or to ask CSDP questions, choose Ask the EXPERT on the site or email:

usarmy.lee.tradoc.mbx.pa-csdp-helpdesk@mail.mil

CSS VSAT/CAISI Pocket Guide

The Combined Arms Support Command (CASCOM) offers a small, pocket-sized guide on two Army sustainment tools, the Combat Service Support Very Small Aperture Terminal (CSS VSAT) and Combat Service Support Automated Information Systems Interface (CAISI). The guide shows how these tools work with GCSS-Army and lists POCs for support. Download the guide at the milSuite forum:

https://www.milsuite.mil/book/docs/DOC-102046

Say Cheese: Guide IDs STAMIS/LIS

A handy STAMIS/LIS guide for users at all levels is available from the Software Engineering Center-Lee Tactical Logistics Directorate. The *Logistics STAMIS Identification Guide* includes many photos, plus handy details like LINs and NSNs, making it a great resource for any unit to have on hand. It's also an excellent identification tool for scheduled hand receipt inventories. Download a pdf copy at:

https://www.milsuite.mil/book/message/397579

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Connie's Post Scripts

M93 GPFU Configuration Changes

The M93 gas particulate filter unit (GPFU) has been modified. The M48A1 filter, NSN 4240-01-363-1311, is no longer part of the M93 and now must be ordered separately. The new M93 GPFU NSN without the M48A1 filter is NSN 4240-01-615-1867. By removing the M48A1, the M93's shelf life is extended.

Automotive Battery Handling PPE Change

The safety goggles, NSN 4240-00-269-7912, that are listed as Item 10 in WP 0034-2 of TM 9-6140-200-13 have been replaced with NSN 4240-01-460-1841. These replacement personal protective equipment (PPE) goggles fit over most prescription glasses so you can see and stay safe while pulling maintenance. Make this change to the PPE listed in your unit's battery TMs.

Fire Extinguisher for 5kW Generator

The 5-kW generator's 5-lb fire extinguisher is listed as NSN 4210-**00**-361-6921 in the Additional Authorization List (AAL) of TM 9-6115-659-13&P (Jan 10). That's **wrong.** The correct NSN is 4210-**01**-361-6921. Make a note until the TM is updated.

Stretchy Straps for Truck Tire Chains

Even after tightening your vehicle's tire chains by hand to avoid gouging, they still might be a little too loose. Correct that by snugging down the tire chains with a stretchy strap. Choose what you need from these options:

Length (in inches)	Strength (in inches)	NSN 5340-
15	20-30	01-029-9084
21	26-42	01-231-6015
31	36-42	01-029-9085

Attention PBOs: Watch Unit Transfers

As brigade combat teams begin reorganizing, the following information is important for property book officers (PBOs) to remember. To do a proper unit transfer in PBUSE, you must be sure that all DODAACs/transactions are sterilized and/or closed. Hung up due-ins (due-ins that have no status at a supply support activity [SSA], but still show status in PBUSE) and open items in suspense files are major reasons why unit transfers fail. If you are not running transactions on blast with the SSA to update your box, then it will result in multiple versions of files. To ensure a clean unit transfer, follow the instructions in Section 7 of the PBUSE End User Manual:

https://pbuse.lee.army.mil/gcss/help/eum/pdf/Section_7.pdf

M1200 Armored Knight VVID

For a look at the M1200 Armored Knight's vehicle version identification document (VVID), go to: https://www.us.army.mil/suite/page/453627

The VVID is a white paper that lists requirements for the M1200's equipment configuration. It serves as a hardware/software management tool that tracks upgrades, updates, problems and solutions for the Armored Knight and its line-replaceable units. You'll need an AKO account to view or download the VVID. Questions? Contact TACOM's Dave Merglewski at DSN 786-2299, (586) 282-2299, or by email at: david.merglewski.civ@mail.mil

Barber Kit NSN

What do you do if you need a haircut but you're stationed in a remote area far from a barber shop? You and your buddies will have to do your own barbering. So, get a barber kit, NSN 3590-00-058-1837. The kit includes manual and electric hair clippers, barber cloths, shaving cream, disposable safety razors, a disinfecting tray and other items to keep you well groomed.

M7 FRS Air Filter NSNs

Need a new air filter for the Cummins engine in your M7 forward repair system (FRS)? The filter for the Tier II engine (no turbocharger) comes with NSN 2940-01-619-2451. The filter for the Tier III engine (with turbocharger) is NSN 4130-01-559-5331. They replace NSN 2940-01-470-9846, shown as Item 12 in Fig 35 of TM 9-4940-568-24P (Feb 08), which brings the wrong air filter.

Cryptographic Equipment Website

Need information on cryptographic devices? Go to the U.S. Army Cryptographic Modernization Device Portfolio website: https://cryptomod.kc.us.army.mil/cryptomod.nsf

The website hosts announcements, device wikis, downloads and solutions, training, a document library, FAQs/lessons learned and user forums. This is the only website where Army users can download cryptographic device software updates. A CAC card is required.

HUSKY Power Steering Filter

Get a new power steering filter for your MK III VMMD HUSKY with NSN 4330-01-605-4309. Make a note until the NSN is added as Item 19 in Fig 105 of TM 9-2355-316-23P.

M10A Forklift Brake Assembly

Get a new brake assembly for the M10A forklift with NSN 2530-01-195-0416. This NSN replaces PN 419-259, which is shown as Item 1 in Fig 115 of TM 10-3930-643-24P (Jul 93).

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

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

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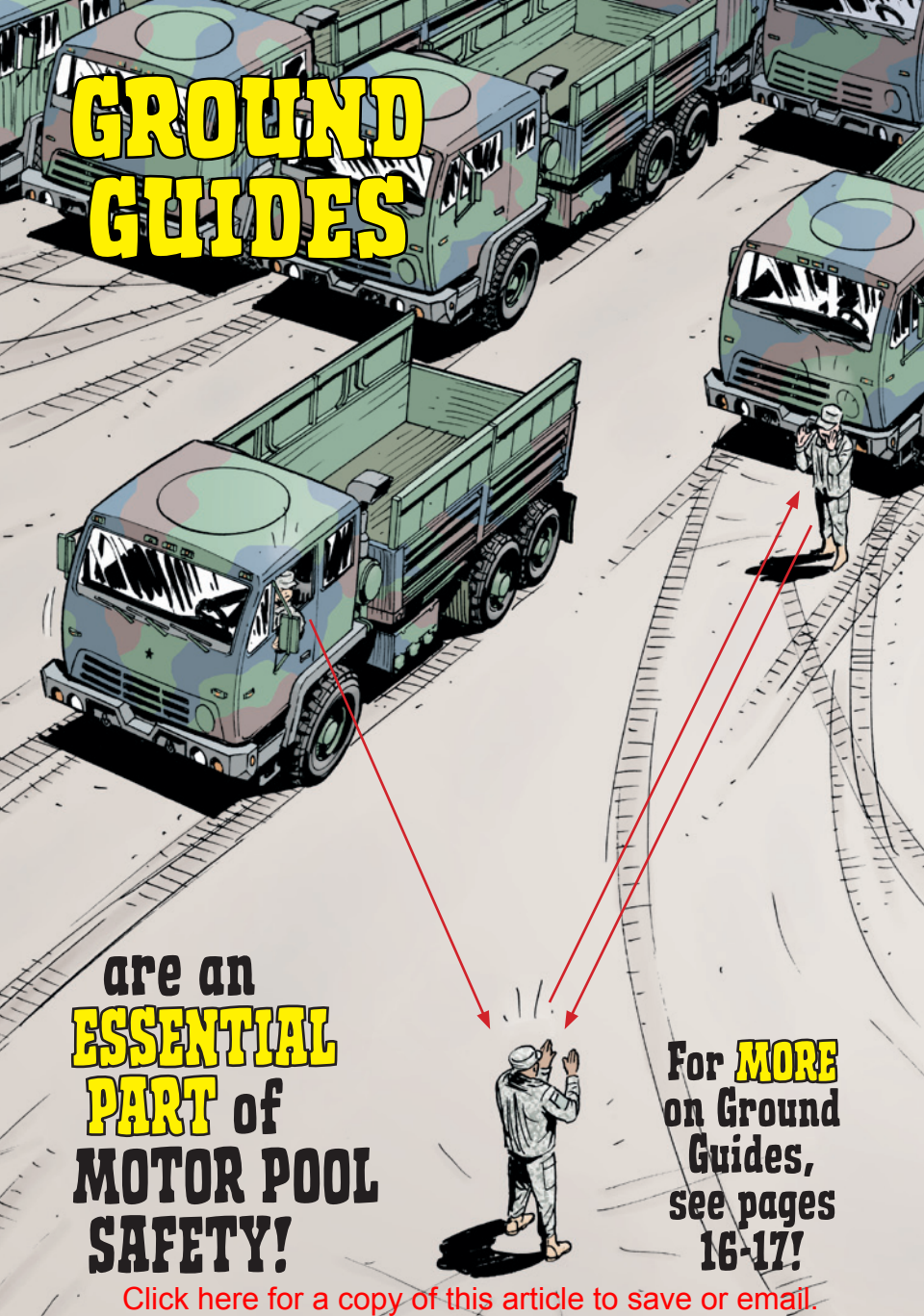

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