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PS, The Preventive Maintenance Monthly (ISSN 0475-2953) is published monthly by the Department of the Army, Redstone Arsenal, AL 35898. Periodical postage is paid at the Huntsville, AL post office and at additional mailing offices. Postmaster: Send address changes to PS, The Preventive Maintenance Monthly, USAMC LOGSA (AMXLS-GP), Bldg. 3303, Redstone Arsenal, AL 35898.

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Just write to:

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PS, the Preventive Maintenance Monthly

USAMC LOGSA (AMXLS-GP)

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Redstone Arsenal, AL 35898

Or email:

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By order of the Secretary of the Army:

**MARK A. MILLEY**

General, United States Army Chief of Staff

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**GERALD B. O'KEEFE**

Administrative Assistant to the Secretary of the Army

1530902

Issue 758

# PS

January  
2016

## THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-758

Approved for  
Public Release;  
Distribution is  
Unlimited

I HOPE EVERY SOLDIER  
DOES GREAT PREVENTIVE  
MAINTENANCE THIS YEAR.

AND WE'RE GOING TO  
DO OUR PART TO HELP  
THEM IN EACH MONTH'S  
PS MAGAZINE.



HOW ARE  
THINGS WHERE  
YOU ARE,  
CLOE?

CONNIE, THESE SOLDIERS  
ARE REALLY EXCITED  
ABOUT GETTING THE FIRST  
ISSUE OF PS FOR 2016!

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**Redstone Arsenal, AL 35898**

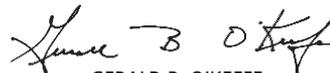
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**https://www.logsa.army.mil/psmag/pshome.cfm**

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**MARK A. MILLEY**  
 General, United States Army Chief of Staff

Official:



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

1530902

# Read 'em and Heed 'em



If you think about it, a TM is really the first tool of every mechanic and operator in the Army.

An important part of that No. 1 tool is the short messages emphasized in every TM: the warnings, cautions and notes. These three things are just as important as the maintenance procedures.

Many mechanics and operators pay attention to those messages. As a result, they stay safe and their equipment stays fully mission capable.

But some folks skip right over these words of wisdom. They probably have lots of excuses for ignoring 'em. But they can't ignore the results: a scar here, a limp there, and other assorted dings and scratches, just like those on their equipment.

WARNINGS, CAUTIONS AND NOTES ARE IN TMS TO **PROTECT YOU, YOUR BUDDIES AND YOUR EQUIPMENT.**

READ 'EM. HEED 'EM. AN EXTRA DAB OF SAFETY GOES A LONG WAY.



**WARNINGS** signal danger like a red flag. They warn you of conditions that could injure or kill you or co-workers.

**WARNING**



Remove all jewelry such as rings, ID tags, bracelets, etc. prior to working on or around live electrical equipment. Jewelry and tools can catch on equipment, contact live electrical circuits, and

Table 1. FIELD LEVEL PMCS - BIENNIAL

ITEM TO BE CHECKED OR SERVICED	PROCEDURE
Wheel bearings	<b>CAUTION</b> Use of excessive amount of grease when lu-

**CAUTIONS** accompany specific operations and maintenance procedures in your TM. If you don't follow them to the letter, you could damage or destroy your equipment.

**NOTES** highlight important operations and maintenance procedures. If you ignore them, you may miss a step, waste time and effort, or jeopardize safety.

**NOTE**

airable if damage cannot be visually located or if a prior repair has air of wire. Wire is not repairable if after repair, wire is too short to reach nt. System Schematic.

# PS COMBAT VEHICLES

GLAD WE TOOK THE TIME TO GET THE TRACK TENSION JUST RIGHT.

- M777A2, M119A2/A3 level vial covers
- M119A3 PM tips
- M109 cannon tube corrosion
- M1 track tension
- Stryker drain plugs

M777A2, M119A2/A3  
Towed Howitzers...

WELL, LET'S GET YOU  
READY TO TOW BACK HOME.

## PROTECT LEVEL VIALS WITH COVERS

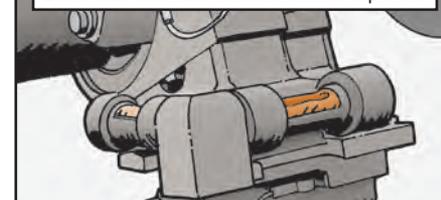
BE SURE TO COVER MY LEVEL VIALS FIRST!

**C**rewman, leveling your M777A2 or M119A2/A3 howitzer is no easy task with cloudy or faded level vials on the optical fire control. And a howitzer that isn't level is gonna have a hard time putting rounds on target.

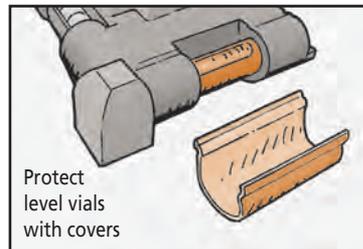
Hard-to-read or damaged elevation vials can be replaced by field-level maintenance. But replacing the cant or cross-level vials on the M777A2's M171A1 mount and M18A1 quadrant and the M119's M187A1 mount is not a field-level task. You have to send them to a TACOM-approved repair center or buy a whole new component.

You can help keep your sights in the fight by covering the level vials when they're not in use. The covers, NSN 5340-00-759-7626, help protect the fragile vials from damage and sunlight that causes premature fading and clouding.

Level vials fade and cloud from sun exposure



Protect level vials with covers



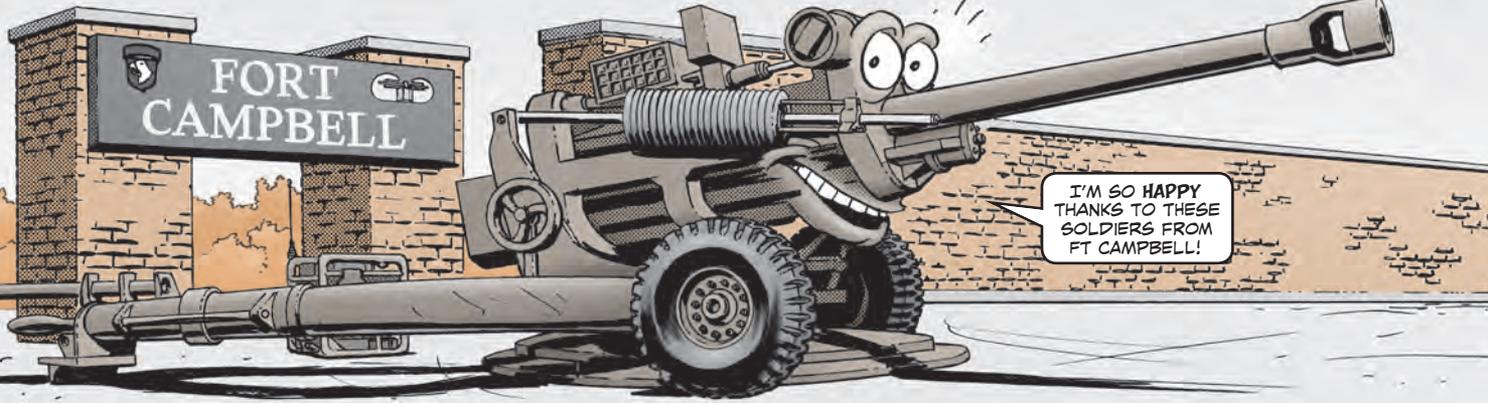
The M119's M187A1 mount uses a retaining clip, NSN 5340-01-281-8295, in addition to the covers.

For more on keeping your howitzer's optical fire control in good order, check out TM 9-1025-215-10 (Nov 14) for the M777A2, TM 9-1015-252-10 (Sep 10) for the M119A2 and the TM 9-1015-260-10 (Oct 14) for the M119A3.

Questions? Contact TACOM's fire control team at:

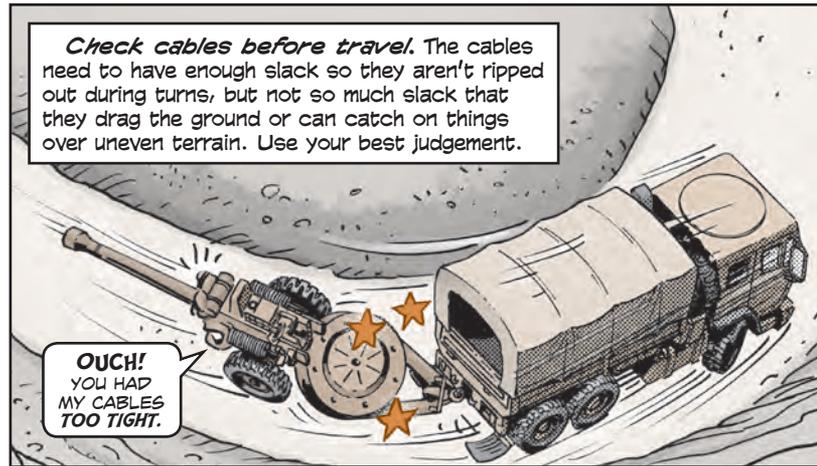
[usarmy.detroit.tacom.mbx.ilsc-fa-core-team@mail.mil](mailto:usarmy.detroit.tacom.mbx.ilsc-fa-core-team@mail.mil)

# HOW TO KEEP YOUR HOWITZER HAPPY



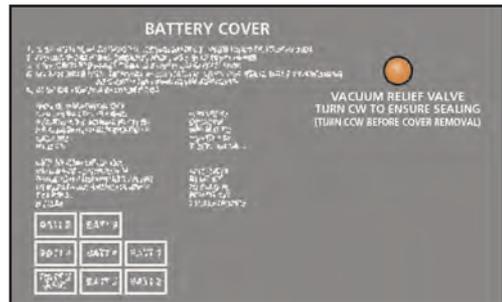
Dear Editor,

Through experience, we know these tips will keep your M119A3 howitzers happy:



**Check cables before travel.** The cables need to have enough slack so they aren't ripped out during turns, but not so much slack that they drag the ground or can catch on things over uneven terrain. Use your best judgement.

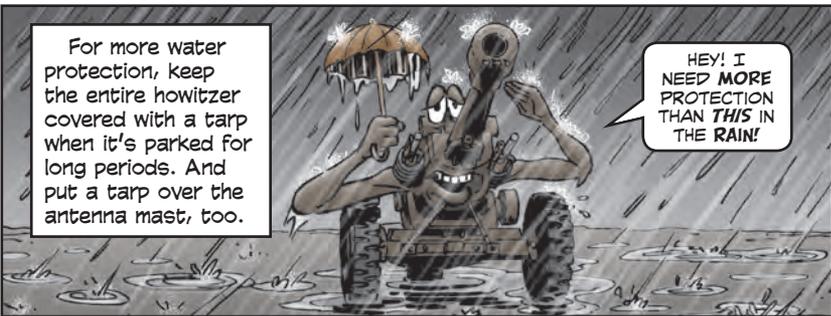
OUCH!  
YOU HAD MY CABLES TOO TIGHT.



**BATTERY COVER**

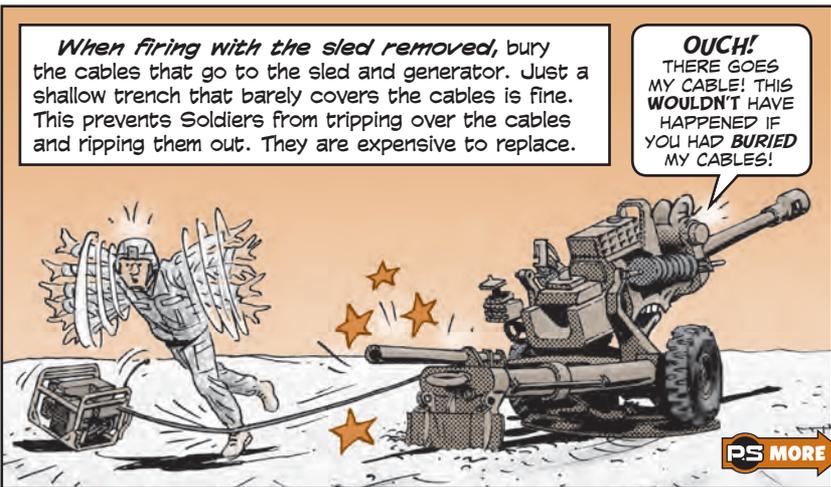
VACUUM RELIEF VALVE  
TURN CW TO ENSURE SEALING  
(TURN CCW BEFORE COVER REMOVAL)

**Make sure the sled's relief valve is tight during PMCS.** Feel the valve for looseness. If the valve is left loose, water leaks in and corrodes the battery terminals.



For more water protection, keep the entire howitzer covered with a tarp when it's parked for long periods. And put a tarp over the antenna mast, too.

HEY! I NEED MORE PROTECTION THAN THIS IN THE RAIN!



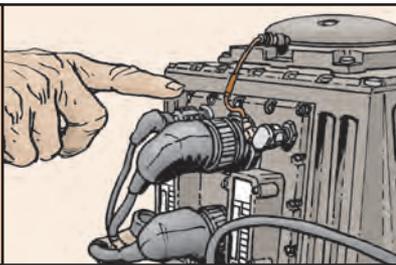
**When firing with the sled removed, bury the cables that go to the sled and generator.** Just a shallow trench that barely covers the cables is fine. This prevents Soldiers from tripping over the cables and ripping them out. They are expensive to replace.

OUCH!  
THERE GOES MY CABLE! THIS WOULDN'T HAVE HAPPENED IF YOU HAD BURIED MY CABLES!



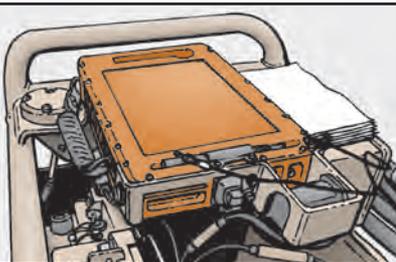
### Watch out for the GPS cable.

If you're not careful when installing or removing the GPS cover, you can easily damage the cable. It's difficult to replace. Also take care when rigging the M119A3 for sling loading. If the clevis hits the GPS, BANG, you've got major damage. Some units use an old tire to protect the GPS during sling-loading operations.



### Give the fire control computer maximum protection.

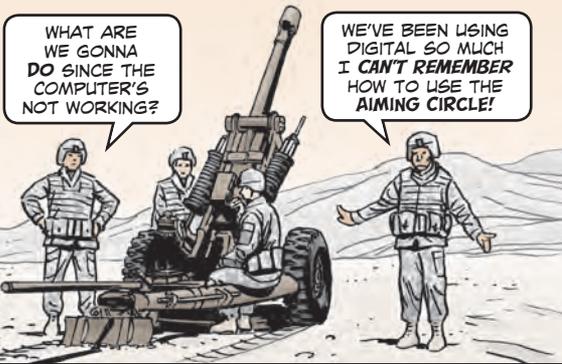
If its screen is even slightly dented, the cursor can freeze. When you're not using it, keep the computer in its case and stored in the truck. Also, don't leave it facing the sun for long periods. That can tint the screen and make it hard to read.



Mark the vent cap's open and closed positions with a permanent marker. That way you can tell at a glance if the cap's closed.

Record firing info before you shut down. The M119A3 doesn't automatically record how much you've fired. If you don't write that info down before you hit MISSION COMPLETE, it's lost. Since maintenance and repair are affected by rounds fired, that's bad news for your M119A3.

Don't neglect training with the sight, GLPS and aiming circle. Some units fire only with the digital instruments. But if they fail, you can't accurately fire if you don't know how to use the old instruments.



WHAT ARE WE GONNA DO SINCE THE COMPUTER'S NOT WORKING?

WE'VE BEEN USING DIGITAL SO MUCH I CAN'T REMEMBER HOW TO USE THE AIMING CIRCLE!

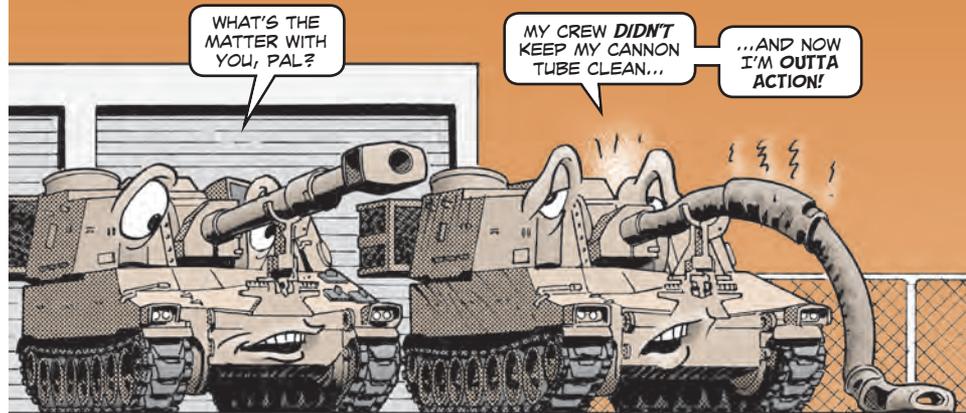
SSG Jason Rosales  
SSG Rodney Cunningham  
A Co, 1-320th  
Ft Campbell, KY

Editor's note: All right!  
Great information, sergeants.



### M109-Series SP Howitzers...

# DON'T NEGLECT CANNON TUBES



WHAT'S THE MATTER WITH YOU, PAL?

MY CREW DIDN'T KEEP MY CANNON TUBE CLEAN...

...AND NOW I'M OUTTA ACTION!

Crewmen, your howitzer's cannon tube can end up condemned before its time if you neglect it. Even worse, it can fail and severely injure you and your fellow Soldiers.

That's why it's critical to do after-operation PMCS daily after firing is complete and monthly during periods of non-firing.

For example, after firing you need to slide forward and separate the bore evacuator's pre and main chambers. This allows you to clean and lube the evacuator ball valves and pre-reservoir orifices. Inspect for damage and then give it a thorough cleaning.

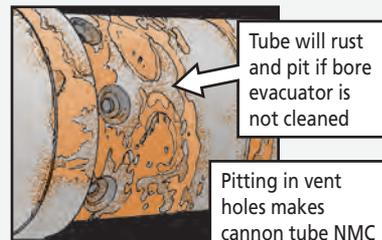
After cleaning the evacuator you'll need to clean and lube the cannon tube, evacuator orifices, metering holes, unpainted tube surface and tube threads.

Neglect any of these areas and the surface of the cannon tube will begin to rust and pit. That'll cost your unit more than \$160,000 for a new tube. Even worse, the damage can let carbon monoxide back into the crew compartment during firing.

So make sure you follow all of the daily after-operation PMCS instructions in WP 0148 of TM 9-2350-314-10-2 (May 14). Check out TACOM safety of use message 15-002 for more details:

<https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOU15-002.html>

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



# Coast Your Way to Proper Tension

OH MAN, MY TRACKS ARE KILLING ME TODAY!

THAT'S WHATCHA GET FOR NOT COASTING!



Getting the track tension just right is one of the most important maintenance tasks for your M1-series tank. But it's not gonna happen if you don't follow all the steps in the TM.

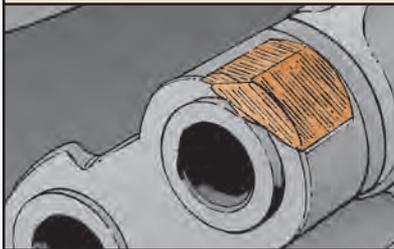
If your tank has constant problems with worn end connectors and cupped sprocket teeth, the problem could be that you're not coasting when it comes to adjusting track tension.

Simply pumping grease into the track adjusting link till it comes out of the relief valve isn't all you need to do to set the tension. Coasting is a small but very important step that a lot of crewmen seem to forget.

The TM says to move the tank backward 20 feet, then forward 20 feet on a level surface. But you need to let it **coast** to a stop before pulling out your grease gun. That way the track adjusting link is the only thing pressing against the track when you add grease.

If you use the brakes, the weight of the tank is thrown forward when you stop. That leaves some track tight and other track loose. Adjusting the track then usually results in overtightened track that wears out end connectors and cups sprockets.

Overtightend track wears end connectors...

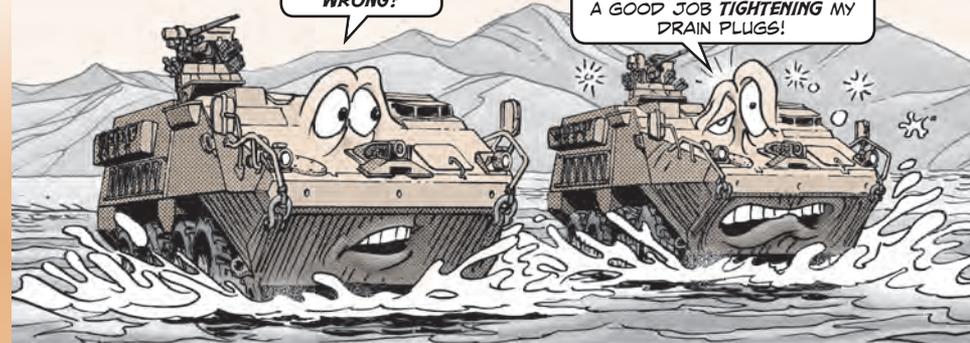


...and cups sprockets



IS SOMETHING WRONG?

YEAH, I'M TAKING ON WATER 'CAUSE SOMEBODY DIDN'T DO A GOOD JOB TIGHTENING MY DRAIN PLUGS!



# TIGHTEN DRAIN PLUGS THE RIGHT WAY

Closing the 15 drain plugs on the hull of your Stryker seems like a simple thing. And it is. But if you get it wrong, you have problems.

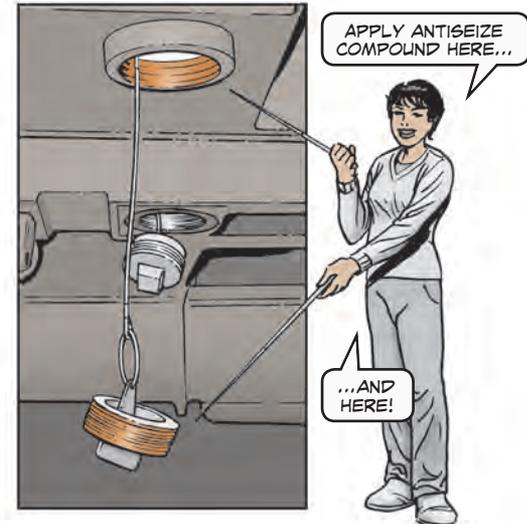
Some crewmen close them too loosely. That lets the plugs vibrate loose and they hang below the hull. The plugs end up being knocked off by rocks and brush and their Stryker takes on water at the next fording.

Other crewmen close 'em up real tight, thinking a tight plug won't come loose on rough terrain. You'll see them in the motor pool, huffin' and puffin' trying to get the plugs off.

The right way is to use antiseize compound on the threads before installing the plugs. That lets you tighten the plugs enough to keep them from vibrating loose, but makes them easier to loosen when you need to. Get a 4-oz tube of antiseize compound with NSN 8030-00-059-2761.

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

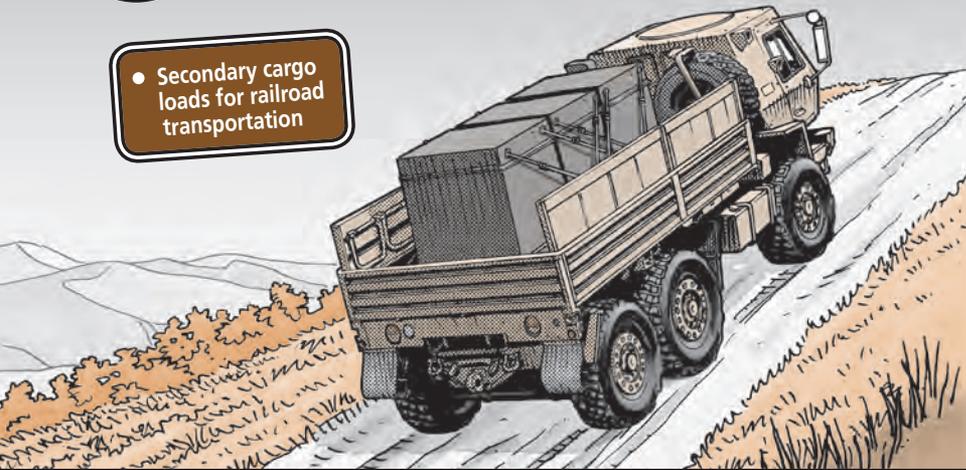
APPLY ANTISEIZE COMPOUND HERE...



...AND HERE!

# PS TACTICAL VEHICLES

- Secondary cargo loads for railroad transportation



# PS CONSTRUCTION

- M9 ACE blade lock pin, retaining pin NSNs



GUESS WE'RE READY TO SHIP THIS STUFF OUT!

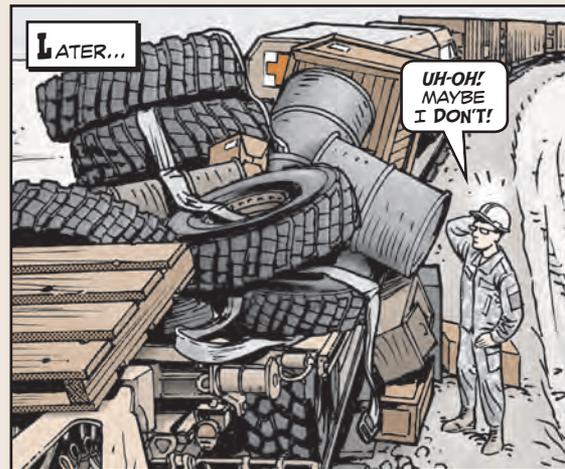
YOU GUESS... OR YOU'RE SURE?



I SEE YOU'VE GOT A SECONDARY CARGO LOAD THERE, MILLER. THAT TAKES ADVANCE PLANNING.

BE SURE YOU'VE CROSSED ALL THE TS AND DOTTED THE IS.

OH YEAH, I'VE GOT IT DOWN!



LATER...

UH-OH! MAYBE I DON'T!

## Planning Secondary Cargo Loads

WHEN UNITS LOAD EQUIPMENT, VEHICLES OR SMALLER MATERIAL HANDLING EQUIPMENT (MHE) ON THE CARGO AREAS OF TRAILERS OR PLS FLATRACKS BEING TRANSPORTED BY RAIL, IT'S CALLED A SECONDARY LOAD.



THERE IS NO OFFICIAL GUIDANCE IN THE ASSOCIATION OF AMERICAN RAILROADS (AAR) OPEN TOP LOADING RULES (OTLR) MANUAL OR IN TEA MI 55-19, TIEDOWN INSTRUCTIONS FOR RAIL MOVEMENTS (JUL 15), THAT SPECIFICALLY COVERS SECONDARY LOADS.



HOWEVER, THERE ARE FOUR QUESTIONS TO ASK ABOUT SECONDARY LOADS...

**THE FOUR QUESTIONS ARE...**



1. Has the primary vehicle or trailer been tested and approved to carry a payload for rail transport?
2. Does the secondary cargo or vehicle's weight fall within the approved payload capacity of the primary vehicle or trailer?
3. Can the secondary cargo be adequately secured to the primary vehicle or trailer?
4. Does the load on the vehicle or trailer still fall within the transport envelopes required?

**Steps in Secondary Cargo Rail Shipments**

DETERMINE THE ACCEPTABLE VEHICLE OR TRAILER PAYLOAD CAPACITY FOR RAIL TRANSPORT.

CHECK FOR A FIGURE IN THE AAR'S OTLR FOR YOUR SPECIFIC VEHICLE OR TRAILER.

IF SO, YOU'LL HAVE THE TESTED AND APPROVED TRANSPORT WEIGHT.

IF YOU DON'T HAVE ACCESS TO THE OTLR OR CAN'T FIND YOUR VEHICLE OR TRAILER IN IT...

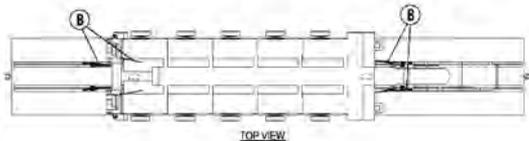
CONTACT THE MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND TRANSPORTATION ENGINEERING AGENCY (SDDCTEA).

CALL (800) 722-0721 OR E-MAIL: [usarmy.scott.sddc.mbx.tea-dpe@mail.mil](mailto:usarmy.scott.sddc.mbx.tea-dpe@mail.mil)

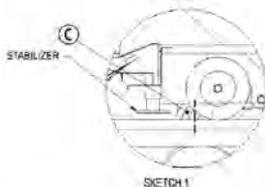
**AAR Open Top Loading Rules Manual**

Fig 38-H (New 08/12)

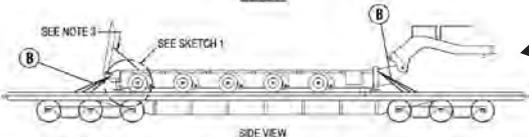
TRAILERS, M1000 HET—FLATCAR WITH CHAIN TIE-DOWN ASSEMBLY AND CUSHION DEVICE



TOP VIEW



SKETCH 1



SIDE VIEW

Item	No. of Pcs.	Material	Description
A	4	VACUM	
B	12 each	Chains 7/16 in. alloy 55,000 lb MBS	
C	1 each per end	Block hardwood, 6 in. x 6 in. x 16 in. long, locate at the centerline of this trailer. One block required at each end as shown in Sketch 1. Install on wood raised decks before loading trailer.	

**Notes and Additional Requirements:**  
 1. Stabilizers must not contact trailer.  
 2. Lower trailer frame onto item C.  
 3. 18-in. chains on the trailer to secure this end ramp.  
 Reference the General Rules in Section No. 1 of the Open Top Loading Rules Manual for additional details.

**NOTE:**

**SOME VEHICLES OR TRAILERS ARE APPROVED FOR RAIL TRANSPORT WHILE EMPTY.**

**OTHERS MAY BE APPROVED FOR TRANSPORT WITH ANOTHER EMPTY TRAILER STACKED ON TOP.**

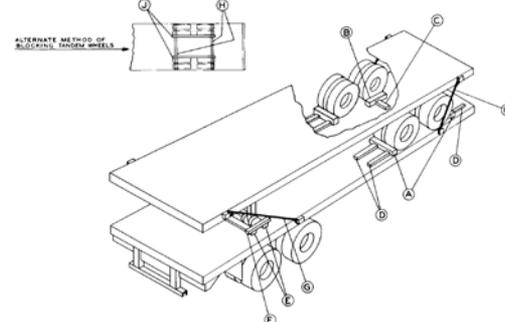
**FOR EXAMPLE, THE M1000 HEAVY EQUIPMENT TRANSPORT (HET) TRAILER (SECTION 6, FIGURE 88H IN OTLR) IS ONLY APPROVED FOR RAIL MOVEMENT EMPTY (NO PAYLOAD)...**

**...WHILE M872 TRAILERS CAN BE DOUBLE-STACKED (SECTION 7, FIGURES 432 AND 434 IN OTLR).**

**AAR Open Top Loading Rules Manual**

Fig 432 (Rev. 03/01) (New 1/76)

TRAILERS, FLATBED, DOUBLE DECKED, SECURED WITH CHAINS AND BLOCKING



Item	No. of Pcs.	Description
A	4	Lumber: 4 in. x 4 in., tandem wheel blocks, length equal to one pair wheels. Secure to trailer floor with three 40-D nails.
B	2	Lumber: 4 in. x 4 in. x 16 in. Locate inside rear tandem wheels. Secure to trailer floor with three 40-D nails.
C	1 per ea. Item B.	Lumber: 2 in. x 4 in. x 16 in. Locate against Item B and secure to trailer floor with four 16-D nails.
D	2 per ea. Item A.	Lumber: 2 in. x 4 in. x 16 in. Locate against Item A and secure to trailer floor with four 16-D nails.
E	2	Lumber: 2 in. x 4 in., length equal to width of trailer. Locate in front and rear of dolly wheels and/or shoes and secure to trailer floor with five 16-D nails.
F	2	Lumber: 2 in. x 4 in., length to extend beyond Items E. Locate against outside of dolly wheels and/or shoes and nail to each Item E with four 16-D nails.
G	4	Chains: 3/8 in. HT. Secure each corner of top trailer to bottom trailer, positioning chain at approximately a 45° angle.

**Alternate Method of Blocking Tandem Wheels**

H	2	Lumber: 4 in. x 4 in., extending from outside to outside of tandem wheels. Secure each to trailer floor with eight 40-D nails.
J	2	Lumber: 2 in. x 4 in., length to extend beyond Item H. Locate inside of tandem wheels and nail to each Item H with four 20-D nails.

**Notes and Additional Requirements:**  
 1. The dolly wheels of the top trailer may be raised to their highest position prior to applying securment chains. (This will result in a "nose down" position of the top trailer.) If this is not done, the dolly wheel elevating screw handle is to be locked by wiring to prevent turning.  
 Reference the General Rules in Section No. 1 of the Open Top Loading Rules Manual for additional details.

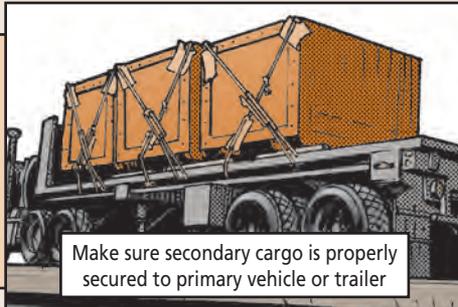
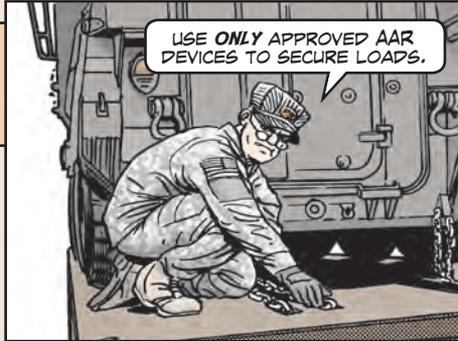


## Tips for Successful Secondary Cargo Shipping

- Determine if the desired secondary cargo falls under the approved vehicle or trailer payload capacity. See the table on Page 15 or contact SDDCTEA if you need help.
- Assess if the secondary cargo can be adequately secured to the primary vehicle or trailer. Note the following:
  - The AAR OTLR, Section 1, Rule 5.3.1, requires that all secondary cargo be secured as a "General Rules Load." That means it must be restrained to three times the weight of the cargo lengthwise, twice the weight of the cargo's width and twice the weight of the cargo's height.

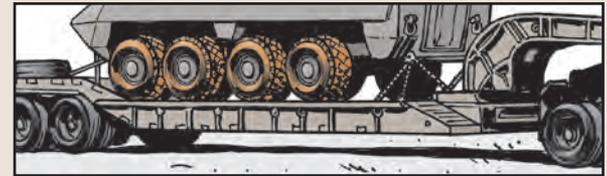
■ Palletized or boxed cargo, as well as smaller wheeled or tracked vehicles, must be restrained using approved AAR restraint devices.

■ Approved AAR restraint devices typically consist of the appropriate size and strength steel banding or chain assemblies that are properly marked. Steel banding requirements are described in AAR OTLR Section 1, Rule 17. Chain requirements are described in Section 1, Rule 21. Web strapping is generally used only for vertical restraint and requires the cargo's length and width be secured by other approved means. Floor blocking can also be used along with AAR-approved restraint devices on commercial flatcars.



- For restraint calculations using both floor blocking and approved restraint devices, check the table in the AAR OTLR manual Section 1, Rule 5.4.3. Request a copy of the AAR OTLR Section 1 General Rules by calling SDDCTEA at (800) 722-0727 or e-mailing: [usarmy.scott.sddc.mbx.tea-dpe@mail.mil](mailto:usarmy.scott.sddc.mbx.tea-dpe@mail.mil)
- If the secondary cargo is a vehicle, that payload needs to be equipped with the correct size and strength tiedown provisions to properly restrain the vehicle for rail transport. **Warning:** Not all MHE has proper tiedown provisions (number, strength, etc). Commercial MHE not in official Army inventory may not have adequate tiedown provisions for rail transport.
- To properly restrain a vehicle as secondary cargo, the applied restraints (chains) cannot contact any part of the equipment involved, except for the tiedown provision on the secondary vehicle and the cargo tiedown provision on the primary vehicle or trailer. This ensures restraints can be properly tightened and that parts of the secondary vehicle or payload will not buckle, break off or get damaged during rail transport.

- If the secondary cargo is a wheeled vehicle, it must have properly inflated tires.



- Generally, secondary cargo that is equipped with International Organization for Standardization (ISO) corner fittings that are secured to ISO twist locks on the primary vehicle or trailer will meet the requirements of the General Rules Load.
- If the secondary cargo includes ammunition or explosives, request additional guidance from the Explosive Safety Engineering Division at the Defense Ammunition Center at: [usarmy.mcalester.usamc.mbx.dac-det@mail.mil](mailto:usarmy.mcalester.usamc.mbx.dac-det@mail.mil)
- Determine if the load on the vehicle or trailer is within the required rail transport envelope:
  - The originating carrier should be contacted to inspect and measure the secondary loads to ensure they still fit within the required rail clearance envelopes for the rail routes for your specific move. Typically any load more than 11-ft wide or 11-ft high will be checked by the originating rail carrier. Remember, smaller vehicles or forklifts that are properly secured to flatcars on the back of PLS trucks can create very high loads.
- It's a good idea to have the originating carrier coordinate with all subsequent carriers to be sure they will accept the load.

### Common Vehicles/Trailers Approved Secondary Payloads

Vehicle or Trailer	Approved Secondary Payload Weight
M870A1 Lowboy trailer	No secondary payload
M870A3 Lowboy trailer	24,950 lbs
M871A3 step deck trailer	45,000 lbs (when attached to prime mover)
M872A4 flatbed trailer	67,200 lbs (when attached to prime mover)
M1074A1/M1075A1 PLS truck w/flatrack	32,250 lbs (40 psi max concentration)
M1076 PLS trailer	32,250 lbs (40 psi max concentration)
M1120 HEMTT truck w/flatrack	22,250 lbs (40 psi max concentration)
Empty stacks of M1077 flatrack	4 high on PLS truck, 5 high on PLS trailer
Empty stacks of M3 CROP flatracks	6 high on PLS truck or PLS trailer
2.5-ton FMTVs (M1078A1 and M1081A1)	5,000 lbs
5-ton FMTVs (M1083A1, M1084A1, M1085A1 and M1093A1)	10,000 lbs

FOR MORE INFO OR HELP IN PLANNING RAIL TRANSPORTATION, CALL SDDCTEA AT (800) 722-0727 OR EMAIL: [usarmy.scott.sddc.mbx.tea-dpe@mail.mil](mailto:usarmy.scott.sddc.mbx.tea-dpe@mail.mil)



# BLADE LOCK PIN, CLIP MISSING

TO KEEP YOUR ACE'S BLADE TOGETHER, YOU'LL NEED THE RIGHT PARTS.

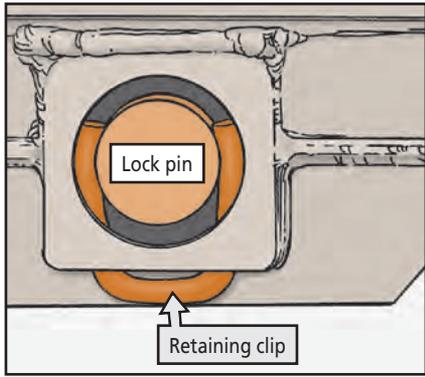


Dear Editor,

Fig 50 of TM 5-2350-262-24P (Jun 12) comes up short on some needed parts for the M9 armored combat earthmover (ACE). The TM shows the blade's bushings (Item 26), but not the lock pin that fits through the bushings. Also missing is the retaining clip that holds the lock pin in place.

Get the lock pin with NSN 5315-01-184-4868. The retaining clip comes with NSN 2590-01-239-1664.

James Carmack  
TACOM FMX/Engineer Support  
Ft Leonard Wood, MO



**Editor's note:** Excellent info, Jim. Mechanics, make a note of these NSNs until they're added to the TM.

LET IT SNOW, LET IT SNOW, LET IT SNOOW!



**Read about:**

- CECOM Now Manages DAGRs
- Parts for UMARK

# DAGRs Now Managed by CECOM!



LOOKS LIKE THIS DAGR IS HAVING PROBLEMS. I NEED TO SHIP THIS BACK TO THE CONTRACTOR.

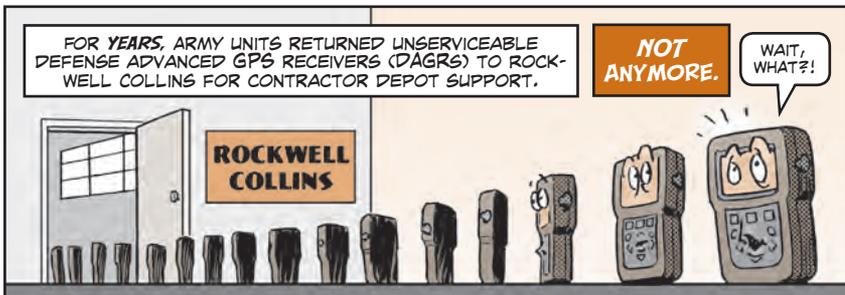
I'VE GOT THREE I NEED TO SHIP, TOO. YOU CAN ADD YOURS TO MY PILE.

DAGR ARE NOW MANAGED BY CECOM, SO YOU MUST SEND UNSERVICEABLES TO THEM FROM NOW ON.

FOR YEARS, ARMY UNITS RETURNED UNSERVICEABLE DEFENSE ADVANCED GPS RECEIVERS (DAGRs) TO ROCKWELL COLLINS FOR CONTRACTOR DEPOT SUPPORT.

**NOT ANYMORE.**

WAIT, WHAT?!



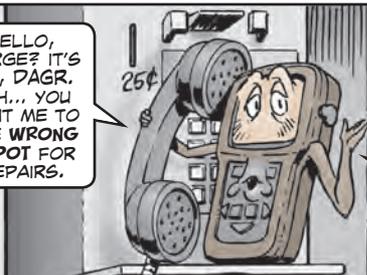
ARMY DAGR SUSTAINMENT MANAGEMENT HAS TRANSITIONED FROM POSITION, NAVIGATION AND TIMING (PNT) TO CECOM. CECOM (B16) IS NOW THE SOURCE OF SUPPLY (SOS).

SHIP DAGRS TO THE **WRONG** PLACE AND **YOU** MAY HAVE TO **PAY** THEM FORWARD TO THE PROPER DEPOT.

HELLO, SARGE? IT'S ME, DAGR. UHH... YOU SENT ME TO THE **WRONG** DEPOT FOR REPAIRS.

MISDIRECTED DAGRS WILL ALSO MEAN A **DELAY** IN GETTING REPLACEMENT ITEMS TO YOUR UNIT.

AHH, SO I'M GONNA NEED SOME MONEY TO GET TO THE RIGHT PLACE.

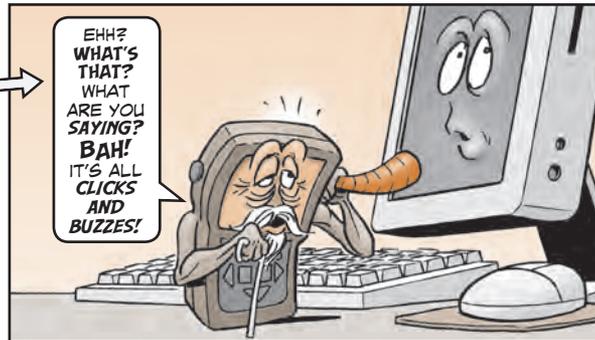


AN/PSN-13 DAGRS, NSN 5825-01-516-8038, ARE **OBSOLETE** BECAUSE THEY **CAN'T** BE UPDATED TO THE CURRENT OPERATING SOFTWARE.

FOLLOW THE **PHASE-OUT** INSTRUCTIONS IN MWO 11-5820-1172-50-1 (30 DEC 11).

YOU'RE **REQUIRED** TO TURN IN YOUR -13 DAGRS TO THE ELECTRONIC PROVING GROUND (EPG) AT FT HUACHUCA, AZ.

EHH? WHAT'S THAT? WHAT ARE YOU SAYING? **BAH!** IT'S ALL **CLICKS** AND **BZZES!**



FOR FURTHER INSTRUCTIONS AND TO REQUEST A REPLACEMENT AN/PSN-13A DAGR, SEND AN EMAIL TO: [usarmy.APG.peo-ews.mbx.dagr-retrofit@mail.mil](mailto:usarmy.APG.peo-ews.mbx.dagr-retrofit@mail.mil)

IF YOUR UNIT HAS UNSERVICEABLE AN/PSN-13A DAGRS AND NEED REPLACEMENTS, CONTACT THE CECOM ITEM MANAGER FOR SHIPPING INSTRUCTIONS: [usarmy.apg.cecom.mbx.lrc-dagr-support@mail.mil](mailto:usarmy.apg.cecom.mbx.lrc-dagr-support@mail.mil)

Turn in unserviceable DAGRs to CECOM for repair



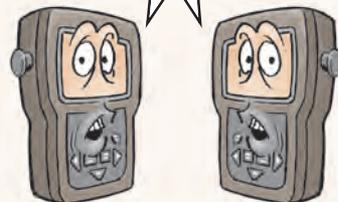
## Mixing Up DAGRs

**SOME UNITS ARE MISIDENTIFYING DAGRS ON THEIR MTOE.**

BEING ABLE TO TELL THE DIFFERENCE BETWEEN THE AN/PSN-13 AND THE -13A DAGR IS **ESSENTIAL...**

...**ESPECIALLY** IF THEY NEED TO BE TURNED IN FOR REPLACEMENT OR REPAIR.

SO HOW DO YOU TELL THE DIFFERENCE?



ALL AN/PSN-13 DAGRS HAVE SERIAL NUMBERS **BETWEEN 1 AND 12415**. DAGRS WITH SERIAL NUMBERS **GREATER THAN 12415** ARE AN/PSN-13AS. LOOK AT YOUR DAGR'S DATA PLATE TO FIND THE SERIAL NUMBER AND NOMENCLATURE.

## Packing and Shipping DAGRs

FOLLOW THESE INSTRUCTIONS FOR PACKING AND SHIPPING YOUR DAGRs:

1. Delete the Crypto-key using MENU choices, not the "Emergency Zeroize" function. Reference DAGR TM 11-5820-1172-13&P (Change 1, 03 Aug 15). If your DAGR is inoperable, remove and reinstall the AA memory to make sure you have deleted the crypto-key.
2. Remove the main power batteries from the battery pack and immediately reinstall the empty primary battery pack to seal the DAGR from moisture.  
NOTE: If present, leave the 3.6 volt, 1/2 AA memory battery installed. The memory battery allows the repair shop to read diagnostic codes.
3. Package the receiver in a reusable shipping container whenever possible to protect it from damage. Do not stack DAGRs on top of each other without packaging. The DAGR displays may be damaged and you could void any remaining warranty.
4. Make sure you provide all essential information with the DAGR. A DD Form 1149 is recommended, but at a minimum, include:
  - a unit point of contact and a commercial phone number.
  - a complete return shipping address with building number, not just the DODAAC.
  - comments on what you think may be wrong with the DAGR. For example, how long was the DAGR operating prior to failure?This helps the repair shop with diagnosis and repair.
5. Ship by FedEx, UPS or Certified Mail. Pages 72-75 in Chap 205 of the Defense Transportation Regulation tells how to ship controlled inventory items by code (CIIC). The DAGR falls under CIIC Y on Page 73. No protective services are required, so you can use routine commercial carriers for shipment to a designated US Government location.
6. Remember the following when returning a DAGR:
  - Don't return a DAGR without an empty main battery pack.
  - Don't return DAGR accessories.
  - Don't remove the memory battery.
  - Don't throw DAGRs into a box without adequate packing.
  - Don't send DAGRs to DLA Disposition Services.

NEED ASSISTANCE  
OR HAVE QUESTIONS?

CONTACT THE CECOM ITEM MANAGER AT  
[usarmy.apg.cecom.mbx.lrc.dagr-support@mail.mil](mailto:usarmy.apg.cecom.mbx.lrc.dagr-support@mail.mil)

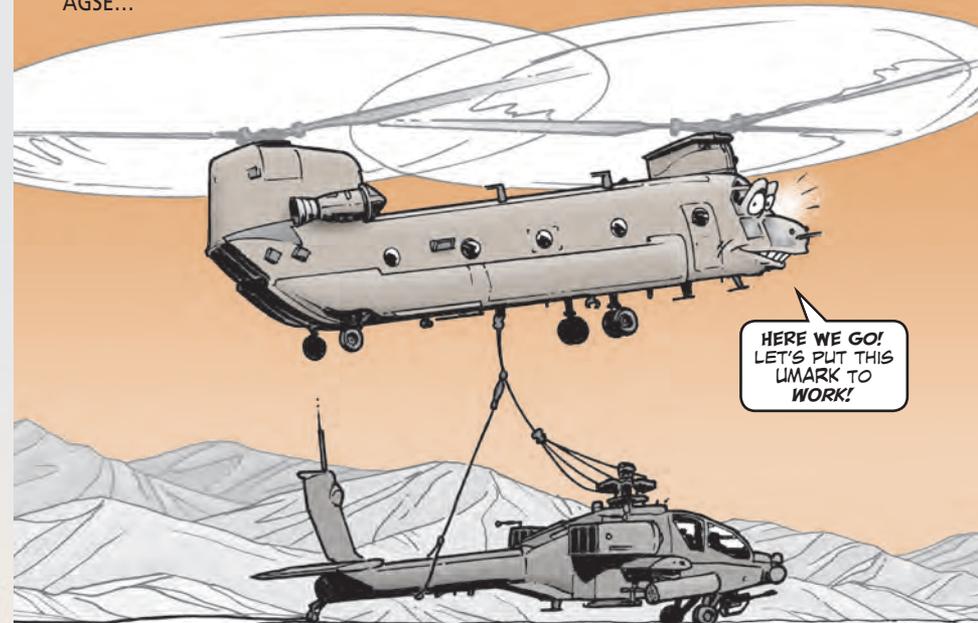


PS  
END

YOU CAN ALSO FIND ANSWERS TO MANY QUESTIONS OR CONTACT  
THE ARMY DAGR SUSTAINMENT MANAGEMENT OFFICE THROUGH  
<https://www.pdpnt.army.mil>

JAN 16

AGSE...



HERE WE GO!  
LET'S PUT THIS  
UMARK TO  
WORK!

## Everything You Need For UMARK



MECHANICS, THE LAST TIME WE TOLD  
YOU ABOUT THE UNIT MAINTENANCE  
AERIAL RECOVERY KIT (UMARK)...

...IT WAS ABOUT CHECKING FOR  
DEFECTIVE SLINGS (SEE PAGES  
38-39 OF PS 703).

ON THE FOLLOWING PAGES  
WE HAVE SOME ADDITIONAL  
INFORMATION TO KEEP YOUR  
UMARK, NSN 1670-01-501-3140,  
IN OPERATION.

THE UMARK HAS EVERYTHING YOU  
NEED FOR AIRCRAFT RECOVERY.

THE ENTIRE SYSTEM COMES IN THREE BOXES. HERE'S A LIST  
OF NSNs TO KEEP HANDY FOR A QUICK PARTS INVENTORY...



PS 758

21

PS MORE

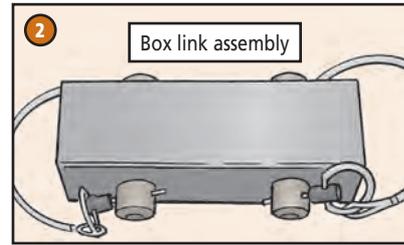
Click here for a copy of this article to save or email.



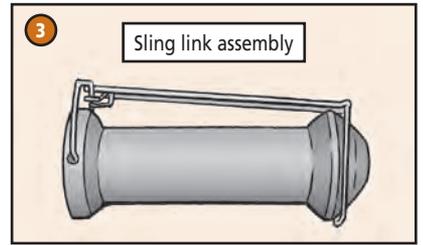
## UMARK Box 3, Link/Lifting Assembly

HERE'S WHAT'S IN THE LINK/LIFTING ASSEMBLY.

#	Item	NSN	Part No.
1	Case		
2	Box link assembly	3940-01-538-9452	94C524-1
3	Sling link assembly	3940-01-538-0291	94H523-1
4	25K clevis assembly	4030-01-539-0567	94D514-1
5	Lifting clevis assembly	5340-01-539-1932	94D509-1
6	CH-47 hook thimble	4030-01-549-4538	94C533-1
7	AH-1 mast wedge	1680-01-539-3155	94D529-1
8	Blade bag	1615-01-570-5418	94J516-1
9	UH-1 square wedge	5340-01-538-4723	94D528-1
10	Drogue chute	1670-00-391-8499	1670EG029B3
11	OH-58D sight wedge	5430-01-538-5104	94D527-1
	Snapless tie-down	1670-01-541-1132	94C522-2
12	Fixed length tie-down	1670-01-538-2808	94C522-1
	Adjustable length tie-down sling	1670-01-538-2835	94H521-1
13	OH-58C mast wedge	5340-01-538-4862	94D530-1
14	Shackle, 6 1/2-ton	4030-01-568-0061	1020496
15	Sling extension	1670-01-538-8611	94H521-2
16	Blade pole assembly	1730-01-617-3781	94J531-1
17	Sling sheath, 8-ft	1650-01-632-6756	1028532
	UMARK inventory card (case 3)		1037403-005



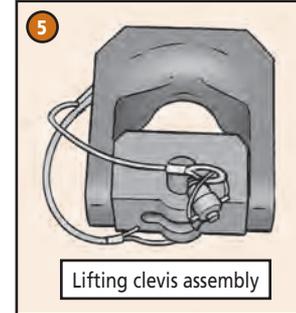
Box link assembly



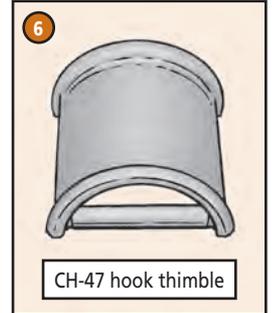
Sling link assembly



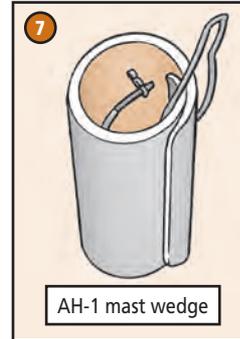
25K clevis assembly



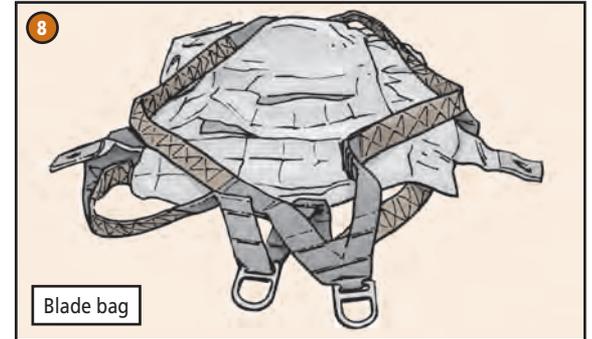
Lifting clevis assembly



CH-47 hook thimble



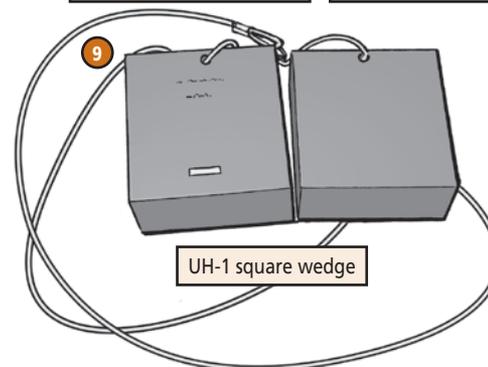
AH-1 mast wedge



Blade bag



1

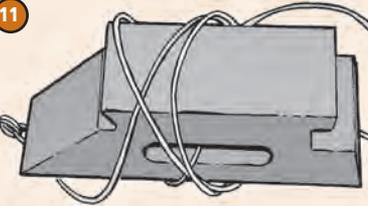


UH-1 square wedge



Drogue chute

**11**



OH-58D sight wedge

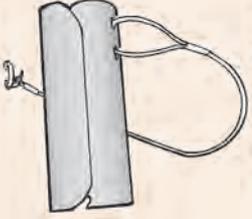
**12**

Fixed length tie-down



**13**

OH-58C mast wedge



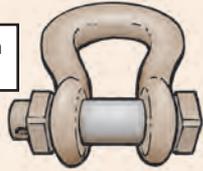


GOT UMARK QUESTIONS? CONTACT TAWANNA HARRIS...

...AT DSN 746-0858, (256) 955-0858 OR EMAIL: [tawanna.m.harris.civ@mail.mil](mailto:tawanna.m.harris.civ@mail.mil)

**14**

6 1/2 ton shackle



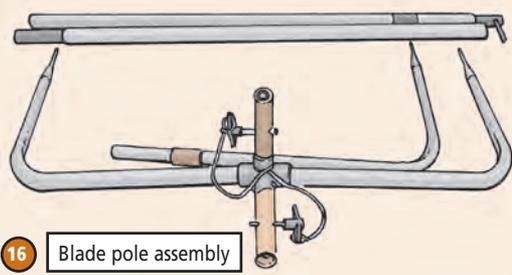
**15**

Sling extension



**16**

Blade pole assembly



**17**

Sling sheath, 8-ft



**PS END**

Subject	Issue/Pg	Subject	Issue/Pg
<b>AIR CONDITIONERS</b>		Engine accessory gearbox seal kits	748 61
R-134 refrigerant NSNs	751 60	Rotor blade touchup with CARC	757 24
Reclaimed R-22 available	751 42	TS-3920C/ASM CTS calibration fix (742-60)	754 21
<b>AIRCRAFT ARMAMENT SUBSYSTEMS</b>		TS-3920C/ASM CTS needed for turn-in	757 24
134 Mini-gun--Barrel bolt changes	746 24	<b>AIRCRAFT, UH-72A, LAKOTA</b>	
M230 Gun--GMD vs TW-25B for lubing	755 45	Turbine outlet temperature spikes	756 22
M230 Gun--Loading tips	751 22	<b>AMMUNITION</b>	
<b>AIRCRAFT, GENERAL</b>		Dummy rounds easily identifiable	750 49
Acrylic window repair	753 23	Fire extinguishers required for transport	748 42
AMCOM Corrosion Program Office	750 35	M855A1 enhanced performance round	748 40
Aviation Dirty Dozen, Part 1	747 21	M855A1, M80A1 not for live fire shoot houses	748 61
Aviation Dirty Dozen, Part 2	748 21	MK 19 and M203 ammo don't mix	746 37
Don't Let FOD Take You Out!	757 27	Propellant management guide	748 61
FOD prevention program	752 15	Yellow Book available online	747 59
General aircraft TMs	750 22	<b>ANTENNAS, GENERAL</b>	
Hydraulic RSU replacement	753 24	AS-4701--Damage during transport	749 50
Transferring aircraft between units	752 16	<b>AOAP</b>	
<b>AIRCRAFT GRD SPT EQUIPMENT (AGSE)</b>		Labels save time and improve tracking	754 52
CATS tools replace old sets	749 23	<b>ARMORED COMBAT EARTHMOVER, M9</b>	
Equipment movement caution	746 26	Roadwheel damage criteria	754 16
Fix equipment problems before turn-in	757 26	<b>ARMORED SECURITY VEHICLE, M1117</b>	
<b>AIRCRAFT LIFE SPT EQUIPMENT (ALSE)</b>		Data plate updated, location info	750 56
PSGC components	751 24	Maintenance questions help by email	751 61
<b>AIRCRAFT, AH-64, APACHE</b>		MWO updates in MMIS	751 61
Canopy window ejection prevention	757 23	Sustainment training from MTTs	755 16
DA Form 2028 to make maintenance changes	746 24	<b>AWARDS</b>	
M230 Gun--Loading tips	751 22	2015 CLEA winners	755 53
<b>AIRCRAFT, CH-47D/F, CHINOOK</b>		<b>BACK COVER</b>	
CARC paint touch-up kits	754 60	Aircraft No-step, No-hand Zones	750 62
Windows, close to protect from elements	749 26	Don't Guess! Use the MSDS!	746 62
<b>AIRCRAFT, HH-60M, BLACK HAWK</b>		FOD Is Your Responsibility!	757 62
Sound-proofing panel, keep in place while packing	751 25	Lighten Your Load with Lithium Batteries	754 62
<b>AIRCRAFT, OH-58D, KIWAA</b>		LOGSAP 746-1, Packaging-the Basics	752 62
Expandable bolt cleaning	752 14	Looking for Training Materials-UTAP	753 62
FOD can, hang on tail stinger for maintenance	751 26	M16/M4 Dirty Dozen	756 62
<b>AIRCRAFT, UAV</b>		Seeing Safety Can Save Your Sight!	747 62
MQ-1C--F-24 approved for use	753 24	Times Change, Batteries Should, Too (Lithium)	751 62
Shadow--GCS and TALS equipment lists	753 26	TM Wise Means PM Wise	749 62
<b>AIRCRAFT, UH-60, BLACK HAWK</b>		Turn Off Vehicle's Battery Disconnect Switch	755 62
DACU stock suspended	757 60	You Can't Take the Cdr Out of Command Maint	748 62

Subject	Issue/Pg	Subject	Issue/Pg
<b>BATTERY, HAWKER</b>		<b>COMPUTERS &amp; SOFTWARE</b>	
Terminal stud kit	747 11	Computer cleaning kit	747 47
<b>BATTERY, LEAD-ACID</b>		CSS-VSATs to Reset for upgrade	757 61
Terminal washer, rubber cover, silicone	750 39	Heat damage, cleaning	753 44
<b>BATTERY, LITHIUM</b>		PQAS-E--Admin password, pass on	751 53
Lighten your load	754 62	<b>COMSEC EQUIPMENT</b>	
Lithium vs alkaline, differences	752 58	AN/PYQ-10--Fill cable, stylus	752 49
Power preservation tips	752 32	Ordering and accounting for COMSEC	754 59
<b>BATTLE DAMAGE AND REPAIR (BDAR)</b>		<b>CONTAINERIZED KITCHEN</b>	
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<b>BINOCULARS</b>		<b>CONTAINERS</b>	
M24--Eyepiece dust cover, objective lens cover	749 61	Blocking and bracing materials, how-to	752 35
<b>CARBINE, M4-SERIES</b>		DLA container calculator	751 60
Dirty Dozen	756 62	Inspection guidance in MIL-HDBK-138B	751 60
Extractor plugged with cotton swabs	750 48	Labels/placards, don't paint over them	752 42
Firing stoppage, immediate vs remedial action	755 44	MILVAN--Collapsible cntainers, strap/tie-downs	752 22
Individual, improved cleaning kits added	750 46	<b>CONTINUITY</b>	
M12 rack modification made easier	746 40	Attack of the Corrosion Zombies, Part 1	750 27
M12 rack modification, third method	753 40	Attack of the Corrosion Zombies, Part 2	751 27
<b>CARRIER, PERSONNEL, M113 FOV</b>		Clean Up with Cleaning Kit Savings	747 27
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Final drive oil level check	749 07	Don't Let FOD Take You Out!	757 27
M113A3--IETM now available	746 08	Dukes of HAZMAT	756 27
Oil filter replacement NSN	753 60	Hike the PM Mountain	748 27
Ramp reservoir level check	747 04	Sub Sunk by a Toilet	749 27
Roadwheels: aluminum vs steel	748 09	<b>CORROSION</b>	
Steering control bearing lube	757 08	Attack of the Corrosion Zombies, Part 1	750 27
Track tension gages	747 05	Attack of the Corrosion Zombies, Part 2	751 27
<b>CBRN EQUIPMENT</b>		Types, prevention, inhibitor, pubs	750 40
M4 JCAD--M42 alarm still needed	756 46	<b>DECON</b>	
M4 JCAD--Sieve pack PM	747 41	M12A1--Fuel line installation, NSN changes	755 47
M4 JCAD--Sieve pack shelf life eliminated	748 42	M26--Lube NSN, water pump oil	755 48
M41 PATS--Humidifier adds air particles	749 42	M26--Weight, starter switch, throttle, fuses...	757 43
<b>COMMERCIAL CONSTRUCTION EQUIP (CCE)</b>		<b>EDITORIAL</b>	
AGM batteries for CCE vehicles	749 21	Help Us Help Soldiers	746 01
Diesel vs F-24 use	751 55	Indomitable Foe	750 01
Nuclear density moisture tester PM	757 14	Just Ask Already!	754 01
<b>COMMUNICATIONS EQUIPMENT</b>		Knowledge Is a Powerful Safety Tool	747 01
CAISI 2.0 shifts to sustainment	748 46	Mom, Apple Pie and PM	752 01
CECOM item return addresses	746 58	Pick Up PS Online	753 01
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Subject	Issue/Pg	Subject	Issue/Pg
Put Mechanics in the Spotlight	748 01	120M--Wiper motor NSN	757 61
Unauthorized Mods Are Just That	755 01	<b>GRENADE LAUNCHER, M203</b>	
What's in a Name? (PS, not PM)	757 01	Ammo not for use with MK 19	746 37
You're in the Readiness Driver's Seat	749 01	<b>GUN, MACHINE</b>	
<b>EXCAVATOR, HYEX</b>		M2--Trigger block kit component NSNs	757 42
Lubricity filter service interval changed	746 22	M2, M2A1--One model per unit	746 36
Upper support roller lubing	752 12	M2, M240, M249--Barrels, take extras	746 38
<b>FIRE SUPPORT VEHICLES</b>		M2A1--Barrels interchangeable	754 41
M1200--Battery disconnect before maintenance	748 03	M2A1--Flash suppressor for firing only	755 42
M1200--Maintenance questions email help	751 61	M240L--HMMWV mounting authorized	748 38
<b>FORKLIFTS</b>		M240L--HMMWV mounting authorized	748 61
6K VRRT--Steering cylinders too short	757 13	M240L--Long barrel OK for M240B	756 36
ATLAS, 6K VRRT--CLS manuals	756 20	M240L--MWO 9-1005-313-23-2, -4 end early	754 46
MHE-270--Starter flywheel ring gear teeth	752 11	M240L--Short barrel parts	755 43
MHE-270/271--Tire pressure set at 40 psi	752 10	M240-Series--Two barrels required	748 37
<b>FORMS, GENERAL</b>		M240-Series, M249--Carry MG properly	749 41
DA Form 2028, forward to APD	748 61	MK 19--Bolt/back plate assy spring, setscrews	757 40
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F-24 OK for MQ-1C Gray Eagle UAV	753 24	<b>HARDWARE</b>	
<b>GENERATORS, LARGE</b>		Bolts, standard vs. metric	756 38
30-, 60-kW TQG--Keypad assemblies faulty	746 60	Parts bag NSNs	749 60
Faster requisitioning	753 46	Sealing compound NSNs	753 59
<b>GENERATORS, SMALL</b>		Snap rings and pliers NSNs	754 28
3-kW MEP-831A TQG--Alternator screw size	755 51	<b>HAZARDOUS MATERIALS &amp; WASTE (HAZMAT)</b>	
3-kW TQG--Fuel line clamp	756 49	Dukes of HAZMAT	756 27
3-kW TQG--Muffler mounting hardware	752 60	Spill kit NSNs, components	747 48
5-kW TQG--Air cleaner assembly ordering	749 47	<b>HOWITZER, SP, M109A6 PALADIN</b>	
Faster requisitioning	753 46	Damper spring cracks	757 05
<b>GRADERS</b>		M284 gun tube corrosion check, cleaning	750 10
120M--Air filter cleaning	756 19	Tube temperature sensor cleaning, testing	757 04
120M--Articulation lock pin, wheel lean lock...	753 19	<b>HOWITZER, TOWED, M119-SERIES</b>	
120M--Battery disconnect switch	754 18	A2--Exercise, muzzle cleaning, sight mount...	749 08
120M--Cab entry/exit safety	753 21	A2--Gunner's quadrant corrosion	750 37
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Subject	Issue/Pg	Subject	Issue/Pg
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Hoist ring assembly circlips	748 08	LMI DST introduction	753 30
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<b>KITCHEN EQUIPMENT</b>		Brigade maintenance meetings	748 58
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Joint culinary & food services portal	756 51	Maintenance reports = maintenance dollars	755 56
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AN/PED-5--Battery cassette installation	752 54	<b>MAINTENANCE, GENERAL</b>	
AN/PED-5--IR switch check	754 48	Kit creation website	747 60
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Alternator impeller fan NSN	754 61	M40-, M42-Series--Retaining clamp zip tie	754 49
Backhoe swing lock pin	757 12	M40-, M42-Series--Use, forms, drink tube...	756 44
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Turbocharger priming before startup	751 56	M40-, M42-Series, M50, M51--C2A1 canister	751 19
Warm up, cool down for 2 minutes	751 57	M42A2--Conversion to M40A1 not allowed	755 48
<b>LOADER, SCOOP-TYPE</b>		M50, M51--Operator cards needed	754 50
924H--Light switch NSN replacement	752 09	<b>M-GATOR</b>	
H100C--Air compressor types	757 16	Starter wire placement fire caution	748 17
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Subject	Issue/Pg	Subject	Issue/Pg
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Window laminate NSNs	749 43	Heat-sealable bags, sealers	752 24
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Exercise, storage case, batteries	756 42	PSCC email change	756 51
<b>MISSILE, PATRIOT</b>		Repair parts, keep inside packaging till needed	752 40
AMG strut security	751 14	Shipping material NSNs (Fast Packs)	752 27
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Baseplate not a step during firing	752 55	AR 56-4 revised	749 60
M23 MBC--Replaced by M32 LHMV computer	746 39	AR 700-20 updated	754 35
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M326 MSK--Electrical drive assy quantity	757 42	Army Environmental Command contacts	749 60
M326 MSK--Water inside manual lift drive arm	757 41	CALL CDDP handbook	754 58
Round counts go on gun card	749 40	DA Form 12 in PDF format	757 58
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AN/PVS-4/4A, AN/TVS-5/5A--Turn in	755 49	<b>PUMPS</b>	
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Subject	Issue/Pg	Subject	Issue/Pg
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Fire extinguishers required for ammo transport	748 42	Exhaust duct seal, rotate to extend life	752 06
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Subject	Issue/Pg	Subject	Issue/Pg
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<b>TIRES</b>		Air cleaner assembly mounting stud kit	747 15
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Service life extended for some assemblies	754 34	<b>TRUCK, 1 1/4-TON, HMMVV</b>	
Tire lube NSNs	749 61	4-door conversion kit	747 14
<b>TOOLS</b>		4L80E transmission troubleshooting	746 16
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SATS tool listing, locator guide	747 45	Battery type revisited (749-11)	753 61
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Fuel injector misfire	755 19	Geared hub magnetic drain plug	756 13
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M989A1 HEMAT--Tow bar lock	750 16	Silicone brake fluid	749 60
M1048A1--Belt damage deadline criteria	747 16	Special equipment, turn off after operation	749 12
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<b>TRAINING</b>		C7 engine waste gate solenoid valve NSN	751 60
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Driver's training test examples	752 05	GRS selection by armor type	755 13
Looking for Training Materials-UTAP	753 62	Intercom no longer supported	755 12
Master driver trainer qualification course	756 11	Interconnecting box free issue	753 14
RSO training for radioactive equipment	756 43	Interconnecting box free issue correction (753-14)	757 61
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UTAP equipment training	757 56	Lift-towing restrictions	756 61
<b>TRANSPORTATION</b>		M1087A1--Side doors open before expanding	748 11
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SDDCTEA website, deployability pubs	756 54	M1157A1P2 LTAS--Seat restraint latch damage	753 12
<b>TRUCK, M915-SERIES</b>		Safety chains for larger towing shackles	746 14
Coolant filter kit	749 61	Securing steering wheel with chain, lock	746 11

Subject	Issue/Pg	Subject	Issue/Pg
Spare tire carrier chain adjuster	749 12	IETM available	756 09
Trailer light breaker check	749 20	M2A3--Unserviceable LRU needed for turn-in	755 07
Up-armored--A/C charge weight	751 44	M242--14-pin connector protection	756 06
<b>TRUCK, HEMTT</b>		Oil filter cover assembly DPI removed	753 04
A0/A1/A2--Air dryer, repair with desiccant	753 60	Subsystem schematics available	757 09
A2, A4 Models--Assembly NSN list	747 13	<b>VEHICLE, MRAP</b>	
A4 Models--Radiator cap NSN	757 60	M-ATV--DVE component match-up	747 19
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Axle popping explained	746 13	MaxxPro--Headlight NSN	754 13
Fuel system priming explained	754 15	MaxxPro Dash--ESC operation instructions	757 60
M978-Series--HAV hoses, hose reel, fuel nozzle	749 18	MaxxPro Dash--OGPK hatch seal	749 61
M978-Series--Ladder use, PM	748 18	<b>VEHICLE, RECOVERY, M88-SERIES</b>	
M978-Series--Purging pointers	750 18	A1--Boom pivot pin lubing	749 04
M978-Series--Securing steering wheel	753 16	A1--Ground hop kit components	747 09
M985A4--Service kit add-ons	754 60	Hatch lever spring wear	752 04
Sustainment training from MTTs	755 16	Tow bar lifter	755 06
TM listing for all models	746 12	Track shoes, order only what's needed	746 04
<b>TRUCK, PALLETIZED LOADING (PLS)</b>		Winch cable kink prevention	749 06
Air cleaner assembly mounting stud kit	747 15	<b>VEHICLE, STRYKER</b>	
<b>TRUCKS, GENERAL</b>		VV Hull--Water shorts out ABS ECU	753 03
Alcohol evaporator stops brake lines freeze	757 19	M1129A1, M1252--Mortar tube, remove quarterly	755 07
Batteries drained by excessive cranking	751 59	Mirror, headlight cleaning	747 06
Battery box liner NSN	756 15	PECCH coolant supply hose inspection	749 03
Corrosion inhibitor	753 53	Steering system cracks	754 05
Dexron VI NSNs	757 20	Switch guard rubber seal	751 07
Diesel engine slobber	750 17	Transmission service interval extended	755 08
Drip pans, crushproof	749 60	<b>VEHICLES, COMBAT</b>	
Electrical connector NSNs (Packard-type)	754 36	Corrosion inhibitor	753 53
JCIMS update (CIP, TIP, Phoenix)	751 03	Drip pans, crushproof	749 60
Leaks and what to do about them	748 14	JCIMS update (CIP, TIP, Phoenix)	751 03
R-134 refrigerant NSNs	751 60	Operators manuals needed with vehicles	746 03
Reclaimed R-22 available	751 42	Towbars and adapter NSNs	754 06
Towbars and adapter NSNs	754 06	Track shoes, pad kits	748 04
Windshield fighting fluid	751 52	<b>VEHICLES, GENERAL</b>	
<b>VEHICLE, FIGHTING, M2/M3 BRADLEY</b>		Slave receptacle cap freeze prevention	757 21
Aluminum transmission housing damage	748 07	<b>WATER SUPPLY</b>	
Ammo box latches	747 07	Canteens, cups, hydration systems	751 48
BUSK--Battery maintenance, charging tips	746 05	<b>WELDING</b>	
Engine hydraulic reservoir check	756 07	SEW--Parts available	751 60
		TMWSS, SEW--Spare tire MWO	754 48

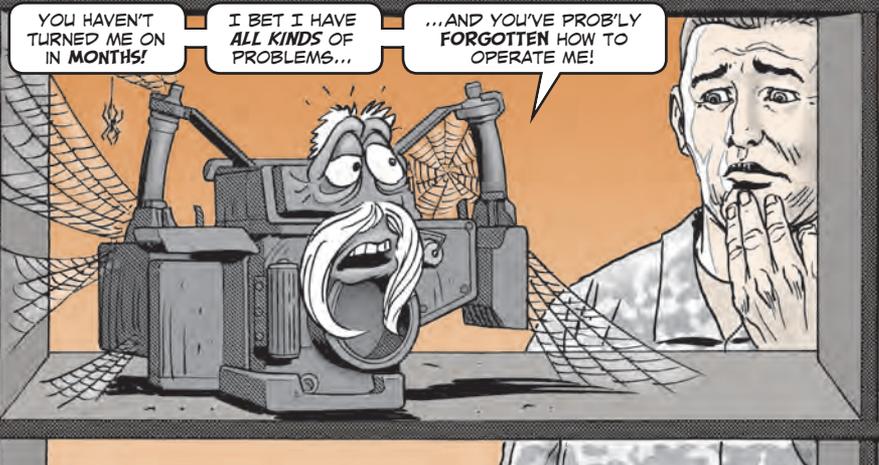


# PS MISSILES

ALSO  
FEATURING  
SMALL  
ARMS

- M16/M4 ambidextrous switch
- M9 Pistol MWO
- M249 piston check
- CROWs tool kit
- Laser ID cable
- TMDE calibration

# Javelin Needs Monthly PMCS



Dear Editor,

As an electronic systems maintenance warrant officer, my team and I did a 100 percent inspection of the Javelin missile command launch units (CLU).

We found that maintenance wasn't being done on the CLUs and faults weren't being annotated on DA Forms 5988s.

As a result, 26 CLUs had broken components and were not fit for action. We also discovered that many of the Javelin operators had forgotten how to operate the CLU.

We solved this problem by requiring Javelin operators to do a monthly maintenance and training program following Pages 3-18 and 3-19 in TC 3-22.37, the Javelin's training circular. That way operators get monthly refresher training and we spot CLU problems in time to get them fixed.

I suggest all Javelin units adopt this program. It's worth the effort.

CW2 Kelshal Williams

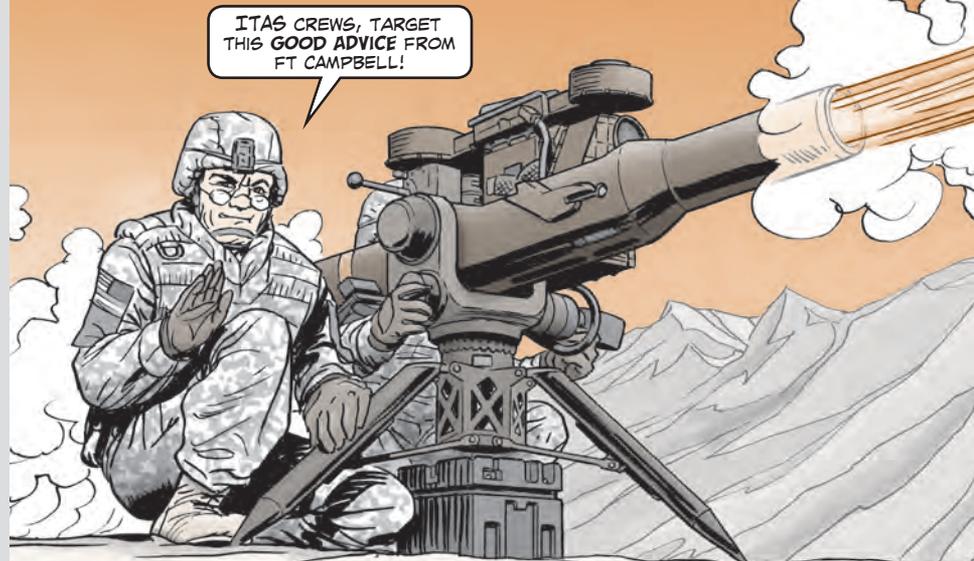
**NO EQUIPMENT SHOULD SIT AND SIT. TO HELP PREVENT THIS, A COMPREHENSIVE 360-DAY SERVICE IS BEING ADDED TO THE JAVELIN'S TM.**

**BUT IT'S AN EXCELLENT IDEA FOR UNITS ALSO TO DO MONTHLY PMCS AND REFRESHER TRAINING. THANKS, CHIEF.**



Improved Target Acquisition System...

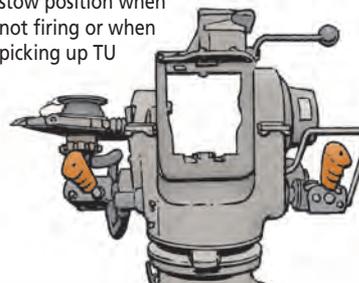
# GET A HANDLE ON HANDLING PROBLEMS



Dear Editor,

One of the most important rules ITAS crews need to remember is *never* pick up the traversing unit (TU) by the handgrips, TAS mount, bridge clamp or cables. Doing any of this can severely damage the TU. The right way to move the TU is to first ensure the FCS, TAS and tripod are disconnected. Then lock both the azimuth and elevation locks and rotate the handgrips to the stow position. Pick up the TU with the azimuth lock facing you and your right hand under the automatic elevation brake and your left under the TU equilibrator. This method ensures less damage to the TU and allows for quicker setup, proper positioning, and faster reload.

Put handgrips in stow position when not firing or when picking up TU



Put one hand under automatic elevation brake and the other under the TU equilibrator



Really, any time you're not firing you should put the handgrips in the stow position. Otherwise, even a hard bump could break buttons or even cause the handgrip to break off its shaft or damage the shaft itself. Damage to the shaft means major repairs.

We think this is so important we've put stickers on the TUs that say "CAUTION: Don't pick up by handgrips." You can make them with a label maker.

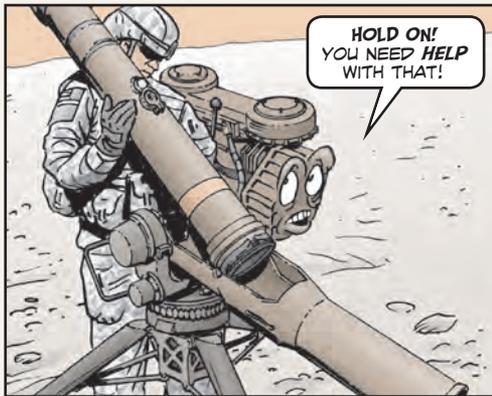
Sticker reminds operators



Here are some more ITAS tips we've picked up:

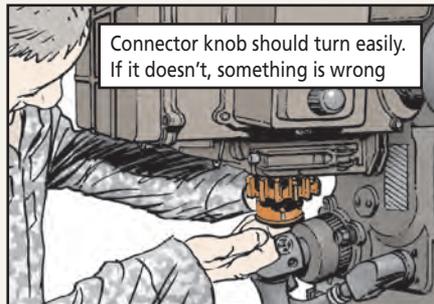
When you set the TU down, *don't* set it on either the azimuth lock or coil cable. Otherwise, they can be damaged, too. Always set the TU down with the azimuth lock facing up, which keeps weight off the azimuth lock and coil cable.

Remember, loading a missile is *always* a two-man job. The missile is just too heavy for one person. One Soldier should remove the missile from the missile rack and hand it to the second Soldier, who then loads the missile. When loading a missile on the truck-mounted ITAS, the TU must be locked down in both azimuth and elevation. Rotate the turret so that back end of the TU is in the 5 or 6 o'clock position. Otherwise, it's an awkward job.



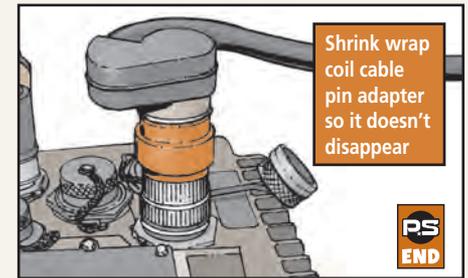
When connecting the TAS interface cable on the TU to the TAS, make sure the locking collar is first rotated all the way to the left. Then rotate it one click to the right. You should hear a click or clunk when the cable is lined up correctly.

When everything is aligned, gently push the connector knob up. You might need to slightly wiggle the cable back and forth to get it to fit. If the connector knob doesn't easily move upward while you rotate the locking collar counterclockwise, don't force it. That bends pins and possibly the locking tab. Reposition the connector knob and try again. Still no luck? Report it. Something is wrong.



Shrink wrap the coil cable pin save adapter (also called the second chance adapter) in place. That keeps the adapter from disappearing and protects the cable's pins from damage. If the coil cable's pins are damaged, the whole TU must be replaced.

SPC Matthew Wallace  
B Co, 526 BSB  
Ft Campbell, KY

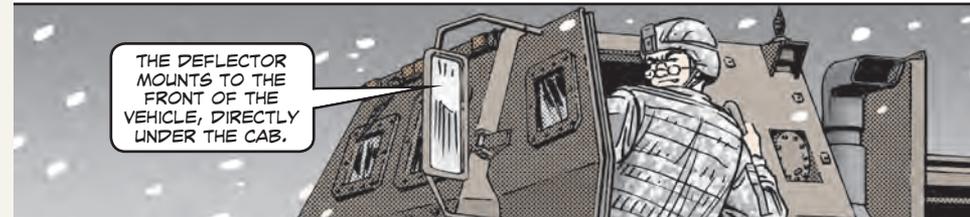


PS  
END

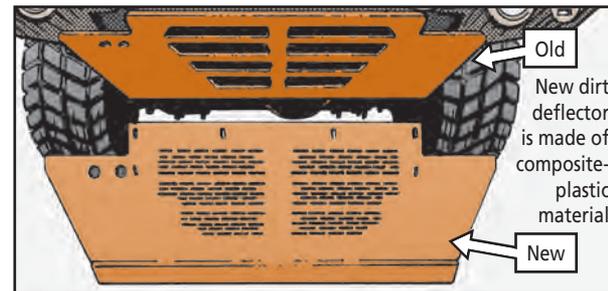
Editor's note: You've IDed some great ITAS tips, Specialist. Thanks for sharing.

M142  
HIMARS...

## DIRT DEFLECTION DONE RIGHT!



IT REPLACES THE OLD DEFLECTOR, NSN 5340-01-567-8667, THAT'S SHOWN AS ITEM 30 IN FIGURE 1221 OF TM 9-2300-310-14&P (SEP 10).



# Selector Switch Switched



HEY! HOW ABOUT GETTING ME THAT NEW SELECTOR SWITCH?

SORRY, YOUR OLD SWITCH IS STILL GOOD.

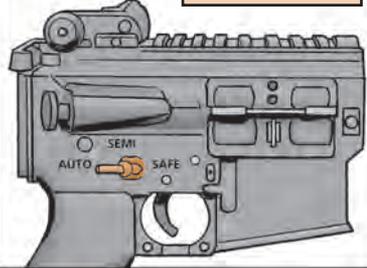
YOU'LL GET A NEW ONE WITH THE MWO OR IF IT BREAKS.



THE SWITCH FROM THE M16/M4'S ONE SIDED-SELECTOR SWITCH, NSN 1005-01-225-8339, TO THE AMBIDEXTROUS SELECTOR SWITCH, NSN 1005-01-585-6042, CONTINUES!

THE ADVANTAGE OF THE AMBIDEXTROUS SWITCH IS THAT IT CAN BE OPERATED WITH EITHER HAND.

New selector switch can be set with either hand



If your M16s and M4s still have the old selector switch and it works, continue to use it. The old switch is a terminal item, so you can no longer order it. Order the new switch. A 91F small arms repairman must install the new switch.

MWO 9-1005-319-50-1 is converting all the M4s to M4A1s, which includes installing the ambidextrous switch. The MWO is being done mostly by traveling TACOM teams at no cost to the unit. Units can't perform the MWO themselves.

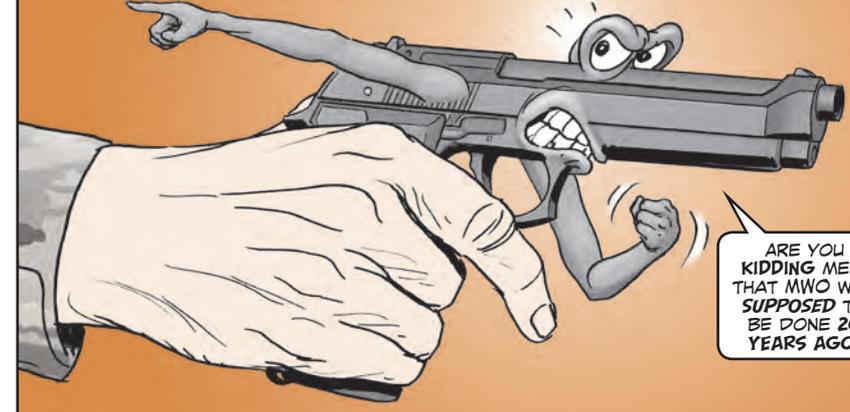
There is no MWO for the M16 that adds the ambidextrous switch.

If you want the new switch now, your unit will have to order it. If you install the new switch on an M4, don't report it in MMIS as a completed MWO. The switch swap isn't the complete MWO.

ALL UNITS THAT HAVE THE M4A1 CARBINE WITHOUT THE AMBIDEXTROUS SWITCH WILL GET THE SWITCH THROUGH A SEPARATE -20 LEVEL MWO.



# Missed MWO?

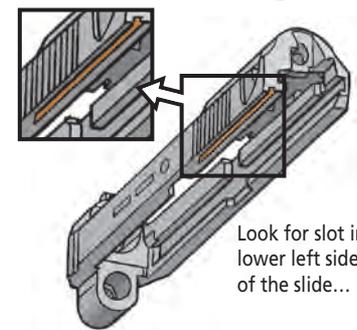


ARE YOU KIDDING ME?! THAT MWO WAS SUPPOSED TO BE DONE 20 YEARS AGO!

**MWO** 9-1005-317-30-10-1 (Mar 1989) was supposed to be applied to all M9 pistols by June, 1993. The MWO prevents the rear part of the slide from flying off toward the operator if it breaks during firing.

Recently a Soldier found out the hard way that the MWO hadn't been applied to all M9s when a slide broke and hit him in the face.

All armorers need to immediately check their M9s for the MWO. Look for a slot in the lower left side of the slide when looking at the weapon from the rear. Also look for an oversized hammer pin head between the grip and slide.



Look for slot in lower left side of the slide...

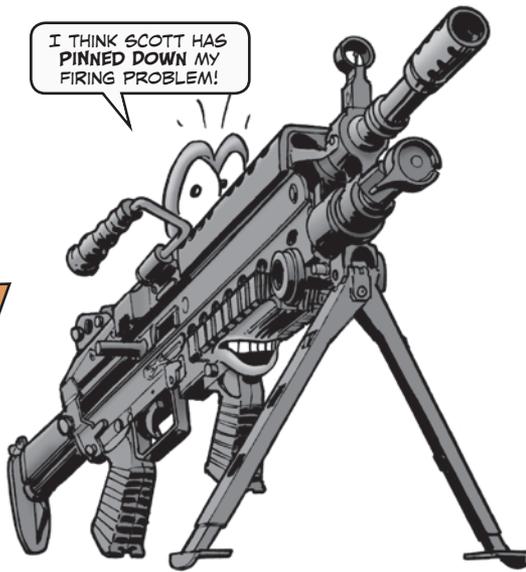


...and oversized hammer pin head between grip and slide

The MWO is long gone. If you find an M9 without the MWO applied, contact the M9 item manager April Freeman for a replacement. Call DSN 786-1262, (586) 282-1262, or email: [april.j.freeman.civ@mail.mil](mailto:april.j.freeman.civ@mail.mil)

For more info, see TACOM safety of use message (SOU) 15-011 at: <https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOU15-011.html>

# WON'T FIRE? CHECK PISTON PIN



Dear Editor,

Recently I was trying to repair an M249 that wouldn't fire. It would chamber rounds and extract them with no problem when I worked the weapon manually with dummy rounds. But when I had Soldiers test fire it with blanks, it still wouldn't fire. I did the normal troubleshooting, but nothing turned up.

Then I checked the unfired blank round and discovered that it didn't have the normal deep mark on its primer from the firing pin strike. That led me to check the gas piston. I found its roll pin was broken and the gas piston was sticking out too far.

Won't fire? Check roll pin



Once I replaced the pin, the M249 fired great.

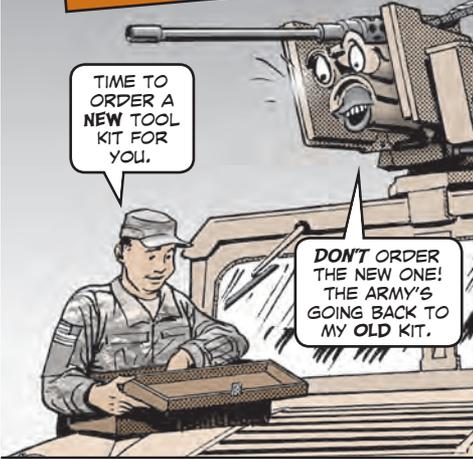
Small arms repairmen might want to keep this in mind when they can't figure out why an M249 won't fire.

Scott Taylor  
4th Ranger Training Bn  
Ft Benning, GA



# Need CROWS Tool Kit?

# Order the Old One



**I** F YOU NEED THE M153 CROWS II TOOL KIT, **DON'T** ORDER THE "NEW" KIT, NSN 5340-01-585-3103. **IT'S GOING AWAY.** INSTEAD, ORDER THE "OLD" KIT, NSN 5180-01-563-4025.

IF YOU USE CROWS ON THE M1-SERIES TANKS, YOU'LL **ALSO** NEED TO ORDER A STUBBY FLAT-TIP SCREWDRIVER, NSN 5120-01-434-9707. IT REPLACES THE #2 STUBBY CROSS-TIP SCREWDRIVER, NSN 5120-01-367-7217. ORDER AN OPEN-END BOX WRENCH, NSN 5120-01-430-2964, AS WELL. BOTH TOOLS WILL BE ADDED TO THE CROWS' AAL AND HAND RECEIPT.

FOR MORE INFO, SEE TACOM LCMC MAINTENANCE INFORMATION MESSAGE 15-028:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=M115-028.html>

# AN/PED-5 Laser Target Locator Module...

# Watch It with I/O Cable!



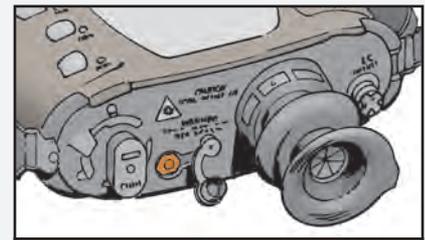
**I**t's very easy to damage the AN/PED-5 laser target locator module's (LTLM's) input/output (I/O) interface connector and external input/output cable.

If you don't correctly remove the 90-degree connector off the LTLM I/O interface connector, you damage both the cable and the connection port.

Avoid that by pulling the connector straight off with a slight rocking motion.

If you have any AN/PED-5 questions, contact TACOM's Engels Arias at DSN 786-1230, (586) 282-1230, or email:

[engels.d.arias.civ@mail.mil](mailto:engels.d.arias.civ@mail.mil)



# Keeping TMDE Happy... and Your Equipment Accurate



Dear Editor,

I think I speak for TMDE units everywhere when I say units can do so much to help us and themselves if they remember these rules:

**Stay on top of calibration.** If units do nothing else, this will make their TMDE happy—very happy. Too often units wait until they're ready to deploy or go to the field before they worry about getting equipment calibrated. So we end up trying to do two months of work in two weeks.

Every week, we report to brigade what equipment in each unit needs to be calibrated. So units should know which equipment needs attention. If they're not sure, they can call us. And TB 43-180 lists all equipment that needs calibration.

**Don't forget about equipment you've sent to TMDE.** We notify units when their equipment is ready for pick-up, but sometimes units don't bother to come get the items. So that makes even more work for us.

**Make friends with TMDE.** We're here to help, not cause problems. If you have questions or concerns, call us. We'll be glad to assist.

SSG Anthony Brooks  
101st Sustainment Bde  
Ft Bragg, NC



**Editor's note:** From our experience, you're speaking for TMDE units everywhere. All units need to pay attention to what needs calibration and when.

# PS SOLDIER SUPPORT



Family of  
Space Heaters...

# Flushing Out the Finer Points of FOSH



I C-CAN'T  
FEEL MY  
T-TOES.

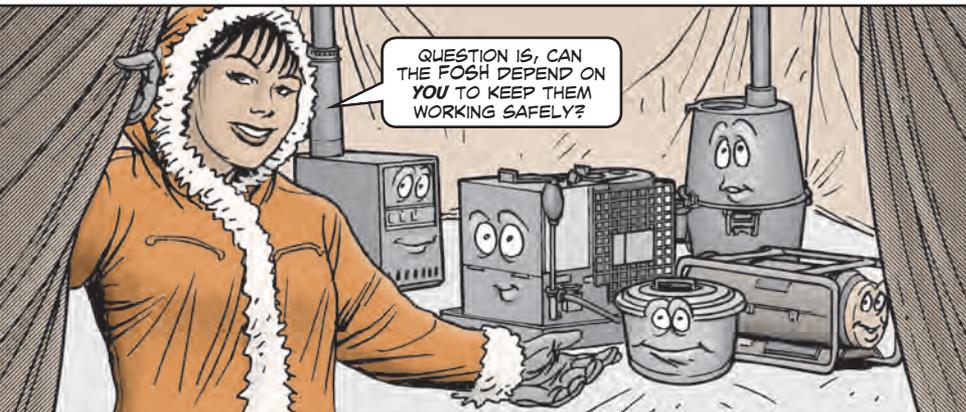


ME,  
N-NEITHER!  
M-MAYBE  
WE SH-  
SHOULDA'  
TAKEN  
B-BETTER  
CARE  
OF THE  
H-HEATER!

WHEN YOU'RE **SHIVERING**  
IN YOUR TENT AS ANOTHER ICY  
WINTER COMES **HOWLING IN...**

...THE FAMILY OF SPACE HEATERS (FOSH)  
MAY BE **ALL THAT STANDS** BETWEEN YOU AND  
**FROZEN TOES—OR WORSE.**

QUESTION IS, CAN  
THE FOSH DEPEND ON  
**YOU** TO KEEP THEM  
WORKING SAFELY?

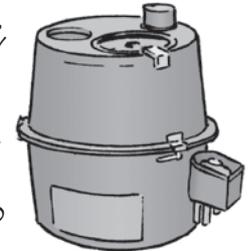


HERE ARE SOME  
COMMON ISSUES  
FACED BY FOSH  
OPERATORS.  
THEY COVER  
THE VERY  
**BASICS** OF FOSH  
OPERATION AND  
MAINTENANCE.  
FOR THE **WHOLE**  
STORY, READ  
THE TMS.

FIRST, YOU'LL  
NEED THE RIGHT  
HEATER FOR THE  
TYPE OF TENT  
YOU HAVE. HERE'S  
A GUIDE...

**H-45 SPACE HEATER,**  
**NSN 4520-01-354-1191**  
(TYPE I, SOLID FUEL)  
**NSN 4520-01-329-3451**  
(TYPE II, LIQUID FUEL)

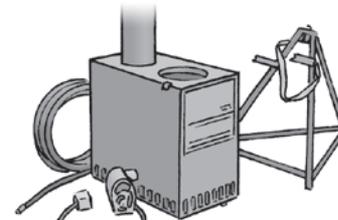
COVERED BY  
TM 9-4520-257-  
12&P, IT REPLACES  
THE OLD POTBELLY  
M-1941.



DESIGNED TO  
HEAT THE **GENERAL**  
**PURPOSE** AND  
**TEMPER** TENTS.  
IT BURNS LIQUID  
(JP-8 AND DIESEL)  
AND SOLID FUELS.

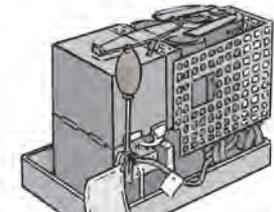
**ARCTIC SPACE HEATER,**  
**NSN 4520-01-444-2375**

COVERED BY TM 10-4520-261-12&P,  
IT REPLACES THE OLD M-1950 YUKON  
HEATER. A LIGHTWEIGHT, PORTABLE  
HEATER FOR **5-MAN** AND **10-MAN**  
ARCTIC TENTS THAT BURNS BOTH LIQUID  
(JP-8 AND DIESEL) AND SOLID FUELS.



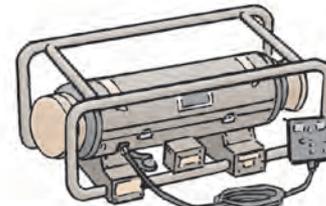
**SMALL SPACE HEATER,**  
**NSN 4520-01-478-9207**

COVERED BY TM 10-4520-263-12&P, IT'S  
IDEAL FOR USE IN SMALLER TENTS LIKE  
THE **4-MAN SOLDIER/CREW** TENT. IT BURNS  
LIQUID (JP-8 AND DIESEL) FUEL. ALTHOUGH  
IT HAS A BUILT-IN FUEL TANK, THE HEATER  
CAN ALSO RUN OFF OF AN EXTERNAL FUEL  
SUPPLY USING A FUEL CAN AND STAND.



**CONVECTIVE SPACE HEATER,**  
**NSN 4520-01-431-8927**

COVERED BY TM 10-4520-262-12&P,  
IT PROVIDES FORCED HOT AIR FOR THE  
**MODULAR COMMAND POST SHELTER.**



IT GENERATES ITS OWN ELECTRICAL POWER  
AND IT HAS BUILT-IN DIAGNOSTICS. IT BURNS  
LIQUID FUEL (JP-8 AND DIESEL).

**THERMOELECTRIC FAN,**  
**NSN 4520-01-457-2790**

THIS FAN IS A COMPACT,  
SELF-POWERED UNIT THAT FITS  
ON TOP OF THE H-45 AND  
ARCTIC SPACE HEATERS.



THE FAN USES SOME OF THE HEAT  
TO TURN THE FAN BLADES, WHICH  
CIRCULATE HEATED AIR, IMPROVE  
COMFORT AND SAVE FUEL.

**PS MORE**

## Operation

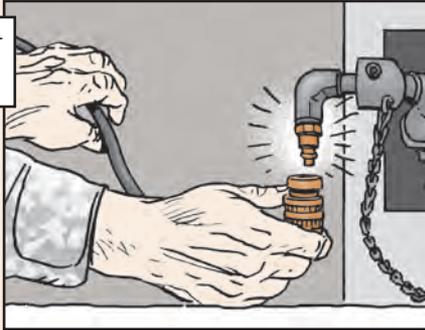
TO OPERATE YOUR HEATER FROM AN EXTERNAL FUEL SUPPLY, YOU'LL NEED:

- HOSES.
- A GRAVITY FEED ADAPTER.
- A 5-GAL FUEL CAN AND
- A FUEL CAN STAND.

EACH ONE DEMANDS YOUR ATTENTION TO ENSURE SAFE FUELING...

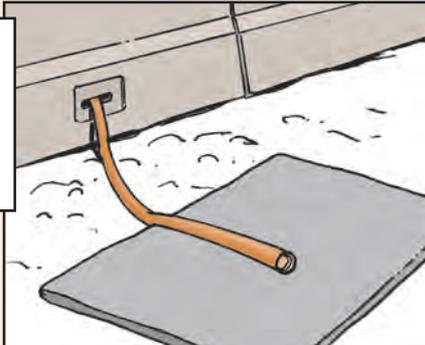
- Inspect fuel hoses for dry rot, cracks, cuts, wear and leaks. Replace them if necessary.
- Keep hoses' quick disconnect fittings clean and unblocked. Brush off snow and ice. They block fuel flow. Wipe off dirt, sand and debris. They can cut O-rings and cause fuel leaks.

Keep quick-disconnects clean



- Inspect the O-rings. Make sure they're not cracked, cut or flattened.
- Run the fuel overflow hose outside, away from the tent and slightly downhill. Put the end of the hose on a petroleum absorbent mat, NSN 7930-01-363-8631, to absorb fuel overflows. That NSN brings a hundred 15x20-in sheets.

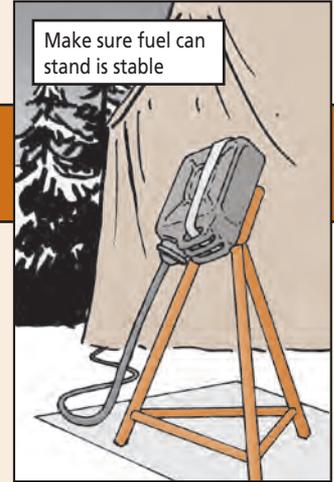
Put end of fuel overflow hose on petroleum absorbent mat



- Take care when you screw the gravity feed adapter onto the fuel can. Screw it on slow and easy-like so you don't strip the can's plastic threads. Stripped threads lead to fuel leaks and fires. Take a close look at the adapter and make sure it hasn't been cross-threaded.

- Never try to fuel a hot space heater. You risk a fire or explosion. Instead, shut down the heater and allow it to cool completely before fueling from an external supply.

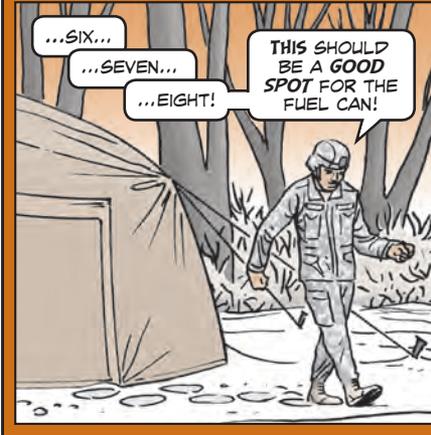
Make sure fuel can stand is stable



- Make sure the fuel can stand is stable. Untangle the tripod straps. Fully extend the tripod legs. Tighten the hook-and-pile straps to hold the fuel can to the stand.

- Store spare fuel cans outside of tents and shelters.

- Open flames or sparks can ignite the external fuel supply. Set up the fuel supply on a cleared, level site about seven to eight feet away from the tent.



- Keep your eyes peeled for leaks—especially from the hoses, fuel can, gravity feed adapter and quick disconnects.

Use approved fuels only



- Use only the approved fuels listed in your TM. *Unapproved* fuels—like gasoline, JP-4 or a mixture of fuels—pose a fire hazard.

### Lid (Arctic and H-45 heaters only)

CLOSE THE LID WHEN THE HEATER'S OPERATING. THE HEATER DOESN'T WORK EFFICIENTLY WHEN THE LID IS OPEN BECAUSE IT GIVES OFF LESS HEAT.

AN OPEN LID CAN ALSO LET FLAMES EXIT THE HEATER.

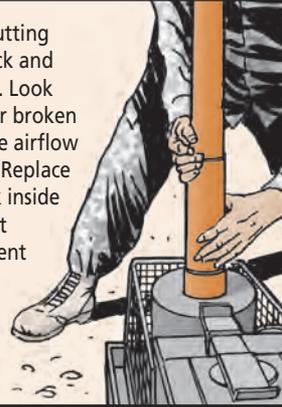
## Fire/Carbon Monoxide Prevention (Arctic, H-45 and small heaters only)

CARBON MONOXIDE (CO) IS A DEADLY GAS. YOU CAN'T SEE, SMELL OR TASTE IT.

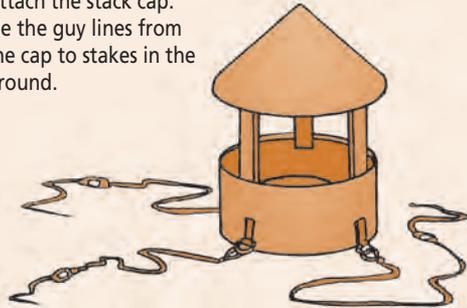
BUT BREATHING CO CAN CAUSE NAUSEA, DIZZINESS, HEADACHES OR FATIGUE ...AND CO CAN KILL YOU.

TO PREVENT CO POISONING FROM YOUR HEATER, FOLLOW THESE TIPS...

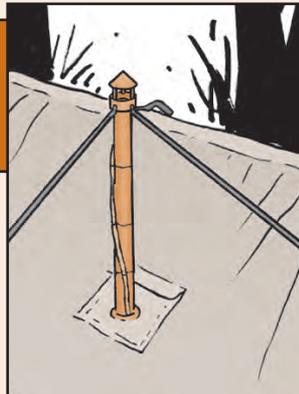
- Use all the pipes when putting together the exhaust stack and make sure they fit snugly. Look for cracks, bent flanges or broken seams that can reduce the airflow needed to burn the fuel. Replace all damaged pipes. Check inside the pipes for clogs or soot build-up that might prevent venting. Clean out any buildup.



- Attach the stack cap.
- Tie the guy lines from the cap to stakes in the ground.

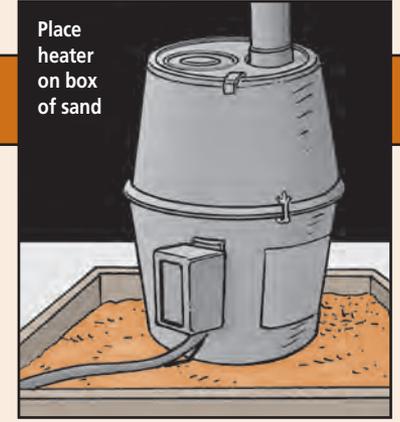


- Make sure the stack is straight up through the exhaust opening and above the tent's peak.
- Allow enough space between the heater and the tent wall. See your heater's TM for guidelines.



- Keep all flammable material at least two feet away from the heater.
- If the tent has a fabric floor or is pitched on snow, put the heater in a box of sand or on a bed of bricks.

Place heater on box of sand



- Wait until the heater cools before attempting a re-light. Re-lighting a hot heater could cause a fire or explosion.
- Before burning liquid fuel in the arctic space heater, remove the solid fuel grate, install the burner cover and latch the front door. That helps the heater work efficiently and produce more heat. It also keeps flames from exiting the heater.

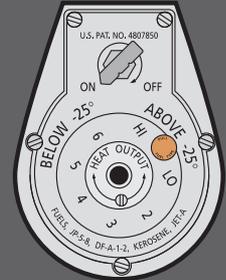
## Overfiring (Arctic and H-45 heaters only)

TO PREVENT OVERFIRING, ADJUST THE FUEL FLOW CONTROL VALVE:

SET THE FUEL SELECTOR CONTROL FOR OUTSIDE TEMPERATURE AND TYPE OF FUEL.

ADJUST THE FUEL FLOW ADJUSTMENT KNOB TO REGULATE THE AMOUNT OF FUEL TO THE BURNER.

BOTH HEATERS HAVE INSTRUCTION PLATES THAT EXPLAIN HOW TO USE THE CONTROL PANEL.



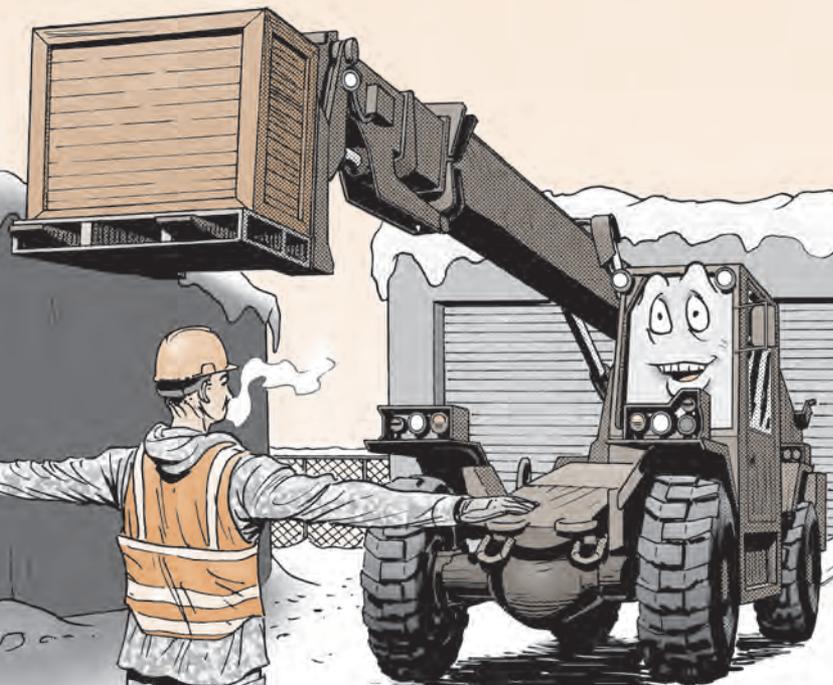
WHEN YOU'RE NOT USING THE HEATER, STORE THE FUEL FLOW CONTROL VALVE IN A PLASTIC BAG TO PROTECT THE FUEL FITTING.

STORE IT WITH THE ON/OFF CONTROL IN THE ON POSITION.

THAT KEEPS THE NEEDLE INSIDE THE VALVE FROM STICKING CLOSED.

TO PARAPHRASE WHAT A WISE MAN ONCE SAID,  
WE HAVE THE WORLD'S BEST SPACE HEATERS...  
**TAKE CARE OF THEM!**

PS END



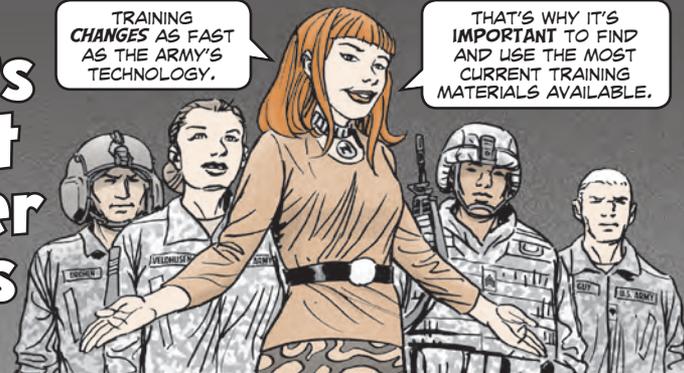
- Improve skills with WTSPs
- PBUSE fix needed for MSD model
- MSD help desk support
- Get RFID tags faster
- Avoid GCSS-Army rejection

Training...

## WTSPs Boost Soldier Skills

TRAINING CHANGES AS FAST AS THE ARMY'S TECHNOLOGY.

THAT'S WHY IT'S IMPORTANT TO FIND AND USE THE MOST CURRENT TRAINING MATERIALS AVAILABLE.



THE SOLDIER SUPPORT INSTITUTE TRAINING DEVELOPMENT DIRECTORATE OFFERS WARFIGHTER TRAINING SUPPORT PACKAGES (WTSPs) THROUGH THE ARMY TRAINING NETWORK (ATN).

THE WTSPs OFFER THE MOST CURRENT TRAINING MATERIALS. THEY'RE UPDATED AUTOMATICALLY ONLINE WHENEVER SOURCE FILES ARE REVISED.

WTSPs CAN HELP SOLDIERS GAIN, MAINTAIN, AND IMPROVE THEIR TECHNICAL PROFICIENCY IN MANY SUBJECTS.

STANDARDIZED TRAINING MATERIALS ARE ESPECIALLY USEFUL FOR HUMAN RESOURCES AND FINANCIAL MANAGEMENT UNITS THAT ARE CONDUCTING SECTION AND TEAM TRAINING.

USE YOUR CAC OR LOGIN INFO TO ACCESS THE WTSPs ON ATN. GO TO: <https://atn.army.mil>

EACH WTSP INCLUDES:

- COLLECTIVE AND INDIVIDUAL TASKS
- LESSON PLANS
- POWERPOINT SLIDES

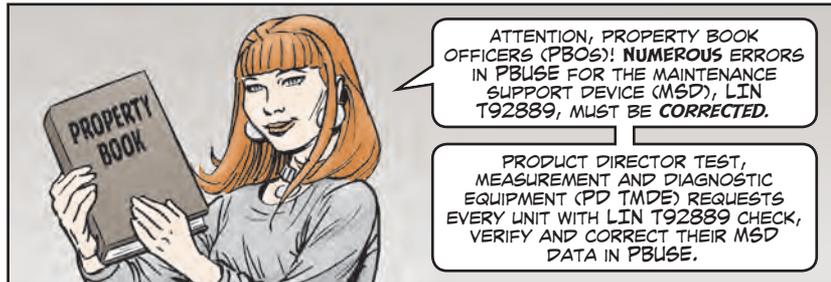
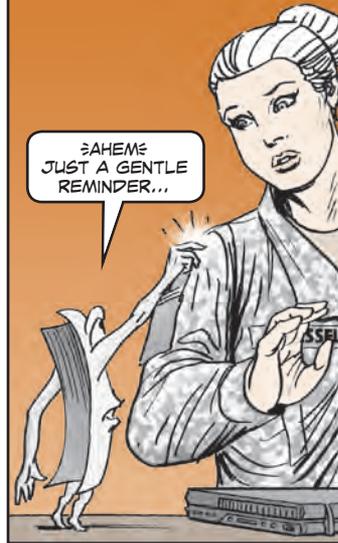
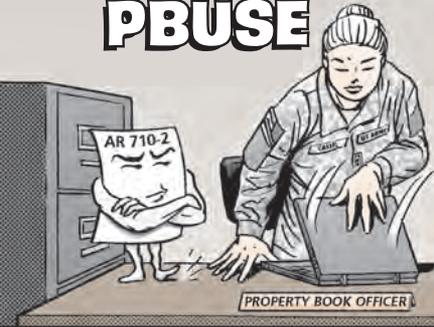
- PRACTICAL EXERCISES
- HANDOUTS
- REFERENCE MATERIALS ON VARIOUS TOPICS.

**1** CHOOSE THE "PRODUCTS" TAB

**2** CLICK ON COLLECTIVE TRAINING

**3** THEN CLICK WAR-FIGHTER TRAINING SUPPORT PACKAGE

# Fix MSD Entries in PBASE



PRODUCT DIRECTOR TEST, MEASUREMENT AND DIAGNOSTIC EQUIPMENT (PD TMDE) REQUESTS EVERY UNIT WITH LIN T92889 CHECK, VERIFY AND CORRECT THEIR MSD DATA IN PBASE.

THE NSN AND SN FOUND **UNDER** THE CARRYING HANDLE ON THE MSD'S TRANSIT CASE ARE THE END ITEM INFO THAT NEEDS TO BE RECORDED IN PBASE.

MILTOPE CORPORATION

EID CAGE 54418 Nomenclature: TEST SET, ELECTRONIC SYSTEM: AN/PSM-95C Model #: MSD-V3-T1C2/US/W/W

NSN: 6625-01-599-9556

P/N 715947-19

P/N 715947-19

S/N MSD-V3-SP3-009231

THE FOLLOWING NSN AND SN COMBINATIONS ARE THE ONLY CORRECT FORMAT FOR ENTRIES IN PBASE FOR LIN T92889...

NSN	SN
6625-01-493-8968	MSD-V2-ICE-#####
6625-01-536-1764	MSD-V2-FR-#####
6625-01-562-9904	MSD-V2-FR-#####
6625-01-573-3587	MSD-V2-SP2-#####
6625-01-592-6732	MSD-V3-FR-#####
6625-01-598-2178	MSD-V3-ICE-#####
6625-01-598-2187	MSD-V3-SP2-#####
6625-01-599-9556	MSD-V3-SP3-#####
6625-01-599-9498	MSD-V3-FR-#####
6625-01-599-9659	MSD-V3-FR-#####
6625-01-624-6684	MSD-V3-FR-#####
6625-01-614-6841	MSD-V3-FR-#####
6625-01-624-6549	MSD-V3-FR-#####

PBOs, IF THE NSN/SN ON A MSD'S TRANSIT CASE DOES NOT MATCH THE CURRENT DATA FOUND IN PBASE, THEN ENTER THE ADMINISTRATIVE ADJUSTMENT REPORT (AAR) SECTION IN PBASE, CHANGE THE SNS AND/OR NSNS, AND USE THE TYPE ACTION CODE "P" TO POST THE TRANSACTION.



THE COMPUTER DATA LABEL WITH A SN FORMAT SUCH AS MSD-V3-##### AND THE INTERNAL COMBUSTION ENGINE (ICE) KIT DATA LABEL WITH SN FORMAT ARE COMPONENTS OF THE SYSTEM AND CAN BE ADDED AS SUCH IN PBASE.

A SP3 KIT SHOULD ONLY BE ASSIGNED AS A COMPONENT TO A MSD END ITEM WITH MSD-V3-6P3-##### IN PBASE.

ALSO NOTE THAT THE FOLLOWING NSNS UNDER LIN T92889 ARE OBSOLETE:

6625-01-352-3060,  
6625-01-352-7233,  
6625-01-445-0085  
AND  
6625-01-493-8984.

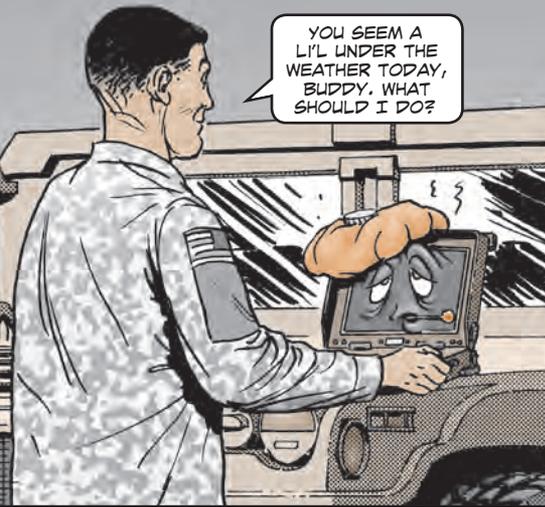
IN ORDER TO RECEIVE REPLACEMENTS FOR THESE NSNS, UNITS SHOULD TURN IN THE OBSOLETE MSDS TO THEIR NEAREST DLA DISPOSITION SERVICES.

THERE'S AN OFFICIAL LETTER OF INSTRUCTION (LOI) WITH GUIDANCE FOR TURNING IN MSDS. THE LOI IS LOCATED ON THE PD TMDE WEBSITE AT: <https://msd.us.army.mil/>

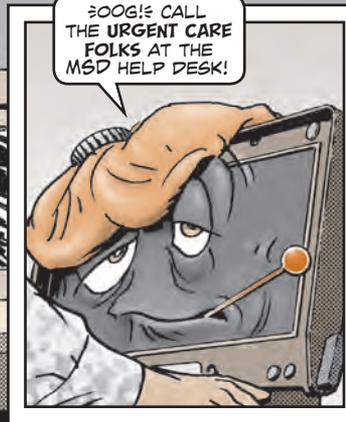
- Click the green text **Login to MSD Homepage** and log in with your CAC email certificate
- Click the **Customer Support Portal** link
- Click **Technical Bulletins** and download the May 2015 LOI.

FOR MSD HELP OR QUESTIONS, VISIT THE WEBSITE ABOVE, CALL THE MSD HELP DESK AT (877) 564-1137, (256) 876-2200, OR EMAIL: [apats@redstone.army.mil](mailto:apats@redstone.army.mil)

# Got MSD Questions? Get Answers!



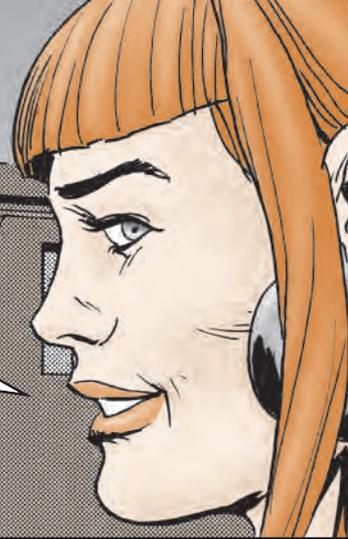
YOU SEEM A LIL' UNDER THE WEATHER TODAY, BUDDY. WHAT SHOULD I DO?



BOOGIE CALL THE URGENT CARE FOLKS AT THE MSD HELP DESK!

MANY OF YOU KNOW BY NOW THAT THE MAINTENANCE SUPPORT DEVICE (MSD)-V2 IS PHASING OUT AND THE MSD-V3 IS BEING FIELD'ED.

HERE'S MORE INFO ON THESE CHANGES, AND HOW AND WHERE TO GET SUPPORT FOR YOUR MSD OR RELATED EQUIPMENT.



## MSD-V2

SOME MSD-V2S ARE NO LONGER SUPPORTED BY THE MANUFACTURER, VT MILTOPE. THEY **CAN'T** BE UPGRADED TO THE WINDOWS 7 OPERATING SYSTEM (OS), WHICH IS NECESSARY TO RUN NEW SOFTWARE UPDATES AND THE LATEST INTERACTIVE ELECTRONIC TECHNICAL MANUALS (IETMS).



THIS MAKES THEM NMC.

HERE'S HOW TO IDENTIFY UNSERVICEABLE MSD-V2 MODELS, OBSOLETE VERSIONS...

- are missing the silver "VT Miltope" tag on the bottom of the screen bezel.
- are PN 714000.
- have a mother board serial number that ends in 855 or lower.



FOR THE MSD-V2S THAT **AREN'T** OBSOLETE AND STILL IN SERVICE, THE ONLY SOLUTION TO NO WINDOWS 7 OS SUPPORT IS TO WAIT FOR THE WINDOWS 7 UPDATE RELEASE, EXPECTED SOON.

THERE IS AN OFFICIAL **LETTER OF INSTRUCTION (LOI)** WITH GUIDANCE FOR TURNING IN MSDs. THE LOI IS LOCATED ON THE PD TMDE WEBSITE AT: <https://msd.us.army.mil/>

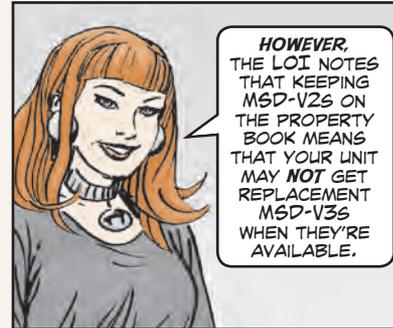
- Click the green text [Login to MSD Homepage](#) and log in with your CAC email certificate
- Click the [Customer Support Portal](#) link
- Click [Technical Bulletins](#) and download the May 2015 LOI.

## MSD-V3

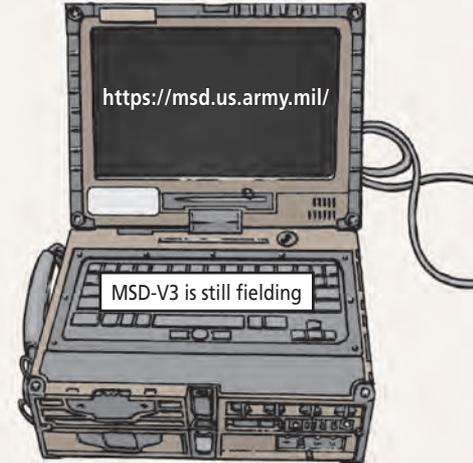
THE FIELDING OF MSD-V3 CONTINUES, BUT THERE ARE **NOT** ENOUGH AVAILABLE FOR **EVERY** UNIT.

SOME UNITS NEED TO KEEP MSD-V2S FOR MISSION SUPPORT.

<https://msd.us.army.mil/>



**HOWEVER,** THE LOI NOTES THAT KEEPING MSD-V2S ON THE PROPERTY BOOK MEANS THAT YOUR UNIT MAY **NOT** GET REPLACEMENT MSD-V3S WHEN THEY'RE AVAILABLE.



## Where to Get Help

FOR HELP WITH MSDs OR RELATED EQUIPMENT, CONTACT THE MSD HELP DESK. THEY CAN ASSIST WITH...

- the internal combustion engine (ICE) or smart wireless internal combustion engine (SWICE)
- login/password resets
- equipment fielding issues
- hardware and software issues
- MSD ULLS-A(E) machine problems
- warranty and maintenance repair services
- calibration problems

SUBMIT A CUSTOMER SUPPORT REQUEST (CSR) AT: <https://msd.us.army.mil/>

- Click the green text [Login to MSD Homepage](#) (Select email certificate on your CAC)

**MSD Home**

Customer Support Portal hosts additional info

**Customer Service Requests**  
 \* new CSRs or to view current status and previous CSRs select here.

1. Click [Customer Support Portal](#)
2. Click [Customer Service Requests](#)
3. Press "Add" button icon to generate a new CSR help ticket
4. Once all fields are completed, select the green text Apply-Save to submit the CSR
5. Your CSR will go to the appropriate tier level of support. A case number will be assigned and emailed to you so you can track the progress at the MSD homepage.

FOR HELP OR QUESTIONS, CALL THE MSD HELP DESK AT (877) 564-1137, (256) 876-2200, OR EMAIL: [apats@redstone.army.mil](mailto:apats@redstone.army.mil)

**PS END**

Supply...

## Faster Route to RFID Tags!

**NEED RFID TAGS? BE AWARE THAT THE NSN YOU USE TO ORDER 'EM CAN ALSO DETERMINE HOW FAST YOU GET 'EM.**

If you need to order radio-frequency identification (RFID) tags, note that the following NSNs are not kept in stock at the Defense Logistics Agency (DLA): NSNs 6350-01-633-7731/7732/ 7338/7342 and 6350-01-631-2568. If you order these NSNs, you may not get them for 60 days or more.

Here's a workaround. DLA keeps NSN 6350-01-579-3126 (data rich tag with DLA label) in stock, but not 6350-01-633-7342 (data rich tag with bracket and DLA label). These two tags work the same, but the first NSN has no mounting bracket while the latter one does. If the first tag will meet your needs and you've got a high-priority requisition, order the in-stock tag with NSN 6350-01-579-3126. RFID tags will work without the optional mounting brackets.

# Dear Cloe

## How Can I Avoid Rejection?



Our supply support activity has converted to GCSS-Army Wave 1. For some reason, many of our supply requests keep getting kicked back. What's the deal?

Feelin' Rejected

LIKE ANY NEW RELATIONSHIP, IT TAKES SOME TIME FOR EVERYONE TO GET THE HANG OF THINGS.

THE GCSS-ARMY EXPERTS TELL US THEY'RE SEEING MANY REQUESTS AUTOMATICALLY REJECTED BECAUSE THEY'RE MISSING THE 2A REQUISITION TRANSACTION ADVICE CODE.



THIS ADVICE CODE IS **MANDATORY** WHEN ORDERING MATERIALS WITH ACQUISITION ADVICE CODES (AACs) OF I, J, K OR L:

AAC	Definition
I	Direct ordering from a central contract or schedule (non-stocked items)
J	Not stocked, long lead time. Inventory materiel management service centrally managed but not stocked item. Procurement will be started only after a requisition is received.
K	Centrally stocked for overseas only. Main source is local purchase or direct ordering from a central contract/schedule when the Federal Supply Schedule Number is shown in the catalog management data record.
L	Local purchase (non-stocked items)





**BLOWN  
APART BY  
WAX**

CCMCK TRAINING ROUNDS CAN **PLUG** THE BARREL WITH **WAX**.

A PLUGGED BARREL CAN **EXPLODE** WHEN **REAL** ROUNDS ARE FIRED.



AFTER FIRING CCMCK ROUNDS, CLEAN YOUR WEAPON THOROUGHLY FOLLOWING THE -10 TM.

**Training  
Rounds  
Require Real  
PMCS!**

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