



THE PREVENTIVE MAINTENANCE MONTHLY

ISSUE 762 MAY 2016



COMBAT VEHICLES

CROWS Lens Cap NSNs, M1A2 SEP Tank CROWS Caution M1-Series Tank Oil Classes M1-Series Tank Engine Exhaust Deflector for Towing M113-Series Prop Shaft Torque Tips Stryker Parking Brake Use



TACTICAL VEHICLES

HMMWV Squeaking Belts HMMWV Ballistic Glass Guidance M1000 HET Semitrailer Bogie Hardware Checks M1074/A1, M1075/A1 PLS Fuel/Water Separator FMTV Cab Air Springs FMTV A1P2 EHPU Breather Cap Replacement Chock Block NSNs



CONSTRUCTION EQUIPMENT

120M Road Grader Circle Drive Lubing 8816M BMPM Start Up Info 8816M BMPM Conveyor Grease Fitting Lube



AVIATION

OH-58D Aft Avionics Bay Hardware Care AMCOM Message Tracking System (AMTRACKS) Aviation Components Move to Sustainment UH-72A RT-5000 Radio Cross-up AH-64D/E Mounting Bracket Not Stocked UH-60A/L, HH-60M APU Vent Screen Protection

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1605001

Issue 762

PS



May
2016

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-762

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WHO IS LEAVING
THESE *MYSTERIOUS*
MESSAGES?



WHAT ARE
THEY TALKING
ABOUT?!



WHY ME?



Find the **ANSWERS** starting
on Page 27!

COMBAT VEHICLES

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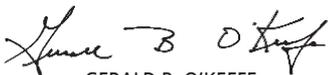
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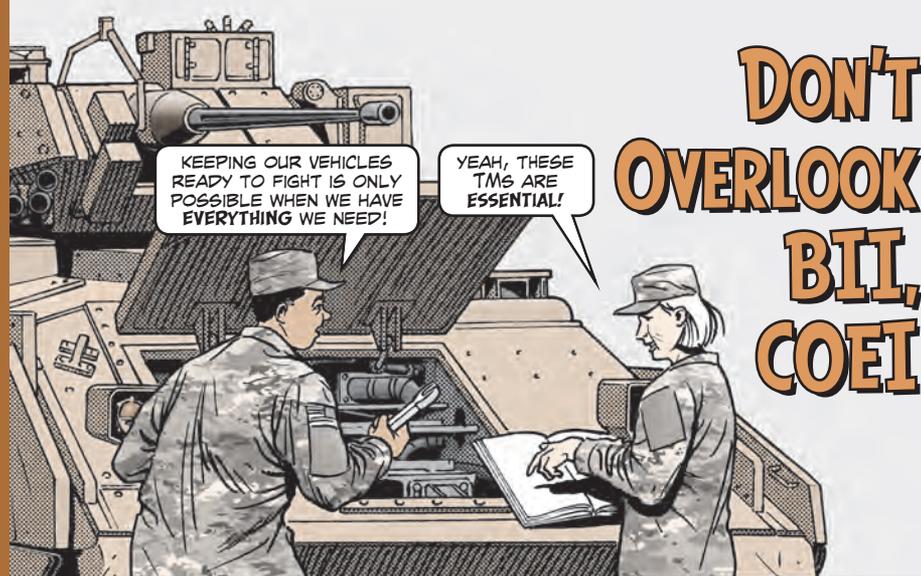
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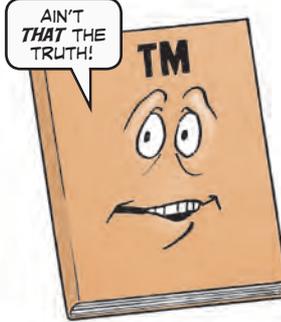
1605001



WHEN YOUR UNIT IS PREPARING FOR A BIG TRAINING EXERCISE, LIKE A ROTATION AT THE NATIONAL TRAINING CENTER (NTC), OR DEPLOYING OVERSEAS, DETAILS MATTER.

ONE DETAIL THAT MATTERS A LOT IS MAKING SURE VEHICLES HAVE ALL THE REQUIRED COMPONENTS OF END ITEMS (COEI) AND BASIC ISSUE ITEMS (BII). IF VEHICLES LACK THESE ITEMS, CREWS WON'T BE ABLE TO DO PROPER PREVENTIVE MAINTENANCE DURING THEIR ROTATION.

REMEMBER,
-10 TMS ARE PART OF EACH VEHICLE'S BII AND ARE JUST AS IMPORTANT AS ANY TOOL.



VEHICLES THAT DON'T GET PM BREAK DOWN. THAT MEANS FIELD TRAINING IS INTERRUPTED, NTC ROTATIONS ARE HINDERED, OR MISSIONS DON'T HAVE NEEDED EQUIPMENT. INVENTORY EACH VEHICLE'S COEI AND BII DURING SEMI-ANNUAL AND ANNUAL SERVICES.

PAYING ATTENTION TO DETAILS WILL KEEP YOUR VEHICLES RUNNING AND UNIT READINESS HIGH!

REPLACE MISSING ITEMS RIGHT AWAY.

WE HAVE THE WORLD'S BEST EQUIPMENT... Take care of it!

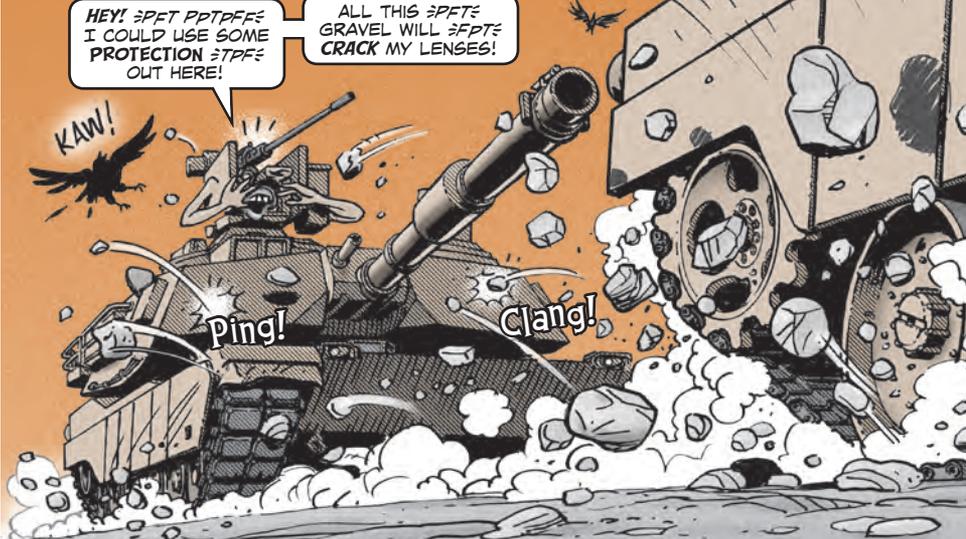
- Don't Blind Your CROWS! Use Caps
- CROWS Cautions
- Protect Engine with Right Oil!
- Deflect Heat Damage When Towing!
- Torque Down Prop Shaft Problems
- Put Brakes to Parking Accidents!



Don't Blind Your CROWS! Use Caps

HEY! ~~3PFT PPTPFF~~
I COULD USE SOME
PROTECTION ~~3TPF~~
OUT HERE!

ALL THIS ~~3PFE~~
GRAVEL WILL ~~3PFE~~
CRACK MY LENSES!



Dear Editor,

I was traveling at Ft Drum recently when I passed a vehicle with a CROWS mounted on it. I noticed that even though the CROWS was in travel lock, the protective caps for the lenses were dangling instead of installed like they should be. Just one piece of gravel kicked up could easily damage a lens. That could cost a unit thousands in repair costs.

Please remind units to keep the CROWS lens caps installed except when actually preparing to fire.

Donald Sherman
Ft Drum, NY

Editor's note: Absolutely, Donald. And if lens caps have disappeared, as they will, order more with these NSNs.

- VIM lens cap,
NSN 6760-25-150-9879
- TIM lens cap,
NSN 5855-01-584-6138
- LRF lens cap,
NSN 6650-25-160-3989

In the meantime, keep the lenses covered during travel.

M1A2 SEP Tank...

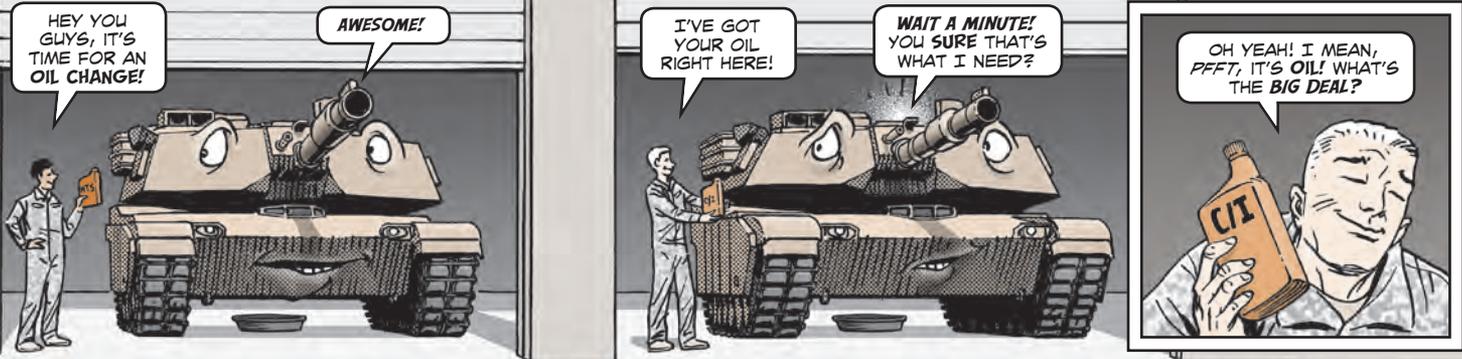
CROWS Cautions

If you're leaving your M1A2 SEP tank through the commander's hatch, remember this CROWS II caution:

Watch where you step!

If you accidentally step on the CROWS operator controls, the controls can be damaged and your CROWS is out of business.

PROTECT ENGINE WITH RIGHT OIL!



MECHANICS, YOU MIGHT GET AWAY WITH USING ANY OL' ENGINE OIL IN YOUR CAR, ESPECIALLY IF IT'S A CLUNKER.



BUT WHEN IT COMES TO AN M1-SERIES TANK, THE TYPE OF OIL YOU USE CAN MEAN THE **DIFFERENCE** BETWEEN A TANK THAT RUNS LIKE A SWISS WATCH OR ONE THAT'S IN THE SHOP GETTING ITS VERY EXPENSIVE AGT 1500 ENGINE REPLACED!

THE TMS AND LOS ARE **SPECIFIC** ABOUT WHAT TO USE: MIL-PRF-23699. BUT KEEP IN MIND THERE ARE **THREE DIFFERENT CLASSES** OF OIL UNDER THIS SPECIFICATION, **EACH** WITH ITS OWN SET OF NSNs.

THE CLASS OF OIL YOU USE CAN EITHER **HELP OR HURT** THE ENGINE, DEPENDING ON THE SITUATION.

The Three Classes

HIGH THERMAL STABILITY (HTS) CLASS.

THIS CLASS IS FOR NORMAL ENGINE USE. HTS CLASS TURBINE OIL CONTAINS SPECIAL ANTI-COKING ADDITIVES THAT HELP PREVENT BEARING AND SEAL DAMAGE. THAT MEANS MORE OPERATING HOURS BETWEEN MAJOR REPAIRS AND BIG-TIME COST SAVINGS.

STANDARD (STD) CLASS.

THIS CLASS SHOULD BE USED **ONLY** AS AN EMERGENCY SUBSTITUTE IF HTS OIL IS UNAVAILABLE.



CORROSION INHIBITING (C/I) CLASS.

THIS CLASS IS **SPECIALLY DESIGNED** FOR LONG-TERM STORAGE **ONLY**. C/I CLASS OIL CONTAINS ADDITIVES THAT MAKE IT FOAM-, WEAR- AND CORROSION-RESISTANT. USE IT IN TANKS THAT WILL BE STORED OUTDOORS FOR LONGER THAN 6 MONTHS OR INDOORS FOR LONGER THAN 12 MONTHS.

WHILE IN STORAGE, YOU MAY NEED TO EXERCISE, MOVE OR PERFORM MAINTENANCE ON THE TANK. C/I OIL IS OK AS LONG AS USAGE DOESN'T EXCEED 50 HOURS AND THE TANK IS GOING RIGHT BACK INTO STORAGE.

WHEN THE TANK IS COMING **OUT** OF STORAGE AND BACK INTO REGULAR OPERATION, DRAIN THE C/I OIL AND REPLACE IT WITH HTS ENGINE OIL.

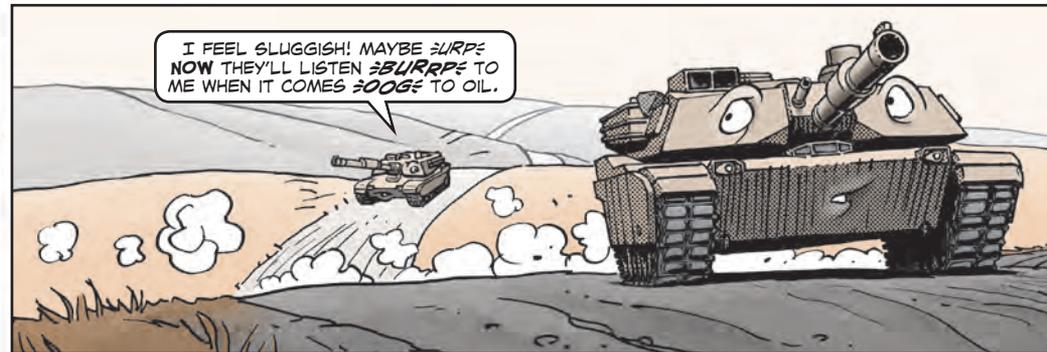
What to Order

Class	Size	NSN 9150-
HTS	8-oz	01-439-0764
HTS	1-qt	01-439-0756
HTS	55-gal	01-439-2070
STD	8-oz	01-476-1075
STD	1-qt	01-476-1074
STD	55-gal	01-476-1083
C/I	8-oz	00-180-6266
C/I	1-qt	00-985-7099
C/I	55-gal	00-681-5999

THE 2014 VERSION OF THE TARDEC POL PRODUCTS GUIDE LISTS C/I CLASS OIL **FIRST** ON PAGE 7. **DON'T BE MISLED, THOUGH!**

HTS IS THE #1 CHOICE FOR NORMAL OPERATIONS.

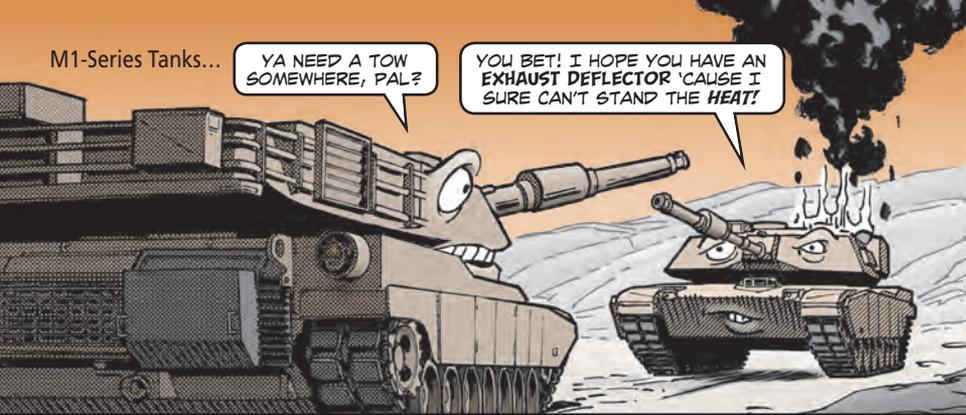
IF YOU'D LIKE A COPY OF THE GUIDE, EMAIL PS AT: usarmy.redstone.logsa.mbx.psmag@mail.mil



M1-Series Tanks...

YA NEED A TOW SOMEBODY, PAL?

YOU BET! I HOPE YOU HAVE AN EXHAUST DEFLECTOR 'CAUSE I SURE CAN'T STAND THE HEAT!

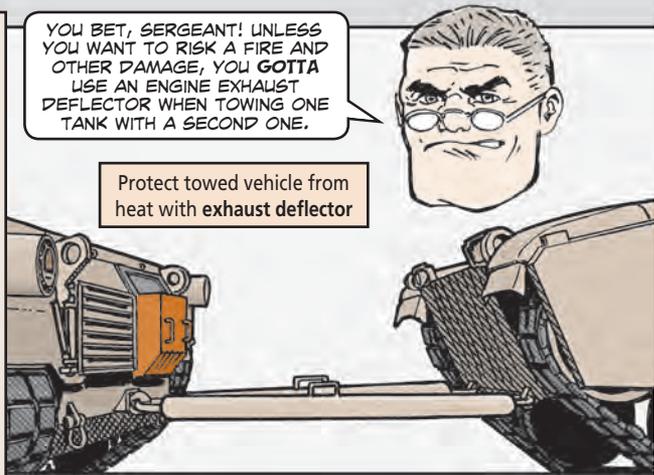


DEFLECT HEAT DAMAGE WHEN TOWING!

Dear Half-Mast,
Could you remind crewmen that when one M1-series tank is towing another, the tank that's doing the towing **has** to use an engine exhaust deflector? If the deflector **isn't** used, the disabled tank can be **damaged** from the high heat of the towing tank's exhaust.

YOU BET, SERGEANT! UNLESS YOU WANT TO RISK A FIRE AND OTHER DAMAGE, YOU **GOTTA** USE AN ENGINE EXHAUST DEFLECTOR WHEN TOWING ONE TANK WITH A SECOND ONE.

Protect towed vehicle from heat with exhaust deflector



SGT A.N.E.
Ft Irwin, CA

THE DEFLECTOR DIRECTS THE HOT EXHAUST FROM THE TOWING TANK **UPWARD AND AWAY** FROM THE DISABLED TANK.

WITHOUT IT, THE EXHAUST CAN **DAMAGE** THE DISABLED TANK'S VISION BLOCKS, HATCH COVERS, PRECLEANER AND EVEN THE VULCANIZED RUBBER ON THE SCAVENGER SHAFT. THAT MEANS THE DISABLED TANK WILL BE IN FOR **MORE REPAIRS**.

IF YOU **DON'T** HAVE READILY AVAILABLE DEFLECTORS, YOUR FIELD-LEVEL MAINTAINERS WILL HAVE TO **MAKE ONE** SINCE THEY **AREN'T** IN THE SUPPLY SYSTEM.

THE PLANS ARE IN TM 9-2350-264-23-1-8 (JUL 11, W/ CH 2, MAY 13) AND TM 9-2350-388-13&P IN IETM EM 0334 (JUL 15).

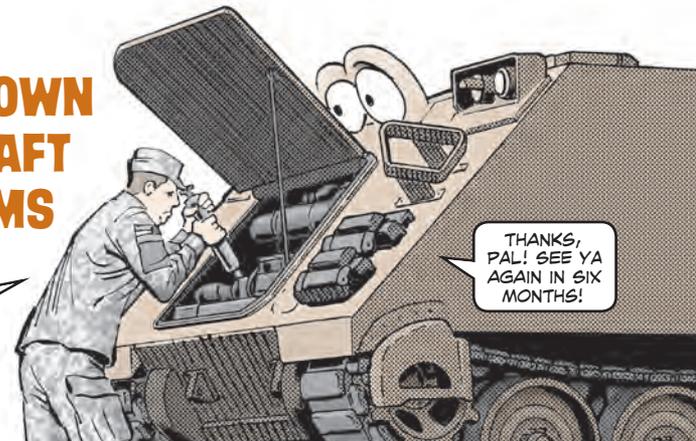
BE SURE TO CHECK OUT THE TMS FOR PROPER TOWING PROCEDURES.

IF YOU HAVE TROUBLE MOUNTING THE DEFLECTOR TO THE EXHAUST GRATE, YOU MAY NEED TO GRIND DOWN THE DEFLECTOR'S LOWER HOOK A BIT TO HELP IT FIT.

M113-Series FOV...

TORQUE DOWN PROP SHAFT PROBLEMS

YOUR PROP SHAFT BOLTS ARE GOOD AND TIGHT!



THANKS, PAL! SEE YA AGAIN IN SIX MONTHS!

Dear Half-Mast,

One thing we see a lot of during unit rotations at the National Training Center are loose or missing propeller shaft and U-joint bolts on M113 carriers. If the shaft comes loose, it can damage the vehicle. The shaft can even injure or kill the driver if it comes through the floorboard.

Can you remind your readers to check for loose and missing bolts?

SFC M.D.K.

Dear Sergeant,

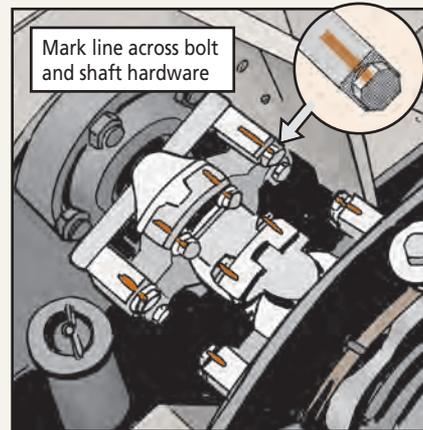
Sure thing. Missing bolts are easy to spot. Loose ones can be a bit trickier.

Mechanics, when you pull semiannual PMCS, torque all the bolts. Torque 6C joint bolts to 35-45 lb-ft and 7C joint bolts to 83-100 lb-ft, just like it says in TM 9-2350-277-13&P in IETM EM 0321 (Oct 14) and TM 9-2350-366-13&P in IETM EM 0320 (Jan 13).

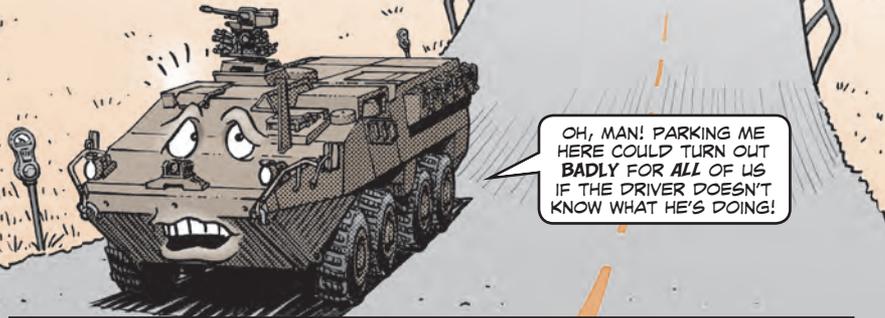
Then make alignment marks on the bolt heads and prop shaft or U-joint yoke. Mark them with a scribe or awl. That makes it easy for crewmen to double-check them during PMCS. The bolt has loosened if the marks don't line up.

After torquing the bolts the first time, drive the vehicle forward about 100 feet and then back. Re-check the torque and tighten if necessary. The initial stress of operation sometimes loosens the bolts.

Half-Mast



PUT BRAKES TO PARKING ACCIDENTS!



Dear Editor,

Every Stryker driver knows to use the parking brake when parking their vehicle. But not every driver knows the right way to do it.

Just like the -10 TM says, the parking brake alone only works when the Stryker is parked on a slope of 30 degrees or less.

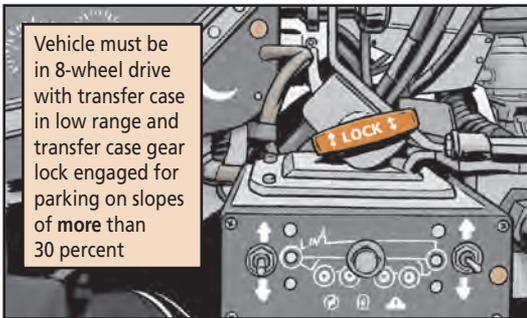
If you're parking on a slope steeper than 30 degrees, the vehicle must also be in 8-wheel drive with the transfer case in low range and the transfer case gear lock engaged. If you don't follow the right procedure, you could find yourself chasing after a runaway vehicle!

Explaining a smashed up Stryker to your commander is bad enough. Someone getting hurt because you didn't follow the TM is a lot worse.

SPC William Taylor
3rd BCT
Ft Carson, CO



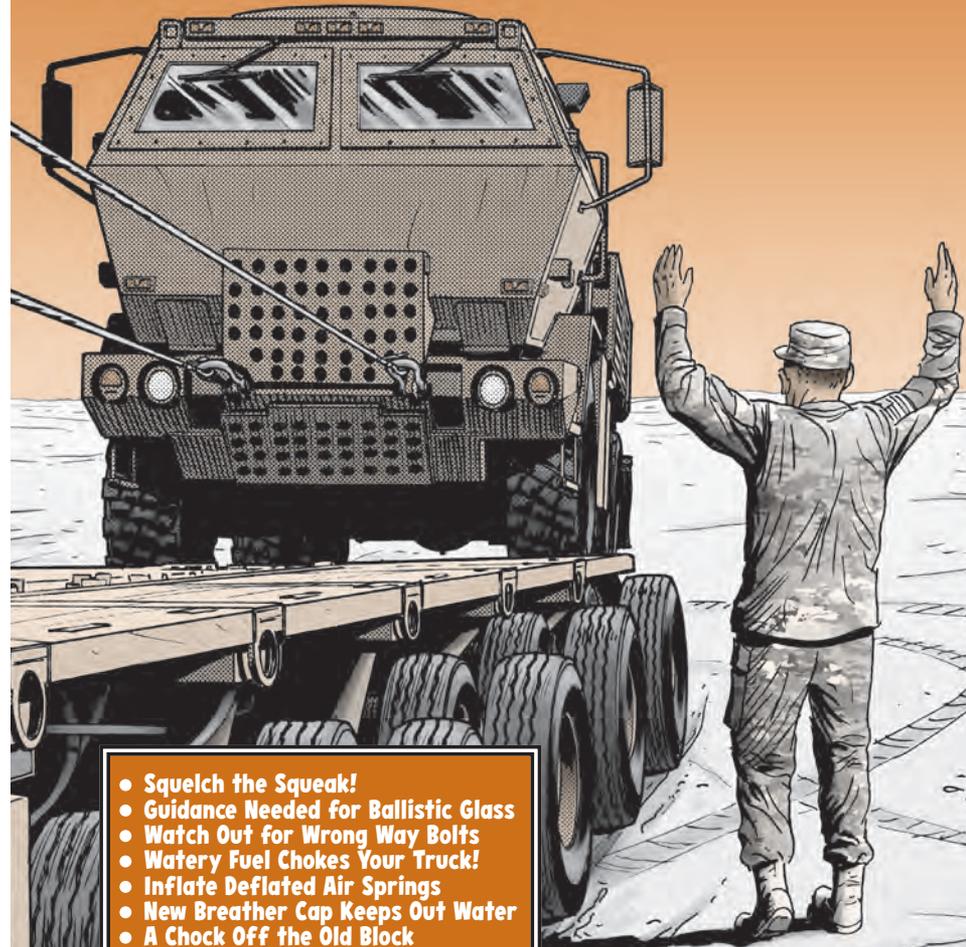
Parking brake only effective on slopes of 30 percent or less



Vehicle must be in 8-wheel drive with transfer case in low range and transfer case gear lock engaged for parking on slopes of more than 30 percent

Editor's note: That's great information that'll help Stryker drivers put the brakes on accidents.

PS TACTICAL VEHICLES



- Squelch the Squeak!
- Guidance Needed for Ballistic Glass
- Watch Out for Wrong Way Bolts
- Watery Fuel Chokes Your Truck!
- Inflate Deflated Air Springs
- New Breather Cap Keeps Out Water
- A Chock Off the Old Block

SQUELCH THE SQUEAK!

WHATCHA WRITIN' ME UP FOR *THIS* TIME?

IT'S THAT INFERNAL SQUEAK! IT'S DRIVIN' ME *NUTS!*

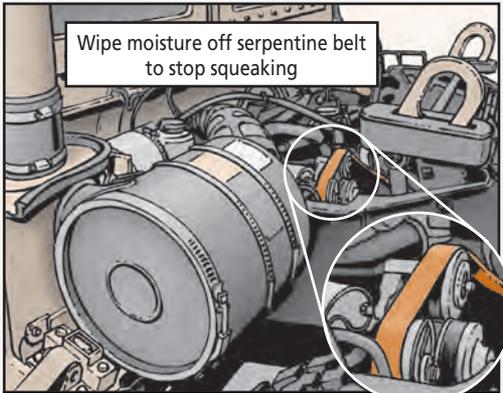


There's nothing more irritating than a constant, loud squeak coming from the engine compartment of your HMMWV. Most drivers figure it's a bad serpentine belt pulley and write it up for their mechanic to fix.

But the problem could be a lot simpler, especially if the squeak is something that comes and goes. The squeak could be caused by moisture on the serpentine belt.

That doesn't necessarily mean you've got an engine leak, either. The moisture could be coming from rainfall, humidity, the wash rack or even early morning dew.

Before you write up a problem that may leave your mechanic scratching his head, shut down the engine and try wiping down the serpentine belt with a clean, dry cloth. If the squeak is silenced, your problem is solved.



GUIDANCE NEEDED FOR BALLISTIC GLASS

HMMM. I WONDER IF YOUR WINDSHIELDS NEED REPLACING?

Tap Tap Tap Tap Tap Tap

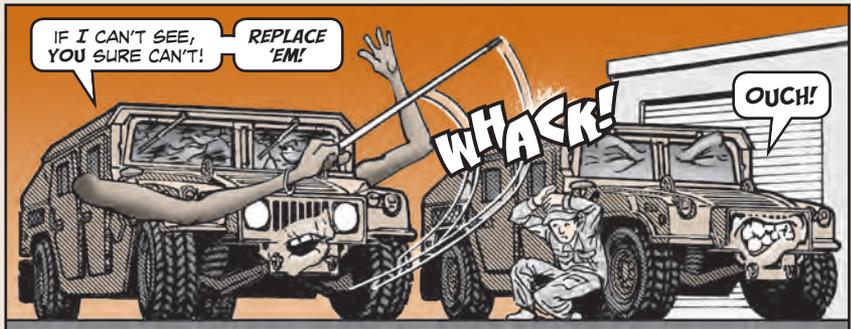


IF I CAN'T SEE, YOU SURE CAN'T!

REPLACE 'EM!

WHACK!

OUCH!



Dear Half-Mast,

Is there a message or specific guidance for when to change out HMMWV windshields that are delaminating?

My unit has a bunch of HMMWV windows that show signs of delamination and I'm wondering if any can be saved. Replacing them would be very expensive.

SSG C.G.U.

Dear Sergeant,

TACOM provided the following guidance on ballistic glass. If you see any of these conditions, replace the glass. It may be expensive, but safety always comes first.

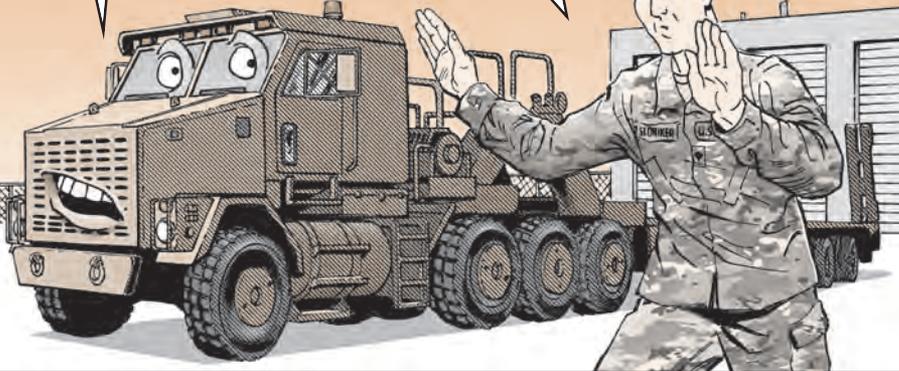
- Cloudiness in the glass which interferes with vision.
- Rock chips, cracks with spider webbing, decals or stickers that impair vision.
- Severe damage that impairs vision or is greater than 20 percent of the window area.
- Any crack in the interior plastic spall liner layer nearest to the occupants (non-strike face). Small scratches in the plastic layer are not cause for replacement unless they interfere with vision.

Half-Mast

WATCH OUT FOR WYAY WAY BOLTS

WHAT'S UP?
I GOTTA GO!

JUST HANG ON A MINUTE! I NEED
TO CHECK THE HARDWARE ON YOUR
#4 BOGIE REAL QUICK.



Operators, take a close look at the number four street-side bogie (axle) on your HET M1000 semitrailer. Specifically, check for a welded drain valve at the bottom of the tank near the connector rod and connector rod end.

Now check the locknuts, NSN 5310-00-877-5795, and bolts, NSN 5305-00-719-5240, used on the connector rod, NSN 3040-01-371-7854. If the locknuts face the bottom of the trailer, they can snag the drain valve during steering.

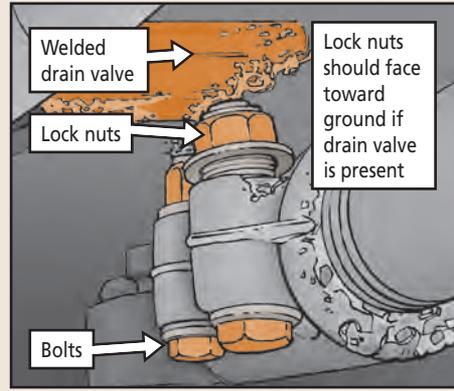
In that case, your mechanic will need to reverse the locknuts and bolts so the locknuts are facing the ground. Make sure he uses new locknuts if the change is necessary.

Not all trailers have the welded drain valve. If the valve isn't there, the locknuts **should** face the trailer's bottom.

For more info, check out TACOM maintenance information message 15-031 on the TACOM-Unique Logistics Support Applications (TULSA) website:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MA15-031.html>

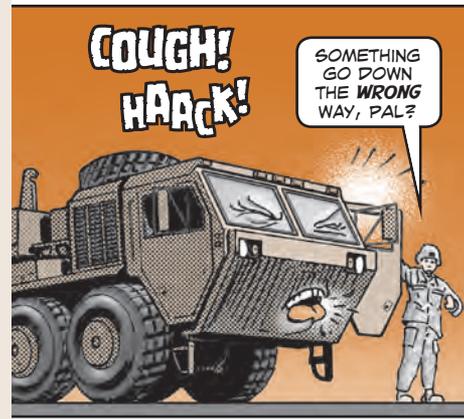
You'll need your CAC and first-time users must first request access.



WATERY FUEL CHOKES YOUR TRUCK!

COUGH!
HAAck!

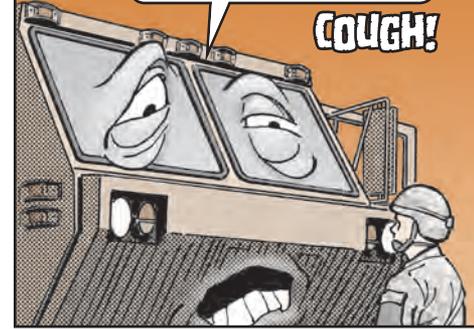
SOMETHING
GO DOWN
THE
WRONG
WAY,
PAL?



HAAck!

YEAH! WATERY FUEL. YOU
DIDN'T DRAIN MY FUEL/WATER
SEPARATOR AGAIN!

COUGH!



Fuel flows through the engine of your M1074/A1 and M1075/A1 PLS smooth and easy—as long as no water goes along for the ride.

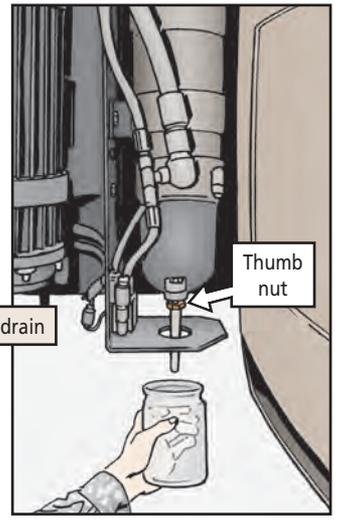
That's why your PLS has a fuel-water separator. It's designed to keep water and crud out of the fuel. But it can't do that very long unless you drain it regularly.

Not draining the separator leaves water and dirt in the vehicle's fuel system, neither of which burns very well. Then the engine runs rough or not at all.

So make checking the fuel/water separator a part of your truck's PMCS. Check it after operation for the M1074/M1075 PLS (see WP 0127-19 of TM 9-2320-364-10). It's a before- and after-operation check for the M1074A1/M1075A1 (see WP 0122-6 and 0124-15 of TM 9-2320-319-10-2).

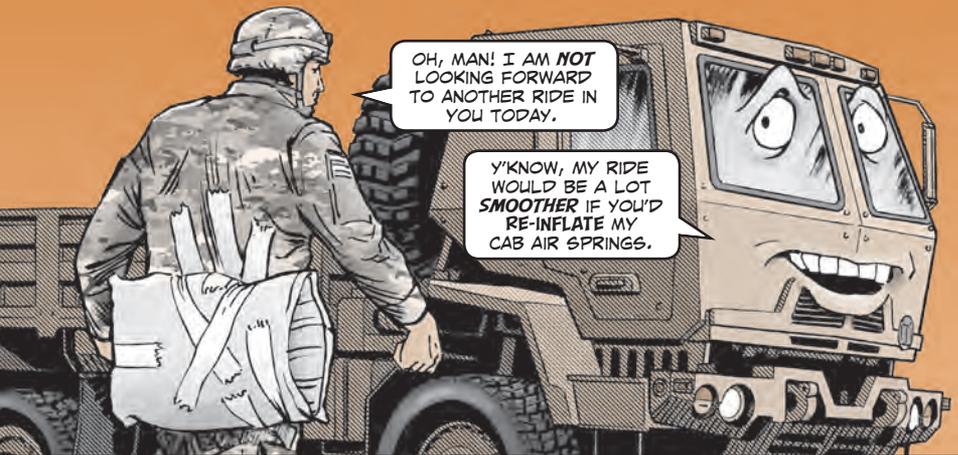
Put a container under the drain hose and turn the thumb nut on the separator. Allow it to drain until pure fuel comes out, then close the thumb nut. If the fuel doesn't run clear, close the thumb nut and report it to your mechanic.

Place container under hose and turn thumb nut to drain



MAKE SURE YOU
DUMP ANY DRAINED
FUEL INTO AN
APPROVED HAZARDOUS
WASTE CONTAINER AS
DIRECTED BY YOUR
UNIT'S SOP.

FMTV... INFLATE DEFLATED AIR SPRINGS



OH, MAN! I AM **NOT** LOCKING FORWARD TO ANOTHER RIDE IN YOU TODAY.

Y'KNOW, MY RIDE WOULD BE A LOT **SMOOTHER** IF YOU'D RE-INFLATE MY CAB AIR SPRINGS.

Some operators think they have to deflate both air springs before tilting the cab. And then they forget to re-inflate them when they finish their work.

With no air, the cab isn't level. Bumps and jars during operation can make the springs pinch the bag. A damaged bag won't hold air so your backside suffers big time on bumpy roads.

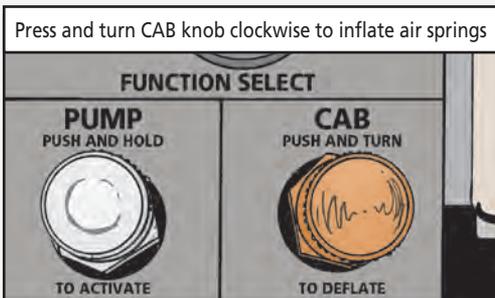
Truth is, the only time you should deflate the air springs is when you're preparing for air transport. So leave 'em alone at all other times.

If the air springs on your truck are flat, re-inflate 'em. Just press and turn the CAB knob clockwise on the hydraulic manifold control panel.

And if you have to replace the air springs, order them using NSN 2510-01-481-7663 and NSN 2510-01-481-7651. Your parts manual has the scoop.

Repair both springs on basic and -A1 model FMTVs (serial numbers 99,999 and below) by replacing just the air bag, NSN 2510-01-645-7268.

BY THE WAY, YOU **WON'T** FIND CAB AIR BAGS ON -A1 MODEL FMTVs (SERIAL NUMBERS 100,001 AND HIGHER).



Press and turn CAB knob clockwise to inflate air springs

FUNCTION SELECT

PUMP
PUSH AND HOLD



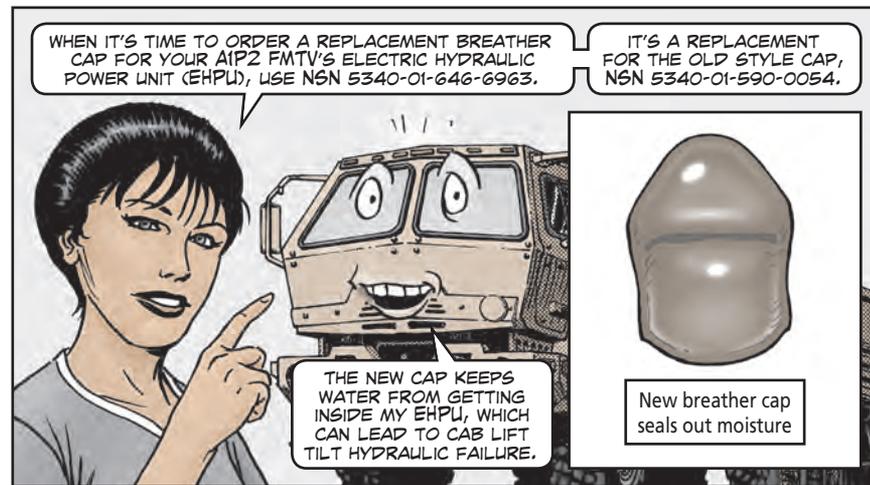
TO ACTIVATE

CAB
PUSH AND TURN



TO DEFLATE

NEW BREATHER CAP KEEPS OUT WATER



WHEN IT'S TIME TO ORDER A REPLACEMENT BREATHER CAP FOR YOUR A1P2 FMTV'S ELECTRIC HYDRAULIC POWER UNIT (EHPU), USE NSN 5340-01-646-6963.

IT'S A REPLACEMENT FOR THE OLD STYLE CAP, NSN 5340-01-590-0054.

THE NEW CAP KEEPS WATER FROM GETTING INSIDE MY EHPU, WHICH CAN LEAD TO CAB LIFT TILT HYDRAULIC FAILURE.

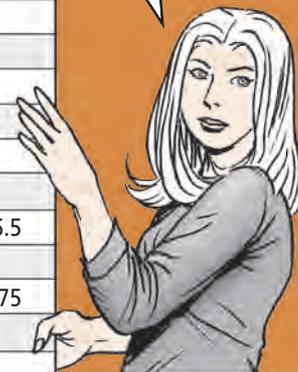
New breather cap seals out moisture

A CHOCK OFF THE OLD BLOCK

NSN 2540-	Material	(LxWxH in inches)
01-271-7167	Rubber	7x6.5x5.38
01-614-6138	Rubber	8x8x8
01-509-5834	Rubber	8x9.5x5.75
00-678-3469	Wood	8x9.5x8
01-510-2836	Rubber	8x10x6
01-459-4266	Rubber	9x15x6
00-288-2873	Aluminum	9.5x8x5.75
01-579-0934	Wood	9.5x19.5x4
00-769-5048	Steel	11.25x11.5x5.5
00-912-1848	Aluminum alloy	12x15x9.375
01-165-6136	Wood	15.5x7.75x5.75
01-033-0703	Aluminum alloy	18x18x3
01-184-4897	Aluminum alloy	18x18x1.75

NEED CHOCK BLOCKS FOR YOUR COMBAT OR TACTICAL VEHICLE?

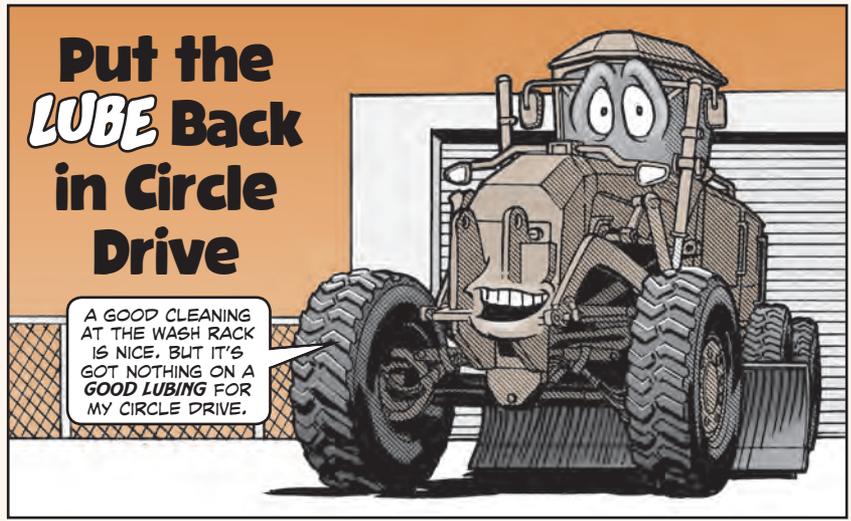
IF YOU CAN'T FIND ANY IN YOUR TMS, MAKE YOUR OWN OR FIND SOME THAT'LL WORK FROM THIS LIST...





- Put the Lube Back in Circle Drive
- Smooth Paving with PM
- Lube Up and Lube Now!

PS CONSTRUCTION

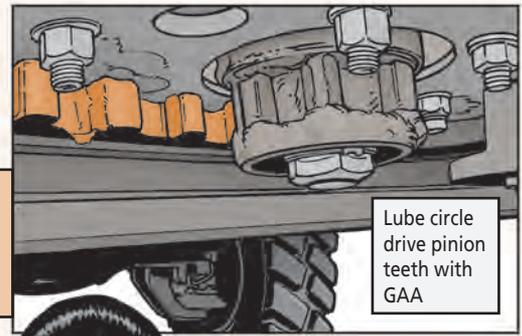


Put the LUBE Back in Circle Drive

A GOOD CLEANING AT THE WASH RACK IS NICE, BUT IT'S GOT NOTHING ON A GOOD LUBING FOR MY CIRCLE DRIVE.

Operators, a good scrub-down at the wash rack will have your 120M road grader lookin' good. But all that washing takes a toll on the lube for the grader's circle drive. So before you call it a day, put some slide-and-glide back into the circle drive like this:

- Apply some dry film lubricant to the top and bottom surface areas of the circle drive. NSN 9150-01-089-1697 brings a gallon of dry film lubricant.
- Get down on your hands and knees to **add some GAA to the circle drive's pinion teeth**. Grease lets the drive pinion rollers move smoothly.



Lube circle drive pinion teeth with GAA

GAA is available in these sizes:

Size	NSN 9150-
2 1/4-oz tube	01-197-7688
14-oz cartridge	01-197-7693
1 3/4-lb can	01-197-7690
35-lb can	01-197-7692

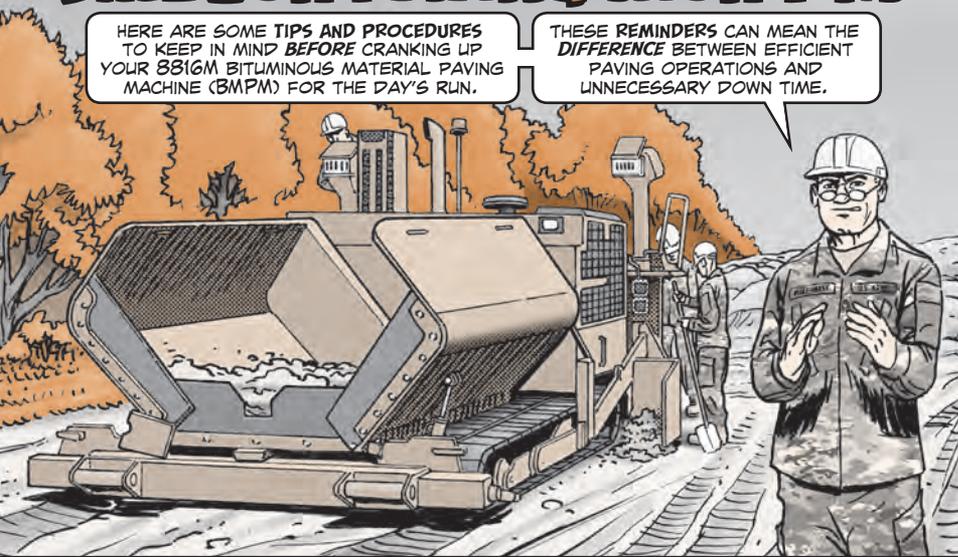


YOU'LL FIND THESE **IMPORTANT LUBE POINTS** LISTED AS ITEMS **85 AND 86** IN THE **AFTER PMCS** TABLES IN **TM 5-3805-293-10 (DEC 10)**.

SMOOTH PAVING WITH PM

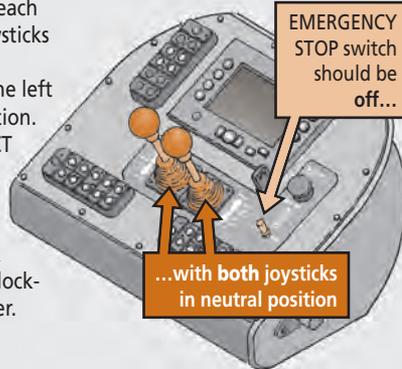
HERE ARE SOME TIPS AND PROCEDURES TO KEEP IN MIND **BEFORE** CRANKING UP YOUR 8816M BITUMINOUS MATERIAL PAVING MACHINE (BMPM) FOR THE DAY'S RUN.

THESE REMINDERS CAN MEAN THE **DIFFERENCE** BETWEEN EFFICIENT PAVING OPERATIONS AND UNNECESSARY DOWN TIME.



Start Up

1. Make sure the EMERGENCY STOP switch on each control panel is off and the left and right joysticks are in the neutral position.
2. Set the RUN/STOP toggle switches on both the left and right control pedestals to the STOP position.
3. Make sure the BMPM's BATTERY DISCONNECT switch is set to ON.
4. Set either the left or right run/stop toggle switches to the RUN position.
5. Turn the keyless switch clockwise to the AUX position. Then continue turning the switch clockwise to the IGN position to engage the starter.
6. Release the switch back to the AUX position once the engine starts.



10 Minute Warm Up

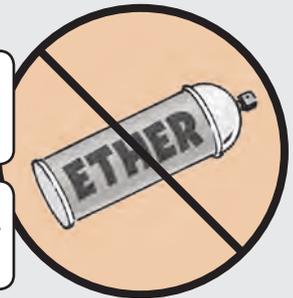
The engine needs to warm up for 10 minutes in cold weather before the BMPM is operated. Warm up allows the vehicle's hydraulic oil to circulate for smooth operation. You'll find this info in WP 0006-3 of TM 5-3895-385-10 (Nov 11).

No Spray Ether!



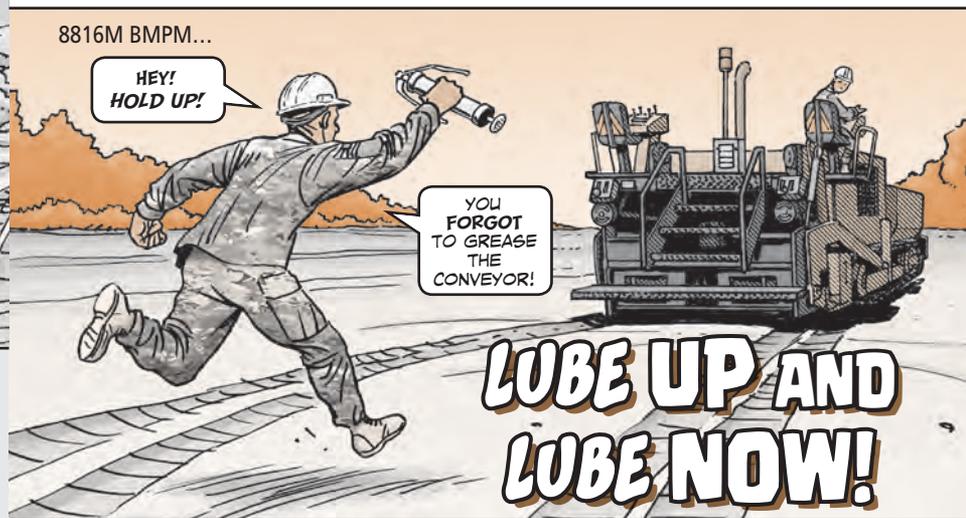
THIS CAN'T BE EMPHASIZED ENOUGH: **DO NOT USE SPRAY ETHER AS A STARTING AID FOR THE PAVING MACHINE'S ENGINE!**

THE ENGINE HAS AN INTAKE AIR PRE-HEATER. **USING ETHER SPRAY CAN CAUSE A FIRE OR EXPLOSION THAT COULD KILL SOMEONE!**



HEY!
HOLD UP!

YOU FORGOT TO GREASE THE CONVEYOR!



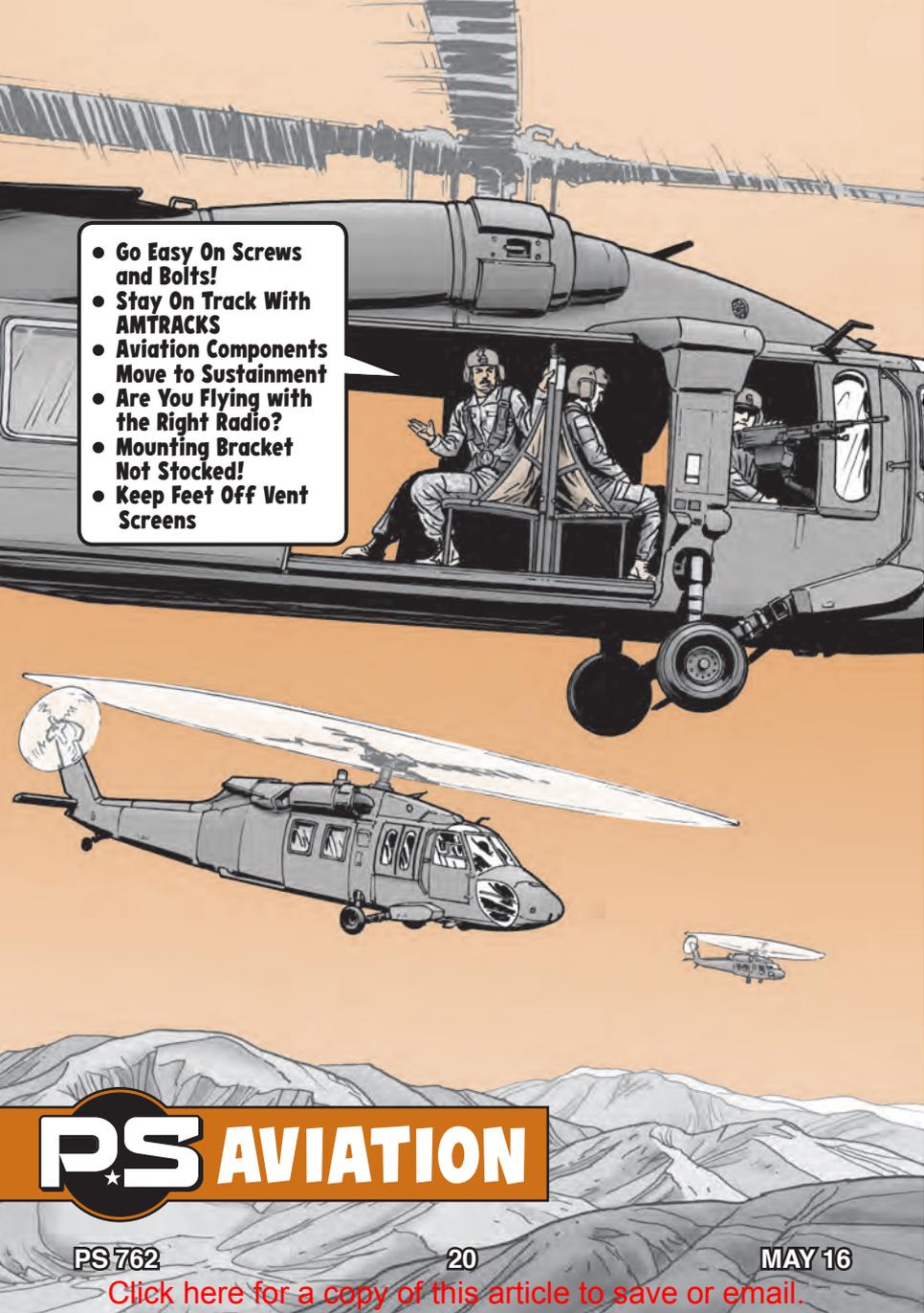
LOBE UP AND LOBE NOW!

A little lube in the right place works wonders on your 8816M bituminous material paving machine (BMPM). And the conveyor grease fittings definitely qualify as the right place!

A bank of five conveyor grease fittings is located under the BMPM's hopper wing in the middle of the track on the curb side. These fittings get coated with dirt and sand, so make sure you wipe them off before starting the lube job.

For smooth paving operations, the fittings need grease daily. Give each fitting four to five shots of GAA. If any of the fittings clog and won't take grease, report it.





- Go Easy On Screws and Bolts!
- Stay On Track With AMTRACKS
- Aviation Components Move to Sustainment
- Are You Flying with the Right Radio?
- Mounting Bracket Not Stocked!
- Keep Feet Off Vent Screens

PS AVIATION

OH-58D...

GO EASY ON SCREWS AND BOLTS!

SOME OF THIS AVIONICS BAY COMPONENTS HARDWARE IS STUCK. I'VE BEEN BUSTIN' MY KNUCKLES!

YOU SHOULD TRY USING PENETRATING FLUID. BUT IF IT DOESN'T WORK, YOU'LL HAVE TO CALL THE AIRFRAME FOLKS FOR HELP.



MECHANICS, GOING OVERBOARD WHEN SECURING COMPONENTS IN YOUR KIOWA WARRIOR'S AFT AVIONICS BAY MEANS SOMEONE ELSE WILL HAVE TO WORK UP A SWEAT REMOVING THEM.



The aft avionics bay is a tight space and packed with lots of components. There's not a lot of wiggle room for tools. So instead of adding one or two extra turns when tightening bolts and screws, follow the TM. Tighten them just enough so they can still be removed later. If there is a torque requirement, follow that, but never go beyond it.

When nuts and bolts are over-tightened, there's no way to break loose bolts or screws to remove or replace a component, especially in a tightly packed avionics bay. Then components get broken or mechanics really do bust their knuckles.

Stuck bolts and screws can be loosened with penetrating fluid, NSN 6850-00-973-9091. But if that doesn't work, you'll need to call the airframe folks. They have the right tools to break loose over-tightened hardware.

In the end, if you think you can't remove over-tightened hardware without stripping it, call the airframe folks and let them handle it.

Stay On Track With AMTRACKS



If you haven't heard, there's a tool in the aviation arsenal called the AMCOM Message Tracking System (AMTRACKS). Its objective is to track compliance with aviation safety/maintenance messages and to let users know if their equipment is up-to-date.

Safety is very important in the aviation sector. But safety requirements for ground support equipment sometimes get overlooked simply because that equipment isn't aircraft.

Now, the PM for AGSE is joining the team to add the standard aircraft towing system (SATS), the aviation ground power unit (AGPU) and the generic aircraft nitrogen generator (GANG) to AMTRACKS.

To manage your equipment, simply select the piece of equipment and enter the serial number just like you would with an aircraft. Go to the website at: <https://amtracks.redstone.army.mil>

Aviation Components Move to Sustainment



Aviation Mission Survivability Officers (AMSO), back on 1 Nov 13 the electronic data manager (EDM), NSN 7022-01-535-8774; the global positioning system (GMR-500), NSN 5895-01-591-9449; and the message router without GPS (GMR-100), NSN 5895-01-591-3922, were transitioned to sustainment under the CECOM Life Cycle Management Command's (LCMC) Enterprise Soldier Aviation (ESA).

That means the items are no longer available as free issue from PM Air Warrior. Replacements must be requisitioned and all unserviceable equipment must be turned in through normal supply channels.

Questions? Contact CECOM ESA item manager Jordan Hancock at DSN 648-1374, (443) 395-1374, or email: jordan.w.hancock.civ@mail.mil

Are You Flying with the Right Radio?

THIS SHOULD FIX YOUR COMMO PROBLEMS!

NOT SO FAST, BUDDY!
BEFORE YOU INSTALL THAT RT-5000 RADIO, CHECK THE DATA PLATE TO MAKE SURE IT HAS THE RIGHT PART NUMBER!

THAT'S RIGHT!
THE LAKOTA AND OH-58A/C USE SIMILAR RT-5000S, BUT YOU **MUST** MAKE SURE YOU INSTALL THE RIGHT ONE FOR THE LAKOTA.



IF YOU FIND AN UNAUTHORIZED RADIO IN YOUR LAKOTA, MAKE THE FOLLOWING ENTRY IN THE AIRCRAFT LOGBOOK...

"RT-5000 (PN 400-015525-xxxx*) required removal and replacement per aircraft's STC with correct RT-5000 (PN 400-015525-xxxx*)"

*ENSURE THE PN(S) REFLECT THE RT-5000 TO BE REMOVED AND THE CORRECT PN(S) FOR THE MEP VERSION THAT IS GOING TO BE INSTALLED.

GOT QUESTIONS ABOUT THE RT-5000 RADIO? CONTACT KEITH STILWELL, DSN 645-0797, (256) 955-0797 OR EMAIL: keith.e.stilwell.civ@mail.mil

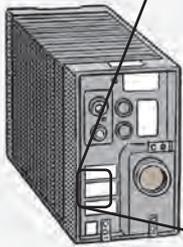


PILOTS, HAVING THE RIGHT RADIO IN YOUR LAKOTA ROTORCRAFT IS THE DIFFERENCE BETWEEN COMMUNICATING AND NOT COMMUNICATING.

THE BAD NEWS IS THAT SOME RT-5000 RADIOS MEANT FOR KIOWA OH-58A/C MODELS HAVE BEEN INSTALLED ON THE LAKOTA UH-72A MODELS. THE WRONG RADIO SETS WERE MOVED INTO UNIT AVIONIC STOCKS AND USED IN LAKOTAS AS LINE REPLACEABLE UNITS (LRUs).

BOTH AIRFRAMES USE RT-5000, REMOTE MOUNT, MULTI-BAND AM/FM TRANSCIEVER RADIOS. THE VERSION USED FOR OH-58A/C KIOWAS DOES NOT ALLOW FOR DIGITAL TRANSMISSION AND RECEPTION OF THE SAME FREQUENCY SIGNALS LIKE THE RT-5000 APPROVED FOR THE LAKOTA.

IF YOUR UH-72A'S RADIO ISN'T OPERATING PROPERLY, EYEBALL THE PART NUMBER (PN) AND CROSS CHECK THAT PN AGAINST THE PROPER SUPPLEMENTAL TYPE CERTIFICATE (STC) FOR THE CORRECT MISSION EQUIPMENT PACKAGE (MEP) OF THE ROTORCRAFT.



Radio has wrong PN?
Don't install in Lakota!

RT-5000 TRANSCIEVER
P/N: 400-015525-5311
FAA PANA MODEL ELIGIBILITY

MODEL AS 350B BA B1 B2 B3 D
WULFSBERG ELECTRONICS DIVI
Prescott, Arizona U.S.A. CAGE

LAKOTAS EQUIPPED WITH A SECURITY AND SUPPORT (S&S) MEP NEED THE RT-5000S WITH PN 400-105525-6011 FOR COMM #4 AND PN 400-105525-6111 FOR COMM #5.

FOR LAKOTAS IN A NON-S&S MEP CONFIGURATION, THE RT-5000 RADIO SHOULD BE PN 400-015525-5111 OPERATING IN COMM #4.

MOUNTING BRACKET NOT STOCKED!

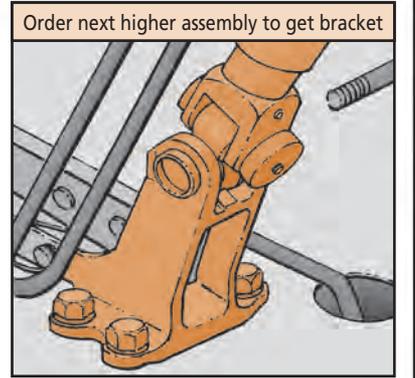


MECHANICS, ARE YOU HAVING PROBLEMS ORDERING THE MOUNTING BRACKET, NSN 5340-01-431-3065, FOR YOUR APACHE?



THAT'S BECAUSE IT ISN'T STOCKED AND CAN'T BE ORDERED AS A SEPARATE ITEM.

INSTEAD, YOU'LL HAVE TO ORDER THE NEXT HIGHER ASSEMBLY, THE QUADRANT CONTROL ASSEMBLY, NSN 1680-01-375-0815.



Order next higher assembly to get bracket

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

**DANGER!
DANGER!**

KEEP
THOSE
BOOTS
OFF
OF US!

KEEP FEET OFF VENT SCREENS

MECHANICS, WHEN YOU'RE TOPSIDE ON YOUR BLACK HAWK DOING ROTOR HEAD MAINTENANCE...

...STEER YOUR FEET CLEAR OF THE APU VENT SCREENS.

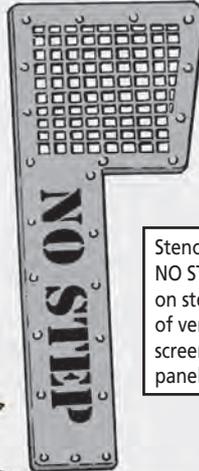
EVEN THOUGH THE VENT SCREENS ARE A NO-STEP ZONE, THEY STILL TAKE A BEATING BECAUSE SO LITTLE ATTENTION IS GIVEN TO WHERE MECHANICS' FEET GO WHILE WORKING.

WHEN BOOTS CONTACT THE SCREENS, THE SCREENS BEND, CRACK, AND... **BREAK!**

EVEN WHEN YOU'RE BEING CAREFUL, IT'S EASY TO STEP ON AND MANGLE THE SCREENS AS YOU MOVE AROUND ON TOP OF THE AIRCRAFT!

SO, TO CUT DOWN ON DAMAGED VENT SCREENS, STENCIL NO-STEP ON THE STEM OF THE VENT SCREEN PANEL AS A REMINDER FOR YOUR FEET.

BOTTOM LINE: WATCH YOUR STEP WHEN TOPSIDE BY STEERING YOUR FEET CLEAR OF THE APU VENTS SCREENS.



Stencil NO STEP on stem of vent screen panels

The Supply Diaries

CONGRATULATIONS ON YOUR PROMOTION, SERGEANT GILBERT. GLAD YOU'VE JOINED OUR TEAM.

THANKS, MA'AM. IT'S AN HONOR TO WEAR THE PATCH OF THE LEGENDARY FIGHTING LLAMAS!

AS YOU CAN SEE BY THE DUST ON YOUR DESK, THIS SUPPLY SLOT'S BEEN VACANT QUITE A WHILE.

SO I'LL LEAVE YOU TO SETTLE IN.

OK... OH?!

HELP ME

WHAT IN THE WORLD!??

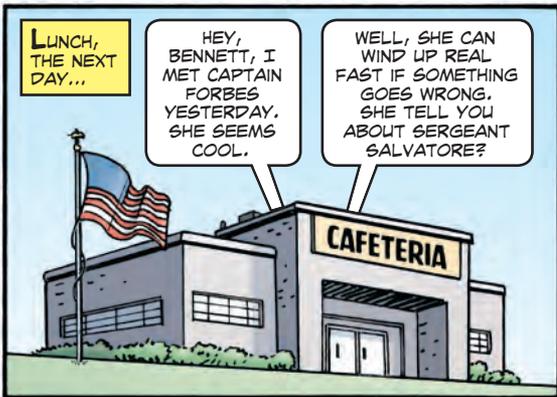
Dear Diary,
End of Day 1 at new job, already overwhelmed by the piles on my desk. All schooling aside, I'm really a newbie at this supply stuff.
Where do I start!?!?



NOBODY KNOWS! THE STORY GOES THAT HE FREAKED OUT OVER A SUPPLY REQUEST, TOOK OFF AND WAS NEVER HEARD FROM AGAIN.



WHOA! MUST'VE BEEN A DREAM. GUESS I DRIFTED OFF.



LUNCH, THE NEXT DAY...

HEY, BENNETT, I MET CAPTAIN FORBES YESTERDAY. SHE SEEMS COOL.

WELL, SHE CAN WIND UP REAL FAST IF SOMETHING GOES WRONG. SHE TELL YOU ABOUT SERGEANT SALVATORE?



DUNNO. JUST BE CAREFUL. THIS PLACE CAN GET IN PEOPLE'S HEADS.



LATER...

Dear Diary,
Day 5. Yeah, I've had training, but nothing prepared me for this huge backlog.
How can I get a handle on things?



NO, WHO'S THAT?

YOUR PREDECESSOR. THE LAST SUPPLY GUY. SOMETHING HAPPENED TO SALVATORE HERE. HE... CHANGED. GOT REAL TESTY, SNAPPISH. ONE DAY HE JUST THREW UP HIS HANDS AND LEFT.



WENT... AWOL?



A FEW WEEKS LATER, SGT GILBERT IS STILL SORTING THROUGH THE MESSY STACKS OF STUFF ON HER DESK. SHE OPENS A TM AND FINDS THIS MYSTERIOUS NOTE...

HOW DO I FIND ITEM MANAGERS ???

THIS MUST BE SERGEANT SALVATORE'S LAST CRY FOR HELP. I'M BEGINNING TO THINK HE WASN'T CRAZY AFTER ALL.

I'M IN OVER MY HEAD, TOO! NOBODY ELSE HERE HAS A CLUE EITHER. THEY JUST TELL ME TO 'FIGURE IT OUT.'

NO MATTER HOW HARD IT GETS, I'VE GOT TO HANG IN THERE.

I'LL WORK IT, SERGEANT LOCKWOOD.

HEY, GILBERT! GOT SHORTAGES ON THIS EQUIPMENT.

I TRIED TO ORDER PARTS, BUT THE COMPONENT LISTS AND TMS DON'T HAVE NSNs OR PART NUMBERS. OR IF THEY DO, CAN'T FIND 'EM IN FED LOG OR SKOT.

LATER...

Dear Diary,
Day 61.

I don't think I can do this alone. It's sink or swim time, and I'm sinking!
I need HELP!!
But where do I find it?

NEXT DAY, AT THE OFFICE...

SERGEANT GILBERT? HELLO???

WELL, GILBERT?

HELLO, SERGEANT GILBERT. FINALLY GOT A MOMENT TO POP OVER AND INTRODUCE MYSELF. I'M YOUR COUNTERPART OVER AT C CO.

SO YOU DIDN'T VANISH INTO THIN AIR, SERGEANT SALVATORE? THEY'VE BEEN PULLING MY LEG HERE.



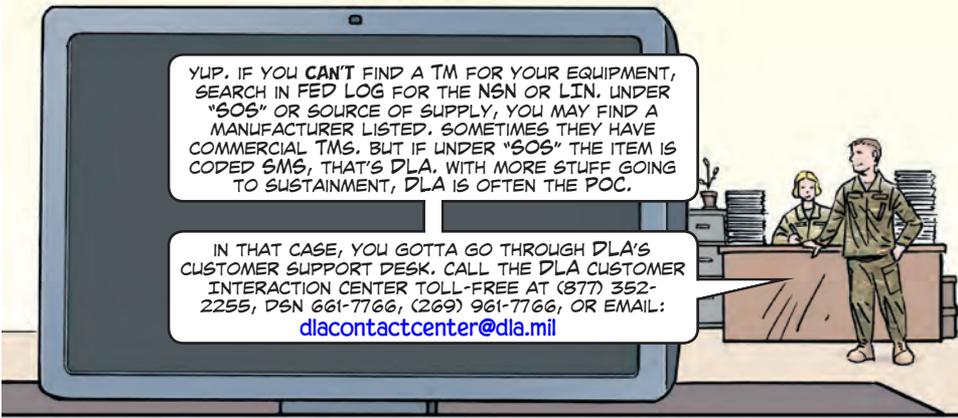
I'M THE OTHER SERGEANT SALVATORE. 92Y AT YOUR SERVICE.

HEY, NOW YOU'VE GONE FROM LOOKING LIKE YOU MIGHT *FAINT* TO LOOKING LIKE YOU JUST WON THE LOTTERY.



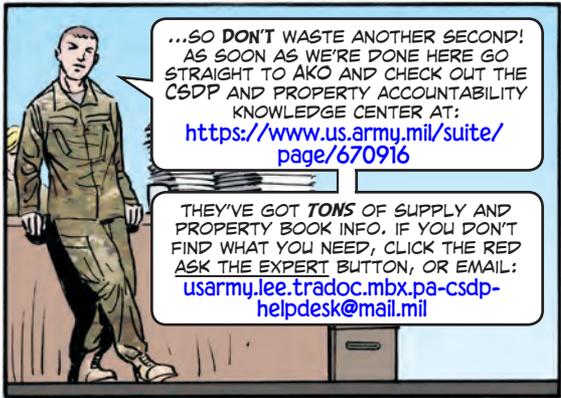
I FEEL LIKE I *HAVE*. 92Y! CAN I PICK YOUR BRAIN ABOUT A FEW THINGS?

SURE, I'VE GOT SOME TIME.



YUP. IF YOU CAN'T FIND A TM FOR YOUR EQUIPMENT, SEARCH IN FED LOG FOR THE NSN OR LIN. UNDER "SOS" OR SOURCE OF SUPPLY, YOU MAY FIND A MANUFACTURER LISTED. SOMETIMES THEY HAVE COMMERCIAL TMS. BUT IF UNDER "SOS" THE ITEM IS CODED SMS, THAT'S DLA. WITH MORE STUFF GOING TO SUSTAINMENT, DLA IS OFTEN THE POC.

IN THAT CASE, YOU GOTTA GO THROUGH DLA'S CUSTOMER SUPPORT DESK. CALL THE DLA CUSTOMER INTERACTION CENTER TOLL-FREE AT (877) 352-2255, DSN 661-7766, (269) 961-7766, OR EMAIL: dlacustomercenter@dlamail.mil



...SO DON'T WASTE ANOTHER SECOND! AS SOON AS WE'RE DONE HERE GO STRAIGHT TO AKO AND CHECK OUT THE CSDP AND PROPERTY ACCOUNTABILITY KNOWLEDGE CENTER AT: <https://www.us.army.mil/suite/page/670916>

THEY'VE GOT *TONS* OF SUPPLY AND PROPERTY BOOK INFO. IF YOU DON'T FIND WHAT YOU NEED, CLICK THE RED ASK THE EXPERT BUTTON, OR EMAIL: usarmy.lee.tradoc.mbx.pa-csdp-helpdesk@mail.mil



AWESOME! THANKS. BY ANY CHANCE, DO YOU KNOW HOW I CAN FIND ITEM MANAGERS?



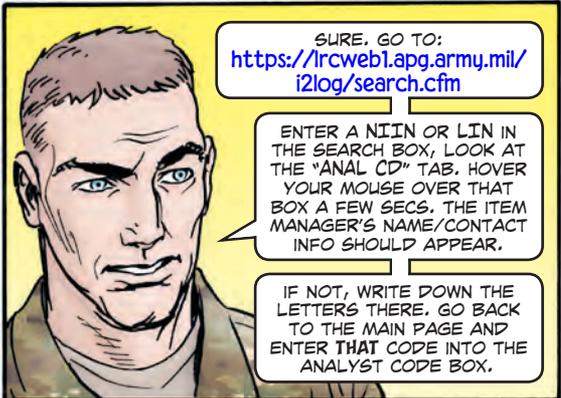
WOW! MY HEAD IS SPINNING. IN A GOOD WAY, THOUGH.



DON'T FORGET THE MOST IMPORTANT THING OF ALL, A MONTHLY SUBSCRIPTION TO *PS* MAGAZINE.



HMMM... THAT SOUNDS FAMILIAR.



SURE. GO TO: <https://ircweb1.apg.army.mil/i2log/search.cfm>

ENTER A NIIN OR LIN IN THE SEARCH BOX, LOOK AT THE "ANAL CD" TAB. HOVER YOUR MOUSE OVER THAT BOX A FEW SECS. THE ITEM MANAGER'S NAME/CONTACT INFO SHOULD APPEAR.

IF NOT, WRITE DOWN THE LETTERS THERE. GO BACK TO THE MAIN PAGE AND ENTER THAT CODE INTO THE ANALYST CODE BOX.



COOL! ANY OTHER TIPS?



WELL, AFTER 65 YEARS IT *SHOULD!* *PS* HAS EARNED ITS REP AS A *GREAT* SOURCE OF INFO. I *NEVER* MISS AN ISSUE. FIND OUT HOW TO GET A SUBSCRIPTION AT: <https://www.logsa.army.mil/psmag/ps-subscription.cfm>

OH, NOW I REMEMBER! I'VE BEEN HEARING AND SEEING THE INITIALS PS EVERYWHERE. ODD.



INDEED. NOW THAT I'VE GOTTEN YOU OFF TO A GOOD START, GILBERT, I'LL LEAVE YOU TO WRANGLE SOME ORDER OUTTA THIS CHAOS. GIVE ME A CALL IF YOU NEED HELP.

THANKS, SERGEANT SALVATORE. I WON'T FORGET WHAT YOU'VE TAUGHT ME.



LATER, IN THE SALVATORE HOME...

I CAN'T BELIEVE YOU JUST UP AND TOLD GILBERT ALL YOUR NIFTY SUPPLY TRICKS, STEFAN!

JUST BECAUSE YOU WERE SERGEANT LAZYBONES BACK THEN AND DIDN'T LISTEN TO ME DOESN'T GIVE YOU ANY EXCUSE TO LECTURE ME NOW. AND DON'T ACT ALL INNOCENT, DAMON. I KNOW YOU'VE BEEN DROPPING TWO SWEET LITTLE INITIALS IN GILBERT'S PATH!

DON'T KNOW WHAT YOU MEAN, BRO. BS!



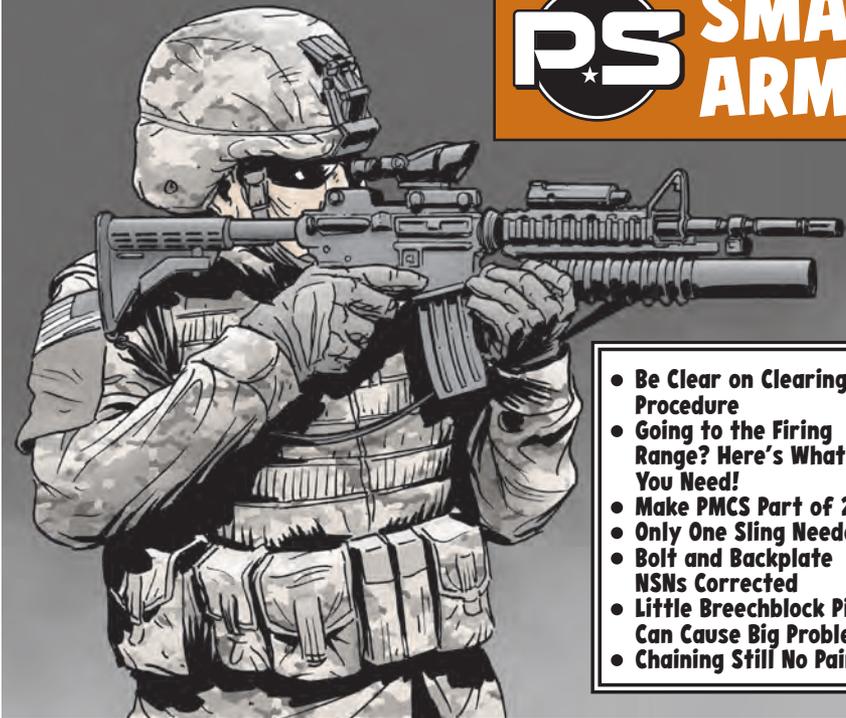
ACTUALLY, IT WAS PS!

IT'S OFFICIALLY ON. WE'LL SEE WHICH ONE OF US GILBERT TURNS TO LATER WHEN SHE NEEDS TO FIND AUTHORIZED SUBSTITUTE LINS.

ALL RIGHT, THAT'S IT!



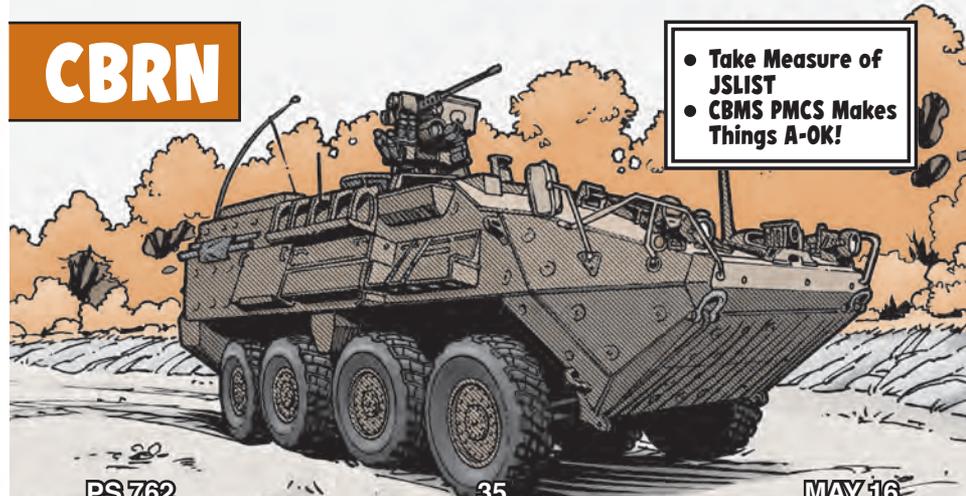
PS SMALL ARMS



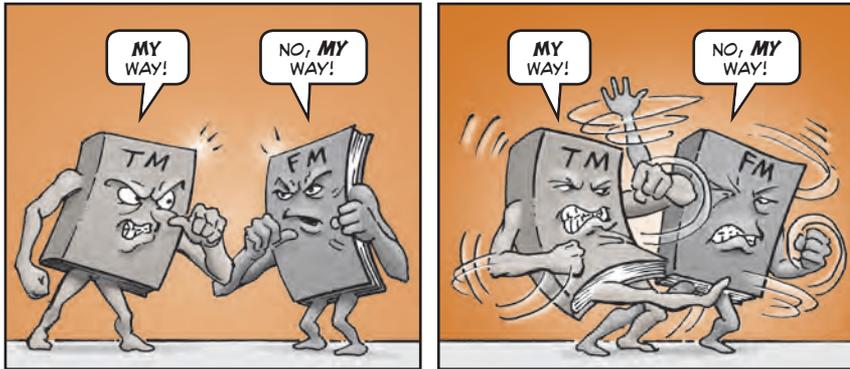
- Be Clear on Clearing Procedure
- Going to the Firing Range? Here's What You Need!
- Make PMCS Part of 2404
- Only One Sling Needed
- Bolt and Backplate NSNs Corrected
- Little Breechblock Pins Can Cause Big Problems
- Chaining Still No Pain

CBRN

- Take Measure of JSLIST
- CBMS PMCS Makes Things A-OK!

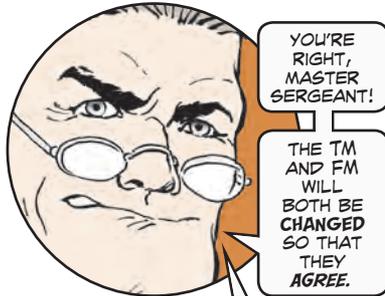


BE CLEAR ON CLEARING PROCEDURE



Dear Editor,
 The M16/M4 TM 9-1005-319-10 (Jun 10) and FM 3-22.9 (Aug 08, w/Ch1, Feb 11) give different procedures for clearing the weapon. The FM requires the Soldier to dry fire the weapon, while the TM doesn't. It would be a good idea for PS to clear up the clearing confusion.

MSG Rex Frazier
 2nd Eng Bde
 Ft Richardson, AK



YOU'RE RIGHT, MASTER SERGEANT!

THE TM AND FM WILL BOTH BE CHANGED SO THAT THEY AGREE.

BUT THAT MAY BE A WAYS DOWN THE ROAD. SO HERE'S HOW THE PROCEDURE WILL READ IN PARA 2-19 IN THE TM:

OPERATING PROCEDURES— UNLOADING AND CLEARING YOUR RIFLE

1. Point weapon in a safe direction.

2. Place weapon selector lever on SAFE. (NOTE: If the weapon is not cocked, lever cannot be pointed toward SAFE.) Remove magazine by depressing magazine catch button and pulling the magazine down.

3. Lock the bolt open.

(1) Pull the charging handle to the rear.

(2) Press and hold the bottom of the bolt catch.

(3) Allow the bolt to move forward until it engages the bolt catch.

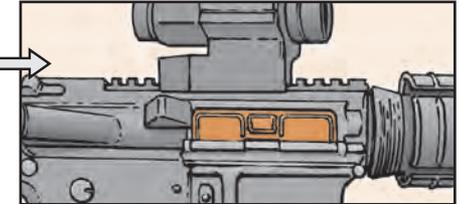
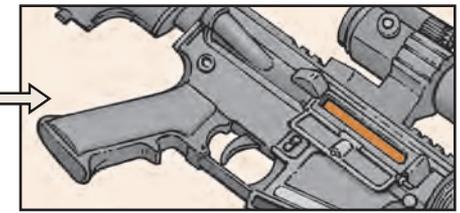
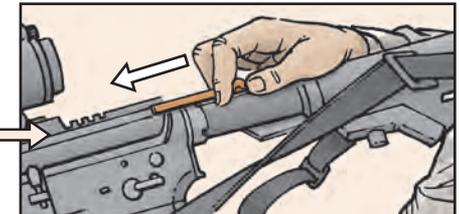
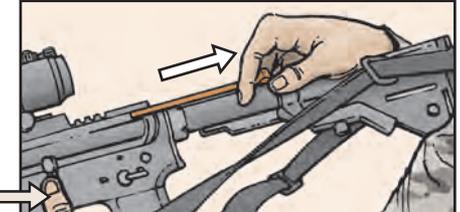
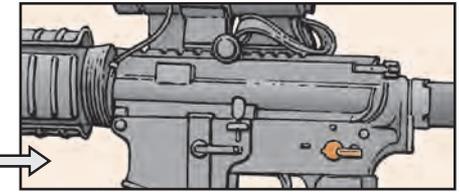
(4) Return the charging handle to the forward position.

(5) Ensure that the selector is on SAFE.

4. Visually inspect the chamber to ensure it contains no ammunition.

5. Allow the bolt to move forward by pressing the upper portion of the bolt catch.

6. Close the ejection port cover.



NOTE: IF WEAPON IS TO BE STORED, IT SHOULD BE DRY FIRED TO RELEASE TENSION ON HAMMER SPRING: UNLOAD AND CLEAR THE RIFLE, KEEPING THE WEAPON POINTED IN A SAFE DIRECTION, PLACE SELECTOR LEVER ON SEMI AND SQUEEZE THE TRIGGER.

IN PARA 3-3, DELETE "PULL BACK CHARGING HANDLE (1) AND CHECK CHAMBER (2). PLACE SELECTOR LEVER ON SAFE." PARA 4-1 OF THE FM WILL SAY ESSENTIALLY THE SAME THING.

UNITS SHOULD MAKE COPIES OF THE PROCEDURE AND DISTRIBUTE THEM TO ALL SOLDIERS WHO USE THE M16 OR M4.

GOING TO THE FIRING RANGE?



HERE'S WHAT YOU NEED!



IT CAN BE **FRUSTRATING** TO ARRIVE AT THE FIRING RANGE ONLY TO REALIZE YOU'RE **MISSING** IMPORTANT ITEMS LIKE **TARGETS**.

A FEW YEARS BACK, MASTER SERGEANT ERNIE HAMMONS (RET) FROM CAMP BEAUREGARD IN PINEVILLE, LA, SHARED THIS LIST OF NSNs FOR **EVERYTHING** YOU NEED AT THE RANGE.

ARMORERS, KEEP A COPY OF THIS LIST. YOU'LL NEED IT EVENTUALLY, **GAR-ON-TEED** (AS THEY SAY IN LOUISIANA)!



Item	NSN
Sandbags (100)	8105-00-285-4744
Staple gun	5120-00-889-1796
Staples, 1/2 in	5315-00-889-2605
Staples, 3/8 in	5315-00-889-2604
Fire extinguisher	4210-01-149-1356
Glue, target adhesive	8040-00-275-8105
Stopwatch	6645-01-106-4302
Tape, 100 mph, 2 in	7510-00-515-0319
Tape, 100 mph, 1 in	7510-00-890-9872
Tape, engineer white	8315-01-463-5853
Magazine, M16 (30 round)	1005-01-561-7200
Magazine, M9	1005-01-204-4376
Magazine, M14	1005-00-628-9048
Pasters, black (5,000)	6920-00-165-6354
Pasters, white (5,000)	6920-00-172-3572
Nails, 10d (1 lb box)	5315-00-753-3883
Targets, M16A2 zero (25 meter)	6920-01-253-4005
Targets, M16A2 zero (15 meter)	6920-01-167-1393
Targets, M16A2 and M4 zero (25 meter)	6920-01-395-2949
Targets, M16A1/A2 (25 meter)	6920-01-167-1398
Targets, M16A1/A2 (15 meter)	6920-01-167-1396
E type silhouettes, plastic	6920-00-071-4780

Item	NSN
Targets, M9 pistol	6920-01-276-6604
CLP, 4 oz bottle	9150-01-079-6124
CLP, 1/2 oz bottle	9150-01-102-1473
Cleaning compound, rifle bore (RBC)	6850-00-224-6656
Oil, LSA (2 oz bottle)	9150-00-935-6597
Oil, LSA (4 oz bottle)	9150-00-889-3522
Toothbrush	1005-00-494-6602
Swabs, M16 cleaning	1005-00-912-4248
Swabs (for M240B, M9, M2)	1005-00-288-3565
Cleaners, pipe	9920-00-292-9946
VS17 panel, marker for helicopter landing	8345-00-174-6865
Cups, styrofoam 6 oz (1,000)	7350-00-721-9003
Earplugs, foam (200)	6515-00-137-6345
Earplugs, combat (50 pr)	6515-01-466-2710
Earplug cases (20)	6515-01-100-1674
Rod, brass (for clearing M16, M4, M249)	3439-00-244-4541
First aid kit	6545-00-922-1200
Flag, red range	8345-00-025-3355
M249 front sight tool	5120-13-112-9600

Item	NSN
Assault pack, ACU Molle	8465-01-524-5250
Trash bags, clear (33 gal)	8105-01-183-9768
Trash bags, clear (10 gal)	8105-01-195-8730
Self-sealing bags, clear (quart)	8105-00-837-7755
Combat lifesaver bag (complete)	6545-01-254-9551
Rags (50 lb bundle)	7920-00-205-1711
Case, weapons cleaning, with ALICE belt clip	1005-00-781-9564
Clip	1005-00-781-9564
Chemlights, green (for night firing)	6260-01-074-4229
Flashlight filter, green	6230-00-504-8341
Chemlights, red (for night firing)	6260-01-178-5559
Flashlight filter, red	6230-00-504-8342
Sunblock	6505-01-121-2336
Cooler, water (5 gal), brown	7330-00-893-8550
M16/M4 improved cleaning kit	1005-01-562-7393

Make PMCS Part of 2404



THIS FORM IS GREAT! IT LISTS EVERY PMCS CHECK FOR ME.

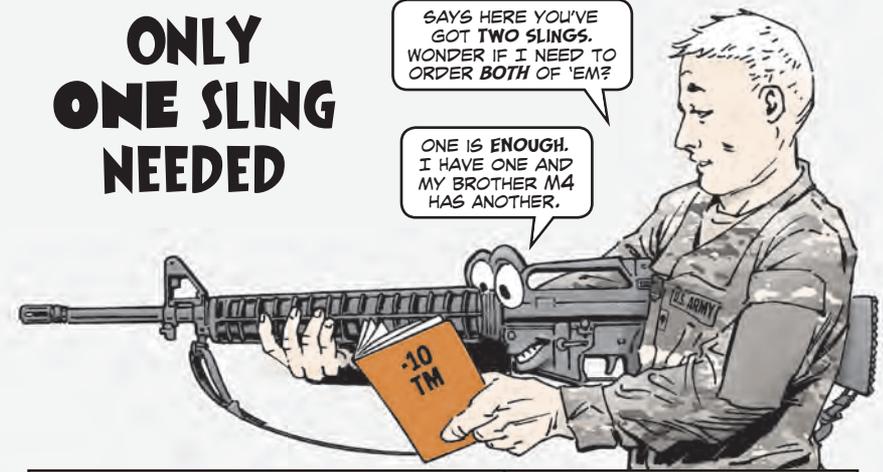
YOU WON'T MISS ANYTHING NOW WHEN YOU CHECK ME OUT.

YEAH, ESPECIALLY SINCE I NOW HAVE TO INITIAL EVERY CHECK!

Dear Editor,
 For years, many motor pools have used DA Form 2404s, *Equipment Inspection and Maintenance Worksheet*, that actually list each specific PMCS check (DA Form 5988E is the electronic version). That way a Soldier has to initial that he did each check, which better ensures each check is done.
 We decided to apply the same principle to small arms. For each weapon in the arms room, as well as for the M119A2 howitzer, and the M224, M252 and M120 mortars, we developed 2404s that list verbatim every PMCS check for the annual inspection by the small arms or howitzer repairer.
 When the repairer is ready to do the annual inspection, we print out the 2404 for him. Repairers, of course, also need to use the weapon's -23&P TM for reference. Just like with the regular 2404, all the information is then entered into SAMS-E.
 We keep our 2404s in an electronic format so they can easily be updated when the TMs are updated. It's important that the PMCS on the 2404 remain identical to what's in the -23&P TM.
 We believe this system has greatly increased the thoroughness of our battalion's weapons PMCS.
 SSG Chad Washburn
 B Co, 526 BSB
 Ft Campbell, KY

Editor's note: We're for anything that makes for better PMCS, especially when it encourages use of the -23 TMs. Ft Campbell has provided PS with electronic versions of their 2404s. If you would like copies, just send an email to: usarmy.redstone.logsa-mbx.psmag@mail.mil

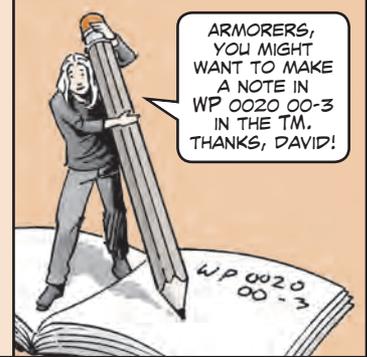
ONLY ONE SLING NEEDED



SAYS HERE YOU'VE GOT TWO SLINGS. WONDER IF I NEED TO ORDER BOTH OF 'EM?

ONE IS ENOUGH. I HAVE ONE AND MY BROTHER M4 HAS ANOTHER.

Dear Editor,
 The M16/M4's TM 9-1005-319-10 lists two slings in the components of end item (COEI). But because there is no usable on code (UOC) for either sling, commanders sometimes mistakenly think they need both slings.
Not true! One sling is all you need. Use NSN 1005-01-216-4510 for an M16 sling and NSN 1005-01-368-9852 for an M4 sling.
 David Barger
 Command Maintenance Evaluation and Training Team (COMET)
 Ft Campbell, KY



ARMORERS, YOU MIGHT WANT TO MAKE A NOTE IN WP 0020 00-3 IN THE TM. THANKS, DAVID!

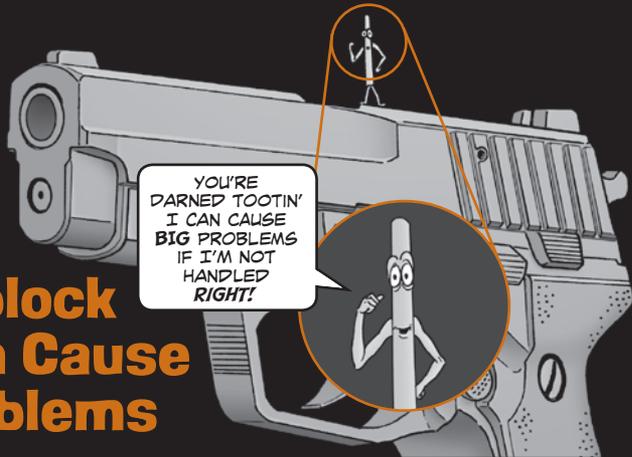
Bolt and Backplate NSNs Corrected

Dear Editor,
 Please alert your readers that the parts list for the MK 19's bolt and backplate assembly in TM 9-1010-230-23&P (31 Aug 12) is wrong. Fig 5 lists different part numbers for the same item.

SGT Thomas Lovas
 CSMSA
 Manchester, NJ

Editor's note: TACOM is aware of the mistake and will correct this in the next TM revision. In the meantime, you can get the correct parts list by writing PS at: usarmy.redstone.logsa-mbx.psmag@mail.mil
 Thanks for alerting us, Sergeant.

Little Breechblock Pins Can Cause BIG Problems



The M11 pistol's breechblock pins may be little, but they can cause big problems if they're not handled correctly.

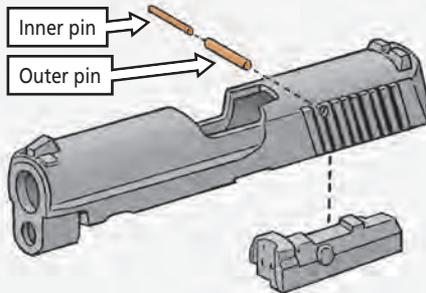
If the pins are installed wrong, they can be damaged, which lets the breechblock float in the slide assembly. That makes the M11 NMC. Incorrectly installed pins also wear out the breechblock and slide assembly faster.

To avoid being pinned down by breech-block pin problems, remember these points:

Removal and installation of the breechblock pins should be done only by the 91F repairman. Operators and armorers need to leave the pins alone.

The pins should be installed with the outer pin's slot at the 12 o'clock position and the inner pin's at 6 o'clock. The pins should be inspected quarterly by the 91F to ensure they're in the correct position.

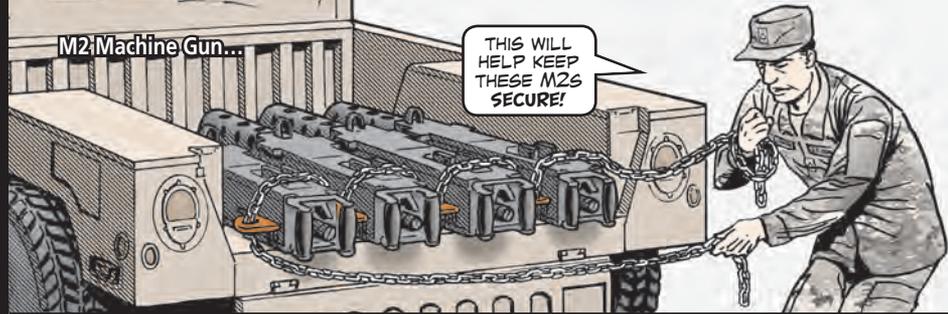
Install outer pin with slot at 12 o'clock and inner pin with slot at 6 o'clock



Remove the breechblock pins only during disassembly and repair of the slide assembly. The pins aren't reusable. Any time they're removed they should be replaced with new ones.

Some breechblock pins in the field are too large. They're in lot numbers W16BEC-15-0002, W16BEC-15-0003 and W16BEC-15-0004. If you find any of these pins, file a PQDR.

Any time a pin doesn't want to fit, don't force it. You'll only damage the pin. Try a different one.



CHAINING STILL NO PAIN

Dear Editor,

Years ago PS ran a suggestion on how to chain M2 machine guns together for transport to the field. We have found that suggestion so useful over the years. It would be a good idea to repeat it for all the Soldiers who have come into the Army since then.

CW2 John Blanton
CSMS
Ft Polk, LA

SURE THING, CHIEF. THAT WAS IN PS 586 (SEP 01) AND THE SUGGESTION CAME FROM SSG CARL YOUNG OF PORT NECHES, TX.

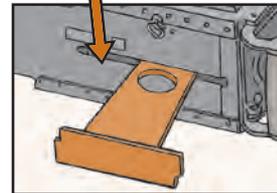


THE PROBLEM IS THAT IF YOU DON'T HAVE A RACK FOR TRANSPORTING M2S TO THE FIELD YOU MUST SECURE THEM BY RUNNING A CHAIN THROUGH THE BARREL EXTENSION HOLES.

BUT THE HOLES AREN'T ALWAYS THE SAME DIAMETER, SO IT'S A PAIN TO FIND A CHAIN THAT FITS ALL OF THEM.

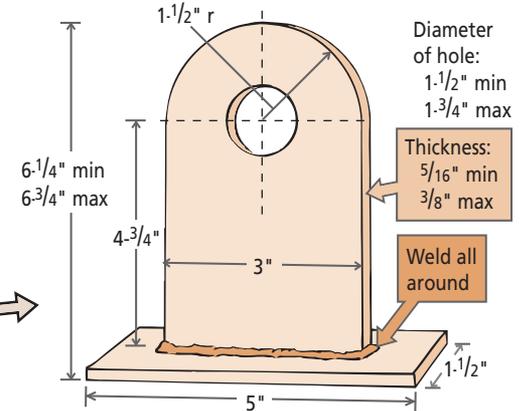
SSG YOUNG MADE A LOCKING PLATE THAT SOLVES THE PROBLEM.

SIMPLY SLIDE THE PLATE THROUGH THE CHARGING HANDLE SLOT AND RUN THE CHAIN THROUGH THE PLATE'S HOLE.



THE PLATE CAN ALSO BE USED TO SECURE M2S IN THE ARMS ROOM.

SUPPORT CAN FABRICATE THE LOCKING PLATE USING THESE PLANS AND TWO PIECES OF 5/16-IN STEEL, ONE 6 1/4 X 3 INCHES AND THE OTHER 5 X 1 1/2 INCHES.



Take Measure of JSLIST



I DON'T THINK I MEASURED YOUR PANTS RIGHT.

BETTER CHECK WITH HALF-MAST ON THIS!

JSLIST IS ONE PIECE OF CLOTHING YOU WANT TO FIT JUST RIGHT.

IF IT'S TOO BIG OR TOO SMALL, IT MAY NOT PROTECT YOU. PLUS YOU'LL HAVE TROUBLE MOVING.



JUST BECAUSE A SOLDIER WEARS A CERTAIN UNIFORM SIZE DOESN'T MEAN HE'LL WEAR THAT SIZE JSLIST.

HERE'S THE SKINNY ON SIZING...

HAVE THE SOLDIER REMOVE HIS BOOTS. ASK HIM TO PLACE THE MEASURING TAPE ALONG THE INSIDE OF HIS LEG AS HIGH AS POSSIBLE.

WITH THE SOLDIER STANDING AS STRAIGHT AS POSSIBLE WITH BOTH FEET TOGETHER, MEASURE TO THE FLOOR. NEXT, MEASURE HIS WAIST. THEN USE THIS CHART...

INSEAM (Inches)	38						
	37	M/L	L/L	XL/L	XXL/L	XXXL/L	
	36						
	35						
	34						
	33	M/R	L/R	XL/R			
	32						
	31						
	30	S/S	M/S				
	29						
	28						
27	S/XS						
26							
25							
		25 - 32	33 - 38	39 - 44	45 - 50	51 - 56	57 - 62
		WAIST CIRCUMFERENCE (Inches)					

FOR THE COAT, MEASURE THE SOLDIER'S HEIGHT WITHOUT BOOTS AND THEN HIS CHEST.

LOCATE WHICH COAT HE NEEDS ON THIS CHART...

HEIGHT (Inches)	78						
	77						
	76	M/L	L/L	XL/L	XXL/L	XXXL/L	
	75						
	74						
	73						
	72						
	71	M/R	L/R	XL/R			
	70						
	69						
	68						
	67	S/S	M/S				
	66						
	65						
64							
63							
62							
61	S/XS						
60							
59							
58							
57							
		31 - 36	37 - 42	43 - 48	49 - 54	55 - 60	61 - 66
		CHEST CIRCUMFERENCE (Inches)					

DON'T FORGET TO KEEP TRACK OF HOW LONG A JSLIST IS OUT OF ITS BAG AND HOW MANY TIMES YOU WASH IT.

ONCE A JSLIST IS REMOVED FROM THE BAG, IT'S GOOD FOR 120 DAYS MAX.

THE LIMIT FOR WEARING JSLIST IS 45 DAYS AND THE LIMIT FOR WASHING IS SIX TIMES (MARK EACH WASH ON THE JSLIST CARE LABEL).

ONCE ANY OF THESE LIMITS ARE REACHED, THE SUIT IS GOOD ONLY FOR TRAINING.

STENCIL ON THE SUIT IN BIG LETTERS

FOR TRAINING ONLY

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



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

NEVER USE A KNIFE TO OPEN A JSLIST BAG. EVEN A SLIGHT NICK CAN RUIN A SUIT. USE THE BAG'S TEAR NOTCH TO OPEN IT.



WHEN YOU'RE SUITING UP, PUT THE PANTS ON FIRST. YOU'LL NEED TO ADJUST THE SUSPENDERS BEFORE YOU PUT ON THE COAT.

ONCE YOU'VE GOT THE SUSPENDERS RIGHT, PUT ON THE COAT, THEN THE BOOTS, THEN THE MASK AND FINALLY THE GLOVES.

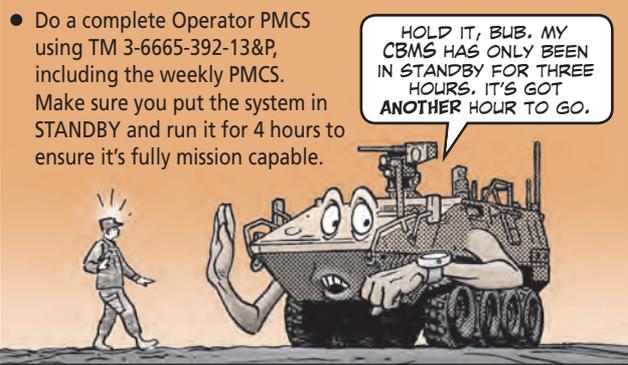
DON'T FORGET TO ATTACH THE STRAP THAT HOLDS THE COAT DOWN OVER THE PANTS. IT'S UNCOMFORTABLE, BUT WITHOUT THE STRAP, THE COAT WON'T STAY IN PLACE.



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

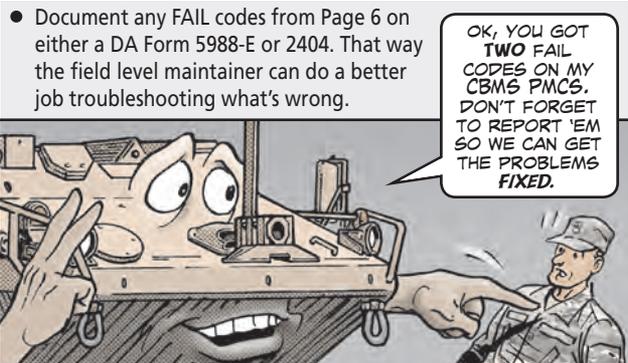
CBMS PMCS Makes Things A-OK!

IF YOU'RE RUNNING INTO PROBLEMS WITH YOUR M1135 NBCRV STRYKER'S CHEMICAL BIOLOGICAL MASS SPECTROMETER II (CBMS II), A LITTLE WEEKLY PMCS CAN MAKE THINGS A-OK.



HOLD IT, BUB. MY CBMS HAS ONLY BEEN IN STANDBY FOR THREE HOURS. IT'S GOT ANOTHER HOUR TO GO.

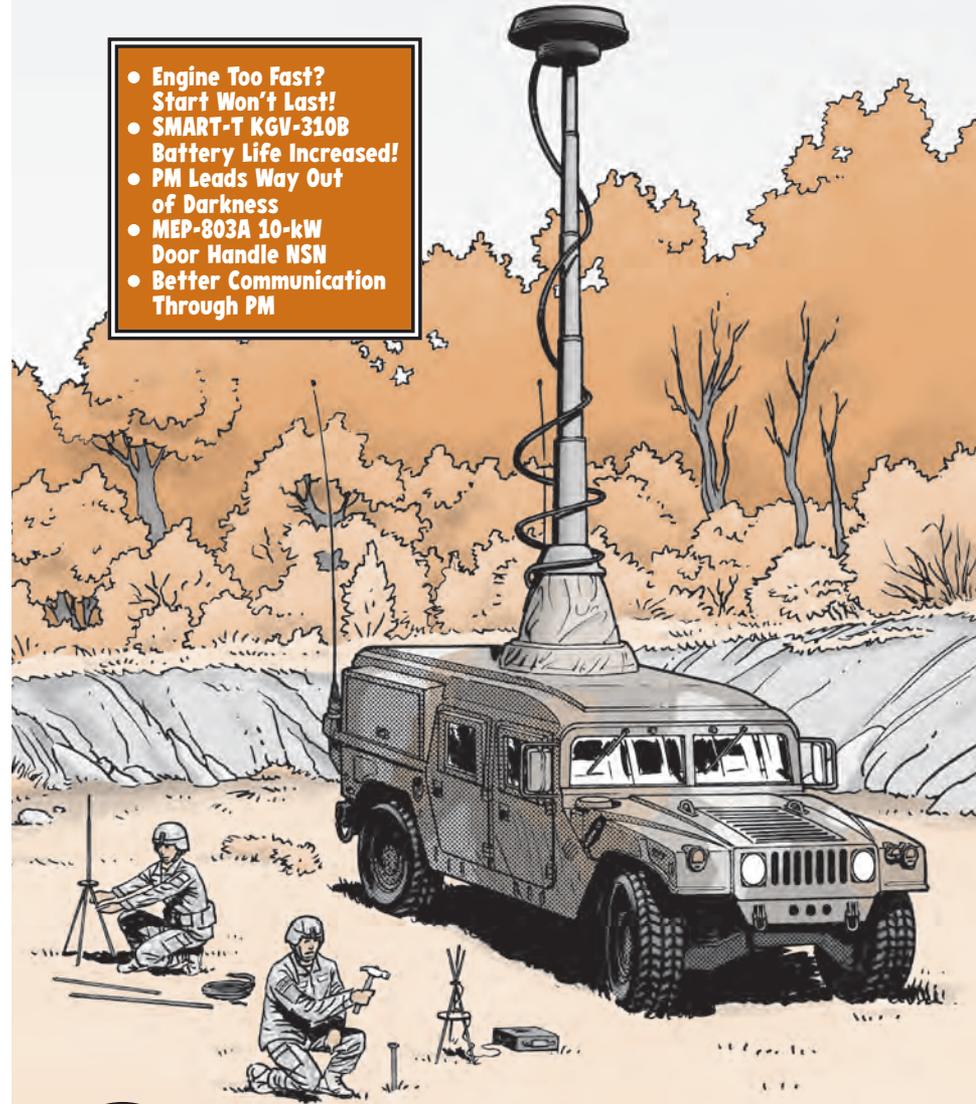
- Do a complete Operator PMCS using TM 3-6665-392-13&P, including the weekly PMCS. Make sure you put the system in STANDBY and run it for 4 hours to ensure it's fully mission capable.
- Give the CBMS II as much time as it needs to complete its built-in-test (BIT) sequence. If you shut down the CBMS too soon, it eventually can lead to BIT failures with a corresponding FAIL code on Page 6 of the status tab. Running the BIT sequence plus the confidence checks can take up to 5 hours. But the CBMS will do most of that automatically without your having to stand over it. If you do the weekly PMCS on time, it cuts down the time needed to complete the start up procedure.
- Do the confidence checks both before and after you go into STANDBY for PMCS.



OK, YOU GOT TWO FAIL CODES ON MY CBMS PMCS. DON'T FORGET TO REPORT 'EM SO WE CAN GET THE PROBLEMS FIXED.

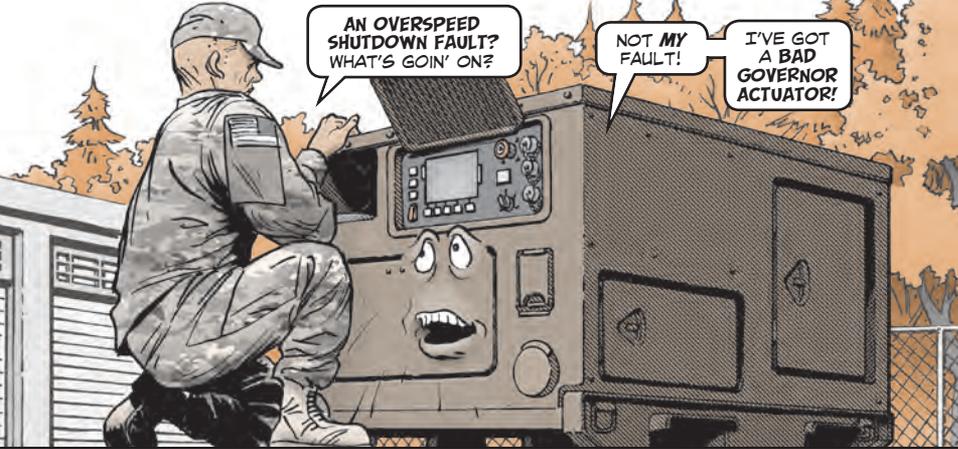
- Shut down the CBMS like it says in TM 3-6665-392-13&P. Make sure the soldier display unit (SDU) says it's safe to turn off the power before you do.

- Engine Too Fast? Start Won't Last!
- SMART-T KGV-310B Battery Life Increased!
- PM Leads Way Out of Darkness
- MEP-803A 10-kW Door Handle NSN
- Better Communication Through PM



PS COMMUNICATIONS

Engine Too Fast? Start Won't Last!



Has your 10-kW advanced medium mobile power system (AMMPS) generator been showing a Fault 234: Overspeed Shutdown code during startup? Then read on.

The overspeed shutdown occurs when the engine goes 10 percent beyond its rated speed. In this case, the greater engine speed is caused by a faulty governor actuator. The shutdown happens when the air temperature is between 21°F and 41°F.

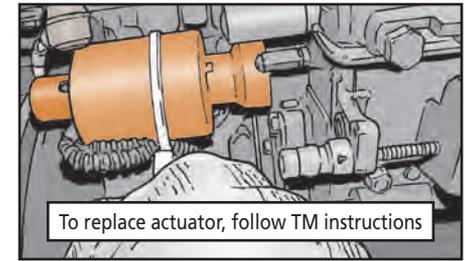
If a Fault 234: Overspeed Shutdown code shows up on the generator's digital control system (DCS) screen, take the CORRECTIVE ACTION found in WP 0010 of TM 9-6115-750-10 (Feb 11):

- Step 1.** Push the FAULT RESET switch to clear the fault on the DCS display.
- Step 2.** Turn the engine control switch to START.
- Step 3.** If the Fault 234: Overspeed Shutdown reappears, notify field maintenance.

Fault 234: Overspeed Shutdown						8.0
Warning 1992: High Speed Warning						Hours
Genset Mode: Emergency Stop						2014-03-04
Configuration: 10 kW, 3-Phase, 120/208 V, 60 Hz						15:21:30
Contactor Open	Power 11.0	Freq 66	Fuel 100	Battery 40	Battery +90	Oil 100
Switchbox Open	0.0 0.0 kW	54 0.0 Hz	38 %	10 24.3 Vdc	-90 +0 Adc	0 0 PSI
Mode Unit	Genset Voltage L-L L1-L2 L2-L3 L3-L1		Bus Voltage L-L L1-L2 L2-L3 L3-L1		Genset Current L1 L2 L3	
Battleshort Inactive	0	0	0	0	0	0
	0	0	0	0	0	0.0 Aac
L-N ↔ L-L	Adjustments		About		Maintenance	
If Overspeed Shutdown occurs, restart generator following WP 0010 instructions						

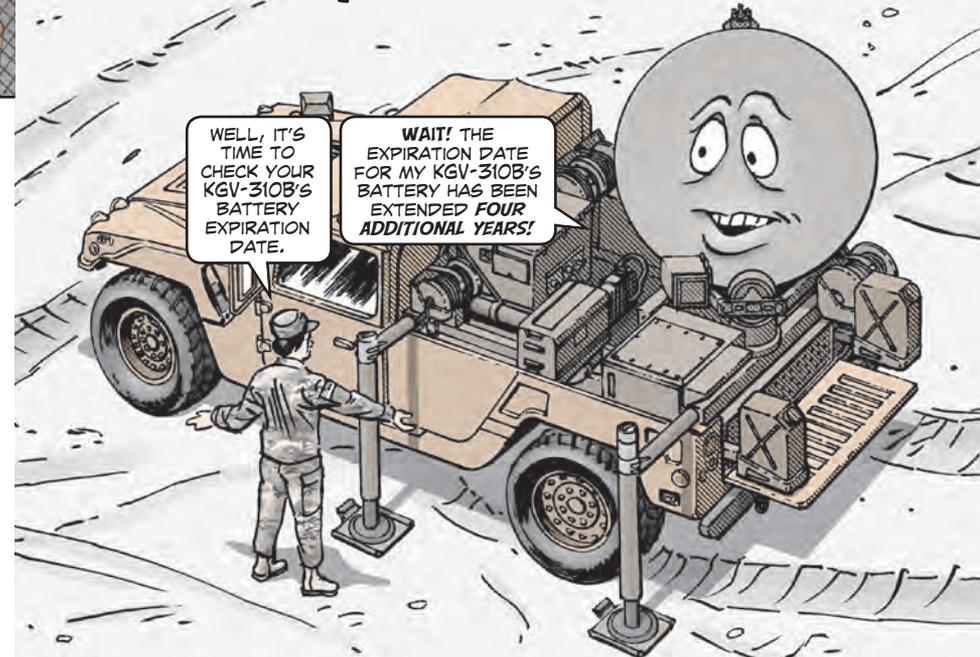
Usually, three startup attempts are enough to warm the engine for starting. If you have a winterization kit attached to the generator, you may want to start the kit before starting the generator.

The manufacturer has removed the faulty governor actuator from AMMPS production and replaced it with a new actuator, NSN 2910-01-626-5028, that should prevent overspeed shutdowns. Actuator replacement instructions are found in WP 0069-10 of TM 9-6115-750-24&P (Dec 11).



AN/TSC-154A Satellite Communication Terminal...

SMART-T KGV-310B Battery Life Increased!



The secure mobile anti-jam reliable tactical terminal's (SMART-T) battery expiration date has been extended four years beyond the current date stenciled on KGV-310Bs in the field. So make a note until the battery expiration date is updated.

Questions? Contact the SMART-T helpdesk at DSN 648-9324, (888) 663-8434 or by email at: usarmy.apg.cerdec.list.smart-t-help-desk@mail.mil

PM LEADS WAY OUT OF DARKNESS

YOU KNOW *WHY* YOU CAN'T SEE ANYTHING?

YOU *DIDN'T* DO PMCS ON YOUR NVG!!

Dear Editor,
We have a few suggestions on the AN/PVS-14 night vision device (NVD) that will help Soldiers see clearly in the dark.

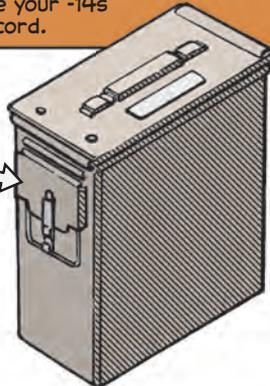


Keep track of the 180-day services. If armorers let their AN/PVS-14s miss the services, moisture builds up inside the NVDs and soon images become blurry. If you're not sure when the last time your -14s were serviced, check with support. They'll have a record.

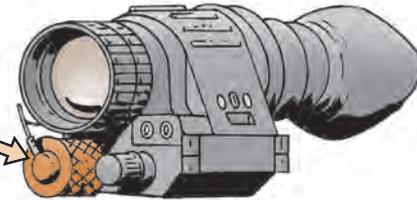
If you're not wearing your -14, store it in its case. We've had several instances where -14s were run over because they had been left lying on the ground. If the storage case has disappeared, order one with NSN 5855-01-398-4284. To make doubly sure your -14 doesn't disappear, use something like 550 cord to tie the case to your pack.

Not wearing AN/PVS-14? Then put it in its case...

...and tie case to your pack

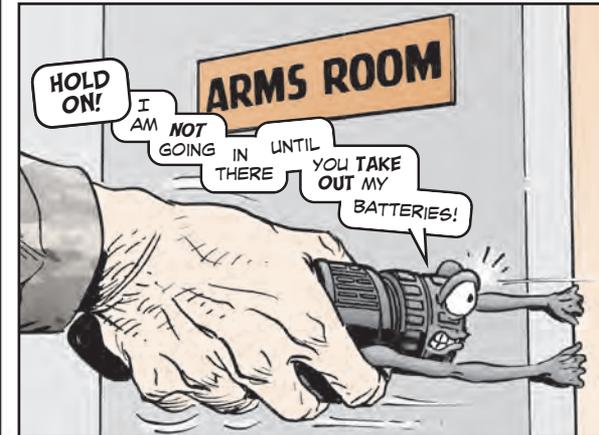


Single battery housing makes battery installation and removal much easier



Get the new single battery housing, NSN 5855-01-523-4058. Its screw cap makes it much easier to install and remove the battery. The new housing is installed by your repairman. Which leads us to the last tip...

...Remove the batteries for storage. If the -14 is going to be sitting in the arms room for weeks, TAKE THE BATTERIES OUT. We see so many -14s ruined because batteries aren't removed. The batteries leak and often the -14 is unreparable. Make battery removal part of the check-in procedure.



SGT Frederick Barnes
SSG James Rodgers
632nd Mtn Co
Ft Stewart, GA

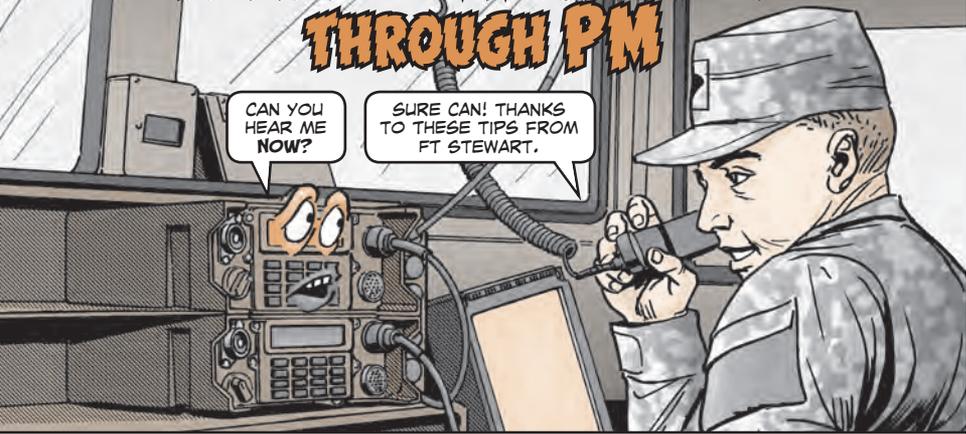
WE CAN SEE CLEARLY THESE ARE GREAT SIGHT TIPS. THANKS ONCE AGAIN FOR YOUR HELP.



MEP-803A 10-kW Door Handle NSN

There's a new NSN and PN for the MEP-803A (10-kW) generator's door handle. Order it with NSN 5340-01-467-0760 (PN 579SDTXXSXXX, CAGE 27182). It replaces NSN 5340-01-379-0893 (PN 579SDTXXSXXX, CAGE 27182), which is listed as Item 5 in Fig 5 of TM 9-6115-642-24P (Oct 96). That NSN is a terminal item and the PN listed is wrong.

BETTER COMMUNICATION THROUGH PM



CAN YOU HEAR ME NOW?

SURE CAN! THANKS TO THESE TIPS FROM FT STEWART.

Dear Editor,

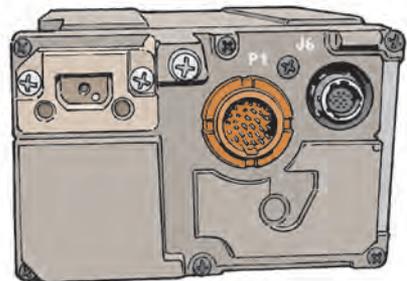
We take care of the RT-1523E and -1523F SINGGARS at Ft Stewart. We can testify loud and clear that these tips will boost radio communication:

Unlock function switch knobs by gently pulling them out before turning them. We replace many knobs because Soldiers forget this simple rule. They repeatedly force the knobs to turn and eventually the knobs stop working.



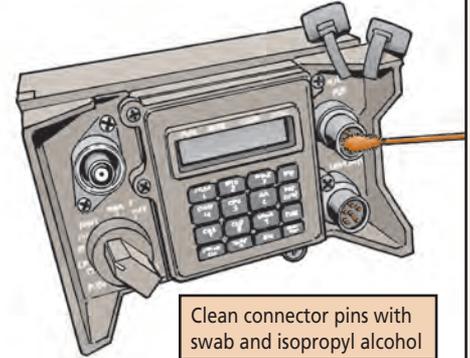
Pull knob out before turning

Don't force the P1 connector when installing it in the vehicle amplifier adapter (VAA). You must align the P1 before you lock it in place. If it won't lock in easily, it's not aligned. If you force it on, you break the P1 pins. That means no comms. We replace way too many P1 connectors. At \$220 a shot, it adds up to real money.



Forcing P1 connector ruins pins

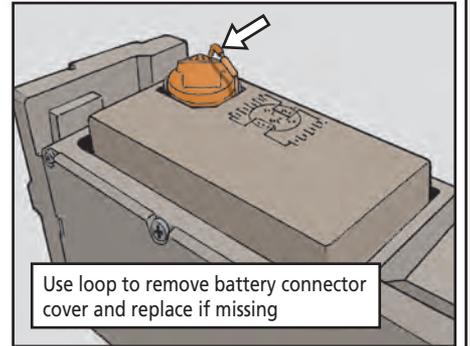
Trouble transmitting? Clean the connector pins. Just spending a few seconds cleaning connector pins with isopropyl alcohol, NSN 6810-00-753-4993, and a foam swab, NSN 7045-01-482-4037, will often erase communication problems.



Clean connector pins with swab and isopropyl alcohol

When installing the battery, don't jerk on the battery cable. That puts the radio out of business.

Don't pry the battery connector cover off the battery. That damages the connector. The cover has a wire loop that lets you easily pull off the cover. If it's missing, tell your repairman. He can replace the loop with NSN 5995-01-461-8616. Of course, when you install the battery, don't make the mistake of getting the loop caught under the battery. That keeps you out of the loop.



Use loop to remove battery connector cover and replace if missing

SGT Frederick Barnes
SSG James Rodgers
632nd Mtn Co
Ft Stewart, GA



WE HEAR YOU LOUD AND CLEAR!



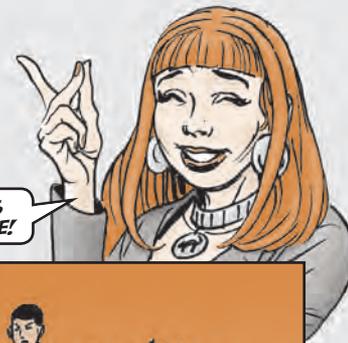
THANKS FOR THE GOOD ADVICE!

NO PROBLEM, CONNIE!



- Searching PS Magazine is a Snap!
- Driver's Training Toolbox
- Learn Serial Number Tracking
- SOP Exchange Library
- Ask the CAT

SEARCHING PS MAGAZINE IS A SNAP!



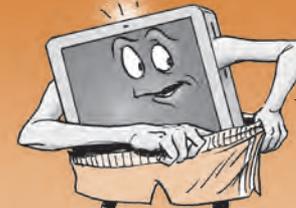
PS IS FULL OF GREAT INFO, COVERING MORE THAN 65 YEARS.

BUT WHEN YOU'RE DIGGING THROUGH A BIG PILE OF PS ISSUES LOOKING FOR A SPECIFIC ARTICLE, IT CAN FEEL LIKE HUNTING FOR A NEEDLE IN A HAYSTACK.



THAT'S WHY WE MADE A SEARCH TOOL THAT HELPS YOU SEARCH OUR ARCHIVES.

AND WE'VE SLIMMED DOWN AND SIMPLIFIED THE TOOL SO IT'S EVEN EASIER TO USE.



WAIT TIL THEY GET A LOOK AT THE NEW AND IMPROVED ME!

GIVE OUR SEARCH TOOL A SPIN! FIRST, GO TO...

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

MAGAZINE SEARCH



TO EFFECTIVELY USE THE PS SEARCH FEATURE...

FIRST VIEW THESE SEARCH "HELPFUL HINTS".

Options:

From: All To: All

Include: Articles
 Issues
 Indexes

SEARCH

SCROLL DOWN THE PAGE UNTIL YOU SEE A BOX LABELED "MAGAZINE SEARCH."

- YOU CAN SEARCH BY
- WORDS
 - NOMENCLATURES
 - NSNS
 - TMS
 - MODEL NUMBERS

ALMOST ANY TERM USED IN THE MAGAZINE WILL WORK!



SEARCH (RESULTS)

Options:

From: All To: All

Include: Articles Issues Indexes

M1

SEARCH

JUST ENTER WHAT YOU'RE LOOKING FOR AND PRESS THE "SEARCH" BUTTON.

IN THE SEARCH RESULTS, THE MOST CURRENT ARTICLES ARE LISTED FIRST AND TITLE LINES ARE LINKED TO THEIR ARTICLES.



Search Criteria: "M1"
Options Selected: Search All Years
Display Articles
Items Found: 611

1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62...All

1. Title: [Table of Contents](#)
Year: 2015 Issue: 753 Pages: IFC
Summary:
LOGISTICS MANAGEMENT 27 FED LOG Available for Free
LIW LMI Decision Support Tool CLRT and MAIT Assistant
Form 3999 - 4 Discontinued 28 - 29 30 - 32 33 - 34 34 ISS
SMALL ARMS 35 2 COMBAT VEHICLES Small Arms Ship
Round Fin B

2. Title: [M1-Series Tanks... Seal Gasket Deal with New NSN; M1A1 Tank... DVE Stowage Box NSN Available](#)
Year: 2015 Issue: 753 Page: 09
Summary:
why DonChA ask Half - Mast ? your fuel - tank cover gask
don't know the right NSN. **M1** -
Dear Half - Mast, I need to order sealant for the fuel tank
M1A2 SEP tank. The TM calls for NSN 8030 - 01 - 262 - 3

3. Title: [M1-Series Tanks... Stop Corrosion in its Tracks!](#)
Year: 2015 Issue: 753 Page: 08
Summary:
M1 - Series Tanks ? Gonna mop out all that water in your aMmo COMPARTMENT,
pal ! STOP corrosion in its TRACKS ! STOP corrosion in its TRACKS ! wouldn't a

THE SUMMARY SHOWN IS TEXT LIFTED FROM THE ARTICLE.

IF THE SEARCH TERM IS FOUND IN THE SUMMARY, IT'S HIGHLIGHTED.

Here are a few helpful hints when using our search tool:

- Searches are not Case sensitive.
- Single word searches. To find an article with a particular word, simply type that word in the search field. For example, tritium will find all articles that contain the word tritium. HMMWV will find all articles with the term HMMWV.
- Multiple word searches. Here's how to search for articles that contain multiple words:
 - tripod hazard finds all articles with both tripod and hazard in them.
 - tripod hazard NSN finds all articles with all three words in them.
- Searching for numbers. You can easily search for a string of numbers by simply typing them in (for example, 4587632 will find articles containing the sequence of numbers 4587632). Adding a dash (-) between numbers will bring back the results with dashes.
- Search for NSNs, part numbers, TM numbers, and work packages like this:
 - NSN 1005-01-306-9442 will find all articles with NSN 1005-01-306-9442.
 - TM 9-1005-437-13&P will find all articles with TM 9-1005-437-13&P.
 - PN 1005991-1 will find all articles with PN 1005991-1.
 - WP 0004 00-6 will find all articles with WP 0004 00-6.
- Search for hyphenated words the same way. For example:
 - Entering CAC-enabled will find articles that contain CAC-enabled.
 - Entering non-standard will find articles that contain non-standard.

USE A QUESTION MARK TO DO A WILDCARD SEARCH.



THE QUESTION MARK (?) CAN REPLACE ANY CHARACTER(S) BEFORE OR AFTER THE SEARCH TERM.

For example:

- ?ank will find:
 - Articles with the word tank.
 - Articles with the word thanks.
 - Articles with the word cantankerous.
- up? will find:
 - Articles with the word up.
 - Articles with the word upgrades.
 - Articles with the word updates.

ALL THE PS PDF FILES FROM 2000 FORWARD ARE SEARCHABLE.

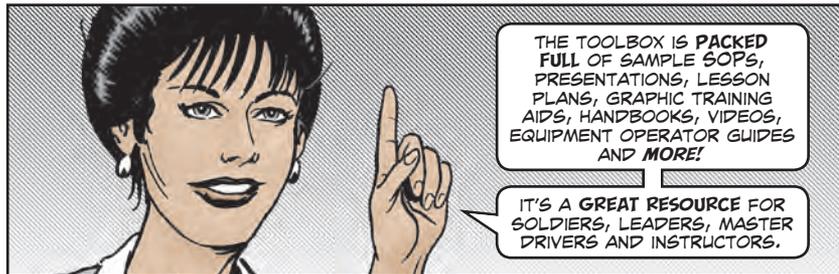
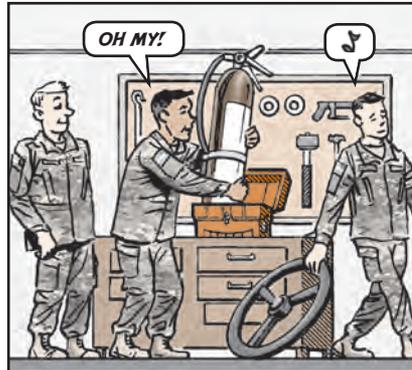
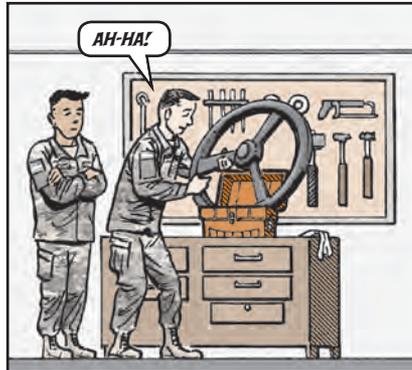


WE DIDN'T LOAD ISSUES BEFORE 2000 INTO OUR SEARCH TOOL, BUT YOU CAN STILL VIEW ISSUES BACK TO 1990 ON OUR WEBSITE BY CHECKING OUR ARCHIVES AND INDEXES.

STILL CAN'T FIND WHAT YOU NEED? DROP US AN EMAIL AT: usarmy.redstone.logsa.mbx.psmag@mail.mil

DRIVER'S TRAINING TOOLBOX

JUST GRAB THE TOOLS YOU NEED AND... GO!



NAVIGATING THE TOOLBOX IS A SNAP! THE MENU AND WEB PAGE LAYOUT ARE CLEAR AND SIMPLE.



- EQUIPMENT SUPPORT MATERIALS COVER THESE CATEGORIES:
- Wheeled vehicles.
 - Tracked vehicles.
 - Fire equipment.
 - Engineer equipment.
 - Power generation equipment.
 - Material handling equipment.
 - Emergency vehicles.
 - Miscellaneous.



You'll even find posters for your unit's safety board

REMINDER FOR THE ROAD

OPERATING OR RIDING IN A MILITARY VEHICLE IS A LEADING CAUSE OF SERIOUS INJURIES WHILE ON DUTY.

THE TOOLBOX MAKES IT EASIER TO STAND UP EFFECTIVE DRIVER'S TRAINING PROGRAMS AND IMPROVE SAFETY. SO WHETHER YOU'RE...

...A SOLDIER WHO WANTS TO SHARPEN YOUR DRIVING SKILLS...

...A LEADER WHO WANTS TO DEVELOP SOPs OR...

A UNIT MASTER DRIVER WHO NEEDS TO PREPARE TRAINING MATERIALS...



THE DRIVER'S TRAINING TOOLBOX HELPS YOU REACH YOUR GOAL!

GRAB YOUR CAC AND GO TO:
<https://safety.army.mil/ON-DUTY/DriversTrainingToolbox.aspx>

QUESTIONS?

CONTACT THE US ARMY COMBAT READINESS CENTER AT DSN 558-1390, (334) 255-1390, OR EMAIL: usarmy.rucker.hqda-secarmy.mbx.safe-helpdesk@mail.mil

LEARN SERIAL NUMBER TRACKING

THE ARMY SERIAL NUMBER TRACKER IS YOUR BEST BET. PLUS LOGSA OFFERS TRAINING SO YOU CAN GET THE MOST MILEAGE OUT OF THIS GREAT TOOL.

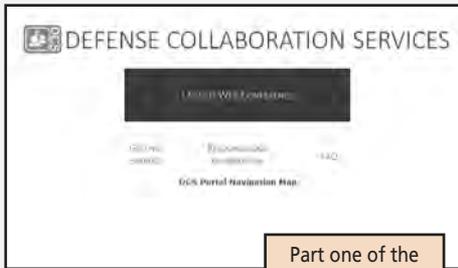
CLOE, I'M WONDERING IF ANOTHER UNIT MIGHT HAVE SOME OF OUR MISSING EQUIPMENT. IS THERE ANY WAY TO FIND OUT?



Do you need to know how to track serial-numbered equipment? Good news! The Logistics Support Activity (LOGSA) offers a serial number tracking training course.

The course has two parts. The first is the *Serial Number Tracking Overview*, and the second is the *Serial Number Serialization Officer (SO) Responsibilities and Procedures*.

Part one of the course is offered online as a Defense Collaboration Services (DCS)-based class. It's an overview that introduces users to the Army Serial Number Tracking (ARSNT) program in the Logistics Information Warehouse (LIW) WebLIDB.



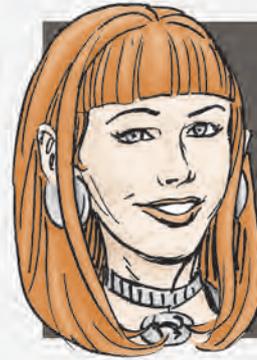
Part one of the ARSNT course is taught in DCS, DOD's web conferencing tool

- Part one also covers:
- regulatory requirements to track serial-numbered items.
 - data feeds that provide serial number data to LIW.
 - how to run and interpret reports in ARSNT.
 - how to use ARSNT data to ensure better item accountability.

Students need a CAC and must sign in on DCS in the chat box to confirm attendance. At the end of part one of the course, they'll get proof of completion.

Students who finish part one have met the prerequisite for taking part two. The second part of the course:

- teaches users WebUIT reporting procedures, policy and reporting specifics.
- covers researching, resolving and reporting serial number issues to the registry.



NOTE: PART TWO IS **ONLY** FOR SERIALIZATION OFFICERS WHO WILL BE INPUTTING TRANSACTIONS INTO WEBUIT.

CUSTOMERS USING PBUSE, GCSS-ARMY OR LMP **DON'T** NEED TO TAKE PART TWO, BECAUSE ARSNT HANDLES SERIALIZATION TRANSACTIONS IN WEBUIT AUTOMATICALLY AND DOESN'T REQUIRE MANUAL INTERVENTION.

PART TWO SERIALIZATION OFFICER TRAINING CAN BE SCHEDULED DIRECTLY WITH THE UIT TEAM AT LOGSA. EMAIL THEM AT: usarmy.redstone.logsa.mbx.uit@mail.mil

LOGSA NORMALLY OFFERS ARSNT TRAINING ONCE A MONTH. FOR SPECIFIC COURSE DATES, REGISTRATION FORMS AND STUDENT INSTRUCTIONS, VISIT: https://www.logsa.army.mil/training/liw_training-asrnt.cfm

SOP Exchange Library

Looking for logistics or sustainment standing operating procedures (SOPs), tactical SOPs (TACSOPs) or tactics, techniques and procedures (TTPs)? Check out the SOP Exchange Library in SustainNet. You can download SOPs, TACSOPs or TTPs and modify 'em for your unit's needs. Or upload your own and get feedback from the experts. Visit:

https://www.milsuite.mil/book/community/spaces/sustainnet/sop_exchange_library



Ask the CAT

Need training materials or have a problem with TACOM-managed equipment? TACOM's Unit Training Assistance Program (UTAP) Customer Assistance Team (CAT) can help. Choose the "Customer Assistance" tab or click [Contact Us](#) at the Library of TACOM Training Information Site (LOTTIS): <https://utap.army.mil>

Or call the UTAP CAT at DSN 786-4276, (586) 282-4276, or email: usarmy.detroit.tacom.mbx.ilsc-utap@mail.mil

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

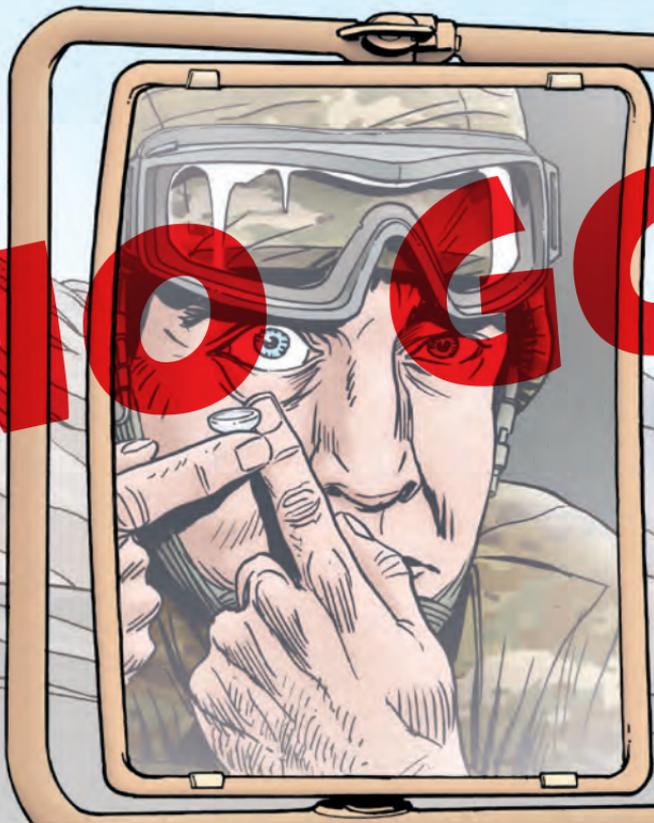
Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

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

THE REGS ARE CLEAR

Contact lenses in the field?

NO GO!



Wear prescription combat eyewear



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