



**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

ISSUE 766 SEP 2016



COMBAT VEHICLES

AGM Battery Trick for Recharge
M1A2 SEP Tank Slave Starting Procedure
Stryker CTIS Settings for Road Conditions
Stryker Transfer Case Shifting
M1132 ESV, XM1257 ESVV Stryker,
Troubleshooting MICLIC Trailer Brakes
M2/M3-Series Bradley's M242 Cover NSN



TACTICAL VEHICLES

Up-armored HMMWV Tow Bar, Hardware NSNs
Tire and Wheel Assembly NSNs



**CONSTRUCTION
EQUIPMENT**

SEE, HMMH Tire Replacement Tips
5K LCRTF Fork Pin Lubing
120M Road Grader Cab Air Filter Element PM
120M Road Grader Inching Pedal Use, Caution



AVIATION

Shadow UAV Maintenance
MQ-1 Series Gray Eagle UAV PM Pointers
OH-58A/C Mounting Nuts Mix-up



MISSILES

Patriot Outrigger Lubing
Javelin Shipping Help



SMALL ARMS

M240L Short Barrel Regulator NSN
MK 19 Machine Gun Clearing Procedure
M16-Series Rifle, M4/M4A1
Carbine Barrel Clearing Procedure Correction
Small Arms Security Rules
EPR Use OK for Baffle Ranges, Not Shoothouses



CBRN

Mask C2A1 Canister Turn-in
M26 Decon Wand Nozzle Connection



COMMUNICATIONS

AN/PSN-13A DAGR Software Upgrade Guidance
AN/PSQ-20/20A Night Vision Goggles Repair



SOLDIER SUPPORT

Junctional Tourniquet, MOLLE Bag NSNs



LOGISTICS MANAGEMENT

ISO Container MELs
PS Back Issue Help
EMS NG Error Codes
AAAE Awards Reminder
DLA eDocs Update
AAAC Training Mandatory
EMS Insider Newsletter

Duel at Dessau

27-34 Connie's Post Scripts

60-61

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Issue 766

PS

★
September
2016

THE PREVENTIVE MAINTENANCE MONTHLY

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A woman with short black hair, wearing a yellow polo shirt and white pants, stands in a warehouse filled with stacks of tires on metal shelving. She is gesturing with her hands as if speaking. The background shows rows of tires stacked high on shelves, with industrial lighting hanging from the ceiling.

WANT
VEHICLE TIRE
AND WHEEL
ASSEMBLY
NGNS IN
ONE STOP?
SEE PAGES
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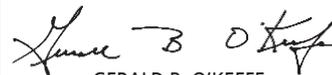
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By order of the Secretary of the Army:

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

Official:



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

1617203



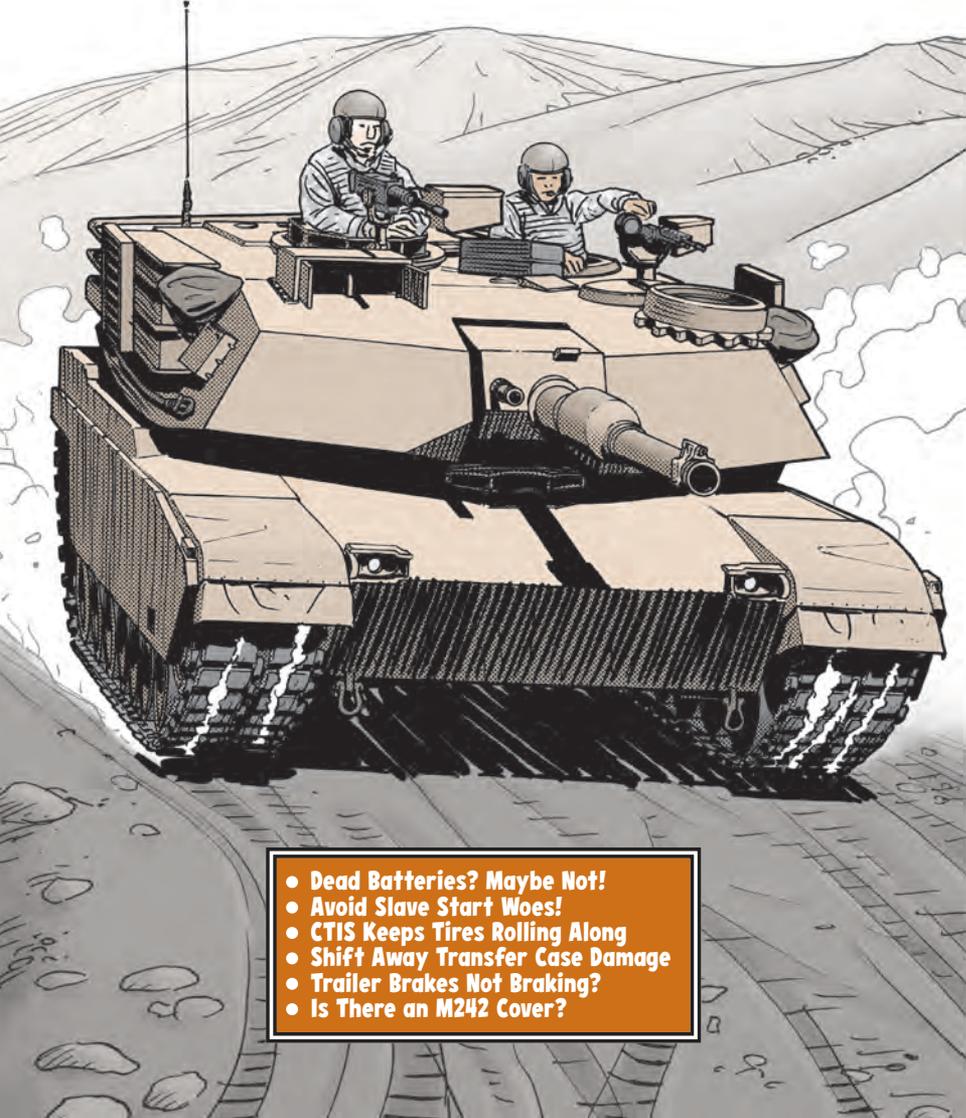
NCOs, you rely on operators and mechanics to perform PMCS on vehicles and other Army equipment. You're counting on them to look out for potential maintenance problems.

But does it sometimes seem like preventive maintenance gets treated as a "back burner" issue? Does a vehicle have to be deadlined, affecting unit readiness, before maintenance becomes important?

It's not like you can inspect all that equipment yourself. Plain and simple, it takes a team to keep the little things from growing into maintenance nightmares.

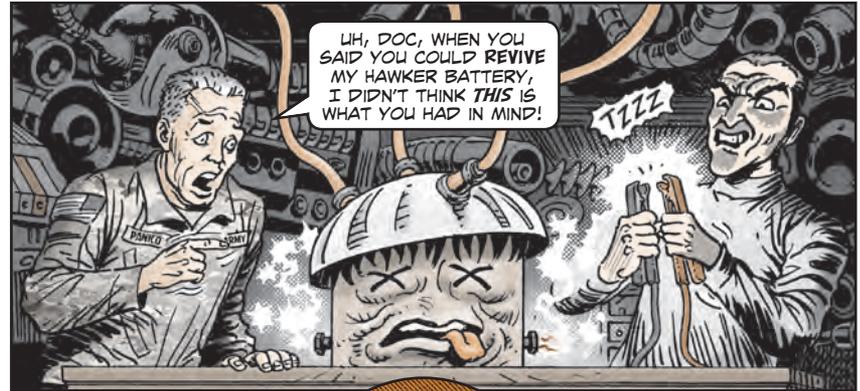
So the next time you spot something small—a truck's worn V-belt, a weapon needing lube, loose tank track—teach the operator to be proactive. If he fixes it now, he won't have to worry about it failing and threatening a mission. That's the **preventive** in preventive maintenance!

When PM is moved to where it belongs—the front burner—you'll have a unit that hums along as smoothly as its equipment.



- Dead Batteries? Maybe Not!
- Avoid Slave Start Woes!
- CTIS Keeps Tires Rolling Along
- Shift Away Transfer Case Damage
- Trailer Brakes Not Braking?
- Is There an M242 Cover?

DEAD BATTERIES? MAYBE NOT!



EVERY SOLDIER KNOWS THAT REPLACING BATTERIES CAN REALLY EAT UP YOUR UNIT'S MAINTENANCE BUDGET. NEW BATTERIES FOR JUST ONE M1A1 TANK CAN RUN MORE THAN \$2,000!



BUT DEAD ABSORBED GLASS MAT (AGM) BATTERIES LIKE THE HAWKER MAY NOT REALLY BE DEAD. THERE'S A CHEAP FIX FOR BATTERIES WHOSE VOLTAGE HAS GOTTEN SO LOW THE CHARGER THINKS THEY'RE DEAD...

1. Place a good battery in parallel to the dead battery, positive to positive and negative to negative.

2. Attach the charger's jumper cables to the good or bad battery, positive to positive and negative to negative. You can avoid some minor resistance losses by connecting to the dead battery.

Attach jumper cable in parallel positive to positive and negative to negative



3. Charge for about 15-20 minutes. That pushes amperage into the dead battery, raising the voltage high enough to be sensed by the charger.
4. Remove the good battery.
5. Now charge the bad battery like you would normally.

CHECK OUT THE TARDEC VIDEO ON TRICKING DEAD BATTERIES BACK TO LIFE.

IT'S ON MILTUBE AT: <https://www.milsuite.mil/video/watch/newvideo/5996>

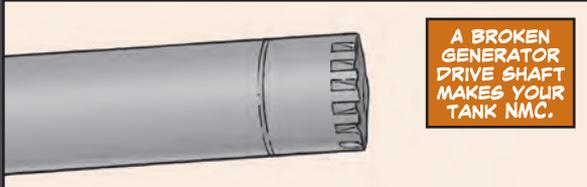
GO TO THE 2:46 MARK.

AVOID SLAVE START WOES!

YOUR BATTERIES ARE DEAD, PAL. LOOKS LIKE YOU'RE GONNA NEED A SLAVE START.

DO IT THE RIGHT WAY SO MY GENERATOR DRIVE SHAFT DOESN'T BREAK!

CREWMEN, SLAVE START YOUR M1A2 SEP TANK THE **WRONG WAY** AND YOU CAN **SERIOUSLY DAMAGE** THE GENERATOR DRIVE SHAFT AND THE VEHICLE'S CHARGING SYSTEM.



A BROKEN GENERATOR DRIVE SHAFT MAKES YOUR TANK NMC.

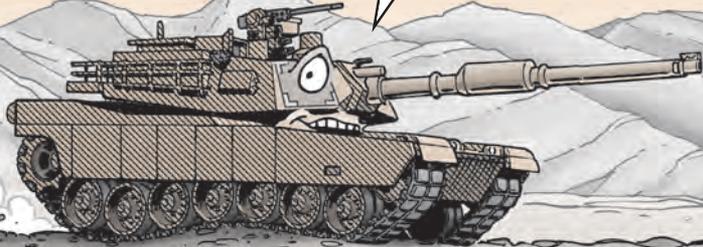
REPLACING THE SHAFT IS A BIG HEADACHE BECAUSE THE POWER PACK HAS TO BE PULLED.

IN SOME CASES, YOU MAY EVEN HAVE TO REPLACE THE TRANSMISSION.

YOU CAN AVOID A LOT OF TROUBLE AND EXPENSE BY SLAVE STARTING YOUR TANK THE RIGHT WAY. THE STEPS IN BOLD ARE DIFFERENT FROM WHAT'S IN THE TM...

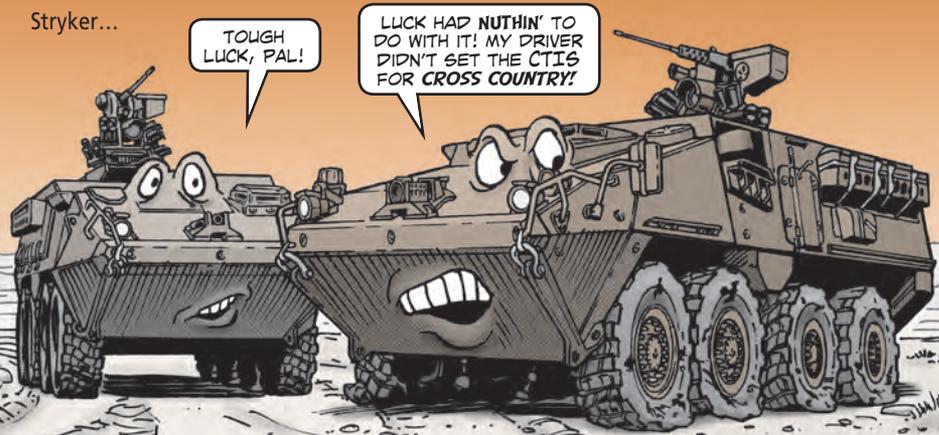


I'M SURE GLAD HE LISTENED! THIS IS SO MUCH BETTER THAN BEING STUCK IN THE SHOP!



1. **Ensure all electronics are powered down on both the live tank and dead tank, including the Force XXI Battle Command Brigade-and-Below (FBCB2).**
2. To prevent damage, the external slave receptacle should be used whenever the situation allows. On both tanks, connect the battery box power cable by removing the protective cap and remounting the cable from the storage position to the power receptacle.
3. **For tanks equipped with 4.4.01 and earlier software, set the left battery compartment circuit breaker to OFF.**
4. Turn on Master Power for the live tank.
5. Start the live tank.
6. Plug the slave cable into the live tank.
7. Plug the other end of the cable into the slave receptacle on the dead tank.
8. Turn on Master Power for the dead tank.
9. Check that the Parking Brake Set message appears on the improved driver's integrated display (iDID) of the dead tank.
10. Set tach idle on the live tank to ON.
11. With iDID on the main menu, press the Power Sources pushbutton on both tanks.
12. Make sure M is highlighted on the NATO UTL PWR A/M pushbutton on both tanks.
13. Press the Battery Start P/A pushbutton until A is highlighted on the dead tank.
14. **Wait until the dead tank reaches 26 volts. This could take 15 minutes to one hour.**
15. Start the dead tank.
16. For vehicles equipped with 4.4.01 and earlier software, follow these instructions. Set the left battery compartment circuit breaker to ON.
17. With iDID on the main menu, press the Power Sources pushbutton on both tanks.
18. Make sure A is highlighted on the NATO UTL PWR A/M pushbutton on both tanks.
19. Remove the slave cable from both tanks.
20. Re-cap the slave receptacles.
21. Let the dead tank recharge its batteries for a minimum 30 minutes using its own generator with tach idle on.

Stryker...



CTIS Keeps Tires Rolling Along

Dear Editor,

I see too many Stryker tires destroyed by improper inflation. One Stryker unit recently had to replace more than 320 tires during a National Training Center rotation.

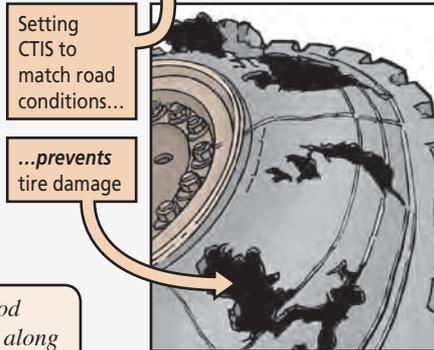
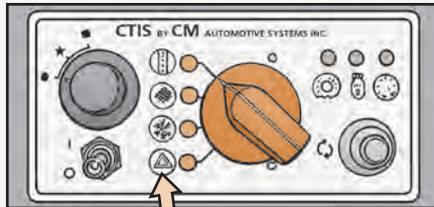
Too often that's caused by drivers who don't bother to set the CTIS for the conditions they're driving in. Under- or over-inflated tires get seriously damaged and have to be replaced.

That's a lot of work and money that could have been avoided just by following the -10 TM. It tells you exactly how to set the CTIS based on road conditions, as well as vehicle weight.

Regardless of the setting used, keep an eye on the low pressure and overspeed LEDs. They'll let you know if the air pressure is too low or you're traveling too fast for the terrain setting you've selected.

SPC William Taylor
3rd BCT

Editor's note: *That's some good advice that'll keep tires rolling along no matter what the conditions.*

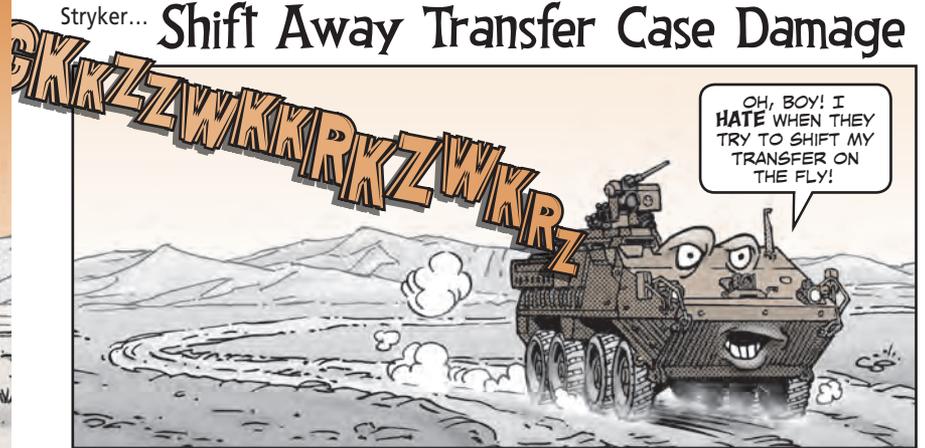


Setting CTIS to match road conditions...

...prevents tire damage

Stryker...

Shift Away Transfer Case Damage



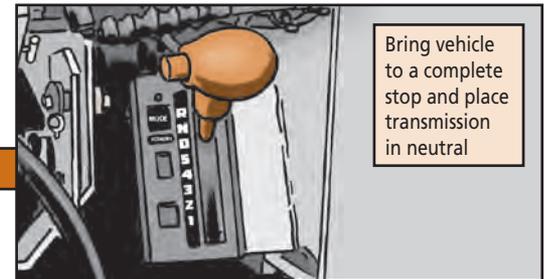
DRIVERS, THAT GRINDING NOISE YOU HEAR WHEN YOU SHIFT YOUR STRYKER'S TRANSFER INTO LOW GEAR ON THE FLY IS MORE THAN JUST ANNOYING. IT COULD MEAN THAT YOU'VE DONE SOME SERIOUS-AND EXPENSIVE-DAMAGE TO THE TRANSFER CASE.

YOU **MUST** BRING YOUR VEHICLE TO A COMPLETE STOP **BEFORE** SHIFTING THE TRANSFER INTO LOW. IF YOU DON'T, THE TRANSFER CASE MIGHT START COMPLAINING LOUDLY. VITAL PARTS CAN CRACK, MEANING YOU MIGHT BE **UNABLE** TO SHIFT IT AT ALL. REPLACING THE TRANSFER CASE WILL SET YOUR UNIT BACK **MORE THAN \$21,000** FOR A FLAT BOTTOM STRYKER AND **MORE THAN \$38,000** FOR A DOUBLE V-HULL STRYKER!

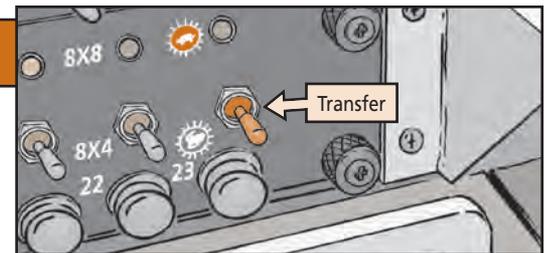
HERE'S THE RIGHT WAY TO SHIFT YOUR STRYKER'S TRANSFER CASE INTO **LOW GEAR**...

1. Come to a full stop.
2. Apply the service brakes.
3. Put the transmission in neutral.
4. Apply the parking brake.
5. Shift the transfer to low.
6. Release the parking brake.
7. Put the transmission in D (drive).

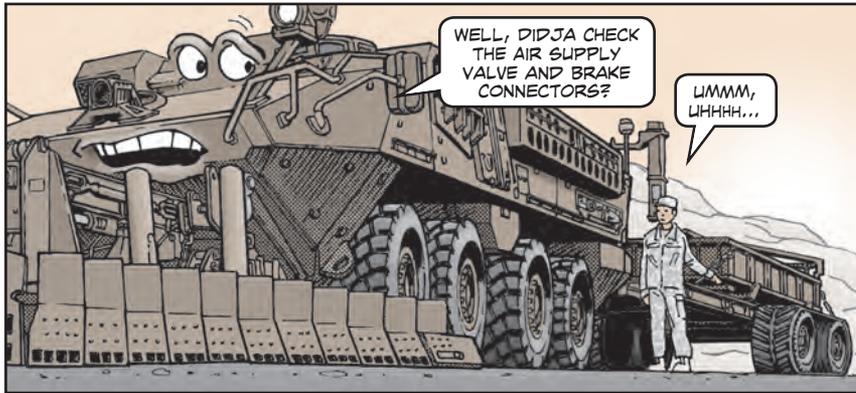
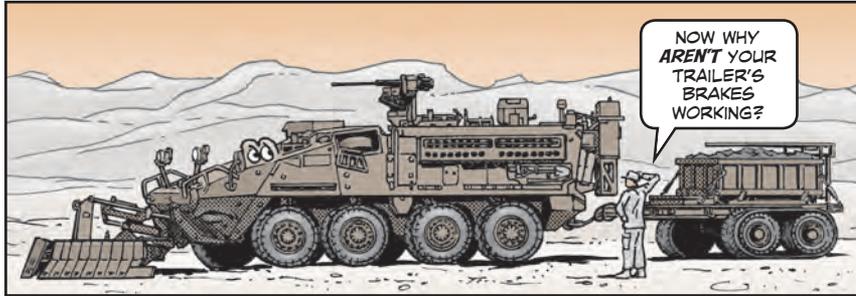
NOW YOU'RE READY TO DRIVE **WITHOUT DOING ANY DAMAGE!**



Bring vehicle to a complete stop and place transmission in neutral



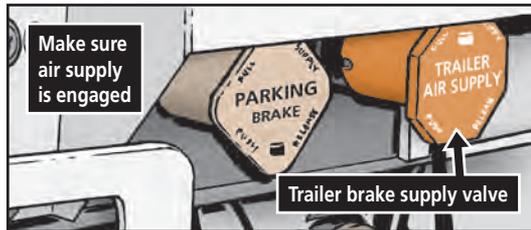
Trailer Brakes NOT Braking?



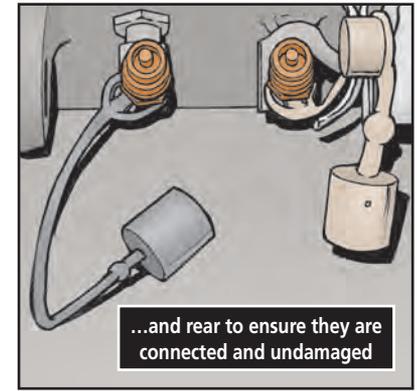
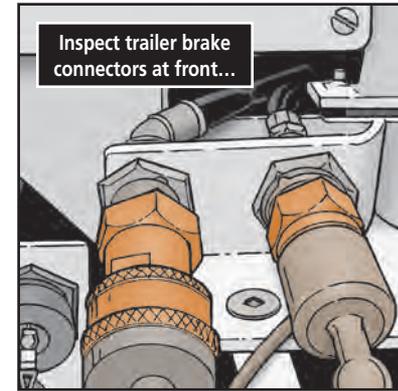
Crewmen, when you're pulling an M200A1 modified MICLIC trailer with your ESV or ESVV Stryker, the last thing you want is for the trailer's brakes to fail. That can mean a banged up Stryker and trailer. It could even get you and your fellow crewmembers hurt!

But before calling your mechanic about a problem with trailer brakes, do a couple checks first. You might be able to take care of the problem with a simple fix.

First, make sure the trailer brake air supply valve on the driver's instrument panel is engaged. If it isn't, the trailer brake lines won't get any air and the brakes won't be able to do their job.



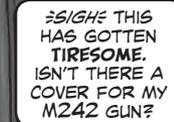
If the valve is engaged and the brakes still don't work, make sure the trailer brake connectors at the front and rear of the vehicle are connected. While you're at it, look closely for damage or leaks.



If the air supply valve is engaged and connectors are good to go but the brakes still don't work, tell your mechanic right away.

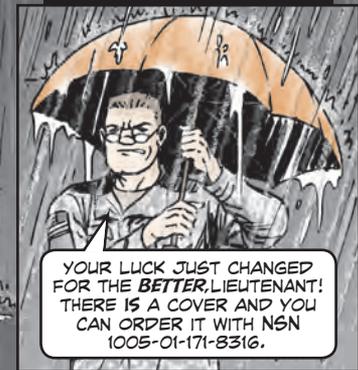
M2/M3-Series Bradley...

IS THERE AN M242 COVER?

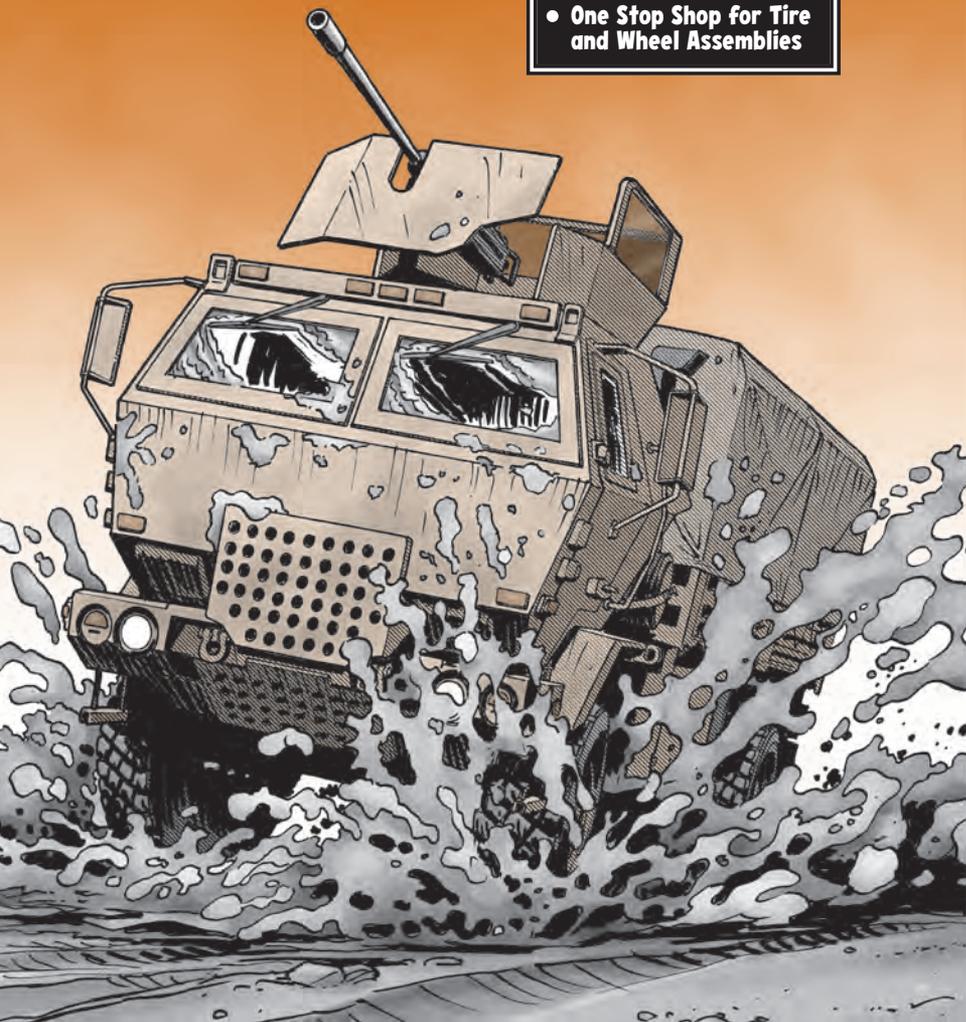


Dear Half-Mast,
Is there a cover you can order for the Bradley's M242 automatic gun? We've looked and looked with no luck.

1LT G.M.

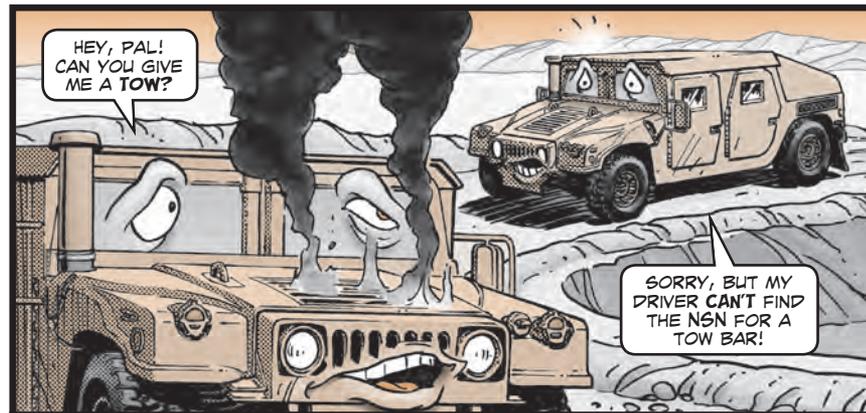


- Searchin' for a Tow Bar
- One Stop Shop for Tire and Wheel Assemblies



Up-armored HMMWVs...

Searchin' for a Tow Bar



HEY, PAL!
CAN YOU GIVE
ME A TOW?

SORRY, BUT MY
DRIVER CAN'T FIND
THE NSN FOR A
TOW BAR!

Dear Half-Mast,
I need help! I've looked high and low, but can't find NSNs for the tow bar and tow bar adapters for up-armored HMMWVs.

SFC E.A.P.



GLAD
TO HELP,
SERGEANT!

THE TOW BAR FOR UP-ARMORED HMMWVs COMES WITH NSN 4910-01-554-7296. THE CORRECT ADAPTER TO USE IS NSN 5340-01-022-4686.



THERE IS ALSO AN IMPROVED FRONT TOW BRACKET AVAILABLE FOR UP-ARMORED AND EXPANDED CAPACITY VEHICLE (ECV) HMMWV MODELS.

THE NEW BRACKET REQUIRES DIFFERENT SCREWS AND LOCKNUTS THAN THE ORIGINAL SETUP, BUT THE WASHERS AND MOUNTING TORQUE (90 LB-FT) ARE UNCHANGED.

HERE'S WHAT YOU'LL NEED TO ORDER:

Item	NSN	Qty
Bracket	2540-01-599-0075	1
Screw	5305-00-071-2071	2
Locknut	5310-01-548-1848	2
Washer	5310-01-121-1703	4

THE WASHERS ARE UNCHANGED FROM THE ORIGINAL CONFIGURATION AND DON'T NEED TO BE REPLACED UNLESS DAMAGED.

One Stop Shop for Tire and Wheel Assemblies

EYEBALL THE CHARTS BELOW FOR THE LATEST TIRE AND WHEEL ASSEMBLY NSNs FOR ARMY TRUCKS, TRAILERS, CONSTRUCTION VEHICLES AND MATERIAL HANDLING EQUIPMENT!



HMMWVs			
Vehicle	Assembly, NSN 2530-	Tire, NSN 2610-	Size
HMMWV load range D	01-493-5859	01-333-7632	37.0/12.5R16.5
HMMWV load range D (24 bolt rim w/ Michelin Baja or Goodyear MTR tire)	01-558-2138	01-541-4090	37.0/12.5R16.5
HMMWV load range E (20 or 24 bolt rim w/ Goodyear MTR or Michelin Baja T/A tire)	01-563-8620	01-563-8328	37.0/12.5R16.5

Medium Tactical Vehicles			
Vehicle	Assembly, NSN 2530-	Tire, NSN 2610-	Size
FMTV A0/A1 (M1078-M1090 M1092, M1093 M1096, M1148 M1157)	01-500-4619	01-356-9098	395/85R20 MV/T (Goodyear) MIL395/85R20 XML; (Michelin)
FMTV LTAS (A1P2)	01-571-5857	01-564-6172 (Goodyear) 01-572-6017 (Michelin)	395/85R20 MV/T (Goodyear) 395/85R20 XZL+ (Michelin)
LAV	01-532-5635	01-527-8260	325/85R16
M939A1/A2 without ABS	01-506-7243	01-214-1344	14.00R20
M939A1/A2 with ABS	01-506-8319	01-473-3997	11.00R20
M1117 ASV	01-478-0593	01-479-4200	14.00R20

Light and Medium Trailers			
Vehicle	Assembly, NSN 2530-	Tire, NSN 2610-	Size
M129A4 semitrailer	01-514-7903	01-045-3688	11.00R22.5
M172A1 trailer	01-506-7650	01-325-1934	10.00R15
M149A2, M200A1 D, M313, M750, M373A2	01-611-7619	01-063-7947	10.00R22.5
M103A3, M105A3, M149, M149A1, M200A1 SS, M105A2, M332	01-528-9461	01-063-7947	10.00R22.5
M796A1 bolster trailer	01-514-7909	01-204-4488	12.00-16.5
M860A1	01-506-7315	01-500-4505	445/65R22.5
M870 trailer	01-611-6025	01-434-8732	285/70R19.5
M870A1 trailer	01-610-6931	01-610-0236	285/70R19.5
M870A3 trailer	01-571-7223	01-518-5292	275/70R22.5
M871, M871A1, M871A2	01-506-4129	01-481-5378	11.00R22.5
M871A3	01-508-2786	01-519-0940	255/70R22.5
M872-series semitrailer	01-547-4136	01-506-0388	11.00R22.5
M872A4, M871R, M871A1R, M871A3R & M871A2R	01-584-7914	01-569-2153	11.00R22.5
M967A2/M969A3	01-527-4609	01-045-3688	11.00R22.5
M1061A1	01-514-7909	01-204-4488	12.00-16.5
M1062 trailer	01-506-7648	01-045-3688	11.00R22.5
M1076 PLS	01-500-4991	01-357-8333	15.50/80R20
M1082, M1095 FMTV trailer	01-542-7405	01-518-5292	275/70R22.5
M1101/1102 trailer load range D	01-493-5859	01-333-7632	37.0/12.5R16.5
M1101/1102 trailer load range D (24 bolt rim w/ Michelin Baja or Goodyear MTR tire)	01-558-2138	01-541-4090	37.0/12.5R16.5
M1101/1102 trailer load range E (20 or 24 bolt rim w/ Goodyear MTR or Michelin Baja T/A tire)	01-563-8620	01-563-8328	37.0/12.5R16.5
M1147 LHS trailer	01-542-7405	01-518-5292	275/70R22.5

Route Clearance Vehicles			
Vehicle	Assembly, NSN 2530-	Tire, NSN 2610-	Size
Buffalo (front)	01-535-9462	01-334-2694	16.00R20
Buffalo (rear)	01-535-9459	01-334-2694	16.00R20
Buffalo (front for hull #'s 65-current)	01-554-6621	01-334-2694	16.00R20
RG31 (MK2 and MK3)	01-541-5364	01-537-4093	365/80R20



MRAP Vehicles			
Vehicle	Assembly, NSN 2530-	Tire, NSN 2610-	Size
BAE RG33/RG33 HAGA	01-555-4810	t01-552-5577	395/85R20 XZL
BAE RG33/RG33 HAGA PLUS	01-563-0583	01-561-7314	16.00R20 XZL
BAE TVS Caiman	01-555-4749	01-559-2516	395/85R20 XML
BAE TVS Caiman PLUS	01-565-2137	01-564-6172	395/85R20
GDLS RG31 365 w/steel rim	01-560-8477	01-388-6679	365/85R20 XZL
GDLS RG31A2 365 w/ aluminum rim	01-572-5907	01-388-6679	365/85R20 XZL LR J
GDLS RG31A2 395 w/ aluminum rim	01-572-5445	01-552-5577	395/85R20 XZL LR J
M-ATV	01-576-5896	01-572-6017	395/85R20 XZL+LR J
M-ATV UIK	01-592-6682	01-334-2694	16.00R20 XZL
Navistar DASH	01-570-6352	01-572-6017	395/85R20 XZL+LR J
Navistar DASH ISS & Ambulance	01-584-5955	01-334-2694	16.00R20
Navistar MaxxPro & MaxxPro PLUS (front axle)	01-555-5456	01-552-5577	395/85R20 XZL
Navistar MaxxPro PLUS (rear axle)	01-565-5657	01-561-8321	12.00R20

Line Haul Tractors			
Vehicle	Assembly, NSN 2530-	Tire, NSN 2610-	Size
M878A2	01-514-5105	01-507-3633	11.00R22.5
M915A2 (front), M969, M969A1/A2, M871, M129A2C, M129A3	01-506-4125	01-045-3688	11.00R22.5
M915A2 (up-armored)	01-537-8294	01-465-5823	12.00R22.5
M915A3	01-506-4128	01-481-5378	11.00R22.5
M915A3 (up-armored)	01-537-8297	01-465-5823	12.00R22.5
M915A2/A4 (rear), M871/A1/A2	01-506-4129	01-481-5378	11.00R22.5
M915A4 (up-armored)	01-537-8299	01-465-5823	12.00R22.5
M915A5	01-615-1443	01-603-9820	315/80R22.5
M916A1/A2 (rear)	01-506-4133	01-436-3334	315/80R22.5
M916A3 (up-armored front)	01-557-2625	01-552-6448	425/65R22.5
M916A3 (up-armored rear, right outer, left inner)	01-584-7917	01-514-3999	315/80R22.5
M916A3 (up-armored rear, left outer, right inner)	01-584-7915	01-514-3999	315/80R22.5
M917A1 (front)	01-506-4131	01-436-3332	385/65R22.5
M917A1 (rear)	01-506-4132	01-436-3334	315/80R22.5

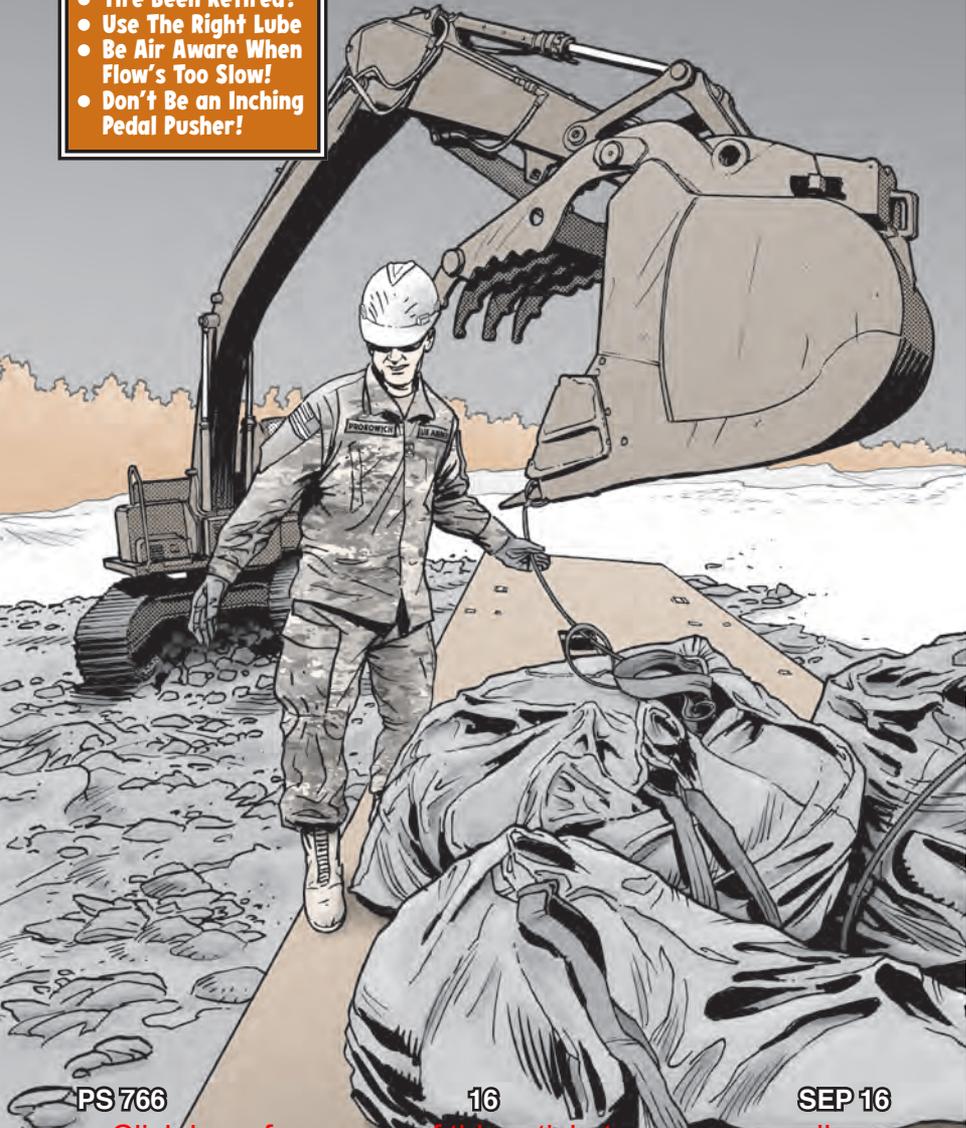
Heavy Trucks and Trailers			
Vehicle	Assembly, NSN 2530-	Tire, NSN 2610-	Size
M977 HEMTT w/o CTIS	01-477-1660	01-334-2694	16.00R20
M1070 HET & M1074/M1075 PLS trucks w/CTIS	01-506-2715	01-334-2694	16.00R20
M373A2/M750 trailer	01-506-5910	00-262-8677	9.00-20
M989A1 HEMAT trailer	01-506-7324	01-452-0605	385/65R22.5
M1000 HET trailer	01-506-5762	01-323-4813	215/75R17.5

MHE and Construction Vehicles*			
Vehicle	Assembly, NSN 2530-	Tire, NSN 2610-	Size
4K RTFL (JI CASE M4K)	01-506-6873	01-320-0460	15.00-19.5
4K Entwistle forklift	01-596-0860	01-320-0460	15.00-19.5
5K LCRTF (right side)	01-621-5737	01-506-0391	380/75R20
5K LCRTF (left side)	01-621-3685	01-506-0391	380/75R20
6K VRRFTL (right side)	01-518-3656	00-726-5164	17.50-25
6K VRRFTL (left side)	01-518-3659	00-726-5164	17.50-25
10K ATLAS (right side)	01-416-1035	01-459-0440	17.50-25
10K ATLAS (left side)	01-514-8514	01-459-0440	17.50-25
ATLAS II (right side)	01-572-4923	01-553-3398	17.5-20
ATLAS II (left side)	01-572-2281	01-553-3398	17.5-20
50K RTCH (Caterpillar)	01-506-6885	01-114-3732	35.00/65R33
50K RTCH (Kalmar)	01-484-1419	01-483-5851	29.50-35
924G/H wheel loader (right side)	01-617-0921	00-726-5165	20.50-25
924G/H wheel loader (left side)	01-617-1879	00-726-5165	20.50-25
CS-563D vibratory roller (armor)	01-572-7187	01-559-2780	23.1-26 (12 ply)
HMEE-1, tan	01-618-8466	01-627-2267	445/80R25
HMEE-1, green	01-598-4010	01-627-2267	445/80R25
M10A 10K (right side)	01-506-6884	00-726-5168	20.50-25
M10A 10K (left side)	01-527-9583	00-726-5168	20.50-25
MW24C (right side)	01-581-5782	01-726-5165	20.50-25
MW24C (left side)	01-584-7913	01-726-5165	20.50-25
SEE	01-527-9584	01-220-6413	12.50R20

*NOTE: There are no tire and wheel assemblies available for the 613C, 621B, and 621G scrapers; the 120M road grader; and the M400T/W skid steer loader.

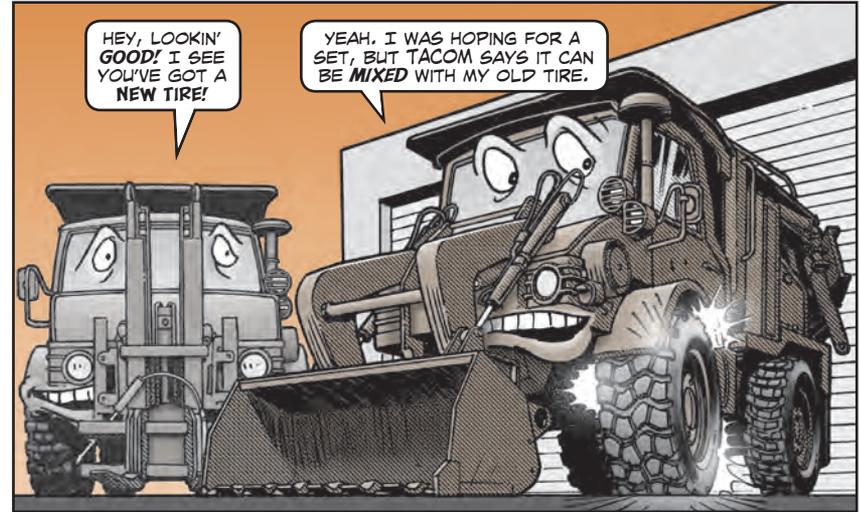


- Tire Been Retired?
- Use The Right Lube
- Be Air Aware When Flow's Too Slow!
- Don't Be an Inching Pedal Pusher!



SEE, HMMH...

TIRE BEEN **RETIRED**?



HEY, LOOKIN' GOOD! I SEE YOU'VE GOT A NEW TIRE!

YEAH. I WAS HOPING FOR A SET, BUT TACOM SAYS IT CAN BE MIXED WITH MY OLD TIRE.

Dear Half-Mast,
 We ordered the Michelin 12.520MPT XL tire, NSN 2610-01-220-6413, for our unit's small emplacement excavator (SEE) and high-mobility material handler (HMMH).
 But the replacement tire we received is a Michelin 335/80R20MPT XZL. Is this a mistake? Or can we use this new tire with the ones already installed on our vehicles?

SFC M.S.F.



THE MICHELIN 12.520MPT XL TIRE HAS BEEN DISCONTINUED, SERGEANT.

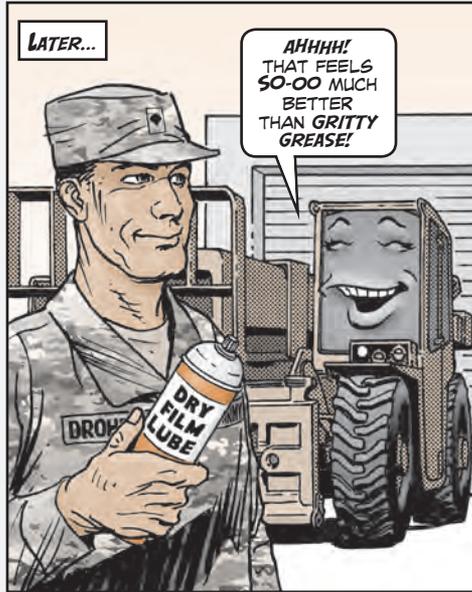
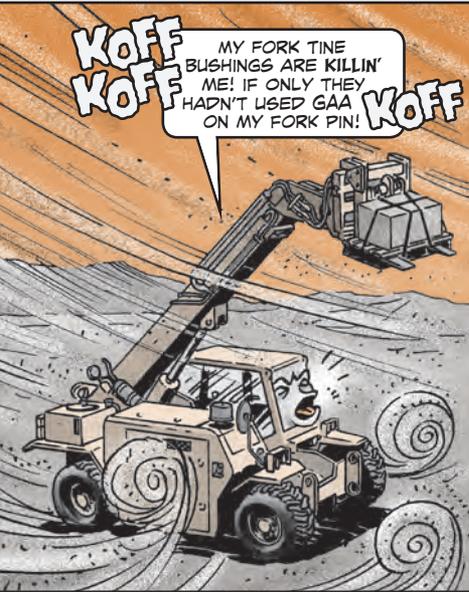
THAT NSN WILL **ONLY** BRING THE MICHELIN 335/80R20MPT XZL TIRE NOW.

BUT BOTH TIRES HAVE THE SAME DIAMETER, SO TACOM SAYS IT'S OK TO USE THEM TOGETHER ON THE SAME AXLE.

FOR BEST PERFORMANCE, HOWEVER, YOU SHOULD ALWAYS TRY TO USE THE SAME TIRES ON EACH AXLE.

REGARDLESS, DON'T MIX A WORN TIRE (LESS THAN 11/32 TREAD DEPTH) WITH A NEW TIRE ON THE SAME AXLE. THAT'LL WEAR OUT THE NEW TIRE **FASTER**.

USE THE RIGHT LUBE

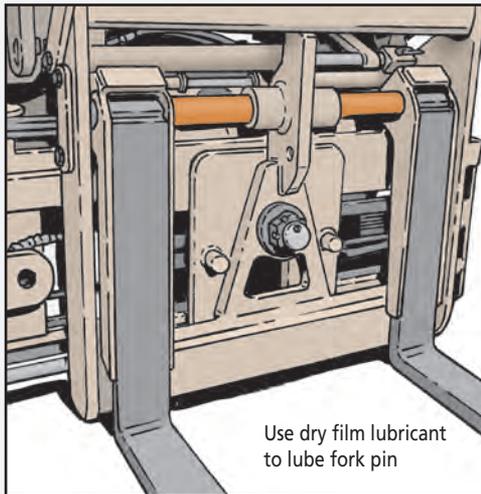


Operators, **don't** use GAA to lube the fork pin on the 5K light capacity rough-terrain forklift (LCRTF).

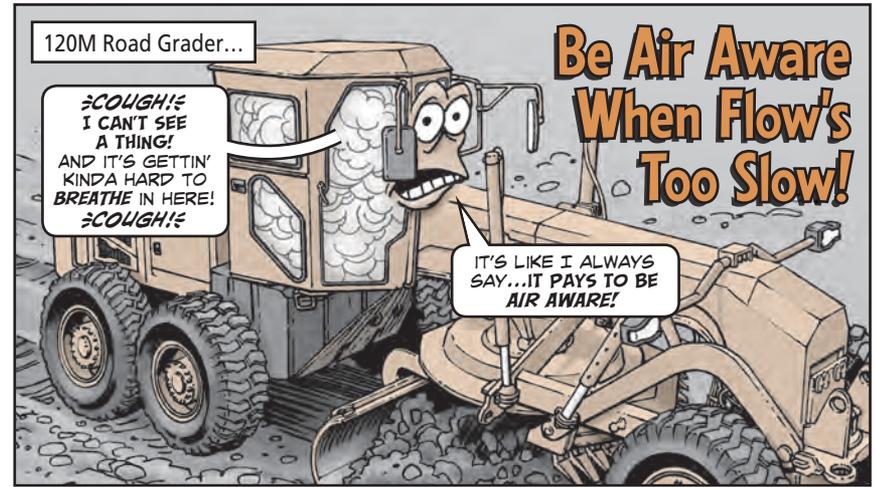
Grease attracts dirt, grit and sand like a magnet. That combo acts like sandpaper, scoring the bushings inside the fork tines as they slide over the pin. Eventually, the bushings wear out and break apart.

To keep those bushings in working order, clean off any old GAA with dry-cleaning solvent and re-lube using dry-film lubricant, NSN 9150-01-260-2534. You'll find the word in Section H of Card 19 in LO 10-3930-680-13 (Dec 13).

And if a bushing is already damaged, have your mechanic replace it with NSN 3120-01-618-8082.



Use dry film lubricant to lube fork pin



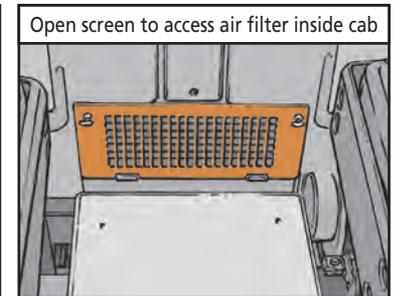
Be Air Aware When Flow's Too Slow!

Operators, when it comes to the inside and outside air filter elements for your 120M road grader's cab, you need to be air aware.

Dirty filter elements mean dirty air inside the cab. Clean elements keep clean air circulating—and you breathing easy—while out at the dusty worksite.

So if you find yourself coughing a little too much while in the driver's seat, try this:

1. Check the air inlets for sand or dirt buildup. Ice and snow can be a problem during cold weather.
2. Pull both filter elements and tap them gently against the palm of your hand to remove as much trapped dirt, dust and sand as possible. Just be careful not to bang an element against anything hard. That will bend its sealing edge or crush the filtering material. Then you've got bigger problems than a clogged element.



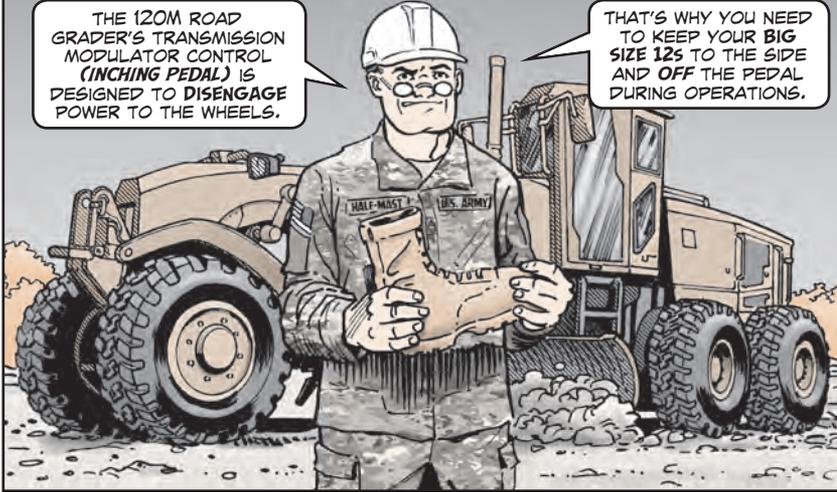
3. If available, clean the elements with low-pressure air (30 psi or less). If not, make sure it gets done when you get back to the motor pool.

You'll find more information on cab filter element cleaning in WPs 0013-38 and 0013-41 of TM 5-3805-293-10 (Dec 10).

DON'T BE AN INCHING PEDAL PUSHER!

THE 120M ROAD GRADER'S TRANSMISSION MODULATOR CONTROL (INCHING PEDAL) IS DESIGNED TO DISENGAGE POWER TO THE WHEELS.

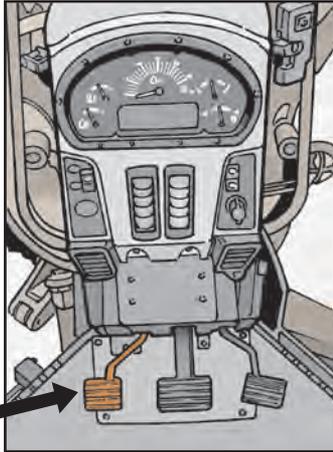
THAT'S WHY YOU NEED TO KEEP YOUR BIG SIZE 12s TO THE SIDE AND OFF THE PEDAL DURING OPERATIONS.



A BOOT THAT RESTS ON THE PEDAL WILL ENGAGE AND DISENGAGE THE VEHICLE'S DIFFERENTIAL.

THAT **OVER-PRESSURIZES** THE TRANSMISSION AND **BLOWS** THE INTERNAL TRANSMISSION DIFFERENTIAL SEAL.

YOUR GRADER IS GOING **NOWHERE** THEN!



Don't rest foot on inching pedal

HERE ARE **TWO MORE CAUTIONS** TO KEEP IN MIND ABOUT THE INCHING PEDAL...

- Avoid prolonged use of the inching pedal when moving heavy loads. Instead, shift into a lower gear to match load conditions, particularly if the grader is stalling out.
- It's OK to use the inching pedal as a clutch for directional changes. The machine is designed to "shuttle shift."

YOU'LL FIND THIS INFO IN WP 0005-25 OF TM 5-3805-293-10 (DEC 10).



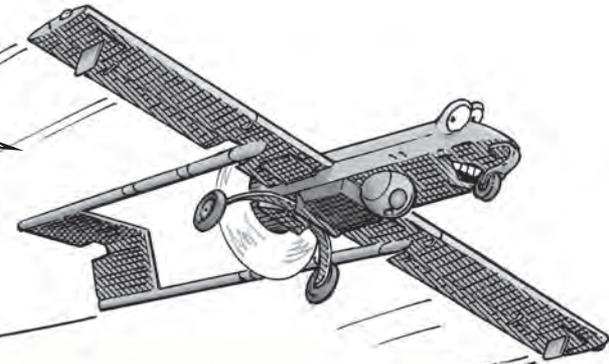
- **Not a Shadow of a Doubt!** These Are Great Tips
- **Keep Your Eagle Soaring**
- **Use the Correct Mounting Nuts**



Not a Shadow of a Doubt! These Are Great Tips!



THEY SURE ARE! THANKS FOR SHARING THEM!



Dear Editor,

While helping keep the Shadows of the Oklahoma National Guard flying high, I've come up with a few suggestions for other units:

Do Refresher Training

For a long time, contractors did much of the Shadow maintenance. But Soldiers are now again responsible for the maintenance. Warrant officers and senior NCOs need to refresh their crews' skills in maintaining the Shadow. A few hours of training and supervision can help prevent major and expensive problems later.

Soldiers especially need training on how to fill out forms and records from DA Pam 738-751. Things won't get fixed if Soldiers fill out the forms wrong.



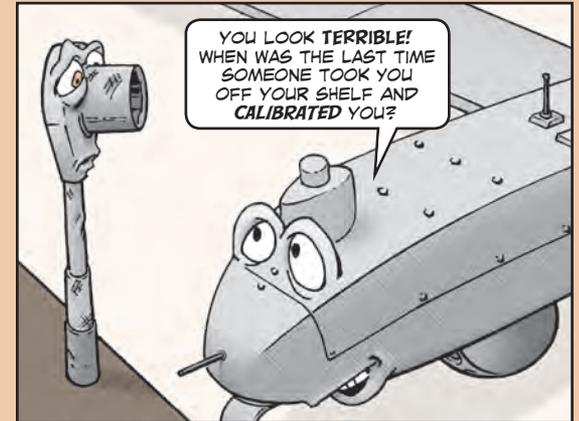
Don't Forget Ground Support Equipment and Trucks During PMCS

No matter how well you've taken care of your Shadows, they won't be doing much flying if you've ignored the ground support equipment and trucks during PMCS. When you PMCS the Shadow, PMCS them, too.



Keep Tools Calibrated

There are several Shadow tools that require calibration by TMDE. Make sure the tools are enrolled with TMDE so they can keep track of when they are due for calibration. Stagger the calibration dates for the different tools so they don't come due all at the same time.



Make Sure Everyone Reads Messages Sent to Field

Maintenance and operation instructions are often updated through these messages, so it's critical everyone reads and heeds them. We solved that problem by making the messages into a reading file. That way every operator and maintainer must sign off that he's read and understood the messages.

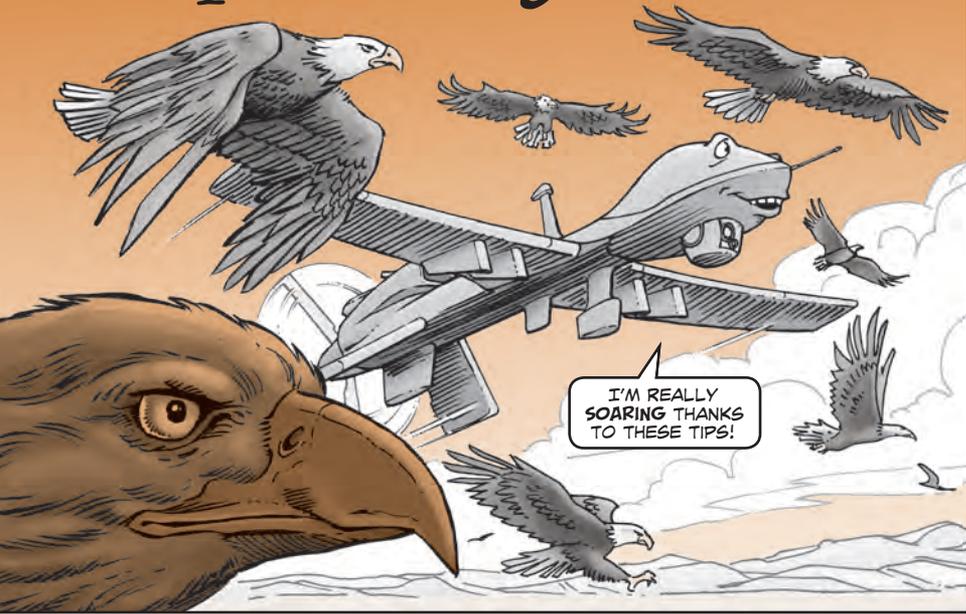
Pay Careful Attention to Aircraft and Vehicle Grounding During Fueling Operations

The Shadow's fuel is extremely flammable, especially during cold, dry weather. A spark could set it off. For grounding info, see TM 1-1550-689-23çP or TM 1-1550-1689-23çP.

CW2 Thomas Seal

Editor's note: Not a shadow of a doubt that these are good tips, Chief! Thanks.

Keep Your Eagle Soaring



Dear Editor,

While maintaining our Gray Eagles, we've come up with a few ways to help Eagles soar.

Before flight, check for loose brake rotor screws. We had one screw work loose during normal ground operations, which caused a wheel to lock up during landing. Tap on each screw. If it clicks, it's loose. You may be able to tighten the screw yourself. But if it still clicks, it needs to be replaced.

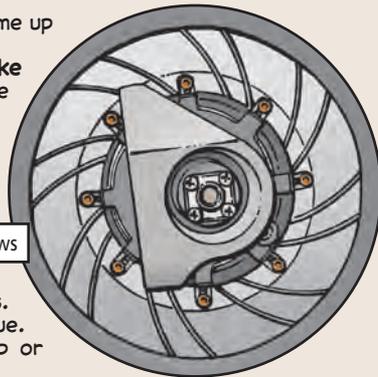
Listen for click while tapping on brake rotor screws

Repairmen, if Loctite 2422 is unavailable, verify the rotor screw torque is 50-60 in-lbs. Don't loosen the screw before checking torque. When you're through, put on a torque strip or mark the screw with an indelible marker.

See Alert Bulletin 15-1687 Rev if Loctite 2422 is available. If you don't have the bulletin, contact your AMCOM LAR or PS:

usarmy.redstone.logsa.mbx.psmag@mail.mil

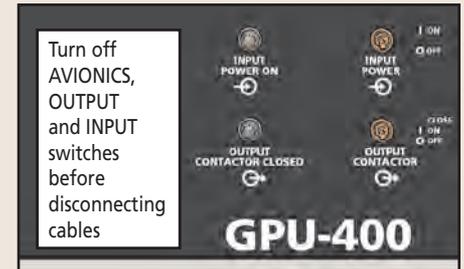
Until you can follow the bulletin's procedure on securing the screws, check them during your post flight inspection.



Check the safety wire for the main landing gear bolts for looseness or fraying. When crews put on the grounding clamps, they sometimes let the clamps catch the safety wire. That frays and loosens the safety wire, which means the landing gear bolts could work loose. If a wire is loose or showing wear, report it.

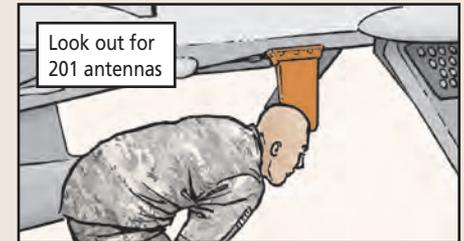


Be very sure to turn off the ground power supply before disconnecting the cables to it. If you don't, the cables can arc and be damaged. First turn off the AVIONICS switch, then the OUTPUT and INPUT switches. Now it's OK to unplug the cables.

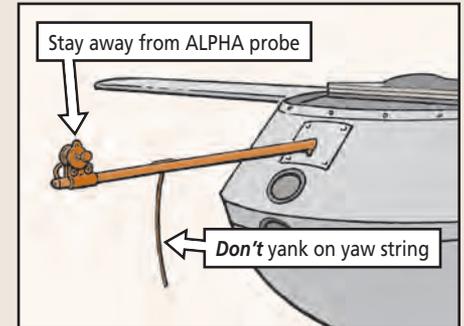


If the fuel dump tube is leaking, suspect a sticking fuel dump valve on the airframe-mounted fuel tray. Have your repairman check it out.

Watch your head around the two 201 antennas. They are made of hard, unforgiving material. It's easy to bump your noggin against the antennas when you go underneath the Eagle. We had one Soldier suffer a concussion that way.



Give the ALPHA probe a wide berth. One good bump can break it loose from the fuselage. Since it contains the outside air temperature sensor, the yaw string, and the angle of attack sensor, that puts the Eagle out of business. And it's an expensive fix.



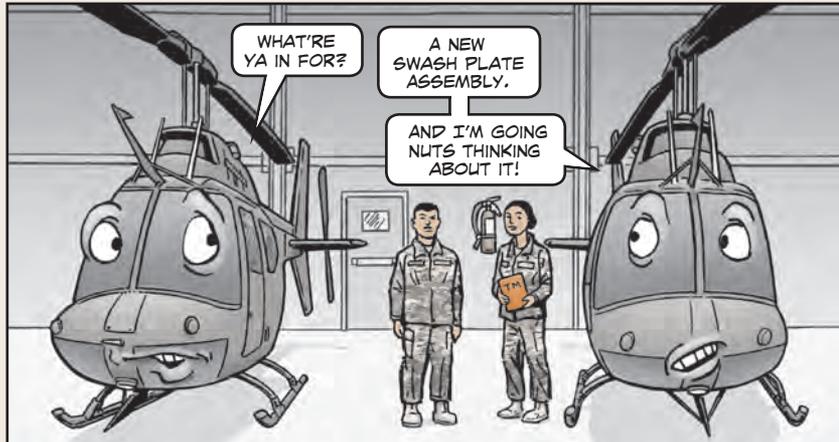
Don't yank on the yaw string during PMCS. That damages it. Just give it a gentle tug to make sure it's secure.

Keep the area between the Eagle and the control system clear. If something like a truck rolls through, you lose communication with your Eagle.

SSG Anthony Dowlen
SPC Rodney James
SPC Robert Learned
3rd Aviation REGT

Editor's note: *Eagles will indeed soar with your tips.*

USE THE CORRECT MOUNTING NUTS



Mechanics, aviation maintenance action message (AMAM) H-58-14-AMAM-05 says the nuts listed as Item 19 in Fig 61 of TM 1-1520-228-23P are the wrong ones. The nuts are used to mount the swashplate support assembly to the main transmission.

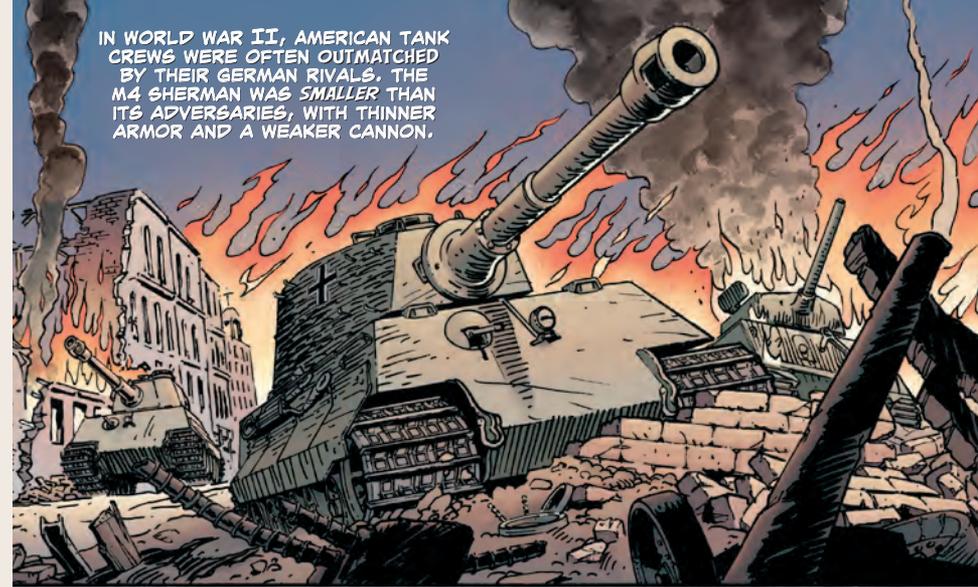
The incorrect self-locking nuts are NSNs 5310-00-982-4912 and 5310-00-807-1469. They're both strong enough, but aren't the right shape to do the job properly. **Do not** use these nuts on the swashplate support assembly, NSN 1615-00-121-6355.

The only self-locking nuts authorized for the swashplate come with NSN 5310-00-807-1476.

When you receive the replacement nuts, remove the transmission fairing assembly. Replace each of the eight incorrect self-locking nuts used to mount the swashplate support assembly one at a time. Follow Tasks 5-114 and 5-121 of TM 55-1520-228-23-1.

Make a note until the correct hardware is added in the next TM change. Check out the specific details in H-58-14-AMAM-05 at:

https://asmprd.redstone.army.mil/FileHandler.ashx?file=UFI_a14006ce-0e89-4895-8309-211497a93062

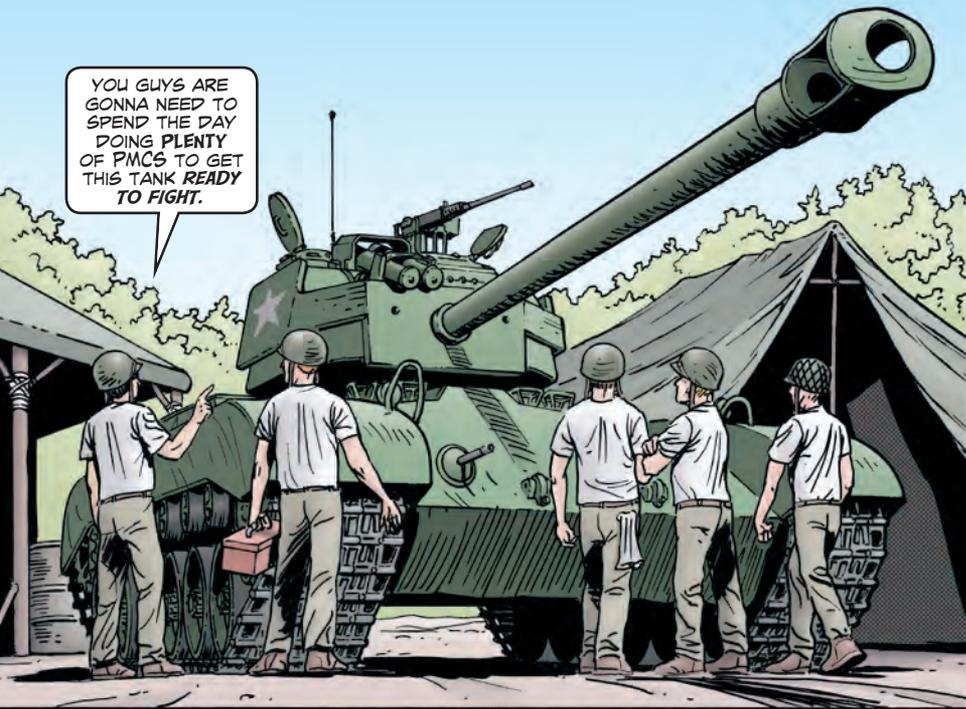


BUT IN THE FINAL DAYS OF THE WAR, THE AMERICANS SENT A **NEW** TANK TO THE BATTLEFIELD. COULD THIS NEW TANK TAKE ANY GERMAN TANK HEAD ON? THAT WAS THE QUESTION EVERYONE WAS ASKING. THE ANSWER WOULD BE DETERMINED AT THE...

DUEL AT DESSAU

APRIL 20, 1945; 3RD ARMORED DIVISION, OUTSIDE DESSAU, GERMANY: A NEW T-26 SUPER PERSHING, ONE OF ONLY TWO SENT TO EUROPE, SITS IN AN OUTDOOR MOTOR POOL. ITS FIVE CREW MEMBERS STAND IN AWE IN FRONT OF THE TANK.





YOU GUYS ARE GONNA NEED TO SPEND THE DAY DOING PLENTY OF PMCS TO GET THIS TANK READY TO FIGHT.

IT'S THE SAME IN EVERY WAR: WINNING BATTLES STARTS WITH **PREPARATION**. NO DETAIL, NO MATTER HOW BIG OR SMALL, CAN BE OVERLOOKED.



THIS TRACK LOOKS MIGHTY LOOSE TO ME, SARGE. GLAD YOU HAD US CHECK IT OUT TODAY.



MAKE SURE YOU GET THE TENSION ADJUSTED **RIGHT**, CORPORAL.

LAST THING WE NEED IS A THROWN TRACK WITH A KING TIGER COMING RIGHT AT US!

DURING WORLD WAR II, PMCS WAS AN IMPORTANT PART OF EVERY SOLDIER'S DAY. THE ARMY'S CHANGED A LOT SINCE THEN, BUT KEEPING VEHICLES AND EQUIPMENT IN WORKING ORDER HAS ALWAYS BEEN A PRIORITY!



WORD IS THERE'S A KING TIGER HIDING OUT IN DESSAU. IT'S GOTTA BE KNOCKED OUT BEFORE OUR GUYS CAN ADVANCE INTO THE TOWN.



A KING TIGER???
OH, NO! SUDDENLY, I DON'T FEEL SO GOOD.

COME ON, CORPORAL...



...KING TIGERS ARE SCARY, SURE. BUT WE GOT A TANK NOW THAT'S JUST AS GOOD.

MEANTIME, MAYBE DOING SOME PMCS WILL TAKE YOUR MIND OFF THINGS.



HEY, PRIVATE JONES, GET IN THE TURRET AND GIVE THE BREECH A GOOD COAT OF LUBE. I HAVE A FEELING THAT BIG GUN'S GONNA SEE A LOT OF ACTION TOMORROW!

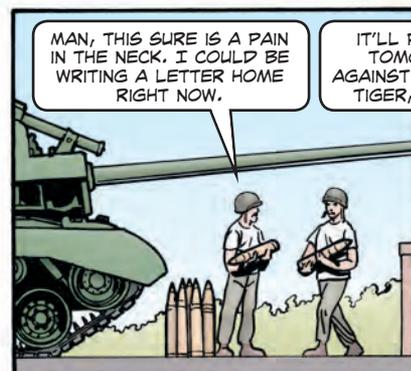
I'M ON IT!



OH, NO! I THINK THE FIRING PIN ON THIS .50-CAL IS **STICKING!** WHAT SHOULD I DO?

GET AN ARMORER TO TAKE A LOOK IT, ASAP! IT'S A GOOD THING YOU FOUND THAT BEFORE WE GOT INTO COMBAT.

THE QUESTION IS THE SAME NOW AS IT HAS ALWAYS BEEN: **WOULD YOU STAKE YOUR LIFE, RIGHT NOW, ON THE CONDITION OF YOUR EQUIPMENT?**



MAN, THIS SURE IS A PAIN IN THE NECK. I COULD BE WRITING A LETTER HOME RIGHT NOW.

IT'LL PAY OFF TOMORROW AGAINST THAT KING TIGER, JONES!



JUST YOU WAIT AND SEE.

THE DAY IS ENDING AND THE CREW HAS FINALLY GOTTEN THE TANK PREPARED FOR THE NEXT DAY'S BATTLE...



I THINK SHE'S READY T' FIGHT, SARGE.

I JUST HOPE WE ARE, TOO.



WE'LL DO JUST FINE, IRWIN. HALF THE BATTLE IS GOOD PMCS AND YOU GUYS'VE DONE PLENTY OF THAT TODAY!



THIS BABY IS RUNNING LIKE A FINE WATCH!



SARGE KNEW WHAT HE WAS TALKING ABOUT WHEN HE HAD US DO ALL THAT PREVENTIVE MAINTENANCE.



OK, CREW. LET'S BUTTON UP! WE HAVE TO BE READY FOR ANYTHING!

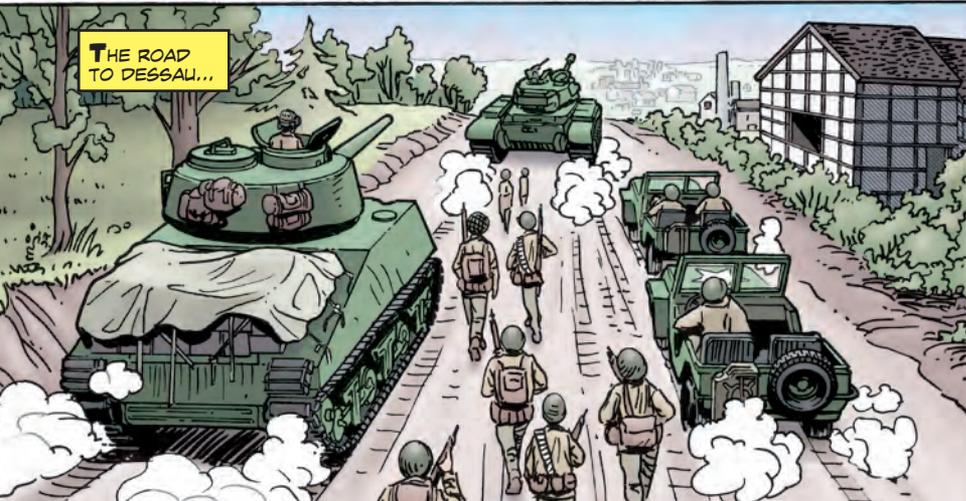
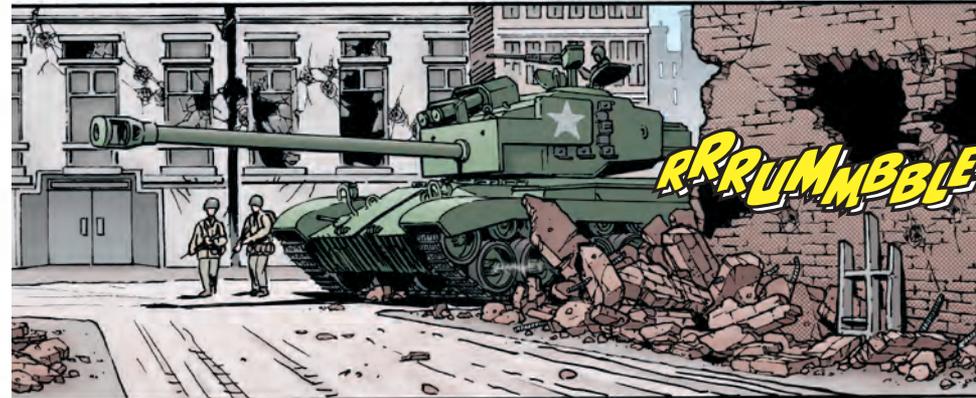
EARLY THE NEXT MORNING, APRIL 21, THE CREW GATHERS IN FRONT OF THE SUPER PERSHING.



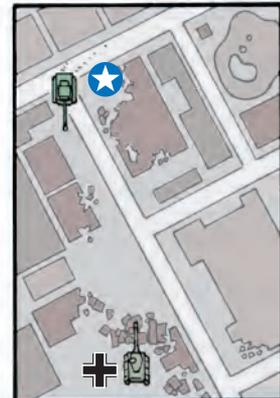
WE DID SOME FINAL PMCS CHECKS BEFORE DAWN, SARGE, SO I THINK WE'RE READY TO HUNT DOWN THAT KING TIGER!



GOOD JOB, MEN. WE SHOULD BE READY FOR WHATEVER THE GERMANS CAN THROW AT US!



THE ROAD TO DESSAU...



Patience... Not yet...



FIRE!



JUST THEN, A SECOND ROUND FIRES FROM THE GERMAN TANK...



DEFEATING THE KING TIGER IS NOT THE END OF THE BATTLE.

THE M4 SHERMANS AND INFANTRY WORK WITH THE T-26, PRESSING THE ATTACK.



LATER IN THE DAY, THE T-26 RETURNS TO THE KING TIGER...



ALL RIGHT! HARD TRAINING AND GOOD PMCS SAVE THE DAY!

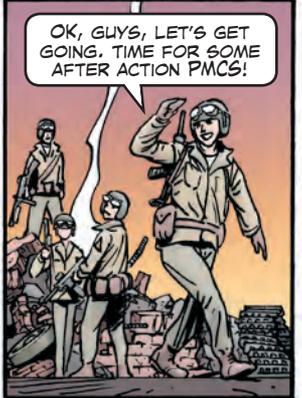


WAY TO GO, CREW! THIS T-26 IS A GREAT TANK. BUT IT WAS ONLY ABLE TO DO ITS JOB BECAUSE OF THE PREVENTIVE MAINTENANCE YOU GUYS PUT INTO HER.

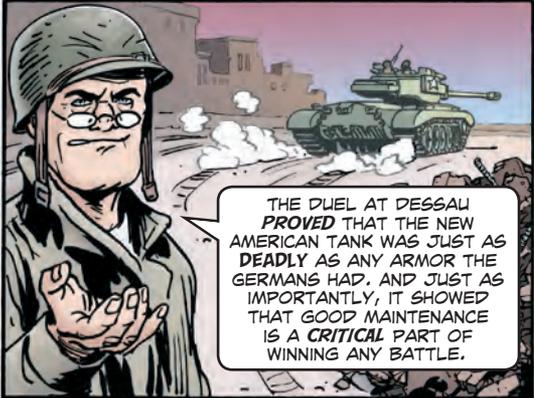


Y'SURE KNEW WHAT YOU WERE TALKING ABOUT, SARGE.

I WON'T BE COMPLAINING ABOUT DOING PMCS AGAIN, THAT'S FOR SURE!



OK, GUYS, LET'S GET GOING. TIME FOR SOME AFTER ACTION PMCS!



THE DUEL AT DESSAU PROVED THAT THE NEW AMERICAN TANK WAS JUST AS DEADLY AS ANY ARMOR THE GERMANS HAD. AND JUST AS IMPORTANTLY, IT SHOWED THAT GOOD MAINTENANCE IS A CRITICAL PART OF WINNING ANY BATTLE.

- How to Prevent Outriggers From Freezing
- How to Ship Javelins

- What's NSN for M240L Short Barrel Regulator?
- Be Clear on Importance of Clearing!
- Put Gage in Barrel's Other End
- What Are Rules for Securing Small Arms?
- No EPR for Shoot House Training

PS MISSILES

ALSO FEATURING SMALL ARMS



PS CBRN

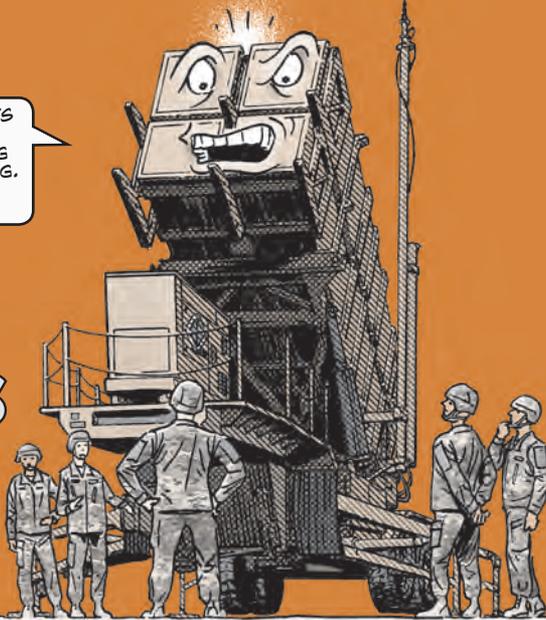
- Weed Out Bad Canisters!
- Don't Screw Up Screwing in Wands!

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

UH-OH, MY OUTRIGGERS ARE FROZEN IN PLACE!

WISH YOU GUYS HAD DONE A LITTLE LUBING AND EXERCISING. NOW I'M DEADLINED.

HOW TO PREVENT OUTRIGGERS FROM FREEZING



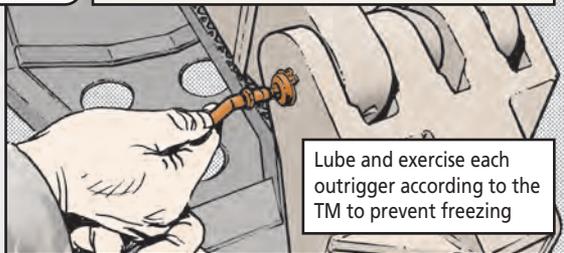
Dear Half-Mast,
We have trouble with the Patriot's outriggers freezing because the leg base and elbow joint pins get bent or misshapen. That deadlines the whole system. Is there a way to prevent this?

1LT R.C.



YOU BET THERE IS, LIEUTENANT! EVERY OUT-RIGGER HAS SEVERAL LUBE POINTS.

IF YOU LUBE THE OUTRIGGERS MONTHLY WITH GAA AND OE/HDO LIKE IT SAYS IN TM 9-2330-357-14&P'S LUBRICATION INSTRUCTIONS AND THEN EXERCISE THE OUTRIGGERS UP AND DOWN, YOUR FROZEN OUTRIGGER PROBLEM WILL MELT AWAY. YOU SHOULD ALSO EXERCISE THE OUTRIGGERS WEEKLY.



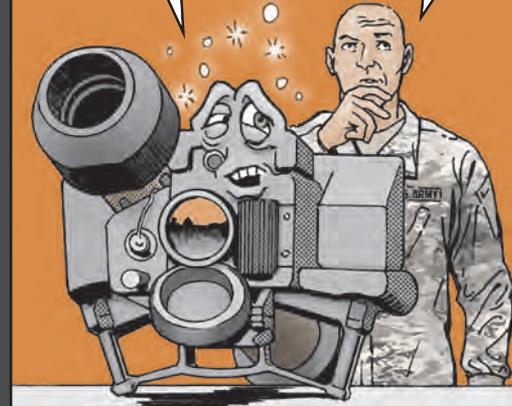
Lube and exercise each outrigger according to the TM to prevent freezing

IF YOU'RE OPERATING IN AREAS WITH HIGH HUMIDITY, SALTY AIR, OR LOTS OF RAIN OR SAND AND DIRT, THEN YOU SHOULD LUBE MORE OFTEN THAN MONTHLY.

HOW TO SHIP JAVELINS

I FEEL AWFUL! YOU NEED TO SEND ME SOMEWHERE WHERE THEY CAN FIX ME!

AS YOUR REPAIRMAN, I'VE DONE ALL I'M AUTHORIZED TO DO. NOW I NEED TO FIND OUT WHERE TO SEND YOU TO GET YOU FIXED UP.



It's critical Javelin missile units know where and how to get the command launch unit (CLU) repaired. If units don't follow the correct shipping procedures, they could damage the CLU or cause repair delays.

To make shipping and repair of CLUs as simple as possible, AMCOM has a phone number to call for help: (888) 528-4862. They will give you step-by-step shipping procedures to get your CLU repaired as soon as possible. Help is just a phone call away.

WHAT'S NSN FOR M240L SHORT BARREL REGULATOR?

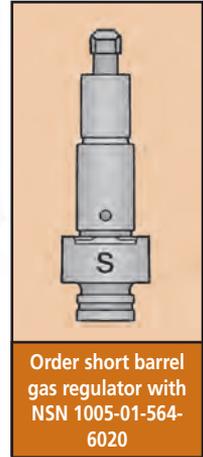
Dear Half-Mast,
The M240 machine gun's TM 9-1005-313-23&P (Aug 10) lists NSN 1005-01-512-6424 (PN 13001601) for the gas regulator. But the regulator for the new short barrel has PN 13013485 stamped on it and the regulators for the standard and short barrels aren't interchangeable. Is there an NSN for the short barrel regulator?

SGT P.H.



YOU CAN ORDER THE SHORT BARREL GAS REGULATOR WITH NSN 1005-01-564-6020, SERGEANT.

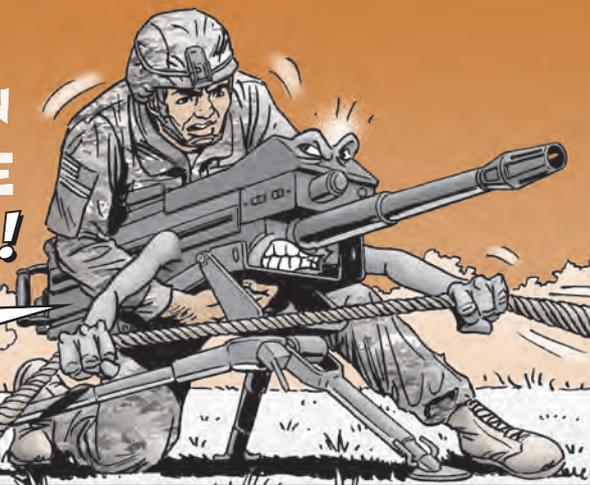
THE SHORT BARREL PARTS BREAKDOWN WILL BE ADDED TO THE NEXT UPDATE TO THE -23&P.



Order short barrel gas regulator with NSN 1005-01-564-6020

BE CLEAR ON IMPORTANCE OF CLEARING!

WAIT A DARN MINUTE! I'M NOT GOING ANYWHERE UNTIL YOU MAKE SURE I'M CLEARED OF ROUNDS!



Dear Editor,

We've had several instances where MK 19s weren't cleared after being fired at the range. The weapons made it all the way back to arms room with a round casing stuck to the bolt face. There is no way to check if the round is live without retracting the bolt, which could be very dangerous in the close confines of an arms room.

It would be great if PS emphasized the importance of clearing an MK 19 after firing and how to do it.

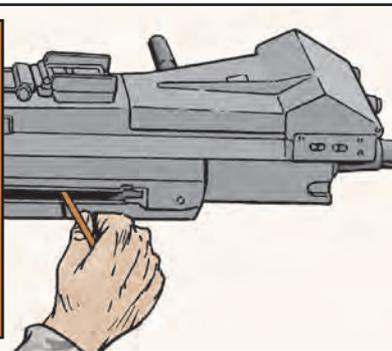
Douglas Stewart
COMET

WE HEARTILY AGREE, DOUGLAS.

GUNNERS SHOULD NEVER TURN IN AN MK 19 WITHOUT CLEARING IT FIRST AT THE RANGE OR AT THE END OF A MISSION. HERE'S HOW...

1. Put the weapon on SAFE and keep it pointed down range.
2. Remove the case catch bag if necessary.

3. Charge the weapon. Use only a round removal tool or cleaning rod to remove a round. Using something like a bayonet could cause the round to fire.



4. Return the charger handles to the forward position and rotate only one charger handle up.
5. Insert the tip of a cleaning rod (or round removal tool) through the receiver rail as close to the bolt face as possible.
6. Raise up on the cleaning rod to force the round off the bolt face and out the bottom of the gun. Catch the round so it doesn't hit the ground.

Put Gage in Barrel's Other End

CHIEF HARMON CORRECTLY POINTS OUT THE STRAIGHTNESS GAGE SHOULD GO IN THROUGH THE CHAMBER, NOT THE MUZZLE.



Dear Editor,

In your article in PS 759 (Feb 16) on the dangers of CCMCK, you showed an M16/M4 barrel being checked with a straightness gage. The gage is being inserted through the muzzle.

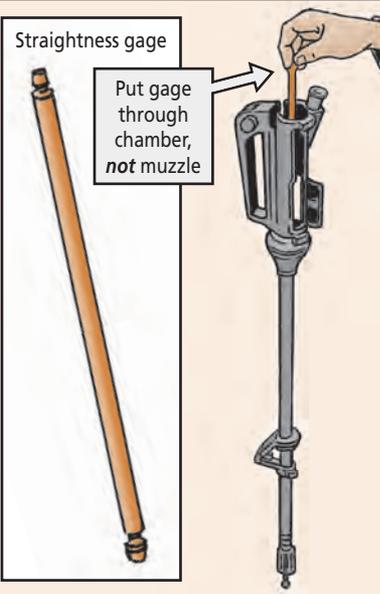
But if you check the procedure in WP 0015-24 in TM 9-1005-319-23&P, it says "Hold upper receiver and barrel assembly in vertical position with muzzle pointed down. Insert gage into chamber end of barrel. Release gage and catch it as it exits muzzle end."

In other words, the gage should be inserted just the opposite of what you show.

CW2 Ryan Harmon

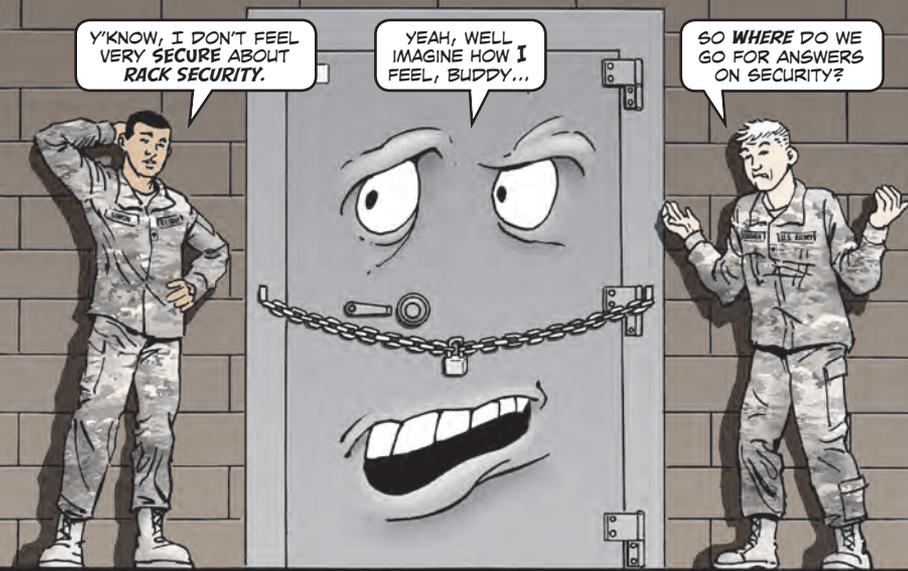
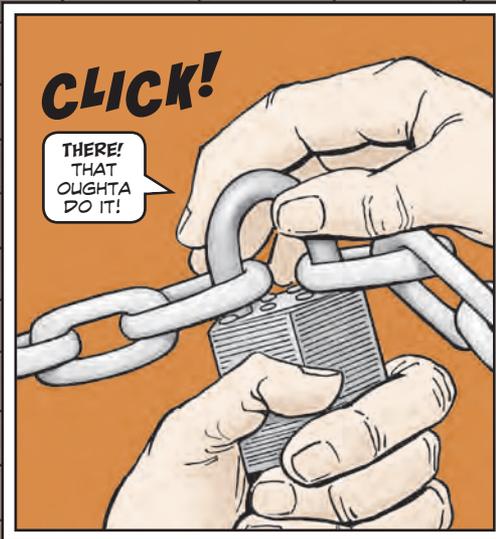
Straightness gage

Put gage through chamber, not muzzle



Editor's note: You're absolutely right, Chief. The picture in the TM is wrong, too, and will be corrected in the next update.

WHAT ARE RULES FOR SECURING SMALL ARMS?



Dear Half-Mast,
I know there are strict rules for securing small arms, but I'm not sure where exactly to find them. Can you help?

Mr. M.C.

YOU BET, SIR!

THE WORD ON **SMALL ARMS SECURITY** IS IN AR 190-11, *PHYSICAL SECURITY OF ARMS, AMMUNITION, AND EXPLOSIVES* (SEP 13). YOU CAN FIND IT AT: https://armypubs.us.army.mil/epubs/DR_pubs/DR_B/pdf/r190_11.pdf

THE AR HAS EVERYTHING YOU NEED TO KNOW ABOUT **ARMS ROOM SECURITY!**

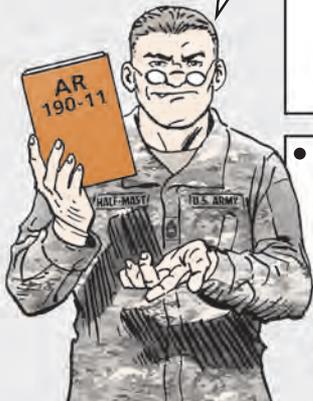
HERE ARE TWO CRITICAL RULES TO REMEMBER...

- All arms racks or containers must be locked with approved secondary padlocks. In arms rooms that are not manned 24 hours a day, rifle racks and containers weighing less than 500 pounds must be fastened to the floor or wall or fastened together in groups totaling more than 500 pounds with bolts or with chains equipped with secondary padlocks.
- Bolts used to secure racks must be spot-welded, brazed or peened to prevent easy removal. Chains must be heavy-duty hardened steel, welded, straight links, galvanized, and at least 5/16-in thickness or of equivalent resistance to the force required to break or cut a secondary padlock.

IF YOU HAVE ANY DOUBTS, CONTACT YOUR LOCAL SECURITY OFFICE. THEY ARE THE EXPERTS.

IF YOU NEED CHAINS AND PADLOCKS, USE THESE NSNs...

- NSN 4010-00-149-5583, 550 feet of heavy-duty chain
- NSN 4010-00-171-4427, 20 feet of heavy-duty chain
- NSN 5340-01-408-8434, a secure padlock with a 3-in shackle
- NSN 5340-00-158-3805, a secure padlock with a 2-in shackle



No EPR for Shoot House Training



THE NEW ENHANCED PERFORMANCE ROUNDS (EPR) M855A1 (5.56mm) AND M80A1 (7.62mm) HAVE INCREASED VELOCITY AND PENETRATION OVER THE M855 AND M80 ROUNDS.



THE EPRS ARE GREAT FOR THE BATTLEFIELD, BUT A **POTENTIAL SAFETY CONCERN** FOR TRAINING IN LIVE-FIRE SHOOTHOUSES.

THESE EPRS COULD PENETRATE THE WALLS OF SHOOTHOUSES.

EPRS ARE APPROVED, HOWEVER, FOR USE IN INDOOR AND OUTDOOR BAFFLE RANGES.

M855 round has green tip

THE ARMY IS DOING SAFETY TESTING ON EPRS, BUT IN THE MEANTIME **DO NOT SHOOT M855A1 OR M80A1 EPRS** IN LIVE-FIRE SHOOTHOUSES.

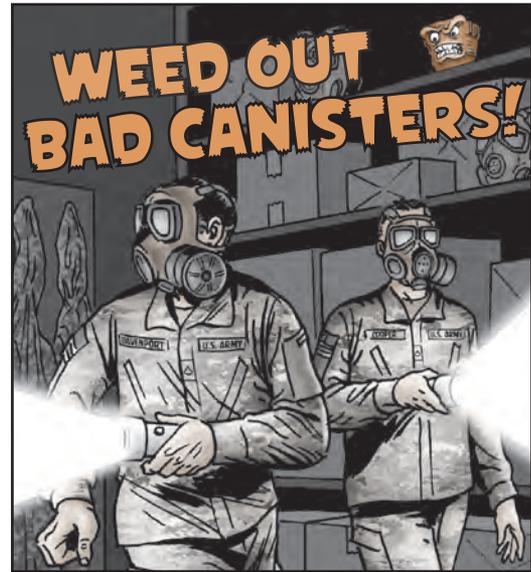
M855A1 round has a tarnished bronze tip



NORMALLY, THE **SAFEST** ROUNDS FOR TRAINING ARE:
● M855
● M80
● M1037 or M973 short-range training ammo
● Close combat mission capability kit (CCMCK) low-velocity marking rounds

FOR MORE INFO, SEE ALL ARMY ACTIVITIES MESSAGE 059/2016 AT: <https://epic.lia.army.mil>

QUESTIONS? CONTACT LARRY FITTS, (703) 697-1312, OR EMAIL: larry.fitts.civ@mail.mil



WEED OUT BAD CANISTERS!



BAD C2A1 CANISTERS, NSN 4240-01-361-1319, HAVE GOTTEN INTO THE SUPPLY SYSTEM.

THESE CANISTERS ARE USED WITH M40, M45, M48, JSAM AND M53-SERIES MASKS.

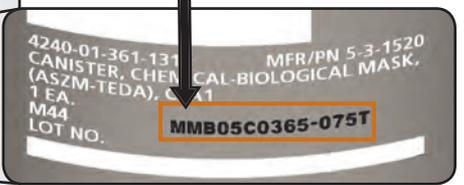
CANISTERS WITH LOT NUMBERS BEGINNING WITH TVI AND IRT ARE **LEAKING CARBON**.

THE CARBON CAN BUILD UP IN THE OUTLET VALVE AREA, LEADING TO MASK FAILURE. THE CARBON DUST CAN ALSO CAUSE MILD EYE AND RESPIRATORY IRRITATION. IN A CHEMICAL ENVIRONMENT, THE MASK COULD **FAIL TO PROTECT**.

CBRN SPECIALISTS SHOULD IMMEDIATELY CHECK FOR THE BAD CANISTERS. USE **ONLY C2A1** CANISTERS WITH LOT NUMBERS BEGINNING WITH MMB OR RFT. COLLECT THE BAD CANISTERS FOR TURN-IN.



Use only masks with lot numbers beginning with MMB or RFT



THE LEAKING CARBON IS **NOT** A CARCINOGEN, BUT...

...IT CAN CAUSE MILD EYE AND RESPIRATORY IRRITATION.

IF YOU GET CARBON ON YOUR SKIN, WASH IT OFF WITH **SOAP AND WATER**. IF YOU GET CARBON IN YOUR EYES, FLUSH THEM OUT WITH WATER.

YOU CAN ACCESS THE **SAFETY DATA SHEETS** ON THE CARBON AT: https://tulsa.tacom.army.mil/SAFETY/download.cfm?filename=soum/tacom_wn/MSDSCALGON12X30.pdf



FORWARD DEPLOYED UNITS SHOULD COLLECT ALL BAD CANISTERS AND CONSOLIDATE THEM AT THE BRIGADE LEVEL.

REPLACEMENT CANISTERS WILL BE PROVIDED ON A **ONE-FOR-ONE BASIS**.

TACOM CONDUCTED AN EXCHANGE OF CANISTERS AT CAMP ARIFJAN, KUWAIT, AND BAGRAM AIRFIELD, AFGHANISTAN.

CANISTERS WERE LEFT BEHIND AT BOTH LOCATIONS TO HANDLE ADDITIONAL REQUESTS.

FOR INSTRUCTIONS, CONTACT PATRICK LOUDY AT NIPR:

patrick.c.loudy.civ@mail.mil

OR SIPR:

patrick.c.loudy.civ@mil.smil.mil

OR CALL (586) 282-1558,
DSN 786-1558.

ALL OTHER UNITS SHOULD COLLECT AND TURN IN THE BAD CANISTERS BY CONTACTING THEIR LOCAL DLA DISPOSITION SERVICES OR REQUESTING THE JEF3/DARD DISPOSITION REQUEST FORM.

CALL JEF3/DARD AT (229) 639-6500,
DSN 567-6500, OR EMAIL:

smblogcomjeap@usmc.mil

AFTER FILLING OUT THE FORM, EMAIL IT BACK TO JEF3/DARD AND PROVIDE A COPY TO:

usarmy.detroit.tacom.mbx.ilsc.masks@mail.mil

AFTER RECEIVING THE SIGNED DD 1348 FROM DRMO OR JEF3/DARD, ORDER REPLACEMENT CANISTERS BY CONTACTING ITEM MANAGER CYNTHIA MURRAY-VICKERSON AT DSN 786-1562, (586) 282-1562, OR EMAIL:

cynthia.l.murray-vickerson.civ@mail.mil

IN ADDITION, SEND THE DD 1348, UNIT SHIPPING DODAAC, AND DOCUMENT NUMBERS AND QUANTITY TO BE REPLACED TO

usarmy.detroit.mbx.ilsc.masks@mail.mil

QUESTIONS?
CONTACT
PATRICK LOUDY.



M26 Decon...

DON'T SCREW UP SCREWING IN WANDS!

YOU WON'T NEED A MAGIC WAND TO KEEP YOUR WANDS SPRAYING IF YOU FOLLOW THESE **TIPS** FROM THE ARMY CHEMICAL SCHOOL.



Dear Editor,
It doesn't take much to break the variable pressure nozzle for the M26 decon's wands. It's made of soft metal that's easily damaged.



Screwing handle on like this damages variable pressure nozzle

Remember **not** to force things when you screw in any of the hoses and wands. It doesn't take much muscle to damage the hose and wand threads. If they won't screw together easily, they're probably crossthreaded. Back off and see if the threads are damaged. If they're not, try again. Still no luck? Your repairman needs to check it out. The threads may have a burr that can be filed off.

Don't drop the hoses or wands on a hard surface. That can damage threads, too.

Before you store hoses, hang them up for a few minutes so they drain completely. If hoses are stored with water still in them, mildew will greet you next time you decon.

WHOA! YOU DIDN'T DRAIN MY HOSE OR LUBE MY FITTINGS. I'M GONNA BE SITTING HERE FOR QUITE AWHILE AND I NEED CORROSION PROTECTION!



You do not need to use Lagermeister SLG to grease the M26. It's way too expensive. Instead use utility grease, NSN 9150-01-563-3416. It costs less than \$12 for a 14-oz tube.

SSG Justin Maddox
SSG Terrell Robinson
SSG David Sasberry
US Army Chemical School

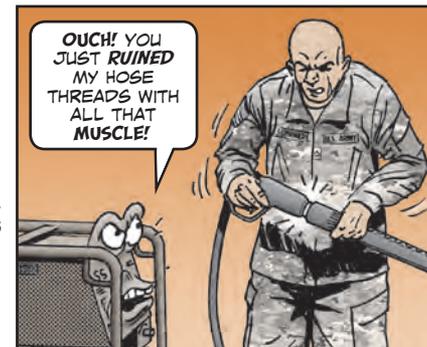
Editor's note: No one will screw up if they follow your tips, Sergeants. Thanks.

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

Remembering one simple rule can prevent most nozzle damage: Don't brace the wand nozzle on the ground when you screw in the handle. That guarantees you'll need a new nozzle. Assemble the wands like this:

1. Connect the variable nozzle to the spray lance by turning the lance so its input is resting on your boot.
2. Thread the variable nozzle into the output end of the lance. Do not use any tools to tighten the nozzle—hand tight is fine.
3. Turn the lance so its nozzle is resting on your boot and attach the trigger gun to the lance's input.
4. Attach the 33-ft high-pressure hose to the trigger gun. You're done.

If the nozzle is damaged, you don't need to replace the whole wand. There is a variable pressure nozzle available with NSN 4730-12-190-0890.



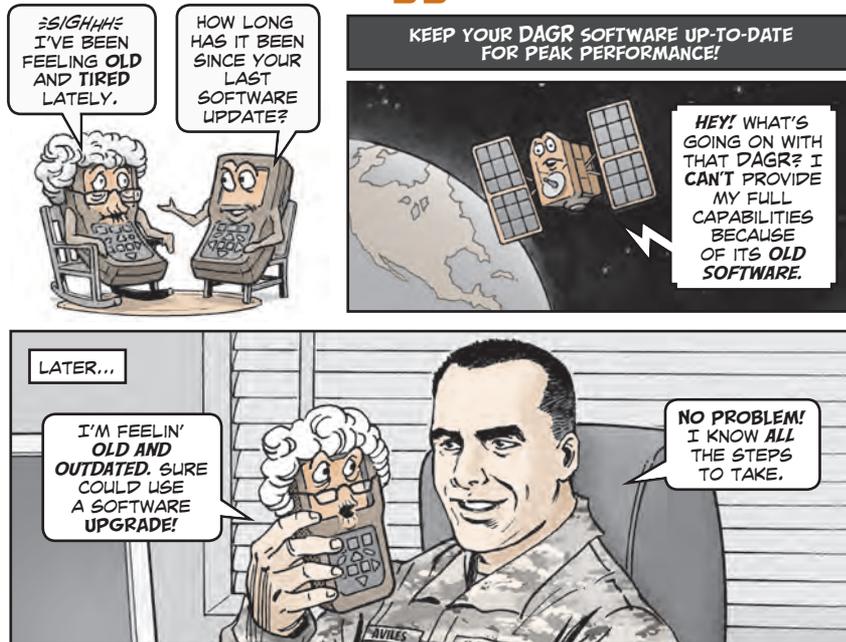
PS COMMUNICATIONS & SOLDIER SUPPORT

- Software Struggle Made Simple
- AN/PSQ-20/20A Goggles Blind?
- Good News!
- New Tourniquet Available



AN/PSN-13A DAGR...

Software Struggle Made Simple



Dear Editor,

We've heard that a lot of units are struggling with upgrading their AN/PSN-13A DAGRs to the latest software version, 984-3006-008, that's required by MWO 11-5820-1172-23-1.

Our unit recently completed the upgrades to our DAGR's, so we'd like to share some simple steps on how to do it.

First, you'll need **three pieces of equipment**:

1. A computer (we used an MSD-V2) with the new software downloaded to a known location on your hard drive. The minimum requirements for the computer to use is identified in Paragraph 5.3(4) of MWO 11-5820-1172-23-1. For the download, go to:

<https://www.pmpnt.army.mil/instructions-for-access/>

(NOTE: If you're a registered user, click on the **LOG IN TO PROCEED** button. On the next page, click **DAGR** to access the latest material for download. If you aren't a registered user, fill out the simple access form on the Downloads Instructions for Access page.

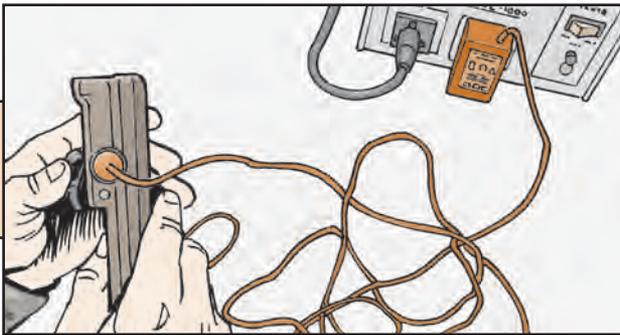
The download is in a zip format (MULTI-RPG_5.zip). You'll need to extract the MULTI-RPG.exe file for later use.)

2. A DAGR/AC power cable, NSN 6130-01-521-3157. It keeps the DAGR from depleting its batteries and losing power during the upgrade.
3. A DAGR/PC cable, NSN 5995-01-521-3198. This is used to connect the DAGR to your computer. If this cable isn't available, you can substitute a PLGR/PC cable, NSN 6150-01-375-8664.

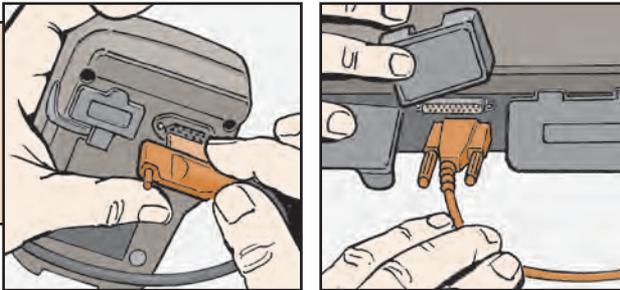


Follow these steps to upgrade the software:

1. Connect the DAGR/AC power cable to the DAGR's J4 port.

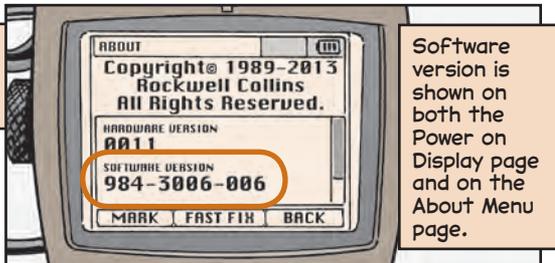


2. Connect the DAGR J2 port to the computer's COM port using the DAGR/PC cable.



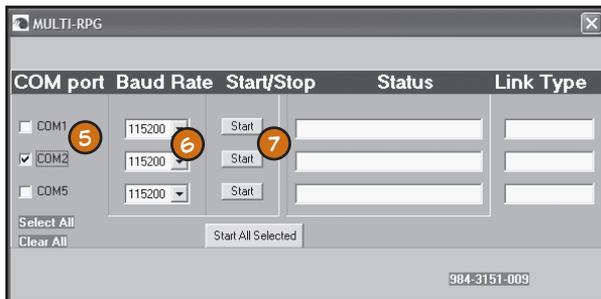
3. Power on the DAGR. Verify that the software version loaded is not current.

4. Launch the software update by double-clicking the MULTI-RPG.exe file on your computer.



Software version is shown on both the Power on Display page and on the About Menu page.

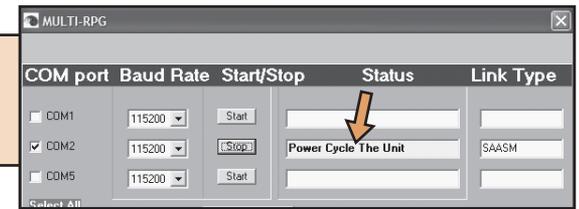
5. Select the check box for the COM port that's being used on the computer to connect it to the DAGR.



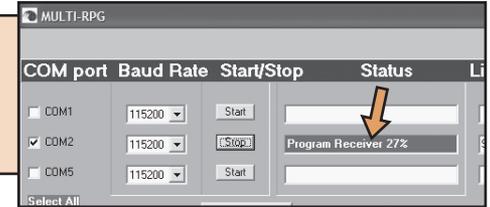
6. From the drop down menu, select a baud rate of 115200.

7. With the DAGR powered up, click Start to begin reprogramming.

8. When the Status bar says, "Power Cycle the Unit," power off and power back on the DAGR.



9. After the restart, the DAGR will continue to reprogram, even though its screen is blank. The computer's green Status bar displays "Program Receiver x%" during this step.



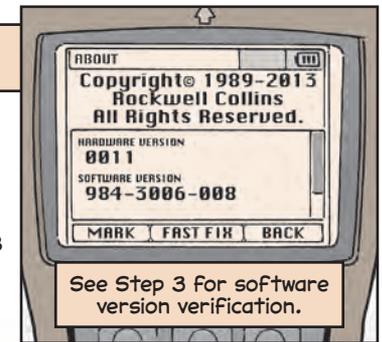
10. When the reprogramming is complete, the Status bar turns blue and says "Finished."



11. Check the DAGR's software version. It should read 984-3006-008.

12. Turn off the DAGR and disconnect the power and PC cables.

13. Now that you've updated your DAGR, record the software update in MMIS by following the instructions in Paragraph 8 of MWO 11-5820-1172-23-1.



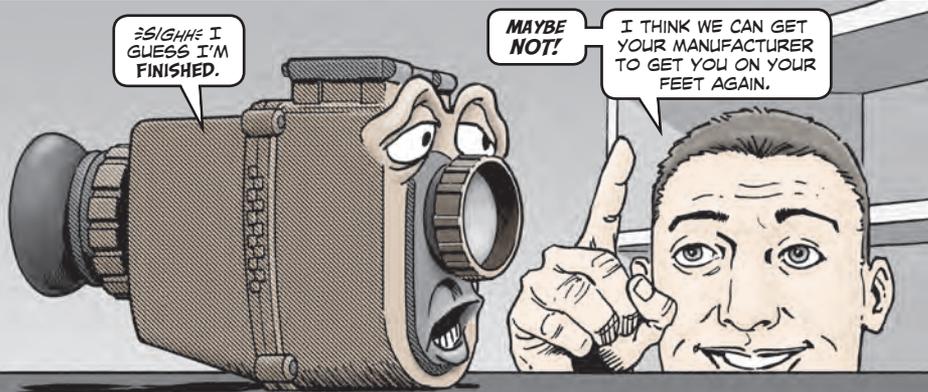
See Step 3 for software version verification.

SPC Irving Aviles
15th Engineer BN



PS END

AN/PSQ-20/20A Goggles Blind? Good News!



If your AN/PSQ-20, NSN 5855-01-534-6449, or AN/PSQ-20A, NSN 5855-01-603-0489, night vision goggles aren't working, there's good news. You can get them fixed if they qualify.

The fix doesn't cover ancillary items or components of end item for the goggles and is available only if the goggles fail after a thorough inspection following TM 11-5855-322-10 and -23&P or TM 11-5855-335-10 and -23&P. Your 94F repairman does that.

To get your goggles fixed, you'll need a return authorization from the manufacturer. Get it by logging into the warranty repair portal:

<https://invwarranty.gs.exelisinc.com/Login.aspx>

New users will need to register by clicking on the [HERE](#) button on the left side of the web page. Returning users can log on with their email address, password and DODAAC.

Once you receive a return authorization, fill out a DD Form 1348-1A and ship the goggles to:

Harris
Warranty/Customer Repair Service
7635 Plantation Road
Attention: Marketing Department RA# _____
Roanoke, VA 24019

IF YOU HAVE QUESTIONS, CALL HARRIS AT (800) 533-5502 OR (540) 563-0371.



NEW TOURNIQUET AVAILABLE



THE US ARMY MEDICAL MATERIEL AGENCY (USAMMA) IS FIELDING A NEW JUNCTIONAL TOURNIQUET DESIGNED TO SAVE WARFIGHTERS WHO ARE INJURED IN THE GROIN OR ARMPIT AREAS.

THE SAM® JUNCTIONAL TOURNIQUET WEIGHS ABOUT ONE POUND. IT STRAPS ON LIKE A BELT AND INCLUDES TWO INFLATABLE AIR BLADDERS THAT MEDICS CAN INFLATE INDIVIDUALLY OR AT THE SAME TIME. IT CAN BE POSITIONED IN LESS THAN A MINUTE—A CRITICAL ADVANTAGE FOR COMBAT MEDICS WHO OFTEN JUST HAVE MERE MINUTES TO SAVE A LIFE.



THE COMBAT APPLICATION TOURNIQUET IS STILL STANDARD ISSUE TO ALL DEPLOYING SOLDIERS, BUT IT DOESN'T WORK ON JUNCTIONAL INJURIES.

A JUNCTIONAL TOURNIQUET MODULAR LIGHTWEIGHT LOAD-CARRYING EQUIPMENT (MOLLE) BAG HAS ALSO BEEN DEVELOPED THAT FASTENS TO A COMBAT MEDIC'S MAIN M9 BAG.

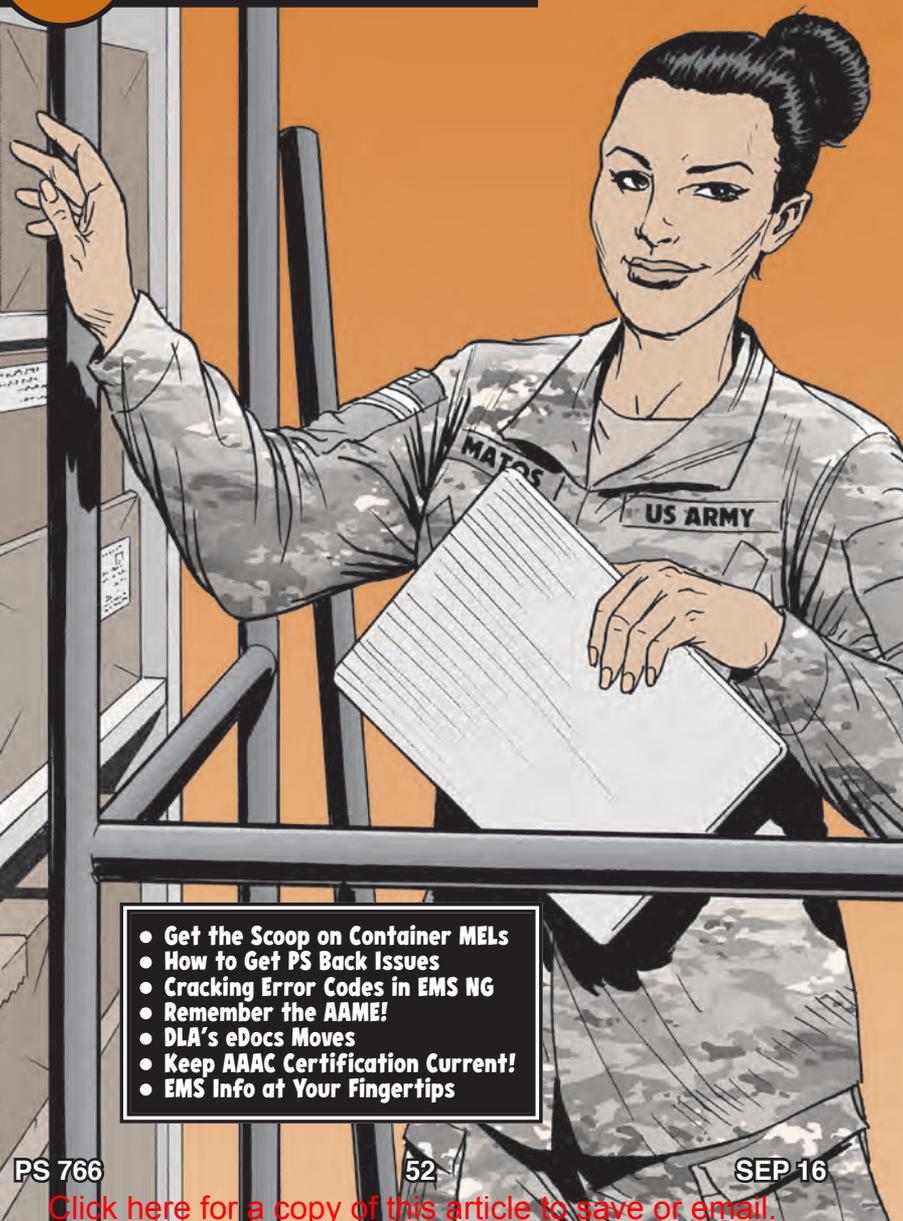


GET BOTH THE NEW JUNCTIONAL TOURNIQUET AND MOLLE BAG WITH NSN 6515-01-646-2617 (ABOUT \$500)...

...OR ORDER THE TOURNIQUET ALONE WITH NSN 6515-01-618-7475 (ABOUT \$300).

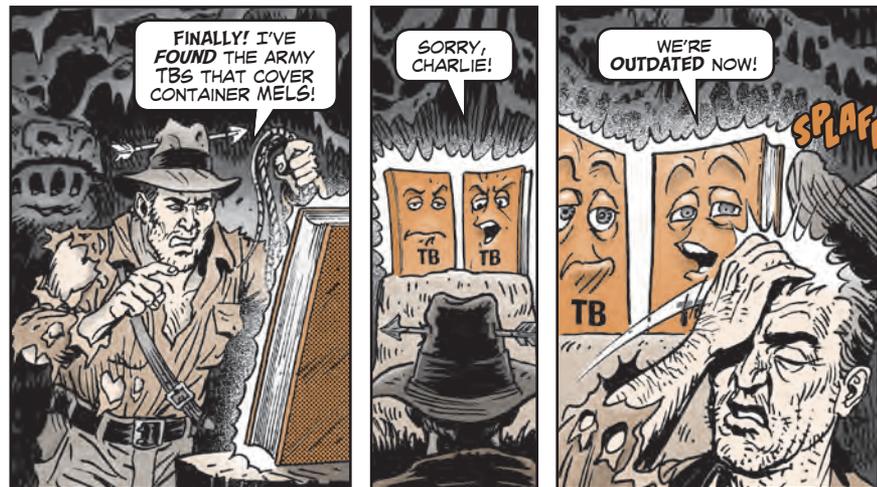
EACH SINGLE-USE TOURNIQUET COMES WITH A TRAINING DVD AND STEP-BY-STEP INSTRUCTIONS PRINTED ON THE ACTUAL DEVICE, PLUS AN INSTRUCTION CARD.

THE US ARMY MEDICAL DEPARTMENT CENTER AND SCHOOL ALSO TRAINS NEW COMBAT MEDICS IN HOW TO USE THE JUNCTIONAL TOURNIQUET.



- Get the Scoop on Container MELs
- How to Get PS Back Issues
- Cracking Error Codes in EMS NG
- Remember the AAME!
- DLA's eDocs Moves
- Keep AAAC Certification Current!
- EMS Info at Your Fingertips

GET THE SCOOP ON CONTAINER MELs



VISIT ACAMS TO GET THE LATEST WORD!

If you've been searching for the maintenance expenditure limits (MELs) on Army-owned ISO containers, you may have found TB 43-0002-1 and TB 43-0002-40. These TBs are outdated and don't include FSC 8150 (freight containers).

The Defense Transportation Regulation Part VI, Chapter 604, *Intermodal Container Inspection, Reinspection, Maintenance and Repair* (Oct 15), states that "DOD Components will establish MELs and waiver criteria for all containers owned."

The Army Intermodal and Distribution Platform Management Office (AIDPMO) serves as the Army's "single" manager for ISO containers and has established MELs for Army-owned containers. You can find established MELs guidance in the Army Container Asset Management System (ACAMS) under the "maintenance" link on the ACAMS help page at: <https://acams.sddc.army.mil/dpms/>

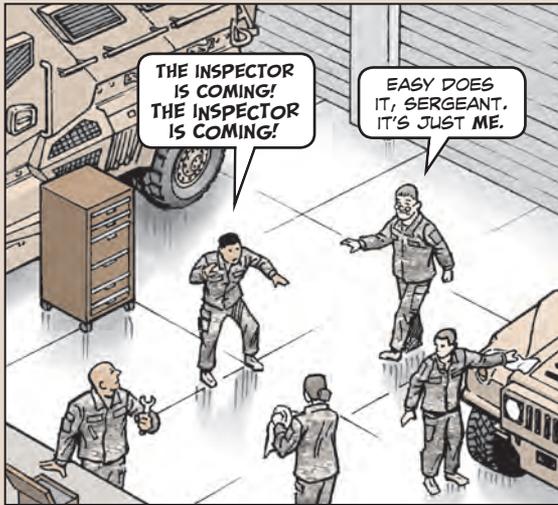
For ACAMS access, go to: <https://eta.sddc.army.mil/ETASSOPortal/default.aspx>
Or contact the ACAMS help desk at DSN 770-5120, (618) 220-5120, or email: usarmy.scott.sddc.mbx.acams-helpdesk@mail.mil

For info on ISO containers, contact AIDPMO at DSN 770-4486, (618) 220-4486, or email: usarmy.scott.sddc.mbx.g3-aidpmo-maintenance@mail.mil

For more container guidance, including policy and regulations, see AR 56-4, *Distribution of Materiel and Distribution Platform Management* (Sep 14), at: http://www.apd.army.mil/pdf/files/r56_4.pdf

and Defense Transportation Regulation Part VI, *Management and Control of Intermodal*, at: <http://www.ustranscom.mil/dtr/dtrp6.cfm>

How to Get PS Back Issues



UNITS, IF YOU NEED TO CATCH UP ON YOUR PS COLLECTION SO YOU'RE ALL SET FOR THE NEXT MAINTENANCE INSPECTION, HERE'S HOW...

EMAIL YOUR BACK ISSUE REQUEST FROM A .mil OR .gov ACCOUNT. BE SURE TO INCLUDE YOUR NAME AND MAILING ADDRESS. SPECIFY THE MONTHS OR YEARS AND HOW MANY COPIES OF EACH ISSUE YOU NEED. SEND YOUR REQUEST TO:

usarmy.redstone.logsa.mbx.psmag@mail.mil

YOU CAN ALSO REQUEST BACK ISSUES BY CLICKING ON THE REQUEST BACK ISSUE BUTTON AT OUR WEBSITE:

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

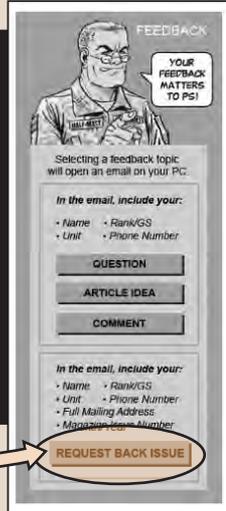
JUST SCROLL DOWN TO THE BOTTOM OF THE TAN-COLORED COLUMN.

NOTE THAT OUR PRINTED BACK ISSUES ARE LIMITED AND ORDERS ARE FILLED ON A FIRST-COME, FIRST-SERVED BASIS.

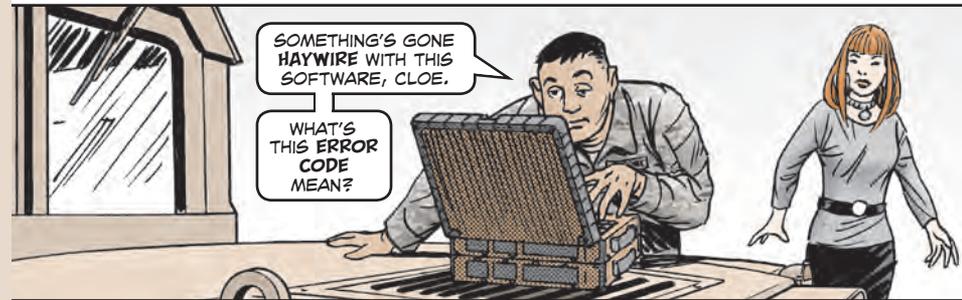
REMEMBER YOU CAN ALWAYS DOWNLOAD PS IN DIGITAL FORM FROM OUR WEBSITE, TOO.

TO SET UP A MONTHLY SUBSCRIPTION TO PS, FOLLOW THE INSTRUCTIONS AT:

<https://www.logsa.army.mil/psmag/ps-subscription.cfm>



CRACKING ERROR CODES IN EMS NG



When it's crunch time at work, getting a software error can be frustrating.

One common question TACOM gets is how to identify errors generated by a diagnostic work package in the Electronic Maintenance System—Next Generation (EMS NG) Viewer.

Here's a shortcut you may not know. There's a complete list of diagnostic error codes in Appendix A of the *EMS NG Viewer User's Guide*.

To access the guide inside the EMS NG Viewer, select Help Topics from the help menu. There's also a standalone PDF file from the viewer page of the EMS NG technical support website at: <http://www.ems-helpdesk.com>

The error codes are listed in numerical order and show the displayed error message, along with the event that caused it. This info might not resolve your issue immediately, but it helps you hone in on the problem. Then you can work with the EMS NG help desk to solve it.

If you get an error code that's not identified in the user's guide, contact the EMS NG help desk and it will be added to the guide's next release.

For EMS NG support, call 1-(877) 445-1780, or email:

usarmy.detroit.tacom.mbx.ilsc-electronic-maintenance-system@mail.mil

Awards...

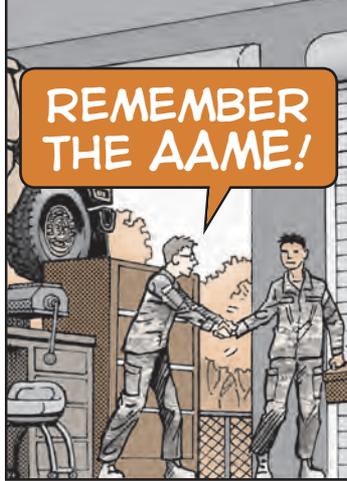
REMEMBER THE AAME!



REMEMBER THE AAME!



REMEMBER THE AAME!



I WONDER WHAT CATEGORY HE'S RUNNING IN?



Dear Editor,

I want to remind units that the annual competition for the Army Award for Maintenance Excellence (AAME) is here again.

The AAME started in 1982 to recognize exceptional accomplishments in maintenance and to improve and sustain unit maintenance readiness, efficiency and initiative.

Since its beginning, the AAME has undergone several changes. Currently there are 12 individual categories for the field level and one depot level.

If you're already following your unit's Command Maintenance Discipline Program (CMDP), you're on track to enter the AAME competition for FY16.

The hardest part is writing up the packet. But even that's not as hard as some might think. Simply open up the AAME Program Guidelines and draw up an outline of questions to answer from the message. Then each week focus on one of the bullets from your outline.

During all phases of the competition, your unit will be evaluated by maintenance experts who will constantly provide feedback and best practices on ways to streamline and improve your policies and procedures.

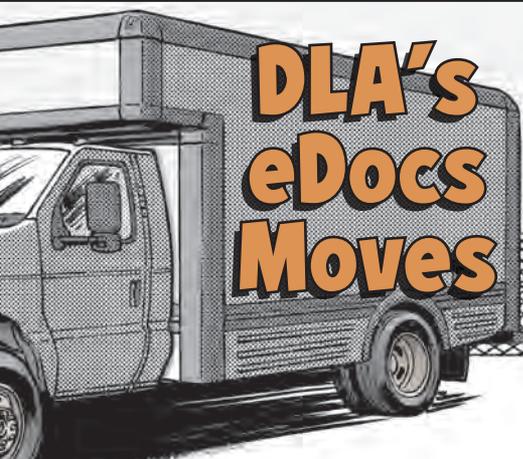
Remember that your entire staff will reap the benefits of doing well in the AAME. Winning the competition in your category means the Chief of Staff of the Army will recognize your unit. Why not get your Soldiers recognized by the Army's top leaders for the hard work they're doing?

For detailed instructions, get the AAME Program Guidelines at: https://cac.cascom.army.mil/ORD/aame/AAME_Message.pdf
More info on the AAME competition and its history can be found at: <http://www.goordnance.army.mil/AAME/aame.html>

SFC Dustin Forgey
Ordnance School

Editor's note: Super encouragement, Sergeant.
Here's an extra bonus: Winners also get listed in PS!

DLA's eDocs Moves



THE DEFENSE LOGISTICS AGENCY'S (DLA) ELECTRONIC DOCUMENTS SERVICE, EDOCS, HAS MIGRATED TO A NEW OPERATING SYSTEM.

THIS MEANS IF YOU NEED TO GET COPIES OF SCANNED AND SIGNED DD FORMS 1348-1A, ISSUE RELEASE/RECEIPT, YOU'LL ALSO NEED TO REQUEST ACCESS TO THE NEW SYSTEM.



DOWNLOAD A PREFILLED DD FORM 2875, SYSTEM AUTHORIZATION ACCESS REQUEST (SAAR), AND INSTRUCTIONS ON FILLING OUT THE FORM FROM THE NEW EDOCS SYSTEM AT: <https://www.dacspr.documentservices.dla.mil/eDocs>

WHEN YOUR SAAR IS APPROVED, YOU WILL RECEIVE AN EMAIL WITH INSTRUCTIONS AND HELPFUL HINTS IN ACCESSING THE NEW EDOCS SYSTEM.



Driver Testing, Training...

IF YOU'RE HITTING THE ROAD IN ARMY RIGGS, BE SURE YOU'VE GOT YOUR AAAC CERTIFICATION UP-TO-DATE!

Keep AAAC Certification Current!

The Army Accident Avoidance Course (AAAC) is mandatory safety training for all Soldiers and civilians who drive Army motor vehicles. The course covers individual risk management, personal responsibility, driving hazard awareness, defensive driving techniques, accident avoidance and motorcycle safety.

AAAC certification must be renewed every four years, per Page 67 in Section 11-7, subsection 4(b) in AR 385-10, *The Army Safety Program* (Nov 13). You can get the pub at: http://www.apd.army.mil/pdf/files/r385_10.pdf

You can find the AAAC in two places. First, you can take it online through the Army Learning Management System (ALMS) at: <https://www.lms.army.mil/>

You'll need your CAC for ALMS access. In the search box at the top, type "accident avoid," and the course should appear in the list. You can also reach ALMS through AKO by choosing the Self-Service tab and clicking My Training. Look for the ALMS box and click the logo.

After you log in to AKO, click Self Service tab and select My Training

Click the ALMS logo

An alternate option is to download the AAAC course files to your PC from the US Army Combat Readiness Center (USACRC) website at:

<https://safety.army.mil/TRAININGCOURSES/OnlineTraining/ArmyAccidentAvoidanceCourse.aspx>

ONCE YOU'VE COMPLETED THE COURSE, BE SURE TO SAVE AND PRINT THE CERTIFICATE!

TURN IT IN TO YOUR CHAIN OF COMMAND OR UNIT READINESS NCO AND KEEP A COPY FOR YOUR RECORDS.

Publications...

EMS Info at Your Fingertips

March 2016

TECH SUPPORT: www.EMS-Helpdesk.com
Support@EMS-Helpdesk.com
877-445-1780
MON-FRI 9:30am - 4:00pm EST

ABOUT THIS NEWSLETTER
This monthly newsletter provides current and future functionality of the proven, state-of-the-art EMS software suite for our diverse customer base from the content developer to the soldier in the field.

THE TACOM EMS TEAM
EAC MISSISSAUGA/CDR Mike Salchheid

Top Articles
Controls and Indicators Changes and Updates
Writing Without a Net
This article explains that although MIL-STD 4005 was recently updated, an update has not been released for MIL-STD 2364...
Conflicting Schematics
This article explains the requirement for Certificates of Networkiness (CoNs) for some schematic tools...
Overview of DA Form 5988-E
This article explains Shopping Cart functionality of the Viewer and the...

To request a subscription, e-mail: usarmy.detroit.tacom.mbx.ilsc-electronic-maintenance-system@mail.mil
You can also get past issues of The EMS Insider at: <https://www.us.army.mil/suite/files/37793870>

Connie's POST SCRIPTS

BLACK HAWK MODULATING VALVES TURN-IN

Mechanics, the supply system has seen a drop in unserviceable returns for the Black Hawk's modulating valves, NSN 2995-01-159-4660, (PN 3214072-3). To ensure continued supply, turn in those unserviceable assets **now**.

M915A3 Air System Valve

Get a new air system valve for your M915A3 tractor truck with NSN 4820-01-159-0741. It replaces NSN 4920-01-151-0741, which is shown as Item 53 in Fig 170 of TM 9-2320-302-24P (Feb 06). That NSN brings the wrong part.

PSSST... GOT VIDEO?

PS Magazine's new interactive mobile app can embed or link to Army maintenance videos or other helpful topics. Have you seen a useful video? Let us know! Send the info/link to:

usarmy.redstone.logsa.mbx.psmag@mail.mil

PLS M6 Dump Body Tarp

Need a replacement tarp for your PLS's M6 dump body modular? Get the one you need with NSN 2540-01-631-8339. NSN 2540-01-449-5775, which is shown as Item 19 in Fig 1 of TM 9-3990-259-13&P, is actually for the M917 dump truck. It's too wide and short for the M6 dump body modular.

UH-60, HH-60M Swashplate Controls Needed ASAP

Mechanics, unserviceable return rates are low for the Black Hawk swashplate control (scissor link assembly), NSN 1615-01-105-8716, (PN 70104-08020-045). That's causing a high demand for the part in the supply system.

So check your storage rooms, supply closets and anywhere else you might have a broken swashplate. If you find unserviceable swashplates lying around, get them turned in **now**.

HARDWARE SHIPPING BAGS

Cotton-sheeting bags are handy for shipping small, unbreakable items like nuts, bolts and screws. Order what you need with these NSNs:

Size (inches)	NSN 8105-	Qty
3 x 4	00-183-6981	100
3 x 5	00-281-3924	100
4 x 9	00-183-6982	100
4 1/2 x 8	00-179-0089	100
5 1/2 x 14	00-183-6985	50
6 x 4	00-586-5630	100
6 x 9	00-271-1511	100
6 1/2 x 10	00-174-0836	50
7 1/2 x 18	00-183-6989	50
8 x 10	00-290-3360	50
8 1/2 x 16 1/2	00-543-7837	1

M915A3 Door Seal NSN

Get a 16-ft roll of non-metallic seal for the doors on your M915A3 tractor truck with NSN 5330-01-568-3541. Just cut the seal to the correct length. Make a note of this NSN until it appears in the next update to TM 9-2320-302-24P.

HMMWV Glow Plug Warning Labels

A warning label to stick on the dashboard of your HMMWV comes with NSN 7690-01-267-7370. The label reminds drivers to wait until the glow plugs are ready before they try to start the engine. The label reads: *WARNING* DO NOT START VEHICLE UNTIL WAIT LIGHT GOES OUT. (Note: Only one label comes with this NSN, not 50 as listed in FED LOG.)

CAT LIGHT SWITCH SAVINGS

On Page 9 of PS 752 (May 15), we told you how to save lots of money on the 924H wheel loader's light switch. NSN 5895-01-544-5202, shown as Item 22 in Fig 46 of TM 5-3805-298-24P, costs about \$605. NSN 5930-00-307-8856 brings the same light switch for around \$80, a savings of \$525. What we didn't mention is that the same light switch can be used on the 924G and 966H wheel loaders as well as the 613C scraper/water distributor.

120M Road Grader Input Lockout Switch

Get the 120M road grader's input lockout switch with NSN 5930-01-580-0114. It includes a red toggle lock to keep operators from bumping the switch during operations. It replaces NSN 5930-01-557-4363, shown as Item 4 in Fig 130 of TM 5-3805-293-24P (Mar 11), which doesn't include the toggle lock.

HAND SANITIZER

Get a package of 24 3-oz bottles of hand sanitizer with NSN 6508-01-535-5409. The foliage green bottles are made to withstand the heat and can be opened with just one hand. This sanitizer kills 99.99 percent of most common germs.

YELLOW SAFETY PAINT

Get a 5-gal container of yellow safety paint with NSN 8010-01-019-1776. This water-based latex is used to paint guide marks and warning lines inside your motor pool. It's non-flammable and presents fewer health and safety hazards than the old oil-based paint. Before disposal, check with your environmental safety office for state or local regulations on latex paint waste.

DLA Customer Assistance Handbook

The latest edition of the DLA Customer Assistance Handbook is available. Access the handbook online or order a hard copy at:

<http://www.dla.mil/CustomerSupport/Resources/Communications.aspx>

Questions? Email: handbook@dla.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.](#)

Use Your TM!

DO MAINTENANCE
BY THE BOOK, NOT
BY THE SEAT OF
YOUR PANTS.

TAKING SHORTCUTS
CAN GET YOU AND ME
HURT...OR WORSE!

**BE SAFE
AND SMART,
NOT SORRY!**
IT'S THE
ONLY WAY!

BLADE

TM

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article to save or email.