



**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

ISSUE 767 OCTOBER 2016



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

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USAMC LOGSA (AMXLS-GP)

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MARK A. MILLEY

General, United States Army Chief of Staff

Official:

GERALD B. O'KEEFE

Administrative Assistant to the Secretary of the Army

1621415

Issue 767

PS

★
October
2016

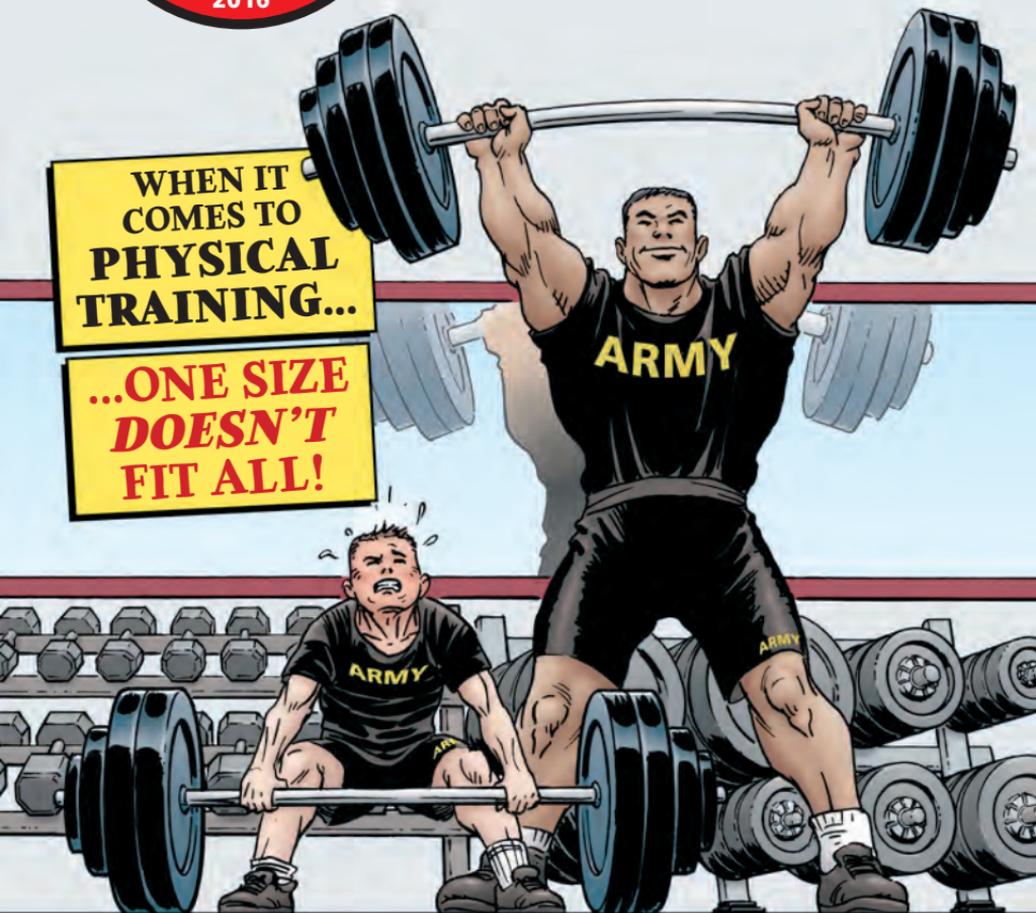
THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-767

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WHEN IT
COMES TO
PHYSICAL
TRAINING...

...ONE SIZE
DOESN'T
FIT ALL!



THE SAME IS TRUE FOR
DRIVER'S TRAINING!
SEE PAGES 56-57!

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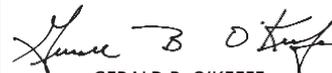
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1621415

Got Maintenance Procedure PROBLEMS?

YOUR EQUIPMENT PUBLICATIONS ARE VITAL TO MAINTENANCE READINESS!

IF YOU SEE SOMETHING WRONG IN A TM, HAVE YOUR SAY ON A 2028.

DON'T JUST COMPLAIN ABOUT A TM ERROR!

WRITE IT UP AND SEND IT IN.

EXPLAIN THE PROBLEM IN DETAIL SO THE ISSUE CAN BE FIXED.



If the answer is yes, the first step is to send in a DA Form 2028, *Recommended Changes to Publications and Blank Forms*.

Don't just complain about the problem. Have your say by describing the issue in detail on a 2028. Description is the key, so provide as much detail as possible to help the Life Cycle Management Command's (LCMC) equipment specialist solve your maintenance problems.

Don't leave any empty blocks or write in sketchy details on the 2028. Instead, be specific when explaining the problem.

That includes identifying the work package by title and number since it may change as the manual is updated. That way, you'll get the feedback you need.

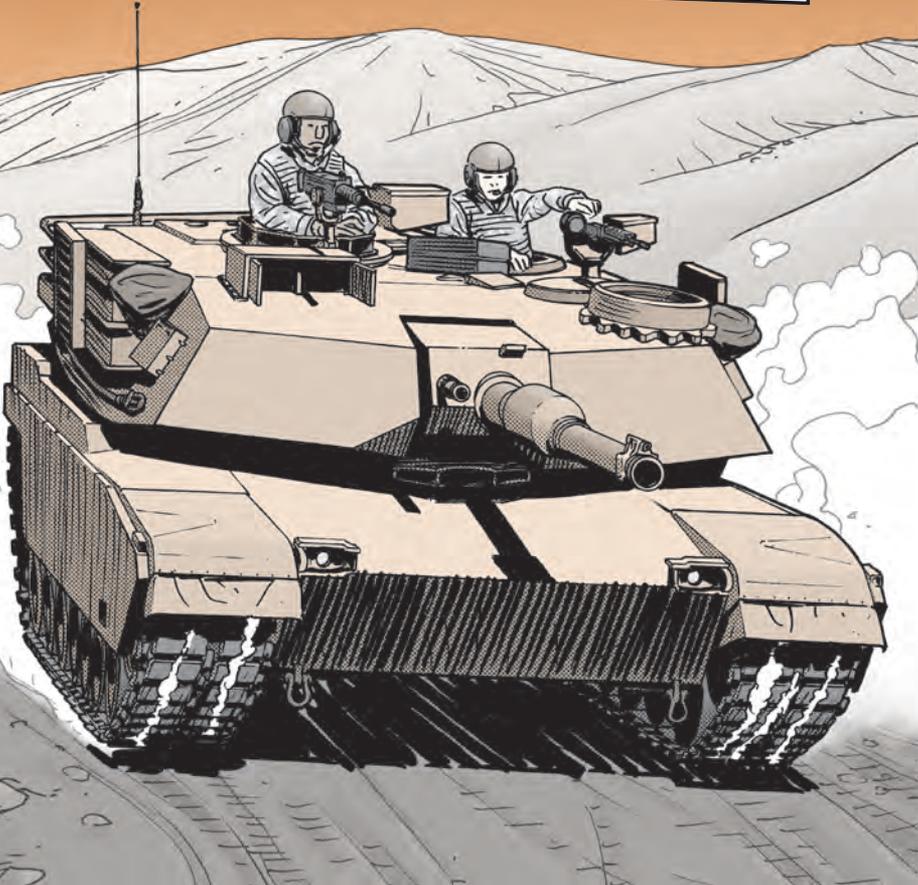
The LCMCs depend on you to tell them about problems and mistakes in paper TMs, ETMs and IETMs. And the only way that happens is if you completely and correctly write up the problem, referencing the current manual. If you don't, your 2028 may be rejected.

When you've got the information together, send it to the respective LCMC for action. Follow the instructions in the Report of Errors section in your technical manual for submission. Include all POC information so you can be contacted and include supporting photos to help the reviewer.

Ready to submit a 2028 online? Check out the web addresses on PS 759's (Feb 16) back cover:

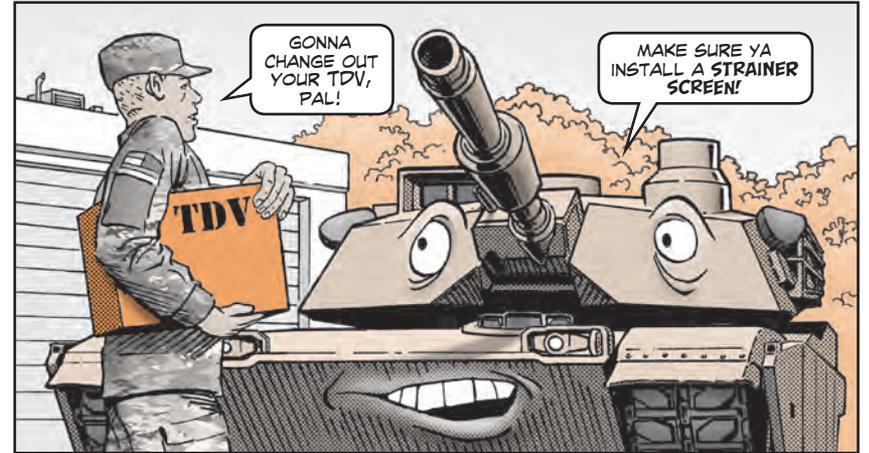
<https://www.logsa.army.mil/psmag/archives/PS2016/759/759-BC.pdf>

- Screen Strains Out Debris
- Show Ramp Some Love
- Switch Off Battery Problems!
- Lowdown on Cab Elevation
- AFES Fire Bottles Make a Change
- Don't Let Breech Block Pin Disappear

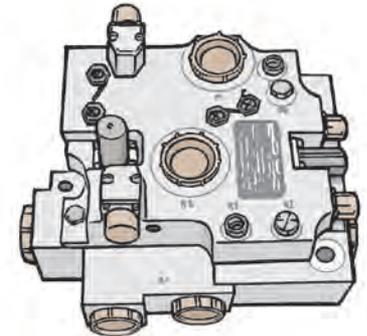


M1-Series Tanks...

SCREEN STRAINS OUT DEBRIS

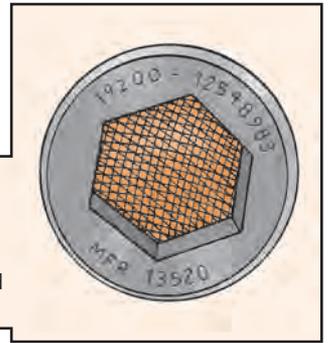


Mechanics, when you're replacing the M1-series tank's turret distribution valve (TDV), NSN 4820-01-308-1858, be sure to give the inlet strainer screen a good eyeballing.



Before installing new turret distribution valve...

...inspect inlet strainer screen for debris and damage

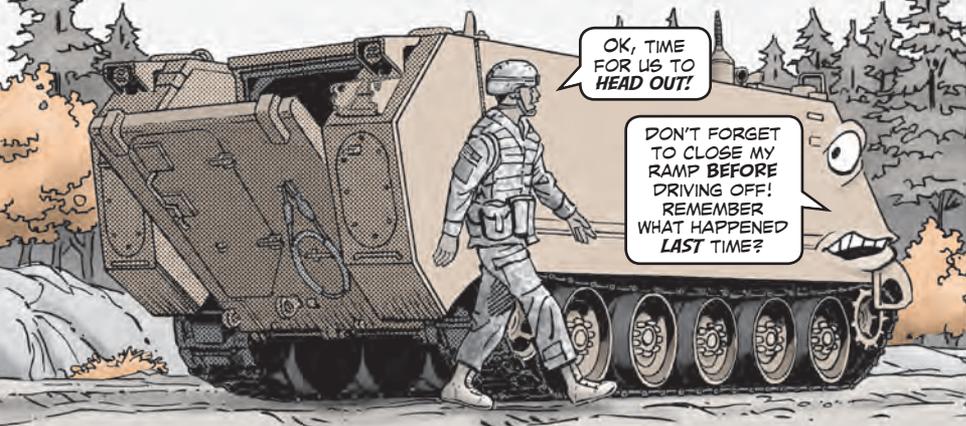


That little screen, NSN 4730-01-292-7776, protects the TDV from big problems caused by debris from the hydraulic reservoir. Using a clogged or damaged screen makes the TDV strain to do its job.

Make sure the screen isn't damaged or blocked by debris. Clean it if needed or order a new screen if the old one's no longer serviceable.

A new TDV doesn't come with a screen, so you'll need to order one separately. **Never** install a TDV without a screen. And it's a good idea to keep a few extra screens in your tool truck.

SHOW RAMP SOME LOVE

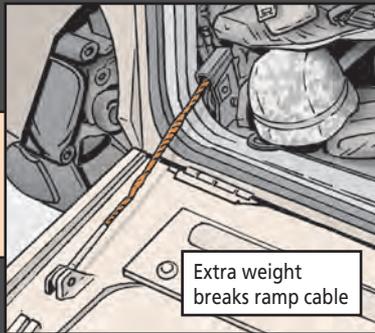


OK, TIME FOR US TO HEAD OFF!

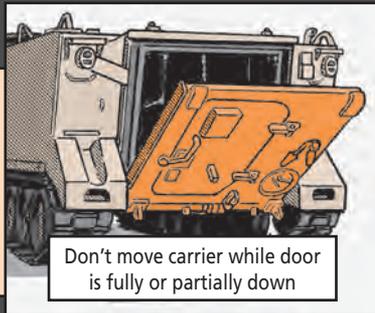
DON'T FORGET TO CLOSE MY RAMP BEFORE DRIVING OFF! REMEMBER WHAT HAPPENED LAST TIME?

YOUR M113-SERIES RAMP WON'T BE ABLE TO DO ITS JOB IF YOU DON'T DO YOUR JOB TAKING CARE OF THE RAMP. HERE'S WHAT YOU NEED TO RAMP UP YOUR RAMP P.M...

- Don't use the ramp as a storage rack for tent poles, camouflage nets and other large items. The ramp is heavy enough as it is. Strapping extra weight to the ramp can break the ramp cable or damage the hydraulic pump.
- Don't partially lower the ramp so it can be used as a table. That puts a lot of stress on the ramp cable and hydraulic system. You wouldn't want to be sitting at your "makeshift table" if either one fails!
- Don't move the carrier while the ramp is fully or even partially down or not fully locked. That breaks locks and damages hinges. If the ramp warps, you won't be able to seal it properly. Moving with an open ramp can also break the ramp cable and damage the pump. Make sure the ramp is up and locked before you move out.

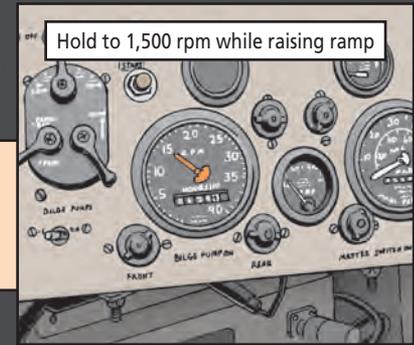


Extra weight breaks ramp cable



Don't move carrier while door is fully or partially down

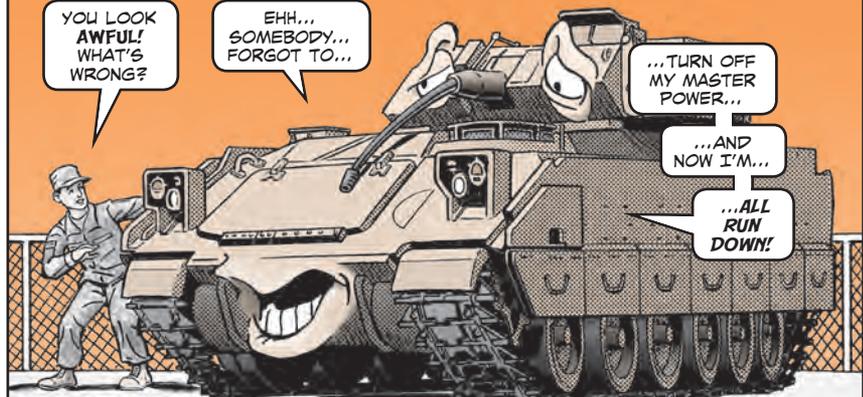
- Lock the ramp door, too. An unlocked door could suddenly fly open when the ramp is lowered. That could break or damage the door's hinges and ramp cable, or even ruin the ramp's hydraulic system.
- Don't race the engine to raise the ramp faster. The ramp will raise in about 15 seconds at 1,500 rpm. It comes up a little quicker at higher revs, but that can damage the system.
- Protect hinges from warping by lowering the ramp carefully and on level ground.



Hold to 1,500 rpm while raising ramp

M2/M3-Series Bradleys...

SWITCH OFF BATTERY PROBLEMS!



YOU LOOK AWFUL! WHAT'S WRONG?

EHH... SOMEBODY... FORGOT TO...

...TURN OFF MY MASTER POWER...

...AND NOW I'M...

...ALL RUN DOWN!

Crewmen, there are few worse ways to start your day than finding out that your Bradley's batteries are dead. But that's exactly what can happen if you forget to turn the MASTER POWER switch to OFF after you've shut down the engine.

Just be sure to follow the engine shutdown procedures in the -10 TMs. But remember: you can damage the electrical system if you turn off the MASTER POWER switch while the engine is still running.



Turn MASTER POWER switch to OFF after shutting down engine

LOWDOWN ON CAB ELEVATION

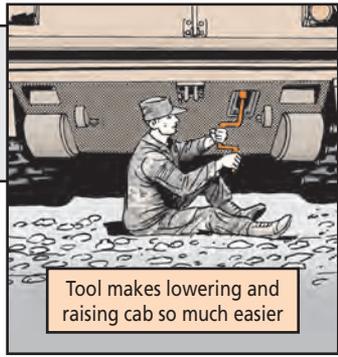
EVERY MLRS UNIT NEEDS THIS SOCKET WRENCH HANDLE.



IT'S THE BEST \$14 INVESTMENT YOU'LL MAKE!

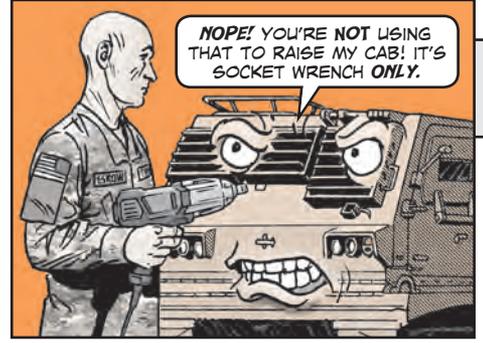
Too many MLRS units are still raising and lowering the cab with a socket wrench and an extension. That leaves you little clearance and you end up with busted knuckles. Plus the cab tends to jerk up and down when using the socket wrench, eventually causing damage.

Eliminate those problems with a \$14 socket wrench handle, NSN 5120-00-249-1071. It has a brace-type speeder handle with a single revolving handgrip that makes lowering the cab easy, not to mention saving your knuckles.



Tool makes lowering and raising cab so much easier

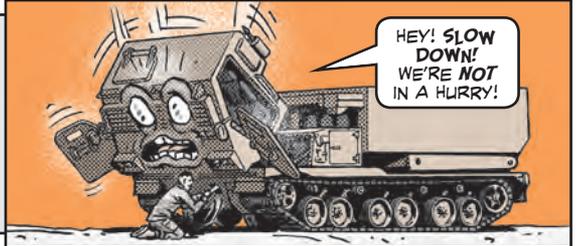
Before you raise the cab, make sure everything loose in the cab is either removed or secured. This includes tools, TMs, MSDs and radios. You don't want heavy objects bouncing around in the cab causing expensive damage. Also make sure the parking brake is engaged.



Do not use a power tool! That can damage the lift mechanism and cause the cab to fall.

When you crank the cab, stay as far under the vehicle as possible. That way you're protected if the cab comes crashing down. And make sure people don't stand in front of the cab where they could be crushed.

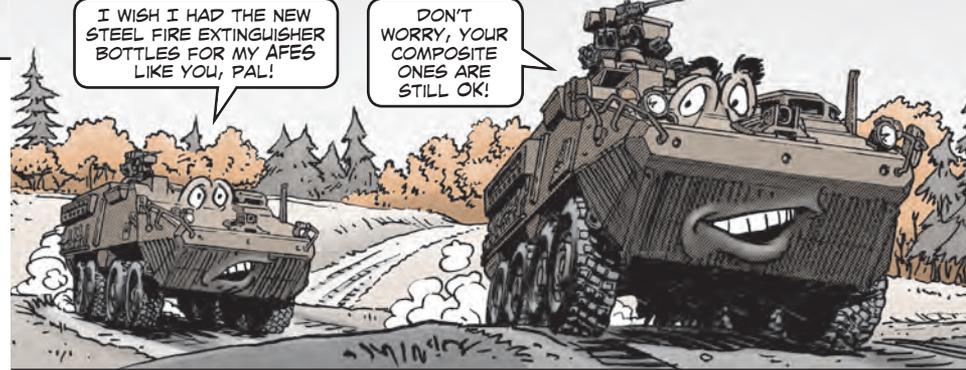
Crank slowly. If you crank fast, the cab may bounce up and down and damage the lift mechanism. If the cab starts bouncing, stop cranking.



Stryker... AFES Fire Bottles Make a Change

I WISH I HAD THE NEW STEEL FIRE EXTINGUISHER BOTTLES FOR MY AFES LIKE YOU, PAL!

DON'T WORRY, YOUR COMPOSITE ONES ARE STILL OK!

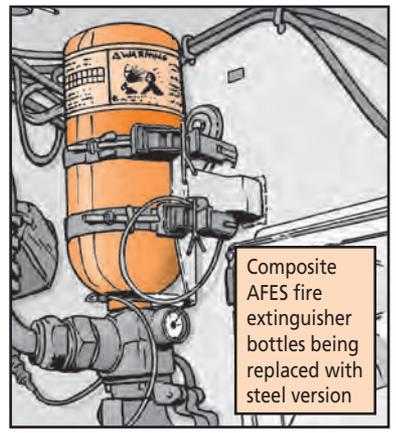


Crewmen, the fire extinguisher bottles for your Stryker's automatic fire extinguishing system (AFES) are getting a makeover.

The crew compartment's composite fire extinguisher bottles, NSN 4210-01-542-0008 for the Stryker and NSN 4210-01-600-8571 for the double V-hull Stryker, are being phased out. They're being replaced by a steel version, NSN 4210-01-621-9540, that works for both the Stryker and double V-hull Stryker.

The engine compartment's composite fire extinguisher bottle, NSN 4210-01-541-9993, for both the Stryker and double V-hull Stryker is also being replaced by a steel version, NSN 4210-01-503-1522.

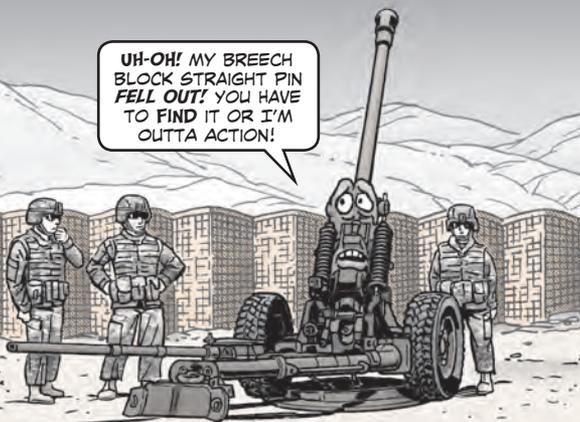
You can still use the composite bottles as long as they're serviceable.



For more info, check out TACOM Maintenance Action Message 16-024 at: <https://tulsa.tacom.army.mil/maintenance/message.cfm?id=MA16-024.html>

Don't Let Breech Block Pin Disappear

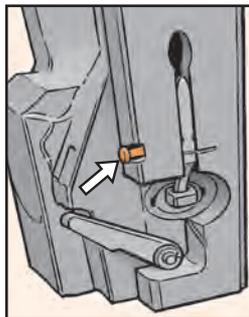
UH-OH! MY BREECH BLOCK STRAIGHT PIN FELL OUT! YOU HAVE TO FIND IT OR I'M OUTTA ACTION!



Dear Editor,

The old M119A2 howitzer kept the breech block straight pin in place by spring pressure from both the lever and the firing pin release assembly. But the new M119A3 has a twist lock feature that doesn't keep the pin in place when the breech is removed from the howitzer breech ring.

Don't lose straight pin when you remove breech



The pin, NSN 5340-01-342-5085, only costs around \$10, but the M119A3 is deadlined if it's missing.

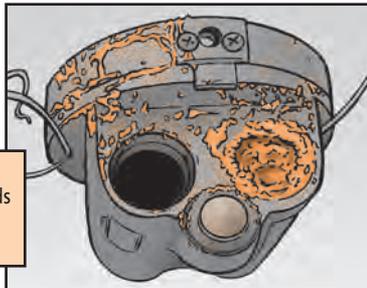
Units need to make sure the pin doesn't fall out any time they remove the breech block.

Fire Control Battery Reminder

Units should never substitute batteries for the M119A3's fire control instruments. The wrong batteries cause expensive damage. Use only the 3.6V lithium batteries listed in TM 9-1015-260-10's expendable and durable items list:

Size	NSN 6135-	Qty
AA	01-435-4921	1
C	01-493-2736	1

Using wrong battery type leads to equipment damage



And if the fire control instruments won't be used for weeks, remove the batteries and store them. That way, batteries can't leak and damage the instruments.

Jose Rodriguez
Artillery Shop Supervisor

Editor's note:
Great help for howitzers, Jose. Thanks.

PS TACTICAL VEHICLES

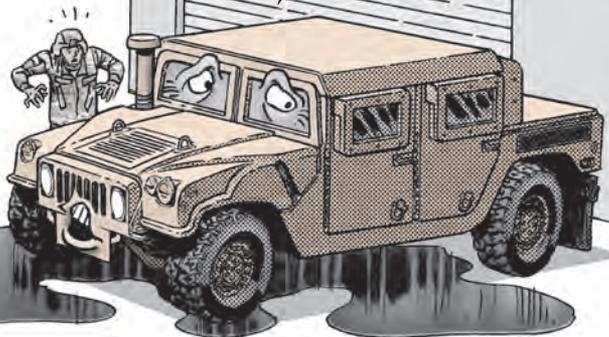
- New Kit Stops the Drip
- Revised IETM Available
- Hook Up with Big Savings
- RIP Seat Belt!
- Bench the Winch!



NEW KIT STOPS THE DRIP

HEY!
WHAT DID
YOU DO?

I COULDN'T HELP IT!
MY ENGINE OIL COOLER LINE
SPRUNG A CLASS III LEAK!



THE FORWARD-MOUNTED ENGINE OIL COOLER LINE, NSN 5730-01-594-2571, IS RUBBING AGAINST THE DRIVER'S SIDE SPLASH SHIELD AND BRACKET ASSEMBLY ON THESE VEHICLES.

IN TIME, A HOLE IS RUBBED IN THE OIL COOLER LINE THAT CAN GROW TO A CLASS III LEAK. IF THE LEAK GOES UNDISCOVERED, YOU COULD END UP WITH A BURNED OUT ENGINE.



TACOM HAS DEVELOPED A MODIFICATION KIT WITH INSTALLATION INSTRUCTIONS THAT REPLACES AND REPOSITIONS THE ENGINE OIL COOLER LINE TO STOP THE RUBBING.

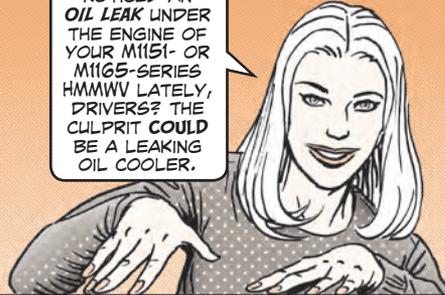
Item	NSN	PN	Qty
Hose assembly	4730-01-594-2371	12339411-3	1
Lockwasher	5310-01-380-1693	12387272-44	8
Lockwasher	5310-01-378-2903	12387272-45	2
Lockwasher	5310-01-396-5295	12387272-50	1
90 degree elbow	4730-01-629-6430	13013603	1
Assembled nut	5310-01-606-6097	13013604	1
Tiedown strap	5975-00-985-6630	MS3367-3-0	3
Screw	5305-00-146-2663	MS51851-88	1
Locknut	5301-01-548-1269	M45913/4-4CG8Z	1
Locknut	5310-01-563-9653	M45913/4-5CG8Z	2
Locknut	5310-01-542-0395	M45913/4-6CG8Z	1
Screw	5305-00-071-2509	B1821BH025C150N	1
Installation instructions	N/A	13013602	1

THE
MOD KIT
NSN 2990-01-611-6140
PN 57K6188

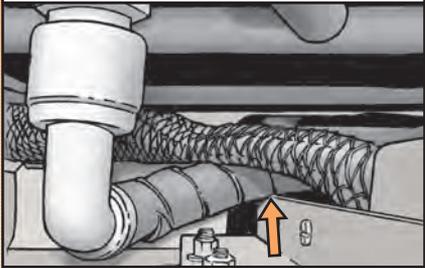
INCLUDES THE FOLLOWING COMPONENTS:

IF THE INSTALLATION INSTRUCTIONS ARE MISSING OR GET MISPLACED, WRITE TO HALF-MAST TO REQUEST A COPY: usarmy.redstone.logsa.mbx.psmag@mail.mil

NOTICED AN OIL LEAK UNDER THE ENGINE OF YOUR M1151- OR M1165-SERIES HMMWV LATELY, DRIVERS? THE CULPRIT COULD BE A LEAKING OIL COOLER.

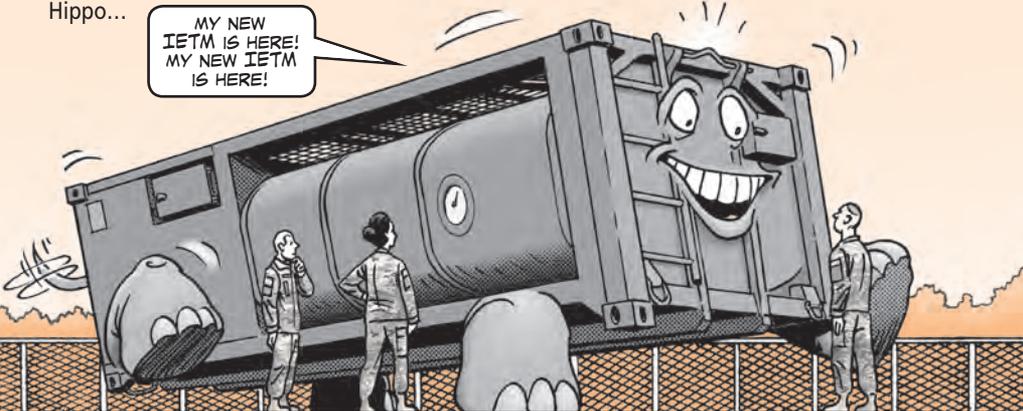


Engine oil cooler line rubs against splash shield



Hippo...

MY NEW IETM IS HERE!
MY NEW IETM IS HERE!



Revised IETM Available

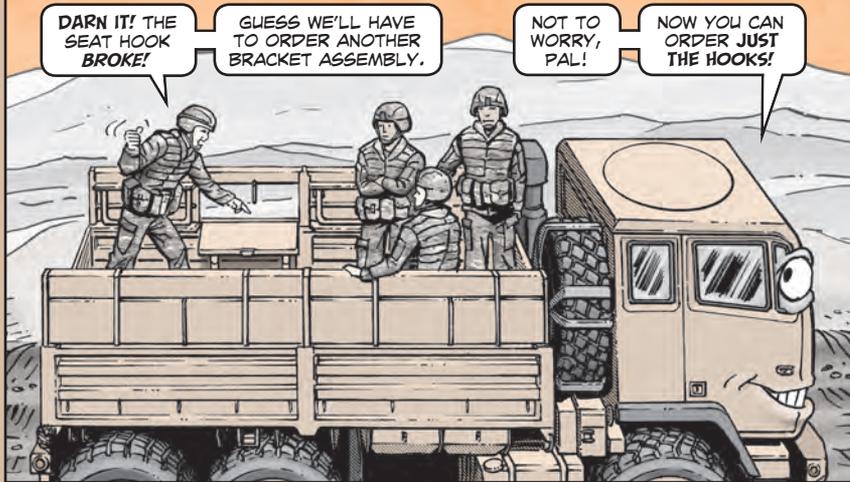
The load handling system compatible water tank-rack system, also known as the Hippo, is a 2,000-gal potable water tank-rack that can be carried by the HEMTT LHS, PLS and PLS trailer. A revision to the Hippo's TM 10-5430-244-13&P on IETM EM 0268 (Jan 16) is now available for download on LOGSA's ETM website:

<https://www.logsa.army.mil/etms>

The revision mainly captures engineering change proposals (ECs) incorporated during the Hippo's production phase that dramatically impact maintenance of the system. Roughly 460 new NSNs were established and added to the IETM to capture the changes made.

Before downloading the IETM, make sure you have the latest version of EMS NG viewer software installed. Contact your local IT help desk to load or update EMS NG software.

Hook Up with BIG Savings



Dear Editor,

Bracket assembly, NSN 5340-01-499-0935, includes a shock cord and two hooks to hold the troop seats in the back of M1083 and M1093 FMTVs in the retracted position. Unfortunately, at least one of the plastic hooks often break.

Item 16 in Fig 459 of TM 9-2320-366-24P-2 (Aug 05) doesn't give a parts breakdown for the assembly, so we have to replace the entire bracket at a cost of about \$17.50. The replacement bracket is painted green, so we either have to swap them out with the tan brackets already on the vehicle or repaint them ourselves.

We've found a replacement hook in the system that allows us to fix the bracket assembly. The hooks, NSN 4030-01-582-3410, cost only 83 cents each. That's a savings of more than \$16 for each bracket assembly! And when you have several broken hooks per truck on a fleet of vehicles, the savings quickly grow into hundreds of dollars.

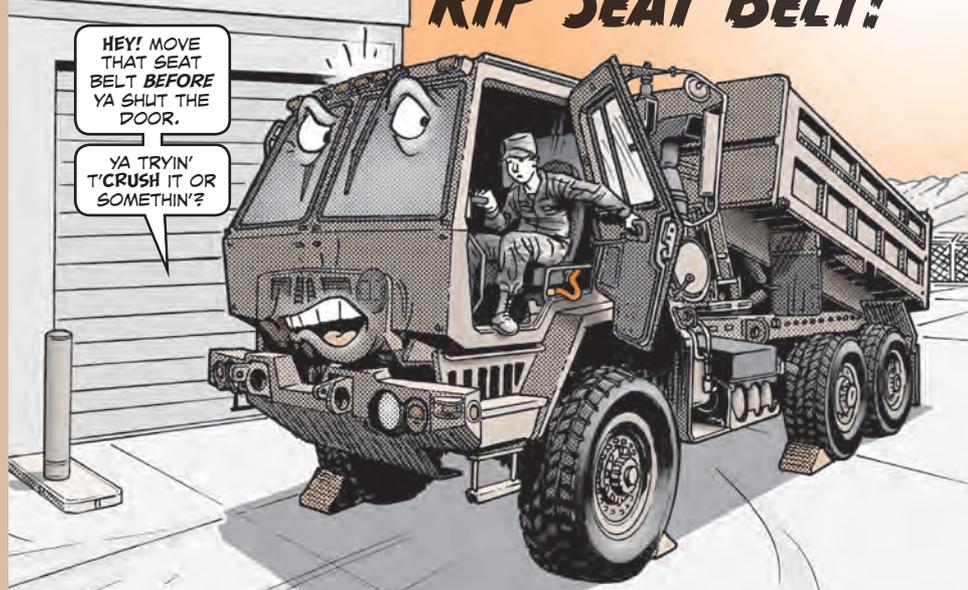


Anthony Di Stefano
QA Branch Equipment Specialist

Get replacement hook with
NSN 4030-01-582-3410

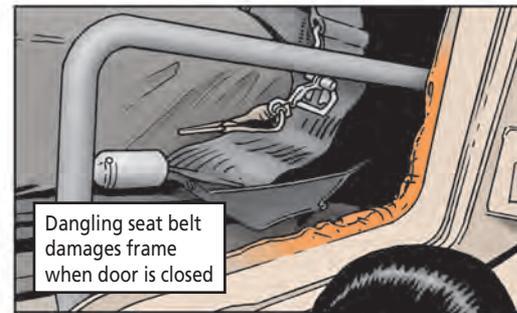
Editor's note: An excellent cost-saving suggestion, Mr. Di Stefano. Thanks for sharing!

RIP SEAT BELT!



Drivers, the cab door on your 10-ton dump truck is pretty hefty. It's heavy enough that you always make sure your foot and arm are well out of the way before pulling it shut. But what about your seat belt?

If the seat belt, NSN 2540-01-528-1903, is left dangling, the buckle gets caught between the door and the cab frame. CRUNCH! Not only is the buckle a mangled mess, but the edge of the door frame gets dented, too. And don't forget about the damage to the seal on the inside of the door!



Dangling seat belt damages frame when door is closed

WHEN YOU GET IN THE DRIVER'S SEAT, MAKE IT A HABIT TO BUCKLE THE SEAT BELT BEFORE CLOSING THE DOOR.

AND WHEN YOU EXIT THE CAB, **DON'T** LET THE BUCKLE FALL WHERE IT WILL. PLACE IT ON THE SEAT SO IT DOESN'T GET SMASHED WHEN YOU CLOSE THE DOOR.



BENCH THE WINCH!

NOT TO WORRY. I'LL HOOK UP YOUR SELF-RECOVERY WINCH AND HAVE YOU OUT OF THERE IN NO TIME!

HAVEN'T YOU HEARD? YOU'RE NOT SUPPOSED TO USE MY WINCH ANYMORE!



STOP USING THE SELF-RECOVERY WINCH THAT COMES WITH YOUR RG31 FOV MRAP!

OPERATORS *HAVEN'T* BEEN GIVEN PROPER GUIDANCE ON HOW TO USE THE WINCH AND SOME WINCHES HAVE BEEN FOUND EQUIPPED WITH A WIRE ROPE THAT'S TOO THIN FOR SAFE USE.

THOSE ROPES MAY SNAP BEFORE REACHING THE CUTOFF POINT FOR THE OVERLOAD INTERRUPT SWITCH.

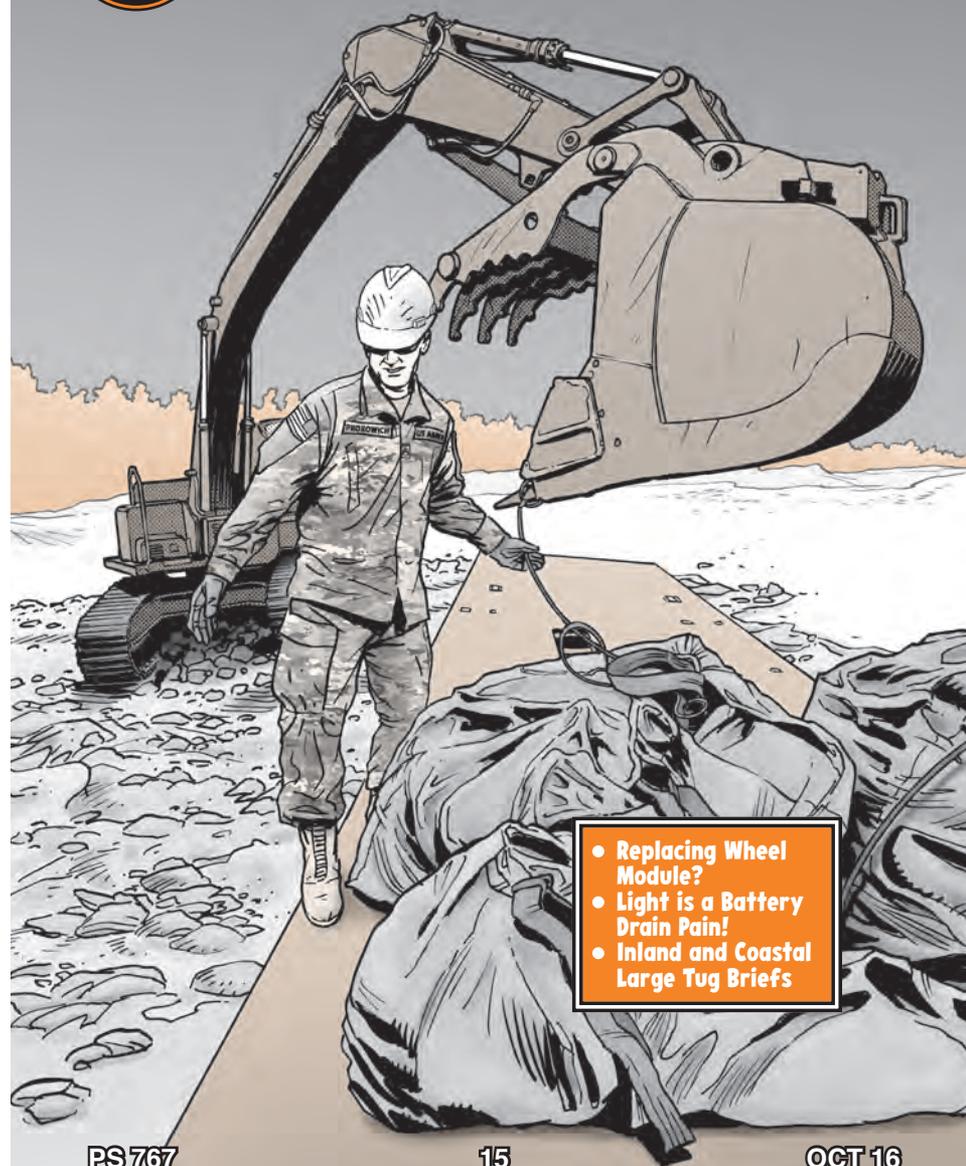
CONTACT TACOM LCMC'S CPT BENJAMIN BRONKEMA FOR INSTRUCTIONS ON HOW TO HAVE THE WINCH REMOVED. CALL DSN 786-0993, (586) 282-0993 OR EMAIL: benjamin.d.bronkema.mil@mail.mil

INSTEAD OF THE WINCH, RECOVER THE VEHICLE WITH A HEMTT WRECKER AND LIFT TOW ADAPTER FOLLOWING THE INSTRUCTIONS IN TB 9-2355-315-10-1.

GET THE COMPLETE SCOOP IN TACOM SAFETY OF USE MESSAGE 16-005: <https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOU16-005.html>

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

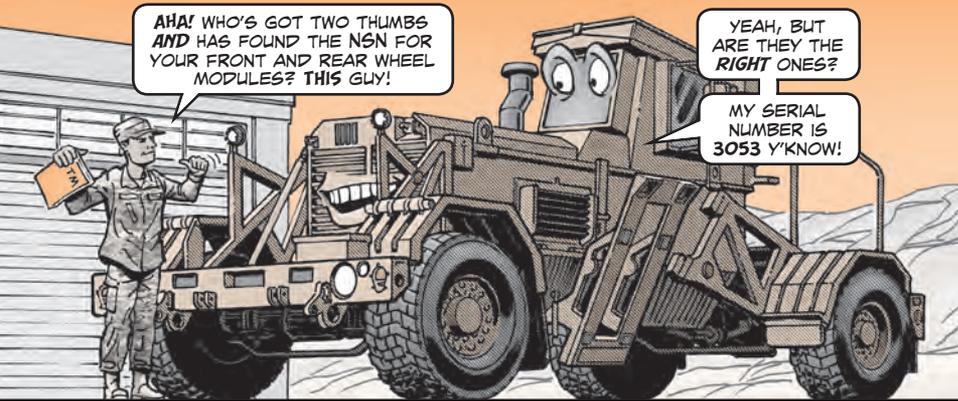
PS CONSTRUCTION



- Replacing Wheel Module?
- Light is a Battery Drain Pain!
- Inland and Coastal Large Tug Briefs

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REPLACING WHEEL MODULE?



AHA! WHO'S GOT TWO THUMBS AND HAS FOUND THE NSN FOR YOUR FRONT AND REAR WHEEL MODULES? THIS GUY!

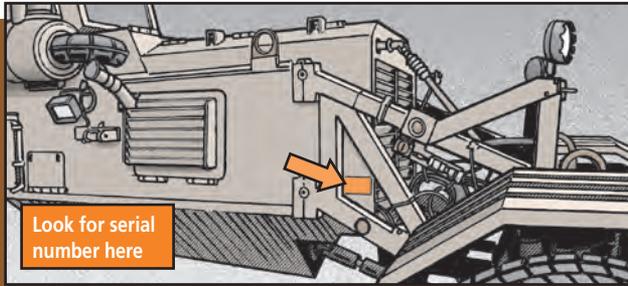
YEAH, BUT ARE THEY THE RIGHT ONES?

MY SERIAL NUMBER IS 3053 Y'KNOW!

THE SERIAL NUMBER ON YOUR M1231 HUSKY IS AN IMPORTANT FACTOR WHEN ORDERING A REPLACEMENT FOR THE FRONT OR REAR WHEEL MODULE.

THOSE MODULES, WHICH ARE MADE UP OF THE FRONT AND REAR SECTIONS TO INCLUDE THE TIRES AND FENDERS, ARE DESIGNED TO BREAK AWAY FROM THE HULL DURING A BLAST.

THAT'S WHY THEY'RE CONSIDERED COMPONENTS OF END ITEM (COEI) AND LISTED IN THE -10 TM.



Look for serial number here

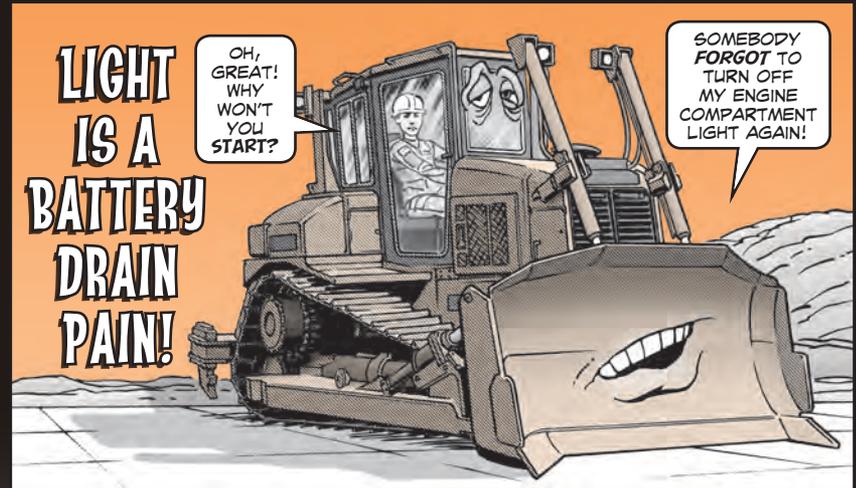
BUT WHEN TM 9-2355-316-10 (APR 16) WAS REVISED, ONLY THE FRONT AND REAR WHEEL MODULES FOR VEHICLES WITH SERIAL NUMBER 3528 AND ABOVE WERE INCLUDED IN THE COEI.

TO ENSURE YOU DON'T GET THE WRONG WHEEL MODULE, HERE IS A BREAKDOWN OF WHAT TO ORDER BY SERIAL NUMBER.

Item	SN	NSN 2510-
Front structural frame	DA2, 3053, 3100-3527	01-575-5400
Front structural frame	3528 and above	01-584-4679
Rear structural frame	DA2, 3053, 3100-3527	01-575-5401
Rear structural frame	3528 and above	01-653-3720

! REMEMBER, THIS INFO APPLIES ONLY TO THE M1231 MK III VMMD MODEL HUSKY. **!**

LIGHT IS A BATTERY DRAIN PAIN!



OH, GREAT! WHY WON'T YOU START?

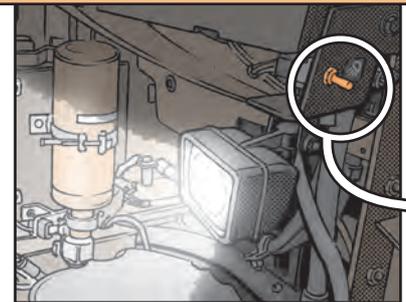
SOMEBODY FORGOT TO TURN OFF MY ENGINE COMPARTMENT LIGHT AGAIN!

OPERATORS, LEAVING ONE SMALL LIGHT ON CAN PLAY HAVOC WITH THE BATTERIES ON YOUR D7R II DOZER.



The engine compartment light that's mounted just behind the access door may be tiny, but it can come in real handy. During routine checks and services, especially when you're looking for leaks, that light can make all the difference.

Engine compartment light helps when doing PMCS...

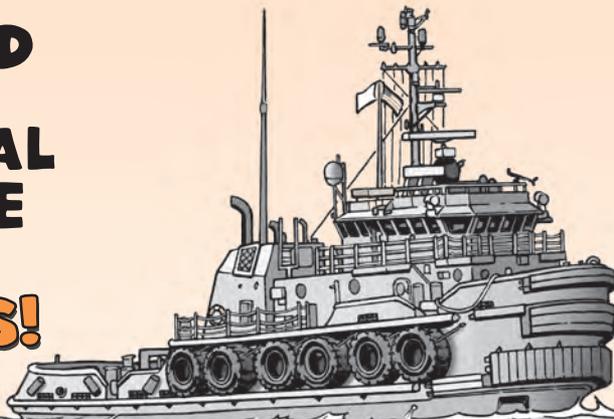


...but remember to switch it off when finished

Just make sure you remember to switch the light off when you're done. Leave it on and the light puts a drain on the vehicle's batteries. Three to five days later, they're dead!

No batteries mean your dozer's going nowhere until help arrives. So if you're the last one in the engine compartment, turn the light off behind you!

INLAND AND COASTAL LARGE TUG BRIEFS!



BII GAUGE

Get a new valve adjustment gauge for your inland and coastal large tug with NSN 6620-01-461-3550. It replaces NSN 6620-01-661-3550, which was incorrectly listed as Item 229 in the basic issue items in WP 0163-187 of TM 55-1925-273-10-4 (Feb 13). Make a note until the TM is updated.

BII NOZZLE

Get the 1¹/₂-in ejector jet (inline foam educator) nozzle for your inland and coastal large tug with NSN 4320-01-616-8460. The nozzle is used with aqueous film forming foam (AFFF) for firefighting aeration. Make a note until the nozzle is added to the basic issue items in WP 0163 of TM 55-1925-273-10-4 (Feb 13).

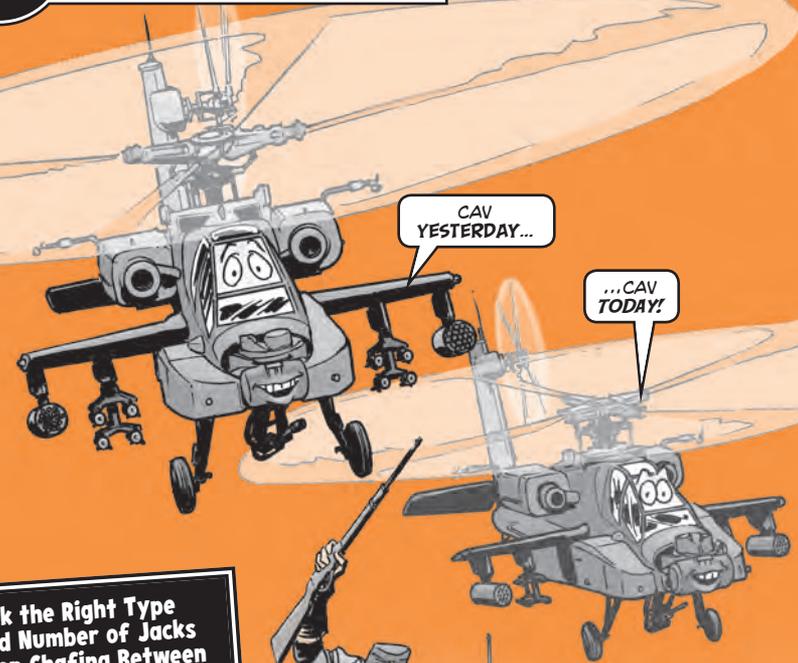
CONTROL VALVE NSN

Get a new directional control linear valve for the inland and coastal large tug with NSN 4820-01-312-9685. It replaces NSN 4820-01-342-2966, which is shown as Item 460 in WP 0163-121 of TM 55-1925-273-10-4 (Feb 13). That NSN is a terminal item.

GUN MOUNT AND COVER

There are two additions being made to the inland and coastal large tug's additional authorization list (AAL). Make a note until the gun mount, NSN 1005-01-323-7552, and gun mount cover, NSN 1005-01-564-4858, are added to Table 1 in WP 0164 of TM 55-1925-273-10-4 (Feb 13).

PS AVIATION



- Pick the Right Type and Number of Jacks
- Stop Chafing Between Wiring and Fuel Line
- Replacement Pressure Tester Available



All Aircraft...



PICK THE RIGHT TYPE AND NUMBER OF JACKS



MECHANICS, AIRCRAFT JACKS ARE VITAL FOR MAINTENANCE ON YOUR HELICOPTER.

THEY'VE BEEN AROUND FOR YEARS AND GONE THROUGH A LOT OF CHANGES. SOME HAVE BEEN PUT OUT TO PASTURE WHILE OTHERS HAVE BEEN NEGLECTED.

THAT WON'T BE A PROBLEM ANYMORE BECAUSE WE TOLD YOU HOW TO MAINTAIN YOUR JACKED UP JACKS ON PAGES 27-30 OF PS 760 (MAR 16),



WITH ALL THE CHANGES, SOMETIMES IT'S DIFFICULT TO DETERMINE WHICH JACK IS USED FOR WHICH AIRCRAFT TASK. NO LONGER!

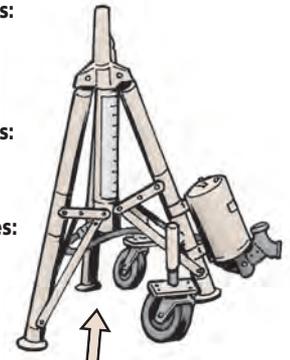
HERE'S A LIST OF THE MAINTENANCE TASKS THAT REQUIRE JACKS AND HOW MANY TO USE...



Apache

NOTE: THESE ARE TYPICAL TASKS WHICH REQUIRE THE AIRCRAFT TO BE PLACED ON JACKS. PLEASE ENSURE YOU FOLLOW TM 1-1520-LONGBOW/APACHE (IETM) FOR SPECIFIC REQUIREMENTS, SIZE, PLACEMENT, WARNINGS, CAUTIONS, AND NOTES FOR ALL JACKS.

- **Jacking aircraft, 3 point, using a tripod jack requires:** two 5-ton jacks, NSN 1730-00-516-2018, and one 3-ton jack, NSN 1730-00-734-9382. The Fuselage adapter, NSN 1560-01-226-7551, will also be used.
- **Jacking aircraft, 2 point, using a tripod jack requires:** two 5-ton jacks, NSN 1730-00-516-2018. The Fuselage adapter, NSN 1560-01-226-7551, will also be used.
- **Jacking tail landing gear using a tripod jack requires:** one 3-ton jack, NSN 1730-00-734-9382.
- **Jacking the main landing gear, 1 point, using an axle jack requires:** one 5-ton jack, NSN 1740-00-540-2343.



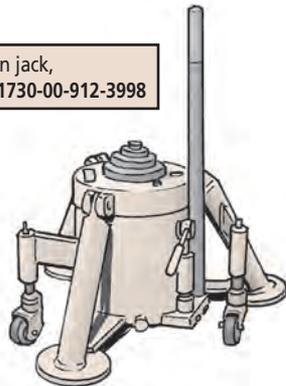
5-ton jack, NSN 1730-00-516-2018

NOTE THAT APACHE IS THE ONLY HELICOPTER AIRFRAME THAT USES THE 5-TON JACK, NSN 1730-00-516-2018.

Chinook

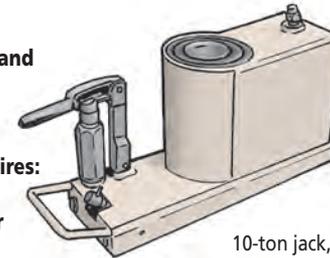
- **Jacking an entire Chinook requires:**
two 12-ton jacks, NSN 1730-00-912-3998, and two 10-ton jacks, NSN 1730-00-203-4697.
- **As an alternative method, you can use:**
two 12-ton jacks, NSN 1730-00-912-3998, and one 10-ton jack, NSN 1730-01-563-7046.
- **Replacing the forward right- or left-hand gear assembly requires:**
one 10-ton jack, NSN 1730-01-563-7046.
However, the aircraft weight must be below 24,500 pounds.
- **Replacing the forward right- or left-hand tire assembly requires:**
one 10-ton jack, NSN 1730-00-203-4697.
- **Replacing the aft right- or left-hand gear assemblies requires:**
one 12-ton jack, NSN 1730-00-912-3998.
- **Replacing the aft right- or left-hand tire assembly requires:**
one 12-ton jack, NSN 1730-00-912-3998.
- **Weighing aircraft using load cells (3 point) with a max gross weight of 24,500 pounds requires:**
two 12-ton jacks, NSN 1730-00-912-3998, and one 10-ton jack, NSN 1730-01-563-7046.
- **Weighing aircraft using load cells (4 point) with a max gross weight of 33,000 pounds requires:**
two 12-ton jacks, NSN 1730-00-912-3998, and two 10-ton jacks, NSN 1730-00-203-4697.

12-ton jack,
NSN 1730-00-912-3998



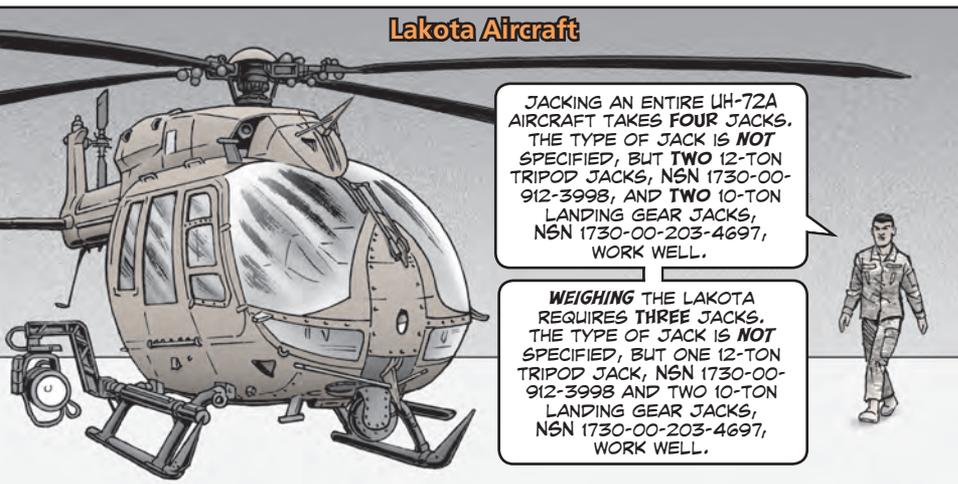
Black Hawk Aircraft

- **Jacking requires:**
three 12-ton jacks, NSN 1730-00-201-4849.
- **Removal and installation of the right- and left-hand landing gear shock strut requires:**
one 12-ton jack, NSN 1730-00-201-4849.
- **Jacking the right- and left-hand main landing gear wheel and tire assembly requires:**
one 10-ton jack, NSN 1730-00-203-4697.
- **Removal and installation of the tail landing gear shock strut requires:**
one 12-ton jack, NSN 1730-00-201-4849.
- **Removal and installation of the tail landing gear wheel and tire assembly requires:**
one 10-ton jack, NSN 1730-00-203-4697.
- **Weighing the helicopter using load cells (3 point) requires:**
three 12-ton jacks, NSN 1730-00-201-4849.
- **Changing a flat tire or collapsed strut requires:**
one 12-ton jack, NSN 1730-00-201-4849, or one 10-ton jack, NSN 1730-00-203-4697.
- **Changing a flat tail tire or collapsed gear strut requires:**
one 12-ton jack, NSN 1730-00-201-4849, and one 10-ton jack, NSN 1730-00-203-4697.



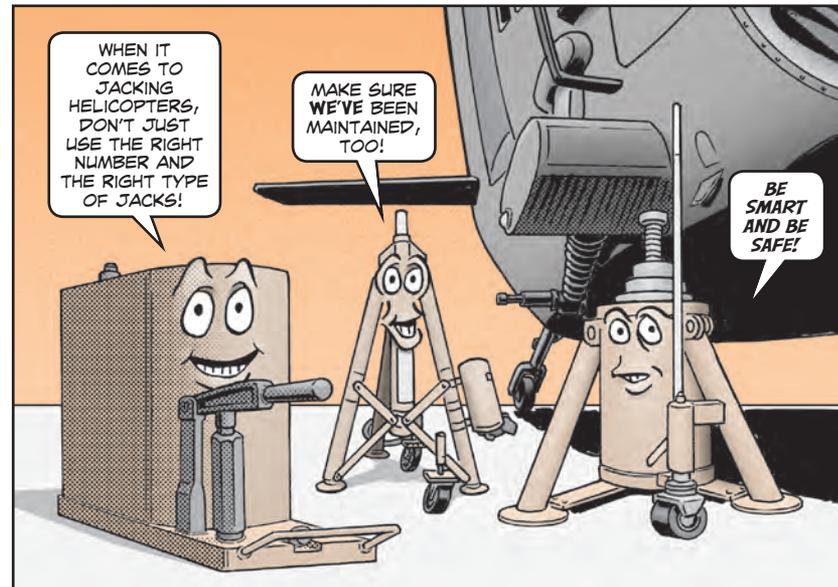
10-ton jack,
NSN 1730-00-203-4697

Lakota Aircraft



JACKING AN ENTIRE UH-72A AIRCRAFT TAKES FOUR JACKS. THE TYPE OF JACK IS **NOT** SPECIFIED, BUT **TWO** 12-TON TRIPOD JACKS, NSN 1730-00-912-3998, AND **TWO** 10-TON LANDING GEAR JACKS, NSN 1730-00-203-4697, WORK WELL.

WEIGHING THE LAKOTA REQUIRES THREE JACKS. THE TYPE OF JACK IS **NOT** SPECIFIED, BUT ONE 12-TON TRIPOD JACK, NSN 1730-00-912-3998 AND TWO 10-TON LANDING GEAR JACKS, NSN 1730-00-203-4697, WORK WELL.



WHEN IT COMES TO JACKING HELICOPTERS, DON'T JUST USE THE RIGHT NUMBER AND THE RIGHT TYPE OF JACKS!

MAKE SURE WE'VE BEEN MAINTAINED, TOO!

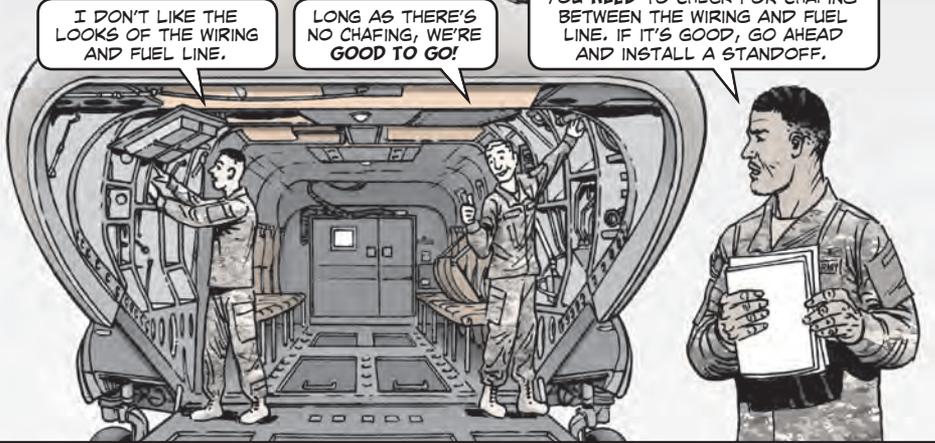
BE SMART AND BE SAFE!

STOP CHAFING BETWEEN WIRING AND FUEL LINE

I DON'T LIKE THE LOOKS OF THE WIRING AND FUEL LINE.

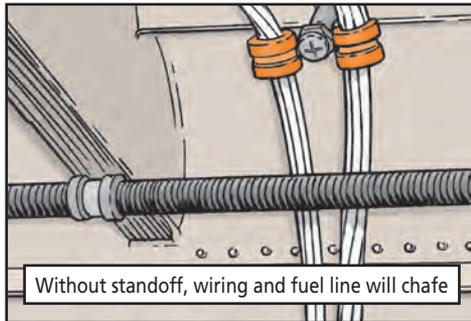
LONG AS THERE'S NO CHAFING, WE'RE GOOD TO GO!

YOU NEED TO CHECK FOR CHAFING BETWEEN THE WIRING AND FUEL LINE. IF IT'S GOOD, GO AHEAD AND INSTALL A STANDOFF.



MECHANICS, THE WIRING AND THE CABIN HEATER'S FLEXIBLE FUEL LINE NEED SOME SLACK.

IF ENOUGH SLACK *ISN'T* ALLOWED, THE WIRING AND FUEL LINE RUB AGAINST EACH OTHER. THAT CHAFING COULD RESULT IN DAMAGE TO THE WIRING AND A LEAKING FLEXIBLE FUEL LINE.



Without standoff, wiring and fuel line will chafe

AVIATION MAINTENANCE ACTION MESSAGE (AMAM) H-47-14-AMAM-01 ADDRESSES A FIX THAT INCLUDES STAND-OFFS TO PROTECT THE WIRE BUNDLE AND THE FUEL LINE. CHECK OUT THE FULL MESSAGE AT:
https://asmprd.redstone.army.mil/source/cust/filedownload.asp?id=7821&type=MSG_FILE

YOU CAN ALSO CHECK MAINTENANCE INFORMATION ON JTDI AT:
<https://upw.jtdi.mil>

HERE ARE THE PARTS YOU'LL NEED TO GET STARTED. THESE ITEMS CAN BE REPLACED WITH ACCEPTABLE SUBSTITUTES.

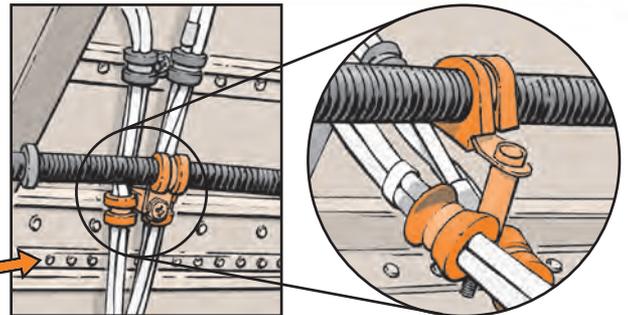
Item	PN	NSN
Clamp	MS2191WDG6	5340-00-598-0146
Clamp	MS2191WDG7	5340-00-200-8559
Clamp	9D0321F9H	5340-01516-2830
Flat washer	NAS1149D0316H	5310-00-167-0752 5310-00-400-3787
Spacer	NAS43DD3-64	5365-00-662-3100
Screw	NAS1801-3-24	5305-01-115-3413
Nut	BACN10JC3	5310-01-363-9909

USE THE PARTS TO FIX THE CHAFING PROBLEM LIKE THIS...



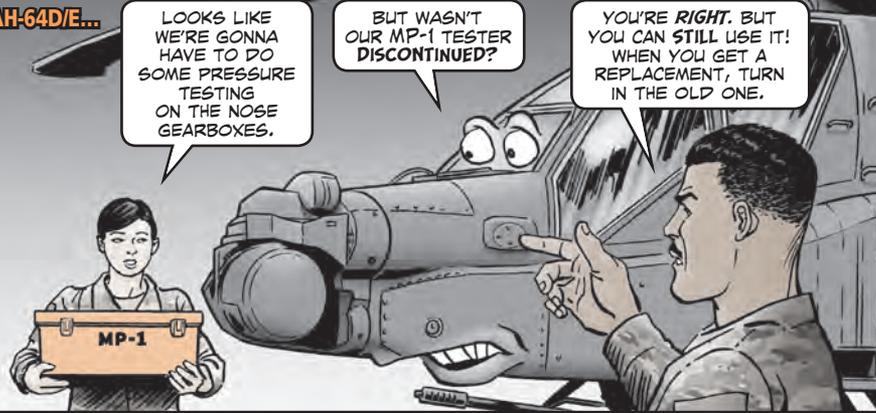
1. Inspect the heater fuel hose for clearance with the wiring directly behind the hose at sta 304 RBL45 WL48.
2. If there are no signs of chafing, go to Step 4 to install the standoff to separate the wire bundle from the fuel line.
3. If there is chafing, repair the damage like it says in TM 1-1520-271-23&P. Then continue with Step 4.
4. Position the clamp (9D0321F9H) on the flexible fuel line with the attachment point facing down.
5. Position the clamp (MS2191WDG6) on the forward portion of the electrical wiring with the attachment point facing aft.
6. Position the clamp (MS2191WDG7) on the aft portion of the electrical wiring with the attachment point facing forward.
7. Install a screw (NAS1801-3-24) and washer (NAS1149D0316H) through the clamp on the flexible line.
8. Install a spacer (NAS43DD3-64) onto the screw.
9. Install two clamps in a butterfly onto the screw.
10. Install a washer (NAS1149D0316H) and nut (BACN10JC3) onto the screw and tighten.

AFTER THE JOB IS COMPLETE, MAKE SURE POSITIVE SEPARATION IS MAINTAINED BETWEEN THE EDGE OF THE FLEXIBLE FUEL LINE AND THE EDGE OF THE ELECTRICAL WIRING.



Protect wiring and fuel line with standoff

AH-64D/E...



LOOKS LIKE WE'RE GONNA HAVE TO DO SOME PRESSURE TESTING ON THE NOSE GEARBOXES.

BUT WASN'T OUR MP-1 TESTER DISCONTINUED?

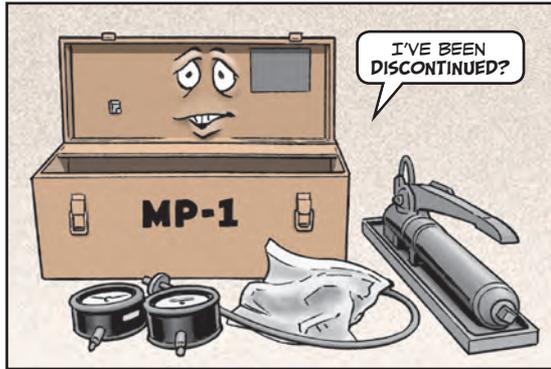
YOU'RE RIGHT. BUT YOU CAN STILL USE IT! WHEN YOU GET A REPLACEMENT, TURN IN THE OLD ONE.

REPLACEMENT PRESSURE TESTER AVAILABLE

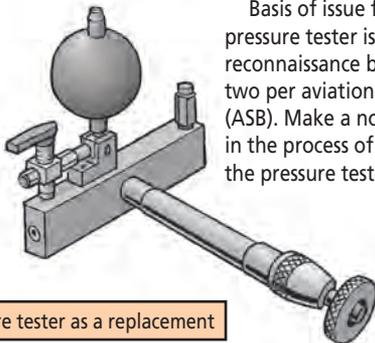
Mechanics, the old pressure tester (PN MP-1), NSN 6685-00-693-5009, listed in TM 1-1520-Longbow/Apache is a terminal item.

The old pressure tester was used to isolate faults with the pressure transducers and switches installed on the Apache's main transmission and nose gearboxes. Keep using it as long as it's serviceable.

When the old tester fails, replace it with the pressure tester kit, NSN 4920-01-624-4400. It's a direct replacement and comes with all of the adapters needed to service your aircraft, including the Apache E-model.



I'VE BEEN DISCONTINUED?



Basis of issue fielding for this pressure tester is three per attack reconnaissance battalion (ARB) and two per aviation support battalion (ASB). Make a note that the IETM is in the process of being updated to list the pressure tester.

When you receive the new pressure tester, turn in the old one to supply.

Use new pressure tester as a replacement

Got questions? Contact Ed Colon, DSN 645-3463, (256) 955-3463 or by email:

edwin.colonquarrama.ctr@mail.mil

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Not a Second Thought

MASTER SERGEANT HALF-MAST IS ESCORTING A TROOP OF EAGLE SCOUTS THROUGH THE POWELL-COTTON MUSEUM IN ENGLAND.

...MANY KNOW THAT MAJOR PERCY POWELL-COTTON WAS AN AVID EXPLORER, WRITER, AND CONSERVATIONIST. BUT HE WAS ALSO KNOWN AS A BIG GAME HUNTER.

WOWWWW! THIS IS SO COOL!



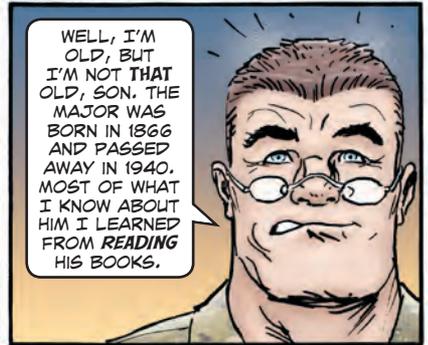
HE EMBARKED ON 26 SEPARATE EXPEDITIONS ACROSS AFRICA AND ASIA. THERE HE GATHERED MANY ZOOLOGICAL AND ETHNOGRAPHICAL SPECIMENS.

THIS MUSEUM HOUSES A LARGE NUMBER OF ANIMAL MOUNTS FROM AFRICA.

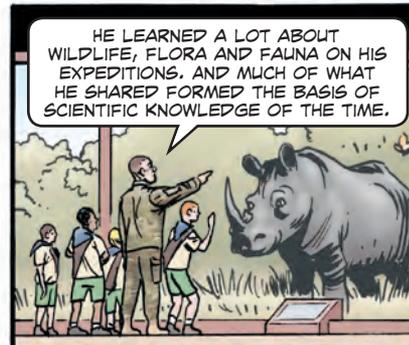


YES, EAGLE SCOUT C.J.?

DID YOU KNOW MAJOR POWELL-COTTON, SIR?



WELL, I'M OLD, BUT I'M NOT THAT OLD, SON. THE MAJOR WAS BORN IN 1866 AND PASSED AWAY IN 1940. MOST OF WHAT I KNOW ABOUT HIM I LEARNED FROM *READING* HIS BOOKS.

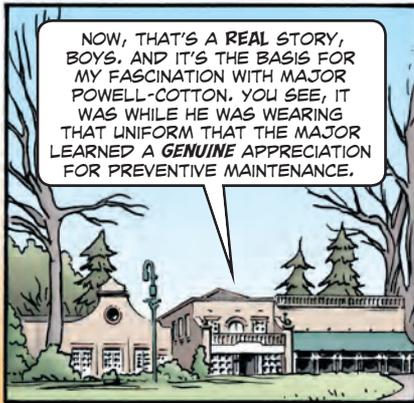


HE LEARNED A LOT ABOUT WILDLIFE, FLORA AND FAUNA ON HIS EXPEDITIONS. AND MUCH OF WHAT HE SHARED FORMED THE BASIS OF SCIENTIFIC KNOWLEDGE OF THE TIME.



WHOA! WHAT HAPPENED TO THOSE?

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



NOW, THAT'S A REAL STORY, BOYS. AND IT'S THE BASIS FOR MY FASCINATION WITH MAJOR POWELL-COTTON. YOU SEE, IT WAS WHILE HE WAS WEARING THAT UNIFORM THAT THE MAJOR LEARNED A *GENUINE* APPRECIATION FOR PREVENTIVE MAINTENANCE.



TELL US THE STORY, MASTER-SERGEANT!

YEAH! WE WANNA HEAR ALL ABOUT IT!

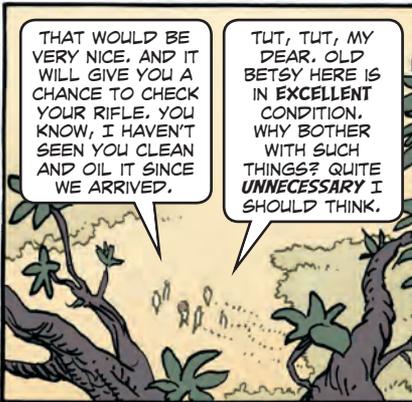


IN 1906, THE MAJOR MARRIED HANNAH BRAYTON SLATER. RATHER THAN CANCELING HIS PLANNED EXPEDITION TO KENYA, MAJOR POWELL-COTTON INVITED HANNAH TO ACCOMPANY HIM THERE ON A TWO-YEAR HONEYMOON.



PERCY, I'M BEGINNING TO HAVE **SECOND THOUGHTS** ABOUT THIS HONEYMOON. THESE FLIES ARE **ATROCIOUS!**

NOW, NOW, DEAR. PERHAPS WE CAN DIG UP SOME INSECT REPELLENT WHEN WE STOP FOR TEA.

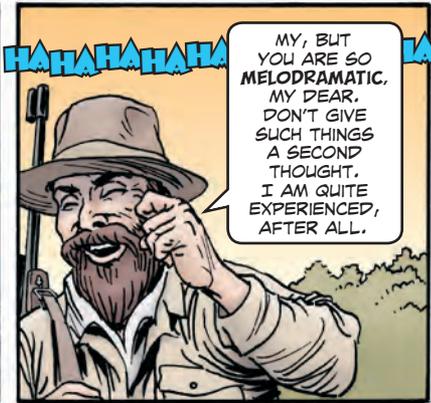


THAT WOULD BE VERY NICE. AND IT WILL GIVE YOU A CHANCE TO CHECK YOUR RIFLE. YOU KNOW, I HAVEN'T SEEN YOU CLEAN AND OIL IT SINCE WE ARRIVED.

TUT, TUT, MY DEAR. OLD BETSY HERE IS IN **EXCELLENT** CONDITION. WHY BOTHER WITH SUCH THINGS? QUITE **UNNECESSARY** I SHOULD THINK.



UNNECESSARY? BUT IT IS SO **DIRTY** HERE. AND THE HUMIDITY IS THICK ENOUGH TO CUT WITH A KNIFE!



HAHAHAHAHA

MY, BUT YOU ARE SO **MELODRAMATIC**. MY DEAR. DON'T GIVE SUCH THINGS A SECOND THOUGHT. I AM QUITE EXPERIENCED, AFTER ALL.



SOMETIME LATER...

THIS LOOKS LIKE A GOOD PLACE TO STOP, M'BUNGA. PLEASE START A FIRE AND WE'LL TAKE TEA HERE.

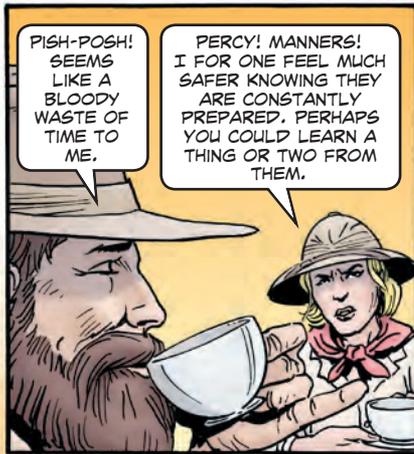


SURE, BOSS. ONE 'TEA FIRE' COMING UP.



HERE NOW, M'BUNGA. WHAT ARE YOU CHAPS DOING?

IT'S CALLED **PREVENTIVE MAINTENANCE**, BOSS. IF WE MAKE SURE OUR GEAR IS READY NOW, IT WON'T LET US DOWN LATER.



PISH-POSH! SEEMS LIKE A BLOODY WASTE OF TIME TO ME.

PERCY! MANNERS! I FOR ONE FEEL MUCH SAFER KNOWING THEY ARE CONSTANTLY PREPARED. PERHAPS YOU COULD LEARN A THING OR TWO FROM THEM.



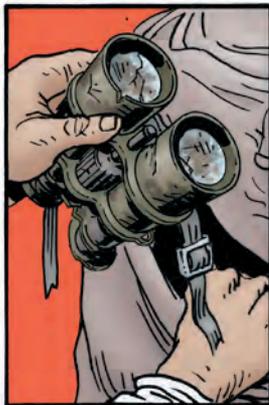
ME? MY DEAR HANNAH, I'VE BEEN A BIG GAME HUNTER FOR SOME YEARS NOW. TRUST ME. I KNOW WHAT I'M DOING.

I CERTAINLY HOPE SO.



BOSS, THAT APPEARS TO BE A LIKELY SPOT.

EXCELLENT! MY SPECS, PLEASE.



HERE YOU GO, BOSS

MY THANKS, OLD CHAP!

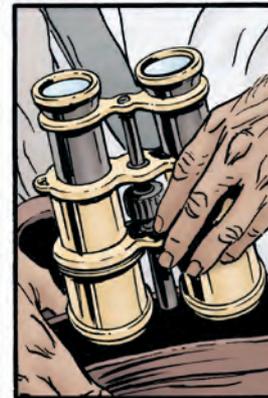


I CAN'T SEE A **BLASTED** THING.

PERHAPS YOU SHOULD HAVE TAKEN BETTER CARE OF THEM, DEAR.



ISIGH



HERE, BOSS. TRY MINE.

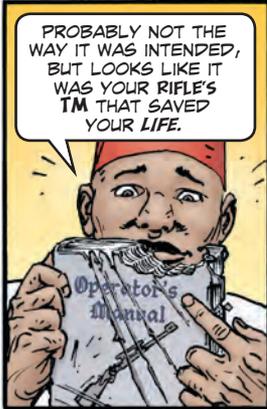
HMMM, THESE ARE QUITE NICE, M'BUNGA.



WHAT, HO! I BELIEVE WE MIGHT JUST HAVE FOUND AN EXCELLENT SPECIMEN OF THE 'KING OF THE BEASTS.'

OH, PERCY, I'M QUITE FRIGHTENED!





PS SMALL ARMS

- Protect Receiver with Sling Kit
- Don't Spare the Rod!
- Staking Strengthens Buffer Body Lock
- Does M3 Recoil Amplifier Work with M2A1?



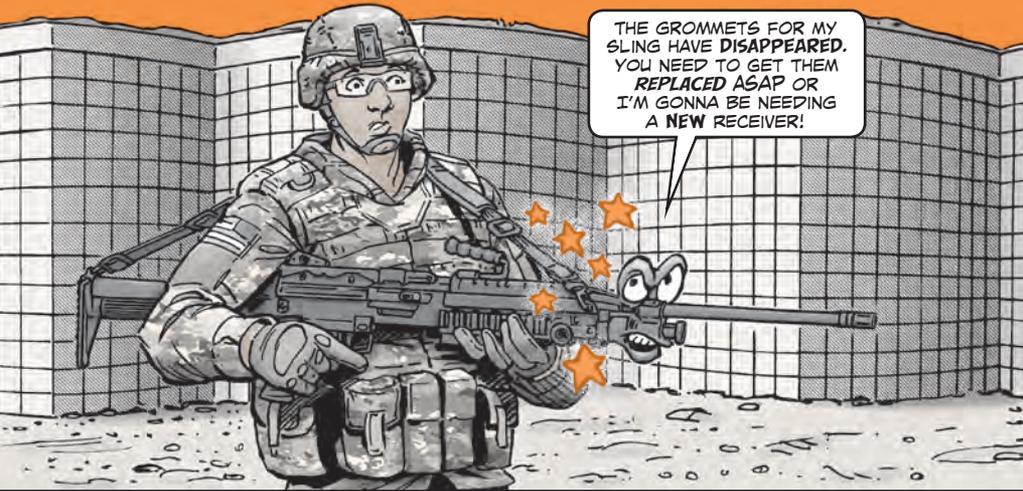
- Should Parts Still Be Replaced?
- Engaging Disengage Lever

PS CBRN

- New Sieve Pack? Reset!
- Equipment with Radioactive Material Gone? No Signs Needed!
- New AN/PDR-75A Requires Different Dosimeter



PROTECT RECEIVER WITH SLING KIT



THE GROMMETS FOR MY SLING HAVE DISAPPEARED. YOU NEED TO GET THEM REPLACED ASAP OR I'M GONNA BE NEEDING A NEW RECEIVER!

Dear Editor,
 Here at the Ft Bliss LRC small arms shop, we've run into too many M249 machine guns that are missing the grommets for the sling. Without the grommets, the sling snap hooks will eventually crack the upper receiver hole where they attach to the receiver. The receiver then has to be replaced.
 I know PS has run articles on kits that can prevent this damage. Please share that information again. And tell Soldiers to check for the sling grommets during PMCS. If any are missing, they need to report it ASAP.

Don Whetstone
 LRC



SURE THING, DON!
 ORDER THE FRONT SLING MOUNTING KIT WITH NSN 1005-01-529-8406, THE REAR SLING MOUNTING KIT WITH NSN 1005-01-529-8408, AND THE QUICK-RELEASE SWIVEL WITH NSN 1005-01-529-9309.

YOU'LL NEED TWO SWIVELS, ONE FRONT AND ONE REAR, FOR EACH M249.

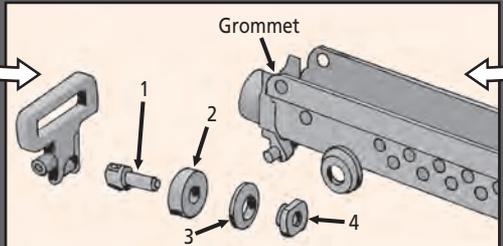
HERE'S HOW TO INSTALL THEM...

If the M249 receiver still has the grommet assembly, install the front mounting sling assembly like this:

1. Place the stud (1) into the thick spacer (2).
2. Place and hold the lug (4) in the inside of the grommet, lip end first.
3. Add one drop of blue Loctite® 246, NSN 8030-01-499-3589, to the threads of the lug.
4. Screw the stud with spacer into the lug and snug down the stud.

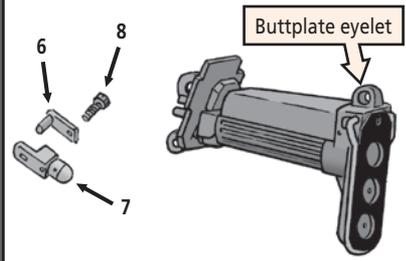
If the receiver is missing the grommet assembly, install the lug like this:

1. Place the stud (1) into the thick spacer (2). Use the spacer (3), along with the thick spacer (2), to replace a missing grommet.
2. Place the replacement grommet (3) lip end first into the inside of the receiver where the missing grommet would normally be found.
3. Place and hold the lug (4), lip end first, in the inside of the receiver and into the spacer (2).
4. Add one drop of blue Loctite® 246 to the thread of the stud (1). Screw the stud with spacer (2) into the lug (4) and snug down the stud.



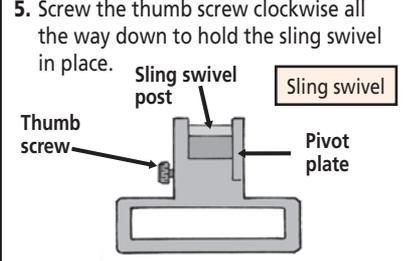
To install the rear mounting sling assembly:

1. Place the lug (6) through the hole in the buttplate eyelet.
2. Install the stud lug (7) on the opposite side of the buttplate eyelet.
3. Apply one drop of Loctite® to the threads of the cap screw (8).
4. Attach the lug to the stud lug by screwing the cap screw through the lug and into the stud lug. Snug down the cap screw.



To attach the quick-release swivel to the stud lugs:

1. Turn the thumb screw counterclockwise all the way out.
2. Push in on the thumb screw and turn the pivot plate to expose the sling swivel post.
3. Attach the sling swivel post to the lug or stud lug.
4. Push in on the thumb screw and turn the pivot plate up and onto the sling swivel post. The thumb screw will spin on the shaft and won't lock down.
5. Screw the thumb screw clockwise all the way down to hold the sling swivel in place.



DON'T SPARE THE ROD!



SOME SOLDIERS ARE FORGETTING THE FINAL AND MOST IMPORTANT STEP IN CHECKING FOR A **STUCK ROUND** IN THEIR M16 OR M4/M4A1: **RUNNING A CLEANING ROD THROUGH THE BORE**. AS A RESULT, WEAPONS ARE **BLOWING APART**.

SO NEVER SPARE THE ROD WHEN IT COMES TO STUCK ROUNDS.

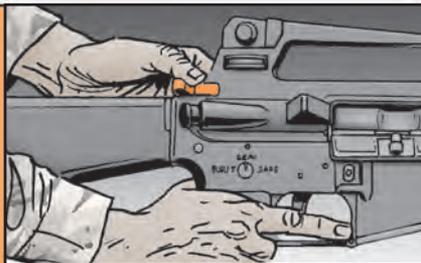
HERE'S THE DRILL: IF YOU HEAR AN **UNUSUAL POP** DURING FIRING... **OR YOU HAVE REDUCED RECOIL**... **OR IF YOUR WEAPON FAILS TO CHAMBER A NEW ROUND**...

...STOP FIRING!

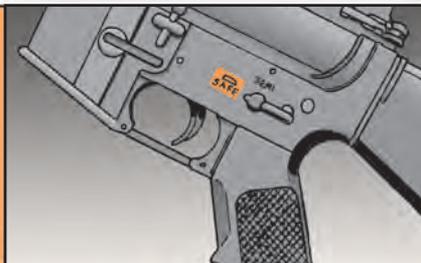
1.
Remove the magazine.



2.
Lock the bolt to the rear.

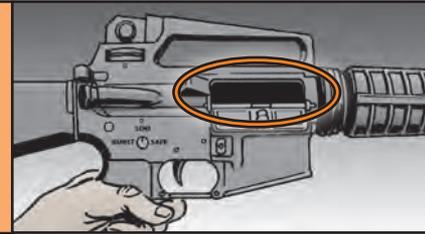


3.
Turn the selector lever to **SAFE**.



4.

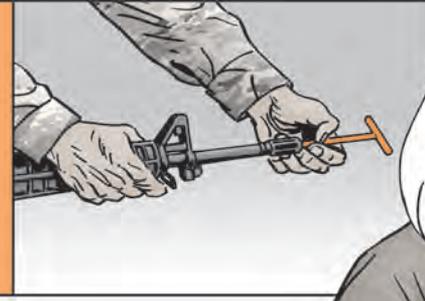
Visually check the chamber for a round.



IF YOU FIND A **STUCK ROUND**, **LEAVE IT ALONE**. **TELL YOUR ARMORER**.

5.

Insert the cleaning rod into the bore from the muzzle end and gently feel for a stuck round.



NO BULLET?

NO BULLET? YOU HAVE A SPENT CASING THAT **DIDN'T** EJECT. USE THE CLEANING ROD TO POKE OUT THE CASING.

MAKE SURE THE CLEANING ROD IS TIGHTLY SCREWED TOGETHER BEFORE YOU PUSH IT IN THE BARREL. OTHERWISE, PART OF THE CLEANING ROD CAN END UP LEFT IN THE BARREL.

PREVENT THAT BY **ALWAYS** USING THE ROD'S SWAB HOLDER SECTION AT THE END YOU PUSH IN THE MUZZLE. THEN, WHEN YOU PULL OUT THE ROD, CHECK FOR THE SWAB HOLDER. THAT WAY YOU'RE SURE PART OF THE CLEANING ROD **ISN'T** STILL IN THE BARREL.

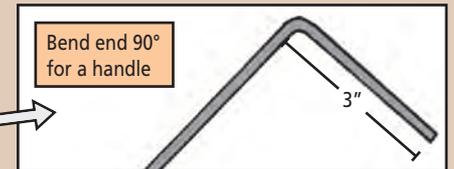
Use swab holder end to push in barrel



ON THE **FIRING RANGE**, YOUR UNIT MAY WANT TO USE A **CLEARING ROD** INSTEAD OF A CLEANING ROD TO CHECK FOR STUCK ROUNDS. A **CLEARING ROD** **DOESN'T** HAVE SECTIONS THAT CAN COME APART INSIDE THE BARREL.

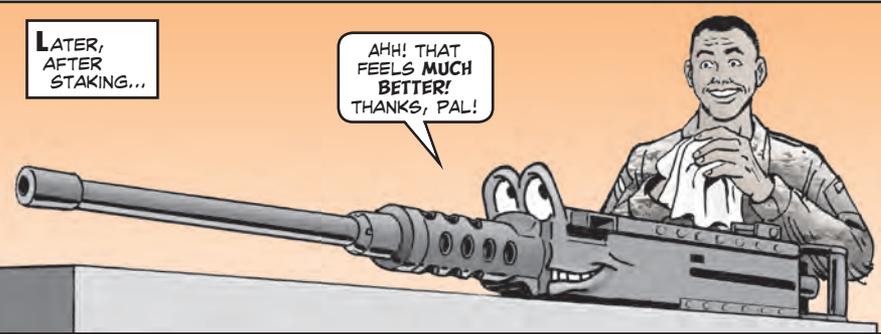
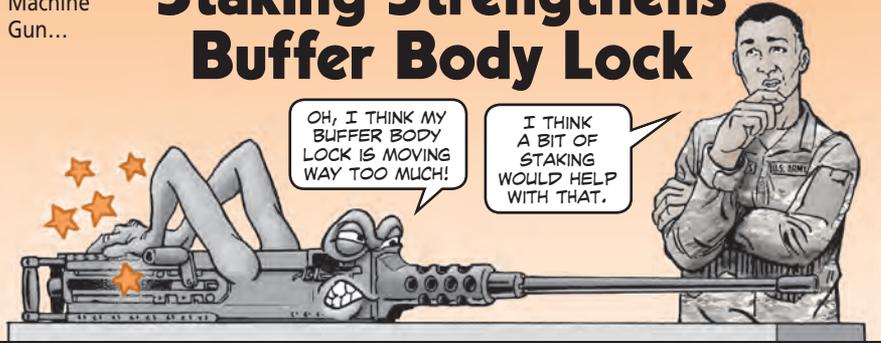
IF YOUR COMMANDER APPROVES, MAKE A CLEARING ROD FROM A 36-IN LONG X 3/16-IN DIAMETER **BRASS WELDING ROD**, NSN 3439-00-244-4541. PUT A 90° BEND THREE INCHES FROM ONE END TO MAKE A HANDLE. FILE OFF ANY BURRS OR SHARP EDGES.

Bend end 90° for a handle



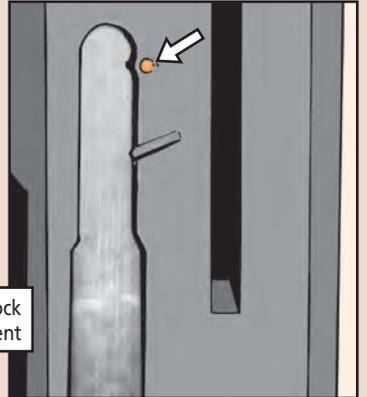
CAREFULLY INSERT THE CLEARING ROD SO YOU DON'T DAMAGE THE MUZZLE CROWN. DON'T SLAM THE ROD INTO THE BOLT FACE.

Staking Strengthens Buffer Body Lock



LATER,
AFTER
STAKING...

Dear Editor,
I've found many of the new M2A1 machine guns fresh out of the box have buffer body locks that are staked only once. This lets the buffer body lock move too much from side to side.
TM 9-1005-347-23&P says it's OK for the locks to move as long as they can't be removed by hand. But all that movement wears out the lone factory stake quicker, which means replacing the lock.
If you stake the other indentation on the lock, it cuts down on the excessive movement and wear.



Staking buffer body lock cuts excessive movement

SGT Thomas Lovas
CSMS-A

Editor's note: We'll stake our reputation on your suggestion. Thanks!

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

Does M3 Recoil Amplifier Work with M2A1?

Dear Half-Mast,
Will the M3 recoil amplifier for the M2 machine gun work with the new M2A1?
SSG E.H.



WHEN YOU USE THE M3 WITH THE M2A1, YOU **MUST** HEADSPACE THE M2A1 LIKE THE OLD M2.

SOLDIERS WHO ARE USED TO THE M2A1, WHICH **DOESN'T** REQUIRE HEADSPACING BY THE OPERATOR, MAY NEED **HEADSPACING TRAINING**. THE PROCEDURE IS IN THE M2/M2A1'S TM 9-1005-213-10 (JAN 16).

IT SURE WILL, SERGEANT! BUT THERE IS ONE BIG BUT!

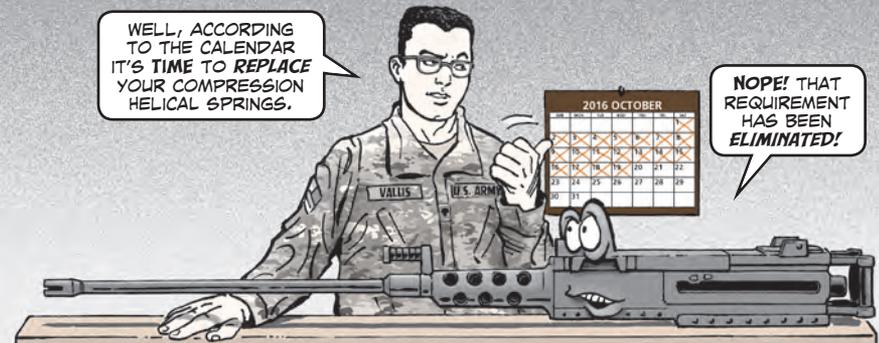
FOR INSTRUCTIONS ON INSTALLING THE M3, SEE TM 9-1005-203-13&P (OCT 09).

Should Parts Still Be Replaced?

WELL, ACCORDING TO THE CALENDAR IT'S TIME TO **REPLACE** YOUR COMPRESSION HELICAL SPRINGS.



NOPE! THAT REQUIREMENT HAS BEEN **ELIMINATED!**



Dear Half-Mast,
There were several mandatory replacement parts that were eliminated for the M2 machine gun. But I noticed they haven't been eliminated for the M2A1. Should these M2A1 parts be replaced?
D.K.

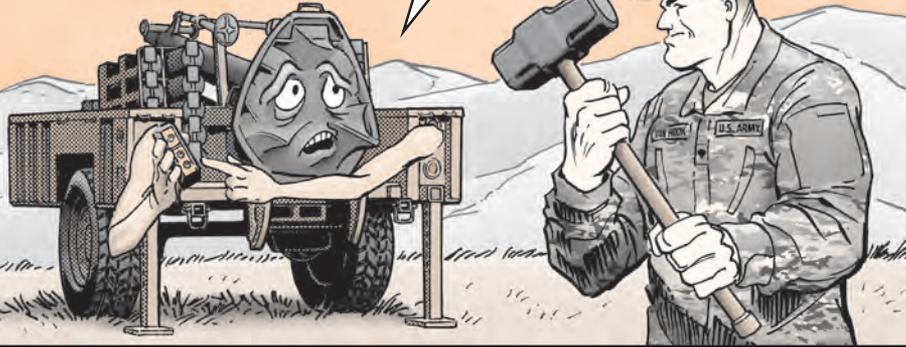
Dear Sir,
No. TACOM has eliminated all the mandatory replacement parts for both the M2 and M2A1.
Questions? Contact Wayne Waroway at (586) 282-1254 or email: wayne.d.waroway.civ@mail.mil
Half-Mast

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

Engaging Disengage Lever

HOLD ON! YOU DON'T NEED THAT TO ENGAGE MY DISENGAGE LEVER.

JUST PRESS THE HOIST DOWN BUTTON!

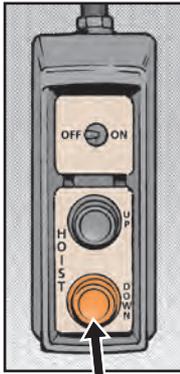


The M326 mortar stowage kit (MSK) is used for transporting the 120mm mortar. When Soldiers have trouble moving the M326's disengage lever on the gear box, they sometimes hit it with a blunt object like a hammer.

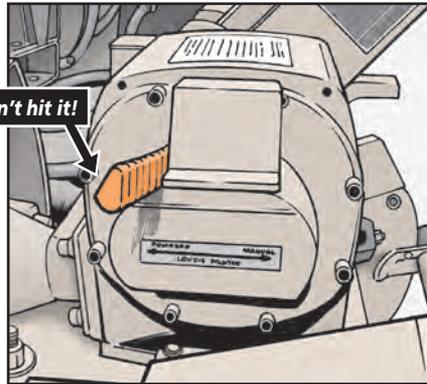
Bad move! That breaks the handle. The only fix is to replace the entire hydraulic drive.

Disengage lever won't move? **Don't hit it!**

To keep the lever from locking up, operators should quickly press the HOIST DOWN button on the control pendant assembly when the mortar is in the travel position. That releases pressure on the gears, allowing the disengage lever to move freely.



Press HOIST DOWN button to get lever to move



If power is lost and the gears are locked up, follow the procedures in WP 00 13 in TM 9-2590-527-13&P.

If you have any questions about the M326, contact Erik Jensen at (586) 282-1220 or email:

erik.s.jensen4.civ@mail.mil

NEW SIEVE PACK? RESET!



WHAPAYA MEAN YOU DON'T HAVE TIME TO RESET MY TIMER?

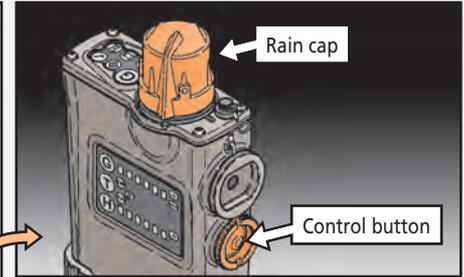
DIDN'T YOU JUST REPLACE MY SIEVE PACK?!



Dear Editor,
I've noticed when I evaluate CBRN equipment at JBLM that many M4 joint chemical agent detector (JCAD) operators don't realize the importance of resetting the sieve pack timer after replacing the sieve pack to prevent detecting problems.

Here's how:

1. Make sure the detector is turned off.
2. Press and hold the control button while turning the rain cap counterclockwise to ON. The sieve pack icon will start to flash rapidly.
3. Release the control button.
4. Within 1-2 seconds, press and release the control button again. The timer is now reset.
5. Do the confidence check in WP 0006 in TM 3-6665-355-10 to make sure the JCAD is ready for operation.



Editor's note:

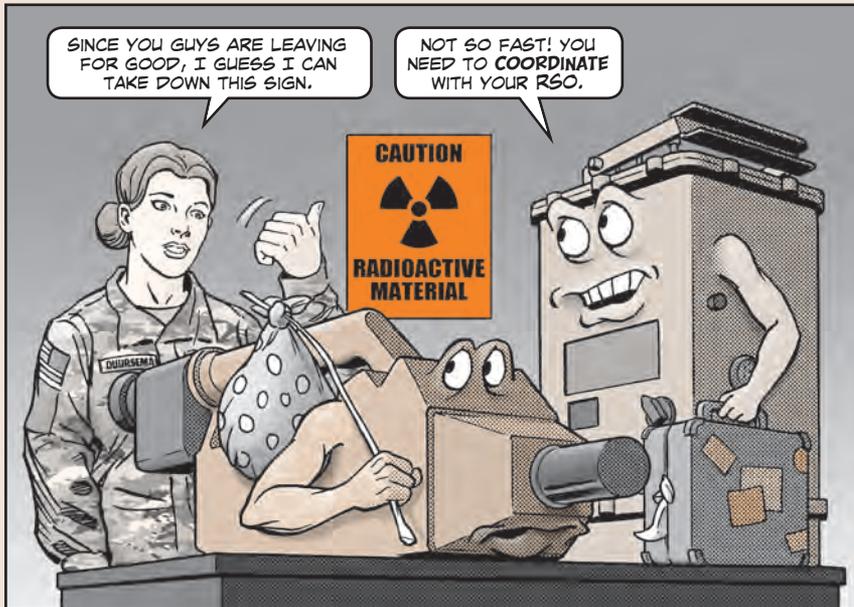
Another great tip from you, David!
It's also a good idea to make sure the sieve pack is installed in the fully closed position when storing the M4 JCAD. This keeps the sieve pack in good condition and makes sure JCAD starts properly the next time you power it up.



Make sure sieve pack is in fully closed position for storage

David Whitmire
COMET

EQUIPMENT WITH RADIOACTIVE MATERIAL GONE? NO SIGNS NEEDED!



SINCE YOU GUYS ARE LEAVING FOR GOOD, I GUESS I CAN TAKE DOWN THIS SIGN.

NOT SO FAST! YOU NEED TO COORDINATE WITH YOUR RSO.

Dear Editor,

At JBLM we recently ran into a question about whether warning signs are still needed in unit CBRN rooms after all equipment with radioactive materials is turned in. This would involve the CAM/ICAM, ACADA, GID-3 and M88A1's M43A1 detector. I checked with TACOM LCMC and they said the signs aren't needed. It would be great if PS would spread the word.

David Whitmire
Technical Instructor

Editor's note: Good research, David. It turns out it's not as simple as just removing the signs. Here's the word from TACOM LCMC:

Before turning in any equipment with radioactive material, you must first coordinate with the local radiation safety officer (LRSO) for proper disposition and shipment. Any time there is an incident with the equipment, you should immediately notify the LRSA and the NRC license RSO. If there has been a past incident, the area must be checked out by the LRSA and the RSO.

Once the equipment has been turned in and the area cleared by the LRSA and RSO, then the following signs can be removed:

- CAUTION RADIOACTIVE MATERIAL
- No Eating, Drinking, Smoking or Chewing
- Energy Reorganization Act
- NRC Form 3

Keep the documentation on the equipment turn-in and any incident clearance documents. The documents may be needed later for accountability and to show the area is clear. If the area is no longer going to be used by the government, other surveys may be required. The documents will assist in future surveys. The LRSO will coordinate with the NRS license RSO if necessary.

Questions? Contact TACOM's Radiation Safety Program Manager, Karen McGuire, DSN 786-7635, (586) 282-7635, or email:

karen.j.mcguire4.civ@mail.mil

New AN/PDR-75A Requires Different Dosimeter

LISTEN UP, EVERYONE!

THE AN/PDR-75 ONLY READS THE DT-236 BLACK WRIST DOSIMETER

THE NEW AN/PDR-75A RADIAC SET CONTINUES TO BE FIELDDED. IT'S A BIG IMPROVEMENT OVER THE OLD -75: IT'S NOT ONLY 1,000 TIMES MORE SENSITIVE, BUT ALSO SMALLER AND LIGHTER.

THE -75A WORKS ESSENTIALLY LIKE THE -75. AT THE END OF OPERATIONS, THE SOLDIER'S WRIST DOSIMETER IS PLACED IN THE -75A TO MEASURE THE RADIATION DOSE.

BUT THERE IS ONE BIG DIFFERENCE:

THE -75A USES ONLY THE DT-236A/P GREEN WRIST DOSIMETER, NSN 6665-01-602-9991. AND THE -75 USES ONLY THE DT-236/PDR-75 BLACK WRIST DOSIMETER, NSN 6665-01-043-2191.

THEY AREN'T INTERCHANGEABLE!

IF YOU USE THE WRONG DOSIMETER, IT WON'T FIT PROPERLY AND YOU WON'T GET THE RIGHT RADIATION READING.

SO WHEN YOU GET THE NEW AN/PDR-75A, MAKE SURE YOU HAVE ENOUGH DT-236A/P WRIST DOSIMETERS FOR YOUR UNIT, AND TURN IN THE DT-236/PDR-75s.

FOR MORE INFO, SEE TM 11-6665-415-10 AND TM 11-6665-415-23&P.



- Test Set Ensures Clear Vision
- Replace Faulty Fuel Sensor!
- Gasket Gone?
- Accounting for AN/GRM-122
- Helmet Mount Screws?

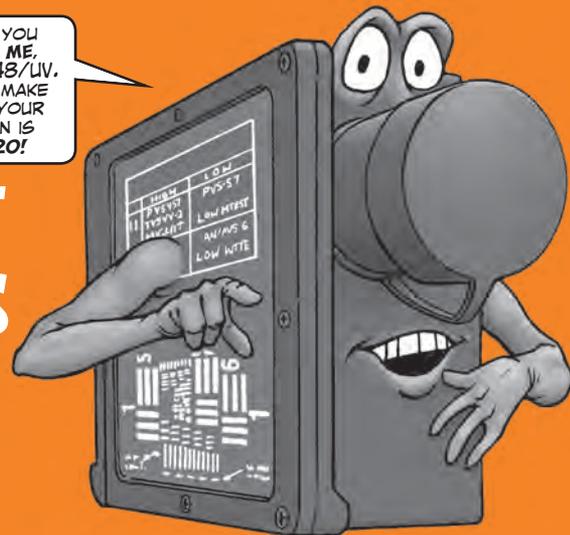


Night Vision Devices, Sights...

GOT NIGHT VISION DEVICES OR WEAPON SIGHTS?

THEN YOU NEED ME, TS-4348/UV. I CAN MAKE SURE YOUR VISION IS 20/20!

TEST SET ENSURES CLEAR VISION



Dear Editor,
 Many arms rooms already have a device that makes sure night vision devices, weapon sights, and driver's viewers work properly.
 The TS-4348/UV provides a near-infrared the uniformly illuminated target that shows if night vision goggles meet the high and low light resolution requirements called for in the TMs.
 Unfortunately, most TS-4348/UVs sit because no one knows how to use them. As a result, night vision or sight problems aren't spotted until Soldiers go to the field.
 To learn how to use the TS-4348/UV, see TM 11-5855-299-126P.
 If your unit doesn't have a TS-4348/UV, order it with NSN 6625-01-323-9584 for around \$1,700.

Don Varble
 David Barger
 Command Maintenance Evaluation
 and Training Team (COMET)

Editor's note: We've tested your test set suggestion and we clearly see it's a good idea. Remember, to be accurate, the TS-4348/UV must be calibrated. Check its TMDE calibration label to see when it's due. No label? Send it to TMDE for calibration.

Is DA Label 80 attached?



5-kw to 60-kw
AMMPS...

REPLACE FAULTY FUEL SENSOR!



THE CULPRIT COULD BE A **FAULTY FUEL SENSOR**. THE SENSOR NOT ONLY CAUSES THE WARNING/FAULT CODES ON THE GENERATOR'S DIGITAL CONTROL SYSTEM (DCS) PANEL, BUT IT CAN ALSO PROVIDE INACCURATE FUEL LEVEL READINGS.

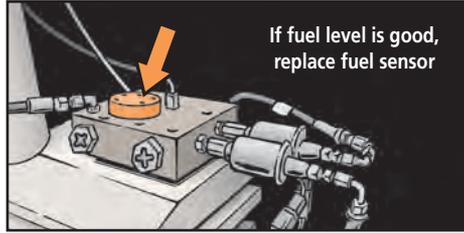
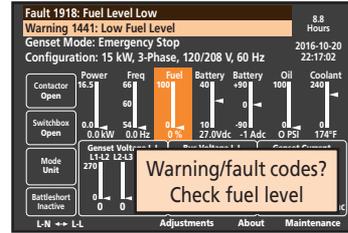
MOST OF THE DEFECTIVE FUEL SENSORS HAVE BEEN REPLACED BY THE MANUFACTURER, BUT THERE MAY STILL BE **SOME** IN THE FIELD.

SO HOW DO YOU KNOW IF **YOUR** GENERATOR HAS A **BAD FUEL SENSOR?**

LOOK FOR THESE **WARNING/FAULT CODES:**

Warning/ Fault Code	Deficiency	What to Check
Warning 1441 (Low Fuel Level)	DCS displays "Low Fuel Level Detected by the Analog Sensor" message. This indicates there is just five percent of the fuel supply left.	A visual check of the fuel tank reveals the fuel level is not low.
Fault 1918 (Fuel Level Low)	DCS displays "Very Low Fuel Level Detected by the Analog Sensor" message. This indicates there are approximately four minutes (one percent of the fuel supply) left until the generator set runs out of fuel.	A visual check of the fuel tank reveals the fuel level is not low.
Warning 2936 (Fuel Level Sensor High)	DCS displays "Fuel Level OOR High Fault from the I/O Module."	A visual check of the fuel tank reveals the fuel level is not high.
Warning 2937 (Fuel Level Sensor Low)	DCS displays "Fuel Level OOR Low Fault from the I/O Module."	A visual check of the fuel tank reveals the fuel level is not low.

IF YOUR AMMPS GENERATOR DISPLAYS ONE OF THESE WARNING/FAULT CODES **WITHOUT** EXHIBITING THE SYMPTOM LISTED, **REPLACE** THE FUEL SENSOR.



IF YOUR UNIT IS STILL UNDER WARRANTY, SUBMIT A PRODUCT QUALITY DEFICIENCY REPORT (PQDR) TO GET A FREE REPLACEMENT PART. SUBMIT PQDRS AT: <https://www.pdrep.csd.disa.mil/>

ORDER A REPLACEMENT FUEL SENSOR WITH THESE NSNs:

AMMPS Generator	Old NSN	New NSN
5-kw	2910-01-588-1824	2910-01-651-8466
10-, 15-, 30-kw	2910-01-603-7935	6680-01-651-7526
60-kw	2910-01-603-3433	6680-01-651-7528

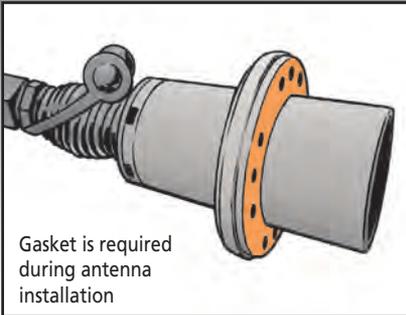
IF THE UNIT IS **OUT OF WARRANTY**, YOU MUST REQUISITION A REPLACEMENT THROUGH YOUR LOCAL MAINTENANCE ACTIVITY.

QUESTIONS? CONTACT PROJECT MANAGER EXPEDITIONARY ENERGY & SUSTAINMENT SYSTEMS (PM E252) JOE VARGAS, DSN 654-2739, (703) 704-2739 OR AT: joe.a.vargas.ctr@mail.mil

AS-3900A/VRC Antenna... **Gasket Gone?**

Dear Half-Mast,
Can you tell me if the gasket, NSN 5330-01-205-2864, is still supposed to be installed with the AS-3900A/VRC antenna? I've noticed that our contractor support is installing the antennas without the gasket. Do they know something I don't? Thanks for your help!

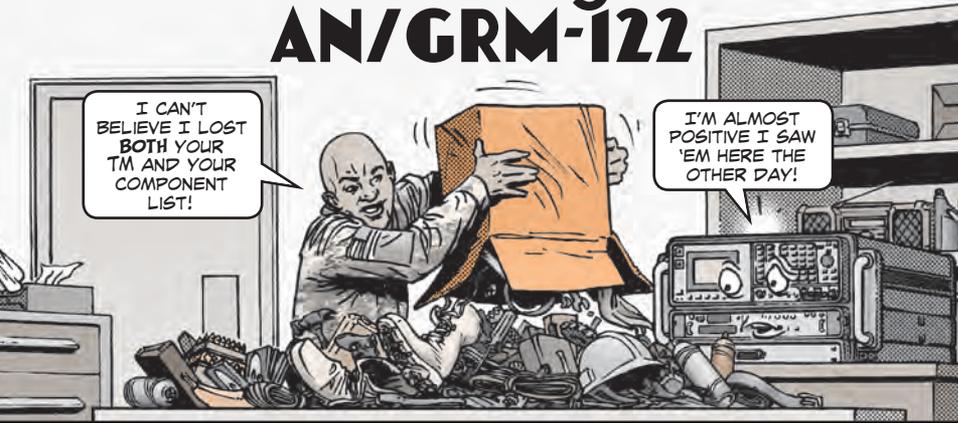
Mr. A.L.K.



THAT GASKET IS **MOST DEFINITELY STILL REQUIRED** FOR THE AS-3900A/VRC ANTENNA, SIR!

IT'S CALLED OUT AS ITEM 10 IN FIG 112 OF TM 11-5820-890-13&P-9 (AUG 14).

Accounting for AN/GRM-122



Dear Half-Mast,
I can't find the TM for the radio test set AN/GRM-122, NSN 6625-01-432-8369. Also, is there a component list that I can reference for property accountability?

SGT W.R.

Dear Sergeant,

There's currently no published TM for the AN/GRM-122. However, there are TMs for its major component part, the TS-4317/GRM. They include TM 11-6625-3244-12 (Mar 06), TM 11-6625-3244-24P (Mar 06) and TM 11-6625-3244-40 (Nov 06). You can get all three of 'em from the Logistics Support Activity (LOGSA) Electronic Technical Manuals Online website:

<https://www.logsa.army.mil/etms/>

The following tables should also help you sort things out when it comes to property accountability:

AN/GRM-122 Component List

Table I		Components of Radio Test Set TS-4317/GRM, NSN 6625-01-309-2825			
Description	NSN	PN	CAGE Code	Qty	
Front cover	6625-01-611-5414	2503-7862-200	51190	1	
Carrying pouch	8105-01-419-1132	1412-7883-700	51190	1	
Connector, adapter, M-F BNC, right angle	5935-01-032-5404	UG-306/U	81349	1	
Antenna, flex	5985-01-281-5177	1201-7616-500	51190	1	
Cable assembly, AC power	6150-01-252-9297	6041-0001-001	51190	1	
Cable assembly, DC power	5995-01-428-9119	6041-7884-500	51190	1	
Attenuator, 10 dB, 1 W, BNC, 2.0 GHz	5985-01-414-6405	50F-010-BNC	61162	1	
Attenuator, 20 dB	5985-01-414-6413	50F-020-BNC	61162	1	
Fuse, 1.25, GL, slow, 250V, 2.0A	5920-00-228-7882	F02B250V2A	81349	1	
Fuse, 1.25, GL, fast, 250V, 4.0A	5920-00-557-2647	F02A250V4A	81349	1	
Fuse, 1.25, GL, slow, 32V, 15A	5920-00-581-6126	F02B32V15A	81349	1	
Current shunt, 10A, 100mV	6625-01-414-3779	7113-7801-100	51190	1	
Probe set, DMM	6625-01-414-3780 (1 black probe, 1 red probe)	21078	51190	1	
Kit, probe, oscilloscope, X1/REF/X10	6625-01-414-3778	7112-0100-101	51190	1	
Microphone	5965-01-414-6414	7001-8645-900	51190	1	

Table II		Components of Test Adapter J-4843A/GRM, NSN 6625-01-432-8368			
Description	NSN	PN	CAGE Code	Qty	
Test set subassembly, J-4843A/GRM	N/A	7003-1543-400	51190	1	
Front cover	5340-01-502-2966	7005-1540-200	51190	1	
Cable assembly, special purpose (SCSI)	5995-01-413-1849	6041-8380-600	51190	1	
Cable assembly, special purpose (DC power)	6150-01-413-0578	6041-8380-700	51190	1	
Shield, electrical cable	N/A	2289-7867-600	51190	1	
Shield, electrical cable	N/A	2289-7867-300	51190	1	
Shield, electrical cable	N/A	2289-7867-400	51190	1	



AN/GRM-122 Component List, continued

Table III

Components of Test Set Subassembly PL-1536/GRM,
NSN 6625-01-432-3819

Description	NSN	PN	CAGE Code	Qty
Test set subassembly, PL-1536/GRM	6625-01-502-3407	7003-1542-500	51190	1
RF cable assembly (short BNC)	5995-01-413-0576	6052-0700-580	51190	5
Antenna matching network	6625-01-413-7331	7005-8340-700	51190	1
Adapter, connector (part of antenna matching network)	5935-01-037-3476	M55339/16-00914	81349	1
RF cable assembly (long BNC)	5995-01-413-0580	6052-0701-060	51190	1
Cable assy, special purpose, elec.	5995-01-413-1853	6046-0782-400	51190	1
Nut, plain, hex	N/A	517-4	19505	2
Washer, flat	N/A	1414-1565-700	51190	1
Terminal, lug	N/A	2850-1565-800	51190	1
Cover, RPM	5999-01-611-5289	1414-2954-000	51190	1
Cable assy, special purpose, elec.	5995-01-413-1852	6041-7885-200	51190	1
Cable assy, radio frequency	5995-01-413-0851	0021-83J0-100	51190	1
Maintenance kit, electronic equip.	6625-01-436-0420	7001-1542-400	51190	1
Test set subassembly	N/A	0021-DKE0-100	51190	1

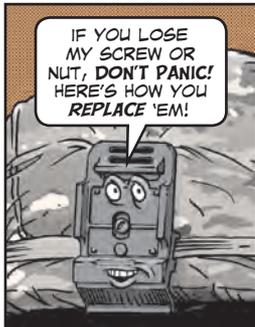
Got more questions about the AN/GRM-122? Contact CECOM's David Yanosik at DSN 648-6232, (443) 395-6232, or email:

david.w.yanosik.civ@mail.mil

Half-Mast



HELMET MOUNT SCREWS?



IF YOU LOSE MY SCREW OR NUT, DON'T PANIC! HERE'S HOW YOU REPLACE 'EM!

Dear Half-Mast,
What do you do when you lose the screw and nut for the helmet mount, NSN 5855-01-610-8704, for the AN/PVS-7 night vision goggles and the AN/PVS-14 monocular night vision device? We can't find them anywhere.

Ms. F.S.



GOOD NEWS, MA'AM! YOU CAN GET THE SCREW AND NUT WITH NSN 5305-01-619-5445.

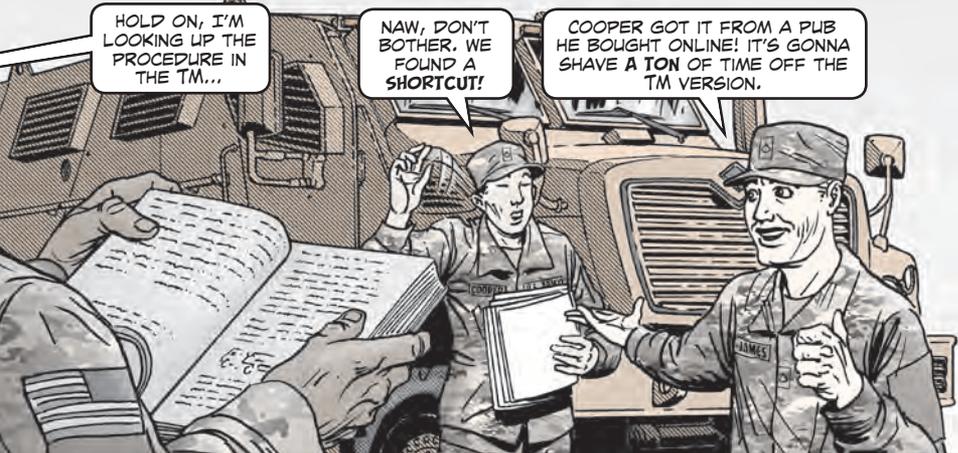
THE MOUNT USES FRONT BRACKET, NSN 5340-01-509-1467.

PS LOGISTICS

- Use Official Army Publications
- One Size Doesn't Fit All
- Revised TC 21-305-20
- Desperately Seeking SB 700-20!
- DA Pam 735-5 Revised
- AR 700-145 Updated



Use Official Army Publications



DID YOU KNOW THERE ARE **ONLY A FEW** OFFICIAL ARMY PUBLICATION WEBSITES?

WE NEED TO POINT THIS OUT BECAUSE **TOO MANY** SOLDIERS ARE STILL USING PUBS FROM **UNAUTHORIZED** SOURCES, LIKE UNOFFICIAL FORUMS OR COMMERCIAL WEBSITES!

Why It Matters

PUBLICATIONS FROM UNOFFICIAL WEBSITES MIGHT BE DRAFT VERSIONS, OUTDATED OR MISSING CRITICAL INFO. PLUS VISITING UNAUTHORIZED WEBSITES TO DOWNLOAD MATERIAL CAN EVEN PUT COMPUTERS AT RISK FOR **VIRUSES**.

SOME UNITS EVEN CREATE THEIR OWN EQUIPMENT MAINTENANCE GUIDES, INSTEAD OF USING DA-AUTHENTICATED TMS. THAT MAY SOUND QUICKER AND EASIER, BUT SHORTCUTS ARE RISKY. IT'S NOT WORTH INVITING ACCIDENTS OR INJURIES.

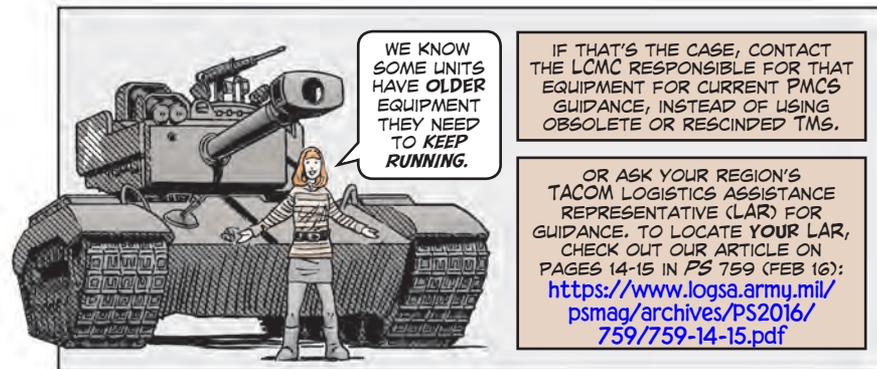
ONLY OFFICIAL ARMY PUBS ARE DA-AUTHENTICATED. THAT MEANS THE ARMY STANDS BEHIND THEIR CONTENTS. THAT'S A **CRITICAL** DETAIL, ESPECIALLY WHEN IT COMES TO **SAFETY**.

When TMs Vanish



WE KNOW IT'S **FRUSTRATING** WHEN YOU'RE LOOKING FOR A TM, ONLY TO FIND OUT IT'S MISSING OR WAS **RESCINDED**. THAT'S WHEN IT'S TEMPTING TO USE SEARCH ENGINES TO FIND AN OLD VERSION.

BUT IF A TM WAS **RESCINDED** WITHOUT A REPLACEMENT, THERE'S A REASON! ONE REASON MAY BE THAT THE EQUIPMENT IS **OBSOLETE**.



Think LOGSA



THE LOGISTICS SUPPORT ACTIVITY (LOGSA) IS THE ARMY'S OFFICIAL REPOSITORY FOR EQUIPMENT TMS, INCLUDING ELECTRONIC AND INTERACTIVE TECHNICAL MANUALS (ETMS/IETMS).

TO FIND TMS FOR MOST OF THE EQUIPMENT YOU READ ABOUT IN *PS*, VISIT LOGSA'S ETM WEBSITE: <https://www.logsa.army.mil/etms/> QUESTIONS OR NEED HELP FINDING A TM? CONTACT LOGSA'S ETM CUSTOMER SERVICE TOLL-FREE AT (800) 270-1409, OR EMAIL: usarmy.redstone.logsa.mbx.logetm@mail.mil

Official Sources for Army Publications

Agency	For	Where
Army Publishing Directorate	Administrative departmental pubs and forms (regulations & pamphlets)	http://www.apd.army.mil/
Training and Doctrine Command	Training and doctrine pubs (except engineering & medical)	http://www.tradoc.army.mil/tpubs/index.htm
Logistics Support Activity	Technical and equipment pubs (except engineering & medical)	https://www.logsa.army.mil/etms/ Email: usarmy.redstone.logsa.mbx.logetm@mail.mil
Corps of Engineers	Engineering pubs (except administrative)	http://armypubs.army.mil/eng/index.html http://www.publications.usace.army.mil/ Email: hqpublications@usace.army.mil
Medical Command	Medical pubs (except administrative)	http://armypubs.army.mil/med/

Driver's Training...

DIDJA PASS THE WRITTEN EXAM?

YEP! NOW TO ACE THE HANDS-ON TEST!

DRIVER TRAINING

One Size Doesn't Fit All

WHEN IT COMES TO DRIVER'S TRAINING ON ARMY EQUIPMENT, THERE ARE A LOT OF QUESTIONS ROLLING AROUND. FOR EXAMPLE...

HOW LONG SHOULD A SOLDIER SPEND BEHIND THE WHEEL BEFORE HE'S OFFICIALLY QUALIFIED TO DRIVE THAT PIECE OF EQUIPMENT?

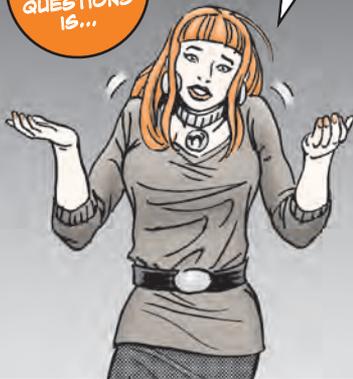


HOW MANY HOURS OF CLASSROOM TRAINING SHOULD HE GET BEFORE HE GOES OUT ON THE ROAD?



THE ANSWER TO THESE QUESTIONS IS...

IT DEPENDS!



ONE SIZE DOESN'T FIT ALL! WHETHER IT COMES TO ARMY BOOTS OR DRIVER'S TRAINING!

THE ARMY DRIVER STANDARDIZATION OFFICE (ADSO) EXPLAINS WHY:

Because learning curves vary, vehicle operator training should be based on results.

THAT MEANS THE INSTRUCTOR TAKES INTO ACCOUNT AN INDIVIDUAL'S LEARNING PACE AND NEEDS, RATHER THAN THE GENERAL PACE OF A CLASS OR GROUP.



DRIVER'S TRAINING SHOULD ALSO FOLLOW THE STANDARDS IN THE SPECIFIC TRAINING CIRCULAR (TC) FOR EACH VEHICLE.

TCs GIVE STANDARDIZED TRAINING AND TESTING FOR OPERATORS, FOLLOWING THE GUIDANCE IN AR 600-55, THE ARMY DRIVER AND OPERATOR STANDARDIZATION PROGRAM (SELECTION, TRAINING, TESTING, AND LICENSING).

AR 600-55 STATES THAT FIRST-LINE SUPERVISORS WILL CONDUCT AN ANNUAL CHECK RIDE (EVERY TWO YEARS FOR USAR/ARNG).

ADSO IS REVISING 21-305 SERIES TCs TO BE VEHICLE-SPECIFIC. THERE'S A LIST OF ACTIVE TCs ON THE ARMY PUBLISHING DIRECTORATE'S WEBSITE AT:

<http://www.apd.army.mil/ProductMaps/TRADOC/TC.aspx>

UNIT MASTER DRIVER TRAINERS MUST ENSURE THEIR SOLDIERS TEST TO THE SAME STANDARDS IN THE TCs.

SOLDIERS SHOULD BE SUPERVISED UNTIL THEY CAN OPERATE EQUIPMENT SAFELY AND CORRECTLY.

ALSO, SOLDIERS SHOULDN'T BE PUT IN SITUATIONS BEYOND THEIR SKILL LEVELS.



SUPERVISORS SHOULD OCCASIONALLY RIDE WITH ALL OPERATORS TO MAKE SURE PROPER PROCEDURES ARE FOLLOWED AND TO CHECK THE NEED FOR REFRESHER OR REMEDIAL TRAINING.

FOR MORE INFO ON DRIVER TESTING AND TRAINING AND RELATED TOPICS, CHECK OUT ADSO'S WEBSITE: http://www.transportation.army.mil/adso/adso_index.htm

QUESTIONS? CALL DSN 539-1955/1859, (304) 765-1955/1859, OR EMAIL: usarmy.lee.tradoc.list.lee-adso@mail.mil

Revised TC 21-305-20

TC 21-305-20, *Manual for the Wheeled Vehicle Operator* (Jan 16), has been updated. More than 300 pages cover everything from vehicular emergencies to navigation, recovery, convoys and more. Type "TC 21-305-20" in the search block at:

<http://www.apd.army.mil/Search/ePubsSearch/ePubsSearchForm.aspx>



DESPERATELY SEEKING SB 700-20!

Dear Cloe,
I need to find some substitute line item numbers (SUBLINs). Where is Supply Bulletin (SB) 700-20 hiding these days?

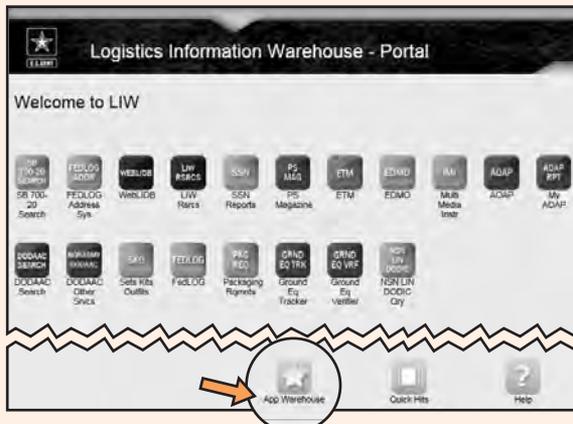
Old School Sarge

Dear Sergeant,

You'll find SB 700-20 in the Logistics Support Activity's Logistics Information Warehouse (LIW). Here's how:

1. Go to the LIW home page at: <https://liw.logsa.army.mil/>
2. If you already have an LIW account, choose the "Login with CAC" gold button. If not, click the "New User Registration" link and follow the instructions to get LIW access.
3. Once you've logged into LIW, you'll need to find and add the SB 700-20 icon to your portal. Click on the App Warehouse (gold star) at the bottom of the page. Scroll through the apps to find the "SB 700-20 SEARCH" icon (turquoise color). As soon as you type in "SB" in the keyword search field, it should come up. Then click "Create Shortcut" so it's in your portal for future use. Click on the icon itself to get to the SB 700-20 search page.

Once logged into LIW, add the "SB 700-20 Search" button to your portal from the App Warehouse at the bottom of the page



SB 700-20 is updated once a month. You can search by LIN, NIIN, generic nomenclature, new LIN to former LIN, authorized or SUBLINs or deleted LINs. You can also download the full SB 700-20 publication in LIW.



Find SUBLINs in SB 700-20 by entering the primary LIN in the last box. Select the "substitute" radio button, then press Submit.

Lost in LIW? Here's a Quick Start tutorial that may be helpful:

<https://liw.logsa.army.mil/resources/imi/portal/index.html>

If you have problems getting into LIW or finding the app, contact the LOGSA service desk toll-free at:

(866) 211-3367,
OCONUS DSN (312) 645-7716,
CONUS DSN 645-7716,
Commercial (256) 955-7716,

or email: usarmy.redstone.logsa.mbx.service-desk@mail.mil

Cloe

DA Pam 735-5 REVISED

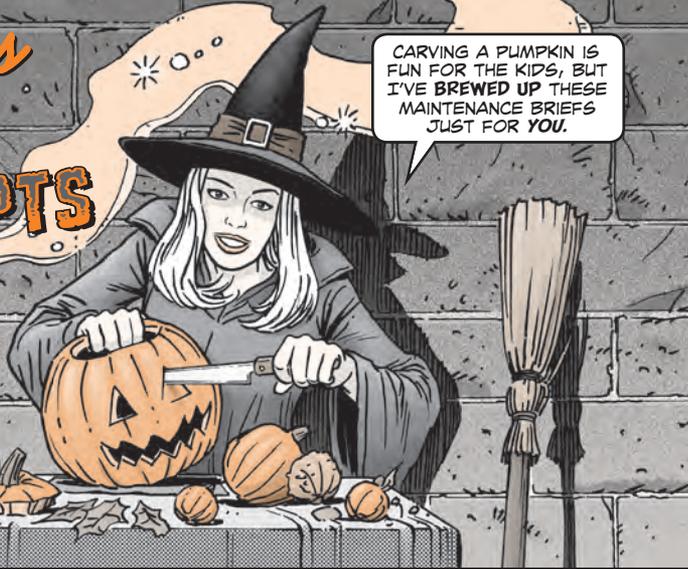
DA Pam 735-5, *Property Accountability Procedures and Financial Liability Officer's Guide* (Mar 16), has been updated, including the title. It was previously named the *Financial Liability Officer's Guide* (Apr 07). Download the revised pub by entering Pam 735-5 in the search box at: <http://www.armypubs.army.mil/Search/ePubsSearch/ePubsSearchForm.aspx>

AR 700-145 UPDATED

AR 700-145, *Item Unique Identification* (Mar 16), has been updated. It covers policy and responsibilities for planning, acquiring and sustaining item unique identification for Army-managed items. Enter AR 700-145 in the search box at:

<http://www.armypubs.army.mil/Search/ePubsSearch/ePubsSearchForm.aspx>

Connie's POST SCRIPTS



AIRCRAFT PAINTING AND MARKING

TM 55-1500-345-23, *Painting and Marking of Army Aircraft*, has been replaced by TM 1-1500-345-23, *Painting and Marking of Army Aircraft*. You can view the new TM on the LOGSA ETM website: <https://www.logsa.army.mil/etms>

SINGGARS Mounting Base Turn-in

Have an unserviceable SINGGARS MT-6352/VRC mounting base, NSN 5975-01-188-8873, or MT-6352A/VRC mounting base, NSN 5975-01-304-2050? Then listen up! **Do not** send them back to the depots for repair. According to the item manager, repair of these assets exceeds the maintenance expenditure limit (MEL). Instead, turn them in to your local DLA Disposition Services (formerly DRMO).

Turn In Unserviceable Black Hawk Propulsion Shafts

Maintenance and overhaul programs only work if you turn in unserviceable assets for repair. That's why you should turn in all unserviceable propulsion shafts, NSN 1615-01-083-2953 (PN 70361-05002-045). Keep the maintenance and repair program going by turning them in now!

M400W Skid Steer Loader Tire NSNs

Need a solid tire for your M400W compact skid loader? NSN 2530-01-650-3521 gets the left-side tire. The right-side comes with NSN 2630-01-652-8196. These new NSNs are replacements for the ones listed on Page 19 of PS 734 (Jan 14).

Get in the MEDEVAC Corner

To stay in the know on the latest news and discussion forums for Army Aeromedical Evacuation Operations and to find MEDEVAC answers to questions, check out milBook and milWiki:

<https://www.milsuite.mil/book/groups/army-air-medevac-operations>

<https://www.milsuite.mil/wiki/MEDEVAC>

Subscribe to Safety

Get the latest Army safety-related newsletters and reports emailed to you directly. Choose from *Knowledge*, *Flightfax*, preliminary loss reports and motorcycle safety. You need a military or government email address to subscribe. Visit:

<https://safety.army.mil/MEDIA/SafetySubscriptionsFeeds.aspx>

FED LOG Disc Disposal

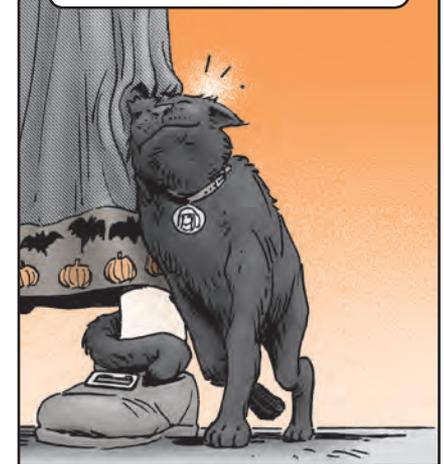
FED LOG discs contain FOUO info and should be managed and destroyed per your local regs. You can also mail used FED LOG discs (without sleeves) for disposal to:

HDI Federal Center
DS-FBII ATTN: CD Disposal (R Scherer)
74 N. Washington Avenue
Battle Creek, MI 49037-3084

M1235A5 MRAP BEATS Gunner Seat

Get a new blast energy attenuating turret seat (BEATS) for your M1235A5 MRAP with NSN 2590-01-601-0818. Make a note until it's added to the Basic Issue Items (BII) section of TM 9-2355-441-10. You'll also find the BEATS listed in the BII of TM 9-2355-444-10, which covers the M1266A1 MRAP ambulance.

IF YOU WANT TO **GUARANTEE**
BAD LUCK, A BLACK CAT CROSSING
YOUR PATH HAS NOTHING ON
IGNORING YOUR PMCS!



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?

**DO YOU KNOW WHAT
HAPPENED TO THAT
LOST TOOL?**



**DON'T
FIND IT
THE
HARD
WAY!**

KEEP TRACK OF TOOLS

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