



**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

ISSUE 777 AUGUST 2017



COMBAT VEHICLES

Test Set Turn-ins

- M1A1, M1A2 SEPv2 Tank Startup, Shutdown
- M1-Series Tank Gun Tube Disposal Check
- M1-Series Tank Battery Drain, Replenisher Check
- M1-Series Tanks, WTA Only for Lubing
- M2/M3-Series Bradley, M242 Gun PM



TACTICAL VEHICLES

- HMMWV Air Cleaner Dust Boot
- Battery Hookup Guidance
- M1075/A1 PLS, M1120A2/A4 HEMTT LHS with E-CHU, Replace Snapped Shear Pins



CONSTRUCTION EQUIPMENT

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- ATLAS vs ATLAS II Forklift Wheel Differences
- MK III VMMD Husky A/C Filter Cleaning



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TB 43-PS-777, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all Soldiers assigned to combat and combat support units and all Soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders. The use of product or company names does not constitute endorsement of those products, services or companies by the U.S. Army. The use of non-DoD hyperlinks, along with their content, does not constitute endorsement by DoD or DA. Neither DoD nor DA exercises any editorial control over, and cannot vouch for, content on non-DoD websites.

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You are invited to send PS your ideas for improving maintenance procedures, questions on maintenance and supply problems and questions or comments on material published in PS.

Just write to:

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Bldg. 3303
Redstone Arsenal, AL 35898

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By order of the Secretary of the Army:

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General, United States Army Chief of Staff

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Administrative Assistant to the Secretary of the Army

1713201

Issue 777

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August
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TB 43-PS-777

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WEATHER
CHANGES HOW YOU
START YOUR M1A1
AND M1A2 SEP V2
TANKS.

DO YOU KNOW
THE DIFFERENCE?



For details on start-up
procedures, see Pages 4-5.

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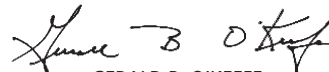
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By order of the Secretary of the Army:

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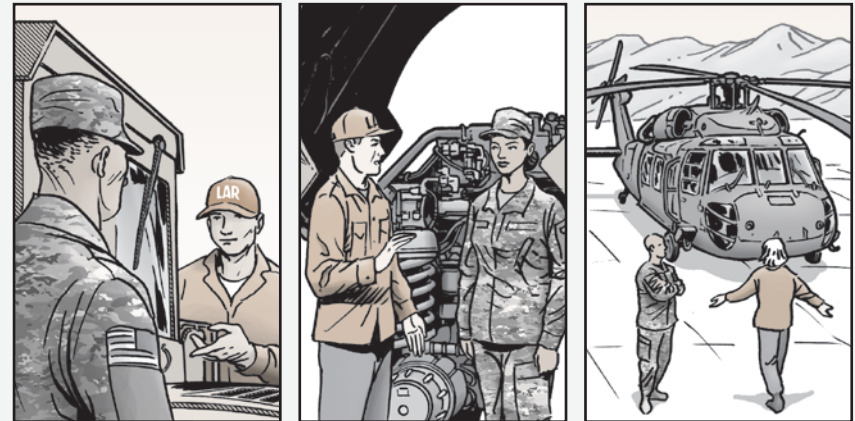


GERALD B. O'KEEFE
Administrative Assistant to the Secretary of the Army

1713201



LARs: Familiar Faces in the Field



If you're a Soldier working in a motor pool, you may have relied on field service representatives (FSRs) from original equipment manufacturers (OEMs) to do repairs, give sustainment support and provide repair parts for your unit's equipment over the past decade.

Now as military budgets shrink and with an Army-mandated reduction in FSRs, you may need to tackle the maintenance challenges of your equipment.

You do have allies: Logistics Assistance Representatives (LARs). LARs are familiar faces in the field. While they don't supply parts and labor like FSRs or OEMs do, they've been supporting Soldiers like you for years and their mission hasn't changed.

As the official link between Soldiers and AMC's life cycle management commands (LCMCs), LARs troubleshoot, teach and train units how to solve complex maintenance and supply problems.

So when a hurdle pops up, remember you've got a hotline to real help. Call your LAR. See our article about the TACOM LAR helpline at:

<https://www.logsa.army.mil/psmag/archives/PS2016/759/759-14-15.pdf>

PS COMBAT VEHICLES

- Get 'em Turned in!
- Start Up And Shut Down By the Book
- Check Before Disposing of Gun Tubes!
- Sitting Solutions
- Just Say Nay to GAA!
- Powerful PM for the Powerful M242



Test Sets...

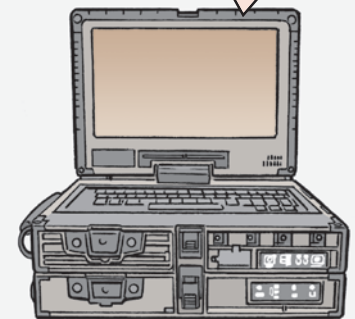
Get 'em Turned In!



MECHANICS, THE FOLLOWING TEST SETS ARE OBSOLETE, SO TURN THEM IN ASAP!

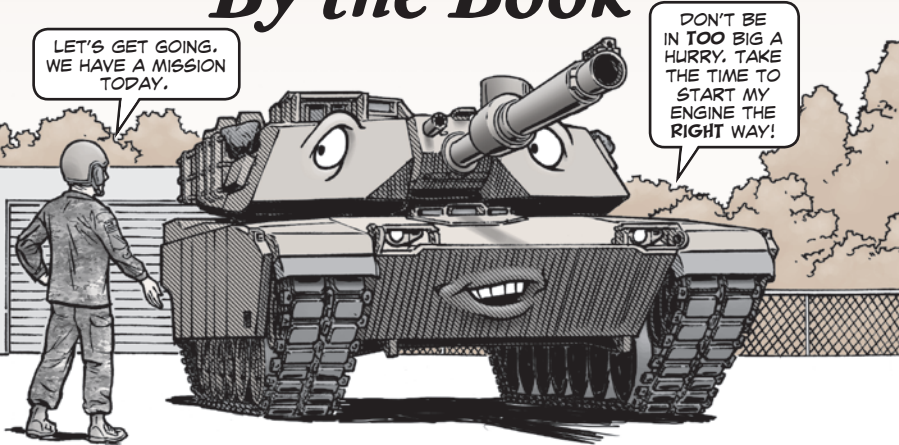
Test Set	NSN
STE and STE-ICE/R	4910-00-124-2554 or 4910-01-222-6589
AN/PSM-80 V1	6625-01-352-7233
AN/PSM-80 V2	6625-01-352-3060
AN/PSM-80 V3	6625-01-352-7234
AN/PSM-95 SPORT	6625-01-445-0085
Electrical System Test Set (DMM/Black Ice)	6625-01-498-9881
AN/PSM-95B MSD	6625-01-493-8984
Sport Ice	6625-01-447-1807

IF YOU DON'T, YOU MIGHT **NOT** BE ABLE TO GET THE **NEWER** MAINTENANCE SUPPORT DEVICE-VERSION 3 (MSD-V3) HARDWARE.



TURN IN THESE TESTS SETS TO YOUR LOCAL DLA DISPOSITION SERVICES (FORMERLY DRMO) SO THEY CAN BE **REMOVED** FROM THE ARMY'S INVENTORY. DOWNLOAD THE LETTER OF INSTRUCTION (LOI) FROM THE MSD HOMEPAGE: <https://msd.us.army.mil>

Start Up And Shut Down By the Book



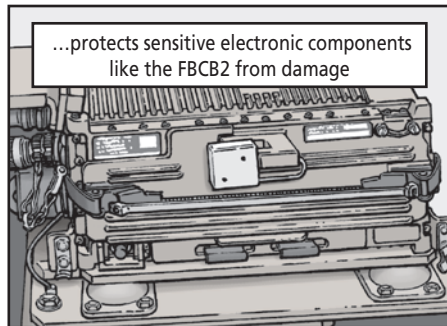
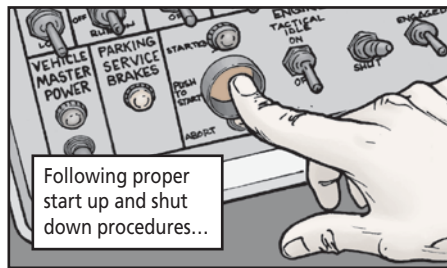
CREWMEN, THE START-UP AND SHUTDOWN PROCEDURES FOR YOUR M1A1 AND M1A2 SEPv2 TANKS ARE ALMOST AS COMPLICATED AS THOSE FOR AN F16 FIGHTER JET!

MAYBE THAT SHOULDN'T BE SURPRISING, SINCE BOTH TANK AND JET ARE POWERED BY A TURBINE ENGINE.

WITH THE TURBINE ENGINE AND ITS COMPLEX ELECTRONICS, THERE'S A LOT THAT CAN GO WRONG IF YOU DON'T PERFORM ALL OF THE START-UP AND SHUTDOWN STEPS IN THE PROPER SEQUENCE.

MIXED IN WITH THOSE STEPS, YOU'LL SEE A LAUNDRY LIST OF NOTES, CAUTIONS, AND WARNINGS. DON'T BE TEMPTED TO SKIM OVER THEM! EACH AND EVERY ONE IS IMPORTANT AND IGNORING THEM CAN SHORTEN THE LIFE OF YOUR VERY EXPENSIVE TURBINE ENGINE.

YOU CAN ALSO DAMAGE COMPONENTS LIKE THE STARTER, GENERATOR, BATTERIES, HULL POWER DISTRIBUTION UNIT (HPDU) AND FORCE XXI BATTLE COMMAND BRIGADE-AND-BELOW (FBCB2).



AND IF ALL THAT ISN'T COMPLICATED ENOUGH, THE START-UP PROCEDURES ARE DIFFERENT DEPENDING ON THE CONDITIONS: **NORMAL, COLD WEATHER, ABORTED STARTS, AND SLAVE STARTS.**

OPERATOR'S MANUALS ARE PART OF THE TANK'S BII. MAKE SURE YOUR TANK HAS A COPY AND **FAMILIARIZE** YOURSELF WITH THE START-UP AND SHUTDOWN PROCEDURES AND FOLLOW THEM.

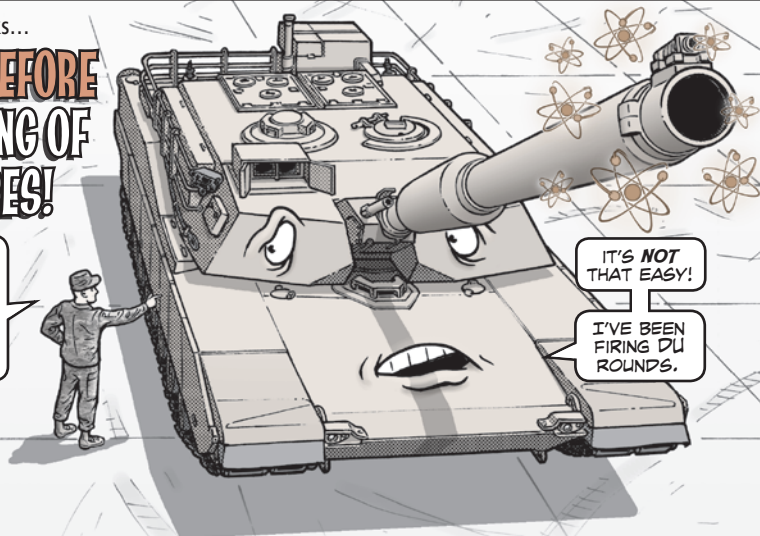
HERE ARE SOME EASY-REFERENCE CHARTS ON WHERE TO FIND EACH ONE:

M1A1 Tank		M1A2 SEPv2 Tank	
TM 9-2350-264-10-1 (Sep 11, w/Ch 3, Jan 15)		TM 9-2350-388-10-1 (Apr 16)	
TM 9-2350-264-10-2 (Sep 11, w/Ch 3, Jan 15)		TM 9-2350-388-10-3 (Apr 16)	
Normal start	WP 0065 (Vol 1)	Normal start	WP 0065 (Vol 1)
Aborted start	WP 0066 (Vol 1)	Aborted start	WP 0066 (Vol 1)
Cold weather start	WP 0284 (Vol 2)	Cold weather start	WP 0349 (Vol 3)
Slave start	WP 0303 (Vol 2)	Slave start	WP 0366 (Vol 3)
Engine shutdown	WP 0086 (Vol 1)	Engine shutdown	WP 0089 (Vol 1)

M1-Series Tanks...

CHECK BEFORE DISPOSING OF GUN TUBES!

YOUR GUN TUBE IS WORN OUT SO I'M GONNA DITCH IT, PAL.



Before disposing of an M1-series tank cannon tube, check first to see if the tube has fired depleted uranium (DU) rounds. Worn-out gun tubes are contaminated if they have any DU residue on their interior surfaces.

A check of the electronic gun card data will tell you if the tube has fired any DU rounds. You'll find the data at: <https://tulsa.tacom.army.mil/guncard/index.cfm>
Don't dispose of any contaminated gun tubes until they've been screened by your local radiation safety officer (LRSO) using the proper radiation detection equipment. Coordinate with your LRSO on how to turn in contaminated tubes.
Questions? Contact the gun tube item manager at DSN 786-2500.

HERE ARE TWO TIPS FROM FT STEWART TO HELP YOUR M1s STAY READY FOR ACTION EVEN IF THEY'VE BEEN SITTING FOR WEEKS.



SITTING SOLUTIONS

Dear Editor,

In many M1 tank units, tanks often sit for long periods without much attention. The biggest problem that results is battery drain.

Even with all the tank's components turned off, over time the batteries drain. If they go too long without being charged, they can become so weak that they can't be charged. If all the batteries have to be replaced, that's a \$2,000 bill.

The best way to plug battery drain is to run your M1 weekly at high idle until the batteries are fully charged. But if you know that's not going to be possible, disconnect the batteries from the main buss terminals.

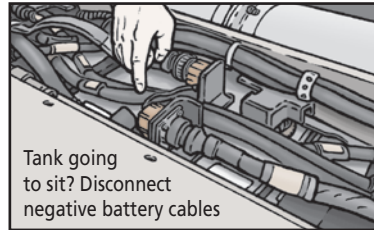
For the M1A2 SEPv2, disconnect the negative 2W199, the negative 2W172 (if the tank's equipped with a rear NATO slave receptacle) and the auxiliary battery negative 2W148-7. Then disconnect positive cables 2W213-8 and 2W150-7.

For the M1A1SA, disconnect negative cables 2W199 and 2W172 (if the tank's equipped with an external NATO connector). That ensures batteries won't drain and it takes just minutes to reconnect them.

Finally, crews need to remember to check the replenisher for the gun tube. If it gets low on FRH, the gun could fire rough or even come out of battery. The gun needs to be at maximum elevation for the check. And no shortcuts if you need to add FRH. Pages 8-9 in PS 745 (Dec 14) had a good article on adding FRH to the replenisher and bleeding the recoil system.

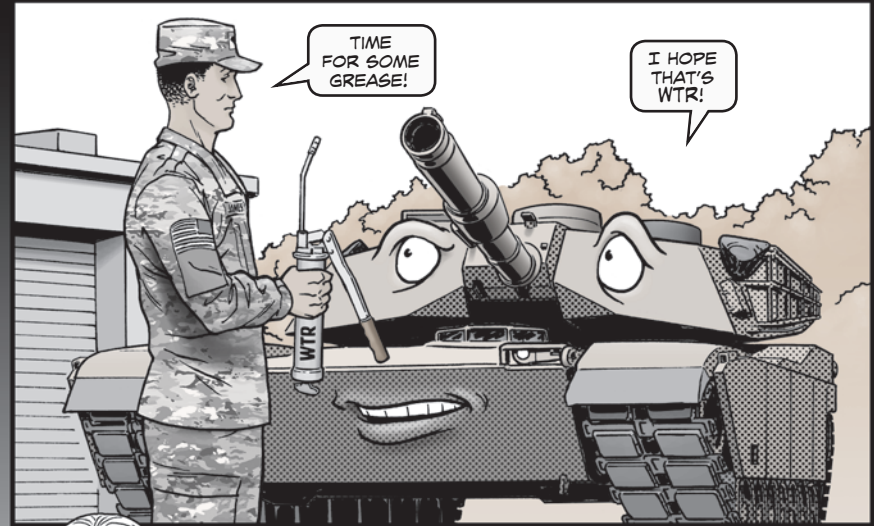
SGT John Vance
Ft Stewart, GA

Editor's note: Excellent points, Sergeant! You can find the PS 745 article at:
<https://www.logsa.army.mil/psmag/archives/PS2014/745/745-08-09.pdf>



Tank going to sit? Disconnect negative battery cables

JUST SAY NAY TO GAA!



TIME FOR SOME GREASE!

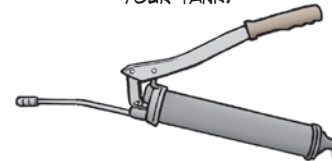
I HOPE THAT'S WTR!

WOULD YOU BELIEVE THAT SOME CREWMEMBERS ARE STILL USING GAA INSTEAD OF WTR ON THEIR M1-SERIES TANKS?

THAT'S A TERRIBLE IDEA!

THE ONLY GREASE AUTHORIZED BY LO 9-2350-388-13 AND LO 9-2350-264-13 FOR THE TRACK ADJUSTING LINKS, TURRET RACE RINGS AND OTHER LUBE POINTS IS WTR.

THAT'S BECAUSE GAA ISN'T STRONG ENOUGH TO HANDLE THE HIGH HEAT DURING OPERATIONS. IN FACT, USING THE **WRONG GREASE** CAN DAMAGE YOUR TANK.



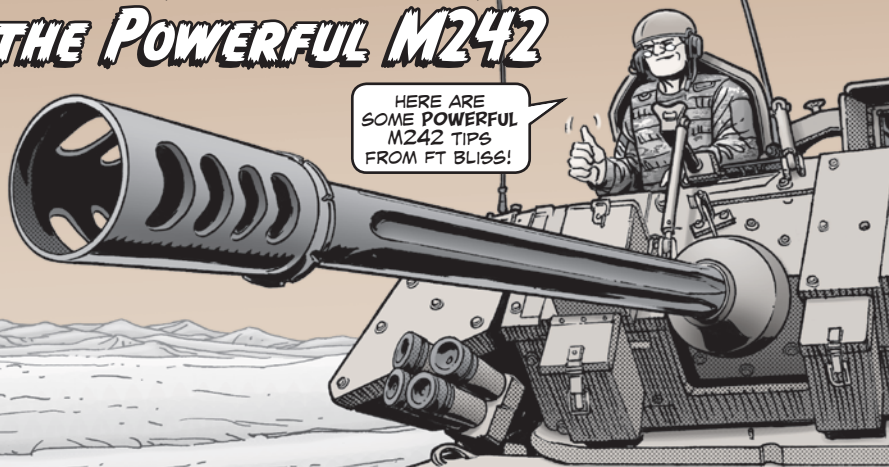
Use WTR instead of GAA when lubing

ORDER A 14-OZ TUBE OF WTR THAT WORKS GREAT WITH A GREASE GUN WITH NSN 9150-00-944-8953.

OTHER SIZES AVAILABLE ARE:

Size	NSN 9150-
8 ounces	00-181-7724
1 pound	00-944-8953
5 pounds	00-145-0268
35 pounds	00-935-5851

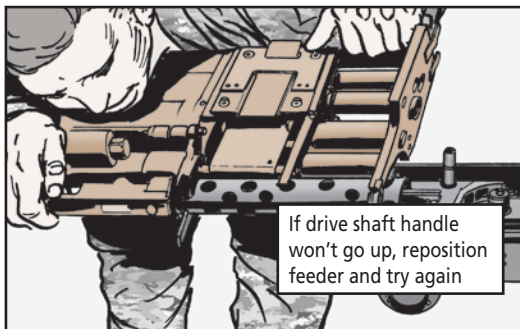
POWERFUL PM FOR THE POWERFUL M242



Dear Editor,

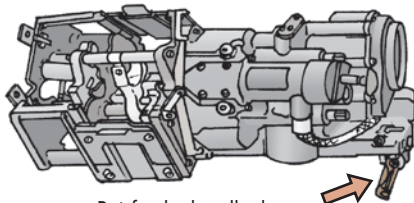
In our work taking care of the Bradleys at Ft Bliss, we've come up with a few tips to keep the M242 gun powerful:

Careful with the feeder's 14-pin connector. That connector gets damaged more than any other part on the gun. When you install the feeder, make sure it's correctly aligned on the receiver before you push up the lower straight drive shaft. If the shaft doesn't want to go up, the feeder isn't positioned right. Reposition it and try again.



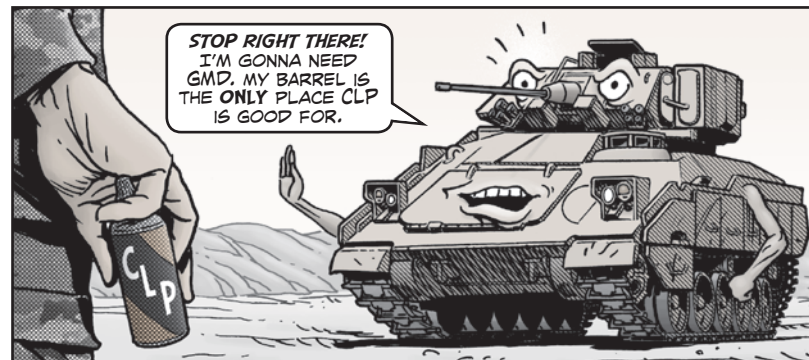
Once the drive shaft handle is locked in place, the feeder handle should lock easily in the down position. If it doesn't, don't force it. That'll damage the 14-pin connector. Get your repairman to check it out.

When you remove the feeder, put its handle in the down position before you lay it on the ground. That protects the 14-pin connector.

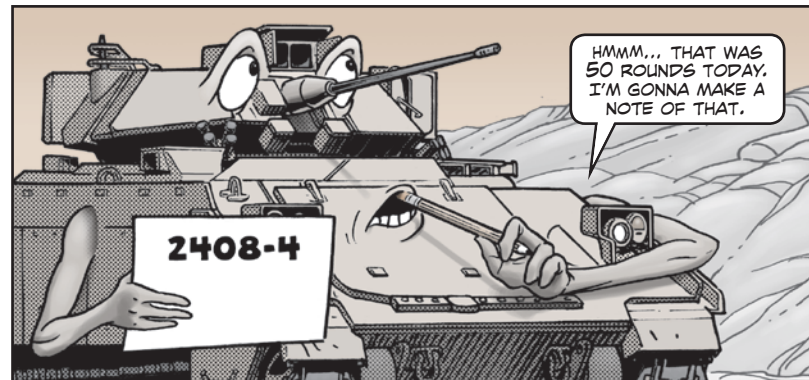


Put feeder handle down before putting feeder on ground

Lube with GMD. CLP isn't nearly strong enough for the M242—it needs GMD. The barrel is the only component that takes CLP. Use GMD to lube inside the locking lugs and the barrel support bearings and then CLP on the rest of the barrel.



Keep track of rounds fired on a DA Form 2408-4 card, **Weapons Record Data**. That's the only way to ensure parts are replaced when they should be. Update the card every time the M242 is fired. Make a new card when the old one is full. Keep the old card 90 days or until the new card is full.



Usually, the master gunner is the best one to keep track of rounds fired. He can collect the cards and store them after every firing.

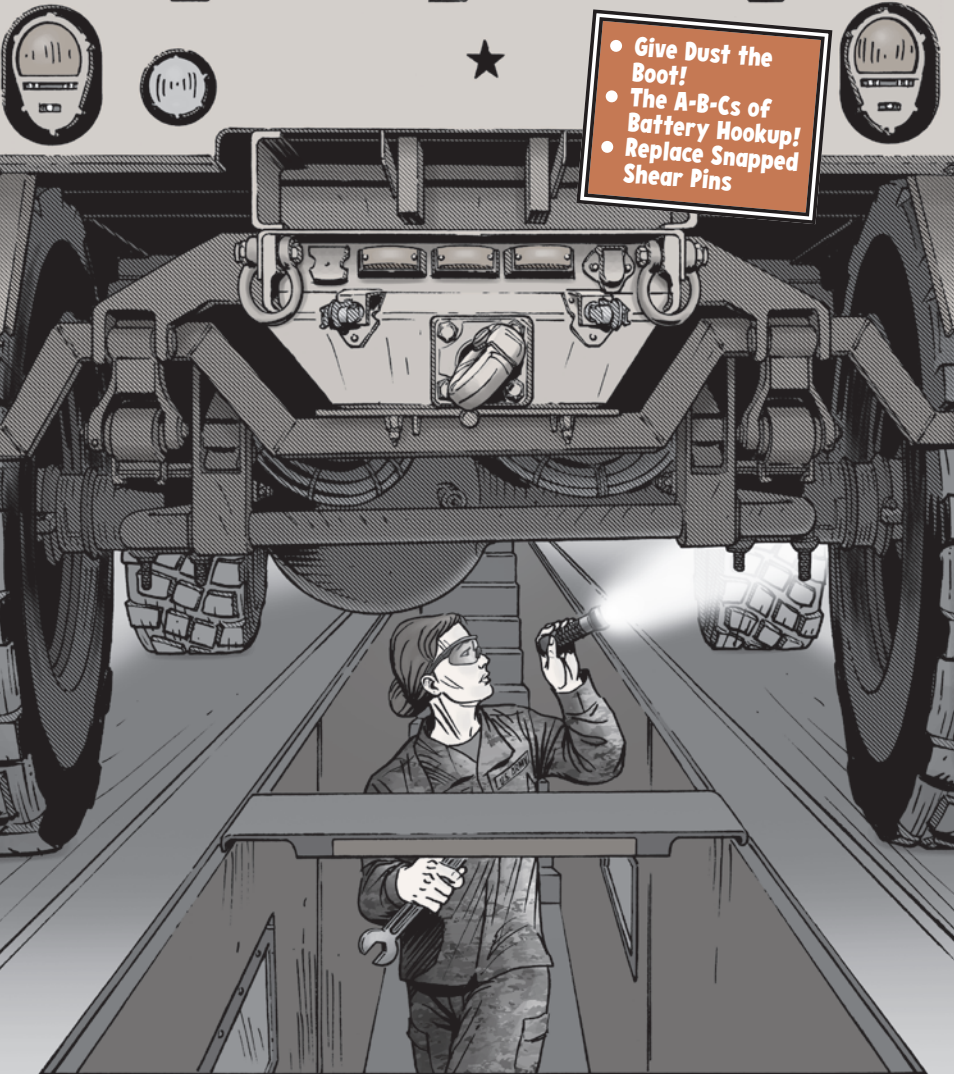
There is no need to send in the information to TACOM like you do for howitzers and mortars.

When you make the switch from the old M242 to the enhanced version, that needs to be noted both on your property book and the 2408-4.

CW2 Mike Gulsby
Ft Bliss, TX

Editor's note:
Powerful tips, Chief. Thanks.

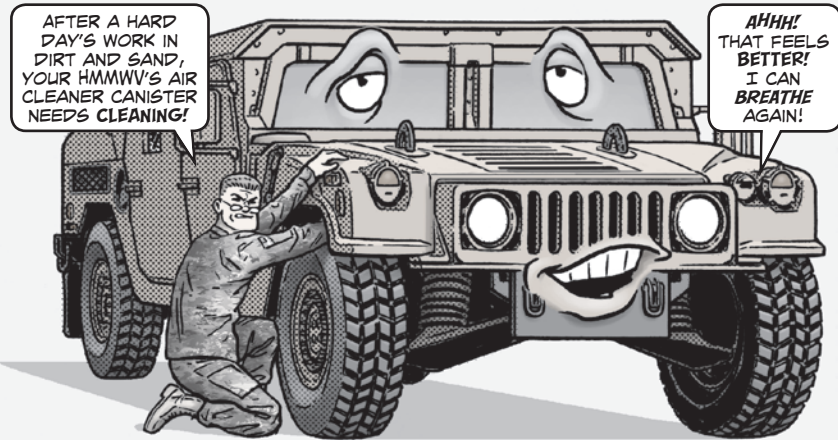
PS TACTICAL VEHICLES



- Give Dust the Boot!
- The A-B-Cs of Battery Hookup!
- Replace Snapped Shear Pins

HMMWVs...

GIVE DUST THE BOOT!



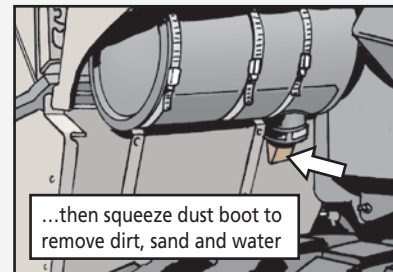
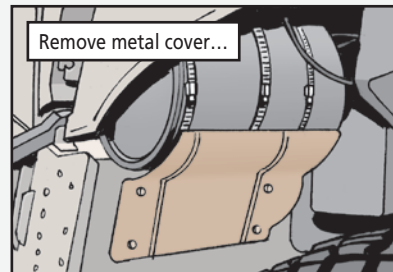
If you've just come back from the field, you've probably been through a lot of dirt, sand and mud. That means it's time to service your HMMWV's air cleaner dust boot.

Dust boot, you ask? What dust boot?

Seems a lot of drivers don't know what the dust boot is, let alone where it's located. But the dust boot allows you to remove all the dirt, sand and water that collects at the bottom of the air cleaner canister. If too much of that stuff builds up, the filter element gets clogged and air flow to the engine is cut off.

You'll find the boot under the air cleaner in the wheel well. It's behind a metal cover that's designed to protect the air cleaner from road debris. But since it also hides the dust boot, lots of drivers forget it.

Just remove the screws holding the cover in place. Then give the boot a good squeeze and watch the gunk pour out! Four screws hold the cover in place for the M1113 and M1151A0-series vehicles. Only two screws are used for M1151A1-series vehicles with armor installed.

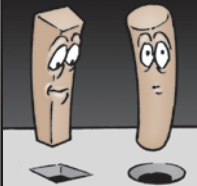


THE A-B-Cs OF BATTERY HOOKUP!

C'MON! IT'S AS EASY AS HOOKING UP MY BATTERIES!



THE SQUARE PEG FITS IN THE SQUARE HOLE AND THE ROUND PEG IN THE ROUND HOLE.



SIMPLE ENOUGH, RIGHT?

SO HOW COME SOME SOLDIERS HOOK UP THEIR BATTERIES **WRONG**



AFTER ALL...

...THE RIGHT WAY IS JUST AS SIMPLE AS PEGS AND HOLES.

POSITIVE (+) GOES TO POSITIVE (+) AND NEGATIVE (-) GOES TO NEGATIVE (-).

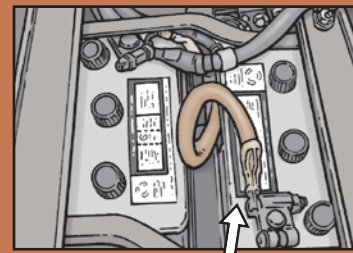
THAT SEEMS SIMPLE BUT GOOF UP ON THIS PROCEDURE...



...AND THE LEAST OF YOUR TROUBLES WILL BE DEAD BATTERIES.

YOUR VEHICLE'S ELECTRICAL COMPONENTS CAN GET **FRIED, TOO!**

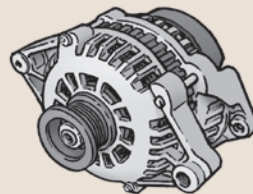
Sometimes you'll see a red cap, paint or tab associated with the positive terminal. Occasionally, the positive cable itself will be red. But the negative post/cable will **ALWAYS** be black.



For automotive batteries with upright posts, the positive post will be slightly larger in diameter than the negative post. That way, the negative clamp won't slide onto the positive post unless you force it.

Positive terminal may be tagged red while negative terminal is **always** black

SPEAKING OF FRIED ELECTRICAL COMPONENTS, TAKE A GOOD LOOK AT YOUR VEHICLE'S ALTERNATOR.



YOU CAN BLOW THE GUTS OUT OF IT WITH THE **WRONG** BATTERY HOOKUP!

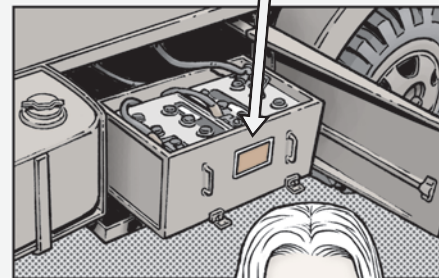
THAT MISTAKE ALONE CAN ADD UP TO SEVERAL HUNDRED **BUCKS!**

SO REMEMBER, WHEN A BATTERY'S BEEN DISCONNECTED, PUT THE CABLES BACK ON RIGHT.

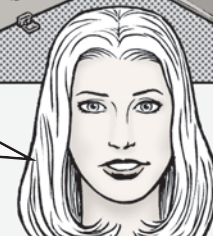
IT'S ALSO A GOOD IDEA TO REMEMBER THAT NEGATIVE (-) CONNECTS **LAST** DURING HOOKUP.

EVERYBODY NEEDS A **REMINDER** NOW AND AGAIN, SO WHY NOT ORDER A **SPECIAL DECAL**. NSN 7690-00-912-3504, TO STICK ON OR INSIDE THE BATTERY BOX? THE DECAL SPELLS OUT THE PROPER HOOKUP FOR THE BATTERY TERMINALS.

CAUTION BOOSTER-BATTERY NEG (-) CABLE MUST GO TO NEG (-). POS (+) TO POS (+). DISCONNECT BATTERY CABLES BEFORE USING CHARGER



PLACE THE DECAL IN, ON OR NEAR YOUR BATTERY BOX!



NO BATTERY COVER?

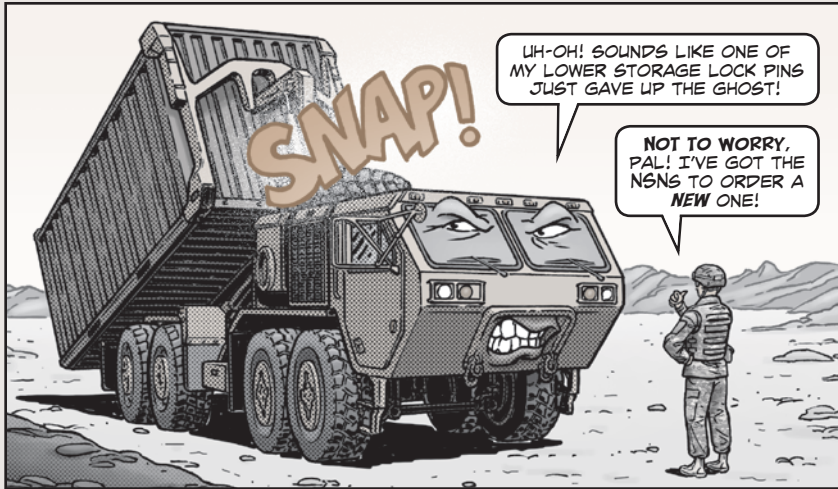
THEN STICK THE DECAL SOMEWHERE CLOSE BY WHERE IT CAN BE EASILY SPOTTED BY ANYONE WORKING ON THE BATTERIES.

WOW! THAT WAS ACTUALLY EASIER THAN THE PEGS AND HOLES THING!

TOLD YA!



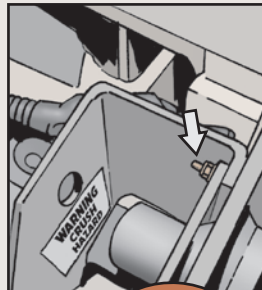
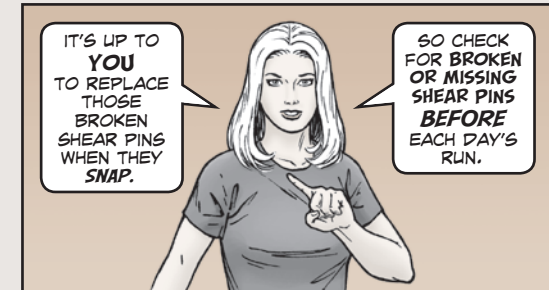
REPLACE SNAPPED SHEAR PINS



PLS AND HEMTT TRUCKS EQUIPPED WITH ENHANCED CONTAINER HANDLING UNITS (E-CHU) WITH SERIAL NUMBERS 1422 AND ABOVE HAVE REDESIGNED LOWER STORAGE LOCKS.

IF THOSE LOCKS AREN'T DISENGAGED **BEFORE** RAISING THE E-CHU FROM ITS STOWED POSITION, A SHEAR PIN INSIDE EACH LOCK IS DESIGNED TO **SNAP**:

THAT PREVENTS ANY DAMAGE TO THE E-CHU.



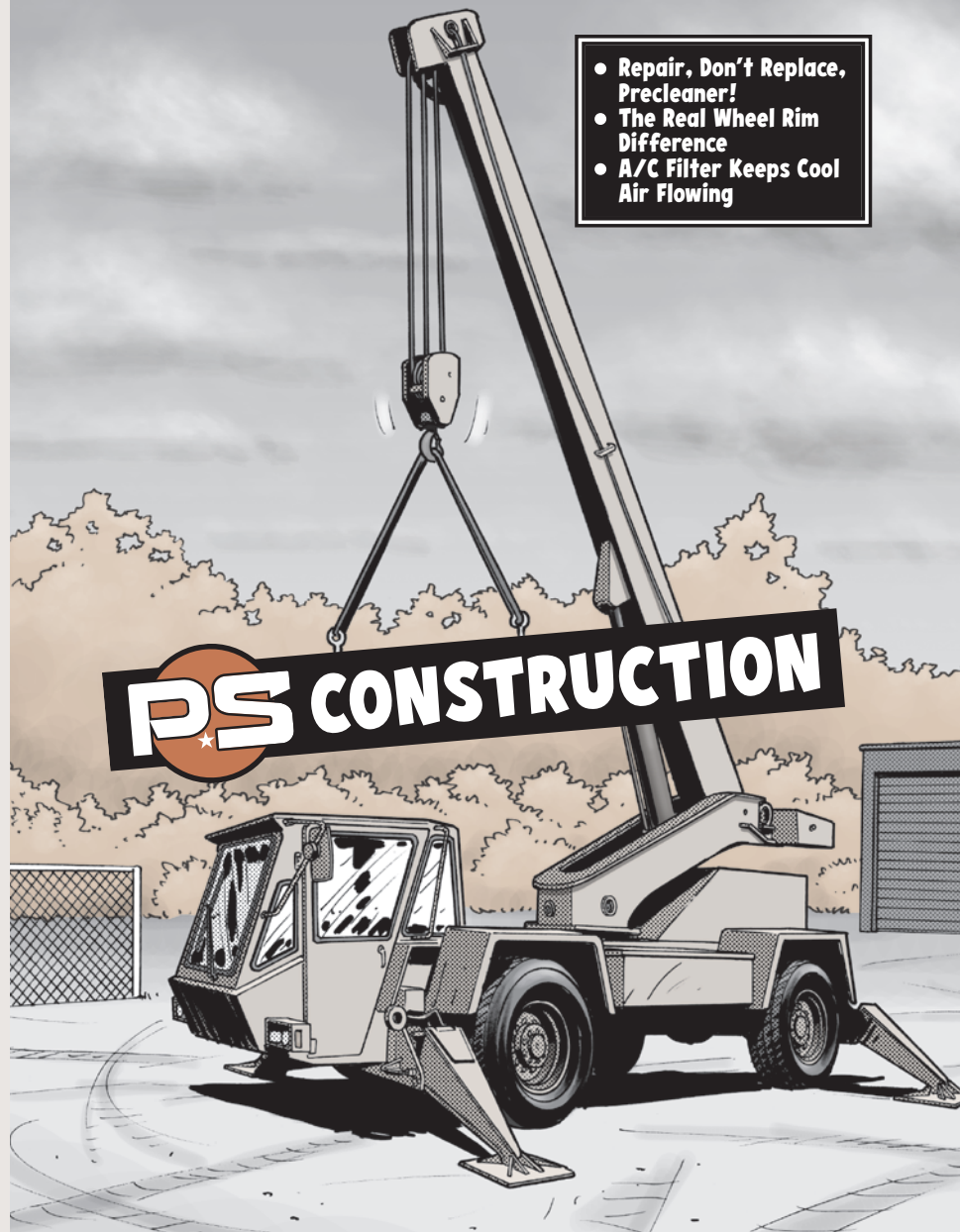
REPLACE A MISSING OR DAMAGED PIN WITH THESE NSNs:

➔

Item	NSN
Shear pin	5305-01-549-2458
Locknut	5310-01-457-3244
Washer	5310-00-765-3197

OF COURSE IT'S BEST TO NEVER SHEAR THOSE PINS IN THE FIRST PLACE, SO...

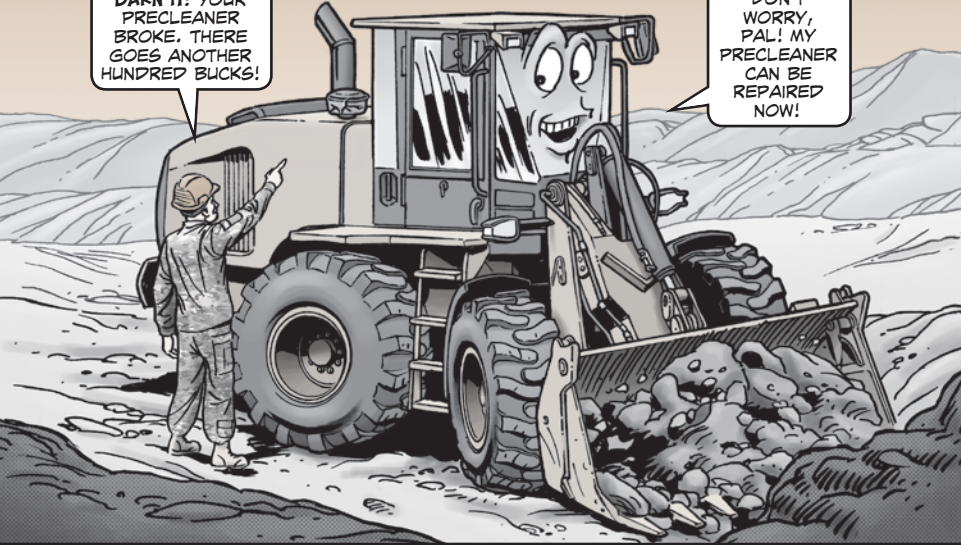
Remember:
DISENGAGE THE LOCKS BEFORE RAISING THE E-CHU.



Repair, Don't Replace, Precleaner!

DARN IT! YOUR PRECLEANER BROKE. THERE GOES ANOTHER HUNDRED BUCKS!

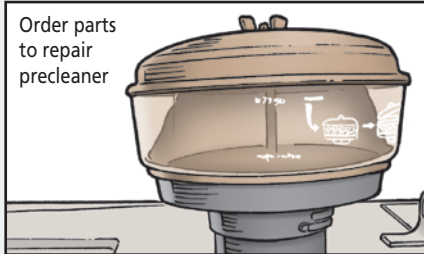
DON'T WORRY, PAL! MY PRECLEANER CAN BE REPAIRED NOW!



Item 1 of Fig 22 in TM 5-3805-298-24P (Mar 13) lists the 924H wheel loader's precleaner, NSN 2940-01-068-7108. Replacing it will cost you a bit more than \$107.

But what if it's the cover or body that's broken? Seems a shame to pay that much when only part of the precleaner is damaged.

Good news! Now you can replace those precleaner parts:	Item	NSN	Cost
	Access cover	5340-00-103-8902	\$17.56
	Precleaner body	2940-00-876-2181	\$19.65



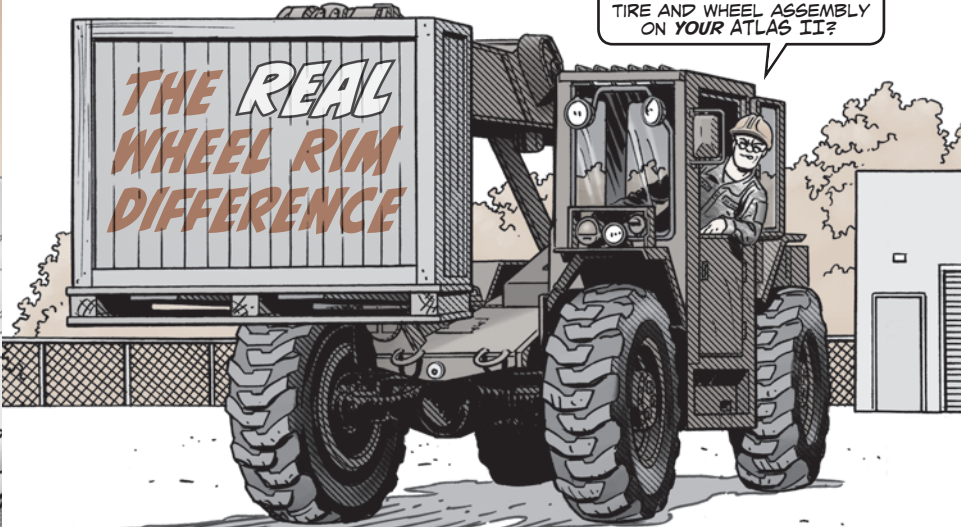
Order parts to repair precleaner

Repairing the precleaner will save you a lot of bucks over the cost of a new precleaner.

\$\$\$\$\$\$\$\$\$\$\$\$

Make a note until the parts are added to the TM.

DO YOU HAVE THE RIGHT TIRE AND WHEEL ASSEMBLY ON YOUR ATLAS II?



WHEN IT COMES TO WHEEL RIMS FOR THE ATLAS II FORKLIFT, THERE'S ONLY ONE TO USE: NSN 2530-01-572-2264. IT'S SHOWN AS ITEM 5 IN FIG 122 OF TM 10-3930-677-23&P IN IETM EM 0359 (AUG 16).

DO NOT USE THE ATLAS WHEEL RIM, NSN 2530-01-446-1084, AS A SUBSTITUTE.

SURE, THE ATLAS RIMS WILL FIT ON AN ATLAS II, BUT THERE ARE SPECIFIC DESIGN DIFFERENCES BETWEEN THE TWO.

- The ATLAS uses a split-rim w/ring while the ATLAS II has a bolted two-piece rim.
- The wheel studs and holes on the ATLAS II are smaller than those on the ATLAS. Installing the ATLAS rim, with its larger stud holes, on the ATLAS II allows the lug nuts to come loose during operation.
- ATLAS rims have not been tested for use on the ATLAS II.

THOSE DIFFERENCES AFFECT THE USABILITY OF THE WHEEL AND TIRE ASSEMBLY:



BOTTOM LINE: USE ONLY THE RIMS DESIGNED FOR YOUR FORKLIFT.

THE DIFFERENCES ARE *SUBTLE*, SO PAY ATTENTION TO THE PART NUMBER STAMPED ON THE RIMS.

ATLAS RIMS ARE LABELED PN 6615933. ATLAS II RIMS ARE MARKED WITH PN 4520677 OR 53-4758-00.

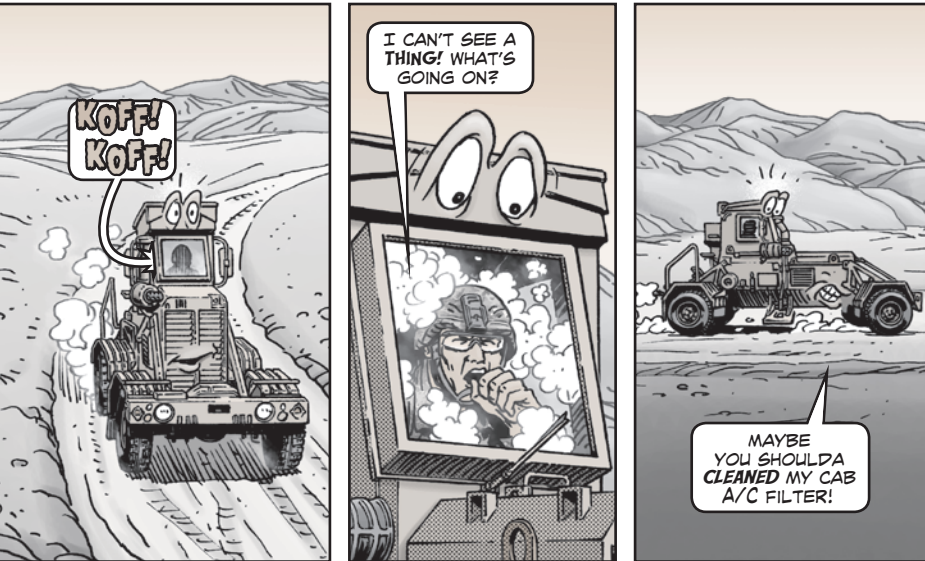
LOOK TO THE SERIAL NUMBER IF YOU'RE UNSURE OF WHICH FORKLIFT YOU HAVE.

ATLAS SERIAL NUMBERS BEGIN WITH **10KA**.

ATLAS II SERIAL NUMBERS BEGIN WITH **10KB**.

YOU'LL FIND THE VEHICLE'S DATA PLATE ON THE INSIDE OF THE FRAME TILT CYLINDER.

A/C Filter Keeps Cool Air Flowing

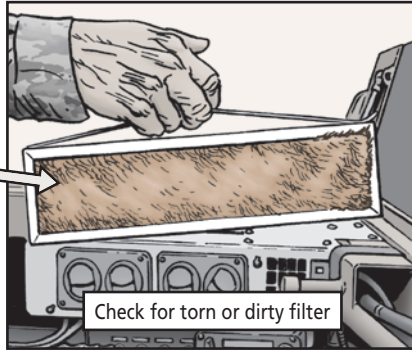


OPERATORS, THE HUSKY'S AIR CONDITIONING FILTER IS A SIMPLE CHECK. IT'S **RIGHT IN FRONT OF YOU** WHEN YOU SIT INSIDE THE VEHICLE'S CAB!

A CLEAN FILTER MEANS A GOOD FLOW OF COOL, CLEAN AIR INSIDE THE CAB, AND WHO DOESN'T WANT THAT ON A **HOT WORK DAY?**

PROBLEM IS, NOT ENOUGH OF YOU ARE CHECKING IT!

UNSCREW THE TAB SCREWS HOLDING THE FILTER'S BRACKET IN PLACE. THEN PULL THE FILTER OUT TO SEE IF IT'S DIRTY.



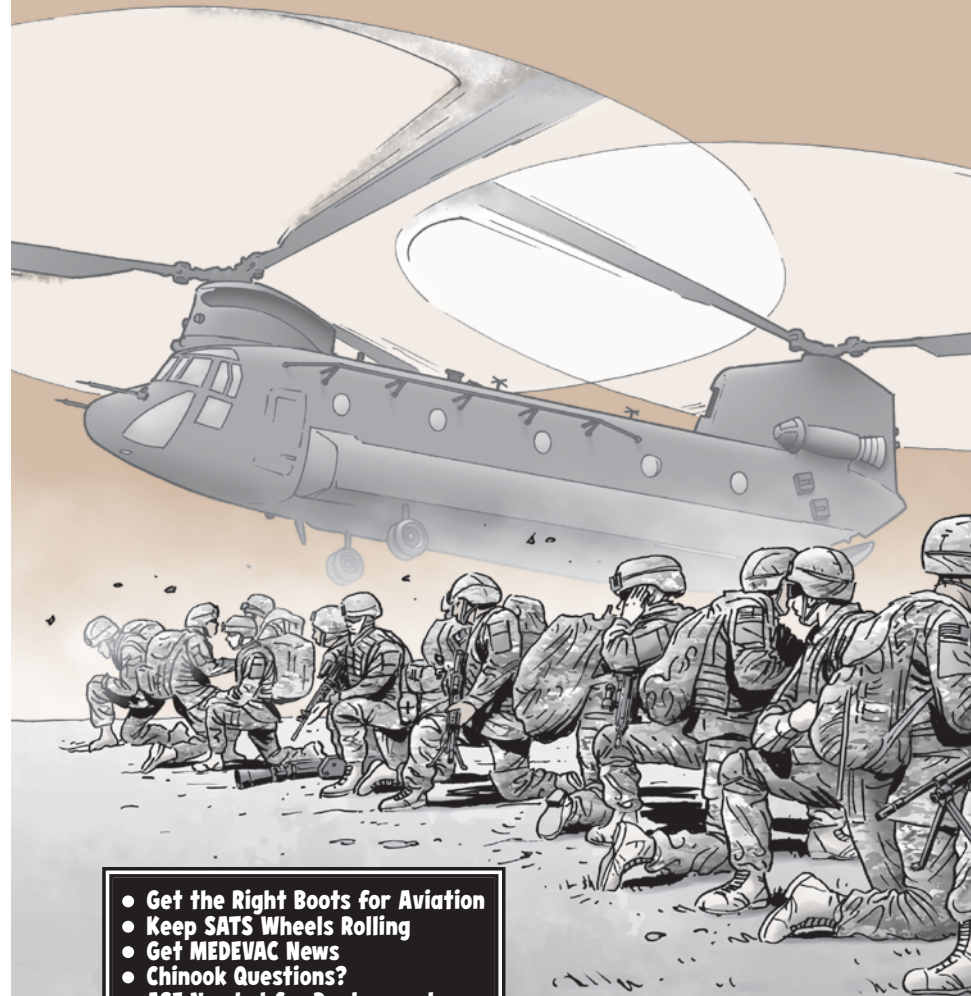
GIVE THE FILTER A TAP WITH YOUR HAND TO LOOSEN DUST AND SAND.

FOR A VERY DIRTY FILTER, WEAR GLOVES AND A FACE SHIELD OR GOGGLES AND USE LOW-PRESSURE AIR, 30 PSI OR LESS, TO CLEAN IT.

CLEAN THE FILTER **MORE OFTEN** WHEN OPERATING IN DUSTY AREAS.

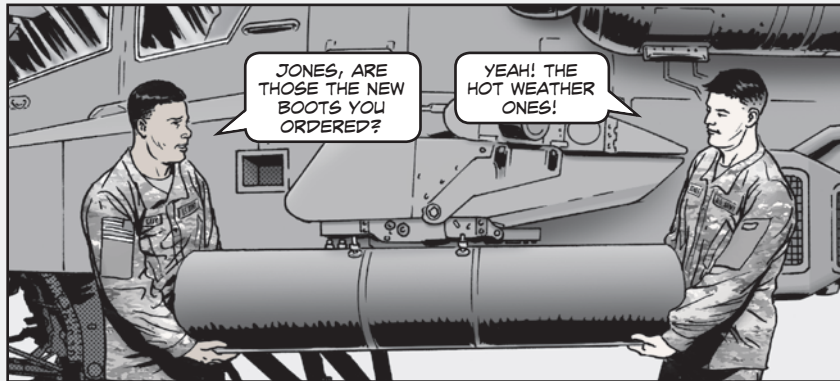
DON'T WASH THE FILTER. WATER WILL RUIN IT!

REPLACE A TORN OR DAMAGED FILTER WITH NSN 2945-01-572-7345.



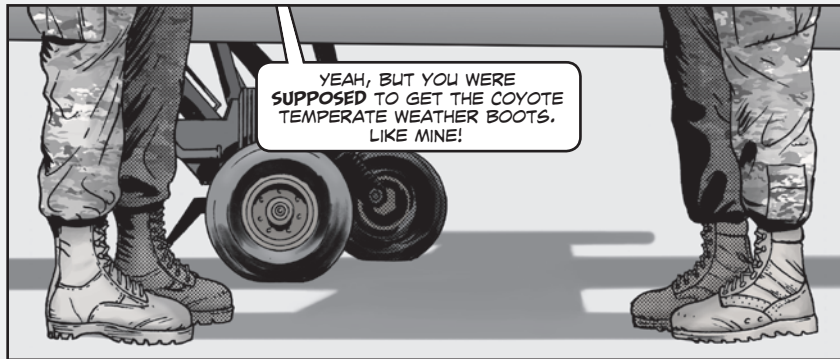
- Get the Right Boots for Aviation
- Keep SATS Wheels Rolling
- Get MEDEVAC News
- Chinook Questions?
- ASE Needed for Deployment
- Apache Hellfire Rack Stockpiles

GET THE RIGHT BOOTS FOR AVIATION



JONES, ARE THOSE THE NEW BOOTS YOU ORDERED?

YEAH! THE HOT WEATHER ONES!



YEAH, BUT YOU WERE SUPPOSED TO GET THE COYOTE TEMPERATE WEATHER BOOTS. LIKE MINE!



WHEN IT'S TIME FOR NEW BOOTS, SOME AVIATORS ARE ORDERING THE STANDARD ISSUE COYOTE HOT WEATHER ARMY COMBAT BOOT.

BUT IT'S NOT AUTHORIZED FOR AVIATION.

INSTEAD, ORDER THE COYOTE TEMPERATE WEATHER ARMY COMBAT BOOT!

KEEP THIS LIST HANDY TO ORDER THE COYOTE TEMPERATE WEATHER ARMY COMBAT BOOTS.

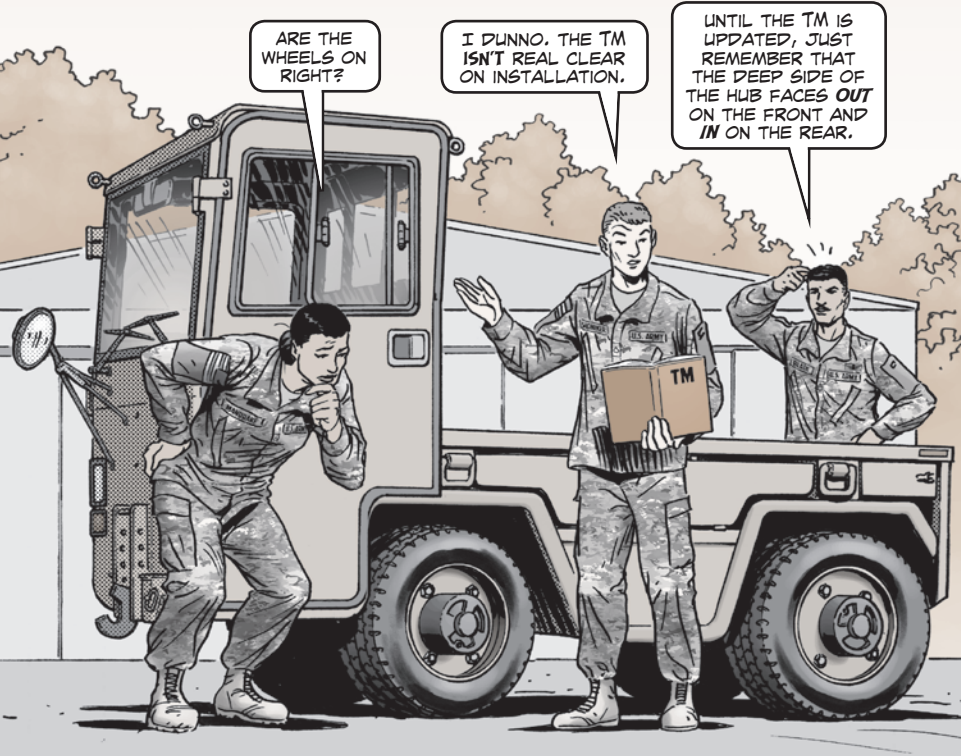
USE THESE NSNs TO GET THE SIZE YOU NEED:

Size	NSN 8430-
2N	01-632-2412
2R	01-632-2430
2W	01-632-2435
2XW	01-632-2442
2.5N	01-632-2448
2.5R	01-632-2450
2.5W	01-632-2453
2.5XW	01-632-2456
3N	01-632-2460
3R	01-632-2455
3W	01-632-2463
3XW	01-632-2468
3.5N	01-632-2473
3.5R	01-632-2479
3.5W	01-632-2482
3.5XW	01-632-2487
4N	01-632-2489
4R	01-632-2492
4W	01-632-2495
4XW	01-632-2500
4.5N	01-632-2501
4.5R	01-632-2504
4.5W	01-632-2507
4.5XW	01-632-2510
5N	01-632-2513
5R	01-632-2516
5W	01-632-2518
5XW	01-632-2519
5.5N	01-632-2521
5.5R	01-632-2523
5.5W	01-632-4951
5.5XW	01-632-4950
6N	01-632-4954
6R	01-632-4958
6W	01-632-4957
6XW	01-632-4955
6.5N	01-632-5308

Size	NSN 8430-
6.5R	01-632-5309
6W	01-632-5311
6XW	01-632-5317
6.5XW	01-632-5317
7N	01-632-5320
7R	01-632-5324
7W	01-632-5331
7XW	01-632-5332
7.5N	01-632-5348
7.5R	01-632-5343
7.5W	01-632-5340
7.5XW	01-632-5338
8N	01-632-5350
8R	01-632-5351
8W	01-632-5407
8XW	01-632-5564
8.5N	01-632-5526
8.5R	01-632-5530
8.5W	01-632-5559
8.5XW	01-632-5560
9N	01-632-5566
9R	01-632-5642
9W	01-632-5738
9XW	01-632-5740
9.5N	01-632-5879
9.5R	01-632-5882
9.5W	01-632-5893
9.5XW	01-632-5726
10N	01-632-5894
10R	01-632-5898
10W	01-632-5902
10WX	01-632-5903
10.5N	01-632-5907
10.5R	01-632-5908
10.5W	01-632-5910
10.5XW	01-632-5911
11N	01-632-6259
11R	01-632-6262
11W	01-632-6272
11XW	01-632-6273

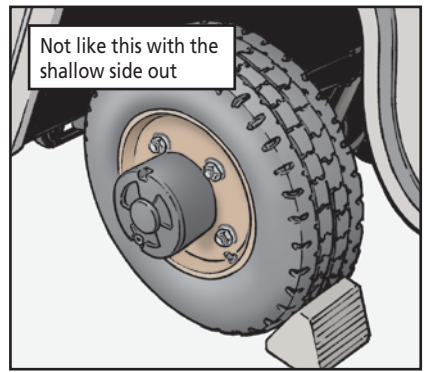
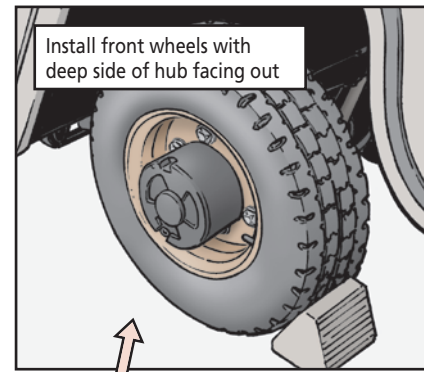
Size	NSN 8430-
11.5N	01-632-6285
11.5R	01-632-6369
11.5W	01-632-6365
11.5XW	01-632-6374
12N	01-632-6375
12R	01-632-6377
12W	01-632-6370
12XW	01-632-6366
12.5N	01-632-6376
12.5R	01-632-6378
12.5W	01-632-6379
12.5XW	01-632-6381
13N	01-632-6383
13R	01-632-6612
13W	01-632-6384
13XW	01-632-6645
13.5N	01-632-6652
13.5R	01-632-6614
13.5W	01-632-6607
13.5XW	01-632-6382
14N	01-632-6615
14R	01-632-6636
14W	01-632-6638
14XW	01-632-6641
14.5N	01-632-6643
14.5R	01-632-6644
14.5W	01-632-6655
14.5XW	01-632-6657
15N	01-632-6762
15R	01-632-6653
15W	01-632-6667
15XW	01-632-6763
15.5N	01-632-6662
15.5R	01-632-6765
15.5W	01-632-6771
15.5XW	01-632-6770
16N	01-632-6768
16R	01-632-6775
16W	01-632-6774
16XW	01-632-6776

Keep SATS Wheels Rolling



WP 0091 OF TM 1-1740-221-13&P TELLS YOU TO POSITION THE WHEEL ASSEMBLY ON THE STUDS.

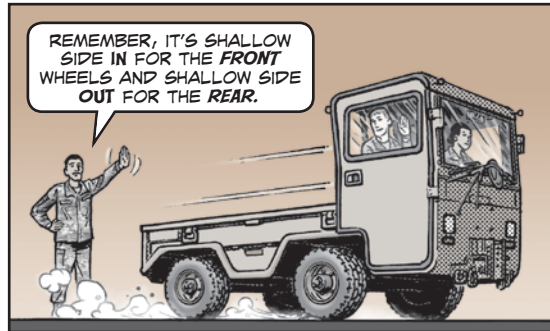
WHAT IT DOESN'T SAY IS THAT THE **FRONT WHEELS SHOULD BE INSTALLED WITH THE SHALLOW SIDE AGAINST THE HUB WHEN PLACING WHEEL ON THE STUDS.**



THIS PROVIDES MORE ROOM BETWEEN THE CHASSIS AND THE TIRE ASSEMBLY.

TO ALLOW FOR **EVEN WEAR**, THE AGSE HEADSHED RECOMMENDS THAT THE REAR WHEEL ASSEMBLY BE POSITIONED WITH THE **DEEPER** SIDE OF THE WHEEL AGAINST THE HUB. THOSE WHEELS DON'T TURN LATERALLY AND SHOULD **NOT** RUB AGAINST THE CHASSIS.

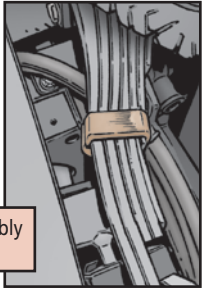
MAKE A NOTE THAT THESE CHANGES AND A WARNING WILL BE INCLUDED IN THE NEXT UPDATE TO TM 1-1740-221-13&P. THE CHANGE WILL CLARIFY WHEEL ASSEMBLY INSTALLATION.



MECHANICS, REPORTS ARE COMING IN THAT THE FRONT TIRES ON THE STANDARD AIRCRAFT TOWING SYSTEM (SATS) ARE RUBBING THE **INSIDE** OF THE VEHICLE'S CHASSIS.

URNS OUT, THE WHEELS ARE BEING INSTALLED **INCORRECTLY** ONTO THE **FRONT AXLE HUB**.

Installed wrong, front wheel assembly rubs against chassis during turns



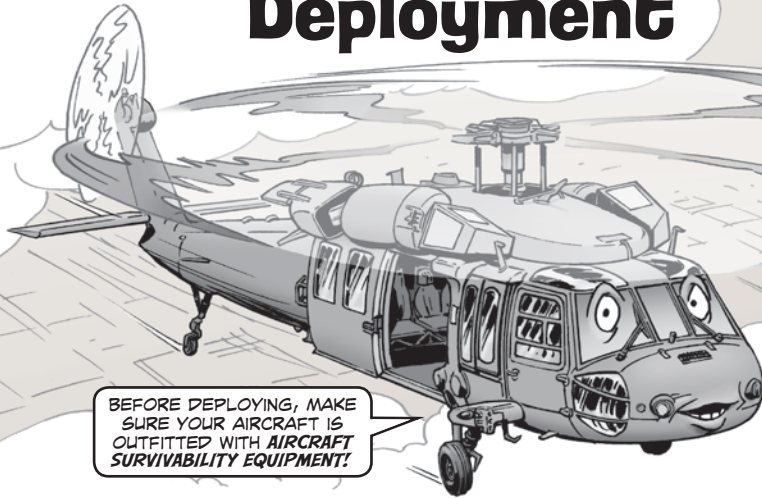
Get MEDEVAC News

To be in the know on the latest MEDEVAC news, check out milSuite. Go to milBook which has a discussion forum for Army Aeromedical Evacuation Operations at: <https://www.milsuite.mil/book/groups/army-air-medevac-operations> Go to milWiki for answers to lots of MEDEVAC questions at: <https://www.milsuite.mil/wiki/MEDEVAC>

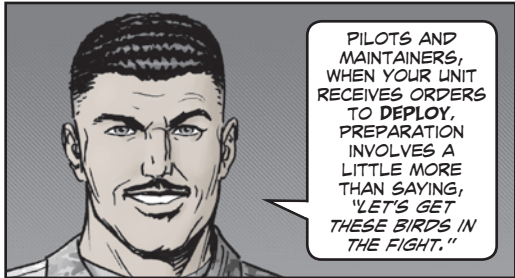
Chinook Questions?

The Chinook headshed is ready to help with your questions about the cargo aircraft. Email your queries to the CH-47 team at: usarmy.redstone.peo-avn.list.cargo-custsupt@mail.mil

ASE Needed For Deployment



BEFORE DEPLOYING, MAKE SURE YOUR AIRCRAFT IS OUTFITTED WITH AIRCRAFT SURVIVABILITY EQUIPMENT!



PILOTS AND MAINTAINERS, WHEN YOUR UNIT RECEIVES ORDERS TO DEPLOY, PREPARATION INVOLVES A LITTLE MORE THAN SAYING, "LET'S GET THESE BIRDS IN THE FIGHT."

BEFORE YOUR AIRCRAFT GOES ANYWHERE, YOU **MUST** INSTALL ITS AIRCRAFT SURVIVABILITY EQUIPMENT (ASE), THAT INCLUDES THE AN/AAR-57A COMMON MISSILE WARNING SYSTEM (CMWS) AND THE AVR-2B LASER DETECTION SYSTEM (LDS).

BOTH SHOULD BE ON YOUR HELICOPTER BEFORE IT ENTERS A COMBAT ZONE.

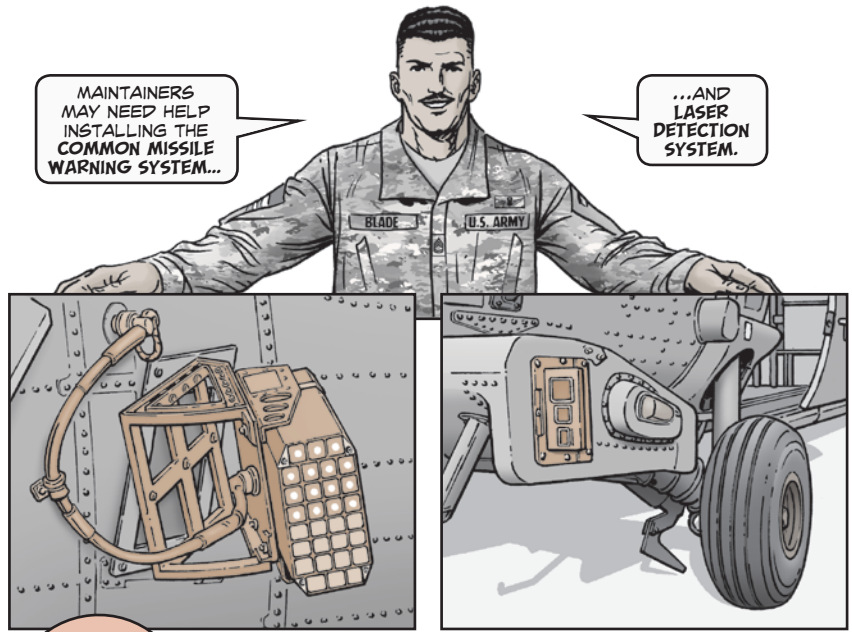
ASE EQUIPMENT IS CONSIDERED MISSION EQUIPMENT PACKAGE (MEP) MATERIAL. THAT MEANS **YOU DON'T GET IT UNTIL YOU REALLY NEED IT.**

WHEN YOU'RE SCHEDULED FOR DEPLOYMENT, THE PM ASE HEADSHED ISSUES THE EQUIPMENT FOR FREE THROUGH YOUR BATTALION 6-4. THEY ORDER THE EQUIPMENT THROUGH THE SUPPLY SYSTEM AND IT COMES STRAIGHT TO YOUR DOOR AND ONTO YOUR COMMANDER'S PROPERTY BOOK.



THE BIG QUESTION IS: HOW DO YOU INSTALL THE EQUIPMENT?

BECAUSE THE EQUIPMENT'S ONLY ALLOWED DURING DEPLOYMENTS, MAINTAINERS **AREN'T** FAMILIAR WITH HOW TO INSTALL IT. THEY JUST DON'T SEE IT OFTEN ENOUGH TO BECOME PROFICIENT.



MAINTAINERS MAY NEED HELP INSTALLING THE COMMON MISSILE WARNING SYSTEM...

...AND LASER DETECTION SYSTEM.

PM ASE IS GETTING THE REMOVAL AND INSTALLATION PROCEDURES INTO THE TMS.

THEY ALSO POSTED THE PROCEDURES UNDER THE PM ASE TAB ON THE JOINT TECHNICAL DATA INTEGRATION (JTDI) WEBSITE: <https://www.jtdi.mil>

INSTRUCTIONS WILL INCLUDE EVERYTHING FROM **REMOVAL TO INSTALLATION TO TROUBLESHOOTING.** YOU'LL ALSO FIND HARDWARE BREAKDOWN BY PLATFORM, DISPENSER HARNESS ORDERING INFORMATION AND POCs AT THE PM ASE LOGISTICS SUPPORT GROUP FOR HELP.

CONFIGURATION CHARTS FOR THE SPECIFIC VERSION OF CMWS BEING INSTALLED ARE ALSO LOCATED ON JTDI. THESE CHARTS PROVIDE A BETTER UNDERSTANDING OF THE CMWS B-KIT COMPONENTS WHILE ASSISTING WITH INVENTORIES.

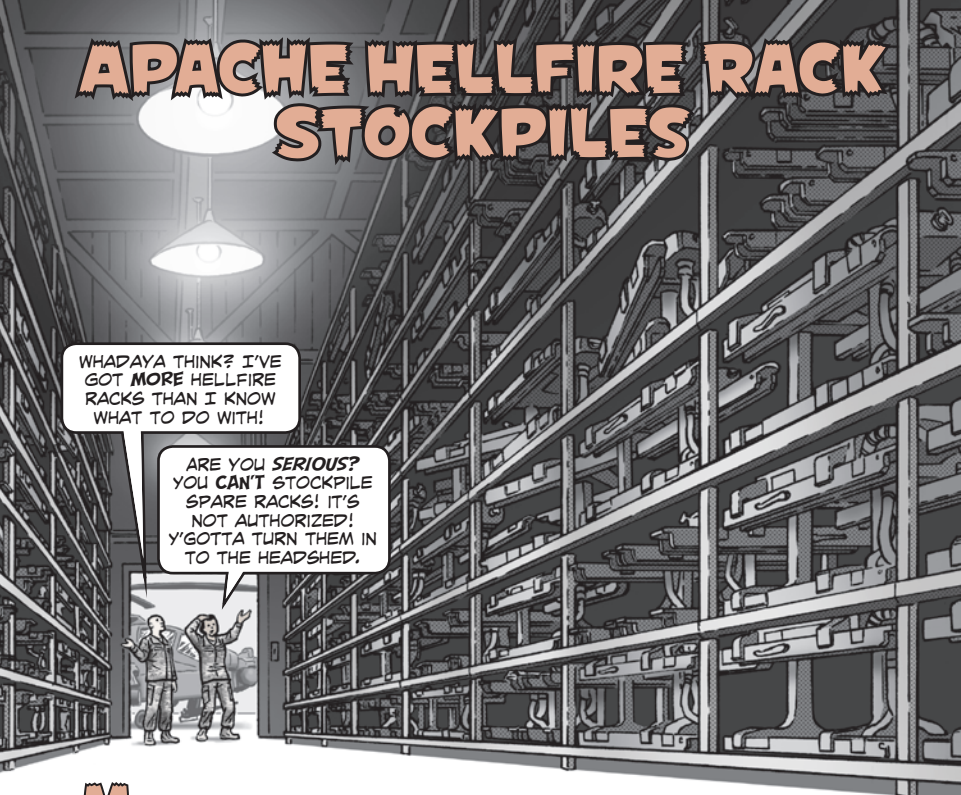
WHAT THE B-KITS **WON'T** INCLUDE ARE ALL THE DISPENSER CABLES AND COMMON HARDWARE NEEDED FOR INSTALLATION AND TO COMPLETE THE MAINTENANCE OPERATION CHECKS (MOC) PROCEDURES FOR THE SYSTEMS. THOSE CABLES **SHOULD** BE WITH YOUR AIRCRAFT'S FLYAWAY GEAR. IF NOT, THE NSNs FOR RE-ORDERING ARE LISTED IN THE TMS AND ON THE JTDI WEBSITE. CONTACT THE ITEM MANAGER IF YOU NEED HELP.

DON'T FORGET ABOUT THE COMPUTER-BASED ASE TRAINING - MAINTAINER (CBAT-M) AND CBAT-OPERATOR TRAINING SUITES.

THEY'RE A GREAT WAY TO RE-FAMILIARIZE PILOTS AND MAINTAINERS WITH ASE.



APACHE HELLFIRE RACK STOCKPILES



WHADAYA THINK? I'VE GOT MORE HELLFIRE RACKS THAN I KNOW WHAT TO DO WITH!

ARE YOU *SERIOUS*? YOU CAN'T STOCKPILE SPARE RACKS! IT'S NOT AUTHORIZED! Y'GOTTA TURN THEM IN TO THE HEADSHED.

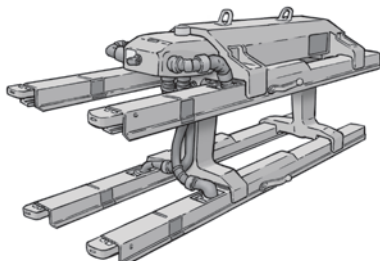
M ECHANICS, A LOT OF APACHES HAVE BEEN MOVED AROUND AND TRANSFERRED IN AND OUT OF THEATER. IN ALL THE HOOPLA, SOME HELLFIRE RACKS, NSN 1440-01-393-6361 (PN 13425104), HAVE BEEN MISPLACED.

HELLFIRE RACKS ARE AN MTOE ITEM UNDER LIN #L67410. EACH APACHE IS AUTHORIZED **FOUR** HELLFIRE RACKS.

NO ONE IS AUTHORIZED TO HAVE SPARE HELLFIRE RACKS FOR THEIR UNIT PLL.

SO CHECK YOUR BACK SHOPS, MILVANS, AND TECH SUPPLY AREAS TO FIND THOSE EXCESS RACKS AND **TURN THEM IN!**

OTHER AVIATION UNITS NEED THEM.



IF YOU HAVE MORE ON HAND THAN **FOUR PER APACHE**, CONTACT **JOHN BLANSHAN** AT (256) 955-3280 OR BY EMAIL: johnathan.d.blanshan.ctr@mail.mil

OR **ERICK TIBEAU** AT (256) 313-4457 OR BY EMAIL: erick.l.tibeau.civ@mail.mil

THEY'LL TELL YOU **HOW** TO RETURN EXTRA HELLFIRE RACKS TO THE HEADSHED.

Games of Drones

FOR CENTURIES, THE VAST WALL AT **CASTLE SLACK** HAS HELD THE ENEMY AT BAY. BUT NOW THE ENEMY STIRS BEYOND THE WALL.

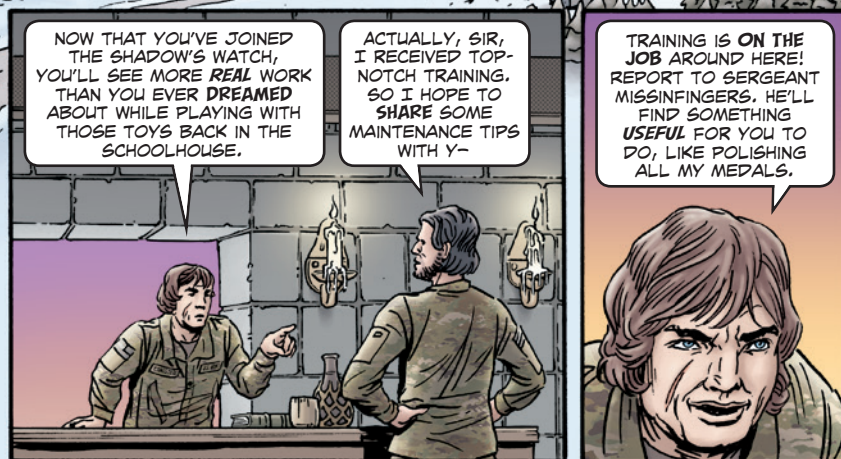
THE SOLDIERS KNOWN AS THE **SHADOW'S WATCH** SERVE AS THE REALM'S **LAST DEFENSE**. IT'S AN HONOR TO JOIN THEIR ELITE RANKS. OR SO PRIVATE DON KNOWS, UNTIL HE ARRIVES...

FRESH OUT OF THE **SCHOOLHOUSE**, EH, PRIVATE KNOW?

NOW THAT YOU'VE JOINED THE **SHADOW'S WATCH**, YOU'LL SEE MORE **REAL** WORK THAN YOU EVER **DREAMED** ABOUT WHILE PLAYING WITH THOSE TOYS BACK IN THE **SCHOOLHOUSE**.

ACTUALLY, SIR, I RECEIVED **TOP-NOTCH** TRAINING. SO I HOPE TO **SHARE** SOME MAINTENANCE TIPS WITH Y-

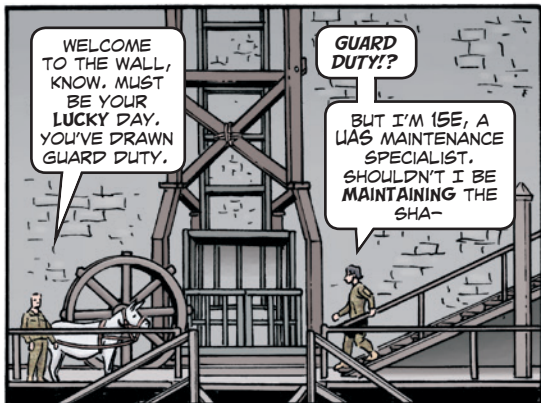
TRAINING IS **ON THE JOB** AROUND HERE! REPORT TO SERGEANT **MISSINFINGERS**. HE'LL FIND SOMETHING **USEFUL** FOR YOU TO DO, LIKE **POLISHING** ALL MY **MEDALS**.



POLISHING MEDALS?! GRUMBLE GRUMBLE



WELCOME TO THE WALL, KNOW, MUST BE YOUR LUCKY DAY, YOU'VE DRAWN GUARD DUTY.



GUARD DUTY!?

BUT I'M 15E, A UAS MAINTENANCE SPECIALIST. SHOULDN'T I BE MAINTAINING THE SHA-

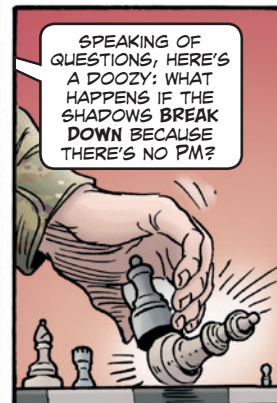
DON'T YOU HAVE TO MAINTAIN EQUIPMENT, TOO?



MEBBE. BUT I'VE LEARNED IT'S BETTER NOT TO ASK QUESTIONS. BETTER TO PLAY GAMES. CHECK!



SPEAKING OF QUESTIONS, HERE'S A DOOZY: WHAT HAPPENS IF THE SHADOWS BREAK DOWN BECAUSE THERE'S NO PM?



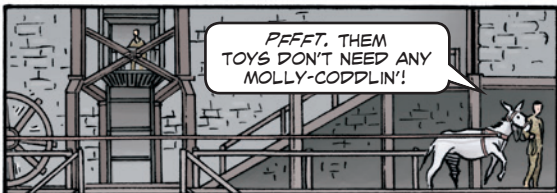
WE NEED MORE BODIES UP THERE WATCHIN' OUT FOR THE GRAY JOGGERS THAN WE DO DOWN HERE TWIDLIN' THUMBS.



BUT WHO DOES THE SHADOW PMCS?



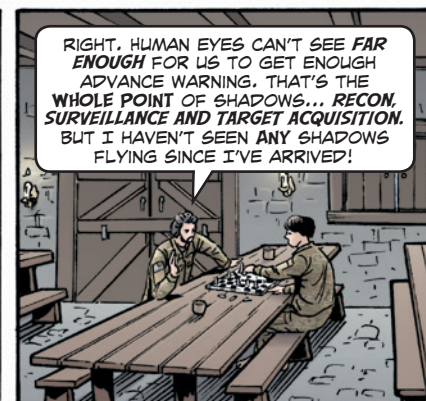
PFFT. THOSE TOYS DON'T NEED ANY MOLLY-CODPLIN'!



THE GRAY JOGGERS WILL PROLLY BREACH THE WALL!



RIGHT. HUMAN EYES CAN'T SEE FAR ENOUGH FOR US TO GET ENOUGH ADVANCE WARNING. THAT'S THE WHOLE POINT OF SHADOWS... RECON, SURVEILLANCE AND TARGET ACQUISITION. BUT I HAVEN'T SEEN ANY SHADOWS FLYING SINCE I'VE ARRIVED!



LATER, IN THE GREAT HALL...

I DON'T GET IT, TAM. I'VE BEEN HERE A WEEK AND EVERYWHERE I'VE GONE IN CASTLE SLACK, I'VE SEEN NO PM.



PM?

PREVENTIVE MAINTENANCE, TAM. THE FACT THAT YOU DON'T KNOW WHAT IT MEANS WORRIES ME.

OH, WELL, I'M 15E. BUT I'VE NOT BEEN USING THE TM.



UMMM... TIME FOR HARSH TRUTH, DON. THE SHADOWS ARE ALREADY NMC. LEMME GIVE YA A L'IL ADVICE. THINGS GO EASIER HERE IF YA DON'T THINK TOO MUCH.



PROOF YOU PRACTICE WHAT YOU PREACH...

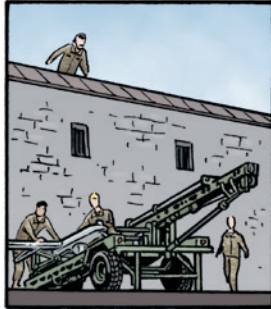
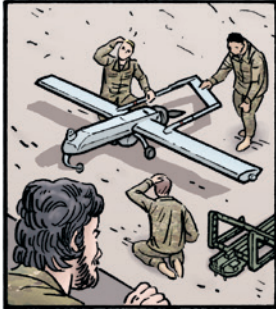


...BAD MOVE, TAM. CHECKMATE!



THE NEXT DAY, PRIVATE KNOW RESUMES GUARD DUTY ON THE WALL...

I DON'T SEE ANY TMS. THEY MUST BE DOING PREFLIGHT INSPECTIONS FROM *MEMORY*. BIG MISTAKE! I SHOULD BE DOWN THERE!



GOOD GRIEF, I HAVEN'T EVEN SEEN THEM CHECK THE OIL!

ACTUALLY, I'M KINDA RELIEVED IT DIDN'T WORK. IF IT CRASHED, SOMEONE COULD'VE BEEN HURT.

THAT NIGHT STRANGE NOISES ARE HEARD BEYOND THE WALL, AN EERIE KIND OF WAILING. IT WAKES PRIVATE KNOW IN HIS BUNK. HE WONDERS: IS IT JUST THE WINTER WIND OR ARE THE GRAY JOGGERS GETTING CLOSER? IF ONLY A SHADOW COULD DO RECON BEYOND THE WALL. BUT THE NIGHT IS DARK AND FULL OF ERRORS!
THE DREADED NIGHT COMES WHEN THERE IS NO LONGER ANY DOUBT-THE GRAY JOGGERS ARE CLOSE TO THE WALL. BUT HOW CLOSE? NOT EVEN THE SHADOW KNOWS ...BECAUSE IT ISN'T WORKING!



DESPERATE TIMES CALL FOR DESPERATE MEASURES. I'M WILLING TO LET YOU TAKE A SHOT AT IT, KNOW.

BUT I CAN ONLY SPARE ONE SOLDIER TO HELP YOU. I NEED THE REST GUARDING THE GATES.

UNDERSTOOD, SIR.



YOU CAN HAVE GNARLY.

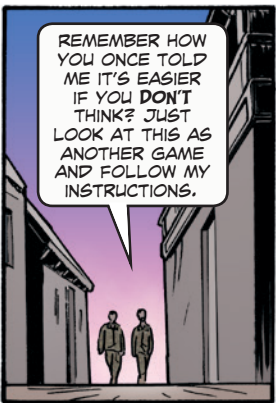
SARGE THINKS HE'S SETTING ME UP FOR FAILURE, BUT I'VE GOT GREAT TRAINING TO FALL BACK ON!



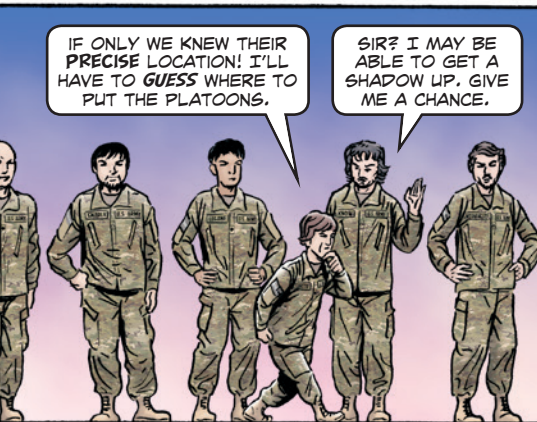
C'MON, TAM, LET'S GIVE HER WINGS.



B-BUT I DON'T KNOW ANYTHING ABOUT SHADOWS, DON!



REMEMBER HOW YOU ONCE TOLD ME IT'S EASIER IF YOU DON'T THINK? JUST LOOK AT THIS AS ANOTHER GAME AND FOLLOW MY INSTRUCTIONS.

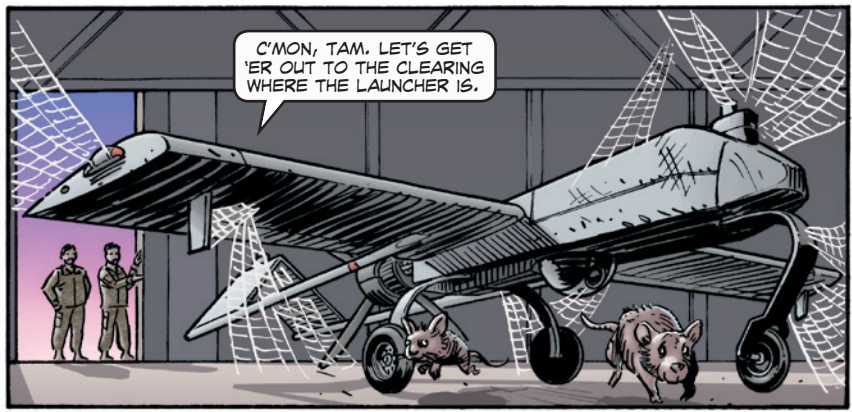


IF ONLY WE KNEW THEIR PRECISE LOCATION! I'LL HAVE TO GUESS WHERE TO PUT THE PLATOONS.

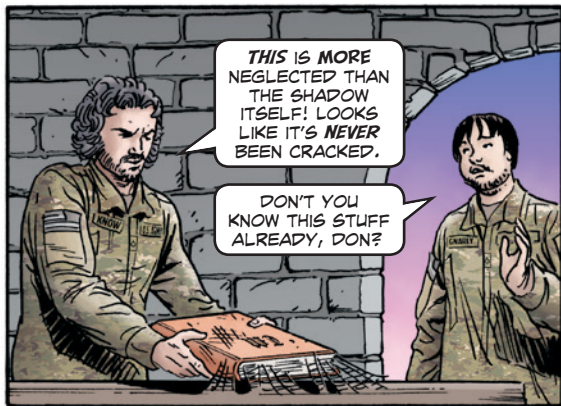
SIR? I MAY BE ABLE TO GET A SHADOW UP. GIVE ME A CHANCE.



THE GREEN LAD STRAIGHT FROM THE SCHOOLHOUSE? NOT BLOODY LIKELY.



C'MON, TAM. LET'S GET 'ER OUT TO THE CLEARING WHERE THE LAUNCHER IS.

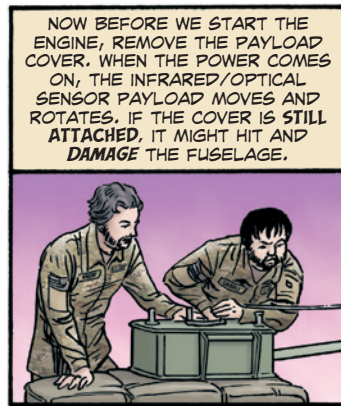


THIS IS MORE NEGLECTED THAN THE SHADOW ITSELF! LOOKS LIKE IT'S NEVER BEEN CRACKED.

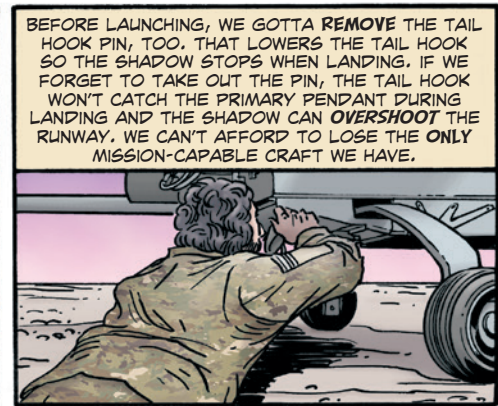
DON'T YOU KNOW THIS STUFF ALREADY, DON'T?



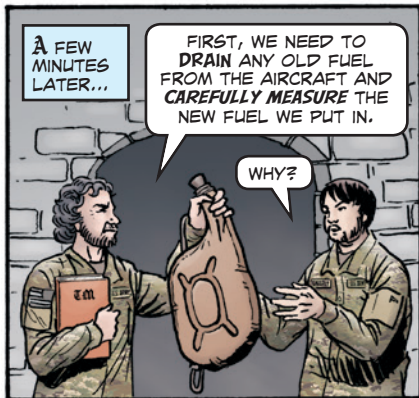
OF COURSE, BUT MAINTENANCE SHOULD NEVER BE DONE FROM MEMORY.



NOW BEFORE WE START THE ENGINE, REMOVE THE PAYLOAD COVER. WHEN THE POWER COMES ON, THE INFRARED/OPTICAL SENSOR PAYLOAD MOVES AND ROTATES. IF THE COVER IS STILL ATTACHED, IT MIGHT HIT AND DAMAGE THE FUSELAGE.



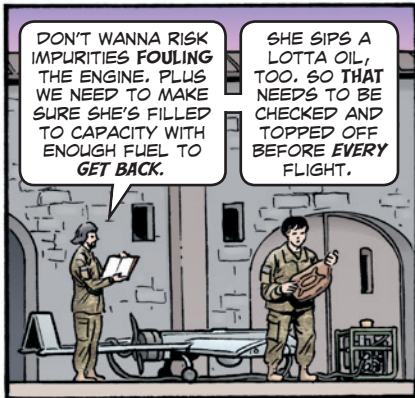
BEFORE LAUNCHING, WE GOTTA REMOVE THE TAIL HOOK PIN, TOO. THAT LOWERS THE TAIL HOOK SO THE SHADOW STOPS WHEN LANDING. IF WE FORGET TO TAKE OUT THE PIN, THE TAIL HOOK WON'T CATCH THE PRIMARY PENDANT DURING LANDING AND THE SHADOW CAN OVERTHROW THE RUNWAY. WE CAN'T AFFORD TO LOSE THE ONLY MISSION-CAPABLE CRAFT WE HAVE.



A FEW MINUTES LATER...

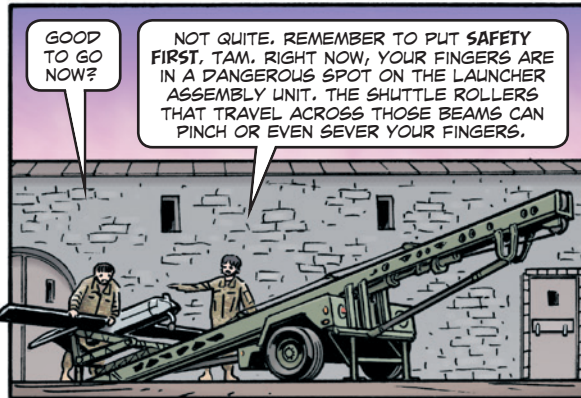
FIRST, WE NEED TO DRAIN ANY OLD FUEL FROM THE AIRCRAFT AND CAREFULLY MEASURE THE NEW FUEL WE PUT IN.

WHY?



DON'T WANNA RISK IMPURITIES FOULING THE ENGINE. PLUS WE NEED TO MAKE SURE SHE'S FILLED TO CAPACITY WITH ENOUGH FUEL TO GET BACK.

SHE SIPPS A LOTTA OIL, TOO. SO THAT NEEDS TO BE CHECKED AND TOPPED OFF BEFORE EVERY FLIGHT.



GOOD TO GO NOW?

NOT QUITE. REMEMBER TO PUT SAFETY FIRST, TAM. RIGHT NOW, YOUR FINGERS ARE IN A DANGEROUS SPOT ON THE LAUNCHER ASSEMBLY UNIT. THE SHUTTLE ROLLERS THAT TRAVEL ACROSS THOSE BEAMS CAN PINCH OR EVEN SEVER YOUR FINGERS.



HEARD THAT'S HOW SARGE LOST HIS FINGERS!



GOOD JOB, TAM! YOU DIDN'T SPILL A DROP.

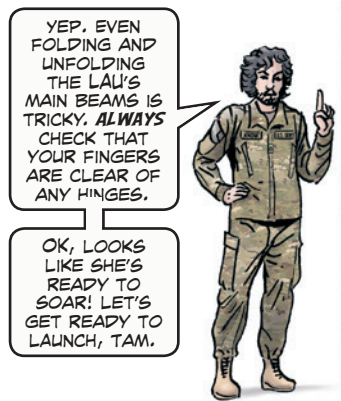


HEH, HEFTING BOILING POTS ALL DAY GIVES ME STEADY HANDS!



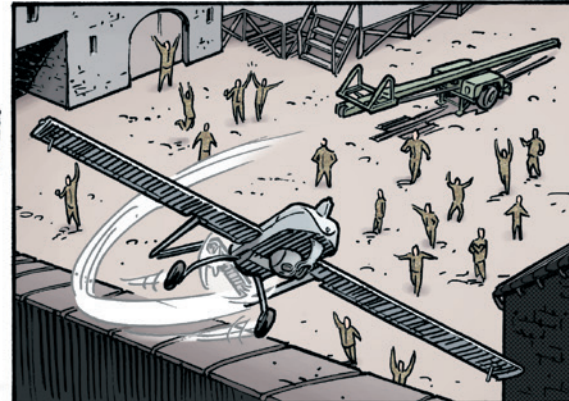
LATER...

THE CHECKLIST'S COMPLETE! LET'S GET THIS BIRD IN THE SKY.



YEP. EVEN FOLDING AND UNFOLDING THE LAU'S MAIN BEAMS IS TRICKY. ALWAYS CHECK THAT YOUR FINGERS ARE CLEAR OF ANY HINGES.

OK, LOOKS LIKE SHE'S READY TO SOAR! LET'S GET READY TO LAUNCH, TAM.





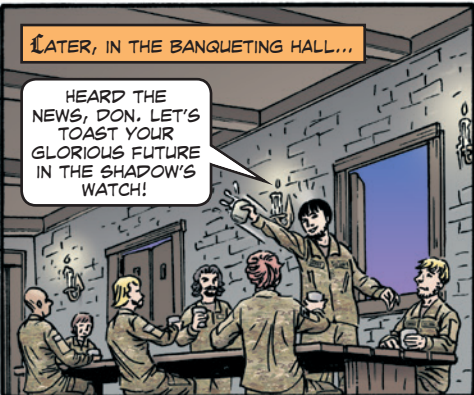
LATER...

WELL DONE, KNOW! THAT SHADOW WARNED US OF THE GRAY JOGGERS' APPROACH.



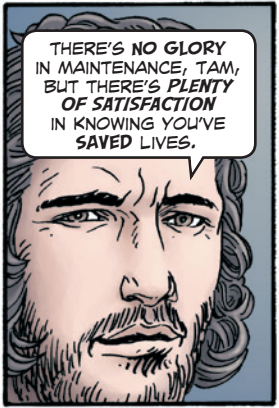
WE WERE ABLE TO REPOSITION TROOPS IN TIME. I'M MAKING YOU THE SHADOW TEAM LEADER HERE.

THANK YOU, SIR!



LATER, IN THE BANQUETING HALL...

HEARD THE NEWS, DON. LET'S TOAST YOUR GLORIOUS FUTURE IN THE SHADOW'S WATCH!



THERE'S NO GLORY IN MAINTENANCE, TAM, BUT THERE'S PLENTY OF SATISFACTION IN KNOWING YOU'VE SAVED LIVES.



OR CHANGED 'EM?



LOOKS LIKE SOMEBODY'S PCS'ING TO FORT FROZENBUNS!

PS MISSILES

- Ins and Outs of Outriggers
- Shut the Door on Door Problems

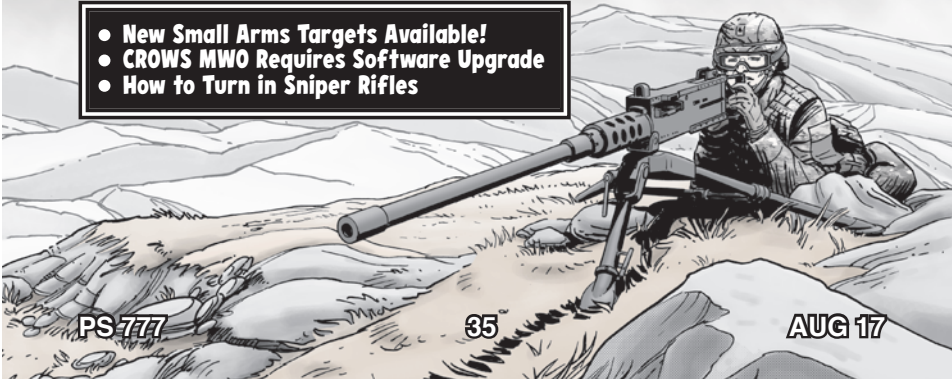
ALSO FEATURING TOOLS

- Are Safety Boards Required?

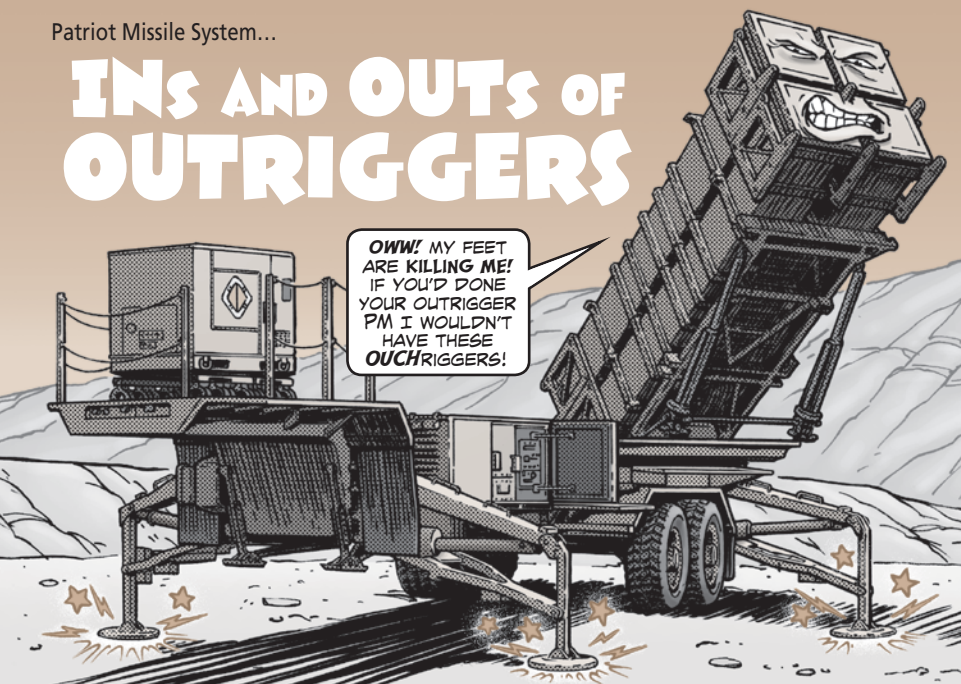


PS SMALL ARMS

- New Small Arms Targets Available!
- CROWS MWO Requires Software Upgrade
- How to Turn in Sniper Rifles



INS AND OUTS OF OUTRIGGERS



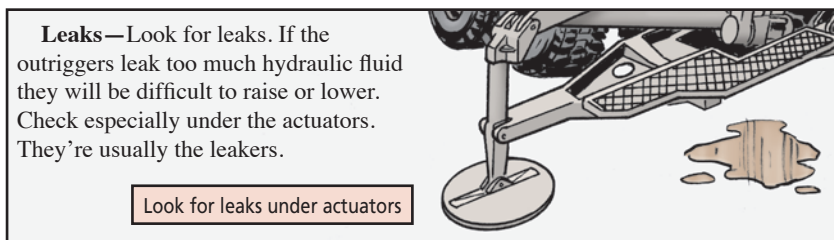
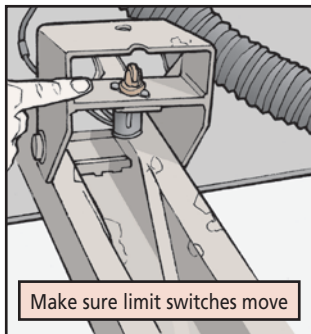
The outriggers are the feet for your Patriot's trailers. If the outriggers are bad, the Patriot doesn't have a leg to stand on! Keep a leg up on problems by remembering these ins and outs of outriggers:

PMCS

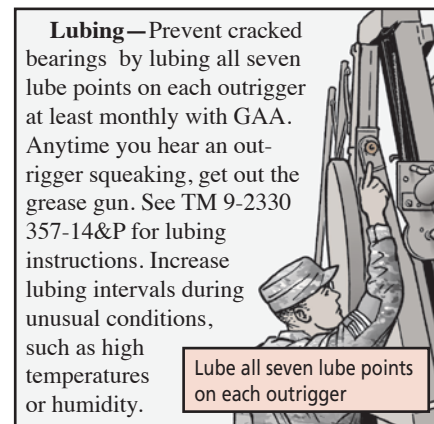
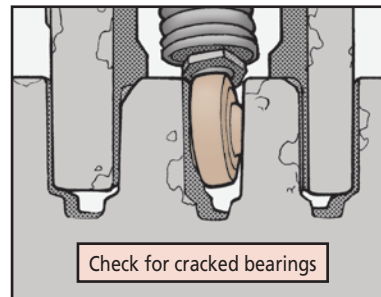
Limit switches—Check all the limit switches. If a switch is crushed, the outrigger won't get the signal to stop raising. That can break the strut weld.

Sometimes the switches can corrode and jam. Then when you try to move the outrigger, the switch breaks. Prevent that by manually pushing all the switches in and rotating their wheels before you move the outriggers, especially if the outriggers haven't been moved in days.

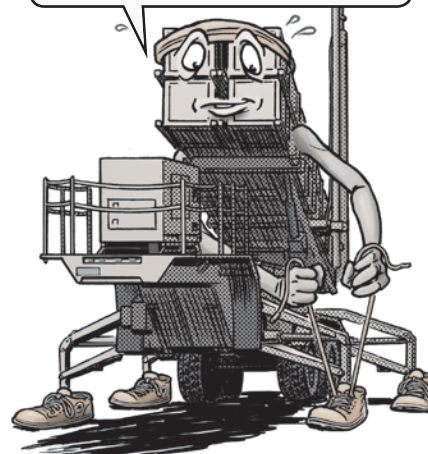
But even if the limit switches look good, keep an eye on the outriggers when they're raised or lowered. Sometimes the pads snag and that can break the welds. Bumping a pad often unsnags it, as does reversing direction. Cleaning sand or ice away from the pad's pivots will help.



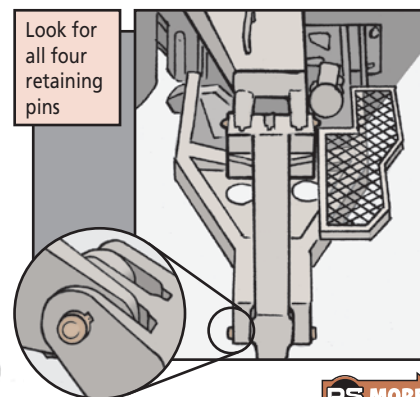
Cracks—If the chrome bearings or the welded areas of the outriggers have even hairline cracks, they should be reported. The outrigger could be unsafe.



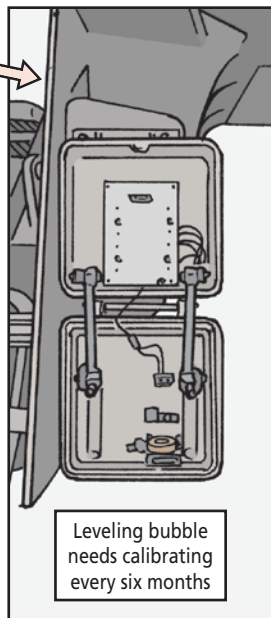
EXERCISE-EXERCISE THE OUTRIGGERS UP AND DOWN AT LEAST WEEKLY TO KEEP THE ACTUATOR SEALS FROM DRYING OUT AND LEAKING. THE BALL SCREWS ALSO NEED TO MOVE IN AND OUT TO SPREAD A COATING OF LUBE ON THEM.



Retaining pins—Make sure the retaining pins for the outriggers' joint pins are installed and tight. There are four retaining pins for each leg: two on the top joint and two on the bottom joint. If the retaining pins disappear, the joint pins can work out.

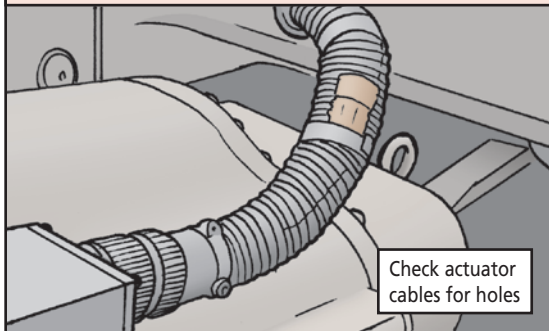


Leveling bubble—If the bubble isn't calibrated every six months, eventually it won't give true readings and you can't level the launcher. See Page 4-125 in TM 9-2330-357-14&P for leveling instructions.



Leveling bubble needs calibrating every six months

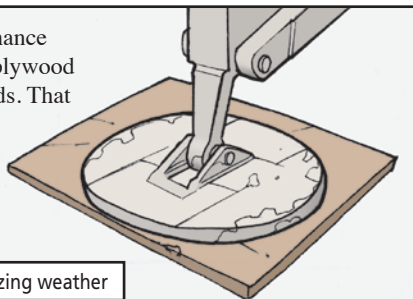
Actuator motor cables—The cables often develop holes, which let in water that can short out the cables. Check the cables monthly for holes and tape any you find with shrink tape, NSN 5970-01-169-2783.



Check actuator cables for holes

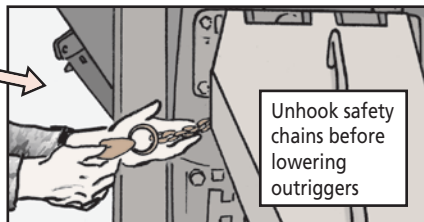
Operation

Prevent frozen pads—If there's any chance temperatures will go below freezing, put plywood or empty sandbags under the outrigger pads. That keeps pads from freezing to the ground. If you try to raise a frozen pad, it can break the actuator. If a pad ever does freeze, free it by pounding the ground around the pad with a sledghehammer.



Put plywood or sandbags under pads in freezing weather

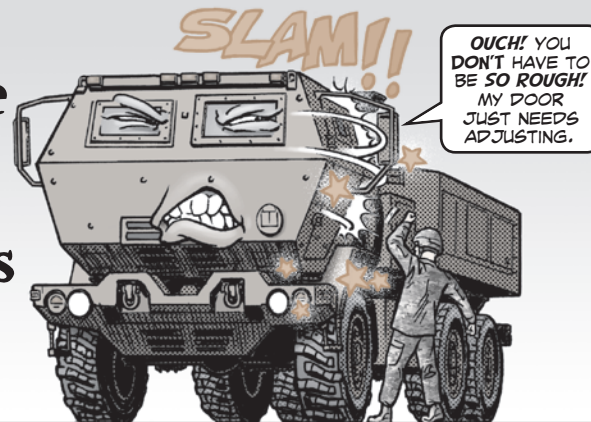
Don't forget safety chains and antenna—If you forget to unhook safety chains before lowering the outriggers, you damage the outriggers. Before you raise the outriggers, remember to stow the antenna or the antenna will be snapped off.



Unhook safety chains before lowering outriggers

HIMARS...

Shut the Door on Door Problems



OUCH! YOU DON'T HAVE TO BE SO ROUGH! MY DOOR JUST NEEDS ADJUSTING.

Dear Editor,
If you can't shut the HIMARS' doors, your HIMARS is NMC. Fortunately, these tips will shut the door on door problems:

Don't slam the doors. When the doors get hard to close, Soldiers usually slam them shut. That just makes things worse. Slamming the doors eventually breaks the brass bushings in the hinges and damages the latch mechanism.

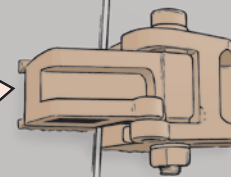
When the doors won't close easily, tell your repairman. He can adjust the door. The doors will probably need to be adjusted periodically depending on how much they're used.

Hands only for opening the doors. Because the doors are heavy, Soldiers often use their feet to push the doors open. Their feet slide down the door and kick the door seal. Eventually, the seal is torn, which means the door can't seal out the poisonous fumes from missile firing. And it's really not cheap to replace the seal.

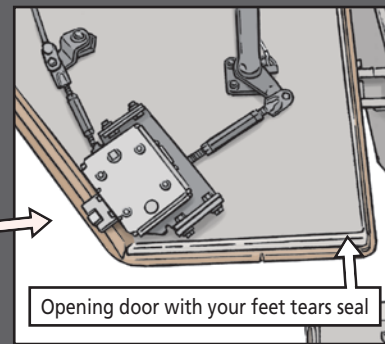
To open the doors, push the door handle completely down and then use your shoulder or arm to push the door open.

WO1 James Walker
Ft Carson, CO

Slamming door breaks bushing in hinges and damages latch



Opening door with your feet tears seal



Editor's note: *The door is shut on those door problems! Thanks.*

ARE SAFETY BOARDS REQUIRED?



Dear Half-Mast,
Are units required to have electrical safety boards?

D.L.

ACCORDING TO PARA 3.8.9 IN TB 385-4, SAFETY REQUIREMENTS FOR MAINTENANCE OF ELECTRICAL AND ELECTRONIC EQUIPMENT (01 JULY 03), THE ANSWER IS **NO**.

HOWEVER, YOUR COMMAND MAY REQUIRE A SAFETY BOARD **DESPITE** THE TB. CHECK WITH YOUR LOCAL SAFETY OFFICE.



UNITS ARE REQUIRED TO HAVE THE EQUIPMENT THAT WOULD BE ON THE BOARD IF YOUR FACILITY IS EXPOSING PEOPLE TO 50 VOLTS OR MORE. ALL ITEMS MUST BE EASILY ACCESSIBLE IN A NOTICEABLE LOCATION.

SO FOR ALL PRACTICAL PURPOSES YOU SHOULD HAVE A SAFETY BOARD.

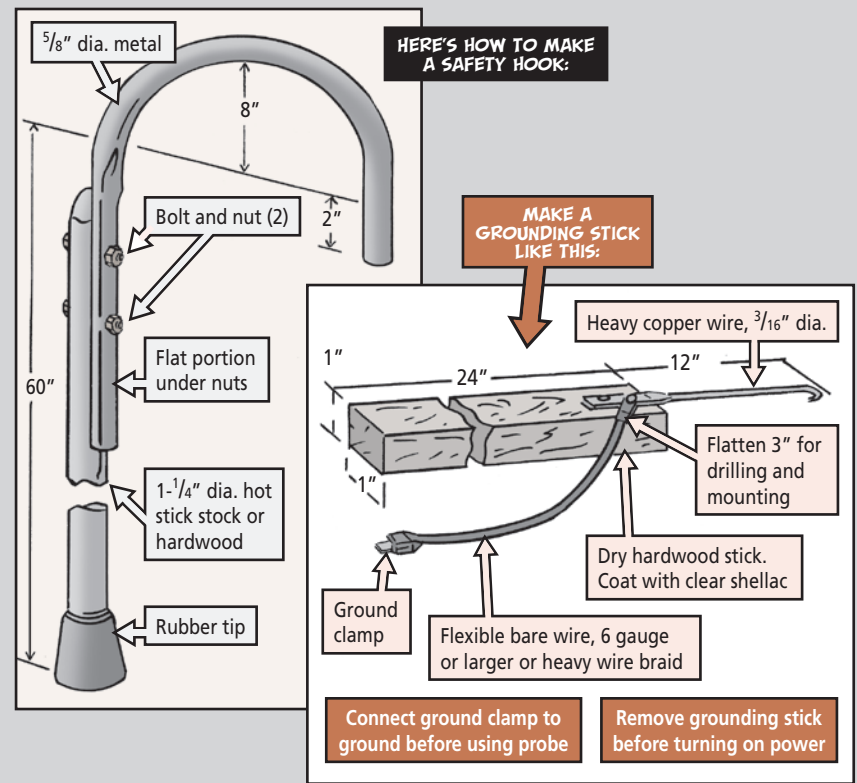
WITH THAT SAID, HERE ARE A FEW TIPS TO KEEP THE SAFETY IN SAFETY BOARDS...

DON'T TREAT THEM LIKE STATIC DISPLAYS. TOO OFTEN SAFETY BOARDS SIT FORGOTTEN AND GATHERING DUST. EVERY SOLDIER SHOULD BE SHOWN WHERE THE SAFETY BOARD IS AND TRAINED ON HOW TO USE EVERY ITEM ON THE BOARD.

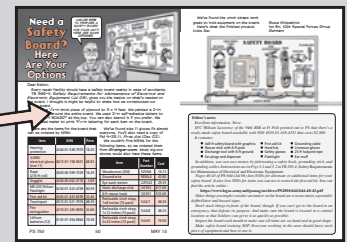
MAKE SURE ITEMS AREN'T MISSING. GLOVES AND FLASHLIGHTS IN PARTICULAR TEND TO DISAPPEAR. ASSIGN SOMEONE THE RESPONSIBILITY OF MONTHLY CHECKING THAT EVERY ITEM IS ON THE BOARD AS REQUIRED BY TB 385-4.

LOCATION, LOCATION, LOCATION. SOME SAFETY BOARDS ARE PUT IN HALLWAYS WHERE THEY AREN'T CLOSE ENOUGH TO HELP IN AN EMERGENCY. PLACE SAFETY BOARDS AS CLOSE AS POSSIBLE TO POSSIBLE SAFETY/ELECTRICAL HAZARDS. MORE THAN ONE BOARD MAY BE NEEDED. YOUR POST SAFETY OFFICER CAN HELP YOU DECIDE.

DON'T SPARE THE HOOKS. SAFETY HOOKS ARE USUALLY THE MOST CRITICAL ITEM ON THE SAFETY BOARD. IF YOU MAKE SEVERAL SAFETY HOOKS, YOU CAN POSITION THEM AROUND THE MOTOR POOL WHERE THEY WOULD BE ONLY STEPS AWAY IF SOMEONE IS BEING ELECTROCUTED.



PAGES 50-51 IN PS 750 (MAY 15) GAVE NSNs AND PART NUMBERS FOR ITEMS NEEDED FOR A SAFETY BOARD:
<https://www.logsa.army.mil/psmag/archives/PS2015/750/750-50-51.pdf>



OR

YOU CAN ORDER A SAFETY BOARD WITH NSN 4910-01-620-2614 FOR AROUND \$2,270.

IT COMES WITH:

- ground stick
- safety hook
- grounding cable
- hearing protection
- safety goggles
- first aid kit
- flashlight
- D batteries
- sash cord rope
- insulated gloves
- material to build the safety board

NEW SMALL ARMS TARGETS AVAILABLE!

HOW AM I...

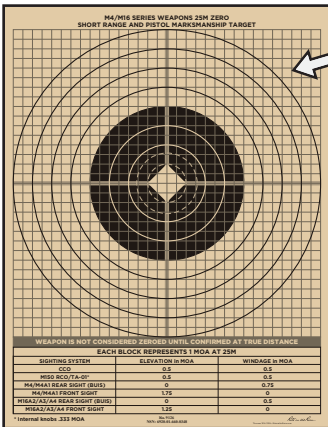
S'POSED TO...

...READ THIS?



YOU NEED THE NEW WATER-RESISTANT TARGETS!

THINGS JUST GOT EASIER FOR SOLDIERS GOING TO THE RANGE. THE ARMY IS OFFERING **THREE NEW TARGETS** TO HELP YOU STAY ON TARGET.



THIS IS THE NEW M4 CARBINE/ M16 RIFLE 25MM ZERO SHORT RANGE AND PISTOL MARKSMANSHIP TARGET.

IT OFFERS THESE ADVANTAGES OVER THE OLD TARGET:

- Can be used with improved optics
- New design with the 1 minute of angle (MOA) grid makes it easier to zero the optic, which has become the primary sighting system
- Can be used as a scoring target for short-range marksmanship training
- Can be used as a scoring target for pistol training
- Includes an MOA chart for easy measuring and adjustments
- Replaces the silhouette with a diamond center
- Includes a graphic training aid on the back for zeroing at 100, 200 and 300 meters

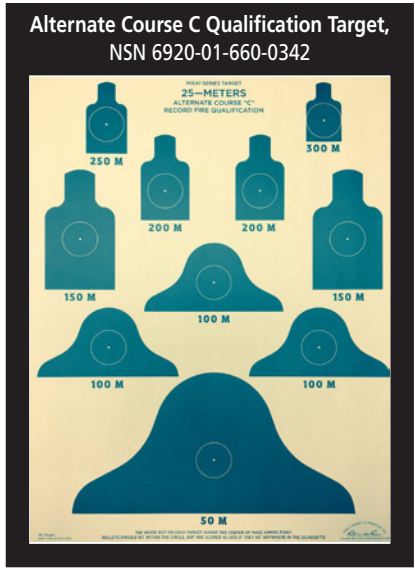
THE NEW TARGET WAS DESIGNED BY

SFC MIKE LEWIS, FT BRAGG, NC
SFC ASH HESS, FT BENNING, GA
SFC PAUL MEACHAM, FT CAMPBELL, KY
SSG JOHN BRADY, FT DRUM, NY

ORDER THE TARGET WITH NSN 6920-01-660-0348.

Water-resistant Targets

RAINY DAYS TURN PAPER TARGETS INTO A MESS, WHICH IS WHY THE ARMY IS NOW OFFERING TWO WATER-RESISTANT TARGETS:



THE TWO WATER-RESISTANT TARGETS ARE PRINTED ON ALL-WEATHER WATER-RESISTANT HEAVY DUTY PAPER, WHICH LETS YOU ZERO IN NO MATTER WHAT THE WEATHER. THE ALL-WEATHER PAPER PRODUCES CLEANER, MORE PRECISE HOLES FOR QUICKER AND EASIER ASSESSMENT AND SCORING.

CROWS MWO Requires Software Upgrade

If your M153 CROWS has software version 3.5 or below, it needs to be updated using MWO 9-1090-219-23-1. Report the upgrade in the Modification Management Information System (MMIS) in LIW.

Special Operations units with CROWS software version 3.10.2 don't need to do the update.

Full instructions, equipment required, software download location, and authorized personnel needed are listed in the MWO. You can find the MWO at:

<https://liw.logsa.army.mil/mmis/#/dashboard/messages/modification>

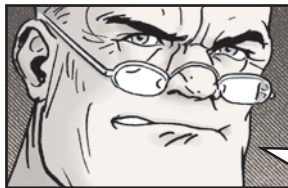
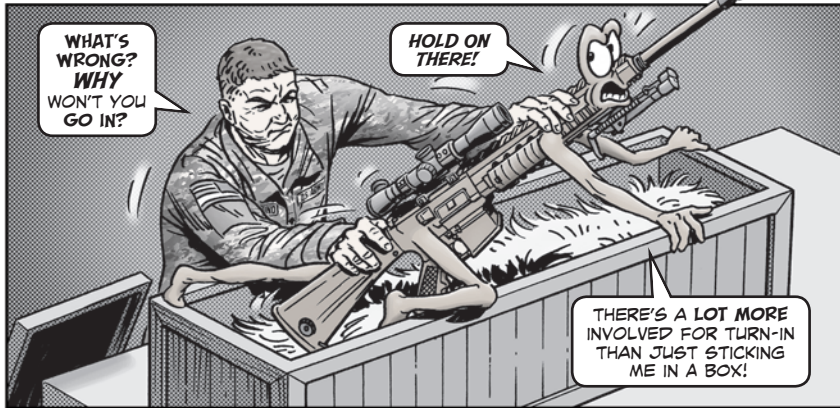
Questions? Contact Fred Torres at (586) 282-1344, DSN 786-1344, or email:

wilfredo.f.torresstevez.civ@mail.mil

or contact James Tucker at (586) 282-1345, DSN 786-1345, or email:

james.w.tucker50.civ@mail.mil

HOW TO TURN IN SNIPER RIFLES



TURNING IN A SNIPER RIFLE (M110, M2010, M107 OR M14EBR) REQUIRES A BIT MORE CARE THAN A NORMAL WEAPON.

FIRST, YOU MUST SEND A COMPLETED DA FORM 2404, EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET, TO THE TACOM ITEM MANAGER FOR THAT PARTICULAR SNIPER RIFLE. ITEM MANAGER NAMES WITH CONTACT INFORMATION CAN BE FOUND IN i2log.

SEE PAGE 32 OF PS 762 (MAY 16) FOR HELP:

<https://www.logsa.army.mil/psmag/archives/PS2016/762/762-27-34.pdf>

ONCE YOU RECEIVE TURN-IN INSTRUCTIONS FROM THE ITEM MANAGER, YOU MUST THEN SEND IN THE RIFLE WITH ALL OF ITS BII AND COEI.

THIS INCLUDES:

- the hard and soft storage cases
- optics
- suppressors
- magazines

DON'T FORGET TO TURN IN THE ANTI-REFLECTION DEVICE/LASER FILTER UNIT, TOO!

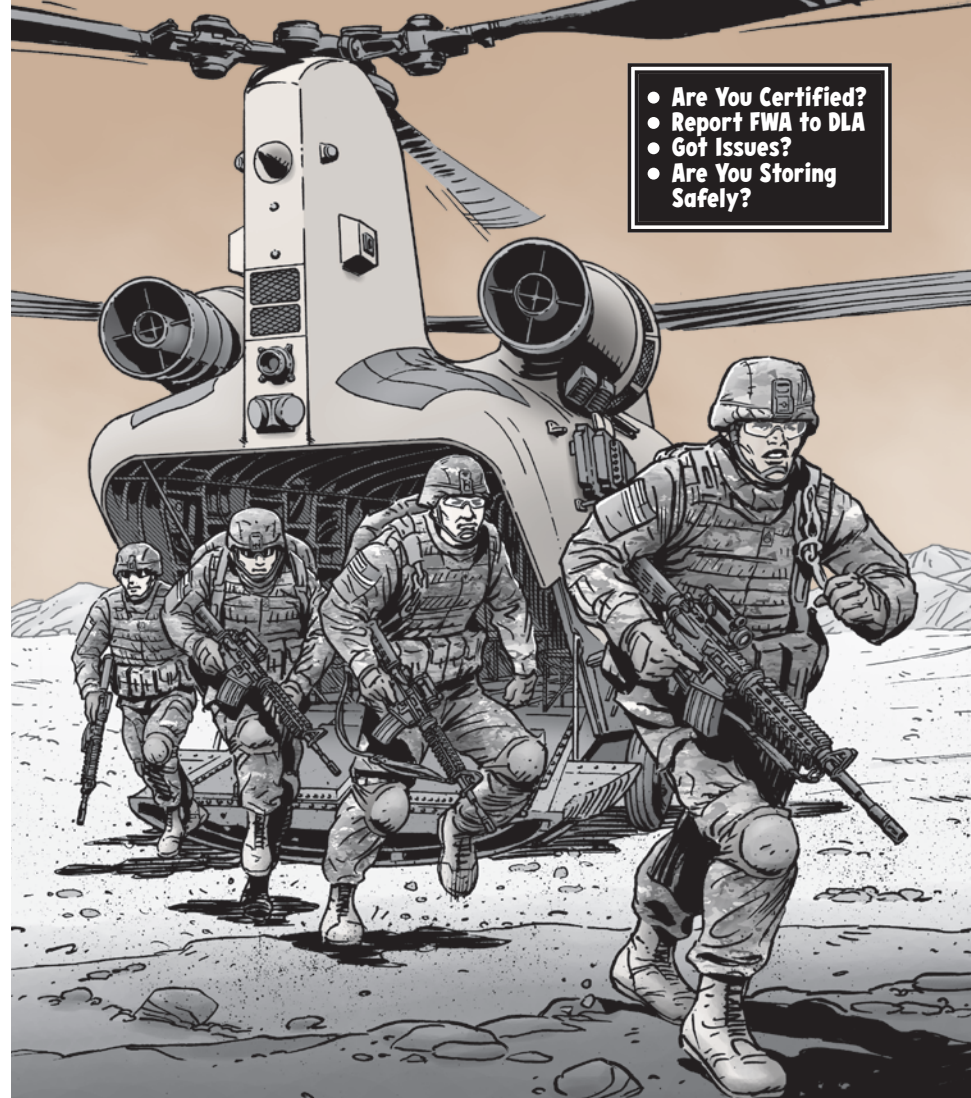
FOR A COMPLETE LIST OF BII AND COEI, SEE THE RIFLE'S -10 TM.

IF A RIFLE IS MISSING ANY ITEMS, A DA FORM 2062, HAND RECEIPT/ANNEX NUMBER, SHOULD BE FILLED IN AND PACKED INSIDE THE WEAPON'S CASE. IF YOU FAIL TO INCLUDE ALL ITEMS, IT SLOWS DOWN THE WHOLESALE REPAIR CYCLE AND HURTS THE SNIPER RIFLE SUPPLY CHAIN.

QUESTIONS?
CONTACT:

EUGENE MEADE AT (586) 282-1253, DSN 786-1253, OR EMAIL: eugene.v.meade2.civ@mail.mil
OR MICHAEL PRICE AT (586) 282-1252, DSN 786-1252, OR EMAIL: michael.b.price.civ@mail.mil

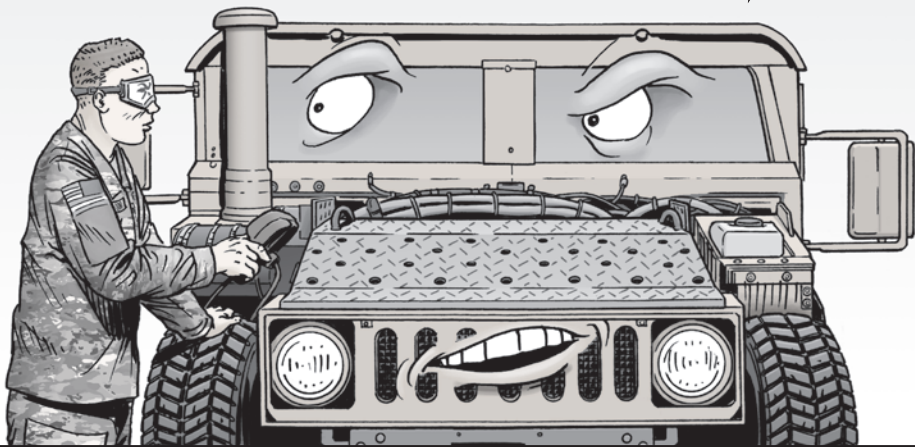
PS SOLDIER SUPPORT



- Are You Certified?
- Report FWA to DLA
- Got Issues?
- Are You Storing Safely?

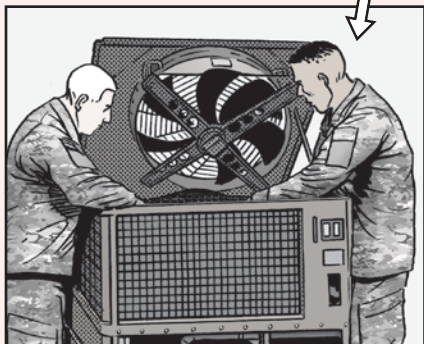
Are YOU Certified?

HOLD ON THERE! ARE YOU CERTIFIED TO WORK ON MY AIR CONDITIONING?

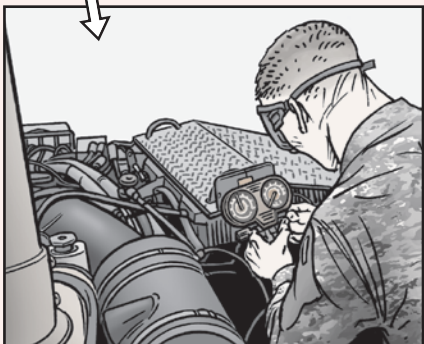


DO YOU DEAL WITH REFRIGERATION AND AIR CONDITIONING EQUIPMENT? IF SO, YOU NEED TO KNOW THE DIFFERENCE BETWEEN SECTIONS 608 AND 609 OF THE EPA CLEAN AIR CERTIFICATION PROGRAM.

● Section 608 is training certification to repair and support stationary A/C and refrigeration equipment.



● Section 609 is training certification to repair and support automotive air conditioning equipment.



SO IF YOU BELIEVE YOU'RE UNIVERSALLY CERTIFIED TO PERFORM ALL REPAIRS DEALING WITH REFRIGERANTS, YOU MAY BE WRONG!

THE TRAINING PROGRAMS THAT AUTHORIZE FOR SECTIONS 608 AND 609 HAVE BEEN UPDATED AND NOT ALL MOSSs ARE CERTIFIED FOR BOTH TYPES OF SYSTEMS.

SOLDIERS WITH THE FOLLOWING MOSSs CAN BE TESTED AND CERTIFIED IN SECTION 608:

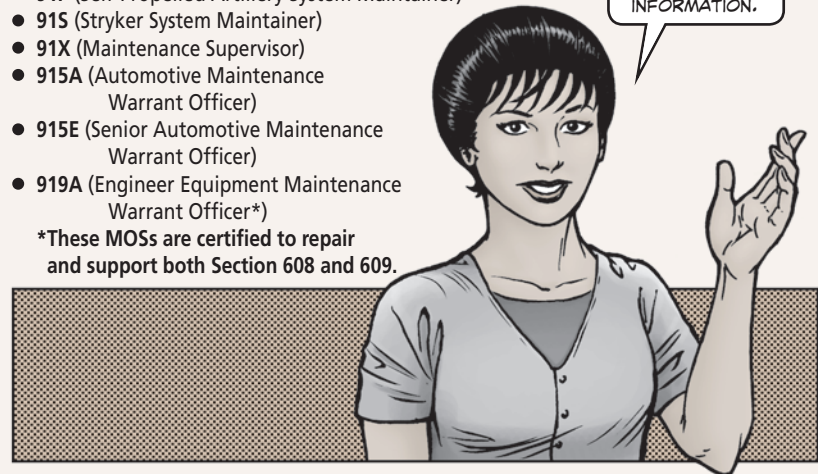
- 15R (AH-64D Attack Helicopter Repair)
- 88L (Watercraft Engineer)
- 91C (Utilities Equipment Repair*)
- 91J20 (Quartermaster and Chemical Equipment Repairer)
- 919A (Engineer Equipment Maintenance Warrant Officer*)

SOLDIERS WITH THESE MOSSs CAN BE TESTED AND CERTIFIED IN SECTION 609:

- 91A (Abrams Tank System Maintainer)
- 91B (Wheel Vehicle Mechanic)
- 91C (Utilities Equipment Repairer*)
- 91H (Tracked Vehicle Repairer)
- 91J (Quartermaster and Chemical Equipment Repairer)
- 91L (Construction Equipment Repairer)
- 91M (Bradley Fighting Vehicle System Maintainer)
- 91P (Self-Propelled Artillery System Maintainer)
- 91S (Stryker System Maintainer)
- 91X (Maintenance Supervisor)
- 915A (Automotive Maintenance Warrant Officer)
- 915E (Senior Automotive Maintenance Warrant Officer)
- 919A (Engineer Equipment Maintenance Warrant Officer*)

*These MOSs are certified to repair and support both Section 608 and 609.

FOR MORE HELP, CONTACT YOUR REGIONAL LOGISTICS ASSISTANCE OFFICE. THEY CAN PROVIDE TEST SITE INFORMATION.



Report FWA to DLA
Need to report an instance of fraud, waste or abuse (FWA) to the Defense Logistics Agency (DLA)? Call the DLA Hotline at 800-411-9127 or contact them online at: <http://www.dla.mil/HQ/InspectorGeneral/Business/Hotline/HotlineForm.aspx>

Got Issues?
Missing a back issue or two of PS Magazine? Let us help! We just need your name, rank, unit, full mailing address and PS issue number or month/year. Email your request to: usarmy.redstone.logsa.mbx.psmag@mail.mil

ARE YOU STORING SAFELY?



WHEN IT COMES TO STORING FLAMMABLES SUCH AS **PETROLEUM, OIL, LUBRICANTS** AND **PAINTS**, YOU WANT TO BE SAFE. THEY'RE CALLED **FLAMMABLES** FOR A REASON!



CTA 50-909 AUTHORIZES THE PURCHASE OF **STORAGE CABINETS** FOR UNITS THAT STORE FLAMMABLES.

FED LOG LISTS **MANY SIZES, SHAPES AND COLORS**, SO ORDER THE CABINET THAT BEST SUITS **YOUR NEEDS**.

HERE ARE A FEW THAT MIGHT DO THE TRICK:

Cabinet Description	NSN 7125-
Yellow, 43 inches wide x 65 inches high x 18 inches deep	01-084-6955
Yellow with red "Flammable—Keep Fire Away", 43 inches wide x 65 inches high x 18 inches deep	01-035-3023
Yellow with red "Flammable—Keep Fire Away" decal across both doors, 43 inches wide x 44 inches high x 18 inches deep, 30 gallon capacity	01-084-6954
Yellow with red "Flammable" warning, 60-gal capacity	01-621-4848
Red with white "FLAMMABLE LIQUID" lettering on front, 4 shelves, 36 inches wide x 35 inches high x 24 inches deep	00-550-3356*

*Order on a DD Form 1348-6 and put "NSN not on AMDF" in the REMARKS block.

Safety's not ensured just because you have a storage cabinet, though. Follow these rules for handling and storing flammables:

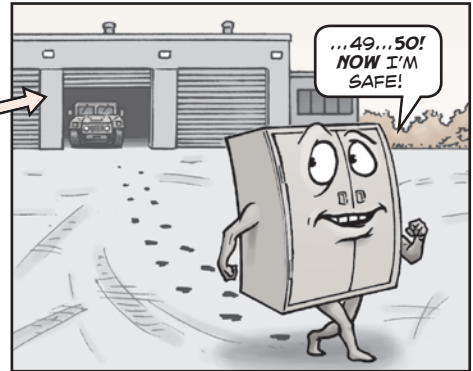
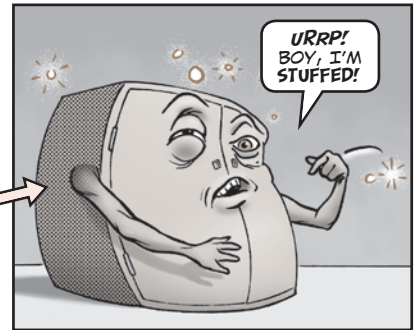
- Tighten all container lids.
- Remove any leaking containers immediately. Clean up all spills by following your unit's HAZMAT SOP.
- Never exceed the maximum storage capacity of a cabinet. A cabinet's capacity is determined by safety, not by the number of containers it will hold. You'll find the capacity listed in the instruction sheet that comes with each cabinet. For a quick reference, tape the instructions on the inside or outside of the cabinet.
- Store paint in its own cabinet. Never store it in the same cabinet as petroleum, oil or lubricants. Always check the Hazardous Materials Information Resource System (HMIRS) for compatibility before storing materials:

<http://www.dla.mil/HQ/InformationOperations/Offers/Products/LogisticsApplications/HMIRS.aspx>

- Locate indoor cabinets away from areas where spark-producing tools or equipment are used. Also keep them away from areas where heat, fumes and gases build.
- Put outdoor cabinets at least 50 feet from combustible structures. Keep the area around the cabinet free of weeds and debris. Place and enforce "No Smoking" signs.

Order the signs with these NSNs:

NSN 7690-	Letter Height (inches)
01-032-3714	1
01-032-4602	1½
01-032-4604	2
01-036-4777	3



- Check out the information in the National Fire Code 30, *Flammable and Combustible Liquids*. If you don't have it on hand, contact your safety office. They should have copies and be able to tell you about local regulations.

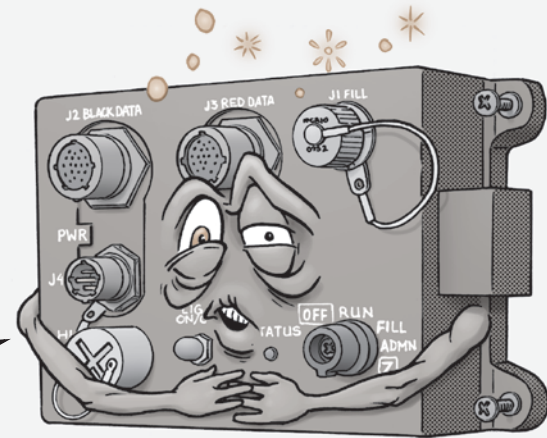


- KGV-72 Battery Bloopers!
- TEIP Keeps Equipment in Peak Condition

Blue Force Tracker...

KGV-72 BATTERY BLOOPER!

OOHHHHH... THAT LAST BATTERY I ATE DID NOT AGREE WITH ME!



Dear Editor,

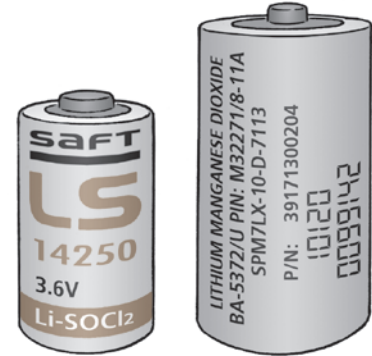
When we ordered hold-up batteries (HUBs) for the platform encryption device (PED) KGV-72, NSN 5810-01-564-3364 (LIN E05008) for our Blue Force Tracker (BFT), there was a problem. The HUB, NSN 6135-01-525-9943, listed in WP 0002 of TM 11-5810-268-13 (Jul 14), was a terminal item. FED LOG told us to order NSN 6135-01-435-4921.

But that's the wrong battery!

Here's a picture of the original battery on the left and what we received on the right. They are very different batteries in both size and voltage.

Left: Original (correct) KGV-72 battery, NSN 6135-01-525-9943

Right: Incorrect KGV-72 battery, NSN 6135-01-435-4921



We talked to a BFT field service engineer who told us to order NSN 6135-01-370-2599 instead. It's the same HUB battery used in DAGRs but can also be used in KGV-72s.

FED LOG has updated the verbiage on NSN 6135-01-435-4921, stating that it's consolidated with NSN 6135-01-370-2599, but this is still confusing. They are two distinctly different batteries.

Finally, the KGV-72's batteries can last up to a year, so if you haven't changed them in that time, be sure to check the TM for battery status light guidance.

CW2 Carlos E. Morales
MAARNG

READERS, THE COMMUNICATIONS SECURITY LOGISTICS ACTIVITY CONFIRMS THE RIGHT HUB FOR THE KGV-72 IS NSN 6135-01-370-2599.

UNTIL THE TM IS UPDATED, NOTE THAT CORRECTION. DON'T TRY TO FORCE THE WRONG BATTERY OR YOU COULD DAMAGE THE PED.

THANKS FOR THE ALERT AND TURNING A POTENTIALLY NEGATIVE SITUATION POSITIVE, CHIEF!

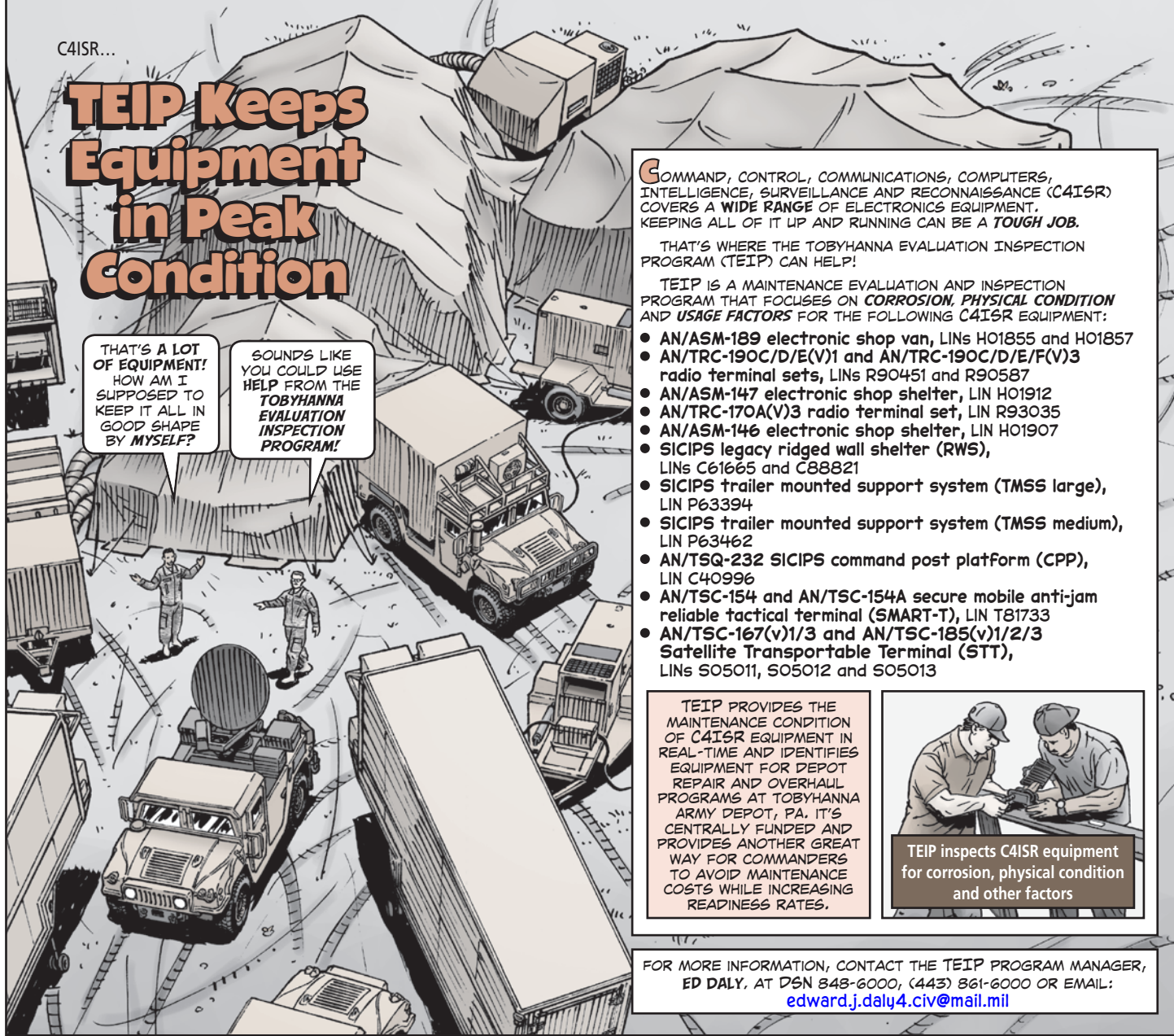


C4ISR...

TEIP Keeps Equipment in Peak Condition

THAT'S A LOT OF EQUIPMENT! HOW AM I SUPPOSED TO KEEP IT ALL IN GOOD SHAPE BY MYSELF?

SOUNDS LIKE YOU COULD USE HELP FROM THE TOBYHANNA EVALUATION INSPECTION PROGRAM!



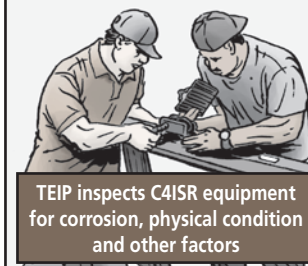
COMMAND, CONTROL, COMMUNICATIONS, COMPUTERS, INTELLIGENCE, SURVEILLANCE AND RECONNAISSANCE (C4ISR) COVERS A WIDE RANGE OF ELECTRONICS EQUIPMENT. KEEPING ALL OF IT UP AND RUNNING CAN BE A TOUGH JOB.

THAT'S WHERE THE TOBYHANNA EVALUATION INSPECTION PROGRAM (TEIP) CAN HELP!

TEIP IS A MAINTENANCE EVALUATION AND INSPECTION PROGRAM THAT FOCUSES ON CORROSION, PHYSICAL CONDITION AND USAGE FACTORS FOR THE FOLLOWING C4ISR EQUIPMENT:

- AN/ASM-189 electronic shop van, LINs HO1855 and HO1857
- AN/TRC-190C/D/E(V)1 and AN/TRC-190C/D/E/F(V)3 radio terminal sets, LINs R90451 and R90587
- AN/ASM-147 electronic shop shelter, LIN HO1912
- AN/TRC-170A(V)3 radio terminal set, LIN R93035
- AN/ASM-146 electronic shop shelter, LIN HO1907
- SICIPS legacy ridged wall shelter (RWS), LINs C61665 and C88821
- SICIPS trailer mounted support system (TMSS large), LIN P63394
- SICIPS trailer mounted support system (TMSS medium), LIN P63462
- AN/TSQ-232 SICIPS command post platform (CPP), LIN C40996
- AN/TSC-154 and AN/TSC-154A secure mobile anti-jam reliable tactical terminal (SMART-T), LIN T81733
- AN/TSC-167(v)1/3 and AN/TSC-185(v)1/2/3 Satellite Transportable Terminal (STT), LINs SO5011, SO5012 and SO5013

TEIP PROVIDES THE MAINTENANCE CONDITION OF C4ISR EQUIPMENT IN REAL-TIME AND IDENTIFIES EQUIPMENT FOR DEPOT REPAIR AND OVERHAUL PROGRAMS AT TOBYHANNA ARMY DEPOT, PA. IT'S CENTRALLY FUNDED AND PROVIDES ANOTHER GREAT WAY FOR COMMANDERS TO AVOID MAINTENANCE COSTS WHILE INCREASING READINESS RATES.



TEIP inspects C4ISR equipment for corrosion, physical condition and other factors

FOR MORE INFORMATION, CONTACT THE TEIP PROGRAM MANAGER, ED DALY, AT DSN 848-6000, (443) 861-6000 OR EMAIL: edward.j.daly4.civ@mail.mil



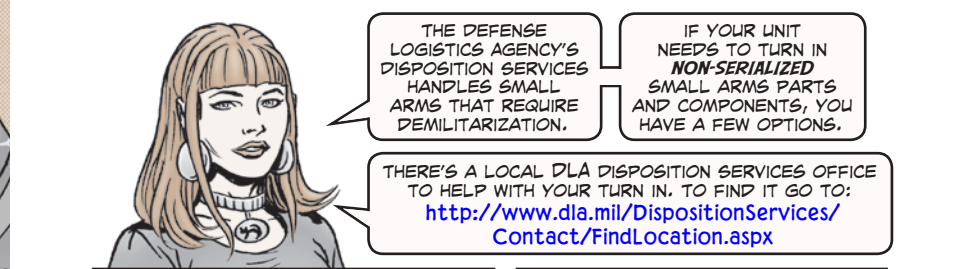
- Let DLA Take Them Away
- Turn In Your Extra Furniture
- Color Coded Caps?
- Old-School Way OK?
- Service Early or Not?

Small Arms...

Let DLA Take Them Away



TIME TO DEMIL THESE WEAPONS. BUT, CLOE, I NEED SOME GUIDANCE ON THIS.



THE DEFENSE LOGISTICS AGENCY'S DISPOSITION SERVICES HANDLES SMALL ARMS THAT REQUIRE DEMILITARIZATION.

IF YOUR UNIT NEEDS TO TURN IN **NON-SERIALIZED** SMALL ARMS PARTS AND COMPONENTS, YOU HAVE A FEW OPTIONS.

THERE'S A LOCAL DLA DISPOSITION SERVICES OFFICE TO HELP WITH YOUR TURN IN. TO FIND IT GO TO:
<http://www.dla.mil/DispositionServices/Contact/FindLocation.aspx>

IF THE PARTS YOU'RE TURNING IN ARE **SERIALIZED**, THEN THE **ONLY** DISPOSITION SERVICES OFFICE AUTHORIZED TO TAKE THEM IS IN ANNISTON, AL.

SERIALIZED ITEMS INCLUDE **WEAPONS**; PARTS LIKE **TRIGGERS**, **TRIGGER ASSEMBLIES** AND **LOWER RECEIVERS**; AND **ALL WEAPON TRAINERS**.

WHEN YOU NEED ASSISTANCE TO TURN IN SERIALIZED ITEMS, CONTACT CENTRAL DEMIL DIVISION ANNISTON FOR TURN-IN AND SHIPPING INSTRUCTIONS. THEY CAN PROVIDE INFORMATION REGARDING SMALL ARMS, SO YOU DON'T WASTE TIME SHIPPING THEM. WHEN POSSIBLE, THEY'LL ALSO HELP IDENTIFY ANY PROBLEMS THAT MIGHT DELAY OR PREVENT THE ACCEPTANCE OF YOUR SHIPMENT. TO CONTACT CDD ANNISTON FOR MORE INFORMATION OR ASSISTANCE, SEND AN EMAIL TO:
DispSvcSmallArmsDemilAnniston@dlm.mil



TIME TO SEND THESE SERIALIZED PARTS TO ANNISTON!

DLA... Turn In Your Extra Furniture



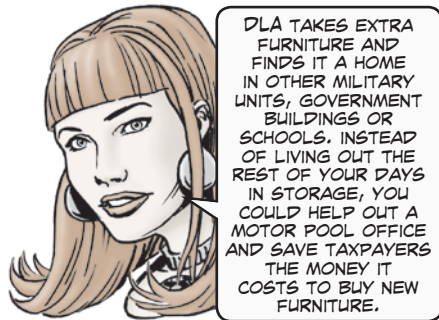
WE HAVE WAY MORE FILING CABINETS THAN WE'RE EVER GONNA NEED. WHAT SHOULD WE DO WITH THE EXTRAS?

THERE'S NOT ENOUGH HUMANS HERE FOR ALL OF US TO HELP. I GUESS IT'S OFF TO THE WAREHOUSE.

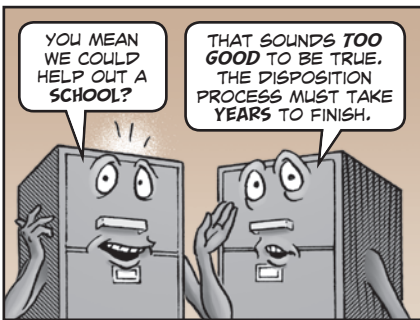


GOT FURNITURE LYING AROUND? TURN IT IN TO DEFENSE LOGISTICS AGENCY (DLA) DISPOSITION SERVICES. THEY CAN TAKE THAT FURNITURE OFF OF YOUR HANDS AND USE IT TO HELP OTHER ORGANIZATIONS.

BUT WHAT'LL DLA DO WITH US?



DLA TAKES EXTRA FURNITURE AND FINDS IT A HOME IN OTHER MILITARY UNITS, GOVERNMENT BUILDINGS OR SCHOOLS. INSTEAD OF LIVING OUT THE REST OF YOUR DAYS IN STORAGE, YOU COULD HELP OUT A MOTOR POOL OFFICE AND SAVE TAXPAYERS THE MONEY IT COSTS TO BUY NEW FURNITURE.



YOU MEAN WE COULD HELP OUT A SCHOOL?

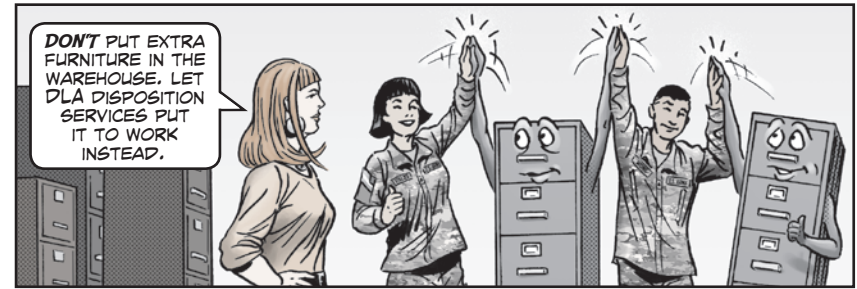
THAT SOUNDS *TOO GOOD* TO BE TRUE. THE DISPOSITION PROCESS MUST TAKE YEARS TO FINISH.



IT'S FASTER AND EASIER THAN YOU THINK AND DLA WILL WALK YOU THROUGH EVERY STEP. TO GET STARTED, CHECK OUT:

<http://www.dla.mil/DispositionServices.aspx>

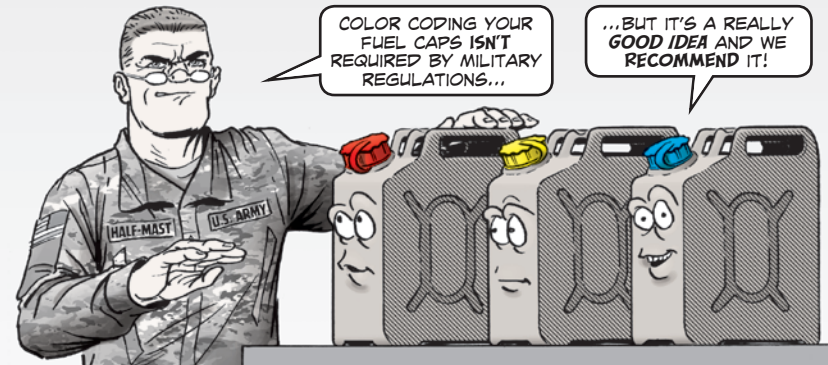
QUESTIONS? SEND AN EMAIL TO: DLAContactCenter@dlamail.mil



DON'T PUT EXTRA FURNITURE IN THE WAREHOUSE. LET DLA DISPOSITION SERVICES PUT IT TO WORK INSTEAD.

Fuel Cans...

COLOR CODED CAPS?



COLOR CODING YOUR FUEL CAPS ISN'T REQUIRED BY MILITARY REGULATIONS...

...BUT IT'S A REALLY **GOOD IDEA** AND WE RECOMMEND IT!

Dear Half-Mast,
The back cover of PS 683 (Oct 09), shows fuel cans with color-coded caps. I can't seem to find this requirement in any CFR or NFPA ND. It's not mentioned in TM 4-15.21, Army *Watercraft Safety*, or TB 43-0144, *Painting of Watercraft*. Can you help?

Mr. R.P.

Dear Sir,
There aren't any specific requirements for color-coding fuel caps spelled out in Army or DoD publications. The colors we showed correspond to the National Fire Protection Association's NFPA 30, Flammable and Combustible Liquids Code. NFPA 30 recommends the color red for gasoline, yellow for diesel and blue for kerosene. It's a great idea to color code your fuel caps, but it isn't required by any military regulation.

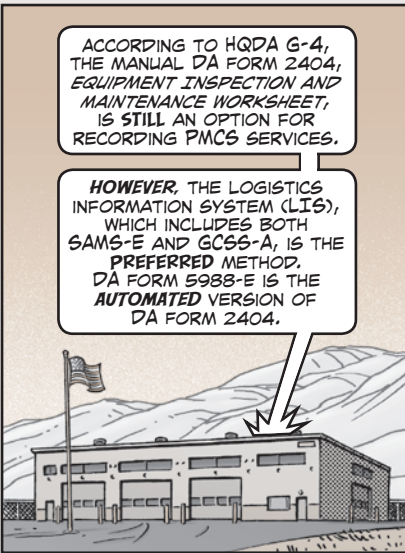
Half-Mast

Old-School Way OK?



MASTER SERGEANT HALF-MAST, I'VE BEEN TRYING TO FIGURE THIS OUT: ARE DA FORM 2404 MANUAL MAINTENANCE FORMS STILL **AUTHORIZED**?

YES, SERGEANT, THEY ARE.



ACCORDING TO HQDA G-4, THE MANUAL DA FORM 2404, **EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET**, IS STILL AN OPTION FOR RECORDING PMCS SERVICES.

HOWEVER, THE LOGISTICS INFORMATION SYSTEM (LIS), WHICH INCLUDES BOTH SAMS-E AND GCSS-A, IS THE **PREFERRED METHOD**. DA FORM 5988-E IS THE **AUTOMATED** VERSION OF DA FORM 2404.

ASK YOUR MOTOR POOL TAMMS CLERK TO RUN YOU A COPY OF THE LATEST 5988-E ANY TIME YOU NEED TO GET A CURRENT PRINTOUT TO CHECK YOUR EQUIPMENT.

REMEMBER WHEN YOU'RE ON A MISSION, YOU'RE ALSO REQUIRED TO HAVE A CURRENT WORKING COPY OF THE 5988-E IN YOUR EQUIPMENT LOGBOOK, ALONG WITH THE DISPATCH, ASSORTED SAFETY FORMS AND OPERATOR TM.

MANUAL FORMS LIKE THE 2404 SHOULD BE USED **ONLY** IF THE LIS IS DOWN OR UNAVAILABLE. DATA FROM MANUAL FORMS SHOULD ALSO BE ENTERED INTO THE LIS AS SOON AS POSSIBLE.

THE 5988-E IS **PREFERABLE** BECAUSE IT INCLUDES MORE INFORMATION ON EACH PIECE OF EQUIPMENT, PLUS IT SUPPORTS ALL THE **AUTOMATED LOGISTICAL PROCESSES**, INCLUDING PROPERTY ACCOUNTABILITY.

SO ONCE ITEMS LIKE WEAPONS ARE ENTERED INTO THE LIS, IT'S EASIER TO TRACK ALL MAINTENANCE ACTIONS, AS WELL AS REQUIREMENTS LIKE SCHEDULED SERVICES AND MAINTENANCE PLANS.



I'M SURE WE CAN PERFORM THE SERVICE EARLY.

YEAH, BUT HOW EARLY IS **TOO EARLY**?

MAYBE WE SHOULD ASK HALF-MAST?

SERVICE EARLY OR NOT?

JULY						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
AUGUST						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		
SEPTEMBER						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					
OCTOBER						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Dear Half-Mast,
If you perform a service early, does that count against you when you look at end of the month calculations of scheduled services versus complete services?
Mr. K.W.

Dear Sir,
If you conduct a service too early, it resets the next service date. However, AR 750-1 allows you to establish a 10% variance. If you perform your service before the 10 percent variance date, your next follow-on service date will shift.
If you use the multi-counter maintenance plan (usage + date), GCSS-Army will look for what triggers the due date first (hours, miles, kilometers or date etc.). So the next service date can possibly change.
Half-Mast

Connie's POST SCRIPTS ★

APACHE QUADRANT PARTS NEEDED FOR REPAIR

Repair programs only work if you turn in unserviceable parts. To keep the repair program rolling and the parts you need available, check your area for critically needed Apache quadrant control assemblies, NSN 1680-01-375-0815 (PN 7-311511176-7), and turn them in to:

Plant 7015/RIC B52,
Corpus Christi Army Depot,
TX 78419

120M Grader Centershift Lock Assembly O-Ring

Order the 120M road grader's drawbar centershift lock assembly O-ring with NSN 5331-00-580-1216. NSN 5331-01-059-1659, which is listed as Item 17 in Fig 152 of TM 5-3805-293-24P (Mar 11, w/Ch 1, Oct 12) brings the wrong O-ring. Also, make a note that NSN 5330-00-118-5519 brings a seal assembly that includes Items 9 and 10 in Fig 152.

TURN IN APACHE CONNECTING LINKS

If you have unserviceable AH-64 connecting links, NSN 3040-01-154-7056 (PN 1168851-101), lying around the hangar or in the back shops, turn them in to:

Plant 7015/RIC B52,
Corpus Christi Army Depot,
TX 78419

For more information, contact Danielle Prude, DSN 746-6879, (256) 876-6879 or by email:

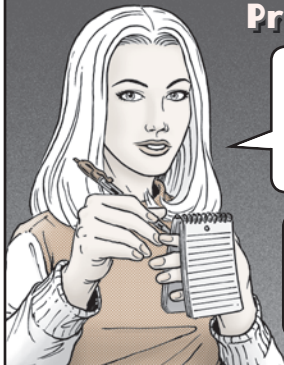
danielle.r.prude.civ@mail.mil

TURN IN APACHE IAFS COMBO PAK

Mechanics, repair programs only work if you return unserviceable equipment. Check your area for any Apache internal auxiliary fuel system (IAFS) combo paks, NSN 1560-01-519-4248, (PN HM025-600-11), and turn them in to:

Plant 7015/RIC B52,
Corpus Christi Army Depot,
TX 78419

MI074AI, MI075AI PLS Prop Shaft Boot



GET A NEW RUBBER BOOT FOR THE MAIN HYDRAULIC PUMP PROP SHAFT ON YOUR MI074AI AND MI075AI PLS WITH NSN 5340-01-616-0254.

MAKE A NOTE UNTIL THE BOOT IS ADDED TO FIG 2401 OF TM 9-2320-319-13&P AT THE NEXT UPDATE TO IETM EM 0298.

MI-SERIES TANK GREASE

Crewmen, WTR is the **only** grease authorized for your M1-series tank. Order a 14-oz tube that works great with a grease gun with NSN 9150-01-262-3358. Other sizes available are:

Size	NSN 9150-
8 ounces	00-181-7724
1 pound	00-944-8953
5 pounds	00-145-0268
35 pounds	00-935-5851

A1/A1P2/A1R FMTV Air Inlet Heater Relay NSN

The A1P2 parts info on Page 61 of PS 754 (Sep 15) is a little out of date. Here's the correct info: NSN 6110-01-428-8915 gets a new electromagnetic air inlet heater relay for A1 model FMTVs with the 3126 engine. The old relay, NSN 5945-01-570-7989, is a terminal item. IETM 0195 and TM 9-2320-391-13&P in IETM EM 0195 (Mar 09) show the correct NSN but have the wrong NSN for the C7 engine. NSN 5945-01-626-5759 gets the relay for A1R and A1P2 model FMTVs with C7 engines. The old relay, NSN 5945-01-544-0686, is a terminal item. You'll need to make a note of the new NSN until TM 9-2320-333-13&P in IETM EM 0294 (Jun 15) is updated.

MIRCS Air Filter NSN

Get a 14x20x1-in air filter element for your mobile integrated remains collection system (MIRCS) with NSN 4130-00-640-5985. It replaces NSN 4130-01-582-6467, which is shown as Item 18 in Fig 23 of TM 10-4110-263-23P (Dec 10). That NSN brings a 12x24x1-in filter that is too large.

621G Scrapper Air Dryer Filter

In the past, you had to order the 621G scrapper's brake air dryer assembly, NSN 2510-01-602-3753, to get a replacement desiccant filter. No longer. The filter is now available with NSN 2530-01-650-9218, a savings of almost \$790. Make a note until the filter is added in Fig 98 of TM 5-3805-298-24P.

M119A3 VMS Bellows Coupling Kit

Need a new vehicle motion sensor (VMS) encoder bellows coupling for your M119A3 towed howitzer's digital fire control (DFC) system? Order a VMS bellows coupling replacement kit with NSN 5999-01-661-7291. Note that the kit only fixes a damaged bellows coupling, not internal failures of the VMS itself. For more information, check out TACOM Maintenance Information Message 17-023 at:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MI17-023.html>

Ring Crimp NSN Update

Pages 40-41 in PS 774 (May 17) described a way to ensure your sight stays attached to your rifle and machine gun. But the NSN we listed for the ring crimp was off a digit. It should be NSN 5940-00-143-4794.

120M Grader Tie Rod Boot NSN

If the rubber boot that protects your 120M grader's tie rod is damaged, you currently have to order a new tie rod, NSN 2530-01-579-8351 (left-hand) or NSN 2530-01-578-7395 (right-hand), to replace it. No more! Get just the rubber boot with NSN 2520-01-617-9136. At \$47, it'll save you about \$147 over the cost of a new tie rod. Make a note until the boot is added to Fig 83 of TM 5-3805-293-24P.

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

DON'T DESTROY THAT DA FORM 348!

SOMEBODY
HELLP ME!

I
GOTCHA!



THE EQUIPMENT
OPERATOR'S QUALIFICATION
RECORD IS A PERMANENT
RECORD THAT FOLLOWS
SOLDIERS WHEN THEY PCS,
ETS OR RETIRE.

