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2007

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-650

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MAN, IT'S A
GOOD THING WE
CHECKED THOSE
HUB SPINDLES!

THIS WOULD
NOT BE A
GOOD TIME TO
LOSE A WHEEL!

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2006 INDEX!



WHAT DO YOU EXPECT?

MAINTENANCE NCOs, RECENTLY THE ARMY TOOK A HARD LOOK AT HOW WELL ITS MAINTENANCE PROGRAMS WORK.



THE FINDINGS DON'T PAINT A PRETTY PICTURE.

HERE ARE SOME CHRONIC PROBLEMS...

- Equipment serviceability ratings don't reflect actual readiness.
- Equipment is not being maintained to 10/20 standards.
- Scheduled services are not being performed to standard and/or within schedule tolerance.
- Mechanics are not using diagnostic tools to troubleshoot and isolate equipment failures.
- Some units suffer from tool shortages, especially the No. 1 and 2 Common, basic issue items and special tools.
- Units lack maintenance sustainment training.

Some of these problems are caused by events beyond your control. It's not your fault that funding doesn't cover total maintenance costs. Or that the repair parts supply system doesn't always measure up. Or that institutional training has decreased.

But good maintenance NCOs focus on things they can control, like being a coach or mentor to inexperienced mechanics. Show them the ropes: Conduct regular training sessions in the unit. Teach them to use diagnostic tools so that they become skilled troubleshooters. Insist that equipment be maintained to 10/20 standards. Try to get quality tools into their hands.

IF YOU EXPECT PROFESSIONAL **WORK** FROM YOUR MECHANICS, FIRST MAKE SURE YOU OFFER THEM PROFESSIONAL **COACHING**.





THE PREVENTIVE MAINTENANCE MONTHLY

ISSUE 650 JANUARY 2007

TB 43-PS-650, 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.



COMBAT VEHICLES

Stryker Hub/Spindle Assemblies
M1 Tank Smoke Grenade Discharger
M1 Tank Traverse Mechanism Oil
M1-Series Tank Hawker Battery
MLRS Second Generator Relay Box
M88A1 Recovery Vehicle Transmission Fluid
M109-Series SP Howitzer, M992A2 Air Boxes
Hand Cleaner, Hose Clamp NSNs



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M1114 Up-armored HMMWV Cargo Nets
HMMWV Accelerator Linkage Lubing
HMMWV Air Cleaner Weather Cap
M977A2/A2R1-Series HEMTT Battery Box
Fuel Tanker Tire Chains
M939-Series Truck Battery Maintenance
M1062 Fuel Tanker Leaf Spring



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SMALL ARMS

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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:

MSG Half-Mast

PS, the Preventive Maintenance Monthly

USAMC LOGSA (AMXLS-AM)

5307 Sparkman Circle

Redstone Arsenal, AL 35898-5000

Or e-mail to:

psmag@logsa.army.mil or

half.mast@us.army.mil

Internet address:

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

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Stryker...

When the Wheels Fall Off

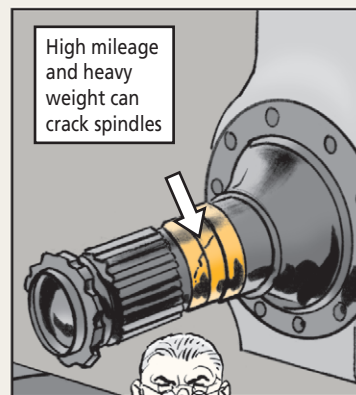
The last thing you need while on a mission in Iraq is to have the wheels fall off your Stryker. But that's exactly what has happened in several instances.

The problem comes from cracks in the Stryker's hub/spindle assemblies. Most at risk are Strykers with high mileage—5,000 miles or more—that are driven at high speeds and carrying an exceptional amount of weight.

The left rear hub/spindle assembly, NSN 2530-01-513-6175; left steered, NSN 2510-20-002-3589; right rear, NSN 2530-20-000-8080; and right steered, NSN 2510-20-002-3588, can actually shear off, causing the wheel assembly to roll away from the vehicle. That's especially bad news if the loose wheel hits dismounted soldiers or passing vehicles.

LESSEN THE CHANCE OF DAMAGE TO YOUR STRYKER BY FOLLOWING THE STEPS ON THE NEXT PAGE.

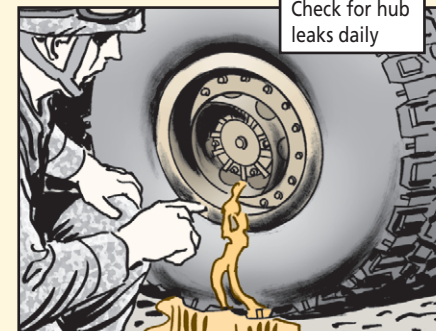
DEPLOYED UNITS ARE EXEMPT FROM THE RESTRICTIONS LISTED IN STEPS 1 AND 2.



HEY! WE'VE GOT A HUB LEAK HERE!

OH, BOY... WE'D BETTER CHECK IT OUT. COULD BE A CRACKED HUB AND SPINDLE ASSEMBLY.

1. Keep the weight below the vehicle maximum of 41,000 pounds for Strykers with more than 5,000 miles.
2. Cut the maximum speed back to 35 mph for vehicles with more than 5,000 miles that travel on public roads that are considered highly congested.
3. Make sure you inspect the wheel hubs during daily PMCS for oil leaks. An oil leak could indicate excessive pressure on the hub/spindle assembly. Report it.
4. Make sure your field service representative performs diagnostic testing of all eight wheels during semi-annual services. He'll use a newly designed diagnostic tool that will determine if there are any cracks in the hub/spindle assemblies.



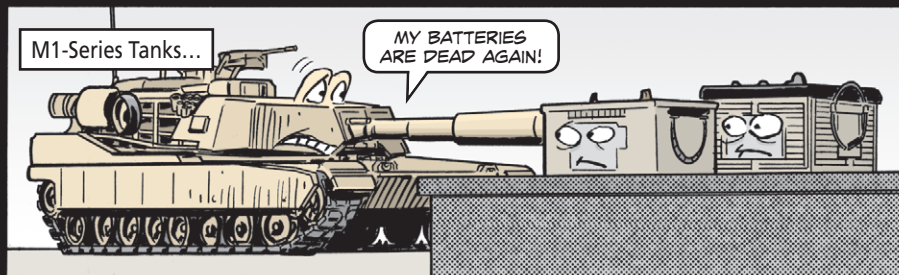
You'll find the complete scoop in TACOM SOUM 06-024. For a copy, go to https://aeps2.ria.army.mil/commodity/soum/tacom_wn/06/soum06-024.html. You'll need your AKO login and password to access the SOUM.

M1 Tank Smoke Grenade Discharger

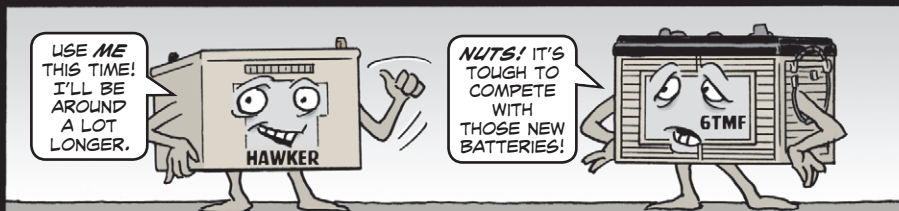
There's been a change to the NSN, CAGE code, and part number for the smoke grenade discharger No. 19 MK found in App C of the M1-series tank's -10-2 TMs. The left-hand discharger is now NSN 1040-99-965-8028, CAGE 81361, PN 13-12-34. The right-hand discharger is now NSN 1040-99-965-8029, CAGE 81361, PN 13-12-35. While you're at it, Fig 235 in TM 9-2350-264-24P-2 will need updating, too. Change the M235 reference to M250.

M1 Tank Traverse Mechanism Oil

Need a smaller quantity of oil for your M1-series tank's manual traverse mechanism? Get a 1-qt bottle with NSN 9150-01-330-0692 (PN 9377757).



"HAWKER" BATTERIES LAST LONGER



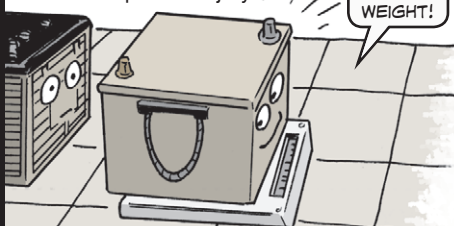
Got dead batteries in your M1-series tank? Before replacing those old 6TMF batteries with more of the same, consider ordering "Hawker" absorbed glass mat (AGM) batteries instead.

The newly authorized Hawker AGM, NSN 6140-01-485-1472, is a sealed, maintenance-free battery that offers improved "deep-cycle" performance. Deep cycle is the ability of a battery to be deeply discharged and recharged a number of times without losing capacity. It costs more than the 6TMF—\$267 vs. \$113—but has a longer service life.

These batteries are in the process of being added to the M1A1 and M1A2 SEP TMs as an acceptable alternate to 6TMF batteries.

There are a few things you need to know before Hawker AGM batteries can be installed in your tank:

- Hawker AGM batteries weigh approximately 88 pounds. That's roughly 16 pounds heavier than a standard 6TMF battery and exceeds the single soldier lift/carry limitations. So get help when handling the Hawker AGM batteries to prevent injury.



- Hawker AGM batteries come fully charged and should need no special battery chargers. However, some chargers have been known to overcharge these batteries, so close monitoring is vital during the first two hours.

Be on the lookout for heat buildup. That's a sure sign that the battery is being overcharged. If the battery gets too hot, stop the charging and do not use that particular charger on Hawker AGM batteries in the future.

- Never mix Hawker AGM batteries with 6TMF batteries on the same tank. All six batteries in the battery compartment **must be** the same type.



Mixing Hawker AGM and 6TMF batteries on the same tank can cause charging problems and is **strictly prohibited** due to safety risks.

If your M1A2 SEP tank has the additional six batteries in the left rear sponson (the "6-Pack" battery mod), then **all 12** batteries on the tank **must be** the same type.

- Field maintenance should continue to service the Hawker AGMs in accordance with the applicable M1-series tank TMs and TM 9-6140-200-14, *Operator's, Unit, Direct Support and General Support Maintenance Manual for Lead-Acid Storage Batteries*.

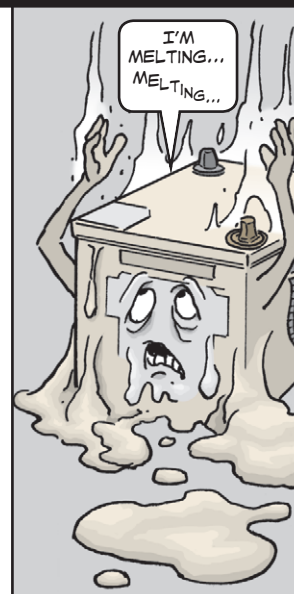
- The voltage regulator, NSN 6110-01-233-1135, currently used in M1-series tanks has a charging rate that can be too high for Hawker AGMs, especially in high heat or high use situations. This voltage regulator can overcharge the batteries and could lead to "thermal runaway."

Thermal runaway is a condition where the battery cells get so hot that they destroy themselves. Not only will this ruin the batteries, but it can also lead to a battery box fire.

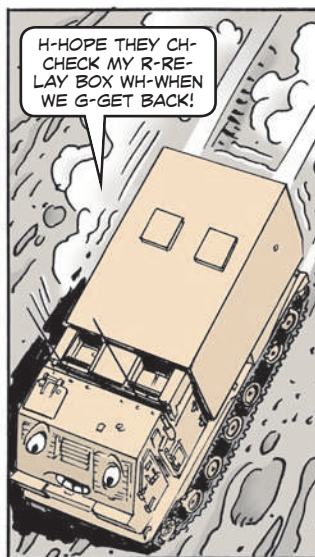
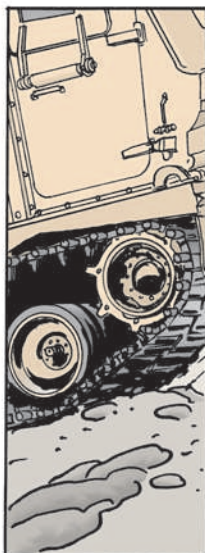
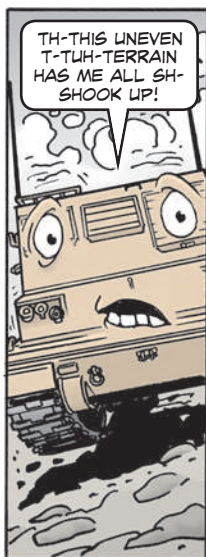
Try to limit the number of times you run down the charge before starting the main engine to recharge the batteries. Running the batteries way down results in high charge currents and more heat. It also shortens the service life of the Hawker AGMs.

Deep discharging Hawker AGMs in cold environments can also shorten their life span because the current voltage regulator will undercharge them.

To solve both the high and low temperature problems, a newly designed voltage regulator, NSN 6110-01-540-7819, will be available sometime in 2007. Until then, be very careful when recharging Hawker AGM batteries.



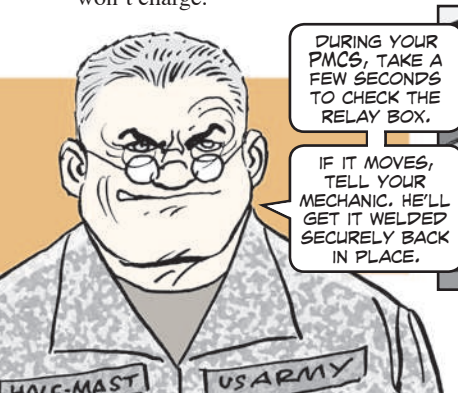
Relay Box Is on Shaky Ground



When you take your MLRS on a fire mission, you'll be moving over all types of terrain. All those bumps, jolts, and bounces add up to a lot of vibration. And that can lead to damage to the second generator relay box.

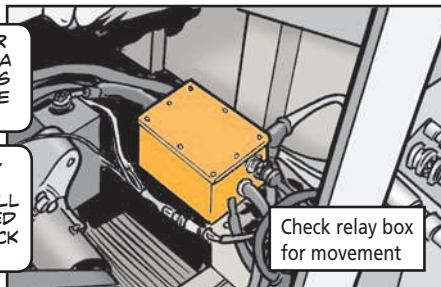
The relay box is welded in place. But the constant vibration from operation and firing can break the welds and allow the box to jump around.

Before you know it, the ground for the K1 relay is lost and the LLM batteries won't charge.



DURING YOUR PMCS, TAKE A FEW SECONDS TO CHECK THE RELAY BOX.

IF IT MOVES, TELL YOUR MECHANIC. HE'LL GET IT WELDED SECURELY BACK IN PLACE.



OIL'S WELL THAT ENDS WELL

IT'S TIME TO
CHANGE YOUR
TRANSMISSION
OIL!

AT
LAST!

MAKE SURE YOU
USE THAT NEW CAT
10 OIL THIS TIME!

Mechanics, you've had the option in the past of switching from OE/HDO to CAT 10 oil in your M88A1's XT1410-4 transmission. Now the switch is mandatory.

TACOM maintenance advisory message 06-041 directs you to change the oil used in the transmission and both final drives at the next scheduled fluid change. No flushing is necessary. Just drain and fill with the new oil.

Testing with CAT 10 oil in Kuwait has shown an improvement in steering response and a decrease in the need to change out clutch plates.

ORDER CAT 10 OIL
IN THE QUANTITY
YOU NEED WITH
THESE NSNs...

NSN 9150-01-424-	Qty
7696	1-qt
7692	5-gal
7698	55-gal

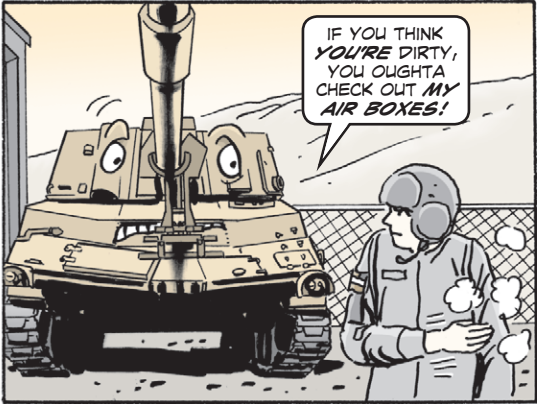
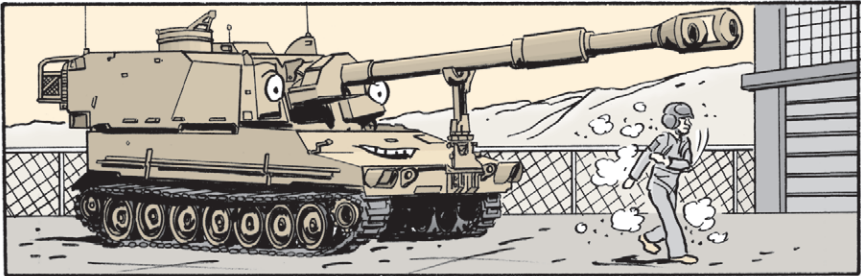
Once you've made the switch, make a pencil change to the lubrication instruction section in TM 9-2350-256-10 and TM 9-2350-256-20 until the TMs can be updated.

You'll find a copy of TACOM MAM 06-041 at

https://aeaps2.ria.army.mil/commodity/mam/tacom_wn/06/mam06-041.html

You'll need your AKO login and password to access the site.

Air Box Needs a Blowout



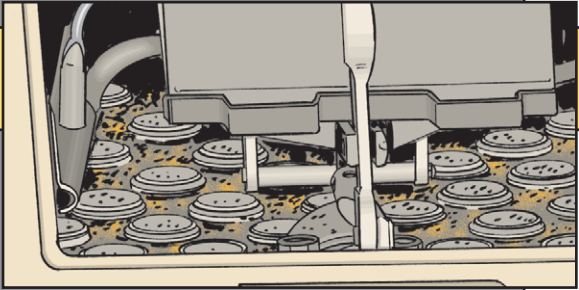
If it has been a while since you cleaned the air cleaner boxes in your howitzer or ammo carrier, they need your attention now.

That's because dust and grit collect all over the boxes even under normal conditions. In Iraq, the dirt and sand collect a whole lot faster. When that happens, the air induction system exhaust fans just can't remove all the dust and grit.

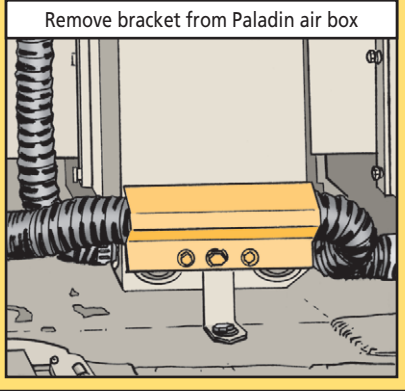
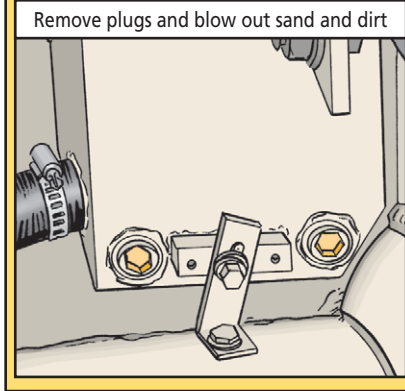
So, next time you pull the air filters for cleaning, clean the air boxes, too.



1. Brush off any dirt on the panel under the air filter.



2. Open the two plugs at the base of each air box and blow out all the dirt and sand with low-pressure air—no more than 30 psi. You'll have to remove the blower motor hose bracket to get to the plugs on the Paladin's left air box.



3. If the dirt and sand have hardened—which is what happens when water gets mixed in—you'll probably have to break up the mess with a screwdriver or chisel before blowing it out. Be careful not to damage the bottom of the air box.

Never clean the boxes by hosing them out with water. That leads to rust, which causes even more clogging problems.

Hand Cleaner

Order NSN 8520-00-634-1594 to get a 3-lb container of pumice hand cleaner. The cleaner is designed for waterless removal of grease, oil and ground-in dirt.



Hose Clamps

Hose clamps come in many sizes. Get the screw-type clamp you need from this list:

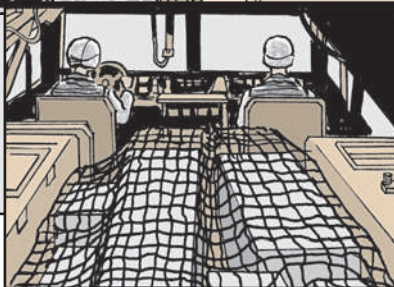
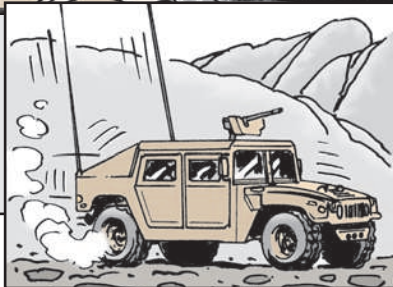
NSN 4730-	Size range (inches)
00-289-5909	.375 to 1
01-201-2085	.75 to 1.75
00-391-3735	1 to 1.770
00-278-2523	.81 to 1.75
00-908-3193	1.078 to 1.812
01-200-9266	3.8 to 4.06
00-032-2220	4.5

CARGO BOX CONTAINMENT NET

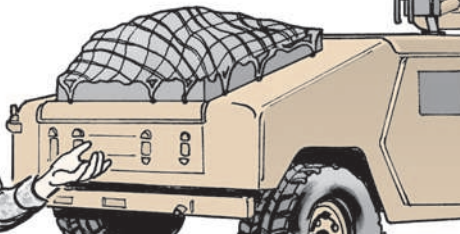
NSN 3940-01-509-9096 GETS AN INTERIOR CONTAINMENT NET FOR THE CARGO BOX AREA OF THE M1114 UP-ARMORED HMMWV.

THIS NET HELPS KEEP CARGO FROM BOUNCING AROUND INSIDE THE HMMWV.

IT CAN ALSO KEEP FLYING CARGO FROM HITTING THE DRIVER AND PASSENGERS IF THE VEHICLE IS HIT BY AN IED OR ROLLS OVER.



YOU CAN ALSO PUT THE NET ON THE HMMWV'S TRUNK LID TO HOLD CARGO IN PLACE.



A THREE-POSITION MOLDED NYLON CLAMP LOCKS A CLINCHING ROPE, WHICH GOES AROUND THE ENTIRE NET.

EACH NET COMES WITH A STORAGE BAG AND ATTACHMENT INSTRUCTIONS.

HMMWV...

Lube the Linkage

**SLOW
DOWN!**
YOU'RE NOT
GONNA MAKE
THAT CURVE!

SKREEEEEE

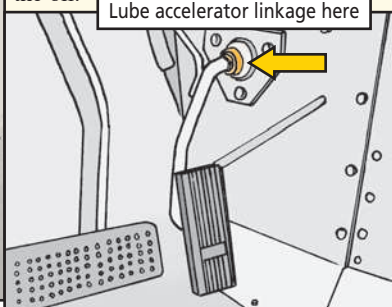
I'M *TRYING!* THE
ACCELERATOR
PEDAL IS *STUCK!*

Coming up on a sharp curve as you drive your HMMWV is not the best time to find out the accelerator pedal linkage is sticking. If the linkage won't move after you've taken your foot off the pedal, slowing down can become a little more complicated!

That's exactly what can happen if the linkage doesn't get lubed regularly. So make sure you give the linkage a few squirts of OE/HDO as required.

Then, move the linkage back and forth by hand a few times to work in the oil.

Lube accelerator linkage here



HMMWV...

Weather Cap

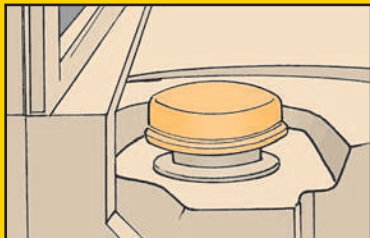
Drivers, little things can cause big problems when it comes to your HMMWV.

For example, if the air cleaner's weather cap is pushed down too far, snow and ice will accumulate around the cap. Enough snow and ice will cut off the airflow through the cap to the engine.

So, check the weather cap. If the cap is right down on the duct, grasp it with both hands and pull it up.

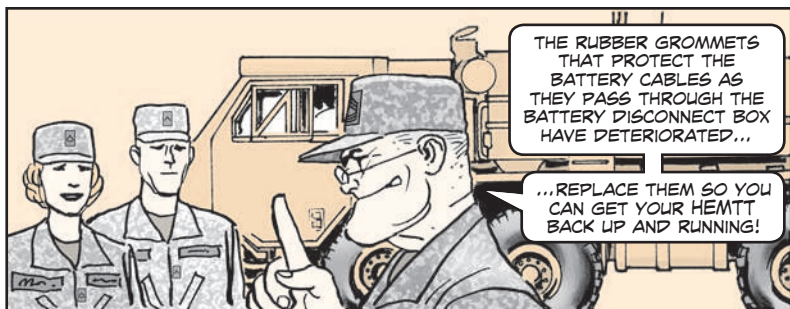
Leave about two inches between the duct and the bottom of the cap. That'll keep the air flowing.

In heavy snow, of course, you'll need to remove the white stuff as it piles up to prevent ice from forming in the filter.



Keep weather cap raised

FREE BATTERY BOX GROMMETS



The rubber grommets that protect the battery cables as they pass through the battery disconnect box are deteriorating from the elements.

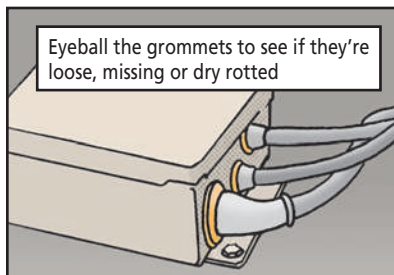
Once the grommets crumble apart and end up missing, the edges of the box can cut through the cable's rubber insulation. That can ground the battery and shut down the HEMTT. It could also burn or shock anyone touching the vehicle!

So eyeball the grommets to see if they're loose, missing or dry rotted. They should fit snugly in the holes.

Now, here's some better news. **Free** grommets are available just for the asking. Call the manufacturer, Oshkosh Truck Company, at (800) 235-9151, ext. 5230.

Your HEMTT needs one large grommet, PN 1695 EPDM, and two small grommets, PN 5436 EPDM.

By the way, these **free** grommets are also available for the PLS and HET trucks. Both of those vehicles use the large grommets (4 each) that come with PN 1695 EPDM.



Tire Chains on Fuel Tankers OK

HERE'S THE
LOWDOWN ON
TIRE CHAINS
FOR TANKERS.



Dear Half-Mast,

What's the policy for using tire chains on M967/M969 5,000-gal fuel tankers? TM 9-2330-356-14 doesn't cover tire chains. Square me away so I'll be OK.

SSG P.O.L.

Dear Sergeant P.O.L.,

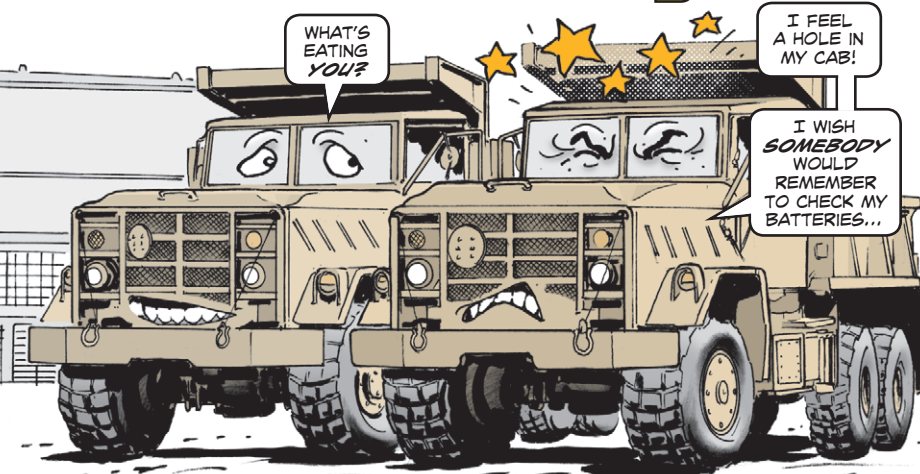
Can do. It's OK to use tire chains on fuel tankers when you need more traction on ice or in snow. Make sure you take 'em off when you're on dry pavement, though. You don't need sparks around fuel!

Use this chart to see what you'll need.

Half-Mast

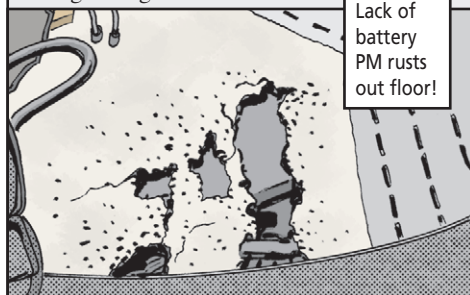
Vehicle	Tire size	Chain assembly (pair) NSN 2540-	Cross chains NSN 2540-	Swivel hooks NSN 2540-
M967/M969 5,000-gal tankers	11.00 X 20	00-933-9022	00-933-6915	00-937-0404
M978 HEMTT tanker	16R X 20	01-152-7813	n/a	n/a

Checks for Better Battery PM



Mechanics, doing PM on the batteries in your M939-series truck is a must! That PM is a lifesaver for the batteries. And since the batteries are in the truck cab, that PM can be a lifesaver for everyone in the truck, too.

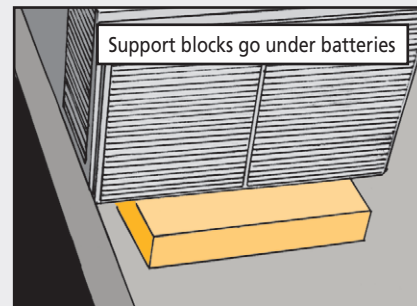
Not doing good battery PM can lead to rusted-through cabs, leaving holes where they don't belong. You never want the batteries falling through the cab floor!



Check the Battery Blocks

Support blocks keep the batteries from bouncing around in the box and getting damaged. The blocks should go under the batteries and snug the batteries up against the retainer.

These blocks are shown as items 26, 27, and 28 in Fig. 153 of TM 9-2320-272-24P. Be sure to inspect these wooden blocks. Battery acid can rot them, and you won't want to use them like that. Replace rotted blocks.



Check the Battery Box

Eyeball the box and cover during every scheduled service for cracks or corrosion. Replace any part that's unserviceable. The box is NSN 6160-01-093-5836, and the cover is NSN 6160-01-130-8045.

The cover seal, NSN 5330-01-104-7702, should be replaced if it's torn or so squashed out of shape that it doesn't form a good fit. Otherwise, fumes from the battery cells can leak into the truck cab. And fumes are no good for people.

Also, check the battery box vent drain hole. If it's clogged, vapors may not be able to vent. If the fumes have no place to go, this could cause breathing problems and/or an explosion hazard.

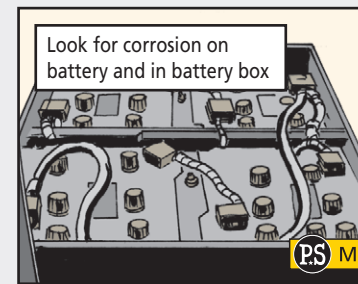
Remove any dirt or mud in the vent.



Check for Corrosion

Keep an eye out for corrosion on the batteries and in the battery box. Most of the time, it starts when a battery is overfilled or a filler cap is missing. Electrolyte creeps out and turns into a gray-white powder when it dries.

This corrosion eats cables and brackets and gnaws holes in the box—unless you clean it first. So go after any corrosion you see with a solution of baking soda and water.



Twice a Year

It's also a good idea to pull the batteries during semiannual services. That's the best way to find some of the hidden rusty spots and pinholes.

Those spots need to be sanded and painted. Holes need patching and patches need painting before the batteries are reinstalled.

Remember to check the vent holes after the box has been painted or patched to make sure they're clear.

Check the Batteries

Since the batteries are under the passenger seat and battery box cover, sparks fly if the cover gives way and the metal lid touches the battery posts. Rubber covers on the terminals keep the sparks from flying. Put 'em on like so:

Disconnect all cables—ground cable first—to avoid arcing the terminals. This is a good time to clean the clamps and battery posts with battery terminal cleaner, NSN 5120-01-430-1993.

Make sure the batteries are seated and clamped down.

Install treated felt washers, NSN 5970-01-101-4147, to prevent corrosion.

Install a rubber cover, NSN 2530-01-089-4992, on every post with a single cable terminal. Use cover, NSN 5940-00-738-6272, on terminals with one or more cables.

Push the terminal clamps all the way down on the battery posts and tighten them.

Lay the cable flat against the battery before tightening the bolts.

Tighten the bolt and nut using two wrenches of the right size. (Never use an adjustable wrench.) Tighten the nut snug, then give $\frac{1}{4}$ -turn more. Test by pressing and lifting the clamp with your thumb and forefinger. If it moves, tighten another $\frac{1}{4}$ turn and check again.

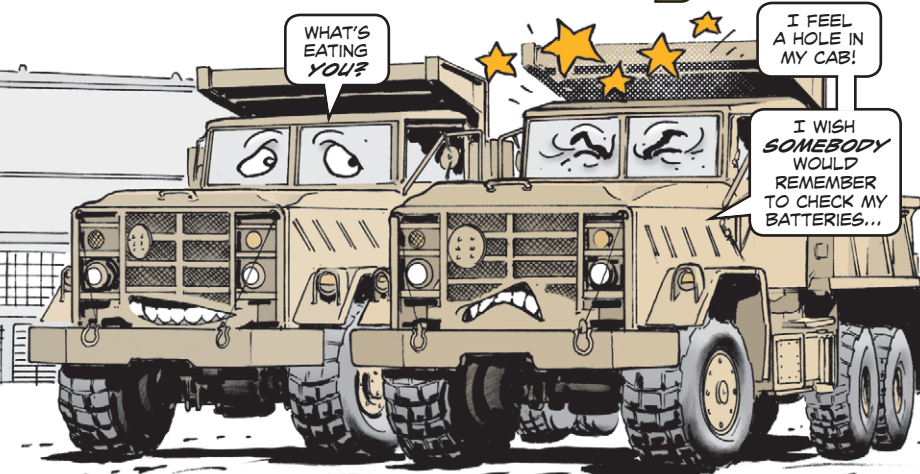
Give the clamp and post a coat of silicone compound to prevent corrosion. The silicone runs down around the clamp and post to completely seal out moisture. Get a 1-pint can with NSN 8040-01-331-7134 or a 3-oz tube with NSN 8040-01-331-7133.



M1062 Fuel Tanker Spring

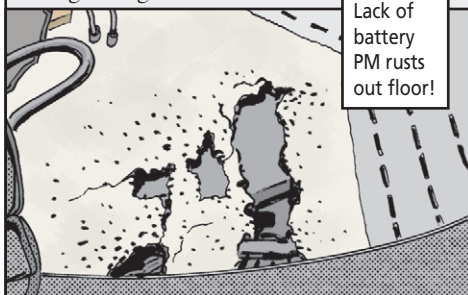
NSN 5360-01-528-3690 gets a heavy-duty 4-leaf axle spring for the 7,500-gal fuel tanker. You'll need U-bolt, NSN 5306-01-528-3676, to hold the spring in place. These NSNs replace the spring (Item 3) and U-bolt (Item 5) shown in Fig 25 of TM 9-2320-384-14&P.

Checks for Better Battery PM



Mechanics, doing PM on the batteries in your M939-series truck is a must! That PM is a lifesaver for the batteries. And since the batteries are in the truck cab, that PM can be a lifesaver for everyone in the truck, too.

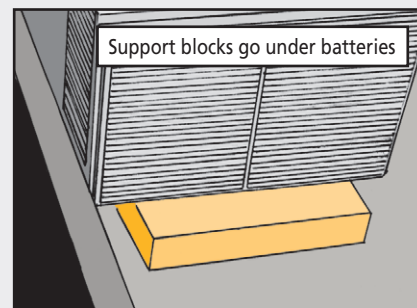
Not doing good battery PM can lead to rusted-through cabs, leaving holes where they don't belong. You never want the batteries falling through the cab floor!



Check the Battery Blocks

Support blocks keep the batteries from bouncing around in the box and getting damaged. The blocks should go under the batteries and snug the batteries up against the retainer.

These blocks are shown as items 26, 27, and 28 in Fig. 153 of TM 9-2320-272-24P. Be sure to inspect these wooden blocks. Battery acid can rot them, and you won't want to use them like that. Replace rotted blocks.



Check the Battery Box

Eyeball the box and cover during every scheduled service for cracks or corrosion. Replace any part that's unserviceable. The box is NSN 6160-01-093-5836, and the cover is NSN 6160-01-130-8045.

The cover seal, NSN 5330-01-104-7702, should be replaced if it's torn or so squashed out of shape that it doesn't form a good fit. Otherwise, fumes from the battery cells can leak into the truck cab. And fumes are no good for people.

Also, check the battery box vent drain hole. If it's clogged, vapors may not be able to vent. If the fumes have no place to go, this could cause breathing problems and/or an explosion hazard.

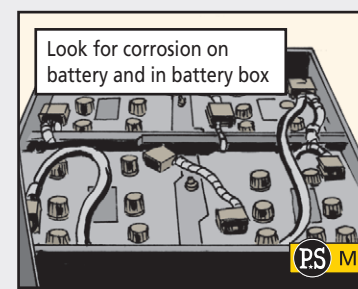
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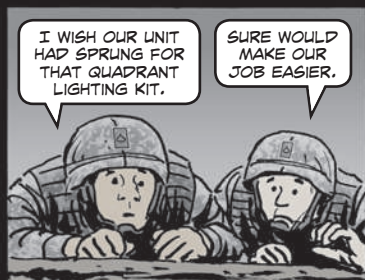
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M1062 Fuel Tanker Spring

NSN 5360-01-528-3690 gets a heavy-duty 4-leaf axle spring for the 7,500-gal fuel tanker. You'll need U-bolt, NSN 5306-01-528-3676, to hold the spring in place. These NSNs replace the spring (Item 3) and U-bolt (Item 5) shown in Fig 25 of TM 9-2320-384-14&P.

Light Up Gunner's Quadrant



A new gunner's quadrant lighting kit is now available that makes the M1A1 quadrant readable at night.

Using a flashlight was previously the only way to read the quadrant, which signals your position to the enemy. The lighting kit uses a series of LEDs with green lights that provide enough illumination to read the azimuth and elevation scale and level vial, but not enough light for the enemy to see.

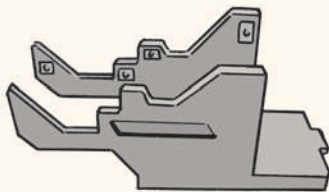
The kit easily attaches to the bottom of the quadrant. It's powered by two 3-volt lithium batteries, NSN 6135-01-414-8831. Battery life is normally two years.

Order the kit with NSN 1290-01-531-3062 for \$533 or through the manufacturer:

<http://www.kemcomfg.com>

Delivery time is usually 10-12 weeks.

Lighting kit lets you read gunner's quadrant at night without flashlight



RFI NSNs for M16/M4

THE RAPID FIELDING INITIATIVE (RFI) QUICKLY PUTS NEW ITEMS IN THE HANDS OF SOLDIERS FIGHTING IN IRAQ AND AFGHANISTAN THAT WILL HELP THEM IN THEIR MISSION.



RFI items include both additional authorized list (AAL) items supported by the Army and those that are not yet AAL or basic issue items (BI). But all RFI items, including those listed below, are authorized and accountable. See DA Message P210403Z (Apr 06), *Rapid Fielding Initiative Accountability Update*, for details.

Here are the RFI items you can order for your M16-series rifle or M4/M4A1 carbine:

- rifle bipod (also called forward grip bipod), NSN 1005-01-541-1772
- tactical sling (also called three-point sling), NSN 1005-01-541-1771
- advanced optical gun sight (TA31 ACOG), NSLIN (non-standard line item number) GA4067. You can order the sight with NSN 1240-01-534-1114, but this does not bring the laser filter/anti-reflective device, which can be ordered separately with NSN 1240-01-540-2890.
- M203 grenade launcher day-night sight AN/PSQ-18A, NSLIN ZA1094
- M4 adapter rail system (ARS) for the M4/M4A1, NSN 1005-01-452-3527
- M5 ARS for the M16, NSN 1005-01-452-6771
- tactical weapon light, NSLIN 99921D
- backup iron sight, NSN 1005-01-484-8000
- cleaning kit for both M16 and M4/M4A1, NSN 1005-01-541-7228
- M68 close combat optic, NSN 1240-01-411-1265
- enhanced sliding M4/M4A1 buttstock assembly, NSLIN ZA905D

These are new AAL items but are not yet part of the RFI:

- multiple magazine holder, NSN 1005-01-541-2477
- forward rail bracket (also called CQB kit mini-rail), NSN 1005-01-541-2476

IF YOU HAVE QUESTIONS ABOUT HOW TO SUSTAIN THESE ITEMS, CONTACT TACOM'S KEVIN MOORE AT DSN 793-2359/(309) 782-2359, OR EMAIL: kevin.o.moore@us.army.mil

IF YOU HAVE GENERAL RFI PROGRAM QUESTIONS ABOUT THESE ITEMS, CONTACT PM SOLDIER WEAPONS ROB SIEBELTS AT DSN 880-7467/(973) 724-7467 OR EMAIL: robert.s.siebelts@us.army.mil

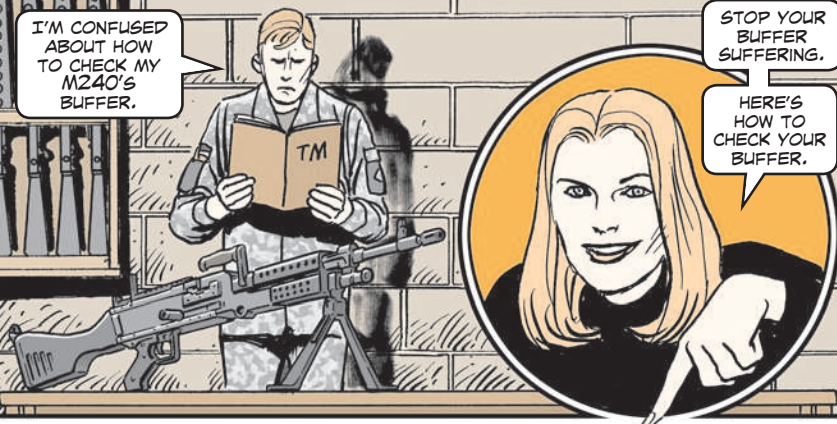


Don't Suffer Buffer Confusion

I'M CONFUSED
ABOUT HOW
TO CHECK MY
M240'S
BUFFER.

STOP YOUR
BUFFER
SUFFERING.

HERE'S
HOW TO
CHECK YOUR
BUFFER.



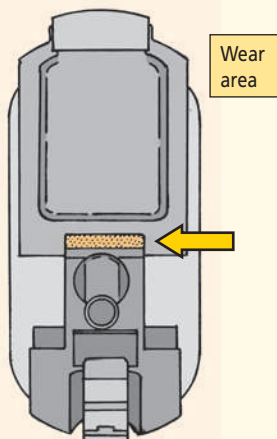
Some M240 gunners and repairmen are confused about what to look for when inspecting the buffer. No need to suffer buffer confusion. Make these changes to the TMs so you'll know what to look for:

TM 9-1005-313-10

WP 0020 00-7, Item 3:

Under procedures, add "Check buffer housing for peening, cracking or damage to include finish missing from the stop above the buffer. Check buffer shaft for bends, mushrooming, peening and cracks on the face. Check shaft for oil residue. Work the buffer assembly to check for fluid leakage. Buffer shaft should depress smoothly without chatter and return promptly when released."

In the NPMC column, add: "Buffer housing is peened, cracked or damaged. Buffer shaft is bent, mushroomed, peened or cracked. More than $\frac{1}{8}$ inch of finish is missing from top edge of buffer housing stop. Buffer shaft actuates roughly or fails to return to full extended position. Buffer leaking around shaft."



TM 9-1005-313-23&P

WP 0007-00-3, Item 3b: Under procedures, add the same words that were added to the -10 above.

WP 0012 00-2: At the end of INSPECT/REPAIR, add "If buffer/buffer housing assembly is damaged or buffer shows signs of leakage, evacuate to Direct Support."

WP 0028 00-5: At the end of INSPECT/REPAIR, add "M240B and N, check backplate body for damage/cracks, peening to stop above buffer shaft or finish missing from stop. Check buffer for signs of leakage, shaft damage and presence of screw plug in rear."

"If damage to the backplate exists to include more than $\frac{1}{8}$ inch of the finish missing from the stop, replace the buffer assembly."

"If the buffer itself shows damage or signs of leakage and the stop shows less than $\frac{1}{8}$ inch of finish missing, replace the hydraulic buffer and touch up the stop with solid film lubricant to restore a visual reference point for future wear to the stop."

For more information, see [TACOM maintenance advisory message 06-038](#).

M249 Machine Gun...

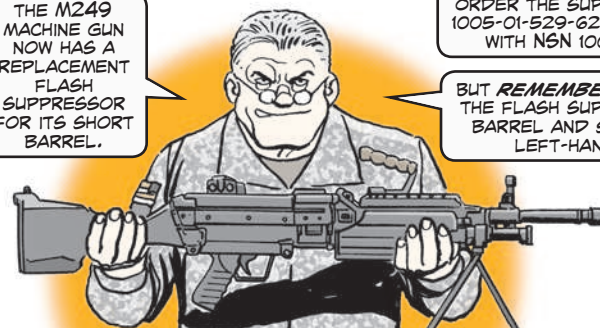
SHORT BARREL SUPPRESSOR INSTALLATION

THE M249
MACHINE GUN
NOW HAS A
REPLACEMENT
FLASH
SUPPRESSOR
FOR ITS SHORT
BARREL.

ORDER THE SUPPRESSOR WITH NSN
1005-01-529-6234 AND ITS WASHER
WITH NSN 1005-01-528-5007.

BUT **REMEMBER** WHEN INSTALLING
THE FLASH SUPPRESSOR THAT THE
BARREL AND SUPPRESSOR HAVE
LEFT-HAND THREADS...

...SO YOU DO
THINGS THE
OPPOSITE OF
THE REGULAR
BARREL...

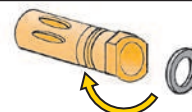


Disassembly

Place the short barrel in a vise with protective jaws. Remove the old flash suppressor by turning it clockwise with an adjustable wrench. Remove the washer.

Assembly

Put a new washer on the barrel and then install the new suppressor by turning it counterclockwise with a wrench until it's snug against the washer.



Install flash suppressor by
turning it counterclockwise

TM 9-1005-313-23&P

WP 0007-00-3, Item 3b: Under procedures, add the same words that were added to the -10 above.

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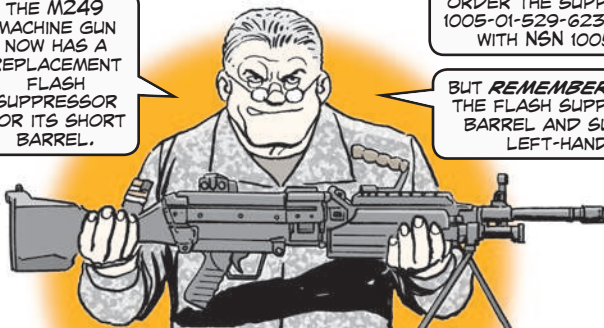
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For more information, see [TACOM maintenance advisory message 06-038](#).

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SHORT BARREL SUPPRESSOR INSTALLATION

THE M249 MACHINE GUN NOW HAS A REPLACEMENT FLASH SUPPRESSOR FOR ITS SHORT BARREL.



ORDER THE SUPPRESSOR WITH NSN 1005-01-529-6234 AND ITS WASHER WITH NSN 1005-01-528-5007.

BUT **REMEMBER** WHEN INSTALLING THE FLASH SUPPRESSOR THAT THE BARREL AND SUPPRESSOR HAVE LEFT-HAND THREADS...

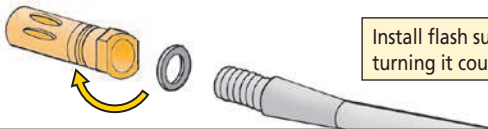
...SO YOU DO THINGS THE **OPPOSITE** OF THE REGULAR BARREL...

Disassembly

Place the short barrel in a vise with protective jaws. Remove the old flash suppressor by turning it clockwise with an adjustable wrench. Remove the washer.

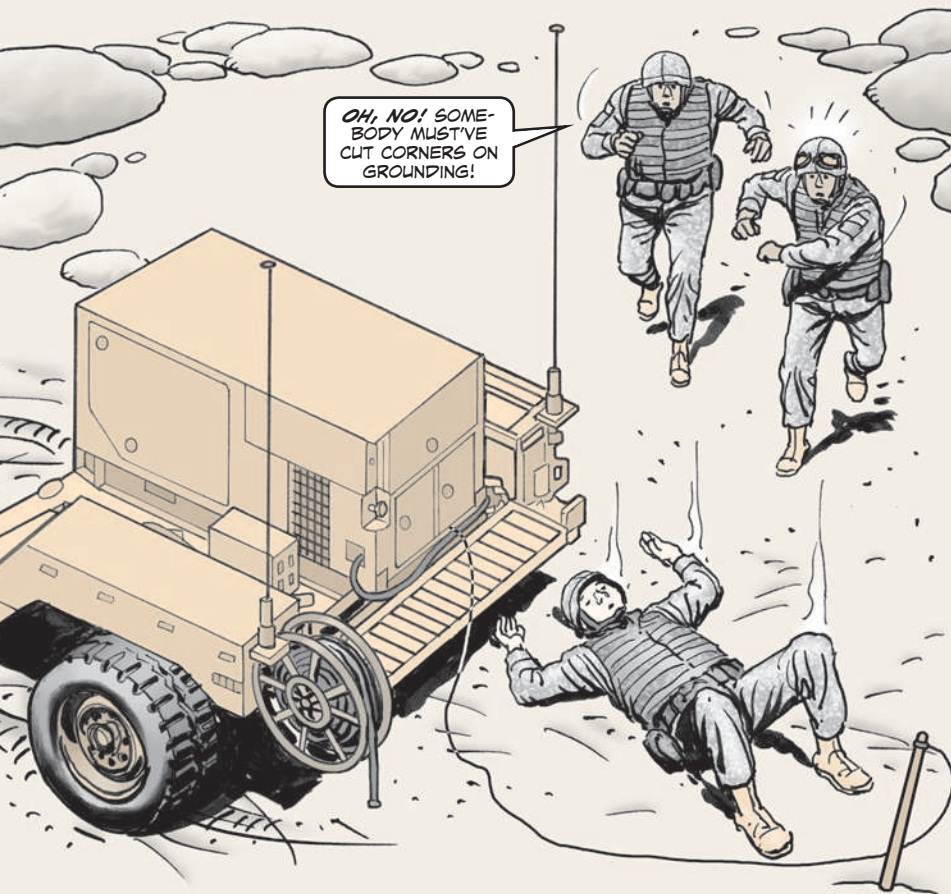
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Put a new washer on the barrel and then install the new suppressor by turning it counterclockwise with a wrench until it's snug against the washer.



Install flash suppressor by turning it counterclockwise

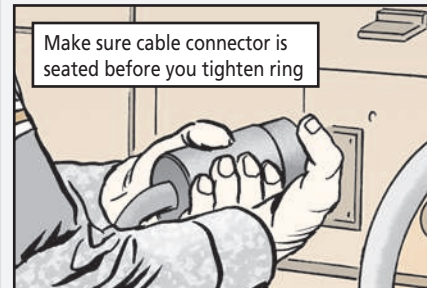
FINDING GOOD GROUND



The Sentinel radar system puts out huge amounts of voltage, which makes proper grounding critical...as in life and death.

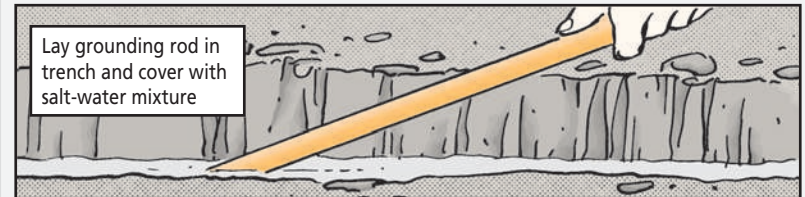
A poor ground can not only cause blown fuses and circuit cards, but also prevent you from doing the high-voltage discharge procedure. That could lead to someone being electrocuted.

Good grounding starts with good connections. When you screw on the power and grounding cables, make sure the connectors are completely seated before you screw the connector rings tight. Gently jiggle the connectors to make sure they're seated. Otherwise, you can screw the ring down tight but not truly have a solid connection.



In any environment, just sticking the grounding rod under a landing leg or driving it a few inches in the ground won't cut it. In places where the soil is moist, you must drive the ground rod all the way in the ground and straight down. If you can't drive it in straight, drive the rod in at no more than a 45° angle. You want the rod to reach a water table if possible.

In the desert, it's difficult to reach the water table. One solution is to install a sectional ground rod using extensions to reach deeper into the soil. Or you can dig a 30-in deep trench—or as deep as you can get it—long enough for the ground rod. Mix five pounds of salt or epsom salts with five gallons of water.



Lay the rod in the trench and pour part of the mixture on it. Cover the trench with sand and pour the rest of the mixture onto the area. The moist soil will help keep a good ground. Check at least twice a week that the area is still moist. If it isn't, pour more mixture on the trench.



DEUCE...

HERE ARE SOME
PM POINTERS TO
HELP YOU CLEAR
THE WAY!

CLEARING THE WAY

Bulldozing through rubble and building debris can do some real damage to the excavator's drive wheels, belt guides, scraper bars and drive belts.

Here are some PM pointers to keep in mind when you eyeball these components:

Drive Wheel

The drive wheel is NMC when more than two adjacent drive wheel spokes, more than four in a group of ten, or more than six total, are missing from a single drive wheel.

Look for broken or missing drive wheel spokes...

...oil leaks or missing mounting bolts

Take a look at the drive wheel hub for **oil leaks and loose or missing mounting bolts**. Enough of a leak that forms drops (a Class III leak) means the hub is out of commission.

Call in your mechanic to tighten or replace any missing hub mounting bolts. It could also mean the hub's seal needs to be replaced.

Scraper Bars

Kneel down and look at the drive wheel's scraper bar. The bar diverts mud and crud away from the drive wheel and track.

Eyeball the bar for loose or missing fasteners. Make sure the rubber flap isn't torn or missing.

Check the scraper bar for loose or missing fasteners

Belt Guides

After inspecting the scraper bar, move over to the belt guide. Give your mechanic a heads-up if the belt guide has holes, or if there are loose or missing bolts.

Look for loose or missing bolts on the belt guide

New Drive Belt Info

Here's the latest check on the excavator's new drive belt (track), NSN 2530-01-503-9347. You'll find this info as a PMCS check in the updated TM 5-2430-200-10.

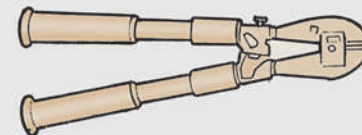
After cleaning crud and debris from the drive belt, eyeball the belt's guide blocks. The belt is NMC when two blocks in a row are missing, or when twelve or more are missing from the entire belt.

Scan the drive belt for missing guide blocks

A Closer Look

Seventy-two steel cables run lengthwise inside the excavator's rubber drive belt. Look at the belt on both sides for exposed cable strands.

Cut an exposed cable with BII cable cutters, NSN 5110-00-541-6730, when it extends one inch past the belt. When the excavator is back at the shop, your mechanic can cut or grind the cable flush with the belt's surface.



NSN 5110-00-541-6730 gets the BII cable cutters for the drive belt

If more than one inch of cable strand is exposed, or if 28 of the 72 cable strands are broken, the belt is NMC and needs to be replaced.

Cuts and Gouges

Clearing debris means the drive belt ends up with cuts and gouges. It's just part of the mission.

Keep an eye on any large cuts, especially when they become larger and deeper after a day's run. The belt is NMC when it's cut **across** more than 40 percent or almost half the width of the track.

Keep an eye out for large gouges and cuts in the drive belt



ORDERING PARTS

Dear Half-Mast,
I'm with the 321st Theater Materiel Management Center in Kuwait. Units we support are asking how they can get parts and technical manuals for the John Deere M-Gators.

What's the scoop?

CW4 Harry Moore
Accountable Officer
SWA Retrograde Operations



HOWEVER, TACOM WILL HELP YOU GET THE COMMERCIAL PARTS AND TECHNICAL MANUALS (OPERATOR, PARTS, MAINTENANCE) YOU NEED TO SUPPORT THIS ALL-TERRAIN VEHICLE.

COMMERCIAL PARTS FOR THE M-GATOR **DO NOT** HAVE NSNs.

BUT IF A UNIT HAS CASH OR A GOVERNMENT PURCHASE CARD, THEY CAN ORDER PARTS FROM ANY JOHN DEERE DEALER IN THE WORLD. YOU'LL FIND A LIST OF DEALERS AT THIS WEBSITE:
www.johndeere.com



Golf Med Yapi ve Turizm San.Tic.Ltd.Sti
Kircami Mah,
A. Tolunay Cad,
Uysal Evler Alkis Sitesi,
B Blok 133A,
Antalya, Turkey
Tel: +90(0)242 312 3377
Fax: +90(0)242 312 3387
www.golfmedltd.com
angus.mackenzie@golfmedltd.com



IN CONUS, YOU CAN CONTACT THE TACOM OPERATION CENTER (TOC) AT THIS E-MAIL ADDRESS FOR ORDERING PARTS:
shiftleader@tacom.army.mil
OR CALL OR FAX...

DSN 786-6692 or
(586) 574-6692
FAX: DSN 786-7637 or
(586) 574-7637



Email: Defense Logistics Agency (DLA), DSCC:

REQ.mailbox@dsccl.dla.mil

DSN 786-2676 or (614) 692-2676,
or DSN 850-1038 or (614) 692-1038
FAX: DSN 850-3324 or
(614) 692-3324

Visit the DOD E-MALL website:

<https://emall6.prod.dodonline.net/main/>

DSN 850-7346 or
(614) 692-7346

DOD E-MALL Help Desk
DSN 661-7766 (for OCONUS users)
Toll Free: (877) 352-2255

BY THE WAY, TACOM HAS ISSUED A SAFETY-OF-USE MESSAGE (SOM) THAT OUTLINES THE SAFETY CAUTIONS IN THE OPERATOR'S MANUALS.



<https://www.logsa.army.mil/pub/psissues/612/612-46-47.pdf>

DV43 RTCH Fuel Gauge

Order the fuel gauge for the 50,000-lb rough terrain container handler by CAGE 11083 and PN 6N0672 on a DD Form 1348-6. It's shown as Item 20 in Fig 77 of TM 10-3930-641-24P. In the form's REMARKS block, write "NSN not available on AMDF".

SEE Electrical Chart

Use NSN 7610-01-475-7996 to get an easy-to-read laminated wall chart that details the excavator's electrical system. The chart is a simple way to troubleshoot or track down an electrical fault on your vehicle.



IN CONUS, YOU CAN
CONTACT THE TACOM
OPERATION CENTER (TOC)
AT THIS E-MAIL ADDRESS
FOR ORDERING PARTS:
shiftleader@tacom.army.mil
OR CALL OR FAX...

DSN 786-6692 or
(586) 574-6692
FAX: DSN 786-7637 or
(586) 574-7637



TO EXPEDITE
ORDERS AND GET
PUSH PACKAGES
OF FREQUENTLY
ORDERED M-GATOR
PARTS, YOU CAN
CONTACT THESE
TWO GOVERNMENT
AGENCIES...

Email: Defense Logistics

Agency (DLA), DSCC:

REQ.mailbox@dscclia.mil

DSN 786-2676 or (614) 692-2676,

or DSN 850-1038 or (614) 692-1038

FAX: DSN 850-3324 or

(614) 692-3324

Visit the DOD E-MALL website:

**[https://emall6.prod.dodonline.net/
main/](https://emall6.prod.dodonline.net/main/)**

DSN 850-7346 or

(614) 692-7346

DOD E-MALL Help Desk

DSN 661-7766 (for OCONUS users)

Toll Free: (877) 352-2255

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HAS ISSUED A SAFETY-
OF-USE MESSAGE
(SOLIM) THAT OUTLINES
THE SAFETY CAUTIONS
IN THE OPERATOR'S
MANUALS.



IT'S THE SAME
INFO WE HAD ON
PAGES 46 AND
47 OF PS 612
(NOV 03)...

<https://www.logsa.army.mil/pub/psissues/612/612-46-47.pdf>

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Issues 638 through 649 (January-December 2006)

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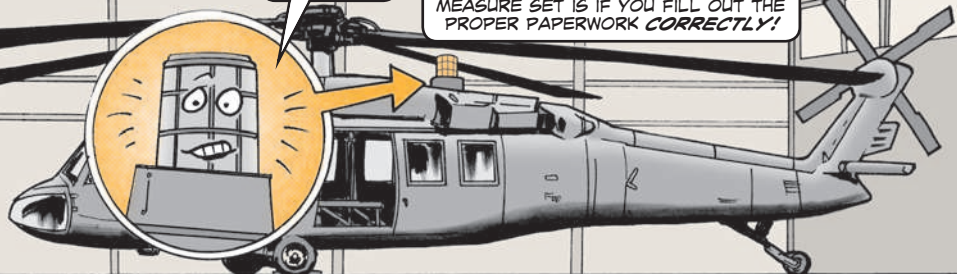
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	GP Medium—Tent poles	648	54	Brake pads may be defective	645	16	M978—Hose reel gasket	645	20	Seat replaced with two-piece one	642	8	
Poles, lines and pins	644	60	Coolant ratio	645	61	Slave receptacle cap	645	20	Transmission oil	641	8		
Rules for tent living	641	50	Door latch striker needed	649	10	Spin-on fuel filter—SMART idea	645	18	VEHICLE, RECOVERY, M88A2				
Solar systems—Tent pins	643	60	Gunner shield parts	644	12	Tire chains required on rear	648	16		Engine oil fill tube damage	648	8	
TEST EQUIPMENT			Gunner station mockup	645	15	Transmission dipstick tube NSN	640	60		Oil drain plug installation	649	8	
	AN/GRM-114B—Nine tips	639	43	HMMWV radio mounting riv-nuts	647	42	TRUCK, M1070 HET			Voltage regulator circuit breaker	638	10	
	DSESTS web site	640	61	M1114—Cooper seat dangerous	642	61		Air compressor oil return line	641	14	VEHICLES, COMBAT		
STE-M1/FVS repair	644	5	M1114—SMART card	647	61	Secondary fuel filter replacement		645	20	Air filter freezing		639	9
Website for troubleshooting	638	4	M1114—Turret handle NSN	643	60	Transmission hose rubbing	642	12	Combat vehicle evaluation team info	643		60	
TIRES			M1151—Springs breaking	647	61	TRUCK, M915-SERIES			Lubrication	647	4		
	Tire chains, use	648	10	M997/A1—AC compressor belt	649	60	Coolant filter kit	639	60	VEHICLES, GENERAL			
	Tire/wheel assembly repairs	646	10	New starter not repairable	643	61	Intervehicular receptacle power	647	15		Battery terminal covers	639	61
Wheel lift	639	10	Oil pressure changes	646	61	M915A3—Lug nut	645	20	Combat identification panels		646	2	
TOOLS			Seatbelt extended	647	14	M915A4—A/C drive belt	645	20	Commo OFF decal	642	60		
	Bolt extraction kit	649	26	Serpentine belts	639	60	M915A4—Trans ECU 65-mph upgrade	641	60	Decal markers for vehicle rear	639	12	
	Component list upgrades	639	61	Snow plow kit	639	13	Tachometer kit	645	20	Drip pans	640	50	
GMTK—Wheels for toolbox	644	53	Spare tire carrier	640	60	Wiper motor, valve replacement	645	19	Hand impact wrench components	644	22		
Grease adapter kit parts	647	57	Steering shaft locknuts, torque	646	10	TRUCK, PALLETIZED LOADING			Ice scraper	638	60		
Hand impact wrench component	644	22	Steering shaft lube needed	649	11	Secondary fuel filter replacement NSN	645	20	Penetrating oil	643	5		
Portable electric impact wrench	647	56	Swamper tires not to be used	638	61	CTIS hose assembly	648	17	Rubber tiedown straps	642	60		
Refrigeration kit tools added	638	60	Tire chains improved	646	61	Fuel system electric priming pump filter	643	12	Services parts kits	648	58		
SECM—Wrong socket set	642	24	Tire pressure for Up-armored	643	61	PLS trailer—Safety chain latch assembly	648	17	Thermal identification panels	646	12		
STE-M1/FVS repair	644	5	Tire studs/nuts, looseness	641	13	TRUCKS, GENERAL			WELDING				
Welding outfit using batteries	642	25	Tires—Super swamper no-go	648	12		Cab insulation adhesive	648		17	Welding outfit using batteries	642	25
			Tow bars—unapproved	649	61								

AN/ALQ-144A/C...

MECHANICS,
LISTEN UP!

THE ONLY WAY THE AVIM SHOP CAN
REPAIR THE AN/ALQ-144A/C COUNTER-
MEASURE SET IS IF YOU FILL OUT THE
PROPER PAPERWORK **CORRECTLY!**



FILLING OUT PAPERWORK CORRECTLY

To prevent delays in repair or replacement of a countermeasure set, make sure all paperwork is filled in right so maintenance can be tracked on the set. You can find maintenance management info on page 127 of TB 1-1500-341-01.

Before the set goes to AVIM, make sure you write down all necessary—and correct—information on DA Forms 2408-33-R and 2410. Don't turn in the set without the documentation.

Make sure the set's subcomponent hours match on both forms and pay attention to when those internal parts of the countermeasure set need inspection and replacement.

For example, the source light, the high and low speed bearings and the high and low speed motor should be replaced every 400 hours. To know that, you gotta' crack open TM 11-5865-200-12 for all the good PM info.

If you don't do the forms right, you'll get back an unrepaired set with a mailing label that says, "Return to sender". In the end, that creates longer aircraft downtime, slow turnaround time and more work at the AVIM shop.

If you have doubts about paperwork, let DA Pam 738-751, TAMMS-A, help fill in the blanks.

DA Form 2410

DA Form 2408 (Front)

DA Form 2408 (Back)

DA PAM 738-751
CAN HELP YOU FILL
OUT THESE FORMS
CORRECTLY.

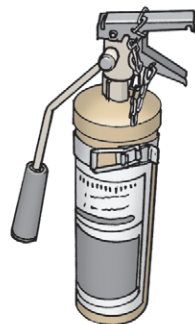


HANDHELD FIRE EXTINGUISHERS

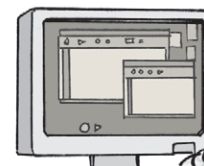


Handheld fire extinguisher (HHFE), NSN 6830-00-555-8837, contains a Class I ozone depleting substance (ODS). It's a controlled item of supply, but most rotary wing aircraft systems are still required to requisition and use them with no exceptions. **There are no authorized substitutes.**

There's one problem, though. Aviation units who want to order replacement fire extinguishers can't unless their Department of Defense Activity Address Code (DODAAC) is on a controlled authorized user list (AUL) maintained by the Army environmental support office (ESO).



This fire extinguisher is still authorized on rotary wing aircraft



IF YOU NEED TO REQUISITION A HAND-HELD FIRE EXTINGUISHER, GO TO THIS WEB SITE...

<http://www.environmentalsupportoffice.com/ODC/Reserve/Reserve.htm>

Select the link to the HHFE AUL to see if your DODAAC appears on the list. If your DODAAC is not on the list, send an email to @us.army.mil stating that you support either Black Hawks, Kiowa Warriors, Chinooks, AH-64s, ARHs or Hueys, along with the DODAAC you'll use to order the fire extinguisher. After they validate your information and add you to the AUL, you will be notified by email and given the go ahead to order the fire extinguisher.

NSN 6830-00-555-8837 brings you a complete extinguisher assembly which includes the cylinder, bracket, head, nozzle and horn. Remember, if the fire extinguisher data plate tells you to order a new charged cylinder with NSN 6830-00-708-0031, disregard it. The cylinder is no longer available for issue. You must order the complete assembly.

Be aware that some models of the AH-64D Longbow aircraft do not use this fire extinguisher, so order the appropriate fire extinguisher listed in your IETM. Some AH-64Ds require NSN 4210-01-495-7617, a 2 1/2 lb CO₂ fire extinguisher.

Fire Extinguisher Turn-in

Many units ask the question, "What do I do with the old fire extinguisher after I receive the replacement?" If you have serviceable excess or unserviceable handheld halon fire extinguishers, they must be returned to RIC S9G. First, contact your HAZMAT Control Activity for guidance. Then check the DLA web site for instructions on turning in cylinder to S9G. Go to:

<https://www.denix.osd.mil/denix/Public/News/DLA/ODS/tpreface.html>

For proper coordination and turn-in procedures to DLA and to get info on returns at no expense to your unit or installation, call DSN 695-5203 or (804) 279-5203, or email: robert.carwile@dla.mil



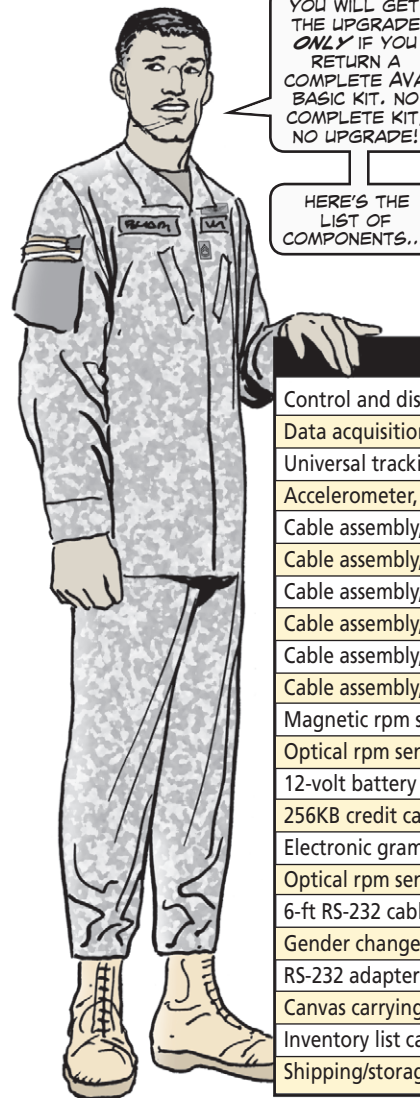
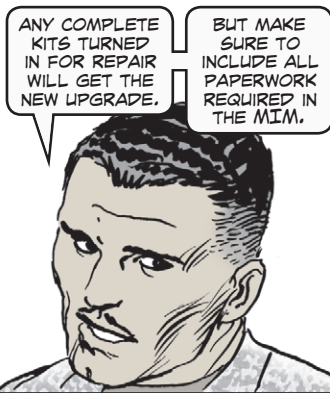
The Time Has Come



The AMCOM head shed has a repair contract for AVAs. Any units needing their AVAs repaired should check out General-MIM-2006-009 for turn-in instructions and information.

All version 6.01 AVA kits need upgrading to 7.01. Units supporting Operation Enduring Freedom (OEF) or Operation Iraqi Freedom (OIF) will get priority rapid turn-around if noted on the DD forms. Turn in complete kits to:

Smiths Industries Aerospace
14200 Roosevelt Blvd,
Dock A, Attn: Robert Byrne
Clearwater, FL, 33762



Item	NSN/PN	QTY
Control and display unit	6625-01-325-3390	1 ea
Data acquisition unit	6695-01-325-3391	1 ea
Universal tracking device	6210-01-348-8252	1 ea
Accelerometer, 54 MV/G	6680-01-328-1913	1 ea
Cable assembly, 10-ft power cable	6150-01-327-6827	1 ea
Cable assembly, 10-ft DAU to CADU	6150-01-327-4177	1 ea
Cable assembly, 25-ft UTD cable	6150-01-327-4178	1 ea
Cable assembly, 20-ft RPM sensor	6150-01-327-6828	1 ea
Cable assembly, 25-ft acc cable	6150-01-347-0052	1 ea
Cable assembly, 50-ft acc cable	6150-01-328-1872	1 ea
Magnetic rpm sensor	6625-01-3275359	1 ea
Optical rpm sensor cable	6625-01-327-5323	1 ea
12-volt battery charger	6130-01-329-6494	1 ea
256KB credit card memory	5895-01-329-4862	1 ea
Electronic gram/ounce scale	6670-01-325-3162	1 ea
Optical rpm sensor bracket	291987001	1 ea
6-ft RS-232 cable	281308021	1 ea
Gender changer	281308001	1 ea
RS-232 adapter	281308011	1 ea
Canvas carrying case	290860001	1 ea
Inventory list card	293212001	1 ea
Shipping/storage case assy	293288001	1 ea

If you have older AVA kits that need upgrading, ship them with DD Form 1149, *Requisition Invoice/Shipping Document*, or DD Form 1348-1, *Issue Release/Receipt Document*.

All AVA users who need to clean their equipment while deployed for OEF/OIF need to see TB 1-6625-200-20-1 for info.

AN/PAS-13 TWS...

MAN, I GOTTA GO ON PATROL! YOU PROMISED ME MY THERMAL SIGHT WOULD BE REPAIRED BY NOW!

I KNOW I DID! I ORDERED THE REPAIR PARTS MONTHS AGO!

TWS Parts for SWA

Dear Editor:

I am the C-E LCMC Item Manager for the AN/PAS-13 Thermal Weapon Sight (TWS) repair parts. The Army authorizes Army Unit and DS maintainers to order, remove, and replace Org (Unit) level parts (SMR = PAOxx). If I receive requisitions from Army maintainers for DS level parts (SMR = PAFxx), I reject the requisitions. When I send the rejection message, I suspect most requisitioners never see it. The Army authorizes only the Intelligence and Electronic Warfare Regional Support Centers (RSCs) to perform DS level repair of the TWS.

Please help me inform Army Units that an unserviceable TWS that requires DS level repair must be returned to the Unit's supporting RSC. The RSCs direct-exchange the broken TWS for a serviceable one. The "TWS Product Support Bulletin" contains the procedures and locations to arrange the exchange. Should a Unit need a copy of the latest Bulletin, I provide a copy to those who contact me by phone or e-mail.

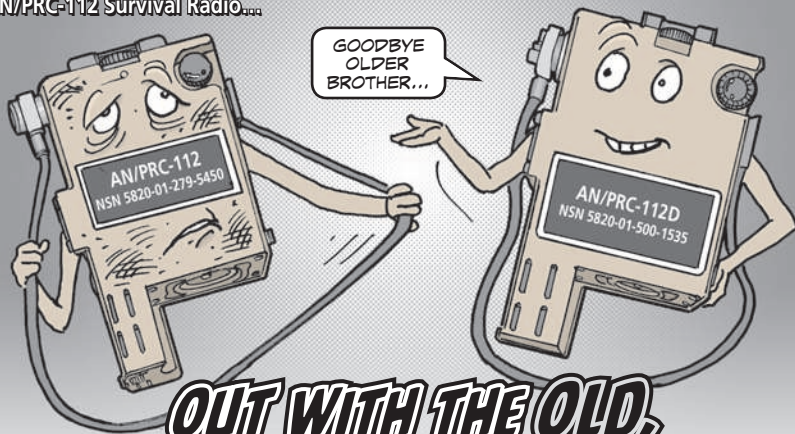
Thanks for your help.

Michael S. Brown
C-E LCMC LRC
Ft. Monmouth, NJ

Editor's note: Glad to help, Mr. Brown. Maintainers of TWS systems in SWA please follow the instructions for logistic support procedures in the TWS Product Support Bulletin, Number 13, 11 April 06. If you do not have this four-page bulletin, will be more than happy to send one your way by email, fax or surface mail. Just email your request to: michael.brown122@us.army.mil

Or phone your request to him:
DSN 992-2391 or (732) 532-2391.

MAN, THIS IS MORE LIKE IT!



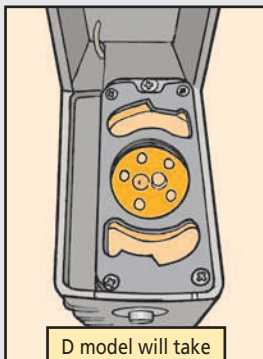
Forget about fixing or destroying a broken or busted AN/PRC-112 survival radio, NSN 5820-01-279-5450 or NSN 5820-01-458-6018. Instead, exchange it for the Delta model, AN/PRC-112D, NSN 5820-01-500-1535.

The Delta model has many advantages over its older brother: built-in test (BIT) indicators for both the radio and its battery; more battery options—both rechargeable and commercial; and less power usage for more hours of operation.

OPERATING INSTRUCTIONS

1. Unsnap antenna, place in upright position.
2. Select desired Channel/Mode and turn radio on.
3. The DME light will blink 4 times (yellow), indicating Built-in-Test (BIT) has passed.
4. After the BIT has passed, the battery BIT will show capacity in 10% intervals. (i.e. for a battery capacity of 80%, the DME will blink 8 times in blue for 2 cycles). During missions, the DME will blink blue continually on for one sec. and off five sec. warning of low voltage.
5. In Erase programme ID, Turn radio off. Press & hold PTT, turn radio on. Release PTT. Then, push & release within 2 sec. Again push & release PTT within 2 sec. The DME light will glow blue for 2 sec indicating successful erasure.
6. If the radio is receiving correct interrogation signals, the DME light will flash green for 8 sec.
7. To transmit on 124.5 MHz or 243.6 MHz (voice), rotate Channel/Mode selector to 124.5 MHz or 243.6 MHz.

D model has a BIT!

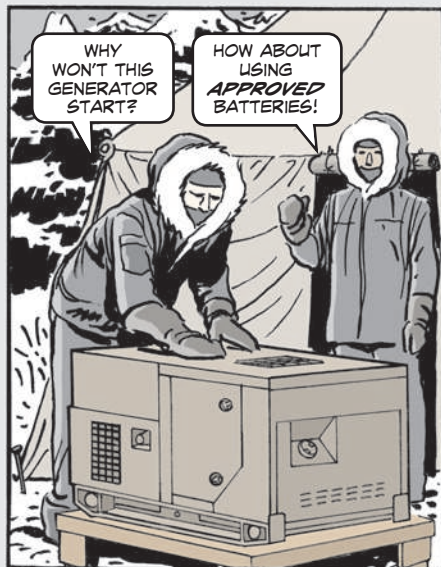


D model will take a rechargeable!

Some of you still have excess AN/PRC-112 radios. When you're exchanging broken ones, turn those excess ones in, too. Don't ask for a replacement. Just make it clear they are excess. These older models are still useful, so don't let them gather dust on a shelf.

To get the complete word on this exchange or other survival radio issues, call the AN/PRC-112D item manager, Bruce Jetter, DSN 992-1191 or (732) 532-1191. Or you can email him: bruce.jetter@us.army.mil

Batteries: There Are Only Two!



There are only two batteries tested and approved by C-E LCMC for use with the 5-KW tactical quiet generator. They are the Optima D51R, NSN 6140-01-529-7226, and the 2HN, NSN 6140-00-057-2553.

If you are using non-approved batteries, **stop!** Some of these batteries have been found to lack starting power in extreme weather.

Some of you have gone to non-approved batteries because you have ordered the Optima and it hasn't arrived. That's because production problems have delayed deliveries from the manufacturer to DLA. Until these problems clear up, you should order the 2HN battery.

If you're in a pinch, you could use the Optima 800U, NSN 6140-01-374-2243, externally through the NATO slave system.

Put two of these in a battery adapter tray and connect them in series using an interconnect cable in order to get the 24 volts DC needed to start the generator.

Build a special NATO slave cable made up of a NATO slave connector, a cable, a negative terminal lug and a positive terminal lug. Connect the NATO slave connector to the NATO slave socket on the generator set and the terminal lugs to the proper battery terminals.

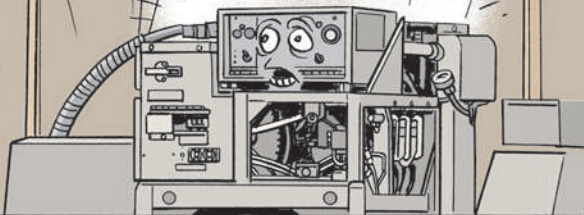
Generators...



OK, YOUR AIR-FLOW INDICATOR SAYS YOU'RE UNCLOGGED, YOU'RE **GOOD TO GO!**

NO!
NO! NO!

SOMEONE SHUT ME DOWN AND THEN HIT THE CLEAR BUTTON LAST TIME THEY USED ME... MY AIR FILTER IS AS CLOGGED AS IT EVER WAS!



SO, WHEN **DO** YOU CHECK THE AIR FLOW RESTRICTION INDICATOR?



Dear Half-Mast,

Our generators have an air filter air flow restriction indicator to tell us when we have a clogged air filter. When the filter is clogged, the indicator turns red. Why is checking the indicator a *before*-operation check? Seems to me that a red indicator would reset itself when the generator is shut off.

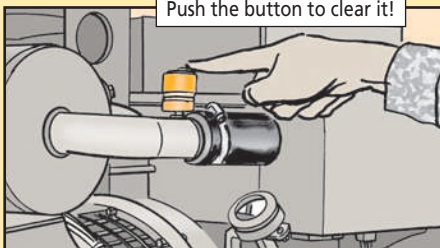
PVT H.E.P.

Dear Private H.E.P.,

Many types and sizes of generators have this type of filter restriction indicator so your question could help a lot of soldiers.

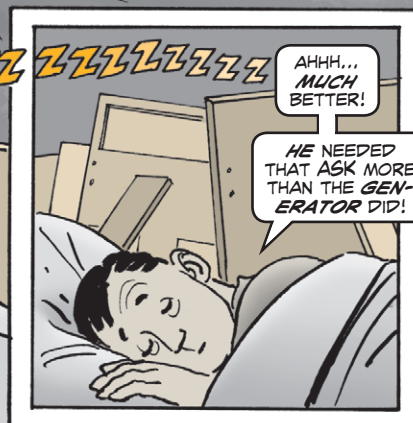
If the indicator is red, the only way to "clear it" is to push the reset button. Shutting off the generator will not do it. If the indicator is red when the generator is shut down, it will stay red and will be red when you make the *before*-operations check.

However, once the generator is shut down, pushing the reset button will "clear" the indicator whether the air filter restriction has been corrected or not. So, don't push the reset button until a clogged filter has been cleaned or replaced. You can also reset the indicator as a *during*-operation check to make sure the indicator is functioning properly.



Half-Mast

Generators...



ASK and You Might Receive

Dear Half-Mast,

We're looking for some replacement parts for our acoustic suppression kits (ASKs) on our small Mil-Std generators. Are any parts still available?

SGT R. J. A.

Dear Sergeant R. J. A.,

We went to the expert on ASKs for this answer. He's

Write down his phone number, DSN 992-7122 or (732) 532-7122, and his email:

Nicholas.Petouses@us.army.mil

If you have any other questions after we tell you what said, get in touch with him.

Okay, so here's the scoop on ASKs.

ASKs were bought in the 1980s as an interim fix for a field requirement to quiet existing generator sets. ASKs were used on 3-, 5-, 10-, 15- and 30-KWs.

At the time, very few spare parts were planned for the ASKs because it was expected that the kits would outlast the generators.

In 1993, the first tactical quiet generators (TQGs) hit the field and were meant to replace Mil-Std generators.

So, with the Mil-Std generators now all worn out or replaced by TQGs, there should be no call for ASK parts.

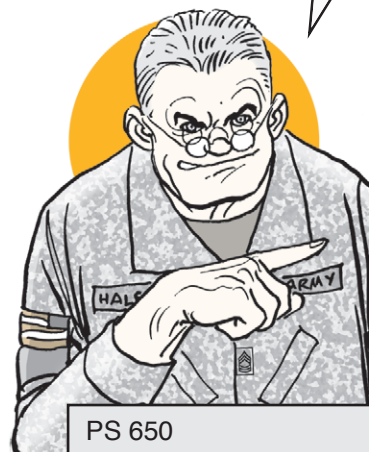
Right?

Wrong!

The Mil-Std generators have hung tough and many are still out there and being used. And, they have outlasted their ASKs.

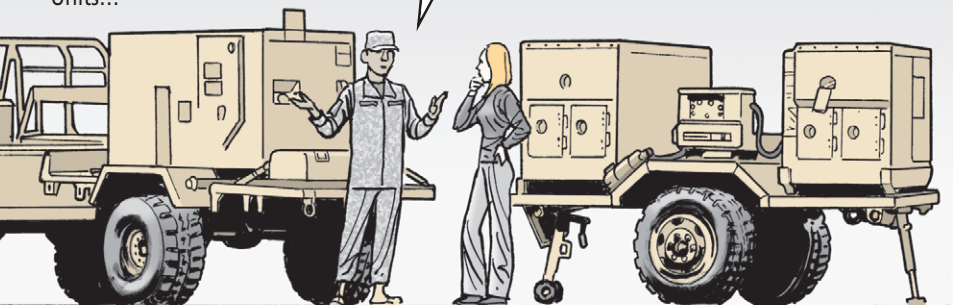
So what now?

HERE ARE THE OPTIONS BY THE NUMBERS...

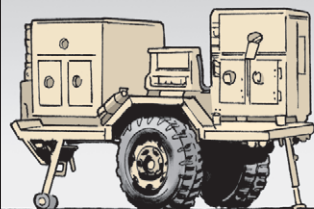


1. If you have a 5- or 10-KW you may still be able to get a complete ASK. Get in touch with to find out.
2. If you have a 3-, 15-, or 30-KW, there are no more complete ASKs, but there may be some parts available. Get in touch with to find out.
3. You can remove the ASKs on the 3-, 5-, and 10-KWs and the generators will still run—just louder! (Wear that hearing protection!)
4. You can remove the ASKs on the 15- and 30-KWs, but you must replace the exterior panels. They were removed on these generators when the ASKs were installed. New panels can be fabricated. has the drawings and the installation info.
5. Finally, Mil-Std generators will be gone shortly. So, make sure your repair effort is proportional to the expected life of the generator.

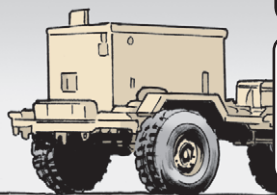
WHICH IS WHICH AND WHAT IS WHAT?



POWER **PLANTS** HAVE **TWO** GENERATORS.



THE POWER **UNIT** HAS **ONE**.



DESIGNATIONS AND TRAILERS ON POWER PLANTS AND POWER UNITS CAN BE **CONFUSING**.

FORTUNATELY, WE HAVE THE CONFIGURATIONS FOR MOST OF THE POWER PLANTS (PP) AND POWER UNITS (PU)...

...SO THAT CONFUSION CAN **END!**

Power Plants

Item (PP)	Generators (2)	Trailer	NSN 6115-01-
AN/MJQ-35	5-KW, 60-Hz	M116A3	313-4216
AN/MJQ-35A	5-KW, 60-Hz	HMT/LTT	414-9697
AN/MJQ-36	5-KW, 60-Hz	M103A3/A4	313-4215
AN/MJQ-37	10-KW, 60-Hz	M103A3/A4	299-6035
AN/MJQ-38	10-KW, 400-Hz	M103A3/A4	313-4214
AN/MJQ-39	15-KW, 400-Hz	M200A1 (2 trailers)	299-6034
AN/MJQ-40	30-KW, 50/60-Hz	M200A1 (2 trailers)	299-6033
AN/MJQ-40B	30-KW, 50/60-Hz	M200A1 (2 trailers)	474-3783
AN/MJQ-41	60-KW, 50/60-Hz	M200A1 (2 trailers)	303-7896
AN/MJQ-41B	60-KW, 50/60-Hz	M200A1 (2 trailers)	474-3776
AN/MJQ-42	3-KW, 50/60-Hz	M116A3	322-8583
AN/MJQ-43	3-KW, 400-Hz	M116A3	322-8582

Power Units

Item (PU)	Generator	Trailer	NSN 6115-
PU-405A*	15-KW, 60-Hz	M200A1	00-394-9577
PU-406B*	30-KW, 60-Hz	M200A1	00-394-9576
PU-495B/G	100-KW, 50/60-Hz	M353	01-134-0165
PU-650B/G*	60-KW, 50/60-Hz	M200A1	00-258-1622
PU-751M*	5-KW, 60-Hz	M116A1	00-033-1373
PU-753M*	10-KW, 60-Hz	M116A2	00-033-1389
PU-797	5-KW, 60-Hz	M116A3	01-332-0741
PU-797A	5-KW, 60-Hz	HMT/LTT	01-413-3820
PU-798	10-KW, 60-Hz	M116A3	01-319-9032
PU-798A	10-KW, 60-Hz	HMT/LTT	01-413-3818
PU-799	10-KW, 400-Hz	M116A3	01-313-4283
PU-799A	10-KW, 400-Hz	HMT/LTT	01-413-3819
PU-800	15-KW, 400-Hz	M200A1	01-317-2137
PU-801	15-KW, 50/60-Hz	M116A3	01-319-9033
PU-801A	15-KW, 50/60-Hz	HMT/LTT	01-413-3821
PU-802A	15-KW, 50/60-Hz	M200A1	01-317-2138
PU-803	30-KW, 50/60-Hz	M200A1	01-317-2136
PU-803B	30-KW, 50/60-Hz	M200A1	01-470-6376
PU-804	30-KW, 400-Hz	M200A1	01-317-2135
PU-804B/G	30-KW, 400-Hz	M200A1	01-471-1507
PU-805	60-KW, 50/60-Hz	M200A1	01-317-2134
PU-805B	60-KW, 50/60-Hz	M200A1	01-471-1508
PU-806	60-KW, 400-Hz	M200A1	01-317-2133
PU-806B/G	60-KW, 400-Hz	M200A1	01-471-1506
PU-807A	100-KW, 50/60-Hz	M1061E1	01-471-7088
PU-809A	200-KW, 50/60-Hz	M1061E1	01-471-7085

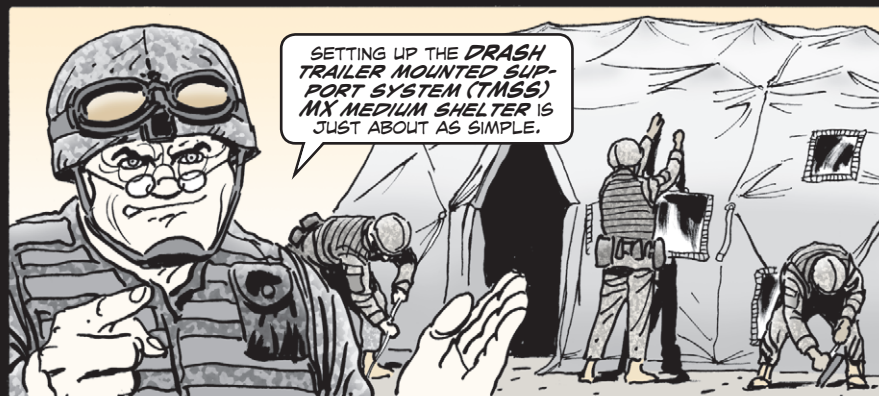
THE * MEANS "REPLACED BUT STILL IN THE FIELD."



5- & 10-KW TQG Filters and Dipsticks

Get an engine oil dipstick for the 5-KW TQG with NSN 6680-01-457-8680 and one for the 10-KW TQG with NSN 6680-01-472-8495. Get an air filter for both with NSN 2940-00-934-7989; an oil filter for both with NSN 2940-01-154-5127; a primary fuel filter for both with NSN 2940-01-376-5666; and a secondary fuel filter for both with NSN 2910-00-099-5467. Order a fuel filter seal kit with NSN 2815-01-139-4010.

DRASH Tents: What's at Stake



Although the TMSS medium tent isn't hard to put up, its design is unlike that of most tents. The TMSS has a strut frame covered on both sides with polyester blend fabric. And that design calls for some special set-up and strike procedures.

KEEP IN MIND THESE **KEYS** TO SETTING UP AND STRIKING YOUR TMSS SAFELY AND CORRECTLY...

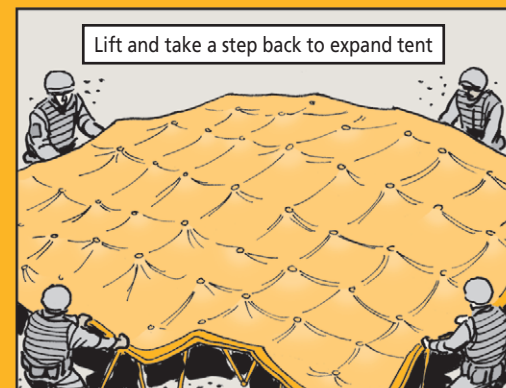


Set-up

- First of all, it's a **four-man** operation. That includes carrying, erecting and striking.
- Lift the tent bundle from the transport bag. Unwrap the floor from the bundle. Arrange the tent so the outside (green or tan) is facing up and the inside (white) is facing down. Remove the cinch straps.
- With both hands, take hold of the hubs or the framework closest to the hubs. The outside hubs are the ones with the coated wire loops.

• When your team leader gives the word, lift the tent off the ground and take a step back to expand the tent. Look at the tent to make sure no wind lines or debris are wrapped around the struts, binding them. Snagged lines and debris can keep the tent from spreading, rip the fabric or damage the struts.

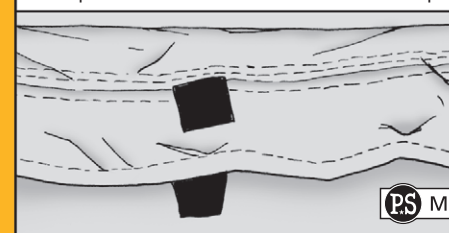
• Lift the tent again and continue stepping back until the tent is fully expanded.



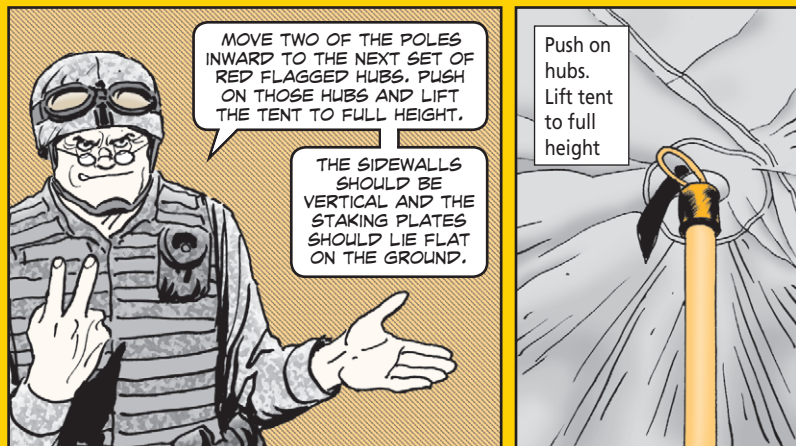
• Line up one end cap at each end of the tent's center section. Put the red end cap hubs over the pins sticking out from the white hubs on the center section. Make sure to insert the catch pins to hold the red and white hubs together.

• Line up the small, black tabs on the center section with those on the end caps. Join the hook-and-pile seams together, working from the center outwards. Start with the inside seam and finish with the outside.

Line up black tabs on center section and end caps

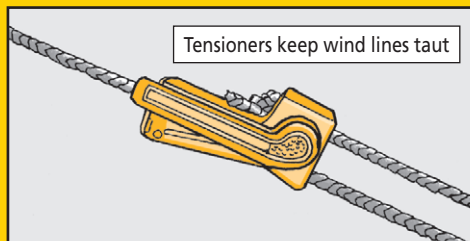
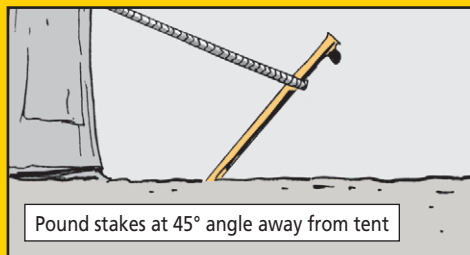


- Inside the tent, locate the four push point hubs with red flags where the end caps join the center section. Place a push pole against each hub. Push up until the four poles are supporting the tent. Lift with your legs.



- Spread out the floor inside the tent. Join the floor to the wall with the hook-and-pile fasteners.

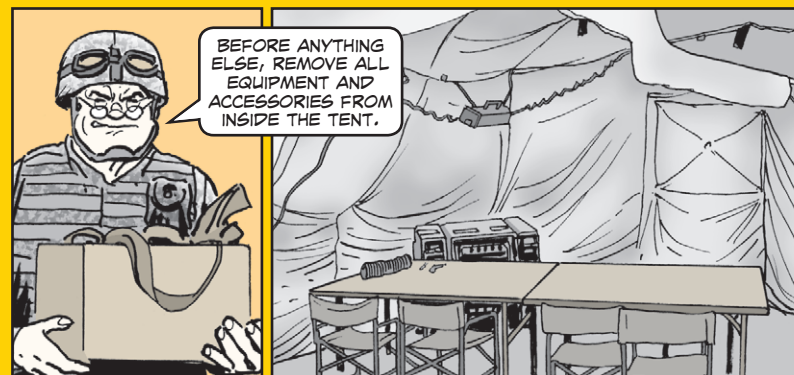
- Uncoil the wind lines and stake them about four or five feet from the tent. Pound in the stakes at a 45° angle with the heads pointing away from the tent. That angle does a better job of holding the tent stable. That's unlike the technique you use with canvas duck tents. With those tents you drive in the stakes straight up and down or angle them toward the tent to allow some give when the canvas shrinks.



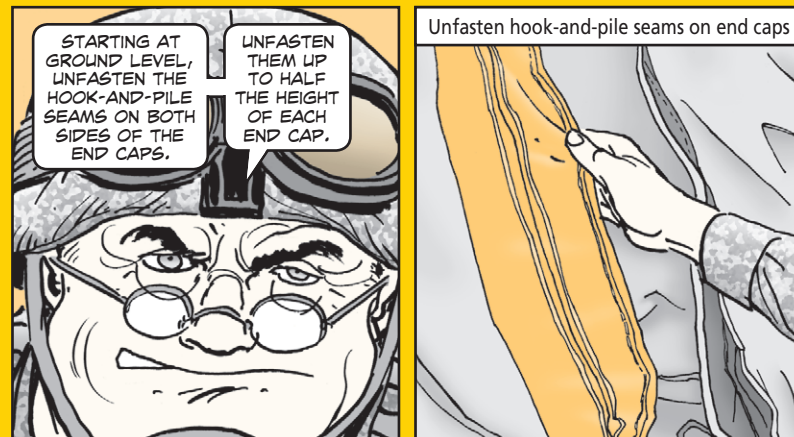
- Use the tensioners to keep the wind lines taut. Each tensioner has a three-position lock to fit variations in rope size.

- Along the tent walls, pound in the ground stakes straight up and down through the eyes of the staking plates. Vertical stakes do a better job of keeping the walls secure.

Striking



- Detach the floor by unfastening the hook-and-pile fasteners. Remove the floor from the tent and fold it lengthwise twice. You'll use the floor later to wrap up the tent bundle.
- Close all windows. Tie all doorways open.
- Pull out all stakes.



- Station four soldiers around the tent. Grip the hubs, lift the shelter about six inches off the ground and step backwards. The center of the tent will come down to ground level.
- Finish detaching the end caps by unfastening the hook-and-pile seams. Detach the red end cap hubs from the white hubs on the center section. It takes two soldiers to depress each end cap. Lift up the end cap by its hubs and walk toward each other.
- Compress the center section of the tent by lifting up at the hubs and walking toward each other.

Clothing...

DID YOU KNOW THERE'S A NEW WAY OF REPLACING YOUR WORN-OUT ARMY COMBAT UNIFORMS!

ARMY DIRECT ORDERING

Soldiers deployed in support of Operation Enduring Freedom and Operation Iraqi Freedom can now replace worn-out Army combat uniforms (ACU) and ACU accessory items through an online ordering program called Army Direct Ordering (ADO).

The program allows soldiers or units to submit orders for items that need replacement. Here's the website address: <https://army.kyloc.com/>

The website provides instructions on setting up an account, submitting orders and selecting a unit validator (an approving official).

HERE ARE SOME OF THE HIGHLIGHTS OF THE PROGRAM...

- ADO is for **replacement** only. It does not support **initial issue** of clothing.
- Commanders determine whether supply sergeants or soldiers will submit orders.
- Only unit validators—appointed by the commander—have the authority to approve clothing orders.
- Log on to ADO using your AKO user/name and password.
- Units can enroll in and use ADO after their first 30 days in theater. Units must go online and ask to be removed from the rolls 45 days before leaving theater.
- Soldiers can confirm that their unit is enrolled by going to the ADO website and entering their unit name in the Submit Unit Name box.
- The U.S. Postal Service ships the items directly to the soldier or unit supply personnel.

ADO CAN REPLACE THE FOLLOWING ITEMS...



Rigger's belt



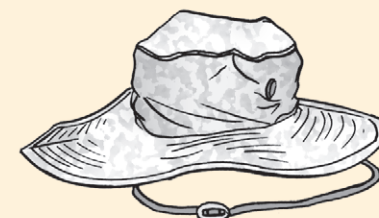
ACU patrol cap



ACU jacket



Army combat boots, temperate



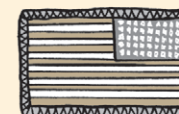
ACU sun hat



Wicking T-shirt



Digitized name, rank and Army tapes



Colored flag

THESE ITEMS CAN BE REPLACED BY ADO, TOO...

- Army combat boots, hot weather
- sports bra
- camouflage helmet cover
- ACU trousers

- drawers
- elbow and knee pads
- black fleece overalls
- cold weather liner for coat and trousers

AIR OUT SAND, CLEAN OFTEN



It doesn't take long in SWA to find out sand is the big enemy of Army equipment. It clogs everything, including your M40/M42-series masks, which leads to poor breathing and seeing.

The only ways to fight sand are to keep your mask in its carrier as much as possible and clean the mask often.

Pay special attention when cleaning the outlet valve disk, the inside of the lenses, the canister's air intake and in the mask's inner lining.

You can shake out most sand and use low-pressure air to clear out the rest. Soldiers in SWA say an air hose makes it much easier to get rid of sand. Don't forget to blow sand out of the carrier, too.

If your mask is caked with sand, you need to clean it like it says in TM 3-4240-346-20&P: After removing the filters, wash it in a bucket of water until all the sand is gone. Then let it air dry.

For more mask desert PM, see PS 631 (Jun 05):

<https://www.logsa.army.mil/pub/psissuesA/631/631-56-57.pdf>



CBRN...

BEFORE YOU
REPLACE US,
YOU NEED
TO...



Check Your M48/M48A1 GPFs... NOW!

SOME OF
US MIGHT BE
HARMFUL
TO YOU!



There are M48 and M48A1 gas particulate filters (GPF) in the field that may be dangerous or that may not protect you.

MWO 3-4240-325-12-1, which covers the problem, has been extended to March 2007, to get rid of every defective GPF.

The M48 GPF, NSN 4240-01-161-3710, has a component that contains a carcinogen and is hazardous if the M48 leaks or ruptures. All M48s should be replaced immediately.

The M48A1, NSN 4240-01-363-1311, needs to be replaced immediately if it was made by Parmatic because it may not protect you. Parmatic filters have lot numbers beginning with P, PFC or PARMATIC. All other M48A1s are OK to use.

To request M48 or M48A1 replacements, email:

M48-M48A1GPF@conus.army.mil

List the systems you have, the number of filters needing replacement, your UIC, your DODAAC and shipping address.

M48s should be disposed of as hazardous waste. Parmatic M48A1s should be shipped to Blue Grass Army Depot. Contact the email address above for shipping instructions.



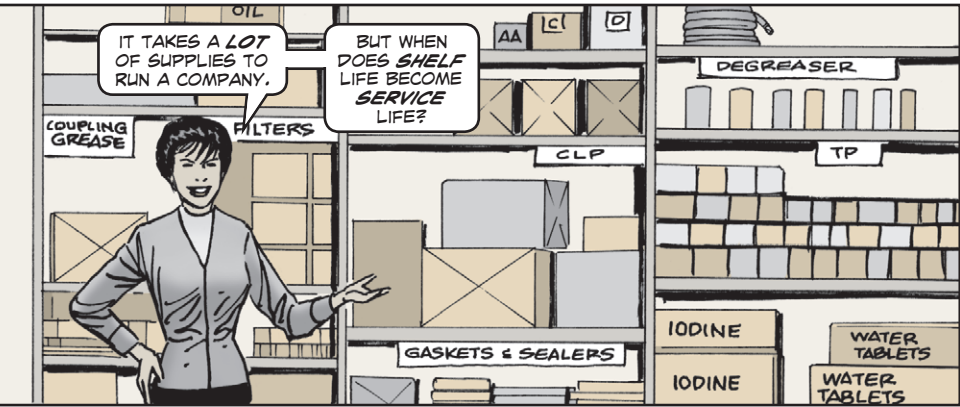
THE M48/
M48A1 IS
USED IN THE
FOLLOWING
SYSTEMS...

- M93 gas-particulate filter unit
- M1A1/A2 tank
- M109A6 Paladin
- M2A3 Bradley
- M31A1 biological integrated detection system
- AN/TPQ-36 (V)8 radar set
- AN/TSM-191(V)3 transportable electronic shop
- AN/TRC-179(V)1 communications terminal
- Remote control guided missile shop equipment
- AN/MYQ-6 data analysis central
- LP/PD1-90 integrated non-expandable shelter
- AN/TSQ-158 net control station
- AN/TSQ-182, -183A, -184A communications control set
- Net control station
- Bridge launching carrier
- S-832/G multi-expandable lightweight shelter
- AN/TSQ-179 target acquisition subsystem
- AN/TPN-31 radar set
- AN/TSC-124 tactical terminal

Questions? Contact TACOM-RI at DSN 793-5796/(309) 782-5796 or email:

kortnei.foulks@us.army.mil

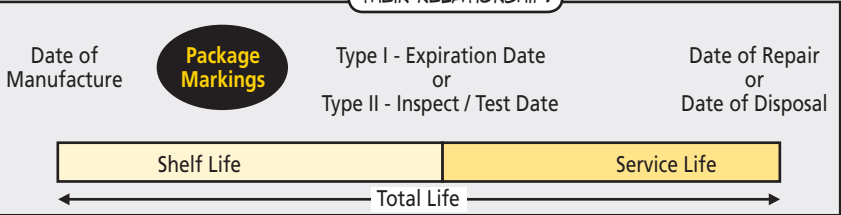
Just What is Shelf Life?



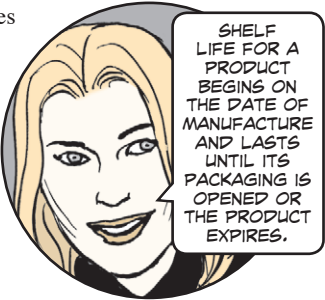
THE DIFFERENCE BETWEEN **SHELF** LIFE AND **SERVICE** LIFE CAUSES SOME CONFUSION IN SUPPLY MANAGEMENT.

SUPPLY ITEMS HAVE A USEFUL LIFE EXPECTANCY AND SHELF LIFE AND SERVICE LIFE ARE TWO DIFFERENT PARTS OF AN ITEM'S **TOTAL** LIFE.

THIS ILLUSTRATES THEIR RELATIONSHIP.



Shelf life expiration dates and inspect/test dates depend on items being properly packaged and stored. For instance, storage temperatures affect shelf life. If they are too high or too low, shelf life is reduced. Another aspect that affects shelf life is the opening of unit-of-issue containers like cans, sealed bags and tubes. Opening reduces packaging and preservation protection. Shelf life ends and service life begins when unit-of-issue containers are open.



Service life depends on how often and for how long the container is open and on the storage environment. More frequent testing and inspections are required for supply items that have entered their service life. Testing and inspection requirements for items in service life should be found in technical manuals.

However, many consumable (non-reparable) items do not have a given service life. When doubt exists about the serviceability of these items, they should be disposed of.



Managing Service Life

THE FOLLOWING EXAMPLES PROVIDE SOME GUIDANCE ON MANAGING SERVICE LIFE.

Example 1

A man in a military-style uniform is holding a tube of grease. A speech bubble from him says: "SHOULD A TYPE I NONEXTENDIBLE (EXPIRATION DATE) TUBE OF DRIVE-SHAFT COUPLING GREASE BE USED IN THE SHOP ONE MONTH AFTER EXPIRATION?"

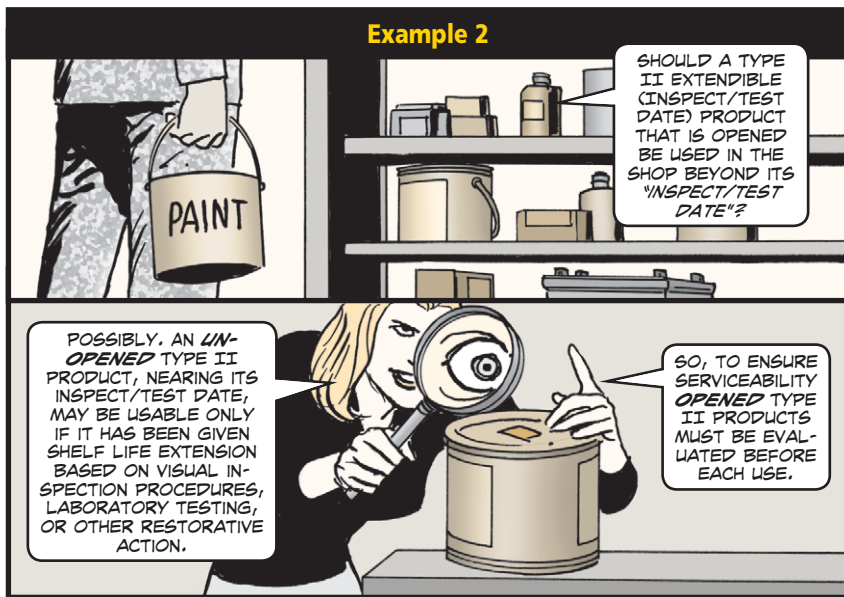
NO, THE PRODUCT IS **NOT** USABLE BECAUSE EVEN UNOPENED ON THE SHELF, WHEN A TYPE I ITEM EXPIRES, IT IS NOT CONSIDERED FOR EXTENSION TESTING OR INSPECTION AND MAY NOT BE ISSUED FOR USE.

ONCE OPENED, SERVICE LIFE IS ACTIVATED AND DETERIORATION ACCELERATES.

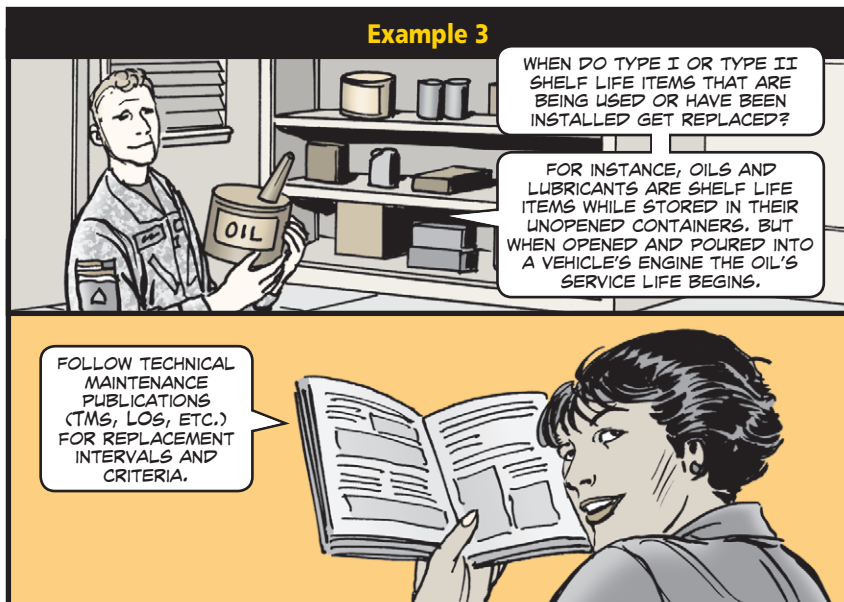
USE THE ITEM **BEFORE** THE EXPIRATION DATE.

(NOTE: ONE EXCEPTION IS THE FDA PHARMACEUTICAL SHELF LIFE EXTENSION PROGRAM.)

Example 2



Example 3

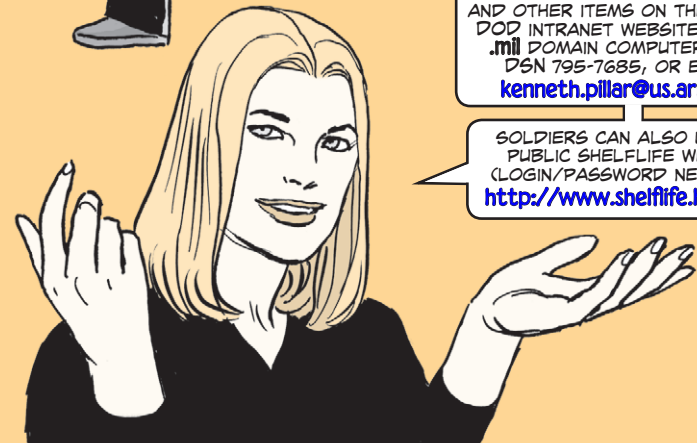


EFFECTIVE SHELF LIFE AND SERVICE LIFE MANAGEMENT TECHNIQUES...



- Requisition/procure items in smaller quantities and units of issue. Use Supply Support Requests when necessary.
- Reduce inventory stockage levels.
- Requisition items just-in-time.
- Practice stock rotation, i.e. first-in, first-out (FIFO).
- Maintain required prescribed storage conditions, particularly for shelf life items which are hazardous materials.
- Extend Type II shelf life items by:
 - using test results from the Shelf Life Extension System (SLES).
 - testing samples when cost effective, or
 - accomplishing authorized visual inspections or restoration procedures.
- Remark or labeling extended Type II items using DD Form 2477 series labels, available from the DoD Shelflife website.
- Preparing Supply Discrepancy Reports (SDR) when issued outdated shelf life items.
- Submitting shelf life code challenges to the DoD Shelflife website when experience indicates a change is needed.
- Processing outdated items promptly for disposal.
- Obtaining shelf-life training at the DoD Shelflife website.
- Following tech pub guidance when managing service-life.

TO GAIN ACCESS TO THE SLES AND OTHER ITEMS ON THE SECURE DOD INTRANET WEBSITE FROM A .mil DOMAIN COMPUTER CALL: DSN 795-7685, OR EMAIL: kenneth.pillar@us.army.mil



SOLDIERS CAN ALSO USE THE PUBLIC SHELF LIFE WEBSITE (LOGIN/PASSWORD NEEDED)... <http://www.shelflife.hq.dla.mil>

PS END



M1 Equilibrator Spring Lubing

LO 9-2350-264-12 (25 Sep 06) says to lube the commander's weapon station equilibrator spring. **That's wrong.** This spring is under 265 pounds of pressure, so attempting to move it could cause serious injury. This step is OK for the M1A2 (LO 9-2350-388-12), but was put in the LO for the M1A1 tank by mistake.

Shotgun NSN Change

The NSN for the M500 shotgun's front swivel post (item 4 on WP 0038 00-2 in TM 9-1005-338-13&P) has changed to NSN 1005-01-526-3298. The old NSN 1005-01-512-2733 now brings just the sling.

DRY FILTER UNIT TM AVAILABLE

TM 3-6665-348-12&P, which covers both the dry filter unit (DFU) 1000 and DFU 2000, is now available both online and through your unit pubs account.

Ask your pubs clerk to order it. Access it at the LOGSA ETM website: <https://www.logsa.army.mil/etms/online.htm>. Each DFU should have this TM.

Stop using the graphical training aid that was provided by the DFU contractor. It was not approved by the Army.

The DFU requires MOS 74D for sample collection and laboratory support.

AR 750-1 REVISED

A revision to AR 750-1, *Army Maintenance Management Policy* (5 Sep 06), became effective 5 Oct 06. The revision clarifies the Army maintenance standard and corrects administrative errors.

DA Pam 750-3 Available

DA Pam 750-3, *Soldiers' Guide to Field Maintenance Operations* (29 Sep 06), supersedes DA Pam 750-35, *Motor Pool Operations*. DA Pam 750-3 is available on the Army Publishing Directorate website: <http://www.apd.army.mil/>

FROZEN PLUMBING HALTS FIRE TRUCKS

If you don't blow water out of the pump and pipes in your tactical fire fighting trucks (TFTTs), cold weather below 32°F could damage them when they aren't in use. Sure, it takes 2 hours to perform blowout procedures, but doing that just might save a vehicle or a life. Blowout procedures in TM 9-2320-279-10-3 will be changed to include new critical info. Download the new blowout procedures by typing in *TFFT blowout procedures* in the AKO search box:

<https://www.us.army.mil/suite/login/welcome.html>

Non-Spec Cross Member Could Damage HMMWV

When you do your after-operations PMCS, check your HMMWV's front and rear cross members closely. If you see noticeable cracking, bending, or insufficient welding, your HMMWV is NMC! Resulting failures could cause HMMWV drivers to lose control of the vehicle. Perform your daily PMCS according to your -10 TM and use TACOM SOUM 07-001 to inspect cross members after each mission. For more details, see the SOUM:

https://aeps2.ria.army.mil/commodity/soum/tacom_wn/07/soum07-001.html

EQUIPMENT TRANSFER, TURN-IN AND DISPOSAL

Unit and maintenance managers, when you transfer, turn in or dispose of Army equipment to other units, activities, or repair programs, remember to follow the guidance in DA Pam 750-8, *The Army Maintenance Management System (TAMMS) Users Manual*. Specifically, refer to Para 5-11 and Appendix E for information on what records should follow the equipment.

Small Arms Bench Stock NSNs on PS Website

PS 632 (Jul 05) told you that armorers could get a complete list of what bench stock they would need for each weapon by going to the AKO website. Now PS has made it easier for you to access the list by putting it on the PS website at <https://www.logsa.army.mil/psmag/topics.cfm>. Look under "Small Arms Bench Stock NSNs".

PRIMARY SERVO INSPECTIONS

We told you in PS 646 (Sept 06) to inspect the primary servos in Black Hawks during 30-hr/42-day inspections. That is no longer the case since the TMs have been revised. You now perform 40-hour inspections with TM 1-1520-237-PMS, daily inspections with TM 1-1520-237-PMD and periodic inspections with TM 1-1520-237-PMI.

AIRSAVE RADIO POCKET

The vertical airsave radio pocket, NSN 8415-01-494-6801, is in short supply, so DLA is substituting it with the horizontal radio pocket, NSN 8415-01-441-1693. If you **must** have the vertical pocket, be sure to add "No Substitute" on your requisition. But your request may be back-ordered, so be prepared for a wait.

Air Compressors Needed

Mechanics, CECOM needs any unserviceable air compressors, NSN 4310-01-133-3598, used on the AN/ASM-189 electronic maintenance vans that are damaged beyond the level of field repair.

Return unserviceable compressors to:

RIC: BY6

DoDAAC: W25G1W.

Contact your CECOM LAR, or Jon Calafato, DSN 992-7842, (732) 352-7842. Or email:

jon.calafato@mail1.monmouth.army.mil

NSN Brings 25 Cleaning Rods

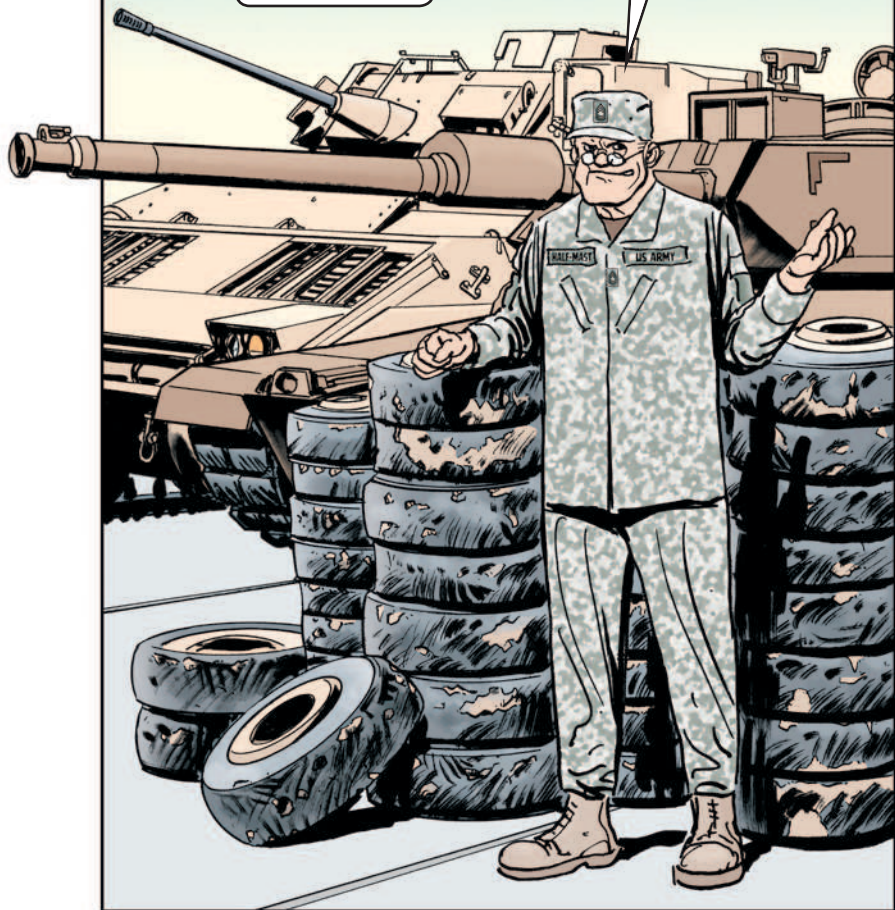
NSN 1005-00-050-6357 now brings a box of 25 cleaning rod sections instead of just one as it used to. The cleaning rod section is used with the M16 rifle, M4 carbine, and M231 and M249 machine guns. Many armorers haven't caught the change in quantity and are ordering too many cleaning rods.

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

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

HOW MUCH
RUBBER ON A
ROADWHEEL IS
ENOUGH?

ALWAYS CHECK
THE VEHICLE'S -10
TM TO FIND OUT!



**ALSO, READ TM 9-2530-200-24,
STANDARDS FOR INSPECTION AND
CLASSIFICATION OF TRACKS, TRACK
COMPONENTS AND SOLID-RUBBER TIRES.**