

Issue 753

PS

August  
2015

# THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-753

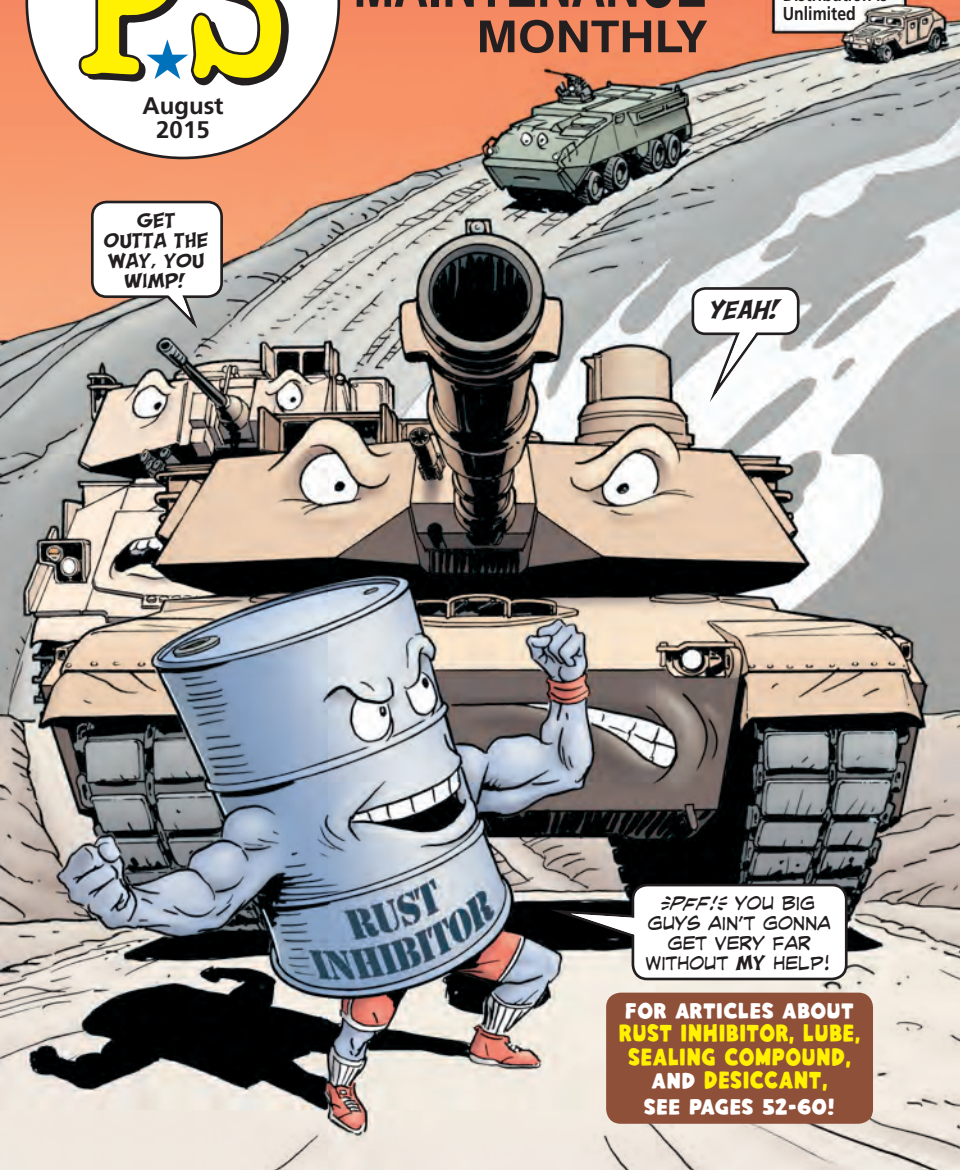
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GET  
OUTTA THE  
WAY, YOU  
WIMP!

YEAH!

SPFF! YOU BIG  
GUYS AIN'T GONNA  
GET VERY FAR  
WITHOUT MY HELP!

FOR ARTICLES ABOUT  
RUST INHIBITOR, LUBE,  
SEALING COMPOUND,  
AND DESICCANT,  
SEE PAGES 52-60!





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MSG Half-Mast  
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1513305

# Pick Up PS Online

WE HAVEN'T  
SEEN PS  
THIS MONTH.  
WONDER WHAT  
WE'VE MISSED.

I'LL CHECK ON OUR  
SUBSCRIPTION.

IN THE MEANTIME, CATCH  
UP ON PS ONLINE.

**A**re you missing *PS Magazine*? All the maintenance and supply info in the world does you no good if you never see it.

The good news is that nobody needs to miss out on *PS* as long as they have Internet access. We have many issues posted on our website:

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

Here you'll find the current issue of *PS*, plus issues going back to 1999.

The handiest feature may be our search engine. You can find every *PS* article for the last 10 years. Plus our hot-linked subject indexes can save time when you need to find specific info fast.

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Make sure you include a full postal mailing address along with which issues you need and how many copies you want.

## Check out articles on:

- Double V-Hull Stryker ABS ECU and water
- Bradley trans oil filter covers
- M1 Tank hydraulic line kits
- M1 Tank exhaust duct savings
- M1 Tank stopping corrosion
- M1 Tank fuel tank cover gasket

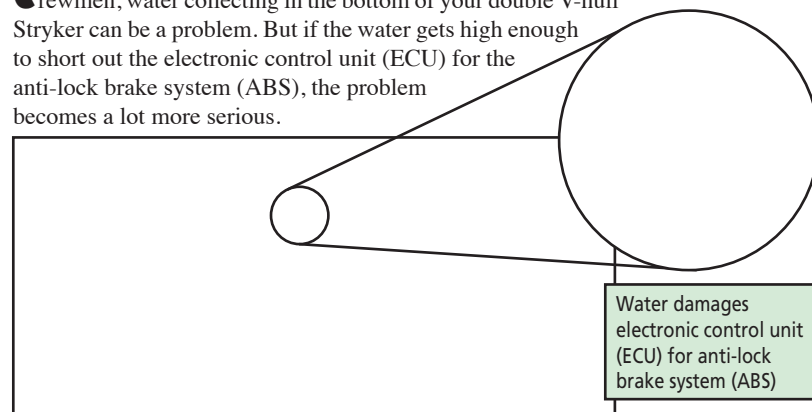
Double V-Hull  
Strykers...

WHOA!  
I KNEW I  
SHOULDA  
OPENED  
THOSE  
DRAIN  
PLUGS!

YEAH! NOW  
MY ABS IS  
SHOT!

## Drain Away ABS Troubles

Crewmen, water collecting in the bottom of your double V-hull Stryker can be a problem. But if the water gets high enough to short out the electronic control unit (ECU) for the anti-lock brake system (ABS), the problem becomes a lot more serious.



A faulty ABS can lock up your vehicle's brakes during an emergency stop. That puts you and your fellow crewmembers in danger. It's also why your double V-hull Stryker is NMC if the ABS warning light comes on.

Replacing the ECU, NSN 2530-21-920-1853, will cost your unit more than \$1,000.

That's why it's important to protect the ECU from water damage. Just make sure you follow the AFTER PMCS checks and remove the hull drain plugs when washing your vehicle and whenever it's being transported by ship. That'll keep the hull dry and your Stryker's brakes on the job.

# POP

## GOES THE TRANSMISSION OIL FILTER COVER!

WELL, THE DPI IS TRIPPED! LOOKS LIKE YOUR TRANSMISSION FILTER IS **CLOGGED!**

**NOT SO FAST!** THE DPI ISN'T ALWAYS RELIABLE!

**G**ood news, Bradley and MLRS crewmen. If the differential pressure indicator (DPI) on the transmission oil filter cover, NSN 2940-01-379-6847, is damaged or trips, your vehicle is no longer NMC.

The button on the now-obsolete DPI is designed to pop out whenever the oil filter becomes clogged. But the DPI's dust boot tears easily and the band is often damaged or missing. On top of that, the DPI itself can trip for no reason or not trip when it should.

It's OK to keep using an air filter cover equipped with a DPI. But if the DPI trips or if you notice a torn, damaged or missing dust band, notify your mechanic.

MECHANICS, YOU'VE GOT **THREE** OPTIONS TO FIX A TRIPPED OR DAMAGED DPI...

1. If the DPI hasn't tripped, but the dust boot is torn, or the band is missing, contact one of the following L-3 Com field service representatives for a replacement boot:

### **Ft Stewart, GA:**

Nick Giangacomo, (912) 492-3383 or email: [nicholas.giangacomo@L-3com.com](mailto:nicholas.giangacomo@L-3com.com)

### **Ft Hood, TX:**

Dave Lewis, (254) 366-1353 or email: [david.lewis@L-3com.com](mailto:david.lewis@L-3com.com)

### **Ft Carson, CO:**

David Kaltenbaugh, (719) 494-3350 or email: [david.kaltenbaugh@L-3com.com](mailto:david.kaltenbaugh@L-3com.com)

### **All other CONUS/OCONUS locations:**

Dennis Chandler, (231) 724-2059, (231) 670-1840 or email: [dennis.chandler@L-3com.com](mailto:dennis.chandler@L-3com.com)

2. If the DPI trips and cannot be reset, replace the DPI with an oil filter cover plug kit, NSN 2541-01-633-2927. This does away with the DPI entirely and prevents future problems.
3. If the cover itself needs replacement, order a new configuration oil filter cover assembly, NSN 2940-01-109-4355. This cover comes without the hole where the DPI/plug was inserted.

Questions? Contact TACOM's Jimmie Hollies at DSN 786-7119, (586) 282-7119, or email: [jimmie.d.hollies.civ@mail.mil](mailto:jimmie.d.hollies.civ@mail.mil) or Todd Davis at DSN 786-3064, (586) 282-3064, or email:

[todd.e.davis14.civ@mail.mil](mailto:todd.e.davis14.civ@mail.mil)

New oil filter cover assembly, NSN 2940-01-109-4355, comes without hole for DPI or plug

M1-Series Tanks...

## HYDRAULIC LINE KIT AVAILABLE

TIME TO DO SOME WORK ON YOUR HYDRAULIC LINES.

THERE'S A NEW TOOL KIT FOR THAT!

**M**echanics, the metallic hydraulic line repair kits, NSN 5180-01-126-9972 and NSN 5180-01-354-2451, listed in the M1-series tank TMs, have been discontinued.

But don't worry. You can order a tool kit to shape hydraulic lines with NSN 5180-01-527-5603. All the tubing, elbows, tee fittings and adaptors you'll need come with NSN 5180-01-527-5453.

Order new tool kit with  
NSN 5180-01-527-5603



# NOT ALL SEALS WEAR EQUALLY

YOUR EXHAUST DUCT SEALS ARE LOOKING A LITTLE **WORN**. GUESS I'D BETTER REPLACE 'EM.

**HANG ON A SECOND!** YOU SURE THEY'RE WORN ENOUGH TO BE REPLACED?

IF THE WEAR'S NOT TOO BAD, MAYBE YOU COULD JUST ROTATE 'EM!

REPLACE THE SEALS IF...

- more than half the fabric is missing and exposes the inner wire mesh on any side of the seal.
- the inner wire mesh is missing or damaged on any side of the seal.
- any of the eyelets used to secure the seal are torn.



YOU CAN EXTEND THE LIFE OF THE SEALS BY KEEPING THE REAR GRILL DOORS CLOSED **TIGHT**.

LOOSE DOORS MOVE UP AND DOWN, WEARING THE SEALS OUT **FASTER**.

THE **GREATEST WEAR** IS TO THE BOTTOM HALF OF THE SEAL.

SO ROTATING THE SEALS 180 DEGREES WILL HELP THE SEAL **LAST LONGER**.

Keep rear grille closed tight to reduce wear on exhaust duct seals

CREWMEN, YOU PROBABLY **DON'T** GIVE A WHOLE LOT OF THOUGHT TO YOUR M1-SERIES TANK'S REAR EXHAUST DUCT SEAL, NSN 5330-01-320-3692.

BUT THESE SEALS, LOCATED AT THE REAR OF THE POWER PACK'S EXHAUST DUCT, KEEP HOT EXHAUST FROM **DAMAGING** THE ENGINE.

SPARES ARE HARD TO COME BY, SO IT'S **VERY IMPORTANT** TO GET AS MUCH LIFE AS POSSIBLE OUT OF EACH SEAL.

KEEP IN MIND THAT YOUR TANK'S -10 AND -23 TMS SAY **DIFFERENT** THINGS ABOUT WHAT MAKES EXHAUST SEALS **UNSERVICEABLE**.

THE -23 SAYS THE SEALS SHOULD BE REPLACED IF THEY SHOW **ANY** WEAR.

BUT THE -10 SAYS TO REPLACE THE SEALS **ONLY** IF ANY OF THE INNER WIRE MESH IS MISSING OR DAMAGED.

SO **WHICH TM** IS RIGHT?

**THE -10 IS!**

SOME WEAR AND DAMAGE OF THE SEAL'S OUTER WIRE MESH IS **NORMAL**.

THE EXHAUST DUCT SEAL IS A **KNOWN READINESS DRIVER**.

IT'S ONLY A **PROBLEM** WHEN THE OUTER FABRIC AND OUTER WIRE MESH BECOME SO WORN THAT THE INNER WIRE MESH IS **EXPOSED** TO DAMAGE.

Some damage to exhaust duct seal is normal

BE SURE TO FOLLOW THE PMCS STEPS OUTLINED IN THE -10...

... SO YOU CAN GET THE **MAXIMUM** LIFE OUT OF YOUR TANK'S REAR EXHAUST DUCT SEALS.

HOW'S THAT TREATIN' YA?

I'M FEELING **GRRREAAAT!**

ROTATING THOSE SEALS WAS JUST THE TICKET!

# STOP CORROSION IN ITS TRACKS!

GONNA MOP  
OUT ALL THAT  
WATER IN  
YOUR AMMO  
COMPARTMENT,  
PAL!

WOULDN'T A  
FEW BAGS OF  
DESICCANT BE A  
LOT EASIER?

Crewmen, humidity in the ammo compartment can do a number on your M1-series tank's onboard ammo, giving rust and corrosion a foothold. And it can happen whether your tank stays uploaded all the time or only during exercises.

You can slow the damage by occasionally wiping away any condensation in the ammo compartment. But stopping moisture from forming at all is the best way to fight corrosion.

A few bags of desiccant will give you the upper hand. Just open each ammo door and put a bag or two on the floor between the ammo tubes and the compartment wall. NSN 6850-00-264-6571 gets a drum of 300 bags of desiccant. See pages 54-55 for more on desiccant.

When it's time to pull PMCS on the hull ammo compartment, check the desiccant bags. If they're moist to the touch or if the compartment walls are wet again, it's time for new desiccant.

## Seal Gasket Deal With New NSN

YOUR FUEL-TANK COVER  
GASKET NEEDS SEALANT. BUT I  
DON'T KNOW THE RIGHT NSN.

WHY DONCHA  
ASK HALF-  
MAST?

Dear Half-Mast,

I need to order sealant for the fuel tank cover gasket on my M1A2 SEP tank. The TM calls for NSN 8030-01-262-3560, but it shows up in FED LOG as a terminal item. Is there a different sealant I can order?

SPC B.T.

Dear Specialist,

There sure is. TM 9-2350-388-13&P in IETM EM 0334 now lists NSN 5330-01-325-6993 as the sealant to use for all M1-series tanks.

Half-Mast

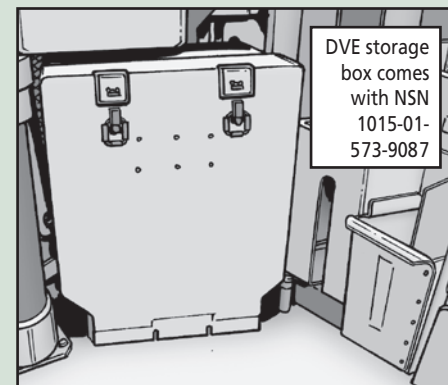
## DVE Stowage Box NSN Available

Dear Half-Mast,

I need to replace the driver's vision enhancer (DVE) stowage box in my M1A1 tank. But I can't find an NSN in the TM and the part number on the box doesn't bring anything up when I search FED LOG. Can you help out?

SGT M.B.

NO PROBLEM,  
SERGEANT.  
USE NSN 1015-  
01-573-9087  
TO ORDER THE  
DVE STOWAGE  
BOX FOR YOUR  
M1A1.



FED LOG HAS BEEN UPDATED AND THE BOX WILL BE ADDED AS ITEM 14 OF FIG 228 IN WP 0229 OF TM 9-2350-264-24P-2.

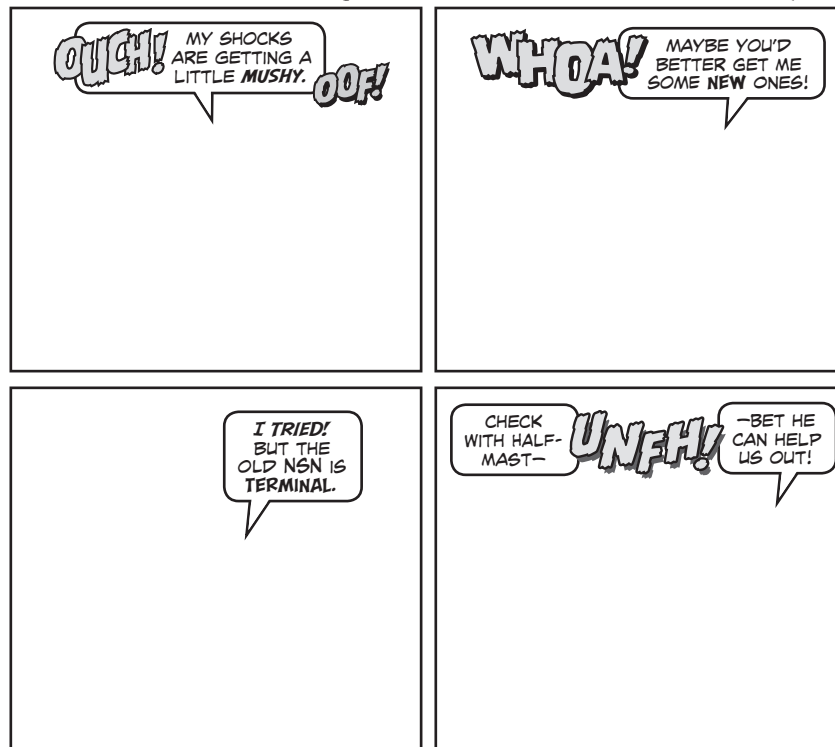
# PS TACTICAL VEHICLES

**H**it the road with these tips:

- HMMWV replace shocks in pairs
- LTAS FMTV, don't slam doors
- FMTV, free interconnecting boxes
- 5,000 gallon fuel tanker tire and wheel assemblies
- To lock or not lock your fuel tanker steering wheel

HMMWVs...

## SEARCHING FOR SHOCKS?



Dear Master Sergeant Half-Mast,

I'm having trouble finding a good NSN for the front shock absorber on our HMMWVs. FED LOG says NSN 2510-01-190-3862, which we've always used, is now a terminal item with no replacement. Do you have any words of wisdom?

MSG R.R.C.

Dear Master Sergeant,

You bet I do! TACOM says the front and rear shocks for your HMMWV must now be replaced in pairs. With that in mind, they've created two different kits that include two shocks and the locknuts needed for installation.

The front shock absorber kit comes with NSN 2510-01-554-1785. Get the rear shock absorber kit with NSN 2510-01-554-1789.

*Half-Mast*

# SHOW RESTRAINT WHEN CLOSING THE DOOR



ANOTHER  
DAY DONE.  
TIME TO  
GET GONE!

SLAMM!

ARRGH!

OH FOR CRYIN' OUT  
LOUD! THERE GOES  
ANOTHER SEAT  
RESTRAINT SYSTEM!

OOOPS!  
SORRY  
ABOUT  
THAT!

Dear Editor,

Here at Ft Leonard Wood, MO, we're seeing a lot of driver's side restraint systems damaged on M1157A1P2 LTAS FMTVs.

If the driver doesn't make sure the four-point seat belt is inside the cab before shutting the door, the belt's restraint latch gets slammed between the door and door jam. This not only damages the door and jam, but the heavy doors often ruin the safety pull tab (latch guard) on the restraint latch.

Restraint latch gets  
caught in door...

...damaging  
door frame...

...and ripping off  
safety pull tab

According to the before operations PMCS checks in TM 9-2320-333-10, any part of the restraint system that is missing or damaged makes the vehicle NMC.

A new restraint system, NSN 2540-01-528-1903, costs about \$260. But we've found a better solution. If the safety pull tab is the only part damaged, units can get a replacement from Mastercraft, Inc., for just \$12.95. Just order on a DD Form 1348-6 using PN 500976-443 and CAGE 3UKX4. That PN also includes the screw and nut to hold the pull tab in place.

Of course, the best fix would be for operators to make sure the vehicle's seat restraint is clear of the door before closing it.

As a quick field-fix, you can use some 550-cord to serve as a temporary pull tab. Make sure you tie a knot in the middle of the cord so it doesn't wrap around the latch. Then get the tab replaced when you get back to the motor pool.

James S. Carmack  
TACOM FMX/Engineer Support  
Ft Leonard Wood, MO

Use 550 cord as a  
temporary fix until  
tab can be replaced

**Editor's note:** Thanks for a great tip. TACOM liked your idea so much they're getting an NSN assigned to the pull tab. Until that happens, you can also order the tab by calling the manufacturer at (360) 740-8894. Or send an email to:

[lizard@mastercraftsafety.com](mailto:lizard@mastercraftsafety.com)

YOUR NEW  
INTERCONNECTING  
BOX FINALLY  
CAME IN! I'D  
BETTER GET IT  
INSTALLED.

IF THAT'S THE  
ONE LISTED IN  
THE TM, YOU'LL  
HAVE TO SEND  
IT BACK. IT  
ONLY WORKS  
WITH MRAP'S!

NAH! THIS IS  
THE **FREE ONE!**  
I THINK YOU'LL  
BE VERY HAPPY  
WITH IT.

**FREE!**

A NEW INTERCONNECTING BOX  
COMES WITH NSN 5895-01-591-  
7887. HOWEVER, ANY REQUISITIONS  
MAY BE PUT ON BACK ORDER UNTIL  
ENOUGH BOXES ARE AVAILABLE.

THE IETM INCORRECTLY LISTS  
NSN 5895-01-528-1514 FOR THE  
INTERCONNECTING BOX. BUT THAT  
BOX CONTAINS SOFTWARE THAT ONLY  
WORKS WITH **MRAP** VEHICLES.

#### AND THERE'S A POTENTIAL BONUS!

IF YOUR FMTV'S SERIAL NUMBER IS  
100,001 OR ABOVE, YOU CAN GET  
A REPLACEMENT INTERCONNECTING  
BOX FOR **FREE**, MINUS THE COST OF  
SHIPPING, BY SENDING AN EMAIL TO:  
[christophergrasso@dyn-intl.com](mailto:christophergrasso@dyn-intl.com)

MAKE SURE YOU INCLUDE YOUR  
TRANSPORTATION ACCOUNT CODE  
(TAC), QUANTITY NEEDED, REQUIRED  
DELIVERY DATE, AND A GOOD SHIP-  
PING ADDRESS THAT INCLUDES YOUR  
DODAAC, POC AND PHONE NUMBER.

IF YOU HAVE ANY QUESTIONS,  
CALL DYNACORP INTERNATIONAL'S  
CHRISTOPHER GRASSO AT  
(254) 288-4393.

THE FREE INTERCONNECTING BOXES ARE COMING FROM OLDER  
TRUCKS, SO STOCK IS VERY LIMITED. JUST MAKE SURE THAT YOU  
**CANCEL** ANY REQUISITIONS YOU MAY HAVE MADE FOR EITHER THE  
INCORRECT BOX, NSN 5895-01-528-1514, OR THE CORRECT BOX,  
NSN 5895-01-591-7887, **BEFORE** REQUESTING THE  
FREE INTERCONNECTING BOX.

IF YOU NEED HELP, CONTACT TACOM'S PAUL KAMINSKI, DSN 786-  
4328, (586) 282-4328, OR EMAIL [paul.r.kaminski.civ@mail.mil](mailto:paul.r.kaminski.civ@mail.mil)

M967A1, M969A1/A2 5,000-Gal Fuel Tankers...

## Tire and Wheel Assemblies Are Changing

THE TIRE ON  
THIS ASSEMBLY  
HAS HAD IT.  
BETTER GET A  
NEW ONE!

BUT THE  
NSN'S NO GOOD  
ANYMORE! WHAT  
DO WE DO NOW?

THERE'S A NEW  
ASSEMBLY AVAILABLE  
FOR ME. **THAT'S** WHAT  
YOU SHOULD ORDER!

The tire and wheel assemblies on M967A1 and M969A1/A2 fuel tankers have changed. The old 11.00 x 20-in bias-ply tire, NSN 2530-00-603-5768, and 20-inch split-rims are no longer available.

SO WHEN IT'S TIME FOR A REPLACEMENT,  
ORDER NSN 2530-01-527-4609. THAT NSN  
BRINGS A **NEW 22.5-IN TUBELESS TIRE** WITH  
A ONE-PIECE WHEEL.

HERE'S  
WHAT  
YOU  
GET...

Item	NSN
Wheel, 22.5-in, tubeless, stud-piloted	2530-01-510-6121
Tire, 11.00 x 22.5-in, load-range G	2610-01-045-3688
Valve stem	2640-00-555-2824
Valve extension, 5-in	2640-00-338-2705

THE TIRE, NSN 2610-01-045-3688, IS  
ALSO THE **SAME** ONE USED ON THE NEW  
PRODUCTION M967A2 AND THE M969A3.

The new assembly's inner and outer lug nuts are the same as the ones used on the old 20-in split-rims. But you **must not** mix 20-inch and 22.5-in assemblies on the same trailer or they'll wear out sooner than they should. Replace all of the trailer's tire and wheel assemblies at the same time. That's a total of nine assemblies, including the spare.

On the bright side, once you've replaced the assemblies on one trailer, you'll have several spare 20-in assemblies to use on your other trailers.



# SHOULD WE LOCK OR NOT?

HEY! WHERE YOU GOIN'? MY STEERING WHEEL IS **UNSECURE**!

I THINK THERE'S AN **EXCEPTION** FOR FUEL TANKERS.

HOW 'BOUT ASKING HALF-MAST?

SAY, MASTER SERGEANT HALF-MAST, WE'VE BEEN LEAVING THE STEERING WHEELS ON ALL REFUELING VEHICLES AND FUEL TANKERS **UNSECURED** FOR SAFETY REASONS.

RECENTLY WE WERE TOLD TO...

...SECURE **ALL** FUEL TANKERS IN THE MOTOR POOL BECAUSE THERE'S **NOT** A REGULATION OR POLICY **EXEMPTING** THEM FROM SECURITY REQUIREMENTS.

IS THERE A REGULATION OR POLICY YOU KNOW OF THAT CAN ANSWER THE QUESTION, **"MUST WE LOCK OUR UNIT'S M97844 HEMTT FUEL TRUCKS AND OTHER FUEL TANKER VEHICLES OR NOT?"**

THAT'S A GOOD QUESTION, SERGEANT.

TYPICALLY, YOU CAN FIND GUIDANCE IN...

**TB 9-2300-422-20,**  
**SECURITY OF TACTICAL WHEELED VEHICLES.**

BUT THERE ARE SOME **EXCEPTIONS** THAT YOU'LL FIND IN A SOURCE THAT MAY NOT BE SO OBVIOUS...

**AR 190-51,**  
**MILITARY POLICE,**  
**SECURITY OF UNCLASSIFIED ARMY PROPERTY (SENSITIVE AND NONSENSITIVE).**

THIS AR LISTS EXCEPTIONS TO SECURING VEHICLES WITH A LOCKING MECHANISM. PARA 3-5E (2)(G) PROVIDES AN EXCEPTION FOR **FUEL TANKER VEHICLES** AT THE DISCRETION OF THE **INSTALLATION COMMANDER**.

THE INSTALLATION COMMANDER MUST DO A **RISK ASSESSMENT**. WHEN LOCKING FUEL TANKER VEHICLES COULD CREATE A POTENTIALLY UNACCEPTABLE **HAZARD** TO LIFE OR PROPERTY, THE INSTALLATION COMMANDER MAY DECIDE **NOT** TO REQUIRE THE LOCK.

HOWEVER, **OTHER** SECURITY MEASURES **MUST** BE TAKEN.

FOR EXAMPLE, PARA 3-14 OF AR 190-51 GIVES YOU GUIDANCE ON POL THAT'S NOT AT BULK STORAGE FACILITIES. THE REG SAYS:  
*POL TRUCKS THAT CONTAIN FUEL AND THAT ARE NOT UNDER THE SURVEILLANCE OF THE OPERATOR OR A DEDICATED GUARD FORCE WILL HAVE:*

1. Locked hatch covers where possible.
2. Locked manifold access doors.
3. Each manifold valve secured with a transportation seal if a manifold access door cannot be locked.
4. Approved padlocks as specified in nonsparking brass locks for safety, if available.

*FUEL-CARRYING VEHICLES WILL BE PARKED IN LIGHTED AREAS OF AIRFIELDS OR IN MOTOR POOLS PROTECTED BY LOCKED PERIMETER BARRIERS OR GUARDS, WHENEVER POSSIBLE.*

WANT **MORE** INFO? THE REGULATION IS AVAILABLE ONLINE AT THE ARMY PUBLISHING DIRECTORATE'S WEBSITE:

[http://www.army.mil/usapa/epubs/190\\_Series\\_Collection\\_1.html](http://www.army.mil/usapa/epubs/190_Series_Collection_1.html)

**U**sing your 120M Road Grader

- Storing pins, bolts and nuts
- Joysticks aren't handholds
- Mount and dismount safely

120M Road Grader...

YOU HITTING THE ROAD OR SOMETHIN'?

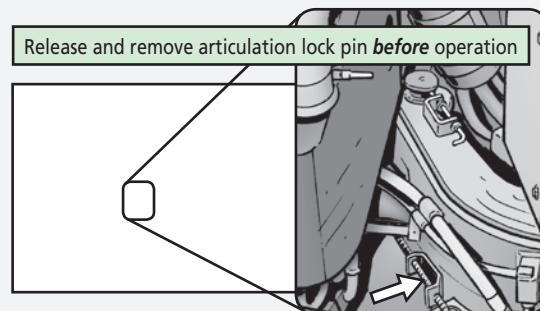
NAH! I JUST WANTED A PLACE TO STORE SOME OF MY HARDWARE.

## A PLACE FOR EVERYTHING

**H**ere are a couple friendly reminders about keeping things in their proper place during 120M road grader operation and maintenance.

### Articulation Lock Pin

Operators, the pin keeps the grader from articulating when installed. So before you move out, pull back on the spring rod to release the pin. Then make sure you stow the pin right where it belongs: in the rear frame pocket. Don't keep it in the cab or you'll soon be buying a new pin.

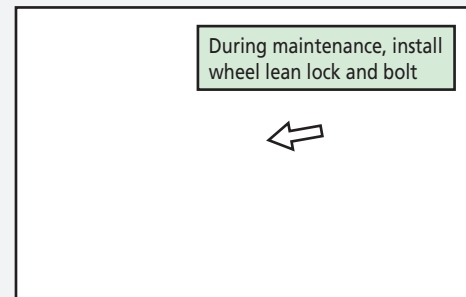


### Wheel Lean Lock Bolt and Nut

Mechanics, you're supposed to use the wheel lean lock bolt and nut to secure the grader's lean bar to the left front axle during maintenance. That keeps the wheels from tilting.

When you're finished, make sure you remove the bolt and nut, screw the two together, and stow them in the grader's BII tool box. Toss 'em in the cab and you won't be able to find 'em next time.

And remember: The wheel lean lock is to be used only during maintenance, not for shipping or storage.



# JOYSTICK NOT A HANDHOLD

DOGGONE IT! I *TOLD* YOU MY JOYSTICKS WEREN'T FOR GRABBING WHEN YOU CLIMB IN MY CAB!

*SULP!*  
SORRY, PAL!  
GUESS I DON'T  
KNOW MY OWN  
STRENGTH.

**O**perators, make sure you use the handholds mounted to both sides of the cab for climbing in and out of your 120M road grader.

And once you're inside, make sure you don't use the joystick as a handhold while shifting around or pulling yourself up and out of the operator's seat. That takes all the joy out of the joystick!

The joystick is only designed to take limited pressure from your hand, not the weight of your body. And a busted joystick puts your grader out of action until a new one is installed.

By the way, the joystick's hefty \$2,600 replacement price won't make you very popular with the unit commander, either!

Don't grab joysticks when climbing inside cab

# RIDE HIGH AND SAFE IN THE CAB

OPERATORS, FOR SAFETY'S SAKE YOU'LL WANT TO KEEP THESE POINTERS IN MIND **BEFORE** YOU FIRE UP YOUR 120M ROAD GRADER...

- Use three points of contact (two hands and one foot, or one hand and two feet) at all times when getting in or out of the cab.
- Make sure you face the vehicle when you're using the cab's ladder. Climbing while facing away from the vehicle is an accident waiting to happen!
- **Never** try to jump off, enter or exit a vehicle that is moving.
- **Don't** carry tools, supplies or other items when entering the cab. Instead, have someone hand them up to you after you're seated. The same holds true for exiting the cab.
- Controls are **not** handholds! **Don't** touch them until you're ready to operate the grader.

YOU'LL FIND THESE AND OTHER SAFETY POINTERS LISTED IN THE WARNING NOTE IN WP 0005-2 OF TM 5-3805-293-10 (DEC 10).

I SURE WISH YOU'D BEEN HERE TO TELL ME THAT YESTERDAY!

All Aircraft...

MAN, THAT  
WINDOW REPAIR KIT  
DID **WONDERS!**

RIGHT! I  
CAN SEE  
CLEARLY  
NOW.

NO MORE  
TOSSING OUT  
WINDOWS FOR  
MINOR DAMAGE!

YEAH, THAT  
WAS GETTING  
**WAY TOO**  
COSTLY!

## Save Your Aircraft Windows

**M**echanics, you can minimize downtime and save your unit tons of money by repairing damaged acrylic aircraft windows instead of ordering new ones.

Tossing out acrylic aircraft windows because of scratches, blemishes or minor damage is costly. Instead, repair them while they remain in the frame on the aircraft with the window repair kit, NSN 4920-01-569-3630 (PN EZ2050B-1). This kit was recently improved so you may have the original PN, EZ2050B.

The window repair kit is included in the unit aviation shop set, NSN 4920-01-551-7472, and the AVIM sheet metal shop set, NSN 4920-01-600-7364. The kit contains an instruction manual and training DVD that explains the simple process for restoring acrylic aircraft windows.

REPAIRING WINDOWS  
IS A GOOD WAY TO GET  
IN THE HABIT OF SAVING  
MONEY, ESPECIALLY WITH  
TIGHTER BUDGETS.

TM 1-1500-204-23-10 WAS  
RECENTLY UPDATED TO  
INCLUDE THE WINDOW REPAIR  
KIT, AND HAS THE INFO  
NEEDED TO USE THE KIT.

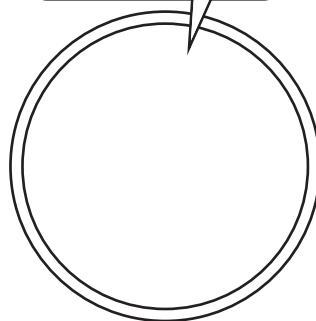
- A**viation!
- Save your aircraft windows
  - New hydraulic RSU coming soon
  - F-24 fuel for Gray Eagle
  - Shadow GCS and TALS inventory lists

# New Hydraulic RSU Coming Soon

WHAT'S  
THE WORD  
ON USING  
THIS RSU?

HERE'S WHAT I FOUND  
IN *PS MAGAZINE*:  
A NEW RSU IS COMING  
AND WE CAN ONLY USE  
THIS ONE UNTIL  
30 SEPTEMBER 2015.

**REMEMBER!**  
SERVICEABLE TRONAIR  
RSUS CAN **ONLY** BE  
USED FOR AIRCRAFT  
BRAKES, STRUTS AND  
AGPUS!



**M**echanics, the Tronair hydraulic reservoir service unit (RSU), NSN 4940-01-504-5279, has been around for quite a few years. But it's now on its way out and will be replaced by the Hydraulic International, Inc. (HII) RSU, NSN 4920-01-546-5962. The HII RSU can service air flight controls, brakes, struts, and AGPUs.

Since the switch is going to take some time, you can continue using the Tronair RSU, but with the following restrictions:

Only serviceable Tronair RSUs can be used. Those RSUs were initially issued without maintenance and servicing instructions, so you'll need to download those instructions at: <https://asmprd.redstone.army.mil>

Log in with your CAC and click the **Aviation** button. Click on **Consolidated Listing by Aircraft**. Under the Choose System Type drop down, select **AGSE**. Find AGSE-14-AMAM-03. All the way to the right, click on Addendum **1**.

Use this addendum to inspect the RSU and determine its serviceability. Tag unserviceable RSUs with a DD Form 1577-2 and turn them in for disposal through unit supply.

1. Serviceable Tronair RSUs **cannot** be used on aircraft flight control systems.
2. Serviceable Tronair RSUs **can** be used to service aircraft brakes, struts and aviation ground power units (AGPUs).
3. All Tronair RSUs are considered unserviceable after 30 Sep 15.

If your Tronair RSU is unserviceable, or becomes unserviceable before the new HII RSU arrives, PM AGSE will provide a free replacement, but only to units authorized the Tool Set Aviation Unit Maintenance: Set No. 2 Airmobile (A92), LIN W60206, and the Aviation Intermediate Maintenance Tool Crib, LIN S37240. The POC is Ron Smith at DSN 746-2067, (256) 876-2067, or email: [ronald.a.smith164.ctr@mail.mil](mailto:ronald.a.smith164.ctr@mail.mil)

# F-24 Fuel Update for Aircraft

HEY, GOT  
THE WORD ON  
F-24 FUEL?

**YOU BET!**  
F-24 IS A-OK  
FOR YOU UAVS!

**P**age 20 of PS 730 (Sep 13) said all aircraft that used Jet A and JP-8 fuel were authorized to use the new F-24 fuel. The only exception was the MQ-1C Gray Eagle unmanned aerial vehicle (UAV).

That exception has changed. The Army now says F-24 fuel is OK for the MQ-1 series UAV. You'll find the authorization in aviation maintenance action message (AMAM) Q-1-14-AMAM-03. You can view the message on the AMCOM Safety & Maintenance Messages website:

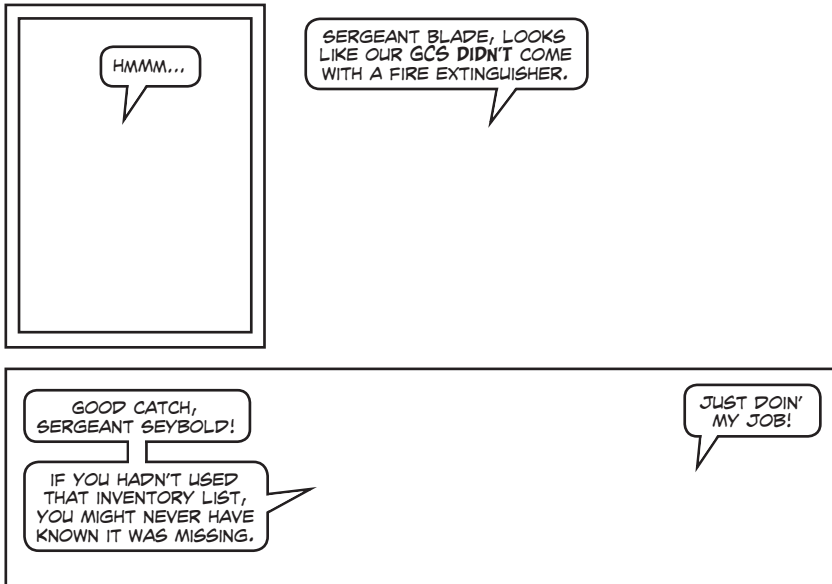
<https://asmprd.redstone.army.mil>

Log in with your CAC and click the **Aviation** button. Click on **Consolidated Listing by Aircraft**. Under the Choose System Type dropdown, select **Q-1** and look for the AMAM.

Make a note until DTM 1-1550-696-23&P and DTM 1-1550-696-10 are updated.



# Stick to the Inventory List



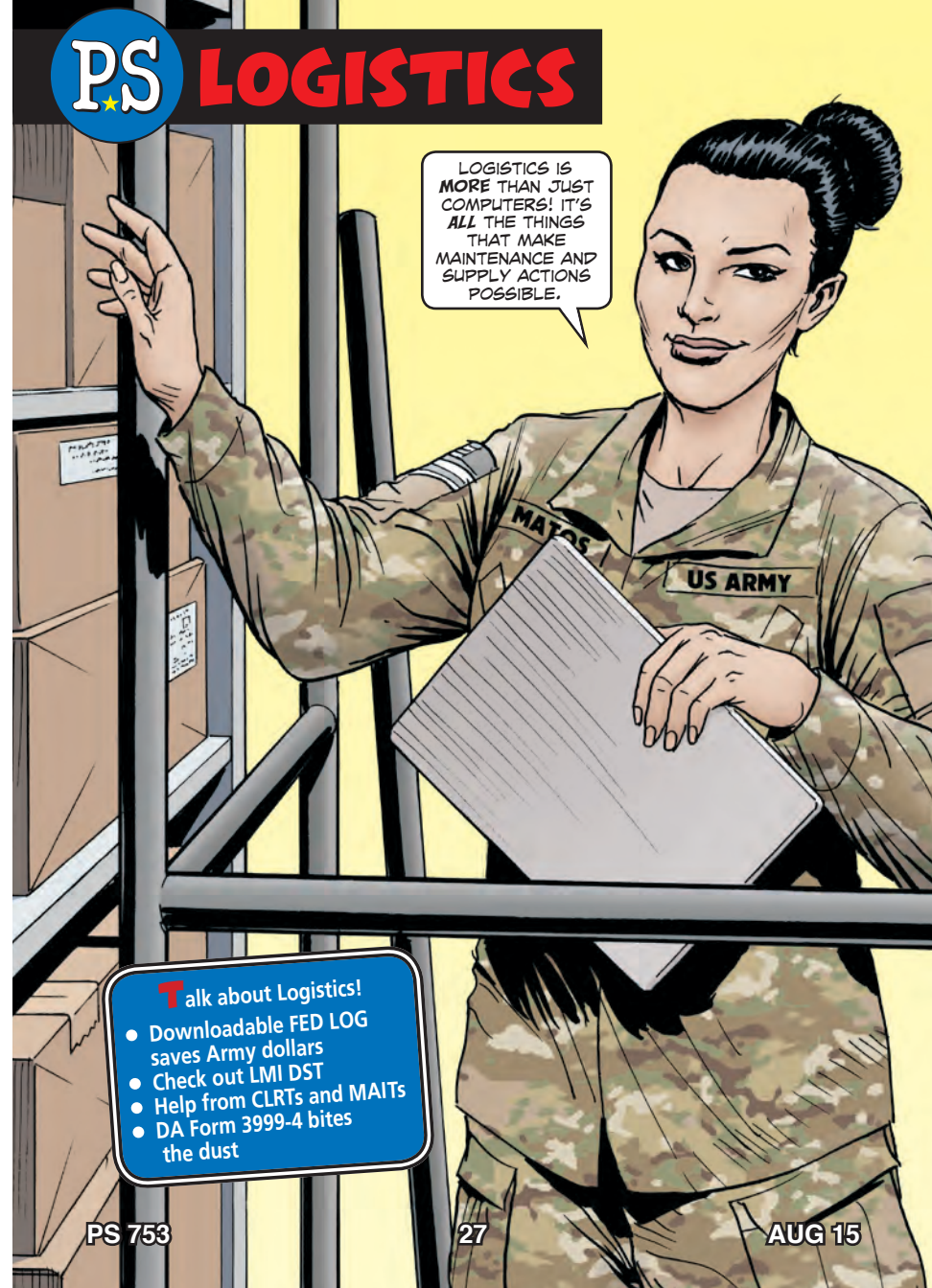
Wondering what equipment goes with your Ground Control Station (GCS)? How about your Tactical Automatic Landing System (TALS)?

You can find out by looking at DA Form 2408-17, *Aircraft Inventory Record, in the Unmanned Aircraft Systems–Initiative (UAS-I)*. The UAS-I is updated monthly and is the most accurate source for maintenance information. You can also check the master inventory guide in your -23 TM.

Whenever you sign for UAS equipment, remember to reference the master inventory guide in your equipment's -23 TM or DA Form 2408-17 for aviation end items like the GCS or TALS. The list accounts for all the items necessary to operate a piece of equipment.

Also remember that UAS equipment inventories are unique. For example, the GCS is mounted on a HMMWV. The HMMWV's inventory is done separately from the GCS because the GCS is aviation equipment and the HMMWV is ground equipment.

Check out Chapter 1 in DA Pam 738-751, *the Functional Users Manual for the Army Maintenance Management System–Aviation* (Feb 14), and Chapter 12 of TM 1-1500-328-23, *Aeronautical Equipment Maintenance Management Policies and Procedures* (Apr 12). These pubs can help you inventory aircraft and other items like the GCS, ground data terminals, launchers, satellite ground data terminals or TALS. In turn, this helps make sure any property transfers are done correctly.



# Downloadable FED LOG Saves Army Dollars

**GOOD NEWS!** FED LOG IS NOW AVAILABLE AS A **DOWNLOADABLE** PRODUCT FROM THE DEFENSE LOGISTICS AGENCY'S (DLA) LOGISTICS INFORMATION SERVICE.

FED LOG HAS BEEN OFFERED ON CD-ROM/DVDS FOR MANY YEARS. BUT THAT MEANS HARD COPY DISCS HAVE TO BE MAILED TO SUBSCRIBERS.

NOW SOLDIERS AND DEPARTMENT OF THE ARMY CIVILIANS CAN **DOWNLOAD** FED LOG FREE WITHOUT A SUBSCRIPTION. **NO MORE WAITING ON DISCS!**

**2** DOWNLOADABLE FED LOG VERSIONS ARE AVAILABLE:

**"COMPLETE"**  
**AND "LITE."**

THE **COMPLETE** VERSION HAS THE SAME INFO FOUND ON THE STANDARD CD-ROM/DVD.

THE **LITE** VERSION IS ABOUT HALF THE SIZE OF THE COMPLETE ONE, SO IT DOWNLOADS QUICKER.

ANOTHER DIFFERENCE IS THAT THE LITE VERSION **DOESN'T** INCLUDE PRODUCT CHARACTERISTICS, CAGE CODES OR HISTORY DATA.

FED LOG DISCS WILL STILL BE OFFERED VIA THE REGULAR SUBSCRIPTION PROCESS THROUGH THE LOGISTICS SUPPORT ACTIVITY'S (LOGSA) LOGISTICS INTEGRATED WAREHOUSE (LIW) PORTAL USING THE FED LOG ICON.

ADDITIONALLY, CUSTOMERS CAN STILL VIEW FED LOG WITHOUT A SUBSCRIPTION VIA THE LIW PORTAL. SELECT APP WAREHOUSE, CLICK ON THE FED LOG ICON, AND THEN PRESS THE "GO TO APPLICATION" BUTTON.

TO ACCESS LIW, GO TO:  
<https://liw.logsa.army.mil/>

FIRST-TIME USERS WILL NEED TO CLICK ON **NEW USER REGISTRATION**.

SO TO HELP THE ARMY STRETCH ITS BUDGET, IF YOU'RE A CURRENT FED LOG SUBSCRIBER, MAKE SURE TO **CANCEL** YOUR DISC SUBSCRIPTION **BEFORE** YOU DOWNLOAD A NEW VERSION.

HOWEVER, DOWNLOADABLE VERSIONS OFFER **SUBSTANTIAL COST SAVINGS** FOR THE ARMY.

IF YOU'RE GOING TO DOWNLOAD FED LOG FROM DOD EMAIL, HERE'S HOW TO CANCEL YOUR DISC SUBSCRIPTION IN LIW.

IN THE LIW PORTAL, CHOOSE THE FED LOG ADDRESSING SYSTEM BUTTON (FEDLOG ADDR), LOG IN TO YOUR ACCOUNT AND SUBMIT A CANCELLATION.

**Logistics Information Warehouse - Portal**

Welcome to LIW

**FEDLOG ADDR**  
FEDLOG Address Sys

**PS MAG**  
PS Magazine

**ETM**  
ETM

**IMI**  
Multi Media Instr

**AOAP**  
AOAP

**AOAP RPT**  
My AOAP

Choose FEDLOG ADDR button to access your subscription, input your account number and click delete button.

IF YOU DON'T ALREADY HAVE THIS BUTTON SHOWING ON YOUR PORTAL, ADD IT FROM THE APP WAREHOUSE FIRST.

THEN DOWNLOAD FED LOG FROM THE DEPARTMENT OF DEFENSE'S ELECTRONIC MALL (DOD EMAIL) WEBSITE.

**DOD EMAIL**

About DOD EMAIL

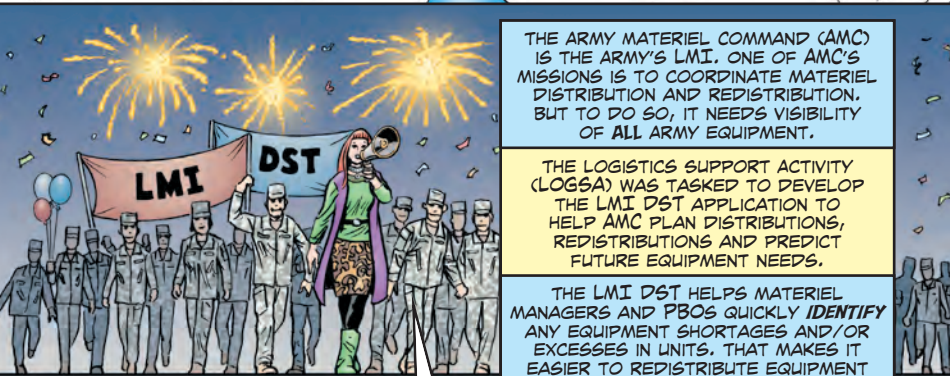
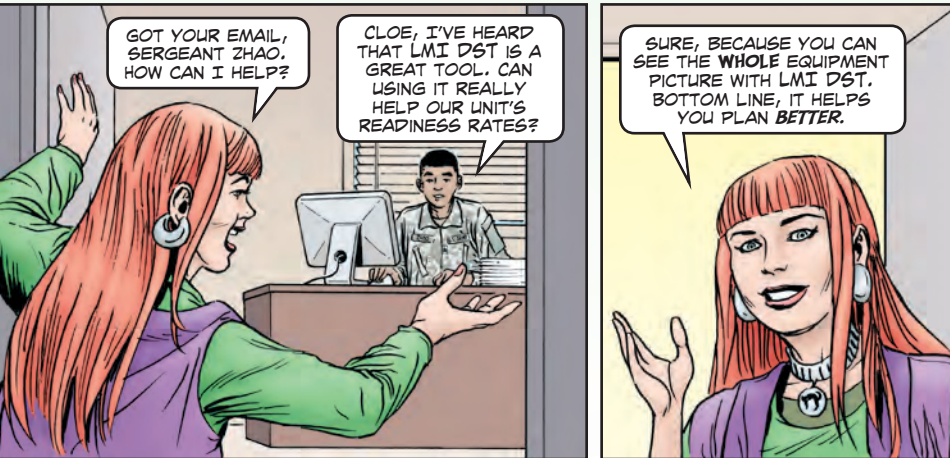
Download FED LOG from: <https://dod.email.dla.mil>

FOR EMAIL ACCESS, INFORMATION AND ACCOUNT REGISTRATION, GO TO:  
<https://dod.email.dla.mil/>

FOR EMAIL HELP, CALL 1-877-352-2255 (CONUS), (269) 961-7766 (OCONUS),  
OR EMAIL: [DLAcontactcenter@dlm.mil](mailto:DLAcontactcenter@dlm.mil)



# Check Out LMI DST



THE ARMY MATERIEL COMMAND (AMC) IS THE ARMY'S LMI. ONE OF AMC'S MISSIONS IS TO COORDINATE MATERIEL DISTRIBUTION AND REDISTRIBUTION. BUT TO DO SO, IT NEEDS VISIBILITY OF ALL ARMY EQUIPMENT.

THE LOGISTICS SUPPORT ACTIVITY (LOGSA) WAS TASKED TO DEVELOP THE LMI DST APPLICATION TO HELP AMC PLAN DISTRIBUTIONS, REDISTRIBUTIONS AND PREDICT FUTURE EQUIPMENT NEEDS.

THE LMI DST HELPS MATERIEL MANAGERS AND PBOs QUICKLY **IDENTIFY** ANY EQUIPMENT SHORTAGES AND/OR EXCESSES IN UNITS. THAT MAKES IT EASIER TO REDISTRIBUTE EQUIPMENT **EFFICIENTLY**.

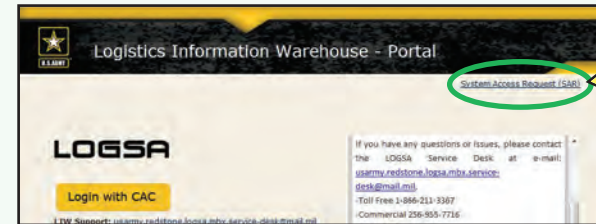
IF YOU'RE A MATERIEL MANAGER OR PBO, LMI DST SHOULD BE A KEY TOOL IN YOUR READINESS TOOLBOX. TO ACCESS THE APPLICATION, LOG IN TO LOGSA'S LIW AT:

<https://liw.logsa.army.mil/>

HAVE YOU HEARD ABOUT THE LEAD MATERIEL INTEGRATOR (LMI) DECISION SUPPORT TOOL (DST) IN THE LOGISTICS INFORMATION WAREHOUSE (LIW)?

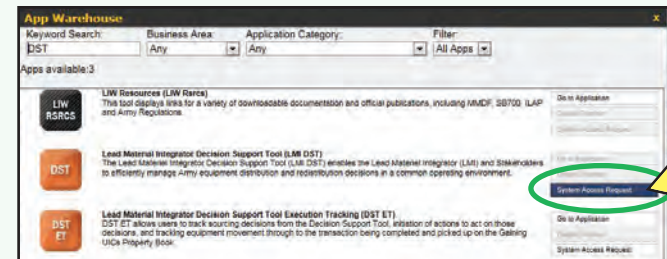
DID YOU KNOW THAT IT CAN HELP **IMPROVE** YOUR UNIT'S EQUIPMENT ON HAND (EOH) READINESS RATES?

IF IT'S YOUR FIRST LIW VISIT, YOU'LL NEED TO SUBMIT A **SYSTEM ACCESS REQUEST (SAR)**. CLICK ON **SYSTEM ACCESS REQUEST** AT THE TOP RIGHT CORNER ON THE MAIN PAGE.



Submit SAR for initial LIW access

ONCE YOU'RE LOGGED INTO LIW, YOU'LL NEED TO COMPLETE A SECOND, **SEPARATE SAR** FOR THE DST. GO TO THE APP WAREHOUSE AT THE BOTTOM OF THE PORTAL PAGE, SEARCH FOR "DST" AND CLICK ON **SYSTEM ACCESS REQUEST**.

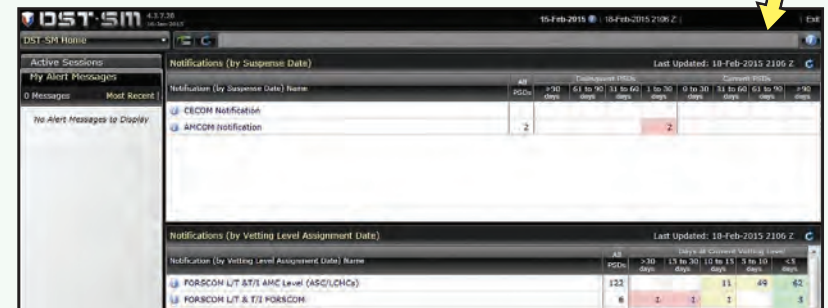


Submit second SAR for LMI DST access

ONCE YOU'RE GRANTED LMI DST ACCESS, YOU'LL BE ASSIGNED A ROLE BASED ON YOUR AREA OF RESPONSIBILITY.

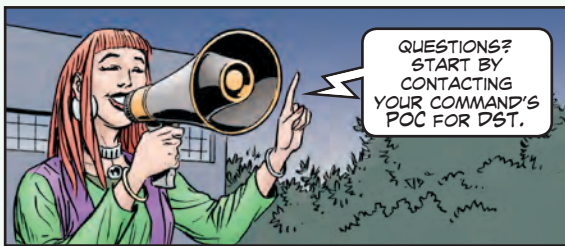
THE **THREE DST ROLES** INCLUDE: **VIEWER**, WHICH ALLOWS USERS TO SEE EOH DATA FOR THEIR ASSIGNED AREA OF RESPONSIBILITY (AOR); **VETTER**, WHICH INCLUDES VIEWER CAPABILITIES AND ALLOWS PROPOSED SOURCING DECISIONS IN THE ASSIGNED AOR; AND **PLANNER**, WHICH INCLUDES VETTER CAPABILITIES, PLUS THE ABILITY TO CREATE/APPROVE SOURCING DECISIONS AND ISSUE DIRECTIVES.

You'll be assigned a specific role in LMI DST, depending on your area of responsibility



YOU CAN ALSO ADD THE "DST" BUTTON TO YOUR LIW PORTAL SO IT'S AT YOUR FINGERTIPS IN FUTURE VISITS.



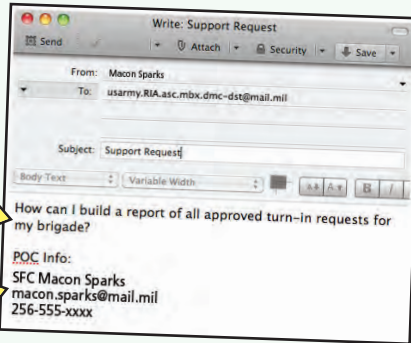


FOR OTHER ISSUES, THE ARMY SUSTAINMENT COMMAND'S (ASC) DISTRIBUTION MANAGEMENT CENTER (DMC) HAS SUBJECT MATTER EXPERTS WHO OFFER SUPPORT AND TRAINING ON USING THE LMI DST FOR MISSION AND COMMAND PRIORITIES.

IF YOU WANT TO KNOW HOW TO PERFORM A SPECIFIC MATERIEL MANAGEMENT TASK IN LMI DST, SEND YOUR INQUIRY TO ASC DMC IN THE FOLLOWING FORMAT...

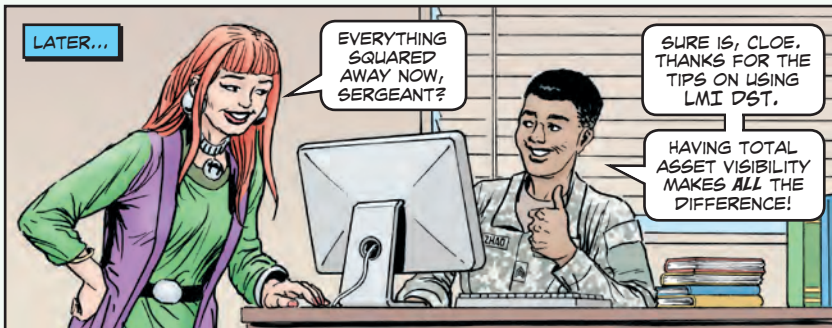
- **Issue:** (Be as specific as possible. For example: "How can I build a report of all approved turn-in requests for my brigade?" or "How can I track execution of approved lateral transfers for my division?")

- **POC information:** (name/email/phone)



EMAIL YOUR SUPPORT REQUEST TO: [usarmy.RIA.asc.mbx.dmc-dst@mail.mil](mailto:usarmy.RIA.asc.mbx.dmc-dst@mail.mil)

FOR TECHNICAL ISSUES WITH THE LMI DST APPLICATION (LOG IN ERRORS, ETC.), CONTACT LOGSA'S HELP DESK TOLL-FREE AT 1-866-211-3367, (256) 955-7716, OCONUS DSN (312) 645-7716, CONUS DSN 645-7716, OR EMAIL: [usarmy.redstone.logsa.mbx.help-desk@mail.mil](mailto:usarmy.redstone.logsa.mbx.help-desk@mail.mil)



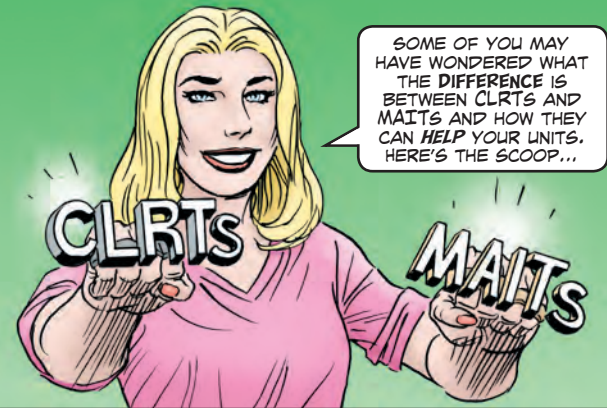
### Get the LMI DST Scoop

MSG Half-Mast springs to life and explains LMI DST in a short video. View it here: <https://www.youtube.com/watch?v=BqtM4EX2BJ8>



Training...

# CLRTs and MAITs Guide Units



**T**wo teams, one goal—to help units. Command Logistics Review Teams (CLRTs) and Maintenance Assistance and Instruction Teams (MAITs) are focused on finding solutions to the Army's most pressing logistics and maintenance challenges.

Both teams are mandated by Army regulations. CLRTs are covered in AR-11-1, *Command Logistics Review Program* (Nov 12), and MAITs in AR 750-1, *Army Materiel Maintenance Policy* (Sep 13).

How do these teams help units?

CLRTs:

- enhance/validate unit material readiness.
- identify root causes of logistics problems and find solutions.
- act as links between field commanders and the DCS G4.
- provide logistics status to commanders and staff at all levels.

MAITs:

- offer PMCS training to units, including quality control procedures.

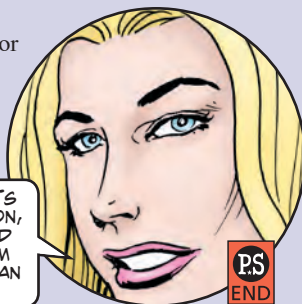


- give guidance in maintenance records and reports management, including the Army Records Information Management System (ARIMS).
- cover LIS procedures, including Class II, III, VII and IX accountability; PQDRs; HAZMAT; warranties and TMDE program management.
- verify equipment condition and serviceability.
- conduct unit level maintenance courses.





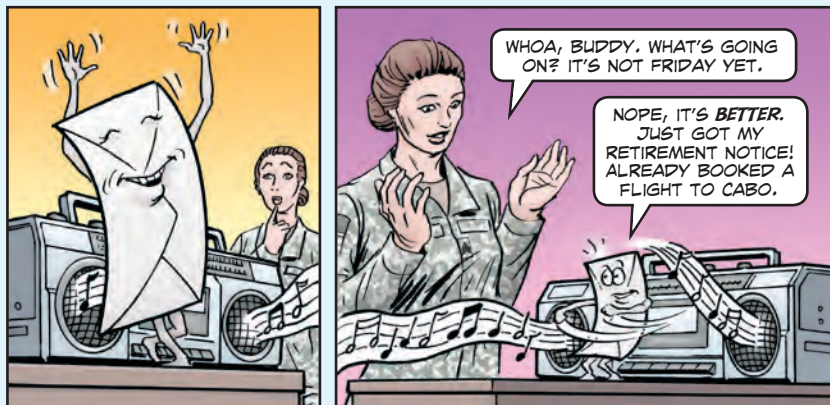
Sometimes both teams fall under one larger umbrella. For example, the CLRT and the MAIT in US Army Europe are both part of the Sustainment Assistance Review Team. Their subject matter experts teach, train, mentor and coach units in sustainment operations.



THE ARMY KNOWS THAT **RESOLVING** LOGISTICS AND MAINTENANCE PROBLEMS **IMPROVES** READINESS ACROSS THE BOARD.

THAT'S WHY CLRTS AND MAITS ARE MANDATED BY REGULATION, BUT A POSITIVE ATTITUDE AND WILLINGNESS TO LEARN FROM THEIR COMBINED EXPERTISE CAN MAKE ANY UNIT STRONGER.

## ANOTHER FORM BITES THE DUST



Dear Half-Mast,

Our shop uses DA Form 3999-4, *Maintenance Work Request*, for tracking internal work orders. When we went to reorder these envelopes through our publications manager, we were told that they cannot be ordered anymore because the Army is phasing out the form. Is there an official replacement or can we make our own?

SGT M.J.

Dear Sergeant,

Good question. This form (which is really an envelope) is no longer listed on the Army Publishing Directorate. HQDA G-4 confirms it's no longer produced and any references should be removed from future DA pubs. Yes, now that the official version has retired, units may create their own maintenance work envelopes or local purchase something if they wish.

*Half-Mast*



- S**mall Arms and Tools
- Shipping small arms
  - Do complete mortar round checks
  - NSN corrections for helical MK 19 spring
  - M16/M4 weapons rack, modify with a hammer
  - M7 FRS maintenance tips



THAT TRIP FINISHED ME. I WISH I'D BEEN PREPARED FOR TRAVEL 'CAUSE...

...MY NEXT TRIP IS TO THE JUNKYARD.

# How to Ship Small Arms

Units deploying or returning from deployment must ship their weapons long distances. If weapons aren't properly prepared for the journey, corrosion can make them candidates for the junk yard.

HERE'S HOW TO PREPARE YOUR WEAPONS FOR A SAFE TRIP...

## Don't use bubble wrap.

It traps moisture and makes corrosion worse.

## Weapons Cleaning

Follow the weapon's -10 TM cleaning instructions. Don't steam clean weapons—that removes all lubricant and gives corrosion a foothold.

## Lubing

For all weapons except the MK 19, generously lube the inside and outside of the gun with CLP. See the table below for what to use on an MK 19.

## Wrapping

Use volatile corrosion inhibitor (VCI) barrier to wrap each weapon. Heat seal the VCI barrier or fold the barrier and tape the seam. You can also goose neck the barrier and tie it off.

If you're layering weapons, put at least one sheet of greaseproof paper between each layer. The best way to layer is to sandwich a sheet of corrugated fiberboard between two sheets of greaseproof paper. Place the bagged weapons in a weather-resistant fiberboard box or a hard container.

Here are the materials you'll need...

### Preservatives

Item	Used on	Size	NSN
MIL-PRF-16173, grade 3 cut 50% with mineral spirits	MK 19	1 gal	8030-00-244-1296
MIL-PRF-16173	MK 19	5 gal	8030-00-244-1293
MIL-PRF-3150	MK 19	1 qt	9150-00-231-2361
MIL-PRF-3150	MK 19	5 gal	9150-00-231-2356
MIL-PRF-3150	MK 19	4 oz	9150-00-271-8427
MIL-PRF-32033 (used only with VCI)	MK 19	1 qt	9150-00-231-6689
General purpose lubricating oil	M2, MK 19	5 gal	9150-00-231-9062

### Weather-Resistant Fiberboard Boxes

Weapon	Size	NSN
MK 19	32 in x 15 in x 15 in	8115-00-079-8989
MK 19	26 in x 26 in x 18 in	8115-00-190-5015
M2	38 in x 14 in x 20 in	8115-00-579-8461
M16, M4, M249, M240	53 in x 16 in x 6 in	1005-01-542-2740
M16, M4, M249, M240	47 in x 39 in x 16 in	8115-00-142-9594

In addition, you can find plastic cases for small arms shipping at:  
[http://www.pelican.com/mobile\\_military.php](http://www.pelican.com/mobile_military.php)

For VCI bags, contact Flexpac at (309) 794-9544. They have several different sizes. Their website is:  
<https://catalog.lexp.com/Category/JMTIDP/Industrial-Packaging>

### Wrap (Used on All Weapons)

Item	Length	NSN
VCI, greaseproof	36-in x 600-ft	8135-00-664-0015
Stretchable wrap non-VCI, greaseproof	3-ft x 300-ft roll	8135-00-753-4661
Desiccant pouches	1 per cubic foot inside the wrap	6850-01-470-2737
Greaseproof paper	3 ft x 300 ft	8135-00-753-4661
Greaseproof paper (heavy duty)	3 ft x 600 ft	8135-00-233-3871
Greaseproof paper (medium duty)	3 ft x 600 ft	8135-00-224-8885

In accordance with AR 710-3, report all small arms/light weapons in the DoD Unique Item Tracking (UIT) Registry at LOGSA regardless of what property accountability system accounts for the weapons. PBUSE interfaces directly with the Logistics Information Warehouse (LIW) and receives all PBUSE serial numbers into the Army Serial Number Tracker (ARSNT). So if the PBUSE reported serial number/NSN is still part of an open shipment record in UIT, ARSNT will close out the open shipment UIT.

All non-PBUSE users, including GCSS-Army, LMP and SARSS, must report weapon transactions directly into WebUIT. LOGSA is redesigning the current LMP interface and developing a GCSS-Army interface to include SARSS data. Once complete, non-PBUSE users won't have to report weapons separately in WebUIT.

# Do the Complete Round Checkup

BEFORE YOU  
LOAD MY ROUNDS,  
DO THESE ROUND  
CHECKS. YOU'LL  
SAVE US **BOTH** A  
LOT OF TROUBLE!

IT'S THE RESPONSIBILITY  
OF A MORTAR CREW'S  
AMMUNITION BEARER  
TO INSPECT MORTAR  
ROUNDS **BEFORE** THE  
ROUNDS ARE FIRED.

HE MUST DO AMMO  
SAFETY CHECKS,  
ADJUST PROPELLING  
CHARGES, SET THE  
FUZE AND REMOVE ANY  
SAFETY WIRES.

BASED ON RECENT MORTAR  
MALFUNCTIONS AND MISHAPS,  
AMMUNITION BEARERS SHOULD  
PAY **SPECIAL ATTENTION** TO  
THESE **POTENTIAL PROBLEM  
AREAS...**

CHECK THE  
FIN BOOM  
FOR BENT FINS  
(OTHER THAN  
THE NORMAL  
CANTED  
FINS ON THE  
BOTTOM  
OF THE FIN  
BLADES).

MAKE SURE THE FIN BOOM HASN'T COME  
LOOSE FROM THE PROJECTILE BODY.

Check fin  
boom for  
bent fins



AND LOOK FOR BROKEN, CRACKED,  
GOUGED OR PITTED FINS.

INSPECT THE PROPELLING CHARGES  
FOR **LEAKING PROPELLANT**. IF YOU  
FIND BLACK POWDER ON OR AROUND  
THE PROPELLING CHARGE AND IN THE  
FIBER TUBE PACKAGING, REPACK THE  
CARTRIDGE AND RETURN IT TO THE  
AMMUNITION SUPPLY POINT (ASP).

Look for leaking propellant

LEAKING  
PROPELLANT  
LEADS  
TO **SHORT  
ROUNDS**.



MAKE SURE THE PROPELLING  
CHARGES ARE POSITIONED  
**DOWNWARD** ON THE FIN BOOM  
TOWARD THE FIN BLADES.  
FIRING WITH PROPELLING  
CHARGES ON THE UPPER  
PORTIONS OF THE FIN BOOM  
CAN CAUSE SHORT ROUNDS.

Propelling charges positioned downward? →

MAKE SURE EACH PROPELLING  
CHARGE IS 180 DEGREES FROM THE  
PROPELLING CHARGE ABOVE OR BELOW  
IT. IF THE CHARGES ARE ALL TO ONE  
SIDE, A SHORT ROUND COULD RESULT.

THE NEW  
120MM MORTAR  
ROUNDS HAVE  
THE M234A1  
PROPELLING  
CHARGES WITH  
TABS THAT  
LOCK THE  
TWO CHARGES  
TOGETHER IN  
THE CORRECT  
POSITION.

Current

M234A1

Propelling charges should be 180 degrees apart

## MK 19 NSN Correction

**UH-OH!**  
THEY'VE GOT A  
BAD NSN HERE.  
I'D BETTER TELL  
MY ARMORER.

Dear Editor,

Armorers need to note an NSN correction  
in the MK 19 machine gun TM:

In WP 0070-3 of TM 9-1010-230-23&P  
(Aug 12), the NSN for the helical spring (Item  
6) should be 5360-01-123-6196.

Donald Prince  
Ft Bragg, NC

**Editor's note:**

Thanks, Donald.  
Make a note,  
armorers. That NSN  
will be corrected in  
the next revision to  
the TM.

# A Third Way to Modify M12 Rack

ONCE YOUR M16 RIFLE OR M4 CARBINE IS MODIFIED WITH THE NEW FIRE CONTROL SELECTOR, NSN 1005-01-585-6042, IT **WON'T** FIT SECURELY IN THE M12 RACK.

PS 729 (AUG 13) SHOWED HOW TO MODIFY THE RACK USING A GRINDER. PS 746 (JAN 15) GAVE A **SIMPLER** METHOD USING WELDING PLIERS.

NOW THE WELDERS IN THE MATERIEL SUPPORT COMMAND, KOREA (MSC-K) WHO ARE RESPONSIBLE FOR MODIFYING **ALL** THE M12 RACKS IN SOUTH KOREA MAY HAVE COME UP WITH THE **SIMPLEST** METHOD OF ALL. IT TOOK THEM ABOUT 15 MINUTES TO MODIFY EACH RACK. HERE'S HOW...

Use a 1-1 1/2-in diameter steel bar and a 5-lb mini sledge hammer. Insert the bar in each rack slot and pound the bar with the hammer. That rounds out the flat portion of the slot, making it longer and more narrow as well. Test each slot to make sure it securely holds an M16 or M4 with the new fire control selector.

Once the rack is modified, you must have it certified by your local TACOM LAR or security.

Insert bar in slot and pound with sledge hammer

**NOTE:** Check your rack for fit before making any modifications. Racks built after Sep 13 have already been re-engineered with the wider slots.

# Keep FRS Fresh for Action

THESE TIPS MAKE ME FEEL SO FRESH, JUST LIKE I WAS A **BRAND NEW** TOOL SYSTEM AGAIN!

HERE ARE A FEW WAYS TO KEEP THE M7 FORWARD REPAIR SYSTEM (FRS) FRESH FOR ACTION...

**EXERCISE THE CRANE AT LEAST MONTHLY.**

IF THE CRANE SITS **IDLE** FOR MONTHS, MOVING PARTS STOP MOVING AND HYDRAULIC LINES DRY ROT.

RAISE THE CRANE ALL THE WAY, EXTEND AND RETRACT THE BOOM, AND ROTATE THE TURNABLE. THE CRANE WILL DO A **MUCH BETTER** JOB.

## DRY UP MOISTURE.

IF THE FRS SITS CLOSED UP FOR LONG PERIODS IN HIGH HUMIDITY AREAS LIKE FT STEWART AND FT POLK, MOISTURE CAN DO A CORROSION NUMBER ON TOOLS.

If you don't dry up moisture, corroded tools are in your future

WEEKLY, OPEN UP THE FRS AND CHECK FOR MOISTURE. WIPE TOOLS DRY IF NECESSARY. WHILE YOU'RE AT IT, EYEBALL THE DOOR SEALS. IF THEY'RE MISSING OR CRACKED, THEY CAN'T SEAL OUT MOISTURE.

INCLUDE THE SOLAR VENT IN YOUR WEEKLY PMCS. MAKE SURE IT'S WORKING AND ITS SWITCH IS ON. THE SOLAR VENT DRAWS AIR THROUGH THE TWO VENTS ON THE REAR WALL AND OUT THROUGH THE SOLAR VENT, WHICH HELPS REDUCE CONDENSATION IN THE FRS.

Make sure solar vent works and is turned ON

DESICCANTS ALSO HELP DRY UP MOISTURE.

NSN 6810-01-590-1676 BRINGS 4 **HEAVY-DUTY DESICCANTS** THAT CAN BE USED IN THE FRS' OPEN AREAS. NSN 6850-01-475-9949 BRINGS A DESICCANT THAT CAN BE USED IN EACH TOOL DRAWER.

JUST REMEMBER TO WRITE THE INSTALLATION DATES ON BOTH DESICCANTS TO HELP KEEP TRACK OF HOW LONG THEY'VE BEEN USED.

BOTH DESICCANTS ARE SUPPOSED TO LAST A YEAR, BUT YOU MIGHT WANT TO CHANGE THEM SOONER IN HUMID AREAS.

## USE TWO PEOPLE TO RAISE BAY DOORS...

THE DOORS ARE **REALLY HEAVY**. IF YOU TRY TO RAISE A DOOR BY YOURSELF AND LOSE YOUR GRIP, YOUR HEAD COULD TAKE ON A NEW SHAPE.

## ...AND WATCH YOUR FINGERS.

AND EVEN WITH HELP, MAKE SURE YOUR FINGERS **DON'T** END UP IN PINCH AREAS. THAT'LL KEEP YOU OUT OF A PINCH.

PS  
END

PS

# COMMUNICATIONS

## I SAY AGAIN...

- HEAT CAN SLAY COMPUTERS
- GET TQGS QUICKER
- NSN FOR NEW 65GPM WATER PUMP
- FIX MOLLE TEARS
- PACK CONTAINERIZED KITCHEN RIGHT
- VENT MODERN BURNER UNITS

# HEAT CAN SLAY COMPONENTS

MORE THAN  
SIDEWALKS  
SIZZLE IN  
SUMMERTIME.

WHEN YOU'RE  
BATTLING HEAT  
BEASTIES, DON'T  
FORGET TO  
PROTECT YOUR  
COMPUTER!

COMPUTERS NEED A  
STEADY FLOW OF COOL  
AIR TO HOLD DOWN  
INSIDE TEMPERATURES.

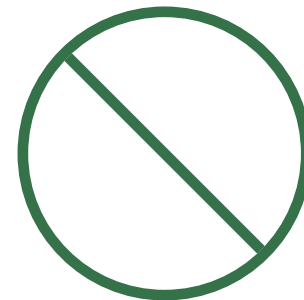
HERE ARE SOME  
WAYS TO HELP  
YOUR SIDEKICK  
KEEP ITS COOL...

- In summertime in the field, set up your computer in the shade. Better yet, keep it in an air-conditioned shelter or tent. No A/C? If possible, plug in a fan and let air circulate around the machine.

- Never pile stuff on or around your computer. That means no paper, clothing, tarps, body armor, maps or TMs. They block the vents and cut off airflow.

- Place your computer at least six inches from any walls. That allows ample space for airflow.
- Once a week, wipe down your machine's external components with a soft, lint-free cloth dampened with water or anti-static cleaner, NSN 6850-01-463-5809\*.
- The last thing you want is a clogged vent or air hole and the climbing temperatures it creates. Inspect vents and air holes for dirt, sand, lint and dust bunnies. Chase 'em down with the cloth.

- Or you can run a vacuum cleaner, NSN 7910-01-423-9525, over them. NSN 7045-01-417-3206\* brings a package of five replacement vacuum bags. **But don't use this vacuum to clean inside your computer.** It can generate static electricity and damage internal components and circuit boards. If you must clean inside your computer, use a compressed gas duster. NSN 7930-01-398-2473 brings a box of six 10-oz cans.



- Another spot you might want to clean is the CD-ROM or DVD drive. Order a CD lens cleaner with NSN 7045-01-450-4369\*. Follow the instructions in the kit.

- Use dust covers only when computers are shut down. Don't put a cover on a computer that's running. You'll block the airflow and risk the machine overheating. You can find dust covers at the DOD Email and GSA Advantage websites:

<https://dod.email.dla.mil/acct/> and  
<https://www.gsaadvantage.gov/>

After  
shut-  
down,  
put on  
dust  
covers

REMEMBER HOW  
LOUSY IT FEELS  
LUGGING AROUND  
A BIG 'OL PACK  
UNDER THE BLAZING  
SUMMER SUN?

YOU MIGHT BE  
MISERABLE, BUT  
ODDS ARE YOU  
KNOW A FEW WAYS  
TO BEAT THE HEAT.

YOUR COMPUTER,  
ON THE OTHER HAND,  
DEPENDS ON **YOU**  
FOR HEAT RELIEF.

A LITTLE  
HELP  
HERE?

PLEASE?

COMPUTERS AND  
THEIR COMPONENTS  
ARE RIPE FOR  
**OVERHEATING.**

A **HOT** COMPUTER CAN  
LOCK UP OR LOSE DATA.  
ITS INTERNAL COMPONENTS  
MAY FAIL OR CRASH  
WITHOUT WARNING.

SO WHEN YOU'RE BATTLING  
HEAT BEASTIES YOURSELF,  
DON'T FORGET TO HOLD UP A  
VIRTUAL SHIELD IN DEFENSE  
OF YOUR LITTLE BUDDY.



# How to Get 'Em Faster

DRAW.  
VARMINT!

HUH?

UH-  
OH...

DID **YOUR** UNIT RECENTLY  
ORDER A 5- TO 60-KW TACTICAL  
QUIET GENERATOR (TQG)?

IF SO, YOU CAN SPEED THINGS  
UP BY EMAILING THE FOLLOWING  
INFO TO A TQG ITEM MANAGER...

EMAIL THE INFO ABOVE TO THE  
FOLLOWING ITEM MANAGER...  
MIRIAM TRAVERS  
[miriam.b.travers.civ@mail.mil](mailto:miriam.b.travers.civ@mail.mil)

## QUESTIONS?

CALL DSN 648-6967 OR  
(443) 395-6967.

### NOTE:

IF YOU ORDERED A 5- TO 60-KW TQG THAT IS CURRENTLY BACK-ORDERED, FOLLOW THE STEPS ABOVE IF YOUR REQUISITION HAS NOT YET BEEN FILLED. REMEMBER TO INCLUDE AN ONSITE POC NAME AND PHONE NUMBER WITH ANY REQUISITION SUBMISSION.

THE FOLLOWING  
SKID-MOUNTED POWER  
UNIT (PU) AND POWER  
PLANT (PP) STOCK  
IS AVAILABLE FOR  
IMMEDIATE RELEASE...

## 5-kW TQGs

NSN 6115-	LIN
01-274-7387	G11966
01-332-0741	G42238
01-413-3820	G42238
01-587-3875	G42238
01-587-3878	G42238
01-313-4216	P28083
01-414-9697	P28083
01-313-4215	P28151
01-274-7391	G12102

## 10-kW TQGs

NSN 6115-	LIN
01-275-5061	G74711
01-319-9032	G42170
01-413-3818	G42170
01-299-6035	P42262
01-274-7392	G74779
01-313-4283	G53403
01-413-3819	G53403
01-313-4214	P42330

## 30-kW TQGs

NSN 6115-	LIN
01-274-7389	G74575
01-461-9335	G74575
01-317-2136	G35851
01-470-6376	G35851
01-299-6033	P42126
01-474-3783	P42126
01-274-7394	G74643
01-462-0290	G74643
01-317-2135	G35919
01-471-1507	G35919

## 15-kW TQGs

NSN 6115-	LIN
01-274-7388	G12170
01-530-1458	G12170
01-319-9033	G78374
01-413-3821	G78374
01-565-0874	G78374
01-317-2138	G53778
01-565-1576	G53778
01-540-8433	P63530
01-540-9465	P63530
01-565-0691	P63530
01-274-7393	G12238
01-529-9494	G12238
01-317-2137	G78203
01-565-0929	G78203
01-299-6034	P42614
01-565-0701	P42614

## 60-kW TQGs

NSN 6115-	LIN
01-274-7390	G12034
01-462-0291	G12034
01-317-2134	G78306
01-471-1508	G78306
01-303-7896	P42194
01-474-3776	P42194
01-274-7395	G18052
01-462-0292	G18052
01-317-2133	G17460
01-471-1506	G17460

WONDERING WHAT  
TO DO WITH YOUR OLD  
MILSTD GENERATOR?  
FOLLOW ME TO PAGE  
48, PARDNER.

# WANTED

For **IMMEDIATE TURN-IN**

## MILSTD Generators

**Do NOT USE or KEEP FOR BACKUP**

**Send to DLA Disposition Services  
Requisition Replacement TQG ASAP!**

**Email the Old MILSTD Generator's LIN and NIIN to the  
Following Item Manager and Request Replacement:**

**Miriam Travers** [miriam.b.travers.civ@mail.mil](mailto:miriam.b.travers.civ@mail.mil)

**NOTE: New TQGs can be shipped immediately if units take old  
stock off their property book BEFORE requesting replacement.**



### New NSN, Class for 65 GPM Water Pump

Get a new 65 gallon-per-minute (GPM) water pump with NSN 4320-01-507-0595. It replaces NSNs 4320-00-752-9466, 4320-00-542-3346, 4320-01-276-0573 and 4320-01-338-8010, which are obsolete. This new pump also transitioned from a Class VII major item to a Class II secondary item. All unserviceable pumps under NSNs 4320-00-752-9466, 4320-00-542-3346, 4320-01-276-0573 and 4320-01-338-8010 should be turned in to DLA Disposition Services.

### Mending MOLLE

Fix tears less than an inch long in your modular lightweight load-carrying equipment (MOLLE) hydration system's carrier with cloth tape, NSN 8315-00-958-0744. If fabric is ripped no more than three inches, sew it with the needle and thread from the tentage repair kit, NSN 8340-00-262-5767. For longer tears, you may need to replace the carrier.

Containerized  
Kitchen...

## PLAN FOR PROPER PACKING

TIME TO PACK  
UP. WHERE DO  
WE PUT THE  
FUEL CANS?

THEY  
GO IN THE  
MECHANICAL  
ROOM.

BUT THE TM DOESN'T  
SHOW THEM IN THE  
LAYOUT. IT PLACES 'EM  
IN THE TOW VEHICLE.

THEY CAN GO IN EITHER  
PLACE NOW, SOLDIERS.  
JUST BE SURE TO PACK  
PROPERLY!

The gear in the mechanical room at the back of the containerized kitchen must be packed before transport, but not just any old way. Pack properly because careless packing can lead to damaged equipment.

The mechanical room is only about 30 square feet. But it houses a generator, two air conditioners, ventilation and exhaust fans, a power distribution panel and more.

The room also houses some removable gear: eight wing jacks, a ground rod, a slide hammer, screw jacks and corner jacks along with their extension base plates, ladders, platform, hand rails, six 5-gal water cans and three 5-gal fuel cans.

The problem comes when you stow this removable gear loosely instead of securing it in brackets or strapping it down.

But it's the air conditioners that take the worst beating. The slide hammer, the ground rod and the jacks slam into the condensers and bend the fins. Once the fins are bent, the condenser can't let heat escape. Sometimes the gear rams right through the fins, punctures the tubes underneath, and releases high-pressure refrigerant. That liquid can injure you.

Loose gear shifts in transit and damages equipment. It can puncture the generator's exhaust tube or the modern burner unit's (MBU) fuel hose.

It can bend the exhaust pipe coupling and smash the circuit breakers on the power entrance panel.

Either way, the air conditioners won't operate. Keep in mind, the air conditioners work in tandem. If one goes down, the other one won't work either. So you may have to replace them both.

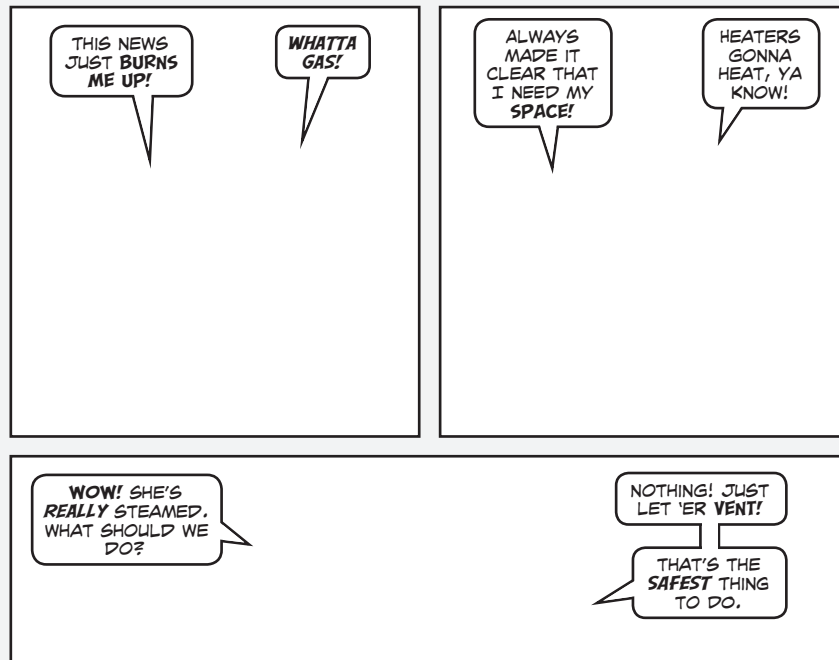
## A Packing Plan

Prevent damage to the mechanical room's equipment. Pack gear the right way. WP 0006 of TM 10-7360-226-13&P (Aug 01, w/Ch 4, Mar 07) shows you how. It has a loose item packout list of the stored gear starting on Page 00-25. The work package shows you step-by-step how to pack items. It tells you where to store them and how to secure them in place with brackets or straps.

Note one change to the packing plan. The TM doesn't include the three 5-gal fuel cans in the mechanical room packout. Item 24 of Page 00-36 of WP 006 places the fuel cans in the food service vehicle. But it's OK to use this configuration if storing them in the towing vehicle isn't practical. Just place the three **empty** fuel cans on their sides between the ladder treads in the mechanical room.

Modern  
Burner  
Unit...

## Let 'Er Vent!



**D**oes your unit have an assault kitchen, containerized kitchen, food sanitation center, kitchen company level field feeding or mobile kitchen trailer? If so, odds are that you're using a modern burner unit (MBU), NSN 7310-01-452-8137, or MBU-V3, NSN 7310-01-507-9310, as the heat source for the griddles, ranges or cooking racks in your field kitchen.

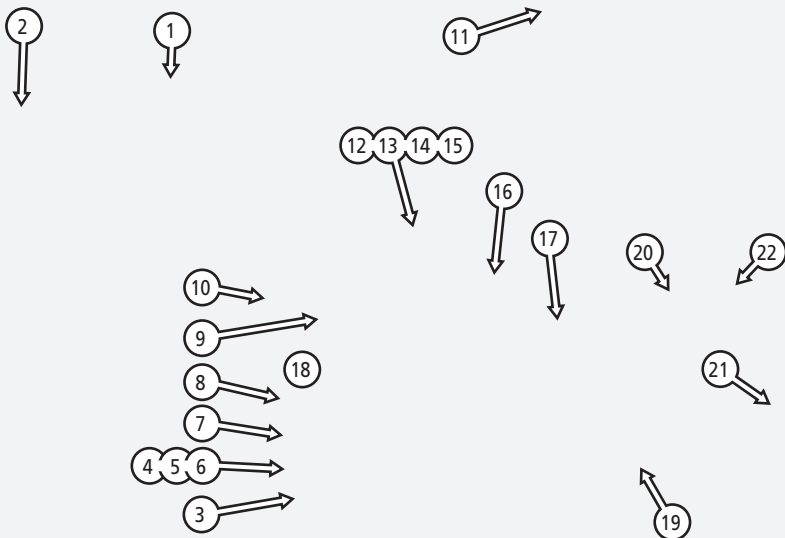
Turns out some items equipped with MBUs/MBU-V3s are being used without proper ventilation. This is dangerous because during operation the MBU/MBU-V3 produces harmful carbon monoxide (CO).

CO is a deadly gas. You can't see, smell or taste it. But breathing CO can cause nausea, dizziness, headaches or fatigue. And CO can kill you.

To prevent CO poisoning, make sure that the MBU/MBU-V3 operating space is well ventilated during burner operation. **Never** operate an MBU/MBU V-3 in any enclosure with vents closed.

Follow all the safety precautions and guidelines for the MBU/MBU-V3 in TM 10-7310-281-13&P (May 10). It's also a good idea to review the TM of any end item equipment outfitted with an MBU/MBU V-3.

Get the whole scoop in TACOM's ground precautionary action (GPA) Message 14-026 at: <https://tulsa.tacom.army.mil/Safety/message.cfm?id=GPA14-026.html>



- |   |   |
|---|---|
| 1) Corner Jack Base (Mounted on door)       | 12) Awning (In generator hood)                                |
| 2) Corner Jack Top (Mounted on door)        | 13 thru 15) Ductwork (In generator hood)                      |
| 3) Awning Rods (Lay on front on floor)      | 16) Wing Jacks (Strapped to top of stairs)                    |
| 4) MBU Fuel Adapter (Lays on left side)     | 17) Stairs (Strapped to floor)                                |
| 5) Exhaust Head Pipe & Rain Cap (Left side) | 18) Water Cans (In stair treads)                              |
| 6) Generator Fuel Adapter (Left side)       | 19) Fuel Cans (Stair treads)                                  |
| 7) Screw Jacks (Strapped down left side)    | 20) Slide Hammer (Top of stairs)                              |
| 8) Platform Rail (Standing up on left side) | 21) Generator Auxilliary Fuel Hose (Lays on floor right side) |
| 9) Platform (Standing up left side)         | 22) Generator Control Panel Door (Lays on top of generator)   |
| 10) Ground Rod Assy. (Mtd. on left wall)    |   |
| 11) Exhaust Q/D Coupling (Mtd. on pipe)     |   |



# PS LUBRICANTS, DESICCANTS AND SEALING COMPOUNDS

C'MON, GUYS!  
WE GOTTA  
PROTECT THIS  
EQUIPMENT!

- L**ube, dry and seal these:
- Give vehicle corrosion the boot
  - Desiccant, a dry subject
  - Small arms lubricants and cleaner
  - Silicone grease corrosion inhibitor
  - Sealing compound, lock bolts in place
  - M915/HEMTT air dryer servicing kit

All  
Vehicles...

# GIVE CORROSION THE BOOT!

OH, NO! WITHOUT THE  
RIGHT HELP, I DON'T  
STAND A CHANCE  
AGAINST THE 3-HEADED  
CORROSION MONSTER!

**R**ain, salt and sand are a three-headed monster when it comes to vehicle corrosion. It attacks Army equipment relentlessly. And the damage isn't always noticeable until it's too late.

Your best weapon against that corrosion is rust inhibitor. Just wipe or spray on the inhibitor every 8 months or so to the inside and underneath your vehicle. It slows the spread of new rust and cleans up existing corrosion.

The inhibitor won't harm paint surfaces, plastics, rubber, glass or wiring, but it will make 'em shine for a week or two. So keep it off the outside of your equipment so it doesn't ruin your camouflage.

The inhibitor works by eliminating moisture that holds salt, dirt, and other pollutants in place. It also lubes moving parts and penetrates existing rust.

The inhibitor is petroleum-based and contains no silicones, solvents, or anything else classified as hazardous material. Even so, the headshed recommends that you wear a respirator, goggles and gloves when applying it because of possible irritation to your respiratory tract or skin.

ORDER  
THE  
AMOUNT OF  
INHIBITOR  
YOU  
NEED...

Qty	NSN 8030-
12 16-oz bottles	01-414-7423
5-gal container	01-414-8947
55-gal drum	01-414-7430

As a standard rule of thumb, it takes about 2 gallons to treat a HMMWV and up to 3 gallons for a 2 1/2- or 5-ton truck.

# A DRY SUBJECT

**desiccant** (dēs'i-kənt) *n.* A substance, such as silica gel or calcium sulfate, used as a drying agent.

A DESICCANT REMOVES NEARBY MOISTURE.

PLACE A FEW BAGS AROUND YOUR GEAR TO KEEP IT DRY AND PREVENT RUST, MOLD AND MILDEW.

DESICCANTS ARE USED TO **PROTECT** ELECTRONIC GEAR AND TO PREVENT METAL SPARE PARTS FROM **CORRODING**. THEY'RE ALSO USED...

...IN CARGO SHIPMENTS...

...IN LAPTOP  
COMPUTER  
BAGS...

...IN FOOTLOCKERS...

...AND  
INSIDE  
BOOTS  
YOU'RE NOT  
WEARING.

...IN CAMERA BAGS...

YOU'LL FIND LOTS OF NSNs AND A PILE OF TECHNICAL DATA ON DESICCANTS IN FED LOG.

CUT DOWN YOUR RESEARCH TIME WITH THIS LIST OF **COMMONLY USED DESICCANT BAGS**.

NSN 6850-	Unit of Issue	Number of Bags	Bag Size (in inches)	Type
00-965-2280	Bag	4	5.62 x 4.75 x .75	I
00-999-1094	Can	5	3.75 x 2.25 x .25	I
00-856-7955	Can	18	8.5 x 4 x 1.75	I
00-263-8640	Can	50	7 x 4 x 1.12	I
00-935-9793*	Drum	120	8.5 x 4 x 1.75	II
00-264-6573	Can	130	5 x 4.75 x .5	I
00-264-6572	Drum	150	8.5 x 4 x 1.75	I
<b>00-194-3291</b>	<b>Drum</b>	<b>150</b>	<b>8.5 x 4 x 1.75</b>	<b>III</b>
00-935-9794	Drum	240	7 x 4 x 1.12	II
00-264-6562	Can	250	3.75 x 2.25 x .25	I
00-809-7321*	Can	300	3.75 x 2.25 x .25	I
00-264-6571	Drum	300	7 x 4 x 1.12	I
00-935-9795	Drum	400	5.5 x 4.75 x .75	II
00-264-6561*	Can	450	2.5 x 2.25 x .20	I
00-264-6568	Can	450	2.75 x 2.25 x .25	I
00-264-6574	Drum	500	5.5 x 4.75 x .75	I
00-935-9799*	Can	650	2.5 x 2.25 x .20	II
00-619-7805	Drum	800	5 x 4.75 x .5	I
00-935-9796*	Drum	1,000	3.75 x 2.25 x .25	II
00-264-6564	Can	1,200	2.5 x 2.25 x .20	I
00-619-7804	Drum	1,300	3.75 x 2.25 x .25	I
00-935-9878	Can	130	5 x 4.75 x .5	II
00-935-9797	Can	250	3.75 x 2.25 x .25	II
00-935-9798	Can	450	2.75 x 2.25 x .25	II
00-935-9800	Can	1,200	2.5 x 2.25 x .20	II

\*These NSNs are not listed on the AMDF. Order them on DD-Form 1348-6 from RIC SMS and put "NSN not on AMDF" in the REMARKS block.

DESICCANTS ARE COVERED UNDER MIL-D-3464E AND ARE TYPE I, GENERAL PURPOSE, OR TYPE II, NON-DUSTING.

NON-DUSTING DESICCANTS LEAVE **NO DUST RESIDUE**. USE THEM FOR PACKAGING ITEMS THAT SHOULDN'T BE EXPOSED TO DUST.

THERE'S ALSO ONE TYPE III DESICCANT IN THE TABLE.

TYPE III DESICCANTS COME IN BAGS OF EIGHT AND 16 DESICCANT UNITS. FOR A DEFINITION OF A DESICCANT UNIT, SEE PARA 3.3 OF MIL-D-3464E.

THERE ARE **CHOICES** WHEN IT COMES TO  
LUBING YOUR RIFLE, MACHINE GUN OR PISTOL.

BUT SOMETIMES IT'S  
**DIFFICULT** TO KNOW WHAT'S  
THE **BEST** CHOICE. HERE'S...

## ...THE LOWDOWN ON LUBES!

SMALL ARMS  
LUBRICANTS DIFFER IN  
**VISCOSITY** (HOW EASILY  
THEY FLOW), **CHEMICAL**  
**COMPOSITION** AND  
**HEAT RESISTANCE**.

THESE CHARACTERISTICS  
DICTATE **WHICH**  
LUBRICANT TO USE  
DEPENDING ON  
THE WEAPON AND  
ENVIRONMENT.

YOUR -10 TM IS **ALWAYS**  
THE **BEST** GUIDE TO  
CLEANING AND LUBING YOUR  
WEAPONS, BUT HERE ARE  
SOME **GENERAL GUIDELINES**  
ON LUBRICANTS...

**RBC**  
(RIFLE BORE  
CLEANER)  
IS NOT A  
LUBRICANT.  
IT'S **STRICTLY**  
FOR **CLEANING**  
**OUT CARBON**  
**AND POWDER**  
FROM THE  
CHAMBER  
AND BORE.  
REMEMBER,  
WHEN YOU'RE  
FINISHED  
USING RBC,  
YOU NEED TO  
LUBE YOUR  
WEAPON.

**CLP**  
(CLEANER,  
LUBRICANT,  
PRESERVATIVE)  
IS USUALLY THE  
**BEST** CHOICE FOR  
TAKING CARE OF  
YOUR WEAPON  
SINCE IT CLEANS,  
LUBES AND  
PRESERVES IN  
ONE STEP.

**CLP AND LSA**  
CAN BE USED ON  
MOST WEAPONS  
AS LONG AS THE  
TEMPERATURE IS  
-10°F OR HIGHER.

WHEN THE  
TEMPERATURE  
DROPS **BELOW**  
-10°F, YOU  
CAN USE  
**LAW**  
(LUBRICATING  
OIL, ARCTIC,  
WEAPONS).

IF IT'S BELOW  
10°F, USE  
ONLY **LAW**  
ON MOST  
WEAPONS.

**LSA**  
(LUBRICANT, SEMI-  
FLUID, AUTOMATIC  
WEAPONS)  
AND  
**LSA-T**  
(LUBRICANT, SEMI-  
FLUID, AUTOMATIC  
WEAPONS WITH  
TEFLON®)  
ARE **STRICTLY**  
**LUBRICANTS**.  
SO BEFORE USING  
THEM YOU MUST  
FIRST CLEAN YOUR  
WEAPONS WITH  
DRY CLEANING  
SOLVENT,  
MIL-PRF-680  
TYPE II.  
**ALWAYS DE-GREASE**  
**THOROUGHLY WHEN**  
**CHANGING LUBES**.

THERE ARE  
EXCEPTIONS,  
THOUGH.

DO SOLDIERS KNOW WHICH **LUBE**  
GOES WITH WHICH **WEAPON**?

IF THEY DON'T,  
I HOPE THEY  
**READ THIS!**

FOR THE **M249**  
**MACHINE GUN** AND  
THE **M3 RECOILESS**  
**RIFLE**, USE **ONLY CLP**  
REGARDLESS OF THE  
TEMPERATURE.

ON THE **M231 FIRING**  
**PORT WEAPON**,  
**DON'T** USE CLP.  
USE **ONLY LSA** IN  
NORMAL CONDITIONS  
AND **LAW** IN  
EXTREME COLD.

FOR THE **MK 19**, **NEVER**  
USE CLP-IT'S NOT  
STRONG ENOUGH. USE  
**GMD**  
(GREASE, MOLYB-  
DENIUM DISULFIDE)  
IF YOU CAN GET IT.

IF YOU CAN'T GET  
GMD, USE **LSA**  
OR **LSA-T**. IF THE  
TEMPERATURE  
DROPS BELOW  
0°F, IT'S OK TO  
USE **LAW**.

WHEN YOU'RE  
LUBING, REMEMBER  
A **LIGHT LUBE** MEANS  
A FILM **BARELY**  
**VISIBLE** TO THE EYE.

A **HEAVY LUBE**  
MEANS A FILM  
THICK ENOUGH  
TO SPREAD WITH  
YOUR FINGER.

IF YOU NEED THE NSNs FOR THESE LUBRICANTS AND CLEANERS,  
SEE YOUR -10 TM OR PAGE 23 IN **PS 671** (OCT 08) AT:

<https://www.logsa.army.mil/psmag/archives/PS2008/671/671-23.pdf>

NOW THAT YOU'VE GOT THE WHOLE LUBE  
STORY, MAKE SURE ARMORERS AND  
SOLDIERS READ THE STORY. COPY THIS  
ARTICLE AND HAND IT OUT AT THE NEXT  
SERGEANT'S TIME.

POST  
IT ON  
BULLETIN  
BOARDS,  
TOO.



# SILICONE GREASE CAN HELP

SILICONE GREASE IS SOMETHING **EVERY** MOTOR POOL AND REPAIR SHOP SHOULD KEEP ON HAND.

IT HAS SO MANY USES!

**S**ilicone grease is good to keep around your shop or motor pool.

It works great for lubricating and preserving rubber parts, like O-rings. It doesn't swell or soften the rubber, which hydrocarbon-based greases can do. Silicone grease does a good job as a corrosion inhibitor, especially when a thicker lubricant is needed. And it's electrically insulating and doesn't break down when high voltage is applied. That makes it good for electrical connectors, particularly those containing rubber gaskets. It lubricates and seals rubber portions of the connector without causing arcing.

Silicone grease's best uses are as a lubricant for running wires through grommets and to seal electrical connections from the elements. A good example is the pin/plug connection for a headlamp.

Order an 8-oz tube of silicone compound with NSN 6850-00-880-7616.

BUT YOU **WON'T** WANT TO USE SILICONE GREASE IN SANDY AREAS BECAUSE IT **ATTRACTS** SAND.

THEN IT'S BETTER TO USE A "DRY" SILICONE SPRAY.

"DRY" SILICONE SPRAY HAS SOME CLEANING ABILITY, BUT IT'S MAIN ADVANTAGE IS THAT IT **DRIES** ALMOST INSTANTLY AND DOESN'T ACT AS A MAGNET TO SAND.

ORDER SILICONE SPRAY WITH NSN 7930-01-380-9028, THAT BRINGS A DOZEN 11-OZ CANS FOR AROUND \$150.

OR YOU CAN BUY A **SINGLE CAN** WITH NSN 9150-01-039-4745.

PUT US TOGETHER...

...AND WE'LL HOLD ON TIGHT!

# LOCK IT DOWN WITH SEALING COMPOUND

**N**eed something to lock and seal threaded fasteners? Sealing compound is just the ticket.

The compound is available in various strengths for virtually any application. Choose the type and size you need here:

NSN 8030-	Size	Typical Use	Color	Breaking Torque (lb-in)	Holding Torque (lb-in)	Initial Set (minutes)
01-054-3968	Ten 10-cc bottles	Small screws under $\frac{3}{4}$ -in	Purple	53	30	20
01-069-3046	50-cc bottle	Small screws under $\frac{3}{4}$ -in	Purple	53	30	20
01-104-5392	Ten 10-cc bottles	Up to $\frac{3}{4}$ -in bolts (removable lock)	Blue	115	53	10
01-014-5869	50-cc bottle	Up to $\frac{3}{4}$ -in bolts (removable lock)	Blue	115	53	10
01-025-1692	250-cc bottle	Up to $\frac{3}{4}$ -in bolts (removable lock)	Blue	115	53	10
01-142-9830	50-cc bottle	Up to $\frac{3}{4}$ -in bolts (permanent lock)	Red	190	275	20
01-142-3131	250-cc bottle	Up to $\frac{3}{4}$ -in bolts (permanent lock)	Red	190	275	20
01-171-7628	50-cc bottle	High temperature applications	Red	200	220	30
00-111-2763	Ten 10-cc bottles	Wicking grade for preassembled parts	Green	85	250	20
00-111-2762	50-cc bottle	Wicking grade for preassembled parts	Green	85	250	20
01-050-8288	250-cc bottle	Wicking grade for preassembled parts	Green	85	250	20
01-390-7555	20-gram bottle	Small plastic fasteners	Blue	5	4	2

# MAKE AIR DRYER GOOD AS NEW!

I DUNNO... SEEMS LIKE A LOT OF MONEY TO PAY FOR A NEW AIR DRYER CANNISTER.

SOLDIER... STOP!

YOU CAN SERVICE THE OLD ONE WITH A KIT!

SERVICING THE AIR DRYER ON BIG TRUCKS DOESN'T MEAN YOUR UNIT HAS TO FORK OVER LOTS OF MOOLA.

IF YOU'RE REPLACING THE ENTIRE CANISTER, YOU MAY BE THROWING MONEY DOWN THE DRAIN!

INSTEAD, TRY CLEANING THE DRYER BY USING A DESICCANT PARTS KIT. NSN 4440-01-081-1391.

THE KIT HAS **EVERYTHING** YOU NEED, INCLUDING INSTRUCTIONS, TO MAKE THE AIR DRYER AS GOOD AS NEW.

AND IT COSTS CONSIDERABLY LESS THAN **BUYING** A NEW AIR DRYER.



## M113 FOV Oil Filter Replacement

When ordering a new oil filter for the M113 FOV's 6V53 engine, always use NSN 2940-01-633-3432 (PN PH3612). It replaces NSN 2940-01-197-7106 (PN FL804FP) which is shown as Item 9 in Fig 22 of TM 9-2815-205-24P. The old oil filter has a high rate of failure. Make a note until the TM is updated.

## HMMWV Battery Type Revisited

Page 11 of PS 749 (Apr 15) indicated that the Exide 6TAGM (absorbed glass mat) battery, NSN 6140-01-485-1472, isn't authorized for use in HMMWVs. While that's true, it lead to some confusion about whether the Hawker 6TAGM battery, which comes with the same NSN, is allowed. Here's the straight scoop: Neither the Exide or Hawker 6TAGM is approved for use in the HMMWV. The only authorized HMMWV battery is the one called for in your TMs: the 6TMF, NSN 6140-01-446-9498.

## Turn In Unserviceable MLRS PTOs

Have an unserviceable power take off (PTO), NSN 2520-01-463-5441, for your MLRS carrier? Turn it in immediately through the supply system. You'll improve combat readiness and earn an \$18,442 unserviceable credit.

## IMPROVED MINI THERMAL MONOCULAR AVAILABLE

If your unit uses the Urban Operations Squad Set, NSN 5180-01-563-6719, an improved mini thermal monocular (MTM) is now available. The MTM-Product Improved (MTM-PI) is an upgrade to the set's current MTM. Its thermal viewer/camera has better range capability, resolution, and photo and video capture. The images the MTM-PI records can be downloaded to a CD/DVD for later use. It's designed to be hand-held, but it can also be mounted on a helmet or tripod. Order the MTM-PI with NSN 5855-01-590-9103. Questions? Contact Dan Stark at (586) 239-3678 or email: [daniel.g.stark.civ@mail.mil](mailto:daniel.g.stark.civ@mail.mil)

## D7R II Tractor Fuel Injector Misfire

If the fuel injectors on your D7R dozer misfire, don't touch or try to repair them yourself. Instead, look at the serial number on the data plate. If it falls between KNA00214-00217 and KNA00219-781, contact your local Caterpillar dealer to schedule a repair and tell them it's regarding CAT Service Letter #PS44681. Travel and mileage are included, so there's no cost for the visit. Find your closest dealer at: <http://www.cat.com/dealer-locator>

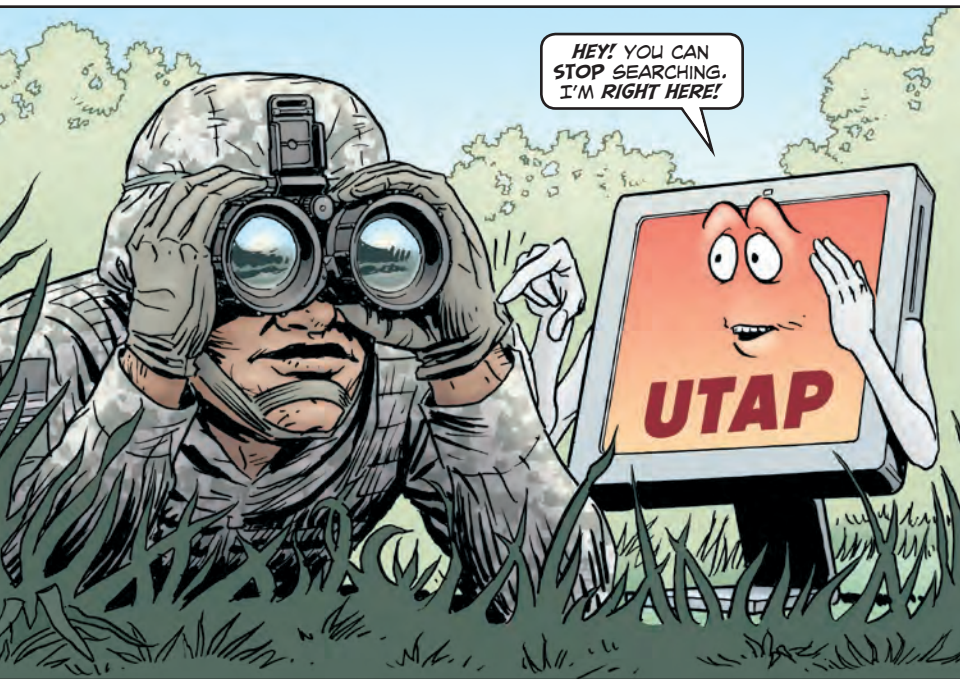
## GCSS-Army Reminder

Remember to check the GCSS-Army website for alerts, updated fielding and training schedules and other important info. Visit: <https://gcss.army.mil/> Or sign up to get automatic notifications at: <https://gcss.army.mil/Support/register.aspx>

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

Would You Stake Your Life <sup>right now</sup> on the Condition of Your Equipment?

# LOOKING FOR TRAINING MATERIAL?



THE SEARCH  
STOPS **HERE!**

<https://utap.army.mil>