

Issue 692

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July
2010

THE PREVENTIVE MAINTENANCE MONTHLY

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How
Could This
Happen?
See page 27



Boldly Go Where No One Really Wants To

It's a no-man's land all right. A place of blowing dirt, clinging mud and eye-stinging sand that even the bravest fear to enter.

The frigid mountains of Afghanistan? The stifling deserts of Iraq? The 10-items-or-less line at your local grocery store?

Nope. We're talking about the underside of your combat or tactical vehicle.

Like it or not, maintenance problems don't always happen in the most accessible areas. And your vehicle's underside counts as one of the least hospitable. Everything gets caked with dirt, sand and mud—all of which can end up in your eyes, mouth, down your shirt and in other places we probably shouldn't mention.

That's why it pays to be prepared. Like a warrior preparing for battle, you need to properly equip yourself when venturing into these harsh work environments.

1. Safety goggles. A good pair of safety goggles will go a long way in keeping dirt and sand out of your eyes.

2. Clean cloth. A few pieces of clean cloth can really come in handy. You'll breathe easier if you tie one around your mouth and nose. The other cloths come in handy for cleaning dirt and mud off the parts you need to work on. In some circumstances, you may even need to use a respirator.

3. Mechanic's creeper. Sure, you can crawl or slide under your vehicle. But what happens if you forgot something or need a different tool? You don't want to keep slithering in and out, so you'll probably make do with what you have. That's how good repair parts become busted repair parts. A good mechanic's creeper, like NSN 4910-01-487-7902, will get you in and out quick and easy. And your uniform will stay a little cleaner, too.

It still won't make anyone's list of the best places to work, but preparation can make venturing under your vehicle a lot less unpleasant.

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PS THE PREVENTIVE MAINTENANCE MONTHLY

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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
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Redstone Arsenal, AL 35898

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By order of the Secretary of the Army:

GEORGE W. CASEY, JR.
General, United States Army Chief of Staff

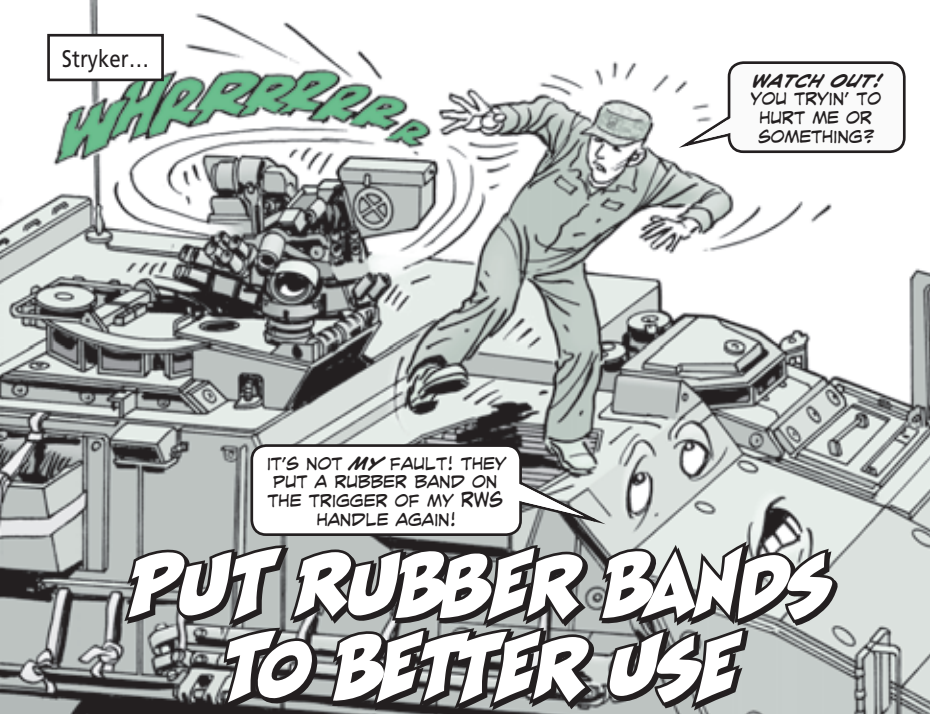
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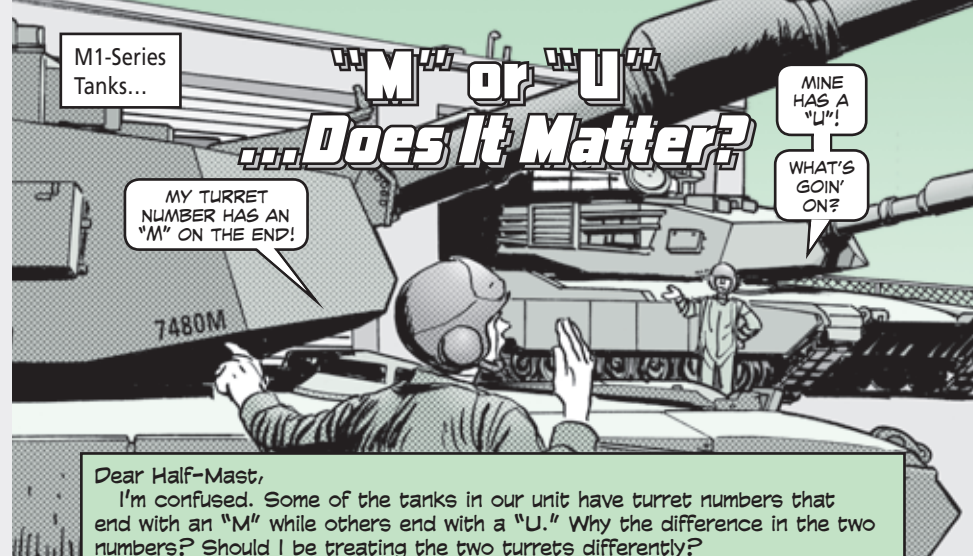


Shortcuts are designed to get you to your destination while saving time, work and maybe even money. Problem is, shortcuts can sometimes get you into trouble.

For example, some Stryker gunners like to use rubber bands to hold in the trigger on the remote weapon station (RWS) handle. That way, they only have to nudge the handle to traverse the RWS.

Over time, that shortcut can cause failures in the fire control system. Plus, it's easy to accidentally bump the handle with a misplaced elbow or something else when you don't mean to. If someone happens to be in the way at the time, they could be hurt.

So use your finger to depress the trigger when traversing the RWS. And save those rubber bands for something else—like the next time you have a rubber band fight in the motor pool.



Dear Half-Mast,

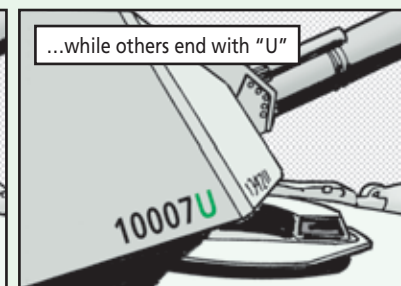
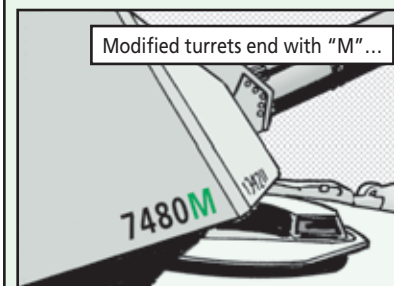
I'm confused. Some of the tanks in our unit have turret numbers that end with an "M" while others end with a "U." Why the difference in the two numbers? Should I be treating the two turrets differently?

SFC J.C.R.

Dear Sergeant J.C.R.,

You're not alone, Sergeant. A lot of Soldiers are noticing the turret numbers and have the same questions.

The "M" stands for "Modified." Turrets with the "M" designation are part of the latest generation of tanks being produced today. These turrets have undergone structural and ease-of-manufacturing changes that reduce the already safe radiation levels of the armor while maintaining the same level of ballistic protection.

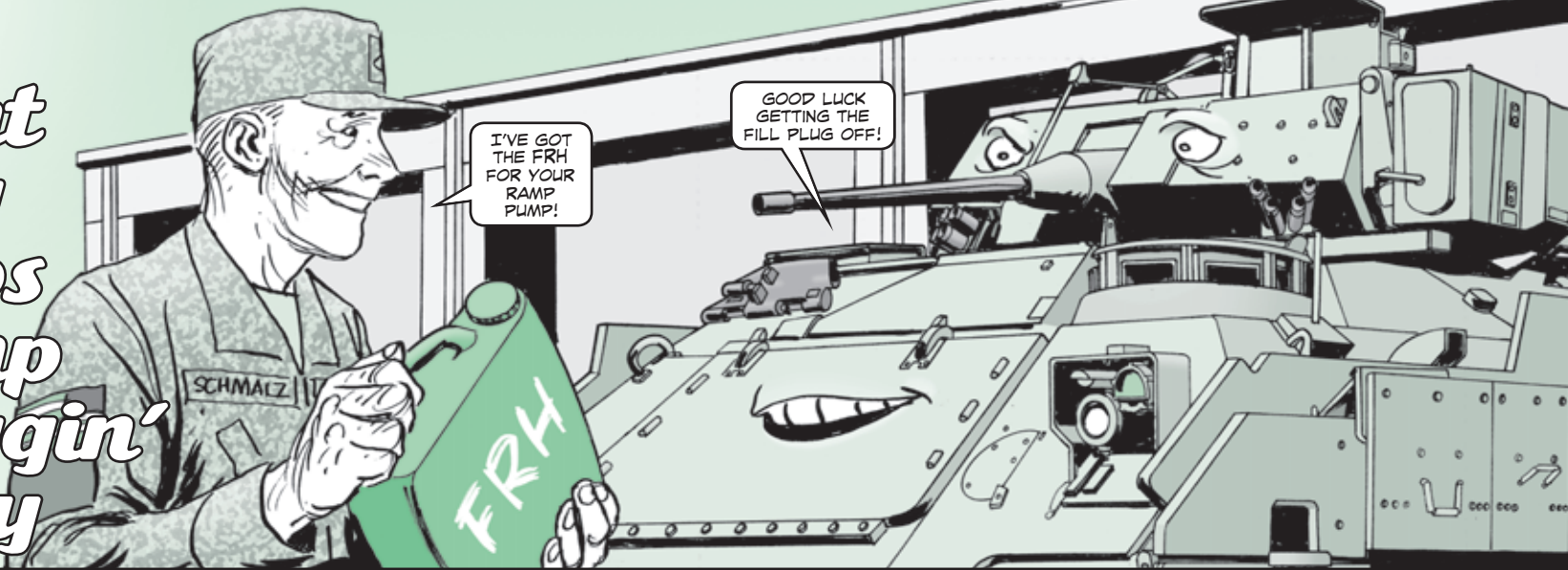


Treat these turrets no differently than you do the "U" turrets. All security, safety and maintenance procedures remain the same.

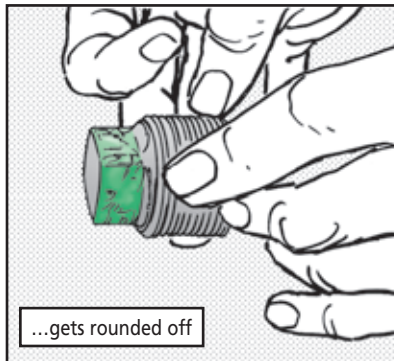
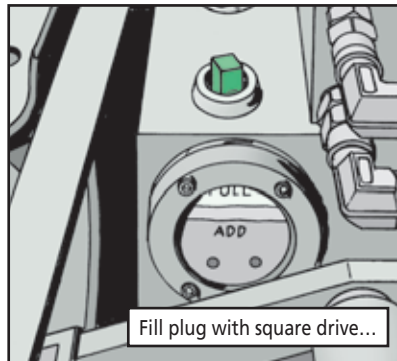
By the way, some of the early M1A1s have no letter at the end of the turret number. Treat them the same as the "M" and "U" turrets.

Half-Mast

Right Plug Keeps Ramp Pluggin' Away



The plug on some of these pumps has a square drive. While the plug works OK, the top has a tendency to get rounded off over time as different tools are used on it. Eventually, the plug can get pretty hard to remove or tighten.



If the plug is showing signs of wear, replace it with NSN 4730-00-057-5555. That plug has a recessed hex drive that makes it easier to loosen and tighten. The new plug replaces NSN 4730-01-333-0176, which is shown as Item 5 in Fig 177 of TM 9-2350-284-24P-1 (Aug 07).

More Good News

If the Bradley is using ramp pump, NSN 4330-01-134-6531, which is shown in Fig 176, you'll notice the fill plug isn't a listed item. That means ordering the next higher assembly—a new \$5,000 ramp pump—whenever the fill plug is damaged or missing.

Not anymore. The new fill plug, NSN 4730-00-057-5555, works on this ramp pump, too.

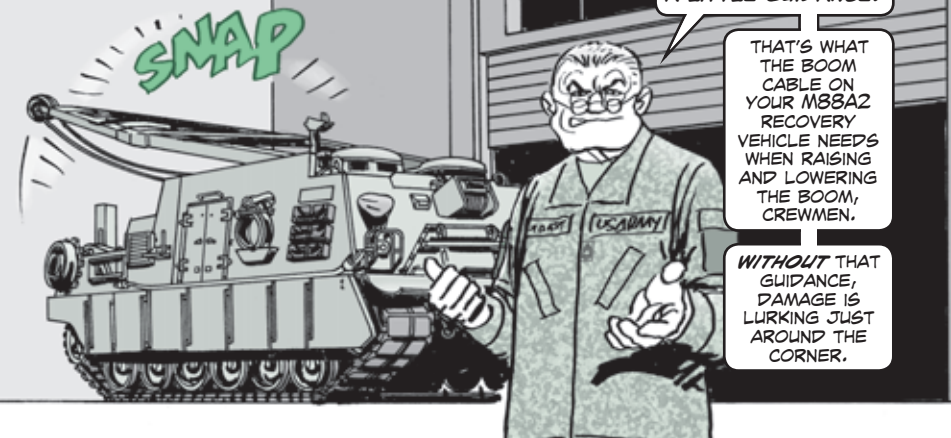
Bradley Bolt-On Armor Shield NSN

To order the bolt-on turret armor shield for your M2A2/M3A2 ODS Bradley and M7 BFIST, use NSN 2540-01-442-8344. NSN 5340-01-425-0680, which is shown as Item 7 in Fig 79 of TM 9-2350-284-24P-2 (Jul 02), brings the wrong item.

M109A6 Paladin Starter Protection Relay

A new style starter protection relay for your Paladin now comes with NSN 5945-00-690-2707. However, this relay's connector is different from the old one. To connect the new relay to the W105 connector's P3 wiring harness, you'll need a cable adapter, NSN 6150-01-551-2891.

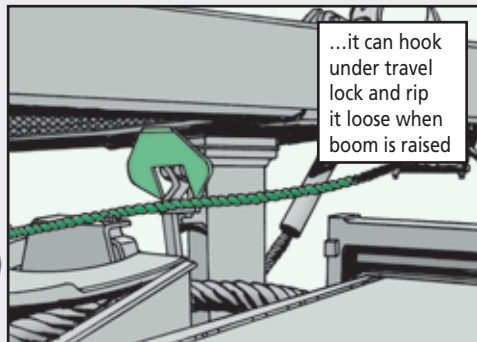
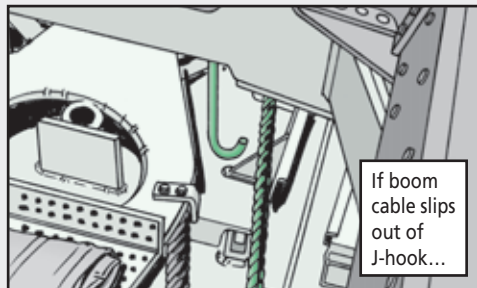
Let PM Be Your Guide



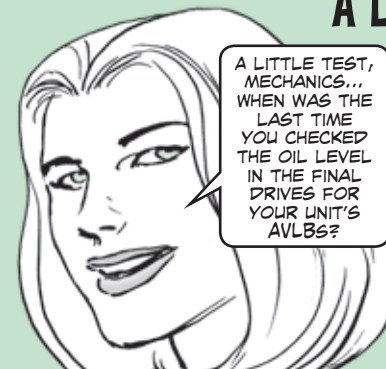
The J-hooks on both sides of the boom are designed to guide the boom cable and keep it out of trouble. If you allow the cable to slip out of the J-hooks, two things can happen:

1. If the cable is tight as the boom is lowered, it gets squashed between the travel lock and the boom. That flattens the cable and can snap some of the strands.
2. If there's some slack in the cable, it can get caught under the travel lock latch and rip it loose as the boom is raised.

EITHER SITUATION CAN GIVE YOU HEADACHES, SO ACCEPT A LITTLE GUIDANCE YOURSELF—MAKE SURE THE CABLE IS THREADED **OVER** THE J-HOOKS!



A LITTLE LESSON ON LEVELS



If you said during the last semiannual service, go to the head of the class.

If you gave a different answer, those final drives could be flunking out right along with you. When final drive oil levels get low, there's more friction. Metal shavings begin to show up, which means the drives are being damaged.

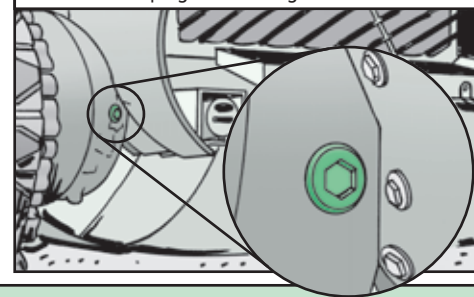
To keep those final drives in good shape, do your homework. The textbook to use is the semiannual PMCS in TM 5-5420-202-20-1 (Oct 85 w/Ch 4, May 96) and LO 5-5420-202-12 (Mar 92).

Level Check

Check the oil level during semiannual services. It's a cold-check, so make sure it's done before the vehicle is operated. Here's how:

1. Remove the oil level plug. If the final drive was overfilled, let the excess oil drain into a container for proper disposal. You may see a small amount of oil—two or three tablespoons—spill out. Don't worry. That's likely the little bit of oil that can get trapped behind the level plug.
2. Take a close look at the level plug itself. The plug's magnetic, so you may see metal chips or shavings. If you spot any, the AVLB is deadlined.
3. Make sure the oil level is up to the lower edge of the plug hole by carefully inserting your finger and feeling for oil.
4. If the level's good, clean the level plug and reinstall it.

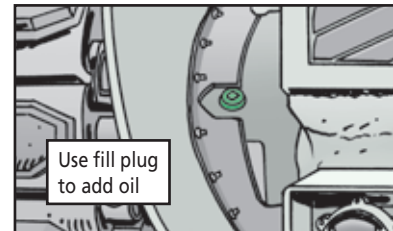
Remove level plug and use finger to check oil level



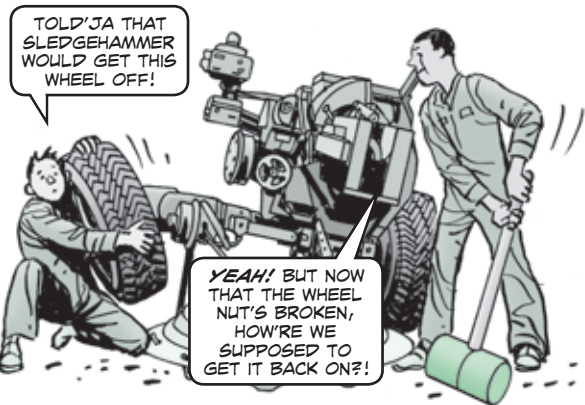
Low Level?

If the oil level is low, you'll need to add some OE/HDO-15/40:

1. Reinstall the level plug.
2. Remove the fill plug and add oil.
3. Give the oil a few minutes to settle, then recheck the oil level.
4. Repeat steps 1-3 until the final drive is filled. Just be careful not to overfill it.
5. Clean and install the fill and level plugs.

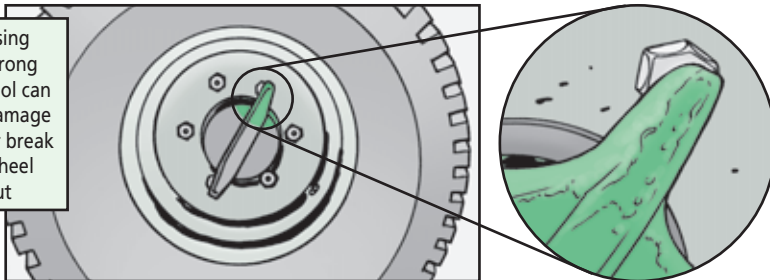


TAP, TAP BEATS WHACK, BANG!



Some operators use whatever's handy to remove the wheel nut, NSN 5310-01-369-2906, and wheel when unfolding their M119A2 howitzer. A sledgehammer, metal pipe, claw hammer, even a big rock—they'll grab anything they can find to do the job quick and easy.

Using wrong tool can damage or break wheel nut

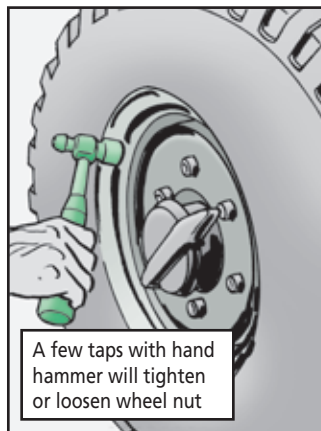


In the long run, this short-term solution just makes the job harder. Sure the wheel nut is metal, but that doesn't mean it's indestructible. Enough of that abuse will damage the wheel nut and maybe even break off its tabs.

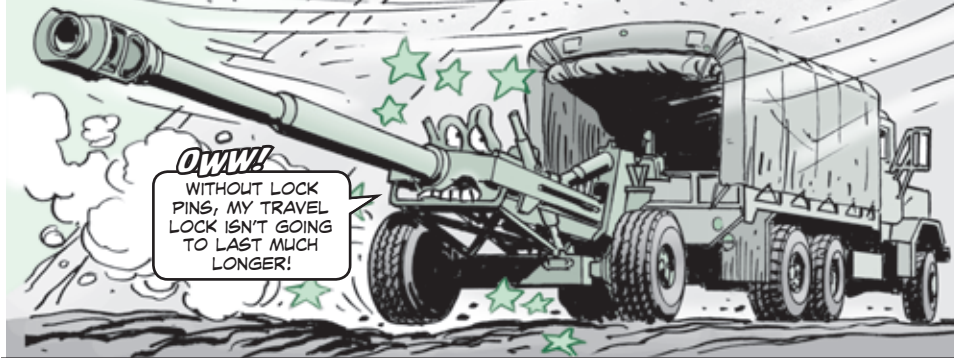
You also take the chance of a slip that'll hit and break the valve stem. Then you've got a flat tire to deal with. That's never a good situation when you're out in the boonies.

The right tool to use is the hand hammer, NSN 5120-01-420-8619, that's part of your howitzer's BII. The hammer has a softer brass head that will move the wheel nut without damaging it.

Just remember, even the hand hammer can cause damage if you swing it wildly. All it should take is a few short taps to loosen or tighten the wheel nut.



MISSING PIN A PROBLEM

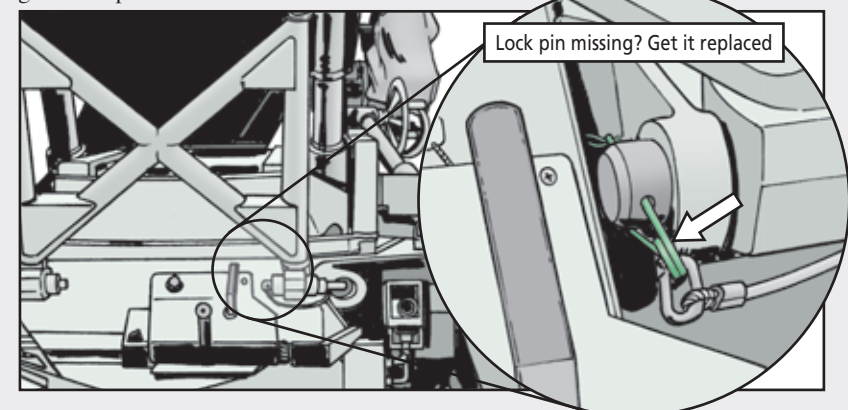


When preparing to tow your M198 howitzer, a functioning travel lock is a must, operators. And that means every part of the travel lock pin assembly has to be in place and ready to use.

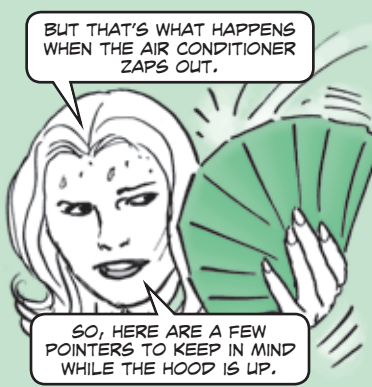
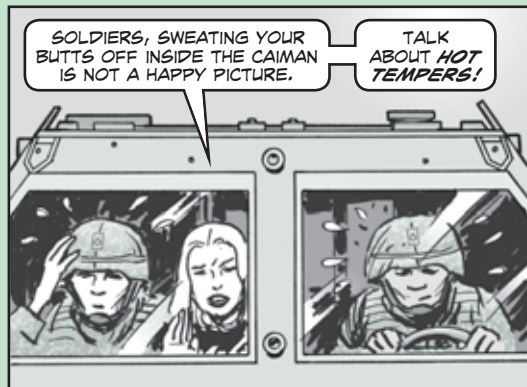
Unfortunately, the lock pin, NSN 5315-01-032-7107, is sometimes missing. It's normally attached to the pin assembly by a wire rope, NSN 4010-00-829-6321, but can sometimes get snapped off by brush during cross-country travel.

Don't try to use either pin assembly to hold the travel lock in place without their lock pins. No lock pin means the manual control handle, NSN 5340-01-046-4757, can vibrate loose during towing. If one or both handles fall out, the travel lock can be damaged or even sheared off.

So, take a look at the travel lock pin assemblies during PMCS. If parts are missing, get 'em replaced.



CAN YOU STAND THE HEAT?



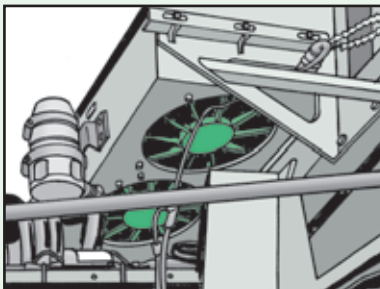
Condenser Coil Air Flow

Air needs to flow smoothly through the cooling fins in the air conditioner's condenser coil unit. Get rid of fine sand, dust and leaves between the fins using **only** low-pressure air or low-pressure water.



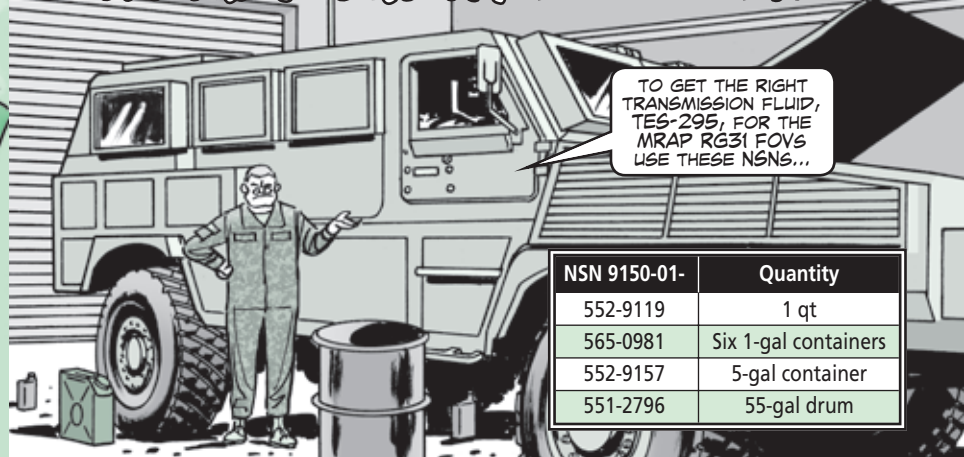
Check the Fan Blades

Small rocks get tossed off the front roadside tire and hit the fan blades that cool off the condenser coil unit. These rocks can bust fan blades and become embedded in the coil. In some cases, the rocks will puncture the coil, causing a refrigerant leak. No refrigerant means the air conditioner can't pump cool air inside the vehicle. No air conditioning? The complaints you hear will only turn up the heat!



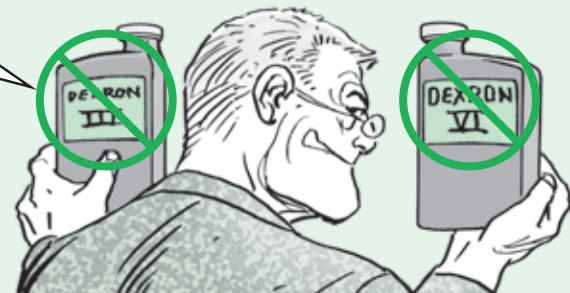
So, get real close and eyeball the fan blades for any damage. Same goes for the condenser coil behind the fan blades. If you see something wrong, report it.

GET THE RIGHT TRANSMISSION FLUID



LISTEN UP. DO **NOT** MIX OTHER TYPES OF FLUIDS, LIKE DEXRON III OR VI, IN THE RG31'S TRANSMISSION.

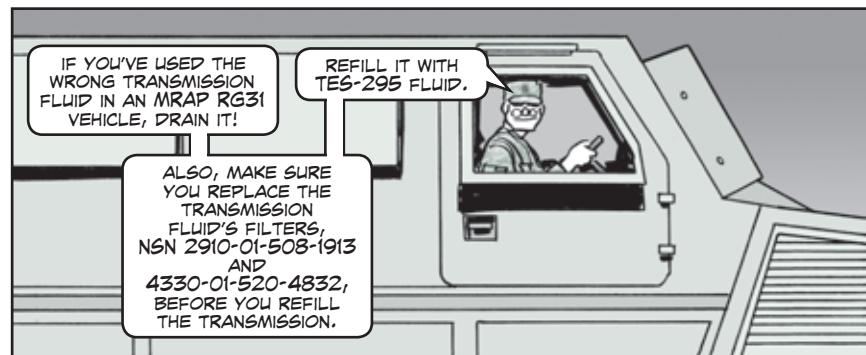
THAT CAUSES UNNECESSARY WEAR-AND-TEAR AND PERFORMANCE PROBLEMS.



IF YOU'VE USED THE WRONG TRANSMISSION FLUID IN AN MRAP RG31 VEHICLE, DRAIN IT!

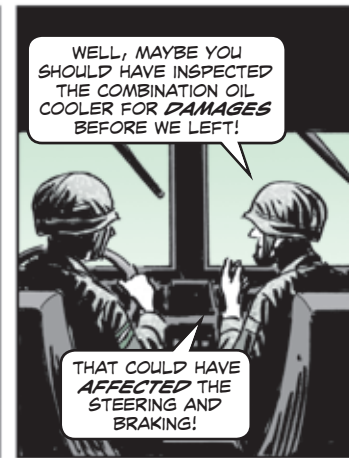
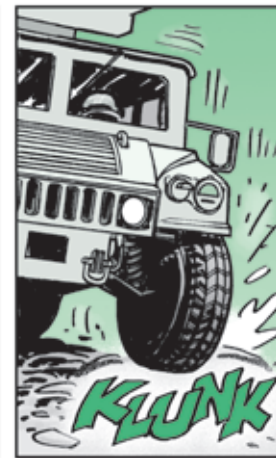
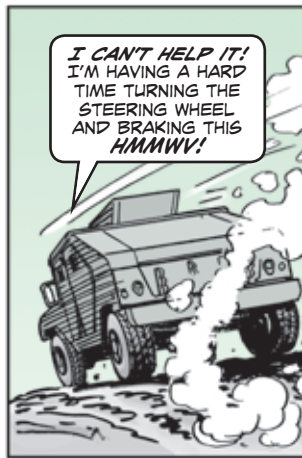
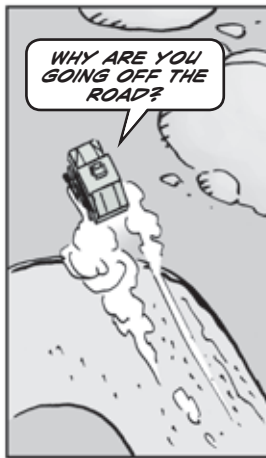
REFILL IT WITH TES-295 FLUID.

ALSO, MAKE SURE YOU REPLACE THE TRANSMISSION FLUID'S FILTERS, NSN 2910-01-508-1913 AND 4330-01-520-4832, BEFORE YOU REFILL THE TRANSMISSION.



HMMWV...

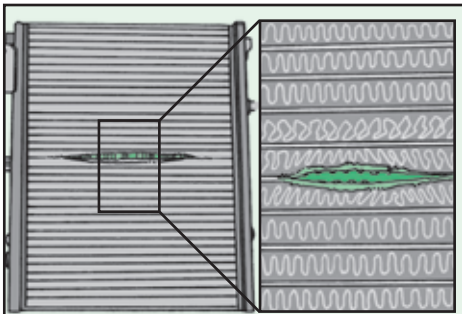
OIL COOLER FAILURE DEAD-LINES TRUCK!



Does your unit have HMMWVs with serial number 300,000 or higher? If so, your HMMWV could have a faulty combination oil cooler.

The combination oil cooler contains engine oil, transmission oil and power steering fluids. Problems with the power steering oil cooler segments have been reported to TACOM LCMC. The power steering fluid flow tubes are located within the center section of the combination oil cooler.

These tubes could expand or rupture during initial engine warm-up or start-up, especially when the vehicle's hydraulic system is cold. A ruptured power steering cooler causes a loss of power steering fluid and pressure, making your HMMWV hard to steer. Braking will also suffer because the power hydro-boost is also affected. You don't need hard steering or braking, especially in a war zone!



Failure example: Ruptured power steering flow tube

Inspect Like the TM Says!

Avoid this by inspecting the combination oil cooler for ruptures, leaks or swollen tubes like the PMCS table in TM 9-2320-387-10 says. Here's a quick reminder, as it relates to the oil cooler:

1. Both before and after driving your HMMWV, visually check underneath the truck for fluid leaks. If leakage is detected, find the location and cause of the leak. See if that oil cooler is the culprit.

2. Perform a one-minute engine warm-up in normal operations and a three-minute engine warm-up in cold weather operations (32°F and below). And make sure you don't use your steering and braking systems during warm-up! Then, re-inspect the combination oil cooler for leaks.

If you find a faulty oil cooler, your HMMWV is **NMC!** And it'll stay that way until the combination oil cooler is replaced. By the way, an oil cooler relief valve retrofit kit has been developed to prevent premature failure of the combination oil cooler. But your HMMWV isn't NMC if this retrofit kit is not installed.

The oil cooler and relief valve kit is a one-time free issue for units with HMMWVs that have serial number 300,000 or higher.

And TACOM SOUM 10-007 tells you all about this problem. View it online if you haven't yet:

https://aeps2.ria.army.mil/commodity/soum/tacom_wn/sou10-007.html

Use the Warranty

COMPLETE THE WARRANTY FORMS FOUND ON THESE LINKS TO RECEIVE THE COMBINATION OIL COOLER RETROFIT KIT AND THE COMBINATION OIL COOLER...



https://aeps2.ria.army.mil/commodity/soum/tacom_wn/Warranty-Oil-Cooler-Kit1.xls
https://aeps2.ria.army.mil/commodity/soum/tacom_wn/Warranty-Claim-Oil-Cooler1.xls

THEN EMAIL THE COMPLETED PAPERWORK TO:
milserv@amgeneral.com

HMMWVs...

STARVING FOR AIR

SOMETIMES UNDERSTANDING THE SYMPTOM OF A MAINTENANCE PROBLEM TAKES A LITTLE DETECTIVE WORK.

BUT EVENTUALLY ENOUGH CLUES WILL LEAD TO AN ANSWER.

IN SOUTHWEST ASIA, COMMON COMPLAINTS ABOUT VEHICLE ENGINES INCLUDE THESE SYMPTOMS...

- engine runs rough
- no power under a load
- stalling when slowing down
- poor idling

SO WHAT CAUSES THE PROBLEM?

The answer might be on your truck's hood. With the hood open or closed, take a close look at the air intake cap before checks and services. The right distance between the cap and air intake housing is about 1 1/2 inches, almost two fingers width. Any distance less than that means someone probably stepped on the cap. When that happens, less air gets into the air intake and starves the engine for air. Then it runs rough, cuts out or loses power under a load.

So, take a look at the cap and make sure it hasn't been stepped on. Check the distance between the cap and hood, and for dents in the cap. If something looks suspect, have your mechanic check it out and replace the cap with NSN 2940-01-189-1809 if necessary.

The right distance between cap and hood is about 1 1/2 inches...

...or about two fingers width

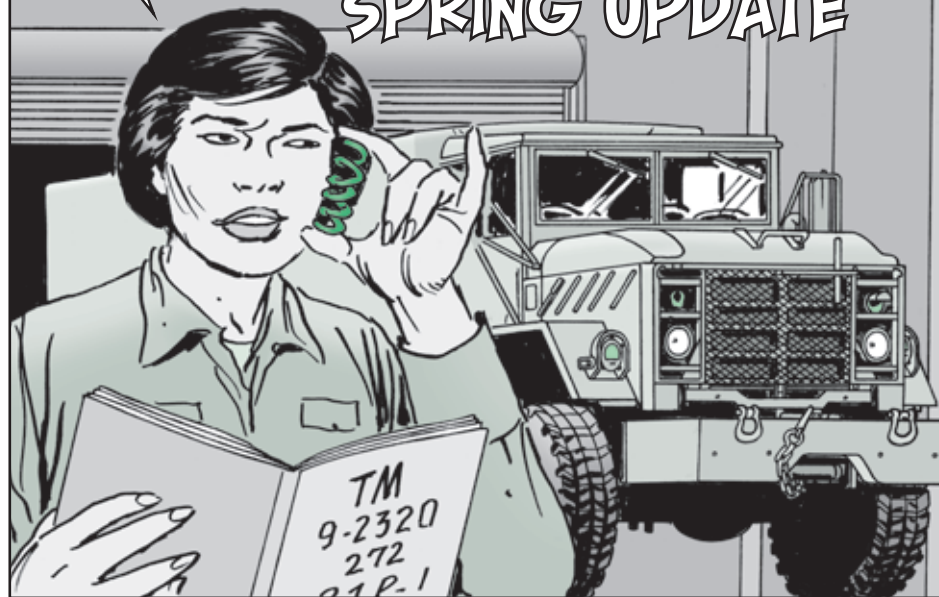
Take a close look at air intake cap

Has it been stepped on?

M939-Series Trucks...

POWER STEERING ASSEMBLY SPRING UPDATE

THIS SPRING IS A TERMINAL ITEM. I'LL ASK MY LAR ABOUT IT.



Dear Editor,

A unit ordered the spring, NSN 5360-00-795-6975, which is on the power steering cylinder assembly for M939-series 5-ton trucks. Then they learned that it's a terminal item! This spring is shown as Item 24 in Fig 317 of TM 9-2320-272-24P-1 (Feb 99).

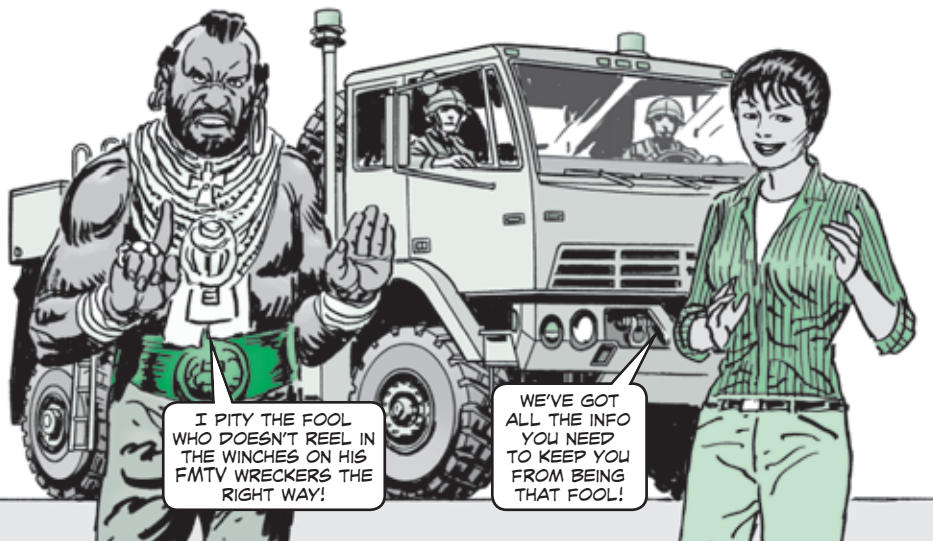
Please tell your readers not to order NSN 5360-00-795-6975 for the power steering assembly spring. Instead, they can get the spring by ordering the steering drag link parts kit, NSN 2530-01-511-5844. The kit costs about \$68.

I've submitted a DA Form 2028 so the correction can be made when the parts manual is updated. Your readers might want to pencil in the change until that happens.

Richard Brunson
TACOM LAR
Wiesbaden Army Airfield, Germany

Editor's note: Thanks for steering troops in the right direction, Mr. Brunson.

DON'T BE A FOOL WHEN REELING SPOOL!



Winches need to be reeled in with some resistance and they need to be spooled evenly. Otherwise, you can damage the spool, or damage or crush the cable. Improper spooling on wreckers, or on other vehicles with recovery winches, also can injure or kill people if the cable breaks.

If you see that the winch on your wrecker isn't spooled correctly, fix the problem by re-spooling it right! Take the time to spool the way the TM says.

And remember this sober warning: Your body can't stop the whip of a broken cable! Everybody should stay clear of the cable when there's a load on it.



Get Upgraded M777 Howitzer Latch Kit



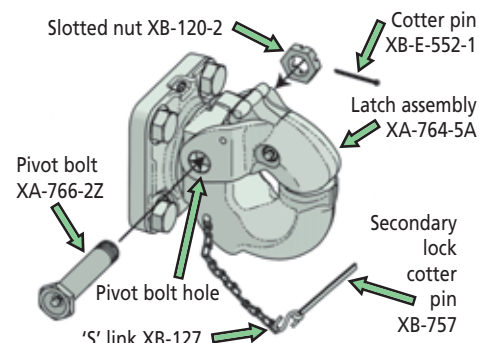
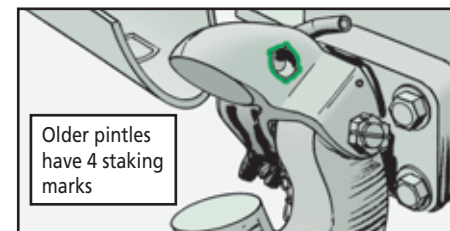
Who wants their M1083 or M1093 FMTV to separate from the M777A2 howitzer while towing? Too easy...nobody!

But chances that this separation could happen are increasing with older versions of the M1083 or M1093 pintle hooks that use a staked latch pin assembly. You can identify these old-style pintles by the four staking marks on each side of the latch pin. They make sure the pins stay in the latch assembly.

Prevent separation while towing by getting the upgraded pintle latch kit. This new RK-775 latch kit, NSN 2540-01-579-6710, replaces the upper pintle hook latch assembly with a non-staked, positive retention assembly.

It's available as a one-time, first-come, free issue to units who use M1083s or M1093s as prime movers for the M777 howitzer. Quantities are limited, so act now! Just order through the supply system.

Instructions and the items to the right come in the RK-775 kit:



Not shown:

Never-Seez®	XB-02967
2 Zerk fitting caps	XB-767-10

PM You Can Salute

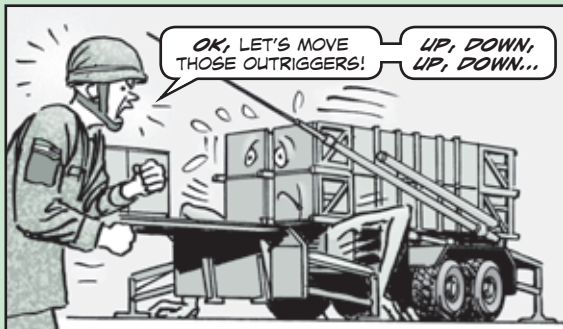
WE'RE READY
FOR ACTION
THANKS TO
YOUR PM!

PRACTICE THIS PM AND YOUR PATRIOT
SYSTEM WILL STAND UP AND SALUTE
WHEN IT'S TIME FOR ACTION...

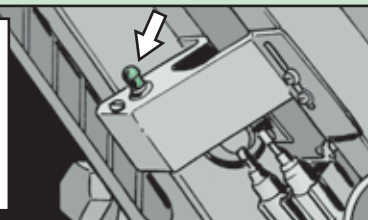
Outriggers

The outriggers on the Patriot trailers need weekly exercise to prevent freezing from corrosion. If they lock up, when you try to move the outrigger up or down it snaps at one of its welds. So raise and lower each outrigger weekly.

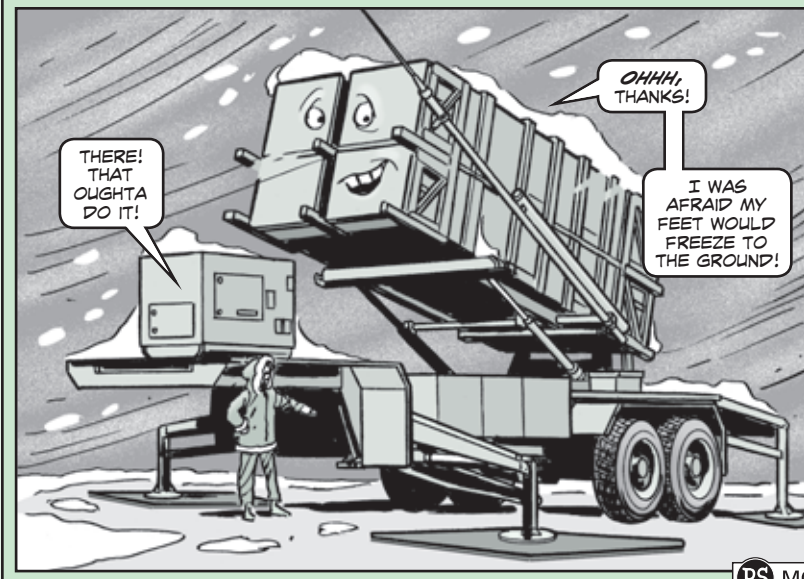
While exercising the outriggers, make sure each outrigger's three limit switches are still working and in adjustment. If the outriggers move beyond their normal limits, something is wrong. Tell your repairman.



Make
sure each
outrigger's
three limit
switches
are
working



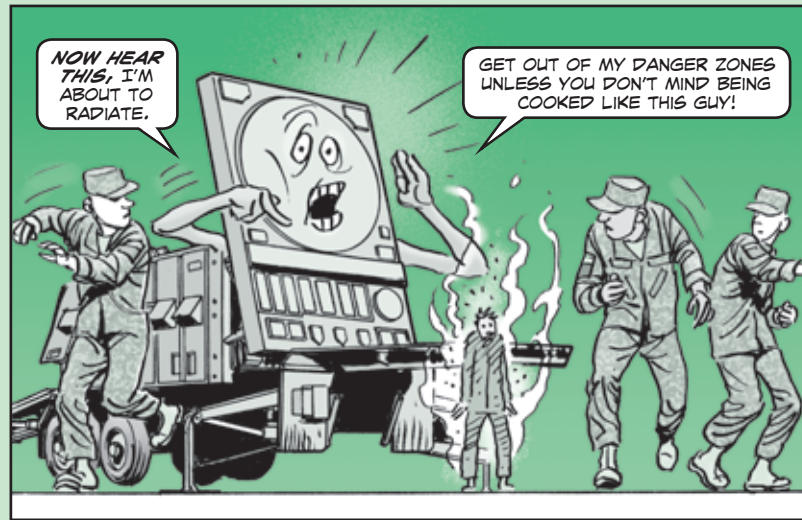
In freezing weather, put plywood or cardboard under the outrigger feet to keep them from freezing to the ground. Outriggers with frozen feet can break when you try to lift them off the ground.



PS MORE

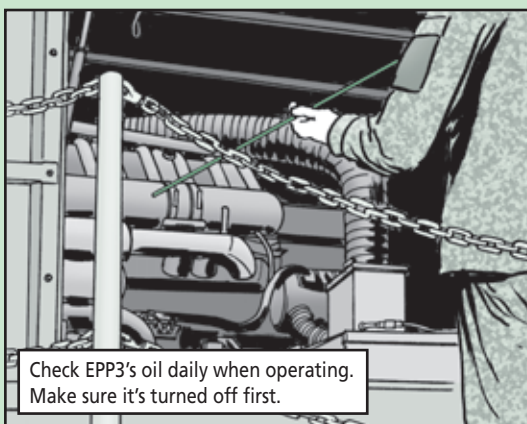
Radiating Safely

The Patriot radar puts out major juice when it's radiating. If a Soldier gets caught in the danger zone of the radar, he can cook like a potato in a microwave oven. That's why it's critical for you to practice all safety precautions when the radar is operating. Set up the range poles that mark where the danger zone is and sound the warning buzzer when you start to radiate.



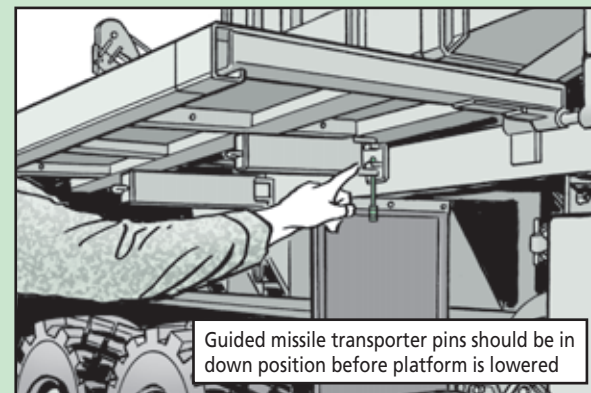
EPP3

Most EPP3s (electric power plant) leak a lot of oil. There's not much you can do about that except make sure the oil pan's bolt is kept tight and **check the oil daily** when operating. Remember the EPP3 must be shut down to get a correct oil reading. If the generator is running, the oil level will look low and you'll put in too much oil. That can pop seals.



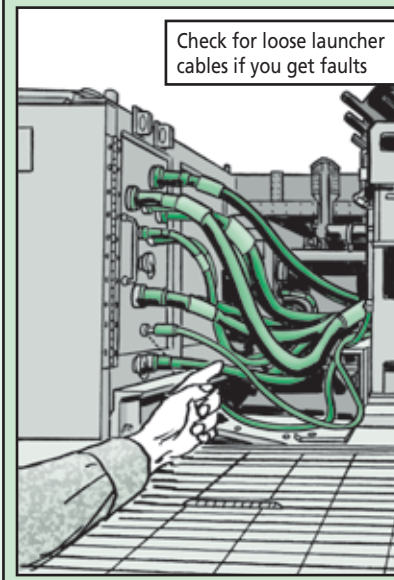
Guided Missile Transporter

Before you lower the side platforms on the guided missile transporter, first make sure the pins for the platform are in the down position. If they're sticking up, the platform bends them. Bent pins are difficult to remove and usually must be replaced.



Launcher Troubleshooting

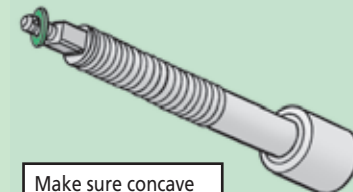
If you're getting unexplained faults with the launcher, try tightening all the launcher cables (especially those to the electronic launcher module) before calling in your repairman. Just one loose cable can be enough to cause faults.



Missile Canister Nuts

Two crew habits break the hex nuts on the missile canisters: over-torquing the nuts until they break and failing to put the concave washer under the nut to keep it from breaking.

Before you torque the canister nuts, make sure the concave washer is installed. Tell your repairman if you're missing washers, NSN 5310-01-534-6955. Set your torque wrench to 60 lb-ft and don't torque the nuts any tighter. If you're doing timed drills, make sure your torque wrench is set to 60 lb-ft before you start the drill. That way you'll be less rushed.



Make sure concave washer is in place on missile canister nuts

Don't Forget SAMS-E

WHATEVER YOUR METHOD OF MANAGING YOUR ARMS ROOM, ARMORERS, REMEMBER THAT ALL INFO **MUST** BE ENTERED INTO SAMS-E.

HERE ARE SOME TIPS FROM THE FORT LEWIS COMET TEAM ON HOW TO RUN YOUR ARMS ROOM.

Dear Editor,

I'm part of the COMET (command maintenance evaluation and training) Team at Ft Lewis. We had a problem with your article in PS 686 (Jan 10) on armorers using DD Form 314 and DA Forms 5988E and 5409 to keep track of repairs and maintenance of weapons in the arms room.

These forms should be used only by the very few units that haven't switched over to SAMS-E, the automated system. Otherwise, all services should be routed through the SAMS box, which will automatically track repairs and maintenance.

We find problems in arms rooms are often caused by armorers not being adequately trained in how to run an arms room. We remedy that problem here at Lewis by requiring all new armorers and assistant armorers to attend an armorers course we conduct. Armorers who transfer here from other posts are required to take a refresher course.

The course allows us to explain to the armorers the -10/-20 standards for weapons and the Ft Lewis physical security requirements. Plus we can answer any questions they have and evaluate their ability to become a successful armorer. We make it clear to armorers that they can call on us when they have problems.

We also give them a sample weekly battle rhythm for the arms room:

MONDAY—vehicle maintenance and operator PMCS

TUESDAY—service individual weapons (M9, M4/M16, M203, M500, M107)

WEDNESDAY—service crew-served weapons (M249, M240, M2, MK 19)

THURSDAY—service individual weapons

FRIDAY—update SAMS-E

I hope this information helps armorers throughout the Army.

Chet Mainwaring
COMET
Ft Lewis, WA

Editor's note: This certainly will help armorers, Chet.

In the article, we mistakenly referred to DA Form 5909—that should be DA Form 5409, Inoperative Equipment Report. The use of forms 314, 5988E and 5409 by the armorer are strictly for his own use in managing his arms room. As we say in the article, all information **must** be given to the SAMS clerk so it can be entered into the automated system. What SPC Kyle Adams suggests is a method that uses the SAMS system but is tailored to his needs.

COMET teams exist at Fts McPherson, Bragg, Stewart, Drum, Campbell, Hood, Carson, Riley, Polk, Irwin and Lewis. They are standing by to help armorers. You can contact them through your division or brigade's G-4 or S-4.

M9 Pistol...

Is There a Cleaning Rod NSN?

HEY, GOOD NEWS! PS HAS AN NSN FOR YOUR CLEANING ROD.



Dear Half-Mast,

Is there an NSN for the cleaning rod for the M9 pistol that's stored in the M12 holster?

SGT C.H.

Dear Sergeant C.H.,

Yes. NSN 1005-01-564-7421 was just added to FED LOG and it's a Class 9 part.

Half-Mast

Army Offers More Racks

Marvel Racks	
NSN 1095-01-	Description
565-2809	10 M4 carbines, M16 rifles or M500 shotguns, or in any combination
571-7310	2 120mm mortars
571-7275	10 M4s, plus 9 M9 pistols in a secure tray
571-7306	10 M4 carbines, M16 rifles or M500 shotguns, or in any combination, on a cart
571-7309	6 M249 machine guns
571-7313	60 M9s on pegs in 34-in tall rack
571-7321	Bin storage for optics and NVGs (can stack on 45-in tall rack)
571-7353	30 M9s (16-in tall rack that can be stacked on 45-in or 61-in tall rack)
571-7343	90 M9s on pegs in 45-in tall rack
571-7378	120 M9s on pegs in 61-in tall rack
571-7342	61-in tall rack with three adjustable shelves
571-7367	4 MK 19 machine guns
571-7344	6 M240B machine guns
571-7348	8 different positions for a combination of M4s, M16s, M500s and M249s
571-7357	2 M2 machine guns and 4 spare barrels (can be modified for 4 M2s)
571-7637	10 M4s or M16s or M500s, plus 9 M9s on pegs



SpaceSaver	
NSN 1095-01-	Description
550-7890	Transport rack for 6 M240Bs
550-5431	Transport rack for 6 M249s
550-7863	Transport rack for 3 MK 19s
561-5353	5 M16s or M4s
561-5359	Transport rack for 5 M16s or M4s
561-5366	3 M240Bs
561-5379	Transport rack for 3 M240Bs
561-5390	3 M249s
561-5403	Transport rack for 3 M249s
561-5419	1 M2
561-5431	Transport rack for 1 M2
561-5422	1 MK 19
561-5442	Transport rack for 1 MK 19
550-8020	2 M2s with 4 barrels
550-7885	Transport rack for 2 M2s and 4 barrels
523-4304	10 M16s or M4s
550-5429	Transport rack for 10 M16s or M4s
550-7893	6 M240s
523-4303	6 M249s
550-7881	4 MK 19s or mortar tubes

Stanley Vidmar	
NSN 7125-01-576-	Description
8257	Storage cabinet for 40 M16s
8258	Storage cabinet for 24 M16s or M4s
8259	Storage cabinet for 25 M240s
8260	Storage cabinet for 20 M240s
8261	Storage cabinet for 320 M9s
8256	Storage cabinet for 45 M4s without optics

ONE
LAST
CHART!

WAR-TAC	
NSN 1095-01-571-	Description
7603	Rack that can hold each of the following:
	• 18 M16s, M4s, or M500 shotguns
	• 12 M16s or M4s with optics
	• 6 M16s or M4s and 4 M249s, all with optics
	• 9 M249s or M240Bs with optics
	• 5 M2s with spare barrels
7608	• 5 MK 19s
	Rack that can hold each of the following:
	• 18 M16s or M4s or M500s and 14 M9s and 12 special item containers
	• 12 M16s or M4s with optics and 14 M9s and 12 special item containers
	• 9 M249s or M240Bs with optics and 14 M9s and 12 special item containers
	• 12 sniper rifles (all models) with optics and 14 M9s and 12 special item containers
	• 5 M2s with spare barrels and 14 M9s and 12 special item containers
	• 5 MK 19s with ground mounts and 14 M9s and 12 special item containers

For more information about the racks, visit the manufacturers' websites:

Marvel:

<http://www.universalweaponracks.com/>

Space Saver:

<http://military.spacesaver.com/Military/productsolutions/weaponsstorage.htm>

Stanley Vidmar:

<http://www.stanleyvidmar.com/military/weapons-storage>

WAR-TAC:

Call (251) 401-8242 or email wartacdrp@aol.com

THE ARMY
WILL **NOT** BE
STOCKING REPAIR
PARTS FOR
THESE RACKS.

THOSE PARTS
MUST BE
ORDERED
DIRECTLY
FROM THE
MANUFACTURER.

OTHER RACK
CONFIGURATIONS THAN
THOSE DESCRIBED
ABOVE ARE AVAILABLE,
BUT AGAIN THOSE
MUST BE ORDERED
DIRECTLY FROM THE
MANUFACTURER. THESE
RACKS NEED TO BE
CERTIFIED BY YOUR
LOCAL TACOM LAR
IF THEY HAVE NO NSN
STAMPED ON THEM.



PS END

Bravemast

BRAVEMAST RIDES
HIS HORSE INTO A
CASTLE COURTYARD...



HERE,
DOUGAL LAD!
TAKE CARE OF
WARHAMMER.
HE'S HAD A
HARD RUN
TODAY.

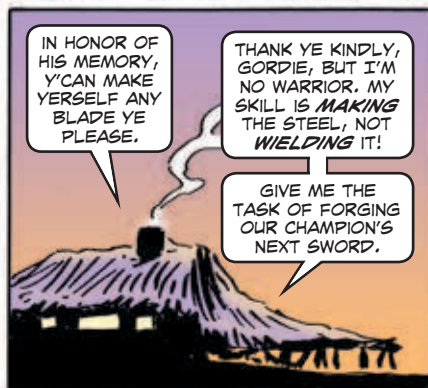
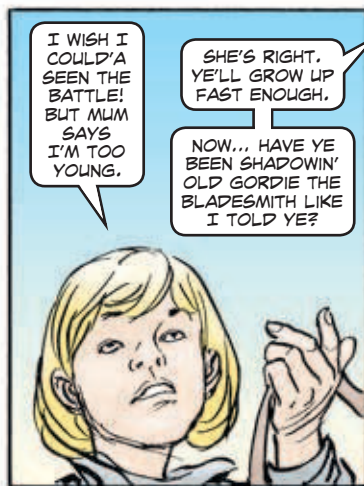
FIGHTIN' THE
ENGLISH
AGAIN,
BRAVEMAST?

WAS
TODAY'S
BATTLE
VERRA
FIERCE?

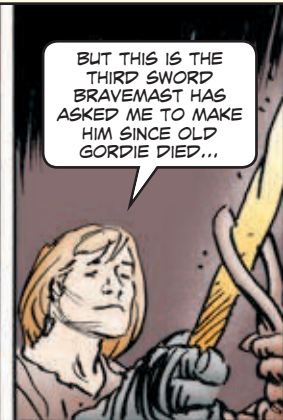


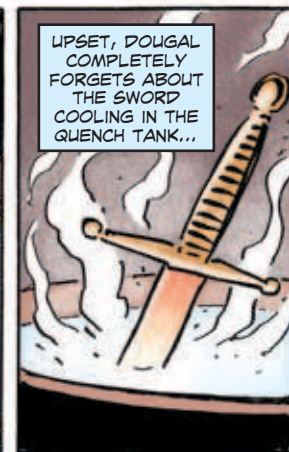
AYE, LAD...
WE FELLED
HALF THE
ENEMY IN A
SHORT DAY'S
WORK.

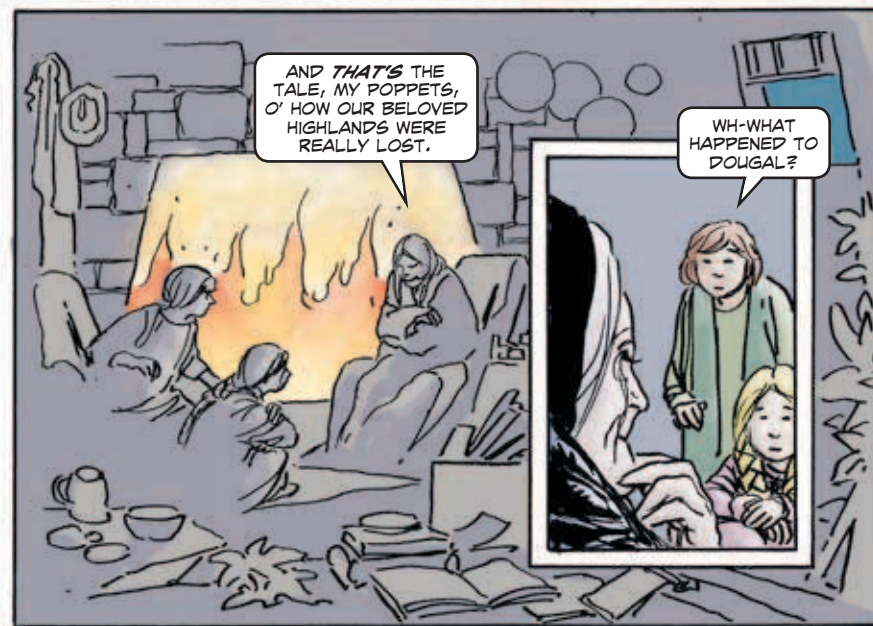
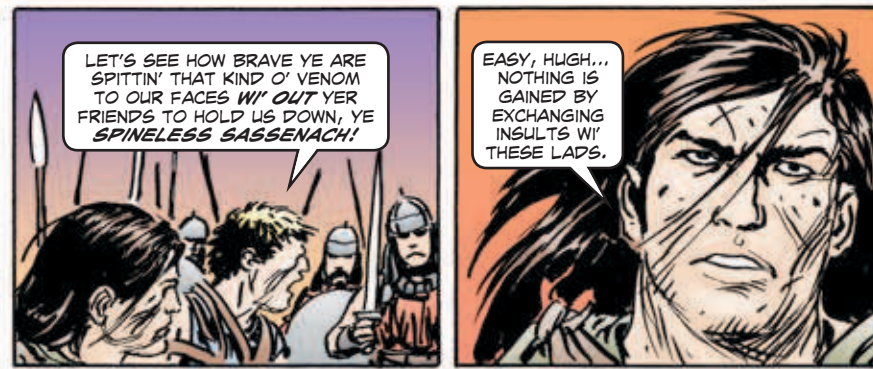
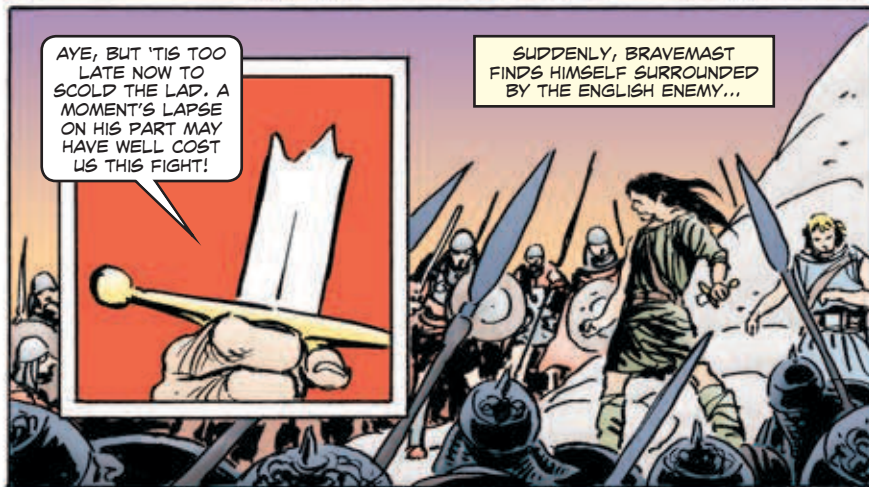


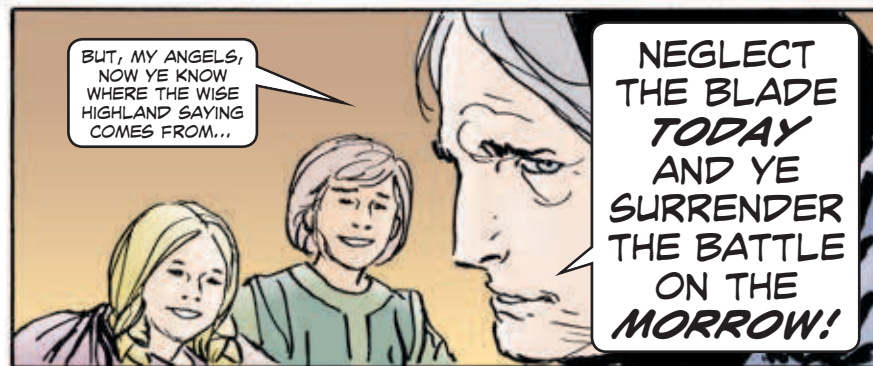
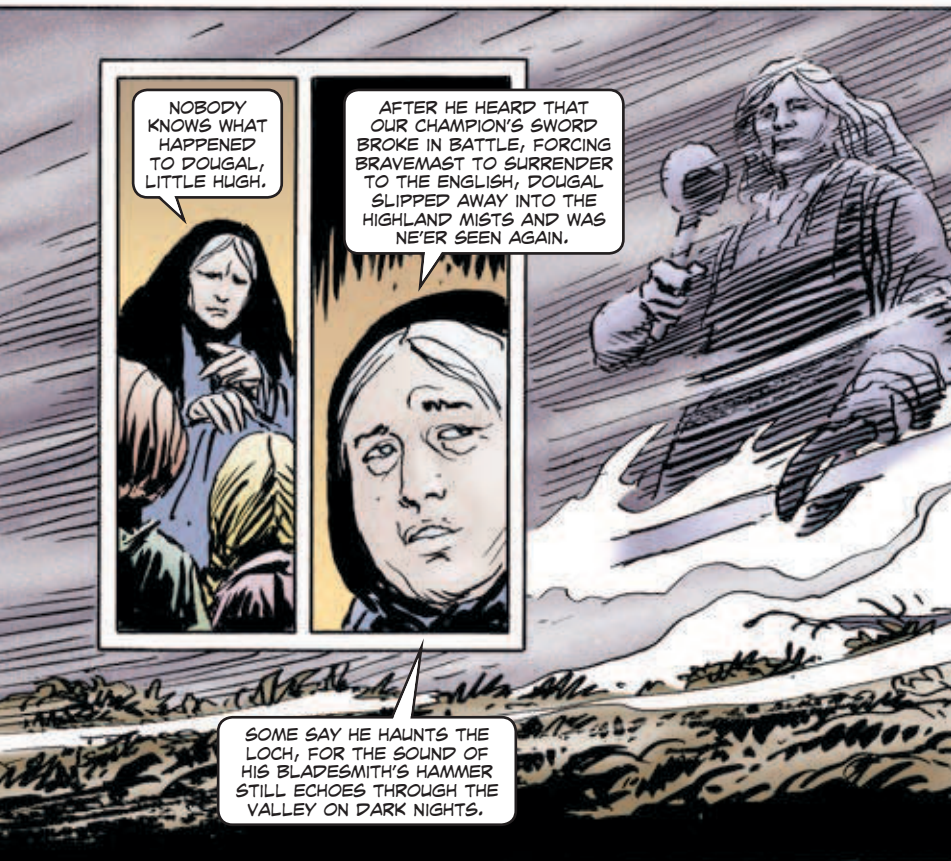


MORE TIME PASSES... AS DOUGAL HAMMERS BRAVEMAST'S NEWEST SWORD.

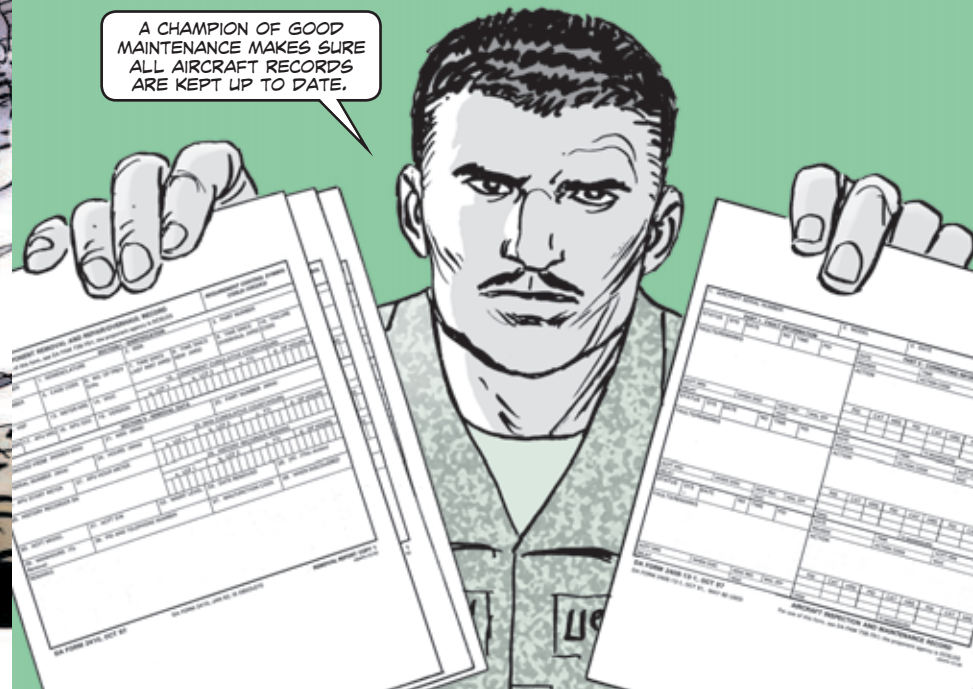








KEEP GOOD MAINTENANCE RECORDS!



For example, any time you remove a TB 1-1500-341-01 tracked component for repair, troubleshooting or overhaul, it should be accompanied with a completely filled out DA Form 2410, *Component Removal and Repair/Overhaul Record*.

Incomplete information on the form can lead to duplication of maintenance. A complete record ensures no one will have to remove the main rotor head or the drive train system for maintenance that's already been done.

If you're doing daily inspections or recording faults, write down every detail on DA Form 2408-13-1, *Aircraft Inspection and Maintenance Record*.

Course, if you need help completing any aircraft form, check out the good words in the aviation paperwork bible — DA PAM 738-751.

M4 WEAPONS MOUNT

THIS M4 DOESN'T FIT IN YOUR WEAPONS RACK...

...MAYBE I SHOULD GO GET A PISTOL!

NOW DON'T GO OFF HALF-COCKED!

THAT M4'S NOT GONNA FIT IN MY WEAPONS RACK UNTIL YOU USE THE COLLAPSIBLE BUTTSTOCK AND THE 20 ROUND MAGAZINE!

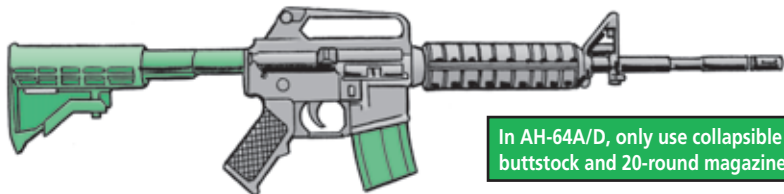
Some AH-64 units are experiencing problems fitting the M4 carbine, NSN 1005-01-231-0973, into the pilot station's weapons rack.

That's because some units are using M4 buttstocks not designed to fit into the weapons rack.

If you want your carbine to fit where it belongs, always use the collapsible buttstock, NSN 1005-01-459-0734, on the M4 carbine. Make sure you have enough on hand for all aviators prior to deployments.

And never install a 30-round magazine in the weapon while in flight. That's because it will interfere with an emergency exit from the cockpit.

The 30-round magazine is too long. If one is wanted, carry it in your pocket and insert it after exiting the aircraft. A 20-round magazine, NSN 1005-00-056-2237, fits in the weapons rack. This magazine is a terminal item, but there's plenty of stock available. The replacement magazine won't fit the rack.



In AH-64A/D, only use collapsible buttstock and 20-round magazine

Topside Maintenance

WHAT THE HECK HAPPENED TO YOU!?

MY MECHANIC LEFT A COUPLE OF TOOLS ON MY WEATHER SHIELD... THEY SLID OFF... AND NOW MY WINDOWS ARE CRACKED!

ROGER THAT!

ARE YOU LISTENING TO THIS? YOU BEST NOT BE LEAVING ANY TOOLS ON MY WEATHER SHIELD!

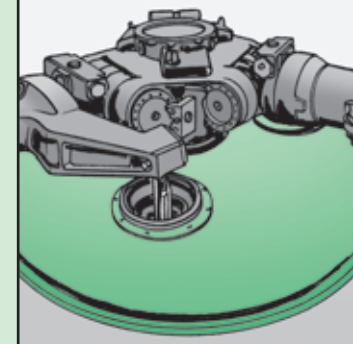
When you're working topside doing maintenance on your Chinook's forward rotor blades, be smart now rather than sorry later, mechanics.

Smart maintenance means smart use of your tools. Don't leave tools on the weather shield because they can slide off or be knocked off if the blades get rotated.

For example, if a wrench falls from the weather shield, it can shatter the eyebrow windows or the windshield. Worse, if other mechanics are working in the cockpit, a falling wrench can break the windows and hit them on the noggin. Ouch!

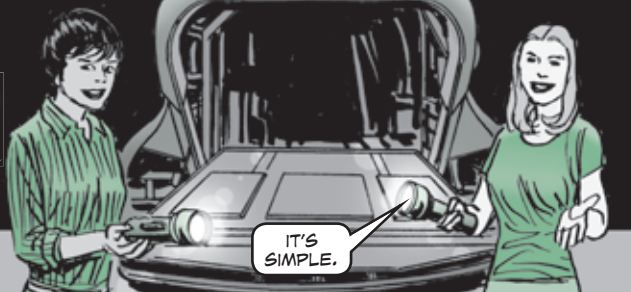
Tools left lying on the weather shield create unnecessary hazards. So work smart now and you won't have to deal with repairs and injuries later.

Don't leave tools on weather shield!



CH-47D... SAVE YOUR LIGHT

HAVE YOU WONDERED WHY MANY CHINOOK AFT CABIN LIGHTS DON'T WORK?



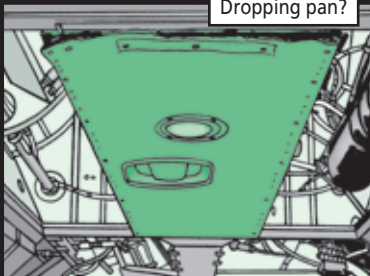
IT'S SIMPLE.

Mechanics forget to disconnect the light's cannon plug while taking off the aft transmission drip pan to inspect the aft transmission area.

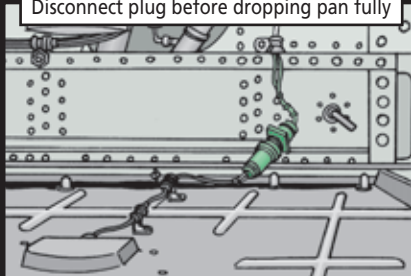
If you don't disconnect the light's connector plug while removing the aft transmission drip pan, the wires will get ripped out of the plug.

Save the light and your electrical repair technician some agony. When you take off the pan, lower it a bit and then disconnect the cannon plug before you drop the pan the entire way. Just don't forget to reattach the cannon plug when you're finished.

Dropping pan?

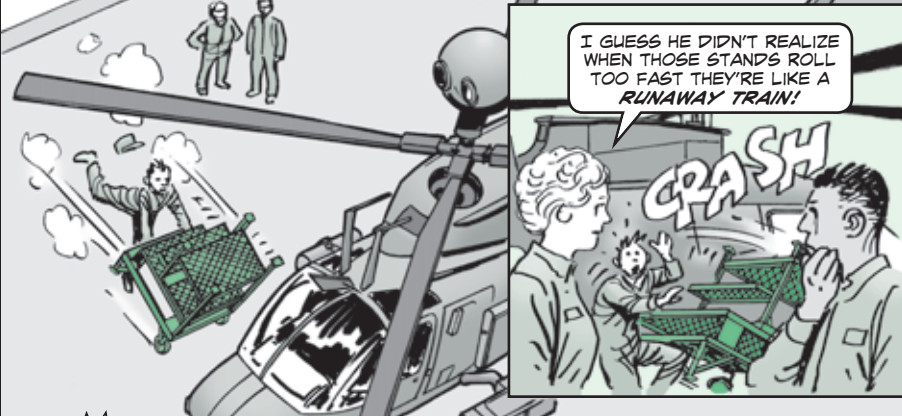


Disconnect plug before dropping pan fully



Ground Support...

RUNAWAY MAINTENANCE STAND



Mechanics, good maintenance always starts with attention to detail. And that includes the maintenance stand.

Slow your roll when maneuvering the low-level maintenance stand, NSN 1730-00-269-8283, near your aircraft. Before moving the maintenance stand, make sure the top section is locked into position.

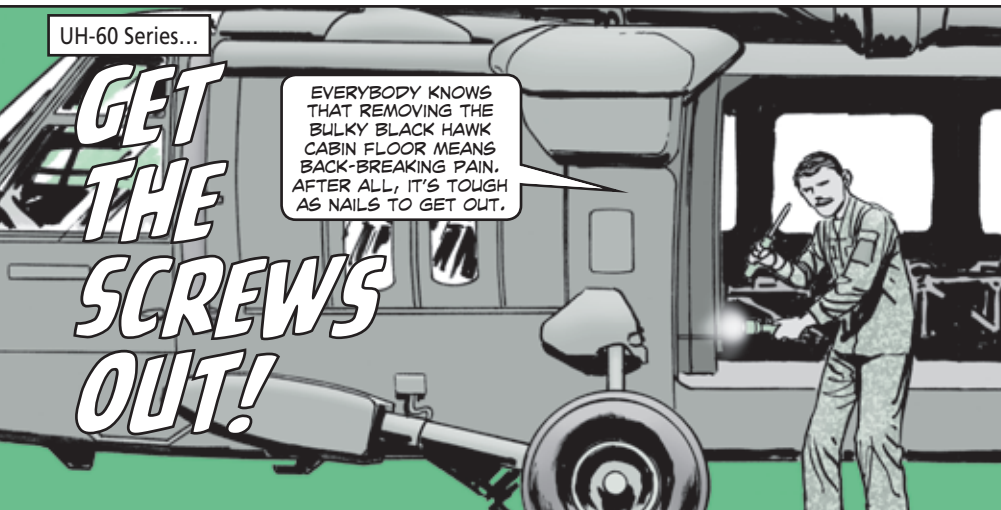
The stand is bulky and heavy. It doesn't roll like a car so you can't stop it like one. When you roll the stand up to an aircraft too fast, it can act like a runaway train. Before you know it, **Bam!** You just took out a chunk of the airframe.

The best bet when using the stand is slow and steady. Start slowing down while you still have plenty of room to stop before reaching your aircraft.

UH-60 Series...

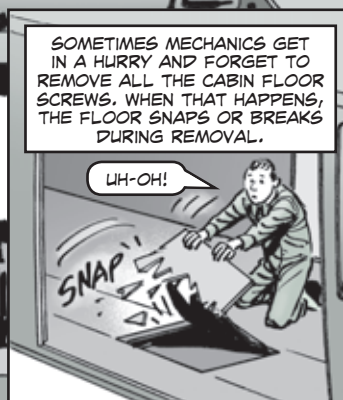
GET THE SCREWS OUT!

EVERYBODY KNOWS THAT REMOVING THE BULKY BLACK HAWK CABIN FLOOR MEANS BACK-BREAKING PAIN. AFTER ALL, IT'S TOUGH AS NAILS TO GET OUT.

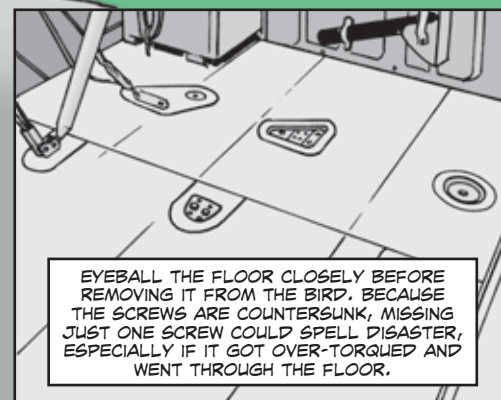


SOMETIMES MECHANICS GET IN A HURRY AND FORGET TO REMOVE ALL THE CABIN FLOOR SCREWS. WHEN THAT HAPPENS, THE FLOOR SNAPS OR BREAKS DURING REMOVAL.

UH-OH!



EYEBALL THE FLOOR CLOSELY BEFORE REMOVING IT FROM THE BIRD. BECAUSE THE SCREWS ARE COUNTERSUNK, MISSING JUST ONE SCREW COULD SPELL DISASTER, ESPECIALLY IF IT GOT OVER-TORQUED AND WENT THROUGH THE FLOOR.



PS 692

39

JUL 10

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



To get the sharpest image on AN/PVS-7B, or -7D night vision goggles, the objective lens is factory-set at infinity. This setting is held by the objective lens assembly locking ring.

During some maintenance, the locking ring is released, the objective lens is refocused and the locking ring is set and sealed again.

So far, so good.

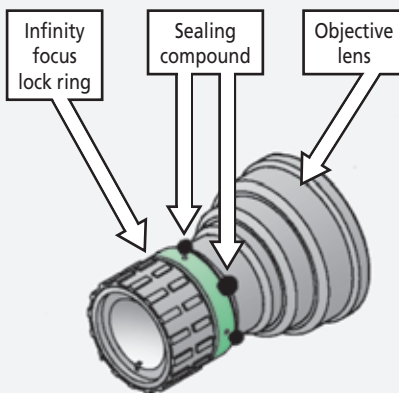
Unfortunately, users, some of you aren't happy with the sharpest focus you can get. You're sure you can do a little better. So, you break the seal on the locking ring and start twisting the infinity focus. Soon, you've screwed the objective lens so tight against the image intensifier tube that you crack the lens at worst or reduce goggle performance at best. Neither of these is a good thing!

Users, your job concerning the locking ring is to make sure it isn't loose or cracked like it says in TM 11-5855-262-10-2. It is not your job to loosen it. If the ring is loose or cracked, turn it in to your NVG maintainer for repairs.

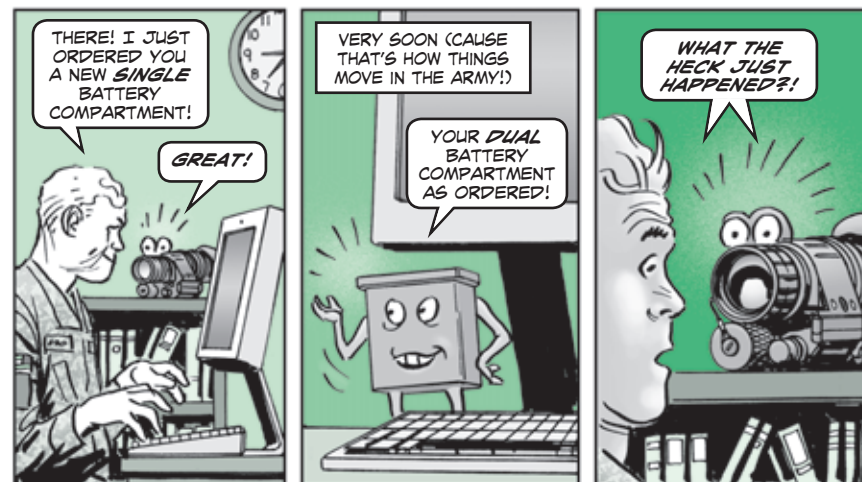
Maintainers, your job is to reset the infinity focus and lock the ring in place. To ensure the locking ring stays in place, it is sealed with drops of sealing compound, NSN 8030-01-390-7555.

Do not seal it with super glue or any other kind of glue! Doing this will not allow future adjustments. Then the entire objective lens must be replaced. Most of you are saying you would never use glue. Good. But some of you are saying "oops," because you've done it! Just say "No!" to glue!

When the locking ring needs to be loosened, do it with cushioned slip-joint pliers, NSN 5120-00-624-8065. This is all part of the instructions in Para 3-13 of TM 11-5855-262-23&P-2.



SINGLE OUT BATTERY COMPARTMENT



Dear Half-Mast,

I've got one of those "what the heck is happening" questions concerning the battery compartment on the AN/PVS-14 night vision device (NVD).

I was told to order the single battery compartment, NSN 5855-01-523-4058, for our NVDs. It's newer and supposedly more durable than the dual battery compartment, NSN 5855-01-444-1233. In addition, as indicated, it needs only one battery! Both of these battery compartments are shown in several illustrations including the cover of TM 11-5855-306-10.

However, when I order the single compartment, they send the dual one! Now I see that the single compartment is a terminal item on FED LOG!

So, what the heck is happening with the single battery compartment for the AN/PVS-14?

SSG S.W.

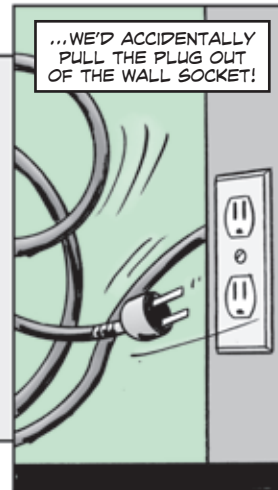
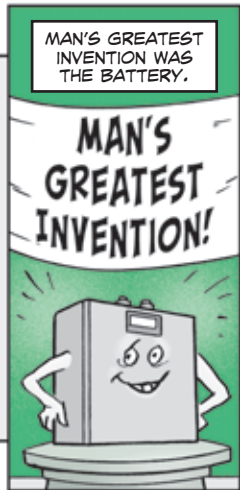
Dear Sergeant S.W.,

Thanks for writing. At PS, we love answering "what the heck is happening" questions. What the heck is happening is a supply SNAFU. Somewhere, somehow, the ball passing between the supplier of the single compartment and the Army supply shelves was dropped! Now it looks like 2011 before the single compartments will be available.

So, continue to live with the dual compartment and the two batteries for now and when the single one becomes available, we'll let you and all PS readers know.

Half-Mast

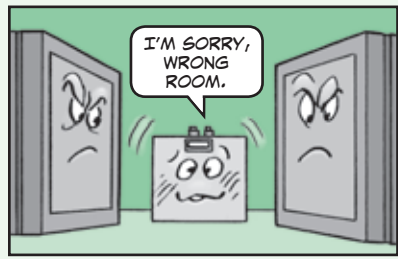
SIX THINGS TO AVOID!



1. Avoid extended storage. Every Soldier likes to stockpile supplies and equipment. It's better to have too much than not enough, right? But batteries need to be used. Lying around is not their thing. The chemicals in batteries never really rest. Stuff is happening inside a battery that reduces its powering capacity. The key to always having fresh batteries is knowing your unit's battery usage and meeting that need, but not piling up excess. And remember, "first in, first out."

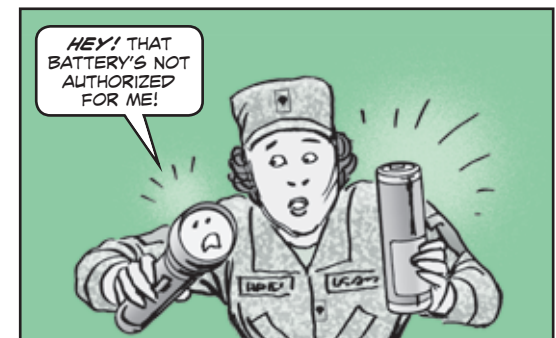
2. Avoid heat. High storage temperatures will ruin a battery. Even commercial batteries like double As, Cs, and Ds can be cooked in the heat. So, it's up to you to help batteries keep their cool. Don't leave batteries in direct sunlight. Don't store batteries in hot CONEX boxes or MILVANS. If you're suffering in the heat, your batteries are, too.

3. Avoid storing batteries with different chemistries together. Like a divorcing couple, some batteries don't get along and their relationship can be explosive! Check the MSDS for every battery type you use. Know their chemistry. Lithium batteries should always be segregated from other types. They just don't play well with others!



4. Avoid removing battery packaging before using the battery. Keep batteries in their original packaging until needed. The original packaging helps you identify the batteries and does offer some protection from crushing, puncturing and shorting.

5. Avoid using non-authorized batteries. It seems like every country on the earth makes batteries. Of course, all batteries are not created equal. If you're getting a non-authorized battery on the cheap, chances are it's a poorly made, short-lasting, possibly-exploding battery.



6. Avoid surprises by checking your batteries before use. Check new batteries for a good charge prior to issuing them to make sure high heat has not fried them, or a lengthy storage has not drained them. Checking the equipment is better than nothing, but a battery tester like the ZTS tester, NSN 6625-01-494-9163, is better.

DEALING WITH THE DIPSTICK

DIPSTICK PROBLEMS?
WE'VE GOT YOUR SOLUTION
HERE... KEEP READING!



Dear Half-Mast,

Item 1 in Fig 17 of the 30-kW TQG engine technical manual, TM 9-2815-259-24P, gives the part number for the oil dipstick as RE69243. In the part number index, this crosses to NSN 6680-01-470-3952.

We ordered this dipstick and when it arrived, it wasn't the same as the one it replaced. This dipstick was one-sided. The one it replaced was two-sided with measurements for a hot and a cold oil check.

So, did supply send the wrong dipstick or has there been a change where a two-sided dipstick is no longer required?

SGT R.T.

Dear Sergeant R.T.,

Thanks for the great question. When you're talking preventive maintenance, it doesn't get any sweeter than a discussion about engine oil dipsticks.

Ignore the part number and NSN shown for the engine oil dipstick in this TM for the 30-kW TQG and in TM 9-2815-260-24P for the 60-kW TQG. This is the wrong dipstick for these John Deere diesel engines that need both a hot and cold oil check.

The correct, two-sided dipstick is part number RE501288. However, there is a problem. This dipstick is not in the supply system. In order to get it through the system, you will need to make a part number request using DD Form 1348-6.

Enter in the REMARKS block that there is no NSN for this part and that the part must be ordered directly from John Deere.

Or, you can simply order it yourself from the John Deere military sales website:

http://www.deere.com/en_US/contractsales/fedmilitarysales/parts.html

Once at the website click on the Parts Catalog. Once there, enter part number RE501288 into the Search engine. From that page, you'll be able to order the dipstick. You'll need to register and establish a password to complete your order.

Eventually, DLA will clear the supply shelves of the wrong dipstick for this engine and put the correct dipstick on the shelves. When it happens, we'll let you know.

Half-Mast

IT MIGHT NOT BE A FAULT!

Your day is going fine and the world looks rosy when out-of-the-blue your big TQG shows an error code of 901 in the digital voltage regulator (DVR) display.

You panic because you know that code represents something nasty—a DVR Memory Failure Severe Fault! Time to get a new DVR, you think, as your perfect day comes to an end.

But wait!

It could be a mistake. It has been known to happen. Try to change and store a new parameter value in the DVR.

Follow your TM.

Did it work?

No?

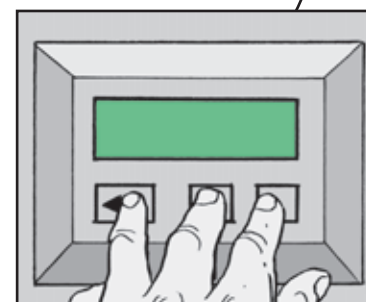
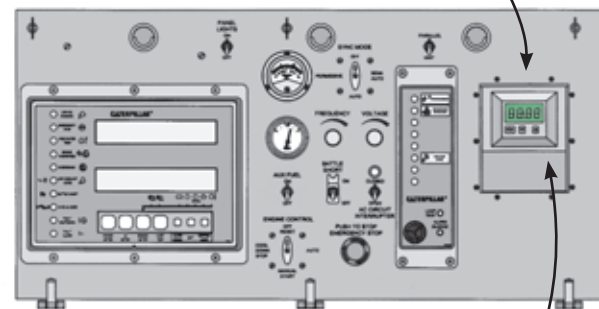
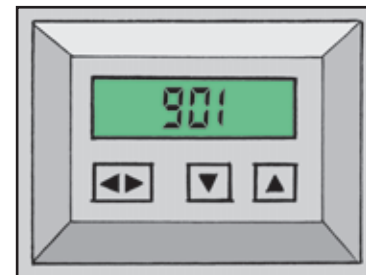
Then try this:

1. Shut off the power to the DVR and take the generator offline.
2. Press and hold all three front panel buttons—function arrow keys—at the same time.
3. While holding the buttons down, turn the power on. Hold the buttons down for a few more seconds, then release.
4. The DVR will boot up and return to the factory-installed default settings.
5. Reprogram the DVR like it says in your TM to the settings you need for your operation.

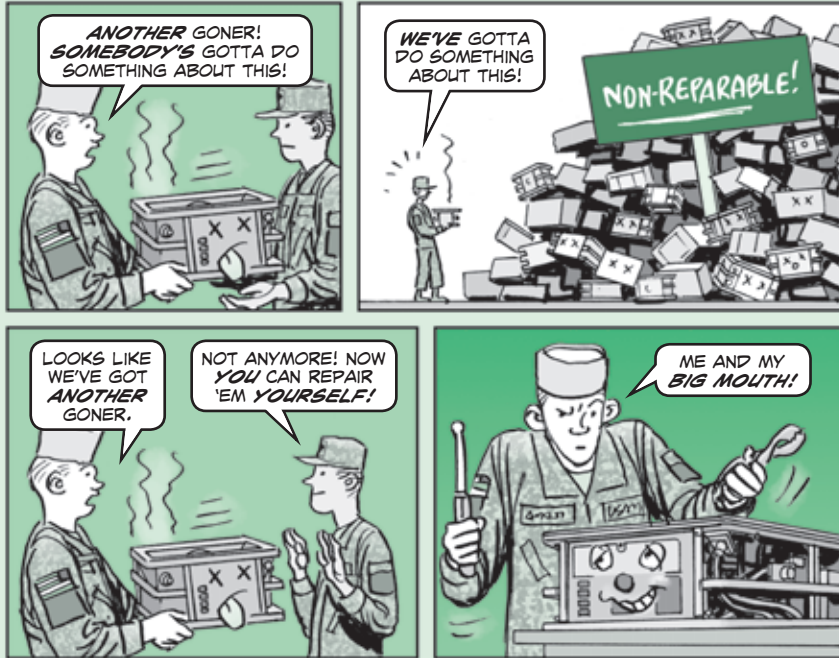
Did the 901 fault go away?

It did? Great! The world is rosy and the sky is clear again.

It didn't? It popped back up? Sorry, your day is still cloudy and you'll have to replace the DVR.



OPERATORS GET NEW MAINTENANCE TASKS!



Modern burner unit-V3 (MBU-V3) operators, listen up. You just got a few more maintenance duties. The Army says it's now your job to remove and replace the MBU-V3's compressor, control panel and fuel delivery block. It's also your job to inspect, test and adjust them.

Why the additional duties? In the past, the MBU-V3 was SMR coded Z, nonreparable, in the repair parts and special tools list (RPSTL). That led to a slew of turn-ins and new requisitions. Soon MBU-V3 stocks ran low. So, to save money, avoid shortages and improve mission readiness, the Army changed the coding to make the item reparable. The upshot is the operators were assigned three more maintenance tasks. This saves valuable time: It shortens the MBU's repair cycle and returns the MBU to service pronto.

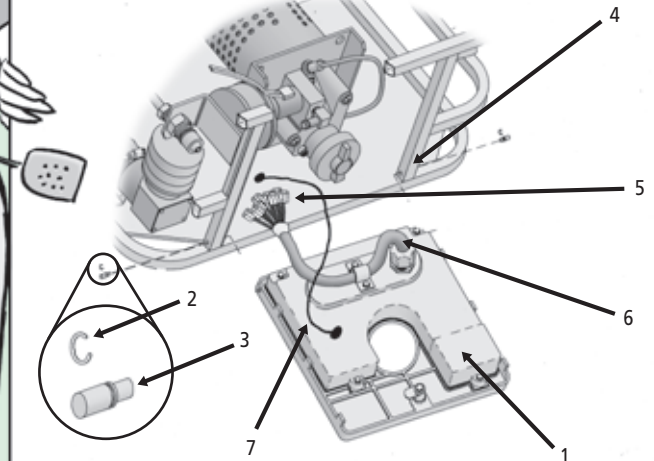
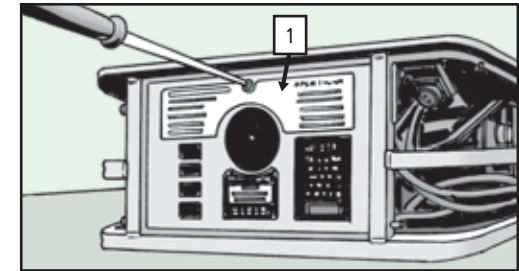
The 92G (food service operations specialist) MOS program of instruction will be revised to include these maintenance tasks, inspection, testing and adjustment.



Replacing the Control Panel

1. Unplug the MBU-V3's power cable. Make sure the burner unit is cool to the touch.

2. Turn the screw on the locking arm of the hinged control panel (1). Open the panel.



3. The cable harness (6) runs from the back of the panel into the MBU. Disconnect the eight connectors (5) with their color-coded wires. Remove the green ground wire (7) from the control panel.

4. Remove the snap rings (2) from the hinge pins (3) with a screwdriver. Remove the hinge pins from the frame (4).

5. Remove the control panel from the frame.

6. Put the replacement panel into position. Insert the hinge pins through the frame. Fasten the hinge pins with the snap rings.

7. Plug in the eight connectors at the end of the cable harness. Follow the color coding of the wires. Reconnect the ground wire.

8. Close the hinged control panel. Turn the screw on the locking arm to hold the panel in place.

Inspecting the Control Panel

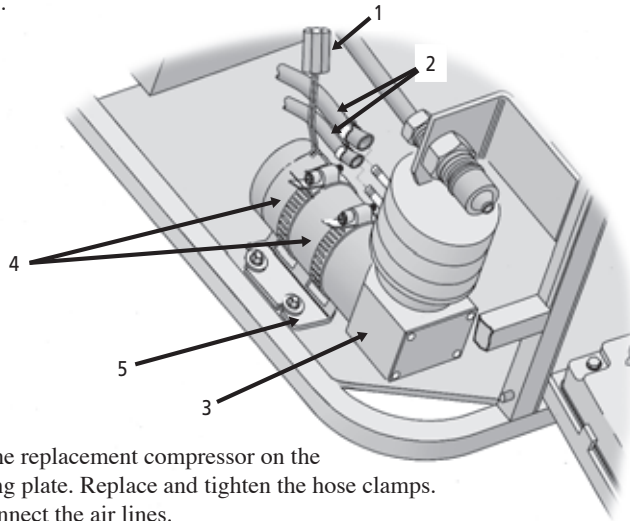
TO INSPECT THE CONTROL PANEL, SEE WP 0023 00 IN TM 10-7310-281-13&P.

NOTE: THE MBU-V3 DOES NOT REQUIRE CALIBRATION.



Replacing the Compressor

1. Unplug the MBU-V3's power cable. Make sure the burner unit is cool to the touch. Drain the fuel tank. To drain the tank, see WP 0011 00 in TM 10-7310-281-13&P (Jul 04, w/Ch 1, Sep 05). Remove the reflective heat shield and burner assembly from the frame. To remove the shield and burner, see WP 0026 00 in the -13&P TM.
2. Disconnect the compressor power wire harness (1).
3. Disconnect the two air lines (2) from the compressor (3). The upper air line has an internal width of $\frac{3}{8}$ inch. The lower air line has an internal width of $\frac{1}{4}$ inch.
4. Loosen and remove the two hose clamps (4). Lift the compressor off the mounting plate (5).



5. Put the replacement compressor on the mounting plate. Replace and tighten the hose clamps.
6. Reconnect the air lines.
7. Reconnect the compressor power wire harness.

Inspecting and Testing the Compressor

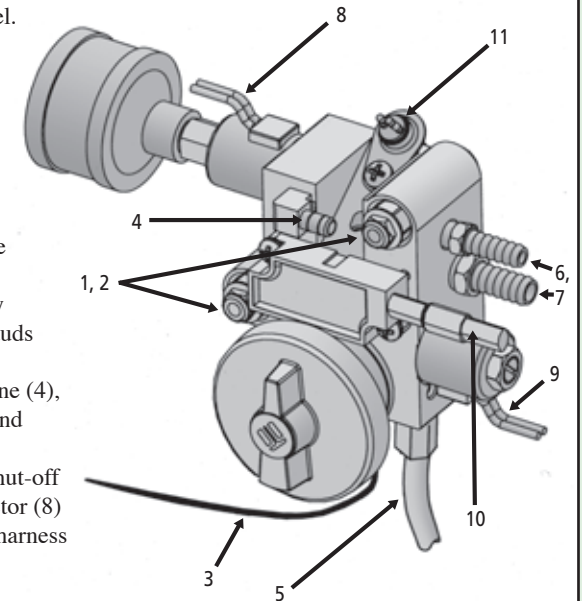
TO INSPECT AND TEST THE COMPRESSOR, SEE WP 0024 00 IN TM 10-7310-281-13&P.



Removing the Fuel Delivery Block

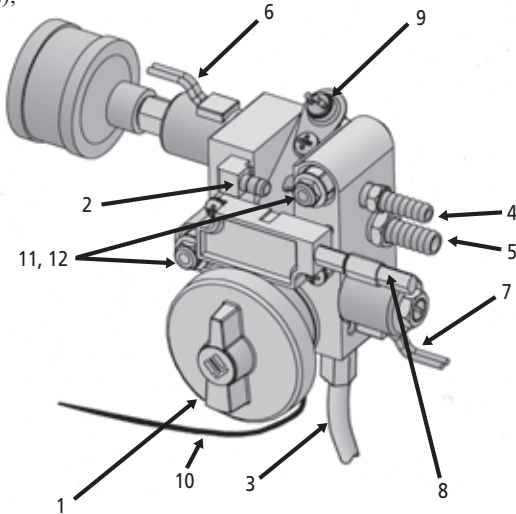
NOTE: You must remove the fuel delivery block from the frame when replacing the ignitor, fuel nozzle, fuel line or air lines.

1. Unplug the MBU-V3's power cable. Make sure the burner unit is cool to the touch. Drain the fuel tank. To drain the tank, see WP 0011 00 in TM 10-7310-281-13&P.
2. Open the control panel.
3. Remove the two $\frac{7}{16}$ -in self-locking nuts and washers (1, 2) that hold the fuel delivery block to the burner assembly.
4. Remove the green ground wire (3) from the base of the MBU-V3.
5. Slide the fuel delivery block off the threaded studs of the burner assembly.
6. Disconnect the fuel line (4), the fuel feeder line (5) and the air hoses (6, 7).
7. Disconnect the fuel shut-off solenoid harness connector (8) and the air/fill solenoid harness connector (9).
8. Disconnect the flame sensor harness connector (10) and the ignitor (11).



Replacing the Fuel Delivery Block

1. Slide the replacement fuel delivery block onto the threaded studs of the burner assembly. Make sure the control knob (1) faces the front of the MBU-V3.
2. Connect the fuel line (2), the fuel feeder line (3) and the air hoses (4, 5).
3. Connect the fuel shut-off solenoid harness connector (6) and the air/fill solenoid harness connector (7).
4. Connect the flame sensor harness connector (8) and the ignitor (9).
5. Connect the green ground wire (10) onto the base of the MBU-V3.
6. Install and tighten the two $\frac{7}{16}$ -in self-locking nuts and washers (11, 12) on the threaded studs of the burner assembly.



Inspecting, Testing and Adjusting the Fuel Delivery Block

To inspect, test and adjust the fuel delivery block and its components, see WP 0025 00 in TM 10-7310-281-13&P.

THESE PARTS WILL BE ADDED TO THE UNIT AUTHORIZED STOCKAGE LIST (ASL)...

Item	NSN 7310-01-
Compressor	462-4899
Control panel	507-9302
Fuel delivery block	462-4905



The new operator maintenance tasks require a new MBU tool kit, NSN 5180-01-565-2047. It's in the Army supply system. Read about the tool kit starting on page 51 of this issue.

The Army is revising the TM to include the new maintenance. The revision should be published sometime in 2010.

PS END

Modern Burner Unit...

New Operator's Tool Kit



OPERATORS, NOW THAT YOU HAVE MORE MAINTENANCE TO PERFORM ON YOUR MODERN BURNER UNIT-V3 (MBU-V3), YOU NEED A TOOL KIT EQUAL TO THE JOB.

The new MBU tool kit, NSN 5180-01-565-2047, has all the tools you need to repair and maintain your burner. Each tool is industrial quality and comes with a warranty. There is one of each tool in the kit.

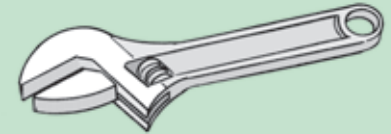
NOTE

ONLY THE TOOL KIT HAS AN NSN.

YOU CAN'T GET THE INDIVIDUAL TOOLS SEPARATELY.

HERE ARE THE KIT'S COMPONENTS...

Adjustable wrench. 6-in overall length, $\frac{15}{16}$ -in jaw capacity. Dimensions are nominal. Lifetime warranty.



Combination wrench. 8 $\frac{3}{4}$ -in (nominal) overall length, $\frac{9}{16}$ -in wrenching size, 12 point, chrome finish. Lifetime warranty.



Pliers. Slip joint, 8-in (nominal) overall length, vinyl comfort grips. Lifetime warranty.

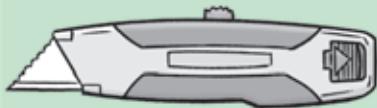


PS MORE

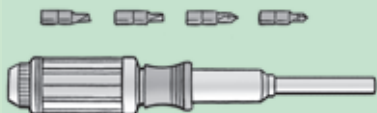
Nut driver. 7- to 9-in overall length, $\frac{7}{16}$ -in wrenching size, ergonomic handle. Lifetime warranty.



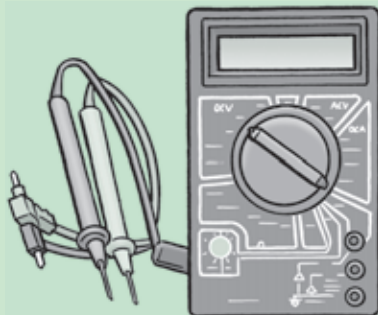
Utility knife. 6- to 7-in overall length, storage for at least three extra blades, a minimum of three knife blade positions, soft grip handle. Equivalent to Craftsman part number 94832. Manufacturer's warranty.



Screwdriver with bit set. Magnetic, ratcheting handle with reversing switch, 7-in (nominal) overall length, $\frac{3}{16}$ -in and $\frac{9}{32}$ -in slotted bits, #1 and #2 Phillips bits. Bits store securely in the handle. Manufacturer's warranty.



Digital multimeter. Handheld. Measures 200mVDC to 1000VDC, 200VAC to 750VAC, 200 micro AMPS to 10 AMPS, 200 ohms to 2 megohms. Includes diode and transistor check, auto reverse polarity, zero adjust, overload protection and low battery indicator. Uses a 9VDC battery.



Tool bag. Nylon, maximum 13-in overall length. Zipper closure runs the length of the bag. Has two nylon handles, one on each side of the zipper. Manufacturer's warranty.



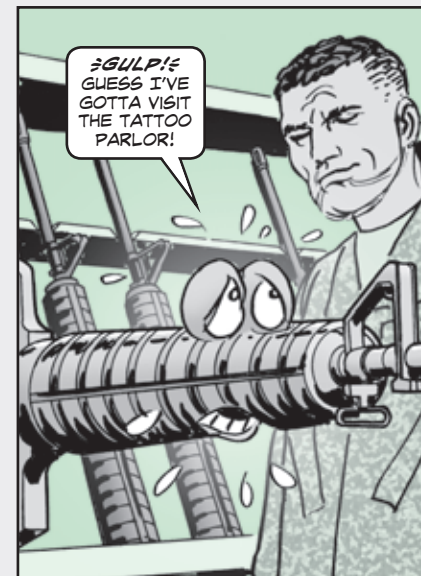
PS
END

New NSN for MBU Power Converter

TM 10-7310-281-13&P lists NSN 7310-01-453-6513 for the modern burner unit's (MBU and MBU-V3) power converter. But that NSN carries an acquisition advice code of Y, terminal item, future procurement is not authorized. To get the power converter, use NSN 7310-01-502-9455. Make a note in your TM until it's updated.

AR 710-3...

AR Revisions May Affect Inventory Management



ARMY REGULATION 710-3, INVENTORY MANAGEMENT ASSET AND TRANSACTION REPORTING SYSTEM, HAS BEEN UPDATED!

SOME OF THESE CHANGES MAY AFFECT A UNIT'S INVENTORY MANAGEMENT PROCEDURES.

THE REVISED AR APPLIES TO THE ACTIVE ARMY, THE ARMY NATIONAL GUARD AND THE ARMY RESERVES.



AR 710-3 Updates

- Revises the definition of small arms to include light weapons
- Sets new reporting requirements for captured, confiscated or abandoned small arms/light weapons
- Requires permanent inscription of a newly assigned serial number (SN) from the UIT Central Registry (unique item tracking) if a weapon's SN is missing or hard to read.

PS MORE

Weapons with Missing/Hard to Read Serial Numbers

IF A WEAPON'S SN IS **MISSING** OR **HARD TO READ**, FOLLOW THE FORMAT SHOWN IN THE TABLE BELOW WHEN REQUESTING AN SN FROM THE UIT CENTRAL REGISTRY.

Small Arms/Light Weapons SN or NSN Request Format

NSN	SN Description	Description
Enter NSN or "none"	Enter SN or "none"	Enter make, model, caliber and other nomenclature data



Use this same format to request assignment of an SN, NSN or management control number (MCN) for nonstandard items and museum pieces. Send your request for SNs/NSNs/MCNs via email (put in the subject line 'Request for Serial Number or MCN or NSN') to:

logsa.uit@conus.army.mil

Reporting activities can use an MCN assigned by the UIT Central Registry until a valid NSN is received from the DOD Central Registry Office. Note: Do not assign a local MCN for UIT-reportable items.

Inscribe assigned SNs permanently on weapons, unless permanent markings will damage or destroy the historical value of weapons. **Stamping of SNs is only authorized at the field maintenance level or higher.**

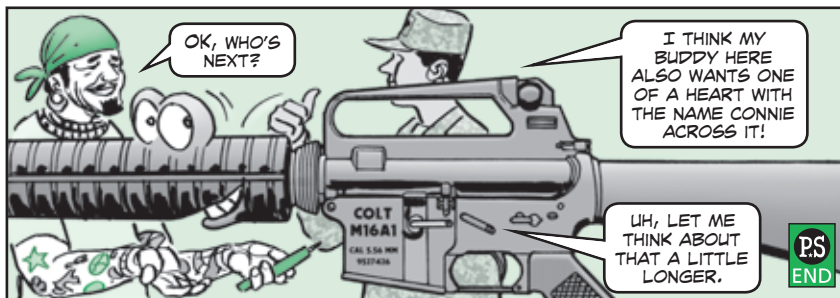
To access the UIT Central Registry:

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

From the LIW homepage, choose Queries and Reports, then expand Asset Mgmt, Equipment and Unique Item Tracking. Click WebUIT and enter your command. This step allows you access to the reports in WebUIT.

If you have questions concerning UIT, contact Charles Royal at DSN 645-9972 or (256) 955-9972. Or, email questions regarding the registry to:

logsa.uit@conus.army.mil



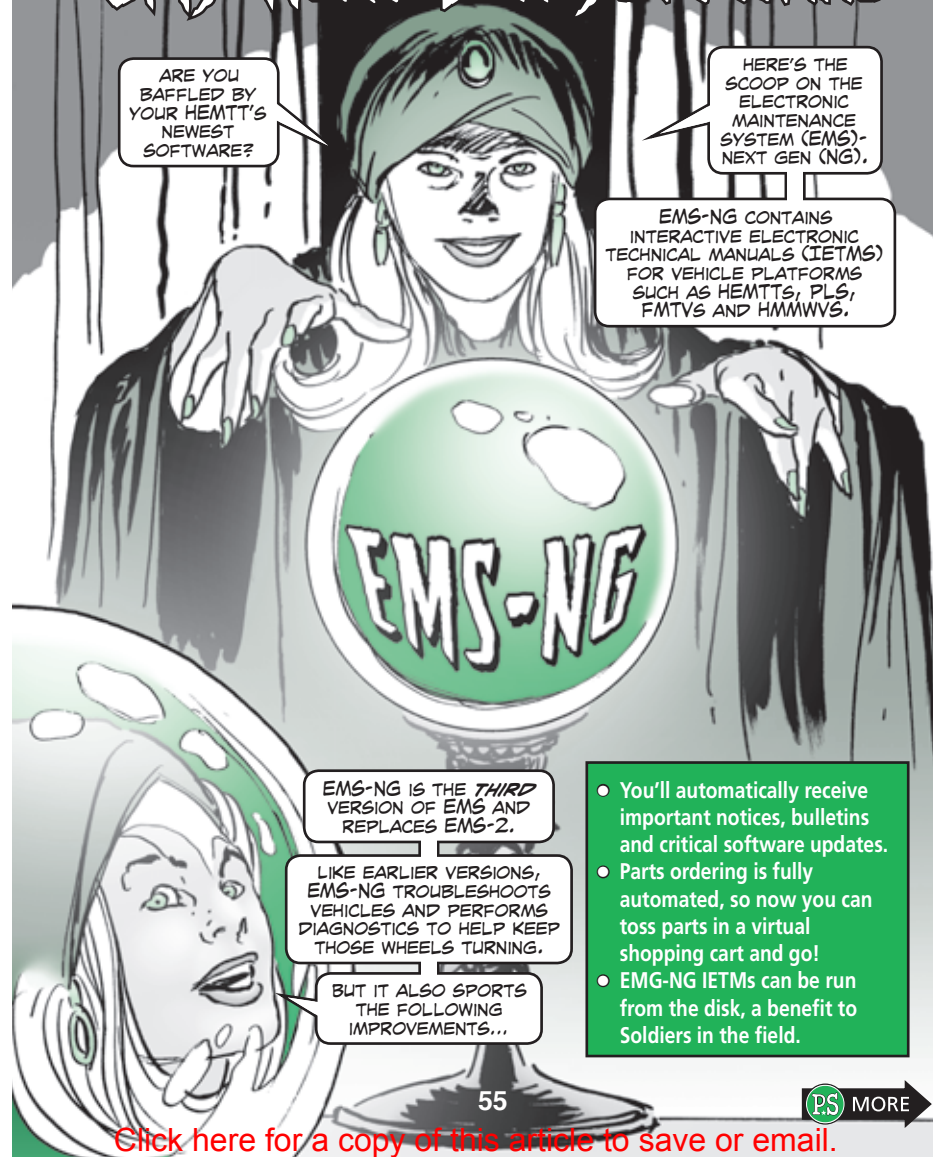
Logistics
Management...

DEMISTIFYING EMS-NEXT GEN SOFTWARE

ARE YOU
BAFFLED BY
YOUR HEMTT'S
NEWEST
SOFTWARE?

HERE'S THE
SCOOP ON THE
ELECTRONIC
MAINTENANCE
SYSTEM (EMS)-
NEXT GEN (NG).

EMS-NG CONTAINS
INTERACTIVE ELECTRONIC
TECHNICAL MANUALS (IETMs)
FOR VEHICLE PLATFORMS
SUCH AS HEMTTs, PLs,
FMTVs AND HMMWVs.



SUPPORTED OPERATING SYSTEMS AND MINIMUM SYSTEM REQUIREMENTS FOR THE EMS-NG VIEWER ARE...

- MS Windows 2000 Professional SP4 (512 MB RAM minimum)
- MS Windows XP Professional (512 MB RAM minimum)
- MS Windows Vista Enterprise (1 GB RAM minimum)
- RedHat Linux 5.3 (512 MB RAM minimum)
- CentOS Linux 5.3 (512 MB RAM minimum)
- 600 MHz processor or greater
- 1024 x 768 x 16-bit screen resolution
- 20 GB hard drive
- CD-ROM or DVD-ROM drive

ONE THING I PREDICT IS... EMS-NG AND THE OLDER EMS-2 CAN BOTH BE INSTALLED AND RUN ON THE SAME PC, LAPTOP OR MAINTENANCE SUPPORT DEVICE WITHOUT CONFLICT.



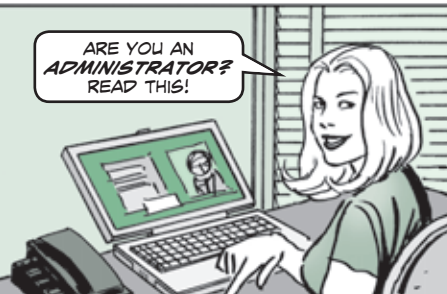
Versions 2.1.1. and older are compatible with Windows 2000, Windows XP, CentOS 4.6 and RedHat Enterprise 4.6.

Versions 2.1.2 and newer will work with Windows 2000, Windows XP, Windows Vista, CentOS 5.3 and RedHat Enterprise 5.3.

Note: Windows 7 OS is not currently supported.

EMS-NG Viewer Versions 2.1.1 and older can run on Windows Vista; however, after your administrator installs the EMS-NG Viewer on your PC, you will need to put Disk 3 (the IETM content) in your CD-ROM or DVD drive every time you want to access the TM data.

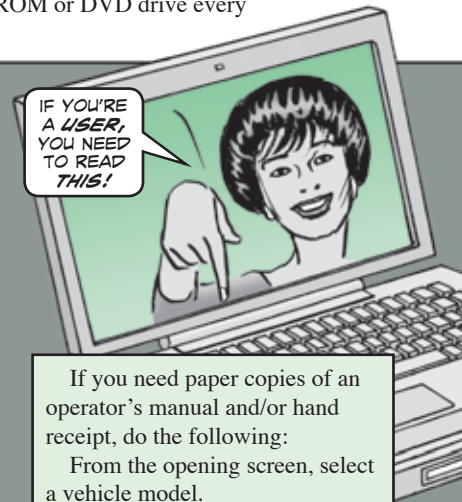
ARE YOU AN ADMINISTRATOR?
READ THIS!



If installation does not begin automatically after you insert the disk into a CD-ROM or DVD drive, choose **Start** in the Windows taskbar, then click **Run**. In the box that opens, type the following: [drive]:\setup.exe (but replace the word drive with the letter of your CD-ROM or DVD drive). Click **OK** or press **Enter** and follow the installation instructions on the screen.

You must also install the Autonomous Diagnostic Manager (ADM) software to perform diagnostic tests on a vehicle. The ADM software is usually distributed with the viewer and is the second disk in the folder.

IF YOU'RE A USER,
YOU NEED TO READ THIS!



If you need paper copies of an operator's manual and/or hand receipt, do the following:

From the opening screen, select a vehicle model.

Once inside the program, select **Help** from the menu selection at the top of the IETM.

Choose **About This TM**, and then click **Paper Copies of Operator's Manual** from the Table of Contents on the left. The hand receipt is a pdf link on this page and can also be accessed in the General Information Work Package under the Introduction section.

For EMS-NG support, contact the publication manager for your vehicle. The EMS team at TACOM also has an AKO page with more information. Visit the website:

<https://www.us.army.mil/suite/kc/5039212>

For follow-up EMS-NG support, call the manufacturer, O'Neil, at 1-800-413-6723 or email: EMSSupport@oneil.com

Combined Logistics Excellence Awards

2010



CONGRATULATIONS TO THE WINNERS OF THE 2010 CHIEF OF STAFF, ARMY COMBINED LOGISTICS EXCELLENCE AWARDS.

YOUR SELECTION PUTS YOU AMONG THE BEST IN THE ARMY.

ARMY AWARDS FOR MAINTENANCE EXCELLENCE

ACTIVE ARMY

Depot Category

Winner: Letterkenny Army Depot, Chambersburg, PA
 Runner-up: Red River Army Depot, Texarkana, TX

ACTIVE ARMY MTOE

Small Category

Winner: FSC, B Co, 307th BSB, Al Asad AB, Iraq (FORSCOM)

Runner-up: G Co, 307th BSB, Al Asad AB, Iraq (FORSCOM)

Medium Category

Winner: 528th QM Co, Ft Lewis, WA (FORSCOM)

Runner-up: HHSC 532d MI Bn, Camp Humphreys, Korea (INSCOM)

Large Category

Winner: B Co, 615th ASB, Ft Hood, TX (FORSCOM)

Runner-up: 524th MI Bn, Yongsan, Korea (INSCOM)

ACTIVE ARMY TDA

Small Category

Winner: Busan Storage Center, Busan, Korea (EUSA)

Runner-up: 6981st Civ Spt Grp, Mannheim, Germany (NETCOM)

Medium Category

Winner: HHC, 206th MI Bn, Ft Gordon, GA (INSCOM)

Runner-up: Maint Acty Mannheim, Mannheim, Germany (USAREUR)

Large Category

Winner: US Army Materiel Spt Ctr, Camp Carroll, Korea (EUSA)

Runner-up: Maint Acty Kaiserslautern, Kaiserslautern, Germany (USAREUR)

ARMY RESERVE MTOE

Small Category

Winner: FSC, 321st Eng Bn, Boise, ID

Medium Category

Winner: 238th Maint Co, San Antonio, TX

Runner-up: 471st Eng Co, Ft Buchanan, PR

ARMY RESERVE TDA

Small Category

Winner: Area Maint Spt Acty #57 (G), New Century, KS

Runner-up: Area Main Spt Acty #134 (G), Livonia, MI

NATIONAL GUARD MTOE

Small Category

Winner: B Co, 634th BSB, Champaign, IL

Medium Category

Winner: 3622d Maint Component Repair Co, Ft Indiantown Gap, PA

Runner-up: 1644th Trans Co, Rock Falls, IL

NATIONAL GUARD TDA

Small Category

Winner: Field Maint Shop #6, Evansville, IN

Runner-up: Field Maint Shop #9, Ft Allen, Juana Diaz, PR

Medium Category

Winner: Maneuver Area Trng Equip Site-NY, Ft Drum, NY

Runner-up: Combined Spt Maint Shop, Raleigh, NC

INSTALLATION MANAGEMENT COMMAND

Small Category

Winner: USAG-Benelux, Chievres, Belgium

Runner-up: DOL Maint Div, Ft Leonard Wood, MO

Medium Category

Winner: Installation Materiel Maint Acty, Ft McCoy, WI

Runner-up: USAG-Daegu, Daegu, Korea

Large Category

Winner: Materiel Maint Div, Ft Bragg, NC

Runner-up: USAG-Red Cloud, Camp Red Cloud, Korea

DEPLOYMENT EXCELLENCE AWARDS

ALL ARMY

Operational Deployment Category

Small Category

Winner: 66th Eng Co, 2d Stryker BCT, 25th Inf Div, Schofield Barracks, HI

Large Category

Winner: 72d Inf BCT, Spring, TX

Army Installation Category

Winner: Ft Hood, TX

Runner-up: Ft Bragg, NC

ACTIVE ARMY

Small Category

Winner: HHC, 391st CSSB, Bamberg, Germany

Runner-up: 317th Maint Co, 391st CSSB, Bamberg, Germany

Large Category

Winner: 72d Expeditionary Sig Bn, Mannheim, Germany

Runner-up: 173d BSB, Bamberg, Germany

Supporting Unit Category

Winner: 39th Trans Bn (Movement Control), Kaiserslautern, Germany

Runner-up: 832d Trans Bn, Jacksonville, FL

ARMY RESERVE

Small Category

Winner: Det 2, 304th Sus Bde, Riverside, CA

Runner-up: 209th Army Liaison Team, Wiesbaden, Germany

Large Category

Winner: 1184th Deployment and Dist Spt Bn, Mobile, AL

Runner-up: 1190th Trans Grp, Baton Rouge, LA

Supporting Unit Category

Winner: Ft Sill Mobilization and Deployment Bde, Ft Sill, OK

Runner-up: US Army Conus Replacement Ctr, Ft Benning, GA

ARMY NATIONAL GUARD

Small Category

Winner: Co B, 3d Bn, 20th SFG (A), Roanoke Rapids, NC

Runner-up: HHC, 449th Theater Avn Bde, Morrisville, NC

Large Category

Winner: 1st Bn, 125th Inf Reg, Flint, MI

Runner-up: 41st Inf BCT, Tigard, OR

Supporting Unit Category

Winner: Ft Sill Mobilization and

Deployment Bde, Ft Sill, OK

Runner-up: JF HQ-NC, Raleigh, NC



WE SALUTE OUR REAL AMERICAN IDOLS!

PS MORE

SUPPLY EXCELLENCE AWARDS

ACTIVE ARMY

Unit Level MTOE

Winner: HQs A-Det, 176th Finance Mgmt Co, Yongsan, Korea (EUSA)

Unit Level TDA

Winner: 7th Army NCO Academy, Grafenwohr, Germany (USAREUR)

Runner-up: HHC, 516th Sig Bde, Ft Shafter, HI (NETCOM)

Property Book Level MTOE

Winner: 69th ADA Bde, Ft Hood, TX (FORSCOM)

Runner-up: 2d Stryker Cav Reg, Vilseck, Germany (USAREUR)

Property Book Level TDA

Winner: Womack Army Med Ctr, Ft Bragg, NC (MEDCOM)

Runner-up: US Army Materiel Spt Ctr-Korea, Camp Carroll, Korea (EUSA)

Parent Level MTOE

Winner: 30th Sig Bn, Wheeler Army Airfield, HI (NETCOM)

Parent Level TDA

Winner: 7th Army Multinational Readiness Ctr, Hohenfels, Germany (USAREUR)

Runner-up: 715th MI Bn, Schofield Barracks, HI (INSCOM)

Supply Support Activity MTOE

Winner: 5th Bn, 7th ADA, Kaiserslautern, Germany (USAREUR)

Runner-up: 595th Maint Co, Yongsan, Korea (EUSA)

Honorable Mention: Grp Svc Spt Co, 3d SFG, Ft Bragg, NC (USASOC)

Supply Support Activity TDA

Winner: 498th CSSB, Supply Pt 60, Camp Carroll, Korea (EUSA)

Runner-up: US Army Garrison, DOL, Supply & Svcs, Vicenza, Italy (IMCOM)

Honorable Mention: 14th Maint Co, 58th Sig Bn, Okinawa, Japan (NETCOM)

ARMY RESERVE

Unit Level MTOE

Winner: None selected.

Unit Level TDA

Winner: HQs 108th Trng Cmd, Charlotte, NC

Property Book Level MTOE

Winner: None selected.

Property Book Level TDA

Winner: SE Med Area Readiness Spt Grp, Nashville, TN

Parent Level TDA

Winner: None selected.

Supply Support Activity

Winner: HQs Regional Spt Cmd, SARSS-1 Site, Ft McCoy, WI

NATIONAL GUARD

Unit Level MTOE

Winner: B Btry 1-148th FA, Rexburg, ID
Runner-up: 105th QM Water Purification Co, Juana Diaz, PR

Unit Level TDA

Winner: HQs 209th Regional Trng Institute, Ashland, NE

Property Book Level MTOE

Winner: 347th Regional Spt Grp, Roseville, MN

Runner-up: JF HQ, Raleigh, NC

Honorable Mention: 3664th Maint Co, Eleanor, WV

Property Book Level TDA

Winner: 771st Trp Cmd, Charleston, WV

Runner-up: JF HQ, CIF, Kapolei, HI

Parent Level MTOE

Winner: HQs 1/201st FA, Fairmont, WV

Parent Level TDA

Winner: JF HQ, Madison, WI

Supply Support Activity

Winner: US Property Fiscal Office, Indianapolis, IN

Runner-up: US Property Fiscal Office, Kapolei, HI

Honorable Mention: JF HQ, Boise, ID

Connie's Post Scripts

M900 TANKER RETAINER

Order the grease retainer for the M967A1 and M969A1 5,000-gal fuel tanker hub and drum assemblies using NSN 5330-01-417-5137. This grease retainer, which includes a seal and wear sleeve, replaces the parts info shown as Item 8 in Fig 32 of TM 9-2330-356-24P.

HMMWV Geared Hub Cover Seal Correction

The article at the bottom of Page 11 of PS 688 (Mar 10) said to use RTV, NSN 8030-01-025-1692, to make the seal for the HMMWV's geared hub cover. That NSN gets a thread sealing compound, not RTV. Instead, use RTV, NSN 6850-01-549-4631. It replaces a terminal item, NSN 6850-01-159-4844, which is listed as Item 38 on Page C-6 of TM 9-2320-280-20-3 (Jan 96, w/Ch 2, Jul 04).

M109A6 Paladin MCS NSN Change

The NSN for the M109A6 Paladin's microclimatic conditioning system (MCS) high pressure switch has been changed from NSN 5930-01-508-6931 to NSN 5930-01-355-2440. It's shown as Item 17 in Fig 136 of TM 9-2350-314-24P-2. Make a note until the TM is updated.

M1117 ASV Protective Cover

You can order a protective cover for the armored security vehicle (ASV) using NSN 2540-01-581-9556. This cover protects the vehicle from the elements during storage or when shipping by rail or boat. Make a note until this NSN is added to the AAL of TM 9-2320-307-10.

M871A1 Wood Decking Kit

Use NSN 2510-01-558-8153 to get a complete decking kit for the 22 1/2-ton semitrailer. Make a note until this NSN is added to Fig 40 of TM 9-2330-358-14&P.

FWTD TOWING LIGHT BAR NSNs

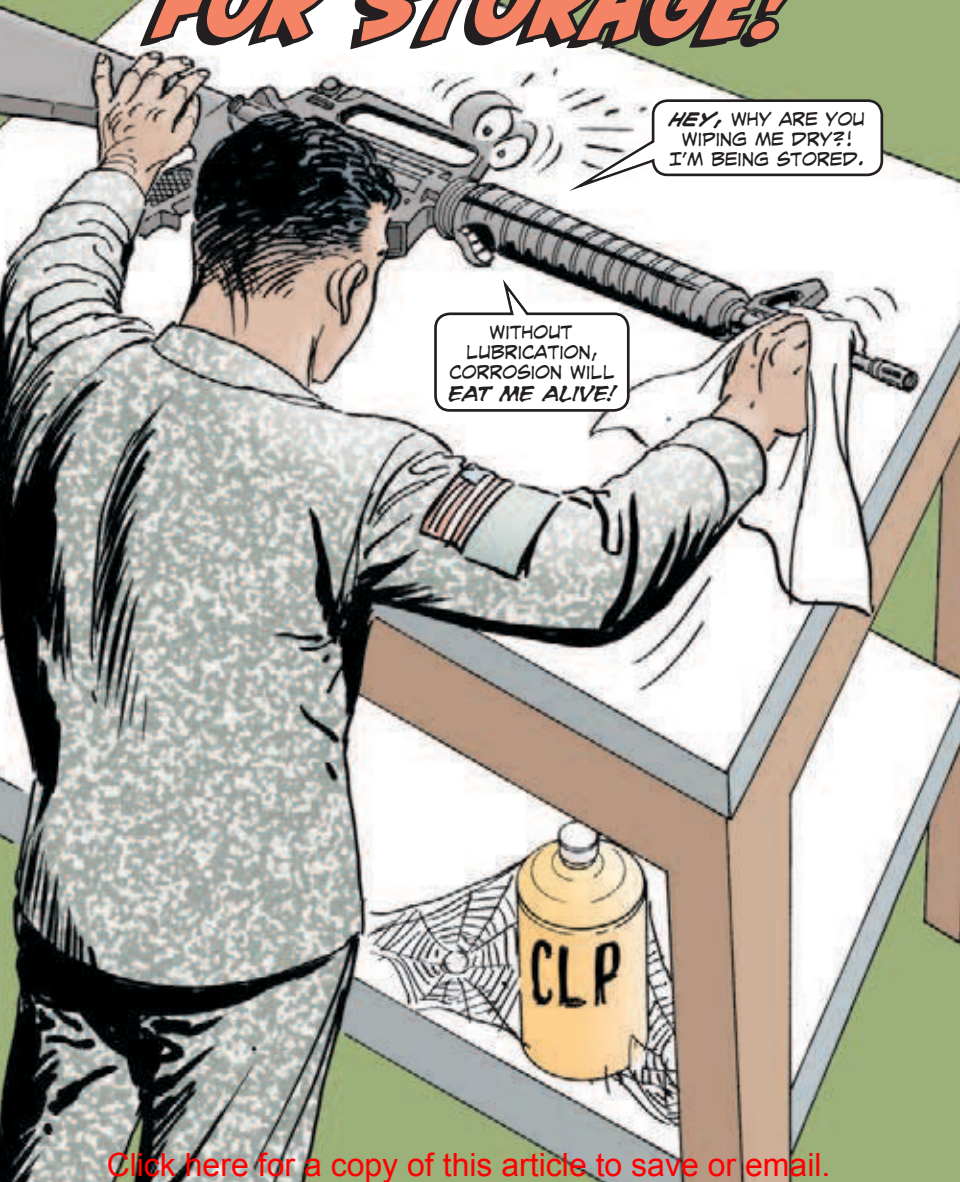
Need the towing light bar that's used with fifth wheel towing device (FWTD), NSN 2510-01-458-8253? Get the light bar with NSN 6220-01-217-8316 or NSN 6220-01-544-3398. Both can be operated with either 12V or 24V wiring.

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

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