

Issue 651

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2007

THE PREVENTIVE MAINTENANCE MONTHLY

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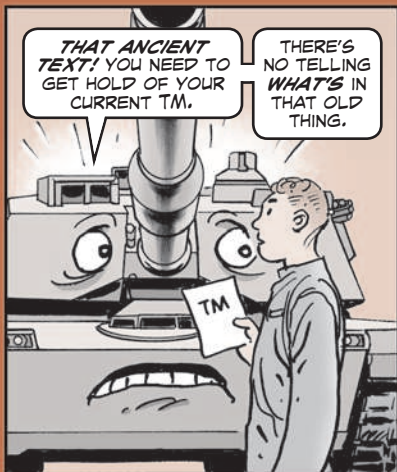
I CAN'T BELIEVE I
FOUND THE NEEDLE
I LOST YESTERDAY
TRYING TO REPAIR
MY UNIFORM!

See
Page
56!

MORE GOOD NEWS! USING
THE NEW PS WEB SEARCH
TOOL, I JUST FOUND
YOU AN ARTICLE ABOUT
UNIFORM REPAIR FROM
THREE YEARS AGO THAT'S
STILL GOOD TODAY!



Do It By the Book...



...But Make Sure the Book's Right

When it comes to operating and maintaining your equipment, improvising or working from memory is not recommended. It's too easy to get things wrong or forget something, which could result in equipment failure. That's never fun, especially in combat!

Operating and maintaining equipment should be done by the book—the technical manuals. The TMs guide you through PMCS, troubleshooting, repairs, and part NSNs. You can't miss by following the TM...unless the TM is out-of-date.

TMs change. Procedures and NSNs are updated. If your TM is out-of-date, your maintenance is out-of-date.

Many units are using old TMs and don't realize it. Deployments have messed up their pubs accounts and they're no longer receiving the latest pubs.

But it's easy to get your TMs straight. LOGSA's Equipment Oriented Publications Database can give you a complete list of what pubs you need for your equipment and what the current edition of each pub is. Contact them at DSN 645-9845, (256) 955-9845 or email: eopdb@logsa.army.mil Be sure to include your UIC.

You can also access the latest TM edition on LOGSA's electronic technical manual site: <https://www.logsa.army.mil/etms/online.htm>

It has current versions of most of the Army's TMs. You will need to apply for a password to view most of the TMs.

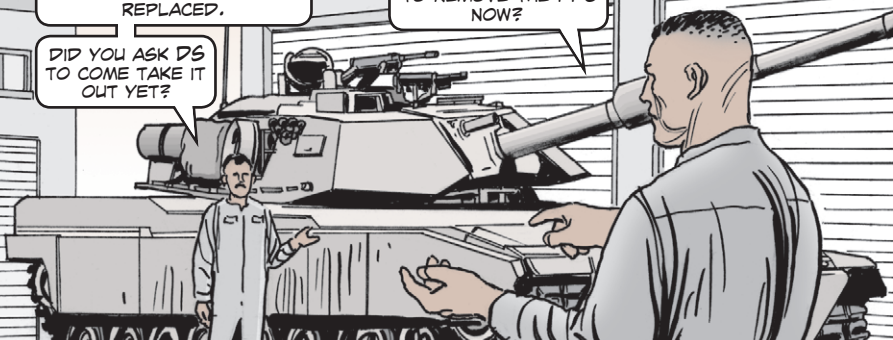
Stay up-to-date with your pubs so your equipment stays up-to-date with PM.

PPC Is Unit's Job, Now

WE'VE GOTTA GET THAT PRIME POWER CONTROLLER REPLACED.

AREN'T *WE* SUPPOSED TO REMOVE THE PPC NOW?

DID YOU ASK DS TO COME TAKE IT OUT YET?



Mechanics, replacing the M1A2 SEP tank's prime power controller (PPC), NSN 5895-01-451-2020, has always been done by direct support. After all, the procedures are listed on Page 7-13 of TM 9-2350-388-34-1-2.

TACOM says that's no longer true. This is now a **unit** maintenance task and will be added to Chap 7 of TM 9-2350-388-20-1-4.

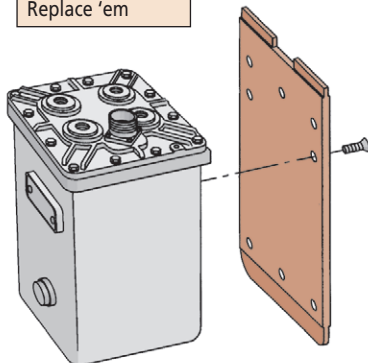
In addition to removing and installing the PPC, here are two "tricks of the trade" that will help keep the PPC on the job:

1. If the old PPC is beyond repair and a new one must be ordered, eyeball the old PPC mounting plate and screws closely. You'll need to decide if the old plate and screws can be reused with the new PPC.

Many times the mounting plate and screws are rusted to the old PPC. If that's the case, don't try to reuse them. Order a new plate, NSN 5340-01-456-9847, and screws, NSN 5305-01-382-6007, to mount the new PPC.

If you can't remove the old PPC from its mounting plate, **don't** be tempted to swap out the old PPC chassis sub-assembly for the new chassis sub-assembly. Order the new mounting hardware instead.

Mounting plate and screws rusty? Replace 'em

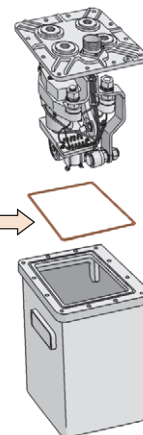


2. When you get a repaired PPC back from direct support, make sure it has been resealed properly. The PPC should be resealed with a new O-ring gasket, NSN 5331-01-456-9837, and adhesive, NSN 8040-01-331-7127.

WITHOUT THE O-RING AND ADHESIVE, MOISTURE AND OTHER CONTAMINANTS GET **INSIDE** THE PPC CASE HOUSING.

BEFORE LONG, YOU'LL BE SENDING IT OFF FOR REPAIR AGAIN.

O-ring gasket included on repaired PPC?



Stryker...

Watch for Water Weekly

WELL, DID YOU CHECK THE FUEL/WATER SEPARATOR?

I TRIED, BUT THE ENGINE COMPARTMENT'S TOO DARK AND CRAMPED TO SEE ANYTHING!

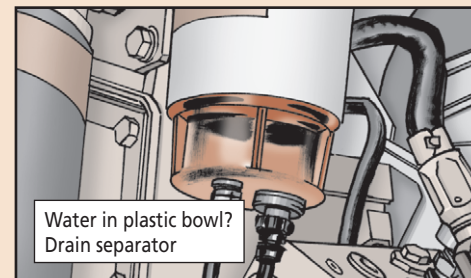
HEY, THAT'S WHAT THE FLASHLIGHT AND MIRROR IN MY BII ARE FOR!

Drivers, checking the fuel/water separator on your Stryker is a weekly PMCS task. Problem is, the engine compartment's dark and cramped. That makes it really hard to get a good look at the separator's plastic bowl.

That's where the flashlight, NSN 6230-00-264-8261, and mirror, NSN 5120-01-428-8005, from your vehicle's BII come in handy.

Just maneuver the mirror down beside the fuel/water separator and shine the flashlight to check the plastic bowl. If you see any signs of water, drain the separator until the fuel runs clean.

Water in plastic bowl? Drain separator



Making IETM Surfing Simple

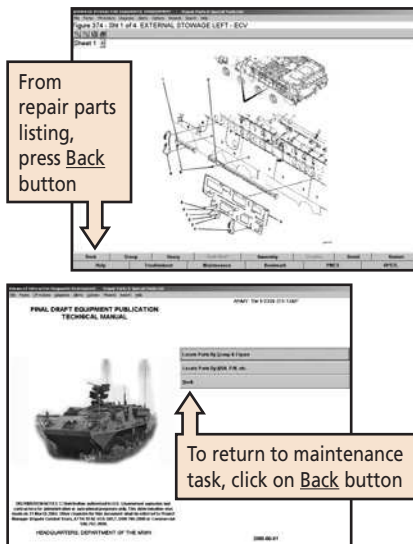


Using the Stryker IETM can be a real pain when you need to go back and forth between a maintenance task and the repair parts listing.

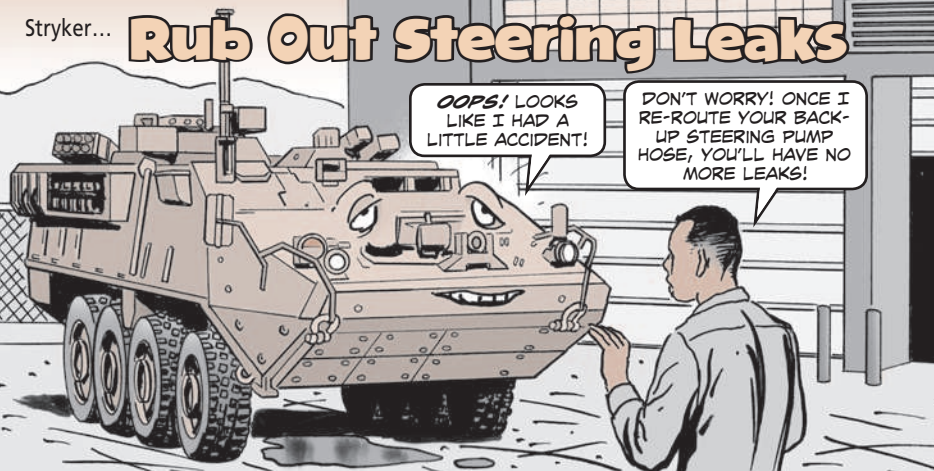
Does this sound familiar? The maintenance task calls for a part. You go to the repair parts listing to find it. Then you have to go back to the maintenance table of contents, find the maintenance task again, and go to it.

There is an easier way. Saving time and effort when going back and forth between a maintenance task and repair part listing is as easy as 1, 2, 3:

1. At the maintenance task page, click on the blue link for the repair parts figure you need to access. It'll be located under the References heading at the top of the maintenance task. This link will take you to the repair parts listing.
2. When you've gathered the parts info you need and you're ready to return to the maintenance task, click on the Back button at the bottom left corner of the screen. This will take you to the main repair parts listing screen.
3. Click on the Back button located as the third option bar in the center of the page. This will take you back to the original maintenance task.



Rub Out Steering Leaks

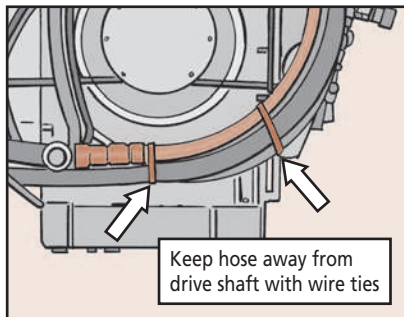
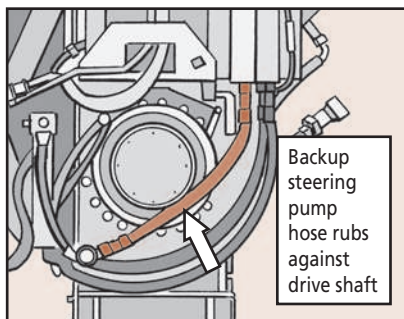


Mechanics, are you getting reports of low steering fluid in your unit's Strykers? Could be that the backup steering pump hose is getting a little too familiar with the drive shaft on those vehicles.

On some Strykers, there's not enough clearance between the drive shaft and the hose. That causes rubbing that leads to leaks.

During each Stryker's next scheduled maintenance, open the rear engine access panel and look at the rear of the power pack where the drive shaft connects to the transfer case. If the backup steering pump hose is touching the drive shaft, tie the hose to the main steering and auxiliary hoses using two cable ties, NSN 5975-00-984-6582.

To remind you of the new routing for the backup steering pump hose, a note is being added to the procedures for removal and installation of the power pack. See the Power Pack Assembly Replacement section of IETM 9-2355-311-13&P for more information on proper routing of the hose.



END OF SHOCK WASHER WOES

WE GOT IN ANOTHER NEW SHIPMENT OF SHOCK ABSORBER WASHERS.

LET ME GUESS... THEY'RE TOO SMALL!

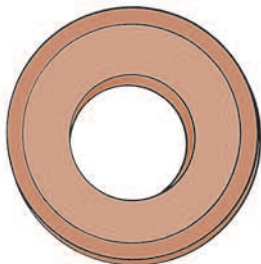
Dear Half-Mast,

We're having a washer issue here in Iraq. Whenever we order the outer washer, NSN 5310-00-928-1885, for the shock absorbers on our M2A2 Bradleys, we get one that's much too small for the job.

I'm not sure if we're being sent the wrong washer or if the NSN in the TM is wrong. Can you check this out for us?

MSG L.R.L.

Outer washer received from supply is much smaller...



...than washer you *should* be getting

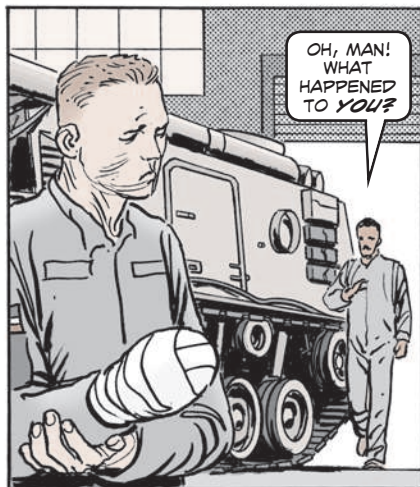
Dear MSG L.R.L.,

You bet! It turns out that there are problems with the NSNs for both the inner and outer washers. Until all the TMs are corrected, get out your stubby pencils and make the following corrections:

- **TM 9-2350-294-24P-1 (M2A3/M3A3), Fig 54:** Item 20 (inner washer) should be NSN 5310-01-413-1037, PN 10910174-25, and Item 21 (outer washer) should be NSN 5310-01-104-9035, PN 10910174-38.
- **TM 9-2350-284-24P-1 (M2A2/M3A2, M2A2 ODS/M3A2 ODS), Fig 82:** Item 20 (inner washer) should be NSN 5310-01-413-1037, PN 10910174-25, and Item 21 (outer washer) should be NSN 5310-01-104-9035, PN 10910174-38.
- **TM 9-2350-252-24P-1 (M2/M3, M2A1/M3A1), Fig 66:** Item 19 (inner washer) should be NSN 5310-01-413-1037, PN 10910174-25. The correct information for Item 20 (outer washer) is already listed.
- **TM 9-1450-646-24P (M993 MLRS), Fig 9:** Item 15 (inner washer) should be NSN 5310-01-413-1037, PN 10910174-25. The correct information for Item 16 (outer washer) is already listed.

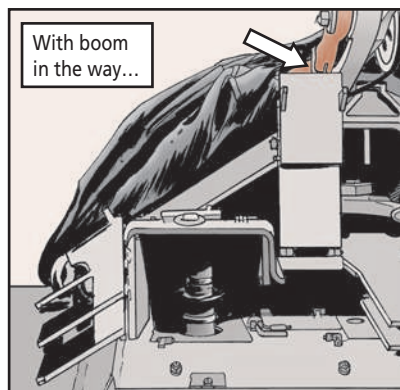
Half-Mast

AVOID A COVER CALAMITY



Crewmen, be **very** careful when opening and securing the transmission oil filler access cover on your M88A1.

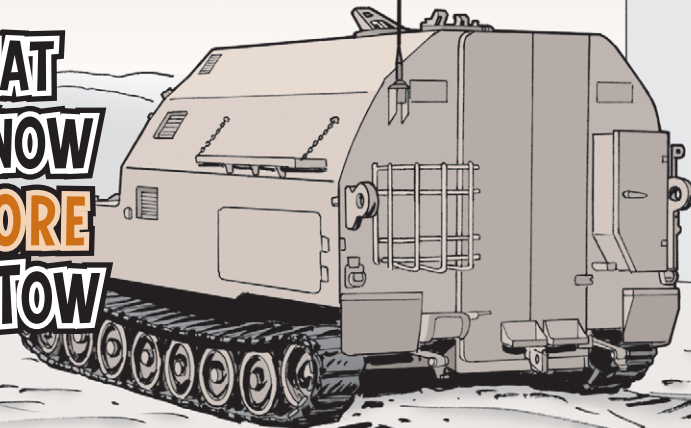
Because the boom is often in the way, the latch that holds the cover up may not catch properly. The cover is very heavy, so you don't want to be in the way if it falls suddenly.



Some mechanics have had their fingers broken when an unsecured cover came crashing down.

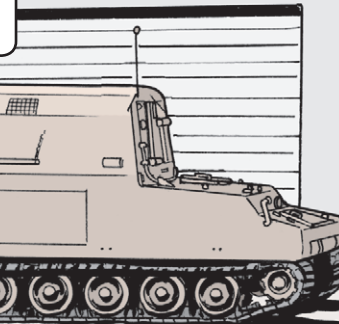
So, when raising the cover, make sure the latch catches properly. If it won't because of the boom, either raise the boom slightly, or get someone to hold the cover up.

WHAT TO KNOW BEFORE YOU TOW



WELL, I GOT THAT DISABLED AMMO CARRIER BACK WITHOUT ANY MORE DAMAGE!

YEAH, BUT NOW *YOUR* CARRIER NEEDS SOME REPAIR WORK!



WHEN TOWING A DISABLED VEHICLE, THE GENERAL IDEA IS TO GET IT BACK WITHOUT FURTHER DAMAGE.

IT DOESN'T HURT TO AVOID DAMAGE TO THE *TOWING* VEHICLE WHILE YOU'RE AT IT.

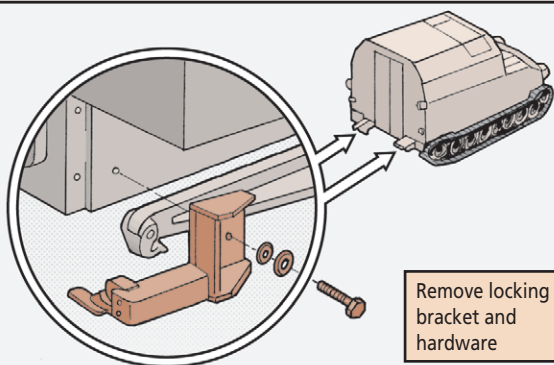


But towing vehicle damage is exactly what can happen when you're using your M992A2 ammo carrier to tow another vehicle. Either a tow bar or tow cables can hit against the left and right rear door locking bracket assemblies whenever you make a sharp turn.

When that happens, the locking bracket assemblies are bent. They can be lost entirely if the attaching hardware breaks off.

Before towing another vehicle with your carrier, you'll need to remove both locking bracket assemblies.

Each assembly, NSN 2540-01-525-7167, is held in place with **four screws**, NSN 5305-00-068-0511, **four lock washers**, NSN 5310-00-984-7042, and **four flat washers**, NSN 5310-00-773-7618.

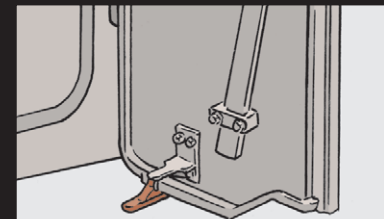


Remove locking bracket and hardware



AFTER TOWING IS COMPLETE, REINSTALL THE LOCKING BRACKET ASSEMBLIES LIKE THIS...

1. Install each bracket assembly by reusing the screws and flat washers. You'll need to replace the lock washers. **Do not** tighten the screws.
2. Open the right and left rear doors.
3. Position the two locking bracket assemblies so that the locking latches engage the striker plates on the inside of the rear doors.
4. Tighten the locking bracket assembly screws and close the rear doors.



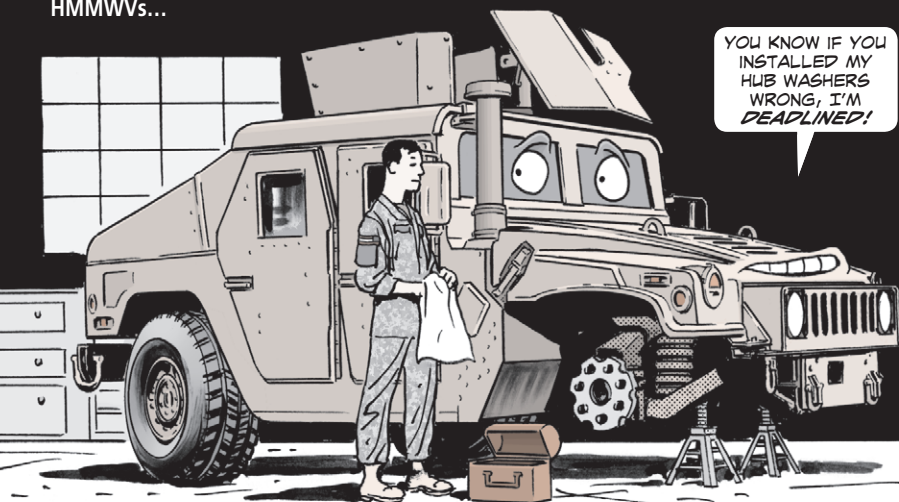
Make sure locking latch engages striker plate before tightening screws

M992A2/Paladin Transmission Door Seal

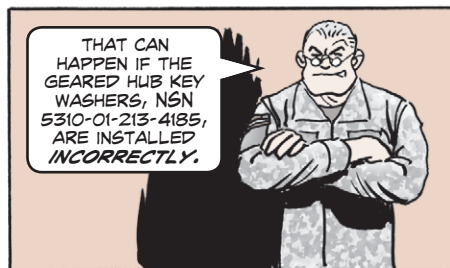
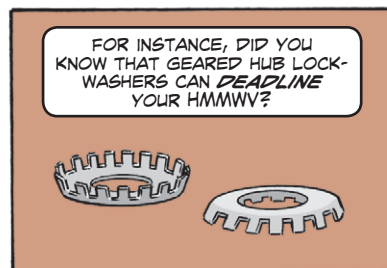
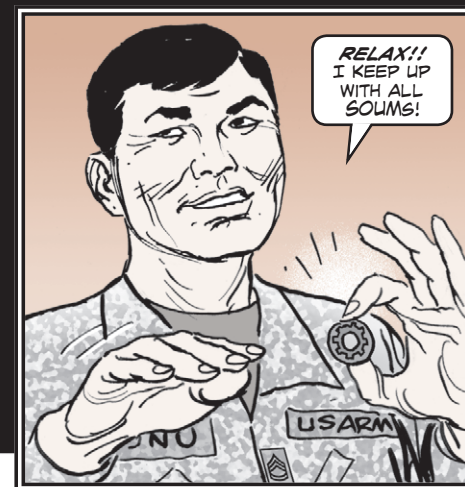
When the left and right transmission door seals, NSN 5330-00-873-5385 and 5330-00-821-2282, on your M992A2 ammo carrier and M109A6 Paladin wear out, you're no longer required to replace them. Just scrape the seals from the channel on the access doors and toss 'em.

Cotter Pin Assortment

Get an assortment of 100 cotter pins with NSN 5315-00-598-5916. The pins range in size from 1/2 to 2 inches long.



Geared Hub Washers Can Deadline



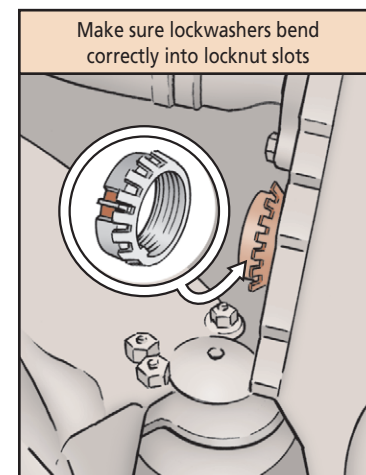
This isn't a new problem, but it's one that bears repeating. If your HMMWV's geared hub lockwashers are not bent properly into the locknut slots, then the tabs are more likely to crack or break off. That increases the chances that the locknut will loosen and come off, which could cause a wheel to fall off.

And if the washer was installed incorrectly, the lock tabs may not seat fully in the lockwasher slots. Then the spindle lock nut may back off in the hub assembly and your HMMWV could lose a wheel while moving. So pay attention to detail when installing geared hub lockwashers.

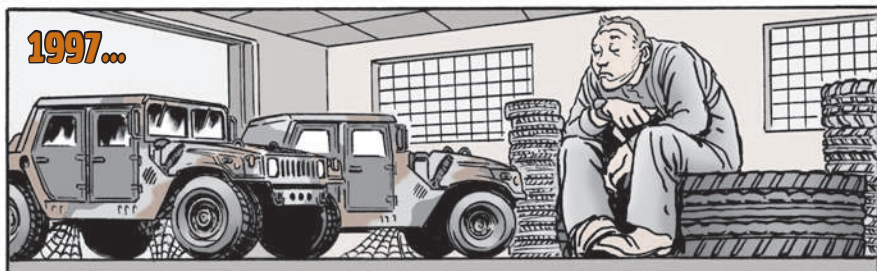
Several TACOM SOUMs have been published addressing issues with the geared hub lockwashers. SOUM 00-014 and SOUM 00-017 go back as far as the year 2000, and your vehicles should be in compliance with them by now. And the most recently published TACOM SOUMs from 2006, SOUM 06-015 and SOUM 06-025, address RECAP model HMMWVs. Details of each SOUM can be viewed online:

<https://aepe2.ria.army.mil/serviced.cfm>

Remember the bottom line the next time you need to replace your lockwasher. After everything is tightened, make sure that the tabs are bent correctly into the slots in the nut. That can prevent a deadlined HMMWV.



INCREASE TIRE MILEAGE



With the increase in tactical missions, your HMMWV is being used more and more. So it's no surprise that the heavy usage has led to higher tire demand. And higher demands sometimes lead to supply shortages.

To make tires last longer, **don't** turn them in with 50 percent tread left or $\frac{8}{32}$ inch tread depth. Instead, get more mileage out of your tires by using them until the tread measures $\frac{3}{32}$ inch, unless the tire has excessive or uneven wear or imbalance.



For more information, see TACOM MAM 06-049 on the AEPS website:

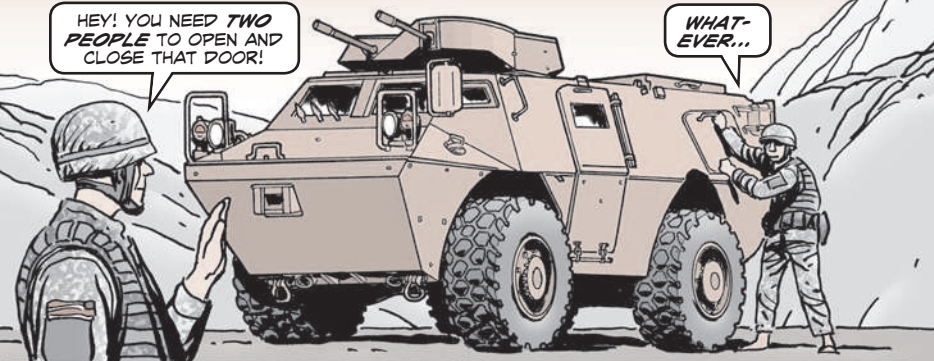
https://aeps2.ria.army.mil/commodity/mam/tacom_wn/06/mam06-049.html

Or contact Anderson Coleman at TACOM: DSN 786-4258, (586) 574-4258 or email colemaan@tacom.army.mil

DOOR FREEFALL'S NOT COOL AT ALL!

HEY! YOU NEED **TWO PEOPLE** TO OPEN AND CLOSE THAT DOOR!

WHAT-
EVER...

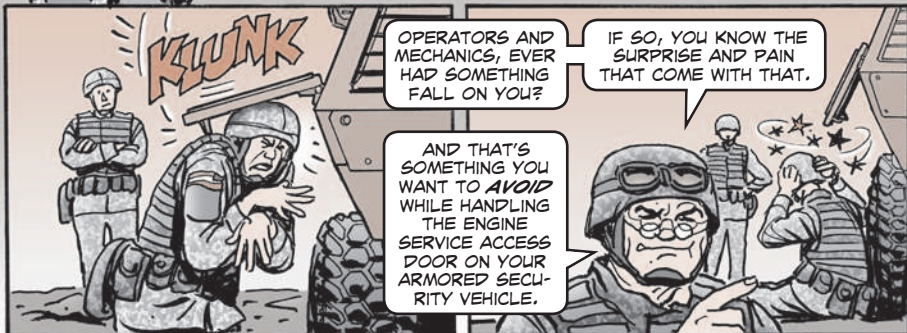


KLUNK

OPERATORS AND MECHANICS, EVER HAD SOMETHING FALL ON YOU?

IF SO, YOU KNOW THE SURPRISE AND PAIN THAT COME WITH THAT.

AND THAT'S SOMETHING YOU WANT TO **AVOID** WHILE HANDLING THE ENGINE SERVICE ACCESS DOOR ON YOUR ARMORED SECURITY VEHICLE.



The engine service access door allows for quick checks of the engine oil and transmission and hydraulic fluids, and the air flow restriction indicator. But even though it gives you quick access, **don't** open it too quickly!

This is because the engine service access door is very heavy. So letting it freefall open endangers people and damages the door hinges. **Don't** let that happen!

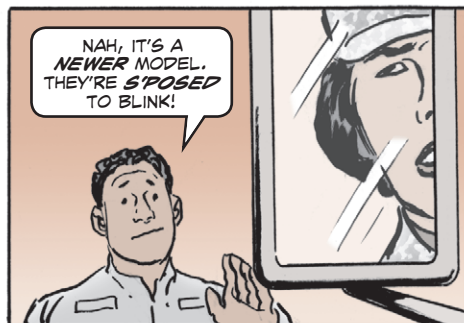
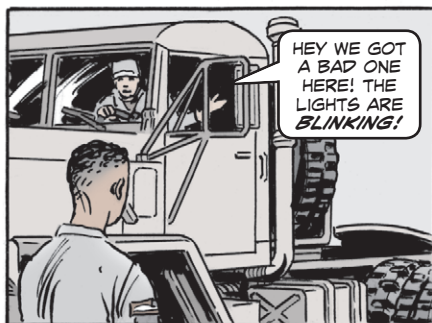
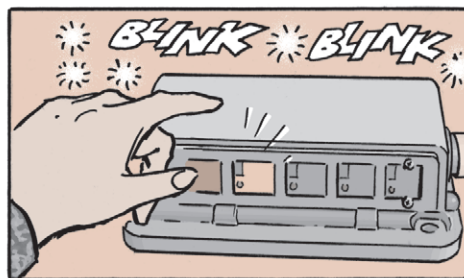
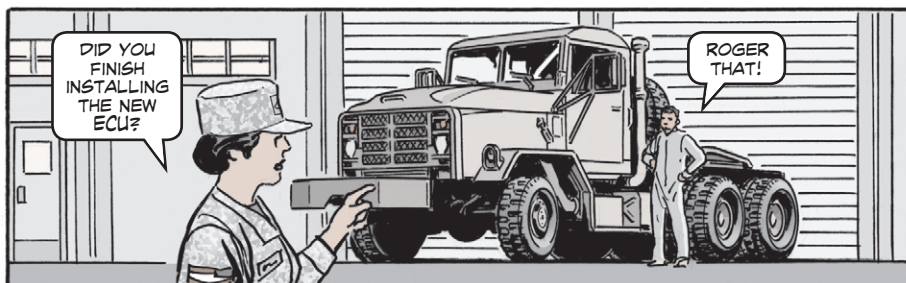
Two people need to support the door from the outside after it is released. And **two** people need to lower it carefully to the fully open position.

A WARNING and CAUTION will be added to Para 2-54 in TM 9-2320-307-10 to help you remember this.

Use two people and extra care while handling engine service access door

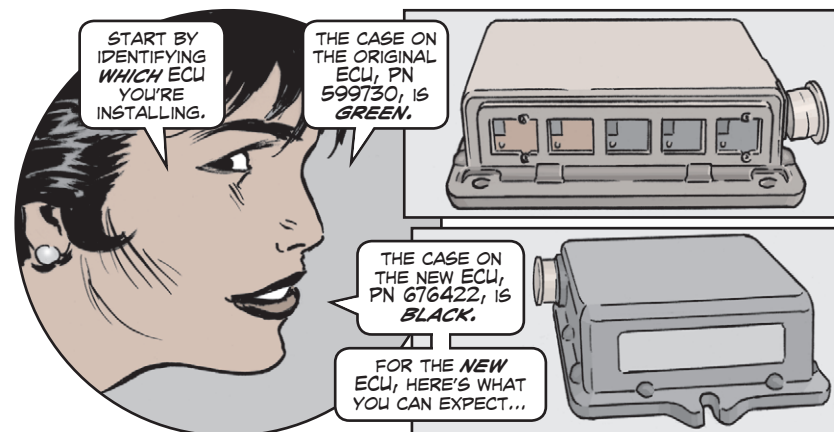


CTIS ECU Differences



When it comes to replacing the electronic control unit (ECU) for the CTIS on an M939A2-series 5-tonner, remember there are two different ECUs available.

You may have already noticed some differences between the older ECU and the newer ECU, and you may think that the newer ECU isn't operating properly. The newer ECUs **do** work, though. You just have to be schooled on how they differ from the older version.



- The ECU should only be connected when the battery and ignition switch are in the "off" position.
- When a new ECU is initially installed and the battery switch is first turned on, you'll notice the ECU lights blinking. The ECU is determining what vehicle system it's installed on, like cargo versus wrecker. Then the light defaults to the "Highway" position and the system adjusts tire pressure as needed.

Note that the battery switch must be **on** for the panel lights to work. And, of course, the batteries must be installed first.

- The annunciator panel lights will not operate unless the vehicle's light switch is turned to the "Stop Light" or "Service Drive" position. "Blackout" mode and "OFF" will turn the panel lights off, but even with the ECU panel lights OFF, the CTIS will still function normally.

- The overspeed light **does not** momentarily blink when the battery switch is turned on.

- The overspeed light will flash when tire pressures reach the emergency range of 12 psi. After a higher pressure setting is selected and the truck is driven for about two minutes at 40-45 mph, the overspeed light will turn off.

- "Highway" tire pressures are increased from 60 to 70 psi on cargo tractor, dump, and expansible van models, and from 70 to 80 psi on wrecker models.

- When the ECU detects a tire pressure imbalance, it will adjust then to whatever pressure is selected on the ECU.

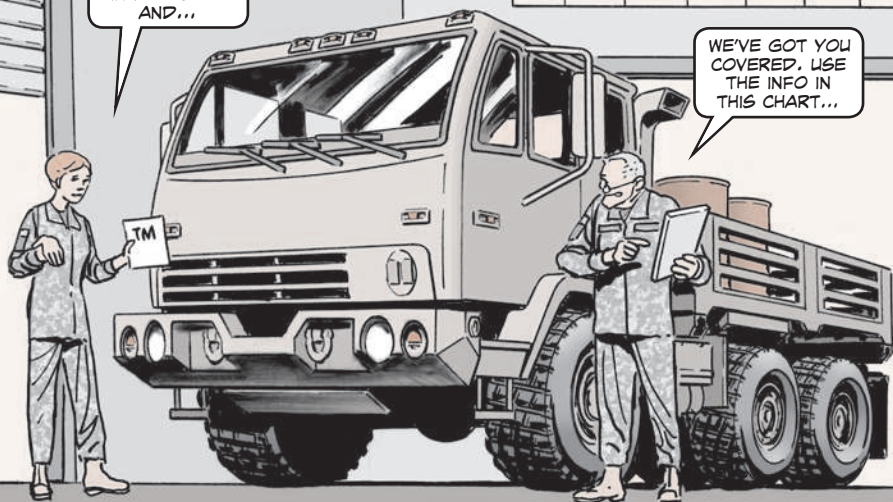


Antifreeze NSNs

MASTER
SERGEANT
HALF-MAST,
I'VE LOOKED
IN THE TM AND
IN FED LOG
AND...

I CAN'T FIND NSNs
FOR THE ETHYLENE
GLYCOL-BASED
ANTIFREEZE USED
IN MY FMTV.

WE'VE GOT YOU
COVERED. USE
THE INFO IN
THIS CHART...



Item	Size	NSN 6850-
Concentrated antifreeze A-A-52624	1-qt can	00-664-1399
Concentrated antifreeze A-A-52624	1-gal bottle	01-464-9125
Concentrated antifreeze A-A-52624	5-gal container	01-464-9137
Concentrated antifreeze A-A-52624	55-gal drum	01-464-9152
Pre-diluted antifreeze A-A-52624	1-gal bottle	01-464-9266
Pre-diluted antifreeze A-A-52624	5-gal container	01-464-9263
Pre-diluted antifreeze A-A-52624	55-gal drum	01-464-9096

NOTE THAT THE PRE-DILUTED
ANTIFREEZE IS 60% ANTIFREEZE
AND 40% WATER.

USE IT
IN ARCTIC
CONDITIONS.



Wing Panel NSNs

JOT DOWN
THIS PARTS
INFO FOR THE
WING PANELS.



Dear Half-Mast,

Our unit is looking for the left and right wing panels on the 22 1/2-ton flatbed semitrailer. The info shown for Item 1, Fig 28, TM 9-2330-386-14&P shows no matches for NSNs on FED LOG. And the part number for Item 3 comes up as a mirror! Can you help out?

SFC E.P.

Dear Sergeant E.P.,

You bet.

Order the left wing panel (Item 3) with NSN 2540-01-314-4475.

In the meantime, no NSN is available for the right front-wing panel shown as Item 1. You can order the panel on a DD Form 1348-6 with CAGE (1F926) and PN BLKHD3A.

Or you can order the panel by calling the panel's manufacturer, Tiem Engineering, (630) 553-7484, FAX (630) 553-6097 or e-mail:

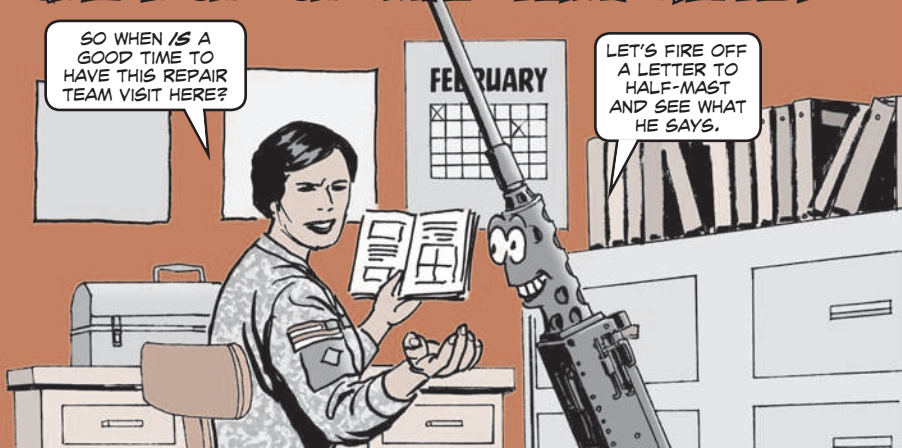
jlovetere@tiemengineering.com

Half-Mast

QUESTIONS ON SMALL ARMS REPAIR

SO WHEN IS A GOOD TIME TO HAVE THIS REPAIR TEAM VISIT HERE?

LET'S FIRE OFF A LETTER TO HALF-MAST AND SEE WHAT HE SAYS.



Dear Half-Mast,

We had a couple of questions about the article on Page 12 in PS 643 (Jun 06) about getting small arms help for repairs both at the unit and at the depot.

The article said that when units send in weapons to depot for repair they should requisition replacement small arms with the correct RESET project code. Should the RESET code be used for every turn-in/requisition?

Also, when is the best time to schedule a visit from the Small Arms Readiness and Evaluation Team (SARET) to inspect and repair weapons on-site?

SGT G.J.

Dear Sergeant G.J.,

Good questions. The RESET code for replacement weapons should be used only by units who have returned from deployment in Southwest Asia.

The best time to schedule a SARET visit is shortly after your unit returns from deployment and your weapons need lots of attention. Contact SARET 60 to 90 days before you return to schedule a date.

You can access the SARET POCs, schedule, and memorandum of understanding for the visits on the SARET website:

<https://aeps.ria.army.mil/aepspublic.cfm>

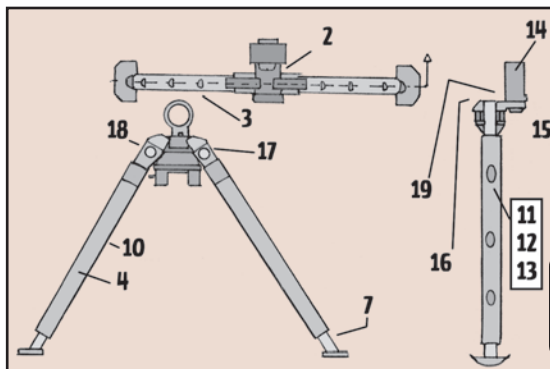
Log in with your CAC, AKO or AEPS password and then click on SARET in the lower right corner under GROUP HOME PAGES.

Half-Mast

NSNs for New Bipod Parts

The M249 machine gun has a new bipod, which means eventually you and your support will need to order parts for it. It will be some time before the parts are added to TM 9-1005-201-23&P, so keep these NSNs on hand for replacements.

	Item	PN	NSN	SMR	DEMIL
1	Bipod assembly	13002190	1005-01-521-7962	PAOFF	C
2	Pivot rod	13002195	1005-01-527-1696	PAFZZ	B
3	Leg assembly	13002196	1005-01-525-7971	PAFZZ	C
4	Outer leg assembly	13002197	1005-01-525-7972	PAFZZ	D
5	Outer support leg	13002199	(no NSN, order #4)	XAFZZ	D
6	Outer bipod leg	13002198	(no NSN, order #4)	XAFZZ	D
7	Inner leg assembly	13002200	1005-01-525-7970	PAFZZ	C
8	Inner bipod leg sole	12002202	(no NSN, order #7)	XAFZZ	D
9	Inner bipod leg	13002201	(no NSN, order #7)	XAFZZ	D
10	Tubular spring pin	MS16562-128	5315-00-846-1791	PAFZZ	C
11	Headless straight pin	13002206	5315-01-526-4779	PAFZZ	B
12	Compression helical spring	13002207	5360-01-525-7968	PAFZZ	B
13	Leg bipod latch	13002205	1005-01-525-9320	PAFZZ	B
14	Bipod yoke	13002191	1005-01-525-7020	PAFZZ	B
15	Retaining ring	13002208	5325-01-525-7017	PAFZZ	B
16	Bipod collar	13002192	1005-01-525-9318	PAFZZ	B
17	Tubular spring pin	13002203	5315-01-525-7969	PAFZZ	B
18	Helical spring	13002204	5360-01-525-7018	PAFZZ	B
19	Spring pin	MS39086-90	5315-00-834-0741	PAFZZ	A



FOR THOSE PARTS WITH A SOURCE CODE OF XA, YOU WILL NEED TO ORDER THE NEXT HIGHER ASSEMBLY.

THAT WILL BE EITHER THE OUTER OR INNER LEG ASSEMBLY.



Don't Forget Feed Throat, BII

JIMINY
CRICKETS,
I FORGOT
YOUR FEED
THROAT.

THAT'S
GONNA LEAVE
ME CHOKED UP
FOR FIRING.

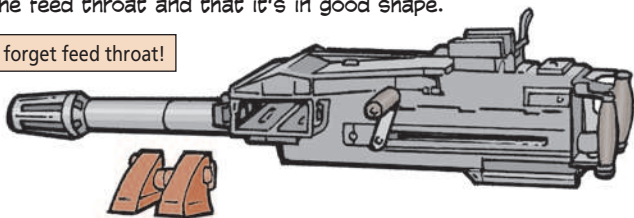
YA SHOULD
TIED A STRING TO
YOUR FINGER.

Dear Editor,

As a TACOM logistics assistance representative, I often assist units on the firing range. Time and again I find that some of the soldiers have forgotten the feed throat for their MK19s.

It's easy to forget the feed throat because it's usually stored separately in the arms room. But without the feed throat, your MK19 will have firing stoppages. So *before* units go to the field, they should make sure they have the feed throat and that it's in good shape.

Don't forget feed throat!

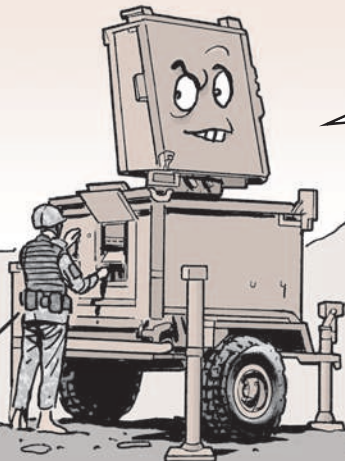


A check for the feed throat is being added to the PMCS in the MK19's TM 9-1010-230-10. The MK19 is NMC without a working feed throat. MK19 gunners also often forget to take basic issue items (BII) like the round removal tool, bore obstruction detector, and LSAT or GMD. That means if their weapons jam or need lubrication they're up the creek. They should make sure they have all three before they leave the arms room.

Michael Mumford
2/405th AFSB
Vilseck, Germany

Editor's note: Good tips, Mike. Don't choke on firing, gunners, because you forgot the feed throat or other BII.

TIPS AND DOWNS OF ANTENNAS

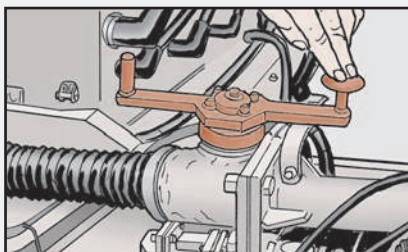


Dear Editor,

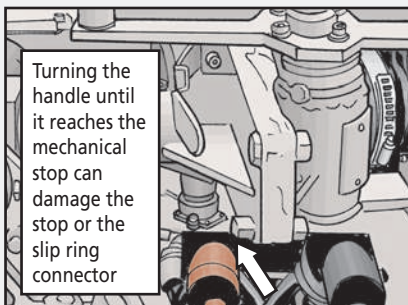
Remembering two things about your Sentinel's antenna can save you lots of grief:

- **Raise the antenna all the way.** If the antenna is just one turn short of being fully erect, you will get an antenna fault. Crank the antenna all the way up until the elevation handcrank hits the mechanical stops and then back up the handle until it can be latched. If you do get a fault, make sure the antenna is all the way up before you do any other troubleshooting.

- **Don't over-crank the elevation crank when lowering the antenna.** When lowering the antenna, turn the handle on the elevation handcrank clockwise until the antenna rests firmly in the cradle and can be secured with the antenna hold-down latches. If you need to lower the antenna more to secure the latches, do **not** turn the handle more than one more full turn. If you force the handle more than that, you can damage the elevation handcrank mechanical stop or the slip ring connector J4.



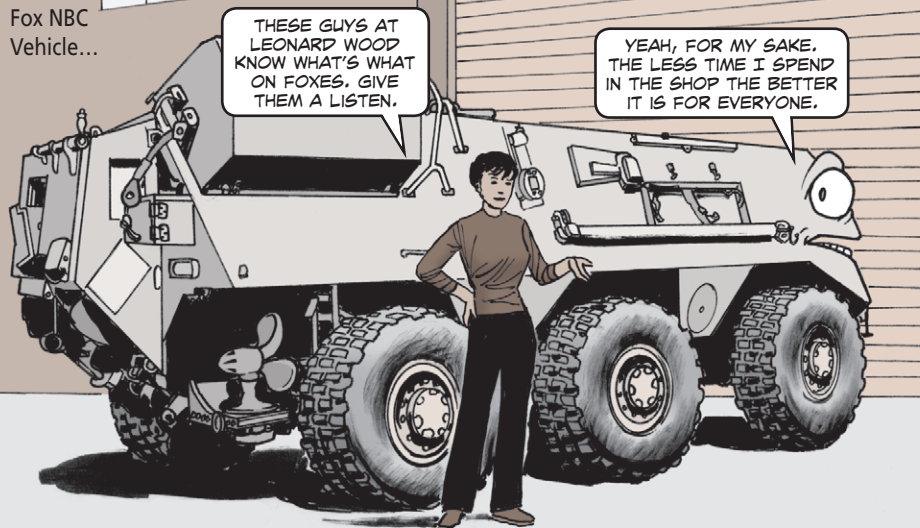
Crank antenna down until it rests firmly in the cradle and latch the handle



Turning the handle until it reaches the mechanical stop can damage the stop or the slip ring connector

SGT David Gilmore
1-44 AMD
Ft Bliss, TX

Editor's note: I hope Sentinel crews have their antennas up to receive your suggestions. Thanks.



OUTFOXING FOX PROBLEMS

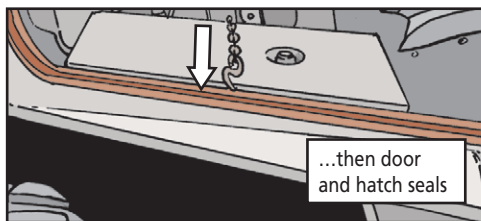
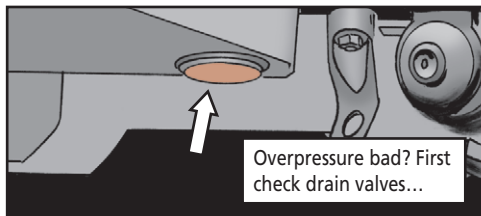
Dear Editor,

Here at the U.S. Army Chemical School, we've come up with a few ways to keep the Fox on the trail and not in the shop.

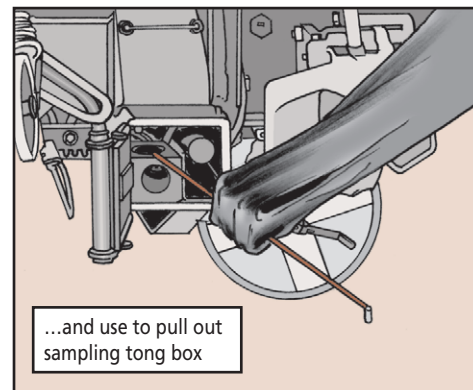
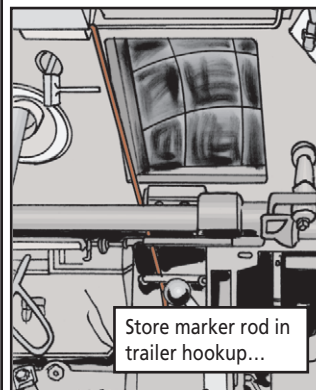
Check coolant fill cap. If the warning COOLANT light lights on the Data Word Display and the fuel pedal becomes hard to push, it may be a loose cap. Check that the coolant fill cap is tightly screwed on the fill neck. Sometimes it takes muscle to get the cap tight. If the cap isn't completely screwed on, coolant can leak out.

Overpressure bad? Check drain valves and seals. If you're having trouble getting overpressure, first check that the three drain valves are sealing correctly. Sometimes leaves and trash get in the valves and prevent a good seal.

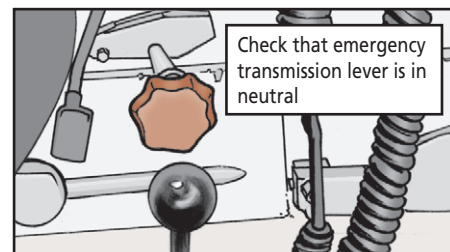
If the valves are OK, check the seals for the doors and hatches for leaks. An easy way to do that is to squirt soapy water around the areas where the doors and hatches seal. Turn on the Fox overpressure system. If you see bubbles, that means a seal is leaking.



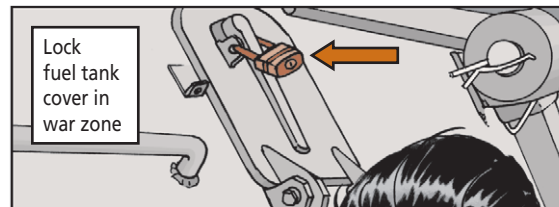
Short arms? Use marker rods. If you have trouble opening the sampling tong box because your arms are a bit short, try storing a marker rod in the trailer hookup. Then, if necessary, you can use the rod to open the box by hooking it on the box's end.



Make sure the emergency transmission lever is in neutral. The emergency transmission is rarely used, but sometimes it gets knocked out of neutral. Then the regular transmission could be overridden and the Fox might start moving when you don't expect it. Make sure the lever is in neutral before you start the engine.



Lock fuel tank in war zones. If you're operating in hostile territory, put a padlock on the fuel tank access cover. That way the enemy has a hard time contaminating the fuel.



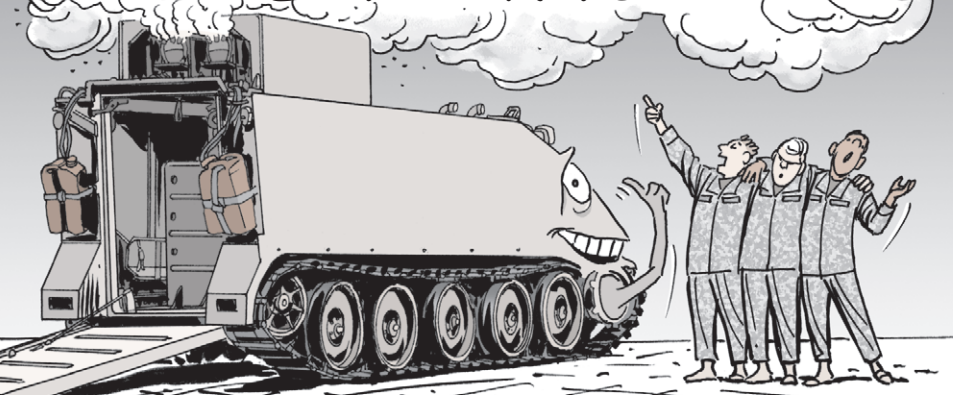
SSG Thomas Paige
SSG Brian Alexander
Ft Leonard Wood, MO

EXCELLENT! YOU HAVE DONE FOXES AND THEIR CREWS A REAL FAVOR WITH THESE TIPS.



M157 Smoke Generator...

SMOKE, SMOKE, SMOKE THAT GEN-ER-A-TOR



Smoking will be a pleasure with your M157 smoke generator if you remember this advice:

Don't fill the fog oil tank all the way to the top, especially in hot weather. Fog oil expands and it really expands on a hot day. If you've filled the tank all the way to the brim, the fog oil will expand right out of the vent hole! Few things create a bigger mess than fog oil. Fill the fog oil tank no higher than 2 1/2 inches from the top of the tank.

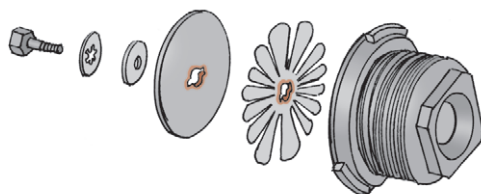


Fill tank no higher than 2 1/2 inches from top

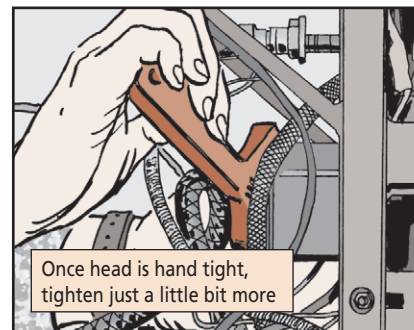
Easy does it with the valve body and the head. A little carelessness or too much muscle easily damages both. Then you have trouble building up enough pressure to smoke.

Make sure the notches on the valve body are aligned correctly with the notches in the head before tightening the bolt that holds the valve body in place. Otherwise, the petals can slide out of place and the valve body can't seal properly.

Line up notches before tightening down valve body



Don't screw on the head as tight as possible when you install it. That bends the ring the head fits in and the head no longer seals well. Once you have the head hand tight, use your wrench to turn the head just past hand tight. Then **stop**. That's tight enough.



Once head is hand tight, tighten just a little bit more

Do not let the M157 shut itself down. After shutting off the fog oil, let the M157 run until the temperature indicator gets to the red. Then shut down the generator. Next purge the fog oil using the PURGE switch. Keep purging until the smoke is thin and wispy. If you switch the engine off before that and don't purge, fog oil is left in the chamber, which leads to difficult starting next time.

AN/PDR-77 Radiacmeter...

Need a Dust Cover?

NO, THERE'S NO NSN FOR YOUR DUST COVER IN HERE.

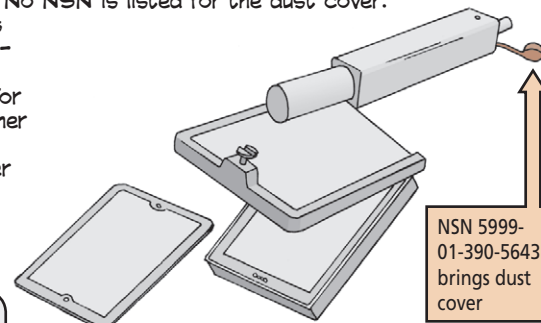


Dear Editor,

If you lose the dust cover for the rear connector of the AN/PDR-77 radiacmeter's alpha probe, you won't find a way to order a new one in TM 11-6665-365-12&P. No NSN is listed for the dust cover.

But our research has uncovered NSN 5999-01-390-5643, which brings the dust cover for \$2. Hope this helps other units.

Jim Flugmacher
TACOM LAR
Iraq



NSN 5999-01-390-5643 brings dust cover

Editor's note:
It will. Thanks.

Remember AMG Cover

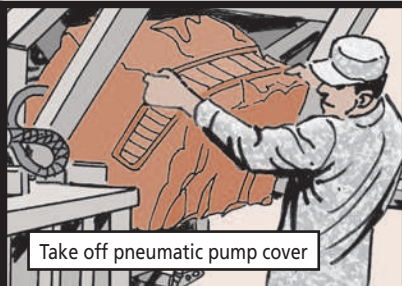


PATRIOT UNITS
ARE SUFFERING
EXPENSIVE
DAMAGE BECAUSE
THEY FORGET
ONE VERY SIMPLE
RULE...

Remove the AMG (antenna mast group) pneumatic pump covers.

During operations, the covers for both pumps must be removed or the heat will build up so intensely that the plastic guards over the fans melt. Then the motor overheats and sometimes the whole motor has to be replaced.

The covers can be removed in two minutes. That's two minutes of work that can save your units lots of money and downtime. So check the covers before you power up the AMG.



Take off pneumatic pump cover

A LITTLE LATCH LUBE SAVES BIG BUCKS

Dear Editor,

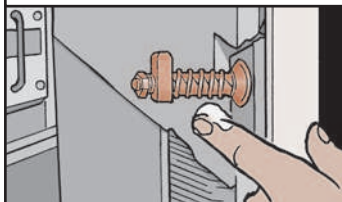
The bay doors on the Patriot's engagement control station (ECS), information and coordination central (ICC), and communications relay group all have latches that cost \$275 a pop. So you want to make those latches last.

If the latches stick, they will break when someone tries to force them. We've found a monthly shot of either silicone or graphite lubricant keeps the latches moving easily. If they still stick, we take them apart and clean them.

Patriot units need to remember, too, that there are two different latches. It's easy to mistakenly order the wrong one.

SFC John Baird
3/6 ADA
Ft Bliss, TX

Lube latches monthly with silicone or graphite lubricant. Remember there are two kinds of latches when ordering new ones.



Editor's note: To avoid that mistake, turn the latch as you face the outside of the door. If the latch turns to the right, it's a right-hand latch and it's Item 3 in Fig 12 in TM 9-1430-1600-24P and comes with NSN 5340-01-254-1600. If it turns left, it's Item 2 and comes with NSN 5340-01-254-1601.

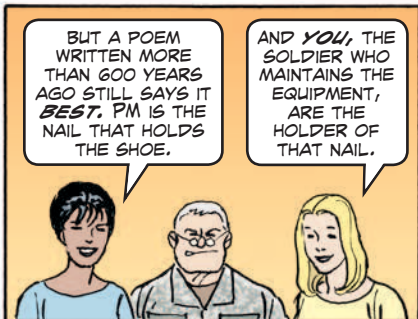
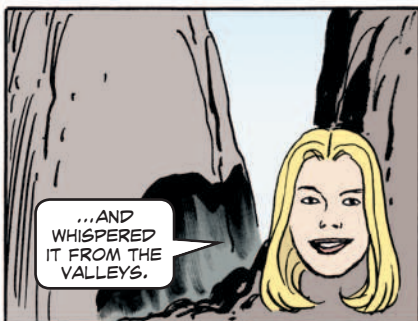
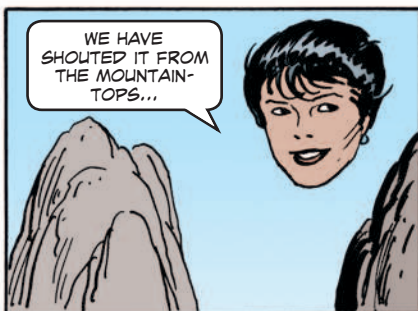
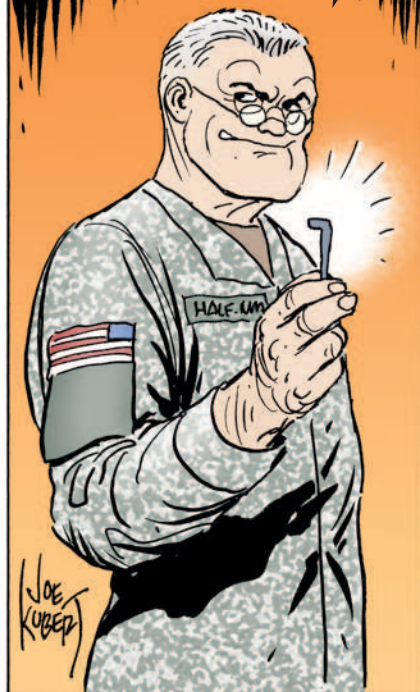
"FOR WANT OF A NAIL
THE SHOE WAS LOST.
FOR WANT OF A SHOE
THE HORSE WAS LOST.
FOR WANT OF A HORSE
THE RIDER WAS LOST.
FOR WANT OF A RIDER
THE BATTLE WAS LOST.
FOR WANT OF A BATTLE
THE KINGDOM WAS LOST.
AND ALL FOR THE WANT
OF A HORSESHOE NAIL."

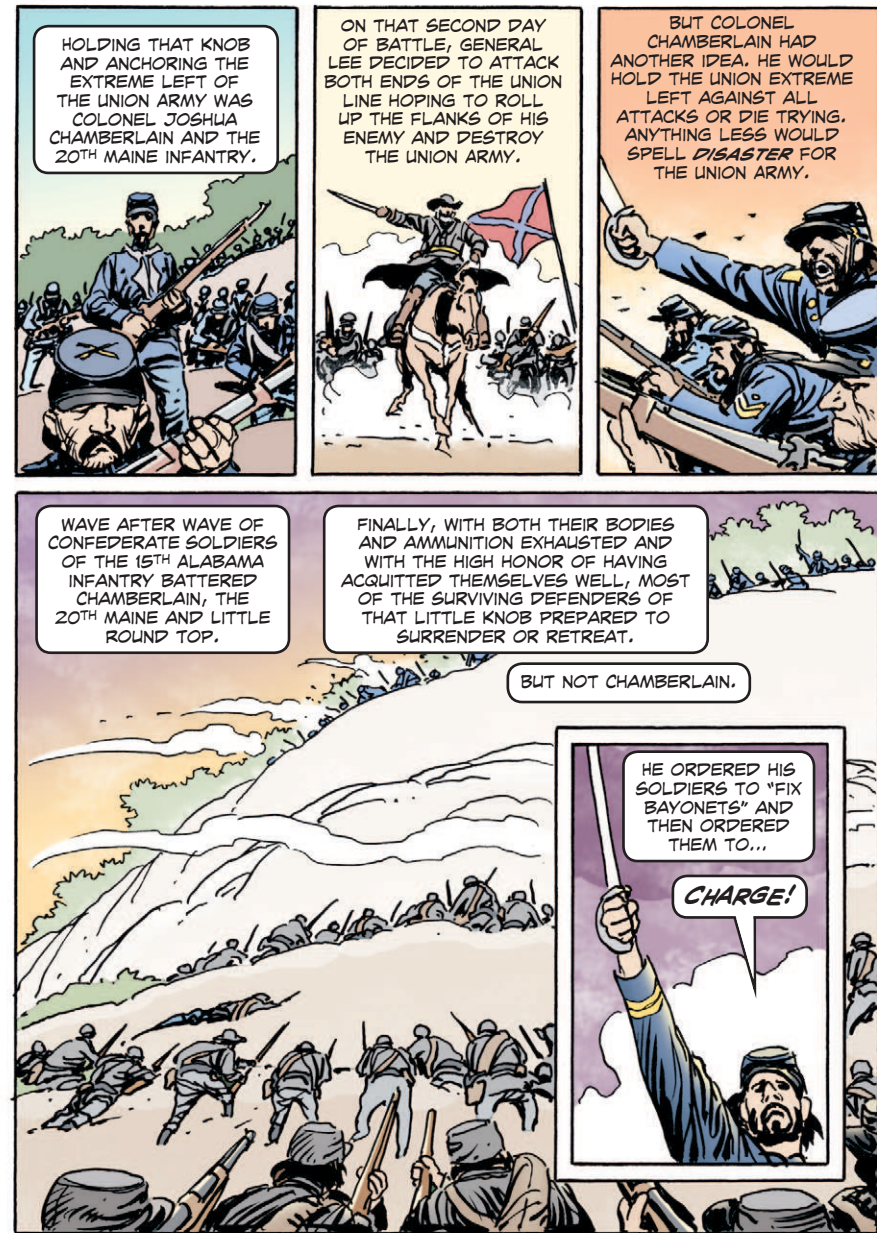
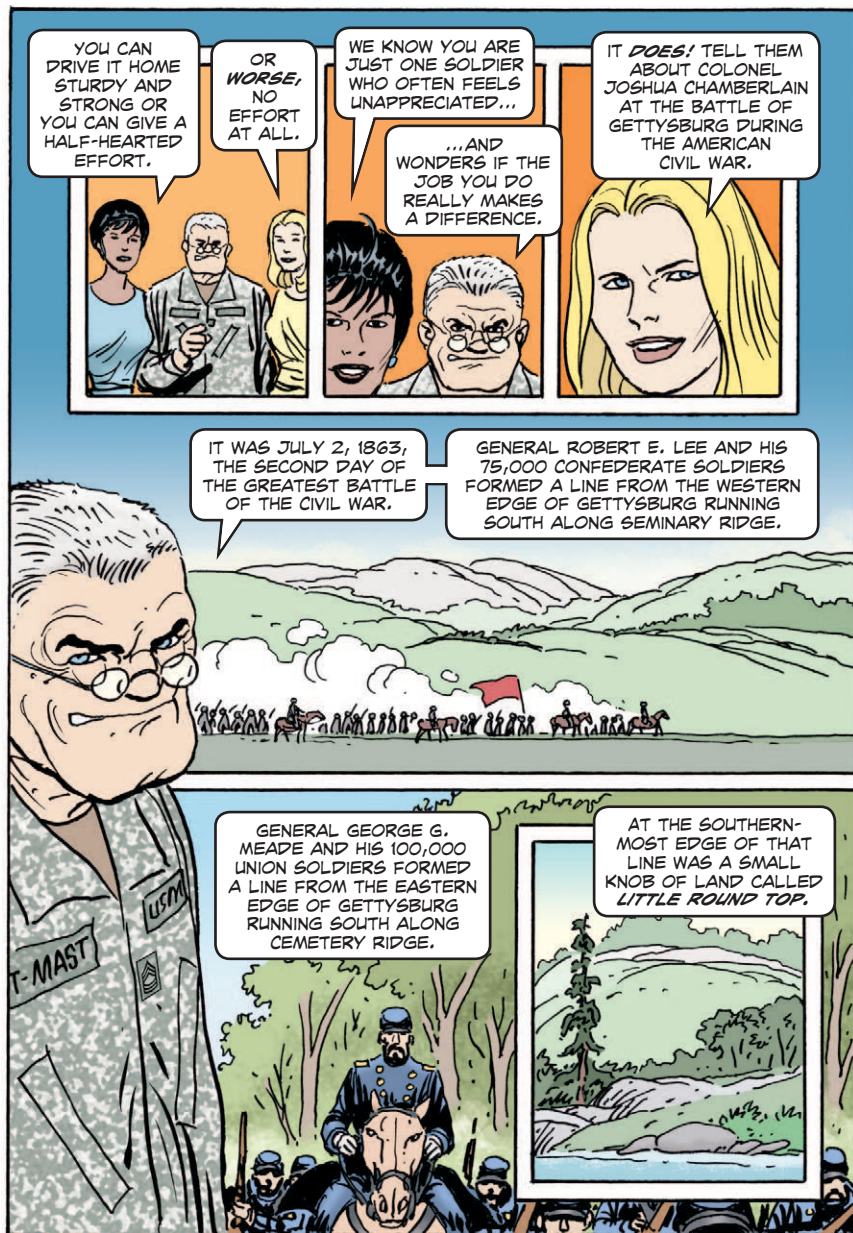
JOHN GOWER, 1390

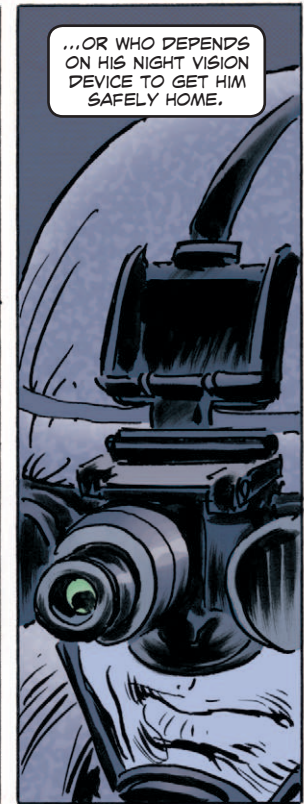
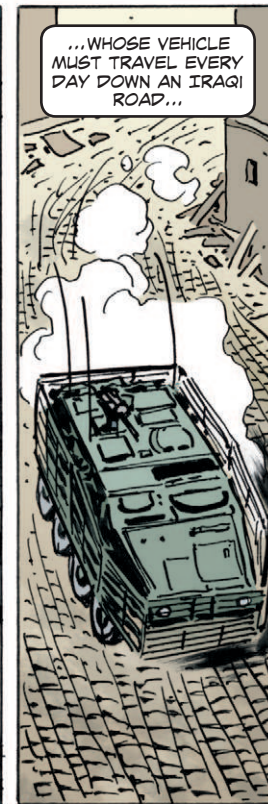
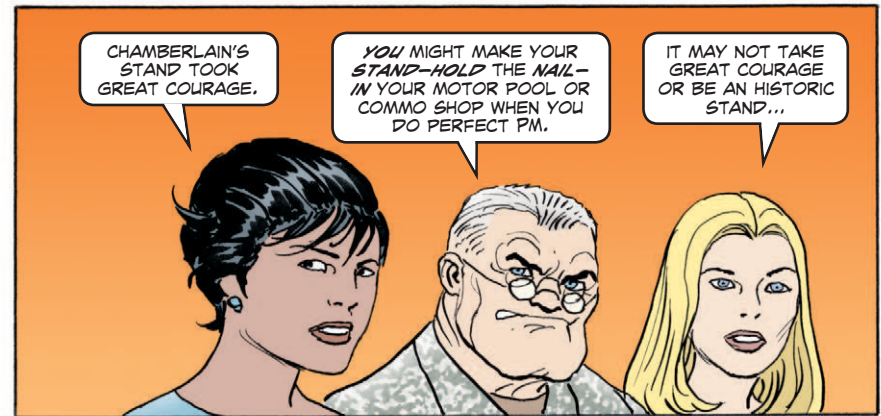
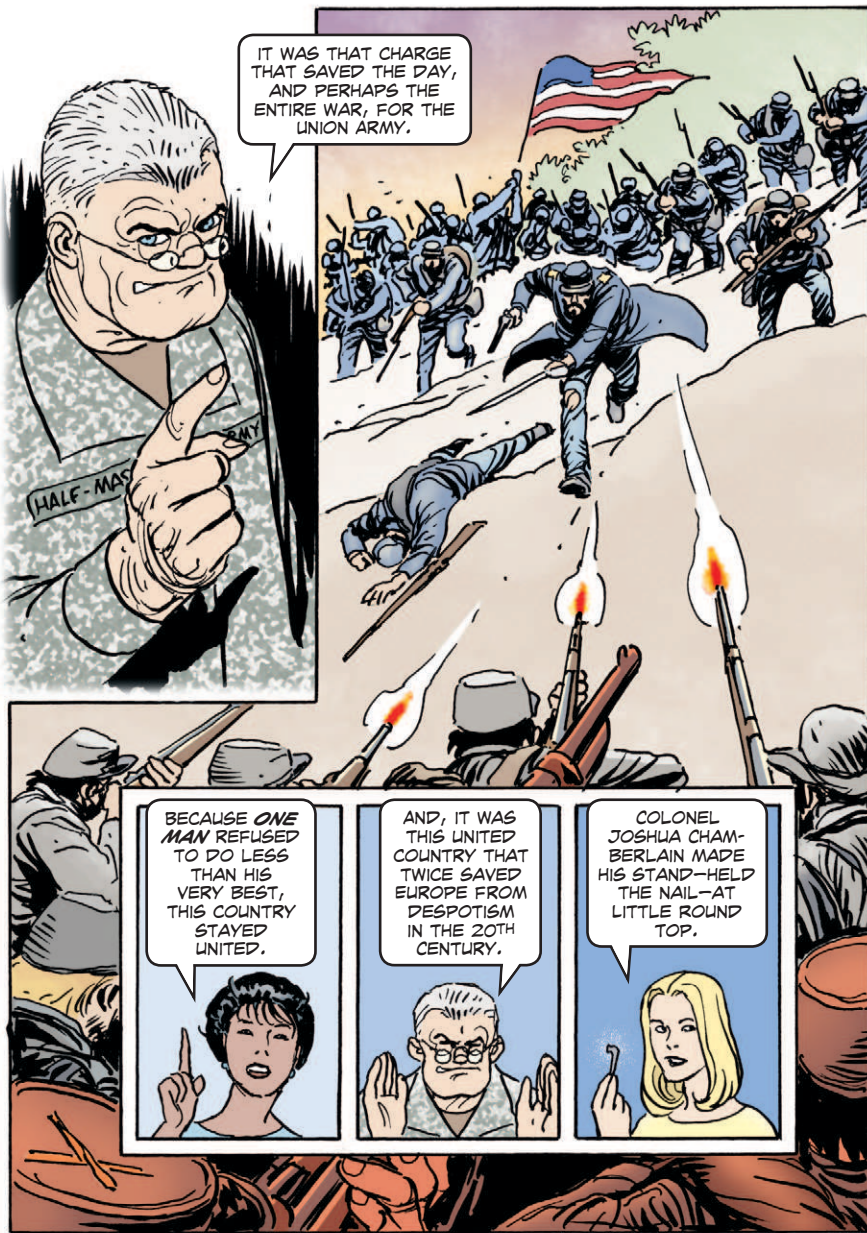
FOR 55 YEARS,
PS MAGAZINE
HAS PREACHED
THE GOSPEL
OF PREVENTIVE
MAINTENANCE.

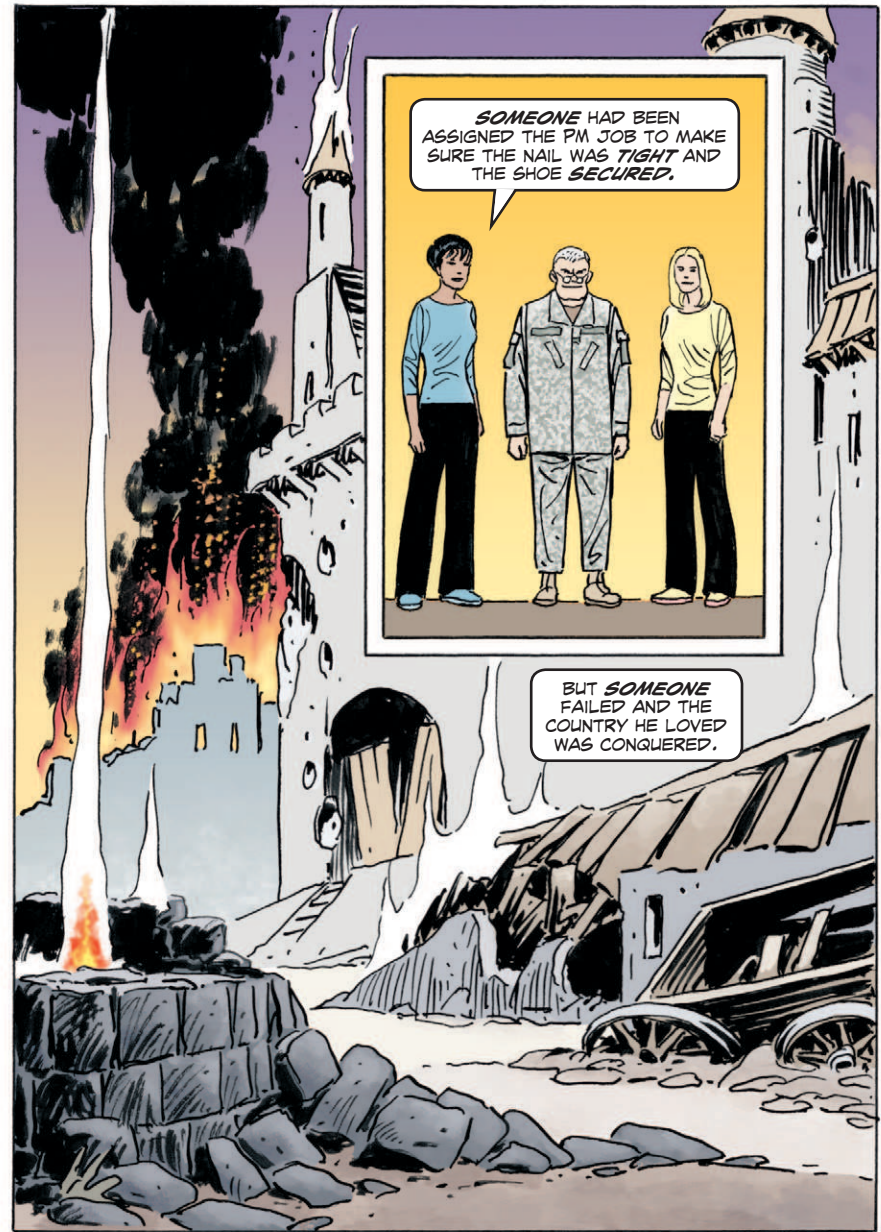
IN THAT TIME,
CONNIE, BONNIE
AND I HAVE TOLD
THE PM STORY IN
ALMOST EVERY
WAY IMAGINABLE.

THE POINT OF PM





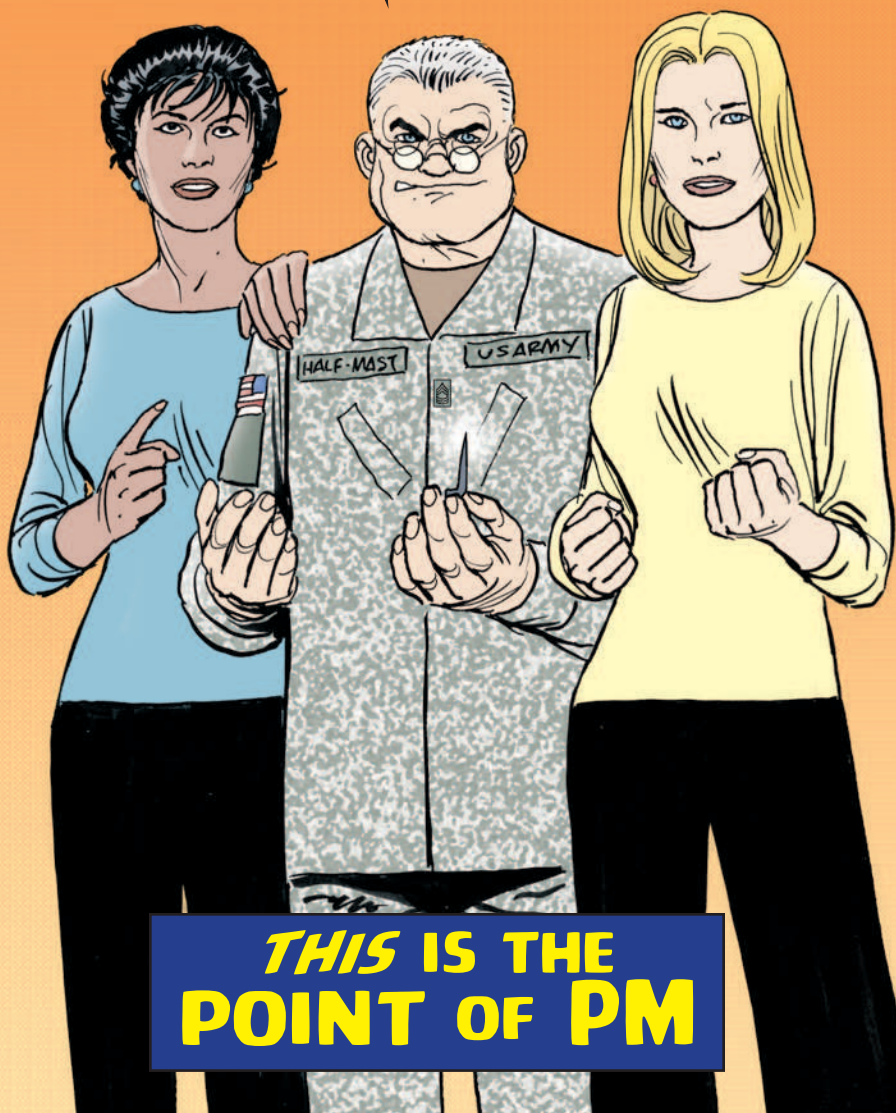




TODAY,
YOU HAVE
A **CHOICE!**

YOU CAN BE LIKE
THAT "SOMEONE"
OR YOU CAN
BE A JOSHUA
CHAMBERLAIN.

YOU CAN BLOW
OFF PM OR DO IT
HALFWAY...OR YOU
CAN **CHARGE** AND
SAVE THE DAY!



***THIS IS THE
POINT OF PM***

THIS VEST
ISN'T
KEEPING
ME COOL!

IF THE MCU
IS LOW, IT
HAS TO GO
TO DEPOT.

DO-IT-YOURSELF MAINTENANCE

OPERATORS
AND
MECHANICS,
DOCTORS
MAKING
HOUSE CALLS
IS A THING OF
THE PAST!

Playing doctor or doing unauthorized maintenance on the microclimate cooling system (MCS) should be a thing of the past, too. But that's not happening! Here's what should happen.

The MCS has a cooling unit (MCU) filled with refrigerant to keep soldiers cool. If you think refrigerant servicing on the MCU can be done at the AVUM level, you're wrong! It's depot maintenance.

Maintenance Tasks Not Authorized

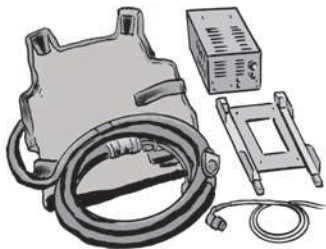
Just because your unit has certified repair technicians that **can** charge and purge other refrigerant equipment, they are not authorized to try it on the MCU.

The MCU has less than three ounces of refrigerant. Using commercial refrigeration servicing devices not designed for small systems like the MCU will cause overcharging and damage to the MCU compressor.

The MCU must have an exact charge level because it uses such a small amount of refrigerant.

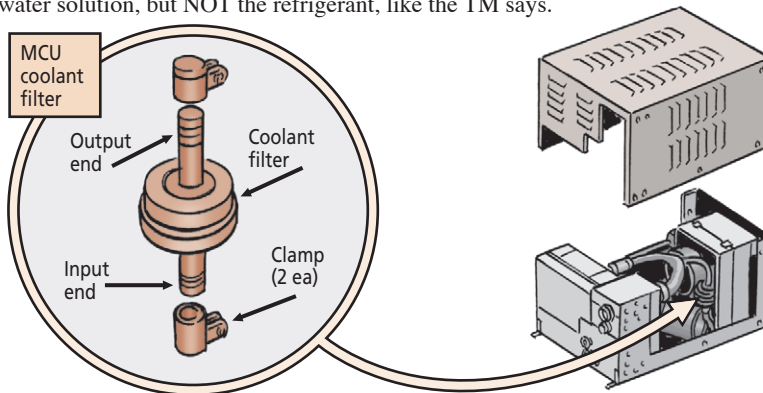
And you should **never** remove the cap on the refrigerant charge port. Doing so loses refrigerant.

Got MCU troubles you can't fix?
Contact PM Air Warrior



Maintenance Tasks Authorized

On the other hand, operators and mechanics **are** authorized to change the MCU coolant filter, do routine cleaning and perform coolant charging and purging of the water solution, but NOT the refrigerant, like the TM says.

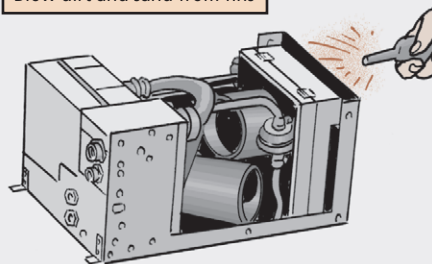


For Black Hawks, maintenance procedures are found in TM 1-1520-237-23-11, WP 1560 through 1573. For Chinooks, maintenance procedures are found in TM 1-1520-240-23-10, Task 16-188.

HERE ARE THE TASKS YOU **CAN** PERFORM...

• **Condenser cleaning**— Remove the MCU cover to expose the condenser fins. Remove all the accumulated dust and sand from the fins using compressed air (not more than 30 psi) to blow the gunk off the fins. Make sure you're wearing an adequate respiratory device, such as a dust mask, NSN 6515-01-444-5223, and goggles.

Blow dirt and sand from fins



- **Liquid connector cleaning/lubing**—O-rings in the MCU connectors should be cleaned with a lint-free tissue, NSN 3610-00-810-0571. Dirt buildup on the rings will contaminate coolant and clog the filter.
- **Coolant filter replacement**— Replace the filter to prevent contaminant buildup. This involves purging the fluid lines of coolant. Remove the MCU cover. Then remove a hose clamp at each end of the coolant filter. Remove the old filter, install the new filter connect the lines to the new filter and tighten the hose clamps. Then charge or purge the lines with coolant.
- **Charging and purging coolant**— Mix the water-glycol coolant solution and attach the charge/purge kit to the aircraft A-kit umbilical section. Then run the system until all the air is removed from the system. You can get the charging and purging kit from: Issaias Ortiz, Jr., PM Air Warrior/LME, DSN 746-6537, (256) 876-6537.

Additional Help

IF YOU'VE GOT PROBLEMS WITH YOUR AIR WARRIOR SYSTEM, LOG ON TO THE AIR WARRIOR WEB SITE AT <https://airwarrior.redstone.army.mil>

If you don't have an account, you'll need to request one. It usually takes 24 hours. Once logged in, click on the [Ask Air Warrior](#) link to type in your questions. If you need to locate a TM, they're on the LOGSA website:

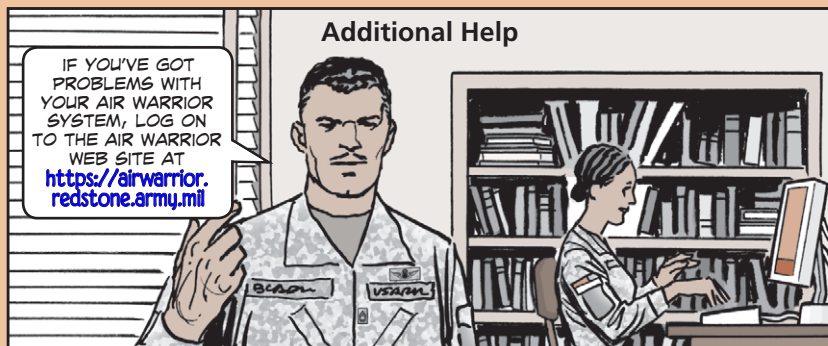
<https://www.logsa.army.mil/etms/online.htm>

THE PRODUCT MANAGER FOR AIR WARRIOR (PM AW) IS RESPONSIBLE FOR DEVELOPING, TESTING, PROCURING, TRAINING AND FIELDING OF THE MCS.

Survival Radio Approved

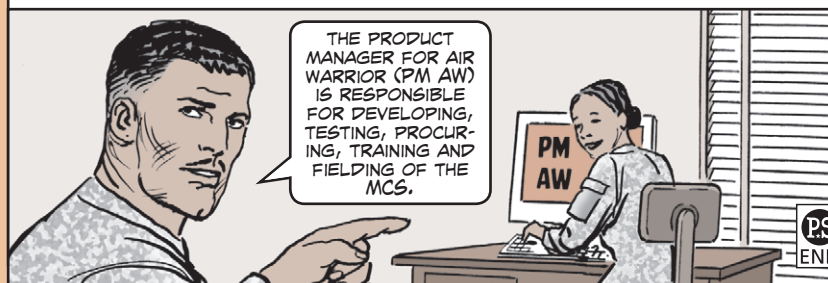
The AN/PRQ-7 combat survivor evader locator (CSEL) survival radio has been approved by the Army Aviation Warfighting Center at Ft Rucker. The radio comes with NSN 5826-01-499-4473.

- **Liquid connector cleaning/lubing**—O-rings in the MCU connectors should be cleaned with a lint-free tissue, NSN 3610-00-810-0571. Dirt buildup on the rings will contaminate coolant and clog the filter.
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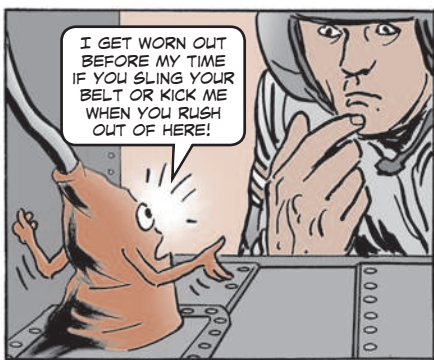
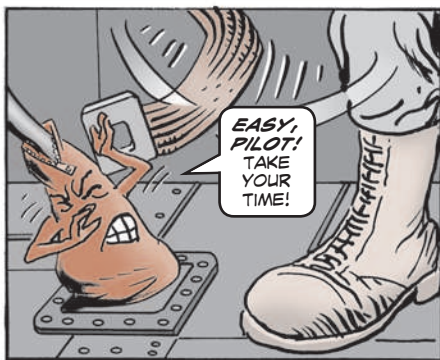
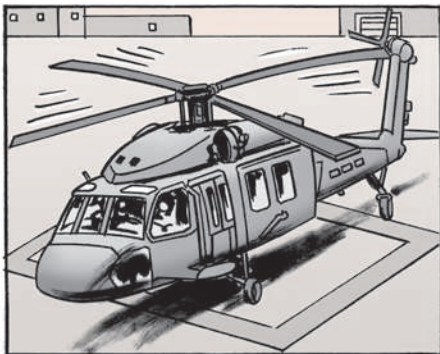
<https://www.logsa.army.mil/etms/online.htm>



Survival Radio Approved

The AN/PRQ-7 combat survivor evader locator (CSEL) survival radio has been approved by the Army Aviation Warfighting Center at Ft Rucker. The radio comes with NSN 5826-01-499-4473.

LAP BELT SLINGERS



Pilots and co-pilots, if the mission is over, slow down! Unhooking and slinging the lap belt buckle to exit your Black Hawk puts the cyclic boot cover in harm's way.

When you toss the buckle, it smacks the cyclic boot. Over time that wears out the boot and can tear a hole in it.

If that happens, your aircraft is NMC until the cyclic boot can be replaced.

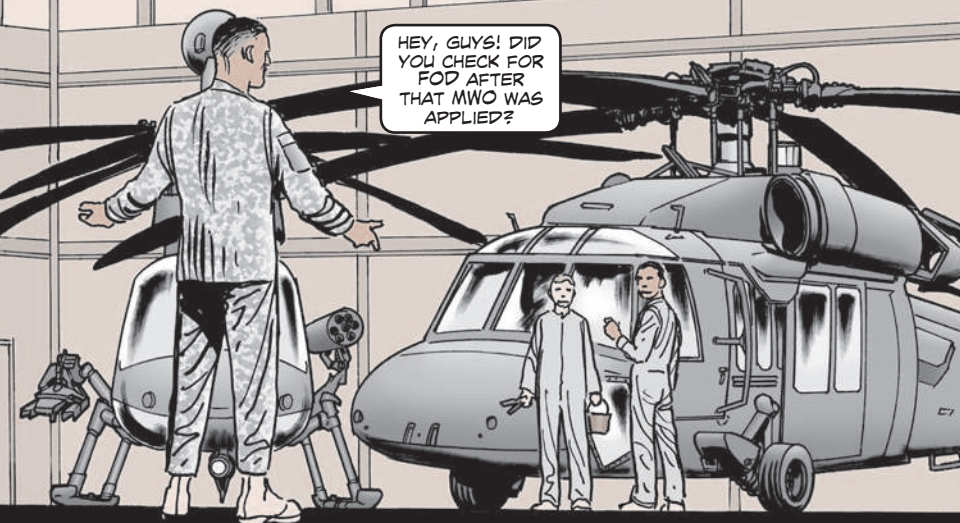
The boot protects the cyclic stick which controls the bird's pitch in flight. Without a boot, dirt can get into the cyclic stick and damage the works that assist in flight control.

So take your time exiting the bird. Just unlatch the lap belt and place the round buckle in the seat or let it hang over the seat. But don't sling it or let it fall on the boot as you leave. Don't kick the boot because that also causes damage.

The boot should always be zipped to the top, but sometimes it slides back because of a wire on the cyclic stick. To keep the zipper in place, use a zip tie on it.

All
Aircraft...

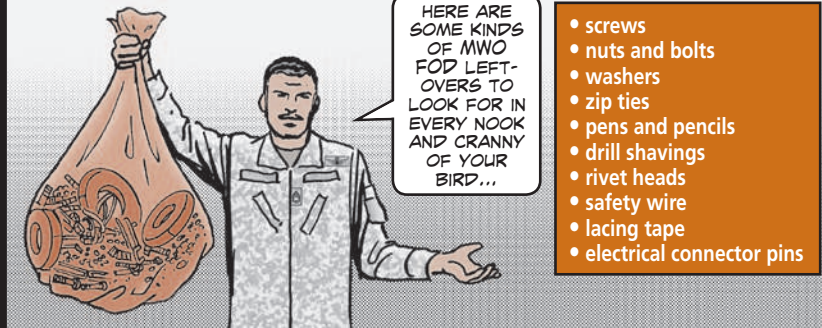
MOD FOD



The modification team is responsible for all aspects of the modification, even clean-up. However, things get missed at times.

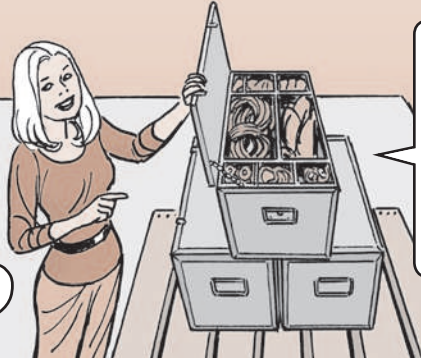
An aircraft can get a good workover when it's modified. Parts and components are removed from various places and new items are installed.

So whenever new equipment has been installed, the first thing you should do before flying your aircraft is a foreign object and debris (FOD) search of your bird from the nose to the rear.



It's a good maintenance practice to look for anything that was inadvertently left in your bird so FOD won't be your nightmare.

MAKE THIS GROUND



ARE **YOU** USING THE 25-OUTLET, GENERAL ILLUMINATION LIGHT SET, NSN 6230-00-299-7077, WITH A GROUND-FAULT CIRCUIT INTERRUPTER (GFCI) CIRCUIT BREAKER (CB) BOX?

IF THE ANSWER IS **YES**, MAKE SURE THE BOX IS GROUNDED TO THE GROUND TERMINAL OF THE GENERATOR SUPPLYING THE POWER.

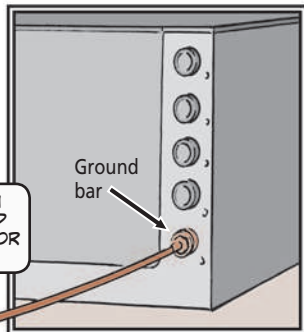


IF IT'S **NOT**, THE GFCI/CB WILL NOT WORK AS IT SHOULD, AND A SHOCK HAZARD IS CREATED THAT MIGHT LEAD TO **SERIOUS INJURY OR DEATH.**



TO MAKE THE GROUND, LOCATE THE 6-FT LONG, #12 GREEN WIRE, NSN 6145-01-007-4701, RUNNING FROM THE BOTTOM OF THE GFCI/CB.

ATTACH THAT GREEN WIRE TO THE GROUND BAR ON THE GENERATOR LIKE THIS...



Warning for the lightsets that have the ground-fault circuit interrupter (GFCI)/circuit breaker (CB) box.

The grounding wire from the box must be connected to the generator's ground terminal for the GFCI/CB to function properly. This will prevent the potential for serious injury or death when there is an electrical fault.

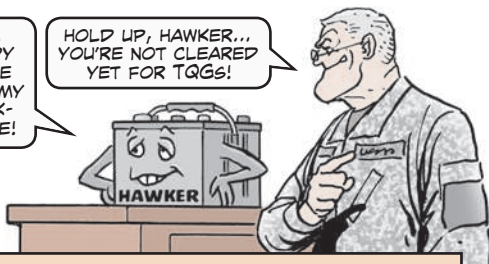
IF YOU NEED FURTHER INFORMATION, CONTACT LEN BLEIER AT DSN 992-1807 OR (732)532-1807. OR EMAIL: leonard.bleier@us.army.mil

5-, 10-, 15-, 30-, 60-KW TQG...

BATTERY CHOICES!?

I'M
READY
TO BE
AN ARMY
WORK-
HORSE!

HOLD UP, HAWKER...
YOU'RE NOT CLEARED
YET FOR TQGS!



Dear Half-Mast,

In PS 638, (Jan 06), on Page 45, you gave some choices for 5-, 10-, 15-, 30-, and 60-KW tactical quiet generator (TQG) batteries.

You did not mention the 12-volt battery, NSN 6140-01-485-1472. It's currently used in 2 1/2-ton trucks and can be used in almost all military vehicles. I think it is called the Hawker. Is it OK to use?

Pvt B. B. K.

Dear Private B. B. K.,

The battery you asked about claims to have higher cold-cranking amps; a greater capacity; a longer life; better hot-weather durability; lower self-discharge in storage; and, except for the connections, needs zero maintenance. It has been approved by TACOM for use in some of its vehicles.

But here's the rub. Those claims have not been tested and verified by C-E LCMC. They're the folks that manage generators. Until the batteries are approved (which may be soon), you should **not** use that battery.

C-E LCMC recommends:

Model Number	Set Size	Battery Type	NSN
MEP 802; MEP-812	5 kW	2HN wet	6140-01-390-1969
		2HN dry	6140-00-057-2553
		D51R	6140-01-529-7226
MEP 803; MEP-813	10 kW	800/U	6140-01-374-2243
MEP 804; MEP-814	15 kW	6TMF wet	6140-01-446-9506
		6TMF dry w/ electrolyte	6140-01-446-9498
		6TMF dry w/o electrolyte	6140-01-469-9184
		800/U*	6140-01-374-2243
MEP 805A; MEP-815A MEP 805B; MEP-815B	30 kW	6TMF wet	6140-01-446-9506
		6TMF dry w/ electrolyte	6140-01-446-9498
		6TMF dry w/o electrolyte	6140-01-469-9184
		800/U*	6140-01-374-2243
MEP 806A; MEP-816A MEP 806B; MEP-816B	60 kW	6TMF wet	6140-01-446-9506
		6TMF dry w/ electrolyte	6140-01-446-9498
		6TMF dry w/o electrolyte	6140-01-469-9184
		800/U*	6140-01-374-2243

*Must use adapter plate, NSN 6160-01-453-0858

Half-Mast

TIME TO UPDATE YOUR CHARGER SOFTWARE?

THE SOLDIER PORTABLE CHARGER (SPC), PP-8498/U, NSN 6130-01-495-2839, IS THE **LATEST AND GREATEST** RECHARGEABLE BATTERY CHARGER IN THE ARMY INVENTORY.

BUT YOU **MIGHT NOT** BE ABLE TO USE IT... SO, READ ON!

The PP-8498/U charger will keep batteries doing their power job in equipment like SINGARS, TWS, MELIOS, REMBASS and PLGR.

To get the best performance from your batteries your PP-8498/U may require a software upgrade.

How do you know if you need this new software?

Take a look at the program strip next to the software upgrade port on your charger. You need either Version D or C, so if the "D" or "C" is crossed out, your charger is fine. If not, install the latest program and cross out the "D" so the next user knows of the installation.

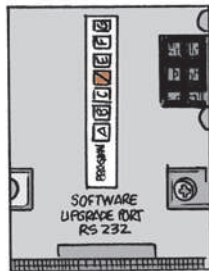
The latest software is version SPC 3.20.00 Program D.

To reprogram your SPC with this software, you'll need to download the new software on a PC running Windows 95® or newer. And you'll need a straight serial cable (not a null cable) and a #1 Phillips screwdriver.

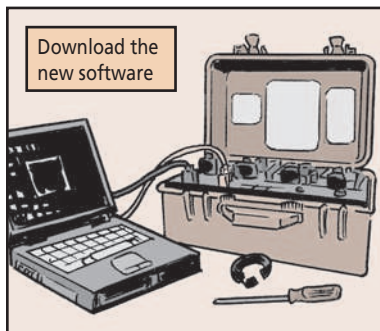
To get the software upgrade and additional information on installation and rechargeables, visit the rechargeable website:

<http://www.monmouth.army.mil/cecom/lrc/lrchq/power/rechargebat.html>

If you have questions, email Don Brockel: donald.brockel@us.army.mil
Or call him: DSN 992-4948 or (732) 532-4948



'D' marked? No upgrade needed



POWER for the Warfighter

ESTIMATING YOUR UNIT'S BATTERY NEEDS HAS JUST GOTTEN **EASIER.**

A MICROSOFT EXCEL-BASED APPLICATION, POWER OPTIMIZER FOR THE WARFIGHTER'S ENERGY REQUIREMENTS (POWER), IS AVAILABLE FOR YOU TO DOWNLOAD ON THE INTERNET.

HERE'S HOW TO GET TO IT.



First, go to:

<http://www.monmouth.army.mil/cecom/lrc/lrc.html>

At that site, click on Battery Support under the Logistics Support heading.

At the next site, click on Rechargeable Battery Program.

▼ Who We Are

- [Analyst Code Search](#)
- [Send us your comments](#)

▼ Logistics Support

- [Battery Support](#)
- [Safety Messages](#)
- [MSE Repair and Return](#)

▼ Handy Tools

DEFY



At this site, click on Battery Calculator. You will get instructions on how to use the spreadsheet from a step-by-step guide listed in the Table of Contents. This is the only place on the web the guide is shown

Integrated Power Management

Sign In

Contents

Integrated Power

TO ACCESS THE POWER CALCULATOR SPREADSHEET, YOU'LL NEED AN AKO LOGIN.

Battery Calculator

Created By: donald Brockel 07/13/2006 - 01:58 PM
Updated By: donald Brockel 08/15/2006 - 01:01 PM

The POWER spreadsheet is a step-by-step process in which you are asked a series of questions about device usage. After each step, information is given to assist you in making the right choices regarding battery type and frequency of changing the battery, plus other valuable information.



You can save your work and add to it later, too!

If you run into problems or have questions about POWER, email Ari Herman: ari.herman@us.army.mil

Or call him: DSN 992-6763 or (732) 532-6763.



IT *STILL* CAN BE CONFUSIN'



IT'S ENOUGH TO MAKE ANY COMMUNICATOR GRAB HIS HEAD AND SHOUT-

STOP THE MADNESS!

WE'RE HERE TO DO JUST THAT!

GORDON

The H-350 handset, NSN 5965-01-128-3944, was made for the Air Force. It is now the standard handset for tactical field telephone sets. It is equipped with a six-pin plug connector, either SI-329/U or AP-116. The H-350 has a wider microphone frequency response range than the H-250 handset.

The H-250, NSN 5935-00-043-3463, is used on many tactical radios, including SINCGARS. It has a five-pin metallic connector plug, U-229A/U, NSN 5935-00-992-2035. Other plugs are obsolete.

Editor's note: This story originally ran in PS 641, but did not clear up the issue as intended. Hopefully, it has now.

Containerized Kitchen...

ARE YOU ON THE LEVEL?

WHEN YOU SET UP YOUR CONTAINERIZED KITCHEN (CK), THE **FIRST** THING YOU NEED TO LEVEL IS THE CONTAINER ITSELF.

AFTER THAT, YOU NEED TO LEVEL THE CK'S WINGS. IF YOU DON'T LEVEL THE WINGS, YOU'LL CREATE A FEW PROBLEMS...

FOOD MIGHT COOK UNEVENLY.

SOME OF THE CK'S APPLIANCES ARE ON WHEELS. THEY COULD START ROLLING AND INJURE THE COOKS.

So check the bubble level on each wing. If the bubble is in the center, you're on the level.

Leveling problems can start when you transport the CK: vibration loosens the screws and washers holding the levels, and one or both levels get out of alignment. In other words, one end tilts below the other. A misaligned bubble level can't give an accurate reading. Then you can't tell if the wing is truly horizontal.

YOU NEED TO REALIGN THE BUBBLE LEVEL. HERE'S HOW...

- Lower the wing until it's roughly parallel to the ground.

- Snug up the screw on the right side of the bubble level. Leave the screw on the left side loose to allow for adjustment.
- Using a tape measure or ruler, measure the distance from the bottom of the container wing to the bottom of the right side of the bubble level. The distance is about $\frac{1}{8}$ inch.

- Measure the same distance from the bottom of the wing to the left side of the bubble level. Mark the length with a pencil.
- Adjust the left side of the bubble level so that both sides are the same distance away from the bottom of the wing.

- Tighten the screws on the left side and then the right side.

USE THE **SAME PROCEDURE** IF YOU REPLACE THE BUBBLE LEVEL.

HERE ARE THE NSNs FOR REPLACEMENT PARTS...

Screw, NSN 5305-00-054-6652
Washer, NSN 5310-00-929-6395

CONNIE, I'D LIKE TO ORDER THE BUBBLE LEVEL, BUT I **CAN'T FIND** IT IN THE ARMY INVENTORY.

IT'S NOT IN THE ARMY INVENTORY YET, BUT YOU **CAN ORDER** IT FROM THE SUPPLIER, MCMASTER-CARR.

ITS PART NUMBER IS 2209A72.

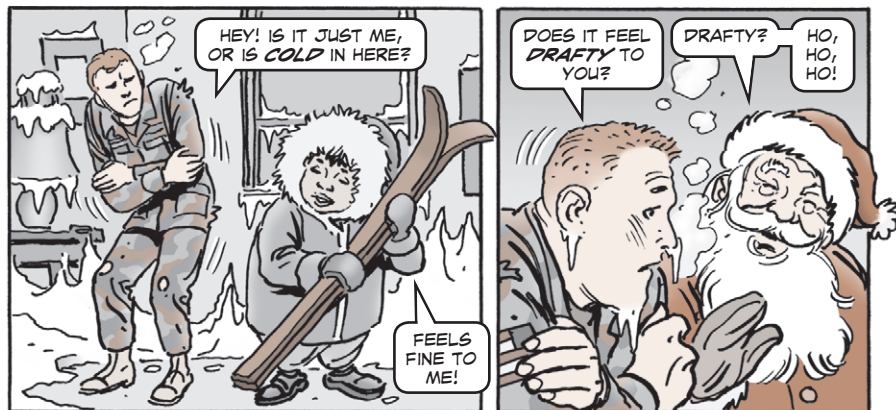
AND HERE'S HOW TO REACH MCMASTER-CARR...

FOR THE COMPLETE STORY ON SETTING UP YOUR CK, SEE WP 0006 IN TM 10-7360-226-13&P.

TM
-226-
13&P

Phone: (732) 392-6200
Email: nj.sales@mcmaster.com
McMaster-Carr website: <http://www.mcmaster.com/>

Let's Patch



Does it feel drafty in here?

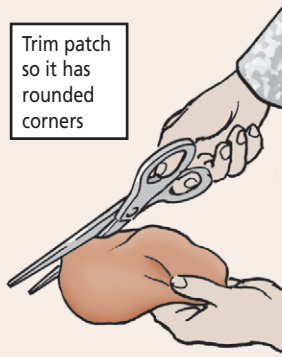
If you're shivering in a draft, you could blame your office or barracks. On the other hand, the problem just might be all those small rips and holes in your BDUs.

Until BDUs are no longer authorized for wear, you need to patch things up. Get iron-on patches, NSN 8305-00-460-4200, to repair desert, woodland temperate and woodland enhanced hot weather BDUs. The patches are made of olive drab cotton cloth with adhesive on one side. You order the patches by the yard and cut them to size.

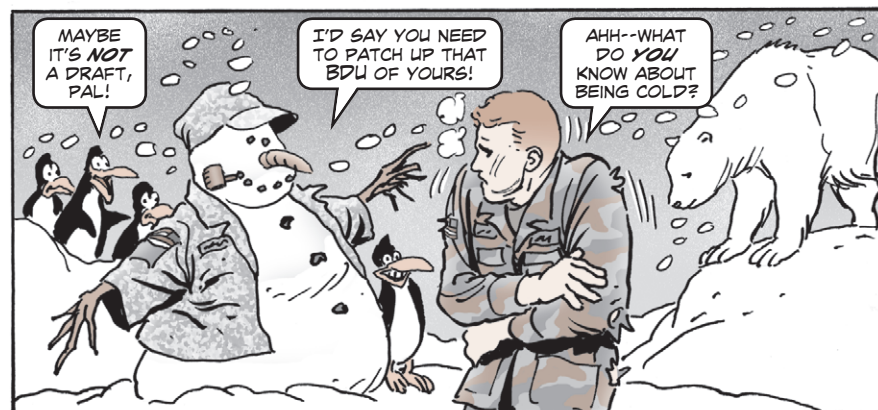
HERE'S HOW IT'S DONE...

- Cut the patch to a size and shape so that it covers $\frac{3}{4}$ inches in all directions beyond the tear.
- Trim the patch so that it has rounded corners.
- Turn your BDUs inside out and put them on an ironing board.
- If the edges of the tear are frayed, trim away loose threads. Smooth out the area to be patched so that the tear is closed. Make sure to smooth out wrinkles, folds and seams.
- Set an electric iron to the cotton setting. Make sure the iron is used dry. You don't want steam because the patch won't stick well to a moist surface. Warm the area on the BDUs for about five seconds.
- Immediately center the patch adhesive side down over the tear and press it against the cloth.

Trim patch so it has rounded corners



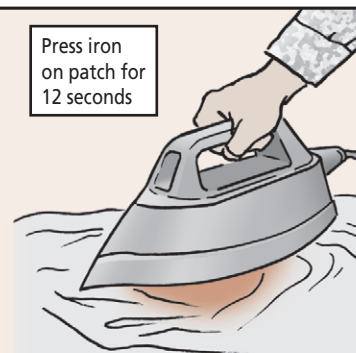
Things Up



- Press the iron on the patch for about 12 seconds. Keep constant pressure on the patch and slightly rotate the iron.
- Remove the iron. Let the patched area cool for several seconds.
- If you've done a good patching job, the patch will have bonded tight to the BDUs. It'll be hard to peel off. That tells you two things: You've used the right iron setting and you've heated the patch the right length of time.

For more information on patching and repairing BDUs, see Chapter 15 of TM 10-8400-201-23, *General Repair Procedures for Clothing*.

Press iron on patch for 12 seconds



Know When to Sew

Never use iron-on patches to repair tears at stress points, such as crotch seams or pocket seams. Patches can't hold up under the strain. Always sew tears at stress points. And also sew tears closer than $\frac{3}{4}$ inch to any seam.

TAKE COVER

Protect yourself from airbursts, mortar rounds and small arms fire. Get the fighting position overhead cover (FPOC), NSN 5450-01-430-2081, to put over your foxhole. The FPOC is a steel tube frame with a polypropylene cover. It weighs 25 pounds. When unfolded, it measures 40 x 48 inches. Put soil or sandbags on top of the cover to absorb blast and fragments.

Is it
**AMSS or
Amiss?**

THINK AGAIN!

THIS MONTHLY
REPORT AFFECTS
YOUR FUTURE
MAINTENANCE
BUDGETS.

06288015014D A
06288015014D000300000000028000000000000000000000A

HOWEVER,
THOSE 80
CHARACTERS
MAKE UP
THE ARMY
MATERIEL
STATUS
SYSTEM
(AMSS) END
OF PERIOD
REPORT.

HHH!

I HAD NO
IDEA!



REPORT

THIS PAGE AND THE NEXT OFFER SOME EXAMPLES OF PROBLEMS THAT MAKE AMSS REPORTS INVALID.

**Wrong
report
period
date**

Some units make the mistake of using the last reporting period's Julian date instead of using the current reporting date, so the report becomes invalid.

**Wrong
report
date**

Another case of lack of attention to detail. The date must be the 15th day of the reporting month. Enter the Julian date for the 16th and your report is invalid.

Unofficial
unit
identification
code (UIC)

Don't use unofficial UICs created locally for property book uses. Use only the UICs recognized by the Army Status of Resources and Training System (ASORTS).

**Wrong end item
code (EIC) or
weapon EIC**

The EIC/WEIC must be a reportable item in the Maintenance Master Data File (MMDF).

**Wrong
utilization
codes**

Only use the authorized readiness utilization codes that are found in Para 2-4a, AR 700-138.

Impossible possible time

This reflects the possible days in the reporting period. Because the report is based on monthly cycles, the only possible numbers are 28, 29, 30 and 31.

Wrong format or length

The ULLS box saves the report in a specific format. People who then open the report in a word processor or spreadsheet cause unseen hard characters to corrupt the data which SAMS-2 boxes interpret as line breaks. The corrupted data cannot be read at LOGSA.

Checking Your Submissions

You can use the RIDB Feedback Reporting Statistics (All) or the Executive Summary Current View reports to verify that LOGSA received your unit's readiness data.

The feedback and executive summary reports are available through the Logistics Information Warehouse (LIW):

<https://liw.logsa.army.mil/index.cfm?fuseaction=login.main>

You'll find the feedback report within LIW follows this progression sequence: WebLIDB, Readiness, RIDB, Feedback Reports. Data can be presented by MACOM-level first. But the user can drill down to the unit by clicking on increasingly subordinate units.

The AMSS report isn't just a paperwork drill. It means maintenance dollars for your unit in the future and it helps senior Army leaders make real-time decisions based in part on trends in AMSS reporting. This is one report you want to get right every month.



Visit *PS Magazine* Online!

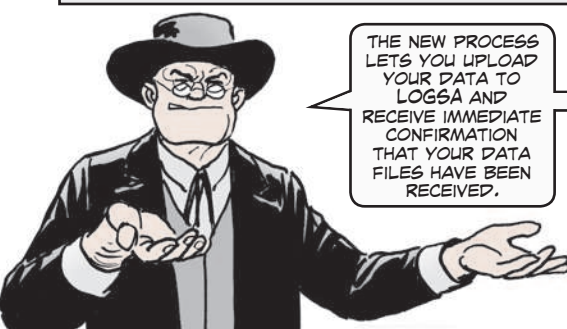
Read it! Search it! Copy it! Email it! Print it!

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

Submit AMSS Reports Online



You can now send AMSS data to the Logistics Support Activity (LOGSA) online! The difficulties associated with email submissions can be avoided by uploading AMSS data and Installation Materiel Condition Status Reporting System (IMCSRS) submissions to the Readiness Integrated Database (RIDB) in the Logistics Informations Warehouse (LIW).



THE NEW PROCESS LETS YOU UPLOAD YOUR DATA TO LOGSA AND RECEIVE IMMEDIATE CONFIRMATION THAT YOUR DATA FILES HAVE BEEN RECEIVED.

THE RIDB UPLOAD IS USER-FRIENDLY AND ACCESSIBLE TO ALL SUBMITTING UNITS.

USERS WILL NEED ARMY KNOWLEDGE ONLINE (AKO) AND LOGISTICS INFORMATION WAREHOUSE (LIW) ACCOUNTS.

Instructions

Save the AMSS or IMCSRS file to a known location on your computer.

LIW Logistics Information Warehouse

Huntsville, AL

Readiness Data File Upload

This form is for uploading formatted Readiness data. Just browse your local directories to locate the appropriate file to upload. All fields with "*" asterisk are required.

Please note: This form will accept only flat ASCII files (for example Notepad, Textpad with file extensions .txt .dat .rsm). Binary files (such as Word, Access, Excel, Lotus, and Zip files) will not work.

* Name:

* Area Code + Phone:

* Email:

DPI Code:

(preferred)

File to Upload:

Browse...

Upload File

Log in to LIW. In the left-hand column, under **WEB LOG**, expand the Maintenance Mgmt option. Select the Readiness option. Under the new Query and Reports area select RIDB Upload.

You must provide your name, phone number (including area code), and the email address you want your feedback sent to. If you want the feedback to go to the same addressees that receive them when you BLAST or FTP, you must also provide the DPI code of your SAMS2 box.

Click on Browse... and find the AMSS or IMCSRS file you saved. Highlight the file in the browser pane and click Open. The file name will appear in the "File to Upload:" block. Click Upload File. You'll get the message: *****FILE SUCCESSFULLY UPLOADED*****. An email feedback message will also be sent to the recipients you selected.

QUESTIONS REGARDING THE PRODUCT OR PROCESS MAY BE DIRECTED TO THE LOGSA READINESS TEAM: DSN 645-9690/9668 OR (256) 955-9690/9668; OR THE LOGSA HELP DESK: DSN 645-7716, (256) 955-7716.



Understanding the PS Magazine Issues and Index Webpage

WE PUT PS MAGAZINE ONLINE SO YOU COULD REFER TO OUR PAST ISSUES.

NOW WE WANT TO HELP YOU GET THE **MOST** OUT OF OUR ISSUES AND INDEX WEBPAGE.

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



PS Magazine Online

Issue 647 October 2006

PS Magazine Online is an Adobe Acrobat PDF document. In order to read PS Online you must have the Adobe Acrobat Reader 5.0 or greater installed on your PC. Acrobat Reader is available for download from [Adobe Systems Inc.](#)

To read a specific article just click on the title.

Go to [Table of Contents](#)

To view the [Archive of Previous Issues](#) click [here](#)

---- Email Single Articles ----

From PS 611 (Oct 03) on, you can email individual articles to your friends. Click on the email link, select EMAIL from the PDF menu bar, choose between URL and COPY, add the email address, click SEND and you are done.

Linked Indexes for 1990 thru 2004 Articles.
Search the index, click, and go to the article you need.

[Index of 2005 Articles](#)
[Index of 2004 Articles](#)
[Index of 2003 Articles](#)
[Index of 2002 Articles](#)
[Index of 2001 Articles](#)
[Index of 2000 Articles](#)
[Index of 1999 Articles](#)

[Index of Articles 1990 thru 1998](#)

[Index of Articles 1990 thru 2005](#)

(The 1990 - 2006 Index does not contain links to other PDFs)

To view or read PS issues click [here](#)

PS PDF files go back to Jan 99.

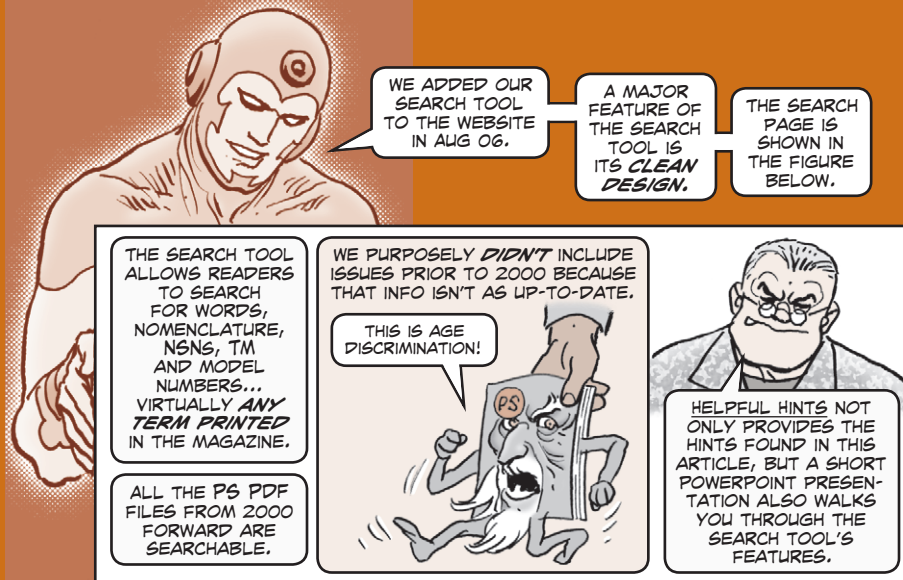
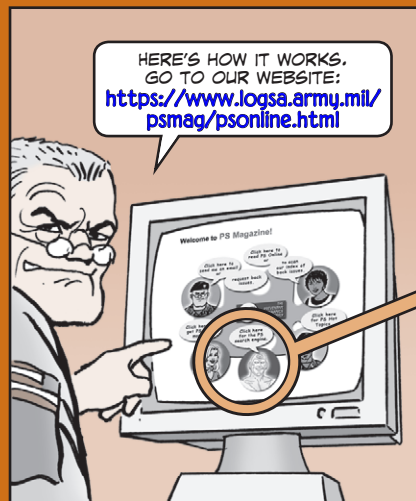
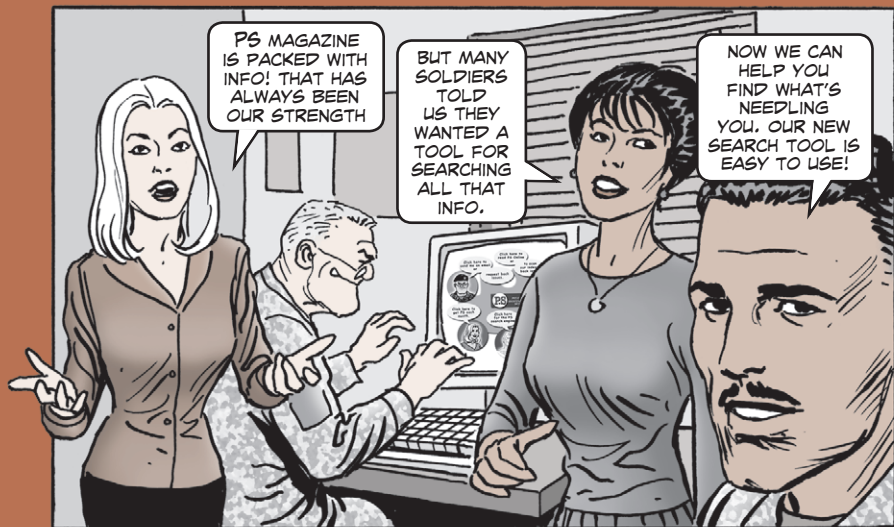
From Jan 99- Sep 03 the only ways to get images of individual articles are to do screen captures, use a snapshot tool, or scan the pages you want.

From Oct 03 on, PS has provided a one click capability to capture an article for emailing or saving to your computer.

Indexes are available in annual and combined formats. Items listed in the annual indexes and the 1990-1998 index are linked to their articles.

The 1990-2005 index is not linked.

Finding Needles in the PS Magazine Haystack



Enter a word or phrase below and click on the Search button

By default, the search tool searches issues from 2000 to the present

Helpful Hints

Use Helpful Hints. They are short and concise

Options:

From:

All

To:

All

Include:

☒ Articles

☐ Issues

☐ Indexes

WE SUGGEST YOU USE THE DEFAULT SETTING OF **ARTICLES**.

HMMWWV

We recommend you begin searches with as few terms as possible. Try "HMMWWV"

Search

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[[Read PS Online or Search Back Issues](#)] [[View PS Hot Topics](#)]

[[PS Magazine Home Page](#)]



The Results Page

THE RESULTS PAGE RESTATES YOUR SEARCH CRITERIA AND TELLS YOU HOW MANY RESULTS WERE FOUND. RESULTS ARE DISPLAYED IN GROUPS OF TEN.

IF YOU CLICK ON ALL YOU CAN SCROLL THROUGH ALL THE RESULTS.

Search Criteria: "HMMWV"
Options Selected: Search All Years
Display Articles
Items Found: 201

Search Again

Previous 1...2...3...4...5...6...7...8...9...10...11...12...13...14...15...16...17...18...19...20...21...All Next

1. Title: Connie's Post Scripts

Year: 2006

Issue: 647

Page: 61

Summary:

mil/suite/doc/5344575Army Direct Ordering for ClothingSoldiers deployed in support of Operation Enduring Freedom and Operation Iraqi Freedom can now replace worn-out Army combat uniforms (ACU) and ACU accessory items through an online ordering program called Army Direct Ordering (ADO). M1151 Front Springs a ProblemIf your new M1151s are sitting low on the front springs, you could bottom out on rough terrain. That's because the armor and overloading of vehicles in Southwest Asia demands the ...

2. Title: SINGGARS... A Mounting Problem

Year: 2006

Issue: 647

Page: 42

Summary:

The blind-rivet nuts used to bolt the **SINGGARS** installation kit to the radio rack are getting damaged and loose. These damaged, loose nuts cause the radio to vibrate excessively, which leads to commo failure and equipment problems. **SINGGARS**'A Mounting ProblemRack-to-dash bolt holes wallow outBlind rivet nuts get loose herethe nuts are damaged and loose again!

THE MOST CURRENT ARTICLES ARE LISTED FIRST, AND TITLE LINES ARE LINKED TO THEIR ARTICLES.

THE SUMMARY IS TEXT LIFTED FROM THE ARTICLE. IF THE SEARCH TERM IS FOUND IN THE SUMMARY, IT WILL BE HIGHLIGHTED.

IF YOU WANT TO CONDUCT A NEW SEARCH, THE **SEARCH AGAIN** BUTTON IS AVAILABLE AT THE TOP AND BOTTOM OF THE RESULTS LIST.

Search Criteria: "HMMWV"
Options Selected: Search All Yea
Display Article
Items Found: 201

Search Again

THESE **HELPFUL HINTS** WILL **IMPROVE** YOUR SEARCHES.



HELPFUL HINTS

- Conduct searches using as few terms as possible to get broad results. HMMWV is better than high mobility multi-purpose wheeled vehicle.
- Using more search terms will produce fewer, but more specific results. A search for HMMWV alternator will find articles about alternators on HMMWVs.
- Place multiple search terms in quotes to find only those articles that contain all of the search terms in the specified order. "recovery vehicle" = 64 items vs recovery vehicle = 74 items.
- If the desired info is not found, try using fewer or related search terms.
- For model numbers, a search for the basic form may give you better results. If looking for the thermal sight, AN/PAS-13(V)3, use AN/PAS-13 or AN/PAS-13*.
- The tool searches for terms at the beginning of a word. "drive" returns drive, drives, driver, driven, driving, driveshaft; but it may also find screwdriver.
- Searches are not Case sensitive.

HOWEVER, THERE ARE ALWAYS TIMES WHEN YOU CAN'T RECALL THE WHOLE NSN OR TM NUMBER.

IN THAT CASE, OUR **WILD CARDS** MAY COME IN HANDY.



Wild Cards

The asterisk (*) replaces any character(s) before or after the search term.

- If you know the first part of a search term, use a trailing asterisk. 5940-01-517* will return pages with NSN 5940-01-517-7731, for example.
- If you know only the last four numbers in an NSN, use the (*) before it. *7731 will find pages with NSN 5940-01-517-7731, for example.
- If you know only the middle part of a search term, use an (*) before and after: *517* will return NSN 5940-01-517-7731, for example.
- The question mark (?) matches any character in a specific position. 09?04?2006 will find articles with **09-04-2006** or **09/04/2006**, for example.
- The asterisk (*) and question mark (?) wild cards can be used together. TM 9?2320?387* will find articles with **TM 9-2320-387-10**, for example.

WE HOPE YOU'LL USE OUR SEARCH TOOL... WE DO!



The PS Magazine webpage is located on the LOGSA website:
<https://www.logsa.army.mil/psmag/pshome.html>

Connie's Post Scripts

TIRE LUBE NSNs

Never use oil or grease to mount a tire. Petroleum deteriorates rubber. Instead, use a premixed tire lube. NSN 2640-00-256-5527 brings one gallon of the lube. Get five gallons with NSN 2640-00-256-5529.

New Part Number for M870/M870A1 Brake Shoes

Use part number SB4692FC11SIL to get the brake shoes for your M870 and M870A1 semi-trailers shown as Item 1 in Fig 11 in App E of TM 5-2330-378-14&P. That new part number replaces part numbers 57K1744 and M12WN103-1X which are obsolete. The new part number is the open end configuration. And it doesn't have the normal mounting hole. Make a note until the TM is updated.

FALCON AND KARCHER DECON SUPPORT

If your chemical company uses the Falcon fixed-site decon system, NSN 4230-01-507-7363, or Karcher decon system, NSN 4230-01-508-7228, your contractor maintenance support expired at the end of 2006. If you need contractor support, you need to contact TACOM immediately.

Contact either:
Stephen Lefebvre,
DSN 793-6885/(309) 782-6885,
email lefebvres@ria.army.mil
or Ivy Scott-Fouche,
DSN 793-4025/(309) 782-4025,
email scotti@ria.army.mil

M939/A1/A2 PMCS Service Kits

Use NSN 2590-01-541-4620 to get the semi-annual and annual service kit for the M939 and A1-model 5-ton trucks. NSN 2590-01-541-4611 gets the service kit for the A2-model truck. Both of these kits include all mandatory replacement parts (filters, gaskets and hardware) to perform the service.

Address Change for M48 Filter Replacements

On page 55 in PS 650 (Jan 07), we gave you contact info for replacements of M48/M48A1 gas particulate filters. That email address has changed to

M48-M48A1GPF@conus.army.mil

Questions about the M48/M48A1? Contact Kortnei Foulks at DSN 793-5796/(309) 782-5796 or email:

kortnei.foulks@us.army.mil

Parts Fabrication in SW Asia

If you're deployed in Southwest Asia and are having trouble getting replacement ferrous and non-ferrous metal parts for your equipment, the folks at PM Sets, Kits, Outfits and Tools (SKOT) may be able to help. They've established mobile parts hospitals (MPH) within the Army Field Support Battalion areas at Camp Anaconda in Iraq, Bagram Airbase in Afghanistan, and Camp Arifjan in Kuwait. The MPHs can fabricate metal parts up to 11.42 inches in diameter and 28.62 inches long.

The MPHs can quickly produce low-volume, small replacement parts that are not in the supply system or have long supply lead times.

For more information, contact TACOM's Craig Coger, DSN 793-0526/(309) 782-0526 or email

craig.coger@us.army.mil

Stryker ETM Computer Removal

The embedded training module (ETM) computer, NSN 5998-01-524-0260, will be removed from all M1133 MEV, M1134 ATGM, M1131 FSV, M1129/A1 MC, and M1127 RV Strykers during the next RESET, retrofit or annual service. Upon return of these vehicles, each unit will need to update their hand receipts to show the removal of the ETM. For more details, see TACOM maintenance advisory message #07-004:

https://aeps2.ria.army.mil/commodity/mam/tacom_wm/07/mam07-004.html

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

JOHN DEERE EQUIPMENT

Need help with your John Deere equipment in Iraq? Here's a place that can help with parts and service:

Khudairi Group (Iraq)
PO Box 3271 Sa'adoun
Dist. 101/St. 87/No. 25
Baghdad, Iraq
Cell: 1-965-706-4492
Email: AZKU@aol.com

KEEPING BACK ISSUES OF PS

Occasionally we are asked how many years of PS Magazine do units need to have on hand. FM 4-30.3, *Maintenance Operations and Procedures*, Table A-1, Recommended Publications, says organizations should have PS Magazine "issues for last three years on hand."

FMTV TMs Tidbit

Use EM 0122 to get current information on the basic FMTVs. The -A1 models are covered in EM 0195 (Jan 05). Both are available on LOGSA's ETM website:

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

The paper manuals, including the -A1 operators TMs, hand receipt TMs and warranty TBs, are still available through regular channels.

HEMTT Oil Filter

Use NSN 2940-01-275-9608 to get the canister-type oil filter assembly for the HEMTT. This NSN replaces the parts info shown as Item 5 in Fig 17 of TM 9-2320-279-24P-1. If you don't need the whole filter assembly, order NSN 2940-00-580-6283 to get just the filter element and gasket. This NSN is shown as Item 11 in the same figure and TM.

TIRE TURN-IN ERRORS DELAY REPAIRS

Turning in unserviceable tire and wheel assemblies using incorrect information costs repair sites time and money! Ensure *all information is correct*, especially NSNs and tire and wheel configurations. If you don't, your unit won't get credit.

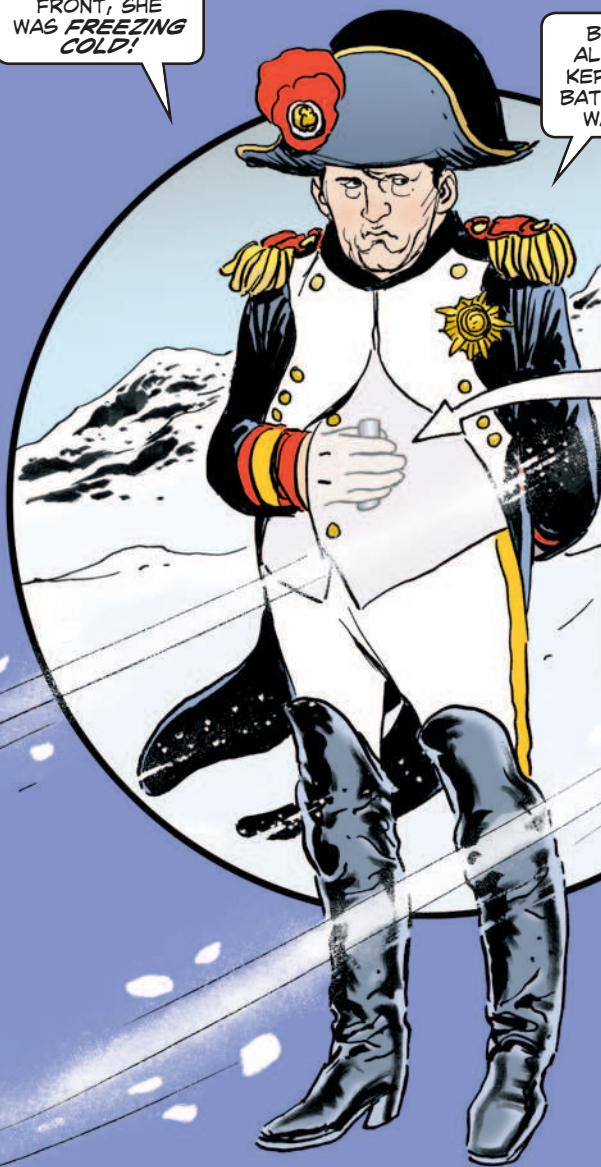
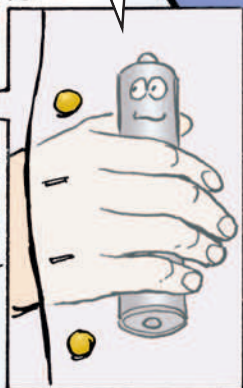
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Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

THE RUSSIAN
FRONT, SHE
WAS *FREEZING*
COLD!

BUT I
ALWAYS
KEPT THE
BATTERIES
WARM!

OUI, OUI!





THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-651, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all soldiers assigned to combat and combat support units and all soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders.

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M1A2 SEP Tank Prime Power Controller
Stryker Fuel/Water Separator
Stryker IETM Time-saver
Stryker Steering Hose Fix
M2/M3-Series Bradley, MLRS Shock Washers
M88A1 Recovery Vehicle Access Cover
M992A2 Ammo Carrier Towing
Cotter Pin Assortment
M992A2, Paladin Transmission Door Seal



WHEELED VEHICLES

HMMWV Geared Hub Lockwashers
HMMWV Tire Mileage Update
M1117 Armored Security Vehicle Door Safety
M939A2-Series 5-ton CTIS ECU
FMTV Antifreeze NSNs
M871A2 Semitrailer Wing Panels



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M249 Machine Gun Bipod Parts NSNs
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You are invited to send PS your ideas for improving maintenance procedures, questions on maintenance and supply problems and questions or comments on material published in PS.

Just write to:

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Redstone Arsenal, AL 35898-5000

Or e-mail to:

logsa.psmag@conus.army.mil or
half.mast@us.army.mil

Internet address:

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

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