

Issue 658

PS

September
2007

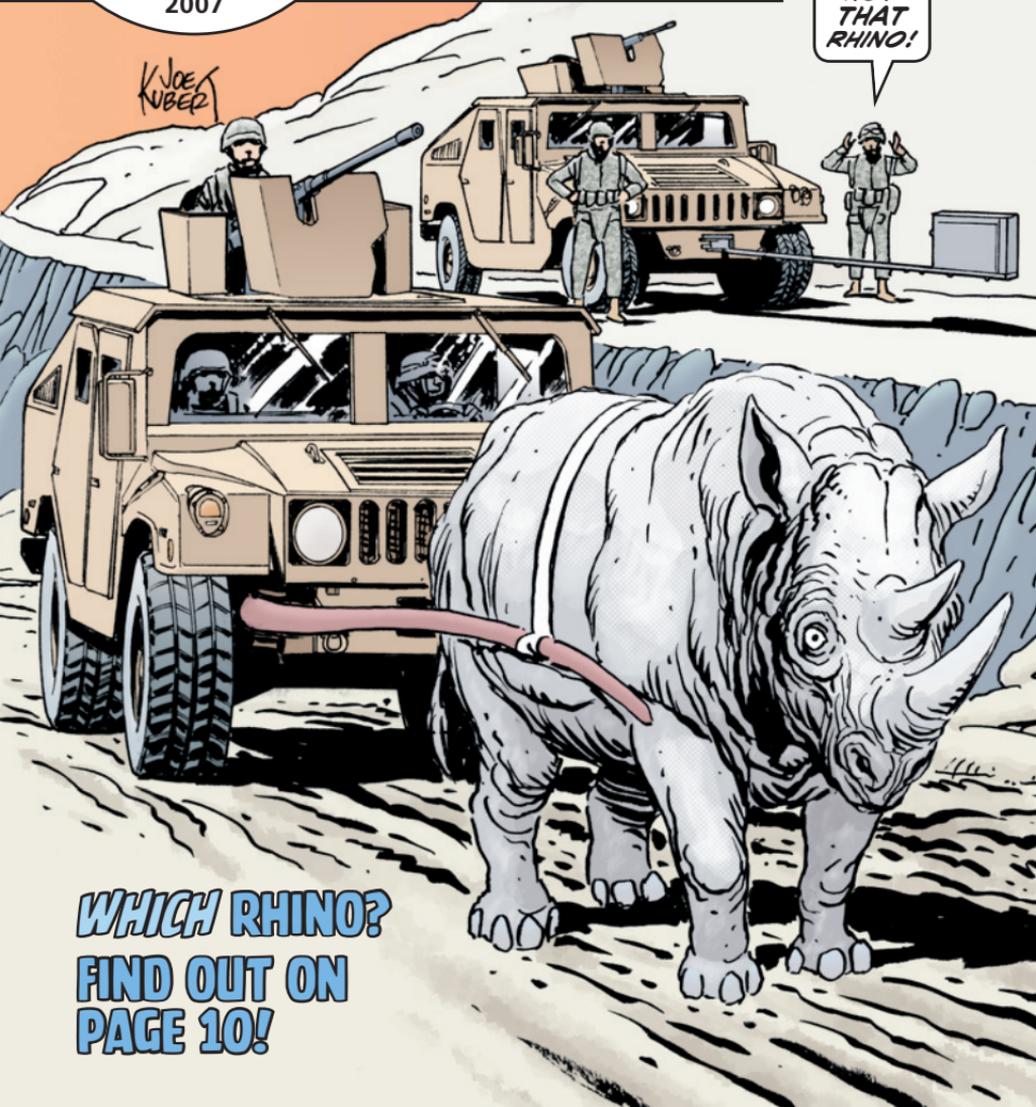
THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-658

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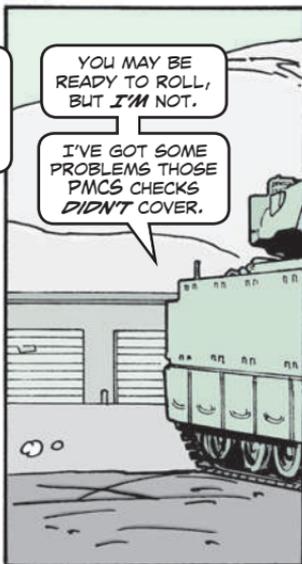
NOT
THAT
RHINO!

K JOE
KUBER



**WHICH RHINO?
FIND OUT ON
PAGE 10!**

PMCS Checks Aren't All the Checks



Carefully doing all the checks in your vehicle's PMCS doesn't completely check it out. Your vehicle can breeze through those checks and still not be fit for duty.

The specific tasks listed in the PMCS are certainly the most critical checks and services. And they should be done religiously. No way should you leave the motor pool before doing every single one of those PMCS tasks.

But your checking should not stop there. There are problems you need to look for that usually aren't listed in those PMCS tasks—stuff like corrosion, loose cables, broken welds, or leaking hydraulic lines. Imagine how disastrous a hydraulic failure would be out in the boondocks.

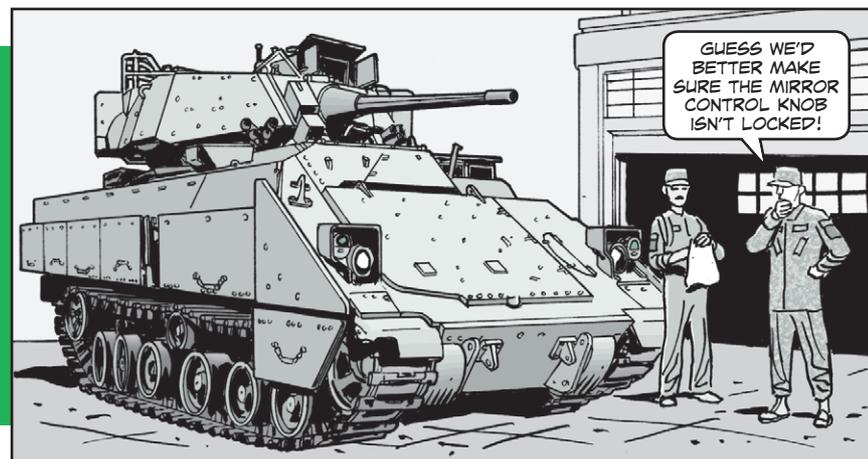
These other checks are called for in your TM, but they're listed in the intro to the PMCS—the part nobody reads. Besides doing the PMCS specifically listed, also look for:

- loose or missing bolts, nuts, screws
- cracked or rusted welds
- frayed wiring
- loose or broken electrical connectors
- leaking or worn hoses and fluid lines
- signs of corrosion

If you find any of these problems, fix them or report them to someone who can—just you like you do with problems that pop up during the specific PMCS checks.

Then you will be sure your vehicle is fit for duty because you are sure you've done ALL the needed checks.

To Lock ...or Not to Lock

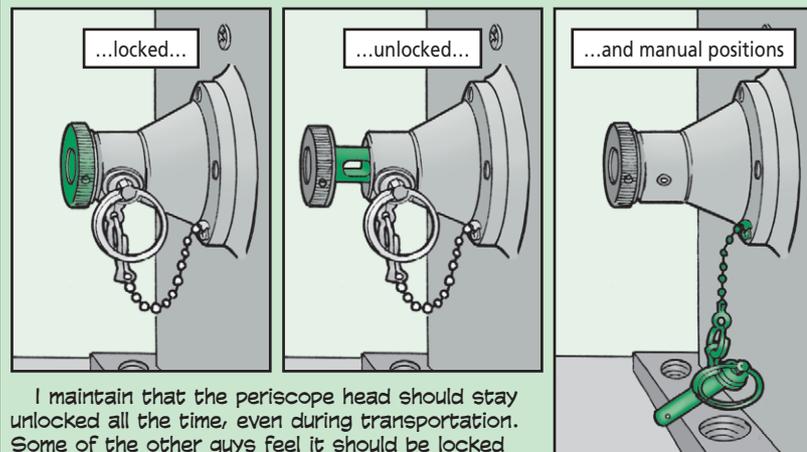


Dear Half-Mast,

I'm hoping that you can settle an argument about proper transportation of Bradleys at our unit.

The integrated sight unit's periscope head has a mirror control knob on its side. The knob acts as a locking mechanism for the mirror inside the periscope and can be set in three positions: locked, unlocked and manual.

Mirror control knob can be placed in...



I maintain that the periscope head should stay unlocked all the time, even during transportation. Some of the other guys feel it should be locked during transportation to prevent damage to the mirror and the motor that drives it.

What do you say, MSG Half-Mast?

SSG R.D.B.

Dear Sergeant R.D.B.,

You're right on this one, Sergeant!

At one time there was a requirement to lock the periscope head (P-head) during transport. Unfortunately, once the Bradley arrived at its destination, units often forgot to **unlock** the P-head. The first time the ISU was used, the torquer motor that drives the mirror would burn out.

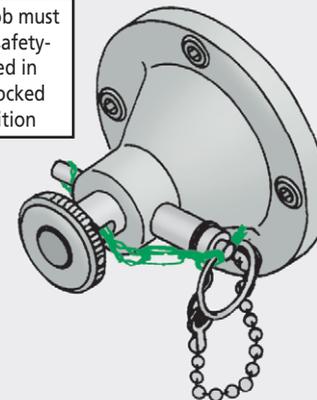
The mirror and torquer motor are not damaged during transport. They actually go through more jolts and bumps when the Bradley is in the field, so there's no need to lock 'em.

If you check out the PMCS tables on Page 2-106 of TM 9-2350-252-10-2 (Sep 86 w/Ch 6) and WP 0069 00-84 of TM 9-2350-284-10-2 (Apr 01), you'll find that the knob is actually supposed to be safety-wired in the unlocked position to keep it from being locked. In fact, the vehicle is NMC if the knob is not wired in the unlocked position.

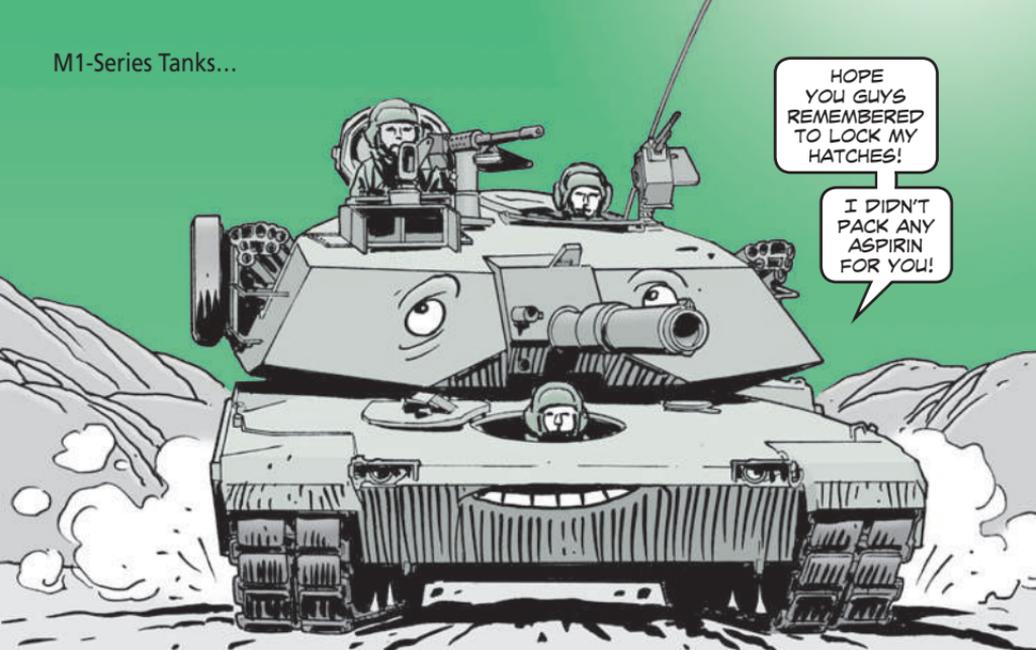
Now, there's a possibility that some units may still be receiving new or repaired P-heads that have been locked for shipment. Whenever your Bradley gets a new P-head, check to make sure the mirror control knob is unlocked and safety-wired. If it's not, notify your mechanic.

He'll have DS safety-wire the knob following the instructions on Page 4-543 of TM 9-1425-453-34-3-2 (Jul 96) and Page 4-193 of TM 9-1425-474-34-4 (Jul 98).

Knob must be safety-wired in unlocked position



Half-Mast



HOPE YOU GUYS REMEMBERED TO LOCK MY HATCHES!

I DIDN'T PACK ANY ASPIRIN FOR YOU!

HEAD OFF HATCH HEADACHES

THERE ARE TWO WAYS TO LEARN A LESSON, CREWMEN.

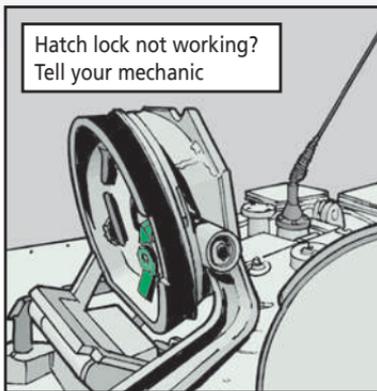
THERE'S THE EASY WAY AND THE HARD WAY.

WHEN IT COMES TO LOCKING BACK THE HATCHES ON YOUR M1-SERIES TANK, YOU **DON'T** WANT TO LEARN THE HARD WAY!

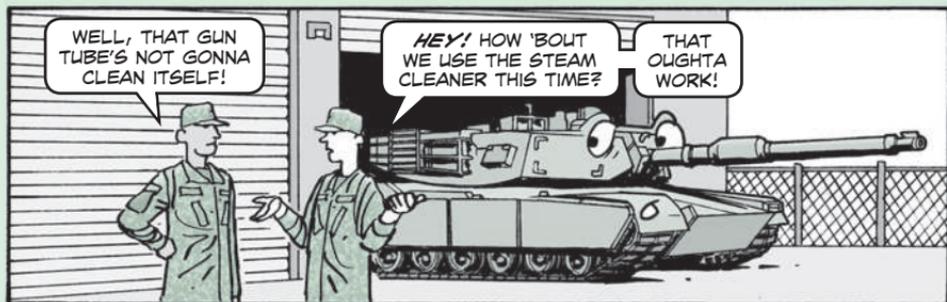
If the hatches are open during operation, you **must** make sure they're locked open. Otherwise, if the tank stops suddenly, that hatch will come crashing down on your head. If you survive, you've just learned the hard way!

Your tank is considered not mission capable if the hatches or hatch locks are inoperative. Lube the hatches and locks according to the lube order. While you're at it, check for cracks, worn bushings, or other signs that may indicate equipment failure. Then, tell your mechanic if you find problems.

Hatch lock not working?
Tell your mechanic



Clean the Old-fashioned Way



Crewmen, newfangled devices and shortcuts are not the way to clean your tank's gun tube. In fact, they're a good way to cause damage that'll shorten the life of that gun tube.

Some soldiers think it's best to use high-pressure water or a steam cleaner to make the inside of a gun tube sparkle. They're wrong.

Using any kind of water for cleaning will corrode the gun tube. Water also gets into the main gun system, causing corrosion and damage to the breech mechanism, bore evacuator components, and firing circuits.

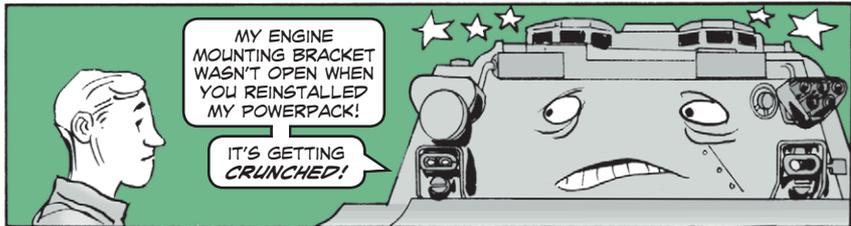
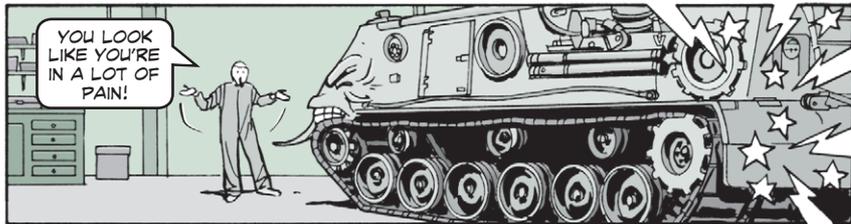


WHEN IT'S TIME TO CLEAN THE GUN TUBE, FOLLOW THE DIRECTIONS IN YOUR -10-2 TMS.

THAT MEANS USING THE BORE BRUSH, NSN 1015-01-209-3483; CHAMBER BRUSH, NSN 1015-01-511-7872; CLP AND LOTS OF ELBOW GREASE.

M88A1 Recovery Vehicle...

CLAW CLEANING CRITICAL



Mechanics, when you pull the powerpack in your M88A1 recovery vehicle for scheduled services, pay special attention to the engine mounting bracket, NSN 5340-00-752-7607.

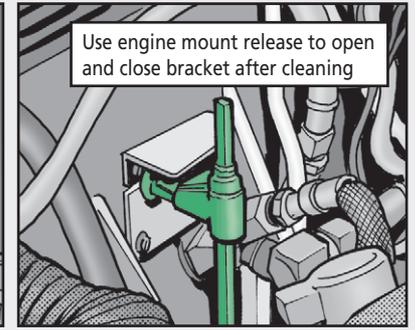
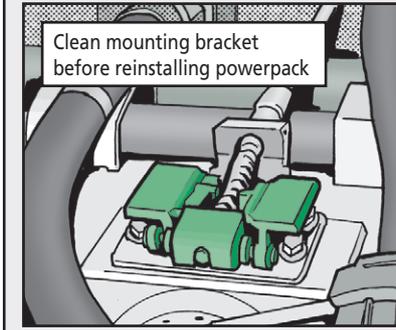
The bracket is a claw-like device that clutches the bottom of the powerpack and holds it to the hull.

Problem is, dirt and oil from the bottom of the engine compartment collect on the mount and keep it from opening or closing completely.

You don't want that to happen when you try to reinstall the powerpack. The powerpack won't lock down because it's sitting on top of a mounting bracket that's still partially closed, and the PTO shaft won't line up. That means the transmission won't engage and you're going nowhere fast.

And don't even think about trying to open the mounting bracket with the powerpack sitting on it partially closed. That just breaks the \$400 bracket. Plus, you'll still have to pull the powerpack again to replace the bracket.

So save yourself lots of time, money and aggravation the next time you pull the powerpack. Clean the engine mounting bracket thoroughly. Use a nylon brush to clean off heavy dirt and oil. Then use the engine mount release to make sure the bracket opens and closes completely before reinstalling the powerpack.



DA Form 2408-4...

NEED GUN CARD HELP?



Look for links on Gun Card home page:

DA PAM 750-8, *The Army Maintenance Management System*

TM 9-1000-202-14, *Evaluation of Cannon Tubes*

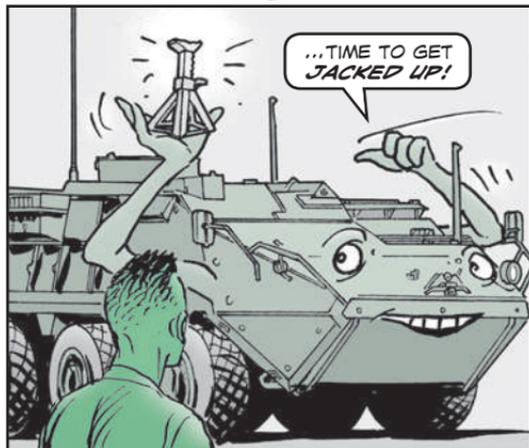
If you're having trouble filling out the electronic version of DA Form 2408-4, *Weapon Record Data Card*, or wondering about the particular service criteria for your system, worry no more.

Just check the Gun Card Firing Data page on the AEPs web site:

<https://aeps2.ria.army.mil/commodity/guncard/index.cfm>

There you'll find links to both TM 9-1000-202-14, *Evaluation of Cannon Tubes*, and DA PAM 750-8, *The Army Maintenance Management System*. Both provide lots of info on the gun card system. Also, check the navigation menu for a gun card POC listing, training material and the *Gun Card User's Guide*.

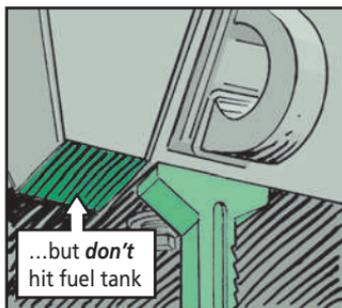
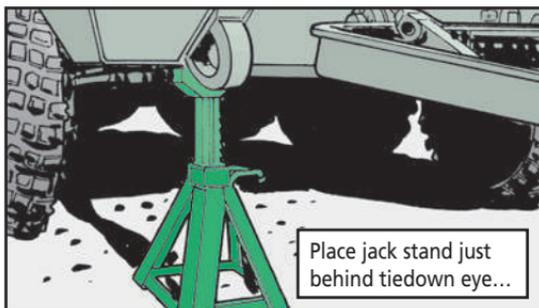
It's All in the Angles



When the powerpack is removed, the loss of weight up front lets that part of the vehicle raise up. That leaves the Stryker at a slight angle (high in front and low in back). When it's time to reinstall the pack, you have to try to angle it back in place. That's a tough job!

Before you remove another powerpack, try this angle. Place two jack stands under the back end of the vehicle behind the tiedown eyes. As the powerpack is removed, the back end rests on the jack stands and the vehicle stays level.

Just make sure the jack stands don't hit the underside of the fuel tanks on the outside of each corner. That can dent and damage the fuel tanks.



TAKE TIME FOR LOCK-DOWN



DID YOU REMEMBER TO SET THE TRAVERSE LOCK BEFORE WE LEFT?



NO! I THOUGHT YOU WERE GONNA DO IT!

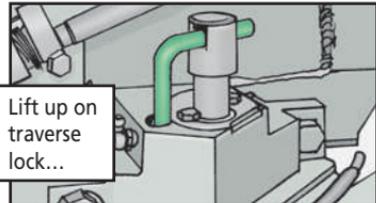


IT TAKES ONLY ABOUT THREE SECONDS, BUT USING THE TRAVERSE LOCK ON YOUR M198 HOWITZER BEFORE TOWING IS TIME WELL SPENT.

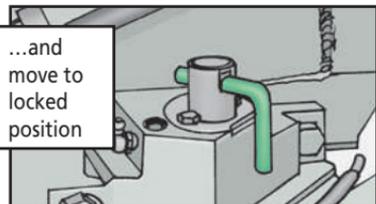
FORGET THE LOCK AND THE TOP CARRIAGE WILL MOVE BACK AND FORTH DURING TRANSPORT.

THAT TEARS UP THE TRAVERSING ANGLE DRIVE UNIT, ITS HOUSING, AND THE INTERNAL RING GEAR.

SAVE YOUR UNIT BIG BUCKS BY TAKING A FEW SECONDS TO LIFT UP ON THE LOCKING PIN AND SWING IT TO THE LOCKED POSITION FOR TRAVEL.



Lift up on traverse lock...



...and move to locked position

Rhino...

MODIFIED GLOW PLUG'S A BETTER DEAL



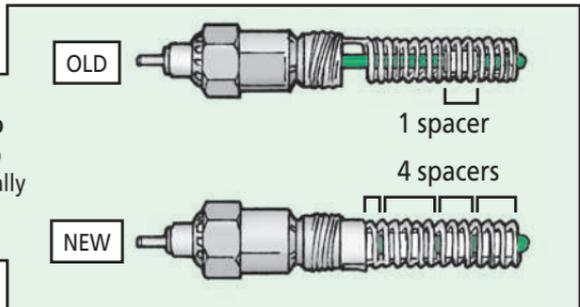
Run a mission with the Rhino, replace the glow plug. Run a mission with the Rhino, replace the glow plug. Run—wait before you do that again! The Rhino's glow plug has been improved, and now it lasts for more than just eight hours.

So when you order glow plug, NSN 2920-01-456-6985, you'll get installation guidance and a version that's a better deal than the older glow plug. That's because the improved glow plug:

- Lasts much longer than the older glow plug.

- Contains more ceramic spacers to prevent wire droop on the glow plug. Wire droop on the old plug could eventually lead to wire collapse or an electrical short.

- Is more durable.



Get spare parts for the Rhino from the following PM IED Defeat/Protect Force (PF) field service representative (FSR) sites:

Anaconda - Randy Dodd:
randy.dodd@mantech.com
or Stephen Roberson:
stephen.roberson1@us.army.mil
DSN: 312-987-0567+1+6283 or 6271

Speicher - Chris Jones:
Christopher.Jones10@us.army.mil
or Jim Lawyer:
Walter.lawyer@mantech.com
DSN 312-987-0565 ext 8560

Liberty - Patricia L. Payne:
patricia.payne@iraq.centcom.mil
or Jonathan Locke:
Jonathan.locke@mantech.com
DSN: 312-987-6967, ext 1243;
CENTCOM DSN: (318) 822-7756

Marez - Sandra Scott:
scotts@mmcs.army.mil
or Jeff Able:
Jeff.Able@mantech.com
DSN 312-987-6966, ext 5845/5846

HMMWVs...

Coolant Lines Let Air Get By

DO YOU HAVE PROBLEMS WITH TRAPPED AIR IN YOUR HMMWV'S COOLING SYSTEM?

WANT A WAY TO **REDUCE** THE NUMBER OF TIMES THIS PROBLEM CAUSES YOUR HMMWV'S ENGINE TO OVERHEAT?

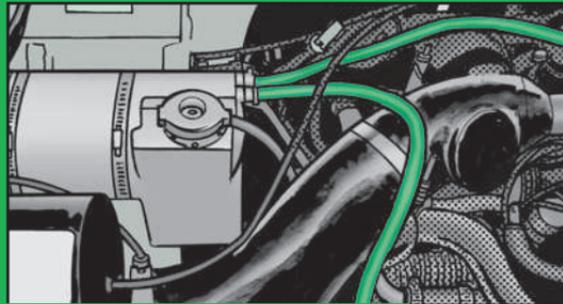
WELL, MECHANICS, THERE'S A SOLUTION FOR YOU, SO YOU CAN SAY GOOD-BYE TO AIR POCKETS.



HOW? MAKE SURE THE COOLANT LINES LET AIR GET BY LIKE THEY SHOULD BY...



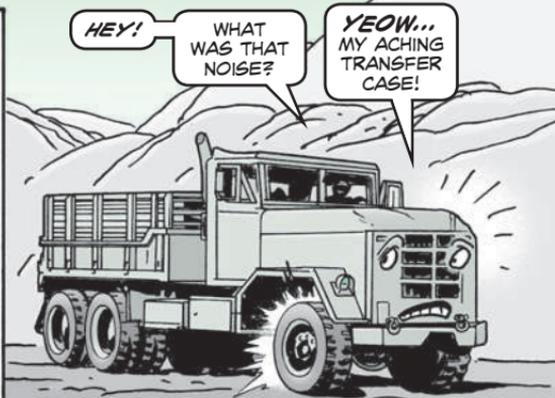
- routing surge tank coolant lines correctly—above the air intake



- making sure the lines are not pinched.

TM Update

Paragraphs 3-60, 3-64, 3-65, and 3-66 in TM 9-2320-280-20-2 reference *Cooling System Service*, *Surge Tank Replacement*, *Surge Tank-to-Radiator Vent Hose Replacement*, and *Surge Tank-to-Water Crossover Vent Hose Replacement*. They will be updated with a note that says: **Ensure vent hose is routed above air intake to allow for purging of air in cooling system.**



Drivers, here is one way to avoid a crack-up, vehicle downtime and a big repair bill.

Do **not** back up the 5-tonner with the transfer gear case in low range. If you do, the gear case gets cracked or busted up!

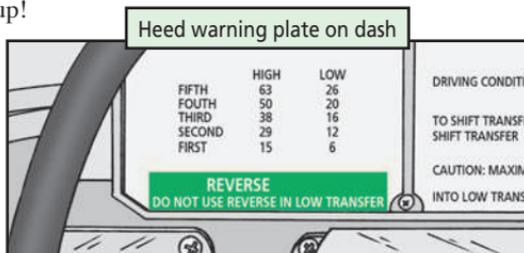
Drivers are warned about this on-going problem in the -10 TM. They're also reminded by a warning plate on the dash when they get behind the wheel. Unfortunately, some drivers aren't paying attention.

Now here's the good news.

Units can prevent this costly crack-up by installing a reverse lockout kit that won't let the driver put the transmission into reverse if the transfer is in low range.

For a basic M939-series or M939A1-series vehicle, mechanics install kit, NSN 2520-01-473-2742. M939A2-series vehicles need kit, NSN 2520-01-473-2744.

Here's what you get in the kits:



| Part | NSN |
|------------------------------------|------------------|
| Bracket assembly | 2590-01-473-2719 |
| Ring spacer | 5365-01-473-0415 |
| Ring spacer | 5365-01-473-0409 |
| Connecting link (M939/A1 kit only) | 3040-01-472-7745 |
| Connecting link (M939A2 kit only) | 3040-01-472-7747 |

| Part | NSN |
|-------------------|------------------|
| Straight pin | 5315-00-904-1634 |
| Cotter pin | 5315-00-011-9120 |
| Cotter pin | 5315-00-012-0123 |
| Plain hex nut (2) | 5310-00-891-1733 |
| Straight pin | 5315-00-140-1938 |
| Rod end clevis | 5340-00-664-7597 |
| Machine bolt (2) | 5306-01-123-0891 |

ARMOR WEAKENS CAB MOUNTS



Front and rear cab mounts and the rear cab mount structure on the Freightliner M915 family of vehicles (FOV) have been stressed with the application of the add-on armor kit. The cab could separate from the chassis or steering loss could occur if this problem isn't fixed.

TACOM SOUMs 06-022 and 07-005 addressed this problem and gave repair guidance per the TM and an engineering solution, so this isn't a new issue. **But since there's cab damage that those repairs can't correct, mechanics must use the procedures given in TACOM SOUM 07-011 immediately.** Then make weekly checks to ensure the cab is holding up.

For details, see the mandatory procedures online:

https://aeaps2.ria.army.mil/commodity/soum/tacom_wn/07/soum07-011.html

Or contact TACOM's Eric Barnhart at DSN 312-786-7547, (586) 574-7547, or eric.s.barnhart@us.army.mil

M870/M870A1
Semitrailers...

AXLE SEAL KITS TIPS

I DON'T KNOW
WHAT SEAL KITS
TO USE FOR YOU
TWO!

Dear Half-Mast,
Which seal kits should we use with the axle assemblies in our M870 and M870A1 semitrailers? Would you give us the bearing combinations they work with, too?

SGT D.L.B.

Dear Sergeant D.L.B.,

Can do. The seal kit info in TM 5-2330-378-14&P is outdated. Until changes are made, make a note of the following: For your M870 semitrailers, use seal kit, NSN 5330-00-931-8736, which consists of axle ring, NSN 2530-01-066-0138, and oil seal, NSN 5330-01-026-4231. This kit works with inner bearing combination 653/663 and outer bearing combination HM212011/HM212049.

Use seal kit, NSN 5330-01-063-3674, for your M870A1 semitrailers. That includes axle ring, NSN 5330-01-255-0201, and oil seal, NSN 5330-01-093-1149.

THIS KIT
WORKS WITH
INNER BEARING
COMBINATION
HM218210/
HM218248 AND
OUTER BEARING
COMBINATION
HM212011/
HM212049.

M871A2 Semitrailers...

LIGHT SWITCH CONNECTION CORRECTION

IF YOU
CROSS MY
CONNECTORS,
MY SIDE LIGHTS
WILL WORK.

Dear Editor,

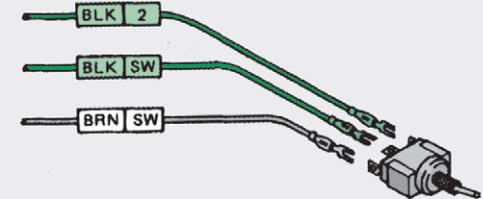
We received a DA Form 2028, *Recommended Changes to Publications and Blank Forms*, from the 62d QM Co at Ft Hood, TX, with info that your readers using M871A2 semitrailers ought to know about. The three wires for the toggle switch shown in the figure in Para 4-25 on Page 4-43 of TM 9-2330-386-14&P don't all line up to the right connection. BRN/SW is shown in the correct position, but BLK/SW and BLK/2 should be reversed.

In other words, BLK/SW should connect to the center terminal connector on the switch, and BLK/2 should connect to the remaining terminal connector on the switch. That will allow the side lights to operate.

Please tell your readers to pencil in this change until the TM is updated.

Steve Bowman
Maintenance System Manager
TACOM LCMC - Warren, MI

BLK/SW and BLK/2 should connect like this



SMOOTHER GUN ELEVATION SHIFTING

UH-OH, SOUNDS
LIKE YOU NEED A
WHOLE NEW GED.

OOH! THAT'S COLD!
WAIT A MINUTE, IT'S
JUST THE SHIFTER FORK
HAS RUSTED IN PLACE.

Dear Connie,

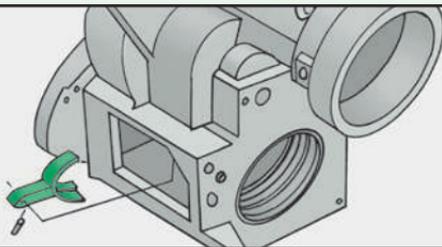
I've run into several cases of the Bradley's gun elevation drive (GED) having difficulty switching between the POWER and MANUAL modes.

When you do a diagnostic test, it usually faults out the GED assembly or motor. But when I've investigated, I've found the real problem is that either the shifter fork (Item 101 in Fig 62 of TM 9-2350-294-24P-2) has broken or the fork's gear has rusted in place.

Of course, it's much cheaper to replace the fork than the whole GED. And you can help prevent the fork from breaking or rusting in place by cleaning and lubing the shaft the gear slides on at least every six months.

SGT Noah Valderrama
F Co, FSC, 302nd BSB
Camp Casey,
South Korea

Cleaning and lubing shifter fork gear shaft helps prevent fork from breaking or rusting in place

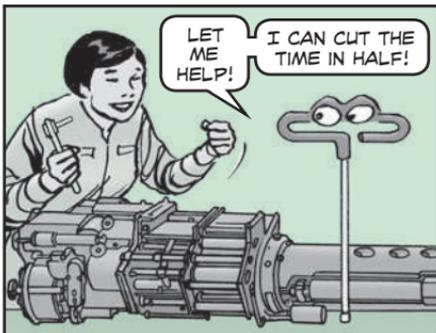
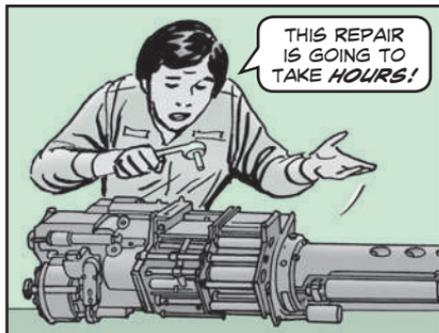


GREAT IDEA,
SERGEANT.

MUCH OF THIS WOULD HAVE
TO BE DONE AT DIRECT
SUPPORT. HERE ARE THE
PROCEDURES THEY NEED TO
FOLLOW FOR THE A3. FOR
THE A4, SEE ITS TMS FOR
THESE PROCEDURES.

- Remove the GED assembly (WP 0219 00-1 in TM 9-2350-294-20-2).
- Remove manual drive housing (WP 0034 00-1 in TM 9-2350-294-34-2).
- Remove manual support (WP 0031 00-1 in -34-2).
- Remove sensitive switch (WP 0031 00-1 in -34-2).
- Clean the shaft with solvent and lube it with molybdenum oil, NSN 9150-01-217-3103.
- Install the sensitive switch (WP 0031 00-6 in -34-2). If old switch is re-used, begin on 00-7.
- Install manual support (WP 0031 00-10 in -34-2).
- Install manual drive housing (WP 0034 00-31 in -34-2).
- Install GED assembly (WP 0219 00-7 in -20-2-2).

Solution Fits the M242 to a T

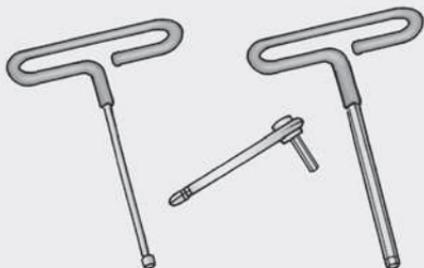


Dear Editor,

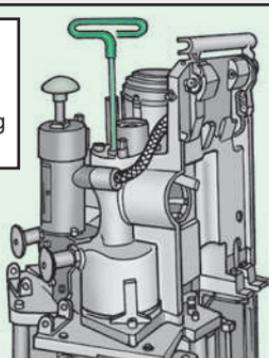
When you disassemble or assemble the M242 automatic gun, you quickly find that using the hex-head wrenches that come with the Bradley tool kit make the job a long one.

The small wrenches have a small turning radius, so you have to turn and turn a wrench before you can remove a screw. It can seem to take forever.

T wrenches make job easier
than Allen wrench because...



...they
have
full
turning
radius



I've found you can turn a two-hour job into a 20-minute one just by using a set of T-handle wrenches instead of the small hex-head wrenches. Usually I loosen the screw with the correct hex-head wrench and then do the rest of the unscrewing with a T-handle wrench. It's amazing how much time you save.

A whole set of T-handle metric wrenches is cheap—around \$10 at your local home repair megamarket.

SSG John Doolittle
MATES, LAARNG
Ft Polk, LA

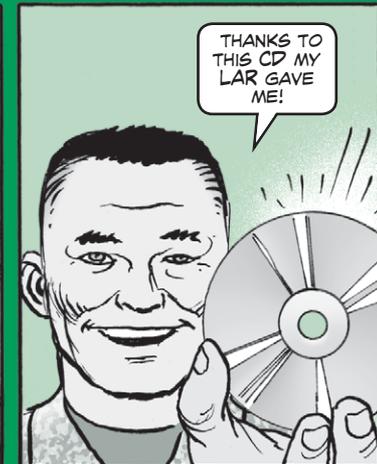
Editor's note: Your wrench solution fits to a T. Thanks for the time-saving tip.



Put It on



CD to Go



Dear Editor,

As a TACOM-Rock Island logistics assistance representative (LAR), I often deal with armorers who are unaware of or don't have access to information that would make their jobs easier. Too often important information put out by the small arms experts doesn't make it down to the armorers, who are the ones the info needs to reach.

Computers can help solve this communications failure. I have downloaded to my computer many of the publications, maintenance procedures, and messages an armorer needs to do the best job possible. Whenever I run across a new armorer, I put all this info on a CD and give it to him. Now he has a library of information at his fingertips.

Here are some of the items I include and where to find them:

- any safety of use and maintenance advisories having to do with small arms. You can find them at the secure part of AEPS at <https://aeps.ria.army.mil/aepspublic.cfm> Click on the COMMODITY tab and then click on Individual and Crew Served Weapons.
- the *Small Arms Integration Book*, which shows which sights and aiming devices can be used on which weapons. It can be downloaded at <https://www.us.army.mil/suite/folder/4718898>
- DA Pam 750-8, *The Army Maintenance Management System (TAMMS)*, found at http://www.apd.army.mil/pdf/p750_8.pdf
- authorized bench stock for armorers, found at https://www.logsa.army.mil/psmag/supportfiles/hottopics/small_arms_repair_parts_bench_stock_list.pdf
- the PS article on what you need to mount machine guns on trucks: https://www.logsa.army.mil/psmag/archives/PS2004/PS_621/621-14-21.pdf

And the article's update:

<https://www.logsa.army.mil/psmag/archives/PS2006/647/647-17.pdf>

- TM 9-1005-3738-13&P, which covers the 500/590 model shotgun:

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

- TB 9-1000-262-DT, *Operation Desert Thunder Material Readiness: Ammunition and Armament*, which has lots of info on care of small arms and ammo in the desert. It's also at <https://www.logsa.army.mil/etms/online.cfm>

- the M2 machine gun headspace and timing procedure, found at <https://aeps2.ria.army.mil/commodity/pubs/tacom/bulletin/m2-mg-time-gage2.doc>

- the PS article on all available Army racks (including the Spacesaver racks): <https://www.logsa.army.mil/psmag/archives/PS2006/639/639-20-23.pdf>

I would recommend other LARs and DOL and direct support small arms supervisors download these pubs and messages to their computers and make CD copies for the armorers they work with.

They can update the information quickly when necessary. This will make their jobs and the armorers' jobs easier.

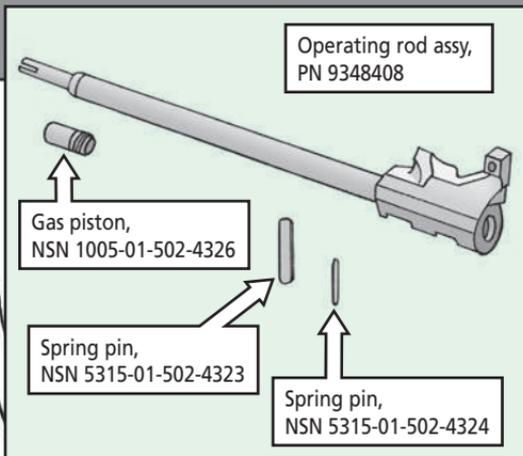
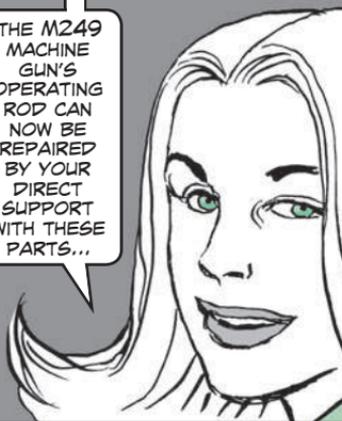
Garry Smith
Logistics Assistance Office
Ft Hood, TX

Editor's note: Excellent idea, Garry. It's an especially good idea for helping armorers in SWA who might not have online access to this information.

Repairing Op Rod

**GOOD NEWS,
ARMORERS.**

THE M249
MACHINE
GUN'S
OPERATING
ROD CAN
NOW BE
REPAIRED
BY YOUR
DIRECT
SUPPORT
WITH THESE
PARTS...



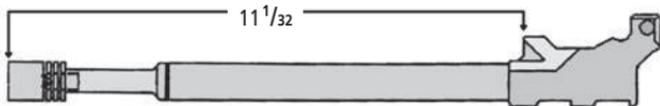
Here are the instructions for installing the op rod parts:

Using a pin punch, drive the inside spring pin out of the operating rod. Do the same with the larger spring pin. Unscrew the piston from the operating rod.

The pins should never be removed unless they're damaged. Once removed, they cannot be reused!

Screw the new piston onto the operating rod. The face of the piston should be $11\frac{1}{32}$ inch $\pm\frac{1}{16}$ inch from the front of the operating rod crown point. Align the spring pin holes in the operating rod with the pin holes in the piston.

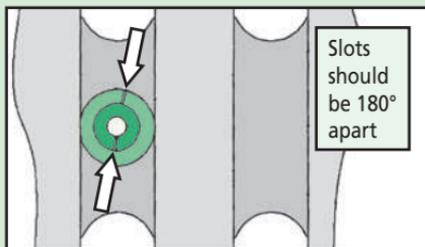
$11\frac{1}{32}$ inches
 $\pm\frac{1}{16}$ inch



From the recess side of the piston hole, use a pin punch to drive the larger spring pin into the hole. Then again from the recess side drive the smaller spring pin into the center of the first spring pin.

Make sure the spring pin slots are located 180 degrees apart from each other.

This procedure will be added to TM 9-1005-201-23&P.



What You Need to Mount Your Sights

PS 616 (Mar 04) gave a good rundown of what sights, lasers and infrared illuminators can be used on which rifles and machine guns. If you didn't catch that article, go to:

https://www.logsa.army.mil/psmag/archives/PS2004/PS_616/616-12-14.pdf

But the article left out the brackets or spacer kit you will need to mount the sights, lasers and illuminators. Here they are:

- M2 machine gun bracket, NSN 5340-01-502-7233
- M4 carbine spacer kit, NSN 5340-01-502-7971
- MK19 machine gun bracket, NSN 5340-01-434-2231
- M24 sniper rifle bracket, NSN 5340-01-502-7235
- M136 (AT-4) bracket, NSN 5340-01-391-3004

Don't forget the Small Arms Integration Book has all kinds of info on what can be used with the different rifles, machine guns, and pistols. You can download it at

<https://www.us.army.mil/suite/folder/4718898>

MK19 Machine Gun...

MK19 Has Cover, Too



HEY, WAIT
A MINUTE!

I DO
TOO
HAVE A
COVER!

Dear Editor,

We saw in PS 644 (July 06) your article stating that only the M2 machine gun, the M16 rifle and the M249 machine gun have protective covers.

Good news! The MK19 machine gun also has a cover you can order with NSN 1010-01-151-6277 for \$38. Hope this helps the troops out there.

Tsgt Christopher Anderson
Air Force Desert Training Center
Creech AFB, Nevada

SSgt Joseph Bering
USMC
Camp Lejeune, NC

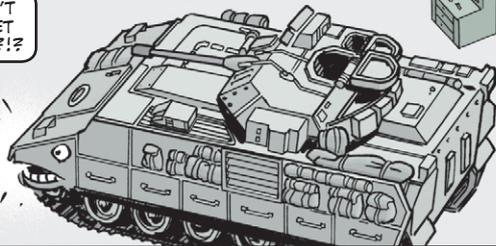
Editor's note: Thanks for the tip, Sergeants. In case you missed it, the cover for the M16 or M249 comes with NSN 1005-00-809-2190 and the cover for the M2 comes with NSN 1005-00-781-9108. You can order an M2 spare barrel cover with NSN 1005-00-796-4436.

M2/M3-Series
Bradley...

TOW the PM Line

HEY, DIDN'T YOU FORGET SOMETHING?!

WHAT ABOUT CHECKING OUT MY LAUNCHER LIKE YOU'RE SUPPOSED TO.



UH, I FORGOT...

WE DON'T FIRE MANY TOWS ANYWAY.



WELL, YOU BETTER STOP FORGETTING OR I'M GOING TO BE DEADLINED.

Because most Bradley units don't fire many TOW missiles, the TOW launcher is often forgotten at PM time. That's the type of forgetting you need to forget immediately.

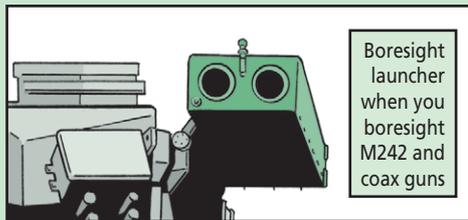
Why?

For one thing, if the launcher doesn't get the required 180-day verification from your support unit, not just the launcher but the entire Bradley is deadlined. That will make your commander real happy—not!

For another, if you don't borescope the launcher when you borescope the M242 and coax guns, soon you forget how to borescope the launcher. Then when you need to launch TOWs in a real battle, you have no idea if the launcher is safe to fire.

Practice makes perfect. Borescope the TOW launcher like it says in Chapter 2 of both TM 9-2350-252-10-2 and TM 9-2350-284-10-2.

But remember to remove the borescope when you're done. If you forget, the launcher is damaged when it's stowed.



Boresight launcher when you boresight M242 and coax guns

Desert Cleaning

In the desert especially, the launcher is going to fill up with dirt and sand if your Bradley spends much time on the road. That can prevent the RAD (remote arming device) from mating with the missile—and even if it does it probably won't make a good connection.

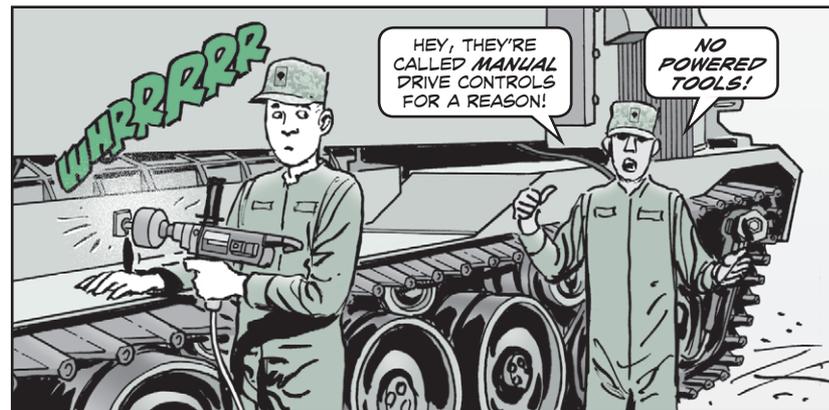
The best way to deal with a sand-packed launcher is to first blow out the sand with low-pressure air. Then use a clean rag and a little denatured alcohol to clean the RAD's contacts. Try to keep the alcohol off the RAD's plastic parts, since alcohol can make the plastic brittle. **Don't** use water—it hurts electronics.

Clean RAD contacts with clean rag and denatured alcohol



MLRS Launcher...

MANUAL DRIVES MEAN MANUAL LABOR



HEY, THEY'RE CALLED MANUAL DRIVE CONTROLS FOR A REASON!

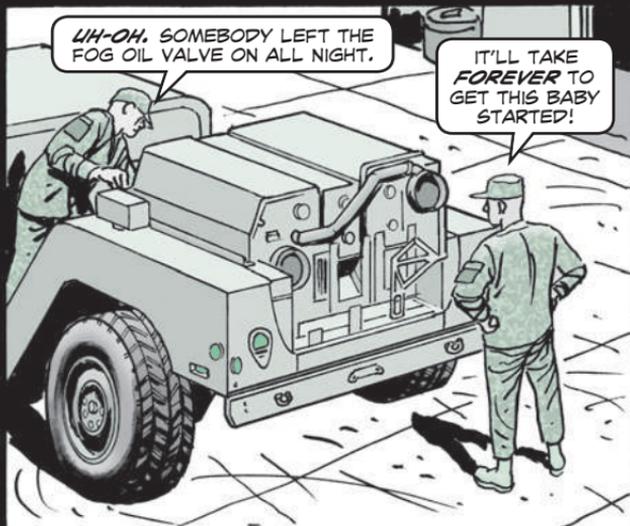
NO POWERED TOOLS!

Using the manual drive controls to move the launcher on your MLRS isn't high on your list of things you like to do, crewmen. It's time-consuming, difficult and tedious, but it's also the only way to move the launcher when you have an electrical failure or when you adjust the limit switches.

Make sure you use the manual controls only when you must to prevent extra wear and tear on the system. And make sure you always use the wrench and sockets called out in your TM. Using powered tools can bend the actuator arm or damage the flexible driveshaft. Either one makes your MLRS NMC.

Remember, during manual operation, be extra careful lowering the launcher and boom. The protective limit switches do not operate when you use the manual controls.

DRY OUT WET IGNITER



Dear Editor,

One of the most common mistakes M56 smoke generator crews make is to leave the fog oil valve on at shutdown. This can let fog oil drip into the turbine if the fog oil check valve isn't seating snugly. Then when it's time to start up again, fog oil is blown onto the igniter. You can't fire up the turbine. So no smoking.

We've found the best way to deal with a wet igniter is for the repairman to disconnect it and lay it on top of the turbine housing. Hit the start button for the turbine (see the igniter test warnings in Malfunction 14 in TM 3-1040-282-20). If the igniter sparks, you don't have a wet igniter problem.

If it doesn't spark, try blow drying the igniter with an air hose. Do the spark test again. If the igniter sparks, you're back in business. If it doesn't, you may need to replace the igniter. Make sure you follow up by cleaning the fog oil check valve to prevent more fog oil from dripping into the turbine. See Para 2-13 in the TM.

SSG Dale Plummer
US Army Chemical School
Ft Leonard Wood, MO

Lay igniter on fan enclosure and see if it sparks



Editor's note: Your suggestion should ignite many M56s. Thanks.

How Do You Get Covers?

Dear Half-Mast,

When we go to the field we often lose the covers for the ejector and the turbine exhaust on the M56 smoke generator. Without the covers, water gets in the system and causes corrosion problems. How can we replace lost covers?

SGT R.D.

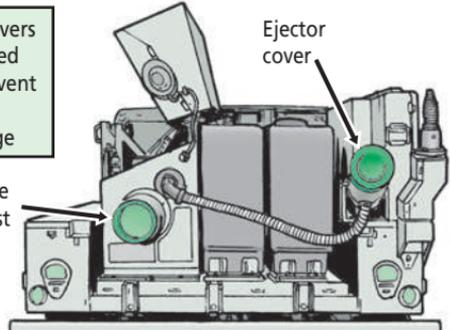
Dear Sergeant R.D.,

Order the ejector cover with NSN 5340-01-500-2463 and the turbine exhaust cover with NSN 5340-01-424-3403. And use them. They can prevent expensive damage. It's a good idea to keep spare covers on hand.

Half-Mast

Get covers replaced to prevent water damage

Turbine exhaust cover



M40/M42-Series Masks...

HOOD NOT NEEDED WITH JSLIST

I'M WEARING MY JSLIST TODAY. I DON'T NEED YOUR HOOD.

NO PROBLEM. I'LL JUST LEAVE IT AT HOME.



For full protection when wearing the M40/M42-series mask, you need to wear the quick-doff hood. It helps protect your head and neck from chemical agent exposure.

But if you're also wearing JSLIST Type II (joint service lightweight integrated suit technology), you don't need the quick-doff hood because JSLIST Type II has its own hood. In fact, dealing with two hoods could slow you down when you're donning your mask and JSLIST II. That could be dangerous.

So if you know you'll be wearing JSLIST II, stow your mask's hood like your local SOP says.

All users of the M40/M42 masks must wear the universal second skin regardless of which hood is used.

You can order a quick-doff hood with NSN 4240-01-376-3152. It's used with the universal second skin, which comes in two sizes: small, NSN 4240-01-413-1540, and medium/large, NSN 4240-01-413-1543.

For more info, see [TACOM-SBC supply advisory message 07-01-030](#).

OLD VS NEW DRINK TUBES

Some CBRN specialists still haven't gotten the word that there are now two totally different internal drink tubes for the M40/M42 masks. You need to know what's what because the newer drink tube coupling can be replaced by you, but the other coupling requires a whole new face piece.

The new drink tube looks like a stretched Z—it has two bends. The old tube has only one bend.

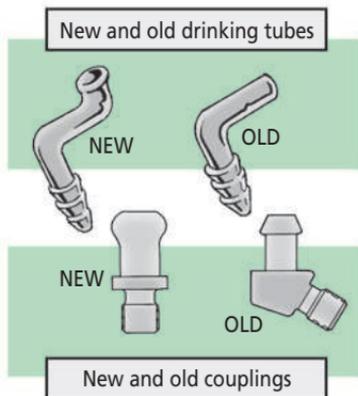
The old coupling has a squared base and points upward toward the front voicemitter and nosecup ridge. The new coupling is straight and points out of the facepiece.

The new drink tube, NSN 4240-01-441-0557, can be used only with the new drink tube coupling, NSN 4240-01-462-0045. If the new tube disappears or the coupling is damaged, no problem. Just replace them like it says in the procedure beginning on Page 2-54 of TM 3-4240-346-20&P.

But if the old drink tube coupling is damaged, your only solution is to turn in the face piece for replacement.

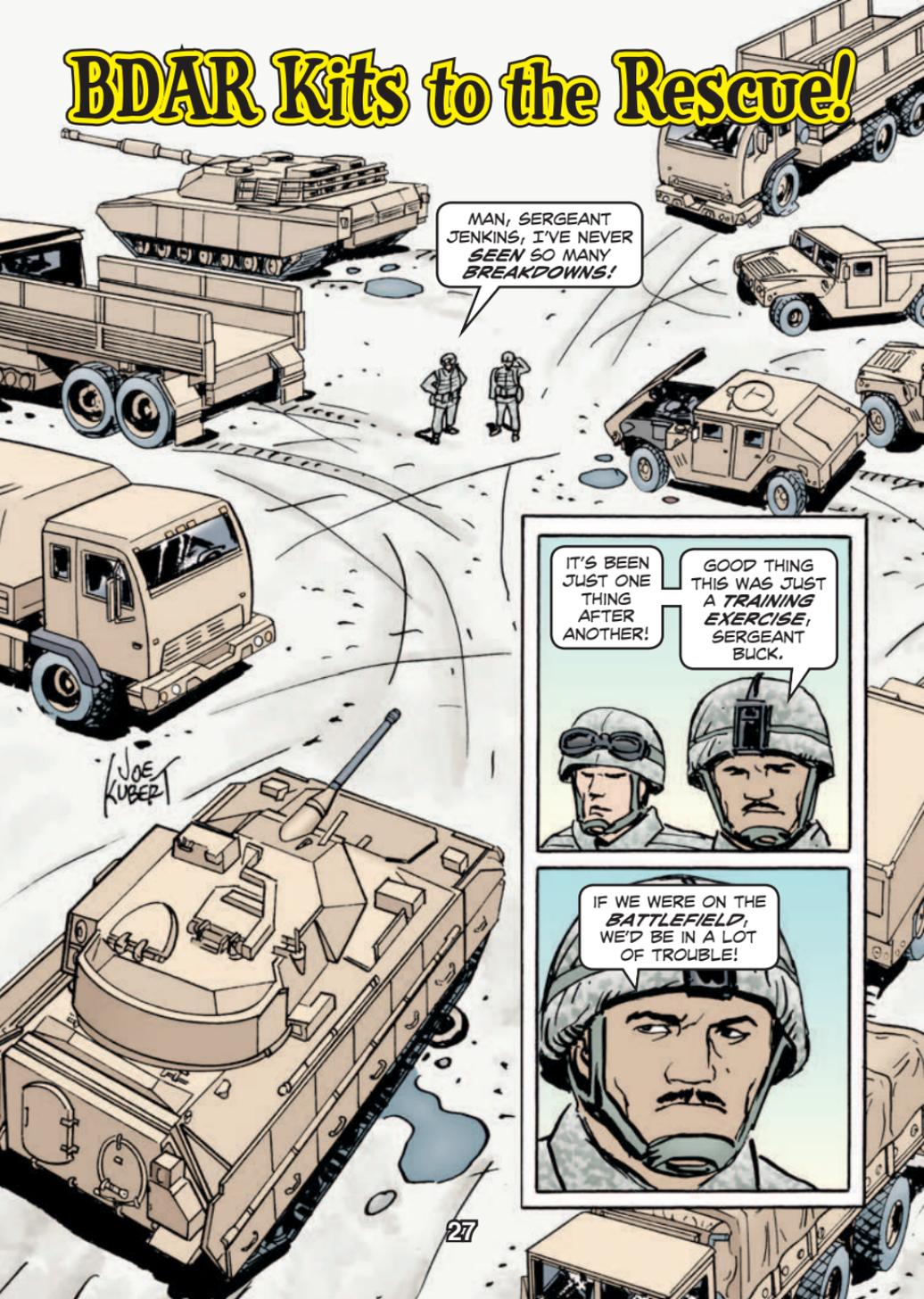
Don't use the new drink tube with the old coupling or visa versa. That puts the drink tube in the wrong position for drinking.

Here's a handy chart you can use to help keep track of what's what:



| Characteristic | Old Internal Drinking System | New Internal Drinking System |
|----------------|--|---|
| Drinking Tube | L-shaped, one bend | Z-shaped, double bend |
| Tube Coupling | Angled | Straight |
| Repair Parts | Internal Drink Tube, NSN 4240-01-260-8711 Facepiece Assembly (used to replace damaged internal drink tube coupling), NSN 4240-01-415-4517 Small NSN 4240-01-415-4518 Medium NSN 4240-01-416-0430 Large Note: Tube coupling is permanently mounted and cannot be directly replaced | Internal Drink Tube, NSN 4240-01-441-0557 Internal Drink Tube Coupling, NSN 4240-01-462-0045 |

BDAR Kits to the Rescue!



MAN, SERGEANT JENKINS, I'VE NEVER SEEN SO MANY BREAKDOWNS!

JOE KUBER

IT'S BEEN JUST ONE THING AFTER ANOTHER!

GOOD THING THIS WAS JUST A TRAINING EXERCISE, SERGEANT BUCK.



IF WE WERE ON THE BATTLEFIELD, WE'D BE IN A LOT OF TROUBLE!





WONDER WHO THAT COULD BE?

WHOEVER IT IS, I HOPE THEY CAN HELP US OUT WITH ALL THESE VEHICLE PROBLEMS.



HEY, IT'S MASTER SERGEANT HALF-MAST!

ALL RIGHT! HE'LL KNOW HOW TO GET THESE VEHICLES BACK ON THE ROAD!



WHAT SEEMS TO BE THE PROBLEM HERE?

WE'RE SURE GLAD TO SEE YOU! WE'VE GOT A BUNCH OF VEHICLE BREAKDOWNS.



WE'VE GOT A FLAT TIRE ON THAT FMTV...



...A LEAKY FUEL LINE ON THE TANK...

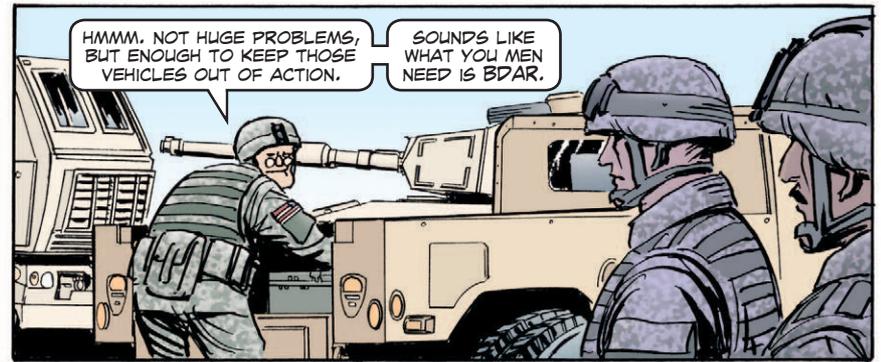
...RIGHT HERE...



...A CRACKED BATTERY, A LEAKY RADIATOR HOSE...



...AND A BROKEN BELT.



HMMM. NOT HUGE PROBLEMS, BUT ENOUGH TO KEEP THOSE VEHICLES OUT OF ACTION.

SOUNDS LIKE WHAT YOU MEN NEED IS BDAR.



BDAR?

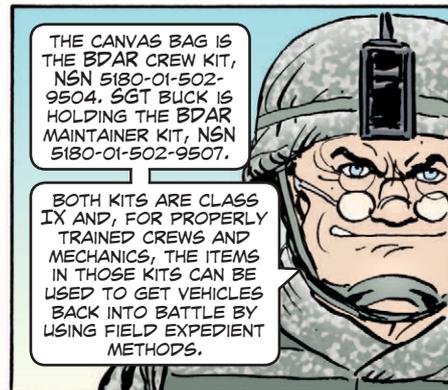
WHAT'S THAT?



IT STANDS FOR BATTLE DAMAGE ASSESSMENT AND REPAIR.



AND THESE TWO KITS ARE AN IMPORTANT PART OF BDAR.



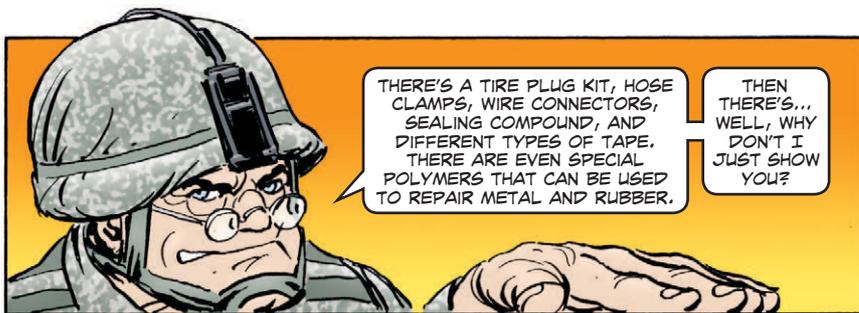
THE CANVAS BAG IS THE BDAR CREW KIT, NSN 5180-01-502-9504. SGT BUCK IS HOLDING THE BDAR MAINTAINER KIT, NSN 5180-01-502-9507.

BOTH KITS ARE CLASS IX AND, FOR PROPERLY TRAINED CREWS AND MECHANICS, THE ITEMS IN THOSE KITS CAN BE USED TO GET VEHICLES BACK INTO BATTLE BY USING FIELD EXPEDIENT METHODS.

SOUNDS GREAT! WHAT KIND OF STUFF IS IN HERE?

YOU'LL FIND JUST ABOUT EVERYTHING YOU COULD NEED.





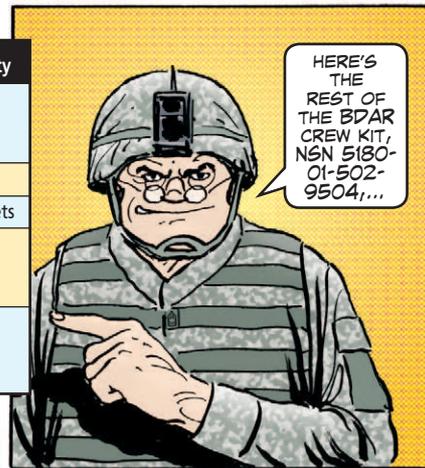
BDAR Crew Kit, NSN 5180-01-502-9504

| Item | NSN/PN | Kit Qty |
|-----------------------------------|-------------------|---------|
| Tool bag | N/A | 1 |
| Component list | N/A | 1 |
| BDAR tags | DD Form 1577 | 5 |
| Non-electrical wire | 9505-00-221-2650 | 1 lb |
| 16 AWG electrical wire | 6145-01-099-8029 | 1 roll |
| Fiberglass repair putty | 8040-01-346-1339 | 1 |
| Radiator leak preventive compound | 6850-00-598-7311 | 3 kits |
| Sealing compound | | |
| Blue | 8030-01-323-4503* | 1 tube |
| Red | 8030-01-212-9622 | 1 tube |
| Wire brush | 7920-00-282-9246 | 1 |
| Cable ties, black | 5975-00-985-6630 | 20 |
| Tape | | |
| Electrical | 5970-00-788-4901 | 1 roll |
| Aluminum | 7510-00-684-8803 | 1 roll |
| Cloth | 5640-00-103-2254 | 1 roll |
| Antiseize | 8030-00-889-3535 | 1 roll |
| Hose clamps | | |
| 3/4-in | 4730-00-908-3194 | 2 |
| 2-in | 4730-00-909-8627 | 2 |
| 3-in | 4730-00-908-6292 | 2 |
| 4-in | 4730-00-908-6293 | 2 |
| Wire connector container | 8115-00-099-4380 | 1 |
| Wire connectors | | |
| Gray | 5940-00-185-6673 | 10 |
| Orange | 5940-00-665-9559 | 10 |
| Blue | 5940-00-146-2844 | 10 |
| Yellow | 5940-00-578-2281 | 10 |

| Item | NSN/PN | Kit Qty |
|-------------------------------|-------------------|---------|
| Tire repair kit | 5180-01-542-8146* | 1 kit |
| Refill plugs | 5180-01-542-8147* | 30 |
| Insertion tool | 5120-01-533-9881 | 1 |
| Spiral probe tool | 5120-01-533-9880 | 1 |
| Insertion needle | PN: SSNT | 1 |
| Special lube | 5180-01-542-8145* | 1 |
| V-belt, adjustable length | 3030-00-224-8358 | 1 roll |
| Metal polymer | 8030-01-519-8280 | 4 kits |
| Elastomer polymer | 8040-01-519-7680 | 4 kits |
| Cleaner/degreaser | 7930-01-518-8743 | 1 pt |
| Rubber conditioner | 8040-01-519-8282 | 1 can |
| Release agent | 8040-01-519-7681 | 1 can |
| Reinforcement cloth | 8030-01-519-4422 | 1 |
| Metal stick | 8030-01-519-7679 | 2 tubes |
| Spatula | 5120-01-519-4732 | 1 |
| Plastic spreader | 5120-01-519-4730 | 2 |
| Battery connector | 5940-00-549-6581 | 1 |
| Static discharge wrist ground | 5920-01-254-1039* | 1 |
| Cloth | | |
| Latex gloves, disposable | 6515-01-329-4843 | 5 pairs |
| Face mask, dust filtering | 4240-01-492-0177* | 5 |

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

| Item | NSN/PN | Kit Qty |
|---------------------|------------------|----------|
| Hacksaw, mini | 5110-01-491-5760 | 1 |
| Replacement blades | 5110-00-277-4588 | 10 |
| Utility knife | 5110-01-428-5220 | 1 |
| Sandpaper, 40 grit | 5350-00-256-0331 | 3 sheets |
| Environmental plugs | | |
| 2-in | PN: RBDAR64G2 | 2 |
| 4-in | PN: RBDAR65G2 | 2 |
| Foam tray | | |
| Top | N/A | 1 |
| Bottom | N/A | 1 |



BDAR Maintainer Kit, NSN 5180-01-502-9507

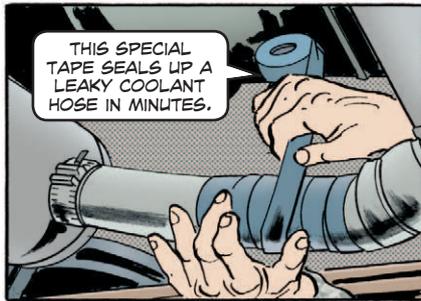
THE MAINTAINER KIT IS IDENTICAL TO THE CREW KIT, EXCEPT FOR A FEW ADDITIONS. IT ALSO INCLUDES THESE ITEMS...



| Item | NSN/PN | Kit Qty |
|------------------------------|------------------|---------|
| Tool box | N/A | 1 |
| Electrical wire | | |
| 22 AWG | 6145-01-099-8029 | 1 roll |
| Super metal polymer | 8030-01-519-8281 | 1 kit |
| Hydraulic fuel line fittings | | |
| 3/16-in | 4730-00-289-1622 | 2 |
| 1/4-in | 4730-00-278-8717 | 2 |
| 5/16-in | 4730-00-278-3225 | 2 |
| 3/8-in | 4730-00-289-0782 | 2 |
| Foam tray | | |
| Top | RMKTT-30JUL04 | 1 |
| Bottom | RMKBT-47G2 | 1 |



THE TIRE PLUG KIT IS NOT ONLY **SIMPLE** TO USE, BUT IT'S **FAST**.



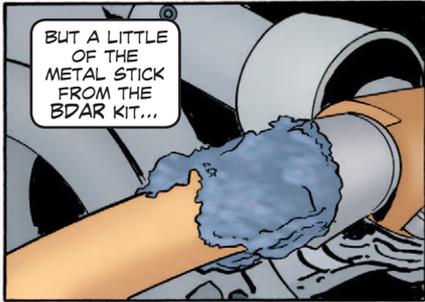
THIS SPECIAL TAPE SEALS UP A LEAKY COOLANT HOSE IN MINUTES.



THE KIT'S RUBBER POLYMER SEALS UP THIS CRACKED BATTERY IN ALMOST NO TIME.



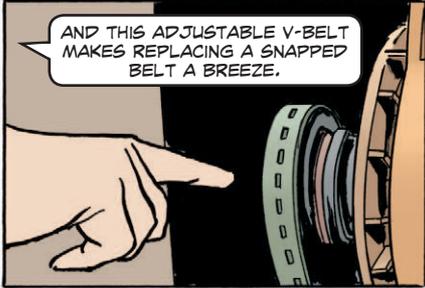
A FUEL LEAK LIKE THIS COULD START A FIRE IN YOUR MIAZ TANK.



BUT A LITTLE OF THE METAL STICK FROM THE BDAR KIT...



...AND SOME TAPE TAKES CARE OF THE LEAK. REMEMBER, ALL OF THESE BDAR REPAIRS MUST BE DOCUMENTED WITH A DD FORM 1577 AND ON A DA FORM 5988E AND TURNED INTO MAINTENANCE PERSONNEL.



AND THIS ADJUSTABLE V-BELT MAKES REPLACING A SNAPPED BELT A BREEZE.



THAT'S REALLY IMPRESSIVE!



OTHER ITEMS IN THE KITS CAN REPAIR ELECTRICAL TROUBLES, LOW PRESSURE HYDRAULICS, PNEUMATIC PROBLEMS, WET FUEL CELL LEAKS AND MUCH MORE.



HOW COME THERE ARE TWO DIFFERENT KITS? MOST OF THE COMPONENTS ARE THE SAME.

YES, THAT'S TRUE. THE CREW KIT IS DESIGNED FOR CREWMEN TO MAKE SIMPLE, QUICK FIXES.

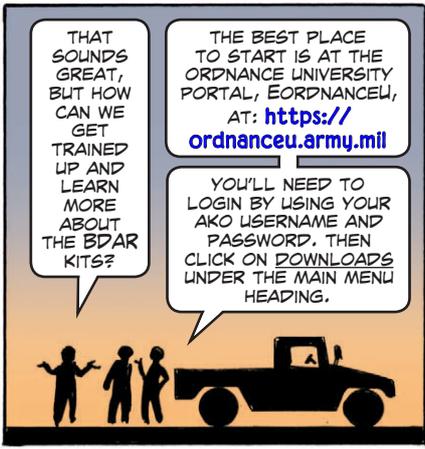
THE MAINTAINER KIT HAS A FEW EXTRA COMPONENTS THAT, ALONG WITH THE MECHANIC'S EXPERIENCE, ALLOW HIM TO MAKE MORE DIFFICULT REPAIRS.



CAN WE ORDER THE KITS NOW OR ARE THEY ONLY AVAILABLE DURING DEPLOYMENTS?



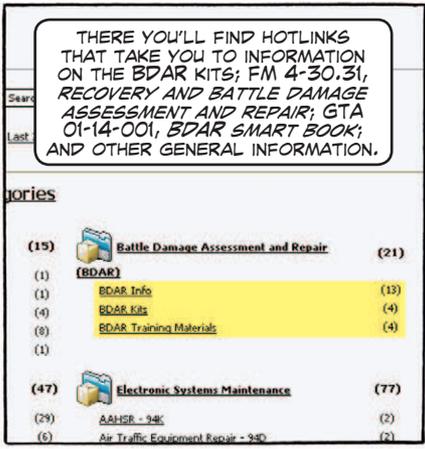
NO, YOU CAN ORDER THEM **ANYTIME**. IF YOU WAIT UNTIL YOU DEPLOY, YOU WON'T HAVE TIME TO GET FAMILIAR WITH THE KITS. JUST MAKE SURE YOU HAVE YOUR COMMANDER'S PERMISSION BEFORE USING THE KITS DURING TRAINING.



THAT SOUNDS GREAT, BUT HOW CAN WE GET TRAINED UP AND LEARN MORE ABOUT THE BDAR KITS?

THE BEST PLACE TO START IS AT THE ORDNANCE UNIVERSITY PORTAL, EORDNANCEU, AT: <https://ordnanceu.army.mil>

YOU'LL NEED TO LOGIN BY USING YOUR AKO USERNAME AND PASSWORD. THEN CLICK ON DOWNLOADS UNDER THE MAIN MENU HEADING.



THERE YOU'LL FIND HOTLINKS THAT TAKE YOU TO INFORMATION ON THE BDAR KITS; FM 4-30.31, RECOVERY AND BATTLE DAMAGE ASSESSMENT AND REPAIR; GTA 01-14-001, BDAR SMART BOOK; AND OTHER GENERAL INFORMATION.

| ories | |
|-------|--|
| (15) | Battle Damage Assessment and Repair (21) |
| (1) | BDAR |
| (1) | BDAR Info (13) |
| (4) | BDAR Kits (4) |
| (8) | BDAR Training Materials (4) |
| (1) | |
| (47) | Electronic Systems Maintenance (77) |
| (29) | ASHER - 94K (2) |
| (6) | Air Traffic Equipment Repair - 94D (2) |

GREAT! ONCE I DOWNLOAD ALL THAT INFORMATION, I'M GONNA SET UP SOME TRAINING CLASSES FOR THE PLATOON.



THEN YOU MAY ALSO BE INTERESTED IN THE RUBBER AND METAL POLYMER TRAINING PACKETS AVAILABLE. THEY'RE SMALLER AND COST LESS THAN THE ONES IN THE KIT, SO THEY'RE GREAT FOR TRAINING. YOU'LL FIND THEM ON THE WEBSITE UNDER BDAR TRAINING MATERIALS.



ONE MORE QUESTION.

WHAT IF I COME UP WITH MY OWN FIELD EXPEDIENT BDAR REPAIRS. CAN I USE THEM?



MAYBE, IF IT'S A GOOD REPAIR AND DOESN'T CAUSE DAMAGE TO THE VEHICLE. YOUR BEST BET IS TO RUN YOUR IDEA PAST THE TRADOC EXECUTIVE AGENCY FOR BDAR/RECOVERY.

IF YOUR REPAIR IS APPROVED, THEY'LL BE ABLE TO GET THE WORD OUT SO EVERYONE CAN TAKE ADVANTAGE OF IT.



YOU CAN CALL THEM AT DSN 298-3050/4474 OR (410) 278-3050/4474. OR SEND AN EMAIL TO bdarfeedback@apg.army.mil.

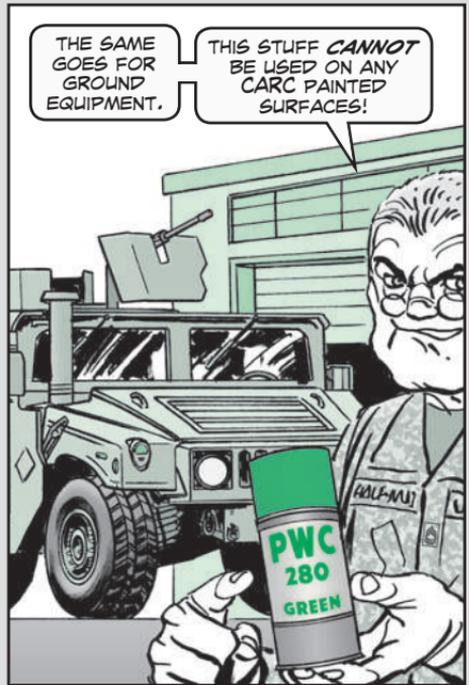


THIS DAY DIDN'T START OUT TOO GREAT.

BUT ALL THAT GREAT BDAR INFO SURE FIXED IT IN A HURRY!



TO PAINT OR NOT TO PAINT



Mechanics, hold up! The can of PWC polyurethane spray paint you've just grabbed to use for touch up work **cannot be used!**

Before you pop the cap and start spraying, grab [TM 1-1500-344-23-4](https://www.dhs.gov/1-800-344-2334), *Cleaning and Corrosion Control, Consumable Materials for Aircraft*, for NSNs of all approved paint.

PWC paint **does not** conform to the MIL-SPEC and is not approved for use on aircraft or any other CARC-painted equipment.

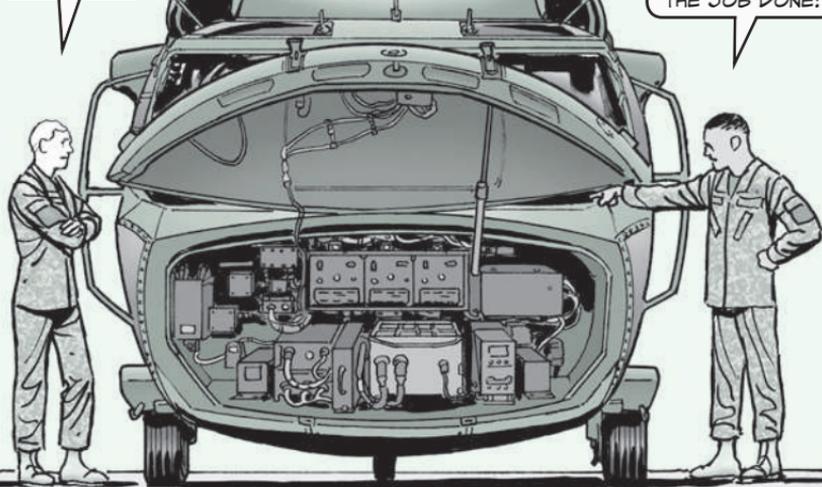
If you spray CARC, you can only spray the paint in an OSHA-approved spray booth using the proper protective gear.

The long and short answer to the matter of unapproved products, including paint, is to stick with what's in your TM. You can't go wrong that way. Additional materials information is available from the corrosion office, DSN 897-0209, tollfree, 866-222-2364.

Data Loading for Avionics

THE REMOTE
FILL PANEL
IS OUT.

AVIM CAN FIX
THAT PROBLEM,
BUT YOUR ANCD
CAN STILL GET
THE JOB DONE!

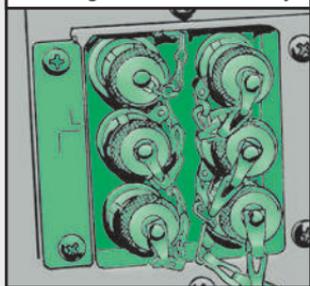


Crewmen, having problems entering data into avionics equipment using your Black Hawk's remote fill panel? Hold one before you yell for AVIM to start replacing avionics components.

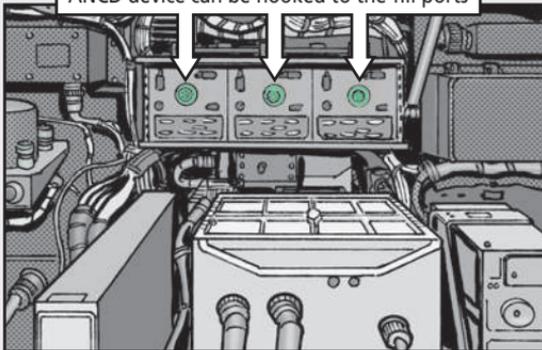
Your radios, COMSEC, GPS or other avionics components, like the KY-58, may not be defective. You do need AVIM to check for broken wires or cables, and bad connections. And don't forget to check the remote fill panel.

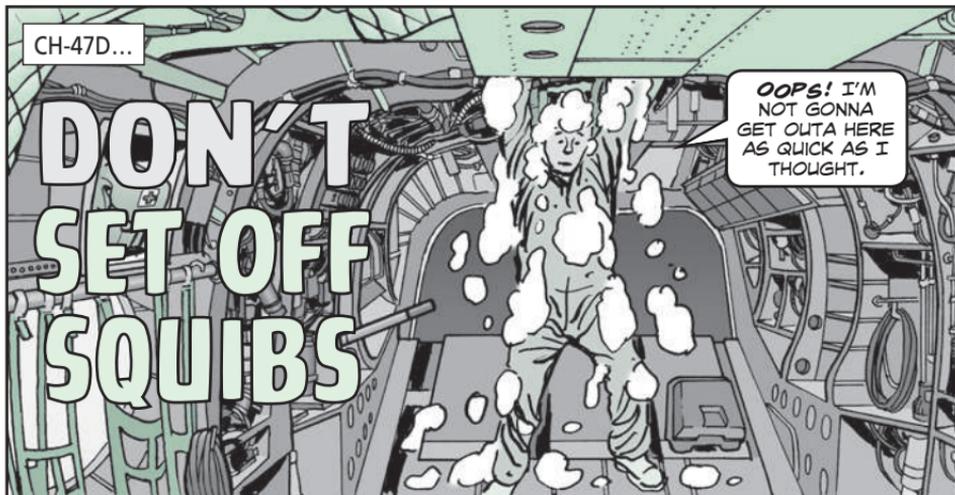
If the remote fill panel is having problems, you can still load frequencies and data into each component separately using the automatic net control device (ANCD). When your SINCGARS, UHF radio, FM radios and GPS are configured, your mission can go on.

If remote fill panel is not working, load devices directly



ANCD device can be hooked to the fill ports





Mechanics, don't be in a hurry when removing and replacing your engine firebottle squibs or engine fire extinguisher bottles in your Chinook.

The fire extinguisher bottles in your bird put out fires in the No. 1 and No. 2 engines. Sometimes they are removed because of the usage date expiration or a problem found during an inspection.

An accidental discharge could cover you or your engines with foam or cause severe injury to you. That's a lot for simply rushing the job.

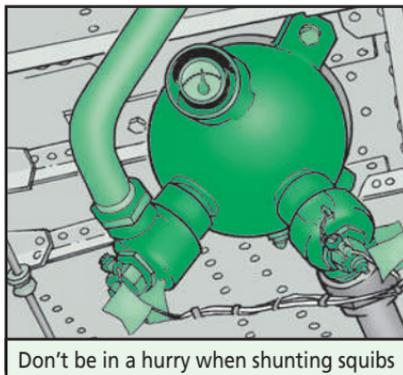
First things first—be safe and follow what the TM says, including always inspecting the fire extinguisher like it says in TM 1-1520-240-23&P. Don't take shortcuts! That could hurt you.

Always remember that there are two different types of fire extinguisher bottles that may be installed in your bird.

When you shunt the circuit of the fire extinguisher system cartridges to remove residual stray voltage and power, make sure you install the shunt like it says in TM 1-1520-240-23&P.

One mishap or one wrong move and you could discharge the system or injure yourself. The bottles contain a 3-lb charge of non-toxic extinguishing agent.

When unserviceable bottles are removed from the bird, they can become dangerous missiles because they are still live. And if not handled carefully like it says in the TM warnings, you can set them off. Order extinguisher bottles through normal supply channels with NSN 1377-01-185-2622 or NSN 1377-00-172-0428.



M230 Automatic Gun...

LISTEN TO THESE TIPS FROM SERGEANT SMITH.

THEY'LL KEEP YOUR M230 FIRING HAPPILY!

THAT'S MUSIC TO MY EARS!



PLEASE REMEMBER THIS

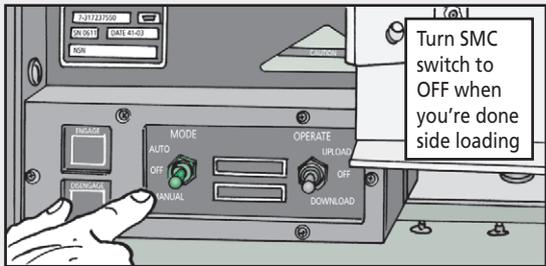
Dear Editor,

Experience has taught us a few good lessons about our M230 automatic guns that I thought I should share with other aviation units:

- We eliminated almost all firing problems by taking the M230 completely apart at the 250-hour inspections and thoroughly cleaning and lubing it.



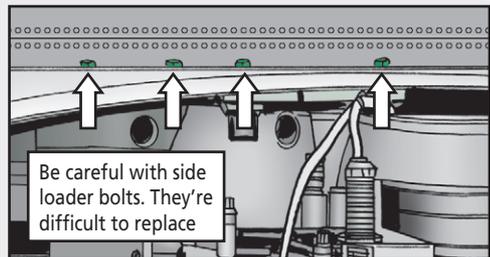
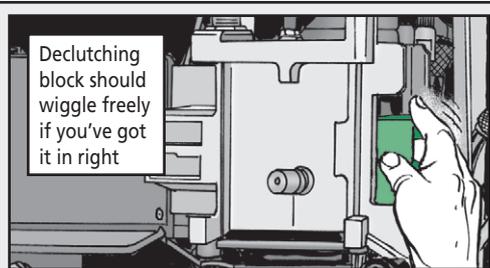
- When you're through side loading the M230 in the manual mode, don't forget to turn the SMC (sideloader/magazine controller) switch to OFF. If you forget, the gear for the right-hand elbow on the SMC will twist off and break.



- Make sure you put in the SMC declutching block correctly. It's easy to get it wrong and that bends the guide for the bullet trays. The guide should fit in the groove of the block and the block should be flush against the front plate. If the block can be wiggled freely, you've got it right. If the block won't move, you need to make sure the guide is positioned in the block groove.

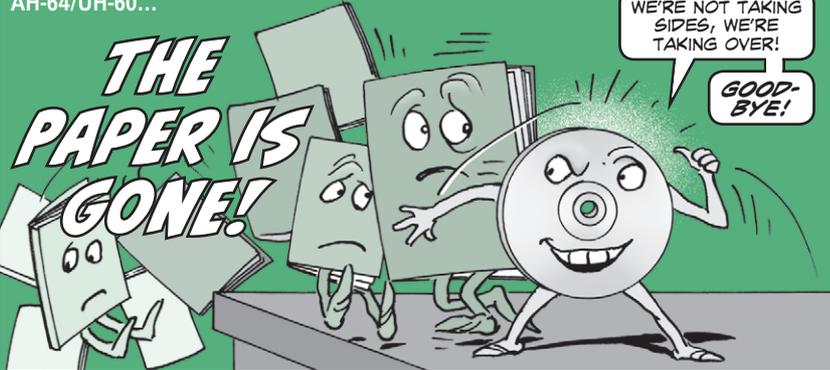
- Be very careful with the bolts for the side loader. If you break one, it can take weeks to get a replacement.

SSG Jarrett Smith
D Co, 4-4 ARB
Ft Hood, TX



Editor's note: You are the voice of experience. Thanks for the excellent M230 tips.

AH-64/UH-60...



Black Hawk and AH-64 mechanics, there's something new on the horizon for your engine manuals.

The T700-series paper technical manuals are gone. TM 1-2840-248-23, TM 1-2840-238-23P, TM 1-2840-248-23P, and TM 1-2840-258-23P have been replaced by EM 0271, TM 1-2840-248-23&P/T.O. 2J-T700-16.

For those who've been using paper engine manuals for eons, the new IETM will be awkward at first, but as you continually use the IETM, you'll get familiar with it.

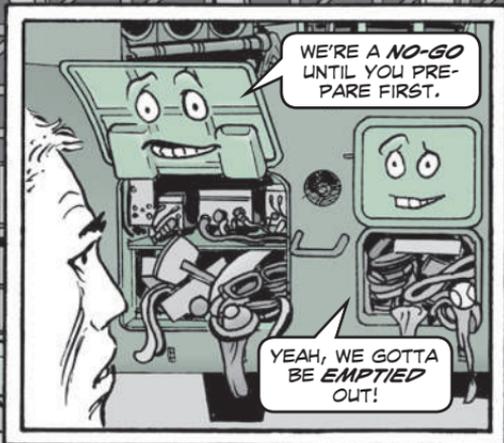
Make a note that all the information in the paper TMs is now on one CD-ROM, and you'll be able to view the IETM on the LOGSA and KAMNET websites soon.

All
Aircraft...

Weight and Balance

LET'S GET
THIS BIRD TO
THE SCALES.

NO WAY,
DUDE!



Mechanics, are you doing proper preparation before weighing and balancing your bird? If not, get it off the scales.

When weighing and balancing an aircraft, preparation is the first step. Chapter 3 of TM 55-1500-342-23 tells you what to do.

Your bird is considered a no-go for the scales if you have ropes hanging from the blades or flight gear, survival kits, fly-away items or ALSE equipment left in the storage areas.

So break out the weight and balance TM and be sure you have Change 10 that was released on 1 May 2007. Make a note, then reread the book!

UH-60/AH-64/CH-47...

CHOCKS! WHAT ARE THEY GOOD FOR?

If you said absolutely nothing, you'd be wrong.

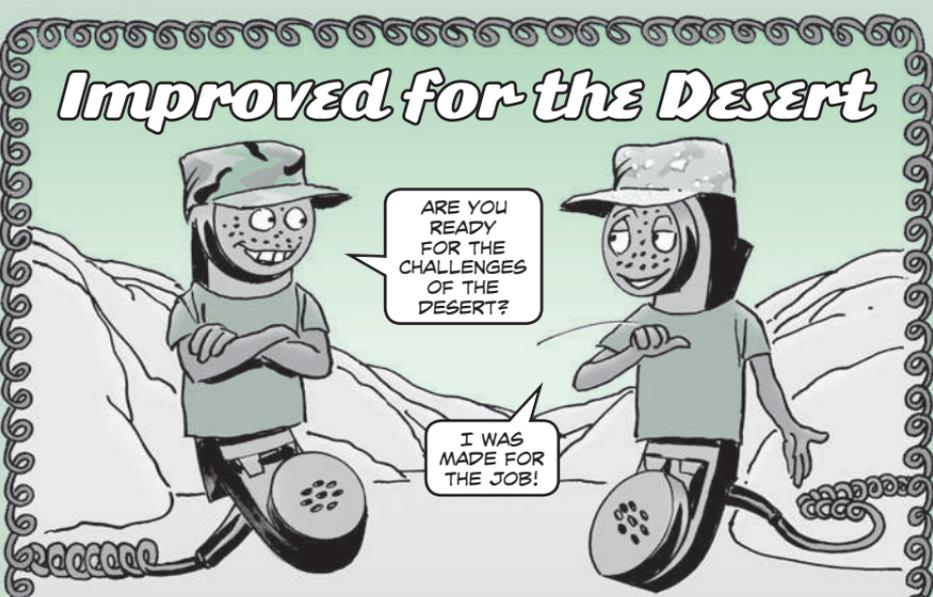
Every bird except for the Kiowa Warrior should be chocked whether it's in the hangar or on the flight line. A bird with no chock blocks could become a rolling catastrophe if the parking brake fails.

So if you're looking for some chock blocks, have your shop locally make what you need. Or you can order a wood chock block with a cotton rope that's a perfect fit for your bird with NSN 1730-00-294-3695.

Make
or order
chock
blocks



Improved for the Desert



ARE YOU
READY
FOR THE
CHALLENGES
OF THE
DESERT?

I WAS
MADE FOR
THE JOB!

The H-250/U handset, NSN 5965-00-043-3463, is used on many tactical radios including the SINCGARS. Now there is an improved model specifically designed for use in the desert. It's the H-250B/G. Order it with NSN 5965-01-549-6390.

The new handset is tan. It has a built-in volume control, earphone jack and detachable earphone, NSN 5965-01-549-9318.



TO LEARN MORE ABOUT THIS
HANDSET AND HOW YOU CAN
ORDER IT, CONTACT THE C-E
LCMC POC. CALL DSN 992-
0127 OR (732) 532-0127.
OR EMAIL:

**veronica.buffaloe-taylor@
us.army.mil**



**WHERE
TO DO DIRECT
SUPPORT
MAINTENANCE**

Dear Editor,

I am the C-E LCMC item manager for the AN/PAS-13 thermal weapon sight (TWS).

The Army-approved maintenance concept for the AN/PAS-13 mandates that direct support (DS) maintenance be done only by the Intelligence and Electronic Warfare Regional Support Centers (IEW/RSC). This is clearly stated in TM 11-5855-312-23&P. These instructions are not being followed!

Too many DS units are trying to order the DS maintenance parts. When they request DS repair parts, their requests are rejected because they are not authorized to do the maintenance. Time is wasted, frustration levels rise, and the AN/PAS-13 is still not repaired!

Can you put the word out to help solve this problem?

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

Editor's note: Glad to, Mr. Brown. Maintainers of TWS systems, please follow the instructions in your TMs and get all direct support maintenance done at your Intelligence and Electronic Warfare Regional Support Center.

For all the instructions on how to do this, get a copy of the current TWS Product Support Bulletin. Mr. Brown will be happy to send one your way by email, fax or surface mail. Just email your request to:

michael.brown122@us.army.mil

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

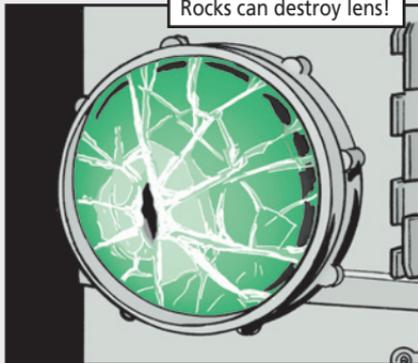
OH, NOOO!

**COVER
THE LENS!**

Dear Editor,

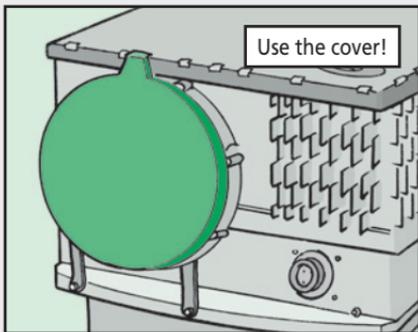
The long range advanced scout surveillance system (LRAS3) infrared night vision sight (AN/TAS-8) is not indestructible. The lens is especially vulnerable.

Rocks can destroy lens!



Please remind troops to cover the lens after completion of their mission and during storage. If their lens cover is missing, they can order one with NSN 5855-01-486-5046.

Use the cover!



CW3 Leonard Levy
B Co, 115th BSB
Ft Hood, TX

Editor's note: Thanks for reminding us, Mr. Levy, so we can remind the troops. AN/TAS-8 operators, the LRAS3 is taking a beating in Iraq and elsewhere and you need to do what you can to limit the damage. Covering the lens is one way to do that.

Also, once damage has been done, turn in unserviceable LRAS3 parts **immediately**. Internal optical parts are in short supply. Please ensure unserviceable parts are turned in for repair.

DAGR...

IT SAYS HERE
THE NEW DAGR
CAN LEAD
SOLDIERS TO
ANY LOCATION!

I THOUGHT
GLOBAL WARMING
WAS THE PROBLEM,
NOT GLOBAL
POSITIONING!



THERE'S NOTHING LIKE A GOOD PUB

Since the defense advanced GPS receiver (DAGR) is pretty new to the field, you might think there is only one edition of the pubs. Not so. If you have DAGR pubs dated 6 June 2004, your pubs are duds!

The Change 1 editions of TM 11-5820-1172-13 and TB 11-5820-1172-10, dated 1 March 2005, are also out of date.

The DAGR has new features because of its new software. If your pubs are out-of-date, you won't know what those features are or how to use them.

Here's what you want: The Change 2 editions of DAGR Operator & Maintenance Manual TM 11-5820-1172-13 and DAGR Operator's Pocket Guide TB 11-5820-1172-10, both dated 1 October 2006. You can order them through normal publications channels. You can also download them in soft copy from the Army PM GPS website at:

<https://gps.army.mil>

Rumor has it that one new feature brings up a map to Angelina Jolie's house! (If you're a female soldier using the DAGR, the map takes you right into the arms of Brad Pitt!) But you'll never know if that rumor is true without the latest pubs. Order them through normal publication channels.

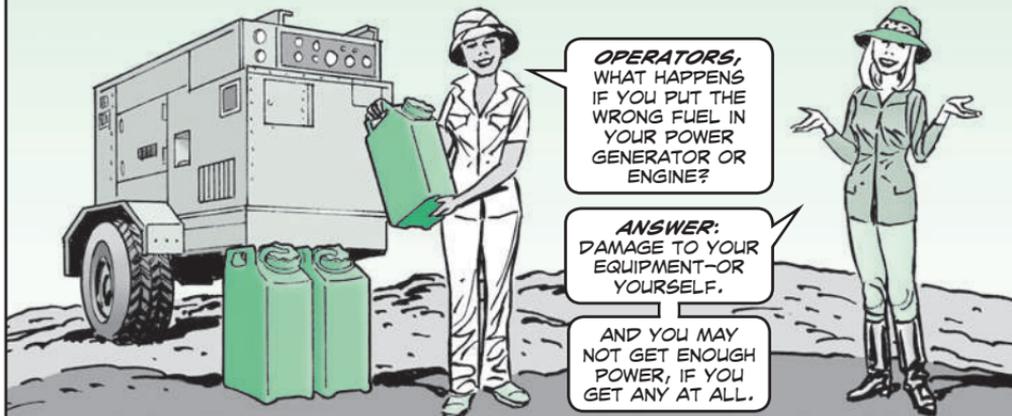
PS 658

44

SEP 07

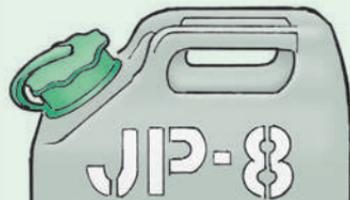


Colors to ID Cans

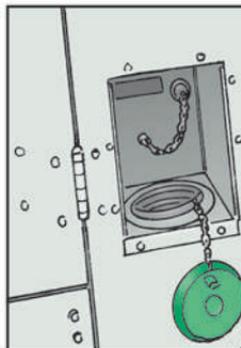


You need to clearly identify what's in each fuel can. Color-code the can caps. For example, paint the cap yellow for diesel, red for MOGAS and blue for JP-8. Then stencil DIESEL, MOGAS or JP-8 on the appropriate can. Some units even color-code caps on equipment for easy match-up. Make sure to get your CO's OK before you color-code anything.

Color code caps on fuel cans...



...and equipment



ONE OTHER
PIECE OF ADVICE:
WHEN YOU'RE OUT
IN THE FIELD,
CAMOUFLAGED THE
CANS AND CAPS.

YOU DON'T WANT
THE BRIGHT
COLORS TO GIVE
YOU AWAY.



Clothing...

TALL AND SHORT, BIG AND SMALL



ARE YOU TOO BIG FOR YOUR BRITCHES?

DO YOU NEED TO ORDER CLOTHING IN XX-LARGE OR XXX-LARGE SIZES?

OR DO YOU NEED XX-SMALL OR XXX-SMALL SIZES?



If you're looking for clothing in unusual sizes, there's a place and a method for ordering them online. It's called the **warfighter** online information and ordering system. It's part of the Defense Supply Center Philadelphia. The warfighter website allows you to place orders for clothing in unusual sizes. You can actually type in an individual's weight and measurements to get the right size. You can even submit hand tracings for ordering gloves. But you just can't submit them online or by fax.

MAIL RIGHT- AND LEFT-HAND TRACINGS, ALONG WITH A COMPLETED DD FORM 1348-6, DIRECTLY TO:
DEFENSE SUPPLY CENTER PHILADELPHIA
ATTN: FQCC
700 ROBBINS AVENUE
PHILADELPHIA, PA 19111

HERE'S WHERE TO FIND INSTRUCTIONS ON SIZING AND ORDERING...



First, go to the warfighter website home page:

<http://warfighter.dla.mil/newmenu/Index.jsp>

DEFENSE LOGISTICS AGENCY
The Warfighter's Logistics Combat Support Agency

warfighter Defense Supply Center Philadelphia

HOME GENERAL INFO REGISTRATION SHOP SPECIALTY SHOPS REGISTERED CUSTOMER SERVICES VENDOR INFO BAG & NON BAG ITEMS

Quick Search!

Open the drop-down menu by resting your cursor on **REGISTERED CUSTOMER SERVICES**. On the drop-down menu, click on **Special Measurements**. Here you'll find instructions for ordering special sizes.

Air Force Physical Training Uniform (PTU)

Use the **Quick Search!** on the home page to locate the item either by NSN or description.

The website also has forms for manually submitting special measurement orders by fax. From the home page click on the **HELP** button. On the next screen (the Help Page), click on the **Special Measurement Forms** icon.

Special Measurement Order Forms

These forms are for manually submitting Special Measurement Orders. They are not to be used when using a credit card as you wish to use a government credit card as you wish through warfighter.dla.mil using the automated Ordering system. This is located on the Warfighter Customer Services™.

To order by fax, use the measurement and order forms

Special Measurement Form - Man (For Manual Submission)

DD-1348-6 Form

Special Measurement Form - Woman (For Manual Submission)

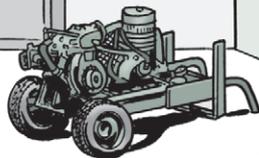
Of course, you'll first need to register with the warfighter website if you wish to order online. On the home page, rest your cursor on **REGISTRATION**. Then click on **User Registration** on the drop-down menu. You'll be asked to fill out and submit a user profile.

Air Compressor...

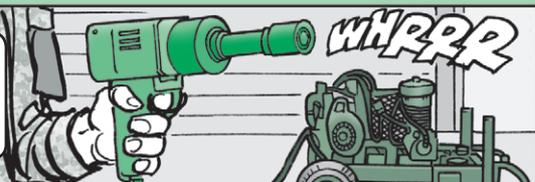
Make a Little Time for Air Tank



YOUR 5-CFM RECIPROCATING AIR COMPRESSOR, NSN 4310-00-843-8885, IS A VERSATILE TOOL TO HAVE AROUND THE SHOP.



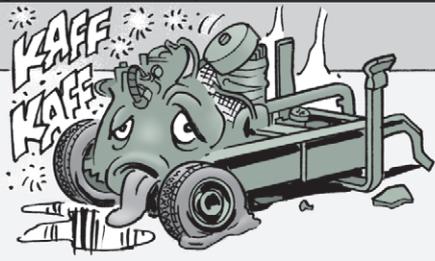
AMONG OTHER THINGS, IT CAN POWER PNEUMATIC TOOLS...



...BLOW DUST OUT OF CLOGGED AIR FILTERS,...



...AND INFLATE THE TIRES ON YOUR VEHICLE.



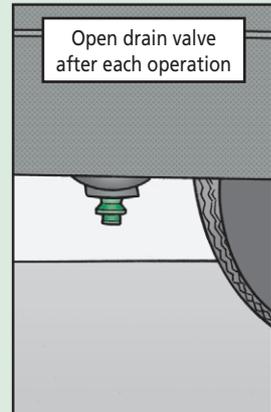
DON'T TAKE THE COMPRESSOR FOR GRANTED.

WITH ALL IT DOES FOR YOU, YOU OWE IT SOME PREVENTIVE MAINTENANCE.

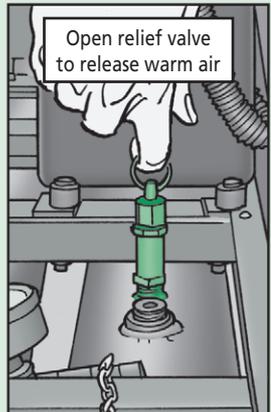
HERE'S A BIT OF PM YOU MAY HAVE OVERLOOKED...

Any time you compress air, it can't hold as much moisture, so the moisture condenses. And cooling air produces more condensation, even in dry places like the desert. Over time, that moisture rusts through the tank.

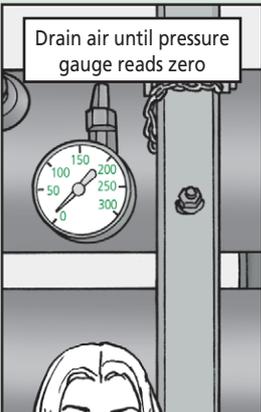
The remedy is simple and takes only a few minutes: Drain the air receiver tank. Do that by shutting down the compressor after each operation and opening the drain valve underneath the tank. If it's rainy or humid, open the valve daily. You can also release air (but not water) from the tank by tugging on the relief valve. Either way, drain out all air until the pressure gauge reads 0.



Open drain valve after each operation



Open relief valve to release warm air



Drain air until pressure gauge reads zero

AFTER YOU'VE DRAINED THE TANK, TRY TO TURN THE DRAIN VALVE AND RELIEF VALVE BY HAND.

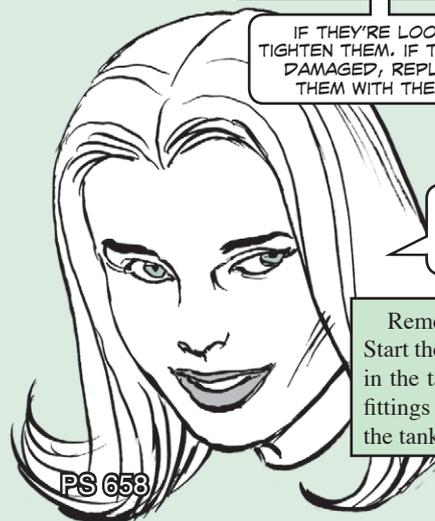
IF THEY'RE LOOSE, TIGHTEN THEM. IF THEY'RE DAMAGED, REPLACE THEM WITH THESE:

NSN 4820-00-752-9040, drain valve
NSN 4820-00-150-2035, relief valve

THIS LAST NSN REPLACES NSN 4820-00-477-7958, LISTED AS ITEM 3 IN FIG 14 OF TM 5-4310-276-24P.

MAKE A NOTE IN YOUR TM UNTIL IT'S UPDATED.

Remember to check the air receiver tank for leaks. Start the compressor and build up some air pressure in the tank. Then dribble soapy water over valves, fittings and welds. Expanding soap bubbles mean the tank's got a leak. Tell your unit mechanic.



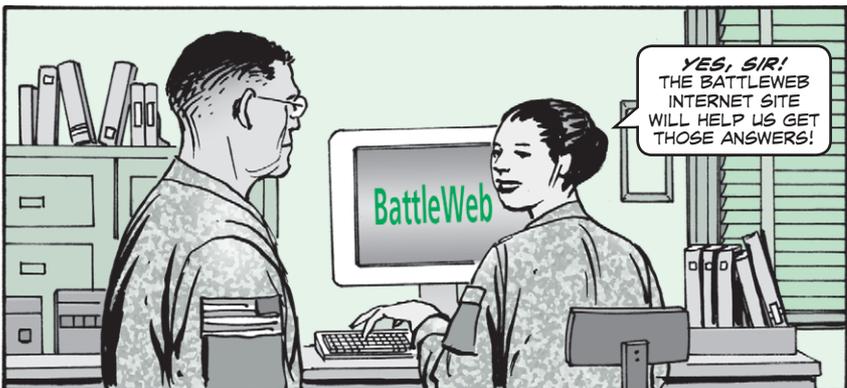
What Equipment Do You Need in SWA?

WELL CHIEF, THE BATTALION'S GOING TO DEPLOY AS AN MP UNIT.



ANY IDEAS ON HOW WE FIND OUT WHAT EQUIPMENT WE NEED TO TRAIN ON, AND WHAT WE NEED TO TAKE WITH US?

YES, SIR! THE BATTLEWEB INTERNET SITE WILL HELP US GET THOSE ANSWERS!



If you're trying to figure out what equipment your unit needs to take to SWA, help is available on the Internet.

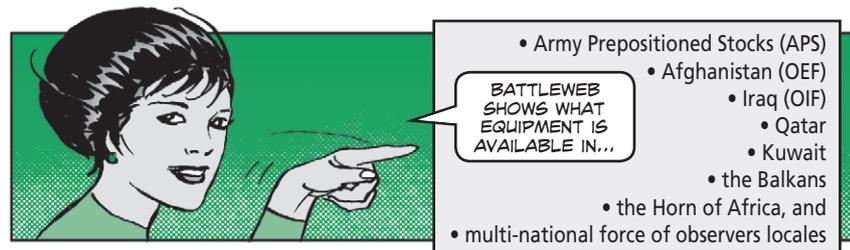
BattleWeb, an unclassified tool, can show you what equipment may be available for your unit in the area of operations (AO). It can tell you what equipment you aren't to deploy (DND) without express permission, and what equipment you should deploy.

BattleWeb is a logistics planning tool developed by Army Sustainment Command in coordination with Forces Command (FORSCOM).

USING BATTLEWEB YOU CAN...



- Import your property book data and compare it to theater-provided equipment and DND, and create a planned deployment equipment list (DEL)
- View equipment lists of other in-theater units
- Create asset-visibility reports and deployment checklists
- Access doctrine, policies, procedures and info specific to your AO



BATTLEWEB SHOWS WHAT EQUIPMENT IS AVAILABLE IN...

- Army Prepositioned Stocks (APS)
- Afghanistan (OEF)
- Iraq (OIF)
- Qatar
- Kuwait
- the Balkans
- the Horn of Africa, and
- multi-national force of observers locales

You can access BattleWeb with an AKO login and password:
<https://battleweb.army.mil>



Deploying units that fall in on APS equipment can also use the automated battle-book system (ABS), a CD-ROM for deploying warfighters. For more info see: <http://www.battlebooks.com>

Deployment Training

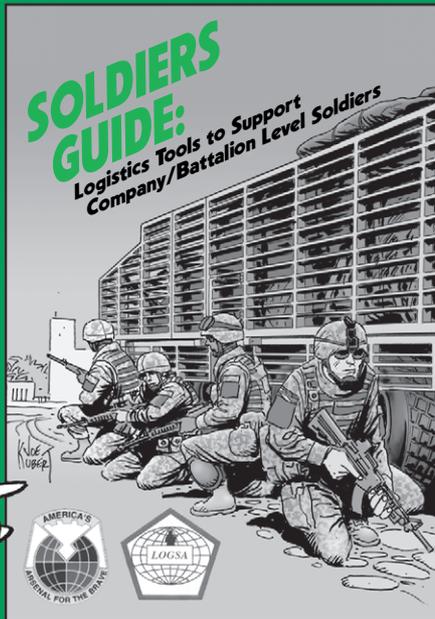
FORSCOM provides deployment planning training using BattleWeb through fully-funded mobile training teams (MTTs). Training covers developing DEL, familiarization with current deployment guidance, and other pre-deployment planning assistance.

For more info on MTTs or to schedule training, contact FORSCOM's Transportation, Operations and Plans Division: DSN 367-7090 or (404) 464-7090. You can also request training via the BattleWeb homepage under Pre-Deployment Training Support.

Logistics Soldiers' Guide Online

NEED HELP FINDING LOGISTICS, MAINTENANCE, OR SUPPLY MANAGEMENT INFORMATION?

LOGSA HAS PUBLISHED THIS SOLDIERS GUIDE TO LOGISTICS PRODUCTS AND SERVICES.



Sometimes the hardest part to getting help with logistics is just knowing where to go with your questions. The Army Materiel Command's Logistics Support Activity (LOGSA) made the answer clearer when it published the *Soldiers Guide: Logistics Tools to Support Company/Battalion Level Soldiers* in April 07.

Distribution was made to units that receive *PS Magazine*, and some copies are still available through LOGSA. The publication is available on the LOGSA website and on LOGNet for registered users:

<https://www.logsa.army.mil/index.cfm> and

<https://forums.bcks.army.mil/secure/communitybrowser.aspx?id=239986>

Among the products and services described in the *Soldiers Guide* are the *PS Magazine* reader's service to answer readers' questions. A customer assistance service, *LOG911*, answers questions on logistics topics such as readiness, data analysis, and logistics databases. LOGSA also has organized teams to focus on different geographic areas. These geographic "channels" can help you with supply, maintenance, transportation and readiness issues.

Many soldiers are familiar with the electronic technical manuals LOGSA maintains on its website. Some soldiers have used LOGSA to find out what publications their units should have. Others find HAZMAT, packaging or storage info.

LOGSA also maintains a number of other databases which field-level soldiers will find useful.

Need help with vehicle registrations, AOAP samples, or tracking serial numbers? The *Soldiers Guide* provides points of contact.

Want to track your parts order, the status of your equipment, or maintain asset visibility? LOGSA can help.

DODAAC and RIC assignments, tools for predicting readiness, and catalogs for finding LINs and NIINs are all available to field-level soldiers.

So check it out! You can help yourself and your unit.

Hazardous Materials Information Resource System (HMIRS)

Looking for material safety data sheets (MSDS)? How the Hazardous Materials Information Resource System (HMIRS) is the place for you. HMIRS is the Army's hazardous and transportation tool used for all HAZMAT sites.

HMIRS is the critical DODD entry for complete product records for hazardous material generated and used by the DOD, GSA, and other federal agencies.

In addition to MSDS, HMIRS also provides information including: shipping, storage, disposal, handling, and disposal label requirements associated with HAZMAT transportation both nationally and internationally.

LOGSA's Packaging, Storage, Transportation Center (PSTC) is the Army's primary repository for development of updates to HMIRS. They review and propose changes to ensure system functionality. PSTC also participates in beta and functional testing of the system before each release.

PSTC is also responsible for maintaining quarterly CD-ROM distribution of the HMIRS and providing access to the website.

PSTC develops transportation data, criteria and relevant value-added data and maintains a MSDS by DODD site data managed by the Army.

HMIRS is available on CD-ROM on the web: <http://www.afillco.mil/hmirs>

For more information:
 Contact: hmirs@afillco.mil
 Web: www.afillco.mil/hmirs
 Email: HMIRS@afillco.mil
 Call: 203 783 7441
 DSN: 326 963 7171
 FAX: 203 783 7171

LOGSA SENT COPIES TO ALL UNITS WHO ALSO GET PS MAGAZINE.

THE GUIDE CAN HELP YOU FIND INFO ON HANDLING HAZARDOUS MATERIALS AND ON COMPLETING TASKS SUCH AS VEHICLE REGISTRATION.

Ground Equipment Registration

LOGSA assigns the Army vehicle registration numbers that are used to track vehicle title and foreign country laws regarding registration of vehicles driven on public roads. Registration numbers are used to investigate theft and accidents.

In regard to Army-owned vehicles, Soldiers should provide the vehicle's VIN, serial number, year of manufacture, and unit identification code to LOGSA.

Soldiers assigned to the Army Maintenance Management System (AMMS) Equipment Database (TEDB) for vehicle information on usage and age of that data. This information is used in developing the Army operating tempo (OPTEMP) budget, planning requirements, substituting assets, identifying equipment for safety recall or overhaul and planning fleet and individual weapon maintenance.

The Army depends on Soldiers to enter accurate ground equipment information into LOGSA.

TEDB is also updated through the electronic Data Base System (EBS) Equipment Control Record. Instead in LOGSA's Logistics Information Warehouse (LIW) along with the usage data from the Maintenance System (AMMS) unit information such as above the first of each month.

Soldiers are required to provide ground equipment serial numbers and registration numbers between their PRIME property book, Army War Reserve Department (AWRD), and equipment. LOGSA has created the one-vehicle book/Equipment Number and Ground Equipment Automated Registration to assist with data integrity and maintenance.

Soldiers can request unit-level reports and statistics, access their own personal equipment history and status on digital mobile units or registration numbers.

LOGSA uses registration to maintain ownership, identify usage, and report that data on Army-owned assets and items, including ground, rail, aircraft and maintenance equipment in the TEDB.

For more information:
 Contact: armyreg@afillco.mil
 Web: www.afillco.mil/armyreg
 Email: ARMYREG@afillco.mil
 Call: 203 783 9424
 DSN: 326 963 9424

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Maintenance Master Data File (MMDF)

The MMDF is used by ULS and SAMS systems to identify registrable items. LOGSA publishes the MMDF twice a year in January and July in accordance with AF 700-136, Army Logistics Database and Identification.

The MMDF contains maintenance and maintenance-eligible serial items, selected material equipment identification data and system-eligible items. This data is used in equipment development and maintenance of the equipment master files in the Data Link Logistics System (ULLS) and Standard Army Maintenance System (SAMS).

The MMDF also maintains a list of Army Materiel System Items (AMSI), maintenance-eligible equipment called B-Items, which for national level elements are members, but are not in the unit code, equipment category code, model, version of supply and disposition.

SAMS-2 users can find the MMDF from the LOGSA website. Consistencies of SAMS-2 registration can make related maintenance capabilities in the MMDF and provide the updated MMDF twice a year in SAMS-1 and ULLS users. The data from ULLS and SAMS-1 contains related data SAMS-2 users.

For more information contact the MMDF team at armyreg@afillco.mil.

Soldiers can use LOGSA for assistance in adding items to the MMDF. LOGSA can help identify the item number, when applicable, the alternate part number, and maintenance data for the item. The final approval of entries for the MMDF modification is LOGSA.

The MMDF and B-Items can be downloaded from LIW.

For more information:
 Contact: armyreg@afillco.mil
 Web: www.afillco.mil/armyreg
 Email: ARMYREG@afillco.mil
 Call: 203 783 9424
 DSN: 326 963 9424

Tricks to Deploying STAMIS



Your unit's deploying to SWA and it's packing time. The MILVAN/ISO container outside is almost full, but you think your STAMIS computer system will just fit.

Think again!

During shipment and while it sits in theater waiting to connect up with your unit, the inside temperature of that ISO container can easily exceed a blistering 158°F. Those temperatures would be bad for your health—they are fatal for your computer system.

Varying temperatures from hot to cold and back cause expansion and contraction of the computer components. That can lead to dislodged components and a computer that won't work, just as you're trying to order the supplies and repair parts you need as you arrive in theater.

The heat can also drastically drain life from your computer batteries.

The damaging effects of heat are just one reason units are told to deploy their STAMIS systems on the same aircraft as their TAMMS clerk or supply NCO.

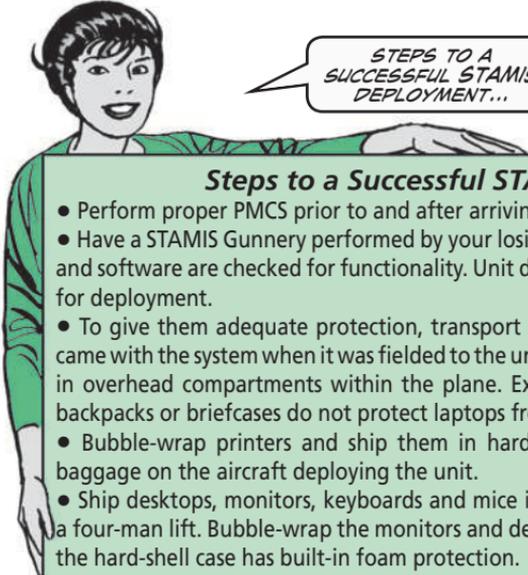
Another reason is that among the first tasks any unit must accomplish when arriving in SWA is to establish its access to the logistics system. Without it, there aren't any beans or bullets, water or lubricants, or repair parts.

The first thing your servicing Combat Service Support Automation Management Office (CSSAMO) is going to require as your unit processes into theater is a check of your STAMIS hardware and software.

This check, sometimes called STAMIS Gunnery, makes sure your STAMIS system is still working, that the software is the right version, and that anti-viral software and the current maintenance master data file (MMDF) are loaded. When the STAMIS system is verified as mission capable, an internet protocol (IP) address is assigned and your unit can log into the theater logistics network.

If STAMIS systems are packed away in ISO containers, it can disrupt the unit's arrival in theater.





*STEPS TO A
SUCCESSFUL STAMIS
DEPLOYMENT...*

*...OFFERS WAYS YOU CAN
REDUCE THE TURMOIL OF
DEPLOYING YOUR STAMIS.*

Steps to a Successful STAMIS Deployment

- Perform proper PMCS prior to and after arriving in theater.
- Have a STAMIS Gunnery performed by your losing CSSAMO, during which the hardware and software are checked for functionality. Unit data is backed up and the STAMIS is ready for deployment.
- To give them adequate protection, transport laptops within the hard-shell cases that came with the system when it was fielded to the unit. Hand carry the laptops and stow them in overhead compartments within the plane. Experience shows that soft-sided padded backpacks or briefcases do not protect laptops from damage during deployments.
- Bubble-wrap printers and ship them in hard/transit cases. They should be checked baggage on the aircraft deploying the unit.
- Ship desktops, monitors, keyboards and mice in hard/transit cases. These cases require a four-man lift. Bubble-wrap the monitors and desktops for extra protection even though the hard-shell case has built-in foam protection.
- Ship self-protected CSS Automated Information Systems Interfaces (CAISIs) as checked baggage.
- Ship Very Small Aperture Terminals (VSATS) in their own hard/transit cases as checked baggage. Block and brace them properly with 2x4s to prevent damage due to shifting during shipment.
- For all desktop computers and printers, change the power selector from 110 volts to 220 volts just before closing the hard/transit case for shipment. Then make sure the voltage is set for 220 volts before plugging into the power grid in SWA. Plugging a system set at 110 volts into a 220-volt power grid is a sure way to burn out the system's power supply.
- Get the STAMIS Gunnery inspection done by the gaining CSSAMO.



**DESKTOP STAMIS
SYSTEMS ARE CHECKED
BAGGAGE AND VSAT
CONTAINERS SHOULD BE
BLOCKED AND BRACED.**



**MAKE SURE YOUR
STAMIS ARRIVES,
WITH YOU, IN WORKING
CONDITION.**

PS END

CLEA Awards

JUST BEING SELECTED TO REPRESENT YOUR COMMAND IN THE CHIEF OF STAFF, ARMY COMBINED LOGISTICS EXCELLENCE AWARD COMPETITIONS IS AN ACHIEVEMENT.

BEING THE BEST OF THE BEST IS JUST PLAIN **AWESOME!**

HERE ARE THE DISTINGUISHED UNITS FOR 2007.



ARMY AWARDS FOR MAINTENANCE EXCELLENCE

ACTIVE ARMY TOE

Small Category

Winner: C Co, 501st MI Bn, Wackernheim, Germany (USAREUR)

Runner-up: D Btry, 3d Bn, 2d ADA, Ft Bliss, TX (FORSCOM)

Medium Category

Winner: 524th MI Bn, Yongsan, Korea (INSCOM)

Runner-up: 16th Med Logs Bn, Camp Carroll, Korea (EUSA)

Large Category

Winner: 589th Bde Spt Bn, Ft Hood, TX (FORSCOM)

Runner-up: 532d MI Bn, Yongsan, Korea (INSCOM)

TDA

Small Category

Winner: HHB, 2d Bn, 6th ADA, Ft Bliss, TX (TRADOC)

Runner-up: Field Maint Shop #1, Indianapolis, IN (NGB)

Medium Category

Winner: 58th Trans Bn, Ft Leonard Wood, MO (TRADOC)

Runner-up: HHC, 111th MI Bde, Ft Huachuca, AZ (TRADOC)

Large Category

Winner: Theater Logs Spt Ctr-Europe, Kaiserslautern, Germany (USAREUR)

Runner-up: 1st Bn, 29th Inf Regt, Ft Benning, GA (TRADOC)

ARMY RESERVE TOE

Small Category

Winner: 206th Broadcast Ops Det, Grand Prairie, TX (FORSCOM)

Runner-up: HHD, 341st Med Evac Bn, Mesquite, TX (FORSCOM)

Medium Category

Winner: 1013th QM Co, North Platte, NE (FORSCOM)

Runner-up: 353d Trans Co (Petrol), Buffalo, MN (FORSCOM)

Large Category

Winner: 479th Engr Bn, Watertown, NY (FORSCOM)

NATIONAL GUARD TOE

Small Category

Winner: HHD, 751st Maint Bn, Eastover, SC

Runner-up: HHD, 298th Corps Spt Bn, Philadelphia, MS

Medium Category

Winner: 732d Maint Co (GS), Roxboro, NC

Runner-up: 742d Maint Co (DS), Eastover, SC

DEPLOYMENT EXCELLENCE AWARDS

ACTIVE ARMY Operational Deployment Category Small Unit

Winner: A Co, 15th Bde Spt Bn, 2d Bde Cbt Team, 1st Cav Div, Ft Hood, TX

Large Unit

Winner: Bde Trp Bn, 1st Bde Cbt Team, 3d Inf Div, Ft Stewart, GA

All Army Installation Categories

Winner: Ft Bragg, NC
Runner-up: Ft Hood, TX

Active Army

Large Unit

Winner: 526th Bde Spt Bn, 2d Bde Cbt Team, 101st Abn Div (AASLT), Ft Campell, KY
Runner-up: 21st Cbt Spt Hosp, Ft Hood, TX

Small Unit

Winner: HHD, 30th Sig Bn, Schofield Barracks, HI
Runner-up: D Co, 7th Bn, 101st Avn Regt, Ft Campbell, KY

Supporting Unit

Winner: 841st Trans Bn, Charleston, SC
Runner-up: 838th Trans Bn, Rotterdam, Netherlands

ARMY RESERVE

Large Unit

Winner: 1188th Trans Terminal Bn, Decatur, GA
Runner-up: 1185th Trans Terminal Bn, Lancaster, PA

Small Unit

Winner: 362d Tactical Psy Ops Co, Fayetteville, AR
Runner-up: 322d Maint Co, Arden Hills, MN

Supporting Unit

Winner: 1190th Deployment Spt Bde, Baton Rouge, LA
Runner-up: 1394th Deployment Spt Bde, Camp Pendleton, CA

NATIONAL GUARD

Large Unit

Winner: 53d Inf Bde Cbt Team, Pinellas Park, FL
Runner-up: 41st Inf Bde Cbt Team, Tigard, OR

Small Unit

Winner: B Co, 2d Bn, 218th FA Regt, McMinnville, OR
Runner-up: A Co, 1st Bn, 186th Inf Regt, Medford, OR

Supporting Unit

Winner: Joint Forces HQs - Florida, St Augustine, FL
Runner-up: Joint Forces HQs - Minnesota, Little Falls, MN

SUPPLY EXCELLENCE AWARDS

ACTIVE ARMY

Level I Unit

Winner: A Co, 123d Main Spt Bn (USAREUR)
Runner-up: 600th QM Co (FORSCOM)
Honorable Mention: B Co, 112th Sig Bn (USASOC)

Level II (A) Property Book MTOE

Winner: 302d Sig Bn (NETCOM)
Runner-up: HHC, 501st MI Bde (INSCOM)
Honorable Mention: 95th MP Bn (USAREUR)
Honorable Mention: 52d Med Bn (EUSA)

Level II (B) Property Book TDA

Winner: Avn Tech Test Ctr (ATEC)
Runner-up: 527th MI Bn (INSCOM)

Level III Parent Level

Winner: 141st Sig Bn (USAREUR)

Level IV (A) SSA MTOE

Winner: A Co, 782d Bde Spt Bn, 4th BCT, 82d Abn Div (FORSCOM)
Runner-up: 160th Special Ops Avn Regt (ABN) (USASOC)
Honorable Mention: A Co, 615th Avn Spt Bn (FORSCOM)
Honorable Mention: 595th Maint Co (EUSA)

Level IV (B) SSA TDA

Winner: 498th Cbt Sustainment Spt Bn (EUSA)
Runner-up: Army Field Spt Bn-Qatar (AMC)

ARMY RESERVE

Level I Unit:

Winner: 445th Med Det (Vet Svc), Independence, MO
Runner-up: Southern European Task Force (Augmentation) Unit, Tombolo, Italy

Level II (A) Property Book MTOE

Winner: 94th Cbt Spt Hosp, Seagoville, TX
Runner-up: 329th Cbt Sustainment Spt Bn, St. Louis, MO

Level II (B) Property Book TDA

Winner: 7th USA Reserve Cmd, Schwetzingen, Germany

Level III Parent Level

Winner: 530th MP Bn, Omaha, NE
Runner-up: 489th CA Bn, Knoxville, TN

Level IV (A) SSA MTOE

Winner: 318th Cbt Spt (CRC) Co (Modular), Chambersburg, PA
Runner-up: Det 1, 1011th QM Co, Pittsburg, KS

ARMY NATIONAL GUARD

Level I Unit:

Winner: HQs, 209th Reg Trng Institute, Ashland, NE
Runner-up: A Co, 1st Bn, 294th Inf (Light), Barrigade, Guam
Honorable Mention: HHC, 1/131st AR Regt, Ozark, AL

Level II (A) Property Book MTOE

Winner: HQs, 1/265th ADA Regt, Daytona Beach, FL
Runner-up: HQs, 1/129th FA Bn, Maryville, MO

Level II (B) Property Book TDA

Winner: Joint Forces HQs (Central PBO), Carson City, NV
Runner-up: HHD, Joint Forces HQs, St Augustine, FL

Level III Parent

Winner: HQs, 2d Bn, 135th Inf Regt, Mankato, MN
Runner-up: HHD, 1st Bn, 20th SF Grp, Huntsville, AL

Level IV (B) SSA TDA

Winner: U.S. Property & Fiscal Office, Kapolei, HI
Runner-up: U.S. Property & Fiscal Office, Supply and Services Warehouse, Springfield, IL

THESE UNITS ARE THE ARMY'S BEST IN MAINTENANCE, DEPLOYMENT AND SUPPLY!



THEY ARE THE BEST BECAUSE THEIR LOGISTICIANS GIVE THEIR WORK THEIR BEST SHOT!



DOES YOUR UNIT BELONG HERE?

ARE YOU GIVING IT YOUR BEST SHOT?



FWTD Tow Bar Light Assembly

Use NSN 6220-01-544-3398 to get a 12/24-volt tow bar light assembly for the fifth wheel towing device (FWTD). This light assembly replaces the one shown as Item 1 in Fig 4 of TM 9-2510-247-13&P.

HIP Times Newsletter

Look at the HIP Times Newsletter for the latest scoop on technical manual updates, parts and maintenance information for the HEMTT, HET, PLS and M915 heavy tactical vehicles:

<https://aeps2.ria.army.mil/services/newsletter/HipTimes/hiptimesquarterly.cfm>

You'll need your AKO login and password to get into this site. To sign up for the HIP Times Newsletter, contact nicole.j.mcCoy@us.army.mil to have your e-mail address added to the newsletter's mailing list.

M872 WHEEL ASSEMBLY NSN

Want a wheel and tire assembly for your M872-series semitrailer? If so, only use NSN 2530-01-547-4136. That assembly works for M872, M872A1, M872A2, and M872A3 models. Your authority is TACOM MAM 07-030.

HEMTT Transmission Oil Filter

Use NSN 2940-01-398-3361 to get the transmission internal oil filter that's shown as Item 13 in Fig 145 of TM 9-2320-279-24P. Install the filter with a 2.115-in spacer (Item 12), NSN 3120-01-422-0620. You won't need the spacers shown as Item 14 with this filter.

GENERAL MECHANIC'S TOOL KIT CONVERSION

You can now convert the general mechanic's tool kit (GMTK), NSN 5180-01-843-0249, covered by SC 5180-95-B47, to the multi-capable maintainer's tool kit (MCMTK), NSN 5180-01-493-1664, covered by SC 5180-95-B74. The tools needed for the conversion have been added to the April 2007 release of the GMTK components list as a remarks code 16 (purchase at the commander's discretion). Questions? Contact TACOM-Rock Island's Dan Stark at DSN 793-0131, (309) 782-0131 or email dan.stark@us.army.mil

CE/MHE Website

For the latest fielding schedules and issues on the Army's engineering and material handling equipment, take a look at this website:

<https://www.us.army.mil/suite/folder/6288229>

Send questions to the PM for CE/MHE for quick feedback on equipment problems and check out lessons learned. By the way, you'll need an AKO account to access this website.

LOOKING FOR A TOURNIQUET?

In the field, emergencies happen. When it comes to saving a life, order a tourniquet, NSN 6515-01-521-7976 or NSN 6515-00-383-0565 for use in your ALSE vest. ALSE message 0702 authorizes the use of the combat application tourniquet in all vests. Make sure a qualified medical person applies the tourniquet.

MEDS FOR SURVIVAL EQUIPMENT

ALSE techs, when ordering medical supplies by NSN, make sure you specify blister packs. If you don't, you'll receive bottles or tubes that you're not authorized to open, handle, re-use, re-issue or re-seal in other packages. All Class VIII medications such as eye dressing, pain relievers or antibiotics must be in sealed, sterile individual or blister packs.

M9 PISTOL LASER POINTER

Good news for MPs. The Army now has an approved integrated laser white light pointer for the M9 pistol. Order the AN/PEQ-14 with NSN 5855-01-538-0191.

ARMY AVIATION MAINTENANCE

The aviation maintenance field manual dated 23 Sept 00 has been revised. Make a note that revised FM 3-04.500 (23 Aug 06) is now available. You can access the FM at Army Knowledge Online and at the Dennis J. Reimer Training and Doctrine Digital Library:

<http://www.us.army.mil>
<http://www.train.army.mil>

M870/M870A1 Brake Shoe Part Number Correction

On page 60 of PS 651 (Feb 07), we told you to get your semi-trailer's brake shoes with part number SB4692FC11SIL, but that's wrong. Use part number SB4692FC12SIL instead. And use NSN 2530-01-330-1962.

M114 A/C Parts Update

A couple of NSNs for the A/C dryer assembly shown as Fig 274 in TM 9-2320-387-24P have changed. Now you'll need NSN 5930-01-521-0167 to get the pressure switch shown as Item 1. And NSN 4130-01-512-6676 brings the receiver listed as Item 4.

NEED WINGS?

You've earned your wings, so make sure you get them with these NSNs for Army aviator and aviation badges:

| Badge | Black, NSN 8455-00-135- | Silver, NSN 8455-01-113- |
|------------------|----------------------------|-----------------------------|
| Aviator | 2666 | 0072 |
| Senior aviator | 2668 | 0073 |
| Master aviator | 2667 | 0074 |
| Aircraft crewman | 2663 | 0069 |
| Senior crewman | 2665 | 0071 |
| Master crewman | 2664 | 0070 |

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

CAN YOU HEAR ME NOW?

SOMEONE SHOULD TELL HIM ABOUT COMMO PM!

HE WOULD NEVER HAVE TO ASK THAT QUESTION AGAIN!

JUST TAKE ME AWAY...
TAKE ME AWAY...
TAKE ME...



PS**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

TB 43-PS-658, 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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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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PS, the Preventive Maintenance Monthly
USAMC LOGSA (AMXLS-AM)
5307 Sparkman Circle
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>

By order of the Secretary of the Army:

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Administrative Assistant to the Secretary of the Army

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