

Issue 774

# PS

★  
May  
2017

## THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-774

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GOOD PM KEEPS  
YOU IN THE FIGHT!  
SEE HOW ON  
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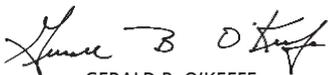
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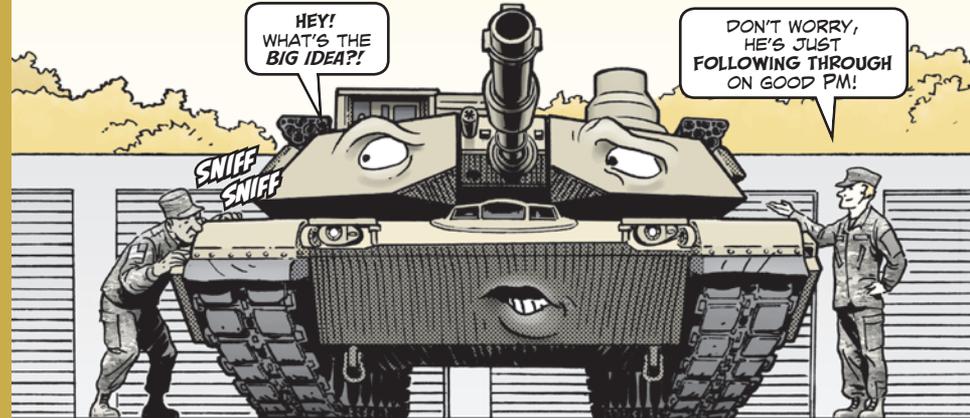
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 General, United States Army Chief of Staff

Official:  
  
**GERALD B. O'KEEFE**  
 Administrative Assistant to the Secretary of the Army

1704801

# Good PM Takes *More* Than Just the TM



**F**OLLOWING THE PMCS TABLES IN THE -10 TMS IS A *GIVEN*. BUT YOU ALSO NEED TO USE YOUR



TO UNCOVER PROBLEMS THAT COULD **DEADLINE** YOUR VEHICLE!

Catches, locks and hinges should operate smoothly. Look for metal fatigue, wear and other damage. Listen for squeals that indicate rust.

Check bolts, clamps, nuts and screws regularly for looseness. Chipped paint, bare metal or rust around the heads can indicate loose fasteners.

A failing weld point may show movement, gaps, corrosion or flaked or missing paint.

Look for broken, worn or cut electrical connections and cables.

Check out hose fittings, clamps and the hose itself for abrasions, seepage or leaks. Feel for leaks in areas you can't see. Some fluids have a distinct odor, so use your nose, too.





# COMBAT VEHICLES

- Computer Problems? File a PQDR!
- LRU Turn-ins Needed Now!
- That Wasn't an M242 Cover!
- New Engine Conversion Kit!
- DSESTS Problems Got You Down?
- Hydraulic Woes Make Ramp Not Go
- Keep Water Away From Air Intake



M119A3  
Towed  
Howitzer...

ARRGH!  
THIS FCC  
IS GIVING  
ME FITS!

COMPUTER  
PROBLEMS?  
FILE A  
PQDR!



CREWMEN, IS YOUR M119A3  
HOWITZER'S NEWLY ISSUED FIRE  
CONTROL COMPUTER (FCC),  
NSN 1220-01-604-0729,  
ON THE FRITZ?

IF SO, **DON'T** CALL THE  
MANUFACTURER FOR HELP!

**THAT'S AGAINST  
REGULATIONS!**

JUST A  
SEC. I  
GOTTA  
CALL—

WHAT?  
WHY NOT!?



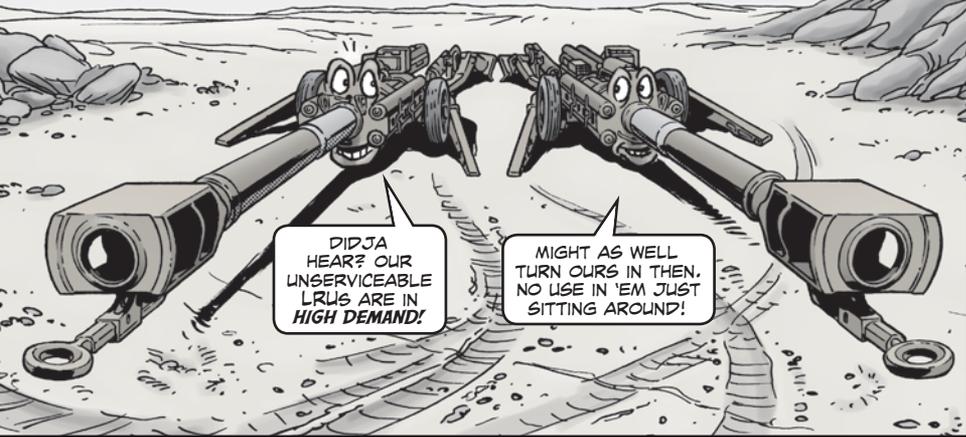
**INSTEAD, FILE A  
PRODUCT QUALITY  
DEFICIENCY REPORT  
(PQDR) SO THE  
ARMY IS AWARE OF  
THE PROBLEM AND  
CAN TAKE STEPS TO  
CORRECT IT.  
IT'LL ALSO HELP  
YOUR UNIT AVOID  
UNNECESSARY  
CHARGES.**

FILE PQDRS THROUGH THE PRODUCT DATA  
REPORTING AND EVALUATION PROGRAM (PDREP):  
<https://www.pdrep.csd.disa.mil/>  
FOR HELP WITH PDREP OR FILING PQDRS, CONTACT  
CUSTOMER SUPPORT AT DSN 684-1690, (207) 438-1690,  
OR EMAIL: [webptsmh@navy.mil](mailto:webptsmh@navy.mil)

**QUESTIONS? CONTACT YOUR TACOM LAR OR THE TACOM  
FIELD ARTILLERY AND INFANTRY SUPPORT CORE TEAM AT:  
[usarmy.detroit.tacom.mbx.ilsc-fa-core-team@mail.mil](mailto:usarmy.detroit.tacom.mbx.ilsc-fa-core-team@mail.mil)**

**NOTE: PQDRS SHOULD NOT BE SUBMITTED FOR ISSUES OR DAMAGE BECAUSE OF  
IMPROPER USE, IMPROPER HANDLING OR NORMAL WEAR AND TEAR. SEE PARA 1  
OF AR 702-7 FOR FURTHER GUIDANCE. FOR THESE TYPES OF ISSUES, TURN IN THE  
UNSERVICEABLE FCC AND ORDER A NEW ONE THROUGH NORMAL SUPPLY CHANNELS.**

# LRU Turn-ins Needed NOW!



DIDJA HEAR? OUR UNSERVICEABLE LRUS ARE IN HIGH DEMAND!

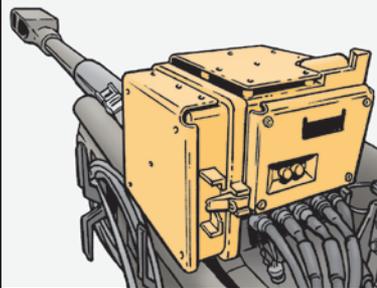
MIGHT AS WELL TURN OURS IN THEN. NO USE IN 'EM JUST SITTING AROUND!

CREWMEN AND MECHANICS, LINE REPLACEABLE UNITS (LRUs) FOR THE M777A2 TOWED HOWITZER'S DIGITAL FIRE CONTROL SYSTEM ARE **URGENTLY NEEDED!**

TURNING IN LRUS WILL HELP IMPROVE COMBAT READINESS AND EARN YOUR UNIT UNSERVICEABLE CREDIT.



Line replaceable units (LRUs) like communication location assembly (CLA) are **urgently needed**



IF YOU HAVE **ANY** OF THESE LRUS THAT ARE UNSERVICEABLE OR EXCESS THAT ARE JUST LAYING AROUND, **TURN THEM IN ASAP...**

...SO CRITICAL REPAIR PARTS CAN GET BACK INTO THE SUPPLY SYSTEM:

LRU	NSN
Chief of section's display (CSD)	6625-01-533-8823
Mission computer (MSC)	7021-01-578-7165 7021-01-533-8722
Communication location assembly (CLA)	5825-01-533-8812
Power conditioning and control module (PCCM)	1290-01-533-8761

**DON'T TURN IN THE ASIP SINGGARS, RADIO AMPLIFIER, DAGR OR PIK WITH THE CLA. THOSE ITEMS AREN'T COMPONENTS OF THE CLA.**

CONTACT PETE MASON AT DSN 786-3392, (586) 282-3392, OR EMAIL: [peter.c.mason.civ@mail.mil](mailto:peter.c.mason.civ@mail.mil)  
OR MYESHA SWINSON AT DSN 786-2460, (586) 282-2460, OR EMAIL: [myesha.swinson.civ@mail.mil](mailto:myesha.swinson.civ@mail.mil)

## QUESTIONS?

# THAT WASN'T AN M242 COVER!



WAIT A MINUTE! THIS IS A GUN BAG, NOT A COVER!

DON'T GET ALL WORKED UP! YOU CAN USE A TARP TO COVER MY M242.

BUT HOLD ON TO THAT GUN BAG! I'M NMC WITHOUT IT!

Dear Editor,  
Page 9 in PS 766 (Sep 16) said you could order a cover for your M242 gun with NSN 1005-01-171-8316.

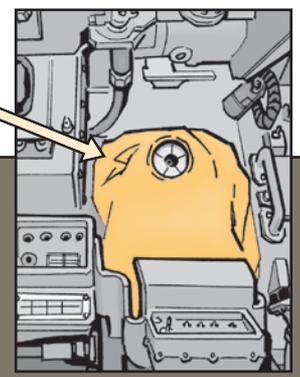
Unfortunately, we discovered after ordering that NSN it's actually for the gun bag that goes inside the Bradley.

But that brings up an important point: If the Bradley is missing the gun bag, the Bradley is NMC. And gun bags often go missing because crews remove them when the bags get in the way. If the bag's mounting hardware disappears, the components have to be ordered individually, which is a hassle.

Commanders need to make sure crews leave the bags in place.

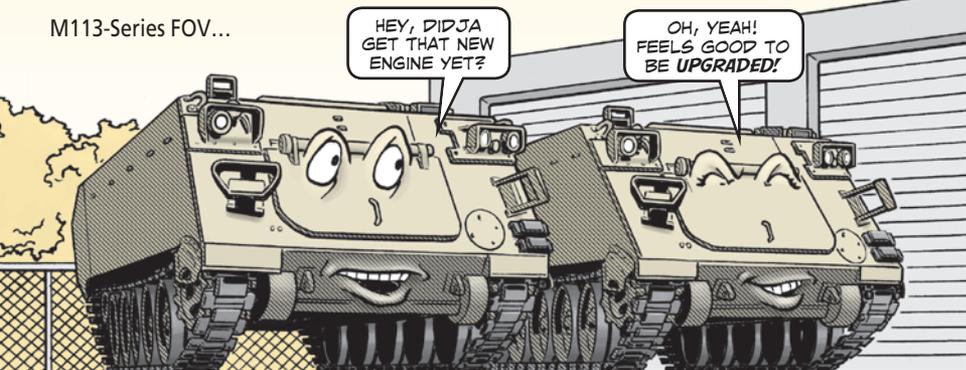
SGT Corey Hampton  
Ft Hood, TX

NSN 1005-01-171-8316 brings gun BAG, not gun COVER



**Editor's note:** Sorry we got gun bags mixed up with gun covers. Tarps that protect the M242 are part of the Bradley's BII. Get a green tarp with NSN 2540-00-587-2532 and a tan one with NSN 2540-01-330-8062.

M113-Series FOV...



GCSS-ARMY HAS ITS OWN SET OF DOCUMENT NUMBERS.

ONCE THE CUSTOMER IS ISSUED A **GLOW PLUG-EQUIPPED ENGINE**, NSN 2815-01-412-2715, A **ZRL** (RETURN DELIVERY TO SSA) PURCHASE REQUEST DOCUMENT IS CREATED. THE **ZRL** DOCUMENT NUMBER IS ELIGIBLE FOR CREDIT FOR 180 DAYS.

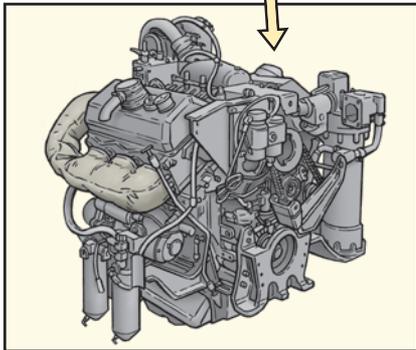
THE CUSTOMER THEN TURNS IN THE **HEATER BOX-EQUIPPED ENGINE**, NSN 2815-01-248-7644, WITH A **ZXS** (EXCESS REQUISITION) DOCUMENT SINCE THE RETURN HAS NO CORRESPONDING ISSUE. THE **ZXS** DOCUMENT WILL BE ASSIGNED A RETURN ADVICE CODE (RAC) OF **1W**.

THE SSA WILL NEED TO MANUALLY MATCH THE -7644 RETURN RECEIPT AGAINST THE -2715 ISSUE DOCUMENT AND MANUALLY REMOVE THE RAC TO ALLOW THE SYSTEM TO GENERATE CREDIT. THE SSA WILL ALSO NEED TO MANUALLY CLOSE THE **ZRL** DOCUMENT SO THAT IT DOESN'T MATCH TO ANOTHER TURN-IN RECEIPT.

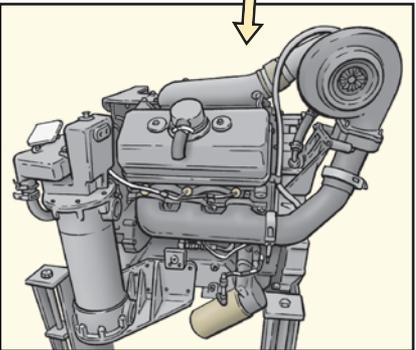
**NOTE:** THE ISSUE AND RETURN MILSTRIP DOCUMENT NUMBERS WILL BE **DIFFERENT**.

# NEW ENGINE CONVERSION KIT!

THE M113-SERIES FOV'S **HEATER BOX-EQUIPPED ENGINE**, NSN 2815-01-248-7644, IS BEING PHASED OUT THROUGH ATTRITION.



ITS REPLACEMENT IS THE **GLOW PLUG-EQUIPPED ENGINE**, NSN 2815-01-412-2715.



IF YOU HAVE AN M113 THAT'S DUE FOR AN ENGINE REPLACEMENT, ORDER THE NEW VERSION!

KEEP IN MIND THAT YOU'LL NEED THE **GLOW-PLUG CONVERSION KIT**, NSN 2815-01-653-9437.

THE KIT UPGRADES THE ELECTRICAL SYSTEM SO IT CAN ACCEPT THE NEW ENGINE.

YOU'LL FIND THE **INSTRUCTIONS** FOR INSTALLING THE CONVERSION KIT IN TM 9-2350-277-13&P IN IETM EM 0321 (OCT 14).



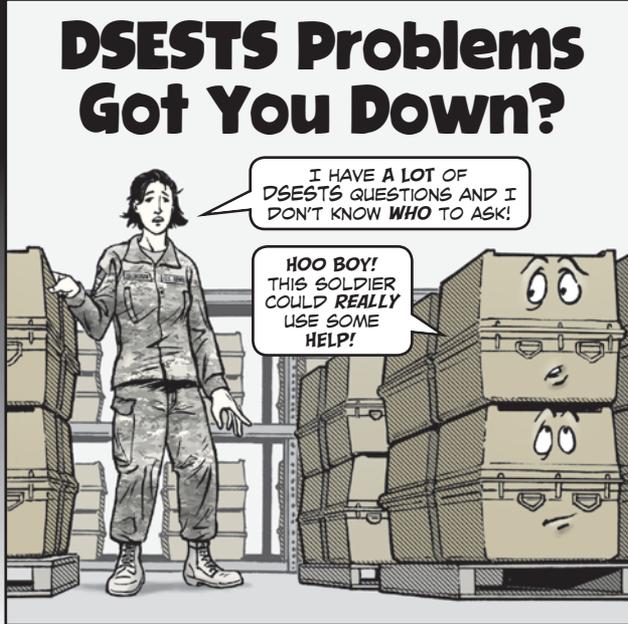
**QUESTIONS? CONTACT:**

CHRISTOPHER FAIOLA AT DSN 786-8291, (586) 282-8291, OR EMAIL: [christopher.j.faiola.civ@mail.mil](mailto:christopher.j.faiola.civ@mail.mil)

OR FLOYD PERRY AT DSN 786-8290, (586) 282-8290, OR EMAIL: [floyd.n.perry.civ@mail.mil](mailto:floyd.n.perry.civ@mail.mil)

OR RICHARD DARLING AT DSN 786-2517, (586) 282-2517, OR EMAIL: [richard.j.darling.civ@mail.mil](mailto:richard.j.darling.civ@mail.mil)

## Test Sets...



**P**roblems with your direct support electronic systems test set (DSESTS) got you **STUMPED?**

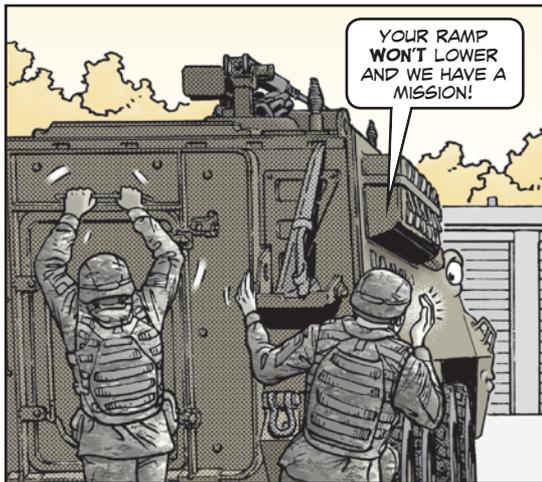
**YES! I DON'T KNOW WHAT TO DO!**

**Good News!**

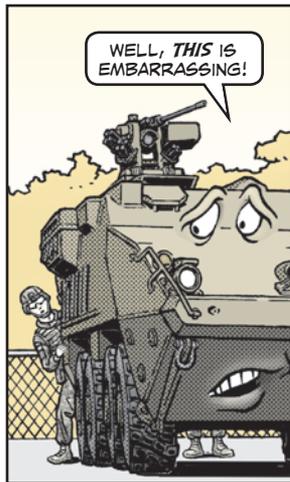
DRS field service representatives (FSRs) can provide help over the phone or by e-mail. If a functional self test (FST) or troubleshooting a line replaceable unit (LRU) has you pulling out your hair, call John Moore at (256) 895-2472, (256) 361-8300 or email: [john.moore@drs.com](mailto:john.moore@drs.com)

FSRs can also provide on-site support and help you troubleshoot NMC DSESTS, make repairs or provide informal training. To request an FSR visit, contact your local LAR or email the TACOM DSESTS team at: [usarmy.detroit.tacom.mbx.ilsc-dsests@mail.mil](mailto:usarmy.detroit.tacom.mbx.ilsc-dsests@mail.mil)

# Stryker... **HYDRAULIC WOES MAKE RAMP NOT GO**



YOUR RAMP WON'T LOWER AND WE HAVE A MISSION!



WELL, THIS IS EMBARRASSING!

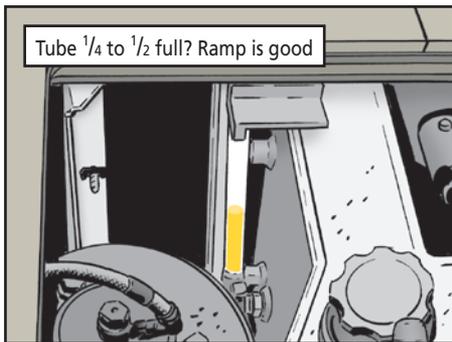
Crewmen, has your Stryker's ramp lost its pep? A slow or balky ramp could mean your Stryker is having hydraulic problems.

But before you call your mechanic, a quick check of the hydraulic level will tell you for sure.

Open the rear service hatch and eyeball the vertical tube at the back. If the fluid is  $\frac{1}{4}$  to  $\frac{1}{2}$  full in the tube, the hydraulic level is OK.

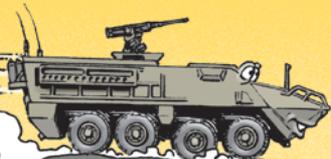
If the hydraulic level is too high—above  $\frac{1}{2}$  full—hydraulic seals will blow. Too low—below  $\frac{1}{4}$  full—and you'll have trouble raising and lowering the ramp.

The annunciator panel should flash and sound if the hydraulic fluid drops below 6  $\frac{1}{2}$  gallons.

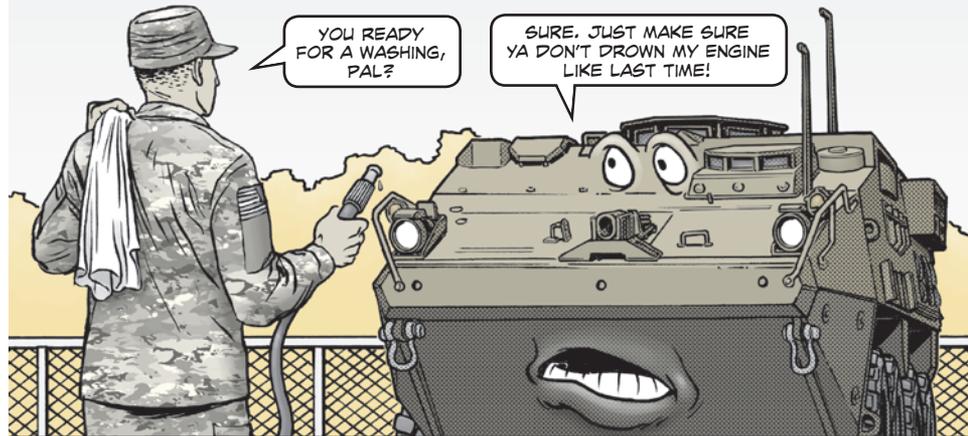


Tube  $\frac{1}{4}$  to  $\frac{1}{2}$  full? Ramp is good

SURE GLAD THEY GOT MY RAMP GOING AGAIN. A LITTLE HYDRAULIC FLUID REALLY WORKS WONDERS!



# Stryker... **KEEP WATER AWAY FROM AIR INTAKE**



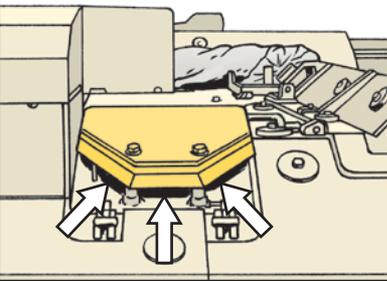
YOU READY FOR A WASHING, PAL?

SURE. JUST MAKE SURE YA DON'T DROWN MY ENGINE LIKE LAST TIME!

WHEN IT'S TIME TO GIVE YOUR STRYKER A **GOOD WASHING**, MAKE SURE YOU **DON'T** DROWN THE ENGINE WHILE YOU'RE AT IT!

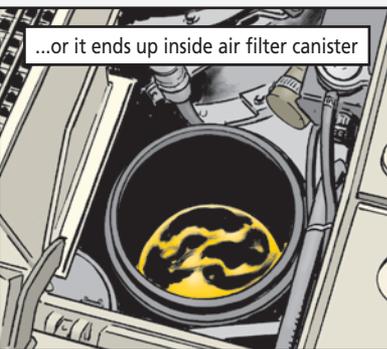
WHILE AT THE WASH RACK, YOU **DON'T** NEED TO SPRAY EVERY NOOK AND CRANNY. THAT'S **ESPECIALLY TRUE** FOR THE ENGINE AIR INTAKE.

Keep water away from air intake...



EVEN LOW-PRESSURE WATER CAN GET INSIDE AN UNCOVERED AIR INTAKE.

THEN THE NEXT TIME YOUR STRYKER IS STARTED, ALL THAT WATER GETS SUCKED STRAIGHT INTO THE AIR FILTER CANISTER.



...or it ends up inside air filter canister



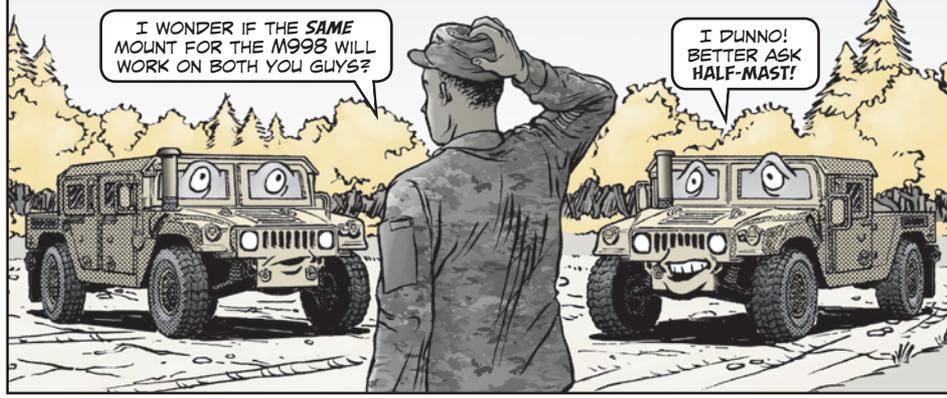
A WET FILTER **BLOCKS** GOOD AIR FLOW, CHOKING THE ENGINE. THAT'S A SOUND THAT'S SURE TO MAKE YOU CRINGE!

**BEFORE** YOU WASH YOUR STRYKER, MAKE SURE THE AIR INTAKE IS **PROPERLY COVERED** WITH THE ENVIRONMENTAL COVER, NSN 5340-20-000-0188.

- M1165/M1152 Mount?
- Filter Found for Fewer Funds
- Rubber Boot Cracks Don't Deadline!
- Axle Replacement Necessary?
- Don't Flub the Foothold!



## HMMWV... M1165/M1152 Mount?



I WONDER IF THE *SAME* MOUNT FOR THE M998 WILL WORK ON BOTH YOU GUYS?

I DUNNO! BETTER ASK HALF-MAST!

MASTER SERGEANT HALF-MAST, I HAVE A QUESTION. IS THERE A RING MOUNT WE CAN USE FOR OUR M1152A1 AND M1165A1 HMMWVS?

THE SHORT ANSWER IS **NO**. THE M1152A1 AND M1165/M1165A1 WERE **NEVER** INTENDED TO BE ARMAMENT CARRIERS.



IF YOU HAVE THE M998 CARGO CARRIER THOUGH, THE M7 PEDESTAL, NSN 1005-01-518-9037, WORKS **GREAT!**

THE M197 MOUNT FITS RIGHT ON THE M7.

THE M7 CAN BE MOUNTED IN THE FORWARD OR REAR (COVER THE WHEEL WELLS) POSITION ON THE M998.

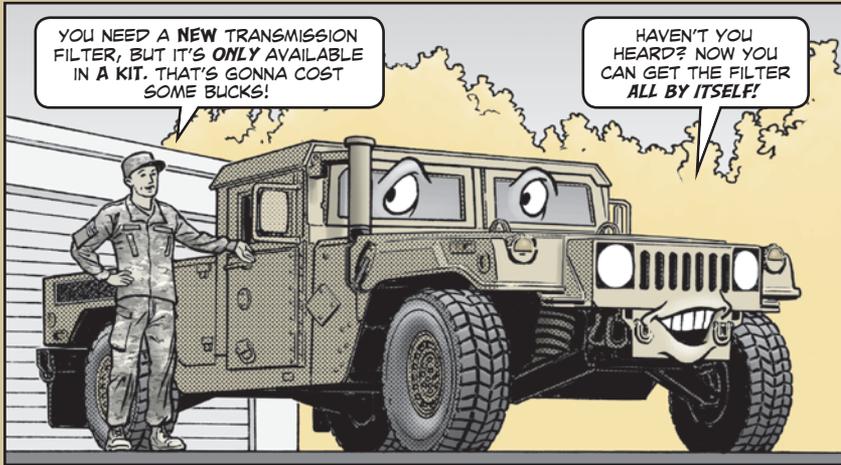
ITS COLUMN BASE IS DESIGNED TO ELIMINATE CRACKED SUPPORT BRACES AND TRIPPING HAZARDS.

AND IT HAS A DEPRESSION STOP TO PREVENT ACCIDENTAL FIRING IN THE CAB AREA.

THE M7 COMES WITH A **LARGE MOUNTING PLATE** TO STOP SPENT CASINGS FROM BUILDING UP ALONG THE EDGES OF THE VEHICLE BED AND TO PROVIDE **ADDITIONAL BLAST PROTECTION** FROM BELOW.

TO **PROTECT** THE GUNNER, YOU CAN ALSO ORDER THE **GUNNER'S SHIELD**. NSN 2510-01-498-4996.

# FILTER FOUND FOR FEWER FUNDS

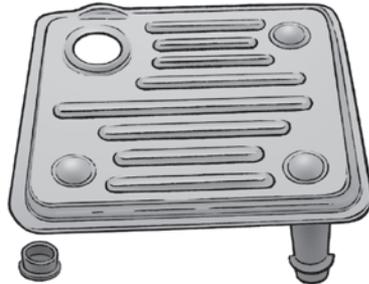


Dear Editor,

I tried to order a transmission filter, PN 24210468, for one of our M1152A1 HMMWVs. But the PN doesn't cross to an NSN and is only available by ordering a transmission parts kit. The kits, NSNs 2520-01-624-2208 and 2520-01-600-3071, cost \$350 and \$230 respectively. Either one is a hefty price when only a filter is needed.

After some research, I found that there was a **new** part number available for that filter. PN 24210956 crosses to NSN 4330-01-496-5720, which costs a little under \$11.

Please pass the word so other maintainers can save money on this filter.

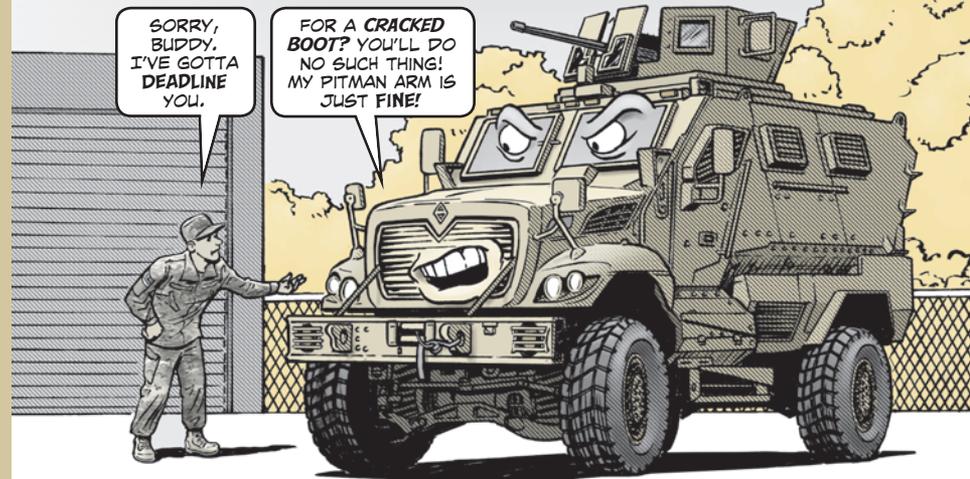


SGT David Lindstrom  
Ft Stewart, GA

Get new transmission filter with NSN 4330-01-496-5720

**Editor's note:** Will do, Sergeant. Mechanics, note that this filter works on any HMMWV with a 4L80-E or 4L85-E transmission.

# RUBBER BOOT CRACKS DON'T DEADLINE!

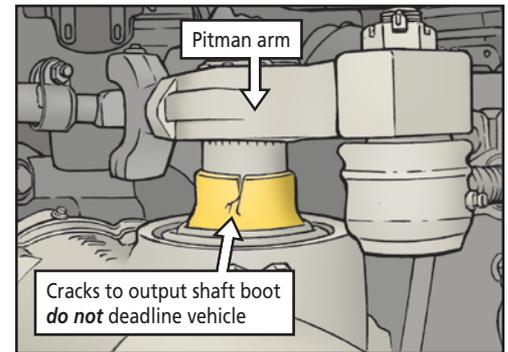


**S**ome units are deadlining the M1235A4/A5 MaxxPro Dash ISS MRAP during checks and services. Why? Because they see cracks in the rubber boot cover on the steering gear output shaft that connects to the pitman arm.

Step 3 of Items 15 and 106 in the PMCS tables of TM 9-2355-441-10 says to check the pitman arms for cracks and bends. If the pitman arm is cracked or bent, the vehicle is deadlined.

But this is a case of mistaken identity! This particular check is referring to the pitman arm itself, not the output shaft's rubber boot.

Cracks or tears in the output shaft boot **do not** deadline your vehicle. Cracks there have no bearing on the form, fit or function of the pitman arm. The pitman arm has an internal seal to protect it.

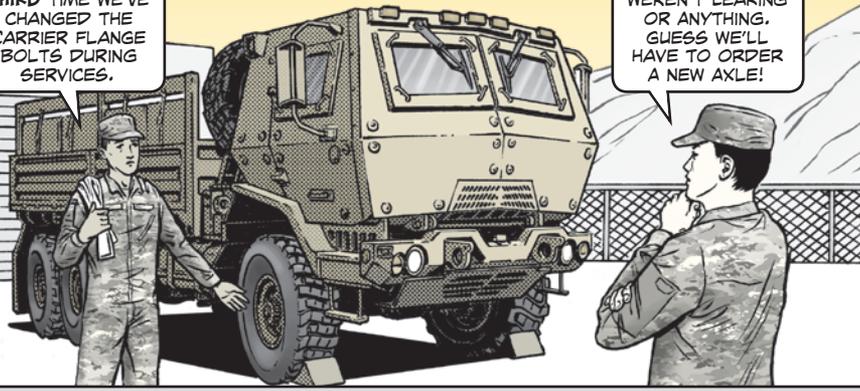


For more info, check out TACOM Maintenance Information message 16-046:  
<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MI16-046.html>

# AXLE REPLACEMENT NECESSARY?

**BAD NEWS!**  
THIS IS THE THIRD TIME WE'VE CHANGED THE CARRIER FLANGE BOLTS DURING SERVICES.

**NUTS! AND THOSE BOLTS WEREN'T LEAKING OR ANYTHING. GUESS WE'LL HAVE TO ORDER A NEW AXLE!**

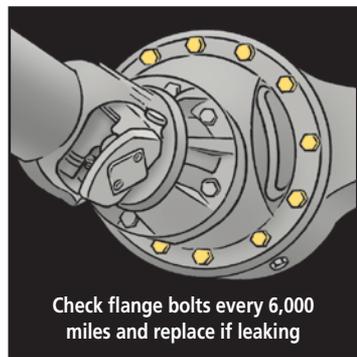


Dear Half-Mast,  
While creating service packets for our mechanics, I noticed that the M1083A1P2's TM 9-2320-333-13&P says to replace the vehicle's carrier flange bolts during semi-annual services. The TM also says to replace the front axle once the bolts have been replaced three times.  
Is this right? If we follow these guidelines, we'll have to replace axles every 18 months. We store and service equipment for 74 Army reserve units, so the cost of replacing all those axles is extremely high, especially when you consider these vehicles get minimum usage and show no signs of leaking.

Mr. T.T.

Dear Sir,  
The front axle, NSN 2520-01-573-2772, that's used on the FMTV LTAS requires inspections at normal service intervals to detect accelerated wear caused by the additional weight of armor on the cab.  
In the meantime, the instructions in the TM will be changed. The axle housing and assembly inspection is to be completed after 6,000 miles to include the following:

- Check the carrier flange bolt to make sure it's torqued to 74-96 lb-ft.
- Look for any carrier flange leaks.



Check flange bolts every 6,000 miles and replace if leaking

If any carrier flange bolts show leaks:

- Replace all carrier flange bolts. Put some **sealing compound**, NSN 8030-01-014-5869, on the replacement bolt's threads and torque to 74-96 lb-ft.
- Metal stamp, electro-etch or engrave the date on the axle housing each time the carrier flange bolts are replaced.
- If the carrier flange bolts are replaced three times, then replace the axle.

*Tests have confirmed that the LTAS' additional weight strains the front axle and can, over time, stretch the flange bolts and warp the holes on the axle housing. The replacement instructions were put in place to ensure your safety and the safety of your equipment.*

*Half-Mast*

Add sealing compound to bolt threads and torque to 74-96 lb-ft

# DON'T FLUB THE FOOTHOLD!

**WHOA!**

I'M ALREADY GETTING OFF ON THE **WRONG FOOT!**



THE FOOTHOLD ON THE SIDE DOORS OF THE M1117 ARMORED SECURITY VEHICLE (ASV) IS A HANDY PLACE TO STEP WHEN YOU EXIT THE VEHICLE.

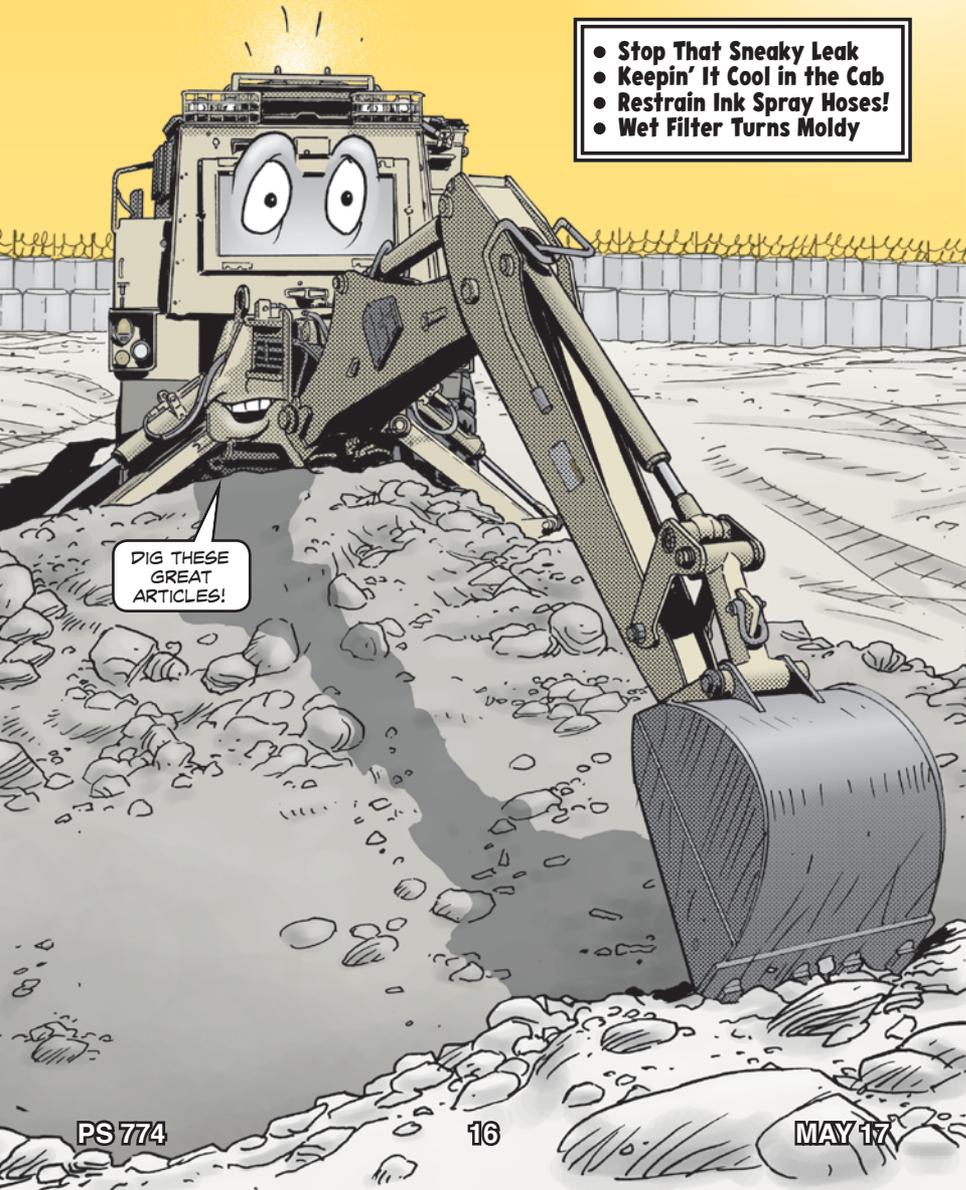
THAT IS, LONG AS YOUR BOOT **DOESN'T GET STUCK** IN THE FOOTHOLD!

WHEN YOU'RE READY TO EXIT THE ASV, PLACE YOUR FOOT ON TOP OF THE FOOTHOLD.  
**DON'T STICK IT INSIDE THE FOOTHOLD'S LOOP.**  
THAT'S A GOOD WAY TO GET STUCK. TWIST AN ANKLE OR LAND ON YOUR FACE!  
IT **ALSO** PUTS YOU IN THE WAY OF OTHERS AS THEY EXIT THE VEHICLE.

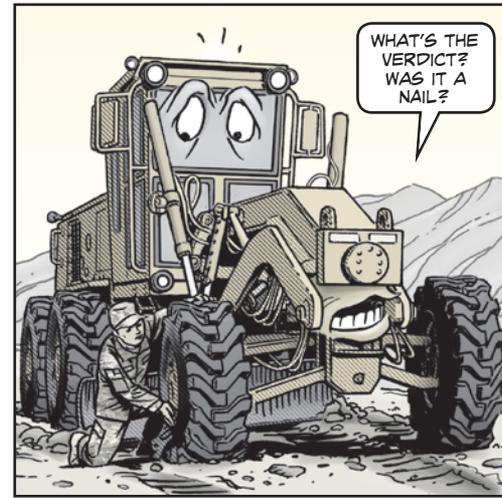


Step on top of foothold to avoid tripping

## STOP THAT SNEAKY LEAK



- Stop That Sneaky Leak
- Keepin' It Cool in the Cab
- Restrain Ink Spray Hoses!
- Wet Filter Turns Moldy



WHEN **SMALL ROCKS** GET STUCK BETWEEN THE TIRE AND WHEEL RIM, TIRE PRESSURE GOES RIGHT OUT THE WINDOW!

SO WHENEVER YOU'VE GOT A FEW MINUTES, GET DOWN ON YOUR HANDS AND KNEES AND EYEBALL THE WHEEL ASSEMBLY. IF YOU SEE SMALL ROCKS WEDGED BETWEEN THE TIRE AND RIM, SING OUT TO YOUR MECHANIC.



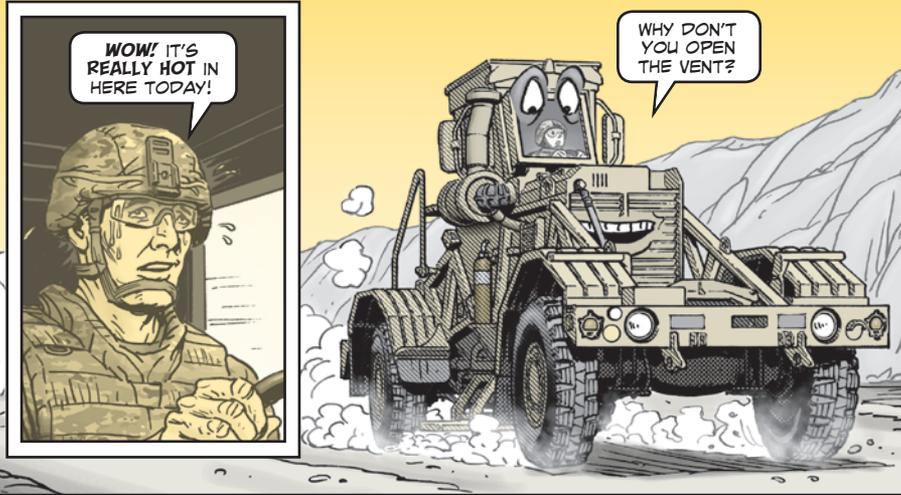
HE'LL LET A LITTLE AIR OUT OF THE TIRE TO RELEASE SOME PRESSURE. THAT MAKES IT EASIER TO PULL THE ROCKS LOOSE WITH SOMETHING LIKE A PAIR OF PLIERS.

**JUST MAKE SURE HE REINFLATES IT AFTERWARDS!**

YOU'LL FIND THE RIGHT TIRE PRESSURE LISTED IN THE VEHICLE'S -10 TM.

Look for rocks wedged between tire and rim

# Keepin' It Cool in the Cab

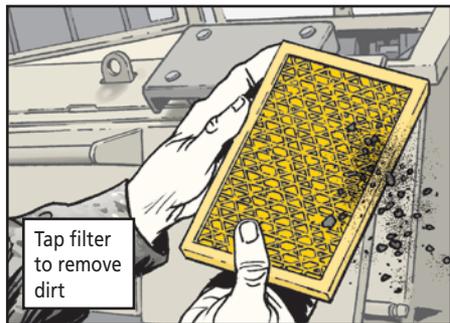
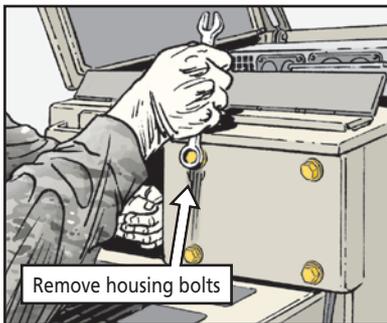


Operators, with the flip of a lever you can let more air into the cab during operations. The lever is right next to your shoulder inside the Husky's cab.

This lever operates a cab air vent. It allows air to flow from outside, through an air filter and into the cab.

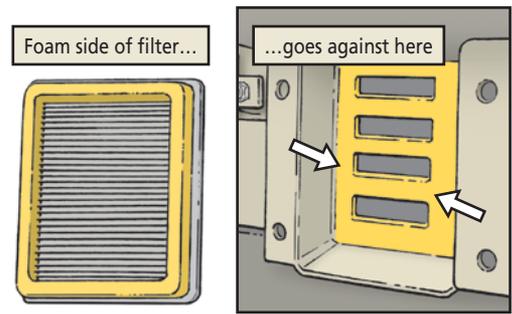
If the filter is clean, so is the air flowing into your cab. But you gotta do your part to keep the filter clean.

Use a 13mm open-end wrench to remove the four bolts that secure the housing in place. Pull out the filter element. If it's dirty, tap it lightly with your hand to loosen dust and sand. If it's very dirty, use low-pressure air (30 psi or less) to clean the filter.



You'll need to clean the filter more often when operating in dusty areas. But never wash the filter with soap and water! That ruins it. Replace a damaged filter with NSN 2945-01-572-7345.

When reinstalling the filter, remember that the foam side faces away from the cab. That keeps dust from slipping in past the filter.



# RESTRAIN INK SPRAY HOSES!



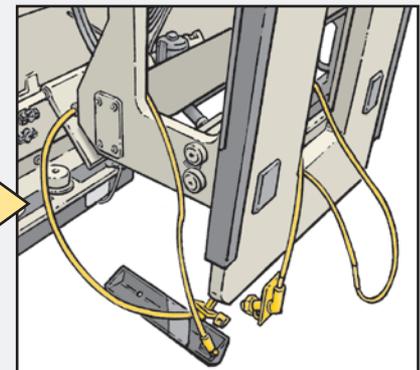
OPERATORS, MAKE SURE THE HUSKY'S INK SPRAY HOSES ARE **PROPERLY ROUTED, ATTACHED AND TUCKED AWAY** WHENEVER THE VEHICLE'S MINE DETECTOR HEADS ARE IN THE **ELEVATED POSITION**.

HOSES THAT ARE LOOSE OR DANGLING WILL GET **RIPPED OFF** THE VEHICLE ON THE WAY TO THE WORK SITE. YOU **WON'T** BE MARKING MANY MINES THEN!

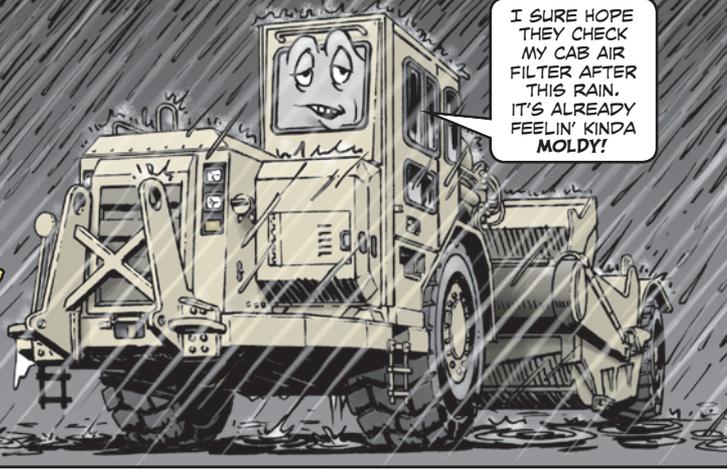
Dangling ink spray lines will get ripped off!

CHECK THE HOSES BEFORE AND AFTER THE DAY'S RUN. NOTIFY YOUR MECHANIC IF ANY OF THE INK LINES ARE LOOSE OR DAMAGED.

YOU'LL FIND MORE ON **PROPER INK HOSE ROUTING** IN WPS 0084 AND 0085 OF TM 9-2355-316-10.



# WET FILTER TURNS MOLDY



**O**perators, make sure you keep a close eye on the 621G scrapper's cab air filter, especially after a heavy rain.

The filter's access door has a series of louvers that allows open air flow. Problem is, the louvers also allow water from rain and cab run-off inside the door. That water fills the channel along the inside bottom of the door.

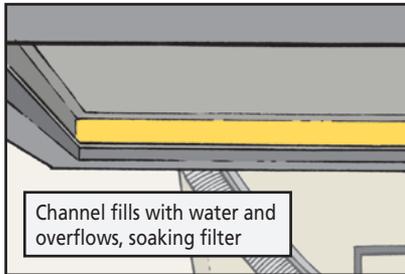
If there's too much water, it overflows the channel and the air filter soaks it up like a sponge. A soaked filter element gets moldy real quick!

You may also see buildup from water that seeps past the drain hoses attached to the A/C drip pan.

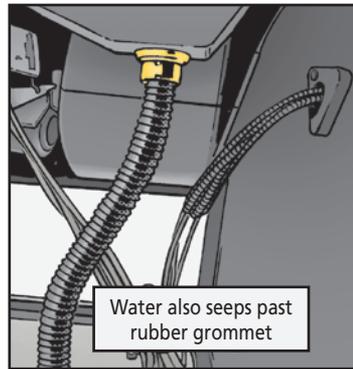
The hoses are installed with a grommet that fits into a hole in the plastic drip pan. But the grommet doesn't fit tight and leaks.

Replace a wet or moldy filter element with NSN 4310-01-602-0614. Then follow the instructions in TACOM GPA 17-008. It tells how to drill two drain holes in the door channel and add two O-rings, NSN 5331-01-333-6444, to the A/C drip pan grommet. See the message at:

<https://tulsa.tacom.army.mil/Safety/message.cfm? id=GPA17-008.html>



Channel fills with water and overflows, soaking filter



Water also seeps past rubber grommet

# PS AVIATION



- Airdrop Loads Safely with ACPRS
- Ending Apache D Model Helmet Confusion!
- UH-60 Series Flutter Dampeners Needed?
- Adjust Seat Before Tilting
- Return Parts and Order the Right Replacements

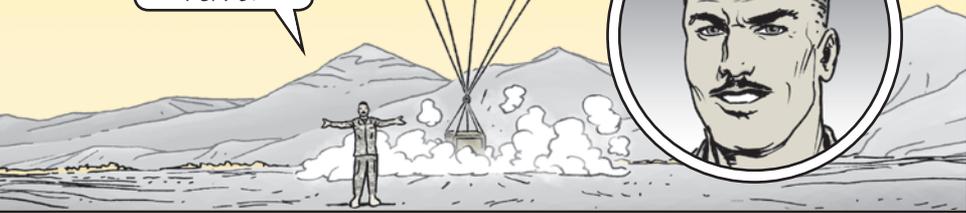


Cargo Rigging...



IT'S A REALLY GOOD IDEA TO FOLLOW THE MAINTENANCE AND INSPECTION PROCEDURES FOR THE ACPRS.

THAT KEEPS LOADS FROM BEING DAMAGED!

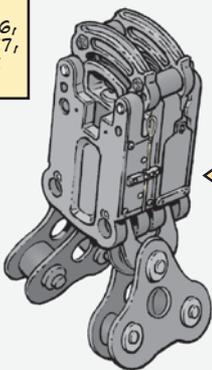


A LOT OF ARMY CARGO IS NOW BEING AIRDROPPED FROM FIXED WING AIRCRAFT USING THE NEW **ADVANCED CARGO PARACHUTE RELEASE SYSTEM (ACPRS)**, NSN 1670-01-608-4693.

THE ACPRS REPLACES THE OLD M1, NSN 1670-01-095-8816, AND M2, NSN 1670-01-097-8817, CARGO PARACHUTE RELEASE SYSTEMS.

IT'S MORE RELIABLE, OPERATES WELL IN ALL WEATHER CONDITIONS, AND AUTOMATICALLY DISENGAGES THE RECOVERY PARACHUTES FROM THE LOAD AT IMPACT.

THAT **PREVENTS DAMAGE** FROM DRAGGING AND PROTECTS ANYONE ASSIGNED TO RECOVER THE LOAD.



TO MAKE SURE THAT CARGO REACHES THE GROUND SAFELY, THE SOLDIER RESPONSIBLE FOR THE ACPRS MUST BE A 92R PARACHUTE RIGGER.

AFTER RECEIVING A NEW ACPRS AND BEFORE RIGGING, THE 92R **MUST** INSPECT THE UNIT FOR DAMAGE.

THAT MEANS FOLLOWING ALL THE INSPECTION AND MAINTENANCE PROCEDURES IN TM 10-1670-337-23&P, **CARGO PARACHUTE RELEASE SYSTEM**, TO BE PUBLISHED IN FY 17.

DURING THE INSPECTION, CHECK FOR DAMAGE TO THE PARACHUTE RELEASE. YOU'LL ALSO NEED TO OPERATE THE RELEASE TO MAKE SURE IT WORKS.

FOR TRACKING PURPOSES, ASSIGN A TEST ITEM NUMBER TO THE ACPRS, THE LOWER SUSPENSION LINKS AND THE PARACHUTE CONNECTORS.

DOCUMENT ANY DAMAGE OR PROBLEMS IN A TECHNICAL INFORMATION REPORT (TIR).

A DD FORM 1473, **REPORT DOCUMENTATION PAGE**, CONTAINING AN ABSTRACT OF THE PUBLICATION IS FORWARDED TO THE DTIC WITHIN 10 WORK DAYS OF THE RELEASE OF THE ORIGINAL PUBLICATION.

ONCE THE ACPRS PASSES INSPECTION, THE RIGGING PROCESS AND AUTOMATED TESTING OF THE UNIT TAKES ABOUT **40 MINUTES** WITH TWO QUALIFIED RIGGERS.



**ATTENTION TO DETAIL** IS THE KEY TO SUCCESS IN **AVOIDING DAMAGE** TO THE LOAD AND INJURY TO OTHERS.

IHADSS Helmet...

# ENDING APACHE D MODEL HELMET CONFUSION!



HEY, JONES, WE'RE NOT SURE ABOUT THIS HELMET ISSUE.

I THINK YOU NEED TO SCREEN OUR HELMETS TO SEE IF THEY'VE BEEN PROPERLY IDENTIFIED, MODIFIED OR MISIDENTIFIED.

The TACOM headshed recently discovered that years back units had mistakenly identified their medium IHU helmets as NSN 1270-01-182-3719 and large IHU helmets as NSN 1270-01-181-3314. Take a quick look now because you may have a few of these incorrectly labeled helmets.



All medium and large IHUs were field retrofitted between 1989-1990 by MWO 9-1270-200-20-1. The MWO added the then new adjustable mount for the helmet display unit (HDU).

The adjustable mount HDU, which all Apaches currently have, is not compatible with the older IHU configuration because of the style of the HDU receiver assembly. When the MWO was applied, not all maintainers updated the NSNs to reflect the new configuration: NSN 1270-01-295-6255 for the medium IHU and NSN 1270-01-298-3455 for the large IHU.



<p><b>Correct IHU configuration:</b></p> <p><b>Medium IHU</b> P/N LG1122AB05 NSN 1270-01-295-6255</p> <p><b>Large IHU</b> P/N LG1120AB05 NSN 1270-01-298-3544</p>		<p><b>Incorrect IHU configuration:</b></p> <p><b>Medium IHU</b> P/N LG1122AB04 NSN 1270-01-182-3719</p> <p><b>Large IHU</b> P/N LG1120AB04 NSN 1270-01-181-3314</p>
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<p>PN 10114889-101 Slot to accept HDU/IHDU clip</p>		<p>PN 10077100-101 No slot; threaded hole/screw</p>
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Convert to correct configuration by removing PN 10077100-101 and installing PN 10114889-101 receiver assembly

Property book officers need to work with their aviation life support equipment (ALSE) folks to screen all unit IHUs. If you find any medium or large IHUs that are misidentified, contact TACOM's James Casto at DSN 786-1359, (586) 282-1359 or by email: [james.e.casto.civ@mail.mil](mailto:james.e.casto.civ@mail.mil)

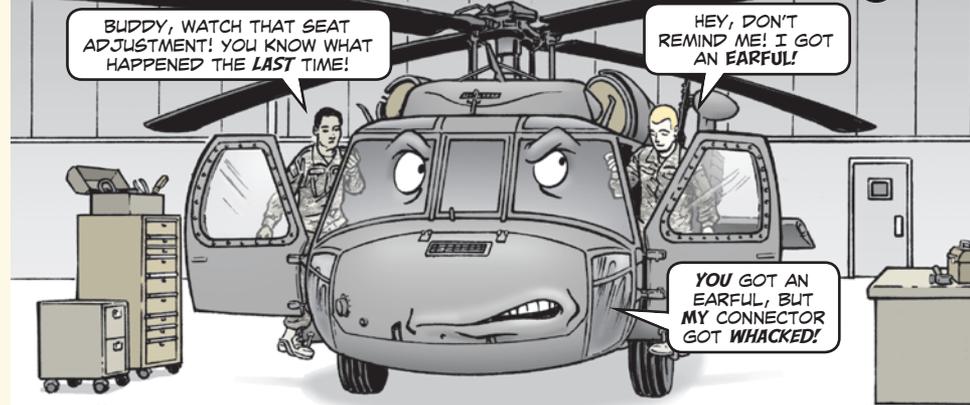


## UH-60 Series Flutter Dampeners Needed?

Mechanics, check your area now to see if you have flutter dampeners, NSN 1650-01-285-3024 (PN 70106-08100-046), lying around the hangar. If so, turn in the unserviceable ones for repair. The flutter dampeners are critically needed to support repair programs.

UH-60A/L, HH-60M Series...

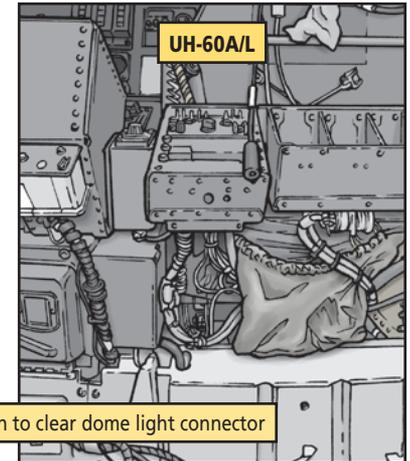
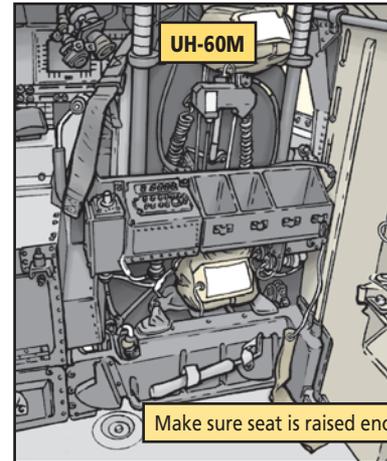
# Adjust Seat Before Tilting



Co-pilots, your Black Hawk cockpit seat can be raised, lowered and tilted! However, when the seat is completely lowered, tilting it back isn't a good idea. Here's why:

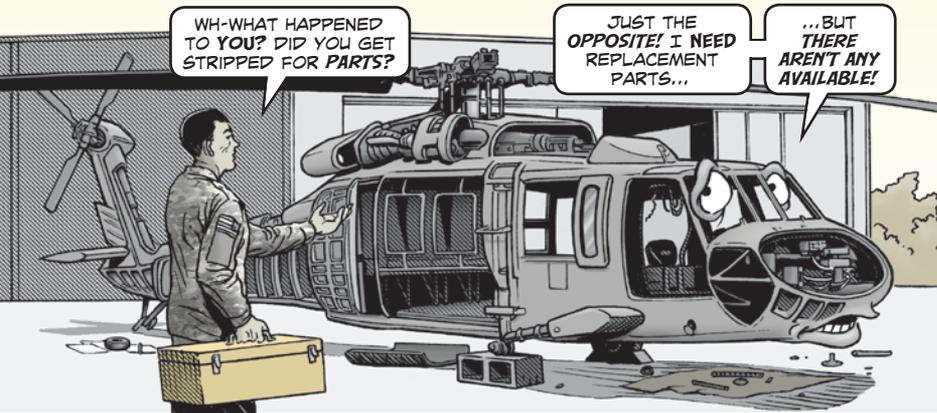
Some have learned the hard way that when you tilt the seat back while it's in its lowest position, the connector for the dome light dimming switch hits the box housing the pilots collective stick. When that happens, it breaks the dome light connector.

The only way to prevent tearing up the connector is to raise the seat up just enough for the headrest to clear the circuit breaker panel above, which provides clearance below for the dimming switch connector, then push the seat back completely. Then when you tilt the seat back to the cabin floor, the connector will clear the box and it won't get damaged.



Make sure seat is raised enough to clear dome light connector

# RETURN PARTS AND ORDER THE RIGHT REPLACEMENTS



WH-WHAT HAPPENED TO YOU? DID YOU GET STRIPPED FOR PARTS?

JUST THE OPPOSITE! I NEED REPLACEMENT PARTS...

...BUT THERE AREN'T ANY AVAILABLE!

MECHANICS, THE CURRENT DEMAND FOR M-MODEL BLACK HAWK PARTS IN THE SUPPLY SYSTEM IS **HIGH!**

THAT'S WHY IT'S IMPORTANT TO TURN IN ALL UNSERVICEABLE ASSETS TO SUPPORT THE MAINTENANCE AND OVERHAUL PROGRAM. GET THAT DONE ASAP SO THE REPAIRED ITEMS CAN BE PUT BACK INTO THE SUPPLY SYSTEM TO HELP OTHER SOLDIERS WHO **NEED** PARTS. NOT TURNING IN PARTS FOR REPAIR HURTS AVAILABILITY.

*Remember:*  
TURN IN UNSERVICEABLE ASSETS TO POSSIBLY RECEIVE CREDIT!

LOOK AROUND YOUR HANGAR FOR THESE CRITICAL PARTS AND **TURN THEM IN NOW!**

- Left-hand stabilator, **NSN 1560-01-542-7904**
- Center box stabilator, **NSN 1560-01-294-7824**
- Drive shaft assembly, NSN 1615-01-491-1924
- Right-hand stabilator, NSN 1560-01-542-8455
- Air data computer, **NSN 6610-01-558-4786**

**HIGHLIGHTED NSNs ARE KNOWN READINESS DRIVERS.**

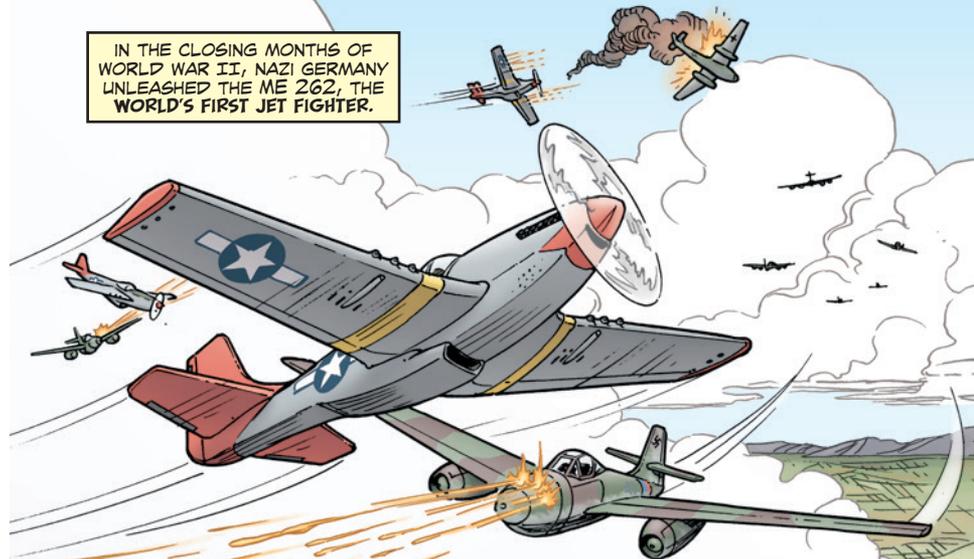
## Ordering Parts

WHEN ORDERING PARTS, NOTE THE FOLLOWING **CHANGES:**

- Large resilient mount, NSN 5342-01-543-9891, is now a terminal item. Order the new replacement mount with NSN 5440-01-589-2083.
- Aircraft strut, NSN 1560-01-586-1959, is a terminal item and is replaced with NSN 1560-01-586-1963.

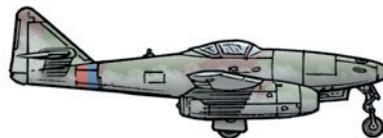


IN THE CLOSING MONTHS OF WORLD WAR II, NAZI GERMANY UNLEASHED THE ME 262, THE WORLD'S FIRST JET FIGHTER.



# DOGFIGHT OVER BERLIN

THE ME 262 WAS THE LUFTWAFFE'S LAST HOPE TO STAVE OFF THE RELENTLESS AIR ASSAULT BEING CARRIED OUT BY ALLIED BOMBERS.

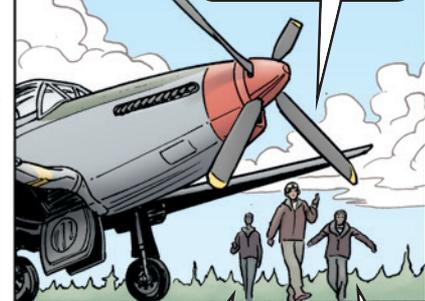


IF THE ME 262S COULD GET PAST THE FIGHTER ESCORTS AND SHOOT DOWN ENOUGH B-17 FLYING FORTRESSES, GERMANY MIGHT DELAY ITS DEFEAT OR EVEN POSSIBLY FORCE THE ALLIES TO AGREE TO BETTER SURRENDER TERMS.



IT WAS UP TO AMERICAN FIGHTER PILOTS TO STAVE OFF THIS DEADLY NEW NAZI THREAT...

SCUTTLEBUTT IS WE HAVE A BIG MISSION TOMORROW.



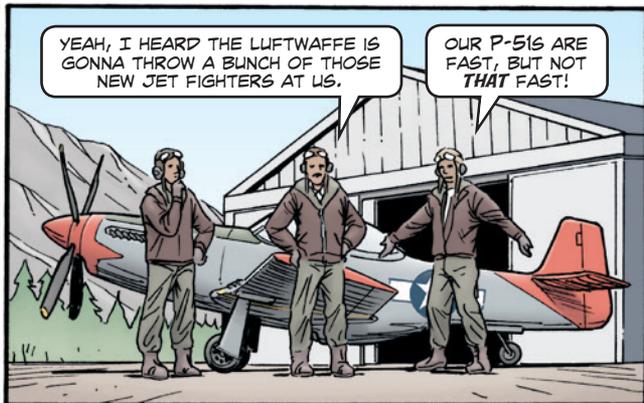
FROM WHAT I HEAR, WE'LL BE ESCORTING SOME B-17 BOMBERS DEEP INTO GERMANY.

OH, MAN! THAT'S GONNA BE ROUGH!

**MARCH 23,  
1945:**

AT AN AIRFIELD SOMEWHERE IN ITALY, A GROUP OF PILOTS FROM THE 332ND FIGHTER GROUP—THE FAMED **RED TAILS**—ARE GATHERED AROUND A P-51D MUSTANG FIGHTER PLANE.

THE 332ND IS MADE UP OF THE FAMED TUSKEGEE AIRMEN, AMERICA'S FIRST AFRICAN-AMERICAN COMBAT PILOTS.



LATER, OUTSIDE THE OPERATIONS TENT...

THIS'LL BE THE LONGEST MISSION WE'VE EVER FLOWN.

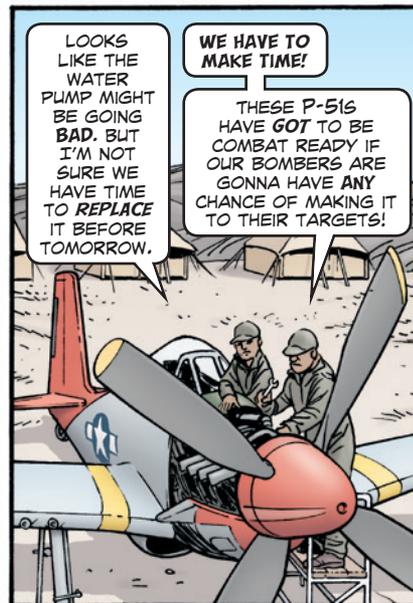
ALL THE WAY TO BERLIN AND TAKING ON JET FIGHTERS. OH, BOY!



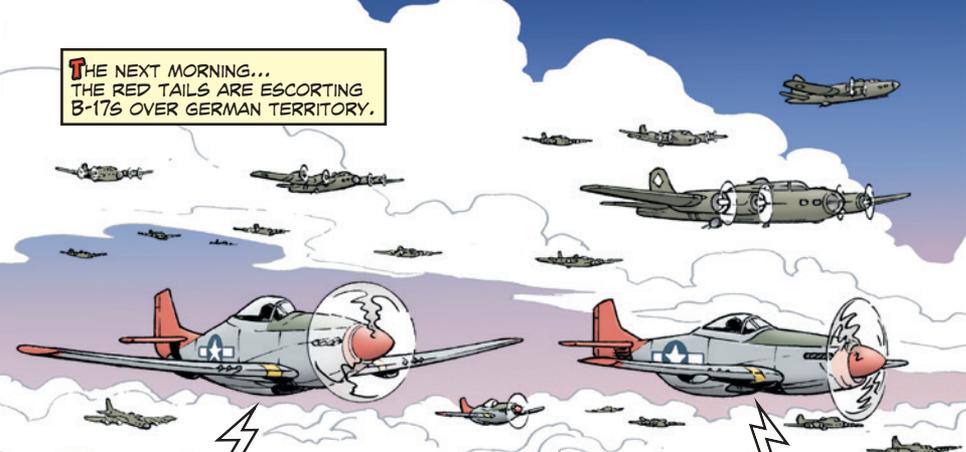
LET'S GO, GUYS, WE'VE GOT A LOT OF PM AHEAD OF US IF WE WANT THIS MISSION TO BE **SUCCESSFUL**. THOSE B-17 PILOTS ARE **COUNTING** ON US!



LATER AT THE AIRFIELD, PILOTS AND GROUND CREWS ARE BUSY GETTING THE P-51s READY FOR THE NEXT DAY'S MISSION.



THE NEXT MORNING...  
THE RED TAILS ARE ESCORTING  
B-17S OVER GERMAN TERRITORY.



THIS BABY IS HANDLING LIKE A DREAM! I DON'T CARE IF THE GERMANS DO HAVE JET FIGHTERS. GOOD PM IS GONNA GIVE US THE EDGE TODAY!

I'M FEELING CONFIDENT, TOO. IT'S GOOD TO KNOW WE DON'T HAVE TO WORRY ABOUT ANYTHING BUT TAKING ON THE ENEMY!



THERE IT IS! EVERYONE DO ONE LAST WEAPONS AND RADIO CHECK.

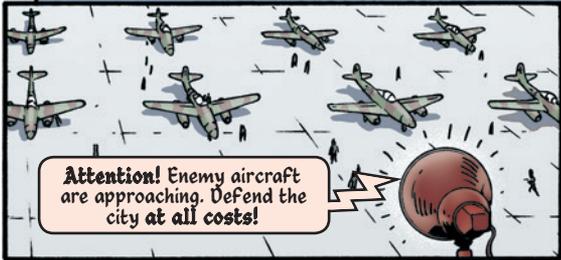


EVERYTHING'S GOOD HERE!

GOOD HERE, TOO!



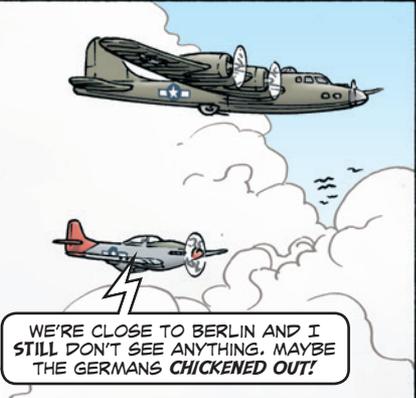
OK, RED TAILS, KEEP AN EYE OUT FOR ENEMY FIGHTERS. THEY'LL BE MOVING FAST SO STAY SHARP!



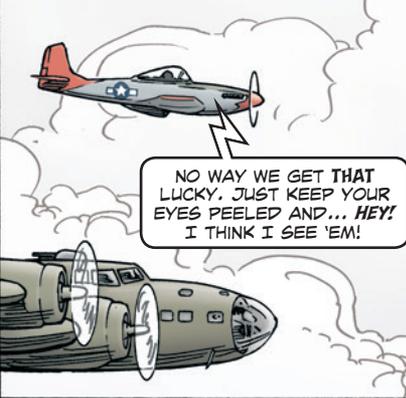
Attention! Enemy aircraft are approaching. Defend the city at all costs!



Take out the fighter escorts first. Without them, the bombers will be easy prey for us!



WE'RE CLOSE TO BERLIN AND I STILL DON'T SEE ANYTHING. MAYBE THE GERMANS CHICKENED OUT!

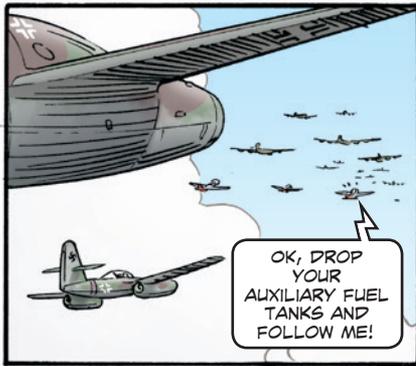


NO WAY WE GET THAT LUCKY. JUST KEEP YOUR EYES PEELED AND... HEY! I THINK I SEE 'EM!

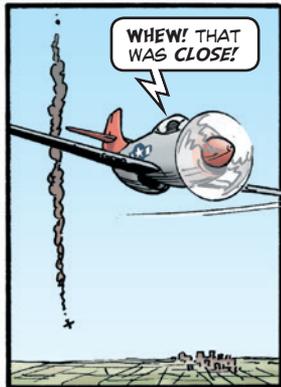




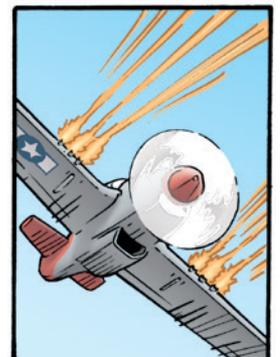
REMEMBER, THEY'RE TOO FAST FOR US TO TAKE HEAD ON. TURN AWAY FROM THEM AND THEN ATTACK FROM AN ANGLE.



OK, DROP YOUR AUXILIARY FUEL TANKS AND FOLLOW ME!



WHEW! THAT WAS CLOSE!

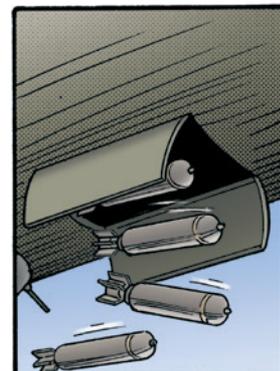
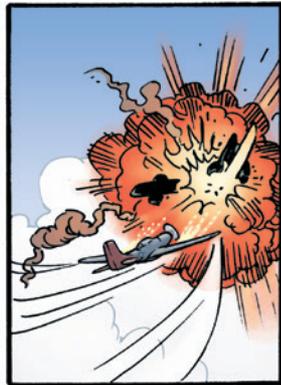
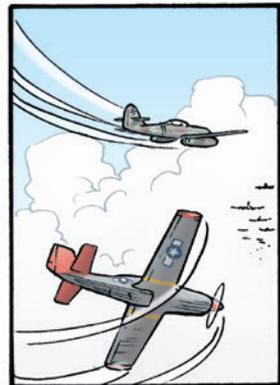


YOU GOT HIM!

NO TIME TO CELEBRATE!



YOU GOT A FIGHTER COMING UP BEHIND YOU!



DESPITE THEIR SUPERIOR SPEED, THE GERMAN ME 262s FAILED TO STOP THE B-17s FROM REACHING THEIR TARGETS THAT DAY. THE MEN OF THE 332ND HELD OFF THE ENEMY FIGHTER JETS SO THE BOMBERS COULD LAND ANOTHER BLOW AGAINST THE GERMAN WAR MACHINE. GERMANY SURRENDERED JUST WEEKS LATER.



BACK AT THEIR BASE IN ITALY...

THREE GERMAN JET FIGHTERS SHOT DOWN. WHO WOULD'A BELIEVED THAT?

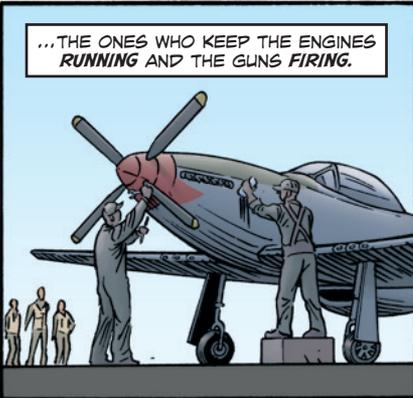
THAT'S WHAT GOOD PILOTS CAN DO, EVEN AGAINST SUPERIOR PLANES.

YES, BUT DON'T FORGET WE DIDN'T DO THIS ALONE.



WITHOUT THE MECHANICS DOWN HERE KEEPING THESE P-51s IN GOOD SHAPE, WE WOULD'A BEEN IN PRETTY BAD SHAPE UP THERE!

I GUESS EVERY BATTLE IS WON OR LOST BY THE GUYS BEHIND THE SCENES...



...THE ONES WHO KEEP THE ENGINES RUNNING AND THE GUNS FIRING.



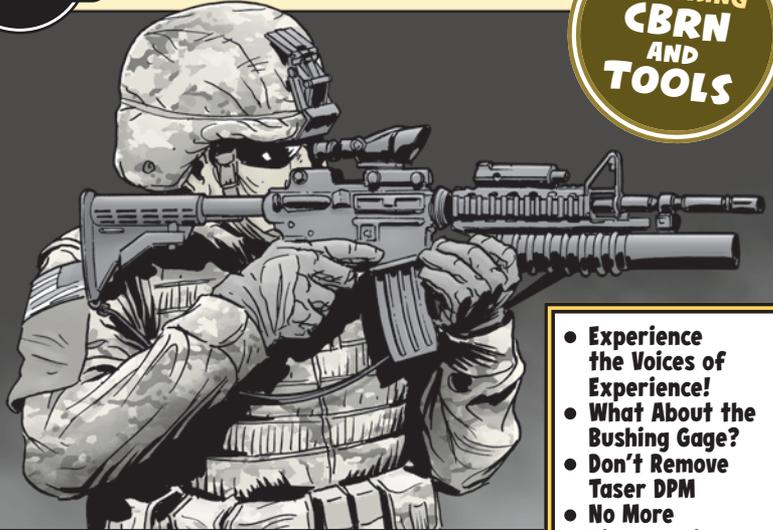
THAT'S RIGHT! TODAY'S BATTLE WAS WON BEFORE IT EVEN BEGAN BECAUSE OF GOOD MAINTENANCE!



WOULD YOU STAKE YOUR LIFE RIGHT NOW ON THE CONDITION OF YOUR EQUIPMENT?

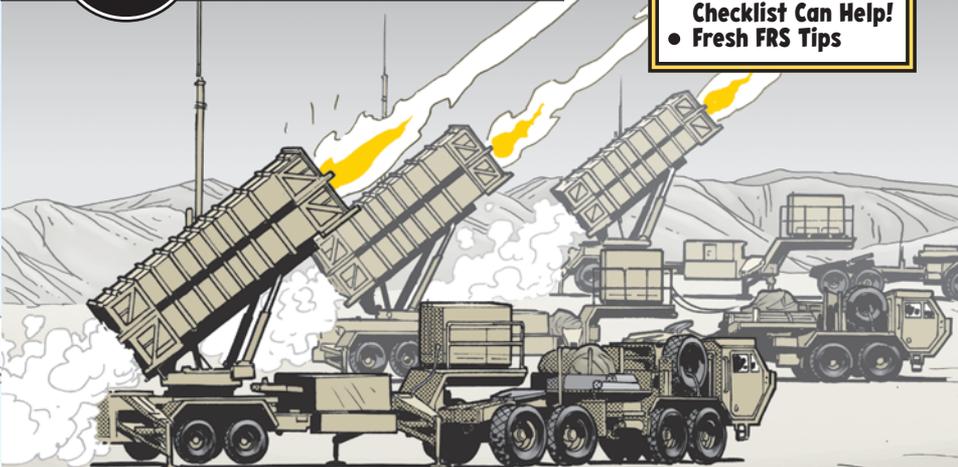
# PS SMALL ARMS

ALSO FEATURING  
**CBRN  
AND  
TOOLS**



- Experience the Voices of Experience!
- What About the Bushing Gage?
- Don't Remove Taser DPM
- No More Disappearing Sights!
- ECU/PPU Cable Tight?
- Is Your CBRN Room All It Can Be? Checklist Can Help!
- Fresh FRS Tips

# PS MISSILES



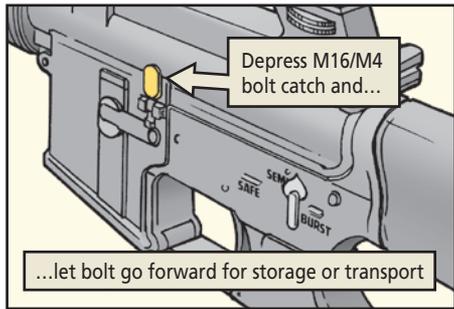
# EXPERIENCE THE *Voices of Experience!*



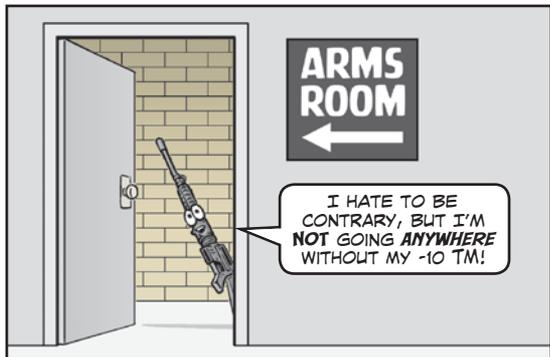
ALL THIS PM STUFF IS MUSIC TO MY EARS!

Never transport or store weapons with the bolt to the rear. If a round is in the chamber, a bump in the road could cause the weapon to fire. That would be extremely bad!

If you store a weapon with the bolt locked to the rear and the hammer cocked, the trigger and hammer springs lose their strength and have to be replaced. For storage, always leave the bolt or slide forward, the selector on SEMI for the M16 rifle and M4 carbine or the selector off SAFE for the pistols and machine guns with the hammer uncocked.

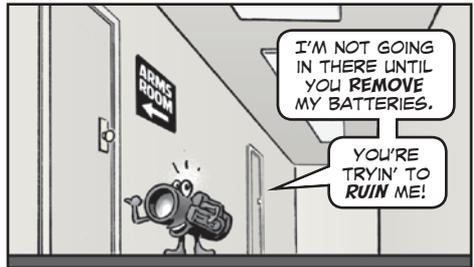


Include the -10 TMs when weapons are checked out of the arms room. We find that the -10s never leave the arms room (if they have the TMs in the first place). That means Soldiers must do PMCS from memory, which is hard to do. Be sure to replace the TMs that disappear. Remember they're free to units.

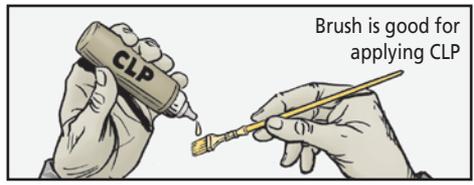


Dear Editor,  
Through our work keeping weapons firing at Ft Stewart, we offer these tips:

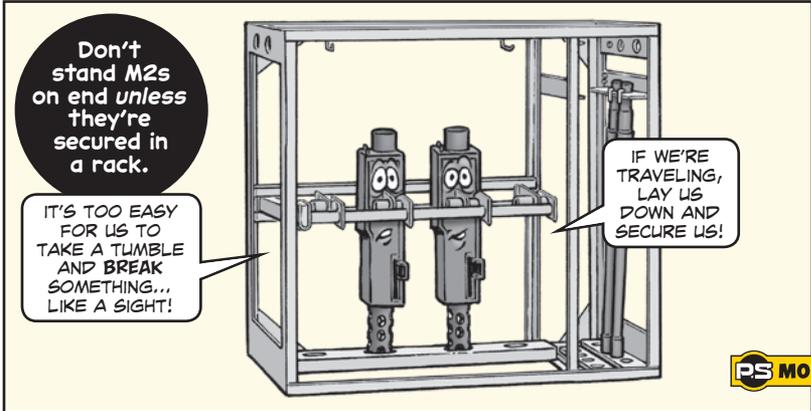
**Remove batteries from night vision equipment and sights before storing them in the arms room.** This is so basic, but every year we lose expensive equipment because no one bothered to remove batteries before storing sights and goggles. The batteries leak and the equipment is ruined. A \$12k sight becomes trash because no one could spare a minute to take out the batteries.



**Keep a brush handy for applying CLP.** Soldiers can buy CLP wipes on the Internet (they're called Break Free Wipes), but they cost \$7 for just 20. We find a small, soft paint brush works great for applying CLP, especially if you're cleaning and lubing several weapons.



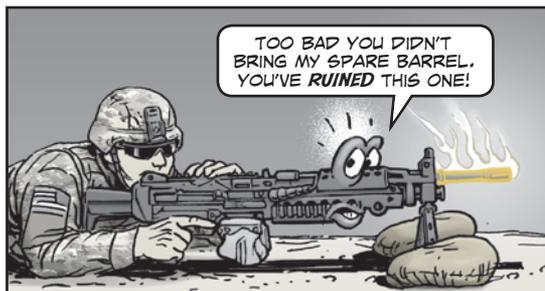
**PMCS weapons before you go to the field or range.** If you find minor problems, your small arms repairman may be able to fix them right away. Few repairs are possible in the field.



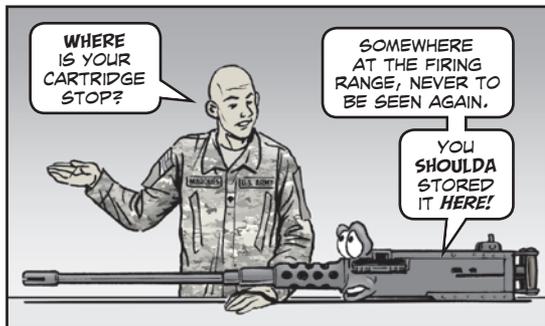
Check MK 19s for a loose barrel before firing. Just grab the barrel and feel if it's loose. There should be zero movement. We've had several instances of repairmen not completely tightening the barrel.



For the M2, M240 and M249 machine guns, take both barrels to the field and use them. If you go to the range and fire and fire through the same barrel, the barrel gets so hot it warps.



If you're going to fire blanks with the M2, remove the cartridge stop and store it in the arms room. If it goes to the field, count on never seeing it again.



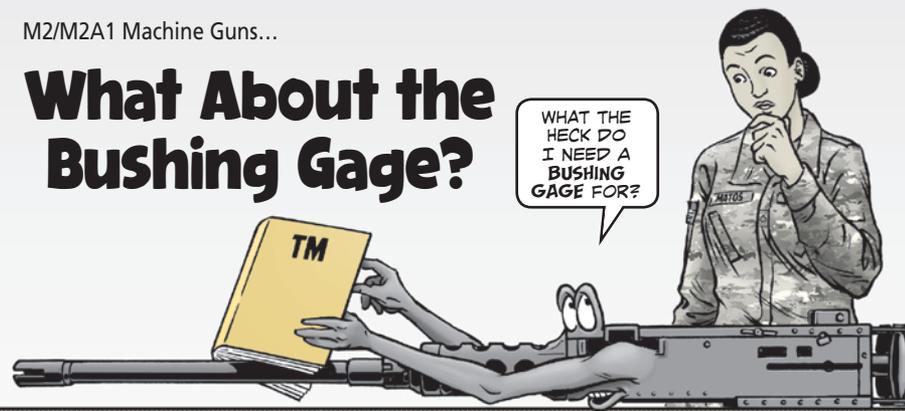
Tony Gibson  
Robert Hesch  
Alden James  
Ft Stewart, GA



M2/M2A1 Machine Guns...

# What About the Bushing Gage?

WHAT THE HECK DO I NEED A BUSHING GAGE FOR?



Dear Half-Mast,

In the M2 machine gun's special tools list in TM 9-1005-213-23&P, there is no mention of a bushing gage. The special tools list in the M2A1's TM 9-1005-347-23&P shows a bushing gage, but there's nothing in the TM about using it. What gives?

Mr. N.C.

ALL THE PROCEDURES FOR DOING A BARREL SUPPORT AND MACHINE THREAD BUSHING CHECK HAVE BEEN MOVED TO DEPOT MAINTENANCE.

TACOM IS WORKING ON A NEW TM THAT WILL COVER BOTH THE M2 AND M2A1. IT WILL REMOVE ALL REFERENCES TO THE BUSHING GAGE.

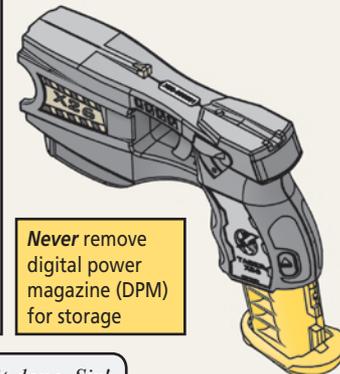
# DON'T Remove Taser DPM

Dear Editor,

We've run into a big problem with units removing the digital power magazine (DPM) from the Launched Electro Stun Device (LESD) Taser X26E ECD for storage.

As it states on Page 0006-1 of TM 9-1095-213-13&P, the X26E must be stored with the DPM/XDPM inserted at all times. Otherwise, the X26E software can be damaged, which means the taser could fail. Please help spread the word.

LTC John Benson  
Chief, Law Enforcement Branch



Editor's note: Consider it done, Sir!

# NO MORE DISAPPEARING SIGHTS!

I WANT YOU TO USE THAT WIRE ROPE TO KEEP MY SIGHT ON.

I'M TIRED OF LOSING MY SIGHT HALF-WAY THROUGH A MISSION.

ME, TOO! I'LL GET ON IT.



UNLESS YOU'VE CAREFULLY SECURED SIGHTS ON YOUR RIFLE OR MACHINE GUN...

...THEY CAN WORK LOOSE FROM THE MOUNTING RAIL AND...

...DISAPPEAR WHEN YOU'RE IN THE FIELD!

YOU WERE CAREFUL, RIGHT?



UHH, BUDDY? A LI'L HELP HERE?



ADIOS!



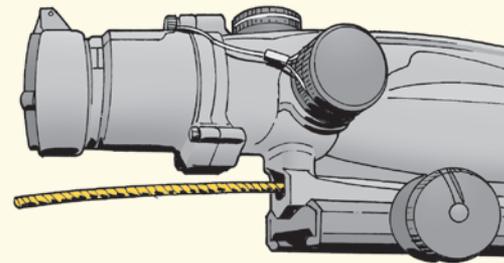
SSG ANDREW NEAL GAVE PS AN EXCELLENT WAY ON PAGES 38-39 IN PS 726 (MAY 13) TO MAKE SURE SIGHTS RETURN FROM THE FIELD.

IT WAS SO GOOP, WE'RE REPEATING IT!

### HERE'S WHAT YOU NEED:

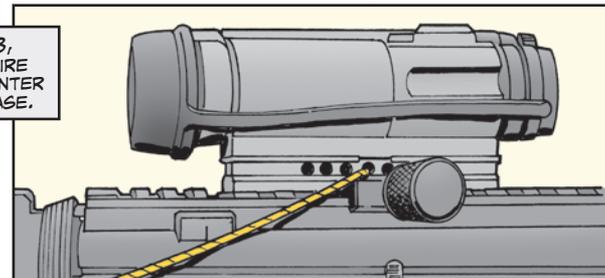
- Wire rope, NSN 4010-01-151-6230
- Hex bolt, NSN 5305-00-576-6107
- Ring crimp, NSN 5940-01-143-4794

CUT THE WIRE ROPE TO 8 INCHES, LEAVING THE BOLT RING ON THE END.

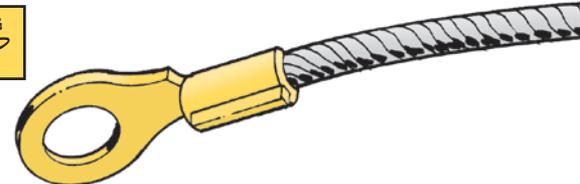


FOR THE M150 SIGHT, THREAD THE WIRE THROUGH ITS FRONT IN THE CHANNEL BETWEEN THE OPTIC AND ITS MOUNT.

FOR THE M68, THREAD THE WIRE THROUGH ITS CENTER HOLE AT ITS BASE.

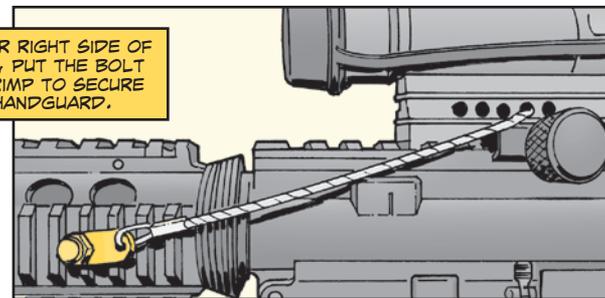


ATTACH THE RING CRIMP TO THE END OF THE WIRE.



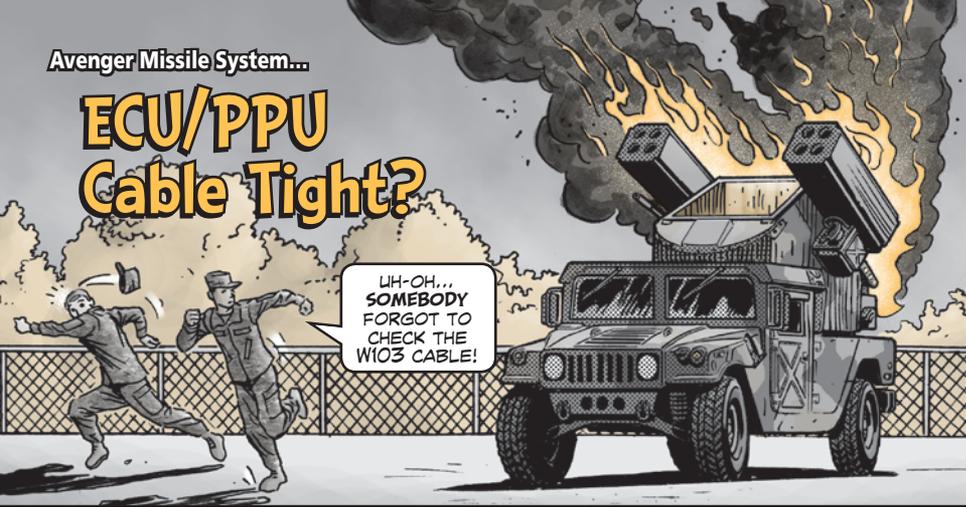
ON EITHER THE LEFT OR RIGHT SIDE OF THE HANDGUARD RAIL, PUT THE BOLT THROUGH THE RING CRIMP TO SECURE THE WIRE TO THE HANDGUARD.

INSTALL THE SIGHT ON THE MOUNTING RAIL AND... YOU'RE DONE!



TO CUT DOWN METAL-ON-METAL WEAR TO THE RAIL SYSTEM, IT'S ALSO A GOOD IDEA TO WRAP THE WIRE ROPE WITH DUCT TAPE!

# ECU/PPU Cable Tight?



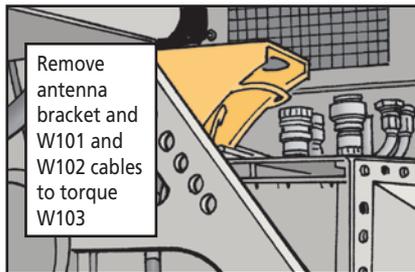
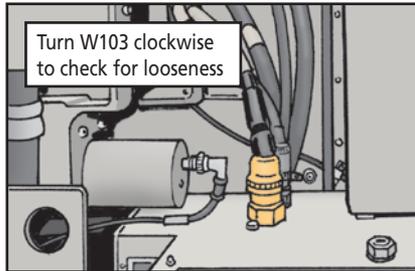
If your Avenger is to get it right, you've got to make sure the W103 cable for the environmental control unit/primary power unit (ECU/PPU) is tight. The W103 has a shielded ground. If the cable is loose, it arcs and starts a fire. The gunner could be cooked in the turret!

During before-operations PMCS, check **all** the cables between the ECU and PPU for looseness, but pay special attention to the W103.

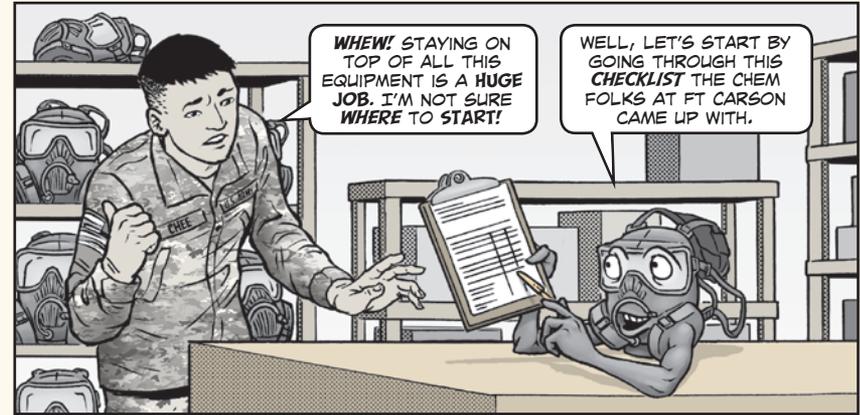
Firmly grasp the W103's connector and try to turn it clockwise. If you can move it at all, your repairman needs to tighten it to 95-105 in-lbs. Even if you can't budge the W103, but suspect it might have problems, get your repairman to check it. Don't take chances!

Repairmen, remember that you're supposed to check the W103's torque every 250 hours of operation or semiannually, whichever comes first. This is spelled out in Table 2-1 in TM 9-1440-433-24-1 in IETM EM 0017 (Sep 13).

The W103 torquing procedure is in Para 19-31 in TM 9-1440-433-24-2 of the IETM. To properly torque the W103 connector on the bottom of the ECU, you must first remove the antenna bracket and the W101 and W102 cables.



# Is Your CBRN Room All It Can Be? Checklist Can Help!



ESPECIALLY FOR JUST-OUT-OF-SCHOOL CBRN SPECIALISTS, SETTING UP AND MAINTAINING A CBRN ROOM CAN SEEM OVERWHELMING.

FORTUNATELY, THE CBRN STAFF OF FT CARSON'S 4TH INFANTRY DIVISION HAS COME UP WITH A DETAILED CHECKLIST THAT WORKS GREAT AS A GUIDELINE!



### HERE ARE SOME OF THE CHECKS ON THE CHECKLIST:

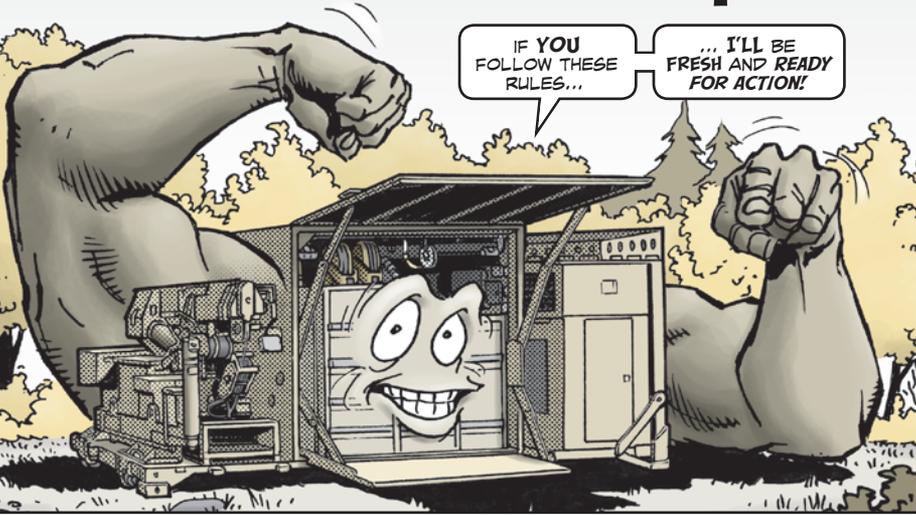
- ✓ Does the unit have a tracking system that contains the following information: protective mask admin number, names, mask size, canister and facepiece lot number, date fitted and optical inserts requirement?
- ✓ Does the unit have a tracking system for each Soldier's JSLIST item and are sizes entered into DTMS?
- ✓ Is the unit conducting mask fit validation tests?
- ✓ Has the unit recon/survey team been identified and is it on orders signed by the unit commander?

- IN ADDITION, THE CHECKLIST INCLUDES ALL
- ARs
  - DA PAMs
  - FM's
  - TB's
- NEEDED IN A CBRN ROOM.



IF YOU WOULD LIKE A COPY OF THE CHECKLIST, EMAIL PS: [usarmy.redstone.logsa.mbx.psmag@mail.mil](mailto:usarmy.redstone.logsa.mbx.psmag@mail.mil)

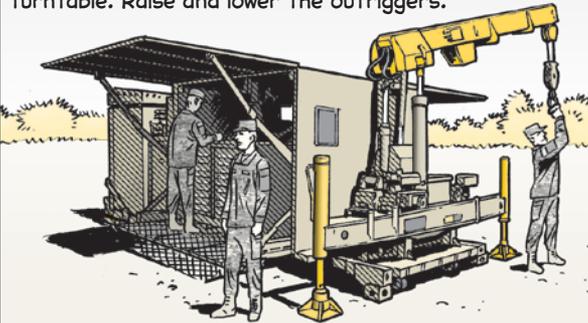
# Fresh FRS Tips



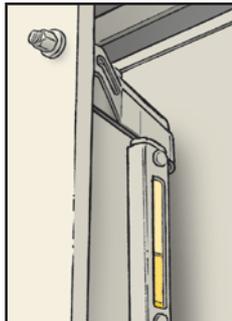
Dear Editor,  
Your FRS will be fresh for action if you remember these rules we came up with at Ft Stewart:

**Faithfully do the PMCS for the generator and the air compressor.** If you don't start them up monthly and check them out, they eventually stop working or, in the case of the compressor, have trouble building up pressure.

**Same goes for the crane and outriggers.** If they sit and sit, seals and hydraulic lines dry out and rot. Prevent that by monthly raising the boom all the way, extending and retracting the boom and rotating the turntable. Raise and lower the outriggers.



Exercise crane and outriggers at least monthly

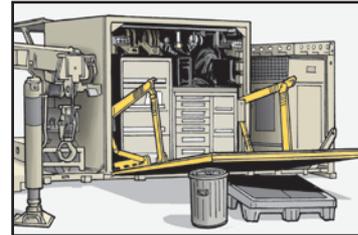


**Remember to check the crane's hydraulic fluid, too.** Just a glance at the indicator will tell you if it's low.

**Careful with the bay doors.** They weight over 200 pounds, so you definitely don't want to try raising one by yourself. If you lose your grip, you could lose your head. So get help! Also keep your hands away from the doors' pinch points. Imagine 200 pounds pinching your hands!



Raising bay doors takes at least two people

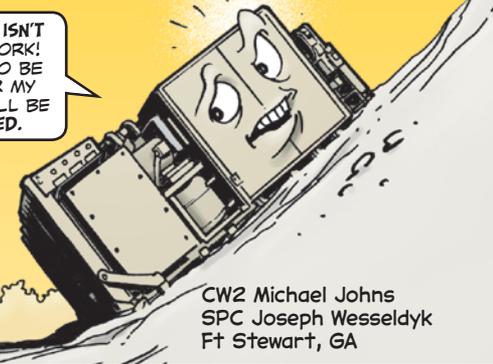


During PMCS, it's a good idea to check the piano hinge screws at the top of the bay doors. If the screws fall out, the door could collapse. Tighten loose screws and report missing ones.

If piano hinge screws work loose, door can come falling down

**In the field, park the FRS as level as possible.** If it's at an angle, the doors can twist when you open them and get out of alignment. Then the doors won't shut properly.

HEY, THIS ISN'T GONNA WORK! I NEED TO BE LEVEL OR MY DOORS WILL BE DAMAGED.



CW2 Michael Johns  
SPC Joseph Wesseldyk  
Ft Stewart, GA



DEFINITELY A FRESH TAKE ON FRS! THANKS!

**ONE OTHER CHECK THAT CAN KEEP YOUR FRS FRESH IS TO INCLUDE THE SOLAR VENT IN YOUR WEEKLY PMCS.**

Make sure solar vent works and is turned on

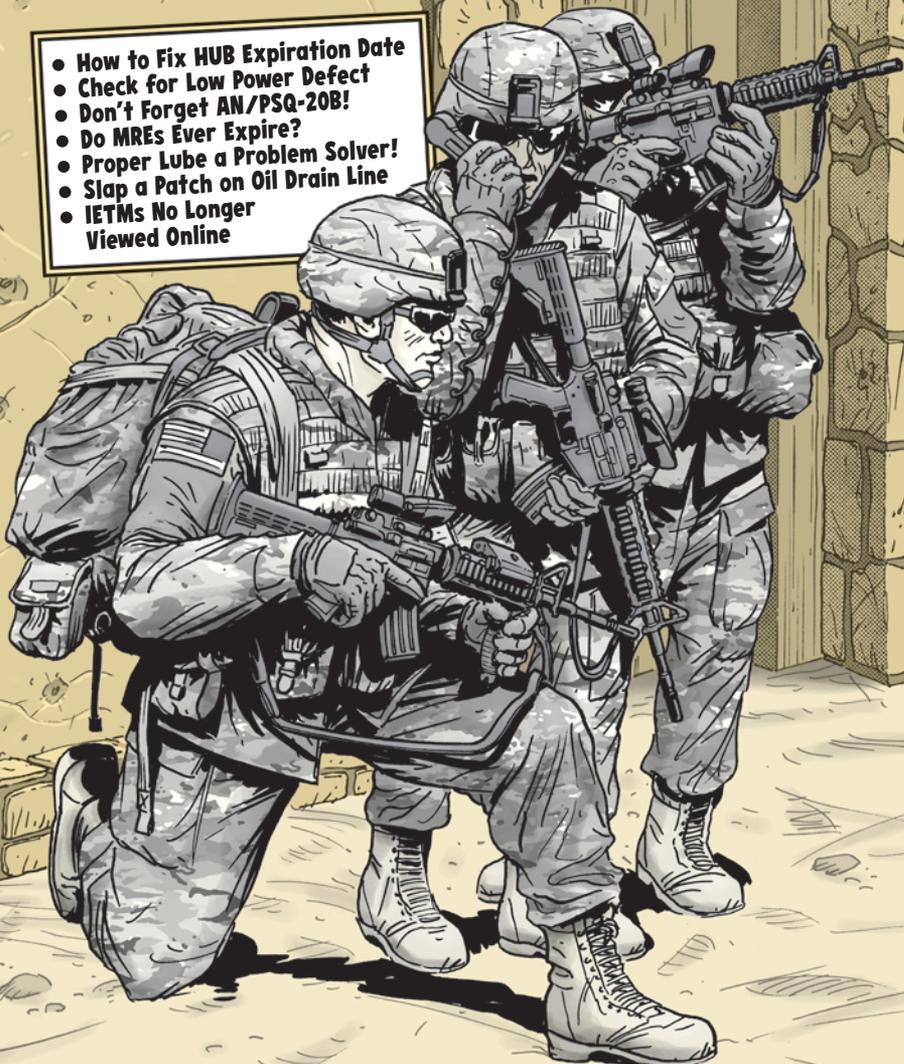


**MAKE SURE IT'S WORKING AND ITS SWITCH IS ON.** THE SOLAR VENT DRAWS AIR THROUGH THE TWO VENTS ON THE REAR WALL AND OUT THROUGH THE SOLAR VENT, WHICH HELPS REDUCE MOISTURE IN THE FRS.



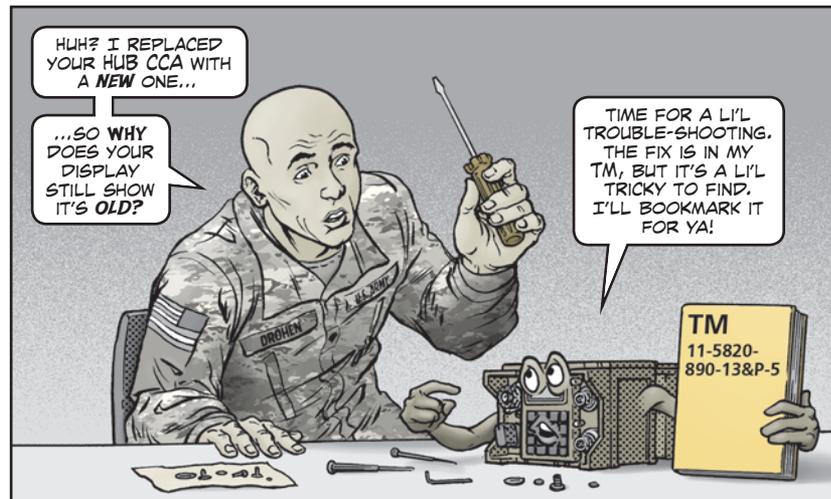
# COMMUNICATIONS & SOLDIER SUPPORT

- How to Fix HUB Expiration Date
- Check for Low Power Defect
- Don't Forget AN/PSQ-20B!
- Do MREs Ever Expire?
- Proper Lube a Problem Solver!
- Slap a Patch on Oil Drain Line
- IETMs No Longer Viewed Online



SINGGARS RT-1523G...

## How to Fix HUB Expiration Date



Dear Editor,

The RT-1523G has a hold up battery (HUB) circuit card assembly (CCA) that needs to be replaced, unlike an E or F model SINGGARS that has a built-in HUB.

One issue is that the RT-1523G's HUB CCA is only rated to last 5-10 years, depending on the use of the RT. But once it expires and is replaced, the HUB installation and expiration date stay the same on the radio display.

There's a way to change the HUB installation date so the next field maintenance person doesn't mistakenly think that they have to replace the HUB again. It was quite a hunt for me to find out how, so I wanted to share what I found.

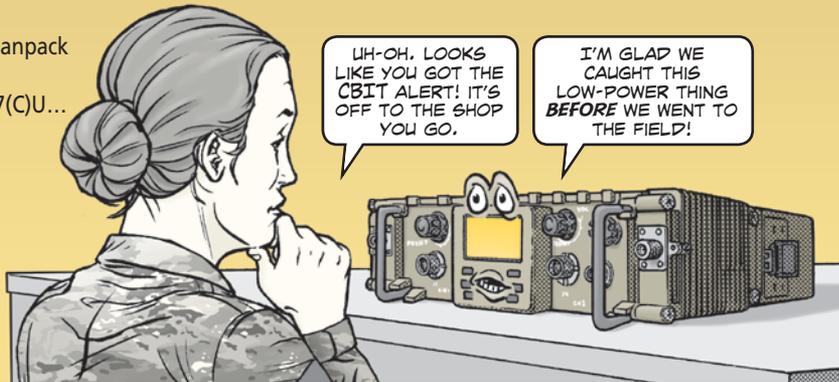
WP 0848 in TM 11-5820-890-13&P-5 (Aug 14) tells how to change the HUB installation date, which automatically changes the expiration date. But this info is buried in the TM on a troubleshooting flow chart. There's no other reference that I could find. It's not in the WP that tells how to replace the HUB CCA, where it should logically be included.

Also, your readers should know that the RT-1523G uses a different CCA extender card for testing. Its NSN is 5998-01-594-2230, but it's not included in the newest series of TMs dated August 2014.

SFC James Rowe  
IAARNG

**Editor's note:** Roger that, Sergeant! A great example of why input from Soldiers like you keeps PS invaluable. Also, it's a good reminder to everyone to submit a DA Form 2028 when you find critical info missing from or buried in a TM or you have suggestions for improvement!

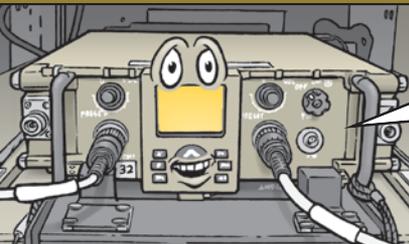
HMS Manpack  
Radio,  
RT-1967(C)U...



UH-OH. LOOKS LIKE YOU GOT THE CBIT ALERT! IT'S OFF TO THE SHOP YOU GO.

I'M GLAD WE CAUGHT THIS LOW-POWER THING BEFORE WE WENT TO THE FIELD!

## Check for **LOW POWER DEFECT**



A NUMBER OF RT-1967(C)U TWO-CHANNEL MANPACK RADIO RECEIVER-TRANSMITTERS (RT) ARE HAVING **PROBLEMS** WITH A SINCGRAS LOW-POWER DEFECT ON ONE OR TWO CHANNELS.

THAT **COULD** LEAVE YOU WITH **POOR RANGE** IN THE FIELD.

RT-1967(C)U IS USED IN THE FOLLOWING RADIO SETS:

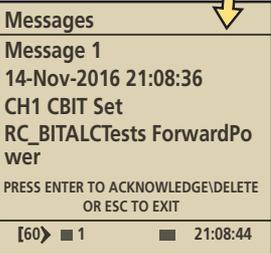
- AN/PRC-155(V)2
- AN/VRC-116(V)1
- AN/VRC-117(V)2

BUT THANKFULLY THERE'S AN **EASY** WAY TO **CHECK** IF YOUR RT-1967(C)U HAS THIS PROBLEM!

**BEFORE A MISSION, OR ANY TIME THERE IS A NOTICEABLE DROP IN RANGE, DO THIS ON EACH CHANNEL:**

- Launch a single-channel SINCGRAS plain text or cypher test preset. Do not use frequency hop.
- Initiate a push-to-talk (PTT) of at least 30 seconds.
- Monitor the human-machine interface (HMI) for a continuous built-in test (CBIT) alert.
- If you see an exclamation icon in the alert/status area of the HMI, select the alert/status area of the HMI, and press the enter button to read messages.

CBIT alert indicates SINCGRAS low power defect



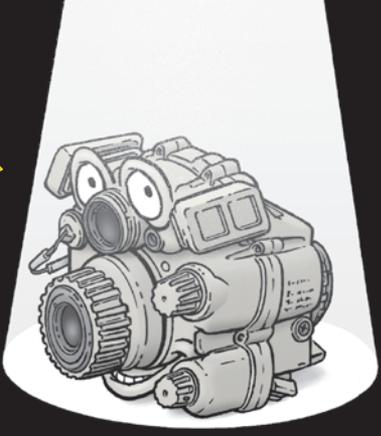
**IF YOU GET THE CBIT ALERT, YOUR RT HAS THE LOW POWER DEFECT.**

IF YOU'RE ON A MISSION, OPERATE SINCGRAS ON THE **GOOD** CHANNEL. IF THE DEFECT AFFECTS **BOTH** CHANNELS, YOUR RT IS NMC. IN EITHER CASE, GET YOUR RT FIXED ASAP.

FOR SUPPORT, GO TO <https://tr.army.mil/tr/menu.cfm> AND CLICK **CAC LOGIN** AT THE TOP RIGHT, THEN CLICK THE SUPPORT TAB, WHICH WILL GIVE A DROP-DOWN MENU. CLICK **SUPPORT HOME**.

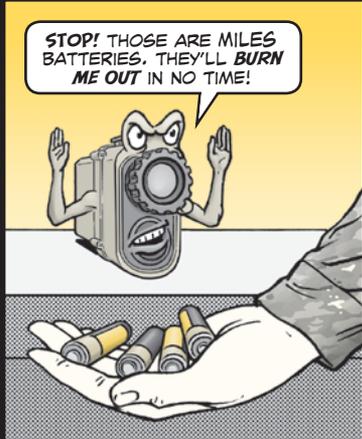
## Don't Forget **AN/PSQ-20B!**

**DON'T FORGET ME!** I'M ONE OF THE AN/PSQ-20s!



Dear Editor,  
Thanks for the info on Page 50 in PS 766 (Sep 16) on how to get AN/PSQ-20 night vision goggles repaired for free. But you missed one version of the goggles: **AN/PSQ-20B**, NSN 5855-01-603-0486. It's covered by TM 11-5855-336-10 and -23&P.  
One other point: Soldiers need to be reminded **never** to use the batteries for their MILES equipment in the AN/PSQ-20. The batteries look alike, but the MILES batteries are twice the voltage and will burn out the goggles. Use **only** the 1.5V lithium battery, NSN 6135-01-333-6101.

Scott Taylor  
Small Arms Repairman  
Ft Benning, GA



**GOOD CATCH, SCOTT!**

THE AN/PSQ-20, NSN 5855-01-534-6449, IS COVERED BY TM 11-5855-322-10 AND -23&P.  
THE AN/PSQ-20A, NSN 5855-01-603-0489, IS COVERED BY TM 11-5855-335-10 AND -23&P.

UNITS NEED TO MAKE A NOTE OF THE FREE REPAIR INFO ON PAGE 50 OF PS 766.

**IT CAN SAVE THEM THE COST OF \$18,000 GOGGLES!**

**FIND THE ARTICLE AT** <https://www.logsa.army.mil/psmag/archives/PS2016/766/766-50.pdf>

**ONE IMPORTANT NOTE:** THE AN/PSQ-20B IS **NOT** COVERED BY THE FREE REPAIR! BUT THE OTHER VERSIONS ARE. THE -20B CAN BE REPAIRED BY THE 94F MAINTAINER.

# Do MREs *Ever* Expire?



I GUESS MRES REALLY DO HAVE AN EXPIRATION DATE!

THESE ONES HAVE GONE BAD!

Dear Cloe,  
What's the shelf life for meals, ready-to-eat (MREs)? Our unit has about 50 boxes and I need to figure out if they're still good. The boxes have been in storage about three years and kept well-ventilated at room temperature.

SGT M.L.

Dear Sergeant,  
Good question. The Defense Logistics Agency's (DLA) Troop Support oversees military rations. DLA Troop Support has a webpage with MRE info here:

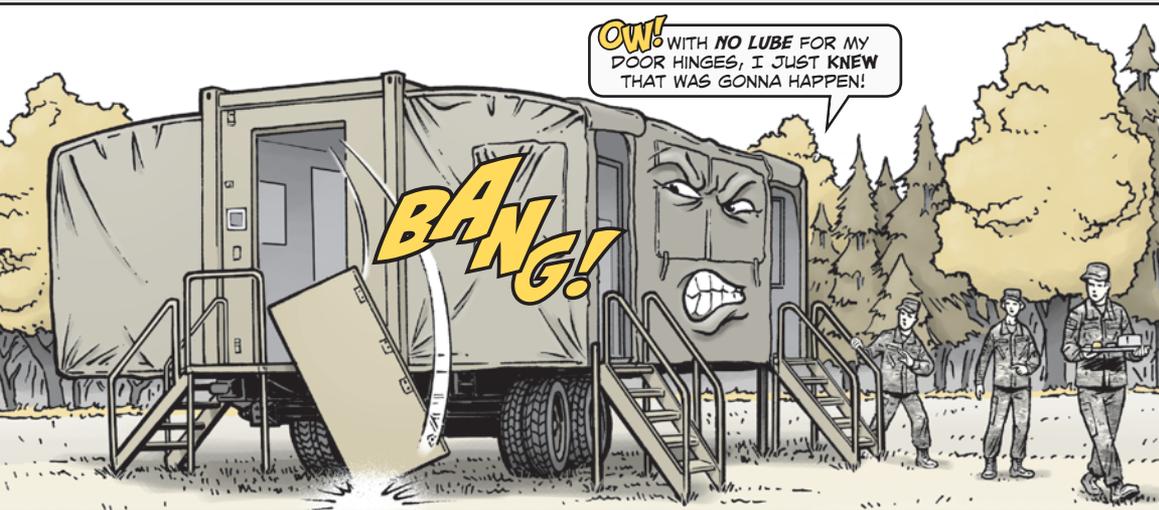
<https://www.dla.mil/TroopSupport/Subsistence/Operationalrations/RationsPrograms.aspx>

As stated on the website, "The shelf life of the MRE is three (3) years at 80°F. However, the shelf life can be extended through the use of cold storage facilities prior to distribution."

So MREs don't have expiration dates, but rather inspection test dates (ITDs). If an MRE is nearing its ITD, contact your local Public Health Command food inspectors to see if the shelf life can be extended another six months.



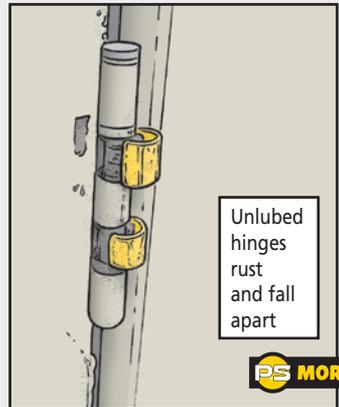
# PROPER LUBE A PROBLEM SOLVER!



Dear Editor,  
I've noticed that a lot of units are rushing past some of the Before PMCS on their containerized kitchens (CKs). I guess their thoughts are focused more toward what's cookin' later than on what's working right now!

I've seen CKs with their doors literally falling off for lack of lube on the hinges. Without proper and timely lubing, the hinges rust together at the pins. When the door is opened, the hinges peel apart.

Also, when the CK's floorwings are lowered, the tension isn't being removed from the cables by fully placing the weight of the floor on the jacks. That leads to cable fraying and undue stress on the winch assemblies as both equipment and the operator's weight is moved onto the floor space.

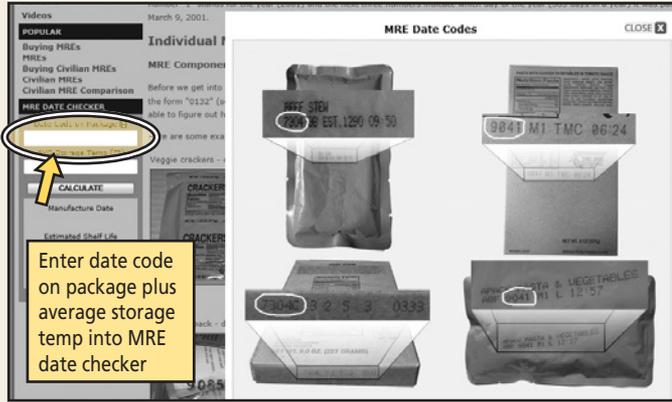


To decode the manufacturing and ITDs on your MRE boxes or packages, you may also find this commercial site helpful:

<http://www.mreinfo.com/us/mre/mre-date-codes.html>

You'll find an MRE date checker calculator on the lower left-hand side of the website.

*Joe*



In WP 0016 of TM 10-7360-226-13&P, the *Before PMCS* tables tell the operator/maintainer to:

- Inspect exterior of container for obvious weld cracks, damage to door hinges, handles, or seals. Check doors for freedom of movement. Lubricate door hinges as necessary (WP 0051 00, Table 1, Item 6).
- Inspect jacks for damage, missing parts, and freedom of movement. Lubricate corner jacks as necessary (WP 0051 00, Table 1, Item 4).
- Inspect winches for missing or damaged hardware, and Freedom of movement. If necessary, apply a light coat of grease to the gears (WP 0051 00, Table 1, Item 4).

Doing that Before operation PMCS will stop a lot of the problems we're seeing. Now to fix a little TM confusion. If you go to the expendable and durable items list in WP 0051 to look for the lube specified by the three PMCS items, you'll run into a little trouble.

For the door hinge lube, you're directed to use Item 6, **silicone lubricant**, NSN 6850-01-265-3115. That's **wrong**. The correct lube is **engine lubricating oil, OEA HDO 15/40**, NSN 9150-01-152-4117.

For both the corner jacks and winch gears, you're directed to use Item 4, pipe joint compound. Not a good idea! The correct lube to use is **automotive grease**, NSN 9150-01-197-7690.



David Merchant  
TACOM LAR  
Kuwait

NEED HELP WITH YOUR CK?  
CONTACT JOSEPH GONZALES AT  
DSN 256-6092,  
(508) 233-6092, OR EMAIL  
[joseph.k.gonzales2.civ@mail.mil](mailto:joseph.k.gonzales2.civ@mail.mil)



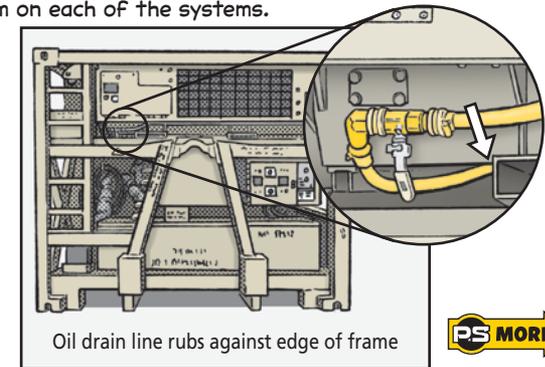
## MTRCS... **SLAP A PATCH ON OIL DRAIN LINE**



Dear Editor,

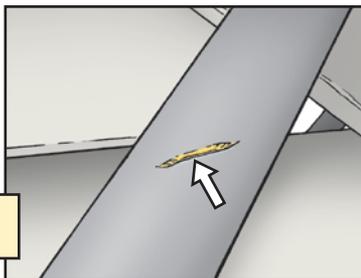
We recently received two new multi-temperature refrigerated container systems (MTRCS) here at RTS-M Devens. We received both the MTRCS01, NSN 8145-01-534-3597, and the MTRCS02, NSN 8145-01-592-9018, and found the same problem on each of the systems.

The engine oil drain line is connected to the diesel engine's sump on one end and an oil drain valve on the other. The problem comes where the oil drain line passes through the MTRCS Frame between the sump and valve. The tolerance there is very tight, so vibration during movement, transportation and operation allows the drain line to rub against the frame.



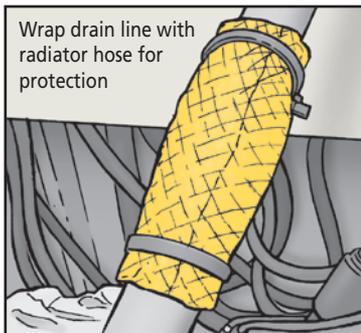
The front part of the frame is rounded and causes no problem. But the inside of the frame is another story. That edge is sharp and jagged and the drain lines on both of the new MTRCcs showed signs of wear. If this hose is cut, all the contents of the oil sump will drain and the engine could burn out.

Oil drain line rubs against edge of frame and creates damage that could cause leaks



As a temporary fix, we wrapped the drain line with a piece of reinforced radiator hose and held it in place with wire ties, NSN 5975-00-984-6582. Then we periodically check the drain line to make sure the radiator hose is still in good shape.

Wrap drain line with radiator hose for protection

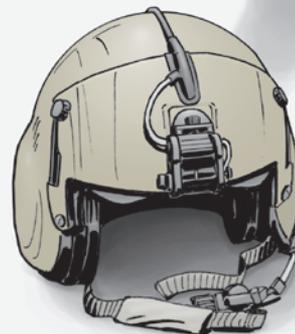


SSG Paul Silver  
SSG Stephen Santiago  
Thomas Harrison  
RTS-M Devens  
Devens, MA



PS END

# PS LOGISTICS



- How to Get Army Publications
- Mobile Apps Go the Extra MILES!
- Checking Army Forms, Pubs Revisited

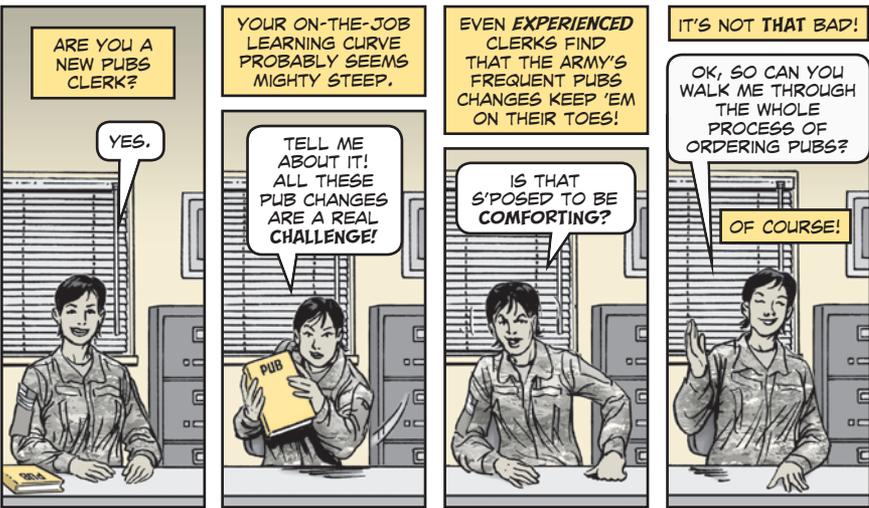
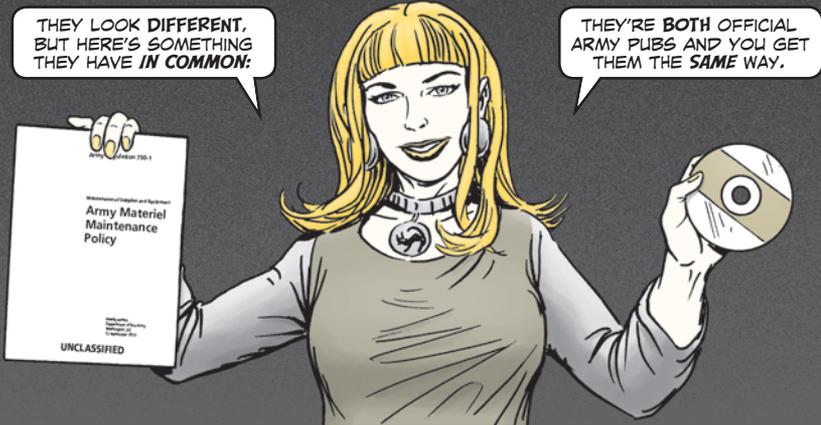
**IETMs  
No Longer  
Viewed  
Online**

EFFECTIVE 1 NOV 16, INTERACTIVE ELECTRONIC TECHNICAL MANUALS (IETMs) CAN NO LONGER BE VIEWED ON THE LOGSA ETM WEBSITE.

HOWEVER, IETMs ARE STILL AVAILABLE FOR **DOWNLOADING** AT:  
<https://www.logsa.army.mil/etms>

QUESTIONS? CONTACT THE LOGSA ETM HELP DESK AT DSN 645-0809, (256) 955-0809, TOLL FREE (800) 270-1408, OR BY EMAIL:  
[usarmy.redstone.logsa.mbx.logetm@mail.mil](mailto:usarmy.redstone.logsa.mbx.logetm@mail.mil)

# How to Get Army Publications



## FOLLOW THESE INSTRUCTIONS TO REQUEST AN ARMY PUBLICATIONS ACCOUNT:

### CONUS



AUTHORIZED ARMY UNITS THAT DON'T HAVE A PUBLICATIONS ACCOUNT CAN REQUEST ONE BY SUBMITTING A DA FORM 12. GET THE FORM AT:  
<https://ptclick.hqda.pentagon.mil/DA%20Form%2012.pdf>

EMAIL THE COMPLETED FORM TO THE ARMY PUBLISHING DIRECTORATE'S MEDIA DISTRIBUTION DIVISION (MDD) AT:  
[usarmy.stlouis-mo.106-sig-bde.mbx.apdcustsrv@mail.mil](mailto:usarmy.stlouis-mo.106-sig-bde.mbx.apdcustsrv@mail.mil)

INSTRUCTIONS FOR COMPLETING AND SUBMITTING THE DA FORM 12 ARE FOUND ON THE POINT AND CLICK ORDERING SYSTEM UNDER THE LOGIN MENU:  
<https://ptclick.hqda.pentagon.mil/index.aspx>

IF YOU HAVE PROBLEMS WITH THE POINT AND CLICK ORDERING WEBSITE, CONTACT MDD CUSTOMER SERVICE AT DSN 693-9606, (314) 592-0910, OR EMAIL THEM AT THE ADDRESS ABOVE.

TO CHANGE YOUR UNIT'S MAILING ADDRESS OR OTHER ACCOUNT INFO, SEND AN UPDATED DA FORM 12 TO MDD CUSTOMER SERVICE AT THE SAME EMAIL.



### OCONUS



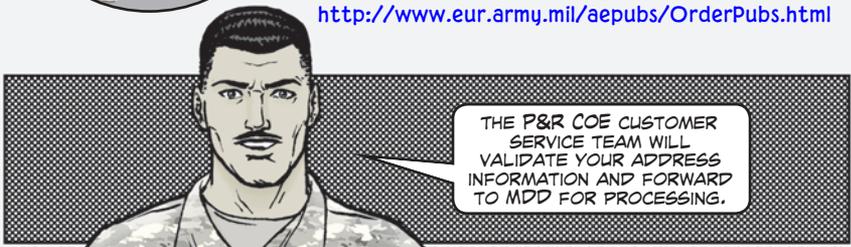
### Army Units in Europe, Africa, Middle East or Southwest Asia

ARMY UNITS THAT DON'T HAVE A PUBLICATIONS ACCOUNT MUST REQUEST AN ACCOUNT BY SUBMITTING DA FORM 12. GET THE FORM AT:

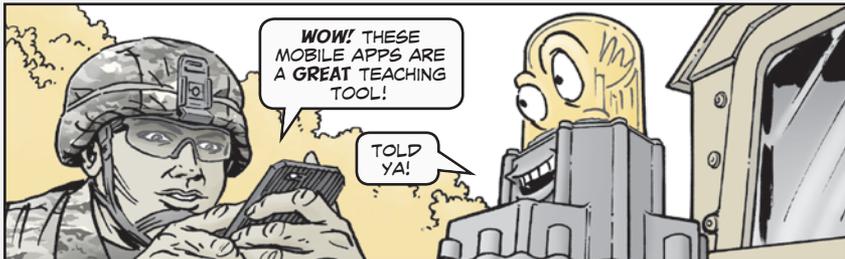
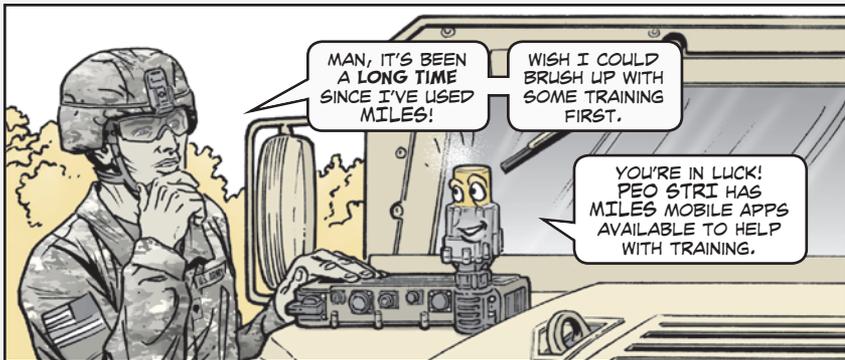
<https://ptclick.hqda.pentagon.mil/DA%20Form%2012.pdf>

COMPLETE AND EMAIL IT TO THE PUBLICATIONS AND RECORDS CENTER OF EXCELLENCE (P&R COE) CUSTOMER SERVICE AT:  
[usarmy.sembach.imcom-europe.mbx.aepubs@mail.mil](mailto:usarmy.sembach.imcom-europe.mbx.aepubs@mail.mil)

INSTRUCTIONS FOR COMPLETING THE DA FORM 12 ARE ON THE AEPUBS WEBSITE AT:  
<http://www.eur.army.mil/aepubs/OrderPubs.html>



# Mobile Apps Go the Extra MILES!



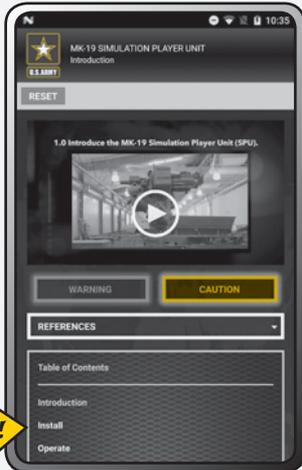
**FORCE-ON-FORCE TRAINING** MEANS USING THE MULTIPLE INTEGRATED LASER ENGAGEMENT SYSTEM (MILES).

BUT IF YOU HAVEN'T USED MILES FOR SOME TIME, WILL YOU **REMEMBER** EVERYTHING YOU NEED TO KNOW?

**NO WORRIES!**

THE ARMY PROGRAM EXECUTIVE OFFICE FOR SIMULATION TRAINING & INSTRUMENTATION (PEO STRI) HAS RECENTLY COMPLETED DEVELOPING THEIR MILES MOBILE APPS TO HELP YOU RECALL THE KNOWLEDGE AND SKILLS NEEDED **ANYTIME, ANYWHERE.**

**SO GET YOUR APP NOW!**

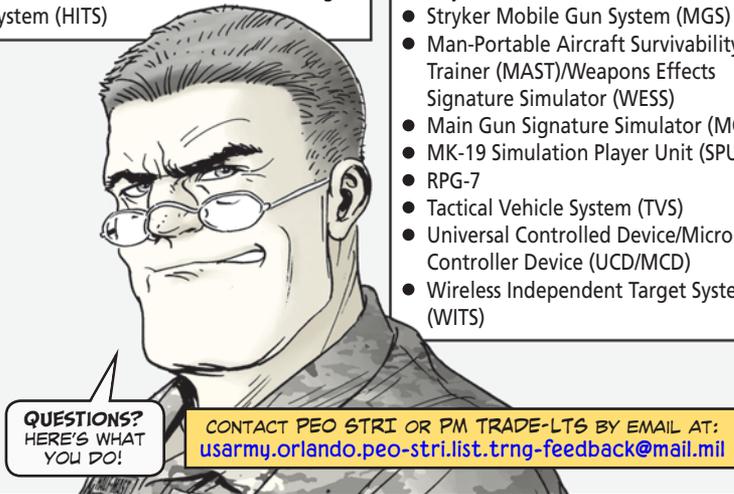


## Unrestricted

- M1A2SEPV2 MILES XXI
- M2A2/M3A2 Bradley MILES XXI
- Anti-tank Guided Missile (ATGM) Stryker
- Infantry Carrier Vehicle (ICV) Stryker
- Individual Weapons System (IWS)
- TESS Instrumentation
- Homestation Instrumentation Training System (HITS)

## Restricted

- M136 Anti-Tank 4 (AT-4)
- Bunker Defeat Munitions (BDM)
- M1A2SEPV2 Abrams Combat Vehicle Tactical Engagement Simulation System (CVTESS)
- M2A3/M3A3 Bradley CVTESS
- Stryker In-Bore Device
- Stryker Mobile Gun System (MGS) TESS
- Man-Portable Aircraft Survivability Trainer (MAST)/Weapons Effects Signature Simulator (WESS)
- Main Gun Signature Simulator (MGSS)
- MK-19 Simulation Player Unit (SPU)
- RPG-7
- Tactical Vehicle System (TVS)
- Universal Controlled Device/Micro Controller Device (UCD/MCD)
- Wireless Independent Target System (WITS)



## Checking Army Forms, Pubs Revisited

On Page 61 of PS 769 (Dec 16), we explained how to access DA Pam 25-30, *Consolidated Index of Army Publications and Blank Forms*, to verify if a publication or form is still active. Although that publication is no longer available, you can check the status of a pub by searching for it on APD's website:

<http://armypubs.army.mil>

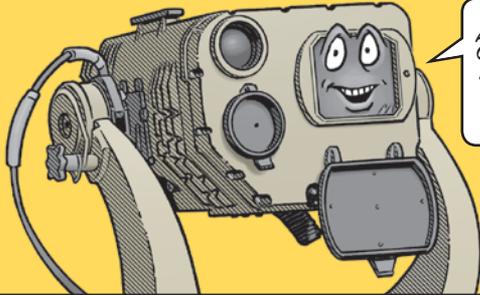
Click on Search and then Search Active Pub/Form Content.

# Connie's POST SCRIPTS

## NEED HELP WITH AIRCRAFT ARMAMENT?

The TACOM headshed is ready to help with any questions you might have about the TACOM managed portion of aircraft armament. Email your queries to the TACOM team at: [usarmy.detroit.tacom.mbx.ilsc-aircraft-armament@mail.mil](mailto:usarmy.detroit.tacom.mbx.ilsc-aircraft-armament@mail.mil)

## Avenger GEN 1 and 2 FLIRs Being Replaced by GEN 3



THE AVENGER'S GEN 1 AND 2 FLIRs ARE GRADUALLY BEING REPLACED BY THE GEN 3 FLIR, NSN 5855-01-518-8691, BY ATTRITION. EVENTUALLY, UNITS WILL NOT BE ABLE TO GET GEN 1 AND 2 FLIRs REPAIRED BECAUSE OF LACK OF PARTS AND MUST ORDER THE GEN 3.

QUESTIONS? EMAIL THE CRUISE MISSILE DEFENSE PROJECT OFFICE (CMDS) AT: [usarmy.redstone.peo-ms.mbx.cmds-sustainment@mail.mil](mailto:usarmy.redstone.peo-ms.mbx.cmds-sustainment@mail.mil)

## M1074, M1075 PLS DDEC II Engine Upgrade

The DDEC II engine used in the base PLS is no longer supported. If your unit has an issue with an engine that needs to be upgraded to a DDEC III/IV, contact TACOM's PLS Team for help at:

[usarmy.detroit.tacom.mbx.ilsc-PLS2@mail.mil](mailto:usarmy.detroit.tacom.mbx.ilsc-PLS2@mail.mil)

## CAT CONSTRUCTION EQUIPMENT SERVICE KITS

PS gets a lot of questions from the field about service kits for the newer CAT construction equipment like the 120M grader, 621G scraper and D7R dozer. At present, no service kits are available. But we'll keep you posted. When the NSNs for those kits become available, you'll see them in PS.

## M915A5 Rear Wheel Seal

Get a new rear wheel seal for your M915A5 tractor truck with NSN 5330-01-568-5883 (PN CR47691, CAGE 338X5). It replaces PN CM10008717 (Item 9 in Fig 138) and NSN 5330-01-117-1014 (Item 9 in Fig 139) from TM 9-2320-426-13&P in IETM EM 0308 (Aug 14).

## D7R II Seat Knob Bolt

Need a new seat adjustment knob bolt for your D7R II dozer? **Don't** use NSN 5305-01-517-2222, which is shown as Item 94 in Fig 118 of TM 5-3805-293-24P (Feb 16). Not only is that bolt too long, but it also isn't threaded properly and doesn't include a roll pin hole. Order the right bolt with NSN 5306-01-659-5535 and make a note until the TM is updated.

## ATLAS II Tech Manuals Updated

Attention operators! The ATLAS II forklift's manuals were recently updated. The update includes:

- TM 10-3930-677-10
  - LO 10-3930-677-13
  - TM 10-3930-677-23&P on IETM EM 0359
- Note that EM 0359 replaces the old EM 0296. Order the manuals from the Army Publishing Directorate at:

<https://ptclick.hqda.pentagon.mil/index.aspx>

Or download them from LOGSA's ETM website:

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

## Reactive Armor Manuals

Need a manual for your Bradley or M1-series tank with reactive armor? Order TM 9-1375-217-14&P (Apr 12) for Bradleys with reactive armor tiles (BRAT) and reactive armor skirts (BRASS). If you have an M1-series tank with the tank urban survivability kit (TUSK), order TB 9-2350-264-12&P-1 (Aug 07, w/Ch2, Sep 09) for the M1A1 and TB 9-2350-388-12&P-1 (Aug 08, w/ Ch 2, Aug 09) for the M1A2 SEP.

## 120M Grader Manifold Pressure Sensor



GET A NEW MANIFOLD PRESSURE SENSOR FOR YOUR 120M ROAD GRADER'S IMPLEMENT STEERING CONTROL AND BRAKE AND HYDRAULIC FAN CONTROL WITH NSN 2990-01-658-9850.

IT REPLACES NSN 2990-01-579-8861, WHICH IS SHOWN AS ITEM 6 IN FIG 112 AND ITEM 27 IN FIG 114 OF TM 5-3805-293-24P. THAT NSN BRINGS THE WRONG SENSOR.

## A1/A1P2 FMTVs, HIMARS K16 Relay

Got an A1/A1P2 FMTV or HIMARS with a Caterpillar 3126 or C7 engine? Listen up! The original K16 exhaust brake relay made by Tyco and used on PDM #4 is obsolete. If you use the replacement relay called for in the TMs, the K16 exhaust brake relay will malfunction. A new relay, NSN 5945-01-645-9112 (PN B120-7038), manufactured by Cooper Bussmann, must be used so the vehicle's exhaust brake system can work properly.

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

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

# STOP, PRIVATE MIX-A-LOT!



**Mixed recyclables  
can't be recycled and  
must be disposed of  
as regulated waste.  
That costs YOUR unit  
BIG BUCKS!**