

Issue 775

PS

June
2017

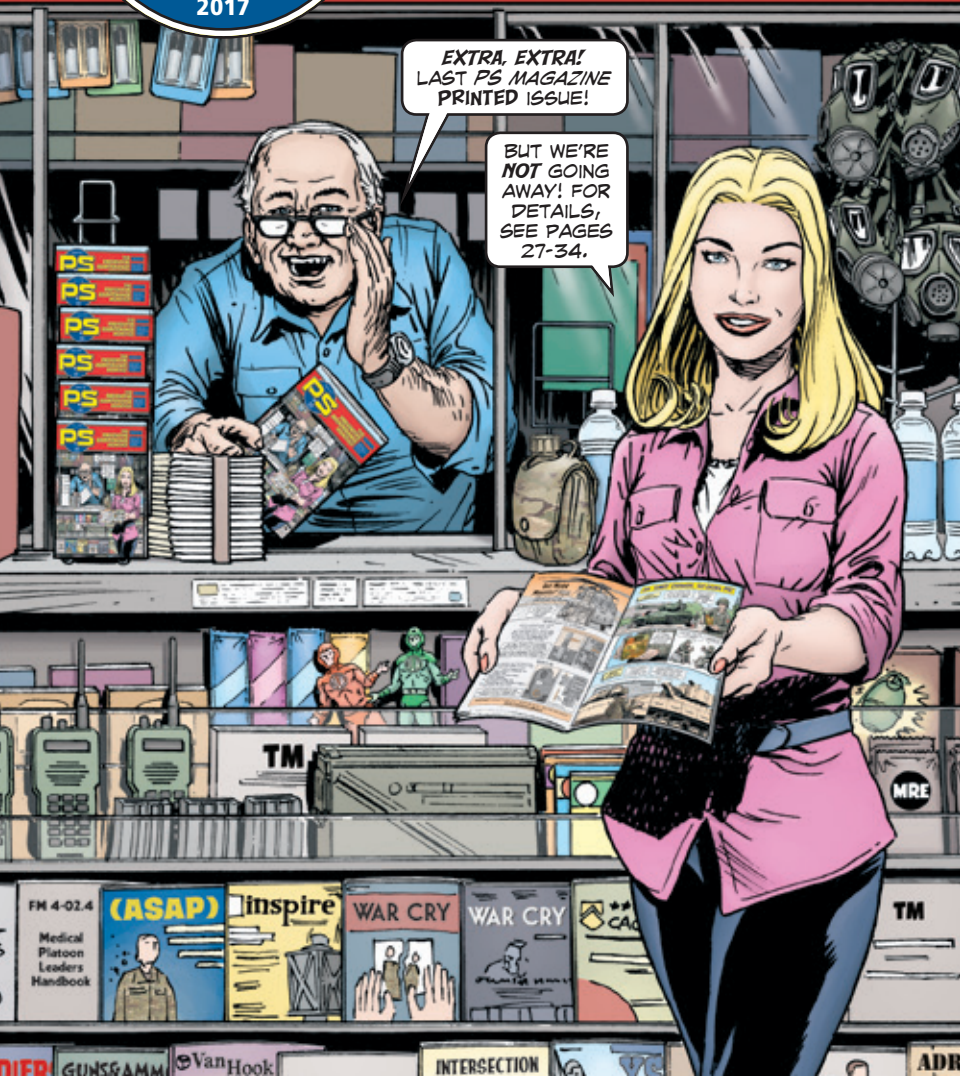
THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-775

Approved for
Public Release;
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EXTRA, EXTRA!
LAST PS MAGAZINE
PRINTED ISSUE!

BUT WE'RE
NOT GOING
AWAY! FOR
DETAILS,
SEE PAGES
27-34.





COMBAT VEHICLES

M88A1 Recovery Vehicle, Final Drive Sprocket Check	4
M88A2 Recovery Vehicle, Engine PMCS Tips	5-7
M119A3 Towed Howitzer, Platform Wear	8
M119A2/A3 Towed Howitzer, Breechblock Pin	9-10
Vital	10
M2/M3-Series Bradley, M242 Storage Stand Plans	11



TACTICAL VEHICLES

HMMWV Steering Shaft Lube Points	12
M1235A4/A5 MaxxPro Dash ISS w/OGPK/CROWS	13
Battery Box, Fuel Tank Access Cover	13



CONSTRUCTION EQUIPMENT

M1272 Buffalo Battery Disconnect	15
120M Grader Cab Steps, Circle Drive Hose Damage	16
D7R II Tractor Decelerator Pedal Saves Transmission	17



AVIATION

M230 Automatic Gun PM	19-21
AH-64 Main Rotor Blade Turn-in	21
Apache Support Actuator Turn-in	21
B-1 Maintenance Stand Caster w/ Lock Assembly	22-23
UH-60 Armament Protection Kit Part Number	23
Change	23
H-60M Engine Igniter Trouble	23
UH-60 MEDEVAC, FLIR a Two-Person Lift	24
UH-60A/L, HH-60M Pro-Seal Removal Tool	25
M144 Mounts Modifications	26

3 As Time Changes, So Does PS! 27-34



MISSILES

Javelin PM Tips	36-37
M142 HIMARS Pivot Joint MWO	38
Patriot Spare Tire PMCS	39



SMALL ARMS

New Dummy Rounds Fielded	40-41
M249, M240-Series Machine Gun Barrel BFAs	41
MK19 PM Pointers	42-44
M240B Trigger Spring Pin NSN	45



TOOLS

SATS Ramp Safety Strap NSNs	45
-----------------------------	----



SOLDIER SUPPORT

M59A Field Range, Mod for 10-Gal Stock Pot Fit	47-48
--	-------



COMMUNICATIONS

Electronic Equipment Codes Decoded	49-53
------------------------------------	-------



LOGISTICS MANAGEMENT

SMR Codes Explained	55-59
WIN-T Items Reconfigured in MMDF	60

Connie's Post Scripts	61
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TB 43-PS-775, 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. The use of product or company names does not constitute endorsement of those products, services or companies by the U.S. Army. The use of non-DoD hyperlinks, along with their content, does not constitute endorsement by DoD or DA. Neither DoD nor DA exercises any editorial control over, and cannot vouch for, content on non-DoD websites.

PS, The Preventive Maintenance Monthly (ISSN 0475-2953) is published monthly by the Department of the Army, Redstone Arsenal, AL 35898. Periodical postage is paid at the Huntsville, AL post office and at additional mailing offices. Postmaster: Send address changes to PS, The Preventive Maintenance Monthly, USAMC LOGSA (AMXLS-GP), Bldg. 3303, Redstone Arsenal, AL 35898.

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-GP)
Bldg. 3303
Redstone Arsenal, AL 35898

Or email:

usarmy.redstone.logsa.mbx.psmag@mail.mil

Internet address:

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

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PS MAGAZINE GOES Digital!

For 66 years *PS Magazine* has provided exceptional articles about combat and tactical vehicles, helicopters and unmanned aerial vehicles, weapons, radios, electronics and logistics. It has been a tremendous accomplishment by a staff of writers and editors, contract artists and printers. Its impact on Army readiness and on Soldiers, from enlisted through commissioned, who operate that equipment has been substantial.

With this issue, the Army Materiel Command recognizes that hard work, and the Army's appreciation for the magazine's accomplishments even as we end the printing of this outstanding technical bulletin.

But the end of printing isn't the demise of *PS Magazine*. Over the past 14 years, we have developed a corps of leaders and Soldiers who have become accustomed to a predictable system that provided vehicles, weapons and equipment maintained by contractors. The contractors did that well, but to meet future adversaries the Army must return to being an expeditionary force, one that is able to make forcible entry, to travel long distances, and be able to maintain materiel readiness without the support of contractors, and perhaps even without Logistics Assistance Representatives. Just as the Army introduced *PS Magazine* in 1951 to bring Soldiers back to preventive maintenance practices, U.S. Army Materiel Command is using the *PS Magazine* Mobile App to bring Soldiers and leaders back to unit maintenance, preventive maintenance. So this outstanding publication will continue on as a Mobile App, supporting Soldiers not only with the articles and illustrations that it has excelled in, but with resources, Hot Topics, a search tool, and videos that will offer so much more than the printed publication could.

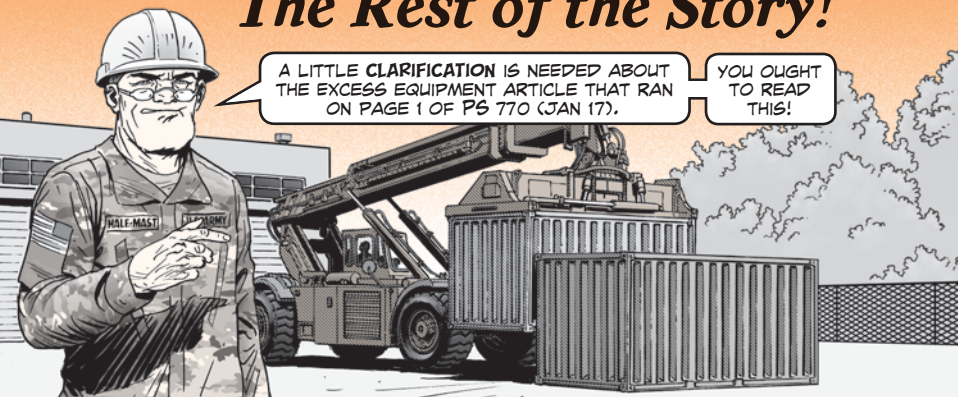
I am confident that Soldiers and their leaders will find *PS Magazine* to be a much enhanced tool to keep in their toolkit.

Army Strong!

GEN Gus Perna
Commanding General
U.S. Army Materiel
Command



Excess Equipment: *The Rest of the Story!*



This update answers the question of whether maintenance dollars should be used on equipment that will be turned in to DLA.

Should units spend money to bring excess equipment up to -10/20 standards and then turn the equipment in to DLA-DS? The answer is no. But to know whether your equipment is being divested, your command must ask for and receive USAMC's disposition instructions.

When the Army changes its force structure, in addition to when it modernizes, some units are stuck with excess equipment for which they have no authorization. Furthermore, that equipment must be maintained at -10/20 until the unit turns in the equipment for disposal. You can see this future excess situation up to two years in advance of it being applied to your unit's property books.

Army EXORD 008-16's mission is to build readiness by clearing out excess equipment, reducing Army storage costs, and not spending unit maintenance funds on excess equipment.

If your unit has excess equipment, do not delay coordinating with your property book managers to obtain disposition instructions through the Logistics Support Activity's Lead Materiel Integrator Decision Support Tool (DST).

Once DST disposition instructions are received to turn in to DLA-Disposition Services, excess equipment will be turned in "as is," meaning the intent is to not conduct additional repairs on the equipment.

Commanders should only make the repairs and scheduled services needed to get excess equipment safely to the turn-in point.

For further assistance on disposing equipment, go to the DLA Digital Disposal Support Representative's website: <http://www.dla.mil/ddsr>

Details of the turn-in standards are found in FRAGO 1, Equipping, to EXORD 008-16, Army Reorganization: <https://www.milsuite.mil/book/docs/DOC-327639>

PS COMBAT VEHICLES

- Keep Final Drive Sprockets On Track!
- PM Keeps Engine Damage Away
- Wear Normal on New Firing Platforms
- Pin Down Breechblock Problems!
- Stand Plans for Your M242



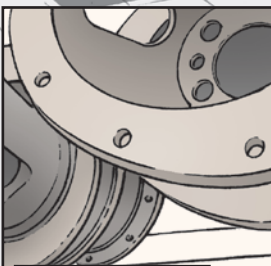
KEEP FINAL DRIVE SPROCKETS ON TRACK!

TIME FOR YOUR SEMI-ANNUAL SERVICES, PAL.

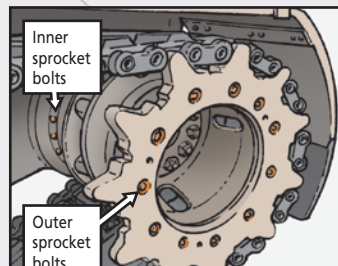
DON'T FORGET TO CHECK MY SPROCKET BOLTS!

MECHANICS, THE FINAL DRIVE HUB SPROCKET'S THREADED BOLT HOLES ON YOUR M88A1 CAN STRIP OR EVEN BREAK IF YOU **DON'T** DO PM.

THAT COULD LEAVE YOUR VEHICLE WITH A **WOBBLY** FINAL DRIVE SPROCKET.



Threaded bolt holes can strip or break...



...if final drive hub sprocket bolts are loose

HERE'S HOW TO KEEP THOSE BOLT HOLES IN GOOD SHAPE AND YOUR FINAL DRIVE SPROCKET ON TRACK...

- During semi-annual PMCS, inspect the final drive hub bolts. Re-torque **loose bolts**, NSN 5306-00-799-7722, to 225-250 lb-ft. **Locking nuts**, NSN 5310-00-225-6408 should be torqued to 70-90 lb-ft.
- Only use those locking nuts once. If they're loose or have to be removed, replace 'em.
- Always use a dab of GAA on the final drive hub sprocket bolts and locking nuts during installation.

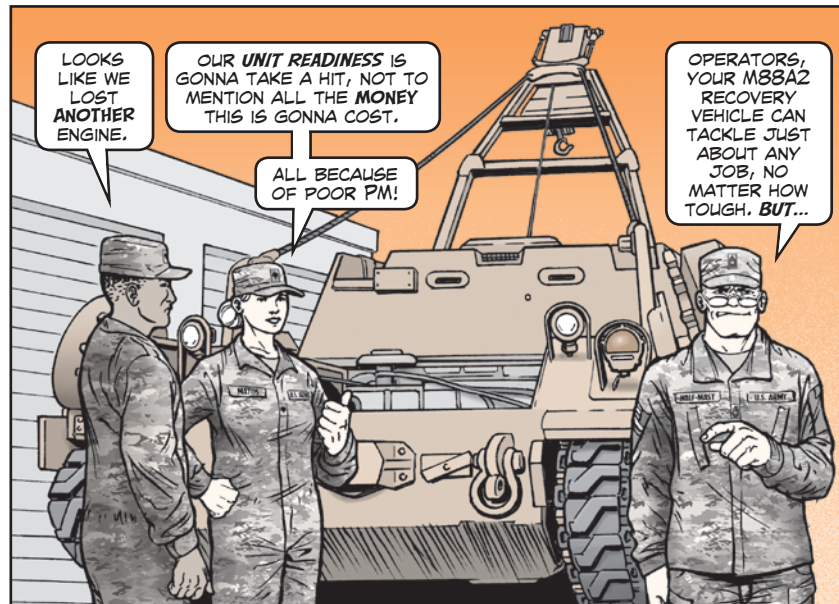
PM Keeps Engine Damage Away

LOOKS LIKE WE LOST ANOTHER ENGINE.

OUR **UNIT READINESS** IS GONNA TAKE A HIT, NOT TO MENTION ALL THE **MONEY** THIS IS GONNA COST.

ALL BECAUSE OF POOR PM!

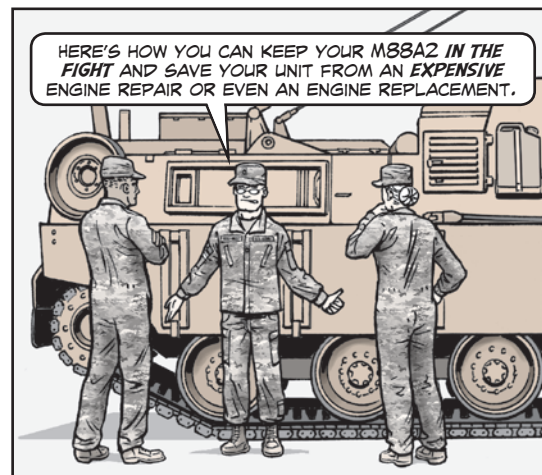
OPERATORS, YOUR M88A2 RECOVERY VEHICLE CAN TACKLE JUST ABOUT ANY JOB, NO MATTER HOW TOUGH. **BUT...**



... IT CAN'T DO ITS JOB IF **YOU** DON'T DO YOUR **JOB OF PROTECTING** THE ENGINE.



HERE'S HOW YOU CAN KEEP YOUR M88A2 **IN THE FIGHT** AND SAVE YOUR UNIT FROM AN **EXPENSIVE** ENGINE REPAIR OR EVEN AN ENGINE REPLACEMENT.



Check Engine Oil Level

DOING THE BASICS, LIKE CHECKING THE ENGINE OIL, IS **CRITICAL**. AN ENGINE THAT'S LOW ON OIL OR OVERFILLED IS A **DISASTER WAITING TO HAPPEN**.

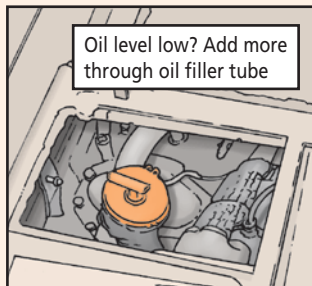
CHECK THE OIL BEFORE AND DURING OPERATIONS.

MAKE SURE YOU DO THE BEFORE CHECK ON LEVEL GROUND AND **ONLY AFTER THE ENGINE HAS BEEN STOPPED FOR AT LEAST TWO HOURS**.

CHECK THE OIL **EVERY EIGHT HOURS DURING EXTENDED OPERATIONS** WITH THE ENGINE RUNNING. VERIFY THE OIL LEVEL WITH THE ENGINE STOPPED AS SOON AS POSSIBLE.

SERVICE, CLEAN OR CHANGE OIL FILTERS, ACCORDING TO THE -13&P TM, WHEN:

- service is recommended by Army Oil Analysis Program (AOAP) laboratory analysis.
- it's been 12 months since the last AOAP-directed oil and filter change.



Air Filter Maintenance

THE AIR CLEANER IS THE **ONLY** SOURCE OF AIR FOR THE ENGINE.

WITHOUT AIR, YOUR VEHICLE'S ENGINE WON'T LAST LONG!

MAKE SURE THE AIR INTAKE SCREENS ARE FREE OF OBSTRUCTIONS LIKE **DIRT, MUD OR LEAVES** THAT **BLOCK** THE FLOW OF AIR THROUGH THE SCREENS.

CLEAN THE FILTER AT LEAST **DAILY**. YOU MIGHT NEED TO CLEAN IT MORE OFTEN DURING OPERATIONS. CHECK OUT THE -10 TM FOR INFO ON CLEANING THE FILTER.

THE AIR CLEANER DUST COVER HAS TO BE REMOVED AND CLEANED **DAILY**, AND MORE OFTEN DURING OPERATIONS.

OPEN THE DUST COVER CAP, REMOVE ANY DUST AND CLEAN WITH A DAMP RAG. MAKE SURE THE FILTER ELEMENT WINGNUT IS TIGHT EACH TIME BEFORE YOU REINSTALL THE DUST COVER.

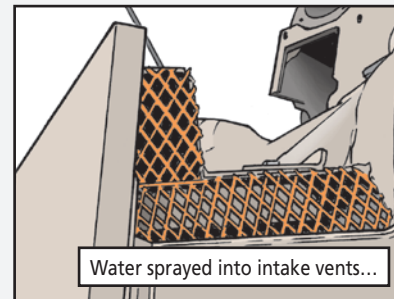
REPLACE OR CLEAN THE FILTER ELEMENT WHEN THE RESTRICTION GAUGE IS **RED**.



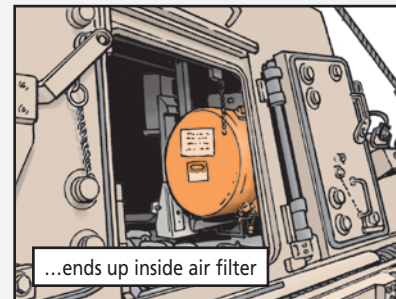
Avoid Water Damage

A **CLEAN** VEHICLE IS A **HAPPY** VEHICLE. BUT SOME OF YOU GO A LITTLE TOO FAR WITH THE SPRAY WHEN YOU HIT THE WASH RACK. **BE SURE TO BALANCE CLEANING YOUR VEHICLE WITH DAMAGE PREVENTION.**

TOO OFTEN, HIGH-PRESSURE WATER IS GETTING SPRAYED IN PLACES IT **SHOULDN'T**. THAT INCLUDES THE AIR FILTER INTAKE VENTS ON BOTH SIDES OF THE VEHICLE.



Water sprayed into intake vents...



...ends up inside air filter

AT THE NEXT STARTUP, THAT WATER GETS SUCKED DIRECTLY INTO THE AIR FILTER WHERE IT SOAKS THE CANISTER. THAT CUTS OFF AIR FLOW AND CAN LOCK UP THE ENGINE.

WHEN CLEANING YOUR VEHICLE, KEEP THE HIGH-PRESSURE WATER **BELOW** THE TRACK LINE.

PQDRs

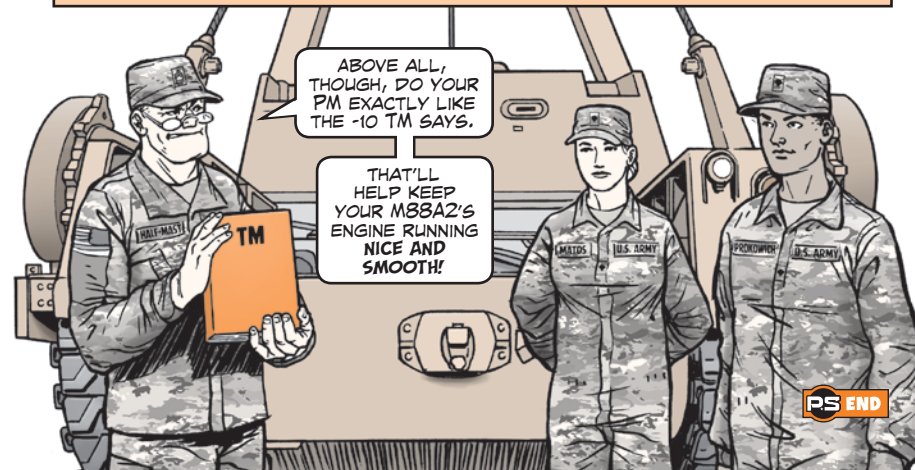
IF YOU FIND SOMETHING **WRONG** WITH A REPLACEMENT PART FOR YOUR VEHICLE'S ENGINE, YOU SHOULD FILE A PRODUCT QUALITY DEFICIENCY REPORT (PQDR). FILE PQDRs THROUGH THE PRODUCT DATA REPORTING AND EVALUATION PROGRAM (PDREP). ACCESS PDREP AT:

<https://www.pdrep.csd.disa.mil/>

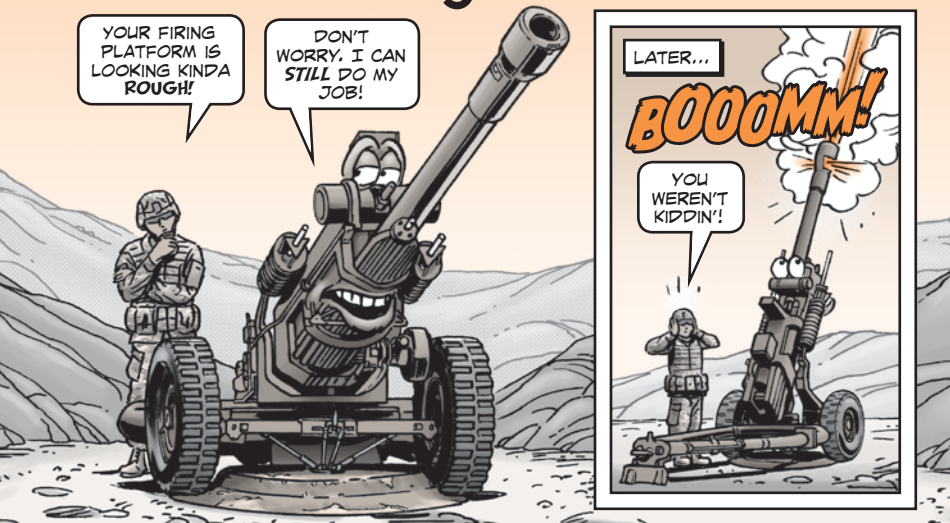
FOR HELP WITH PDREP OR FILING PQDRs, REFER TO AR 702-7 OR CONTACT CUSTOMER SUPPORT AT DSN 684-1690, (207) 438-1690, OR EMAIL:

webptsmh@navy.mil

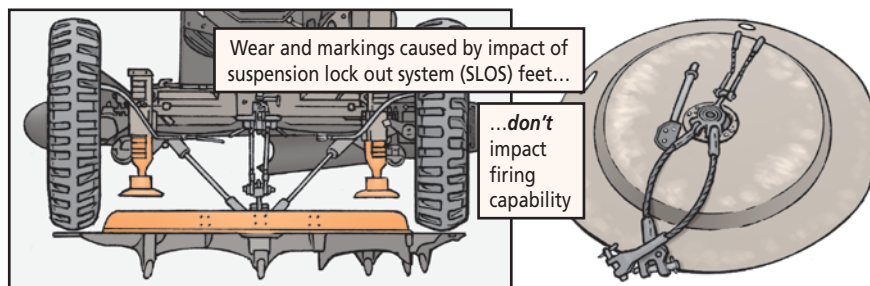
ALSO, BE SURE TO LEAN ON YOUR LOCAL LOGISTICS ASSISTANCE REPRESENTATIVE (LAR) OR FIELD SERVICE REPRESENTATIVE (FSR) ANYTIME YOU HAVE QUESTIONS OR NEED ASSISTANCE. THEY'RE A GREAT RESOURCE AND ARE THERE TO HELP.



Wear Normal on New Firing Platforms



CREWEN, IF YOUR M119A3 TOWED HOWITZER IS RETROFITTED WITH THE FIXED RECOIL SYSTEM AND SUSPENSION LOCK-OUT SYSTEM (SLOS), BE AWARE THAT **PAINT CHIPPING AND SURFACE WEAR ON THE FIRING PLATFORM IS NORMAL.**



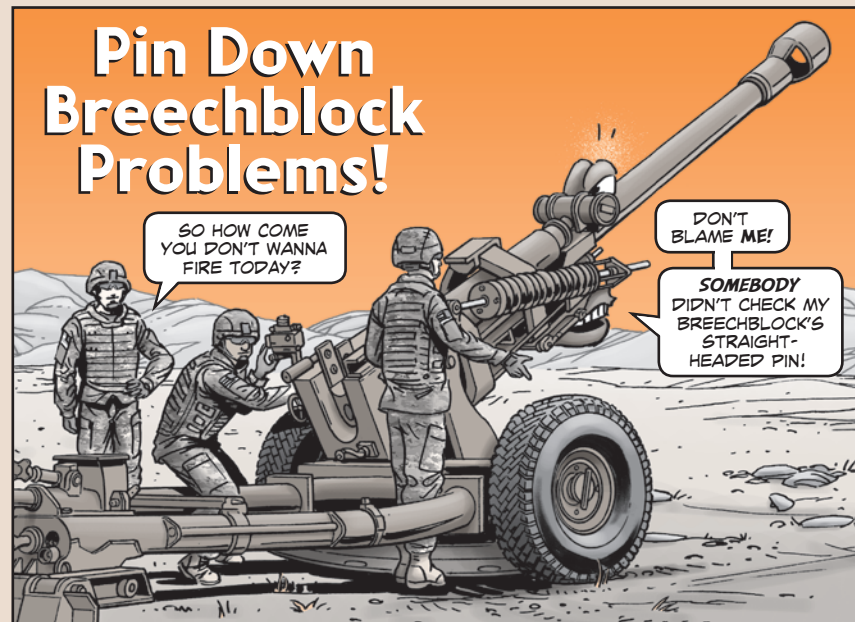
RETROFITTED M119A3s WILL HAVE EITHER AN ALUMINUM FIRING PLATFORM, NSN 1015-01-540-1245, OR A TITANIUM FIRING PLATFORM, NSN 1015-01-620-6129.

SURFACE WEAR CAUSED BY THE SLOS FEET DURING FIRING IS NORMAL AND DOESN'T AFFECT YOUR HOWITZER'S MISSION CAPABILITY.

YOU STILL NEED TO CLOSELY INSPECT THE FIRING PLATFORM AS A REGULAR PART OF PM.

CHECK OUT THE FULL SCOOP ON INSPECTING THE ALUMINUM FIRING PLATFORM IN TM 9-1015-252-24 (NOV 12) AND THE TITANIUM FIRING PLATFORM IN TM 9-1025-260-24 (MAY 13, W/CH 1, JAN 15).

Pin Down Breechblock Problems!

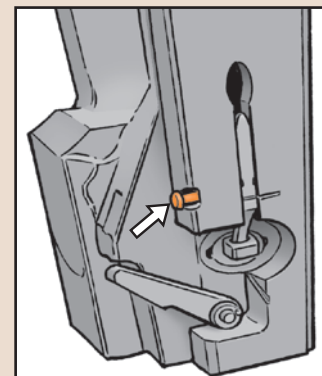


CREWEN, WHEN REMOVING OR INSTALLING YOUR M119A2/A3 TOWED HOWITZER'S BREECHBLOCK, MAKE SURE THE STRAIGHT HEADED PIN IS IN PLACE. THE PIN CAN WEAR OVER TIME CAUSING IT TO FALL OUT WHEN THE BREECHBLOCK IS REMOVED OR INSTALLED. THIS CAN ALSO HAPPEN IF THE COATING ON THE PIN IS REMOVED.



This is more likely to happen to the M119A2 and the M119A3 with the new breechblock design.

A new straight headed pin design is in the works. To prevent this from happening to your howitzer, keep your eye on it during disassembly and maintenance of the breechblock and make sure the pin is installed prior to installing the breechblock.



ALSO, DON'T REMOVE THE PIN'S COATING BECAUSE THAT **INCREASES** THE CHANCE OF IT FALLING OUT!

IF YOUR HOWITZER'S STRAIGHT HEADED PIN IS **MISSING**, ORDER A NEW ONE WITH NSN 5340-01-342-5085.

PS END

M2/M3-Series Bradley...

Stand Plans for Your M242

WE'VE GOT TO GET THESE PLANS! I'M TIRED OF LYING ON THE FLOOR.

Dear Half-Mast,

We know it's not good to lay the M242 gun's receiver on the floor or stand the barrel against a wall. That's how parts like the 14-pin connector get damaged. We've seen some Bradley units who have stands to set their M242s on. Is there an NSN for the stand?

SGT D.T.

Plans help you build stand for storing M242

Dear Sergeant,

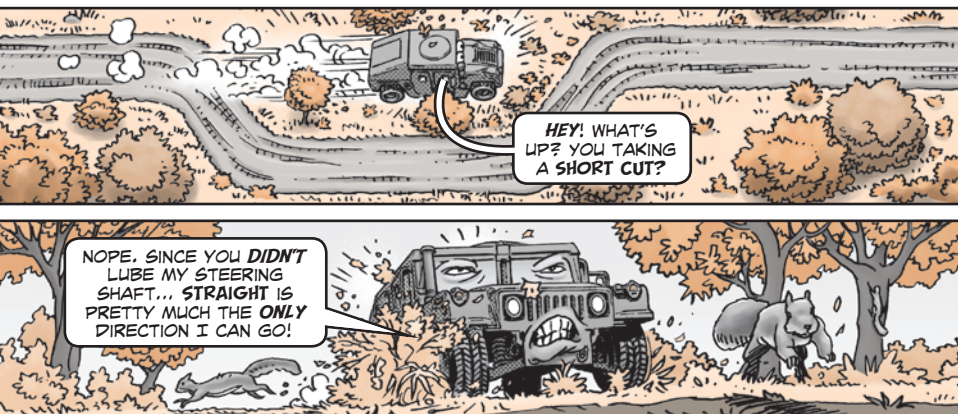
There is no NSN, but TACOM has provided plans to PS for making the stand. If you would like a copy, email: usarmy.redstone.logsa.mbx.psmag@mail.mil

Half-Mast

PS TACTICAL VEHICLES

- No Lube
- A Steering Stopper
- Access Granted!

HMMWV... **NO LUBE A STEERING STOPPER**



THE PRINCIPLE BEHIND YOUR HMMWV'S STEERING WHEEL IS PRETTY SIMPLE: **YOU JUST TURN IT IN THE DIRECTION YOU WANT TO GO.**

BUT THINGS GET A LOT MORE COMPLICATED WHEN YOU **FORGET TO LUBE** THE INTERMEDIATE STEERING SHAFT!

WITHOUT LUBE, THE STEERING SHAFT **BINDS**. THOSE SIMPLE LEFT AND RIGHT TURNS AREN'T SO EASY ANYMORE. THAT'S **REAL BAD NEWS** IF YOU'RE TOOLING DOWN THE ROAD AND ENTERING A **CURVE!**

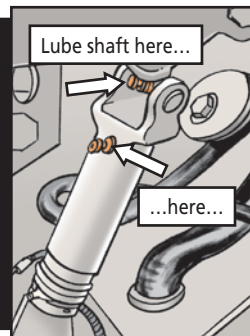
KEEP THE STEERING WHEEL **TURNING** DURING NORMAL OPERATIONS BY LUBING THE INTERMEDIATE STEERING SHAFT. CLEAN EACH OF THE FITTINGS TO REMOVE DIRT AND OLD GREASE, LUBE WITH GAA ANNUALLY OR EVERY 3,000 MILES, WHICHEVER COMES FIRST. WHEN DRIVING CONDITIONS ARE SEVERE OR ABNORMAL, SERVICE THE LUBE FITTINGS EVERY 1,000 MILES.

MAKE SURE YOU PUMP IN ENOUGH GREASE TO PURGE AIR AND DIRT. IF ONE OR MORE OF THE FITTINGS WON'T PURGE, TRY SHAKING AND ROTATING THE SHAFT TO LOOSEN THE OLD GREASE. IF THE PROBLEM PERSISTS, TAP THE SHAFT WITH A RUBBER Mallet.

DON'T FORGET THAT THE SHAFT HAS **THREE LUBE POINTS!**

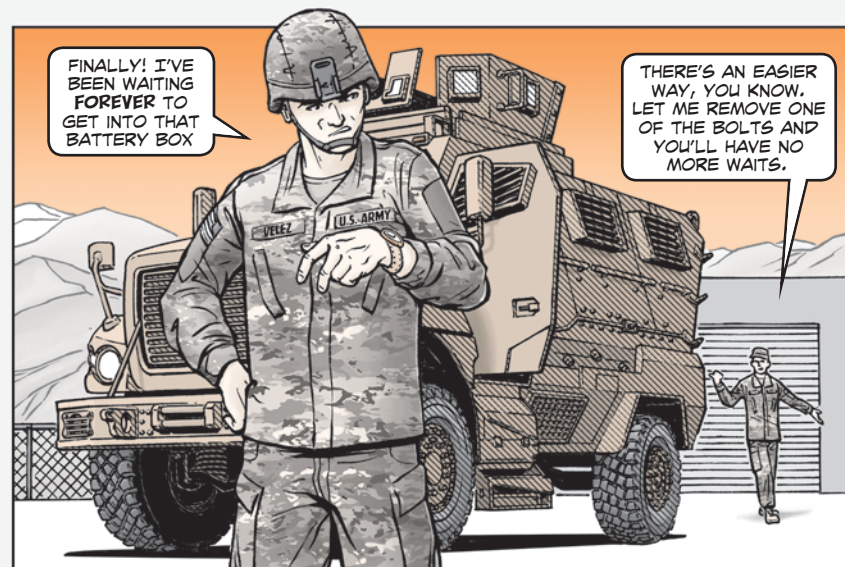
THE ONE ON THE SHAFT AND THE ONE ON THE TOP KNUCKLE OF THE U-JOINT USUALLY GET LUBED. THE ONE THAT **GETS MISSED** IS ON THE LOWER KNUCKLE, WHICH IS BLOCKED FROM ABOVE BY THE ALTERNATOR.

GET UNDER THE TRUCK AND HAVE SOMEONE TURN THE STEERING WHEEL UNTIL YOU CAN GET A GOOD SHOT AT THE FITTING.



M1235A4/A5 MaxxPro Dash ISS w/OGPK/CROWS...

ACCESS GRANTED!



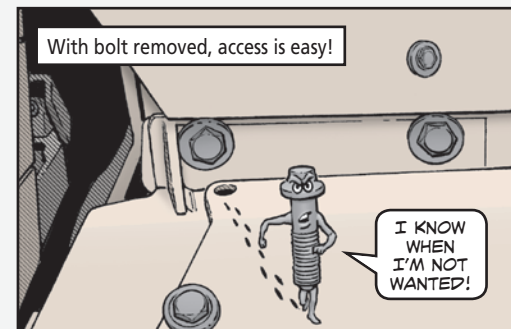
Operators, some procedures in TM 9-2355-441-10 require access to your MaxxPro Dash ISS MRAP's battery box or fuel cover. Unfortunately, that means calling in a mechanic. You can't get in by yourself because of the hardware that has to be removed. That can be a pain for you and your mechanic.

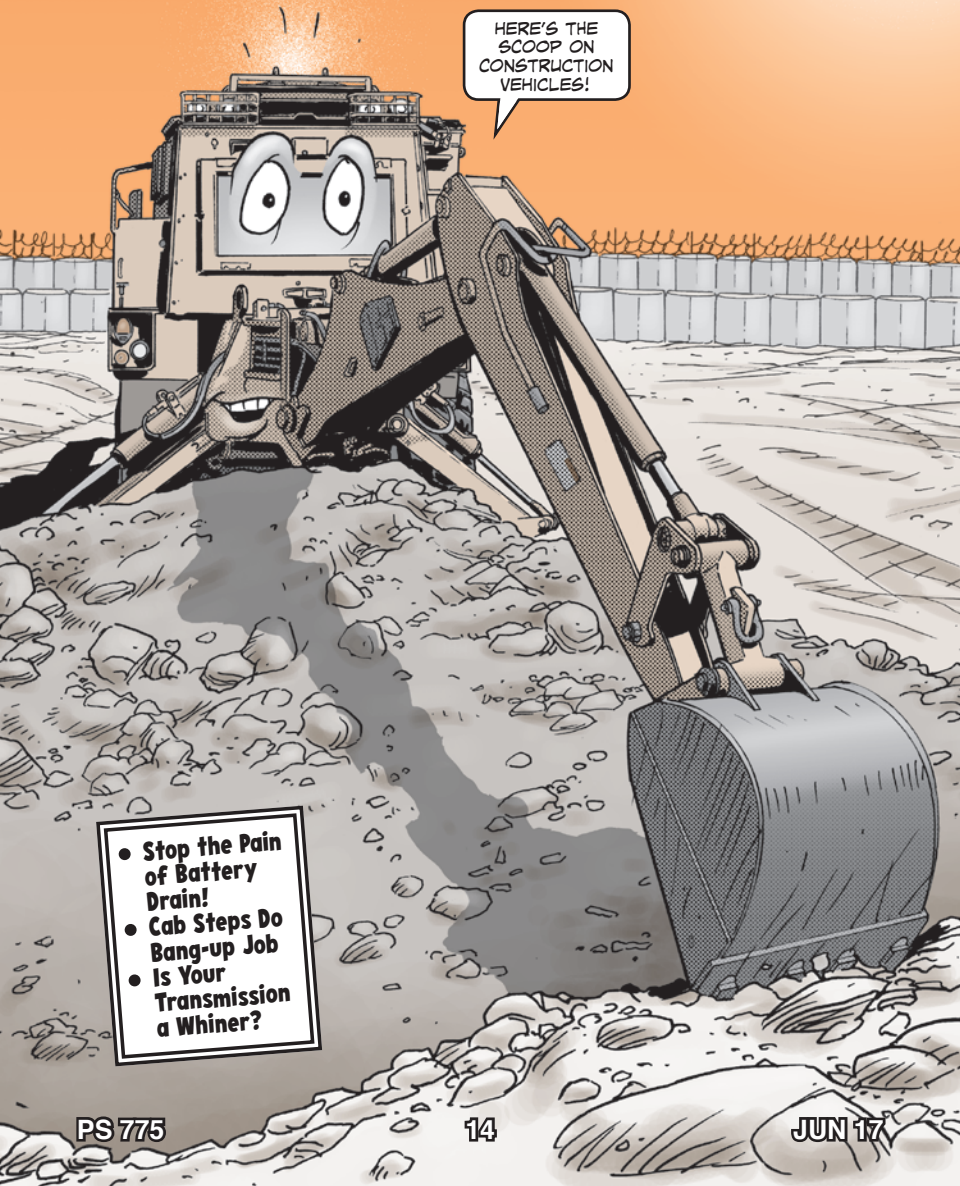
So instead, get him to remove the top-rear bolt on both the battery box and fuel tank access cover. That's all it takes!

With the bolt removed, you'll be able to get at the battery box and fuel cover without help. And removing the bolts won't affect the durability and survivability of the MaxxPro vehicles.

For more details, check out TACOM MA #16-041:

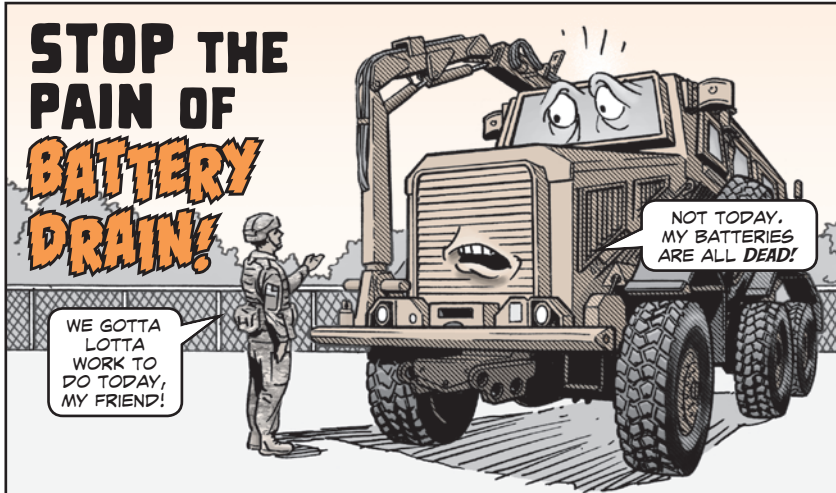
<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MA16-041.html>





HERE'S THE SCOOP ON CONSTRUCTION VEHICLES!

- Stop the Pain of Battery Drain!
- Cab Steps Do Bang-up Job
- Is Your Transmission a Whiner?



STOP THE PAIN OF BATTERY DRAIN!

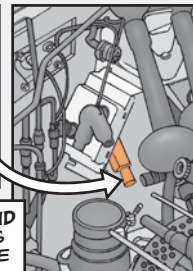
WE GOTTA LOTTA WORK TO DO TODAY, MY FRIEND!

NOT TODAY, MY BATTERIES ARE ALL DEAD!

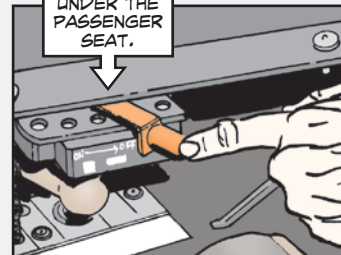
IT'S **NO SECRET** THAT THE ELECTRONICS INSIDE THE M1272 BUFFALO HAVE A **BAD HABIT** OF RUNNING THE VEHICLE'S BATTERIES DRY. AND THOSE BATTERIES CAN LOSE THEIR CHARGE IN JUST A WEEK!

NO JUICE MEANS A SLAVE START OR YOU'LL BE GOING **NOWHERE AT ALL**. SO AFTER THE DAY'S RUN, USE THE **TWO BATTERY DISCONNECT SWITCHES** TO PROTECT THOSE BATTERIES.

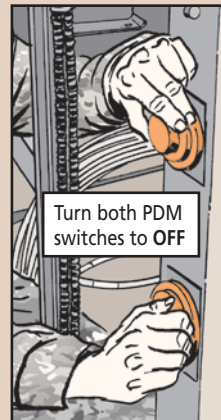
YOU'LL FIND THE **FIRST SWITCH** UNDER THE HOOD ON THE DRIVER'S SIDE OF THE VEHICLE.



THE **SECOND SWITCH** IS INSIDE THE VEHICLE UNDER THE PASSENGER SEAT.



WHILE YOU'RE AT IT, MAKE SURE THE #1 AND #2 POWER DISTRIBUTION MODULE (PDM) SWITCHES ARE TURNED TO THE **OFF** POSITION. THAT TURNS OFF **ALL** POWER TO COMMO GEAR.

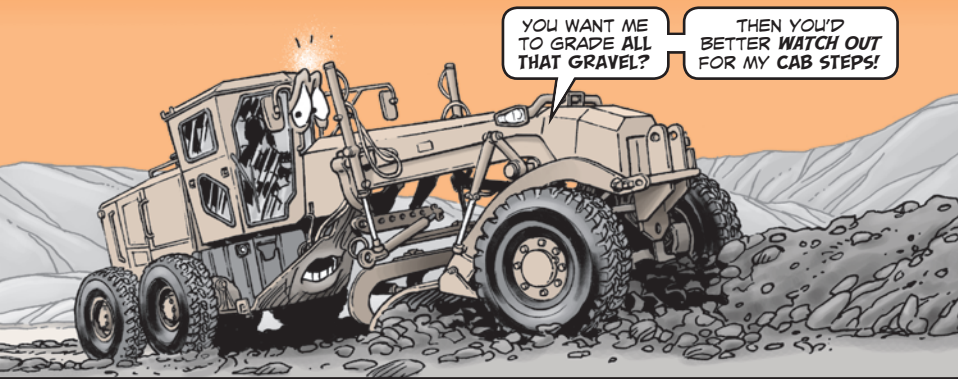


Turn both PDM switches to **OFF**

YOU'LL FIND THE PDM SWITCHES INSIDE THE BACK OF THE VEHICLE.



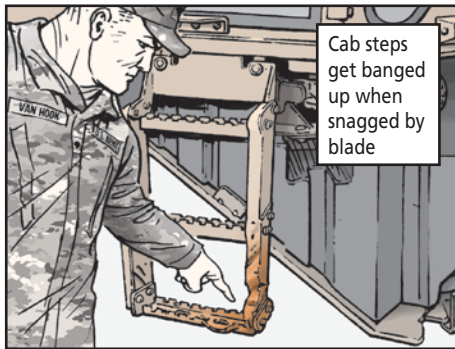
CAB STEPS DO BANG-UP JOB



THE STEP ASSEMBLY THAT HANGS BELOW THE CAB ON YOUR 120M ROAD GRADER DOES A **BANG-UP JOB**... AT LEAST UNTIL IT GETS **SNAGGED** BY THE END OF THE BLADE.

THAT CAN HAPPEN WHENEVER THE BLADE IS RAISED, SET TO CUT A V-DITCH, OR TURNED FOR GRAVEL. THEN IT'S THE STEPS THAT GET **BANGED UP!**

THE RUBBER VERTICAL RAILS HANDLE THE ABUSE PRETTY WELL. BUT THE METAL STEPS CAN GET CRUSHED. SO WHEN POSITIONING THE BLADE, MAKE SURE THE STEPS **AREN'T** IN THE WAY.



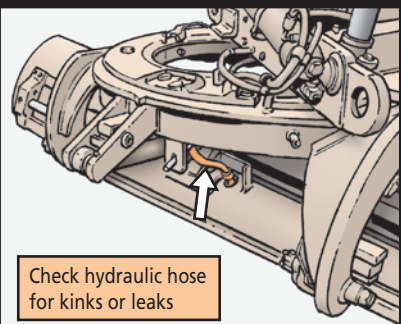
Circle Drive Hydraulic Hose

ANOTHER AREA TO WATCH OUT FOR IS THE HYDRAULIC HOSE THAT MOUNTS INTO THE CIRCLE DRIVE'S BLADE SIDE-SHIFT CYLINDER.

THIS EXPOSED HOSE GETS KNOCKED AROUND PRETTY REGULARLY. THAT CAN RESULT IN OIL FLOW RESTRICTION OR A HYDRAULIC LEAK.

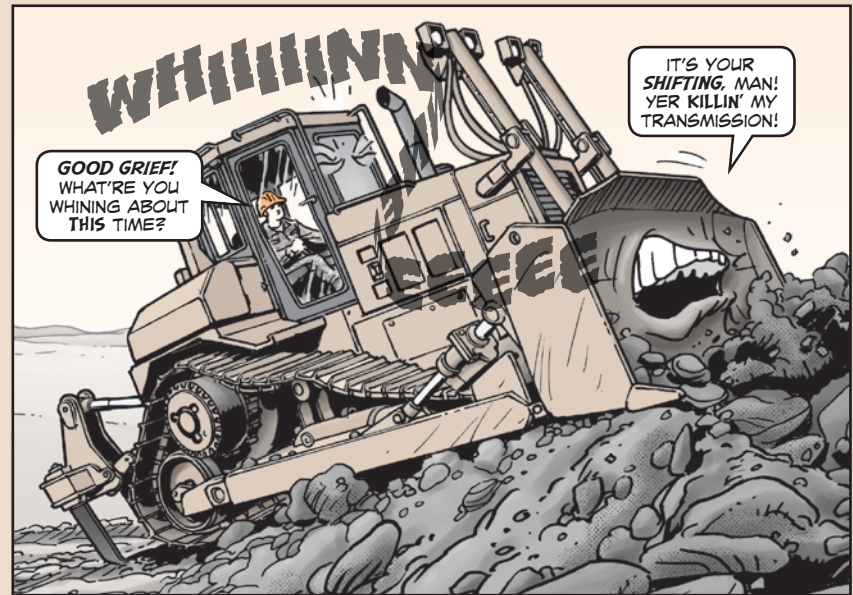
THING IS, YOU PROBABLY WON'T NOTICE IT **UNLESS YOU CROUCH DOWN TO LOOK!**

SO DURING YOUR MORNING INSPECTIONS, **EYEBALL THE HOSE FOR ANY DENTS OR LEAKS. IF YOU FIND ANY PROBLEMS, TELL YOUR MECHANIC ABOUT IT NOW!**



Check hydraulic hose for kinks or leaks

Is Your Transmission A Whiner?



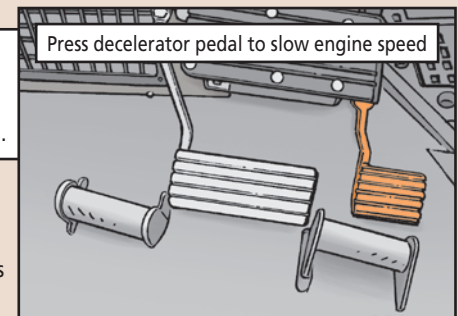
Operators, your D7R II dozer just pushed a load of dirt out of the way and you're heading back for more. But when you slam the gears into reverse to move out, you hear something loud and whining. Uh-oh! Is that the transmission?

Every time you shift in or out of reverse without reducing engine speed, you put unnecessary strain on the dozer's transmission. That's a sure way to shorten its life.

Want to know how to change that tune?

Here's how:

1. While your dozer's still on the move, press down on the decelerator pedal. That slows engine speed without changing the governor control setting.
2. Stop your dozer dead in its tracks.
3. Shift in or out of reverse.
4. Ease up on the decelerator pedal. That speeds up the engine and returns it to the governor control setting.

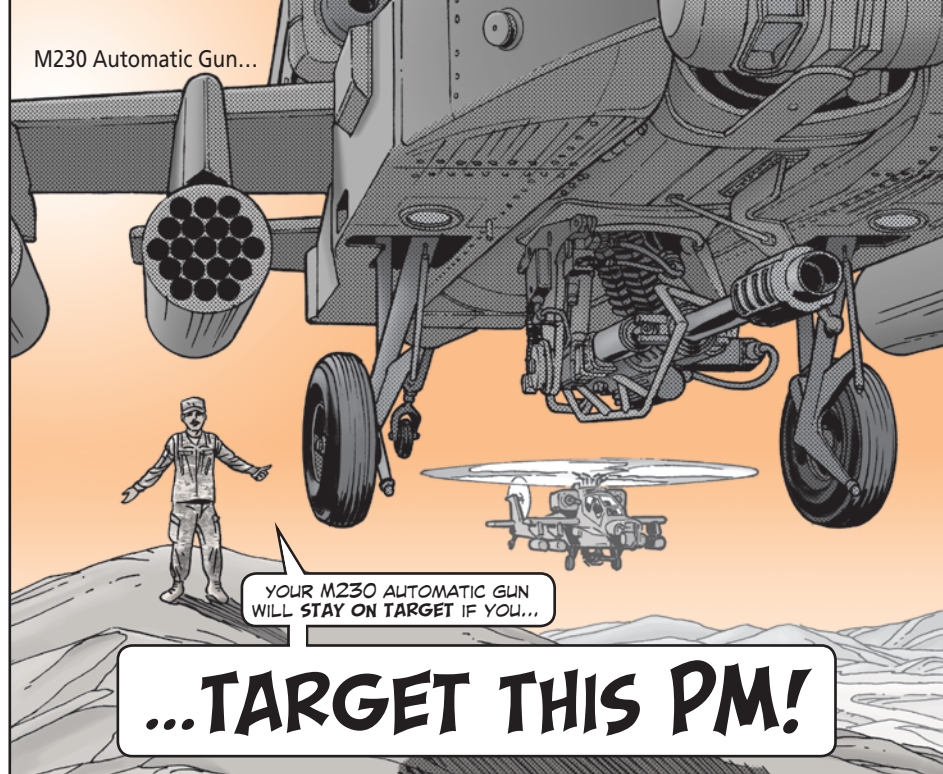




- **Target This PM!**
- **Turn in Unserviceable AH-64 Main Rotor Blades**
- **Apache Support Actuators Needed ASAP!**
- **Get Maintenance Stand Replacement Part**
- **Issues with UH-60 Armament Protection Kits**
- **Trouble with H-60M Igniters?**
- **It Takes Two for a Safe Lift**
- **The Right Tool for the Job**
- **Got M144 Mounts? Then Listen Up!**

PS AVIATION

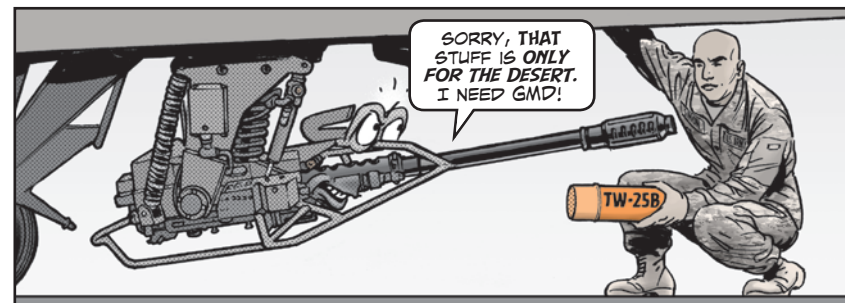
M230 Automatic Gun...



...TARGET THIS PM!

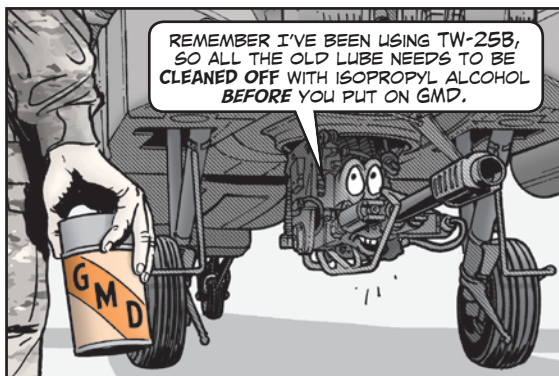
Use GMD (grease, molybdenum disulfide)...*unless you're in the desert.* Some units have gotten the idea TW-25B is a much better lubricant than GMD. Not true! GMD holds up much better to the intense heat the M230 produces. But if you're shooting in the desert, it's a different story. TW-25B attracts much less sand than GMD.

Units can't decide on their own, though, to use TW-25B. TACOM must approve. Your TACOM LAR can help get authorization.

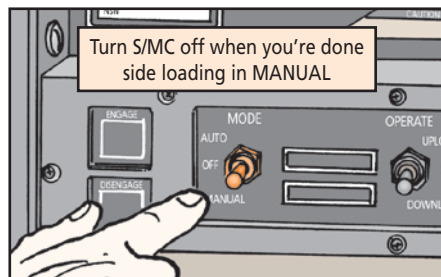


Anytime you change lubes, you must **completely** clean off the old lube with isopropyl alcohol. Lubers don't mix. They cause each other to break down.

Whatever you use, take it to the field. You don't want the lube sitting on the shelf when your M230 needs it miles away.

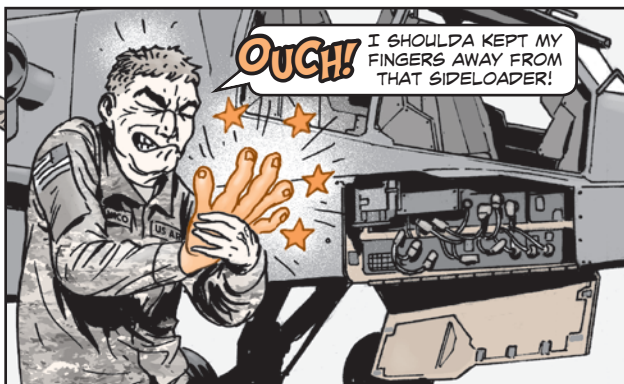


Load like this. AUTOMATIC mode should always be used. It's much safer for your fingers and for the loading system itself than using MANUAL. If you must use MANUAL because AUTOMATIC isn't working, make sure to turn off the sideloader/magazine controller (S/MC) when you're done. Otherwise, the ammo handling system can be damaged.



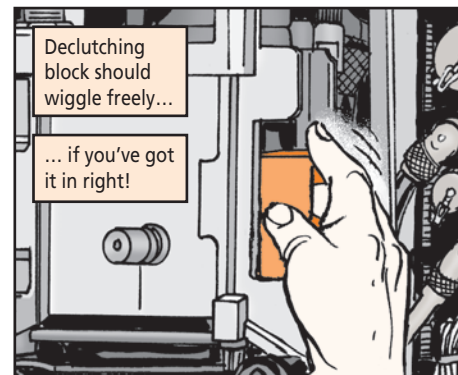
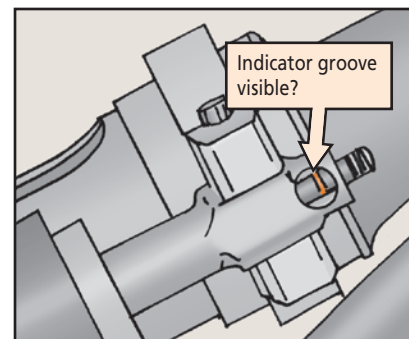
KEEP YOUR FINGERS AWAY FROM THE SIDeloader WHILE LOADING. AND **DON'T WEAR GLOVES**. THEY CAN CATCH IN THE LOADER AND SUCK YOUR WHOLE HAND IN.

BEFORE YOU FIRE, MAKE SURE THE GATE IS OPEN IN THE RUN POSITION. OTHERWISE, THE ROUNDS WILL **SNAP** THE GEAR ON THE BOTTOM OF THE LOADER.



Check the recoil adapter viewing hole for the correct amount of damping fluid.

Just look for the indicator groove in the viewing hole. If it's there, you're good. If not, you need to add or drain fluid per the Apache IETM to prevent damage. Remember to change the O-ring when you add or drain fluid. That prevents leaks. Be aware drastic temperature changes change the damper fluid level. So the level may be good one day, but low or high the next even though the M230 hasn't been fired.



Careful with the sideloader declutching block. Put it in wrong and the guide for the ammo tray gets bent. 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, make sure the guide is positioned in the block groove.



Turn in Unserviceable AH-64 Main Rotor Blades

If you have unserviceable Apache main rotor blades around the hangar, turn them in to:
Plant 7015/RIC B52,
Corpus Christi Army Depot,
TX 78419-5255

The blades are experiencing high wash out caused by "soft" trailing edges. Check for these NSNs and turn in all P/N configurations:

1615-01-332-0702
1615-01-553-2853
1615-01-310-4978
1615-01-415-6397
1615-01-330-5098

Apache Support Actuators Needed ASAP!

Mechanics, check your area and your shops for unserviceable Apache support actuator assemblies, NSN 1615-01-527-3781 (PN 7-311525062-19).

Turn them in for repair to:
Plant 7001/RIC BR4
Red River Army Depot
TX 75507

GET MAINTENANCE STAND REPLACEMENT PART

WHY DIDN'T YOU SET THE BRAKES?!

ME?! WHY DIDN'T YOU?

IT'S 'CAUSE MY CASTERS DIDN'T COME WITH BRAKES!

Dear Sergeant Blade,
I've been trying to find the caster assembly with the lockable brake for the B-1 maintenance stand, NSN 1730-00-390-5618.

I ordered the caster, NSN 5340-01-433-1939, listed as Item 18 in WP 0031 00 of TM 1-1730-201-13&P. However, all I got was the caster without the brake. Can you tell me where I can get the whole caster with the brake assembly?

SGT J.A.K.

WE SURE CAN, SERGEANT! GET THE CASTER WITH THE BRAKE/LOCK ASSEMBLY WITH NSN 5340-01-453-0784 (PN A-A-5516-SPBL).

THE AGSE HEADSHED IS IN THE PROCESS OF UPDATING THE TM WITH THIS NEW NSN AND TO ADD THE ARMY AS A USER.

Get caster with brake assembly with NSN 1730-00-390-5618

TO KEEP CURRENT ON AGSE INFORMATION, OR TO ASK QUESTIONS ABOUT MAINTENANCE OR PARTS, GO TO THE JTDI WEBSITE: <https://www.jtdi.mil>
AFTER YOU LOG IN WITH YOUR CAC, CLICK THE MY SITES TAB. THEN CLICK THE AGSE TAB ON THE DROPPDOWN MENU.

When You Need Help

THE AGSE HELP TICKET LINK IN THE AGSE SECTION OF THE JTDI WEBSITE ALLOWS YOU TO SUBMIT AN EQUIPMENT-SPECIFIC QUESTION DIRECTLY TO A SUBJECT MATTER EXPERT.

YOU'LL GET AUTOMATIC EMAIL UPDATES ON THE PROGRESS OF YOUR INQUIRY.

THE AGSE HELP TICKET LINK IS IN THE UPPER RIGHT-HAND CORNER OF THE AGSE PAGE. YOU CAN ACCESS IT DIRECTLY AT:
<https://agse.peoavn.army.mil>

I SURE AM GLAD WE WERE ABLE TO GET SOME CASTERS WITH BRAKES!

ME, TOO. I GET MORE THAN ENOUGH EXERCISE AT PT!

Issues with UH-60 Armament Protection Kits

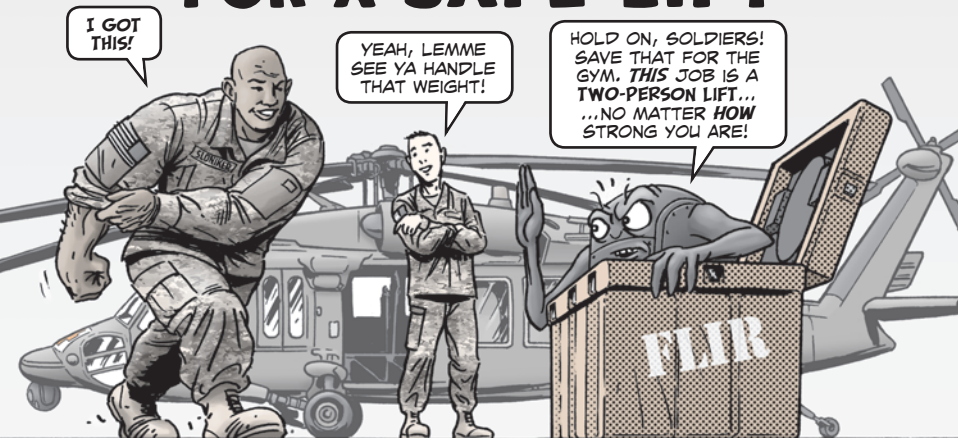
If you currently have an Enhanced Ballistic Armament Protection System (EBAPS) kit installed on a UH-60 aircraft and you are flying under AWR 1752, contact the Utility Helicopter headshed. These kits need to have a part number change applied **now!**

Contact Joe Ingram (256) 313-2483, email: joseph.a.ingram4.civ@mail.mil or Kristi Newby, (256) 313-1148, email: kristi.m.newby2.ctr@mail.mil They will instruct you on the part number change by email.

Trouble with H-60M Igniters?

Mechanics, are you having difficulty separating the T700-GE-701D engine igniter from the electrical lead? If so, the AMCOM headshed wants you to send an email to report the engine serial number and amount of time the igniter has been installed. Send your email to Michael Weist at: michael.e.weist2.ctr@mail.mil

IT TAKES TWO FOR A SAFE LIFT



MECHANICS, SOME OF YOU CAN DEAD LIFT SOME HEAVY WEIGHTS IN THE GYM. BUT JUST BECAUSE YOU'RE **ARMY STRONG DOESN'T** MEAN YOU SHOULD **SINGLE-HANDEDLY** REMOVE THE 100-POUND STAR SAFIRE II FORWARD LOOKING INFRARED (FLIR) SENSOR.

NO MATTER HOW STRONG YOU ARE, YOU NEED TO GRAB A BUDDY WHEN REMOVING THE FLIR FROM YOUR HELICOPTER.

IT TAKES TWO PEOPLE TO REMOVE AND INSTALL IT SAFELY.

AND YOU **MUST** USE THE CARRYING HANDLES FROM THE SHIPPING CONTAINER.

PLACE A CUSHION ON THE FLOOR TO REST THE FLIR ON AFTER REMOVAL. THEN PLACE IT IN ITS SHIPPING CONTAINER FOR SECURITY AND PROTECTION.

JUST BE CAREFUL **NOT TO BUMP IT** AGAINST THE GROUND OR ANYTHING ELSE WHILE REMOVING IT.

EVEN A SMALL BUMP MEANS DELICATE INTERNAL PARTS GET **DAMAGED.**

IF THAT HAPPENS, REPAIR OPTIONS ARE **LIMITED**. IN MOST CASES, A **DAMAGED** FLIR MEANS TURNING IT INTO SUPPLY AND ORDERING A **NEW ONE**. SO AVOID MISHAPS AND...

...HANDLE THE FLIR WITH CARE!

THE HH-GOM FLIR IS IN WP 1373 OF TM 1-1520-280-23&P IN IETM EM 0284 (APR 16).

THE HH-GOL FLIR IS IN WP 1578 OF TM 1-1520-237-23&P IN IETM EM 0013 (APR 16).

IF YOU HAVE QUESTIONS OR NEED HELP, CONTACT PEO AVIATION'S DAVID CREECH AT (256) 842-1176 OR EMAIL: david.w.creech4.ctr@mail.mil

The Right Tool for the Job

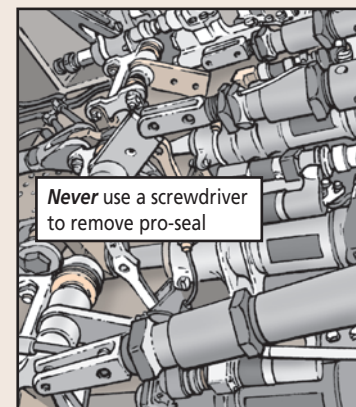


Mechanics, good preventive maintenance includes using the right tool to remove pro-seal from Black Hawk parts. Using the wrong tool can damage your aircraft and its components.

When removing components on the hydraulic deck of your aircraft, your first step is to scrape off the old pro-seal. That can be a real exercise in muscle power.

The knee jerk reaction is to grab a sturdy screwdriver or some other tool to start chipping away at the hardened pro-seal. Bad idea! Using screwdrivers to scrape off pro-seal leads to punching holes in sheet metal and damaged parts. So don't do it!

The correct way to remove pro-seal is with a non-metallic scraper. The correct way isn't always the easiest, but it's up to you to do maintenance right.



HERE ARE A COUPLE OF IDEAS ON HOW TO MAKE A SCRAPER:

- Cut a piece of 1/4-in thick plexiglass to 1-in wide x 3-in long. Grind one end of the plexiglass to a 45-degree angle.
- Another way is to use an old tail rotor outboard retention plate teflon shim and cut it the same way.

Got M144 Mounts? Then Listen Up!

AVIATION UNITS, IF YOU HAVE M144 OR M24 MOUNTS ON YOUR AIRCRAFT, NOTE THESE CHANGES.

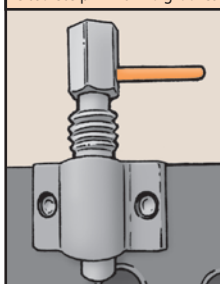
M144 Ammo Can Pin Replaced

MWO 9-1005-262-23-1 ADDED A 400-ROUND AMMO CAN.

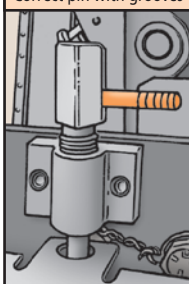
BUT UNFORTUNATELY, THE PIN THAT HELD THE AMMO CAN IN PLACE **DIDN'T** STAY IN PLACE, WHICH LET THE CAN COME OFF THE MOUNT ENTIRELY. SO THE PIN WAS **REPLACED** WITH ONE THAT DOES THE JOB.

NOT **ALL** THE OLD PINS HAVE BEEN REPLACED. CHECK ALL YOUR M144S FOR THE NEW PIN, WHICH HAS **GROOVES**. IF YOU FIND A PIN WITH **NO GROOVES**, IT NEEDS TO BE **REPLACED**. CONTACT YOUR TACOM LAR TO GET THE CORRECT PIN.

Obsolete pin with no grooves



Correct pin with grooves



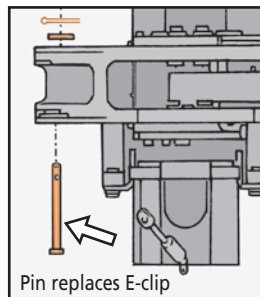
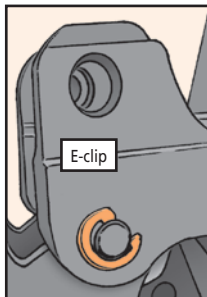
M144 E-clip

THE CRADLE TO THE PINTLE ON M144 MOUNTS USES AN E-CLIP AND PIN FOR INSTALLATION.

THIS IS BEING CHANGED TO:

- a cotter pin, NSN 5315-00-234-1863
- a flat washer, NSN 5310-01-396-1761
- a retaining pin (Forward lower), NSN 5315-01-562-1875

UNITS CAN CONTINUE TO USE THE E-CLIP UNTIL IT WEARS OUT OR ORDER THE NEW PARTS NOW.



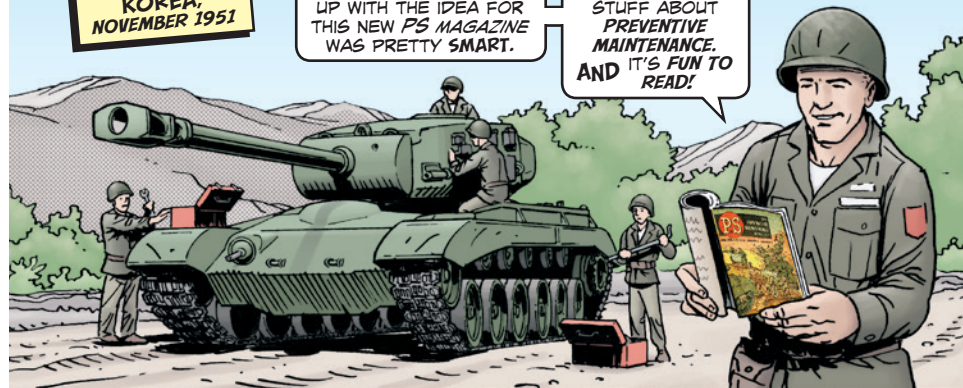
QUESTIONS? CONTACT YOUR LOCAL TACOM LAR OR CALL (586) 282-1369 OR EMAIL: james.c.mathews16.civ@mail.mil

AS TIMES CHANGE, SO DOES PS!

KOREA, NOVEMBER 1951

BOY, WHOEVER CAME UP WITH THE IDEA FOR THIS NEW PS MAGAZINE WAS PRETTY SMART.

LOTS OF GOOD STUFF ABOUT PREVENTIVE MAINTENANCE. AND IT'S FUN TO READ!



YEP! ALL THE LATEST, GREATEST PM INFO RIGHT HERE IN A LITTLE COMIC BOOK!

WONDER WHAT THE ARMY WILL COME UP WITH NEXT?

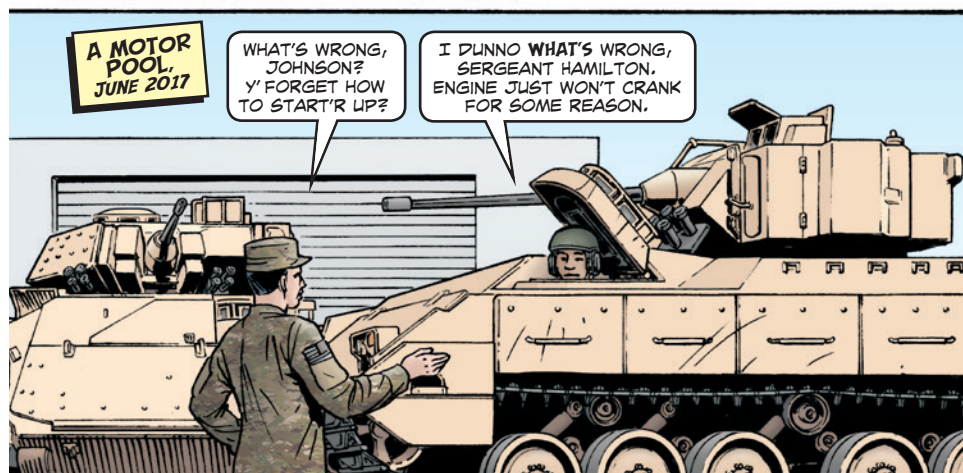
I HOPE IT'S NEW BOOTS!

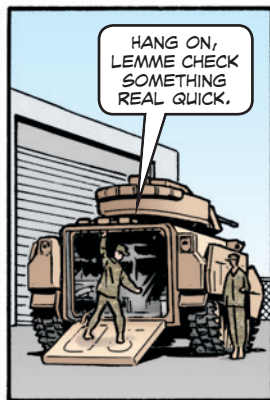


A MOTOR POOL, JUNE 2017

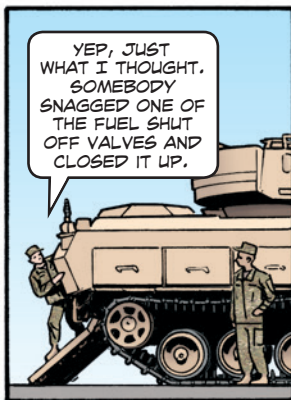
WHAT'S WRONG, JOHNSON? Y' FORGET HOW TO START'R UP?

I DUNNO WHAT'S WRONG, SERGEANT HAMILTON. ENGINE JUST WON'T CRANK FOR SOME REASON.





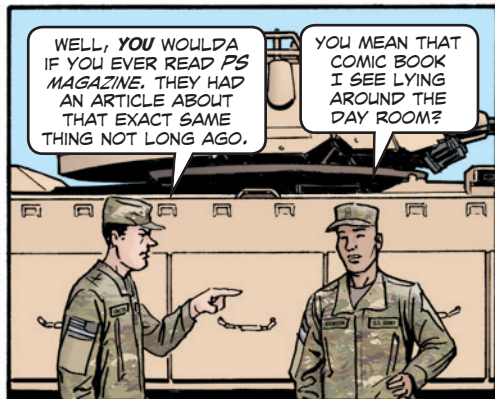
HANG ON, LEMME CHECK SOMETHING REAL QUICK.



YEP, JUST WHAT I THOUGHT. SOMEBODY SNAGGED ONE OF THE FUEL SHUT OFF VALVES AND CLOSED IT UP.



HUH! WHO WOULD'A EVER THOUGHT OF CHECKING FOR THAT?



WELL, *YOU* WOULD'A IF YOU EVER READ *PS* MAGAZINE. THEY HAD AN ARTICLE ABOUT THAT EXACT SAME THING NOT LONG AGO.

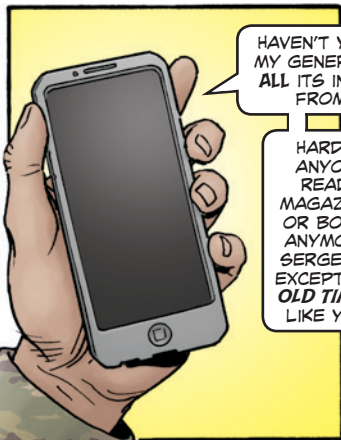
YOU MEAN THAT COMIC BOOK I SEE LYING AROUND THE DAY ROOM?



YEAH, THAT 'COMIC BOOK.'

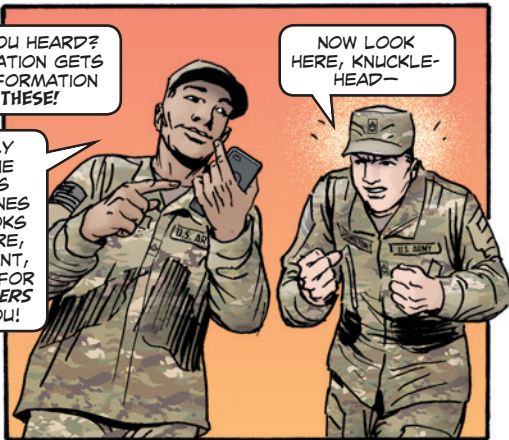


THERE'S ACTUALLY A TON OF GOOD INFO IN *PS*. BUT YOU HAVE TO READ IT TO GET ANYTHING OUT OF IT!



HAVEN'T YOU HEARD? MY GENERATION GETS ALL ITS INFORMATION FROM THESE!

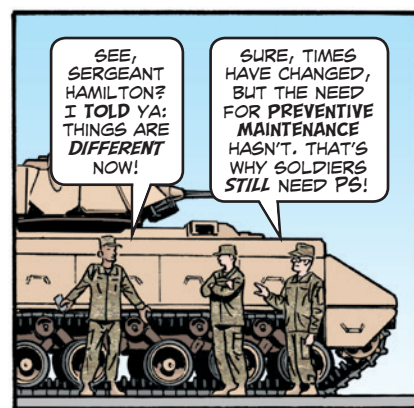
HARDLY ANYONE READS MAGAZINES OR BOOKS ANYMORE, SERGEANT, EXCEPT FOR OLD TIMERS LIKE YOU!



NOW LOOK HERE, KNUCKLE-HEAD—



PRIVATE JOHNSON IS RIGHT. THE WAY INFORMATION IS SHARED HAS *CHANGED* QUITE A BIT SINCE YOU AND I WERE YOUNG SOLDIERS LIKE HIM.



SEE, SERGEANT HAMILTON? I TOLD YA: THINGS ARE *DIFFERENT* NOW!

SURE, TIMES HAVE CHANGED, BUT THE NEED FOR PREVENTIVE MAINTENANCE HASN'T. THAT'S WHY SOLDIERS *STILL* NEED *PS*!



PS IS STILL HERE, JUST CHANGING SO SOLDIERS CAN CONTINUE TO RELY ON US, AS THEY HAVE FOR A VERY LONG TIME.



WHADDYA MEAN *PS* IS *CHANGING*? NOT SURE I LIKE THE SOUND OF THAT!

DON'T WORRY!



I THINK YOU'LL LIKE WHERE WE'RE HEADED. YOU TWO COME WITH ME AND I'LL SHOW YOU WHAT I MEAN.

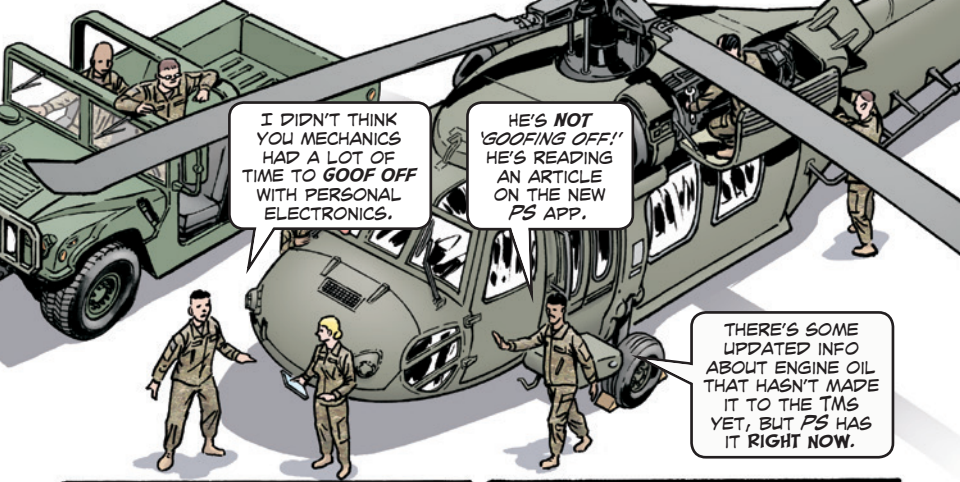


PS 775



29

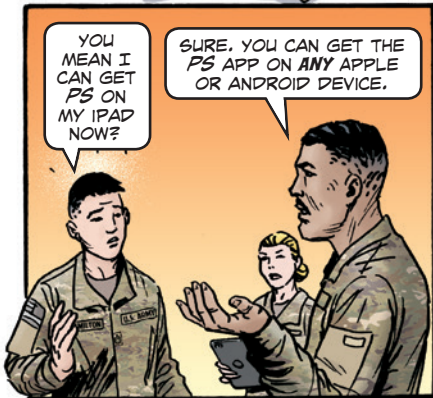
JUN 17



I DIDN'T THINK YOU MECHANICS HAD A LOT OF TIME TO **GOOF OFF** WITH PERSONAL ELECTRONICS.

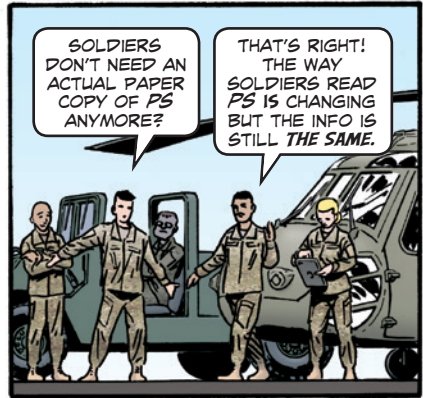
HE'S **NOT 'GOOFING OFF!'** HE'S READING AN ARTICLE ON THE NEW **PS APP**.

THERE'S SOME UPDATED INFO ABOUT ENGINE OIL THAT HASN'T MADE IT TO THE TMS YET, BUT **PS** HAS IT **RIGHT NOW**.



YOU MEAN I CAN GET **PS** ON MY IPAD NOW?

SURE, YOU CAN GET THE **PS APP** ON **ANY** APPLE OR ANDROID DEVICE.



SOLDIERS DON'T NEED AN ACTUAL PAPER COPY OF **PS** ANYMORE?

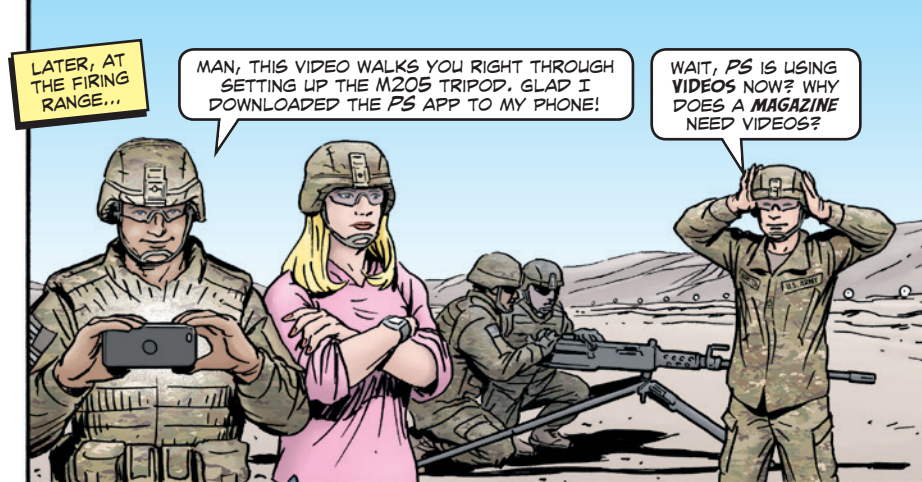
THAT'S RIGHT! THE WAY SOLDIERS READ **PS** IS CHANGING BUT THE INFO IS STILL **THE SAME**.



GUESS I'LL HAVE TO START USING THIS FOR MORE THAN JUST **SNAPCHAT!**



LET'S GET GOING. THERE'S STILL MORE I WANNA SHOW YOU.



LATER, AT THE FIRING RANGE...

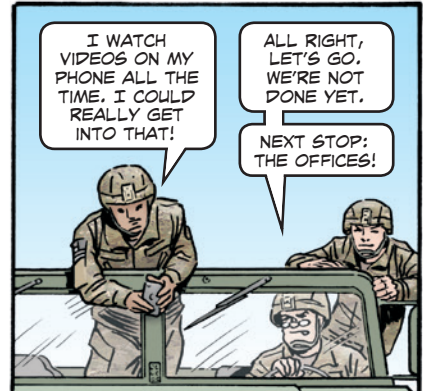
MAN, THIS VIDEO WALKS YOU RIGHT THROUGH SETTING UP THE M205 TRIPOD. GLAD I DOWNLOADED THE **PS APP** TO MY PHONE!

WAIT, **PS** IS USING **VIDEOS** NOW? WHY DOES A **MAGAZINE** NEED **VIDEOS**?



WHILE **PS** ARTICLES CONTAIN A LOT OF GOOD INFORMATION, SOMETIMES A VIDEO CAN EXPLAIN THINGS **BETTER**.

AS WE TAKE ADVANTAGE OF NEW TECHNOLOGY, **PS** IS BECOMING A LOT MORE THAN JUST A MAGAZINE.



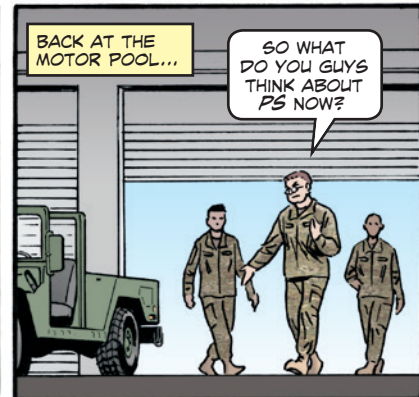
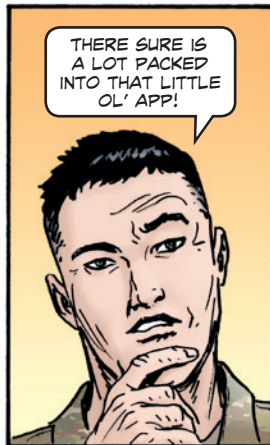
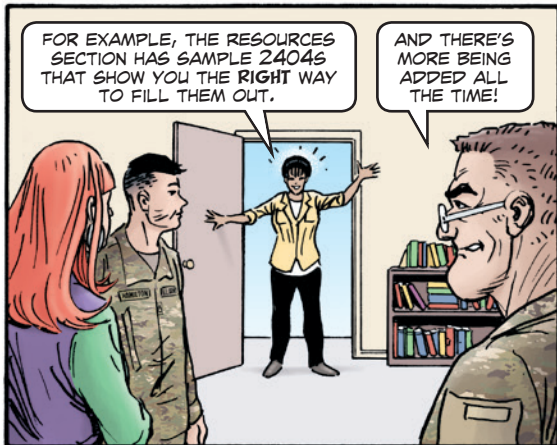
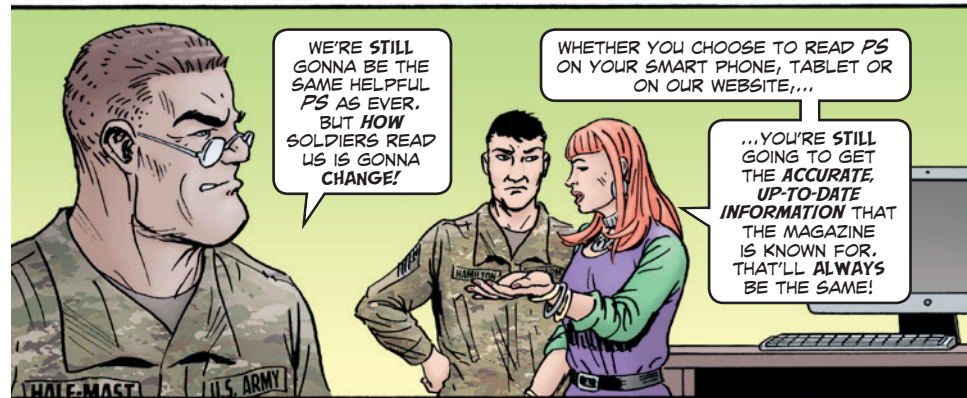
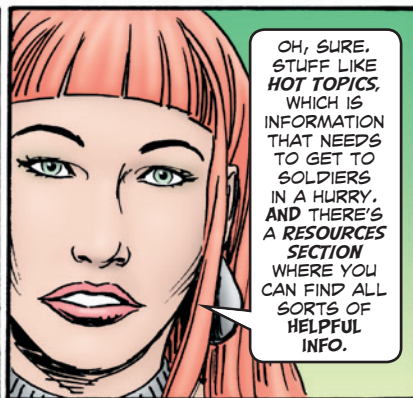
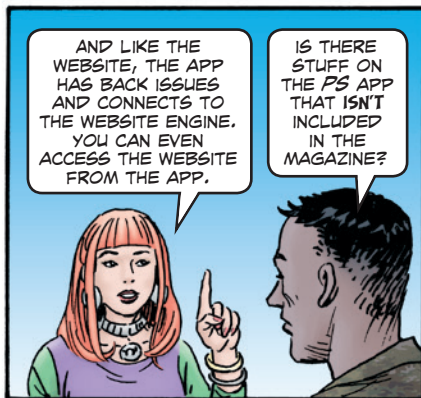
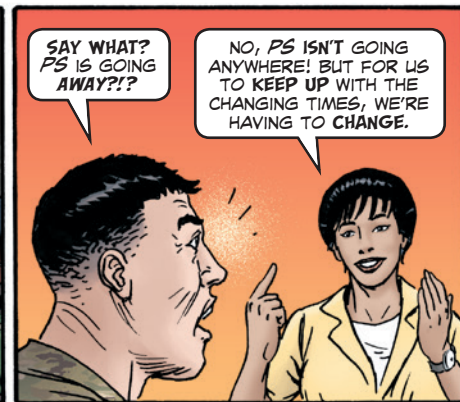
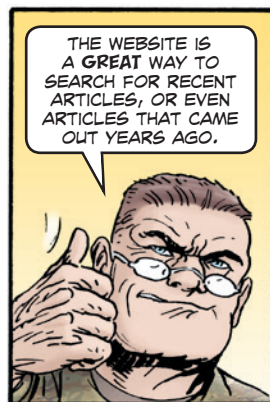
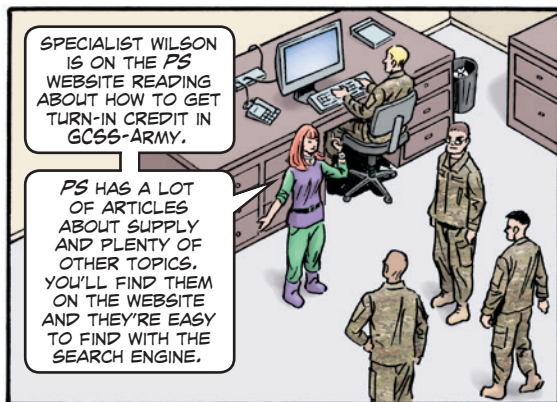
I WATCH **VIDEOS** ON MY PHONE ALL THE TIME. I COULD REALLY GET INTO THAT!

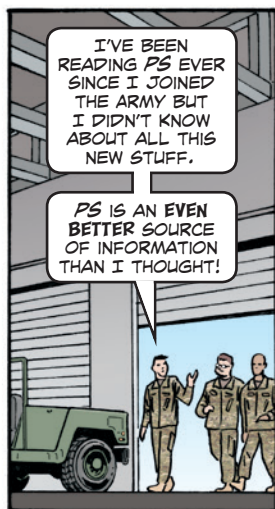
ALL RIGHT, LET'S GO. WE'RE NOT DONE YET.

NEXT STOP: THE OFFICES!



HELLO, CLOE! WHAT'S THE GOOD WORD?





I'VE BEEN READING **PS** EVER SINCE I JOINED THE ARMY BUT I DIDN'T KNOW ABOUT ALL THIS NEW STUFF.

PS IS AN EVEN BETTER SOURCE OF INFORMATION THAN I THOUGHT!

HOW ABOUT YOU, PRIVATE JOHNSON? YOU STILL THINK **PS** IS JUST A 'COMIC BOOK'?

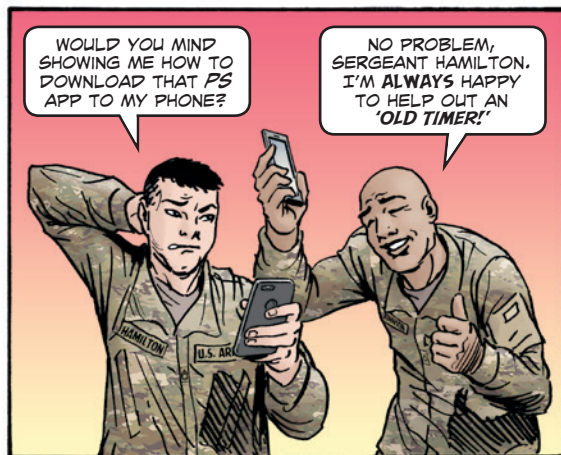


NO WAY, MASTER SERGEANT. I'VE REALLY BEEN MISSING OUT. AND TO THINK **PS** MAGAZINE IS AS CLOSE AS MY SMARTPHONE!



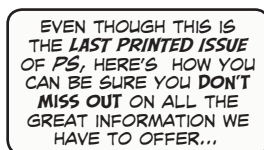
SO YOU'RE GONNA DOWNLOAD THE APP NOW?

WAY AHEAD OF YOU! I DOWNLOADED IT WHILE WE WERE DRIVING BACK TO THE MOTOR POOL!



WOULD YOU MIND SHOWING ME HOW TO DOWNLOAD THAT **PS** APP TO MY PHONE?

NO PROBLEM, SERGEANT HAMILTON. I'M ALWAYS HAPPY TO HELP OUT AN 'OLD TIMER!'



EVEN THOUGH THIS IS THE **LAST PRINTED ISSUE** OF **PS**, HERE'S HOW YOU CAN BE SURE YOU **DON'T MISS OUT** ON ALL THE GREAT INFORMATION WE HAVE TO OFFER...

READ **PS** ONLINE: <https://www.logsa.army.mil/psmag/pshome.cfm>

GET THE **PS** APP ON YOUR PHONE OR TABLET. SEE MAINTENANCE VIDEOS AND CATCH THE LATEST HOT TOPIC RELEASES. DOWNLOAD IT **FREE** FROM THE APP STORES:

ANDROID

<https://play.google.com/store/apps/details?id=mil.logsa.army.psmag&hl=en>

APPLE

<https://itunes.apple.com/us/app/p.s.magazine/id1082232259?mt=8>

PS MISSILES

- Jump on These Javelin Tips
- MWO Prevents Turret Cracking
- Don't Spare Tire PMCS



SMALL ARMS

- Use Only New Dummy Rounds!
- Every Barrel Needs BFA
- Mark Down These MK19 Tips
- NSN for M240B Trigger Pin Spring?



TOOLS

- NSNs for SATS Safety Straps?

JUMP ON THESE JAVELIN TIPS

WHATCHA DOIN'?

SHARING WITH *PS* SOME TIPS I USE WHEN I'M DOING MAINTENANCE ON CLUs.

CARE TO ADD ANYTHING?

NAH, YOU GOT IT COVERED!

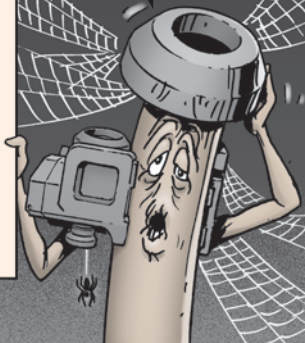
Dear Editor,
Units can keep their Javelin command launch units (CLU) on target if they remember these tips:

Do PMCS at least monthly. At too many units, CLUs sit for long periods with no attention. Then when it's time to go to the field, the CLUs are in no condition to fire.

It does not take that long to PMCS a CLU and it's worth every minute. Check especially for missing lens caps and damage to the bumpers. And if you find any problems, **report them on a DA Form 5988.** That's the only way they'll get fixed.

But remember, if the M98A1 CLU hasn't been operated for more than 30 days, you must follow the start-up procedure in WP 0001 and 0017 in TM 9-1425-688-10. Otherwise, you can damage the cathode ray tube (CRT), which is an expensive repair. If you have the M98A2, you don't need to worry about this. Its operations check is in WP 0015 and its PMCS in WP 0017 of TM 9-1425-1687-10.

I WISH YOU HAD GIVEN ME A LITTLE EXERCISE THESE LAST FEW MONTHS. NOW I DON'T FEEL SO HOT.



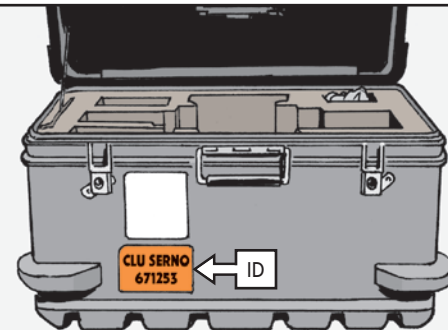
Keep track of the services.
We saw in PS 758 that a 360-day comprehensive service is being added to the TM. But until that happens, you can't track the services through SAMS. We solved that problem by writing the date on a DA Form 80 and sticking it on the CLU. That way you can tell at a glance when the next service is due.

THANKS FOR GETTING MY ANNUAL SERVICES DONE! BUT DO ME A FAVOR AND PUT A DA FORM 80 STICKER ON ME WITH THE **DATE** SO WE KNOW WHEN I'M DUE AGAIN.

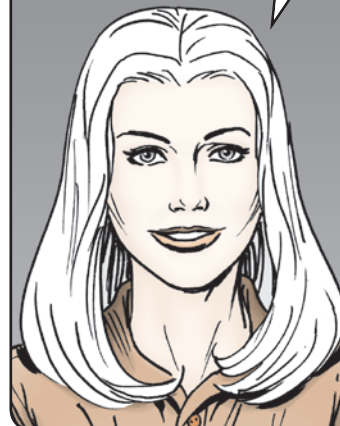


Use the storage case!
Units often stick the CLU on shelves and items like the crossbar, handles, battery box and night sight cover end up broken. The storage case is specifically designed to prevent that.

CW3 Michael Denny
Ft Bliss, TX



EXCELLENT POINTS, CHIEF! REMEMBER EACH CLU IS PAIRED WITH A SPECIFIC STORAGE CASE AND THEY **SHARE** THE SAME ID NUMBER.

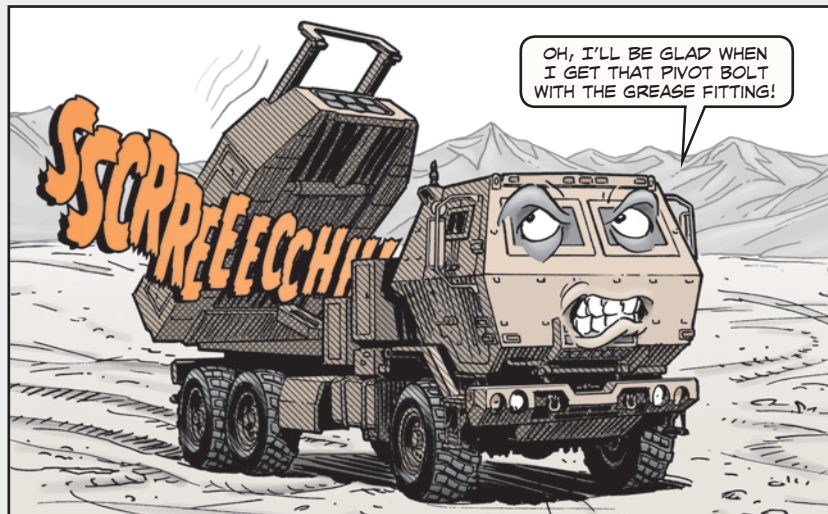


BY KEEPING THE CLU IN ITS STORAGE CASE, YOU NOT ONLY **PROTECT** IT, BUT MAKE IT **EASIER TO TRACK!**



IF ANY OF YOUR JAVELIN CASES ARE **DAMAGED** OR **MISSING** OR YOU HAVE ANY CLU PROBLEMS, CONTACT THE JAVELIN INTEGRATED TECHNICAL OPERATIONS CENTER FOR A REPLACEMENT. CALL (888) 528-4862 OR EMAIL: jvitoc@jvjavelin.com

MWO PREVENTS TURRET CRACKING



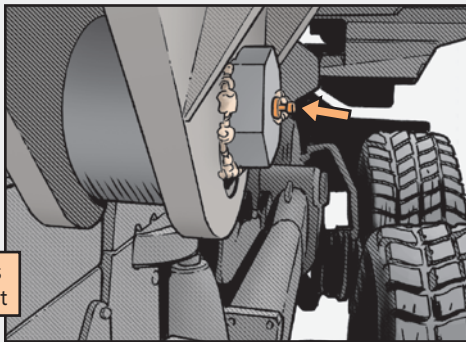
Because the M142 HIMARS pivot joint can't be lubricated, the metal-to-metal contact is causing the turret to crack.

To prevent that, MWO 9-1055-1646-50-9 is replacing the clevis pivot bolt with a modified bolt that has a grease fitting.

The MWO is being done by a depot team, which is travelling to all HIMARS units. All HIMARS should be modified by March 2018.

Once the MWO is done, crews should lube the pivot bolt monthly with GAA (MIL-G-10924C).

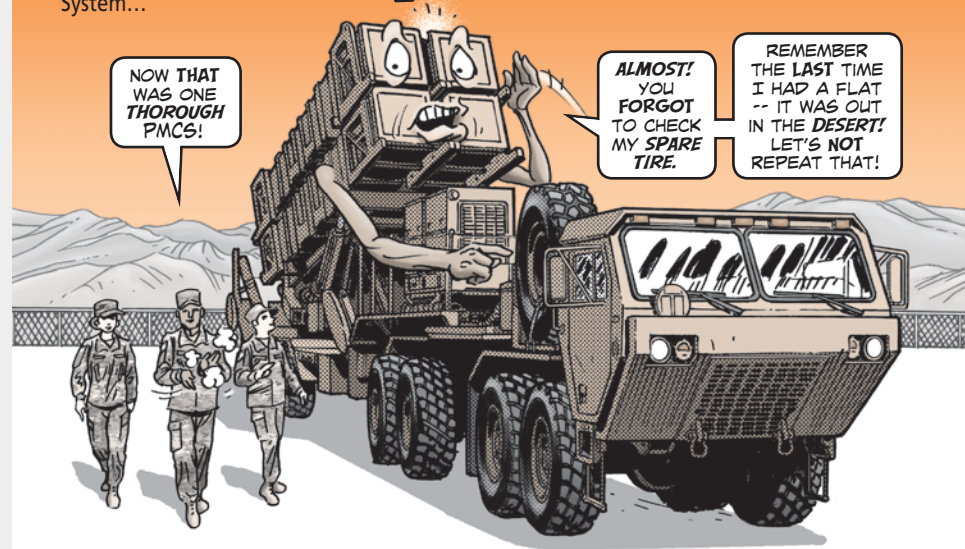
Pump grease into the pivot bolt fitting until it begins to seep from the clevis joints. Then wipe off any grease from the clevis joints to prevent dirt buildup.



New pivot bolt lets you lube pivot joint

Questions? Contact Bernard Battle at DSN 788-6063, (256) 842-6063, or email: bernard.j.battle2.civ@mail.mil

Don't Spare Tire PMCS



There aren't many things worse than being in the middle of nowhere with a flat tire only to discover that the spare is flat, too.

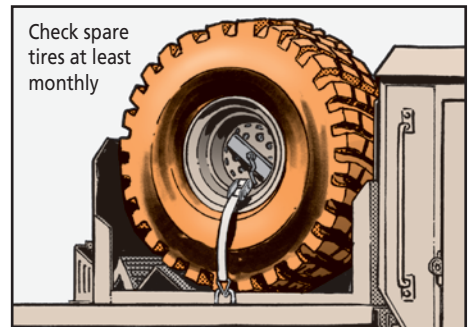
The trucks and trailers for the Patriot Missile System go over much rougher roads than your POV, which makes the risk of a flat tire much more likely.

But unfortunately, most Patriot units pay no more attention to their spare tires than we do on our own vehicles. They risk literally being stuck in the middle of nowhere with no spare.

The solution, of course, is to check spare tire pressure during PMCS. Every Patriot truck and trailer has a spare and every spare's pressure should be checked at least monthly. It takes only minutes.

Remember, if a tire stays flat too long it can be ruined, so your monthly check could save the cost of a new tire and wheel assembly.

Don't forget the Patriot's M860A1 trailer now uses the 445/65R22.5 Goodyear® or Michelin® radial tire. A new tire and wheel assembly comes with NSN 2530-01-506-7315. It should be inflated to 100-105 psi when cold.



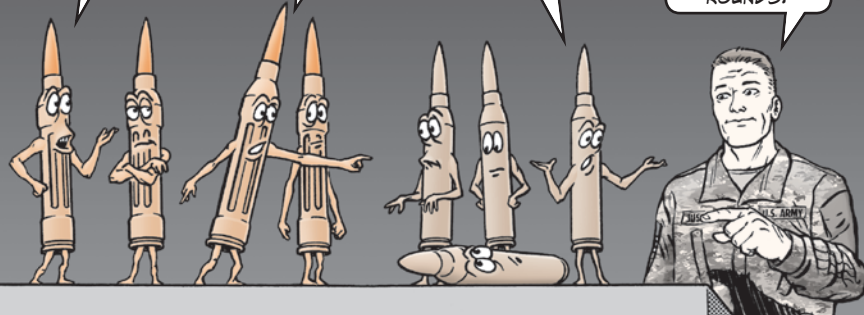
USE ONLY *NEW* DUMMY ROUNDS!

YOU OLD DUMMY ROUNDS ARE NO LONGER AUTHORIZED!

IT'S TIME FOR YOU TO HIT THE ROAD!

ARE YOU TAKING US TO THE AMMO SUPPLY POINT NOW?

THAT'S RIGHT, BUDDIES. IT'S TIME FOR THE *NEW* DUMMY ROUNDS.



To prevent mixups in the field, the Army is fielding new small arms dummy rounds that can be easily identified as dummy rounds. These new rounds are the **only** dummy rounds authorized for training, weapon cycling, or any other situation requiring inert rounds.

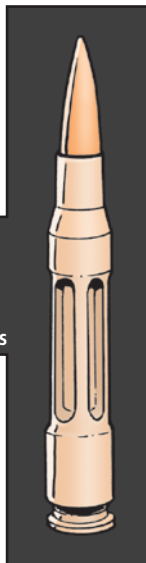
There is one temporary exception: the A159 7.62mm linked dummy rounds. They can continue to be used until new 7.62 linked rounds are available.

The new dummy rounds are completely nickel plated. The 9mm dummy round has two holes drilled in the cartridge case, while the 5.56mm, 7.62mm and .50-cal rounds have fluted cartridge cases to make them easy to ID in the dark.

Here are the new dummy rounds and their NSNs:

Caliber	Model	DODIC	NSN 1305-
9mm	M917A1	AB45	01-568-5691
5.56mm	M199A1	AB46	01-568-5686
7.62mm	M63A1	AB47	01-568-5689
.50-cal	M2A1	AB48	01-568-5696
.50-cal linked	M2A1	AB36	01-557-7022

New dummy rounds are nickel-plated with fluted cartridge cases



The NSN for the M242 machine gun dummy round remains NSN 1305-01-356-0187 and the NSN for the M230 machine gun dummy round remains 1305-01-268-7273.

Using the old dummy rounds requires approval by HQDA G3.

Turn in all old dummy rounds except the A159 to your ammo supply points (ASP) and request the new dummy rounds.

Installations should coordinate turn-in of old dummy rounds and requests for new dummy rounds with the JMC Munitions Sustainment Planning Division. The POC is Lorin Daniels, DSN 793-4387, (309) 782-4387, or email:

lorin.j.daniels.civ@mail.mil

Direct all technical questions to Robert Weissman, DSN 880-3056, (973) 724-3056, or email: robert.j.weissman.civ@army.mil

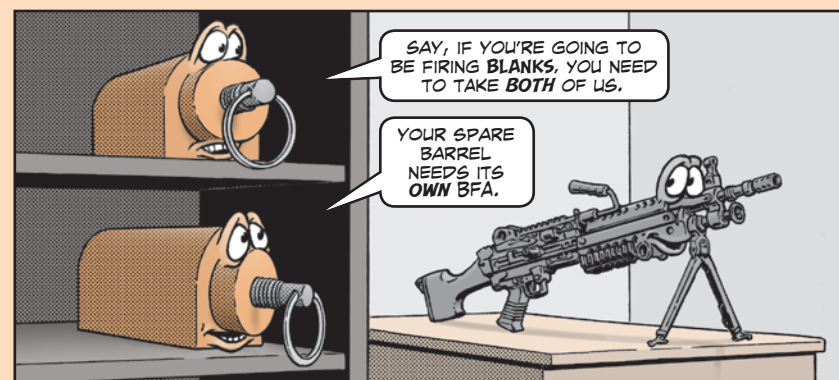
For more information, see ammunition information notice (AIN) 022-15. Go to:

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

Log in with your email certificate and request access.

M249, M240-Series Machine Guns...

EVERY Barrel Needs BFA



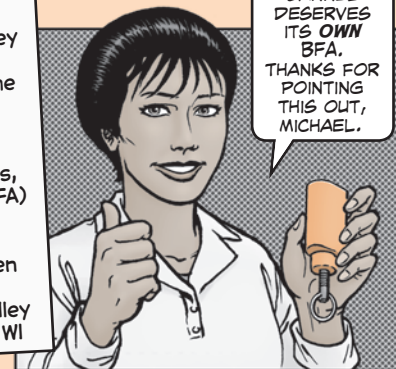
Dear Editor,

PS has made the point over and over again that when units take the M249 and M240 machine guns to the field they need to take the spare barrels and use them. Firing and firing through the same barrel heats it up so much the barrel warps and is ruined.

But units also need to be reminded that if they're going to be firing blanks, they need blank firing attachments (BFA) for both barrels. If you try to remove a BFA that's very hot when you switch barrels, its screw can twist in half. Then it's bye-bye BFA.

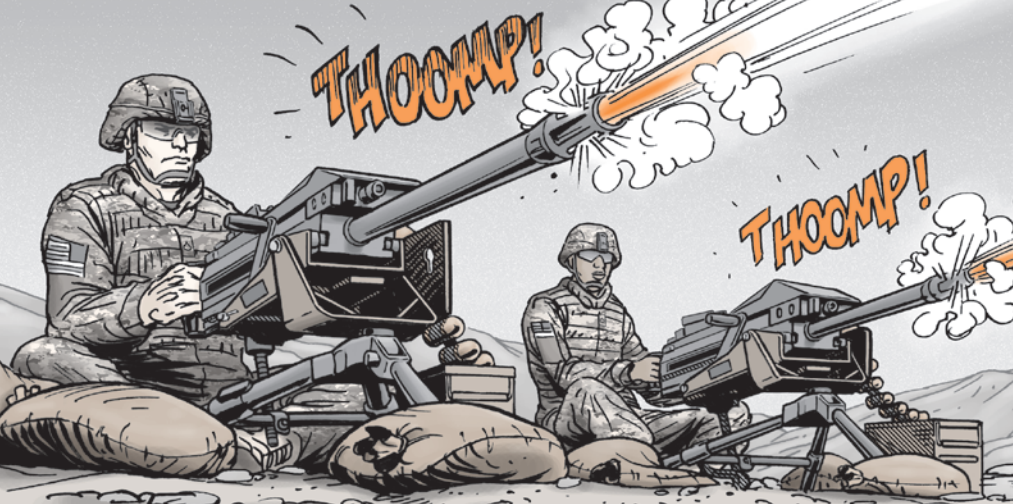
Michael Kelley
Ft McCoy, WI

EVERY BARREL DESERVES ITS *OWN* BFA. THANKS FOR POINTING THIS OUT, MICHAEL.



Mark Down These MK 19 Tips

YOUR MK 19 MACHINE GUN WILL HIT THE MARK IF YOU MARK DOWN THESE TIPS...



NO CLP EVERY!

IF YOU REMEMBER NOTHING ELSE, YOU'LL DO A GREAT SERVICE TO YOUR MK 19.

CLP IS **NOT** STRONG ENOUGH TO WITHSTAND THE INTENSE HEAT THE MK 19 PRODUCES.

IT ACTUALLY **GUMS UP** THE GUN'S MOVING PARTS AND **DEGRADES** THE GREASE THAT'S IN THE MK 19'S BEARINGS.

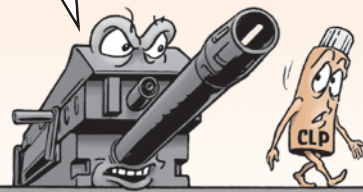


THE **BEST** LUBE CHOICE IS **LSAT**. IT CAN BE ORDERED IN AN 8-OZ TUBE, NSN 9150-00-949-0323, OR 1-LB CAN, NSN 9150-01-109-7793.

GMD IS THE OTHER CHOICE. NSN 9150-00-935-4018 GETS A 14-OZ TUBE AND NSN 9150-00-223-4004 A 6 1/2-LB CAN.

LEAVE! LEAVE AND NEVER COME BACK!

WE DON'T GET ALONG AND WE NEVER WILL!



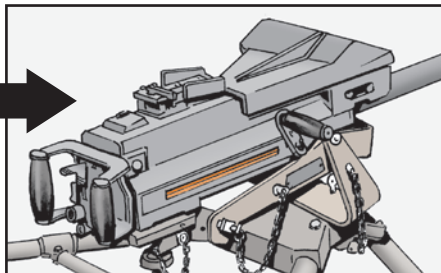
BUT REMEMBER: YOU CAN'T MIX LSAT AND GMD. THAT WEAKENS THEM. IF YOU NEED TO SWITCH LUBES, COMPLETELY WIPE OFF THE OLD LUBE FIRST.

AND TAKE THE LUBES TO THE FIELD. YOU'LL NEED THEM!

WHEN YOU'RE LUBING, GIVE **EXTRA ATTENTION** TO:

- the Feed pawls
- the cocking lever rails
- the pivot post on the primary drive lever
- the bolt assembly

IF JUST ONE OF THESE DOESN'T GET ENOUGH LUBE, YOU'LL HAVE FIRING PROBLEMS!

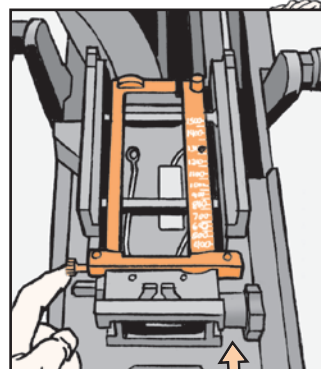


PROTECT THE REAR SIGHT.

THAT'S THE MK 19 PART **MOST OFTEN BROKEN**. LOOSEN THE SIGHT'S KNOB TO ADJUST THE SIGHT AFTER FIRING OR BEFORE STORAGE.

IF YOU **DON'T**, YOU BREAK THE SIGHT. ONCE YOU HAVE THE SIGHT SET, RE-TIGHTEN THE KNOB. THAT KEEPS THE KNOB FROM STICKING OUT WHERE IT CAN EASILY BE SNAPPED OFF.

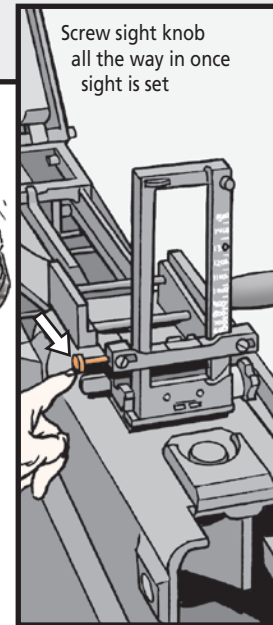
WHEN YOU'RE THROUGH FIRING, LOOSEN THE KNOB, PUT THE SIGHT DOWN FLAT AND RE-TIGHTEN THE KNOB. IF THE SIGHT IS LEFT STICKING UP, COUNT ON IT BEING **BROKEN**.



Store with sight down and knob screwed in



Screw sight knob all the way in once sight is set



PS MORE

LEAVE THE BOLT'S TIMING SCREW ALONE.

MESSING WITH IT MESSES UP
THE MK 19'S FIRING.

KEEP THE BOLT, SEAR AND OGIVE PLUNGER OUT OF DRY CLEANING SOLVENT.

THEY HAVE SEALED COMPONENTS. THE
SOLVENT RUINS THEIR BUSHINGS. JUST
TWO MINUTES IN SOLVENT MEANS A
FOUR-HOUR JOB FOR YOUR REPAIRMAN.

GUIDE THE COVER INTO PLACE.

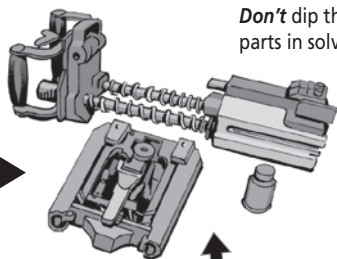
IF YOU SLAM THE COVER DOWN OR
EVEN LET IT FALL, THE COVER'S LATCH
CAN BE BROKEN.

CHECK FOR BROKEN COCKING CAMS AND LOOSE BOLT PAWLS DURING PMCS.

IF YOU PULL THE COCKING LEVER
BACK AND THERE'S NO CLICK, YOU
PROBABLY HAVE A BROKEN COCKING
CAM. IF YOU CAN MOVE THE PAWL
ON THE FACE OF THE BOLT, THE
SCREW THAT'S SUPPOSED TO HOLD
THE PAWL IN PLACE IS LOOSE. BOTH
PROBLEMS SHOULD BE REPORTED
TO YOUR REPAIRMAN.

AFTER YOU REMOVE THE BACKPLATE, PUT THE SELECTOR ON SAFE.

THAT PREVENTS THE BACKPLATE
FROM COMING APART.



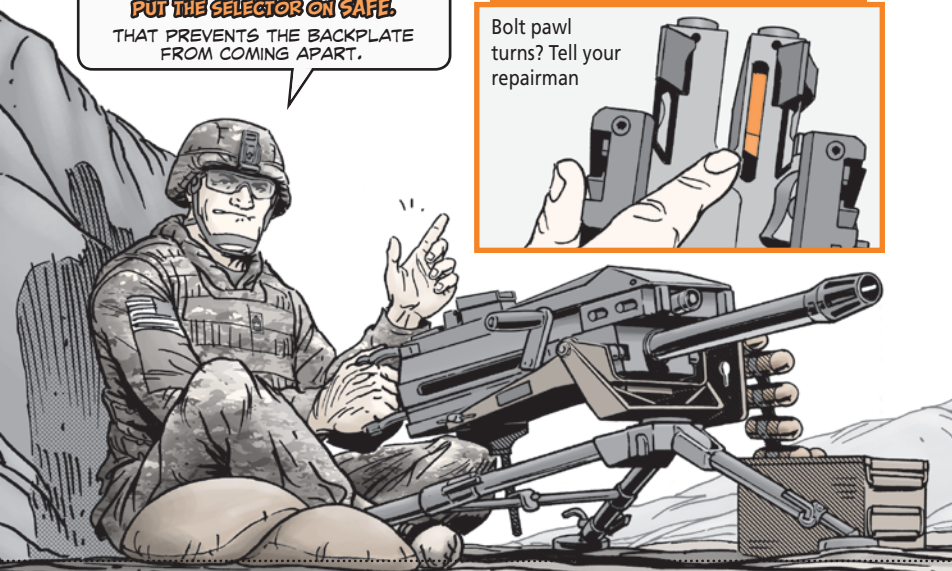
Don't dip these
parts in solvent

IT'S OK, THOUGH, TO USE A RAG
OR BRUSH DIPPED IN SOLVENT
TO CLEAN THESE PARTS.

If lever doesn't click when you push it back,
cocking cam may be broken



Bolt pawl
turns? Tell your
repairman



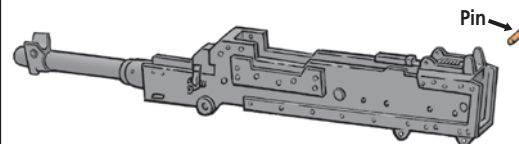
NSN for M240B Trigger Pin Spring?



Dear Half-Mast,
We have searched
TM 9-1005-313-23&P
for the M240B trigger
spring pin NSN with no
luck. Did we miss it?

SSG J.H.

THE NSN IS THERE
BUT IT'S IN THE **WRONG**
CALLOUT, SERGEANT.
SEE ITEM 13 IN
WP 0031 00-1. THE PIN
COMES WITH NSN 5315-
01-033-3888.



NSN 5315-01-033-3888 brings trigger spring pin



NSNs for SATS Safety Straps?

Dear Half-Mast,
Is there an NSN for the ramp safety straps on the standard automotive
tool set (SATS)?

Mr. N.M.

Dear Sir,

There are two different ramp straps available. The strap that goes from the
container to the first pole comes with NSN 5340-01-629-9561.
The strap that goes from pole to pole comes with
NSN 5340-01-629-9583.

Half-Mast



COMMUNICATIONS & SOLDIER SUPPORT

- Cold Soup for Dinner?
- Equipment Codes Decoded!

M59A Field Range...

COLD SOUP FOR DINNER?



WHEN IT'S TIME TO HEAT UP A BIG POT OF SOUP, YOU MAY RUN INTO **PROBLEMS** FITTING THE 10-GAL STOCK POT INTO THE M59A FIELD RANGE, NSN 7360-01-479-0312.



THE RANGE'S TOP STOP BRACKETS GET IN THE WAY OF THE POT WHEN IT'S USED WITH THE STOCK POT CRADLE.

HOT LIQUID CAN SPILL OUT, CAUSING SEVERE SCALDS IF YOU'RE *NOT* WEARING THE MANDATORY PROTECTIVE GLOVES, NSN 8415-01-511-4637.

YOU **COULD** LIFT THE POT OVER THE TOP STOP BRACKETS, BUT THAT'S AWKWARD AT BEST. **AND** IT'S **BAD** FOR YOUR BACK!

TO **FIX** THE PROBLEM, TACOMATICK HAS OK'D REMOVING THE TOP STOP BRACKETS.

NOTE THAT THIS IS AN **OPTIONAL** MODIFICATION FOR THE M59A, NOT A REQUIRED FIX.

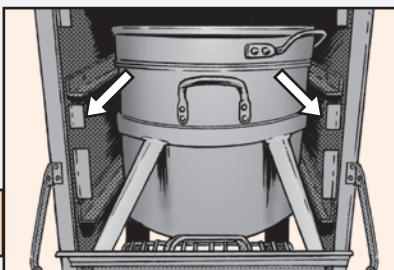
YOU'LL NEED THE FOLLOWING TOOLS TO REMOVE THE BRACKETS:

Tool	PN	CAGE
Sander/grinder	KTC S0275	00NS2
Abrasive cut-off blade	KTC S0141	00NS2
Abrasive wheel, 90 grit	KTC S0726	00NS2

ALSO, THE LEGACY M59, NSN 7360-00-702-1719, AND A FEW NEWER M59As DON'T HAVE THIS PROBLEM.

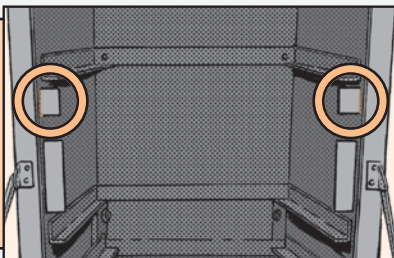
FOLLOW THESE INSTRUCTIONS TO AVOID LEAVING ANY JAGGED EDGES THAT MIGHT CAUSE INJURY:

1. Open the range's cavity door and locate the top portion of the burner stop brackets.

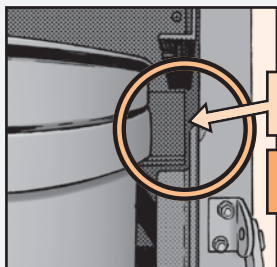


2. Remove the top portion only of each stop bracket by cutting the tab along the dotted line with the grinder. You can also use a plasma cutter to cut off the brackets.

Don't remove the lower portion of the brackets. They're needed to keep a modern burner unit (MBU) or other burner from being placed inside the range.



3. Use the abrasive wheel to abrade the cut area of each bracket to remove any sharp burrs.



With brackets gone...

...stock pot slides right in



Where to Find M59As

THIS FIELD FEEDING EQUIPMENT MAY HAVE AN M59A AS A COMPONENT OF END ITEM (COEI)...

Item	NSN	Item	NSN 7360-
Army kitchen module (assault)	7360-01-558-3100		00-138-7782
Enhanced tray ration heating system	4520-01-564-3917		01-092-0470
Kitchen, company level field feeding (KCLFF)	7360-01-200-9828	Mobile kitchen trailer (MKT)	01-155-6020
Kitchen, company level field feeding-enhanced (KCLFF-E)	7360-01-374-1980		01-214-1176
			01-246-4646
			01-313-2238
			01-417-4635
			01-483-8617



EQUIPMENT CODES DECODED!

EVER WONDER WHAT MILITARY EQUIPMENT CODES LIKE PRC, RT OR VRC MEAN?

YOU'VE PROBABLY SEEN THESE KINDS OF CODES EVERYWHERE-ON DATA PLATES, SHIPPING CONTAINERS, IN TMS AND OFFICIAL CORRESPONDENCE AND COMMUNICATIONS.

WELL, DOD NOMENCLATURE IS A SPECIAL KIND OF LANGUAGE. IT IDENTIFIES EQUIPMENT AT THE SYSTEM, SUBSYSTEM, SET, GROUP OR UNIT LEVEL. IT TELLS YOU WHAT KIND OF EQUIPMENT IT IS, WHERE IT'S USED AND WHAT IT'S USED FOR.

Table of Equipment Indicators

Major purpose

AN / PRC - 119 F

Sequential indicator

Modification

Installation (1st letter)	Type of Equipment (2nd letter)	Purpose (3rd letter)
A. Piloted aircraft	A. Invisible light, heat radiation	A. Auxiliary assembly
B. Underwater mobile, submarine	B. COMSEC	B. Bombing
C. Cryptographic	C. Carrier-Electronic wave/signal	C. Communications receiving/transmitting
D. Pilotless carrier	D. Radiac	D. Direction finder, reconnaissance and surveillance
F. Fixed ground	E. Laser	E. Ejection and/or release
G. General ground use	G. Telegraph/teletype	G. Fire control or search light directing
K. Amphibious	I. Interphone and public access	H. Recording/reproducing
M. Mobile (ground)	J. Electromechanical or inertial wire covered	K. Computing
P. Portable	K. Telemetering	M. Maintenance/test assemblies
S. Water	L. Countermeasures	N. Navigational aids
T. Transportable (ground)	M. Meteorological	Q. Special or combination
U. General utility (multiple)	N. Sound in air	R. Receiving/passive detecting
V. Vehicular (ground)	P. Radar	S. Detecting/range and bearing, search
W. Water surface and underwater combined	Q. Sonar/underwater sound	T. Transmitting
Z. Piloted-pilotless airborne vehicles combined	R. Radio	W. Automatic flight or remote control
	S. Special or combination	X. Identification and recognition
	T. Telephone (wire)	Y. Surveillance (search, detect, and multiple target tracking) and control
	V. Visual/visible light	Z. Secure
	W. Armament (peculiar to armament not otherwise covered)	
	X. Facsimile to television	
	Y. Data processing or computer	
	Z. Communications	

IT'S EASIER TO UNDERSTAND THE CODES ONCE YOU HAVE THE DECODER AT HAND. THAT'S MIL-STD-196F, JOINT ELECTRONICS TYPE DESIGNATION AUTOMATED SYSTEM (SEP 13).

FOR EXAMPLE, THERE'S A SINGARS RADIO CALLED AN/PRC-119F. AFTER THE AN (SYSTEM/SET PREFIX), EACH LETTER STANDS FOR A CHARACTERISTIC OF THE EQUIPMENT. THE NUMBER 119 IS SIMPLY THE EQUIPMENT SEQUENTIAL INDICATOR AND THE LETTER F INDICATES A MODIFICATION. SO THE AN/PRC-119F IS A P (PORTABLE) R (RADIO) C (COMMUNICATIONS) DEVICE.

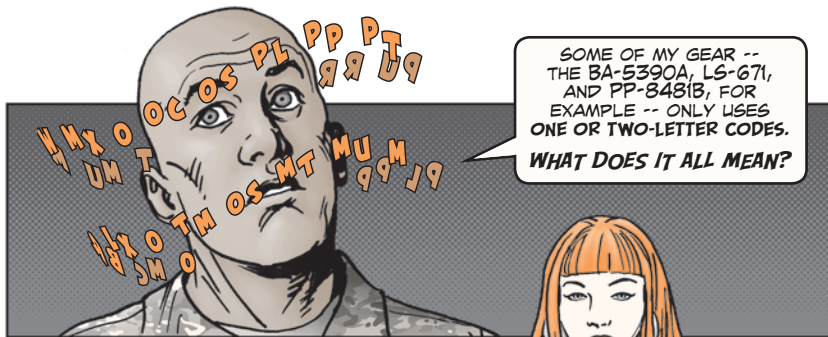


Table of Unit Indicators


Unit indicators	Family name	Examples of use
AB	Support for antennas	Antenna mounts, mast bases, mast sections, towers, etc.
AM	Amplifiers	Power, audio, interphone, radio frequency, video, electronic control, etc.
AS	Antenna, simple and complex	Arrays, parabolic type, masthead whip or telescopic loop, dipole, reflector, etc.
BA	Battery, primary type	Batteries, battery packs, etc.
BB	Battery, secondary type	Batteries, battery packs, etc.
BZ	Alarm units	All types
C	Controls	Control box, remote tuning control, etc.
CA	Computers auxiliary units	Input/output peripheral, etc.
CC	Cable assemblies, RF	RF cables, waveguides, transmission lines, etc., with terminals
CD	Controlling devices	Complex controlling devices
CM	Comparators	Compares two or more input signals
CN	Compensators	Electrical and/or mechanical compensating, regulating or attenuating apparatus
CP	Computers	A mechanical and/or electronic mathematical calculating device
CU	Couplers	Impedance coupling devices, directional couplers, etc.
CV	Converters (electronic)	Electronic apparatus for changing the phase frequency, or from one medium to another
CW	Radomes	Radomes
CX	Cable assemblies, non RF	Non RF cables with terminals, test leads, also composite cables or RF and non RF conductors
CY	Cases and cabinets	Rigid and semirigid structure for enclosing or carrying equipment

Table of Unit Indicators

Unit indicators	Family name	Examples of use
D	Dispensers	Chaff
DA	Loads, dummy	RF and non RF test loads
DI	Data transmission	Devices for authentication and transferring recorded or generated data over transmitter/receiver links.
DT	Detecting heads	Magnetic, capacitive or optical pickup devices, search coil, hydrophones, etc.
DU	Display unit/monitors	All types that are external devices for computers, test sets, etc.
F	Filter units	Electronic types, back-pass, low pass, band suppression, noise telephone, filter networks; excludes non-repairable types
FO	Fiber optics	Electrical, electronic and communication
FR	Frequency measuring device	Frequency meters, tuned cavity
G	Generators, power	Electrical power generators without prime movers (see PU)
GO	Goniometers	Instruments for measuring angles for determination of energy transferred from moving to fixed coil (directional) antennas, etc.
H	Head, hand and chest sets	Includes earphone
HD	Environmental apparatus	Heating, cooling, dehumidifying, pressure, vacuum devices, etc.
ID	Indicator units, non-cathode ray tube	Calibrated dials and meters, indicating lights, etc. (see also IP)
IM	Intensity measuring devices	Includes SWR gear, field intensity noise meters, slotted lines, etc.
IP	Indicator units, cathode ray tube	Azimuth, elevation, panoramic, etc.
J	Interface units	Interconnecting and junction units, etc. Do not use if a more specific indicator applies.
KG	Key generator	Units generating a pseudorandom sequence of cryptovariables using algorithms
KY	Keying devices	Mechanical, electrical and electronic key coders, interrupters, etc.
LA	Laser	Communication, electrical, etc.
LS	Loudspeakers	Separately housed loudspeakers and intercommunication stations
M	Microphones	Radio, telephone, throat, hand, etc.
MD	Modulators, demodulators, discriminators	Devices for varying amplitude, frequency or phase
ME	Meters	Multimeter, vacuum tube voltmeters, power meters, volt-ohm-millimeters, etc.
MK	Miscellaneous kits	Maintenance, modification, etc.
ML	Meteorological devices	Miscellaneous meteorological equipment, etc.

Table of Unit Indicators		
Unit indicators	Family name	Examples of use
MO	Multipurpose	Units that perform two or more functions
MT	Mountings	Mountings, racks, frames, stands, etc.
MU	Memory units	Memory units
MW	Microwave	Communication, etc.
MX	Miscellaneous	Equipment not otherwise classified. Do not use if a better indicator is available.
O	Oscillators	Master frequency, blocking, multi-vibrators, etc. (for test oscillators, see SG)
OC	Oceanographic devices	Bathythermograph, etc.
OS	Oscilloscope, test	Test oscilloscope for general test purposes (see IP)
PL	Plug-in units	Plug-in units not otherwise classified
PP	Power supplies	Non-rotating machine types, such as vibrator pack rectifier, thermoelectric, etc.
PT	Mapping and plotting units	Electronic types only
PU	Power equipment	Rotating power equipment, motor-generators, dynamotors, etc.
R	Receivers	Receivers, all types except telephone
RB	Robotics	Electric-mechanical, etc.
RD	Recorder-reproducers	Sound, graphic, tape, wire, film, disc, facsimile, magnetic, mechanical, etc.
RE	Relay assembly units	Electrical, electronic, etc.
RL	Reeling machines	Mechanism for dispensing and rewinding antenna or field wire cable, etc.
RO	Recorders	Sound, graphic, tape, wire, film disc, facsimile, magnetic, mechanical, tape, and card punch, etc.
RP	Reproducers	Sound, graphic, tape, wire, film, disc, facsimile, magnetic, mechanical, punched tape and card readers, etc.
RR	Reflectors	Target, confusion, etc., except antenna reflectors (see AS)
RT	Receiver and transmitter	Radio and radar transceiver, composites of transmitter and receiver, etc.
S	Shelter	Electrical equipment, etc.
SA	Switching units	Manual, impact, motor driven, pressure operated, electronic, etc.
SB	Switchboard	Telephone, fire control, power distribution, etc.
SG	Generator, signal	Test oscillators, noise generators, etc. (see O)
SM	Simulators	Flight, aircraft, target, signal, etc.
SN	Synchronizers	Equipment to coordinate two or more functions
SS	Special purpose	Devices performing unique functions
SU	Optical units	Electro-optical units, such as night vision, scope, sights, auto-collimator, viewers, trackers, alignment equipment

Table of Unit Indicators		
Unit indicators	Family name	Examples of use
SY	Speech, secure	Devices that secure voice transmission/receiving equipment
T	Transmitters	Transmitters, all types except telephone
TA	Telephone apparatus	Miscellaneous telephone equipment
TB	Towed body	Hydrodynamic enclosures used to house transducers, hydrophones, and other electronic equipment
TD	Timing devices	Mechanical and electronic timing devices, range devices, multiplexers, electronic gates, etc.
TF	Transformers	When used as separate units
TG	Positioning devices	Tilt and/or train assemblies
TH	Telegraph apparatus	Miscellaneous telegraph items
TN	Tuning units	Receiver, transmitter, antenna, tuning units, etc.
TR	Transducers	--
TS	Test units	Test and measuring equipment not otherwise classified. Do not use if more specific indicators apply.
TT	Teletypewriter and facsimile apparatus	Teletype, tape, facsimile miscellaneous equipment
TU	Television	Special types
TW	Tape units	Preprogrammed with operational test and checkout data
V	Vehicles	Carts, dollies, vans peculiar to electronic equipment
ZM	Impedance measuring devices	Used for measuring Q, C, L, R, or PF, etc.

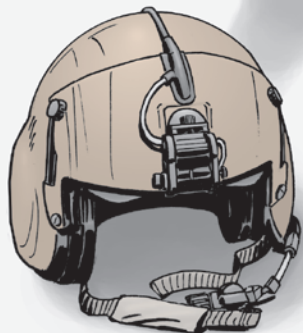


WANT TO LEARN MORE?
GET THE **FULL SCOOP** IN MIL-STD-196F AT:
http://quicksearch.dla.mil/qsDocDetails.aspx?ident_number=35607



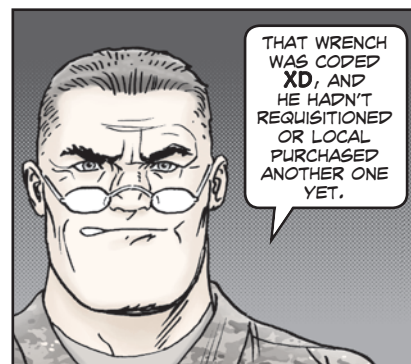
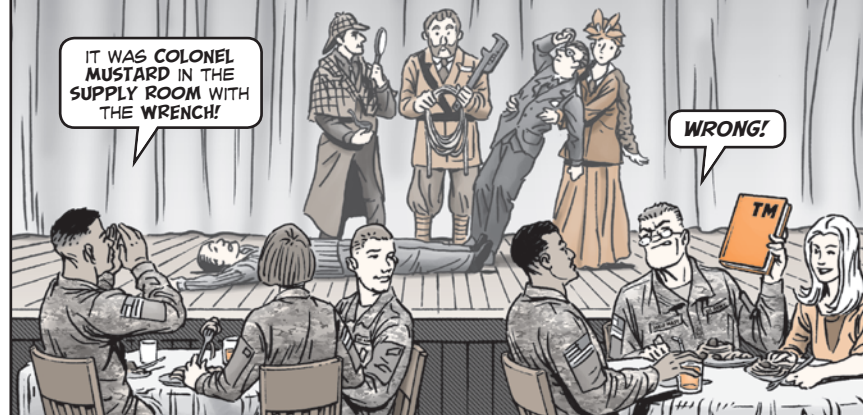
IT ALL MAKES SENSE NOW!

PS END



- SMR Codes Give the Clues!
- WIN-T Items Reconfigured in MMDF!

SMR Codes Give the Clues!



THAT'S BECAUSE MANY TMS GIVE CLUES ABOUT ITEMS IN THE FORM OF SOURCE, MAINTENANCE AND RECOVERABILITY (SMR) CODES.

SMR CODES ARE EXPLAINED IN AR 700-82, JOINT REGULATION GOVERNING THE USE AND APPLICATION OF UNIFORM SOURCE MAINTENANCE AND RECOVERABILITY CODES (AUG 14).

NOW'S THE PERFECT TIME TO TAKE AN SMR CODE REFRESHER COURSE, PS STYLE. NEW SOLDIERS AND OLD HANDS WHO FEEL A LITTLE RUSTY ON THE TOPIC CAN BENEFIT FROM THIS HELPFUL INFO.

BREAKING DOWN SMR CODES

YOU CAN FIND SMR CODES AT THE BEGINNING OF EVERY REPAIR PARTS AND SPECIAL TOOLS LIST (RPSTL) SECTION IN TMS ENDING WITH A "P" OR "&P". THE CODE FORMAT HAS FOUR PARTS:

- a two-position source code
- a two-position maintenance code
- a recoverability code
- an optional service-specific code

SOURCE

THE FIRST AND SECOND POSITIONS OF THE CODE REFER TO AN ITEM'S SOURCE.

THE FIRST POSITION GIVES A GENERAL CATEGORY AND IS **ALWAYS** ONE OF FIVE LETTERS... **P, K, M, A** OR **X**:

- **P - PROCURED.** ITEMS WITH A P ARE CENTRALLY PROCURED.
- **K - KIT.** SOMETIMES ITEMS IN KITS DON'T HAVE NSNs. IN CASES WHERE AN ITEM IS PART OF A KIT AND IS ALSO AN ITEM OUTSIDE THE KIT, THE **P** SERIES SOURCE CODE IS USED.
- **M - MANUFACTURED.** THE ITEM IS MANUFACTURED OR FABRICATED AT SPECIFIED MAINTENANCE ACTIVITIES.
- **A - ASSEMBLED.** THE ITEM IS ASSEMBLED AT A MAINTENANCE ACTIVITY.
- **X - NOT STOCKED.** (SEE "KEY TO X CODES" FOR DESCRIPTIONS).

KEY TO X CODES

X SERIES SOURCE CODES ARE ITEMS FOR WHICH LITTLE OR NO DEMAND IS EXPECTED.

- **XA** - ITEM IS NOT PROCURED OR STOCKED BECAUSE THIS ITEM REQUIRES YOU TO REPLACE THE NEXT HIGHER ASSEMBLY.
- **XB** - A SUPPORT ITEM NOT EXPECTED TO FAIL AND NOT STOCKED. IN SOME CASES, IT MAY BE AVAILABLE THROUGH SALVAGE. IF NOT AVAILABLE OR AUTHORIZED THROUGH SALVAGE, ORDER THE ITEM THROUGH NORMAL SUPPLY CHANNELS USING ITS CAGE CODE AND PART NUMBER.
- **XC** - AN INSTALLATION DRAWING, DIAGRAM, INSTRUCTION SHEET OR FIELD SERVICE DRAWING IDENTIFIED BY A MANUFACTURER'S PART NUMBER.
- **XD** - A SUPPORT ITEM THAT IS NOT EXPECTED TO FAIL BUT CANNOT BE REPLACED BY SALVAGE/ CANNIBALIZATION. LOCAL PURCHASE OR REQUISITION THIS ITEM THROUGH NORMAL SUPPLY CHANNELS USING ITS CAGE CODE AND PART NUMBER.

2ND POSITION - PACLZA

THE **SECOND** POSITION ADDS SPECIFIC INFO TO THE GENERAL SOURCE CODE OF THE FIRST POSITION.

FOR EXAMPLE:

PA IS A PROCURED AND STOCKED ITEM.

PH IS A STOCKED AND PROCURED ITEM BUT CONTAINS HAZMAT, SO IT HAS SPECIAL REPORTING REQUIREMENTS.

PZ MEANS AN ITEM WAS ONCE PROCURED BUT IS NOW TERMINAL OR OBSOLETE WITH NO REPLACEMENT, SO YOU CAN'T ORDER IT.

MAINTENANCE

THE **THIRD AND FOURTH** POSITIONS DEFINE WHAT **LEVEL OF MAINTENANCE** IS ASSIGNED TO AN ITEM.

3RD POSITION - PACLZA

THE **LOWEST LEVEL** AUTHORIZED TO REMOVE, REPLACE OR USE THE ITEM IS DEFINED BY THE FOLLOWING CODE:

- C** - OPERATOR/CREW
- O** - ORGANIZATION/UNIT
- F** - INSTALLATION/FIELD/INTERMEDIATE LEVEL OR AVIATION SUPPORT BATTALION (ASB)
- H** - INSTALLATION/FIELD/SUSTAINMENT
- K** - CONTRACTOR FACILITY
- L** - SPECIALIZED REPAIR ACTIVITY OR THEATER AVIATION SUSTAINMENT MAINTENANCE GROUP (TASMG)
- D** - DEPOT

4TH POSITION - PACLZA

THE **FOURTH** POSITION USES THE **SAME** CODES AS **POSITION THREE**, BUT TELLS YOU THE LOWEST MAINTENANCE LEVEL THAT HAS THE CAPABILITY AND THE RESOURCES TO PERFORM A COMPLETE REPAIR.

A "**COMPLETE REPAIR**" MEANS THE ITEM WILL RETURN TO SERVICE WHEN REPAIRED.

A "**COMPLETE REPAIR ACTION**" MEANS THAT ALL MAINTENANCE (REMOVE, REPLACE, REPAIR, ASSEMBLE AND TEST) FOR THE ITEM MUST BE PERFORMED AT THAT LEVEL.

IN ARMY PROGRAMS, CODE **L** MEANS A SPECIALIZED REPAIR ACTIVITY OR TASMG. CODE **O** IS FIELD LEVEL MAINTENANCE PERFORMED AT AVIATION MAINTENANCE COMPANIES.

CODE **Z**, MEANING **NON-REPAIRABLE**, MAY BE USED IN THE **FOURTH OR FIFTH** POSITIONS. **Z-CODED** PARTS NEED TO BE **REPLACED** WHEN THEY GO BAD.

5TH POSITION - PACLZA

RECOVERABILITY IS DEFINED BY THE **FIFTH** POSITION.

THE CODE TELLS YOU WHAT MAINTENANCE LEVEL CAN DETERMINE WHEN AN ITEM IS UNSERVICEABLE OR TOO EXPENSIVE TO REPAIR, AND WHO CAN CONDEMN OR DISPOSE OF THE ITEM. THE **FIFTH** POSITION GENERALLY USES THE **SAME** CODES AS THE **THIRD AND FOURTH** POSITIONS.

6TH POSITION - PACLZA

A **SIXTH** POSITION IS **OPTIONAL** AND **SERVICE-SPECIFIC**.

FOR EXAMPLE: CODE **A** IN THE ARMY'S SIXTH POSITION MEANS THE ITEM IS NON-REPAIRABLE BUT REQUIRES SPECIAL HANDLING.

CODE **Z** IS A NON-REPAIRABLE ITEM WHERE NO REPAIR IS AUTHORIZED.

CODE **G** APPLIES TO AMMUNITION, EXPLOSIVES OR DANGEROUS ARTICLES THAT MUST BE DEMILITARIZED BEFORE THEY GO TO DLA DISPOSITION SERVICES.

FOR MORE INFORMATION AND A COMPLETE LIST OF CODES AND DEFINITIONS, GET AR 700-82. TYPE "AR 700-82" IN THE SEARCH BLOCK AT:
<http://armypubs.army.mil/ProductMaps/PubForm/ActiveSearchFull.aspx>

PS MORE

Keep This SMR Chart Handy!

SOURCE			MAINTENANCE		RECOVERABILITY	
1ST	2ND POSITION		3RD POSITION	4TH POSITION	5TH POSITION	6
	Means of Acquiring Support		USE: Maintenance level and/or maintenance activity authorized to remove/replace the item.	REPAIR: Maintenance level and/or maintenance activity with capability to perform complete repair actions.	DISPOSITION: When unserviceable or uneconomically repairable, condemn or dispose.	
P (Procured)	A	ITEM: Stocked	F I E L D	C Operator/Crew	C Operator/Crew	S E R V I C E O P T I O N C O D E S
	B	ITEM: Stocked, Insurance		O Organization / Unit	O Organization / Unit	
	C	ITEM: Stocked, Deteriorative		F Field level	F Field level	
	D	ITEM: Support, Initial Issue or Outfitting and Stocked Only for Additional Initial Issue		G Ashore and afloat	G Ashore and afloat	
	E	EQUIPMENT: Support, Initial Issue or Outfitting and Stocked Only for Additional Initial Issue	S U S T A I N M E N T	H Below depot sustainment level	H Below depot sustainment level	
	F	EQUIPMENT: Support, Non-Stocked, Centrally Procured on Demand		K Contractor Facility	K Contractor Facility	
	G	ITEM: Stocked for Sustained Support, Uneconomical to Produce at Later Time		L Specialized Repair Activity	L Specialized Repair Activity	
	H	ITEM: Stocked, Contains hazardous materials, Hazardous Materials Information System/Material Safety Data Sheet reporting required		D Depot	D Depot	
	R	Terminal or Obsolete, Replaced		Z Reference Only	Z Non-repairable	
	Z	Terminal or Obsolete, Not Replaced			B Recondition	
					A Nonrepairable, needs special handling	
K (Kit)	D	ITEM: Depot on hand and Maintenance Kits				
	F	ITEM: Maintenance Kit, Place at O,F,H,L				
	B	ITEM: in Both Depot Repair & Maintenance Kits				
M (Manufactured)	O	Manufacture (MFG) or fabricate (FAB) at Unit Level				
	F	MFG OR FAB at intermediate/field level				
	H	MFG OR FAB at intermediate/sustainment level				
	L	MFG OR FAB at Specialized Repair Activity (SRA)				
	G	MFG OR FAB Both Afloat and Ashore (Navy Only)				
	D	MFG OR FAB at Depot Maintenance Level				
A (Assembled)	O	ITEM: Assembled at Unit				
	F	ITEM: Assembled at intermediate/field level				
	H	ITEM: Assembled at intermediate/sustainment level				
	L	ITEM: Assembled at Specialized Repair Activity (SRA)				
	G	ITEM: Assembled Afloat and Ashore (Navy Only)				
X (Not Stocked)	D	ITEM: Assembled at Depot Maintenance Level				
	A	ITEM: Requisition Next Higher Assembly				
	B	ITEM: Not Procured or Stocked. Available thru salvage. Requisition by CAGE/Part Number.				
	C	Manufacturer/installation Drawing, Diagram, Instruction Sheet. Identify by Cage/Part Number.				
	D	Not Stocked. Obtain via Local Purchase.				

WIN-T Items Reconfigured in MMDF!



NOT LONG AGO, WARFIGHTER INFORMATION NETWORK-TACTICAL (WIN-T) ITEMS WERE LISTED AS SINGLE STAND-ALONE SYSTEMS IN THE MAINTENANCE MASTER DATA FILE (MMDF). AS MANY UNITS NOTED, THAT MEANT...



PROBLEM SOLVED!

PM WIN-T AND THE LOGISTICS SUPPORT ACTIVITY (LOGSA) HAVE RECONFIGURED MMDF TO PROVIDE A MORE ACCURATE EQUIPMENT PROFILE. ALL WIN-T SYSTEMS AND SUBSYSTEMS ARE NOW CORRECTLY CONFIGURED IN MMDF'S IN-DEPTH SUBSYSTEM TABLE (TABLE B-2).

THAT ALLOWS UNITS TO BUILD IN-DEPTH MAINTENANCE DATA FILES THAT REFLECT A TRUE SYSTEM-OF-SYSTEMS.

IN ADDITION, UNITS CAN:

- accurately account for equipment-on-hand (EOH)
- better report operational readiness
- manage supply transactions
- analyze maintenance trends
- have historical documentation for the complete system-of-systems.

Connie's POST SCRIPTS

ARMY EQUIPMENT DRAWDOWN GUIDANCE

Preparation for the Army's 980K reorganization starts with property accountability at the unit level. The Army's fragmentary order (FRAGO) 1 to EXORD 008-116 gives detailed steps and deadlines for the transfer and disposition of excess equipment, maintenance condition standards and more. You'll need your CAC to download it. Go to:

<https://www.milsuite.mil/book/docs/DOC-327639>

M26 Decon MWO Rescinded

The M26 decon's MWO 3-4230-238-23, *Decontamination Apparatus IUID Upgrade, Without Replacement*, was rescinded on 20 Jan 17. The rescinded MWO didn't affect the form, fit or function of the M26. Decon units will no longer receive notifications on the MWO through the Modification Management Information System (MMIS).

M1 Tank Ice Cleats Revisited

The artwork on Page 9 of PS 771 (Feb 17) shows an M1-series tank with ice cleats installed on every track shoe. However, when done properly, the cleats should only be installed on every fifth shoe for a total of 32 cleats on each track assembly. See WP 0290 in TM 9-2350-264-10-2 (Sep 11, w/Ch 3, Jan 15) and WP 0353 in TM 9-2350-388-10-3 (Apr 16) for installation instructions.

Clean AOAP Data for GCSS-Army

Units, a data cleansing of Army Oil Analysis Program (AOAP)-enrolled equipment, including end item serial numbers, component serial numbers and unit identification codes, **must** be done before GCSS-Army integration. This will help minimize data mismatches. For instructions, get ALARACT 040/2016 at:

<https://www.us.army.mil/suite/page/550282>

Questions? Call the AOAP hotline at DSN 897-0862, (256) 955-0862, or email:

usarmy.redstone.logsa.mbx.aoap@mail.mil

SHIPPING HAZMAT?

If you're getting ready for a deployment or training mission and you have questions about shipping hazardous materials (HAZMAT), contact the Logistics Support Activity's Packaging, Storage and Containerization Center (LOGSA PSCC).

PSCC is the Army's HAZMAT focal point and can walk you through the preparation of equipment or materials, explain how to separate HAZMAT and help you properly complete your shipping papers. Don't let technical errors keep you from taking HAZMAT on your next mission. Call LOGSA PSCC at DSN 795-7257, (570) 615-7257 or email them at:

usarmy.tyad.usamc.mbx.pt@mail.mil

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

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