



# THE PREVENTIVE MAINTENANCE MONTHLY

ISSUE 786 MAY 2018



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1803654

Issue 786

# PS

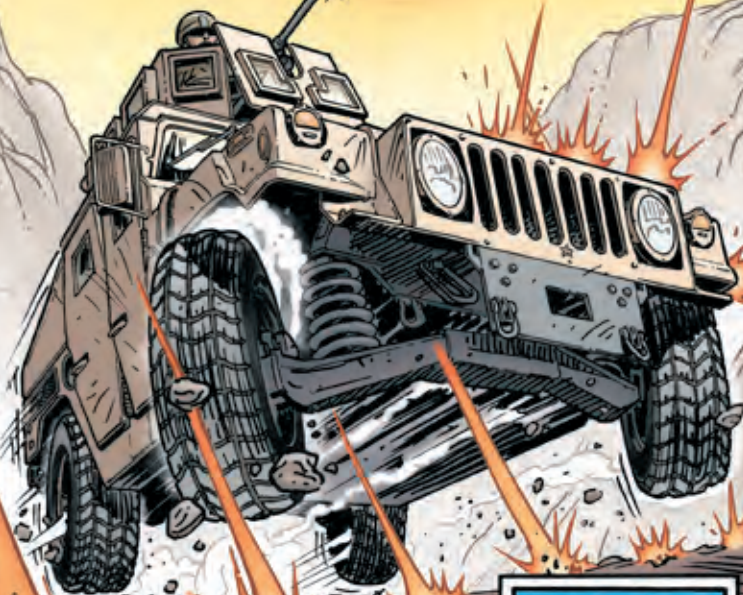
May  
2018

## THE PREVENTIVE MAINTENANCE MONTHLY

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### HOT WEATHER ISSUE!



THIS IS WHY  
WE DO PM!





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By order of the Secretary of the Army:

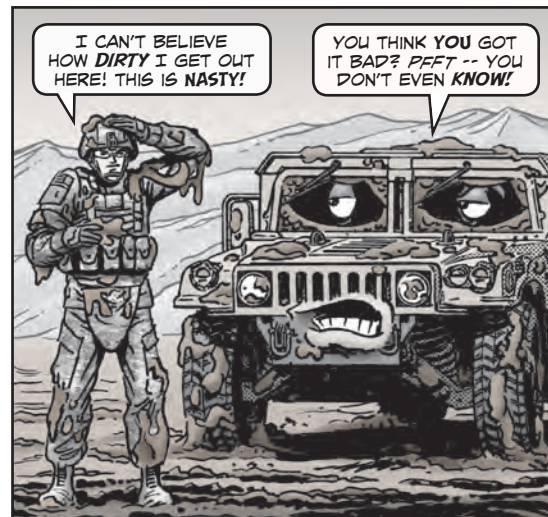
MARK A. MILLEY  
General, United States Army Chief of Staff

Official:

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

1803654

# DIRTY TALK



HEADLINE GOT YOUR ATTENTION? GOOD! LISTEN UP.



WHICH IS WHY YOU NEED TO READ PS!

BUT BEFORE YOU DO, CAN YOU WASH MY WINDSHIELD? I CAN'T SEE A THING!



AFTER A FEW DAYS IN THE FIELD, YOU AND DIRT BECOME REAL BUDDIES. THERE'S DIRT IN YOUR HAIR, ON YOUR FACE AND UNDER YOUR NAILS. IT GETS GROUND INTO YOUR UNIFORM. YOU SWEAR YOU CAN TASTE IT IN YOUR FOOD. AFTER A WHILE, YOU START TO FORGET WHAT CLEAN FEELS LIKE.

AS ROUGH AS THAT IS FOR YOU, DIRT IS **EVEN ROUGHER** ON YOUR EQUIPMENT. UNLIKE YOU, YOUR GEAR CAN'T GRAB A SHOWER.

**YOU GOTTA KEEP IT CLEAN NOW OR IT WON'T WORK LATER.**

**FIRST**, TRY TO OPERATE YOUR EQUIPMENT WHERE LESS DIRT WILL BE STIRRED UP. FOR EXAMPLE, DON'T RUN A GENERATOR IN THE DUST WHEN YOU CAN PUT IT UP ON A TRAILER OR ON DUNNAGE.

**SECOND**, MAKE SURE THE AIR FILTERS ON ENGINES AND ELECTRONIC EQUIPMENT ARE CLEAN ENOUGH TO LET IN THE AIR THEY NEED. A CHOKED-UP AIR FILTER WILL **KILL** EVEN THE TOUGHEST EQUIPMENT.

THE SAME GOES FOR CHOKED-UP FUEL FILTERS. WHEN YOU FUEL UP EQUIPMENT, DO ALL YOU CAN TO KEEP DIRT OUT OF FUEL TANKS.

LET'S FACE IT. IT'S A DIRTY WORLD OUT THERE. YOU CAN'T ALWAYS KEEP A SHOWROOM FINISH ON YOUR EQUIPMENT. BUT YOU CAN DO EVERYTHING POSSIBLE TO **MINIMIZE** THE EFFECTS OF DIRT. THAT'S JUST **CLEAN THINKING** AND **GOOD PM**.

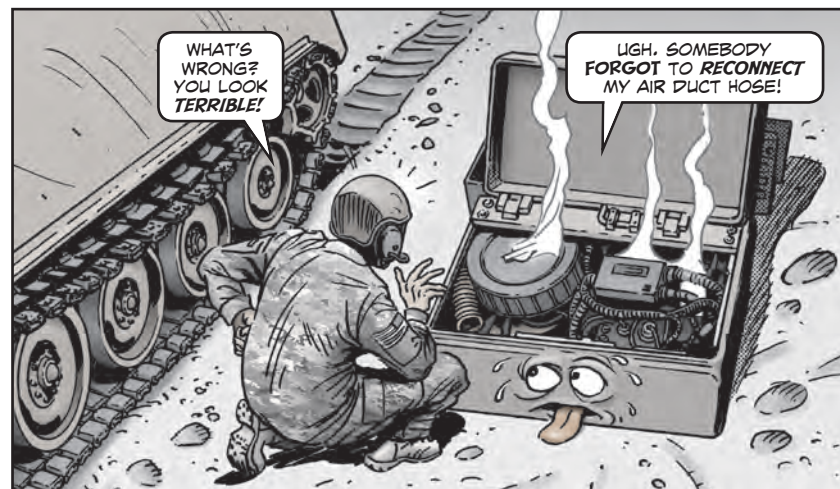


- Don't Let Heat Take Down Generator
- Don't Cool Off With MCS
- Step Lightly!

- Beat the Heat with Coolant Check!
- Two Wrenches Better Than One
- Gun Cards are a Must for the M242



## Don't Let **HEAT** Take Down Generator

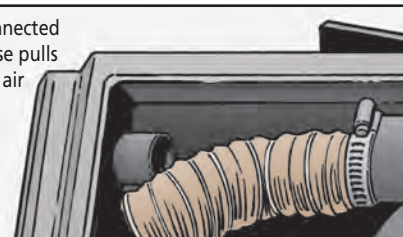


**C**rewmen, the heat can do a real number on your command post carrier's 5-kW generator. So it's up to you to help keep things on the cool side.

It's easy to overlook something as simple as the air duct hose. But reconnecting the hose after inspecting the air filter can make the difference between a generator that does its job and one that overheats.

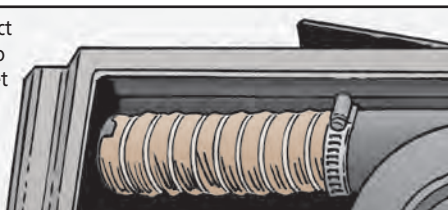
When putting the air filter cap back on, make sure that the air duct hose is still connected. If the hose is disconnected while the generator's running, hot air is drawn from inside the generator. The extra heat can be enough to burn up the generator, especially in the heat of summer.

Disconnected air hose pulls in hot air



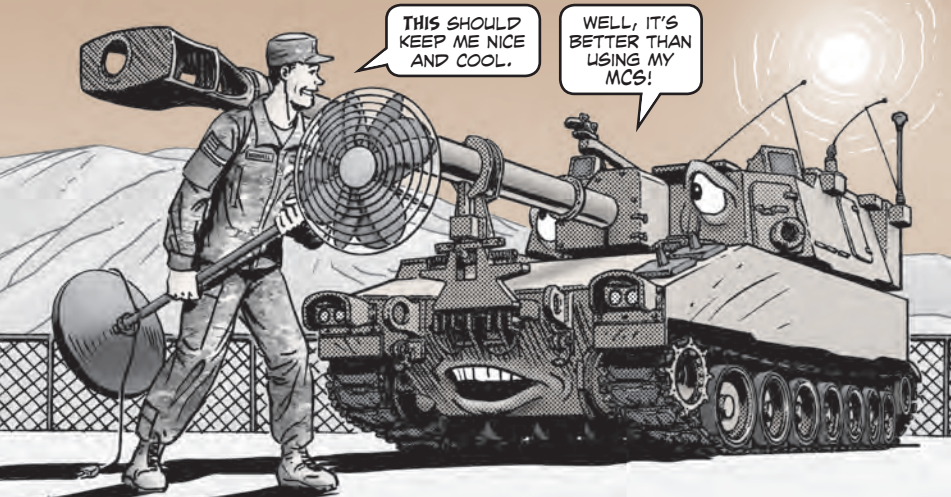
Make sure you push the air duct hose back onto the air inlet and secure it using a hose clamp when you reinstall the air filter cap. It only takes a second, and your generator will be much cooler for it.

Connect hose to air inlet





# Don't Cool Off With MCS



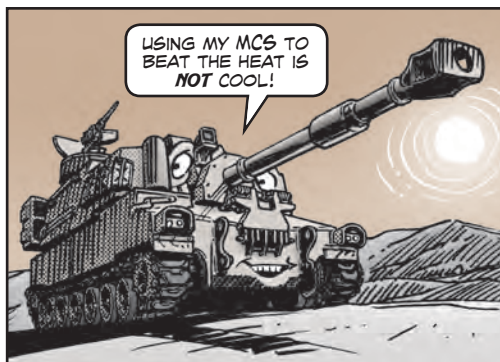
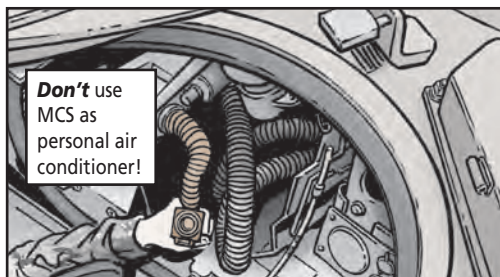
**T**HINGS CAN HEAT UP INSIDE OF A PALADIN **REAL FAST**, ESPECIALLY IN THE MIDDLE OF SUMMER. THAT CAN HAVE CREWMEN WISHING FOR A COOL BREEZE!

BUT **DON'T** RESORT TO USING THE MICRO-CLIMATIC CONDITIONING SYSTEM (MCS) AS YOUR PERSONAL AIR CONDITIONER.

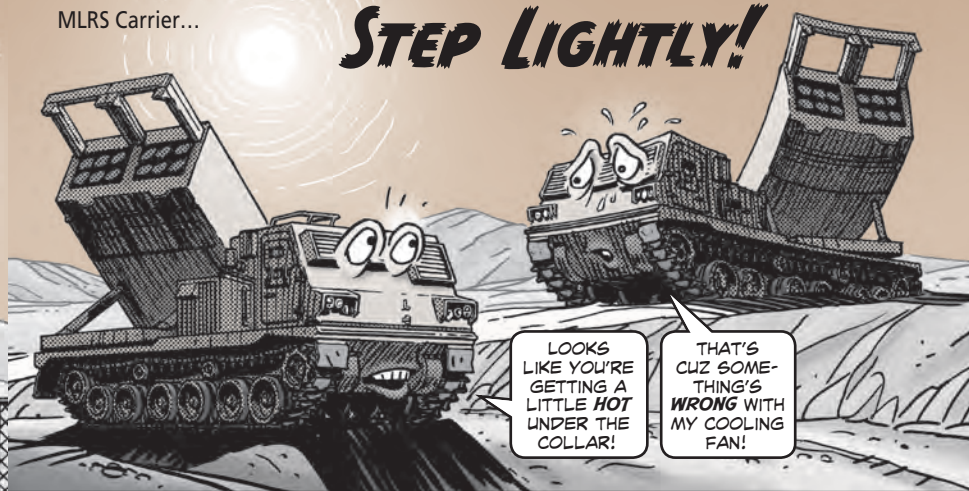
**THE MCS IS ONLY THERE TO PROVIDE CLEAN AIR TO THE CREW'S CBRN MASKS WHEN NEEDED.**

SOME CREWMEN OPEN THE CAP ON THE MCS HOSE AND USE THE AIR TO COOL OFF. WHILE THAT MIGHT MAKE THINGS MORE COMFORTABLE IN THE SHORT RUN, THE MCS PROBABLY **WON'T** LAST.

USING THE MCS AS AN AIR CONDITIONER REDUCES THE MOTOR'S LIFE. THE BRUSHES INSIDE THE MCS' ELECTRIC MOTOR ONLY LAST SO LONG. YOUR UNIT WILL END UP SHELLING OUT SOME CASH FOR A NEW MCS. EVEN WORSE, THE MOTOR MIGHT FAIL WHEN YOU'RE ACTUALLY IN AN CBRN ENVIRONMENT.

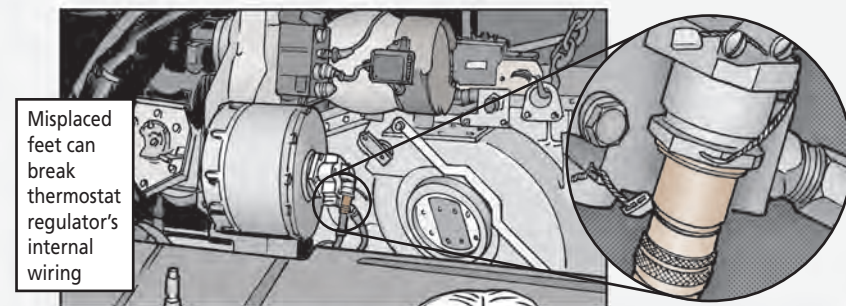


# STEP LIGHTLY!



**W**hen it's hot out, it can be tough for vehicles to keep their cool. Mechanics, don't make it even harder with a misstep that can cause some very expensive damage while working on an MLRS engine.

Watch out for the 300WP3 cable that connects to the thermostat regulator, NSN 4820-01-462-4859, especially when you're leaning over the engine to fix something else. Just a little misstep can break the internal wiring in the connector.



When that happens, the cooling fan will no longer run at high speed when extra cooling is needed. The engine can overheat. Even if you manage to catch the problem before losing an engine, a new thermostat regulator will set your unit back nearly \$8,000.





# BEAT THE HEAT

with *Coolant Check!*



**L**OW COOLANT WILL SEND YOUR STRYKER'S TEMPERATURE THROUGH THE ROOF IF YOU'RE NOT CAREFUL, DRIVERS!

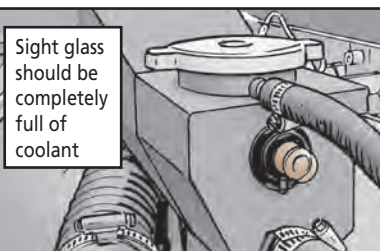
CHECKING COOLANT LEVELS AFTER EVERY OPERATION, JUST LIKE IT SAYS IN THE -10 TMS, WILL HELP YOUR STRYKER KEEP ITS COOL NO MATTER HOW HOT IT IS OUTSIDE.

JUST MAKE SURE YOU LET THE ENGINE COOL **BEFORE** REMOVING THE CAP TO MAKE THE CHECK.

OTHERWISE, HOT COOLANT CAN SPRAY FROM THE OPENING, CAUSING SEVERE BURNS. IT'S ALSO A GOOD IDEA TO WEAR **PROTECTIVE GLOVES AND CHEMICAL GOGGLES** TO **PROTECT** YOUR EYES AND SKIN, JUST IN CASE.

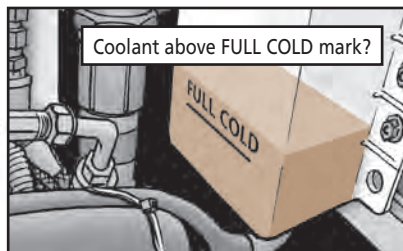
**FIRST**, OPEN THE FRONT SERVICE AND ENGINE COVER HATCHES AND EYEBALL THE SIGHT GLASS ON THE SURGE TANK. THE SIGHT GLASS **SHOULD** BE **COMPLETELY FULL**.

IF IT'S **NOT**, REMOVE THE PRESSURE CAP ON TOP OF THE SURGE TANK AND **ADD COOLANT** UNTIL THE SIGHT GLASS IS FULL.



**THEN**, CHECK THE COOLANT OVERFLOW RESERVOIR. IF THE COOLANT IS **NOT** ABOVE THE FULL COLD MARK, REMOVE THE CAP AND **ADD COOLANT**.

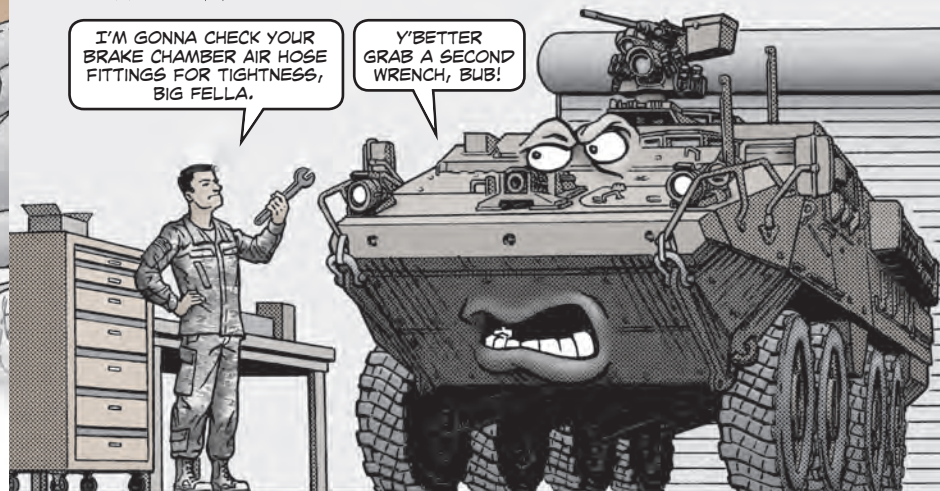
THE **RIGHT** AMOUNT OF COOLANT IN THE SURGE TANK AND OVERFLOW RESERVOIR WILL HELP YOUR STRYKER **BEAT THE HEAT**.



# Two Wrenches *Better* Than One

I'M GONNA CHECK YOUR BRAKE CHAMBER AIR HOSE FITTINGS FOR TIGHTNESS, BIG FELLA.

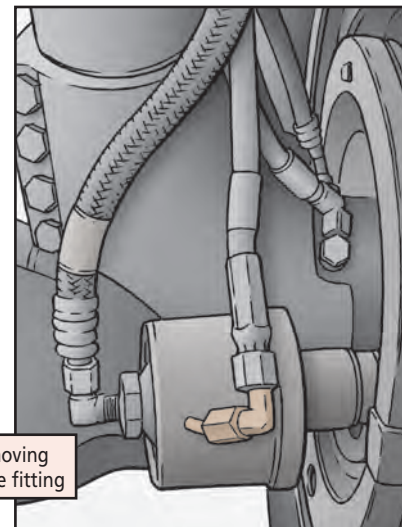
Y'BETTER GRAB A SECOND WRENCH, BUB!



**M**echanics, take extra care when loosening or tightening the exhaust air hose on the Stryker's brake chambers. Return line elbow pipe fittings are ending up bent or cracked. That makes a brake chamber unserviceable and that means an NMC Stryker.

Always be sure to use two wrenches when installing or removing air hoses from the Stryker brake chambers. One wrench is for fitting on the hose assembly, NSN 4720-20-000-0528, and the other is for fitting on the elbow pipe, NSN 4730-01-520-5474. Using just a single wrench can damage the elbow pipe fitting.

While you're at it, make sure all the clamps and zip-ties securing the air hoses are in place and serviceable. That makes it less likely that brush will snag and break the elbow pipe or hose assembly.





# Gun Cards are a *MUST* for the M242

WHADDYA MEAN YOU LOST MY FIRED ROUND INFO?

THAT MEANS I HAVE TO GET A NEW FIRING PIN AND THEY'RE IN **SHORT SUPPLY!**

3SHEESH!3 ALL Y'HADDA DO WAS PUT THE INFO IN TULSA!



**LISTEN UP!** THERE ARE **NO** ANDS, IFS OR BUTS!

WEAPON RECORD DATA									
1. PLANS REQUIRED					2. COMMAND/CONTROL				
3. CANNON TYPE, SERIAL, OR SERIES					4. REQUEST/STATUS				
5. CANNON/CONTROL					6. REQUEST/STATUS				
1a	1b	1c	1d	1e	2a	2b	2c	2d	2e
Serial	Type	Series	Model	Year	Requester	Request Date	Request Status	Requester	Request Date
2408-4, JAN 1979									

IT'S CRITICAL THAT BRADLEY UNITS UPDATE THE DA FORM 2408-4, **WEAPON RECORD DATA CARD**, AFTER **EVERY** FIRING OF THE M242 AUTOMATIC GUN AND AFTER SERVICES/INSPECTIONS.

AND THAT DATA **MUST** BE TRANSFERRED TO THE GAINING UNITS WHEN M242s ARE TRANSFERRED.

GAINING UNITS **MUST** CONTACT THE GUN CARD ADMINISTRATORS TO **UPDATE** UNIT IDENTIFICATION CODE (UIC) INFORMATION WHEN THEY ACCEPT TRANSFERRED EQUIPMENT.

HI, WE'RE WITH THE 171<sup>ST</sup> AND WE'RE TRANSFERRING OUR M242s TO YOU. WE WANTED TO **PERSONALLY** GIVE YOU THE GUN CARD INFO SO IT **DOESN'T** GET LOST.



THE ADMINISTRATORS CAN BE FOUND AT:  
<https://tulsa.tacom.army.mil/guncard/PocList.cfm>

THE M242 FIRING PIN **MUST** BE REPLACED EVERY 12,000 ROUNDS AND THE BREECH ASSEMBLY SHOULD BE INSPECTED AT 25,000 ROUNDS AND EVERY 5,000 ROUNDS AFTER THAT LIKE IT SAYS IN TM 9-1005-200-23&P.

IF THEY'RE NOT REPLACED OR INSPECTED AT THE CORRECT INTERVAL, THERE IS **RISK OF CATASTROPHIC FAILURE OR UNCONTROLLED FIRE** DUE TO DEFORMED, EXCESSIVELY WORN, OR CRACKED FIRING PIN ASSEMBLIES. **NOT GOOD THINGS!**

NOT FILLING OUT A DA FORM 2408-4 ALSO CAUSES SUPPLY PROBLEMS. IF ROUND COUNT INFORMATION IS LOST, THE FIRING PIN **MUST** BE REPLACED BECAUSE THERE'S NO WAY TO ACCURATELY DETERMINE THE REMAINING LIFE OF THE FIRING PIN.

## Firing Pin Limits Extended

UNFORTUNATELY, THERE IS NO STOCK OF FIRING PIN ASSEMBLIES AT THIS TIME. AS A RESULT, SPECIAL GUIDANCE HAS BEEN ISSUED THROUGH TACOM MAINTENANCE ACTION MESSAGE (MAM) MA17-044 TO TEMPORARILY AUTHORIZE THE ISSUE OF USED FIRING PINS FROM UNSERVICEABLE M242s THAT HAVE PASSED INSPECTION. THESE FIRING PINS CAN BE USED FOR 6,000 MORE ROUNDS ONCE THEY'RE INSTALLED ON A SERVICEABLE GUN.

THE MAM IS ON TULSA AT:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MA17-044.html>

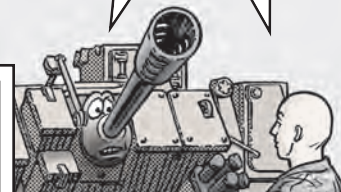
THESE FIRING PIN ASSEMBLIES **MUST** BE INSPECTED PER THE CRITERIA PROVIDED IN THE MAM.

THE MAM ALSO **TEMPORARILY EXTENDS** THE LIFE OF CURRENTLY INSTALLED FIRING PINS THAT HAVE REACHED THE 12,000 ROUND LIMIT **BY 3,000 ROUNDS.**

IF NO HISTORICAL DATA EXISTS FOR A PARTICULAR GUN, THE CURRENTLY INSTALLED FIRING PIN CAN BE GIVEN A LIFE OF 6,000 MORE ROUNDS TO RE-ESTABLISH ROUNDS COUNT IF THE FIRING PIN MEETS THE INSPECTION CRITERIA IN THE MAM.

HEY, THAT'S 12,000 ROUNDS FOR ME. TIME FOR A NEW FIRING PIN!

USUALLY, YES. **BUT** THE LIMIT HAS BEEN **EXTENDED.**



UNITS SHOULD STILL SUBMIT PARTS REQUISITIONS FOR A NEW FIRING PIN ONCE THE 12,000 ROUND LIMIT HAS BEEN REACHED OR A USED FIRING PIN HAD BEEN INSTALLED.

THAT WAY WHEN STOCK IS AVAILABLE UNITS CAN **IMMEDIATELY** GET A NEW FIRING PIN.

ONCE FIRING PINS HAVE PASSED 15,000 ROUNDS OR USED REPLACEMENT FIRING PINS HAVE PASSED 6,000 ROUNDS, THEY **MUST** BE REPLACED.

IF **NO** NEW OR USED REPLACEMENT PIN IS AVAILABLE, THE GUN IS **NON-MISSION CAPABLE.**

## Gun Card Database

BRADLEY UNITS ARE **REQUIRED** TO ELECTRONICALLY ENTER FIRING INFORMATION ON THE TULSA ELECTRONIC GUN CARD DATABASE. GO TO:

<https://tulsa.tacom.army.mil/guncard>

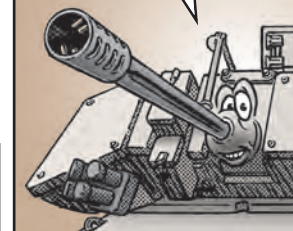
CLICK ON **VIEW/PRINT.** ENTER THE CANNON AND END ITEM SERIAL NUMBERS OF THE CARD YOU'RE SEARCHING FOR.

CLICK ON **ACTIVE CARDS.** WHEN IT COMES UP, CLICK ON **VIEW/PRINT** AND FILL IT IN. PRINT A COPY OF THE CARD.

A CURRENT PAPER OR PRINTED DA FORM 2408-4 CARD SHOULD ALSO BE MAINTAINED WITH THE BRADLEY'S MAINTENANCE RECORDS.

THE MASTER GUNNER SHOULD UPDATE THE ROUNDS COUNT ON DA FORM 2408-4s. MAINTAINERS THAT HAVE ACCESS TO THE TULSA GUN CARD APPLICATION ARE RESPONSIBLE FOR UPDATING NON-FIRING DATA.

TRANSFER MY FIRING INFO TO TULSA. THAT'S THE **BEST** WAY FOR **EVERYONE** TO TRACK IT.





# PS TACTICAL VEHICLES

- Water Only, Please
- Faulty Gasket Puts You in Hot Water
- Toss and Go Slams A/C Vents
- Rust Busters Tip of the Month



M149-Series Water Trailers...

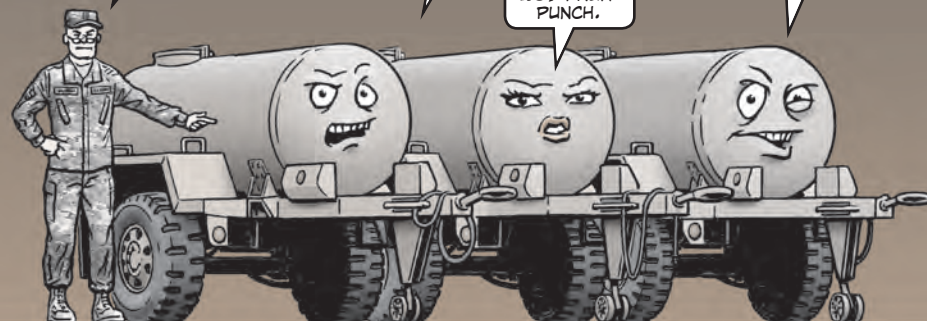
## WATER ONLY, PLEASE

THEY'RE CALLED **WATER** BUFFALOS FOR A REASON: **NOTHING** GOES IN THEM **EXCEPT** WATER!

**NOT** GATORADE.

**NOT** FRUIT PUNCH.

AND DEFINITELY **NOT** YOUR UNCLE BERNIE'S CRAZY MUSCLE MILK CONCOCTION!

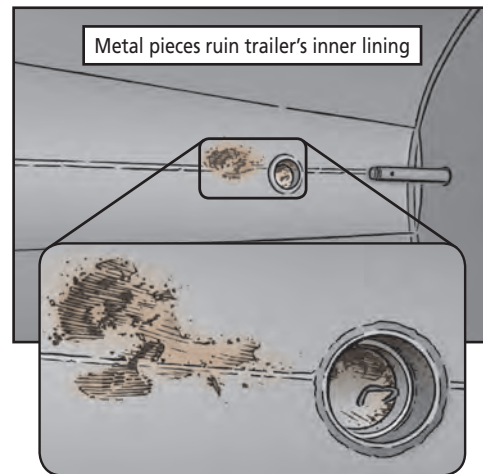


Now that summer is here, creative types are sometimes tempted to play bartender with the water buffalo. Don't let this happen in your unit.

Anything other than water, especially sugar-based drinks, will totally contaminate the water buffalo. Adding ice to the water is okay, however. But only add ice, not the bag it comes in! Yes, that seems like a no-brainer, yet it happens. The plastic then sinks to the bottom and clogs the drain and faucets.

Take time to remove twist-ties or staples in the bag of ice before you hoist it up to the manhole and dump it in. These little plastic and metal pieces have shown up at the bottom of water tanks, embedded into the liners. Aside from ruining the stainless steel liners, they can also clog up the drain and faucets.

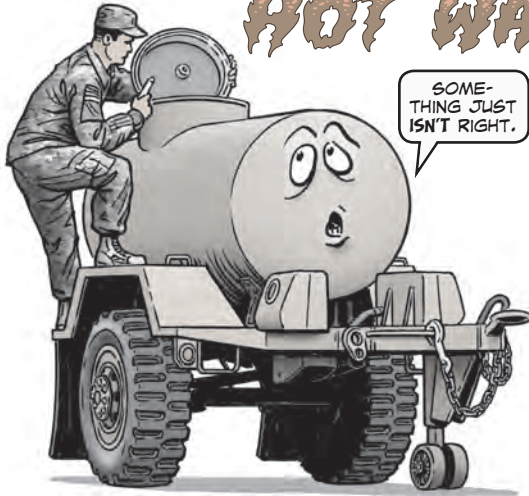
Save your unit the expense and headache of repairing or replacing its M149-series water trailers. Use them the way they were intended: for water only or now that summer is here, ice, too!



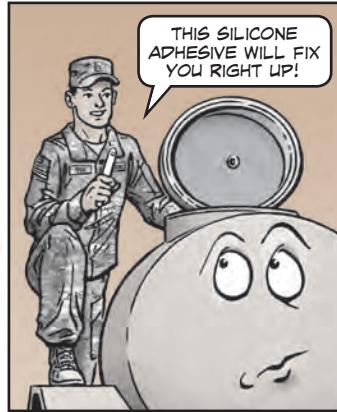
Metal pieces ruin trailer's inner lining



# FAULTY GASKET PUTS YOU IN HOT WATER



SOME-  
THING JUST  
ISN'T RIGHT.



THIS SILICONE  
ADHESIVE WILL FIX  
YOU RIGHT UP!

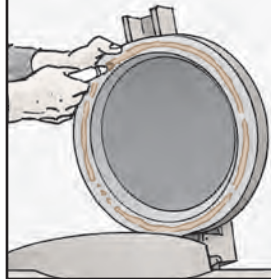
If the manhole cover gasket on your unit's M149A2 water trailer doesn't seal properly, you could end up in hot water!

A faulty seal can allow contaminants into the water, making it unsafe to drink. The water can become so tainted that it's not fit for any purpose.

Now you're not only in hot water, but you've got a hot mess to clean up, too.

Replace a worn seal around the manhole cover with NSN 5330-01-317-9640. Use silicone adhesive, NSN 8040-00-118-2695, to attach the new seal.

Spread silicone adhesive here



## Time Causes Deterioration

The gap between the inner tank liner and outer tank may also need attention. A recessed ring around the collar of the tank creates a seal with the manhole cover. This seal can deteriorate over time.

If it's not tight, it should be completely removed with a scraping tool. A new silicone ring should be formed in the recess, flush with the top of the collar, using silicone adhesive, NSN 8040-00-118-2695.



Scrape away  
damaged  
seal and  
fill gap with  
silicone  
adhesive

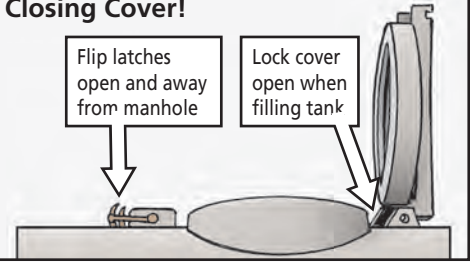
## Careful Closing Cover!

Lock the manhole cover open while filling the tank and make sure the latch is flipped completely open before closing the cover.

If not, the edge of the latch digs into the cover and punctures the seal, starting the whole contamination thing over again!

Flip latches  
open and away  
from manhole

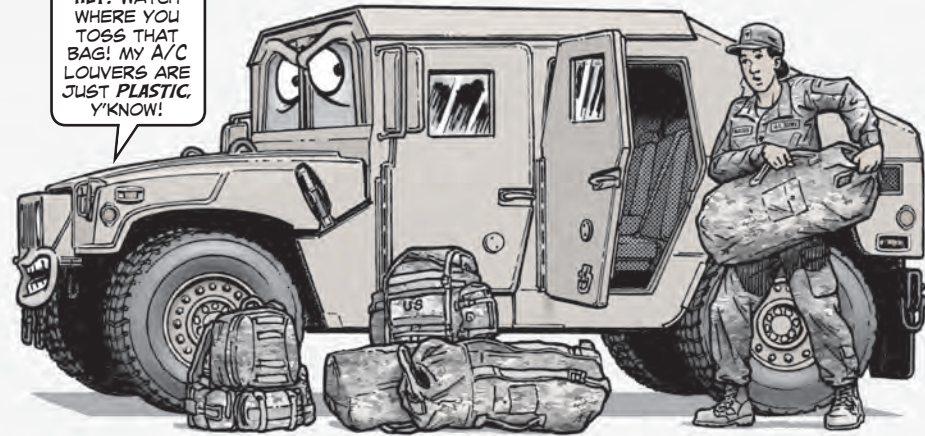
Lock cover  
open when  
filling tank



HMMWVs...

# Toss and Go **SLAMS** A/C Vents

HEY! WATCH  
WHERE YOU  
TOSS THAT  
BAG! MY A/C  
LOUVERS ARE  
JUST PLASTIC,  
Y'KNOW!



**B**EFORE YOU HIT THE ROAD, CHECK WHERE BAGS AND GEAR ARE PILED IN THE BACKSEAT. IF YOUR HMMWV IS EQUIPPED WITH AIR CONDITIONING VENTS ON THE BACKSEAT CONSOLE, YOU MAY NEED TO RE-ARRANGE THINGS.

**BLOCKED A/C VENTS**  
**RESTRICT** AIR FLOW, WHICH  
CAN CAUSE HEAT EXCHANGER  
ISSUES WITH YOUR HMMWV'S  
A/C SYSTEM OR EVEN BLOW  
A COMPRESSOR.

CARELESSLY TOSSING GEAR  
INTO THE BACKSEAT CAN  
ALSO **BREAK** THE A/C VENT  
LOUVERS. THOSE WILL HAVE  
TO BE REPLACED WITH  
NSN 2540-01-563-3029.



Tossing gear  
into back seat  
breaks A/C louvers

SO WATCH  
WHERE  
YOU TOSS  
STUFF!

# RUST BUSTERS

## TIP OF THE MONTH

HEY...I'M A BIG GUY! HOW'RE Y'GONNA FIND EVERY LITTLE CORROSION SPOT ON ME?



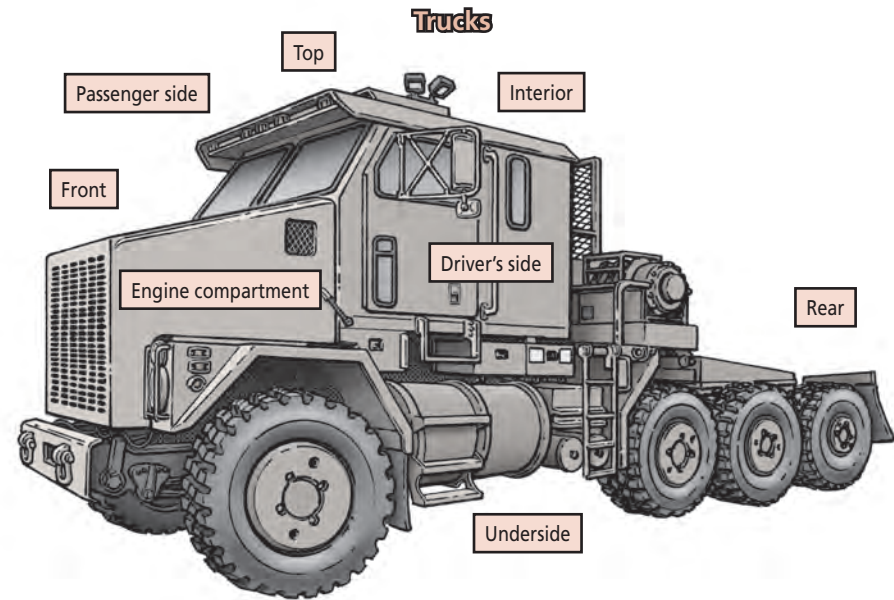
**YOU CAN'T STOP CORROSION UNLESS YOU FIND IT EARLY. AND YOU CAN'T FIND IT EARLY UNLESS YOU LOOK FOR IT.**

THE BEST WAY TO FIND CORROSION IS TO PERFORM A **SYSTEMATIC INSPECTION**. TO DO THIS, THINK OF A VEHICLE DIVIDED INTO SECTIONS.

USE A FLASHLIGHT TO LOOK FOR CORROSION!



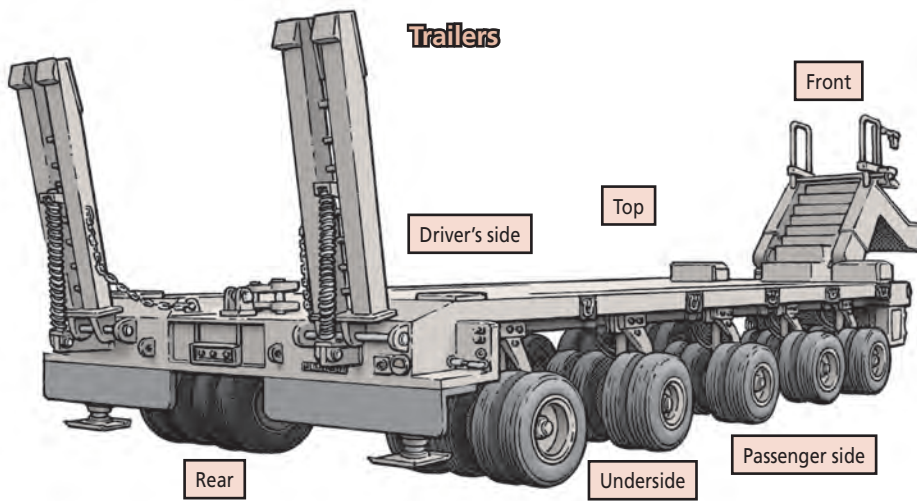
PAY SPECIAL ATTENTION TO THE **DRIVER'S SIDE**. IT'S **MORE LIKELY TO RUST** BECAUSE IT'S EXPOSED TO **SPLASHING WATER AND SLUSH** FROM ONCOMING TRAFFIC.



### Divide vehicle into sections

<b>FRONT</b>	LIFTING/TOWING SHACKLES, BRUSH GUARD, HOOD, LATCHES, GRILLES, BUMPER, HEADLIGHTS
<b>ENGINE COMPARTMENT</b>	ALL COMPONENTS, SUPPORTS, ELECTRICAL CONNECTIONS, RADIATOR ASSEMBLY AND SUPPORTS
<b>PASSENGER SIDE</b>	DOOR, HINGES, FENDER, RUNNING BOARD, FRESH AIR VENT, MIRROR, WINDSHIELD, BATTERY BOX
<b>REAR</b>	LIFTING/TOWING SHACKLES, PINTLE HOOK, FIFTH WHEEL, TRAILER RAMPS, SPARE TIRE CARRIER, AIR HOSE CONNECTIONS, TAILLIGHT ASSEMBLIES
<b>DRIVER'S SIDE</b>	LIFTING/TOWING SHACKLES, BRUSH GUARD, HOOD, LATCHES, GRILLES, BUMPER, HEADLIGHTS
<b>UNDERSIDE</b>	FRONT SUSPENSION, DRIVE SHAFTS, AXLES, BRUSH GUARD, ELECTRICAL WIRING, FUEL LINES, FUEL TANK ASSEMBLY, AIR/HYDRAULIC LINES, VEHICLE BODY
<b>INTERIOR</b>	FLOOR, LEVERS, SHIFT LINKAGES, DASHBOARD, WINDSHIELD, CAB BODY PANELS, HORN CLEARANCE LIGHTS, PASSENGER SEATS
<b>TOP</b>	ROOF, ANTENNAS, WEAPONS HATCH





Perform systematic inspection

FRONT	KINGPIN, GOOSENECK TOP AND PINS, FIFTH WHEEL WELD/SEAMS, ELECTRICAL CONNECTORS, HINGE COVERS, GLADHANDS, LIGHTS, REFLECTORS
DRIVER/PASSENGER SIDES	OUTRIGGERS (INCLUDING SLOTS AND HOOK FASTENERS), TIEDOWN RINGS/SHACKLES, WHEELS, DRUMS, HUBS, LIGHTS, REFLECTORS, DECK BODY PLATES
REAR	DOVETAIL, SPARE TIRE CARRIER, MUD FLAPS, LIGHTS, REFLECTORS, DECK BODY PLATES
UNDERSIDE	AIR RESERVOIRS, AIR LINES, AXLES, SLACK ADJUSTERS, SPRING ASSEMBLIES, DECK PLATE WELDS/SEAMS, FRAME CROSSMEMBERS
TOP	GOOSENECK, DECK BODY PLATE WELDS/SEAMS, STOWAGE BOXES

THIS LIST WORKS AS A HANDY GUIDE FOR TRUCKS AND TRAILERS, BUT A COMPLETE CHECKLIST IS IN TB 43-0213, CORROSION PREVENTION AND CONTROL (CPAC) FOR ARMY WHEELED VEHICLES, (SEP 12), AVAILABLE ON LOGSA'S ETM WEBSITE: <https://liw.logsa.army.mil/etmapp/#/etm/home>

**LOGSA ETM**

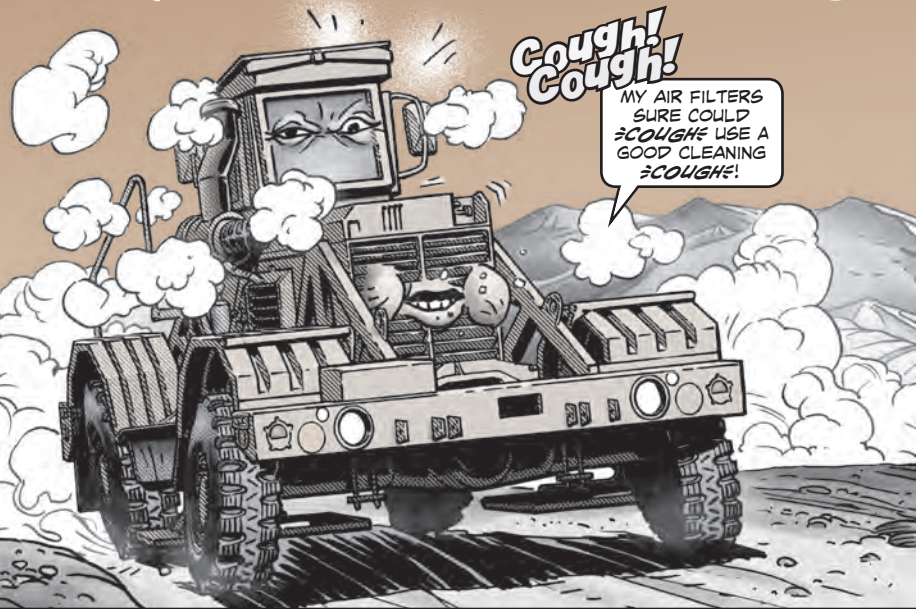
**PS END**

# PS CONSTRUCTION





# Keep the Air Flow Going



**O**PERATORS, WHETHER YOU'RE IN AFGHANISTAN, AT FT IRWIN OR ANYWHERE ELSE, ALWAYS MAKE SURE YOUR HUSKY GETS CLEAN AIR AND LOTS OF IT.

THAT'S HOW YOU KEEP THE VEHICLE'S ENGINE RUNNING **SMOOTHLY**. TO GET CLEAN AIR, YOU NEED CLEAN **FILTERS!**

SO PAY ATTENTION TO THESE TWO TIPS:

## Just a Squeeze



## Clean the Filters

NEXT, POP OFF THE CANISTER LID AND PULL OUT THE AIR FILTERS. THE SECONDARY FILTER IS INSIDE THE PRIMARY FILTER.

TAP EACH ONE WITH THE HEEL OF YOUR HAND JUST HARD ENOUGH TO LOOSEN DUST AND SAND. THEN TAP SOME MORE TO KNOCK STUFF OUT OF THE FILTERS.

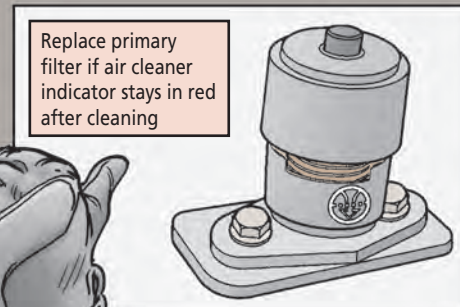
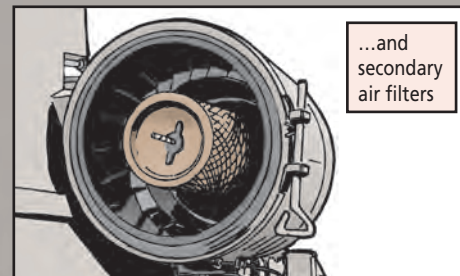
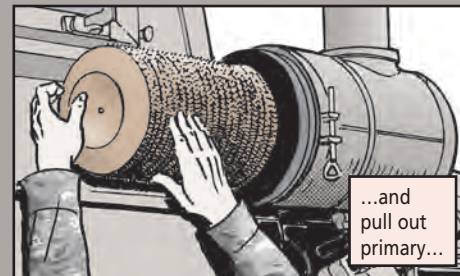
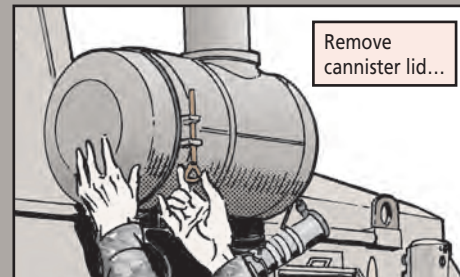
YOU CAN ALSO USE **LOW-PRESSURE AIR**—30 PSI OR LESS—to BLOW FROM INSIDE TO OUTSIDE OF THE FILTER. THAT'S THE BEST WAY TO REMOVE SAND AND DIRT FROM THE FILTER.

JUST **NEVER** BANG THE FILTER ON A ROCK OR HARD SURFACE LIKE THE VEHICLE'S TIRE.

AND **NEVER USE HIGH-PRESSURE WATER** TO CLEAN OUT THE FILTERS.

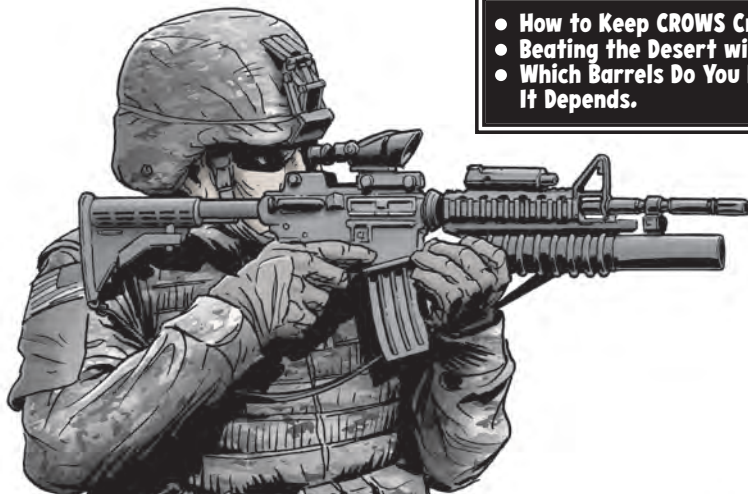
REPLACE THE **PRIMARY** FILTER WHEN IT'S DAMAGED OR WHEN THE AIR CLEANER INDICATOR STAYS IN THE RED AFTER A CLEANING.

REPLACE THE **SECONDARY** FILTER AFTER CLEANING THE PRIMARY FILTER THREE TIMES.





# PS SMALL ARMS



- How to Keep CROWS Crowing!
- Beating the Desert with PM
- Which Barrels Do You Keep? It Depends.



## CBRN

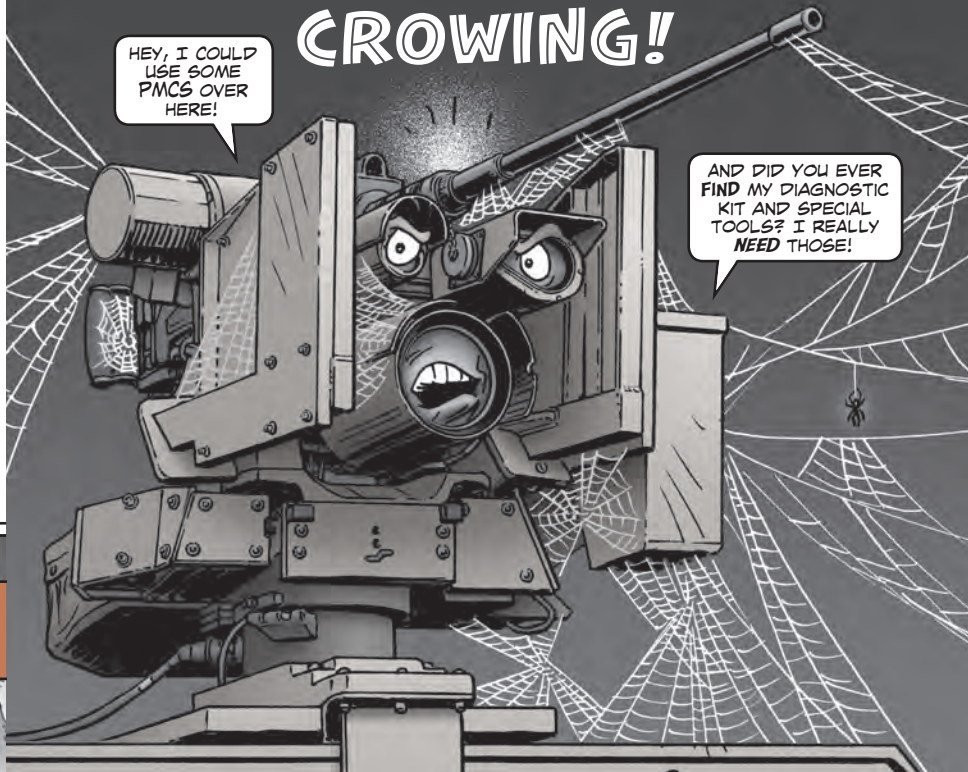
- Don't Use These C2A1 Canisters!
- Re-Introducing Your New M50/51 Mask!
- Save Money with Maintenance Kits

M153 CROWS II...

# HOW TO KEEP CROWS CROWING!

HEY, I COULD  
USE SOME  
PMCS OVER  
HERE!

AND DID YOU EVER  
FIND MY DIAGNOSTIC  
KIT AND SPECIAL  
TOOLS? I REALLY  
NEED THOSE!



THE M153 CROWS II IS ONE OF THE BEST WAYS TO PROTECT SOLDIERS IN BATTLE. INSTEAD OF SITTING EXPOSED, GUNNERS CAN FIRE FROM INSIDE THE VEHICLE IN RELATIVE SAFETY.

BUT, UNFORTUNATELY, TOO MANY CROWS SYSTEMS SIT NEGLECTED IN MOTOR POOLS. UNITS *DON'T* KNOW IF THEIR CROWS EVEN WORK UNTIL IT'S TIME TO GO TO THE FIELD AND THEN IT'S *TOO LATE* TO GET THEM FIXED.

THE MOST BASIC WAY TO KEEP CROWS WORKING IS FOR UNITS TO DO *WEEKLY* PMCS LIKE THEY'RE SUPPOSED TO. THAT NOT ONLY ENSURES CROWS IS IN GOOD SHAPE, BUT HELPS OPERATORS REMEMBER THEIR CROWS TRAINING.

OF COURSE, TOO MANY UNITS *DON'T* HAVE THE CROWS' TM 9-1090-219-10, WHICH MEANS THEY *CAN'T* DO PMCS. UNITS NEED TO ORDER ONE COPY PER CROWS. AND IN THE MEANTIME DOWNLOAD THE WEEKLY PMCS FROM THE ETM SITE:

<https://liw.logsa.army.mil/etmapp/#/etm/home>



## CROWS Diagnostic Kit

SOME CROWS UNITS ARE UNAWARE OF A MAJOR SOURCE OF HELP:  
**THE CROWS DIAGNOSTIC KIT (CDK).**  
NSN 6625-01-612-3560 (LIN FG25BQ).

CDKS HAVE BEEN FIELDIED WITH ALL CROWS SYSTEMS SINCE AUGUST 2014.

BUT OFTEN THE CDKS **DON'T** MAKE IT INTO THE UNITS' PROPERTY BOOKS AND END UP STORED AND **FORGOTTEN**.

ALONG WITH THE CDK, UNITS ARE ALSO SUPPOSED TO RECEIVE **SPECIAL TOOLS** FOR MAINTAINING CROWS.

WITHOUT THE CDK AND THE SPECIAL TOOLS, UNITS **CAN'T** DIAGNOSE AND FIX PROBLEMS.



Units should search for CDK...

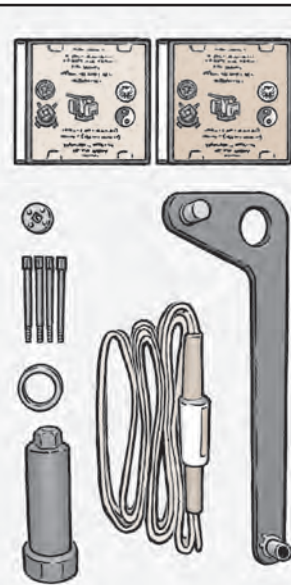
...and special tools

UNITS NEED TO CHECK TO SEE IF THEY ALREADY HAVE THE CDK.

THE **FIRST** STEP SHOULD BE A **SEARCH** OF PROPERTY BOOKS BY THE CDK'S NSN.

IF THE NSN **DON'T** SHOW UP, **DON'T STOP THERE!**

ROUGHLY 75 PERCENT OF THE CDKS ISSUED ARE **NOT** ON UNIT PROPERTY BOOKS.



HERE'S WHERE TO LOOK:



FOR **ECHELON ABOVE BRIGADE (EAB)** UNITS, SUCH AS MP AND ENGINEER BATTALIONS, THE CDK/SPECIAL TOOLS SHOULD BE AT THE BATTALION HQ MAINTENANCE (HHC/HHD).

FOR **MANEUVER BRIGADES**, CDKS SHOULD BE IN THE FORWARD SUPPORT COMPANIES AND THE MAINTENANCE COMPANY OF THE BRIGADE SUPPORT BATTALION. USUALLY, IF ANYONE KNOWS WHERE CDKS ARE, IT'S THE WARRANT OFFICER IN CHARGE OF MAINTENANCE.

IF YOU **DO** FIND A CDK, USE LIN FG25BQ TO ENTER IT ON YOUR PROPERTY BOOK. THAT WILL LET THE ARMY **TRACK** IT.



MANY CROWS UNITS, HOWEVER, HAVE **NOT** RECEIVED THE CDK. IF YOUR UNIT HASN'T, **BE PATIENT**.

CDKS ARE BEING FIELDIED AND EVENTUALLY **ALL** CROWS UNITS WILL HAVE THE CDK.

ONCE YOU'VE LOCATED A CDK, THE NEXT STEP IS TO **UPDATE** THE SOFTWARE ON YOUR MSD.

THIS INCLUDES THE SOFTWARE THAT LETS THE MSD AND CDK COMMUNICATE AND THE AUTOMATED SOFTWARE DOWNLOAD (ASD) PROGRAM NEEDED TO RELOAD OR UPDATE CROWS SOFTWARE.

**BOTH** PIECES OF SOFTWARE REQUIRE THE USER TO HAVE **ADMINISTRATIVE PRIVILEGES** FOR THE MSD.

FOR **PERMISSION** TO DOWNLOAD THE SOFTWARE, FILL OUT THE SOFTWARE ACCESS REQUEST AGREEMENT AT:

<https://www.us.army.mil/suite/page/677848/>

FOR **HELP**, CONTACT THE CROWS SOFTWARE HELP DESK AT (973) 724-8028 OR EMAIL: [usarmy.picatinny.peo-soldier.list.crows-software@mail.mil](mailto:usarmy.picatinny.peo-soldier.list.crows-software@mail.mil)

CROWS MAINTAINERS SHOULD HAVE RECEIVED CDK TRAINING EITHER FROM TACOM INSTRUCTORS OR IN AIT FOR THE 91B MOS. BUT BY NOW MOST MAINTAINERS WILL NEED **REFRESHER TRAINING**.

FOR TRAINING, CONTACT YOUR LOCAL TACOM LAR OR **JAMES TUCKER** AT (586) 282-1345 OR EMAIL: [james.w.tucker50.civ@mail.mil](mailto:james.w.tucker50.civ@mail.mil) OR **ELLIOT TERRY** AT (586) 282 1344 OR EMAIL: [elliott.terry.civ@mail.mil](mailto:elliott.terry.civ@mail.mil)

THEY CAN ALSO BE CONTACTED FOR ANY QUESTIONS ABOUT CROWS.

### MWO Required

IF YOUR M153 CROWS HAS SOFTWARE VERSION 3.5 OR **BELOW**. IT NEEDS TO BE UPDATED USING MWO 9-1090-219-23-1. REPORT THE UPGRADE IN THE MODIFICATION MANAGEMENT INFORMATION SYSTEM (MMIS) IN LIW.

SPECIAL OPERATIONS UNITS WITH CROWS SOFTWARE VERSION 3.10.2 **DON'T** NEED TO DO THE UPDATE.

FULL INSTRUCTIONS, EQUIPMENT REQUIRED, SOFTWARE DOWNLOAD LOCATION, AND AUTHORIZED PERSONNEL NEEDED ARE LISTED IN THE MWO. YOU CAN FIND THE MWO AT:

<https://liw.logsa.army.mil/mmis/#/dashboard/messages/modification>





# Beating the Desert with PM

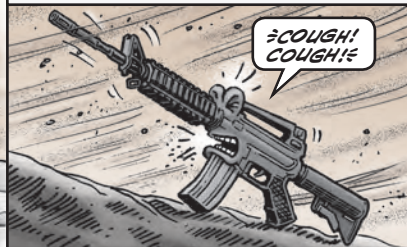
THE DESERT IS A VERY TOUGH PLACE FOR YOUR RIFLE, MACHINE GUN OR PISTOL.



EVEN WORSE, THE SAND MIXES WITH LUBE AND BECOMES A SCOURING POWDER THAT GRINDS UP PARTS.



BLOWING SAND *INVADES* OPENINGS LIKE THE MUZZLE AND EJECTION PORT AND *STOPS* MOVING PARTS FROM MOVING.



AND THE DESERT'S EXTREME HEAT DRIES UP LUBRICANT.



HERE ARE A FEW WAYS TO HELP YOUR WEAPON WIN ITS BATTLE WITH THE DESERT:

USE RIFLE COVERS, MUZZLE CAPS, AND SPARE MAGAZINE BAGS. COVER MOUNTED MACHINE GUNS. KEEP THE M16/M4'S EJECTION PORT COVER CLOSED AND A MAGAZINE INSTALLED.

PAY SPECIAL ATTENTION TO MOVING PARTS LIKE THE BOLT CARRIER. WIPE AND BRUSH THEM CLEAN. BLOW OUT SAND FROM AREAS LIKE THE TRIGGER ASSEMBLY THAT YOU'RE *NOT* ALLOWED TO TAKE APART.

CLEAN AND DO PMCS OFTEN.

THAT MEANS AT LEAST DAILY IN THE DESERT. EVEN WIPING OFF THE OUTSIDE OF YOUR WEAPON WITH A CLEAN CLOTH EVERY CHANCE YOU GET WILL HELP. CLEANING THAT INVOLVES DISASSEMBLY SHOULD BE DONE ONLY IN ENCLOSED AREAS, LIKE YOUR TENT OR QUARTERS. OTHERWISE, BLOWING SAND WILL MAKE YOUR CLEANING USELESS.

EASY ON LUBRICATING EXPOSED SURFACES. LUBRICANTS LIKE CLP ATTRACT SAND. CLEAN AND LUBE ONLY INTERNAL PARTS FREQUENTLY AND GENEROUSLY. BUT WIPE THE OUTSIDE OF THE WEAPON COMPLETELY DRY.

CLEAN MAGAZINES, TOO. MAGAZINES JAM WITH SAND. UNLOAD AND WIPE OFF AMMO DAILY. RUN A RAG THROUGH THE MAGAZINE. DON'T PUT ANY LUBE IN MAGAZINES OR ON AMMO.

YOUR WEAPON'S -10 TM PROVIDES ALL THE INFO YOU NEED FOR HELPING YOUR WEAPON BEAT THE DESERT.

HERE ARE THE TMS AND WHERE YOU NEED TO LOOK IN THEM:

Weapon	TM	Operation under unusual conditions	PMCS	Expendable/durable items
M2/M2A1	9-1005-213-10	WP 0016	WP 0023	WP 0043
M240-series	9-1005-313-10	WP 0018	WP 0020	WP 0040
M249	9-1005-201-10	Page 2-45	Page 2-1	Page D-3
M9/M9A1	9-1005-317-10	WP 0006	WP 0010	WP 0019
M16-series M4/M4A1	9-1005-319-10	WP 0006	WP 0013	WP 0023
M203-series	9-1010-221-10	WP 0006	WP 0010	WP 0016
M320-series	9-1010-232-10	WP 0016	WP 0019	WP 0027

M240L, M249 Machine Guns...

WHICH BARRELS DO YOU KEEP?

IT DEPENDS.



There are more differences between the M249 and M240L short and long barrels than just the length.

The M249 long barrels are BII (basic issue items), which means they must be kept with the weapon at all times. The short barrels, though, are additional authorization list (AAL) items, which means they're optional and not required.

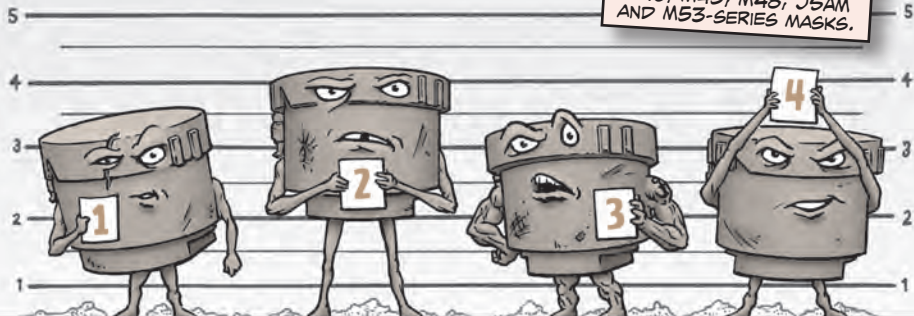
What does that mean for armorers? You must always keep both long barrels, even if you get short barrels for your M249 machine guns. Since both long barrels are BII, they must be turned in with the weapon.

But it's a different story with the M240L. MWO 9-1005-313-23-4 is replacing its long barrels with short barrels. Once that happens, the short barrels become the standard barrels and BII and must stay with the M240L at all times.



# DON'T Use These C2A1 Canisters!

CBRN SPECIALISTS, CHECK ALL YOUR C2A1 CANISTERS FOR LOT NUMBERS BEGINNING WITH TVI AND IRT. THESE CANISTERS ARE USED WITH M40, M45, M48, JSAM AND M53-SERIES MASKS.



ANY TVI CANISTERS SHOULD NOT BE USED.

IRT CANISTERS MANUFACTURED PRIOR TO 2017 SHOULD NOT BE USED.

TO DETERMINE YEAR OF MANUFACTURE, CHECK THE LOT NUMBER. THE FOURTH AND FIFTH NUMBERS GIVE THE YEAR.

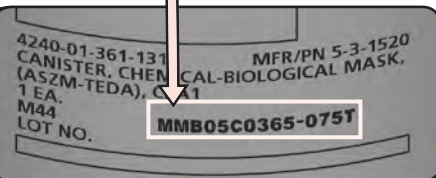
IRT16####-###, FOR EXAMPLE, MEANS THE CANISTER WAS MANUFACTURED IN 2016.

THESE TVI AND PRE-2017 IRT CANISTERS ARE LEAKING CARBON. THE CARBON CAN BUILD UP IN THE OUTLET VALVE AREA, LEADING TO MASK FAILURE. CARBON DUST CAN ALSO CAUSE MILD EYE AND RESPIRATORY IRRITATION.

MOST IMPORTANTLY, IN A CHEMICAL ENVIRONMENT, THE MASK COULD FAIL TO PROTECT.



Look for lot numbers beginning with TVI and IRT



ALL CANISTERS WITH A LOT NUMBER BEGINNING WITH MMB ARE OK TO USE. ORDER REPLACEMENT CANISTERS WITH NSN 4240-01-361-1319.

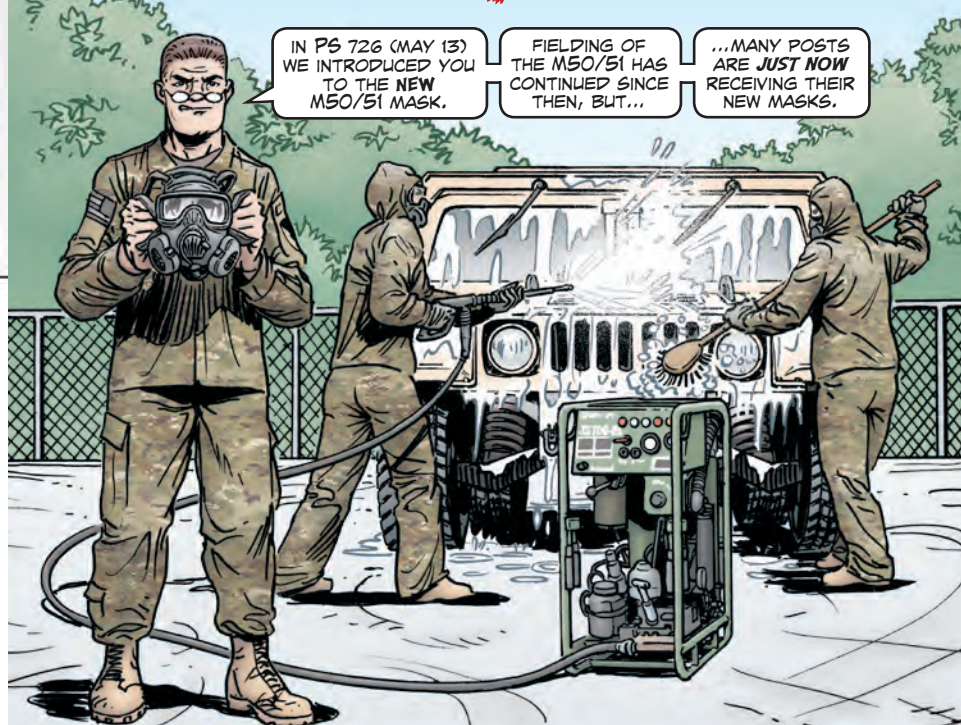
UNITS SHOULD COLLECT AND TURN IN THE BAD CANISTERS BY CONTACTING THEIR LOCAL PLA DISPOSITION SERVICES.

FOR MORE INFORMATION, SEE TACOM SUPPLY ADVISORY MESSAGE 17-971 AT: <https://jacks.jpeocbd.osd.mil> UNDER PUBLICATIONS, SELECT ADVISORY MESSAGES.

## QUESTIONS?

CONTACT CYNTHIA MURRAY-VICKERSON AT DSN 786-1564, (586) 282-1562, OR EMAIL: [cynthia.l.murray-vickerson.civ@mail.mil](mailto:cynthia.l.murray-vickerson.civ@mail.mil)

# RE-INTRODUCING YOUR NEW M50/51 MASK!





## Greatly Improved Vision

THE ONE-PIECE EYELENS PROVIDES A FIELD OF VIEW THAT IS AT LEAST 80 PERCENT **GREATER** THAN WHAT YOU HAD WITH THE M40.

THIS LETS YOU SEE MORE **WITHOUT** HAVING TO TURN THEIR HEADS, WHICH MEANS:

- better target detection
- enemy identification
- hit probability
- situational awareness

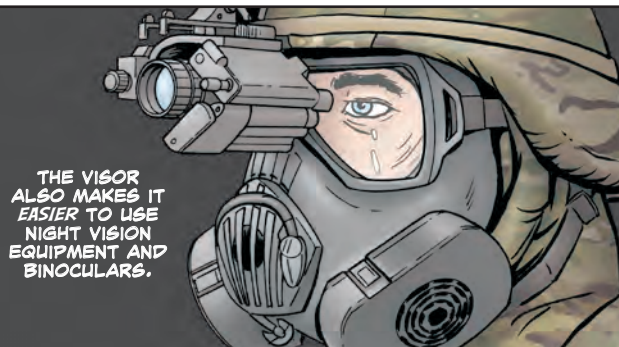
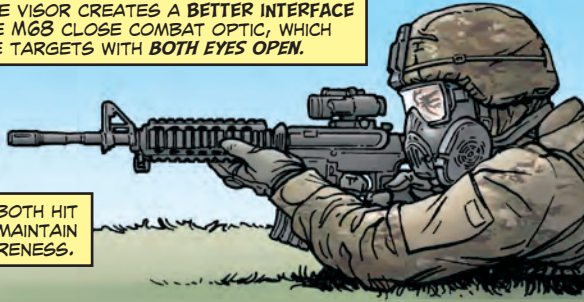


MY URETHANE EYELENS ITSELF **WON'T** YELLOW AS EASILY AS THE M40'S AND IS MUCH MORE RESISTANT TO CONTAMINANTS AND SCRATCHING.

SO YOU WON'T HAVE TO WORRY ABOUT MY EYELENS GETTING SCRATCHED!

THE POLYNOMIAL SPLINE VISOR CREATES A BETTER INTERFACE WITH SIGHTS LIKE THE M68 CLOSE COMBAT OPTIC, WHICH LETS YOU ENGAGE TARGETS WITH **BOTH EYES OPEN**.

THAT HELPS YOU BOTH HIT THE TARGET **AND** MAINTAIN SITUATIONAL AWARENESS.



THE VISOR ALSO MAKES IT EASIER TO USE NIGHT VISION EQUIPMENT AND BINOCULARS.

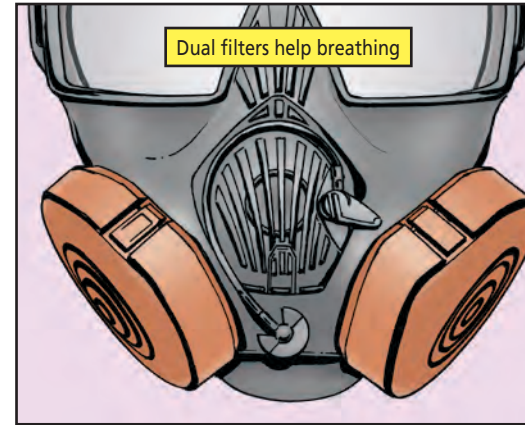
IN ADDITION, THE VISOR **REDUCES** THE NEED FOR YOU TO HOLD YOUR M16 RIFLES OR M4 CARBINES AT AN ANGLE TO SHOOT, WHICH TRANSLATES TO **IMPROVED ACCURACY**.

## Breathe Easier

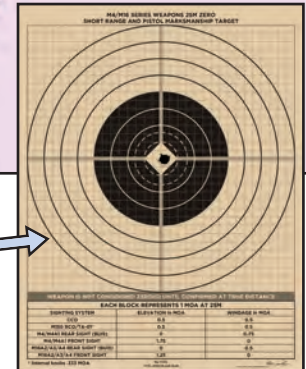
Dual filters help breathing

THE M50/51'S DUAL FILTER SYSTEM MAKES IT **TWICE** AS EASY TO BREATHE AS COMPARED TO THE M40.

THAT INCREASES YOUR ENDURANCE AND CUTS THE TIME NEEDED TO ACCOMPLISH A MISSION.



BREATHING EASIER ALSO MAKES FOR BETTER BREATH CONTROL DURING FIRING, WHICH **BOOSTS MARKSMANSHIP**.

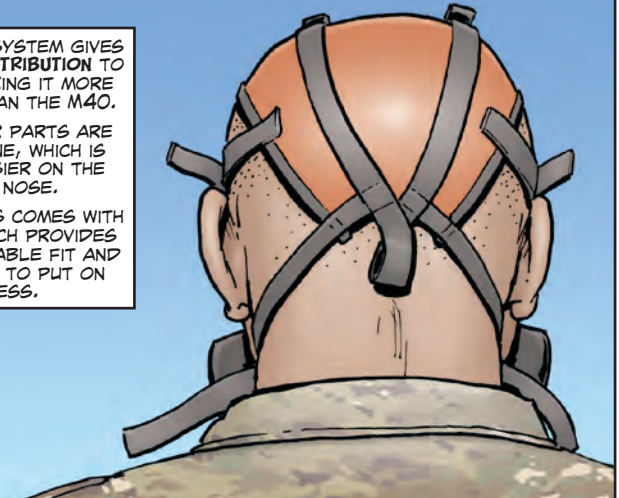


## So Much More Comfortable

THE DUAL FILTER SYSTEM GIVES **BETTER WEIGHT DISTRIBUTION** TO THE M50/51, MAKING IT MORE COMFORTABLE THAN THE M40.

THE MASK'S INNER PARTS ARE MADE OF SILICONE, WHICH IS SOFTER AND EASIER ON THE MOUTH AND NOSE.

THE HEAD HARNESS COMES WITH A SKULL CAP, WHICH PROVIDES A MORE COMFORTABLE FIT AND MAKES IT EASIER TO PUT ON THE HARNESS.



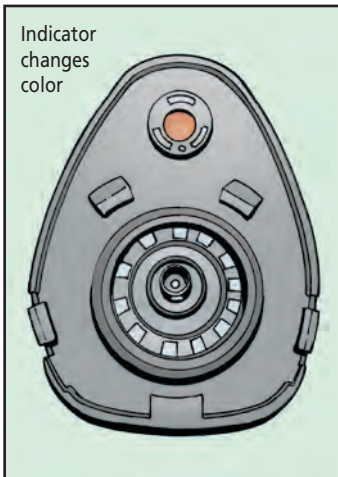


## Filter Facts

THE FILTER HAS AN INDICATOR THAT **CHANGES COLOR** WHEN IT NEEDS TO BE **CHANGED**. IF THE FILTER HAS BEEN EXPOSED TO TOO MUCH HUMIDITY FOR TOO LONG.



Indicator changes color



SELF-SEALING DISKS LET YOU CHANGE FILTERS **WITHOUT** FEAR OF BREATHING IN CHEMICAL AGENT.

IF A FILTER IS INSTALLED WRONG, THE DISK WON'T LET YOU BREATHE IN UNTIL THE FILTER IS INSTALLED CORRECTLY.

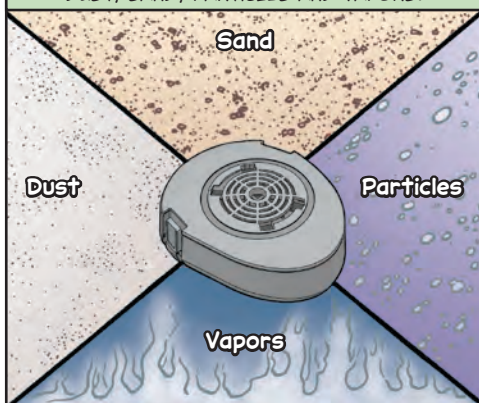
THE FILTER'S THREE SEALING POINTS ON TWO SURFACES STRENGTHEN THE INTERFACE SEAL.

THE POSITIVE LOCKING MECHANISM PREVENTS THE FILTER FROM WORKING LOOSE.

THE FILTER'S LOWER PROFILE REDUCES THE RISK OF LOSING ITS SEAL IF JARRED AND MAKES IT LESS LIKELY TO GET CAUGHT IN CAMOUFLAGE NETS OR BRUSH.

THE FILTER'S TWO KNIFE EDGES FORM INDEPENDENT SEALS WITH THE BASE OF THE FILTER MOUNT, WHICH PROVIDES A SEAL AGAINST PARTICLES AND VAPORS.

THE FILTER'S SKIRT FEATURE FORMS A SEAL WITH THE SIDE WALL OF THE FILTER MOUNT TO STOP DUST, SAND, PARTICLES AND VAPORS.



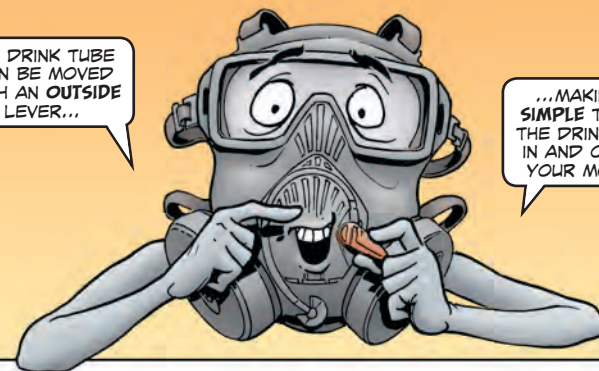
A CHUNK OF THE SKIRT CAN BE MISSING AND THE MASK WILL STILL PROTECT YOU.

THE FILTER'S HIGH EFFICIENCY SYNTHETIC PARTICULATE AIR FILTRATION MATERIAL IS MORE DURABLE THAN THE M40'S AND BETTER AT RESISTING CONTAMINANTS.



## Drinking Made Easy

MY DRINK TUBE CAN BE MOVED WITH AN OUTSIDE LEVER...



...MAKING IT SIMPLE TO GET THE DRINK TUBE IN AND OUT OF YOUR MOUTH.

## Carrier Is Better, Too

THE MASK CARRIER'S MOST IMPORTANT IMPROVEMENT IS THAT IT DOES A MUCH BETTER JOB OF SEALING OUT DUST AND SAND.

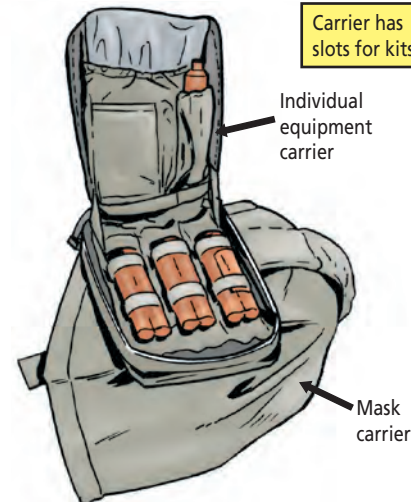
YOU WON'T OPEN UP THE CARRIER TO FIND YOUR MASK COATED WITH SAND THAT CAN CLOG FILTERS AND MAKE BREATHING A CHORE.

THE INDIVIDUAL EQUIPMENT CARRIER HAS DESIGNATED SLOTS FOR

- nerve agent antidote kits
- convulsive antidote
- M291 decon
- M295 individual decon kit
- reactive skin decon lotion
- M8 paper

THE SLOTS MAKE IT A SNAP TO FIND THESE ITEMS IN AN EMERGENCY, PLUS THEY LET YOU INVENTORY THE CARRIER IN JUST A FEW SECONDS.

Carrier has slots for kits



THE MASK CARRIER HAS SNAPS TO MAKE IT MOLLE COMPATIBLE AND IT CAN BE WORN IN THREE DIFFERENT CONFIGURATIONS.



## Commo Connections



THE M50/51 HAS BOTH INTERNAL AND EXTERNAL CONNECTORS...



...FOR A VOICE AMPLIFIER OR A BOOM MIKE!!

## Hydration and MPHS

THE ONLY AUTHORIZED HYDRATION SYSTEM FOR THE M50/51 IS THE NEW **MULTI-PURPOSE PERSONAL HYDRATION SYSTEM (MPHS)**, NSN 8465-01-643-5606.

THE MPHS IS CURRENTLY BEING FIELDIED THROUGH THE INDIVIDUAL CHEMICAL EQUIPMENT MANAGEMENT PROGRAM (ICEMP).

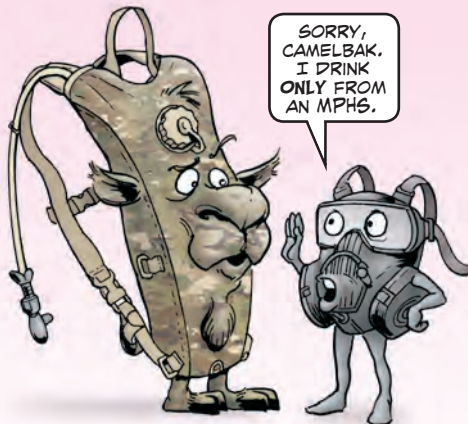
FOR MORE INFORMATION ON THE MPHS, SEE PAGES 44-45 IN PS 784 (MAR 18).

MPHS



SOME SOLDIERS THINK IT'S OK TO USE THE CAMELBAK® OR OTHER HYDRATION SYSTEMS WITH THEIR M50/51.

**NOT TRUE!**



SORRY, CAMELBAK. I DRINK ONLY FROM AN MPHS.

THESE SYSTEMS MAY **NOT** HAVE A BLADDER THAT SEALS OUT CBRN AGENTS. YOU COULD END UP SUCKING IN THE VERY AGENTS YOUR M50 IS **PROTECTING** YOU FROM.



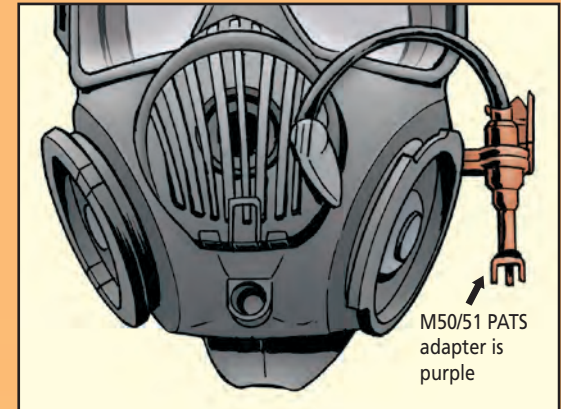
## PATS Adapter

CBRN SPECIALISTS WILL NEED TO CHECK M50/51 MASKS WITH PATS JUST LIKE THEY DID FOR THE M40.

TO DO THAT, THEY'LL NEED THE **ADAPTER**. NSN 4240-01-546-4517.

IT CONNECTS PATS TO THE M50/51'S DRINK TUBE.

THE M50/51 ADAPTER IS **PURPLE** TO DISTINGUISH IT FROM THE M40'S RED ADAPTER.



M50/51 PATS adapter is purple



## Training Help

YOUR UNIT CAN FIND **TRAINING HELP** FOR THEIR NEW M50/51 MASKS AT THE JOINT ACQUISITION CBRN KNOWLEDGE SYSTEM (JACKS) WEBSITE:

<https://jacks.jpeocbd.army.mil>

Community	Equipment	Training
Sitemap: Home		
JACKS News		
<p><b>HOT</b> Hot News</p> <p>New Advisory Messages</p> <p>Shelf Life News</p>	<p>FROM THE TRAINING DROP-DOWN MENU LOCATED BELOW THE JACKS BANNER, SELECT <b>NEW EQUIPMENT TRAINING</b>.</p> <p>SCROLL <b>DOWN</b> TO THE <b>PROTECTION</b> SECTION IN THE LEFT-HAND COLUMN AND CLICK <b>M50/51 JOINT SERVICE GENERAL PURPOSE MASK</b>.</p> <p>SCROLL <b>BACK UP</b> AND YOU'LL SEE THE TRAINING FILES IN A NEW BOX.</p>	<p>Overview</p> <p><b>New Equipment Training</b></p> <p>Interactive Training</p> <p>Lessons Learned</p> <p>Training Equipment</p> <p>Training Links</p> <p>CBRNE Hands-On Training</p>
<p><b>Protection</b></p> <p>AFS Alternative Footwear Solutions</p> <p>M20A1 M20A1 Simplified Collective Protection Equipment</p> <p>JSGPM M50/51 Joint Service General Purpose Mask</p> <p>M53 M53 Chemical Biological Protective Mask</p> <p>M8 CBP M8 Chemical and Biological Protective Shelter</p>		

ALSO, OF COURSE, CHECK OUT THE M50'S TM 3-4240-542-13&P. EVERY SOLDIER IN YOUR UNIT SHOULD HAVE A COPY OF IT.

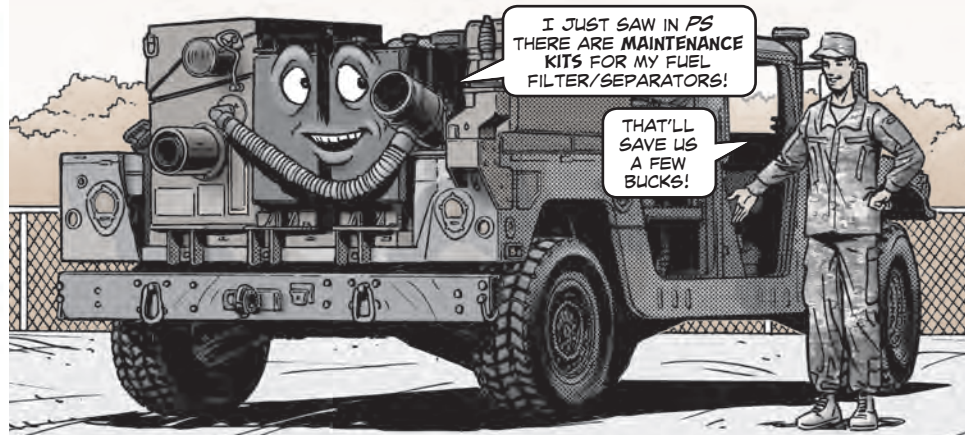
IT'S ALSO ON THE ETM SITE: <https://liw.logsa.army.mil/etmapp/#/etm/home>





M56, M56E2, M58 Smoke Generators...

# SAVE MONEY WITH MAINTENANCE KITS



THE M56, M56E2 AND M58 SMOKE GENERATORS HAVE TWO FUEL FILTER/SEPARATORS...

...AN INTERNAL SEPARATOR, NSN 2940-01-423-8814, AND AN EXTERNAL SEPARATOR, NSN 2940-01-423-2597.



WHEN THE FILTER/SEPARATORS NEED MAINTENANCE, **DON'T** ORDER THE **ENTIRE ASSEMBLY** UNLESS IT'S SO DAMAGED IT REQUIRES REPLACEMENT.

**INSTEAD, ORDER MAINTENANCE KITS.**

THE INTERNAL SEPARATOR KIT COMES WITH NSN 4330-01-366-5667 AND THE EXTERNAL KIT COMES WITH NSN 4330-01-349-4014.



THE INTERNAL KIT SAVES YOU \$135 AND THE EXTERNAL KIT SAVES \$19 OVER ORDERING INDIVIDUAL PARTS!

**FOR THE M56, SEE**

PAGES 2-176 AND 2-282 IN TM 3-1040-282-20 (MAR 98, W/CH 1, JUL 02) FOR SERVICING THE SEPARATORS.

**FOR THE M56E2, SEE**

WPS 0081 AND 0119 IN TM 3-1040-290-23 (AUG 10).

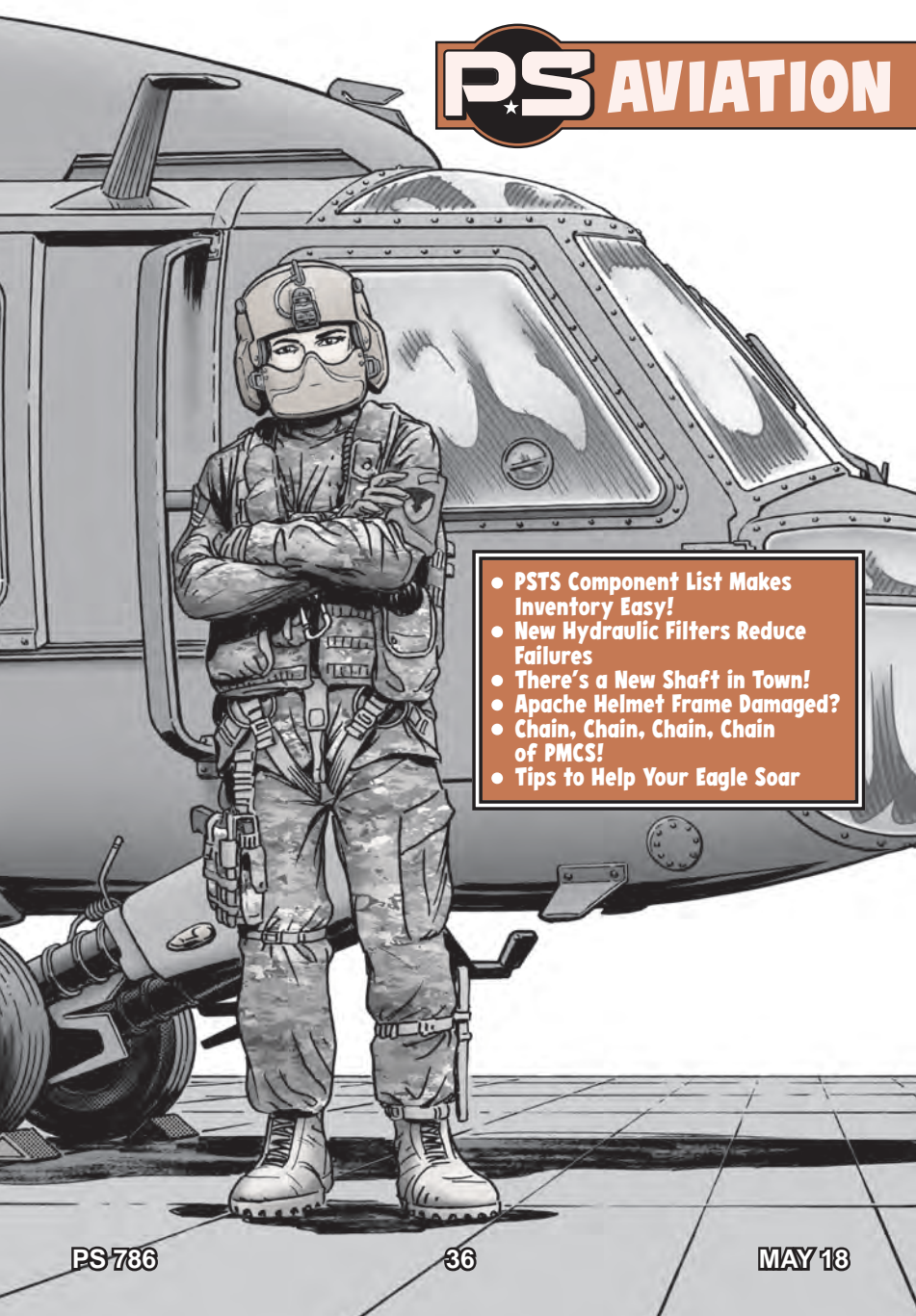
**FOR THE M58, SEE**

PAGES 4-14 AND 7-12 IN TM 3-1040-285-20 (JUN 98, W/CH 3, JAN 10).

FOR MORE INFO, SEE TACOM LCMC MAINTENANCE INFORMATION (MI) MESSAGE 18-003 AT:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MI18-003.html>





- PSTS Component List Makes Inventory Easy!
- New Hydraulic Filters Reduce Failures
- There's a New Shaft in Town!
- Apache Helmet Frame Damaged?
- Chain, Chain, Chain of PMCS!
- Tips to Help Your Eagle Soar

## PSTS Component List Makes Inventory *Easy!*

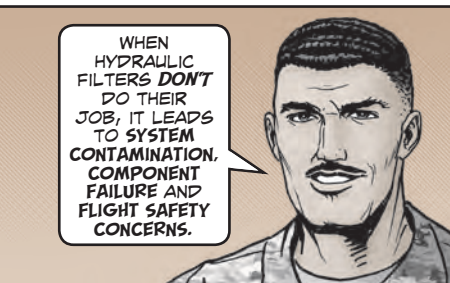
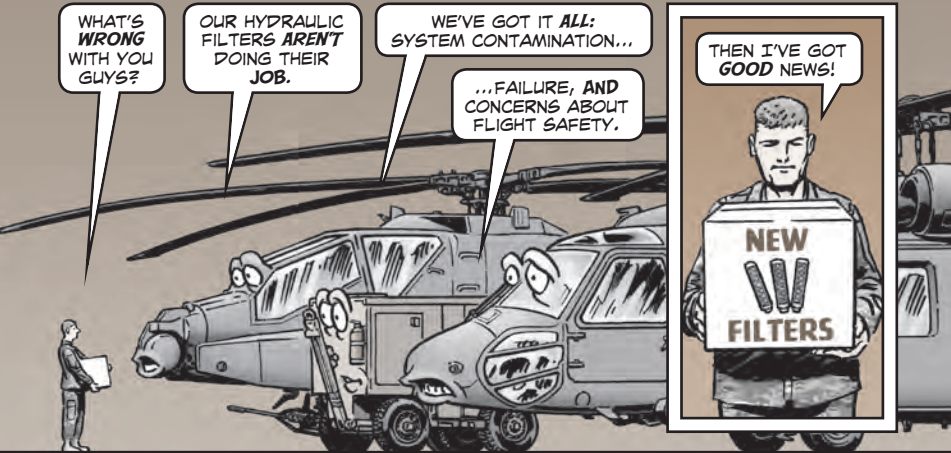


THIS COMPONENT LIST FOR THE PITOT STATIC TEST SET (PSTS),  
N6N 4920-01-388-6790, WILL HELP YOU KEEP TRACK OF EVERYTHING!  
KEEP IT AS A HANDY REFERENCE.

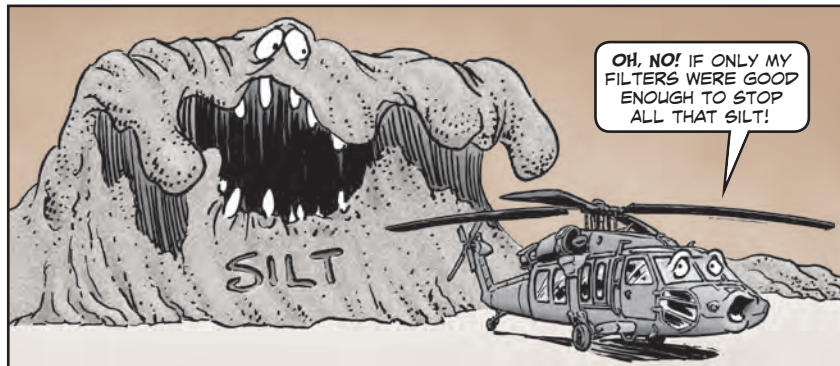
Description	NSN	PN	Qty
Shoulder bag	6625-01-435-7986	ADTS405-1891-71-MO	1
Service fuse kit	6620-01-437-2460	ADTS405-1891-81-MO	1
Hand control test set	4920-01-435-6339	ADTS405-1891-21-MO	1
Hose clamp	4730-00-555-1352	AN737TW34-38	1
AC power lead	6625-01-435-6346	ADTS405-1891-32-MO	1
DC power lead	6625-01-435-6348	ADTS405-1891-31-MO	1
Boss reducer	4730-00-812-5036	MS24399D3	2
Boss reducer	4730-00-187-3575	AN919-1D	1
Boss nipple	4730-00-834-9560	AN815-4D	2
Boss nipple	4730-00-417-2340	AN815-3D	1
Hand terminal lead	6625-01-435-6343	ADTS405-1891-35-MO	1
Altimeter encoded lead	6625-01-435-6341	ADTS405-1891-61-MO	1
Hose kit assembly	6625-01-435-7996	ADTS405-1891-41-MO	1
O-ring kit	5325-01-036-6680	N/A	1
Pitot head adapter hose	4920-00-866-6980	N/A	1



# New Hydraulic Filters Reduce Failures

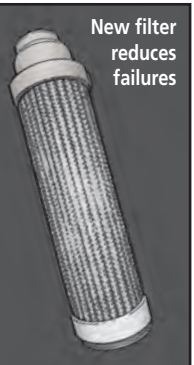
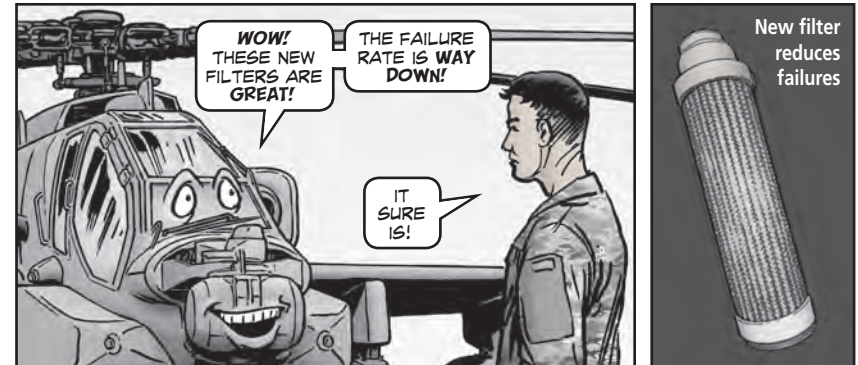


Hydraulic pumps, primary servos, actuators and tail rotor servos have a high failure rate when using the current legacy filters. Dynamic flow testing showed the filters captured and then released a cloud of particles that flowed downstream from the filter into hydraulic components. This condition, known as silting, causes spool valve locking, uncommanded flight control inputs, and increased component wear.

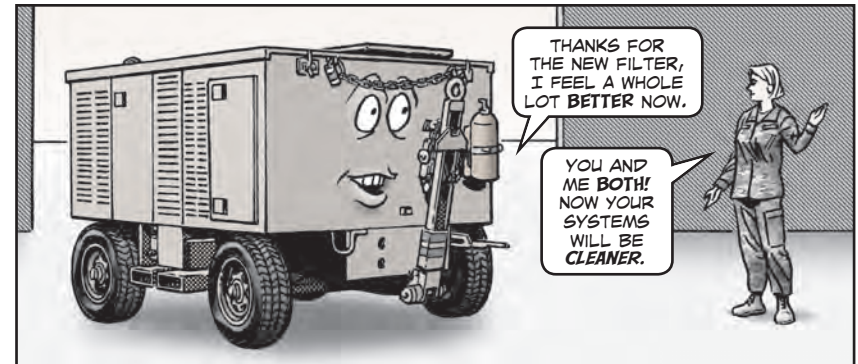


To combat the problem, a series of new, improved filters were tested. Over many flight hours, the new filters removed particulate matter, improved hydraulic fluid cleanliness, and increased the mean time between failures (MTBF) for six key hydraulic components.

For example, the failure rate of the primary hydraulic servos dropped from 310 failures with a MTBF of 648 hours to just 25 failures with a MTBF of 1,389 hours; a 114.3 percent MTBF rate increase. And hydraulic pump replacement went from 285 failures with a MTBF of 705 hours to just 25 with 1,389 MTBF; a 97 percent increase in the MTBF rate.



Hydraulic systems require very clean fluid to make things work. From helicopters to the aviation ground power units (AGPUs) that service aircraft, hydraulic filters are the key to increased operation, reliability and safety.



The new filters, which are completely interchangeable with the old ones, will be added to the next TM updates for the H-60, AH-64 and AGPU. Until then, order the new filters from this list:

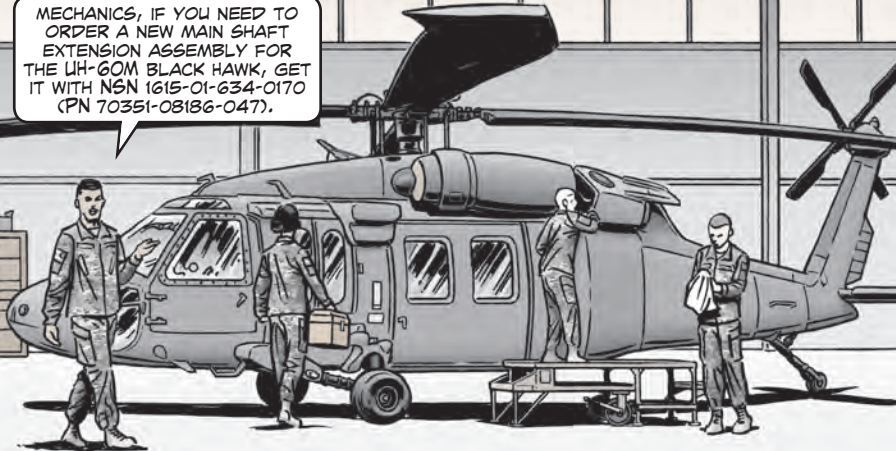
System	Old Filter NSN	New Filter NSN
H-60	1650-01-114-1899	1650-01-601-1254
AH-64	1650-01-328-5588	1650-01-642-2829
AGPU	4330-01-484-0896 4330-01-484-0891	2940-01-605-7088



UH-60M...

# THERE'S A NEW SHAFT IN TOWN!

MECHANICS, IF YOU NEED TO ORDER A NEW MAIN SHAFT EXTENSION ASSEMBLY FOR THE UH-60M BLACK HAWK, GET IT WITH NSN 1615-01-634-0170 (PN 70351-08186-047).



THOUGH THE SHAFT EXTENSION IS THE SAME ONE USED ON THE A/L MODEL, THE LIFE LIMIT IS DIFFERENT FOR EACH AIRCRAFT.

THE A/L MODEL SHAFT EXTENSION HAS A LIFE LIMIT OF 14,000 HOURS.

THE M MODEL HAS A LIFE LIMIT OF 4,900 HOURS.

BE ADVISED THAT ONCE A SHAFT EXTENSION IS USED ON AN M MODEL AIRCRAFT, IT CAN NO LONGER BE USED ON AN A/L MODEL AIRCRAFT. THIS CHANGE IS EFFECTIVE NOW!

FOR THE A/L MODEL BLACK HAWK, THE SHAFT EXTENSION REMAINS NSN 1615-01-074-5151 (PN 70351-08186-043).

IF YOU HAVE AN A/L SHAFT EXTENSION ON BACK ORDER AND IT'S INTENDED FOR THE M MODEL AIRCRAFT, CONTACT THE ITEM MANAGER SO THE REQUIREMENT CAN BE CHANGED TO THE M MODEL NSN.



**GOT QUESTIONS?**

CONTACT RILEY JACOBS AT (256) 955-6788 OR BY EMAIL: [riley.d.jacobs.civ@mail.mil](mailto:riley.d.jacobs.civ@mail.mil)

IHADSS  
Helmet...



I THINK I'VE DONE ALL I CAN WITH MY HELMET SHELL.

I'LL CHECK MY LIST TO SEE IF YOUR HELMET NEEDS TO BE REPLACED.

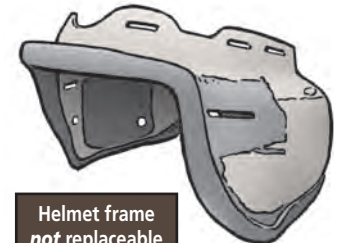
## APACHE HELMET FRAME DAMAGED?

MECHANICS, YOU MAY THINK IT'S A GOOD IDEA TO REPAIR IHADSS HELMET FRAMES THAT ARE BEYOND YOUR MAINTENANCE LEVEL. FACT IS...

**...IT'S NOT.**

THE HELMET FRAME IS REPLACED AT THE DEPOT/CONTRACTOR LEVEL. IF THE HELMET FRAME IS DAMAGED BEYOND UNIT LEVEL REPAIR LIMITS, YOU MUST TURN IN THE ENTIRE HELMET FOR REPLACEMENT.

THE HELMET FRAME HAS AN SMR CODE OF PADD TO KEEP THE FIELD FROM BUILDING CLASS VII MAJOR ITEMS OUT OF CLASS IX PARTS.



Helmet frame not replaceable at field level

HERE'S A LIST OF HELMET FRAMES THAT **MUST** BE REPLACED BY THE DEPOT/CONTRACTOR IF THEY **CAN'T** BE REPAIRED AT FIELD LEVEL.

Helmet Frames		
Size	NSN	PN
Medium	8415-01-472-1998	78C4207-1
Large	8415-01-471-3748	78C4207-2
X-Large	1270-01-562-3501	86C7408

HERE ARE THE NSNs FOR THE HELMET:

- Medium helmet, NSN 1270-01-295-6255
- Large helmet, NSN 1270-01-298-3544
- Extra-large helmet, NSN 1270-01-263-2545

MAKE A NOTE THAT WHEN ORDERING A NEW HELMET ASSEMBLY, THE PART NUMBERS WILL BE DIFFERENT FOR THE THREE COMPLETE HELMET ASSEMBLY SIZES.

TURN IN THE HELMET WITH ITS DAMAGED FRAME **PRIOR** TO ORDERING A REPLACEMENT HELMET.



# Chain, Chain, Chain, Chain of PMCS!



YOUR M230 AUTOMATIC GUN WILL **SUDDENLY GO QUIET** IF ITS CHAIN ASSEMBLY **MALFUNCTIONS**.

BUT **HOW** DO YOU KNOW IF THE CHAIN CAN DO ITS JOB?

ONE TEST THAT SOME UNITS USE—BUT **SHOULDN'T**—IS THE **"BUNCH"** TEST. THE CHAIN ASSEMBLY IS BUNCHED UP AND THEN LIFTED. IF THE CHAIN **DOESN'T** STRAIGHTEN OUT UNDER ITS OWN WEIGHT, THE CHAIN IS **REJECTED**.

WE'RE GONNA GIVE YOUR CHAIN THE BUNCH TEST.

WHAT A BUNCH OF **BUNK!** THAT TEST IS **BOGUS**. JUST GIVE MY CHAIN A STRAIGHT PMCS.



THIS TEST SHOULD BE REJECTED. THE BUNCH TEST IS **NOT** A RELIABLE INDICATOR OF PROBABLE FAILURE.

SO WHAT SHOULD YOU LOOK FOR?

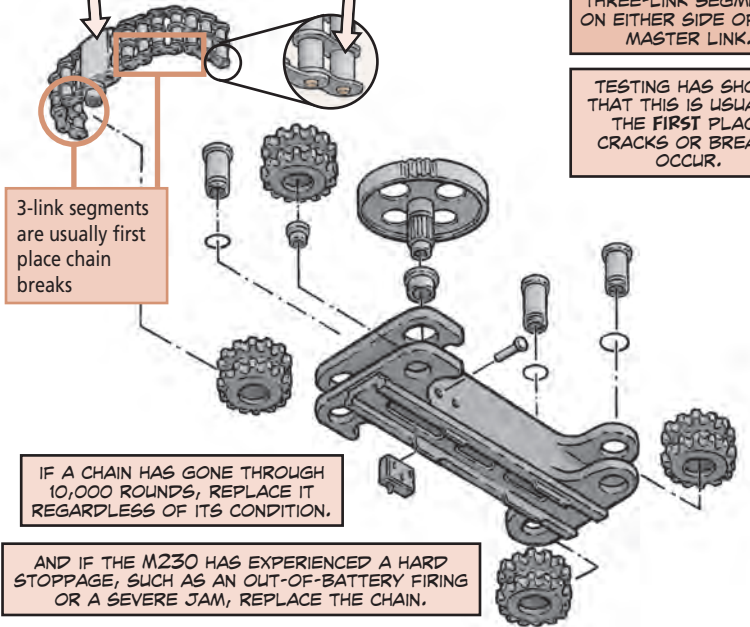


CHECK THE CHAIN LINKS FOR **CRACKS**, **BREAKS** OR OTHER **DAMAGED** COMPONENTS, SUCH AS THE **MASTER LINK SLIDER**.

LOOK FOR **LOOSE** COMPONENTS, ESPECIALLY THE **CONNECTING PINS**. AND, OF **COURSE**, BE ON THE **LOOKOUT** FOR **CORROSION**.

Master link slider damaged?

Connecting pins loose?



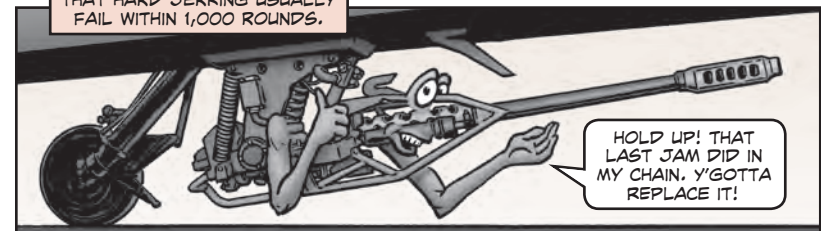
PAY PARTICULAR ATTENTION TO THE **THREE-LINK** SEGMENTS ON EITHER SIDE OF THE **MASTER LINK**.

TESTING HAS SHOWN THAT THIS IS **USUALLY** THE **FIRST** PLACE **CRACKS** OR **BREAKS** OCCUR.

IF A CHAIN HAS GONE THROUGH 10,000 ROUNDS, REPLACE IT REGARDLESS OF ITS CONDITION.

AND IF THE M230 HAS EXPERIENCED A **HARD STOPPAGE**, SUCH AS AN **OUT-OF-BATTERY FIRING** OR A **SEVERE JAM**, REPLACE THE CHAIN.

CHAINS THAT HAVE SUFFERED THAT **HARD JERKING** **USUALLY** FAIL WITHIN 1,000 ROUNDS.



HOLD UP! THAT LAST JAM DID IN MY CHAIN. Y'GOTTA REPLACE IT!



# TIPS TO HELP YOUR EAGLE SOAR

I'M  
SOARING...

...THANKS TO  
THESE TIPS FROM  
FT HOOD!

Dear Editor,

Through our work supporting Gray Eagles, we offer these tips to help them soar:

**Don't overtighten the captive fasteners.** The fasteners will break the nut plates loose if you muscle up on them. Also keep an eye on the tool used to tighten the fasteners. If the tool's tip begins to round out, it's time to get a new tool. Otherwise, you'll start rounding off the fasteners themselves. The correct torque is 25-30 in-lbs. That's tight enough.

Overtightening captive fasteners  
breaks loose nut plates

Tool tip rounding out?  
Get a new tool!

**Careful installing the aft cowl.** If you force things, the aft cowl gets warped and won't fit. We've found it's easier if you first secure the fasteners behind the radiator before you secure the rest.

Secure cowl  
fasteners behind  
radiator first

**Use five people, not four, to move the Eagle.** We have the extra person pushing on the landing gear. He not only adds muscle, but helps brake if necessary. Otherwise, one Soldier must do most of the pushing while the other three make sure the wings don't hit anything.

Use 5th person  
to push on  
landing gear

**Remember to remove the landing gear steering servo pins before towing.** That lets the landing gear turn freely. If the pins are left in, the servo and landing gear get damaged. And it's so easy to forget the pins. Just make sure you reinstall the pins before takeoff.

Remove  
landing gear  
steering servo  
pins before  
towing

**Stow the tow bar in the towing vehicle when you're through towing.** Crews sometimes forget to remove the tow bar and then they back over it with the towing vehicle. Make it a habit to immediately stow the tow bar when you're done towing.

Stow tow bar  
immediately  
after towing

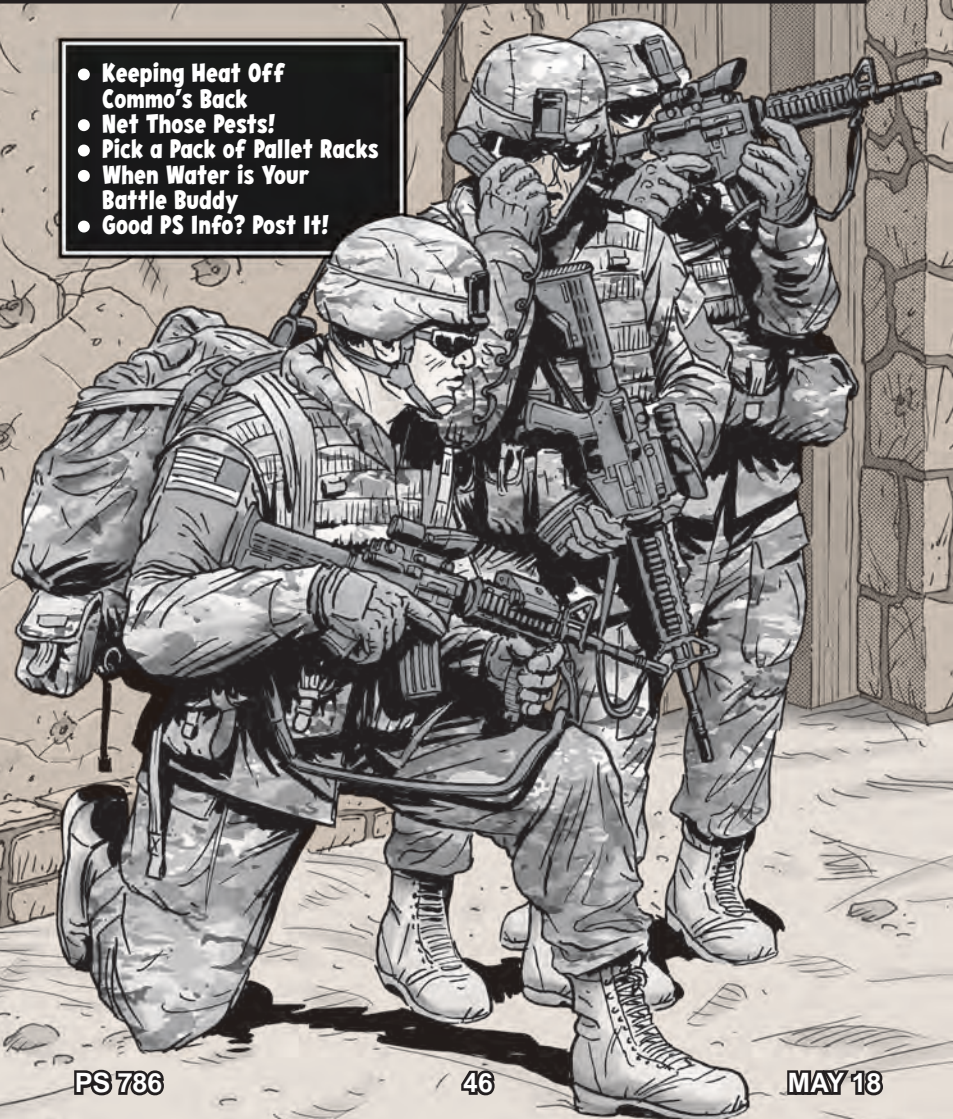
SGT Richard Spivey  
Ft Hood, TX

HIGH-  
FLYING TIPS,  
SERGEANT.  
THANKS FOR  
THE HELP!

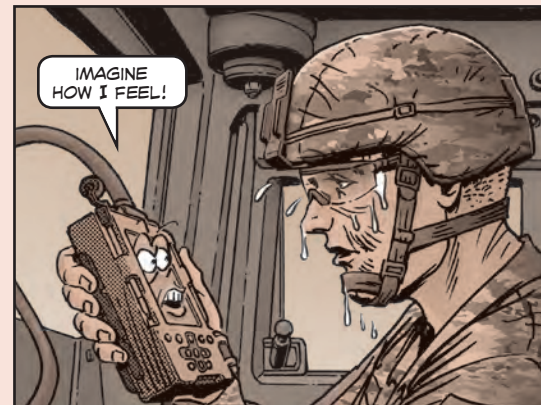
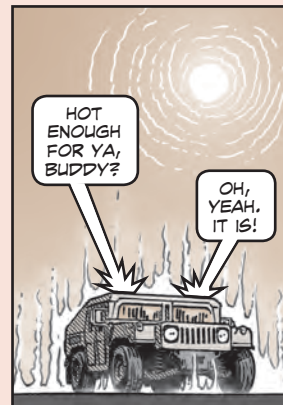


# PS COMMUNICATIONS & SOLDIER SUPPORT

- Keeping Heat Off Commo's Back
- Net Those Pests!
- Pick a Pack of Pallet Racks
- When Water is Your Battle Buddy
- Good PS Info? Post It!



## KEEPING *HEAT* OFF COMMO'S BACK



IN THE SUMMER-TIME HEAT AT NTC OR ANYWHERE ELSE, RADIO AND ELECTRONIC EQUIPMENT MAINTENANCE IS **TOUGH.**

IT'S TOO EASY FOR HEAT TO **DAMAGE** DELICATE EQUIPMENT.

HERE ARE A FEW HOT WEATHER MAINTENANCE TIPS...

### Made in the Shade

Whenever possible, shade your radio. Use cardboard or your vehicle's canvas top. Anything that keeps the glaring sun off the radio will help as long as it doesn't hold in the heat.

Give radio shade!



Lessons learned have shown that shade is a cheap, valuable tool and that almost anything can be used to give your radio some relief.

A fan will run itself to death trying to cool your radio. Give the radio shade to help the fan.



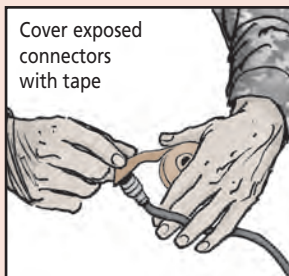


## Moisture Condensation

Overnight, condensation forms on metal surfaces that are cooler than the air temperature. This condensation can affect electrical plugs, jacks and connectors.

If condensation is affecting your commo connectors, tape over all connectors that may be exposed to moisture overnight. This prevents that moisture from contaminating the contacts.

Plugs should be dried before inserting them into equipment jacks. Excessive moisture or dew should be removed from antenna connectors to prevent arcing.

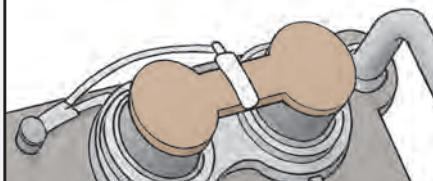


## Electrostatic Discharge

Static electricity is common in areas of extreme, dry heat. It's caused by windblown debris and extremely low humidity. Poor grounding conditions aggravate the problem. Make sure your equipment is properly grounded.

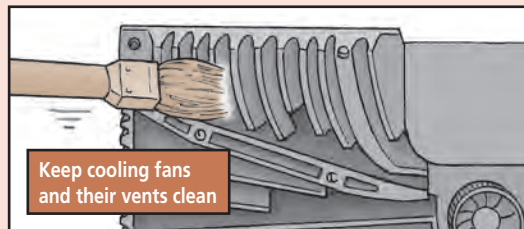
Use tip caps on all antennas to cut down on wind-caused static discharges.

Keep caps on radio connectors, too



## A Little More Cleaning

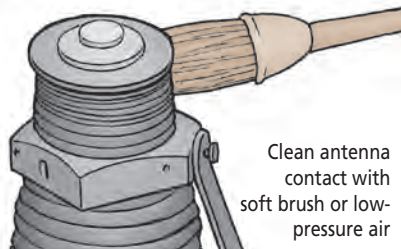
Keep all cooling fans clean and vents clear of clogging sand and dirt. Dirt magnifies heat because it reduces airflow. Use a brush or compressed air—whatever your equipment TM says—to clean the fan and the areas around it.



## A Few More Things

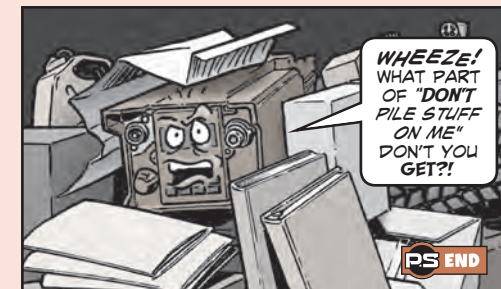
If you have any broken or missing knobs, switches or connectors, get them replaced before the heat hits.

Check the whip antenna's mast base to be sure the contact is clean. If it's dirty, use low-pressure air or a soft brush to clean it.



## Room to Breathe

Give your communication equipment room to breathe. If you pile gear on or around it, heat quickly builds up. Keep field gear, maps, manuals and other items away from the RT blower fan. Blocking airflow with gear will cause the heat to build up inside your set.



## NET THOSE PESTS!



Get a pop-up bed net to fend off bugs in the field with NSN 3740-01-644-4953. It includes a floor, rain fly, hanging tabs for your stuff and fits over your cot with room to spare. Plus, it weighs less than four pounds.

## Pick a Pack of Pallet Racks

If you're looking for guidance on warehouse pallet racks or other storage aids, the Logistics Support Activity's Packaging, Storage and Containerization Center (LOGSA PSCC) can help meet your needs. For a representative example of a pallet racking system, check out UNICOR:

[https://www.unicor.gov/shopping/ViewCat\\_m.asp?iStore=UNI&idCategory=1599](https://www.unicor.gov/shopping/ViewCat_m.asp?iStore=UNI&idCategory=1599)

Also see LOGSA PSCC's full range of packaging and storage expertise and contact info at: <https://www.logsa.army.mil/pssc/pssc-home.cfm>



# WHEN WATER IS YOUR BATTLE BUDDY



WATER, WATER EVERYWHERE... BUT WHERE'S A SAFE DROP TO DRINK?

WE KNOW YOU'VE HEARD THE SAME ADVICE EVER SINCE YOU JOINED THE ARMY—**DRINK LOTS OF WATER**, ESPECIALLY IF YOU'RE IN FULL GEAR AND SOLDIERING IN THE HEAT.

JUST A COUPLE OF HOURS OUT IN THE SUN WITHOUT ENOUGH WATER SAPS YOUR ENERGY AND ENDURANCE. SOON YOU'LL FEEL THE SIGNS OF HEAT STRESS: **HEADACHES, NAUSEA AND SERIOUS FATIGUE.**

CANTEENS ARE OLD-SCHOOL STURDY AND DEPENDABLE, **BUT** MORE SOLDIERS ARE WEARING **HYDRATION SYSTEMS.**



THAT'S 'CAUSE WE MAKE IT **EASIER** TO REPLACE BODILY FLUIDS LOST THROUGH SWEATING.

THE **MODULAR LIGHTWEIGHT LOAD-CARRYING EQUIPMENT (MOLLE) HYDRATION SYSTEM** IN THE OPERATIONAL CAMOUFLAGE PATTERN (OCP), NSN 8465-01-641-9423, IS AN ERGONOMICALLY DESIGNED WATER BLADDER WITH CARRIER THAT CAN BE WORN INDIVIDUALLY OR INTEGRATED WITH LOAD-BEARING EQUIPMENT OR WEB HARNESS SYSTEMS.

THE **BLADDER** INCLUDES A DRINK TUBE WITH BITE VALVE, A POSITIVE SHUT-OFF, AND AN EXTERIOR FILL PORT.

THE **CARRIER** CONSISTS OF ABRASION-RESISTANT NYLON, HAS A STERNUM STRAP FOR ADDED STABILITY AND HAS A HANDLE FOR FILLING ON THE GO.

SO YOU KNOW PACKING H<sub>2</sub>O IS THE RIGHT THING TO DO, BUT DO YOU KNOW ALL YOUR OPTIONS?

HERE ARE YOUR CHOICES FOR SUMMERTIME SIPPING ON THE GO:

THE **1-QT CANTEEN**, NSN 8465-01-115-0026, IS A RIGID PLASTIC CONTAINER. THE **COVER**, NSN 8465-00-860-0256, HAS AN OUTER POCKET FOR WATER PURIFICATION TABLETS. IT ATTACHES TO YOUR EQUIPMENT BELT OR LOAD-CARRYING EQUIPMENT.

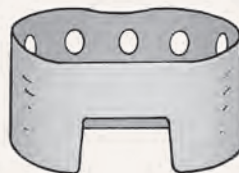
Cup, NSN 8465-00-165-6838

Cap, NSN 8465-00-930-2077

Canteen cup stand, NSN 8465-01-250-3632

Cap strap, NSN 8465-01-082-6449

Cover, NSN 8465-00-860-0256



THE **2-QT COLLAPSIBLE CANTEEN**, NSN 8465-01-118-8173, IS LARGER AND FLEXIBLE.

THE **CANTEEN'S COVER**, NSN 8465-00-927-7485, ALSO HAS AN OUTER POCKET FOR WATER PURIFICATION TABLETS.

YOU CAN CARRY THIS CANTEEN OVER YOUR SHOULDER WITH A STRAP. IT CAN ALSO ATTACH TO YOUR EQUIPMENT BELT OR LOAD-CARRYING EQUIPMENT. IT COLLAPSES WHEN DRAINED FOR LESS BULK.



THE **MOLLE HYDRATION SYSTEM** HAS SEVERAL ADVANTAGES OVER TRADITIONAL CANTEENS:

- It carries more clean, cool water
- You can drink on the move while keeping your hands and eyes focused on the mission
- Drinking from a tube is more convenient than reaching for a canteen, so you'll drink more water more often.



**OCP hydration system,**  
NSN 8465-01-641-9423

(includes carrier, shoulder and chest straps, 100-oz bladder, drink tube and bite valve)

Tan 499 bladder, NSN 8465-01-641-9698

Tan 499 drink tube, NSN 8465-01-519-2385

Tan 499 bite valve, NSN 8465-01-519-2383



OCP carrier, NSN 8465-01-641-9671

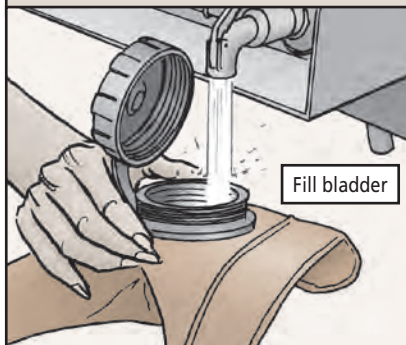
**PS MORE**



## FILLING -

IF YOUR HYDRATION SYSTEM HAS AN EXTERNAL CAP, YOU CAN FILL IT WITHOUT REMOVING THE BLADDER. JUST OPEN THE CAP AND FILL THE SYSTEM WITH WATER. ADD ICE CUBES IF YOU LIKE.

IF YOUR SYSTEM DOESN'T HAVE AN EXTERNAL CAP, YOU'LL HAVE TO REMOVE THE BLADDER FROM THE CARRIER.



## ASSEMBLING -

INSERT A BLADDER INTO THE CARRIER. ROUTE THE DRINKING TUBE OUT THE CARRIER OPENING. TO INSTALL A NEW BITE VALVE, PINCH THE TUBE AND PULL OFF THE OLD VALVE. WET THE TUBE AND SLIDE ON A NEW VALVE. MAKE SURE YOU DON'T FORCE THE TUBE PAST THE VALVE STOPS.

Wet tube and slide on a new bite valve



**Do NOT insert tube past valve stops**

TO INSTALL THE BITE VALVE COVER, PINCH THE TUBE AND PULL OFF THE VALVE. ATTACH THE COVER'S LANYARD TO THE TUBE. WET THE TUBE AND SLIDE THE BITE VALVE BACK ON.

## FITTING -

THE MOLLE HYDRATION SYSTEM WAS MADE TO BE WORN CLOSE TO YOUR BODY.

WHEN YOU CARRY WEIGHT CLOSE TO YOUR CENTER OF GRAVITY, THE LOAD FEELS MUCH LIGHTER. SO TIGHTEN THE SHOULDER STRAPS UNTIL THE CARRIER IS SNUG.

IF YOUR CARRIER COMES WITH A STERNUM STRAP AND A WAIST BELT, ATTACH 'EM.

DRAPE THE DRINKING TUBE OVER YOUR SHOULDER WITH THE BITE VALVE CLOSE TO YOUR MOUTH. ADJUST THE TUBE LENGTH BY SLIDING EXTRA TUBING INTO THE CARRIER.

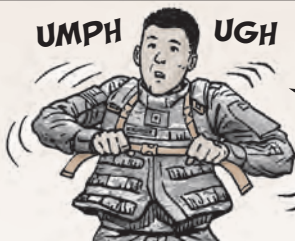
Tighten sternum strap...



MAKE SURE YOU TIGHTEN STRAPS...



UMPH UGH

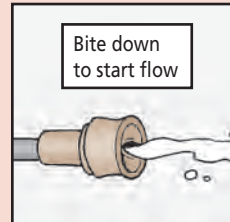


...JUST SOOFE NOT EHEHHE TOO WHEEZE TIGHT!

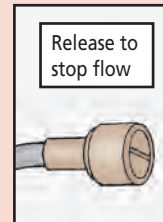
## DRINKING -

PINCH AND ROLL THE BITE VALVE BETWEEN YOUR FINGERS TO OPEN THE DRINKING SLIT. DON'T USE A KNIFE TO OPEN IT. YOU COULD DAMAGE THE VALVE. BITE DOWN ON THE VALVE TO START THE WATER FLOWING. DRAW IN SLIGHTLY, JUST LIKE YOU WERE USING A STRAW. EASE UP ON THE VALVE TO STOP THE WATER FLOW.

Bite down to start flow



Release to stop flow



## INSPECTING AND REPAIRING -

INSPECT THE BLADDER OFTEN FOR LEAKS. IF THE BLADDER LEAKS, REPLACE IT. BEFORE EACH MISSION, INSPECT THE CARRIER, BUCKLES AND STRAPS. LOOK FOR WEAR SPOTS-ANY PLACE WHERE METAL OR PLASTIC RUBS AGAINST THE FABRIC. REPAIR SMALL RIPS, TEARS AND LOOSE SEAMS

FOR TEARS LESS THAN AN INCH LONG, FIX THEM WITH CLOTH TAPE, NSN 8315-00-958-0744.

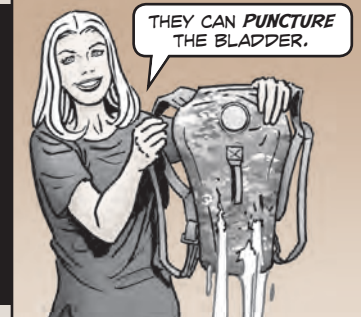
IF THE FABRIC IS RIPPED UP TO THREE INCHES, SEW IT WITH THE NEEDLE AND THREAD FROM THE TENT REPAIR KIT, NSN 8340-00-262-5767.

FOR LONGER TEARS, YOU MAY NEED TO REPLACE THE CARRIER.

**DON'T**  
PUT PENS, PENCILS, NAIL FILES, KNIVES OR OTHER SHARP OBJECTS IN THE HYDRATION SYSTEM CARRIER.



THEY CAN PUNCTURE THE BLADDER.



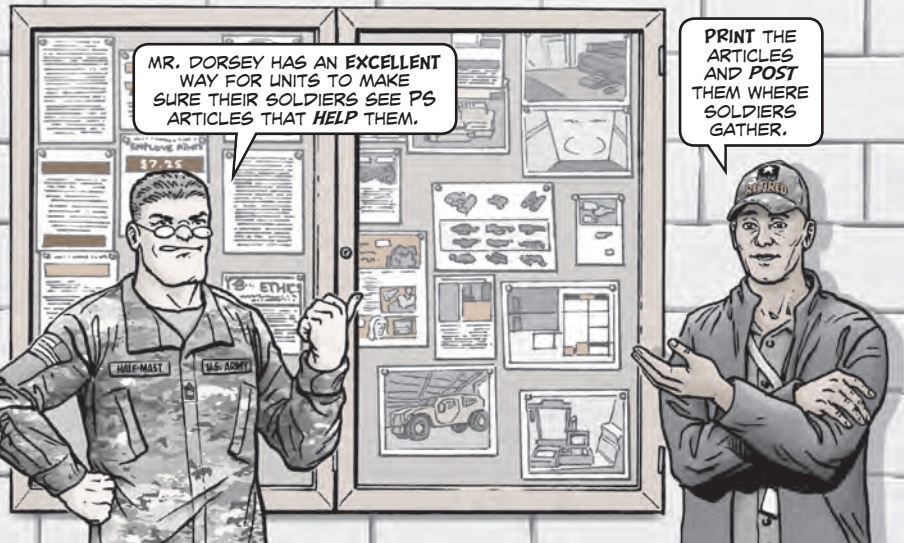
WHOEVER SAID 'YOU CAN'T TAKE IT WITH YOU' WASN'T TALKING ABOUT WATER!



PS END



# GOOD PS INFO? POST IT!



Dear Editor,

PS publishes so much information that can really help operators and repairmen...IF THEY SEE IT!

We run into too many Soldiers who have only a vague idea what PS is or who rarely see it. So that valuable information never makes it to the Soldiers who could benefit.

Here at Ft Bragg's Logistics Readiness Center (LRC), we boost knowledge by posting articles on bulletin boards close to the repair shops. Each month we check PS for the most helpful articles, print them out and post them. We put small arms articles next to the small arms shop, truck articles next to the truck shop and so on. Soldiers read the articles while they're waiting for their equipment.

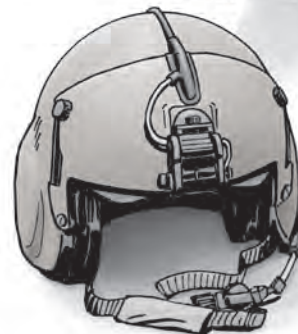
We also post relevant safety and maintenance messages.

Support shops can do the same thing. And so can individual units. Just find an area where Soldiers congregate and post articles there. It takes only a few minutes to go through PS online each month to see if there are articles that could help your unit.

Michael Dorsey  
Ft Bragg, NC

**Editor's note:** What a great idea, Michael. Units can do PS a big favor by also posting the flyer on how to download the PS app. That's important since PS is now only available digitally. We'll gladly email you a PDF poster about the app that you can print out. Just email: [usarmy.redstone.logsa.mbx.psmag@mail.mil](mailto:usarmy.redstone.logsa.mbx.psmag@mail.mil)

# PS LOGISTICS



- GCSS-Army Decoded
- GCSS-Army Reminder
- Turn In OCIE ASAP!



# GCSS-ARMY DECODED

THERE ARE A LOT OF CODES ASSOCIATED WITH GCSS-ARMY. HERE'S A HANDY CHEAT SHEET TO HELP YOU SORT THEM OUT...

161 MWO  
901  
INB DEL  
712  
ORILS 502  
ESR  
PRNI  
ZCON1D



## Acquisition Advice Codes

Code	Meaning
A	Service/Agency regulated
B	ICP regulated
C	Service/Agency managed
D	DOD stocked and issued
E	Other service stocked and issued
F	Fabricate or assemble, non-stocked
G	GSA managed, stocked and issued
H	Direct delivery under central contract
I	Direct delivery from a central contract
J	Not stocked
K	Stocked for overseas only
L	Local purchase only
M,N,P,R,S,W	Restricted
O	Packaged fuels
Q	Bulk petroleum products
T	Condemned, non-stocked items
V,Y	Terminal items
Z	Insurance/numeric stockage objective items

## Condition Codes

Code	Meaning
A	Serviceable (issue without qualification)
B	Serviceable (issue with qualification)
C	Serviceable (priority issue)
D	Serviceable (test/modification)
E	Unserviceable (limited restoration)
F	Unserviceable (repairable)
G	Unserviceable (incomplete)
H	Unserviceable (condemned)
S	Unserviceable (scrap)

## MIGO Movement Types

Code	Meaning
101	GR (goods receipt)
161	GR returns
201	GI (goods issue) for cost center
221	GI for project
261	GI consumption for order from warehouse
309	TF (transfer) mat to mat
311	TF within plant 2000
344	TR blocked to unre
411	TF SLOC to SLOC (S-4)
412	TR SLOC to SLOC (S-4)
501	Receipt w/o PO
502	RE-receipt w/o PO
601	GD goods issue: delivery
641	TF to stock in transit
643	GR at the unit
644	TR to cross company (reversal via VL09)
701	GR phys inv: Whse
702	GI phys inv: Whse
711	GI inv-diff: Whse
712	GR-inv-diff: Whse
901	GR WHSE
903	GR free issue receipt Whse
905	Walk-through GR (external customer) Whse

## Recoverability Codes

Code	Meaning
A	Items require special handling for disposition
D	Repairable item (if not, dispose at depot)
F	Repairable item (if not, dispose at DS)
H	Repairable item (if not, dispose at GS)
L	Repairable item (if not, dispose at special ACT)
O	Repairable item (if not, dispose at Org)
Z	Non-repairable

## Reports (Suggested)

Code	Meaning
Dispatch Control Log	IW28-D1
ESR	Z_EQUEST
INB DEL	VL06I w/unit SLOC
INB DELTO SSA	VL06 W/SSA SLOC
MWO-MMIS	IW28-MW
ORILS	YOBUX/ZOEREP
ORILS Turn-In Monitor	VL06O for PI
ORILS Turn-In Monitor	VL06O for GI
PR Rejection Log	YOSTAT-C*
PRNI	IW37N
Service Schedule	IW28-PM
Shop Supply INV	MAT_SIT
ZCON1D	Demand analysis

SHARE THIS INFO WITH YOUR SUPPLY BUDDIES.

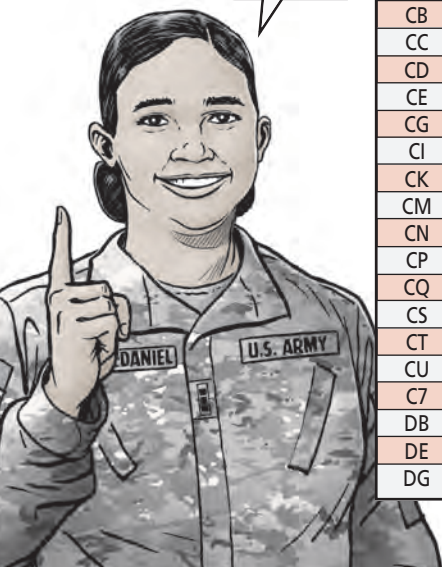




## Status Codes

ZPROSTAT  
MB21 2A  
IQ09 BC BD  
BA BB BZ  
161 MWO  
901 712 2H  
INB DEL  
ORILS 502  
ESR PRNI  
ZCON1D

NOW THIS  
CLEARS UP  
A LOT OF  
CONFUSION!



Code	Meaning
BA	Item processed for release
BB	Backordered
BC	Backordered/long ESD expected
BD	Delayed to verify requirements/authorization
BE	MRO cut but no action taken
BF	No record of Doc #
BG	Information on Req has changed
BH	Substitute item will be supplied
BJ	Quantity changed
BK	Req data has been changed as requested
BL	NOA has been forwarded
BM	Doc forwarded to next higher activity
BN	Req being processed as free issue
BP	Req deferred as per customer instructions
BQ	Cancelled at the request of the requisitioner
BT	Req will be processed to meet RDD
BV	Item procured by contract or direct signee
BZ	Being processed for direct delivery
B1	Assets currently not available
B4	Cancelled by request (still charged)
B5	Activity in receipt of follow-up request
B6	Cancelled item being diverted
B7	Unit price change
B8	Cancellation not successful
B9	Cancellation request in process
CA	Rejected
CB	Rejected – QTY requested no available
CC	Non-consumable item
CD	Rejected – errors in requisition
CE	Rejected – unit of issue incorrect
CG	Rejected – unable to identify item
CI	Rejected – item coded as obsolete
CK	Rejected – unable to procure
CM	Rejected – no longer free issue
CN	Non-consumable item
CP	Rejected – local purchase or fab
CQ	Rejected – command regulated
CS	Rejected – Qty error
CT	Rejected – incorrect information
CU	Rejected – unable to procure
C7	Resubmit Requisition
DB	Rejected – no valid contract
DE	Cancelled – shipment status incorrect
DG	Shipment Confirmed

## Transaction Codes

Code	Meaning
IP01	Create a maintenance scheduling plan
IP02	Change maintenance plan
IP10	Schedule a maintenance plan
IP24	Scheduling overview
IP41	Create individual maintenance plan
IQ09	Display material serial numbers
IW13	Material where used (DCR)
IW28/IW29	Change/view notifications
IW34	Create notification order (initial screen)
IW37N	Selection of orders and operations
MB21	Create reservation
MB25N	Reservation list
MB51	Material document list
MD04	Stock requirement (PR-STO-PO history)
ME21N	Change purchase order
ME51N	Create purchase req (ZRL)
ME59N	Convert PR to PO for non-repairable
MIGO	Goods movement
MM03	Display material (FED LOG master data)
MMBE	Stock overviews/stock availability
SU3	Users profile
VL02N	Change outbound delivery
VL06O	Customer inbound deliveries
VL06I	Inbound deliveries
YOBUX	Monitor receivables
ZBSU	Change storage bin
ZEDF	Extend document flow
ZEQUST	Equipment status report
ZMB59	Material document list history
ZOPID	Operator permit ID (license)
ZOQM	Drivers qualification profile: mass data maint
ZPEPP	Operator qualification record (348)
ZPROSTAT	Order status report
ZSPTX	Display org - FE table for RIC loc

## Advice Codes

Code	Meaning
1C	Fill as requested, sub or reject if item not available
1J	Fill as requested of reject if item not available
2A	Item is not available through manufacturer, fabricator or procurement
2B	Only requested item will suffice, do not substitute
2C	Do not backorder, reject unfilled Qty, suitable sub accept
2D	Furnish exact quantity requested
2E	Free Issue
2F	Item is obsolete but still req for Immediate use
2G	Multiple use
2H	Special textile requirements
2J	Do not substitute or backorder
2L	The amount shown exceeds normal demand, valid requirement
2T	Deliver to consignee by RDD, or cancel requirement

PS END

## GCSS-Army Reminder

Remember to check the GCSS-Army website for alerts, updated fielding and training schedules and other important info. Visit:

<https://gcss.army.mil/>

Or sign up to get automatic notifications at:

<https://gcss.army.mil/Support/register.aspx>





# TURN IN OCIE ASAP!

WHAT DO I  
DO WITH ALL  
THIS OCIE?

**W**HEN YOU RETURN FROM A DEPLOYMENT TO SOUTHWEST ASIA (SWA), IT'S IMPORTANT TO **TURN IN** CERTAIN ORGANIZATIONAL CLOTHING AND INDIVIDUAL EQUIPMENT (OCIE) PROTECTIVE GEAR TO YOUR CENTRAL ISSUE FACILITY (CIF).

HERE'S  
A LIST OF  
THE SAFETY  
EQUIPMENT  
TO TURN  
IN:

SOME OF THE SAFETY EQUIPMENT **ISN'T** AUTHORIZED FOR USE OUTSIDE OF SWA AND THE ARMY NEEDS THE GEAR BACK TO SUPPLY SOLDIERS GETTING READY TO DEPLOY.

Description	NSN	LIN
Blast pelvic protector, small	8470-01-645-1014	B05008
Blast pelvic protector, medium	8470-01-645-1015	B05008
Blast pelvic protector, large	8470-01-645-1016	B05008
Blast pelvic protector, X-large	8470-01-645-1017	B05008
Improved outer tactical vest, Gen IV (OEF-CP), X-small	8470-01-629-5249	DA7098
Improved outer tactical vest, Gen IV (OEF-CP), small	8470-01-629-5250	DA7098
Improved outer tactical vest, Gen IV (OEF-CP), medium	8470-01-629-5252	DA7098
Improved outer tactical vest, Gen IV (OEF-CP), large	8470-01-629-5256	DA7098
Improved outer tactical vest, Gen IV (OEF-CP), X-large	8470-01-629-5261	DA7098
Improved outer tactical vest, Gen IV (OEF-CP), XX-large	8470-01-629-5265	DA7098
Soldier plate carrier system, Gen II (OEF-CP), X-small	8470-01-621-0418	DA704R
Soldier plate carrier system, Gen II (OEF-CP), small	8470-01-621-0419	DA704R
Soldier plate carrier system, Gen II (OEF-CP), medium	8470-01-621-0421	DA704R
Soldier plate carrier system, Gen II (OEF-CP), large	8470-01-621-0425	DA704R

Description	NSN	LIN
Soldier plate carrier system, Gen II (OEF-CP), X-large	8470-01-621-0426	DA704R
Soldier plate carrier system, Gen II (OEF-CP), XX-large	8470-01-621-0427	DA704R
Soldier plate carrier system, (OEF-CP), X-small	8470-01-592-9461	S95839
Soldier plate carrier system, (OEF-CP), small	8470-01-592-9468	S95839
Soldier plate carrier system, (OEF-CP), medium	8470-01-592-9479	S95839
Soldier plate carrier system, (OEF-CP), large	8470-01-592-9480	S95839
Soldier plate carrier system, (OEF-CP), X-large	8470-01-592-9484	S95839
Soldier plate carrier system, (OEF-CP), XX-large	8470-01-592-9485	S95839
Plate carrier (OEF-CP), X-small	8470-01-580-1388	S95839
Plate carrier (OEF-CP), small	8470-01-580-1391	S95839
Plate carrier (OEF-CP), medium	8470-01-580-1392	S95839
Plate carrier (OEF-CP), large	8470-01-580-1395	S95839
Plate carrier (OEF-CP), X-large	8470-01-580-1533	S95839
Plate carrier (OEF-CP), XX-large-4XL	8470-01-584-2801	S95839
Helmet, enhanced combat, small	8470-01-591-4449	DA7078
Helmet, enhanced combat, medium	8470-01-591-4453	DA7078
Helmet, enhanced combat, large	8470-01-591-4458	DA7078
Helmet, enhanced combat, X-large	8470-01-591-4444	DA7078
Helmet, enhanced combat, XX-large	8470-01-591-4471	DA7078
Night vision bracket assembly for enhanced/advanced combat helmets, tan, small/medium	8470-01-F05-0054	DA704V
Night vision bracket assembly for enhanced/advanced combat helmets, tan, large/X-large	8470-01-F04-9884	DA704V
Cover, enhanced combat helmet, (OEF-CP), small/medium	8415-01-591-5926	DA155N
Cover, enhanced combat helmet (OEF-CP), large/X-large	8415-01-591-5934	DA155N
Cover, enhanced combat helmet (OEF-CP), XX-large	8415-01-591-5933	DA155N
Cover, enhanced combat helmet (OCP), large/X-large	8415-01-F05-2291	DA155N

MORE GUIDANCE IS AVAILABLE FROM TACOM MAINTENANCE ACTION MESSAGE 17-046:  
<https://tulsa.tacom.army.mil/Maintenance/messagecfm?id=MA17-046.html>

IF YOU HAVE **QUESTIONS**, EMAIL TACOM AT:  
[usarmy.detroit.tacom.mbx.ilsc-safety-of-use-mailbox@mail.mil](mailto:usarmy.detroit.tacom.mbx.ilsc-safety-of-use-mailbox@mail.mil)

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



