

Issue 799

# PS

June  
2019

## THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-799

Approved for  
Public Release;  
Distribution is  
Unlimited

YEAHHHHH,  
BUBBLE WRAP  
IS JUST FINE.

HEY, PAL,  
I'M GONNA  
**PROTECT**  
YOU FOR  
THE LONG  
TRIP.

NOT WITH  
**BUBBLE**  
WRAP. YOU  
AREN'T!

**Shipping  
weapons?**  
See  
Pages 42-43  
first!





# THE PREVENTIVE MAINTENANCE MONTHLY

ISSUE 799 JUNE 2019



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TB 43-PS-799, *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.

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MSG Half-Mast

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Internet address:

<https://www.aschq.army.mil/home/psmag.aspx>

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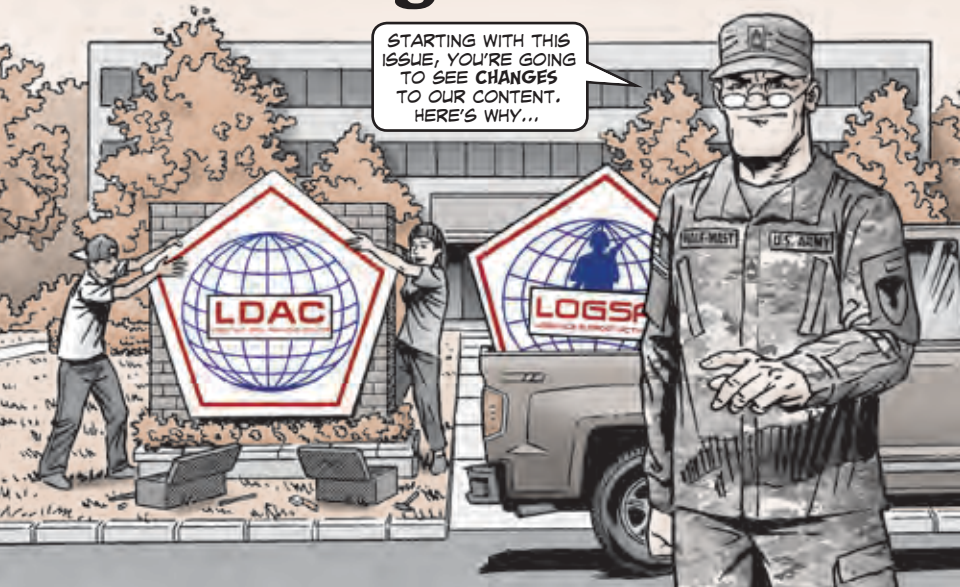
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Acting Administrative Assistant  
to the Secretary of the Army  
190951

# Change Is Good



**I**n 2017, Army Materiel Command implemented its “Shape the Fight” initiative to better align resources and organizations with mission requirements and improve integration across the AMC enterprise. As a part of this reshaping effort, several changes have occurred that affect *PS Magazine* and its content.

These changes include the following:

- The Logistics Support Activity (LOGSA) has been re-designated as the Logistics Data Analysis Center (LDAC).
- *PS Magazine* is now aligned under the Army Sustainment Command (ASC) rather than LDAC. It remains at Redstone Arsenal, AL.
- The Logistics Information Warehouse (LIW) has been integrated into the Army Enterprise Portal (AESIP).

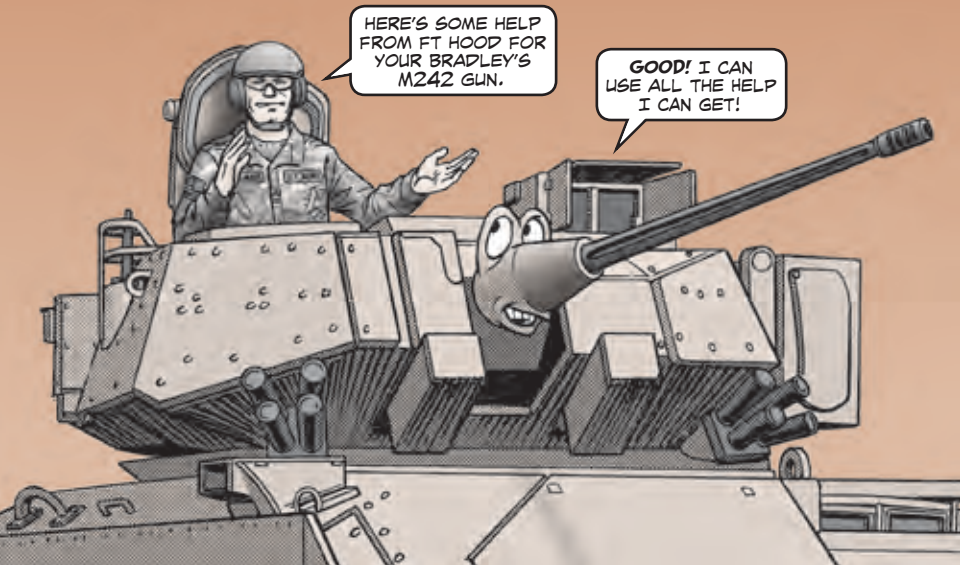
As a result of these changes, the web addresses for LDAC, *PS Magazine*, and LIW are in a state of flux. Whether they have new URLs or not, the following URLs get you to the appropriate landing page:

- LDAC’s web address remains <https://www.logsa.army.mil> for now.
- *PS Magazine*’s web address is now <https://www.aschq.army.mil/home/psmag.aspx>
- The AESIP/LIW web address is <https://idmng.armyerp.army.mil>

If you have any questions or trouble getting to an organization or capability associated with LDAC or ASC, don’t hesitate to email our Reader Service at:

[usarmy.redstone.asc.mbx.psmag@mail.mil](mailto:usarmy.redstone.asc.mbx.psmag@mail.mil)

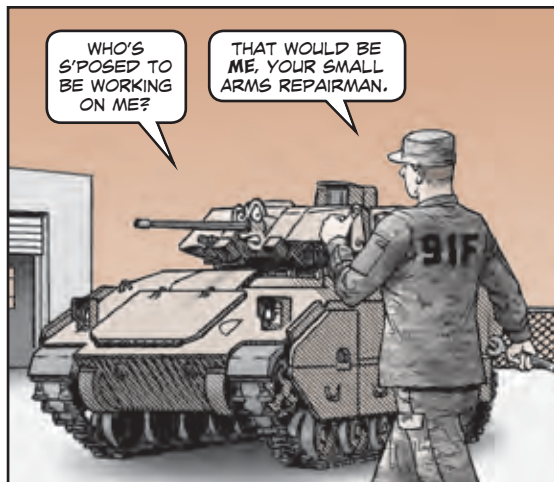
# Help for Your M242



Dear Editor,

Here are a few ways to keep the Bradley's M242 automatic gun firing smoothly:

- First, thanks to PS for pointing out that it's the 91F small arms repairman who's supposed to be working on the M242. We've had units who couldn't agree on who should be doing the M242's services. As a result, services were missed. The 91F should do all the services called out in the M242's TM 9-1005-200-23&P.





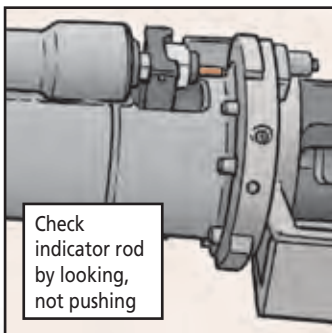
- Remind crewmen that they need **only** look at the indicator rod on the recoil mechanism to ensure the recoil has enough **damper Fluid**, NSN 9150-01-056-7346. If you push in the rod like they did years ago, it can damage the recoil mechanism and lead to leaks.

The indicator rod will retract when it's cold and extend when it's hot. Room temperature (around 77°) is best for checking the rod. The rod should protrude at least .5 inch, but no more than 1.1 inch. If the rod sticks out more or less than that, tell your repairman.

When the recoil mechanism starts leaking fluid because of bad seals, **don't** replace the whole recoil mechanism.

That will set you back \$4,000. Instead order a **seal repair kit**, NSN 1005-01-088-4372, for \$4.45.

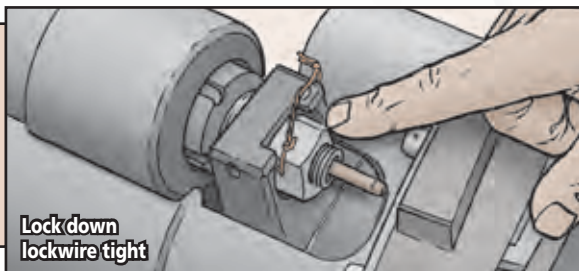
But when you replace the seals, make sure to keep them in the right order. Some of the seals look almost identical, but they're not. If you put the wrong seal in the wrong place, you'll have leaks.



Recoil seals leaking?

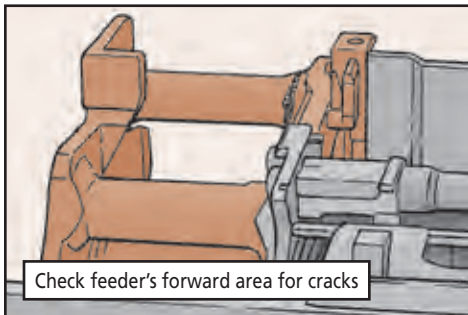


- Lock down lockwire tight. If you lock wire nuts and leave slack in the wire, the lockwire can't keep nuts tight. See WP 22 in the -23&P for the correct procedure for lock wiring.



- During PMCS, make a point to check the forward area of the feeder for cracks. This is a crack-prone area. If you find any, tell your repairman.

If the 14-pin connector has come loose, you may be able to replace it at field level instead of having to replace the entire direct current motor. Contact your TACOM LAR to check if that's possible at your post.



CW2 Antonio Reyes  
Ft Hood, TX

**Editor's note:** *Your M242 tips are right on target, Chief Reyes. Thanks.*

Stryker...

# Roof Storage Made EASY!

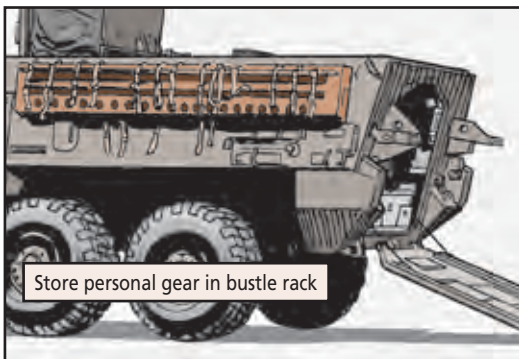
HAULING ALL  
THIS STUFF IS  
KILLING ME!

THERE'S A  
BETTER WAY,  
PAL.

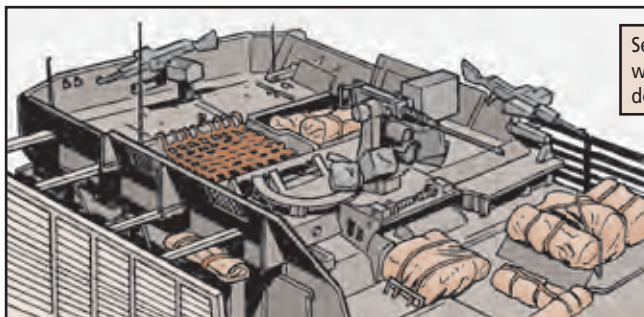
Dear Editor,

Stryker crewmen sometimes have to get inventive when it comes to storing all their gear before a mission. But they need to be sure to load all that gear the right way so the mission isn't put at risk.

The bustle rack is the go-to place to store rucksacks and other gear. When the bustle rack runs out of room, the roof is the next best place.



But items stored haphazardly on the roof of your Stryker can interfere with antennas, hatches or the gunner's field of view. Use nets and tiedown straps to secure gear to the roof. Keep the tiedowns away from door hatches, hinges and handles.



Secure gear to roof with nets and tie-down straps

The gunner needs a clear field of fire. Don't stack equipment and gear higher than the bottom window of the objective gunner protection kit (OGPK).

If your Stryker has roof storage boxes, put all the gear and equipment you can inside the boxes. Don't strap or tie anything to the outside of the boxes.

CW3 Steven Page  
Ft Hood, TX



Use external storage boxes if available



**Editor's note:** *Chief Page, you really raised the roof with these storage tips!*



# INSPECT EXHAUST MANIFOLD REGULARLY

**THERE!** THAT  
OUGHTA KEEP THE  
WATER OUTTA YOUR  
EXHAUST MANIFOLD,  
BUDDY.

MAN,  
THERE'S  
GOTTA BE AN  
EASIER WAY  
THAN **THIS!**

Dear Editor,

A recurring problem plaguing M113-series FOV personnel carriers is rusted out exhaust manifolds. But it's an easy problem to avoid with regular inspections of the heat shield covers.

The heat shield covers retain water from rain and vehicle washing. Rust develops over time on the exhaust manifold. Eventually, the rust can eat holes and cause splits in the manifold. And the heat shield covers themselves can rot from the inside out.

Water that gets on exhaust  
manifold heat shield...

...will rot  
heat shield...



...and  
rust out  
manifold





That's why it's a good idea, at a minimum, to inspect exhaust manifolds for rust during annual services. Even better, inspect them every few months. Be sure to replace the heat shield covers when they become unserviceable. Replacing a cover is a lot cheaper than replacing an exhaust manifold.

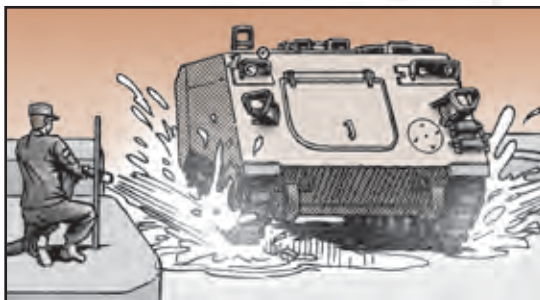
It also helps to keep the engine grille buttoned up with **grille cover**, NSN 5120-01-105-0779 (**green**) or NSN 2510-01-496-9646 (**tan**). Just don't forget to remove the grille cover before operating the vehicle.

Covering the vehicle with a tarp whenever it's stored outdoors is a good idea, too. NSN 8340-00-841-6456 brings a **12x17-ft green tarp**. NSN 2540-01-330-8062 gets a **12x17-ft tan tarp**. Both are listed in the -10 TM's Additional Authorized List (AAL).

Avoid spraying water directly onto the engine. If the heat shield cover gets wet, dry it out and avoid moisture build-up by running the engine at fast idle.

CW3 Steven Page  
Ft Hood, TX

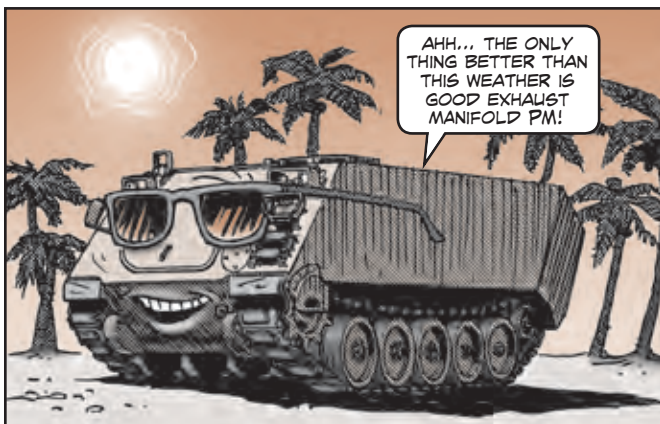
Cover vehicle with tarp when storing outdoors



THANKS, CHIEF!

THESE TIPS SHOULD HELP DRY UP RUSTY MANIFOLD PROBLEMS!

AHH... THE ONLY THING BETTER THAN THIS WEATHER IS GOOD EXHAUST MANIFOLD PM!



# BDAR Kit to the Rescue!



OH, MAN! THIS IS **NOT** A GOOD PLACE TO BE STUCK!




NO WORRIES. WE CAN MAKE A QUICK REPAIR WITH THE **BATTLE DAMAGE ASSESSMENT AND REPAIR KIT**.



WHAT'S THAT, SERGEANT?

THE **BDAR KIT** HAS ALL THE TOOLS YOU NEED TO REPAIR TIRES...

...INCLUDING REPAIR PLUGS, A PLUG INSERTION TOOL, LUBE, TRIMMING BLADES, SET SCREWS AND A HEX KEY.



A DAMAGED TIRE CAN REALLY **RUIN** YOUR DAY.

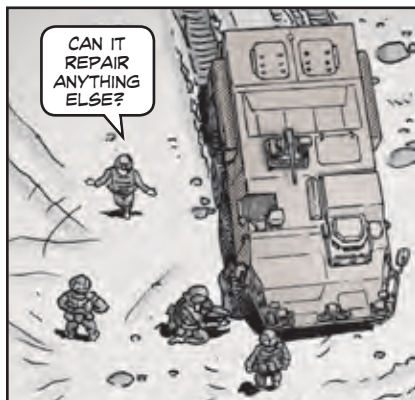


THE BDAR KIT MAKES  
REPAIRING TIRES IN  
THE FIELD *EASY!*

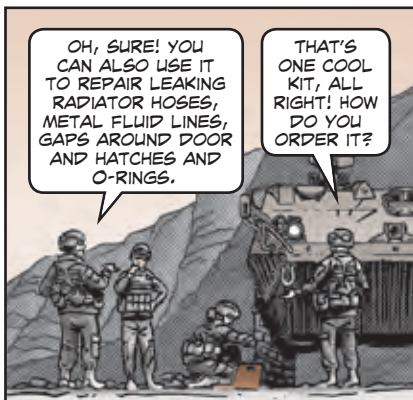
DOES IT REPAIR  
TIRES PERMANENTLY?



**NO!** THE REPAIR IS JUST  
TEMPORARY AND MEANT  
TO GET YOU OUT OF A  
JAM. A REPAIRED TIRE HAS  
TO BE REPLACED ASAP.

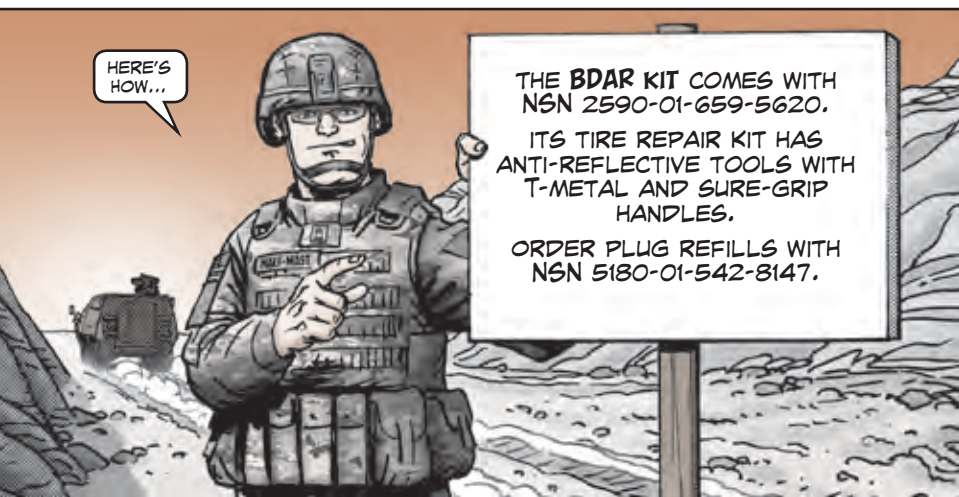


CAN IT  
REPAIR  
ANYTHING  
ELSE?



OH, SURE! YOU  
CAN ALSO USE IT  
TO REPAIR LEAKING  
RADIATOR HOSES,  
METAL FLUID LINES,  
GAPS AROUND DOOR  
AND HATCHES AND  
O-RINGS.

THAT'S  
ONE COOL  
KIT, ALL  
RIGHT! HOW  
DO YOU  
ORDER IT?



HERE'S  
HOW...

THE **BDAR** KIT COMES WITH  
NSN 2590-01-659-5620.

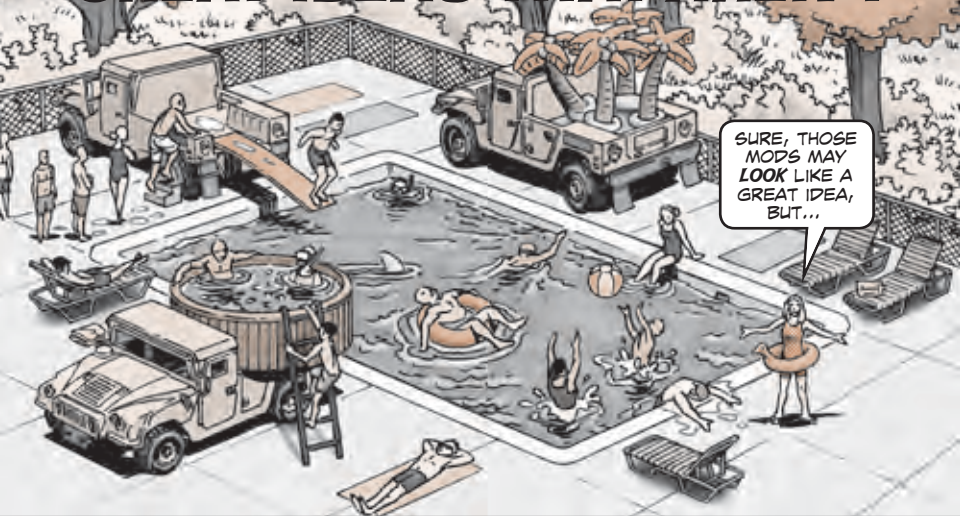
ITS TIRE REPAIR KIT HAS  
ANTI-REFLECTIVE TOOLS WITH  
T-METAL AND SURE-GRIP  
HANDLES.

ORDER PLUG REFILLS WITH  
NSN 5180-01-542-8147.



HMMWVs...

# UNAUTHORIZED MODS: GREAT IDEAS THAT **AREN'T**



...THEY'RE  
DEFINITELY **NOT**  
AUTHORIZED.

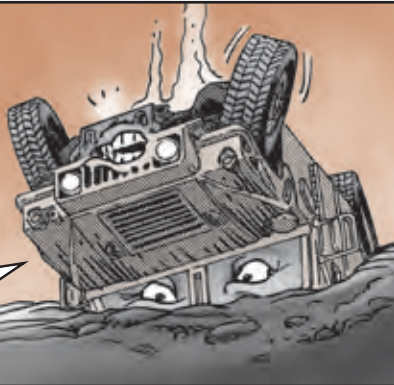
PERMANENTLY MOUNTING THAT GENERATOR IN THE BACK OF A HMMWV MAY *SEEM* LIKE A GOOD IDEA BECAUSE IT'D BE REALLY USEFUL IN THE FIELD. THERE'S ONLY ONE PROBLEM:

**IT'S NOT AUTHORIZED!**

LOTS OF VERY SOUND REASONS JUSTIFY WHY THE ARMY PROHIBITS UNAUTHORIZED MODIFICATIONS, AS EXPLAINED IN AR 750-10, *ARMY MODIFICATION PROGRAM*, (AUG 13).

ONE REASON A MOD LIKE THE HMMWV GENERATOR MOUNT MIGHT **NOT** BE AUTHORIZED IS BECAUSE IT **CHANGES** THE VEHICLE'S CENTER OF BALANCE.

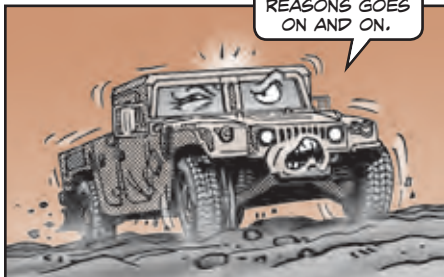
THAT CAN LEAD TO ALL KINDS OF SAFETY RISKS LIKE ROLLOVERS AND ACCIDENTS.





UNAUTHORIZED MODIFICATIONS ALSO CREATE EXPENSIVE MAINTENANCE HEADACHES LIKE SUSPENSION SYSTEM AND DRIVE TRAIN PROBLEMS.

THE LIST OF REASONS GOES ON AND ON.



**HOWEVER,** THE ARMY HAS ADOPTED A PROCESS FOR **REVIEWING** POTENTIAL MODS. IT'S A WAY TO CONSIDER WHICH MODS ACTUALLY WORK WHILE MAKING SURE THEY DON'T RAISE SAFETY, MAINTENANCE OR OTHER ISSUES.



## No Mod without MWO

AR 750-10 EXPLAINS HOW ALL MODS MUST BE MADE THROUGH AN APPROVED MODIFICATION WORK ORDER (MWO). IT'S A COMPLICATED PROCESS WITH A LOT OF POTENTIAL PLAYERS, DEPENDING ON THE ITEM IN QUESTION.

COMMANDERS ARE **NOT** AUTHORIZED TO APPROVE MODIFICATIONS FOR VEHICLES OR EQUIPMENT WITHOUT AN ARMY MWO, ACCORDING TO PARA 3-1E OF AR 750-10.

MWOS GO THROUGH THE MATERIAL DEVELOPER (MATDEV), THE CAPABILITY DEVELOPER (CATDEV), THEN THROUGH THE APPROPRIATE ARMY LIFE CYCLE MANAGEMENT COMMAND (LCMC).



IF YOU HAVE A SUGGESTION FOR A USEFUL MOD, TALK TO YOUR LAR AND YOUR CHAIN OF COMMAND.

IT MIGHT JUST BE THE IDEA THAT SPARKS AN MWO.

BUT FIRST, DO SOME HOMEWORK TO SEE IF THE SAME OR SIMILAR MOD ALREADY EXISTS.

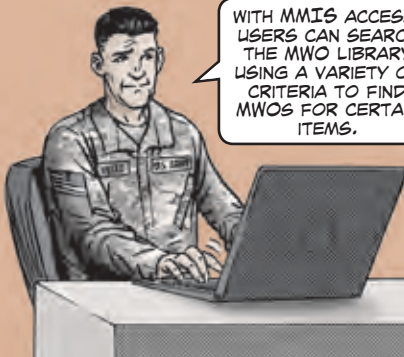
## Find Approved Mods

FIND OUT WHAT MODS MAY ALREADY BE APPROVED FOR YOUR VEHICLE WITH A QUICK SEARCH OF THE ONLINE MODIFICATION MANAGEMENT INFORMATION SYSTEM (MMIS).

IT'S AVAILABLE TO ANY ARMY ENTERPRISE PORTAL (AESIP) ACCOUNT HOLDER WITH A CAC CARD AND ".mil" EMAIL ADDRESS.

NEW USERS MUST SELECT THE MMIS APP AFTER REQUESTING ACCESS AT:

<https://idmng.armyerp.army.mil>

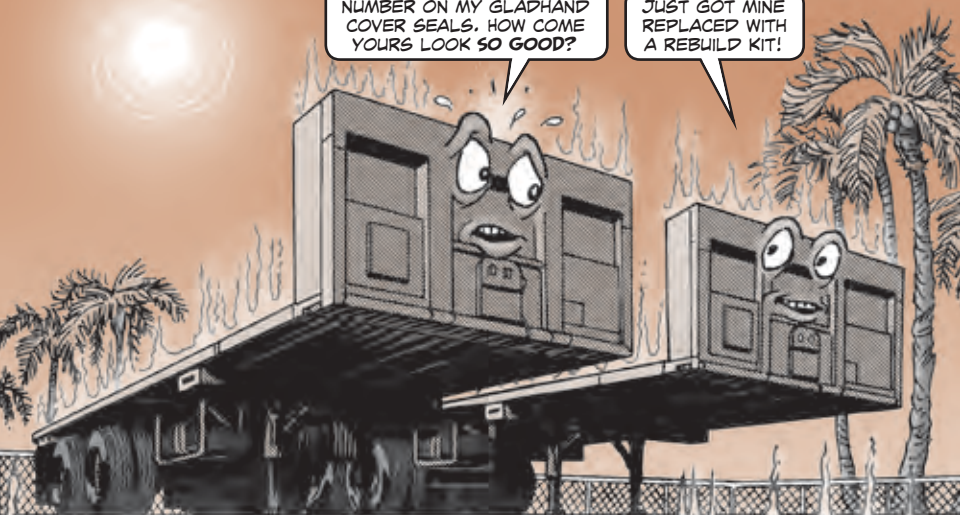


WITH MMIS ACCESS, USERS CAN SEARCH THE MWO LIBRARY USING A VARIETY OF CRITERIA TO FIND MWOS FOR CERTAIN ITEMS.

# GLADHAND COVER SEALS AVAILABLE WITH KIT

MAN, THIS HEAT DOES A NUMBER ON MY GLADHAND COVER SEALS. HOW COME YOURS LOOK *SO GOOD*?

JUST GOT MINE REPLACED WITH A REBUILD KIT!



Dear Half-Mast,

We're currently supporting a transportation unit in Florida with 120 trailers. Most of the gladhand protective cover seals on the M871-series trailers have rotted due to Florida's extreme heat and humidity.

I can't find replacements anywhere. The part is listed with an AAC of Y, meaning it's terminal. I even contacted the trailer company, but they couldn't find a good part number either.

Is there a replacement number you can provide for this elusive part?

Thanks,  
SSG E.R.V.

SEARCH NO FURTHER, SERGEANT! THE ELUSIVE COVER SEAL YOU'RE LOOKING FOR IS PART OF A **GLADHAND REBUILD KIT** USED BY TACOM TO REFURBISH THE M871A1 TRAILERS. ORDER IT WITH NSN 4730-01-499-3466.



M1000 HET  
Semitrailer...

# SOLAR PANELS: TOO MUCH OF A GOOD THING

MAN, I COULD  
SOAK UP THIS  
SUN FOREVER.

HEY, GO *EASY* ON THE EXPOSURE  
'TIL SOMEBODY DISCONNECTS  
YOUR SOLAR PANEL!

YEAH, LEMME HELP!  
DON'T WANNA *FRY* YOUR  
TRAILER BATTERY.

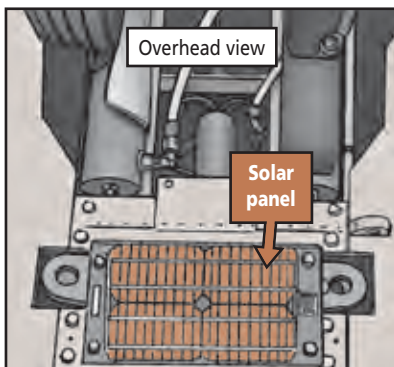
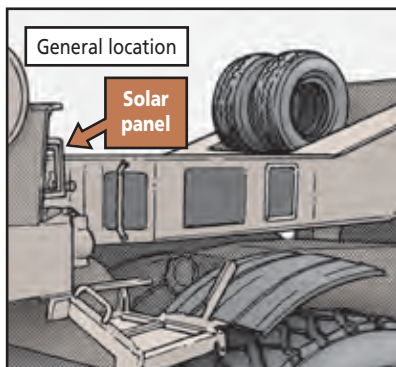


**HEADS UP:**  
SOLAR PANELS  
INSTALLED ON THE  
M1000 HET TRAILER  
MAY **OVERCHARGE**  
THE TRAILER  
APU'S BATTERY.  
THIS DAMAGES  
THE BATTERY AND  
RENDERS THE  
TRAILER NMC.

THE FIX IS TO REMOVE THE  
IN-LINE FUSE FROM THE  
POSITIVE SOLAR PANEL  
CABLE GOING TO THE  
BATTERY. THIS PREVENTS  
OVERCHARGING AND  
PERMANENT DAMAGE TO  
THE BATTERY. THE FUSE IS  
TO REMAIN REMOVED UNTIL  
FURTHER NOTICE.

**QUESTION:** WHY NOT JUST  
DISCONNECT THE SOLAR PANELS?

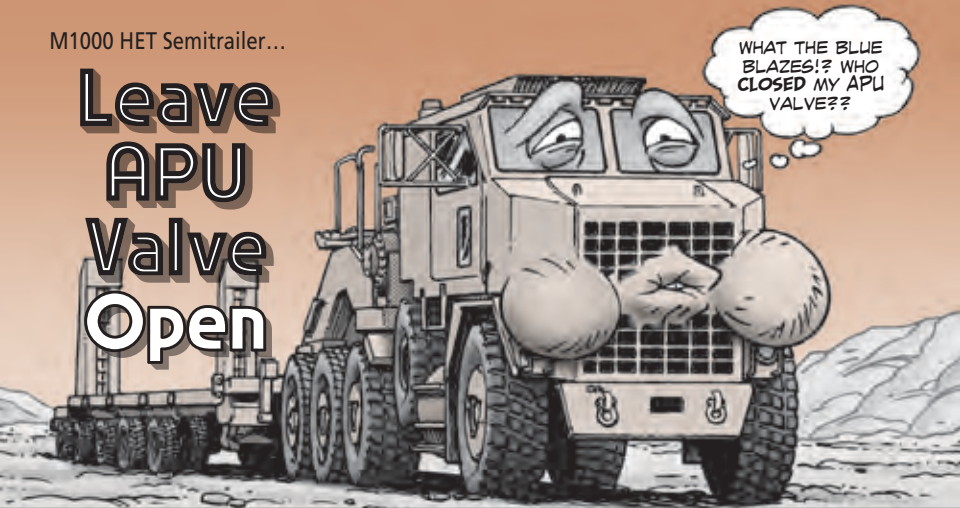
**ANSWER:** DISCONNECTING THEM  
ALONE, WITHOUT ENSURING  
THEY'RE ISOLATED FROM  
CONTACT WITH THE TRAILER'S  
FRAME, CAN CAUSE ARCING. THAT  
COULD **DAMAGE** THE PANELS OR  
THEIR WIRING HARNESS.



THIS PROBLEM CAME TO LIGHT (NO PUN INTENDED) AT UNITS BASED IN SOUTHERN  
LOCATIONS WHERE THE SOLAR PANELS SOAKED UP A LOT OF SUN, BUT IT CAN  
AFFECT **ANY** M1000 HET TRAILER WITH SOLAR PANELS.



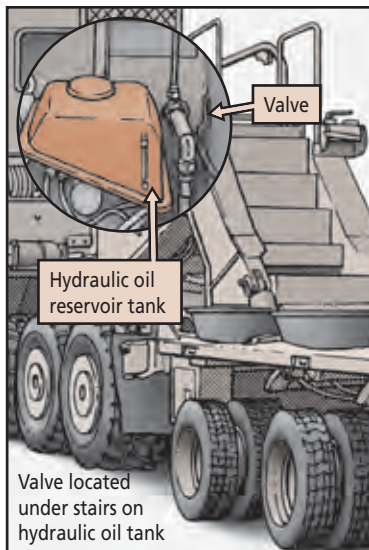
# Leave APU Valve Open



THERE'S A **VALVE** ON THE HET SEMITRAILER'S APU HYDRAULIC RESERVOIR TANK THAT ***MUST*** REMAIN OPEN WHEN OPERATING THE APU.

IF NOT, THE HYDRAULIC MOTOR PUMP FAILS WITHIN A MATTER OF SECONDS...

...COMPLETELY ***FREEZING*** THE TRAILER'S HYDRAULIC SUSPENSION, GOOSENECK AND STEERING.



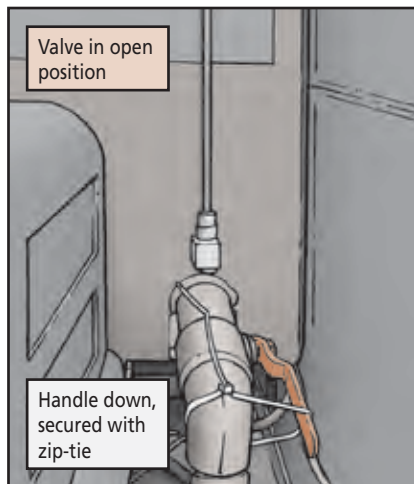
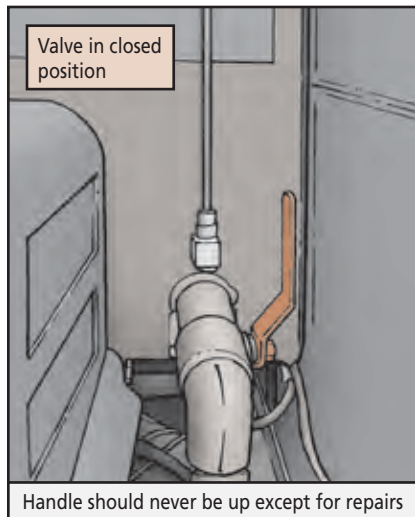
TM 9-2330-381-13 (Oct 09, w/Ch 1, Apr 15) shows what the valve's open position looks like. It's pretty simple. The hydraulic tank also has a label next to the valve, indicating the open position (handle down) and closed position (handle up).

Step 2 in Item 6 of the semitrailer's Before PMCS procedures instructs operators to ensure the valve is in the open position. Other troubleshooting tips and guidance say the same thing. At no time are operators ever instructed to close the hydraulic oil valve!



The only time that valve should be closed is when maintenance personnel repair hydraulic system components. Once repairs are done, the maintainers' checklist requires them to re-open the valve. That's why the valve should always remain in the open (down) position.

A good way to keep this valve in the open position is to secure it with a zip-tie. You don't want to prevent closing it altogether in case of emergency, such as a ruptured hydraulic line. But zip-tying it open will make it harder to accidentally close the valve. It'll also make operators think twice before closing it!

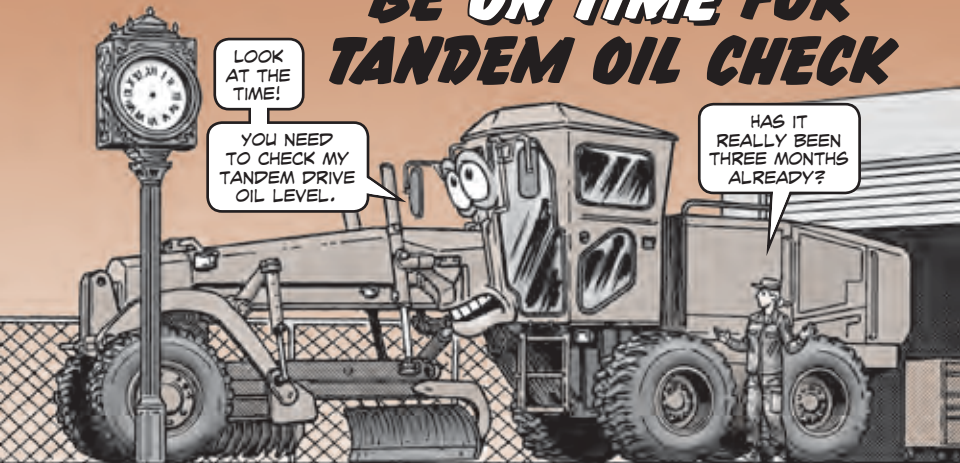


## Replacement Pump

To order a new HMP for the M1000, use NSN 4320-15-010-3304, even though FED LOG still shows the old pump available with NSN 4320-01-331-8742. Some units also have extras in supply, so your unit may be reluctant to change. But the new pump is now the only **authorized** replacement HMP for the M1000.



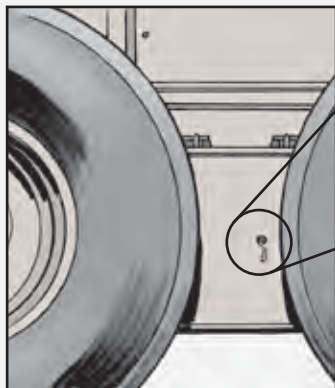
# BE ON TIME FOR TANDEM OIL CHECK



**O**perators, don't forget to check the tandem drive's oil level on your 120M road grader every three months or 500 miles, whichever comes first.

Here's how:

1. Make sure your vehicle is on level ground.
2. Bring the vehicle up to operating temperature.
3. Clean the area around the check plug.
4. While the oil is still warm, remove the check plug. If the tandem drive is full, the oil will reach the bottom edge of the fill hole. You might even see a small trickle coming from the check plug's opening. If the level is **below** the hole, tell your mechanic. He'll add some **OE/HDO 40**, NSN 9150-01-421-1427, to bring the level up to the bottom of the fill plug hole.



YOU'LL FIND THIS AS PMCS CHECK 96 STARTING ON WP 0013-49 IN TM 5-3805-293-10 (DEC 10).



120M Road Grader...

# Cab Step Care Brings **BANG** for Your Buck

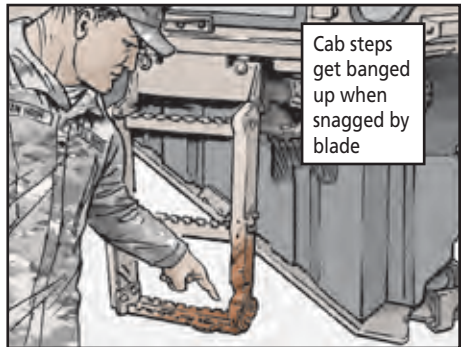
HEY! HOW 'BOUT YA  
TAKE IT EASY WITH  
THAT BLADE, HUH?  
YOU'RE KILLIN' MY  
CAB STEPS!



**V**isit any engineering battalion and you'll find lots of 120M road graders with banged-up cab steps.

The step assembly does a bang-up job getting you into the cab. But it also hangs just low enough to get snagged by the end of the blade. That happens whenever the blade is raised, set to cut a V-ditch, or turned for gravel.

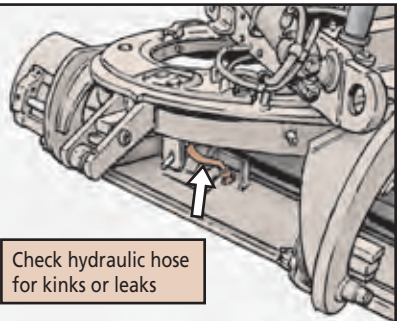
While the rubber vertical rails handle the abuse pretty well, the metal steps can get crushed. So remember: When positioning the blade, make sure the steps aren't in the way.



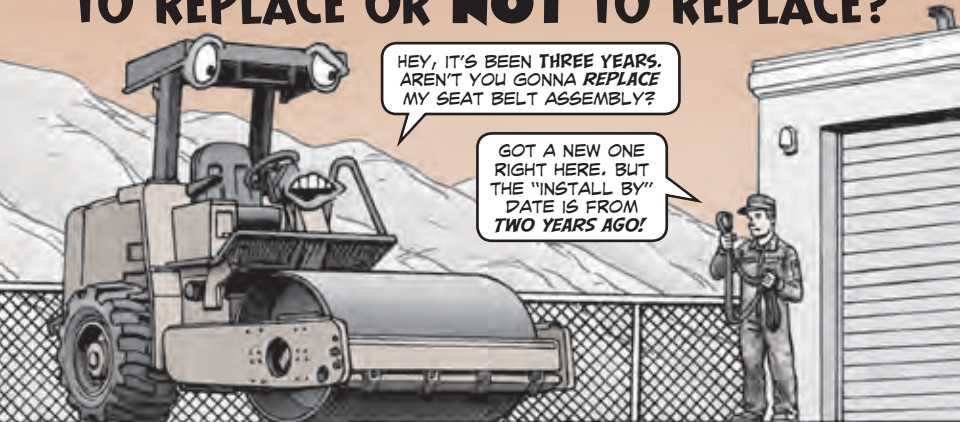
## Circle Drive Hydraulic Hose

Another area to watch is the hydraulic hose that mounts into the circle drive's blade side shift cylinder. This exposed hose gets knocked around a lot. That can result in oil flow restriction or hydraulic leaks.

Thing is, you probably won't notice unless you kneel down to take a look. So during inspections, eyeball the hose for any dents or leaks. If you find any problems, let your mechanic know right away!



# TO REPLACE OR NOT TO REPLACE?



Dear Half-Mast,

At Ft Leonard Wood's Engineer Center and School, we support CS-433C vibratory rollers. According to PMCS check 43 in TM 5-3895-382-10 (Sep 99, w/Ch 1, Sep 03), we're required to replace each roller's seat belt assembly three years after installation.

Lately we've been getting assemblies that are already past the "Install By" date that's stamped on them. There's no mention of this "Install By" date in the TM.

Since the assemblies are arriving new and haven't been exposed to weather or UV light, is it OK to install and use them for three years, even though they're past the "Install By" date?

Jeff Anderlik  
Ft Leonard Wood, MO



TACOM SAYS THE SEAT BELT ASSEMBLIES ARE OK TO USE EVEN **AFTER** THE "INSTALL BY" DATE. EVEN BETTER, THERE'S NO LONGER A REQUIREMENT TO REPLACE THEM THREE YEARS AFTER INSTALLATION!



INSTEAD, DO A WEEKLY INSPECTION AND ONLY REPLACE SEAT BELT ASSEMBLIES THAT SHOW FRAYING, DRY ROT OR ANY DAMAGE THAT WOULD PREVENT THE BELT FROM WORKING PROPERLY.

BY THE WAY, THIS INFO APPLIES TO **ALL** **COMMERCIAL** **CONSTRUCTION** **EQUIPMENT**.



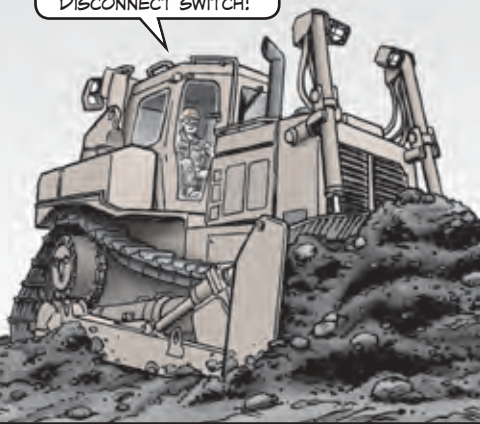
D7R II Dozer...

## THE PAIN OF BATTERY DRAIN

**O**perators, after the day's run, make sure you turn off the battery disconnect switch that's located at the back of the vehicle inside the switch's access door.

Forget and the batteries will drain, losing their charge within a week! Dead batteries mean your dozer needs a slave start. And even then you'll be stuck until help arrives.

TO KEEP BATTERIES FROM DRAINING, USE THE DOZER'S BATTERY DISCONNECT SWITCH!



120M Road Grader...

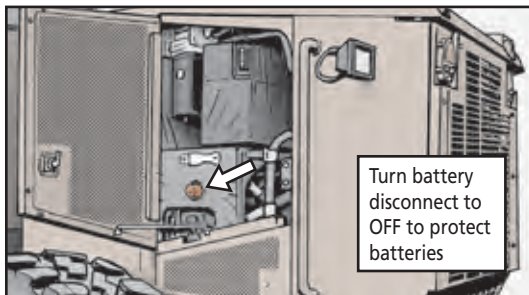
OPERATORS,  
NOTHING WILL RUIN  
YOUR DAY QUICKER  
THAN TRYING TO  
START YOUR 120M  
ROAD GRADER...

## BATTERY SWITCH OFF?

...ONLY  
TO GET THE  
RUH-RUH-RUH  
OF A DEAD  
BATTERY.

THAT'S WHY YOU SHOULD  
**ALWAYS** TURN THE GRADER'S  
BATTERY DISCONNECT SWITCH  
TO THE **OFF** POSITION AFTER  
THE DAY'S RUN. THAT WAY THE  
DASHBOARD'S ELECTRICAL  
SYSTEM WON'T CONTINUE  
DRAWING POWER FROM THE  
GRADER'S BATTERIES.

**THIS IS REALLY IMPORTANT  
IF THE GRADER IS GOING  
TO SIT FOR A LONG TIME.  
JUST INSERT THE SWITCH'S  
KEY AND TURN CLOCKWISE.**



Turn battery  
disconnect to  
OFF to protect  
batteries

# Stay **INFORMED** About PEO Soldier!



KEEPING  
TRACK OF  
PEO SOLDIER  
INFORMATION  
AND EQUIPMENT  
IS **IMPORTANT**.

TO TRACK THE  
LATEST AND  
GREATEST IN  
PEO SOLDIER,  
SAVE THESE  
SOCIAL MEDIA  
LINKS.



## **AKO**

<https://www.ako1.us.army.mil/suite/designer>

## **Blog**

<http://peosoldier.armylive.dodlive.mil/>

## **Facebook**

<https://www.facebook.com/PEOSoldier>

## **Flickr**

<https://www.flickr.com/photos/peosoldier>

## **Twitter**

<https://twitter.com/PEOSoldier>

## **YouTube**

<https://www.youtube.com/user/USArmyPEOSoldier>

If you have questions about PEO Soldier equipment, submit your inquiry online at:  
<http://www.peosoldier.army.mil/feedback/contactForm.asp?type=general>

Not only can you contact PEO Soldier through the web, you can also send regular mail to specific offices for different types of equipment. The mailing addresses are:

**Program Executive Office  
Soldier**  
SFAE-SDR  
5901 Putnam Rd, Bldg 328  
Ft Belvoir, VA 22060-5422

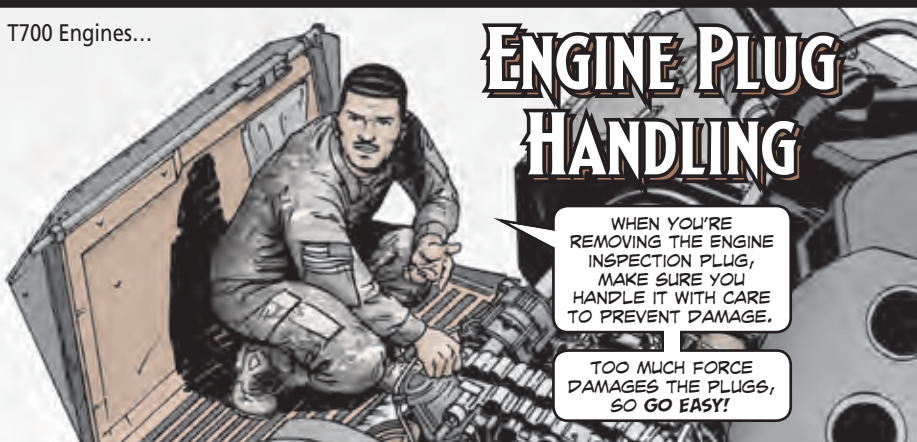
**Project Manager Soldier  
Protection & Individual  
Equipment**  
SFAE-SDR-SPIE  
Bldg 325  
10170 Beach Road  
Ft Belvoir, VA 22060-5862

**Project Manager Soldier  
Warrior**  
SFAE-SDR-SWAR  
Bldg 317  
10125 Kingman Rd  
Ft Belvoir, VA 22060-5820

**Project Manager Soldier  
Sensors & Lasers**  
SFAE-SDR-SSL  
Bldg 318  
10125 Gratiot Road  
Ft Belvoir, VA 22060-5816

**Project Manager Soldier  
Weapons**  
SFAE-SDR-SW  
Bldg 151  
Picatinny Arsenal, NJ  
07806-5000

T700 Engines...



Hey, 15B engine mechanics! WP 0325 and WP 0331 of TM 1-2840-248-23&P (Jun 17) tell you how to remove and install the Apache and Black Hawk's engine inspection plugs, NSN 5365-01-091-4688 and 5365-01-106-9667, for borescoping.

Inspection plugs should always be coated with graphite-petrolatum (GP460) or anti-seize thread compound (AMS2518) on all new or overhauled engines and modules. Damaged inspection plugs result when this compound isn't applied. Excessive heat can also make the plugs seize in the casing.

If no compound was used or seizure of the plug has happened, WP 0325 says to apply 300-350 lb-in of torque counterclockwise to remove the borescope plug. But that kind of force can damage the plug or insert. So it's important to apply a firm amount of pressure during removal. In extreme cases, the entire engine has to be replaced for a damaged port plug.

So, don't forget to apply graphite-petrolatum (GP460) or antiseize thread compound (AMS2518) to all plugs before installation. That way, getting them out next time won't be so much trouble.



# CORROSION TEAM TO THE RESCUE!



WHEN AIRCRAFT CORROSION ISSUES ARISE AND YOU NEED EITHER HELP OR REFRESHER CORROSION TRAINING, **DON'T WORRY!**

AMCOM CPO HAS YOUR BACK!



THE AMCOM CORROSION PROGRAM OFFICE (CPO) IS HERE TO HELP YOU **WIN** THE CORROSION FIGHT. THEY'LL SEND A REPRESENTATIVE TO YOUR UNIT TO ASSIST WITH YOUR CORROSION PROGRAM AND TRAINING NEEDS.

THE ASSISTANCE CONSISTS OF A 2 1/2 HOUR CLASSROOM SESSION FOLLOWED BY A 30-MINUTE HANDS-ON SESSION WITH YOUR AIRCRAFT.

INSTRUCTION IS GIVEN ON THE PROPER TECHNIQUES FOR CLEANING, CORROSION IDENTIFICATION AND TREATMENT ON AVIATION EQUIPMENT.

TRAINING IS ALSO GIVEN ON PAINT, PRIMER AND SEALANT REPAIR OF AIRCRAFT AND AVIATION GROUND SUPPORT EQUIPMENT (AGSE) AS OUTLINED IN SPECIFIC TECHNICAL MANUALS SUCH AS TM 1-1500-344-23

VOLUMES I-IV,

TM 1-1500-345-23 AND

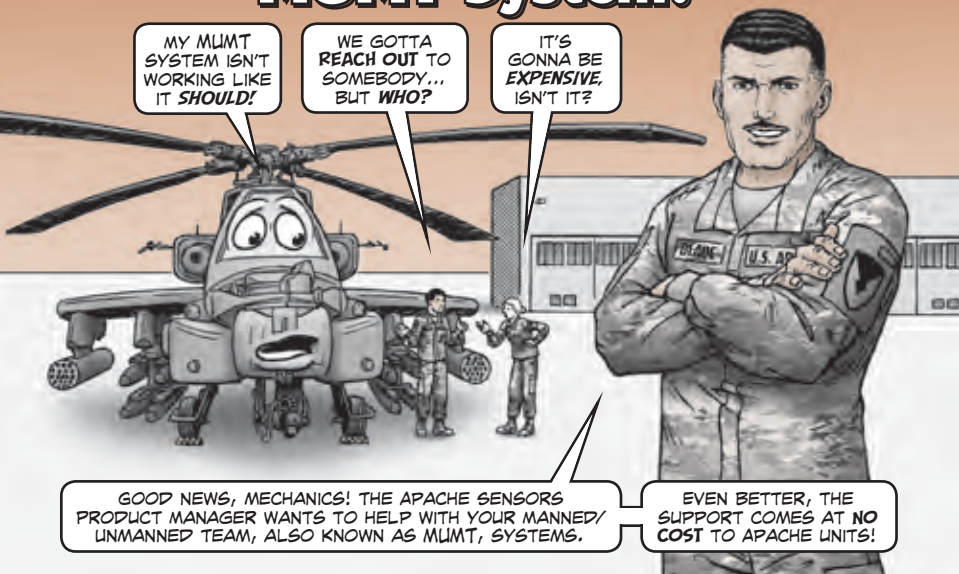
TB 42-0213 FOR AGSE.

YOU CAN FIND **MORE** AVIATION CORROSION PREVENTION AND CONTROL PROCEDURES IN CHAPTER 8 OF TM 1-1500-328-23; **TECHNICAL MANUAL AERONAUTICAL EQUIPMENT MAINTENANCE MANAGEMENT PROCEDURES.**

FOR UP-TO-DATE CORROSION INFORMATION OR TO REQUEST ON-SITE CORROSION ASSISTANCE, VISIT THE AMCOM CPO OFFICE WEBSITE AT:  
<https://amcomcorrosion.army.mil>

YOU CAN ALSO REQUEST A VISIT BY CONTACTING THE CORROSION HOTLINE AT DSN 897-0209 OR (256) 313-0209.

# Need Help With Your MUMT System?



THE HEADSHED WILL HELP SUSTAIN AND SUPPORT YOUR SYSTEM BY PROVIDING KNOWLEDGE AND ASSISTANCE IN MAINTAINING, TROUBLESHOOTING, AND OPERATING MUMT SYSTEMS.

THEY CAN TRAVEL TO YOUR DUTY STATION OR TO A FIELD TRAINING EXERCISE, KNOWN AS FTX, TO HELP MAINTAINERS WITH TROUBLESHOOTING ISSUES WHILE GIVING ASSISTANCE TO OPERATORS AND MAINTAINERS IN MAXIMIZING THE MUMT'S CAPABILITIES.

MUMT ALLOWS THE AIRCREW TO SHARE VIDEO FROM THE MODERNIZED TARGET ACQUISITION DESIGNATION SITE (MTADS) SYSTEM.

IT USES VIDEO FEEDS FROM MANNED AND UNMANNED PLATFORMS TO PROVIDE SIGNIFICANTLY IMPROVED SITUATIONAL AWARENESS TO TROOPS ON THE GROUND AND DRAMATICALLY IMPROVED EFFICIENCY IN FOCUSING WEAPONS TO SUPPORT GROUND ELEMENTS.

WHETHER AT HOME STATION OR DURING READINESS CENTER TRAINING EVENTS, THE APACHE SENSORS OFFICE IS AVAILABLE TO PROVIDE SUPPORT.



OF COURSE, UNITS CAN ALWAYS CALL OR EMAIL THE HEADSHED WITH QUESTIONS OR REQUEST MUMT HELP.

**THE  
POCS  
ARE:**

JOE STRAWSER, (256) 313-0831  
[joseph.l.strawser.ctr@mail.mil](mailto:joseph.l.strawser.ctr@mail.mil)  
 DAINYS CARRASQUILLO, (256) 842-1115  
[dainys.g.carrasquillo.civ@mail.mil](mailto:dainys.g.carrasquillo.civ@mail.mil)

THE MUMT-2 B-KITS NEED TO BE TRANSFERRED TO A NEW AIRCRAFT. ARE YOU ON TOP OF THAT?

YES, WE'VE BEEN MAKING SURE WE HAVE FULL ACCOUNTABILITY OF OUR EQUIPMENT.

THE PS MAGAZINE APP SAYS WE CAN CONTACT THE APACHE SENSORS OFFICE IF WE HAVE QUESTIONS ON WHAT TO KEEP AND WHAT TO TRANSFER.



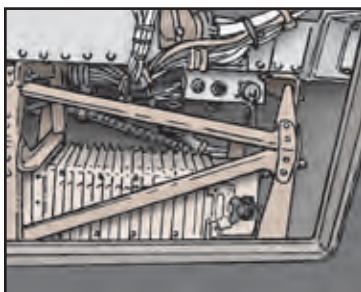
## Keep Track of Your MUMT Equipment

**M**echanics, aircraft transfers happen on a regular basis. Factors like model upgrades, transfers, or movement of aircraft into theater mean you need to know the where's and why's of tracking transferred equipment.

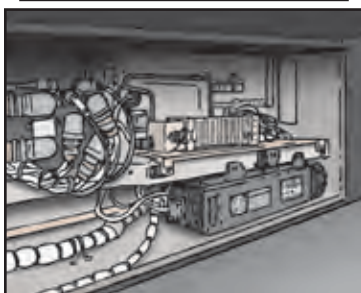
Nowhere is that more important than when transferring MUMT-2 B-kits. Unfortunately, units are not completely following the transfer directives. These line replaceable units (LRUs) don't get transferred to new aircraft, but instead get stored in different locations.

### **Bad idea!**

They should be transferred to new aircraft.



Transfer MUMT equipment properly



### The POCs are:

Joe Strawser, (256) 313-0831

[joseph.l.strawser.ctr@mail.mil](mailto:joseph.l.strawser.ctr@mail.mil)

Dainys Carrasquillo, (256) 842-1115

[dainys.g.carrasquillo.civ@mail.mil](mailto:dainys.g.carrasquillo.civ@mail.mil)

Every unit must maintain accountability of the hardware it's issued. Since there's limited stock, lost items are expensive and hard to replace.

Even worse, some items, like the Rover 6, are National Security Agency (NSA) Type 1 Communications Security (COMSEC) items. It's no different than losing a weapon when it comes to accountability and responsibility for reporting it.

If you're unsure of what to keep and what to transfer, contact the POCs on the transfer directive or the Apache Sensors Office.



# Need to Set Up an ALSE Shop?



**E**very unit needs an aviation life support equipment (ALSE) shop technical library to keep the mission going. Without it, the mission can end before it starts.

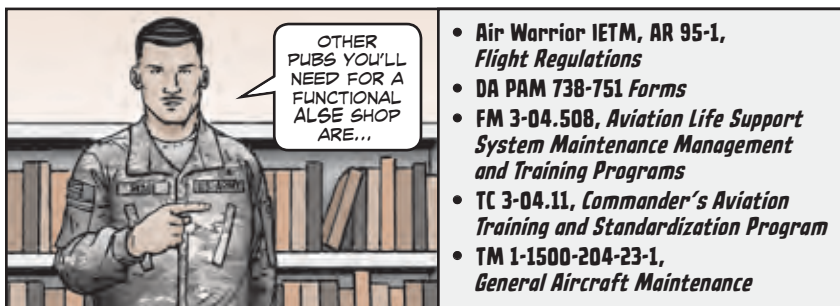
All ALSE shops need equipment like helmets, vests, helmet bags, protective armor vests, tools and more. And the way to get your ALSE shop off the ground is to check out TC 3-04.10, *Aviation Life Support System Management Program* (Jan 19).

Chapter 2, for example, provides information on the pubs you need to take care of your ALSE equipment. The training circular also provides guidance on establishing, managing and operating an ALSE shop.

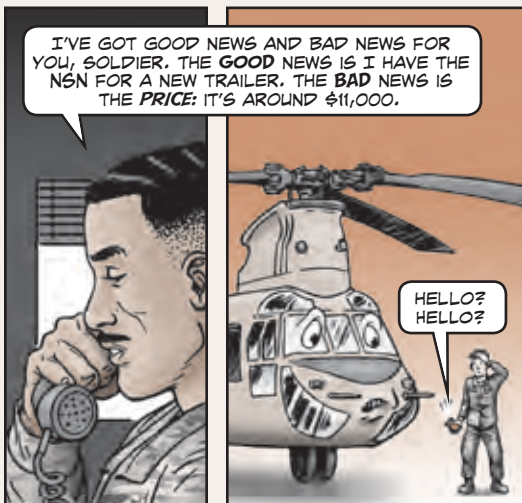
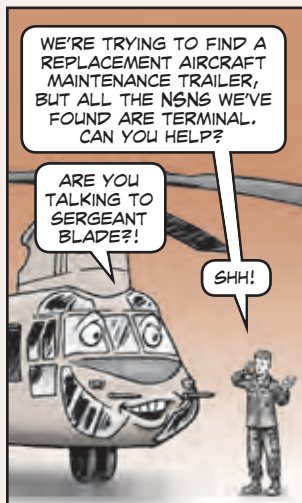
Download a copy of TC 3-04.72 from: <https://armypubs.army.mil>

You can download a copy of EM 0250 from LDAC's ETM website:

<https://idmng.armyerp.army.mil>



# LOOKING FOR AIRCRAFT TRAILER PARTS?



Dear Sergeant Blade,

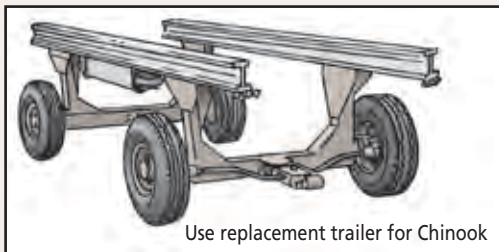
We have an aircraft maintenance trailer and are having problems finding repair parts in FED LOG. The trailer, NSN 1730-00-435-7818, has a terminal acquisition advice code (AAC) of V and was replaced by NSN 1730-01-086-1653. That NSN is **also** terminal.

The trailers are required according to our unit's MTOE. Can you help with parts? Or is there a suitable replacement aircraft trailer available?

SSG T.M.

Dear Sergeant,

The TMs that cover your trailers are TM 55-1730-224-13&P, Airmobile Aircraft Maintenance Trailer, NSN 1730-00-435-7818 (Sept 84) and TM 1-1730-227-13&P, Standard Aircraft Maintenance Trailer, NSN 1730-01-086-1653 (Jul 09).



As you stated, there are no repair parts available for those trailers. So you'll need to order a substitute trailer instead. The replacement is **ground handling trailer**, NSN 1740-01-542-1099. Get ready for sticker shock, though. The trailer costs a little over \$11K. The manuals have limited repair parts and some of the parts interchange between trailers.

For questions on AGSE equipment, submit a help ticket at:

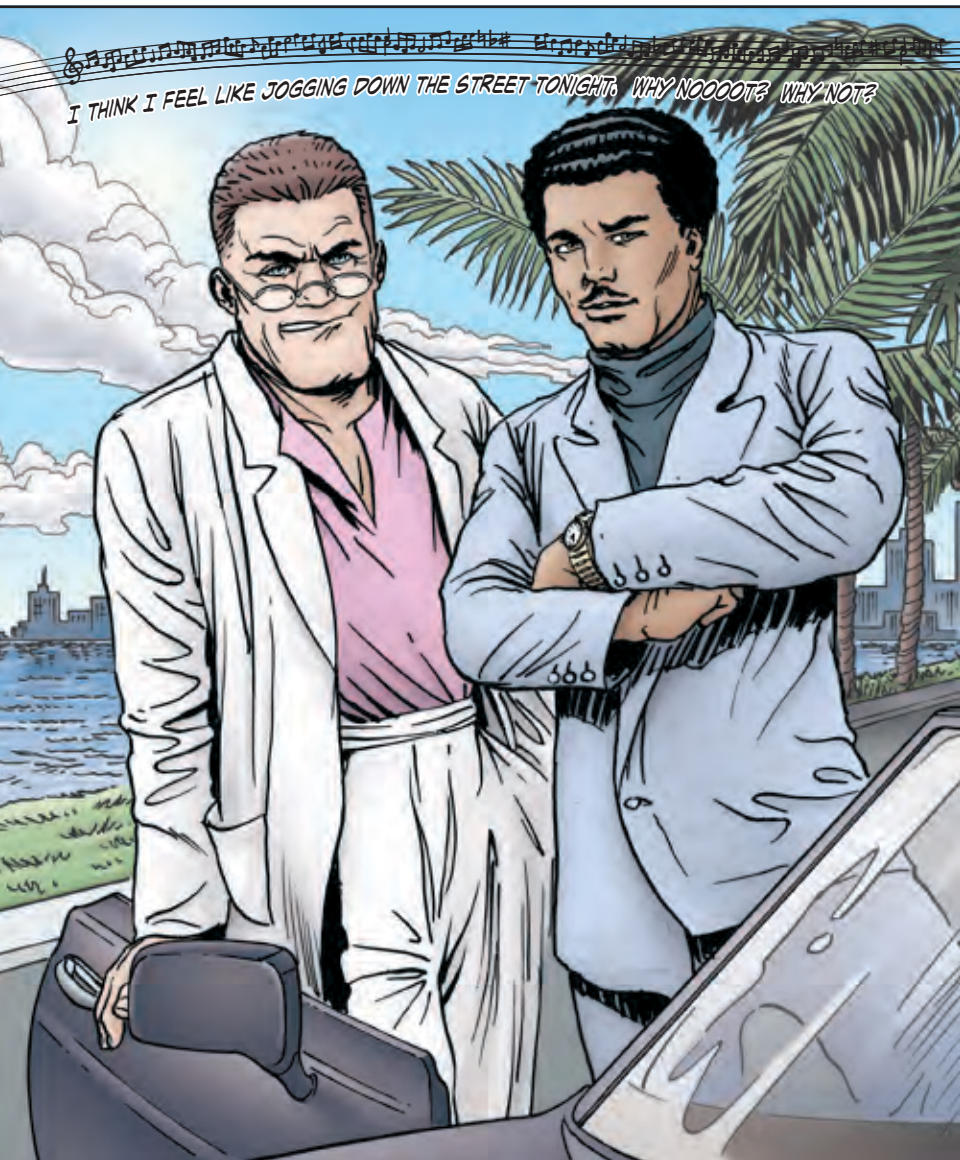
<https://agse.peoavn.army.mil>

SFC "Rotor" Blade

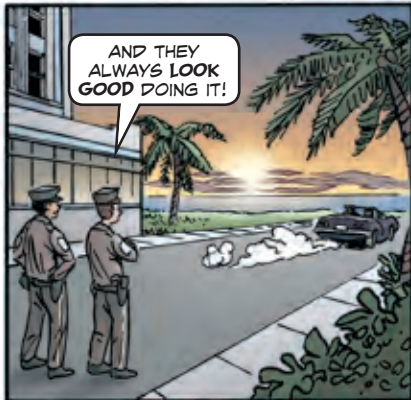
# NEW BEACH CITY

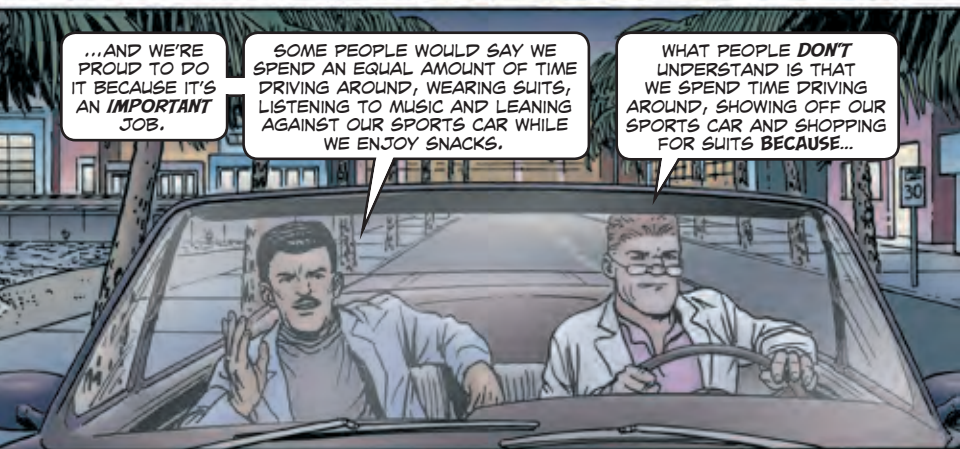
## VICE

*I THINK I FEEL LIKE JOGGING DOWN THE STREET TONIGHT, WHY NOOOOT? WHY NOT?*









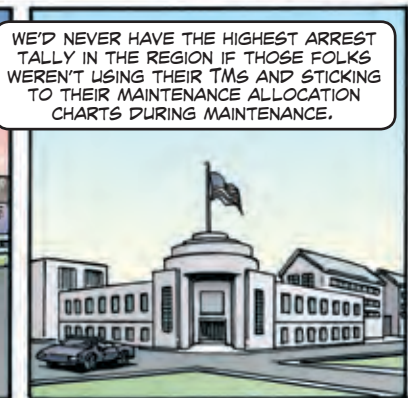
...AND WE'RE PROUD TO DO IT BECAUSE IT'S AN **IMPORTANT** JOB.

SOME PEOPLE WOULD SAY WE SPEND AN EQUAL AMOUNT OF TIME DRIVING AROUND, WEARING SUITS, LISTENING TO MUSIC AND LEANING AGAINST OUR SPORTS CAR WHILE WE ENJOY SNACKS.

WHAT PEOPLE **DON'T** UNDERSTAND IS THAT WE SPEND TIME DRIVING AROUND, SHOWING OFF OUR SPORTS CAR AND SHOPPING FOR SUITS **BECAUSE...**

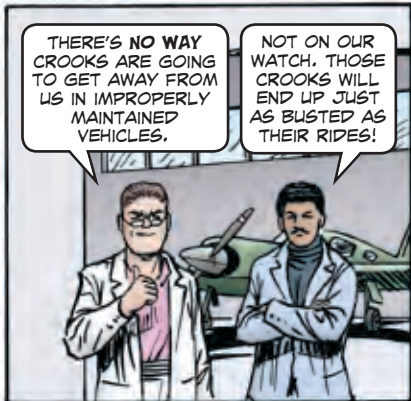
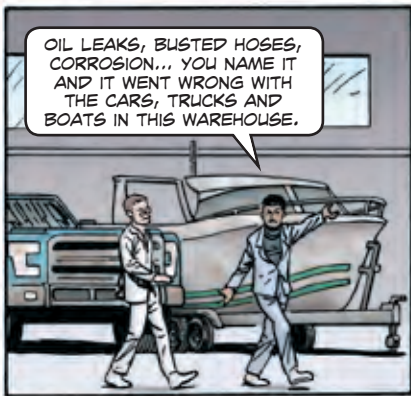
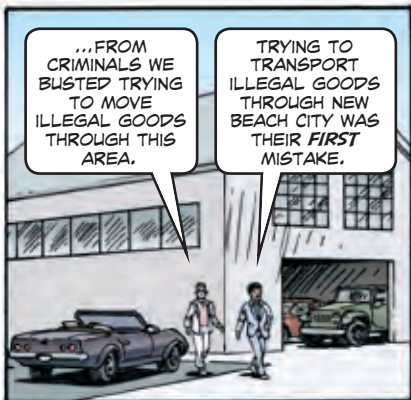
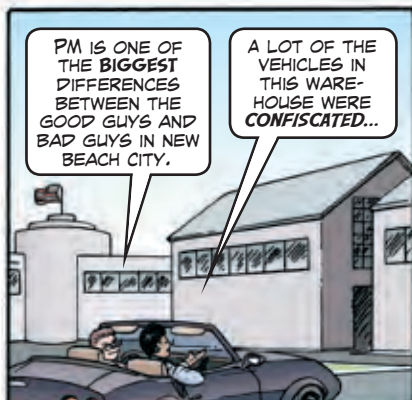


...WE NEED TO GIVE THE MAINTENANCE TEAM AT THE NEW BEACH CITY POLICE DEPARTMENT TIME TO PERFORM PM ON OUR GEAR.

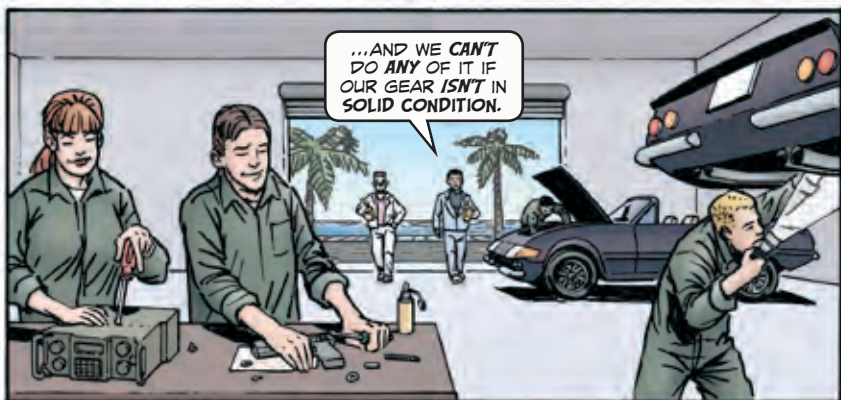
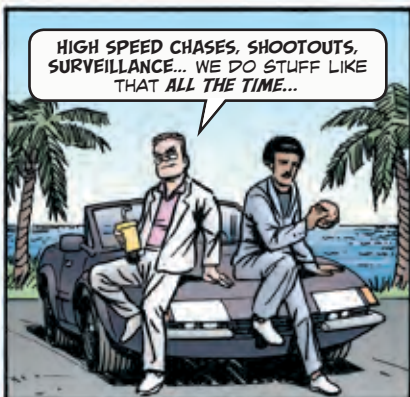


WE'D NEVER HAVE THE HIGHEST ARREST TALLY IN THE REGION IF THOSE FOLKS WEREN'T USING THEIR TMS AND STICKING TO THEIR MAINTENANCE ALLOCATION CHARTS DURING MAINTENANCE.









OR THE TIME WE NEEDED TO TAKE  
TO THE HIGH SEAS OFF THE COAST  
OF NEW BEACH CITY...



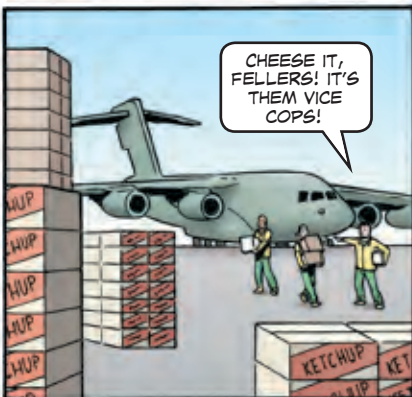
...TO STOP THE ECOLI BROTHERS  
FROM ESCAPING TO SOUTH AMERICA  
WITH A CRATE OF CONTRABAND  
ROLLER SKATE WHEELS.



AND WHO CAN FORGET THE  
TIME WE STOPPED THE CRIMINAL  
MASTERMIND, THE FERRET, FROM  
FLYING AWAY WITH A 50-TON  
SHIPMENT OF COUNTERFEIT  
KETCHUP PACKETS.

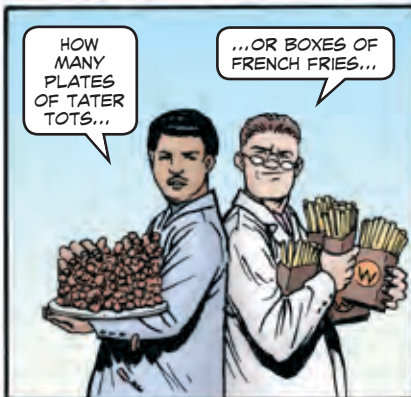


CHEESE IT,  
FELLERS! IT'S  
THEM VICE  
COPS!



HOW  
MANY  
PLATES  
OF TATER  
TOTS...

...OR BOXES OF  
FRENCH FRIES...



...WOULD HAVE BEEN  
**RUINED** IF THAT KETCHUP  
HAD HIT THE STREETS?

IT'S TOO  
SCARY  
TO THINK  
ABOUT.





CAN YOU IMAGINE WHAT WOULD HAVE HAPPENED IF WE HADN'T BEEN THERE TO KEEP THOSE COUNTERFEIT GOODS FROM HITTING THE STREETS?



I DON'T EVEN WANT TO THINK ABOUT IT! AND THANKS TO OUR CRACK TEAM OF MAINTAINERS, I DON'T HAVE TO!



THEY **ALWAYS** KEEP US IN THE FIGHT TO KEEP NEW BEACH CITY SAFE.

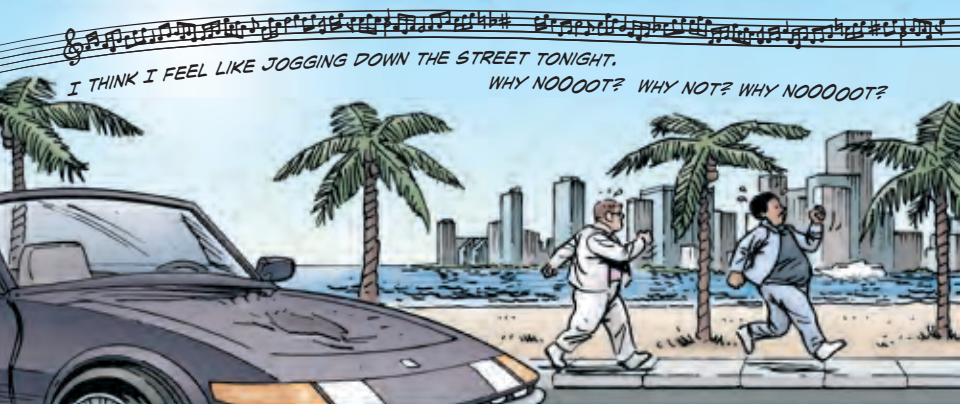
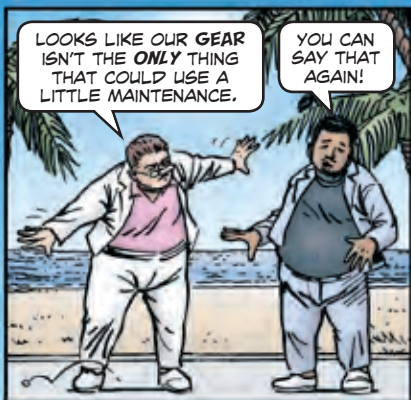


IT DOESN'T MATTER IF YOUR JOB REQUIRES YOU TO USE LARGE VEHICLES, SMALL ARMS, COMMO EQUIPMENT OR ANY COMBINATION OF THE THREE.

ALL OF THOSE ITEMS NEED **REGULAR MAINTENANCE** TO STAY IN THE **BEST POSSIBLE CONDITION**.







# Ft Hood Tips Keep THAAD on Target



Dear Editor,

The Terminal High Altitude Area Defense (THAAD) missile system is one of the most complex systems in the Army inventory. It can do an amazing job knocking out enemy missiles, but only if you've done your job giving it regular care.

Here are a few tips for THAAD success we've come up with at Ft Hood:

- **Do all the PMCS every week.**

The only way to be sure you cover every step is to take the TMs to the THAAD. And that's quite a few TMs. The launcher alone has six. But a thorough PMCS ensures little problems don't turn into big problems.



When THAAD is in the motor pool, we generally do a daily PMCS on the missile system and a weekly PMCS on the trucks. In the field, we do a complete PMCS on everything daily. PMCS always includes powering up the system and checking for faults.



- **Look for leaks.**

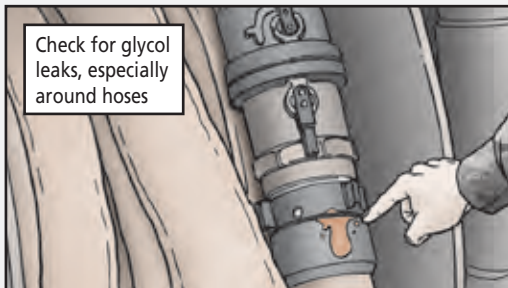
THAAD contains hundreds of gallons of glycol for cooling. If glycol starts leaking, THAAD's electronic systems soon overheat and stop working. And if the leak gets too bad, you've got a HAZMAT situation. Hose connections are especially prone to glycol leaks.

The launcher's truck leaks oil because of blowby. Expect that in the motor pool. There are two blowby hoses, so you need two oil drip pans for every truck. NSN 4940-01-490-2455 gets a drip pan.

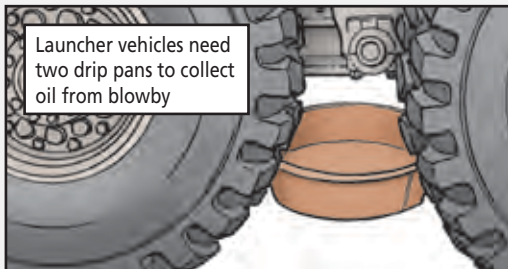
Check the launcher fuel tank fittings for leaks. Those leaks are often missed.

If you open the oil drain valve on the prime power unit (PPU) to drain excess oil, remember to close the valve when you're done. Otherwise, you've got another leak.

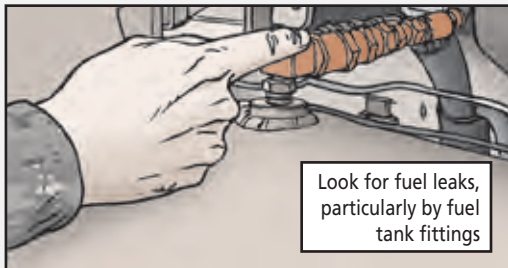
Check for glycol leaks, especially around hoses



Launcher vehicles need two drip pans to collect oil from blowby



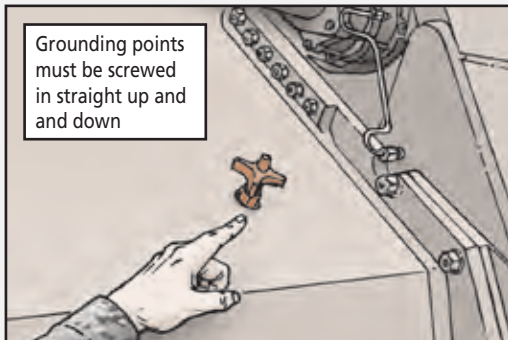
Look for fuel leaks, particularly by fuel tank fittings



- **Easy does it with the four grounding points on the front mobilizer's antenna equipment unit.**

If you don't screw them in straight, they'll strip out. If the grounding point is difficult to turn, you don't have it installed right. Reposition it and try again.

Grounding points must be screwed in straight up and down





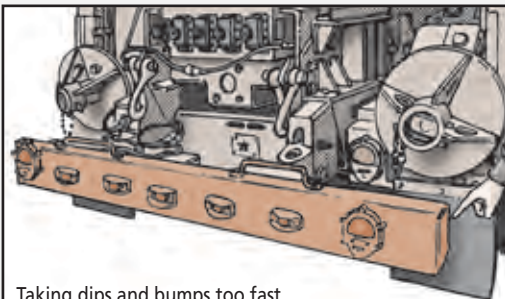
- **Remember to check the rear mobilizer wheels for hydraulic fluid.** You can just glance at the fluid indicator and see. The wheels are sometimes missed and then the axles burn up.

Don't forget to check hydraulic fluid in rear mobilizer wheels



- **Beware of bumps when using the launcher under-run bumpers.**

If you hit a bump too hard or take a dip in the road too fast, the bumpers get damaged. If there's any question whether the bump or dip can be navigated safely, use ground guides and take it slow. Remember, 35 mph is the maximum speed on paved roads.

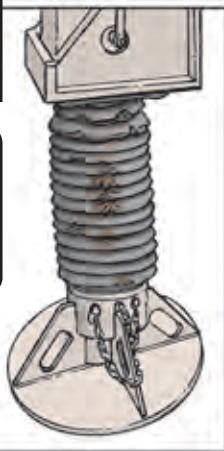


Taking dips and bumps too fast can destroy under-run bumpers

Now we have **two questions** for PS:

1. Where do you find repair procedures for the outrigger bellows? They are constantly tearing.

SEE FIELD LEVEL MAINTENANCE OUTRIGGER BELLOWS REPLACEMENT IN TM 9-2320-440-13&P.



2. Is there PMCS for the missiles and missile simulators?

THERE SURE IS. TM 9-1430-610-13&P, MAR 19, CONTAINS PMCS FOR BOTH.

SFC Shane Szymczak  
SSG Caleb Long  
Ft Hood, TX

**Editor's note:** *You are on target with those THAAD tips! Thanks, Sergeants.*



## Patriot Missile System...

# DON'T SKIMP ON FILTERS!

I'M  
**SUFFOCATING!**

YOU NEED TO  
CHANGE MY  
FILTERS!

WE'RE  
WAITING FOR  
THE OTHER  
FILTERS TO  
DRY!



MY SUGGESTION  
WILL **SOLVE** THAT  
PROBLEM!

Dear Editor,

I know *PS* has recommended in the past that Patriot crews keep an extra set of Filters on hand to make it easier for Patriot components to get plenty of cooling air. A dirty filter makes components overheat and can damage expensive circuit cards.

Well, instead of an extra set, I recommend **four** sets of Filters, especially if you're operating in the desert. In conditions with blowing sand, you may need to change the Filters twice a day.

If you have four sets, you have one set installed, one on hand, one drying out after being washed (that usually takes a day) and one back-up. Filters are relatively cheap compared to circuit cards, so why be stingy with Filters?

Remember, Filters normally last only 90 days before you have to replace them.

CW3 Trenard Conyers  
Ft Bragg, NC

OPERATING IN THE  
DESERT? CONSIDER USING  
**FOUR SETS OF FILTERS.**



**Editor's note:** *Good point, Chief Conyers.*

*Sometimes you need to spend a little to save a lot.*

# Has AN/PED-5 MWO Been Done?

**MWO** 9-1240-455-50-1 installs a protective eyepiece filter on AN/PED-5 Tactical Rifle Inferred Geolocating Range-Finders with serial numbers from 69791000183 to 69791005175. The MWO was supposed to be finished by Apr 18. But, unfortunately, some AN/PED-5s still haven't been modified.

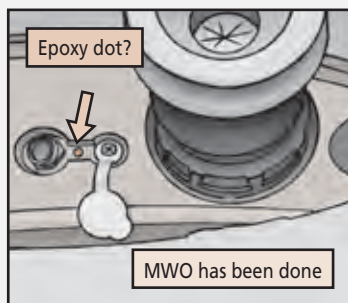
Check to see if your AN/PED-5 has been modified by looking for an epoxy dot next to the I/O connector cover. No dot means no MWO.

Do not attempt to do the MWO yourself. If your AN/PED-5 needs the MWO, contact Bo Thompson at (703) 704-4028 or email:

[william.d.thompson3.ctr@mail.mil](mailto:william.d.thompson3.ctr@mail.mil)

or Mauricio Martinez at (703) 704-3320 or email:

[mauricio.d.martinez.civ@mail.mil](mailto:mauricio.d.martinez.civ@mail.mil)



MK 19 Machine Gun...

## NO SUBS FOR ROUND REMOVAL TOOLS!

Dear Editor,

I'm seeing units go to the range without the MK 19 machine gun's bore obstruction detector and round removal tool. Then when gunners have a stuck round they resort to substitutions like a screwdriver or crowbar. That's not only dangerous, but guaranteed to damage the MK 19.

Please tell Soldiers never to go the field without all the tools they'll need to keep their MK 19s firing away.

George Morris  
Schofield Barracks, HI

**Editor's note:** *You bet we will, George.*

*MK 19 gunners, it's essential you take the bore obstruction detector, NSN 1010-01-428-3233, and round removal tool, NSN 5120-01-347-1884, to the field. They are part of the MK 19's basic issue items (BII) and they are indeed basic to the weapon. Get a bag to carry them and the cleaning tools to the field.*





THE **OLD** MK 19 MACHINE GUN REAR SIGHT, NSN 1010-01-133-6983, IS BEING REPLACED BY A **NEW** SIGHT, NSN 1010-01-608-6053.

**NEW  
MK 19  
SIGHT  
COMING**

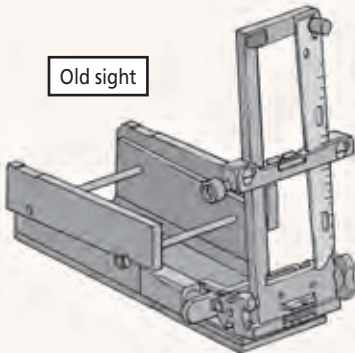
BUT **DON'T** ORDER THE NEW SIGHT. IT'LL BE FIELDIED THROUGH AN MWO.

UNITS WILL BE NOTIFIED WHEN AN MWO TEAM IS SCHEDULED TO REPLACE THE OLD SIGHTS FOR FREE.

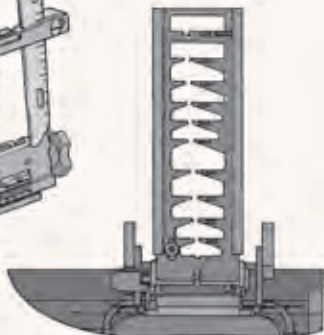
THE **ONLY** TIME YOU SHOULD ORDER THE NEW SIGHT IS IF THE OLD SIGHT IS **DAMAGED** AND THE MK 19 IS NMC.

AFTER THE SIGHT IS REPLACED, RECORD THE REPLACEMENT IN THE MODIFICATION MANAGEMENT INFORMATION SYSTEM (MMIS). THIS GIVES THE MWO TEAMS AN ACCURATE COUNT OF SIGHTS NEEDED.

Old sight



New sight,  
NSN 1010-01-608-6053



LOOK FOR THE MMIS APP AT: <https://idmng.armyerp.army.mil>

TO POST AN UPDATE, YOU'LL NEED TO REQUEST AN MMIS SUPERVISOR STATUS BY SUBMITTING A SYSTEM ACCESS REQUEST.

**QUESTIONS?**

CONTACT **WAYNE WAROWAY** AT (536) 282-1254 OR EMAIL: [wayne.d.waroway.civ@mail.mil](mailto:wayne.d.waroway.civ@mail.mil)

# M150 RCO Supposed to Glow



**M**any a Soldier has wished that their M150 rifle combat optic (RCO) lit up so they could sight in the dark.

Those wishes are well founded. The M150 is supposed to illuminate. If it doesn't, something's wrong.

TM 9-1240-416-13&P's PMCS says to check the M150's illumination both before and after use. If it's not lighting up, it could be an indication that the M150 is leaking tritium, a radioactive isotope. That's not good!

WP 0010 gives detailed instructions on checking for a damaged tritium lamp.

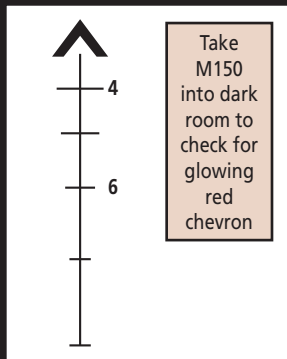
If the tritium lamp appears not to glow, place the sight in two clear sealed plastic bags and label the outside bag **POTENTIALLY BROKEN TRITIUM DEVICE—DO NOT OPEN**. Place the bag in a secured ventilated storage area and contact your unit radiation safety officer for instructions on turning in the M150.

Wash your hands with nonabrasive soap and cold water.

For the most current turn-in instructions see either the Decision Support Tool (DST) at:

<https://idmng.armyerp.army.mil>

Or go to the M150 section in TULSA at: <https://tulsa.tacom.army.mil>



Questions? Contact Chris Kline at DSN 786-1357, (586) 282-1357, or email:

[christopher.m.kline4.civ@mail.mil](mailto:christopher.m.kline4.civ@mail.mil)

For any optics or binocular questions, email:

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

# Small Arms Shipping *Do's and Don'ts*

WHAT  
TH-!?

THAT TRIP FINISHED  
ME. I WISH I'D BEEN  
PREPARED FOR  
TRAVEL 'CAUSE...

...MY  
NEXT TRIP  
IS TO THE  
**JUNKYARD.**

**S**OLDIERS KNOW FROM EXPERIENCE HOW HARD LONG-DISTANCE DEPLOYMENTS ARE PHYSICALLY. THOSE DEPLOYMENTS ARE HARD ON YOUR WEAPONS, TOO. IF WEAPONS AREN'T PROPERLY PREPARED FOR THE JOURNEY, CORROSION CAN MAKE THEIR NEXT TRIP ONE TO THE **JUNK YARD**.

**HERE'S  
HOW TO  
PREPARE  
YOUR  
WEAPONS TO  
SURVIVE THE  
TRIP!**

## **Don't Use Bubble Wrap!**

**BUBBLE WRAP IS  
LETHAL. IT TRAPS  
MOISTURE AND MAKES  
CORROSION WORSE.**

## **Weapons Cleaning**

THOROUGHLY CLEAN WEAPONS BEFORE SHIPMENT. FOLLOW THE WEAPON'S -10 TM CLEANING INSTRUCTIONS. **BUT DON'T STEAM CLEAN WEAPONS!** THAT REMOVES ALL LUBRICANT AND GIVES CORROSION A FOOTHOLD.

## **Lubing**

FOR ALL WEAPONS **EXCEPT** THE MK 19, GENEROUSLY LUBE THE INSIDE AND OUTSIDE OF THE GUN WITH CLP. SEE THE TABLE ON THE NEXT PAGE FOR WHAT TO USE ON AN MK 19.

## **Wrapping**

USE VOLATILE CORROSION INHIBITOR (VCI) BARRIER TO WRAP EACH WEAPON. HEAT SEAL THE VCI BARRIER OR FOLD THE BARRIER AND TAPE THE SEAM. YOU CAN ALSO GOOSE NECK THE BARRIER AND TIE IT OFF.

IF YOU'RE LAYERING WEAPONS **AFTER** THEY'VE BEEN INDIVIDUALLY WRAPPED, PUT AT LEAST ONE SHEET OF GREASEPROOF PAPER BETWEEN EACH LAYER.

THE **BEST** WAY TO LAYER IS TO SANDWICH A SHEET OF CORRUGATED FIBERBOARD BETWEEN TWO SHEETS OF GREASEPROOF PAPER.

ADD A DESICCANT POUCH AND PLACE THE BAGGED WEAPONS IN A WEATHER-RESISTANT FIBERBOARD BOX OR HARD CONTAINER.







## Preservatives

Item	Used on	Size	NSN
MIL-PRF-16173, grade 3 cut 50% with mineral spirits	MK 19	1 gal	8030-00-244-1296
MIL-PRF-16173 (see above)	MK 19	5 gal	8030-00-244-1293
MIL-PRF-3150	MK 19	1 qt	9150-00-231-2361
MIL-PRF-3150	MK 19	5 gal	9150-00-231-2356
MIL-PRF-32033 (used only with VCI)	MK 19	1 qt	9150-00-231-6689
General purpose lubricating oil	M2, MK 19	5 gal	9150-00-231-9062

## Wrap (Used on All Weapons)

Item	Length	NSN
VCI, greaseproof	36-in x 600-ft	8135-00-664-0015
Stretchable wrap, non-VCI, greaseproof	3-in x 300-ft roll	8135-00-753-4661
Desiccant pouches	1 per cubic foot inside the wrap	6850-00-856-7955
Greaseproof paper (heavy duty)	3 ft x 300 ft	8135-00-753-4661
Greaseproof paper (medium duty)	3 ft x 600 ft	8135-00-233-3871
Greaseproof paper (light duty)	3 ft x 600 ft	8135-00-224-8885

## Weather-Resistant Fiberboard Boxes

Weapon	Size (inches)	NSN
MK 19	32 in x 15 in x 15 in	8115-00-079-8989
M2	38 in x 14 in x 20 in	8115-00-579-8461
M16, M4, M249, M240	53 in x 16 in x 6 in	1005-01-542-2740
M16, M4, M249, M240	47 in x 39 in x 16 in	8115-00-142-9594

IN ACCORDANCE WITH AR 710-3, REPORT **ALL** SMALL ARMS/LIGHT WEAPONS IN THE DOD UNIQUE ITEM TRACKING (UIT) REGISTRY AT LDAC REGARDLESS OF WHAT PROPERTY ACCOUNTABILITY SYSTEM ACCOUNTS FOR THE WEAPON.

GCSS-ARMY INTERFACES DIRECTLY WITH THE LDAC ARMY SERIAL NUMBER TRACKER (ARSNT), WHICH AUTOMATICALLY REPORTS AND UPDATES UIT.

ALL NON-GCSS-ARMY USERS MUST REPORT WEAPON TRANSACTIONS DIRECTLY INTO WEBUIT (MODIFIED), WHICH CAN BE ACCESSED AT:

<https://idmng.armyerp.army.mil>

LDAC IS REDESIGNING THE LOGISTICS MODERNIZATION PROGRAM (LMP) INTERFACE AND DEVELOPING A GCSS-ARMY INTERFACE. ONCE THESE ARE COMPLETED, NON-GCSS-ARMY USERS WON'T HAVE TO REPORT WEAPONS SEPARATELY IN WEBUIT.

# LTAS Ring Mounts Available



WONDERING WHAT  
YOU CAN MOUNT ON YOUR  
FMTV LTAS CAB?

THE **M66  
RING MOUNT**,  
NSN 1005-  
00-701-2810,  
WILL MOUNT  
DIRECTLY TO  
THE CAB'S  
ROOF.

BUT IF YOU  
USE THE  
OBJECTIVE  
GUNNER  
PROTECTION  
KIT (OGPK),  
YOU **MUST**  
USE THE  
**WEAPON  
STATION KIT**,  
NSN 2510-01-  
567-8727.

HERE ARE THE  
**COMPONENTS**  
OF THE WEAPON  
STATION KIT...

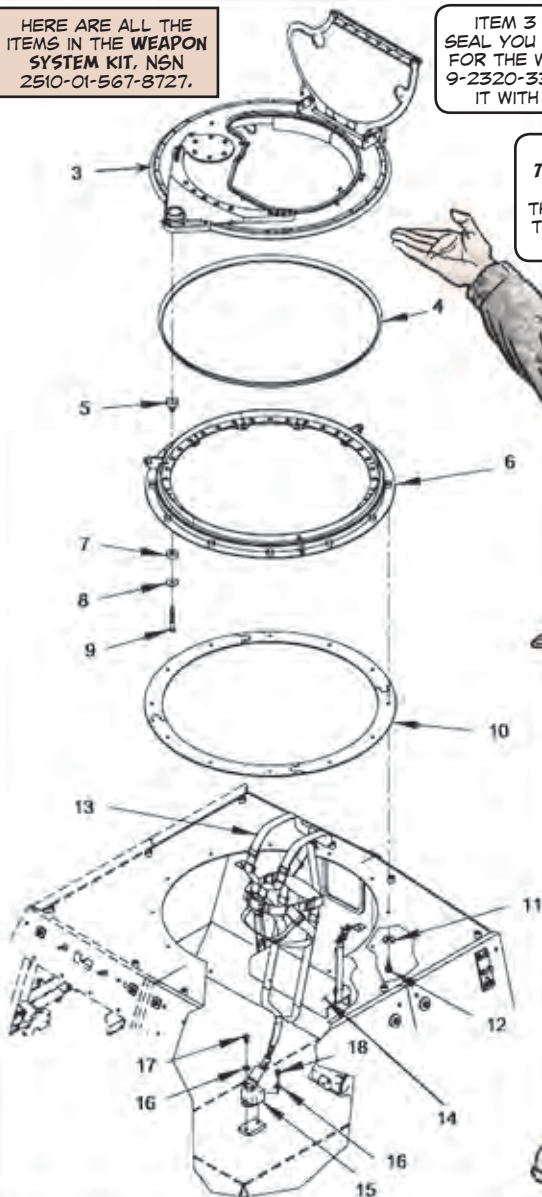


Item	Name	NSN/PN
1	Weapon station kit (includes items 3-18)	2510-01-567-8727
2	Weapon station assembly (includes items 3, 4, and 6)	2510-01-583-8987
3	Ring assembly turret	2510-01-578-4322
4	Wipe seal	5330-01-573-8894
5	Upper bushing	5365-01-571-1041
6	Interface ring	1005-01-575-6054
7	Lower bushing	5365-01-570-7459
8	Snubber washer	5310-01-570-7676
9	Hexagon cap screw	AEB021375C00AW8A2
10	Non-metallic seal	5330-01-567-9060
11	Flat washer	5310-01-375-0659
12	Machine bolt	5306-01-567-6548
13	Personnel safety device	4240-01-542-8160
14	Vehicular seat	2540-01-550-7246
15	Seat belt parts kit	2540-01-543-0747
16	Flat washer	12422608-015
17	Hexagon cap screw	5305-00-709-8523
18	Hexagon cap screw	5305-00-709-8517

HERE ARE ALL THE  
ITEMS IN THE **WEAPON  
SYSTEM KIT**, NSN  
2510-01-567-8727.

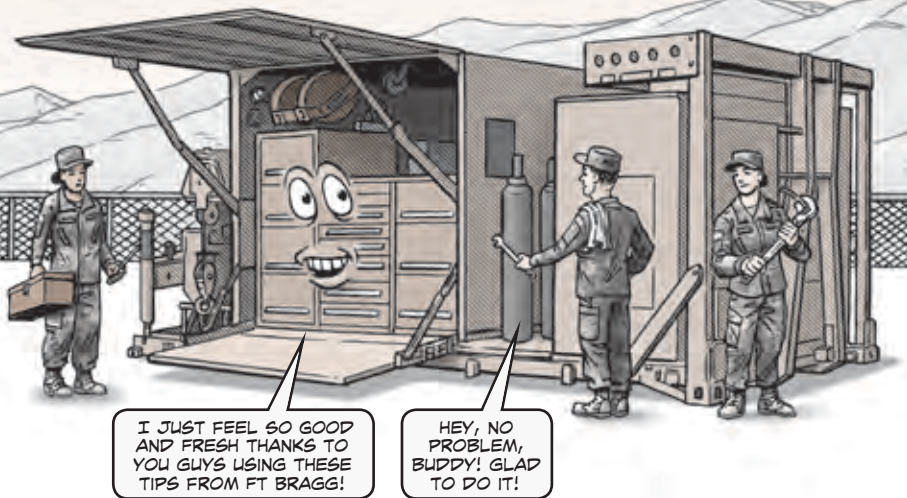
ITEM 3 ALSO INCLUDES A HATCH  
SEAL YOU **WON'T** FIND IN THE CALLOUT  
FOR THE WEAPONS STATION KIT IN TM  
9-2320-333-238P. BUT YOU **CAN** GET  
IT WITH NSN 5330-01-585-7713.

THE **WEAPON STATION  
TRANSFER KIT**, NSN 1005-01-  
577-2656, INCLUDES ALL  
THESE ITEMS **EXCEPT** ITEM 3,  
THE RING ASSEMBLY TURRET,  
NSN 2510-01-578-4322.





# FRESH FRS Tips



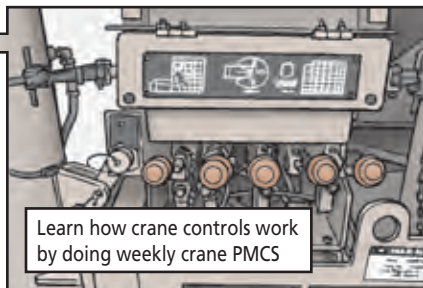
Dear Editor,

These tips can keep your M7 Forward Repair System (FRS) Fresh and ready for action:

- **Do weekly PMCS on the crane.** The crane is often ignored, so much so that Soldiers are often unsure how to operate it. When they actually need to use the crane, they don't know how. If units do weekly crane PMCS, which includes raising the hoist up and down and extending the boom, they'll not only give the crane the exercise it needs, but also refresh their operating skills. Crane PMCS takes only 15 minutes.

If Soldiers are rusty on crane operations, they need to be supervised until they know what they're doing.

While doing crane PMCS, check the rotation gear. If its grease has turned black or looks dirty, wipe it clean and give it a new coat of GAA.

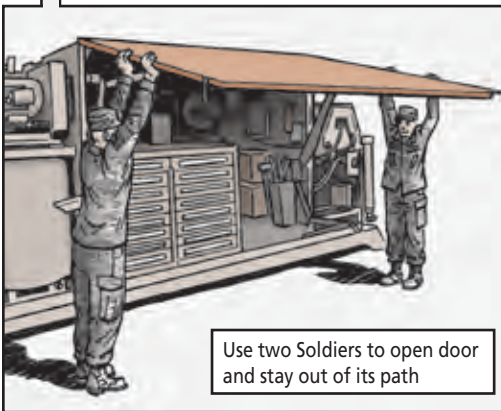


- **Check the generator exhaust's pivoting cap.** If the cap is broken or not sealing, water can get in the generator and damage it.

- **Careful opening and closing the overhead door.** The door weighs 200 pounds, so it's a two-man job. Don't stand under the door. Stand to the side, out of the door's path.



Pivoting cap missing or damaged?



Use two Soldiers to open door and stay out of its path

Keep your fingers away from the pivot points. They can take off your fingers if the door suddenly falls.

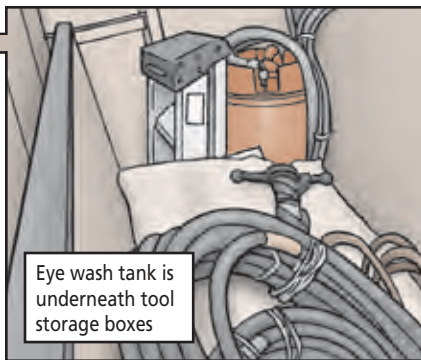


Keep hands away from pivot points

- **Check the eye wash station.** It has a tank that's supposed to be filled with water before you go to the field. Many units don't know the tank is underneath the tool storage boxes where items like hoses and creepers are stored. Of course, if the tank is empty, you're out of luck if you get something in your eyes.

When you return from the field, empty the tank. If water sits in the tank, algae can form. You don't want to splash dirty water in your eyes! It's a good idea to make sure the tank is clean before you fill it. Rinse it out if necessary.

SPC Detreu Gregory  
Ft Bragg, NC



Eye wash tank is underneath tool storage boxes

**Editor's note:** Those are definitely fresh FRS tips, Specialist Gregory. Thanks.

# Flip Bad Pancake Probes

TESTING HAS SHOWN THAT SOME BETA "PANCAKE" PROBES WITH THE **WRONG** ELECTRONIC COMPONENTS WERE FIELDED.

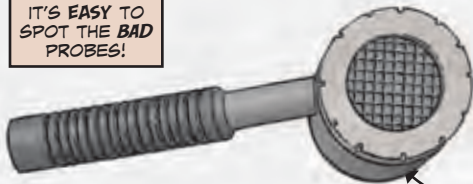


THE DT-695/  
PDR-77 PROBE,  
NSN 6665-  
01-435-0548,  
WHICH IS USED  
WITH THE AN/  
PDR-77 RADIAC  
SET AND  
M329 WATER  
MONITORING  
KIT, DETECTS  
AND MEASURES  
RADIOACTIVE  
CONTAMINATION.

IT'S CRITICAL  
IT WORKS  
CORRECTLY.

THE PANCAKE PROBE IS GENERALLY FIELDED AS PART OF THE MK-2854/PDR-77 RADIACMETER SUBASSEMBLY, COMMONLY KNOWN AS THE RPO KIT.

IT'S EASY TO  
SPOT THE **BAD**  
PROBES!



THEY HAVE A MFR CODE OF 0C1G3 ON THEIR DATA PLATES.

DETECTOR, RADIAC, DT-695/PDR-77  
SERIAL NO. 16100012  
PN: A3259603  
PIIN: SPRBL1-16-D-0016  
NSN: 6665-01-435-0548

MFR: 0C1G3

DEFECTIVE PROBES SHOULD BE TURNED IN WITH A QUALITY DEFICIENCY REPORT (QDR) THROUGH THE PRODUCT DATA REPORTING AND EVALUATION PROGRAM (PDREP):

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

CLICK USER ACCESS REQUEST.  
CLICK REQUEST AN ACCOUNT.  
FILL OUT THE REQUEST.  
SUBMIT THE FORM.



ONCE YOU  
RECEIVE  
APPROVAL,  
FILL OUT  
THE QDR  
LIKE THIS:

1. Enter the RCN, which includes the DODAAC, year and serial number. Or instead you can enter the requisition number, FSC or the NIIN.
2. When entering the requisition number, include the suffix if available.
3. To add a DoD Unique Identifier (UII) manually, enter the UII into the field and then click the ADD UII button. To add a UII using a scanner, click Scan Barcodes and then scan the 2D barcode.
4. Click Create New PQDR.

SELECTING UNDERLINED ITEMS WILL PROVIDE HELP FOR THAT ITEM.



OCONUS UNITS SHOULD SEND RPO KIT AND BETA PANCAKE PROBES TO THE ADDRESS PROVIDED BY THE ACTION OFFICER LISTED BELOW.

FOR MORE INFORMATION, SEE CECOM MESSAGE "RPO KITS AND BETA PANCAKE PROBES" IN THE MMIS SAFETY AND MAINTENANCE MESSAGE LIBRARY AT:

<https://idmng.armyerp.army.mil>

**QUESTIONS?**

CONTACT CHRISIE LONGO AT (443) 395-1375 OR EMAIL: [chrisie.a.longo.civ@mail.mil](mailto:chrisie.a.longo.civ@mail.mil)

## NEW WEAPON AGAINST *BUGS*

UH-OH. HE'S GOT THAT **NEW STUFF!**

GUESS WE BETTER FIND OUR NEXT MEAL SOMEPLACE ELSE!

**F**ew things are worse than being attacked by mosquitoes, ticks and other bugs in the field. They can turn your life into a nightmare of discomfort.

The Army has added a new DEET-free weapon in the war against bugs and the diseases they carry. This new bug repellent:

- protects against mosquitoes and ticks.
- gives 8 hours of protection.
- is odorless.
- is non-greasy.
- comes in an easy-to-use pump spray.

NSN 6840-01-656-7707 brings a dozen 4-oz bottles for a little less than \$70.

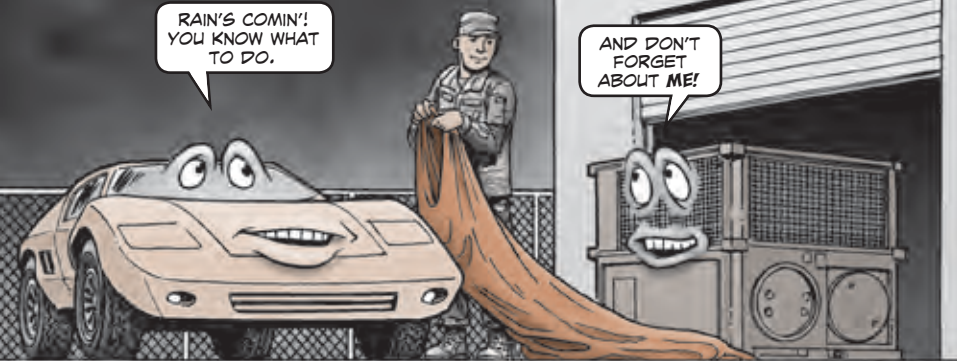
Be sure to follow the directions on the bottle's label.

60K-BTU IECU...

# Cover Me for Best Protection

RAIN'S COMIN'!  
YOU KNOW WHAT  
TO DO.

AND DON'T  
FORGET  
ABOUT ME!

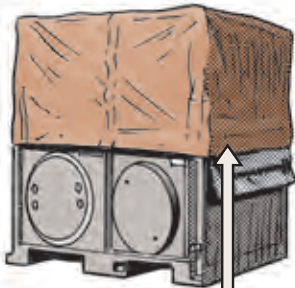


IF YOU'VE GOT A FANCY NEW SPORTS CAR PARKED OUTSIDE, YOU MIGHT WANT TO KEEP IT COVERED FOR **PROTECTION** FROM THE WEATHER.

WHILE MAYBE NOT AS FANCY, YOUR **60,000-BTU IMPROVED ENVIRONMENTAL CONTROL UNIT (IECU)**, NSN 4120-01-543-0741, NEEDS HELP TO SURVIVE THE ELEMENTS, TOO.

THE **BEST** WAY TO DO THAT IS WITH A **VINYL COVER**, NSN 4130-01-618-4810, AND **ATTACHED STORAGE BAG**, NSN 3105-01-618-9916.

Vinyl cover keeps out debris



WHEN THE IECU'S NOT IN USE, PUT THE VINYL COVER OVER THE CONDENSER FAN TO KEEP DEBRIS FROM COLLECTING IN THE CONDENSER (TOP) SECTION. A DEBRIS-FREE IECU IS LESS LIKELY TO GET DAMAGED OR WORK POORLY.

THE COVER ALSO BLOCKS RAIN OR SNOW FROM SOAKING OR ICING COMPONENTS STORED IN THE CONDENSER SECTION.

Stow  
cover in  
storage  
bag



BEFORE YOU RUN THE IECU, FOLD THE VINYL COVER AND STOW IT IN THE **HANDY STORAGE BAG** ATTACHED TO THE SIDE OF THE IECU. WHEN YOU'RE DONE RUNNING THE IECU, PUT THE COVER BACK ON.

## QUESTIONS?

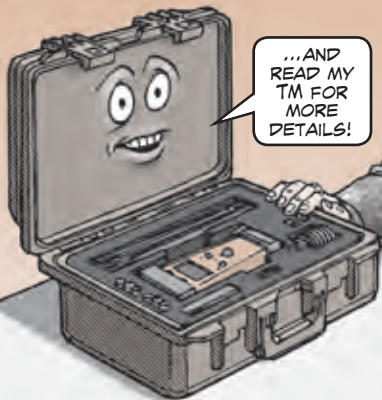
CONTACT MIGUEL SALLES AT DSN 648-6934, (443) 395-6934,  
EMAIL: [miguel.a.salles.civ@mail.mil](mailto:miguel.a.salles.civ@mail.mil)

# LITHIUM BATTERIES NOT ALWAYS BEST!

IF YOU NEED BATTERIES FOR THE AN/PRM-36 TEST SET...YOU MAY BE WONDERING **WHICH** TYPE!

BE SURE TO READ OUR CAUTION HERE...

...AND READ MY TM FOR MORE DETAILS!



Dear Half-Mast,

On Page 47 of PS 764 (Jul 16), you had an article about allowable battery types for the **AN/PRM-36 radio test set**, NSN 6625-01-581-8105. You warned against using lithium batteries. Does this mean lithium rechargeable batteries, non-rechargeable or both? What's the reason?

Mr. W.C.

Dear Sir,

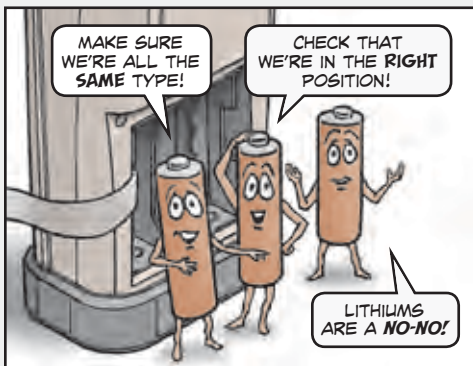
We sing the praises of lithium batteries a lot. But there are exceptions. The AN/PRM-36 radio test set is one of 'em.

The warning applies to both rechargeable and non-rechargeable lithium batteries. The reason is that AA cell lithium batteries come in various voltages up to 3.7V, but the AN/PRM-36 radio test set is designed for a AA cell battery with a 2.0 volt maximum.

Battery cautions and replacement instructions are covered in WP 0021 in TM 9-6625-1697-10 (Nov 13, w/Ch 1, Jun 14). Get it at:

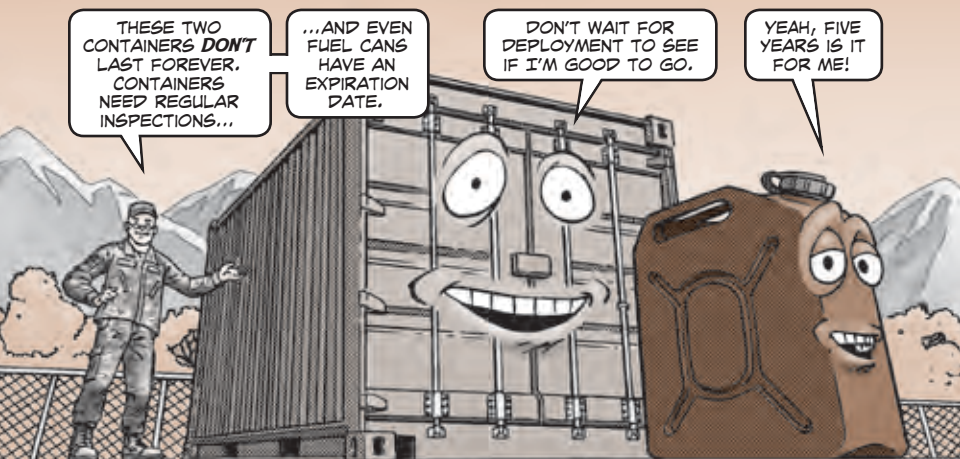
<https://liw.logsa.army.mil/etmapp/#/etm/home>

Half-Mast



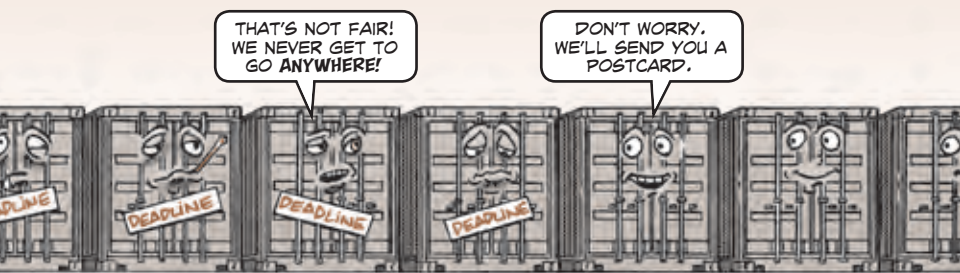


# Inspection Is Up to **YOU!**



Dear Editor,

As members of the Command Maintenance Evaluation and Training Team (COMET), we find units often don't realize their shipping containers must pass inspection. When preparing to deploy, they discover many of their containers have to be deadlined. We've seen as many as half flunk inspection.



The word on shipping containers is in Chap 604, Part VI, of *Defense Transportation Regulation under Intermodal Container Inspection, Reinspection, Maintenance, and Repair*. You'll find it at:

[https://www.ustranscom.mil/dtr/part-vi/dtr\\_part-vi\\_604.pdf](https://www.ustranscom.mil/dtr/part-vi/dtr_part-vi_604.pdf)

The basic rule is a new shipping container is good for five years. After that, an inspection is required every 30 months. The date of manufacture is on the container's data plate.

Some units think their local Logistics Readiness Center will do the inspections, but that's not true. Generally, it's up to the units to do the inspections.

To become a qualified container inspector, you must take the Convention for Safe Containers (CSC) Course through the Defense Ammunition Center.

You can take the course online at:

[http://www.dactces.org/index.php?option=com\\_content&view=article&id=136:ammo-43-dl&catid=50&Itemid=76](http://www.dactces.org/index.php?option=com_content&view=article&id=136:ammo-43-dl&catid=50&Itemid=76)

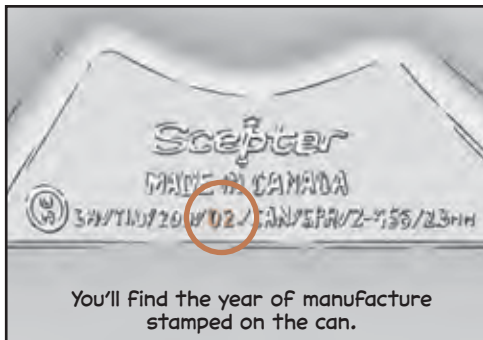
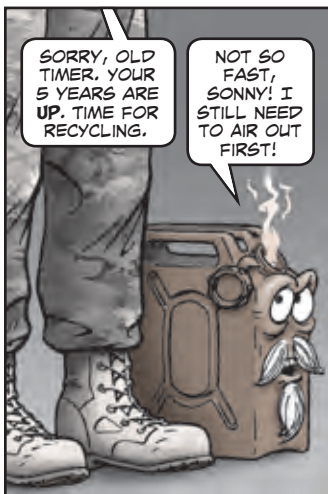
The inspection steps are in MIL-STD-3037, *Inspection Criteria For ISO Containers and DOD Standard Family of ISO Shelters*, which can be found at:

[https://quicksearch.dla.mil/qsDocDetails.aspx?ident\\_number=282054](https://quicksearch.dla.mil/qsDocDetails.aspx?ident_number=282054)

You'll save lots of time and trouble by doing regular inspections on shipping containers before it's time for deployment.

## Fuel Cans

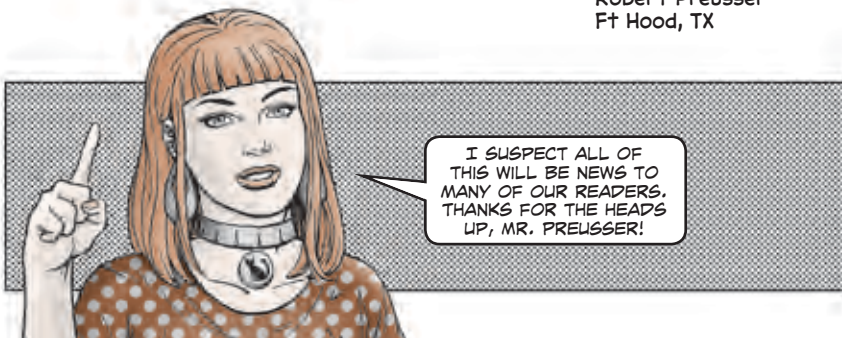
The standard Army plastic fuel can doesn't last forever. Five years is the lifespan of a fuel can. After that, you should air out the can until it's completely dry, then turn it in for recycling.



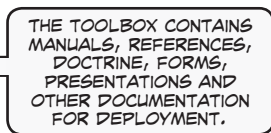
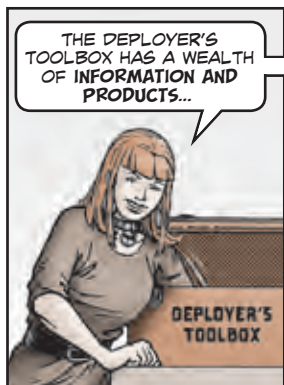
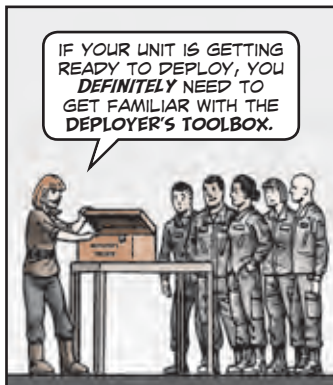
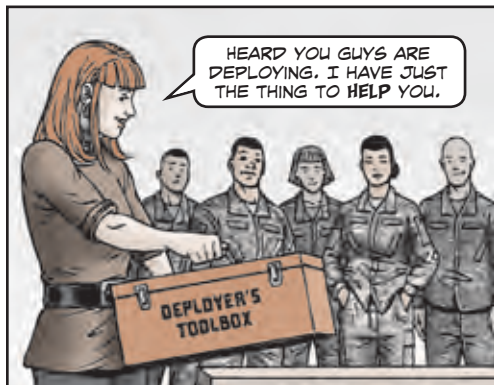
Here are the regs governing transportation of fuel cans:

- Land (highway and rail), Para 173.28(B), *Code of Federal Regulations*
- Vessel, Vol 1, Para 4.1.1.15, *International Maritime Dangerous Goods Code (IMDG)*
- Commercial air, Para 5.0.2.15, *International Air Transport Association (IATA)*
- Military air, Para A3.1.14, *AFMAN 24-204 (1)*

Robert Preusser  
Ft Hood, TX



# DEPLOYING? CHECK OUT DEPLOYER'S TOOLBOX



## Topics include:

- air, sea, rail, container and convoy movements
- Command Deployment Discipline Program
- hazardous material (HAZMAT) handling and documentation
- deployment trend analysis

## The toolbox includes information for:

- unit movement officers
- mobility officers
- transportation officers
- commanders at all levels
- installation support
- deploying Soldiers and leaders
- supporting agencies

THE TOOLBOX ALSO HAS A COMPREHENSIVE LIST OF FREQUENTLY ASKED QUESTIONS ABOUT DEPLOYMENT AND A LINK FOR YOUR QUESTIONS.

TO OPEN UP THE TOOLBOX, GO TO:

[http://www.transportation.army.mil/deployers\\_toolbox/](http://www.transportation.army.mil/deployers_toolbox/)

YOU'LL NEED TO USE YOUR CAC TO ACCESS THE WEB SITE.



# PROPER STEPS FOR PROPERTY TURN-IN

TURNING IN PROPERTY AND EQUIPMENT TO DLA DISPOSITION SERVICES CAN BE QUITE THE CHALLENGE.

FOLLOW THESE STEPS TO MAKE THE PROCESS EASIER.

THE FIRST AND MOST IMPORTANT STEP IS TO IDENTIFY THE PROPERTY CATEGORY.



THERE ARE THREE CATEGORIES TO CONSIDER.



- **Usable property:** Commercial and military property other than scrap and waste with a condition code of A-H falls into this category.
- **Scrap Property:** Items that fall into this category are recyclable waste and discarded materials from equipment considered beyond repair.
- **Hazardous Property (HP):** This category contains items considered hazardous to health, safety or the environment.

Once you've determined the category for turn-in, the second step is identifying the property using the NSN. Remember, property is turned in as individual line items with valid NSNs. Several items can share a single line item if they also fall under the same NSN.

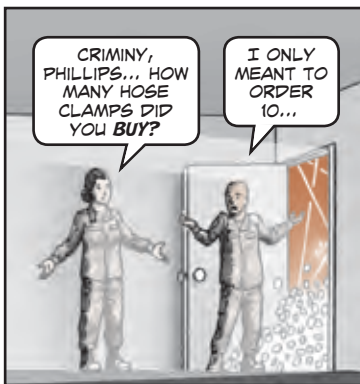
The Web Federal Logistics Information System (WebFLIS) provides valuable information about property, including NSNs, manufacturers and suppliers:

<https://fp.logisticsinformationservice.dla.mil/>

You'll need your CAC to access the site. If you don't have one already, you'll also need a WebFLIS account. Register for one through the Account Management and Provisioning System (AMPS):

<http://www.dla.mil/HQ/InformationOperations/Offers/Products/LogisticsApplications/AMPSRegistration.aspx>

# MAKING A MOUNTAIN OUT OF A HOSE CLAMP



ON 8 JAN 18 THE UNIT OF ISSUE (UI) FOR HMMWV HOSE CLAMPS, NSN 4730-01-118-8278, CHANGED FROM EA (EACH) TO PG (PACKAGE).

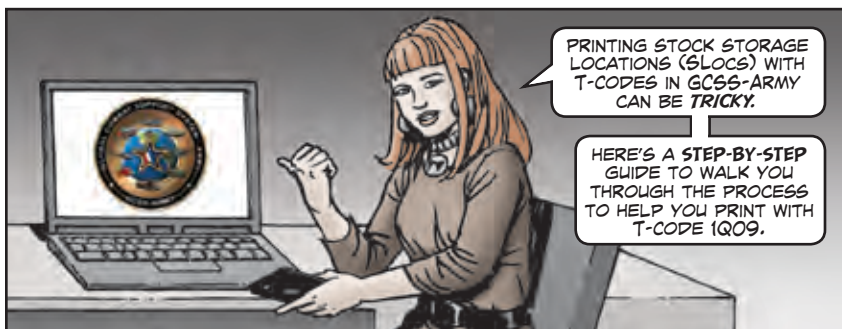
SOLDIERS ORDERING MORE THAN ONE SOON FOUND THEMSELVES UP TO THEIR ELBOWS IN HOSE CLAMPS. INSTEAD OF THE FOUR OR FIVE CLAMPS THEY NEEDED, THEY RECEIVED FOUR OR FIVE PACKAGES, EACH CONTAINING 100 CLAMPS!

SINCE GCSS-ARMY AUTOMATICALLY DEFAULTS TO THE UI LISTED IN FED LOG, THE EQUIPMENT RECORDS PARTS SPECIALIST HAS TO MANUALLY CHANGE THE UI TO THE ACTUAL QUANTITY NEEDED FOR REPAIR.

FAILURE TO CHANGE THE UI WILL COST UNITS MONEY AND CREATE MOUNTAINS OF UNNEEDED CLAMPS, OR ANY OTHER ITEM THAT FALLS INTO THE SAME SITUATION. FOR EXAMPLE, IN 2017 RECORDS SHOW THAT HOSE CLAMPS COST THE ARMY SLIGHTLY OVER \$1,400. IN 2018, WHEN THE UI CHANGED, HOSE CLAMP COSTS BALLOONED TO \$1.6 MILLION OVER JUST SEVEN MONTHS!

IF YOU'RE ORDERING THE HMMWV HOSE CLAMPS, OR ANYTHING ELSE WITH A UI OTHER THAN EA, MAKE SURE TO CHANGE THE UI OR YOU MIGHT GET A LOT **MORE** THAN YOU BARGAINED FOR.

# Of SLocs and T-Codes





Once you've entered the T-Code into GCSS-Army...

1. Click the Storage Location block. A circle shaped icon with two squares in the middle should appear to the right of the box. Click that icon and a new window will pop up.

**Display Material Serial Number: Serial Number Selection**

Country of manufact. to  
 Construction year to  
 Model number to  
 ManufSerialNumber to  
 ManufactPartNo. to  
 Status included to  
 Status excluded to  
 Delivery date to  
 Start-up date to

Serial number selection


Plant to  
 Storage Location to  
 Batch to

After clicking the icon from Step 1, this window will pop up...

2. Make sure the Stock Storage Location in the MRP area tab is highlighted. If it's not, click the icon in the upper right corner of the new window.

**Storage Location (1)**

Stock Storage Location in MRP Area

Force Element   
 Plant  
 Storage Location  
 Description  
 MRP Stock Area

3. Click in the Force Elements block of the pop up window. Then click on the down arrow icon to the right.

4. Once you click on the icon from Step 3, a new window will appear. Enter the desired UIC in the search term block and click the green check mark in the lower left-hand corner of the window. A new window will appear.

Force Element  
 Plant  
 Storage Location  
 Description  
 MRP Stock Area  
 MRP area text  
 Receiving stor. loc.  
 Recg Stor. Loc.  
 Maximum No. of Hts 500

**Choose Organizational unit**

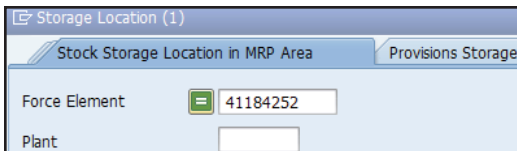
Search Term: WQ62AA

5. Click the check box to the left of the Object abbr. UIC that ends in PB. Then click the green check mark in the upper left hand corner of the window.

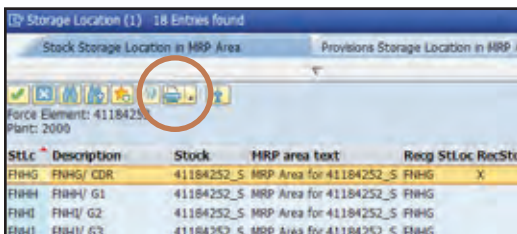
**Organizational unit (1) 8 Entries found**

	Object abbr.	Object name	Start date	End Date
<input type="checkbox"/>	WQ62AA	0143 CS HHC HHC EXPEDITIONA	01/01/2001	12/31/9999
<input type="checkbox"/>	WQ62AALOG	W519D3 0143 CS HQ HHC DPLYBL CMD	08/16/2013	12/31/9999
<input type="checkbox"/>	WQ62AALOG	W90EY3 0143 CS HQ HHC DPLYBL CMD	08/17/2013	12/31/9999
<input type="checkbox"/>	WQ62AALOG	W90YMY 0143 CS HQ HHC DPLYBL CMD	08/17/2013	12/31/9999
<input type="checkbox"/>	WQ62AALOG	W90YMY 0143 CS HQ HHC DPLYBL CMD	08/17/2013	12/31/9999
<input type="checkbox"/>	WQ62AAMNT	W508CT 0143 CS HHC HHC EXPEDITIONA	10/25/2017	12/31/9999
<input checked="" type="checkbox"/>	WQ62AAPB	W508CV 0143 CS HHC HHC EXPEDITIONA	10/25/2017	12/31/9999
<input type="checkbox"/>	WQ62AAUS	W508CU 0143 CS HHC HHC EXPEDITIONA	10/25/2017	12/31/9999

6. The FE number should populate the Force Element block. Press the green check mark in the lower left-hand corner of the window.

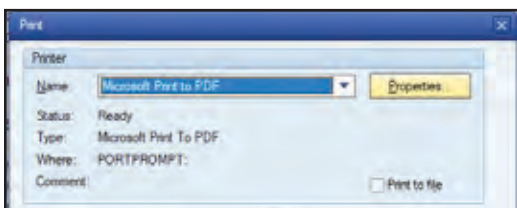


7. A window will pop up showing all of your Stock SLocs. You can print the list by clicking on the icon to the right of the Print icon and selecting Choose Printer. From here you can choose to print the list as a PDF.

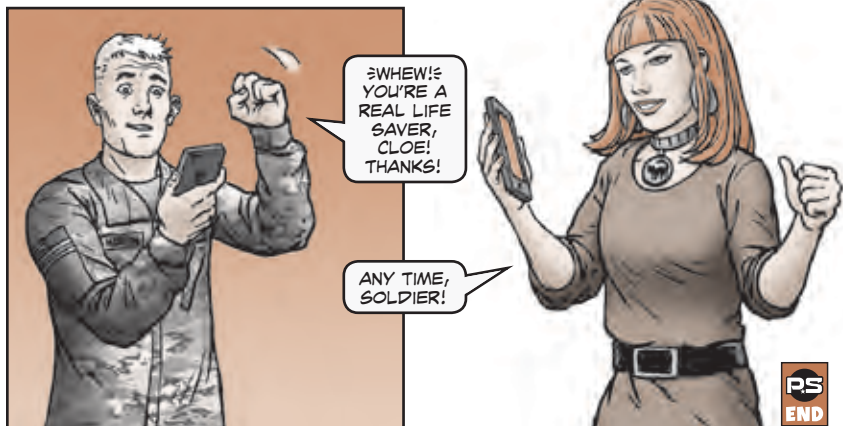


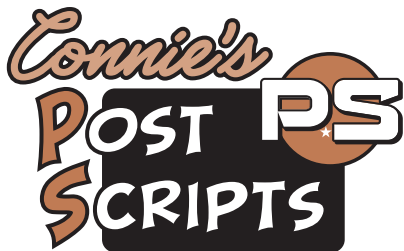
StLoc	Description	Stock	MRP area text	Recg StLoc	RecSt
FINHG	FINHG/ CDR	41184252_S	MRP Area for 41184252_S FINHG		X
FINHG	FINHG/ G1	41184252_S	MRP Area for 41184252_S FINHG		
FINHG	FINHG/ G2	41184252_S	MRP Area for 41184252_S FINHG		
FINHG	FINHG/ G3	41184252_S	MRP Area for 41184252_S FINHG		

8. In the Print dialogue box, choose Adobe PDF in the Choose Printer window and press the OK button. Select the location where you'd like to save the PDF and rename it as necessary.



9. If you have Acrobat Pro DC installed on your computer, you can also convert the PDF to an Excel spreadsheet. Open the PDF and click Tools in the upper left corner of the screen. Click Open under Export PDF, select Spreadsheet and click Export. The popup window will allow you to save the Excel document to your computer.





## D7R II Blade Float Indicator

Operators, ignore the check for your D7R II dozer's blade float indicator light. It's shown as Item 26 on Page 0012-18 of TM 5-2410-24-10. The indicator is an option on the commercial D7R that wasn't included on the dozer's Army version. Make a note until the TM is updated.

## Tire Inflation Kit Accessories

In PS 796 (Mar 19), *PS Magazine* introduced the Army's new tire inflation kit, known as the Universal High-Flow Safety Ground Tire Inflator Kit, NSN 4910-01-668-5017. You'll find the article at: <https://www.logsa.army.mil/web2/archive/PS2019/796/796-10-13.pdf>

Here are some handy accessories that have also been approved for use with the kit:

- quick start guide book, NSN 7610-01-677-5959
- internal case decal, NSN 7690-01-677-5962
- foam case insert, NSN 8145-01-677-5987

## MINE CLEARING BLADE HYDRAULIC JACK REPLACED

When it's time for a new hydraulic hand jack for the M1-series tank's mine clearing blade, order it with NSN 5120-01-480-0700. It replaces NSN 5120-01-277-5646, which is listed as Item 1 in the Basic Issue Items section of TM 9-2590-509-10.

## MKII Bridge Boat Correction

Page 19 of PS 794 (Jan 19) references the MKII bridge erection boat (BEB), but the artwork shows the M30 BEB. The article information is still good and applies to both BEBs. However, the M30 BEB reference should be WP 0029-5 in TM 5-1940-324-10 (Aug 17).

## SOAK UP HAZMAT SPILLS

Get a 44-lb bag of absorbent compound for soaking up oil and fuel spills with NSN 7930-00-269-1272. Just sprinkle the compound on the spill and sweep it up once the spill is absorbed. Dispose of the compound in a proper HAZMAT container. Table 1 of CTA 5-970 is your authority for ordering the compound.

## HME-1 Tire Assemblies

The HME-1 excavator's green tire assembly, NSN 2530-01-618-8466, is no longer available in the Army supply system. Instead, order NSN 2530-01-598-4010 to get the tan wheel assembly. TACOM says you can paint the wheel assembly green if needed.

## TEIP Now CLAT

The Tobyhanna Evaluation Inspection Program (TEIP) is now called the C5ISR Life Cycle Analysis Team (CLAT). Make a note of the change. Questions? Contact Edward Daly at (443) 861-5550 or email: [edward.j.daly4.civ@mail.mil](mailto:edward.j.daly4.civ@mail.mil) Or Michael Burrell at (443) 861-5547 or email: [michael.burrell.civ@mail.mil](mailto:michael.burrell.civ@mail.mil)



## M1101 Trailer Shackle vs. Spindle Nut

The M1101 trailer's castellated *spindle* nut is NSN 5310-01-412-1777, and is shown as Item 2 in Fig 9 of TM 9-2330-392-13&P (Dec 12). However, Item 39 in Fig 15 shows the same NSN for the trailer's castellated *shackle* nut. That's not right. The correct NSN for this part is 5310-01-483-7082. Make a note until the TM is updated.

## M172A1 Semitrailer Hub Bearing

There's a typo on Item 16 in Fig 16 of the M172A1 semitrailer's TM 9-2330-211-13&P (Sep 15). It shows the outer hub bearing as NSN 3110-00-100-06~~3~~3. The correct NSN is 3110-00-100-06~~6~~3. Did you catch that? The NSN typo is just one digit off.

## CROWS Cover Provides Better Protection

The original M153 CROWS II cover was made of thin material and didn't provide much protection. Fortunately, there is a new cover that's much more durable. Order the tan version with NSN 5340-25-162-1081 and the green one with NSN 5340-25-162-0697. They're listed in the CROWS TM 9-1090-219-10-HR (Apr 18) and both cost more than \$1,200. This supersedes the information featured on Page 41 of PS 781 (Dec 17).

## CECOM Customer Service Change

The new number for CECOM Customer Service is DSN 848-6151 or (443) 861-6151. Customer Service can answer questions about the status of a requisition managed by inventory control point B16. You'll also get item manager and depot personnel email addresses or phone numbers, item costs, stock availability and shipment information.

## Tool Question? Ask SKOT!

Got a repair part, TM or general maintenance question about sets, kits, outfits or tools (SKOT)? Get an answer from the equipment specialists at TACOM LCMC by emailing:

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

## M1097R1 HMMWV Brush Guard

HMMWV accessories are often listed in special purpose kits, located at the back of the TM. The M1097R1 HMMWV's brush guard, for example, is found in Fig 400 of TM 9-2320-280-13&P in IETM EM 0338 (Jan 14). Remember to check the special purpose kits if you haven't found the part you're looking for elsewhere.

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

**TIMES  
CHANGE  
AND...**



**...YOUR  
BATTERIES  
SHOULD,  
TOO!**

**USE LITHIUM  
BATTERIES!**

**THEY INCREASE THE  
OPERATIONAL TIME OF YOUR  
SENSORS, LASERS AND PRECISION  
TARGETING DEVICES.**

