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THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-695

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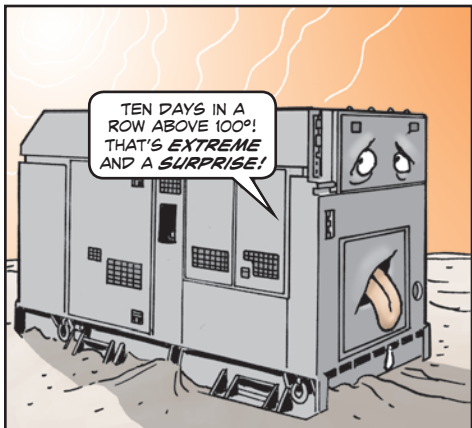
CONNIE...
HOLD ON!

HALF-MAST! WH-WHAT'S
HAPPENING TO ME?

WLOE
KUBER

What *is* happening?
Find out on Page 27!

EXTREME CONDITIONS

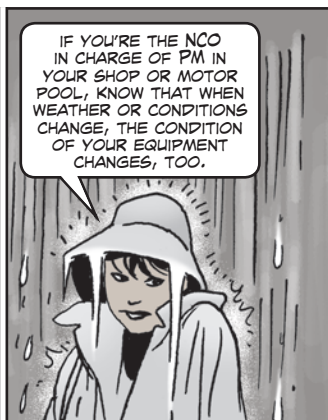
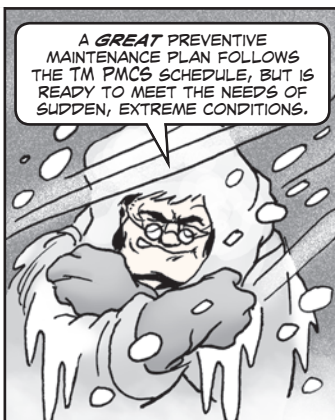
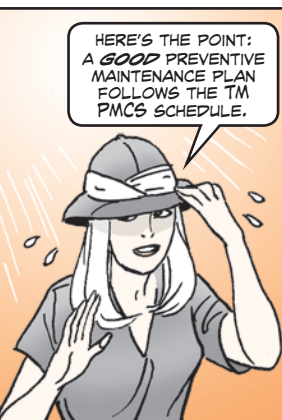


Extrême conditions is what it's called in your TMs. As in, extreme conditions may increase the frequency and intensity of your preventive maintenance requirements.

What are extreme conditions? Most of you know the answer to that firsthand. You've walked on, and in, the extreme conditions of Afghanistan and Iraq. You've felt the extreme conditions blowing sand and grit in your mouth while your sweaty ACUs stick to you like setting plaster.

But there are other extreme conditions—extreme conditions that suddenly happen in non-extreme places. Suppose you're stateside in a moderate climate. Then, unexpectedly, a rain-drenched spring ends with a surprising late freeze. Suddenly, your equipment is in an extreme condition.

Maybe a mild summer has turned into ten straight days of 100°F plus heat. You're rolling with it, but your equipment is screaming, “*This is extreme!*”



TB 43-PS-695, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all soldiers assigned to combat and combat support units and all soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders.



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You are invited to send PS your ideas for improving maintenance procedures, questions on maintenance and supply problems and questions or comments on material published in PS.

Just write to:

MSG Half-Mast
PS, the Preventive Maintenance Monthly
USAMC LOGSA (AMXLS-AM)
5307 Sparkman Circle
Redstone Arsenal, AL 35898

Or email to:

logsa.psmag@conus.army.mil or
half.mast@us.army.mil

Internet address:

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

By order of the Secretary of the Army:

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General, United States Army Chief of Staff

Official:



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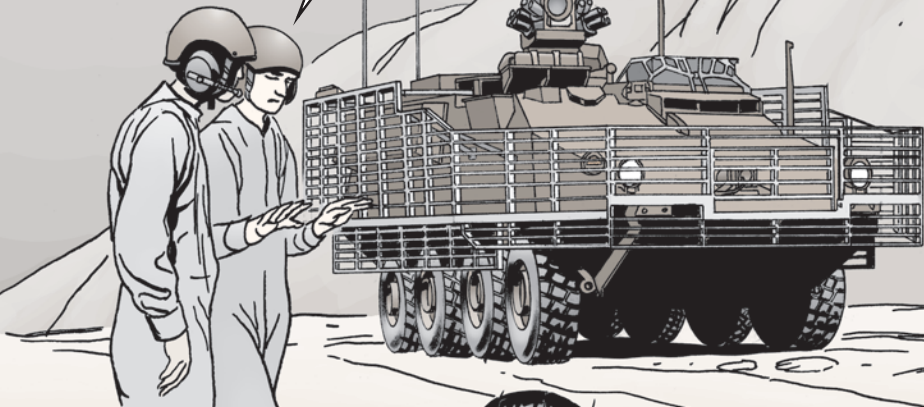
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Stryker...

Max Your IED Protection!

KEEP YOUR EYES
PEELED FOR
IEDS WHEN YOU'RE
OUT THERE!

I WILL! AND I'LL
DO EVERYTHING I
CAN TO **PROTECT**
MYSELF.



ARE YOU DOING
EVERYTHING YOU CAN
TO PROTECT YOURSELF
FROM IEDS, DRIVERS?

BASED ON THE NUMBER
OF LEG INJURIES BEING
REPORTED IN SWA,
MAYBE NOT.



REVIEWS OF VEHICLE
BATTLE DAMAGE,
INJURY DATA,
AND OPERATIONAL
REPORTS SUGGEST
THERE ARE A FEW
MORE THINGS YOU
CAN DO TO PROTECT
YOURSELF DURING AN
IED EXPLOSION...

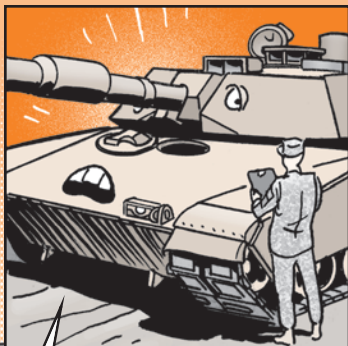
1. Raise the steering wheel to the highest position possible that still allows you to operate the vehicle safely. That provides more clearance between your legs and the bottom of the steering wheel and lessens the chance that your legs will be pinned against the bottom of the steering wheel in an IED explosion.
2. Set the seat height so you can view the DVE screen normally. Too many drivers have their seats set too high, bringing their legs too close to the bottom of the steering wheel.
3. Always wear your seat belt. It keeps you from being thrown around—and injured further—in an IED blast.

Check out the complete scoop in TACOM ground precautionary action message 10-017:
https://aeps2.ria.army.mil/commodity/gpm/tacom_wn/gpa10-017.html

M1-Series Tanks...

OK, THE GUN TUBE
SERIAL NUMBER IS
18469!

GOTCHA!



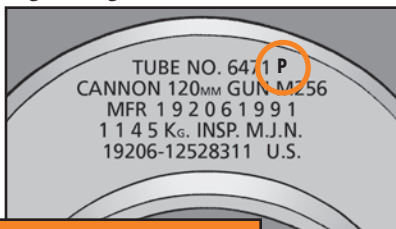
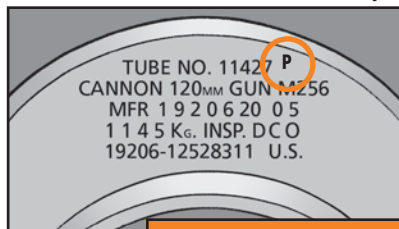
Please Remember the P!

Tankers, do you know the serial number for the gun tube on your M1-series tank? You don't if you're leaving the **P** off!

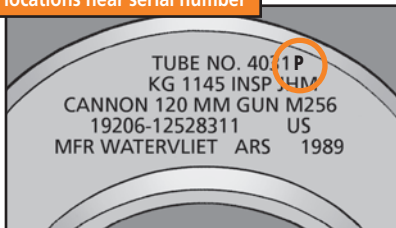
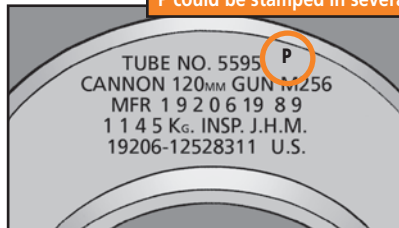
Some gun tubes have a **P** stamped near the end of the serial number. It stands for **process** and refers to a special treatment some gun tubes go through. The **P** is often offset and smaller than the digits in the serial number, so many tankers ignore it.

But that **P** is important. Leaving it off when entering the serial number in databases like the electronic gun card on the AEPS website causes all kinds of problems.

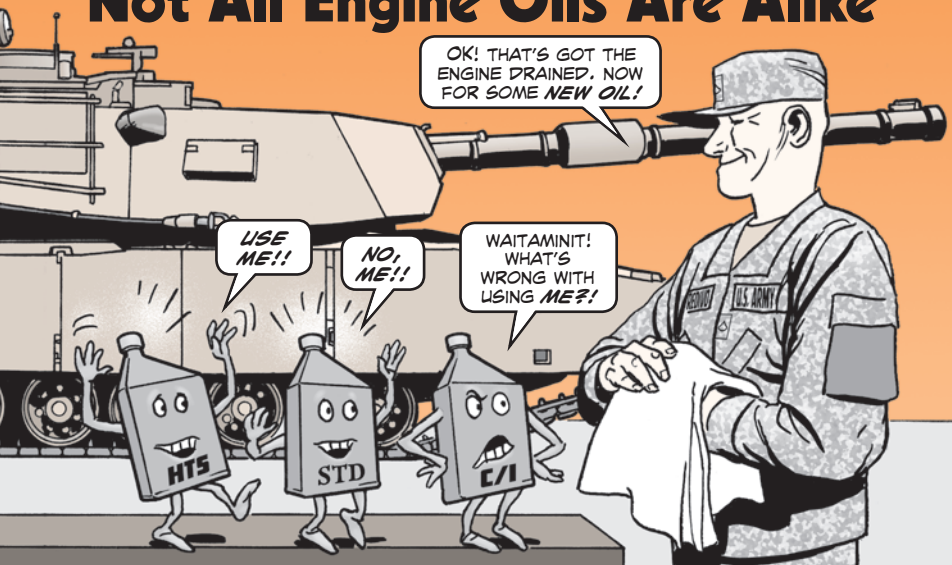
Bottom line: If you see a **P** stamped near the serial number, it's part of the serial number. Just add the **P** to the end and you're good to go.



P could be stamped in several locations near serial number



Not All Engine Oils Are Alike



Mechanics, when it's time to change the engine oil in an M1-series tank, the TMs and LOs are pretty specific about what to use: MIL-PRF-23699.

But there's actually a lot more to the story. Did you know that there are three different classes of oil under this specification, each with its own set of NSNs? And did you also know that the class of oil you use can either help or hurt that AGT1500 engine, depending on the situation?

The Classes

High Thermal Stability (HTS) Class. This class is for normal engine use. HTS class turbine oil contains special anti-coking additives that help prevent bearing and seal damage. That means more operating hours between major repairs and big-time cost savings.

Standard (STD) Class. This class should be used only as an emergency substitute if HTS oil is unavailable.

Corrosion Inhibiting (C/I) Class. This class is specially designed for long-term storage only. C/I class oil contains additives that make it foam-, wear- and corrosion-resistant. Use it in tanks that will be stored outdoors for longer than 6 months or indoors for longer than 12 months.

While in storage, you may need to exercise, move or perform maintenance on the tank. C/I oil is OK as long as usage doesn't exceed 50 hours and the tank is going right back into storage.

When the tank is coming out of storage and back into regular operation, drain the C/I oil and replace it with HTS engine oil.

The 2007 version of the *TARDEC POL Products Guide*, lists C/I class oil first on Page 9. Don't be misled, though! HTS is the #1 choice for normal operations. To check out the guide, go to:

<http://contracting.tacom.army.mil/majorsys/lcrtf/>
2007%20POL%20Products%20Guide%20_JAN07_.pdf

What to Order

SO, NOW THAT YOU KNOW ABOUT THE CLASSES...

HOW ABOUT THE NSNs?

HERE'S WHAT TO ORDER...

Class	Size	NSN 9150-
HTS	8-oz	01-439-0764
HTS	1-qt	01-439-0756
HTS	55-gal	01-439-2070
STD	8-oz	01-476-1074*
STD	1-qt	01-476-1075*
STD	55-gal	01-476-1083*
C/I	8-oz	00-180-6266
C/I	1-qt	00-985-7099
C/I	55-gal	00-681-5999

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

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

Less BANG for Your BUCK!

Your M1-series tank goes through a lot of jarring movement when it's being transported by ship or train. And that movement can cause damage.

Make sure you **close and lock** the semi-ready ammunition door before your tank is shipped. If you leave it open or unlocked, the door may bang open and closed over and over during transit. That damages the locking mechanism.

OWWW!
WHY DIDN'T THEY SECURE MY SEMI-READY AMMO DOOR FIRST?!

Get New Decal for Straight Scoop



Mechanics, the semiannual gun mount assembly GO/NO GO check is crucial. If you don't do it, or do it wrong, main gun accuracy degrades until it becomes difficult to hit a target.

It seems to be a pretty simple check. All you have to do is use the fabricated piston seating gauge and follow the directions on the breach decal.



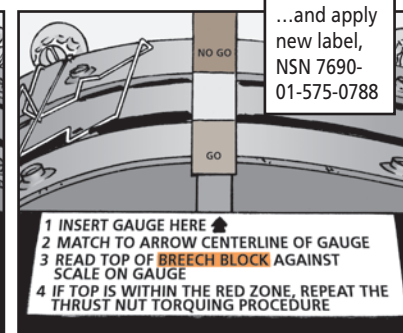
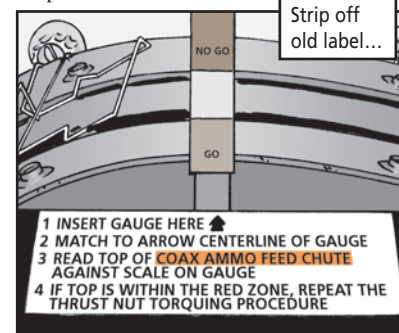
Step 3 on the decal says to read the **top of the coax ammo feed chute** against the scale on the gauge. Problem is, warping and bending of the ammo feed chute can result in a bad measurement. So the procedure has been amended to read the **top of the breach-ring** against the gauge instead.

The correct instructions are on Page 2-32 of TM 9-2350-264-20-2-1 (Apr 03) and WP 0258-22 of TM 9-2350-388-23-2-2 (Jan 09). But most mechanics just follow the decal and get a wrong reading.

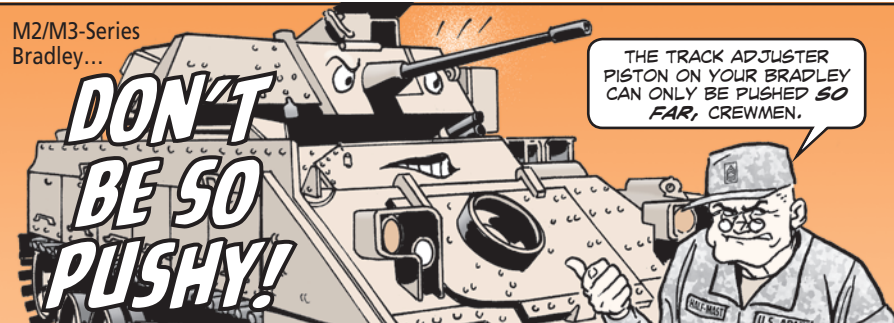
A new decal, NSN 7690-01-575-0788, is now available with the correct instructions. So strip off the old decal and apply the new, stick-on label in its place.

FM 3-20.21 Note

The main gun recoil piston sleeve position check starting on Page A-72 of FM 3-20.21 (Sep 09), *Heavy Brigade Combat Team (HBCT) Gunnery*, still contains the incorrect information on how to perform the GO/NO GO check. Until the FM is updated, do a pen and ink change. Change all **coax ammo feed chute** references in Step 4 to **breach block**.

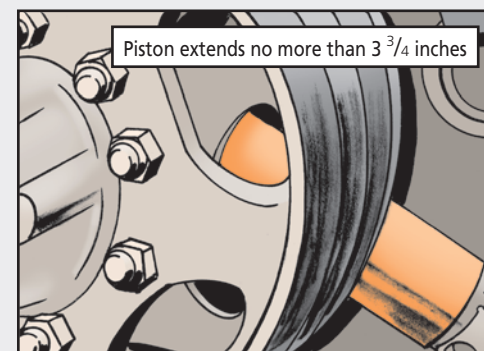


M2/M3-Series
Bradley...

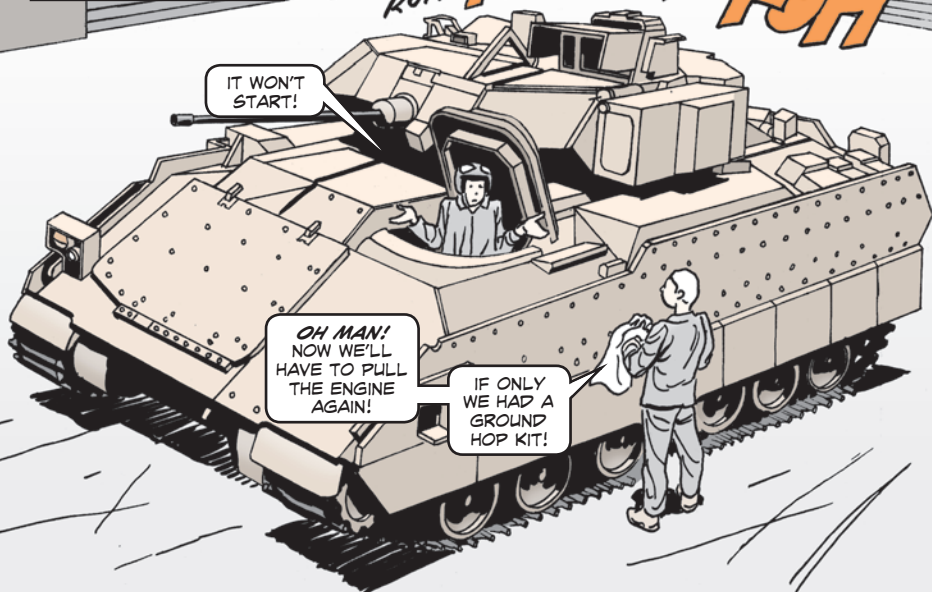


When tightening the track, the maximum extension for the piston is $3 \frac{3}{4}$ inches. If you try to tighten any more than that, excess grease is bled off through a small hole in the piston. You're just wasting grease because the track won't get any tighter.

If you see grease coming out of the bleed hole and the track is still too loose, bleed off the track adjuster to loosen the track and remove a shoe. Then try again.



RUH-RUH-RUH-RUH

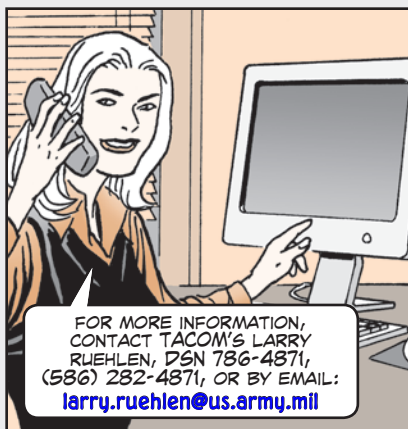


Ground Hop Kits Needed!

The Bradley's ground hop kit, NSN 4910-01-115-6283, is in great demand. It allows you to test run an engine to ensure proper operation **before** reinstalling it in the vehicle. Potentially, that can save a lot of time and money.

Combat units with Bradleys are allowed two kits for every field unit and two for every sustainment unit. But as Bradleys are transferred from unit to unit during deployment, the ground hop kits are being left behind. That's led to a big-time shortage of the ground hop kits Army-wide. In fact, it won't be long before the kits can no longer be requisitioned.

So, if your unit has excess serviceable ground hop kits, they need to be transferred to another unit in need of the kit or returned to Red River Army Depot for redistribution. If the kit is unserviceable (coded E-H), return it to Red River for repair.



FOR MORE INFORMATION,
CONTACT TACOM'S LARRY
RUEHLEN, DSN 786-4871,
(586) 282-4871, OR BY EMAIL:
larry.ruehlen@us.army.mil

M88A2 Recovery Vehicle...

THESE DOORS
ARE GETTING
PRETTY STIFF.

GUESS I'D
BETTER LUBE
THE HINGES.

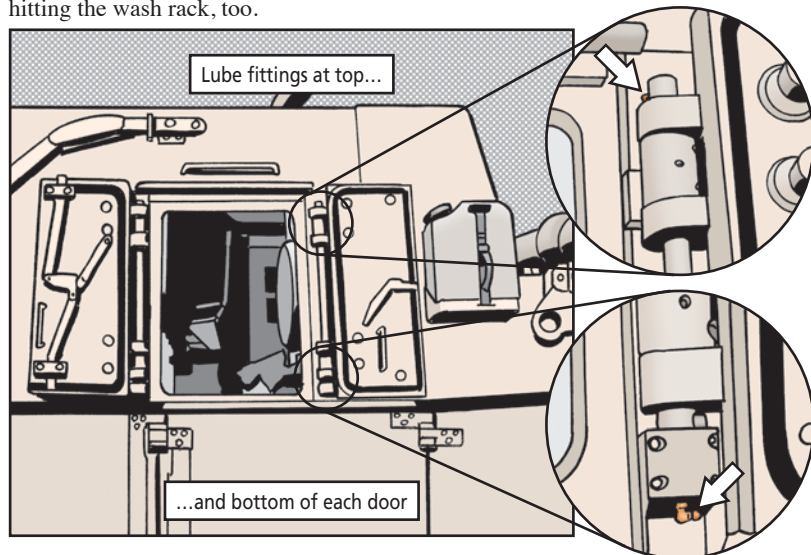
YEAH! THEY'RE
HEAVY ENOUGH
AS IT IS!

OPENING DOORS HINGES ON LUBE

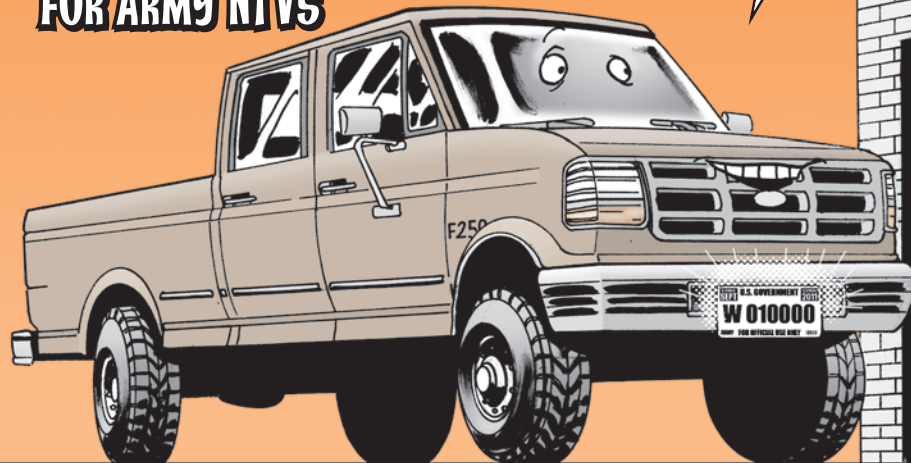
Crewmen, the left and right side personnel doors on your M88A2 recovery vehicle are quite heavy. But they'll feel a whole lot heavier and harder to open if you don't lube the hinges regularly.

TM 9-2350-292-10 (Nov 05 w/Ch 1, Jun 07) doesn't specify an interval for lubing the hinges. It's left up to you on an "as required" basis.

So when the doors start getting stiff and hard to open, lube the top and bottom hinges of each door with GAA. It's probably a good idea to lube the hinges after hitting the wash rack, too.



VEHICLE REGISTRATION CHANGES FOR ARMY NTVs



HEY!
CHECK OUT
THIS FALL'S
FASHION
STATEMENT!

WISH I
HAD THE
LATEST
LOOK!



HERE ARE IMPORTANT
RULES TO KNOW WHEN
IT COMES TO THE NEW
FEDERAL LICENSE
PLATES...



- New plates showing expiration dates must be put on all Army NTVs
- License plate numbers can't be used on more than one NTV
- Old license plates should be sent to UNICOR for destruction

It's the law! To improve national security, all Army-owned or commercially-leased (more than 60 days) nontactical vehicles (NTVs) worldwide must now be registered in the Federal Motor Vehicle Registration System (FMVRS) to operate legally.

The registration portion of the law went into effect 1 June 2010. The next step requires these same NTVs to display expiration dates on their license plates. The deadline for compliance is 1 Oct 2011. After that date, drivers of NTVs can be stopped and detained by law enforcement.



New and approved US government vehicle license plate for Army

FMVRS was developed by the General Services Administration as a database of information on all NTVs registered to federal government agencies. This registration system can be accessed by law enforcement officials at the federal, state, and local levels through the International Justice and Public Safety Network.



MANDATORY FMVRS REGISTRATION
AND NEW STANDARD PLATES
APPLY TO NTVs THAT...


- Run on any type of fuel or electricity
- Can drive over 25 mph
- Drive on/off the installation and on local/state/federal highways

Examples of these NTVs include sedans, carryalls, SUVs, light, medium and heavy trucks, and cargo and special purpose vehicles.

All Army-owned commercial trailers must now be tagged with single "T" plates and registered in FMVRS.

Motorcycles or scooters driven off post must now be registered in FMVRS and display single plates.

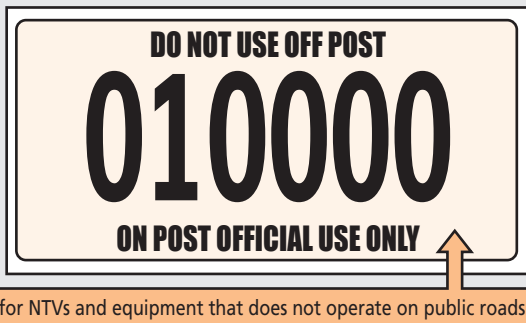




VEHICLES OR EQUIPMENT THAT MUST BE TAGGED WITH YELLOW "ON-POST ONLY" TAGS, BUT NOT REGISTERED IN FMVRS, INCLUDE...

- Low-speed electric vehicles used on-post that do not operate on local/state/federal highways
- Base level commercial equipment that normally must have vehicle escorts or be transported by trailers and is only used on military installations (for example, bulldozers, road scrapers, most heavy construction equipment and large generators)
- Selected material handling equipment (MHE): rough terrain forklifts, 40-ft container movers and extended reach container movers
- Gators and ATVs

OCONUS NTVs that do not have US government license plates should be plated in accordance with the appropriate Status of Forces Agreement and entered in FMVRS under Vehicle Information, Additional Tag.



New yellow identification plate for NTVs and equipment that does not operate on public roads

Vehicles or equipment that **do not** need to be tagged or registered in FMVRS include all tactical vehicles, and MHE such as small forklifts that normally remain in a warehouse, maintenance facility, and scrap or equipment storage yard.

Place new Army license plate orders with UNICOR:

<http://www.unicor.gov>

Note: You must first receive approval from your Army Command Fleet Manager (ACFM) to access the UNICOR license plate store. The process time is typically 14 days. License plates are good for 8 years. Once a license plate is received, attach it to a registered Vehicle Identification Number in FMVRS:


<http://fmvrs.fas.gsa.gov/>

A separate user ID and password is required for FMVRS. For further information, contact your ACFM.



HMMWV Intake Gasket Set

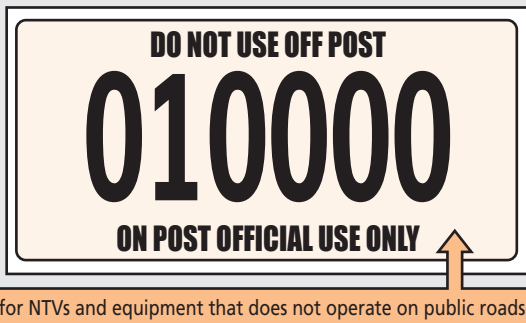
Tell your buddies in support that NSN 5330-01-437-9216 gets an intake gasket set for the HMMWV's 6.5L non-turbo engine. This NSN replaces the one shown as Item 6 in Fig 11 of TM 9-2815-237-34P and Item 6 in Fig 8 of TM 9-2320-280-24P-1.



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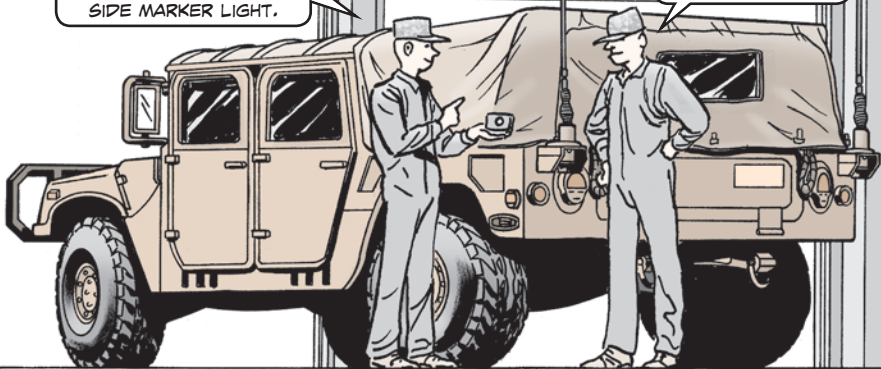
HMMWV Intake Gasket Set

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BULB GREASE STOPS RUST!

WE'VE GOT ANOTHER BULB TO REPLACE IN THE SIDE MARKER LIGHT.

GREAT! I HOPE THIS ONE DOESN'T SNAP OFF!

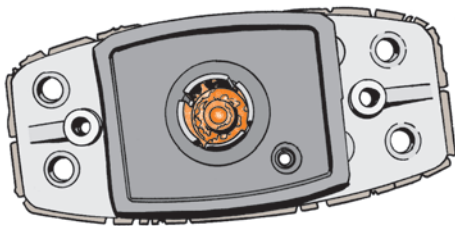


Dear Half-Mast,

The TM instructions are pretty straightforward when it comes to replacing the bulb in a HMMWV's side marker light. You simply remove the two screws, take off the door and lens, pop out the burnt-out bulb, and stick in a new one.

But we've noticed that when we replace the bulb, there's often a lot of rust in the light bulb socket. That rust practically welds the bulb in place, so it usually breaks when we try to remove it.

Any ideas on what we can do to stop this problem?



Rust inside receptacle will freeze bulb in place

SSG W.I.D.

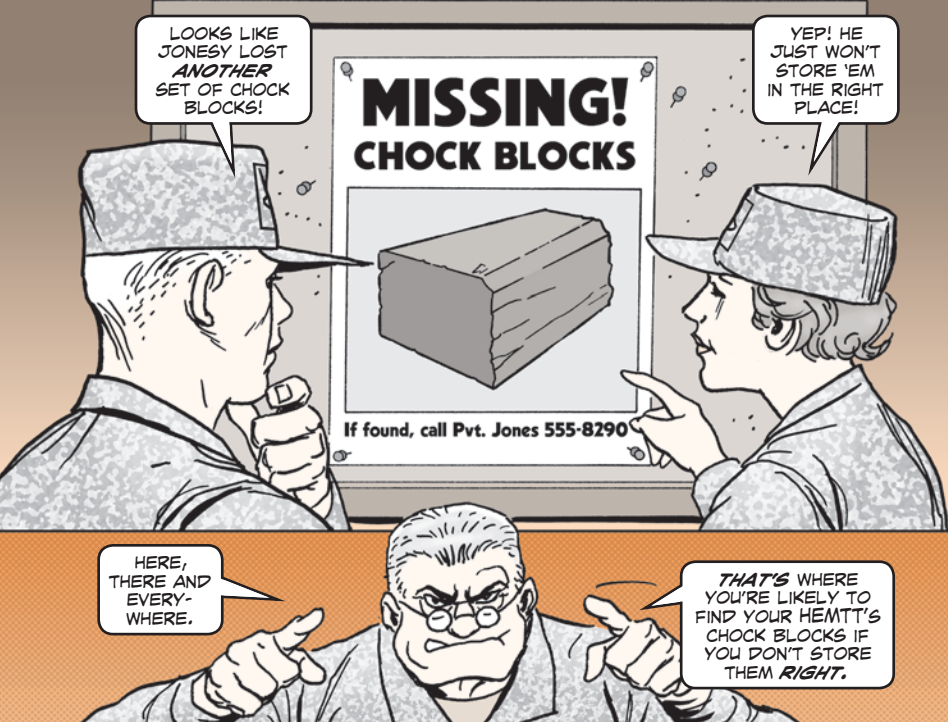
Dear Sergeant W.I.D.,

Sure. Some mechanics have told us they put a very light coat of silicone grease, NSN 6850-00-963-5402, on the bulb base when they replace it. The grease stops the corrosion and makes removing the bulb the next time a real breeze.

Of course, if the marker light assembly is already rusted, you'll need to either clean or replace it before putting in a new bulb.

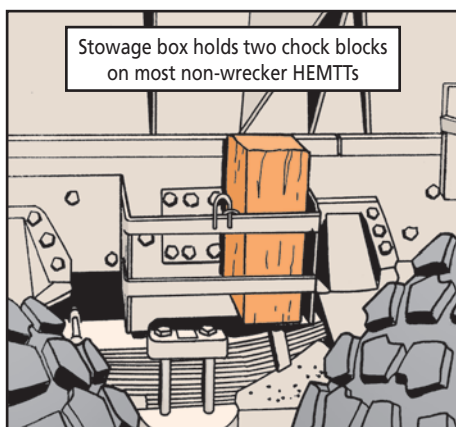
Half-Mast

Don't *Knock* Chock Blocks



Operators in a hurry will pull the chocks from under the wheels and toss 'em anywhere on the truck that seems handy. These are the same operators who are constantly ordering or fabricating new chock blocks because theirs got lost somewhere on the road.

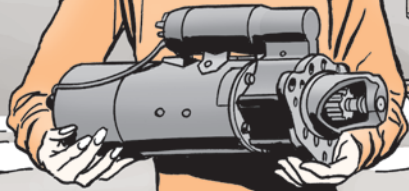
When you pull those chock blocks, follow the guidance in your HEMTT operator's manual on where to stow 'em. Non-wrecker HEMTTs come with a wheel chock stowage box for two of the chock blocks.



FLYWHEEL HOUSING VENT PLUG

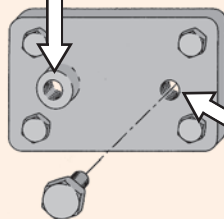
FAR TOO MANY FMTV STARTERS BITE THE DUST! BUT WHY?

BECAUSE *WATER* AND *CORROSION* SEIZE UP THE ENGINE'S STARTER AS A RESULT OF OPERATING IN WATER DEEPER THAN 30 INCHES.



TO STOP STARTER DAMAGE, FOLLOW THE CAUTION ON PAGE 0015-9 OF TM 9-2320-366-10-2 AND PUT THE FLYWHEEL HOUSING'S VENT PLUG IN PLACE WHEN FORDING THE FMTV.

Storage port



Vent port

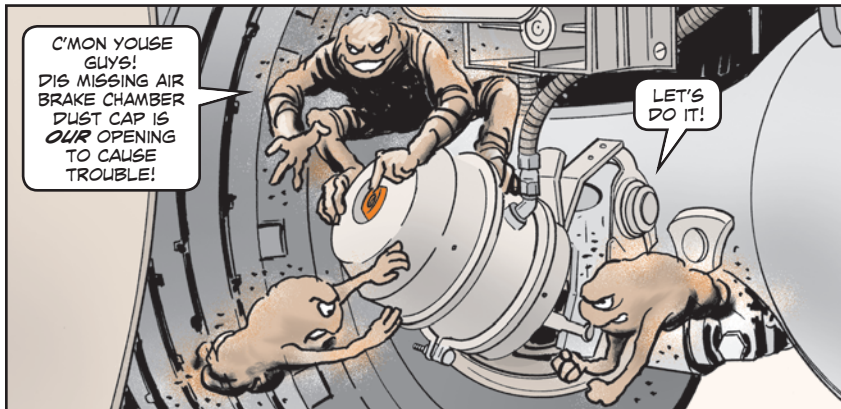
FOR REGULAR DRIVING CONDITIONS, REMOVE THE VENT PLUG AND SCREW IT BACK INTO ITS STORAGE PORT.

THAT WAY ANY CONDENSATION THAT BUILDS UP IN THE FLYWHEEL HOUSING CAN DRAIN OUT.

M1070 HET Tachometer

Use NSN 2541-01-494-6557 to get a new tachometer replacement kit for the heavy equipment transporter (HET) tractor. The new tachometer kit comes with a dash panel assembly, generator signal, screw assembly, generator drive tang signal, protective cap, tacograph wire set and installation instructions. The new kit replaces the old-style tachometer shown as Item 1 in Fig 58 of TM 9-2320-360-24P (C2) (Feb 98). The new kit can be found as Item 1 in Fig 246a of TM 9-2320-360-24P (31 May 09). If you already have the new kit installed and need just the tachometer, use NSN 6680-01-503-6480.

KEEP DUST CAPS COVERING

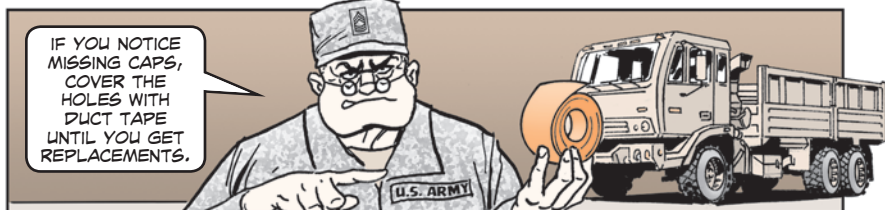


A missing dust cap on your vehicle's air brake chamber is an open invitation for sand, dust, and water to march in and mess up your air brakes. Prevent that by making sure all brake chambers on your air brake-equipped trucks and trailers have dust caps.

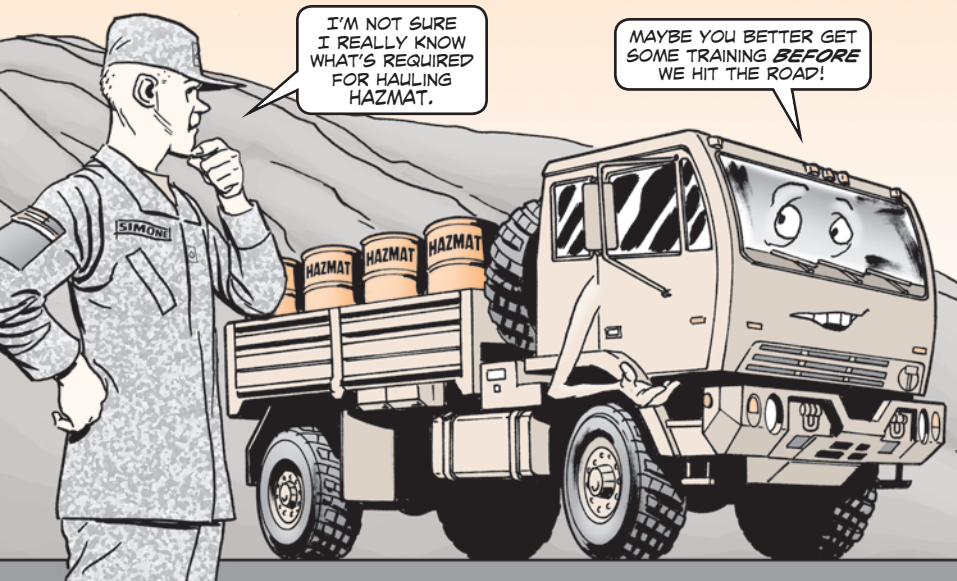
Order needed dust caps with these NSNs:

Trailer	NSN
M870A1	5340-00-518-5678
M871-series	2530-01-084-6975
M872/A1/A2	3040-01-065-2021
M872A3	2530-01-084-6975
M967/M969/M970	3040-01-065-2021
M967A1/M969A1/ M969A2/M970A1	2530-01-084-6975
M1000	2530-01-367-6668
M1076	2530-01-367-6668

Truck	NSN
FMTV	2530-01-084-6975
HEMTT	2530-01-367-6668
M915-series, front axle tandem axle	5340-00-181-1546 5340-01-060-1624
M915A1-series, front axle tandem axle	5340-01-155-1840 5340-01-060-1624
M939-series	2530-01-084-6975
M1070	2530-01-367-6668
M1074/M1075	5365-01-385-0000



HAZMAT TRAINING ONLINE



If your unit transports HAZMAT, you need to check out the two courses offered online by the National Guard HAZMAT Transportation Assistance Team.

HAZMAT Training for Non-certifying Officials (LTC-012/012X) is used for training HAZMAT drivers, packers, inspectors and handlers. The course is updated regularly to provide the most current information. It helps Soldiers meet the driver training required by USDOT, FORSCOM, Defense Transportation, and Army regulations. This course is a prerequisite for the second course, LTC-013/013X.

Technical Specialist Bulk Fuel Transportation (LTC-013/013X) is designed specifically for Soldiers whose daily duties involve the loading/unloading and transportation of bulk fuel. Students complete the course's learning portion and then do an exercise simulation module that requires them to make decisions based on a scenario involving an operation order. The course meets the requirements for both FORSCOM and Defense Transportation regulations.

To learn more about the courses, see:

<https://www.atrrs.army.mil/atrrscc/course.aspx>

To enroll in the courses go to:

<http://www.pec.ngb.army.mil/training/online>

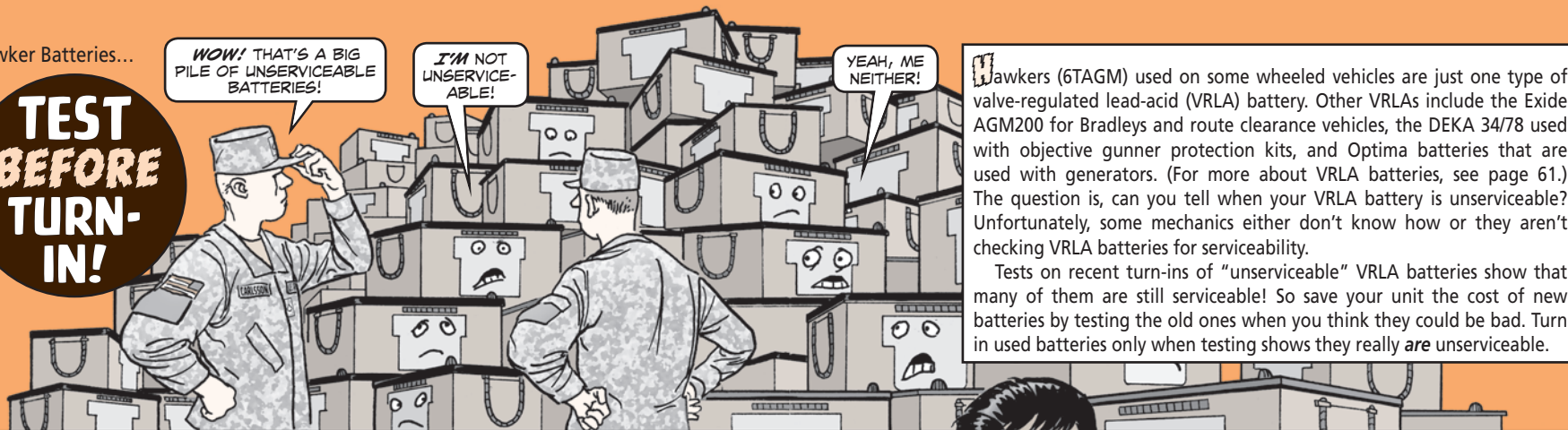
If you have questions or comments about the courses, contact Steve Hale, DSN 962-4775, (501) 212-4775, or email stephen.hale@us.army.mil

TEST BEFORE TURN- IN!

WOW! THAT'S A BIG
PILE OF UNSERVICEABLE
BATTERIES!

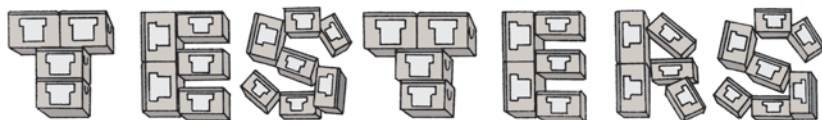
I'M NOT
UNSERVICE-
ABLE!

YEAH, ME
NEITHER!



Hawkers (6TAGM) used on some wheeled vehicles are just one type of valve-regulated lead-acid (VRLA) battery. Other VRLAs include the Exide AGM200 for Bradleys and route clearance vehicles, the DEKA 34/78 used with objective gunner protection kits, and Optima batteries that are used with generators. (For more about VRLA batteries, see page 61.) The question is, can you tell when your VRLA battery is unserviceable? Unfortunately, some mechanics either don't know how or they aren't checking VRLA batteries for serviceability.

Tests on recent turn-ins of "unserviceable" VRLA batteries show that many of them are still serviceable! So save your unit the cost of new batteries by testing the old ones when you think they could be bad. Turn in used batteries only when testing shows they really *are* unserviceable.



A conductance tester, such as the Pulse Tech (PT) 490 Conductance Tester is very sensitive. It can find defects or battery weaknesses long before any problem or capacity loss appears.

PT 490 Conductance Tester, NSN 6130-01-510-9594

But the PT 490 can't analyze the condition of a battery pack if it is connected in parallel. Use the Midtronic MDX 700P HD conductance tester.



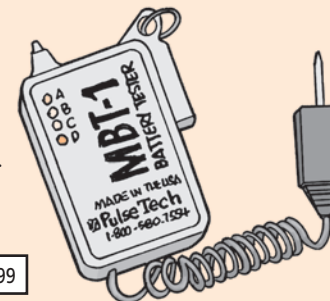
Midtronic's MDX 700P HD replaces Micro 700 Series conductive tester, NSN 6625-01-477-4704



THE TEST EQUIPMENT YOU
NEED IS IN THE STANDARD
AUTOMOTIVE TOOL SET
(SATS). YOU CAN ALSO ORDER
INDIVIDUAL TESTERS.

And the mini battery tester (MBT) is a micro-ohm load tester designed as a diagnostic tool for the operator. A fixed post positive connector and coil cord moveable negative connector make checking multiple batteries easy and fast.

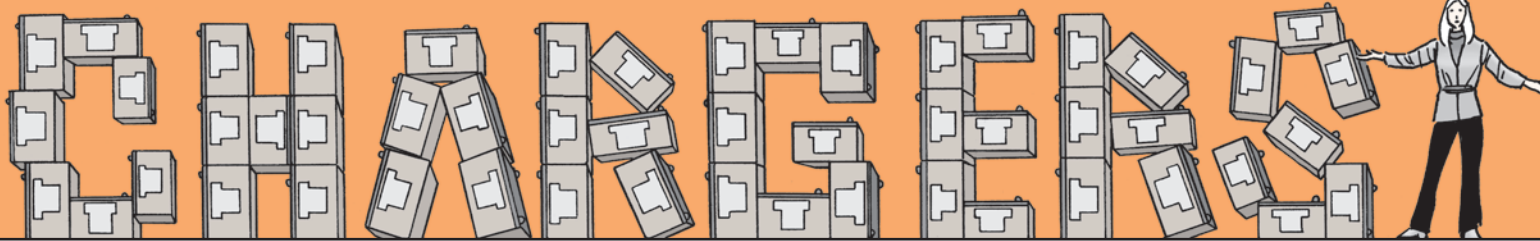
MBT, NSN 6130-01-463-8499



LOAD TESTERS
INDICATE THE
BATTERY'S ABILITY TO
HOLD ITS VOLTAGE
WHILE UNDER LOAD.
MAKE SURE YOU
READ THE OWNER'S
MANUAL FOR LOAD
TESTERS BEFORE
USING THEM. THEN
YOU CAN CORRECTLY
USE THEM.

BATTERIES SHOULD
BE FULLY CHARGED
BEFORE PUTTING
THEM INTO SERVICE.
BATTERIES MUST BE
RECHARGED AFTER
REMOVAL IF YOU'RE
GOING TO STORE
THEM. YOU DON'T HAVE
TO RECHARGE THE
BATTERIES IF THEY ARE
HEADED TO DRMO.



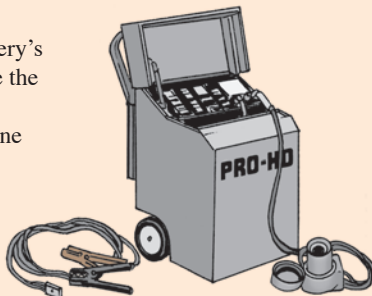


HERE ARE YOUR CHARGING OPTIONS...

The Pro-4HD charger automatically selects 12 or 24 volts. It senses the battery's condition and provides only the voltage the battery can accept.

It comes with two charging cables: one for the NATO connection and one with alligator clamps.

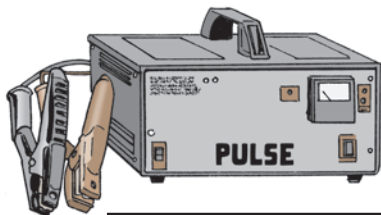
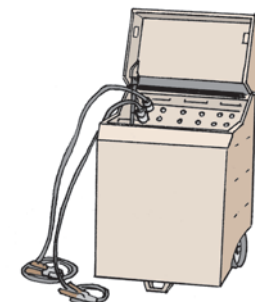
Pro-4HD charger, NSN 6130-01-500-3401



The pallet charger is a 12-volt, 12-station charging unit. This charger can connect to any type or size of 12-volt battery.

Each charging station on the charger works independently of each other. That way, any combination of lead-acid batteries can be charged at the same time.

Pallet charger, NSN 6130-01-532-7711



Pulse Charger World Version Plus, NSN 6130-01-477-4703

The Pulse Charger World Version Plus is a 12-volt only charger; on the back it has a manual switch for battery types. It comes with alligator clamps, so it should only be used on batteries when they're not on your vehicle.

The Associated PP-1660 Type F charger charges both 12-volt and 24-volt batteries. It has two charging cables: one for the NATO connection and one with battery clamps. This charger was issued with the early SATS.

Associated PP-1660 Type F charger, NSN 6140-01-518-7866



BATTERIES ARE CONSIDERED **HAZARDOUS MATERIALS**, SO MAKE SURE YOU FOLLOW HAZARDOUS MATERIALS DISPOSAL PROCEDURES OUTLINED BY THE TECH MANUAL AND STATE, FEDERAL AND LOCAL HOST NATION'S LAWS.

ALSO, USE DA PAM 200-1, ENVIRONMENTAL PROTECTION AND ENHANCEMENT, AS A RESOURCE.

YOU'LL FIND THE HQDA GUIDANCE IN ALARACT MESSAGE NUMBER 100311741/AMHS DTG 031826Z MAY 10. YOU CAN SEARCH FOR ALARACTS ON AKO. YOU CAN ALSO VIEW IT ONLINE USING THIS LINK:

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

YOU CAN ALSO CONTACT LTC FLOYD CROCKER FOR ASSISTANCE. CALL HIM AT 703-697-0556, DSN 227-0556, OR E-MAIL HIM:

william.crocker@us.army.mil

PS END

MK Down MK 19 Tips

FT LEONARD WOOD HAS SOME GOOD TIPS FOR GETTING THE MOST OUT OF YOUR MK 19. SO, LISTEN... AND LISTEN GOOD!



Dear Editor,

Here at the Ft Leonard Wood DOL we see lots of MK 19 machine guns go through our shop. There are certain problems that seem to constantly crop up that MK 19 gunners should watch for:

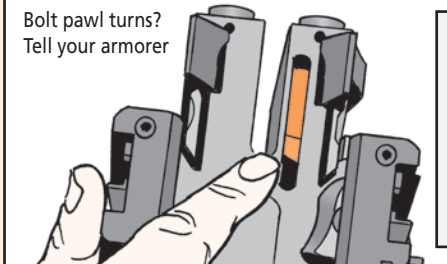
Broken cocking cams:

For some reason, the cams are breaking frequently, resulting in the bolt cocking lever flopping back and forth. If you pull the cocking lever back and there is no click, you probably have a broken cocking cam. Tell your armorer.

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



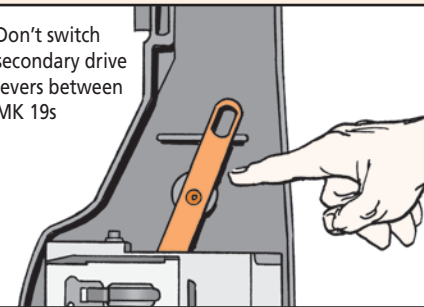
Bolt pawl turns?
Tell your armorer



Loose bolt pawl: If you can move the pawl on the face of the bolt, the screw that is supposed to hold the pawl in place is loose. Tell your armorer so he can have support tighten the screw. If the screw is not tightened, it will wallow out the hole it fits in. Then it's a major repair.

Don't switch secondary drive levers: Don't switch secondary drive levers between MK 19s. Your armorer adjusted the secondary drive lever specifically for your weapon. If it's used on another weapon, the feed slide adjustment will be thrown off and your MK 19 will have feeding problems.

Don't switch secondary drive levers between MK 19s

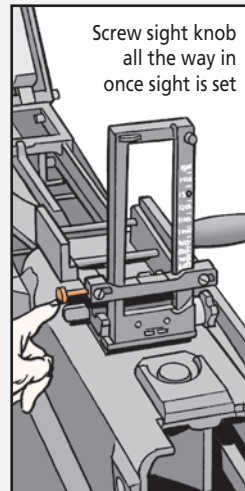


Worn charging handle slots: Some of the older MK 19s have charging handle slots that have become enlarged through use. The charging handles have too much play, which makes it more difficult to charge the weapon. Let your armorer know if your MK 19's charging handles have too much play. The MK 19 may need to go to depot for overhaul.

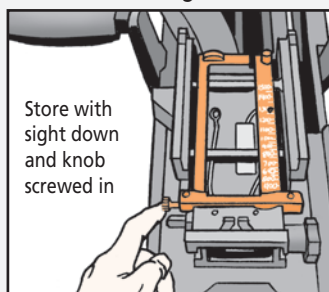
Not protecting rear sight:

The part that is broken most often on the MK 19 is the rear sight because gunners forget to adjust and protect it correctly. Loosen the sight's knob to adjust the sight. Then once you have the sight set, tighten the knob. If you don't, the knob sticks out where it can easily be snapped off.

Screw sight knob all the way in once sight is set



When you're through firing, loosen the knob, put the sight down flat and tighten the knob. If the sight's left sticking up, count on it being broken off.



Store with sight down and knob screwed in

Gary Becker
TACOM Maintenance Support
Ft Leonard Wood, MO

Editor's note: Good MK 19 tips for every operator to mark down. Thanks, Gary.

M249 Bipod NSN Correction

On Page 17 in PS 693 (Aug 10), we gave you the NSN for a new welded bipod yoke that replaces the bipod yoke, retaining ring, bipod collar and spring pin on the M249 machine gun. Unfortunately, we reversed two digits in the NSN. The correct NSN is 1005-01-557-2543.

Grenades...

BEWARE OF FOG

THE FAST-OBSURANT SMOKE GRENADE (FOG) REQUIRES VERY SPECIAL HANDLING, AS IN GETTING RID OF IT **AS QUICKLY AS POSSIBLE!**



The FOG is a bursting-type smoke grenade that is designed to explode in as little as .3 seconds after its pin is pulled and its safety lever is released. That means you need to be throwing it as you release the safety lever. Two Soldiers forgot this and lost parts of their hands as a result.

Why does the FOG explode so fast? It gives you an immediate burst of obscuring smoke in combat, protecting you from the enemy.

The basic FOG (version 1.0) looks similar to the M8 and M83 burning-type smoke grenades. But it is distinguishable by its:

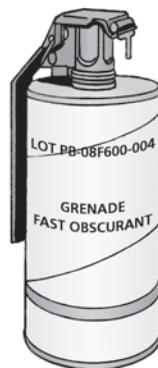
- fiberboard body
- flat top with four visible screw heads
- and its nomenclature, GRENADE FAST OBSURANT

The newer 1.2 version FOG also has a confidence clip on the fuze.

It is extremely important that you recognize a FOG and that you keep it separate from other smoke grenades.

Because of the hazards of all smoke grenades, when using them you should always wear ballistic eye protection, body armor, helmet, gloves and hearing protection (single protection when outside, double when inside—double protection is earplugs and a noise muffs headset). If you will be exposed to the grenade's smoke for longer than 15 minutes, you must also wear your M40 mask. If possible, put a barrier like a wall or tree between you and the blast to protect against fragments.

Learn to identify FOG grenades



NO SOLDIER SHOULD BE EXPOSED TO MORE THAN 27 GRENADES IN A DAY.

IF YOU'RE OPERATING **INDOORS** AND HAVE ONLY **SINGLE HEARING PROTECTION**, MAKE THAT **NO MORE THAN ONE GRENADE PER DAY**.

For more information on all grenades, see FM 3-23.30, *Grenades and Pyrotechnic Signals*; TM 43-0001-29, *Army Ammunition Data Sheets—Grenades*. For more info on FOG, see Ammunition Information Notices (AIN) 035-10 and 036-10:

<https://aeps2.ria.army.mil/commodity/ain/jmc/ain035-10.html>

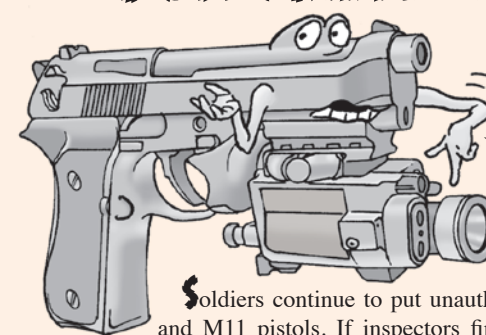
and

<https://aeps2.ria.army.mil/commodity/ain/JMC/ain036-10.html>

For a FOG instruction card, contact Larry Baker at (404) 464-5576, DSN 367-5576, or email: larry.baker@us.army.mil

M9, M11 Pistols...

USE AUTHORIZED LASER POINTER



I HAVE AN **AUTHORIZED** LASER POINTER, SO PLEASE USE IT!

IF YOU USE AN **UNAUTHORIZED** POINTER, I END UP **DEADLINED...**

...WE DON'T NEED THAT TROUBLE!

Soldiers continue to put unauthorized laser pointers on their M9 and M11 pistols. If inspectors find an unauthorized laser on your pistol, they deadline the pistol.

You can avoid that trouble by just using the **authorized** laser pointer, the AN/PEQ-14 integrated laser white light pointer, NSN 5855-01-538-0191. It even has its own manual, TM 9-5855-1911-13&P, which is on the LOGSA ETM website:

<https://www.logsa.army.mil/etms/welcom1.cfm>

To mount the AN/PEQ-14 on the M9, use the M9 tactical rail grabber, NSN 1005-01-532-9847.

M2 Cocking Lever Correction

On Pages 18-19 in PS 694 (Sep 10), we got things backwards on what position the cocking lever should be in when you slide the M2 machine gun's bolt in the receiver. **The cocking lever should be forward.** If the cocking lever is to the rear, then the bolt gets stuck in the receiver. So, remember, push the cocking lever forward before you slide the bolt in the receiver.

Long Barrel for Storage

I GRABBED THE FIRST FLIGHT I COULD AFTER GETTING YOUR EMAIL.

ARMS ROOM

LEMME SHOW YOU WHAT I WROTE TO YOU ABOUT...

WE FOUND THAT WHEN THE SHORT BARREL IS INSTALLED ON THE M249 MACHINE GUN...

... WE CAN'T SECURE THE WEAPON IN THE M13 RACK.

GANG-WAY!

COMIN' THRU!

WOOP WOOP!

WOOP WOOP!

IS THERE SOME SORT OF MODIFICATION FOR THE RACK TO SOLVE THIS PROBLEM?

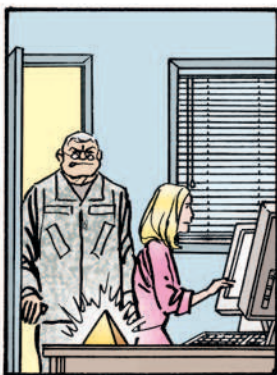
NO, THERE IS NO WAY TO MODIFY THE M13 RACK SO THAT YOU CAN SECURELY STORE THE M249 WITH THE SHORT BARREL INSTALLED.

ROOM

OH, NO! DOES THAT MEAN IT'S HOPELESS!?

OUCH!

NOT AT ALL! YOU **MUST** INSTALL THE M249'S LONG BARREL BEFORE LOCKING IT IN THE RACK OR GET THE UNIVERSAL RACK; NSN 1095-01-454-6320; TO SECURE M249S WITH SHORT BARRELS.



KA-FU MASUTO!

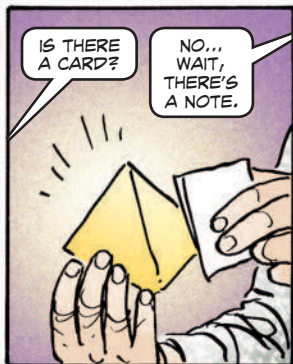
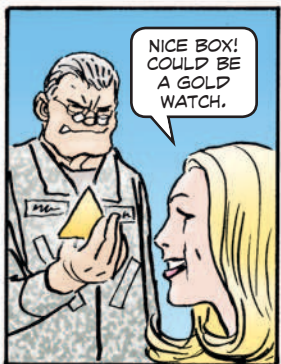
An Oriental Mystery

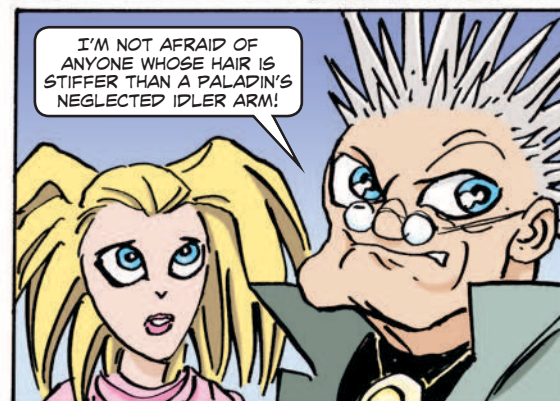
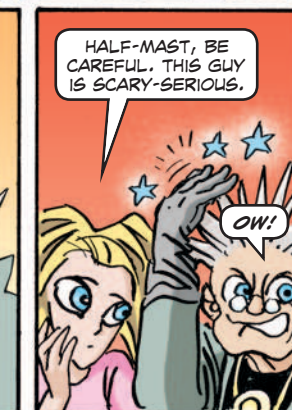
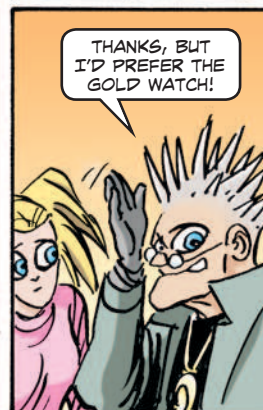
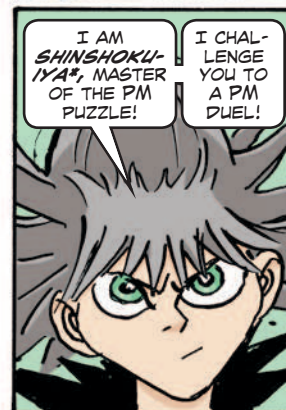
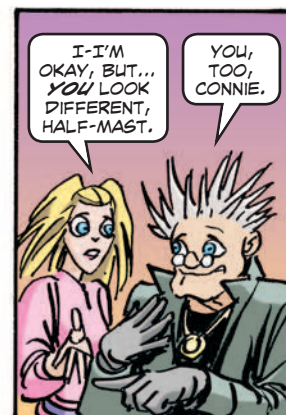
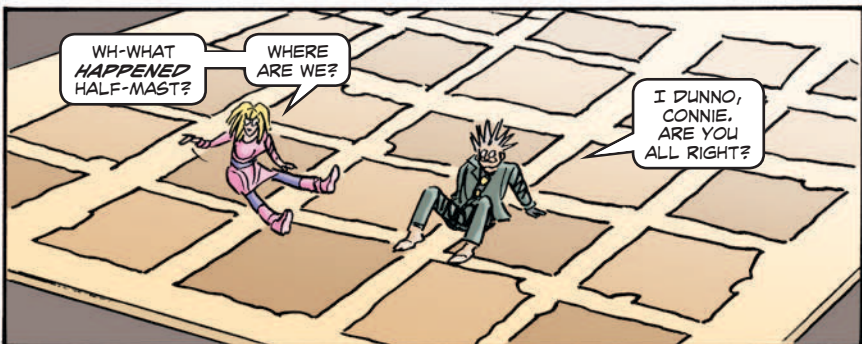
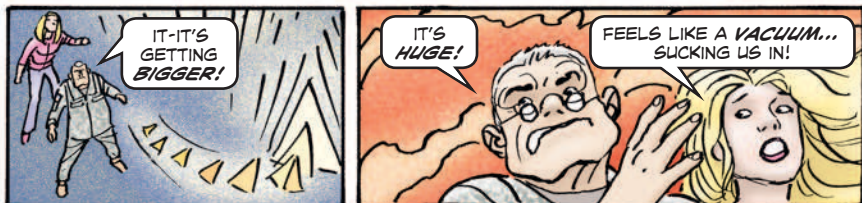
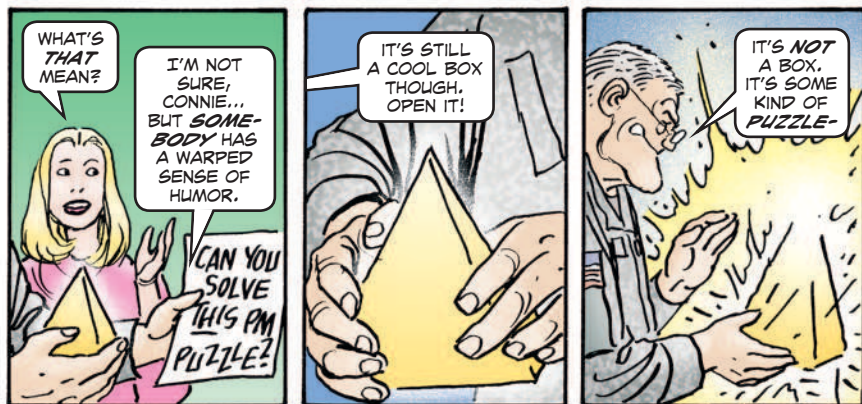
HEY CONNIE, WHERE'D THIS FUNNY THING COME FROM?

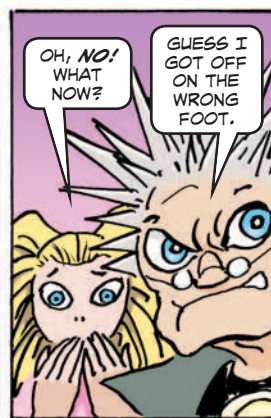
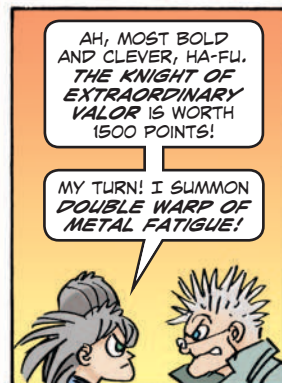
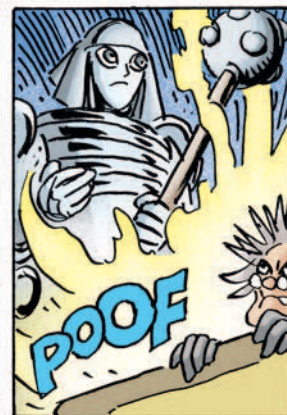
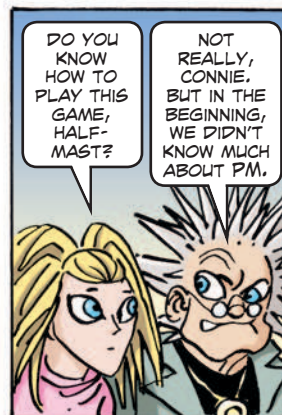
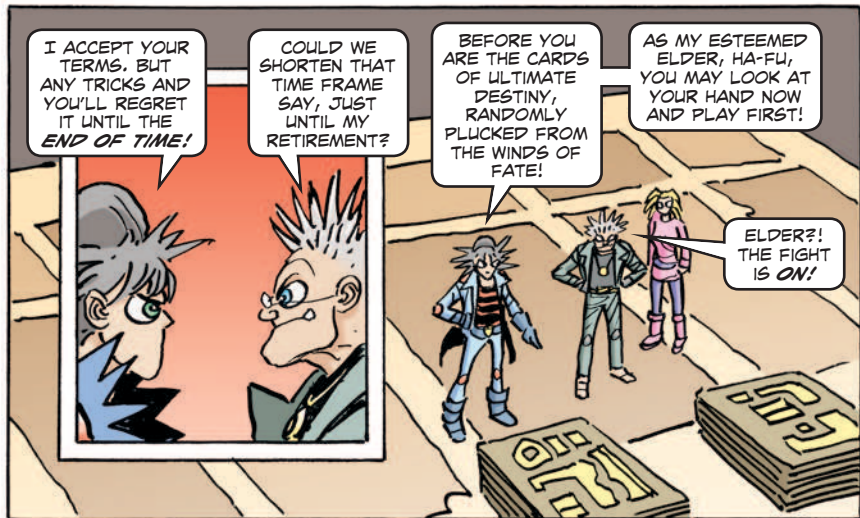
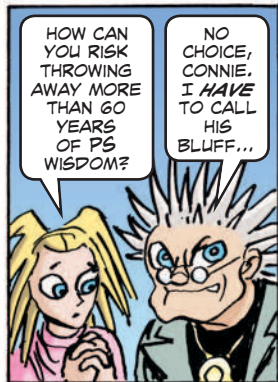
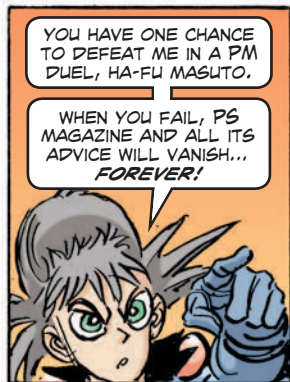
A COURIER DELIVERED IT THIS MORNING. IS YOUR BIRTHDAY COMING UP?

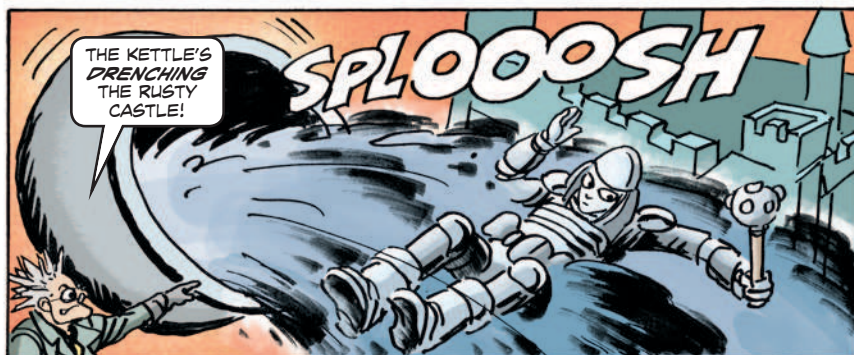
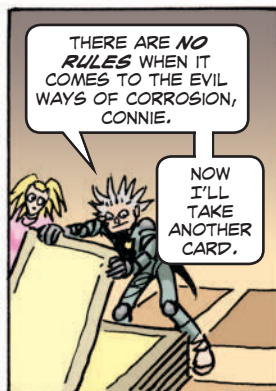
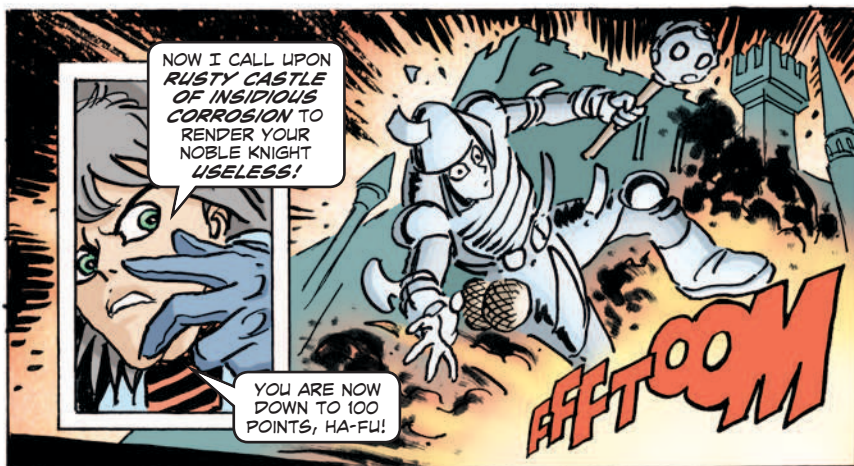
NO.

HALF-MAST USARMY





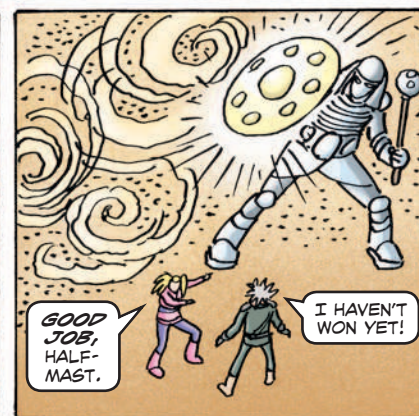
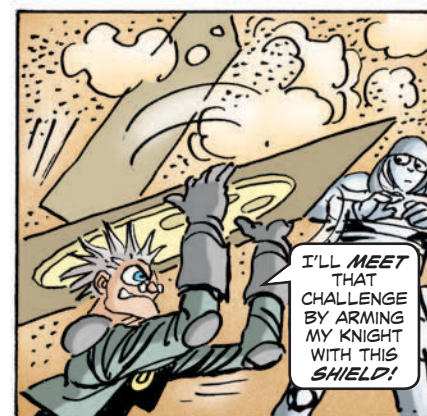
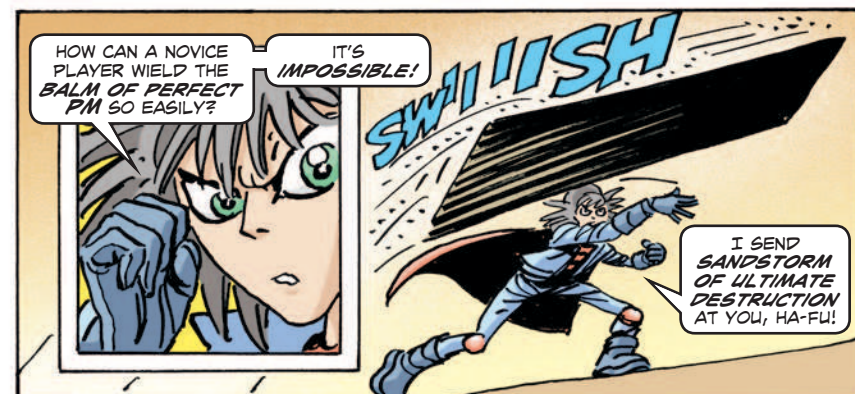
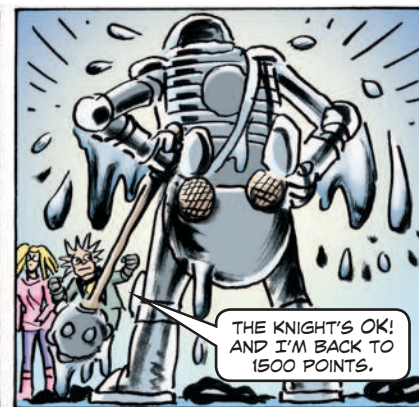
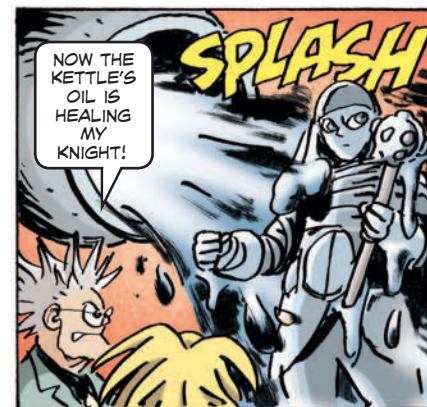




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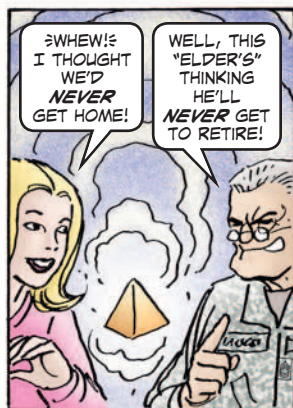
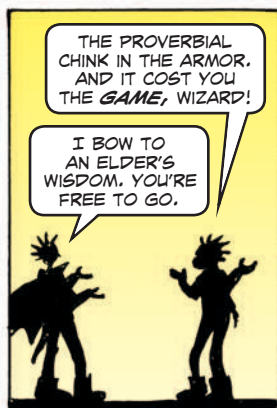
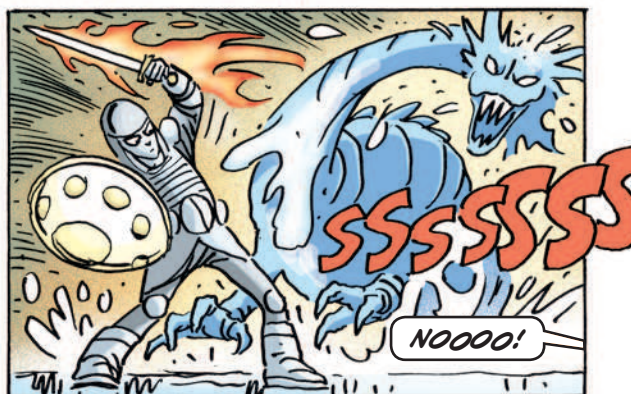
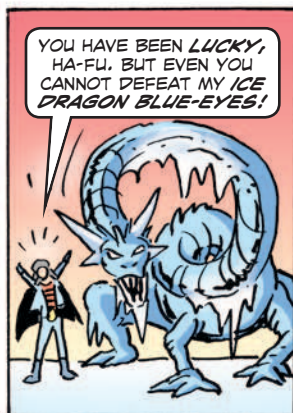
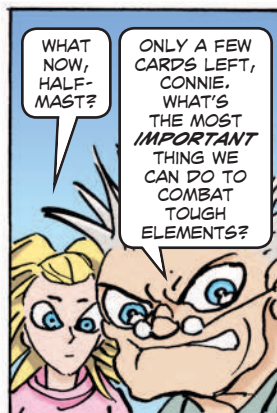
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All Aircraft...

FOD

IS NOT YOUR FRIEND, FIGHT IT!

FOD MEANS
*FOREIGN
OBJECT
DAMAGE.*
THAT'S THE
SIMPLEST
DEFINITION.

FOD *ALSO* MEANS
THOSE FOREIGN
OBJECTS—OR DEBRIS—
THAT *CAUSE* DAMAGE.

FOREIGN OBJECT
DAMAGE USUALLY
HAPPENS WHEN YOU
LET YOUR GUARD
DOWN WHILE
CLEANING *UP* AFTER
MAINTENANCE.

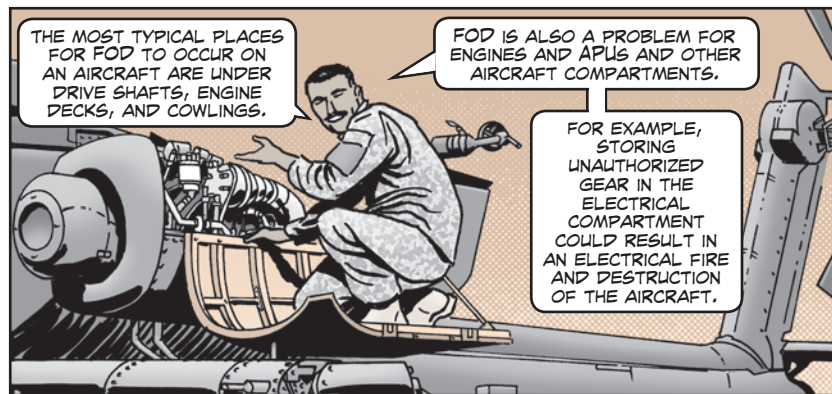
THAT'S WHY
IT'S GOOD
TO REFRESH
YOUR
MEMORY
ABOUT THE
PROBLEMS
OF FOD.

PS MORE

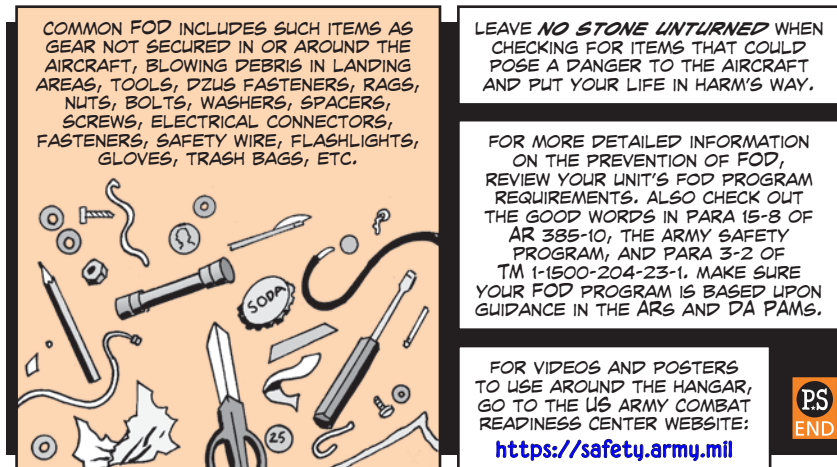
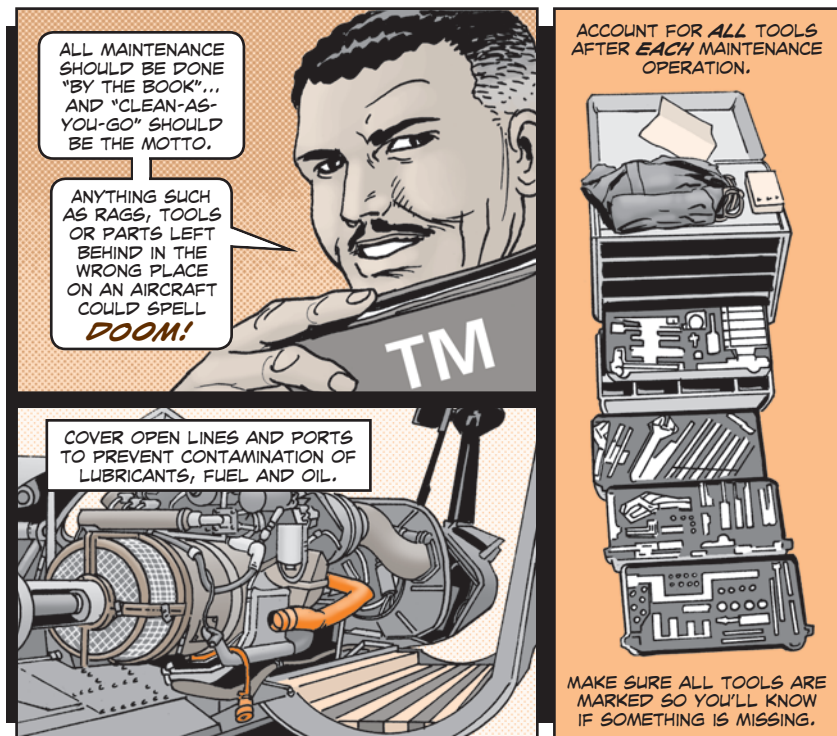
1. WHAT IS FOREIGN OBJECT DAMAGE?



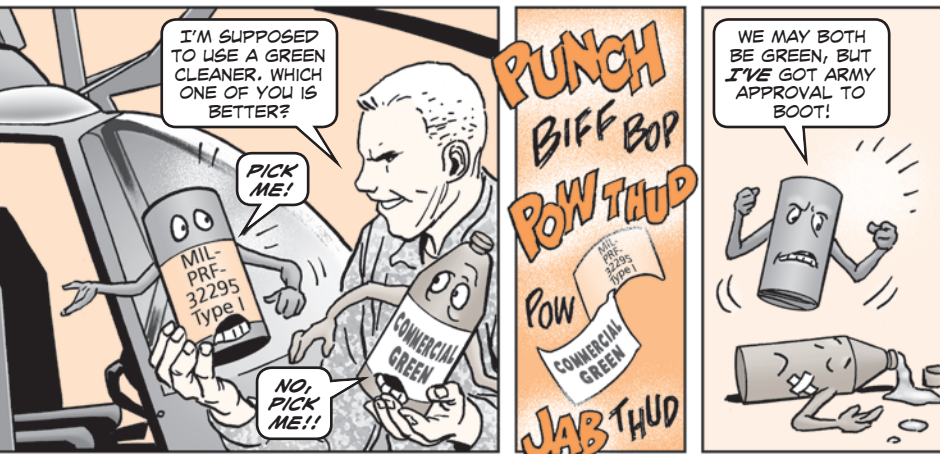
2. WHERE DOES FOD OCCUR ON AIRCRAFT?



3. WHAT SHOULD UNIT PERSONNEL DO TO PREVENT FOD?



GREEN CLEANER IS AUTHORIZED!

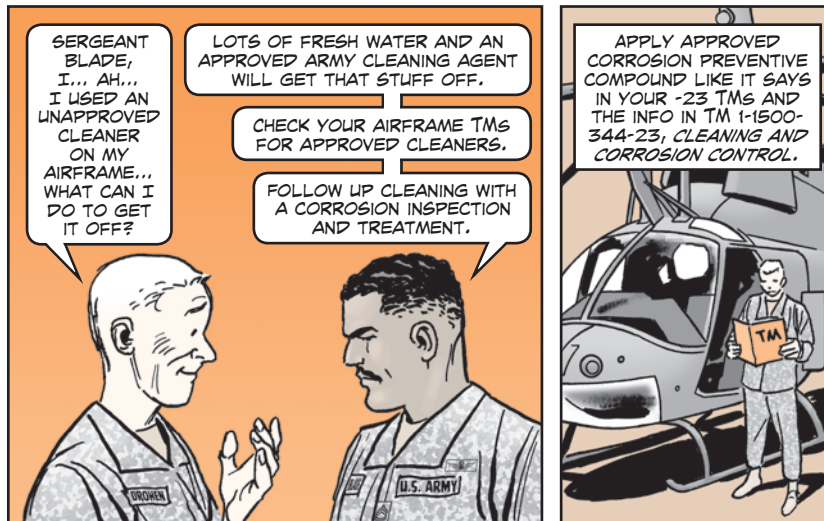
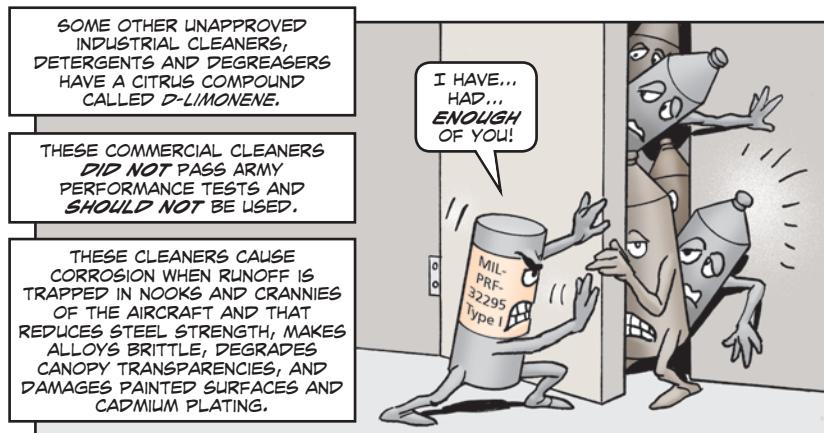
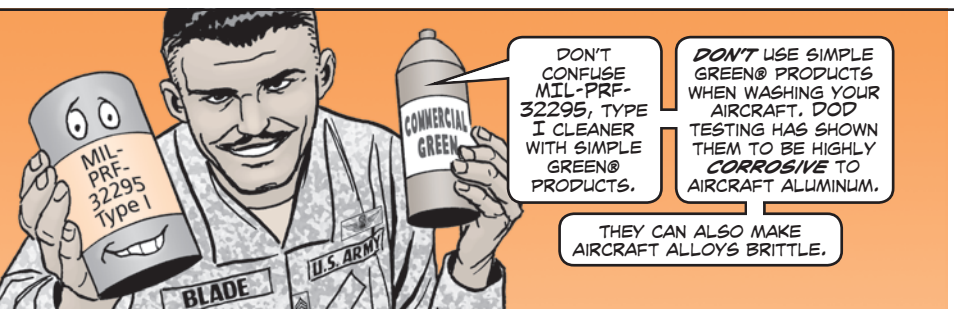


Mechanics, as the Army gets greener so will the cleaning compounds that are used on all aircraft and parts.

Most cleaning procedures call for the application of MIL-PRF-680 cleaning compound when cleaning aircraft parts. Now, if any part or system requires MIL-PRF-680, you can also use MIL-PRF-32295, Type I, as a replacement for general cleaning of Army aircraft parts in locations, like Southern California, where MIL-PRF-680 is prohibited. Order this green cleaner using these NSNs:

NSN 6850-01-576-	Size
2676	1 gal
2765	5 gal
2736	55 gal

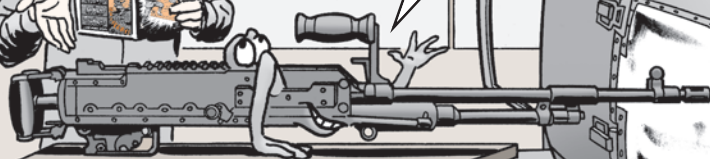
Although green cleaner is not as aggressive as MIL-PRF-680, it may be used because of its low-volatile compounds (VOC) content. These low VOC solvents can be used for general cleaning of parts such as engines, roller bearings, gear boxes, shafts and wheels. For locations where this product is a necessary alternative, Maintenance Engineering Orders (MEOs) are being written to authorize its use.



Mount Info Continued

GOOD NEWS!
PS HAS GOT
MORE INFO ON
YOUR UH-60
AND CH-47
MOUNTS.

I HOPE IT'S A
GOOD A-MOUNT!



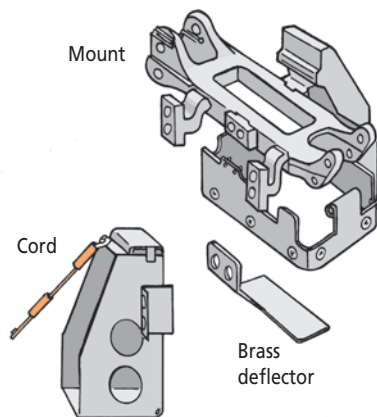
Because the M240H machine gun has replaced the M60D on all Army aircraft, the UH-60 and CH-47 gun mounts have been adapted for the M240H.

In PS 678 (May 09), we gave you the NSNs for the UH-60/CH-47 M240H solid mount assembly, the M240H solid mount assembly parts, the CH-47 M240H machine gun rear ramp mount assembly, and the M240H solid mount assembly pintles and associated equipment.

A copy of the PS 678 article with the NSNs is available online:
<https://www.logsa.army.mil/psmag/archives/PS2009/678/678-36-37.pdf>

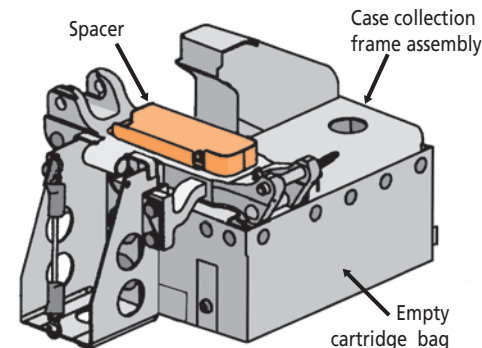
PS 679 (Jun 09) listed the NSNs for the ammo can elastic cord, NSN 4020-01-534-6786, and for the brass deflector, NSN 1005-01-534-8844.

At that point there was no NSN for the cradle spacer that bolts to the cradle and forms a funnel-type collar between the base of the M240H and the cradle. Now there is: NSN 5340-01-562-7406. It comes with four mounting bolts and washers. The spacer prevents rounds from bouncing back into the ejection port and jamming the M240H.



The collector assembly (NSN 1005-01-534-6803, PN 13010666) uses only empty cartridge bag (NSN 1005-01-536-5652, PN 13010672). They are items 2A and 3A in Fig 15 in TM 9-1005-262-23P.

The case collection frame assembly (NSN 1005-01-562-9456, PN 13019575) uses only empty cartridge bag (NSN 1005-01-563-8450, PN 13019585). They are items 2 and 3 in Fig 15. You can't interchange the cartridge bags between the collector assembly and the case collection frame assembly.

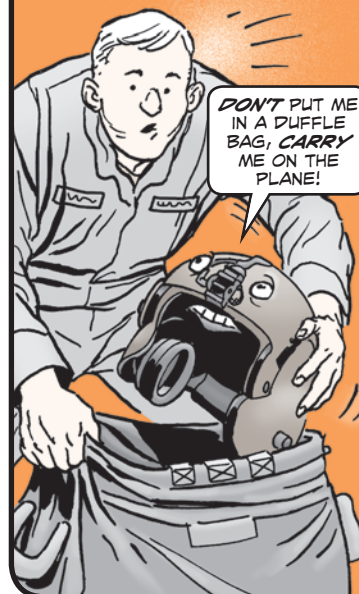


Maintenance information for the M240H mount is found in TM 9-1005-262-13 and parts info in the -23P. Both are available on the LOGSA ETM site:

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

HGU-56/P AIHS...

TAKE HELMET WITH YOU



With Soldiers deploying and redeploying, there is one item that should **never** go into a duffle bag: your HGU-56/P aircrew integrated helmet system (AIHS). It should always be carried in its helmet bag.

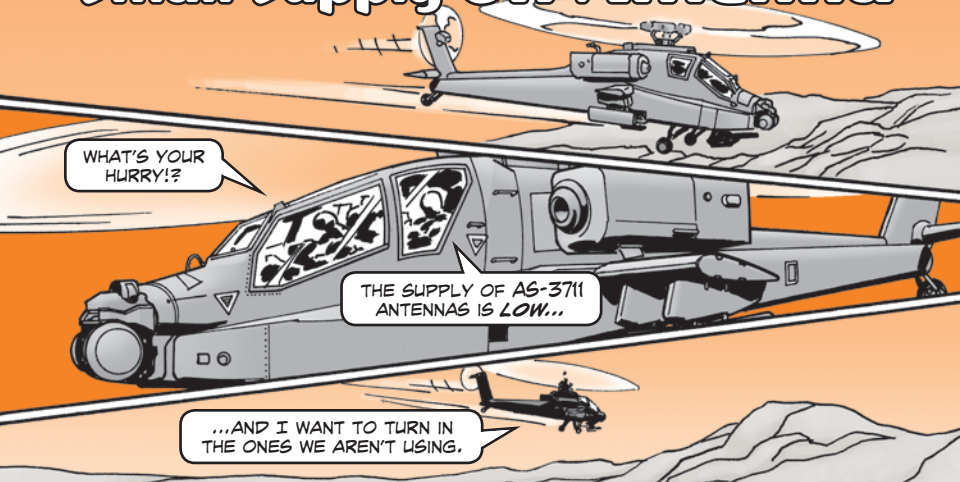
Pilots and copilots, your helmet should go with **you** on commercial or military flights as a carry-on item.

Putting the helmet in your duffle bag is a disaster waiting to happen. No helmet can survive the rough handling that luggage goes through. You may think the helmet is protected by clothing in the bag, but by the time the duffle bag reaches its destination, after being thrown around by handlers, you can bet your helmet will have voids, splits and broken ear cuffs.

It costs about \$1,100 dollars to replace a beaten, battered and broken helmet and either you or your unit will deal with purchasing a new one.

You can't fly if you don't have a helmet for your noggin. So be safe rather than sorry and take the helmet with you as a carry-on item.

Large Demand, Small Supply on Antenna



Dear Editor,

I need your help in getting the word out about the supply of AS-3711 antenna assemblies, NSN 5985-01-179-5150, used with the ALQ-136(V)5 countermeasures set (CMS). The word is, the supply is low and won't be replenished until the Spring of 2011.

In the meantime, it is essential that serviceable antenna assemblies not being used and unserviceable antenna assemblies that are warehoused be turned in.

Send these valuable antennas to:
Commander DDDTP
W25G1W
11 Hap Arnold Blvd.
Bldg. 2, Bay 1
Condition Code _____
Tobyhanna, PA 18466-5027

Include the condition code that you have assigned it. Your unit will get a serviceable credit or an unserviceable credit in exchange.

Joseph F. Della Vecchia
ASE Inventory Manager
Ft Monmouth, NJ

Editor's note: Okay, troops, it's time to soldier up and get those antennas turned in for repair and reissue. You might not be hurting, but down-the-road, without your help, a future member of your unit could be. If you have questions, contact Mr. Della Vecchia by calling DSN 992-7850 or (732) 532-7850 or email him: joseph.dellavecchia@us.army.mil Or, contact Gerald Conrad at DSN 795-6644 or (570) 615-6644. His email address is: gerald.allen.conrad@us.army.mil



If you haven't turned in your old AN/ASM-146A, B or C shelter-mounted electronics maintenance shop for the major MWO that upgrades it to a D, E, or F model, what are you waiting for?

A good excuse?

If so, now you've got one!

The 15-ft pigtail power stub cable, NSN 5955-01-149-6875, Item 97 of Fig 1 of TM 11-4940-238-24P-1, used with the old shelter models has a connector that is not watertight. Under wet conditions, that cable can shock you and damage the shelter. For more info on this hazard, go to your CECOM LAR and ask for a copy of Technical Ground Precautionary Action Message 2010-004.

Better, yet, why not take the opportunity this faulty cable has given you and turn in your shelter to the Reset program at Tobyhanna Army Depot. Tobyhanna will do the Reset and apply the MWO for free! Think of it like turning in a Pinto and getting a Mustang and not paying one red cent!

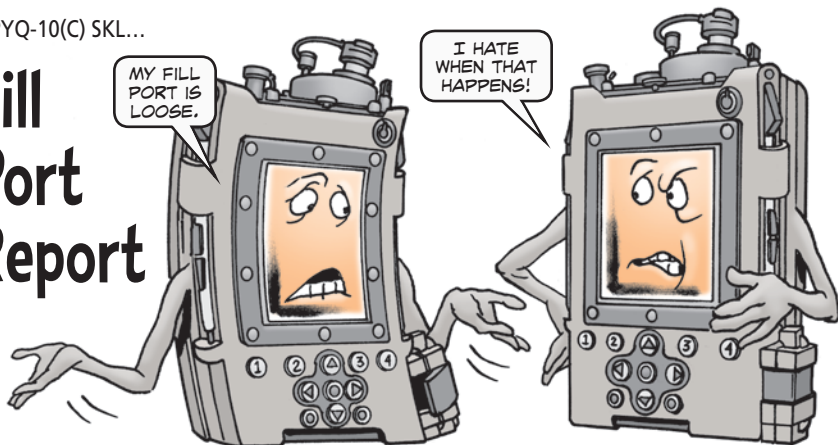
Learn more about the Reset program and the MWO by contacting Kenneth Shedlock at DSN 992-5549 or (732) 532-5549. You can also email him:

kenneth.shedlock@us.army.mil

Or, contact Steve Rowe at DSN 992-4635 or (732) 532-4635. His email address is:

steven.t.rowe1@us.army.mil

Fill Port Report



Dear Editor,

I am a communications and electronics maintenance technician. I have seen a recurring problem with the 6-pin fill port on the AN/PYQ-10(C) simple key loader (SKL). Under prolonged use, the connector will loosen and eventually "fall out." I think it's due to the removing and replacing of the W4 fill cable. My suggestion is to keep the cable connected to the device during active use. This will limit much of the twisting on and off motion that causes wear on and loosening of the receptacle.

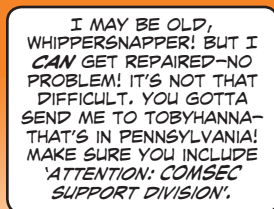
CW3 Jon Bates
and the Soldiers of the C&E Maintenance Section
308th BSB
Iraq

Editor's note: Thank you, Mr. Bates. We also got some advice on this issue from Kim Dorman, the SKL expert at Ft Huachuca. Kim thinks the main problem is mishandling and recommends these handling tips:

- Make sure the cable connector and fill port are clean and free of contamination or dust. A dirty connector can make the mating tough.
- Make sure the O-ring in the connector is in good condition with no cracks and seated well. A dab of silicone compound to "grease" the mating area is helpful.
- The fill cable connector should be mated to the SKL fill port by hand, using your thumb and first two fingers.
- Make sure the red dot or lines on the cable and the port are aligned.
- Turn clockwise, but don't turn too hard. This is a finger operation. Don't use wrenches or other tools to tighten.
- Never, ever, ever, carry the SKL by the fill port cable.

Thanks, Kim, and thanks again, Mr. Bates, for bringing this problem to our attention and offering this great advice.

CAN I GET IT REPAIRED?



Dear Half-Mast,

I know the AN/CYZ-10 data transfer device (DTD) is old school and the AN/PYQ-10(C) simple key loader (SKL) is now the standard. However, at my Guard unit we still use the DTD. Can I get the DTD repaired?

SGT S. Y.

Dear Sergeant S. Y.,

Absolutely, positively, and here's how you do it.

First, you'll need to establish a user's account in the information security system program (ISSP) database. The ISSP is the vehicle you must use for getting a direct exchange for a broken DTD.

So, contact the ISSP Help Desk at DSN 879-1829 or (520) 538-1829 or email csla.issp@us.army.mil to get your account set up. The Help Desk will also tell you all the paperwork you need to ship with the DTD.

Then, carefully pack the broken DTD and ship it to:

Tobyhanna Army Depot
ATTN: COMSEC Support Division
11 Hap Arnold Blvd., BLDG 73
Tobyhanna, PA 18466-5110

Use DODAAC W81U11 and RIC BL4.

Half-Mast



Dear Half-Mast,

My unit is redeploying from Iraq and I've heard there is a Reset option available for SINGARS and night vision devices called CEER-T that does not charge active units for repairs. Is that true? If so, what is it and how do we contact the folks running it to get their help?

Mr. D.O.L.

Dear Mr. D.O.L.,

CEER-T stands for communications-electronics evaluation repair team and it's a program run by CECOM Life Cycle Management Command and Tobyhanna Army Depot. The program is intended to support the installation Directorate of Logistics (DOL) in bringing SINGARS radios and night vision devices up to -10/20 standards.

To do this, a CEER team will travel to where the support is needed and will set up repair facilities in cooperation with the DOL.

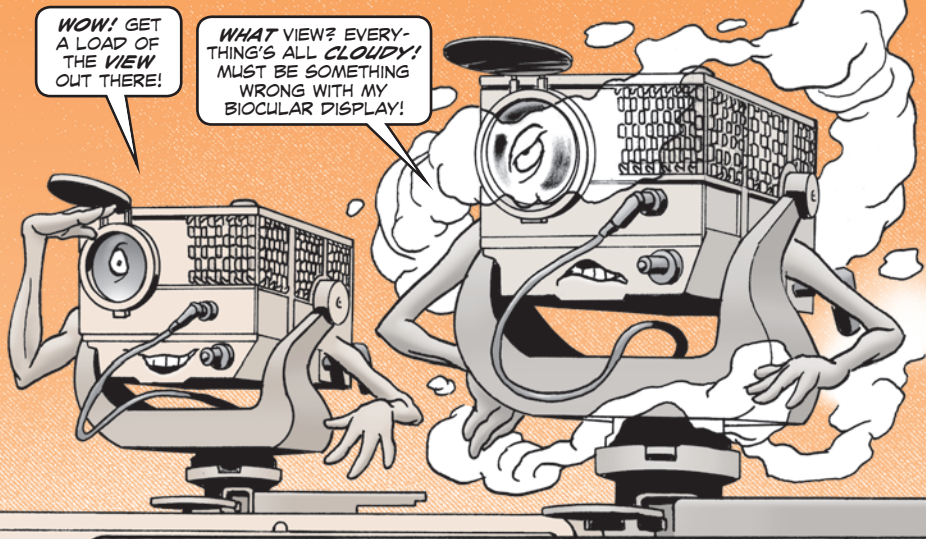
To repair SINGARS, a team will come from CECOM. They'll repair the RT-1523A through F radios; the AM-7239A through E amplifier-adapters; and the AM-7238/A and B RF power amplifiers.

For night vision devices, a team will come from Tobyhanna. They'll repair the AN/PVS-4 and 4A; the AN/PVS-7A through 7D; the AN/PVS-14; the AN/TVS-5 and 5A; and the AN/PVS-5.

If your unit has questions about CEER-T Reset or would like to request a CEER-T mission, contact Christopher Tracy, DSN 867-0358 or (410) 417-0358 or email: christopher.tracy1@us.army.mil

Half-Mast

IS THE BIOCLULAR DISPLAY CLOUDY?



WOW! GET A LOAD OF THE VIEW OUT THERE!

WHAT VIEW? EVERYTHING'S ALL CLOUDY! MUST BE SOMETHING WRONG WITH MY BIOCLULAR DISPLAY!

Dear Editor,

I am the system engineer for the long-range scout surveillance system (LRAS3) AN/TAS-8(V)1, (V)2 & (V)3. I need to get the word out to units using LRAS3 systems that there may be a problem with the biocular display module, NSN 7025-01-486-5024, having a cloudy view. This cloudiness comes from water droplets forming inside the display when there's been a large temperature swing. It's like a pair of glasses fogging up after leaving the cold outdoors and entering a warm home.

The problem may clear up on its own. Or, it may get worse!

Get your maintainer to replace the module following the procedure in TM 11-5855-321-30&P to ensure there are no problems with your LRAS3 when you need it.

Scott Winter
LRAS3 System Engineer
Ft Belvoir, VA

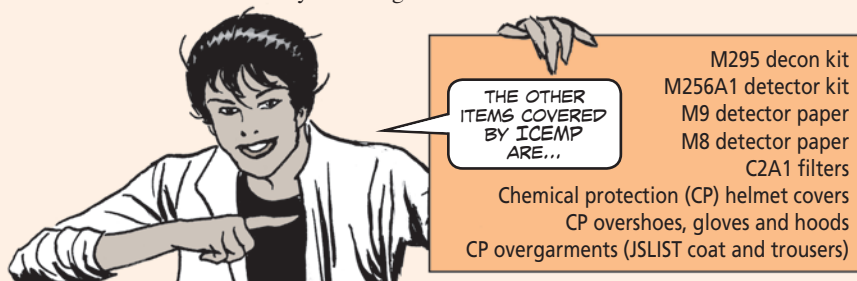
Editor's note: Thanks, Mr. Winter, for this important heads up. Maintainers, remember to replace the desiccant, NSN 6850-01-462-8502, and purge the nitrogen like you must always do when you unseal the housing to replace the biocular display module.



In PS 689 (Apr 10), we wrote that you could order a replacement universal second skin (USS) for your M40/M42-series mask with either NSN 4240-01-413-1540 (small) or NSN 4240-01-413-1543 (medium/large).

FORSCOM has pointed out that units may not need to pay for a new USS if they are covered by the Individual Chemical Equipment Management Program (ICEMP).

ICEMP uses Training Resource Management dollars to purchase, store and issue 10 basic individual protective equipment items to Soldiers deploying for at least 12 months to Iraq, Afghanistan, Kuwait or other OCONUS locations. The USS is included in ICEMP, so there is no need to buy a new one if you are covered by ICEMP. A new USS will be furnished to you from garrison stocks.



The quick-doff hood will also be issued for the Type VII JSLIST, which does not have a hood. And CP undergarments will be issued to aviators to be worn under the flight suit.

If you have questions about ICEMP, please contact the ICEMP hotline at:

ICEMPSUPPORT@us.army.mil

Also, see the ICEMP link at AEPS:

<https://aeps2.ria.army.mil/sbccom/gtw/intro.cfm>

Be Safe with This Advice

HEY,
HOLD
IT!

YOU'RE NOT
GETTING
UNDER MY
LAUNCHER
UNTIL YOU
INSTALL
BOTH JURY
STRUTS.



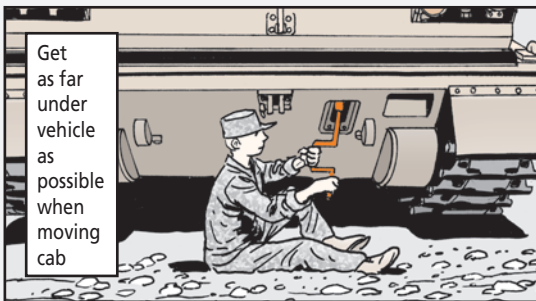
Dear Editor,

The MLRS is a gigantic, heavy-duty system that requires careful attention to safety while you're working with it.

Here are a couple of suggestions to help keep you safe:

Easy does it
when lowering and
raising the cab.

When you're cranking the cab up or down, stay as low and as far under the vehicle as possible. If your head is poking out, the cab can come crashing down on it. That can put a serious dent in your future.



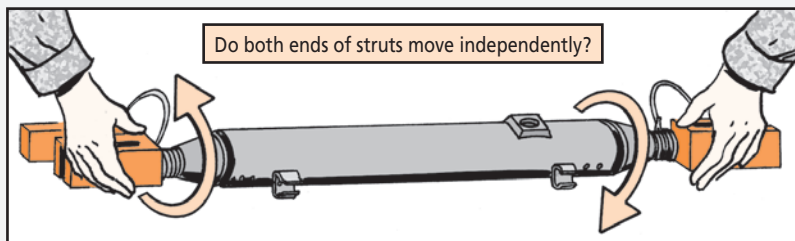
Crank slowly. If you crank too fast, the cab will bounce and that can break the lift mechanism. Any time you feel the cab start to bounce, immediately stop cranking. The cab is most likely to bounce when its weight shifts forward or backward, depending on which direction it's going. So that's when it's especially important to crank slowly.

Make sure no one else is around the front of the cab when you're raising or lowering it. You don't want them conked by the cab either.

Use both jury struts when working under an elevated launcher. But inspect them first. Any time you're working under the launcher, it's critical you first install both jury struts. If the elevation actuators that hold up the launcher collapse without both struts in place, the launcher will crush anyone underneath it. Remember both the LDS (launcher drive system) and launcher engine have to be off before you install the struts.

PS MORE

But before you *install* those struts, make sure they're *ready* to strut. Look them over for cracks, deformities and loose or missing rivets. Ensure that both ends of the struts can move freely and independently. Also check that they have the correct quick-release pins. Never substitute other locking pins. If the locking pins are broken or missing, order more with NSN 5315-01-394-0837.



SSG Travis Borja
SGT Joseph Corson
121 FA Bn
Ft Hood, TX

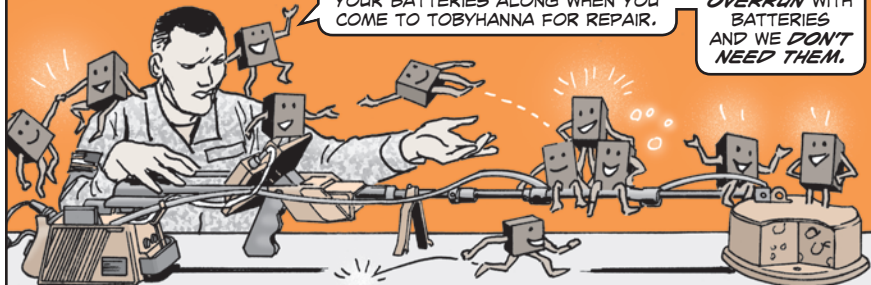
*Editor's note: Excellent safety advice, sergeants.
Be safe, MLRS crews, and follow their advice.*



AN/PSS-14 Mine Detector...

I WISH THEY WOULD STOP SENDING
YOUR BATTERIES ALONG WHEN YOU
COME TO TOBYHANNA FOR REPAIR.

WE'RE BEING
OVERRUN WITH
BATTERIES
AND WE **DON'T**
NEED THEM.



Off to Repair? KEEP YOUR BATTERIES!

If you're sending your AN/PSS-14 mine detector off to depot for repairs, don't send the detector's batteries with it.

Tobyhanna Army Depot doesn't need the batteries to repair the detector and they won't be sending the batteries back with the repaired detector. That means your unit will be out the cost of new batteries.

So remove the batteries before you ship the detector and charge and store them according to your local SOP. That way the batteries will be ready for action when the detector is returned.

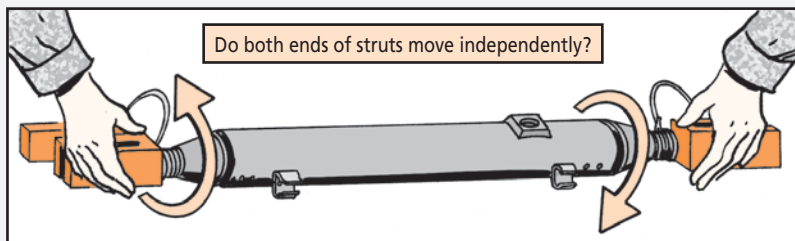
By the way, the address for
Tobyhanna repair is:

W25G1W

**Tobyhanna Army Depot
Myers and Second Streets
Warehouse 2, Bay 1
Tobyhanna, PA 18466-5059**

Post to: B16 Account C/C "F"

But before you *install* those struts, make sure they're *ready* to strut. Look them over for cracks, deformities and loose or missing rivets. Ensure that both ends of the struts can move freely and independently. Also check that they have the correct quick-release pins. Never substitute other locking pins. If the locking pins are broken or missing, order more with NSN 5315-01-394-0837.



SSG Travis Borja
SGT Joseph Corson
121 FA Bn
Ft Hood, TX

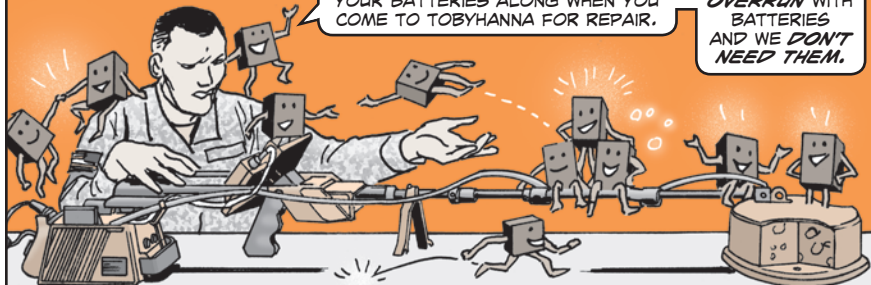
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W25G1W

**Tobyhanna Army Depot
Myers and Second Streets
Warehouse 2, Bay 1
Tobyhanna, PA 18466-5059**

Post to: B16 Account C/C "F"

Prime the Turbo

HERE'S THE
LOWDOWN ON
HOW TO PRIME MY
TURBOCHARGER!

OPERATORS,
WHEN THE BACKHOE
LOADER SITS IDLE
FOR SEVERAL WEEKS
AT A TIME, MAKE
SURE YOU PRIME
ITS TURBOCHARGER
DURING START UP.

DO THE SAME
WHEN THE
ENGINE'S OIL
FILTER GETS
REPLACED.

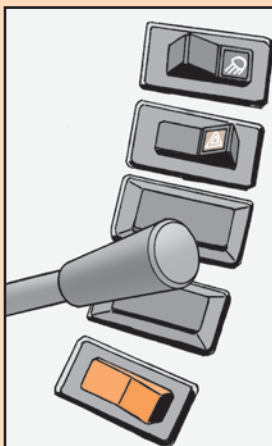
YOU'LL FIND
THIS CAUTION
STATEMENT
SCATTERED
THROUGHOUT TM
5-2420-231-10.

THAT'S BECAUSE
THE IMPELLER
INSIDE THE
ENGINE'S
TURBOCHARGER
NEEDS
LUBRICATION
WHEN IT FIRST
STARTS AND
WARMS UP.

Without oil being pumped into the impeller's bearings, they can burn out. Then you're stuck while your BHL goes to support or a DOL shop for a ruined turbocharger. Did someone say heavy chump change and unnecessary downtime?

For the skinny on how to prime the turbocharger, take a look at these steps from WP 0010-3 in the -10 TM.

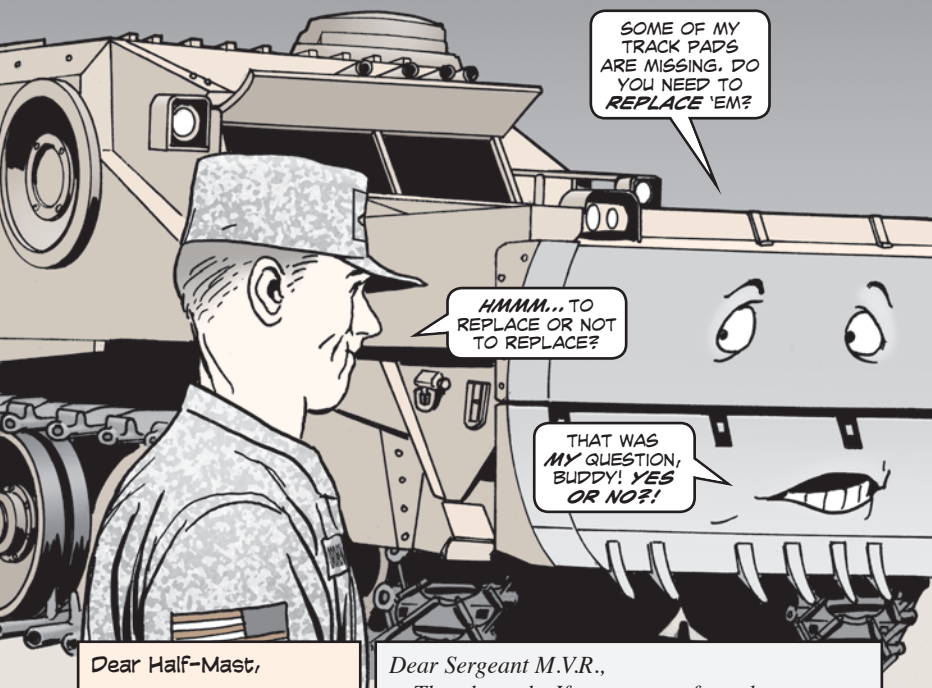
1. Engage parking brake
2. Shift direction control lever to neutral
3. Push and hold right side of fuel pump switch to disengage fuel pump and prevent engine from starting
4. From operator seat, turn starter key switch to START position and actuate starter motor for 10 seconds; then starter key switch to OFF position
5. Release fuel pump solenoid switch to engage injection pump solenoid
6. Follow starting engine procedures to start engine



Fuel pump solenoid switch

TM
5-2420-
231-10

Lowdown on Track Pads



Dear Half-Mast,

I'm inspecting M9 ACEs issued to my engineer unit here in Iraq. Several ACEs are missing track pads.

Does a missing pad deadline the vehicle? I can't find the NMC criteria in the ACE's technical manuals. Does the unit have to replace the missing pads?

SFC M.V.R.

Dear Sergeant M.V.R.,

That depends. If you can get from the motor pool to the job site without damaging roads, you don't need pads. That's the word from the Tank-automotive and Armaments Command (TACOM).

In most soil conditions, the ACE will dig better without pads. However, in muddy clay, the soil will clump up without pads and the ACE will lose traction and digging ability.

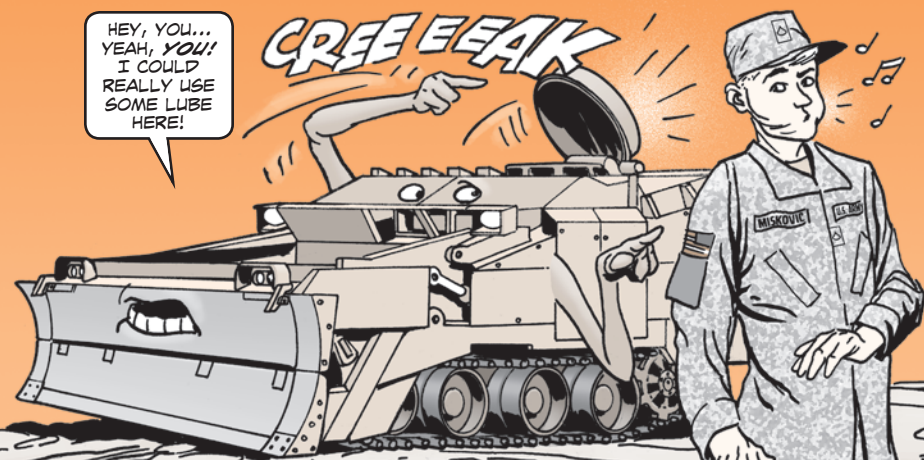
So, if you can get your ACE to the job, or your transporter, without driving it on an improved road, save your pad money. Spend it for other maintenance items.

Half-Mast

Don't Snooze on Hatch Lube

HEY, YOU...
YEAH, *YOU!*
I COULD
REALLY USE
SOME LUBE
HERE!

CREEEAK

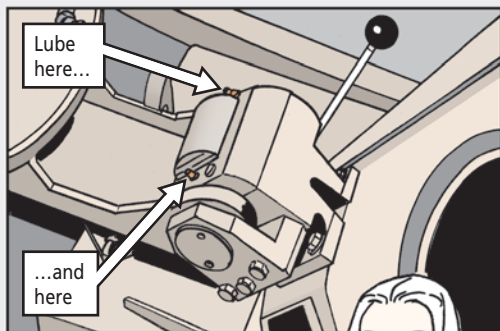


Operators, a lack of lube can cause the earthmover's hatch cover to come crashing down on your head!

Without lube, condensation gets to the hatch hinge assembly's internal spring (cam) causing it to rust. Eventually, enough rust weakens the spring until it breaks.

There are two grease fittings that lube the assembly's internal spring. They're shown in Note 16 of LO 5-2350-262-12. Give each fitting four or five pumps of GMD (grease, molybdenum disulfide) quarterly.

GMD, MIL-G-21164, is missing from the Expendable Supplies and Materials List in TM 5-2350-262-10.

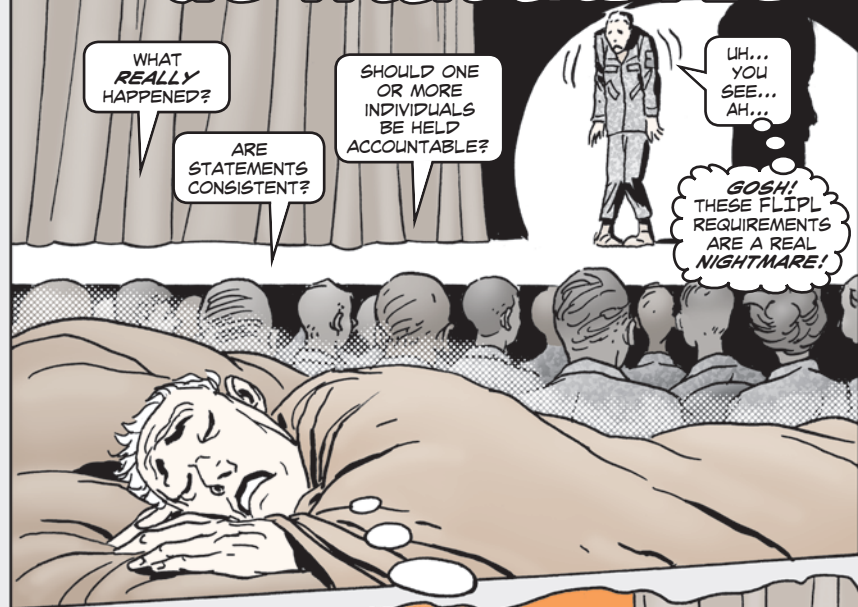


Size	NSN 9150-00-
14-oz cartridges	935-4018
1.75-lb can	754-2595
6.5-lb can	223-4004
35-lb can	965-2003

HERE'S WHAT'S
AVAILABLE...

Training...

Go With the FLO



ONLINE TRAINING IS EFFECTIVE AND POPULAR FOR MANY REASONS!

NOW, YOU CAN BRUSH UP ON FLIPLS AT YOUR CONVENIENCE!



Are Financial Liability Investigation of Property Loss (FLIPL) requirements turning into your worst nightmare? Now, training materials are available online for financial liability officers (FLOs), offering both new and experienced FLOs a terrific resource.

The Financial Liability Officer Orientation (sustainment training) course provides a solid foundation for NCOs (E7 and above), officers and civilians (GS-7 and above) and others who may have to tackle FLO duties.

The course is approximately one hour of multimedia instruction. The interactive format makes learning easier. Plus, referenced Army Regulations (ARs) are tabbed at your fingertips, so you can study the ARs right there.

Most importantly, you'll learn how to correctly conduct and document an investigation from start to finish.

So, take some time to brush up on those investigative skills—and bust the FLIPL blues:

<https://atiam.train.army.mil/>

Note: On the Web site, click the RDL Services tab. Select the radio button Commandant Approved Training, the dropdown type as Courseware and the school as Quartermaster. Choose CD 101-91.

Bonus: If you can't finish the course in one session, your place in the lesson is automatically saved where you stop. You can return later and pick up where you left off.

For more information, contact Winston (Chuck) Mullins at DSN 539-2190, (804) 765-2190, or email:

winston.mullins@conus.army.mil



KEEPING PACE WITH CONTAINER INSPECTION

FAQs You've Asked

CAN'T CONTAIN
YOUR CONTAINER
QUESTIONS?

HERE ARE SOME
ANSWERS TO
HELP YOU SORT
OUT RULES AND
REGULATIONS
ABOUT
CONTAINER
INSPECTIONS.



ACCORDING TO THE *DEFENSE TRANSPORTATION REGULATION (DTR)*, PART VI, CHAP 604, PARA B.2, I CAN BE CERTIFIED AS A CONTAINER INSPECTOR BY TAKING THE AMMO-43 INTERMODAL DRY CARGO CONTAINER CSC REINSPECTION COURSE.

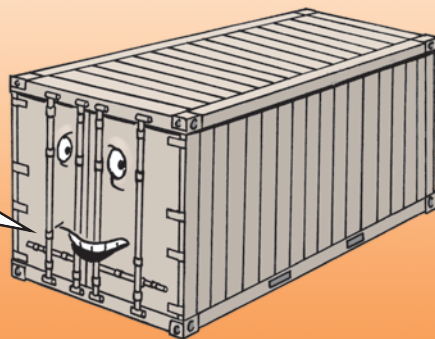
IS THAT **ALL** I
NEED TO DO?

NO. SUCCESSFULLY COMPLETING THE TRAINING COURSE IS ONLY THE **FIRST** STEP IN BECOMING A CERTIFIED CONTAINER INSPECTOR. SEE THE DTR, PART III, APP J, *APPOINTMENT OF HAZMAT INSPECTORS: APPOINTMENT*.

ALL PERSONNEL WHO SIGN CONTAINER INSPECTION FORMS, DA 2404s OR OTHER SERVICE MAINTENANCE SHEETS MUST BE APPOINTED IN WRITING BY THE ACTIVITY, UNIT COMMANDER OR A DESIGNATED REPRESENTATIVE, WHO IS USUALLY THE FIRST O-5 IN THE CHAIN OF COMMAND.

THE APPOINTMENT MUST INCLUDE THE SCOPE OF AUTHORITY AND EXPIRATION DATE. A COPY OF APPOINTMENT ORDERS MUST BE SENT TO THE ARMY INTERMODAL AND DISTRIBUTION PLATFORM OFFICE (AIDPMO).

REMEMBER,
WHEN YOU
CERTIFY
ME, YOU'RE
**GUARAN-
TEEING**
THAT I'M
SAFE TO
SHIP!



MY CONTAINER
INSPECTION
CERTIFICATION
HAS EXPIRED.
DO I HAVE
TO GET
RECERTIFIED
TO PERFORM
PRE-LOADING
INSPECTIONS?

NO. SERVICEABILITY (PRE-LOADING) INSPECTIONS DON'T HAVE TO BE PERFORMED BY A CERTIFIED INSPECTOR, BUT A NON-CERTIFIED INSPECTOR **MUST** BE EXPERIENCED IN DETECTING STRUCTURAL DAMAGE.

THIS INSPECTOR CAN MAKE SURE THAT THE CONTAINERS STILL MEET DOD REQUIREMENTS, AND HAVE NOT BEEN DAMAGED OR CHANGED STATUS DURING STORAGE OR MOVEMENT. SEE MIL-HDBK-1388, *GUIDE TO CONTAINER INSPECTION*, PARA 6.1.2.

IF I HAVE
MORE THAN
ONE CONTAINER
LOADED WITH
EXPLOSIVES ON A
SINGLE RAILROAD
FLATCAR,
DOES ALL THE
AMMUNITION IN THE
FLATCAR HAVE TO
BE COMPATIBLE?

NO. THE AMMUNITION IN EACH CONTAINER HAS TO BE COMPATIBLE, BUT THE AMMUNITION IN ONE CONTAINER DOES NOT HAVE TO BE COMPATIBLE WITH AMMUNITION IN OTHER CONTAINERS ON THE SAME FLATCAR. SEE 49 CODE OF FEDERAL REGULATIONS (CFR), PARA 174.81(G)(2).

IF I HAVE
TO PLACARD
EXPLOSIVES-LOADED
CONTAINERS ON A
FLATCAR, DOES
EACH CONTAINER
HAVE TO BE
INDIVIDUALLY
PLACARDED OR CAN I
JUST PUT FOUR
PLACARDS ON THE
RAILCAR?

GENERALLY, THE PLACARDS SHOULD GO ON THE RAILCAR. HOWEVER, IF ALL THE CONTAINERS ARE INDIVIDUALLY AND CORRECTLY PLACARDED, THEN THE PLACARDS ON THE CONTAINERS ARE SUFFICIENT. SEE 49 CFR, PARA 172.508, PLACARDING AND AFFIXING PLACARDS: RAIL.

To stay current on container news, pop in and check out the Container Inspection Section on the BCKS forum:

<https://forums.bcks.army.mil/CommunityBrowser.aspx?id=1054081&lang=en-US>



It's a hard-boiled fact—the Army must either repair or replace deteriorating or failing equipment to maintain readiness.

But sometimes the choice to repair equipment may not be economically smart. To avoid wasteful repairs, the Army sets maintenance expenditure limits (MELs) on equipment.

A MEL is the maximum dollar amount that can be spent on a one-time repair to return that major item of equipment to its mission capable status.

The MEL is a percentage of the current unit replacement cost for the equipment. The total cost for repair can't exceed the value of the repaired item when it's compared to a like item or equivalent new item.

Note: Although many types of equipment have MELs, you'll find a list of exceptions in Chap 4-6 of AR 750-1, *Army Materiel Maintenance Policy*.

To help you get a handle on MELs, we're sharing a list of the most commonly asked questions.

FAQs You've Asked

ANSWERS COMING UP!

WHERE CAN I FIND THE MEL REPORT?

Look in FED LOG under Folders. Choose Army in the dropdown box and SSNS for the MEL report.

You can also get the MEL report in the Logistics Support Activity's (LOGSA) Logistics Information Warehouse (LIW): <https://liw.logsa.army.mil>

Look under Queries and Reports, Catalog, then select SSN Reports and MEL Planning Information.

HOW DO I FIND THE MEL FOR AN NSN?

First, find the LIN by cross-referencing that NSN in LIW. Under Queries and Reports, choose Catalog and SB 700-20 Search, or under SSN Reports choose MEL Planning Information. A third source for this information is FED LOG. Choose Folders, Army, SSNS and mel.txt. Review the list carefully, because there can be more than one NSN associated with a LIN.

WHERE DO I FIND THE MEL PERCENT-AGE?

In the TB for that item or piece of equipment. If you know the TB number, enter it in the ETMs Online section of LIW and review or download the TB.

If you don't know the TB number, enter "maintenance expenditure limit" in the ETMs Online title search block and scroll down the results list to find the TB. If there is no TB listed for that item, contact the life cycle management command (LCMC) POC for that NSN.



The Standard Study Number System (SSNS) replaced SB 710-1-1 in 2003. The SSNS is the main source for data used in calculating MELs. It's updated monthly.



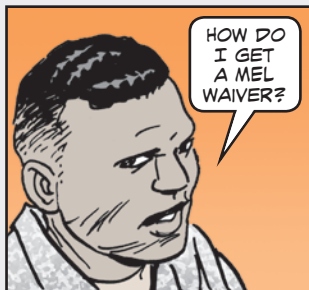
It must have both an active line item number (LIN) published in SB 700-20, a valid National Stock Number (NSN) and be a Class VII major item. If your equipment has these criteria but isn't listed in the current MEL report, contact the item's LCMC item manager.

To find the item manager in LIW, click on [Links](#), [AMC Sites](#), then [AMC Commodity Manager Locator](#) and enter the end item's NSN. Where you see an SOS (source of supply) showing a red "YES," follow that line over to [ANALYST CODE/POC](#). Click on the link for the end item manager's contact information. If no POC is listed, contact the LCMC responsible for managing that equipment.



When referring to the MEL report, the **forecasted MEL price** is the dollar limit authorized for repair of that item. This price was determined by the latest AMC comptroller inflation indices and various database prices for the current fiscal year.

The forecasted MEL dollar value is the price you use for the MEL. If the price of repair exceeds the MEL forecasted value, repair is not authorized. The unit is authorized to turn in that item unless an authorized and signed waiver is granted to exceed the MEL.



Send the item's NSN, LIN and your complete contact information to the MEL monitor at LOGSA. Contact Annette Harris, DSN 645-9600, (256) 955-9600, or email: annette.harris1@us.army.mil





HMMWV Snow Chain Tensioner

To get a 5-ft tiedown cord that easily sets the tension of a snow chain on the HMMWV's tire, use NSN 4020-01-387-3707. This cord eliminates chain slap and the need for metal hooks to hold the chain in place. You'll need a tiedown extender, NSN 3990-01-387-3699, to hold the cord in place.

VRLA BATTERY USAGE

The Army has several valve-regulated lead-acid (VRLA) battery vendors. This chart tells you which VRLA battery to use on your ground equipment:

Battery Type	NSN	Usage
6TAGM (Hawker)	6140-01-485-1472	Most tactical and combat vehicles
6TAGM (BATCORE)	6140-15-180-0587	FMTV
AGM200 Post	6140-01-582-5710	BFVS
AGM200 Stud	6140-01-557-6221	RCV
DEKA 34/78	6140-01-556-4352	OGPK (on HMMWVs and MRAPs)
Optima D51R	6140-01-529-7226	Generators
Optima 800U	6140-01-374-2243	Generators

Apache IETM Wrong on Gun Grease

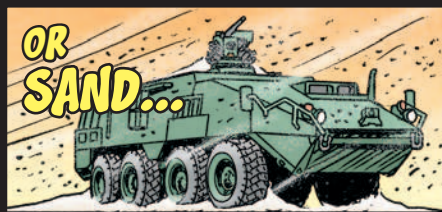
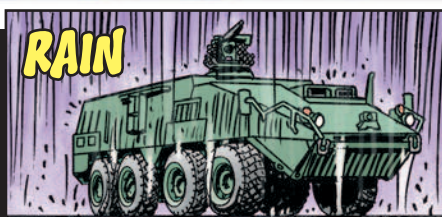
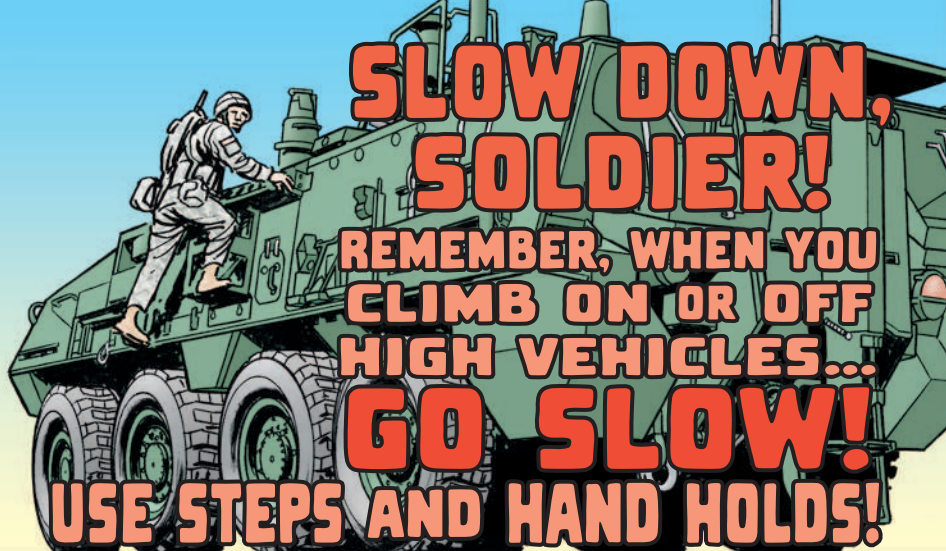
Change 13 (Mar 10) to IETM 1-1520-Longbow/Apache lists the wrong grease for the 30mm automatic gun in these five armament maintenance task tables:

- Gun, automatic, 30mm, remove and install
- Bearings, radial and needle, receiver assembly, vertical drive shaft, repair by remove and install (AVIM)
- Drive shaft, vertical, disassemble/assemble
- Worm wheel gear, repair by remove and install
- Motor, alternating, remove and install

The setup tables tell you to use molybdenum disulfide grease (MIL-G-21164), but you should use aircraft general purpose grease (MIL-PRF-81322), NSN 9150-00-944-8953, instead. If you've already greased the gun with molybdenum disulfide grease, wipe the parts clean and lube them with the aircraft general purpose grease. See TACOM LCMC MA 10-056 for more info.

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

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



...CAN MAKE STEPS

