

Issue 624

PS

November
2004

THE
PREVENTIVE
MAINTENANCE
MONTHLY

TB 43-PS-624

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Public Release;
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Unlimited

LOOKIT *THAT*,
WILLYA? HE'S
COVERED HIMSELF
UP TO CLEAN HIS
RIFLE.

WHAT
A NUT!

YOU WON'T
THINK HE'S SO
NUTTY WHEN
SAND JAMS
YOUR RIFLE!



Remembering What We Have



WHEN HALF-MAST FIRST JOINED THE ARMY FAMILY, SUPPLY REQUISITIONS WERE DONE IN MULTIPLE COPIES USING **CARBON PAPER**. NOW WE USE **COMPUTERS...**



...AUTOMOTIVE MECHANICS HAD TO DIAGNOSE PROBLEMS BY SOUND, SMELL, AND OPERATING CONDITIONS. NOW VEHICLES ARE BEGINNING TO BE FIELD-ED WITH BUILT-IN DIAGNOSTICS.

MANY THICK BINDERS OF MAINTENANCE MANUALS HAVE BEEN **REDUCED** TO TMS ON CD-ROM, AND MANY TMS ARE AVAILABLE ONLINE.

THE ETMS THEMSELVES ARE **EVOLVING** INTO INTERACTIVE SOFTWARE THAT CAN "COMMUNICATE" WITH EQUIPMENT SYSTEMS.

MODULAR DESIGN OF EQUIPMENT AND VEHICLES NOW HELPS MECHANICS AND TECHNICIANS REPAIR EQUIPMENT BY REPLACING COMPONENTS INSTEAD OF WHOLE SYSTEMS.

AND, WHILE THERE ARE STILL DELAYS IN OUR REQUISITIONS, WE REMAIN THE **BEST EQUIPPED AND SUPPLIED** OF ANY NATION'S ARMED FORCES.

WE AT PS ARE SIMPLY THANKFUL FOR ALL THE MAINTAINERS AND LOGISTICIANS THAT KEEP OUR VEHICLES AND EQUIPMENT READY TO FIGHT WHERE WE MUST.

LET'S KEEP UP THE PM FIGHT!



TB 43-PS-624, 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:
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By order of the Secretary of the Army:
PETER J. SCHOOMAKER
 General, United States Army Chief of Staff

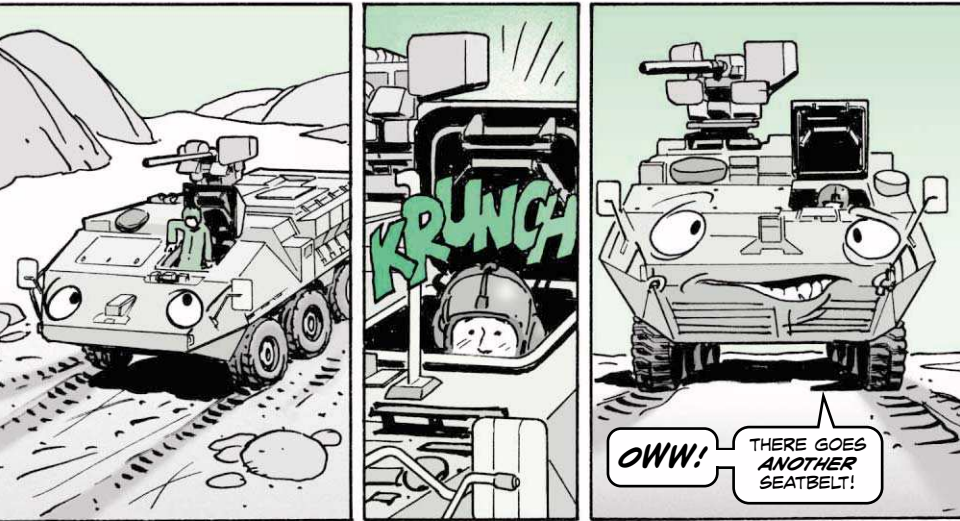
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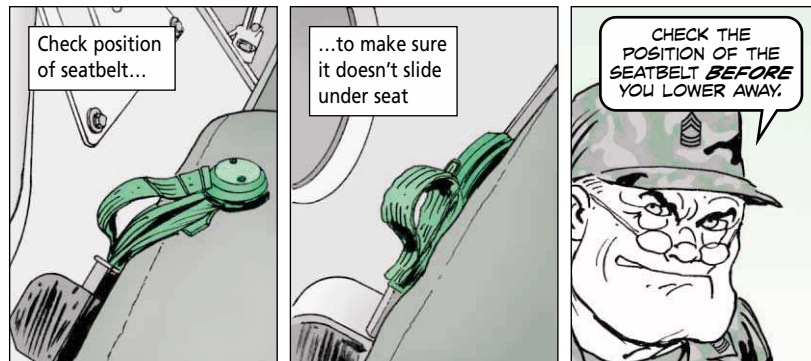
Stryker...

DON'T MAKE A SEATBELT SANDWICH



The driver's seat on your Stryker has a lot in common with a luxury sedan. It has two electronic switches—one for moving the seat forward and backward and another to move it up and down.

Just be careful when lowering the seat. The seatbelt receptacle on your left swivels to any position for extra comfort. If you're not careful, it can swivel all the way under the seat. When the seat goes down—**CRUNCH!**—you've made a seatbelt sandwich.



Stryker...

BEWARE OF THE BATHTUB BLUES!



Time to give your Stryker a bath? You'd better check the environmental cover first or you'll be singing the bathtub blues!

Without the cover, water gets into the engine air intake and exhaust. When that happens, you could blow the pack.

So before you get that hose, grab the environmental cover and secure it in place!

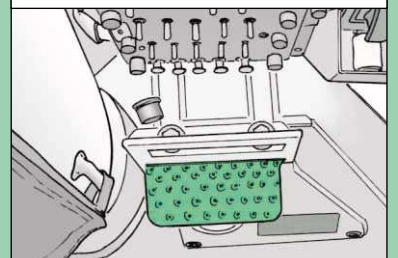


WATCH YOUR STEP!

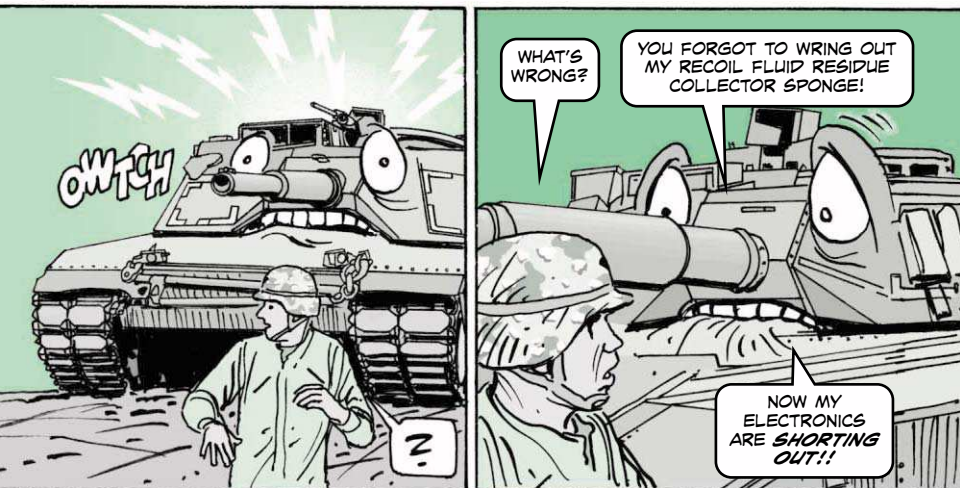
Just like any other combat vehicle, climbing into the driver's compartment of the Stryker is an exercise in caution. There are so many knobs, switches, cables and bulbs that a misplaced foot can't help but do some serious damage.

That's why an entry step is provided in the Stryker. Make the entry step your first step and you'll soon be in your seat with a fully functional Stryker ready to roll.

Step here to prevent equipment damage



PUT THE SQUEEZE ON SPONGE

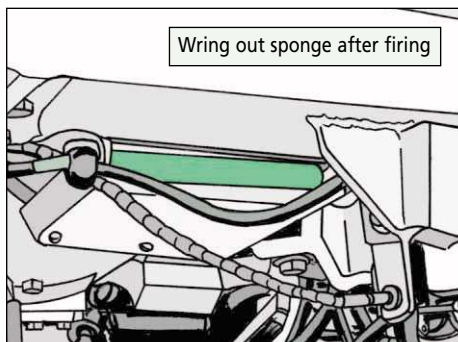


When it comes to problems with random shorts to under-the-breech electronic components, stop wringing your hands and start wringing out the recoil fluid residue collector sponge, tankers.

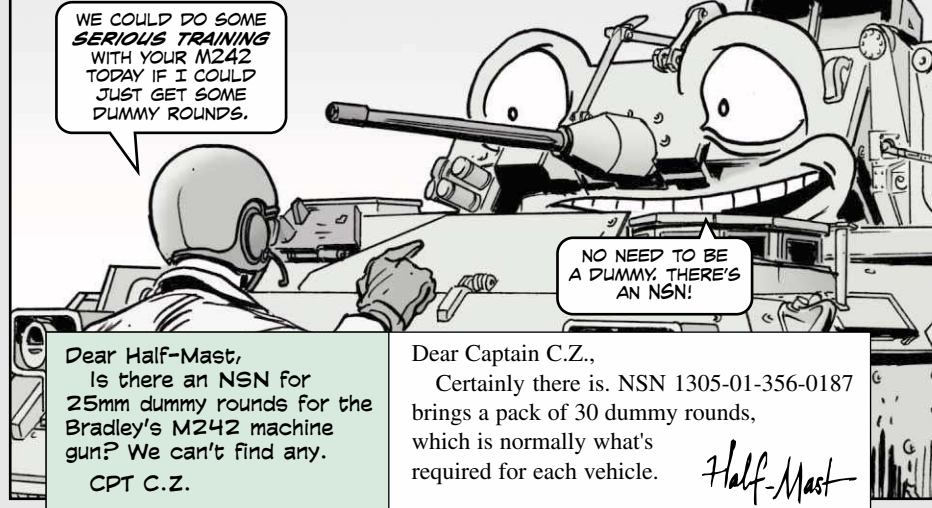
The sponge, which is in the tray under the gun mount, soaks up the excess FRH that leaks out during firing. Nothing wrong with that. In fact, that's completely normal.

However, you're supposed to wring out the sponge into an approved hazardous waste container every day after firing. Otherwise, the fluid overflows and leaks down onto the electronics gear, causing shorts.

It's a simple job that simply doesn't get done often enough. One precaution to take, though. Make sure you're wearing long sleeves, gloves, goggles and a faceshield when you wring out the sponge. FRH contains a chemical which can cause paralysis if it's taken internally. FRH can also be absorbed through the skin, so wash thoroughly with soap and water if you get any on you.



DUMMIES FOR YOUR M242



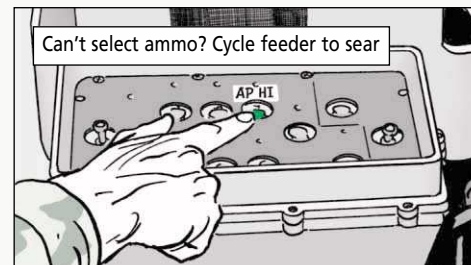
Dear Half-Mast,
Is there an NSN for 25mm dummy rounds for the Bradley's M242 machine gun? We can't find any.
CPT C.Z.

Dear Captain C.Z.,
Certainly there is. NSN 1305-01-356-0187 brings a pack of 30 dummy rounds, which is normally what's required for each vehicle.
Half-Mast

WEAPONS CONTROL BOX BAD? MAYBE NOT

Dear Editor,
Some Bradley units are replacing weapons control boxes when they don't need to. They try to select from HE to AP ammo or vice versa and nothing happens. They think they have a bad weapons control box, so they get a new one.

But if the M242 has had a misfire, the weapons control box may not select. Before you get a new box, remove ammo from the breech/feeder, unhook the ammo chutes, and take off the M242 feeder and use the crank to cycle it back to the sear position. Reinstall the feeder and try selecting ammo again. Sometimes that does the trick.



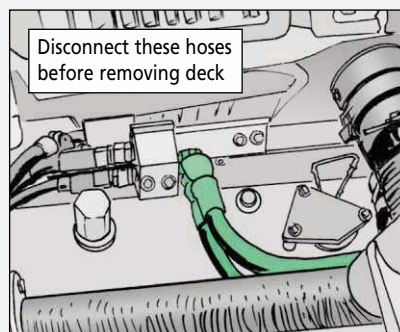
PV2 William Custillo
B Btry, 1/3 ADA
Ft Stewart, GA

(Editor's note: We select your suggestion as a good one, Private. Way to go.)

SHUT DOWN OLD FAITHFUL

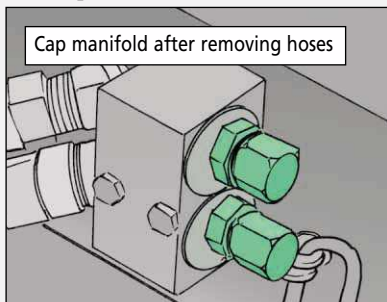


Crewmen, when it's time to pull the back deck on your AVLB, you can avoid a geyser of hydraulic fluid by remembering to disconnect the two hydraulic lines from the holddown manifold.



Forget to follow the TM procedures and the deck will disconnect them for you—the hard way. Then you'll have to explain a massive hydraulic spill to the environmental folks.

Just because you remembered to disconnect the lines doesn't mean you're out of the woods yet, either. Trying to move the AVLB under power will force hydraulic fluid out of the open hold-down manifold. Prevent that mistake by plugging the holddown manifold with tube caps, NSN 4730-00-647-3311.



Then, remember to remove the caps and reattach the lines when putting the back deck in place.

A Real Time Saver

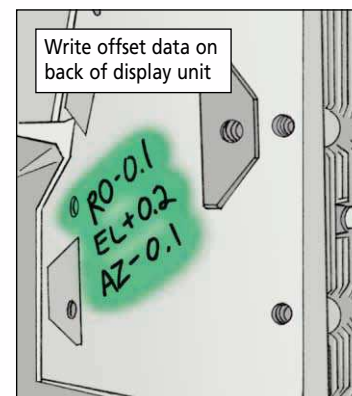


Before you remove the AFCS computer unit (ACU) for repairs, mechanics, write down the offset data. It only takes a couple of minutes and it'll save you a whole bunch of minutes later.

The offset data is needed to synchronize the ACU with the gun. Without the data, you'll have to do a complete fire control alignment test—3- to 4-hour project—after a new ACU is installed.

Retrieve the offset data by going into maintenance mode and checking the bore-sight entry. There you'll find the roll offset, elevation offset and azimuth offset figures.

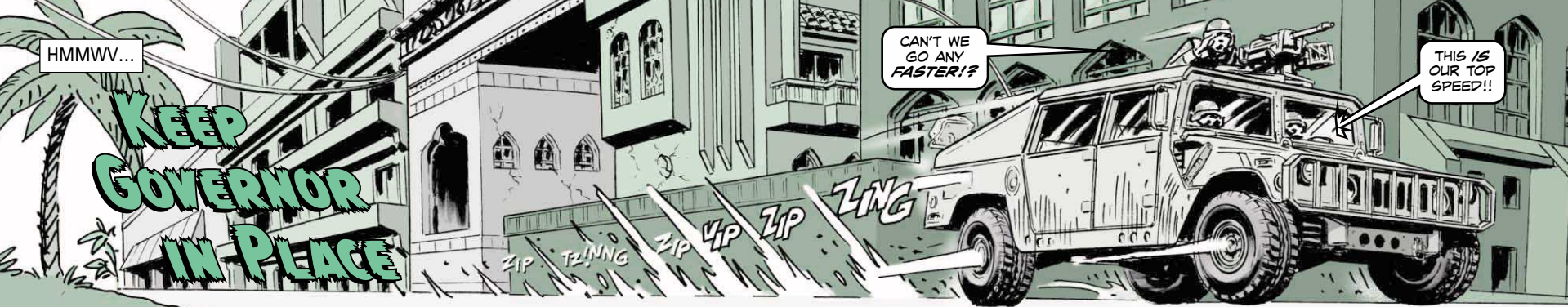
Use a grease pencil to write the figures down on the back of the display unit. That way, the numbers will be handy for entering into the new ACU.



WRITE THE DATA LEGIBLY! IT MIGHT NOT BE YOU WHO HAS TO READ IT LATER.



The offset data should also be entered in the AEPS electronic DA Form 2408-4 gun card system as a non-firing MIS REMARKS entry. That way, if the data on the back of the display unit gets erased or smeared, you still have the info handy.



HMMWV...

KEEP GOVERNOR IN PLACE

CAN'T WE GO ANY FASTER!?

THIS IS OUR TOP SPEED!!

ZIP ZING ZIP ZIP ZIP ZIP

Dear Half-Mast,
 I am currently deployed in Iraq and drive a HMMWV on a daily basis.
 When we come under attack, the engine governor in my vehicle will only allow me to go 55-60 mph. Trust me, that doesn't seem very fast in the middle of an ambush.
 Can you provide me instructions and a list of special tools needed to remove the governor? A little extra speed would be very appreciated.
 SPC J.R.T.

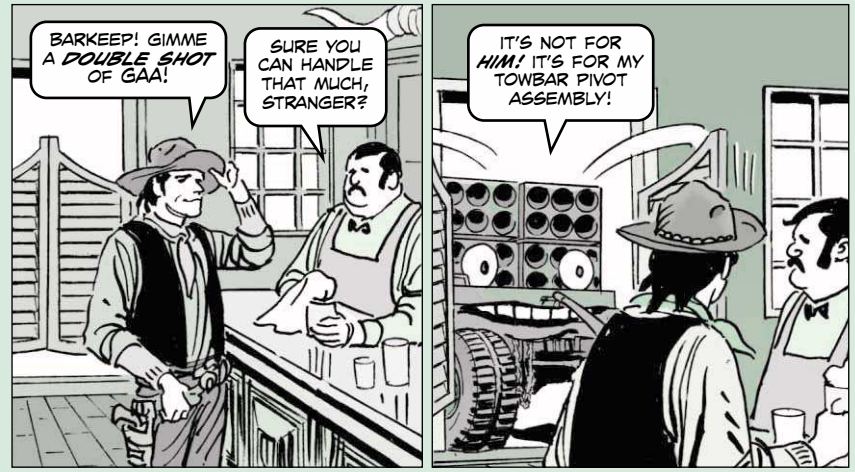


Removing the engine governor on your HMMWV is **not** a good idea. The engine governor is designed to help control engine speed and prevent engine runaway. Not only will removing the governor not result in higher speeds, but it will also damage the engine's bearings, piston rods, and pistons. It can also have a bad effect on belt-driven accessories such as the alternator, power steering pump, and air conditioner. A speed of 55-60 mph may seem slow when the bullets are flying, but it's a whole lot faster than a HMMWV that won't move at all.

Half-Mast

M989A1 HEMAT Trailer...

Belly Up to the Towbar



BARKEEP! GIMME A DOUBLE SHOT OF GAA!

SURE YOU CAN HANDLE THAT MUCH, STRANGER?

IT'S NOT FOR HIM! IT'S FOR MY TOWBAR PIVOT ASSEMBLY!

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NOV 04

Operators, when was the last time you belled up to the towbar and ordered a shot of grease for your HEMAT trailer's towbar pivot?

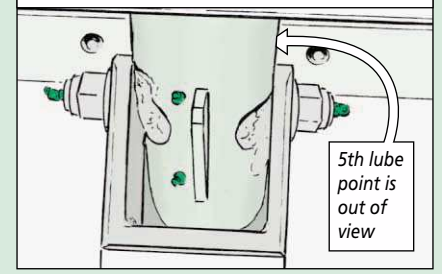
Without regular lube, the old grease solidifies and loses its lubricating properties. That leads to gouging, scoring and rust on the towbar pivot cylinder. Eventually, the towbar won't raise, lower or pivot at all.

Once a week—daily if you're in a dusty or sandy environment—lube all five grease fittings on the towbar pivot with GAA. Continue pumping until you see clean grease seeping out of the assembly. Then wipe off the excess to keep from attracting sand and dirt.

If the towbar pivot won't take any grease, call your mechanic. He'll take apart the assembly and clean out the old, hard grease that's plugging up the works.



Lube towbar pivot at least weekly with GAA



A LITTLE EXTRA CARE IN THE COLD

MAN, THAT TENT HEATER'S GONNA FEEL MIGHTY GOOD TONIGHT!

C-CAN I C-COME, T-T-TOO?



ADD COLD TO WATER AND YOU GET ICE. THAT'S GREAT IF YOU NEED A FEW ICE CUBES FOR YOUR TEA, BUT IT CAN BE **DISASTROUS** FOR YOUR WATER TRAILER.

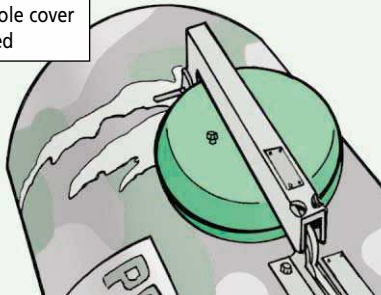
WATER EXPANDS AS IT FREEZES. THAT MEANS THE WATER PIPES ON YOUR TRAILER COULD BURST IF YOU DON'T TAKE CARE OF 'EM. FOLLOW THESE TIPS...

- Place the water trailer in a shelter, especially if the temperature is below 0°F. A warm tent or other shelter that has a field range or other heater in use is best. At the very least, keep the trailer covered with canvas.



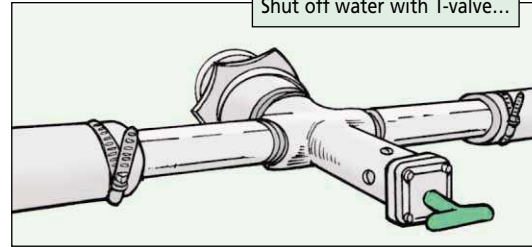
- Always keep the manhole and filler covers tightly closed. That helps keep the cold air out.

Keep manhole cover tightly closed



- After each use, drain the pipes by shutting off the water with the main T-valve in front of the tank. Then open all faucets. Prop them open with a piece of wood. No water, no freezing!

Shut off water with T-valve...



...or pipes may burst



- If you're storing the water trailer, make sure you drain **all** the water remaining inside. Park the trailer on a slight incline so that the water is tilted toward the drain plug. When the water stops draining, don't assume it's all gone. Open the manhole cover and check.

Next, open all the faucets and the main T-valve. That prevents a vacuum in the pipes and lets all the water drain.

Put trailer on incline when draining water



HELP IS HERE!

OUR
HEROES!

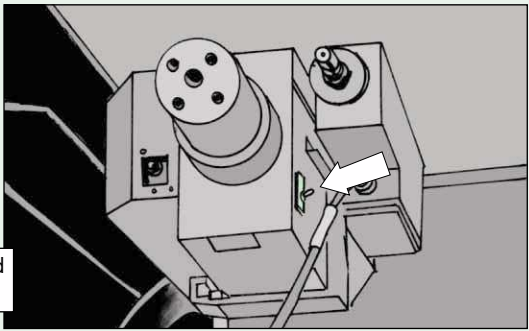


Dear Editor,

We have four suggestions that will help crews keep their Avengers ready to knock down the enemy.

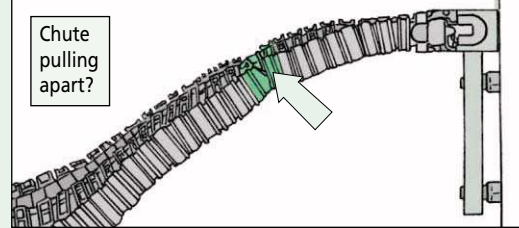
- Check the spring that goes to the lever for the M3P machine gun's remote charger. If the spring is missing, corroded, or weak, the bolt can't be fully pulled forward and the gun can't be fired.

M3P lever spring installed and in good shape?



- Eyeball the M3P feed chute for areas where the links are pulling apart from each other. Once the links start separating, the gun will probably have jamming problems. Tell your repairman. You may need a new chute.

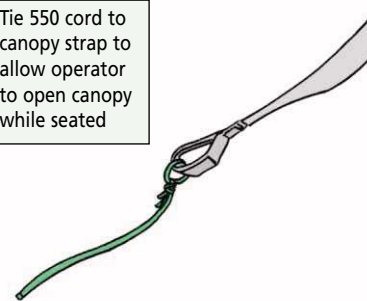
Chute pulling apart?



- Use a training missile to test the missile release latches in the SVML during weekly PMCS. Most crews just look at the latches, but you really can't tell if they work unless you actually install a missile. If the latches don't release, you won't be launching any missiles.

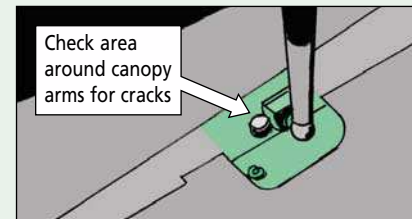
- The principal reason the canopy gets out of alignment and the areas around the canopy arms crack is that gunners don't guide the canopy all the way up. Instead, they let go of the canopy strap because it's too short and the canopy slams open. We solved that problem by tying 550 cord or something similar to the strap to make it long enough so that the gunner can guide the canopy all the way while seated. Just tie the cord through the strap's loop.

Tie 550 cord to canopy strap to allow operator to open canopy while seated



Speaking of the canopy, we find it's a good idea to check weekly for cracks around where the canopy arms attach to the block mounted on the turret wall. Small cracks are easy to fix. But if they become too big, the arms can rip right out. Then you've got a big repair.

Check area around canopy arms for cracks



SSG Guadalupe Perez
SSG Erik Vazquez
C Co, 2/6 ADA
Ft Bliss, TX

(Editor's note: Good job, guys. Your suggestions should fire up Avenger crews.)

YOU CAN BE A HERO, TOO!



ALL YOU GOTTA DO IS YOUR PM!



MLRS Launcher...

I HATE TO THINK WHAT THIS RAIN IS DOING TO MY TRAVEL LOCK ROLLERS AND BLAST DOOR HINGES!

I JUST GOT A GOOD LUBING, SO I'M SINGIN' IN THE RAIN!

A Little Lube'll Do It



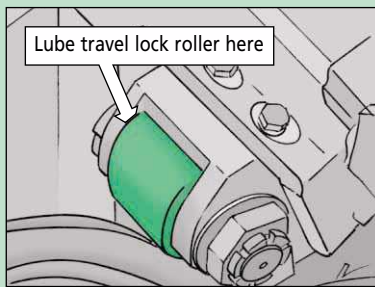
A little lube goes a long way in keeping your MLRS launcher ready, crewmen. Especially when it comes to the travel lock rollers and blast door hinges.

Travel Lock Rollers

Without lube, the travel lock rollers will eventually freeze up. That keeps the travel lock hooks from disengaging.

All it takes to keep the rollers rolling is a few drops of CLP, NSN 9150-01-054-6453, down the sides of the rollers every month and after firing. Turn the rollers with your hand to work in the lube.

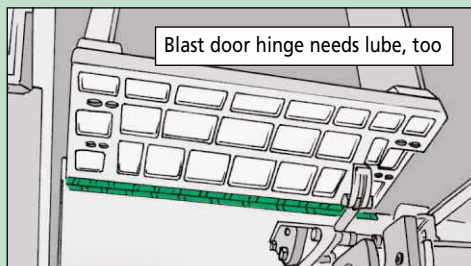
If you notice a rust spot on a roller, rubbing it down with crocus cloth, NSN 5350-00-221-0872, and some oil will make it disappear.



Blast Door Hinges

The blast door hinges also need regular lubing. Without it, the hinges rust and won't open when the rails are extended. The rails bend the blast doors and can break the hinge pin.

Lube the hinges every month and after firing with CLP.

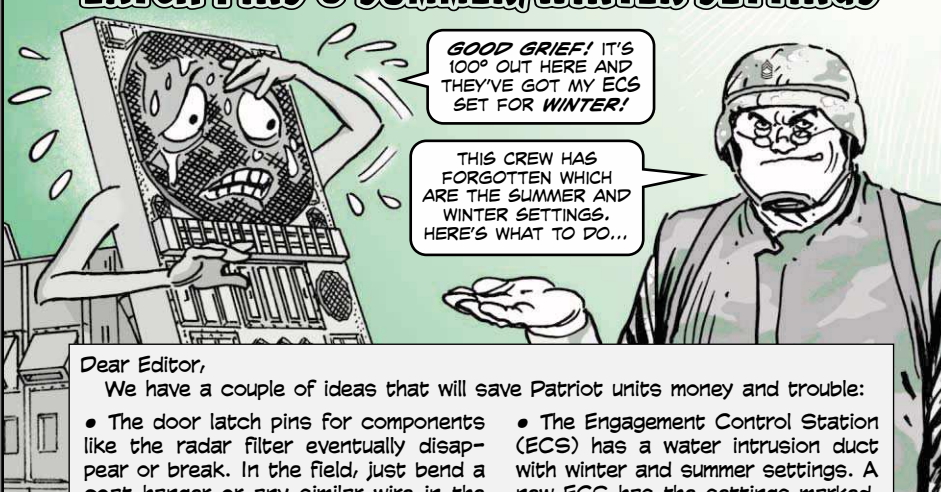


Patriot Missile System...

LATCH PINS & SUMMER/WINTER SETTINGS

GOOD GRIEF! IT'S 100° OUT HERE AND THEY'VE GOT MY ECS SET FOR WINTER!

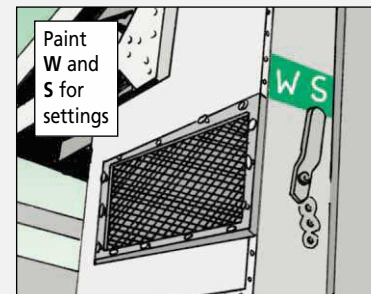
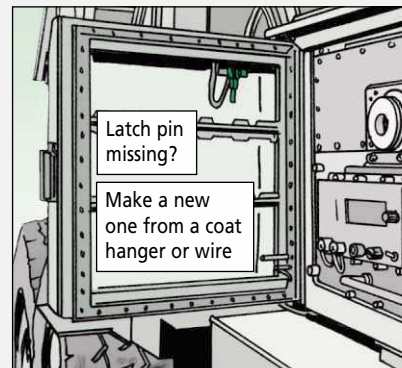
THIS CREW HAS FORGOTTEN WHICH ARE THE SUMMER AND WINTER SETTINGS. HERE'S WHAT TO DO...



Dear Editor,

We have a couple of ideas that will save Patriot units money and trouble:

- The door latch pins for components like the radar filter eventually disappear or break. In the field, just bend a coat hanger or any similar wire in the shape of the latch pin and you're back in business. Just make sure it's around the same thickness as the old latch pin. When you get back from the field, get a new pin fabricated. Use a hanger only as a field fix.
- The Engagement Control Station (ECS) has a water intrusion duct with winter and summer settings. A new ECS has the settings marked. But the first time the ECS is painted those markings disappear. And if it's set for the wrong season, the ECS may get too much moisture in the winter and too much heat in the summer. The solution is to stencil S and W for the settings. When the handle is pushed in, it's set for summer. When the handle is pulled out, it's on winter.



PFC Andrew Gorris, SGT Curtis Yeagar
A Battery, 2/1 ADA
Ft Bliss, TX



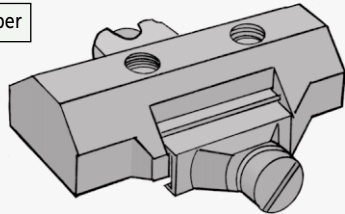
Parts for the AN/PEQ-2A



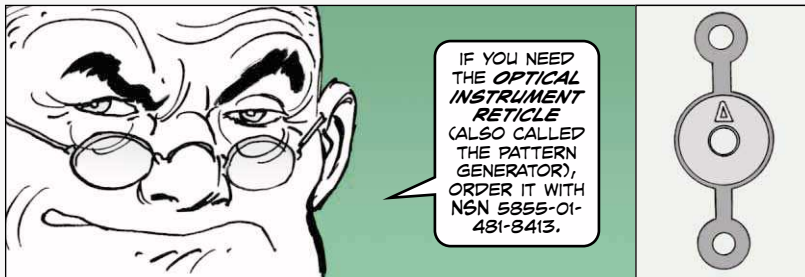
TM 11-5855-308-12&P comes up a little short on NSNs for parts needed for the AN/PEQ-2A target pointer illuminator/aiming light.

To mount the AN/PEQ-2A to a weapon that uses the rail system, such as the modular weapon system, you need the railgrabber, NSN 5340-01-458-0990. The railgrabber can also be used for mounting the AN/PAQ-4B/C laser aiming light.

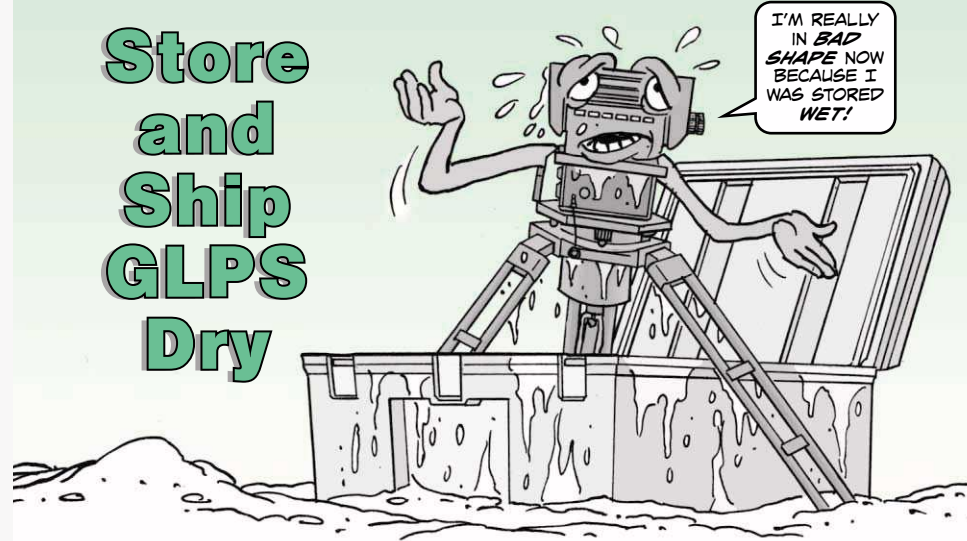
Railgrabber



If the railgrabber is not available in the supply system, the high profile torque limited railgrabber, NSN 5340-01-458-0473, will also work.



Store and Ship GLPS Dry



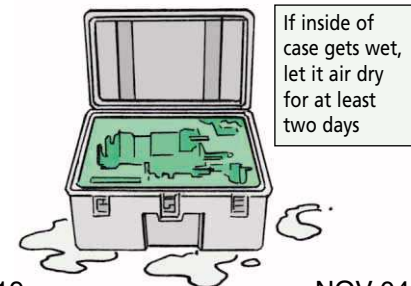
Make sure your gun laying and positioning system (GLPS) is completely dry before you put it in its case for storage or shipment.

The contractor who repairs GLPS is receiving systems suffering water damage. The probable cause is soldiers shutting up wet GLPSs in their storage cases. The trapped moisture causes corrosion and electrical problems.

Before you put a GLPS in its case, wipe it completely dry. The case's inserts soak up moisture. If the case's insides ever get wet, open the case and let it air dry inside for at least two days. Make sure it's completely dry before you store a GLPS in it.

You can get stickers warning against storing a wet GLPS by calling TACOM's Marta Favati at DSN 793-0564/(309) 782-0564 or emailing:

marta.favati@us.army.mil



SANDBAG SAND PROBLEMS



Sand blows in the muzzle and ejection port and stops moving parts from moving. Even worse, sand mixes with lube and forms a scouring powder that grinds up parts. Eventually, parts must be replaced—or maybe the entire weapon.

You can sandbag sand problems, though, if you follow a few rules:

Clean often. That means at least daily in the desert. Even wiping off the outside of your weapon with a clean cloth whenever you have a chance helps. But remember any cleaning that involves taking your weapon apart should be done only out of the blowing sand inside a tent or building. Otherwise, your cleaning won't do much cleaning.



Use rifle covers, muzzle caps, and spare magazine bags as much as possible. Keep the M16/M4's ejection port cover closed and a magazine installed. Cover mounted machine guns.



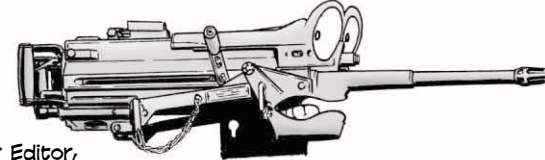
Pay special attention to moving parts like the bolt carrier. Wipe and brush them clean. For areas like the trigger assembly that you're not allowed to take apart, blow out sand.



Clean magazines. Magazines jam with sand. Unload and wipe off ammo daily. Run a clean rag through the magazine. But don't put any lube in magazines or on ammo.

Easy on lubing. Corrosion is not much of a problem in the desert, which means you don't need much lube. Lube can attract sand so you want the outside of your weapon dry. Lightly lube only internal parts.

Confused by MK 19 and M2 TMs?



LET'S CLEAR UP THIS TM CONFUSION!

Dear Editor,

I've found a couple of items in the -23&P TMs for the MK 19 and M2 machine guns that need to be straightened out:

- On Page WP 0050-002 in the MK 19's TM 9-1010-230-23&P it says the armorer should remove the feed pawls, flat spring, headless pins and spring housing. But the SMR codes say that only direct support is authorized to disassemble those items.
- On Page WP 0010 00-18 of the M2's TM 9-1005-213-23&P, Step 9 in the Quarterly PMCS tells the armorer to completely disassemble the buffer tube and backplate assembly. But these are also DS tasks according to the SMR codes.

What's right?

Michael Harvey,
Vilseck,
Germany

(Editor's note: Both the WP pages and SMR codes are correct. The armorer is allowed to disassemble these items to inspect, clean, and lubricate them. But if any of these items need to be repaired or replaced that's the responsibility of direct support. The SMR codes refer only to repair or replacement of an item, not inspections, cleaning, or lubing. Hope this clears things up.)

M16-Series Rifle, M4/M4A1 Carbine...

HOW DO YOU GET BUIS ≡?≡

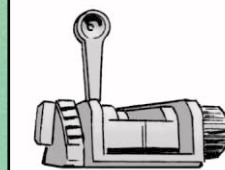
Dear Half-Mast,

We've received the M68 optical sight for our M16A4s and M4/M4A1s, so now we need back-up iron sights (BUIS). But we can't find any info on ordering them. Do you know?

SSG S.D.

SURE DO, SERGEANT S.D. YOU CAN ORDER THE BUIS WITH NSN 1005-01-484-8000.

THE BUIS AND ITS REPAIR PARTS ARE BEING ADDED TO TM 9-1005-319-23&P.



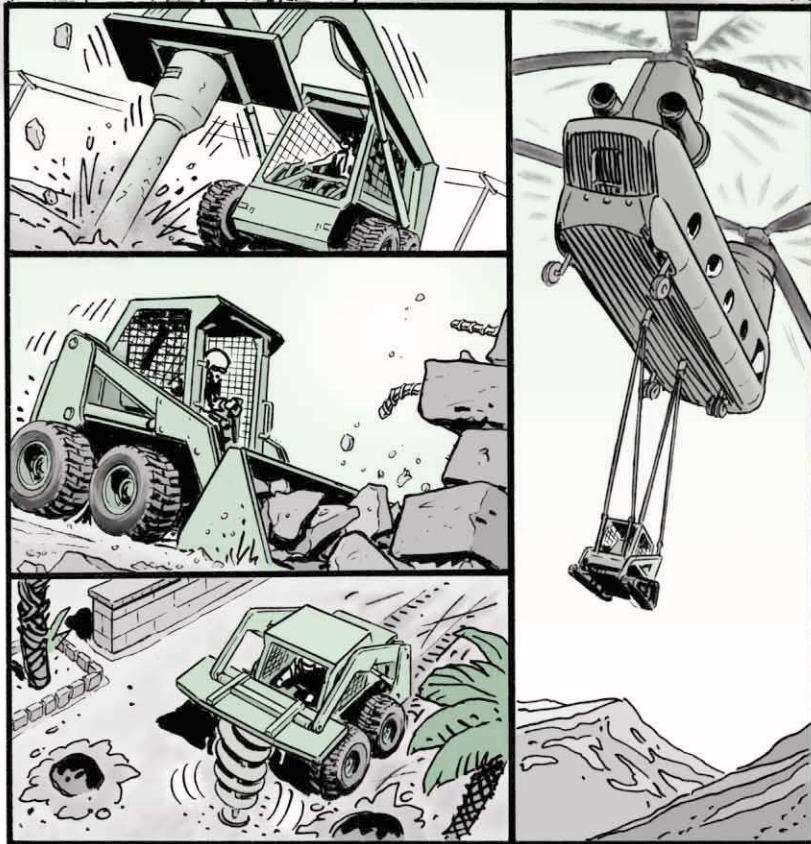
UNFORTUNATELY, THE SIGHT IS IN SHORT SUPPLY AND IT MAY TAKE SOME TIME FOR YOU TO RECEIVE IT.

KEEP 'EM RUNNING



THE COMPACT SCOOP LOADER COMMERCIALY KNOWN AS THE BOBCAT®, HAS A LOT IN COMMON WITH MILITARY VEHICLES.

THAT IS, IT'S GETTING HEAVY USE IN THE SANDBOX!



So to keep the vehicle up-and-running you need these common support items on hand. Make a note of these NSNs until they appear in a scoop loader TM.

Item	Model 763 NSN 3805-01-502-3529	Model S150 NSN 3805-01-515-3766
Oil filter, engine	2490-01-486-5325*	2940-01-486-5325*, PN 6678233 gets a 6-pack 2940-01-447-1786
Fuel filter	2940-01-447-1786	2940-01-447-1786
Air filter, outer	2940-00-192-9182	4330-01-506-6551*
Air filter, inner	2940-01-358-7691	4330-01-506-6549*
Filter, hydraulic	4340-01-441-9360	4330-01-441-9360
Filter, hydraulic (In-line)	Not Available	4330-01-473-3517*
Battery, 12-volt	PN 6674687 PN 6563328 (2 1/2-gal)	PN 6665427 PN 6563328 (2 1/2-gal)
Fluid, hydraulic		PN 6722344 (5-gal)
Propylene glycol	PN 6724354 (concentrate)	PN 6724354 (concentrate)
		PN 6724094 (premixed)
	6850-01-441-3257 (concentrate 5-gal)	6850-01-441-3257 (concentrate 5-gal)
Oil, engine SAE 15W 40	9150-01-422-8750 (5-gal)	9150-01-422-8750 (5-gal)
Oil, engine SAE 10W 30	9150-01-422-8899 (12 quarts)	9150-01-422-8899 (12 quarts)
	9150-01-413-6892 (5-gal)	9150-01-413-6892 (5-gal)
Oil, engine SAE 30W	9150-01-413-6897 (12 quarts)	9150-01-413-6897 (12 quarts)
	9150-01-422-9247 (5-gal)	9150-01-422-9247 (5-gal)
Grease	9150-01-422-9250 (12 quarts)	9150-01-422-9250 (12 quarts)
	9150-01-197-7693 14-oz cartridge	9150-01-197-7693 14-oz cartridge

*NSN or PN not on AMDF. Order on a DD Form 1348-6 from RIC 59C. Use CAGE 1QK63 for the part number items.

IF YOU HAVE A QUESTION ABOUT THESE NSNs OR THEIR APPLICATION, VISIT THE MANUFACTURER'S WEBSITE AT:
<http://www.bobcat.com>



BUCKET PM AGAIN

DON'T FORGET
YOUR BUCKET
PM... OR YOU
SUFFER THE
CONSEQUENCES!



Operators, you can save wear and tear on your excavator's bucket and its hydraulic system by following these parking and traveling rules.

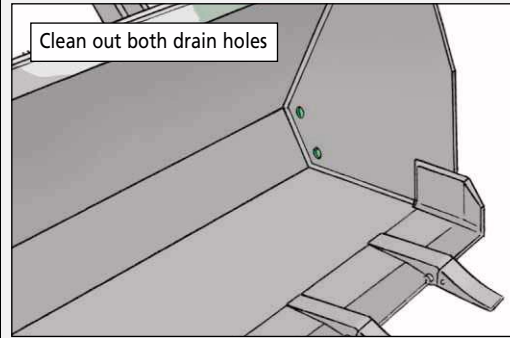
Rest the Bucket

When you park your excavator, lower the bucket flat on the ground.

Resting the bucket takes the weight off the lift cylinders.

Be sure the bucket's drain holes aren't clogged, too. Plugged holes keep water from draining out. Water that sits in the bucket causes rust.

Clean out both drain holes



MAKE SURE YOU
INSTALL THE LOADER'S
TRAVEL LOCKS *BEFORE*
DRIVING THE VEHICLE ON
THE ROAD.



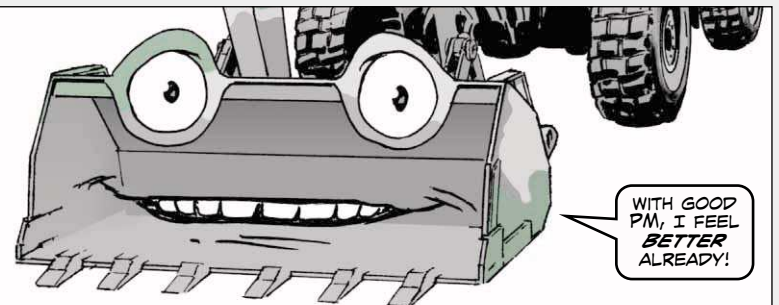
Travel Locks Reminder

The locks hold the bucket in place about a foot above the ground. That way the bucket's weight won't ride on the hydraulic cylinders—which can blow seals or hydraulic lines. Also, close the front loader shutoff valves. When the valves are closed, the bucket won't hit the ground or catch a pothole—a real dangerous situation.

The locks also keep the bucket teeth pointed up and out of the way of ground obstacles.

Pages 2-86 through 2-88 of the TM 5-2420-224-10 tell you how to open and close the shutoff valves, and how to install and remove the travel lock's spring clips.

Travel locks hold
bucket in place



NEED P-U-L-L-?



YOUR UNIVERSAL PULLER KIT, NSN 5180-00-313-9496, WON'T HAVE MUCH PULL IF IT'S MISSING PARTS.

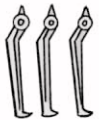
HERE ARE THE NSNs OR PART NUMBERS FOR THE KIT'S PARTS...



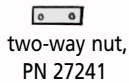
outside jaws, PN 44195



inside jaws, PN 32054



outside jaws, PN 44148



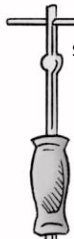
two-way nut, PN 27241



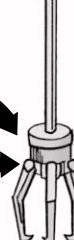
5/16-24 hex nut, PN 10384



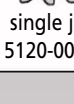
5/16-24 cap screw, PN 22021



shank and tee bar assembly, PN 208627



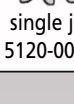
single jaws, NSN 5120-00-340-2010



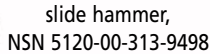
adjusting nut, PN 24545



cross nut, PN 24544



cross arm puller, PN 36578



slide hammer, NSN 5120-00-313-9498



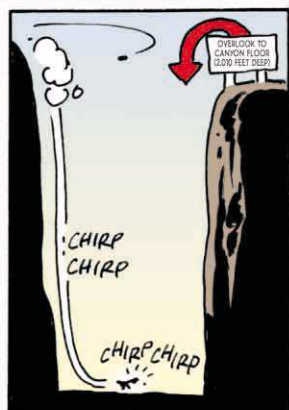
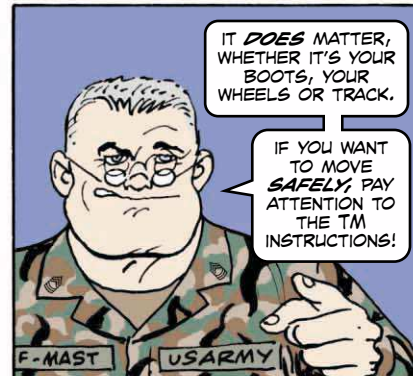
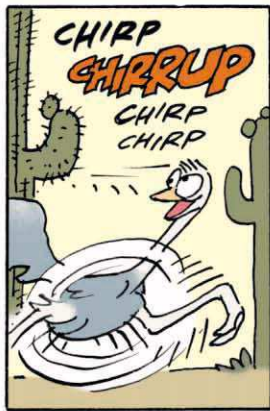
mechanical puller hook, NSN 5120-00-313-9508

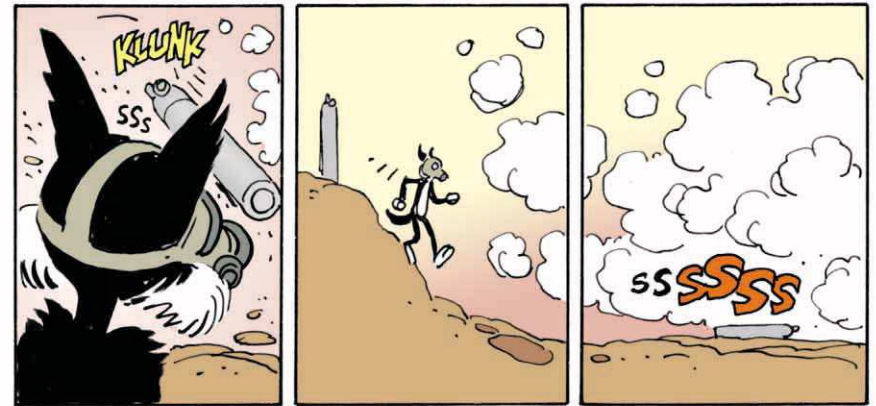
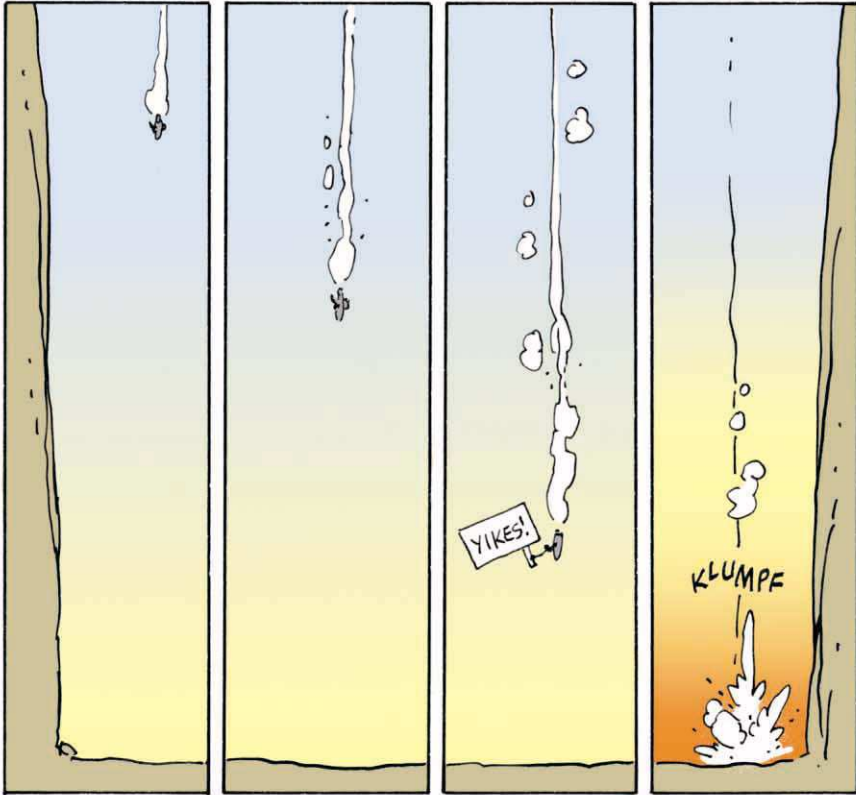


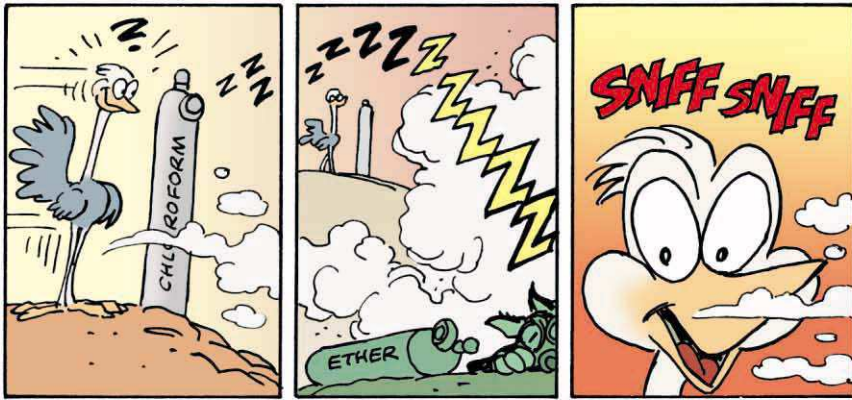
ORDER PART NUMBERS WITH CAGE 45225 AND RIC A35 ON A DD FORM 1348-6 OR DIRECTLY FROM THE MANUFACTURER, SPX CORPORATION, (586) 578-7445, <http://www.otctools.com>

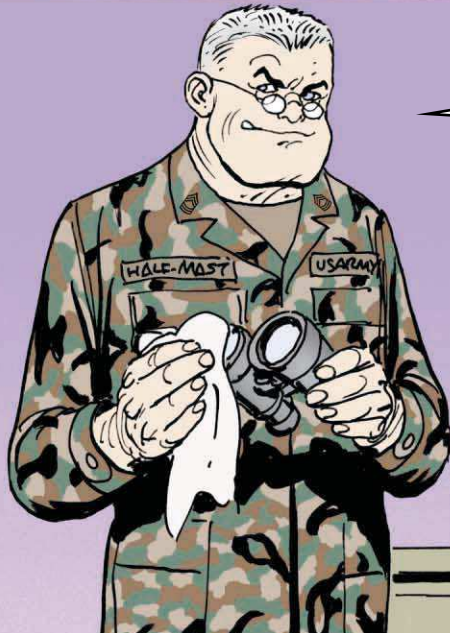
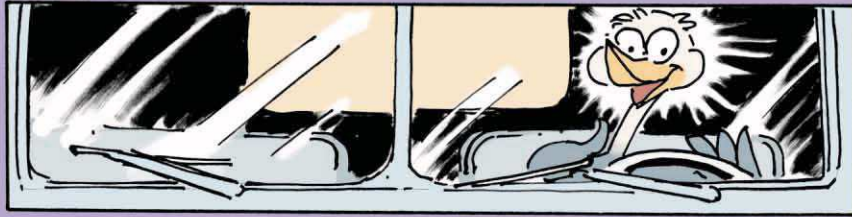
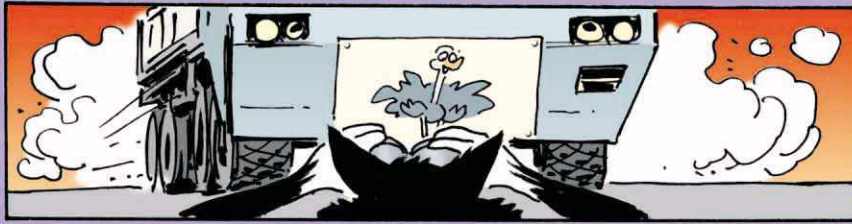
VICTORY BELONGS TO THE SWIFT AND THE PREVENTIVE











YOUR ABILITY TO TRACK THE ENEMY IS **ONLY** AS GOOD AS HOW WELL YOU TREAT YOUR EQUIPMENT.

HOW WELL YOU'RE ABLE TO **SHOOT, MOVE AND COMMUNICATE** DEPENDS ON THE **PREVENTIVE MAINTENANCE** YOU PERFORM ON YOUR EQUIPMENT. SERVICE IT **RIGHT** AND IT'LL SERVE YOU **WELL**.

UH-60A/L...

APU Barrier Air Filters Work Too Well



LOOKS LIKE THIS APU AIR FILTER BIT THE DUST.

YOU'LL BE OK, ONCE WE CHANGE YOUR BARRIER AIR FILTER.

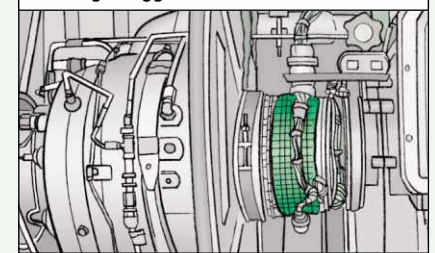
Most of the time, mechanics, when you read PS, it's always some component or item that needs a little T-L-C, extra maintenance or attention to detail.

Well, this time it's changing or cleaning the APU intake barrier air filters, NSN 2945-01-328-9679. You'll need to inspect it more often than the 10 hour/14 day inspection requirements when in a desert environment to solve the problem of a clogged APU.

The APU intake barrier air filter does its job of collecting dust and sand in the desert so well the filter eventually fills and collapses. Then sand and dirt get around the filter and clog the APU.

So take extra filters with you and after every flight make sure you clean them or change them if they're clogged.

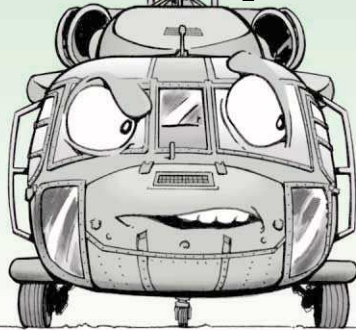
Change clogged APU filter around intake



Too Many Hits

YOUR MISSION'S OVER, BUT YOU **SHOULDN'T** HAVE SLUNG YOUR SEATBELT!

YOU DAMAGED MY AN/ARC-220 LCD PANEL.



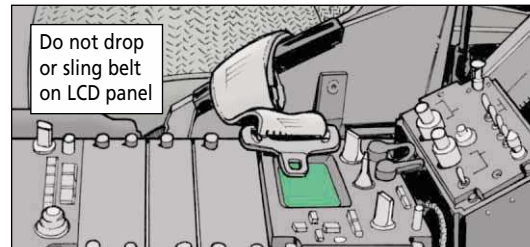
SORRY, I FORGOT TO COVER YOUR LCD PANEL.

Dear Rotor,

Our Black Hawk unit recently received AN/ARC-220 high frequency radios.

After a few months, we noticed small cracks and dark blemishes on some of the LCD displays in the center control panel.

This is the result of careless slinging, dropping and flipping of the seat belt to the left after unfastening the buckle.



Do not drop or sling belt on LCD panel

After too many hits, the LCD panel becomes unreadable. Replacing the ARC-220 high frequency control costs the unit \$5,287, minus the \$2,882 unserviceable credit. We pay a whopping \$2,405 every time the ARC-220 HF radio control head, NSN 5821-01-413-4243, gets damaged.

SSG D. H.
1022 Med Co.
Cheyenne, WY

Dear Sergeant D. H.,

To protect the LCD panel, otherwise called the optical window instrument, and save maintenance costs, order a LCD panel cover with NSN 6650-01-519-9165. That should cover the problem.

Rotor Blade



Place cover on LCD panel for protection

Sand in the Helmet Tracks



SERGEANT... I'VE GOT A-

-STUCK VISOR, RIGHT? I'VE TOLD YOU HOTSHOTS THAT DESERT CONDITIONS WILL REQUIRE YOU TO CLEAN YOUR HELMETS MORE OFTEN THAN THE TM SAYS...

.../IF YOU WANNA KEEP YOUR HELMET TRACKS UNSTUCK!



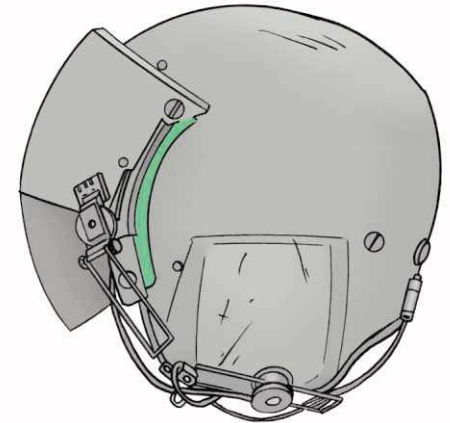
ALSE techs, the HGU-56/P aircrew integrated helmet system (AIHS) visors can get stuck quickly because desert sand clogs the guide tracks of the visors.

Crews can't resist pulling on the helmet knobs to force the visors down. That can break the helmet knobs and then the helmet is NMC until your ALSE shop replaces the visors.

To keep visors operating smoothly, use low pressure air to blow out sand and grit. Or use a pipe cleaner to remove any gunk.

'Course, in a desert environment, helmet PMCS should be done **more often** than what it says in Para 3-3 of TM 1- 8415-216-12&P to reduce stuck visors. It is each soldier's responsibility to clean their visors and do daily PMCS.

Clean helmet tracks more often in desert



ELSE...

GOT MATCHES?



WHAT A TIME FOR OUR HYDRAULICS TO GO OUT!

I GUESS THE RESCUE TEAM WILL FIND US IN THE MORNING...



HURRY UP AND OPEN THAT AMSS KIT AND GET THE MATCHES!

AH... UH...



WHADDYA MEAN THERE AREN'T ANY MATCHES?

ELSE techs, before signing out any aircraft modular survival systems (AMSS) to crews, make sure they've got sufficient matches.

Inspect your AMSS equipment for four boxes of wooden matches, NSN 9920-01-154-7199, in each round plastic container.

Red River Army Depot plans to dispose of 30,000 boxes of matches. They're free—you just pay for shipping cost.

If your AMSS is short, contact Sue Gibson, DSN 829-4946, (903) 334-4946 or fax DSN 829-2328.

Provide her the following information:

- Unit/Ship to (DODAAC)
- UIC
- Phone Number
- PAC
- POC
- Address

Provide funding information for shipping cost only.

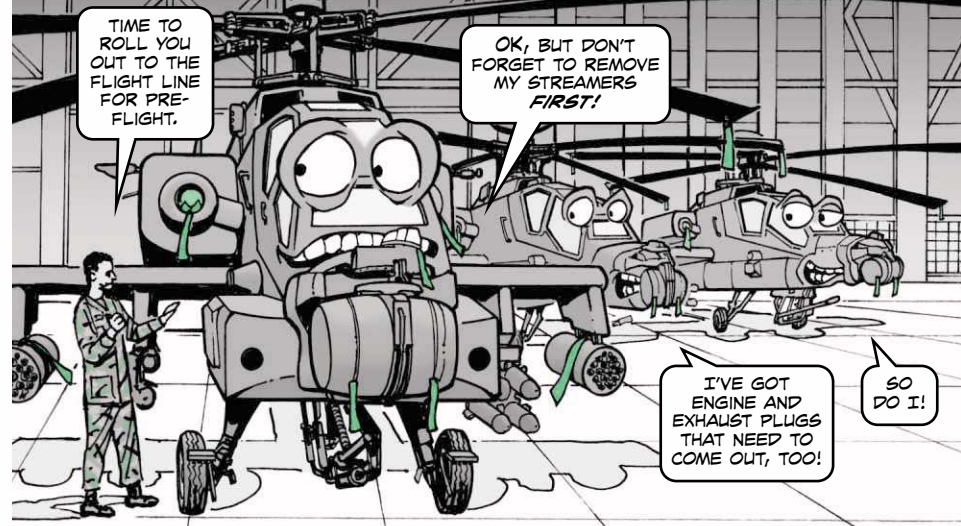
Get your matches now, while supplies last, so you won't be caught with the short end of the match stick.

WHEN RED RIVER RUNS OUT, ORDER MATCHES WITH NSN 9920-00-221-0613, 9920-01-191-3434 OR 9920-01-500-1916.



All Aircraft...

Beware Warning Streamers



TIME TO ROLL YOU OUT TO THE FLIGHT LINE FOR PRE-FLIGHT.

OK, BUT DON'T FORGET TO REMOVE MY STREAMERS FIRST!

I'VE GOT ENGINE AND EXHAUST PLUGS THAT NEED TO COME OUT, TOO!

SO DO I!

Mechanics and crews, there are plenty of places on aircraft that require covers, plugs or something stuffed into them during maintenance or ground time.

Without the red REMOVE BEFORE FLIGHT™ streamers attached to them, however, there's a chance you'll forget to remove them. And that could cause accidents and FOD.



REMEMBER THE OLD SAYING, "DON'T LEAVE HOME WITHOUT IT?" WELL, IN THIS CASE, DON'T LEAVE HOME WITH THEM!

BE SURE ALL "REMOVE BEFORE FLIGHT" OR "REMOVE BEFORE ENGINE TEST" STREAMERS HAVE BEEN REMOVED.

WHEN YOU NEED NEW STREAMERS, HERE ARE SOME YOU CAN USE.

- Get a 30-in vinyl streamer (REMOVE PIN BEFORE FLIGHT) with NSN 8345-00-995-7806.
- Get a 24-in nylon streamer (REMOVE BEFORE FLIGHT) with NSN 8345-00-673-9992 or NSN 8345-01-074-9053.
- Get a 24-in cotton streamer (REMOVE BEFORE FLIGHT) with NSN 8345-00-181-3951.
- Get a 24-in nylon streamer (REMOVE BEFORE ENGINE TEST) with NSN 8345-01-332-5791.

12 COMMO TIPS: PREVENT THE FROZEN CHOSEN

1) Carry small batteries inside your clothes to keep them warm. Reactivate cold-soaked batteries by warming them under your clothes.

2) If a radio set must be set up outside, put it in a sheltered place. A wind block, like a lean-to, helps keep sets away from direct exposure to cold air.

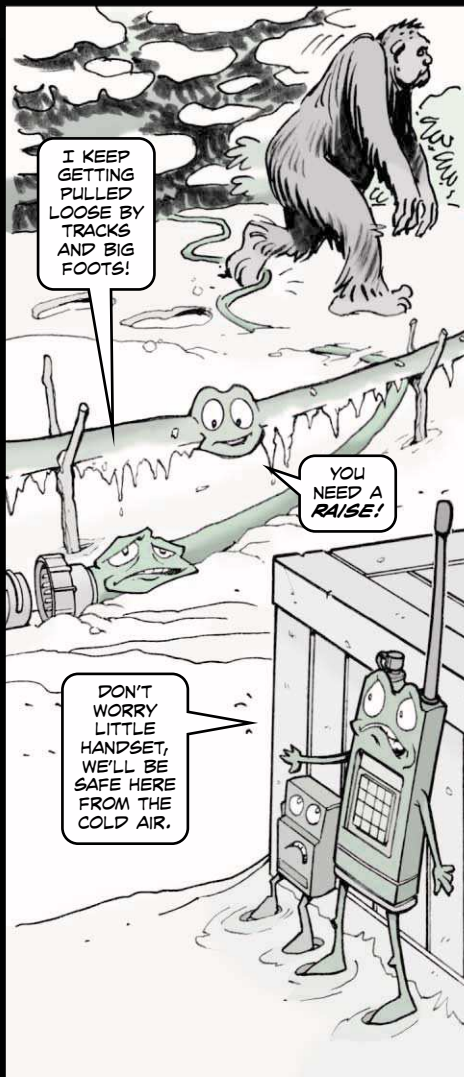
3) Raise cables above the ground to keep them from freezing to the ground. Use poles or tree limbs to raise the cables.

If you can't get cables off the ground, keep them out from under the snow. Pull them free after every snowfall. A cable hidden under snow is hard to find except when it's pulled loose by a big foot or run over by a track.

4) Check antenna systems often and remove snow, ice or slush that might diminish your signal or create a "falling ice" hazard.

5) Put frost shields over microphones. If you don't have a shield, or your handset doesn't have a place to fit one, a piece of plastic—like a battery bag—will do the job.

6) Remove all snow, ice, water and dirt from cable connections before connecting them. You'll get a poor connection or broken connectors, if you don't.



7) Rubber and rubber compounds become stiff and brittle as temperatures plunge. In cold weather, cables and wire should be flexed slowly and carefully to keep them from cracking and breaking.

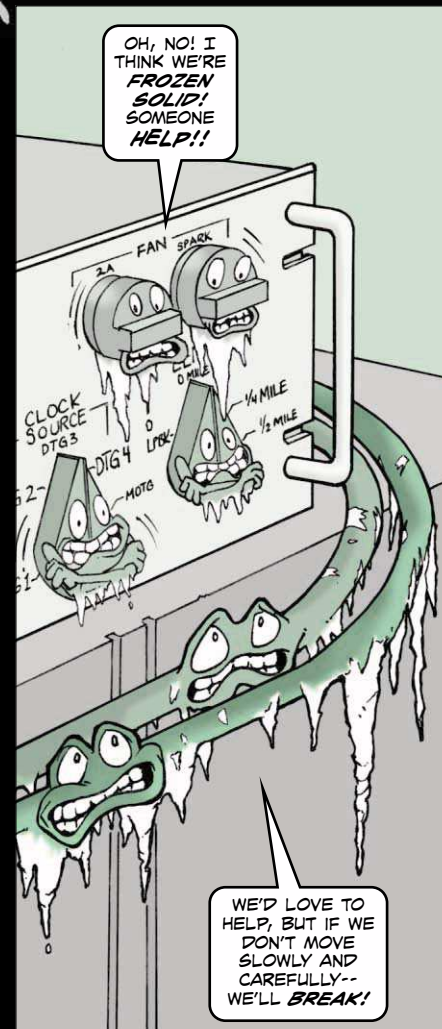
8) Lube, but don't over-lube. Lubricants can get stiff in cold weather and fail to do their job. One key to lubing in the cold is frequent checks to make sure lube hasn't gotten stiff. Another key is frequently applying lube. Use lighter lubes, too!

9) Plugs, jacks, keys, shafts, bearings, dials, and switches can malfunction due to contraction of metal parts in extreme cold. Check them often and keep them warm and clean.

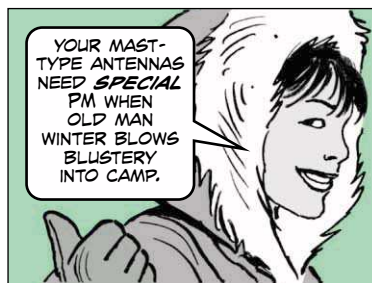
10) Make sure all motors and fans run freely. Snow and ice build-up can shut down a critical fan and kill a much-needed motor.

11) Make sure all knobs and controls move easily. Stiff controls might indicate a frozen moisture problem.

12) Any equipment that generates heat during operation will "breathe" or draw in cold air as the equipment cools. If heated equipment is brought into contact with extremely cold air, the glass, plastic and ceramic parts may break. So give hot equipment time to cool down before taking it out of a shelter into the cold.



WITHSTANDING THE COLD



Frozen ground makes it tough to drive in a guy stake. So cold-weather stakes may be just what you need to make the going a little easier. Get the GP-101 cold-weather stake with NSN 4030-00-187-5265.

But you have to watch those cold-weather stakes. They're slimmer, so they don't hold as well when the ground thaws. Keep an eye on them during warming days.

If you're in an extreme cold and frozen situation, mountain pitons are excellent anchors for guy ropes. There are a variety of types under FSC 8465 and supplied by GSA.

In addition, in extreme cold ropes can freeze to the ground and to guys tied to these anchor ropes. Wear gloves and take your time when handling them.

If even cold-weather stakes fail, tie your rope to something sturdy, like a tree or pole. In any case, never use fewer guys than your TM calls for. If you use less, your antenna may end up on the cold, hard ground.

Grease the Joints

To keep your antenna joints from freezing up, just add some lube. A little dab of silicone will usually do the trick.

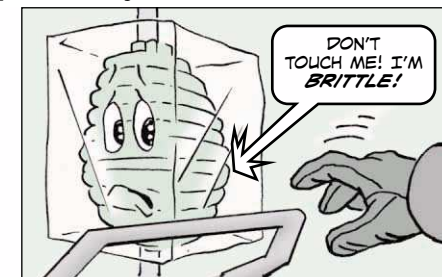
You can get an 8-oz tube with NSN 6850-00-880-7616.

Clean the mating surfaces inside and out before applying the lube.

Keep Bowl Dry

Water collects in ceramic bowls during warm weather. When a cold snap hits, water can turn into ice. That can crack the glass. Also, the freezing temperatures make the glass more brittle. So handle it carefully.

Once you've wiped the bowl clean and dry, reach for your tube of silicone again. Seal the insulator before you join the two halves.

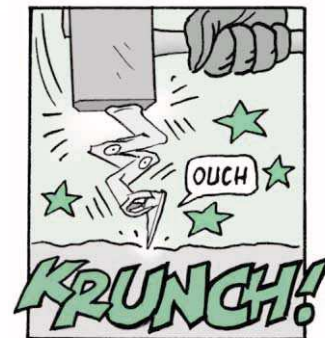


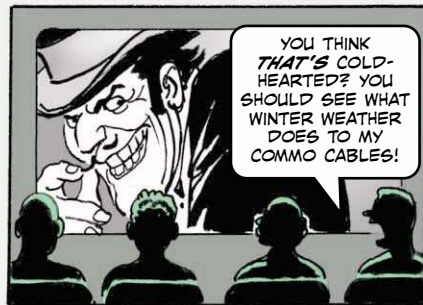
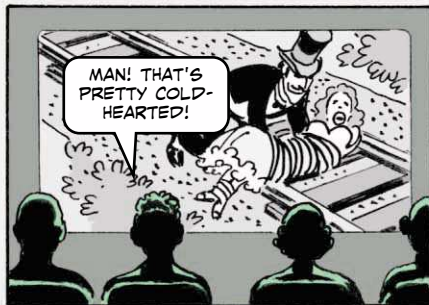
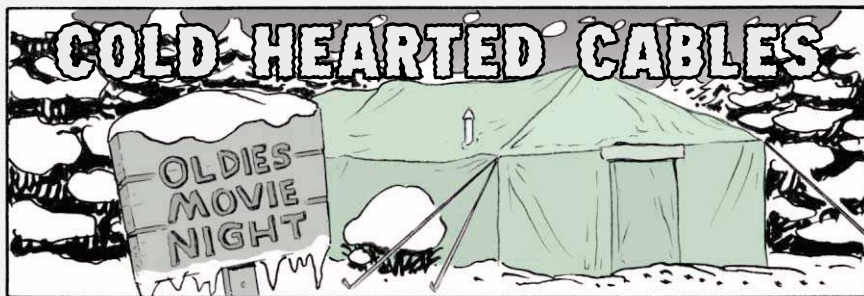
Cable Care

Your RF cables need special handling during cold weather, too. Insulation becomes brittle and can break. That can damage delicate wiring inside and also let moisture in.

Protect the cable by taping it to the antenna. That keeps it from being whipped by the wind.

Normal tape loses some of its staying power in sub-freezing temperatures, so use cold-weather tape, NSN 5970-00-723-5413.





Extreme cold is brutal on field and telephone cable. Insulation turns stiff and brittle. It cracks and breaks open if cables are handled too roughly. Once that happens, moisture seeps into the wire conductors and causes a short.

Certain places on a cable are especially vulnerable to cracking in the cold. These include field ties and splices, and kinks and crimps in the line.

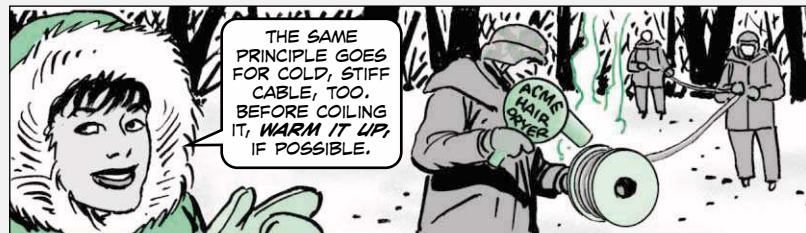
Low temperatures also shrink and stiffen wire conductors, making them more liable to break.

Not only is cold cable more likely to crack, it's also stiff and harder to handle. A reel of cable may even freeze into its coiled shape.



The remedy for cold cable is a warm shelter and careful handling. Together they protect cable from damage and make it easier to control.

Take tightly coiled cable, unwind it into bigger coils, and store it where it's warm before taking it out in the cold. That'll reduce the risk of a pinch or break.



And don't forget to handle cold cable carefully. Slow and easy is the way when you pay out, reel in or flex cable. That helps to avoid cracking the insulation.

If you have to splice or repair cable, use cold weather tape, NSN 5970-00-723-5413, which comes in a 108-ft roll. This tape holds fast in cold weather and can be used without being warmed up. Most other friction and rubber tapes don't hold as well in extreme cold.

One more reminder: Metal connectors and receptacles shrink in the cold, making cable connections stubborn. Here again, take care when you hook up or unhook cables. Rough stuff just invites damage.

Generators...



KEEP YOUR GENERATOR ON THE JOB DURING COLD WEATHER BY GIVING IT A HELPING HAND.

HERE ARE FIVE THINGS YOU CAN DO...

- 1** The generator set and the area around it should be free of ice and snow. Pay particular attention to the fuel tank cap and filler neck where snow and ice can become water in your fuel.
- 2** Keep fuel tanks full to protect against moisture, condensation and accumulation of water.
- 3** Drain and service fuel filters frequently to remove water and prevent freezing.
- 4** Keep batteries well-charged and free from corrosion. If possible, remove the batteries when not in use from the generator and store them in a heated area.
- 5** Do not bend or kink wiring that may have become brittle in the cold. Make all connections with care.

HOW TO GET UNUSUAL JSLIST SIZES



If you're a soldier who has slightly unusual measurements—maybe you're quite tall and slender—you may have trouble finding JSLIST (joint service lightweight integrated suit technology) garments that fit.

JSLIST jackets and pants are ordered separately, which has helped take care of many soldiers who have unusual builds: a short soldier with a stocky build can order a larger coat, for example. But the Army can't stock every possible size variation. That's where special measurements come in. They ensure all soldiers can be properly fitted with JSLIST.

The first step in finding a JSLIST garment that fits is get yourself measured using the guidance in JSLIST's TM 10-8415-220-10. Then check out the JSLIST size charts to see if you can order a jacket and trousers that fit. Size charts and size NSNs are found on Pages 48-49 in PS 617 (Apr 04). You can access the story at

<https://www.logsa.army.mil/pubs/psissues/617/617-48-49.pdf>

No luck? Then you need to special order a JSLIST jacket and/or trousers. Go to the special order section of your local military clothing sales store and have them measure you. Record the measurements on a DD Form 358 (for men) or DD Form 1111 (for women). These forms are at

www.usapa.army.mil/pamdocs/pam2530_main.htm

Then fill out a DD Form 1348-6.

The JSLIST jacket or trousers must be ordered from Defense Supply Center-Philadelphia (DSCP).

Contact DSCP's Ellen Henning at DSN 444-2482/(215) 737-2482 or email ellen.henning@dla.mil for instructions or if you have any questions. Forms can be faxed to DSN 444-3163/(215) 737-3163.

Normally a soldier should order four JSLIST suits: two to be kept by his parent unit and two to be kept in sustainment stock.

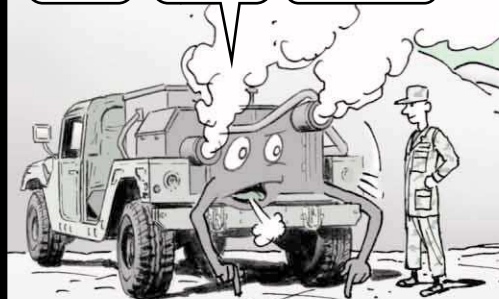
Usually, it takes 30-45 days for a special order JSLIST to be made and shipped.



M56 Smoke Generator...

One Way Not To Stop Smoking

NO, YOU DON'T UNDERSTAND!
I DON'T WANT TO STOP SMOKING!
THAT'S WHY YOU NEED TO FOLLOW THIS SUGGESTION.



Dear Editor,

Here at the Ft Leonard Wood Directorate of Logistics we've come up with a troubleshooting tip that may save units much frustration with their M56 smoke generators.

If you get OVERTEMP or OVER/UNDER SPEED warning lights when you try to start the M56, make sure the vehicle ground wire is connected to the HMMWV's frame. Sometimes it's left unhooked after maintenance. It's behind the starter and battery box.

Bill Holloman
Bobby Miller
Leon Offutt
DOL
Ft Leonard Wood, MO



Family of
Space
Heaters...



It's one of those freezing winter nights when the sky's swept crystal clear and the air feels like needles pricking your skin. But you don't mind. You're snug inside your tent with an arctic space heater or an H-45 space heater up and running on liquid fuel.

You've settled into a cozy sleeping bag and are drifting off to sleep when suddenly the heater starts running rough. Smoke starts coming out of the heater and the top of the stack.



You've just come face to face with a problem known as **overfiring**. That's when the heater gets more fuel than it can burn. At the same time, it may not be getting enough air. Not only will it throw off black smoke and run rough (also known as pulsing), but the top and sides may glow red. The flame will have an orange color as seen through the sight glass on the heater lid. Eventually, overfiring leads to metal flaking of heaters and stacks, destroying them before their time.

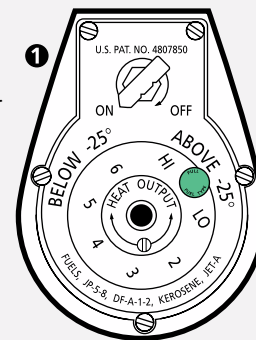


Adjust Fuel Flow



PUT A **STOP** TO OVERFIRING BY MAKING THESE ADJUSTMENTS TO THE FUEL FLOW CONTROL VALVE...

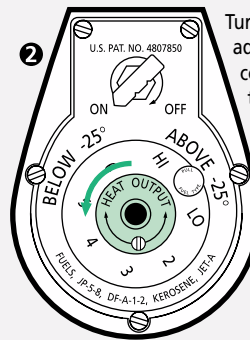
Set fuel selector control to proper setting



1. Set the **fuel selector control** to the proper setting for outside temperature and the type of fuel being used. This adjusts the valve to match the viscosity of the fuel so that the correct amount flows to the burner.

Never turn the fuel selector control to a temperature setting that's lower than the outside temperature. You'll cause more fuel to flow to the heater than it can burn. The result is overfiring.

2. Adjust the **fuel flow adjustment knob** to further regulate the amount of fuel to the burner. Turn the knob counterclockwise to a lower setting. That will reduce the flow until the flame is light yellow or white (the desired color) and the heater stops smoking and pulsing.

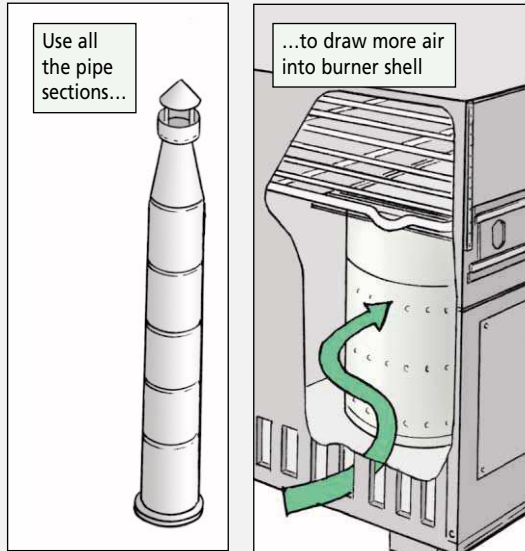


Turn fuel flow adjustment knob counterclockwise to reduce fuel flow

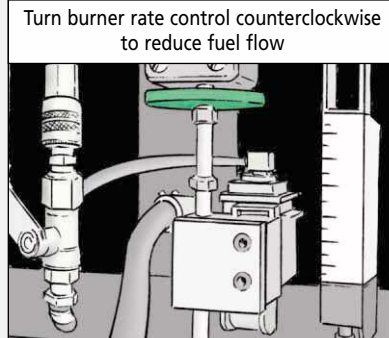
Keep Air Flowing

To prevent overfiring, you also need to make sure the heater has enough air. The best way to do that is to use **all** the pipe sections when you put together the heater's exhaust stack.

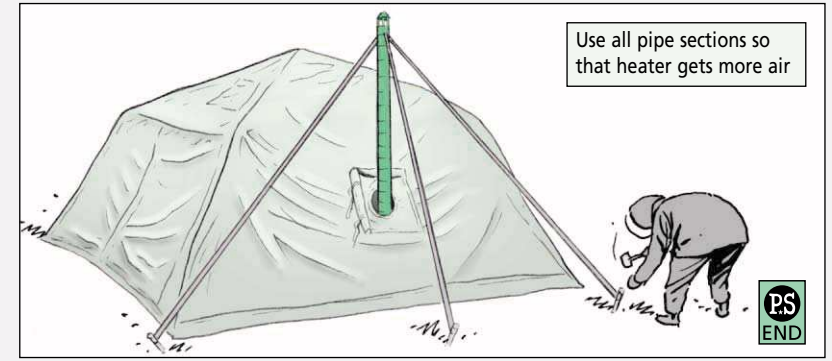
You see, overfiring isn't just a problem of the heater getting too much fuel. It's also a matter of getting too little air. Fuel can't burn completely without adequate air. By using all the pipe sections, you create more suction in the stack, which draws surrounding air into the heater's burner shell.



Unlike the arctic heater or the H-45 heater, the small heater doesn't have a fuel selector control or a fuel flow adjustment knob. But it does have a single burner rate control that regulates the amount of fuel flowing to the burner. If your heater overfires, turn the burner rate control counterclockwise. That will lower the height of the float bowl and reduce the fuel flow until the flame is light yellow or white and the heater stops smoking and pulsing.



Like the arctic or H-45 heater, the small heater also needs plenty of air to keep from overfiring. So use **all** the pipe sections when you put together the heater's stack.



BRIEFLY NOTED...

Carabiner NSNs

If your unit does rock climbing or rappelling, you use carabiners. You'll find a variety of them listed in the FED LOG—that is, if you know where to look. Three separate searches will net all the carabiner NSNs you'll need. Search by item name using the following terms:

- carabiner
- snap link, mountain piton
- snap link, rappeller

Remember to read the characteristics data before you order. That way you'll make sure the item meets your requirements.

Threaded Ends for Water Hoses

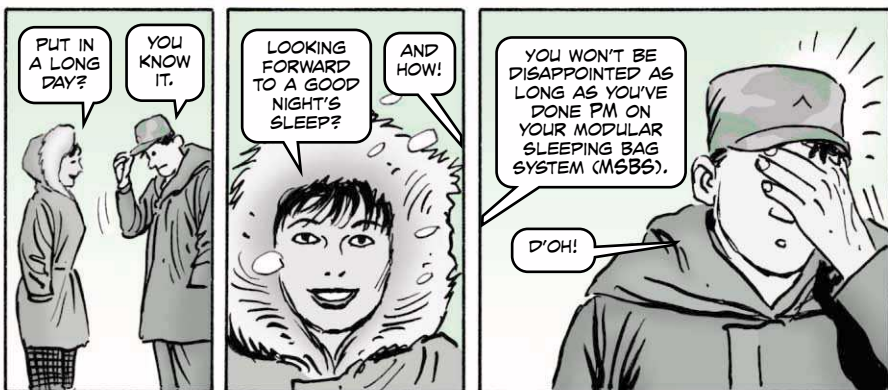
The Army doesn't stock replacement threaded ends for water hoses. But you can order them at the GSA Advantage website at <https://www.gsaadvantage.gov>

Just do a search on "garden hose parts" for a run-down of what's available. The threaded ends are described as brass hose repair couplers and mender. You'll find male and female couplers in 1/2-in, 5/8-in and 3/4-in sizes.

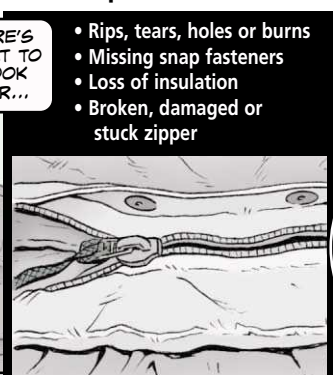
Flashlight Focus

If your two-cell, fixed-focus flashlight is too puny for maintenance in the dark corners, order a foot-long, water-resistant, adjustable-beam, three-cell, krypton-bulb flashlight with NSN 6230-01-247-7549. Use NSN 6240-01-441-8368 to get a replacement bulb.

BEDTIME STORY



Inspection



- Rips, tears, holes or burns
- Missing snap fasteners
- Loss of insulation
- Broken, damaged or stuck zipper



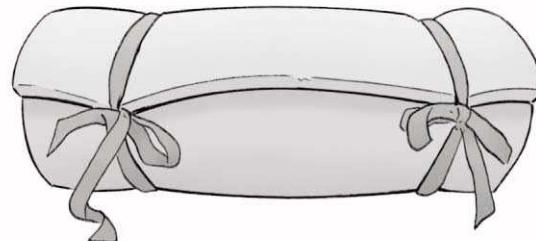
HERE ARE SOME IDEAS TO HELP YOU CARE FOR YOUR MSBS AND KEEP YOU COZY...



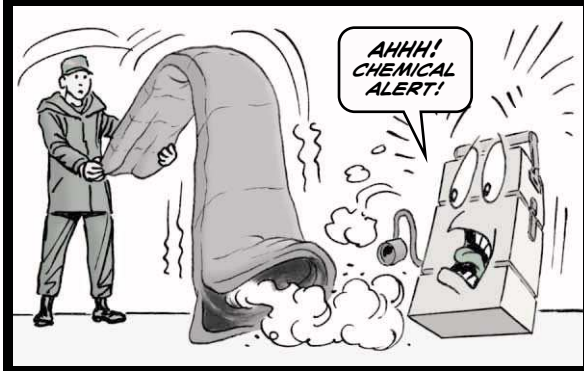
Bagful of PM Tips

- A wet bag is not only uncomfortable, it's ineffective. It can't keep you warm. Always use the waterproof bivy cover with the sleeping bags. It's also a good idea to put the MSBS on dry ground for sleeping. Better still, put a self-inflating mat, NSN 8465-01-393-6515, or sleeping mat, NSN 8465-01-109-3369, underneath for protection from ground moisture and cold. Put more padding, such as clothing, between the bag and the mat for added insulation.

Sleeping mat protects against ground moisture and cold



- Keep the bag out of the rain.
- Do not breathe into the bag. Breathe through the face opening to keep moisture from wetting the bag.
- Don't wear damp clothing in the bag. Instead, wear clean, dry winter clothing. Brush and clean clothing before crawling in for the night.
- To avoid jamming, keep both sides of the zipper teeth close together before pulling on the zipper.
- After using the bag, open it and let it thoroughly air dry for a few hours.



Cleaning

KEEP THE MSBS CLEAN FOR MAXIMUM COMFORT AND WARMTH.

Spot cleaning: Remove dirt and grease by spot cleaning with a brush or damp cloth and mild soap.

Field laundering: Field launder the patrol bag, the intermediate cold weather bag and the bivy cover using formula II in Appendix E of FM 42-414, *Tactics, Techniques and Procedures for Quartermaster Field Service Company, Direct Support*.

Machine laundering: Wash the patrol bag, the intermediate cold weather bag and the bivy cover on the delicate/gentle cycle using cold water (up to 85°F). Other cycles can tear the bag. Use a cold water liquid detergent that doesn't contain bleach, such as ERA or Liquid Tide. Powder detergent leaves a residue that's hard to remove. Rinse in clean, cold water. Never starch, bleach or dry clean the MSBS. That can discolor it and wear down its infrared protection.

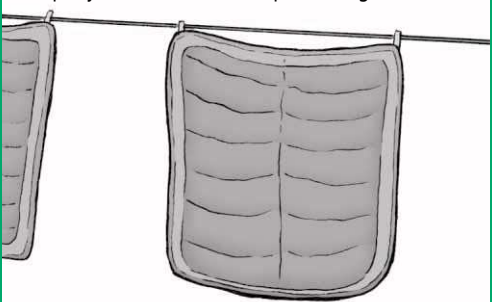
Do not field launder or machine launder the stuff sack. That can break down the sack's water-resistant coating. Instead, spot clean the sack with a brush or damp cloth and mild soap.

Tumble dry on low heat (130°F or less). Remove the MSBS from the dryer as soon as it's dry. Take care not to overdry. Too much heat will damage the insulation. To drip dry, hang the MSBS on rustproof hangers. Do not press.

Spot clean with brush and mild soap



Drip dry MSBS on line or rustproof hangers



Cold Weather Clothing...

MOTHER KNOWS BEST



Your mother always told you to wear clean underwear. Well, just 'cause you're now out on your own is no reason to stop taking her advice.

Here's the story on cleaning the polypropylene cold weather undershirt and drawers. They're part of the Extended Cold Weather Clothing System (ECWCS).

Machine Washing

Wash your undershirt and drawers on the delicate wash cycle. Wash them in cold water using a cold water detergent such as Liquid Tide or ERA. Rinse in cold water, too.

Never add starch or chlorine bleach to the wash water. They can fade the underwear, weaken the fabric and shorten its life.



Hand Washing

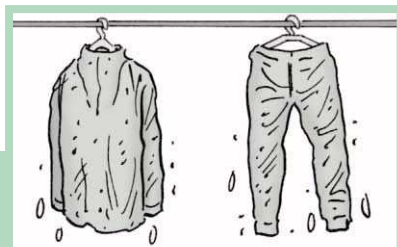
You can also wash your undershirt and drawers by hand. Again, use cold water and cold water detergent. Rinse thoroughly in clean, cold water. And don't use starch or bleach.



Drying

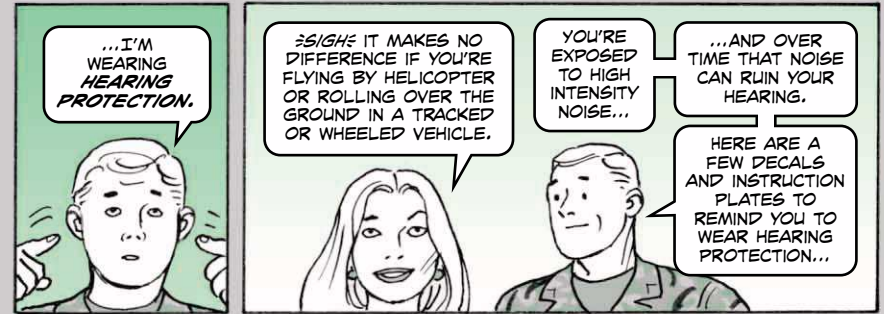
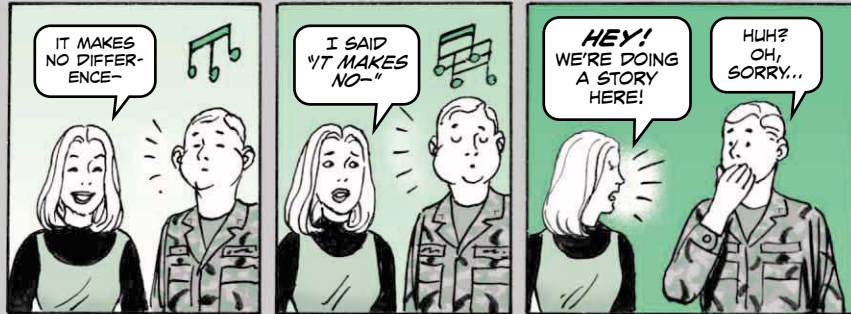
Tumble dry on the permanent press setting for 30 minutes. Keep a close watch on the underwear and remove them as soon as they're dry. Do not overdry underwear or they'll shrink.

If you prefer to drip dry them, wring out all the water first. Then hang them on a **rust-proof** hanger.



REMINDERS TO

SAVE HEARING



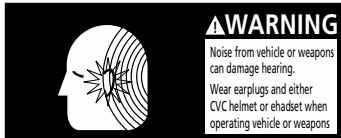
Aircraft

CAUTION
HEARING PROTECTION
REQUIRED



NSN 7510-	Width
00-629-6637	2 inches
00-629-6638	2 1/2 inches

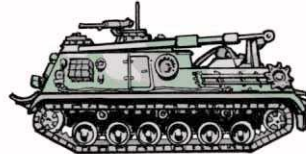
M2/M3 FVS



NSN 7690-01-264-0194

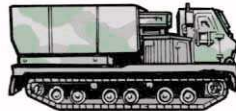
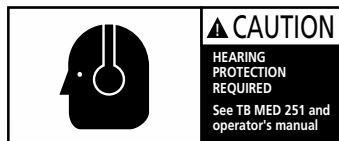
M88 recovery vehicle, M728 combat engineer vehicle, M109 SP Howitzer, M992 ammo carrier, construction items, stationary large rigs, tanks and some artillery

CAUTION
HIGH INTENSITY NOISE
HEARING PROTECTION
REQUIRED



NSN 9905-00-198-2728

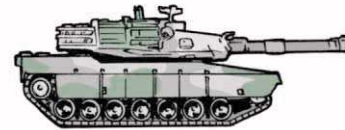
MLRS carrier



NSN 7690-01-134-3813

M1 Tank

CAUTION
HEARING PROTECTION
(HELMET) REQUIRED



NSN 9905-01-079-2903

M113-series personnel carriers

CAUTION
HEARING PROTECTION
REQUIRED
SEE TB MED 251



NSN 7690-01-022-9297

M977-series HEMTT, PLS

**HIGH INTENSITY NOISE
HEARING PROTECTION
REQUIRED**



NSN 7690-01-196-0122

2 1/2-ton trucks, HET M1070 & M911

CAUTION
HEARING PROTECTION
IS REQUIRED FOR
DRIVER AND CO-DRIVER
(REF. MIL-STD-1474)

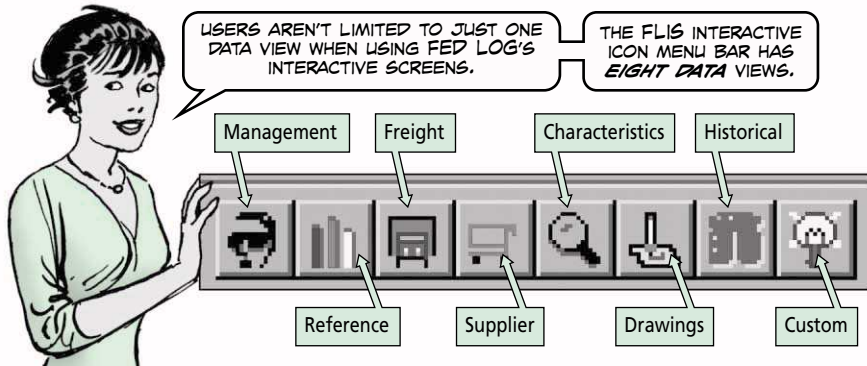


NSN 7690-00-510-0365

VIEWS ORGANIZE DATA

USERS AREN'T LIMITED TO JUST ONE DATA VIEW WHEN USING FED LOG'S INTERACTIVE SCREENS.

THE FLIS INTERACTIVE ICON MENU BAR HAS EIGHT DATA VIEWS.



FED LOG - Interactive

File Edit Service Dataviews View Help Related Web Links

Management Data Response for NSN 6530-00-000-0070 FOUO

Today's Date: 30 Mar 04 Effective Date: 1 Apr 2004

Item Name: CUP.MEDICINE

PMI: A ADP: C.C.N DMLA: DI:1 ESDC: HMIC:N ENAC: FLIS

S/A	SOS	AAC	QUP	UI	Unit Price	EA	NSN	CLC	CLIC	PG	QTY	USE
DS	JDC	L	1	PG	25.25		6530-00-000-0070					
DoD I&S FAMILY MASTER NSN												
K U/I CONTAINS 5000 EA												
7	USE	6530-00-226-3641	UNTIL	EXHAUSTED			AAA					
DA	S9M	L	1	PG	25.25	0	U	C2203X-	A			
DoD I&S FAMILY MASTER NSN ABA												

Colloquial Names: CUP.MEDICINE.PAPER

Previous NSN Next NSN Sale Items New Search

The S/A column lists which agency/service uses the item. The Phrase Statement often describes how many items are included in the unit of issue. In addition, it may also direct you to use a different item/NSN until that stock is exhausted.

The **management** screen is the FLIS default. Along the left column the services/agencies that use the NSN are identified. DA is Army. You need only click on the other seven icons to get additional info.

The **reference** screen shows part numbers and CAGE codes and related data. **Freight** and **supplier** screens are self-explanatory.

Characteristics Data Response for NSN 6530-00-000-0070 FOUO

Today's Date: 30 Mar 04

Item Name: CUP.MEDICINE

MRC	Requirement Statement	Clear Text Reply
CJTM	TOP OVERALL DIAMETER	1.500 INCHES NOMINAL
CXCY	PART NAME ASSIGNED BY	CUP MEDICINE PLAS 1 OZ
	CONTROLLING AGENCY	1.3X1.5"FLAT TRANSPARENT NESTING TYPE5000
ECWT	EXTERIOR CONTAINER WEIGHT	45.00 POUNDS
EXME	EXTERIOR CONTAINER CUBIC MEASURE	6.319 CUBIC FEET
EXQT	EXTERIOR CONTAINER QUANTITY	1
FEAT	SPECIAL FEATURES	TRANSPARENT SMOOTH DRINKING EDGE; NESTING TYPE: GRADUATED TO 1 OZ AND TO 30 ML

This data describes all the physical characteristics of the item: color, dimensions, weight, capacity, and the material it is made from.

The **characteristics** view gives clear text descriptions of the dimensions, weight, material, and physical attributes of the item. This information comes from FED LOG Disk 5. FED LOG Disk 6 contains representative **drawings** of the item, when available. (Disks 5 and 6 are purchased separately from the basic set.)

The **historical** view defines cancelled items and their codes that can no longer be procured.

File Edit Service Dataviews View Help Related Web Links

Custom View Data Response for NSN 6530-00-000-0070 FOUO

Today's Date: 30 Mar 04 Effective Date: 1 Apr 2004

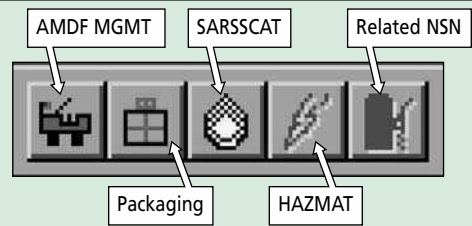
Item Name: CUP.MEDICINE

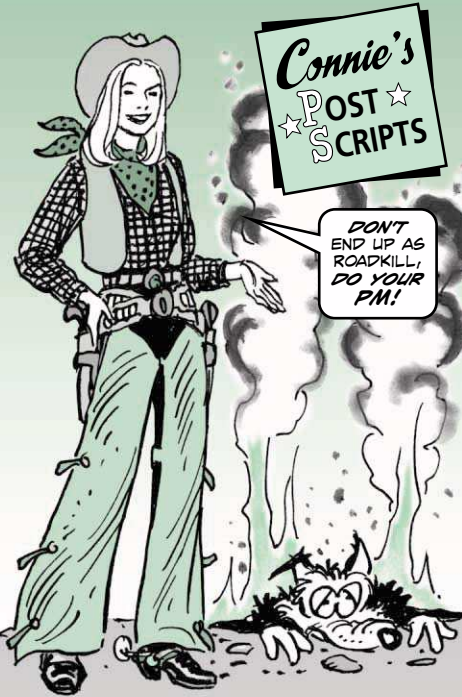
D	NSN	D	ITEM NAME	D	S/A	D	SOS	D	PRICE
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
	6530-00-000-0070		CUP, MEDICINE		DS		JDC		25.25

The custom view allows you to select and arrange the info you need to use

The **custom** view is not available unless you have already defined what data is to be displayed. If you want to create a custom report that displays say just the NSN, item name, S/A, SOS, and price, follow these steps. Pull down the File menu, choose PROPERTIES, then the CUSTOM VIEW tab. Make your choices from the list on the left by double-clicking on the item. Click OK when finished.

Army Interactive adds five more icons. The **Army Master Data File management** view contains more information than perhaps any other data view. The other four views are: **packaging**, **SARSS cataloging**, **HAZMAT**, and **Related NSNs**.





GLPS Battery Now Repairable

The gun laying and positioning system (GLPS) battery, NSN 6140-01-323-3487, is now repairable with a battery cell pack, NSN 6675-01-499-8882. For battery repair instructions, contact TACOM-Rock Island's Marta Favati at DSN 793-0564/(309) 782-0564 or email:

marta.favati@us.army.mil

When replacing or repairing the battery, you must do the conditioning procedure beginning on Page 1-3 in TM 9-6675-347-13&P. Otherwise, the battery has a very short life.

STRYKER OIL LEVEL REVISITED

Page 3 of PS 619 (Jun 04) said the Stryker's engine burns about 3 drops of oil from the vehicle's on board oil exchanger (OBOE) per hour of operation. That's wrong. The engine actually burns about 1 liter of oil every 10 hours of operation. At that rate, the OBOE will go dry after 60 hours if not refilled. Make sure you carry at least 1 quart of oil with you at all times.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

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Tax Status: The purpose, function, and nonprofit status of this
organization and the exempt status for federal income tax purposes
has not changed during the preceding 12 months

Extent and Nature of Circulation	Last year	Last issue (Oct 04)
a. Total # Copies	87,588	85,785
b.(1) subscriptions	83,038	81,177
b.(3) non-USPS	2,758	2,758
c. Circulation	85,796	83,935
d. Free Distrib/mail	716	716
e. Other free	180	180
f. Total Free	896	896
g. Total Distribution	86,692	84,831
h.(1) Office Use	896	954
i. Total	87,588	85,785
Percent Req'd	98.97%	98.94%

Submitted by: STUART A. HENDERSON, Production Manager

CONVECTIVE SPACE HEATER FUEL HOSE

There's now an NSN for the convective space heater fuel hose, COEI list item 7 in TM 10-4520-262-12&P. The NSN is 4520-01-508-5743. Make a note of it until the TM is updated.

"QUIET" TANK SPROCKET

A new, quieter sprocket is now available for your M1-series tank. Sprocket, NSN 3020-01-518-3215, has a different tooth profile that provides quieter operation than the old sprocket, NSN 3020-01-395-6775. Both the old and new sprocket can be used together on the same tank, but not on the same hub.

New FRH for M1-Series Tanks

A new, improved version of FRH is now available for M1-series tanks. The new FRH, MIL-PRF-46170, replaces the old FRH, MIL-H-46170. Both types can be mixed together and the NSNs remain the same. NSN 9150-00-111-6256 brings a quart and NSN 9150-00-111- 6254 a gallon. Make a note until the M1-series manuals are updated.

FMTV GAA NSNs

Use these NSNs to order different quantities of grease, automotive and artillery (GAA). These NSNs replace the ones shown in the -10 TMs for the 2 1/2 and 5-ton FMTVs, and other vehicles:

Size	NSN
2.25-oz tube	9150-01-197-7688
14-oz cartridge	9150-01-197-7693
1.75-lb can	9150-01-197-7690
6.5-lb can	9150-01-197-7689
35-lb pail	9150-01-197-7692
120-lb drum	9150-01-197-7691

M1070 Battery Disconnect Switch

Batteries are known to run down on the M1070 heavy equipment transporter (HET). You mechanics can put an end to dead batteries with a disconnect switch kit that comes with NSN 5930-01-494-9353. Installation instructions come with the kit.

M1074/M1075 PLS Service Kits

Use NSN 4910-01-521-9985 to get a semi-annual service kit for the palletized loading systems (PLS). NSN 4910-01-521-9978 gets the annual service kit. Both of these kits include all mandatory replacement parts to perform the service. Make a note of these NSNs until they're added to Tables 2-9 and 2-10, Page 2-95 of TM 9-2320-364-20-1.

SWAMPER TIRE NO-NO!

Word from the field is "Super-Swamper" tires are showing up on HMMWVs. Plain and simple, these tires are NOT approved on the HMMWV. Tests show this type of tire does not hold up to heat and puts extra wear and tear on the vehicle's suspension.

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?

PREVENTIVE MAINTENANCE

IT'S
LEAKING
HERE!

PM OFTEN TURNS
UP PROBLEMS...
IF YOU LOOK!

starts
from the
bottom **UP!**