

Issue 748

PS

March
2015

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-748

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THOROUGH PMCS, SERGEANT.
YOU MUST HAVE READ MASTER
SERGEANT HALF-MAST'S
COMMENTS ABOUT **COMMAND
MAINTENANCE!**

I DID, MA'AM.
NOW I'M TRYING
TO **SHOW THE
WAY FOR MY
MECHANICS!**



PS is helping
by emphasizing
**COMMAND
MAINTENANCE**
on Pages 51-60!

What comments? See our back cover!

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PUT MECHANICS IN THE SPOTLIGHT

All mechanics are the heart and soul of preventive maintenance. But there are a few who are truly outstanding when it's time to get the job done.

These are the mechanics who'd rather work than eat. Their heads are chock full of information about engines, communications, transmissions, electricity, hydraulics and fuel systems.

They use the right tools and repair parts to complete the job. They have a surgeon's touch, even in the freezing cold with bruised fingers while oil drips on their faces.

Just as important, they keep complete and accurate maintenance records. And they can navigate a TM like they were born to do it.

These Soldiers have set high standards and hold themselves accountable every hour of every day. They keep your equipment operating despite obstacles that would stop anyone with less dedication.

So the next time you spot this type of mechanic in your motor pool, count yourself fortunate. Give 'em a hearty handshake and thank them for keeping your equipment up and running.

Even better, officially recognize them with the Driver and Mechanic Badge. You'll find guidance for that award in Para 8-31 of AR 600-8-22, *Military Awards* (Dec 06, w/Ch 2, Jun 13).

PS COMBAT VEHICLES

- Combat vehicle articles on:
- M1200 Armored Knight batteries
 - Ordering track shoes and pads
 - M1-tank V-packs
 - Bradley/MLRS aluminum trans housing
 - M777A2 hoist rings
 - M113 steel and aluminum road wheels

M1200 Armored Knight...

TIME TO GET STARTED. I GOTTA LOT OF WORK TO DO!

Y'KNOW, YOU MIGHT WANT TO DISCONNECT MY HULL AND MEP AUXILIARY BATTERIES FIRST.

UNLESS YOU'RE LOOKIN' TO GET SHOCKED. THAT IS.

Mechanics, keep this important safety tip in mind before you do any electrical work on the M1200 Armored Knight: Always disconnect and remove the negative (-) cables from the vehicle's main battery pack and the mission equipment package (MEP) auxiliary battery pack.

Both battery packs are connected to the vehicle hull's power distribution unit (PDU). The PDU has two settings: TAC mode for tactical mission activities and TRN mode for training operations.

If the PDU is in TRN mode, relays that connect the MEP battery pack to the hull's electrical system through the HPDU can allow the vehicle to start. In a nutshell, that means you could receive a nasty shock that could seriously injure or even kill you! Not to mention the vehicle could wind up with an electrical short that results in component damage.

Take a look at WP 0559 of TM 9-2320-307-23-4. It tells how to properly disconnect the hull's negative battery cables. Steps 1 and 2 of WP 0154 in TM 9-2350-380-13 show how to disconnect the MEP batteries' negative battery cables.

Don't forget to disconnect MEP auxiliary batteries

TRACK REPLACEMENT MADE SIMPLE

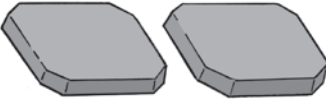
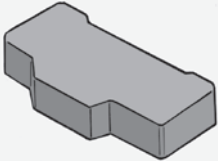
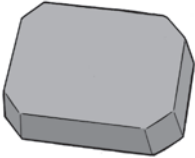
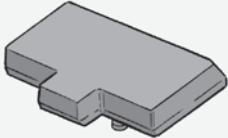
REPLACING A TRACK ASSEMBLY IS EXPENSIVE AND TIME CONSUMING.

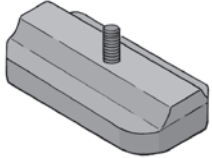
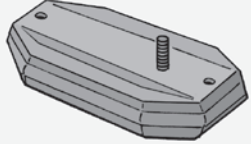
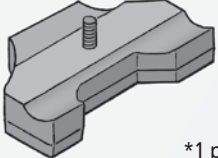
THAT'S WHY YOU SHOULD **NEVER** REPLACE THE **ENTIRE** ASSEMBLY IF YOU CAN HELP IT.

IF ONLY **A FEW** SECTIONS OR SOME RUBBER PADS ARE WORN OR DAMAGED, REPLACE **THEM** INSTEAD.

WHEN IT'S TIME FOR TRACK MAINTENANCE, MAKE **THIS** YOUR MANTRA:
 • **Never** order a track shoe if a track pad will do.
 • **Never** order a track assembly if a track shoe will do.
 REPLACING JUST THE TRACK SHOES OR ORDERING TRACK PAD KITS AS NEEDED NOT ONLY SAVES YOUR UNIT MONEY, IT ALSO SAVES YOU THE TIME AND EFFORT OF REPLACING AN ENTIRE TRACK ASSEMBLY.

USE THE CHART BELOW TO FIND THE NSNs FOR YOUR VEHICLE'S TRACK SHOES AND PAD KITS.

Vehicle	Track Shoe	NSN 2530-	Cost	Pad Kit	NSN 2530-	Cost
M1-Series Tank	T158LL (1 shoe)	01-435-5175	\$778	2 pads + hardware	01-295-3112	\$32.19
						
Bradley/MLRS	T157i (1 shoe)	01-442-9686	\$288	1 pad + hardware	01-440-7615	\$11.32
						
Bradley/MLRS	T161 (1 shoe)	01-587-6141	\$502	2 pads + hardware	01-598-1727	\$39.78
						
M113-series FOV	T130 (1 shoe)	00-078-2908	\$202	1 pad + hardware	01-130-3366	\$10.11
						

Vehicle	Track Shoe	NSN 2530-	Cost	Pad Kit	NSN 2530-	Cost
M113-series FOV	T150 (1 shoe)	01-496-4444	\$320	1 pad + hardware	01-496-8858	\$16.10
						
AVLB (M60 chassis)	T142 (1 shoe)	00-150-5897	\$903	1 pad + hardware	00-150-5895	\$44.36
						
M88-series recovery vehicle	T107 (1 shoe)	00-692-9316	\$516	N/A	N/A	N/A
M109A6 Paladin/M992A2 Ammo Carrier	T154 (1 shoe) T154M	01-346-9233 01-630-9199	\$322 \$381	T154* T154M*	01-353-7500 01-629-7612	\$21.89 \$25.97
						

*1 pad + hardware

INSPECT V-PACKS FOR DAMAGE

YOU
LOOK
GOOD
TO
ME!

THAT'S
GOOD TO
KNOW!

BUT I'D FEEL
BETTER IF YOU
FOLLOWED
THE TM!

Mechanics, a little extra time when doing semiannual services on the M1-series tank's pulse jet system (PJS) will keep those V-pack air filters doing their job.

Look closely for measurable tears, breaks or holes in the filter element's fibers. Then look for any damage to the element's bead that would prevent a snug fit between the element and the air box seal.

Check
for tears,
breaks
or holes
in filter
element's
fibers

Check element's bead for
damage that prevents tight seal

REPLACE
ANY BAD
FILTERS
RIGHT AWAY
BECAUSE
THEY MAKE
THE TANK
NMC.

You'll find the full scoop on checking the V-packs in the semiannual PMCS tables of TM 9-2350-264-23-1-3 (Item 27, WP 0511-46) and TM 9-2350-388-23-1-2 (Item 27, WP 0254-46).

PROTECT ALUMINUM TRANSMISSION HOUSINGS

WHOA!
WHACHA
PLANNIN'
TO DO
WITH ALL
THAT?

I'M GONNA
SPRUCE UP
YER TRANS-
MISSION
HOUSING.

OH, **NO YOU DON'T!**
THAT STUFF'S JUST
GONNA **DAMAGE** IT!

Crewmen, you might be tempted to use a wire brush or a strong commercial cleaner to clean the aluminum transmission housing on your Bradley or MLRS vehicle.

Resist that temptation!

Bradley and MLRS transmission housings have a clear anodized coating that protects the aluminum from water and air pollutants.

The coating is clear so you might not notice it. Without it, the aluminum housing is damaged and soon has to be replaced. That costs your unit a lot of time and money.

Do yourself and your vehicle a favor by keeping wire brushes and harsh cleaning solutions away from the transmission housing.

Clear anodized housing protects
transmission housing from damage

Wire brushes and chemicals damage
aluminum surface of housing

INSPECT HOIST RING ASSEMBLIES

Crewmen, inspect the lift points on your M777A2s right away. If either the left rear or right rear hoist ring assembly, NSN 3940-99-839-8969, has an old-style circlip with tabs, or the circlip is missing or damaged, **don't** use the lift points until the circlip is replaced.

Hoist ring assemblies with old-style circlip *must* be replaced

A missing, damaged or improperly installed circlip can cause your hoist ring assembly to fail while being lifted. That'll cause serious damage to the howitzer and would make the Howitzer unstable during flight.

You'll find a hotlink for instructions on inspecting the hoist rings and getting replacement circlips in TACOM ground precautionary action message 14-017. Access the message on the TACOM-Unique Logistics Support Applications (TULSA) website at:

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

[Safety/message.cfm?id=GPA14-017.html](https://tulsa.tacom.army.mil/Safety/message.cfm?id=GPA14-017.html)

You'll need your CAC and first-time users must first request access.

Questions? Contact Jonathan King at (973)

724-7657 or e-mail: jonathan.d.king42.civ@mail.mil



WHICH METAL'S GOT THE RIGHT METTLE?

HOW ARE WE S'POSED TO **KNOW** IF OUR VEHICLE'S ROADWHEELS ARE **STEEL** OR **ALUMINUM**?

THIS SHOULD TELL US!

Dear Half-Mast,

We have several M113-series vehicles in our unit that have both steel and aluminum roadwheels. My maintenance inspector deadlined all vehicles that have steel and aluminum roadwheels on the same road arm.

I've looked high and low in the TMs, but can't find anything that supports what he's saying. What's the scoop?

SGT K.B.

Dear Sergeant,

Your inspector is right. Mixing steel and aluminum roadwheels on the same road arm causes uneven wear that wears out the roadwheels before their time.

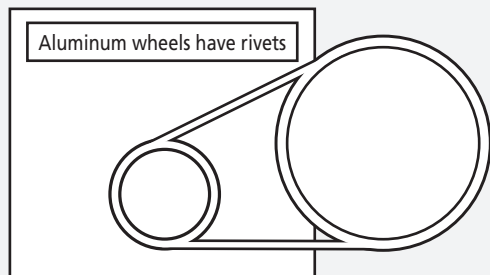
You can mix steel and aluminum roadwheels on the same vehicle, just make sure you have two of the same type on each road arm.

It's easy to tell what type of roadwheel you have. Aluminum roadwheels have 18 small rivets equally spaced around the rim. There are no rivets on steel roadwheels.

If you want to be absolutely sure, use a magnet. The magnet will cling to a steel roadwheel, but not to an aluminum one.

Only steel roadwheels are still available in the supply system. If a new roadwheel is needed, order it with NSN 2530-01-139-3748.

Half-Mast



Articles include:

- M1087A1 expansion tips
- M1148A1P2 LHS stop bars
- Vehicle leak lessons
- M-Gator starter wires
- M978 HEMTT ladders

M1087A1 Expansible Van...

OPEN DOORS FIRST

WANT TO MAKE IT *EASY* TO EXPAND OR COMPRESS YOUR VAN?

OPEN THE SIDE DOORS **FIRST!**

Dear Editor,

The M1087A1 van can be extended or compressed. But when units get ready to do the procedure spelled out in WP 0043 06 in TM 9-2320-392-10-2, they need to first make sure the left- and right-hand side doors are opened.

Open both doors *before* expanding or compressing van

If the doors are left closed, the floor panels can snag the retainer nuts on the door handles. That damages the triangular floor bracket assemblies and rollers. Then you can no longer expand or compress the van.

The fix has long been to trim the floors. But just opening the doors makes that unnecessary.

James Palmer
TACOM ARFORGEN Field
Integrator
JBLM, WA

Editor's note: *Excellent tip, Mr. Palmer. This will be included in the next change to TM 9-2320-392-10-2.*

Here is one more tip: Before compressing the van sides, make sure the front and rear floor panel covers are raised from the floor tracks. That protects the covers from damage.

STOP BENT STOP

BAR DANGER!

C'MON!
WHAT'RE YOU
WAITIN' FOR?

YOU WANT ME TO
LIFT THAT NOW?
CAN'T YOU GUYS
SEE MY STOP BAR
IS BENT?

HEY, THE FMTV'S RIGHT!
THERE'S SOMETHING
BACK HERE YOU NEED
TO LOOK AT!

WHOA! WOULDJA LOOK
AT THAT! WE GOTTA FIX
THAT PRONTO!

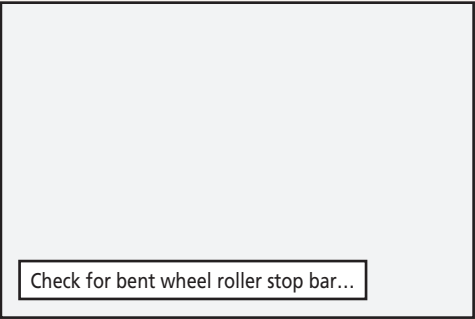
Dear Editor,

We've discovered a problem with the M1148A1P2 load handling system (LHS) that units need to be on the lookout for: The stop bar for the right wheel roller bends out of position. If you try to lift a CONEX with a bent stop bar, the CONEX could slide to the left and maybe even slide completely off.

Before lifting with the M1148A1P2, check to see if either stop bar for the wheel rollers is bent. It's also a good idea to look for cracks in the welds.

If you spot any problems, report 'em. Don't lift *any* CONEXs until the stop bar is fixed or replaced.

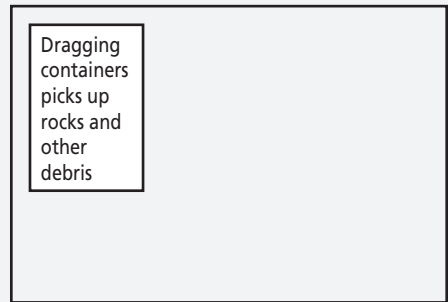
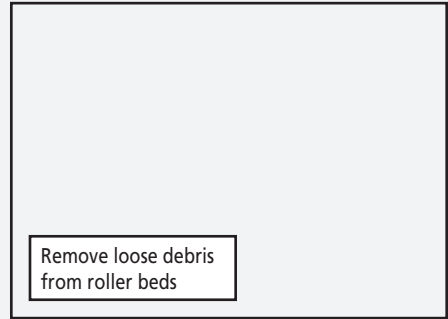
SFC Edward Day
G4 Maintenance
Ft Polk, LA



Editor's note: Thanks for the warning, Sergeant Day.

TACOM did a study of this problem and offers these solutions:

- Before loading, clean the roller beds of any debris, particularly rocks.
- Use ground guides during loading to ensure that the containers or flatracks aren't dragged.
- Pay attention to the loading cautions in TM 9-2320-392-10-2, especially making sure the guide roller bed on each side of the truck is outside of the bottom of the container.
- Keep the proximity sensors and sensing plates clean and free of paint. If they're dirty, the M1148 won't operate in the automatic mode.
- Carefully do all the PMCS called out in the -10, particularly lubrication and cleaning of the truck and roller beds.
- Do not drag the containers or flatracks. They should be picked up as close to the LHS as possible.



LESSONS ON LEAKS

SOMETIMES **LITTLE THINGS** CAN MAKE A **BIG DIFFERENCE!**

AND THAT'S ESPECIALLY TRUE FOR **LITTLE LEAKS** THAT CAN POSSIBLY CAUSE **BIG PROBLEMS!**

IF THE TM STATES THAT A CLASS III LEAK MAKES THE VEHICLE NMC IF FOUND DURING **BEFORE OPERATIONS PMCS**, THE VEHICLE IS PROBABLY NMC AS SOON AS YOU FIND IT DURING OPERATIONS.

DRIVERS CAN PERFORM GREAT **BEFORE OPERATIONS PMCS**, BUT EQUIPMENT **DOESN'T** USUALLY BREAK DOWN IN THE MOTOR POOL.

IT OFTEN HAPPENS IN **INCONVENIENT PLACES** AT **INCONVENIENT TIMES**. THAT'S WHY **DURING OPERATIONS PMCS** IS SO **CRITICAL**.

IMAGINE THIS...

YOU CAREFULLY DID YOUR **BEFORE OPERATIONS PMCS**. THE DRIP PANS WERE CLEAN AND DRY AND YOU DIDN'T NOTICE ANY STAINING OR SEEPAGE. YOUR VEHICLE WAS **GOOD TO GO**, SO YOU WENT ON YOUR WAY.

NOW YOUR VEHICLE HAS A CLASS III LEAK! IT DOESN'T MATTER MUCH WHETHER IT'S A RADIATOR HOSE ON A HMMWV, A HYDRAULIC LEAK ON A S&E, OR AN OIL LEAK FROM THE FRONT SEAL OF A HEMTT.

CAN YOU CONTINUE THE MISSION?

CAN YOU MAKE IT BACK TO THE MOTOR POOL?

MUST YOU STOP WHERE YOU ARE?

OK, IMAGINATION TIME'S OVER.

THE RIGHT APPROACH TO YOUR SITUATION IS A **RISK ASSESSMENT**.

FIRST, WHAT IS YOUR ENVIRONMENT?
YOUR DECISION MAY BE DIFFERENT IN A COMBAT AREA THAN IF YOU ARE AT HOME STATION ON A TRAINING RANGE.

SECOND, WHAT IS THE RISK OF CONTINUED OPERATION TO THE CREW AND PASSENGERS?
A FUEL OR OIL LEAK IN THE ENGINE COMPARTMENT OF MOST VEHICLES COULD LEAD TO FIRE OR EXPLOSION.

THIRD, WHAT IS THE RISK OF LOSING THE VEHICLE TO CATASTROPHIC FAILURE IF YOU CONTINUE OPERATION?

FOURTH, WHAT IS THE RISK TO THE ENVIRONMENT?

FIFTH, IF PEOPLE ARE INJURED, EQUIPMENT IS DAMAGED, OR THE ENVIRONMENT IS HARMED DUE TO YOUR DECISION TO CONTINUE OPERATIONS, COULD CRIMINAL OR CIVIL CHARGES BE MADE AGAINST YOU? COULD AN INVESTIGATION FIND YOU AT FAULT AND HOLD YOU FINANCIALLY RESPONSIBLE?

THIS CAN BE A REAL WORLD PROBLEM. BUT FORTUNATELY THERE ARE REAL WORLD **SOLUTIONS**.

START BY DETERMINING THE EXTENT OF THE LEAK.
ANY TIME A DRIP FORMS ENOUGH TO DROP OFF YOUR VEHICLE YOU HAVE A CLASS III LEAK, A CONDITION THAT MAKES MOST VEHICLES NON MISSION CAPABLE.
OF COURSE, IF YOUR VEHICLE'S LEAK IS MORE LIKE A **STREAM** OF FLUID, COMPONENT FAILURE COULD BE JUST MOMENTS AWAY.

SO WHAT DO YOU DO?

RISK ASSESSMENT
IS ABOUT PROTECTING SOLDIERS AND EQUIPMENT.

SOLDIERS MAY MAKE ASSESSMENTS, BUT LEADERS MUST MAKE CRITICAL SAFETY DECISIONS.

SOLDIERS WHO ARE WELL TRAINED TAKE BETTER CARE OF THEIR EQUIPMENT AND ARE BETTER ABLE TO ASSESS AND AVOID HAZARDS.

HERE ARE SOME SUGGESTIONS ON HOW YOU SHOULD REACT TO CLASS III LEAKS FOUND DURING OPERATIONS.

1. Contain the leak with a drip pan or other field expedient method.
2. Check the fluid level.
3. Notify the senior on-site member of your unit and explain the nature of the leak. If not in combat operations, place the vehicle in NMC status and cease operations.
4. Whenever you find a leak, find out where it's coming from. You might be able to stop the leak simply by tightening a clamp, plug or screw. So for leaks due to loose fittings, carefully tighten the fittings and reassess.

Tightening screws could stop some leaks

If leaks are due to small, pin-sized holes, temporarily patch them if you can without creating a fire or burn hazard. Larger holes and blown seals may make operation impossible.

5. If the drip is slow and fluid levels still measure high, return to the motor pool at slow speeds with frequent stops to check the leak and fluid levels. If you see an obvious drop in fluid levels, cease operations, shut down your vehicle and wait for a tow.

RECORD THE FAULT ON THE VEHICLE'S DA FORM 5988-E PMCS SHEET.

IT'S BEST TO REPORT CLASS III LEAKS DIRECTLY TO THE MOTOR SERGEANT SO HE KNOWS ABOUT IT AS SOON AS POSSIBLE.

THE 5988-E ALSO NEEDS TO BE TURNED IN TO THE SAMS/GCSS-ARMY CLERK SO THE STATUS CAN BE ENTERED IN THE SYSTEM.

THANKS FOR THE ADVICE, BONNIE!



M-Gator...

STARTER WIRE ALERT!

SNIFF SNIFF HEY, YOU SMELL SOMETHING BURNING!?

YEAH! IN JUST A FEW MINUTES MY STARTER WIRE WILL BE WELL-DONE!

Dear Editor,

When an electrical wire gets too close to a heat source, you've got a melted mess waiting to happen. And that's exactly what we've noticed happening to the starter wire on some M-Gators.

The positive (+) wire running from the battery to the starter is often routed too close to the vehicle's engine exhaust manifold. When the manifold heats up, look out wire!

Take a close look at the wire's insulation. If heat damage is spotted, it means the wire eventually will melt and short out. Then the M-Gator won't start!

We've fixed the problem by loosening the mounting bolt and turning the wire up to reposition it away from the manifold. Make sure you retighten the mounting bolt.

Then we use a tie-strap to secure the center of the starter wire to the engine's lifting eye. That keeps the wire away from the manifold and out of danger.

Alex House
Logistics Readiness
Center
Ft Dix, NJ

Editor's note: That's a great fix to a hot problem! Thanks for the info, Alex.

If starter wire gets too close to manifold, it melts!



Loosen bolt to turn starter wire up...



...and secure wire to lifting eye with wire strap



TAKE YOUR LADDER SERIOUSLY

SIGHHHH

WHAT'S GOTCHA DOWN, PAL?

I'M TIRED OF BEING TAKEN FOR GRANTED! ALL DAY LONG, SOLDIERS CLIMB UP AND DOWN ...UP AND DOWN.

BUT NO ONE EVER GETS TO KNOW THE REAL ME!

OK. MAKES SENSE. WHAT ELSE?

TAKE IT FROM ME! SOLDIERS HAVE BEEN KNOWN TO LOSE FINGERS IN MY HINGES! JUST KEEP YOUR HANDS AWAY FROM 'EM WHEN UNFOLDING ME.

WELL, SOME SOLDIERS FORGET TO FOLD ME BACK UP WHEN THEY'RE FINISHED CLIMBING.

LEAVE ME UNFOLDED WHILE THE TRUCK'S MOVING AND I WILL FLOP AROUND ALL OVER THE PLACE!

THAT FLOPPING CAUSES DAMAGE THAT MAKES ME A LOT MORE DANGEROUS DURING THE NEXT CLIMB.

BANG!
CLANG!

Ugh
@_?

BUT...BUT YOU'RE JUST A LADDER! CLIMBING IS WHAT YOU'RE SUPPOSED TO BE USED FOR.

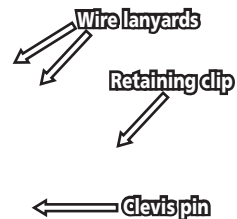
SEE? THAT'S WHAT I MEAN. I'M JUST A MEANS TO AN END. A WAY TO GET FROM POINT A TO POINT B. NOBODY REALLY CARES ABOUT TAKING CARE OF ME.

I NEED MAINTENANCE JUST LIKE THE HEMTT TANKER I'M ATTACHED TO!

OK, OK! I'M LISTENING NOW.

REFOLD LADDER WHEN FINISHED. GOT IT. ANY MORE TIPS?

DURING WEEKLY PMCS, TAKE A LOOK AT MY CLEVIS PIN. IS IT RUSTY OR BENT? IS MY RETAINING CLIP IN GOOD SHAPE?



SO WHAT DO I DO IF THEY'RE MISSING OR DAMAGED?

YOU BET. YOU WON'T BE ABLE TO REFOLD ME SAFELY UNLESS MY RETENTION HARDWARE IS THERE AND IN GOOD SHAPE.

AND DON'T FORGET MY WIRE LANYARDS. IF THEIR STRANDS ARE STARTING TO FRAY, THE PIN AND CLIP WON'T HANG AROUND FOR LONG.

FINALLY! THE FIRST THING YOU SHOULD KNOW IS THAT I CAN BE REAL DANGEROUS!

DANGEROUS? YOU'RE JUST A LADDER. THE ONLY WAY YOU COULD BE DANGEROUS IS IF I FELL OFF YOU!

SHOWS WHAT YOU KNOW. TAKE A LOOK RIGHT HERE.

THESE ARE SOME SERIOUS PINCH POINTS!

PINCHING? REALLY? DOESN'T SOUND ALL THAT DANGEROUS TO ME.

IT'S USUALLY BEST TO REPLACE 'EM. YOU CAN ORDER NEW ONES WITH THESE NSNs...

Item	NSN
Wire lanyard	4010-01-162-9825
Clevis pin	5315-01-197-0608
Ladder clip	5340-01-155-3590

HEY, THAT'S GOOD STUFF!

THANKS. 'COURSE, IT'S ONLY GOOD IF SOLDIERS LIKE YOU PUT IT TO USE.

DON'T WORRY. I'LL PASS THE WORD!

AHH! IT'S SURE NICE TO BE APPRECIATED!

Learn more about what affects aviation maintenance!

LAST MONTH, I COVERED THE **FIRST** SIX AVIATION DIRTY DOZEN.

NOW, LET'S FINISH THE JOB WITH THE **LAST** SIX SO THE DIRTY DOZEN DOESN'T GROUND **YOU!**

LAST MONTH, I DISCUSSED SIX MAJOR MAINTENANCE SITUATIONS THAT AVIATION MECHANICS MUST FACE AND OVERCOME. NOW IT'S TIME TO TALK ABOUT THE **SECOND HALF** OF...

Part 2

Aviation's Dirty Dozen

...SAW A GUY USING THE **WRONG** TOOL JUST THE OTHER DAY...

...YEAH, I KNOW. IT'S TOUGH TO DO A GOOD JOB WHEN YOU'RE TIRED...

SURRRPPS MAN, I WISH I'D **PASSED** ON THAT CHICKEN BURRITO!

OK, CLASS. TAKE YOUR SEATS. SERGEANT BLADE HAS A LOT MORE TO DISCUSS WITH YOU.

NUMBER 7 IS ALSO RELATED TO **SAFETY!** WORK AREAS CAN BE DANGEROUS PLACES, ESPECIALLY IF YOU'RE **NOT** PAYING ATTENTION.

#7 Inattention

WHAT HAPPENED TO YOU?

I **DIDN'T** NOTICE THAT WARNING SIGN AND I WANDERED IN FRONT OF A LASER DURING OPERATIONAL CHECKS.

WHETHER IN A HANGAR OR ON AN AIRCRAFT, A **LACK OF AWARENESS** CAN GET YOU **HURT OR KILLED.**

#8 Pressure

PRIVATE JENSEN,
I WANT THAT TAIL
ROTOR CHECKED
OUT YESTERDAY!

BUT I STILL GOTTA CHECK
THE FIRE EXTINGUISHERS
ON THAT CHINOOK. AND
SERGEANT MARTIN WANTS
ME TO ORDER THOSE
AIRCRAFT COVERS...

NO MATTER WHAT THE OP-TEMPO IS IN THE
FIELD OR IN THE HANGAR, **TOO MUCH PRESSURE**
LEADS TO **SHODDY MAINTENANCE**.

ALWAYS ASK FOR THE HELP
YOU NEED TO GET A JOB DONE
DURING CRUNCH TIME.

CAN ANYONE
HERE TELL
ME WHAT A
"LEMMING" IS?

9

IT'S SOMEONE WHO
SAYS OR DOES ONLY
WHAT HE'S TOLD.

THEY BLINDLY
FOLLOW OTHERS.

YOU'RE BOTH
RIGHT! AND
SOLDIERS
LIKE THAT ARE
CARD-CARRYING
MEMBERS OF
#9 IN THE DIRTY
DOZEN.

#9 Following the Crowd

YOU DO IT **THAT** WAY
BECAUSE **THAT'S** THE
WAY IT HAS **ALWAYS**
BEEN DONE!

YOU BET,
SERGEANT! I'LL
DO IT JUST LIKE
YOU SAY.

WAIT A MINUTE.
THAT'S **NOT** HOW
THE TM SAYS TO
DO IT!

9 FOLLOWING THE

JUST BECAUSE
EVERYONE ELSE
DOES A MAINTENANCE
TASK THE SAME WAY
DOESN'T MAKE IT THE
RIGHT WAY!

ALWAYS FOLLOW
SAFETY PROCEDURES
AND THE SHOP
PRACTICES IN YOUR
GENERAL AIRCRAFT
TMS.

MAINTENANCE AREAS CAN BE
CHAOTIC PLACES. IT'S UP TO
YOU AS GOOD MECHANICS TO
BRING ORDER TO THE CHAOS.

YOU DO THAT
BY **AVOIDING**
#10 OF THE
DIRTY DOZEN...

PS MORE

#10 Poor Planning

SERGEANT WILLIAMS, I'VE GOT SIX GUYS IN TRAINING THURSDAY. I GUESS WE'LL NEED TO DOUBLE UP THE SHIFTS TO GET THOSE AIRCRAFT READY.

I NEED THOSE SIX GUYS! HOW LONG HAVE YOU KNOWN ABOUT THAT TRAINING? IT'S REALLY GOING TO PUT US IN A BIND.

IT'S HARD TO COMPLETE A TASK WHEN THERE'S NOT ENOUGH PEOPLE, EQUIPMENT, TIME AND PARTS. ADVANCE PLANNING IS VITAL. WITHOUT IT, MAINTENANCE *DOESN'T* GET DONE.

OF COURSE, YOU CAN'T PLAN AHEAD IF PEOPLE DON'T TALK TO ONE ANOTHER. THAT'S WHY #11 OF THE DIRTY DOZEN IS...



#11 Lack of Communication

HEY, JOHNSON. I JUST GOT CALLED TO A MEETING. CAN YOU FINISH FILLING THE OIL TANKS ON THIS ROTOR HEAD?

SURE. NO PROBLEM.

HMMM...MAYBE I SHOULDA' ASKED HOW MUCH OIL HE'S ALREADY PUT IN.

WHEN SHIFTING TASKS TO ANOTHER MECHANIC, IT'S **ESSENTIAL** YOU COMMUNICATE CRITICAL INFORMATION ABOUT WHAT'S **ALREADY** BEEN DONE...

...AND WHAT **STILL** NEEDS TO BE DONE.

#12 Stress

MAN, ALL THIS HARD WORK IS **STRESSING ME OUT!** I'M WORRIED THAT THE QUALITY OF MY WORK IS *SLIPPING*.

HEY, I'VE BEEN THERE. LET'S SIT DOWN AND TALK ABOUT IT.

WHEN MENTAL OR PHYSICAL STRESS STARTS AFFECTING YOU OR YOUR WORK, TAKE ACTION TO **SOLVE** THE PROBLEM.

TALK TO A BUDDY OR A COUNSELOR. YOU'LL BE **GLAD** YOU DID.

- # 9 Following the Crowd
- #10 Poor Planning
- #11 Lack of Communication
- #12 Stress

GREAT CLASS, SERGEANT!

YEAH, THANKS A LOT!

YOU'VE **ALL** GOT BRIGHT FUTURES AHEAD AS AVIATION MECHANICS. SO...

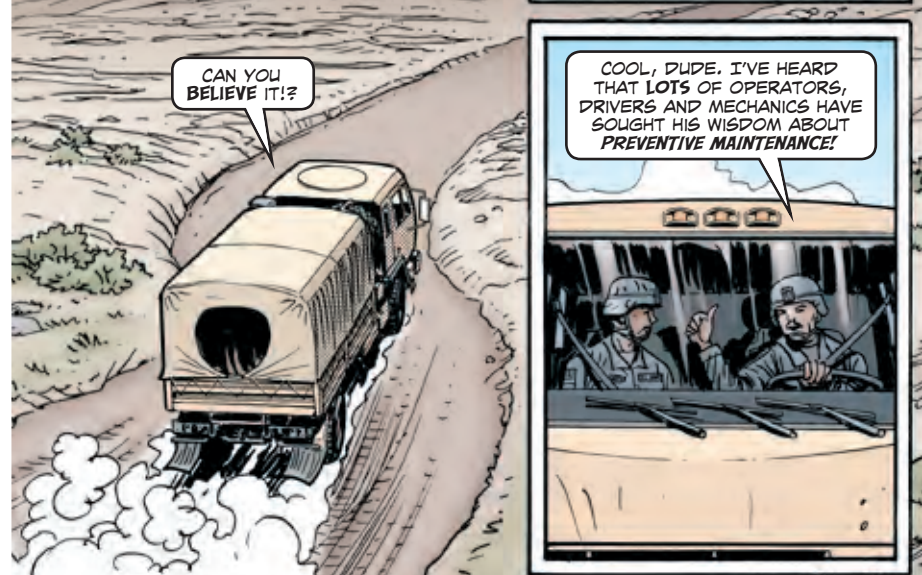
...DON'T LET THE DIRTY DOZEN GROUND **YOU!**

PS
END

Hike the PM Mountain



WE'RE HEADING TO **PM MOUNTAIN** TO SEE THE ALL-KNOWING **MAHARAJA HALF-MAST!**



CAN YOU BELIEVE IT!?

COOL, DUDE. I'VE HEARD THAT **LOTS** OF OPERATORS, DRIVERS AND MECHANICS HAVE SOUGHT HIS WISDOM ABOUT **PREVENTIVE MAINTENANCE!**



I WONDER WHAT THE MAHARAJA HAS IN STORE FOR US?



SPUTTT SPUTTER
SPUTTT SPUTTER SPU

WHAT'S GOING ON?

I DON'T KNOW... SEEMS LIKE WE'RE LOSING POWER!



ARE YOU RUNNING OUTTA FUEL?

SPUTTT SPUTTER
SPUTTT SPUTTER
SPUTTT

NO WAY! I FILLED UP BEFORE WE LEFT!



SPUTTT SPUTTER
SPUTTT
SPUTTT—*



LOOKS LIKE WE'LL BE HIKING THE REST OF THE WAY.

YEAH. WELL, GRAB YOUR GEAR. IF WE'RE LUCKY, WE CAN GET THERE BEFORE DARK.



LET'S GO!
IF WE WANNA MAKE IT BEFORE DARK, WE'RE GOING TO HAVE TO MAKE OUR OWN LUCK!

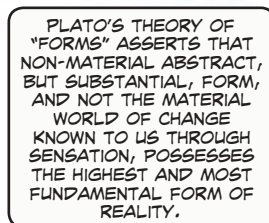
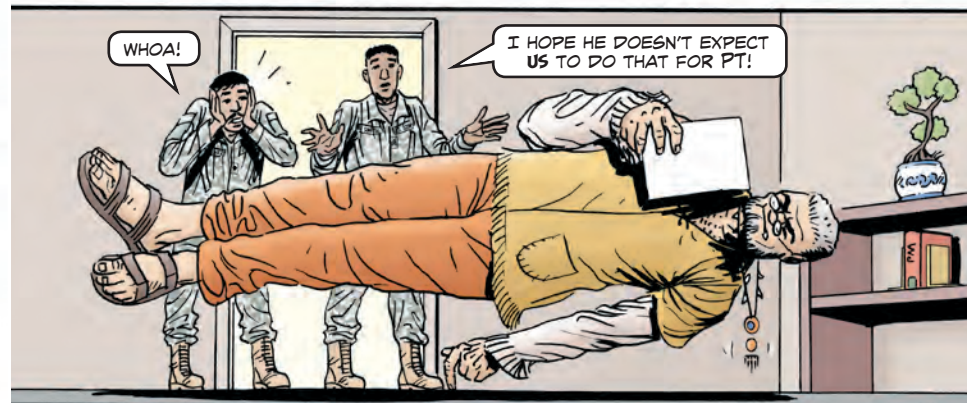
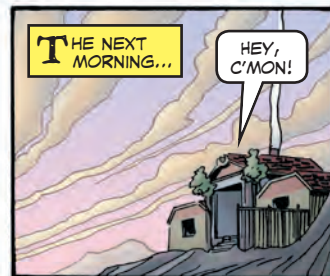
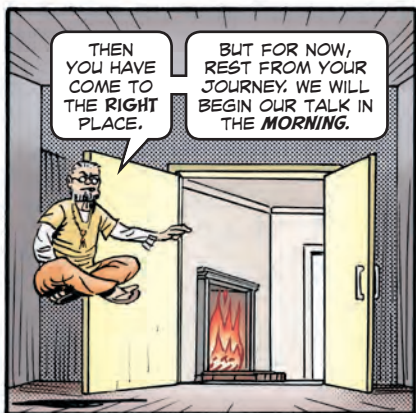
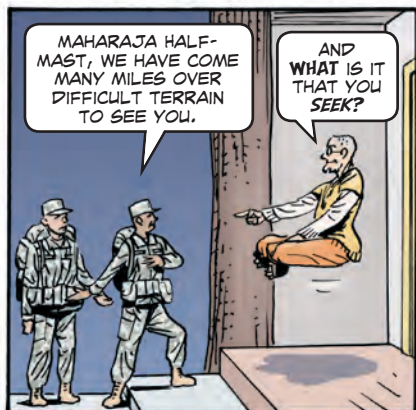
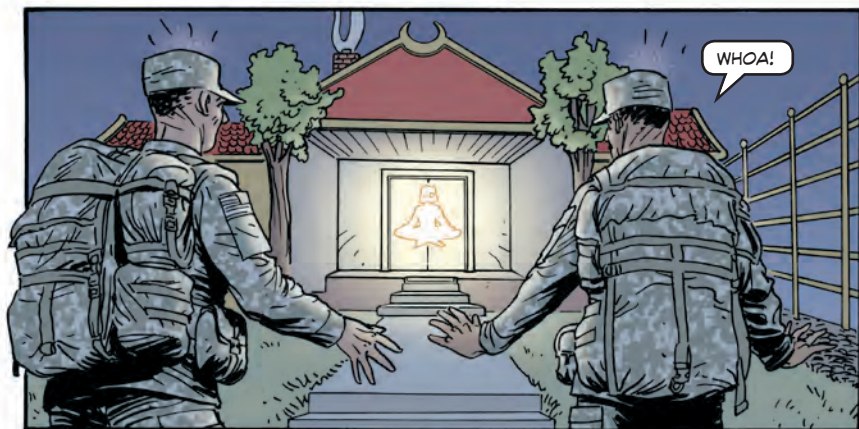


IT WAS AN ARDUOUS JOURNEY. THE WIND BEGAN TO BLOW...



...AND THE ELEMENTS SEEMED DETERMINED TO BLOCK THEIR WAY.







I'VE BEEN LOOKING AT THIS DA FORM 2404 THAT WAS SITTING ON THE FLOOR OF YOUR VEHICLE.



UH-OH!

HOW DID HE GET THAT?!!



WHAT LITTLE IS WRITTEN ON THIS FORM ISN'T TELLING ME MUCH, AND IT HASN'T BEEN DATED AND SIGNED BY YOUR SUPERVISOR!



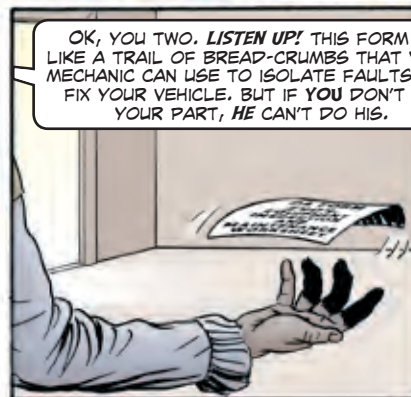
UH, WELL... HE WAS A LITTLE BUSY AT THE TIME.

I THINK WE'RE ABOUT TO GET AN EARFUL!

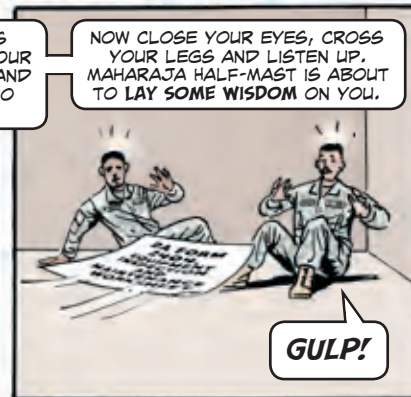
DA FORM 2404, EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET

THE DA FORM 2404, EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET, IS THE EYES AND EARS OF YOUR VEHICLE.

THIS FORM TELLS WHEN YOUR VEHICLE WAS INSPECTED, ITS OPERATIONAL STATUS, ANY PROBLEMS IT HAS, AND CORRECTIVE ACTION THAT NEEDS TO BE TAKEN TO FIX THOSE PROBLEMS.



OK, YOU TWO. LISTEN UP! THIS FORM IS LIKE A TRAIL OF BREAD-CRUMBS THAT YOUR MECHANIC CAN USE TO ISOLATE FAULTS AND FIX YOUR VEHICLE. BUT IF YOU DON'T DO YOUR PART, HE CAN'T DO HIS.



NOW CLOSE YOUR EYES, CROSS YOUR LEGS AND LISTEN UP. MAHARAJA HALF-MAST IS ABOUT TO LAY SOME WISDOM ON YOU.

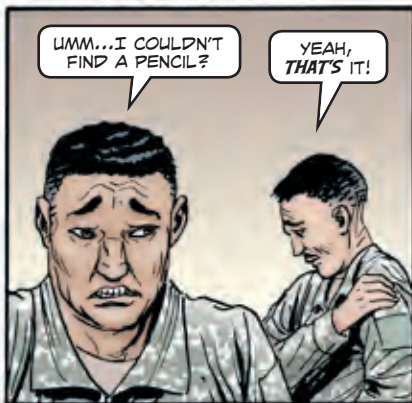
GULP!



ERR...WE WERE GONNA FILL OUT THE FORM BEFORE WE LEFT THE MOTOR POOL.

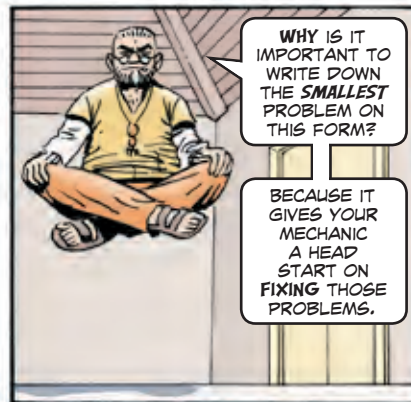
THAT'S RIGHT!

GOING TO? OK, WHAT HAPPENED?



UMM...I COULDN'T FIND A PENCIL?

YEAH, THAT'S IT!



WHY IS IT IMPORTANT TO WRITE DOWN THE SMALLEST PROBLEM ON THIS FORM?

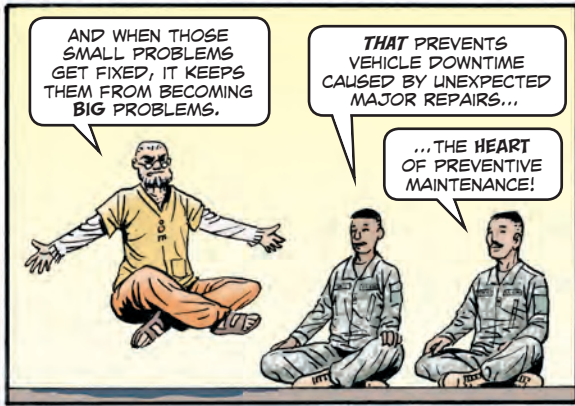
BECAUSE IT GIVES YOUR MECHANIC A HEAD START ON FIXING THOSE PROBLEMS.



SURE, OF COURSE!

WHATEVER YOU SAY, MAHARAJA!

I'M NOT FINISHED!



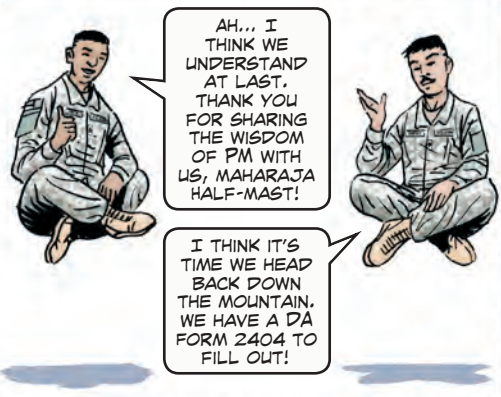
AND WHEN THOSE SMALL PROBLEMS GET FIXED, IT KEEPS THEM FROM BECOMING BIG PROBLEMS.

THAT PREVENTS VEHICLE DOWNTIME CAUSED BY UNEXPECTED MAJOR REPAIRS...

...THE HEART OF PREVENTIVE MAINTENANCE!



WHOA!



AH... I THINK WE UNDERSTAND AT LAST. THANK YOU FOR SHARING THE WISDOM OF PM WITH US, MAHARAJA HALF-MAST!

I THINK IT'S TIME WE HEAD BACK DOWN THE MOUNTAIN. WE HAVE A DA FORM 2404 TO FILL OUT!



SEND THE NEXT TWO ON UP!



HOW DID IT GO? WERE YOU ABLE TO TALK WITH THE MAHARAJA HALF-MAST?

YES, WE'VE RECEIVED THE WISDOM OF PM MOUNTAIN. NOW MAHARAJA HALF-MAST IS WAITING FOR YOU!



AHH... IT'S GOOD TO BE THE MAHARAJA HALF-MAST!

PS SMALL ARMS

I HOPE PS HAS SOME GOOD INFO THIS MONTH ON **CLEANING WEAPONS**.

I'M GONNA NEED IT.

- T**his section has articles on:
- M14 sniper rifle loans
 - Choice of Storm batteries
 - Improved 5.56 round to CONUS
 - Turning in old shot guns
 - Ammo trucks and fire extinguishers
 - JCAD shelf life shelved

WHAT TO DO WITH SNIPER RIFLES

IF YOUR UNIT FIRES SNIPER RIFLES, YOU NEED TO READ THIS NEW INFO ON HOW TO HANDLE THEM.

When turning in weapons, you'll need to ship them to Anniston Army Depot. Return them in the cases they came in and include all their BII and COEI. A complete list of the BII and COEI can be found in the weapon's -10 TM. Fill out a shortage annex for missing items and pack it inside the weapon's case.

For any shipping/receiving questions, contact Anniston Army Depot at:

DistAnnistonWeaponsSerialization@dla.mil

Questions? Contact the sniper rifle item manager, David Tipp, at DSN 786-1330, (586) 282-1330, or email: david.j.tipp2.civ@mail.mil

Questions can also be directed to equipment specialists Eugene Meade, DSN 786-1253, (586) 282-1253, email: eugene.v.meade2.civ@mail.mil or Michael Price, DSN 786-1252, (586) 282-1252, email: michael.b.price.civ@mail.mil

M240-Series
Machine Guns...

FMC = Two Barrels

HOLD ON!
I CAN'T GO TO THE RANGE WITH JUST **ONE BARREL!** YOU NEED TO TAKE MY **SPARE, TOO!**

YEAH,
SAME GOES FOR **ME!**

Eyes on the target, snipers! The Army has changed how units should handle turn-in and exchange of sniper rifles.

If you have the M24 sniper weapon system, NSN 1005-01-240-2136, turn it in. The Army no longer supports it.

The M14 enhanced battle rifle, material control number (MCN) 1005-01-D17-0487, is issued only through the Army Loan Program. If you can't turn in an M14 EBR before the loan expires, it's your responsibility to coordinate with the program's POC for an extension. The POC is listed in the M14's loan agreement. Contact the Loan Program's team when turning in the weapon so the loan can be properly cleared.

These sniper rifles will no longer be repaired at depot:

- M107, NSN 1005-01-469-2133
- M110, NSN 1005-01-534-2841
- M2010, NSN 1005-01-588-2913

If they can't be repaired at unit level, they can be exchanged for new rifles, including all BII and COEI.

When a weapon is deadlined, send a copy of the DA Form 2404 to the item manager. The 2404 should list all deficiencies and required repairs. TACOM then decides if the weapon can be repaired locally or if it should be replaced. If it's to be replaced, the item manager will provide turn-in instructions.

Dear Editor,

Typos in WP 38 00-6 in TM 9-1005-313-10 (Nov 02) left out the 1 in the QTY RQD column for the spare barrels for the M240, M240C, M240D and M240N machine guns. This has caused some confusion for units.

All M240 models require not only one working barrel, but also a working spare barrel to be considered fully mission capable (FMC). That's because firing and firing through the same barrel eventually warps and ruins the barrel.

You should change the barrel every 10 minutes during sustained fire (100 rounds per minute) and every two minutes during rapid fire (200 rounds per minute).

Andrew Guilliams
TACOM Armament LAR
Vilseck, Germany

Editor's note: This is also true for the M249 machine gun. The M249 barrel should be changed every 200 rounds both for sustained fire and rapid fire. Thanks for reminding us, Andrew.

GOOD NEWS!
WE CAN WORK
TOGETHER
NOW...

...AS LONG
AS WE GET
THE RIGHT
KIT!

M240L Can Be Mounted on HMMWVs

Units are now authorized to mount the M240L machine gun on M1151A1 and M1114 HMMWVs.

To mount it on the M1151A1, you'll need the objective gunner protection kit, NSN 2540-01-558-5467.

For the M1114, use the objective gunner protection kit, NSN 2540-01-543-8325.

AN/PSQ-23/23A STORM...

USE THE RIGHT BATTERY

I'VE GOT A NEW BATTERY FOR YOU, BUDDY! LET'S GET YOU SET UP!

SORRY MY GOOD MAN, BUT I'M VERY PARTICULAR ABOUT MY BATTERIES. I USE **ONLY** 123A LITHIUMS. PLEASE TAKE THAT THING AWAY.

WHERE DO I GET ARMS ROOM LOCKS?

Dear Half-Mast,

What locks meet the security requirements for the arms room? I know you can't just use any locks.

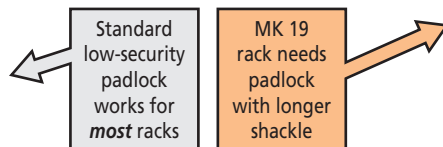
SSG G.M.

Dear Sergeant,

Good question! The weapons racks need approved low-security padlocks. NSN 5340-00-158-3805 brings a padlock that will work with most weapons racks. The exception is the MK 19 rack, which needs a padlock with a longer shackle. NSN 5340-01-408-8434 gets what you need.

The door to the arms room vault requires a high-security padlock. Go to the Department of Defense Lock Program website for a list of all available low- security and high-security padlocks:

<https://www.troopsupport.dla.mil/hardware/Locks/>



Half-Mast

There are no substitutions when it comes to the AN/PSQ-23/23A small tactical optical rifle mounted (STORM) battery. Use **only** the 3V 123A-style lithium battery, NSN 6135-01-351-1131.

If you sub something like the BA-5372/U 6VDC battery, you can severely damage the STORM or cause complete circuitry failure. Even worse, the wrong batteries could lead to a fire or explosion!

Never store or ship STORMs with the batteries installed. The batteries can leak and damage the STORM.

Make sure you have plenty of spare 123A batteries on hand. Your STORM won't be much good if it has no power.

For more on STORM battery installation, usage and operation, see TM 9-5855-1913-13&P and TM 9-5855-1920-13&P. For even more battery info, see TB 43-0134, *Batteries, Disposition and Disposal*.

If you have any STORM questions, contact Dennis Timmons at (586) 282-1643 or email: dennis.c.timmons.civ@mail.mil

Use **only** 3V 123A lithium batteries

Improved 5.56mm Round Coming to CONUS

THE M855A1 ENHANCED PERFORMANCE ROUND HAS BEEN USED IN THEATER OPERATIONS SINCE 2010. NOW IT'S COMING TO CONUS TRAINING LOCATIONS!

IT'S REPLACING THE M855, WHICH HAS BEEN USED FOR OVER 30 YEARS.

THE M855A1 PERFORMS BETTER THAN ALL OTHER 5.56MM CARTRIDGES AS A GENERAL PURPOSE ROUND AND HAS THESE ADVANTAGES OVER THE M855...

- Dramatically improves hard target performance at longer distances.
- Consistently takes down soft targets.
- Is superior to legacy 7.62mm ball rounds against soft targets.
- Improves accuracy and effectiveness at extended ranges.

But there are a few things Soldiers need to remember about the M855A1:

- The penetrator tip may rotate and there is a distinct gap between the bullet jacket and the penetrator. But this doesn't affect the M855A1's performance in any way.
- White or gray corrosion that looks like a thin layer of dust can appear when the ammo is exposed to certain environmental conditions. This has no effect on the M855A1 rounds. If you see rust, though, report it up your chain of command.
- When zeroing with M855A1 rounds, follow the 5m-offset procedures for zeroing weapons, ammunition and optics prescribed in Section 5-1 of FM 3-22.9, *Rifle Marksmanship M16-IM4-Series Weapons*.
- Do not use M855A1 rounds in close quarter battle shoot houses.

M855A1 round may have gap under its penetrator

Penetrator



Gap



Jacket

M855A1 ROUNDS ARE AVAILABLE IN THESE CONFIGURATIONS...

Nomenclature	DODIC	NSN 1305-
5.56mm ball M855A1, linked	AB56	01-559-3332
5.56mm ball M855A1, clipped with bandoleer	AB57	01-559-3333
5.56mm ball M855A1, clipped, commercial pack	AB58	01-559-3335
4 ball M855A1/1TR M856A1, linked	AB73	01-596-4478
5.56mm ball M855A1, clipped bulk pack without bandoleer	AB77	01-598-0155

M855A1 AMMO GIVES YOU AN **ADVANTAGE** ON THE BATTLEFIELD, BUT AMMO IS ONLY AS GOOD AS YOUR **MARKSMANSHIP**.

TURN IN OLD SHOTGUNS

IF YOU HAVE ANY SHOTGUNS OTHER THAN US, **TURN THEM IN!**

WE'RE THE **ONLY** SHOTGUNS THE ARMY SUPPORTS.

The Army supports only two shotguns:

- **M26 modular accessory shotgun system**, NSN 1005-01-535-3487 (LIN S40541)
- **M500 shotgun**, NSN 1005-01-295-1832 (LIN T39223)

If you have the following shotguns, turn them in and order either the M26 or M500:

- **M1200**, NSN 1005-00-921-5483
- **M590**, NSN 1005-01-251-8578
- **M870**, NSN 1005-00-973-5645
- **M550A1**, NSN 1005-01-371-4462

Questions? Contact TACOM's Engel Arias at DSN 786-1547, (586) 282-1547, or email:

engels.d.arias.civ@mail.mil

Or Justin Voneye, DSN 786-1265, (586) 282-1265, or email:

justin.w.voneye.civ@mail.mil

Or Rich Roscoe, DSN 786-1276, (586) 282-1276, or email:

richard.j.roscoe.civ@mail.mil

AMMO AND EXPLOSIVES BAFFLER

OK, WE'RE
READY TO MAKE
AN AMMO RUN!
WHO'S WITH US?

C'MON,
BUDDY!
THAT'S
US!!

I'M BEAT.
YOU GO AHEAD.
I'LL HANG OUT
HERE.

NOPE. WE
MARCH IN STEP
WITH AR 385-10
AROUND HERE.
IT'S A **TEAM
JOB...** OR WE
DON'T ROLL!

Here's a burning question from the field: How many fire extinguishers are required in a vehicle when transporting Army ammunition or explosives? The answer depends on whether the vehicle is owned by the government or a commercial company.

All Army vehicles must be equipped with at least two Class 2-A 10BC or equivalent fire extinguishers. You'll find this rule in Para 14-4.c. in AR 385-10, *The Army Safety Program* (Nov 13). Download the pub at:

http://www.apd.army.mil/pdffiles/r385_10.pdf

However, the Army cannot mandate that commercial trucks meet AR 385-10 standards. Instead, commercial vehicles are regulated by the Code of Federal Regulations Title 49 and DA Pam 385-64, *Ammunition and Explosives Safety Standards*. When transporting Army ammunition or explosives, they must have at least one 10BC fire extinguisher. Para 20-8.d. of DA Pam 385-64 nails this down. Download the pub at: http://www.apd.army.mil/pdffiles/p385_64.pdf

Helpful Suggestions for ASAs

If you work for an Army-operated ammunition supply activity (ASA), make sure the customers you support, especially sister services, are aware of fire extinguisher requirements for transporting Army ammunition or explosives.

One way to reduce confusion is to give an external SOP to customers. The SOP can outline operations and procedures for requesting, receiving and returning ammunition and residue, in accordance with AR 710-2, *Supply Policy Below the National Level*.

It's also a good idea to keep a few spare fire extinguishers at the ASA to loan to units that do not have the correct number or type of fire extinguishers needed to transport ammunition or explosives. The borrowing unit can return the spares once its mission is done.

M4 JCAD...

GOOD NEWS.
READERS!

YOU CAN **STOP WORRYING** ABOUT
EXPIRATION DATES FOR MY SIEVE
PACK AND CONFIDENCE SAMPLE.

CRASH!

Dear Editor,

As part of my work with the JBLM command maintenance training team, I evaluate CBRN rooms. I've found that many CBRN specialists don't realize the shelf life requirements for the M4 joint chemical agent detector (JCAD) sieve pack assembly, NSN 6665-01-555-6120, and confidence sample, NSN 6665-01-555-6126, have been eliminated.

In other words, the expiration dates for the sieve pack and confidence sample can be ignored. CBRN specialists should mark through the expiration dates on the packages for the sieve pack and confidence sample to prevent confusion in the future.

For more information, see TACOM supply advisory message (SAM) 13-667 and 14-704:

<https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=SAM13-667.html>
<https://tulsa.tacom.army.mil/safety/message.cfm?id=SAM14-704.html>

David Whitmire
COMET
JBLM, WA

Editor's note: Thanks for alerting us, David. We'll help get the word out.

WEED OUT BEEPERS!

I'M SO EMBARRASSED. I JUST CAN'T STOP BEEPING.

THAT'S OK. WE'LL TURN YOU IN TO CECOM AND GET YOU FIXED.



There are AN/UDR-13 radiacmeters in the field that have a software problem that causes them to beep. That can be beeping bad news in a combat situation.

Here's what CECOM wants you to do to weed out beeping beepers:

Turn in all AN/UDR-13s with serial numbers from 6800C to 32855C. But don't turn in any that have an "F" at the beginning of the serial number. They have been repaired and are OK.

Test all other AN/UDR-13s for beeping. Turn them on away from a radiation source and let them run for at least 20 minutes. Make sure the audio indicator is turned on. If any beep, turn them in.

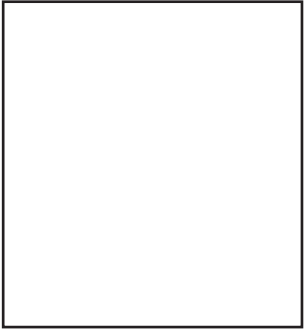
Active Army and Reserves should follow the turn-in procedure in Ground Precautionary Action 2014-005 at:

<https://cecomsafety.apg.army.mil/sfmessages2/>

ARNG units should contact their surface maintenance manager for turn-in instructions.

Marines should contact their local CBRN office.

For more information, contact CECOM's Thomas Lamphear at DSN 648-1381, (443) 395-1381, or email: thomas.m.lamphear.civ@mail.mil



GOOD NEWS, SERGEANT. NOW YOU CAN ORDER CAISI COMPONENTS THROUGH THE REGULAR SUPPLY SYSTEM.

CAISI 2.0 Shifts to Sustainment

WHEW! JUST IN TIME... 'CAUSE I THINK THIS ANTENNA'S GONE BAD.

The Combat Service Support (CSS) Automated Information Systems Interface (CAISI) 2.0, LINs A40443 and P99881, transitioned to hardware sustainment on October 1, 2014.

On the same date, the following hardware items transitioned for sustainment to the Communications-Electronics Command (CECOM) Life Cycle Management Command (LCMC):

- **OL-701A/TYQ CAISI bridge module (CBM), NSN 5820-01-564-4845**
- **MK-2975/TYQ system support representative (SSR) accessory kit, NSN 5999-01-566-3094**
- **AB-1244/GRC-1 antenna mast kit, NSN 5985-01-616-6192.**

This change also means that CAISI components are no longer available from the Product Director, Defense Wide Transmission Systems (PD DWTS). However, PD DWTS is still responsible for security accreditation and configuration management of the system.

Units, this also means you can now order replacement CAISI components through the Army supply system. Turn in unserviceable equipment through normal supply channels.

If your unit needs a complete CAISI system, first check to see if transfer of excess is available from other units or from an inactivating unit. If not, submit a requisition using the system NSN. OL-701A/TYQ, NSN 5820-01-564-4845, is the stand-alone system.

Note that NSNs for the OL-701A/TYQ and MK-2975A/TYQ are CECOM-managed (B16), except for the antenna mast cases. The antenna mast case NSNs are managed by the Defense Logistics Agency (DLA).

The SSR accessory kit consists of two cases. The black CBM transit case (Case 1) serves as a supply of backup spares; the SSR accessory case (Case 2) contains all the components needed to configure, set up and test the system in the field.

THERE IS NO NSN FOR THE INDIVIDUAL SSR ACCESSORY CASE. BUT THERE ARE TWO OPTIONS FOR GETTING IT...

- Submit a requisition through the Army supply system for the empty black case, NSN 5895-01-625-1982, and the individual subcomponents;
- or
- Submit a requisition request for a complete SSR kit, NSN 5999-01-566-3094.

To requisition individual CAISI items, use the following CAISI hardware component description tables...

CAISI Bridge Module Kit

Item	Description	NSN	PN
1	CAISI bridge module (CBM) processor group signal data (CAISI 2.0) OL-701A/TYQ is comprised of: One (1) CBM green transit case (see list of subcomponents below), and one (1) antenna mast case (see antenna mast table for list of subcomponents).	5820-01-564-4845	25627-08-001
CBM transit case (green) is comprised of:			
2	Olive drab (OD) green transit case, empty	5895-01-623-9736	25779-00-001
3	Antenna, (OD series) Omni antenna, 2.4-2.5 GHz 9 dBi	5985-01-623-9625	25553-08-001
4	Antenna, 5-6 GHz, 9 dBi Omni antenna	5985-01-624-0481	25551-08-001
5	Antenna, dual band 2.4-5.8 GHz antenna (N-Male)	5985-01-624-0625	25712-08-001
6	Processor, bridge (CBM radio ES520) with mounting bracket	5895-01-624-3728 5340-01-623-9914	25548-08-001 384-00004-01
7	Power supply, (power over Ethernet [PoE]) injector assembly	6130-01-624-7200	25710-08-001
8	Interface unit, data transfer (Zyxel switch)	7025-01-623-9379	25549-08-001
9	Cable assembly, special purpose, electrical Ethernet cable, 70 ft with reel	5995-01-623-9746	25555-08-001
10	Cable assembly, special purpose, electrical Ethernet cable, 3 ft	5995-01-623-9731	25556-08-001
11	Parts kit, electronic equipment (3-ft and 30-ft grounding straps)	5999-01-623-9721	25542-08-001
12	Hardware kit, mechanical equipment	5340-01-623-9913	25635-08-001
13	Antenna, grid antenna 5.47-5.85 GHz, 26 dBi	5985-01-623-9631	25552-08-001
14	Cable assembly, radio frequency (3 ft)	5995-01-623-9898	25554-08-001
15	Cable assembly, special purpose, electrical (RS-232 adapter with 3-ft Ethernet cable)	5995-01-625-0099	02941-RJ45/DB9
16	Antenna mast, AB-1244/GRC-1 (refer to antenna mast table for specific components)	5985-01-616-6192	AB-1244/GRC-1

Accessory Kit, Electronics Equipment (SSR Kit)

Item	Description	NSN	PN
	Accessory kit, electronic equipment, SSR accessory kit is comprised of: 1 CBM black transit case (See above CBM table for list of subcomponents), 1 SSR accessory case (subcomponents listed below), and 1 antenna mast case (see antenna mast table for list of subcomponents).	5999-01-566-3094	MK-2975A/TYQ
Black CBM transit case (complete) consists of the same subcomponents as listed above for the CBM transit case on the CBM kit table, with the exception of the CBM transit case (green)			
	Black CBM transit case, empty (replaces NSN 5895-01-623-9736, green CBM transit case, empty)	5895-01-623-9751	25779-00-002
SSR accessory case is comprised of:			
1	Case, electronic communications equipment (empty, black SSR accessory case)	5895-01-625-1982	08508-100-DSI
2	Black transit case (for CBM kit)	5895-01-623-9751	25779-00-002
3	Computer system, digital (notebook computer), includes case, CAISI baseline DVD and power cord/supply)	7010-01-625-2886	DELL-E6410
4	Cable assembly, special purpose, 14-ft electrical Ethernet cable	5995-01-625-1989	14FT-CAT5ERJ45
5	USB-serial converter cable	5995-01-625-2822	U209000R-B16
6	Processor, gateway (security gateway 5GT or SSG5 router), includes power supply	7025-01-625-1997	SSG5
7	Cable assembly, special purpose, electrical (serial cable, 9 pin M-F)	5995-01-625-1995	25201DB9
8	Cable assembly, special purpose, electrical, (RS-232 adapter with 3-ft Ethernet cable)	5995-01-625-0099	02941-RJ45/DB9
9	Cable assembly, special purpose, 6-ft electrical Ethernet cable	5995-01-625-1999	6FT-CAT5ERJ45
10	Cable assembly, special purpose, 3-ft electrical Ethernet cable	5995-01-623-9731	25556-08-001
11	Modem, communications, digital subscriber line (DSL) bridge includes power supply*	5895-01-625-1976	MM-300SBP
12	CAISI bridge module (CBM) processor group signal data (CAISI 2.0) OL-701A/TYQ (refer to CBM table for specific components)	5820-01-564-4845	25627-08-001
13	Antenna mast, AB-1244/GRC-1 (refer to antenna mast table for list of sub components)	5985-01-616-6192	AB-1244/GRC-1

*There are two DSL modem modules, MM-300SBP and MM-300SBP-G2, for the CAISI 2.0 system. The two models are not compatible with each other. If only one of the older models (MM-300SBP, tan) requires replacement, then two of the newer DSLs modems (MM-300SBP-G2, black) are issued in its place.

Antenna Mast, AB-1244A GRC-1

Item	Description	NSN	PN
	Antenna mast, AB-1244/GRC-1	5985-01-616-6192	AB-1244/GRC-1
Comprised of:			
1	Carrying case	5985-01-072-4339	SM-D-944752
2	Lower mast sections	5985-01-324-3462	A3159892
3	Upper mast adapter section (red ring)	5985-01-326-5533	A3159902
4	Guy rope (red clips), 42-ft	4010-01-072-4414	SM-D-659410-GP1
5	Sledge hammer, 2.5 pounds	5120-00-203-4656	HM1
6	Strain relief clamp	5975-00-563-0229	PF-211G
7	Base plate pins	4030-01-072-8017	SC-B-729924
8	Guy ring (blue)	4030-01-074-7881	SM-B-659290-1
8	Guy ring (red)	4030-01-072-8126	SM-B-659290-2
9	Base plate	5985-01-127-2133	A3002872
10	Mast base assembly	5985-01-324-3464	A3159890
11	Guy stakes	4030-01-073-6103	SM-C-659375
12	Guy rope (blue clips), 36-ft	4010-01-072-4415	SM-D-659410-GP2
13	Lower mast adapter section (blue ring)	5985-01-327-1448	A3159895
14	Upper mast sections	5985-01-324-3463	A3159899
15	Mast section, 30-ft (combines item numbers 2, 3, 13 and 14)	5985-01-324-3461	A3159889
16	Reel unit for guy ropes	8130-01-355-7616	SC-D-1064
17	Power supply (UPS) 4 outlets (replaces 6 outlet UPS)	6130-01-623-9753	25558-08-001

You can get more info on CAISI operation, maintenance and repair parts, and special tools in TM 11-5895-1897-13 and TM 11-5895-1897-23P. Get the TMs from the PD DWTS website at:

<https://peois.army.mil/csscomms>

Click on the CAISI link, then go to INFO CENTER in the left-hand column and click on DOCUMENTS. Hot links to the two manuals are under the Training Documentation header.

FOR HARDWARE QUESTIONS, CONTACT CECOM ITEM MANAGER RHONDA HAZELTON AT (443) 395-1192 OR EMAIL: rhondaj.hazelton2.civ@mail.mil

FOR CAISI QUESTIONS OTHER THAN REQUISITIONING COMPONENTS OR SYSTEMS, EMAIL PATRICK BARNETTE AT: patrick.b.barnette.civ@mail.mil

Check Out CMDP Knowledge Center

THE COMMAND MAINTENANCE DISCIPLINE PROGRAM (CMDP) WENT INTO EFFECT IN DECEMBER 2013 WITH THE LAST MAJOR REVISION OF DA PAM 750-1, *COMMANDERS' MAINTENANCE HANDBOOK*.

NOW THERE'S A SINGLE SOURCE FOR MAINTENANCE BEST PRACTICES. AT THE CMDP KNOWLEDGE CENTER, YOU'LL FIND...

- Best CMDP practices
- An overview of CMDP, including
 - Unit requirements
 - Regulatory guidance
 - Info on the Army Award for Maintenance Excellence
- Commander/unit tools
 - Maintenance SOPs
 - Sample materiel readiness reports/ logistics readiness reports
- SAMS-E/GCSS-Army
 - 026/Equipment Status Report examples
 - Status code cheat sheets
- Links to maintenance messages, hot topics, training and more.

The Army is returning to a focus on maintenance and the Command Maintenance Discipline Program is a good place to start. Also, check out stories about command emphasis on maintenance practices.

SO GRAB YOUR CAC, STOP BY THE **CMDP KNOWLEDGE CENTER** AND **LOAD UP** ON ALL THE MAINTENANCE-THEMED TREASURES THERE. VISIT...

<https://www.us.army.mil/suite/page/693941>

The screenshot shows the 'COMMAND MAINTENANCE DISCIPLINE PROGRAM Knowledge Center' website. It features a navigation menu on the left with items like 'CMDP OVERVIEW', 'TWO-TIER MAINTENANCE', 'COMMANDERS', 'UNIT TOOLS', 'SAMS-E', 'GCSS-A', and 'REGULATIONS'. The main content area includes 'Hot Topics as of 24 April' with a list of links, an 'Immediate Response' section with a text box and 'Ask the Expert' button, and a 'SKN-Live Calendar' for September 2014. A 'CLICK HERE' button is also visible.

RIGHT FOUNDATION FOR EQUIPMENT READINESS

SEEMS EVERYTHING OLD IS EVENTUALLY *NEW AGAIN*. THAT INCLUDES THE ARMY'S RETURN TO OLD-SCHOOL MAINTENANCE STANDARDS.

HERE ARE SOME GREAT SUGGESTIONS FROM CHIEF KELLER FOR GETTING *BACK TO BASICS*.

Dear Editor,

Back in 1985, when I was assigned to my first engineer unit at Ft Benning, GA, I was part of an organization that I felt did company-level motor stables the best way.

First, there was lots of command emphasis and presence, which I believe is an essential foundation for building a good company maintenance program.

Every Monday morning after PT, the first formation took place in the motor pool. Then the whole company spent hours doing PMCS by the book. If necessary, it lasted into the afternoon.

Squad leaders supervised the operators and platoon sergeants supervised the squad leaders. The first sergeant and platoon leaders were always present. Mechanics were required to be present as well, and the company "assigned" them to the platoons so that the mechanics became familiar with various equipment and personnel.

Once PMCS was done and the squad leaders and platoon sergeant looked it over, the mechanics then tried to fix any problems with the help of the operators. If they could not repair equipment on the spot, they did troubleshooting and verified the faults with the operators' help.

Here's a list of what I think made this company's maintenance successful:

- **Command emphasis**
- **Command presence during the entire operation**
- **Weekly time set aside for whole company participation**
- **Mechanics and operators working side-by-side during PMCS**
- **PMCS supervised by squad leaders or platoon sergeant**
- **Faults quickly verified by maintenance personnel**
- **Equipment assigned to primary and assistant operators**
- **TMs and BII inventoried weekly, and secured by operators**
- **This weekly meeting time was also used for training new Soldiers on the equipment.**

CW3 Timothy M. Keller
LANG-J8
GCSS-Army Transition Project Officer
Camp Beauregard, LA

Editor's note: *Excellent insights, Chief. Thanks for sharing your experience. We agree that command emphasis plays a vital role in Army equipment readiness.*

ROTATING FOCUS AIDS EQUIPMENT

STEP RIGHT UP,
SOLDIER!
IT'S TIME TO FIND
OUT THIS WEEK'S
MAINTENANCE
FOCUS ON THE...

PMCS WHEEEL
OF FORTUNE!

In addition to performing the PMCS, here are some examples of weekly focus areas for tactical vehicles:

- Lights
- Fluid level checks
- BII
- Fire extinguishers (include demonstration on inspection/usage)
- Wipers
- AOAP samples (include sampling demonstration)
- Tires
- Gages and indicators
- Batteries
- Air filters (include cleaning demonstration)
- Lubrication instructions

Other equipment such as weapons, NVGs, radios, generators and CBRN items can also be included in weekly command maintenance focus areas.

CW4 Danny Taylor
Combined Arms Support Command (CASCOM)
Ft Lee, VA

SPEAKING FOR
THE EDITOR, WE
APPRECIATE YOUR
CONTRIBUTION, CHIEF
TAYLOR. A ROTATING
FOCUS IS A GREAT
WAY TO ENSURE NO
EQUIPMENT AREAS
ARE NEGLECTED!

Tagged for Creative PMCS

NOW THAT YOU'RE ALL
HERE, THE THREE AREAS
OF EMPHASIS FOR THIS
WEEK'S PMCS WILL BE...

Dear Editor,

As a former battalion maintenance officer (BMO), I'd like to share my experience in striving for better PMCS.

Our battalion conducted weekly command maintenance formations and events in the motor pool. All commanders, leaders and Soldiers were required to be present—this was emphasized by the chain of command.

The BMO highlighted a particular PMCS focus area each week. This area sometimes included a demonstration by maintainers or the BMO.

This focus area was also annotated on a memorandum and incorporated into the maintenance SOP. Once the focus area was highlighted and explained by maintenance personnel/BMO, leaders spot-checked their personnel during the PMCS.

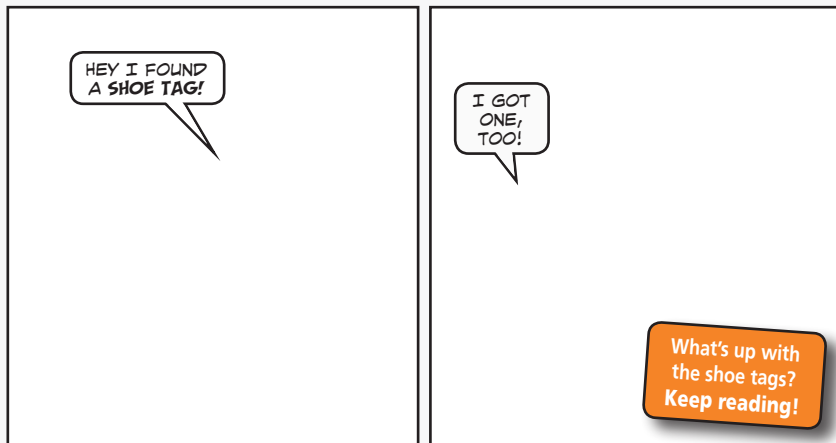
Dear Editor,

My first CONUS duty station in 1992 was with the Service Battery, 3rd Battalion, 41st Field Artillery, 24th Infantry Division (MECH) at Ft Stewart, GA. The second battalion commander (BC) I served under had a process that I've often used in my career, even now as the 41st Infantry Brigade Combat Team (IBCT) BDE Maintenance Technician.

We performed motor stables every Monday morning. The entire battalion marched to the motor pool, where the drive-through gate was closed behind the last arriving battery. The BC addressed the battalion in formation and announced three areas of emphasis for that week's PMCS.

The areas could be battery cables, CV boots, master cylinders, etc. During the week prior, the BC conferred with the battalion motor sergeant and battalion maintenance technician (BMT) to decide which three areas needed to be addressed. The motor stables period was not finished until:

1. Each battery commander physically put their hands on each of the three areas on every one of their vehicles, as applicable.
2. Every DA Form 5988-E (or 2404) was reviewed and turned into the battery motor sergeant (BMS).



Additionally, the BMS and BMT placed a number of shoe tags in hard-to-see areas on vehicles across the battalion. The shoe tags read, "When found return to the BMS." These tags could be turned in by the Soldiers for early release that day or on Friday of that week as incentives for performing a proper PMCS.

The tags were hidden from direct view and might be attached to drive lines, brake lines, inside engine compartments, etc. Only when Soldiers put their hands on the item was the tag visible. Often the only way to see it at all was if they were on their backs under their vehicles.

The BC and battalion command sergeant major also did spot-checks with battery commanders, watched Soldiers perform PMCS, and demonstrated their personal knowledge and proficiency where necessary.

This whole process was done in a positive atmosphere that fostered teamwork, emphasized training to standards rather than time, and developed PMCS skills. There was also emphasis on maintenance from the highest levels of the command.

Even the Family Readiness Group benefited by setting up a refreshment stand outside the walk-through gate. No one was released from this maintenance period until the whole battery completed PMCS.

Editor's note: *Thanks for sharing these unique pointers for tackling PMCS, Chief. We can imagine the Easter egg hunt kind of excitement those time-off tags must have generated.*

CW4 Ron Higginbotham, OD
BDE Maintenance Technician, 41 IBCT
Field Maintenance Manager, ORARNG

HOW TO MAKE BINDERS FOR PS!

AT LAST!

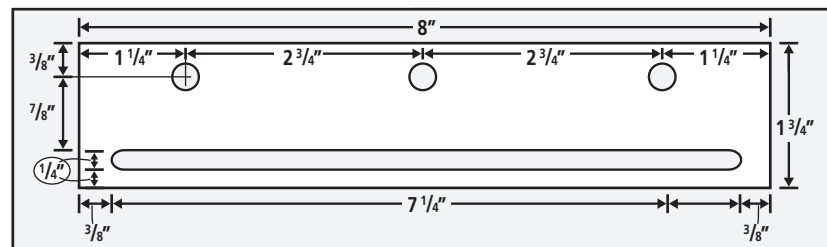
One cool fact about *PS Magazine's* size is that it fits in a cargo pocket. But an unconventional pub size like *PS* can also make it harder to organize back issues.

Some of you asked us if there's a way you can put together a tidy *PS* back issue collection. Yes! It takes a little elbow grease, but the end result is worth it. This way you don't have to punch holes in the magazine and risk losing info.

First, grab some three-ring, loose-leaf binders. You can local purchase 'em or order 5 1/2-in x 8 1/2-in binders with NSN 7510-00-187-6486. This size is a good fit for *PS* and each binder holds 6 copies.

Next, make your own *PS* holders using file dividers, NSN 7530-00-988-6515.

- Here's how:
- For each issue, cut a 1 3/4 x 8-in strip from a divider.
 - Punch three holes along one side of the strip and cut a 7 1/4-in slot along the other side.
 - Slip the magazine through the slot.



NOW THAT'S A NIFTY SOLUTION!

DO YOU HAVE OTHER IDEAS FOR ORGANIZING PS BACK ISSUES?

Send us your suggestions at:
usarmy.redstone.logsa.mbx.psmag@mail.mil

SPOTLIGHT ON BRIGADE MAINTENANCE MEETINGS

SURE IS GOOD TO BE HOME, ORTIZ!

I SECOND THAT, BUT GETTING BACK INTO THE MAINTENANCE RHYTHM IS **HARDER** THAN I THOUGHT IT WOULD BE. WONDER WHY?

HERE ARE SOME SUGGESTIONS FOR HOLDING **EFFECTIVE** MAINTENANCE MEETINGS...

- **Time.** Meeting time should be set based on supply and maintenance data processing windows, so everyone has the most current 026 report (maintenance summary.) Try to use a 026 printout that's less than 8 hours old. The meeting should also finish on time so that critical class IX parts can be placed on the evening logistics package (LOGPAC).
- **Location.** Choose a regular meeting place so everyone knows where to meet. Hold the meeting where attendees can conduct other business, like the brigade support area.
- **Agenda.** Post an agenda that supports the commander's priorities for the next mission and focuses on building combat power. The agenda should include any info attendees need to brief, such as the number of systems on hand versus the number of systems fully mission capable, and the number and status of deadlined systems.
- **Attendees.** The brigade combat team (BCT) executive officer (XO) should chair maintenance meetings. Then the commander's standards can be enforced on those who don't attend or who show up unprepared. The support operations officer should take action on shortcomings identified in the meeting.

MAYBE BECAUSE REGULAR MAINTENANCE MEETINGS GOT LEFT **BEHIND** WHEN YOUR UNIT DEPLOYED.

GETTING EVERYONE BACK ON THE **SAME PAGE** WILL HELP, BECAUSE **COMMUNICATION IS KEY!**

IN THE MIDST OF DEPLOYMENTS OVER THE YEARS, SOME GOOD HABITS ALSO GOT LEFT BEHIND.

MANY UNITS ARE BACK HOME AND IT'S A GREAT TIME TO REVISIT SOME WORTHWHILE TRADITIONS, LIKE REGULAR BRIGADE MAINTENANCE MEETINGS.

Other participants should include:

- battalion maintenance officer
- materiel management center rep
- brigade S-4 or rep
- brigade support battalion shop officer
- logistics assistance officers
- combat service support automation management officer
- BCT Army Oil Analysis Program rep
- each battalion or task force XO or shop officer
- separate company XOs and/or motor sergeants
- supply support activity (SSA) officer in charge

PS MORE

TO MAKE SURE EVERYONE IS PREPARED, HOLD A PRE-MAINTENANCE MEETING WITH...

...THE MAINTENANCE OFFICER...

...THE MATERIEL MANAGEMENT CENTER REP...

...SHOP OFFICERS...

...AND THE SSA OFFICER.

THE PRE-MAINTENANCE MEETING IS THE TIME TO...

SCRUB THE O2G PRINTOUT.

REVIEW THE STATUS OF THE NON-STOCKAGE PARTS REQUIRED.

REVIEW JOBS THAT NEED SUPPORT WORK ORDERS AND IDENTIFY UNITS THAT NEED MAINTENANCE REINFORCEMENT.

IDENTIFY CRITICAL CLASS IX PARTS AWAITING PICKUP AND IDENTIFY REQUIRED CLASS IX PARTS AVAILABLE ON THE AUTHORIZED STOCKAGE LIST.

FINALLY, A CONTRACT, OR CLOSED LOOP REPORTING SYSTEM, IS A MUST.

THE CONTRACT SPECIFIES WHO WILL TAKE CERTAIN ACTIONS, WHEN THOSE ACTIONS SHOULD BE COMPLETED, AND WHO WILL REPORT THEIR STATUS.

NOT EVERY ISSUE REQUIRES A CONTRACT—ONLY THOSE REQUIRING ACTIONS BEYOND NORMAL, DAY-TO-DAY OPERATIONS.



NAB UPDATED PROPELLANT PUB

Units, be sure you've got the latest version of the Propellant Management Guide (Jun 14). The guide gives info and methods for safe, efficient storage and management of propellants and propelling charges. It's an official supplement to SB 742-1, *Ammunition Surveillance Procedures*, and other TMs. Download it at: <https://www.milsuite.mil/book/docs/DOC-127061#>

M240L Can Be Mounted on HMMWVs

Units are now authorized to mount the M240L machine gun on M1151A1 and M1114 HMMWVs.

To mount it on the M1151A1, you'll need the objective gunner protection kit, NSN 2540-01-558-5467.

For the M1114, use the objective gunner protection kit, NSN 2540-01-543-8325.

One-Stop 2028 Drop

Found a mistake in an Army pub or form? You can submit a DA Form 2028, *Recommended Changes To Publications And Blank Forms*, right to the Army Publishing Directorate (APD). Fill out the requested info and press the "Send Form" button. APD will forward it to the right place. <http://www.apd.army.mil/>

ROUNDS PROHIBITED IN LIVE FIRE SHOOT HOUSES

Because of their increased velocity, it may be unsafe to train with 5.56mm 855A1 and 7.62mm M80A1 rounds in live fire shoot houses (LFSH). There is the possibility these rounds could penetrate LFSH walls. The Army is studying the danger, but until they reach a conclusion, don't train with 855A1 and M80A1 rounds in LFSH. Use only M80 live ball-M855, M862 5.56mm M1037 ball short range training ammunition, M862 plastic and 7.62mm M973/M974 linked 4 ball/1 tracer, or close combat mission capability kit low-velocity marking ammo.

BLACK HAWK ENGINE ACCESSORY GEARBOX SEAL KITS

If you're looking for the replacement accessory gearbox seal kits for your Black Hawk's T700-GE accessory engine, use these NSNs:

- 5330-01-599-8970 (Axis B)
- 5330-01-599-8971 (Axis E)
- 5330-01-548-7875 (Axis G)

GCSS-Army Reminder

Remember to check the GCSS-Army website for alerts, updated fielding and training schedules and other important info. Visit: <https://gcss.army.mil/>

Or sign up to get automatic notifications at:

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

DISTRIBUTION: To be distributed in accordance with the initial distribution number (IDN) 345239, requirements for the TB 43-PS-Series.

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

Got PS?

Units, in addition to restarting maintenance meetings, make sure your PS subscription is still active, too. Find out how to get Army pubs at: <https://www.logsa.army.mil/psmag/archives/PS2014/734/734-50-53.pdf>



You Can't Take the *Commander* Out of Command Maintenance!



AS A CORPS COMMANDER IN 1952, MAJOR GENERAL I.D. WHITE WAS RIGHT, MAINTENANCE IS A RESPONSIBILITY OF COMMAND.

NOW, AFTER NEARLY A DECADE OF WAR, THE ARMY IS RETURNING TO INDIVIDUAL AND UNIT MAINTENANCE AS ITS STANDARD AND THE MESSAGE REMAINS TRUE. **MAINTENANCE IS A COMMAND RESPONSIBILITY.**

COMMANDERS, IF YOU ARE TO MAINTAIN HIGH EQUIPMENT READINESS STATES AND YET JUDICIOUSLY MANAGE YOUR MAINTENANCE BUDGETS, YOU MUST BE BOTH INTERESTED IN AND INVOLVED WITH MAINTENANCE, YOU **MUST** INVEST THE TIME AND THE WILL TO ENSURE THAT PREVENTIVE MAINTENANCE TASKS ARE DONE WELL.



Preventive Maintenance... A Command Responsibility

"Preventive Maintenance is not a modern invention. Commanders have always been charged with insuring that all elements of their commands, human and material, be ready and able to accomplish an assigned task. This can be done in only one way—by everlasting interest of every member of the chain of command—in short, by recognizing that maintenance is not the job of the technician, important as he may be, but the job of the commander. PM is a command responsibility."

Major General I.D. White
Commanding 10th Corps