

Issue 688

PS

March
2010

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-688

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MUSEUM OF
WARFARE

*HALF-MAST,
OLD BOY! WHAT
BRINGS YOU TO
THE MUSEUM?*

A NEW NIGHT WATCHMAN
WHO NEEDS TO LEARN A
LESSON ABOUT *PREVENTIVE
MAINTENANCE.*



MAINTENANCE BY MEMORY



I'VE BEEN DOING
YOUR MAINTENANCE
FOR SO LONG I
BET I CAN DO IT
BY **MEMORY!**

I DON'T WANT
THAT BET!
YOU GOTTA
USE A MANUAL
WHEN YOU DO
ANY KINDA
MAINTENANCE!

Daily routine tasks can turn us into creatures of habit. And you know that habits can be good or bad.

For equipment, there's always daily or BEFORE PMCS inspections that must be done.

There's a problem. Whenever a maintenance task or inspection becomes too familiar, we have a tendency to do the job from memory.

Daily maintenance and inspections must be done by the book, but because we do checks daily, we think we can toss the TM and rely on our memory instead.

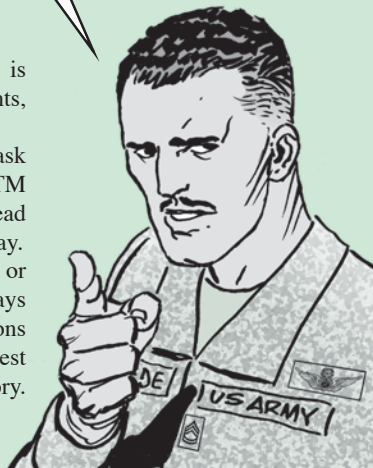
Performing preventive maintenance by memory is nothing more than maintenance by the seat of your pants, or maintenance on-the-fly, which ends up hit or miss.

Even though you think you know how to do a task or an inspection, you can't afford to not use the TM for those crucial step-by-step instructions. Failing to read the manual puts you and your equipment in harm's way.

Don't get in the habit of doing maintenance or inspections without TMs, ETMs, or IETMs. Always remember that the when, what and how of inspections and maintenance procedures change, so it's in your best interest **not** to do inspections or maintenance by memory. Your memories may be wrong or out-of-date.

THINK ABOUT IT. WOULD YOU STAKE
YOUR LIFE, RIGHT NOW, ON THE
CONDITION OF YOUR EQUIPMENT,
IF YOU KNEW ITS INSPECTION WAS
DONE BY **MEMORY?**

I WOULDN'T!



TB 43-PS-688, 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.

ISSUE 688 MARCH 2010



COMBAT VEHICLES

DA Form 2408-4 Electronic Gun Card Usage
Ground Power Unit
M88A1 Bil Acetylene Regulator Valve
M88A1 Recovery Vehicle Boom
M2/M3-Series Bradley Ammo Box Covers



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HMMWV Hub Magnetic Drain Plug
HMMWV Geared Hub Cover Seal
HEMTT Wrecker Crane Grounding
M915-Series Tractor Truck Battery Spacer Plate
FMTV Rear Brake Caging Bolt
FMTV Air Tank Check
Lunette Trailer Power Cable Care



MISSILES

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

Just write to:

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

Or email to:

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

Internet address:

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

By order of the Secretary of the Army:

GEORGE W. CASEY, JR.

General, United States Army Chief of Staff

Official:

Joyce E. Morrow

JOYCE E. MORROW

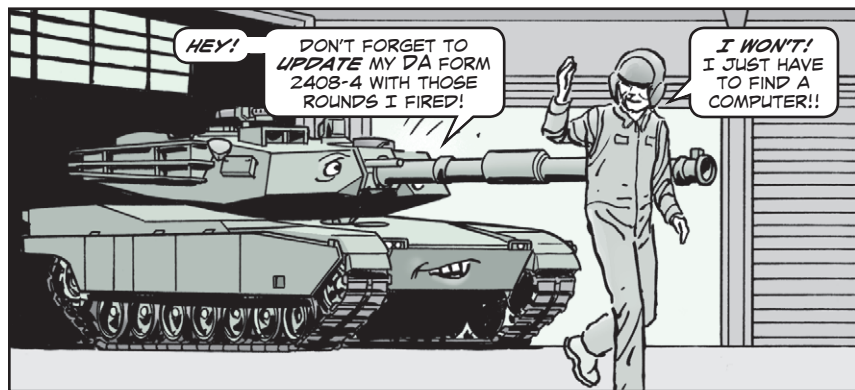
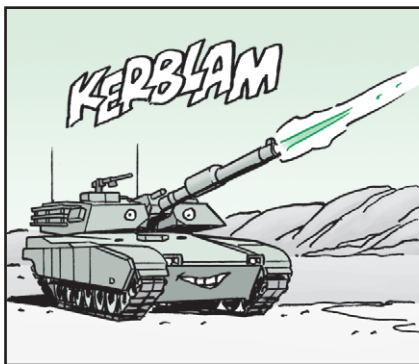
Administrative Assistant to the Secretary of the Army

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Electronic Gun Card Saves Time, Improves Accuracy



You've just returned from the firing range and boy, are you tired! Before you head off for some well-deserved R&R, make sure you take the time to update your DA Form 2408-4, *Weapon Record Data Card*.

The only way to determine gun tube life is to keep track of the number and types of rounds fired from your mortars, artillery and armor. If the data's not up-to-date, your gun tube could be condemned too soon. Even worse, it might not be condemned soon enough!

Before you reach for that stubby pencil, remember this: The DA Form 2408-4 is now electronic and available on the Army Electronic Product Support (AEPS) website. Only deployed units that have no Internet access are allowed to mail in their gun cards.

Active duty units with no access should mail in their cards each April and October. Reserve and National Guard units with no access should mail theirs in October. Send them to:

**US Army TACOM
AMSTA-LC-LETT (AEPS Help Desk)
1 Rock Island Arsenal
Rock Island, IL 61299-7630**

Electronic Access

FOR ELECTRONIC GUN CARD ACCESS,
GO TO THE AEPS WEBSITE:
<http://aeps.ria.army.mil/aepspublic.cfm>

LOG IN WITH YOUR AKO USER NAME AND
PASSWORD OR WITH YOUR COMMON ACCESS
CARD (CAC). IF YOU DON'T HAVE EITHER,
CLICK ON ACCESS REQUEST FORM AND
FOLLOW THE DIRECTIONS.

Click on Gun Card Firing Data

Click on View/Print...

...then follow instructions

PS MORE

Store, Transfer, or Turn-in?

If you're getting ready to store, transfer or turn in a mortar, tank or other gun system vehicle, you've got a two-step process to follow.

Step 1: Make sure you notify Team Armor whenever you transfer, turn in, store or send your equipment for rebuild or overhaul. That allows them to update the Unit Identifier Code (UIC). Artillery units should notify their artillery POCs.

The UIC **must** be updated whenever there's a change in the personnel responsible for the equipment and its gun card. Without the update, new users will have problems accessing the equipment's electronic gun card.

Step 2: Make sure you include an updated hard copy of the gun card along with the mortar, tank or gun system. That's the word in DA Pam 750-8, *The Army Maintenance Management System (TAMMS) Users Manual*.

1. Tube Serial 15896		2. Cannon Type, Model or Series M256 Cannon, 120mm Gun		3. ORGANIZATION (UIC/UNIT) WDOJ97 (AFSBN - KUNWAIT)		4. SPECIAL LIFE DATA Condemn the cannon tube when 1500 EFC rounds have been fired. Condemn the cannon when it reaches 4500 EFC rounds.	
5. End Item Identification SN: (Tank, Combat, FT: M1A1/M1A2)				6. RDS/EFC COMPUTATION			
7. Cannon Serial 6589				8. Retubings 2		9. Rebushings	
Cumulative EFC RDS fired for Cannon: 534.000							
Tubes:							
Status	Tube Serial	EFC Rounds					
Active	10000	123.000					
Previous	5719	369.000					
Rebushed	8826	42.000					

10. Date	Projectile Type	Zone or Charge	Rounds Fired	EFC RDS Fired	Cumulative RDS fired	Remaining Life (EFC RDS)	Remarks: Recoil Exercise (RE), Gauge or Velocity Reading, Safety Inspection (SI)	Signature
01-01-2005	(Previous DA Form 4 final entries) NA (EFC)		1,000	103	1,397.000			Doe, Johnny
09-16-2005		NA					BORESCOPE.	Doe, Johnny
11-04-2005	TP-T	M83	10	106	1,394.000			Doe, Johnny
02-09-2006	TPCSE				1,393.000			Doe, Johnny
02-09-2006					1,391.000			Doe, Johnny
02-20-2006					890.000			Doe, Johnny
02-20-2006					77.000			Doe, Johnny
10-23-2006							MISC REMARKS: Round count estimated by Willie Wrong matches known amount fired.	False, Freddie
11-08-2006							BORESCOPE. IAW TM 9-1000-202-14	Wrong, Willie
11-08-2006							RECOIL EXERCISE. IAW TM 9-1000-234-13	Wrong, Willie

ONCE YOU'VE MADE SURE THE DATA ON THE ELECTRONIC GUN CARD IS ACCURATE AND COMPLETE...

...PRINT A COPY AND PLACE IT IN THE EQUIPMENT RECORD FOLDER THAT TRANSFERS WITH THE VEHICLE.

M1-Series Tanks

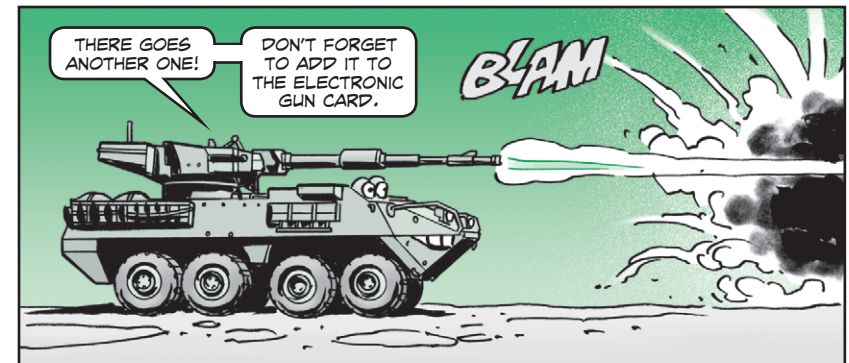
Sure, you're supposed to update the electronic gun card after firing the main gun. But did you know you're also supposed to update the card after exercising the recoil?

If the main gun hasn't been fired in the last six months, it is a semiannual requirement to exercise the recoil and borescope the main gun. This can be done using the M3 oil pump, the gun mount exerciser or by firing the gun. Whichever method you use, update the gun card when you're finished.

An incomplete or inaccurate gun card now makes your tank NMC. You'll find this listed in PMCS Item 10 on WP0258-21 of TM 9-2350-388-23-2-2 (Jan 09) and PMCS Item 12 on Page 2-20 of TM 9-2350-264-20-2-1 (Apr 03 w/Ch 3, Mar 08). Future updates to TMs 9-2350-264-10-1 and 9-2350-388-10-3 will also make the tanks NMC if the gun card is incomplete or inaccurate.

M1128 & M1129A1 Stryker

Future updates to IETM 9-2355-321-13&P for the M1128 MGS Stryker and IETM 9-2355-311-13&P for the M1129A1 MCV-B Stryker will make both vehicles non-mission capable if the DA Form 2408-4 is incomplete or inaccurate.



Questions?

If you have questions, here's who to contact:

Artillery:

Martin Nelson (M198, M777)
DSN 793-7852 or (309) 782-7852
marty.nelson@us.army.mil

Barbara Vanopdorp (M119, M102)
DSN 793-4079 or (309) 782-4079
barbara.vanopdorp@us.army.mil

Gary Rogers (M109)
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gary.s.rogers@us.army.mil

Armor:

Gordon Bierl
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Mortars:

Joe Schmidt
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joe.schmidt@us.army.mil

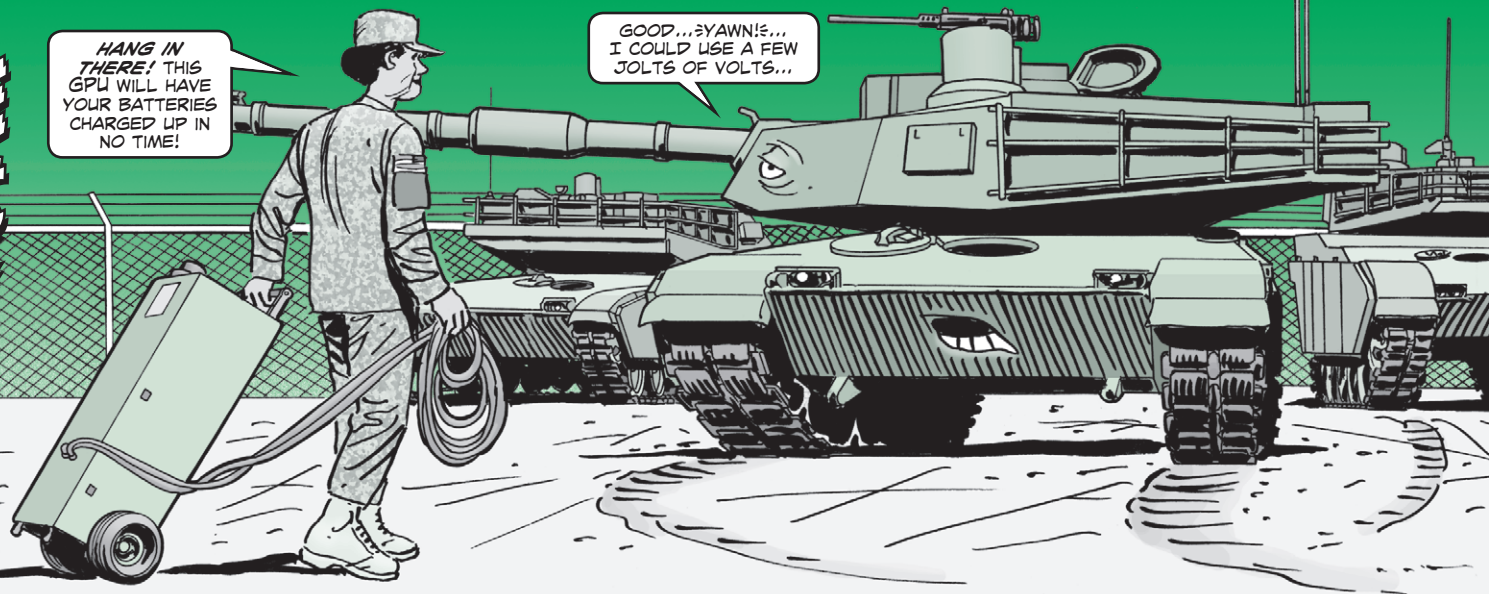
Stryker:

Thomas Durbin
DSN 793-1172 or (309) 782-1172
thomas.m.durbin@us.army.mil

PORTABLE POWER'S A PLUS!

HANG IN
THERE! THIS
GPU WILL HAVE
YOUR BATTERIES
CHARGED UP IN
NO TIME!

GOOD...YAWN!...
I COULD USE A FEW
JOLTS OF VOLTS...



Dear Editor,

I'm an instructor at Aberdeen Proving Grounds, MD, for our Track Division. I instruct professional development automotive courses for NCOs and warrant officers.

We can't operate all of our equipment on a regular basis, so it has been very challenging to keep the batteries properly charged. Uncharged batteries keep our students from doing hands-on troubleshooting and training whenever necessary.

We overcame this problem by using the ground power unit (GPU) you listed on Page 8 of PS 622 (Sep 04). The GPU keeps the batteries on our tracked vehicles fully charged all the time. We've used the GPUs for the last two years with no lost training time.

We train well over 1,000 warrants and NCOs every year, but I am still amazed at how many of our students are unaware of the availability and capability of these units in the field.

Since it's been a few years, could you let Soldiers know about the benefits of these GPUs?

CW4 Roger Guillemette
Aberdeen Proven Grounds, MD

Editor's note: You bet, Sir! The most common GPU used for combat vehicles is the TIMV3000, NSN 6130-01-475-5321.

This GPU is a Class II item, weighs only 125 pounds and has wheels, so it's easy to move between vehicles.

You can recharge the GPU in about 75 minutes from a 110/220-volt or 240-volt outlet. In the field, you can pull a 24-volt back-charge from your vehicle through the NATO slave cable.

With the GPU, a maintenance team in a small vehicle can make repairs to a disabled vehicle, re-start it and send it back into action without needing another vehicle to provide slave power. The GPU also gives units the ability to operate under "silent watch" for short periods of time.

Based on feedback from Soldiers, the GPU now includes the following improvements:

- Hardwired AC line cord
- Run-flat tires
- Resettable circuit breaker
- Axle extensions
- Telescopic handle
- Rugged shipping case

The GPU works great with all combat, tactical and construction vehicles—anything that uses a 24-volt system. Check out the manufacturer's website:

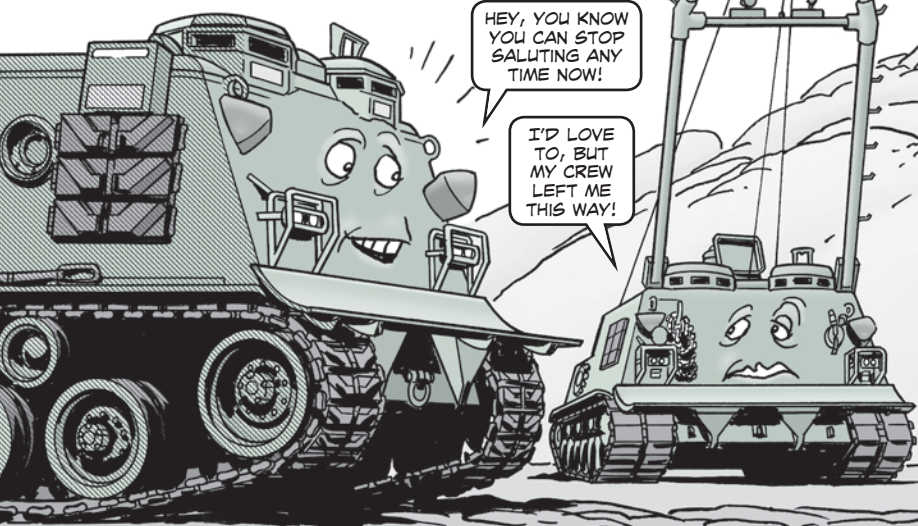
<http://www.teslainsd.com/>

There you'll find more information about this and other GPUs, including the TIMV1000, NSN 6130-01-457-5313, the TIMV3000's "little brother."

M88A1 BII Regulator Valve

Use NSN 4820-00-551-1094 to get the regulating flow valve for the acetylene bottle shown in the M88A1 recovery vehicle's basic issue items (BII). This NSN replaces the one shown as Item 39 on Page B-11 of TM 9-2350-256-10.

BOOM SALUTE SPELLS DOOM!



HEY, YOU KNOW
YOU CAN STOP
SALUTING ANY
TIME NOW!

I'D LOVE
TO, BUT
MY CREW
LEFT ME
THIS WAY!

SURE
YOU'RE IN
THE ARMY.

AND SO
IS YOUR
EQUIPMENT.

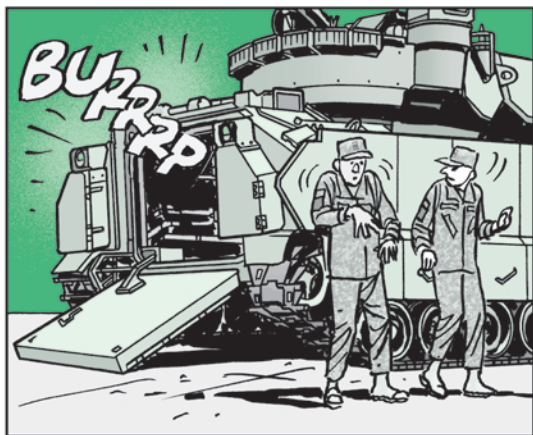
BUT THAT
DOESN'T
MEAN YOUR
M88A1
SHOULD
SALUTE ALL
THE TIME.

If you leave the boom up when the vehicle is parked, gravity drains the hydraulic fluid from the lift cylinders into its reservoir, leaving behind an air pocket. The next time the boom is lowered, the air pocket can let the boom fall suddenly. That spells doom for equipment or personnel that happen to be in the way!

Follow the information in Item 14 of TM 9-2350-256-10's PMCS tables. Always keep the boom in the stowed (travel lock) position when it's not in use.

If the boom has been in the full-raised position for an extended period of time, follow the instructions on Page 2-142 of TM 9-2350-256-10 to lower it.

BURP THE AMMO BOXES?

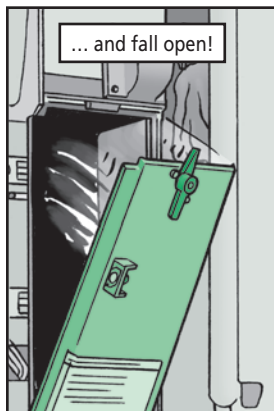
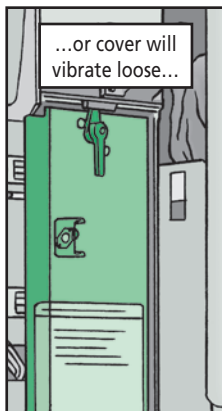
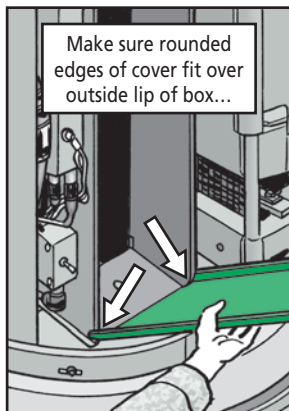


Plastic food containers have one big advantage over your Bradley's AP and HE ammo ready boxes: You can burp their covers to make sure they're on tight.

Not so with the ammo boxes. It's up to you to visually make sure they're on good and tight.

If the lids aren't on just right, they'll come loose when the turret is traversed. Not only will the covers be crushed, but they can snag and rip loose cables and connectors.

It's an easy mistake to make, especially when you're in a hurry. So always make sure the rounded edges of the cover fit over the outside edges on both sides of the box before you close and latch it. That keeps the cover from popping open during operation.



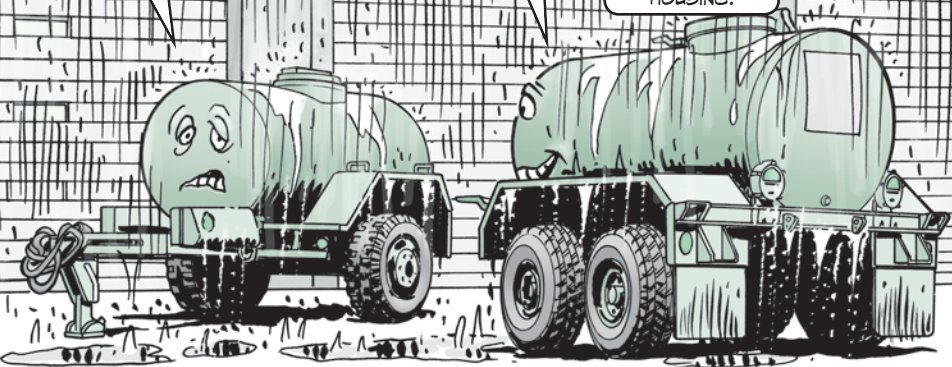
SAVE DROWNING BRAKE LIGHTS

LIGHT!
WILL THIS
RAIN *NEVER*
END?

MY BRAKE
LIGHTS ARE
FILLING UP
WITH WATER!

**NOT
MINE!**

MY OPERATOR
DRILLED SOME
DRAIN HOLES IN
MY BRAKE LIGHT
HOUSING!

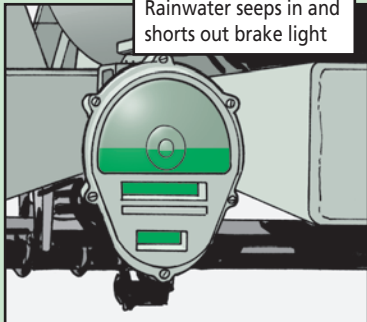


Dear Editor,

Sitting in the motor pool, our M149A2 and M1112 water trailers are constantly exposed to the elements. Even though they're sealed, water can seep into the brake light housings when it rains.

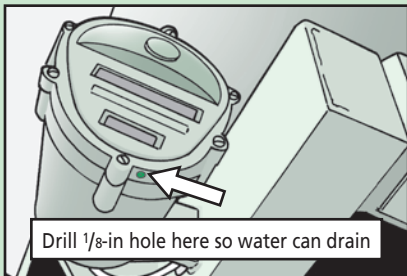
The seals are still good enough to hold in that water, so when it gets deep enough, the system shorts out.

Rainwater seeps in and
shorts out brake light



SFC Eric Mathis
19th Maint
Ft Sill, OK

We've prevented this problem by drilling a small $\frac{1}{8}$ -in hole through the underside of the housing. The hole drains away any water from rain or condensation before the lights can short out.



Drill $\frac{1}{8}$ -in hole here so water can drain

Editor's note: An excellent suggestion, Sergeant. Just be careful not to hit any of the wiring while drilling.

HERE
ARE SOME
SOLUTIONS
FOR YOUR
HMMWV'S
GEARED HUB
LEAKS!



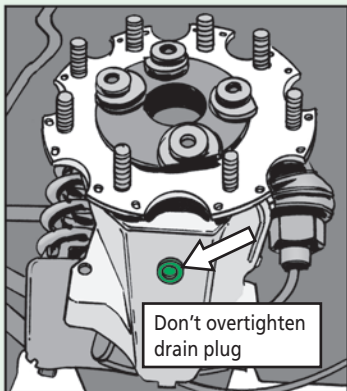
Don't Flub Hub Plug Torque

Take it easy on the magnetic drain plug, NSN 4730-00-045-9769, on your HMMWV's geared hub when you remove or install it.

The plug already sees a lot of action. The hubs have to be drained at every semiannual service, before any repair work is done to the geared hub, and after any operation where water contaminates the gear oil.

It takes only a little torque—8-13 lb-ft—to keep the plug in place. That's like finger-tight plus a little twist of the wrench. Too tight and you'll strip the threads.

Use a $\frac{3}{8}$ -in hex socket drive to remove the plug. You'll round off the plug head if you use anything else. That makes removal a whole lot harder next time.

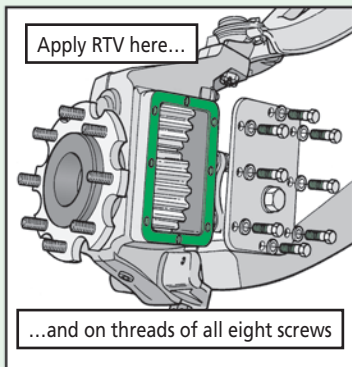


Keep Oil Where It Belongs

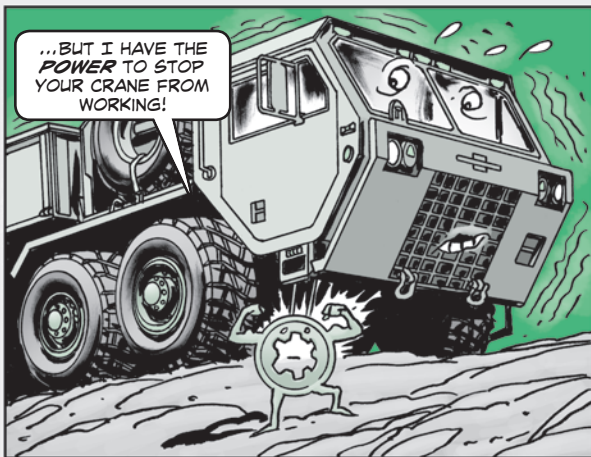
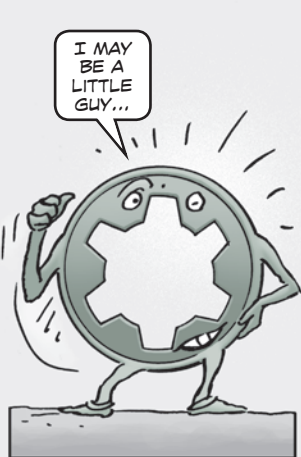
If you don't apply the HMMWV's geared hub cover seal the right way, two things will happen, mechanics. The hub oil won't stay in, and water won't stay out!

Some folks like the RTV method shown in Para 6-10 of TM 9-2320-280-20-2, but you've got to work fast. The RTV, NSN 8030-01-025-1692, will start to cure as soon as it's applied.

To make it work you've got to put the cover on quickly. Then put RTV on the capscrews and quickly torque them to 15 lb-ft.



KEEP WRECKER CRANE WORKING WITH WASHER



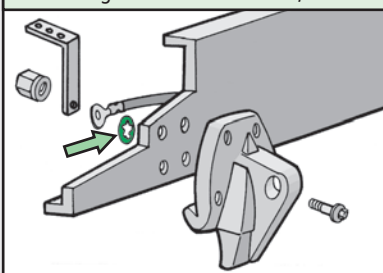
Your TM gives you what you need to maintain your equipment—usually. But there was a mistake when the base HEMTT IETM, TM 9-2320-279-14&P (EM 0290), was released in June 2009. The washer, NSN 5310-00-935-8984, is shown in the wrong place for axle number 4. That washer is shown as Item 26 in Fig 158 of the repair parts and special tools list (RPSTL).

If the star washer is missing from the ground wire, or is on the wrong side of the ground wire, the crane on your HEMTT wrecker could quit operating. But you can put a stop to that.

Just put the washer in the right place the next time the wrecker comes in for service. Note and follow these steps until the figure in the IETM is corrected:

1. Take off the nut, ground wire—and the misplaced star washer, if that applies.
2. Scrape off the paint, about the size of a quarter, from around the bolt hole.
3. Put on the star washer, then the ground wire and nut.
4. Torque the nut to about 110 lb.-ft.

Washer, NSN 5310-00-935-8984, goes between ground wire and frame, like so:



BATTERY SPACER PLATE'S FATE

HEY BUDDY,
WHAT'S UP
WITH YOU?

I FEEL A LEAK. I
WISH *SOMEBODY*
WOULD REMEMBER
TO CHECK MY
BATTERIES...

Dear Half-Mast,

While servicing M920 tractor trucks, I've noticed a recurring problem. The wooden spacer plate, NSN 5365-01-079-6540, that goes under the batteries often rots and needs replacing. That part costs almost \$50.

It sure would be nice to have this plate last longer in bad weather and battery leakage. Do you have a tip that can help us?

SGT B.L.R.

Dear Sergeant B.L.R.,

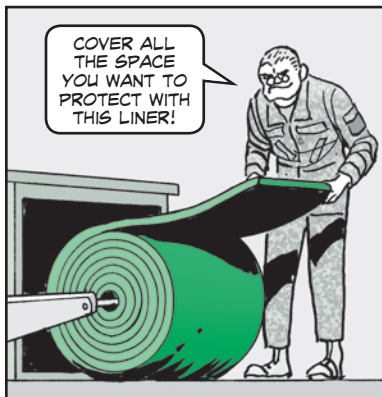
Certainly. You still have to use the spacer plate, but here's a tip that should help you out. Use battery box liner, NSN 6160-01-389-1966.

The battery box liner should absorb and neutralize battery acid and prevent corrosion to the box. You'll have to cut enough liner to cover the entire bottom of your truck's battery box.

Then replace it whenever you need to.

Half-Mast

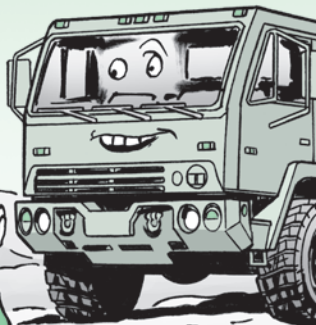
COVER ALL
THE SPACE
YOU WANT TO
PROTECT WITH
THIS LINER!



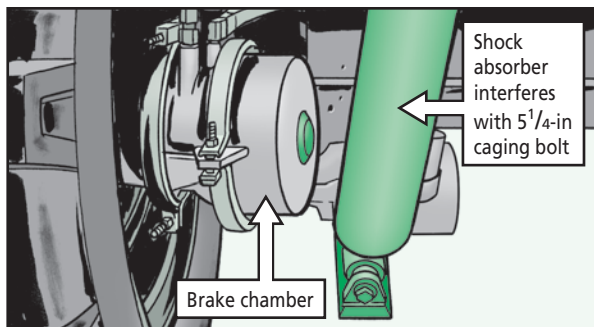
REAR BRAKE CHAMBER BOLT CLEARANCE CUT

TELL 'EM
ABOUT MY
REAR BRAKE
CHAMBERS!

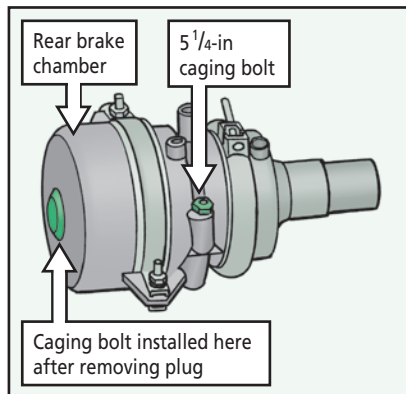
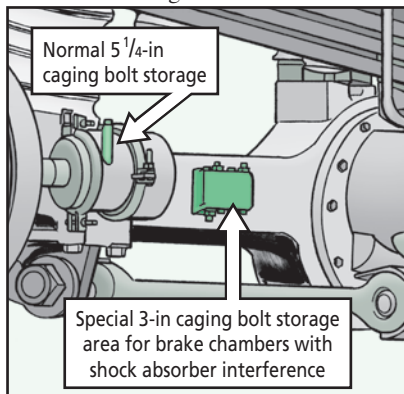
WORD FROM THE
FIELD IS THAT 5-TON
FMTVS HAVE A **BOLT
INTERFERENCE
PROBLEM.**



The problem occurs while using the 5 1/4-in caging bolts, NSN 5306-01-500-8736, PN A-4X-1883, on the rear brake chambers. The rear shock absorbers are in the way of putting the bolts in the end of the chambers.



When you encounter this problem, just use the four shorter (3-in) caging bolts, NSN 5306-01-479-1492, PN 12422439. They are stored on the rear axle castings. These bolts were designed to fix this problem, so use them only for caging the rear brake chambers if the longer bolts don't fit. And store the longer caging bolts you won't be using on the holding fixture found on the side of the brake chamber housings.





When was the last time you took a really good look at your FMTV's air tanks? If you've got any -A1 model FMTV trucks with serial numbers 104,314 through 117,858 or M1082 and M1095 FMTV trailers with serial numbers 202,197 through 206,367, eyeball those air tanks right away! The air tanks made by RDS Manufacturing could be bad.

TACOM SOUM 09-032 tells you all about the trouble with your FMTV's RDS air tanks. That safety message was released in September 09, but there are still FMTVs with bad air tanks out there. All units that have FMTVs with the serial numbers above must report to TACOM's John Clary, DSN 786-6965, (586) 282-6965 or email:

john.d.clary@conus.army.mil

Your FMTV truck or trailer is NMC until a mechanic replaces the bad tank. Bad air tanks can rupture, causing the air brake system to fail.

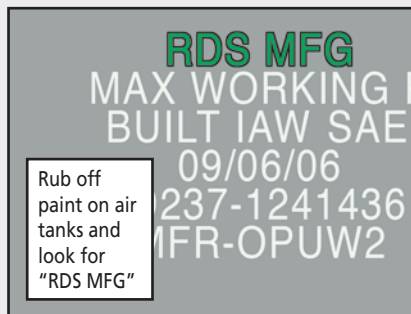
By the way, there was a similar issue with the Caiman MRAPs. We told you about that on page 47 of PS 679 (Jun 09). Or you might have learned about it from TACOM SOUM 09-003.

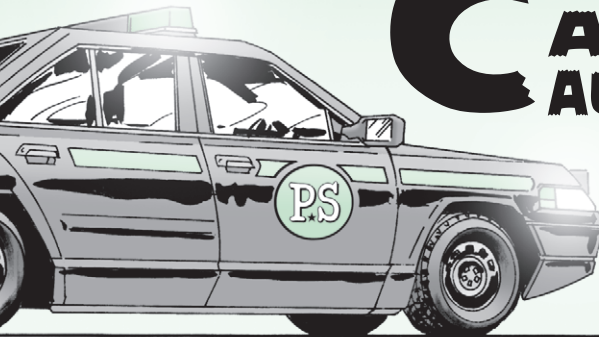
Check to see if your FMTV's primary, secondary, wet, and trailer air tanks have "RDS MFG" on them. You may need to remove the paint with a wire brush to get to it. If you see "RDS MFG", get the needed replacement parts at no cost to your unit. Contact John Clary to order those parts.

Make sure you follow the instructions in TACOM SOUM 09-032. You can view it online:

https://aeps2.ria.army.mil/commodity/soum/tacom_wn/soum09-032.html

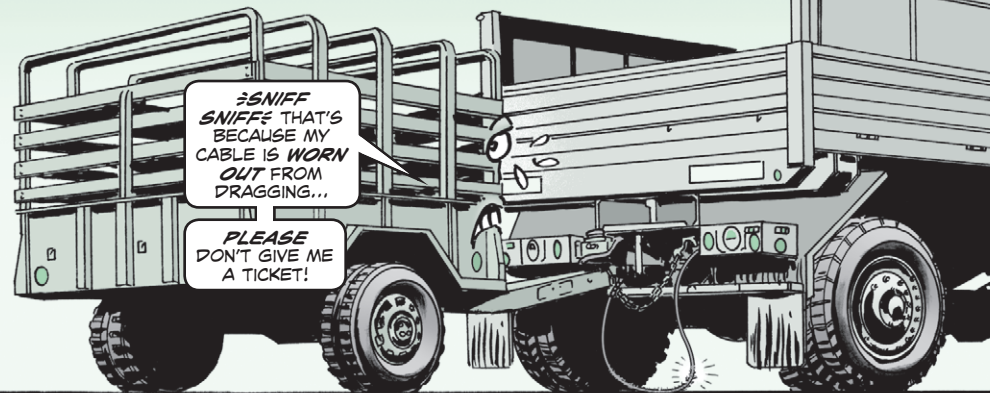
For more info, contact John Clary.





CABLE CARE CAUTION

I PULLED YOU OVER BECAUSE YOU WERE DRIVING WITHOUT BRAKE LIGHTS.



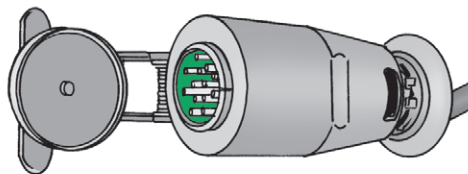
IF YOU DON'T DO YOUR JOB DURING HOOKUP AND MAINTENANCE, YOUR LUNETTE TRAILER'S INTERVEHICULAR CABLES WON'T DO THEIRS.

THAT MEANS PROBLEMS WITH THE TRAILER'S LIGHTS.

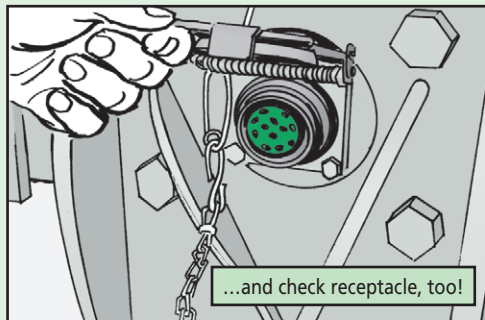


Before Connecting

Before installing cables, take a close look at the connectors and receptacles for dirt and corrosion. Loose dirt can usually be blown out with the help of an air hose.



Check cable connector for dirt and corrosion...



...and check receptacle, too!

Stubborn dirt can be a little tougher. Try clipping off all but about 1/2 inch of the bristles on an acid swabbing brush, NSN 7920-00-514-2417. The shorter bristles make them stiff enough to brush dirt out of the connector and around the outside of the receptacle.

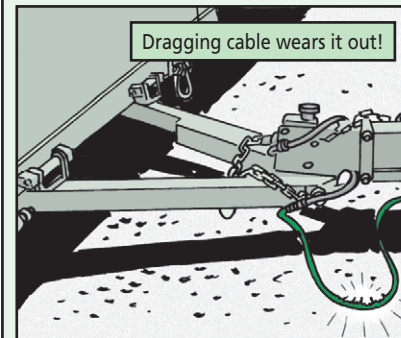


Clean out dirt with modified brush

To remove corrosion, try spraying a light coat of corrosion preventive compound, NSN 8030-00-546-8637, and scrubbing with that short-bristled acid swabbing brush. The compound also displaces water, which should help prevent further corrosion down the road.

No Drag, Cable's Glad

Be sure to hook up the cable so it doesn't drag. Dragging the cable as your truck pulls the trailer wears out the cable and can set it on fire.

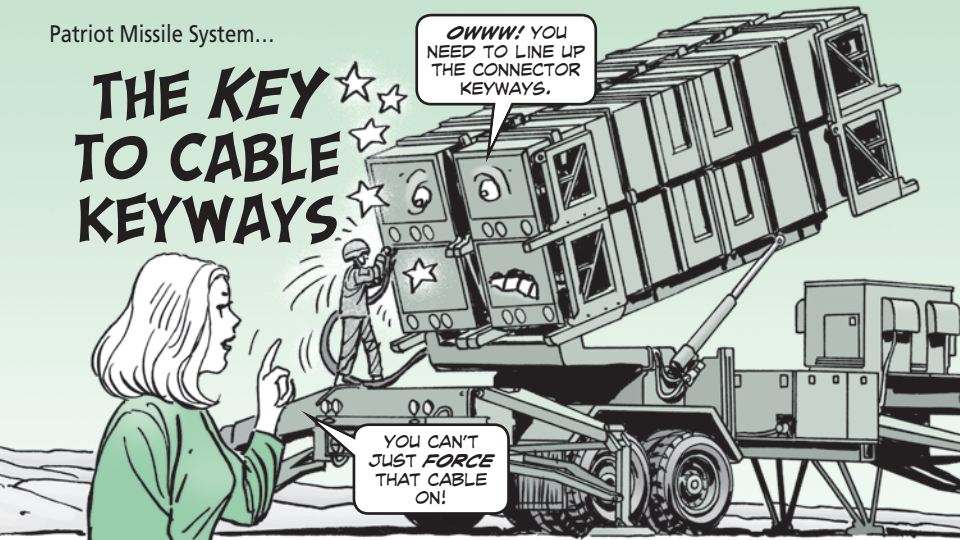


When connecting cables, make sure the pins line up with the receptacle. Bent or broken pins are a sure cable killer.

The cable hooks up the brake lights and signal lights, so it's an honest mistake to stop connecting when you see the lights come on. But when you see the lights, keep pushing to ensure a good hook-up. That should prevent a dragging cable.

Remember, when the cable or connector goes bad, you have to replace the whole cable assembly.

THE KEY TO CABLE KEYWAYS



Dear Editor,

Many of the cables for the Patriot Missile System have keyways in their connectors to ensure the pins go in the right holes. You must line up the cable connector keyway to the keyway of the connector you're plugging it into to get a correct connection.

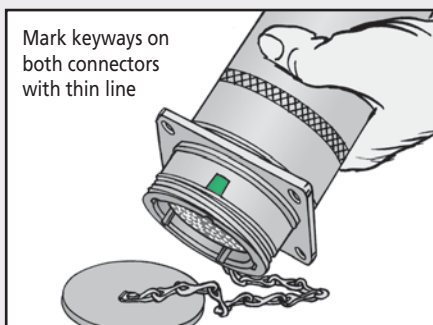
Unfortunately, it can be very difficult to see the keyways, especially if you're plugging the cables in at night. And that's even with a flashlight.

As a result, Soldiers often stick the cable connector on and twist it back and forth trying to line up the keyways. That damages lots and lots of pins every year. Too many times the whole cable must be replaced, which is expensive.

An easy way to help Soldiers find the keyways and prevent pin damage is to mark the keyways on the outside of both connectors with a thin line of bright paint. Yellow would be best. Then all Soldiers need to do is match the two lines to line up the keyways.

The paint will wear off over time so periodically units will need to repaint the lines. But the savings in cables and money are worth the effort.

SSG Benito Rosas
SPC Matthew Reimer
C Btry, 3-6 ADA
Ft Bliss, TX



Editor's note: We can line up behind that excellent suggestion.

Setting Trailer's Rear Leg

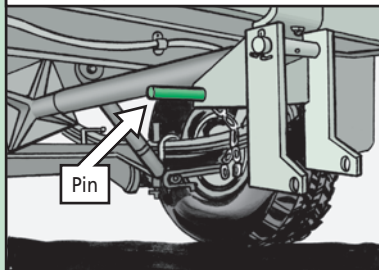
TM 11-5840-380-10 doesn't give much info on setting the rear stabilizer jack leg for the trailers used with the AN/TPQ-36(V)8 and AN/TPQ-46A/B radars.

That's not good since the trailer is heavier to the rear because it doesn't have much tongue weight. That means if the jack leg isn't set properly the trailer's tongue can fly up when it's disconnected from the HMMWV or when weight is added to the rear of the trailer.

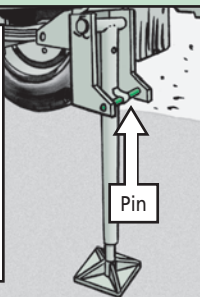
Warning: Never disconnect the trailer from the HMMWV before setting both the right and left trailer brakes and lowering the front and rear stabilizer legs. Only then is it OK to disconnect the trailer.

1. Park the trailer on as level a surface as possible.
2. Set the two handbrake levers to prevent any movement.

3. Pull out the pin that secures the rear stabilizer jack in the travel position



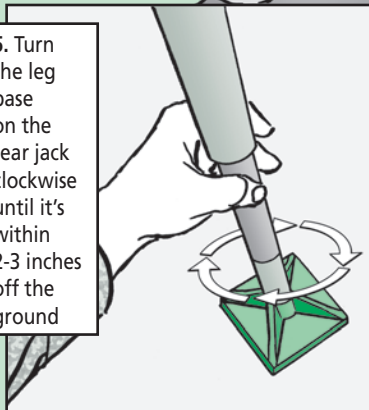
4. Pull the rear stabilizer jack down. Put the pin in the bracket to secure the rear stabilizer jack in the down position



HERE'S HOW TO SET THE JACK LEG SO THAT DOESN'T HAPPEN...



5. Turn the leg base on the rear jack clockwise until it's within 2-3 inches off the ground



6. Disconnect the trailer from the HMMWV by lowering the front landing leg and raising the tongue using the hand crank on the front landing leg. Move the HMMWV.
7. Level the trailer using the crank on the front leg.
8. On the rear jack, turn the leg base until it makes firm contact with the ground.
9. If the jack model in use has the lock washer and nut on the leg base, they must be tightened firmly against the tube end.
10. This information will be added to Para 2.7 in TM 11-5840-380-10.

MONITOR THESE ICAM TIPS!



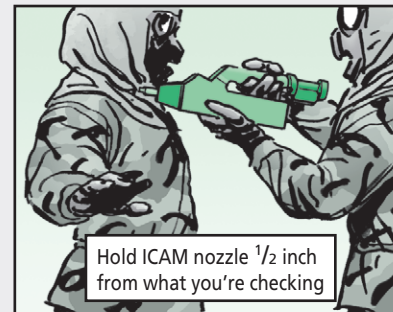
Dear Editor,

We are instructors at the U.S. Army CBRN School at Ft Leonard Wood. These are a few of the tips we give our students on how to get the most out of their ICAMs (Improved chemical agent monitors).

● Remember that the ICAM is just the opposite of the ACADA when it comes to testing. For the ICAM, test first in the H mode, then in G.



- Use a nozzle filter to prevent contamination.
- The ideal distance from what you're checking is 1/2 inch from the ICAM's nozzle. If you're checking a person, move the ICAM horizontally and slowly. When you get to the person's torso, move the ICAM in a zigzag motion to slowly work completely down his body. It's best to monitor with two Soldiers—one checks the front of the person, the other the back. Don't forget to check the boot soles. The person could have stepped in agent.



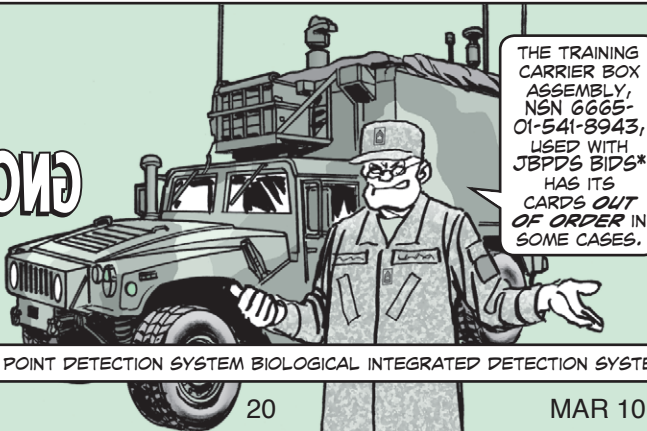
- Use the ICAM's strap while you're monitoring. It gives your arm support and helps keep your hand steady.
- Don't kneel while monitoring. You could accidentally contaminate yourself.
- Remember to reinstall the nozzle protective cap when you're not using the ICAM. When you're operating, put the cap on the environmental cap at the rear of the ICAM so it won't get lost.
- Let the ICAM clear down before you shut it off. That will save time next time you operate.

SSG Luis Sanchez
SSG Harold Cooper
US Army CBRN School
Ft Leonard Wood, MO

Editor's note: These are can-do ideas for your ICAM. Thanks for the help.

JBPDS BIDS...

CARDS IN WRONG ORDER

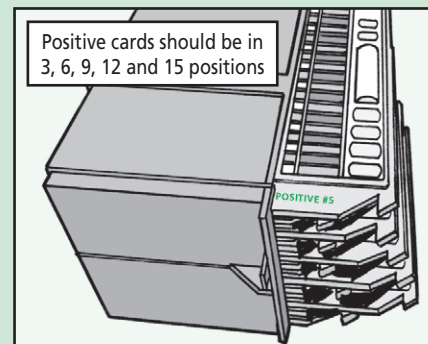


*JOINT BIOLOGICAL POINT DETECTION SYSTEM BIOLOGICAL INTEGRATED DETECTION SYSTEM

The training box has five carrier cards that yield a positive identification and 10 that produce a negative identification.

The positive cards should be in the 3, 6, 9, 12 and 15 positions in the box. But, due to a packaging error, some of the boxes have the positive cards in the 1, 4, 8, 11 and 13 positions, which could lead to unexpected readings.

Positive and negative cards can be moved around in the deck to support the training mission. Before you train, check that the positive cards are where you want them to support your training. The positive cards are labeled POSITIVE on their left side.



New M240B Charging Handle Requires Adapter

HERE'S WHAT YOU'LL NEED TO USE WITH CROWS FOR THE NEW M240B MACHINE GUN CHARGING HANDLE.

Some of the M240B machine gun used on CROWS II (common remotely operated weapons station) have a new charging handle. But to use the new charging handle with CROWS II requires an adapter.

Weapons configured with the older charging handle don't need the new adapter and can be used with CROWS II without the adapter. Look at the picture on the next page to see which charging handle your M240B uses.

The adapter has been free-issued already to most affected units. The adapter (PN 13021845 and CAGE 19200) comes with NSN 5340-01-578-0847. If your unit hasn't received it, contact the CROWS II item manager, Charlie McIntyre, at DSN 793-7389, (309) 782-7389, or email charlie.mcintyre@us.army.mil

To install the adapter, you need a 3mm hex-head wrench and a 7mm nut driver. The hex-head wrench is part of the CROWS II operator's tool kit.

The nut driver is being added to the tool kit. You can get a nut driver and the two attaching screws and lock nuts from your local CROWS II new equipment training team (NETT) representative, the local CROWS II support group (CROWS Nest), or from your TACOM-RI LAR.

OR YOU CAN ORDER...

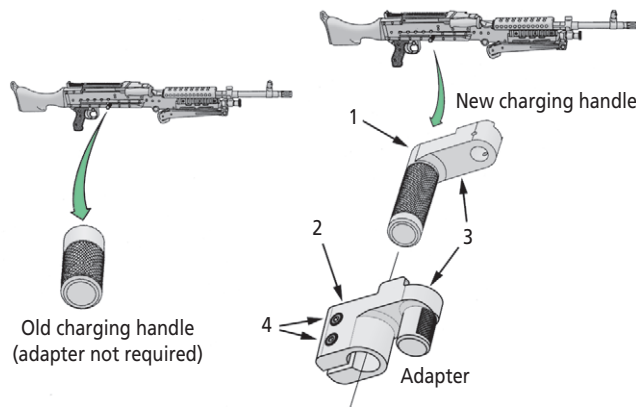


- Nut driver, NSN 5120-01-278-6697
- 2 hex-head socket screws, NSN 5305-01-577-9519
- 2 self-locking nuts, NSN 5310-01-577-9651

Some of the first adapters sent to the field had the wrong SAE 8-32 attaching screws. Replace them with the metric hardware listed with the nut driver.

INSTALL THE ADAPTER LIKE THIS...

Push the adapter (2) onto the charging handle (1) until the surfaces (3) are in contact. Use the hex-head wrench and nut driver to tighten the socket screw and lock nuts (4).



YOU'RE DONE.



Ammo...

Demil Questions? Ask MIDAS

If you're not sure what to do with unwanted munitions, you need to consult MIDAS. The Munitions Items Disposition Action System (MIDAS) was created by the US Army Defense Ammunition Center to provide a database of demilitarization and disposition information for unwanted munition items.

MIDAS offers these features:

Databases—Databases of munitions and their components that aid searches for munition materials, parts, and components to end items

Munition images—Diagram views of some munitions

Existing capabilities—Databases of which installations can do recovery and recycling of munitions

Firing point/impact point—Identification of materials that remain at the firing point or are released at impact. This information is essential for environmental range assessments.

To access MIDAS online you will need to register for a user ID and password. The MIDAS website URL is: <https://midas.dac.army.mil>

If you have questions about MIDAS, contact DSN 956-8084, (918) 420-8084, or email mcal.sjmac-td@conus.army.mil

THREADED PLUG IN WRONG POSITION

Dear Editor,

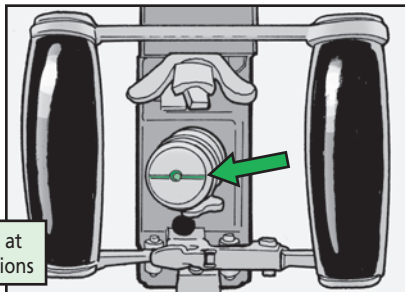
While reading your article on M2 machine gun PM in PS 682 (Sep 09), I noticed on top of Page 31 the backplate threaded plug was shown in the wrong position.

The line on the plug is at the 1 and 7 o'clock positions, which means the plug is not locked into the backplate. In that position, the backplate could come off during firing.

To lock the plug in, it should be tightened and then backed off until the headless shoulder pin is aligned in the notch. If the plug is locked in correctly, its line will be at the 3 and 9 o'clock positions. WP 0024 00-4 in TM 9-1005-213-23&P explains how to do this.

Curtis Bradley
TACOM LAR
Iraq

Plug line should be at
3 and 9 o'clock positions



Editor's note: Excellent catch, Curtis. Several readers also wrote to point out that the M2 was not used in WWI. The M2 first entered the Army in the early 1930s. So it's been doing duty for close to 80 years. And another reader pointed out the picture on Page 31 of the two Soldiers carrying the M2 should have the Soldier's hands on the right completely under the receiver, not partly under the backplate.

Thanks, readers, for paying attention. We'll pay more attention, too.

PALM UP FOR CHARGING

Dear Editor,

In your article on the M2 machine gun in PS 682 (Sep 09) you show MSG Half-Mast charging the weapon with his palm down.

That is something every machine gunner should **not** do. When you charge the weapon with your palm down, your thumb is right next to the charging handle slot. If there is a malfunction and brass shoots out that slot, your thumb takes a direct hit. That could cripple you for life.

With your palm up, though, your hand is much better protected from flying brass. You should **always** charge all the machine guns—not just the M2—with your palm up.

Cameron Clark
Rock Island, IL

Editor's note: Good point, Cameron. This is something that should be stressed during training for all the machine guns. It might save a Soldier from serious injury.

AN/PAS-13 Weapon Sight...

**USE
LITHIUM
BATTERIES
ONLY**

GET THOSE
ALKALINE
BATTERIES
AWAY
FROM ME!

I'M
STRICTLY
A **LITHIUM**
MAN!

Some units are trying to save money with their AN/PAS-13C and -13D thermal weapon sights by substituting standard alkaline batteries for L91 lithium AA batteries. Bad idea!

The L91 batteries have a life 3 to 10 times longer than alkaline batteries, which means fewer battery changes during operations and less weight to lug around in your pack.

Order L91s with NSN 6135-01-333-6101.

M4/M4A1 Carbine...

**IS
VERTICAL
GRIP
NEEDED?**

I DON'T HAVE
YOUR VERTICAL
GRIP INSTALLED,
SO I'M NOT SURE
IF YOU'RE READY
TO GO TO THE
FIELD?

MAKES NO
DIFFERENCE. I
CAN GO TO THE
FIELD WITH OR
WITHOUT THAT
GRIP.

IT ALL
DEPENDS
ON WHAT
MY SOLDIER
WANTS!

Dear Half-Mast,
Is the M4/M4A1 carbine
considered mission capable if the
vertical pistol grip is not installed?

J.M.

Dear Mr. J.M.,

Yes. The use of the grip is optional.
So the M4/M4A1 is good to go with or
without the grip.

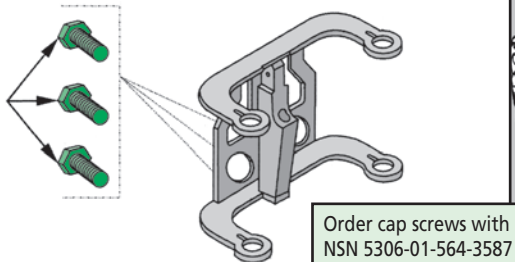
Half-Mast

Grip Cap Screw NSN?

Dear Half-Mast,

When I try to order the cap screws for the MK 19 machine gun's control grip assembly (Item 10 in Fig 8 of TM 9-1010-230-23&P), the NSN doesn't show up on FED LOG. What is the correct NSN?

CW2 R. N.



CHIEF R.N., THE **CORRECT** NSN IS 5306-01-564-3587 AND ITS NEW PN IS B1821BH031F044L.

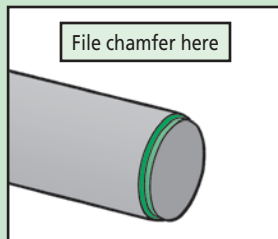
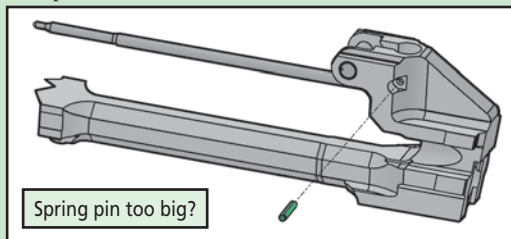


THIS WILL BE CORRECTED IN THE NEXT REVISION TO THE TM.

SPRING PIN TOO BIG? *DO THIS*

When you order the spring pin that holds the M240 machine gun's firing pin in the operating rod, you may get one that's too big to fit. (The pin, NSN 5315-01-033-8873, is Item 4 in WP 0037-001 in TM 9-1005-313-23&P.)

If that happens, substitute the spring pin, NSN 5315-01-033-3889, that's Item 5 in WP 0044 00-3. Cut the pin in half so that you have two pins 16mm (0.63 inch) long. File a chamfer around the end of the pin. You now can install the spring pin in the op rod.



Questions? Contact TACOM-RI's Dennis Bowrey at DSN 793-5943, (309) 782-5943, or email: dennis.bowrey@us.army.mil

THE NIGHT WATCHMAN

(PM AT THE MUSEUM)

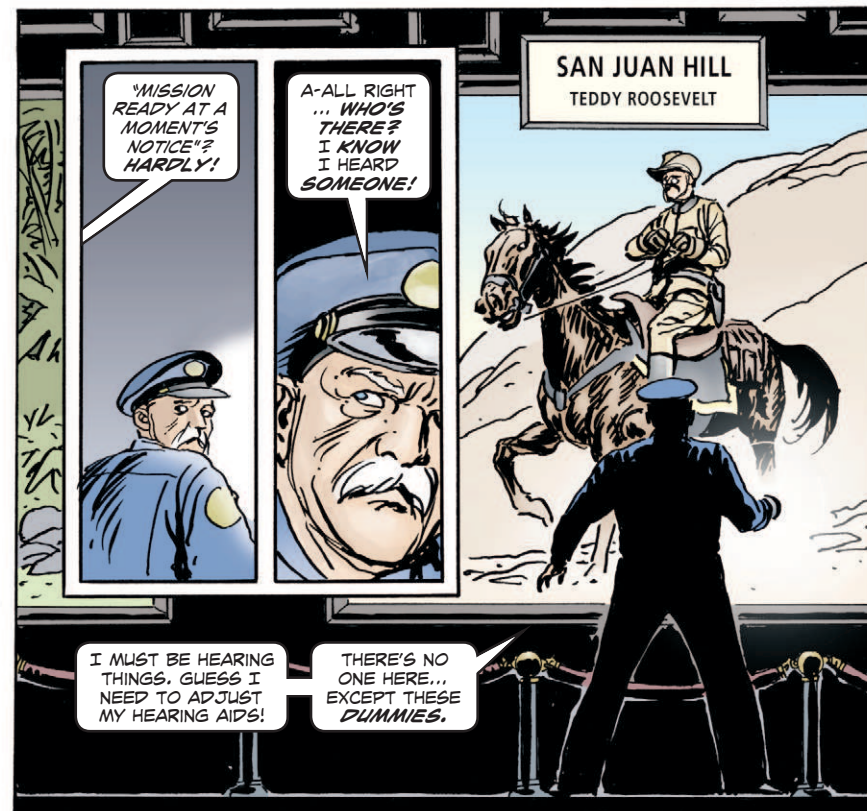
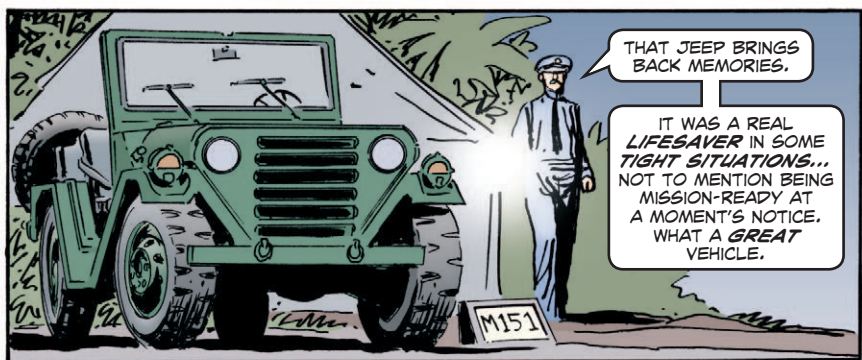


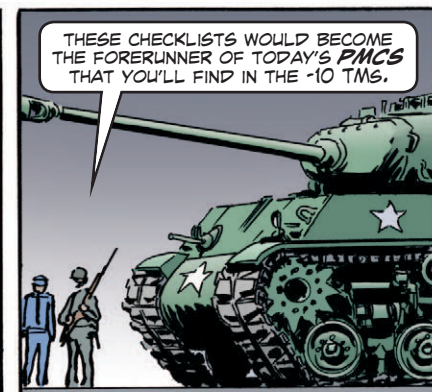
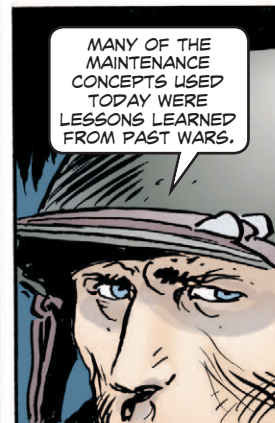
NIGHT... AND IN THE MUSEUM OF MILITARY HISTORY, THE NEW NIGHT WATCHMAN SETTLES IN FOR AN UNEVENTFUL EVENING.

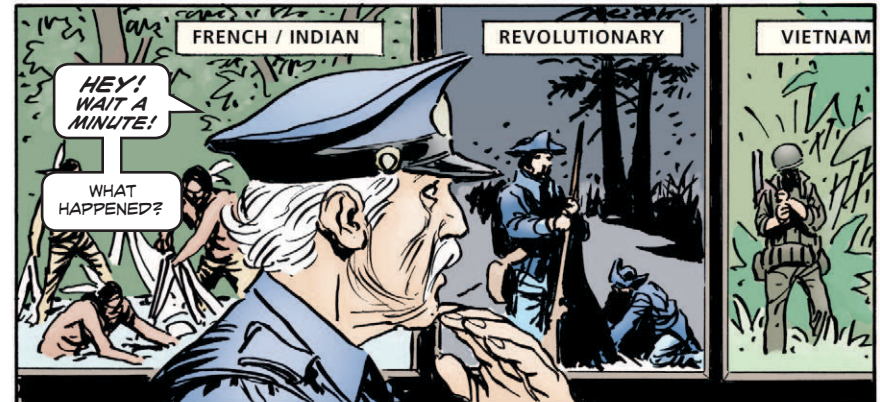
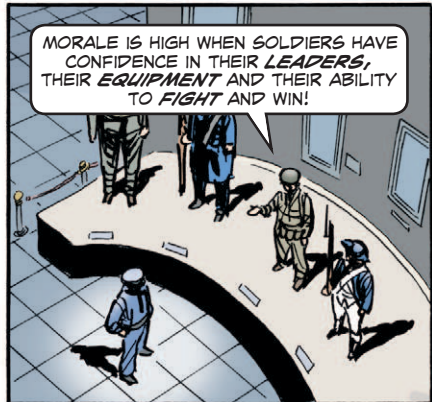
SUDDENLY...

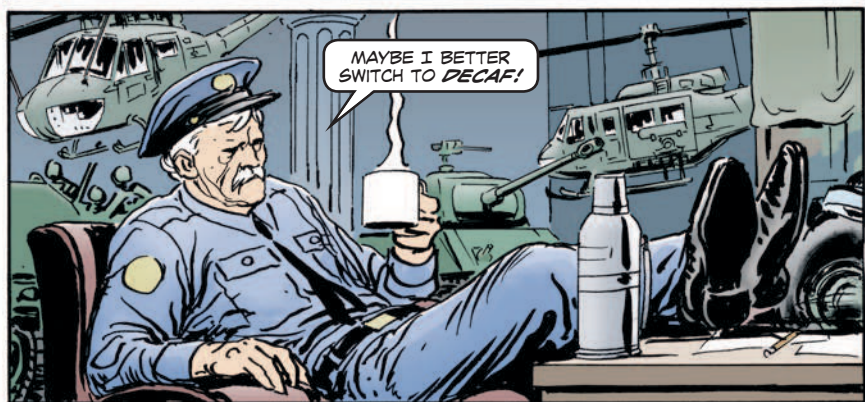
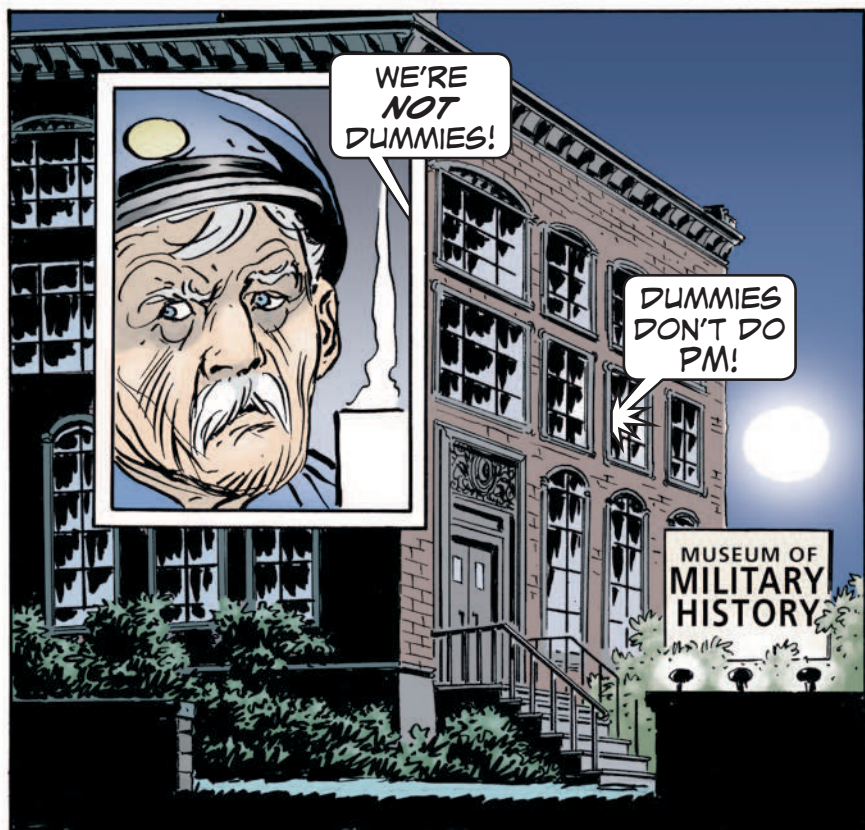
WHAT'S THAT?

IT SOUNDS LIKE VOICES!

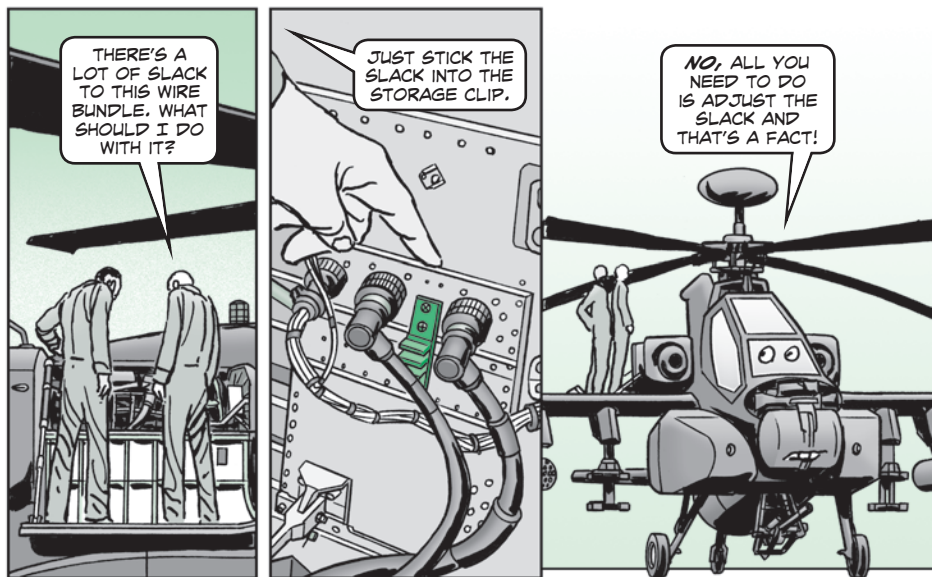








MISHANDLING WIRE BUNDLES



Mechanics, the wire bundle that controls your AH-64D fire detection system and the helicopter air data system (HADS) doesn't belong in the storage clips for the power available spindle and the load demand spindle.

The clips are located above the engine particle separator blower on either side.

The next time you're working on the engine, follow the installation procedures in the TM. If there's slack within the wire bundle leading to connector (P1105) of engine 1 or connector (P1104) for engine 2, adjust the slack throughout the bundle and you're good to go. It's that simple.

Some mechanics think any slack in the bundle should be placed in the steel clips for safety. Not so!

Don't place the bundle in the sharp storage clips because they can cut the wiring and short out electronics and components like the HADS and the fire detection system.

NEVER PUT THE WIRE BUNDLE INTO THE STORAGE CLIPS FOR EITHER ENGINE!



CH-47D/F...

WE HAVE
TO USE
THE WINCH
EMERGENCY
CONTROLS.

OK, BUT DON'T
FORGET TO PUT
THE PLUNGER
BACK TO THE
CENTER DETENT
POSITION.

WINCH EMERGENCY USE

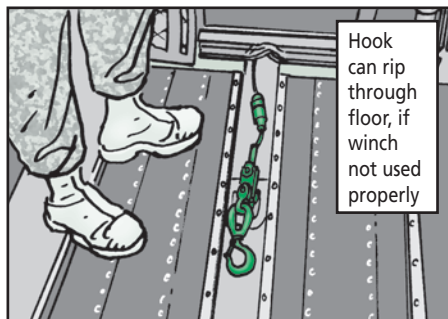
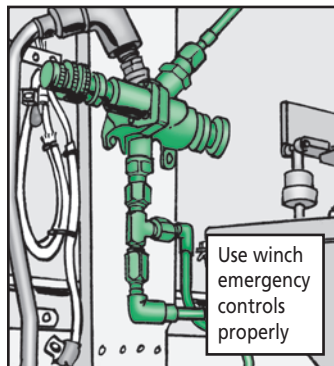
Mechanics, manual operation of your Chinook's winch using the winch control shutoff valve and the winch control valve in the heater closet is for emergency use only. Always pay attention when using these emergency controls. If you don't, you'll be doing major sheet metal damage repair.

After emergency operations, make sure the winch plunger on the winch control shutoff valve is returned to the centered detent position to disengage the winch. Always follow the winch emergency operator instructions stenciled on the panel above the control valve to avoid damage.

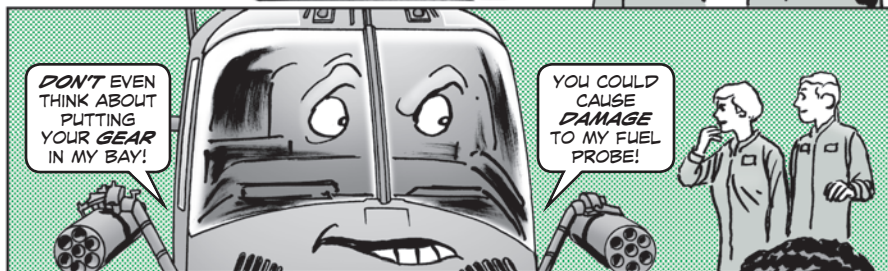
If you forget and leave the plunger pushed in and the winch control valve knob positioned either counterclockwise or clockwise, your bird will suffer damage. That's because the winch up/down limit switches are bypassed when using these emergency controls. The next time aircraft hydraulic power is applied to the bird, the winch will automatically engage.

For example, if the hook is on the winch cable and the knob is turned counterclockwise, the hydraulic power will pull the hook into and through the companionway floor like scissors cutting paper! If the hook is not installed, the cable is sucked into the winch drum and lost.

When using winch emergency controls, eyeball all the instructions on the panel and in TM 1-1520-240-240-10.



A Place for Storage



PILOTS AND CO-PILOTS,
YOUR KIOWA WARRIOR HAS
LIMITED STORAGE SPACE.

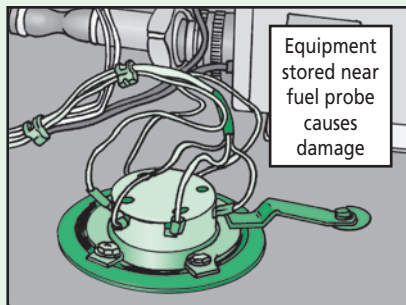
THE AVIONICS COMPARTMENT HAS
SOME SPACE, BUT IT SHOULD **NOT**
BE USED FOR STORAGE.



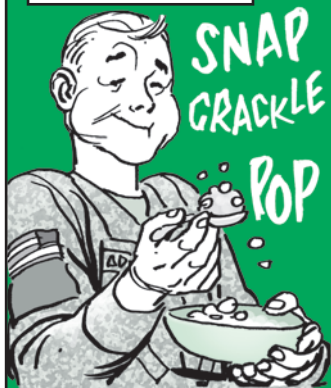
TMs, vests, and survival gear that get tossed into the avionics bay put the fuel probe at risk. The delicate fuel probe wiring in the avionics compartment will give you a zero reading on the fuel indicator if broken. A broken fuel probe deadlines your bird.

Careless tossing of equipment into the bay can also damage other components like COMSEC gear, SINCGARS radios, UHF and VHF antenna communication boxes and their cables.

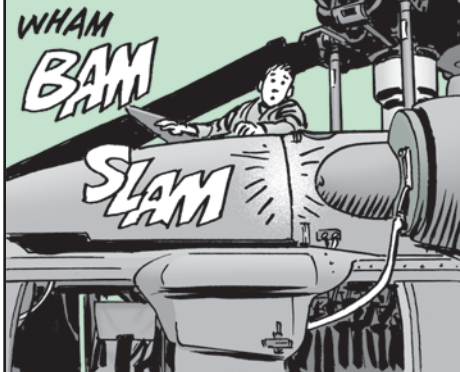
Never use the avionics compartment area as a storage bin. When the mission is complete or the maintenance task is done, return all equipment, tools, TMs, and gear back in to where you signed them out.



CEREAL LOVERS HAVE
THREE SOUNDS
THEY LIKE TO HEAR!



BUT THERE ARE THREE
SOUNDS THAT YOUR BLACK HAWK
DOESN'T LIKE TO HEAR...



WHAM! BAM! SLAM!

WHEN IT COMES TO SHUTTING THE
BLACK HAWK'S MAIN ROTOR SLIDING
DOOR, *WHAM, BAM, SLAM* IS
NEITHER A GOOD PRACTICE *NOR* A
GOOD SOUND, MECHANICS.



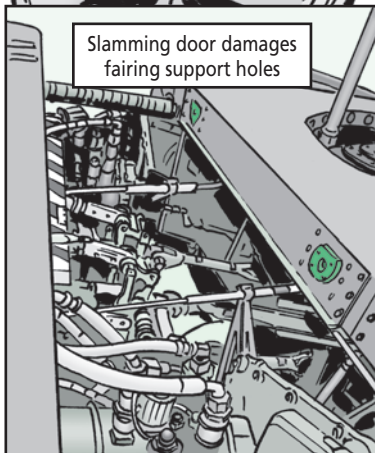
Go easy when closing the door. Slamming it shut like you're throwing a haymaker in a barroom brawl damages the main transmission fairing support holes.

Slamming the door against the support holes puts unnecessary stress on the holes. Consistently slamming the door elongates the holes and eventually causes cracks that'll need repair.

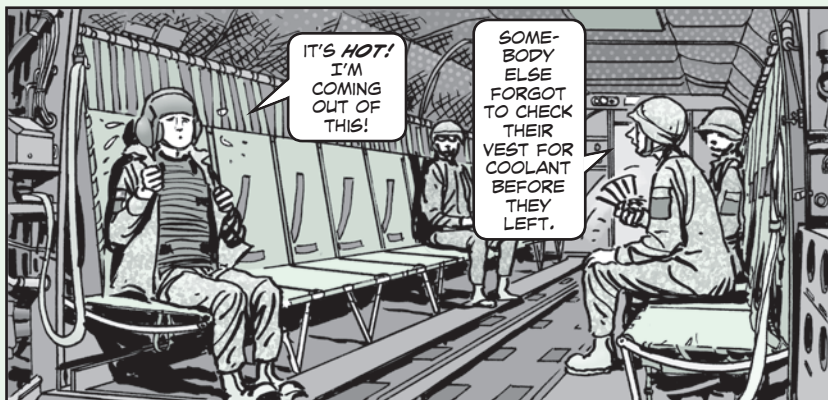
Then aircraft vibration from flying your bird does even more hole damage. Over time, the sliding door won't lock and you'll be calling the airframe shop for repair.

So avoid hole damage and be gentle with the door.

Slamming door damages
fairing support holes



IT'S GETTING HOT IN HERE!



If the heat's making you take off all your clothes, it might be that your microclimate cooling garment (MCG) or your microclimate cooling unit (MCU) doesn't have enough coolant.

When you sign out an MCG from the ALSE office, make sure both it and the MCU have been properly serviced with coolant. Check out EM 0250 and the -23 manuals for procedures on mixing and servicing the coolant.

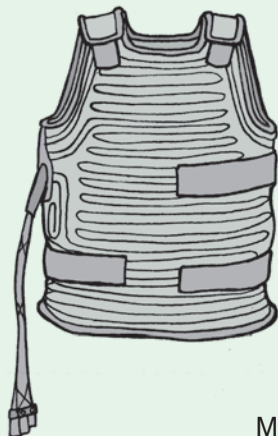
If you hook an empty garment into your aircraft's cooling unit, the garment can pull all the fluid from the MCU. The opposite will happen if you have an MCG that is full and an empty MCU.

The coolant in the vest goes through the MCU to be cooled and if the garment is dry, it will put air in the system and will not cool as well.

If you do this a few times without servicing the MCU or the MCG, you'll eventually have a dry system. If that happens, the unit's pump may burn out. Then you'll **really** be hot under the collar.

Staying cool means making sure the MCG is serviced before you leave the ALSE shop. Don't forget that the coolant must be purged every 60 days and before you put the MCG and the MCU away for winter storage.

Make sure vest has enough coolant before leaving ALSE shop



AIRCRAFT IN THE WASH!

NOW
YOU'RE
CLEAN AS A
WHISTLE.

NOT SO FAST,
BUDDY!

I NEED YOU
TO **RINSE**
MY AIRFRAME
REAL GOOD TO
GET OFF ALL
THE CHEMICAL
RESIDUE!

Mechanics, whenever you wash clothing, the rinse cycle is needed to get all the soap out. Guess what? The same goes for your aircraft.

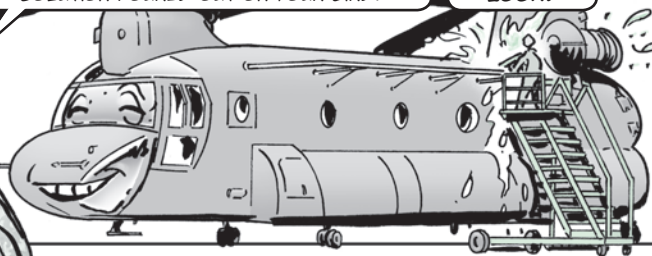
For instance, when it's time to wash your bird's engines, the wash mix solution is tough on paint finishes.

After the wash solution is run through sections of the engines and the engines are rinsed, much of the engine wash solution runs down the side of your helicopter.

If you don't rinse the cleaning solution and soap residue off the airframe, the chemical residue dries on the airframe and gets baked on by the sun.

SO AFTER A THOROUGH ENGINE WASH, MAKE SURE YOU RINSE OFF THE AIRFRAME WITH **LOTS OF WATER** TO REMOVE ANY LEFT-OVER CHEMICALS FROM THE AREA WHERE THE ENGINE SOLUTION POURED OUT ON YOUR BIRD.

THAT WAY YOUR BIRD WON'T HAVE A **TWO-TONE LOOK.**

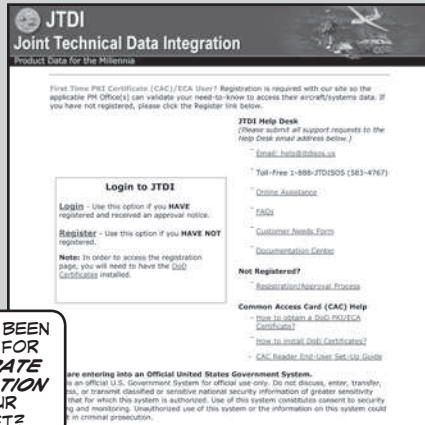


All Aircraft...

Army Aviation PM Website



HAVE YOU BEEN
LOOKING FOR
UP-TO-DATE
INFORMATION
ON YOUR
AIRCRAFT?



YOU CAN
BREATHE
EASY NOW.



THERE IS A
ONE STOP SHOP—
JOINT TECHNICAL DATA
INTEGRATION (JTDI)—
AVAILABLE FOR THE
AVIATION COMMUNITY.

THOSE WHO HAVE
VALID ACO/CAC/PKI
CAPABILITIES CAN
REGISTER FOR ACCESS
TO THEIR PARTICULAR
AIRCRAFT:
<http://www.jtdi.mil>

On the site, you'll find PM contact information, technical publications info, newsletters, Air Worthiness Releases (AWR), AMCOM Aviation Safety Messages, Aviation Maintenance Actions Messages (AMAM), Aviation Safety Action Messages (ASAM), Maintenance Information Messages (MIM), Safety of Flight (SOF) Messages, and training information.

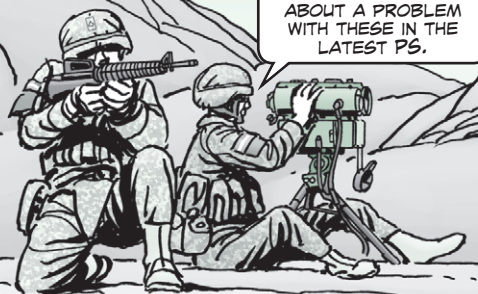
PM JTDI maintains the websites for various Army aviation PMs such as Aeromechanics, AH-64, Black Hawk, Chinook and Kiowa Warrior. Each website is managed separately by each PM. That means you do not have cross access to platforms other than your own airframe.

If you are a user of JTDI, check out the new and improved help desk:

<http://www.jtdisos.us>

Or you can call 1-888-JTDI-SOS (1-888-583-4767) for help.

Rangefinder Software Error Needs Correction!



Y'KNOW, I REMEMBER READING SOMETHING ABOUT A PROBLEM WITH THESE IN THE LATEST PS.



WHAT DID IT SAY?

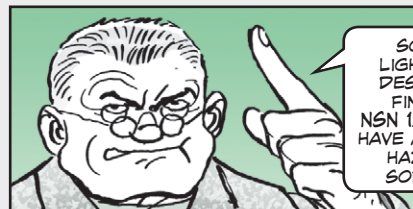


MUMBLE MUMBLE SOFTWARE ERROR MUMBLE MUMBLE GROSS ERROR IN TARGET LOCATIONS!



CHIEF-WE CAN'T USE THIS UNTIL WE KNOW IF THE GLITCH GOT FIXED!

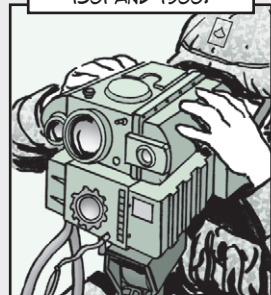
KEEP READING!



SOME AN/PED-1 LIGHTWEIGHT LASER DESIGNATOR RANGE FINDERS (LLDR), NSN 1240-01-455-1791, HAVE A SERIOUS SAFETY HAZARD DUE TO A SOFTWARE ERROR.

THAT'S THE WORD IN CECOM LCMC SAFETY OF USE MESSAGE (SOUM) 2009-001 THAT CAME OUT IN SEPTEMBER OF LAST YEAR.

THE SOFTWARE ERROR AFFECTS LLDR'S TARGET LOCATOR MODULES (TLM), NSN 1240-01-510-1022, ON LLDRs WITH A SERIAL NUMBER BETWEEN 1301 AND 1900.



THE ERROR MAKES THE GPS CIRCUIT CARD IN THE TLM UNABLE TO UPDATE THE MAGNETIC VARIANCE (MAGVAR) ANGLE.



WHERE ARE WE AIMING?

THAT BUILDING THERE!

THIS COULD RESULT IN A GROSS ERROR IN TARGET LOCATIONS CALCULATED BY THE TLM.



UH-OH...

HOPEFULLY, BY NOW, ALL LLDRs HAVE BEEN FIXED AND THE PROBLEM IS NO LONGER A PROBLEM.

BUT, JUST IN CASE A FEW WERE MISSED, HERE'S HOW YOU CAN MAKE SURE YOUR LLDR IS CLEAN AND GREEN.



Start by checking the LLDR serial number to see if it is between 1301 and 1900. If it's not, stop. You're good to go.

If it is, bring up the system information screen. The top line will say **APP PART NO.** and then give a string of numbers. If no string of numbers is shown after **APP PART NO.**, or if the last three digits are **011**, you're good to go.

If the last three digits of that string are **008**, **009** or **010**, then the TLM has software that needs to be updated.

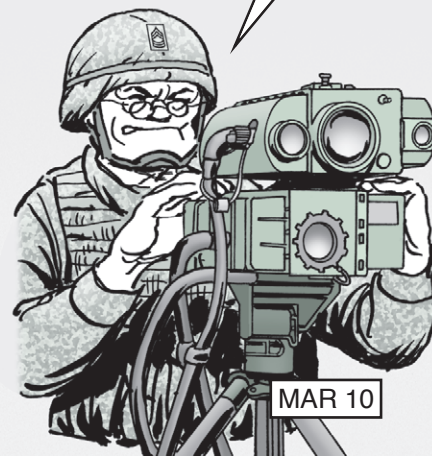
This update must be done by the manufacturer. If possible, contact your local CECOM or TACOM LAR to get the information you need to turn in your LLDR for updating. They will also have a copy of the SOUM.

If you cannot contact a LAR, call or email: Paul Woodman, DSN 654-3481, (703) 704-3481, paul.woodman@us.army.mil, or Mauricio Martinez, DSN 654-3320, (703) 704-3320, mauricio.d.martinez@us.army.mil

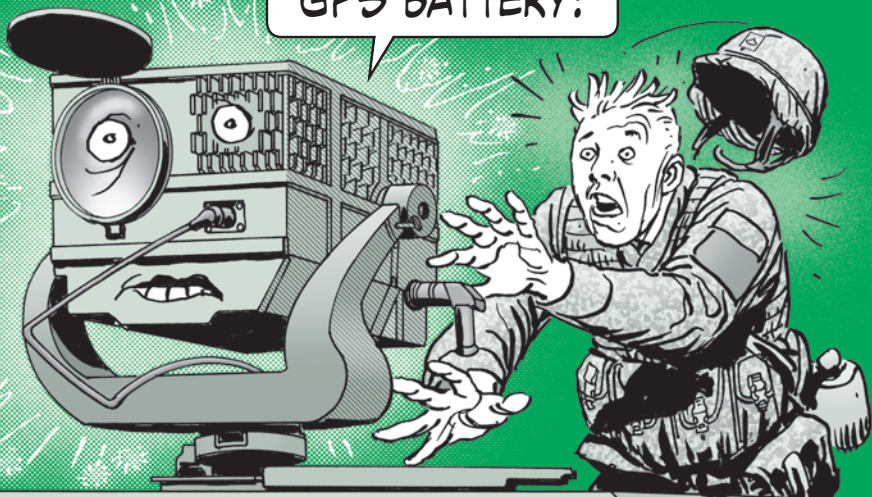
If you must use the LLDR before you get the updated software, there is a work-around that can temporarily solve the problem. You'll need the operator's manual for the LLDR, TM 11-5855-315-12&P. Make sure you have the latest version of the manual dated 15 May 08.

Manually input the local MAGVAR by following the instructions on Page 2-35 of the TM. Check that the MAGVAR was correctly entered by powering the TLM down, then up and following the instructions again from the TM. Remember to verify the MAGVAR is the most current for your area before providing coordinates that will require a call for fire based solely on the LLDR coordinates.

REMEMBER, THIS WORK-AROUND IS ONLY TEMPORARY. YOU NEED TO GET THE SOFTWARE UPDATED ASAP!



USE THE *RIGHT*
GPS BATTERY!



Dear Editor,

I am an ILS manager for the long range scout surveillance system (LRAS3) AN/TAS-8(V)1 & (V)2. I need to get the word out to units using LRAS3 systems that there is one, *and only one*, battery to use to maintain the GPS crypto data when the system is off. That battery is the non-rechargeable, BA-5372/U, NSN 6135-01-214-6441.

Some of you are trying to use a regular 3V lithium ion battery. *This battery does not work!* The right battery has reverse polarity. The positive end of the battery is flat and the negative end is pointed.

If you use the wrong battery, you will damage the system and lose the GPS data when no power is being applied to the sight sensor. This means the crypto load in the GPS is lost. Without crypto, the GPS system cannot transition to the precise positioning service, resulting in reduced GPS and target location accuracy.

So, all operators, maintainers, warrants and sensor LARs, make sure there are plenty of BA-5372/U batteries on hand for each LRAS3 and that everyone involved in switching out an LRAS3 battery knows not to use a different 3V lithium ion.

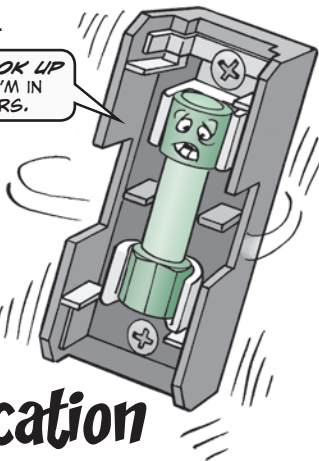
Robert E. Youngblood
LRAS3, ILS Manager
Ft Belvoir, VA

Editor's note: As always, Robert, you have good, absolutely need-to-know info for LRAS3 users. Users, find a way to make reading this info a permanent part of the backup battery replacement routine.

15-, 30-, 60-kW TQG...

I'M ALL SHOOK UP
NOW THAT I'M IN
GENERATORS.

Excite Circuit Fuse Modification

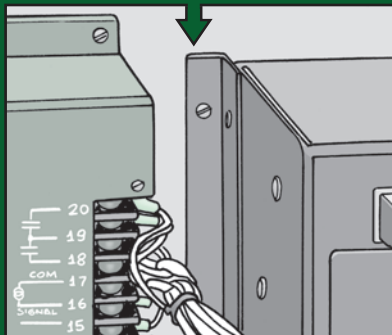
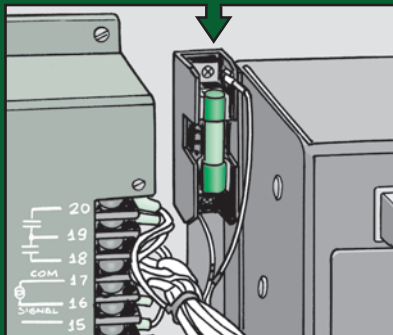


Have you noticed an extra fuse in the excitation circuit of your MEP-804A, MEP-805A or MEP-806A tactical quiet generator (TQG)? New generators, and those coming out of RESET, should have that extra fuse.

Why?

The voltage regulation system on these generators can fail and damage the main alternator windings. The new fuse protects the alternator from that damage.

Take a look at your TQGs and see if you have this fuse... or if you *don't*!



If you don't, get a copy of TB 11-6115-741-24 through regular pubs' channels, your CECOM LCMC LAR or the LOGSA website:

<https://www.logsa.army.mil/etmpdf/files/080000/082917.pdf>

Paragraph 5.3 of that TB lists 15 steps for installing the new fuse.

HERE ARE
THE PARTS
YOU WILL
NEED...

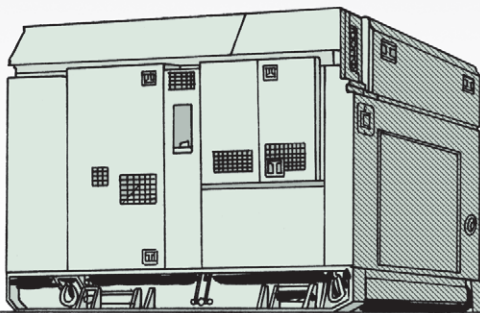


Part	NSN
Buss fuse holder	5920-00-816-6892
Fuse	5920-00-225-9983
Spade terminal	5940-01-425-2020
Disconnect terminal (2)	5940-01-112-9746
Wire (1 Ft)	6145-01-129-9955
Screw	5305-01-187-5878
Wire ties (3)	5975-00-727-5153

NEUTRAL TO GROUND BAR SAFETY ISSUE

WARNING! IF YOUR UNIT HAS MOBILE ELECTRIC POWER (MEP) 5-, 10-, 15-, 30-, 60-, 100- OR 200-KW TQGS, MODELS MEP-802/812, -803/813, -804/814A OR B, -805/815A OR B, -806/816A OR B, -807 OR -809...

...YOU NEED TO ADD AN IMPORTANT WARNING TO THE "DESCRIPTION AND USE OF OPERATOR CONTROLS AND INDICATORS" OR THE "ASSEMBLY AND PREPARATION FOR USE, INSTALLATION OF LOAD CABLES" SECTIONS OF THE TM.



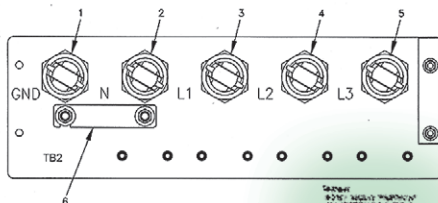
TM 9-6115-729-10

100 kW TACTICAL QUIET GENERATOR SET
DESCRIPTION AND USE OF OPERATOR CONTROLS AND INDICATORS - Continued

0005 00

OUTPUT LOAD TERMINAL BOARD TB2

Table 10 describes the Output Load Terminal Board TB2 connections located at lower right rear of generator set.



Caution:
Do not connect the ground leg to the neutral line. This will cause a short circuit and may damage the generator set.

KEY	CONTROL OR INDICATOR	FUNCTION
1	GND	Ground leg. Used with catch plate and post for multiple grounding connections.
2	N	Neutral line for generator output loads.
3	L1	Connection for L1 (Φ A) leg of three-phase output power.
4	L2	Connection for L2 (Φ B) leg of three-phase output power.
5	L3	Connection for L3 (Φ C) leg of three-phase output power.
6	Jumper	Remove during 5-wire operations.

SPECIFICALLY, YOU NEEDED TO AMEND THE INFORMATION ABOUT THE OUTPUT LOAD TERMINAL BOARD TB2.



IF YOU HAVE AN MEP-807, TM 9-6115-729-10, THE INFORMATION YOU NEED TO MODIFY IS IN WP 0005 00-17.

Change the words under the FUNCTION heading in Table 10, Key 1 for the MEP-809 and Key 6 for the MEP-807, GND Jumper, to read: "**Jumper bonds the Neutral to ground. This bar shall NOT be removed unless the system level equipment being powered requires an ungrounded system.**"

Now change or add the following **WARNING** above Table 10, Output Load Board Terminal TB2 Connections in the MEP-807 and -809 TMs and at the beginning of the "Assembly and Preparation for Use, Installation of Load Cables" section of the 5-, 60-kW TQG's TMs. **WARNING** "Do not remove the Bonding Jumper between GND and N unless the weapon system requires an ungrounded system. Failure to comply can cause death or serious injury. Refer to applicable Weapon System TM for specific guidance on power and connection requirements."

These changes need to be made immediately. And inform all operators and maintainers of the TQGs, immediately.

When the TMs are updated, the pages with the new information will be added.

In the meantime, you **must** make these corrections on whatever page addresses the output load terminal board TB2 showing the ground bar jumper.

SINGGARS...

Cabling the LS-671

THE SPECIAL PURPOSE CABLE, CX-13292/VRC, THAT CONNECTS THE LS-671/VRC LOUDSPEAKER TO THE SINGGARS RADIO, COMES IN MANY LENGTHS.

THESE LENGTHS ALLOW THE LOUDSPEAKER TO BE INSTALLED IN DIFFERENT CONFIGURATIONS TO MEET THE NEEDS OF DIFFERENT TYPES OF VEHICLES.

AN ADDED BENEFIT TO THESE MULTIPLE LENGTHS IS THE FLEXIBILITY IT GIVES YOU TO TAKE THE PRESSURE OFF A TAUT CABLE.

AN 8-FT CABLE CAN BRING RELIEF TO A 6-FT CABLE THAT IS STRETCHED TO ITS LIMIT.

HERE'S A LIST OF THE AVAILABLE LENGTHS FOR THE CX-13292/VRC SPECIAL PURPOSE CABLE...

Length (feet)	NSN 5995-01-
2	302-0059
3	219-7010
4	219-4703
5	300-9291
6	219-4704
8	259-9283
11	225-1657
13	259-9282
14	219-4705
18	219-4706
19	303-4950
21	219-1844
50	358-1078
100	382-6869



Better Detecting with PM

MINE DETECTING IS SOMETHING YOU WANT TO BE **VERY** ACCURATE.

HERE ARE A FEW WAYS TO KEEP YOUR AN/PSS-14 MINE DETECTOR AS SENSITIVE AS A BLOODHOUND.

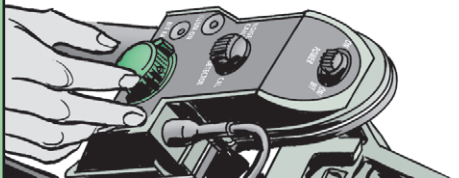


Before PMCS

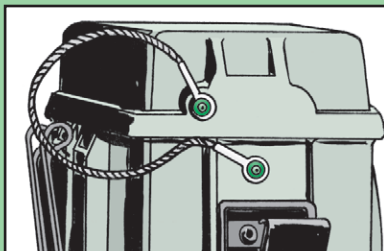
Check the control grip for missing or loose screws and the grip indicators and controls for damage. Feel the GPR sensitivity knob on the control grip for looseness. Over time, the knob sometimes works loose and can fall off. Your support can tighten the knob's set screw.

Check that the lanyard screws for the battery box and its lid are in place and secure. If screws are missing or loose, the lanyard can come off. No lanyard often means the lid will soon go missing. Support can replace screws.

Feel sensitivity knob for looseness



Battery box lanyard screws tight?

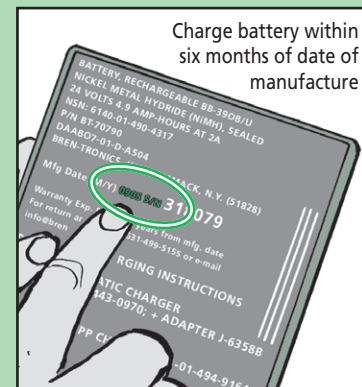


Battery Bits

Remember new BB-390B/U rechargeable batteries, NSN 6140-01-490-4317, must be charged within six months of their manufacture date, which is shown on the bottom of the battery. If you wait longer to charge it, the battery may not work.

But before you charge any battery, you must first completely discharge it. Otherwise, the gas gauge will give a false reading. The battery develops a memory, which prevents the visual indicator from indicating a full charge. The battery won't power the mine detector as long as it should.

The best way to discharge the battery is with a discharger, NSN 6130-01-490-4310. The discharger doesn't come with the mine detector—you must order it separately. It generally takes an hour to fully discharge a battery.

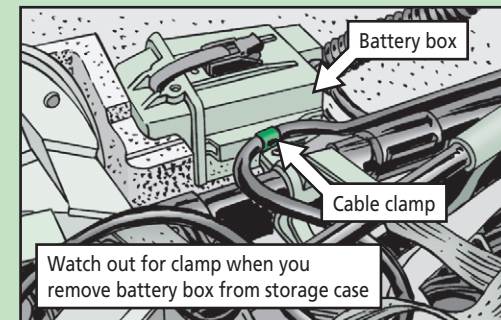


Charge battery within six months of date of manufacture

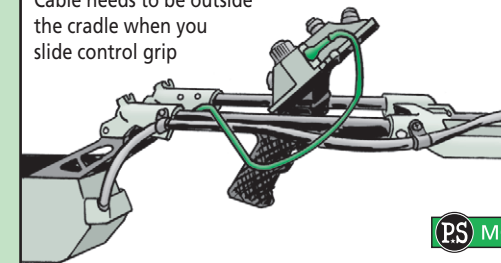
Assembly

When you remove the battery box from the storage case, make sure it clears the clamp for the search head cable. If you bang the box against the clamp, you'll damage the clamp. Your support can replace the clamp. If the clamp is too damaged, the detector is NMC. Watch out for the clamp when you're putting the battery box back in the storage case, too.

When you slide the control grip forward during assembly, make sure the cable to the controls is outside the cradle. If it's not, the cable will be pinched, which can tear its covering. That can lead to shorts and poor detecting.



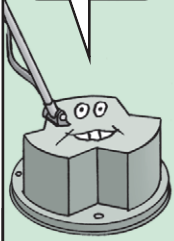
Cable needs to be outside the cradle when you slide control grip



PS MORE

Operation

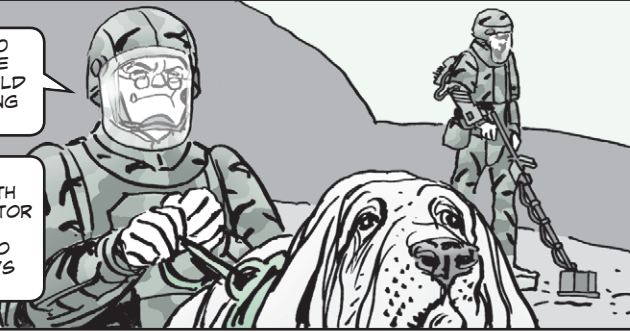
JUST
REMEMBER
LOSS...



- **L**ane coverage: Make sure the search head's sweet spot (the area marked in yellow) completely covers the lane of your sweep.
- **O**perator stance: Your feet should be shoulder-width apart and you should stand straight with your back aligned directly over your legs.
- **S**earch head positioning: Keep the search head parallel to the surface you're sweeping and no more than two inches off the ground.
- **S**weep speed: Sweep between 1 to 3.6 feet per second. If you sweep slower than that, the mine detector can develop faults. If you sweep faster, it might not pick up mines.

REMEMBER, 30
MINUTES IS THE
MOST YOU SHOULD
SPEND SWEEPING
AT ONE TIME.

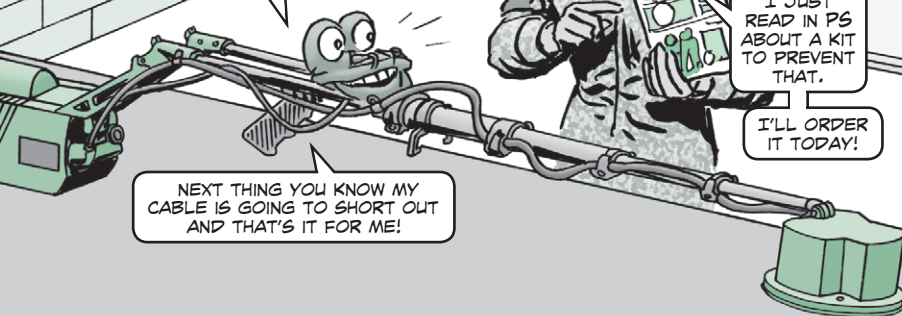
YOU NEED TO
SWITCH OFF WITH
ANOTHER OPERATOR
IN ORDER TO
STAY ALERT TO
THE DETECTOR'S
SIGNALS.



AN/PSS-14
Mine Detector...

Tubing Protects Cable

YOU'VE GOT TO DO SOMETHING
ABOUT ALL THIS RUBBING AGAINST
MY CONTROL GRIP CABLE.



NEXT THING YOU KNOW MY
CABLE IS GOING TO SHORT OUT
AND THAT'S IT FOR ME!

I JUST
READ IN PS
ABOUT A KIT
TO PREVENT
THAT.

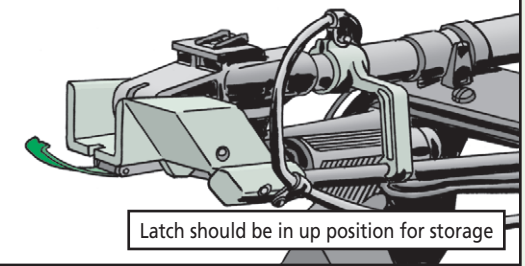
I'LL ORDER
IT TODAY!

Storage

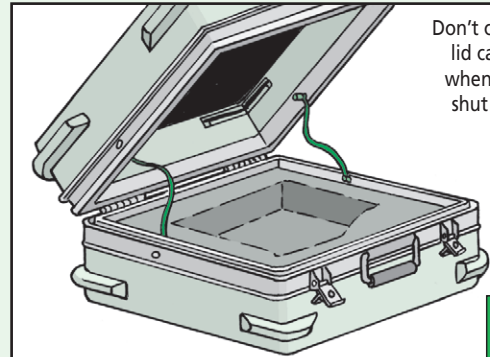
When you disassemble the detector, ensure the securing latch is up. If you put the detector in the case with the latch down, the latch will be bent and then it won't stay in the operating position.

Make sure the storage case's rubber seal is in good shape. If it's torn or eaten up with dry rot, the case won't seal out water and dirt.

When you shut the case, be careful not to catch the lid cables between the lid and the case. That can damage the cables, which keep the lid from banging all the way back.



Latch should be in up position for storage



Don't catch
lid cables
when you
shut case

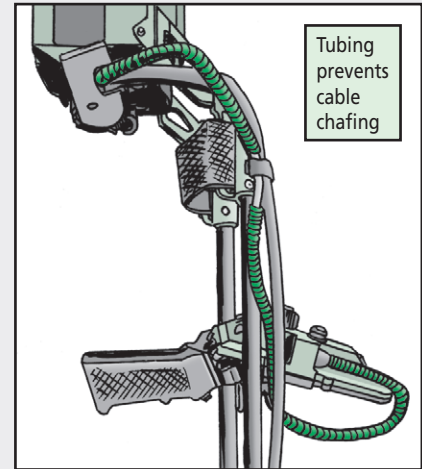
PS
END

Sometimes the control grip cable for the AN/PSS-14 mine detector catches and rubs on body armor and other equipment, particularly for left-handed users.

That chafing can lead to shorting in the cable, which puts your detector out of commission.

Now you can protect the control grip cable with a kit, NSN 5999-01-578-0840, that brings together two lengths of corrugated tubing. The kit's directions show how to slip the tubing over the cable to shield and protect it.

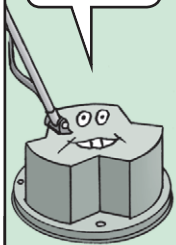
Order a kit for every AN/PSS-14 in your unit so that none of your detectors suffer cable chafing.



Tubing
prevents
cable
chafing

Operation

JUST
REMEMBER
LOSS...



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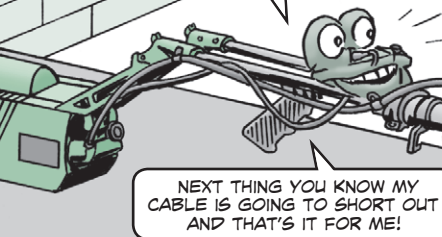
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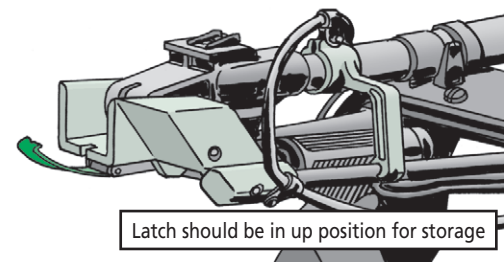
I'LL ORDER
IT TODAY!

Storage

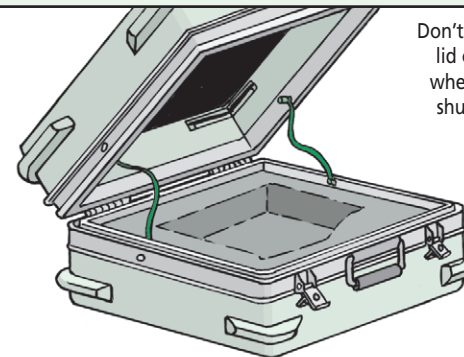
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Latch should be in up position for storage



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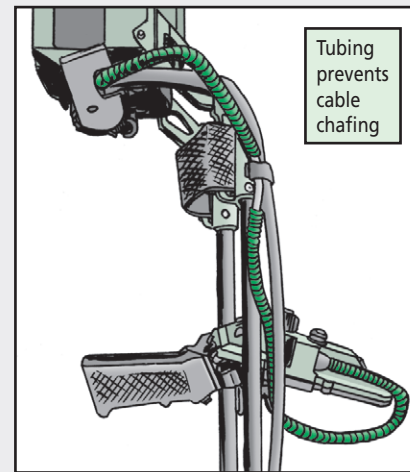
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Sometimes the control grip cable for the AN/PSS-14 mine detector catches and rubs on body armor and other equipment, particularly for left-handed users.

That chafing can lead to shorting in the cable, which puts your detector out of commission.

Now you can protect the control grip cable with a kit, NSN 5999-01-578-0840, that brings together two lengths of corrugated tubing. The kit's directions show how to slip the tubing over the cable to shield and protect it.

Order a kit for every AN/PSS-14 in your unit so that none of your detectors suffer cable chafing.

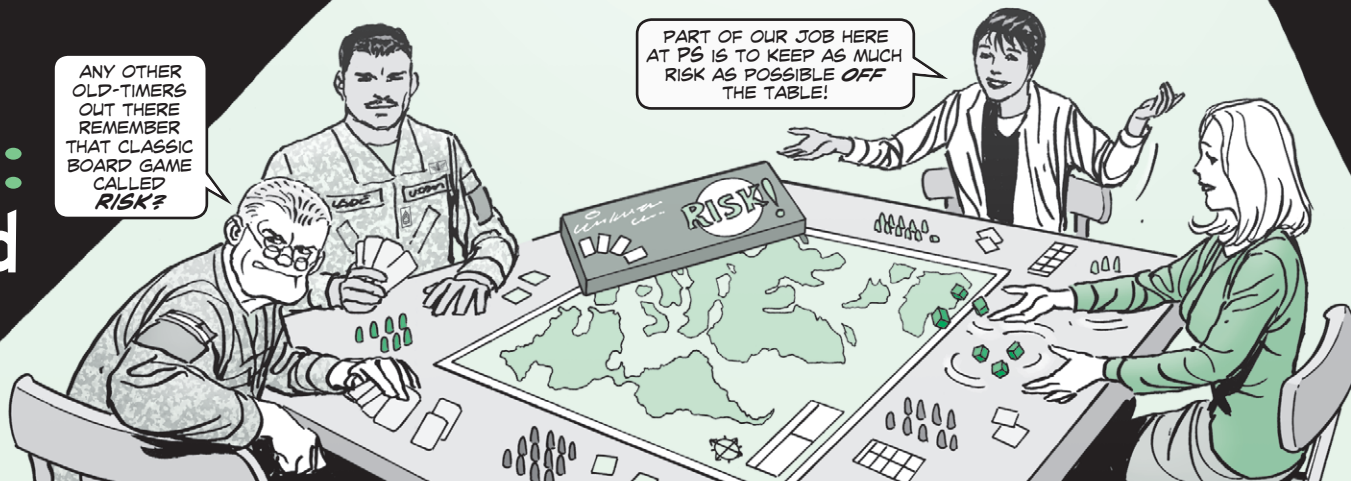


Tubing
prevents
cable
chafing

Risky Business: Unauthorized Purchase of OCIE

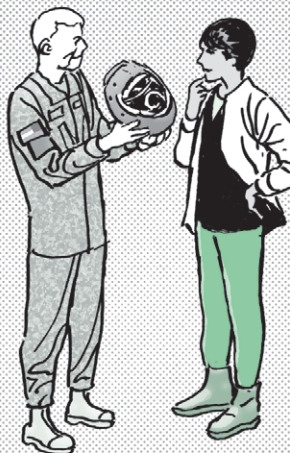
ANY OTHER OLD-TIMERS OUT THERE REMEMBER THAT CLASSIC BOARD GAME CALLED **RISK**?

PART OF OUR JOB HERE AT PS IS TO KEEP AS MUCH RISK AS POSSIBLE **OFF** THE TABLE!



WORD ON THE GRAPEVINE IS THAT **TOO MANY SOLDIERS** ARE ORDERING THEIR ORGANIZATIONAL CLOTHING AND INDIVIDUAL EQUIPMENT (OCIE) FROM **UNAUTHORIZED SOURCES**.

UNAUTHORIZED SOURCES INCLUDE INTERNET WEBSITES SUCH AS GENERAL SERVICES ADMINISTRATION'S ADVANTAGE AND LOCAL RETAIL STORES AND VENDORS.



SOME SOLDIERS ARE EVEN ORDERING THEIR BALLISTIC PROTECTION ITEMS, BODY ARMOR AND ADVANCED COMBAT HELMET PADS THROUGH UNAPPROVED CHANNELS. **THAT'S JUST ASKING FOR TROUBLE.**

FOR SAFETY'S SAKE, DON'T ORDER OCIE FROM UNOFFICIAL SOURCES. IN MANY CASES, THESE ITEMS **DON'T** MEET ARMY PROTECTION AND SAFETY STANDARDS, AND MAY HAVE **FAILED** ARMY SAFETY TESTS.



IT'S SIMPLY **NOT WORTH** THE RISK TO LIFE AND LIMB!



TAKE MY WORD FOR IT—THE INTERNET IS A HANDY THING, BUT YOU **DON'T** WANT TO RELY ON BODY ARMOR PLUCKED FROM A **BARGAIN BIN!**



REMEMBER, SOLDIERS ARE ONLY AUTHORIZED TO GET PERSONAL PROTECTIVE EQUIPMENT AND SAFETY ITEMS FROM THE DEPARTMENT OF DEFENSE SUPPLY SYSTEM, AND THE APPROVED LIST OF ITEMS SOLD AT THE ARMY & AIR FORCE EXCHANGE SERVICE MILITARY CLOTHING SALES STORES.

PROPER SOURCING IS THE **ONLY** WAY TO ENSURE THAT THE PROTECTIVE EQUIPMENT YOU'RE GETTING HAS MET ALL OF THE ARMY'S RIGOROUS TESTING AND SAFETY STANDARDS.

LEADERS, STEP UP AND ENSURE THAT YOUR SOLDIERS AND UNITS ARE PURCHASING THEIR PERSONAL PROTECTIVE EQUIPMENT THROUGH AUTHORIZED CHANNELS.

UNAUTHORIZED CLOTHING AND EQUIPMENT ARE NO SUBSTITUTE FOR OCIE PROVIDED DURING INITIAL FIELDING, ISSUED FROM SUPPLY ROOMS, OR SUPPLIED FROM CENTRAL ISSUE FACILITIES (CIFs).

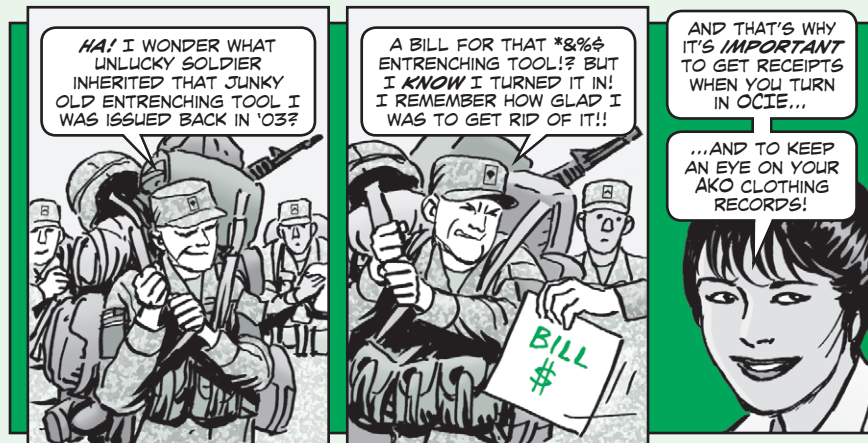


SOLDIERS, IF YOU OR YOUR BUDDIES HAVE PROCURED YOUR PROTECTIVE EQUIPMENT FROM UNAUTHORIZED CHANNELS, NOTIFY YOUR UNIT SUPPLY ACTIVITY.

THEY CAN ORDER REPLACEMENTS THROUGH APPROVED SOURCES.

OR, THEY CAN SEND YOU TO YOUR LOCAL CIF FOR THE **RIGHT** GEAR.

GET A RECEIPT FOR OCIE



You may be glad to lose the bulk and weight of Organizational Clothing and Individual Equipment (OCIE) when it's time to turn some in. But your bank account may also get a little leaner if you don't get and keep receipts for any OCIE you turn in at a Central Issue Facility (CIF).

Every year some Soldiers are unpleasantly surprised to discover that Army records still show them in possession of OCIE they no longer have. In fact, they are darned **sure** and tootin' they turned it in a long time ago in a CIF far, far away. But, when push comes to shove, Army records always prevail over verbal protests.

For your own protection and peace of mind, get receipts and take your own notes detailing exactly what OCIE was turned in when, where and in what condition. Now that your OCIE records are linked to you via modern technology and AKO, keeping the slate clean and current is essential.

When turning in OCIE, you should receive documentation from the CIF. You will need to sign and date both copies of the manual and/or automated DA Form 3645/3535-1, *Organizational Clothing and Individual Equipment Record*. You'll receive a worksheet that shows the items that were issued to you, and this identical information is entered into the CIF installation support module (ISM). **If you don't get a receipt, speak up and ask for one.**

Tip: It's also smart to develop a filing system to keep your copies and notes organized in case they are needed months or years later.

If you need to dispute any OCIE listed in your name, first try working with your nearest CIF facility. Most CIFs can clear/reconcile discrepancies at the local level, but sometimes, more research will need to be done that involves the initial CIF.



- Soldier must notify the local CIF immediately upon identifying any discrepancy in OCIE.
- CIF should verify the Soldier's clothing record (DA Form 3645) to validate the discrepancy.
- If a discrepancy is identified involving a previous CIF, the property book officer (PBO) or CIF manager of the current CIF needs to contact the initial CIF to resolve the discrepancy. (The initial CIF is the prior CIF that issued the OCIE to the Soldier).
- If an investigation reveals that the Soldier was negligent, the Soldier must initiate a DD Form 362, *Statement of Charges*, or the unit commander must initiate a DD Form 200, *Financial Liability Investigation of Property Loss* (FLIPL).
- During processing of a FLIPL, once the equipment in question has been identified and given a document property number by the CIF PBO, the identified equipment will be removed from the Soldier's clothing record (DA Form 3645). If the Soldier agrees to pay for a lost item through payroll deduction, a DD Form 362 will be processed. The unit or activity commander will complete and sign the blocks immediately below the statement by the organization commander (Block 10). Prior to forwarding the document to the Finance Accounting Office, the accountable officer will assign a document/voucher to the DD Form 362. Then the DD Form 362 should be returned to the CIF with the signature of the finance officer (Block 11a through Block 11d). This step will result in document closure within the CIF-ISM system.

SSN/ID: RANK/GRADE: SGT/E05	NAME: JAMES, JOHN UNIT: WA1QC0 - 02018FAC BTRY MLRS	SEX: M DMOS: 13M	HOME CIF CODE: SW5600	LAST INITIAL ISSUE: 2005/11/01 EXPECTED CLEARANCE: 2013/07/24
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LAST TRANSACTION INFORMATION		DTTC: CLOTHING RECORD ADDITIONAL ISSUE	
DOCUMENT NO: W44DUH73558089V		DATE: 2007/12/21	
CIF NAME: SW5600 - FORT SILL			

ISSUING CIF	MENU	LIN	SIZE	CIC	NOMENCLATURE	PARTIAL NSN	AU QTY	OH QTY	PCS TRANS	ETS TRANS
SW5600	4EK	B13907	GREEN		BAG BARRACK CT OG 107	3692	1	1	Y	N
SW5600	4EK	B15825	OLIVE		BAG CLOTHING WTRPROOF	6909	1	1	Y	N
SW5600	4EK	B59567	MED OLIVE	Y	BELT INDV LC-1 MED	6488	1	1	Y	N
SW5600	4EK	C96536	1 QT OLIVE	D	CANTEEN 1QT WM1 CAP	0026	2	2	Y	N
SW5600	4EK	D11812	NONSZ		CARRIER INT TOOL LC-1	6474	1	1	Y	N
SW5600	4EK	D64043	OLIVE		CA					

NOTE: IT'S A GOOD IDEA TO GET IN THE HABIT OF REGULARLY CHECKING YOUR "MY CLOTHING" RECORD ON AKO, ESPECIALLY BEFORE OR AFTER A PCS MOVE.

REMIN
YOUR
BUDDIES
TO DO THE
SAME.

COVER CANTEEN LC-1	0256	2	2	Y	N
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LIN	GENERIC NOMENCLATURE	TX	PCS TRANS	ETS TRANS
	Leather Footwear		Y	Y
	Head Gear with Leather Headbands		Y	Y
	Insignia		Y	Y
	CARRIER ENTRENCHING TOOL		Y	N
	INTRENCHING TOOL HAND: COMBINATION		Y	N
	LINER COLD WEATHER COAT: MENS NYLON			
	POLYESTER QUILTED OG106		Y	N
	MODULAR SLEEP SYSTEM: CIO STUFF			
	BACK PATROL SLEEPING BAGS AND			
	SLEEPER HLF WOIPIN-POL (8340-00-577-			

SW5600	4EK	T00150	SML OLIVE	1						
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YOU CAN DOWNLOAD YOUR CLOTHING RECORD FROM THE AKO MY CLOTHING LINK:
<https://www.us.army.mil/suite/page/230892>

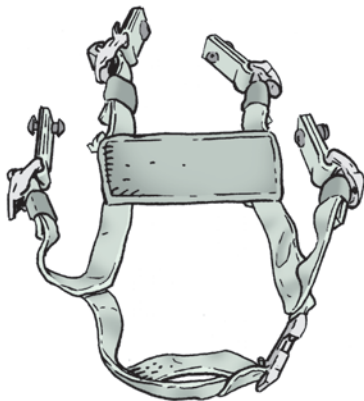
ACH Chin Straps Available

IF YOU'RE IN NEED OF A NEW CHIN STRAP FOR YOUR ADVANCED COMBAT HELMET (ACH), YOUR UNIT CAN ORDER JUST THE CHIN STRAP *WITHOUT* PURCHASING THE ENTIRE RETENTION SYSTEM WITH ALL OF THE HARDWARE.



If you need to order just the chin strap without hardware, use NSN 8470-01-531-3351. This chin strap fits all ACH models. However, if you still need to order the chin strap assembly with hardware, use NSN 8470-01-530-0868.

Chinstrap, NSN 8470-01-531-3351 (strap only)



TM 10-8470-204-10 (Mar 08) is full of information on maintaining your ACH. Instructions on how to replace the chin strap can be found in WP 009, *"Removing and Replacing Chin Strap Retention System."*

ACH chin straps can be purchased through an authorized source, the DOD EMAIL:

<https://dod-email.dla.mil/acct/>

EMAIL ordering assistance is available from customer service representatives: CONUS 1-877-352-2255, OCONUS (269) 961-7766, or by email:

dod-emailsupport@dlamail

For more information about the ACH, contact Lillie Vinson, DSN 224-6725, (703) 614-6725, email:

lillie.p.vinson@us.army.mil

or Phillip Jackson, DSN 224-0927, (703) 614-0927, email:

phillip.jackson1@us.army.mil

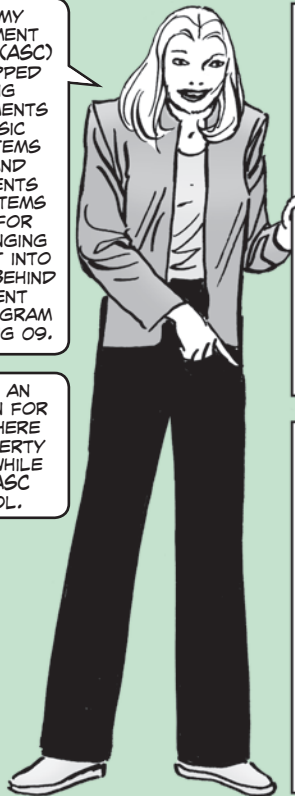
or Philip Manuel, DSN 654-4717, (703) 704-4717, email:

philip.manuel@us.army.mil

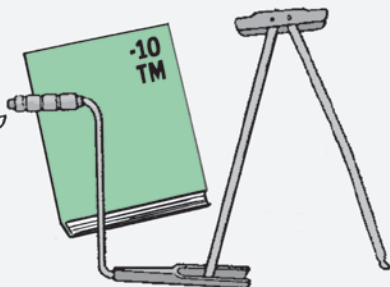
LEFT-BEHIND EQUIPMENT AND BASIC ISSUE ITEMS

THE ARMY
SUSTAINMENT
COMMAND (ASC)
HAS STOPPED
FUNDING
REPLACEMENTS
FOR BASIC
ISSUE ITEMS
(BII) AND
COMPONENTS
OF END ITEMS
(COEI) FOR
UNITS BRINGING
EQUIPMENT INTO
THE LEFT-BEHIND
EQUIPMENT
(LBE) PROGRAM
AFTER 1 AUG 09.

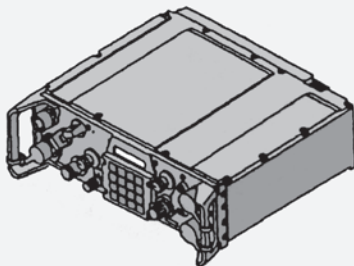
THERE'S AN
EXCEPTION FOR
CASES WHERE
THE PROPERTY
IS LOST WHILE
UNDER ASC
CONTROL.



Basic Issue Items (BII)...



... and Components of End Item (COEI)



The losing activity is responsible for recording all BII/COEI shortages on a shortage annex using a DA Form 2062, and ordering replacement items as required by AR 710-2, *Supply Policy Below the National Level*; DA PAM 710-2-1, *Using Unit Supply System (Manual Procedures)*, and the applicable technical manuals (TMs).

The ASC will confirm all shortage annexes and ensure updated findings are noted on a DA Form 2062, unless otherwise directed by ASC headquarters. All equipment must also meet TM -10/-20 standards before it is transferred to another Army activity.

PROPERTY ACCOUNTABILITY COURSES AVAILABLE ONLINE

WHOA, COWBOY!

YEEHAW!

TIME TO ROUND
UP THESE
PROPERTY
BOOK OFFICERS
AND HERD
THEM STRAY
DOGGIES BACK
TO THE BOOKS.

THE QUARTERMASTER
CENTER AND SCHOOL
OFFERS ONLINE PROPERTY
ACCOUNTABILITY COURSES,
WHICH MEANS YOUR UNIT'S
PBO DOESN'T EVEN HAVE
TO LEAVE THE DESK TO
LASO UP THE LATEST IN
DISTANCE LEARNING.

Property Accountability Courses Online

The Army Training Information Architecture website: <http://www.train.army.mil/>

- 92A Basic Supply Principles—3 hours
- Report of Survey Officer Orientation—1 hour
- Financial Liability Officer Orientation—1 hour
- Unit Supply Specialist (DL) (92Y)—10 hours; also available on CD from Defense Imagery (see URL below)

The Defense Imagery website: <http://www.defenseimagery.mil/index.html>

(Enter course title in 'search' box, and choose the IMI [Interactive Multimedia Instruction] tab)

- Supply Management Training 92A30—39 hours
- Intermediate Level Unit Supply Procedures—25 hours
- Unit Armorer Training Program—19 hours

The Army's Learning Management System website: <https://www.lms.army.mil/>

- 92A10 Non-Automated Sustainment Training—54 hours
- S-4 Staff Officer Course—53 hours
- Property Accountability for Leaders in the Contemporary Operating Environment—15 hours

Send comments and suggestions for future courses: leeetdqm@conus.army.mil

Note: Information provided in this article courtesy of *Army Sustainment* magazine.

KEEP THE FORCE WITH YOU!

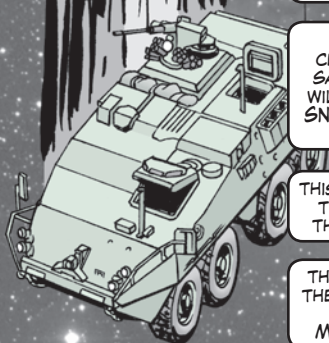
IMMEDIATE CHANGES TO
BLUE FORCE TRACKER (BFT)
ACCOUNTABILITY HAVE COME
DOWN THE PIPELINE FROM
HQDA G-4.

BFT SYSTEMS ARE CURRENTLY
TRACKED IN PBUSE BY THE
SERIAL NUMBERS (SNS) OF
VARIOUS MAJOR COMPONENTS,
SUCH AS TRANSCIVER SNS,
PROCESSOR UNIT SNS, POWER
SUPPLY SNS, ETC.

BFT TACTICAL OPERATION
CENTER (TOC) KITS AND BFT
SATELLITE VEHICLE VERSIONS
WILL NOW BE TRACKED BY THE
SNS CORRESPONDING TO THEIR
MT-2011 TRANSCIVERS.

THIS CHANGE WILL STANDARDIZE
THE METHOD OF RECORDING
THE BFT SYSTEMS IN PBUSE.

THE FOLLOWING CHART SHOWS
THE END ITEM NSNs THAT MUST
NOW BE TRACKED BY THE
MT-2011 TRANSCIVER SNS...



Item	Model	LIN	NSN	Now tracked under S/N for:	NSNs of different versions of the MT-2011 transceiver
BFT TOC Kit	AN/GYK-62B	Z01248	7010-01-554-2356	MT-2011 Transceiver	5895-01-503-3932 (E version)
	AN/GYK-62C	FJ101N	7010-01-569-0604		5895-01-551-7316 (F version)
BFT- Satellite version	AN/UYK-128 (V)3	C18378	7010-01-513-8459	MT-2011 Transceiver	5895-01-503-3932 (E version)
					5895-01-551-7316 (F version)

★★ Connie's Post Scripts ★★

M900-Series Tanker Engines

When the Onan engine used on your M900-series 5,000-gal fuel semitrailer is no longer repairable, replace it with a Lombardini engine, NSN 2815-01-471-4411. To switch out the old engine, which Onan no longer builds, you must use kit, NSN 2815-01-459-0006. The kit has frame components and all hardware with installation instructions.

FED LOG Offers Handy Conversions

Put the calculator away. It's quick and easy to convert US customary measurements to metric, and decimals to fractions right in the FED LOG program. Virtual buttons in the top right-hand section of the screen will do speedy calculations for you, plus you can switch back and forth between the two systems. For more information regarding FED LOG, call the Defense Logistics Information Service at DSN 661-7766, (877) 352-2255, or email: dlacontactcenter@dla.mil

SAFETY CENTER ADDS WEB-BASED TOOL FOR DEPLOYED SOLDIERS

The U.S. Army Combat Readiness/Safety Center at Ft Rucker has launched a new Web application to help leaders and Soldiers reduce risk while deployed to areas with limited Internet connectivity.

The Safety Center's homepage is now available in a "lite" version, so the page only loads elements necessary to help users with limited Internet connectivity quickly find what they need.

Visit the Safety Center's lite site:

<https://safety.army.mil/lite>

M915 Front Suspension Kit NSNs

Need to beef up the suspension on your M915 tractor trucks that have add-on-armor? Installing a front suspension modification kit can solve that problem. Get the kits for M915A2P1s using NSN 2510-01-569-4196, NSN 2510-01-569-4198 for M915A3P1s, and NSN 2510-01-569-4193 for M915A4P1s.

M1151 STEERING GEAR

NSN 2530-01-554-3441 gets the steering gear assembly for the M1151 HMMWV. This NSN replaces the parts info shown as Item 1 in Fig 32 of TM 9-2320-335-13&P.

HELMET BAG

Without a flight helmet bag, your integrated helmet and display sight system (IHADSS) is not protected. Order one with NSN 8415-01-406-6909.

NEW WATER HEATER

The Army has a new water heater in the supply system. It's the Army water heater 400 (AWH 400), NSN 4520-01-566-6669. The AWH 400 is an alternative to the old M80 and M85 heaters.

The new heater runs on a variety of fuels, including DF1, DF2, DFA, JP-5 and JP-8. It's used primarily to heat water for the Army's 12-head portable showers.

M1117 ASV URL Update

On Page 13 of PS 686 (Jan 10), the URL we included was wrong. The website is secure and must begin with "https". Here's the correct link:

https://weblog.logsa.army.mil/Veh_reg/main_input.cfm

GPP URL Update

On Page 58 of PS 685 (Dec 09), the original URL we gave for the Federal Green Purchasing Program has changed. Here's the new link:

<http://www.fedcenter.gov/programs/buygreen>

GRAT Goes SIPRNET

The Ground Risk Assessment Tool (GRAT) developed by the U.S. Army Combat Readiness/Safety Center now has a mirror image on the Secret Internet Protocol Router (SIPRNET). The GRAT-S helps identify, assess and control hazards associated with specific missions or tasks.

Note: An AKO-SIPRNET username and password is required to login to GRAT-S. The following URL is accessible only from SIPRNET terminals:

<http://safety.army.smil.mil/GRAT-S>

For more info, contact the Ground Task Force at DSN 558-2101/3641, (334) 255-2101/3641, or email:

GRAT@conus.army.mil

PBUSE: No More Entry via AKO

PBUSE is no longer accessible through AKO. Now, users must enter the PBUSE website directly:

<https://pbuse.us.army.mil/>

Questions? Call the PBUSE help desk: DSN 259-8619, (866) 547-1349.

D5B Engine Starter

Use NSN 2920-00-425-5932 to get the engine starter for the D5B tractor. This NSN replaces the one shown as Item 4 in Fig 46 of TM 5-2410-236-24P. By the way, this is the same starter that's used on the D7F and D7G tractors.

ATLAS FORKLIFT SERVICE KITS

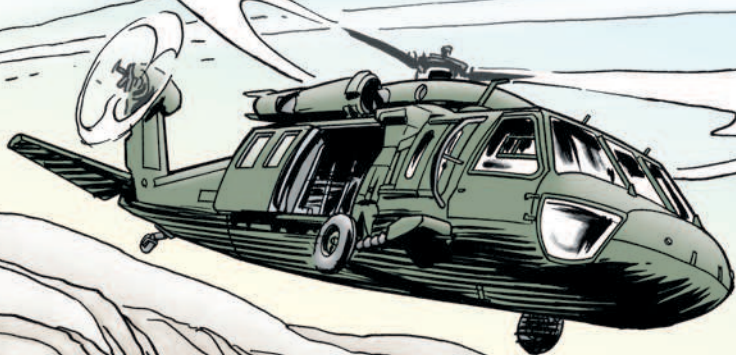
Two service kits are available for the 10,000M Atlas forklift. The 500-hr kit comes with PN 1001111811 and the 1,000-hr kit comes with PN 1001102923. Both kits come with CAGE (1YHH8) and can be ordered on a DD Form 1348-6. You can also contact the kits' manufacturer, JLG, and order them by emailing Ms. Terri Bradley:

tlbradley@jlg.com

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?

**Your helicopter has
thousands of rivets, washers,
screws and bolts to help
make it fly!**



**BUT IT TAKES
JUST ONE *NUT*
TO DESTROY IT!**



**PREVENT
FOD and
KEEP 'EM
FLYING!**

