

Issue 668

PS

July
2008

THE PREVENTIVE MAINTENANCE MONTHLY

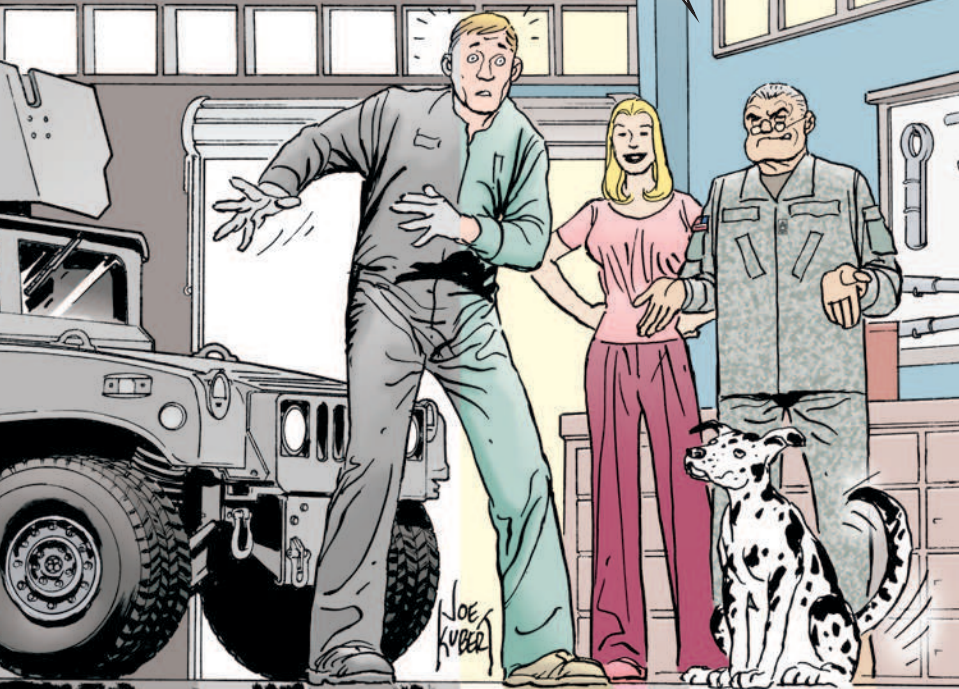
TB 43-PS-668

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WOW!

WELCOME
TO THE
COLORFUL
NEW WORLD
OF ...

...SPOT
PAINTING WITH
DISPERSIBLE
CARC!



**VISIT FOR YOURSELF!
SEE PAGE 26...**

NCOs Can Make or Break PMCS

IF THE PM CHECKS
AND SERVICES
DONE IN YOUR
UNIT ARE LACKING,
THEN MAYBE...

• **Your soldiers lack training.** It's up to the old timers and NCOs in the unit to see that the untrained get trained. Without good PMCS, you and your equipment can't roll when duty calls.

Plus, it's important to fill out DA Form 5988-E, *Equipment Maintenance and Inspection Worksheet*, or DA Form 2404, *Equipment Inspection and Maintenance Worksheet* (whichever your unit uses) correctly! Unreported faults can't be fixed!

The bottom line, NCOs, is to take the time to teach your soldiers the right way to perform PMCS. And while you're at it, make sure they know the right way to operate their equipment.



• **Soldiers aren't using the TMs.** Pulling PMCS without the manual wastes time. Teach soldiers to always use the TM because no one's memory is perfect. Don't guess. The TMs usually have the answers you need.

• **Soldiers don't know how to use the TMs.** If the soldiers in your platoon don't know how to use the TMs, use some "Sergeants' Time" to teach them how to use 'em. Hands-on training can really help, too.

• **NCOs aren't checking on the unit's work.** Daily follow-up is a good idea, so do it. Then you'll know if your soldiers need refresher training. You'll also know where the problem areas are.

There's no excuse for poor PM or untrained soldiers. Both can put soldiers and equipment in danger. So, commanders, allow proper time in your training schedule for PMCS. And operators, take the time you need to do PMCS the right way. The success of your mission could depend on it.



THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-668, 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 668 JULY 2008



COMBAT VEHICLES

Stryker Brake Line Elbow
M2/M3-Series Bradley Fuel Cell
M1-Series Tank Mine Clearing Blade
M577-, M1068-Series CPC NATO Slave Receptacle
M88A1 Recovery Vehicle Towing Equipment



WHEELED VEHICLES

Armored Security Vehicle Intercom
M1114 HMMWV Air Conditioning System
HMMWV Fiberglass Hardtop Parts
HMMWV IBISTEK Light Bars
PLS Relay Kit
M917A1 Dump Truck Tailgate Air System
Diesel Engine Fuel Caution
M149A2 Water Trailer Manhole Cover Seal



SMALL ARMS

M16-Series Rifle, M4/M4A1 Carbine Cleaning
M2 Machine Gun Unlined Barrels
Sight Storage Cases
Small Arms Technical Manuals
M4/M4A1 Carbine Sight Guidance



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

Just write to:

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

Or e-mail to:

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

Internet address:

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

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Stryker...

PUT THE BRAKES TO ELBOW PROBLEM

WHADDAYA
MEAN I MAY
HAVE A BRAKE
PROBLEM?!

DON'T WORRY! A LITTLE
INSPECTION WILL TELL
US FOR SURE!

A brake problem isn't high on the list of things you like to have happen with the Stryker, mechanics.

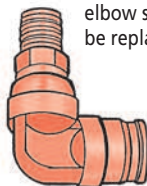
One way you can head off those problems is by inspecting the brake line's pipe-to-tube elbow, NSN 4730-01-456-5913, as soon as possible.

As PN 10624771-4, the elbow was supplied in both a long and short configuration. The short one's no problem, but the long one can interfere with the release valve assembly and the driver's bulkhead floor plate. That can keep the locking ring from engaging and allow the brake line to pop loose.

Short elbow,
PN 10624771-4,
is OK...



...but long
elbow should
be replaced

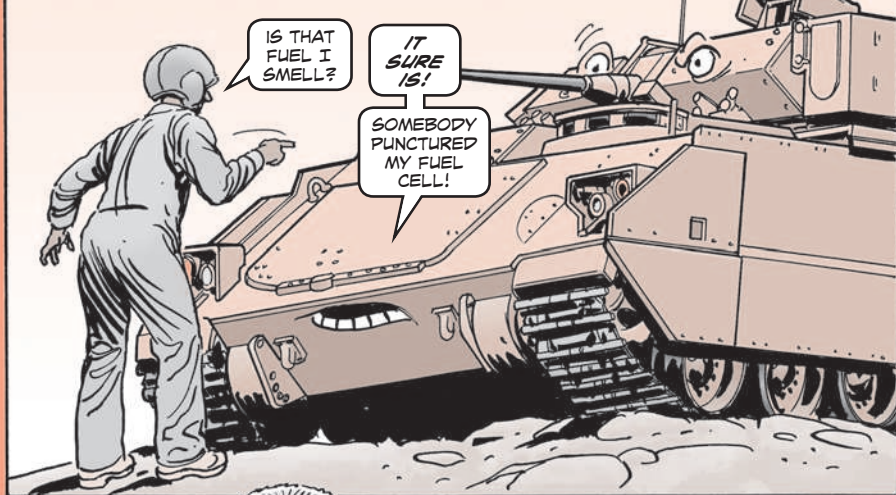


If your vehicle has the long elbow, replace it. Ordering NSN 4730-01-456-5913 will now get you either a new style elbow, PN 169PMT-6-4, or one of the good, short elbows, PN 10624771-4. The long elbows under that part number have been purged from the system.

To replace the elbow, follow the procedures in maintenance task *Tube B19 Replacement: Right Front Anti-Lock Brake System Solenoid Valve to Engine Bulkhead Elbow Fitting* in IETM 9-2355-311-13&P:

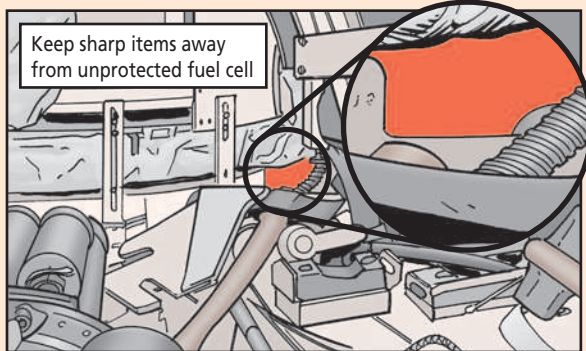
1. Chock the wheels.
2. Remove the composite floor plates.
3. Drain the air reservoir.
4. Remove the B19 tube from the elbow fitting on the engine bulkhead.
5. Remove the elbow fitting, PN 10624771-4, from the engine bulkhead.
6. Install the new elbow fitting, PN 169PMT-6-4, to the engine bulkhead.
7. Install the B19 tube to the new elbow fitting.
8. Pressurize the pneumatic system.
9. Use an ultrasonic leak detector, NSN 6635-01-183-8948, to check the new components for leaks.
10. Reinstall the composite floor plates.
11. Remove the wheel chocks.

PROTECT FUEL CELL FROM PUNCTURES



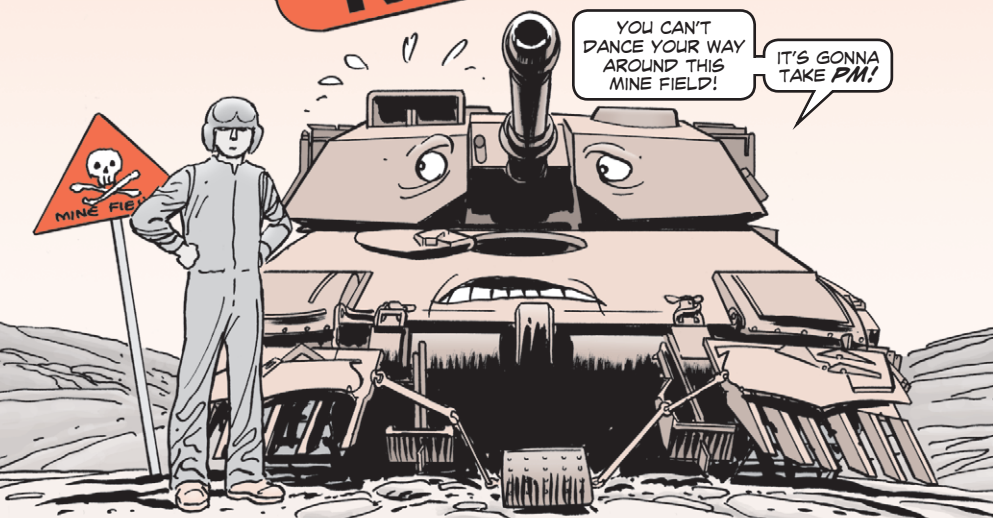
Many crewmen store their BII equipment under the seat on the right side of the troop compartment. It's out of the way and doesn't appear to cause any problems.

However, when doing that you need to remember that the fuel cell on that side of the turret is unprotected. So sharp objects like cleaning rods, crowbars, axes, files, screwdrivers, putty knives, and other items need to be kept clear of the cell.



It only takes an accidental kick with a foot to shove one of these items into the fuel cell and puncture it. From there, you're only a spark away from a fire.

DOING THE MINE BLADE TWO-STEP



CREWMEN, FOLLOWING THE INFO IN TM 9-2590-509-10 IS A GOOD **FIRST STEP** TO KEEPING YOUR TANK'S MINE CLEARING BLADE UP AND RUNNING.

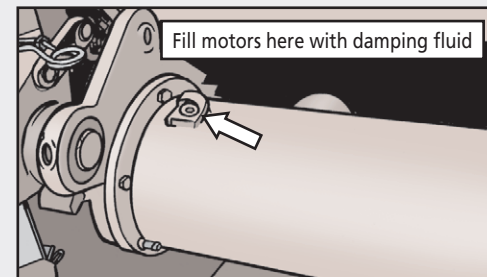
HERE'S **STEP TWO...**



Motors

If the blades come crashing down when the electrical or manual blade release is used, too little oil or oil contamination could be the culprit.

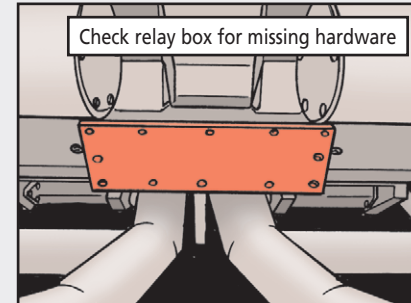
After you've confirmed the oil level is OK, use the electrical switch to raise and lower the blades once more. If they come crashing down again, have your mechanic drain the old oil from each motor and replace it with four ounces of damping fluid, NSN 9150-00-607-0897.



Water Damage

Heavy rain or high-pressure water can seep into the relay box if any of the cover assembly bolts are missing or if the cover seal is missing or damaged. Water buildup causes electrical shorts.

Your mechanic can replace a missing or damaged seal with NSN 5330-01-277-5647. New bolts come with NSN 5305-00-269-3235. NSN 5310-00-637-9541 gets new lock washers.



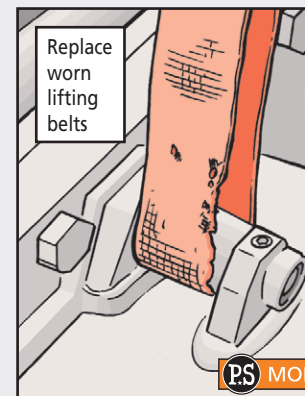
Lifting Belts

Take care of the mine clearing blade's lifting belts and they won't let you down. That means using the right lifting techniques.

During operations, always make sure you back the vehicle 8-10 feet before lifting the blades. That keeps the blades from hanging up on anything that'll snap the belts.

Never use the mine clearing blade to recover mired vehicles or to lift anything. Either the lifting belts will break or the motors will burn out.

Never drive the blade through concertina wire. It'll nick and cut the belts. When that happens, your mechanic has to replace them with new belts, NSN 4020-01-289-8249.



PS MORE

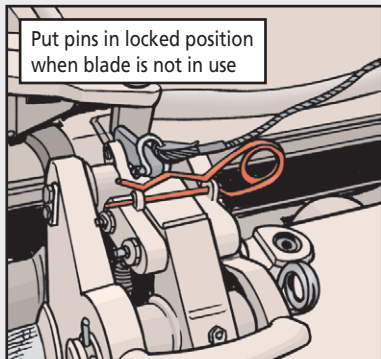
Depth Adjustment

When you're training with the mine clearing blade, keep the adjusting plate set at its shallowest depth—eight inches. That prevents damage to your tank's engine and the blade's teeth.

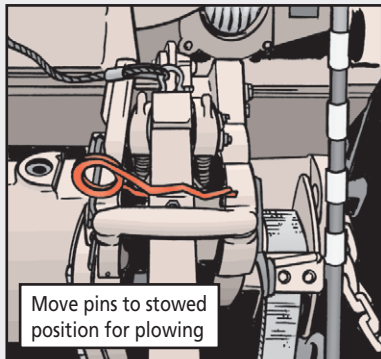
Travel Lock Locking Pins

The travel lock locking pins, NSN 5315-01-382-5953, should be put in the locked position whenever the mine clearing blade is not in use. That keeps the blade from being accidentally dropped while the tank is moving.

Put pins in locked position when blade is not in use



Before starting mine clearing operations, move both pins to the stowed position so the blade can be lowered.

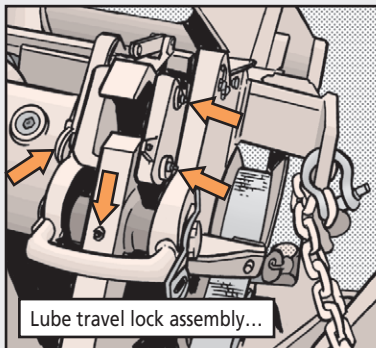


Move pins to stowed position for plowing

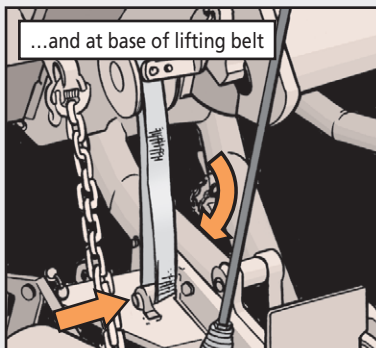
Lubing

There are only six lube points on each side of the mine clearing blade, but some of them still get missed.

There are four lube points on each of the travel lock assemblies. The rest are at the base of the lifting straps.



Lube travel lock assembly...



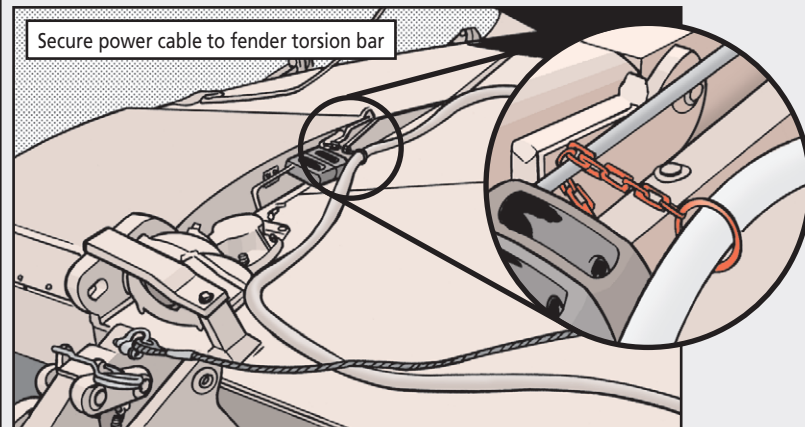
...and at base of lifting belt

Give each of these lube points a good shot of general purpose aircraft grease after every operation. NSN 9150-00-145-0268 brings a 6.5-lb can of the grease.

Power Cable

Make sure the power cable is secured to the fender torsion bar. That keeps the cable from getting pinched when the driver's hatch is opened.

Secure power cable to fender torsion bar



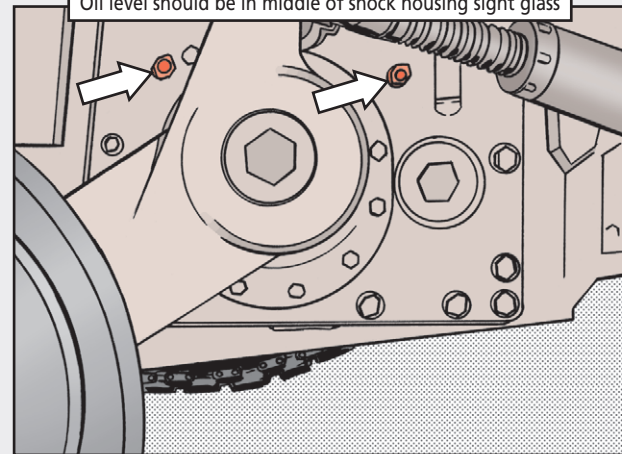
Don't Forget the Tank

Now that you've got the mine clearing blade checked out, don't forget the tank it's attached to.

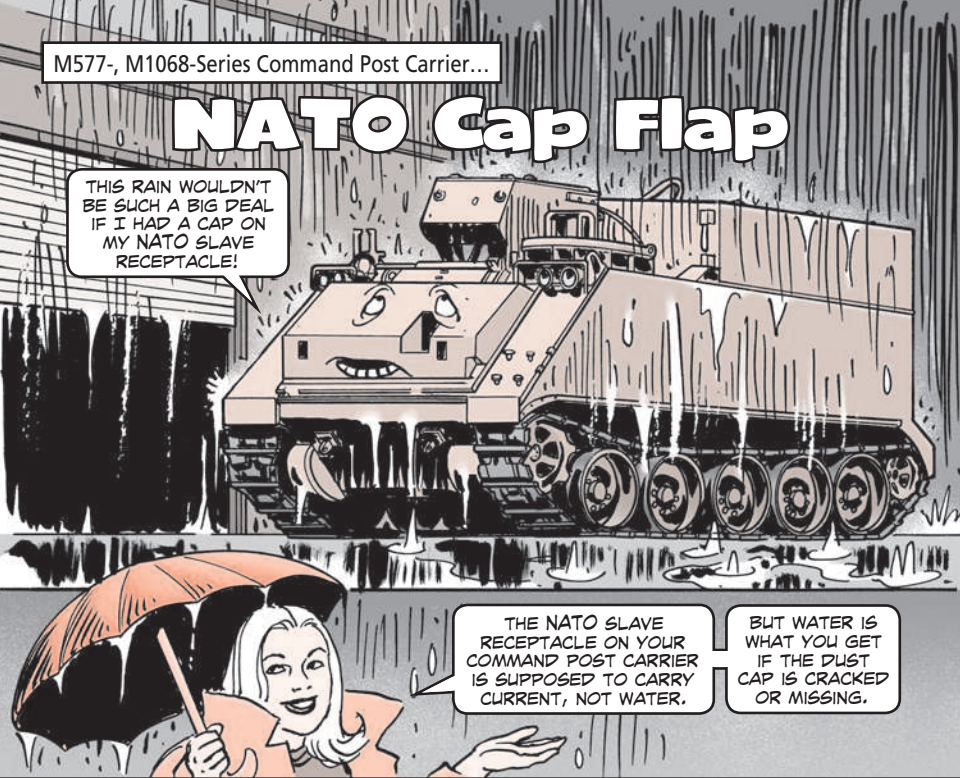
The blade's weight puts a lot of extra stress on your tank's suspension system, so check the shock absorber housings for leaks each time you stop. If the fluid level is low, add lubricating oil, NSN 9150-01-439-0756, until it reaches the halfway point in the sight glass.

Never park your tank with the mine blade in the travel position for an extended period. Lower the mine blade to the ground. If the ground is soft or muddy when in the field, use dunnage to keep the blades from getting stuck.

Oil level should be in middle of shock housing sight glass



NATO Cap Flap



THIS RAIN WOULDN'T
BE SUCH A BIG DEAL
IF I HAD A CAP ON
MY NATO SLAVE
RECEPTACLE!

THE NATO SLAVE
RECEPTACLE ON YOUR
COMMAND POST CARRIER
IS SUPPOSED TO CARRY
CURRENT, NOT WATER.

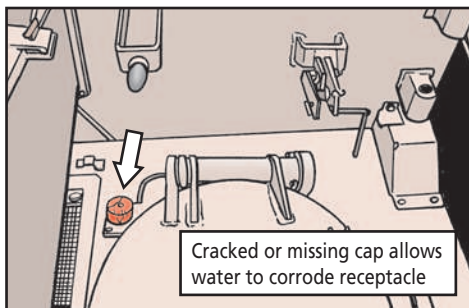
BUT WATER IS
WHAT YOU GET
IF THE DUST
CAP IS CRACKED
OR MISSING.

The receptacle faces straight up. With a leaky or missing cap, the receptacle fills up when it rains or when you wash your carrier.

Water corrodes the receptacle's metal contacts. It may not carry current the next time you need to slave start a dead vehicle or hook up the 4.2-KW or 5-KW generator.

If the dust cap on your carrier is damaged or missing, get your mechanic to replace it with NSN 5340-01-059-0114. That NSN includes the 6-in attachment cord, but not the screw, NSN 5305-00-984-6212, lock washer, NSN 5310-00-045-3296, and flat washer, NSN 5310-00-014-5850, needed to mount the cap.

Until the new cap comes in, cover the receptacle with a plastic bag and a rubber band.



KEEP THE RUST OFF

WHADDAYA
MEAN YOU
CAN'T GIVE
ME A TOW?

WE CAN'T GET
THE TOW BAR
LOOSE!

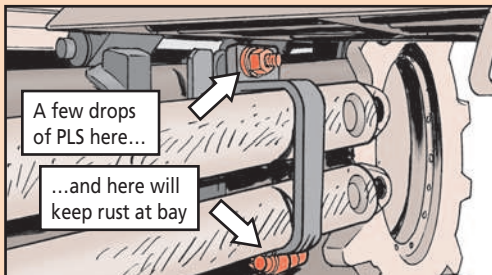


TWO OF THE MOST IMPORTANT
SETS OF EQUIPMENT ON YOUR
M88A1 ARE THE TOW BARS
AND TOW CABLES.

AFTER ALL, IT'S NOT MUCH OF
A RECOVERY VEHICLE IF YOU
CAN'T DO ANY RECOVERING.

Those tow bars and cables are completely useless if you can't get them loose from the on-vehicle stowage clamps, though. The clamps that hold the tow bars and cables in place will rust up if you ignore them. Then you either can't get the clamp open or the clamp bolt shears off.

To keep that from happening, give the clamp hinge, bolt and nut a few squirts of general purpose preservative lubricating oil (PLS) once a month. Get a quart of PLS with NSN 9150-00-231-6689 or a gallon with NSN 9150-00-231-9062.



Armored
Security
Vehicle...

GETTING THE INTERCOM TO BUZZ OFF

CAN YOU
HEAR ME
NOW?



WHAT *IS* ALL
THAT BUZZING!

Dear Editor,

We had several ASVs with a buzzing problem in the intercom system here in Iraq. After troubleshooting an ASV intercom, I found a loose plug. Then I found that all of the "buzzing ASVs" had the same loose plug!

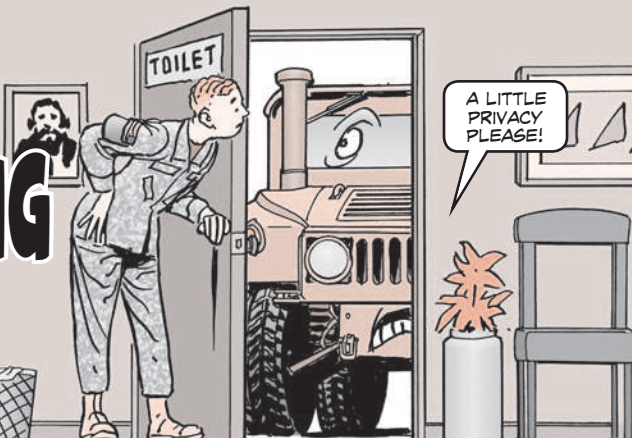
If these plugs get loose, the intermittent contact causes an off-and-on buzzing in the headsets. Plus, the gunner can lose communications entirely!

Tell your readers they can get rid of the buzz by doing what I did. Lean into the left side door and reach way down under the gunners platform. You will find two large plugs. One has a 90° angle. Carefully turn the plugs clockwise until they are tight.

SFC Patrick Goyer
512th Maintenance Co.
Camp Taji, Iraq

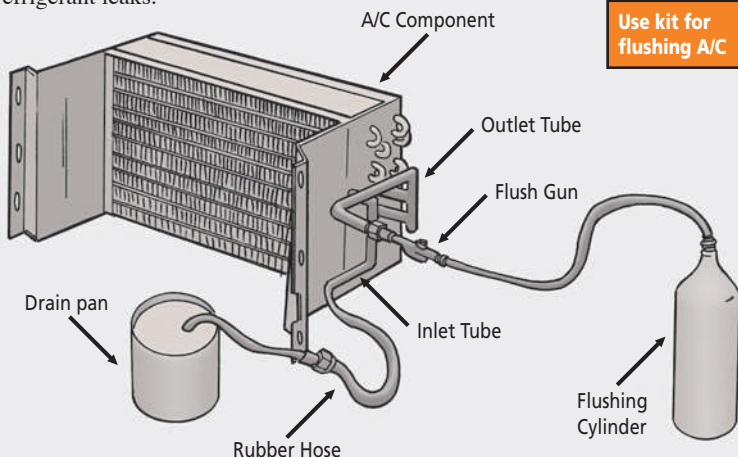
*Editor's note: You just told them, Sergeant!
Thanks for sharing that buzz kill!*

A/C FLUSHING TIP



Mechanics, you might think that flushing your M1114's A/C system with denatured alcohol will help keep you cooler in the heat. And if you're in the sandbox, you might have already tried this. That might work for the short-term, but it can hurt you in the long run.

Why is that? Denatured alcohol can dry out the O-rings. And over time, it will lead to refrigerant leaks.



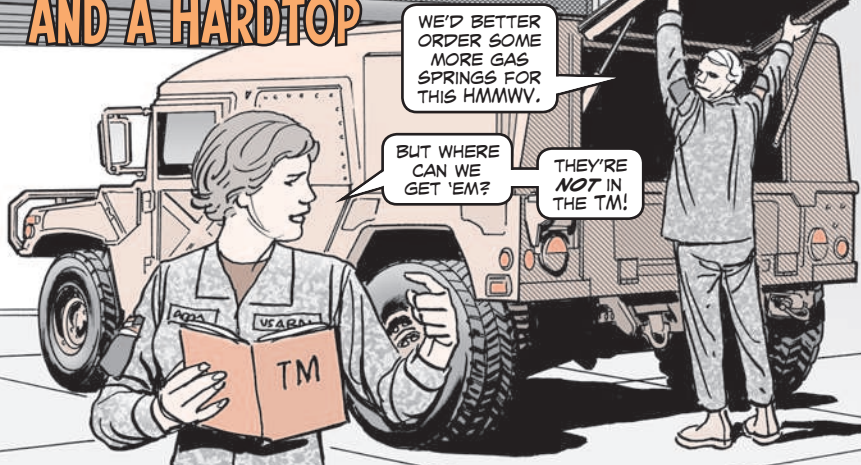
So order NSN 4130-01-549-7064 to get a flushing kit, instead. Make sure you use the right flushing procedures, too. Eyeball those on-line using this link:

<https://www.us.army.mil/suite/folder/197841>

Then click on AC and select AC Flushing Procedures Digest Article ECV HMMWV to pull up the info.

HMMWV...

CAUGHT BETWEEN A ROCK AND A HARDTOP



Dear Half-Mast,

We've had several of our M998 HMMWVs outfitted with the new fiberglass hardtops. Problem is, we're having a hard time finding replacement parts as they wear out.

The HMMWV parts TM doesn't cover the hardtop and we haven't been able to find any other TMs that do either.

In particular, we've had several of the gas spring sets go out on the rear door and we need to get them replaced. Can you help us out?

SSG B.T.W.

Dear Sergeant B.T.W.,

Sure can! The fiberglass hardtop hasn't been provisioned for repair parts, so there are no NSNs. However, you can get the parts you need by going directly to the manufacturer.

The hardtop is manufactured by AMTECH Corporation. Their website is:

http://www.amtechcorp.com/military/mp_home.php

Once there, click on Accessories and then on Spare Parts (Click HERE). Click on the repair part you need for part number information. For example, the gas spring set for the rear door is PN 100953.

Once you've found the part you need, give AMTECH's Sarah Cassel a call at 1-800-537-0762 or send an email to scassel@amtechcorp.com for help in ordering.

Half-Mast

GREEN LIGHT FOR LIGHT BARS



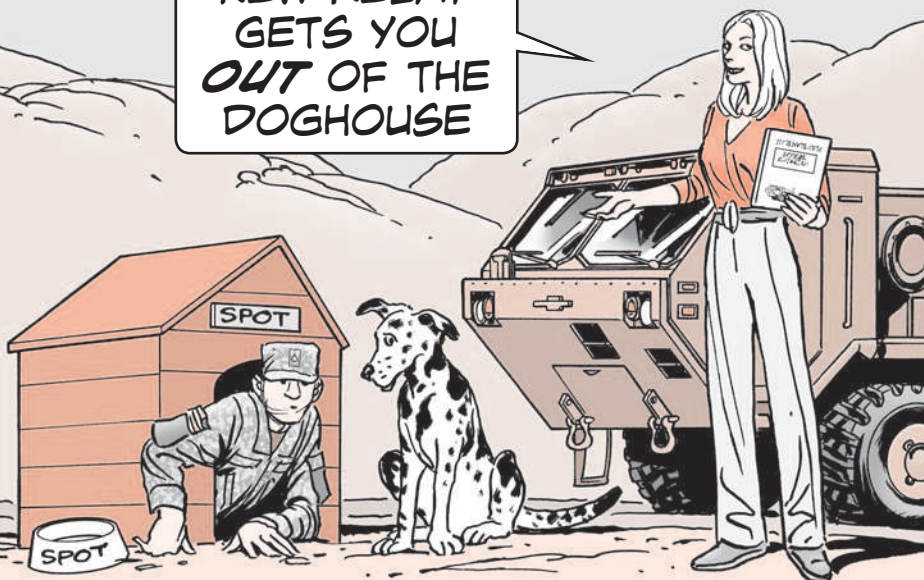
Some of you told TACOM LCMC that you wanted to use IBISTEK light bars which are commercial, off-the-shelf products. You said that their high intensity discharge (HID) lamp could provide brighter light and a longer service life. Plus, the infrared (IR) illumination could improve the performance of your NVGs at night, during lights-out driving.

Well, the headshed listened to you and will now let you choose from **two** light bars for your HMMWVs. You'll need your commander's approval to use them, though. And your unit will have to foot the bill. These light bars and their repair parts won't be assigned NSNs.

The approved light bars are the **66" HID light bar with IR lighting system**, PN 2202-100-001, and the **45" HID light bar with IR lighting system**, PN 2202-200-001. The 66" light bar is 76 inches long and 8 inches wide and weighs about 40 pounds. The 45" light bar is 54 inches long and 8 inches wide and weighs 23 pounds. Both are painted desert tan or black.



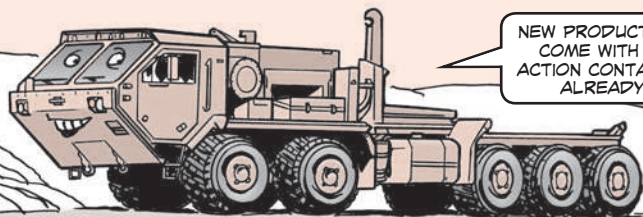
**NEW RELAY
GETS YOU
OUT OF THE
DOGHOUSE**

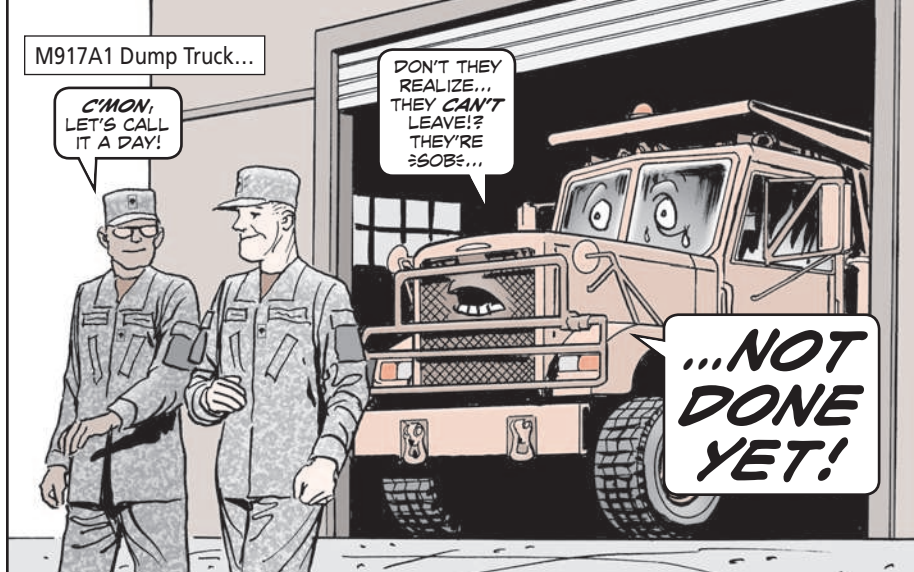


In the past, the PLS truck has had problems with sticking magnetic relays. The solution for a stuck relay has been to bang on the doghouse. But now there's a new relay that should prevent sticking—getting you out of the doghouse and putting an end to the banging.

Order the new snap action contact type PLS relay kit using NSN 5975-01-552-0667. This kit allows units to retrofit older trucks. Plus, it brings all required parts (relays, wire, solderless connectors and shrink tubing) and installation instructions. The instructions include procedures to help you remove the existing magnetic switches and wire, rewire new relays, and mount new relays.

The PLS relay kit installation instructions are on AKO, so go ahead and eyeball them before you order the kit. You can find them by searching for PLS relay kit installation instructions on the AKO website: <https://www.us.army.mil>



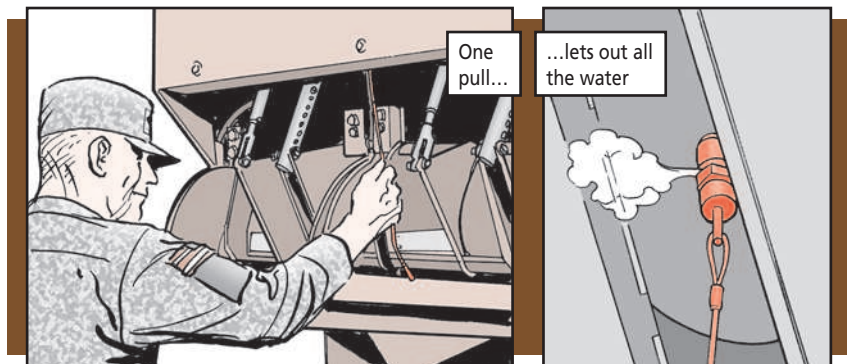


Operators, there's one more "pull to go" on the dump truck's air system before you call it a day.

That is, drain the air tank for the truck's tailgate and material control system (MCS). It's seldom drained because it's in the back of the vehicle under the tailgate's cover. But when the temperature drops, condensation gets into the air lines and solenoid-controlled air cylinders.

That condensation during operation causes the tailgate to become sluggish or lock up. Dumping operations come to a halt because the tailgate won't open or close.

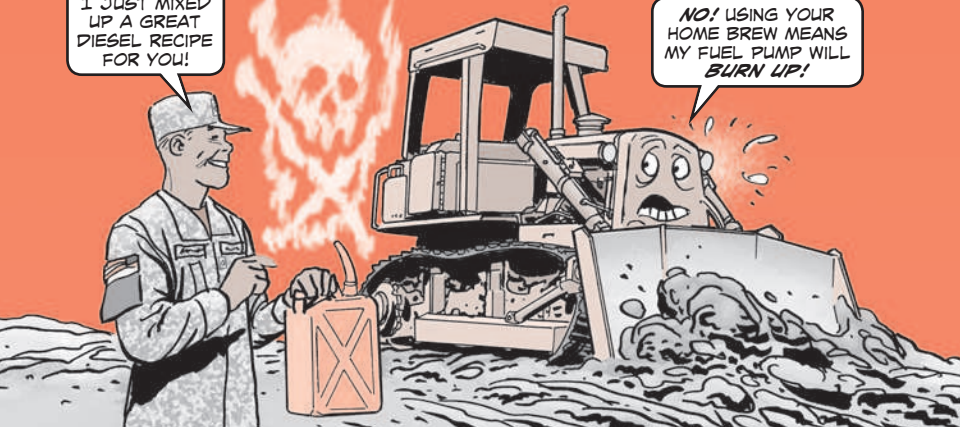
So pull the air tank pull-cable to let any water out. Release the pull-cable when all the water and air have drained. This procedure is Step 16 of the operator's PMCS in TM 5-3805-264-14&P.



DON'T ADD OIL!!!

I JUST MIXED
UP A GREAT
DIESEL RECIPE
FOR YOU!

**NO! USING YOUR
HOME BREW MEANS
MY FUEL PUMP WILL
BURN UP!**



JP-8 is a kerosene-based fuel that may break gunk and contaminants free from the sides of the vehicle's fuel tanks and lines.

After your vehicle makes the switch to JP-8, pay close attention to the engine. When it starts to idle or run rough, replace all the fuel filters. They're clogging up. The clogging should stop after two or three refuelings. JP-8 does run cleaner and leaner than diesel fuel, but that won't damage the engine. Some mechanics think it will.



They're adding oil to the vehicle's fuel tank when they refuel with JP-8. These "home brews" have also included adding power steering or brake fluid or transmission or engine oil to the vehicle's fuel system.



Adding any type of oil to JP-8 means it won't burn completely. Engine performance suffers, fuel filters clog up, and the fuel pump ends up working overtime—causing it to burn out!

Don't add oil to the fuel system.

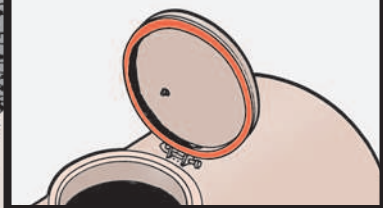
KEEP SEAL SEALING

MECHANICS, IF YOU SEE A LEAK AROUND THE WATER TRAILER'S MANHOLE COVER, REPLACE THE OLD SEAL WITH AN IMPROVED SEAL THAT COMES WITH NSN 5300-01-317-9640.

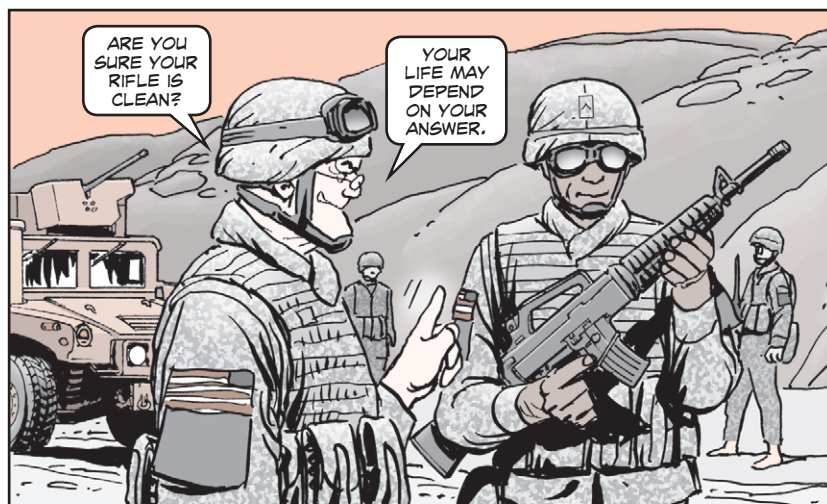
HERE'S THE RIGHT WAY TO MAKE SURE THE SEAL STAYS PUT...

- Remove the manhole cover.
- Scrape off the old seal and toss it.
- Sand the outer 1 1/2 inches of the underside of the cover with emery paper.
- Use denatured alcohol to wash the sanded area. Be careful not to touch the sanded and washed area with your bare hand. Oil or dirt from your hand can keep the sealant from working properly.
- Let the cleaned area dry.
- Put a 1-in band of silicone sealant, NSN 8040-00-118-2695, around the outside edge of the cover.
- Slip the seal onto the cover.
- Put a little more sealant around the inside of the seal.
- Now lay the cover with the seal face down on a smooth, flat surface, such as a work bench. Let the sealant cure for 24 hours.
- Rinse the cover with water.
- Install the manhole cover on the tank.

Replace leaky seal



MAKE SURE IT'S CLEAN

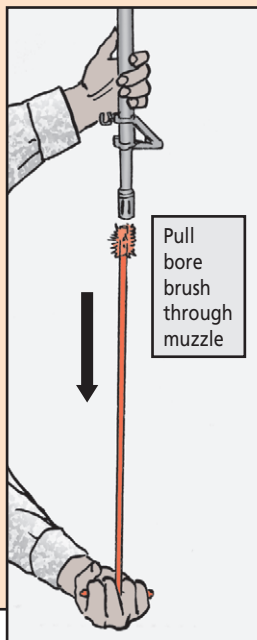


An M16 rifle or M4 carbine that's filled with sand and carbon is a weapon doomed to failure. That lack of PM attention can doom you in a firefight with the enemy. Here are the cleaning basics for making sure your weapon is ready for duty.

Bore— A good cleaning begins with the bore. Carbon quickly builds up there during firing. First swab out the barrel with a patch moistened with CLP to loosen the carbon.

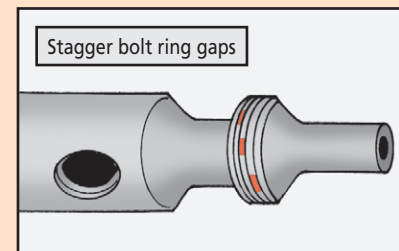
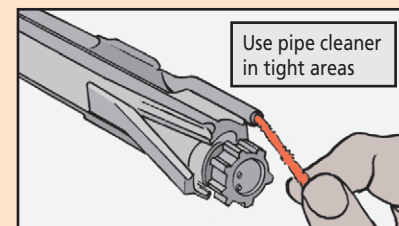
Drop the end of the rod without the brush in the chamber end with the barrel pointing down. Attach the handle to the end of the rod sticking out the muzzle and pull the rod all the way through. Let the section with the bore brush turn as you pull it through. That way the brush bristles follow the rifling grooves.

Repeat this process until all the carbon is gone, periodically running a patch moistened with CLP through the bore to clean out the carbon. Don't pull the bore brush through a dry bore or reverse direction. That damages the brush.

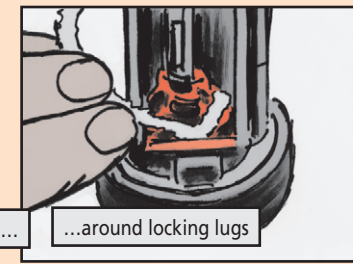
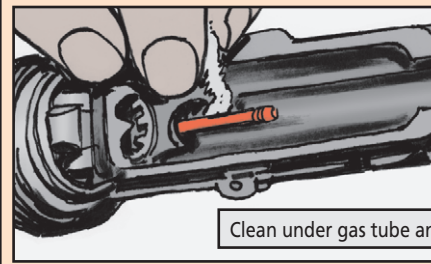


Bolt and bolt carrier— Clean carbon from the bolt and bolt carrier with a worn bore brush, CLP, and a pipe cleaner. Use the pipe cleaner to clean out tight areas like inside the carrier key. What you don't want to use are the firing pin or cotton tips. Cleaning with the firing pin blunts it and leads to misfires. Cotton tips leave cotton inside the carrier key, which mixes with lube and carbon and blocks the gas system. Then your weapon can't cycle.

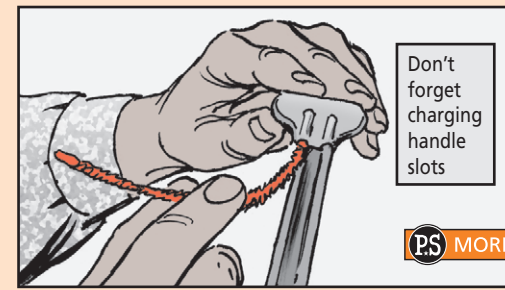
Make sure the gaps in the bolt's gas rings are staggered. If they're lined up, too much gas escapes and the bolt won't be pushed back to the lock position. Stagger the gaps if necessary.



Gas tube and locking lugs— If they get too gunked up, bolt action slows. Use your chamber brush to loosen carbon around the lugs. Then clean the lugs and under the gas tube with a pipe cleaner and CLP.

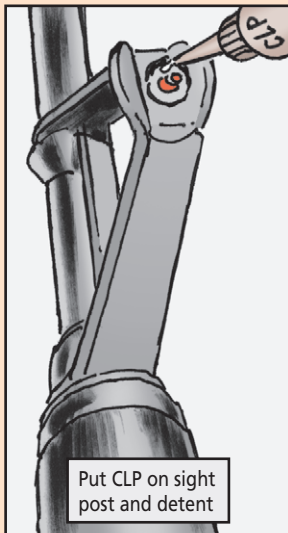


Charging handle— If you don't clean the charging handle, eventually you can't charge your rifle or carbine. Pull out the handle from the receiver and clean it with CLP and a cloth. Use a pipe cleaner dipped in CLP to clean out the handle and receiver slots.

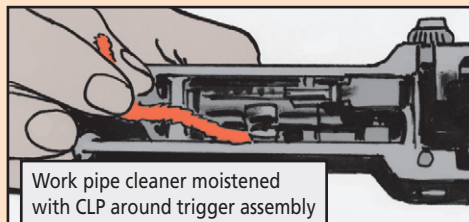


Slip ring— If the slip ring collects too much sand, you'll have trouble putting on or taking off the handguards. Have a buddy hold down the slip ring with both hands while you work out sand with a dry pipe cleaner or toothbrush. Don't put CLP under the slip ring. Lube attracts more dirt.

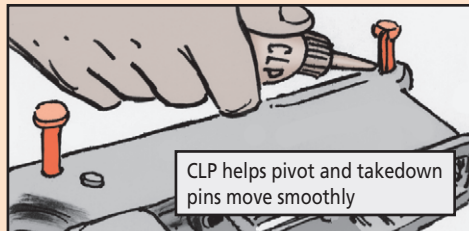
Front sight post— If the post sticks, you can't adjust it. That means you miss what you're shooting at. Clean around the post with a toothbrush. Depress the detent and give it a drop of CLP. Work the detent and post up and down until they move smoothly.



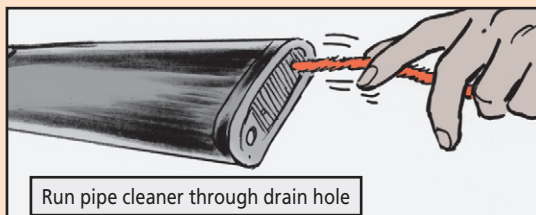
Trigger assembly— If the inner workings of the trigger assembly get too dirty, the trigger will bind. The best way to clean out the assembly is to use your own breath to blow out sand. Then put CLP on a pipe cleaner and gently clean out any remaining sand from the assembly.



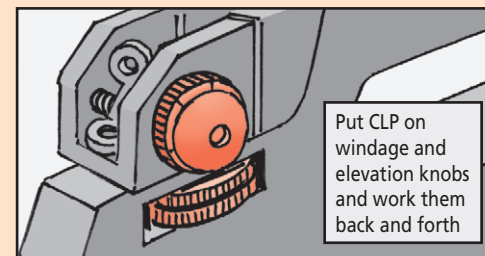
Takedown and pivot pins— If the pins stick, you'll have trouble disassembling your weapon. Put a stripe of CLP down each pin and work them in and out of the receiver until they move easily.



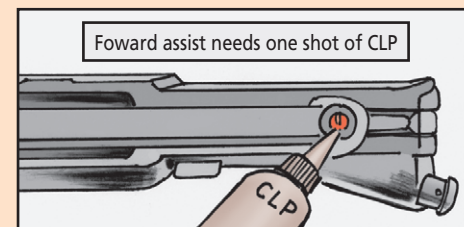
Buttstock drain hole— If the hole's clogged, moisture collects inside the buttstock and soon corrosion is chewing up the lower receiver. Run a pipe cleaner through the hole.



Windage and elevation knobs— If the knobs stick, you can't adjust the rear sight. Put one or two drops of CLP in the hole in front of the rear sight aperture and on each knob and turn the knobs until they move smoothly. Return them to their original position.



Forward assist— If the forward assist won't budge, you may not be able to lock the bolt forward. Squirt one shot of CLP in the forward assist port inside the upper receiver. Run the forward assist back and forth until it's moving smoothly.

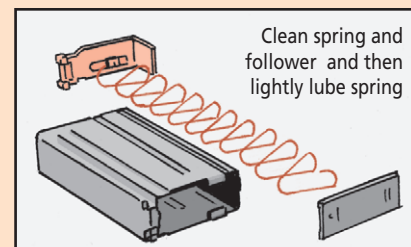


Magazine— No matter how well you take care of your weapon, it will be useless if you don't take care of the magazines, too.

Take each magazine apart and run a clean cloth through each tube until all dirt is gone. Wipe off dirt from the spring and follower. Lightly lube the spring. If the spring and follower come apart, you need a new magazine. Don't try to reattach them.

eyeball all seven magazines for dents or corrosion that could cause feeding problems. Turn in dented or corroded magazines. While loading, don't jam the feed lips of the magazine against a table or anything else hard. That's what bends lips.

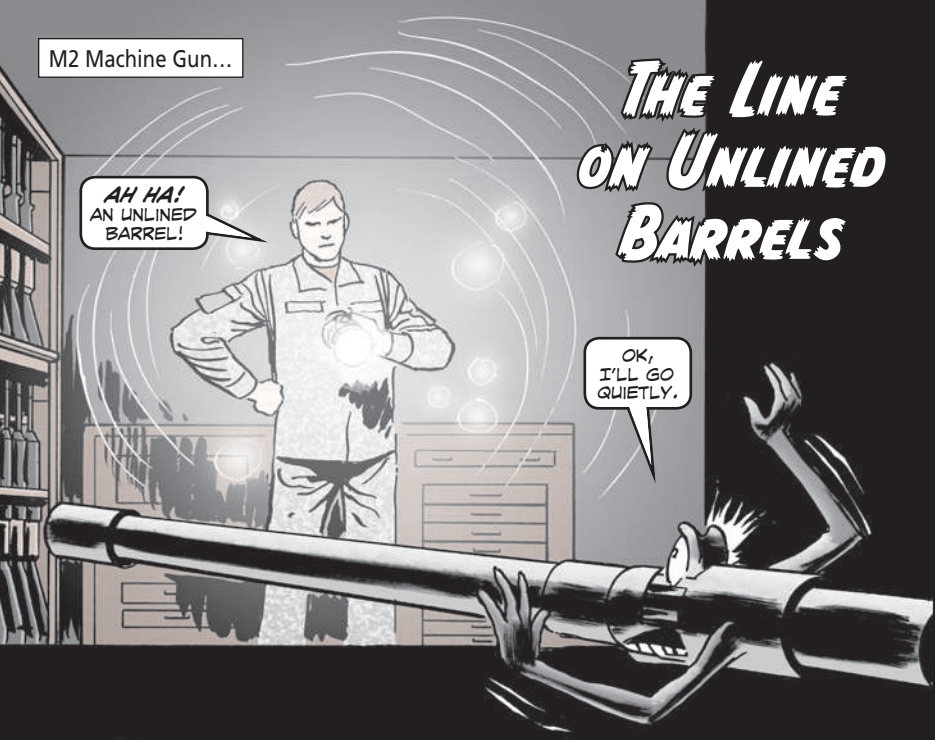
In the field, you can protect magazines by keeping them in their bag, NSN 1005-00-193-8306.



THE LINE ON UNLINED BARRELS

AH HA!
AN UNLINED
BARREL!

OK,
I'LL GO
QUIETLY.



Unlined M2 machine gun barrels don't know when to leave. Even though the Army hasn't bought any of the barrels in years, they keep showing up in units. And they're bad news.

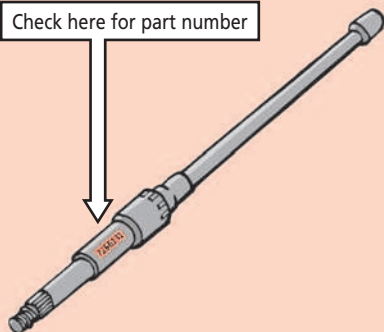
Unlined barrels wear out 80 percent faster than lined ones and they shoot sabot light armor penetrator (SLAP) ammo very inaccurately. So armorers need to line out any unlined barrels in their unit.

The easiest way to tell if a barrel is unlined is to check the part number on the outside of the barrel. A **lined** barrel has a part number of 7266131. Any other number means the barrel is unlined.

Turn in any unlined barrels you find. They should not be used for anything, even training.

Order a lined barrel with NSN 1005-00-726-6131.

Check here for part number



Sights...

A Better Case for Cases



Dear Editor,

Here at Ft Leonard Wood, we run into situations where the storage cases for night vision and small arms sights are either difficult to replace or don't do a good job protecting the sights. And some sights don't come with storage cases.

We've found that the Pelican company is a good source for storage cases of all types. They sell cases that have pull-and-pluck foam that allows you to fashion exactly the space needed inside the case for the particular sight. The sight is protected on all sides with the foam, so there's almost no chance it can be damaged.

Pelican has a military catalog that can be accessed online:

http://pelican.com/pdf/Military_Catalog_Final.pdf

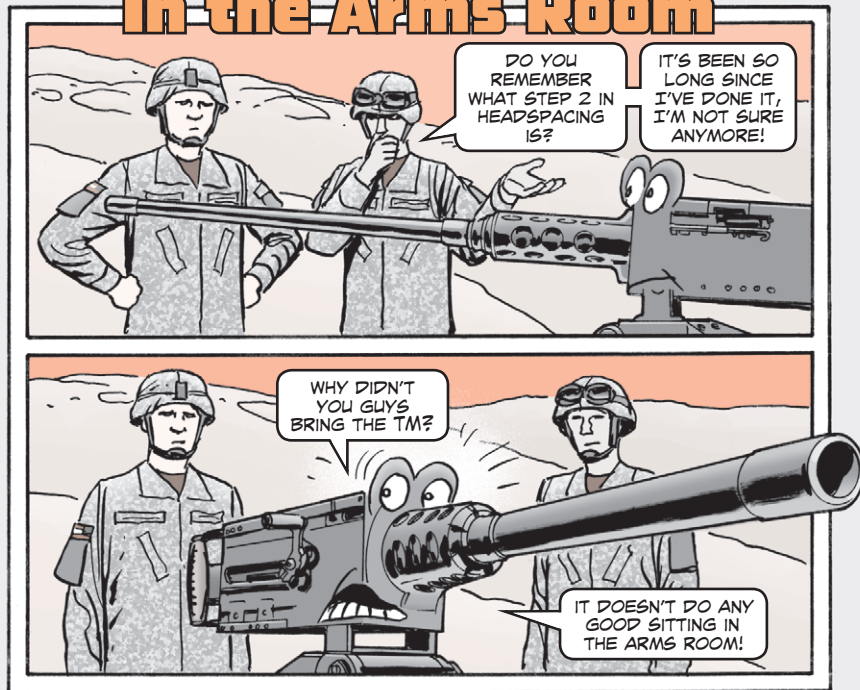
The catalog includes the dimensions of the inside and outside of each case, foam depth, and the case's NSN.

And the cases have a lifetime warranty.

Jim York
DOL
Ft Leonard Wood, MO

Editor's note: It is better to spend a few dollars on a good storage case for your sights than thousands replacing a sight. You can probably find similar storage cases at your local large discount home repair store. Thanks for the tip, Jim.

Don't Hoard TMs in the Arms Room



Rifles, pistols and machine guns are routinely issued from arms rooms missing a vital component: the -10 TM.

Armorsers know that if the operator TMs leave the arms room a certain number of them will never make it back. Then the armorer has to go through the hassle of getting more TMs.

That is a hassle you need to put up with, armorsers. It will be a much bigger hassle explaining to your commander why a soldier damaged a weapon or injured himself because he didn't have his TM to consult. Without the operator TM, the soldier is forced to rely on his memory for what he learned in basic training or Sergeant's Time. That can be difficult if he hasn't trained with his weapon in some time.

What are some very possible results of a soldier being sent to the range or field without his -10 TM?

The most common foul-up is with the M2 machine gun. Soldiers forget the precise steps for headspacing and timing the M2. If that's done wrong, the M2 can rupture its barrel and injure the soldier.

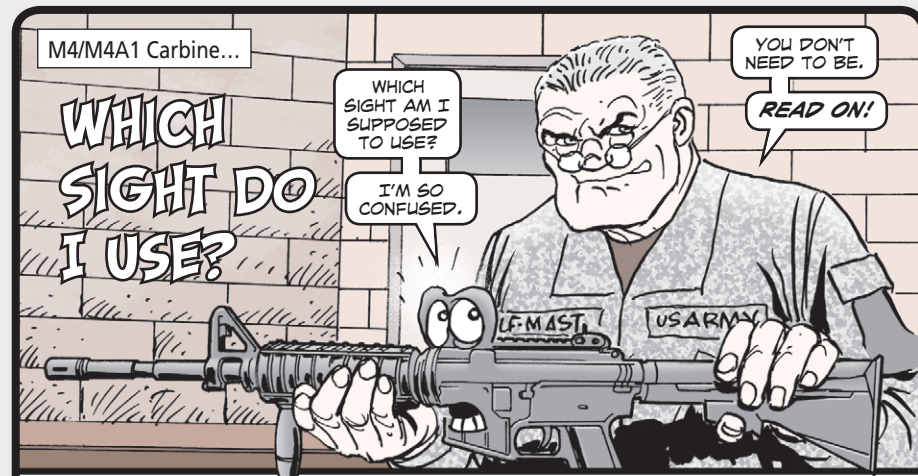
Another very common mistake is using CLP to lube the MK 19 machine gun. Without the -10 TM, the operator might not remember that CLP is not a strong enough lubricant for the MK 19, and that it needs LSAT or GMD. As a result, the weapon locks up during firing. In battle, that's bad news for everybody but the enemy.

Or without the -10 TM, the soldier fails to do a complete PMCS of his M16 rifle and misses that the front sight is bent. He gets to the field and can't zero his rifle. There goes accuracy.

Or the soldier doesn't realize that muzzle caps are part of the AAL in the -10 for the M16 and M4 carbine. Without a muzzle cap, his rifle gets clogged with sand in the desert and jams during firing.

The -10 TM explains in detail how to PMCS a weapon, how to troubleshoot problems, how to maintain it, how to zero it, and what items are authorized to support it. The operator needs his TM to do his job.

So don't lock those TMs in the arms room, armorsers. Send them out with their weapons. That's where they belong—with the weapons.



Dear Half-Mast,

My unit just got new M4 carbines with the M68 optical sight and the backup iron sight (BUIS). We are unsure how to use the sights. Is the M68 the primary sight? Can you zero the M68 and then zero the backup iron sight with the M68?

H.R.

Dear Mr. H.R.,

The BUIS is to be used if the M68, ACOG, or other optic sights fail. The M4/M4A1 and M16A4 are now issued with the BUIS as standard equipment, but the M68 and other sights are usually used as the primary sight. All sights must be zeroed and at the same time if possible. One sight should not be used to zero another.

Half-Mast

MAN, I
HATE SPOT
PAINTING!

I WANT TO DO A GOOD JOB,
BUT SPOT PAINTING ALWAYS
MAKES ME A LITTLE *NERVOUS*!

SPOT PAINTING *EASIER* WITH WD CARC

THEN
I'VE GOT
SOME
GOOD
NEWS
FOR YOU!

WHAT?!

WHO SAID
THAT?

I DID, I'M SPOT,
AND I'M HERE TO
TELL YOU ALL ABOUT
A NEW AND IMPROVED
CARC THAT'S EASIER
AND SAFER TO USE.

IT'S CALLED
WATER
DISPERSIBLE
(WD) CARC.

IT CONTAINS
WATER AND IS
THINNED WITH
WATER, MAKING
YOUR JOB A
WHOLE LOT
EASIER THAN IT
USED TO BE.

THERE ARE A LOT OF
DIFFERENCES BETWEEN
WD CARC AND THE OLD
SOLVENT-BASED CARC.

AND YOU'LL BE
VERY HAPPY WITH
MOST OF THEM.

The Differences

- **Compatibility.** Since WD CARC is fully compatible with all existing CARC primers and topcoats, you can use it to touch up a vehicle that's been painted with solvent-based CARC.
- **Flexibility.** WD CARC is more flexible after application. That means fewer problems with chipping and cracking.
- **Mar resistant.** WD CARC is more durable and doesn't scratch as easily as the old CARC. That means less time spot painting to fix scratches and scrapes.
- **Weather resistant.** WD CARC is much more durable in all weather conditions. In fact, tests have shown that WD CARC can last up to twice as long as the original solvent-based CARC.
- **Color stability.** WD CARC doesn't fade like the old CARC. So when you do have to spot paint, you won't have to worry about the colors not matching.

Before You Start

THE FIRST QUESTION
YOU SHOULD ASK IS,
"DOES MY VEHICLE
NEED SPOT PAINTING?"

HOW
CAN I
TELL?

TOUCH-UP PAINTING
IS DONE TO PREVENT
CORROSION-NOT TO
MAKE YOUR EQUIP-
MENT LOOK BETTER.

IF PAINT IS
MARRIED, BUT
NOT DEEP
ENOUGH TO
SEE BARE
METAL, YOU
DON'T NEED
TO PAINT.

ONCE YOU'VE
DECIDED THAT
SPOT PAINTING IS
NECESSARY, TAKE
SOME SAFETY
PRECAUTIONS.

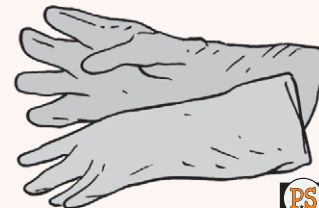
ALTHOUGH
WD CARC IS
WATER-BASED,
THE PERSONAL
PROTECTIVE
EQUIPMENT
REQUIRED
FOR SPRAY
AND BRUSH
APPLICATIONS
IS THE SAME AS
FOR SOLVENT-
BASED CARC.

HERE'S
WHAT
YOU'LL
NEED...

• **Protective clothing.** Wear clothing that covers all of your skin. Coveralls work well. Keep the sleeves rolled completely down. When sanding and grinding, wear coveralls that are disposable or that stay at work to prevent any paint dust contaminants from being carried home.

• **Gloves.** Wear silicone rubber gloves that will keep the paint off your hands. WD CARC does contain some solvents and they can be absorbed through your skin. Just like with any vehicle paint, it's best for your health and safety to eliminate contact with solvents and paint. Besides, WD CARC that dries on your skin won't come off easily. You'll have to scrub with soap and water to remove it.

Rubber gloves protect hands from solvents



PS MORE

• **Face Protection.** Use a face shield or splash goggles to keep paint off your face and out of your eyes, especially when mixing. You'll need the shield or goggles to protect your eyes if you use a power sander or grinder to prepare the surface, too.

• **Respirator.** A respirator—not just a dust mask—is always required when spray painting with WD CARC. When spot painting with a brush or roller, however, you may or may not need a respirator, depending on the conditions and location.

Contact your local occupational safety and health office to perform an air sample evaluation of your work area. If a respirator is required, they'll do a baseline medical evaluation, fit-test you for the proper respirator and train you in its use. Let them know if any sanding or grinding of old paint will be done. A different type of respirator may be required to filter out dust.

• **Hearing Protection.** Normally you will not need hearing protection when you paint. However, you will need earplugs or noise muffs if you use a power sander or grinder to remove old paint and rust. The folks from your local occupational safety and health office can tell you the right hearing protection to use.

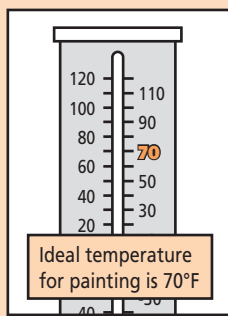


Plan Your Painting



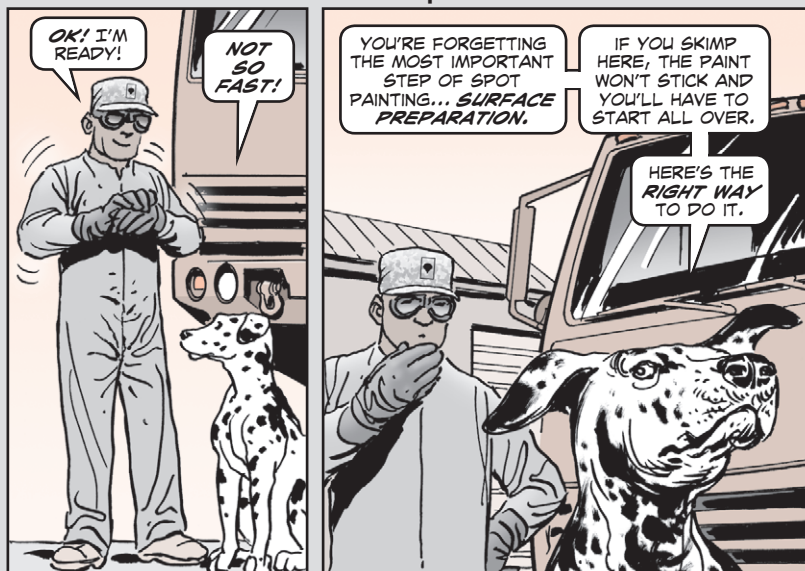
Weather conditions when you paint are important. Painting when temperatures are too hot or too cold greatly affect the cure time. The paint may not dry properly and probably will not last. So paint in the shade, on overcast days, or in the evening hours to avoid direct sunlight.

You'll get the best results when the temperature is between 60°F and 90°F. The ideal temperature is 70°F with a humidity of 45-50 percent. You can paint with WD CARC when the temperature and humidity are more or less than the ideal, but cure time will be affected.

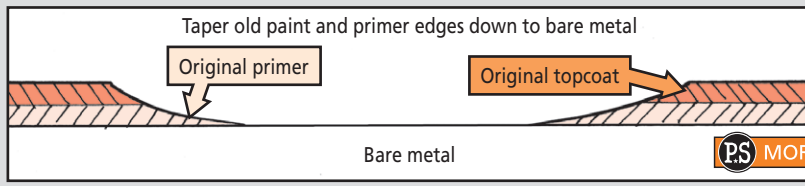


Cure time increases with low temperatures and high humidity. At 70°F, it takes about one week for a complete cure, though the vehicle can be handled in a few hours. Good, proper ventilation will also assist in drying when humidity is high (greater than 70%). Higher temperatures and lower humidity will reduce cure times for WD CARC.

Surface Preparation

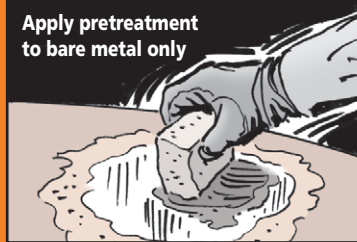


• **Sanding.** If the topcoat is merely scratched, lightly scuff sand the blemished area. Damage that exposes bare metal often involves rust. You must remove all traces of rust by sanding or with an orbital grinder. The surface immediately surrounding the exposed metal should then be sanded, using a feathering-in technique. In other words, the thickness of the coat should be smoothly tapered starting from the center and going from bare metal, to primer, to topcoat. Clean up any dust or paint particles with a wet/dry HEPA vacuum or wet wipes. You should also use a sweeping compound when necessary to suppress dust.



• **Cleaning.** Wash the surface thoroughly with a solution of liquid detergent, NSN 7930-00-282-9699, and water. You must remove all loose sanding debris, grease, oil (including fingerprints), and fuel residue to ensure the WD primer and WD CARC will properly stick to the surface. Rinse completely with clean water and let the area dry. Crevices and seams will take longer to dry, so make sure all moisture is gone before continuing. Be very careful to keep the surface free of dirt, dust, fingerprints and other contaminants after cleaning.

• **Pretreatment.** If the old paint is sound and you don't have to sand to bare metal, you won't need the pretreatment and WD primer steps. Otherwise, immediately coat all bare metal surfaces with a coat of wash primer. The wash primer protects the surface and will help the WD primer bond to it. A sponge gives better control for this application.



NOW THAT YOU'RE READY TO SPOT PAINT YOUR VEHICLE, FOLLOW THESE STEPS...

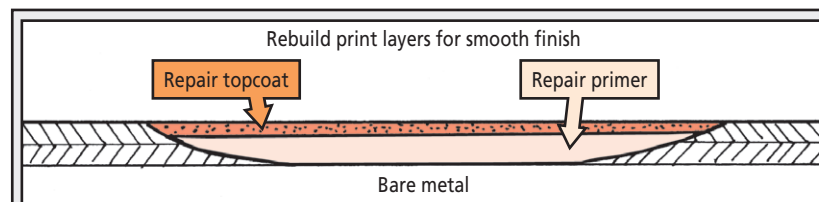
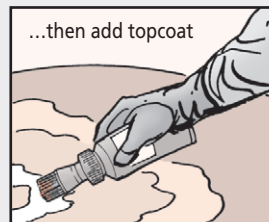
Step-by-Step Touchup

After the pretreatment coating is dry—at least 30 minutes, but no more than 24 hours—brush on a coat of WD primer. The WD primer will dry hard in about five to six hours. High humidity and low temperatures will slow the drying process.

Once the WD primer is dry, it's time to apply the WD CARC topcoat. WD CARC is available in bulk kits of 3 pints, 3 quarts, 3 gallons or 15 gallons. You can also use self-contained touch-up kits for stenciling or spot painting small areas. These kits come in an aerosol spray, a sponge roller applicator and brush-top applicator. Choose the one that best suits your needs.

Thoroughly mix the WD CARC topcoat following the instructions that come with the paint. Be especially careful not to thin the paint with too much water.

Use a paint brush or roller to apply the WD CARC. Apply the paint lightly at the outer edges and heavier as you move to the middle. That rebuilds the paint layers to the original thickness.



Topcoat cure time will depend on temperature and humidity, but at an optimum temperature of 70°F, Type I WD CARC will dry to the touch in approximately 50 minutes, dry hard in four hours, dry through in five hours, and completely cure within seven days. Type II WD CARC will dry to the touch in approximately 60 minutes, dry hard in six hours, dry through in eight hours, and completely cure within seven days.

Paint Failures

There are a number of reasons why WD CARC may fail soon after application:

- The surface was improperly prepared. There was loose or blistered paint, sanding dust, grease or oil, diesel fuel, or fingerprints on the surface. Or it could be that a non-CARC paint was used previously and not removed.
- No pretreatment or primer was used. The topcoat was applied directly to bare metal.
- The primer did not have time to dry properly before the topcoat was applied.
- The surface was too hot or cold. The paint didn't have a chance to cure properly.

As with most paint failures, the only sure cure is to strip it down to bare metal and start over. It takes a lot longer to do it over, so your best bet is to do it right the first time.

Paint Removal

There are times when you need to remove WD CARC from a surface that can't be scratched or scored—like hydraulic cylinders, cannon mounts and aircraft surfaces. You can't grind or sandblast without damaging the equipment.

In those cases, use epoxy and polyurethane paint stripper to remove the WD CARC. Make sure you wear protective gear, including rubber gloves and eye goggles.

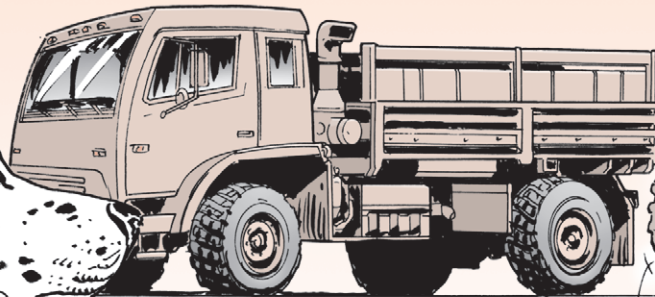
IMPROVED PAINT STRIPPERS FOR REMOVING WD CARC ARE BEING DEVELOPED. UNTIL THEN, USE THE STRIPPER THAT COMES WITH THESE NSNs...

NSN 8010-00-	Qty
142-9273	1 pt
181-7568	1 gal
926-1488	5 gal
926-1489	55 gal

Be careful where you use the stripper, though. It can damage non-metal surfaces such as plastic and rubber.

Paint NSNs

NOW THAT YOU'RE UP TO SPEED, USE THESE NSNs TO GET THE WASH PRIMER, WD CARC PRIMER AND WD CARC TOPCOAT YOU NEED...



Wash Primer

NSN 8030-	Qty	Spec
00-850-7076	1 qt	DOD-P-15328D
00-281-2726	1 gal	DOD-P-15328D
01-015-6104	1 gal	MIL-C-8514C
00-165-8577	5 gal	DOD-P-15328D
00-082-2425	5 gal	MIL-C-8514C

Other wash primers will be available in the near future.

WD Primer

NSN 8010-01-	Size	Color	Spec MIL-
193-0519	1 1/4 qt	White	P-53030A
193-0520	1 1/4 gal	White	P-53030A
193-0521	5 gal	White	P-53030A
218-0856	1 qt	Light green	PRF-85582C
218-7354	1 gal	Light green	PRF-85582C
193-0516	1 1/4 qt	White	DTL-53022, Type 1
193-0517	1 1/4 gal	White	DTL-53022, Type 1
309-0328*	1 1/4 qt	White	DTL-53022, Type 2
309-0329*	1 1/4 gal	White	DTL-53022, Type 2
368-6249*	4 gal	White	DTL-53022, Type 2
309-0327*	5 gal	White	DTL-53022, Type 2

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

**NSN has an AAC of "V" on AMDF. When stocks are exhausted, order on a DD Form 1348-6 from RIC GSA and put "NSN not on AMDF" in the REMARKS block.

WD CARC Topcoat, Type I

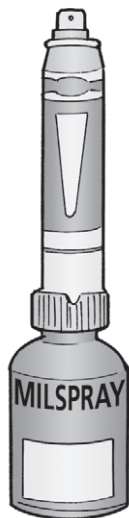
Color	Fed Std	Kit Size	NSN 8010-01-
Green	34094	3 pt 3 qt 3 gal 15 gal	492-6637 492-6638 492-6639 492-6640
Brown	30051	3 pt 3 qt 3 gal 15 gal	492-6641 492-6642 492-6643 492-6644**
Tan	33446	3 pt 3 qt 3 gal 15 gal	492-6645 492-6646 492-6648 492-6649
Black	37030	3 pt 3 qt 3 gal 15 gal	492-6650 492-6651 492-6652 492-6654
Black	37038	3 pt 3 qt 3 gal 15 gal	545-1815 545-1817 545-1818 545-1820
Aircraft green	34031	3 pt 3 qt 15 gal	492-6655** 492-6658**
Aircraft gray	36300	3 pt 3 qt 3 gal 15 gal	492-6659** 492-6660** 492-6661** 492-6663**

WD CARC Topcoat, Type II

Color	Fed Std	Kit Size	NSN 8010-01-
Green	34094	3 pt 3 qt 3 gal 15 gal	493-3168 493-3169 493-3170 493-3171**
Brown	30051	3 pt 3 qt 3 gal 15 gal	493-3172 493-3173 493-3174 493-3175
Tan	33446	3 pt 3 qt 3 gal 15 gal	493-3176 493-3177 493-3179 493-3180
Black	37030	3 pt 3 qt 3 gal 15 gal	493-3182 493-3183 493-3190 493-3191
Black	37038	3 pt 3 qt 3 gal 15 gal	545-1944 545-1947 545-1949 545-1955
Aircraft green	34031	3 pt 3 qt 3 gal 15 gal	493-3192 493-3193 493-3194 493-3195**
Aircraft gray	36300	3 pt 3 qt 3 gal 15 gal	493-3196** 493-3197 493-3198 493-3199**

WD CARC Topcoat, Type II (continued)

Color	Fed Std	Kit Size	NSN 8010-01-
Red	31136	3 pt 3 qt 3 gal 15 gal	545-1823 545-1825 545-1826 545-1835
Yellow	33538	3 pt 3 qt 3 gal 15 gal	545-1836 545-1838 545-1840 545-1841
Olive drab	34088	3 pt 3 qt 3 gal 15 gal	545-1842 545-1843 545-1844 545-1845
Blue	35044	3 pt 3 qt 3 gal 15 gal	545-1938 545-1939 545-1941 545-1942
White	37875	3 pt 3 qt 3 gal 15 gal	545-1956 545-1957 545-1958 545-1959
Sand	33303	3 pt 3 qt 3 gal 15 gal	545-1960 545-1961 545-2016 545-2035

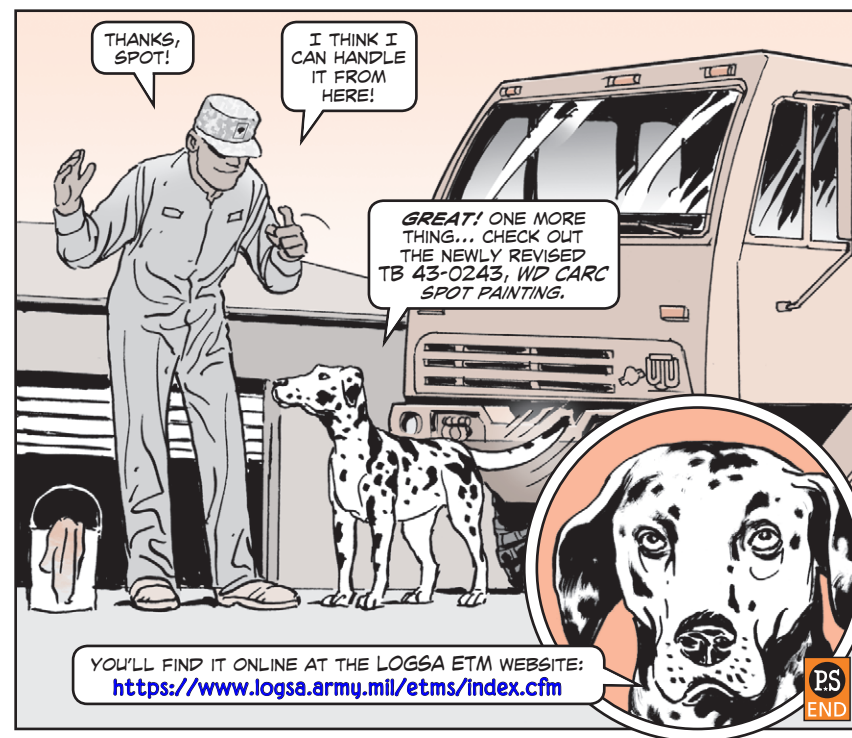


WD CARC Aerosol Spray, Type II (2.37-oz. bottle)			
Color	Fed Std	Qty	NSN 8010-01-
Green	34094	Box of 12	546-7712
Tan	33446	Box of 12	546-7711
Black	37030	Box of 12	546-7713
Brown	30051	Box of 12	546-7709
Sand	33303	Box of 12	547-1917
Yellow	33538	Box of 12	547-1919
Olive drab	34088	Box of 12	547-1920
Gray	36261	Box of 12	547-1921
Gray	36300	Box of 12	547-1922
White	37875	Box of 12	547-1923
Aircraft green	34031	Box of 12	553-5824
Green Brown Black	34094 30051 37030	Box of 12 (4 of each color)	546-8093

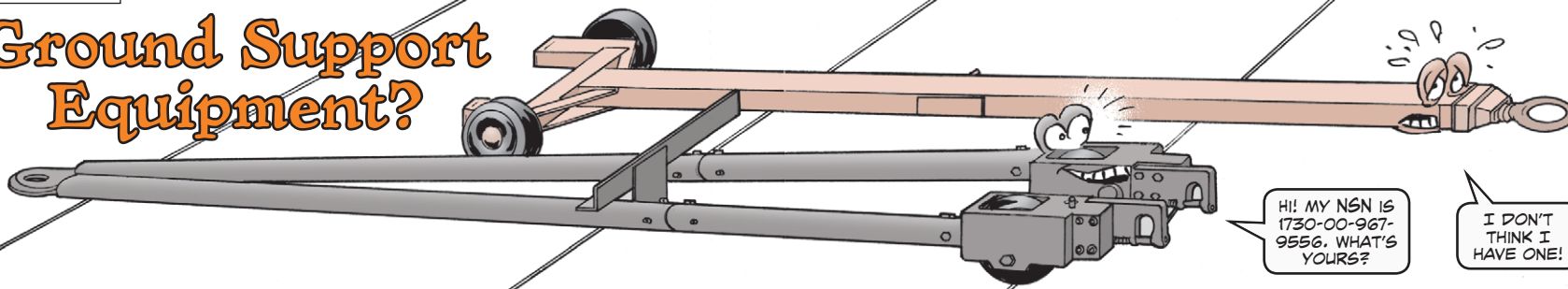


WD CARC Brush-Top Applicator, Type II (2.37-oz. bottle)			
Color	Fed Std	Qty	NSN 8010-01-
Green	34094	Box of 12	546-7585
Tan	33446	Box of 12	546-7587
Black	37030	Box of 12	546-7588
Brown	30051	Box of 12	546-7589
Aircraft red	31136	Box of 12	546-7591
Aircraft insignia blue	35044	Box of 12	546-7592
Sand	33303	Box of 12	547-1876
Yellow	33538	Box of 12	547-1878
Olive Drab	34088	Box of 12	547-1880
Gray	36231	Box of 12	547-1882
Gray	36300	Box of 12	547-1884
White	37875	Box of 12	547-1888
Green Brown Black	34094 30051 37030	Box of 12 (4 of each color)	546-7590

WD CARC Roller-Top Applicator, Type II (2.37-oz. bottle)			
Color	Fed Std	Qty	NSN 8010-01-
Green	34094	Box of 12	546-7593
Tan	33446	Box of 12	546-7594
Black	37030	Box of 12	546-7596
Brown	30051	Box of 12	546-7595
Aircraft red	31136	Box of 12	546-7598
Aircraft insignia blue	35044	Box of 12	546-7599
Aircraft white	37875	Box of 12	546-7699
Aircraft yellow	33538	Box of 12	546-7700
Sand	33303	Box of 12	547-1906
Olive drab	34088	Box of 12	547-1908
Gray	36231	Box of 12	547-1910
Gray	36300	Box of 12	547-1913
Aircraft green	34031	Box of 12	553-5822
Green Brown Black	34094 30051 37030	Box of 12 (4 of each color)	546-7597



Ground Support Equipment?



Dear Sergeant Blade,

In our hangar, we have different types of aviation ground support equipment (AGSE). If something breaks down, we try to find an NSN for replacement parts or the end item in FED LOG. But often they are nowhere to be found.

For example, we have a tow bar used for aircraft, but can't find an NSN in the system for it or any replacement parts. Most of the time, we have to ask you for help. What's up?

SSG F. J.
Ft Hood, TX

Dear Sergeant F.J.,

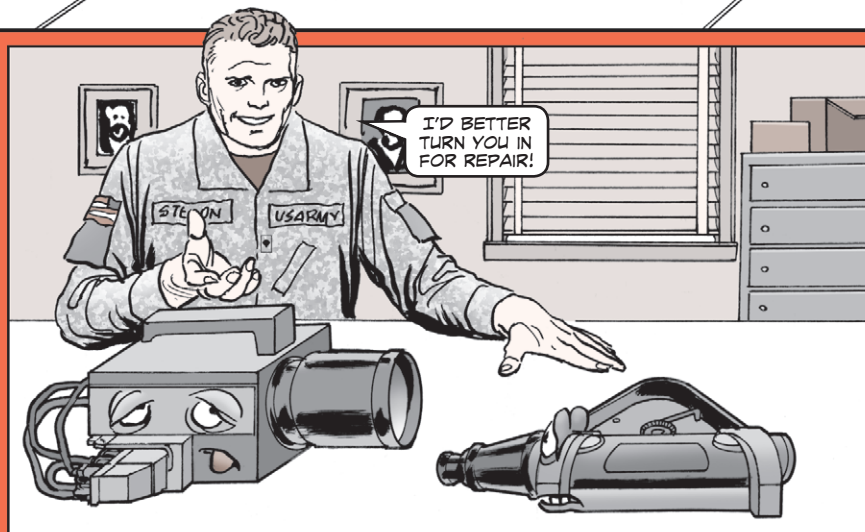
There is a standard tow bar available on FED LOG. Use NSN 1730-00-967-9556. But for other AGSE, you won't find an NSN because they are locally procured items used and maintained by contractors rather than soldiers.

In some cases, based on how the government contract is written, it's the contractor's responsibility to locally procure items and bill the government. Therefore, it's not a requirement for contractor equipment to have assigned NSNs.

Aviation units are allowed to locally purchase items such as AGSE, too. So no requirement to assign an NSN exists for those items or repair parts. It becomes the unit's responsibility to get repair parts.

NSNs are assigned by commodity commands, such as AMCOM, when they procure a new piece of AGSE or any other equipment based on a developer's requirements.

Rotor Blade



TURN IN UNSERVICEABLE TEST GEAR

The digitizer, radio meter and the A-tools for the electronic equipment test facility (EETF) are in short supply.

If you have unserviceable A-tools, NSN 5120-01-285-9806, or radio meters, NSN 5895-01-292-6533, turn them in ASAP.

Notify the Redstone Arsenal Sustainment Support Center (SSC) that you have these items and they will send you a self-addressed container to ship the components at no cost to the unit.

If you have questions, need a self-addressed container or further information, contact Charles Green (256) 313-2769, cell (256) 468-4455, or email:

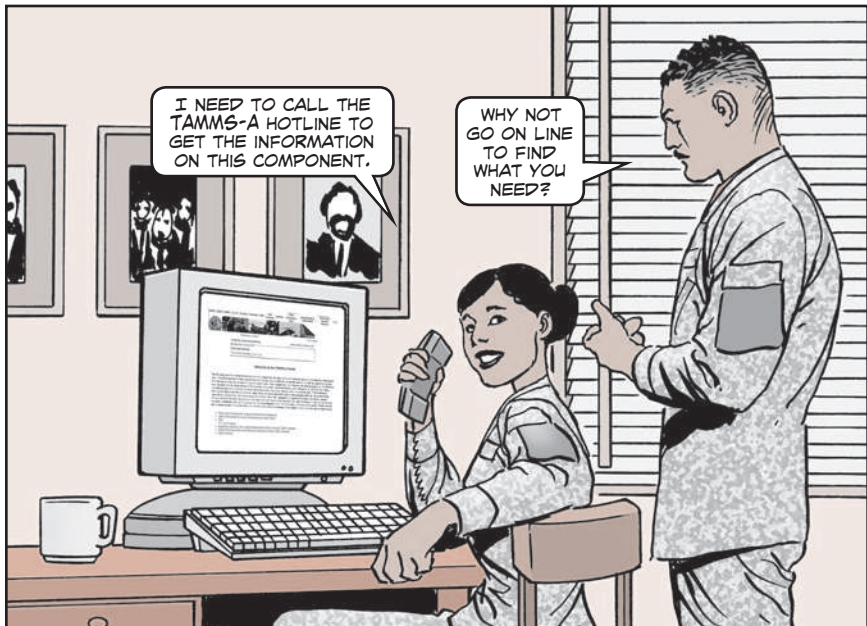
charles.green12@us.army.mil

Or you can turn them in through normal supply channels. Either way, you'll help the SSC have serviceable components on hand to keep the EETF mission ready.

Ship the components to:

U.S. Army Sustainment Support Center (SSC)
Attn: AMSRD-AMR-SE-ES-SS
(Jerome Rawlings)
Building 3460, Aerobee Road
Redstone Arsenal, AL 35898-5400

WHO KNOWS WHERE IT ALL GOES?



Mechanics, the guessing game is over as to where the information on DA Form 2410 and DA Form 2408-19-3 ends up after you send them to AMCOM.

When you receive a component without a DA Form 2410 or a DA Form 2408-19-3, you used to have to get on the phone to contact the 2410 hotline for help.

That information can now be tracked down by going to TAMMS-A online for help: <https://tammsa.redstone.army.mil>

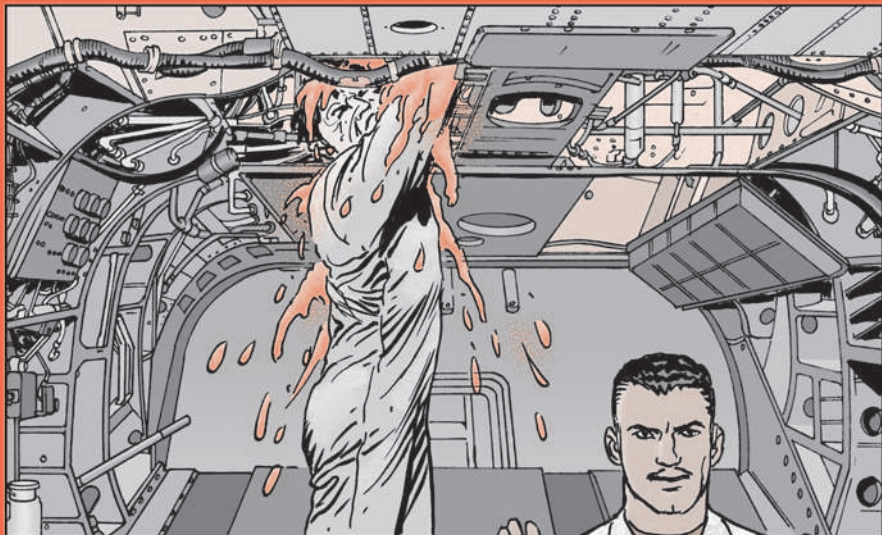
Once there, you'll find:

- the complete maintenance history of a component
- the current 2410 hotline information on your DA Form 2408-16 or 2408-16-1
- the specific aircraft historical information
- the electronic submissions for DA Form 2410 and DA Form 2408-19-3
- the same information the 2410 hotline uses

When you get to the site, you must have an AKO login to request access to the historical information on the website.

If you have any questions about the new process, call the hotline at (256) 313-2410 or DSN 897-2410. Or you can send an email: data2410@redstone.army.mil

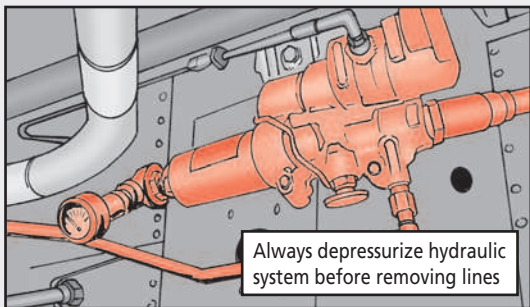
DEPRESSURIZE HYDRAULIC SYSTEMS FIRST



MECHANICS, NEVER SERVICE OR REMOVE PRESSURIZED LINES ON CHINOOK HYDRAULIC SYSTEMS UNTIL THEY ARE **FULLY** DEPRESSURIZED.

Servicing or removing lines on any system under pressure will create a mess you'll be cleaning for days.

For example, if you don't depressurize your bird's APU start system before trying to remove lines from the APU start accumulator, hydraulic fluid will gush out all over the bird. That's a clean-up nightmare you don't want. And it won't turn out good for you, either.

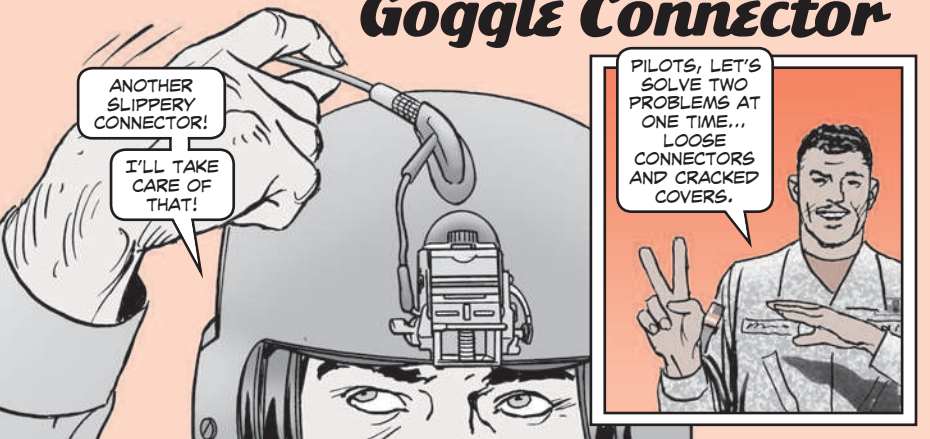


Always depressurize hydraulic system before removing lines

After depressurizing, do follow-on maintenance like the TM tells you.

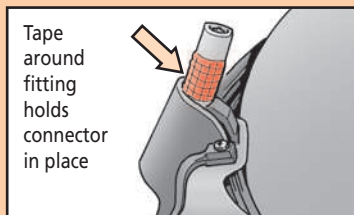
After finishing the job, don't forget to re-pressurize your hydraulic systems.

Slippery Night Vision Goggle Connector



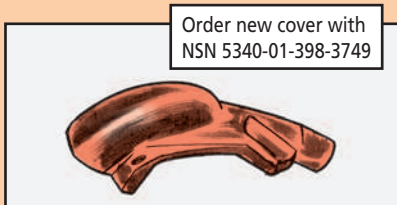
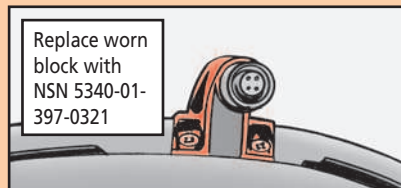
Don't snatch out the AN/AVS-6(V)1/2 night vision goggle (NVG) power pack cable. That wears out the fairlead block inside the HGU-56/P helmet connector access cover. Pretty soon, the entire connector will come out.

Because the connector does not have a snug fit inside the block when it's worn, your ALSE tech may need to put one wrap of pressure sensitive tape, NSN 7510-00-634-1549, around the cable's grooved section to keep it from slipping out. This shim keeps the connector tight and in place until your ALSE tech gets a new assembly.



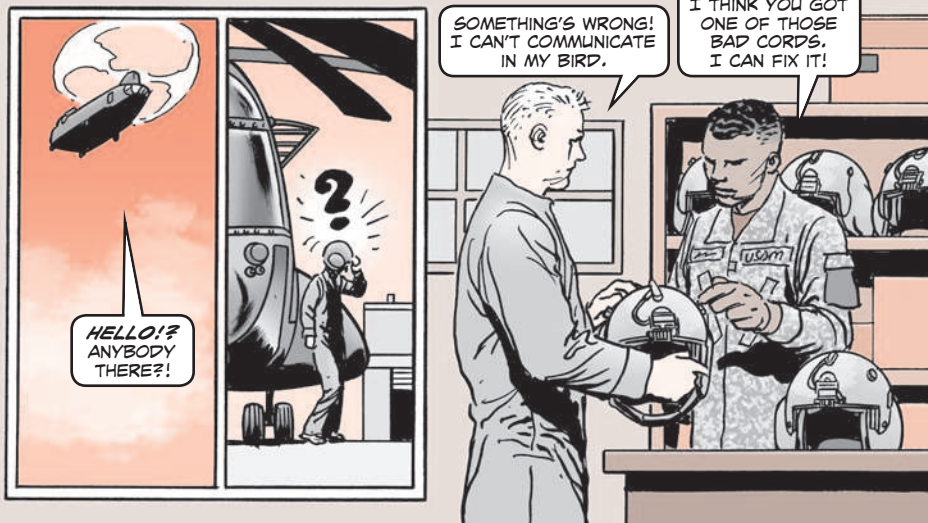
A shaky connection is a safety hazard because it could result in intermittent or complete loss of night vision. But don't try to secure the connector by over-tightening the access cover screws. That can crack the cover and make the loose connection even looser.

If you have a worn block or a cracked cover on your helmet, have your ALSE tech order the new block with NSN 5340-01-397-0321 and the cover with NSN 5340-01-398-3749.



ELSE...

Helmet Communication Cord Problems



ELSE techs, have you ordered a replacement communications cord, NSN 5995-01-391-9894, for your HGU-56/P aircrew integrated helmet system (AIHS)?

If the answer is yes, and it doesn't work, hold your horses and hold on to those cords!

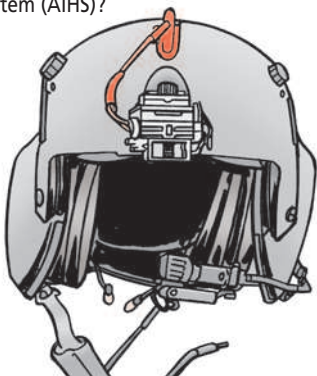
Some bad cords snuck into the supply system. Check your cord now! If it's stamped either 1680-ALSE-198-1 or 1680-ALSE-210-1, it may be bad.

Some of the cords were incorrectly manufactured. The cord should have a mounting bracket factory-crimped and shrink-wrapped around the female microphone connector. The incorrectly manufactured cords have the mounting bracket and shrink wrap packaged loosely with the cord. If the ELSE technician attempts to crimp the bracket with pliers, he'll likely damage the female microphone connector. The shrink wrap would then hide the damage and could lead to an in-flight failure.

To get turn-in credit, submit a Quality Deficiency Report (QDR). The quickest way to get that done is through the Joint Deficiency Reporting System (JDRS) website. Go to:

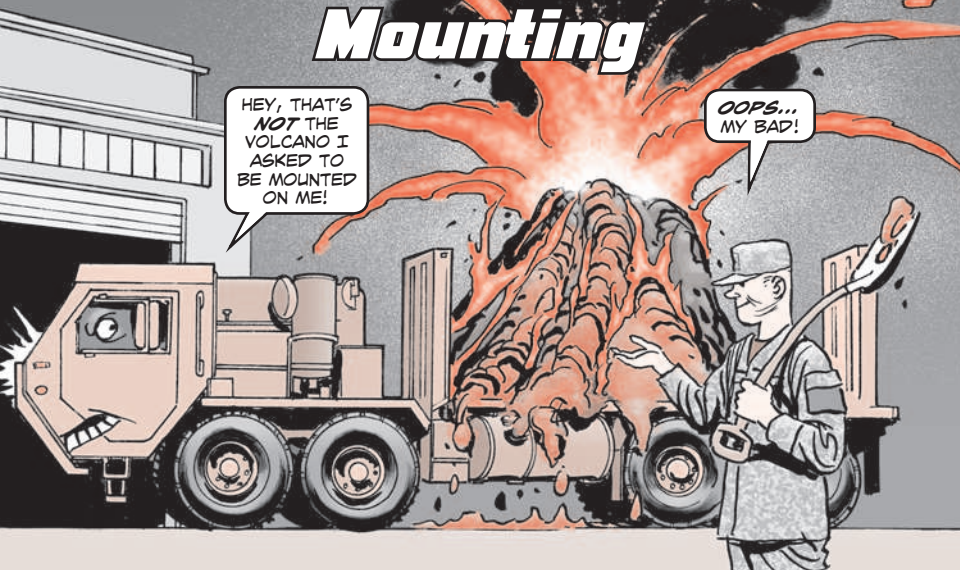
<http://www.jdrs.mil/>

To process the QDR faster, make sure you refer to QDR W31NWX050414.



Inspect cord for problems

HEMTT and Pallet Mounting



Dear Half-Mast,

Can the Volcano be mounted on a HEMTT? And is there a way to use pallets for easier mounting?

MAJ S.P.,

Dear Major S.P.,

Yes and no and yes.

Change 2 to the Volcano's TM 9-1095-208-10-1 authorized the installation of the 5-ton and M548A1 ground mounting kits onto HEMTTs beginning on Page 2-110.1.

But you can't install the 5-ton or M548A1 mounting kits onto pallets or the M1 flatrack used on the HEMTT-LHS. That is not safe for soldiers or for the equipment.

There is a palletized mounting kit, however, that uses one DCU and two racks. It can be mounted only on the M1 flatrack used on the HEMTT-LHS. Change 9 to TM 9-1095-208-10-1 authorized this mounting kit installation beginning in Para 2-110.37.

EM 0209 (Jan 06), IDN 401174 and PIN 080807-000, includes all Volcano TMs, plus training videos. The Volcano TMs are also on the ETM website:

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

Make sure your unit has EM 0209.

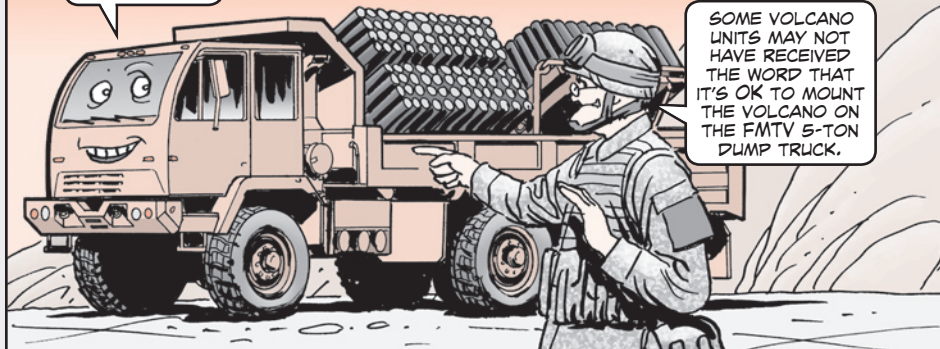
Half-Mast

M139 Mine
Dispenser...

Volcano + FMTV Dump Truck = OK!

WE'RE GONNA
BE A GREAT
MATCH FOR
ONE ANOTHER!

SOME VOLCANO
UNITS MAY NOT
HAVE RECEIVED
THE WORD THAT
IT'S OK TO MOUNT
THE VOLCANO ON
THE FMTV 5-TON
DUMP TRUCK.



Change 6 to TM 9-1095-208-10-1 authorized that. But to put the Volcano on the FMTV dump truck you need an adapter kit, which you can get free from the Armament Research, Development and Engineering Center (ARDEC) by emailing:

jim.krajewski@us.army.mil

Mounting the Volcano on the FMTV 5-ton **cargo** truck is **not** authorized, though.

Exercise

Remember that your Volcano needs exercise at least every 12 months. If it sits longer than that, the dispenser control unit and launcher rack electrolytic capacitors lose their charge and develop permanent shorts. The best way to track when your Volcano was last exercised is on a DA Form 2408-4, *Weapons Record Data* card. Put on the card Volcano firing dates and when direct support charged the capacitors. Then you can easily tell when the 12 month deadline is coming up.



Questions?

If you have any Volcano questions, contact ARDEC's Peter Giotis at DSN 880-5651/(973) 724-5651 or email: peter.giotis@us.army.mil

DON'T FORGET THE TRAILER

SURE I'M IN GREAT SHAPE THANKS TO YOUR CARE...

...BUT YOU PAID NO ATTENTION TO MY TRAILER!

HOW AM I GOING TO GET TO THOSE MINE FIELDS NOW?

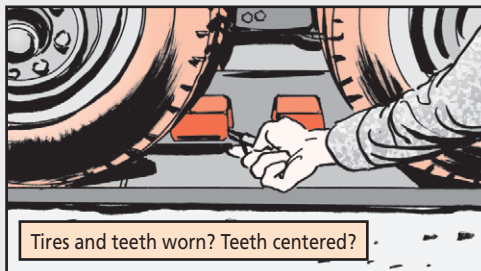
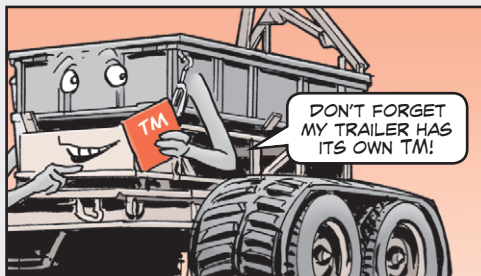


The MICLIC won't be able to clear any paths through mine fields if it can't get to the mine field. That's why you need to pay just as much attention to the MICLIC's trailer as you do to the MICLIC itself.

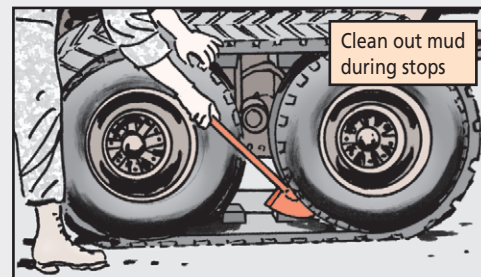
The first thing to remember about the trailer is that it has its own TM: TM 9-2330-389-14&P. You can't do trailer PM correctly if you don't have the trailer TM.

Tires and track—Because the trailer has tires and track, it needs more attention than other trailers. Lots of bumping through rough country can quickly knock the wheels out of alignment and before you know it tires and track are ruined. A replacement track costs several thousand dollars.

Before leaving the motor pool, check all eight tires for gouges or bad wear, especially along the inside of the tires. Look at the track teeth for uneven wear. Check that the teeth are centered between the tires. If you spot problems, your mechanic can align the track with the procedure beginning on Page 4-38 in TM 9-2330-389-14&P.

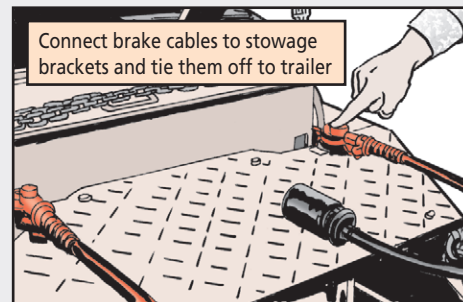


If you're traveling through heavy mud, use the truck or APC pioneer tools to clean between the tracks and tires at every stop. If too much mud gets between the tracks and tires, the track comes off. It's much easier to clean out the mud than to try to get the track back on in the field.



Any time the MICLIC goes through heavy mud or deep water, the trailer wheel bearings need to be re-lubed. See the lube chart in Chapter 3 of the TM for more info.

Brakes—Because the MICLIC is generally hooked up to a tracked vehicle, the brake cables usually aren't hooked up. Too often, they're left dangling where they can be ripped loose during travel. Connect the brake cables to the stowage brackets and tie off the cables to the trailer so they don't dangle.

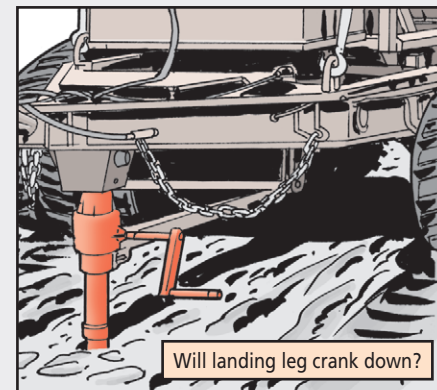


In fact, make sure all cables—electric and brake—are tied off to the trailer frame. But leave enough slack in the cables so they won't be ripped out when you make sharp turns.

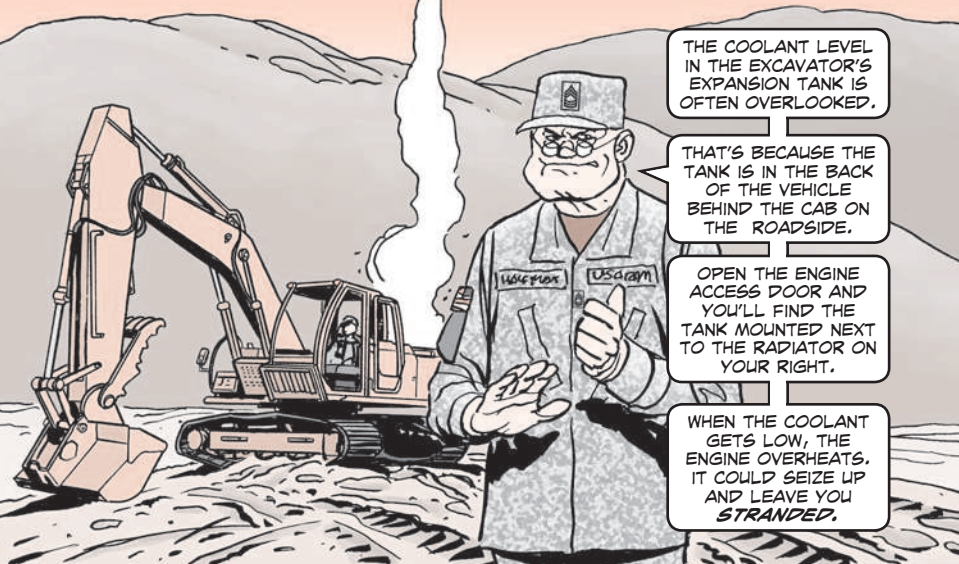
If your MICLIC sits for long periods, it's a good idea to hook up the trailer at least monthly and pull it forward. That way you can make sure the brakes haven't locked up, which often happens when the MICLIC just sits.

Landing leg—Another thing to check monthly is whether the landing leg can actually be cranked down. Its support sometimes gets bent and then the leg can't be moved.

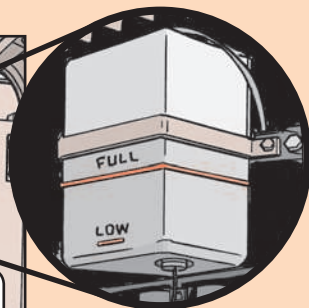
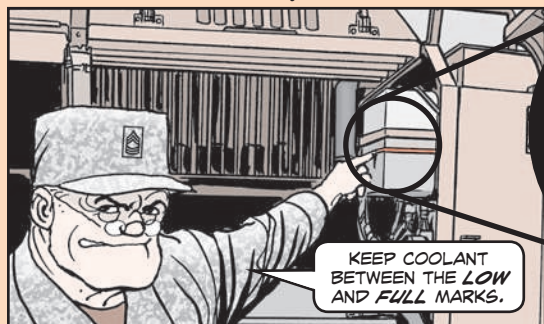
M113A3—Remember, if you tow the MICLIC with an M113A3, you need a tow pintle extension, NSN 2540-01-458-4846. Without the extension, the M113A3 bangs the trailer during sharp turns. That damages the trailer and the carrier's fuel pods. The other M113s don't need the extension.



EXPANSION TANK MARKUP



Your -10 TM tells you to keep the coolant level between the LOW and FULL marks on the tank. The marks are located on the area of the tank that faces inward toward the access area, so they're a little hard to see.



Do your excavator's cooling system a little favor. Mark the LOW and FULL marks with a permanent marker. Extend the marks so the levels are seen on the side of the tank that faces out towards you.

Now there's no guess work. Just add coolant when the coolant level gets below the LOW mark.

HYEX...

OIL CHECK REMINDER

THE CRANKCASE DIPSTICK CAN HELP YOU CATCH PROBLEMS BEFORE THEY DAMAGE THE HYDRAULIC EXCAVATOR'S ENGINE.



In cold weather, oil may need more changing than the -10 TM says. Sludge from condensation and dilution from fuel are the culprits.

So every time you check the oil level, look and feel to detect sludge—it'll look like clumps on the dipstick. Water contamination is hard to find until it's really bad. If you suspect it, draw a sample and let it stand in a glass jar. Water will separate from the oil. When you find water, have your mechanic change the oil and oil filters.

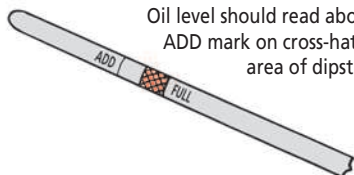
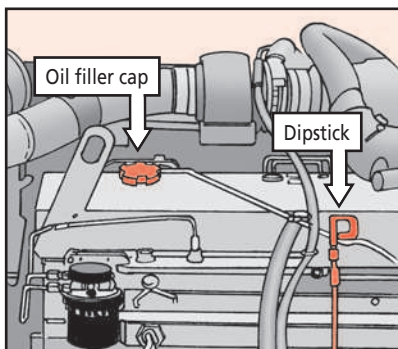
Need An Accurate Reading?

You'll get the most accurate oil-level reading when the engine is cold, before the day's run. Remove the dipstick and wipe it with a clean rag before reinserting it. Then remove the dipstick again to eyeball the oil level. It should read above the ADD mark on the cross-hatch area of the dipstick.

It's a good idea to check the oil level during long operations. After shutting down the engine, wait 10 minutes before rechecking the oil level. That way oil can drain back into the engine's oil pan.

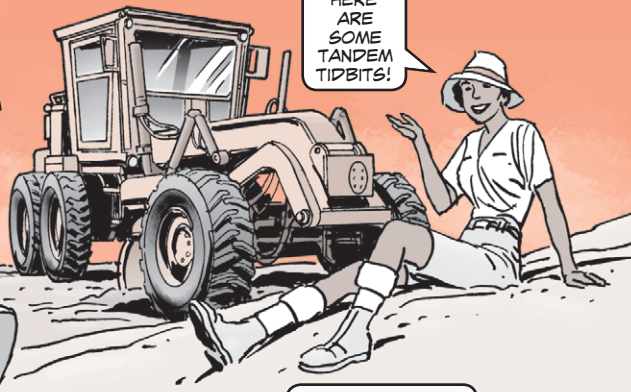
Keep an eye on the excavator's oil pressure gauge on the dash. Low pressure indicates low oil.

Never overfill just to skip an oil check. Overfilling causes other troubles, like blowby.



Oil level should read above ADD mark on cross-hatch area of dipstick

TANDEM TIDBITS



HERE
ARE
SOME
TANDEM
TIDBITS!

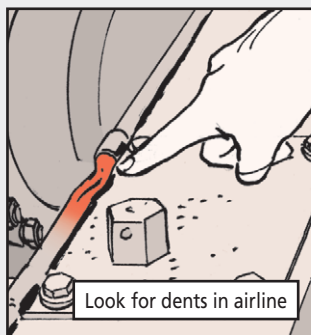
KEEP 'EM IN
MIND BEFORE THE
DAY'S RUN!

Air Line Bind

Eyeball the air line that's mounted along the grader's tandems. This air line is part of the vehicle's air brake system.

Look for dents and holes in the air line caused by rocks and gravel. During construction operations, rocks and gravel pile up on the tandem. A large rock thrown on the tandem will dent the air line. A large enough dent or a hole means loss of air pressure for the grader's air brake system. The end result is a loss of brakes at the worksite.

So look real close for any dents or holes in the air line. It could mean the difference between getting the job done and no brakes at all.

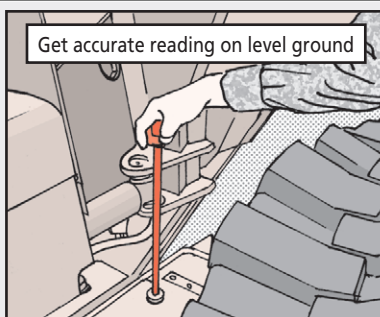


Look for dents in airline

Oil Level Check

Make sure the grader is on level ground before you do the tandem oil check shown on Page 2-27 of TM 5-3805-261-10. That way you'll get an accurate reading. Keep the level between the ADD and FULL marks on the dipstick.

Too much oil in the tandem is just plain wasteful. Not enough oil means the drive wheel components inside the tandem don't get lubricated.



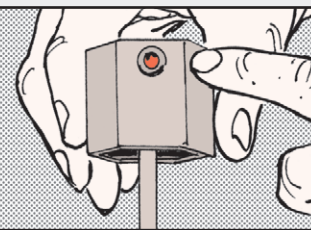
Get accurate reading on level ground

Vent Hole Reminder

Once you've checked the oil level in the tandem, make sure the vent hole in the dipstick cap is clear.

When it's clear, the cap acts as a breather valve for the tandem. Use a paper clip to clean any crud out of the vent hole.

Make
sure
vent is
clear
of mud

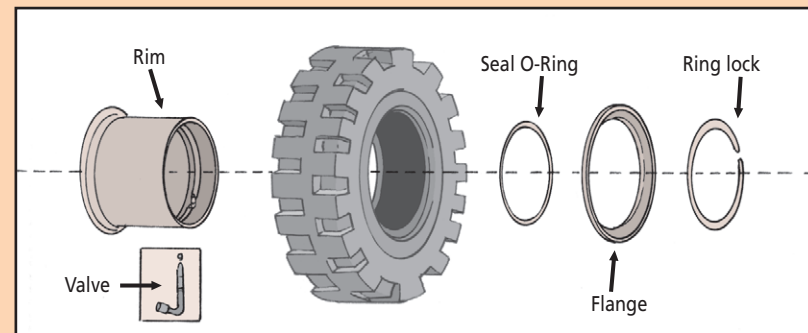


950B
Scoop
Loader...

WHEEL RIM ASSEMBLY

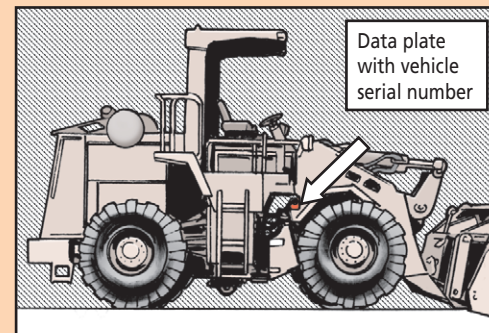
Use NSN 2530-01-535-2892 to get a new wheel rim assembly kit for models AGK and AGL 950B scoop loaders.

This new assembly will show up as Item 1 in Fig 148 of TM 5-3805-258-23P. The following parts are included with the kit:



Not sure what scoop loader you have? Take a look at the vehicle's serial data plate. It's located on the frame right behind the right (curbside) front tire.

Model AGK covers loaders with serial numbers 22Z00705 through 22Z00734. Model AGL is for serial numbers 22Z00735, 22Z00736, and 22Z00738 through 22Z00743.



Remember, this new kit is **only** for models AGK and AGL scoop loaders. The old-rim assembly is still used on the other two models, AGH and AGJ.

WHAT CONTAINER WORKS



THE ARMY'S SHIPPING AND STORAGE CONTAINERS COME IN DIFFERENT SIZES.

THEY FIT THE BILL FOR PROTECTING EQUIPMENT, SUPPLIES, INVENTORY AND OTHER PROPERTY FROM WEATHER AND THEFT.



COORDINATE YOUR PROCUREMENT AND APPROVAL REQUIREMENTS WITH THE ARMY INTERMODAL AND DISTRIBUTION PLATFORM MANAGEMENT OFFICE,
toby.aidpmo@us.army.mil.

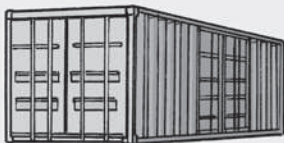
AND KEEP THIS LIST HANDY WHEN YOU NEED TO ORDER AN ISO CONFIGURED SHIPPING AND STORAGE CONTAINER.

ISO Containers	NSN 8145-01-527-
Type I: 8' x 8' x 20' Double doors on one end	2880
Type II: 8' x 8' x 20' Double doors on both ends	3063
Type III: 8.5' x 8' x 20' Double doors on one end, side door	2877
Type IV: 8.5' x 8' x 20' Double doors on both ends, side door	2876

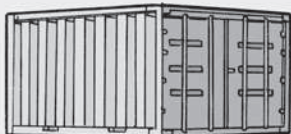
TRICON Containers	NSN 8145-01-
Type I: 6.5' x 8' x 8' Double doors on one end	527-2506
Type II: 6.5' x 8' x 8' Double doors on both ends	526-4642

QUADCON Container	NSN
4' 9" x 6' 10" x 8' Double doors on both ends	8145-01-526-4637

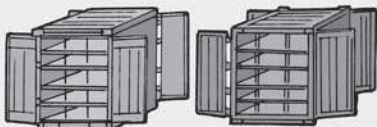
ISO Containers



Tricon Containers



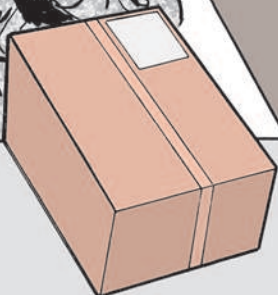
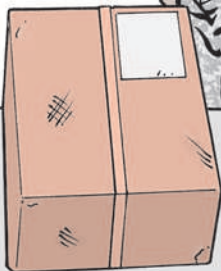
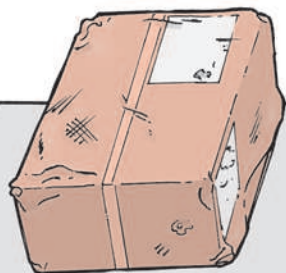
Quadcon Containers



Maintenance
Management...

HOW CAN PARTS ARRIVE
IN SUCH DIFFERENT
CONDITIONS?

Shipment Packaging and Labeling



PACKAGING AND LABELING AREN'T JUST HUMDRUM ADMINISTRATIVE BURDENS; THEY ARE CRITICAL IN THE DELIVERY OF PARTS AND SUPPLIES TO SOLDIERS EVERYWHERE.

LET'S SHED SOME LIGHT ON THIS ISSUE.

PACKAGES, LARGE AND SMALL, ARE DELIVERED TO UNITS REGULARLY.

BUT NOT ALL SHIPMENTS ARRIVE IN THE **SAME CONDITION.**



SQUEAK SQUEAK

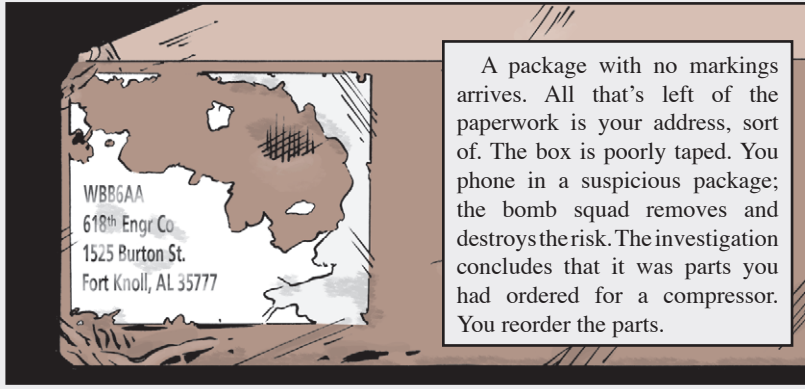
PACKAGING AND LABELING ARE ESSENTIAL TO THE RIGHT PARTS, ARRIVING AT THE RIGHT UNIT, IN A USABLE CONDITION.

CONSIDER THE FOLLOWING...



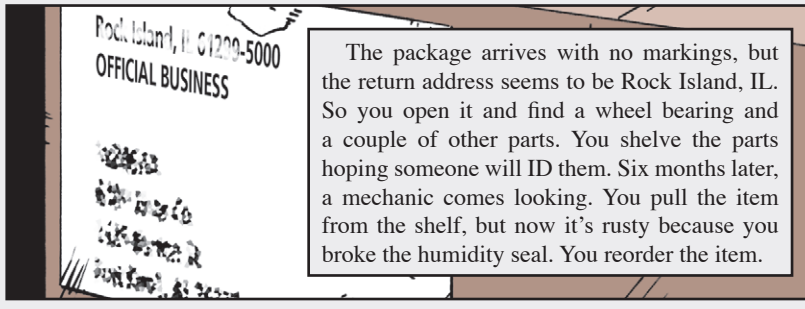
PS MORE

What Is It?



A package with no markings arrives. All that's left of the paperwork is your address, sort of. The box is poorly taped. You phone in a suspicious package; the bomb squad removes and destroys the risk. The investigation concludes that it was parts you had ordered for a compressor. You reorder the parts.

Open It Anyway



The package arrives with no markings, but the return address seems to be Rock Island, IL. So you open it and find a wheel bearing and a couple of other parts. You shelve the parts hoping someone will ID them. Six months later, a mechanic comes looking. You pull the item from the shelf, but now it's rusty because you broke the humidity seal. You reorder the item.

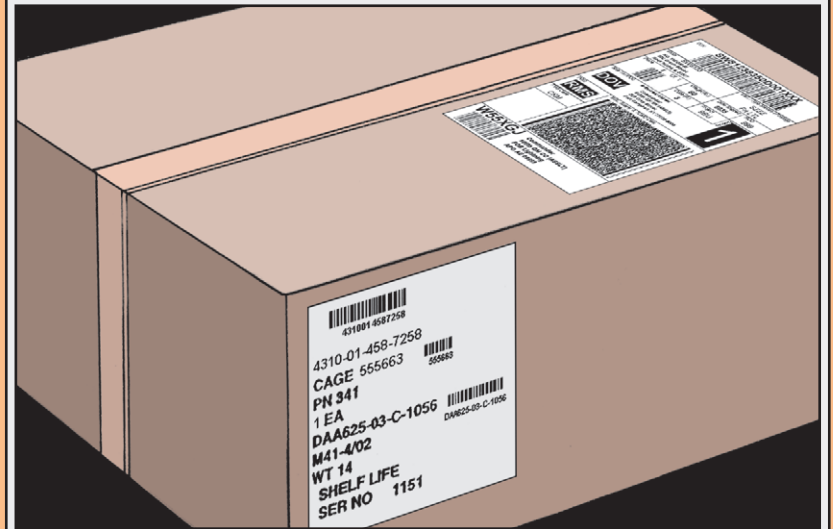
Research and Eliminate



The battalion S4 driver delivers a package. Someone's written the NSN on the box but there's no nomenclature. The numbers are: 4310- or 4318- (the ink's smeared), 01-458- and either 1256, 1258, 7256 or 7258.

The FSC has to be 4310 because 4318 isn't valid. You check the NIINs in FED LOG and find four NSNs: 5895-01-458-1256, 4820-01-458-7256, 5945-01-458-1258, and 4310-01-458-7258, the compressor repair kit. Bingo! You tell the motor sergeant the part is in. A mechanic goes to install it, but it's missing three springs! You reorder the kit.

Packaging As it Ought to Be

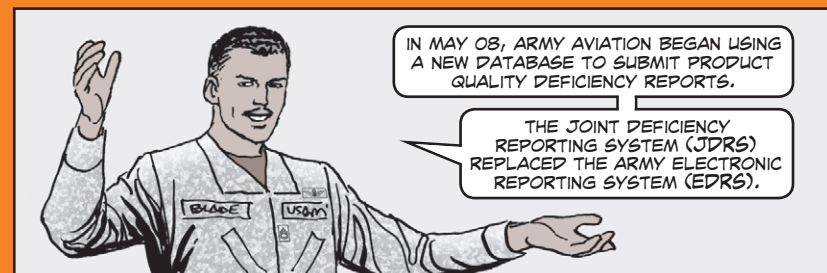
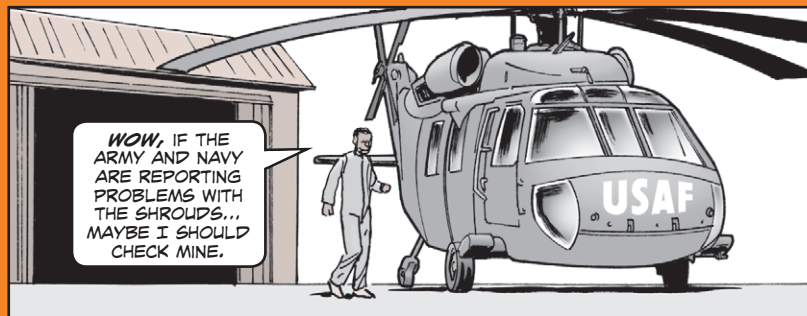
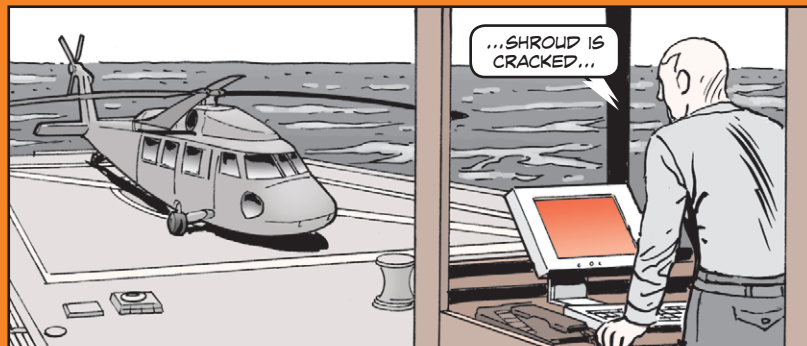
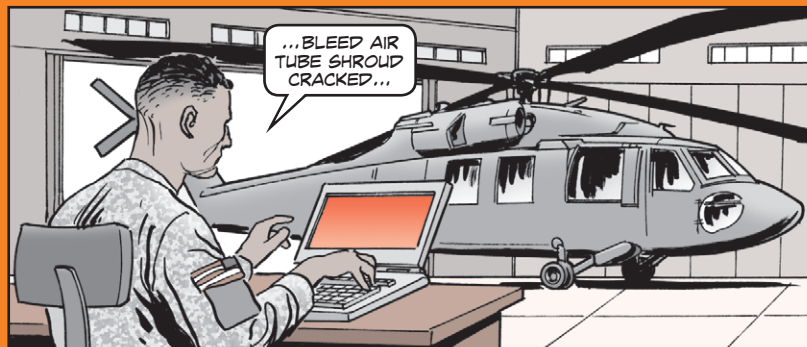


You get a package clearly marked as NSN 4310-01-458-7258, a compressor repair kit. You scan the bar code, the receipt is automatically posted, the requisition is closed, and the mechanic repairs the compressor.

You can give your shipments their best shot at getting to where they're going by following Military Standard 129, *Military Marking for Shipment and Storage*. The standard is available from the Defense Logistics Management Standards Office website: <http://www.dla.mil/j-6/dlmsso/elibrary/Manuals/milstds.asp>

IF YOU HAVE ANY QUESTIONS
ON MIL-STD-129, CALL LOGSA
PSCC (570)895-7105, OR
EMAIL: toby.pt@us.army.mil.

Aviation Deficiency Reports Go Joint



Previously, managers could only see failures that were documented in their service's PQDR system. Under the old system, one service might be more aware of potential failures because their fleet of a particular platform might be significantly larger than the other DoD services. To see failures across all services required each service to submit reports that then had to be analyzed.

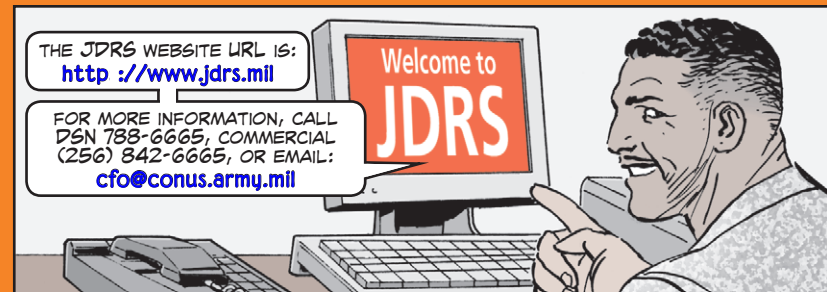
With JDRS, managers can see all the PQDRs on DoD aircraft platforms in one database. This reduces risk for DoD aviators more quickly by identifying potential failures across the DoD fleet.

JDRS is a web-based system. The originator of a PQDR does not have to be enrolled in JDRS. Originators will be able to input PQDRs just as they do now. The biggest change will be using a different website to input a PQDR. The data elements required in JDRS are the same as those required in EDRS. JDRS will notify the originator when the PQDR moves to a new phase of the analysis process with a new POC.

Individuals who are enrolled in the system will be able to see what is happening with a given PQDR at any time. Everyone else will have to coall or email the POC to discuss the PQDR.



- Category I PQDR
- Category II PQDR
- Equipment Improvement Report (EIR) Category I
- EIR Category II
- Warranty Claims



Safety



**Watch
the
Widget,
Keep
Your
Digits!**

A staff sergeant suffered a severe finger injury installing tracks on a Bradley Fighting Vehicle.

As he was reassembling the track and ensuring all track pins were in place, he signaled the driver to move forward so the track would roll over the sprocket for final assembly.

As the vehicle moved, his glove was caught between track sections pulling his finger in. Fortunately, all he received was a severe cut.

Always keep your hands clear of moving parts and don't forget to check how close you are to losing a few digits.

AR 700-82 Update

AR 700-82, *Joint Regulation Governing the Use and Application of Uniform Source Maintenance and Recoverability Codes* (Oct 07), became effective 10 Nov 07. The rapid action revision changes the meanings of codes. You can view and download a copy from the DCS G-4 publications list on the APD website:

http://www.apd.army.mil/pdf/files/r700_82.pdf

AR 710-1 Update

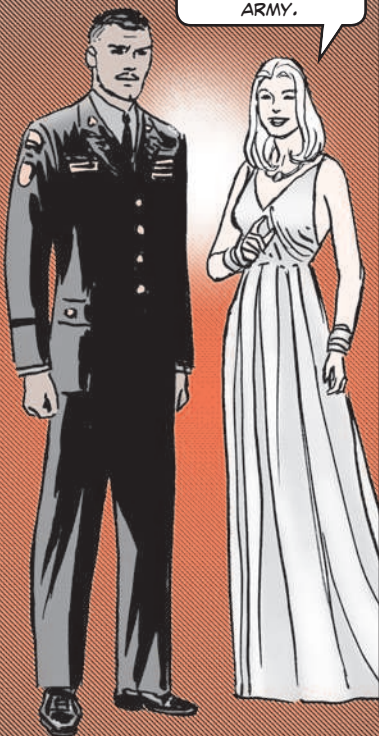
AR 710-1, *Centralized Inventory Management of the Army Supply System* (Sep 07), became effective 20 Oct 07. The rapid action revision aligns new battle/operational loss procedures. It also makes the Army Joint Munitions Command Centralized Ammunition Management Office the primary Army agent for managing wholesale and retail ammunition stocks. You can view and copy the reg online:

http://www.apd.army.mil/pdf/files/r710_1.pdf

Combined Logistics Excellence Awards 2008

CONGRATULATIONS TO THE
WINNERS OF THE 2008
CHIEF OF STAFF, ARMY
COMBINED LOGISTICS
EXCELLENCE AWARDS.

YOUR SELECTION
PUTS YOU AMONG
THE *BEST* IN THE
ARMY.



ARMY AWARDS FOR MAINTENANCE EXCELLENCE

ACTIVE ARMY DEPOT

Winner: Tobyhanna Army Depot, Tobyhanna, PA

Runner-up: Letterkenny Army Depot, Chambersburg, PA

ACTIVE ARMY TOE

Small Category

Winner: B Co, 610th BSB, Ft Riley, KS (FORSCOM)

Runner-up: G Co, 307th BSB, Ft Bragg, NC (FORSCOM)

Medium Category

Winner: 101st FSB, Ft Riley, KS (FORSCOM)

Runner-up: B Co, 123d MSB, Dexhiem, Germany (USAREUR)

Large Category

Winner: 3d Bn, 43d ADA Regt, Ft Bliss, TX (FORSCOM)

Runner-up: HHC, Spc Trps Bn, V Corps, Schwetzingen, Germany,
(USAREUR)

ACTIVE ARMY TDA

Small Category

Winner: 6981st Civ Spt Grp, Mannheim, Germany, (NETCOM)

Runner-up: Equipment Concentration Site #33, Ft Riley, KS
(USARC)

Medium Category

Winner: Combined Spt Maint Shop, Eastover, SC (NGB)

Runner-up: 39th Sig Bn, Chievres, Belgium (NETCOM)

Large Category

Winner: Maint Acty Kaiserslautern, Kaiserslautern, Germany
(USAREUR)

Runner-up: 527th MI Bn, Cp Humphreys, Korea (INSCOM)

ARMY RESERVE TOE

Small Category

Winner: HHD 346th Trans Bn (MT), Ceiba, Puerto Rico (USARC)

Runner-up: HHD, 341st Med Evac Bn, Mesquite, TX (USARC)

Medium Category

Winner: 264th Svc Co (C&C), Salinas, Puerto Rico (USARC)

Runner-up: 425th Trans Co, Salina, KS (USARC)

Large Category

Winner: 396th Cbt Spt Hospital, Vancouver, WA (USARC)

NATIONAL GUARD TOE

Small Category

Winner: HHD, 751st Maint Bn, Eastover, SC

Runner-up: HQ, 217th Pers Svcs Bn, Butler, NC

Medium Category

Winner: 1221st Trans Co, Dexter, MO

Runner-up: 1344th Trans Co, East St Louis, IL

PS MORE

DEPLOYMENT EXCELLENCE AWARDS

ACTIVE ARMY Operational Deployment Category Small Unit

Winner: 66th Engr Co, 2-25th BCT,
Schofield Barracks, HI

Large Unit

Winner: 3d ACR, Ft Hood, TX

All Army Installation Categories

Winner: Ft Stewart, GA

Winner: Ft Hood, TX

ACTIVE ARMY Large Unit

Winner: 44th Expeditionary Sig Bn, 7th Sig Bde,
5th Sig Cmd, Mannheim, Germany
Runner-up: 1st Spc Trps Bn, 1st Sustainment Cmd
(Theater), Ft Bragg, NC

Small Unit

Winner: 497th Trans Co, 57th Trans Bn, 593d
Sustainment Bde, I Corps, Ft Lewis, WA
Runner-up: 89th Trans Co, 6th Trans Bn,
7th Sustainment Bde, Ft Eustis, VA

Supporting Unit

Winner: 180th Trans Bn, 4th Sustainment Bde,
13th Sustainment Cmd (Expeditionary),
III Corps, Ft Hood, TX
Runner-up: 838th Trans Bn, Military Surface
Deployment and Distribution Command,
Rotterdam, Netherlands

ARMY RESERVE

Large Unit

Winner: 1185th Trans Terminal Bde, 99th RRC,
Lancaster, PA
Runner-up: 3d MEDCOM, Third Army, USA Central,
Forest Park, GA

Small Unit

Winner: 322d Cbt Spt - Maint Co, 88th RRC,
Arden Hills, MN
Runner-up: 828th QM CO, 99TH RRC,
Wilkes Barre, PA

Supporting Unit

Winner: HHC, CA/PsOps Cmd (Airborne),
Ft Bragg, NC
Runner-up: 1394th Deployment Spt Bde, 63d RRC,
Cp Pendleton, CA

NATIONAL GUARD

Large Unit

Winner: 41st IBCT, Tigard, OR
Runner-up: 141st BSB, Portland, OR

Small Unit

Winner: HHD, 730th QM Bn, HQs 60th Trp Cmd,
Ahoskie, NC
Runner-up: HHD, 1144th Trans Bn,
108th Sustainment Bde, Delavan, IL

Supporting Unit

Winner: Joint Forces HQs - Minnesota,
Little Falls, MN
Runner-up: Joint Forces HQs - South Carolina,
Columbia, SC

THESE UNITS ARE
THE BEST BECAUSE
THEY KNOW THEIR
BUSINESS AND GIVE
IT THEIR BEST SHOT.



SUPPLY EXCELLENCE AWARDS

ACTIVE ARMY

Level I (A) Unit MTOE

Winner: HHT, Regimental Spt Sqdn, 11th ACR
(FORSCOM)

Runner-up: C Co, 302d Sig Bn (NETCOM)

Honorable Mention: HHD, 208th Fin (USAREUR)

Honorable Mention: 540th QM Co (USARPAC)

Level I (B) Unit TDA

Winner: HHC, U.S. Army Garrison, Ft Lewis
(FORSCOM)

Runner-up: HHC, 16th Ord Bn (TRADOC)

LEVEL II (A) Property Book MTOE

Winner: HHD 28th Trans Bn (USAREUR)

Runner-up: 101st Abn Div, Spc Trps Bn
(FORSCOM)

Honorable Mention: 302d Sig Bn (NETCOM)

LEVEL II (B) Property Book TDA

Winner: Army ROTC, Univ of California,
Santa Barbara (TRADOC)

Runner-up: 527th MI Bn (INSCOM)

Honorable Mention: Avn Tech Test Cntr (ATEC)

Honorable Mention: USA Material Spt Cntr-
Korea (EUSA)

Level III (A) Parent Level MTOE

Winner: 28th Trans Bn (USAREUR)

Runner-up: 3d Bn, 2d ADA (FORSCOM)

Level III (B) Parent Level TDA

Winner: 527th MI Bn (INSCOM)

Runner-up: 7th Army NCO Academy (USAREUR)

Level IV (A) SSA MTOE

Winner: HHC, 160th Spc Ops Avn Regt (USASOC)

Runner-up: 240th QM Supply Co (USAREUR)

Honorable Mention: 595th Maint CO (EUSA)

Honorable Mention: 209th Avn Spt Bn
(USARPAC)

Level IV (B) SSA TDA

Winner: USA Garrison, DOL,

Ft Campbell, KY (IMC)

Runner-up: Avn Cntr Log Cmd,

Ft Rucker, AL (AMC)

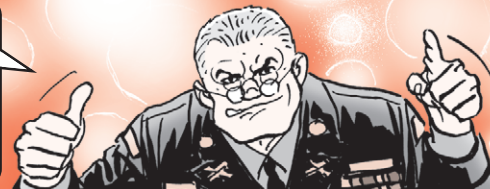
Honorable Mention: 14th Maint Co,

58th Sig Bn (NETCOM)

Honorable Mention: 498th Cbt Svc Spt Bn (EUSA)

MAYBE
YOUR UNIT
BELONGS
HERE!

GIVE IT
YOUR BEST
SHOT AND
START
PREPARING
YOUR
ENTRY FOR
THE 2009
AWARDS!



ARMY RESERVE

Level I (A) Unit MTOE

Winner: 425th Trans Co, Salina, KS

Runner-up: 663d Movement Control Tm, Vicenza, Italy

Level I (B) Unit TDA

Winner: SETAF Augmentation Det, Vicenza, Italy

Runner-up: HQs Det, 4th Bde (Cbt Svc Spt), Indianapolis, IN

Level II (A) Property Book MTOE

Winner: 206th Regional Spt Grp, Springfield, IL

Runner-up: 469th Cbt Sustainment Co, San Jose, CA

Level II (B) Property Book TDA

Winner: 7th USAR Cmd, Schwetzingen, Germany

Level III (B) Parent Level TDA

Winner: 57th Area Maint Spt, Belton, MO

Runner-up: 2d Bn 349th Regt, Ft Stewart, GA

Level IV (A) SSA MTOE

Winner: Det 1, 1011th QM Co, Pittsburg, KS

ARMY NATIONAL GUARD

Level I (A) Unit MTOE:

Winner: 292d Inf Bn, Coto Laurel, Puerto Rico

Runner-up: 43d Army Band, Lincoln, NE

Level I (B) Unit TDA

Winner: 66th Trp Cmd, Jackson, MS

Runner-up: Joint Forces HQs, Honolulu, HI

Level II (A) Property Book MTOE

Winner: Joint Forces HQs, Carson City, NV

Runner-up: 42d Regional Spt Grp, Somerset, NJ

Level II (B) Property Book TDA

Winner: HHD, Joint Forces HQs, St Augustine, FL

Runner-up: Joint Forces HQs (Central PBO), Carson City, NV

Level III (A) Parent MTOE

Winner: 527th Engr Bn, Ruston, LA

Runner-up: HQs, 1st Bn 137th Avn, Columbus, OH

Level III (B) Parent TDA

Winner: Joint Forces HQs, Madison, WI

Runner-up: Joint Forces HQs, Barrigada, Guam

Level IV (B) SSA TDA

Winner: U.S. Property and Fiscal Office, Cp Douglas, WI

Runner-up: U.S. Property and Fiscal Office, Kapolei, HI



CLEAN UP WITH HAND SANITIZER

Purell hand sanitizer can be locally purchased using NSN 6508-01-535-5409. This NSN brings twenty-four 3 fl oz bottles in foliage green. The containers are built to withstand heat and can be opened with one hand. The sanitizer kills 99.99 percent of most common germs.

M1-Series Tank Gun Tube

Got an M256 gun tube on your M1-series tank that's deemed unserviceable because of pitting, erosion or round count? Here's what to do. Regular Army units should fill out a DA Form 2765-1 and submit it to your Supply Support Activity (SSA). Army National Guard Units should turn the form in to their United States Property Fiscal Office (USFPO). Then, don't forget to update the electronic DA Form 2408-4 with re-tube information:

<https://aeps2.ria.army.mil/commodity/guncard/index.cfm>

While you're there, make sure you annotate that the old tube was sent to DRMO for demil.

ADDRESS CHANGE FOR MORTAR HELP DESK

The TMs for the M95/M96 mortar fire control system (MFCS), and M32 lightweight handheld mortar ballistic computer (LHMBC) give an assistance email address in their "Reporting Software and Hardware" sections. That address has changed to:

pica.mfchelp@conus.army.mil

Only hardware and software questions about these three systems should be sent there. Send all other mortar questions to:

ROCK-TACOM-MORTAR-SYSTEMS@conus.army.mil

or call DSN 793-1279/(309) 782-1279. Copy these changes into your TMs.

VACUUM SEALER AND BAGS

ALSE techs, there are some items that need to be protected in a heat-sealed vacuum-packed bag. If you need a vacuum sealer, order it with NSN 3450-01-386-2478. NSN 8105-01-381-6365 brings an 8 x 240-in roll of bag material and NSN 8105-01-381-6374 brings an 11 x 240-in roll of bag material.

M1A1 RTNB Subassembly

Mechanics, if you're trying to order the subassembly (Item 16A in Fig 140 of TM 9-2350-264-24P-2) for the M1A1's redesigned turret networks box (RTNB), stop! Although it appears you can order it with NSN 6625-01-547-4335, the subassembly was never stocked. The correct SMR code for the subassembly is XAOFF, which means you should order the next higher assembly. That's the complete RTNB in shipping and storage container, NSN 5975-01-537-3765, shown as Item 15 in Fig 140. Make a note until the TM can be updated.

Up-Armored HMMWV A/C Compressor

Need the NSN for your M1151, M1152, and M1165 up-armored HMMWV's air conditioner compressor shown as Item 3 in Fig 276G of TM 9-2320-387-24P? Place your order using NSN 4130-01-539-6297. And make a note until the TM is updated.

SECM Compressor NSN Change

If you have SECM (shop equipment contact maintenance), NSN 4940-01-333-8471, the NSN for its three-phase air compressor has changed from 4310-01-432-9655 (PN 11B297018) to 4310-01-550-2779 (PN 11B297018). If you have SECM, NSN 4940-01-333-8470, with the single-phase air compressor, continue to order the compressor with NSN 4310-01-432-9655 (PN 11B257019). Questions? Contact TACOM's Brian DiBella at (309) 782-0633, DSN 793-0633, email brian.dibella@us.army.mil

Explosion-Proof Flashlights

Working in an area where there's risk of explosion from flammable vapors, POL, ammunition, explosives or combustible dusts? Need a light that's safe to use in these areas?

GSA has explosion-proof flashlights that are up to the task. NSN 6230-00-299-3035 brings an 8 1/4-in hard plastic flashlight. NSN 6230-01-413-8296 brings a head lamp with an adjustable hard hat headband.

To order or for more information, go to the GSA Advantage website:

<https://www.gsaadvantage.gov/>

Maintenance on the MCU

On Pages 35-37 in PS 651 (Feb 07), we gave you the Dos and Don'ts of the microclimate cooling system (MCU). For those authorized to do maintenance on the MCU, you can now order propylene glycol in one gallon containers with NSN 6810-01-181-7121.

STRYKER TOW BAR REVISITED

On Page 2 of PS 664 (Mar 08), we told you to use NSN 2540-01-517-9227 to get a two-piece tow bar wide enough to use with slat armor-equipped Strykers. Turns out that tow bar is a non-stocked TACOM item and all requisitions are being rejected. Single Stock Fund requests also cannot be supported, but those requisitions must be cancelled by the customer.

Each brigade receives a number of tow bars at Initial Fielding. You can get extras only by submitting a Military Interdepartmental Purchase Request (MIPR) through PM Stryker BCT. The POC is Tim Evers, DSN 786-2103, (586) 753-2103, or email:

timothy.evers@us.army.mil

The Stryker tow bar will eventually be transferred to DLA for management, at which time it will be available through the supply system. Stay tuned to PS for word on when the transfer is official.

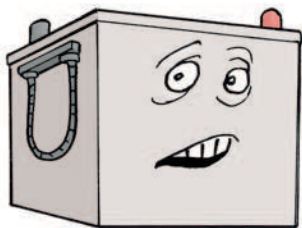
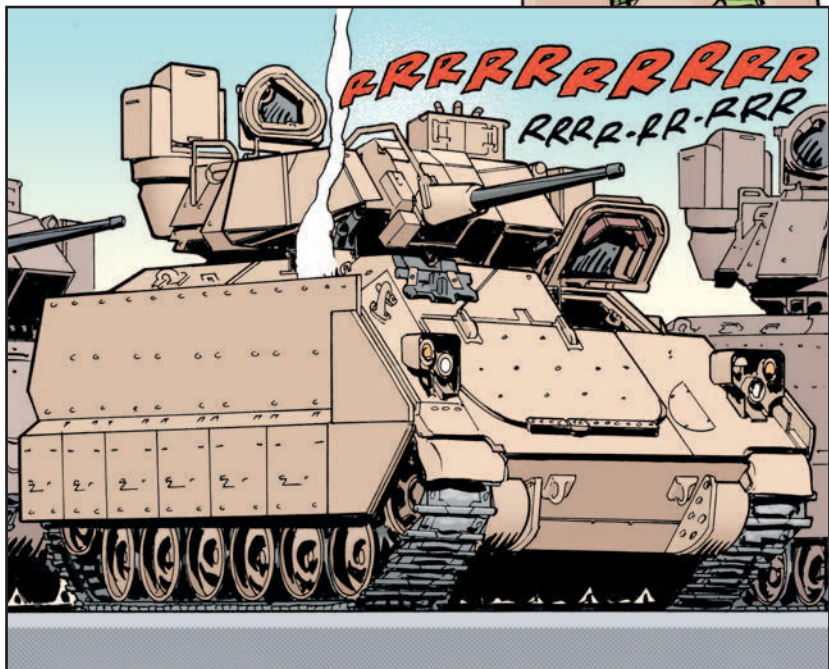
TAIL WHEEL LOCK ACTUATOR PIN

We told you on page 35 of PS 665 (Apr 07) that if the quick release pin is not in place before towing your AH-64, the tail wheel lock actuator will shear. That's not quite correct. It is the tail wheel lock pin that will shear. Make sure the quick-release pin is in place.

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?

RUN YOUR
VEHICLE AT
HIGH IDLE FOR
20-30 MINUTES
DURING PMCS!



ANYTHING
LESS *WON'T*
RECHARGE ME!