

Issue 683

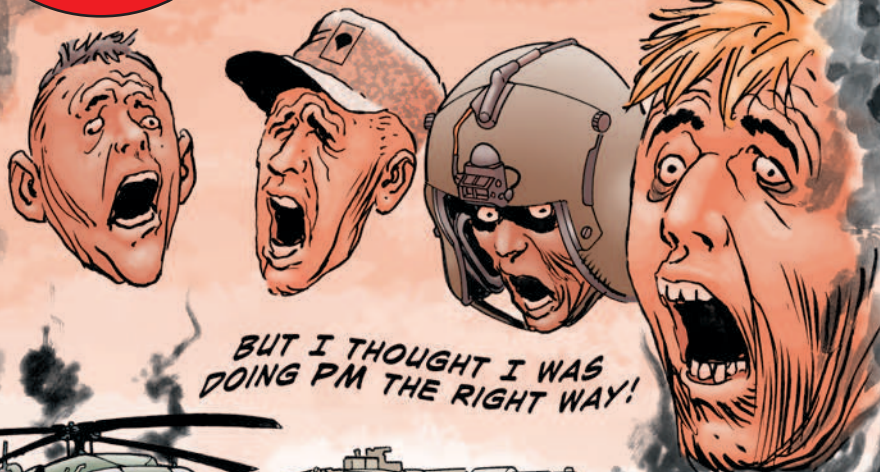
PS

October
2009

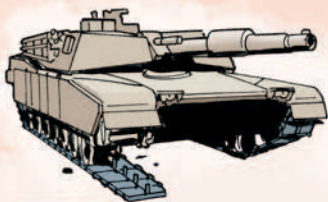
THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-683

Approved for
Public Release;
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BUT I THOUGHT I WAS
DOING PM THE RIGHT WAY!

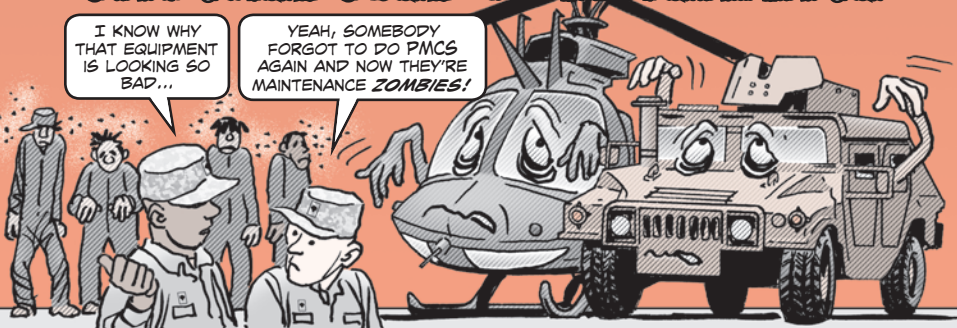


JOE
ROBER

NO!
NO!!
NO!!!

ARE YOU HAVING
PM NIGHTMARES?
GET YOUR WAKE-UP
CALL ON PAGE 27

UNSCHEDULED MAINTENANCE



Every piece of equipment has a specific time when you perform preventive maintenance checks and services (PMCS).

Putting off until later what needs attention now will inevitably lead to unscheduled maintenance.

That's what happens when you say, *"The next guy can take care of some of it. I have more important things to do"*.

Meanwhile, corrosion builds on connectors, oil and coolant levels get lower, components get dirtier, multi-functional displays fail, radios don't work and "wear and tear" turns into "inoperable and broken" because each guy believes the next guy and his buddy will take care of the rest.

Passing along work only means you'll be doing lots of costly unscheduled maintenance and unnecessary repair work. Don't ignore or delay PMCS.

You devote time and sweat to PMCS because you want your equipment to remain in a mission-ready status. Your survival and your equipment's readiness demand your attention, focus and detail to PMCS.

Taking care of scheduled maintenance and PMCS ensures an aircraft will reach its destination. The right coolant and oil levels mean a truck will not die on the side of the road with a smoking engine.

Mission success is linked to PMCS and you can stake your life on that.



THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-683, 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 683 OCTOBER 2009



COMBAT VEHICLES

Stryker Machine Gun Carrying Caution
M1-Series Tank Gun Mount Decal
M1A1 Tank Embedded Diagnostic Sidecar
M548A1 Differential Oil Temperature Lead Clamp
M2A3/M3A3 Bradley CIV Maintenance
M113-Series FOV Hull Draining
M109A6 Paladin MCS Draining
M109A6 Paladin, M992A2 Ammo Carrier Idling
M788-Series Recovery Vehicle Spare Roadwheel



WHEELED VEHICLES

DLA, TARDEC and TACOM Tire Catalogs
Up-Armored HMMWV Load Range E Tires
HMMWV Tire Mixing
HMMWV Serpentine Belts
Heavy Truck Headlight Adjusting



SMALL ARMS

Machine Gun Barrel Changing
HMMWV M7 Pedestal Machine Gun Mount
M2 Machine Gun Barrel Locking Spring



MISSILES

HIMARS Cab Lowering
MLRS PNU Alignment Studs



CBRN

JSLIST Glove Inserts
M41 PATS Computer Software

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

Just write to:

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

Or email to:

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

Internet address:

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

By order of the Secretary of the Army:

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JOYCE E. MORROW

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0920103

PS, The Preventive Maintenance Monthly (ISSN 0475-2953) is published monthly by the Department of the Army, Redstone Arsenal, AL 35898-5000. Periodical postage is paid at the Huntsville, AL post office and at additional mailing offices.

Postmaster: Send address changes to PS, The Preventive Maintenance Monthly, USAMC LOGSA (AMXLS-AM), 5307 Sparkman Circle, Redstone Arsenal, AL 35898-5000.

DOING THE MACHINE GUN TWO-STEP



CREWMEN, THE PROCEDURES FOR REMOVING THE M2 OR MK 19 MACHINE GUNS FROM YOUR STRYKER'S REMOTE WEAPONS STATION ARE PLAINLY SPELLED OUT IN THE OPERATION UNDER USUAL CONDITIONS SECTION OF YOUR -10 MANUAL.

HOWEVER, THERE ARE TWO **VERY** IMPORTANT THINGS TO REMEMBER WHEN MOVING THE MACHINE GUN INSIDE YOUR STRYKER.

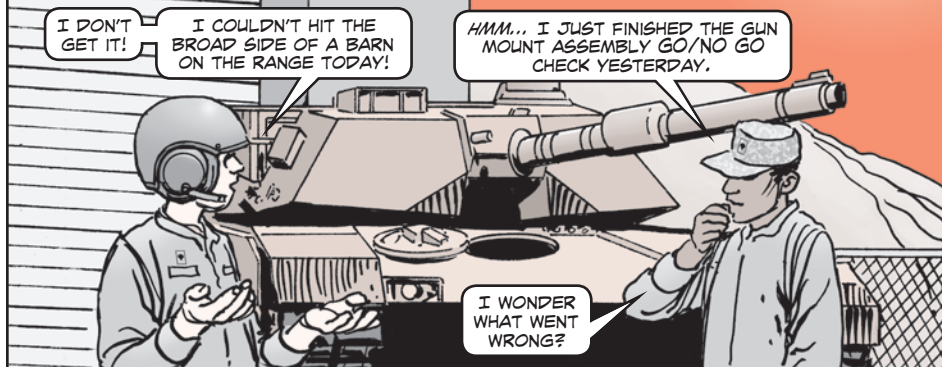
REMEMBER THEM AND YOU'LL SAVE YOURSELF AN INJURY AND YOUR UNIT A WHOLE LOT OF MONEY.

#1: Both the M2 and MK 19 are very heavy. That's why moving them is a **two-man lift**. Trying to do it all by yourself is a good way to get hurt. And dropping the machine gun doesn't do it much good either.

#2: Don't lower the machine gun through the gunner's hatch. If it slips, the barrel may hit the fire control unit (FCU) screen. A damaged screen means the entire FCU, NSN 1220-01-543-4270, has to be replaced. And with a replacement cost of nearly \$40,000, a new FCU is not something most units want on their shopping lists.

Instead, lower the machine gun through the commander's hatch. That keeps the barrel away from the screen and prevents accidental damage to the FCU.

THE DETAIL IS IN THE DECAL



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

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

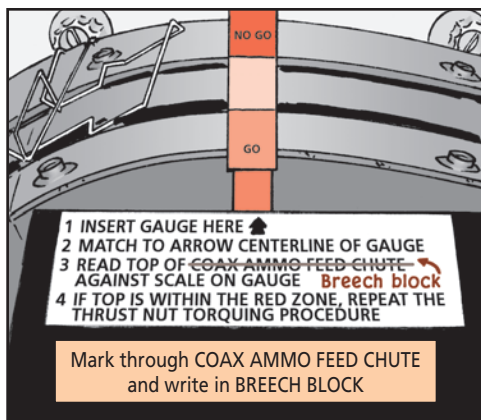
But wait! Turns out there's a problem with those directions.

Step 3 on the decal says to read the top of the coax ammo feed chute against the scale on the gage. But the gage was redesigned some time back, so you should now be reading the **top of the breech block** against the gage.

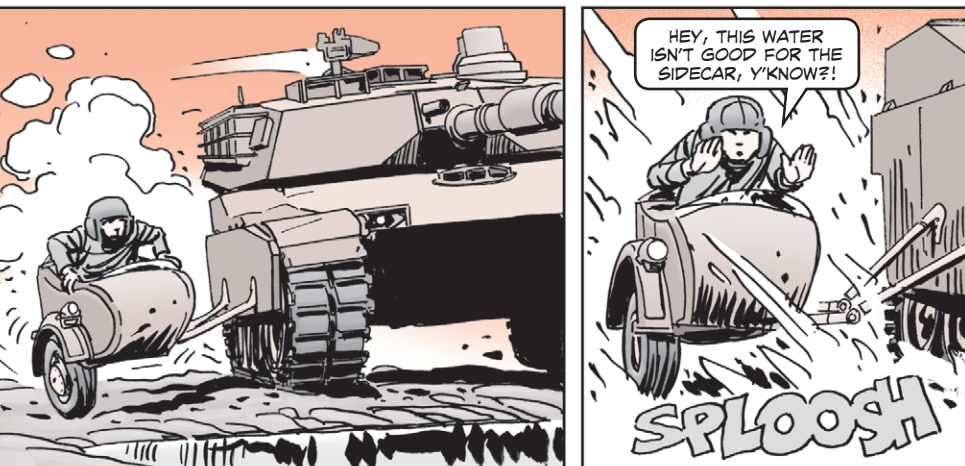
The correct instructions are on Page 2-32 of TM 9-2350-264-20-2-1 (Apr 03) and WP 0258-22 of TM 9-2350-388-23-2-2 (Jan 09). But most mechanics just follow the decal and get a wrong reading.

A new decal, PN 9376991-1, has been designed and will soon start appearing on tanks coming out of RESET. Unfortunately, the decal isn't available in the supply system yet.

Until it is, use a permanent marker to cross out **COAX AMMO FEED CHUTE** on the current decal's step 3. Then write in **BREECH BLOCK** in its place. That'll help prevent using the wrong measurement for the semiannual check.



WATER AND SIDECARS DON'T MIX



What happens when you get too much water on a piece of electronic equipment? Usually a loud ZAP, a whiff of ozone and a shorted-out piece of equipment!

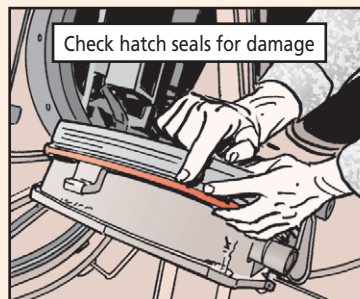
That's also true for the embedded diagnostics (ED) sidecar, NSN 6625-01-497-1915, on your M1A1 tank. Rain, ice, wash water and condensation are all dangerous for a sidecar that's improperly sealed.

Moisture can coat the sidecar's connectors and circuit boards, causing short circuits. It also promotes corrosion that can quickly put the sidecar on the sideline.

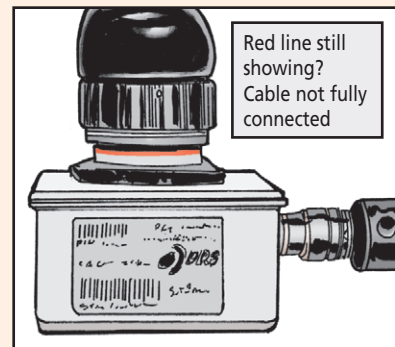
Prevention

Pages 1-1 through 1-3 of TM 9-2350-264-20-1-1 (Mar 03 w/Ch 4, Jun 09) and Page 2-4 of TM 9-2350-264-20-2-1 (Apr 03, w/Ch 4, Jul 09) tell you some of the cleaning procedures to follow if you spot moisture problems. But your best bet is to stop those problems before they can get started. Here's how:

1. Avoid using high-pressure water when cleaning your tank. That forces water into places you don't want it to go. Use low-pressure water instead. And use only a dampened cloth for cleaning around electronic equipment.
2. Keep all hatches closed when the tank is not being used. That keeps out unwanted rainwater.
3. Check all hatch seals and make sure they're in good condition. A closed hatch won't do much good if water seeps in past a damaged seal.



4. Make sure you have the newest version of the sidecar mounting bracket, NSN 2590-01-548-9336. The pulse jet system/transmission bracket positions the sidecar so that its connector faces down, making it easier for moisture to get inside.
5. Connect and seal the sidecar cables properly. There's a red line at the base of the sidecar's threaded jack. If you can still see the red line after the cable is in place, it's not fully connected. That also makes it easier for moisture to get inside.



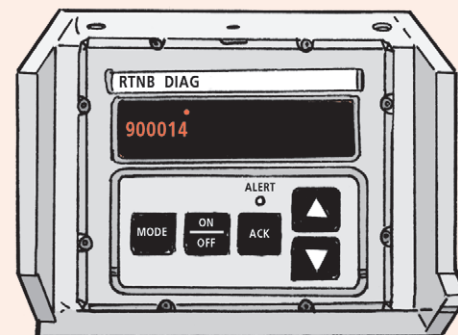
When Failure Occurs

No matter how hard you try to prevent them, sidecar failures still occasionally happen.

You'll know a sidecar has problems when a six digit fault code (900001 to 900020) appears on the redesigned turret networks box (RTNB) diagnostics display. The last two digits pinpoint the location of the bad sidecar as detailed in the full diagnostics software.

Write down the fault code on the DA Form 5988-E and include the run ID number like it says in Chap 3 of TM 9-2350-264-10-2. That makes finding and replacing a bad sidecar much easier for maintenance personnel.

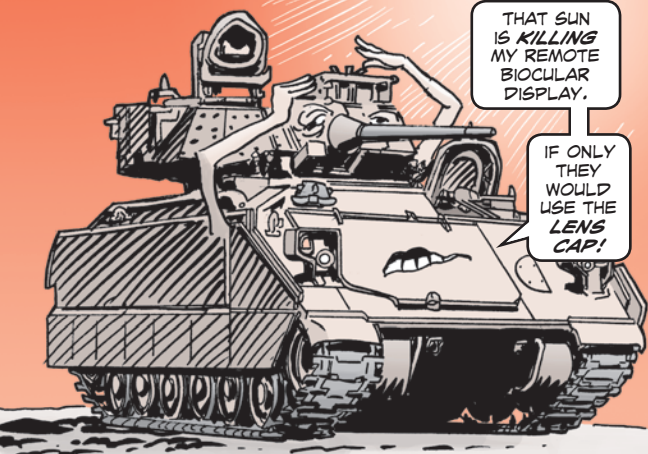
Look for six digit fault code on RTNB display



M548A1 Differential Oil Temperature Lead Clamp

NSN 5340-00-291-5323, shown as Item 3 in Fig 123 of TM 9-2350-247-24P (Mar 03), brings 100 loop clamps for the differential oil temperature lead on your M548A1 cargo carrier. Problem is, you only need one clamp. Use NSN 5340-00-200-3045 (PN AS21919WDG24, CAGE 81343) instead. That NSN brings just one loop clamp and will save you some dough. Make a note until the TM is updated.

CIV PM SOP



THE BRADLEY'S COMMANDER'S INDEPENDENT VIEWER (CIV) WON'T BE DOING MUCH VIEWING IF ITS SENSOR ASSEMBLY UNIT (SAU) OR REMOTE BIOCLULAR DISPLAY (RBD) IS DAMAGED.

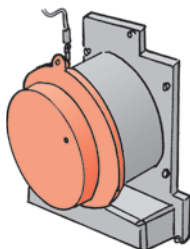
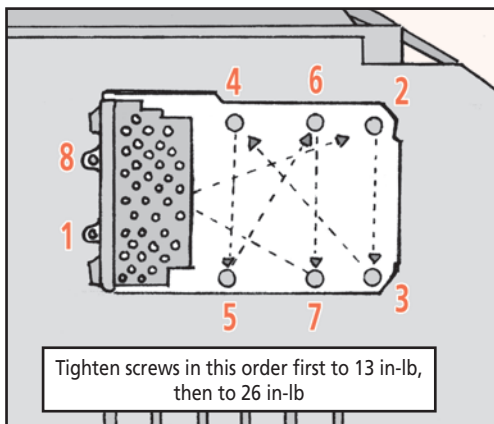
MAKE THIS CIV PM SOP...

When you install the SAU, carefully follow this procedure to torque its screws:

Beginning with captive screw 1 and following the other seven screws in their numbered order, torque each of the eight screws to 13 in-lb. Then follow the same order to torque the screws to 26 in-lb. This procedure ensures the SAU won't crack when you install it.

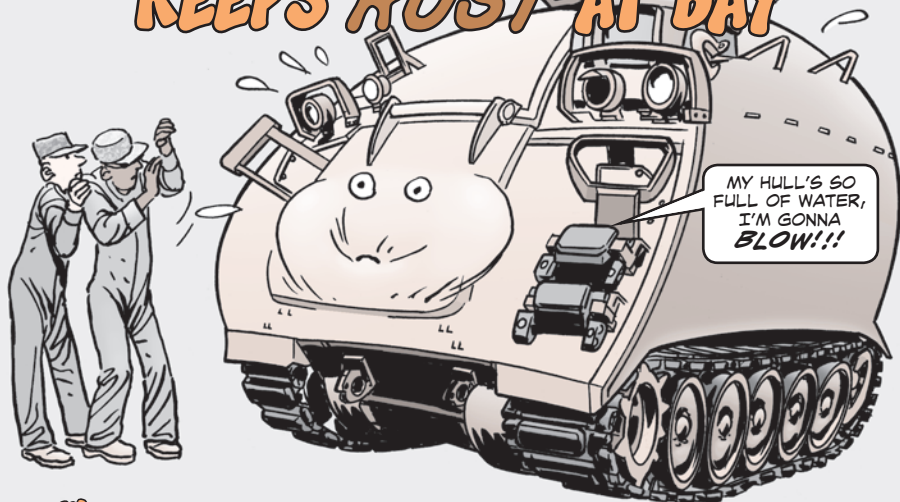
Direct sunlight is hard on the RBD. When sunlight hits the RBD lens, it breaks down the lens protective coating. And the lens magnifies the sunlight, which causes a focused beam to hit the cathode ray tube. That heats up the RBD enough to crack it.

In the heat of Iraq, you can't keep the Bradley's hatches closed to block out the sun. So the best protection you can give the RBD is to keep its lens cap on as much as possible. If the lens cap has disappeared, order a new one with NSN 6650-01-505-0147.



Keep lens caps on RBD lens as much as possible

DRAINING HULL KEEPS RUST AT BAY



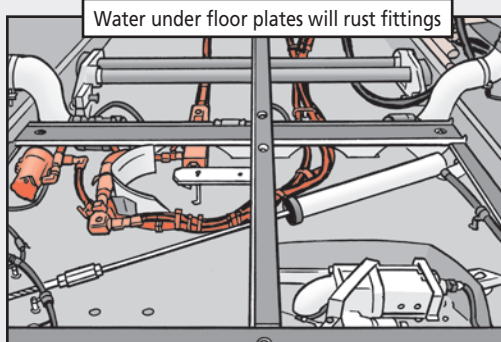
Whether it gets there from rainwater or from washing your vehicle, water always seems to collect in the hull of your M113-series vehicle. And it can cause a lot of damage.

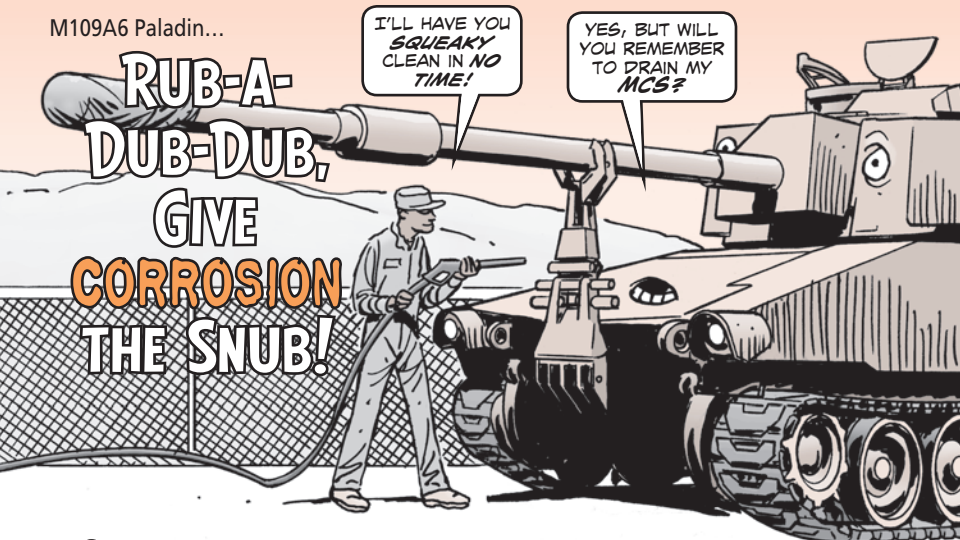
That water rusts the fuel line and ramp pump fittings under the floor plates. Pretty soon, leaks develop and your vehicle is out of business!

It's a simple matter to drain that water. Just open the three hull drain plugs, NSN 2590-00-299-0739, on the bottom of your vehicle. There are two plugs located at the front and one at the back.

‘Course, that water is probably going to be contaminated with fuel, oil, hydraulic fluid or other materials that are considered hazardous waste. So follow your unit's SOP on where to drain the hull. That's most likely at the wash rack, which is usually equipped to separate fuel, oil and other materials from the water.

If the water level is low, you can also use drip pans. Just make sure you dispose of the wastewater properly.





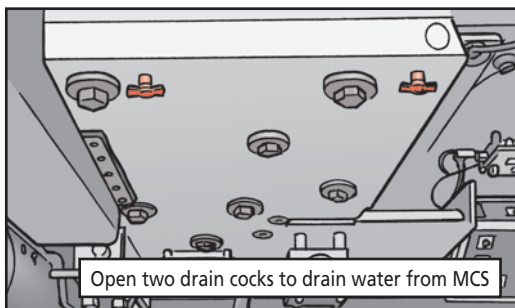
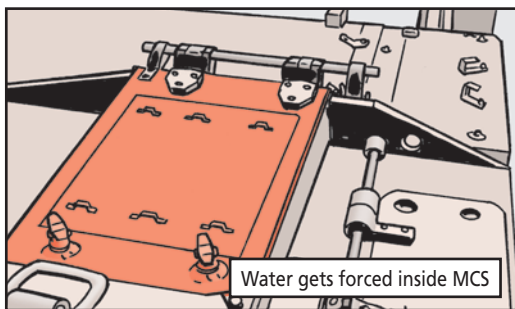
Crewmen, the microclimate conditioning system (MCS) on your M109A6 Paladin is a lot like a bathtub. Until you pull the drainplug, it's gonna stay full of water. And that's a bad situation for the MCS.

High-pressure water from the wash rack is forced inside the MCS. And it's trapped there. Eventually, the circuit boards and other components will corrode. Then your unit ends up with a very expensive repair.

Preventing that damage is simple.

After you've put the vehicle through the wash rack, drain the water from the MCS by opening the two drain cocks on the cab's ceiling just under the MCS. Just make sure you use a bucket to catch the water to prevent a mess inside the cab.

A change to TM 9-2350-314-10 will add this procedure to the PMCS tables.



Idling Times Important



THE IDLING ARTICLE ON PAGE 2 OF PS 670 WAS GOOD, BUT I'M GONNA LET THE EDITOR KNOW THAT IDLING FOR THE PALADIN AND AMMO CARRIER IS IMPORTANT, TOO!

Dear Editor,

I just finished reading a good article on Page 2 of PS 670 (Sep 08) about proper startup and shutdown procedures for turbocharged Stryker engines. In essence, the article talked about idling the engine after startup and before shutdown to help circulate oil to the turbocharger and prevent bearing damage.

Here at Anniston Army Depot, we know just how important this is for other vehicles, too. We've encountered similar issues with the turbochargers on the M109A6 Paladin and M992A2 ammo carrier.

Some of the bearing failures we're seeing could easily be attributed to incorrect startup and shutdown procedures. Can you let units know that both of these vehicles need the same advice about warm up and cool down to protect the turbochargers?

Donald Price
Vehicle Quality Manager
Anniston Army Depot, AL

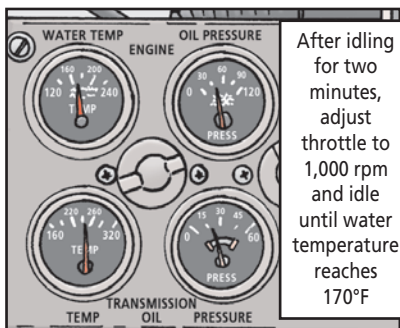
Editor's note: You bet, Mr. Price! Drivers, idling times for your vehicles are just as important as for the Stryker. Here's the straight scoop:

M109A6 Paladin. After startup, idle the engine for about two minutes. Then adjust the throttle to 1,000 rpm until the water temperature reaches 170°F. You'll find this info on Page 2-88 of TM 9-2350-314-10 (Feb 99).

Before shutdown, set the throttle at 1,000 to 1,200 rpm and idle for about five minutes or until the water temperature is 185°F or less. This info is on Page 2-101 of TM 9-2350-314-10.

M992A2 Ammo Carrier. After startup, idle the engine for about two minutes. Then adjust the throttle to 1,000 rpm until the water temperature reaches at least 170°F. You'll find this info on WP 0012 00-6 of TM 9-2350-293-10 (Dec 01).

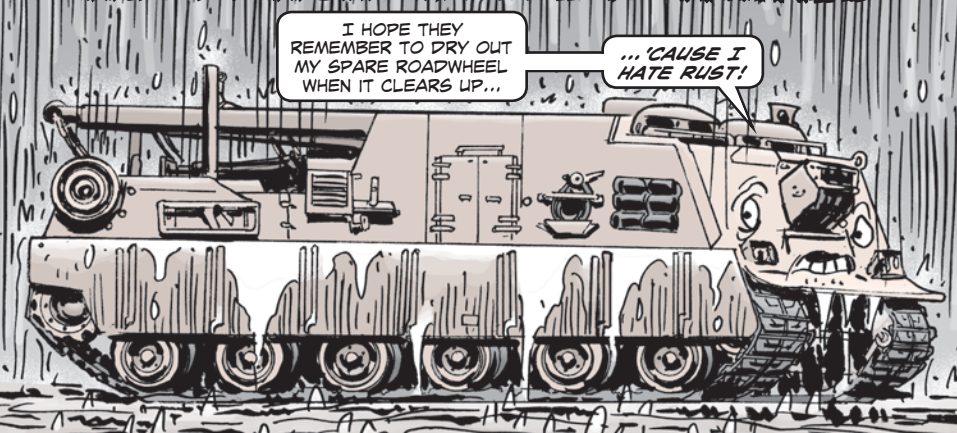
Before shutdown, set the throttle at 1,000 to 1,200 rpm and idle for three to five minutes or until the water temperature measures 185°F or less. Then set the throttle to 550 to 600 rpm and idle for one to three minutes before stopping the engine. This info is on WP 0018 00-2 of TM 9-2350-293-10 (Dec 01).



RUSTY ROADWHEEL IS RUINED

I HOPE THEY
REMEMBER TO DRY OUT
MY SPARE ROADWHEEL
WHEN IT CLEARS UP...

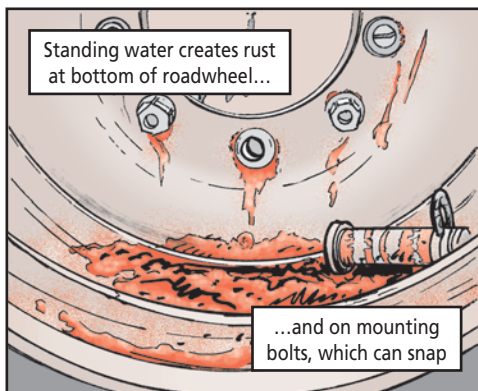
... 'CAUSE I
HATE RUST!



The spare roadwheel hanging on the side of your M88-series recovery vehicle will turn into a rusty ornament if you don't keep it dry, mechanics.

When bolted to the side of the vehicle, the roadwheel sits at angle. That allows rain and wash water to pool in the bottom of the roadwheel. The water sits there until it evaporates.

When this happens over and over, rust is the result. Not only does the bottom of the roadwheel develop severe rust, but the lug nuts can actually rust in place on the mounting bolts. Those rusted bolts often snap when you try to remove the nuts.



You can prevent the damage, but it'll take a little work on your part. First, use a little antiseize compound on the lug nuts and bolts when mounting the spare roadwheel. That prevents rust and makes the nuts easier to remove later. Get a 4-oz tube of antiseize compound with NSN 8030-00-059-2761.

Second, after washing your vehicle, and after any rainfall, take a few rags and soak up the pool of water in the bottom of the roadwheel. That will keep the roadwheel ready when you need it.

DLA, TARDEC & TACOM Tire Catalogs

GOT THE
LATEST TIRE
AND WHEEL
ASSEMBLY
INFORMATION
FOR YOUR
TACTICAL
VEHICLES?

IF NOT,
KEEP
READING.

EYEBALL OUR
ARTICLE ON PAGES
10-13 OF PS 666
(MAY 08), TOO.

YOU CAN READ IT ONLINE
USING THIS LINK:

<https://www.logsa.army.mil/psmag/archives/PS2008/666/666-10-13.pdf>

That article told you the Army gave the tire purchasing role to DLA to save money. DLA then awarded a 5-year contract to Michelin North America to manage the military's tire supply, storage, and distribution functions. However, the Engineering Support Activity (ESA) for DOD ground vehicle tires remains within the Tank-Automotive Research, Development and Engineering Center (TARDEC).

For current tire information, see DLA's 2008 tire catalog. It contains information for tires only.

TARDEC has published a separate catalog for tire accessories, such as valves, tubes, flaps, and tire chains.

And, TACOM's wheel assembly team has published a tire and wheel assemblies catalog.

All three catalogs—Tire Catalog 2008, Tire Accessories Catalog, and Tire Assemblies—are grouped together for easy access online:

<http://www.dodgroundtires.com/reference-materials.html>

Like previous editions of the Tire Catalog, you'll find updates, such as the addition of new NSNs, deletion of obsolete NSNs, and other corrections. Of course, you should verify this information with what's in your TMs. And make sure you order the right tires and wheel assemblies for your system.

By the way, a 2009 tire and wheel assembly list was posted in July 2009. Make sure you check the dates of the postings for the latest information. If the last tire posting you see is more than a year old, contact the DSCC Tire Team for updated information. And for answers to your tire questions, contact them: DSCC.TiresTeam@dl.mil

The Lowdown on Load Range E Tires

You know what a range is, but how 'bout a load range E? That's the new tire for up-armored HMMWVs that helps bear heavier vehicle weights and payloads.

The load range E tire (L/R E), NSN 2610-01-563-8328, mounts on 24-bolt tandem pattern or 20-bolt wheel assemblies rated with a load capacity of 4,540 pounds. The L/R E tire and wheel assembly, NSN 2530-01-563-8620, can handle cold tire pressure of up to 65 psi.

The previous HMMWV tire and wheel assembly, load range D (L/R D), mounts on 12-bolt or 24-bolt evenly spaced wheel assemblies and has a load capacity of 3,850 pounds. It can handle cold tire pressure of up to 50 psi.

THESE
COMBINATIONS
MAKE UP TIRE AND
WHEEL ASSEMBLY
NSN 2530-01-
563-8620



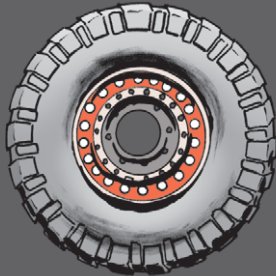
LR E MT/R Tire &
24-bolt Tandem Wheel



LR E MT/R Tire &
20-bolt Wheel



LR E Baja Tire &
24-bolt Tandem Wheel



LR E Baja Tire &
20-bolt Wheel

It's not safe to mix the new L/R E tire and wheel assembly with the L/R D tire and wheel assembly.

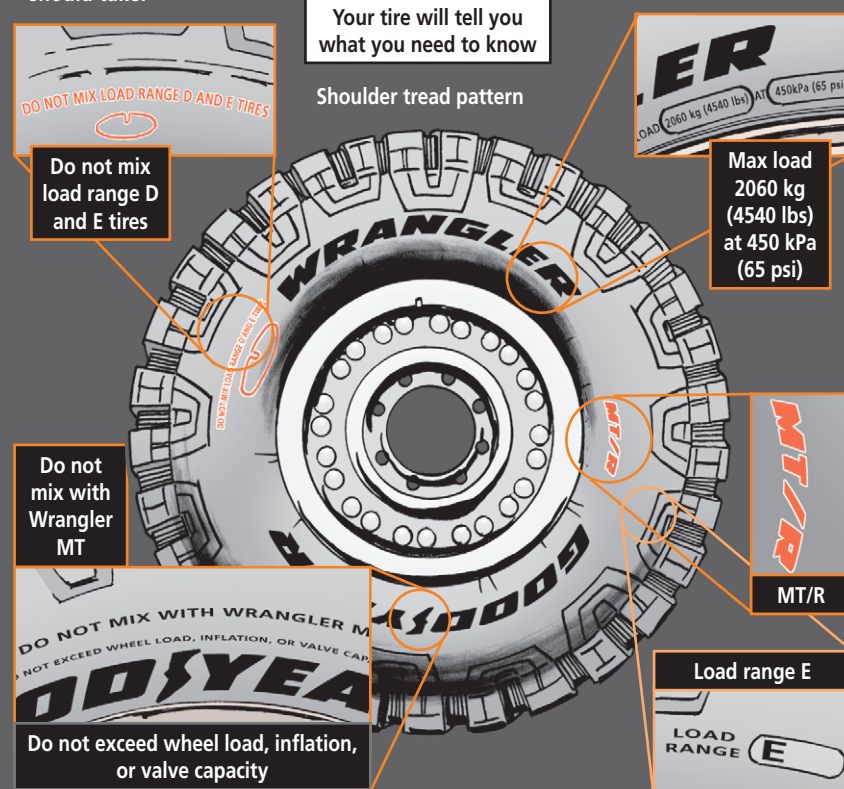
The L/R E can handle more tire pressure and load capacity than the L/R D, so **don't** mix them on the same vehicle, including the spare

Mixing can lead to wheel failure.

Also, don't install an L/R E rated tire on an L/R D wheel assembly. Don't install an L/R D tire on an L/R E wheel assembly either.

Again, no mixing!

Before adjusting tire pressure, make sure you verify the tire and wheel rating. Wheel ratings are stamped on the outer rim. Don't use more pressure than the tire should take.



A HMMWV tire and wheel assembly reference guide is available online to help with this:

https://aeps2.ria.army.mil/commodity/Gpm/Tacom_WN/tire-fitment-chart.pdf

For more info, eyeball TACOM LCMC's GPA 09-013:

https://aeps2.ria.army.mil/commodity/gpm/tacom_wn/gpa09-013.html

Or contact TACOM's expert on this subject:

Joseph Celeste: DSN 786-5532, (586) 239-5532, joseph.celeste@us.army.mil

HMMWVs...

More Tires Keep Rollin'

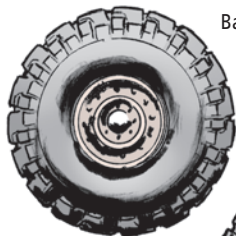
THE DEMAND FOR
HMMWV TIRES IN SWA
ISN'T GOING AWAY.

THAT MEANS YOU USERS WILL CONTINUE
TO USE GOODRICH BAJA AND GOODYEAR
MT/R TIRES AND WHEEL ASSEMBLIES
THAT COME WITH NSN 2610-01-541-4090.

The Goodrich Baja and Goodyear MT/R tires and tire/wheel assemblies can be mixed with each other, but **don't** mix them with the Goodyear MT tire and tire/wheel assemblies. Also, make sure the spare tire on your vehicle is compatible with the tires on the ground.

WANT MORE?
TAKE A LOOK AT THIS
INFO THAT OUTLINES
TIRE COMPATIBILITY
ISSUES...

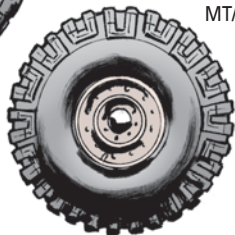
Baja



Only new versions
can be mixed

Both come with NSN
2610-01-541-4090

MT/R



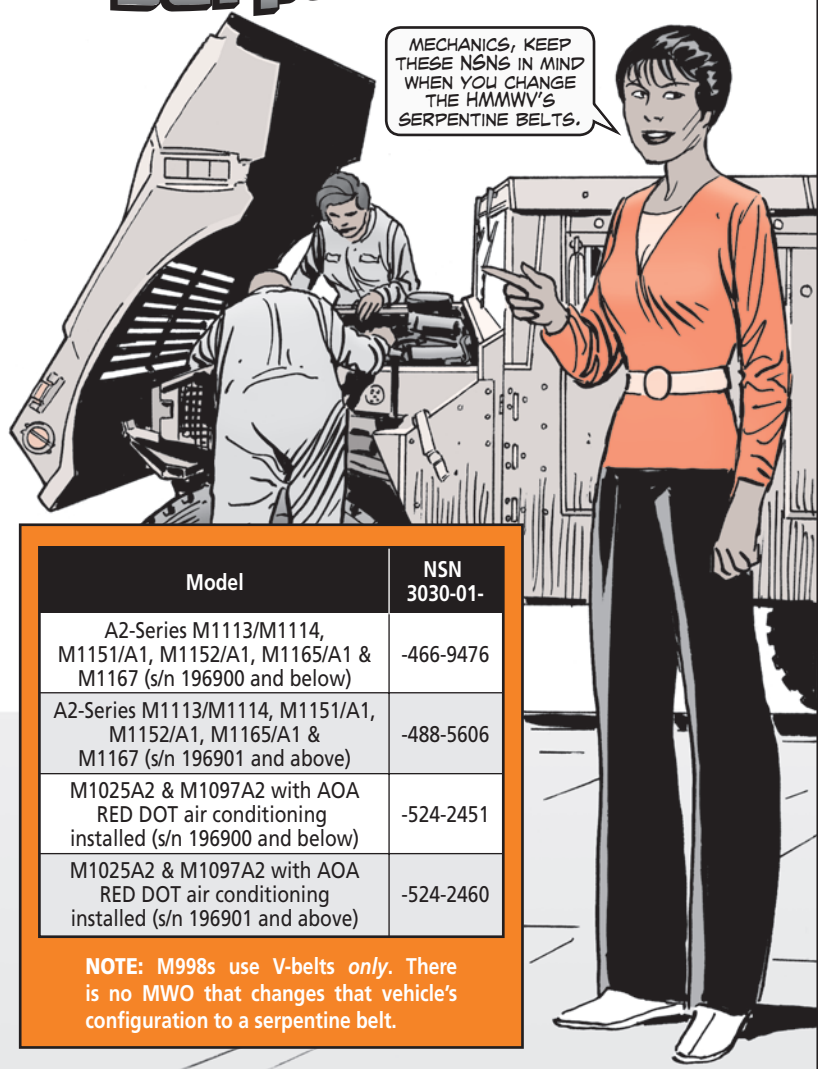
TACOM SOUM 08-002, HMMWV Tires

https://aeps2.ria.army.mil/commodity/soum/tacom_wn/08/soum08-002.html

TACOM MAM 08-019, 24 Bolt Wheel Assembly

https://aeps2.ria.army.mil/commodity/mam/tacom_wn/08/mam08-019.html

HMMWV Serpentine Belts



MECHANICS, KEEP THESE NSNs IN MIND WHEN YOU CHANGE THE HMMWV'S SERPENTINE BELTS.

Model	NSN 3030-01-
A2-Series M1113/M1114, M1151/A1, M1152/A1, M1165/A1 & M1167 (s/n 196900 and below)	-466-9476
A2-Series M1113/M1114, M1151/A1, M1152/A1, M1165/A1 & M1167 (s/n 196901 and above)	-488-5606
M1025A2 & M1097A2 with AOA RED DOT air conditioning installed (s/n 196900 and below)	-524-2451
M1025A2 & M1097A2 with AOA RED DOT air conditioning installed (s/n 196901 and above)	-524-2460

NOTE: M998s use V-belts *only*. There is no MWO that changes that vehicle's configuration to a serpentine belt.

ADJUST HEADLIGHTS PROPERLY

HERE'S A PROCEDURE FOR ADJUSTING THE HEADLIGHTS OF ANY HEAVY TACTICAL TRUCK.

IT'S GUARANTEED TO AIM THE HEADLIGHT BEAM RIGHT WHERE IT SHOULD—AND GET THE GLARE OUT OF THE EYES OF OTHER DRIVERS.

BEFORE YOU DO ANY ADJUSTING, THOUGH, HERE'S A MUST: MAKE SURE YOUR VEHICLE DOESN'T HAVE ANY CARGO IN IT.

OTHERWISE, YOU'LL BE WASTING YOUR TIME.

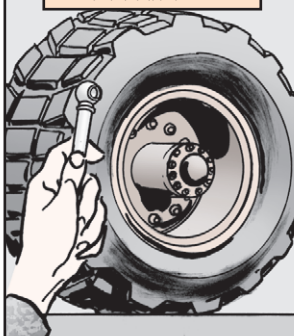
YOU'LL GET THE RIGHT ADJUSTMENT ONLY WHEN THE VEHICLE'S UNLOADED.

CHECK AND ADJUST HEADLIGHTS FOLLOWING THESE STEPS...

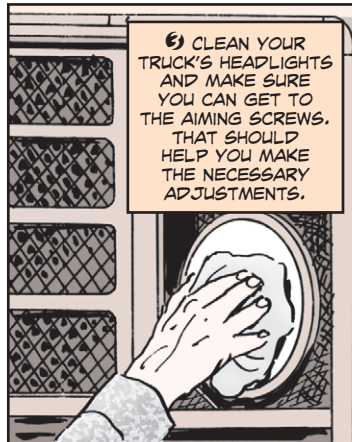
1 GET A PENCIL OR CHALK AND A MEASURING TAPE OR YARDSTICK FOR MARKING AND MEASURING.



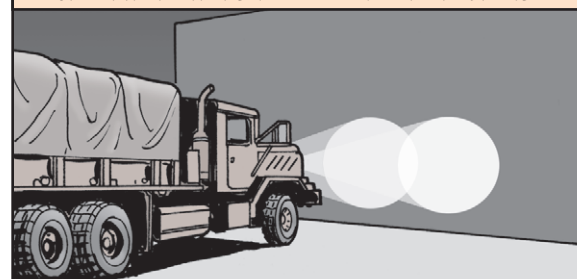
2 MAKE SURE YOUR TRUCK'S TIRES HAVE THE RIGHT AMOUNT OF AIR IN THEM.



3 CLEAN YOUR TRUCK'S HEADLIGHTS AND MAKE SURE YOU CAN GET TO THE AIMING SCREWS. THAT SHOULD HELP YOU MAKE THE NECESSARY ADJUSTMENTS.

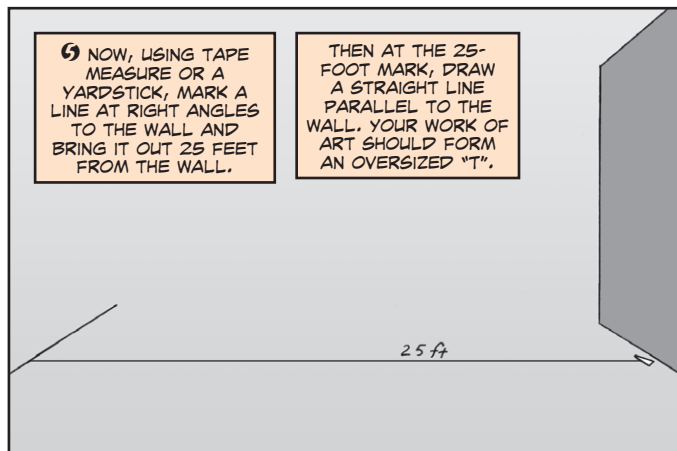


4 FIND SOME LEVEL TERRAIN. IF THERE'S PAVEMENT IN THE AREA, THAT'S FINE. SOMEWHERE ON THE LEVEL STRETCH, YOU'LL NEED A FLAT, VERTICAL, LIGHT-COLORED SURFACE—A WALL OR FENCE—ANYTHING THAT'S STRAIGHT UP AND DOWN. AND YOU'LL NEED A LEVEL AREA EXTENDING BACK FROM THE VERTICAL SURFACE ABOUT 75 FEET. THAT SHOULD GIVE YOU ENOUGH ROOM TO MOVE YOUR TRUCK BACK AND FORTH AS YOU CHECK YOUR HEADLIGHTS.



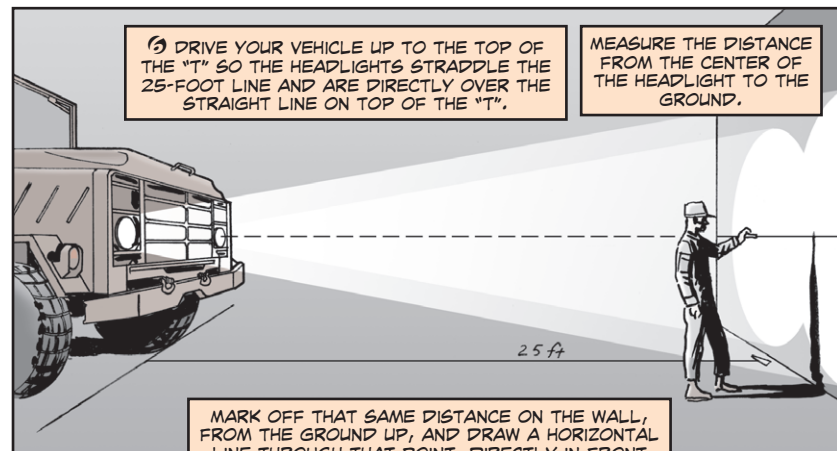
5 NOW, USING TAPE MEASURE OR A YARDSTICK, MARK A LINE AT RIGHT ANGLES TO THE WALL AND BRING IT OUT 25 FEET FROM THE WALL.

THEN AT THE 25-FOOT MARK, DRAW A STRAIGHT LINE PARALLEL TO THE WALL. YOUR WORK OF ART SHOULD FORM AN OVERSIZED "T".



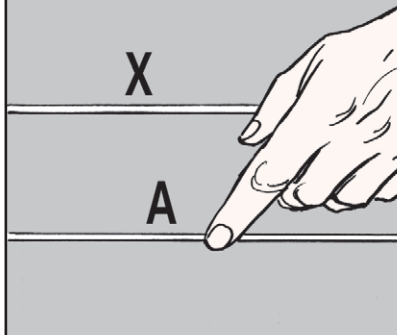
6 DRIVE YOUR VEHICLE UP TO THE TOP OF THE "T" SO THE HEADLIGHTS STRADDLE THE 25-FOOT LINE AND ARE DIRECTLY OVER THE STRAIGHT LINE ON TOP OF THE "T".

MEASURE THE DISTANCE FROM THE CENTER OF THE HEADLIGHT TO THE GROUND.

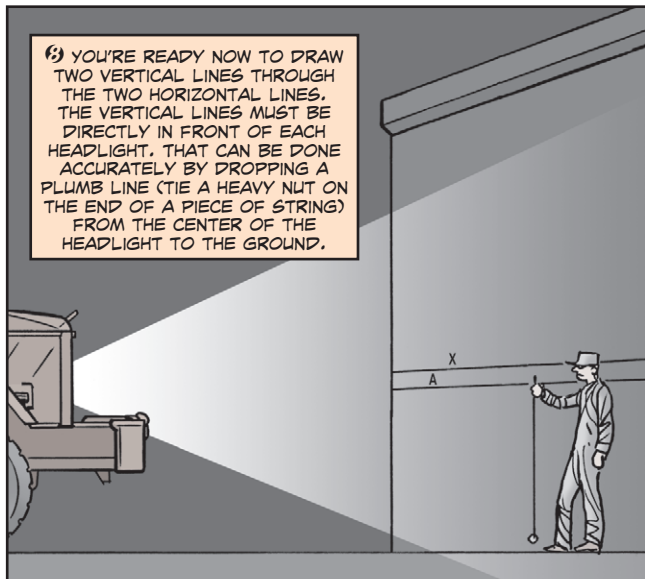


MARK OFF THAT SAME DISTANCE ON THE WALL, FROM THE GROUND UP, AND DRAW A HORIZONTAL LINE THROUGH THAT POINT, DIRECTLY IN FRONT OF THE VEHICLE. CALL THAT LINE X.

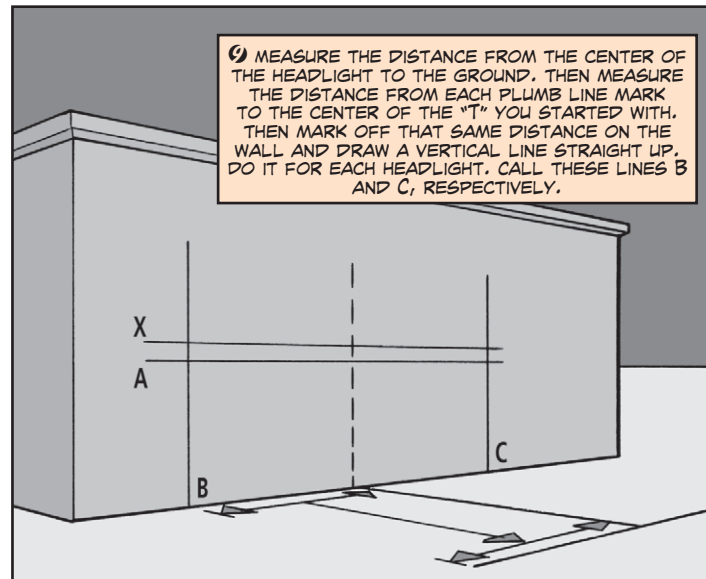
8 NOW LINE X IS THE SAME DISTANCE FROM THE GROUND AS THE CENTER OF THE HEADLIGHTS. DRAW A SECOND LINE 4 INCHES BELOW LINE X AND PARALLEL TO IT. CALL THE SECOND LINE A.



9 YOU'RE READY NOW TO DRAW TWO VERTICAL LINES THROUGH THE TWO HORIZONTAL LINES. THE VERTICAL LINES MUST BE DIRECTLY IN FRONT OF EACH HEADLIGHT. THAT CAN BE DONE ACCURATELY BY DROPPING A PLUMB LINE (TIE A HEAVY NUT ON THE END OF A PIECE OF STRING) FROM THE CENTER OF THE HEADLIGHT TO THE GROUND.



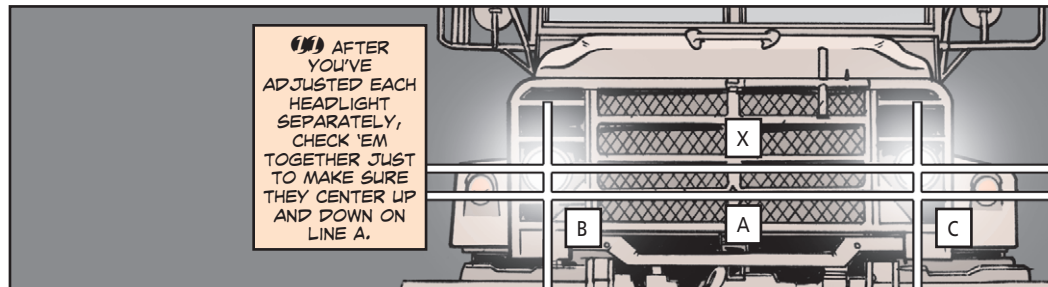
10 MEASURE THE DISTANCE FROM THE CENTER OF THE HEADLIGHT TO THE GROUND. THEN MEASURE THE DISTANCE FROM EACH PLUMB LINE MARK TO THE CENTER OF THE "T" YOU STARTED WITH. THEN MARK OFF THAT SAME DISTANCE ON THE WALL AND DRAW A VERTICAL LINE STRAIGHT UP. DO IT FOR EACH HEADLIGHT. CALL THESE LINES B AND C, RESPECTIVELY.



11 TURN ON THE HEADLIGHTS AND SELECT LOW BEAM. COVER ONE HEADLIGHT WHILE YOU'RE AIMING THE OTHER. AIM THE HEADLIGHT SO THE BEAM CENTERS AT THE INTERSECTING HORIZONTAL AND VERTICAL LINES A AND B, OR A AND C, DEPENDING ON WHICH HEADLIGHT YOU'RE ADJUSTING.

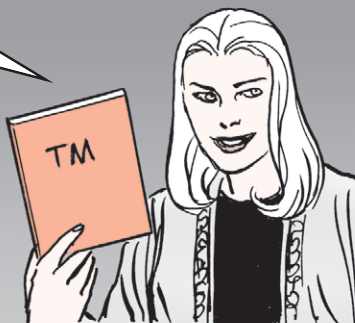
ADJUST THE LEFT (DRIVER SIDE) LIGHT SO THAT THE AREA OF HIGH INTENSITY IS LOCATED WITH ITS LEFT EDGE ON LEFT LINE B AND ITS UPPER EDGE IS ON THE HORIZONTAL LINE. ADJUST THE RIGHT (PASSENGER SIDE) LIGHT SO THAT THE AREA OF HIGH INTENSITY IS CENTERED ON RIGHT LINE C AND THE UPPER EDGE IS ON THE HORIZONTAL LINE.

12 AFTER YOU'VE ADJUSTED EACH HEADLIGHT SEPARATELY, CHECK 'EM TOGETHER JUST TO MAKE SURE THEY CENTER UP AND DOWN ON LINE A.



THESE GENERAL GUIDELINES OUGHT TO AIM YOUR TRUCK'S HEADLIGHTS IN THE RIGHT DIRECTION.

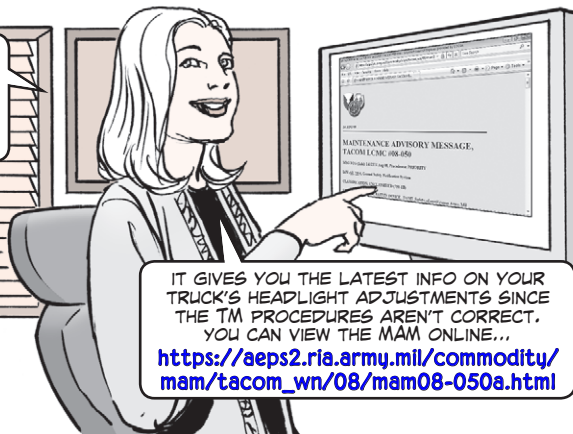
BUT IT WON'T HURT TO EYEBALL YOUR TRUCK'S MAINTENANCE MANUAL TO GET SPECIFICS ON ADJUSTING HEADLIGHTS ON YOUR TRUCK.



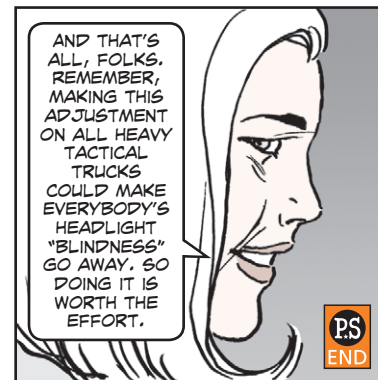
BUT HEMTT, PLS, AND HET DRIVERS SHOULD HEED TACOM MAM 08-050.

IT GIVES YOU THE LATEST INFO ON YOUR TRUCK'S HEADLIGHT ADJUSTMENTS SINCE THE TM PROCEDURES AREN'T CORRECT. YOU CAN VIEW THE MAM ONLINE...

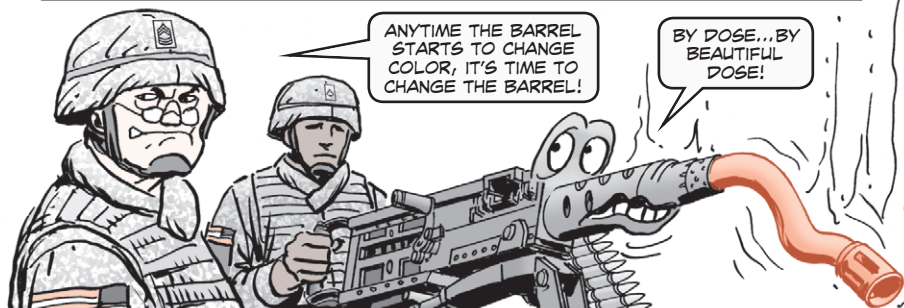
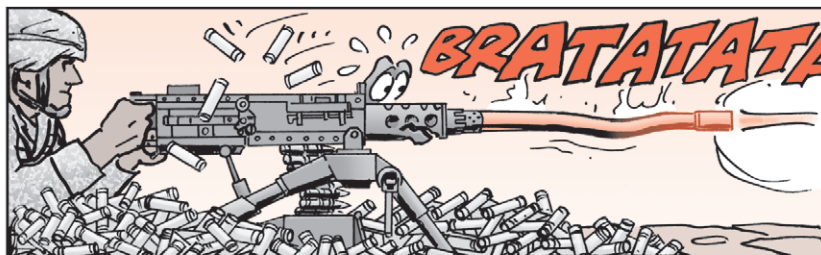
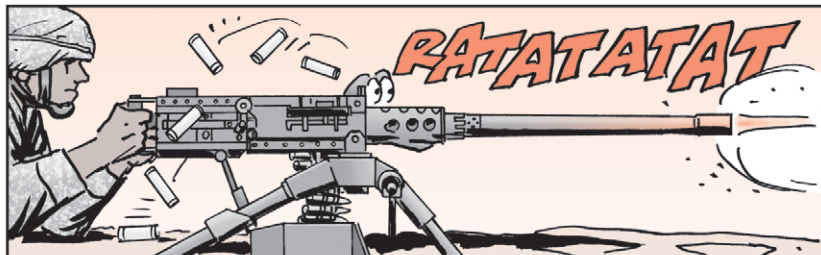
https://aeps2.ria.army.mil/commodity/mam/tacom_wn/08/mam08-050a.html



AND THAT'S ALL, FOLKS. REMEMBER, MAKING THIS ADJUSTMENT ON ALL HEAVY TACTICAL TRUCKS COULD MAKE EVERYBODY'S HEADLIGHT "BLINDNESS" GO AWAY. SO DOING IT IS WORTH THE EFFORT.



COLOR CHANGES? CHANGE BARREL!

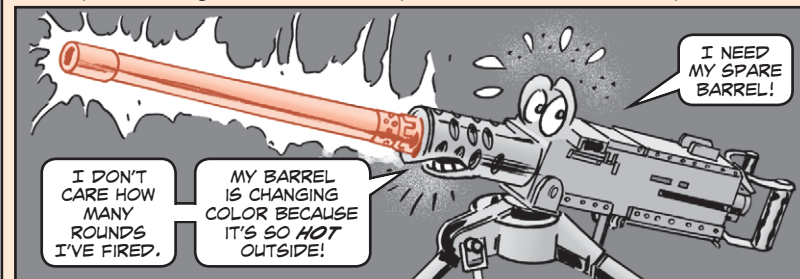


Dear Editor,

As members of the Ft Polk MATES, we support units when they go to the range to fire their machine guns. We find many Soldiers don't realize that the standard has changed for changing the M2 machine gun barrel during firing. The result is ruined barrels.

The standard used to be to change the M2 barrel at the end of a day of firing, no matter how many rounds were fired. That's still true if you're firing single shot. But if you're firing slow fire (40 or fewer rounds per minute), you should change the barrel every hour. If you're firing rapid fire (200 rounds per minute), change the barrel every half hour.

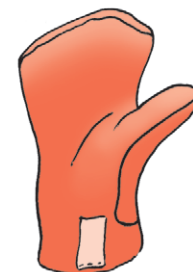
But anytime you see the barrel change color, you should immediately change the barrel. That goes for any machine gun. We've seen M2 barrels actually turn orange from the heat. By then, the barrel is already ruined.



The M2 barrel becomes too hot to handle with your bare hand or a glove. That's why every M2 needs the barrel mitten, NSN 8415-01-092-0039. Be careful what you lay the hot barrel on. It can melt or burn plastic or cloth.

Barrels, especially M2 barrels, are not cheap. Don't ruin a barrel by firing and firing without giving the barrel a rest. Take the spare barrel to the field and use it.

SFC Charles Woodham
SSG John Doolittle
MATES
Ft Polk, LA



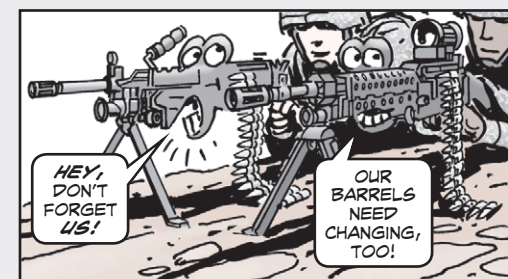
Every M2 needs barrel mitt

Editor's reply: Excellent points. Besides ruining the barrel, firing and firing through the same barrel can also cause cookoffs, damage the bolt, and ruin headspace, which can cause the machine gun to explode. Here are the firing limits on the M240 and M249:

M240: Change the barrel every 10 minutes during sustained fire (100 rounds per minute) and every two minutes during rapid fire (200 rounds per minute).

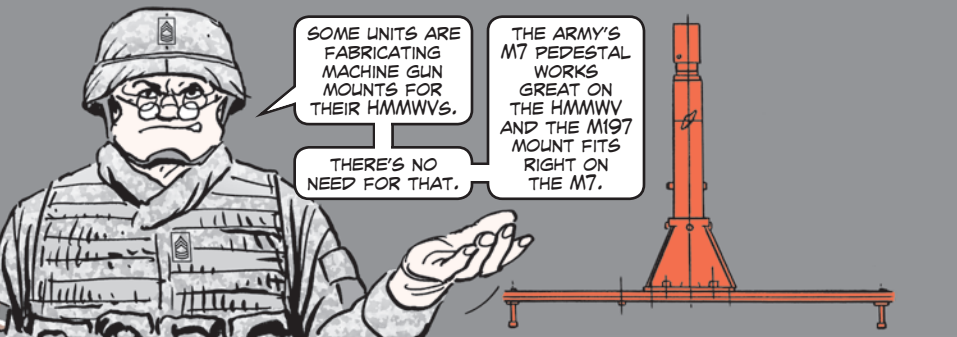
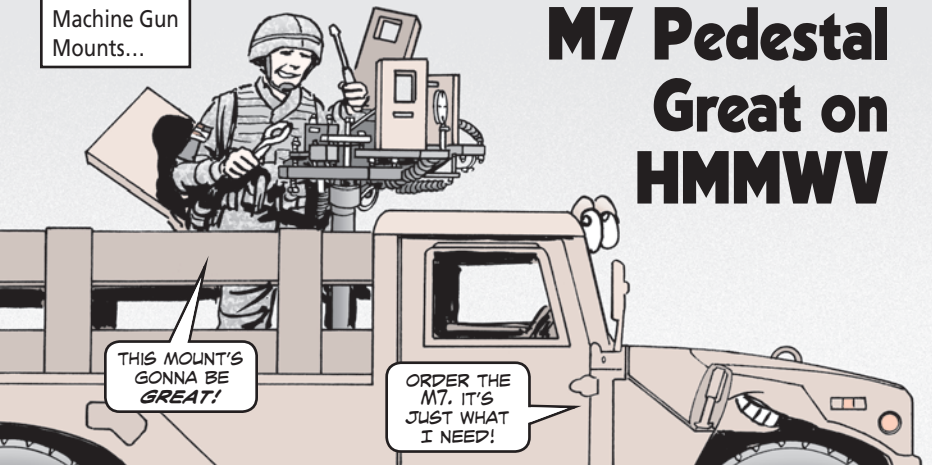
M249: During both sustained fire (40 rounds per minute) and rapid fire (100 rounds per minute), change the barrel every 200 rounds.

When it's hot outside, change the barrel sooner. And, remember, blanks heat up the barrel just as much as live rounds.



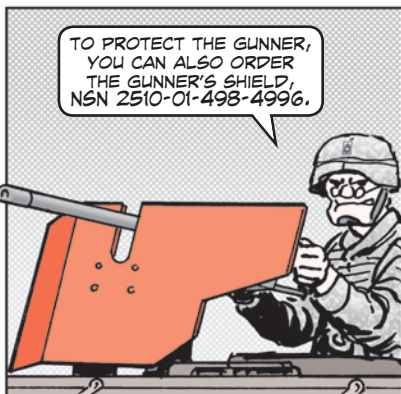
Machine Gun
Mounts...

M7 Pedestal Great on HMMWV



The M7, NSN 1005-01-518-9037, can be mounted in the forward or rear (over the wheel wells) positions on the M998 cargo carrier, depending on the mission.

The M7 comes with a large mounting plate to stop spent casings from building up along the edges of the vehicle bed and to provide additional blast protection from below. Its column base is designed to eliminate cracked support braces and tripping hazards. And it has a depression stop to prevent accidental firing in the cab area.

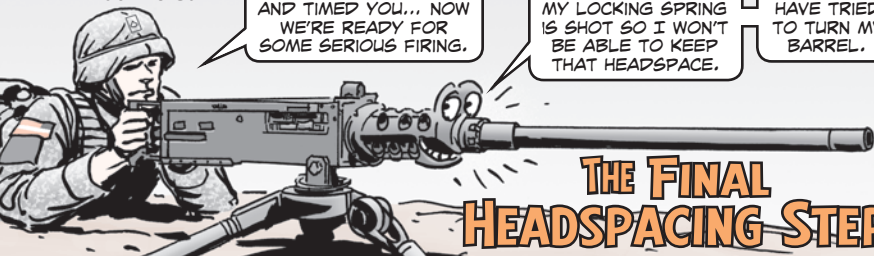


M2 Machine Gun...

I'VE HEADSPACED
AND TIMED YOU... NOW
WE'RE READY FOR
SOME SERIOUS FIRING.

HOLD ON, SPEEDY.
MY LOCKING SPRING
IS SHOT SO I WON'T
BE ABLE TO KEEP
THAT HEADSPACE.

YOU SHOULD
HAVE TRIED
TO TURN MY
BARREL.

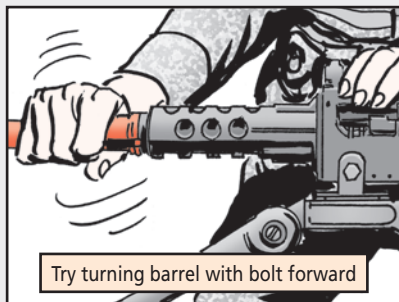


THE FINAL HEADSPACING STEP

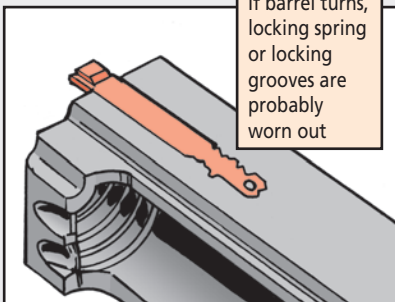
M2 gunners should know that before they fire their M2 machine guns they should **always** headspace and time the weapon first. If they don't, they risk ruptured rounds and damage to the barrel.

But headspacing and timing won't do much good if you have a barrel with worn locking grooves or a worn locking spring. They will let the barrel turn during firing and soon you'll have bad headspace.

It's easy to check for worn locking grooves or a locking spring, though. When you've finished headspacing and timing, let the bolt go all the way forward. Try to turn the barrel. If it turns at all, either the barrel or locking spring is shot. Your armorer needs to check it out. Never fire an M2 whose barrel can be turned.



Try turning barrel with bolt forward

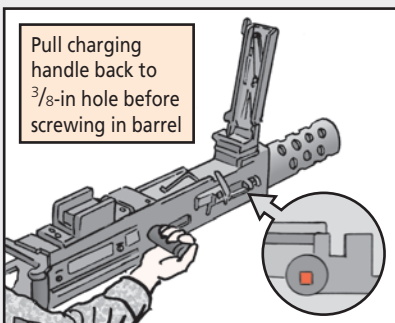


If barrel turns,
locking spring
or locking
grooves are
probably
worn out



TO PREVENT
BARREL WEAR,
REMEMBER TO
PULL THE CHARGING
HANDLE BACK TO
THE $\frac{3}{8}$ -IN HOLE
IN THE RECEIVER
BEFORE SCREWING
IN THE BARREL.

IF YOU REPEATEDLY
FORCE THE BARREL
ON WITHOUT
DOING THAT, ITS
LOCKING GROOVES
EVENTUALLY WILL
WEAR OFF.



Pull charging
handle back to
 $\frac{3}{8}$ -in hole before
screwing in barrel



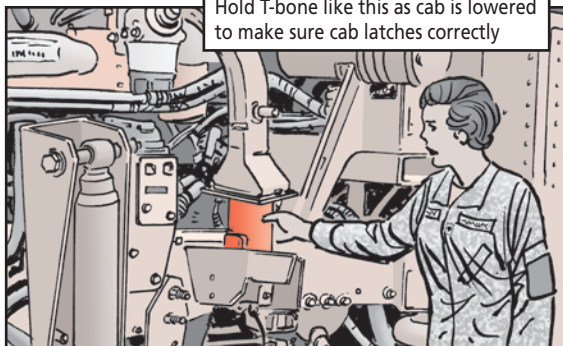
BETTER WAYS TO LOWER THE CAB!

Dear Editor,

Lowering the cab on the HIMARS can be tricky unless you remember a couple of tricks:

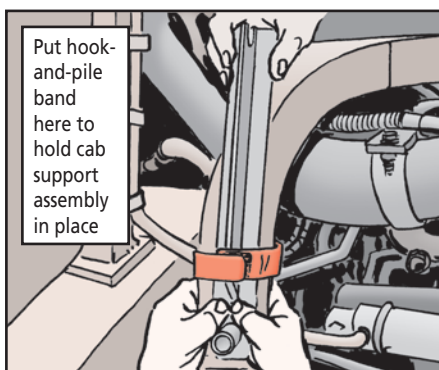
- When you lower the cab, the cab latch can be pushed backwards under the bracket for the BII mount. Then the next time the cab is lifted it breaks a hydraulic line and the cab can't be raised or seated properly for movement until the line is fixed.

Prevent this by holding the T-bone for the cab latch forward as you lower the cab to make sure the cab latches with the latch bar. You will need to hold the T-bone at the base so your fingers won't be pinched. Also stand back so your head won't be conked by the fender.



- There's a similar problem with the cab support assembly. It's sometimes difficult to keep it in place as you lower the cab. Unfortunately, you can't hold it in place because you risk pinching your fingers. Our solution is to use a hook-and-pile band like the ones used to secure cables to keep the cab support in the correct position.

SSG Curtis Harwood
SPC Jerald Fight
3/27 FAR
Ft Bragg, NC

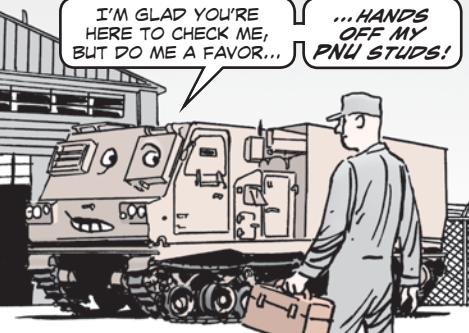


Editor's note: Nice ideas, guys. I'm sure they'll help other HIMARS crews.

Don't Touch PNU Studs!

I'M GLAD YOU'RE HERE TO CHECK ME, BUT DO ME A FAVOR...

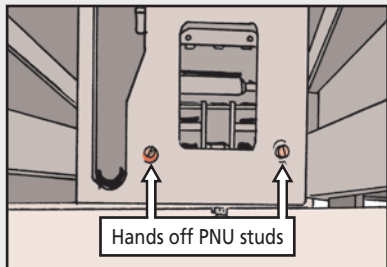
...HANDS OFF MY PNU STUDS!



Never mess with the alignment studs for the MLRS's positioning navigation unit (PNU) azimuth. If the studs are loose or out of adjustment, the PNU is out of alignment, which could cause the launcher to aim wrong and fire rockets inaccurately. That could kill the wrong people.

If the studs are loose, missing or out of alignment, the launcher is NMC and the MLRS must go all the way to depot for repair.

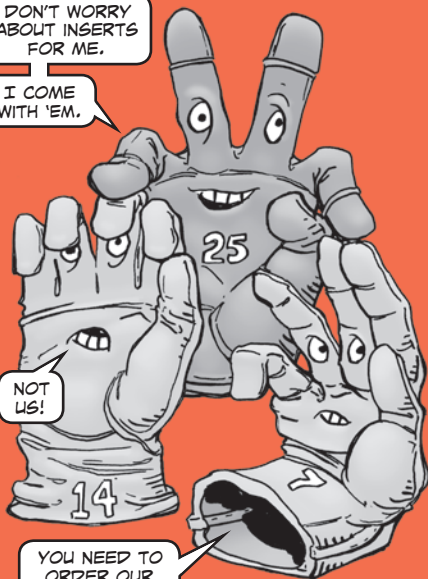
Check the studs during your weekly PMCS. If they're missing, damaged or appear to be loose, immediately tell your repairman. Your launcher is out of action until the studs are checked out.



ORDERING GLOVE INSERTS

DON'T WORRY ABOUT INSERTS FOR ME.

I COME WITH 'EM.



Dear Half-Mast,

Are there NSNs for the white inserts used with JSLIST gloves?
R.D.

Dear Mr. R.D.,

The 25-mil glove comes packaged with the cotton inserts, but those for the 7- and 14-mil gloves must be ordered separately with these NSNs:

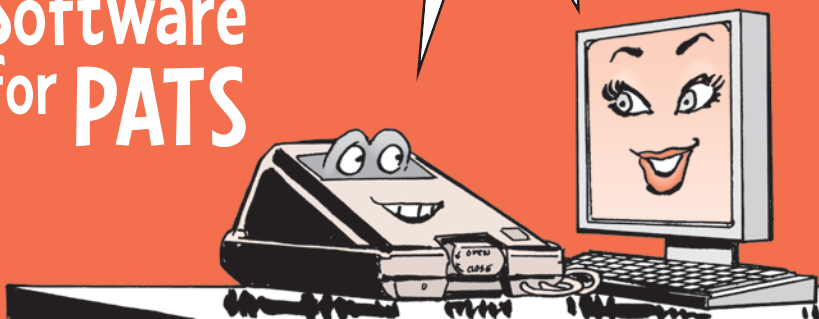
- small, NSN 8415-01-138-2494
- medium, NSN 8415-01-138-2495
- large, NSN 8415-01-138-2496

Half-Mast

Computer Software for PATS

HEY, WITH THIS NEW SOFTWARE WE CAN WORK TOGETHER!

THIS COULD BE THE START OF A BEAUTIFUL FRIENDSHIP!



FREE SOFTWARE IS AVAILABLE THAT LETS YOU OPERATE THE M41 PROTECTION ASSESSMENT SYSTEM (PATS) CONNECTED TO A COMPUTER.

THE COMPUTER WILL THEN AUTOMATICALLY GENERATE A RECORD OF ALL YOUR MASK TESTING WITH PATS.

TO DOWNLOAD THE SOFTWARE AND INSTRUCTIONS ON HOW TO USE IT WITH YOUR COMPUTER, GO TO THESE URLS...

http://www.tsi.com/en-1033/segments/cbrn_defense/2202/mask_fit_testing_system_for_military_organizations.aspx

http://www.tsi.com/uploadedFiles/Product_Information/Literature/Manuals/1980238b.pdf

http://www.tsi.com/uploadedFiles/Product_Information/Literature/Application_Notes/iti_088.pdf

Download the program “FitPlus™ v3.4 Fit Test Software” from the following site...

http://tsi.com/en-1033/TSI_software_and_firmware.aspx

The manual for “v3.4 fitplus software” is at...

http://www.tsi.com/uploadedFiles/Product_Information/Literature/Manuals/1980502D.pdf

Eventually, you will receive a CD with all this information the next time your PATS is returned from calibration at Redstone Arsenal.

NIGHTMARE ON PM STREET

AT A POST CALLED
FT. GREEN, TWO
SOLDIERS END A
LONG DAY BEFORE
HEADING HOME...

HEY, ROBBINS...
YOU DONE FOR
THE DAY?

RIGHT, WANG. I'M
EXHAUSTED. A LOT OF AIRCRAFT
STUFF TODAY.
GONNA CATCH
ME SOME ZZZ'S.

(JOE
RUBER)

ME TOO. I CAN
HARDLY WAIT TO
HIT THE SACK.

YEAH... A GOOD
NIGHT'S SLEEP 'LL
DO US **BOTH**
SOME GOOD,
RIGHT?



A BLACK HAWK
ON THE FLIGHT
LINE...

SHUT DOWN
THE ENGINES,
GUYS!

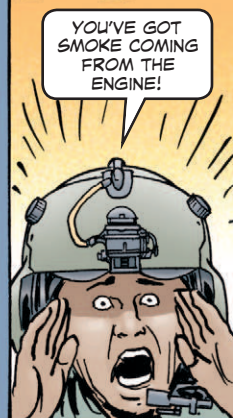
KLANKETY KLANK AKLUNK



WHAT WAS
THAT NOISE,
JONES?



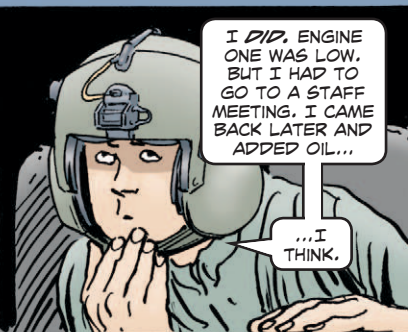
DID YOU
HEAR *THAT*?



YOU'VE GOT
SMOKE COMING
FROM THE
ENGINE!



I TOLD
YOU LAST
NIGHT TO
CHECK THE
ENGINE OIL.



I *DID*. ENGINE
ONE WAS LOW.
BUT I HAD TO
GO TO A STAFF
MEETING. I CAME
BACK LATER AND
ADDED OIL...

...I
THINK.



ON A LONELY ROAD
OUT IN THE
BOONDOCKS...

HEY, I CAN'T
WAIT 'TIL THIS
DAY'S OVER.

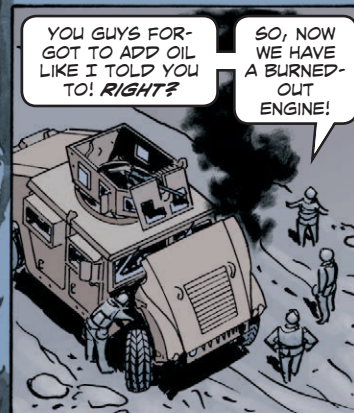


IT'LL BE
OVER AS
SOON-

**BLANG
KLUNK**



WHAT THE
HECK WAS
THAT?



YOU GUYS FOR-
GOT TO ADD OIL
LIKE I TOLD YOU
TO! *RIGHT*?

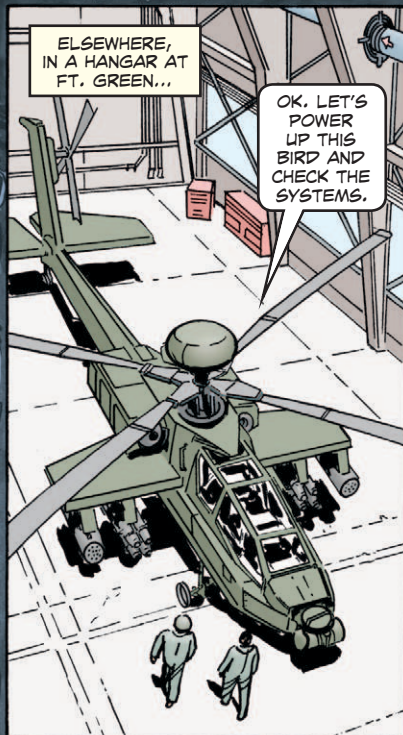
SO, NOW
WE HAVE
A BURNED-
OUT
ENGINE!



SMITH, I
THOUGHT *YOU*
ADDED TWO
QUARTS AFTER
I CHECKED IT.

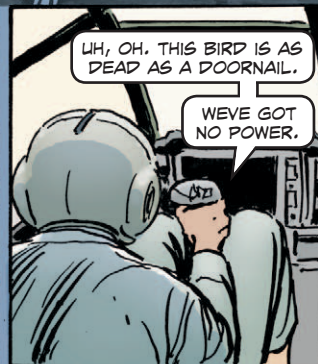
AND I
THOUGHT
YOU TOOK
CARE OF
THAT *LEAK*!

IT'S GONNA
BE A *LONG*
NIGHT!



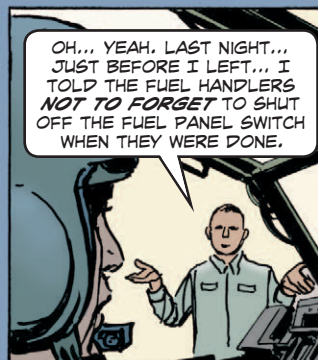
ELSEWHERE,
IN A HANGAR AT
FT. GREEN...

OK. LET'S
POWER
UP THIS BIRD AND
CHECK THE
SYSTEMS.

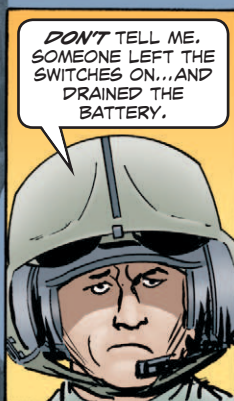


UH, OH. THIS BIRD IS AS
DEAD AS A DOORNAIL.

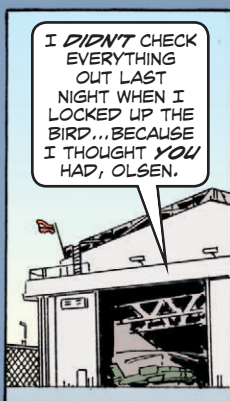
WE'VE GOT
NO POWER.



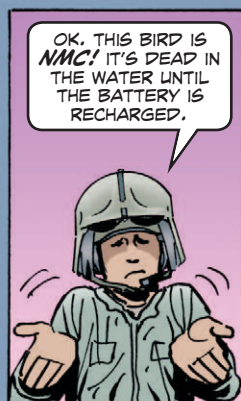
OH... YEAH. LAST NIGHT...
JUST BEFORE I LEFT... I
TOLD THE FUEL HANDLERS
NOT TO FORGET TO SHUT
OFF THE FUEL PANEL SWITCH
WHEN THEY WERE DONE.



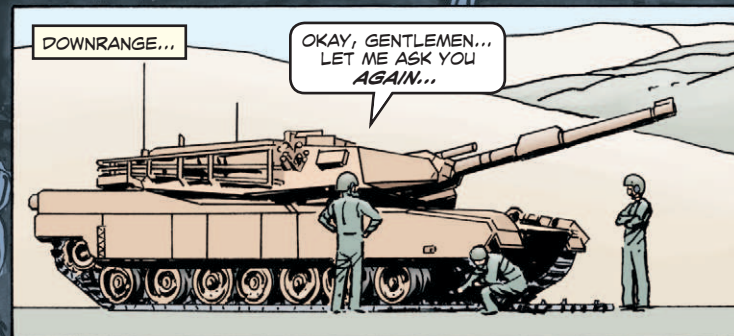
DON'T TELL ME.
SOMEONE LEFT THE
SWITCHES ON...AND
DRAINED THE
BATTERY.



I **DIDN'T** CHECK
EVERYTHING
OUT LAST
NIGHT WHEN I
LOCKED UP THE
BIRD...BECAUSE
I THOUGHT **YOU**
HAD, OLSEN.



OK. THIS BIRD IS
NMC! IT'S DEAD IN
THE WATER UNTIL THE
BATTERY IS
RECHARGED.



DOWNRANGE...

OKAY, GENTLEMEN...
LET ME ASK YOU
AGAIN...



... **WHY** DID
THIS TANK
THROW ITS
TRACK?



WELL...I EYEBALLED THAT
SPROCKET LAST NIGHT. I
THOUGHT IT WOULD LAST
ANOTHER DAY.



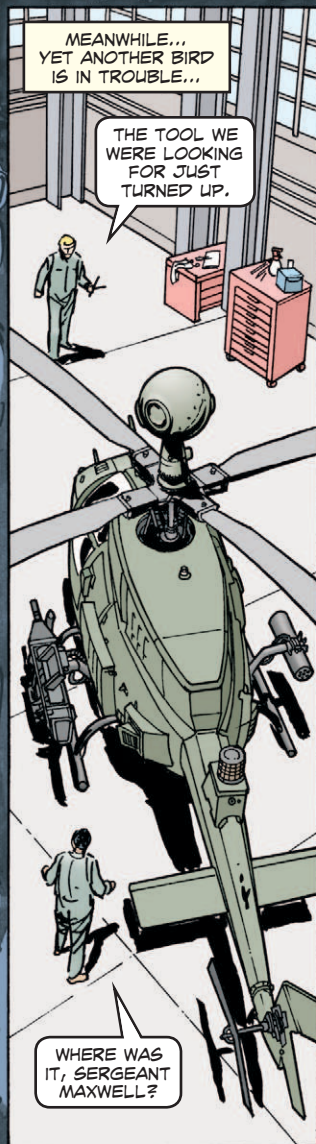
SERGEANT, I
LOOKED AT THE
TM, CHECKED THE
ROADWHEELS AND
THE PADS. **THEY**
LOOKED SO GOOD,
I DIDN'T THINK
THE **SPROCKET**
WOULD BE BAD.



DAILY
MAINTENANCE
IS **NOT** FOR
TOMORROW AND
YOU SHOULDN'T
ASSUME
ANYTHING.



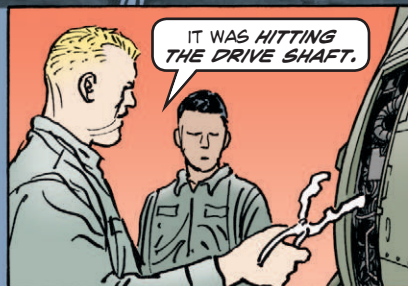
YOU TROOPS HAVE
ANY IDEA WHO'S
GOING TO SPEND
TONIGHT HELPING
THE MECHANIC
MOUNT A NEW
SPROCKET AND
GETTING THIS TRACK
REMOVED?



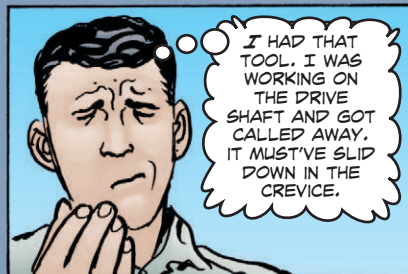
MEANWHILE...
YET ANOTHER BIRD
IS IN TROUBLE...

THE TOOL WE
WERE LOOKING
FOR JUST
TURNED UP.

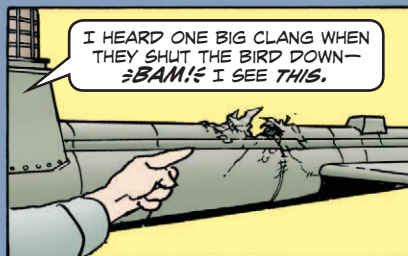
WHERE WAS
IT, SERGEANT
MAXWELL?



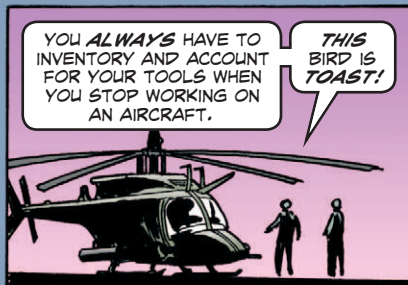
IT WAS HITTING
THE DRIVE SHAFT.



I HAD THAT
TOOL. I WAS
WORKING ON
THE DRIVE
SHAFT AND GOT
CALLED AWAY.
IT MUST'VE SLID
DOWN IN THE
CREVICE.



I HEARD ONE BIG CLANG WHEN
THEY SHUT THE BIRD DOWN—
BAM! I SEE THIS.



YOU *ALWAYS* HAVE TO
INVENTORY AND ACCOUNT
FOR YOUR TOOLS WHEN
YOU STOP WORKING ON
AN AIRCRAFT.

THIS
BIRD IS
TOAST!

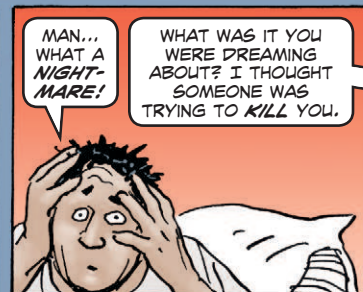


BACK AT THE
BARRACKS...

NO! NO!
NO MORE!



ROBBINS!
WAKE UP!
WAKE
UP!

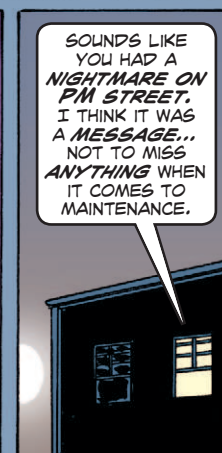


MAN...
WHAT A
NIGHT-
MARE!

WHAT WAS IT YOU
WERE DREAMING
ABOUT? I THOUGHT
SOMEONE WAS
TRYING TO KILL YOU.



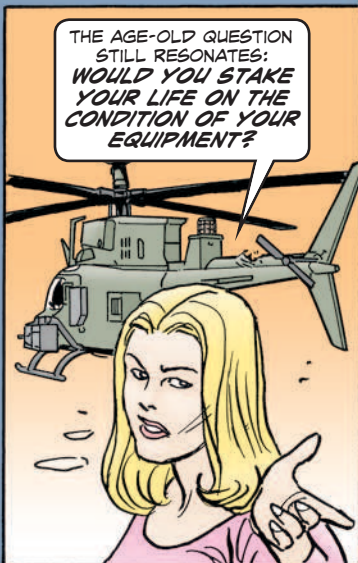
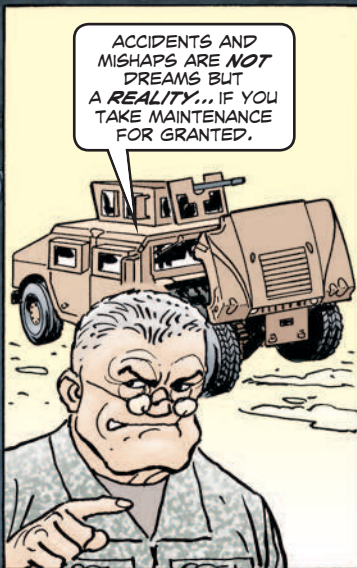
EVERYTHING
WAS FAILING...
FROM AIRCRAFT
TO TANKS.
THERE WAS NO
PREVENTIVE
MAINTENANCE AND
PEOPLE WERE
BEING SLOPPY.



SOUNDS LIKE
YOU HAD A
NIGHTMARE ON
PM STREET.
I THINK IT WAS
A MESSAGE...
NOT TO MISS
ANYTHING WHEN
IT COMES TO
MAINTENANCE.

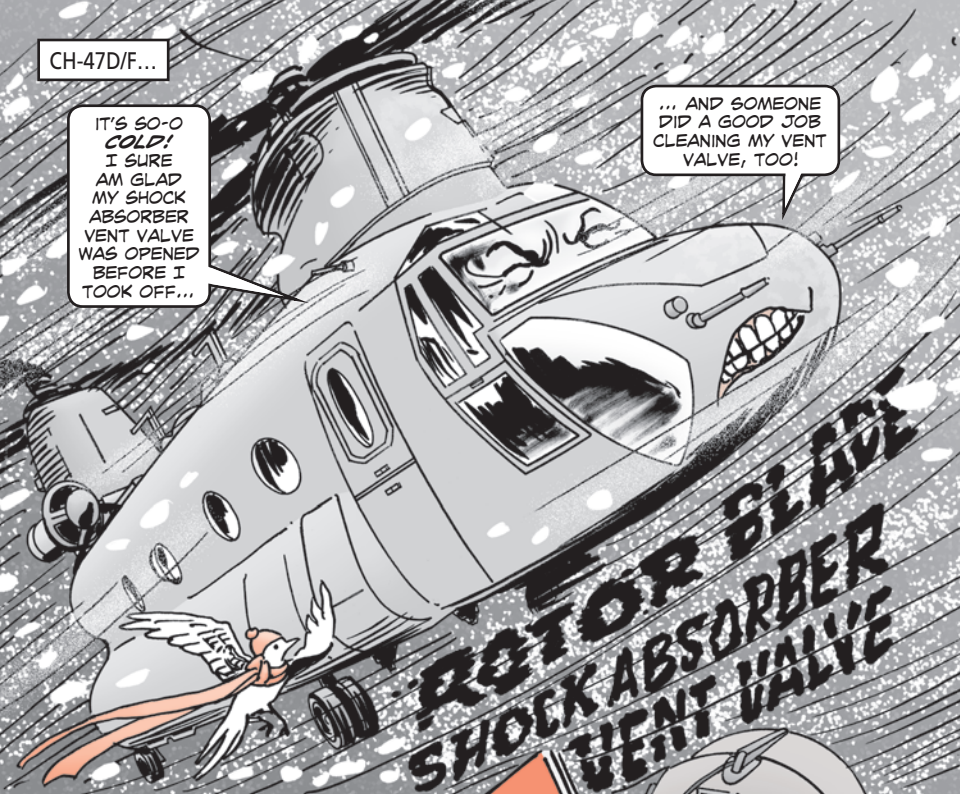


I'M SURE
SOMEBODY
LOST A TOOL
LAST NIGHT. I'M
HEADED TO THE
HANGAR BEFORE
ANY BIRDS FLY.



IT'S SO-O
COLD!
I SURE
AM GLAD
MY SHOCK
ABSORBER
VENT VALVE
WAS OPENED
BEFORE I
TOOK OFF...

... AND SOMEONE
DID A GOOD JOB
CLEANING MY VENT
VALVE, TOO!



MECHANICS, WHEN YOUR CHINOOKS
ENCOUNTER BAD WEATHER, FOLLOW
ALL THE GOOD WORDS IN SECTION
VII IN CHAPTER 5 AND SECTION V IN
CHAPTER 8 OF TM 1-1520-240-10.



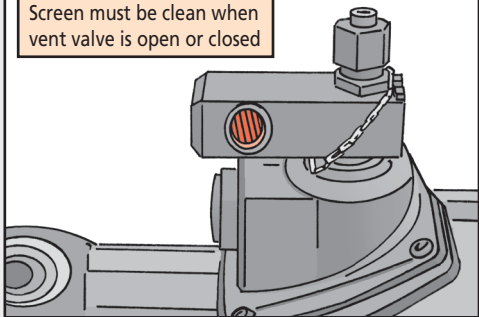
This is important because the shock absorber vent valve must be either opened or closed based on temperature conditions. Not following proper TM procedures could put your bird in harm's way whether operating rotors in flight or on the ground.

When temperatures are below 0°F, the shock absorber vent valve **must** be open. When temperatures are above 30°F the valve **must** be closed. Between 0°F and 30°F the vent valve can be either open or closed.

Here's the sticking point. The vent valve has a filter screen to keep trash out of the valve. This screen must be kept clean and free of trash. Because this screen is covered by a bracket, trash or dirt can accumulate on the screen without being seen. The bracket must be removed to see the screen.

Keeping the screen clean is especially important when switching the vent valve from the closed to the open position. In a hot, dusty environment when the vent valve stays closed, gunk can accumulate on the screen. Cleaning the screen when opening the vent valve and keeping it clean while open ensures the pressure in the rotor dampeners stays equalized.

Screen must be clean when vent valve is open or closed



A GOOD PRACTICE IS TO ALWAYS CHECK THE FILTER SCREENS PRIOR TO SETTING THE VENT VALVE TO THE OPEN POSITION.

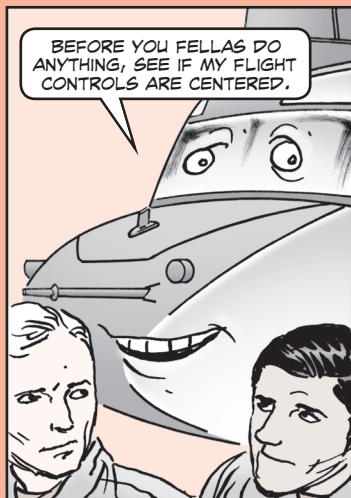
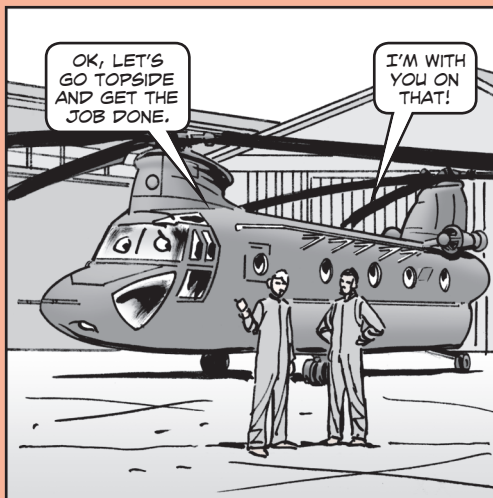
IF CLEANING IS REQUIRED, CLEAN THE SCREEN LIKE IT SAYS IN THE IETM FOR YOUR PARTICULAR MODEL CHINOOK.

ALSO CHECK THIS FILTER OFTEN WHEN OPERATING BELOW 0°F WITH THE VENTS IN THE OPEN POSITION.

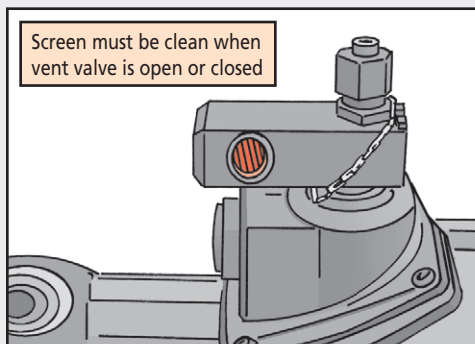


CH-47D/F...

KEEP FLIGHT CONTROLS CENTERED



Keeping the screen clean is especially important when switching the vent valve from the closed to the open position. In a hot, dusty environment when the vent valve stays closed, gunk can accumulate on the screen. Cleaning the screen when opening the vent valve and keeping it clean while open ensures the pressure in the rotor dampeners stays equalized.



A GOOD PRACTICE IS TO ALWAYS CHECK THE FILTER SCREENS PRIOR TO SETTING THE VENT VALVE TO THE OPEN POSITION.

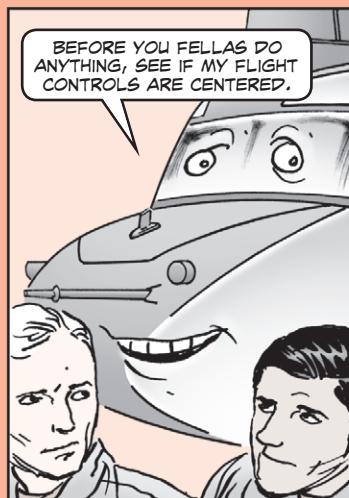
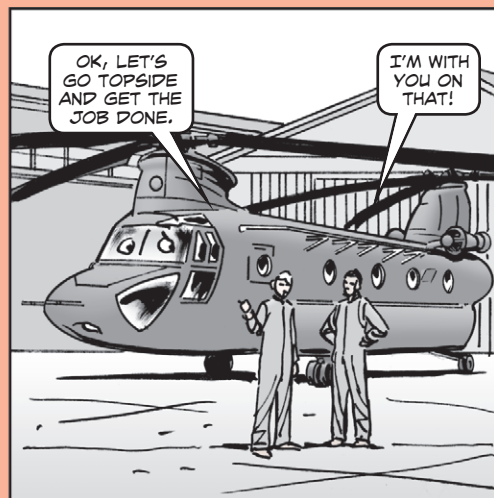
IF CLEANING IS REQUIRED, CLEAN THE SCREEN LIKE IT SAYS IN THE IETM FOR YOUR PARTICULAR MODEL CHINOOK.

ALSO CHECK THIS FILTER OFTEN WHEN OPERATING BELOW 0°F WITH THE VENTS IN THE OPEN POSITION.



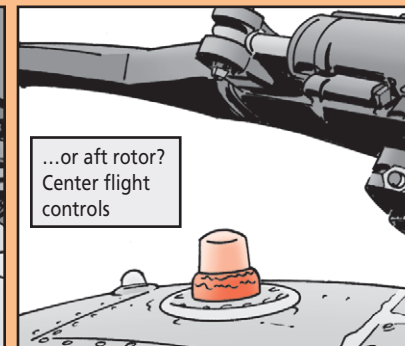
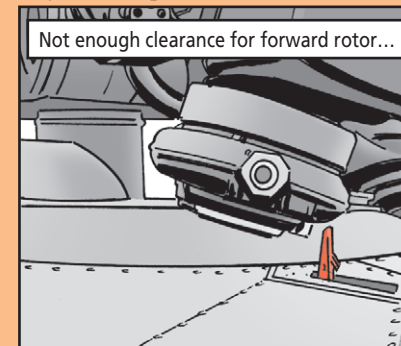
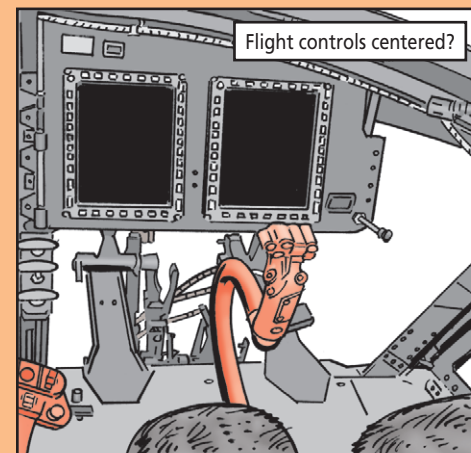
CH-47D/F...

KEEP FLIGHT CONTROLS CENTERED



After flight operations, the pilots center the cockpit controls during shutdown. If you change the position of these controls during maintenance, the rotor blades and rotor head pitch varying housings are adjusted to a pitched angle position.

When mechanics rotate the angled rotors during maintenance, damage could result. The aft rotor can smash into the anti-collision light. The forward rotor can smash into the forward maintenance platform latches if they are left open.



Save yourself the agony of unnecessary light repair and latch damage or maybe even rotor replacement. Check the clearance of the forward and aft rotors whenever the flight controls are moved from the centered position during maintenance. Center the flight controls again before you exit the aircraft.

AH-64D...

Battery Drain is a Pain

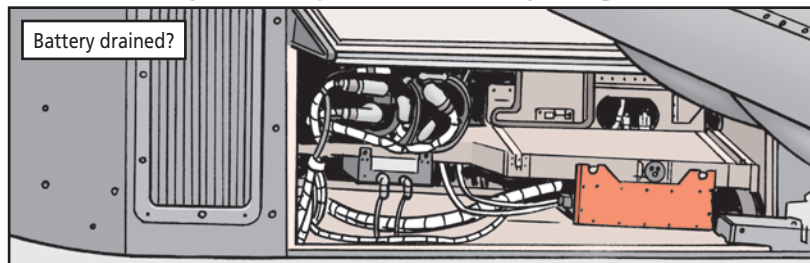
WHAT'S WRONG, BUDDY?

MY... BATTERY... IS DEAD... 'CAUSE MY FUEL... PANEL SWITCH... WAS LEFT... ON.

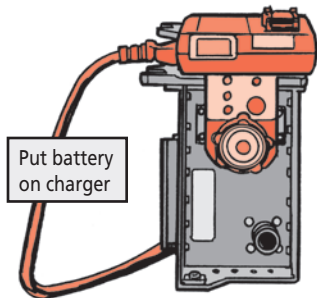
Mechanics, the battery in your AH-64D will work as long as you don't leave aircraft power switches on, draining the battery.

For example, when your aircraft needs refueling, the fuel handlers get in a hurry and sometimes forget to shut off the refuel control panel after the job is done. Leaving the fuel switch in the ON position drains power from the battery.

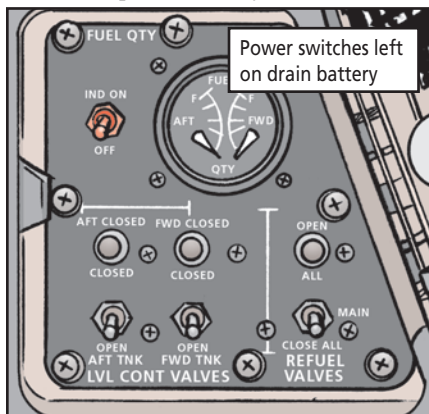
If the battery, NSN 6140-01-425-7235, gets drained, you'll need to remove it from the bird and recharge it like it says in TM 1-1520-Longbow/Apache, EM 0126.



Recharging the battery takes about an hour. You can use your battery charger, NSN 6130-01-465-2674, to put the juice back into the battery. Your bird will be on the NMC list until this is finished.



After any maintenance is done, turn off all switches to prevent battery drain.



Air Warrior...

HOLD UP!

**PUT THAT
VEST ON
RIGHT!**

On pages 35-37 of PS 651 (Feb 07) we told you what maintenance you could and could not perform on the microclimate cooling unit system.

Now we need to tell you the two acceptable ways to wear the microclimate cooling garment (MCG). To get the maximum cooling from your vest, always wear it either over a T-shirt or directly against the skin. Those are the two right ways.

Never put the vest on over the flight suit or jacket. This might puncture the MCG and you won't stay cool when the heat beats down on you.

Wear vest
against skin...



...or wear vest
over T-shirt...



...but **never** wear
vest over uniform



If you have any questions or problems with your MCG, log on to the Air Warrior web site:

<https://airwarrior.redstone.army.mil>

If you don't have an account, you'll need to request one. Approval usually takes 24 hours. Once logged in, click on the Ask Air Warrior link to type in your questions. Order a vest from this list:

NSN 8415-01-	Item	Size
522-2473	Cooling garment	Small
508-1511	Cooling garment	Medium
508-1512	Cooling garment	Large

Comparator Module Needs Security Key



Blackhawk, Kiowa Warrior and Apache crew chiefs, do you want to personally lose \$6,942? If you don't, read on!

Far too many AVR-2B laser detecting sets (LDS) are being turned in for depot overhaul without the set's security key.

When a field—or sustainment—level maintenance technician tries to troubleshoot the signal comparator module (SCM), they can't turn the LDS on because the security key is missing.

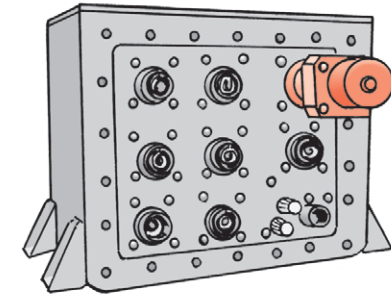
That's Their Problem?

Not really. It's yours!

The maintenance activity will fill out a supply discrepancy report (SDR) notifying the unit that the security key is missing.

If your unit fails to turn in the missing security key in a timely manner, the SDR is forwarded to the major command. If the security key is not turned in, the unit or someone has to pay.

Depending on the circumstances, a financial liability investigation of property loss (FLIPL) can be initiated. The Soldier who signed the hand receipt for the LDS can be held responsible. Either the unit or the Soldier stands to pay \$6,942 per lost security key.



AVR-2B SCM
with security
key

How to Protect Your Money?

Simple. When you turn in an SCM, regardless of its condition, make sure you pack the AVR-2B SCM and security key following the instructions in WP 0001 4-7 of TM 11-5865-1032-13&P.

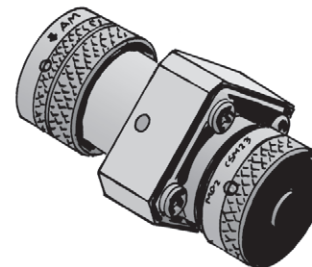
This manual has restricted distribution, but it is available on the Logistics Support Activity (LOGSA) ETM Online website. You'll need to have completed a systems access request (SAR) to view or download it. If you have already completed a LOGSA SAR, you can get the TM from the ETM website:

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

To complete a LOGSA SAR, go to the Logistics Information Warehouse (LIW) website: <https://liw.logsa.army.mil/>

The Security Key Is Lost

If the security key has been lost, and the SCM is being turned in, the unit must complete a shortage annex (DA Form 2062). The annex will be turned in with the remaining components. The annex should contain this statement, signed by the unit commander or his designated representative: "Missing component or accessory has been accounted for IAW AR 735-5."



Essential Points

- The security key is not classified.
- The SCM does not work without the security key.
- A modification is coming to add a lanyard between the security key and the SCM to help prevent loss of the key.
- The SCM and security key must be turned in together for repair.

Smarten Up Your DAGR



PS 683

Your defense advanced GPS receiver (DAGR) is a smart piece of equipment. But is it as smart as it can be?

It is if you have programmed in the latest software. Unfortunately, many of you have not. Your DAGR is dumb and that should concern you, greatly.



The latest software for the AN/PSN-13 model is version 984-2461-016. The latest version for the -13A model is 984-3006-006. The software version on your DAGR appears on-screen at start-up. If it's not the latest version, go to this website:

<https://gps.army.mil/gps/products/dagr.cfm>

Once at the site, log in and then click on the **PRODUCTS/DAGR** tab. The controlling MWO, MWO 11-5802-1172-20-4 (Mar 09), and the current operators and maintenance manual, TM 11-5820-1172-13 Chg 3 (Oct 07), are also available at this link.

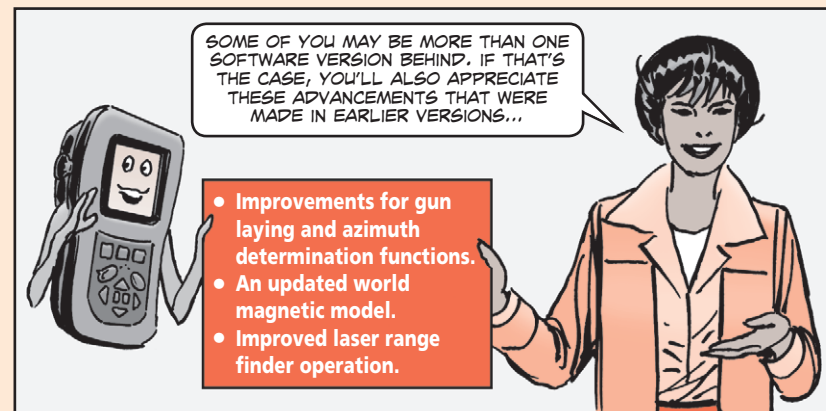
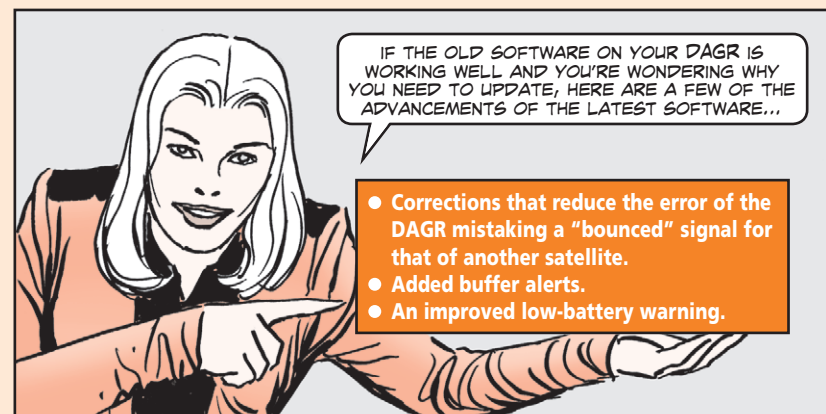
42

If you don't have the capability to download software from the Internet to your DAGR, you can get a CD containing the software mailed to you. Click on the **SUPPORT/Download or Order Software** tab and insert a number in the "order qty" box on the line for each item that you need mailed to you.

Once the new software is installed in one DAGR, you can use the DAGR-to-DAGR cable to install it in other DAGRs. (Unless the other DAGRs are more than one software version behind. That means version -015 for a -13 DAGR or -005 for a 13A DAGR since you are loading 016 006 now!)

Detailed DAGR-to-DAGR reprogramming procedures are at Para 12.6 of the DAGR TM. Or you can grab just that info as posted at the same **PRODUCTS/DAGR** tab on the GPS website.

After loading new software, you must update your DAGR serial numbers to the modification management information system (MMIS) in accordance with AR 750-10, Para 5-2d: <https://www.mmis.army.mil>



OCT 09

WHAT'S THAT LOUD KNOCKING?

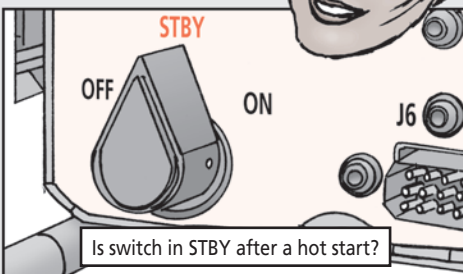
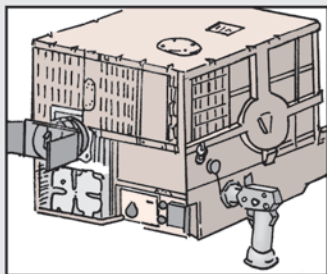
KNOCK-KNOCK-KNOCK-KNOCK



GAHEM...
YOU SEEM
TO HAVE
LOUD
INTERNAL
NOISES.



LRAS3 OPERATORS AND MAINTAINERS, HAVE
YOU HEARD A LOUD KNOCKING SOUND WHEN YOUR
BLOCK 1 LRAS3 IS PLACED IN THE COOLER-ONLY
OR STANDBY MODE AFTER A HOT START?



Is switch in STBY after a hot start?

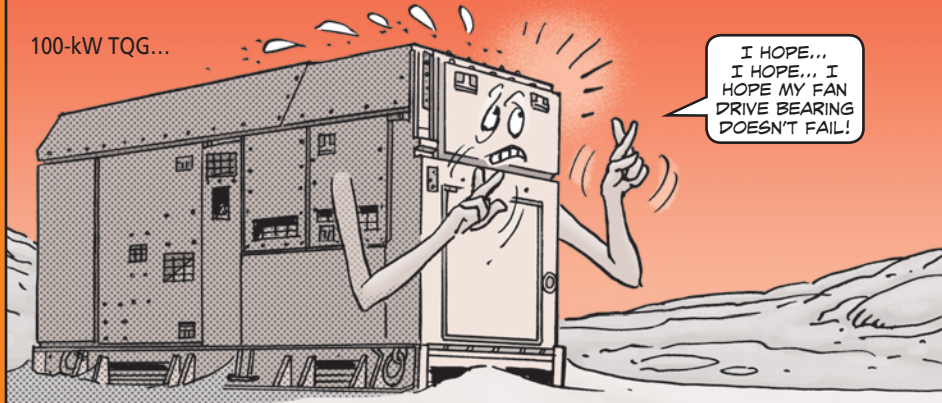
A hot start is when the LRAS3 FLIR has not cooled down. This knocking may be loud enough for the LRAS3 to be heard beyond 50 meters. The knocking is telling you that the standard advanced dewar assembly (SADA) cooler is taking a beating and will have a very reduced life.

If you haven't heard the knocking, yet, but your Block 1 LRAS3 has a serial number of 1000 or higher, chances are good you will hear it soon. If the serial number is 0999 or less, you have a Block 0 configuration and you're in the clear.

What should you do if you have this knocking problem? You should turn the switch from STBY to ON. For any other questions about your LRAS3, call Robert Youngblood at DSN 654-4772 or (703) 704-4772. Or email: robert.youngblood@us.army.mil

This does not happen on every LRAS3, and only occurs when not cooled and the switch is in STBY.

100-kW TQG...

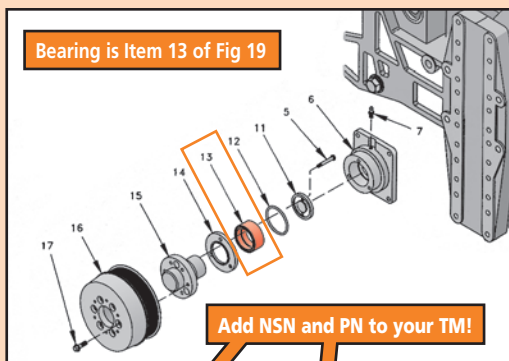


FAN DRIVE BEARING FAILURE

Are you running a 100-kW TQG as part of an MEP-807A or PU-807A with an engine serial number of, or between, BDZ00012 and BDZ01868?

If you are, you can expect the fan drive bearing in the engine pulley group to fail.

The bearing is Item 13 of Figure 19 in TM 9-6115-729-24P. When the bearing fails, replace it with a new bearing, PN 307-9798, NSN 3130-01-572-3243. Add this part number and NSN to your TM. The NSN is not yet on the AMDF so order it using a DD Form 1348-6 and write in the REMARKS block that the NSN is not on the AMDF.



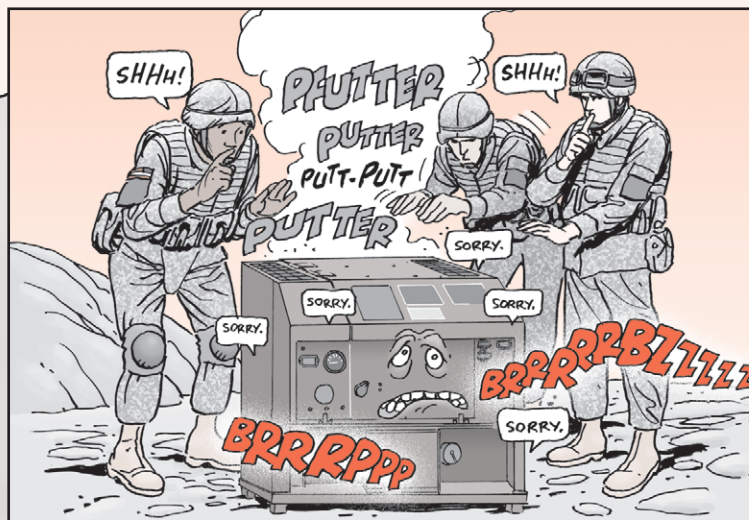
Item No.	SMR Code			NSN	CAGE CODE	Part number	Description and Usable On Code (UOC)	Qty
	Army	Air Force	USMC					
13	PAOZZ	PAOZZ	PAOZZ	3130-01-572-3243	11083	307-9798	BEARING	1

If the bearing has not yet failed, change it at 2,500 engine hours. If the engine has already run more hours than that, replace the bearing now.

There is no warranty for this part so replacement costs belong to the unit.

If you have any questions, contact Edgar Wright, CECOM LCMC, at DSN 992-7169 or edgar.wright@us.army.mil.

REPLACE THE 3-KW TQG MUFFLER HARDWARE



THE MUFFLER ON THE 3-KW TACTICAL QUIET GENERATOR TAKES QUITE A SHAKING WHILE THE GENERATOR IS RUNNING.

THIS VIBRATION LOOSENS THE MOUNTING HARDWARE AND LEADS TO CRACKS IN THE EXHAUST PIPE.

A CRACK IN THE PIPE OR MUFFLER CAN LEAD TO EXHAUST SYSTEM FAILURE, WHICH MEANS MORE SMOKE AND NOISE.

THAT'S WHAT *YOUR* ENEMY WANTS, BUT *NOT* YOU.

SO, ON PAGES 44-45 OF PS 676 WE RECOMMENDED USING STRONGER MUFFLER-MOUNTING HARDWARE.

THAT WAS A *GOOD* RECOMMENDATION THEN... AND IT STILL IS.

HOWEVER, WE TOLD YOU TO REPLACE THE CURRENT MUFFLER BRACKET MOUNTING CAP SCREWS—M6, 8.8—WITH CAP SCREWS—M6, 10.9—NSN 5305-01-303-5631... *THAT INFO IS BAD!*

THAT NSN BRINGS AN 8MM BOLT WHEN YOU NEED A 6MM BOLT. SO, ORDER BOLT, NSN 5305-01-300-6266, INSTEAD. *THAT'S THE RIGHT BOLT FOR THE JOB!*

PS IS NOT THE ONLY PUBLICATION THAT HAS THE WRONG BOLT LISTED. SO DOES YOUR TM.

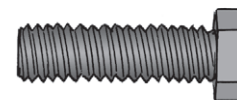
CHANGE ITEM 16 ON PAGE C-103 IN TM 9-6115-639-13&P AND ITEM 7 ON PAGE C-9 BY DELETING THE CURRENT NSN AND ADDING THIS NEW ONE.



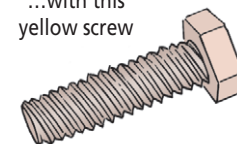
THE REST OF THE INFO IN OUR ORIGINAL STORY IS *GOOD!*

Replace the current muffler bracket mounting cap screws.

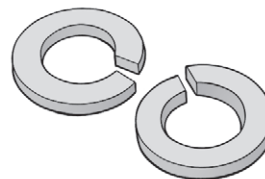
Replace this black screw...



...with this yellow screw



Don't reuse the lock washers. Get new ones with NSN 5310-01-476-9079.



Add a new flat washer, NSN 5310-01-566-5242, to each cap screw. These washers are black and thicker than the old yellow washers



It could be that this job has already been done on your generator. Check the top of the cap screws. If the top has a raised W.T 10.9 and is yellow, you're good. If it has a raised FS 8.8 and is black, you're bad. Replace the hardware!

Look for these raised letters

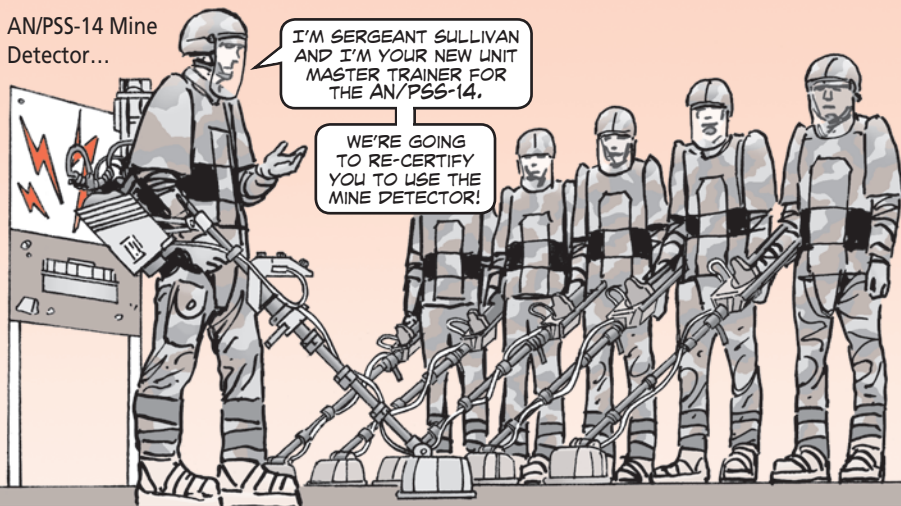


Black and raised? Replace them



If you keep a collection of PS magazines, and we recommend you do, copy this article and put it between **Pages 44 and 45 of PS 676.**

AN/PSS-14 Mine
Detector...



**Train
Free to
be UMT**



UMT stands for unit master trainer. Every unit that uses the AN/PSS-14 needs a UMT to keep your unit's operators licensed to use the detector. A change to AR 600-55, *The Army Driver and Operator Standardization Program*, will soon be published that will require mine detector operators to be licensed and then be re-certified every six months.

UMTs train new operators and re-certify trained ones. Unit master trainers must be sergeants and above who have already attended the operator's course and been certified to operate the detector. The 40-hr UMT course provides additional instruction on the AN/PSS-14, including operating the sweep monitoring system (SMS) and establishing and running a unit training program.

If your unit has been fielded the AN/PSS-14 but doesn't have a UMT, you can schedule a free visit from the mobile training team (MTT) for UMT training. To get the free training, you must act fast. Soon UMT training will become part of the Army's regular training program and units will have to send NCOs TDY for UMT training.

To schedule UMT training, contact John Sullivan at (573) 329-8706 or at DSN 676-0131 and ask for extension 329-8706, or email: leon.cdiumt@conus.army.mil

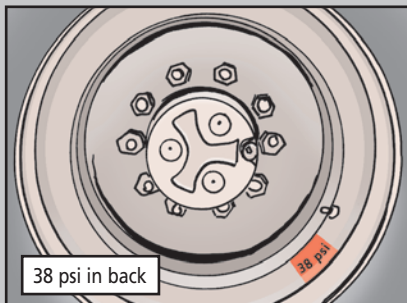
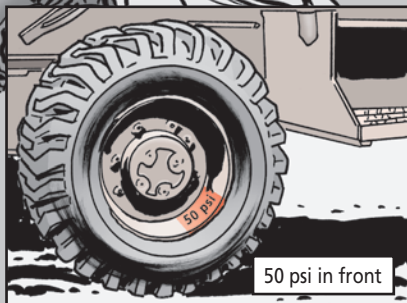
TAKING CARE OF TIRES

THESE TIRE TIDBITS WILL KEEP YOUR BHL RUNNING!

WORKING IN THE ROUGH STUFF WILL SCRAPE THE TIRE PSI STENCIL OFF THE WHEEL RIMS ON YOUR BACKHOE LOADER.

WHEN THIS HAPPENS, HAVE YOUR MECHANIC PAINT "50 PSI" ON THE FRONT WHEEL ASSEMBLY'S RIM.

THE BACK RIM GETS "38 PSI."

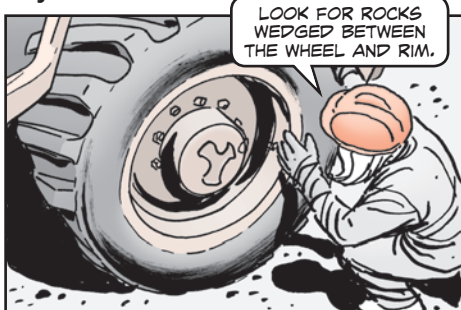


**Use only these psi ratings — nothing less, nothing more.
Too much air in the tires can lead to sidewall damage.**

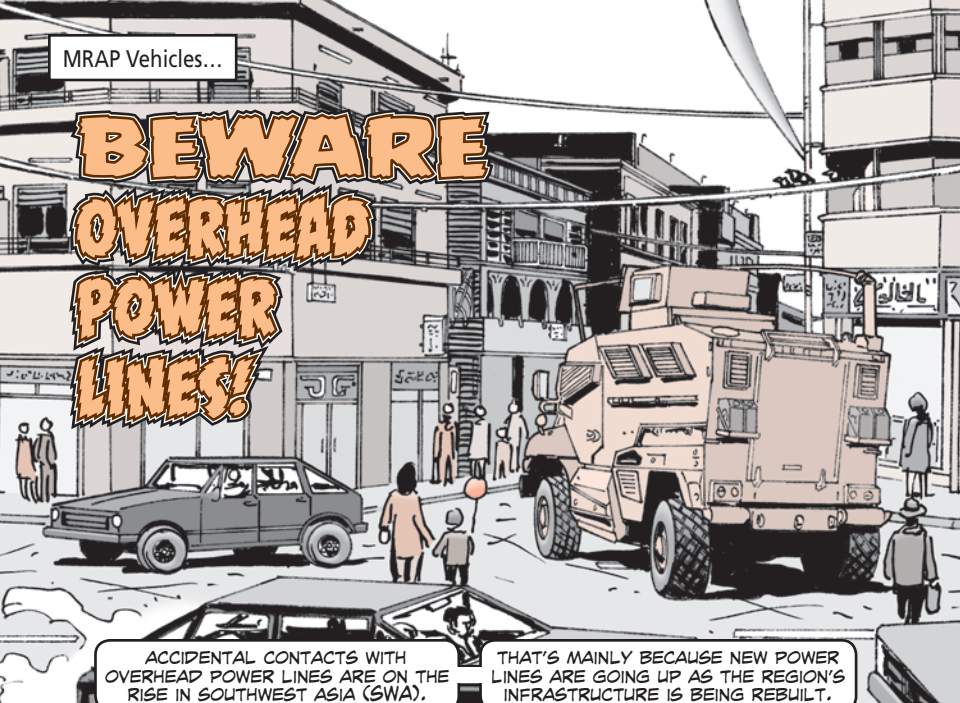
Sneaky Tire Leak

Small rocks get stuck between the tire and wheel rim. If enough rocks get stuck they can break the seal, creating a leak.

So eyeball the wheel assembly for rocks wedged between the tire and rim. If you find them, let your mechanic know so he can get rid of them. Then make sure the front tire is re-inflated to 50 psi and the rear tire to 38 psi.



BEWARE OVERHEAD POWER LINES!



ACCIDENTAL CONTACTS WITH OVERHEAD POWER LINES ARE ON THE RISE IN SOUTHWEST ASIA (SWA).

THAT'S MAINLY BECAUSE NEW POWER LINES ARE GOING UP AS THE REGION'S INFRASTRUCTURE IS BEING REBUILT.

BUT MRAP USERS CAN **REDUCE** THE RISK BY TAKING THE FOLLOWING ACTIONS TO PROTECT BOTH CREW AND PASSENGERS...

- Do not touch the power lines! Most lines are not insulated.
- Scan for unexpected low-hanging lines in the area. Be aware of the hazards they might present.
- Make sure there's enough clearance between the MRAP—including any antennas—and any power line. The driver and passengers need to work as a team and keep an eye out for suspect lines.
- Avoid making radio transmissions while crossing under power lines. An electric charge from the power lines can pass to the vehicle without direct contact.

IN A NUTSHELL, KNOW YOUR MRAP VEHICLE'S HEIGHT LIMITATIONS.

MAKE SURE THERE'S A SAFE CLEARANCE FROM AN OVERHEAD POWER LINE.

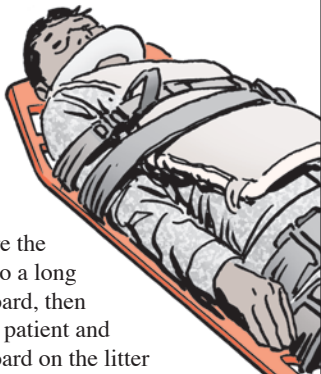
HERE'S A RULE OF THUMB...

50 kilovolt (kV) lines	= 10 feet clearance
51-200 kV lines	= 15 feet clearance
201-300 kV lines	= 20 feet clearance

PATIENT CARE REMINDER

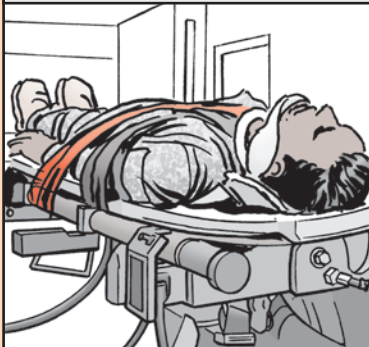
MRAP users, contact between the patient and the litter support arms can cause further injury during transport on the MaxxPro Plus ambulance. To prevent this:

- Pre-load and secure empty litters in the litter berths



- Secure the patient to a long spine board, then load the patient and spine board on the litter

- Secure the spine board to the litter using litter straps or similar strength straps



CS-563D Vibratory Roller...

Battery Disconnect Switch

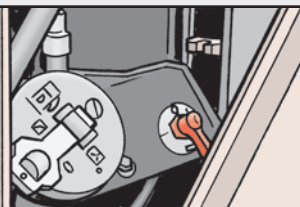
Batteries are known to run down on self-propelled vibratory rollers.

BATTERIES ON THIS VIBRATORY ROLLER CAN DRAIN AND LOSE THEIR CHARGE WITHIN 3 TO 5 DAYS!



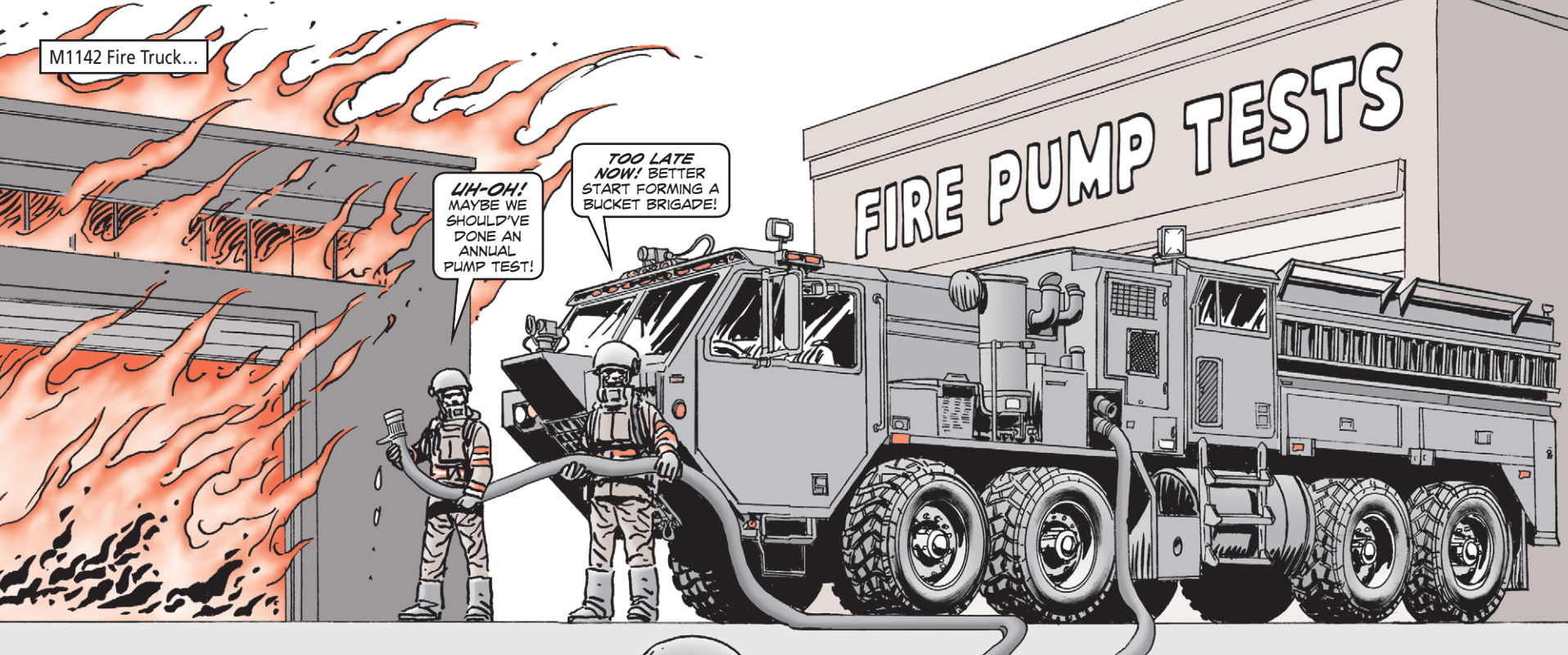
So-o-o-o, after the day's run, make sure you turn off the battery disconnect switch that's located behind the curbside engine access door. If you **don't**, the batteries will lose their charge within three to five days! No juice means your roller needs a slave start—or you won't go anywhere!

Battery disconnect switch in "OFF" position?



You'll find this kindly PMCS reminder in Step 17 on Page 2-15 of TM 5-3895-363-10.

M1142 Fire Truck...



Dear Half-Mast,

I have some questions regarding the M1142 fire truck that is supported by TM 9-2320-279-10-1 and TM 9-2320-279-10-3. These TMs cover the PMCS and general maintenance procedures for the vehicle's HEMTT-based chassis.

Where are the guidelines for the fire truck's annual pump test? In addition, Chapter 25 of AR 420-1, *Army Facilities Management*, specifically states that fire trucks are to have annual fire pump tests conducted by certified officials. We as firefighters and AMSA personnel are *not* certified officials to conduct such tests. Therefore, we need clarification on who is responsible for conducting these fire pump tests.

As always, your help is appreciated.

SSG J. N.

THIS IS
A GOOD
QUESTION!



Dear Sergeant J.N.,

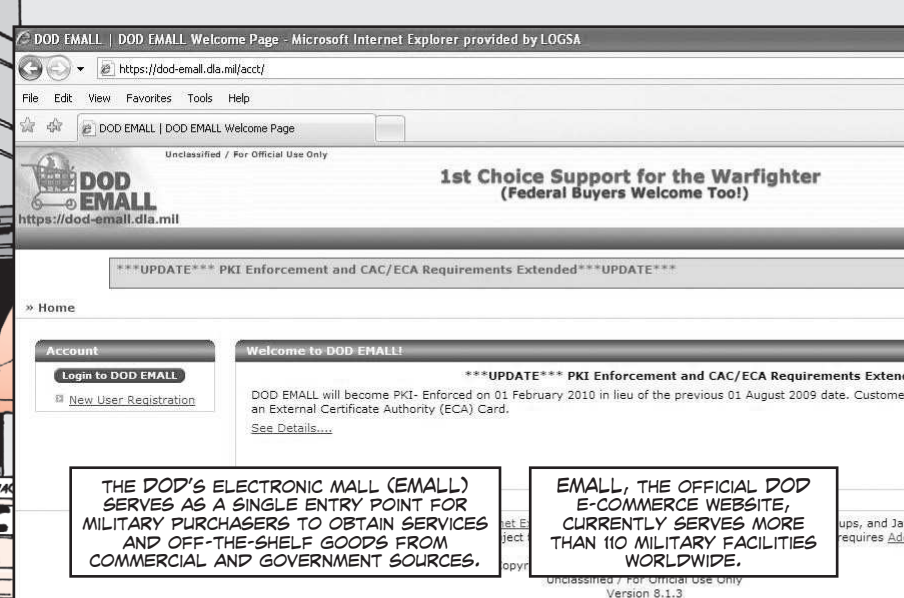
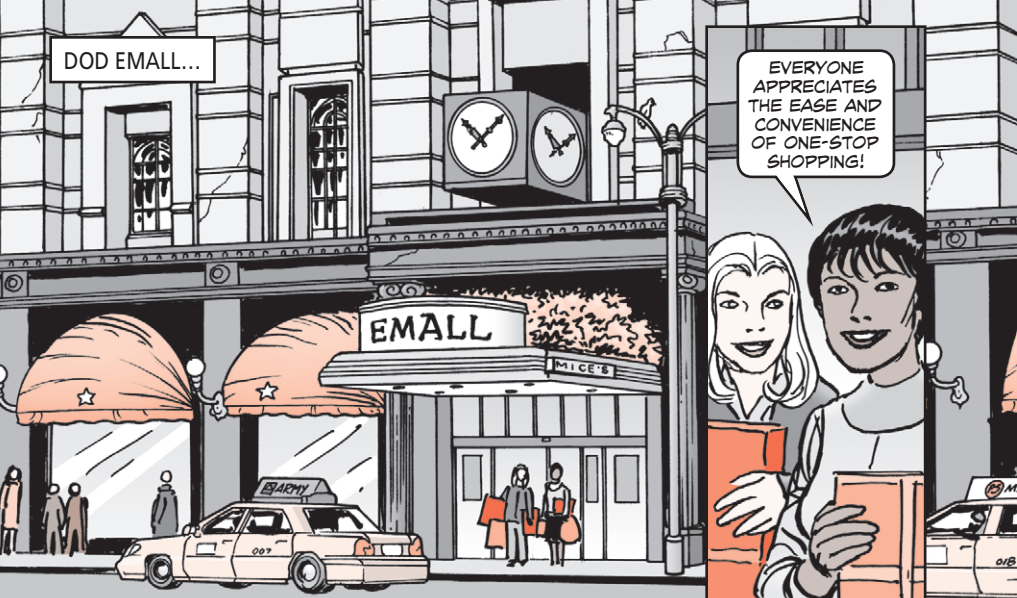
This question comes up from time-to-time. So we decided to run it past the headshed for their input. Here's what they had to say:

In paragraph 25-7e(5) (Page 324) of AR 420-1 it states that fire and emergency services personnel "will conduct vehicle service test per NFPA 1911," Standard for the Inspection, Maintenance, Testing and Retirement of In-Service Automotive Fire Apparatus, and recorded on DA Form 5380, Fire Apparatus Test Record.

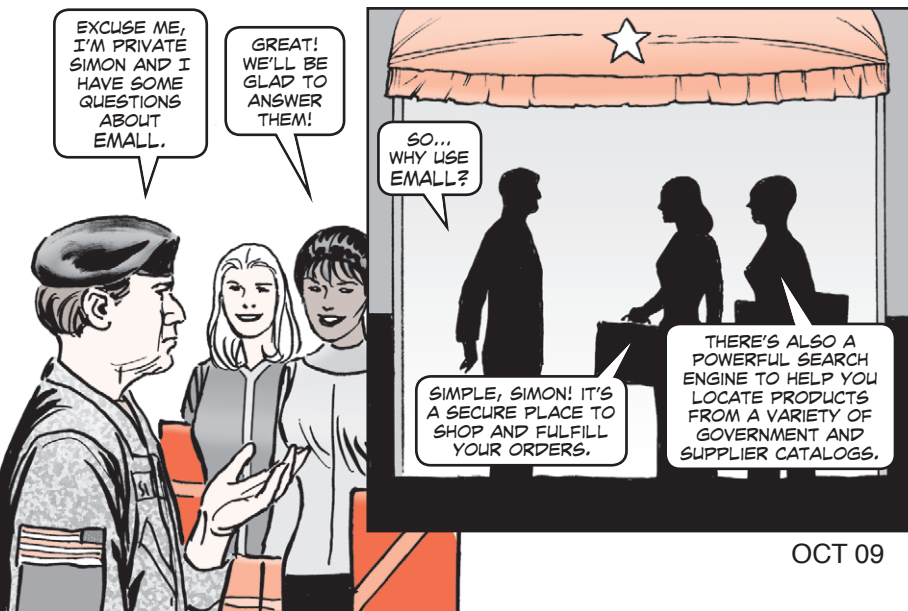
You can access NFPA 1911 by using a search engine on the Internet. There you'll find several articles with detailed instructions on how to conduct an annual fire pump test. By the way, ignore the first paragraph of NFPA 1911 where it mentions the "New Apparatus Acceptance or Underwriter's Laboratory (UL) Test." The UL test is a specific 3-hour test conducted by an independent agency for the vehicle's manufacturer. It is not the annual pump test you are talking about.

The annual pump test is discussed in the same paragraph. This is a 1-hour service test conducted by a local fire department (or in your case, an Army firefighting unit).

Half-Mast



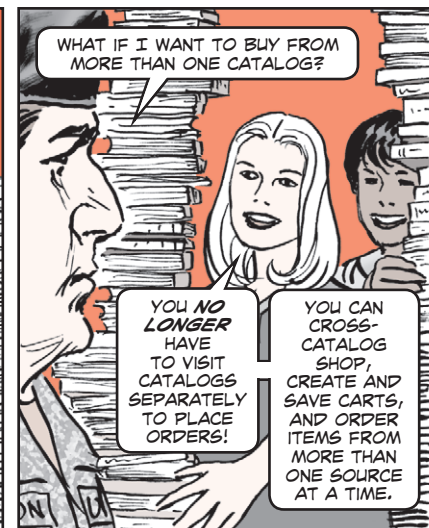
One-Stop Shopping at Your Fingertips



OCT 09



PS 683



55

PS MORE

WHO
CAN SHOP
AT THE
EMAIL?

ONLY AUTHORIZED
DOD PERSONNEL
CAN USE EMAIL.

HERE ARE SOME
KEY POINTS TO
REMEMBER...



- Soldiers and DA civilians who have been given authority may use valid Department of Defense Activity Codes (DODAACs) to place EMAIL orders. (Note: The correct DODAACs **must** be supplied or accounts in question may be suspended.)

- The Government Purchase Card (GPC) is the primary authorized means for ordering supplies and services via EMAIL. Many suppliers accept payment with DODAAC and Fund Codes (MILSTRIP/MILSBILLS.) MILSTRIP orders must ship to DODAAC-associated addresses. If a supplier accepts only GPCs, you will be notified before your order is placed.

Visit the EMAIL website:

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

The website provides guidance and tutorials for using EMAIL and submitting Supply Assistance Requests. EMAIL assistance is also available from customer service representatives: CONUS 1-877-352-2255, OCONUS (269) 961-7766, or by email:

dod-emailsupport@dlamail

The Magic Key to Managing MWOs



Recent enhancements to the Modification Management Information System (MMIS) make managing and monitoring MWOs for your Class VII equipment a breeze. MMIS tracks all Army equipment modifications. Now users can:

- report and search for excess MWO kits
- prepare and transmit DA Form 2408-5, *Equipment Modification Record*, which shows the MWO configuration of each individual equipment item
- report MWO applications using the online reporting tool
- research MWOs using the library module
- search for potential duplicates of serial-numbered items

Even more importantly, MMIS allows you to determine:

- MWOs that apply to your equipment.
- MWOs that were already applied.
- MWOs that still need to be applied.

You can arrange MWO information to fit your specific needs:

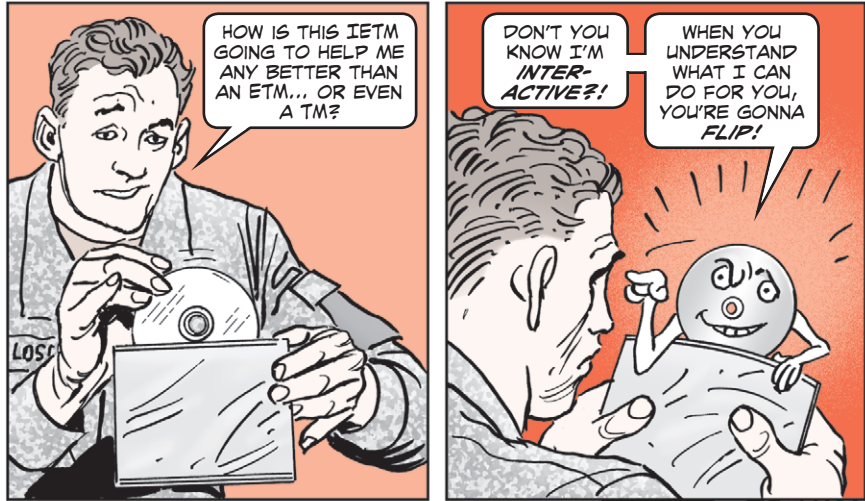
- geographic location
- camp, post or station
- unit identification code location
- specific MWO number
- service component
- individual equipment serial number

MMIS can be found at:

<https://www.mmis.army.mil/mmis/>

You must have a .mil email address and an AKO account and password to access the system. If you need more information about MMIS, call Nelson Williams: DSN 224-0753, (703) 614-0753, or email:

nelson.williams1@us.army.mil



IETM Information

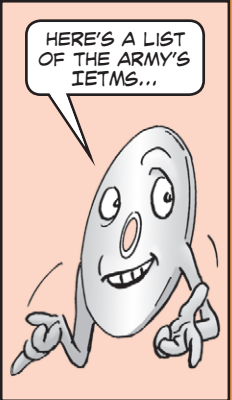
DO INTERACTIVE ELECTRONIC TECHNICAL MANUALS (IETMS) SEEM MYSTERIOUS TO YOU? YOU KNOW, HARD TO UNDERSTAND AND FULL OF INFORMATION GAPS? IF SO, LET'S TRY AND SOLVE THAT MYSTERY.

IETMs aren't just technical manuals converted to HTML, XML or PDF electronic formats for distribution online or by computer disc. That's an electronic technical manual (ETM). Like ETMs, IETMs are technical manuals for their associated equipment. They come on CDs or DVDs, and are available online at the Logistics Support Activity's ETM website: <https://www.logsa.army.mil/etms/online.htm>

But the similarity to ETMs ends there. IETMs are designed to reduce thumbing back and forth—from text to line drawings, tables and other illustrative material common to paper TMs—by providing hyperlinks between linked information. Also, IETMs are not limited to the page views of past printed manuals. So information can be presented in ways that improve user interaction. The troubleshooting sections provide a good example. You just click on the current problem and the IETM walks you through the troubleshooting process to find the problem. Some IETMs are also designed to interface with the equipment itself when used with maintenance support devices (MSDs). This allows electronic diagnostics and helps automate the parts requests process when repairs or replacements are needed.

Getting ETMs and IETMs

The LOGSA ETM website listed above gives you access to both ETMs and IETMs. To find out which IETMs are available online, enter "IETM" (without the quotes) in the PUB TITLE TEXT search box, and click on SEARCH. On the ETM search results screens, the left-hand column tells you whether the document shown is a PDF file, a WebETM (a collection of related TMs), or an IETM. IETMs are updated by the equipment proponents as required and then posted to the LOGSA ETM website. Unit publication clerks can order IETM CDs through the Army Office of the Administrative Assistant (OAA), Directorate of Logistics (DOL) website—just like any other official publication—by using their EM number or publication identification number (PIN). The OAA DOL website is: <https://dol.hqda.pentagon.mil/ptclick/index.aspx>



End Item	IETM Number	EM Number
Black Hawk UH-60A, UH-60L, EH-60A, UH-60Q, AND HH-60L helicopters	TM 1-1520-Black Hawk	0013
Avenger	TM 9-1440-Avenger	0017
Patriot	TM 9-1430-Patriot-2M	0147
Fox, M93A1	TM 3-6665-Fox	0177
Javelin	TM 9-1425-Javelin	0183
Army Tactical Missile System	TM 9-1410-ATACMS-BAT	0184
MLRS	TM 9-1425-646-13&P	0185
Engines, gas, turbine model T55-GA-714A	TM 1-2840-265-23&P	0186
VTS 1000 series tester	TM 11-6625-VTS-1000	0193
FMTV, M1078A1/M1093A1	TM 9-2320-391-14&P	0195
Patriot	TM 9-1430-Patriot-3I	0197
Extended Range Fuel System II (ERFS II) for CH-47	TM 1-1560-312-23&P	0199
GBS Fixed Ground Receiver Suite	TM 11-5895-1641-12&P	0200
GBS Transmit Suite Client	-----	0202
Palletized Loading System (PLS)	TM 9-2320-364-14&P	0206
Ammo carrier, M992A2, FAASV	TM 9-2350-293-10	0207
MLRS M270A1 launcher and M993/M993A1 carrier	TM 9-1055-647-13&P	0208
Dispenser, Mine Volcano: M139 with Ground Mounting Kits for 5-ton and M548A1 and Mounting Kit, Air Volcano UH-60A/L	TM 9-1095-208-13&P	0209

End Item	IETM Number	EM Number
Test Equipment Modernization (TEMOD)	TM 43-6625-001-14&P	0236
Calibration set, transfer standards	TM 9-6695-239-14	0237
Kiowa, OH-58D	TM 1-1520-248-23&P	0246
Air Warrior	TM 1-1680-377-13&P	0250
Chinook, CH-47D, Preparation for Shipment	TM 1-1520-241-S	0253
HMMWV FOV	TM 9-2320-280-14&P	0254
M915 FOV	TM 9-2320-363-14&P	0257
HIMARS	TM 9-2300-310-14&P	0258
HIMARS (Multiple Launch Rocket System)	TM 9-1055-1646-13&P	0259
Ammo carrier, M992A2, FAASV	TM 9-2350-372-14&P	0262
Hercules, M88A2	TM 9-2350-292-14&P	0266
Test Set, Electronic Systems, AN/PSM-95 and AN/PSM-95A	TM 9-6625-2301-14&P	0267
Load Handling System (LHS) Compatible Water Tank Rack (HIPPO) M105	TM 10-5430-244-13&P	0268
Stryker FOV	TM 9-2355-311-13&P	0269
Engine, Aircraft Turboshaft T700-GE-700, T700-GE-701, T700-GE-701C, T700-GE-701D	TM 1-2840-248-23&P	0271
Howitzer, Medium, Towed: 155-MM, M777/M777A1/M777A2	TM 9-1025-215-25&P	0274
Helicopter, Mission Transport MH-47G	TM 1-1520-272-23&P	0275
Small Unmanned Aircraft System (SUAS) RQ-11B	TM 1-1550-1695-13&P	0277
Helicopter, Mission Transport MH-47G	TM 11-1520-272-23&P	0278
Helicopter, Cargo Transport, CH-47D	TM 1-1520-240-23&P	0280
Helicopter, Cargo Transport, CH-47F	TM 1-1520-271-23&P	0281
CH-47F Helicopter Avionics	TM 11-1520-271-23&P	0282
UH-60M and HH-60M Helicopter	TM 1-1520-280-23&P	0284
Integrated System Control, AN/TYQ-76B (V)2	TB 11-7010-372-10	0285
Heavy Expanded Mobility Tactical Truck (HEMTT) A4	TM 9-2320-326-14&P	0288
HEMTT, M977A2-series	TM 9-2320-315-14&P	0289
Apache A Model	TM 1-1520-238-13&P	0293
Munition Network Command, XM7, SPIDER	TM 9-1230-781-13&P	0295



Connie's POST SCRIPTS



EQUIPMENT MAINTENANCE REPOSITORY

Need maintenance information in a hurry on a specific vehicle system? TACOM's Industrial Logistics System Center has established an on-line repository of links to equipment Safety-of-Use-Messages (SOUMs), Maintenance Advisory Messages (MAMs), Technical Bulletins (TBs), Technical Manual updates, Ground Precautionary Messages (GPMs), and Modification Work Orders (MWOs). You'll need an AKO and AEPS account to access this website. Also, this website enables the user to send questions or suggestions for future updates. So, take a look at this new website:

<https://www.us.army.mil/suite/page/594717>

M13 Racks May Be Defective

Some of your M13 racks, NSN 1095-01-197-7902, used to store the M249 machine gun may be defective. If you received M13 racks between 1 Mar 09 and 1 Apr 09, check to see if the gas regulator knob on the barrel of the M249 will fit under the bottom edge of the rack's barrel retainer. If it won't, submit a product quality deficiency report (PQDR) at

<https://aeps2.ria.army.mil/services/supply/amcqdr/edrs.cfm>

Once TACOM-RI receives the PQDR, they will send instructions for replacing the bad racks. Altered racks won't be considered for replacement. PQDRs need to be submitted before 6 Feb 10.

HEMTT Load Test Guidance

Need guidance for HEMTT crane load tests? You won't find it in TB 9-352 because the HEMTT isn't one of the trucks it addresses. Get load test instructions from TB 9-2320-279-34. Then test at the prescribed intervals and weights. Increase the test frequency if your local SOP requires it.

621B Scraper V-belt

Use NSN 3030-01-558-9943 to get a new A/C V-belt for the 621B scraper. This NSN replaces the one shown as Item 4 in Fig 12 of TM 5-3805-248-13&P.

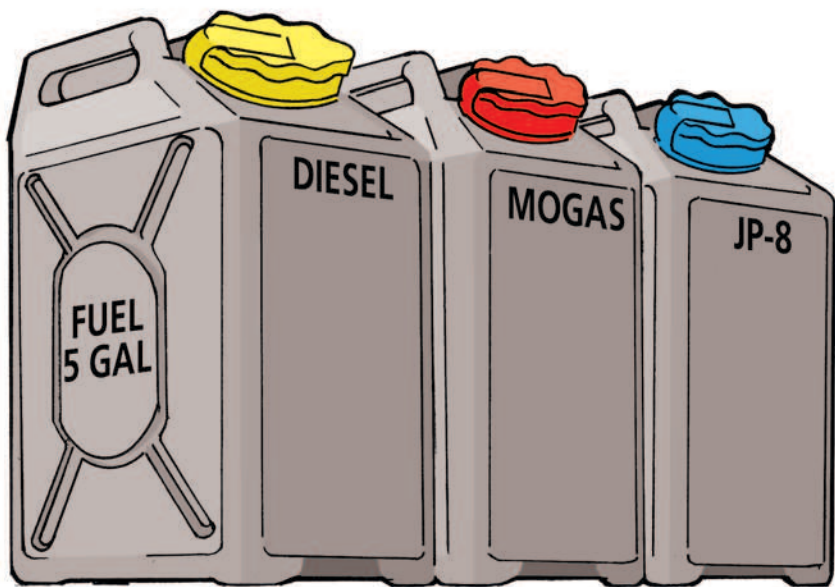
M1064 Mortar Carrier Ramp Actuator Fitting

Use NSN 4730-00-253-4412 (PN MS39230-2) to get a new pipe elbow for the ramp actuator on your M1064 mortar carrier. NSN 4730-00-732-7271, which is shown as Item 3 in Fig 313 of TM 9-2350-261-24P (Aug 05), is not available.

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?

**Know What's in
Each Fuel Can...
COLOR CODE
THE CAPS!**



**Yellow for Diesel
Red for MOGAS
Blue for JP-8**