

PS**THE
PREVENTIVE
MAINTENANCE
MONTHLY****ISSUE 729 AUGUST 2013**

TB 43-PS-729, 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. The use of product or company names does not constitute endorsement of those products, services or companies by the U.S. Army. The use of non-DoD hyperlinks, along with their content, does not constitute endorsement by DoD or DA. Neither DoD nor DA exercises any editorial control over, and cannot vouch for, content on non-DoD websites.

**COMBAT VEHICLES**

M2/M3-Series Bradleys Targeting Tips
Bradley MWO Clarification
M1-Series Tanks Ammo Compartment Moisture
M1-Series Tanks LRU Seals
Stryker Shackle Hardware Installation
Stryker Environmental Cover Usage
M109A6 Paladin Rifle Bracket Fix
MLRS Carrier Cab Lowering Tip
M777A2 Howitzer Handbrake Damage

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M1117 ASV Transfer Case Vent
HMMWV Steering Wheel Lubing
HMMWV Brake Bleeder Valve Torque
Dump Truck Hoist Cylinder Leakage
FMTV Tire Lug Nut Turning Tips
M-Gator Parts Ordering
M1977 Common Bridge Transporter Winch Frame

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HYEX Hydraulic Hose Care
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PS, the Preventive Maintenance Monthly

USAMC LOGSA (AMXLS-GP)

Bldg. 3303

Redstone Arsenal, AL 35898

Or email to:

half.mast@us.army.mil or

usarmy.redstone.logsa.mbx.psmag@mail.mil

Internet address:

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

By order of the Secretary of the Army:

RAYMOND T. ODIERNO

General, United States Army Chief of Staff

Official:

Joyce E. Morrow

JOYCE E. MORROW

Administrative Assistant to the Secretary of the Army

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PS

August
2013

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-729

Approved for
Public Release;
Distribution is
Unlimited

THANKS
FOR INVITING
ME ON THIS
TRIP, HALF-
MAST.

I'VE NEVER
ACTUALLY
CLIMBED
UP ON A
HERCULES!

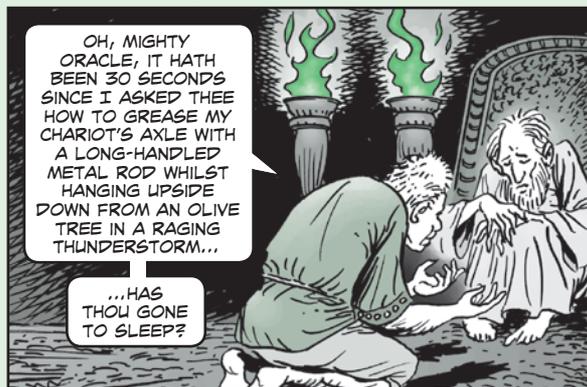
BEFORE YOU
JOIN ME UP
HERE,
CLOE, YOU
NEED TO
TAKE YOUR
JEWELRY OFF!



See Pages 10-11 for More Info!



The Right Answers Can Take Time



PS offers a reader's service program to answer maintenance and supply questions. For many years, letters came to us courtesy of the US Postal Service. Then, when the Internet took off, we started getting more email. Eventually, email won out over paper mail. It's cheaper, faster and easier for both sides.

But even the marvels of modern times come with a few drawbacks. One is that many of us expect instant answers now, even to highly technical questions.

We've noticed a troubling trend. Some folks ask us questions and send follow-up email in a few minutes or hours, asking why they haven't gotten answers from us yet.

Here's why: Many technical questions require us to go to major commands and subject matter experts. We are dependent upon their schedules and responsiveness. That generally isn't measured in hours but days, sometimes even weeks. With maintenance, and especially safety-related issues, we won't shoot back instant answers unless we know they're right.

Once in a blue moon, an email is filtered into spam or lost in the incoming tide. That's why, if you haven't heard anything after 30 days, we do invite you to follow up. Email us at:

half.mast@us.army.mil or usarmy.redstone.logsa.mbx.psmag@mail.mil



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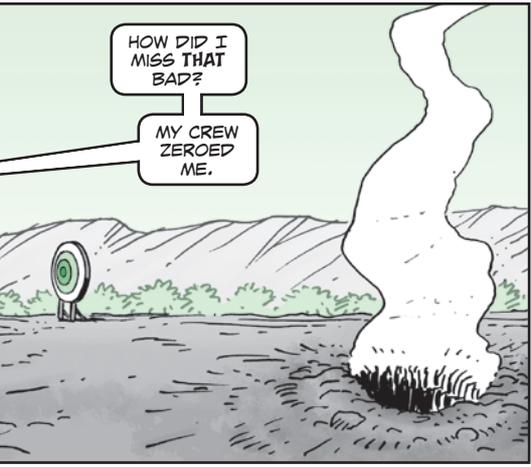
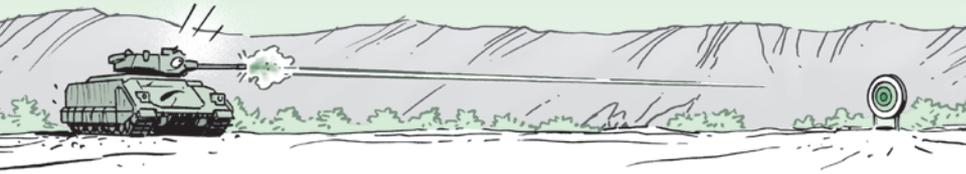
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TARGETING TIPS FOR ACCURACY

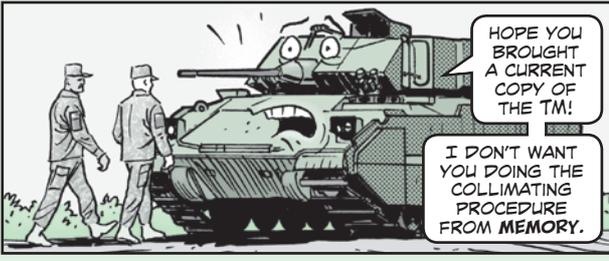


Dear Editor,

We support the Bradley units at Ft Carson. We have run into a couple of mistakes crews are making that can seriously hurt the Bradley's accuracy:

Not using TM for collimating. When operators do the boresighting and zeroing procedures, they can follow the steps on the commander's tactical display, *except* for collimating the borescope to the M242 barrel. To boresight correctly, you must follow the procedure in WP 0018 through 0020 in TM 9-2350-293-10 (Dec 01). Many times they don't have the -10, so collimating is done wrong or not at all.

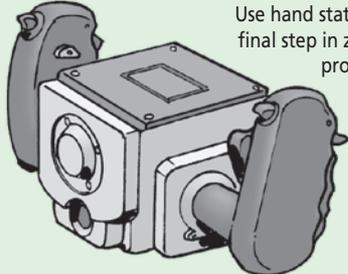
It's critical that you keep a current copy of the TM in the Bradley at all times. That way the procedure will always be handy.



Use hand station for last M242 zeroing step. To zero the M242, you are supposed to hand crank the turret until the M242 is lined up with the target. Shoot one round. If the reticle jumps off target, use the crank to put the reticle back on target. Then push AIM POINT and use the hand station to align the reticle with the round's point of impact.

The problem is that crews use the crank instead of the hand station to do that last step. The M242 isn't really zeroed as a result. All they need to remember is to use the hand station for the final step to get it right.

Crews can find the correct procedure in Para B-77 in FM 3-20-1, *HBC Gunnery Manual*, which explains how to zero the Improved Bradley Acquisition System (IBAS) to the M242.



Use hand station for final step in zeroing procedure

Editor's note: Bradley crews should zero in on your zeroing tips. Thanks, guys.

Dave Whithee
Mike Wood
Bradley Field Support
Ft Carson, CO

THE RIGHT MWO FOR YOUR BRADLEY

HEH WHAT'S **WRONG** WITH YOU?

SOMEBODY USED THE WRONG MWO FOR ME AND NOW I DON'T FEEL SO GOOD!

YOU LOOK TERRIBLE!

Dear Editor,

I'm writing to let your readers know there was a problem with a posted MWO for the Bradley in the Modification Management Information System (MMIS).

The MMIS site listed MWO 9-2350-373-50-2 for the Bradley. But this MWO was only a draft, so if you printed it out for use, get rid of it. The correct mod is MWO 9-2350-294-50-2.

You won't find the correct MWO in the Bradley's EM 0043 or on the LOGSA ETM website, but it'll be added in the next revision.

JEFFERSON "JD" DAVIS
TACOM CBT LAR
Ft Hood, TX

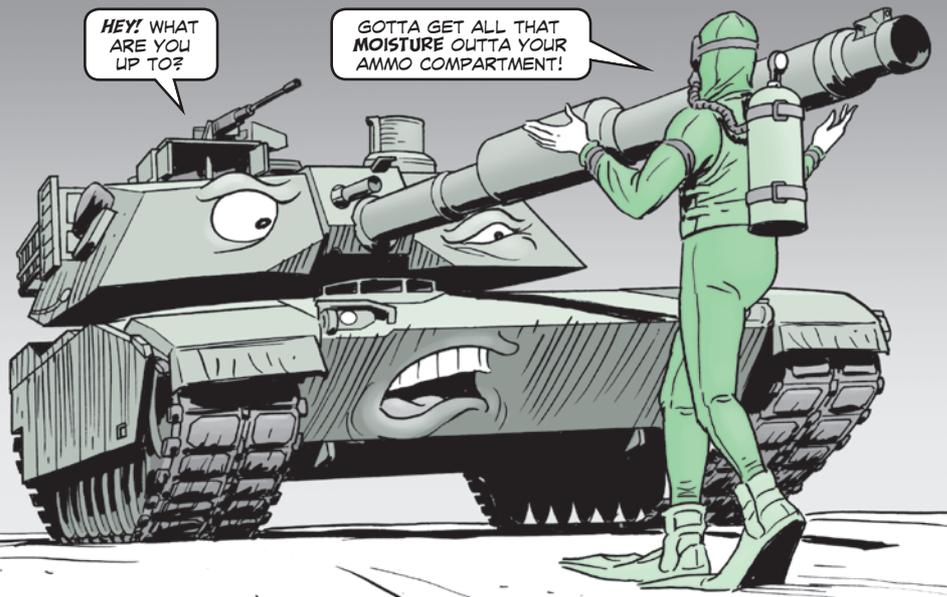
Editor's note: Thanks for writing in. That will keep Bradley units from making the wrong modifications to their vehicles.



BEATING AMMO COMPARTMENT WATER WOES

HEY! WHAT ARE YOU UP TO?

GOTTA GET ALL THAT MOISTURE OUTTA YOUR AMMO COMPARTMENT!

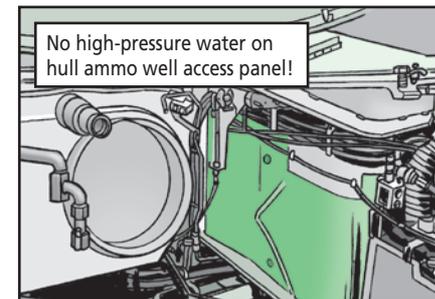
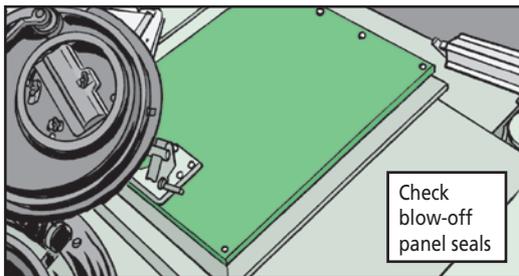


Prevention really is the best medicine when it comes to preventing rust- and corrosion-causing moisture in your M1 tank's ammo compartment.

When you do PM on the hull ammo compartment, make sure you place a couple desiccant bags inside to absorb moisture. Then check the desiccant bags regularly. If they're moist or the compartment walls are wet, time for new desiccant.

NSN 6850-00-264-6571 gets a drum of 300 bags of desiccant.

But sometimes you might find more water in the ammo compartments than desiccant bags can handle. If that happens, take a close look at the blow-off panels. Sometimes the seals under those panels wear out and allow water to leak through to the ammo compartment.



There's also a small environmental cover to the rear of the blow-off panel. Check for cracked welds, broken or missing bolts or a leaky seal. All can lead to water problems in the ammo compartment.

If those aren't causing the problem, it could be you're using high-pressure water or steam to clean the engine compartment when the powerpack is removed. That can force water past the gasket on the hull ammo well access panel and into the ammo compartment. Check the gasket and avoid spraying this panel in the future.

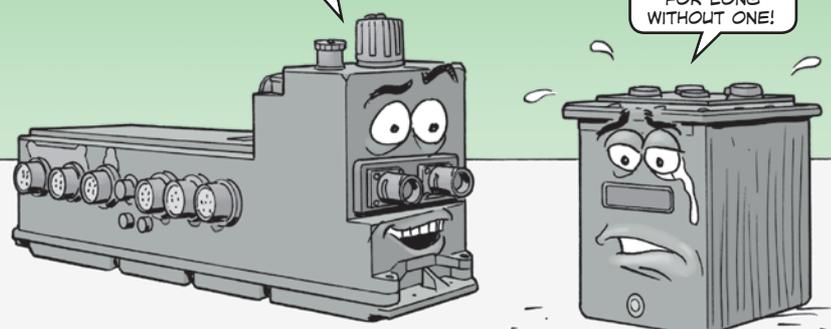
As an extra precaution, cover your tank with a tarp, especially when it's being stored for a long time. Use NSN 2540-01-568-9376 to order a tan tarp for M1A1 tanks and NSN 2540-01-568-9379 for a green tarp. Use the tarp from your BII for your M1A2.

BE SURE TO SEAL THE DEAL

WHY SO GLUM, PAL?

DIDN'T YOU GET A NEW SEAL LIKE ME?

NO! AND I KNOW I WON'T BE EFFECTIVE FOR LONG WITHOUT ONE!



Mechanics, always discard the old seal and replace it with a new one when doing a repair job on an M1-series tank's line replaceable unit (LRU). Too many LRUs are being put back into service without new seals and that can cause problems.

Before long, the LRU will have to be repaired or replaced. That's because reusing the old seal—or using no seal at all—means moisture, dust and other contaminants get inside and damage the sensitive electronic components.

So be sure to replace the seals when doing repairs. And then remind tankers to keep high-pressure water and steam away from LRUs.

Stryker...

CRUNCH!

UH, OH!

LEMME GUESS...YOU FORGOT TO MAKE SURE THE SHACKLE HARDWARE WAS INSTALLED PROPERLY?



Prevent A Shackle Debacle



MAKE SURE THE TOWING SHACKLE HARDWARE IS FACING AWAY FROM YOUR STRYKER'S RAMP OR YOU COULD HEAR A LOUD **CRUNCHING NOISE** WHEN THE RAMP RAISES OR LOWERS.



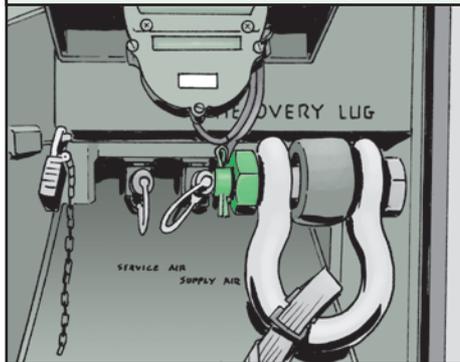
THAT COMES FROM THE RAMP DAMAGING THE SHACKLES' RETAINING NUT AND COTTER PIN.

ALWAYS MAKE SURE THE RETAINING NUT AND COTTER PIN ARE INSTALLED **FACING AWAY FROM THE RAMP.**

DOUBLE-CHECK THAT IT'S DONE PROPERLY AS PART OF YOUR BEFORE-OPERATION PMCS ON THE REAR EXTERIOR.



Make sure shackle hardware faces away from ramp



Stryker...

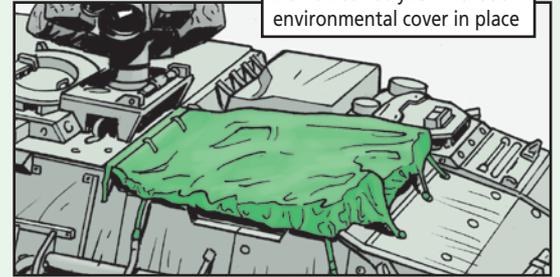
COVER ME UP WHEN IT'S WASH TIME!



Washing your Stryker without first installing the environmental cover could lead to some big problems. Not using the cover means water can get into the engine air intake and exhaust, which could blow the pack.

So before you grab the hose, be sure to grab the environmental cover first and secure it in place. Also, don't forget to install the heater exhaust cover, NSN 2590-20-000-0256. It's part of your Stryker's components of end item (COEI).

Don't wash Stryker without environmental cover in place



M109A6 Paladin...

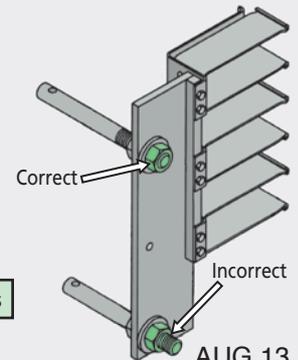
EASY FIX FOR RIFLE BRACKET INTERFERENCE

Be sure to check the shafts for your M109A6 Paladin's M16 rifle/M4 carbine brackets, crewmen.

MWO 9-2350-314-30-5 replaced the shafts for those brackets. But some of the shaft nuts were screwed down too far. The nut should be flush with the shaft to prevent interference with the Excalibur rounds on their racks.

Check the shafts now. If you find any that aren't flush with the nut, adjust the nut until they are.

Ensure ends of shafts are flush with face of nuts





NO MORE BUSTED KNUCKLES

Lowering your MLRS cab with a socket wrench and extension can be a real pain because the cab tends to jerk and bounce while it's moving. That and the tight clearance can cause busted knuckles—OUCH!

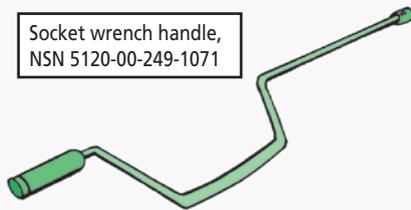
But a simple \$14 tool will make the job a **lot** easier, not to mention saving you some skin.

Use NSN 5120-00-249-1071 to order a socket wrench handle. The tool has a brace-type speeder handle with a single revolving handgrip that makes lowering the cab quick and easy, not to mention saving your hands from wear and tear.

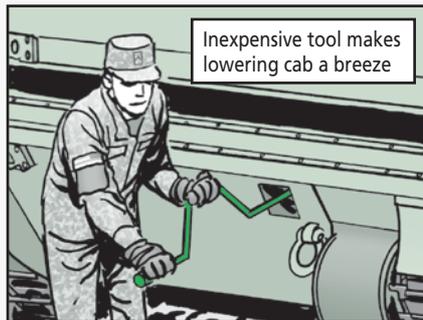
Remember, never use a power tool like an electric impact wrench. That can damage the lift mechanism and you can be hurt if the cab falls.

Table B-1 of CTA 50-970 is your authority for ordering the handle.

Socket wrench handle,
NSN 5120-00-249-1071

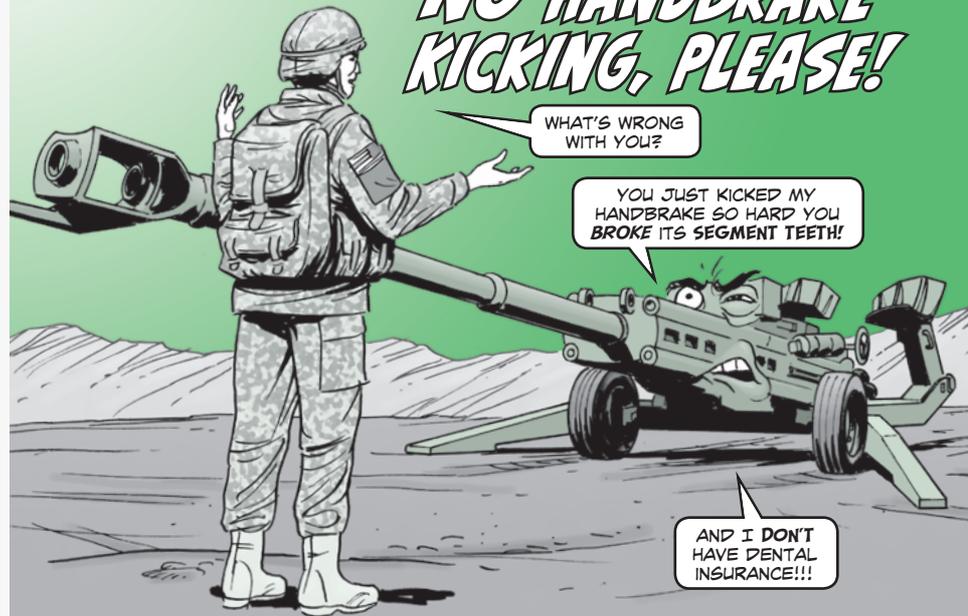


Inexpensive tool makes
lowering cab a breeze



M777A2 Howitzer...

NO HANDBRAKE KICKING, PLEASE!

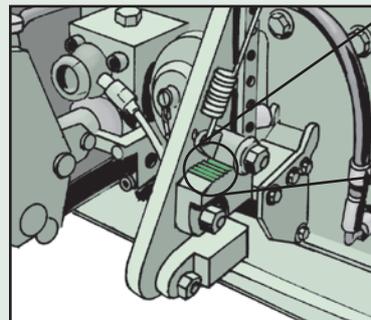


Dear Editor,

When we do the scheduled services on the M777A2 howitzer, we often find cracked ratchet handbrake brackets. This is caused by Soldiers kicking the handle to release the handbrake, which damages the brake's segment teeth. It costs almost \$1,400 to replace the handbrake.

If you can't get the handbrake to release, tell your repairman. Your feet aren't the solution.

Kicking
handbrake
damages
segment
teeth



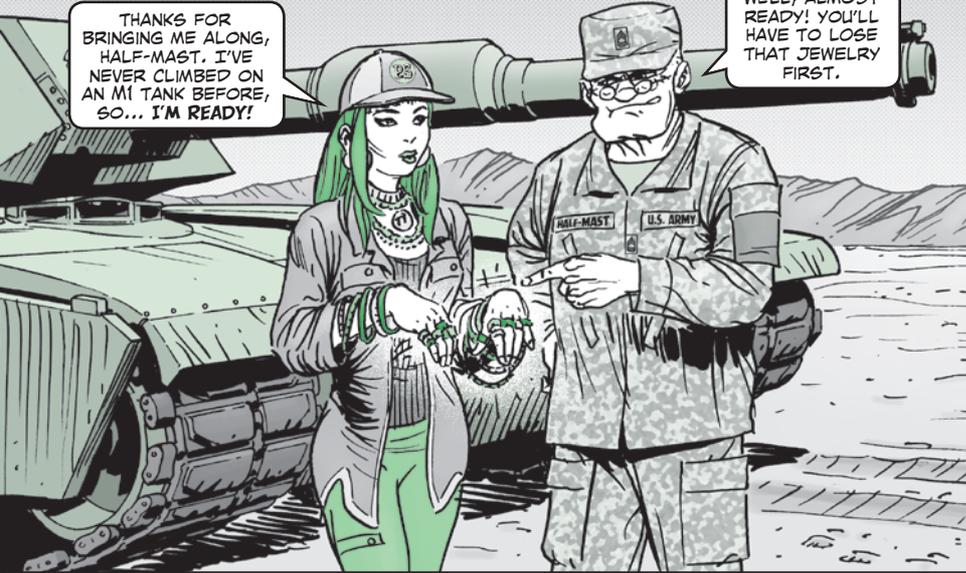
Hans-Juergen Pirmer
Martin Scherm
Peter Kohler
Konrad Kohl
Jochen Rankel
Vilseck, Germany

Editor's note:
Yes, let's put the brakes on broken brake teeth.

BE CAREFUL WHEN YOU CLIMB

THANKS FOR BRINGING ME ALONG, HALF-MAST. I'VE NEVER CLIMBED ON AN M1 TANK BEFORE, SO... I'M READY!

WELL, ALMOST READY! YOU'LL HAVE TO LOSE THAT JEWELRY FIRST.



Climbing on or off Army vehicles sounds easy enough. Soldiers do it daily without injury. But there are some who don't do it safely, risking a bad hand injury or even the loss of a finger.

The Army had 13 accidents between FY 08-11 that were caused by improper mounting and dismounting. And each of those accidents resulted in the amputation of a fingertip or a finger. Nine Soldiers wore rings that got caught on equipment. So just removing rings could have saved their fingers.

The Army has a lot of big equipment so you must always be aware of fall hazards. This is especially true when climbing on or off equipment during maintenance and while securing equipment for transport.

When dismounting, be careful where you put your hands and feet. Besides degloved or amputated fingers, you can suffer injuries to your ankles, legs, knees, wrists, arms and upper body.

TAKE IT FROM ME... DON'T WEAR RINGS!



SO HOW CAN YOU AVOID GETTING HURT? HERE ARE A FEW TIPS...



- Use extreme caution when mounting or dismounting a vehicle. Never dismount a vehicle by jumping from it.
- Make sure you understand and use the three points of contact method when mounting, dismounting or moving around on the vehicle. This means having two hands and one foot or two feet and one hand on the equipment at all times.
- Break three points of contact only when you reach the ground, cab, turret or a stable platform.
- Do not use wheel hubs, machine tracks or door handles for mounting and dismounting.
- Ensure the driver or gunner is aware whenever people mount or dismount the vehicle.
- Wear protective gloves as needed.



- Use the parts designed by the manufacturer for mounting and dismounting, such as steps, running boards, traction strips, footholds, and handgrips. Keep these parts clear of mud, snow, grease and other hazards that can cause slips, trips or falls.



- Never mount or dismount a moving vehicle. Drivers must bring the vehicle to a complete stop before allowing anyone to mount or dismount.
- Never climb in front of a weapon to mount the vehicle.
- Remove all jewelry when working around Army equipment.

TO LEARN MORE ABOUT THE HAZARDS YOUR EQUIPMENT MAY PRESENT, GO TO THE DRIVER'S TRAINING TOOLBOX AT... <https://safety.army.mil/drivertrainingtoolbox>

YOU'LL NEED TO USE YOUR AKO LOGIN.



M1117 ASV...

KEEP TRANSFER CASE BREATHING EASY

GASP... WHEEZE!

C-CAN'T BREATHE!

TRANSFER C-CASE VENT N-NOT W-WORKING RIGHT!



THE TRANSFER CASE ON YOUR M1117 ARMORED SECURITY VEHICLE (ASV) WILL BREATHE EASIER IF IT HAS THE RIGHT AIR VENT.



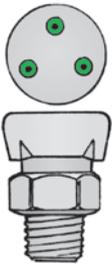
UNFORTUNATELY, THERE'S A HANDFUL OF ASVs THAT WERE FIELDed WITH THE **WRONG** VENT.

SO HOW DO YOU TELL?

TAKE A CLOSE LOOK AT THE TRANSFER VENT ON YOUR VEHICLE.



THE **RIGHT** VENT WILL HAVE A SHORT BONNET WITH THREE DIVOTS ON TOP.



THE **WRONG** VENT HAS A TALLER BONNET WITH ALEMITE STAMPED ON IT.



IF YOUR TRUCK HAS THE WRONG VENT, REQUEST A FREE REPLACEMENT BY EMAILING POMENIC GIARDINA AT: dgiardina@tms.textron.com

AND BEFORE YOU HIT THE SEND BUTTON, ADD THIS ADDRESS TO THE CC BLOCK... usarmy.detroit.peo-cs-css.mbx.pm-asv-pate-team@mail.mil

HMMWV...

PROPER LUBE HELPS STEERING WHEEL MOVE

OH, NO!



IT'S BEEN SO LONG SINCE MY STEERING SHAFT WAS LUBED THAT I CAN'T TURN!



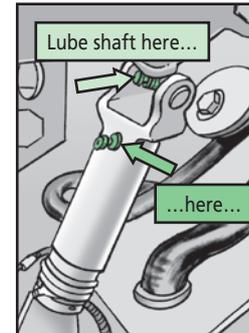
Using your HMMWV's steering wheel is pretty simple. All you have to do is turn it in the direction you want to go. But if you don't properly lube the intermediate steering shaft, that could be a problem.

Without lube, the steering shaft will bind. Then those simple left and right turns won't be so easy. And that means trouble when you're driving towards a curve in the road!

Keep the steering wheel turning by lubing the intermediate steering shaft with GAA semiannually or every 3,000 miles, whichever comes first.

And don't forget that the shaft has **three** lube points. The one on the shaft and the one on the top knuckle of the U-joint usually get lubed. And one that often gets missed is on the lower knuckle, which is blocked from above by the alternator.

Lube shaft here...



...and HERE

...here...



GET UNDER THE TRUCK AND HAVE SOMEONE TURN THE STEERING WHEEL UNTIL YOU CAN GET A GOOD SHOT AT THE FITTING.



HMMWV...

A TWIST ON BRAKE BLEEDER VALVE TORQUE



Dear Bonnie,

It's not just cereal that goes snap, crackle and pop. Every time I go to tighten a HMMWV's brake bleeder valve, it seems like I end up destroying it! I've followed every step in the TM, but Soldiers keep coming back to the shop with leaky or broken bleeder valves. How do we fix this problem?

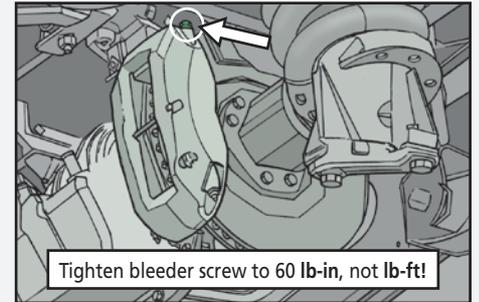
SSG D.U.N.

Dear Sergeant D.U.N.,

Believe it or not, you're not the only one with this issue.

The torque specification listed in TM 9-2320-387-24-1 instructs users to "Tighten bleeder screw to 60 **lb-ft**, or 81 newton meters" and TM 9-2320-387-24-2 lists the bleeder screw torque as "6-15 **lb-ft**, or 8-20 newton meters."

TACOM LCMC says that both TMs should read, "Tighten bleeder screw to 60 **lb-in** (7 newton meters)."



You should see this correction in the next TM change. Until then, make a note of the right torque in the following TM sections:

- TM 9-2320-387-24-1 (Page 7-4.3, Step 4, Paragraph 7-2.1 and Page 7-4.4, Step 5, Paragraph 7-2.1 of Change 6)
- TM 9-2320-387-24-2 (Page 22-10, Step 16, Paragraph 22-5 of Change 1)

Bonnie

Dump Trucks...

HOIST CYLINDERS NORMALLY LEAK!

IT'S A NO BRAINER... DUMP TRUCK HYDRAULIC HOIST CYLINDERS LEAK!

SOME LEAK JUST A LITTLE, OTHERS LEAK A LITTLE MORE.

LEAKS DO NOT MAKE YOUR TRUCK NMC UNLESS THEY ADD UP TO MORE THAN A QUART A DAY, OR IF THE CYLINDERS WON'T LIFT AN EMPTY DUMP BED.



THAT'S BECAUSE SINGLE-RAM CYLINDERS **MUST** LEAK ENOUGH TO KEEP THE ROD COATED WITH OIL AND THE SEAL WET.

THE OIL **PROTECTS** THE ROD FROM THE ELEMENTS AND CORROSION.

TELESCOPING CYLINDERS, LIKE THOSE ON M917 PUMP TRUCKS, HAVE SEALS AT EACH SECTION OF THE CYLINDERS THAT LEAK/LUBRICATE THE ROD FOR THE SAME REASONS.

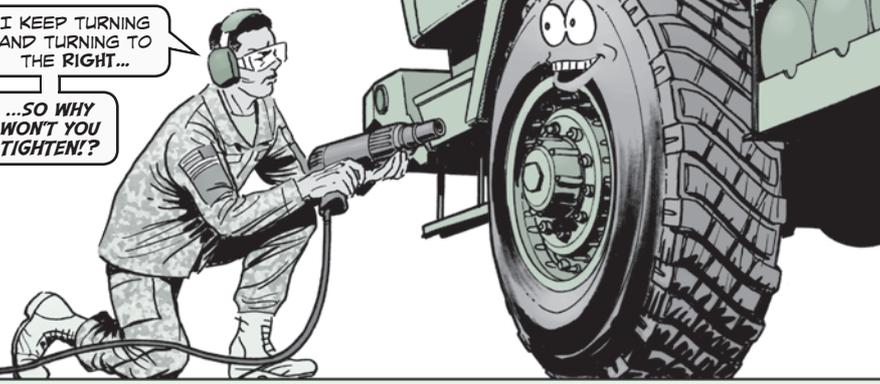
TIRE LUG NUT TURNING TIPS

I KEEP TURNING AND TURNING TO THE RIGHT...

...SO WHY WON'T YOU TIGHTEN!?

YOU'RE ON THE WRONG SIDE FOR TURNING RIGHT...

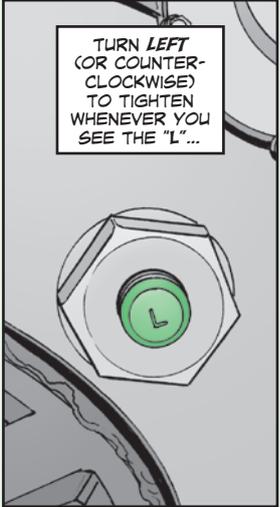
...IF YOU'RE ON THE DRIVER'S SIDE, YOU GOTTA TIGHTEN TO THE LEFT!



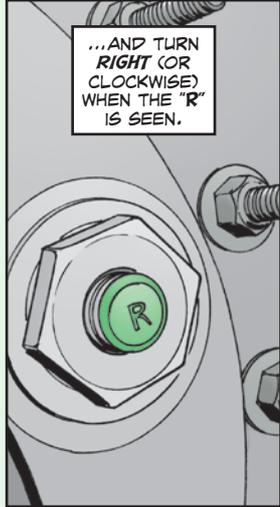
Mechanics, tire tightening isn't a one-way-fits-all deal. You'll need to put on and tighten the lug nuts for your FMTV's tires to the left or right, depending on which side of the truck you're on.

Driver side wheel lug nuts get tightened to the left and passenger side wheel lug nuts get tightened to the right.

TO HELP YOU REMEMBER, THERE IS AN "L" IN THE MIDDLE OF THE LEFT SIDE LUG THREADS, AND AN "R" IN THE MIDDLE OF THE RIGHT SIDE'S.



TURN LEFT (OR COUNTER-CLOCKWISE) TO TIGHTEN WHENEVER YOU SEE THE "L"...



...AND TURN RIGHT (OR CLOCKWISE) WHEN THE "R" IS SEEN.

Before You Order Parts

YOU'RE RUNNING A LITTLE ROUGH!

MIGHT BE TIME TO ORDER SOME PARTS!

REMEMBER, I'M AN A1 MODEL M-GATOR!

SO MAKE SURE YOU GET THE RIGHT PARTS!



NEED TO ORDER SOME M-GATOR PARTS?

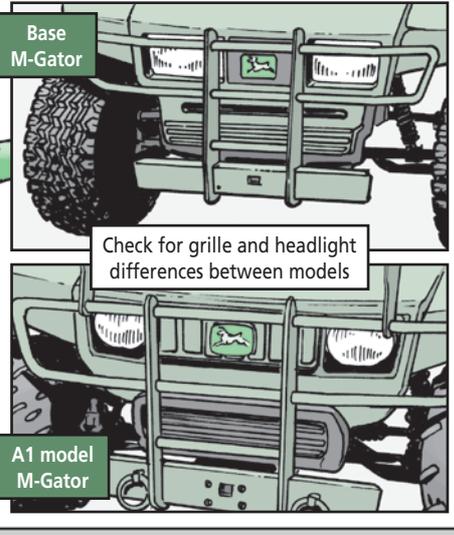
IF YOUR UNIT HAS CASH OR A GOVERNMENT CREDIT CARD, YOU CAN ORDER PARTS FROM ANY JOHN DEERE DEALER IN THE WORLD.

FIND THE DEALER CLOSEST TO YOU AT THIS WEBSITE:
<http://www.johndeere.com>

BUT BEFORE YOU ORDER A PART, YOU'LL NEED TO KNOW WHICH MODEL M-GATOR YOU HAVE.

JOHN DEERE HAS TWO DIFFERENT TYPES OF M-GATORS.

TO TELL WHAT'S WHAT, TAKE A LOOK AT THE GRILLE AND HEADLIGHT DESIGN AS A QUICK REFERENCE.



Base M-Gator

Check for grille and headlight differences between models

A1 model M-Gator

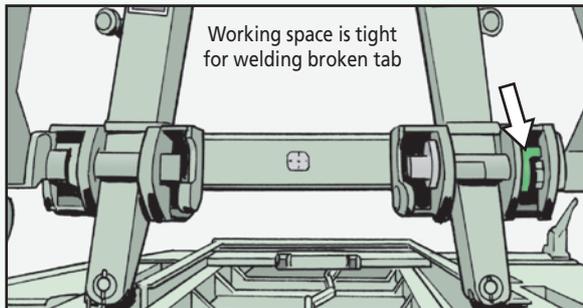
OUCH! I THINK ONE OF MY WINCH FRAME LOCKING TABS SNAPPED!



Making Room for BAP Winch Frame Repair

The winch frame locking tabs on the bridge adapter pallet (BAP) have been known to break off during common bridge transporter operations.

Problem is, welding a busted tab back into place is a bit tricky. There's just not a lot of elbow room in that confined space. But the locking tabs are critical items when loading and unloading the improved ribbon bridge from the common bridge transporter.

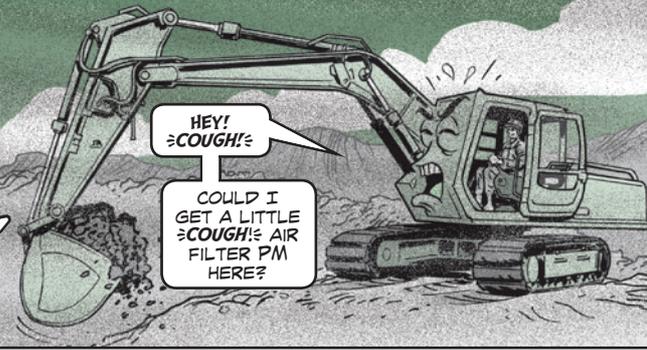


There's a new 21-step field maintenance repair procedure that should be used to fix a broken tab instead of WP 0054 in TM 5-330-263-13&P. To get an electronic copy of the fix, email Half-Mast at: half.mast@us.army.mil

Or download a copy at:

https://www.logsa.army.mil/psmag/MS-4753-M_attech.pdf

KEEP THOSE FILTERS GOOD 'N' CLEAN!



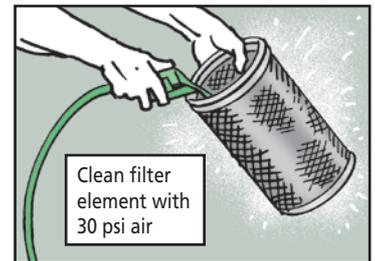
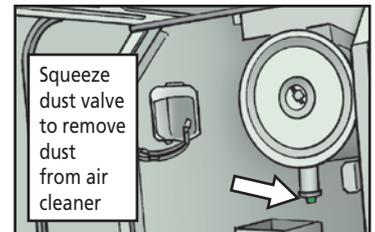
Clean air filters are important for all vehicles. And the HYEX is no exception!

A vehicle's engine will run rough or not at all if its filters are clogged. A dirty filter steals power and forces the excavator to struggle with any load in the backhoe.

Operators, it's a good idea to squeeze the dirt out of the dust cap on the bottom of the air canister every day. That's especially true if you're in a dusty or sandy area. That gets rid of the dirt from the canister, but not from the primary or secondary air filters.

Tap the primary filter with the heel of your hand to loosen dirt. Then give it a shake and tap some more. That'll knock some of the junk out of the filter and allow you to keep operating until you can replace the filter or clean it with low-pressure air (30 psi).

Never bang the filter on a rock or hard surface. You'll just dent it and ruin the seal.



- if it's visibly dirty.
- if the primary filter is damaged and needs to be replaced.
- after 1,000 hours of operation or annually, whichever comes first.

Keep a close eye on the air cleaner indicator on the operator's station inside the cab. When the indicator's light turns red, stop and clean the primary filter.

It's a good idea to read up on how the canister and air filters fit together. That means you'll want to take a look at Pages 2-6, 11-5, 14-9 and 14-10 of TM 5-3805-280-10 (Feb 00).



Don't Yank the Hoses!

Come on, operators! Go easy on the excavator's hydraulic hoses for tool attachments when pulling them away from or bringing them back to the vehicle.

That means you don't yank on the hoses or let them snap back into the recoil spool. Sooner or later, this yo-yo treatment will break the spring inside the recoil spool. Then you can't rewind the hoses.

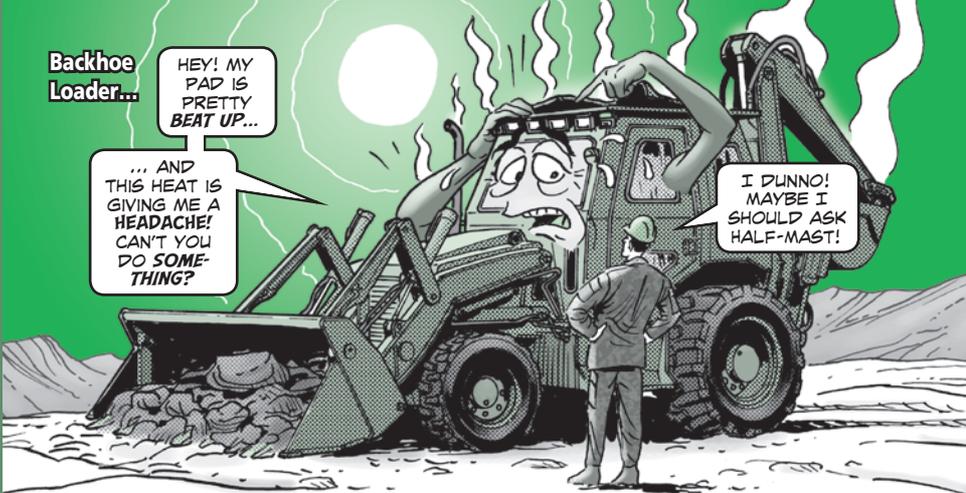
To make the hoses and recoil spool last longer, slow and easy is the way to go.

M400W Skid Loader...

CRAWLER TRACK REMINDER

Operators, these new skid loaders are real workhorses for loading and carrying material at the work site.

If you haven't noticed already, the vehicle's steel crawler track gives you extra traction when operating in sand, dirt and snow. Just remember to remove the track when you drive the skid loader on concrete, asphalt or black-topped hard surfaces. If you don't, the track's steel edges will chew up and damage these surfaces. Also, it causes unnecessary wear-and-tear to the vehicle's tires and hydrostatic-drive train.



Cab Roof Pad Peeling?

Dear Half-Mast,

A backhoe loader (BHL) in our unit has a roof pad that is dry-rotted and peeling back from the cab roof.

What is the purpose of this pad? Do we need to fix or replace it?

SGT K.G.B.

Dear Sergeant K.G.B.,

The BHL's roof pad is used for insulation. It helps keep the cab from absorbing heat caused by the sun beating directly down on the top of the steel cab. The pad allows the BHL's air conditioning to keep the operator comfortable in extremely hot weather.

When the pad starts to look shabby, your mechanic can replace the self-adhesive pad by ordering it in a bulk roll that comes with NSN 2510-01-582-5088.

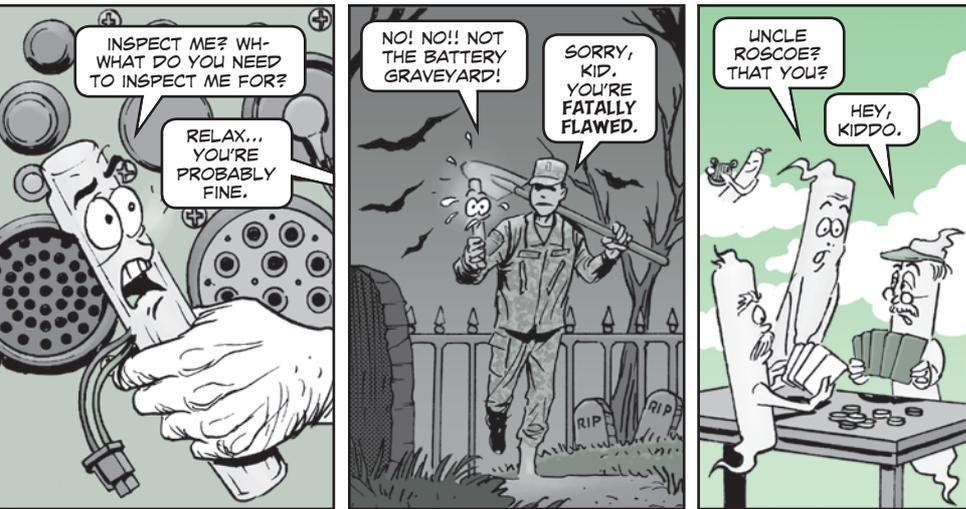
There is no preservative or sealer for the roof pad, but you can get a special aerosol adhesive with NSN 8040-01-566-0124. It's a plastic polyurethane adhesive that does a good job securing the edges of the pad to the vehicle's roof.



Peeling or missing roof pad? Tell your mechanic

Half-Mast

RADAR TRANSPONDER BATTERY HAS ISSUES!



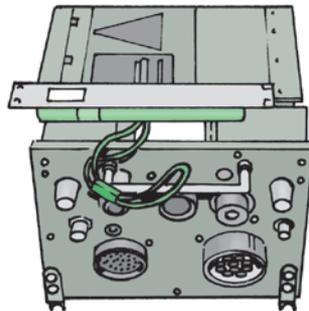
Mechanics, on Pages 38-39 of PS 698 (Jan 11), we told you to order the new Army battery assembly, NSN 6135-01-529-0122, for the AN/APX-118 and AN/APX-123 common transponder.

Since then, the CECOM headshed has issued a general aviation maintenance action message (GEN-13-AMAM-01) that says some of these batteries have reversed polarity on the battery connector. That's not good.

If a reversed polarity battery is installed in either transponder, NSN 5895-01-504-0407 or NSN 5895-01-539-9151, the negative voltage will cause permanent damage. The negative voltage will also damage the internal circuitry used for Identification Friend or Foe (IFF). Those damaged components cost \$15K to replace.

The AMAM requires an inspection of all batteries in stock. The batteries that need inspection are from Lot WO#160294997 and were manufactured on 17 Aug 12. However, all battery assemblies in stock prior to 19 Nov 12 should be checked for reverse polarity just to be safe. All batteries manufactured on or after 19 Nov 2012 were inspected and should be OK.

Check all transponder batteries for proper wiring

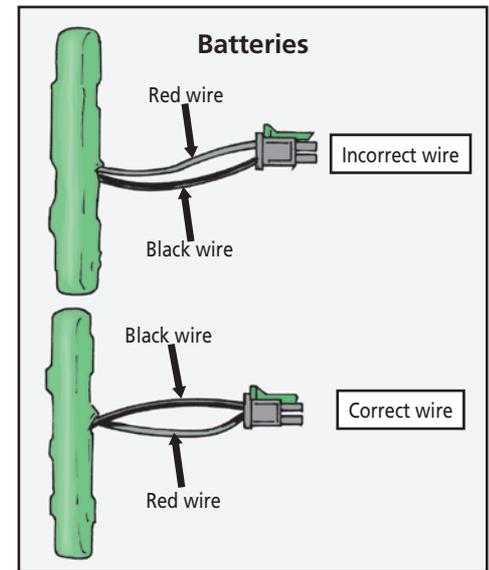


When you check the battery assembly wire lead, the black wire should be connected to the raised clip key guide side of the connector. If it isn't, the battery is no good. Don't try to repair the battery assembly because it can't be fixed.

For all the specific technical instructions on proper handling and disposal of bad transponder batteries and other affected equipment, check out the good word in GEN-13-AMAM-01. It'll tell you how to get your equipment back in shape and get a good replacement battery. You can find the message on the JTDI website:

<https://www.jtdi.mil>

Once there, click on the [128th](#) tab and then look under the [128th Related Links](#) column on the left-hand side of the screen. Click on [AMCOM Safety and Maintenance Messages](#), then log in to the site with AKO or your CAC and click on the Aviation tab.



NEW MICROCLIMATE COOLING VESTS AVAILABLE!

ON PAGE 39 OF PS 683 (OCT 09), WE TOLD YOU HOW TO WEAR THE MICROCLIMATE COOLING GARMENT (MCG).

THAT INFORMATION STILL STANDS.

BUT NOW YOU NEED TO KNOW THAT THERE IS A **THIRD** GENERATION COOLING VEST AVAILABLE.

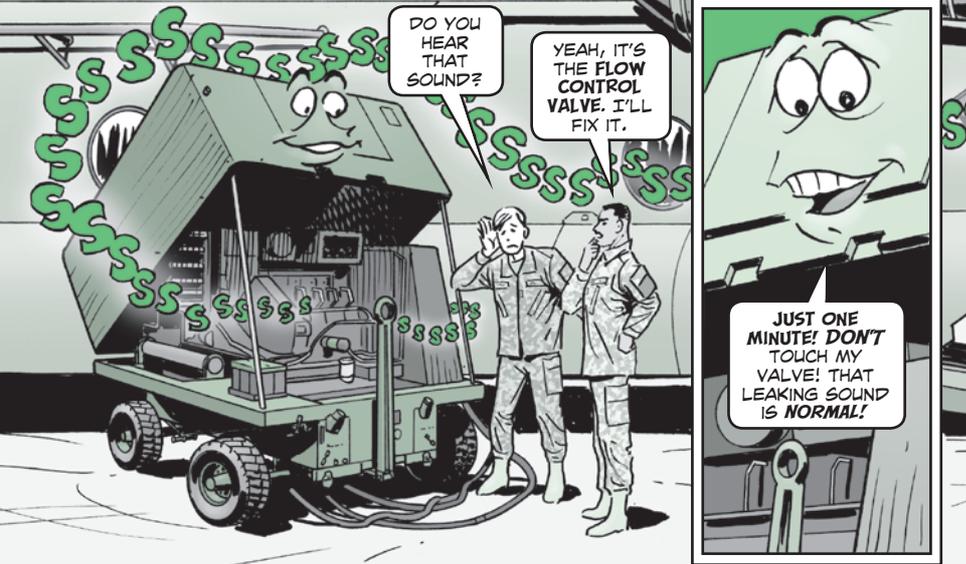
THE VEST ITSELF HAS NOT CHANGED, BUT IT NOW COMES WITH A NEW CONNECTOR THAT HOOKS TO THE AIRCRAFT.

HERE ARE THE NSNs AND SIZES...



NSN 8415-	Size
01-589-4597	Small
01-589-4604	Medium
01-589-4614	Large

Make TM a Part of the GANG



Mechanics, when operating the generic aircraft nitrogen generator (GANG), NSN 3655-01-568-2711 or 3655-01-589-1954, make sure you have TM 1-3655-245-13&P open in front of you before doing anything. **Don't** overlook the TM procedures!

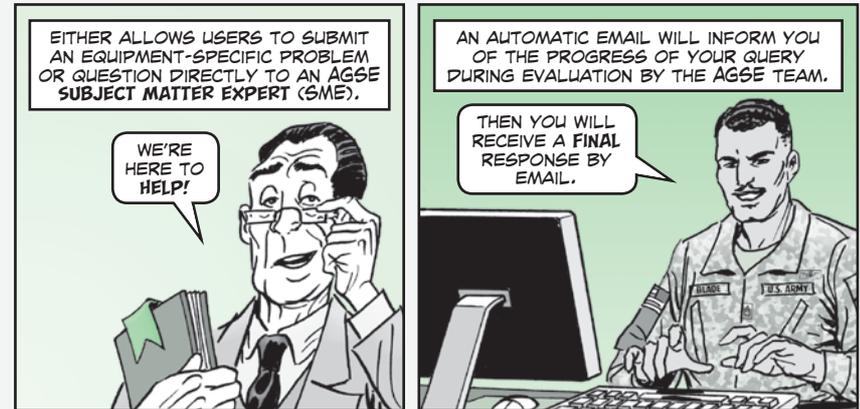
You need to realize that the sound of leaking air is normal because the flow control valve (FCV2) is factory-set to maintain 97-98 percent nitrogen purity. **Do not** close the FCV2 completely.

IF YOU HAVE ISSUES OR QUESTIONS WITH YOUR GANG OR OTHER AGSE EQUIPMENT, YOU CAN VISIT THE PM AGSE HELP TICKET WEBSITE:
<https://agse.peoavn.army.mil>

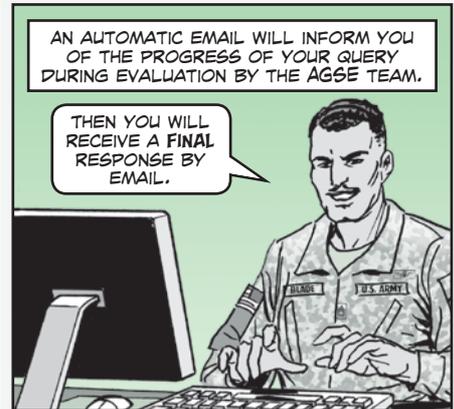
AGSE Help Ticket System

****UNCLASSIFIED INFORMATION ONLY****

OR YOU CAN CALL THE AGSE HELP DESK AT 256-313-1824.

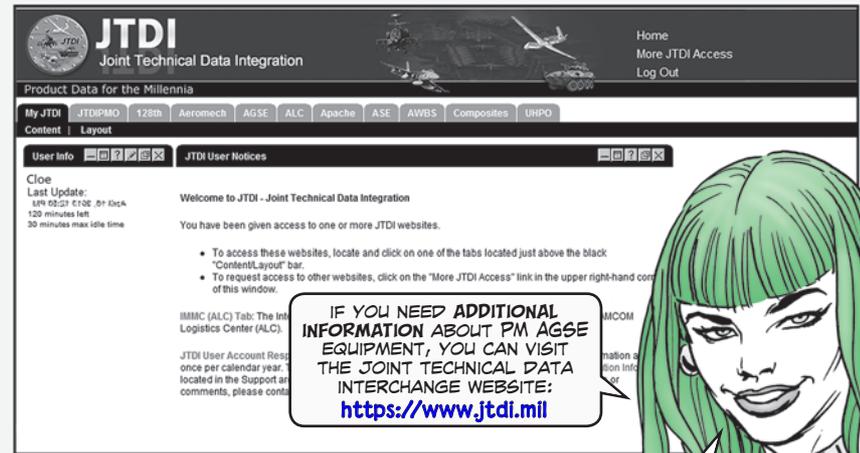


EITHER ALLOWS USERS TO SUBMIT AN EQUIPMENT-SPECIFIC PROBLEM OR QUESTION DIRECTLY TO AN AGSE SUBJECT MATTER EXPERT (SME).



AN AUTOMATIC EMAIL WILL INFORM YOU OF THE PROGRESS OF YOUR QUERY DURING EVALUATION BY THE AGSE TEAM.

THEN YOU WILL RECEIVE A FINAL RESPONSE BY EMAIL.



ACCESS TO THE JTDI WEBSITE REQUIRES A CAC CARD.

FOR FIRST TIME ACCESS, GO TO THE HOME PAGE AND CLICK ON THE REGISTER LINK.

THEN COMPLETE THE REGISTRATION PAGE.



ONCE SIGNED INTO THE JTDI SITE, CLICKING ON THE AGSE TAB ALLOWS YOU QUICK ACCESS TO...

- AGSE product descriptions
- Points of contact within AGSE
- Technical manuals
- Aviation Maintenance Action Messages
- Aviation Safety Action Messages
- Maintenance Information Messages
- Safety of Flight Messages
- Component listings

All Aircraft...



First Aid Kit Being MODERNIZED!

IN CASE YOU HAVEN'T HEARD, THE ARMY IS MODERNIZING AIRCRAFT FIRST AID KITS.

THE AVIATION MAINTENANCE ACTION MESSAGE (AMAM GEN-12-AMAM-07) HAS ALL THE DETAILS ON HOW TO UPDATE YOUR KITS.

Make a note that the general purpose first aid kit, NSN 6545-00-919-6650, is being replaced by the panel-mounted first aid kits (PMFAK), NSN 6545-01-599-5586. If your aircraft does not have the PMFAK installed, the AMAM does not apply.

A DA Form 2028 has been submitted to add the NSN and the first aid components to TM 1-1500-204-23-1, *General Aircraft Maintenance*.

ALSO folks should check out the aviation AMAM message so they can build the kits. Go to:

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

After logging in, click on Aviation, then Recent Aviation Messages to access the message.

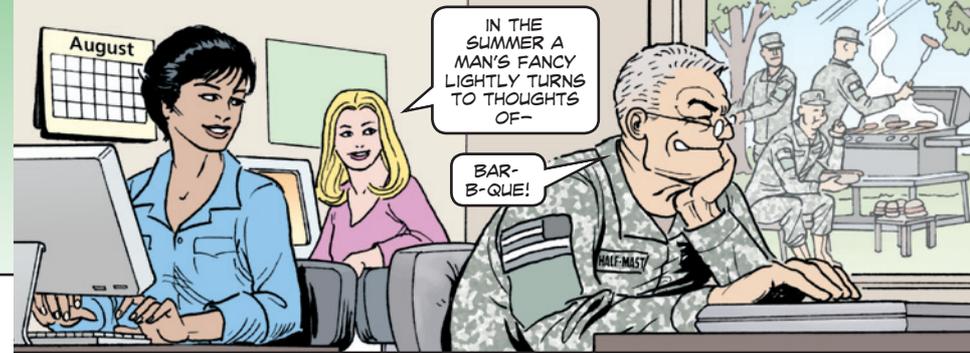
If you reuse the old case, make sure you stencil it with the new NSN. The kits will be ready to order by the first quarter of fiscal year 2013, but the individual components for the new PMFAKs are in the supply system now.

Item	NSN	QTY
Medical instrument case and supply set, olive (empty)	6545-00-912-9860	1
Upper Pocket Contents		
Combat casualty chest seal, 6"	6515-01-532-8019	2
Nasal trumpet	6515-01-529-1187	2
Bandage scissors	6515-01-598-9737	1
Decompression device needle	6515-01-541-0635	2
Adhesive bandage, 0.75 x 3 inches	6510-00-597-7469	12
Triangular sling with safety pins	6510-00-201-1755	3
Lower Pocket Contents		
Surgical adhesive tape, 2" x 30'	6510-00-926-8883	1
Cotton gauze bandage, 4.5" x 12.3'	6510-01-503-2117	1
Impregnated gauze bandage, 3" x 12'	6510-01-562-3325	1
Elastic bandage kit	6510-01-492-2275	1
Nonpneumatic combat tourniquet	6515-01-521-7976	1
Patient examining glove, XLG	6515-01-525-1975	6

GEN-12-AMAM-07 and the addendum are your authority to order until these changes to TM 1-1500-204-23-1 are published.

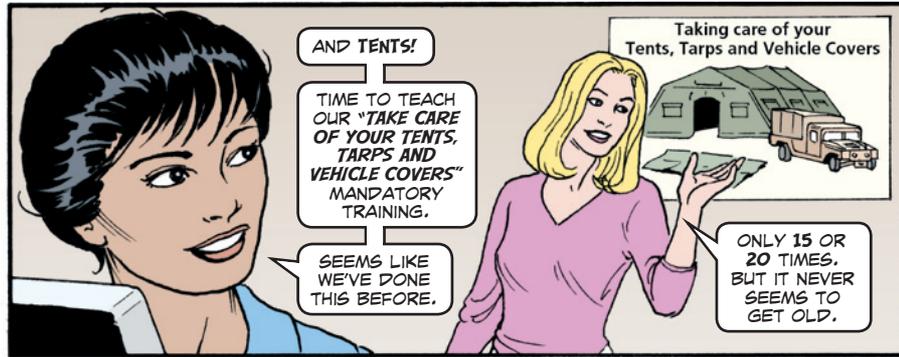
Tents, Tarps, Vehicle Covers...

The Meaning of Cleaning



IN THE SUMMER A MAN'S FANCY LIGHTLY TURNS TO THOUGHTS OF-

BAR-B-QUE!



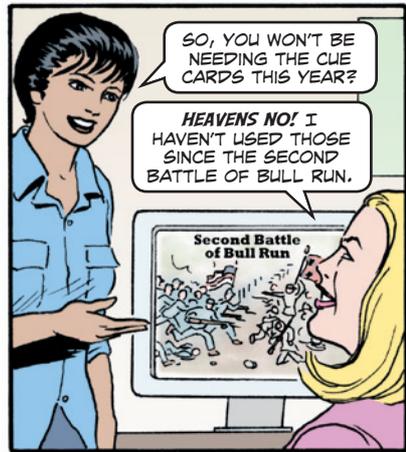
AND TENTS!

TIME TO TEACH OUR "TAKE CARE OF YOUR TENTS, TARPS AND VEHICLE COVERS" MANDATORY TRAINING.

SEEMS LIKE WE'VE DONE THIS BEFORE.

Taking care of your Tents, Tarps and Vehicle Covers

ONLY 15 OR 20 TIMES, BUT IT NEVER SEEMS TO GET OLD.



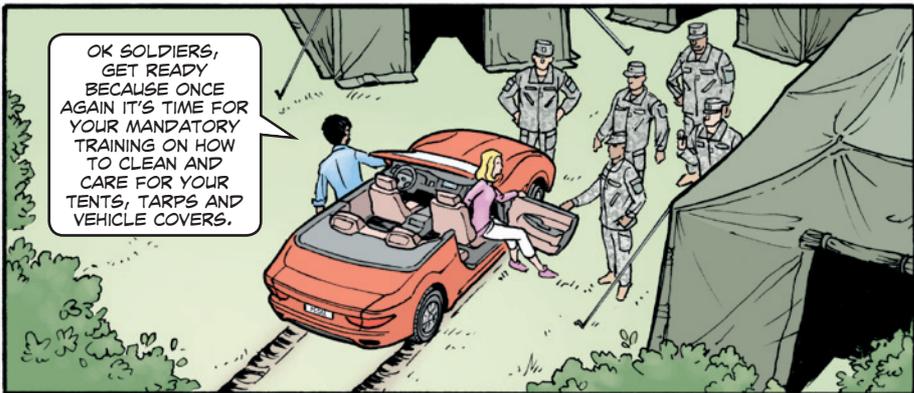
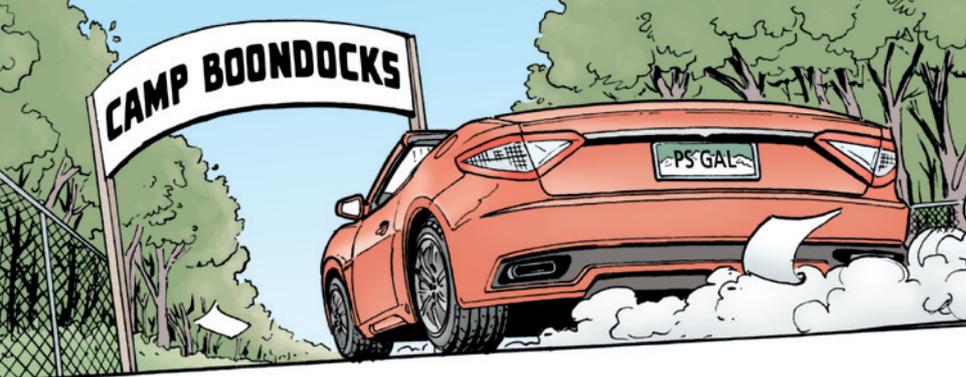
SO, YOU WON'T BE NEEDING THE CUE CARDS THIS YEAR?

HEAVENS NO! I HAVEN'T USED THOSE SINCE THE SECOND BATTLE OF BULL RUN.



SEE YOU LATER, HALF-MAST. WE'VE GOT AN APPOINTMENT AT CAMP BOONDOCKS.

WHILE YOU'RE GONE, I'LL FIRE UP OUR GRILL.



OK SOLDIERS, GET READY BECAUSE ONCE AGAIN IT'S TIME FOR YOUR MANDATORY TRAINING ON HOW TO CLEAN AND CARE FOR YOUR TENTS, TARPS AND VEHICLE COVERS.



CAN'T WE TAKE THIS COURSE ONLINE?



THROUGHOUT MOST OF THIS LESSON, WE'LL BE REFERRING TO TENTS.



BUT KEEP IN MIND, MOST OF WHAT WE SAY ABOUT TENTS...



...ALSO APPLIES TO TARPS...



...AND VEHICLE COVERS...

...ESPECIALLY WHEN WE DISCUSS CLEANING, DRYING AND STORING.



Play Taps for Canvas

JUST A BRIEF NOTE BEFORE WE START... WE'LL BE DISCUSSING VINYL-COATED POLYESTER TENTS.

AS YOU KNOW, THERE'S NOT MUCH COTTON DUCK CANVAS AROUND ANYMORE.

THAT MEANS THE SUPPLY SYSTEM HAS NO CANVAS REPLACEMENT PARTS OR TENT SECTIONS...



OH, NO!

THE ARMY DOESN'T SUPPORT IT.



OH, WOE!

...AND NO CANVAS SHEETS FOR REPAIRING TEARS.

IT ALSO MEANS FIELD MAINTENANCE NO LONGER REPAIRS CANVAS.

IF YOU HAVE CANVAS, YOU ARE RESPONSIBLE FOR MAINTAINING IT!

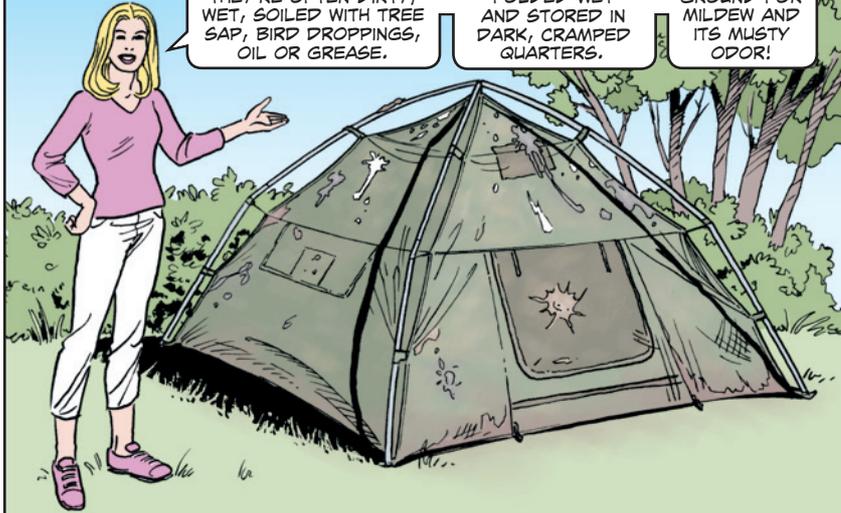


Why Clean Your Tent?

WHEN TENTS RETURN FROM THE FIELD, THEY'RE OFTEN DIRTY, WET, SOILED WITH TREE SAP, BIRD DROPPINGS, OIL OR GREASE.

THEN, WITH NO CLEANING, THEY'RE FOLDED WET AND STORED IN DARK, CRAMPED QUARTERS.

THAT'S A BREEDING GROUND FOR MILDEW AND ITS MUSTY ODOR!



MILDEW PENETRATES THE COATING OF THE TENT FABRIC AND EVENTUALLY THE COATING SEPARATES FROM THE FABRIC.



ONCE THIS HAPPENS, THE FABRIC IS **NO LONGER WATERPROOF.**

THAT'S THE MAIN REASON TO CLEAN AND DRY YOUR TENT...

...**TO PREVENT MILDEW!**



Cleaning



1. Set up the tent. It's easier to clean that way.
2. Use a soft-bristled brush and a solution of mild soap and warm water. Gently scrub the fabric by hand. Clean both the inside and outside of the tent.

USE A SOFT-BRISTLED BRUSH AND MILD SOAP AND WATER.



3. Never machine-wash a tent. The agitators might tear the fabric or pull apart the seams. All that tossing and tumbling might even wear off the fabric's waterproof coating.
4. Also wash the poles with soap and water. It's especially important to wash metal poles exposed to salt water, or else they'll corrode.



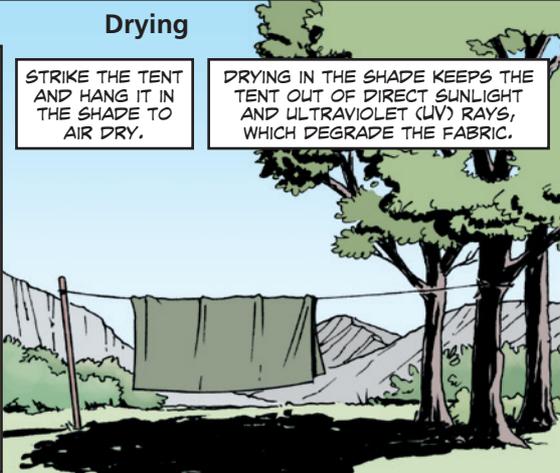
5. **Zippers** get jammed with grit, dirt and sand. And just like poles, metal zippers exposed to salt water can corrode. So wash them.
6. Rinse all of the tent...fabric, poles and zippers...thoroughly with clean water.
7. Afterwards, use zipper lube, NSN 9150-00-999-7548. Close the zippers and rub a little lube over the teeth. Move the zippers up and down to spread it. If you're out of lube, use some bar soap or a candle.

Drying

WIPE AWAY EXCESS WATER WITH CLOTHS OR TOWELS.



STRIKE THE TENT AND HANG IT IN THE SHADE TO AIR DRY.

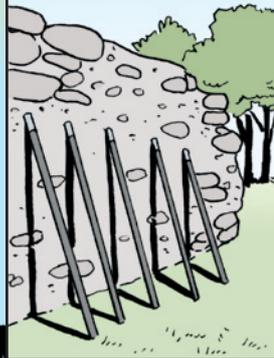


DRYING IN THE SHADE KEEPS THE TENT OUT OF DIRECT SUNLIGHT AND ULTRAVIOLET (UV) RAYS, WHICH DEGRADE THE FABRIC.

NEVER SPREAD THE TENT ON THE GROUND, WHERE MOISTURE WILL KEEP IT FROM DRYING.



TO DRY THE POLES, LEAN THEM AGAINST AN UPRIGHT SURFACE.



CHECK THE TENT FOR DRYNESS, ESPECIALLY THE HEAVIER, DOUBLE-STITCHED PLACES SUCH AS SEAMS.



Storing

MAKE SURE THE TENT'S COMPLETELY DRY BEFORE LOOSELY FOLDING AND STORING IT.



A DAMP TENT INVITES THE SPREAD OF MILDEW.



THIS LOOKS NICE 'N' COZY!
C'MON, FELLAS!

STORE THE POLES ONLY AFTER THEY'RE DRY.



STORE THE TENT ON A PALLET OR SHELF...



...IN A COOL, DRY, WELL-VENTILATED PLACE.



NEVER STORE IT ON THE GROUND OR OUTSIDE WHERE THERE'S DEW.



Cleaning Mildew

IF YOUR VINYL-COATED POLYESTER TENT ALREADY HAS MILDWE, HERE'S HOW TO CLEAN IT OFF...



1. Dilute household chlorine bleach by mixing one cup of bleach per one gallon of water.

Remember, bleach can cause skin, eye and nose irritation. Avoid skin/eye contact. Don't inhale the vapors. Bleach can damage or discolor clothing, including ACUs. So, wear protective clothing when handling bleach:

Item	NSN
Safety/splash goggles	4240-00-269-7912
Face shield	4240-00-542-2048
Rubber gloves	8415-00-266-8677
Full body apron	8415-00-082-6108

2. Brush or spray the diluted bleach on the mildew.
3. Clean the area with a soft-bristle brush until all mildew is removed.
4. Thoroughly rinse the cleaned area with water.
5. Completely dry the tent before folding and storing.

JUST ONE MORE THING TO ADD...

NEVER USE CHLORINE BLEACH ON **COTTON DUCK CANVAS** TENTS!

IT CAN WEAKEN THE FABRIC, REMOVE THE COLOR AND REDUCE WATER REPELLENCY AND FLAME RESISTANCE.



SO ANOTHER YEAR OF CLEANING AND CARING FOR TENTS, TARPS AND VEHICLE COVERS TRAINING GONE BY.

I THINK THESE SOLDIERS LEARNED A LOT TODAY.



WHAT DO YOU THINK HALF-MAST IS UP TO RIGHT NOW?

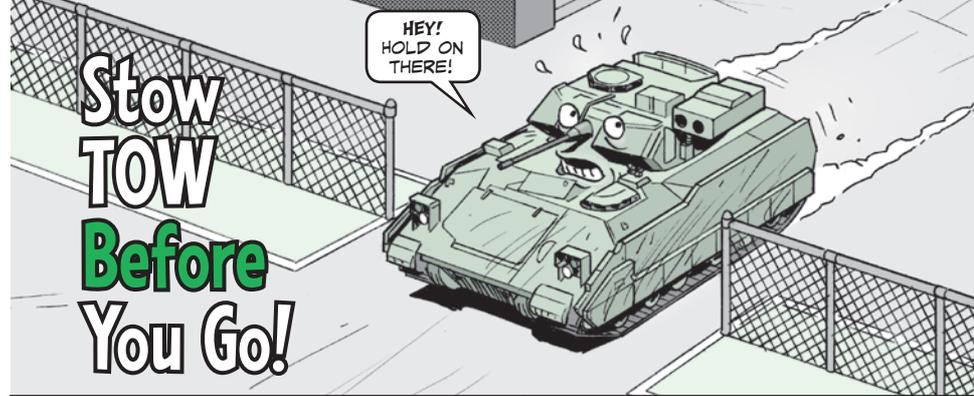
PROBABLY UP TO HIS NECK IN RIB BONES!



M2/M3-Series Bradley...

Stow TOW Before You Go!

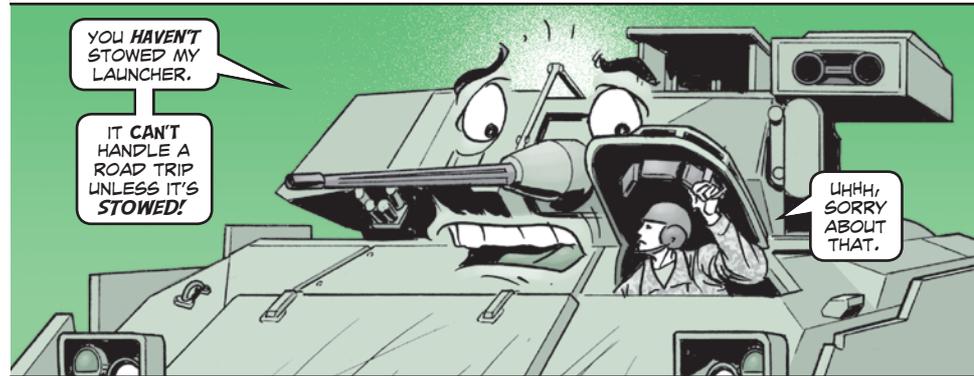
HEY!
HOLD ON
THERE!



YOU **HAVEN'T** STOWED MY LAUNCHER.

IT CAN'T HANDLE A ROAD TRIP UNLESS IT'S STOWED!

UHHH,
SORRY
ABOUT
THAT.



Dear Editor,

We are running into problems with Bradley operators not completely stowing the TOW launcher before moving. They either forget to stow the launcher at all or don't wait for the launcher to completely settle into the stow position.

If the launcher is not completely in stow, movement puts too much stress on it and the lift motor assembly wears out faster. Once the lift stops working, the only fix is to lower the launcher manually with a ratchet.

Avoid those problems by checking that the launcher is stowed and stowed completely before hitting the road. You will feel the launcher lock down when it's completely stowed.

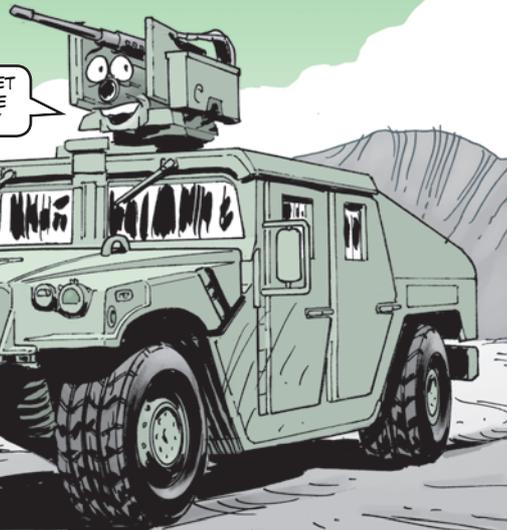
John Forbes (TACOM LAR)
Dave Whithee
Mike Wood
Bradley Field Support
Ft Carson, CO

Editor's note: "Stow before you go" are words to remember, Bradley crews.

Orders Priority, Tool Set NSN

IF YOU HAVE THE M153 COMMON REMOTELY OPERATED WEAPON STATION (CROWS II), HERE ARE A COUPLE OF THINGS TO REMEMBER...

DON'T FORGET 'EM! THEY'RE IMPORTANT!



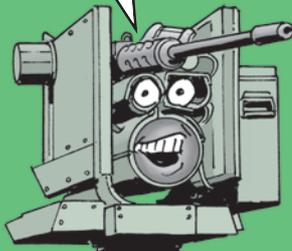
OCONUS/THEATER UNITS HAVE PRIORITY IN AUTHORIZED STOCKAGE LIST (ASL) ORDERS.

THESE UNITS SHOULD ORDER ASL PARTS THROUGH THE CROWS NEST SERVING THEIR AREA.

CONUS UNITS THAT HAVEN'T RECEIVED THE CROWS II YET CAN'T ORDER ASL PARTS UNTIL THEIR SCHEDULED FIELDING IS COMPLETED.

ONCE THAT HAPPENS, THEIR DODAACs WILL BE LOADED INTO THE LOGISTICS MODERNIZATION PROGRAM (LMP) AND THEY WILL BE AUTHORIZED TO GET PARTS.

THE OPERATOR'S TOOL KIT HAS CHANGED FROM NSN 5180-01-563-4025 TO NSN 5430-01-585-3103.



IF YOU HAVE CROWS QUESTIONS, CONTACT TACOM'S FRED TORRES AT DSN 786-1368, (586) 282-1368, OR EMAIL: wilfredo.f.torres@va.gov

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

CARRIER KEY ON YOUR M16 OR M4 WON'T SLIDE ON OR OFF THE GAS TUBE?

IF YOU'VE STRAIGHTENED OUT THE KEY WITH THE CARRIER TOOL, TRY ADJUSTING THE GAS TUBE LIKE THIS...

CHECK GAS TUBE FIRST!

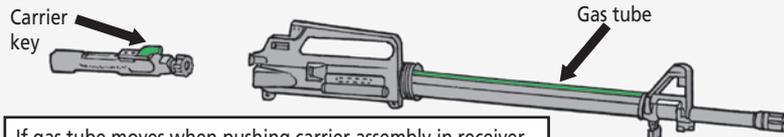


Dear Editor,

Your article on Pages 36-37 in PS 716 (Jul 12) gave a good procedure for checking the bolt carrier key on the M16 and M4. But you said in Step 4 that if the carrier key still won't mate easily with the gas tube after you've used the carrier key tool, you should replace the carrier key.

I would suggest before repairers replace the carrier key or bolt carrier assembly that they first check for a bent gas tube. Follow these steps:

1. Disassemble the bolt carrier assembly. Remove the bolt, firing pin, cam pin and firing pin retaining pin.
2. Remove the hand guards and the charging handle so you can see the gas tube.
3. Slowly insert the carrier assembly until you feel contact with the gas tube. While checking the gas tube where it enters the upper receiver, continue to push the carrier assembly into the receiver. If the gas tube is bent, you'll see movement where it enters the upper receiver.
4. The bolt carrier assembly should close under its own weight. If it doesn't, remove the bolt assembly from the bolt carrier assembly. Move the carrier assembly back and forth in the upper receiver and barrel assembly. If the gas tube hits the carrier key on the inside of the upper receiver or if the gas tube binds in the carrier key, slightly bend the gas tube in the area of the hand guard assemblies. Use your fingers only. A screwdriver can damage the end of the gas tube.



If gas tube moves when pushing carrier in receiver, it's bent. Try adjusting end of tube with your fingers

After adjustment of the tube, check to see if the bolt carrier can be inserted and removed with no movement of the gas tube.

James Garner
TACOM Armament LAR
Vilseck, Germany

Editor's note: Excellent suggestion, Mr. Garner. Repairers can do this procedure in minutes and it may save having to replace the carrier key.

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

NEW SELECTOR REQUIRES RACK ALTERATION!

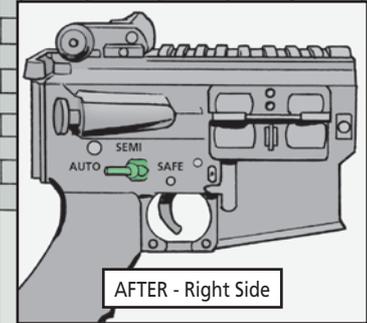
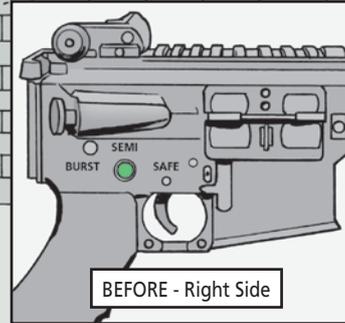


THE NEW M16/M4 SELECTOR SWITCH IS GOING TO REQUIRE YOUR M12 RACKS BE MODIFIED!

HERE'S WHAT NEEDS TO BE DONE...

The fire control selector, NSN 1005-01-225-8339, for the M16-series rifle and M4/M4A1 carbine is being replaced with a new selector, NSN 1005-01-585-6042, that lets a Soldier operate the fire control selector with either hand.

New selector switch can be set with either hand

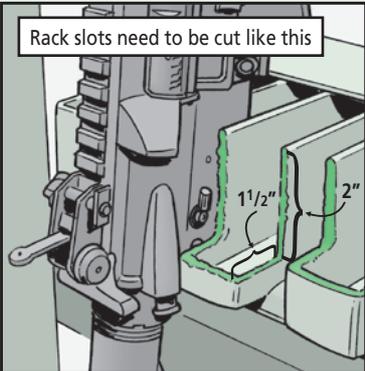


You can order the new selector now or wait until the old one wears out. That's the good news. The bad news is that the new fire control selector adds a 1/4 inch to the left side of the weapon. That means it will no longer fit securely in the M12 rack.



HERE'S HOW YOUR SUPPORT WILL MODIFY YOUR M12 RACKS TO MAKE WEAPONS WITH THE NEW SELECTOR FIT...

1. Remove all weapons from the rack and move it to a well-ventilated area where you can get at all sides of the rack. Be sure to wear goggles and a mask while cutting and painting.
2. Measure and mark each section to be cut: 2 inches from the top down and 1 1/2 inches from the front to the back.
3. Use a 5-in angle grinder with a 5-in cutoff wheel attached to cut and remove each marked area.
4. Use a reciprocal saw to cut any section not accessible with the angle grinder. File off any rough edges.
5. Paint exposed metal areas with a paint that matches what's already on the rack. Let the paint thoroughly dry.
6. Put the M12 back in place. Make sure the M12 securely locks the weapons in place.

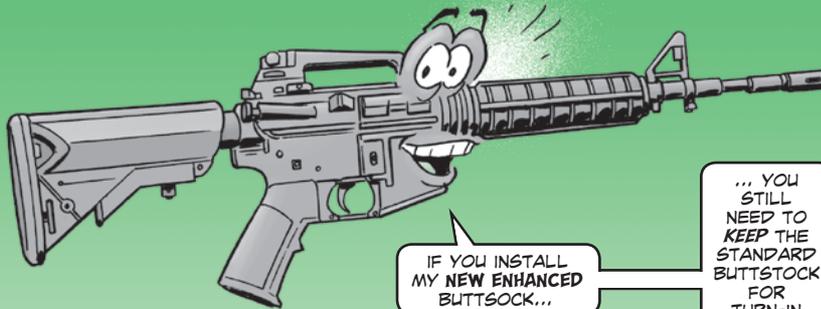


THE MODIFIED RACK MUST BE CERTIFIED AS SECURE BY YOUR LOCAL TACOM LAR OR SECURITY PEOPLE.

QUESTIONS?
CONTACT TACOM'S JOHN KELTY AT (586) 282-1271, DSN 786-1271, OR EMAIL: john.m.kelty.cive@mail.mil

M4/M4A1 Carbine...

DO WE KEEP STANDARD BUTTSTOCK?



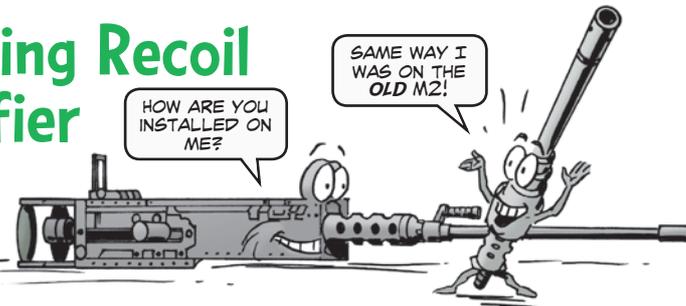
IF YOU INSTALL MY NEW ENHANCED BUTTSTOCK...

... YOU STILL NEED TO KEEP THE STANDARD BUTTSTOCK FOR TURN-IN OR TRANSFER.

Dear Half-Mast,
I recently replaced a broken standard M4 buttstock, NSN 1005-01-459-0734, with the new enhanced buttstock, NSN 1005-01-544-9825. I was told later I shouldn't have done that because the enhanced buttstock is AAL. Because of that, if the M4 is turned in or transferred it must have the standard buttstock. Is that true?
SGM T.F.

Dear Sergeant Major T.F.,
Sure is. If you use the enhanced buttstock, you need to keep the standard one for turn-in or transfer of the M4. The enhanced buttstock has a rubber recoil pad, holds a battery, and has a sloping cheek weld that gives a better sight picture. But it is AAL.
Half-Mast

Installing Recoil Amplifier on M2A1



How do you install the M3 recoil amplifier on the new M2A1 machine gun? Just like you did on the M2 machine gun.

If you need the procedure, check out the M3's TM 9-1005-203-13&P. The TM is being updated to include the M2A1, but the procedure stays the same.

The TM is on the LOGSA ETM website: <https://www.logsa.army.mil/etms/>

Small Arms...

DON'T UNSEAL GAGES UNTIL NEEDED



I HAVEN'T BEEN USED SINCE I WAS LAST CALIBRATED, SO THAT MEANS I CAN GET A CALIBRATION EXTENSION BY STAYING IN THIS BAG!

Dear Editor,

Armorer and other small arms repairmen can save time having their gages gaged. All they need to do is keep the gages sealed in the TMDE bags they originally came in until the gages are actually needed.

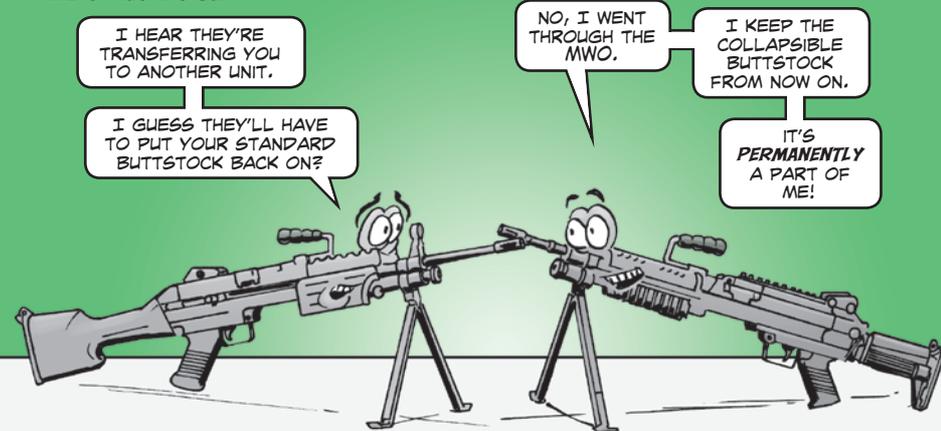
TMDE puts the gages in sealed bags to protect them from dust, corrosion and wear. If the gage hasn't been used (as in the case of duplicate gages) by the time it's due for the next TMDE inspection and is still in its sealed bag, TMDE can immediately extend the life of the calibration.

Unused gages must be in their sealed bags, show no damage and have a completed DA Form 3023, *Gage Record*, with them. Up to two calibration extensions are allowed. For more information, see TB 9-5220-215-24, TB 750-25 or contact your local TMDE Support Activity.

Gary Davenport
Chief, Requirements, Training and Evaluation
US Army TMDE Activity
Redstone Arsenal, AL

Editor's note:
Thanks for the time-saving info, Gary.

M249 Machine Gun...



MWO Switches Buttstocks

Dear Editor,

Page 40 in PS 723 (Feb 13) said that armorers need to keep the M249's solid buttstock even if they've switched to the new collapsible buttstock, NSN 1005-01-515-8268. That's because the collapsible buttstock is AAL, which means the solid buttstock must be reinstalled if the M249 is turned in or transferred to another unit.

But that's not true if the M249 has gone through MWO 9-1005-201-50-2, which replaces the solid buttstock with the collapsible buttstock. The collapsible buttstock becomes a component of end item (COEI). In that case, the solid buttstock should be turned in as directed in the MWO's Para 8.

One other point: The short barrel is indeed AAL and should be kept by the unit when they turn in or transfer an M249. But before the barrel is used on another M249, it must first be headspaced and tagged to that weapon. It's dangerous to fire an M249 with a barrel to which it hasn't been headspaced.

WO1 Kyle Gleason
ILARNG

Editor's note: Excellent points, WO1 Gleason. Thanks for educating us.

The small arms repair instructors in Maintenance Activity Vilseck pointed out that the M5 shoulder stock, LIN S41357 and NSN 1005-01-411-1264, is now obsolete. When armorers turn in the M5, they should make sure it's removed from their property book. Disposition instructions for the solid buttstock are in the MWO.

COOL OFF COOKOFFS



GEE WHIZ!
IT'S A SCORCHER
OUT HERE!

YOU'RE GONNA
NEED TO CHANGE MY
BARREL **MORE OFTEN**
IN THIS HEAT.

A HOT BARREL CAUSES **COOKOFFS**
FOR YOUR M249 MACHINE GUN.
AND **HOT WEATHER** LEADS TO AN
EVEN **HOTTER** BARREL.

HERE ARE
SOME WAYS
TO **COOL OFF**
COOK-OFFS...

Regardless of the weather, change the barrel every 200 rounds. If it's a hot day, change the barrel more frequently. A barrel should be cool enough before you reinstall it that you can touch it with your bare hand. On a hot day, this could take 30 minutes.

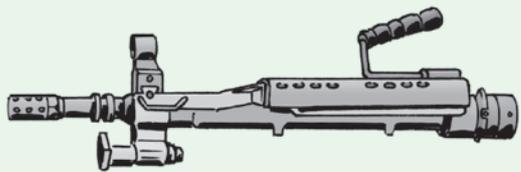
If you're using just a few M249s for a whole unit to test fire for qualification, consider having additional barrels headspaced for those M249s. That way you will always have a cool barrel to install. Just make sure to keep track of which barrels are headspaced for which M249s. If you use the wrong barrel, the M249 could be damaged.

Change barrels



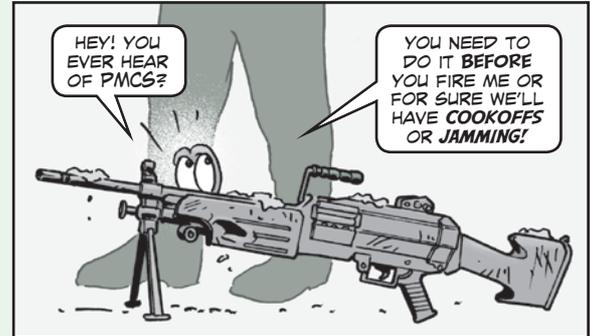
HOLD ON THERE,
BUDDY! I'VE FIRED
200 ROUNDS AND
I NEED A **BARREL**
CHANGE!

Barrel should be cool to touch with your bare hand **before** you reinstall it



Do PMCS

A dirty, poorly lubed weapon is more likely to have a cookoff or other firing problems. Carefully do the BEFORE, DURING and AFTER PMCS in TM 9-1005-201-10. Be sure to take copies of both the -10 and -23&P to the field in case any questions come up.

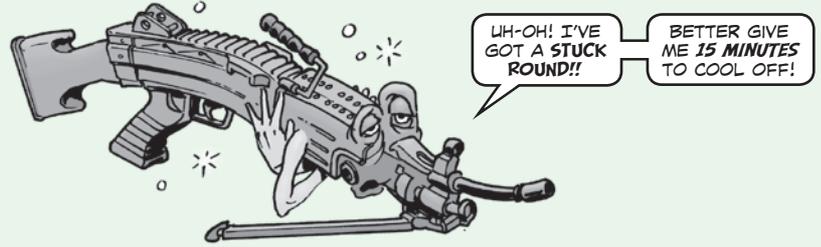


HEY! YOU
EVER HEAR
OF PMCS?

YOU NEED TO
DO IT **BEFORE**
YOU FIRE ME OR
FOR SURE WE'LL
HAVE **COOKOFFS**
OR **JAMMING!**

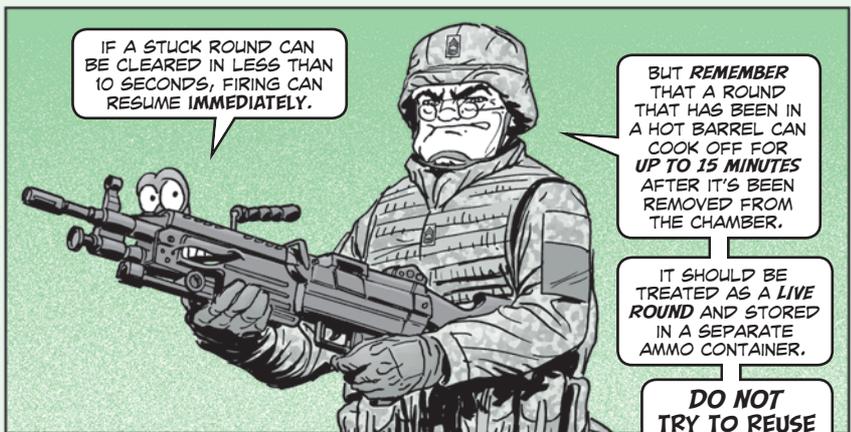
Take extreme care with stuck rounds

If a hot M249 malfunctions, assume there's a stuck round in the chamber, especially if the bolt is stuck closed. With the feed tray closed, point the M249 in a safe direction and let it cool for 15 minutes. Then follow the procedure in Pages 2-16 through 2-18 in the -10 to clear the weapon.



UH-OH! I'VE
GOT A **STUCK**
ROUND!!

BETTER GIVE
ME **15 MINUTES**
TO **COOL OFF!**



IF A **STUCK ROUND** CAN
BE CLEARED IN **LESS THAN**
10 SECONDS, FIRING CAN
RESUME **IMMEDIATELY.**

BUT REMEMBER
THAT A **ROUND**
THAT HAS BEEN IN
A **HOT BARREL** CAN
COOK OFF FOR
UP TO 15 MINUTES
AFTER IT'S BEEN
REMOVED FROM
THE CHAMBER.

IT SHOULD BE
TREATED AS A **LIVE**
ROUND AND STORED
IN A **SEPARATE**
AMMO CONTAINER.

DO NOT
TRY TO **REUSE**
THE **ROUND!**

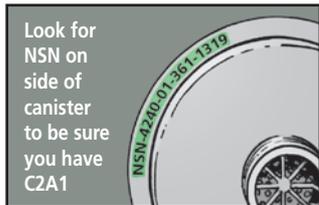
NO CANISTER SUBSTITUTIONS ALLOWED

While doing RESET for units returning from Iraq and Afghanistan, the Army has discovered several instances of Soldiers substituting canisters for their M40/M42-series masks.

Not good! The C2A1 filter canister, NSN 4240-01-361-1319, is the **only** canister that should be used with your M40/M42. It is specifically designed to provide protection against a variety of chemical agents, including nerve, choking, blister and blood agents.

There are commercial canister filters on the market that appear quite similar to the C2A1. Unfortunately they don't provide the same protection against chemical agents. So if you substitute one of these commercial canisters, your protection is lost.

Protect yourself by using only the C2A1. Look for the NSN on the side of the canister. That way you know you've got the right one.



Look for NSN on side of canister to be sure you have C2A1

CBRN... Keep Cool Safely!

Every Soldier quickly learns that one of their toughest missions is training in full JSLIST (joint service lightweight integrated suit technology) on a hot day.

When you're covered head to foot with CBRN protective gear, there is no place for sweat to evaporate and cool you off. You can easily suffer heat exhaustion or even heat stroke.

There is heat relief, however, if you operate in the M2A3/M3A3 Bradley or the Stryker. They both have microclimate cooling vest systems that will make the ride more comfortable.

The vests for these vehicles come in three sizes:

- small, NSN 8415-01-508-1510
- medium, NSN 8415-01-508-1511
- large, NSN 8415-01-508-1512

But one important caution with the vest systems: **You can't wear them under CBRN protective suits such as JSLIST unless the suit is specifically designed with a microclimate pass-through.** The only way that's possible is to run the vest's umbilical connection through the suit. That will certainly make you cooler, but your CBRN protection goes to zero. That's like installing a high tech security system for your house and then leaving the front door wide open.

The cooling vest **must** be worn on the **outside** of your protective suit.

Be cool **and** safe.

VEST MUST BE WORN ON THE OUTSIDE OF A PROTECTIVE SUIT!

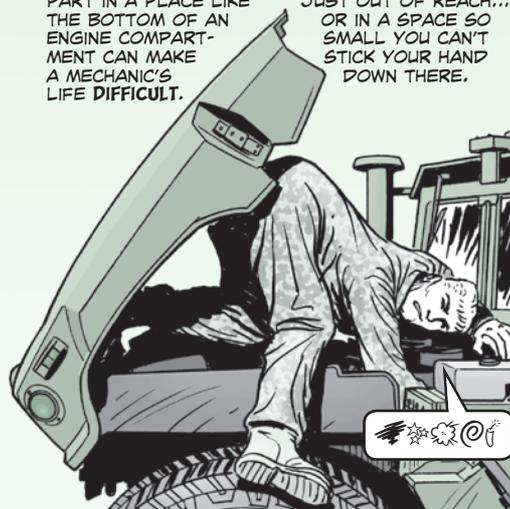


Quick Picker-Upper Tool

DROPPING A TOOL OR PART IN A PLACE LIKE THE BOTTOM OF AN ENGINE COMPARTMENT CAN MAKE A MECHANIC'S LIFE DIFFICULT.

THE PART MAY BE JUST OUT OF REACH... OR IN A SPACE SO SMALL YOU CAN'T STICK YOUR HAND DOWN THERE.

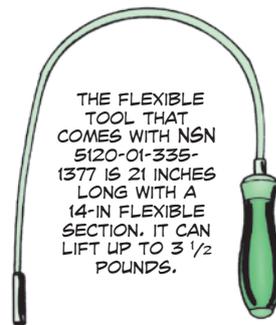
THAT'S WHY EVERY MECHANIC SHOULD HAVE A MAGNETIC RETRIEVING TOOL IN HIS TOOLBOX.



THERE ARE A NUMBER OF DIFFERENT RETRIEVING TOOLS AVAILABLE...

Flexible

NSN 5120-00-850-6313 BRINGS A FLEXIBLE TOOL THAT EXPANDS FROM 29 TO 37 INCHES AND CAN LIFT UP TO 5 OUNCES.

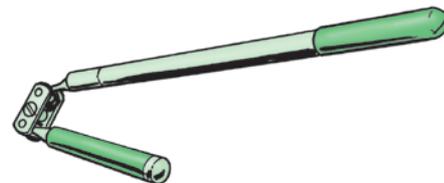


THE FLEXIBLE TOOL THAT COMES WITH NSN 5120-01-335-1377 IS 21 INCHES LONG WITH A 14-IN FLEXIBLE SECTION. IT CAN LIFT UP TO 3 1/2 POUNDS.

Rigid

THE FOLLOWING TOOLS ARE NON-FLEXIBLE, BUT HAVE A TELESCOPING MECHANISM TO MAKE THEM LONGER...

NSN 5120-	Minimum Length (inches)	Maximum Length (inches)	Lifting Capacity
00-545-4268	15 1/4	27 1/2	18 oz
01-335-1374	5 7/8	25 9/16	1 1/2 lb
01-335-1376	16 3/4	36 3/4	2 lb
01-428-8232	17	27 1/8	6 1/2 lb



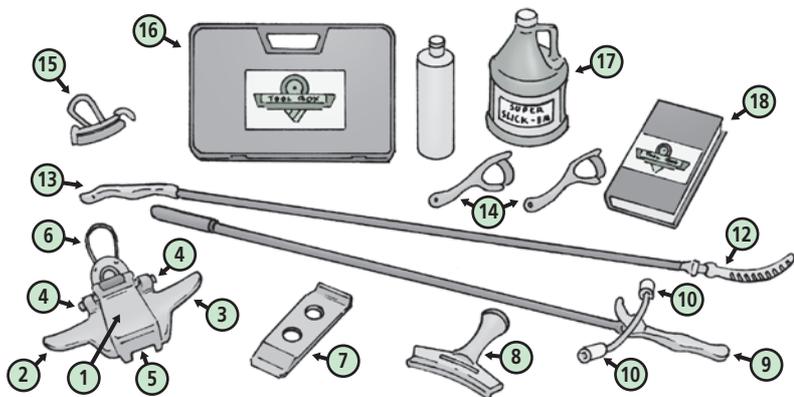
Tools... **Bead Saver Breakdown**



FOR UNITS THAT USE THE BEAD SAVER SYSTEM, NSN 5180-01-355-2166 AND P/N 12880, THERE'S NOT MUCH INFORMATION AVAILABLE FOR TAKING INVENTORY OF THE KIT OR FOR ORDERING REPLACEMENT PARTS.

THIS PICTURE AND NSN/PARTS NUMBER LIST WILL HELP REMEDY THAT!

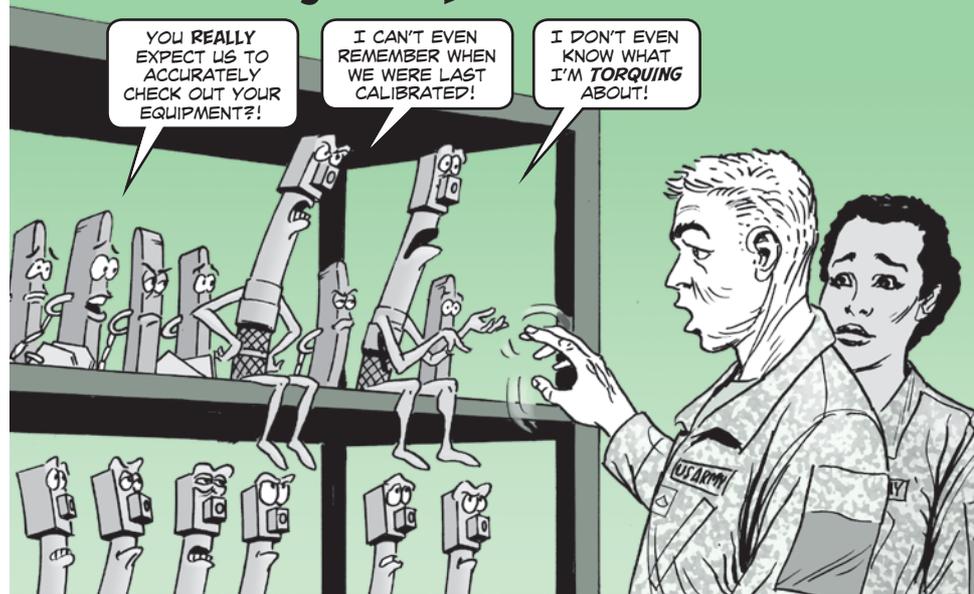
Item	Part #	NSN
1. Clevis	12902	4910-01-372-2637
2. Right wing	12883-R	4910-01-372-4423
3. Left wing	12883-L	4910-01-372-2638
4. Bolts for clevis (two per set)	12897	5305-01-372-2320
5. Rollers for clevis (two rollers/two pins)	12903	9330-01-378-8140
6. Wire handle for clevis*	12909	n/a
7. On/Off plate	12892	4910-01-372-2640
8. Wedge	12893	4910-01-372-2641
9. Beavertail	12899	4910-01-372-1532
10. Rollers for beavertail	12901	4910-01-372-2639
11. Lever bar	12886	4710-01-372-4035
12. Crook end for lever bar	12886-C	4910-01-372-3767
13. Spoon end for level bar	12886-S	4910-01-372-4424
14. Beadkeeper	12894	4910-01-372-2642
15. Clevis assist (in PN 12880-E only)	12898	4910-01-372-2643
16. Heavy duty toolbox	12900	8145-01-374-0367
17. Super Slick'em* (One gallon with applicator)	12904	n/a
18. Instructional video*	12905	n/a



*The parts can be ordered from Gaither Tools at: <http://www.gaithertool.com>

TMDE...

Accuracy Requires Calibration



You wouldn't think of checking your child's temperature with a thermometer that doesn't work or your car's tire pressure with an air gauge that never seems right. What's the point of measuring something if you're not confident of the measurement you get?

Units are putting themselves in that position by ignoring their test, measurement, and diagnostic equipment's (TMDE) calibration requirements. As a result, their TMDE could give them inaccurate readings, which could lead to equipment failures and Soldier injuries.

Missed calibration is usually caused by units not getting their TMDE calibrated before they deploy and not having their TMDE re-enrolled with their local TMDE support activity (TSA) when they return.

As soon as you know you will deploy, ask your TSA for priority calibration of your TMDE before your departure date. Before you return from deployment, ask your home base's TSA to reopen your unit's TMDE account so that they can begin helping you track what needs calibrating.

You can find TSA locations in SWA by contacting the TMDE liaison office at DSN 318-481-0902 or emailing: bgrm401stafsbtdelno@afghan.swa.army.mil

Unit commanders and TMDE support coordinators can make their jobs easier by using the TMDE app available on LIW: <https://liw.logsa.army.mil>

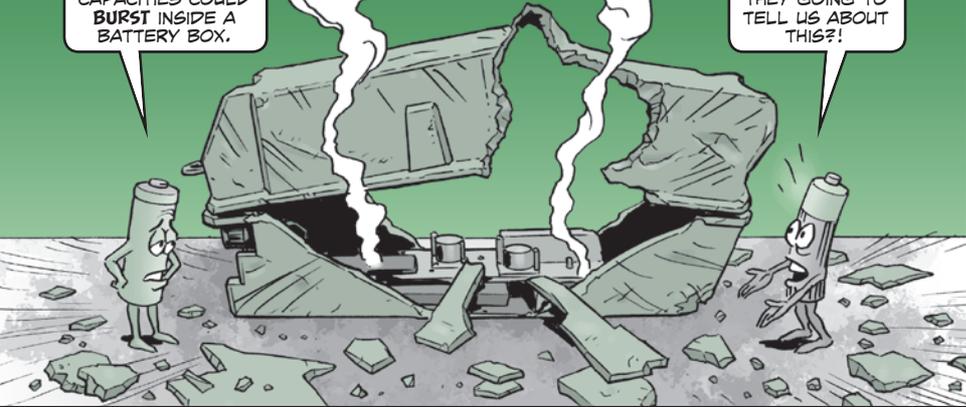
The app provides a projected items list, TMDE delinquency list, in-shop status list, and a TMDE master list.

Commo Batteries...

SAME IS THE NAME OF THE GAME

I DIDN'T KNOW BATTERIES WITH DIFFERENT CAPACITIES COULD BURST INSIDE A BATTERY BOX.

ME, NEITHER. WHEN WERE THEY GOING TO TELL US ABOUT THIS?!



COMMO BATTERIES PUT POWER RIGHT IN THE PALM OF YOUR HAND.

USE THAT POWER WISELY!



LEARN HOW TO GET THE BEST PERFORMANCE OUT OF BATTERIES.

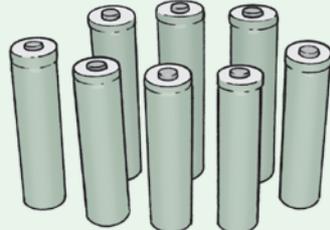
FOLLOW THESE RULES WHEN REPLACING BATTERIES IN A SINGLE PIECE OF COMMO EQUIPMENT...

- Don't mix and match fresh and partially used batteries. Partially used batteries have lower charges than fresh ones, and lower charges can reduce electrical output. Fresh and used batteries also have different capacities. **Capacity** is the amount of energy a battery can deliver in a single discharge (normally expressed in ampere hours). A difference in capacities can cause a stronger battery to charge a weaker one. A weaker battery can overheat, fail, leak, vent, catch fire or burst.

AN/PAS-13...



...uses L91 batteries

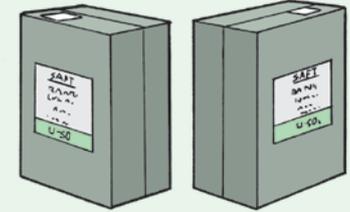


- Replace all batteries at the same time (except for memory-hold batteries). They should be fully charged. This is so you don't mix new and old batteries, creating a difference in capacities. That's a straight path to overheating, leaking and the other battery problems described earlier.

AN/PRC-117F...



...uses BA-5590 batteries

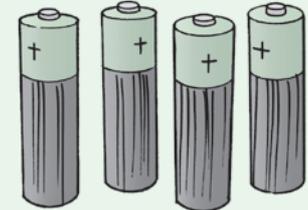


- Use batteries from the same manufacturer. Make sure the batteries have a date code within 6 months of one another. Remember, not all batteries are equal—even if they look alike. Storing batteries in their original packaging helps to identify them. Batteries from different manufacturers may have different chemical properties. That can lead to a difference in capacities and—well, you know the sad story.

AN/PSN-13 DAGR...



...uses BA-3058 batteries



- If you don't plan to use your commo gear for 30 days or longer, take out the batteries and store them according to your SOP. That removes the risk of battery corrosion damage.

Y' THINK WE'RE GONNA GET IN?!

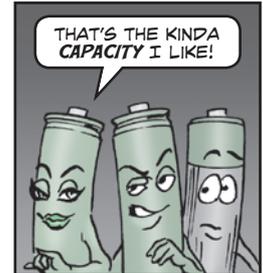
OH, YEAH. THIS PLACE HAS A 400 BATTERY CAPACITY.

TONIGHT ONLY LITTLE RICKY AND THE POWER BOYS

CLUB VOLT



THAT'S THE KINDA CAPACITY I LIKE!



CLEANING SUPPLIES FOR OFFICE GUYS



SOME MANUFACTURERS RECOMMEND SPECIFIC BRAND-NAME CLEANING PRODUCTS FOR THEIR CPUs, MONITORS, KEYBOARDS, FAXES, COPIERS, SCANNERS AND PRINTERS.

FOLLOW THE ADVICE IN THE USER'S MANUALS.

IF THE MANUFACTURER DOESN'T SUGGEST BRAND NAMES, SELECT YOUR CLEANING TOOLS AND PRODUCTS FROM THE FOLLOWING...

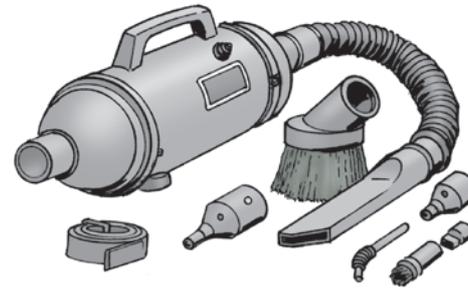
THE FIRST TWO ARE COMMON HOUSEHOLD ITEMS; THE REST COME WITH NSNs.



A soft, lint-free cloth—such as a T-shirt—is handy for cleaning the outside cases as well as the insides of gear, like your printer's toner compartment. Cloth works better than paper towels, which can leave behind paper fibers.



Use a **vacuum cleaner**, NSN 7910-01-423-9525, to clean dust, lint and hair from the **outside cases** of electronic equipment. Use it to clean keyboards. It also picks up toner spills from around laser printers and copiers. NSN 7045-01-417-3206* brings a package of five replacement **vacuum bags**.

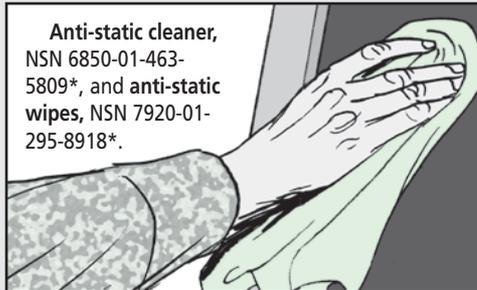


Do not use this vacuum to clean the **insides** of your electronics. It could generate too much static electricity, which can damage internal components and circuit boards. If you need to clean inside your electronics, use **compressed gas duster**, NSN 7930-01-398-2473. The NSN brings a box of six 10-oz cans. Use the **gas duster** to blow away dust, food, spilled toner and bits of paper from hard-to-reach nooks and crannies.

Use a **paint brush** to whisk away dust and toner from tight crevices. Get a brush about 1/2-in wide, with the softest bristles you can find. Your local paint store or art supply shop will have one. Pull out any loose bristles before you use the brush.



Anti-static cleaner, NSN 6850-01-463-5809*, and **anti-static wipes**, NSN 7920-01-295-8918*.



These are good for cleaning your monitor's screen and the **outside cases** of electronic equipment. The cleaner comes in a 1-qt trigger spray plastic bottle. The wipes come pre-moistened and 24 to a box.

Over time, dirt and dust can soil the laser lens of your CD-ROM drive, causing mistracking, signal skips and data read errors. Clean the lens with a **CD-ROM drive lens cleaner**, NSN 7045-01-450-4369*.

For sprucing up your keyboard and mouse, get the **keyboard/mouse cleaning kit**, NSN 7930-01-406-2203*. The kit comes with a 1-oz pump-spray bottle of cleaner, a 2 1/2-oz can of compressed gas duster and eight cleaning swabs.

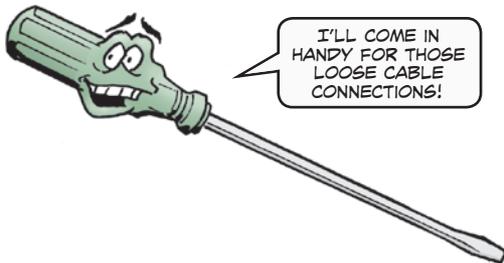


Clean the rollers of your laser printer with **cleaning paper**, NSN 7045-01-412-1482*. The paper removes toner residue, dust and debris from the paper path and rollers. Just run one through the printer as if it were a regular sheet of paper. It also cleans plain paper faxes and copiers. The NSN brings a package of 12 sheets.



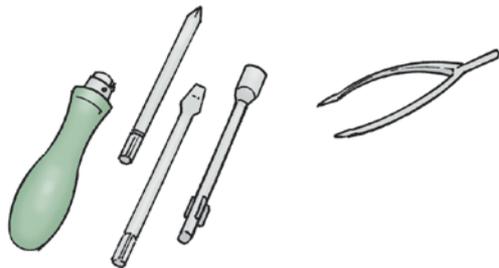
Clean printers, faxes and copiers with cleaning paper

Sometimes cable connections come loose when you're cleaning office electronics. So it's a good idea to have a small, **flat-tipped screwdriver**, NSN 5130-00-236-2140, in your desk drawer. If any connections do come loose, you can tighten them.



I'LL COME IN HANDY FOR THOSE LOOSE CABLE CONNECTIONS!

You might also consider ordering a **personal computer tool kit**, NSN 5180-01-378-4517*. The kit includes a screwdriver with removable Phillips, slotted and nutdriver blades. It also comes with anti-static tools such as chip tweezers, inserter and extractor.



*These NSNs are not on the AMDF. Order them on DD Form 1348-6 and put "NSN not on AMDF" in the REMARKS block.

GPS DAGR...

THE HEART-BREAK OF MOUNT SLAMMING

I MAY BE TOUGH, BUT I CAN STILL BE BROKEN.



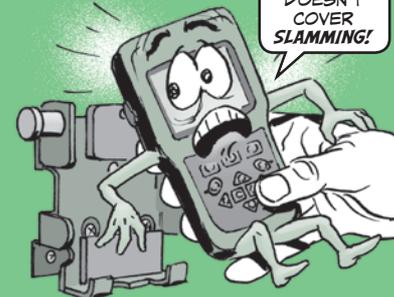
The AN/PSN-13 and -13A defense advanced GPS receivers (DAGR) are ruggedized—but they're not unbreakable.

Over the past two years, Soldiers have returned almost 1,000 damaged DAGRs to the repair depot. This damage is not covered by warranty, so the cost of repair can be charged to unit funds.

Blunt Force Trauma

The damage is to DAGRs used in vehicle mounts. What causes it? "**Mount slamming.**" That's when you secure the upper part of the DAGR behind the mount's spring-loaded pins, also known as plungers. Then you slam the DAGR up and over the lower mounting tabs. This manhandling gouges the DAGR's shell and sends blunt force trauma to the internal circuit card. The card flexes and cracks. Solder joints and components break.

'Mount Slamming' damages circuit card



HERE'S THE RIGHT WAY TO PUT THE DAGR IN THE MOUNT...



1. Pull out and lock the mount's two spring-loaded pins.
2. Insert the DAGR into the lower mounting tabs on the bottom of the mount.
3. Release the spring-loaded pins to grasp the DAGR.

Supply...

SOLDIERS PICK UP MTS REINS



WE'VE MADE THIS RUN FOR A LOTTA YEARS...



... BUT WE KNOW Y'ALL WILL DO A BANG-UP JOB!



THANKS, TEX! WITH MISS CLOE ON BOARD, WE KNOW WE CAN BLAZE THIS TRAIL JEST FINE!



WHEN THE MOVEMENT TRACKING SYSTEM (MTS) WAS FIRST FIELDED IN 2000, UNITS WERE FULLY SUPPORTED BY INTERIM CONTRACTOR SUPPORT (ICS) FOR FIELD LEVEL MAINTENANCE AND SPARE PARTS.

THAT WAS THE CASE UNTIL THIS YEAR.

IN APRIL 2013, MTS FIELD LEVEL MAINTENANCE SHIFTED FROM ICS TO 100 PERCENT SOLDIER SUPPORT.

UNITS CAN NOW SUBMIT REQUISITIONS DIRECTLY TO THE ARMY SUPPLY SYSTEM FOR MTS MAJOR COMPONENTS OR REPLACEMENT PARTS.

HERE'S THE INFO YOU'LL NEED TO ORDER THEM...



Nomenclature	LIN/Part Number	NSN
MTS mobile unit	C18278	7010-01-603-7650
Control station	C78851	7010-01-603-7648
Computer, digital	9800-55800-0010	7021-01-609-4244
Receiver-transmitter, digital data	CMDC-SM5-11NGNR	7035-01-609-4139
Keyboard, data entry	9800-48669-0000	7025-01-609-4251
Disk drive unit	9800-53000-2413	7025-01-609-4245
Cable assembly	9850-48277-0000	5995-01-611-2417
Cable assembly	WMTSN003022	5995-01-611-1138
Base, stand	0410-47514-0000	5340-01-610-7504
Printer assembly	C8151A	7025-01-562-1808
Case, computer (mobile)	1753-2004	7045-01-611-9299
Case, computer (control)	1753-2005	7045-01-611-1139

Download MTS TMs from the LOGSA ETM website at:
<https://www.logsa.army.mil/etms/>

Or at the PM FBCB2 Readiness Center:
<https://fcb2.army.mil>

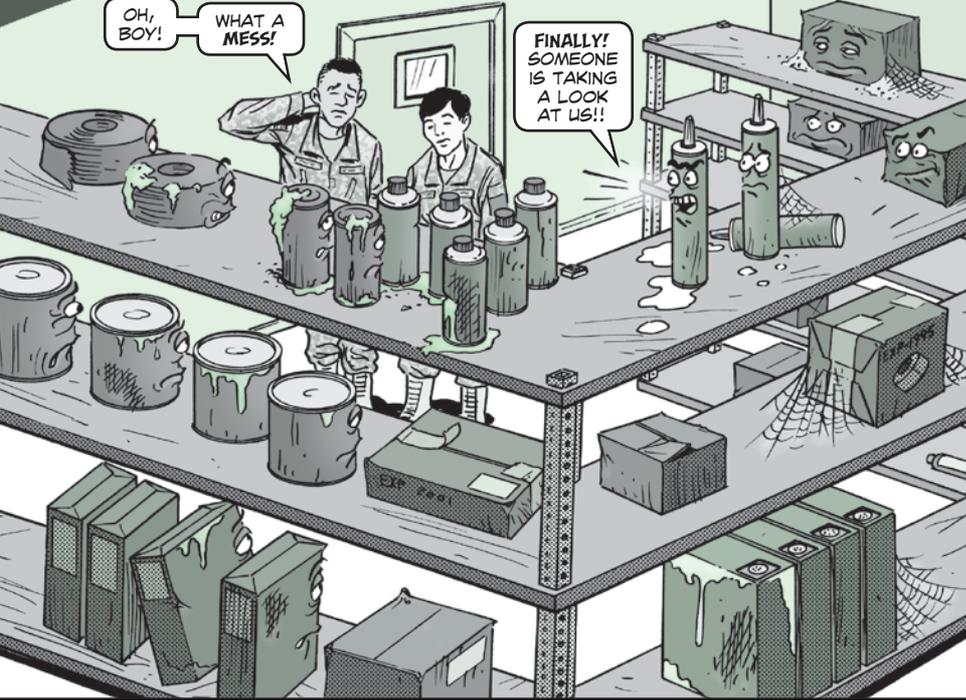
Questions? Contact Sharon Conroy at DSN 848-1757,(443) 395-1757, or email:
sharon.a.conroy.civ@mail.mil

Or Joseph Korman at DSN 848-6435, (443) 395-6435, or email:
joseph.l.korman.civ@mail.mil

Loading FBCB2 BFT Systems in SAMS-1E

The Army says that units are only reporting about one-third of Force XXI Battle Command Brigade and Below (FBCB2) Blue Force Tracking (BFT) systems during monthly AMSS submissions. The following line item numbers (LINs) are reportable end items according to AR 700-138, *Army Logistics Readiness and Sustainability*, and as identified in the MMDF: LIN C18378, NSN 7010-01-513-8459 (AN/UYK-128(V)3, FBCB2 BFT) and NSN 7010-01-597-1569 (AN/UYK-128A (V)3, FBCB2 BFT JCR); LIN C05069, NSN 7010-01-475-5277 (AN/UYK-128(V)1, FBCB2 Terrestrial) and LIN C13866, NSN 7010-01-597-8829 (AN/GYK-62F, BFT 2 TOC Kit w/KGV-72). Units must ensure all FBCB2 BFT systems are loaded in their SAMS-1E computers. This is a critical step in capturing and reporting accurate monthly operational readiness rates. Units should also review their MTOEs and property books to ensure all on-hand FBCB2 BFT systems are identified and reported.

TAKE A GOOD, HARD LOOK AT YOUR SHELF



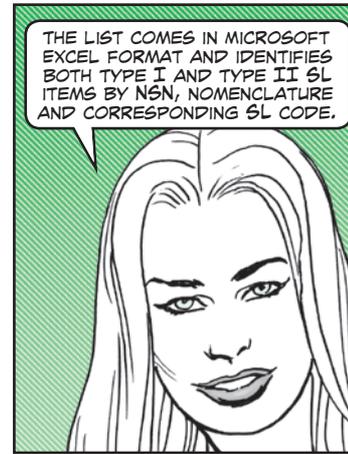
SUPPLY SUPPORT ACTIVITY (SSA) STAFF, HAVE YOU TAKEN REAL STOCK OF YOUR WAREHOUSE LATELY?



Failure to manage shelf-life (SL) items like batteries, gaskets, adhesives and lubes can cause serious problems, including:

- Items expiring before they can be issued, which means unnecessary reordering costs
- An increase in hazardous waste disposal, also raising expenses
- Lowered unit readiness and risks to personnel safety by using expired materials.

The first step to whip inventory into shape is identifying which items have a shelf life. LOGSA's Packaging, Storage, and Containerization Center (PSCC) can help. They'll run a customized list of the SL items on your Authorized Stockage List.



For details on Type I and II differences, see our article on Pages 50-51 in PS 710 (Jan 12):

<https://www.logsa.army.mil/psmag/archives/PS2012/710/710-50-51.pdf>

Or visit the PS blog at:

<http://halfmastpsmag.wordpress.com/>

To get a customized SL list, just email PSCC. Put "Shelf-Life SSA Listing" in the subject line. In the main email, give your SSA DODAAC and Routing Identifier Code (SARRS-1), along with your full POC information. Send it to:

toby.pt@us.army.mil

PSCC can also assist with any SL or hazardous materials issues that pop up. Contact PSCC at DSN 795-7685, (570) 615-7685, or at the email address above.

PS Mag Live!



Half-Mast on Facebook

<http://www.facebook.com/halfmast.mccanick>

PS Magazine on Facebook

<http://www.facebook.com/pages/PS-Magazine141942029159748>



PS Magazine/Half-Mast on Twitter

<https://www.twitter.com/HalfMastPSMag>



PS Magazine/Half-Mast blogging

<http://halfmastpsmag.wordpress.com>



PS Magazine Home Page

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



PS, the Preventive Maintenance Monthly

USAMC LOGSA (AMXLS-GP)

Bldg 3303

Redstone Arsenal, AL 35898

usarmy.redstone.logsa.mbx.psmag@mail.mil

or half.mast@us.army.mil

WATCH YOUR BACK!

FOLLOWING THESE TIPS CAN HELP PREVENT BACK INJURIES!



Back injuries are some of the most common and costly injuries in the workplace. These include injuries to the spinal column, and strains or sprains to back muscles, tendons and ligaments.

Back injuries aren't usually caused by picking up very heavy items. More often, damage happens when you use the wrong technique in lifting common, smaller items like boxes of printer paper. Around the motor pool, that might include stacks of old paper TMs!

To ward off a bum back, make sure to learn and use safe lifting techniques.

Here are some general tips for preventing workplace injuries:

- Do warm-ups before any physical exertion.

- Avoid excessive bending, reaching or twisting motions.



- Stand straight but not rigid; this maintains the natural curves in your back. Keep knees flexed.
- When sitting, choose a comfortable, relaxed position, keeping your back straight. Don't slouch.

- When lying down, help your back curve naturally. Use a low pillow under your head and neck. Avoid sleeping on your stomach.

- Stay physically fit.



Exercise makes your back and abdomen muscles stronger, reducing the chance of injury.

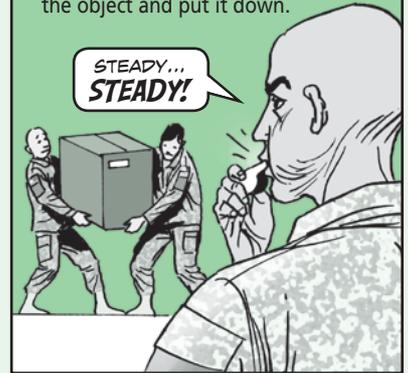
Here are some lifting tips:

- Check the weight of the item you want to lift to see if you need help. One way to test is by grasping the object firmly by an outside corner and tipping it toward you. You may be able to tell if it is too heavy for one person. If in doubt, ask for help.

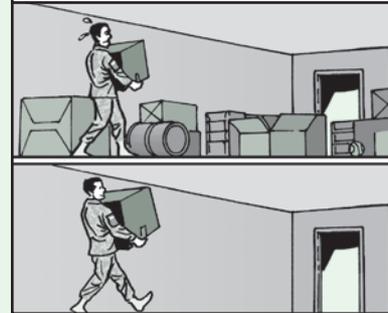


- Bend your knees when lifting items instead of stooping over. Keep your back straight and vertical to the ground. Keeping your head up and stomach muscles tight also helps with proper posture.
- Never twist your body when carrying a load. If you must turn, move your feet, rather than your body.

- When using a team lift, appoint one person as the leader who tells everyone else when to pick up the object and put it down.



- Plan your route ahead. Be sure there is a clear path where you need to carry an item. Have a place to put the item down once you get there.



- Carry items close to your body. Lifting or carrying things at arm's length puts more strain on your back.
- When setting down a load, make sure not to put strain on your back by bending over. Squat down instead.
- If possible, use equipment for lifting and carrying heavy items. Materials handling equipment like handcarts and stock pickers move items faster without risking your back.

Prevention is always better than trying to patch up injuries later. Try to reduce the need for manual lifting around your work area. If you have ideas for safer or easier materials handling, tell your supervisor.

For safety-related tools and programs you can put into practice today, visit the US Army Combat Readiness/Safety Center website at: <https://safety.army.mil>

5 KEYS TO GCSS-ARMY SUCCESS!



It seemed a long time coming, but suddenly it's here on our doorstep. The Global Combat Support System-Army's (GCSS-Army) arrival means the end of many old logistics information systems.

As fielding momentum builds and most units prepare for or start conversion, it's natural that some nerves are setting in, too. GCSS-Army is a huge change and that famous motto 'be prepared' is more important than ever.

To help ease the transition, here are five important keys that units can use **now**:

1

MAKE A FIRM COMMITMENT TO GCSS-ARMY!



Unit-wide involvement ups the odds of smooth, successful conversion. Everyone needs GCSS-Army training, not just property book officers or supply sergeants. Every item on a unit's property book will have a maintenance tab in GCSS-Army. So even trigger-pullers need to get to class.

2

EMBRACE EARLY EDUCATION AND AWARENESS!



Enterprise Resource Planning (ERP) system software is complex. Learn it well in advance of your unit's actual fielding. Here's a good place to start:

<http://gcss.army.mil/Training/WebBasedTraining.aspx>

3

ASSESS THE HEALTH OF CURRENT UNIT OPERATIONS!



Remember that GCSS-Army is not a "magic bullet" or instant fix. Problems buried in legacy STAMIS/LIS (PBUSE, SARSS-1 and SAMS-E) will surface if not fixed before conversion.

4

MAKE DATA CLEANSING THE UNIT'S 'PRIME DIRECTIVE'!



Reconciliations, serial number comparisons, and inventories are examples of the data cleansing activities that must be done. Cleanse legacy systems **before** conversion. We told you how on Pages 52-53 in PS 718 (Sep 12): <https://www.logsa.army.mil/psmag/archives/PS2012/718/718-52-53.pdf>

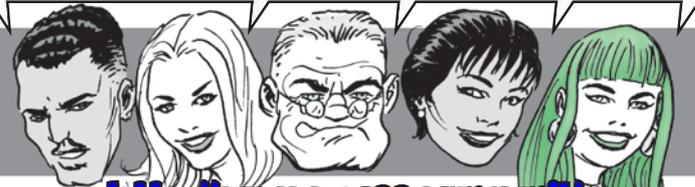
5

FULLY SUPPORT THE D-180 SEQUENCE OF EVENTS!



Leaders and supervisors, this means making training a priority, not just an additional duty for your staff. As part of the fielding process, the GCSS-Army team will work with your unit to make a 180-day plan. That plan includes briefings, training, site surveys and data cleansing. Current support is the cornerstone to future success.

VIEW THE LATEST GCSS-ARMY FIELDING SCHEDULE, FAQs AND POLICIES AT...



<http://www.gcss.army.mil/>

For GCSS-Army Mobile Access: <http://gcss.army.mil/mobile/>

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?



GROOOAN...

I DON'T FEEL SO GOOD...

LOOK AT ALL THIS BATTERY CORROSION! MAYBE THAT'S WHY MY VEHICLE WON'T START!

VEHICLE WON'T START?



CHECK ME FOR CORROSION. BUT **DO NOT** JERK OR PULL MY CABLES.



IF YOU'VE GOT BATTERY PROBLEMS...

...TELL YOUR MECHANIC!