



THE PREVENTIVE MAINTENANCE MONTHLY

ISSUE 793 DECEMBER 2018



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PS, the Preventive Maintenance Monthly

USAMC ARMY SUSTAINMENT COMMAND

BLDG 3307

Redstone Arsenal, AL 35898

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By Order of the Secretary of the Army:

MARK A. MILLEY
General, United States Army
Chief of Staff

Official:

[Signature]

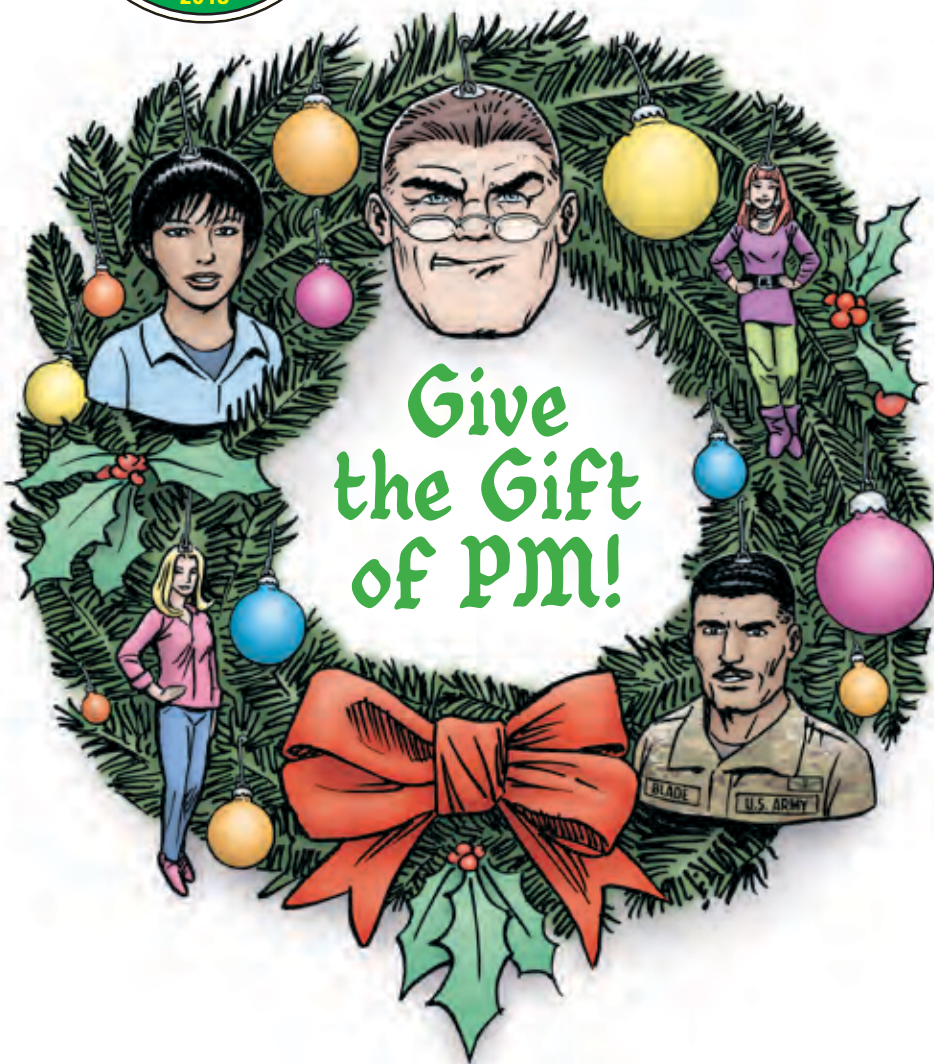
MARK F. AVERILL
Acting Administrative Assistant
to the Secretary of the Army
182493



**THE
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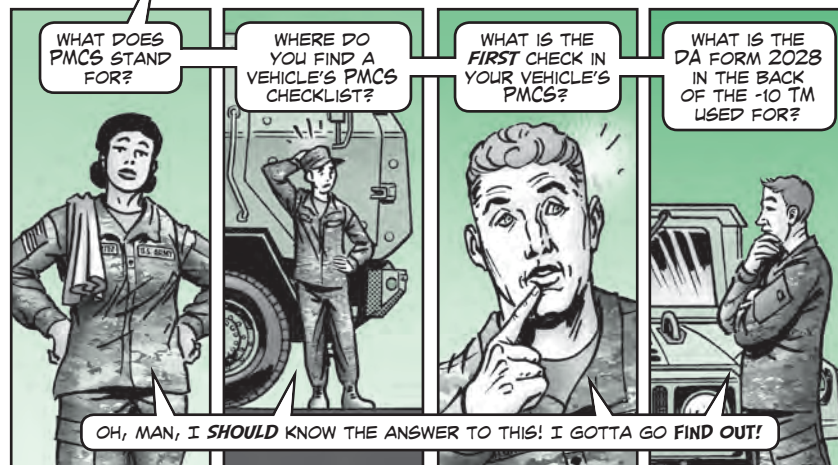
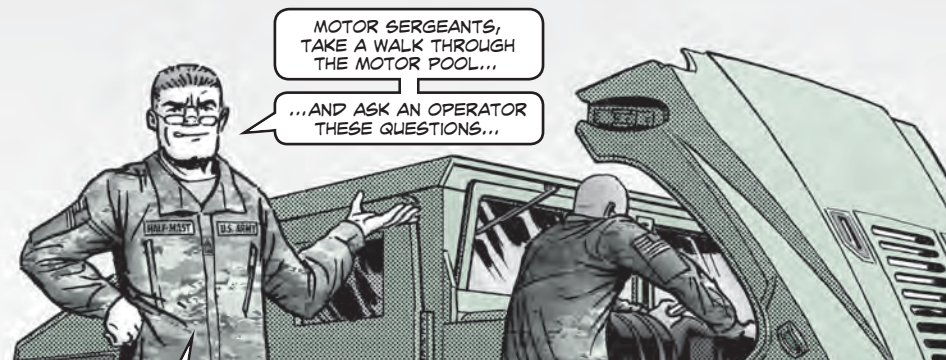
By Order of the Secretary of the Army:

MARK A. MILLEY
General, United States Army
Chief of Staff

Official:

Mark F. Averill
MARK F. AVERILL
Acting Administrative Assistant
to the Secretary of the Army
1824953

Who Drives the Train?



Back to Basics

MAINTENANCE TECHS, **YOU** DRIVE THE TRAIN WHEN IT COMES TO PMCS IN THE MOTOR POOL.

IT'S TIME TO ASK THESE QUESTIONS. YOU MIGHT BE **SURPRISED** BY THE ANSWERS.

OK... NOW THAT YOU'VE ASKED THE QUESTIONS, HOW MANY CORRECT ANSWERS DID YOU GET?

Transportation...

RAILWAY- BOUND IN OCONUS? ROTATE THAT TURRET!

INCOMING
TRAINS

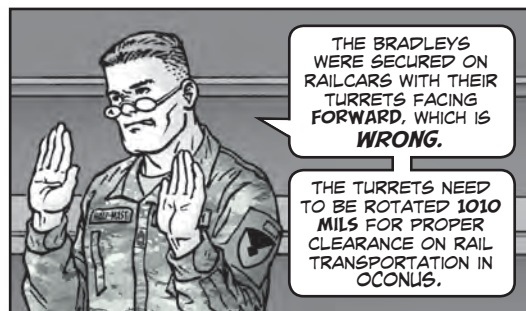
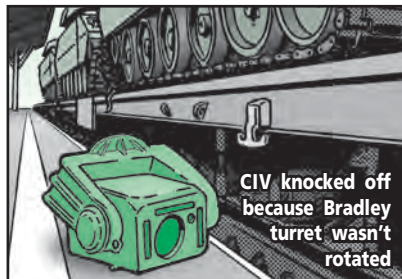
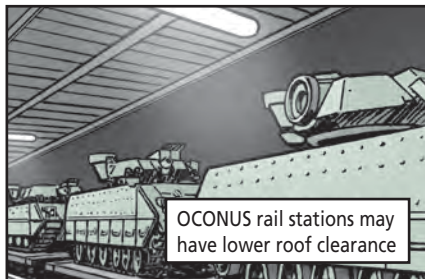
MY CIV
ISN'T GONNA
CLEAR THE
ROOF.

THIS IS
GONNA
HURT!

TRANSPORTING
BIG EQUIPMENT IS A
BIG JOB, BUT IT CAN
ALSO BE COSTLY
WHEN IT'S **NOT DONE**
RIGHT.

RECENTLY 10
BRADLEYS WERE
DAMAGED IN RAIL
TRANSIT DURING AN
OCONUS TRAINING
MISSION.

THE BRADLEYS FAILED TO CLEAR
THE ROOF OF AN INTERNATIONAL
RAIL STATION. THEY WERE BADLY
DAMAGED. SOME COMMANDER'S
INDEPENDENT VIEWERS (CIVs) WERE
KNOCKED CLEAN OFF!



NOTE: ROTATING THE TURRET IS **NOT** REQUIRED IN CONUS BECAUSE RAIL CLEARANCE PROFILES ARE HIGHER.

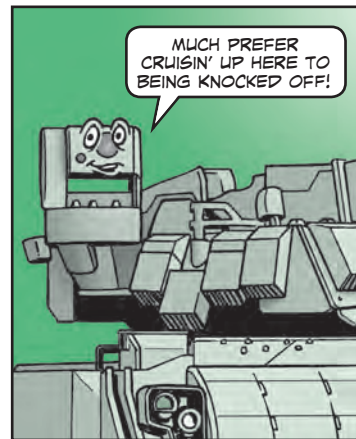
THE 21ST THEATER SUSTAINMENT COMMAND'S DISTRIBUTION MANAGEMENT CENTER GIVES SPECIFIC GUIDANCE IN THEIR TRANSPORTATION INTEGRATION HANDBOOK, *SECURING OF MILITARY TRACKED AND WHEELED VEHICLES ON RAILWAY WAGONS IN INTERNATIONAL TRAFFIC* (JAN 06).

THE PUBLICATION IS AVAILABLE ON AKO WITH CAC ACCESS. VISIT:
<https://www.ako1.us.army.mil/>

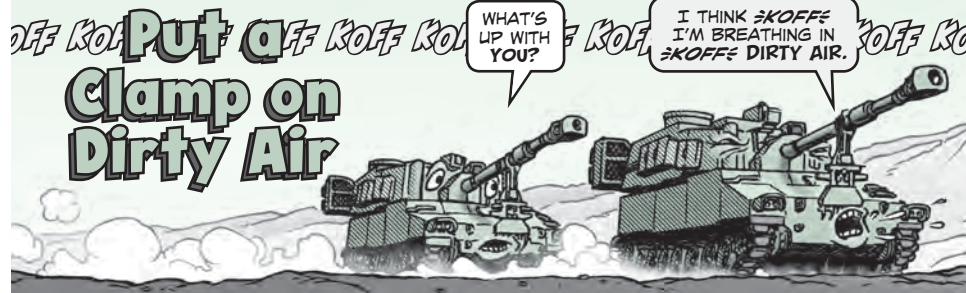
AFTER YOU'VE SIGNED IN WITH YOUR CAC, PRESS THE FILES ICON IN THE UPPER RIGHT CORNER OF THE PAGE.

UNDER THE "ACCESS FILES BY ID" HEADING, TYPE **50061708** AND PRESS THE DOWNLOAD BUTTON.

FOR BRADLEY DRAWINGS GIVING CRITICAL DIMENSIONS, DOWNLOAD FILE **50061712** IN AKO FOLLOWING THE INSTRUCTIONS ABOVE.



M109A6 Paladin, M992A2 Ammo Carrier...

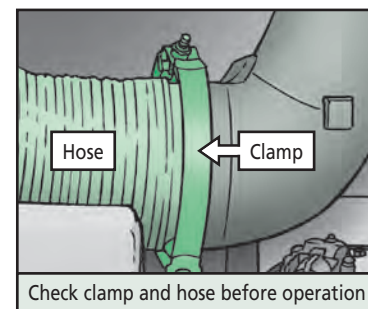


Crewmen, something as small as a clamp could cause big problems for your Paladin or ammo carrier engine.

The engine's air duct hose, NSN 4720-00-999-8589, is attached to the air cleaner duct by a clamp, NSN 4730-00-908-6294.

Vibration can cause the clamp to loosen. If that happens, dirty, unfiltered air is pulled in past the clamp and the engine is damaged. Priced a new engine for a Paladin or ammo carrier lately? Talk about sticker shock!

Avoid costly engine damage by checking the clamp before each operation. Make sure it's tight. Then check the hose for cuts, tears or other damage. Tell your mechanic right away if you find any problems.



**DON'T
IDLE THE
LUBE!**

WHAT'S THE
MATTER WITH
YOU?

YOU KNOW I
GET CREAKY WHEN
MY IDLER ARMS
HAVEN'T BEEN
LUBED IN A WHILE!

CREWMEN, YOUR PALADIN'S IDLER ARM AND HOUSING CAN TAKE A **BEATING** DURING MISSIONS. THAT'S WHY YOU NEED TO SHOW IT SOME TLC DURING SEMI-ANNUAL CHECKS AND SERVICES.

THERE ARE **TWO**
LUBE POINTS
FOR EACH
IDLER ARM AND
HOUSING.

NEGLECT THE LUBE
AND THE ARM CAN
LOCK UP OR EVEN
SHEAR OFF DURING
OPERATION.

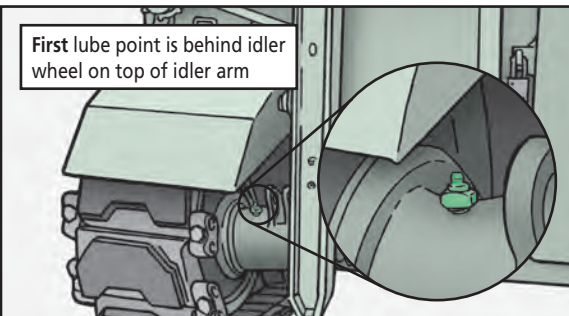
THE **FIRST LUBE POINT** IS BEHIND THE IDLER WHEEL ON TOP OF THE IDLER ARM. IT'S EASY TO OVERLOOK THIS ONE SINCE IT'S OFTEN COVERED IN DUST AND MUD. BE SURE TO CLEAN IT OFF BEFORE LUBING SO YOU DON'T FORCE IN ANY DIRT.

THE **SECOND LUBE POINT** IS IN A RECESSED AREA INSIDE THE **MECHANICAL DRIVE HOUSING**. NSN 3040-00-179-5562. BECAUSE THE LUBE POINT SITS BACK OUT OF SIGHT, IT'S OFTEN **FORGOTTEN**.

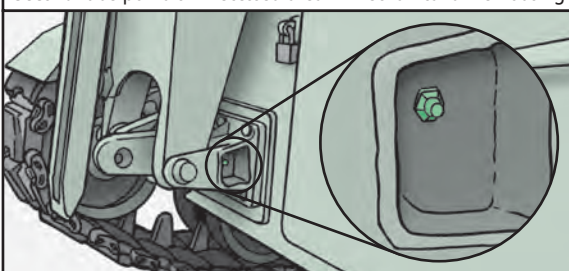
REMOVE THE PIPE PLUG AND REPLACE IT WITH A GREASE FITTING. NSN 4730-00-050-4208, TO LUBE THIS AREA

HIT BOTH LUBE POINTS SEMIANNUALLY WITH GAA TO PREVENT PROBLEMS.

First lube point is behind idler wheel on top of idler arm



Second lube point is in recessed area in mechanical drive housing

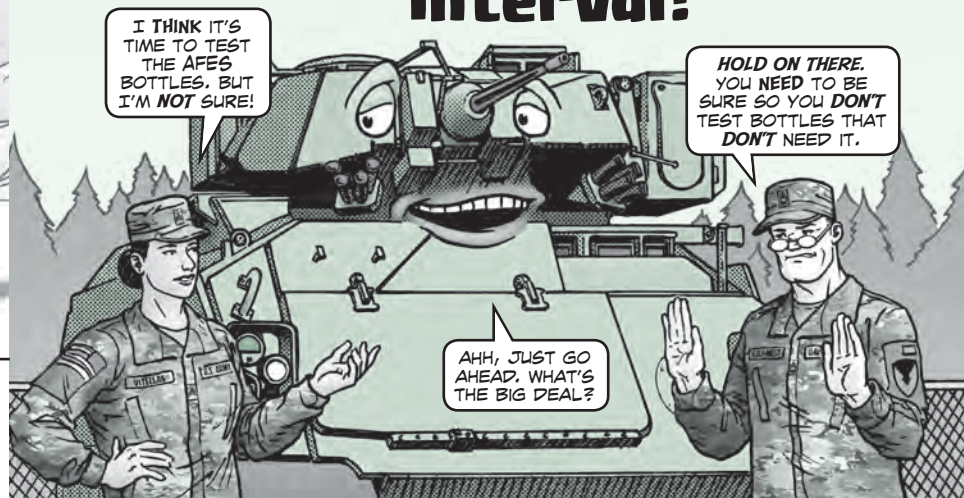


AFES Hydrostatic Test Interval?

I THINK IT'S
TIME TO TEST
THE AFES
BOTTLES. BUT
I'M **NOT SURE!**

HOLD ON THERE.
YOU NEED TO BE
SURE SO YOU **DON'T**
TEST BOTTLES THAT
DON'T NEED IT.

AHH, JUST GO
AHEAD. WHAT'S
THE BIG DEAL?



Mechanics, listen up! There's some confusion about how often the bottles for the Bradley's automatic fire extinguisher system (AFES) should undergo hydrostatic testing.

The right answer is 12 years for bottles that are being recharged. But, that doesn't apply to fully-charged bottles, even if they've gone more than 12 years since the last hydrostatic test.

That means **do not** remove fully-charged AFES bottles for a hydrostatic test, even if it's been more than 12 years since the last test.

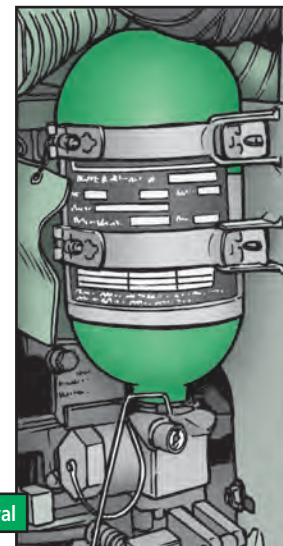
Only test discharged bottles that've gone past the 12-year mark since the last hydrostatic test. The bottles need to be recharged after a fire, accidental release or leak. Do **not** discharge an extinguisher just to perform the test.

Your TACOM logistic assistance representative (LAR) can answer questions and help with testing.

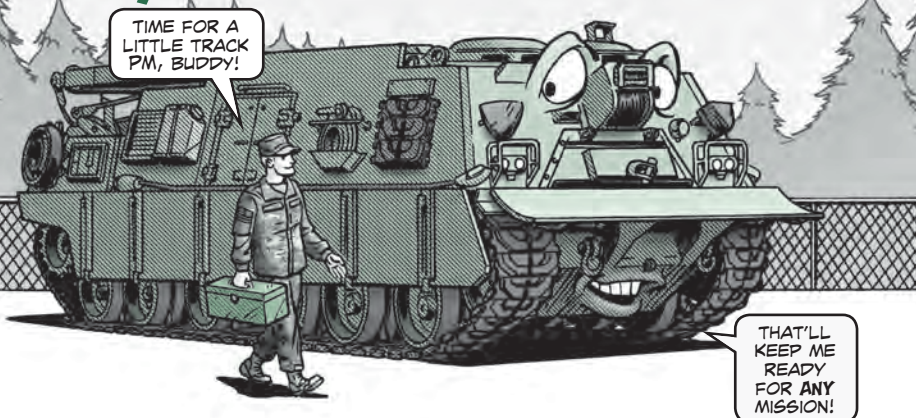
Check out TACOM Maintenance Information Message 18-017 for more information:

<https://tulsa.tacom.army.mil/Maintenance/message.cfm?id=MI18-017.html>

Don't test fully-charged bottles, even if past 12-year test interval



Stay On Track with Track PM



TIME FOR A LITTLE TRACK PM, BUDDY!

THAT'LL KEEP ME READY FOR ANY MISSION!

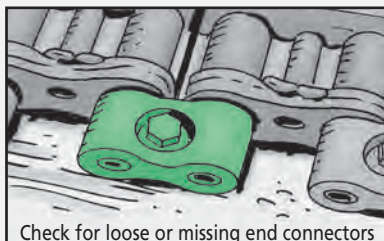
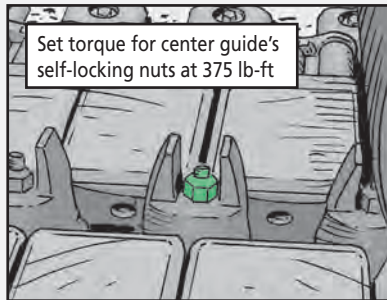
Dear Editor,

Track trouble can sideline your M88-series recovery vehicle when it should be out doing its job! That's why track PM is so important.

Check for missing or loose end connectors and center guides during operations. If they're loose, tighten them. Then inspect and torque them properly when the mission's done.

The center guide self-locking nuts require 375 lb-ft of torque when a track assembly is assembled from eight-block sections. The torque for the center guide on each side of the connection point is also 375 lb-ft.

Set torque for center guide's self-locking nuts at 375 lb-ft



Check for loose or missing end connectors

After the center guide and end connector hardware have been tightened, recheck the torque after 30 to 50 miles of operation.

CW2 Doug Byner
Ft Carson, CO

Editor's note: Be sure to follow all the PMCS procedures in TM 9-2350-256-10 for the A1 and TM 9-2350-292-10 for the A2 and you won't have any trouble keeping your vehicle on track!

DON'T STORE GEAR UNDER TROOP SEATS!

LOOKS LIKE WE'RE READY FOR OUR MISSION.

BETTER LOOK AGAIN. ALL THAT LOOSE STUFF CAN PUT US AT RISK!



CREWMEN, THE INSIDE OF YOUR STRYKER CAN GET CROWDED DURING MISSIONS.

SOMETIMES YOU WONDER *WHERE* ALL THAT EQUIPMENT AND GEAR IS SUPPOSED TO GO!

NO MATTER HOW TIGHT SPACE IS, **NEVER** PLACE ITEMS LIKE MRES, AMMO BOXES, TOW BARS, ETC., UNDERNEATH YOUR STRYKER'S ENERGY ATTENUATING (EA) TROOP SEATS. NSN 2540-01-588-8533.

THAT CAN KEEP THE SEATS FROM PROTECTING YOU AND YOUR FELLOW SOLDIERS DURING A BLAST.

NOT TO MENTION THOSE LOOSE ITEMS CAN BECOME DANGEROUS PROJECTILES!

Improperly stored equipment and gear can damage energy attenuating (EA) troop seats



THE FOOT REST RAILS, NSN 2540-01-588-8869, CAN **ALSO** BE DAMAGED BY ITEMS PLACED UNDERNEATH THE TROOP SEATS.

REPLACING A FOOT REST RAIL WILL SET YOUR UNIT BACK **MORE THAN \$400.**

ALSO, WHEN REMOVING THE EA SEATS AFTER A MISSION TO CLEAN THE TROOP COMPARTMENT, BE SURE TO KEEP TRACK OF THE MOUNTING HARDWARE. BE CAREFUL HANDLING AND STORING THE SEATS AFTER REMOVAL SO THEY AREN'T DAMAGED.

EACH ONE COSTS ABOUT \$5,600.

SO BE SURE TO STORE PERSONAL GEAR AND BII/COEI ITEMS PROPERLY SO THOSE EA TROOP SEATS CAN KEEP YOU SAFE!

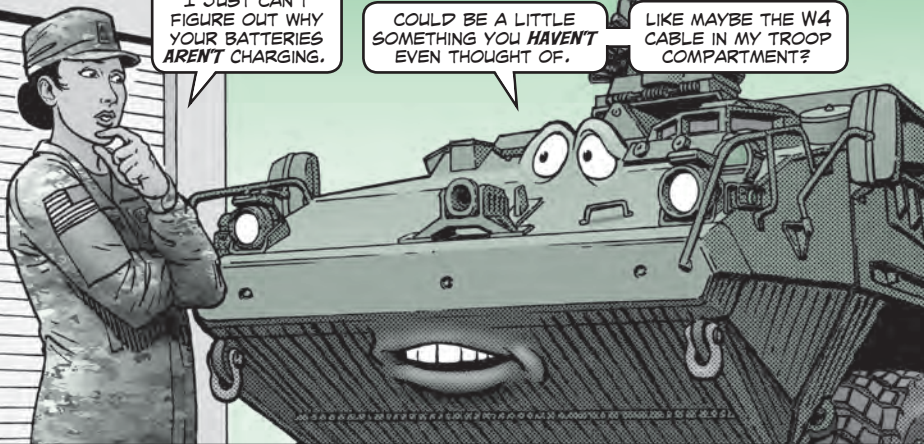
Stryker...

Avoid a RECHARGING MISSTEP

I JUST CAN'T FIGURE OUT WHY YOUR BATTERIES AREN'T CHARGING.

COULD BE A LITTLE SOMETHING YOU *HAVEN'T* EVEN THOUGHT OF.

LIKE MAYBE THE W4 CABLE IN MY TROOP COMPARTMENT?

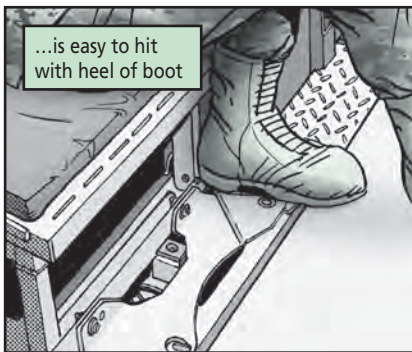
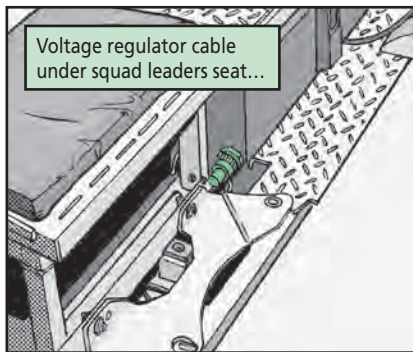


Mechanics, figuring out why a Stryker's batteries aren't charging can be tricky and time consuming. But you might save yourself some trouble by making the W4 cable inside the troop compartment one of your first checks.

The W4 cable that screws into the side of the battery box sits right under the squad leader's seat. The heel of a Soldier's boot can easily hit the W4 cable by accident and either damage it or slowly unscrew it.

Voltage regulator cable under squad leaders seat...

...is easy to hit with heel of boot



A damaged or loosened cable won't allow the vehicle's batteries to charge. So a quick check of the W4 cable might just get those batteries recharging in a hurry.

AVLB...

LET'S GET YOUR BRIDGE ACROSS THAT WATER!

HOPE MY HINGES ARE GOOD!

BAD HINGES MADE WRONG!

Avoid a Bridge Catastrophe!

CREWMEN, THE LAST THING YOU NEED IS **FAILED HINGES** ON YOUR AVLB DURING A CROSSING.

IF *THAT* HAPPENS, THE BRIDGE COULD **COLLAPSE** AND SOMEONE MAY BE **HURT** OR EVEN **KILLED!**



INSPECTORS COMPLETED SITE VISITS AND FOUND SOME AVLB HINGES THAT **WEREN'T** MADE PROPERLY.

THESE NON-COMPLIANT HINGES **CAN'T** HANDLE THE WEIGHT OF THE VEHICLES, SO IT'S IMPORTANT YOU **DON'T USE THEM!**

INSPECT THE FOUR DATA PLATES ON EACH OF YOUR AVLBs AND NOTE THE SERIAL NUMBERS.

BRIDGE SECTION STRUCTURE, MALE	
NSN	5420-01-420-1684
CAGE CODE	
SERIAL NO.	5033
WEIGHT	0000 LB.
CUBE	576 CU. FT.
MFR DATE	OVHL DATE 5 28 15

PRODUCT MANAGER BRIDGING HAS ISSUED MEMORANDUMS FOR RECORD (MFRs) IDENTIFYING BRIDGES WITH COMPLIANT AND NON-COMPLIANT HINGES BY SERIAL NUMBER.

THE AVLB SERIAL NUMBERS ARE FOUND ON A DATA PLATE ON THE FOUR QUADRANTS.

CHECK WITH YOUR MAINTENANCE SECTION FOR THE MFRs AND SERIAL NUMBERS.

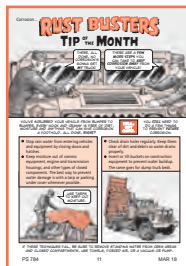
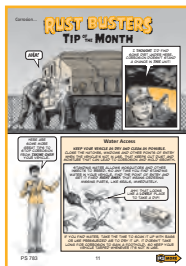
IF ANY OF YOUR BRIDGES HAVE CONFIRMED NON-COMPLIANT HINGES, THEY ARE NMC.

RUST BUSTERS

TIP OF THE MONTH

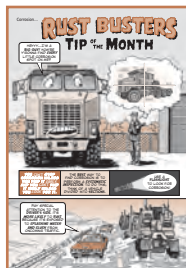
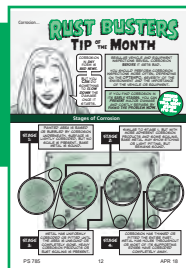
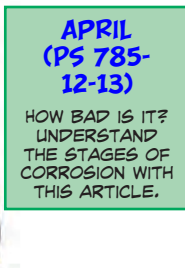
JANUARY (PS 782-14-15)

DOWN-AND-DIRTY TIPS FOR KEEPING YOUR EQUIPMENT CLEAN AND CORROSION-FREE.



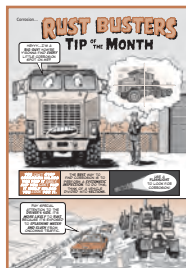
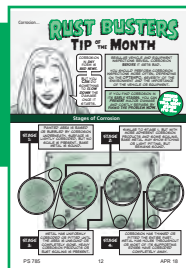
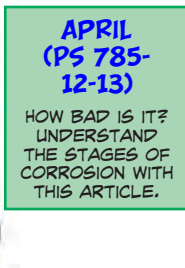
FEBRUARY (PS 783-11-13)

CHOOSE A CLEANER THAT'S UP TO THE JOB. THIS HANDY CHART LISTS CLEANERS FOR EVERYTHING FROM DEGREASING TO HEAVY SOIL.



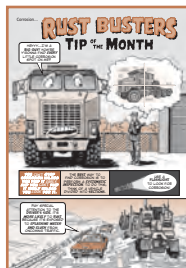
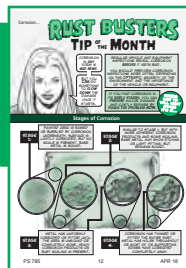
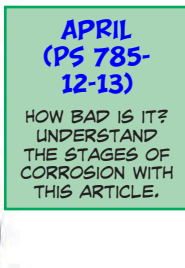
MARCH (PS 784-11)

CORROSION IS THE DIRECT RESULT OF MOISTURE FROM RAIN, CONDENSATION, AND WET BOOTS. THIS ARTICLE TELLS HOW TO KEEP ALL THAT WATER UNDER CONTROL.



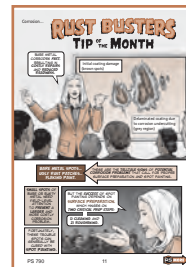
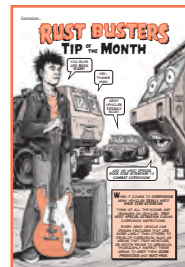
MAY (PS 786-14-16)

FINDING CORROSION REQUIRES A SYSTEMATIC INSPECTION. THIS ARTICLE BREAKS IT DOWN WITH EASY LISTS.



JUNE (PS 787-12-13)

REPORTING CORROSION SOUNDS LIKE A CHORE, BUT THIS ARTICLE EXPLAINS WHY IT'S IMPORTANT AND HOW TO DO IT RIGHT.



JULY (PS 788-10-12)

HERE'S A HANDY LIST OF ALL THE NOOKS AND CRANNIES THAT REQUIRE SPECIAL ATTENTION WHEN CHECKING FOR CORROSION.

AUGUST (PS 789-12-13)

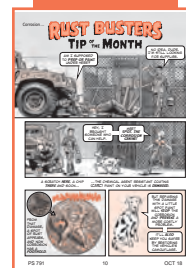
THE ARMY'S FLEET OF M872-SERIES TRAILERS HAS *SERIOUS CORROSION PROBLEMS*. IF YOUR UNIT HAS ANY M872-SERIES TRAILERS, THIS ARTICLE IS DEFINITELY FOR YOU. MAKE COPIES FOR YOUR UNIT!

SEPTEMBER (PS 790-11-13)

TACKLING CORROSION STARTS WITH PROPER SURFACE PREPARATION. LEARN HOW WITH THE CLEAR DIRECTIONS IN THIS ARTICLE.

OCTOBER (PS 791-10-14)

THE BEST CURE FOR CORROSION IS SPOT PAINTING, BUT IT CAN BE TRICKY IF IT'S NOT DONE RIGHT. READ THIS ARTICLE BEFORE YOU START.



NOVEMBER (PS 792-10-11)

THIS ROUNDUP OF ALL THE TOOLS AND EQUIPMENT YOU NEED ON HAND TO COMBAT CORROSION SERVES AS A HELPFUL REFERENCE.

AND IF A YEAR'S WORTH OF PS MAGAZINE ARTICLES *ISN'T* ENOUGH, HERE'S WHERE YOU CAN FIND MORE INFO ON COMBATTING CORROSION: TB 43-0213, *CORROSION PREVENTION AND CONTROL (CPAC)* FOR ARMY WHEELED VEHICLES (SEP 12), AVAILABLE ON LOGSA'S ETM WEBSITE: <https://tiw.logsa.army.mil/etmapp/#/etm>

STILL HAVE QUESTIONS? CONTACT TACOM CORROSION PREVENTION AND CONTROL (CPC):

USARMY.DETROIT.
TACOM.MBX.ILSC-
CORROSION
@MAIL.MIL

Drill & Drain? Not for FMTVs!

GOOD THING THE MOTOR POOL DRILLED **HOLES** IN MY HEADLIGHT RINGS SO THIS SNOW MELT CAN DRIP OUT.

WORKS FOR YOU, BUT **NOT** FOR ME!

Dear Half-Mast,

My Final inspector always complains that no water drain holes are drilled in the headlight rings of the FMTV-series vehicles that we service. He says it helps prevent corrosion.

I found an old PS Magazine article from 1996 showing how to drill holes in the headlight rings of HMMWVs to prevent corrosion, but it didn't say to do this in any other vehicles.

Are we supposed to be drilling holes in FMTV headlight rings just like in HMMWVs? Is that still the practice for HMMWVs?

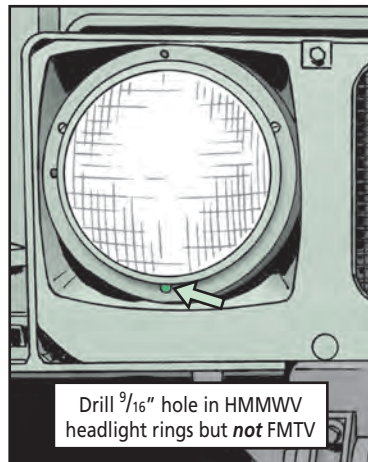
Mr. J.H.



WOW, YOU **REALLY** DID YOUR RESEARCH TO FIND AN ARTICLE FROM 1996!

NO HOLES SHOULD BE DRILLED IN FMTV HEADLIGHT RETAINING RINGS. THEY **DON'T** HAVE THE SAME WATER RETENTION ISSUES AS HMMWVS.

BUT, IT IS **STILL** ACCEPTABLE TO DRILL A HOLE IN HMMWV HEADLIGHT RETAINING RINGS TO **ALLOW WATER DRAINAGE AND PREVENT CORROSION.**



Drill $\frac{9}{16}$ " hole in HMMWV headlight rings but **not** FMTV

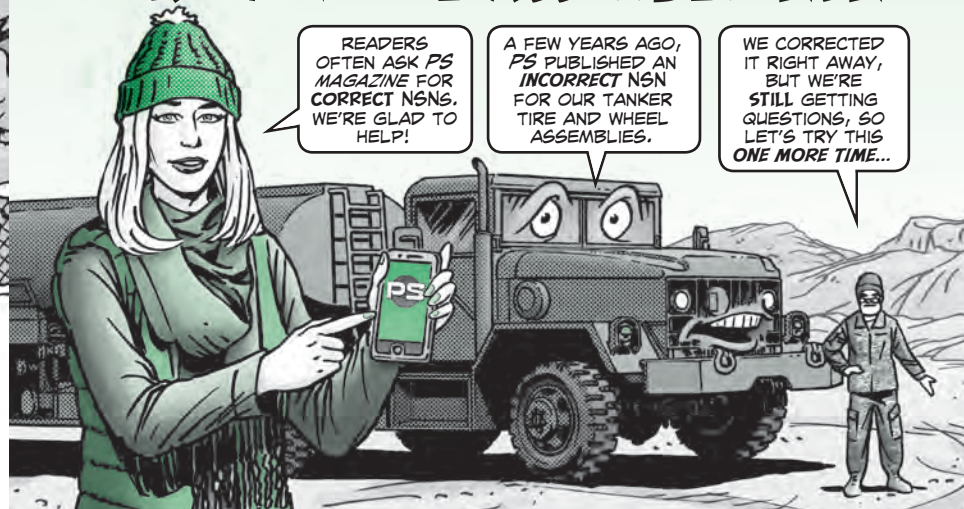
M967A1 & M969A1/A2 Fuel Tankers...

GETTIN' IT RIGHT THIS TIME: TIRE & WHEEL ASSEMBLY NSN

READERS OFTEN ASK PS MAGAZINE FOR CORRECT NSNs. WE'RE GLAD TO HELP!

A FEW YEARS AGO, PS PUBLISHED AN **INCORRECT** NSN FOR OUR TANKER TIRE AND WHEEL ASSEMBLIES.

WE CORRECTED IT RIGHT AWAY, BUT WE'RE STILL GETTING QUESTIONS, SO LET'S TRY THIS **ONE MORE TIME...**



TO ORDER A REPLACEMENT TIRE AND WHEEL ASSEMBLY FOR THE M967A1 AND M969A1/A2 FUEL TANKER, USE NSN 2530-01-506-4125.

THAT BRINGS A NEW 22.5-IN TUBELESS TIRE WITH A ONE-PIECE WHEEL (WHICH IS ALSO THE **SAME TIRE** USED ON THE NEW PRODUCTION M967A2 AND THE M969A3).

HERE'S WHAT YOU GET:

Item	NSN
Wheel, 22.5-in, tubeless, stud-piloted	2530-01-510-6121
Tire, 11.00 x 22.5-in, load-range G	2610-01-045-3688
Valve stem	2640-00-555-2824
Valve extension, 5-in	2640-00-338-2705

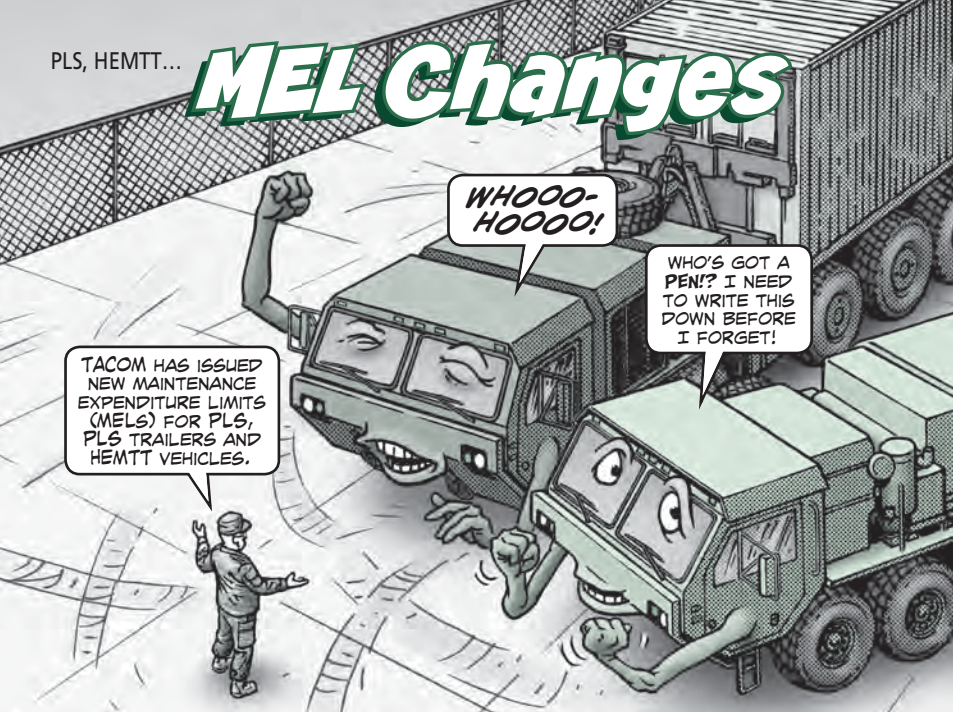


NOW, THIS NEXT POINT IS **REALLY** CONFUSING, SO BRACE YOURSELF!

THE INNER AND OUTER LUG NUTS USED IN THE 22.5-IN ASSEMBLY ARE THE **SAME ONES** USED IN THE 20-IN SPLIT-RIM ASSEMBLY. BUT **DO NOT** MIX 20-IN AND 22.5-IN ASSEMBLIES ON THE **SAME TRAILER**. THAT CAUSES THEM TO WEAR OUT QUICKER THAN THEY SHOULD.

REPLACE ALL OF THE TRAILER'S TIRE AND WHEEL ASSEMBLIES AT THE SAME TIME TO PREVENT IMPROPER WEAR. THAT'S A TOTAL OF NINE ASSEMBLIES, INCLUDING THE SPARE!

MEL Changes



PLS Trailer	
Model	MEL %
M1076A1 trailer (PLSTA1)	90
M1076 trailer (PLST)	90

PLS with or without Container Handling Unit (CHU)	
(Note: M1074A1 and M1075A1 w/armor, use same MEL as M1074A1 and M1075A1 trucks w/o armor)	
Model	MEL %
M1075A1 w/E-CHU	90
M1074A1	90
M1075A1	90
M1074 (built after 2006)	50
M1075 (built after 2006)	50
M1074 (built prior to 2006)	0
M1075 (built prior to 2006)	0
M1075 w/E-CHU (built prior to 2006)	70
M1075 w/E-CHU (built after 2006)	80
M1074P1 w/armor (built after 2006)	25
M1075P1 w/armor (built after 2006)	25
M1074P1 w/armor (built prior to 2006)	25
M1075P1 w/armor (built prior to 2006)	25

HEMTT with or without CHU	
(Note: A4 trucks w/armor, use same MEL as HEMTT A4 trucks w/o armor)	
Model	MEL %
M977A4, M978A4, M983A4, M983A4 LET, M984A4, M985A4, M985A4GMT, M1120A4, M1977A4, M1120A4 w/ E-CHU	90
M1142, M1158	80
M1977, M1977P1, M1977A2P1, M1977A2R1P1, M1977A2, M1977A2R1	80
M977A2, M977A2R1	0
M978A2, M978A2R1	50
M983A2, M983A2R1, M983A2LET	50
M984A2, M984A2R1	50
M985E1A2R1, M985E1A0, M985E1A2	50
M1120A2, M1120A2R1, M1120A2 w/E-CHU	75
M977P1, M977A2P1, M977A2R1P1, M978P1, M978A2P1, M978A2R1P1, M983P1, M983A2P1, M983A2R1P1, M984A1P1, M984A2P1, M984A2R1P1, M985E1A2R1, M985E1P1, M985E1A2P1, M985E1A2R1P1, M985P1, M985A2P1, M985A2R1P1, M1120P1, M1120A2P1, M1120A2R1P1	0
M977, M978, M983, M984, M984A1, M985, M985A2, M1120	0



PLS Team Mailbox

Have a maintenance question about the palletized loading system (PLS)? Write the PLS team at: usarmy.detroit.tacom.mbx.ilsc-pls2@mail.mil

HEMTT Boom Control Valve

If you've tried to order the replacement HEMTT A2 boom control valve, NSN 4810-01-210-8868, shown as Item 1 in Fig 424 of TM 9-2320-325-14&P in IETM EM 0289 (May 09), it's a terminal item in FED LOG. Some units have resorted to ordering the whole assembly, but that's expensive. Instead, use a HEMTT A4 boom control valve, NSN 4810-01-643-9029. It will also work on the A2.

Target These ITAS Tips

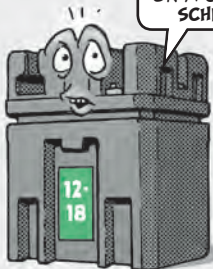
STAY ON TARGET WITH THESE ITAS TIPS!

- **Don't forget the battery charger.** PS has pointed out repeatedly the importance of charging the lithium battery boxes (LBB) every month. If they sit for months without being charged, LBBs develop imbalanced battery cells. It takes longer and longer (sometimes days) to charge them and eventually they can't be charged at all. Then you have to pay more than \$30K for a new LBB.

Dear Editor,
These Improved Target Acquisition System (ITAS) tips will help ITAS stay on target:

The easiest way to track charging is to put a sticker on each LBB showing when the next charge is due.

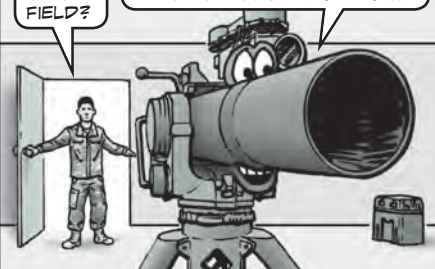
THIS STICKER MAKES IT *EASIER* FOR ME TO STAY ON A CHARGING SCHEDULE.



When you deploy, **remember to take the charger.** It won't do you much good sitting in the motor pool. Without it, you end up with dead batteries.

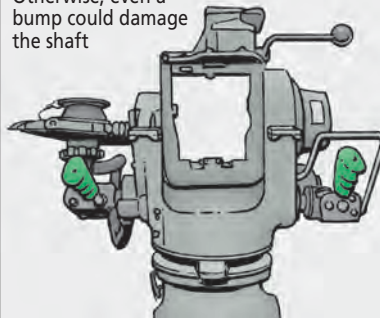
READY TO GO TO THE FIELD?

I WILL BE - AS SOON AS YOU PACK MY **CHARGER**. I **NEVER** GO TO THE FIELD **WITHOUT** IT.



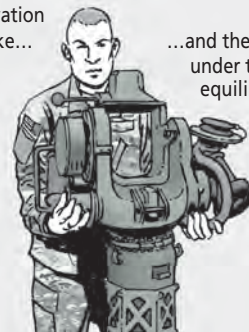
- **Don't pick up the traversing unit (TU) by the hand grips.** That can snap off the hand grips' shaft. We always tell our people to grab green, not black. Put your right hand under the elevation brake and your left hand under the TU equilibrator.

Make sure the TU's hand grips are in the stowed position any time you're not firing. Otherwise, even a bump could damage the shaft

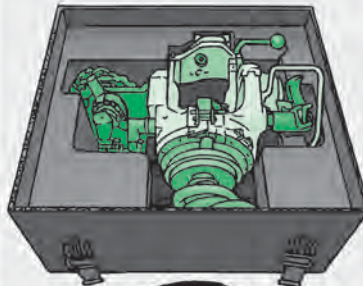


Put one hand under automatic elevation brake...

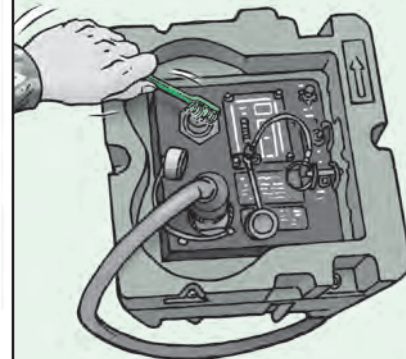
...and the other under the TU equilibrator



- **Don't force the TU into its case.** It's a tight fit and you may need help maneuvering the TU. If you try to shove the TU in the case, you can damage the handles. Take your time!



- **Before operations, clean the connectors with a toothbrush.** It takes just a few minutes and can save you wasted time trying to figure out why you're getting system faults.

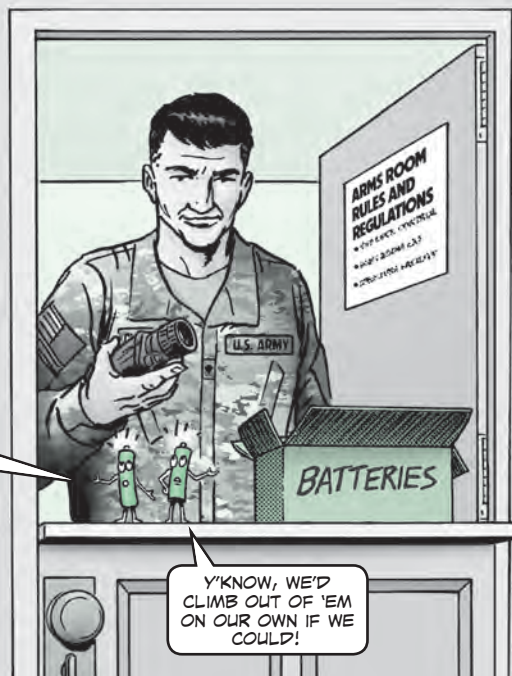


WO1 Salvatore Mora
Ft Bragg, NC

THANKS, MISTER MORA. EXCELLENT TIPS FOR ITAS UNITS TO TARGET!

STOPPING BATTERY LEAK DAMAGE

REMOVING AND DROPPING US BATTERIES AT THE DOOR IS **ONE SURE WAY** TO MAKE SURE WE STOP RUINING SIGHTS AND NVDS.



Y'KNOW, WE'D CLIMB OUT OF 'EM ON OUR OWN IF WE COULD!

Dear Editor,

Each year, night vision devices (NVDs) and small arms sights suffer thousands and thousands of dollars of damage because they're stored with their batteries installed. The batteries leak and the acid damages or even ruins the NVDs and sights.

All this damage can be stopped with a simple change to the turn-in procedure:

Put a box for the batteries where the NVDs or sights are turned in, normally the arms room. Have Soldiers remove the batteries themselves. When they approach the arms room, they should have the NVD or sight in one hand and batteries in the other. If they don't, you know the batteries haven't been removed. Have the Soldiers put the batteries in the box.

When everything has been turned in, the batteries can be stored in the box itself.

CPL Ryan Latour
Ft Hood, TX



DO I OR DO I **NOT** NEED THE FEED BOX SUPPORT IMPROVEMENT KIT?

IT ALL DEPENDS ON YOUR **I!**

FEED BOX SUPPORT KIT NEEDED?



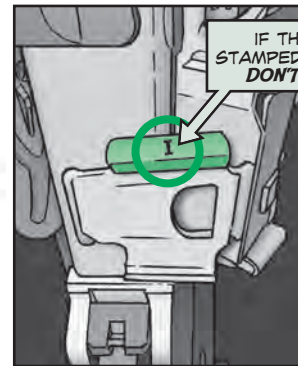
DOES YOUR M249 MACHINE GUN NEED A FEED BOX SUPPORT IMPROVEMENT KIT?

IT TAKES JUST A GLANCE TO TELL.



IF THE DOVETAIL IS STAMPED WITH AN "I", YOU **DON'T** NEED THE KIT.

IN FACT, YOU **SHOULDN'T** INSTALL THE KIT BECAUSE IT WILL **DAMAGE** THE DOVETAIL AND **DESTROY** THE FEED BOX SUPPORT IMPROVEMENT KIT.



NO "I"? YOU DO NEED THE KIT.

CONTACT TACOM'S KEVIN ACEL AT (536) 282-1339/1273 OR EMAIL: kevin.p.ace1.civ@mail.mil

ONCE YOU GET THE KIT, INSTALL IT LIKE THIS...

1. Ensure the U-bracket fits the dovetails snugly. If the bracket is loose, adjust the dovetails for a firm fit. Don't try to adjust the U-bracket.
2. Reinstall the U-bracket and brace.
3. Apply three drops of **thread-sealing compound**, NSN 8030-01-025-1692 or NSN 8030-01-499-3589, to the threads of the screw.
4. Install the hexagon head cap screw and lock washer.
5. Stake the hexagon head cap screw at the 3 o'clock position.

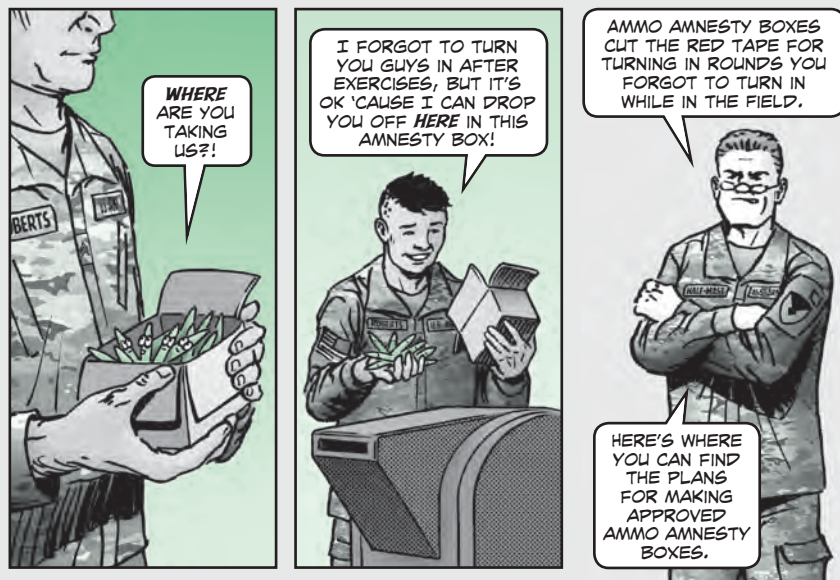
Feed Box Kit PMCS

M249 GUNNERS SHOULD CHECK THE FEED BOX SUPPORT IMPROVEMENT KIT SCREW FOR **LOOSENESS** DURING EVERY PMCS. THE SCREW CAN **WORK LOOSE** OVER TIME AND **FALL OUT**.

IF THE SCREW IS LOOSE OR MISSING, TURN THE M249 IN FOR REPAIRS.

SMALL ARMS REPAIRMEN, FIX A LOOSE KIT SCREW BY REMOVING THE HEXAGON HEAD CAP SCREW AND CLEANING IT. THEN FOLLOW THE PROCEDURE ABOVE FOR REINSTALLING THE KIT.

BOXES FOR AMMO AMNESTY



Dear Half-Mast,

Our Soldiers sometimes come back from exercises with unused rounds they've forgotten to turn in. PS 704 (Jul 11) had an article on ammo amnesty boxes that Soldiers could use for anonymous ammo turn-in. But, unfortunately, the contact information in the article is no longer good. Is there any way to get the boxes?

MSG R.B.

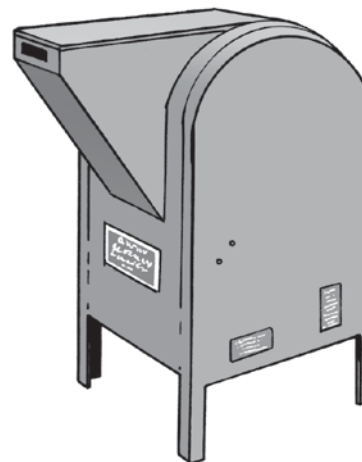
WHAT YOU'RE REFERRING TO, MASTER SERGEANT, ARE NON-STANDARD AMMUNITION PECULIAR EQUIPMENT (APE) NSA 0640 AND 0641 BOXES.

THESE ARE BOXES FOR THE AMMUNITION AND EXPLOSIVES AMNESTY PROGRAM IN WHICH SMALL ARMS AMMO CAN BE TURNED IN **ANONYMOUSLY** FOR PROPER DISPOSAL.

BOTH THE NSA 0640 AND 0641 HAVE OPENINGS LARGE ENOUGH FOR AMMO AS BIG AS .50-CAL ROUNDS. THE CONTAINERS SECURELY HOLD THE AMMO UNTIL IT CAN BE COLLECTED.

NSA 0640 and NSA 0641 are for anonymous ammo turn-in

THE NSA 0640 LOOKS LIKE A POST OFFICE STREET MAILBOX, WEIGHS 130 POUNDS AND MEASURES 34.1 X 20.6 X 49.5 INCHES.



THE NSA 0641 LOOKS LIKE A SMALLER MAILBOX, WEIGHS 50 POUNDS AND MEASURES 22.8 X 12 X 18.3 INCHES.



IN 2011, YOU COULD PAY THE DEFENSE AMMUNITION CENTER TO MAKE THE BOXES. UNFORTUNATELY, THAT'S **NOT** THE CASE NOW. BUT...

...DETAILED PLANS ARE AVAILABLE FOR FABRICATING THE BOXES LOCALLY.

GO TO:

https://prod.jmc.army.mil/apems3_catalog/index.aspx/index.aspx?area=resources

Small Arms...

Get SFL Pen for Touchups



TOUCHING UP AREAS ON WEAPONS WHERE THE FINISH HAS WORN OFF JUST GOT **EASIER!**

REPAIRMEN CAN NOW ORDER A SOLID FILM LUBRICANT (SFL) PAINT PEN DISPENSER WITH NSN 9150-01-646-0099. THE DISPENSER MAKES TOUCHING UP NICKS, SCRATCHES AND SHINY SPOTS A **SNAP**.

THE PEN COSTS \$33.

KEEPING PROPERTY BOOK STRAIGHT

I DON'T FIND YOUR SERIAL NUMBER IN THE PROPERTY BOOK. YOU SURE THIS IS YOUR UNIT?

WELL, I DID HAVE THAT MWO DONE. I WONDER IF *THAT'S* THE PROBLEM.



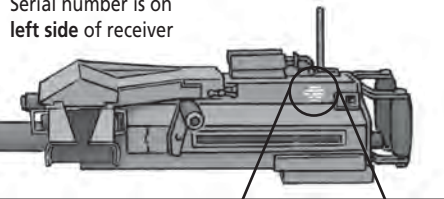
MANY ARMS ROOMS HAVE THE **WRONG** WEAPONS INFORMATION LISTED IN THE PROPERTY BOOK. THIS CAUSES HEADACHES FOR THE ARMORER WHEN IT'S TIME FOR INVENTORY OR TURN-IN.

MISTAKES HAPPEN BECAUSE ARMORERS READ THE SERIAL NUMBER **INCORRECTLY**.

THE USUAL MISTAKE IS ADDING THE DATE STAMP OR EXTRA ZEROS TO THE SERIAL NUMBER.

AS AN EXAMPLE, HERE'S HOW TO READ THE ID STAMP ON THE LEFT SIDE OF AN MK 19 RECEIVER:

Serial number is on left side of receiver



Gun 40mm
MK 19 MOD 3
10001 3269400-M
12345 0196
US

Line 1: Gun 40mm

Line 2: MK 19 MOD 3

Line 3: 10001 (CAGE code) and 3269400-M (part number)

Line 4: 12345 (four or five digit serial number) and 0196 (month and year of manufacture)

The serial number is 12345, **not** 123450196.

Note: Not all weapons list date of manufacture.

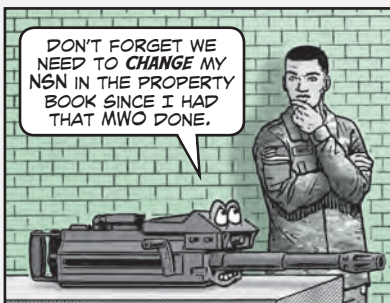
Line 5: US

ANOTHER MISTAKE OCCURS WHEN A WEAPON GOES THROUGH A **MODIFICATION WORK ORDER (MWO)** AND ITS **MODEL NUMBER CHANGES**, WHICH MEANS ITS **NSN ALSO CHANGES**.

FOR EXAMPLE, THE BASIC MODEL MK 19 MOD 3 HAS AN NSN OF 1010-01-126-9063. BUT WHEN MWO 9-1010-230-50-1 ADDED AN ADJUSTABLE SIGHT BRACKET, ITS NSN **CHANGED** TO 1010-01-490-9697. SO THE NSN **SHOULD HAVE BEEN** CHANGED IN THE PROPERTY BOOK. BUT OFTEN IT **ISN'T**.

AND THEN THE **PROBLEMS** START AT INVENTORY OR TURN IN.

DON'T FORGET WE NEED TO **CHANGE** MY NSN IN THE PROPERTY BOOK SINCE I HAD THAT MWO DONE.



HOW DO YOU UPDATE THE INFORMATION?



AT THE UNIT LEVEL, UPDATES ARE DONE THROUGH GCSS-ARMY USING THE **ASSET ACTION REPORT (AAR)**.

THIS ENSURES THE WEAPON IS IDENTIFIED CORRECTLY AT ALL LEVELS OF THE CHAIN OF COMMAND.

M249
Machine
Gun...

Pick Right Time to Install Guide Rod



WHEN IT COMES TO INSTALLING MY GUIDE ROD, THINK **3 AND 9 O'CLOCK!**

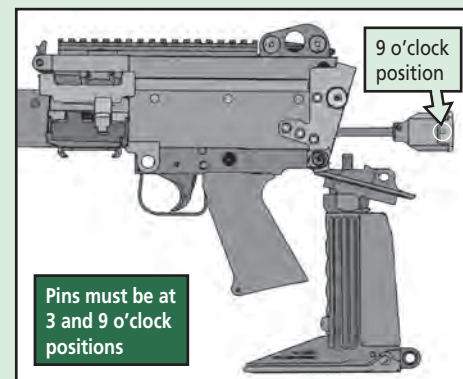


Soldiers are installing the M249 machine gun's guide rod assembly wrong. Eventually, that damages the receiver so much it must be replaced.

The guide rod has two pins. When you install the guide rod, they should be at the 9 and 3 o'clock positions. That way they lock the guide rod in the rear of the M249.

But if you install the guide rod with the pins at the 12 and 6 o'clock positions, the 6 o'clock pin penetrates the receiver during firing.

So when you install the guide rod, always think 9 and 3.



9 o'clock position

Pins must be at 3 and 9 o'clock positions



Mask Won't Fit? Try These Solutions

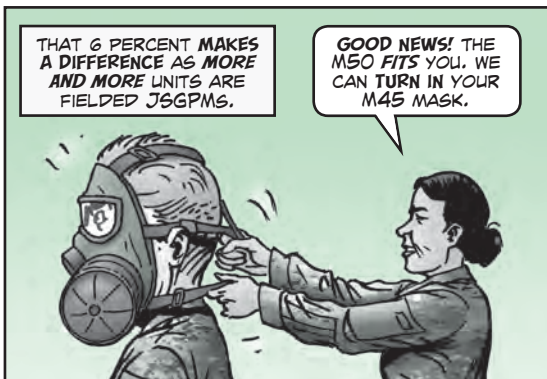
THE M40/M42 MASKS ARE DESIGNED TO FIT **ALL BUT THE 10 PERCENT** OF SOLDIERS WHO HAVE **UNUSUALLY SMALL OR LARGE HEADS**.

THE JOINT SERVICE GENERAL PURPOSE MASKS (JSGPM) ARE DESIGNED TO **FIT ALL BUT 4 PERCENT**.



THAT 6 PERCENT MAKES A DIFFERENCE AS **MORE AND MORE** UNITS ARE FIELDING JSGPMs.

GOOD NEWS! THE M50 FITS YOU. WE CAN TURN IN YOUR M45 MASK.



SOLDIERS WHO **COULDN'T** BE FITTED PROPERLY WITH THE M40/M42 AND HAVE BEEN WEARING THE M45 LAND WARRIOR MASK **MAY** BE ABLE TO WEAR THE JSGPM.

SO WHENEVER UNITS RECEIVE THE JSGPM THEY SHOULD MAKE A POINT OF TESTING IT ON THESE **HARD-TO-FIT SOLDIERS**.

IF THE JSGPM FITS, THEY SHOULD TURN IN THE M45.

HOW SHOULD CBRN SPECIALISTS CHECK HARD-TO-FIT SOLDIERS FOR BOTH THE M40/M42 AND JSGPM?

FIRST DO PMCS AND MAKE SURE THE MASK IS FITTED LIKE IT SAYS IN THE M40/M42'S TM 3-4240-346-23&P OR THE JSGPM'S TM 3-4240-542-13&P.

NO LUCK? CHECK TB 3-4240-341-23, WHICH OFFERS FITTING SOLUTIONS. IT'S ON THE LOGSA ETM SITE: <https://liw.logsa.army.mil/etmapp/#/etm/search>

BUT BEFORE WORRYING ABOUT GETTING A DIFFERENT MASK, TRY THESE TIPS:

- Always use the M41 protection assessment test system (PATs) to test mask fit. Banana oil is much less accurate and may flunk a mask that actually does fit correctly.



Always use PATs to test

- If a small mask is too big to create a good seal, readjust and tighten the head harness, then test with PATs again. Sometimes that's enough to do the trick. If it still flunks, make sure the head harness snaps back when stretched. Replace it if necessary.

No luck?
Readjust and tighten head harness and test again



- Still no fit for the M40/M42? Try the M45 land warrior mask. It has an **extra small size**, NSN 4240-01-447-6989, that might do the trick. And the **large M45**, NSN 4240-01-447-6988, is slightly larger than the M40/M42 large.

In addition, the M45 has interchangeable nose-cups in sizes XS, S, M, L, and XL that can provide an even better fit. See TM 3-4240-348-20&P.



If M40/M42 won't fit, try M45 mask

IF A SOLDIER **MUST** WEAR AN M45 BECAUSE THE M40/M42 **DOESN'T** FIT, HE'S AUTHORIZED BY TB 3-4240-341-23 TO **KEEP THE M45** FOR THE REST OF HIS ACTIVE SERVICE.

BUT, ONCE AGAIN, REMEMBER THAT A SOLDIER WHO **COULDN'T** BE FITTED WITH THE M40/M42 **MAY** BE ABLE TO WEAR THE JSGPM.

IF A SOLDIER **CAN'T** BE FITTED WITH THE JSGPM, THEN HIS UNIT SHOULD CONTACT THE EMAIL BELOW FOR HELP.

IF ALL THESE TIPS FAIL FOR EITHER THE M40/M42, JSGPM, OR M45, IT'S TIME TO CONTACT THE **INDIVIDUAL PROTECTION TEAM**: usarmy.detroit.tacom.mbx.ilsc-masks@mail.mil

THAT'LL GET THE EXPERTS ON THE CASE!



Store CSFM Before Collapsing DSESTS Van

Dear Editor,
Crews for the Direct Support Electrical Systems Test Set (DSESTS) can save themselves thousands of dollars and lots of explaining with a simple check.

Before collapsing the DSESTS van, make sure the Combined Support Functions Module (CSFM) is stored in the General Purpose Interface Assembly (GPIA).

Crews often leave the CSFM sitting on the van's top shelf during operations. But if they forget to put it in the GPIA before collapsing the van, they not only destroy the CSFM (around \$250K), but also the wiring running along the van's ceiling and the shelf itself.

That's not going to make anybody happy, especially your CO. Taking five seconds to make sure the CSFM is in the GPIA is all it takes to prevent that.

CW2 Antonio Reyes
Ft Hood, TX

Editor's note: Excellent tip, Chief. An easy way to remember this is to imagine explaining to your commander that you forgot.

Make sure CSFM is stored in GPIA before collapsing van or you destroy...

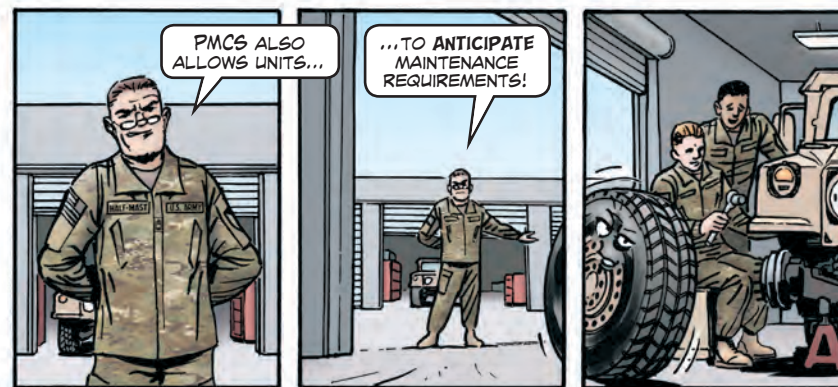
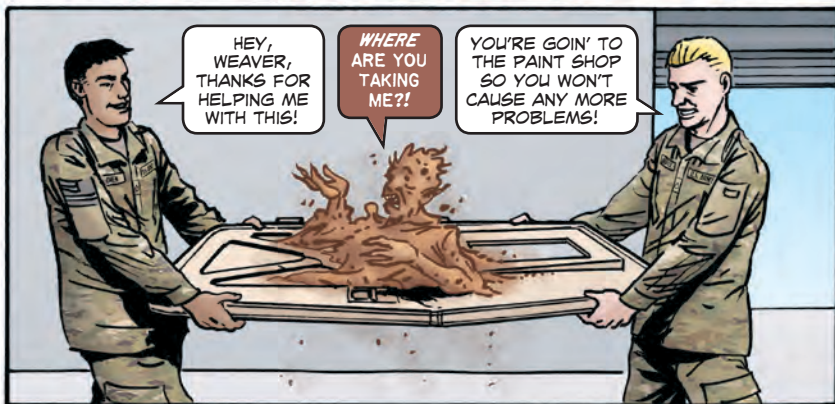
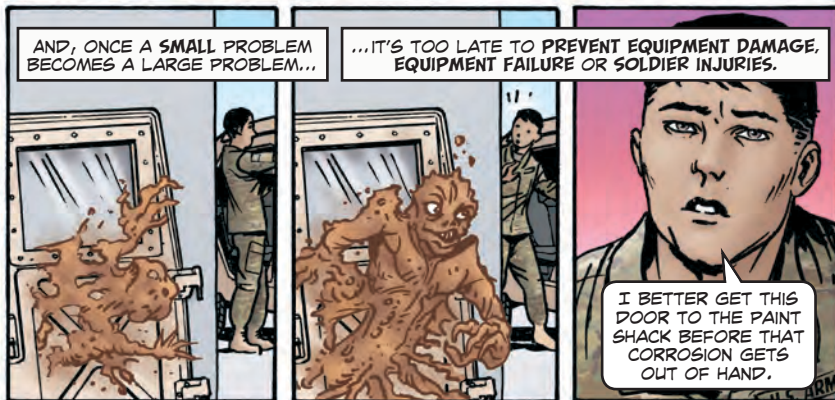
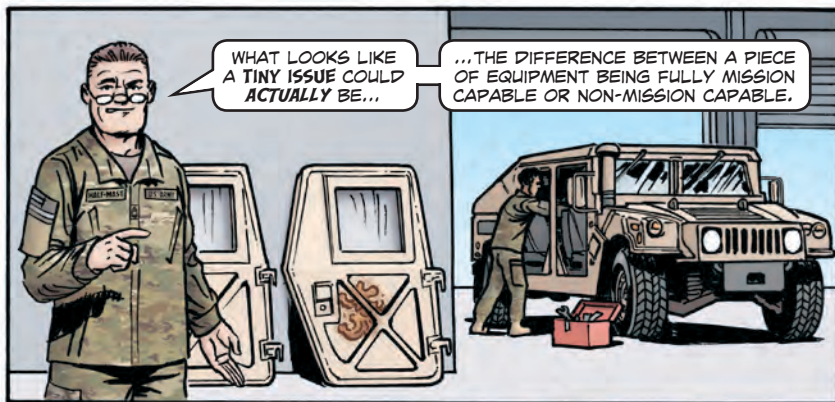


The Anatomy of a Proper PMCS

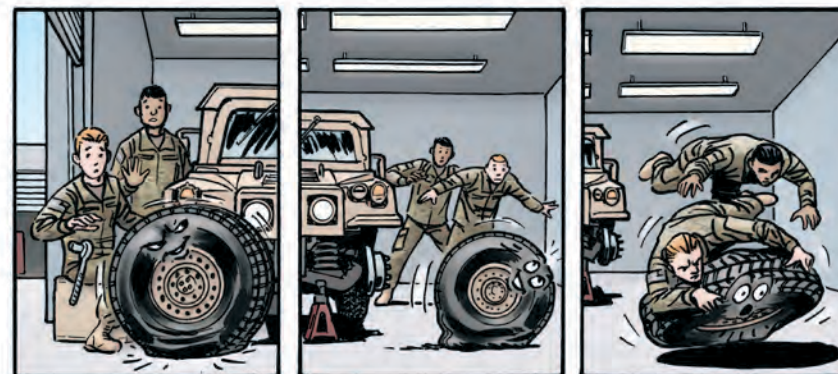


PMCS INCLUDES CARE, INSPECTION, DETECTION AND SERVICES THAT ALLOW YOU TO CATCH MINOR FAULTS BEFORE THEY BECOME MAJOR PROBLEMS.





THEN LEADERS CAN ACCOUNT FOR AND TACKLE ANY MAINTENANCE ISSUES BEFORE THEY CAUSE PROBLEMS.

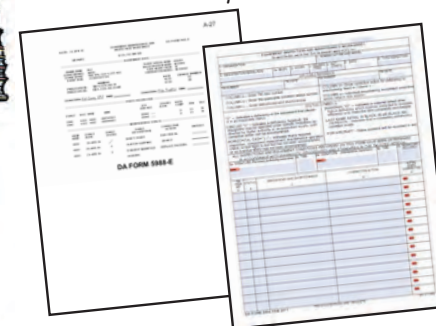


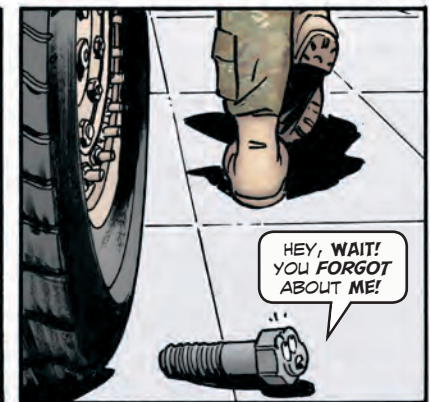
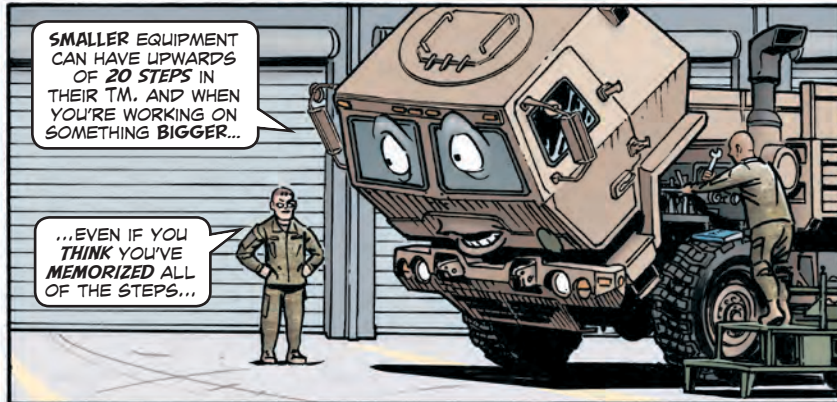
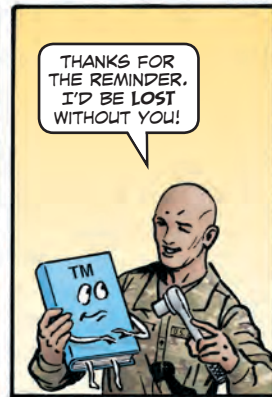
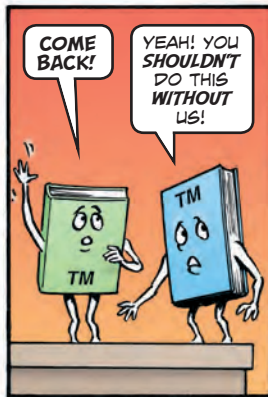
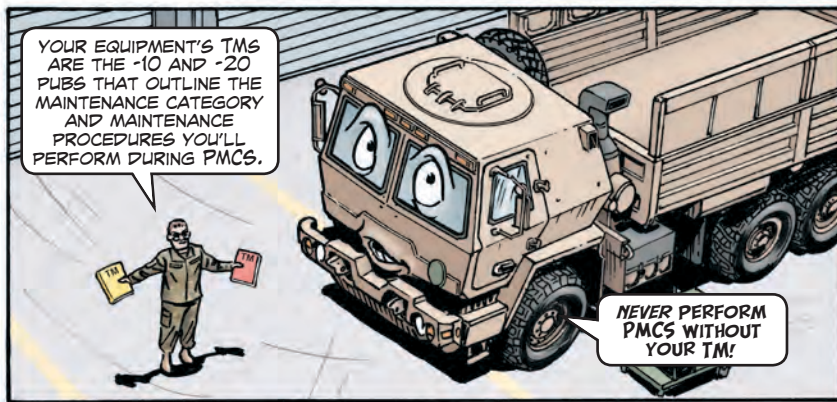
PROPER PMCS HAS A LOT OF MOVING PARTS, FROM THE UNIT COMMANDER ALL THE WAY DOWN TO THE SOLDIER WHO'S TURNING THE WRENCH.

THERE ARE ALSO A FEW CRUCIAL DOCUMENTS THAT ENSURE A **SUCCESSFUL** COMMAND MAINTENANCE PROGRAM...



- Equipment technical manuals (TM)
- DA Form 5988-E Equipment and Maintenance Inspection Form
- DA Form 2404 Equipment and Maintenance Inspection Worksheet





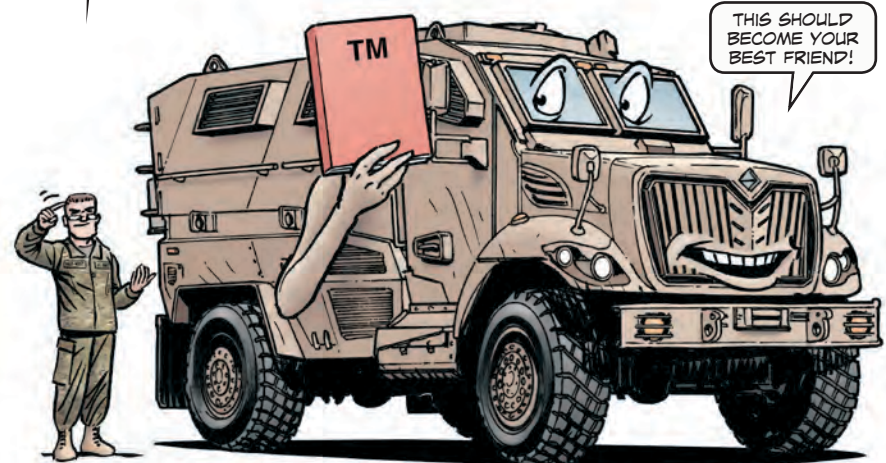
During PMCS, you'll identify:

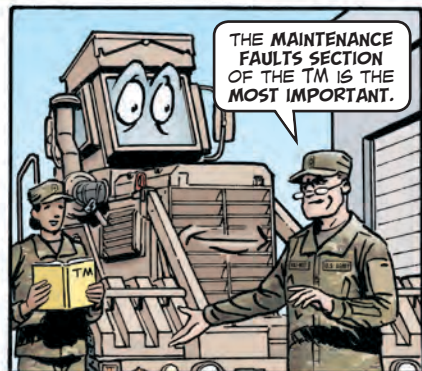
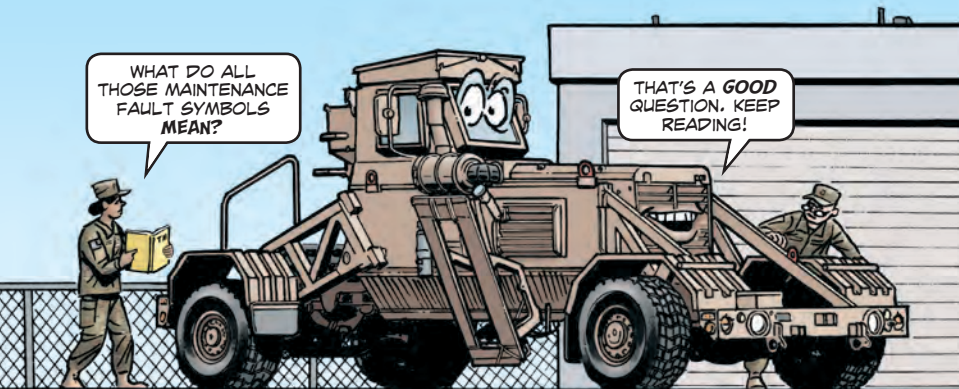
- if your equipment has any type of fault or deficiency.
- the cause of the fault or deficiency.
- the requirements to repair the fault or deficiency.
- the equipment's maintenance allocation chart (MAC) repair category.
- the required parts to repair the fault or deficiency.

To document PMCS you'll use either a DA Form 5988-E or DA Form 2404.

These forms include:

- equipment data.
- service due date.
- requested parts.
- maintenance faults.





IN THE MAINTENANCE FAULTS SECTION, YOU'LL SEE A SERIES OF SYMBOLS.

EACH SYMBOL MEANS SOMETHING AND EACH ONE IS WORTH PAYING ATTENTION TO. HERE'S A GUIDELINE...

X: Equipment is not FMC

⊗: Indicates a deficiency. However, equipment may be operable under specific limitations as directed by the commander until corrective action is accomplished.

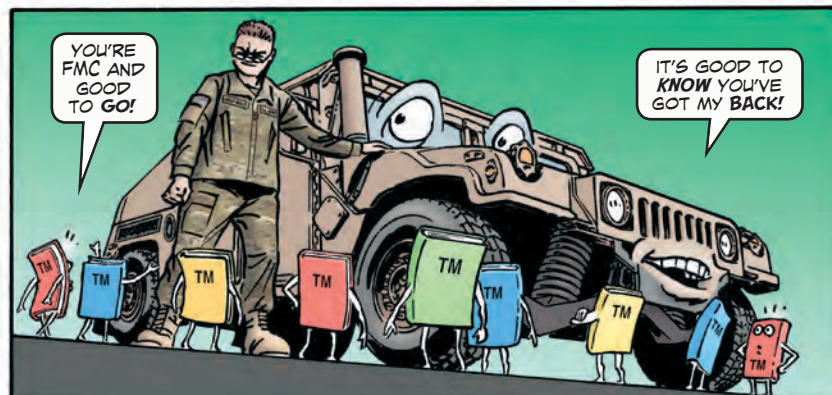
/: Indicates a material defect other than a deficiency that needs correction to make the item completely serviceable.

-: Inspection, check or MWO is due, but not accomplished.

Initials: Indicate when an item has been corrected or verified. The mechanic initials corrected faults, the motor sergeant initials the after review form and the commander initials the limited operations entry.

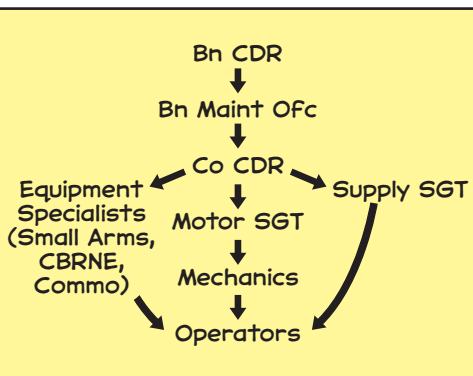


- all faults are identified using the PMCS tables.
- on-hand parts are installed and maintenance is complete.
- necessary parts are requisitioned.
- a work request is submitted for higher maintenance actions.
- all services are performed
- all modification work orders (MWO) are applied.
- all basic issue items (BII)/ components of end items (COEI) are on-hand and serviceable or requisitioned.



THE SHORT ANSWER IS, IT'S EVERYBODY'S.

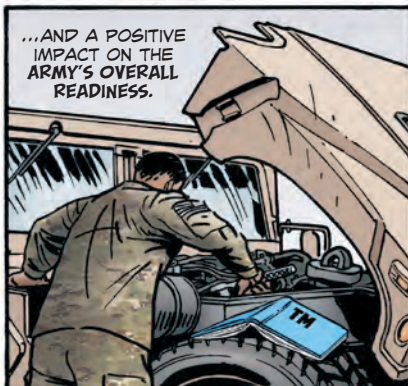
THE ONLY WAY TO OPERATE A SUCCESSFUL COMMAND MAINTENANCE PROGRAM IS IF **EVERYONE** FROM THE TOP DOWN DOES THEIR PART.



SOLID PMCS WILL HAVE A POSITIVE IMPACT ON YOUR UNIT'S READINESS...



...AND A POSITIVE IMPACT ON THE ARMY'S OVERALL READINESS.



YOU READY, BUDDY?



I AM NOW!

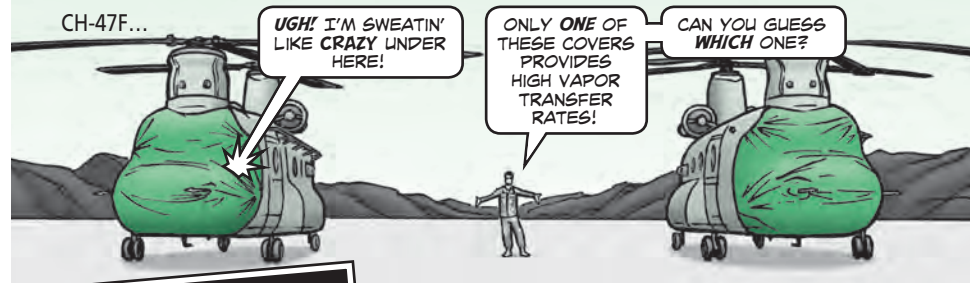
OPERATIONAL READINESS IS ITS OWN REWARD.

CH-47F...

UGH! I'M SWEATIN' LIKE CRAZY UNDER HERE!

ONLY **ONE** OF THESE COVERS PROVIDES HIGH VAPOR TRANSFER RATES!

CAN YOU GUESS WHICH ONE?



COVERS PROTECT AGAINST CORROSION

ONE COVER REMOVAL LATER...



Mechanics, when fighting to **PROTECT** your Chinook from the onslaught of corrosion, you need **ALL** the tools you can get!

AIRCRAFT COVERS ARE A **NECESSARY PART** OF YOUR AIRCRAFT PROTECTION ARSENAL. SURE, THEY'RE HARD TO USE. BUT **WITHOUT** THEM, YOUR AIRCRAFT IS **VULNERABLE**.

THE CHINOOK AIRCRAFT COVERS HAVE HIGH VAPOR TRANSFER RATES AND SHIELDING PROPERTIES THAT PROVIDE **ENVIRONMENTAL AND CORROSION PROTECTION**. THAT MEANS THERE'S NO SWEATING UNDER THE COVERS THAT CREATES AN ENVIRONMENT FOR CORROSION.

IF YOU NEED NEW COVERS, ORDER WITH THESE NSNs THROUGH THE SUPPLY SYSTEM:

Item	NSN 1730-	PN
Cover, aircraft ground	01-593-9707	CH-47-202
Cover, fwd rotor hub	01-593-9690	CH-47-063
Cover, aircraft ground	01-593-9716	CH-47-068
Cover, aft rotor hub	01-593-9723	CH-47-064
Cover, set	01-593-9684	CH-47-067
Cover, aircraft ground	01-593-9711	CH-47-075
Cover, aircraft ground	01-593-9702	CH-47-076
Cover, aircraft ground	01-593-9729	CH-47-073
M130 flare cover, right-hand	01-594-2207	CH-47-074
Cover, aircraft ground	01-593-9515	CH-47-150
Cover, console set	01-593-9662	CH-47-127
Cover, aircraft ground	01-593-9697	CH-47-124
Cover, aircraft ground	01-593-9736	CH-47-128
Cover, aircraft engine	01-593-9359	CH-47-060
Cover, aircraft engine	01-593-9488	CH-47-059

Personal Restraint Tethers Keep You SAFE!

LET'S GET THIS SHOW ON THE ROAD!



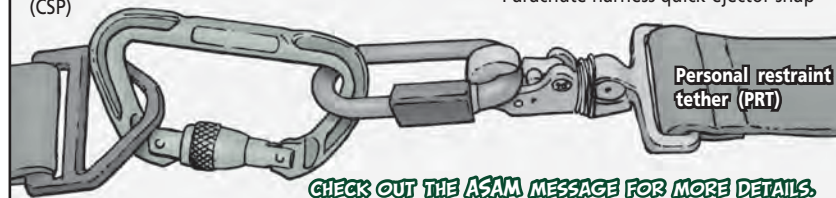
AFTER AN INVESTIGATION, PM AIR WARRIOR DETERMINED THAT **DYNAMIC ROLLOUT** CAUSED THE PRT PARACHUTE HARNESS QUICK-EJECTOR SNAP TO RELEASE FROM THE CSP.

THE EJECTOR SNAP AND CSP GOT TWISTED OR SNAGGED ON ANOTHER PIECE OF EQUIPMENT.

...follow this ASAM setup to prevent dynamic rollout

Crew specific part (CSP)	Lockable carabiner KN-31 rating or higher	Oval steel screw link (9mm)	Place three (3) wraps of 0.040 inch safety wire around the ejector snap quick release tab
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Parachute harness quick-ejector snap



I'M TETHERED AND READY TO GO!

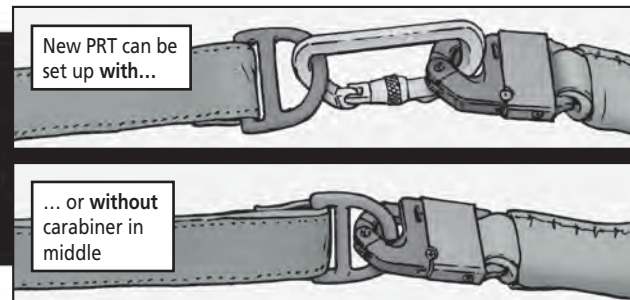


ALSO, AS A RESULT OF THE ASAM, PM AIR WARRIOR DEVELOPED AND IS ISSUING UNITS **NEW PERSONAL RESTRAINT TETHERS FOR FREE.**

UNITS WILL RECEIVE ONE PRT FOR EACH NON-RATED CREWMEMBER.

New PRT can be set up with...

... or without carabiner in middle



MECHANICS, AVIATION SAFETY MESSAGE H-60-17-ASAM-07 OUTLINED A HOIST RESCUE MISSION WHERE THE **PERSONAL RESTRAINT TETHER SYSTEM INADVERTENTLY DETACHED** FROM THE CREW SPECIFIC PART.

Crew specific part (CSP) Parachute harness quick-ejector snap

Personal restraint tether (PRT)

Current configuration allows PRT to detach from CSP...



TO HELP THE HEADSHED BUILD A CONTACT LIST FOR DISTRIBUTION. PROVIDE THE FOLLOWING INFORMATION:

Unit POC (name, phone number and email)
 ALSE Shop POC (name, phone number and email)
 Unit DODAAC
 Unit Shipping Address

EMAIL THE INFO TO:
tracy.d.hicks.civ@mail.mil

BE ON THE LOOKOUT FOR NEW PRTs!



THE *RIGHT* WAY TO TURN IN UNSERVICEABLES

AH, THIS IS THE **GOOD** LIFE!

YOU SAID IT! I CAN'T BELIEVE THE ARMY IS OK WITH SO MANY OF US M230S HANGING OUT TOGETHER!

YOU **SHOULDN'T** BELIEVE IT. WE'RE **NOT** OK WITH IT.

UNITS ARE ALLOWED **ONLY ONE SPARE M230.**



AS FOR THE REST OF YOU, I HAVE YOUR TRAVEL ORDERS! LET'S GET MOVING!

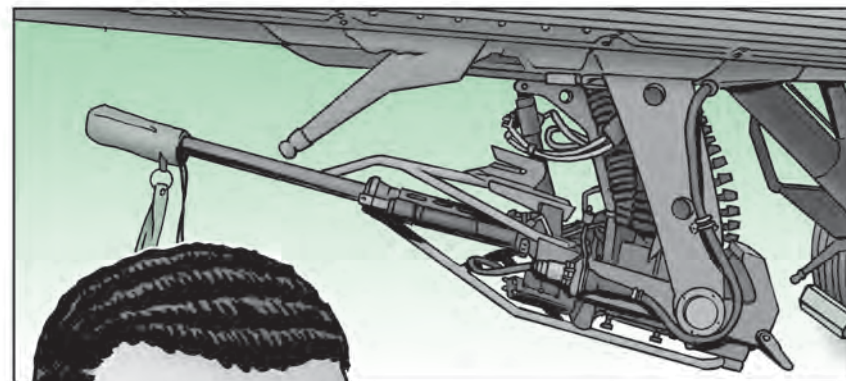
OPERATORS, THE TACOM HEADSHED SAYS THAT **EACH** ATTACK RECONNAISSANCE BATTALION AND CAVALRY SQUADRON IS ALLOWED **ONLY ONE SPARE M230 CHAIN GUN** AT THE UNIT LEVEL.

YOU WON'T FIND THE GUN'S LIN LISTED ON THE MODIFIED TABLE OF ORGANIZATION EQUIPMENT (MTOE).

INSTEAD, THE GUN WILL SHOW AS AN ASSOCIATED LIN TO THE AIRCRAFT.

IT'S **DIFFICULT** TO DETERMINE A YEARLY REPAIR STRATEGY BECAUSE OF BUDGET RESTRICTIONS.

HOWEVER, WHEN REPAIR IS POSSIBLE, FIRST PRIORITY GOES TO GUNS IN SUPPORT OF DOWNRANGE MISSIONS.



USE THESE TURN-IN PROCEDURES FOR YOUR UNSERVICEABLE M230 GUNS...

1. Turn in the gun as a field turn-in excess (FTE). Email a copy of the turn-in document to the item manager, Frances Cash, at: frances.z.cash.civ@mail.mil
2. If you need a replacement gun, NSN 1005-01-392-8598, use normal PBUSE/GCSS-Army requisitioning procedures. The M230 is a Class VII item. So any requisitions ordered through Class IX will be **rejected**.
3. Once the turn-in is documented and a replacement ordered, email the PBUSE/GCSS-Army document number to Frances Cash along with a 'ship to' address, POC and commercial phone number. Major items cannot be shipped without this information and will cause delays.

BE AWARE THAT YOUR REQUEST DOCUMENT NUMBER IN PBUSE AND GCSS-ARMY **MAY BE REJECTED.**

DO NOT TRY TO CORRECT THIS!

THE REJECTION IS USUALLY DUE TO NOT TRACKING A SHORTAGE BELOW MTOE AUTHORIZATION. ALL "FLOATER" REQUESTS WILL BE REJECTED SINCE THIS IS ABOVE YOUR AUTHORIZATION.

IF THIS HAPPENS WITH YOUR ORDER, THE ITEM MANAGER WILL VERIFY AND VALIDATE AUTHORIZED ASSETS AGAINST THE UNIT'S ACTUAL ON-HAND QUANTITIES.

WHEN THE VALIDATION IS COMPLETE, THE **MATERIAL RELEASE ORDER (MRO)** WILL BE REINSTATED (IF A SHORTAGE EXISTS) USING A TACOM DOCUMENT NUMBER (IF APPLICABLE).

YOU'LL BE NOTIFIED BY EMAIL.



DA Form 2028 NOT a One-Stop Shop

THERE'S NOTHING MORE FRUSTRATING THAN FINDING A PROBLEM WITH SOME EQUIPMENT AND WANTING TO GET IT FIXED IMMEDIATELY!

I CAN THINK OF ONE THING: SOLDIERS USING THE **WRONG FORM** TO REPORT THE PROBLEM!



ALWAYS USE THE RIGHT FORM FOR THE RIGHT PROBLEM.

THE 2028 TAKES CARE OF **TM PROBLEMS...**

...AND THE SF 368 TAKES CARE OF **DEFECTIVE EQUIPMENT OR INCORRECT REPLACEMENT PARTS.**



THERE ARE **OTHER AVENUES OF HELP, TOO.**

YOUR **QUALITY CONTROL (QC) DEPARTMENT** CAN ASSIST WITH MANY ISSUES. AND IF EQUIPMENT IS STILL UNDER WARRANTY, THE ORIGINAL EQUIPMENT MANUFACTURER (OEM) CAN USUALLY FIX THE PROBLEM.

BUT IF YOU HAVE A SPECIFIC PROBLEM WITH THE TM, SUCH AS AN IMPROVEMENT TO A PROCEDURE OR REPAIR PARTS AND SPECIAL TOOLS LIST (RPSTL) ISSUE, THE DA FORM 2028 IS THE WAY TO GO. AND BE SURE TO INCLUDE THE SPECIFIC INFORMATION NEEDED ON THE FORM.

IF YOU WANT TO CORRECT TM ERRORS, SUGGEST NEW PROCEDURES, CHANGE AN ILLUSTRATION OR FIX INFORMATION IN A TABLE, THE 2028 PROVIDES ROOM TO FILL OUT THE:

- item number
- task
- page
- para
- line number
- system/subsystem
- fig
- table number

FOR APACHE INTERACTIVE IETMS, INCLUDE THE TAIL NUMBER.

DA Form 2028

IN CASES LIKE THIS, THE DA FORM 2028, **RECOMMENDED CHANGES TO PUBLICATIONS AND BLANK FORMS**, IS THE CONVENIENT AVENUE FOR MAINTAINERS TO WRITE UP DESIGN PROBLEMS OR ASK QUESTIONS ABOUT BROKEN EQUIPMENT.

PROBLEM IS, THAT **ISN'T** WHAT THE 2028 IS DESIGNED TO DO.

IF YOU USE THE 2028 TO REPORT ANYTHING OUTSIDE OF PROBLEMS WITH THE TECHNICAL MANUAL (TM), THE EQUIPMENT HEADSHED **CAN'T** HELP.

IF YOU WANT HELP WITH PROBLEMS RELATED TO A DEFECTIVE OR INCORRECT REPLACEMENT PART, AN **SF 368, PRODUCT QUALITY DEFICIENCY REPORT (PQDR)** IS THE WAY TO GO.

PQDR'S NOTIFY THE EQUIPMENT'S ITEM MANAGER WHEN SYSTEMIC FAULTS OCCUR SO THEY CAN INVESTIGATE AND DETERMINE THE CAUSE.

SF 368

2028-102

STANDARD FORM 2028-102 (REV. 2016)
GENERAL SERVICES ADMINISTRATION
(FORM 2028-102-1)

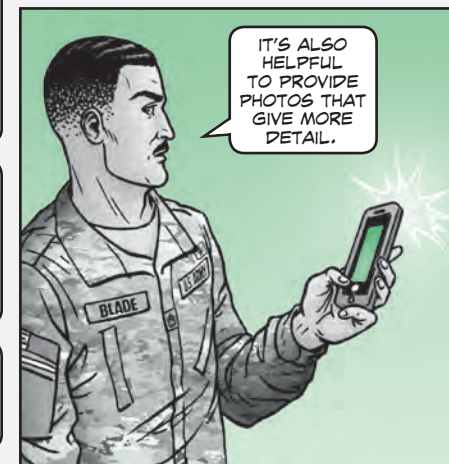


ALSO, ATTACHING A PDF OF THE WP OR ILLUSTRATION CAN BE HELPFUL TO THOSE ASSIGNED TO RESEARCH THE 2028 SUBMISSION.

REMEMBER TO CORRECTLY STATE THE WORK PACKAGE NUMBER AND THE TITLE OF THE AFFECTED MANUAL.

FOLLOW YOUR UNIT'S SOP WHEN SUBMITTING THESE FORMS.

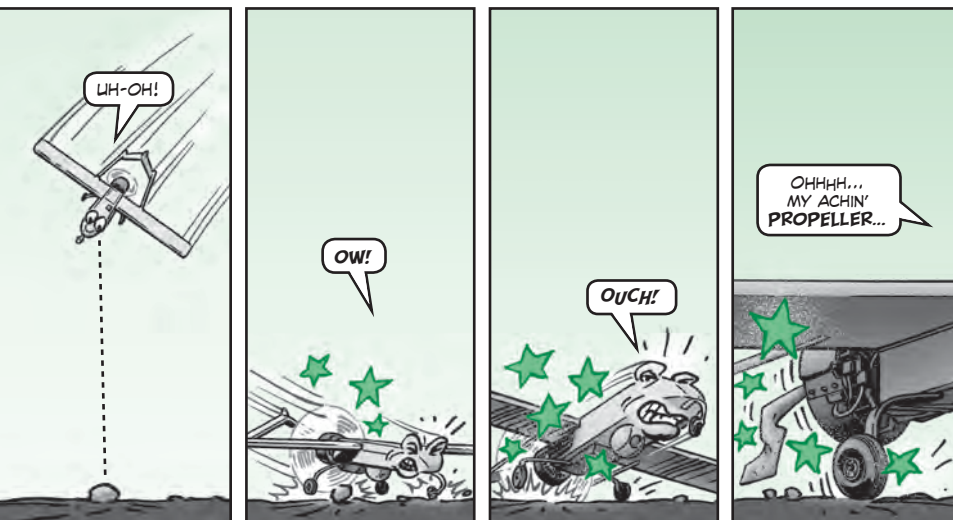
IN THE COMMENTS SECTION OF THE 2028, BE SPECIFIC ABOUT THE ISSUE YOU'RE FACING AND WHY CORRECTIVE CHANGE IS **NECESSARY**.



SUBMIT ALL ARMY PQDRS AT:
<https://www.pdrep.csd.disa.mil/>

YOU'LL FIND INFO ON WHERE AND HOW TO SEND 2028s ON
PAGES 58-59 OF PS 779 (OCT 17):
<https://www.logsa.army.mil/web2/archive/PS2017/779/779-58-59.pdf>
AND CHECK OUT PAGE 53 FOR CHANGES ON HOW TO SUBMIT TACOM 2028s.

PREPARE FOR PROPELLER DAMAGE



RQ-7B SHADOW UNMANNED AIRCRAFT SYSTEM (UAS) PROPELLERS CAN'T TAKE A LICKING AND KEEP ON TICKING!

THAT'S BECAUSE WHEN A SHADOW LANDS ON AN UNIMPROVED RUNWAY, ITS TAIL HOOK STRIKES AND DRAGS ON THE GROUND. ROCKS, DIRT AND OTHER DEBRIS GET THROWN AGAINST THE PROPELLER. SINCE IT'S MADE OF WOOD WITH A RUBBERIZED COATING, THE PROPELLER **CAN'T** SHAKE OFF THE DAMAGE.

Rocks, dirt and debris can damage rubberized propeller

THE QUICK AND EASY SOLUTION IS TO LAND **ONLY** ON PAVED RUNWAYS.

UNFORTUNATELY, THAT'S **NOT ALWAYS** POSSIBLE.



A TURNAROUND/AIR VEHICLE (AV) POST FLIGHT INSPECTION IS REQUIRED AFTER EVERY LANDING.

IT'S EVEN MORE IMPORTANT AFTER LANDING ON AN **UNAPPROVED** RUNWAY.

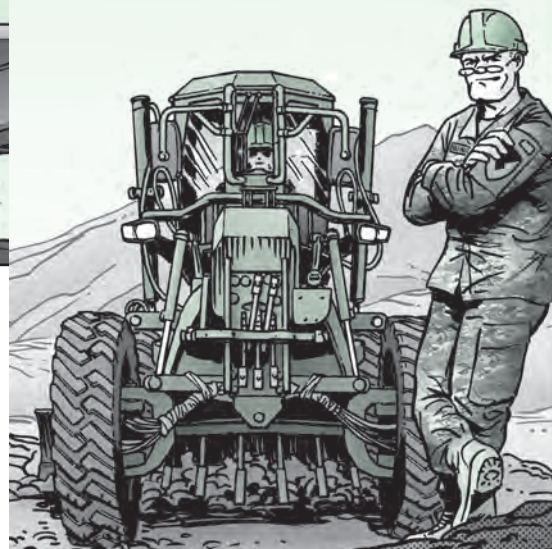
AFTER THAT, THE PROPELLER SOMETIMES HAS TO BE **REPLACED**.



FOLLOW THE INSTRUCTIONS IN TM 1-1550-689-23&P (V1) OR TM 1-1550-1689-23&P (V2).

THE AV SPECIAL INSPECTION WORK PACKAGE FOR TWO-BLADED PROPELLER LEADING EDGE DAMAGE IS A GREAT SOURCE OF INFORMATION TO HELP DETERMINE WHEN THE PROPELLER SHOULD BE REPLACED.

Caterpillar Equipment...



NEED HELP? HERE'S WHERE TO GO

OPERATORS AND MECHANICS, IF YOU NEED **EXTRA HELP** WITH YOUR CATERPILLAR MILITARY ELECTRONIC TECHNICIAN (ET) LINK OR WOULD LIKE TO **REQUEST ADDITIONAL TRAINING**, KEEP THESE POINTS OF CONTACT HANDY:

- For truck engines, marine propulsion, transmissions, industrial engines, trim files, and military ET, email Pat Bowen at: bowen-pat_c@cat.com
- For construction equipment, email Greg Costley at: costley-gregory_e@cat.com
- For generator sets, email Mike Weiland at: weiland-michael_d@cat.com

Cat Engine/Military ET Training

Training is available for an additional cost. For more information, go to:

http://www.cat.com/en_US/by-industry/governmental-defense/military-trainingschedule.html

For training help, email Dave Shipley at: shipley_dave_l@cat.com

GET BROKEN STABILIZER MOUNTING BOLT REPLACED *FREE*



Operators, take a minute to eyeball the condition of the Grade 5 mounting bolts on your D7R II dozer's stabilizer link.

See a busted bolt? Your maintenance tech can have it replaced at no cost by contacting a local CAT dealer. Find yours by searching at:

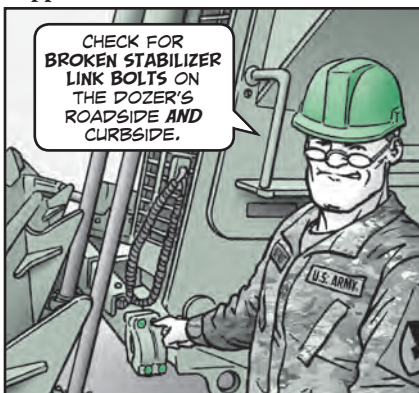
https://www.cat.com/en_US/support/dealer-locator.html

The dealer will replace the left- and right-hand mounting bolts with a Grade-8 bolt, NSN 5306-01-580-2030, and torque it to 430 lb-ft.

This warranty repair is only available to dozers with serial numbers KNA01530 through KNA01733. Use CAT service letter PS45607 to schedule the repair.

All travel and mileage costs are covered by Caterpillar, too. If there are any problems, have your local dealer contact the CAT Corporation's Greg Costley at (309) 578-3295 or by email at: costley_gregory_e@cat.com

The last day to have this free service repair is 30 Sep 2019.



Don't Make a Parking Brake Mistake!

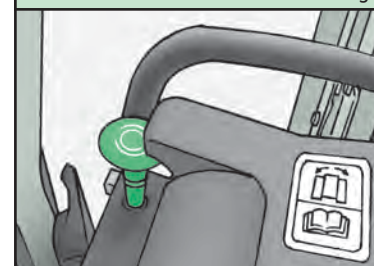


Operators, it's a real easy mistake to make: You hop in the cab and start cranking on the engine starter, but your D7R II dozer doesn't start and you're going nowhere.

And guess what? You can try all day long—or at least until the battery goes dry or the starter burns out—but unless you engage the parking brake and the transmission control switch is in neutral, that dozer ain't startin'!

If this happens to you, make the parking brake and transmission control switch your first check. It just might make for a much less stressful day.

Engage parking brake with transmission control switch in neutral before starting



Pay Attention to Messenger Display Codes

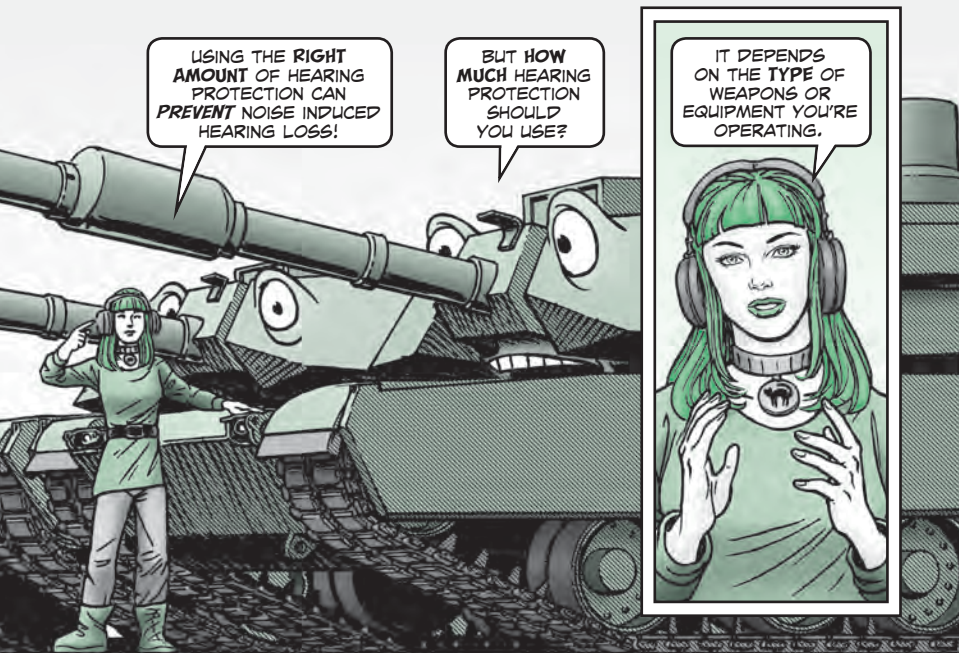


OPERATORS, THE D7R II'S MESSENGER DISPLAY PROVIDES A SERVICE CODE MENU TO HELP DIAGNOSE VEHICLE SYSTEM MALFUNCTIONS.

SO AFTER START UP, MAKE A POINT TO JOT DOWN ANY ERROR CODE NUMBERS THAT POP UP.

THEN TELL FIELD MAINTENANCE SO THEY CAN MAKE A PROPER DIAGNOSIS.

HOW MUCH HEARING PROTECTION SHOULD YOU USE?



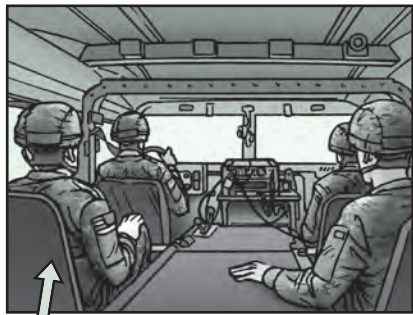
USING THE RIGHT AMOUNT OF HEARING PROTECTION CAN PREVENT NOISE INDUCED HEARING LOSS!

BUT HOW MUCH HEARING PROTECTION SHOULD YOU USE?

IT DEPENDS ON THE TYPE OF WEAPONS OR EQUIPMENT YOU'RE OPERATING.

IF YOU'RE RIDING IN A HMMWV OR FIRING A RIFLE OR HANDGUN, YOU'RE USUALLY FINE WITH EAR PLUGS OR NOISE MUFFS.

SOME VEHICLES, AIRCRAFT AND WEAPON SYSTEMS REQUIRE DOUBLE HEARING PROTECTION. THAT MEANS A COMBINATION OF EAR PLUGS AND NOISE MUFFS.



Steady state noise requires one form of hearing protection



Some environments require double protection

NOT SURE HOW MUCH HEARING PROTECTION YOUR OPERATING ENVIRONMENT CALLS FOR?

YOUR OPERATOR'S MANUAL WILL INDICATE THE LEVEL OF PROTECTION REQUIRED OR YOU CAN CONSULT DA PAM 40-501, ARMY HEARING PROGRAM. WORK WITH YOUR POST HEARING PROGRAM MANAGER OR UNIT HEARING PROGRAM OFFICER TO DETERMINE THE PROPER LEVEL OF HEARING PROTECTION.

NEED A COPY OF DA PAM 40-501? GET IT HERE:
http://armypubs.army.mil/epubs/DR_pubs/DR_a/pdf/web/p40_501.pdf

THE TWO MOST COMMON TYPES OF NOISE HAZARDS YOU'LL ENCOUNTER ARE:

STEADY STATE
OR
IMPULSE/IMPACT.

STEADY STATE NOISES ARE CONTINUOUS SOUNDS ABOVE 85 DECIBELS THAT LAST FOR EXTENDED PERIODS OF TIME.

STEADY STATE NOISES ARE CAUSED BY CERTAIN TYPES OF EQUIPMENT, INCLUDING GENERATORS, WHEELED AND TRACKED VEHICLES AND AIRCRAFT.

IMPULSE/IMPACT NOISES ARE HIGH-LEVEL, SHORT-DURATION NOISES MEASURED AS PEAK PRESSURE DECIBELS (dBP).

IMPULSE OR IMPACT NOISES ARE CAUSED BY WEAPONS FIRE, ARTILLERY AND EXPLOSIONS.

YOU MUST WEAR HEARING PROTECTION WHEN EXPOSED TO STEADY STATE NOISE ABOVE 85dB OR IMPULSE/IMPACT NOISE ABOVE 140dB.

New JECF SKI TM

TM 3-6665-431-13&P for the Joint Expeditionary Collection Protection (JECF) Family of Systems (FoS) is now available. It covers the Structure Kit-Improved (SKI), which is a stand-alone protection shelter designed to be used in a chemical, biological, radiological (CBR) environment for Rest and Relief (R2) and Command and Control (C2). The SKI can also be actively connected to other SKI systems. The TM covers SKI NSNs 4240-01-652-3174, -3185, -3176 and -3182. Distribution is restricted, so you'll need to log in to the Logistics Information Warehouse with your CAC at: <https://liw.logsa.army.mil/>. Then choose the "ETM/IETM" icon and search for the TM.

Army Training Devices Catalog

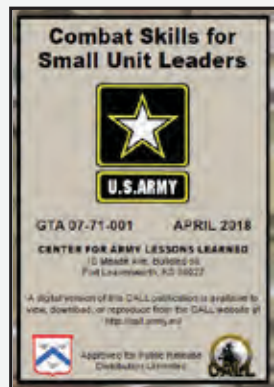
The Program Executive Office for Simulation, Training and Instrumentation (PEO STRI) published the PEO STRI Index and Description of Army Training Devices Catalog (Mar 18). It gives an overview of available Army-wide training devices. It replaced DA Pam 350-9, Index and Description of Army Training Devices (May 10). The catalog is available on AKO. You'll need to sign in with your CAC. Go to:

<https://www.ako1.us.army.mil/suite/files/49994342>

Get Combat Skills GTA



GRAPHIC TRAINING AID (GTA) 07-71-001, *COMBAT SKILLS FOR SMALL UNIT LEADERS* (APR 18), IS A POCKET-SIZED QUICK REFERENCE GUIDE.



THE GTA COVERS EVERYTHING FROM WEAPON STATUS AND RANGES TO NAVIGATION, HAND AND ARM SIGNALS, RADIO OPERATIONS, MOPP PROCEDURES, CAMOUFLAGE AND MUCH MORE.

TO GET IT, VISIT:
<http://www.train.army.mil/>

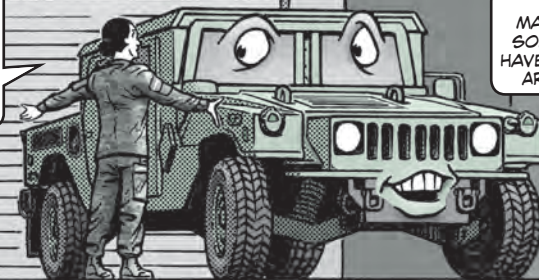


CLICK ON SIGN IN TO THE CENTRAL ARMY REGISTRY (CAR) AND SIGN IN WITH YOUR CAC. CLICK THE PRODUCT TYPE DROPDOWN IN THE LEFT-HAND COLUMN. SCROLL DOWN AND CLICK ON GTA-GRAPHIC TRAINING AID. ON THE NEXT SCREEN, CLICK START NEW SEARCH AND TYPE IN GTA 07-71-001. CLICK SEARCH THE CAR.

CVC Helmet Shell NSN Updates

If you've tried to order a combat vehicle crewman (CVC) helmet shell with NSN 8470-01-389-3815 (small) or 8470-01-389-3821 (large), you've likely run into the brick wall of acquisition advice codes V and Y. That's because the small CVC helmet shell has been replaced by a medium shell, NSN 8470-01-631-7990, and the large shell is now NSN 8470-01-631-7993. Make a note of these changes.

SORRY BUD, BUT I CAN'T FIND THE INSTALLATION INSTRUCTIONS TO ADD THAT RADIO.



FINDING HARRIS RADIO INSTALLATION INSTRUCTIONS

Dear Half-Mast,

I need to mount an RT-1694D in an M1165A1 HMMWV. I've searched for a TB without any luck. I've installed multiple SINCGARS and Blue Force Tracker vehicular systems, and they all have TBs with installation instructions. Where's the TB showing the correct mounting locations and other info for the RT-1694D vehicular mounting kits?

SGT P.J.



RT-1694D IS PART OF THE HIGH-FREQUENCY RADIO SET AN/VRC-104(V)6. NSN 5820-01-575-9305.

UNFORTUNATELY, SERGEANT, THERE'S NO ARMY TB FOR AN/VRC-104(V)6 INSTALLATION IN THE M1165A1.

NO WORRIES, THOUGH. INSTALLATION INSTRUCTIONS ARE FOUND IN HARRIS PUBLICATION #10515-0388-4500.

GET A COPY OF THIS OR OTHER HARRIS PUBS BY GOING TO:
<https://tcpremier.harris.com>

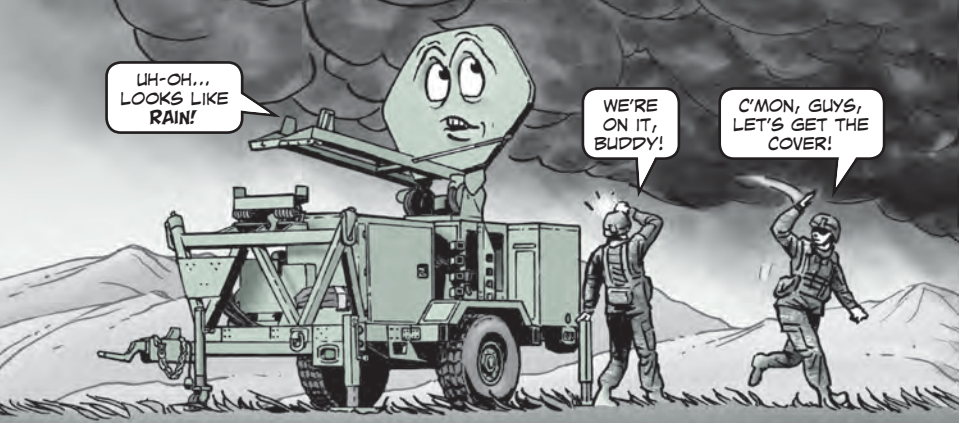
ONCE YOU REGISTER FOR PRODUCT SUPPORT, YOU'LL HAVE ACCESS TO HARRIS TMS, SOFTWARE, FIRMWARE AND TRAINING DOCUMENTS.

YOU'LL ALSO GET ACCESS TO PRODUCT SERVICES WHERE RETURNED MATERIAL AUTHORIZATIONS (RMAs) ARE ISSUED. THEN, IF NEEDED, YOU CAN SEND EQUIPMENT BACK TO HARRIS FOR FACTORY REPAIR.

YOU'LL ALSO GET WARRANTY INFO, VIDEOS ON HOLD-UP BATTERY REPLACEMENT, FIRMWARE UPGRADES AND TYPE-1 RE-INITIALIZATION OF YOUR RADIOS.

ONCE YOUR ACCOUNT IS ACTIVE, YOU CAN FIND THE MANUALS OR MATERIALS YOU NEED AND DOWNLOAD 'EM AT YOUR CONVENIENCE.

MAKE A NOTE: THE MK-3473/VRC INSTALLATION KIT, NSN 5895-01-656-9515, HAS THE BRACKETS AND MISCELLANEOUS ITEMS REQUIRED FOR THE AN/VRC-104(V)6 INSTALLATION IN THE M1165A1.



Cover That STT, *STAT!*

Dear Editor,

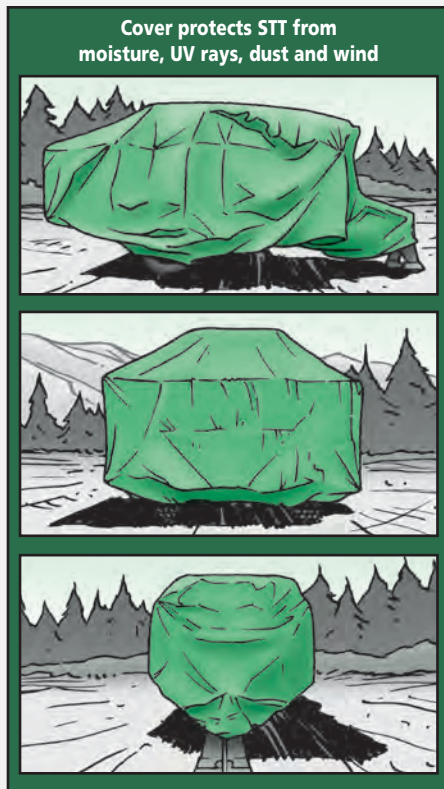
When stationed in Hawaii as a CECOM LAR, I saw numerous equipment issues caused by moisture. Satellite transportable terminals (STTs) were especially affected.

After I came back to CONUS, I saw a white cover fully engulfing an STT. It fit as if it were part of the original fielded equipment. Since it was the first time I ever saw this cover, I hunted down more information about it.

I thought this pre-made weatherproof cover could also benefit units back in Hawaii by protecting their STTs, so I spread the word.

Although STT covers were eventually assigned NSNs, which have been available for about a year, I think only those who are lucky enough to be stationed in Hawaii are aware of them.

The cover gives STT components protection from the elements. Using a cover helps reduce issues caused by water, dust and UV light. STT covers have the potential to save thousands of dollars in damaged equipment, hours of down time and could possibly extend the life of existing equipment by reducing exposure.



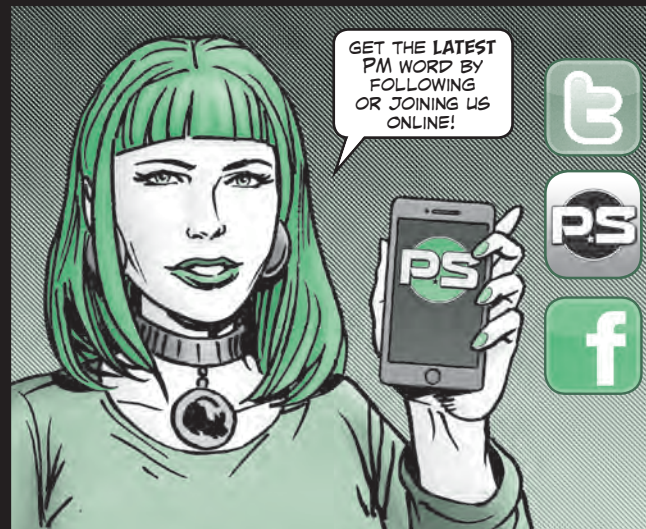
The cover for STT versions AN/TSC-167, -185, and -202 is NSN 2590-01-659-8520. The AN/TSC-208's cover is NSN 5895-01-660-1672.

Can you help me spread the word?

Jeffery J. Curley
Ft Hood, TX

Editor's Note: We just did, Sir! The Army's STT subject matter experts agree these covers are a smart bet. They were custom-made for the STTs WIN-T Increments 1 and 2 to protect them from the elements. Units, plenty of covers are still available, but that may change if there's a run on 'em!

PS Mag Live!



PS Mag Live!

Download the PS mobile app at the Android and Apple stores: do a search for *P.S. Magazine*.

Read PS online at:

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

Follow PS on Facebook:

<https://www.facebook.com/armypsmagazine/>

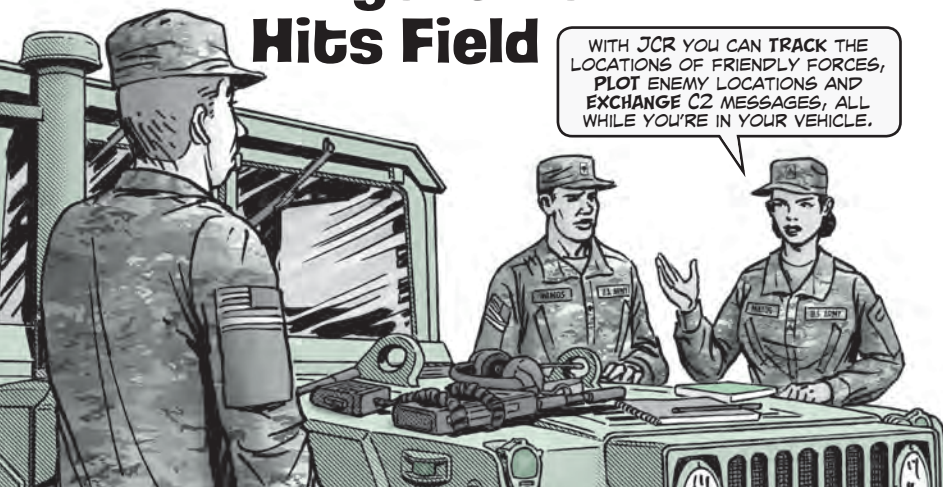
Follow PS Magazine/Half-Mast on Twitter:

<https://twitter.com/USArmyPSMag>

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



MC Systems Handbook Hits Field



WITH JCR YOU CAN TRACK THE LOCATIONS OF FRIENDLY FORCES, PLOT ENEMY LOCATIONS AND EXCHANGE C2 MESSAGES, ALL WHILE YOU'RE IN YOUR VEHICLE.

THE CENTER FOR ARMY LESSONS LEARNED (CALL) HAS RELEASED MISSION COMMAND SYSTEMS INTEGRATION (MAR 18).

THE HANDBOOK IS FOR OPERATORS OF THE MISSION COMMAND SYSTEMS AND DIGITAL STAFF.

MISSION COMMAND SYSTEMS COVERED INCLUDE:

- Command Post of the Future (CPOF)
- Advanced Field Artillery Tactical Data System (AFATDS)
- Air and Missile Defense Workstation (AMDWS)
- Distributed Common Ground System-Army (DCGS-A)
- Global Command and Control System (GCCS)-Army/Joint
- Force XXI Battle Command Brigade and Below (FBCB2)/Joint Capabilities Release (JCR)

IT ALSO COVERS THE FOLLOWING, WHICH ARE NOT MISSION COMMAND SYSTEMS BUT SHARE INFORMATION WITH THEM:

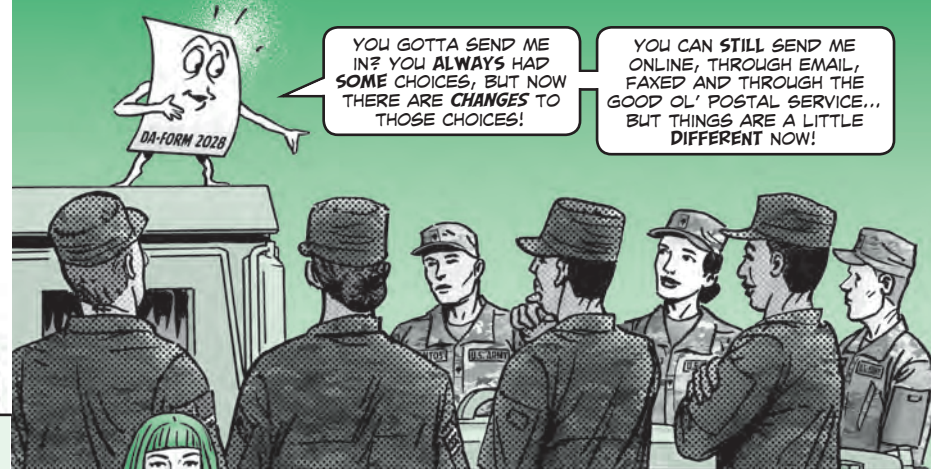
- Tactical Ground Reporting System (TIGR)
- FalconView
- Global Combat Support System-Army (GCCS-Army)

THIS PUBLICATION IS RESTRICTED. TO VIEW OR DOWNLOAD HANDBOOK NO. 18-12 OR OTHER CALL PRODUCTS, GET YOUR CAC AND VISIT:

<https://call2.army.mil/>



Changes to TACOM's DA Form 2028 Process



YOU GOTTA SEND ME IN? YOU ALWAYS HAD SOME CHOICES, BUT NOW THERE ARE CHANGES TO THOSE CHOICES!

YOU CAN STILL SEND ME ONLINE, THROUGH EMAIL, FAXED AND THROUGH THE GOOD OL' POSTAL SERVICE... BUT THINGS ARE A LITTLE DIFFERENT NOW!

ON PAGES 58-59 OF PS 779 (OCT 17), WE TOLD YOU WHERE TO SUBMIT A DA FORM 2028 TO UPDATE TMS WITH INCORRECT PART NUMBERS OR OFFER ADVICE ON BETTER PROCEDURES.

SINCE THEN, TACOM MADE SOME CHANGES TO THE PROCESS.

IF YOU NEED TO SUBMIT A DA FORM 2028 TO TACOM, USE ONE OF THE FOLLOWING METHODS...

THE PREFERRED AND QUICKEST WAY IS THROUGH THE TULSA DA FORM 2028 WEBSITE:

<https://tulsa.tacom.army.mil/da2028/da2028.cfm>

YOU CAN ALSO EMAIL A COMPLETED DA FORM 2028 IN PDF FORMAT TO THE EPCO AT:

usarmy.detroit.tacom.mbx.ilsc-tech-pubs@mail.mil

DOWNLOAD THE FORM FROM:

<https://armypubs.army.mil/ProductMaps/PubForm/DAForm.aspx>

MAIL A COMPLETED DA FORM 2028 TO:

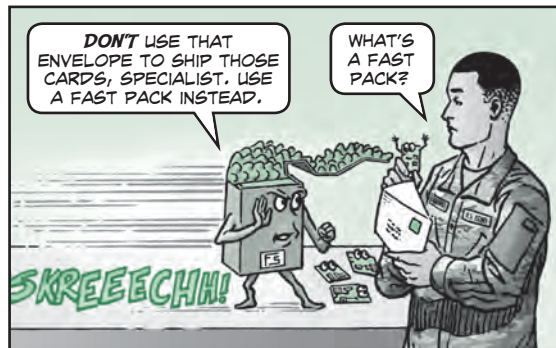
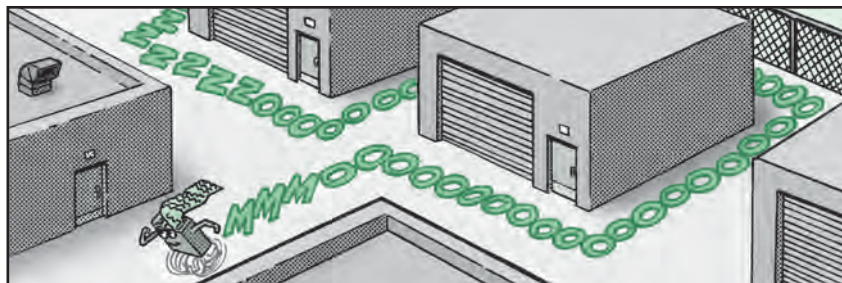
FAX A COMPLETED DA FORM 2028 TO:
DSN 786-1856 OR (586)-282-1856

U.S. Army Tank-automotive and Armaments Command
ATTN: AMSTA-LCL-IMP/Tech Pubs
MS #727; 6501 E. 11 Mile Road
Warren MI 48397-5000

QUESTIONS ABOUT THE NEW PROCEDURES?
SEND AN EMAIL TO:
usarmy.detroit.tacom.mbx.ilsc-tech-pubs@mail.mil

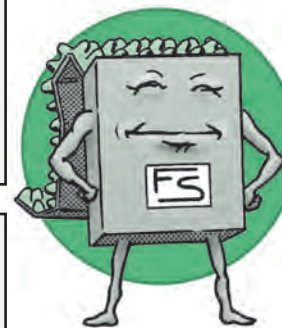


Unleash the *Fast Pack!*

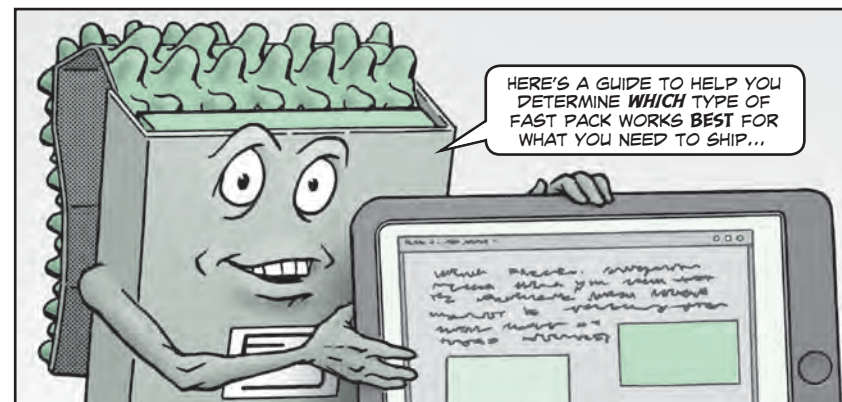


FAST PACKS ARE PRE-FABRICATED, CUSHIONED CONTAINERS THAT PROVIDE EXCELLENT PROTECTION FOR SHIPPED ITEMS.

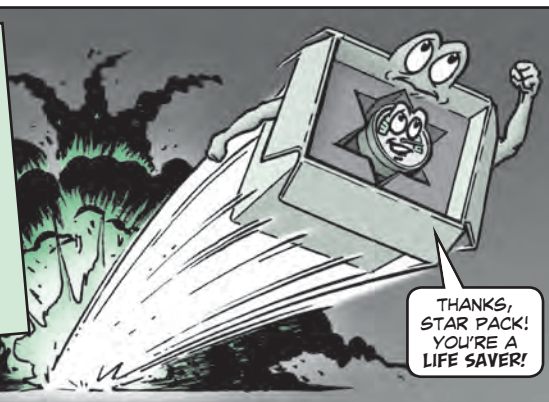
FAST PACKS ARE ALSO EASY TO USE, REUSABLE AND INEXPENSIVE.



USE FAST PACKS TO SHIP DELICATE ITEMS THAT ARE LIKELY TO GET DAMAGED DURING THE TRIP, LIKE THESE CIRCUIT CARDS WHICH COULD FALL PREY TO AN ELECTROSTATIC DISCHARGE (ESD).



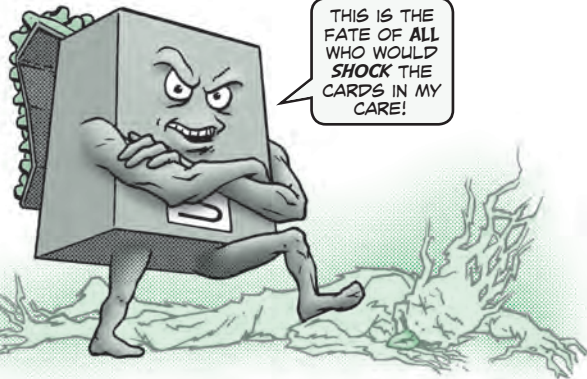
- **Type 1, Vertical Star Pack:**
This type of fast pack is for Fragile or non-fragile items that are cylindrical or oblong-shaped, like gauges.
The maximum weight for this type of fast pack is 23 pounds.



• Type 2, Folding Convoluted Pack:

This one works best for circuit cards and other flat items. They are also available with anti-static cushioning for ESD packaging.

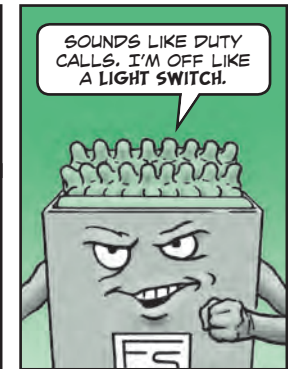
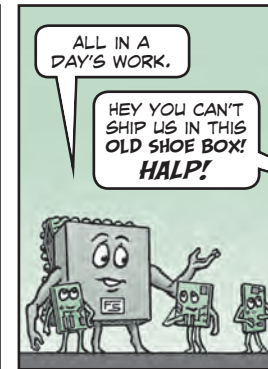
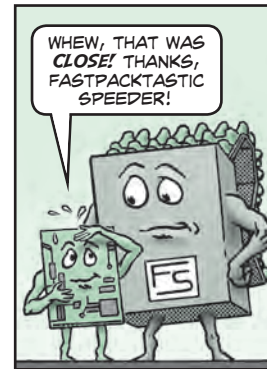
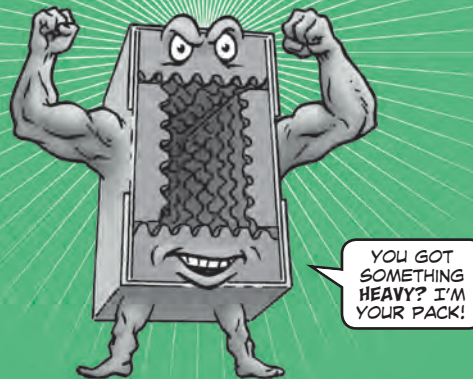
10 pounds is the maximum weight for this type of pack.



• Type 3, Telescoping Encapsulated Pack:

Use this type if you need to ship larger items like amplifiers, or power supply units.

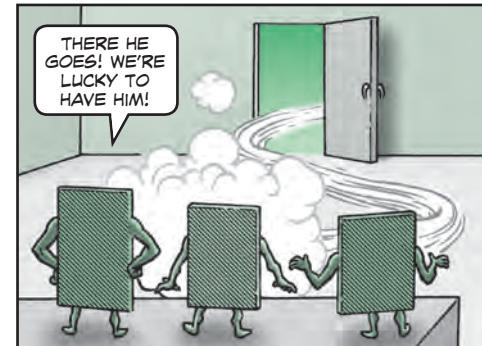
This type of fast pack is a heavy lifter, capable of shipping up to 90 pounds.



• Type 4, Horizontal Star Pack:

This pack works best on longer, rectangular items. Use this type of pack to ship voltage regulators, panels or transmitters.

The maximum weight for this container is 31 pounds.



READ MORE ABOUT FAST PACKS AND OTHER SHIPPING METHODS IN THE LOGSA PS CC'S PACKAGING: THE BASICS. DOWNLOAD A COPY HERE:
https://liw.logsa.army.mil/res/documents/Packaging_The_Basics_JAN_2018_sml.pdf

AND FOR FAST PACK NSNG, CHECK OUT PAGES 27-31 OF PS 752 (JUL 15):
<https://www.logsa.army.mil/web2/archive/PS2015/752/752-27-31.pdf>



Team Up with the AIT



SWEET! WHAT CAN I USE IT FOR?

YOU, YOUR **AUTOMATIC IDENTIFICATION TECHNOLOGY** HANDHELD AND THE GCSS-ARMY AIT MENU ON YOUR DESKTOP MAKE A **GREAT TEAM** DURING WAREHOUSE OPERATIONS.

USE YOUR AIT HANDHELD TO:

- post goods receipts.
- perform a post goods issue.
- query your stock.
- post customer receipts.
- post inventory counts.
- confirm the cross-dock transfer order.
- confirm transfer orders to the warehouse bin.

WHEN YOU'RE USING THE GCSS-ARMY AIT PORTAL, KEEP THESE **TRANSACTION CODES** IN MIND...

MIGO:	Processes a material document change. Use this transaction to post found on installation items (FOIs) Condition Code Changes (309) and processing documents.
VLO6i:	Shows a list of inbound deliveries awaiting Post Goods Receipt (PGR) at either customer or SSA level.
ZMB59:	List of Material Documents posted. These reflect actual inventory differences at the IM level, not the warehouse (bin) level. There are movement types for every change to inventory completed.
ZPROSTAT:	Shows a list of Purchase Orders/Stock Transport Orders (POs/STOs) created in the system. This report can also be used to create a reconciliation report in wave 1 for customers. Report displays both open and closed orders.
VLO2N:	Changes an Outbound Delivery. You can also perform a Post Goods Issue (PGI) using this transaction code.

CONDUCTING
A STOCK
OVERVIEW?
USE THESE
T-CODES:

MMBE:	Allows you to view on-hand (O/H) balance for a material by storage location/material requirements planning area (SLOC/MRP area). It also allows you to view at both the IM- and WM- levels.
LS26:	View a material stock situation by warehouse, storage type or bin.
LS24:	View a material stock situation at the warehouse bin level.



YOU CAN ALSO USE THE AIT OR AIT DESKTOP TO MANAGE YOUR BIN LOCATIONS.

USE THEM TO:

- create a storage bin
- print a bin label
- perform a bin-to-bin transfer
- block or unblock a bin.

WOW, THIS LITTLE GUY REALLY IS USEFUL!

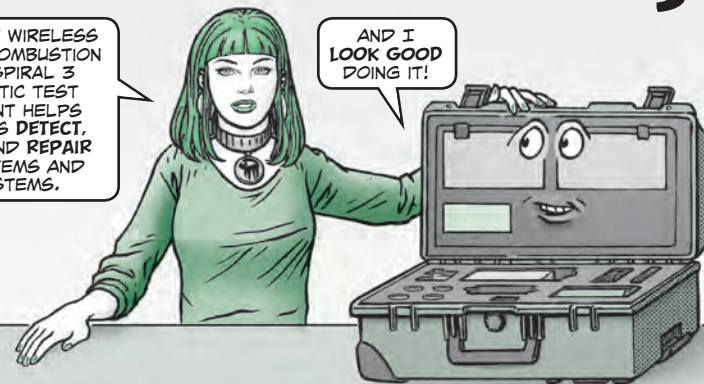
C'MON AIT, WE HAVE A WAREHOUSE TO MANAGE!

NEED MORE GCSS-ARMY ADVICE? CHECK OUT THE GRAPHIC TRAINING AIDS AVAILABLE HERE:
<https://gcss.army.mil/Training/GTA>

SWICE Online Training

THE SMART WIRELESS INTERNAL COMBUSTION ENGINE SPIRAL 3 DIAGNOSTIC TEST EQUIPMENT HELPS MECHANICS DETECT, ISOLATE AND REPAIR ICE SYSTEMS AND SUBSYSTEMS.

AND I LOOK GOOD DOING IT!



The SWICE SP 3 connects with the Maintenance Support Device version 3 (MSD-V3) and the equipment tested to perform standard voltage, current, resistance, pressure and rpms and capture digital diagnostic data.

A course on using the SWICE SP 3 is offered through milUniversity:
<https://www.milsuite.mil/university/msd-training-class/courses/smart-wireless-internal-combustion-engine-swice-sp3-net-course/>

You'll need your CAC to register.

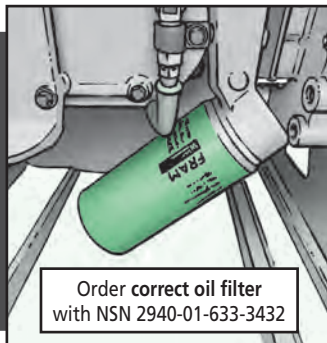


TM CONFUSES HMMWV TOW BAR BRACKET WITH SPRING TENSION WASHER

A misprint in Fig 209 of TM 9-2320-387-13&P in IETM EM 0323 (Mar 14) may cause confusion if ordering HMMWV replacement tow bar brackets. Items 15 and 16 are transposed. The **tow bar brackets**, NSN 2540-01-599-0075, should be labeled as Item 15 while Item 16 is the **spring tension washer**, NSN 5310-00-595-7486.

Order Right M113 FOV Oil Filter!

When ordering a new oil filter for the M113 FOV's 6V53 engine, *always* use NSN 2940-01-633-3432 (PN PH3612). It replaces NSN 2940-01-197-7106 (PN FL804FP), which is shown as Item 9 in Fig 24 of TM 9-2815-205-24P. The old oil filter has a high rate of failure that can lead to engine fires. Make a note until the TM is updated.



HEMTT Load Test Guidance

Get crane load test instructions for the HEMTT A0 in TM 9-2320-279-14&P in IETM EM 0290 (Jun 09) and for the HEMTT A2 in TM 9-2320-325-14&P in IETM EM 0289 (May 09). Refer to TM 9-2320-326-13&P in IETM EM 0288 (Dec 15) for the HEMTT A4 fleet. In each IETM, look for "Load Test Procedures for Grove M977, Grove M984A, and Grove M985 Cranes."

M149A2 Trailer Landing Leg NSN

Items 1 and 27 in Fig 16 of TM 9-2330-267-13&P are reversed. Item 1 should be the **complete landing leg** described as "Support Retractable," NSN 2590-01-183-6816. This NSN brings an assembly that includes Items 1-34. Item 27 should be "Leg Semitrailer Ret," NSN 2590-01-254-6554, which is a down part to the landing leg. Make a note until the TM is updated.

H-60 Series Unserviceable Rig Connecting Links Needed

The supply system is in critical need of unserviceable **rig connecting links**, NSN 3040-01-197-1745 (PN 70400-08110-060), for the H-60 Series. Turn in this needed asset as they become available. The part is needed now for a repair program. Without turn-ins, you might not get the repaired part you need for your helicopter later.

MOBILE APP FOR RECOVERY OPERATIONS

The direct recovery operations (DRO) mobile app is now available. It calculates resistances such as mire factors and accurate fall line force (FLF). It also provides the automatic mechanical advantage adjustment if the FLF exceeds the recovery vehicle's winch capacity. And the app calculates the weights of more than 200 vehicles. Download the app for your Android and Apple devices at the Google Play Store and Apple Store. Search for Direct Recovery Operation.

Bulk Tie-Down Cord

Replacing frayed or broken cargo cover tie-down cord is a lot cheaper when you order it in bulk with NSN 4020-01-545-0772. That NSN brings a 200-ft roll of ³/₈-in elastic cord for about \$61.

MEP-805B 30-KW FUEL INJECTION PUMP

Order a new fuel injection pump for the MEP-805B 30-kW generator with NSN 2910-01-476-8668 (PN RE505411). It replaces the pump shown as Item 4 (PN RE67563) in Fig 1 of TM 9-2815-259-24P (Nov 00). Make a note until the next TM update.

PSCC HELPS WITH TRANSPORTING HAZMAT

Turn to LOGSA's Packaging, Storage, and Containerization Center (PSCC) if you need help when transporting HAZMAT. PSCC provides advice on HAZMAT packaging and handling. Call PSCC for help:

(570) 615-7756 or DSN 795-7144

Or send them an email:

usarmy.tyad.usamc.mbx.pt@mail.mil

ECU Systems Turn-in from Germany/OCONUS

On Page 51 of PS 787 (Jun 18), we alerted you to the OCONUS ban of R22 refrigerant in Environmental Control Unit (ECU) systems. An important update is that units in Germany/OCONUS should only send inoperable ECU systems to Tobyhanna Army Depot (TYAD). **Don't** open any ECU systems containing R22. Instead, ship them to:

TYAD: RIC: BY6 PLANT: 7000 DODAAC: W25G1W

XR W1BG UEF DIST DEPOT TOBYHANNA

MYERS AND SECOND STREETS

WAREHOUSE 2 BAY 1

TOBYHANNA, PA 18466-5059

Forward a copy of all shipping documents prior to shipment to:

sydney.w.mapp3.civ@mail.mil

Questions? Contact Fran Munley at (570) 615-7344, email: francis.munley@dla.mil

Or Joseph Malloy at (570) 615-7917, email: joseph.malloy@dla.mil

FSC-2 NSN Correction

On Page 54 of PS 789 (Aug 18), the FSC-2 NSN is missing a digit. It should be 7360-01-496-2112.

Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

pmcs-

the gift that keeps on giving!

